

# **TULSA METROPOLITAN AREA PLANNING COMMISSION**

## **Meeting No. 2661**

**November 6, 2013, 1:30 PM**

**175 East 2<sup>nd</sup> Street, 2<sup>nd</sup> Level, One Technology Center  
Tulsa City Council Chamber**

### **CONSIDER, DISCUSS AND/OR TAKE ACTION ON:**

Call to Order:

### **REPORTS:**

#### **Chairman's Report:**

#### **Worksession Report:**

#### **Director's Report:**

Review TMAPC Receipts for the month of September 2013

1. Minutes of October 2, 2013, Meeting No. 2659
2. Minutes of October 16, 2013, Meeting No. 2660

### **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.**

3. **LS-20650** (Lot-Split) (CD-9) - Location: South of the southeast corner of East 36<sup>th</sup> Street South and South Trenton Avenue
4. **LS-20651** (Lot-Split) (CD-8) – Location: Northwest corner of East 74<sup>th</sup> Street South and South Yale Avenue
5. **LC-533** (Lot-Combination) (CD-6) – Location: West of the southwest corner of East 21<sup>st</sup> Street South and South 137<sup>th</sup> East Avenue
6. **LC-534** (Lot-Combination) (CD-2) – Location: Northwest corner of West 21<sup>st</sup> Street South and Southwest Boulevard
7. **LS-20652** (Lot-Split) (CD-3) – Location: North of the northwest corner of East Pine Street and North Evanston Place
8. **LC-536** (Lot-Combination) (CD-4) – Location: Northeast corner of East 9<sup>th</sup> Street South and South Cincinnati Avenue



9. **PUD-288-15 – Jack Arnold**, Location: West of the northwest corner of South Birmingham Place and East 27<sup>th</sup> Place South (12660 South Birmingham Avenue), Requesting a **Minor Amendment** to reduce the required rear yard setback from 25 feet to 20 feet, **RS-1/PUD-288**, (CD-4)
10. **PUD-758-1 – Claude Neon Federal**, Location: Northwest corner of South Rockford Avenue and East 41<sup>st</sup> Street South (1418 East 39<sup>th</sup> Street), Requesting a **Minor Amendment** to allow projecting signs in addition to already allowed wall and monument signs, **RM-2/PUD-758** (CD-9)
11. **Z-7164-SP-1a – Lou Reynolds**, Location: Southwest corner of South Maybelle Avenue and West 81<sup>st</sup> Street South, Requesting a **Corridor Minor Amendment** to make South Olympia Avenue a public street with a bus cut-out, reduce pedestrian access from the south to two access points, to modify the maximum building height and to amend the minimum building setbacks, (CD-2) (Related to The Walk at Tulsa Hills Preliminary Plat)
12. **PUD-531 – Russell McDaries**, Location: Southeast corner of South Mingo Road and East 79<sup>th</sup> Street South, Requesting a **Detail Site Plan** approval for a multifamily development containing 145 units, **CO/PUD-531** (CD-7)
13. **PUD-741-B-1 – Wallace Engineering/Jim Beach**, Location: East of the southeast corner of South Kingston Avenue and East 109<sup>th</sup> Place South (6016 East 109<sup>th</sup> Place), Requesting a **Minor Amendment** to reduce the required front yard setback from 20 feet to 18 feet, **RS-2/PUD-741**, (CD-8)
14. **AC-125 – Gregory S. Helms**, Location: Southeast corner of West 36<sup>th</sup> Place South at South Olympia Avenue (1012 West 36<sup>th</sup> Place South), Requesting an **Alternative Compliance** for improvements to an existing bus storage and maintenance facility for Tulsa Public School System, **IL**, (CD-2)

#### **CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:**

##### **PUBLIC HEARINGS:**

15. **LS-20653** (Lot-Split) (CD 9) – Location: West of the northwest corner of East 44<sup>th</sup> Street South and South Harvard Avenue (Related to LC-535)
16. **LC-535** (Lot-Combination) (CD 9) – Location: West of the northwest corner of East 44<sup>th</sup> Street South and South Harvard Avenue (Related to: LS-20653)
17. **Dollar General 21<sup>st</sup> Addition** – Minor Subdivision Plat, Location: East of southeast corner of East 21<sup>st</sup> Street South and South Garnett Road (9417) (CD-6)



18. **The Walk at Tulsa Hills** – Preliminary Plat, Location: Southeast corner of Highway 75 and West 81<sup>st</sup> Street South (8214) (CD-2) Related to Z-7264 SP 1a Corridor Minor Amendment
19. **Z-7242 – Tom Kirkpatrick**, Location: North of northeast corner of South Quincy Avenue and East 11<sup>th</sup> Street, Requesting rezoning from **RS-4/OL to CH**, (CD-4)
20. **Z-7243 – Tanner Consulting, LLC**, Location: East of southeast corner of East 121<sup>st</sup> Street and South Yale Avenue, Requesting rezoning from **AG to RS-3**, (CD-8)
21. **PUD-803 – Tanner Consulting, LLC**, Location: East of southeast corner of East 121<sup>st</sup> Street and South Yale Avenue, Requesting a PUD for a three-phase, master-planned residential community with 320 lots, **AG to RS-3/PUD**, (CD-8)
22. **Z-7244 – Tanner Consulting, LLC**, Location: West of northwest corner of East 121<sup>st</sup> Street and South Yale Avenue, Requesting rezoning from **RS-1 TO RS-2**, (CD-8)
23. **PUD-804 – Tanner Consulting, LLC**, Location: West of northwest corner of East 121<sup>st</sup> Street and South Yale Avenue, Requesting a PUD for a residential development with 70 lots, private gates, **RS-1 TO RS-2/PUD**, (CD-8)
24. **PUD-636-A/Z-5457-SP-3 – Lou Reynolds**, Location: North of northwest corner of West 81<sup>st</sup> Street and U.S. Highway 75, Requesting a **Major Amendment/Corridor Development Plan** to permit approximately 6.1 acres of Development Area E to be used, in addition to multifamily purposes, for commercial purposes, **CO/PUD-636 to CO/PUD-636-A**, (CD-2) (Related to Nickel Creek Phase III Preliminary Plat)
25. **Nickel Creek Phase III** – Preliminary Plat, Location: East of northeast corner of West 81<sup>st</sup> Street South and South Union Avenue (8211) (CD 2) Related to Major Amendment/Corridor Development Plan PUD-636-A, Z-5457-SP-3
26. **PUD-531-A/Z-6034-SP-2 – Roy Johnsen**, Location: Northeast corner of East 81<sup>st</sup> Street and South Mingo Road, Requesting a **Major Amendment/Corridor Development Plan** to divide Development Area A into three development areas and allocation of commercial floor area and modification of height and setbacks, **CS/CO/PUD-531 to CS/CO/PUD-531-A**, (CD-7)

#### **COMPREHENSIVE PLAN PUBLIC HEARINGS:**

27. **Consider Adoption of “The 6<sup>th</sup> Street Infill Plan” amendments**

#### **OTHER BUSINESS**

28. **Consider initiation of a Mixed-Use Institutional (MX-I) Zoning District as an implementation tool of the Utica Midtown Corridor Small Area Plan.**



## 29. Commissioners' Comments

### ADJOURN

CD = Council District

**NOTE: If you require special accommodation pursuant to the Americans with Disabilities Act, please notify INCOG (918) 584-7526. Exhibits, Petitions, Pictures, etc., presented to the Planning Commission may be received and deposited in case files to be maintained at Land Development Services, INCOG. Ringing/sound on all cell phones and paggers must be turned off during the Planning Commission.**

Visit our website at [www.tmapc.org](http://www.tmapc.org)

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



**TMAPC RECEIPTS**  
**Month of September 2013**

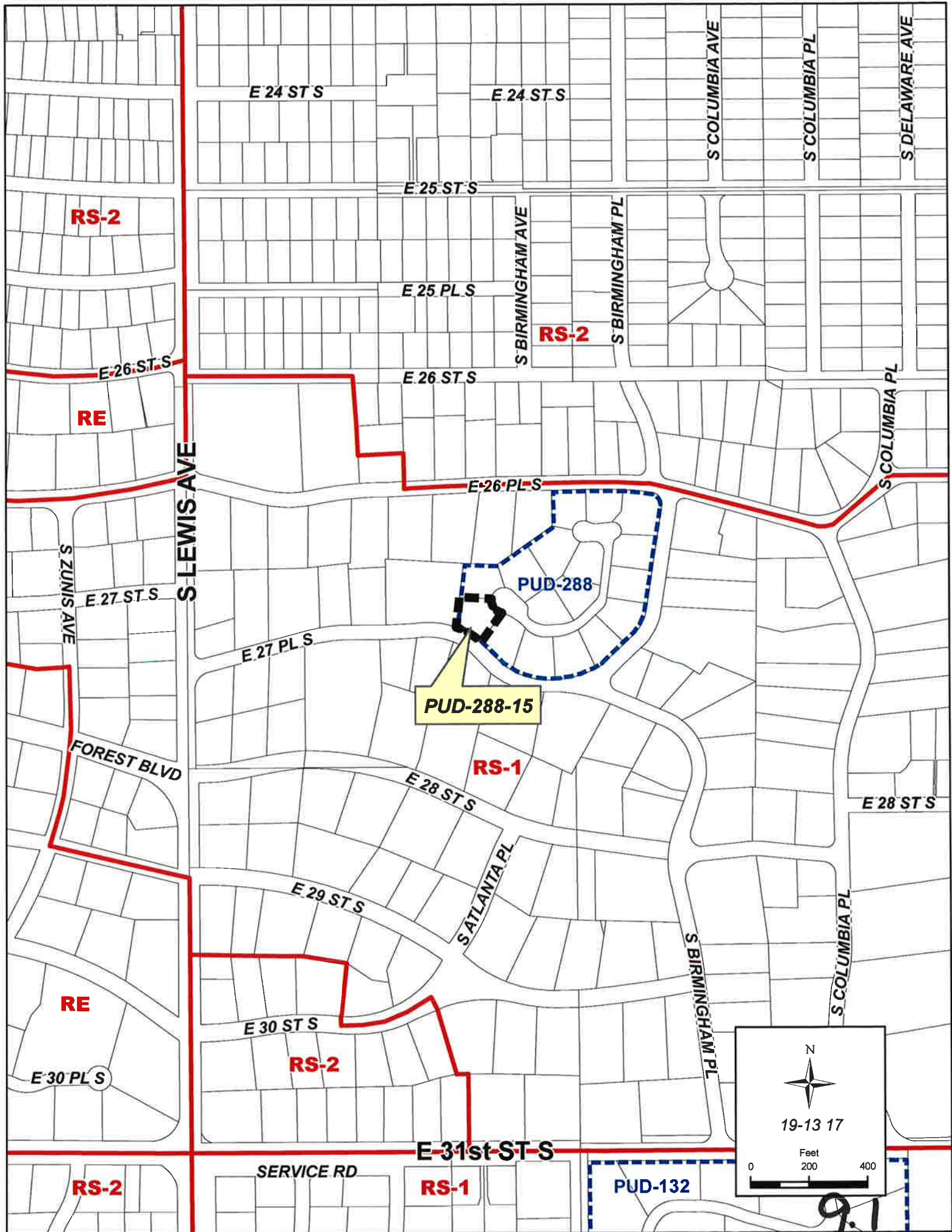
----- Current Period -----				----- Year To Date -----				
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	12	\$115.00	\$115.00	\$230.00	39	\$250.00	\$250.00	\$500.00
Zoning	3	1,350.00	1,350.00	2,700.00	6	2,760.00	2,760.00	5,520.00
PUDs & Plan Reviews	26	2,100.00	2,100.00	4,200.00	73	6,986.25	6,986.25	13,972.50
Refunds		0.00	0.00	0.00	0	0.00	0.00	0.00
Fees Waived		0.00	0.00	0.00	0	0.00	0.00	0.00
		3,565.00	3,565.00	7,130.00		9,996.25	9,996.25	19,992.50
LAND DIVISION								
Minor Subdivisions	0	\$0.00	\$0.00	\$0.00	0	\$0.00	\$0.00	\$0.00
Preliminary Plats	1	676.50	676.50	1,353.00	6	2,663.40	2,663.40	5,326.80
Final Plats	0	0.00	0.00	0.00	3	1,245.00	1,245.00	2,490.00
Plat Waivers	0	0.00	0.00	0.00	2	250.00	250.00	500.00
Lot Splits	4	215.00	215.00	430.00	20	958.50	958.50	1,917.00
Lot Combinations	6	300.00	300.00	600.00	21	1,050.00	1,050.00	2,100.00
Access Changes	2	50.00	50.00	100.00	2	50.00	50.00	100.00
Other		0.00	0.00	0.00	0	0.00	0.00	0.00
NSF		0.00	0.00	0.00	0			
Refunds		0.00	0.00	0.00	0	(5.00)	(5.00)	(10.00)
Fees Waived		0.00	0.00	0.00		0.00	0.00	0.00
		1,241.50	1,241.50	2,483.00		6,211.90	6,211.90	12,423.80
BOARDS OF ADJUSTMENT								
Fees	12	\$3,500.00	\$1,050.00	\$4,550.00	33	\$18,900.00	\$1,850.00	\$20,750.00
Refunds		(100.00)	0.00	(\$100.00)	44	(\$650.00)	\$0.00	(650.00)
NSF Check		0.00	0.00	\$0.00	0	\$0.00	\$0.00	0.00
Fees Waived		0.00	0.00	0.00		0.00	0.00	0.00
		3,400.00	1,050.00	4,450.00		18,250.00	1,850.00	20,100.00
TOTAL		\$8,206.50	\$5,856.50	\$14,063.00		\$34,458.15	\$18,058.15	\$52,516.30
LESS WAIVED FEES *		\$0.00		\$0.00		(\$65.14)		(\$65.14)
GRAND TOTALS		\$0.00	\$0.00	\$0.00		\$34,393.01	\$18,058.15	\$52,451.16

\* Advertising, Signs & Postage Expenses for City of Tulsa Applications with Fee Waivers for Tulsa Development Authority, Tulsa Airport Authority, Pearl Dist Based Code & Reinstating Previous Zoning of Recently Annexed Territory













PUD-288-15



19-13 17



Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

9.2



E 26 PLS

E 27 PL S

S BIRMINGHAM AVE

PUD-288-15



19-13 17

0 50 100  
Feet

Note: Graphic overlays may  
not precisely align with physical  
features on the ground.  
Aerial Photo Date: March 2012

9.3



November 6, 2013

## STAFF RECOMMENDATION

**PUD-288-15:** Minor Amendment to reduce the required rear yard setback from 25 feet to 20 feet on Lot 4, Block 1 Eight Acres. The site is located West of the northwest corner of South Birmingham Place and East 27<sup>th</sup> Place South, 12660 South Birmingham Avenue, TRS 19-13-19; CZM 47; Atlas 248; CD-4

The applicant is requesting a Minor Amendment to reduce the required rear yard setback from 25 feet to 20 feet on Lot 4, Block 1 Eight Acres. The current PUD references the RS-1 restrictions of the City of Tulsa Zoning Code for building setbacks. The RS-1 rear yard setback is 25 feet.

The proposed minor amendment is to allow two areas of the proposed structure to extend into the required rear yard by no more than five (5) feet. The portions of the structure that will extend into the rear yard are only a small fraction of the proposed 6,968 s/f structure. This platted subdivision has a self imposed 35-foot building setback that can only be enforced by the homeowners association or an individual. The applicant has indicated that they have received approval from the homeowners association to build closer than the required 35-foot building setback. With there being a self-imposed building setback, staff feels that there are safeguards in place to protect the neighborhood in the event they do not want the proposed structure to violate their neighborhood covenants.

Staff does not believe that the reduction in the rear yard setback will have a substantial impact on surrounding properties, that it is in character with the existing and anticipated development, and aligns the spirit and intent of the original PUD.

All other standards allowed in PUD-288 or modified through other amendments will still apply.

Staff recommends **APPROVAL** of minor amendment PUD-288-1.

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

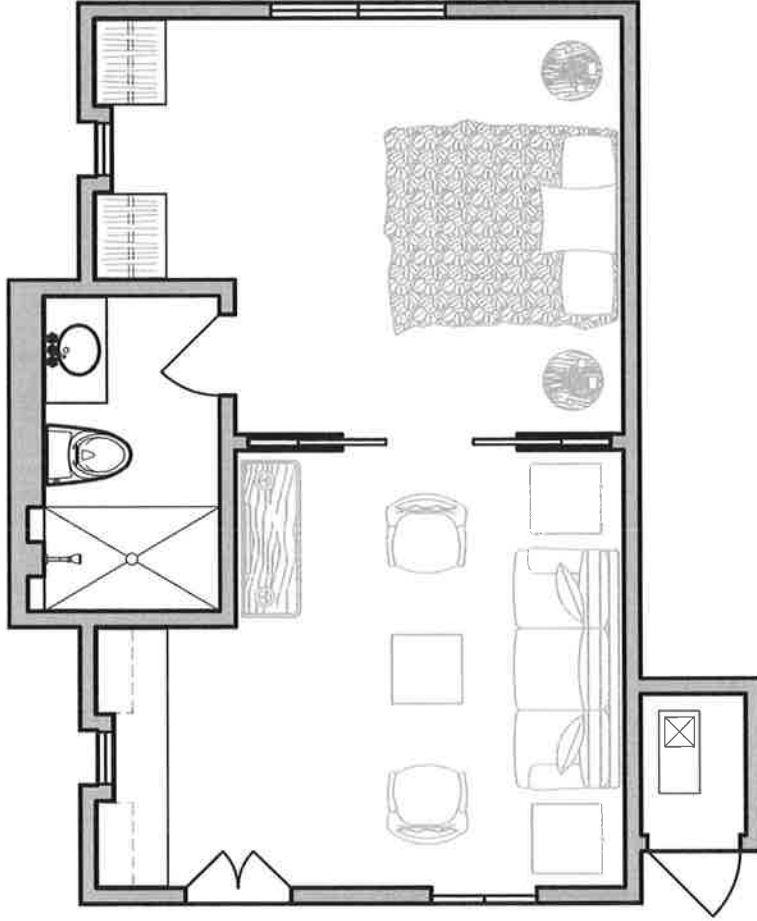
9.4





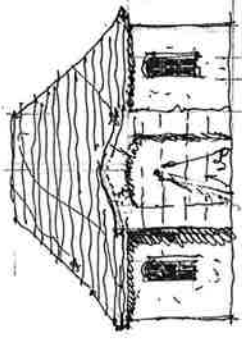
# ACCESSORY STRUCTURE FLOOR PLAN

SCALE: 3/16"=1'-0"



9.5





GUEST HOUSE



CHARACTER SKETCH

3/32" = 1'-0"

Δ PROPOSED RESIDENCE FOR:  
STEVE & SHELLEY JACKSON  
EIGHT ACRES, TULSA, OKLAHOMA  
BY JACK ARNOLD 09.24.2013

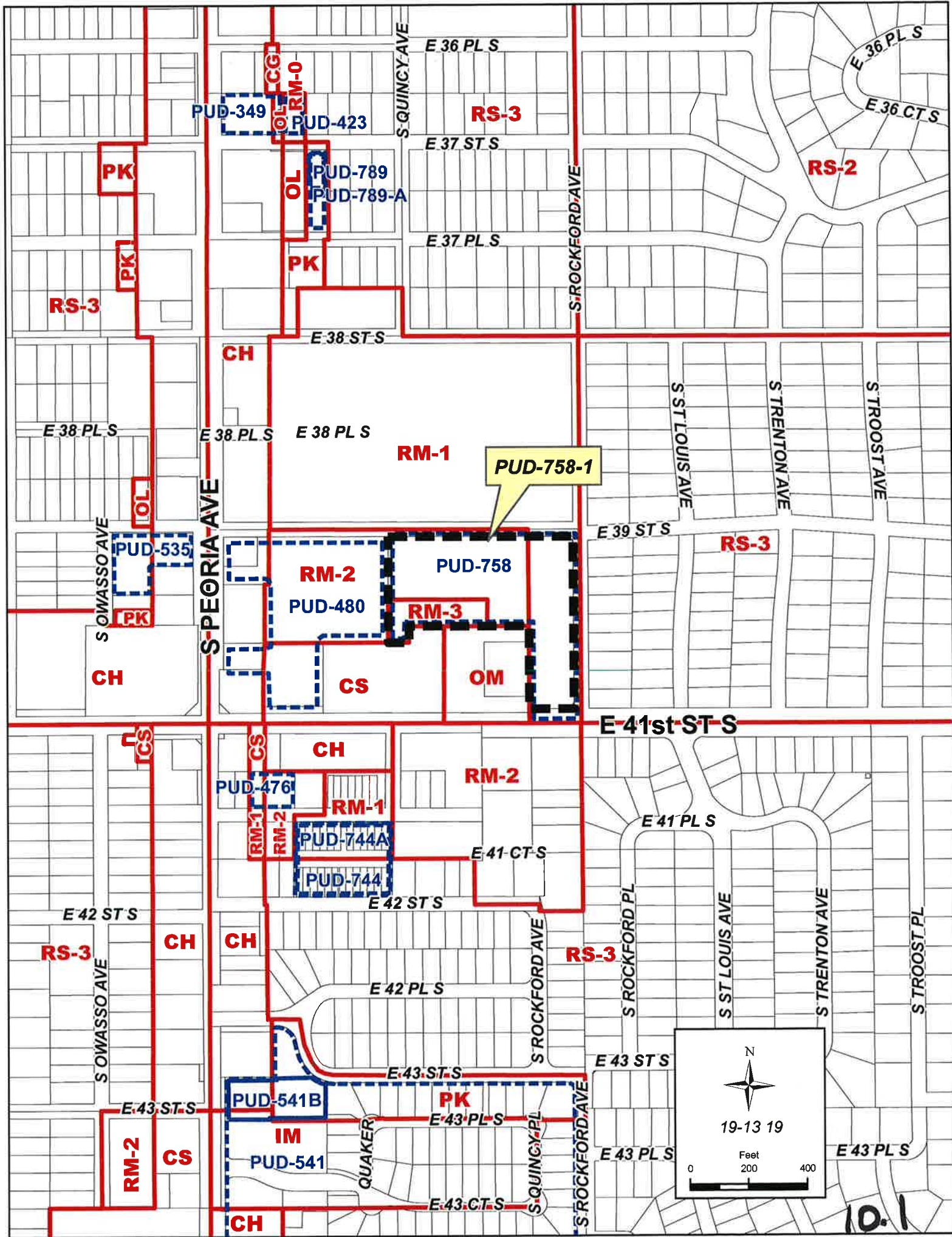
















10.2



November 6, 2013

## STAFF RECOMMENDATION

**PUD-758-1:** Minor Amendment to allow projecting signs in addition to already allowed wall and monument signs. The site is located at the Northwest corner of South Rockford Avenue and East 41<sup>st</sup> Street South, 1418 East 39th Street; TRS 19-13-19; CZM 47; Atlas 248; CD-9

The applicant is requesting a minor amendment to allow projecting signs in addition to already allowed wall and monument signs within the Planned Unit Development. The current PUD Standards allow two (2) signs identifying the apartment complex, either wall or monument not to exceed 48 s/f each in display surface area.

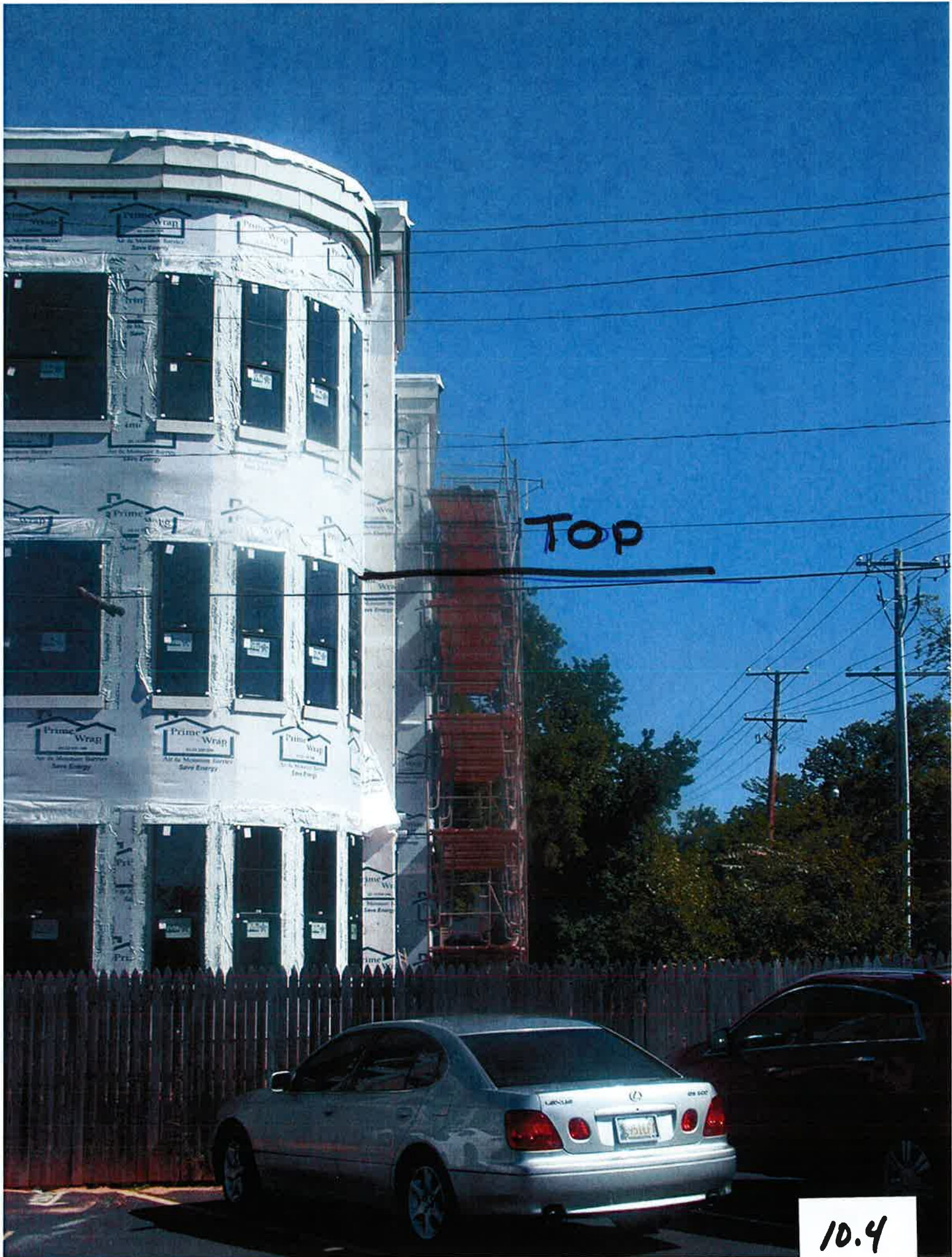
The proposed minor amendment would not increase the number of allowed signs or the allowable square footage of the size, but would merely allow for another type of sign (projecting) to be allowed. Staff does not believe that the addition of projecting signs to the PUD will have a substantial impact of the original intent of the PUD.

All other standards allowed in PUD-758-1 will still apply. Staff finds that the proposed amendment to allow projecting signs in addition to already allowed wall and monument signs is in character with the surrounding development and anticipated future development in the area. Staff believes that it will have little to no impact on the surrounding properties.

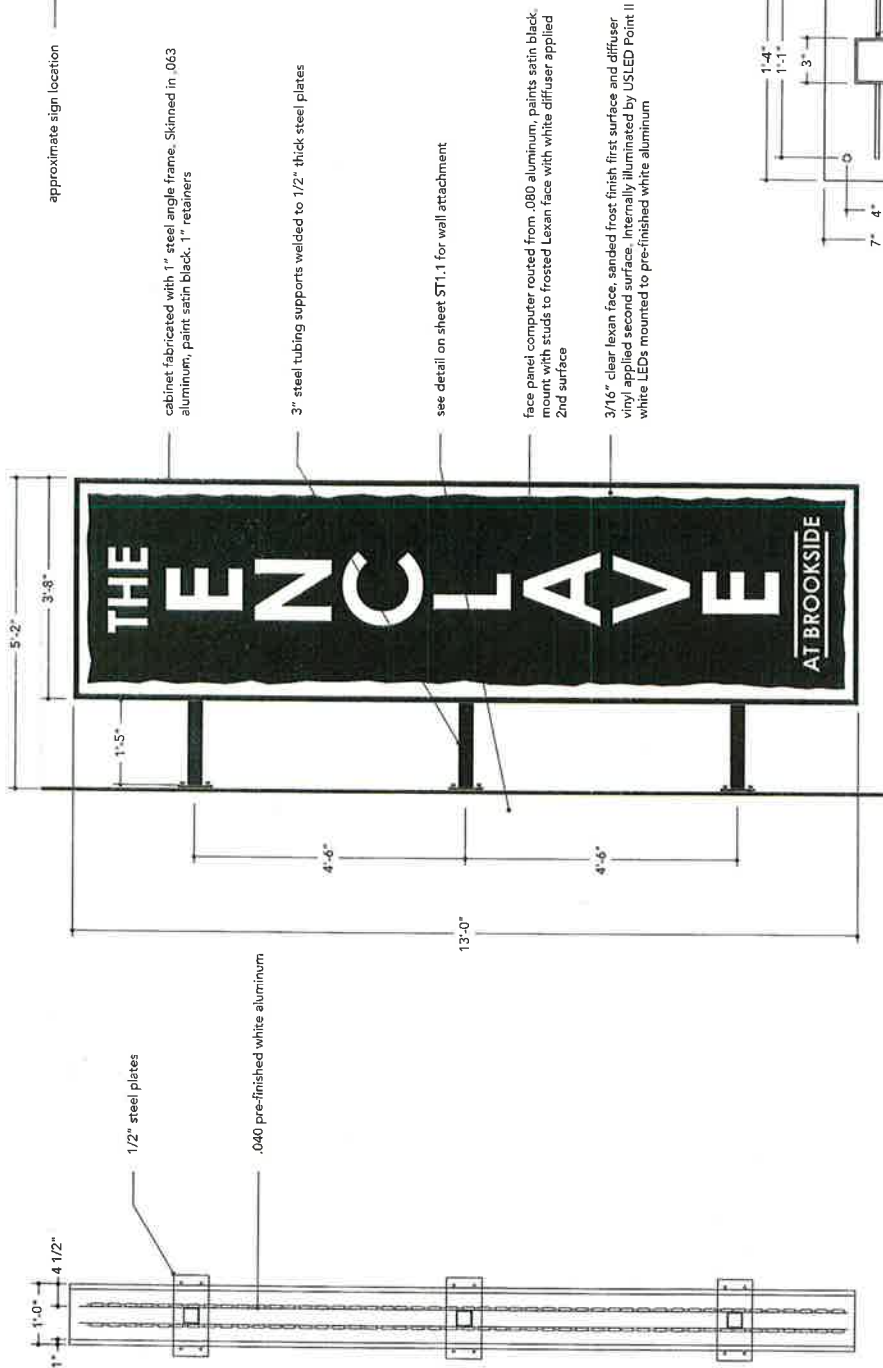
Staff recommends **APPROVAL** of minor amendment PUD-758-1.

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









1225 North Lanning Avenue  
Tulsa, Oklahoma 74106  
ph: 918.587.7171  
fax: 918.587.7176  
web: cncusa.com

**PROJECT/CLIENT NAME:** ENCLAVE AT BROOKSIDE

**LOCATION:** 41ST & BROOKFORD, TULSA, OK

**DESIGNER:** JOE KESTERSON

**DATE OF ORIGINAL DWG:** JUNE 25, 2013

**ACCOUNT EXECUTIVE:** TODD ADAR

**REVISION HISTORY:** 06.05.13 09.11.13

**WORK ORDER #:** V 1.0 V 2.0

**DEPT:** METAL FAB

**PRINT:** NEON

**FINAL ASSEMBLY:** INSTALLATION

**SIGN TYPE/DESCRIPTION:** OF PROJECTING BLADE SIGN

**SHEET NAME:** ST-1.0

**DATE:** 2013 06 25

10.5



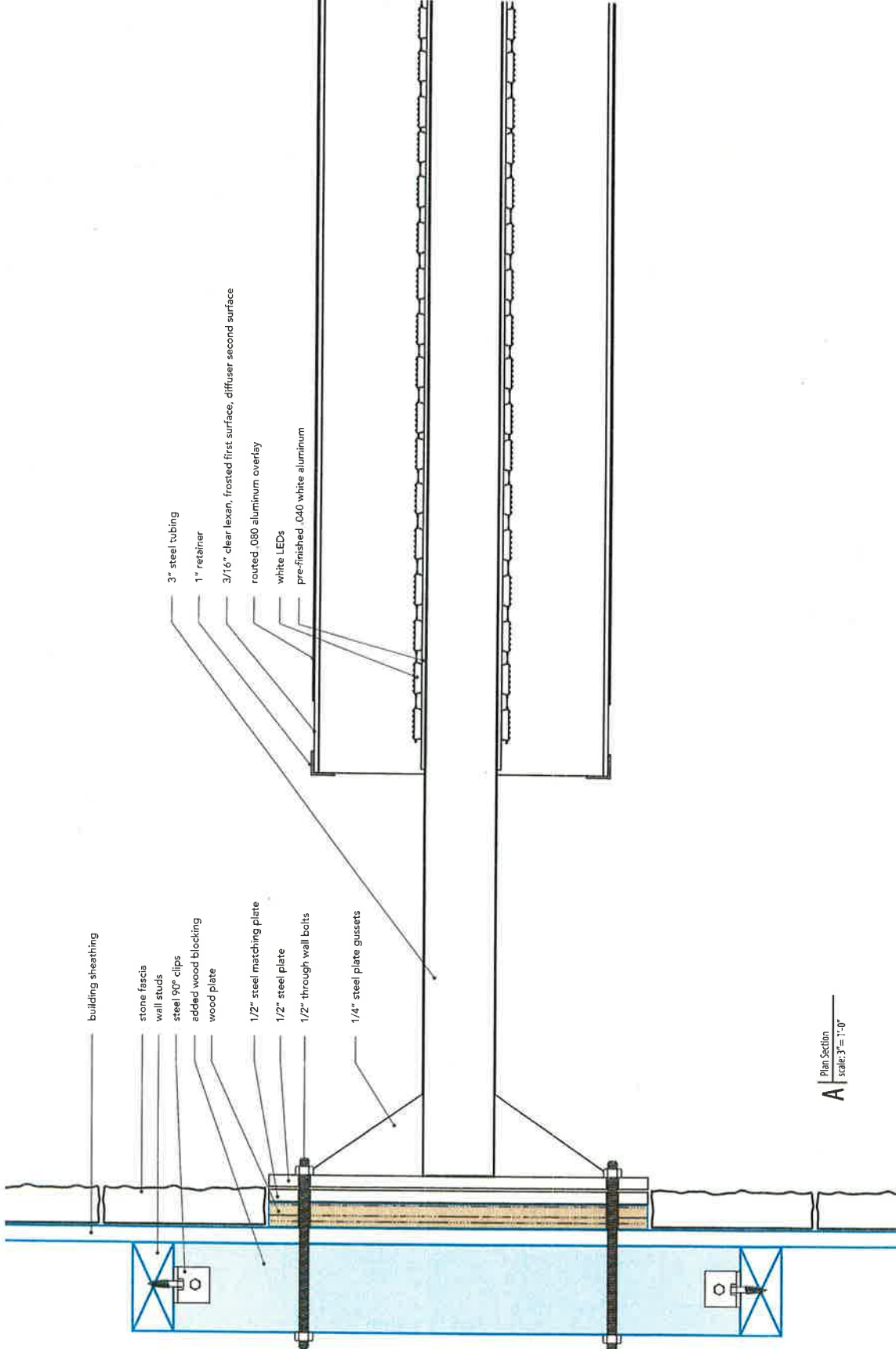






10.7





**A** Plan Section  
Scale: 3" = 1'-0"

**1225 North Lexington Avenue**  
Tulsa, Oklahoma 74106  
ph: 918.582.7171  
fax: 918.582.7176  
web: cefsigas.com

**CLASSIC SIGN FEDERAL SIGNS**

Thereby you are approved to proceed with fabrication of the sign as detailed in these drawings in order to meet the project deadline in a timely fashion. In the event of any changes (additions, deletions, or substitutions) to the fabrication of the sign, you shall be responsible for obtaining the necessary approvals from the client and the sign manufacturer. Approval may result in change of the completion date, additional material, and payment in additional cost.

☐ Approved as shown ☒ Approved as noted

Client Name: \_\_\_\_\_ Date: \_\_\_\_\_

**DESIGNER:** JOE KESTERSON  
**DATE OF ORIGINAL DWG:** JUNE 25, 2013

**REVISION HISTORY:**  
05.05.13 031113

**LOCATION:** 41ST & ROCKFORD  
TULSA, OK  
**ACCOUNT EXECUTIVE:** TODD ADAR

**WORK ORDER #:** v 1.0  
v 2.0

**DEPT:** METAL FAB  
COP: ROUT/VINYL

**DUE DATE:** PAINT/ NEON/

**FINAL ASSEMBLY INSTALLATION**

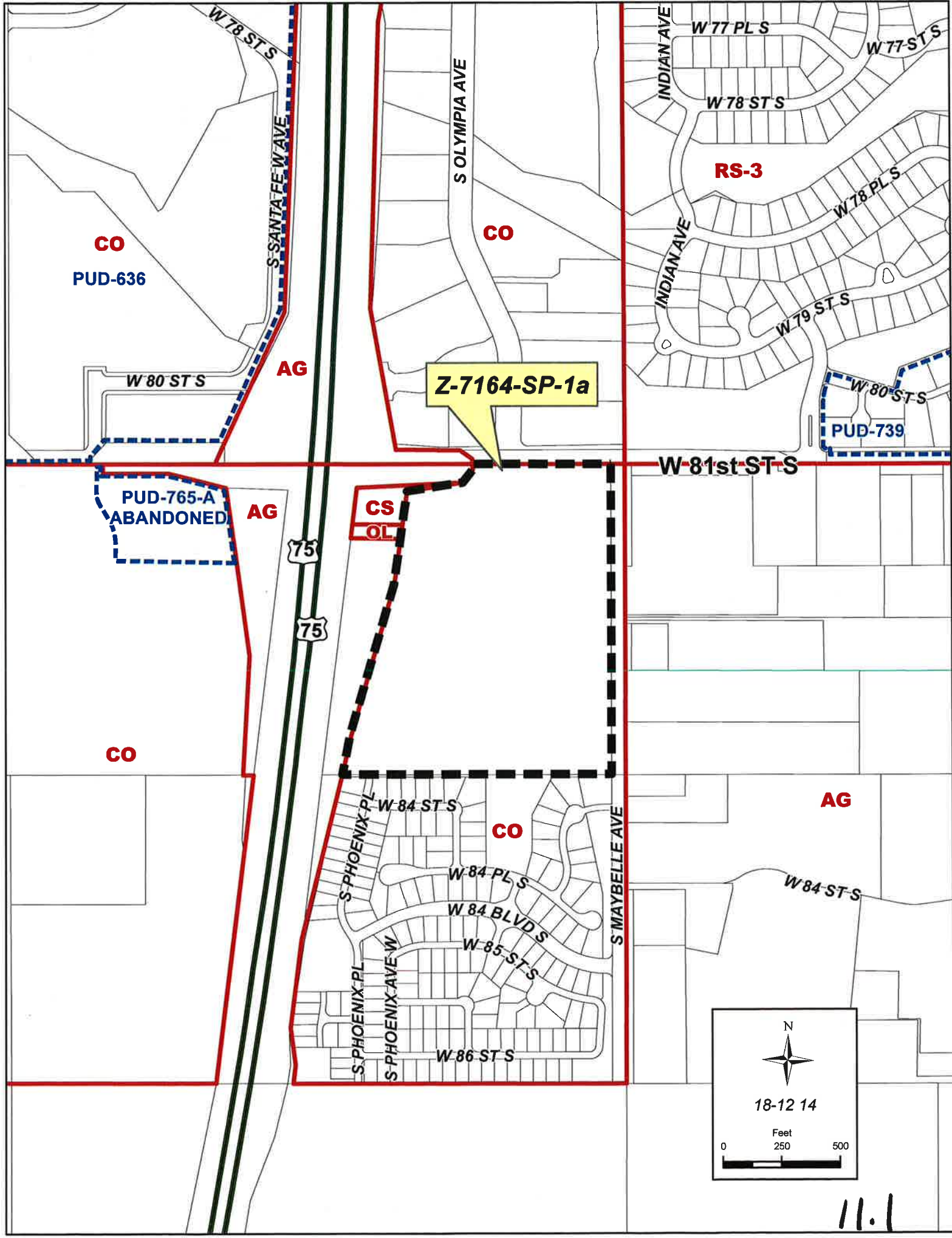
**SIGN TYPE/DESCRIPTION:** PROJECTING BLADE SIGN

**SHEET NAME:** ST-11

2013 CEF SIG

10.8





11.1





**Z-7164-SP-1a**



18-12-14

0 250 500  
Feet

Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: 11/14/2014

11.2



**STAFF RECOMMENDATION**

**Z-7164-SP-1a:** Minor Amendment to make South Olympia Avenue a public street with a bus cut out; to reduce the pedestrian access from the South to two (2) access points; to modify the maximum building height; and to amend the minimum building setbacks. The site is located at the Southwest corner of South Maybelle Avenue and West 81<sup>st</sup> Street South, TRS 18-12-14; CZM 51; Atlas 1584; CD-2

The applicant is requesting a minor amendment to make South Olympia Avenue a public street with a bus cut out; to reduce the pedestrian access from the South to two (2) access points; to modify the maximum building height; and to amend the minimum building setbacks within the Corridor Development Plan.

Below is a table explaining the proposed changes to the existing Corridor Development Plan:

<b>Action</b>		<b>Standard</b>
Original	ACCESS FROM SOUTH	Four (4) pedestrian access points from the South. <i>(1 along Maybelle, 3 from South Property Line)</i>
Amendment	ACCESS FROM SOUTH	Two (2) pedestrian access points from the South. <i>(1 along Maybelle, 1 Southwest corner, gated and limited to pedestrian and emergency access only)</i>
Original	SOUTH OLYMPIA AVENUE	South Olympia Avenue and its connecting street to South Maybelle Avenue will be private streets.
Amendment	SOUTH OLYMPIA AVENUE	South Olympia Avenue and its connecting street to South Maybelle Avenue will be public streets.
Original	MAXIMUM BUILDING HEIGHT	35 FT (Architectural elements and business logos may exceed the Maximum Building Height with Detailed Site Plan approval)
Amendment	MAXIMUM BUILDING HEIGHT	<p>Lots One through Seven                      35 FT</p> <p>Lot Eight    35 FT*</p> <p>*The Maximum Building Height for the South 340 FT of Lot Eight is 35 FT and 45 FT for the remainder of Lot Eight.</p> <p>Architectural elements and business logos may exceed the Maximum Building Height with Detailed Site Plan approval.</p>



Original	MINIMUM BUILDING SETBACKS	From the southerly right-of-way line of West 81st Street 100 FT From the westerly boundary 25 FT From the south boundary 70 FT From the right-of-way line of South Maybelle Avenue 40 FT Internal lot side yards to be established by plat or detailed site plan.
Amendment	MINIMUM BUILDING SETBACKS	From the southerly right-of-way line of West 81st Street 60 FT From the westerly boundary 25 FT From the south boundary 70 FT From the right-of-way line of South Maybelle Avenue 40 FT From the right-of-way line of South Olympia Avenue 50 FT Internal lot side yards to be established by plat or detailed site plan.

The proposed amendments would not substantially alter the original intent of the corridor development plan as it relates to the overall design and aesthetic of development as a whole. The change in access points connecting to the south is a result of Hyde Park being platted without access points provided for. The proposed construction of South Olympia being developed as a public street aligns with the publicly maintained section of Olympia through Tulsa Hills. Additionally, the setback changes are a result of Olympia becoming a public street and right-of-way being dedicated along 81<sup>st</sup> Street. Lastly, the change in the maximum building height only effects the northerly portion of what is proposed as Lot-8, with all other height restrictions remain the same as the original Corridor Development Plan. Staff does not believe that the proposed amendments will have a substantial impact on the original intent of the Corridor Development Plan.

All other standards allowed in Z-7164-SP-1 will still apply. Staff finds that the proposed amendments are in character with the surrounding development and anticipated future development in the area. Staff believes that it will have little to no impact on the surrounding properties.

Staff recommends **APPROVAL** of minor amendment Z-7164-SP-1a.

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



# EXHIBIT 'C'

## LEGAL DESCRIPTION

### LEGAL DESCRIPTION

A tract of land lying in the Northwest Quarter of Section 14, Township 18 North, Range 12 East of the Indian Meridian, Tulsa County, Oklahoma being more particularly described as follows:

COMMENCING at the northeast corner of said Northwest Quarter;

THENCE South 88°56'47" West, along the north line of said Northwest Quarter, a distance of 60.00 feet to the POINT OF BEGINNING;

THENCE South 01°05'09" East, parallel with and 60.00 feet distant from the east line of said Northwest Quarter, a distance of 1,326.13 feet to a point on the south line of the Northeast Quarter of the Northwest Quarter;

THENCE South 88°57'30" West, along the south line of said Northeast Quarter of the Northwest Quarter, a distance of 1,149.23 feet to a point on the east right of way line of U.S. Highway 75 as established in Warranty Deed recorded in Book 7089, Page 1134, Tulsa County Records;

THENCE along said east right of way line, the following Four (4) courses:

1. North 11°58'18" East a distance of 167.43 feet;
2. North 14°47'14" East a distance of 671.72 feet;
3. North 06°41'53" East a distance of 402.59 feet;
4. North 79°50'59" East a distance of 238.53 feet to a point on the east right of way line as established by Highway Easement recorded in Book 3513, Page 471, Tulsa County Records;

THENCE along said east right of way line, the following Two (2) courses:

1. North 43°59'00" East a distance of 78.10 feet;
2. North 00°00'00" East a distance of 24.75 feet to a point on the north line of said Northwest Quarter;

THENCE North 88°56'47" East, along said north line, a distance of 581.84 feet to the POINT OF BEGINNING.

Said described tract of land contains an area of 1,279,089 square feet or 29.3638 acres, more or less.

The basis of bearings for this legal description was the Oklahoma State Plane Coordinate System (North Zone) using South 01°05'09" East as the east line of the Northwest Quarter of Section 14, Township 18 North, Range 12 East, Indian Meridian.

Prepared by: Randall A. Mansfield, Professional Land Surveyor No. 1613

Dodson-Thompson-Mansfield PLLC  
20 N.E. 38th Street  
OKC, OK 73105  
August 21, 2013





**EXHIBIT "B"**  
**THE WALK AT TULSA HILLS**  
**CORRIDOR DISTRICT SITE PLAN**  
**Z-7164 – SP-1a**

Z-7164-SP-1a proposes a Minor Amendment to the Corridor District Site Plan for The Walk at Tulsa Hills.

The Conceptual Illustration for this Minor Amendment is attached hereto as "Exhibit A".

The primary differences between Z-7164-SP-1 and Z-7164-SP-1a are:

1. South Olympia Avenue will be a public street with a bus cut out and not a private street; and
2. The proposed golf cart access at the Southwest corner of the Project will be gated and limited to pedestrian and emergency access only.

The Pedestrian Access Plan for the Project is shown on "Exhibit B" attached hereto. Pedestrian access from the South will be reduced to 2 access points from 4 access points as a result of development within Hyde Park to the South.

Finally, this Minor Amendment amends the Development Standards for maximum building height and minimum building setbacks as follows:

3. Maximum Building Height:

Lots One through Seven	35 FT
Lot Eight	35 FT*

\*The Maximum Building Height for the South 340 FT of Lot Eight is 35 FT and 45 FT for the remainder of Lot Eight.

Architectural elements and business logos may exceed the Maximum Building Height with Detailed Site Plan approval.

4. Minimum Building Setbacks:

From the Southerly right-of-way line of West 81 <sup>st</sup> Street	60 FT
From the West boundary	25 FT
From the South boundary	70 FT
From the right-of-way line of South Mabel Avenue	40 FT
From the right-of-way line of South Olympia Avenue	50 FT

Internal lot side yards to be established by Plat or Detailed Site Plan.



TABLE OF AMENDMENTS  
to Z-7164 -SP-1 as proposed in Z-7164-SP-1a:

ACCESS FROM SOUTH

Z-7164-SP-1

Four (4) pedestrian access points from the South.

Z-7164-SP-1a

Two (2) pedestrian access points from the South.

SOUTH OLYMPIA AVENUE

Z-7164-SP-1

South Olympia Avenue and its connecting street to  
South Maybelle Avenue will be private streets.

Z-7164-SP-1a

South Olympia Avenue and its connecting street to  
South Maybelle Avenue will be public streets.

MAXIMUM BUILDING HEIGHT

Z-7164-SP-1

35 FT

Architectural elements and business logos may exceed the Maximum  
Building Height with Detailed Site Plan approval.

Z-7164-SP-1a

Lots One through Seven  
Lot Eight

35 FT

35 FT\*

\*The Maximum Building Height for the South 340 FT of Lot Eight is 35  
FT and 45 FT for the remainder of Lot Eight.

Architectural elements and business logos may exceed the Maximum  
Building Height with Detailed Site Plan approval.



## MINIMUM BUILDING SETBACKS

### Z-7164-SP-1

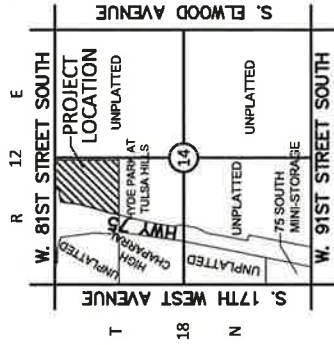
From the southerly right-of-way line of West 81 <sup>st</sup> Street	100 FT
From the westerly boundary	25 FT
From the south boundary	70 FT
From the right-of-way line of South Maybelle Avenue	40 FT
Internal lot side yards to be established by plat or detailed site plan.	

### Z-7164-SP-1a

From the Southerly right-of-way line of West 81 <sup>st</sup> Street	60 FT
From the West boundary	25 FT
From the South boundary	70 FT
From the right-of-way line of South Maybelle Avenue	40 FT
From the right-of-way line of South Olympia Avenue	50 FT
Internal lot side yards to be established by Plat or Detailed Site Plan.	



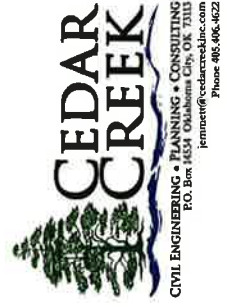
# EXHIBIT 'A' OVERALL SITE PLAN



LOCATION MAP  
NOT TO SCALE



150 SCALE  
ORIGINAL PAPER SIZE 11x17

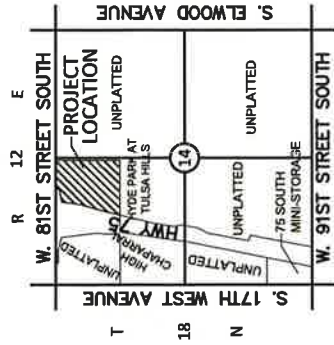




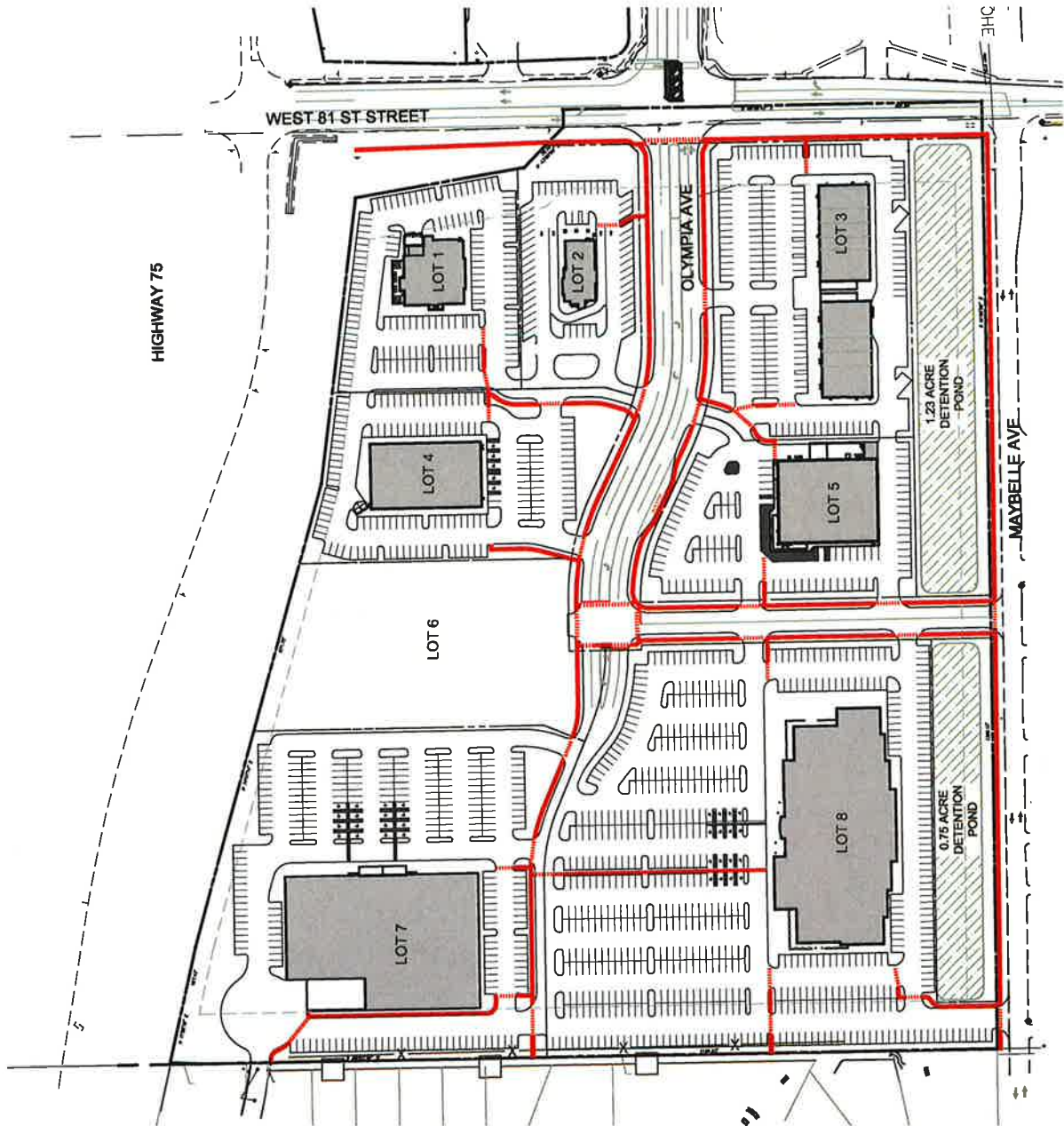
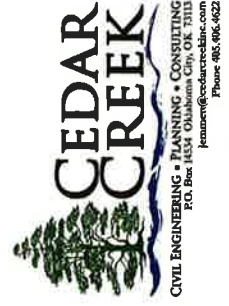
# EXHIBIT 'B'

## PEDESTRIAN ACCESS PLAN

HIGHWAY 75

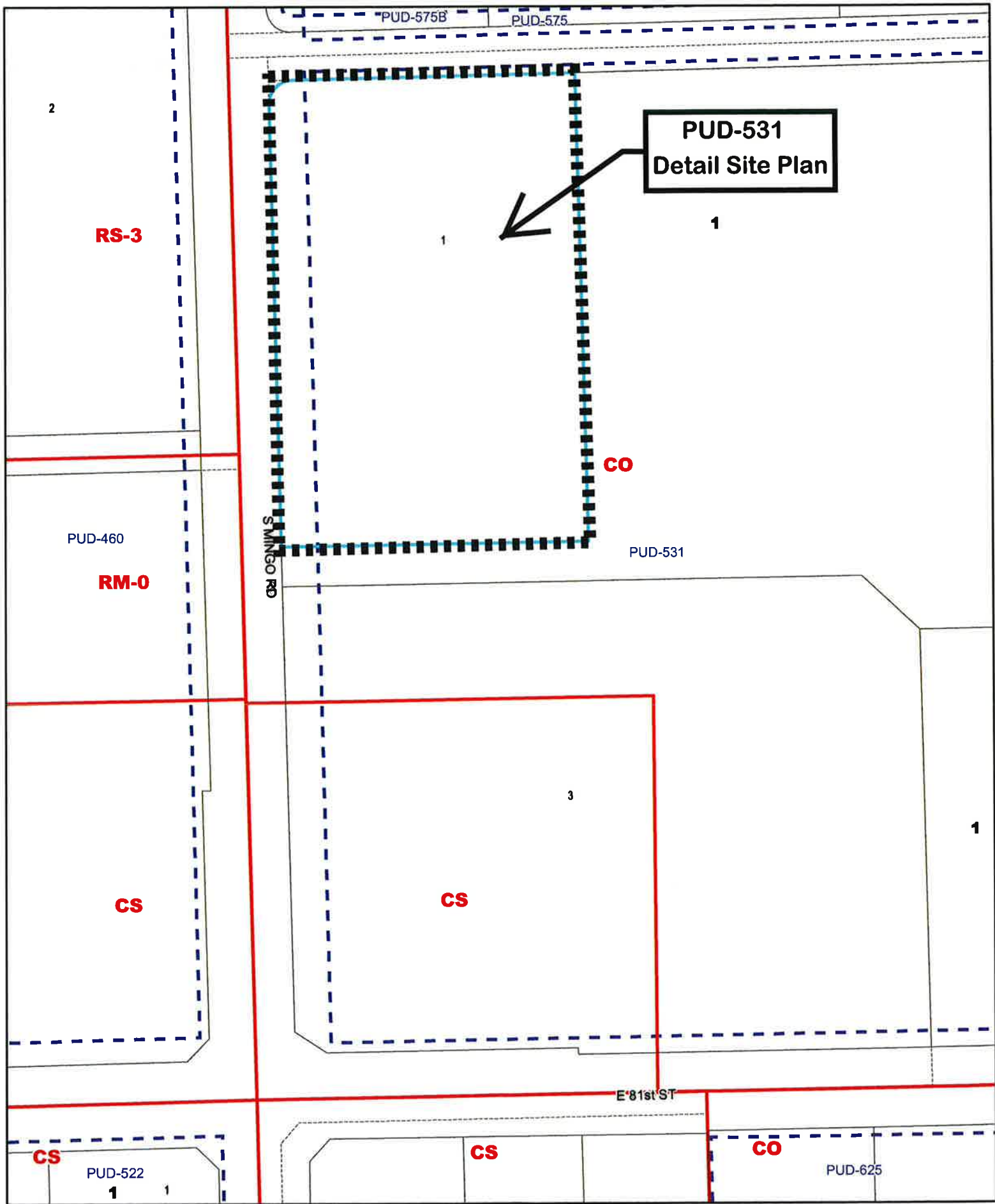


150 SCALE  
ORIGINAL PAPER SIZE 11x17



11.10



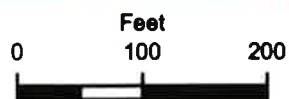


TRS

12.1







TRS

12.2





September 4, 2013

## **STAFF RECOMMENDATION**

**PUD-531/Z-6034-SP-1:**      **PUD Detailed Site Plan** – A 5.2-acre tract that is part of, Section 07, T-18-N, R-14-E, Lot 1, Block 1, Meadowbrook Chase a subdivision in the City of Tulsa, located at the Southeast corner of South Mingo Road and East 79<sup>th</sup> Street South. CZM 54; Atlas 1413; CD-7

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### **CONCEPT STATEMENT:**

The applicant is requesting detail site plan approval for a multifamily development containing 145 units. The proposed development is located in Development Area C of PUD-531.

### **PERMITTED USES:**

Allowed uses are Use Unit 8 – Multifamily Dwellings and customary accessory uses found in the City of Tulsa Zoning Code (Section 402). Any additional uses that are not allowed within the CS district would require an amendment to the PUD to be allowed.

### **DIMENSIONAL REQUIREMENTS:**

The submitted site plan meets all applicable building height, floor area, density, open space, and setback limitations. No modifications of the previously approved Planned Unit Development are required for approval of this site plan.

### **ARCHITECTURAL GUIDELINES:**

The new buildings are not limited by architectural style in the Planned Unit Development.

### **OFF-STREET PARKING AND VEHICULAR CIRCULATION:**

The site plan exceeds the minimum parking defined in the Tulsa Zoning Code and the Planned Unit Development.

### **LIGHTING:**

Plans will meet the minimum requirements of the Planned Unit Development and the City of Tulsa Zoning Code before being forwarded to the City of Tulsa Permit office and the applicant for permits.

### **SIGNAGE:**

The site plan illustrates the location of a monument or wall sign which requires a separate permit. All signage will be required to be per the PUD Standards for Development Area C. Any ground or monument signs placed in an easement will require a license agreement with the City prior to receiving a sign permit. This



staff report does not remove the requirement for a separate sign plan review process.

**SITE SCREENING AND LANDSCAPING:**

The open space, landscape area and screening are consistent with the Planned Unit Development requirements and it meets the minimum standards of the Landscape portion of the Tulsa Zoning Code. All trash, mechanical and equipment areas shall be screened from public view by persons standing at ground level. This staff report does not remove the requirement for a separate landscape plan review process.

**PEDESTRIAN ACCESS AND CIRCULATION:**

The site plan displays adequate pedestrian circulation interior and exterior to the development.

**MISCELLANEOUS SITE CONSIDERATIONS:**

There are no concerns regarding the development of this area as it relates to the terrain modifications.

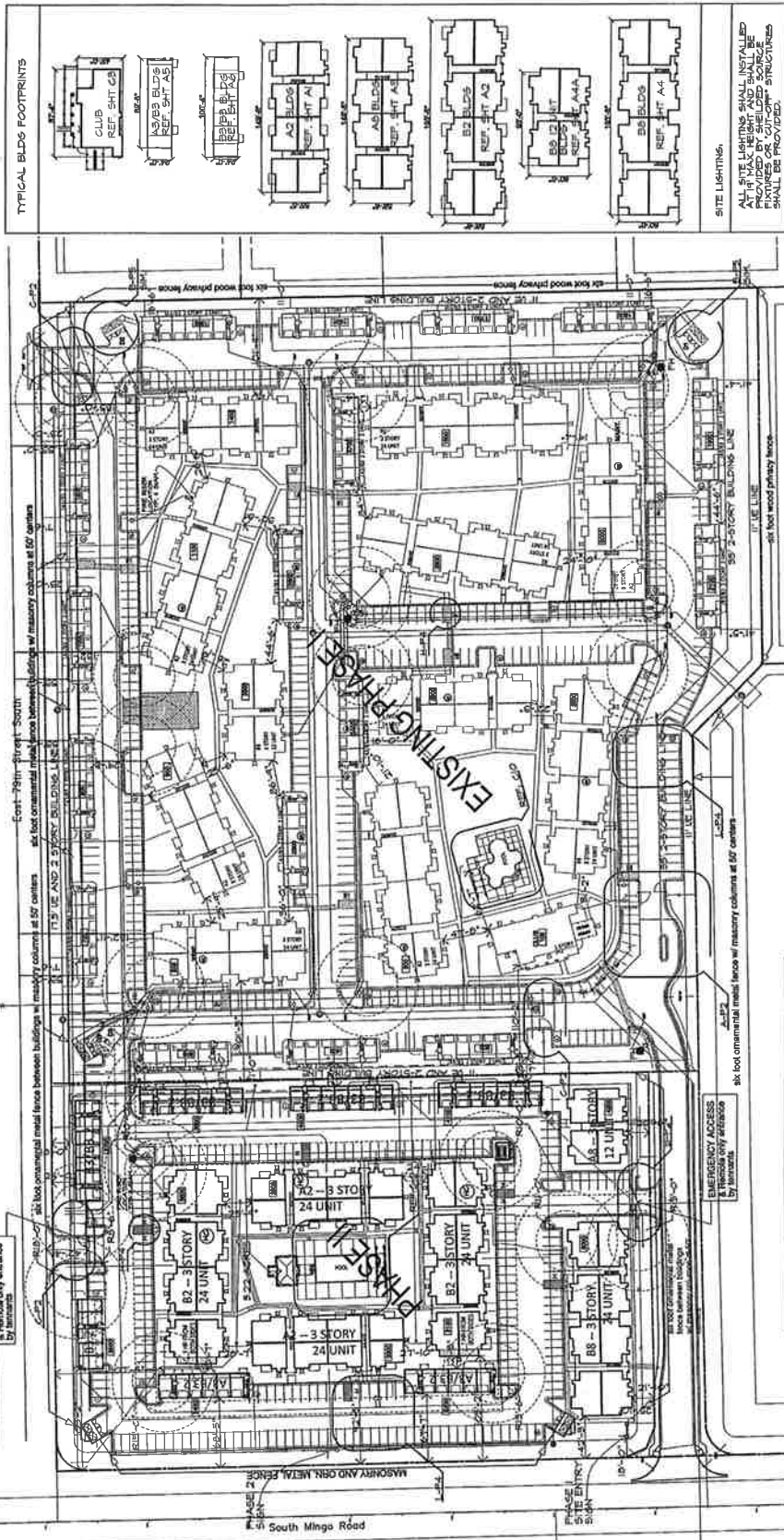
**SUMMARY:**

Staff has reviewed the applicant's submittal of the site plan as it relates to the approved PUD-531/Z-6034-SP-1. The site plan submittal meets or exceeds the minimum requirements of the PUD. Staff finds that the uses and intensities proposed with this site plan are consistent with the approved PUD, and the stated purposes of the Planned Unit Development Section of the Zoning Code.

Therefore, staff recommends **APPROVAL** of the detail site plan for the proposed 145 Unit Multifamily Development.

*(Note: Detail site plan approval does not constitute sign plan or landscape plan approval.)*



[illegible]

GATED ENTRY, APPROVAL SIGNATURE:

PUBLIC WORKS: Yox Simpson

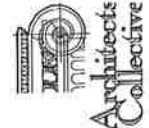
FIRE MARSHALL: Perry Webster 10-14-13

### A DETAIL SITE PLAN

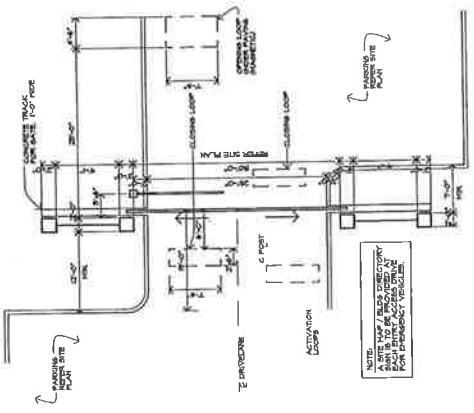




NOTES:  
1. THE GATED ENTRY/EXIT SYSTEM SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (DOT) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).  
2. THE GATED ENTRY/EXIT SYSTEM SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (DOT) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).  
3. THE GATED ENTRY/EXIT SYSTEM SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (DOT) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).

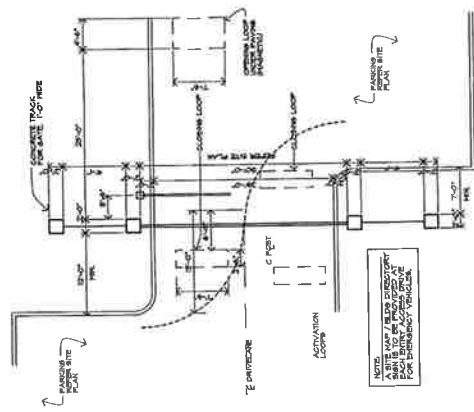


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DATE:  
SHEET TITLE:  
ACCESS GATE:  
SHEET NUMBER:  
**P2**



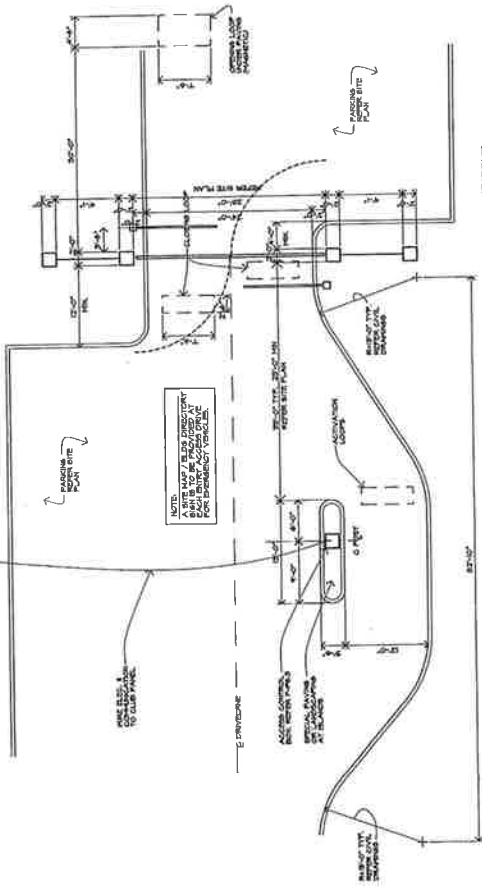
**B ENTRY/ EXIT GATE PLAN**  
1/8" = 1'-0"

TENANT & GUEST  
OPTIONAL REMOTE  
LIFT ARM & SLIDING GATES



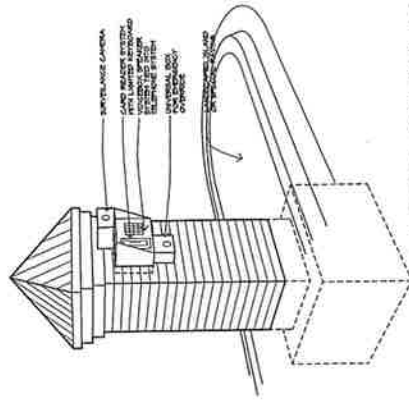
**C ENTRY/ EXIT GATE PLAN**  
1/8" = 1'-0"

TENANT & GUEST  
OPTIONAL REMOTE  
LIFT ARM & SWINGING GATES



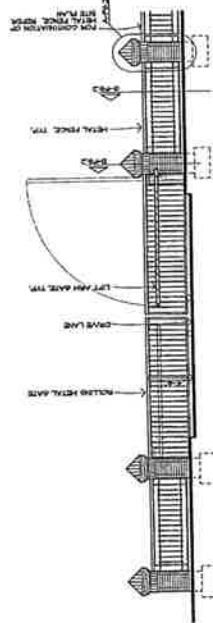
**A MAIN ENTRY/ EXIT GATE PLAN**  
1/8" = 1'-0"

NOTE:  
1. THE GATED ENTRY/EXIT SYSTEM SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (DOT) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).  
2. THE GATED ENTRY/EXIT SYSTEM SHALL BE DESIGNED TO MEET THE REQUIREMENTS OF THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (DOT) AND THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).  
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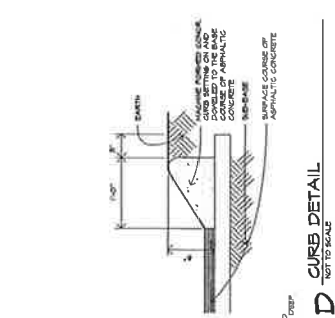
**F ELECTRONIC ACCESS CONTROL BOX**  
NO SCALE

GATED ENTRY APPROVAL SIGNATURE:	
PUBLIC WORKS:	<i>Yvonne Simpson</i>
FIRE MARSHALL:	<i>Tracy White</i>

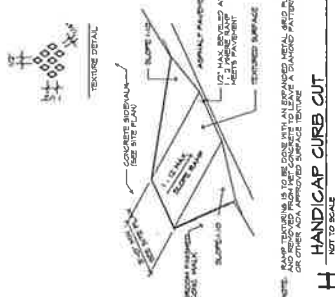


**D MAIN ENTRY/ EXIT GATE PLAN**  
3/16" = 1'-0"

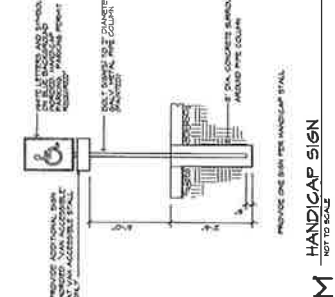




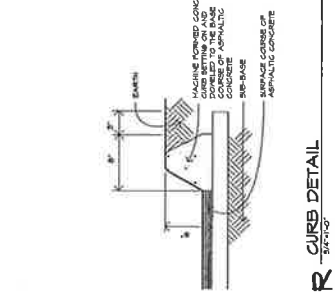
**CURB DETAIL**  
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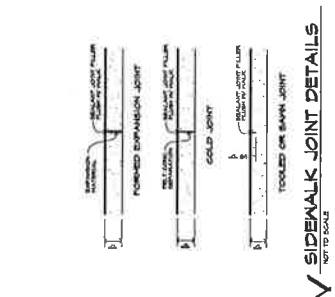
**H** HAND/CAP CURE CUT  
NOT TO SCALE



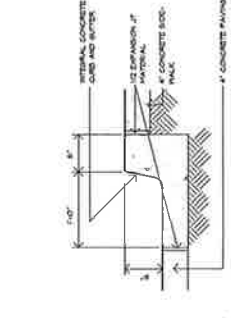
**M** HANDICAP SIGN  
NOT TO SCALE



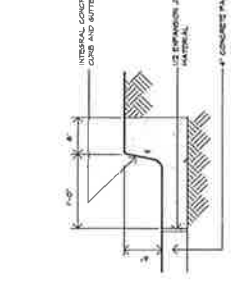
**R** CURB DETAIL  
5/4" x 1'-0"



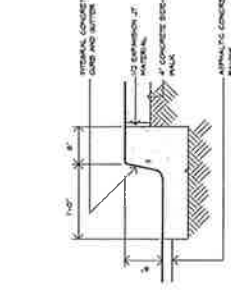
**✓ SIDEWALK JOINT DETAILS**  
NOT TO SCALE



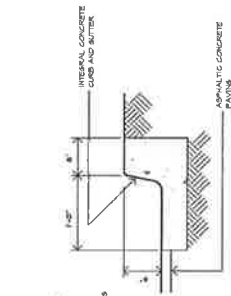
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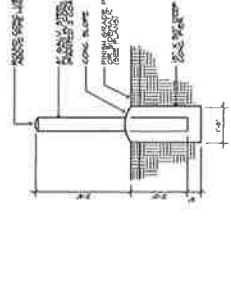
**G** CURB DETAIL  
NOT TO SCALE



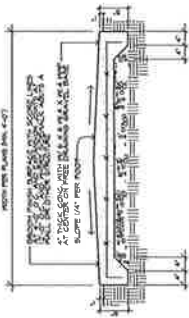
**CURB DETAIL**  
NOT TO SCALE



**CURB DETAIL**



## BOLLARD DETAIL



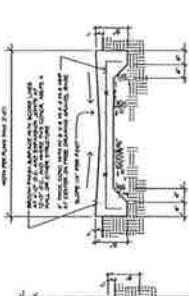
**SIDEWALK SECTION**  
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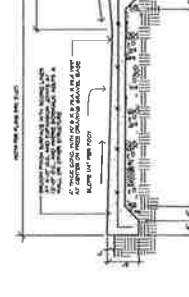
CONCRETE SIDEWALK PLAN



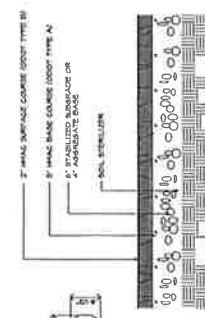
**EXTERIOR CONCRETE STAIR**  
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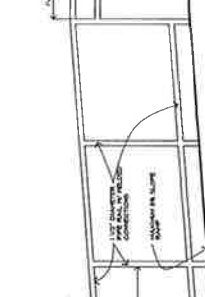
**DRAINAGE PATH**  
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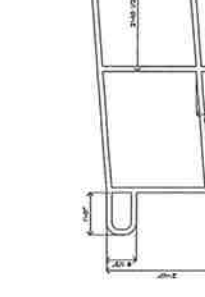
**T** SIDEWALK SECTION  
NOT TO SCALE



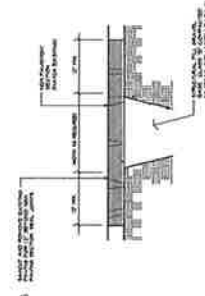
**STD PAVEMENT SECTION**  
**NOT TO SCALE**



**HANDRAIL DETAIL**  
NOT TO SCALE

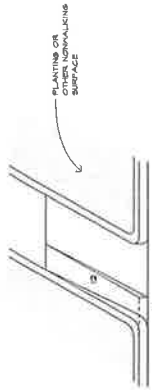


**PAVEMENT PATCH**  
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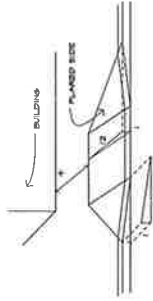


5 LIGHT POLE BASE

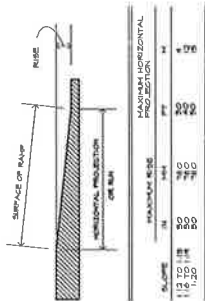




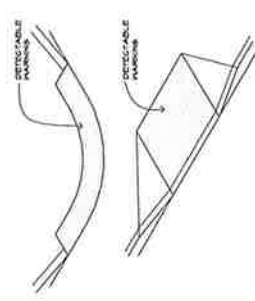
**D RETURNED CURB RAMP**  
N.T.S.



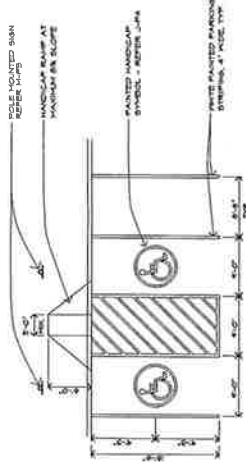
**C FLARED SIDED RAMPS**  
N.T.S. NOTE: IF X 48" SLOPE MUST BE 1:2



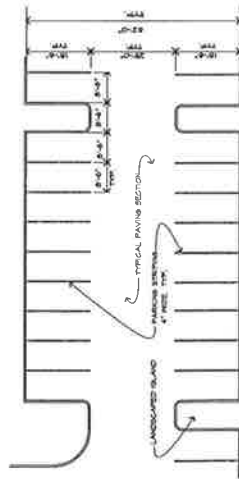
**B RAMP SLOPES**  
N.T.S.



**A DETECTABLE WARNINGS AT RAMPS**  
N.T.S.



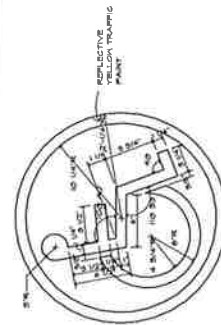
**H HC PARKING SPACES**  
N.T.S. REFER LOCAL SIGN CODE FOR PARKING SPACE SIZE



**L TYP. 90 DEGREE PARKING**  
N.T.S. REFER LOCAL SIGN CODE FOR PARKING SPACE SIZE



**F BUILT UP CURB RAMP**  
N.T.S. REFER LOCAL SIGN CODE FOR PARKING SPACE SIZE



**J HANDICAP SYMBOL**  
N.T.S.

**Cascata II**  
Apartment Homes  
Tulsa, Oklahoma  
Cascata Apartments, LLC

PROJECT:  
LOCATION:  
DATE:



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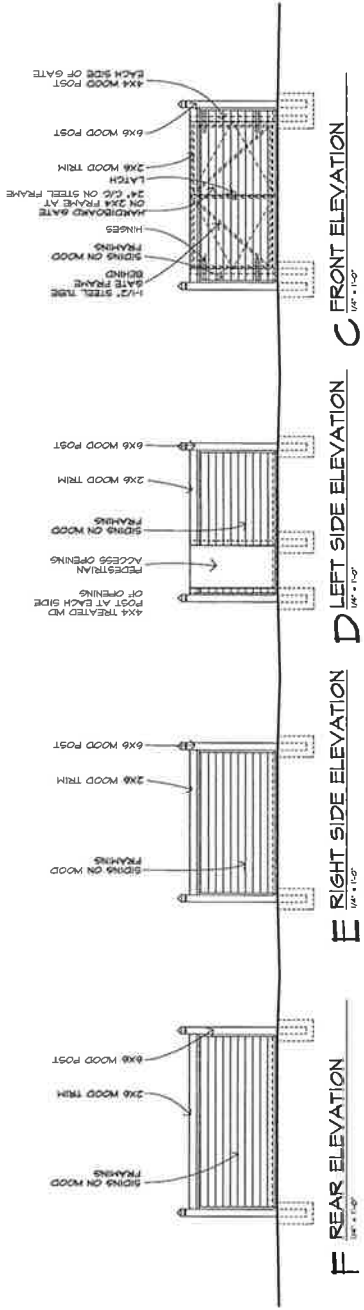
**Architects Collective**  
4000 N. WILSON AVE. SUITE 100  
TULSA, OKLAHOMA 74119  
918.462.2887

PROJECT NUMBER:  
DATE:

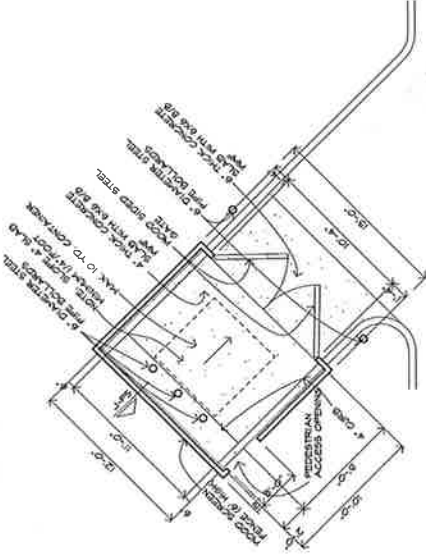
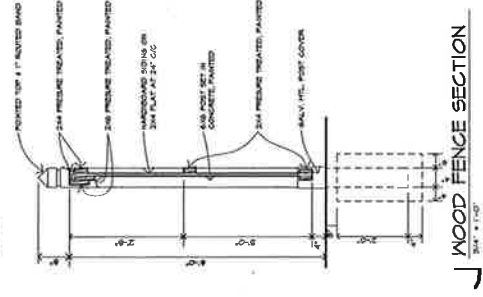
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H.C. SITE DTL'S

SHEET NUMBER:  
**P4**

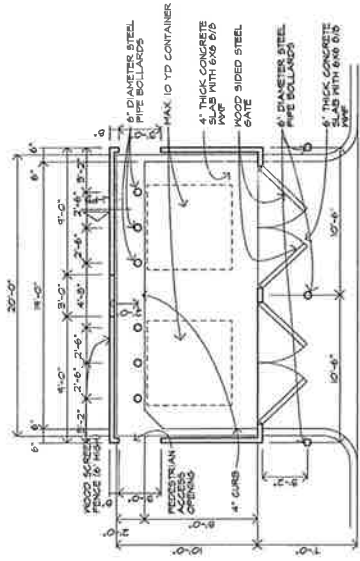




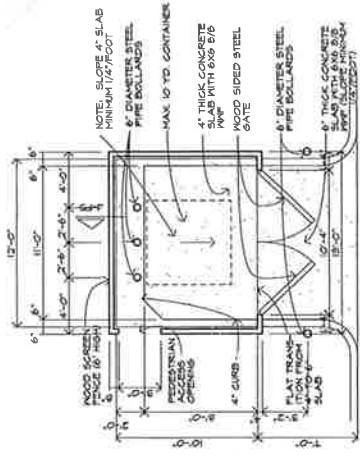
CONTAINERS (BASED UPON BFI)			
CONTAINER DESCRIPTION	CONTAINER DIMENSIONS		HEIGHT
	LENGTH	WIDTH	
TWO YARD	8'-0"	5'-0"	3'-4 1/4"
THREE YARD (TOPPING LOADS)	12'-0"	5'-0"	4'-0 1/2"
FOUR YARD (APPROXIMATE)	16'-0"	5'-0"	5'-0"
FIVE YARD (TOPPING LOADS)	18'-0"	4'-6"	5'-0-3/4"
SIX YARD (TOPPING LOADS)	20'-0"	5'-0"	5'-0"
SIX YARD (HIGH TOPPING LOADS)	20'-0"	4'-6"	6'-0 1/2"
EIGHT YARD (TOPPING LOADS)	24'-0"	5'-0"	6'-0"
TEN YARD (TOPPING LOADS)	28'-0"	6'-0"	7'-0"



**B** TRASH ENCLOSURE PLAN  
1/4" = 1'-0"



**G** TRASH ENCLOSURE PLAN  
1/4" = 1'-0"

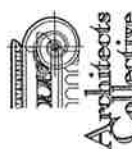


# A TRASH ENCLOSURE PLAN





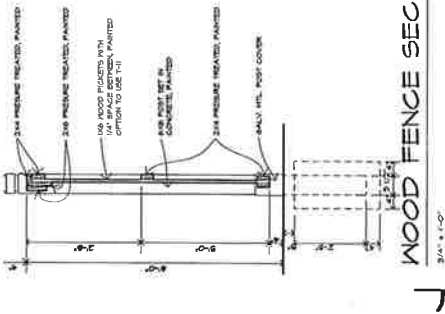
THE PLANT AND EQUIPMENT WAS NOT DELIVERED TO THE PROJECT SITE UNTIL 1992. THE PROJECT WAS COMPLETED IN 1993. THE PROJECT WAS COMPLETED IN 1993. THE PROJECT WAS COMPLETED IN 1993.



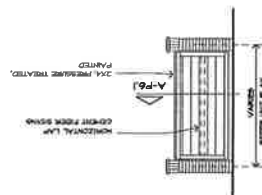
PROJECT NUMBER DATE	SHEET TITLE <b>FENCE DETAILS</b>	SHEET NUMBER
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02

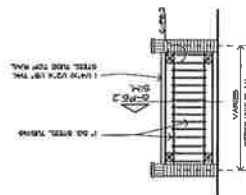
12.10



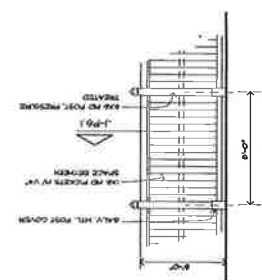
WOOD FENCE SECTION



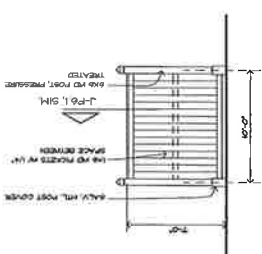
PATIO SCREEN ELEV.



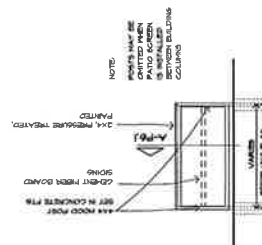
## PATIO SCREEN OPTION



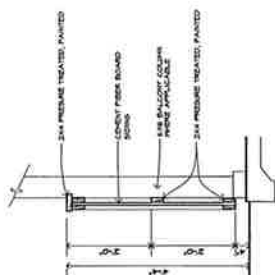
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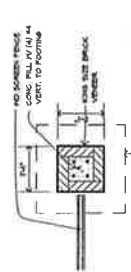
METER SCREEN ELEV.



PATIO SCREEN ELEV.



PATIO SCREEN SECTION



COLUMN PLAN

THIS COLLAR TO BE USED AT ALL PATIO SCREENS,  
ALL THE GRASSHOPPER NOTED ON SITE IS AN









NOTE: PLANS ARE CONSIDERED NOT FOR BIDDING UNLESS SPECIFICALLY NOTED AS AN EXCEPTION. ALL BIDDING INFORMATION IS TO BE OBTAINED FROM THE PROJECT MANUAL. THE PROJECT MANUAL IS THE ONLY SOURCE OF INFORMATION FOR BIDDING. THE PROJECT MANUAL IS THE ONLY SOURCE OF INFORMATION FOR BIDDING. THE PROJECT MANUAL IS THE ONLY SOURCE OF INFORMATION FOR BIDDING.

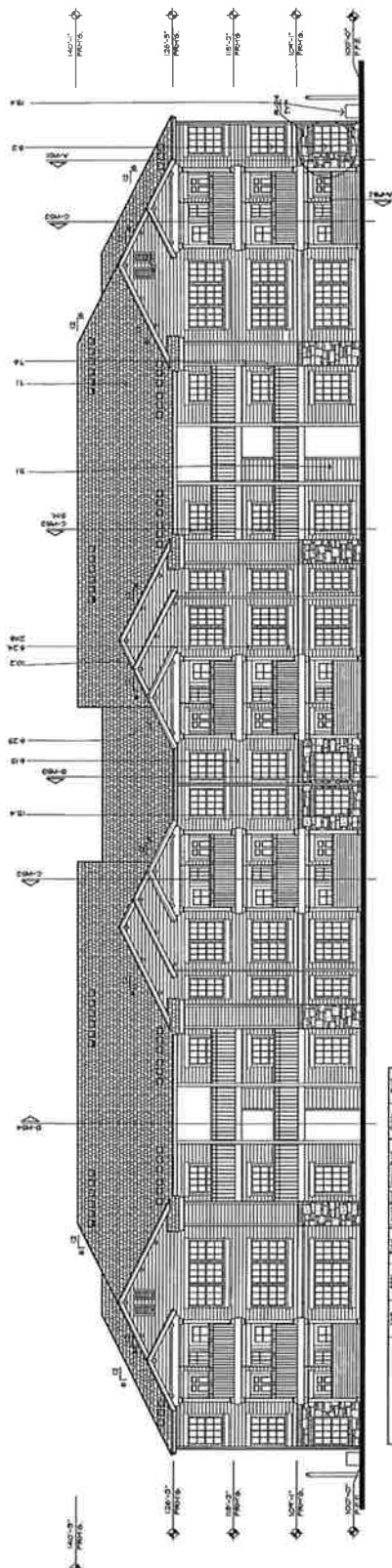
Architects  
Collective

PROJECT NUMBER	DATE
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100	4/1/1988

9-027 mm  
ELEVATIONS  
BLDG B2

DEPT. MANAGER

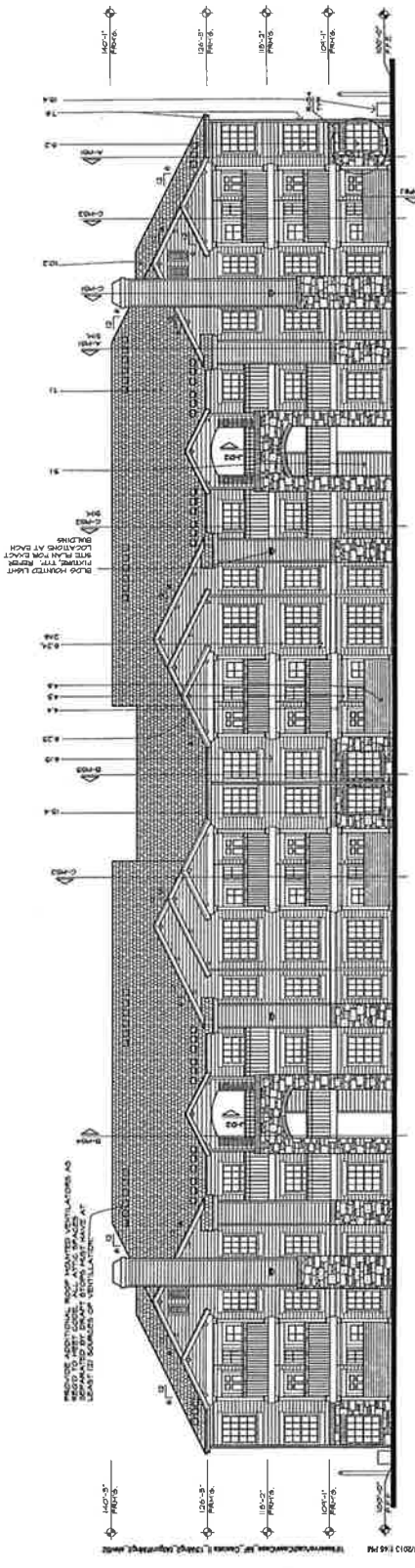
## A2.2

[illegible]

BLDG. REAR ELEVATION - BLDG B2

[illegible]

ALL ROOF JACK & PENETRATIONS  
SHALL BE PAINTED TO MATCH ADJACENT



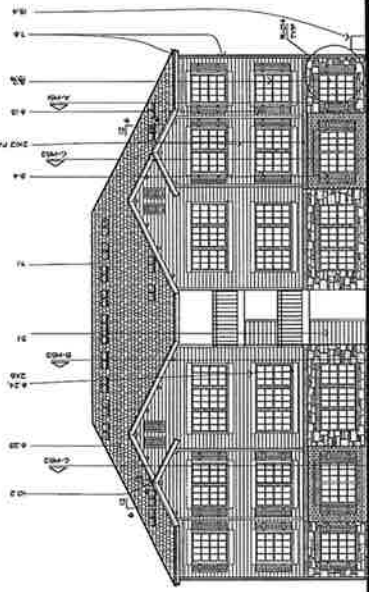
BLDG. FRONT ELEVATION - BLDG B2

12.12



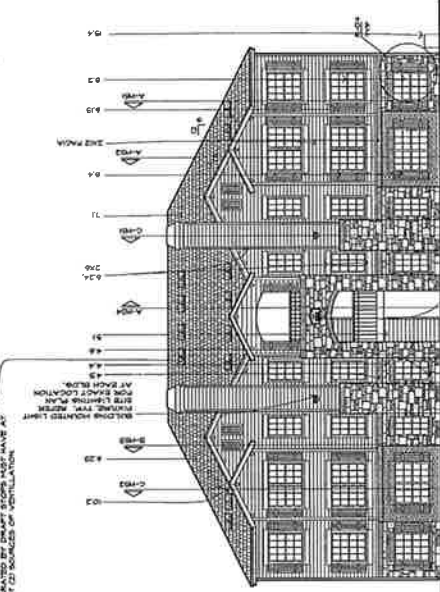
\* Laminated roof vents (40 70 SQ. IN. NET FREE AREA EA.) are figured at 12 each for the A2 & A3 units, 14 each for the A4 units, 16 each for the B2 & B6 units, and 20 each for the B3 units.

\* Laminated roof vents (40 70 SQ. IN. NET FREE AREA EA.) are figured at 12 each for the A2 & A3 units, 14 each for the A4 units, 16 each for the B2 & B6 units, and 20 each for the B3 units.



**B** REAR ELEVATION - BLDG TYPE A8  
1/8" = 1'-0" (APPROX. 25% BRICK)

ALL ROOF JACK & PENETRATIONS  
SHALL BE PAINTED TO MATCH ADJACENT  
ROOF COLOR.



FRONT ELEVATION - BLDG TYPE A8

ALL BREITZEMAY WALLS SHALL BE A ONE-HOUR RATED ENCLOSURE AND HAVE SELF-CLOSING DOORS WITH A 60 MIN. RATED ASSEMBLY.

[illegible]

**Cascata III**  
Apartment Homes  
Tulsa, Oklahoma  
Cascata Apartments, LLC

PROJECT	LOCATION	CLIENT
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
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97	98	99
100	101	102



NO CAD FILES SHALL BE PROVIDED TO SUB-CONTRACTORS UNDER ANY CIRCUMSTANCES.



PROJECT NUMBER  
DATE

SHEET TITLE  
ELEVATIONS  
BUILDING NO.

SHEET NUMBER

### A3.2

12.13



- NOTED NOTES:**
1. SEE SHEET A4.1 FOR GENERAL NOTES.
  2. SEE SHEET A4.2 FOR GENERAL NOTES.
  3. SEE SHEET A4.3 FOR GENERAL NOTES.
  4. SEE SHEET A4.4 FOR GENERAL NOTES.
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  100. SEE SHEET A4.100 FOR GENERAL NOTES.

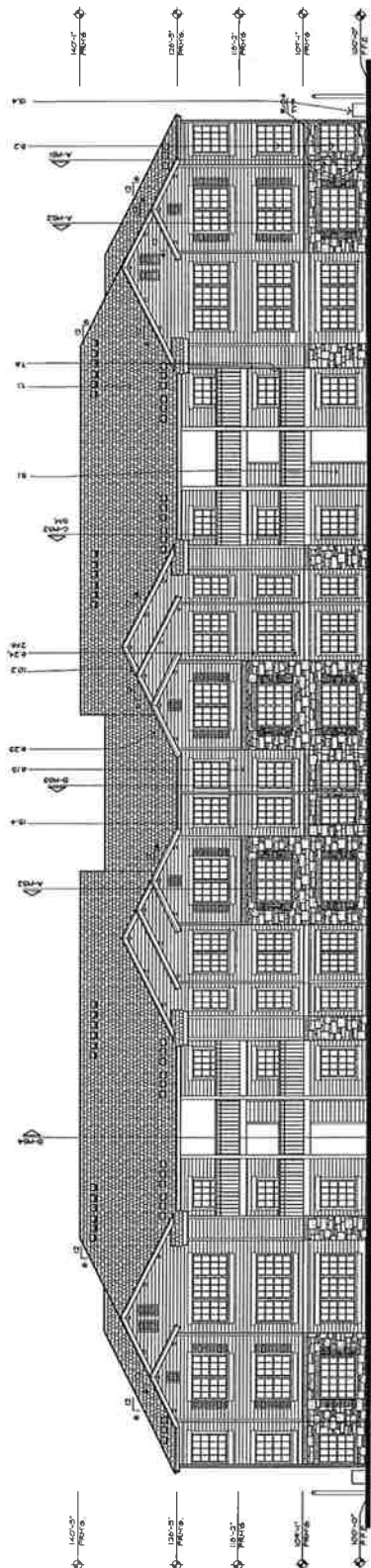
**Cascata II**  
 Apartment Homes  
 PROJECT  
 TULSA, OKLAHOMA  
 LOCATION  
 CASCADE APARTMENTS, LLC  
 CLIENT



NO CAD FILES SHALL BE PROVIDED TO SUBCONTRACTORS UNDER ANY CIRCUMSTANCES.

**Architects Collective**  
 CONSULTING ARCHITECTS  
 1000 N. LINCOLN BLVD.  
 SUITE 100  
 TULSA, OK 74103  
 PHONE: (918) 596-1234  
 FAX: (918) 596-1235  
 EMAIL: INFO@ARCHITECTSCOLLECTIVE.COM  
 WEBSITE: WWW.ARCHITECTSCOLLECTIVE.COM

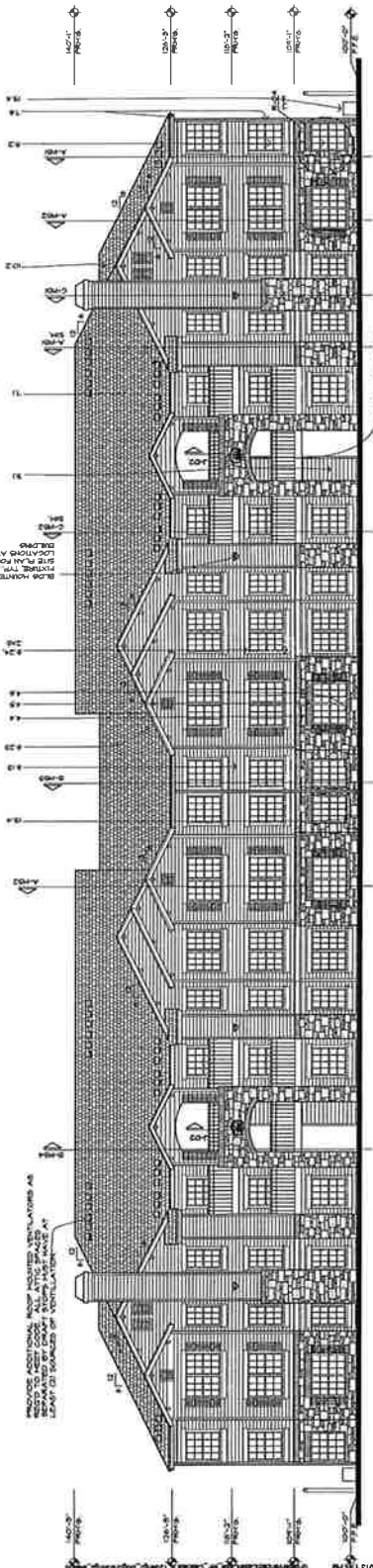
SHEET NAME  
 DATE  
 DRAWING  
 BLDG B8  
 SHEET NUMBER  
 A4.2



**B BLDG. REAR ELEVATION - BLDG B8**  
 (APPROX. 25% BRICK)

Item	Area	Volume	Weight	Notes
1. Concrete	10,000 sq ft	10,000 cu ft	150,000 lbs	
2. Brick	2,500 sq ft	2,500 cu ft	37,500 lbs	
3. Steel	5,000 sq ft	5,000 cu ft	75,000 lbs	
4. Lumber	1,000 sq ft	1,000 cu ft	15,000 lbs	
5. Insulation	1,000 sq ft	1,000 cu ft	15,000 lbs	
6. Drywall	1,000 sq ft	1,000 cu ft	15,000 lbs	
7. Paint	1,000 sq ft	1,000 cu ft	15,000 lbs	
8. Other	1,000 sq ft	1,000 cu ft	15,000 lbs	
<b>Total</b>	<b>31,000 sq ft</b>	<b>31,000 cu ft</b>	<b>465,000 lbs</b>	

ALL ROOF JACK & PENETRATIONS SHALL BE PAINTED TO MATCH ADJACENT ROOF COLOR.



**A BLDG. FRONT ELEVATION - BLDG B8**  
 (APPROX. 25% BRICK)

12.14

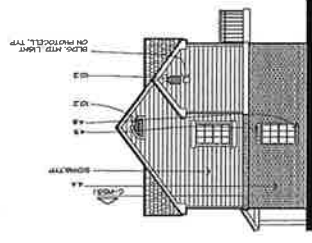




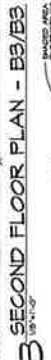
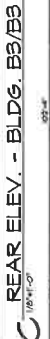


[illegible]

2550777 **PROTEIN** CRYSTALLIZATION FROM SOLUTIONS. **WANG, J.** *Journal of Molecular Biology*, 1992, 256, 1-12. **ABSTRACT** The crystallization of proteins from solution is a complex process involving many factors. The crystallization of proteins from solution is a complex process involving many factors. The crystallization of proteins from solution is a complex process involving many factors.

[illegible][illegible]

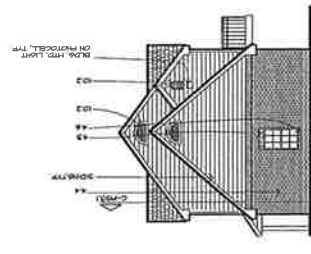
END ELEV. - B3/B3  
1/8"=1'-0"



12.14



END ELEV. - B3.2

[illegible][illegible][illegible]

AS 1

A6.1



**Cascata III**  
Apartment Homes  
Tulsa, Oklahoma  
Cascata Apartments, LLC

PROJECT:  
CLIENT:  
LOCATION:

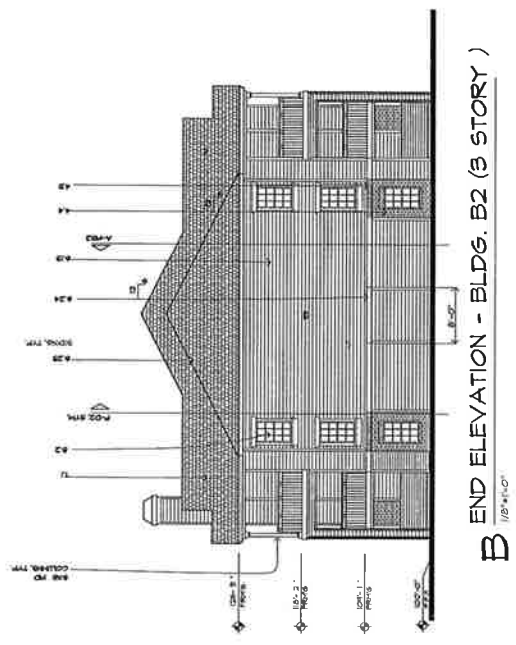


NO ARCHITECT SHALL BE PERMITTED TO  
RE-CONTRACTOR'S LINES AND  
CIRCUMFERENCE.

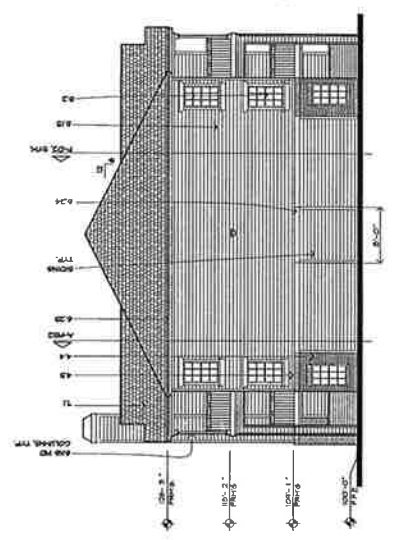
**Architects Collective**  
400 WEST HURLOCK AVENUE, SUITE 700  
TULSA, OKLAHOMA 74103  
918.456.7890  
10/10/2018

PROJECT NUMBER:  
SHEET TITLE:  
END ELEVATIONS:  
SHEET NUMBER:

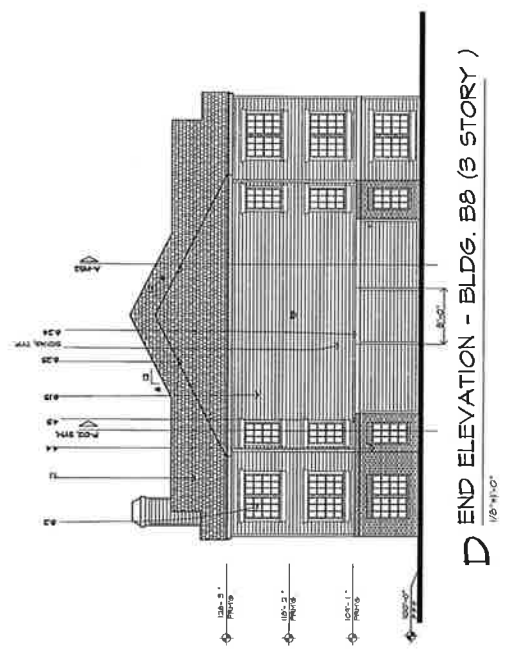
A7



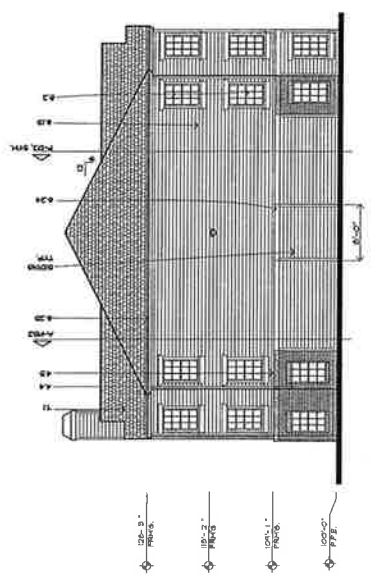
**B** END ELEVATION - BLDG. B2 (3 STORY )  
1/8"=1'-0"



**A** END ELEVATION - BLDG. A2 (3 STORY )  
1/8"=1'-0"



**D** END ELEVATION - BLDG. B8 (3 STORY )  
1/8"=1'-0"



**C** END ELEVATION - BLDG. A8 (3 STORY )  
1/8"=1'-0"





**EXTERIOR VIEW**  
NO SCALE

**NOTICE OF COPYRIGHT**  
THIS DRAWING IS THE PROPERTY OF ARCHITECTS COLLECTIVE. IT IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF ARCHITECTS COLLECTIVE. ANY UNAUTHORIZED USE OF THIS DRAWING IS A VIOLATION OF THE COPYRIGHT ACT AND MAY BE SUBJECT TO LEGAL ACTION. THE DESIGN REPRESENTED CAN LEGALLY RESULT IN BEING SEIZED AND/OR MONETARY COMPENSATION TO ARCHITECTS COLLECTIVE.



# CASCATA II APARTMENTS

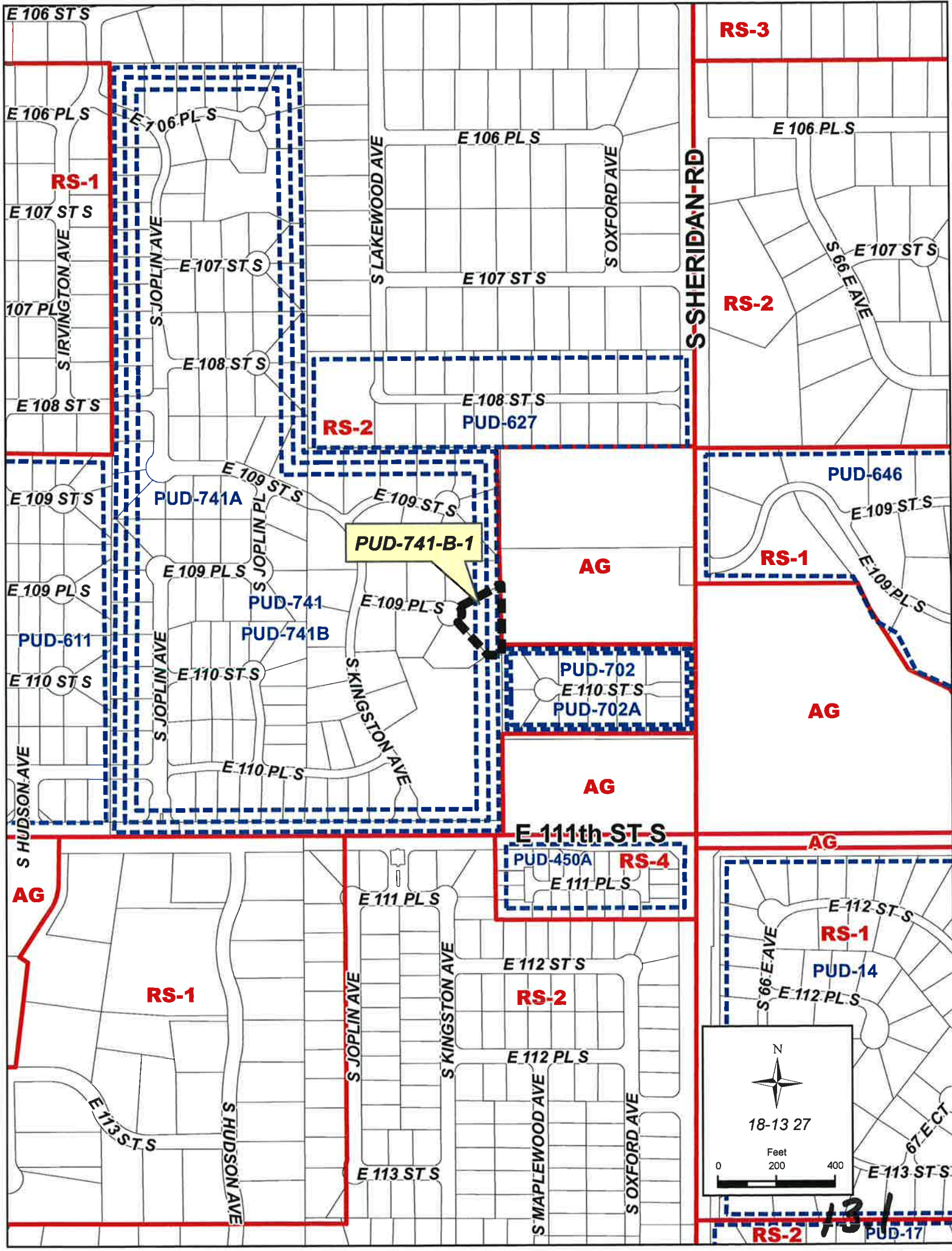
Case & Associates  
Tulsa, Oklahoma

12.19









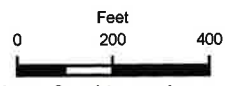




PUD-741-B-1



18-13 27



Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2

13.2





E 109 ST S

PUD-741-B-1

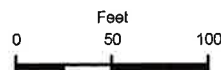
E 109 PL S

E 110 ST S

S KINGSTON AVE



18-13 27



Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 201

13.3



## STAFF RECOMMENDATION

**PUD-741-B-1:** Minor Amendment to reduce the required front yard setback from 20 feet to 18 feet on Lot 6, Block 11 Tradition Blocks 8-11. The site is located East of the Southeast corner of South Kingston Avenue and East 109<sup>th</sup> Place South, 6016 East 109th Place; TRS 18-13-27; CZM 57; Atlas 2886; CD-8

The applicant is requesting a minor amendment to reduce the required front yard setback from 20 feet to 18 feet on Lot 6, Block 11 Tradition Blocks 8-11. The current PUD has the following development standards for **Development Area C:**

**Land Area:** 22.6 acres (net)  
**Permitted Uses:** Use Unit 6, accessed by gated-private streets and uses customarily incidental to principal permitted uses.  
**Maximum Number of Dwelling Units:** 55  
**Minimum Lot Area:** 9,100 SF  
**Minimum Lot Width:** 65 FT  
**Maximum Building Height:** 40 FT  
**Setbacks:**  
    From minor street:  
        Front – 20 FT  
        Corner lot-side yard -15 FT\*  
    Interior Side-yards:  
        One side yard - 5 FT  
        Other side yard - 5 FT

\*Garages fronting a private street shall be setback a minimum of 20 feet.

**Livability Space:** 5,000 SF  
**Per Dwelling Unit:** 5,000 SF  
**Minimum within each lot:** 3,000 SF  
**Minimum within Common Area:** 100,000 SF  
**Other Bulk and Area Requirements:** Per the RS-2 District

The proposed minor amendment is to allow an existing constructed structure to be sold. The requirement for meeting the building setback is part of having a clear title and cannot be met without the approval of this amendment. The existing garage was constructed 1.7' over the required front yard setback.

Staff does not believe that the reduction in the front yard setback from 20' to 18' will have a substantial impact on surrounding properties, that it is in character with the existing and anticipated development, and aligns the spirit and intent of the original PUD.

All other standards allowed in PUD-741-B or modified through other amendments will still apply.

Staff recommends **APPROVAL** of minor amendment PUD-741-B-1.

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



# MORTGAGE INSPECTION REPORT



INVOICE NO.: FTA 13-68768  
MORTGAGOR: MCGHEE, JONATHAN & CYNTHIA

CLIENT: FIRSTTITLE & ABSTRACT SERVICES, LLC  
BANK OF AMERICA, N.A.  
STEWART TITLE GUARANTY COMPANY  
82786

## LEGEND

- +— FENCE
  - U/E UTILITY EASEMENT
  - D/E DRAINAGE EASEMENT
  - M/P METERING POINT
  - B/E BURIED ELECTRIC & TELEPHONE CABLE EASEMENT (APPROXIMATE LOCATION)
  - B.L. BUILDING LINE
  - O.B.L. OUTBUILDING LINE
- BEFORE YOU DIG, CALL OWE  
1-800-522-8543

SURVEY REVIEWED  
TITLE 9-25-13  
CLOSING hi

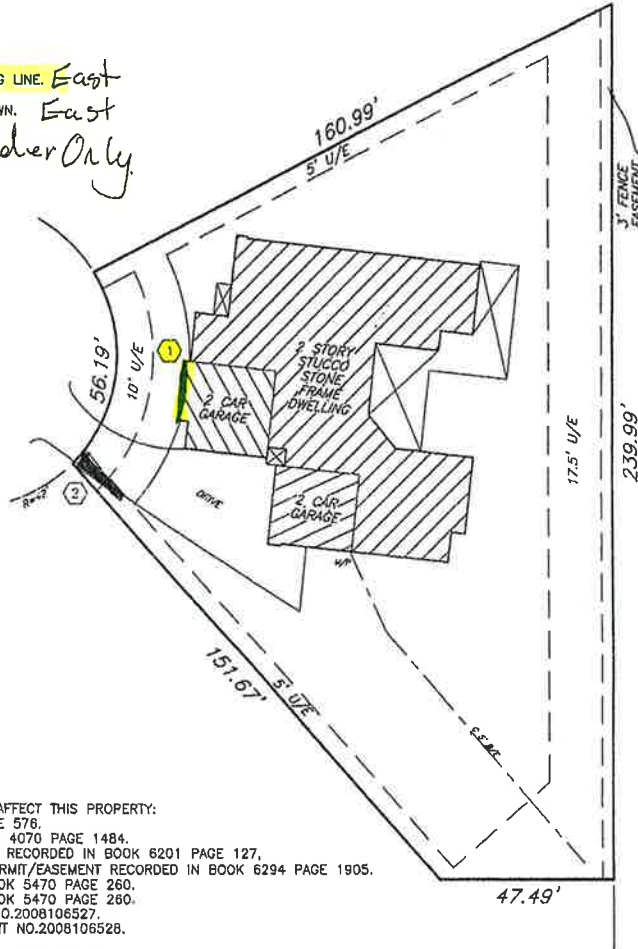
ENCROACHMENTS  
Yes ☒ No ☐

## LEGEND

- ① - GARAGE IS 1.7' OVER BUILDING LINE. East
- ② DRIVEWAY IS INTO U/E AS SHOWN. East

*Affirmative Coverage, Lender Only.*

6 EAST 109TH PLACE SOUTH



- THE FOLLOWING RECORDED DOCUMENTS DO NOT AFFECT THIS PROPERTY:
- 9. RIGHT OF WAY RECORDED IN BOOK 850 PAGE 578.
  - 10. RIGHT OF WAY EASEMENT RECORDED IN BOOK 4070 PAGE 1484.
  - 12. ASSIGNMENT AND ASSUMPTION OF EASEMENTS RECORDED IN BOOK 6201 PAGE 127.
  - WITH CLARIFICATION AND RESTRICTION OF PERMIT/EASEMENT RECORDED IN BOOK 6294 PAGE 1905.
  - 13. GENERAL UTILITY EASEMENT RECORDED IN BOOK 5470 PAGE 260.
  - 14. GENERAL UTILITY EASEMENT RECORDED IN BOOK 5470 PAGE 260.
  - 16. UTILITY EASEMENT RECORDED IN DOCUMENT NO.2008106527.
  - 17. DETENTION EASEMENT RECORDED IN DOCUMENT NO.2008106528.

- THE FOLLOWING RECORDED DOCUMENTS INCLUDE THIS PROPERTY:
- 11. ASSIGNMENT AND ASSUMPTION OF EASEMENTS RECORDED IN BOOK 5745 PAGE 2248.
  - 15. OVERLAND DRAINAGE EASEMENT RECORDED IN DOCUMENT NO.2008106528.

## LEGAL DESCRIPTION AS PROVIDED:

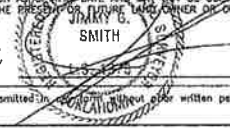
LOT SIX (6), BLOCK ELEVEN (11), TRADITION BLOCKS 8 - 11, A SUBDIVISION IN THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT NO. 6449, AND KNOWN AS 6016 EAST 109TH PLACE SOUTH.

## SURVEYOR'S STATEMENT

WHITE SURVEYING COMPANY, AN OKLAHOMA CORPORATION, AND THE UNDERSIGNED LICENSED PROFESSIONAL LAND SURVEYOR, UNDER CERTIFICATE OF AUTHORIZATION #041098 (RENEWAL DATE: JUNE 30, 2015), DO HEREBY STATE THAT IN OUR PROFESSIONAL OPINION THE ABOVE INSPECTION PLAT SHOWS THE DWELLING AS LOCATED ON THE PREMISES DESCRIBED, THAT IT IS ENTIRELY WITHIN THE DESCRIBED TRACT BOUNDARIES, AND THERE ARE NO ENCROACHMENTS THEREON BY VISIBLE PERMANENT IMPROVEMENTS, EXCEPT AS INDICATED; THAT THE ABOVE INSPECTION PLAT SHOWS ALL RECORDED PLAT EASEMENTS AND OTHER SUCH EASEMENTS WHICH HAVE BEEN DISCLOSED BY A CURRENT TITLE OPINION OR BY COMMITMENT FOR TITLE INSURANCE AND COPIES THEREOF PROVIDED; THAT THIS INSPECTION PLAT WAS PREPARED FOR IDENTIFICATION PURPOSES ONLY FOR THE MORTGAGOR AND IS NOT A LAND OR BOUNDARY LINE SURVEY; THAT NO PROPERTY CORNERS WERE SET, AND IS NOT TO BE USED OR RELIED UPON FOR THE ESTABLISHMENT OF FENCE, BUILDING OR OTHER IMPROVEMENTS; THAT UNDERGROUND OR ABOVE GROUND UTILITIES WERE NOT FIELD LOCATED AND THEREFORE ARE NOT SHOWN ON THIS INSPECTION PLAT UNLESS SPECIFICALLY REQUESTED BY THE CLIENT; THAT THIS INSPECTION PLAT IS PREPARED SOLELY FOR THE CLIENT LISTED HEREON AND IS NOT TO BE USED FOR ANY SUBSEQUENT LOAN CLOSING, REFINANCE, OR OTHER TRANSACTION; AND THAT NO RESPONSIBILITY OR LIABILITY IS ASSUMED HEREIN OR HEREBY TO THE PRESENT OR FUTURE LANDOWNER OR OCCUPANT.

WITNESS MY HAND AND SEAL THIS DATE: 9/25/13

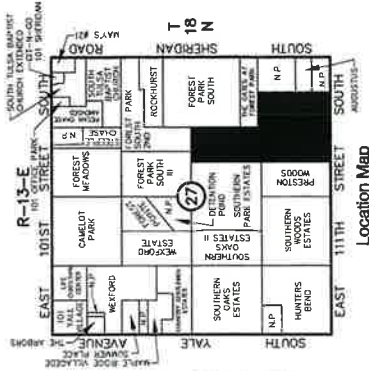
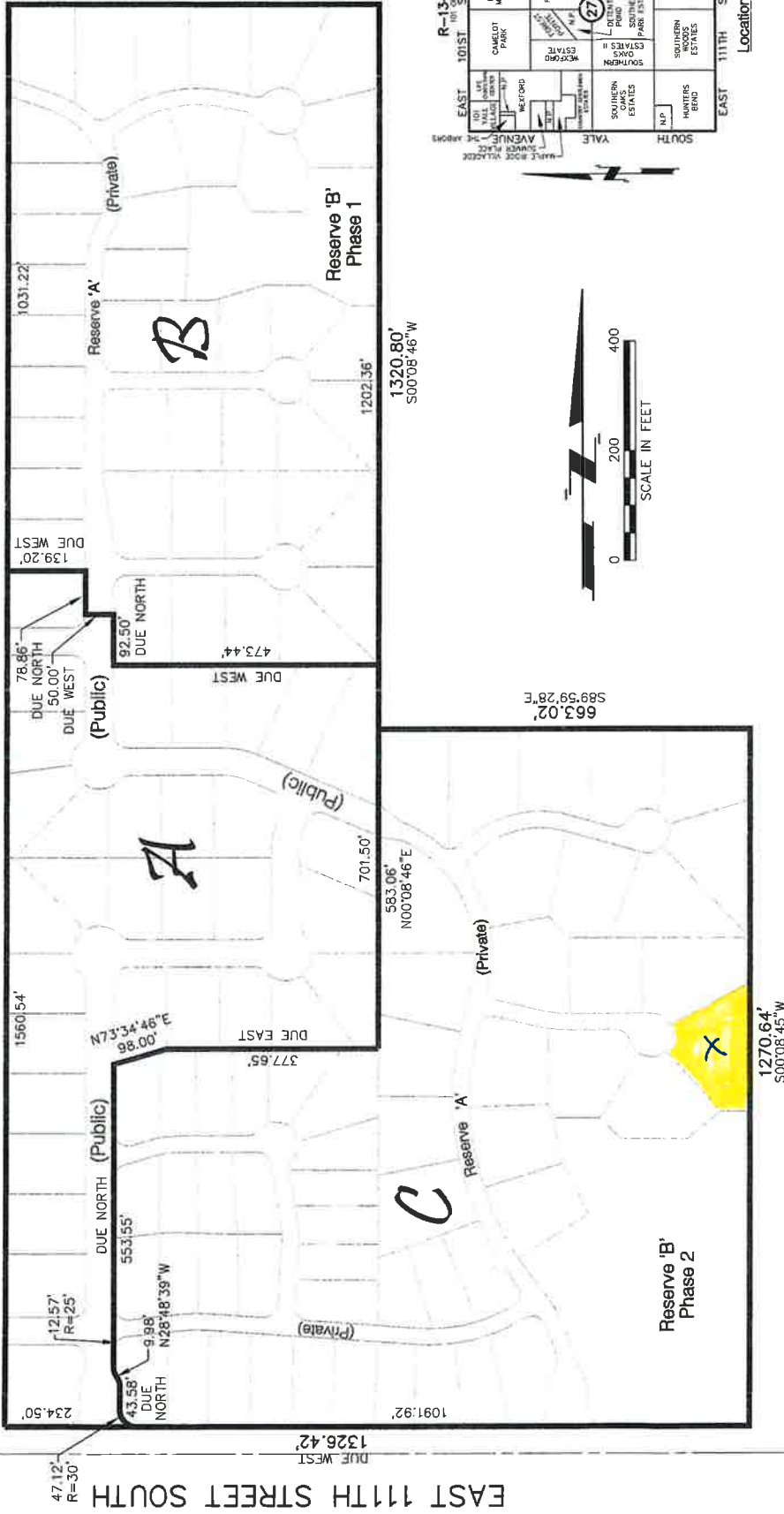
WARNING! If the seal on this document is not RED, it is an unauthorized copy which may have been altered or modified, and cannot be used for any purpose without the written permission of White Surveying Company.



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13.5





Tradition

Development Areas  
EXHIBIT 'B'

Planned Unit Development Number 741-B

**SACK AND ASSOCIATES, INC.**  
111TH AND KINGSTON-AVE  
DUBLIN, CA 94568  
TEL: 916/332-4111 FAX: 916/332-4223 E-MAIL: info@sackandassoc.com  
CA NUMBER 1783 (PA/LS) and 1482 (LA)  
Project: 111TH AND KINGSTON-AVE  
Drawn: CHARD O'NEIL F330R Pld: 10/1/27 Drafter: Tuo  
Project: 111TH AND KINGSTON-AVE  
Drawn: CHARD O'NEIL F330R Pld: 10/1/27 Drafter: Tuo



### STAFF RECOMMENDATION

#### **AC-125**

Alternative Compliance Landscape Plan – 2.04 acre site. Located at the southeast corner of West 36<sup>th</sup> Place South at South Olympia Avenue; 1012 West 36<sup>th</sup> Place South; TRS 19-12-23; CZM 46; Atlas 252; CD 2; IL.

The applicant is requesting TMAPC approval for an Alternative Compliance Landscape Plan for improvements to an existing bus storage and maintenance facility for Tulsa Public School System.

The landscape plan submitted does not meet the technical requirements of Chapter 10 of the code because many of the parking spaces for the storage lot will not be within 50 feet of a required landscaped area, as required by section 1002.B.1 of the Code.

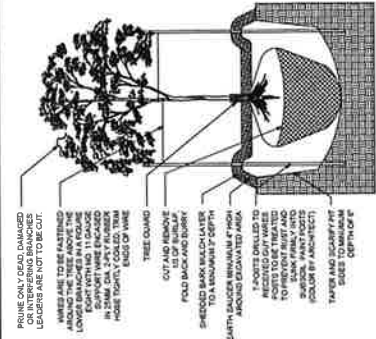
In exchange for allowing large areas with storage spaces greater than 50-feet from a landscaped area, the applicant proposes to voluntarily landscape the street yard and areas surrounding the buildings with trees and provide more trees than the storage area would require. The overall landscape plan and street yard, including sidewalk improvements, is part of the application.

The code allows the Planning Commission to approve Alternative Compliance Landscape Plans that do not meet the technical requirements of Chapter 10 of the code, so long as the submitted plan is, "equivalent to or better than" the requirements of Chapter 10.

The subject property is zoned IL. Chapter 10 of the Code states that 15% of the street yard on non-residential lots shall be landscaped. The alternative compliance landscape plan provides a larger grouping of trees and more street yard than is required by Chapter 10. The grouping provides a more significant urban forest than would be created if the a few trees were scattered through the parking area. This design solution provides greater benefit to the surrounding residential area.

Staff contends the applicant has met the requirement that the submitted Alternative Compliance Landscape Plan "be equivalent or better than" the technical requirements of Chapter 10 of the code and recommends **APPROVAL** of Alternative Compliance Landscape Plan AC-125.



[illegible]

**LANDSCAPE CERTIFICATION**

GREGORY S. HELMIS, THE UNDERSIGNED, REGISTERED ARCHITECT IN OKLAHOMA, DOES HEREBY STATE THAT BLU MY PROFESSIONAL OPINION, THE SUBMITTED LANDSCAPE PLAN IS IN CONFORMANCE WITH THE REQUIREMENTS OF THE CITY OF TULSA ZONING CODE, TITLE 42 SECTION 1002.

**A0.4**

PROJECT TITLE  
**MCBIRNEY TRANSPORTATION FACILITY  
NEW OFFICE BUILDING & MAINTENANCE BAY**  
1012 WEST 36th PLACE, TULSA OK 74107

LANDSCAPE SITE PLAN & DETAILS

SHEET TITLE

**CS HELMS**  
+ ASSOCIATES

ARCHITECT CONSULTANT

ph: 916.266.7257 | 424 e. main st.  
wb: gahelms.com | jenna, ok 74037



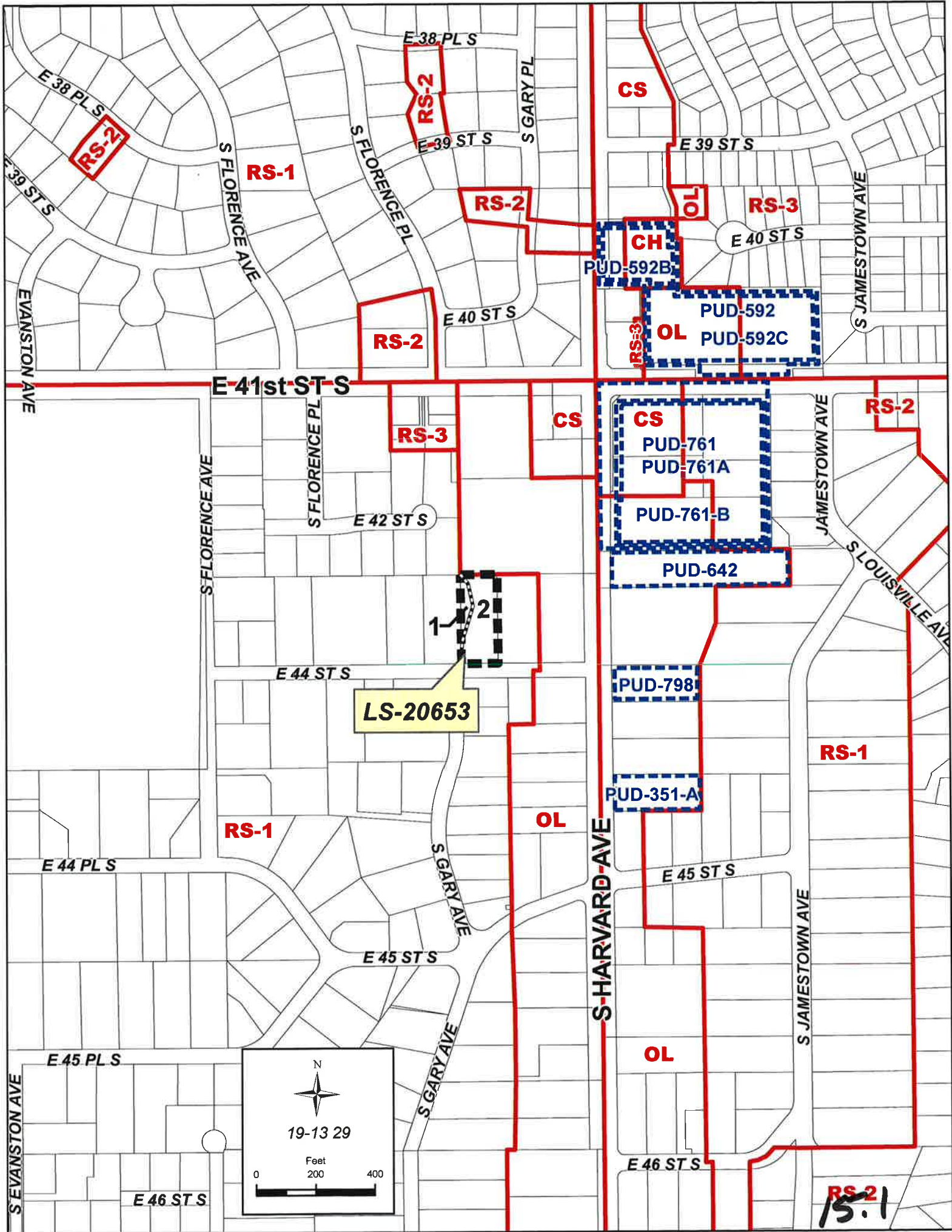
SEAL:

[illegible]

14.2

**1** LANDSCAPE SITE PLAN  
SCALE 1" = 20'-0"







E 42 ST S

LS-20653

1

2

E 44 ST S

S HARVARD AVE

S GARY AVE



19-13 29

Feet  
0 50 100

Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

15.2



E 42 ST S

LC-535

2

1

E 44 ST S

S GARY AVE



19-13 29

0 50 100  
Feet

Note: Graphic overlays may  
not precisely align with physical  
features on the ground.  
Aerial Photo Date: March 2012

15.3



**WAIVER OF SUBDIVISION REGULATIONS FOR A LOT-SPLIT**

**November 6, 2013**

**LS-20653**

**White Surveying Co., (9329) (RS-1) (CD 9)  
3207 E. 44<sup>th</sup> St. S.**

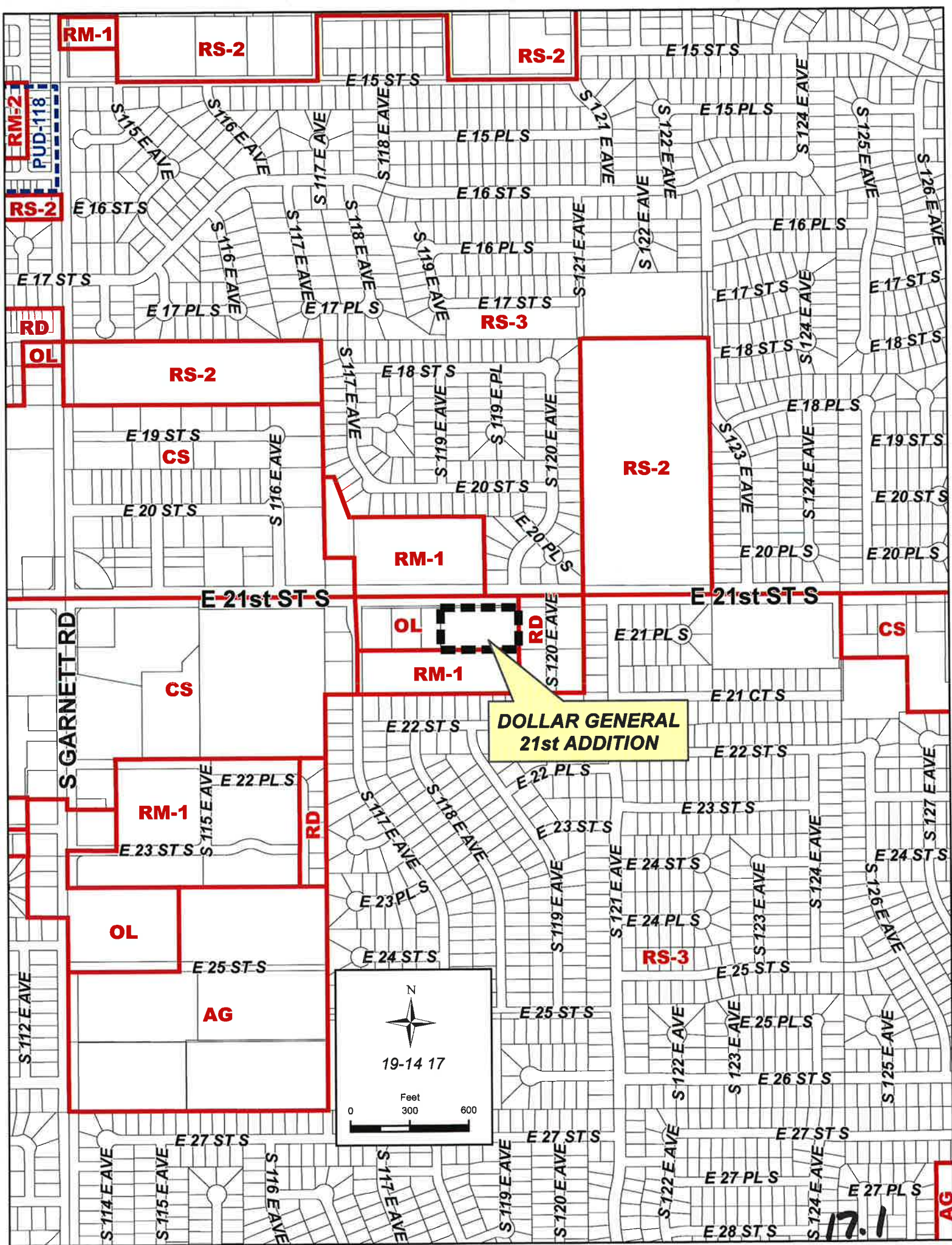
The Lot-split proposal is to split an existing RS-1 (Residential Single Family) tract into two tracts. One of the resulting tracts will exceed the Bulk and Area Requirements of the City of Tulsa Zoning Code. The other proposed tract will be combined with the lot directly to the East per LC-535. This tract will exceed the Bulk and Area requirements of the City of Tulsa Zoning Code.

Both of the resulting tracts will have more than three side lot lines as required by the *Subdivision Regulations*. The applicant is requesting a waiver of the *Subdivision Regulations* that no tract has more than three side lot lines.

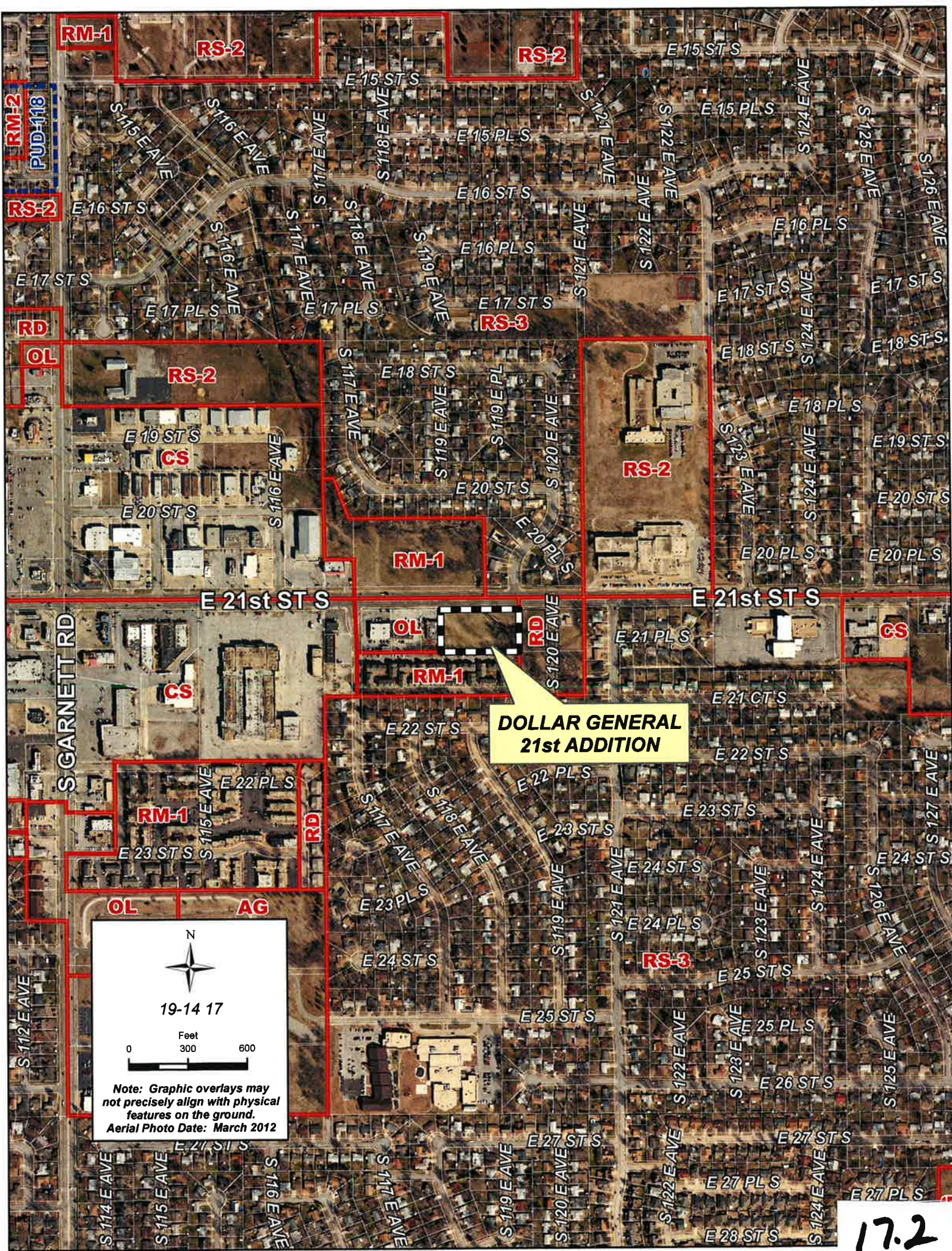
Development Services has reviewed the Lot-Split/Lot Combination and have no comments to date.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the waiver of *Subdivision Regulations* and the lot-split.











## MINOR SUBDIVISION PLAT

### **Dollar General 21<sup>st</sup> Addition - (9417) (CD 6)**

East of Southeast corner of East 21<sup>st</sup> Street South and Garnett Road

This plat consists of one lot, one block, on 1.97 acres.

The following issues were discussed October 17, 2013, at the Technical Advisory Committee (TAC) meetings:

1. **Zoning:** The property is zoned Planned Unit Development 800. Make sure setbacks are shown per PUD standards.
2. **Streets:** Access limit width should match proposed drive width. Dedicate as right-of-way ten feet of the existing 15-foot easement along 21<sup>st</sup>. Access is changing with replat.
3. **Sewer:** No comment.
4. **Water:** Add Block 2 and Lot 1 to the surrounding property. Add 17.5-foot utility easement to west and south property lines.
5. **Storm Drainage:** Reference is made to FEMA floodplain but City regulatory is also present and should also be referenced. Most of the references to storm water sewers and facilities have been removed from Section 1.C. Use standard language. Paragraph 1.C.5 should be removed. In paragraph 1.E. 2 remove the phrase "from various lots within the subdivision and".
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** Additional easements are needed. PSO has transformers on the site.
7. **Other: Fire:** No comments.
8. **Other: GIS:** Need e-mail address for Engineer. Needs complete legal description and a subdivision control data sheet. Show square footages and acreages for lots. Remove the word "General" from the title of Section 1.A. Remove all references to Department of Public Works in Section 1.E and elsewhere if used. Use standard language.

Staff recommends **APPROVAL** of the Minor subdivision plat with the TAC recommendations and the special and standard conditions listed below.

### **Waivers of Subdivision Regulations:**

1. None requested.

### **Special Conditions:**

1. The concerns of the Development Services and Engineering Services staffs must be taken care of to their satisfaction.



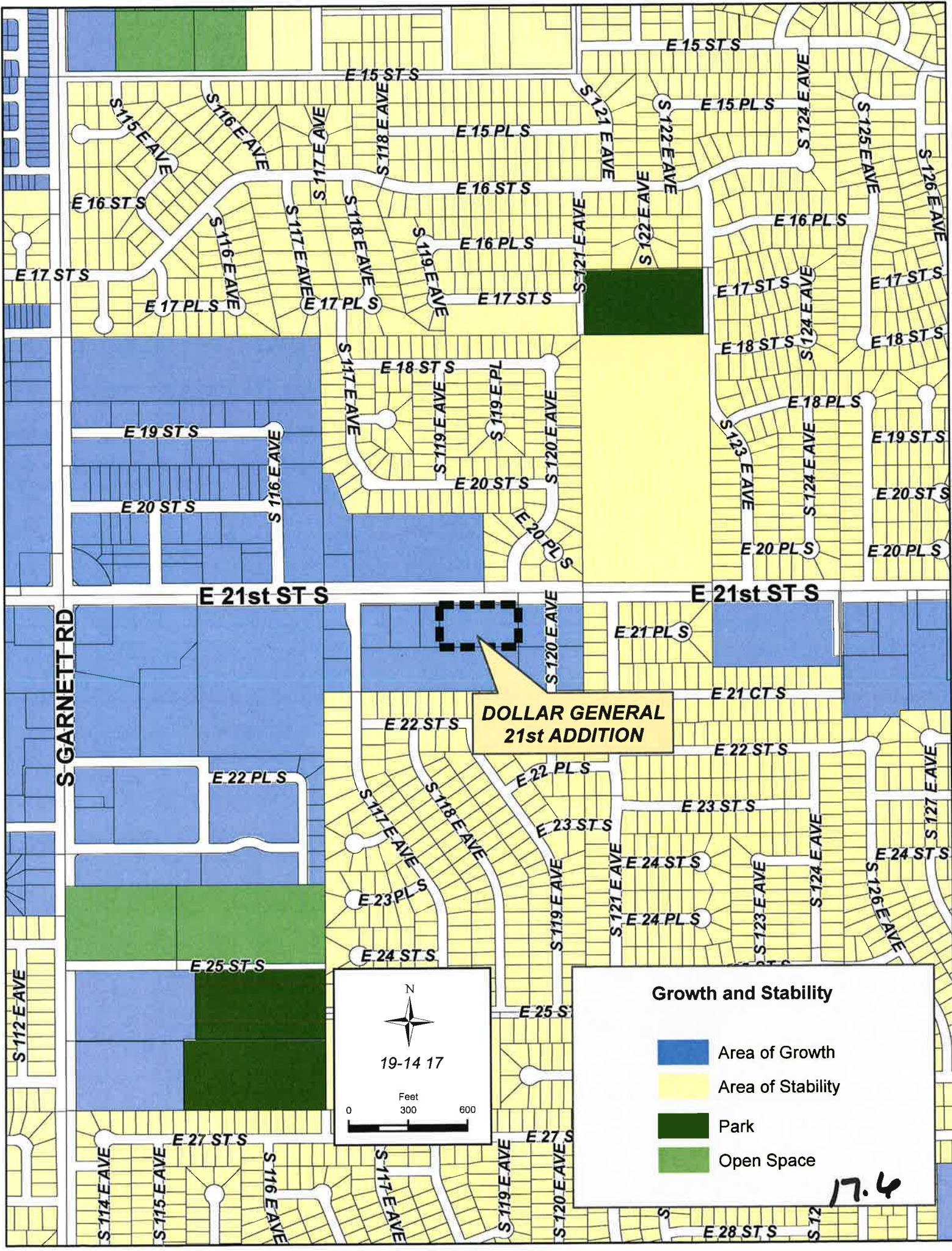
**Standard Conditions:**

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.





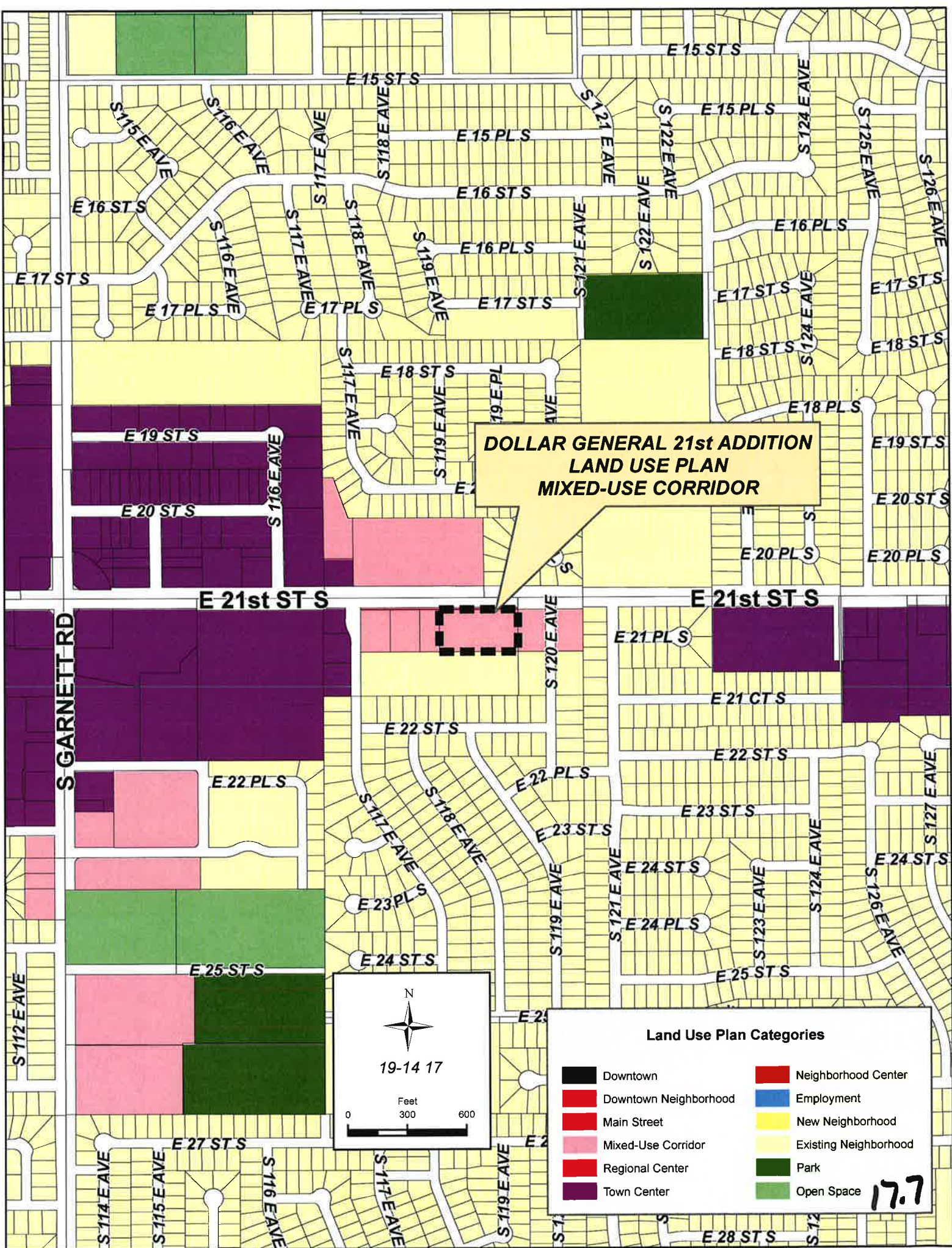
**DOLLAR GENERAL  
21st ADDITION**

**Growth and Stability**

- Area of Growth
- Area of Stability
- Park
- Open Space

17.4





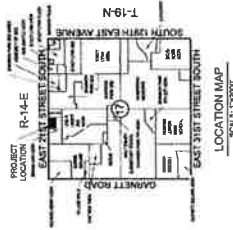
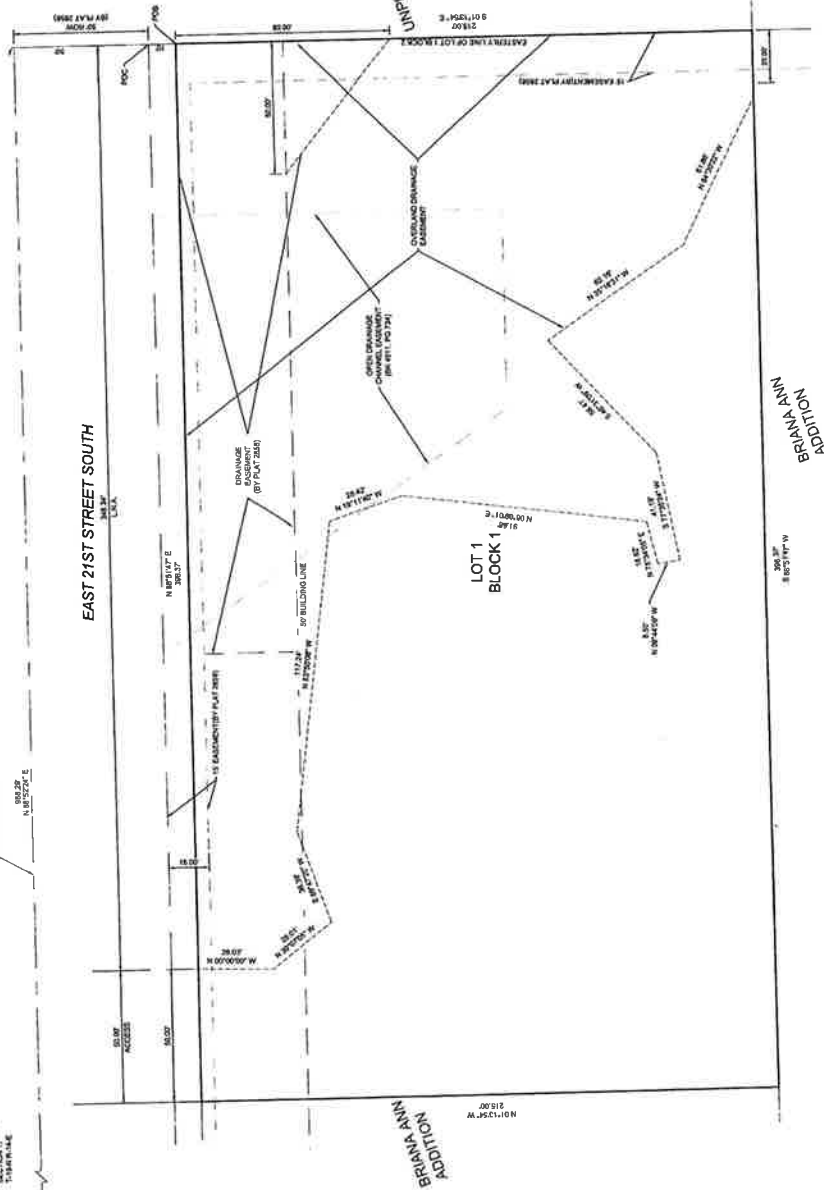
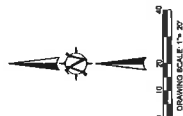


MINOR SUBDIVISION PLAT  
FOR

**OWNER:**  
**THE PETROUS GROUP**  
6914 B. YORKTOWN AVE  
TULSA, OK 74138  
CONTACT: MARK HELMER  
(918) 748-5700

ENGINEER:  
**AAB ENGINEERING, LLC**  
CERTIFICATE OF AUTHORIZATION NO. 8318, EXP. J  
PO BOX 2138  
8AND SPRINGS, OKLAHOMA 74083  
PHONE: (918) 514-1203

**SURVEYOR:**  
**TULSA LAND SURVEYING LLC**  
STATE OF AUTHORIZATION NO. 6038, EXP. JUNE 30, 2015  
1903 SOUTH BOSTON AVENUE  
TULSA, OKLAHOMA 74119  
PHONE: (531) 604-6559



**SITE DATA**

**BENCHMARK**  
LOCATED ON TOP OF CONCRETE INTERVENY CORNER OF  
CONCRETE MAINWALL  
ELEVATION = 485.85 (NAVD 83)

**BASIS OF BEARING**  
ANALYSIS OF THE PLANS OF THE PLANS OF LOT 1,  
BLOCK 2, BRUNNAN ADDITION, BRING NORTH 85° 17' 45" EAST,  
LAND AREA  
165.85 AC. (11.7 AC. HEREIN)

**MONUMENTATION**  
ALL CORNERS WERE SET 3" X 3" X 1' TIEBARS WITH A YELLOW  
PLASTIC CAP STAMPED "13 0002". (ALL OTHERS OTHERWISE  
NOTED)

**ADDRESSES**  
ADDRESSES SHOWN ON PLANS ARE APPROXIMATE AT THE  
TIME THIS PLAT WAS FILED. ADDRESSES ARE SUBJECT TO  
CHANGE AND SHOULD BE RECORDED IN PLACE OF LEGAL  
DESCRIPTION.

SUBDIVISION STATISTICS	
SUBDIVISION CONTAINS LOT IN 1 BLOCK	1.37 ACRES

**CONTACTS**

**MUNICIPAL AUTHORITY**  
CITY OF TULSA  
115 EAST 2ND STREET, SUITE 600  
TULSA, OK 74103

**UTILITY CONTACTS**  
ORGANIZATION NATIONAL GAS COMPANY  
2511 W. EDISON ST  
TULSA, OK 74107  
918-534-3000

**TELEPHONE**  
TULSA WATER  
115 EAST 2ND STREET, SUITE 600  
TULSA, OK 74103  
918-596-2511

**CABLE**  
CABLE COMMUNICATIONS  
1115 EAST 2ND STREET  
TULSA, OK 74105  
918-288-1450

RECEIVED  
OCT 01 2013  
Lake Michigan Area  
Fishing Commission

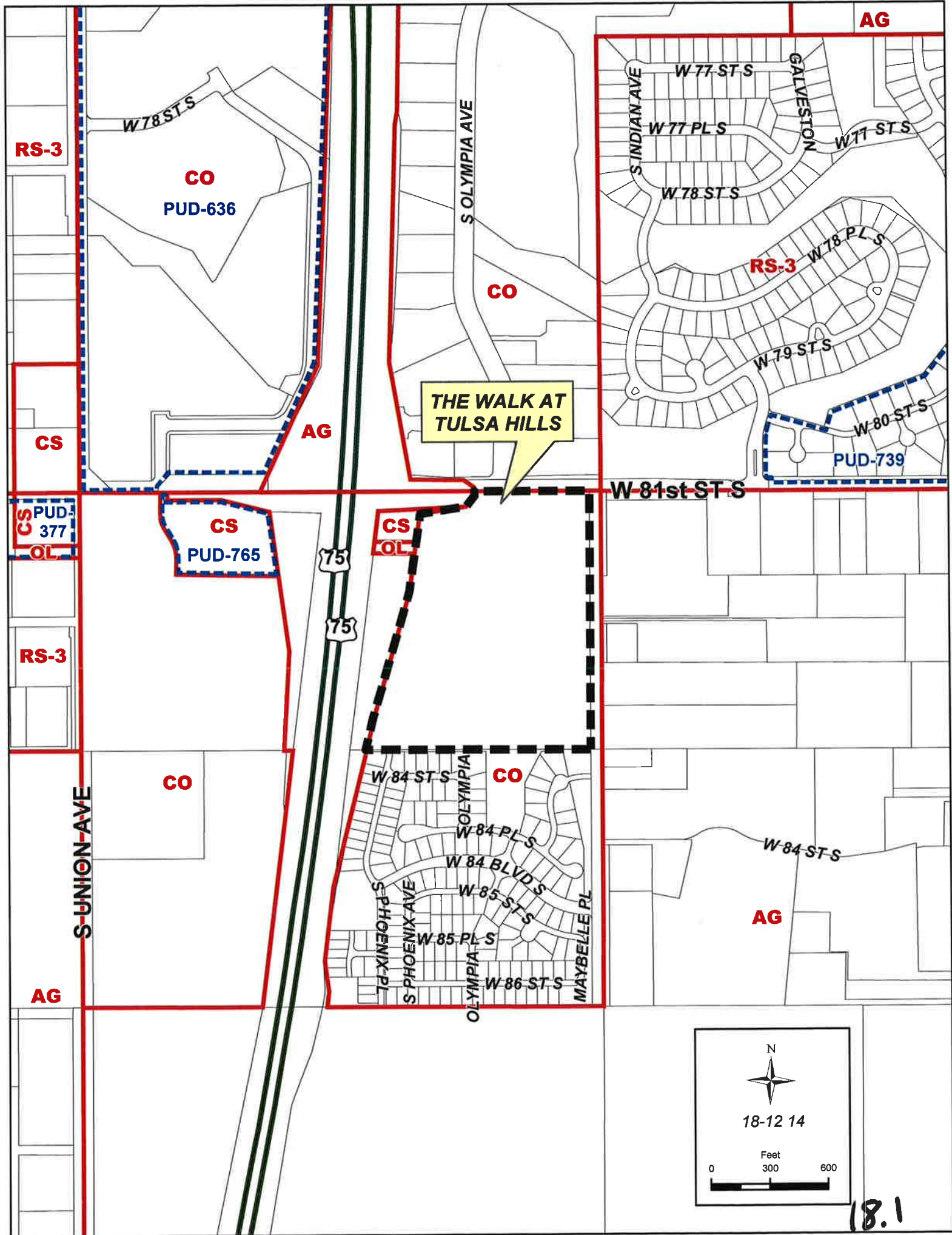
APPROVED BY THE CITY OF TULSA  
OKLAHOMA

\_\_\_\_\_  
MAYOR

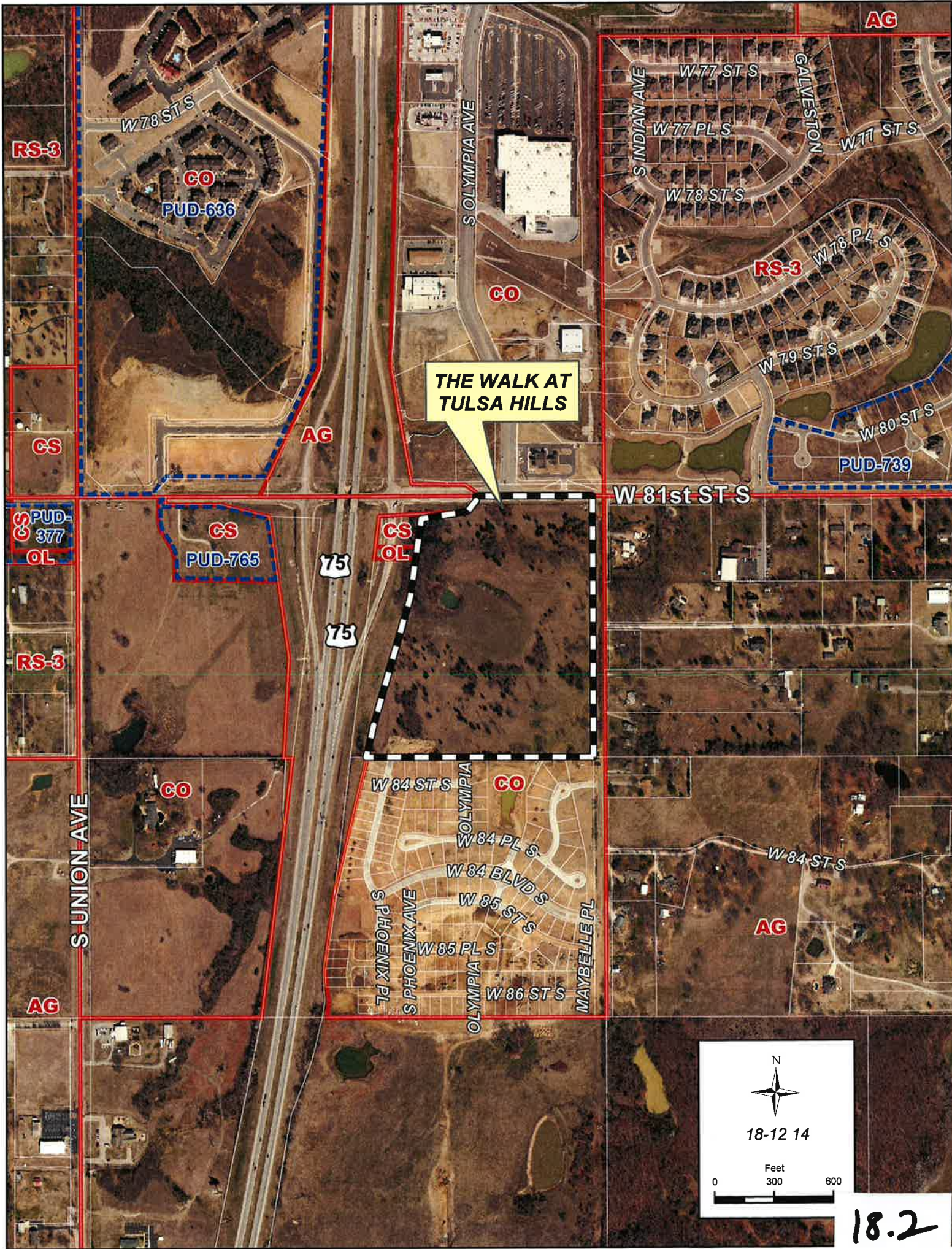
\_\_\_\_\_  
ATTEST, CITY CLERK

DOLLAR GENERAL 21ST ADDITION  
Sheet 1 of 2









18.2



## PRELIMINARY SUBDIVISION PLAT

### The Walk at Tulsa Hills - (8214) (CD 2)

Southeast corner of Highway 75 and West 81<sup>st</sup> Street South

This plat consists of eight lots, one block, on 20.4 acres.

The following issues were discussed October 17, 2013, at the Technical Advisory Committee (TAC) meetings:

1. **Zoning:** The property is zoned Corridor (CO Z-7164 SP1, SP2). A minor amendment is pending for the site. There are certain issues that need to be resolved including where exactly the sidewalks are planned, details concerning the temporary wall near the Hyde Park Addition to the south, if a crash gate between the additions is planned and how connectivity is planned and will circulate through the lots. If a minor amendment is approved on the same agenda as the Preliminary Plat issues will be resolved. The streets have been an issue for staff to review and an e-mail following describes the agreement for the street design.
2. **Streets:** For 50 feet right-of-way along 81<sup>st</sup> Street add "Dedicated by this plat". Provide name for east-west street north of Lot 8 and add note "Dedicated by this plat" for right-of-way along that street. With dimension lines show right-of-way along Maybelle Avenue and provide reference. Provide corner radius of 25 feet at corner of lots at all street intersections. How is access being provided to Lots 1 and 7? Right-of-way along unnamed east – west street is shown as 100 feet while on the plat it is 60 feet.
3. **Sewer:** Include all easements as shown on the Conceptual Plan. Show sanitary sewer easement on the plat. We do not need Section 1.9 if no sanitary sewer easement will be provided. The 20-foot utility easement where the sanitary sewer line crosses Lots 1, 2 and 4 should be a sanitary sewer easement. Provide the distances and bearings for this easement since it is not adjacent to a property line.
4. **Water:** Ten feet of waterline easement is needed adjacent to the 17.5-foot utility easement on the south side of Block 1, Lot 7. Along Olympia Avenue show a 17.5-foot utility easement on the east side. It is recommended that the proposed water main lines be installed on the east and south sides of the roadways eight feet off of the property/right-of-way lines. All proposed water mains are to be installed in a dedicated water easement; utility easement or public right-of-way. All water main line stubs crossing roadways in conduits for future development must have in-line valves. The proposed eight-inch dead end waterline along 81<sup>st</sup> Street requires staff approval and a dedicated easement. Fire hydrants' are to be spaced at 300 feet to 500 feet apart. Reference the project TMUA 91-1(52) for the existing eight-inch waterline along Maybelle Avenue. Check vertical and horizontal separation of proposed waterlines to other utilities. If the two-inch vertical and ten-foot horizontal separation is not met then the waterline must be ductile iron pipe. Show each lot's proposed water service connection points off of the mainline. For the proposed eight-inch waterline along the south property line of Lot 7, Block 1, an addition of ten feet of easement is needed. Ductile iron



pipe is required for water mains installed under pavement. Verify if a 12-inch diameter size pipe is needed or if a smaller diameter pipe can be used to serve this development area.

5. **Storm Drainage:** Include all easements as shown on the Conceptual Plan. Use standard language for paragraph 1.12.1. Section 1.14 on roof drains is not required in this situation and the City will not be responsible for enforcement. If the owner/developer wants to include this section the enforcement will be the responsibility of the owners' association. As long as the roofs drain in accordance with the approved detention report, the City is satisfied. Minimum drainage easement width is 15 feet. Wider easements may be required. Reference Figure 301 of the Stormwater Management Manual to determine required widths.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** PSO needs additional easements. Transmission lines may be in Reserve Areas or easements. Additional easements may be necessary.
7. **Other: Fire:** Provide mutual access easement to Lots 1 and 7, Block 1. Provide mutual access easement to Lots 1 and 7, Block 1. Provide fire hydrants within 400 feet of any portion of non-sprinkled buildings or within 600 feet of any portion of a sprinkled building. If any buildings exceed 30 feet in height provide aerial fire apparatus access per the IFC Appendix D Section D105. If any building has a floor level greater than 30 feet provide standpipes and a fire hydrant within 100 feet of the fire department connection.
8. **Other: GIS:** Need phone number of property owner, need e-mail address and CA number and expiration date for the surveyor, complete location map, remove the contours from the draft final plat, name all streets, and submit subdivision data control sheet. Delete references to Public Works Department. **Airport:** An aviation easement and appropriate covenant language may be needed. An airspace study is required.

Staff recommends **APPROVAL** of the preliminary subdivision plat with the TAC recommendations and the special and standard conditions listed below.

#### **Waivers of Subdivision Regulations:**

1. None requested.

#### **Special Conditions:**

1. The concerns of the Development Services and Engineering Services staffs 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.



## Fernandez, Diane

---

**From:** Duke, Doug [DDUKE@cityoftulsa.org]  
**Sent:** Thursday, October 24, 2013 4:07 PM  
**To:** Fernandez, Diane  
**Subject:** RE: The Walk - Meeting summary

TEC = Traffic Engineering Consultants

TIS = traffic impact study

Sorry...obvious to me but prob not anyone else.

---

**From:** Fernandez, Diane [<mailto:dfernandez@incog.org>]  
**Sent:** Thursday, October 24, 2013 4:05 PM  
**To:** Duke, Doug  
**Subject:** RE: The Walk - Meeting summary

Thank you Doug. What is TEC – Traffic Engineering ?, and TIS – Traffic ? ?

---

**From:** Duke, Doug [<mailto:DDUKE@cityoftulsa.org>]  
**Sent:** Thursday, October 24, 2013 3:51 PM  
**To:** Bird, Clay; Tohlen, Harold; Fate, Tammy; [jemmett@cedarcreekinc.com](mailto:jemmett@cedarcreekinc.com); Matt Mardis ([matt@paine-associates.com](mailto:matt@paine-associates.com))  
**Cc:** Zachary, Paul; Fernandez, Diane; Warrick, Dawn; Ho, Yuen  
**Subject:** The Walk - Meeting summary

The below summarizes discussion at today's 11am meeting concerning The Walk and associated transportation issues.

**Attendees:**

Clay Bird, COT; Harold Tohlen, COT; Jason Emmett, Cedar Creek; Tammy Fate, COT; Matt Mardis, Paine & Associates, Doug Duke, COT.

The following represent design features of The Walk and surrounding streets acceptable to COT staff, based on the drawing submitted for preliminary platting (attached):

- 1) The proposed street alignment can remain as shown.
- 2) Internal streets can be public, built to COT standards. ROW widths will be as shown (100'/60').
- 3) East-west connector should be 36-ft. wide (commercial collector standard).
- 4) An eastbound right –turn lane on 81<sup>st</sup> St. into the development should be constructed, as part of the IDP.\*
- 5) An eastbound right –turn lane on 81<sup>st</sup> St. into Maybelle Ave. should be constructed, as part of the IDP.\*

\*Specific details are pending staff review and approval of traffic impact study by TEC.

**Furthermore:**

- 1) The status/need for an additional eastbound thru lane between US-75 and Maybelle is subject to further staff review of the TIS.
- 2) Staff will have input and final approval on the specific layout and configuration of the internal intersection.

Let me know if this differs from anyone's understanding or expectation from the meeting.

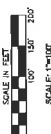
**Doug Duke, PE | Senior Engineer**  
Development Services  
Planning & Economic Development Department



BEING A PART OF THE NW/4 OF SECTION 14, T-18-N, R-12-E, 1.M.  
TULSA, TULSA COUNTY, OKLAHOMA



DATE PREPARED: 09.25.2013  
SHEET 1 OF 1

[illegible]

AREA: Magnetic 1,279,089 square feet, or 29,363.9 acres  
Full procedure 1,279,090 square feet, or 29,363.9 acres



1000-0000/01/0000-0000\$10.00/0

A tract of land lying in the Northwest Quarter of Section 14, Township 18 North, Range 12 East of the Indian Meridian, Tulsa County, Oklahoma being more particularly described as follows:

© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 395–402

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER;  
THENCE SOUTH 88°56'47" WEST, ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 60.00 FEET TO  
THE POINT OF BEGINNING;

THENCE South 01°05'09" East, parallel with and 80.00 feet distant from the east line of said Northeast Quarter, a distance of 1,326.13 feet to a coin on the south line of the Northeast Quarter of the Northeast

THENCE South 88°57'30" West, along the south line of said Northeast Quarter of the Northwest Quarter, a Quarter;

distance of 1,149.23 feet to a point on the east right of way line of U.S. Highway 75 as established in Warranty Deed recorded in Book 7089, Page 1134, Tulsa County Recorder,

THENCE along said east right of way line, the following Four (4) courses:

1. North  $11^{\circ}52'10''$  East a distance of 167.43 feet
2. North  $14^{\circ}47'14''$  East a distance of 181.72 feet
3. North  $08^{\circ}41'33''$  East a distance of 402.59 feet
4. North  $70^{\circ}52'59''$  East a distance of 238.83 feet to a point on the east right of way line as established by  
Hawley Easement recorded in Deed 3013, Pages 471, Tulsa County Records.

THENCE along said east right of way line, the following Two (2) courses;

1. North 42°59'00" East, a distance of 75.10 feet.
  2. North 00°00'00" East, a distance of 24.75 feet to a point on the north line of said Northeast Quarter;
- THENCE North 88°58'47" East, along said north line, a distance of 581.84 feet to the POINT OF BEGINNING.

Said described tract of land contains an area of 1,279,038 square feet or 29,3638 acres, more or less.

The basis of hearings for this legal description was the Oklahoma State Planning Commission System (Hunt Zone) using South (1/4) 36 1/4 East as the east line of the Northwest Quarter of Section 34, Township 18 North, Range 12 East, Indian Meridian.

5594 THE JOURNAL OF POST KEYNESIAN ECONOMICS

Prepared by: **Pauline M. Williams, Project Director**

Dodson-Thompson  
20 N.E. 38th Street

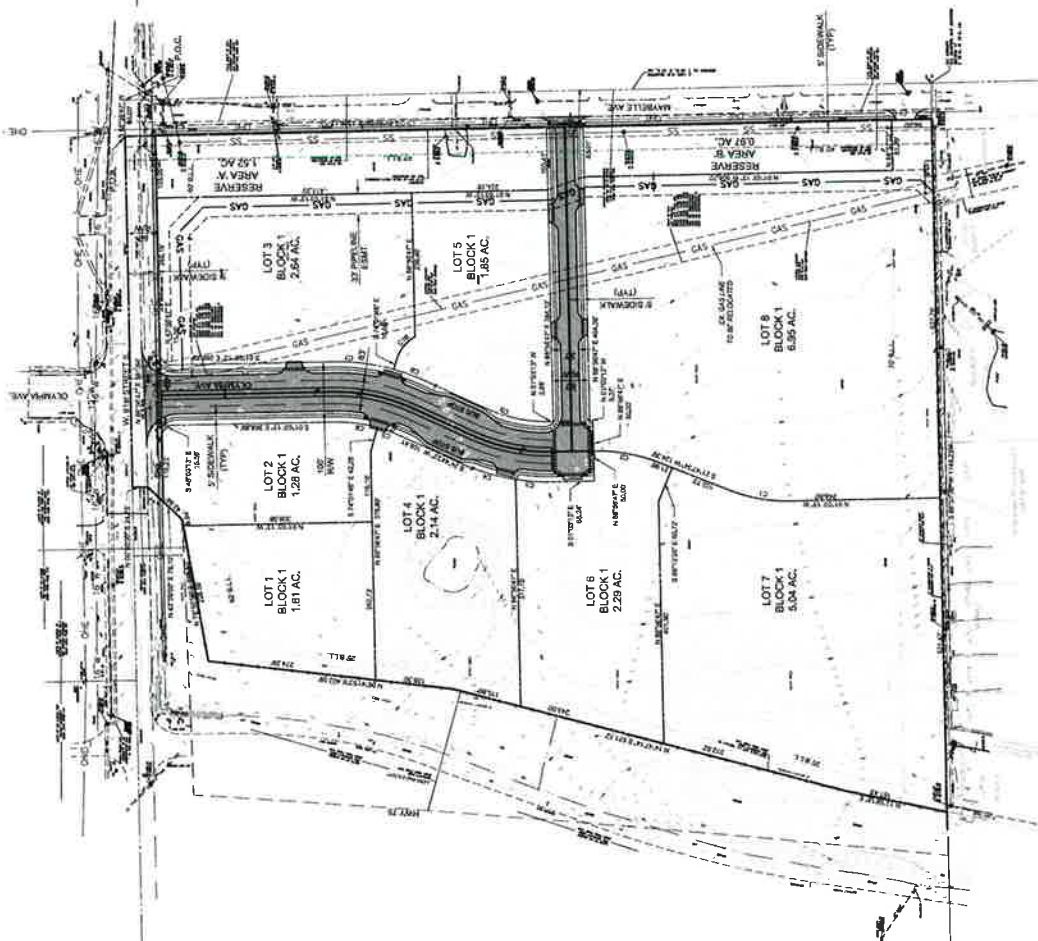
OKC, OK 73105

August 21, 2013

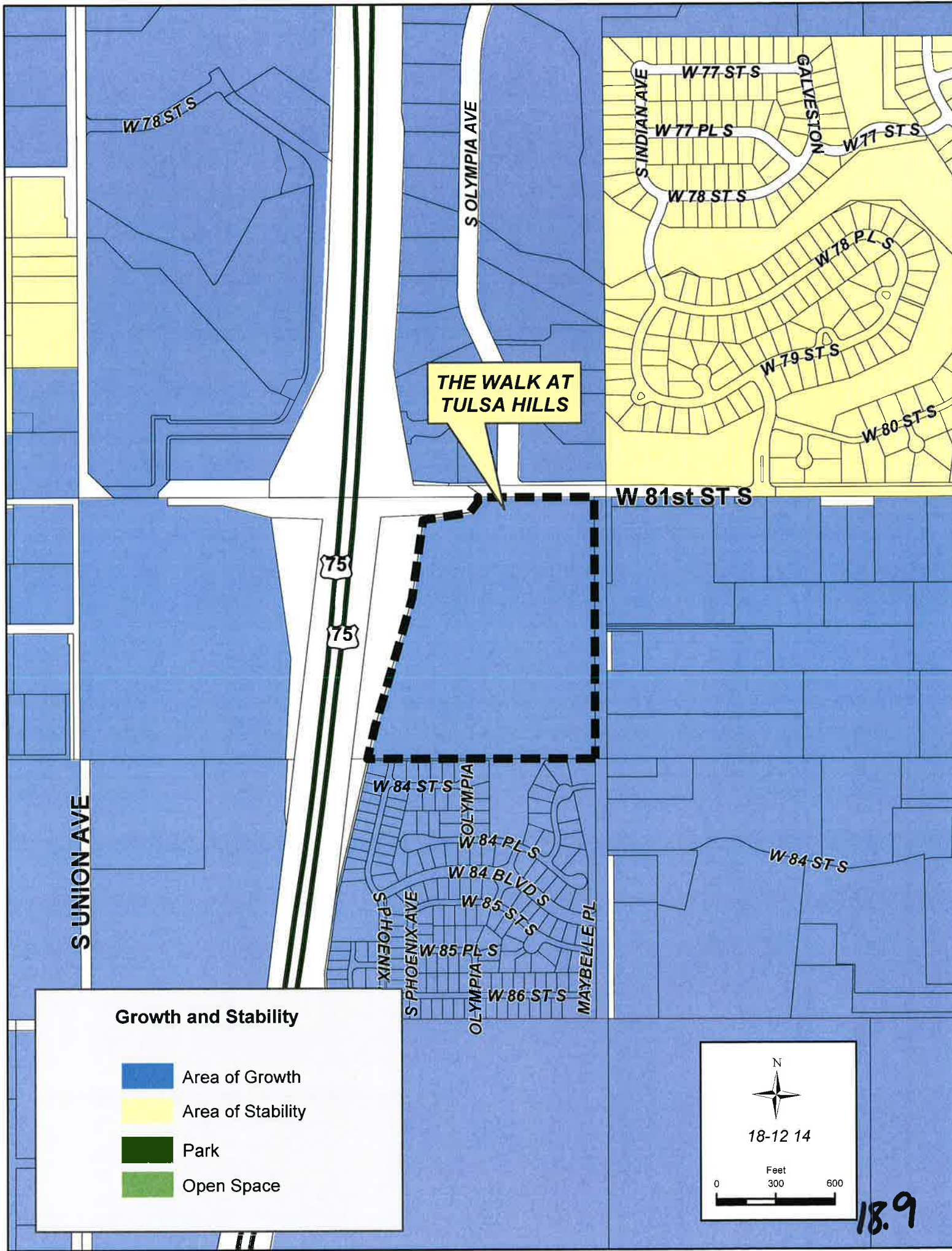


**DODSON - THOMPSON - MANSFIELD, PLLC**  
300 W. 26th Street  
Ottumwa, IA 52501  
Phone: 620-651-7422  
Fax: 620-651-7423  
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Surveying • Engineering • Planning

Surveying - Engineering - Planning







### Growth and Stability

- Area of Growth
- Area of Stability
- Park
- Open Space



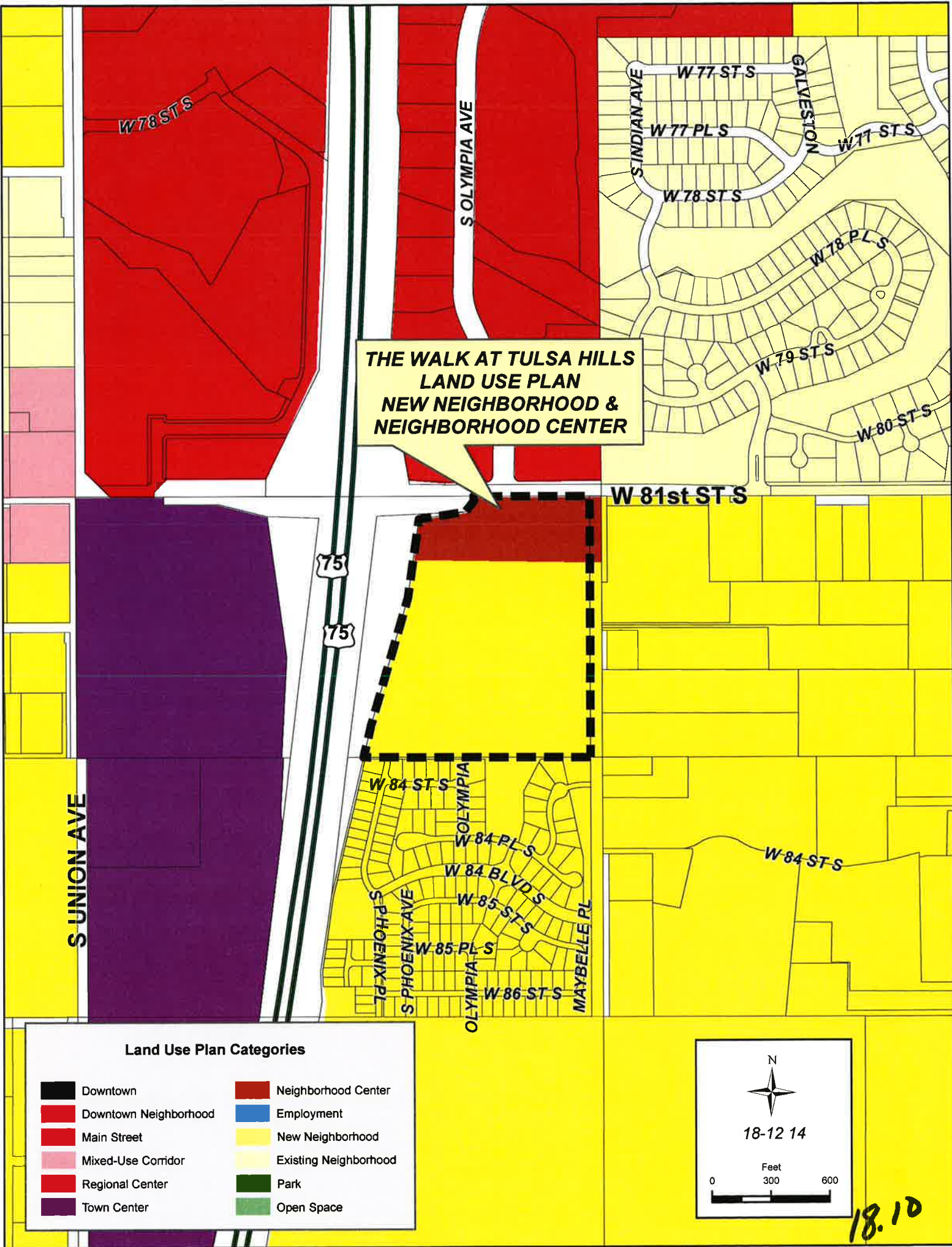
18-12-14

Feet  
0 300 600

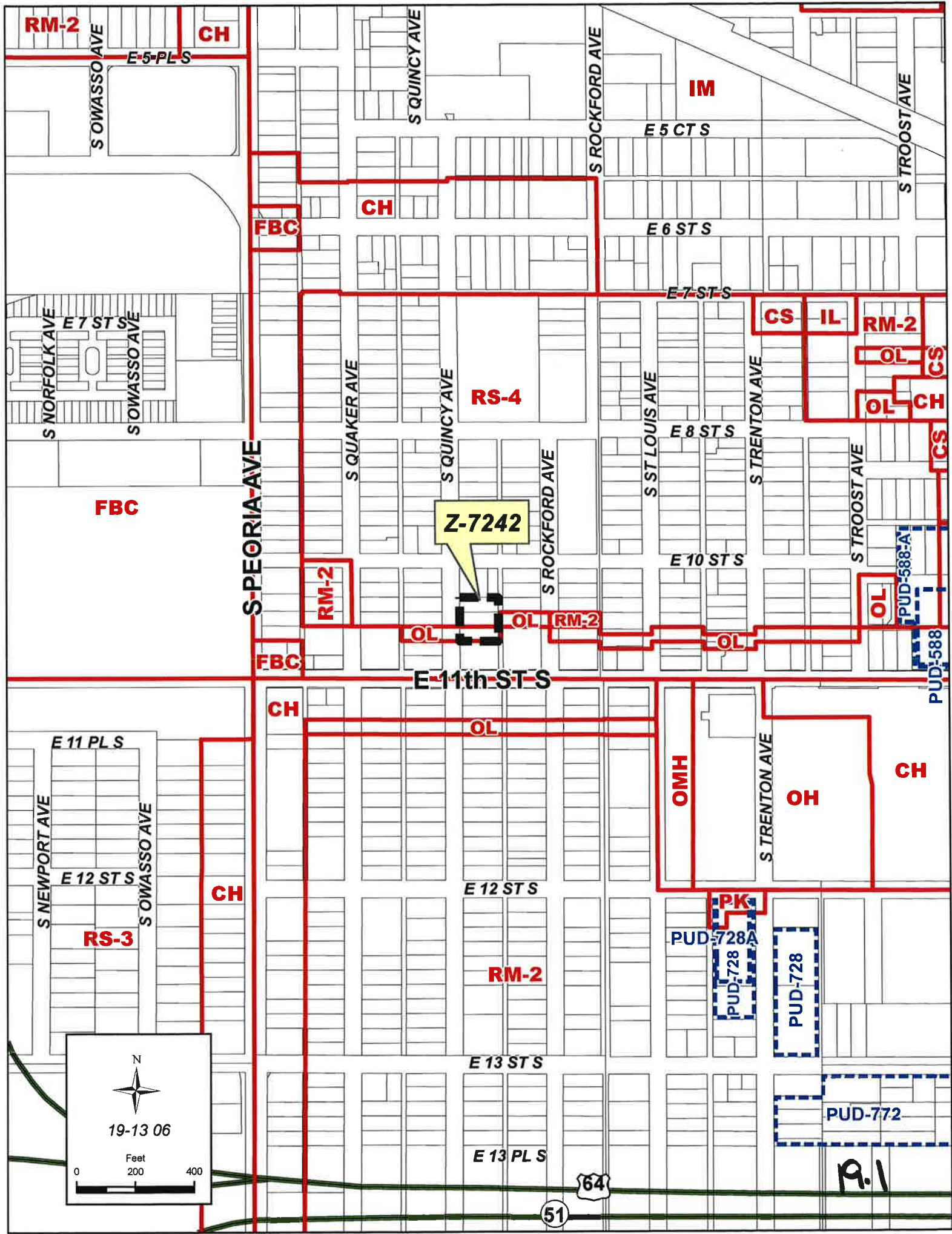
18.9



**THE WALK AT TULSA HILLS  
LAND USE PLAN  
NEW NEIGHBORHOOD &  
NEIGHBORHOOD CENTER**











19-13 06

Feet  
0 50 100

Note: Graphic overlays may  
not precisely align with physical  
features on the ground.  
Aerial Photo Date: March 2012

19.2



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: Z-7242**

**TRS 9306**

**Atlas 2**

**CZM 37**

**CD-4**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Tom Kirkpatrick

**Tract Size:** .45± acres  
19,500± square feet

**ADDRESS/GENERAL  
LOCATION:**

North of northeast corner of South Quincy Avenue and  
East 11<sup>th</sup> Street

**EXISTING ZONING:** RS-4/OL

**EXISTING USE:** Personal storage

**PROPOSED ZONING:** CH

**PROPOSED USE:** Use Units 13 & 14

**ZONING ORDINANCE:** Ordinance number 18449 dated May 1, 1995 and Ordinance number 11815 date June 26, 1970, established zoning for the subject property.

**RELEVANT ZONING HISTORY:**

**Subject Property:**

**Z-6481 May 1995:** All concurred in approval of a request for rezoning a 58± tract of land from RM-2 to RS-4, to preserve the single-family character, on property located between South Utica Avenue and South Peoria Avenue and between East 7<sup>th</sup> Street and East 11<sup>th</sup> Street; and includes the subject property.

**BOA-9059 May 20, 1976:** The Board of Adjustment approved a Special Exception to permit parking in the RM-2 district, on property located at 1101 South Quincy Avenue (Lots 11 & 12, Block 8, East Lynn Addition)

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately .45± acres in size and is located north of northeast corner of South Quincy Avenue and East 11<sup>th</sup> Street. The property appears to be mostly vacant and used for personal storage and is zoned RS-4.

**SURROUNDING AREA:** The subject tract is abutted on the east by small lot commercial office and residential property, zoned CH/OL/RS-4; on the north by single family residence, zoned RS-4; on the south by high intensity commercial single story commercial property, zoned CH; and on the west by single family residential property, zoned RS-4.

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

**TRANSPORTATION VISION:**

The Comprehensive Plan does not designate South Quincy with a specific vision.



## STREETS:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Quincy Avenue	Residential Collector	60'	2

## RELATIONSHIP TO THE COMPREHENSIVE PLAN:

The entire request is inside an **area of growth** defined in the Comprehensive Plan.

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

**Areas of Growth** are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

*Staff Comment: The 6<sup>th</sup> Street infill plan illustrates stormwater improvements and significant suggestions for increased density and development for this area. This rezoning request will encourage higher density development in the south lot of the three lot request.*

The north two lots (lots 11 and 12) included in the request are considered **Downtown Neighborhood** lots which are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium to high-rise mixed use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

The south lot is considered a **Main Street** area which is defined as Tulsa's classic linear centers. They are comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide, and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of buildings, and street trees and other amenities. Visitors from outside the surrounding neighborhoods can travel to Main Streets by bike, transit, or car. Parking is provided on street, small private off street lots, or in shared lots or structures.



### **RELATIONSHIP TO THE 6<sup>th</sup> STREET INFILL PLAN:**

The north two lots of the CH zoning request as part of a small **Residential Revitalization** subarea and which "is comprised of bungalow housing from the early 1900's and 1920's." Compatibility between existing and infill housing achieved by a small number of design requirements that are intended to preserve the existing form, scale, rhythm, and proportion of this residential enclave.

*Staff Comment: The north two lots have been off street parking for years as a result of previous Board of Adjustment action. Our current zoning code does not provide appropriate zoning guidelines for this area as defined in The 6<sup>th</sup> Street Infill Plan. CH zoning request does not allow residential uses as visualized in this subarea.*

The single-lot on the south side of the requested zoning area and closest to 11<sup>th</sup> street are included in a **Mixed Use Infill** subarea.

*Staff Comment: The southernmost lot of the zoning request is considered part of the Mixed Use Infill subarea which should provide an opportunity to provide appropriate infill development along the 11<sup>th</sup> street corridor. The requested CH zoning will provide the opportunity to bring increased vitality and economic development to the area however it conflicts with the Residential Revitalization subarea defined in the small area plan. In this instance the existing parking lot and the on-street parking on Quincy Ave. should be considered as part of the parking necessary for the redevelopment of the existing building at this location. Rezoning of the property is not necessary to provide the parking opportunities.*

### **STAFF RECOMMENDATION:**

This particular request encroaches into residential areas further north into the Downtown Neighborhood and Residential Revitalization subarea than as defined in both plans.

With the consideration that the north two lots (Lots 11 and 12) are zoned RS-4 which is currently consistent with the Comprehensive Plan and these lots have been given the ability to provide off-street parking by the Board of Adjustment, and are inside a Residential Revitalization subarea, **staff recommends denial of CH zoning to Lots 11 and 12.**

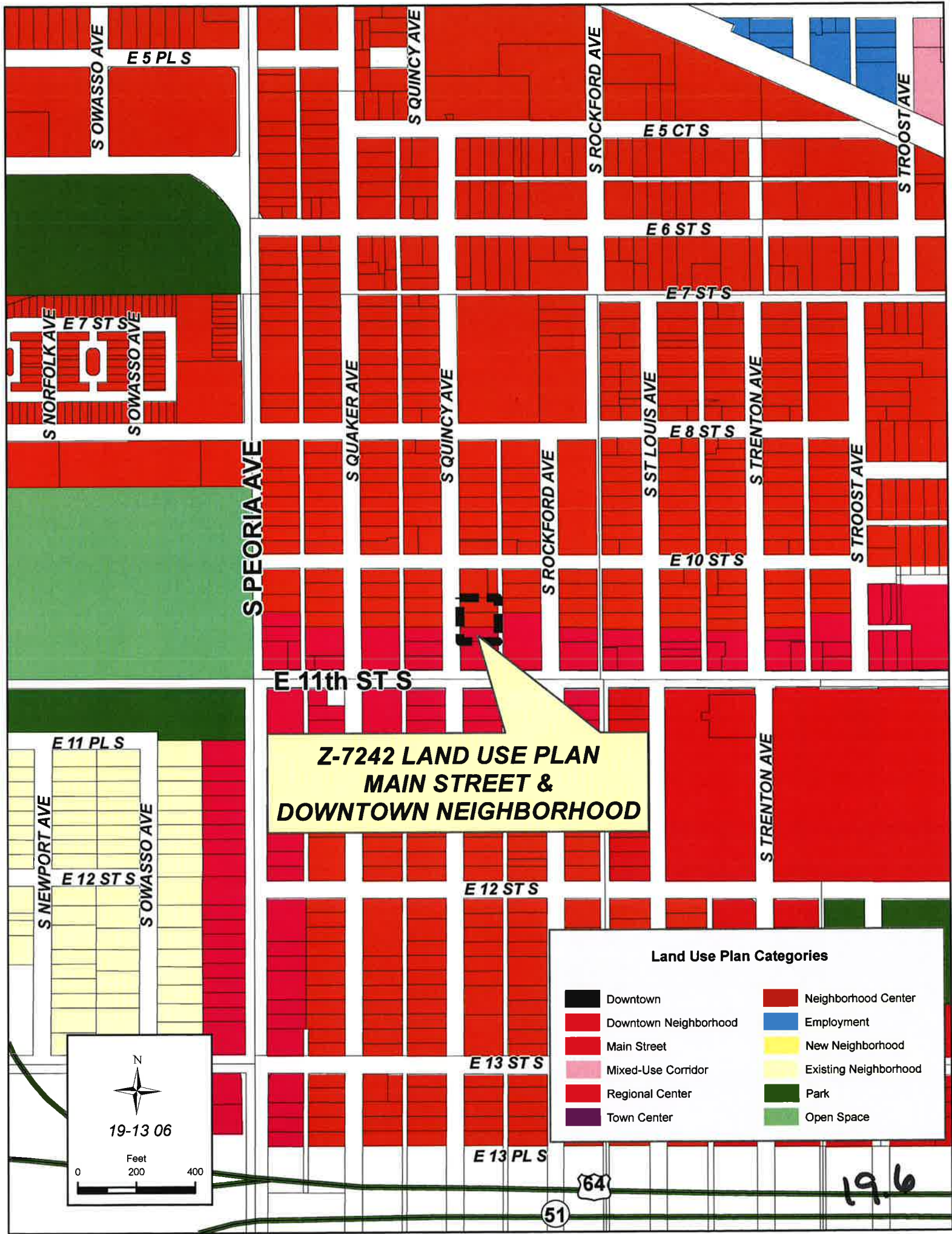
Staff has met with the applicant who agrees with staff recommendation to only rezone Lot 10.

The request to rezone only Lot 10 is consistent with the Comprehensive Plan, the 6<sup>th</sup> Street Infill Plan and the existing development pattern of the area.

The existing building on Lot 10 (the southern lot) is currently zoned OL. **Staff recommends approval to rezone from OL to CH.**

11/06/13















S QUINCY AVE

S ROCKFORD AVE

E 10 ST S



Z-7242

E 11th ST S



19-13 06

0 50 100  
Feet

## LEGEND

### 6th STREET INFILL PLAN



MIXED-USE INFILL  
Residential, Commercial, Office Manufacturing,  
Warehousing. Reuse of existing structures,  
smaller-scale, compatible, high-quality infill.



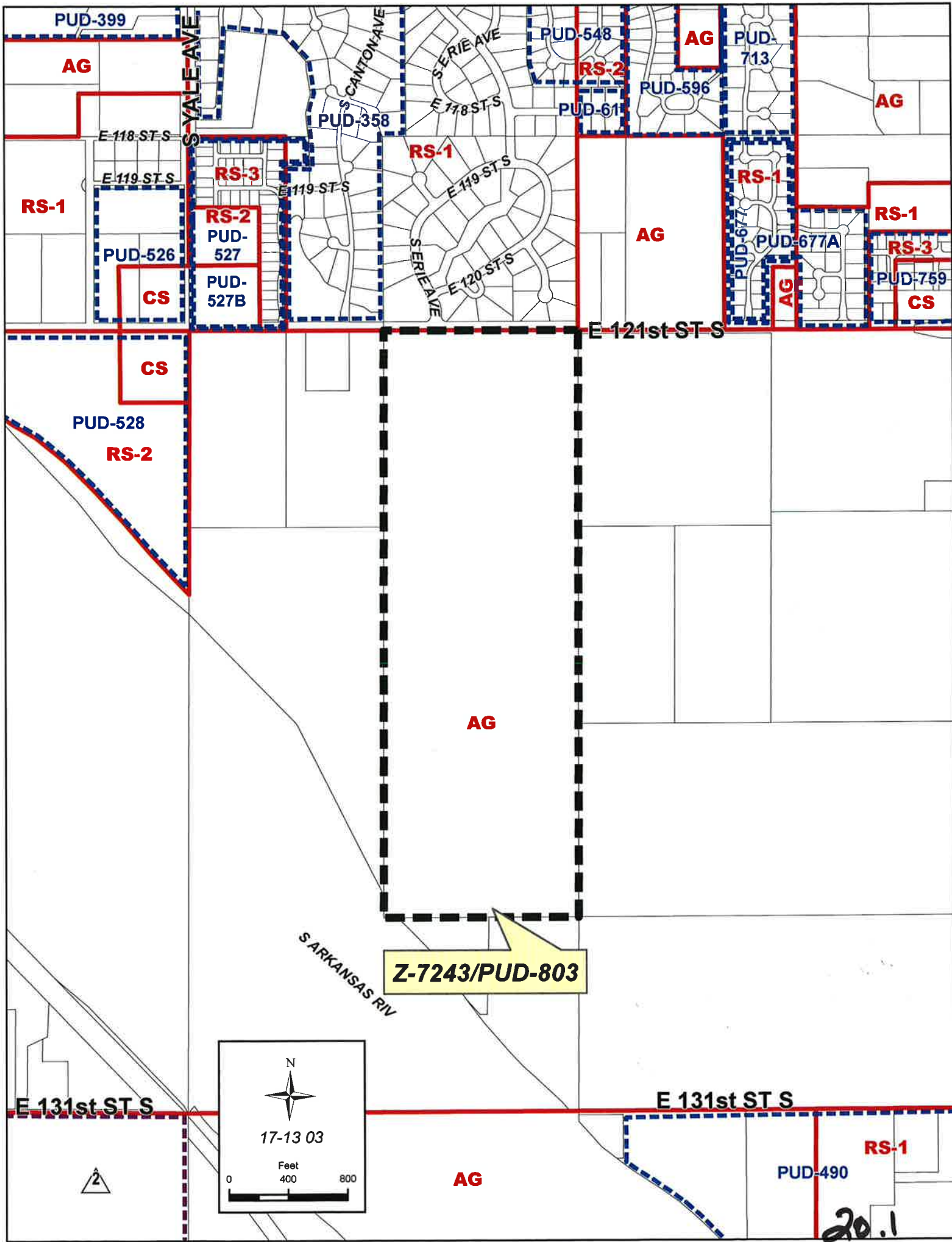
RESIDENTIAL REVITALIZATION  
Restoration of existing housing, introduction  
of small-scale compatible infill.

19.9

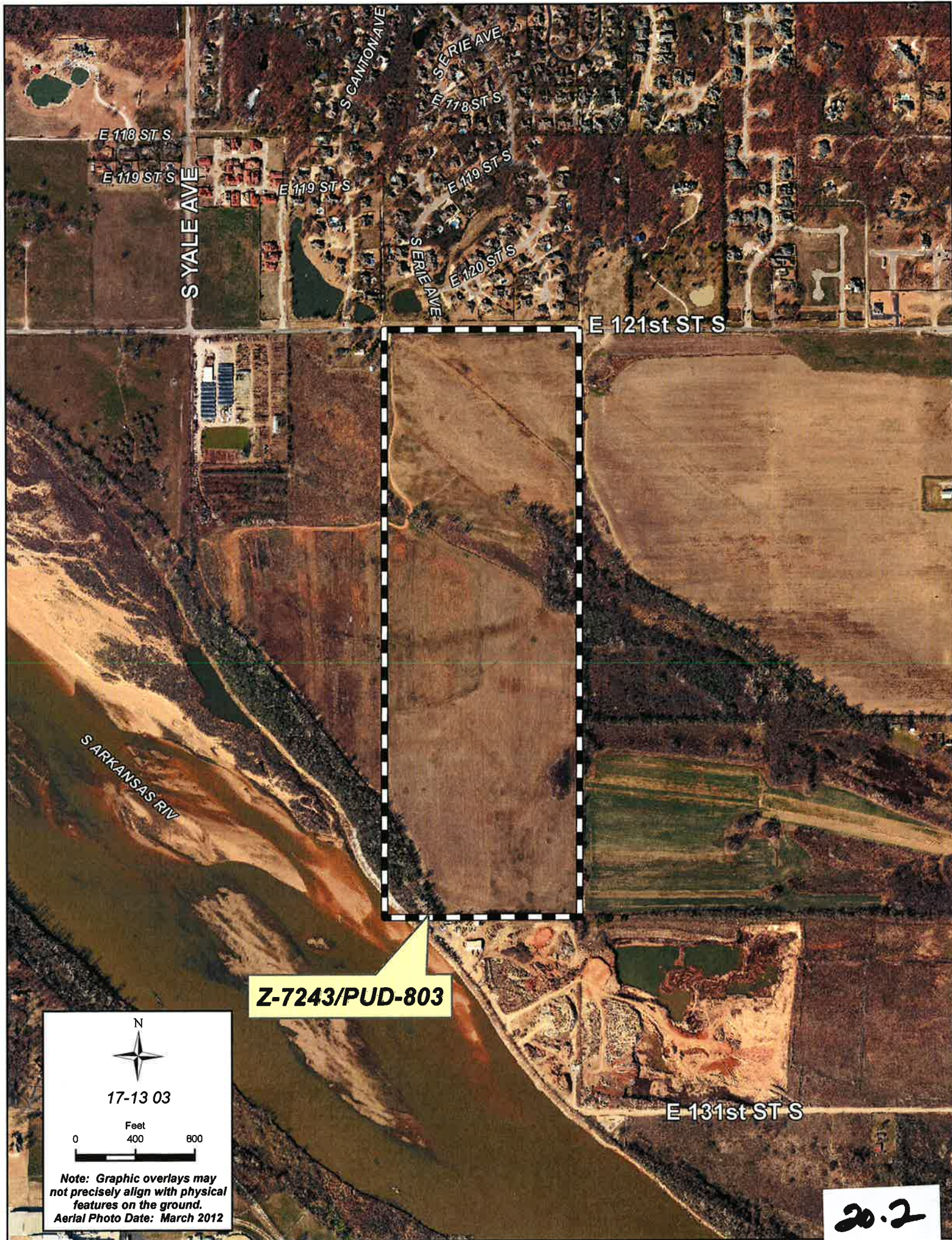












E 118 ST S

E 119 ST S

E 119 ST S

S ERIE AVE

E 118 ST S

E 119 ST S

E 120 ST S

E 121st ST S

S ARKANSAS RIV

**Z-7243/PUD-803**

E 131st ST S



17-13 03

Feet  
0 400 800

Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

20.2



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: Z-7243**

**TRS 7303**

**Atlas 0**

**CZM 62**

**CD-8**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Tanner Consulting LLC

**Tract Size:** 122± acres

**ADDRESS/GENERAL LOCATION:** East of southeast corner of East 121<sup>st</sup> Street and South Yale Avenue

**EXISTING ZONING:** AG

**EXISTING USE:** Vacant

**PROPOSED ZONING:** RS-3

**PROPOSED USE:** Use Unit 6

**ZONING ORDINANCE:** Ordinance number 11838 dated June 26, 1970, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

**PUD-528-A September 2012:** All concurred in approval of a proposed Major Amendment to PUD, on a 43± acre tract of land to abandon PUD-528 for public park use on property located on the southwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**PUD-677-A May 2006:** All concurred in approval of a proposed Major amendment to a Planned Unit Development on a 9.6± acre tract of land to add nine acres of property to the original PUD, on property located west of northwest corner of South Sheridan Road and East 121<sup>st</sup> Street South and abutting the subject property to the west.

**Z-6978/PUD-713 April 2005:** All concurred to approve a request to rezone a 15± acre tract from AG to RS-1/ PUD for residential development, located on East 116<sup>th</sup> St., directly south of South Hudson Avenue.

**PUD-677 February 2003:** All concurred in approval of a Planned Unit Development on a 13± acre tract for single family development located west of northwest corner of South Sheridan Road and East 121<sup>st</sup> Street South.

**PUD-527-B August 2001:** All concurred in approval of a request to abandon PUD-527-A and revert back to the standards of the original PUD-527 that was approved in February 1995.

**Z-6663/PUD-596 December 1999:** All concurred to approve a request to rezone a 14.3± acre tract from AG to RS-2/PUD for residential development, located south and west of the Southwest corner of E 116<sup>th</sup> St. and S Hudson Ave.

**Z-6696/PUD-610 June 1999:** A request to rezone a 5+ acre tract from AG to RS-2. Staff recommended denial for RS-2 and approval for RS-1. All concurred to approve a request to rezone from AG to RS-1/PUD for a gated residential development with a maximum of six lots, located on East 118<sup>th</sup> St. S. and E of S. Fulton Ave.



**Z-6541 PUD-548 October 1996:** A request to rezone fifteen acres located on the south side of East 116<sup>th</sup> Street at South Hudson, from AG and RS-1 to RS-2 with a Planned Unit Development overlay for residential development. All concurred in approval of RS-2/PUD with modifications to the private street width.

**Z-6551 September 1996:** All concurred in approval for a request to rezone a 40+ acre tract from AG to RS-1 for residential development, located east of northeast corner of South Yale and East 121<sup>st</sup> Street South.

**Z-6531 May 1996:** All concurred in denial for a request to rezone a 34+ acre tract from AG to RS-2, but approval for RS-1 on property located on the southwest corner of East 116<sup>th</sup> Street between South Fulton Avenue and South Granite Avenue.

**Z-6454/ PUD-528 February 1995:** A request for rezoning a 43.45+ acre tract of land from AG to RS-3/RM-0/CS and a Planned Unit Development for a mixed use development, including residential and commercial uses. All concurred in approval of CS zoning on the north 467' of the east 467' and the balance zoned RS-2 and approval of the PUD, for commercial on the northeast corner of PUD and residential on the remainder of development, on property located southwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**Z-6453/ PUD-527 December 1994:** All concurred in recommending approval of a request to rezone a 20+ acre tract from RS-1 to CS/PUD zoning on the 467' node for commercial development with the balance of the property to remain RS-1 for single-family development, on property located on the northeast corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6452/ PUD-526 December 1994:** All concurred in recommending approval of a request to rezone a 13+ acre tract from RS-1 to CS/PUD zoning on the 467' node with the balance to remain RS-1 also within the PUD, on property located on the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6451 October 1994:** All concurred in approval of a request to rezone a tract from AG to RS-1, located west of the northwest corner of E. 121<sup>st</sup> Street S. and S. Sheridan Road.

**Z-5937/ PUD-358 May 1984:** All concurred in approval of a request for rezoning a 54+ acre tract to RS-1/ PUD. The applicant had originally applied for rezoning from AG to RS-3/PUD, on property located north and east of the northeast corner of East 121<sup>st</sup> Street and South Yale Avenue.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 122+ acres in size and is located east of southeast corner of East 121<sup>st</sup> Street and South Yale Avenue. The property appears to be vacant and is zoned AG.

**SURROUNDING AREA:** The subject tract is abutted on the east by vacant AG (Agricultural) zoned property; on the north by a single-family residential neighborhood zoned RS-1 (Residential Single-Family); on the south by a mining operation zoned AG; and on the west by one single family dwelling and undeveloped AG (Agricultural) zoned property.

**UTILITIES:** The subject tract will be served by City of Tulsa municipal water and sewer.



### **TRANSPORTATION VISION:**

The Comprehensive Plan designates 121<sup>st</sup> Street as a Primary Arterial. Additionally, the Major Street and Highway Plan calls for a residential collector street to run through this property and eventually connect to South Sheridan Road.

A Residential Collector is intended to strengthen neighborhood cohesion, promote alternative transportation, calm traffic and connect recreational destinations. They typically can be applied in two instances: in new residential neighborhoods or as retrofits in existing residential or downtown streets that may be wide, but do not provide sufficient parking, bicycle and pedestrian accommodations or traffic calming measures. These streets place a higher priority on landscaped medians, tree lawns, sidewalks, on-street parking, and bicycle lanes than the number of travel lanes. Residential streets consist of two to four travel lanes, but place a much higher priority on pedestrian and bicycle friendliness than on auto mobility.

### **STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
East 121 <sup>st</sup> Street	Primary Arterial	120'	2

### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

**Areas of Growth** are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

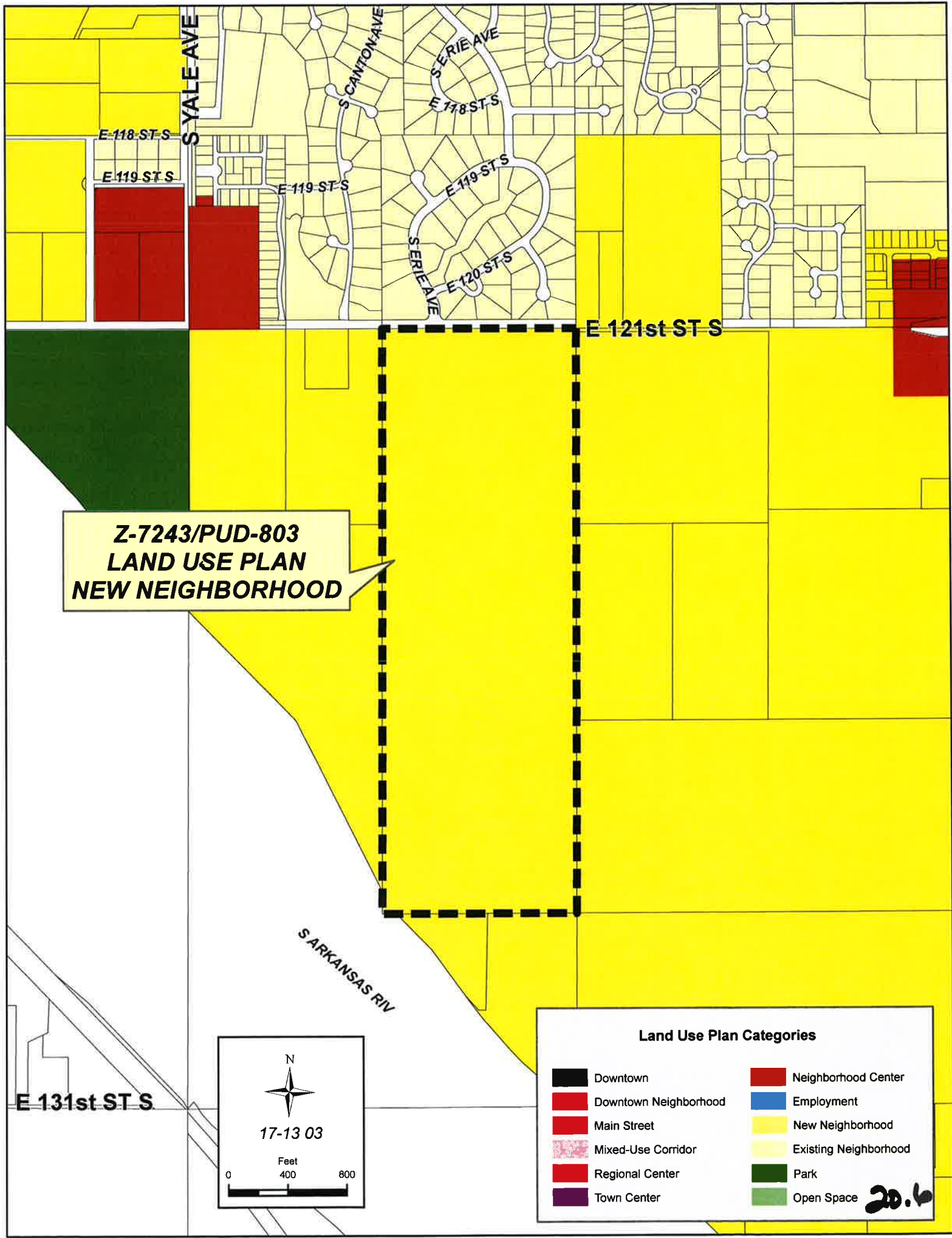
A **New Neighborhood** is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity, and shall be paired with an existing or new Neighborhood or Town Center.

### **STAFF RECOMMENDATION FOR ZONING:**

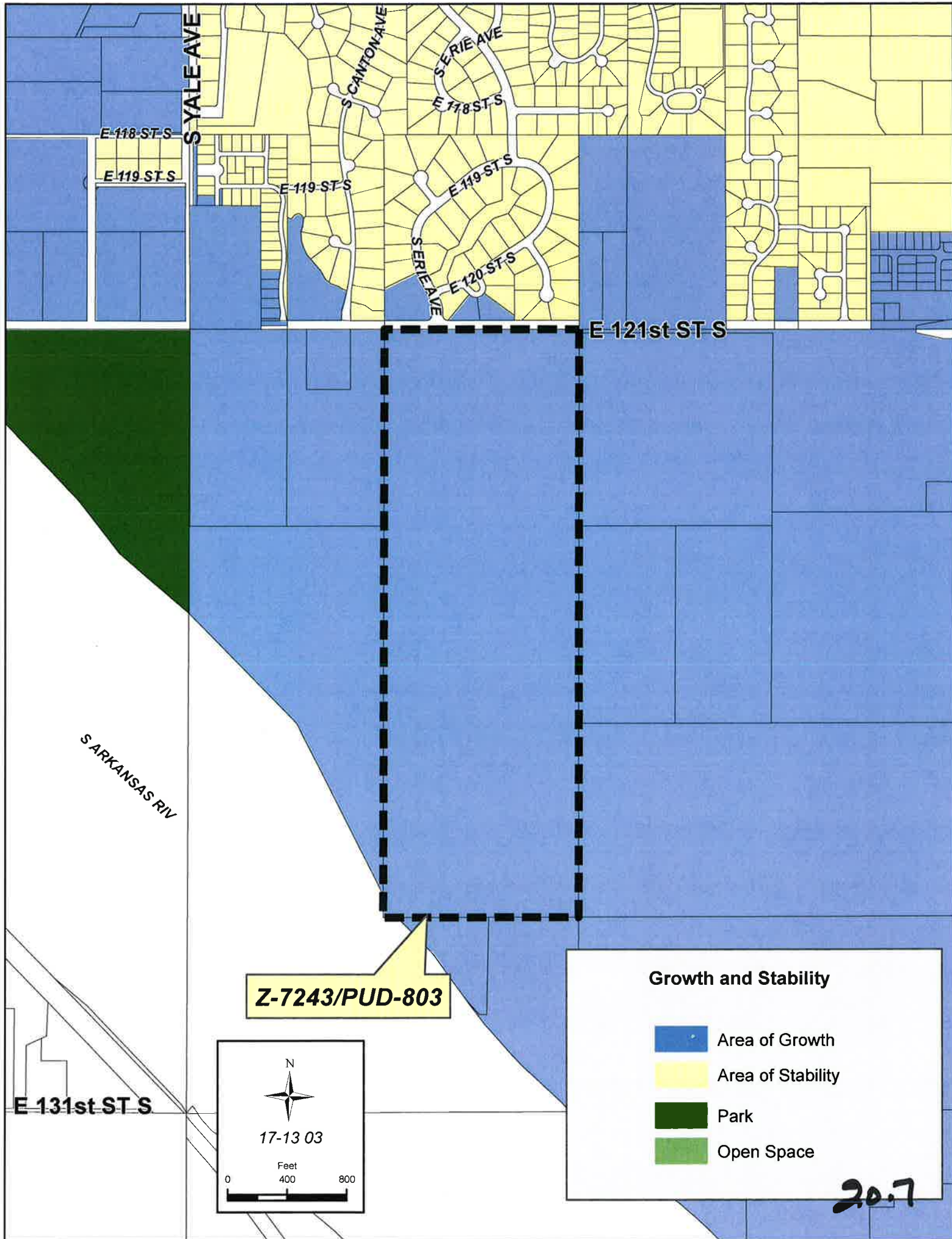
This project is consistent with surrounding development patterns and is in harmony with the character/design of residential neighborhoods in the immediate area.

Staff recommends **Approval** of the **Z-7243** from AG to RS-3 finding that it is in accord with the spirit and intent of the Tulsa Comprehensive Plans vision for the area as a New Neighborhood and an Area of Growth.











**Exhibit "A.1"**  
**121st & Yale**  
**Gross Boundary Legal Description**

**Description**

A TRACT OF LAND THAT INCLUDES GOVERNMENT LOT 3, THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER (SE/4 NW/4), AND GOVERNMENT LOT 6 OF SECTION THREE (3), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 3; THENCE SOUTH 00°57'49" EAST AND ALONG AND THROUGH THE EAST LINE OF LOT 3, FOR A DISTANCE OF 4,007.24 FEET TO THE SOUTHEAST CORNER OF GOVERNMENT LOT 6; THENCE SOUTH 88°52'18" WEST AND ALONG THE SOUTH LINE OF SAID LOT 6, FOR A DISTANCE OF 1,320.02 FEET TO THE SOUTHWEST CORNER OF LOT 6; THENCE NORTH 0°55'36" WEST AND ALONG AND THROUGH THE WEST LINE OF LOT 6, FOR A DISTANCE OF 4,008.25 FEET TO THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 88°54'54" EAST AND ALONG THE NORTH LINE OF LOT 3, FOR A DISTANCE OF 1,317.43 FEET TO THE POINT OF BEGINNING.

**Area**

SAID TRACT CONTAINING 5,285,092 SQUARE FEET OR 121.329 ACRES.

**Basis of Bearing**

THE BEARINGS SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM 1983 (NAD83).

**Real Property Certification**

I, DAN E. TANNER, OF TANNER CONSULTING, LLC, CERTIFY THAT THE ATTACHED DESCRIPTION CLOSES IN ACCORD WITH EXISTING RECORDS, IS A TRUE REPRESENTATION OF THE REAL PROPERTY AS DESCRIBED, AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING OF THE STATE OF OKLAHOMA.



DAN E. TANNER, P.L.S.  
OKLAHOMA P.L.S. #1435  
OKLAHOMA CA #2661  
EXPIRATION DATE: 6/30/15

9.25.2013  
DATE



# Exhibit "A.2"

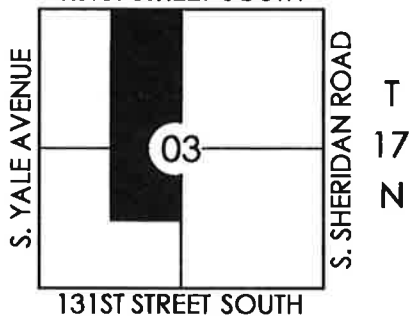
## 121st & Yale Gross Boundary Exhibit



NORTH

R 13 E

121ST STREET SOUTH



Location Map

South 121st Street

N 88°54'54" E  
1317.43'

POB  
NE COR. GOV. LOT 3

GOVERNMENT LOT 3

SE/4 NW/4

N 0°55'36" W  
4008.25'

4007.24'  
S 0°57'49" E

GOVERNMENT LOT 6

1320.02  
S 88°52'18" W

MEANDER LINE TO NORTH  
BANK OF ARKANSAS RIVER

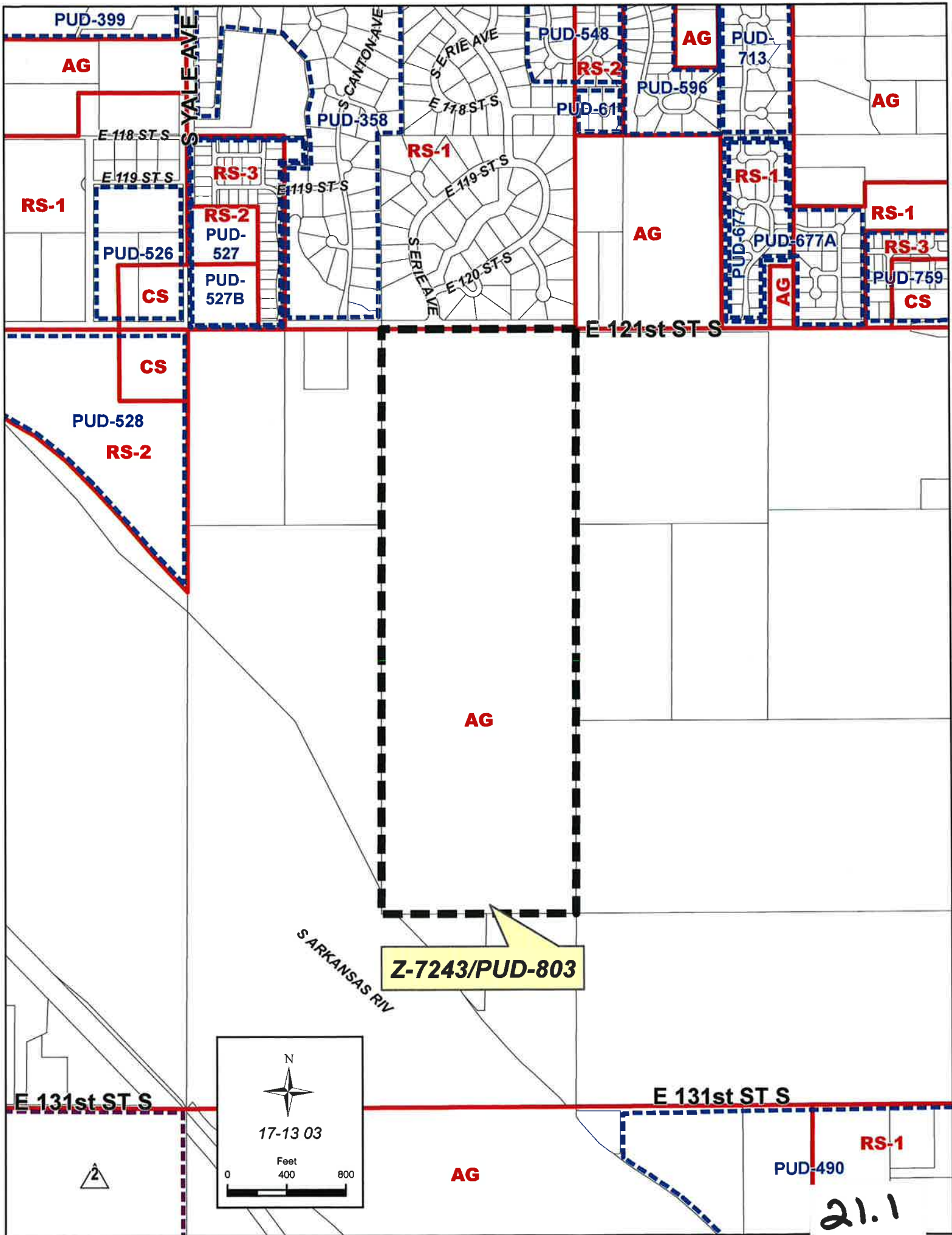
### LEGEND

COR	CORNER
GOV	GOVERNMENT
NE	NORTHEAST
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT





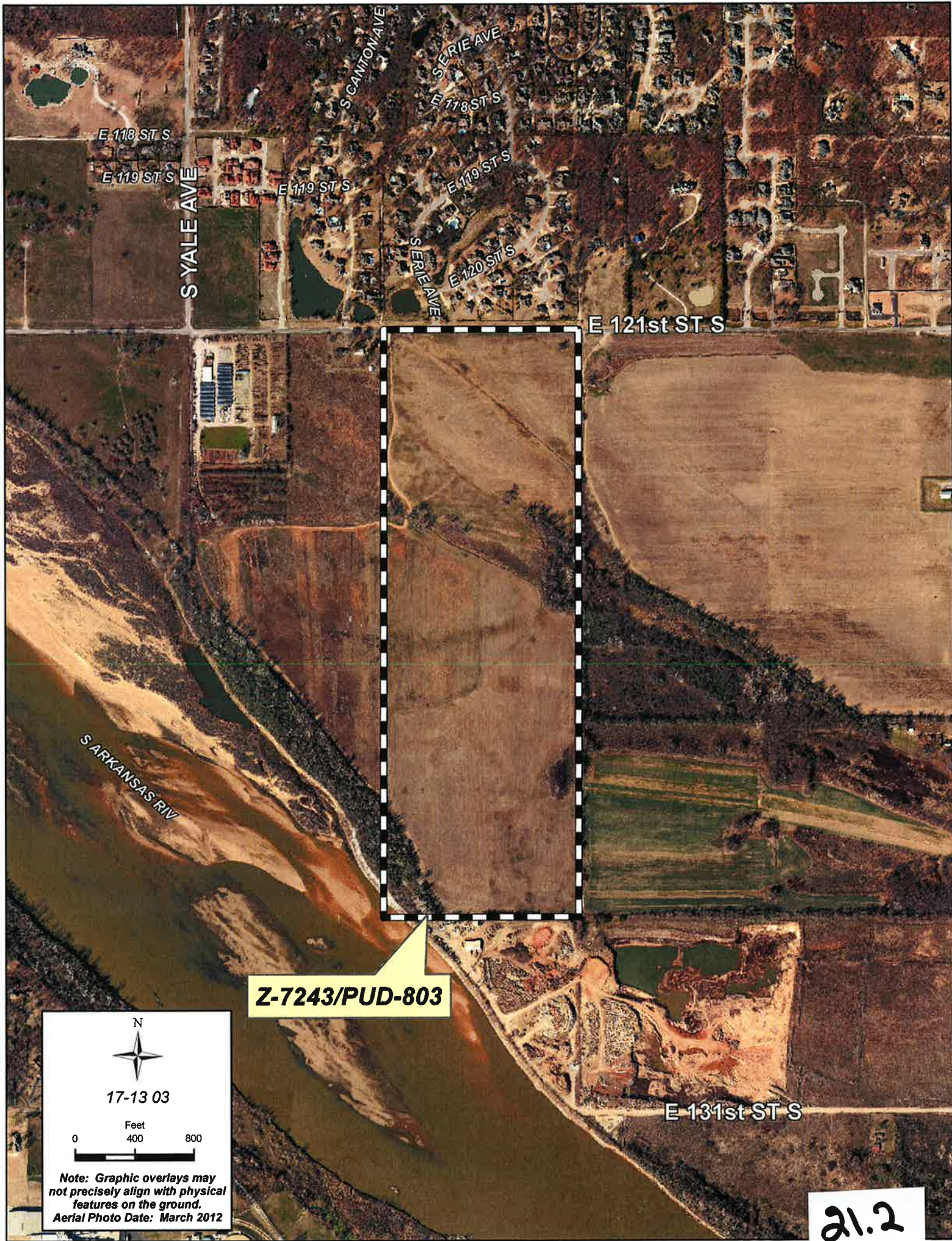




**Z-7243/PUD-803**

21.1





E 118 ST S

E 119 ST S

S YALE AVE

E 119 ST S

SERIE AVE

E 118 ST S

E 119 ST S

E 120 ST S

E 121st ST S

S ARKANSAS RIV

**Z-7243/PUD-803**

E 131st ST S



17-13 03

Feet  
0 400 800

Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

21.2



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-803**

**TRS 7303**

**Atlas 0**

**CZM 62**

**CD-8**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Tanner Consulting LLC

**Tract Size:** 122± acres

**ADDRESS/GENERAL LOCATION:** East of southeast corner of East 121<sup>st</sup> Street and South Yale Avenue

**EXISTING ZONING:** AG

**EXISTING USE:** Vacant

**PROPOSED ZONING:** RS-3/ PUD

**PROPOSED USE:** Use Unit 6

**ZONING ORDINANCE:** Ordinance number 11838 dated June 26, 1970, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

**PUD-528-A September 2012:** All concurred in approval of a proposed Major Amendment to PUD, on a 43± acre tract of land to abandon PUD-528 for public park use on property located on the southwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**PUD-677-A May 2006:** All concurred in approval of a proposed Major amendment to a Planned Unit Development on a 9.6± acre tract of land to add nine acres of property to the original PUD, on property located west of northwest corner of South Sheridan Road and East 121<sup>st</sup> Street South and abutting the subject property to the west.

**Z-6978/PUD-713 April 2005:** All concurred to approve a request to rezone a 15± acre tract from AG to RS-1/ PUD for residential development, located on East 116<sup>th</sup> St., directly south of South Hudson Avenue.

**PUD-677 February 2003:** All concurred in approval of a Planned Unit Development on a 13± acre tract for single family development located west of northwest corner of South Sheridan Road and East 121<sup>st</sup> Street South.

**PUD-527-B August 2001:** All concurred in approval of a request to abandon PUD-527-A and revert back to the standards of the original PUD-527 that was approved in February 1995.

**Z-6663/PUD-596 December 1999:** All concurred to approve a request to rezone a 14.3± acre tract from AG to RS-2/PUD for residential development, located south and west of the Southwest corner of E 116<sup>th</sup> St. and S Hudson Ave.

**Z-6696/PUD-610 June 1999:** A request to rezone a 5± acre tract from AG to RS-2. Staff recommended denial for RS-2 and approval for RS-1. All concurred to approve a request to rezone from AG to RS-1/PUD for a gated residential development with a maximum of six lots, located on East 118<sup>th</sup> St. S. and E of S. Fulton Ave.



**Z-6541 PUD-548 October 1996:** A request to rezone fifteen acres located on the south side of East 116<sup>th</sup> Street at South Hudson, from AG and RS-1 to RS-2 with a Planned Unit Development overlay for residential development. All concurred in approval of RS-2/PUD with modifications to the private street width.

**Z-6551 September 1996:** All concurred in approval for a request to rezone a 40+ acre tract from AG to RS-1 for residential development, located east of northeast corner of South Yale and East 121<sup>st</sup> Street South.

**Z-6531 May 1996:** All concurred in denial for a request to rezone a 34+ acre tract from AG to RS-2, but approval for RS-1 on property located on the southwest corner of East 116<sup>th</sup> Street between South Fulton Avenue and South Granite Avenue.

**Z-6454/ PUD-528 February 1995:** A request for rezoning a 43.45+ acre tract of land from AG to RS-3/RM-0/CS and a Planned Unit Development for a mixed use development, including residential and commercial uses. All concurred in approval of CS zoning on the north 467' of the east 467' and the balance zoned RS-2 and approval of the PUD, for commercial on the northeast corner of PUD and residential on the remainder of development, on property located southwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**Z-6453/ PUD-527 December 1994:** All concurred in recommending approval of a request to rezone a 20+ acre tract from RS-1 to CS/PUD zoning on the 467' node for commercial development with the balance of the property to remain RS-1 for single-family development, on property located on the northeast corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6452/ PUD-526 December 1994:** All concurred in recommending approval of a request to rezone a 13+ acre tract from RS-1 to CS/PUD zoning on the 467' node with the balance to remain RS-1 also within the PUD, on property located on the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6451 October 1994:** All concurred in approval of a request to rezone a tract from AG to RS-1, located west of the northwest corner of E. 121<sup>st</sup> Street S. and S. Sheridan Road.

**Z-5937/ PUD-358 May 1984:** All concurred in approval of a request for rezoning a 54+ acre tract to RS-1/ PUD. The applicant had originally applied for rezoning from AG to RS-3/PUD, on property located north and east of the northeast corner of East 121<sup>st</sup> Street and South Yale Avenue.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 122+ acres in size and is located east of southeast corner of East 121<sup>st</sup> Street and South Yale Avenue. The property appears to be vacant and is zoned AG.

**SURROUNDING AREA:** The subject tract is abutted on the east by vacant AG (Agricultural) zoned property; on the north by a single-family residential neighborhood zoned RS-1 (Residential Single-Family); on the south by a mining operation zoned AG; and on the west by one single family dwelling and undeveloped AG (Agricultural) zoned property.

**UTILITIES:** The subject tract will be served by City of Tulsa municipal water and sewer.

21.4



### **TRANSPORTATION VISION:**

The Comprehensive Plan designates 121<sup>st</sup> Street as a Primary Arterial. Additionally, the Major Street and Highway Plan calls for a residential collector street to run through this property and eventually connect to South Sheridan Road.

A Residential Collector is intended to strengthen neighborhood cohesion, promote alternative transportation, calm traffic and connect recreational destinations. They typically can be applied in two instances: in new residential neighborhoods or as retrofits in existing residential or downtown streets that may be wide, but do not provide sufficient parking, bicycle and pedestrian accommodations or traffic calming measures. These streets place a higher priority on landscaped medians, tree lawns, sidewalks, on-street parking, and bicycle lanes than the number of travel lanes. Residential streets consist of two to four travel lanes, but place a much higher priority on pedestrian and bicycle friendliness than on auto mobility.

### **STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
East 121 <sup>st</sup> Street	Primary Arterial	120'	2

### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

**Areas of Growth** are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

A **New Neighborhood** is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity, and shall be paired with an existing or new Neighborhood or Town Center.

### **Applicants Development Concept**

The Estates at the River is a three-phase, master-planned residential community located in a rapidly growing area of South Tulsa. This prestigious new development is approximately 121 acres in size and located East of the SE/c of 121st Street & South Yale Avenue. The Estates at the River has the advantage of Arkansas River frontage, as well as close proximity to the newly planned Bixby School. This master plan proposes a maximum of 320 lots, with primary access being from a new residential collector street which will be located along the east boundary. Anticipated lot sizes are 70 feet in width, with a lot area over 8,500 square feet. To enhance the development, a six (6) foot tall masonry wall will be constructed (with a maximum column height of 8') along the 121<sup>st</sup> Street frontage.

The property is currently zoned AG (Agricultural) and a companion rezoning application for RS-3 will accompany this PUD application. The requested RS-3 zoning is similar to other developments in the area. The site is currently vacant, but shall continue the established aesthetic of other surrounding, successful residential developments. A large detention facility

21.5



will be constructed on the south end of the project which will also be used for passive recreational uses. Dirt from these ponds will be used to raise areas planned for residential lots.

The 'Tulsa Regional Trail System' proposes a "Planned Multi-Use Trail" through the southwest corner of the subject tract. During the platting process, provisions will be made to incorporate and link the proposed trail with the recreational amenity of the subdivision. Public access will be permitted on the "Multi-Use Trail" in the subdivision plat. The Estates at the River is in accordance with the assigned PLANiTULSA designation "New Neighborhood". The subdivision will be designed to meet high standards of internal and external connectivity, as outlined by the PLANiTULSA text. Streets within the residential development and the proposed collector street may either be gated or un-gated based on market needs.

**PUD 803 Development Standards:**

**Gross Land Area:** 5,285,092 SF 121.329 Acres

**Net Land Area:** 5,206,045 SF 119.514 Acres

**Permitted Uses:**

Uses permitted as a matter of right in RS-3, zoning district in the City of Tulsa Zoning Code, including landscaped features, secured entrances and recreational facilities and uses customarily accessory to permitted uses.

**Maximum Number of Lots:** 320

**Minimum Lot Width:** 65 Feet

**Minimum Lot Size:** 7,500 SF

**Minimum Livability Space Required (per lot):** 4,000 SF

**Minimum Building Setbacks:**

Front Yard	25 Feet
Rear Yard	20 Feet
Side Yard	5 Feet
Side Yard abutting a public street	15 Feet
Maximum Building Height:	40 Feet*

*\*Architectural features may extend a maximum of five (5) feet above the maximum permitted building height.*

**Maximum Front Yard Coverage by Parking Area:** 40%

**Off Street Parking:**

Minimum two (2) enclosed off-street parking spaces per dwelling unit.

**Signs:**



One (1) along the 121st frontage, and three (3) along the proposed collector street frontage, not to exceed 32 square feet each in size and six (6) feet in height each.

At each reserve area along the west boundary a maximum 24 square foot monument sign constructed of a durable material identifying the reserves as future street extensions. The signs will be a maximum of 6' tall.

#### **Screening:**

A six (6) foot tall masonry wall will be constructed (with a maximum column height of 8') along the 121<sup>st</sup> Street frontage. Additionally, a solid screening fence will be provided along the collector street adjacent to residential properties not exceeding (6) feet in height (with a maximum column height of 8').

#### **Access and Circulation**

The Estates at the River will contain a public collector street for access to East 121st Street South. Streets providing access and circulation off the collector street into each phase may be either public or private and gated based on market needs at the time of platting.

Pedestrian (walking and bicycle) circulation will be developed within the development and outside in order to take advantage of nearby amenities such schools, the River Parks trail system, proposed park at the southwest corner of South Yale and 121st and the existing Fry Ditch walking trail.

In accordance with the City of Tulsa Subdivision Regulations, a sidewalk will be constructed along the property frontage of East 121st Street South, the proposed collector street as well as all internal streets. Should the project utilize private streets with gated entries, a pedestrian access gate will be incorporated into the wall/entry in order to allow residents to access all sidewalks.

As the project is currently contemplated, and shall be further refined during the platting process, the abutting property to the east shall be allowed vehicular and pedestrian access to the proposed collector street. Access points shall be identified to the collector for the abutting east property at the time it is platted. The current ownership of the abutting property to the west is held by the Muscogee (Creek) Nation. It is anticipated that the property is being considered as 'sovereign' and should such property status occur the property would not be subject to local zoning regulations. If the property has not received 'sovereign' status by the time each Phase II and Phase III develops, one stub street/reserve shall be incorporated into the plat for the abutting property to the west. If the stub street is not utilized within five (5) years after the plat is filed of record, the lot may be used for residential purposes.

#### **Technical Advisory Committee Requirements:**

1. Common livability space shall be designed and located so as to be accessible to the dwelling units it is intended to serve. Provisions for the ownership and maintenance of common livability space as will insure its continuity and conservation shall be incorporated in the subdivision plat, in compliance with the provisions of Subsection 1107.F.
2. The Department of Public Works or a professional engineer registered in the State of Oklahoma shall certify to the appropriate City official that all required stormwater



drainage structures and detention areas serving a lot have been installed in accordance with the approved plans prior to issuance of an occupancy permit on that lot.

3. A homeowners association shall be created and vested with sufficient authority and financial resources to properly maintain any/all private streets and common areas, including any stormwater detention areas, security gates, guard houses or other commonly owned structures within the PUD.
4. Any private roadways shall have a minimum right-of-way and be a minimum width for two-way roads and for one-way loop roads, measured face-to-face of curb complying with the requirements of the City of Tulsa. All curbs, gutters, base and paving materials used shall be of a quality and thickness which meets the City of Tulsa standards for a minor residential public street.
5. If private streets are constructed the City shall inspect and certify that they meet City standards prior to any building permits being issued on lots accessed by those streets. The developer shall pay all inspection fees required by the City.
6. No building permit shall be issued until the requirements of Section 1107F of the Zoning Code have been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the restrictive covenants the PUD conditions of approval and making the City beneficiary to said covenants that relate to PUD conditions.
7. Any entry gates or guardhouses, if proposed, must receive detail site plan approval from TMAPC, Tulsa Public Works and Tulsa Fire Departments prior to issuance of a building permit for the gates or guard houses.
8. Subject to conditions recommended by the Technical Advisory Committee during the subdivision platting process which are approved by TMAPC.
9. To meet the high level of connectivity outlined in the City of Tulsa Comprehensive Plan for street systems and sidewalks careful design considerations should be considered to ensure that new communities are connected and easily travelled by foot and bicycle, as well as car. Construction of connected neighborhood streets will expand transportation choices by making walking and biking easier, while lowering travel demands on major arterials.
10. Approval of the PUD is not an endorsement of the conceptual layout. This will be done during detail site plan review or the subdivision platting process.
11. A minimum of two reserve areas will be required for future stub street connections to the west of the project. Those reserve areas will be held for a minimum of 5 years. Signs will be placed on each reserve site identifying those areas as future stub street connections.

#### **Environmental Analysis and Topography**

The subject tract gently slopes from the northeast to the southwest direction, and towards the abutting Arkansas River and is in an area that has historic flooding concerns. This relatively flat, vacant site is well suited for an RS-3 development of



medium density lot sizes. The USDA soils report indicates that the tract is composed of 81% "Choska very fine" and 14% "Latanier clay" soils. The balance of the soil types includes Kiomatia loamy fine and Wynona silty clay type soils. A geotechnical (soils report) will be prepared prior to construction and used in the design of streets and infrastructure. The ponds and large green spaces are being constructed to provide enough dirt on site to raise the home sites above historic flood concerns.

**PUD STAFF RECOMMENDATION:**

The single family residential use in the project is consistent with the New Neighborhood vision and area of growth outlined in the comprehensive plan.

The PUD provides and preserves meaningful open space and is in harmony with spirit and intent the PUD chapter of the Tulsa Zoning Code except that the street pattern does not provide compatibility with adjoining and proximate properties.

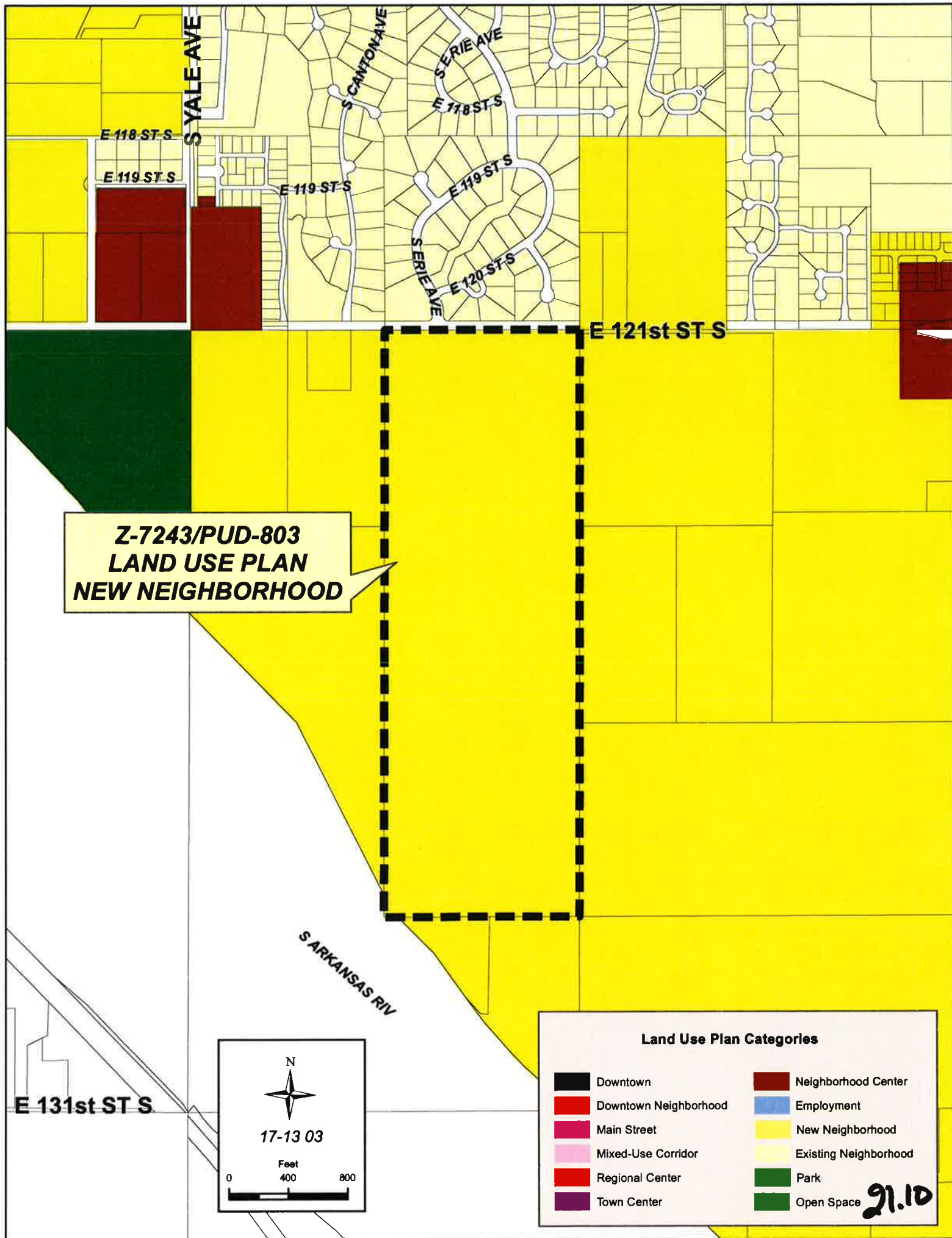
The conceptual illustrated in the PUD is not consistent with the connectivity concept in the Tulsa Comprehensive Plan. Staff can support the PUD for private streets but internal connectivity will be a significant additional consideration of the plat approval process.

The PUD provides a unified treatment of the development possibilities of the project site.

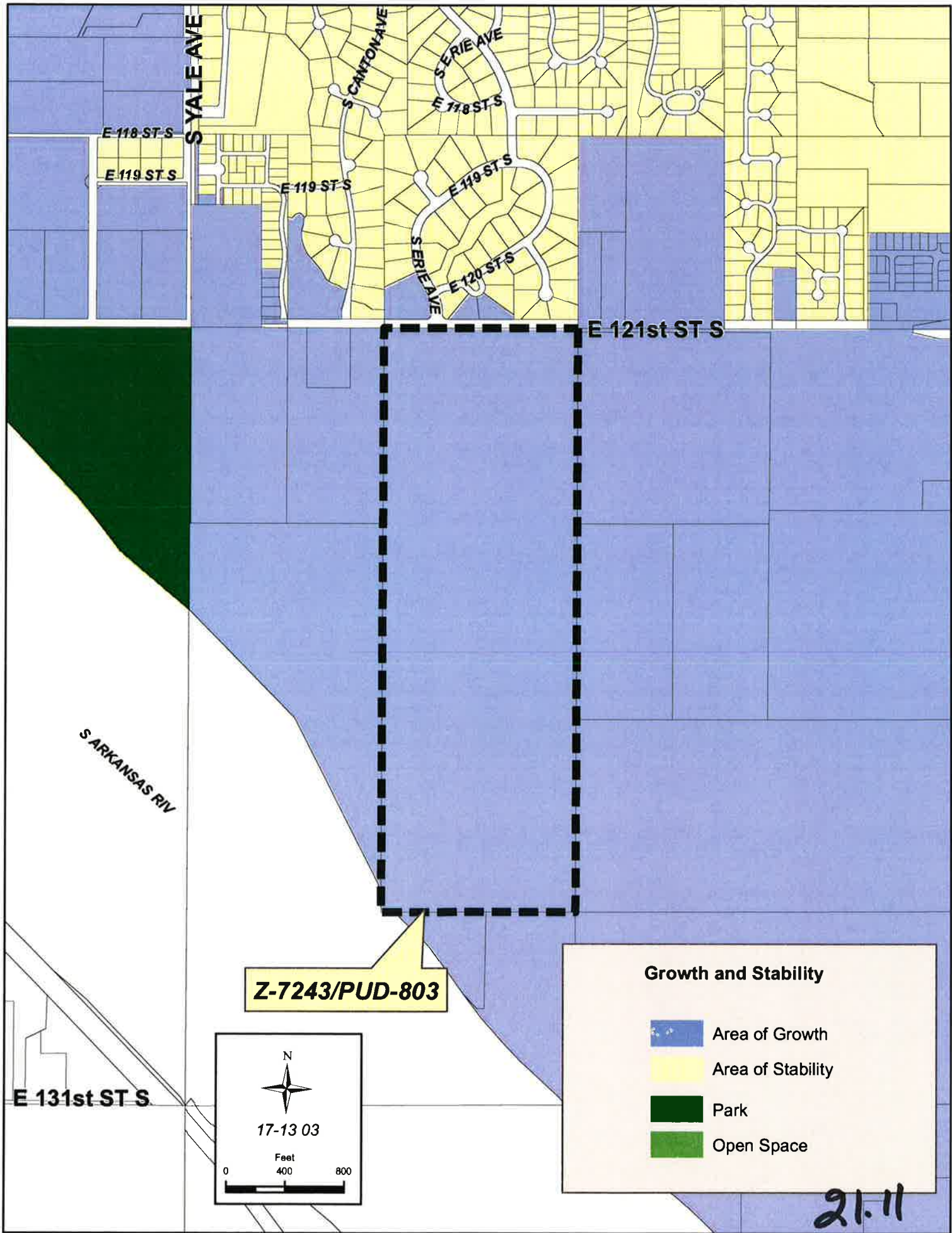
Staff recommends **APPROVAL** of **PUD-803** as outlined in the Development Standards defined above.

11/06/13









**Growth and Stability**

-  Area of Growth
-  Area of Stability
-  Park
-  Open Space

21.11





## **Tanner Consulting LLC**

*Architecture • Land Planning • Civil Engineering • Land Surveying*

Monday, October 28, 2013

Brad Bates  
Lot Split Administrator  
INCOG  
Williams Tower II  
Two West Second Street, Suite 800  
Tulsa, OK 74103

Phone: (918)584-7526  
Fax: (918)579-9576

**Re: 13099 - Green - 121st & Yale: Design Development - Revised PUD**

One (1) - Bound copy of the revised PUD 803  
One (1) - Paper clipped copy of the revised PUD  
One (1) - CD containing electronic copy of the revised PUD

Brad,

We have revised the PUD to incorporate changes suggested in the various e-mails. We continue to work with the Fire Department on required access to the project. I did not add language about meeting "International Fire Code..." for fear that if we are able to work out an alternative, the requirement is still in the PUD. It is understood by the developers that fire access must be met without saying it in the PUD as is all other engineering requirements and we are okay with Staff making such a requirement in the PUD recommendation. I have another meeting with the developers today at 2:30 to discuss other options which would meet the Fire Department requirements in an alternative method. We hope to remain on the Nov. 6th agenda without Staff recommending a continuance so we can discuss with the TMAPC. If the TMAPC wants us to continue, we certainly will but as I discussed, we hope to have the issue resolved by then.

Thanks for your help.

Ricky



# THE ESTATES AT THE RIVER

PUD NO. 803

121.329 acres East of SE/c of 121<sup>st</sup> Street & Yale Avenue,  
Tulsa, Oklahoma

**Applicant/Owner**

The Estates At The River, LLC  
c/o Ricky Jones  
5323 S. Lewis Avenue  
Tulsa, OK 74105  
ricky@tannerbaitshop.com

**Development Engineer**

Tanner Consulting, LLC  
c/o Ricky Jones  
5323 South Lewis Avenue  
Tulsa, OK 74105  
ricky@tannerbaitshop.com

October 26, 2013



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### **Exhibit List:**

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## **I. Development Concept**

The Estates At The River is a three-phase, master-planned residential community located in a rapidly growing area of South Tulsa. This prestigious new development is approximately 121 acres in size and located East of the SE/c of 121<sup>st</sup> Street & South Yale Avenue. The Estates At The River has the advantage of Arkansas River frontage, as well as close proximity to the newly planned Bixby school. This master plan proposes a maximum of 320 lots, with primary access being from a new residential collector street which will be located along the east boundary. Anticipated lot sizes are 70 feet in width, with a lot area over 8,500 square feet. To enhance the development, a six (6) foot tall masonry wall will be constructed (with a maximum column height of 8') along the 121<sup>st</sup> Street frontage.

The property is currently zoned AG (Agricultural) and a companion rezoning application for RS-3 will accompany this PUD application. The requested RS-3 zoning is similar to other developments in the area. The site is currently vacant, but shall continue the established aesthetic of other surrounding, successful residential developments. A large detention facility will be constructed on the south end of the project which will also be used for passive recreational uses. Dirt from these ponds will be used to raise areas planned for residential lots.

The 'Tulsa Regional Trail System' proposes a "Planned Multi-Use Trail" through the southwest corner of the subject tract. During the platting process, provisions will be made to incorporate and link the proposed trail with the recreational amenity of the subdivision. Public access will be permitted on the "Multi-Use Trail" in the subdivision plat.

The Estates At The River is in accordance with the assigned PlaniTULSA designation "New Neighborhood". The subdivision will be designed to meet high standards of internal and external connectivity, as outlined by the PlaniTULSA text. Streets within the residential development and the proposed collector street may either be gated or un-gated based on market needs.



## **II. Development Standards**

Gross Land Area: 5,285,092 SF 121.329 Acres

Net Land Area: 5,206,045 SF 119.514 Acres

### **Permitted Uses:**

Uses permitted as a matter of right in RS-3, zoning district in the City of Tulsa Zoning Code, including landscaped features and secured entrances and recreational facilities and uses customarily accessory to permitted uses.

Maximum Number of Lots: 320

Minimum Lot Width: 65'

Minimum Lot Size: 7,500 SF

Minimum Livability Space Required (per lot): 4,000 SF

### **Minimum Building Setbacks:**

Front Yard	25 Feet
Rear Yard	20 Feet
Side Yard	5 Feet
Side Yard abutting a public street	15 Feet

Maximum Building Height: 40 Feet\*

*\*Architectural features may extend a maximum of five (5) feet above the maximum permitted building height.*

Maximum Front Yard Coverage by Parking Area: 40%

### **Off Street Parking:**

Minimum two (2) enclosed off-street parking spaces per dwelling unit.

### **Signs:**

One (1) along the 121<sup>st</sup> frontage, and three (3) along the proposed collector street frontage, not to exceed 32 square feet each in size and six (6) feet in height each.



# THE ESTATES AT THE RIVER

## EXHIBIT A

AERIAL PHOTOGRAPHY & SURROUNDING CONTEXT  
GOOGLE EARTH 2013





# THE ESTATES AT THE RIVER

## EXHIBIT B

### CONCEPTUAL MASTER SITE PLAN



21.18





# THE ESTATES AT THE RIVER

## EXHIBIT C

CIRCULATION DIAGRAM  
VEHICULAR & PEDESTRIAN TRAVEL PATHS INDICATED



21.19



# THE ESTATES AT THE RIVER

## EXHIBIT D

### ENVIRONMENTAL SOILS ANALYSIS



Tulsa County, Oklahoma (2014)			
Map Unit Symbol	Map Unit Name	Area in A21	Percent of A21
7	Chickadee very fine sandy loam, 0 to 1 percent slopes, rarely flooded	99.2	61.0%
27	Kormata loamy fine sand, 0 to 1 percent slopes, frequently flooded	1.9	1.5%
29	Lafayette clay, 0 to 1 percent slopes, occasionally flooded	16.9	13.8%
53	Wynona silty clay loam, 0 to 1 percent slopes, occasionally flooded	4.1	3.4%
Totals for Area of Interest		162.1	100.0%

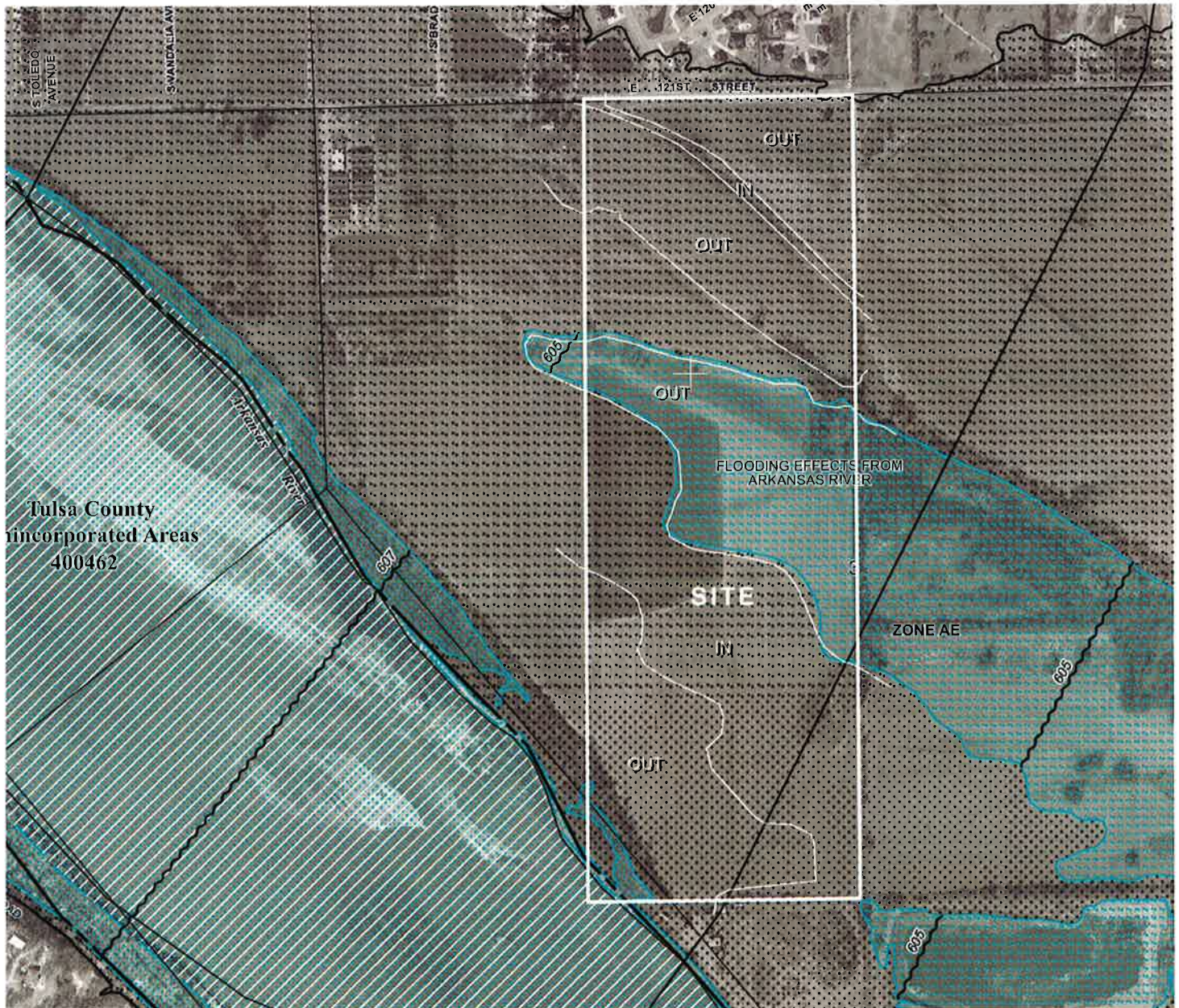


# THE ESTATES AT THE RIVER

## EXHIBIT E

### FLOOD PLAIN MAPPING

FEMA PANEL# FM40143C0431L & TULSA REGULATORY

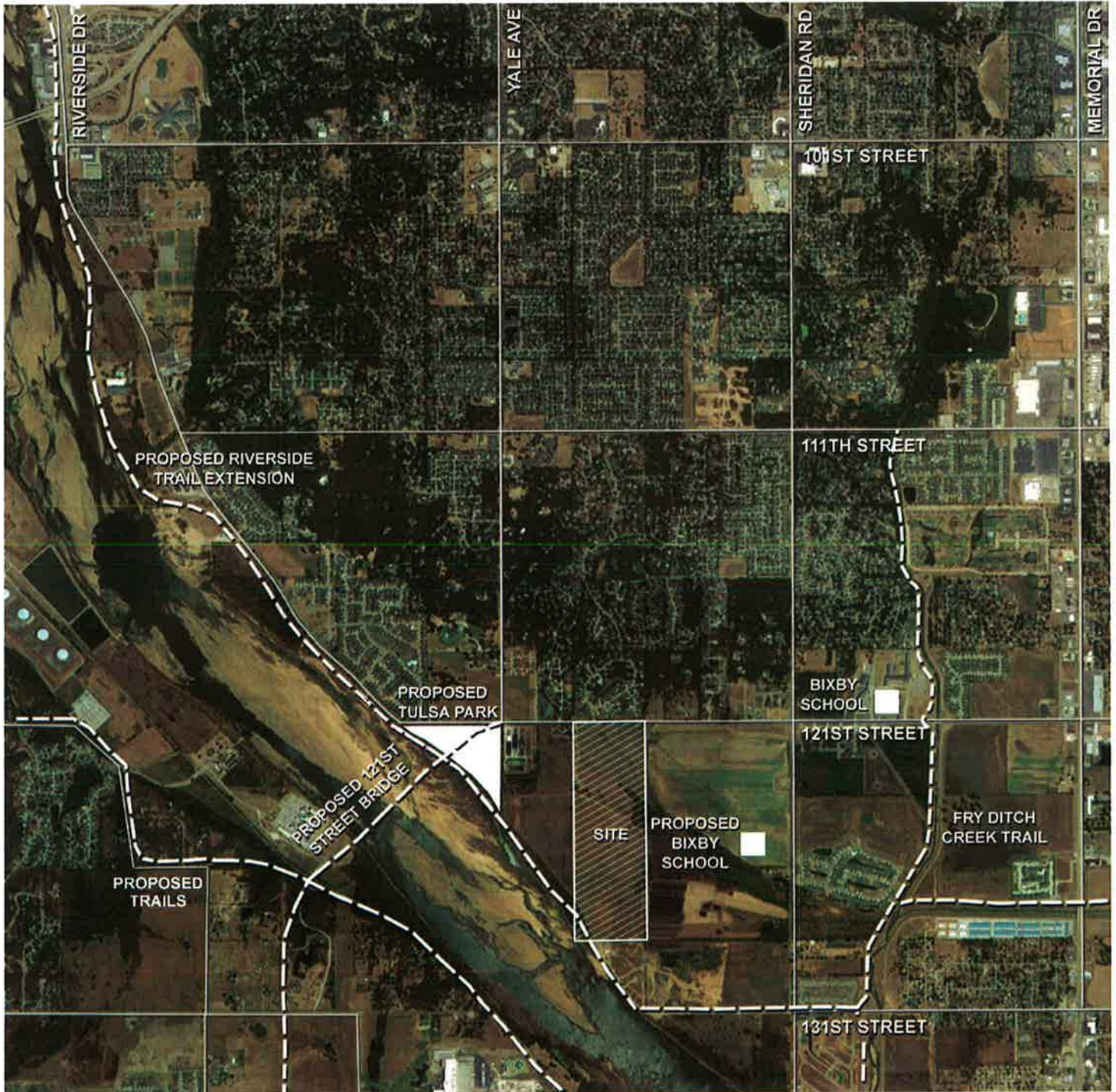




# THE ESTATES AT THE RIVER

## EXHIBIT F

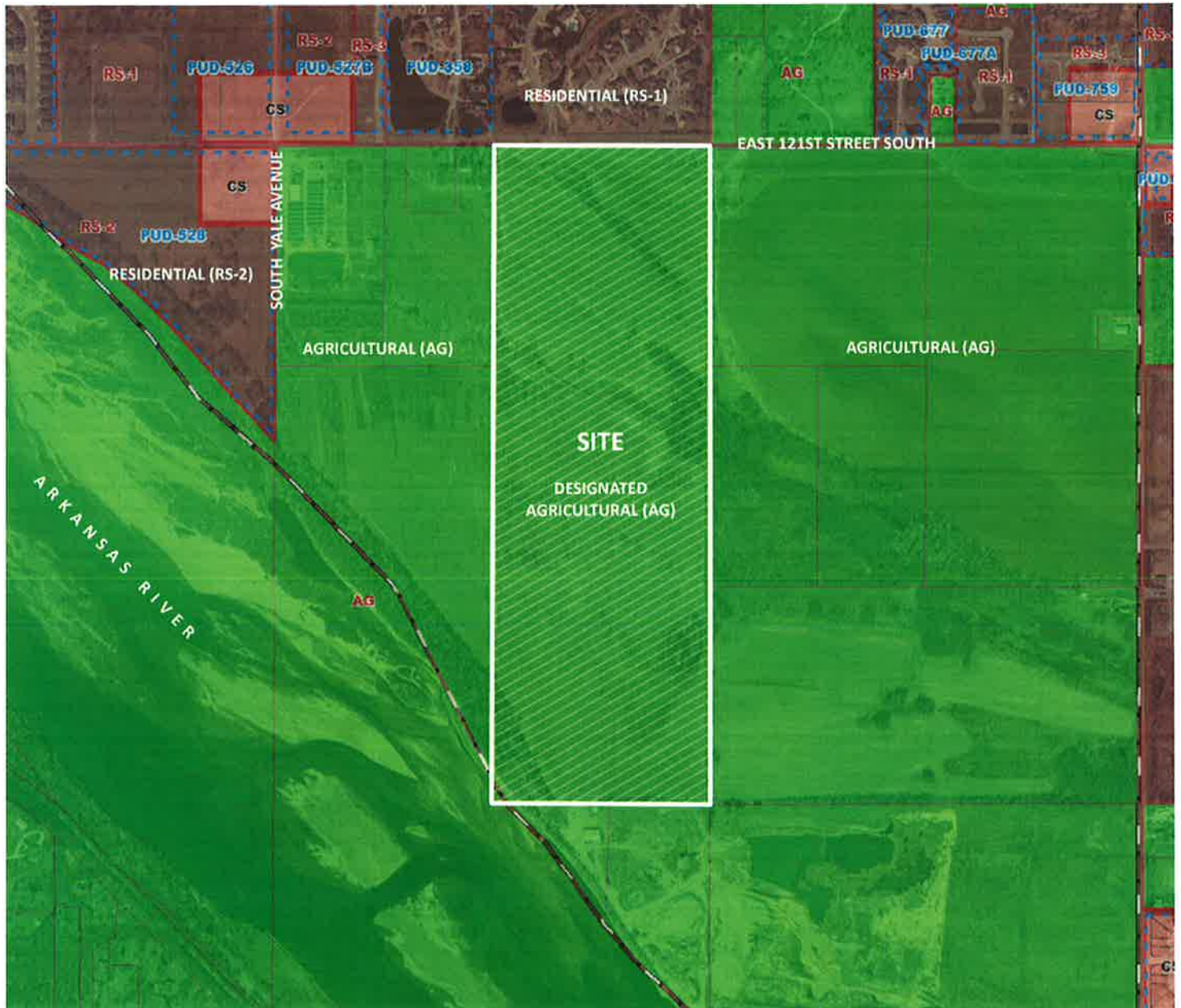
### FUTURE PEDESTRIAN ACCESSIBLE AMENITIES





# THE ESTATES AT THE RIVER

## EXHIBIT G CURRENT ZONING MAP INCOG GIS 2013





# THE ESTATES AT THE RIVER

## EXHIBIT H

### COMPREHENSIVE PLAN MAP PLANITULSA 2010





### **III. Access and Circulation**

The Estates At The River will contain a public collector street for access or East 121<sup>st</sup> Street South. Streets providing access and circulation off the collector street into each phase may be either public or private and gated based on market needs at the time of platting. public streets which are not gated.

Pedestrian (walking and bicycle) circulation will be strongly encouraged both within the development and outside in order to take advantage of nearby amenities such schools, the River Parks trail system, proposed park at the southwest corner of South Yale and 121<sup>st</sup> and the existing Fry Ditch walking trail.

In accordance with the City of Tulsa Subdivision Regulations, a sidewalk will be constructed along the property frontage of East 121<sup>st</sup> Street South, the proposed collector street as well as all internal streets. Should the project utilize private streets with gated entries, a pedestrian access gate will be incorporated into the wall/entry in order to allow residents to access all sidewalks.

As the project is currently contemplated, and shall be further refined during the platting process, the abutting property to the east shall be allowed vehicular and pedestrian access to the proposed collector street. Access points shall be identified to the collector for the abutting east property at the time it is platted. The current ownership of the abutting property to the west is held by the Muscogee (Creek) Nation. It is anticipated that the property is being considered as 'sovereign' and should such property status occur the property would not be subject to local zoning regulations. If the property has not received 'sovereign' status by the time each Phase II and Phase III develops, one stub street/reserve shall be incorporated into the plat for the abutting property to the west. If the stub street is not utilized within five (5) years after the plat is filed of record, the lot may be used for residential purposes.

### **IV. Environmental Analysis and Topography**

The subject tract gently slopes from the northeast to the southwest direction, and towards the abutting Arkansas River. This relatively flat, vacant site is well suited for an RS-3 development of medium density lot sizes. The USDA soils report indicates that the tract is composed of 81% "Choska very fine" and 14% "Latanier clay" soils. The balance of the soil types include Kiamitia loamy fine and Wynona silty clay type soils. A geotechnical (soils report) will be prepared prior to construction and used in the design of streets and infrastructure.



## **V. Drainage and Utilities**

A large portion of the subject tract is within FEMA flood plain zone "AE" or "X" under existing conditions. Large quantities of dirt will be taken from a proposed detention basin, in order to raise all residential lots above the minimum Base Flood Elevation (BFE). Proposed grading shall not inhibit existing overland drainage paths.

The Estates At The River will be served by City of Tulsa public utilities. An internal waterline loop will supply all lots, and each lot will connect to a City of Tulsa sanitary sewer system. Stormwater runoff will be collected onsite and discharged into the Arkansas River. Overland drainage will flow to a detention basin to the south area of the property.

## **VI. Existing Zoning and Land Use**

The subject tract is currently zoned Agricultural (AG). It is abutted to the west, south, and east by vacant agricultural land, and to the north by an RS-1 zoned development. A new Bixby public school is proposed for a tract abutting the east property line of The Estates At The River. The PlaniTULSA Plan designates the subject tract as "New Neighborhood".

## **VII. Detailed Site Plan Review**

The subdivision plat filed with the Tulsa County Clerk's office shall serve as the PUD Detail Site as required by the City of Tulsa Zoning Code.

## **VIII. Platting Requirement**

In accordance with Section 213 of the City of Tulsa Zoning Code, no building permit or occupancy permit shall be issued until a subdivision plat or plat waiver has been approved by the TMAPC.

## **IX. Expected Schedule of Development**

Development of the project is expected to commence and be completed as market conditions permit.



**Exhibit "A.1"**  
**121st & Yale**  
**Gross Boundary Legal Description**

**Description**

A TRACT OF LAND THAT INCLUDES GOVERNMENT LOT 3, THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER (SE/4 NW/4), AND GOVERNMENT LOT 6 OF SECTION THREE (3), TOWNSHIP SEVENTEEN (17) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID GOVERNMENT LOT 3; THENCE SOUTH 00°57'49" EAST AND ALONG AND THROUGH THE EAST LINE OF LOT 3, FOR A DISTANCE OF 4,007.24 FEET TO THE SOUTHEAST CORNER OF GOVERNMENT LOT 6; THENCE SOUTH 88°52'18" WEST AND ALONG THE SOUTH LINE OF SAID LOT 6, FOR A DISTANCE OF 1,320.02 FEET TO THE SOUTHWEST CORNER OF LOT 6; THENCE NORTH 0°55'36" WEST AND ALONG AND THROUGH THE WEST LINE OF LOT 6, FOR A DISTANCE OF 4,008.25 FEET TO THE NORTHWEST CORNER OF SAID GOVERNMENT LOT 3; THENCE NORTH 88°54'54" EAST AND ALONG THE NORTH LINE OF LOT 3, FOR A DISTANCE OF 1,317.43 FEET TO THE POINT OF BEGINNING.

**Area**

SAID TRACT CONTAINING 5,285,092 SQUARE FEET OR 121.329 ACRES.


**Basis of Bearing**

THE BEARINGS SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM 1983 (NAD83).

**Real Property Certification**

I, DAN E. TANNER, OF TANNER CONSULTING, LLC, CERTIFY THAT THE ATTACHED DESCRIPTION CLOSES IN ACCORD WITH EXISTING RECORDS, IS A TRUE REPRESENTATION OF THE REAL PROPERTY AS DESCRIBED, AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING OF THE STATE OF OKLAHOMA.



  
DAN E. TANNER, P.L.S.  
OKLAHOMA P.L.S. #1435  
OKLAHOMA CA #2661  
EXPIRATION DATE: 6/30/15

9.25.2013  
DATE



# Exhibit "A.2"

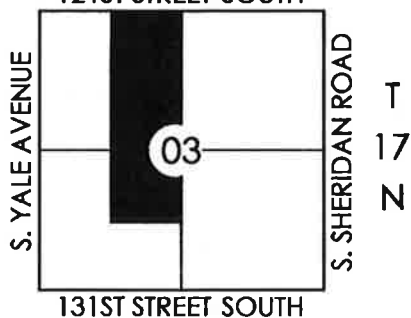
## 121st & Yale Gross Boundary Exhibit



NORTH

R 13 E

121ST STREET SOUTH



Location Map

South 121st Street

N 88°54'54" E  
1317.43'

POB  
NE COR. GOV. LOT 3

GOVERNMENT LOT 3

SE/4 NW/4

N 0°55'36" W  
4008.25'

4007.24'  
S 0°57'49" E

GOVERNMENT LOT 6

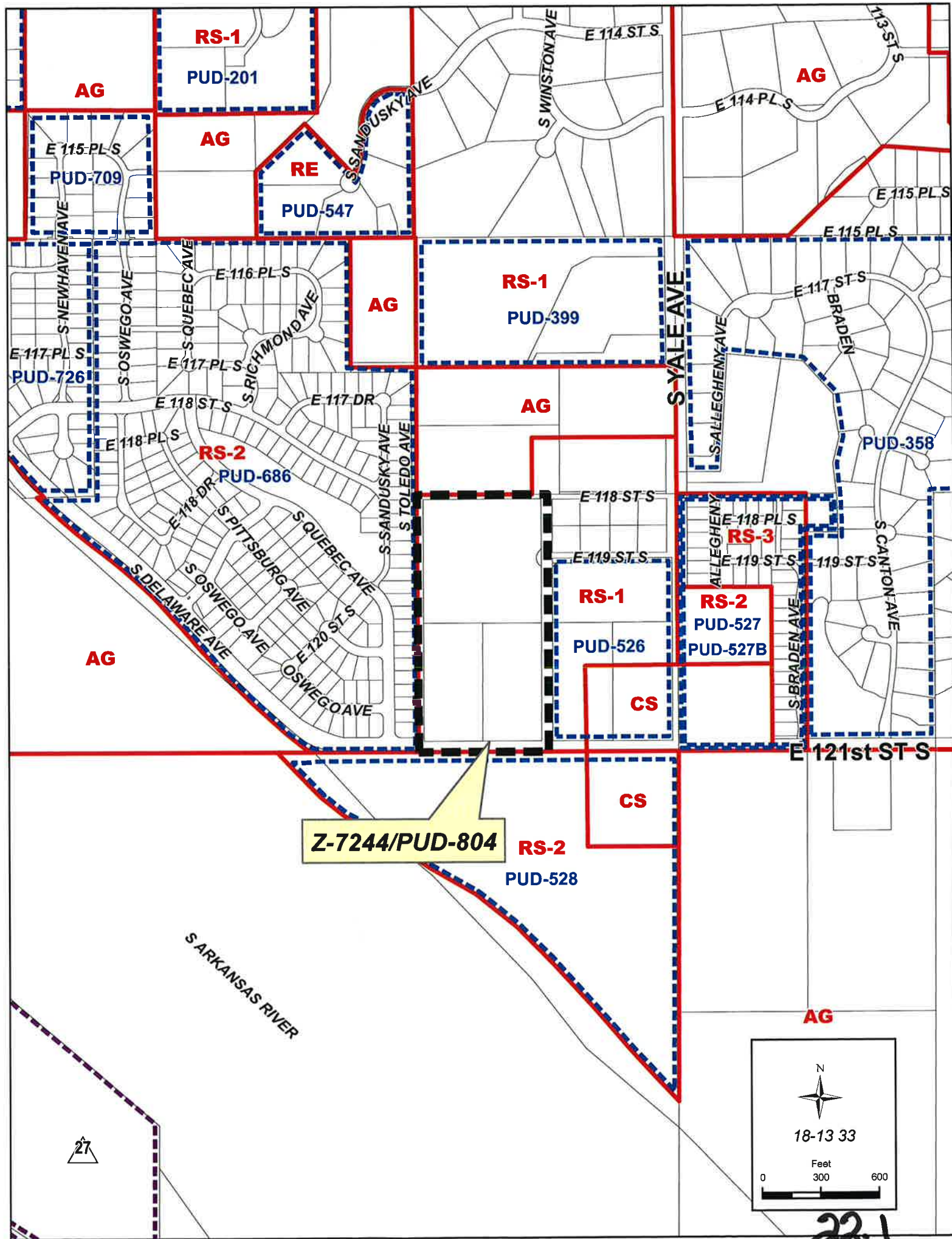
1320.02  
S 88°52'18" W

MEANDER LINE TO NORTH  
BANK OF ARKANSAS RIVER

### LEGEND

COR	CORNER
GOV	GOVERNMENT
NE	NORTHEAST
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT











**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: Z-7244**

**TRS 8333**

**Atlas 3577**

**CZM 56**

**CD-8**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Tanner Consulting LLC

**Tract Size:** 20± acres

**ADDRESS/GENERAL LOCATION:** West of northwest corner of East 121<sup>st</sup> Street and South Yale Avenue

**EXISTING ZONING:** RS-1

**EXISTING USE:** Vacant

**PROPOSED ZONING:** RS-2

**PROPOSED USE:** Residential single-family

**ZONING ORDINANCE:** Ordinance number 11832 dated June 26, 1970, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

**PUD-528-A September 2012:** All concurred in approval of a proposed Major Amendment to PUD, on a 43± acre tract of land to abandon PUD-528 for public park use on property located on the southwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**Z-7015/ PUD-726 March 2006:** All concurred in approval of a request to rezone a 46± acre tract from AG to RS-2/PUD for a maximum of 90 single-family lots, located south of East 116<sup>th</sup> Street and abutting east of South Delaware Avenue.

**PUD-709 October 2004:** All concurred in the approval of a Planned Unit Development on 10± acre tract of land for single-family residential use with RS-2 underlying zoning, on property located east of Delaware Avenue and East 116<sup>th</sup> Street South.

**PUD-686 July 2003:** All concurred in the approval of a Planned Unit Development for the Wind River development, with a 260-unit (maximum) single-family development, located on the east of South Delaware north of East 121<sup>st</sup> Street.

**Z-6848 February 2002:** All concurred in approval of a request for rezoning a 20± acre tract of land from RS-1 to AG for a barn, on property located north of the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**PUD-527-B August 2001:** All concurred in approval of a request to abandon PUD-527-A and revert back to the standards of the original PUD-527 that was approved in February 1995.

**Z-6534 April 1996:** All concurred in denial of a request to rezone subject property from AG to RS-2 and approval of RS-1 in the alternative, on property located north of the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.



**Z-6454/ PUD-528 February 1995:** A request for rezoning a 43.45± acre tract of land from AG to RS-3/RM-0/CS and a Planned Unit Development for a mixed use development, including residential and commercial uses. All concurred in approval of CS zoning on the north 467' of the east 467' and the balance zoned RS-2 and approval of the PUD, for commercial on the northeast corner of PUD and residential on the remainder of development, on property located southwest corner of South Yale Avenue and East 121<sup>st</sup> Street, and is also the subject property.

**Z-6453/ PUD-527 December 1994:** All concurred in recommending approval of a request to rezone a 20± acre tract from RS-1 to CS/PUD zoning on the 467' node for commercial development with the balance of the property to remain RS-1 for single-family development, on property located on the northeast corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6452/ PUD-526 December 1994:** All concurred in recommending approval of a request to rezone a 13± acre tract from RS-1 to CS/PUD zoning on the 467' node with the balance to remain RS-1 also within the PUD, on property located on the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6055/ PUD-399 July 1985:** All concurred in recommending approval of a request to rezone a 20± acre tract from AG to RS-1/PUD on property located north of the northwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**Z-5937/ PUD-358 May 1984:** All concurred in approval of a request for rezoning a 54± acre tract to RS-1/ PUD. The applicant had originally applied for rezoning from AG to RS-3/PUD, on property located north and east of the northeast corner of East 121<sup>st</sup> Street and South Yale Avenue.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 20± acres in size and is located West of northwest corner of East 121<sup>st</sup> Street and South Yale Avenue. The property appears to be vacant and is zoned RS-1.

**SURROUNDING AREA:** The subject tract is abutted on the east by a small residential neighborhood zoned RS-1 (Residential Single-Family) and PUD-526 which allows residential and commercial uses; on the north by a large single-family residential home zoned AG (Agricultural); on the south by vacant property zoned RS-2 (Residential Single-Family) and CS (Commercial), this property is site of the anticipated Yale Bridge and is also approved for park uses.

**UTILITIES:** The subject tract will be served by City of Tulsa municipal water and sewer.

**TRANSPORTATION VISION:**

The Comprehensive Plan designates 121<sup>st</sup> Street at a Primary Arterial.

**STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
East 121 <sup>st</sup> Street	Primary Arterial	120'	2
East 118 <sup>th</sup> Street	Residential Collector	60'	2



### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

The proposed PUD is in an Area of Growth and designated as New Neighborhood.

**Areas of Growth** are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

A **New Neighborhood** is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity, and shall be paired with an existing or new Neighborhood or Town Center.

### **STAFF RECOMMENDATION:**

This project is consistent with surrounding development pattern and is in harmony with the character/design of residential neighborhoods in the immediate area.

Staff recommends **Approval** of the **Z-7244** from AG to RS-2 finding that it is consistent with the spirit and intent of the Tulsa Comprehensive Plans vision for the area as a New Neighborhood and an Area of Growth.

11/06/13

22.5











# Exhibit "A.1"

## Wind River Crossing

### Gross Boundary Description

#### Description

A TRACT OF LAND THAT IS THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (W/2 SE/4 SE/4) OF SECTION THIRTY-THREE (33), TOWNSHIP EIGHTEEN (18) NORTH, RANGE THIRTEEN (13) EAST, OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID W/2 SE/4 SE/4; THENCE NORTH 01°10'14" WEST AND ALONG THE WEST LINE OF SAID W/2 SE/4 SE/4, FOR A DISTANCE OF 1319.79 FEET TO THE NORTHWEST CORNER OF THE W/2 SE/4 SE/4; THENCE NORTH 88°51'07" EAST AND ALONG THE NORTH LINE OF THE W/2 SE/4 SE/4, FOR A DISTANCE OF 663.13 FEET TO THE NORTHEAST CORNER OF THE W/2 SE/4 SE/4; THENCE SOUTH 01°12'16" EAST AND ALONG THE EAST LINE OF THE W/2 SE/4 SE/4, FOR A DISTANCE OF 1319.89 FEET TO THE SOUTHEAST CORNER OF THE W/2 SE/4 SE/4; THENCE SOUTH 88°51'38" WEST AND ALONG THE SOUTH LINE OF THE W/2 SE/4 SE/4, FOR A DISTANCE OF 663.91 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 875,735 SQUARE FEET OR 20.104 ACRES.


#### Basis of Bearing

THE BEARINGS SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM 1983 (NAD83).

#### Real Property Certification

I, DAN E. TANNER, OF TANNER CONSULTING, LLC, CERTIFY THAT THE ATTACHED LEGAL DESCRIPTION CLOSES IN ACCORD WITH EXISTING RECORDS, IS A TRUE REPRESENTATION OF THE REAL PROPERTY AS DESCRIBED, AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING OF THE STATE OF OKLAHOMA.



  
\_\_\_\_\_  
DAN E. TANNER, P.L.S.  
OKLAHOMA P.L.S. #1435  
OKLAHOMA CA #2661  
EXPIRATION DATE: 6/30/15

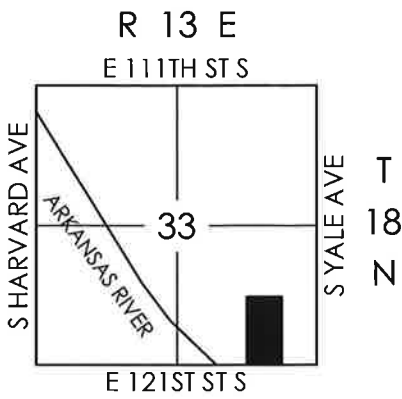
9.3.2013  
\_\_\_\_\_  
DATE



# Exhibit "A.2"

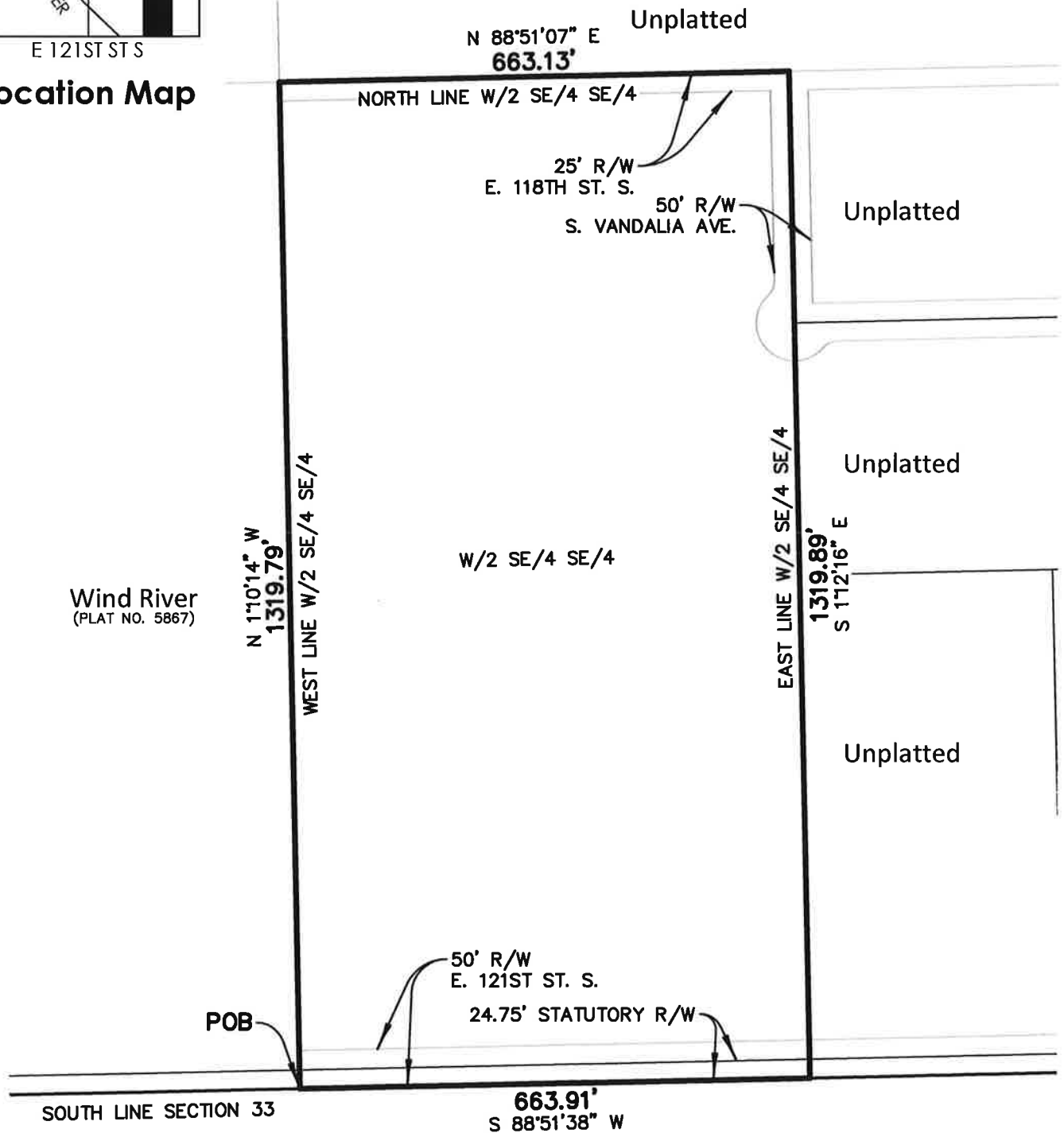
## Wind River Crossing

### Gross Boundary Exhibit



**Location Map**

Wind River  
(PLAT NO. 5867)



#### LEGEND

POB POINT OF BEGINNING  
R/W RIGHT-OF-WAY

9/03/2013 10141\_EX\_GROSS AND NET BOUNDARIES

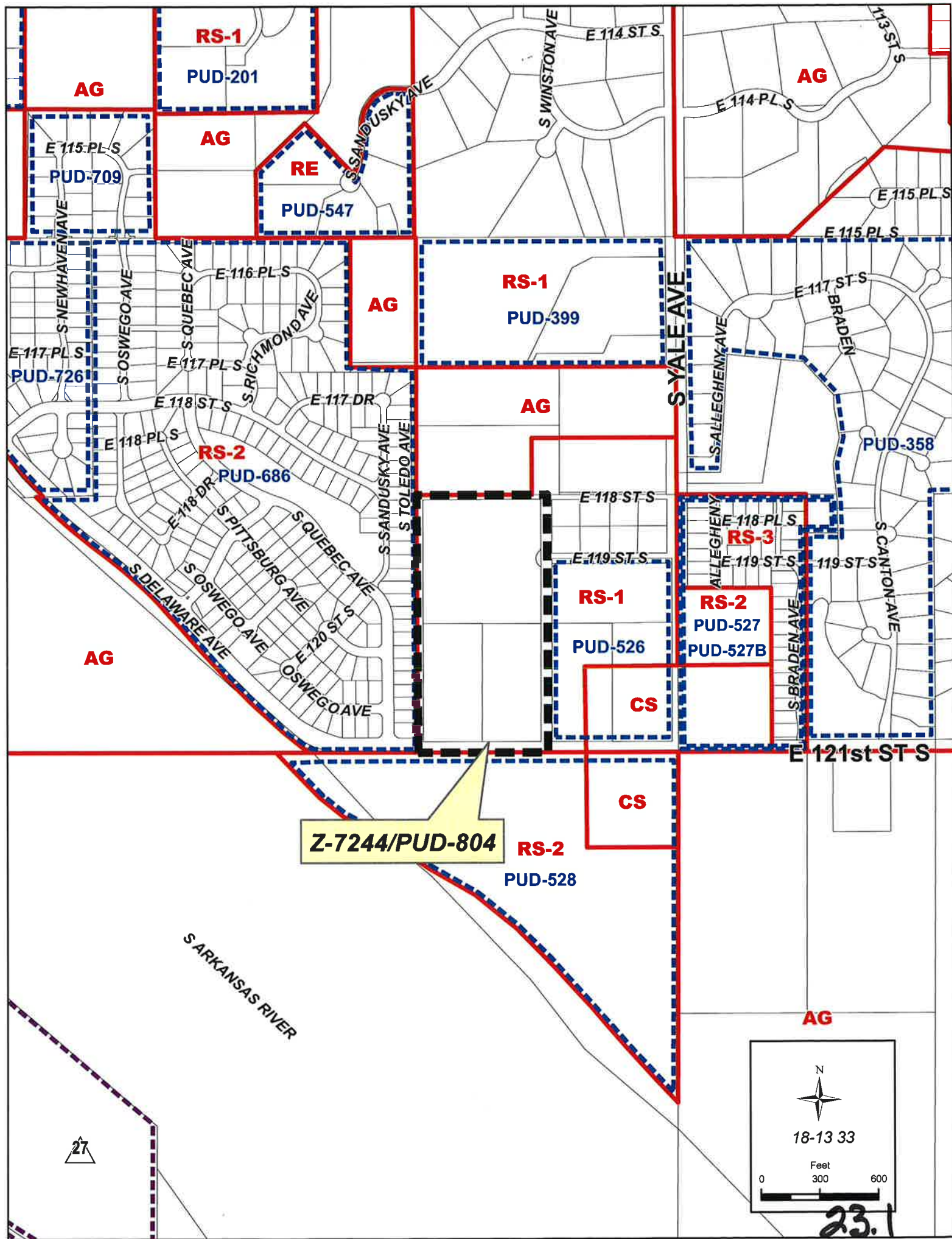
**229**  
**Tanner Consulting, LLC**

5323 SOUTH LEWIS AVENUE • TULSA, OKLAHOMA 74105 • (918)745-9929















**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-804**

**TRS 8333**

**Atlas 3577**

**CZM 56**

**CD-8**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Tanner Consulting LLC

**Tract Size:** 20± acres

**ADDRESS/GENERAL LOCATION:** West of northwest corner of East 121<sup>st</sup> Street and South Yale Avenue

**EXISTING ZONING:** RS-1

**EXISTING USE:** Vacant

**PROPOSED ZONING:** RS-2/ PUD

**PROPOSED USE:** Residential single-family

**ZONING ORDINANCE:** Ordinance number 11832 dated June 26, 1970, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

**PUD-528-A September 2012:** All concurred in approval of a proposed Major Amendment to PUD, on a 43± acre tract of land to abandon PUD-528 for public park use on property located on the southwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**Z-7015/ PUD-726 March 2006:** All concurred in approval of a request to rezone a 46± acre tract from AG to RS-2/PUD for a maximum of 90 single-family lots, located south of East 116<sup>th</sup> Street and abutting east of South Delaware Avenue.

**PUD-709 October 2004:** All concurred in the approval of a Planned Unit Development on 10± acre tract of land for single-family residential use with RS-2 underlying zoning, on property located east of Delaware Avenue and East 116<sup>th</sup> Street South.

**PUD-686 July 2003:** All concurred in the approval of a Planned Unit Development for the Wind River development, with a 260-unit (maximum) single-family development, located on the east of South Delaware north of East 121<sup>st</sup> Street.

**Z-6848 February 2002:** All concurred in approval of a request for rezoning a 20± acre tract of land from RS-1 to AG for a barn, on property located north of the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**PUD-527-B August 2001:** All concurred in approval of a request to abandon PUD-527-A and revert back to the standards of the original PUD-527 that was approved in February 1995.

**Z-6534 April 1996:** All concurred in denial of a request to rezone subject property from AG to RS-2 and approval of RS-1 in the alternative, on property located north of the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.



**Z-6454/ PUD-528 February 1995:** A request for rezoning a 43.45± acre tract of land from AG to RS-3/RM-0/CS and a Planned Unit Development for a mixed use development, including residential and commercial uses. All concurred in approval of CS zoning on the north 467' of the east 467' and the balance zoned RS-2 and approval of the PUD, for commercial on the northeast corner of PUD and residential on the remainder of development, on property located southwest corner of South Yale Avenue and East 121<sup>st</sup> Street, and is also the subject property.

**Z-6453/ PUD-527 December 1994:** All concurred in recommending approval of a request to rezone a 20± acre tract from RS-1 to CS/PUD zoning on the 467' node for commercial development with the balance of the property to remain RS-1 for single-family development, on property located on the northeast corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6452/ PUD-526 December 1994:** All concurred in recommending approval of a request to rezone a 13± acre tract from RS-1 to CS/PUD zoning on the 467' node with the balance to remain RS-1 also within the PUD, on property located on the northwest corner of East 121<sup>st</sup> Street South and South Yale Avenue.

**Z-6055/ PUD-399 July 1985:** All concurred in recommending approval of a request to rezone a 20± acre tract from AG to RS-1/PUD on property located north of the northwest corner of South Yale Avenue and East 121<sup>st</sup> Street.

**Z-5937/ PUD-358 May 1984:** All concurred in approval of a request for rezoning a 54± acre tract to RS-1/ PUD. The applicant had originally applied for rezoning from AG to RS-3/PUD, on property located north and east of the northeast corner of East 121<sup>st</sup> Street and South Yale Avenue.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 20± acres in size and is located West of northwest corner of East 121<sup>st</sup> Street and South Yale Avenue. The property appears to be vacant and is zoned RS-1.

**SURROUNDING AREA:** The subject tract is abutted on the east by a small residential neighborhood zoned RS-1 (Residential Single-Family) and PUD-526 which allows residential and commercial uses; on the north by a large single-family residential home zoned AG (Agricultural); on the south by vacant property zoned RS-2 (Residential Single-Family) and CS (Commercial), this property is site of the anticipated Yale Bridge and is also approved for park uses.

**UTILITIES:** The subject tract will be served by City of Tulsa municipal water and sewer.

**TRANSPORTATION VISION:**

The Comprehensive Plan designates 121<sup>st</sup> Street as a Primary Arterial.

**STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
East 121 <sup>st</sup> Street	Primary Arterial	120'	2
East 118 <sup>th</sup> Street	Residential Collector	60'	2



## **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

The proposed PUD is in an Area of Growth and designated a New Neighborhood.

**Areas of Growth** are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

A **New Neighborhood** is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity, and shall be paired with an existing or new Neighborhood or Town Center.

### **Applicants Development Concept:**

Wind River Crossing is the next phase of highly successful family of residential developments which include Waterstone, Estates of Waterstone and Wind River. This phase proposes a maximum of 70 lots located behind privacy gates to create an exclusive neighborhood highly regulated as to building size, material and architecture. Typical lot sizes are anticipated to be 70' lot widths with a lot area of approximately 8,400 square feet.

The property is currently zoned RS-1(Residential Single-Family Low Density) and a companion rezoning application for RS-2 (Residential Single-Family Medium Density) will accompany this PUD application. The requested RS-2 zoning is consistent with other developments located in the immediate area. The PUD will limit the maximum number of lots in the development to less than could be permitted if the development were to occur without a PUD.

The PLANiTULSA designation for the subject tract is "New Neighborhood". In accordance with the PLANiTULSA text, the subdivision will be designed to meet high standards of internal and external connectivity.

The site is currently vacant and several old public street dedications surrounding and within the property are in the process of being closed and vacated. Special provisions are being made to provide vehicular access to abutting property owners.

Effort will be made to continue the articulated aesthetic of Wind River around the new development's frontage to the South. Adjacent property owners will enjoy the benefit of decorative wall buffers around the perimeter of the site. Wind River Crossing will continue the 'extra' street right-of-way dedication for East 121st Street South as was previously dedicated for the Wind River subdivision.

### **II. Development Standards:**

23.5



**Gross Land Area:** 875,735 SF 20.104 Acres

**Net Land Area:** 809,365 SF 18.580 Acres

**Permitted Uses:**

Uses permitted as a matter of right in RS-2, zoning district in the City of Tulsa Zoning Code, including landscaped features and secured entrances and recreational facilities and uses customarily accessory to permitted uses.

**Maximum Number of Lots:** 70

**Minimum Lot Width\*:** 65'

**Minimum Lot Size:** 8,000 SF

**Minimum Livability Space Required (per lot):** 5,000 SF

**Minimum Building Setbacks:**

Front Yard	25 Feet
Rear Yard	20 Feet
Side Yard	5 Feet
Side Yard abutting a public street	15 Feet

\* The minimum lot width of a corner lot shall be measured at the building setback line and shall not be less than 55'.

**Maximum Building Height:** 40 Feet\*

\*Architectural features may extend a maximum of five (5) feet above the maximum permitted building height.

**Maximum Front Yard Coverage by Parking Area:** 40%

**Off Street Parking:**

Minimum two (2) enclosed off-street parking spaces per dwelling unit.

**Signs:**

Two (2) signs along the 121st frontage, not to exceed 32 square feet each in size and six (6) feet in height each.

**Screening:**

A six (6) foot tall masonry wall will be constructed (with a maximum column height of 8') along the 121<sup>st</sup> Street frontage.

**Access and Circulation**

Wind River Crossing will contain private streets which are gated for the privacy of the residents. A pedestrian access gate will be incorporated into the wall/entry in order to allow residents to access all sidewalks. The residential lots will be accessed by public streets off of 121<sup>st</sup> Street South. Connections to abutting streets to the north and east shall be made as

23.4



agreed upon with the City of Tulsa Traffic Engineering Department. A passageway and crash gate will be constructed to the West of 119th street in order to provide an additional access point for emergency vehicles.

### **Environmental Analysis and Topography**

The subject tract is relatively flat but does slope in a northeast to southwest direction. This relatively flat, vacant site is well suited for a slightly higher density development with smaller lot sizes. Soils for the subject tract consist primarily of "Choska" very fine sandy loam. "Kamie and "Latanier" soils make up the balance of soil types for the subject tract. Choska and Latanier soils are rated as 'very limited' (soil which contains one or more features that are unfavorable for the specified use) according to the Web Soil Survey. A geotechnical (soils report) will be prepared prior to construction and used in the design of streets and infrastructure.

### **Utilities and Drainage**

Wind River Crossing will be served by City of Tulsa public utilities. An internal waterline loop will supply all lots and each lot will connect to a City of Tulsa sanitary sewer system. Stormwater runoff will be collected on site and either discharged into the existing Yale storm sewer collection system and/or a new drainage box constructed and taken directly to the Arkansas River.

1. Common livability space shall be designed and located so as to be accessible to the dwelling units it is intended to serve. Provisions for the ownership and maintenance of common livability space as will insure its continuity and conservation shall be incorporated in the subdivision plat, in compliance with the provisions of Subsection 1107.F.
2. The Department of Public Works or a professional engineer registered in the State of Oklahoma shall certify to the appropriate City official that all required stormwater drainage structures and detention areas serving a lot have been installed in accordance with the approved plans prior to issuance of an occupancy permit on that lot.
3. A homeowners association shall be created and vested with sufficient authority and financial resources to properly maintain any/all private streets and common areas, including any stormwater detention areas, security gates, guard houses or other commonly owned structures within the PUD.
4. Any private roadways shall have a minimum right-of-way and be a minimum width for two-way roads and for one-way loop roads, measured face-to-face of curb complying with the requirements of the City of Tulsa. All curbs, gutters, base and paving materials used shall be of a quality and thickness which meets the City of Tulsa standards for a minor residential public street.
5. If private streets are constructed they shall be inspected and certified that they meet City standards prior to any building permits being issued on lots accessed by those streets. The developer shall pay all inspection fees required by the City.
6. No building permit shall be issued until the requirements of Section 1107F of the Zoning Code have been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the restrictive covenants the PUD conditions



of approval and making the City beneficiary to said covenants that relate to PUD conditions.

7. Any entry gates or guardhouses must receive detail site plan approval from TMAPC, Tulsa Public Works and Tulsa Fire Departments prior to issuance of a building permit for the gates or guard houses.
8. Subject to conditions recommended by the Technical Advisory Committee during the subdivision platting process which are approved by TMAPC.
9. To meet the high level of connectivity outlined in the City of Tulsa Comprehensive Plan for street systems and sidewalks careful design considerations should be considered to ensure that new communities are connected and easily travelled by foot and bicycle, as well as car. Construction of connected neighborhood streets will expand transportation choices by making walking and biking easier, while lowering travel demands on major arterials.
10. Approval of the PUD is not an endorsement of the conceptual layout. This will be done during detail site plan review or the subdivision platting process.

#### **STAFF RECOMMENDATION:**

The single family residential use in the project is consistent with the New Neighborhood vision and area of growth outlined in the comprehensive plan.

The PUD is in harmony with spirit and intent the PUD chapter of the Tulsa Zoning Code except that the street pattern does not provide compatibility with adjoining and proximate properties. The unusual development of this area prior to modern subdivision regulations has created an area north of this site that is not consistent with the connectivity concept in the comprehensive plan. Significant considerations have been given to adjacent property owners through private agreements along with the fire department and engineering staff to work with this area to provide an acceptable solution.

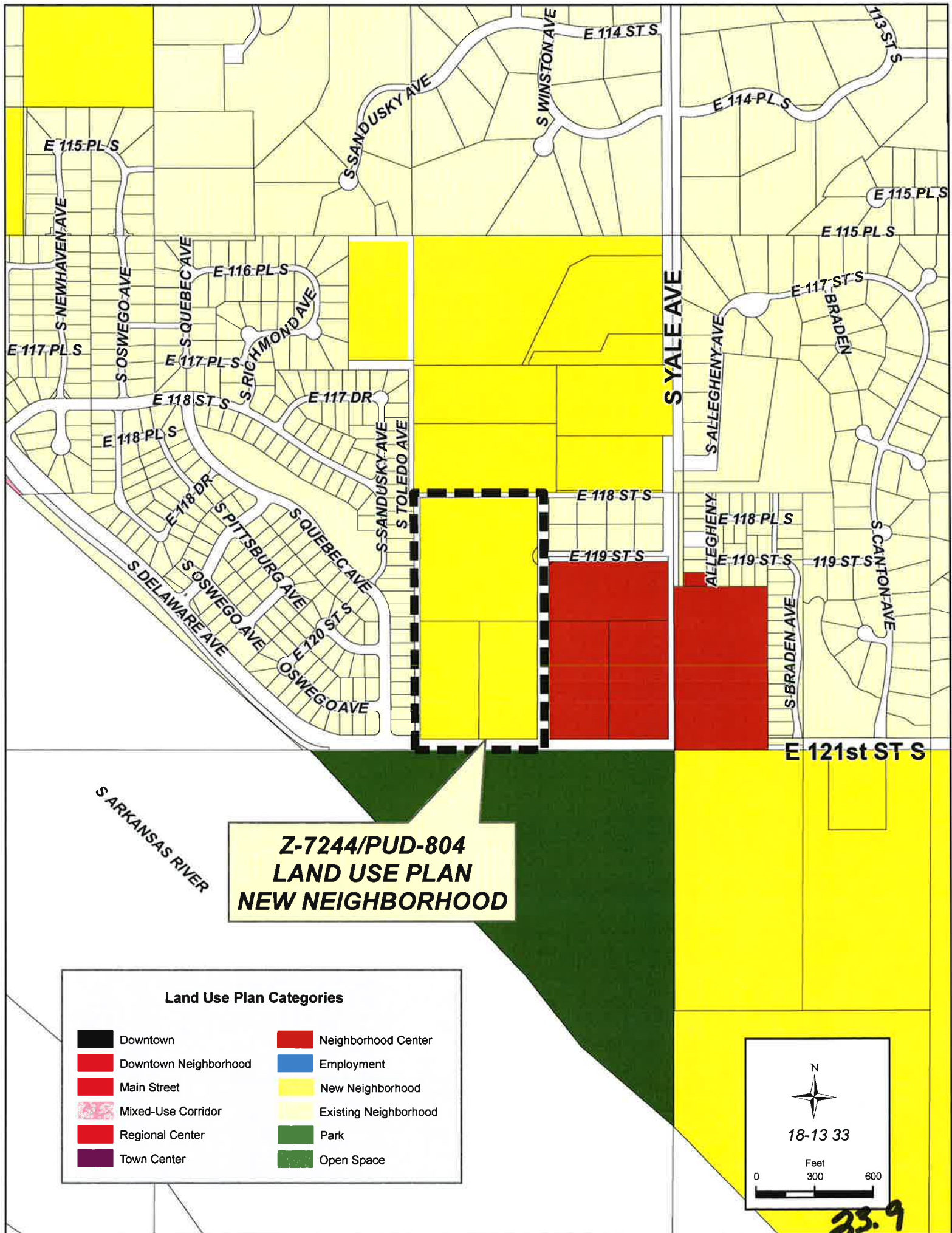
The project is in harmory with the existing and expected development pattern of the surrounding neighborhood.

The PUD provides a unified treatment of the development possibilities of the project site.

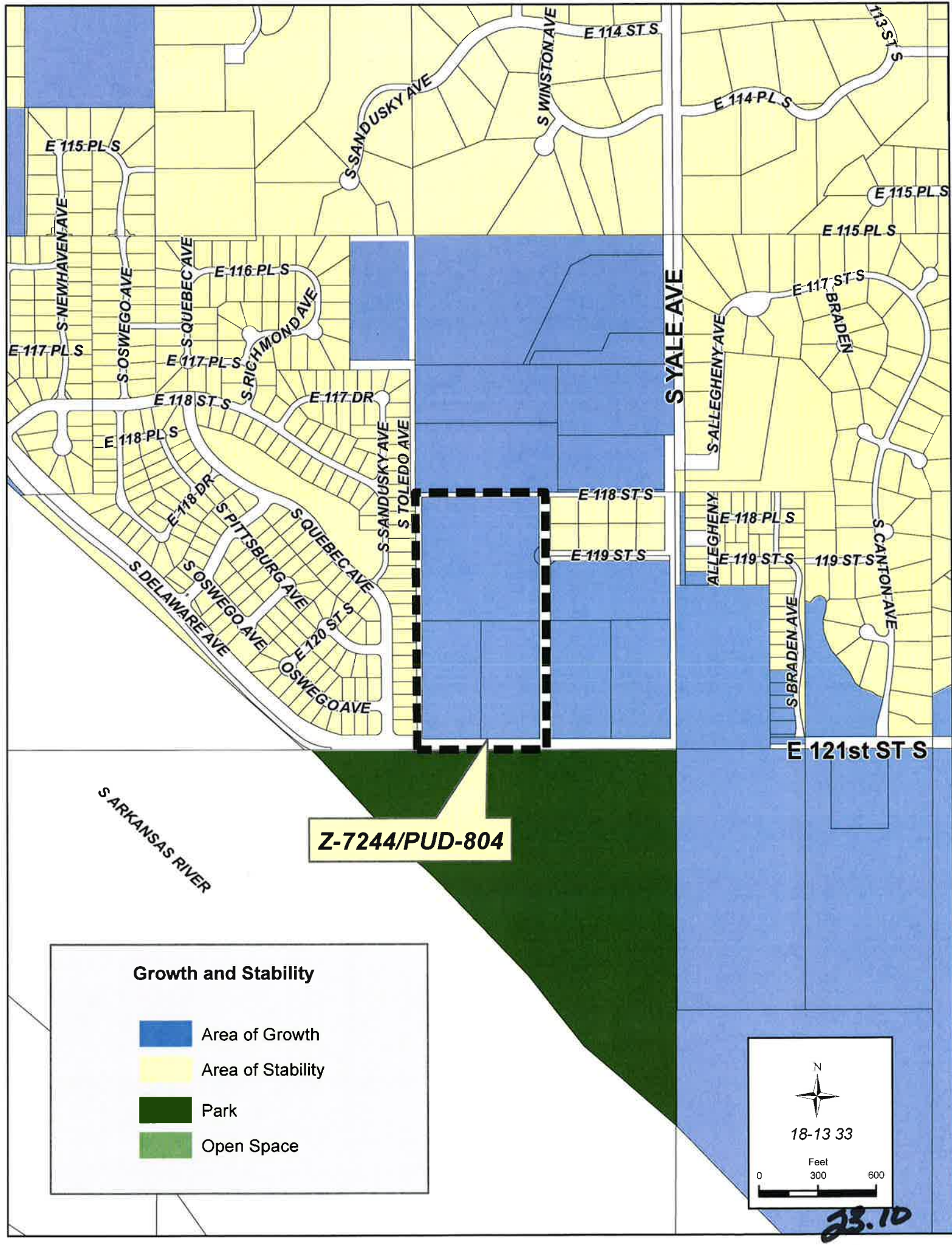
Staff recommends **APPROVAL** of **PUD-804** as outlined in the Development Standards defined above.

11/06/13







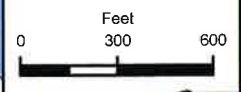


**Growth and Stability**

-  Area of Growth
-  Area of Stability
-  Park
-  Open Space



18-13 33



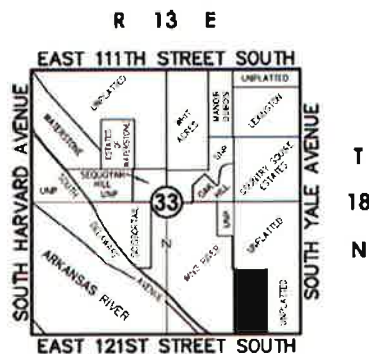
23.10



PUD NO. 804

# Wind River Crossing

OCTOBER 14TH, 2013



## PLANNING ENGINEER

### TANNER CONSULTING

5323 S. LEWIS AVENUE  
TULSA, OKLAHOMA 74105  
(918) 745-9929

## DEVELOPER

### RANCH PROPERTY COMPANY

2502 E. 21ST STREET, SUITE B  
TULSA, OKLAHOMA 74114  
(918) 582-0139

PUD NO. 804  
10/14/2013

TANNER CONSULTING LLC, CERTIFICATE OF AUTHORIZATION NO. CA 2661  
5323 S LEWIS AVE, TULSA, OK 74105 | 918.745.9929

2311





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### Exhibit:

Exhibit A.1: PUD Legal Description .....	A.1
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## **I. Development Concept**

Wind River Crossing is the next phase of highly successful family of residential developments which include Waterstone, Estates of Waterstone and Wind River. This phase proposes a maximum of 70 lots located behind privacy gates to create an exclusive neighborhood highly regulated as to building size, material and architecture. Typical lot sizes are anticipated to be 70' lot widths with a lot area of approximately 8,400 square feet.

The property is currently zoned RS-1(Residential Single-Family Low Density) and a companion rezoning application for RS-2 (Residential Single-Family Medium Density) will accompany this PUD application. The requested RS-2 zoning is consistent with other developments located in the immediate area. The PUD will limit the maximum number of lots in the development to less than could be permitted if the development were to occur without a PUD.

The PlaniTULSA designation for the subject tract is "New Neighborhood". In accordance with the PlaniTULSA text, the subdivision will be designed to meet high standards of internal and external connectivity.

The site is currently vacant and several old public street dedications surrounding and within the property are in the process of being closed and vacated. Special provisions are being made to provide vehicular access to abutting property owners.

Effort will be made to continue the articulated aesthetic of Wind River around the new development's frontage to the South. Adjacent property owners will enjoy the benefit of decorative wall buffers around the perimeter of the site. Wind River Crossing will continue the 'extra' street right-of-way dedication for East 121<sup>st</sup> Street South as was previously dedicated for the Wind River subdivision.



# Wind River Crossing

## EXHIBIT A

AERIAL PHOTOGRAPHY  
SHOWING EXISTING CONDITIONS

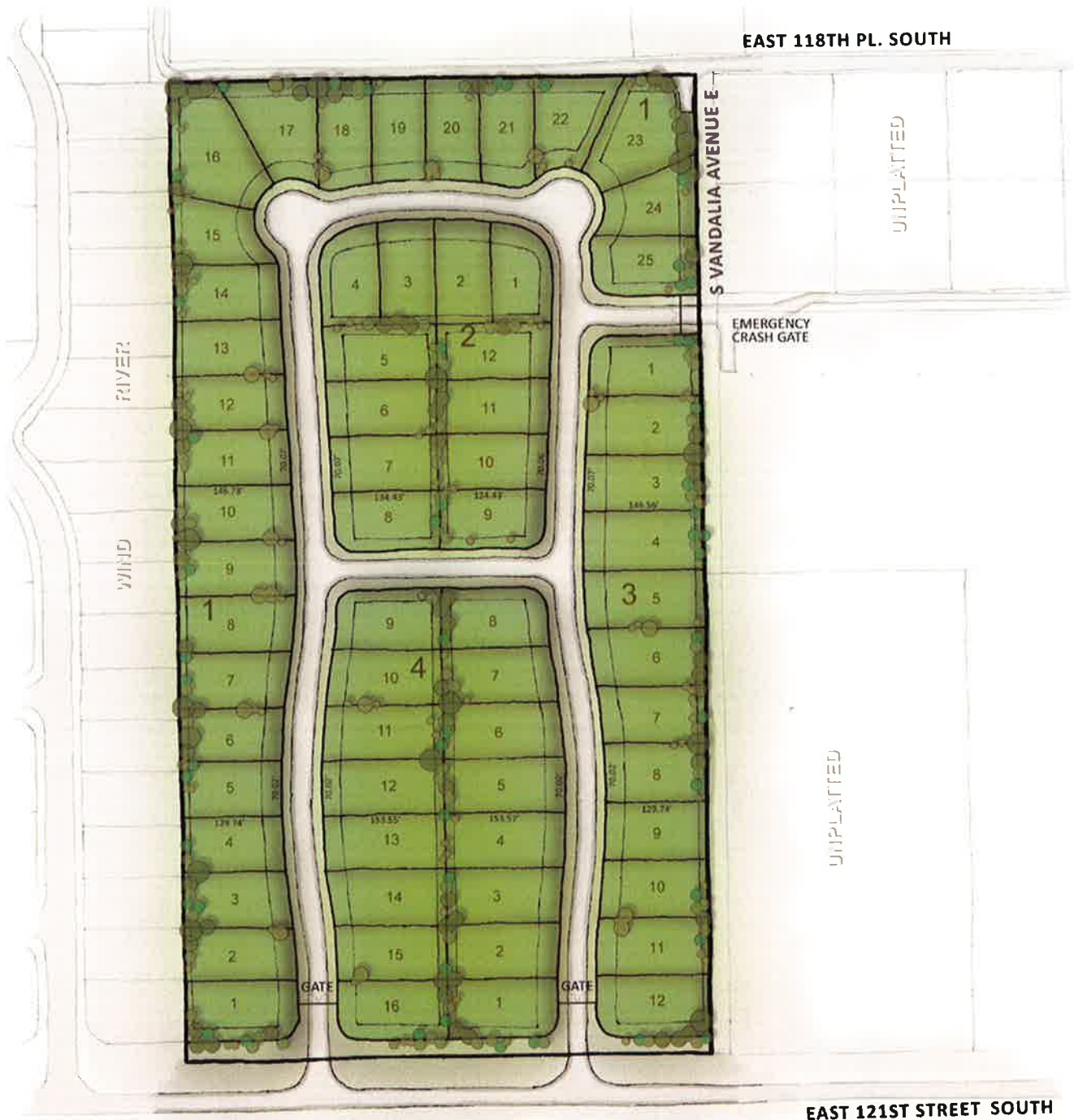




# Wind River Crossing

## EXHIBIT B

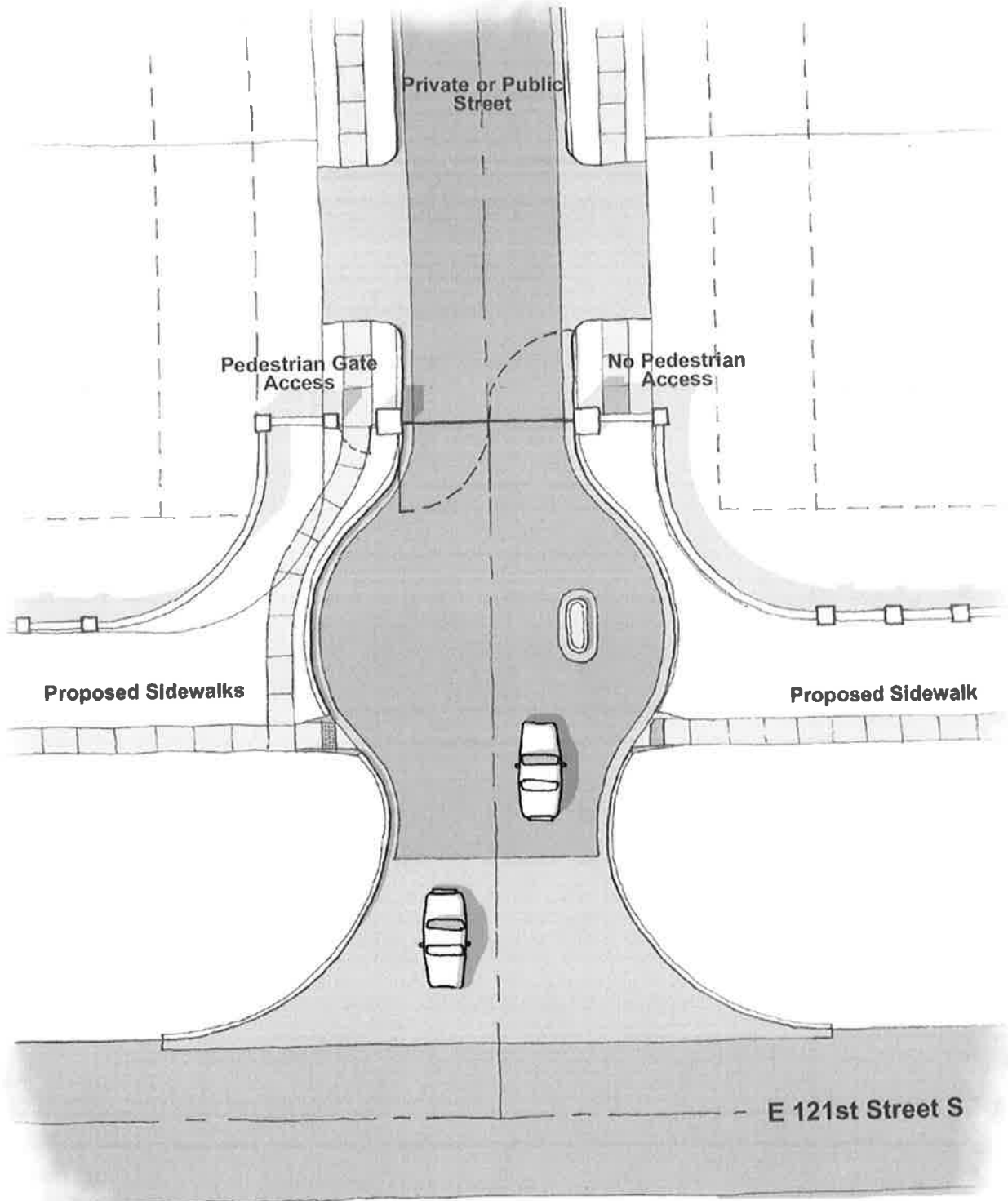
CONCEPTUAL SITE PLAN  
WITH ACCESS POINTS DENOTED





# Wind River Crossing

## EXHIBIT C CONCEPTUAL SITE ACCESS

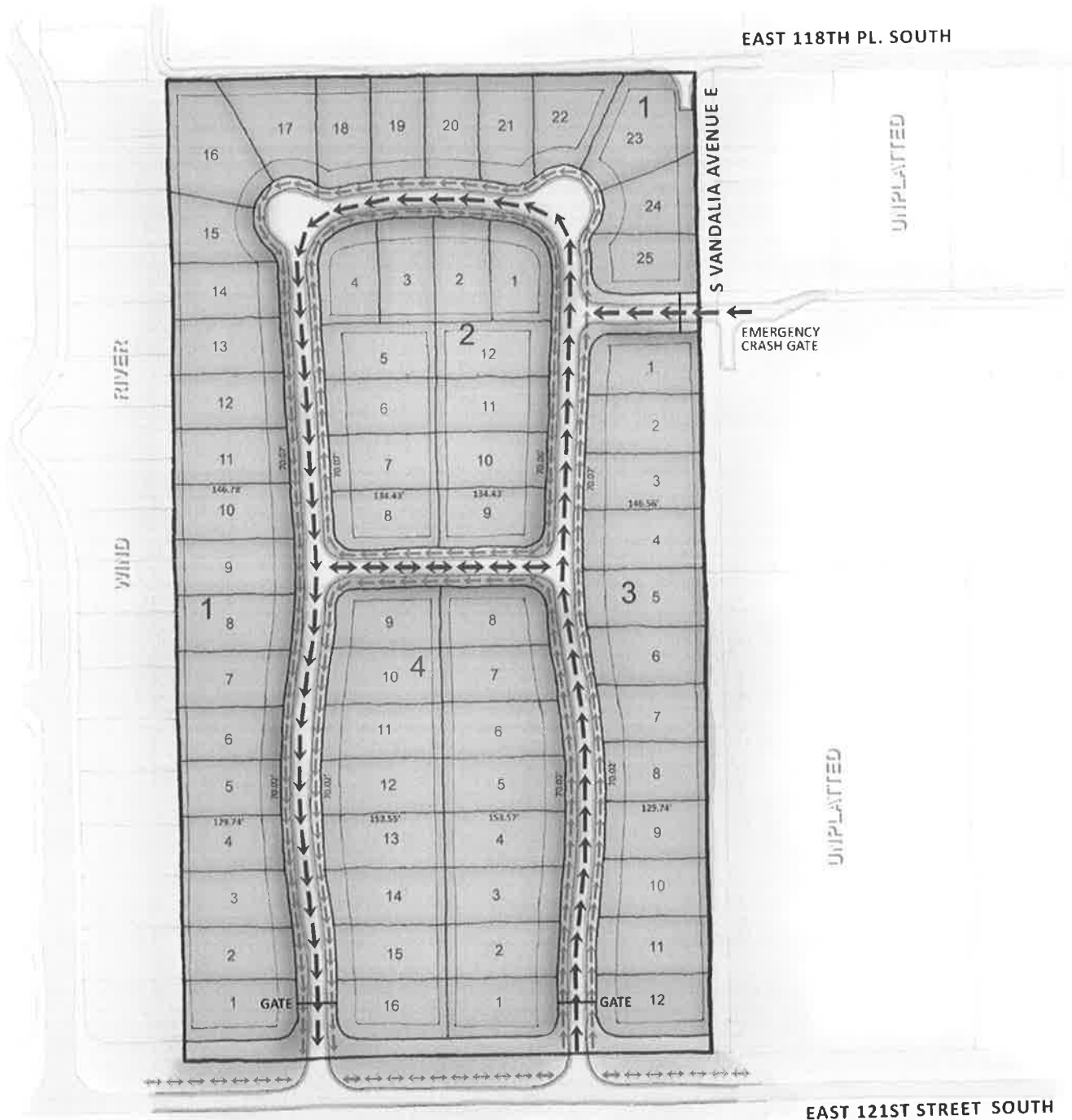




# Wind River Crossing

## EXHIBIT D

VEHICULAR & PEDESTRIAN CIRCULATION  
WITH GATE ENTRIES INDICATED

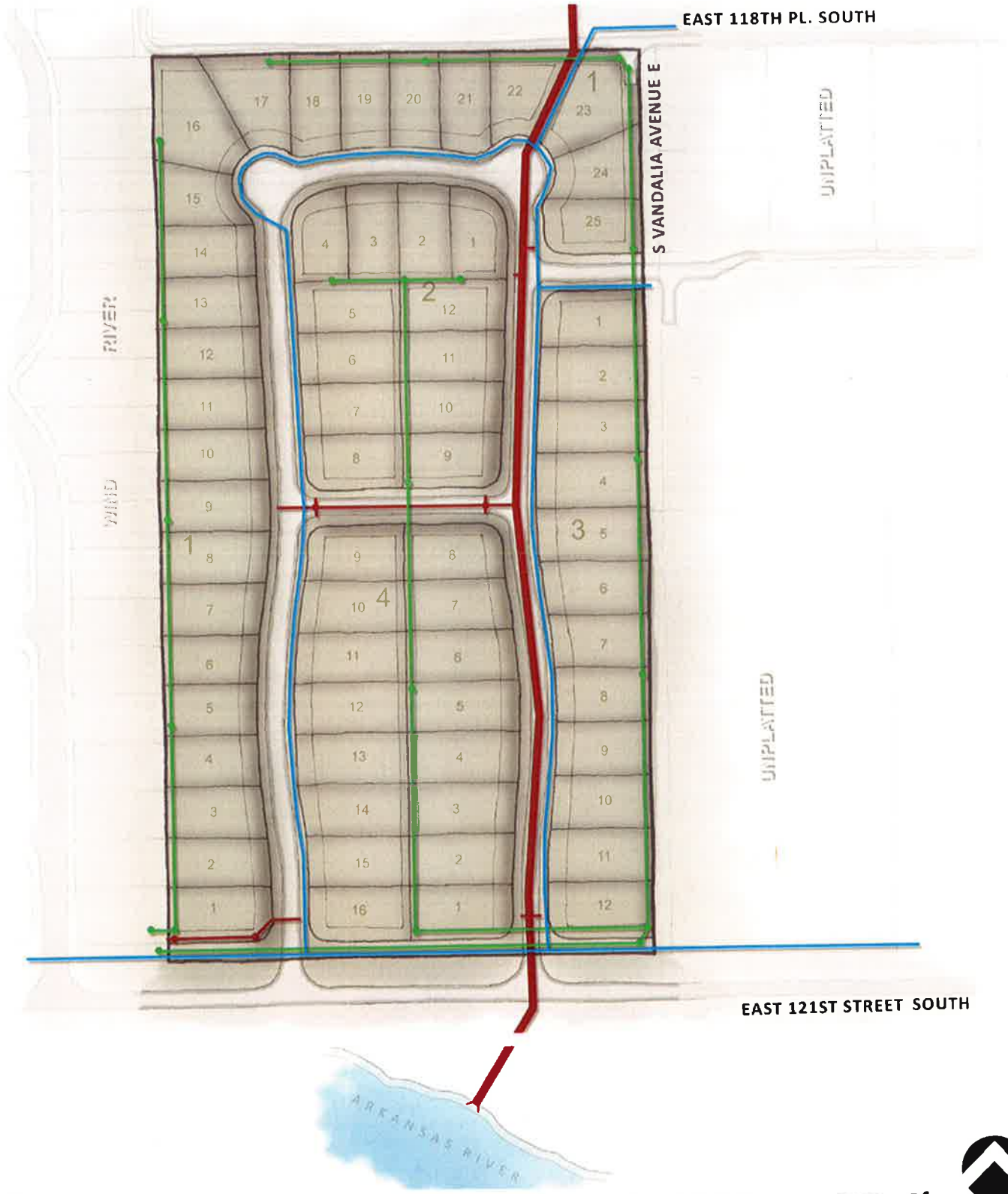




# Wind River Crossing

## EXHIBIT E

### CONCEPTUAL UTILITY PLAN EXISTING AND PROPOSED





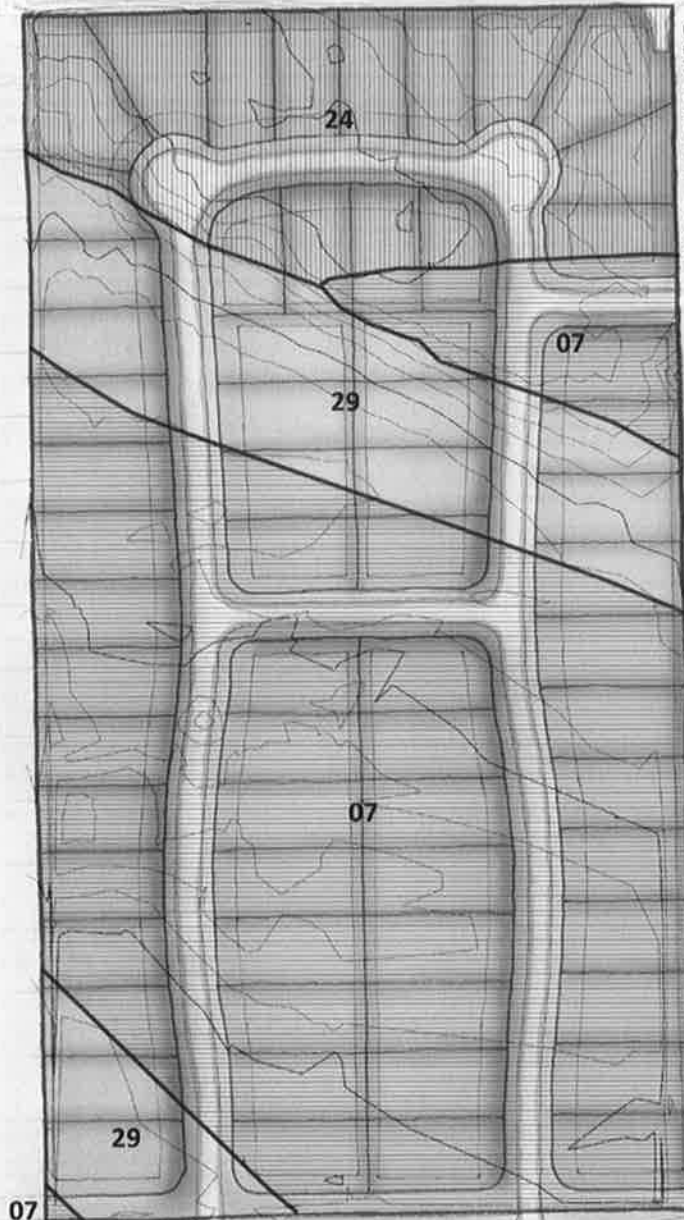
# Wind River Crossing

## EXHIBIT F ENVIRONMENTAL ANALYSIS TOPOGRAPHY & SOIL DATA

EAST 118TH PL. SOUTH

S VANDALIA AVENUE E

UNPLATED

WIND  
RIVERWIND  
RIVER

Map Unit Symbol	Map Unit Name	Area in AOI	Percent of AOI
7	Choska very fine sandy loam, 0 to 1 percent slopes, rarely flooded	11.9	61.0%
24	Karnes fine sandy loam, 1 to 5 percent slopes	3.7	19.1%
29	Latanier clay, 0 to 1 percent slopes, occasionally flooded	3.9	20.0%
Totals for Area of Interest		19.5	100.0%

UNPLATED

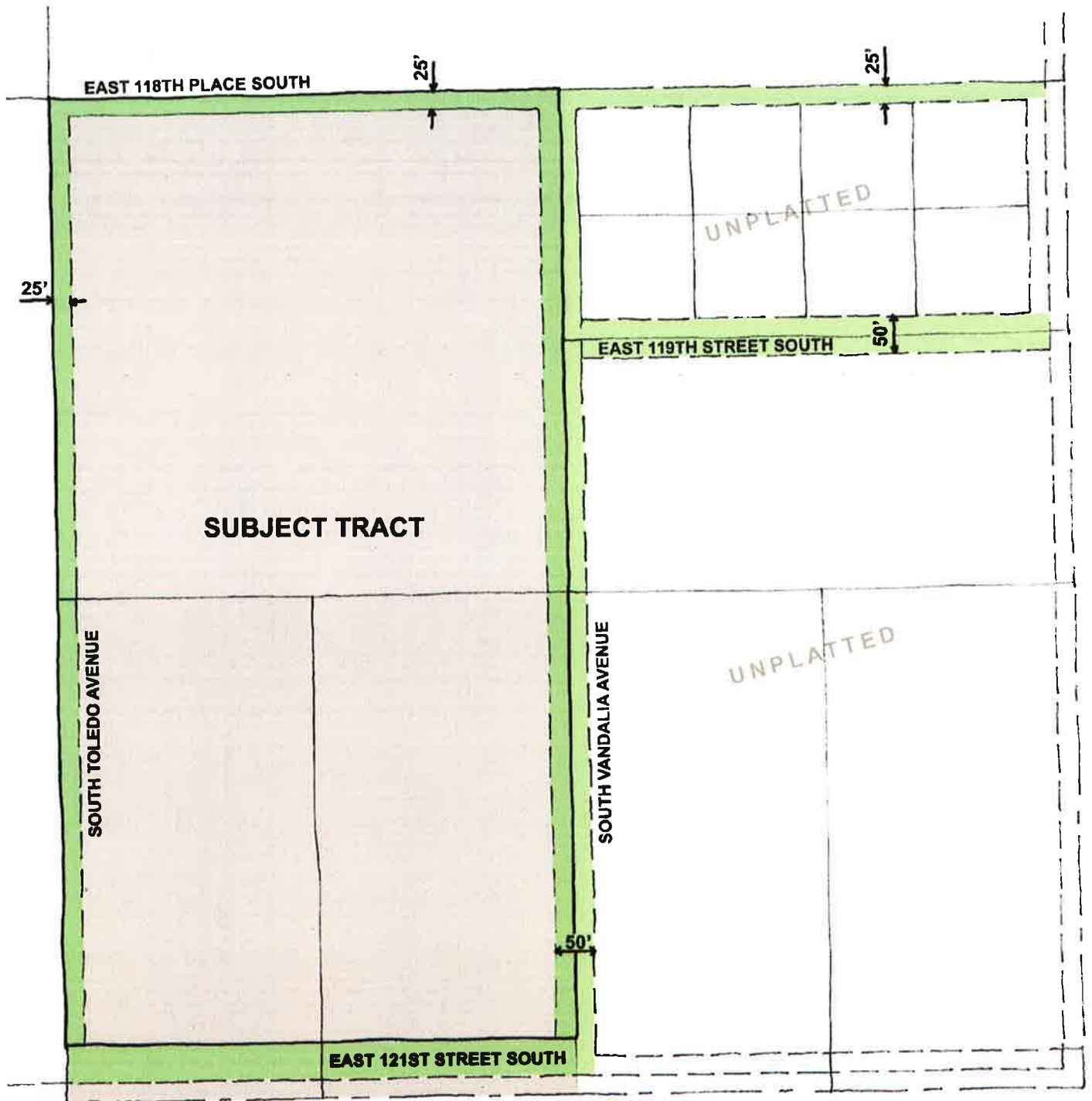
EAST 121ST STREET SOUTH



# Wind River Crossing

## EXHIBIT G

PREVIOUSLY DEDICATED ROADWAYS  
TO BE CLOSED OR MODIFIED





# Wind River Crossing

## EXHIBIT H

FEMA FLOOD PLAIN MAP  
FEMA GIS SYSTEM 2013

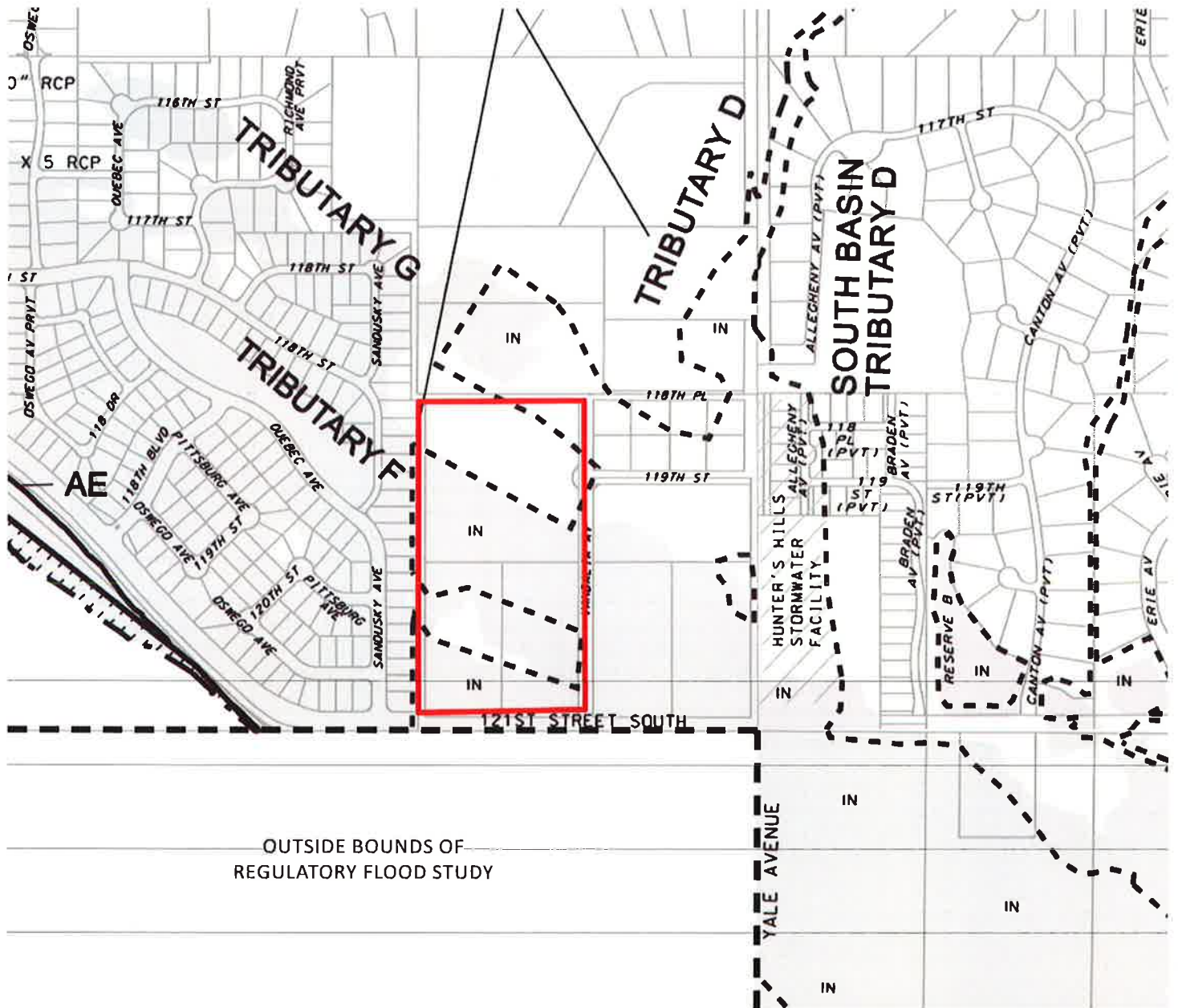




# Wind River Crossing

## EXHIBIT I

### REGULATORY FLOOD PLAIN CITY OF TULSA 2013

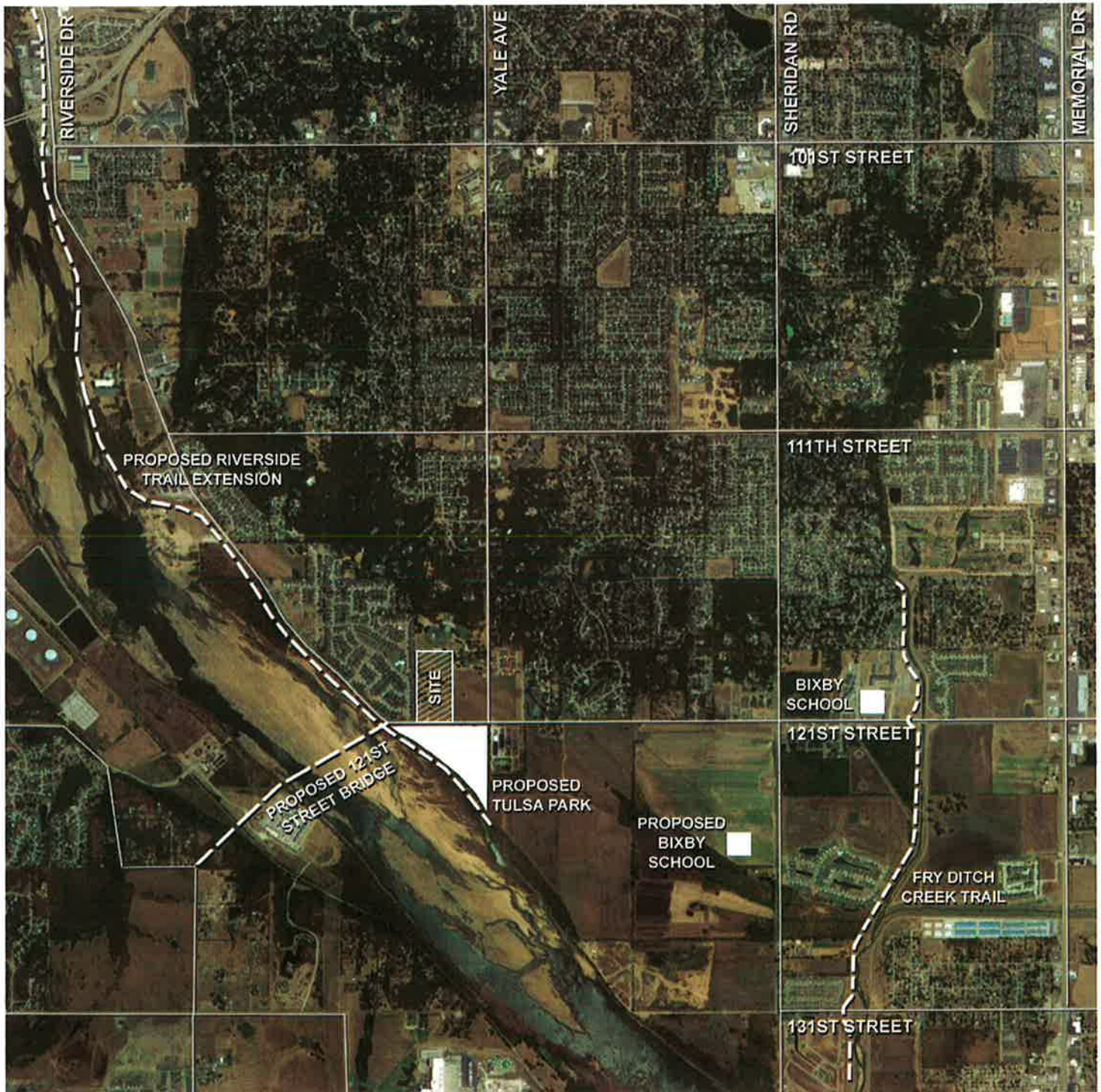




# Wind River Crossing

## EXHIBIT J

### FUTURE PEDESTRIAN ACCESSIBLE AMENITIES

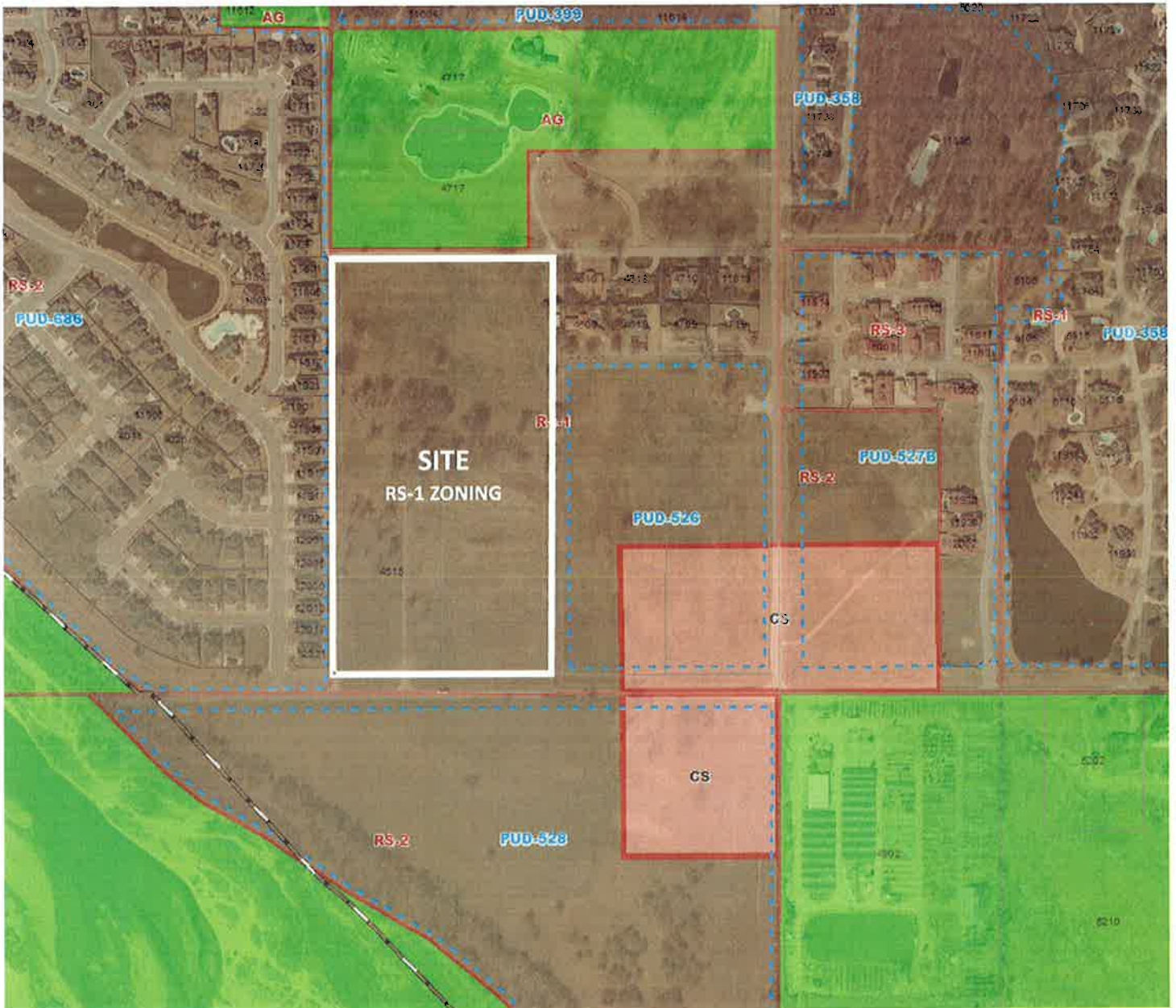




# Wind River Crossing

## EXHIBIT K

CURRENT ZONING MAP  
FROM INCOG ZONING GIS SYSTEM 2013





# Wind River Crossing

## EXHIBIT L

CURRENT COMPREHENSIVE PLAN  
FROM PLANITULSA 2010





## **II. Development Standards**

Gross Land Area: 875,735 SF 20.104 Acres

Net Land Area: 809,365 SF 18.580 Acres

### **Permitted Uses:**

Uses permitted as a matter of right in RS-2, zoning district in the City of Tulsa Zoning Code, including landscaped features and secured entrances and recreational facilities and uses customarily accessory to permitted uses.

Maximum Number of Lots: 70

Minimum Lot Width\*: 65'

Minimum Lot Size: 8,000 SF

Minimum Livability Space Required (per lot): 5,000 SF

### **Minimum Building Setbacks:**

Front Yard	25 Feet
Rear Yard	20 Feet
Side Yard	5 Feet
Side Yard abutting a public street	15 Feet

\* *The minimum lot width of a corner lot shall be measured at the building setback line and shall not be less than 55'.*

Maximum Building Height: 40 Feet\*

*\*Architectural features may extend a maximum of five (5) feet above the maximum permitted building height.*

Maximum Front Yard Coverage by Parking Area: 40%

### **Off Street Parking:**

Minimum two (2) enclosed off-street parking spaces per dwelling unit.

### **Signs:**

Two (2) along the 121<sup>st</sup> frontage, not to exceed 32 square feet each in size.



### **III. Access and Circulation**

Wind River Crossing will contain private streets which are gated for the privacy of the residents. The residential lots will be accessed by public streets off of 121<sup>st</sup> Street South. Connections to abutting streets to the north and east shall be made as agreed upon with the City of Tulsa Traffic Engineering Department. A passageway and crash gate will be constructed to the West of 119<sup>th</sup> street in order to provide an additional access point for emergency vehicles.

### **IV. Environmental Analysis and Topography**

The subject tract is relatively flat but does slope in a northeast to southwest direction. This relatively flat, vacant site is well suited for a slightly higher density development with smaller lot sizes. Soils for the subject tract consist primarily of "Choska" very fine sandy loam. "Kamie and "Latanier" soils make up the balance of soil types for the subject tract. Choska and Latanier soils are rated as 'very limited' (soil which contains one or more features that are unfavorable for the specified use) according to the Web Soil Survey. A geotechnical (soils report) will be prepared prior to construction and used in the design of streets and infrastructure.

### **V. Utilities and Drainage**

Wind River Crossing will be served by City of Tulsa public utilities. An internal waterline loop will supply all lots and each lot will connect to a City of Tulsa sanitary sewer system. Stormwater runoff will be collected on site and either discharged into the existing Yale storm sewer collection system and/or a new drainage box constructed and taken directly to the Arkansas River.

### **VI. Existing Zoning and Land Use**

The subject tract is currently zoned RS-1. It is abutted to the north by AG and RS-1 zoning, to the east by RS-1 and PUD 526 zoned property. Property to the west of the subject tract is zoned similarly to the rezoning application, RS-2 and PUD 686.

The PlaniTulsa Plan designates the subject tract as "New Neighborhood".



## **VII. Detailed Site Plan Review**

The subdivision plat filed with the Tulsa County Clerk's office shall serve as the PUD Detail Site as required by the City of Tulsa Zoning Code.

## **VIII. Platting Requirement**

In accordance with Section 213 of the City of Tulsa Zoning Code, no building permit or occupancy permit shall be issued until a subdivision plat or plat waiver has been approved by the TMAPC.

## **IX. Expected Schedule of Development**

Development of the project is expected to commence and be completed as market conditions permit.

## **X. Legal Description**

The legal description is set forth with the attached Exhibit "A.1".



# Exhibit "A.1"

## Wind River Crossing

### Gross Boundary Description

#### Description

A TRACT OF LAND THAT IS THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (W/2 SE/4 SE/4) OF SECTION THIRTY-THREE (33), TOWNSHIP EIGHTEEN (18) NORTH, RANGE THIRTEEN (13) EAST, OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID W/2 SE/4 SE/4; THENCE NORTH 01°10'14" WEST AND ALONG THE WEST LINE OF SAID W/2 SE/4 SE/4, FOR A DISTANCE OF 1319.79 FEET TO THE NORTHWEST CORNER OF THE W/2 SE/4 SE/4; THENCE NORTH 88°51'07" EAST AND ALONG THE NORTH LINE OF THE W/2 SE/4 SE/4, FOR A DISTANCE OF 663.13 FEET TO THE NORTHEAST CORNER OF THE W/2 SE/4 SE/4; THENCE SOUTH 01°12'16" EAST AND ALONG THE EAST LINE OF THE W/2 SE/4 SE/4, FOR A DISTANCE OF 1319.89 FEET TO THE SOUTHEAST CORNER OF THE W/2 SE/4 SE/4; THENCE SOUTH 88°51'38" WEST AND ALONG THE SOUTH LINE OF THE W/2 SE/4 SE/4, FOR A DISTANCE OF 663.91 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 875,735 SQUARE FEET OR 20.104 ACRES.

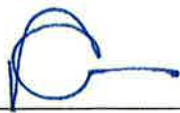
#### Basis of Bearing

THE BEARINGS SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM 1983 (NAD83).

#### Real Property Certification

I, DAN E. TANNER, OF TANNER CONSULTING, LLC, CERTIFY THAT THE ATTACHED LEGAL DESCRIPTION CLOSES IN ACCORD WITH EXISTING RECORDS, IS A TRUE REPRESENTATION OF THE REAL PROPERTY AS DESCRIBED, AND MEETS THE MINIMUM TECHNICAL STANDARDS FOR LAND SURVEYING OF THE STATE OF OKLAHOMA.



  
\_\_\_\_\_  
DAN E. TANNER, P.L.S.  
OKLAHOMA P.L.S. #1435  
OKLAHOMA CA #2661  
EXPIRATION DATE: 6/30/15

9.3.2013  
\_\_\_\_\_  
DATE

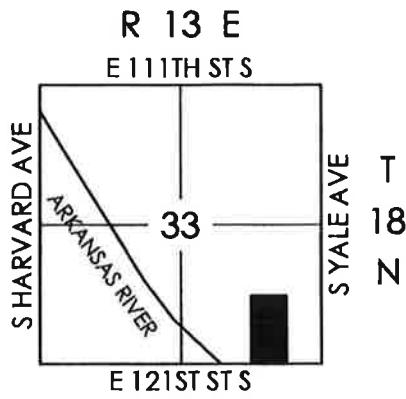
**23.29**  
**Tanner Consulting, LLC**  
5323 SOUTH LEWIS AVENUE • TULSA, OKLAHOMA 74105 • (918)745-9929



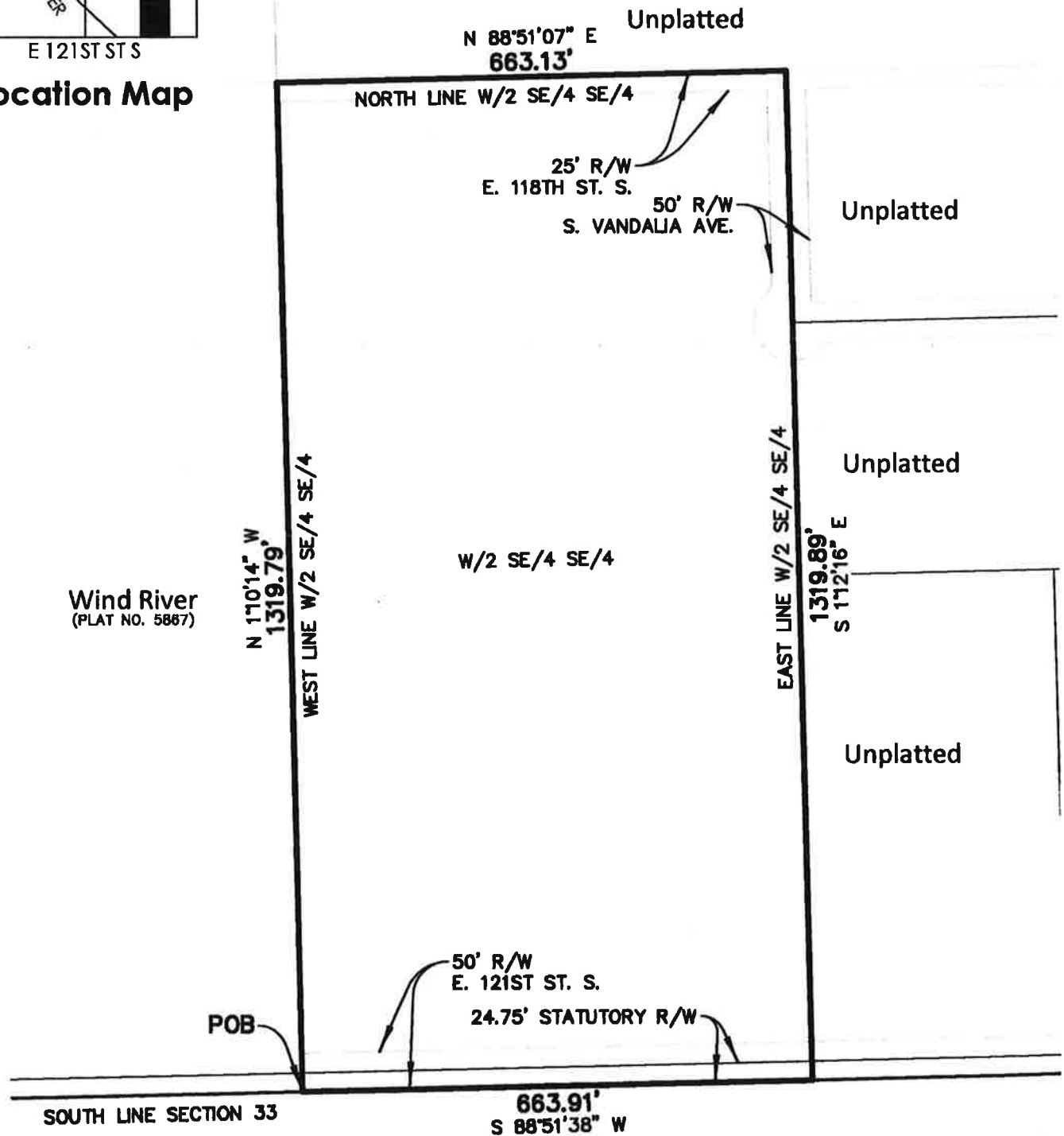
# Exhibit "A.2"

## Wind River Crossing

### Gross Boundary Exhibit



Location Map



#### LEGEND

POB POINT OF BEGINNING  
R/W RIGHT-OF-WAY

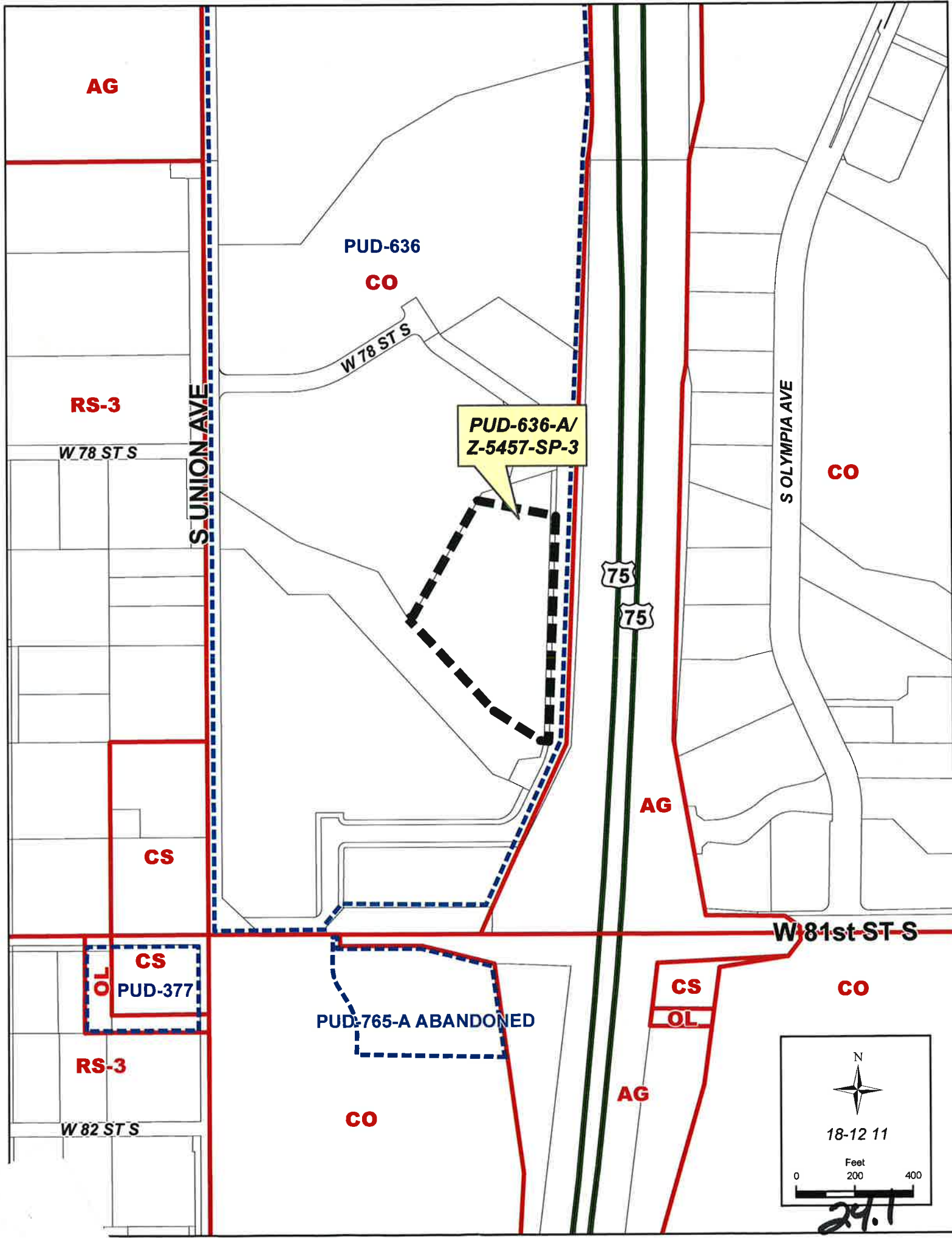
9/03/2013 10141\_EX\_GROSS AND NET BOUNDARIES

**Tanner Consulting, LLC**

5323 SOUTH LEWIS AVENUE • TULSA, OKLAHOMA 74105 • (918)745-9829

23.30









PUD-636-A/Z-5457-SP-3

W 78 ST S

W 78 ST S

S UNION AVE

S OLYMPIA AVE

75

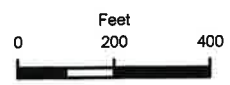
75

W 81st ST S

W 82 ST S



18-12 11



Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

24.2



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-636-A/ Z-5457-SP-3**

**TRS 8211**

**Atlas 0**

**CZM 51**

**CD-2**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Lou Reynolds

**Tract Size:** 6± acres

**ADDRESS/GENERAL LOCATION:** North of northwest corner of West 81<sup>st</sup> Street and U.S. Highway 75

**EXISTING ZONING:** CO/ PUD-636      **EXISTING USE:** Vacant

**PROPOSED ZONING:** CO/ PUD-636-A      **PROPOSED USE:** Commercial Development

**ZONING ORDINANCE:** Ordinance number 19935 dated October 2, 2000 and Ordinance number 14912 dated December 5, 1980, established zoning for the subject property.

**RELEVANT ZONING HISTORY:**

***Subject Property:***

**PUD-636/ Z-5457-SP-2/ Z-4825-SP-1 October 2000:** All concurred in approval for a proposed Planned Unit Development, on a 108± acre tract of land for a mixed use development including, single-family, townhouse dwellings, multifamily and commercial uses subject to conditions of the PUD located on the northwest corner of West 81<sup>st</sup> Street South and South Highway 75 and includes the subject property.

***Surrounding Property:***

**Z-7236-SP-1/ Z-7115-SP-2 August 2013:** All concurred in approval of a request for Corridor Development Plans on a 31± acre tract of land for and office development permitting a 6-story building with a maximum building square footage of 566,000, on property located on the southeast corner of West 81<sup>st</sup> Street and South Union Avenue.

**Z-7236/ PUD-765-A September 2013:** All concurred in approval of a Major Amendment to PUD to abandon and a request for rezoning on a 5± acre tract of land for office development, on property located on the southeast corner of West 81<sup>st</sup> Street and South Union Avenue.

**Z-7164/ Z-7164-SP-1 April 2011:** All concurred in approval of a request for rezoning a 30± acre tract of land from AG/ OL/ CS to CO and a Corridor Development Plan for a neighborhood and pedestrian oriented office and commercial mixed use development, on property located on the southeast corner of U.S. Highway 75 and West 81<sup>st</sup> Street and east of subject property across Highway 75.



**Z-7140/ Z-7140-SP-1 December 2009:** All concurred in approval of a request for rezoning a 41± acre tract of land from AG to CO and a Corridor Site Plan for residential use, garden and patio homes, on property located south of southwest corner of South Maybelle Avenue and West 81<sup>st</sup> Street. The TMAPC recommended approval per staff recommendation and subject to adding Use Unit 1, to impose the additional buffer along the north end across to the detention pond. City Council approved the applications per TMAPC recommendation with condition of Maybelle getting upgraded in accordance with the Major Street and Highway Plan and per City of Tulsa design standards within the project limits, and resurfaced to 22' wide with improved borrow ditch from the northern boundary of the subdivision to West 81<sup>st</sup> Street.

**Z-7008-SP-1/ Z-6966-SP-1/ Z-6967-SP-1 March 2006:** All concurred in approval of a Corridor Site Plan on 176+ acres to permit a regional shopping center known as the Tulsa Hills site with a total of 1,554,194 square feet of maximum building floor area approved at a .25 floor area ratio. On property located east of US Highway 75 between West 71<sup>st</sup> and West 81<sup>st</sup> Street.

**Z-5993/PUD-377 November 1984:** All concurred in approval of request for rezoning a 2.06± acre tract of land from RS-3 to OL/CS/PUD and a proposed Planned Unit Development for a printing and graphic art reproduction & associated sales business on property located on the southwest corner of West 81<sup>st</sup> Street South and West Union Avenue.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 6± acres in size and is located north of northwest corner of West 81<sup>st</sup> Street and U.S. Highway 75. The property appears to be vacant and is zoned CO/ PUD-636.

**SURROUNDING AREA:** The subject tract is abutted on the east by highway 75, further east across highway 75 is Tulsa Hills Shopping Center zoned CO; on the north and west by a Multi Family Residential Project, zoned CO; on the south by undeveloped property, zoned CO.

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

**TRANSPORTATION VISION:**

The Comprehensive Plan designates West 81<sup>st</sup> Street South and South Union Avenue as Secondary Arterials. Ultimately the transportation vision for this area shows South Union Avenue developing into a Multi-Modal Street which balances the needs of all modes of travel, giving people the option to walk, bike, ride transit or drive. These street types attempt to strike a balance between functional classification, adjacent land use, and the competing travel needs.

**STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
West 81 <sup>st</sup> Street	Secondary Arterial	100'	2
South Union Avenue	Secondary Arterial	100'	2

24.4



### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

This site is completely included in a **Regional Center and an Area of Growth** in the Comprehensive Plan.

The purpose of **Areas of Growth** is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

*Staff Comment: The PUD major amendment is part of a larger development where many infrastructure needs have already been provided. This development will continue to take advantage of previous infrastructure investment and encourage growth in the area.*

**Regional Centers** are mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses. These areas attract workers and visitors from around the region and are key transit hubs; station areas can include housing, retail, entertainment, and other amenities. Automobile parking is provided on-street and in shared lots. Most Regional Centers include a parking management district.

*Staff Comment: The proposed PUD major amendment is developed for a commercial development and includes many opportunities for attracting workers and visitors from around the region for entertainment and retail opportunities. This request fits within the vision of the Comprehensive Plan.*

*This area is inside the West Highland small area plan being prepared for this area. The West Highland small area plan has not been adopted but there is no known conflict anticipated with this project and the draft version of that small area plan.*

### **Applicant Concept Statement:**

The purpose of PUD Major Amendment No. 636-A ("PUD 636-A") and Corridor Plan Major Amendment No. Z-5457-SP-3 ("Corridor District Site Plan") is to permit approximately 6.1 AC of Development Area "E" to be used, in addition to multifamily purposes, for commercial purposes ("Project"). The Conceptual Site Plan for PUD 636-A and Corridor District Site Plan Z-5457-SP-3 is attached hereto Exhibit "A".

An Aerial Photograph of the Project and surrounding area is attached hereto as Exhibit "B". There is an existing 6 FT wooden screening fence along the West boundary of the Project. The Project will provide a 6 FT wooden screening fence of similar construction and materials to the existing screening fence along the Westerly 100 FT of the North boundary of the Project.

Immediately to the North of the Project is a "Reserve Area" that will be left mostly in its natural state, which Reserve Area is used as a drainage facility by the developments to the North and will be used as a drainage facility by the Project.



There will be no direct vehicular connections between the Nickel Creek Apartments and the Project. The Project will have two (2) access points directly onto South Santa Fe West Avenue. The Access and Circulation Plan for the Project is attached hereto as Exhibit "D". The Project will not have on-site detention or pay a fee in lieu of detention, but instead will drain into existing detention ponds and structures as detention from the Property has been accounted for in such existing detention structures.

A copy of the Topography and Drainage Concept for the Project is attached hereto as Exhibit "E". All public utilities necessary for the development of the Project are available on-site or immediately across the street from the Project.

The existing utilities are shown on Exhibit "F" attached hereto.

The Area Zoning Map is shown on Exhibit "G".

The Legal Description of the Project is attached hereto as Exhibit "H". No rezoning is necessary to support the Project as proposed in this PUD Major Amendment and Corridor District Site Plan.

In addition to the existing Development Standards for the multi-family use of Development Area "E", the Applicant proposes the following additional Development Standards for the commercial use of the Project.

*Staff Comment: The conceptual plans provided in this package do not illustrate the final site plan or landscape plans, some plan revisions should be accepted during the final site, landscape and sign plan approval process.*

**I. PUD-636-A DEVELOPMENT STANDARDS:**  
(CS-Commercial Shopping District Use only.)

GROSS LAND AREA: 6.1 AC

**ADDITIONAL PERMITTED USES:**

As permitted by right within a CS – Commercial Shopping Center District.

MAXIMUM BUILDING FLOOR AREA: 58,000 SF

MAXIMUM FLOOR AREA RATIO PER LOT: .25

MAXIMUM BUILDING HEIGHT: 40 FT

Unoccupied architectural features not to exceed 50 FT may exceed the Maximum Building Height with Detail Site Plan and Corridor Site Plan approval.

**MINIMUM BUILDING SETBACKS:**

From the centerline of South Santa Fe West Avenue	100 FT
From the North boundary	75 FT
From the West boundary (i.e., Block One, Nickel Creek)	75 FT
From the South boundary	60 FT

24.4



**MINIMUM PARKING SETBACK:**

From West boundary (i.e., Block One, Nickel Creek)

16 FT

**OFF-STREET PARKING:**

As provided by the applicable Use Unit.

**OTHER BULK AND AREA REQUIREMENTS:**

As provided in the CS – Commercial Shopping Center District.

**SIGNS:**

**GROUND SIGNS:**

- A. One (1) ground sign on South Santa Fe West Avenue. Such ground sign shall not exceed 35 FT and 300 SF in surface display area.
- B. One (1) directional sign at each entrance from South Santa Fe West Avenue not to exceed 5 FT in height and 4 SF in surface display area.
- C. One (1) sign panel on each side of any Project sign along West 81st Street South.

**WALL SIGNS:**

- A. Wall signs shall be prohibited not to exceed 2 SF of surface display area per linear building foot of wall to which attached. The length of the building wall signs shall not exceed 80% of the frontage of the building.
- B. Wall signs shall be prohibited on the Westerly facing building wall.
- C. No wall signs shall be permitted within 100 FT of the Westerly boundary.

**LIGHTING:**

All building mounted lighting within 100 FT of the West boundary shall be shielded and 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 in the adjacent residential area.

Additionally, as a part of the Detail Site Plan review, an accurate Lighting Plan illustrating light poles and fixtures with a Photometric Plan will be provided illustrating height and fixtures facing down and away from the residential area. A Photometric Plan must be provided which does not exceed zero foot candles at the Westerly boundary of the Project and the Westerly 150 FT of the North boundary of the Project.

**LANDSCAPED AREA:**

A minimum of ten percent (10%) of the Net Land Area of the Project shall be improved as internal landscaped open space.



#### TRASH AND MECHANICAL EQUIPMENT AREAS:

All trash and mechanical equipment areas (excluding utility service transformers, pedestals or equipment provided by franchise utility providers) including building mounted, shall be screened from public view in such a manner that the same cannot be seen by a person standing on any part of the property line at ground level.

Trash dumpster areas shall be screened by a masonry construction with steel doors. The doors shall be covered with an appropriate covering containing a minimum of 95% opacity on the gate frame.

#### NO OUTSIDE STORAGE:

There shall be no outside storage or recycling material, trash or similar materials outside of a screening receptacle, nor shall trucks or trailer trucks be parked unless they are actively being loaded or unloaded. Truck trailers and shipping containers shall not be used for storage.

#### LANDSCAPING AND SCREENING DETAILS:

The Project landscaping and screening details will comply with the requirements of the Tulsa Zoning Code for street frontage and parking area landscape and will establish a minimum 16 FT landscape buffer separating the Westerly boundary of the parking area from the multi-family neighborhood to the West and a minimum 5 FT landscape boundary along the North property line. These landscape boundaries will be densely landscaped with a mix of shrubs and evergreen trees as shown on the Landscape and Screening Concept attached hereto as Exhibit "C". Because the Reserve Area to the North of the Project will be left in mostly a natural state, a wider landscape area will not be necessary to buffer the Project.

#### ACCESS AND CIRCULATION:

The Project will have three (3) vehicular access points on to South Santa Fe West Avenue as shown on Exhibit "D".

Pedestrian and other non motorized circulation systems shall encourage pedestrian and bicycle connectivity from the existing residential projects in the area.

Bicycle parking shall be provided for a minimum of 10 bicycles near the front entrance of the facility.

#### II. SCHEDULE OF DEVELOPMENT:

Development is expected upon final approval of this PUD Major Amendment and Corridor District Site Plan, platting of the Property and Detail Site Plan, Corridor Site Plan and Landscape Plan approval. The anticipated construction start date is the second quarter of 2014.



**STAFF RECOMMENDATION:**

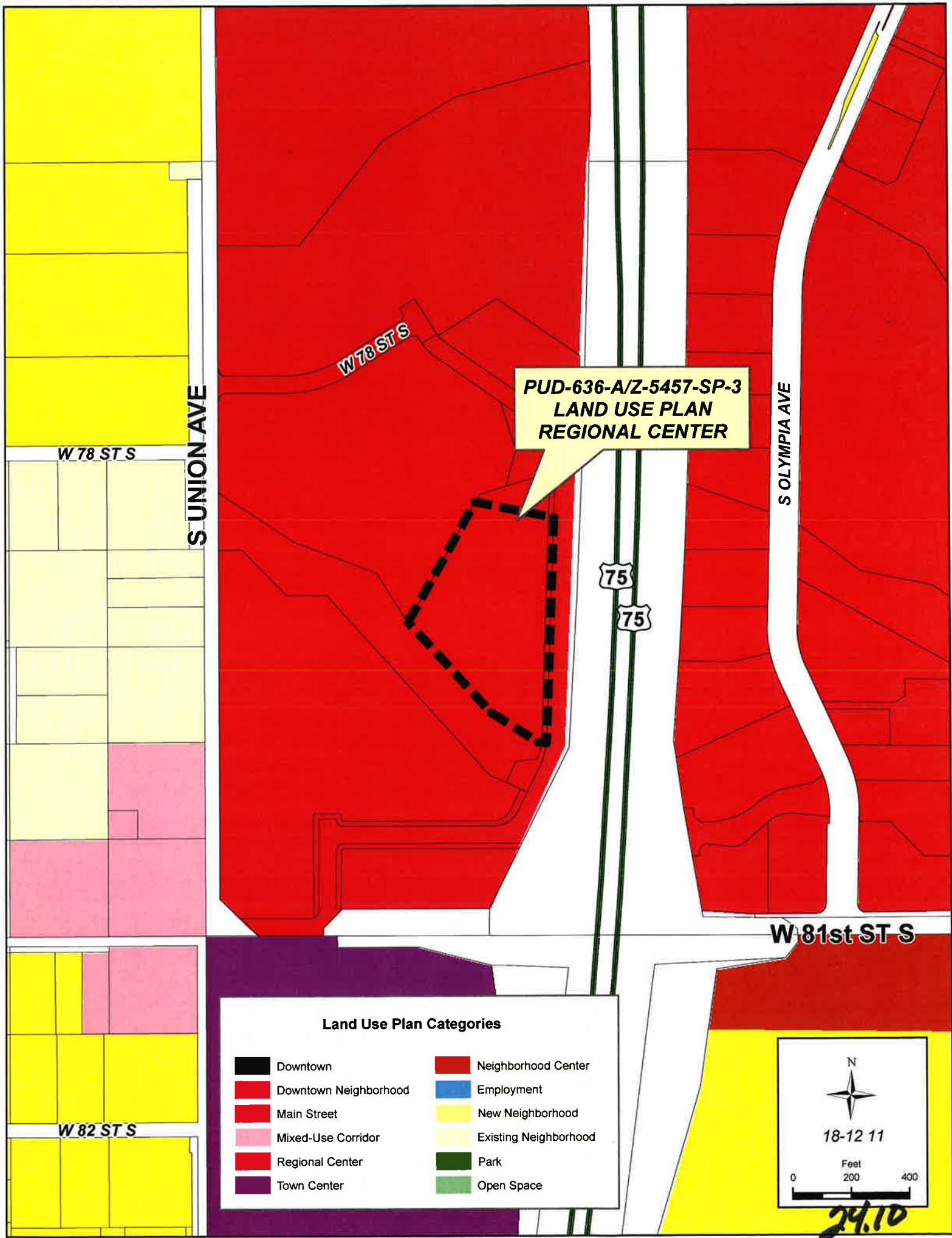
This major amendment is in harmony with the Comprehensive Plan of the City of Tulsa and the expected development pattern of this area.

The Development is in harmony with the PUD Chapter of the City of Tulsa Zoning Code.

Therefore staff recommends **APPROVAL** of PUD-636-A as outlined in the Applicants Statement, Development Standards and exhibits referenced above.

11/06/13

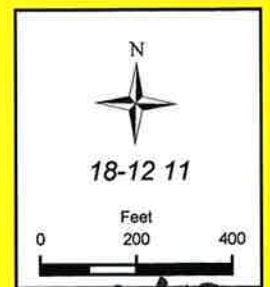




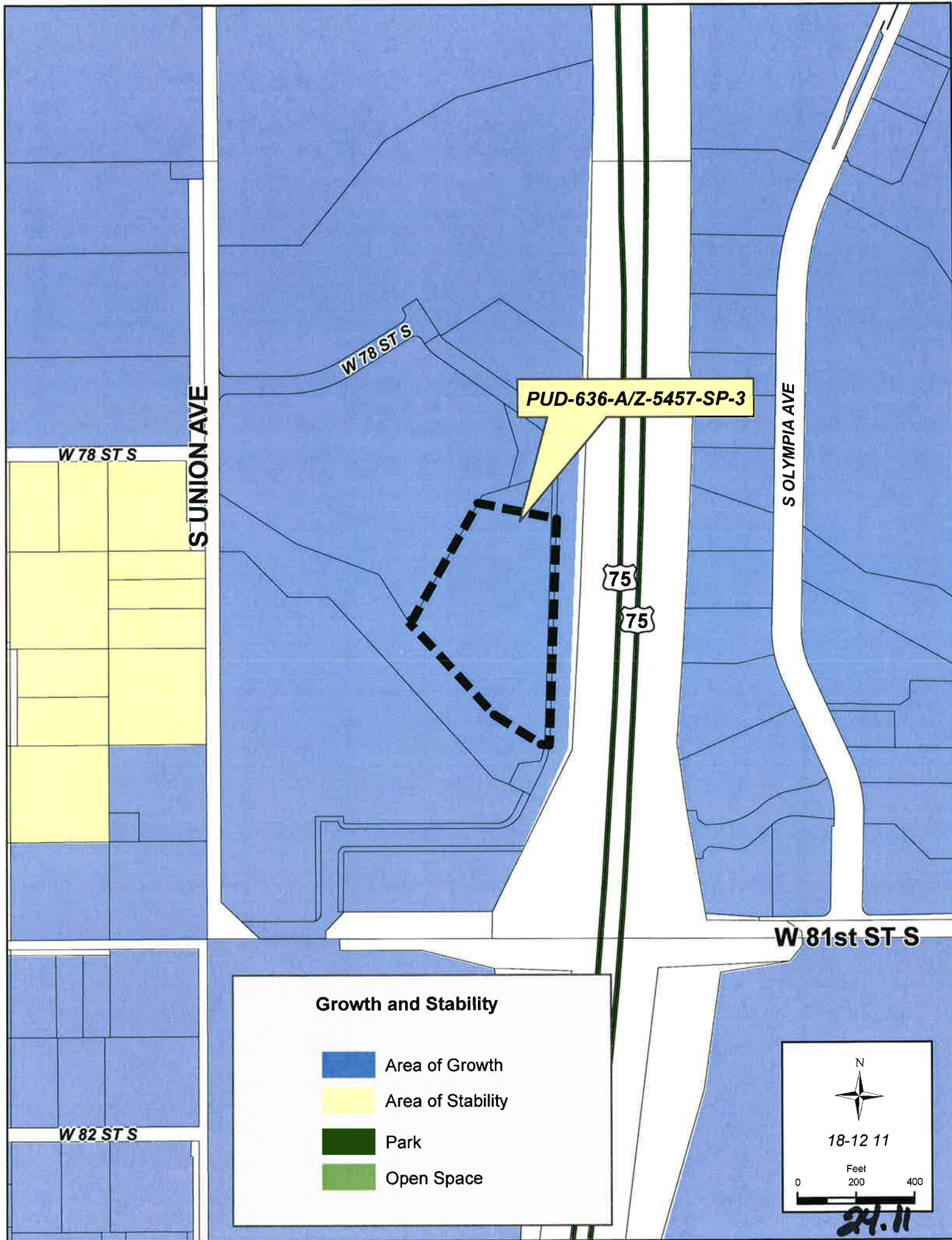
**PUD-636-A/Z-5457-SP-3  
LAND USE PLAN  
REGIONAL CENTER**

**Land Use Plan Categories**

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



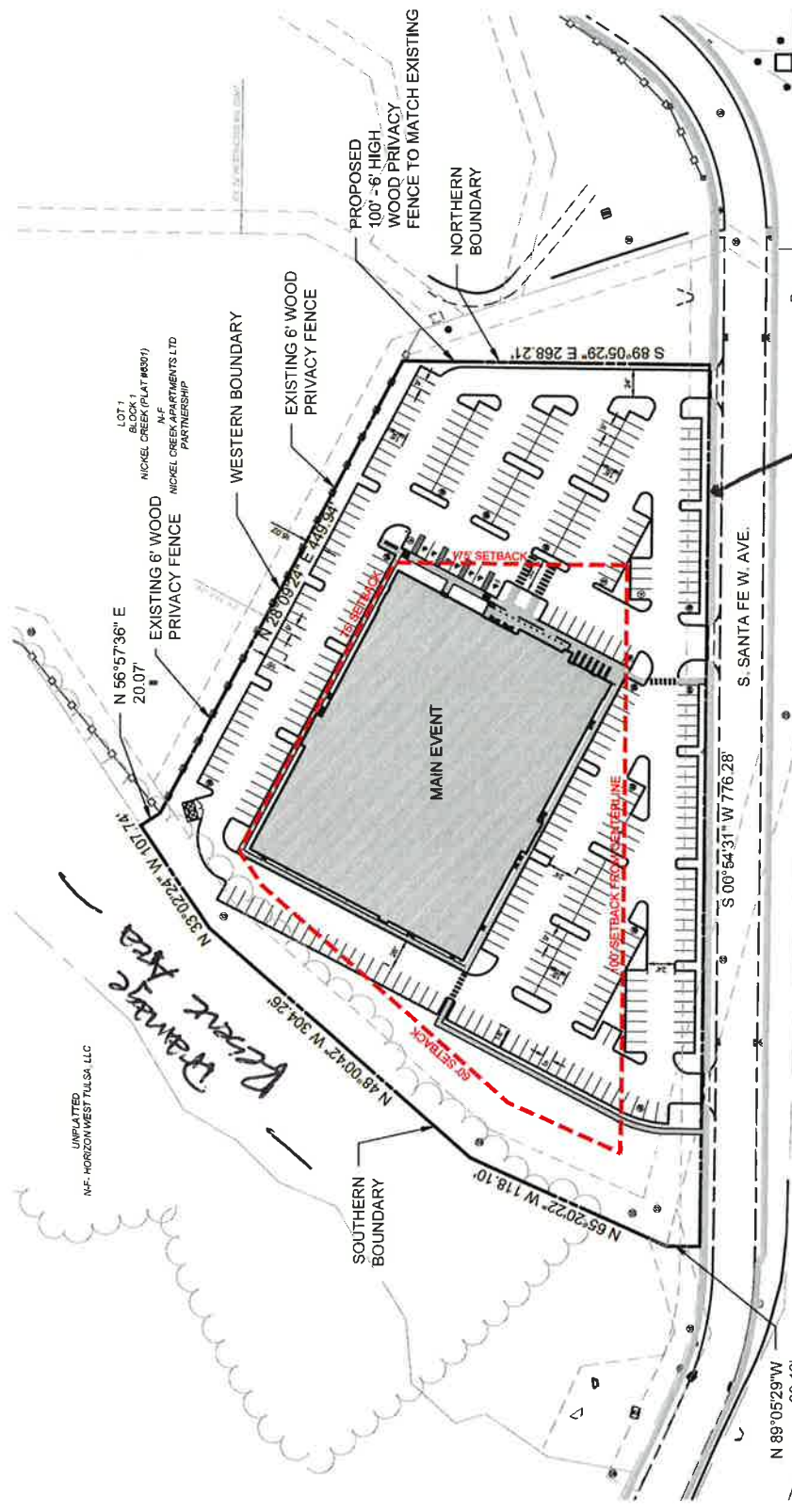
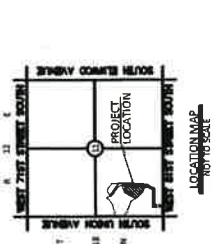




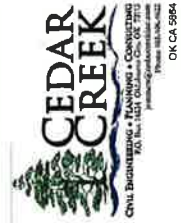


# EXHIBIT 'A'

## CONCEPTUAL SITE PLAN



ORIGINAL PAPER SIZE: 11x17



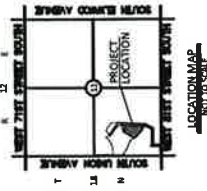
*Sidewalk construction  
received in street right  
of way will be part  
of this development*

HWY 75

24.12



# EXHIBIT 'B' AERIAL PHOTOGRAPH



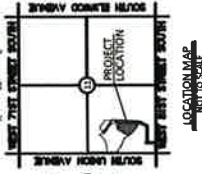
ORIGINAL PAPER SIZE: 11x17





# EXHIBIT 'C'

## LANDSCAPE & SCREENING CONCEPT



ORIGINAL PAPER SIZE: 11x17



THE BOUNDARY PARTNERSHIP  
A COMMITMENT TO EXCELLENCE  
10000 N. LARCH AVENUE, SUITE 100  
TULSA, OK 74122  
918.466.1234  
www.boundarypartnership.com

OK-CK-5864

24.14



LOCATION MAP  
NOT TO SCALE



A horizontal scale bar with alternating black and white segments. It is labeled "SCALE IN FEET" vertically on the left. Numerical markers are placed below the bar at 0, 200, 300, and 400 feet.

ORIGINAL PAPER SIZE: 11x17



**CIVIL ENGINEERING • PLANNING • CONSULTING**  
P.O. Box 1424 Oklahoma City, OK 73101  
jennings@jenningsinc.com  
Phone 405.466.4122  
OK CA 5954

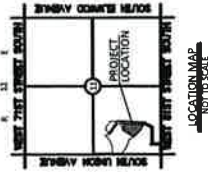


24.15

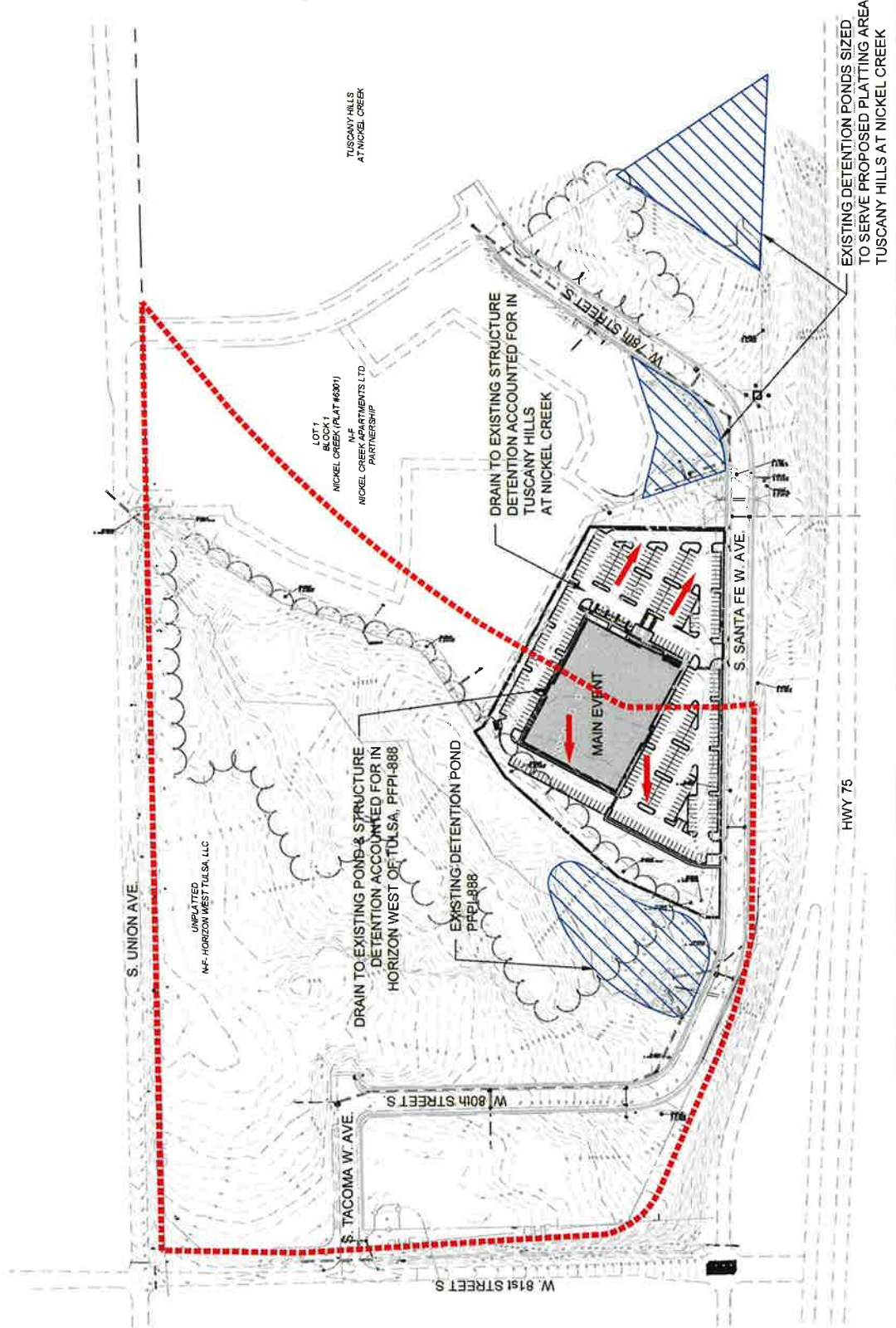


# EXHIBIT 'E'

## TOPOGRAPHY AND DRAINAGE CONCEPT



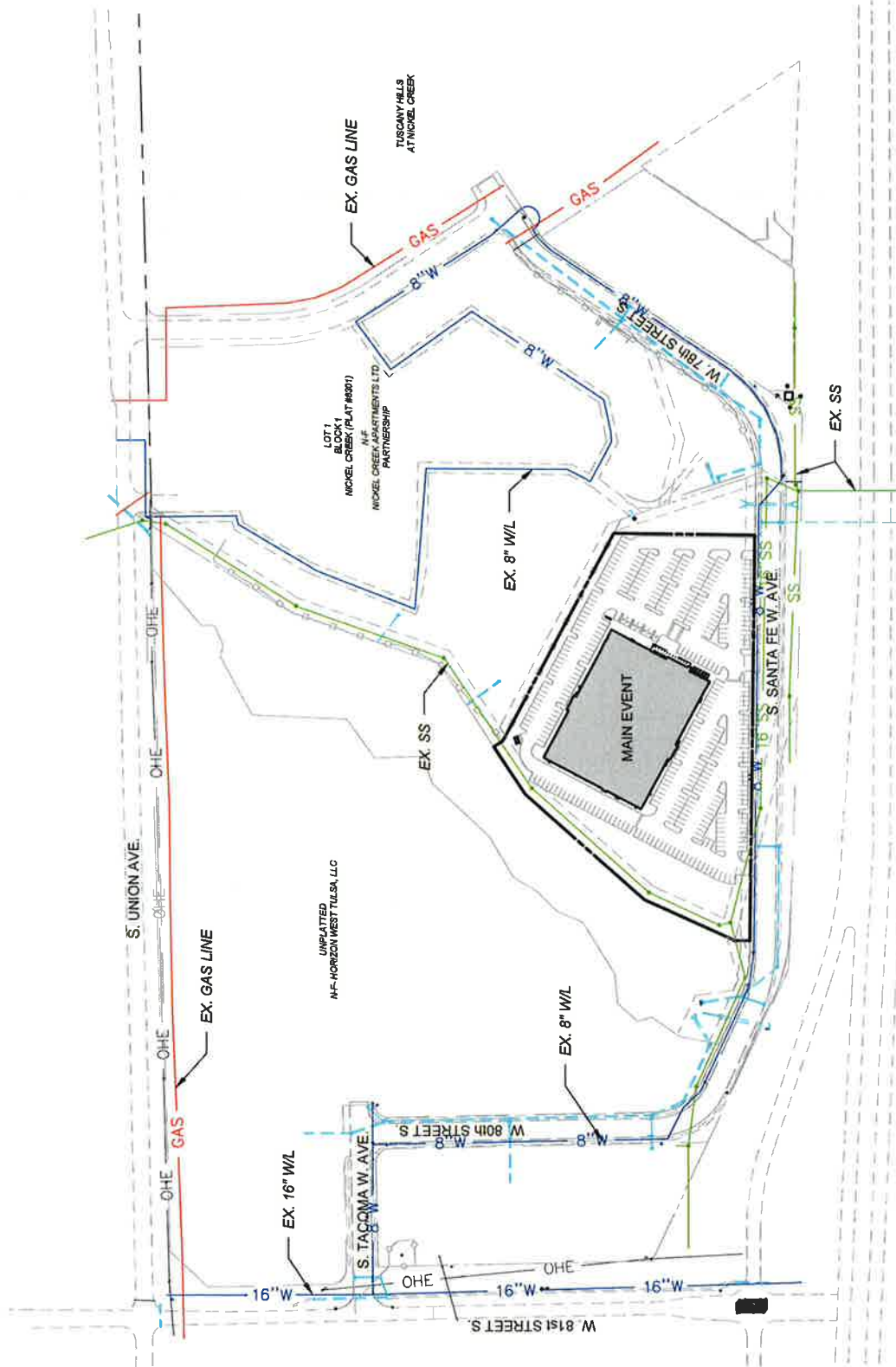
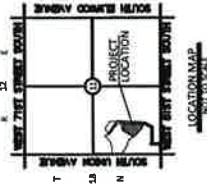
ORIGINAL PAPER SIZE: 11x17



24.16



# EXHIBIT 'F' EXISTING UTILITIES



ORIGINAL PAPER SIZE: 11x17



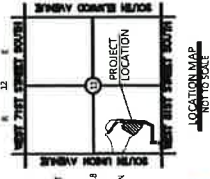
CIVIL ENGINEERING & PLANNING • CONSULTING  
10000 W. 10TH STREET, SUITE 100  
DENVER, CO 80231  
TEL: 303.751.1100  
WWW.CEDARCREEKENGINEERING.COM

OK CA 1894

24.17



# EXHIBIT 'G' AREA ZONING MAP



SCALE:NTS

ORIGINAL PAPER SIZE: 11x17



24.18



# EXHIBIT 'H'

## LEGAL DESCRIPTION

A tract of land lying in the Southwest Quarter of Section 11, Township 18 North, Range 12 East of the Indian Meridian, City of Tulsa, Tulsa County, Oklahoma being more particularly described as follows:  
COMMENCING at the northwest corner of said Southwest Quarter;  
THENCE North 89°02'15" East a distance of 50.00 feet to a point on the east right of way line of South Union Avenue;  
THENCE South 01°15'01" East, along said east right of way line parallel with the west line of said Southwest Quarter, a distance of 1,132.37 feet to the southwest corner of Lot 1, Block 1, NICKEL CREEK, an Addition to the City of Tulsa, recorded as Plat No. 6301;

THENCE along the south line of said Lot 1, the following Five (5) courses:

1. South 57°37'48" East a distance of 310.67 feet;
2. South 70°29'46" East a distance of 296.61 feet;
3. South 33°02'24" East a distance of 189.14 to the POINT OF BEGINNING;
4. North 56°57'36" East a distance of 20.07 feet;
5. North 28°09'24" East a distance of 449.94 feet;

THENCE South 89°05'29" East a distance of 268.21 feet to a point on the west right of way line of South Santa Fe West Avenue;  
THENCE South 00°54'31" West, along said west right of way line, a distance of 776.28 feet;  
THENCE North 89°05'29" West a distance of 29.18 feet;  
THENCE North 65°20'22" West a distance of 188.10 feet;  
THENCE North 48°00'42" West a distance of 304.27 feet;  
THENCE North 33°02'24" West a distance of 107.73 feet to the POINT OF BEGINNING.

Said described tract of land contains an area of 266,991 square feet or 6.1293 acres, more or less.

ORIGINAL PAPER SIZE: 8.5x11

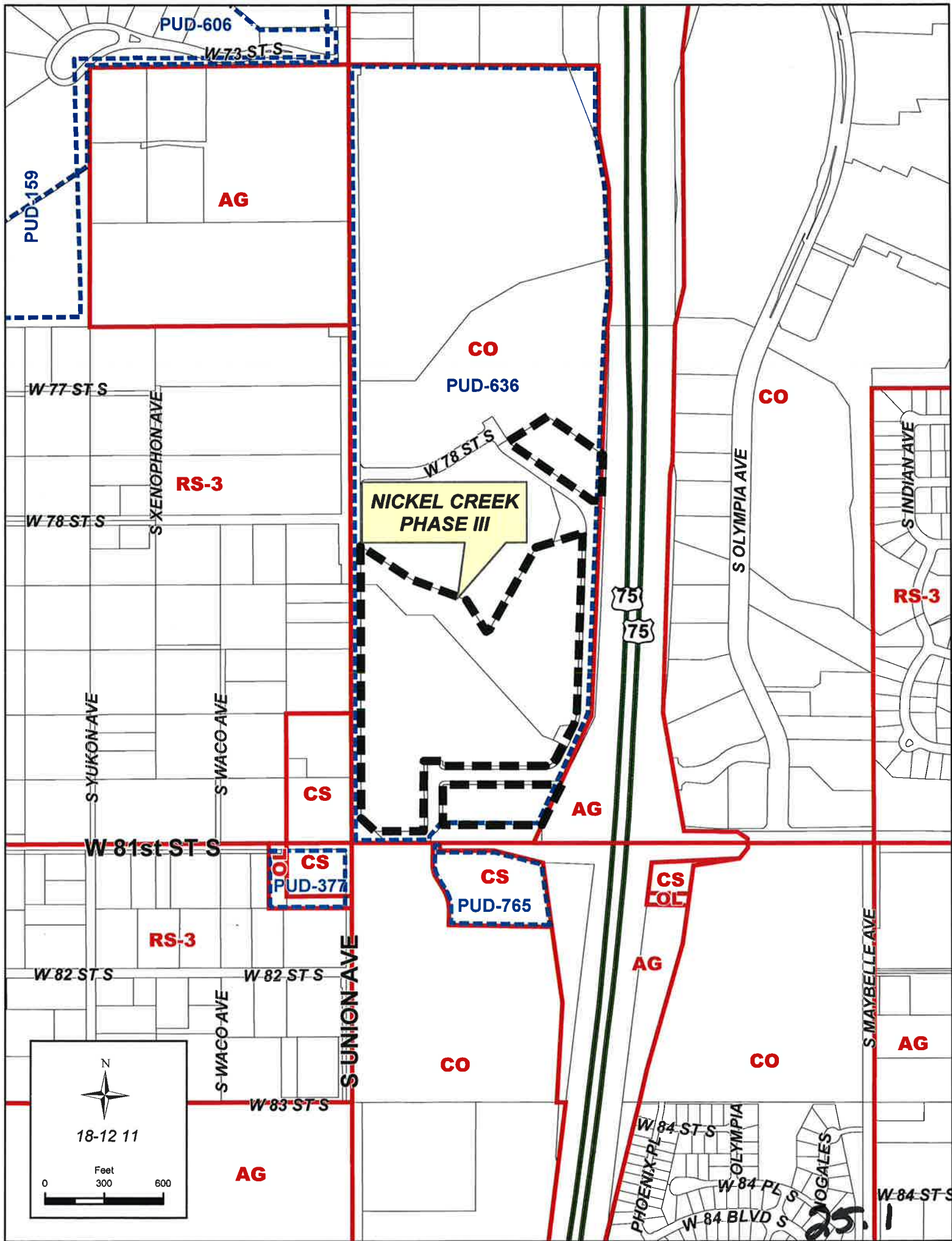


24.19















## PRELIMINARY SUBDIVISION PLAT

### Nickel Creek Phase III - (8211) (CD 2)

East of Northeast corner of West 81<sup>st</sup> Street South and South Union Avenue

This plat consists of four lots, one block, two reserves on 27.5 acres.

The following issues were discussed October 17, 2013, at the Technical Advisory Committee (TAC) meetings:

1. **Zoning:** The property is zoned Planned Unit Development 636 A (pending)/Corridor Z-5457-SP-3 (pending major amendment). Show building lines per zoning. Show development areas over proposed plat. Covenants need to be clarified and cleaned up.
2. **Streets:** Show right-of-way with dimension lines along all streets and provide reference such as plat # or book/page #. Show sidewalks along 81<sup>st</sup> Street and Union Avenue. A traffic impact study is pending and is necessary. Final plat may need to be revised per outcome of study. The sidewalks along Reserve Area B look to be in a state of disrepair/overgrown. Maintenance responsibility needs to be clarified.
3. **Sewer:** Provide the required perimeter easements for the entire subdivision except for the south line of Lot 2. Since the existing sanitary sewer line is large, and deep, we do not want to share the existing sewer easement. Locate an additional utility easement adjacent to the existing sewer easement. Service connections are not allowed on the existing 16-inch sewer line without prior written approval from sanitary sewer maintenance. If permission is not given, then an eight-inch extension from the 16-inch main will be required in order to serve Lot 2.
4. **Water:** Along each lot's frontage to a roadway a 17.5-foot utility easement is requested. Use standard language. Verify that driveway grades over existing water main lines are not creating any conflicts. Show proposed water service connection locations for the building.
5. **Storm Drainage:** Label Hager Creek. In Section 1.13.1 on roof drains remove "and shall be enforceable by the City of Tulsa, Oklahoma." Reserve B should also state that it is an overland drainage easement. Reserve A is defined in Section 5.1 and also in 10.1. If Reserve A serves two purposes then combine the two sections.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** Perimeter easements are needed and additional easements are needed for PSO, ONG and AT&T.



7. **Other: Fire:** Provide fire hydrants within 400 feet of any portion of non sprinkled buildings or within 600 feet of any portion of a sprinkled building. If any buildings exceed 30 feet in height provide aerial fire apparatus access per the IFC Appendix D Section D105. If any building has a floor level greater than 30 feet provide standpipes and a fire hydrant with 100 feet of the fire department connection.
8. **Other: GIS:** Need phone number of property owner, email address and CA number and expiration date for engineer, need surveyor information with the CA number and expiration date, show basis of bearing, show legend, show and label building setback limit, show benchmark and monuments, show land acreage total/number of lots/number of blocks, and subdivision data control sheet. Show areas of each lot in square footages and acres.

Staff recommends **APPROVAL** of the preliminary subdivision plat with the TAC recommendations and the special and standard conditions listed below.

**Waivers of Subdivision Regulations:**

1. None requested.

**Special Conditions:**

1. The concerns of the Development Services and Engineering Services staffs 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.



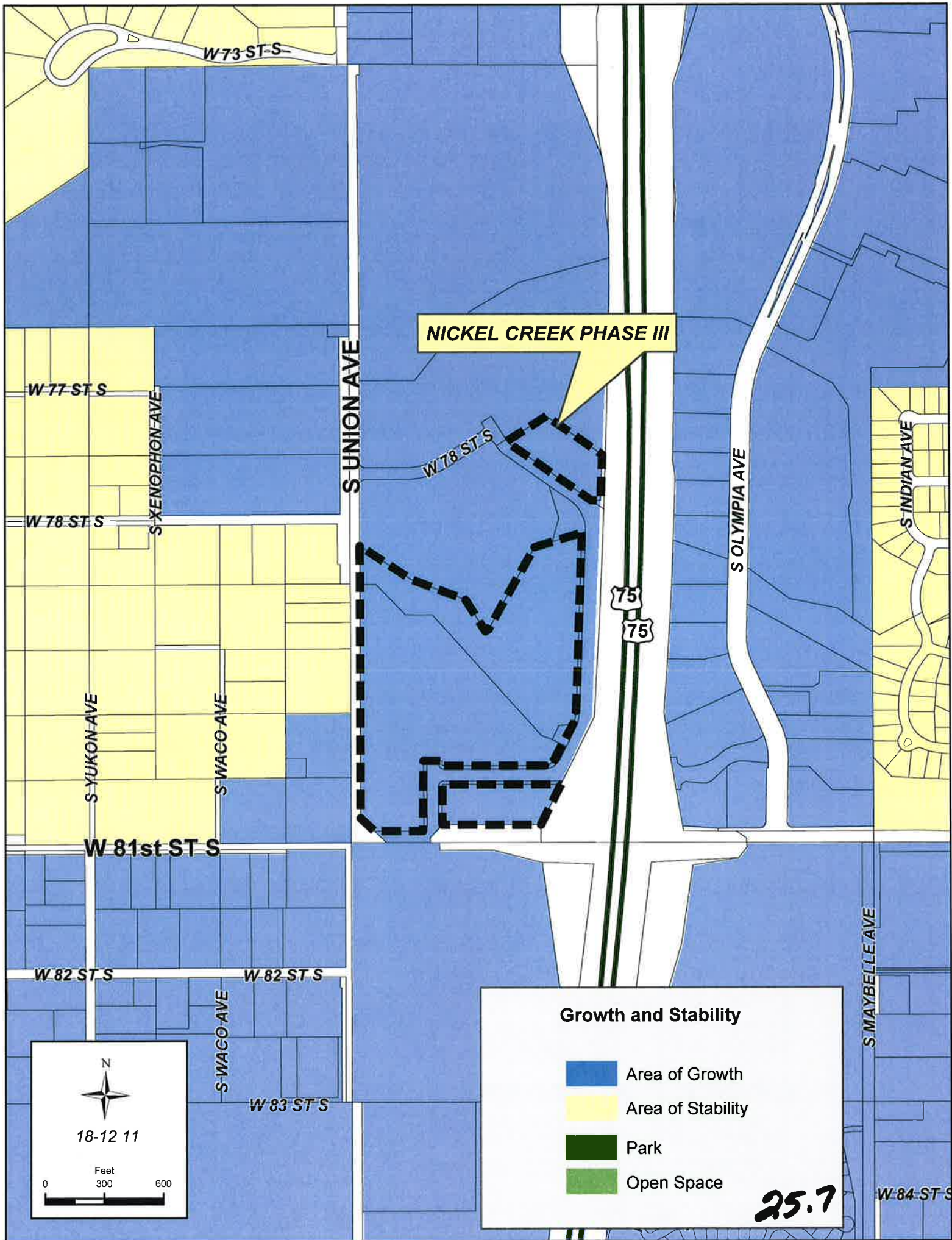
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. 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.

25.5

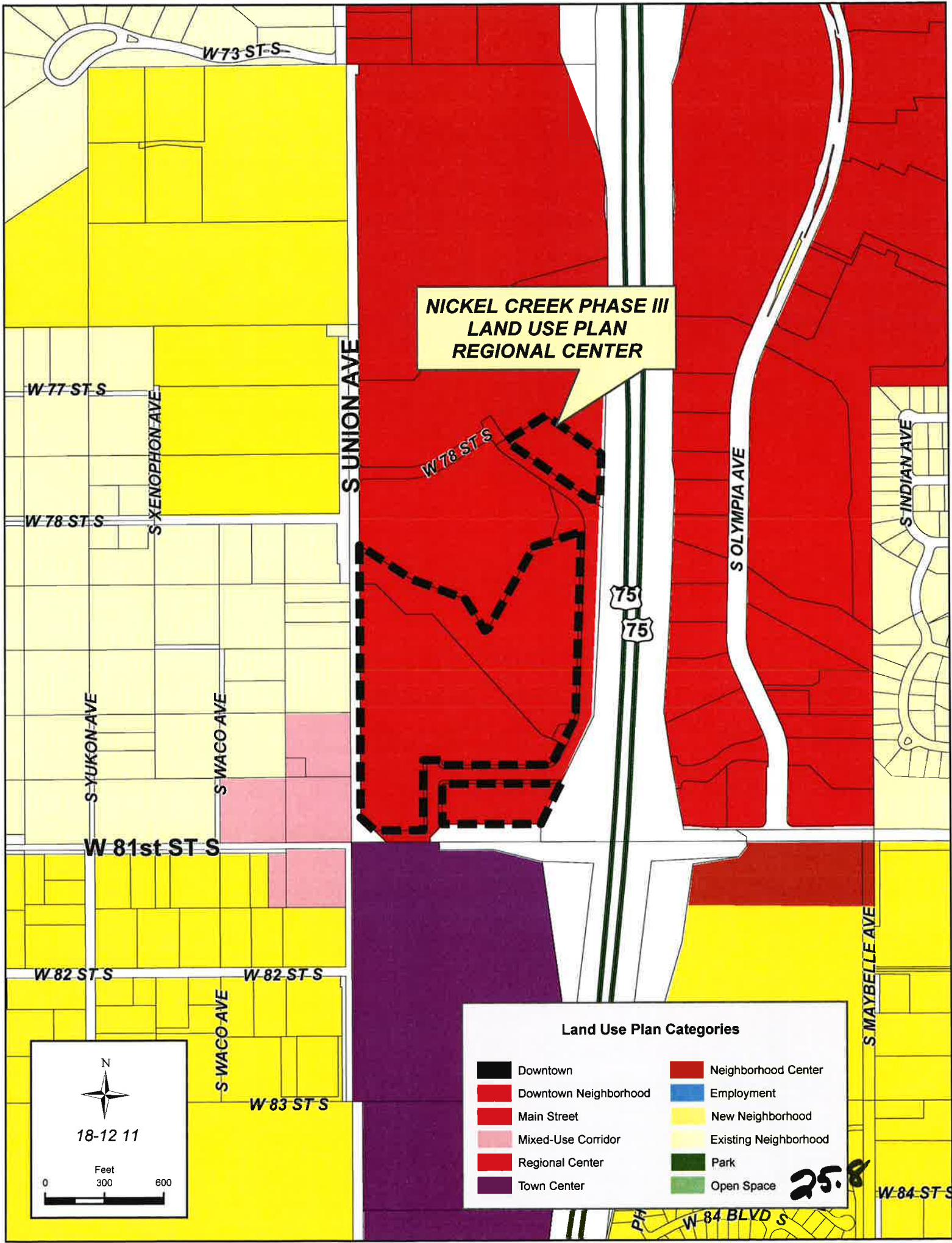


22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets 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.











# PRELIMINARY PLAT

## OF NICKEL CREEK PHASE III

BEING A PART OF THE SW/4 OF SECTION 11, T-18-N, R-12-E, I.M.  
TULSA, TULSA COUNTY, OKLAHOMA

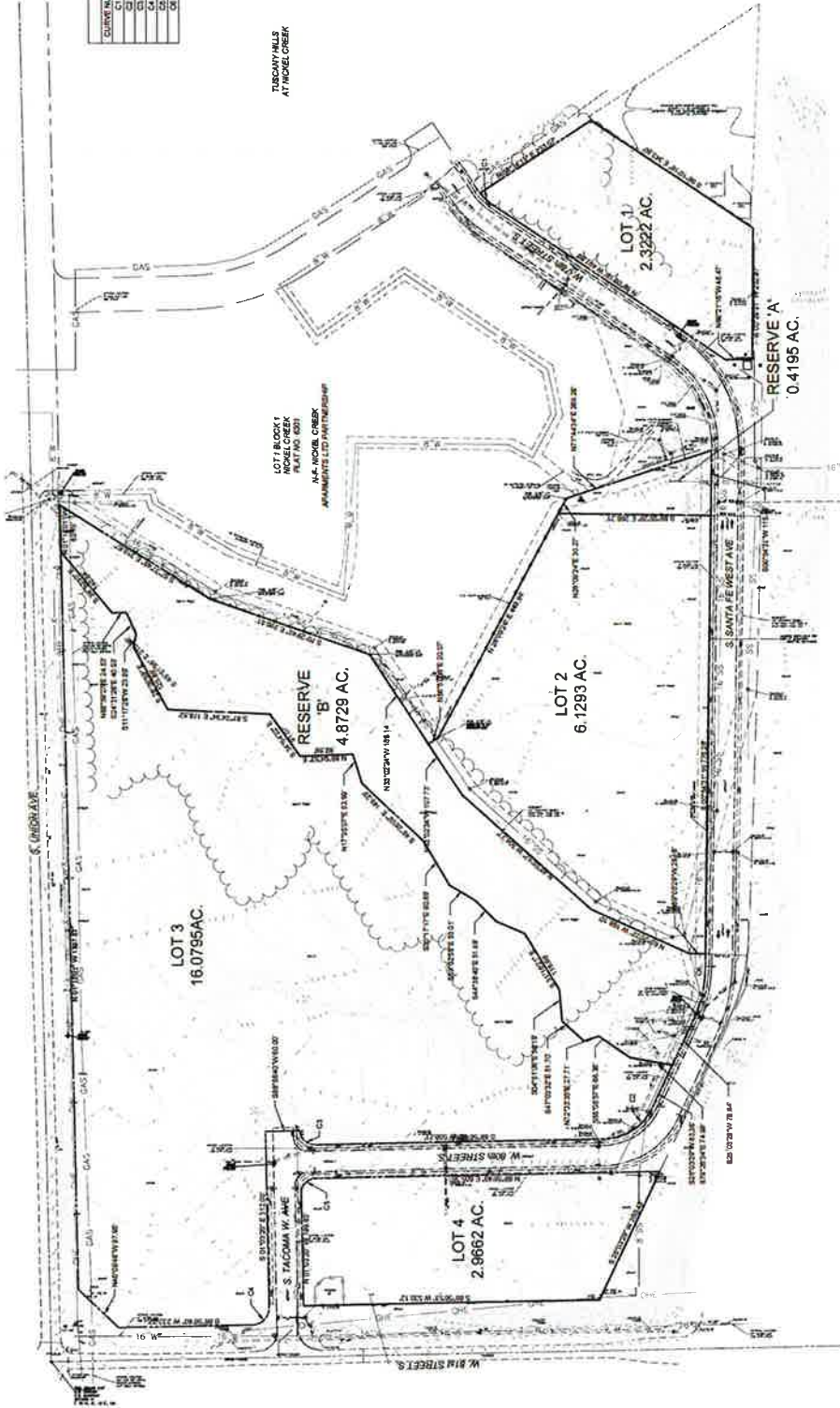
OWNER  
NICKEL CREEK DEVELOPERS, INC.  
1000 WEST 10TH STREET, SUITE 100  
WESTMINSTER, CO 80202  
CONTACT: RUSSELL WATKINSON, SR.  
EMAIL: russ@nickelcreek.com

CIVIL ENGINEER  
NICKEL CREEK CONSULTING, LLC  
P.O. BOX 14834  
OKLAHOMA CITY, OK 73113  
DATE: 03/23/2017  
PROJECT: NICKEL CREEK PHASE III, P.2  
PHONE: (405) 404-4022

DATE PREPARED: 03/23/2017  
SHEET 1 OF 2



CURVE NUMBER	CHORD BEARS	CHORD DISTANCE	CHORD BEARS
C1	100.00	100.00	100.00
C2	100.00	100.00	100.00
C3	100.00	100.00	100.00
C4	100.00	100.00	100.00
C5	100.00	100.00	100.00
C6	100.00	100.00	100.00



25.7



DODSON - THOMPSON - MANSFIELD, PLLC  
200 W. 10TH STREET, SUITE 200  
TULSA, OK 74103  
Tel: 918.592.7000 Fax: 918.592.7001  
www.dtmpllc.com  
Surveying - Engineering - Planning

CC-CL-004



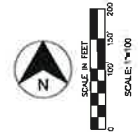
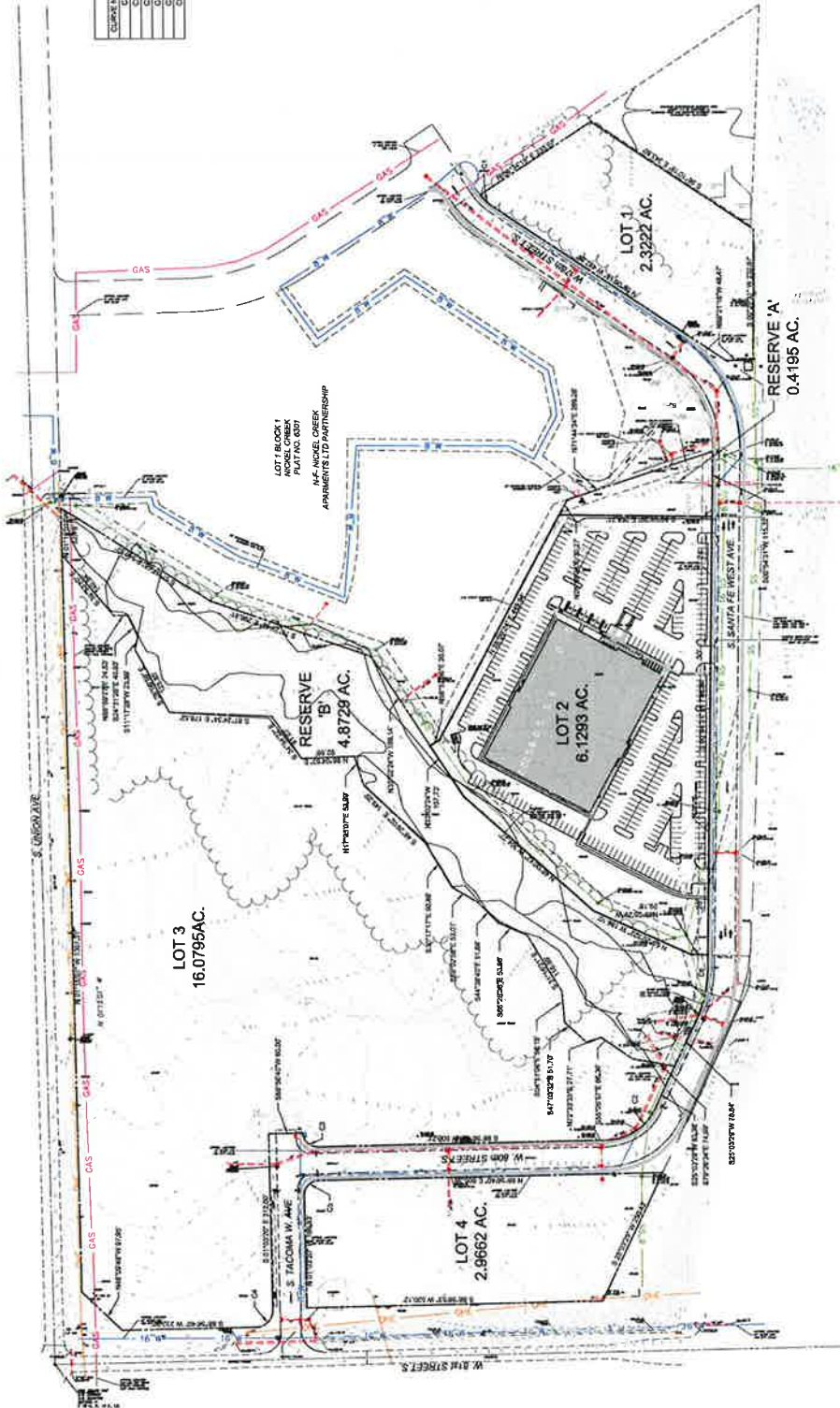
# CONCEPTUAL IMPROVEMENTS PLAN OF NICKEL CREEK PHASE III BEING A PART OF THE SW/4 OF SECTION 11, T-18-N, R-12-E, 1.M. TULSA, TULSA COUNTY, OKLAHOMA



CURVE TABLE (PROPERTY LINE)			
CURVE NUMBER	CHORD BEARING	CHORD DISTANCE	CHORD DISTANCE
C1	S 89.00° E 28.00'	28.00'	28.00'
C2	S 89.00° E 28.00'	28.00'	28.00'
C3	S 89.00° E 28.00'	28.00'	28.00'
C4	S 89.00° E 28.00'	28.00'	28.00'
C5	S 89.00° E 28.00'	28.00'	28.00'
C6	S 89.00° E 28.00'	28.00'	28.00'
C7	S 89.00° E 28.00'	28.00'	28.00'
C8	S 89.00° E 28.00'	28.00'	28.00'
C9	S 89.00° E 28.00'	28.00'	28.00'
C10	S 89.00° E 28.00'	28.00'	28.00'
C11	S 89.00° E 28.00'	28.00'	28.00'
C12	S 89.00° E 28.00'	28.00'	28.00'
C13	S 89.00° E 28.00'	28.00'	28.00'
C14	S 89.00° E 28.00'	28.00'	28.00'
C15	S 89.00° E 28.00'	28.00'	28.00'
C16	S 89.00° E 28.00'	28.00'	28.00'
C17	S 89.00° E 28.00'	28.00'	28.00'
C18	S 89.00° E 28.00'	28.00'	28.00'
C19	S 89.00° E 28.00'	28.00'	28.00'
C20	S 89.00° E 28.00'	28.00'	28.00'
C21	S 89.00° E 28.00'	28.00'	28.00'
C22	S 89.00° E 28.00'	28.00'	28.00'
C23	S 89.00° E 28.00'	28.00'	28.00'
C24	S 89.00° E 28.00'	28.00'	28.00'
C25	S 89.00° E 28.00'	28.00'	28.00'
C26	S 89.00° E 28.00'	28.00'	28.00'
C27	S 89.00° E 28.00'	28.00'	28.00'
C28	S 89.00° E 28.00'	28.00'	28.00'
C29	S 89.00° E 28.00'	28.00'	28.00'
C30	S 89.00° E 28.00'	28.00'	28.00'
C31	S 89.00° E 28.00'	28.00'	28.00'
C32	S 89.00° E 28.00'	28.00'	28.00'
C33	S 89.00° E 28.00'	28.00'	28.00'
C34	S 89.00° E 28.00'	28.00'	28.00'
C35	S 89.00° E 28.00'	28.00'	28.00'
C36	S 89.00° E 28.00'	28.00'	28.00'
C37	S 89.00° E 28.00'	28.00'	28.00'
C38	S 89.00° E 28.00'	28.00'	28.00'
C39	S 89.00° E 28.00'	28.00'	28.00'
C40	S 89.00° E 28.00'	28.00'	28.00'
C41	S 89.00° E 28.00'	28.00'	28.00'
C42	S 89.00° E 28.00'	28.00'	28.00'
C43	S 89.00° E 28.00'	28.00'	28.00'
C44	S 89.00° E 28.00'	28.00'	28.00'
C45	S 89.00° E 28.00'	28.00'	28.00'
C46	S 89.00° E 28.00'	28.00'	28.00'
C47	S 89.00° E 28.00'	28.00'	28.00'
C48	S 89.00° E 28.00'	28.00'	28.00'
C49	S 89.00° E 28.00'	28.00'	28.00'
C50	S 89.00° E 28.00'	28.00'	28.00'
C51	S 89.00° E 28.00'	28.00'	28.00'
C52	S 89.00° E 28.00'	28.00'	28.00'
C53	S 89.00° E 28.00'	28.00'	28.00'
C54	S 89.00° E 28.00'	28.00'	28.00'
C55	S 89.00° E 28.00'	28.00'	28.00'
C56	S 89.00° E 28.00'	28.00'	28.00'
C57	S 89.00° E 28.00'	28.00'	28.00'
C58	S 89.00° E 28.00'	28.00'	28.00'
C59	S 89.00° E 28.00'	28.00'	28.00'
C60	S 89.00° E 28.00'	28.00'	28.00'
C61	S 89.00° E 28.00'	28.00'	28.00'
C62	S 89.00° E 28.00'	28.00'	28.00'
C63	S 89.00° E 28.00'	28.00'	28.00'
C64	S 89.00° E 28.00'	28.00'	28.00'
C65	S 89.00° E 28.00'	28.00'	28.00'
C66	S 89.00° E 28.00'	28.00'	28.00'
C67	S 89.00° E 28.00'	28.00'	28.00'
C68	S 89.00° E 28.00'	28.00'	28.00'
C69	S 89.00° E 28.00'	28.00'	28.00'
C70	S 89.00° E 28.00'	28.00'	28.00'
C71	S 89.00° E 28.00'	28.00'	28.00'
C72	S 89.00° E 28.00'	28.00'	28.00'
C73	S 89.00° E 28.00'	28.00'	28.00'
C74	S 89.00° E 28.00'	28.00'	28.00'
C75	S 89.00° E 28.00'	28.00'	28.00'
C76	S 89.00° E 28.00'	28.00'	28.00'
C77	S 89.00° E 28.00'	28.00'	28.00'
C78	S 89.00° E 28.00'	28.00'	28.00'
C79	S 89.00° E 28.00'	28.00'	28.00'
C80	S 89.00° E 28.00'	28.00'	28.00'
C81	S 89.00° E 28.00'	28.00'	28.00'
C82	S 89.00° E 28.00'	28.00'	28.00'
C83	S 89.00° E 28.00'	28.00'	28.00'
C84	S 89.00° E 28.00'	28.00'	28.00'
C85	S 89.00° E 28.00'	28.00'	28.00'
C86	S 89.00° E 28.00'	28.00'	28.00'
C87	S 89.00° E 28.00'	28.00'	28.00'
C88	S 89.00° E 28.00'	28.00'	28.00'
C89	S 89.00° E 28.00'	28.00'	28.00'
C90	S 89.00° E 28.00'	28.00'	28.00'
C91	S 89.00° E 28.00'	28.00'	28.00'
C92	S 89.00° E 28.00'	28.00'	28.00'
C93	S 89.00° E 28.00'	28.00'	28.00'
C94	S 89.00° E 28.00'	28.00'	28.00'
C95	S 89.00° E 28.00'	28.00'	28.00'
C96	S 89.00° E 28.00'	28.00'	28.00'
C97	S 89.00° E 28.00'	28.00'	28.00'
C98	S 89.00° E 28.00'	28.00'	28.00'
C99	S 89.00° E 28.00'	28.00'	28.00'
C100	S 89.00° E 28.00'	28.00'	28.00'

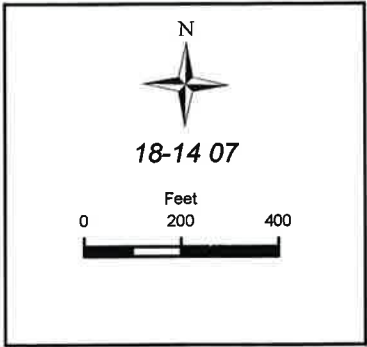
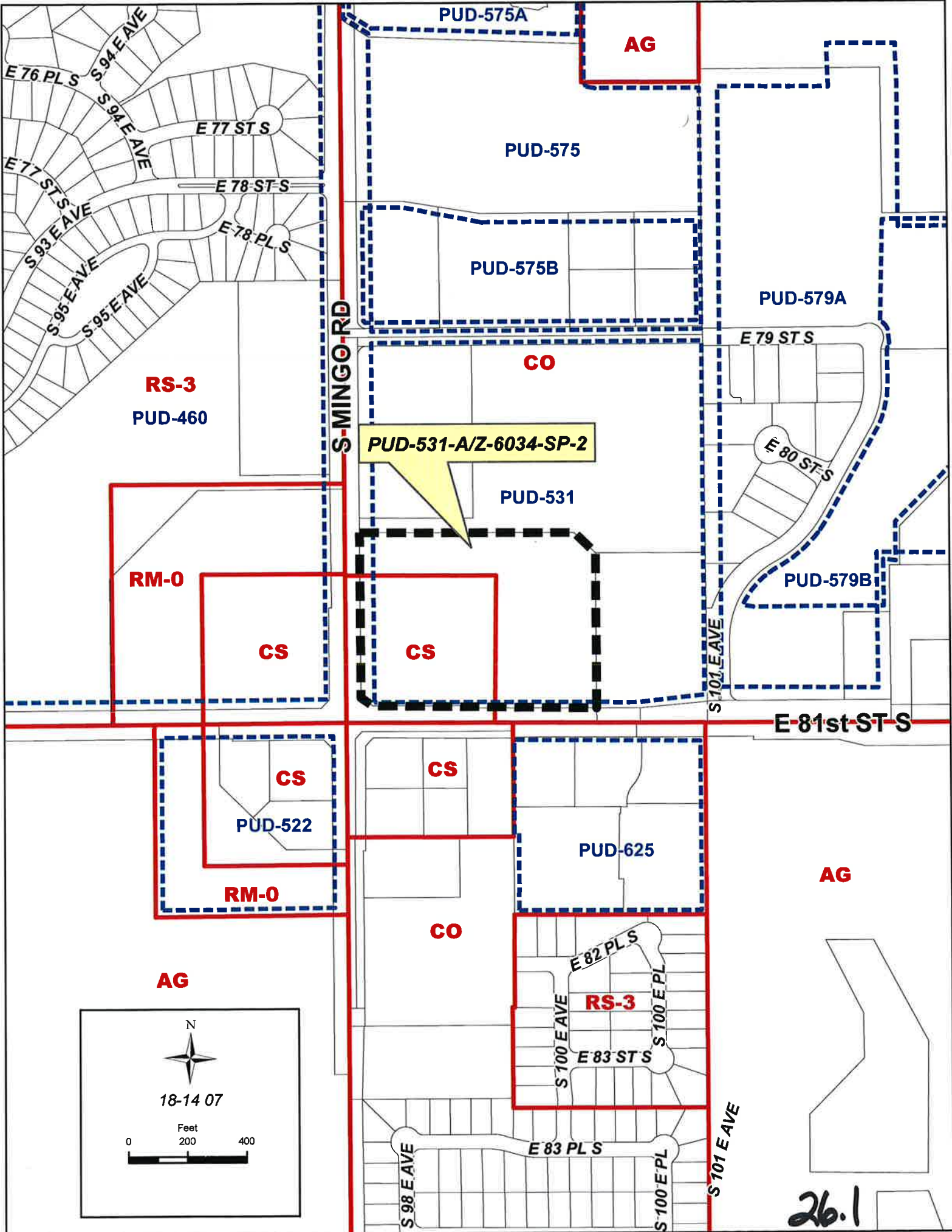
**LEGEND**

- 6" GAS
- 6" WATER
- 6" OVERHEAD ELECTRIC
- 6" STORM SEWER
- 6" GAS LINE



25.10





26.1





E76 PL S  
S94 EAVE  
E77 ST S  
S93 EAVE  
E78 ST S  
S95 EAVE  
E78 PL S  
S95 EAVE

S MINGO RD

PUD-531-A/Z-6034-SP-2

E79 ST S

E80 ST S

S101 EAVE

E 81st ST S

E82 PL S

S100 EAVE

E83 ST S

S100 EPL

E83 PL S

S98 EAVE

S100 EPL

S101 EAVE

N

18-14 07

Feet  
0 200 400

Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

262



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-531-A/ Z-6034-SP-2**

**TRS 8407**

**Atlas 1413**

**CZM 54**

**CD-7**

**TMAPC Hearing Date:** November 6, 2013

**Applicant:** Roy D. Johnsen

**Tract Size:** 11± acres

**ADDRESS/GENERAL LOCATION:** Northeast corner of East 81<sup>st</sup> Street and South Mingo Road

**EXISTING ZONING:** CS/ CO/ PUD-531      **EXISTING USE:** Vacant

**PROPOSED ZONING:** CS/CO/ PUD-531-A      **PROPOSED USE:** Retail and office

**ZONING ORDINANCE:** Ordinance number 18442 dated April 13, 1995, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

***Subject Property:***

**PUD-531 April 1995:** All concurred in approval of a proposed Planned Unit Development on a 36+ acre tract for 3 development areas: Area A is 10.8 acres for commercial shopping; Area B is 4.6 acres for office; Area C is 18.6 acres for apartment on property located on the northeast corner of East 81<sup>st</sup> Street and Mingo Road; and includes the subject property.

**Z-6132 January 1987:** All concurred in approval of a request to rezone a tract of land from CO to CS, located on the northeast corner of E. 81<sup>st</sup> Street S. and S. Mingo Road.

**Z-6034 May 1985:** All concurred in approval of a request to rezone a tract of land from AG/RM-0/CS to CO, on property located on the northeast corner of East 81<sup>st</sup> Street and South Mingo Road.

***Surrounding Property:***

**PUD-575-B/ Z-6611-SP-3 February 2008:** All concurred in approval of a proposed Major Amendment to PUD and Corridor Development Plan on an 11± acre tract of land for office and childcare, on property located northeast corner of South Mingo Road and South 79<sup>th</sup> Street.

**Z-6333-SP-4/PUD-579-B December 2006:** All concurred in approval of a proposed Major Amendment and Corridor Site Plan on a 16.63± acre tract of land to add hotel, motel and recreation facility uses, within Development Area B; more specifically Lot 4, Block 1, Tall Grass, on property located north of the northeast corner of East 81<sup>st</sup> Street South and South 101<sup>st</sup> East Avenue.



**Z-6611-SP-2/PUD-575-A December 2001:** All concurred in approval of a proposed Major amendment to PUD and Corridor Site Plan on a 5.74 acre tract for an assisted living facility and previously approved mini storage on property located north of northeast corner of East 81<sup>st</sup> Street and South Mingo Road.

**Z-6735/Z-6735-SP-1/PUD-625 February 2000:** All concurred in approval of a request to rezone a tract of land from AG to CO and of a proposed Planned Unit Development/Corridor Site Plan on a 9± acre tract, for commercial, office and hotel on the north 6.9 acres and office and mini storage on the south 2.5 acres, per staff recommendation, on property located east of the southeast corner of East 81<sup>st</sup> Street and South Mingo Road

**Z-6333-SP-2/PUD-579-A February 1999:** All concurred in approval of a proposed Major Amendment to PUD-579 and a Corridor Site Plan to amend boundary of PUD, create 3 development areas, add Use Units 2 (private clubs), 5 (community centers), 11, and to establish permitted uses for new Development Area on property located on the north side of East 81<sup>st</sup> Street and west of Mingo Valley Expressway.

**Z-6333-SP-1/PUD-579 February 1998:** All concurred in approval of a proposed PUD on a 49 acre tract, to allow a mixed residential development which would include townhouse dwellings, apartments, churches, private schools and other uses that are compatible with a residential environment, on property located on the north side of E. 81<sup>st</sup> Street S. at the Mingo Valley

**Z-6611/PUD-575 December 1997:** All concurred in approval of a request to rezone a 32.8± acre tract, from AG to CO/PUD. The PUD that was approved allowed for multifamily uses on the south half (Development Area A) and a mini-storage facility with a single-family dwelling and accessory office use for the storage facility on the north half (Development Area B) of property and located ¼ mile north of the northeast corner of East 81<sup>st</sup> Street and South Mingo Road.

**Z-6470/PUD-522 January 1995:** All concurred in approval of a request for rezoning a 10± acre tract of land from AG to RM-0/CS/PUD for a shopping center on property located on the southwest corner of East 81<sup>st</sup> Street South and South Mingo Road.

**Z-6432 February 1994:** All concurred in approval of a request to rezone a 5.2± acre tract from AG to CS, on property located on the southeast corner of East 81<sup>st</sup> Street and South Mingo Road.

**Z-6281/PUD-460 March 1990:** All concurred in approval of a request for rezoning a 150± acre tract of land from AG to RS-3/RM-0/CS/PUD for a commercial, office, multifamily and single-family development on property located northwest corner of East 81<sup>st</sup> Street South and South Mingo Road.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 11± acres in size and is located northeast corner of East 81<sup>st</sup> Street and South Mingo Road. The property appears to be vacant and is zoned CS/ CO/ PUD-531.

**SURROUNDING AREA:** The subject tract is abutted on the east by a credit union drive thru facility, zoned CO; on the north by a multi family project, zoned CO; on the south by East 81<sup>st</sup>, further south across 81<sup>st</sup> property is zoned CS and CO for a mixed commercial development zoned CS and PUD-625; and on the west by a mixed use development, zoned CS RM-O with a PUD 460 overlay.

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

26.9



### **TRANSPORTATION VISION:**

The Comprehensive Plan designates South Mingo Road and East 81<sup>st</sup> Street South as secondary arterial streets.

Staff Comment: This PUD major amendment will add employment density to the area taking advantage of the strong commitment to vehicular transportation systems in this part of Tulsa.

### **STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
East 81 <sup>st</sup> Street	Secondary Arterial	100'	4+
South Mingo Road	Secondary Arterial	100'	4+

### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

This major amendment is included in an Area of Growth in our comprehensive plan. The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

*Staff Comment: The PUD major amendment is part of a larger development where many infrastructure needs have already been provided. This development will continue to take advantage of previous infrastructure investment and encourage growth in the area.*

This major amendment is included in a Town Center which is a medium-scale; one to five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood Centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small lot single family homes at the edges. A Town Center also may contain offices that employ nearby residents. Town centers also serve as the main transit hub for surrounding neighborhoods, and can include plazas and squares for markets and events. These are pedestrian-oriented centers designed so visitors can park once and walk to number of destinations.

*Staff Comment: This project is centered in a large Town Center designation which is rapidly evolving into an area consistent with the vision of the Comprehensive Plan. The proposed building height is taller than the original vision description but it is a use that can be supported by retail, neighborhood and retail surrounding the property. Staff recognizes that in this instance the additional height is not injurious to the neighborhood and may add a strong core to this Town Center.*

### **Applicants Concept Statement:**

The subject property is within a CO Corridor District and a CS Commercial District, and established as Development Area A of Planned Unit Development No. 531 and Corridor Conceptual Site Plan Z-SP-1 and platted as Lot 3, Block 1 Meadowbrook Chase. Development

26.5



Area A as platted comprises 10.77 acres located at the northeast corner of 81<sup>st</sup> Street South and South Mingo Road. Planned Unit Development No. 531 and Corridor Conceptual Site Plan Z-6034-SP-1 were affirmatively recommended by the Tulsa Metropolitan Area Planning Commission on March 8, 1995 and approved by the Tulsa City Council on April 6, 1995.

Development Area A was initially approved for commercial development, and this major amendment proposes the division of Development Area A into three development areas (Area A-1, Area A-2, Area B, and Area C), and allocation of commercial floor area and modification of height and setbacks.

*Staff Comment: The conceptual plan provided in this package does not illustrate the final site plan or landscape plans, some plan revisions should be expected during the final site, landscape and sign plan approval process. Specifically additional sidewalks and parking for bicycles will be required during the detailed site plan process. At this time there is no significant earthwork considerations that are expected to affect the development of this site however site grading considerations may affect the conceptual plan and additional requirement may be imposed during the site plan approval process.*

**PUD 531-A Development Standards:**

The initial Development Area - A include the following:

Land Area Net:	10.77 acres
Permitted Uses:	As permitted by right within a CS District.
Maximum Floor Area:	108,900 SF
Maximum Building Height:	35 FT
Minimum Building Setbacks:	
From centerline of Mingo Road	100 FT
From centerline of 81st Street	100 FT
From north boundary	50 FT
From east boundary	10 FT

Proposed development standards of the revised Development Area A-1 are as follows:

Land Area Net:	3.69 acres
Permitted Uses:	As permitted by right within a CS District.
Maximum Floor Area:	90,000 SF
Maximum Building Height:	120 FT
Minimum Building Setbacks:	
From east boundary	20 FT
From other boundaries	10 FT

26.4



Proposed development standards of the revised Development Area A-2 are as follows:

Land Area Net:	.92 acres
Permitted Uses:	As permitted by right within a CS District.
Maximum Floor Area:	20,073 SF
Maximum Building Height:	40 FT
Minimum Building Setbacks:	
From 81 <sup>st</sup> Street	100 FT
From other boundaries	10 FT

Proposed development standards of the revised Development Area B are as follows:

Land Area Net:	4.77 acres
Permitted Uses:	As permitted by right within a CS District.
Maximum Floor Area:	104,008 SF
Maximum Building Height:	40 FT
Minimum Building Setbacks:	
From centerline of Mingo	100 FT
From centerline of 81st Street	100 FT
From other boundaries	10 FT

Proposed development standards of Development Area C are as follows:

Land Area Net:	1.38 acres
Permitted Uses:	As permitted by right within a CS District.
Maximum Floor Area:	30,127 SF
Maximum Building Height:	40 FT
Minimum Building Setbacks:	
From centerline of Mingo	100 FT
From other boundaries	10 FT

Lighting:

All building mounted lighting within 100 FT of the north boundary shall be shielded and 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 in the residential area north of the site.

Additionally, as a part of the Detail Site Plan review, an accurate Lighting Plan illustrating light poles and fixtures with a Photometric Plan will be provided illustrating height and fixtures facing down and away from the residential area. A Photometric Plan must be provided which does not exceed zero foot candles at the northerly boundary of the Project.

Parking lot fixture height shall be limited to 25 feet.

**Trash and mechanical equipment areas:**

All trash and mechanical equipment areas (excluding utility service transformers, pedestals or equipment provided by franchise utility providers) including building mounted, shall be screened from public view in such a manner that the same cannot be seen by a person standing on any part of the property line at ground level.

Trash dumpster areas shall be screened by a masonry construction with steel doors. The doors shall be covered with an appropriate covering containing a minimum of 95% opacity on the gate frame.

**Access and circulation:**

The Project will have three (3) vehicular access to East 80<sup>th</sup> Street South and may have a shared access through the property east of this site and ultimately to East 81<sup>st</sup> Street South providing additional internal connectivity.

Pedestrian and other non motorized circulation systems shall encourage pedestrian and bicycle connectivity from the existing residential projects in the area.

Bicycle parking shall be provided for a minimum of 10 bicycles near the major entrances of the facility.

Other existing development standards pertaining to Development Area A as initially set forth within Planned Unit Development N0. 531 and Corridor Conceptual Site Plan Z-6034-SP-1, and not above modified, shall remain applicable.

**STAFF RECOMMENDATION:**

This major amendment is in harmony with the Comprehensive Plan of the City of Tulsa and the expected development pattern of this area including the original PUD-531.

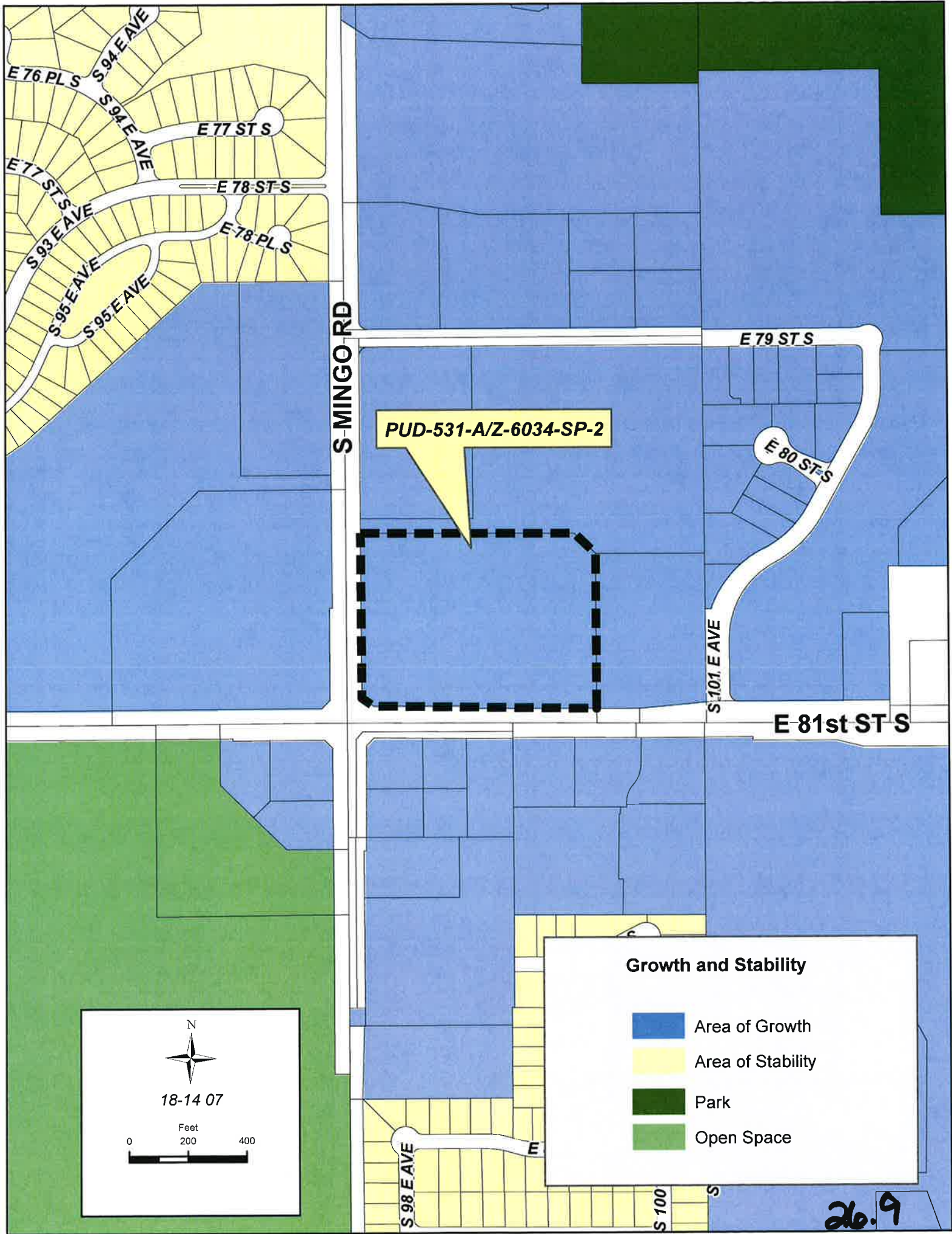
The Development is in harmony with the PUD Chapter of the City of Tulsa Zoning Code.

Therefore **staff recommends approval** of PUD-531-A as outlined in the Applicants Statement, Development Standards and exhibits referenced above.

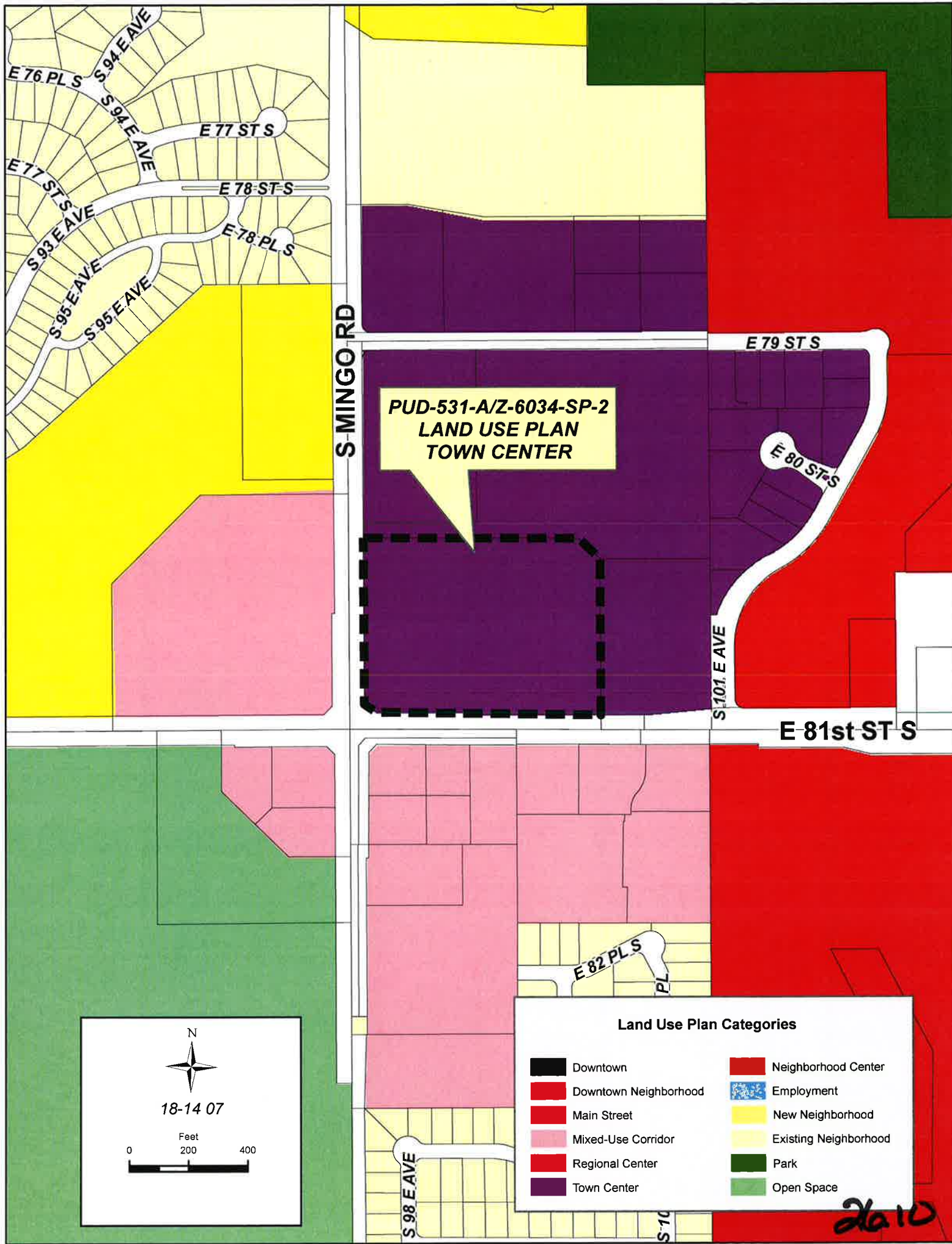
11/06/13

26.8









**PUD-531-A/Z-6034-SP-2  
LAND USE PLAN  
TOWN CENTER**

#### Land Use Plan Categories

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

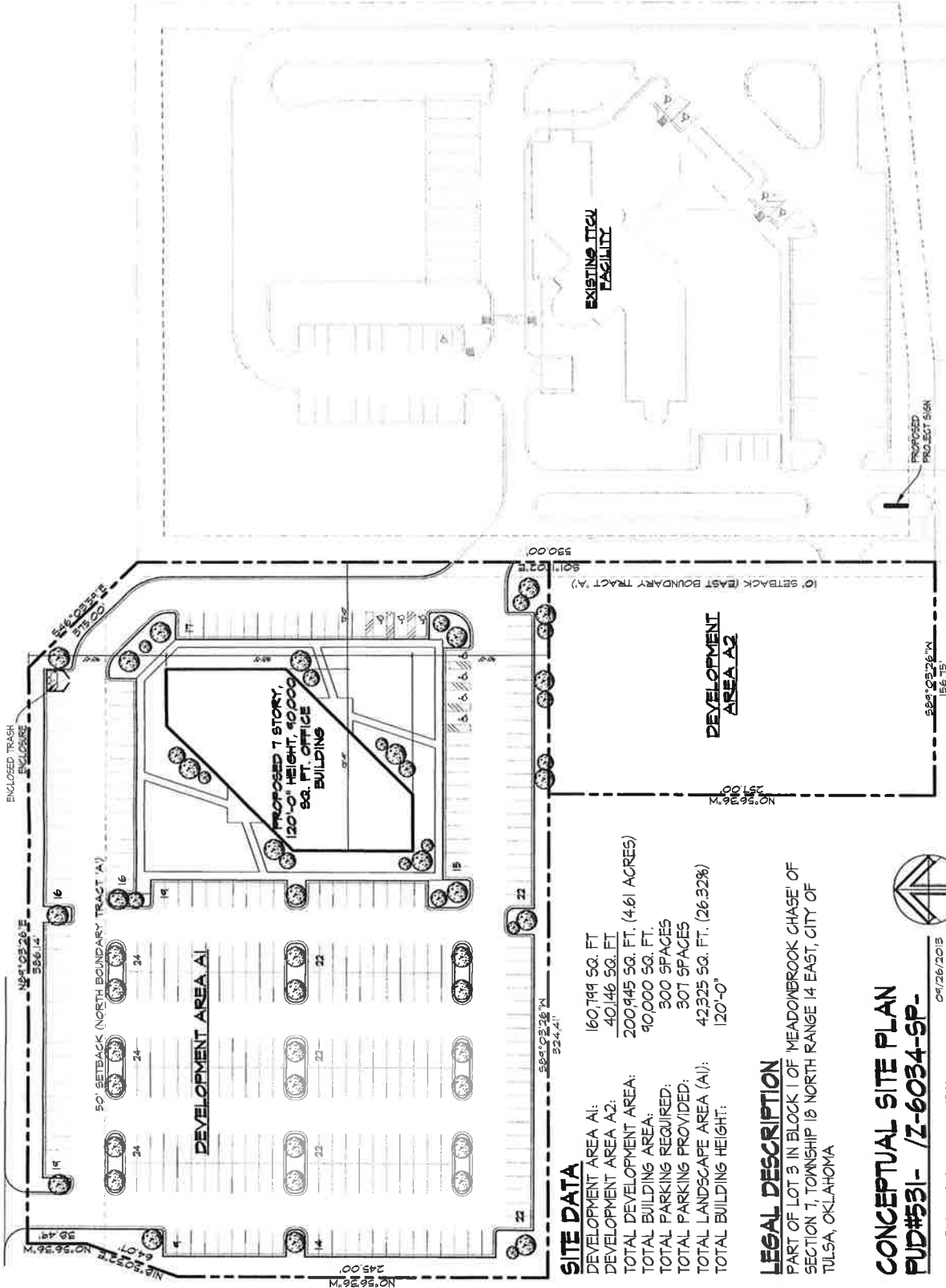


18-14 07

Feet  
0 200 400

2610





**SITE DATA**

DEVELOPMENT AREA A1:	160,749 SQ. FT.
DEVELOPMENT AREA A2:	40,146 SQ. FT.
TOTAL DEVELOPMENT AREA:	200,945 SQ. FT. (4.61 ACRES)
TOTAL BUILDING AREA:	90,000 SQ. FT.
TOTAL PARKING REQUIRED:	300 SPACES
TOTAL PARKING PROVIDED:	307 SPACES
TOTAL LANDSCAPE AREA (A1):	42,325 SQ. FT. (26.32%)
TOTAL BUILDING HEIGHT:	120'-0"

**LEGAL DESCRIPTION**

PART OF LOT 3 IN BLOCK 1 OF MEADOWBROOK CHASE OF SECTION 7, TOWNSHIP 18 NORTH RANGE 14 EAST, CITY OF TULSA, OKLAHOMA

**CONCEPTUAL SITE PLAN**  
**PUD#531- /Z-6034-SP-**

04/26/2013



EAST 21ST STREET SOUTH







## TMAPC

November 6, 2013

### *The 6<sup>th</sup> Street Infill Plan Amendments*

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**Item:** Consideration of adoption of *The 6<sup>th</sup> Street Infill Plan* amendments

**Background:** In response to a February 1, 2013 amendment application to the 6th Street Infill Plan, TMAPC staff presented the items to the TMAPC at a February 20, 2013 Work Session. According to "Policies and Procedures and Code of Ethics of the Tulsa Metropolitan Area Planning Commission," such requests must be presented to the TMAPC who will determine whether to initiate the proposed amendment. The TMAPC considered eight (8) items for initiation at their March 6, 2013 meeting and voted to initiate five (5) of the amendments.

These five (5) were presented at an August 21, 2013, TMAPC Work Session for discussion. The Pearl District Business and Property Association voiced their intent to resubmit the three (3) proposed amendments that were not previously initiated. As a result, TMAPC asked that all initiated items - the original five (5) plus any or all of the additional three (3) – be brought back together for a future public hearing.

On August 29, 2013, the Pearl District Business and Property Association made an official Comprehensive Plan Amendment Application for three (3) items. These proposed amendments items are similar, although not identical, to the items that were not initiated by TMAPC on March 6, 2013. On September 18, 2013, TMAPC voted to initiate the remaining three (3) amendments. At that meeting, the TMAPC expressed the desire for the Pearl District Business and Property Association and the Pearl District Association to meet and work toward agreement on amendments prior to the hearing date.

Since the September 18, 2013 TMAPC meeting, the Pearl District Business and Property Association and the Pearl District Association met and began working toward agreed upon definitions and subarea boundary alternatives. In addition, staff has worked with the applicant and received a revised map and definitions, including modifications to the *Residential Revitalization* and *Mixed Use Infill* subareas, as well as new definitions (where they did not previously exist) for the *Auto Oriented Commercial* and *Manufacturing Warehousing* subareas.

**Amendment Requests:** The following section outlines each amendment request submitted by the applicant as (a) and staff's recommendation as (b). Maps illustrating the original 6<sup>th</sup> Street Infill Plan Land Use Plan Map (Attachment I), the applicant's request (Attachment II); and staff recommendation (Attachment III) are at the end of this staff report.



### **Amendment Request 1:**

- (a) **Applicant's request:** Clean up inconsistencies between subarea maps and land use map on p. 84 of The 6<sup>th</sup> Street Infill Plan.
- (b) **Staff recommends approval** of applicant's request to correct the inconsistencies by:
- Reconciling the boundaries and titles of the subarea maps with the land use map on p. 84 of *The 6<sup>th</sup> Street Infill Plan*; and
  - Distinguishing between "existing" and "planned" flood control areas.

### **Amendment Request 2:**

- (a) **Applicant's request:** Amend the Plan and the Map so that all industrial zoned properties (IL and IM) be planned within the Industrial Subarea (Manufacturing Warehousing).
- (b) **Staff recommends extending the Manufacturing Warehousing subarea in the area between E. 2<sup>nd</sup> Street and E. 1<sup>st</sup> Street where the Auto-Oriented Commercial subarea currently exists.** Staff recommends approval of extending the *Manufacturing Warehousing* subarea into this area primarily because East 1<sup>st</sup> Street in this location is a one-way (eastbound) street with limited access; therefore not ideal for the current *Auto-Oriented Commercial* subarea. Although a significant portion of this area is residential, it is isolated from any larger existing or future residential or mixed use area.

Staff recommends no increase in the other areas proposed for expansion of the Manufacturing Warehousing based on the need to reflect the vision for the future, not necessarily represented by the present zoning designation or land use. A portion of the proposed changes to increase the *Manufacturing Warehousing* subarea would result in a reduction of the *Mixed Use Infill* subarea, which is defined as "Residential, Commercial, Office, Manufacturing, Warehousing. Reuse of existing structures, smaller-scale, compatible, high-quality infill." Therefore, manufacturing and warehousing uses in those areas are supported by the *Mixed Use infill* subarea. A change from *Mixed Use infill* area to a single use does not accomplish the vision of a mixed use community that supports the addition of future residential and commercial uses.

Earlier this year (2012), an extensive amount of mapping and field work was done by TMAPC and City of Tulsa Planning Department staff to prepare an Industrial Land Use Study with the purpose of evaluating the proposal to expand the Manufacturing Warehousing subarea. The existing *Manufacturing Warehousing* subarea (per Land Use Map in "*The 6<sup>th</sup> Street Infill Plan*") and the proposed *Manufacturing Warehousing* designation were mapped to determine the area to be studied. The study area constituted the area proposed for expansion of the Manufacturing Warehousing designation and made up three distinct geographic areas. Staff evaluated several factors in the three (3) study areas including:



- Existing zoning on the properties;
- Land use classifications per the Property Assessor's Office;
- Physical survey to confirm Property Assessor's data; and
- Conformity of existing structures with existing Zoning Code front building setback requirements.

In general, the findings showed:

- not all parcels within the study areas are zoned industrial;
- there is no set pattern of land use in any of the three (3) study areas; and
- many non-residential buildings in the study areas do not meet the required building setbacks, thus are existing legal non-conforming structures.

This is clearly an area of transition, with no specific development pattern emerging at this time. There are some industrial uses, but the area is not currently dominated by industrial character.

#### **Amendment Request 3:**

- Applicant's request:** Amend the Map to remove all properties east of the center line of South Utica Avenue and south of the center line of East 11th Street South from the plan area.
- Staff recommends approval** of applicant's request to amend the map boundary to the centerline of South Utica Avenue and East 11<sup>th</sup> Street South.

#### **Amendment Request 4:**

- Applicant's request:** Amend Plan language regarding street closures, as proposed below:

##### ***16.9 Street Alignment and Streetscaping***

"The 6th Street neighborhood is laid out on a grid pattern, with several local streets feeding into the arterial streets of 11th Street, 6th Street, Utica Avenue, and Peoria Avenue. The existing grid pattern efficiently promotes accessibility for both vehicles and pedestrians via many routes. As important, the rectangular blocks circumscribed by this grid provide an efficient starting point for the restoration and rebuilding of this neighborhood.

The 6th Street Task Force acknowledges that some changes to the grid may be required to accommodate parks, ~~and~~ ponds, paths, ~~and community~~ institutional, multifamily, and commercial uses and that this ~~perhaps will~~ involve the closing of some streets and introduction of a few new curvilinear streets. But it is hoped that these changes will be minimal. The Task Force wants the streets to retain the characteristics of a traditional urban neighborhood in certain subareas. ~~and does not want new street patterns to~~



~~emulate the confusing maze of dead ends so often found in modern suburban neighborhoods.~~ Street closures should be allowed to permit larger-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds, and where the impact of street closure will be minimal."(page 70, 71)

**16.9.1.1.1** Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, when necessary for larger-scale development or projects that require controlled access, creation of detention ponds, or where the impact of a street closure is minimal, street closures should be allowed. (page 71)

(b) **Staff recommends alternative language:**

- 1) adding a broader clarification about the purpose of the Plan to address the applicant's concern:

"This Plan is not regulatory in nature, rather a guide for future regulations. The Plan should also act as a policy guide for development proposals; however, each development proposal must be evaluated on its' own merit based on unique site conditions." (add under "3. Recommended Changes in Development Policy" on page 14); and

- 2) adding a revised version of the applicant's request:

"16.9.1.1.1 Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, where the impact of street closure is minimal, it may be appropriate for larger-scale development or creation of detention ponds." (page 70)

The applicant proposes modifications to *16.9 Street Alignment and Streetscaping*, which summarizes the 6th Street Task Force findings in the years leading to the Plan's adoption in 2006. It is not appropriate or necessary to modify past findings at this time. When reviewing development proposals, staff consults plan recommendations for guidance, not other narratives throughout the Plan.

Other Plan language in Section 16.9.1 (page 71), Goal 16.9.1.1.1 states: "Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained." The existing Plan language, as well as the proposed language, allows the flexibility to take into account situations where maintaining the grid system may not be feasible. It is the Form-Based Code that requires that the connectivity of the street grid, specifically intersection alignments, be maintained.



#### **Amendment Request 5: WITHDRAWN BY THE APPLICANT**

- ~~(a) **Applicant's request:** A form based code may not be appropriate in all of the plan area. Especially, a form based code that wastes land, limits and restricts parking, limits the size of building floor plates, on the one hand restricts building height along arterial streets and on the other require such buildings to be at least two (2) stories in height, permits buildings without any or even adequate parking, fails to recognize existing land uses, requires street walls and fails to recognize the importance of the automobile in the success and vitality of the Planned Area. Recommendation: Consider adopting an abbreviated and streamlined version of a form based code with concepts similar to those recently adopted City of Chicago for use along certain arterial streets. Such concepts would allow buildings to be build back from the street with pedestrian-oriented features such as street walls and landscaping.~~
- ~~(b) **Staff recommends no change to The 6<sup>th</sup> Street Infill Plan** in response to this request since the request is to re-examine some of the details in the existing Form Based code. City of Tulsa Planning staff has engaged a consultant to re-evaluate the Form Based Code and draft an abbreviated version.~~

#### **Amendment Request 6**

- (a) **Applicant's Request:** Amend the Map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage, be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- (b) **Staff recommends approval of a portion** of the applicant's request – to include Utica Avenue south of railroad tracks and E. 11<sup>th</sup> Street between Utica Avenue and Peoria Avenue in the *Auto Oriented Commercial* subarea. These roadway segments are identified as Urban Arterials on the Major Street and Highway Plan and are on the perimeter of the Plan area. In addition, E. 11<sup>th</sup> Street is Route 66, which was intended for heavy automobile travel.

Staff is not recommending approval of an *Auto-Oriented Commercial* subarea designation north of E. 6<sup>th</sup> Street on Peoria Avenue at this time since it is a key internal corridor adjacent to and connecting pedestrian areas. This could represent a major shift in intent of the vision of the Plan and staff would look to an agreement for that change by both the Pearl District Business and Property Association and the Pearl District Association.



## **Amendment Request 7:**

(a) **Applicant's Request:** Amend Plan language regarding parking as proposed below:

### ***16.2.4. Parking Philosophy***

"An area-wide parking strategy should at its core reflect the following understanding: 1) Additional off-street parking will facilitate reuse of existing structures, and 2) On- street parking is beneficial for businesses, people in cars, and pedestrians (through indirect traffic calming effects). Generally, in Mixed Use and Redevelopment subareas, off-street parking areas should be located behind principal structures. Good design (access, landscaping, screening, setbacks, etc.) can provide an adequate buffer between commercial and abutting residential properties. ~~Vast expanses of off-street parking are not appropriate for this neighborhood.~~ An inadequate supply of off-street parking is not appropriate for this or any neighborhood. Shared parking in a pedestrian-oriented, mixed-use area is an inherent design benefit. Commercial areas, residential developments, churches, and institutions, should work together to provide maximum efficiency and minimum amounts of land. Formal association among property owners is encouraged so that revenue and incentives can be focused on creating structured parking. There should be no reduction in required parking as specified in the Tulsa Zoning Code until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code. Until such time, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment." (page 59)

(b) **Staff recommends alternative language:**

- 1) adding a broader clarification about the purpose of the Plan to address the applicant's concern:

"This Plan is not regulatory in nature, rather a guide for future regulations. The Plan should also act as a policy guide for development proposals; however, each development proposal must be evaluated on its' own merit based on unique site conditions." (add under "3. Recommended Changes in Development Policy" on page 14); and

- 2) adding a revised version of the applicant's request:

### ***16.2.4 Parking Philosophy***

"An area-wide parking strategy should at its core reflect the following understanding: Additional off-street parking will facilitate reuse of existing structures, and 2) On- street parking is beneficial for businesses, people in cars, and pedestrians (through indirect traffic calming effects). Generally, off-street parking areas should be located behind principal structures. Good design (access, landscaping, screening, setbacks, etc.) can provide an adequate buffer between commercial and abutting residential properties. Vast expanses of off-street parking are not appropriate for this



neighborhood. Shared parking in a pedestrian-oriented, mixed-use area is an inherent design benefit. Commercial areas, residential developments, churches, and institutions, should work together to provide maximum efficiency and minimum amounts of land. Formal association among property owners is encouraged so that revenue and incentives can be focused on creating structured parking. There should be no reduction in required parking as specified in the Tulsa Zoning Code, unless a variance is granted by the Board of Adjustment, until such time as parking facilities or enhanced public transportation are available, or new incentives are included in the Tulsa Zoning Code." (page 59)

**Amendment Request 8:**

(a) **Applicant's Request:** Amend Plan map to expand the *Residential Revitalization* subarea to "provide for more diverse housing types" and revise/add definitions:

- Adding the word "diverse" to the definition of the *Residential Revitalization* subarea;
- Adding a definition for *Auto-Oriented Commercial* subarea as: "Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region."
- Adding a definition for *Manufacturing Warehousing* subarea as: "Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities."
- Deleting the term "high quality" from the definition of *Mixed Use Infill* subarea, since it is the goal and understanding that all future development in the area meets that standard, not only that in the *Mixed Use Infill* subarea.

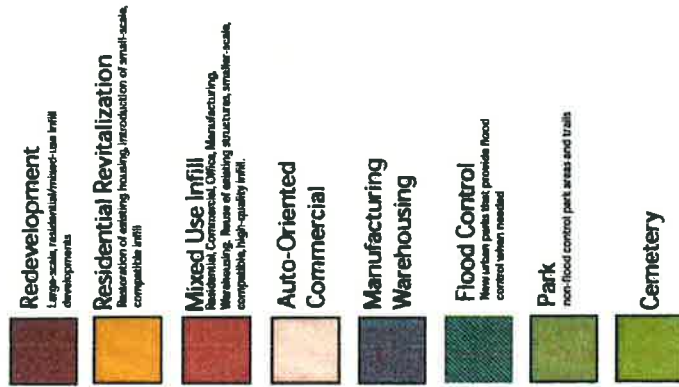
(b) **Staff recommends approval** of the applicant's request to extend the *Residential Revitalization* subarea and revise/add land use definitions on the Plan map.



# Attachment I The 6th Street Infill Plan Map

Page 84

## Legend:



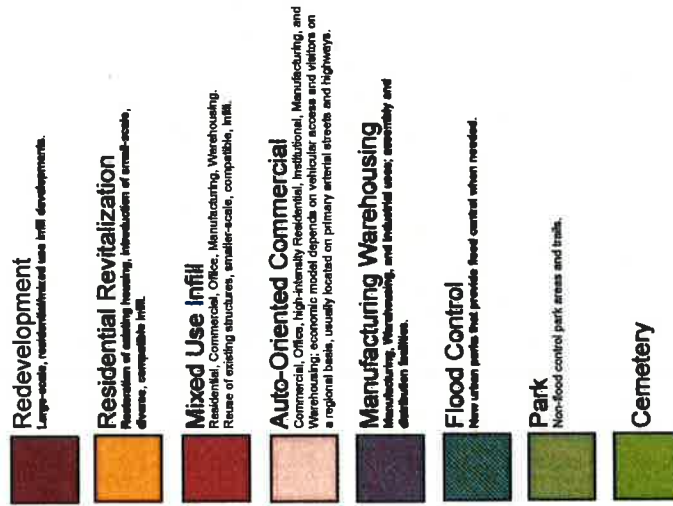
27.8



# Attachment II Applicant's Request

MANUFACTURING WAREHOUSING I-244 FRONTAGE

## Legend:

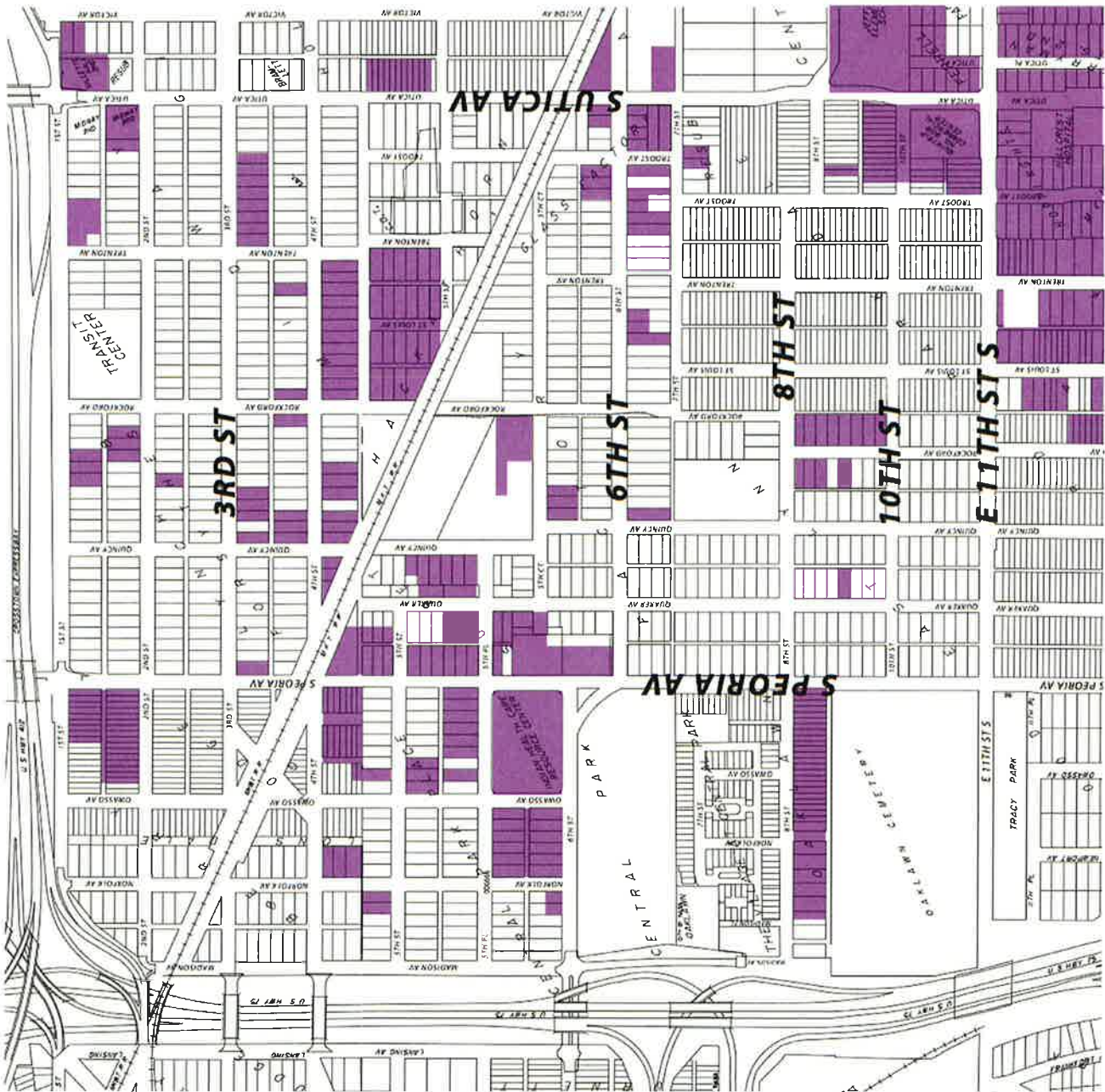


27.9



# PEARL BUSINESS & PROPERTY OWNER ASSOCIATION MEMBERSHIP MAP

MEMBERS



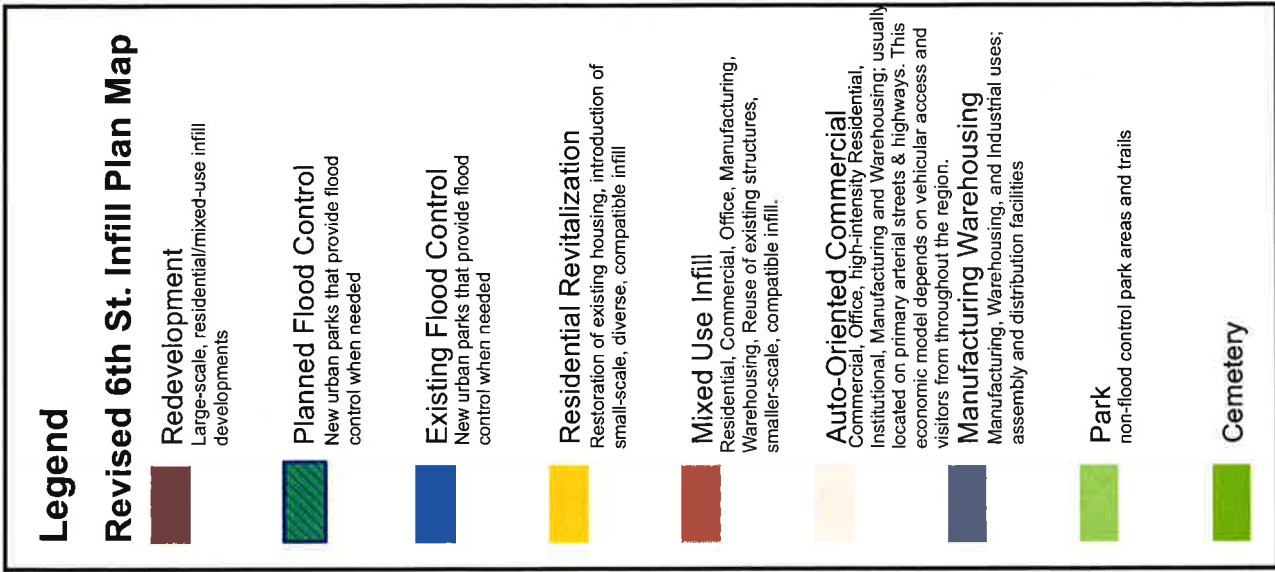
27.10



# Attachment III Staff Recommendation



0 375 750 1,125 1,500 Feet



27 11









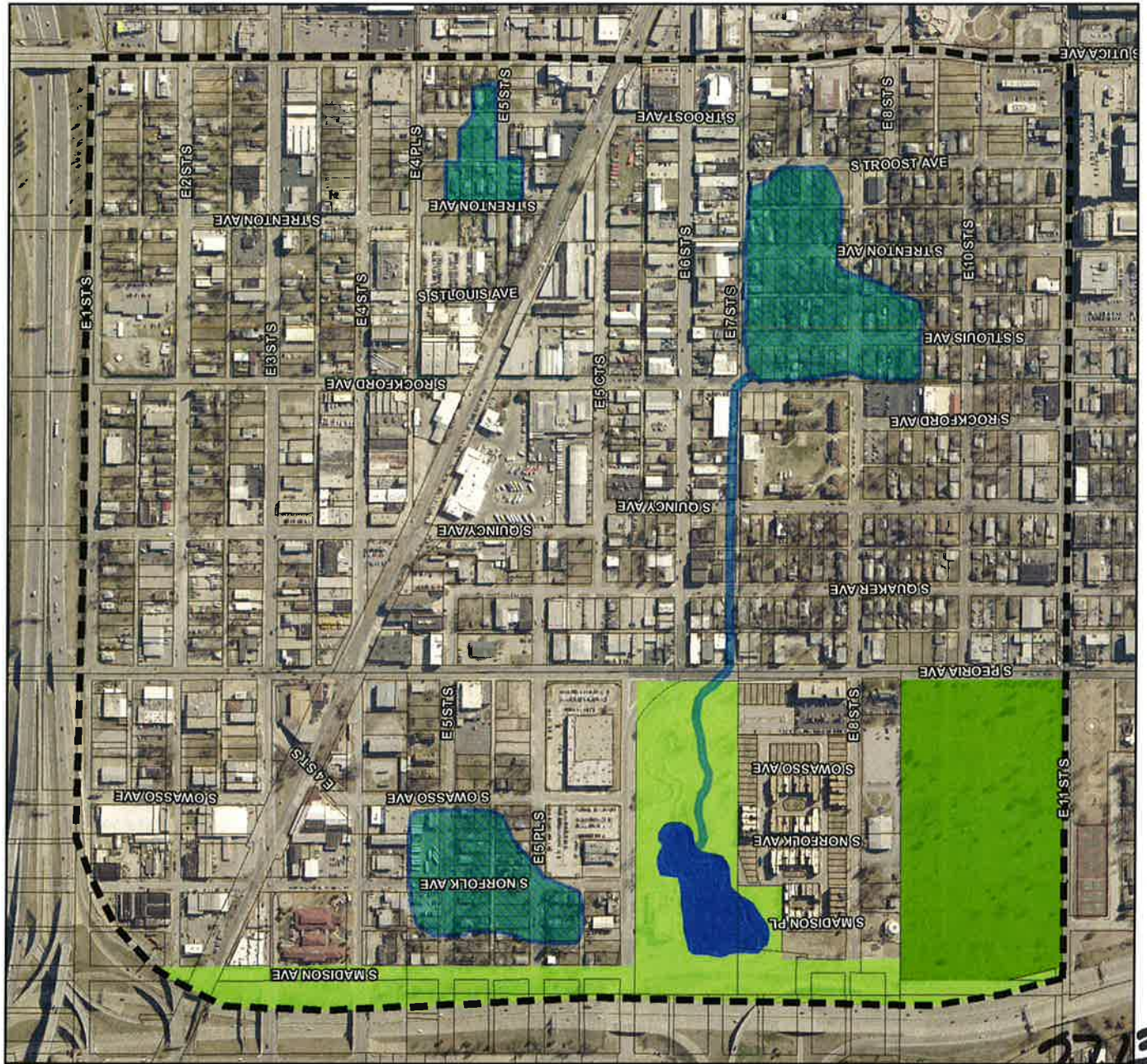
**Legend**

 Cemetery

 Planned Flood Control  
New urban parks that provide flood control when needed

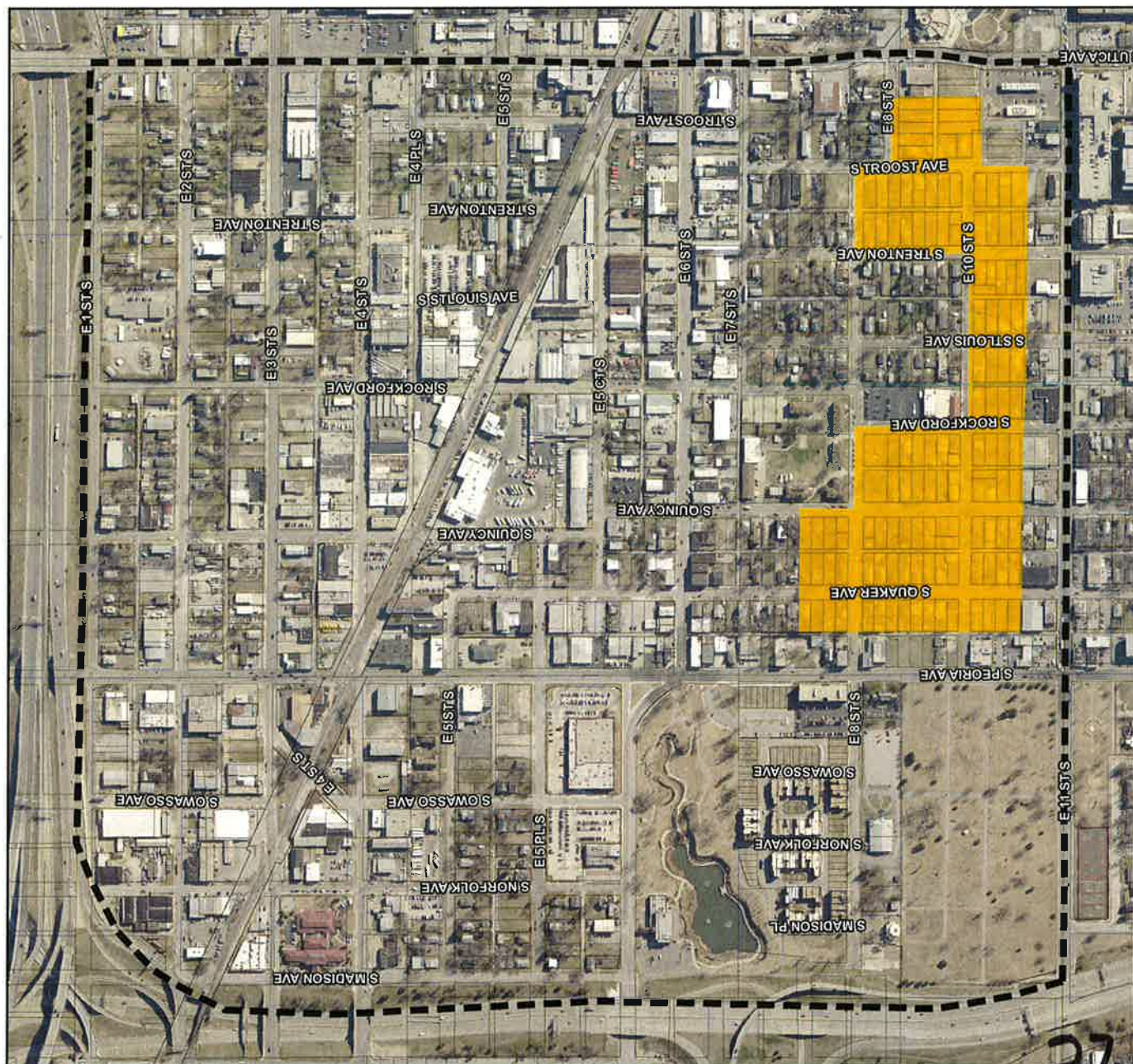
 Existing Flood Control  
New urban parks that provide flood control when needed

 Park  
non-flood control park areas and trails



27.13





## Legend

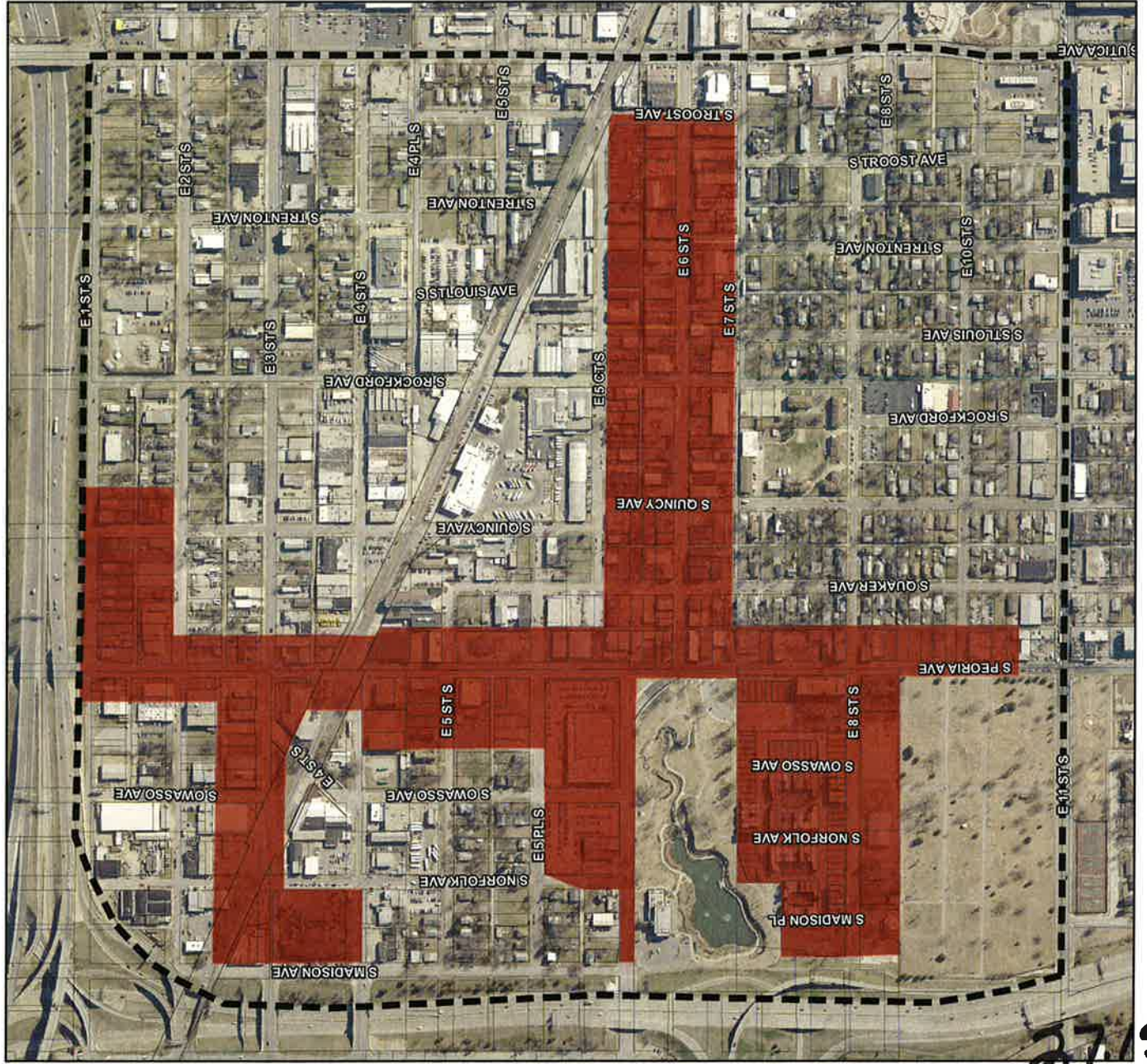
## Residential Revitalization

### Restoration of existing housing, introduction of small-scale, compatible infill

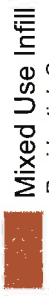


1,500





# Legend

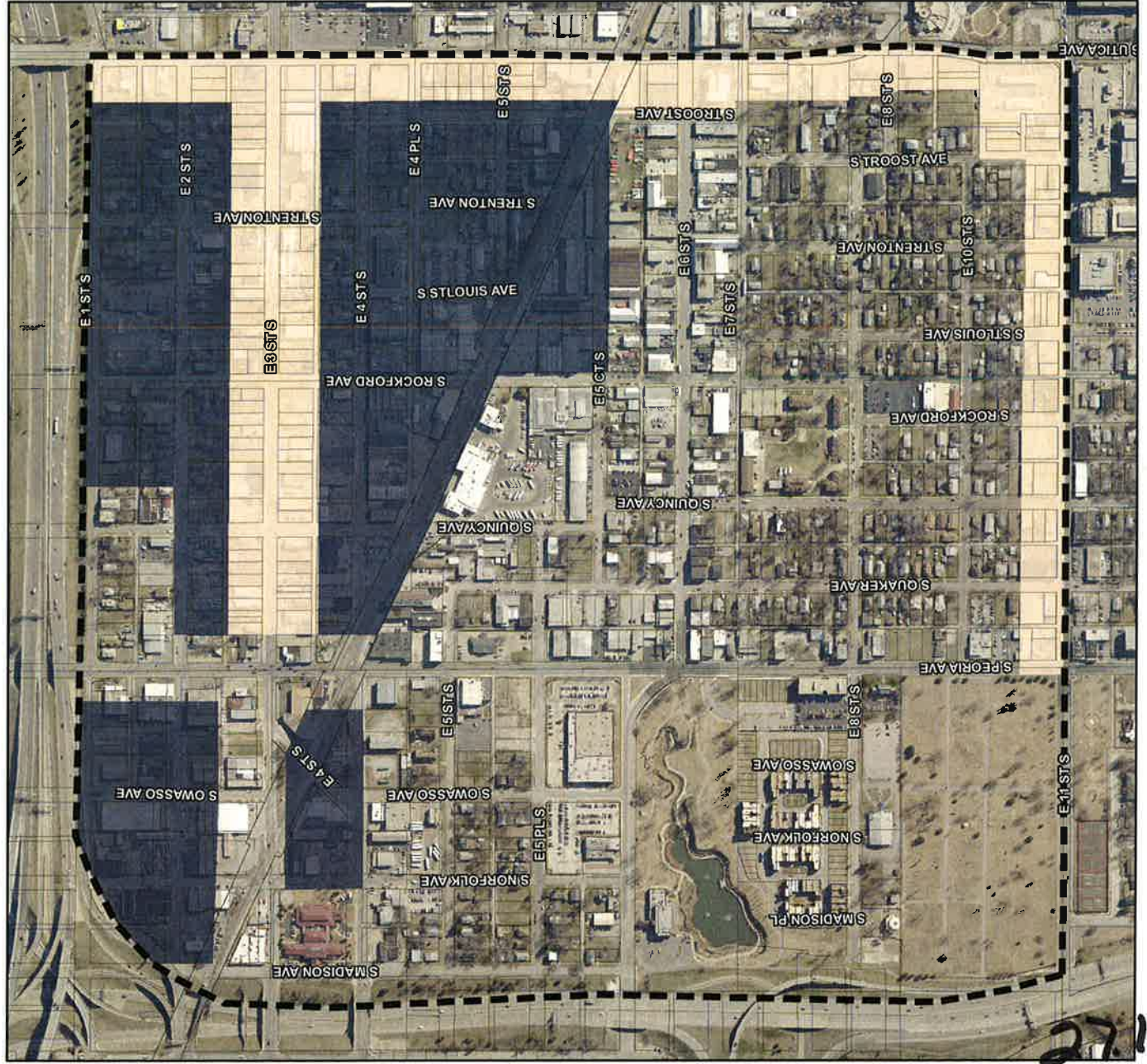


Mixed Use Infill  
Residential, Commercial, Office, Manufacturing,  
Warehousing, Reuse of existing structures,  
smaller-scale, compatible, infill.



27.15





# Legend



**Auto-Oriented Commercial**  
Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region.



**Manufacturing Warehousing**  
Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities.



2716



## Huntsinger, Barbara

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**From:** Josh Ritchey [joshritchey@gmail.com]  
**Sent:** Friday, September 20, 2013 7:53 PM  
**To:** Huntsinger, Barbara  
**Subject:** Pearl District Advice

Good Evening Ms. Huntsinger,

I'm not sure if this is the appropriate channel, but I'd like to be able to write, call, or meet with the members of the TMAPC. Are you able to distribute this email to them? Is there any process for setting up informal meetings to discuss plans for the neighborhood?

I was unable to attend the meeting on Wednesday but I have now watched it online. I just can't understand what is happening with the 6th St Infill Plan.

There is no need to address the "this group said that, that group said this." None of that is important. The sides don't need to work anything out. There isn't anything to be worked out. The Pearl District Association and everyone that actually lives, eats, and works in the district wants the plan to stay the same. The applicants seemingly want to change the plan to suit their needs with no regard to the overall vision for the neighborhood or the needs of the residents and small business owners.

I am a life long Tulsan (graduate of Hale High School) and an attorney (Graduate of TU Law). I started my own business in 2008 and it has grown and grown to the point where I needed to move it out of our house and find a proper office.

My wife and I were very excited about the development in the Pearl District and once we found out about the Comprehensive Plan and the mixed use zoning along Peoria we started searching for property in the area.

In 2012 we purchased 4 lots at 5th and Peoria. We began developing the lots for a new business and converted the old building on the front lot into our mixed use home and office for my business. We love it here.

I can't understand why we are constantly hearing about one group (very small in numbers with very loud voices) trying to change everything. They are catered to as if they represent the majority of the neighborhood. They do not.

The commission never hears from our side because we all work. We work very hard. How can all the residents and small business owners in the pearl district come to the weekday afternoon meetings and ask the commission to please follow through on the plan they already agreed to and that we have all been relying on? How can we attend weekday afternoon meetings held by the Pearl District Business Association? We work during the day. We can't afford to hire lawyers to lobby on our behalf. We just have to trust that our best interests will be represented by our elected officials. We are ordinary people combining our efforts to build an extraordinary neighborhood.

So now here I am. I will adjust my work schedule to come to all of these meetings and make our opinions known. I never thought this would be necessary, but somehow all of these changes keep moving forward. Now these 3 amendments that basically create an entirely new plan are going to be considered.

## FIVE QUICK POINTS



1) The mixed use infill plan is perfect as written. Everyone that is already here can keep doing what they are doing. If someone wants to buy up empty lots, they can develop those lots with respect to the plan. The plan is very diverse and allows for many types of new construction. It is not a restrictive plan in the least. Has anyone asked the applicants what the current plan actually prevents them from doing?

2) I am about to begin construction on a permanent structure for our new business. If my lots are changed to Auto oriented manufacturing then all development of this amazing area will stop, mine included. We will just have a vast sea of parking lots. I've convinced all of my college friends to move back here from Austin and Denver and now it looks like we just want to turn this URBAN area into a sprawling suburb. I don't want to live in the suburbs. My house is .8 miles from the Blue Dome! Eventually we should have enough development that you can't tell when you've left downtown and entered the pearl district. Why are we treating this urban area like a suburban industrial zone?

3) How much money does the city make on parking lots? Not much. Property taxes on all of these empty lots the huge companies are buying amount to nothing. They sit empty and collect broken glass bottle shards from vagrants. The houses they have bought and left to ruin are a haven for squatters and prostitution.

In the less than a year since we've been in the neighborhood all of the small businesses have developed and built and cleaned and IMPROVED!

I will have the math prepared by the next meeting, but a small multi-unit retail/housing development will make millions for the city over the same span of time one of the parking lots will make a few thousand.

4) Why would the current auto body shops want more auto oriented zoning? Do they want 10 more auto businesses competing with their business? Has anyone asked them? No one wants to take cars off of Peoria. More people in the area walking around, shopping, eating, and working makes the area safer and is great for the auto and industrial businesses.

**5) Most Importantly**, this is truly a special neighborhood. My wife and I are in this neighborhood 7 days a week, 24 hours a day. I eat here. I work here. I shop here. I live here. The applicants that want to change everything are here for 8 hours a day. 5 days a week (not including holidays). Then they drive back home and don't give my neighborhood another thought.

Can't we please listen to the people that LIVE here. Isn't our voice equally if not MORE valuable?

This is our neighborhood and we are so proud of the infill plan and the development that has already started. Please do not change the infill plan.

Thank you so much.

Looking forward to meeting all of you at the next meeting.

Josh

Joshua Ritchey  
Live Event Trivia  
1.888.7-TRIVIA to book  
[www.LiveEventTrivia.com](http://www.LiveEventTrivia.com)



## Huntsinger, Barbara

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**From:** Julian Morgan [jemorgan5000@gmail.com]  
**Sent:** Friday, September 20, 2013 10:50 PM  
**To:** Huntsinger, Barbara

Hello,

My husband and I own 4 lots at the corner of 5th street and Peoria. The West half of our property is being used as an off leash dog park for the community. The building is our home and office for his business. I am also a board member of the Pearl District Association.

In the latest TMAPC hearing on the 6th Street Infill Plan, it was said that my husband and I did not respond to communications and cancelled scheduled meetings. That statement is false and bordering on slander.

I am a small business owner and my husband is an attorney. We make our living based on our reputation.

I don't completely understand the relevance of who didn't meet with who, etc however now I feel I need to defend myself.

Here is the actual timeline of my only interaction with the Pearl Business Association via Katy Brown:

9/1 - i filled out the generic info request on their website and asked "how much are dues and what is the process to become a member?"

9/4 - Katy brown emailed in response to my inquiry an invitation to coffee to discuss their organization. We set that meeting for 9/11.

9/11 - met kathy for coffee and she showed my husband and me the maps of what they proposed for the area. josh and i told her what we were envisioning for our property and why the pedestrian aspect is so important for our business. We said that we would like to attend one of their regular meetings.

9/15 - i emailed kathy to ask what time and where the next regular meeting was.

9/16 - She responded (and included thom) that it was that day at 11:30 at Indian Health. I wrote her that I would not be able to go to their meeting, but Thom would like to go if his work scheduled permitted it. Thom quickly replied that he would not be able to go because of work but was looking forward to attending them in the future.  
Daytime meetings are nearly impossible for my husband and I to attend because our Pearl Businesses are open during those times.

At Wednesday's meeting it was made to look like they reached out to us, set a special meeting for us and we cancelled. As you can see I reached out to them, met with Katy, and asked to attend one of their regularly scheduled meetings, and then was unable to attend their meeting.

This all seems petty to me, but again my reputation is something I take very seriously and I wanted to take a minute to clarify.

Thank you for your time,  
Julian Morgan



## **Pearl District Improvements**

Monday, October 14

3:00 pm

15<sup>th</sup> Floor, City Hall

### TIF District Process

- Baseline value is set; everything above is captured and given back for public improvements. Includes both property and sales tax.
- Existing TIF for Pearl has expired and been closed out.
- Large property construction or large retail driver is beneficial.
- Pearl associations should create list of anything coming on the books, what development will be recurring; then sit down to discuss feasibility before application process.
- Associations will need to collaborate on priorities of projects.
- Dwain stated that now is the time to do this.

### Homeless

- Community Service Council and Mental Health Association are working together on initiatives, but cannot do it without the help of the City and neighborhood.
- "Way Home for Tulsa" – outreach program for those on the streets.
- Panhandling – separate from homelessness. Majority of homeless do not panhandle. Most panhandlers have a home & job, this is additional income.
- Soon to own 25 housing properties in 16 neighborhoods. Goal is to move homeless from streets to shelters to homes.
- 6,500 people (men, women, & children) move through Tulsa shelters in a year.
- What we can do:
  - Send a rep to the CSC meetings.
  - Take a housing tour beforehand.

### Prostitution / Drugs

- Struggle with the Pearl as it is a transient area. As Kendall Whittier neighborhood has been "cleaned up," probable some of their issues have moved to Pearl.
- Prostitutes likely live in the neighborhood. Majority of activity is between 11<sup>th</sup> and 8<sup>th</sup> Streets, Trenton and Troost.
- Efforts have been made with search warrants where prostitutes live; most come back.
- Most drug, meth houses are between 2<sup>nd</sup> and 4<sup>th</sup> Streets.
- TPD currently makes two sweeps per week to address drunks and panhandlers. If police presence is consistence, it moves the problem.
- Boarded up buildings & houses – they are making entry from the rear. Stay alert and report any issues.
- Crime is down 7-8% from last year; larceny makes up majority of crime in District.
- What we can do:



- Report problems right away so TPD can address them. Call Crime Stoppers 918-596-COPS or Mayor's Action Line 918-596-2100.
- Establish neighborhood crime watch. Carol Bush can help set up. Carol and TPD will attend association meetings to provide information.

#### Code Enforcement / Neighborhood Clean Up

- Cleaning up neighborhoods starts with positive approach, changing mindsets.
- Crutchfield "A Brush with Kindness" – partnership between Tulsa Habitat for Humanity, City of Tulsa, Crutchfield Neighborhood Association, and Hilti. Postcards sent to all residents, neighbors helping neighbors. <http://www.tulsa Habitat.org/volunteer/brush-with-kindness/>
- Possible volunteers to help with clean-up efforts: faith-based organizations, TU students, high schools (mandatory service hours).
- Slum landlords sometimes need to be dealt with in creative manner ("interventions").
- What we can do:
  - Schedule clean-up day for spring (City dumpsters booked through end of 2013. Can get free dump pass in the meantime for special projects).
  - Coordinate date with animal control – they sweep area week before clean-up day to ensure area is safe from animals.
  - Send postcards to all residents and business owners in the Pearl. Laura Hendrix can provide labels or Word file with addresses.
  - Send press release to Tulsa World to let the city as well as Pearl residents/owners know of the event and the positive effect of these endeavors.
  - Get to know neighbors, help neighbors in need.

#### Animal Welfare

- Have not identified Pearl as problem – don't get many calls for our district.
- Have 6-7 officers for entire city. Strictly response based now.
- During Crutchfield clean up, went door to door to perform animal count, sterilization and shot check. Wrote 300 citations in June during these efforts.
- What we can do:
  - See a stray or aggressive animal, call Mayor's Action Line 918-596-2100. Emergency after hours, call 911.
  - Schedule sweep one week before Pearl clean-up day.

#### Lighting / Sidewalks

- New street lights on hold for now (3-5 years already). There are 300 locations for new lighting on waiting list now.
- Sidewalks are responsibility of landowner. Currently, large backlog of sidewalk issues with the City. Are ranked in order of importance – arterial vs. non-arterial, ADA, etc.
- What we can do:
  - Call Mayor's Action Line 918-596-2100 to add lighting needs to waiting list.
  - Contact AEP to report street light outages - (888) 218-3919 or



<https://www.psoklahoma.com/outages/report/StreetlightProblem.aspx>

- Call Mayor's Action Line 918-596-2100 to address issues with sidewalks, will be ranked and added to list.
- Photograph images of poor sidewalks, inventory list, send to City.

#### Alleyways

- Improved alleyways – owned by City.
- Unimproved alleyways – deeded back to property owners.
- What we can do:
  - Give Ron Teeters a heads up before clean-up day. Will coordinate clean-up of alley with our efforts.
  - Before clean-up efforts, coordinate drug education with TPD so volunteers know what to watch out for.
  - Work with neighbors, landlords to add PSO lights to alleyways.

#### Attendees:

Brooke Hamilton, PDBPOA  
Joe Westervelt, PDBPOA  
Katy Brown, PDBPOA  
Julian Morgan, PDA

Dwain Midget, COT Community & Economic Development  
Captain Robert Heidlage, TPD  
Laura Hendrix, COT WIN  
Bob Jackson, COT WIN  
Kevin Cox, COT WIN  
Tim Cartner, COT WIN  
Jean Letcher, COT Tulsa Animal Welfare  
Tracy Nyholm, COT Traffic Ops  
Brent Stout, COT Engineering Services

Jim Lyall, Community Service Council  
Mike Brose, Mental Health Assoc  
Alex Aguilar, Mental Health Assoc



**Miller, Susan**

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**From:** t.maximos.crowe@gmail.com on behalf of Thom Crowe [thom@indieemporium.com]  
**Sent:** Tuesday, October 15, 2013 9:47 AM  
**To:** Miller, Susan  
**Cc:** Dave; Jamie Jamieson; Julian Morgan; Matt Eber; Donald Jessup; Rachel Navarro; Amanda Chea; Renee Nordholm  
**Subject:** Re: 6th Street Infill Plan

Dear Susan

We have had great conversations with the Pearl District Business and Land Owners about the 6th Street Infill Plan and are really making some great steps working together. I understand that the TMAPC is looking to address these issues on November 6th and have a letter officially requesting postponing this hearing because we are working on drafting a response and some of our key members will not be able to attend the November 6th hearing. As much as we regret asking for the postponement, I would hate for some of those who have been a part of this process for over a decade to miss such an important meeting.

To Whom It May Concern,

The Pearl District Association has been meeting with the Pearl District Business and Land Owners Association to discuss issues in the area and to attempt to reach a consensus; we've made some great headway. The meetings have been positive, but we, the Pearl District Association, would like to request a delay to the November 6<sup>th</sup> hearing to afford our Board an additional two weeks to work and draft a response. We believe this additional time will give us an opportunity to reach a consensus so that we are not discussing and negotiating during the hearing. In addition, key members of the Pearl District Association, some of whom have dedicated countless hours over the last decade working on this plan, will not be in town on November 6<sup>th</sup> and since the 6<sup>th</sup> Street Infill Plan is so crucial to our community, we would like for them to be present.

By affording us the additional two weeks on the hearing, we will have time to draft a full response, give the PDBLO time to respond, and continue working together.

Sincerely,

Thom Crowe  
President, Pearl District Association

**Thom Crowe**

Mobile: [918.346.5014](tel:918.346.5014) |  
[thom@indieemporium.com](mailto:thom@indieemporium.com) | [twitter.com/thomcrowe](https://twitter.com/thomcrowe)



Please consider your environmental responsibility. Before printing this e-mail message, ask yourself whether you really need a hard copy.





Mr. Joe Westervelt, Ms. Katy Brown

Pearl District Business & Property Owners Association

325 East Quincy

Tulsa, Oklahoma 74120

*Tuesday, October 15, 2013*

Dear Mr. Westervelt,

Thank you for meeting with us on October 8th. We were encouraged by the progress we made.

Having discussed the issues within the Pearl District Association since the meeting the purpose of this letter is to follow up (i) on the points you made, and (ii) with a number of questions on the requests made in your group's various letters, including your proposed map amendments. We have taken time to explain our reasonings below too, which is why this letter is so long - hoping this helps to move the discussion forward.

First, to address the points you raised in the meeting that we were not able to discuss in any detail:

***Non-conformance/Financing:*** You mentioned that the IHCRF would have difficulty financing further expansion if it is 'legally non-conforming' to a new zoning (i.e. the form-based) Code. *Have any of your members had a problem securing a bank as a result of legal non-conformance?*

In any event the 6th St. Plan, which is the subject of the present discussion, has no effect on conformance to a Code, so this is not really relevant at this stage.

While the form-based code is secondary to the present discussion 'legal non-conformance' has posed no problems with Lenders or insurers for property owners and businesses in the Pearl District Association - at least one of whom has recently secured finance for expansions within a property that has been 'non-conforming' for decades.

Many Pearl District properties have been legally non-conforming since the introduction of zoning in the 1970s, and since 2000 not a single owner has ever mentioned to the PDA this being a problem for them. Further, when insurance and financing was raised as a possible problem a year or so ago alongside other objections to the form-based code, we asked around to see if anyone had had a problem, and they hadn't. We believe the issue was laid to rest at that time.

***The form-based code:*** You urged us not to use the term 'form-based code' claiming that it is 'dead'. *How so?* The FBC was adopted as Title 42 (b) of the Zoning Code in April, 2011, and it has applied to a portion of the Pearl District ever since. Again, while the FBC is secondary to the present discussion it is necessary and central tool for the realization of the several, integrated and adopted plans that apply to



the Pearl District. It is a proven tool nationwide and is not something which Tulsa should fear. Even Owasso has adopted a form-based code.

It is also not something that has crept up on us unawares:

- The FBC was anticipated in the 1999 Infill Task Force Report (in which I understand you served on the Neighborhood Compatibility committee), which gave birth to the 6th St. Task Force, and which called for, among many other good things, 'planning and zoning policies which enhances residential neighborhoods'.<sup>1</sup>
- Likewise the 2004 Elm Creek Master Drainage Plan Update references the integration of flood mitigation with the development of neighborhood plans for revitalization.
- The 2006 6th. Street Plan itself makes the case for a form-based code approach.<sup>2</sup>
- The 2010 Comprehensive Plan makes the case repeatedly for updating Tulsa's zoning and references the specific advantages to be gained for a FBC, and references form-based codes.
- INCOG's 2011 Regional Transit System Plan has important ramifications for compact, transit-oriented development such as that proposed in the 6th St. Plan.

Without the above integrated and carefully-wrought plans, it would be difficult for business owners to determine with any confidence whether to invest in the Pearl District.

**The CoT Planning Department:** You seemed keen that we exclude the City's Planning Department from our conversation. *Why is this?* It seems inappropriate to exclude the professionals whose role is to provide expert guidance to the TMAPC in fulfillment of its duties with regard to the Comprehensive Plan.

**Parking (Your request no. 3) :** Would you provide your rationale for the request to retain zoning's stringent parking requirements? We ask this because the PDA is regularly asked to support property owners seeking parking variances in order to be able to conduct their business. We have done so on each occasion and every such request has been granted by the BOA. There have been zero ill effects as a result of any of these variances. Quite the contrary, new, dynamic businesses have been able as a result to open up in the Pearl District. But it is time-consuming for PDA members and it is expensive for applicants. We see a lot of on-street parking places in the neighborhood too. We agree with your group that it is a good idea to plan to provide city-owned parking in the future, as (we hope) occupancy in the Pearl increases; which is why this is included in the 6th St. Plan.

Mass transit services are also scheduled for substantial improvement at Peoria Avenue, which will ease parking demand, particularly among young people and the elderly.

The only real beneficiaries of zoning's parking requirements seem to us to be attorneys paid to represent Variance applicants. It certainly wastes the time of the BOA Board members.

Does your group, like us, not find parking requirements to be an unnecessary intrusion into the operations of property owners?



### ***Proposed Map Changes***

Moving on to your group's proposed amendments to the Map that provides guidance for development in the Pearl, we have the following questions:

**To change from 'commercial' to manufacturing' at 1st. St.:** This street is very visible to the 70,000 or so people who drive along I244 every day, which presents a retail and commercial opportunity close to where the people in cars already are. *Why does your group seek to replace it with manufacturing, which requires no such visibility?* We note that your proposals also include the creation of more, so-called auto-oriented areas in places where there are far lower traffic counts *Could you explain this to us?*

**To change the designation of 6th St east and south of Rockford from 'mixed use infill' to 'manufacturing':** We much appreciated your agreement at the meeting that this area should remain as mixed use infill.

**MTTA Area:** You propose that the area around MTTA also revert to Manufacturing Warehousing. In developing the adopted Plan we identified this as a prime candidate for transit-oriented, residential development, given its location next to the BA railroad (for which the long-term plan anticipates substantial investment) and its ideal location for access to Peoria bus routes and to the proposed Bus Rapid Transit system on Peoria. At least one significant, current real estate listing close by favors the kind of housing solutions sought by the Plan.

A TOD would boost re-population, sharply increase City sales tax, property taxes and boost re-development of retail and other businesses in the surrounding area.

*Could you explain why your group considers low-density manufacturing warehousing to be a better idea in a place for which substantial public investment is planned?*

**Residential Revitalization south of the East Pearl detention pond:** Your group's amendment proposal for this area is for low-density residential development around and close to the east pond, whereas the current plan calls for much more compact, residential development. There is very little compact, walkable, residential development in Tulsa, and this project presents a prime opportunity to develop an affordable, mixed-income neighborhood around what will be a very distinctive, if not genuinely unique, urban waterway system. As a catalyst for redevelopment and re-population close to the city's core the opportunity here is unmatched. Again, a dense urban neighborhood will produce a much better return on taxpayers' dollars over the years - as well as providing urban housing of the sort preferred by many millennials, baby-boomers and seniors. So our question here is: *why would the City want to favor low density around a major public investment (in flood mitigation and in revitalization)?*

**11th St.:** The Plan calls for mixed use infill, but your group's proposal is that this be changed to 'auto-oriented' commercial.

11th Street has far less traffic than 1st St., for which your group states a preference for manufacturing, despite the fact that it has several times the amount of traffic that 11th St. does.

The Utica North small area plan sponsored by Hillcrest recommends mixed-use buildings, a traditional Main Street treatment on 11th St., buildings of up to four stories, stores at street level. It advocates



transit-friendly corridors and wide sidewalks. It makes recommendations for design guidelines too. All this indicates that a traditional, Main Street approach is entirely appropriate for this traditional, Route 66 thoroughfare. Further, 11th St is identified in the Comprehensive Plan as a priority for investment in a streetcar route, which would benefit - among others - Hillcrest patients, the businesses around it and the adjacent neighborhoods on all sides.

We note that a number of new businesses are moving into the 1920s, traditional, 'form'-based buildings on 11th St., and we are very encouraged by that. They are doing so in part *because of* the 6th St. Plan as it presently stands.

Would you explain the thinking behind your 'auto-oriented' proposal in the context of the above?

**Your Proposal to change West Pearl Pond/Peoria/6th St to 'Auto-oriented Commercial' :** This general area is destined for a stormwater detention pond akin to the East Pearl pond, and similarly compact housing around it, for all the same good reasons that apply to the East Pearl pond. Peoria Ave. lends itself to mixed use infill in what is a transit-oriented corridor adjacent to Downtown. In our view IHCRC's apparent desire for a parking-dominated, low density 'campus' should not be preferred over the return on investment to be generated for tax-payers by a compact, healthy, walkable neighborhood in which IHCRC could play a constructive, progressive and distinguished part. We would welcome that. Surely parking is a very inferior use of land around an expensive public amenity, offering little return on tax dollars. Can you explain to us how designating it as 'auto-oriented' suits the context, advances the Comprehensive Plan and provides a sustainable return on public investment associated with the pond, and how it advances the Plan's Vision?<sup>3</sup>

The area is already advancing towards mixed-use infill, aided by the traditional, 'form'-based design and placement of the 'plains commercial' buildings in the area, including the VFW, the Phoenix and others on 6th St. - not to mention the Village At Central Park which contains a wide range of homes in a traditional, walkable neighborhood. Importantly, 6th St. into Downtown has very little traffic indeed, so to designate it 'auto-centric' makes little sense, even in its current condition.

**Street Closures:** your group requested clarification of the 6th St Infill Plan's recommendations to retain the traditional urban grid and to avoid the closure of streets. The TMAPC has recognized the inappropriateness of closing streets, given that established urban design practice is to retain the permeability of neighborhood streets, to avoid culs de sac and superblocks - particularly where a healthy, walkable, urban neighborhood is the desired outcome. Could your group explain to us the reasons why IHCRC could not fulfill its development plans within the existing grid system advocated by both the 6th St. Plan and more recently by the Utica North small area plan?

**Affordable Housing:** We seem to be on the same page as your group with regard to the need for affordable housing; which is why we are puzzled by the request for low density housing development around the east pond and by your group's proposal to sharply reduce both housing density (which is likely to push prices up) and to reduce the amount of land designated for housing, replacing it with auto-oriented commercial. We know that there is a real demand in Tulsa as elsewhere for affordable urban housing. Would you explain these apparent contradictions?



**Definitions** On the Map you propose:

- (i) **'Residential Revitalization'**: you propose adding the word 'diverse' to the term 'Residential Revitalization'. In itself we think the addition is fine, unless it is a code word intended to legitimize low-density, suburban-style development. Would you clarify the desired outcome in this request?
- (ii) **'Mixed-Use Infill'**: Your group deleted the word 'high quality' from the definition. We agree that the term is not particularly meaningful without a more specific reference point, but our view is that it does convey to property owners, investors and developers that the Plan is intended to foster a neighborhood of resilient, long-lasting, well-built and well-designed homes conducive to developing a much more urban setting in the future. Would you clarify your thoughts in proposing the deletion of this term?
- (iii) **'Auto-oriented Commercial'**: We agree that this is a very unsatisfactory term that is difficult to pin down. Your group has made a valiant effort to do so, though we see some problems in its inclusion of 'high-intensity housing' in what sounds like an unappetizing, noisy and unsafe - for the pedestrian - environment in which the interests of the person in a car are put first and foremost. The problem, we think, is that the words used in the proposed definition connote the aggressively suburban and hostile environment found, for example, at 71st and Memorial. On the other hand, looking at the words as proposed by your group, we can see a form-based code as delivering benefits to the person arriving by car at least as well as the suburban model - and more safely. It would also be much more compatible with the surrounding neighborhoods. We are happy, if you agree, to let the planners determine an appropriate definition.

We look forward to hearing your group's thoughts on all the above points. Would you like to meet again to follow up?

Yours sincerely,



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Thom Crowe (President)

- cc. Julian Morgan (Secretary), Matt Eber (Vice-President), Lorenda Stetler (Treasurer),
- cci. Josh Butts, Jamie Jamieson, Donald Jessup, Rachel Navarro, Dave Strader, Michael Champlin (PDA Board members), Susan Miller (INCOG), Josh Walker (Chair, TMAPC), Dawn Warrick (City of Tulsa Planning Director)

<sup>1</sup> Report of the Infill Development Task Force: Summary (pp. 5-6), Land Use: Design (from p.13)

<sup>2</sup> 6th Street Infill Plan, pp. 12-14

<sup>3</sup> "To reinvent the art of city life in Tulsa. To develop from the grass-roots an urban neighborhood that is diverse, intriguing and charming; that adapts to the new realities of the 21st Century and has the character, humanity and convenience of the best, traditional cities; that offers a radical and attractive alternative to suburban living; where it is possible to work, play and shop without recourse to a car; where neighbors work to foster good schools and safe, attractive streets and civic spaces; and where a vibrant, civic environment is matched by enlightened public policies. To do all this before it is too late."



**Miller, Susan**

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**From:** Katy Brown [runslowgirl@gmail.com]  
**Sent:** Friday, October 18, 2013 11:29 AM  
**To:** Thom Crowe; Julian Morgan  
**Cc:** Joe Westervelt; Miller, Susan  
**Subject:** 6th Street Infill Plan - amendment items  
**Attachments:** response to Thom Crowe 10-16-13.pdf; ATT00001.txt

Hi Thom and Julian,

Please see attached. Thought it would be best to simply include our response within your document. Our comments are in red.

Best regards,

Katy

>

>



**Non-conformance/Financing:** You mentioned that the IHCRC would have difficulty financing further expansion if it is 'legally non-conforming' to a new zoning (i.e. the form-based) Code. Have any of your members had a problem securing a bank as a result of legal non-conformance?

In any event the 6th St. Plan, which is the subject of the present discussion, has no effect on conformance to a Code, so this is not really relevant at this stage.

While the form-based code is secondary to the present discussion 'legal non-conformance' has posed no problems with Lenders or insurers for property owners and businesses in the Pearl District Association - at least one of whom has recently secured finance for expansions within a property that has been 'non-conforming' for decades.

Many Pearl District properties have been legally non-conforming since the introduction of zoning in the 1970s, and since 2000 not a single owner has ever mentioned to the PDA this being a problem for them. Further, when insurance and financing was raised as a possible problem a year or so ago alongside other objections to the form-based code, we asked around to see if anyone had had a problem, and they hadn't. We believe the issue was laid to rest at that time.

Yes, this is an issue. In conversations IHCRC has had with their lending institution, it has been determined that financing with cross collateralization of a non-conforming use is indeed a problem. Other business borrowers in our District face similar problems with non-conformity.

**The form-based code:** You urged us not to use the term 'form-based code' claiming that it is 'dead'. How so? The FBC was adopted as Title 42 (b) of the Zoning Code in April, 2011, and it has applied to a portion of the Pearl District ever since. Again, while the FBC is secondary to the present discussion it is necessary and central tool for the realization of the several, integrated and adopted plans that apply to the Pearl District. It is a proven tool nationwide and is not something which Tulsa should fear. Even Owasso has adopted a form-based code.

It is also not something that has crept up on us unawares:

- The FBC was anticipated in the 1999 Infill Task Force Report (in which I understand you served on the Neighborhood Compatibility committee), which gave birth to the 6th St. Task Force, and which called for, among many other good things, 'planning and zoning policies which enhances residential neighborhoods'.<sup>1</sup>
- Likewise the 2004 Elm Creek Master Drainage Plan Update references the integration of flood mitigation with the development of neighborhood plans for revitalization.
- The 2006 6th. Street Plan itself makes the case for a form-based code approach.<sup>2</sup>
- The 2010 Comprehensive Plan makes the case repeatedly for updating Tulsa's zoning and references the specific advantages to be gained for a FBC, and references form-based codes.
- INCOG's 2011 Regional Transit System Plan has important ramifications for compact, transit-oriented development such as that proposed in the 6th St. Plan.

Without the above integrated and carefully-wrought plans, it would be difficult for business owners to determine with any confidence whether to invest in the Pearl District.

Form Based Code is not currently an issues with our 6th Street Infill Plan amendment items.

27.30



**The CoT Planning Department:** You seemed keen that we exclude the City's Planning Department from our conversation. **Why is this?** It seems inappropriate to exclude the professionals whose role is to provide expert guidance to the TMAPC in fulfillment of its duties with regard to the Comprehensive Plan.

We are the applicant in this process. The TMAPC has asked us to have discussions and see what consensus we can reach. They do not want to mediate, nor have they indicated they want the staff to mediate. This is clearly a matter between an applicant and interested parties.

**Parking (Your request no. 3) :** Would you provide your rationale for the request to retain zoning's stringent parking requirements? We ask this because the PDA is regularly asked to support property owners seeking parking variances in order to be able to conduct their business. We have done so on each occasion and every such request has been granted by the BOA. There have been zero ill effects as a result of any of these variances. Quite the contrary, new, dynamic businesses have been able as a result to open up in the Pearl District. But it is time-consuming for PDA members and it is expensive for applicants. We see a lot of on-street parking places in the neighborhood too. We agree with your group that it is a good idea to plan to provide city-owned parking in the future, as (we hope) occupancy in the Pearl increases; which is why this is included in the 6th St. Plan.

Mass transit services are also scheduled for substantial improvement at Peoria Avenue, which will ease parking demand, particularly among young people and the elderly.

The only real beneficiaries of zoning's parking requirements seem to us to be attorneys paid to represent Variance applicants. It certainly wastes the time of the BOA Board members.

**Does your group, like us, not find parking requirements to be an unnecessary intrusion into the operations of property owners?**

No. The Plan specifically states that there is not enough commercial parking in the Pearl. Our request is consistent with the Plan and our successful businesses have already experienced parking shortages.

### **Proposed Map Changes**

Moving on to your group's proposed amendments to the Map that provides guidance for development in the Pearl, we have the following questions:

**To change from 'commercial' to manufacturing' at 1st. St.:** This street is very visible to the 70,000 or so people who drive along I244 every day, which presents a retail and commercial opportunity close to where the people in cars already are. **Why does your group seek to replace it with manufacturing, which requires no such visibility?** We note that your proposals also include the creation of more, so-called auto-oriented areas in places where there are far lower traffic counts **Could you explain this to us?**

The majority of businesses on 1st Street, a one-way frontage road, are IL. Additionally, one of our members recently purchased five lots that will be developed for IL purposes.



**To change the designation of 6th St east and south of Rockford from 'mixed use infill' to 'manufacturing':** We much appreciated your agreement at the meeting that this area should remain as mixed use infill.

I believe you meant "to change the designation from 'manufacturing' to 'mixed use infill'." I'm glad with clarification of the definitions we were able to accommodate you.

**MTTA Area:** You propose that the area around MTTA also revert to Manufacturing Warehousing. In developing the adopted Plan we identified this as a prime candidate for transit-oriented, residential development, given its location next to the BA railroad (for which the long-term plan anticipates substantial investment) and its ideal location for access to Peoria bus routes and to the proposed Bus Rapid Transit system on Peoria. At least one significant, current real estate listing close by favors the kind of housing solutions sought by the Plan.

A TOD would boost re-population, sharply increase City sales tax, property taxes and boost re-development of retail and other businesses in the surrounding area.

Could you explain why your group considers low-density manufacturing warehousing to be a better idea in a place for which substantial public investment is planned?

Because significant dollars have already been invested by business owners in this area and we want to encourage additional job growth here. There is a shortage of manufacturing and warehousing in the city limits near the employment base. We have been exporting warehousing and manufacturing jobs to the suburbs for too many years; we need to change that trend.

**Residential Revitalization south of the East Pearl detention pond:** Your group's amendment proposal for this area is for low-density residential development around and close to the east pond, whereas the current plan calls for much more compact, residential development. There is very little compact, walkable, residential development in Tulsa, and this project presents a prime opportunity to develop an affordable, mixed-income neighborhood around what will be a very distinctive, if not genuinely unique, urban waterway system. As a catalyst for redevelopment and re-population close to the city's core the opportunity here is unmatched. Again, a dense urban neighborhood will produce a much better return on taxpayers' dollars over the years - as well as providing urban housing of the sort preferred by many millennials, baby-boomers and seniors. So our question here is: why would the City want to favor low density around a major public investment (in flood mitigation and in revitalization)?

There is significant area for high density development around the ponds. We recognize the need for some lower density housing within the Plan, to allow for a broader market appeal. We believe we need a mixture of lower and higher density uses. There is enough high density zoning to last for many years.

**11th St.:** The Plan calls for mixed use infill, but your group's proposal is that this be changed to 'auto-oriented' commercial.

11th Street has far less traffic than 1st St., for which your group states a preference for manufacturing, despite the fact that it has several times the amount of traffic that 11th St. does.

That is not a fair comparison. First Street is a one-way service road, while 11th is a major arterial street. The 11th & Utica intersection alone sees 32,000 cars per day. Additionally, City Council has earmarked \$300,000 to redevelop 11th Street—Route 66, the "Mother Road." Staff report suggests this is not an unreasonable request.



The Utica North small area plan sponsored by Hillcrest recommends mixed-use buildings, a traditional Main Street treatment on 11th St., buildings of up to four stories, stores at street level. It advocates transit-friendly corridors and wide sidewalks. It makes recommendations for design guidelines too. All this indicates that a traditional, Main Street approach is entirely appropriate for this traditional, Route 66 thoroughfare. Further, 11th St is identified in the Comprehensive Plan as a priority for investment in a streetcar route, which would benefit - among others - Hillcrest patients, the businesses around it and the adjacent neighborhoods on all sides.

We note that a number of new businesses are moving into the 1920s, traditional, 'form'-based buildings on 11th St., and we are very encouraged by that. They are doing so in part *because of* the 6th St. Plan as it presently stands.

Would you explain the thinking behind your 'auto-oriented' proposal in the context of the above?

Because the majority of businesses along 11th Street rely on the automobile to bring people to their location. Additionally, Staff has suggested that this might be an option, and for all the reasons stated above.

**Your Proposal to change West Pearl Pond/Peoria/6th St to 'Auto-oriented Commercial' :** This general area is destined for a stormwater detention pond akin to the East Pearl pond, and similarly compact housing around it, for all the same good reasons that apply to the East Pearl pond. Peoria Ave. lends itself to mixed use infill in what is a transit-oriented corridor adjacent to Downtown. In our view IHCR's apparent desire for a parking-dominated, low density 'campus' should not be preferred over the return on investment to be generated for tax-payers by a compact, healthy, walkable neighborhood in which IHCR could play a constructive, progressive and distinguished part. We would welcome that. Surely parking is a very inferior use of land around an expensive public amenity, offering little return on tax dollars. Can you explain to us how designating it as 'auto-oriented' suits the context, advances the Comprehensive Plan and provides a sustainable return on public investment associated with the pond, and how it advances the Plan's Vision?<sup>3</sup>

It makes no sense to leave these auto-oriented businesses wrongly classified in the Plan. IHCR had nearly 130,000 patient visits this past year. Of those, less than 3% came by bus. Future plans are for a wellness center which will greatly increase the number of patients arriving via the automobile.

Regardless, the west pond's location and size has yet to be defined; it is merely illustrated on the map until funding is determined and plans developed.

The area is already advancing towards mixed-use infill, aided by the traditional, 'form'-based design and placement of the 'plains commercial' buildings in the area, including the VFW, the Phoenix and others on 6th St. - not to mention the Village At Central Park which contains a wide range of homes in a traditional, walkable neighborhood. Importantly, 6th St. into Downtown has very little traffic indeed, so to designate it 'auto-centric' makes little sense, even in its current condition.



**Street Closures:** your group requested clarification of the 6th St Infill Plan's recommendations to retain the traditional urban grid and to avoid the closure of streets. The TMAPC has recognized the inappropriateness of closing streets, given that established urban design practice is to retain the permeability of neighborhood streets, to avoid culs de sac and superblocs - particularly where a healthy, walkable, urban neighborhood is the desired outcome. Could your group explain to us the reasons why IHCRC could not fulfill its development plans within the existing grid system advocated by both the 6th St. Plan and more recently by the Utica North small area plan?

We strongly disagree with your group's position on this. We believe street closures are imperative to attracting larger-scale institutional type users. Streets will also need to be closed around the detention ponds to accommodate odd-sized tracts of ground and larger users.

**Affordable Housing:** We seem to be on the same page as your group with regard to the need for affordable housing; which is why we are puzzled by the request for low density housing development around the east pond and by your group's proposal to sharply reduce both housing density (which is likely to push prices up) and to reduce the amount of land designated for housing, replacing it with auto-oriented commercial. We know that there is a real demand in Tulsa as elsewhere for affordable urban housing. **Would you explain these apparent contradictions?**

There is no contradiction. Revitalization of existing properties is more often less expensive than building new. Additionally, having more housing types (diverse housing) will allow for more rapid housing development in our District.

- (ii) **'Mixed-Use Infill':** Your group deleted the word 'high quality' from the definition. We agree that the term is not particularly meaningful without a more specific reference point, but our view is that it does convey to property owners, investors and developers that the Plan is intended to foster a neighborhood of resilient, long-lasting, well-built and well-designed homes conducive to developing a much more urban setting in the future. **Would you clarify your thoughts in proposing the deletion of this term?**

Diverse is clear as to its intended definition. There is room for all types of development in the Pearl.

**Definitions** On the Map you propose:

- (i) **'Residential Revitalization':** you propose adding the word 'diverse' to the term 'Residential Revitalization'. In itself we think the addition is fine, unless it is a code word intended to legitimize low-density, suburban-style development. **Would you clarify the desired outcome in this request?**

Everything is assumed to be high quality. Leaving in this term suggests that other areas would be low quality development



- (iii) **'Auto-oriented Commercial':** We agree that this is a very unsatisfactory term that is difficult to pin down. Your group has made a valiant effort to do so, though we see some problems in its inclusion of 'high-intensity housing' in what sounds like an unappetizing, noisy and unsafe - for the pedestrian - environment in which the interests of the person in a car are put first and foremost. The problem, we think, is that the words used in the proposed definition connote the aggressively suburban and hostile environment found, for example, at 71st and Memorial. On the other hand, looking at the words as proposed by your group, we can see a form-based code as delivering benefits to the person arriving by car at least as well as the suburban model - and more safely. It would also be much more compatible with the surrounding neighborhoods. We are happy, if you agree, to let the planners determine an appropriate definition.

The definition is clear in our request and what we will be proposing to Staff.

We look forward to hearing your group's thoughts on all the above points. Would you like to meet again to follow up?

The overall context surrounding your questions seems to indicate the progress we hoped for in our meetings is not being achieved. We would be happy to meet with you again at any time between now and November 6th to discuss these items.



Pearl District Business & Property Owners Association  
325 East Quincy  
Tulsa, Oklahoma 74120  
800-858-2651, Ext 260  
918-582-0086 facsimile

October 18, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, Oklahoma 74103

Dear Chairman Walker:

As you are aware, the two Pearl Associations have been meeting to discuss proposed definitions as well as our amendment items to The 6<sup>th</sup> Street Infill Plan. While we were hopeful for a consensus, or at the least some common ground in regards to these items, realistically, this may not occur.

TMAPC does not require a consensus. In fact, as you know, the Commissioners are not always in agreement. We plan to continue meeting with and responding to the Pearl District Association, but it may likely come down to the Commissioners making the decisions during the November 6<sup>th</sup> hearing.

It is our understanding the PDA has requested an extension to the hearing date that was set at the October 2<sup>nd</sup> TMAPC meeting. We respectfully request that the Planning Commission keep the hearing date for November 6<sup>th</sup> for our amendment items to The 6<sup>th</sup> Street Infill Plan. It is time to get this behind everyone so we may get back to work growing our businesses and improving the Pearl.

Respectfully submitted,

PEARL DISTRICT BUSINESS  
AND PROPERTY OWNERS ASSOCIATION, INC



Brooke Hamilton  
President

27.34



Pearl District Business & Property Owners Association  
325 East Quincy  
Tulsa, Oklahoma 74120  
800-858-2651, Ext 260  
918-582-0086 facsimile

October 30, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, Oklahoma 74103

Dear Chairman Walker:

Please find attached letters from members of the Pearl District Business and Property Owners Association. Thank you for taking the time to read through each of these personal accounts of how the Plan affects our businesses.

As requested, we have been meeting with members of the Pearl District Association. We will be sharing our outreach results at the November 6<sup>th</sup> TMAPC hearing.

Attached you will find our current membership map, as well as our latest recommended 6<sup>th</sup> Street Infill Plan map. The Infill map includes our recommended definitions, which have been approved by Staff. Please note on the Infill map, with the new definitions, we offered to change, after listening to Staff and the PDA, the entire 6<sup>th</sup> Street corridor to Mixed Use, as a show of good faith and compromise.

Also attached is our recommended language given to staff regarding parking and street closures, where it should be inserted in the Plan, and some minimal text changes to these sections as shown.

We respectfully request you to make the following amendments to the Plan:

- Amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill). (We have told Staff that Manufacturing/Warehousing or Auto-Oriented Commercial will be acceptable on I-244 frontage, given our current definitions.)
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time, any relief from parking



requirements should be obtained through processing a variance request through the Board of Adjustment.

- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

We are looking forward to a positive outcome at the November 6<sup>th</sup> hearing. Thank you all for your continued efforts to hear us and correct the Plan for the betterment of the Pearl District.

Respectfully submitted,

PEARL DISTRICT BUSINESS  
AND PROPERTY OWNERS ASSOCIATION, INC

A handwritten signature in blue ink, appearing to be 'BH' followed by a long horizontal stroke.

Brooke Hamilton  
President



## Parking

16.2.4 Parking philosophy - An area-wide parking strategy should at its core reflect the following understanding: 1) Additional off-street parking will facilitate reuse of existing structures, and 2) On-street parking is beneficial for businesses, people in cars, and pedestrians (through indirect traffic calming effects). Generally, in Mixed Use and Redevelopment subareas, off-street parking areas should be located behind principal structures. Good design (access, landscaping, screening, setbacks, etc.) can provide an adequate buffer between commercial and abutting residential properties. ~~Vast expanses of off street parking are not appropriate for this neighborhood. An inadequate supply of off-street parking is not appropriate for this or any neighborhood.~~ Shared parking in a pedestrian-oriented, mixed-use area is an inherent design benefit. Commercial areas, residential developments, churches, and institutions, should work together to provide maximum efficiency and minimum amounts of land. Formal association among property owners is encouraged so that revenue and incentives can be focused on creating structured parking. ~~There should be no reduction in required parking as specified in the Tulsa Zoning Code until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code. Until such time, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.~~

## Street Closures

### 16.9

The 6th Street neighborhood is laid out on a grid pattern, with several local streets feeding into the arterial streets of 11th Street, 6th Street, Utica Avenue, and Peoria Avenue. The existing grid pattern efficiently promotes accessibility for both vehicles and pedestrians via many routes. As important, the rectangular blocks circumscribed by this grid provide an efficient starting point for the restoration and rebuilding of this neighborhood.

The 6th Street Task Force acknowledges that some changes to the grid may be required to accommodate parks, ponds, ~~and~~ paths, ~~and community~~ institutional, multifamily, and commercial uses and that this ~~perhaps~~ will involve the closing of some streets and introduction of a few new curvilinear streets. But it is hoped that these changes will be minimal. The Task Force wants the streets to retain the characteristics of a traditional urban neighborhood in certain subareas. ~~and does not want new street patterns to emulate the confusing maze of dead ends so often found in modern suburban neighborhoods.~~ Street closures should be allowed to permit larger-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds, and where the impact of street closure will be minimal.

16.9.1.1.1 Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. ~~However, when necessary for larger-scale development or projects that require controlled access, creation of detention ponds, or where the impact of a street closure is minimal, street closures should be allowed.~~





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325 S Quincy, Tulsa OK 74120 • www.nameplatesusa.com

October 30, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, OK 74103

Dear Chairman Walker,

My name is Brooke Hamilton and I am the President at NPI, Nameplates Inc. Our third generation woman-owned business is celebrating our 40th anniversary this year. NPI manufactures chemically etched nameplates, as well as digital and screen printed products for heavy duty equipment, transportation, and aerospace. Our products are used for branding, safety/warnings and identification. We currently have 65 employees, 9 buildings, and 12 properties within the Pearl District.

I am currently the President of the Pearl District Business and Property Owners Association. This association was formed approximately two and a half years ago after our attempts to be heard as individuals were ignored by our District 4 City Councilman and staff at INCOG. I have been involved since inception, after learning of the plan to blanket our area with new zoning. It has been a journey to understand the language and terminology of what this Plan would mean if it had previously been accepted without understanding the consequences to our business.

I have attended all work sessions and meetings leading up to this point. This has been an eye opening experience...and I mean not one for the good. There is something wrong with what is going on! I have witnessed neighborhood associations speak out when they have a problem, they are recognized and heard. Even after all of this time it still feels as if INCOG and staff are ignoring us. Logically one could say that if this many people have a problem with what a few are requesting, then it is not a good idea. Without making the changes to the amendments as requested, NPI as well as members of our Association will be negatively affected. The future of how we do business is in your hands. I ask that you please amend the 6<sup>th</sup> Street Infill Plan.

I respectfully request that you help us protect our business by doing the following:

- Amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.

27.40





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- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

The TMAPC has done an amazing job of listening and hearing that there is something more going on here. The incredible amount of time and effort that has been expended on this subject matter has not gone unnoticed. Please know how much appreciation we have for the job you do.

With Respect,

Brooke Hamilton  
President





## The Center For Individuals With Physical Challenges



2013-2014 Board of Directors

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Whitney Pancoast

Lori A. Long, MHR, CFRE  
Executive Director

October 29, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, Oklahoma 74103

Dear Chairman:

It is my pleasure to represent **The Center for Individuals with Physical Challenges** as a member of the Pearl District Business and Property Owner Association. We joined the Association approximately one year ago in an effort to be more educated and informed about matters concerning our neighborhood and fellow businesses, including other non-profit and human service entities, of which several of our Center Members rely on for services.

**The Center for Individuals with Physical Challenges** is a non-profit agency in Tulsa that has been in existence for over 56 years. The Center, as we are commonly known, is a community recreation center serving over 1,000 individuals with a variety of mobility, sensory and dexterity challenges. We also serve a large population of individuals that are at a high risk of developing a life-changing physical challenge – those with diabetes, arthritis, hypertension, obesity and heart disease. We offer them affordable opportunities for physical fitness, leisure and recreational interests, adaptive sports, wellness and health education and a social network with a support system.

We have been involved with the Association through the process of looking at various amendments and the impact on our neighborhood. We respectfully request that the following items be amended in The 6<sup>th</sup> Street Infill Plan.

- Amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.



Partner Agency

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The above mentioned amendments are all important; however, the one that impacts us most is bullet point #3, which removes properties east of the center line of Utica Avenue from the plan. As we are not formally a part of the Pearl District, this makes the most sense by excluding us from their requirements.

Since joining the Association, it has become apparent that there is way too much time being spent on the matters at hand, time that SHOULD NOT be spent this way when we all have businesses to run. Rather, we as business and property owners desperately need to get back to OUR business and for me that means getting back to the focus of serving our 1,000 Center Members, leading my 15 employees and 50+ volunteers and managing a \$1.5 million organization that is changing lives. It is evident that if these amendments are passed, we in fact COULD get back to the business at hand, rather than having to monitor the work of others to ensure we are being looked out for.

We thank you for the attention to this matter and ask that our website be referred to if needed: [www.pearlbusinessassociation.com](http://www.pearlbusinessassociation.com). If I personally can be of any further assistance, please do not hesitate to contact me at (918) 794-4509 or [llong@tulsacenter.org](mailto:llong@tulsacenter.org).

Sincerely,

A handwritten signature in black ink that reads "Lori A. Long". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Lori A. Long, MHR, CFRE  
Executive Director



# hillcrest

HealthCare System

October 29, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, Oklahoma 74103

Chairman Walker;

Hillcrest Medical Center has been serving Oklahomans with access to high-quality, compassionate and innovative health care from our location at 11<sup>th</sup> and Utica for more than 95 years.

Today, more than 3,000 employees work at Hillcrest Medical Center. Every day, we have approximately 400 inpatients, 130 emergency room visits and hundreds of outpatient visits, guests and vendors on our campus. We are one of Tulsa's largest employers and tax payers.

We are proud to be a part of midtown Tulsa. From relationships with our local neighborhood associations and businesses to the investment of the Utica Midtown North small area plan, we are actively engaged in creating a successful and vibrant community for the residents and businesses that call it home.

Hillcrest Medical Center joined the Pearl District Business and Property Owners Association in 2012 after receiving conflicting information regarding our campus' inclusion in the 6<sup>th</sup> Street Infill Plan. Like many members of the Association, we felt our concerns and the best interests of the community were continuously being overlooked and preference was being given to a vocal minority who support the Plan.

The purpose of this letter is to again ask that the 6<sup>th</sup> Street Infill Plan be corrected to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South.

We also ask that you amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).

The current guidelines of the 6<sup>th</sup> Street Infill Plan assigned to these areas affect our ability to develop the Hillcrest campus while hampering heavy traffic in the area – specifically medical response vehicles traveling from I-244 to both Hillcrest Medical Center and St. John Hospital.

On behalf of the Pearl District Business and Property Owners Association, we also ask that you make the following amendments to the 6<sup>th</sup> Street Infill Plan:

- All industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are

27.44



provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.

- Provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

We believe the requested amendments to the 6<sup>th</sup> Street Infill Plan will lay the groundwork to ensure the Pearl District develops into a safe, successful and highly sought after area.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Gross', written over a horizontal line.

Kevin Gross, Chief Executive Officer  
Hillcrest HealthCare System



**Hillcrest Federal Credit Union**

**1635 E. 11<sup>th</sup> Street**

**Tulsa, Ok 74120**

**918 579-7998**

Mr. Josh Walker, Chairman

Tulsa Metropolitan Area Planning Commission

2 West Second Streets, Suite 800

Tulsa, Oklahoma 74103

Sir, Our credit union, which has been located at the corner of 11<sup>th</sup> and Utica since May, 2000, and as a member of the Pearl District Business & Property Owners Association, we are requesting that the following items be amended The 6<sup>th</sup> Street Infill Plan:

1. Amend the map to provide that all of South Utica Ave, all of East 11<sup>th</sup> Street South, South Peoria Avenue north of East 6<sup>th</sup> Street, and 1-24 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
2. All of the industrially zoned property is planned within the industrial and Mixed Use Subareas as per proposed plan map.
3. Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11<sup>th</sup> St. South from the Plan area.
4. Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities of enhanced public transportation are available, or new incentives are include in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance Request through the Board of Adjustments.

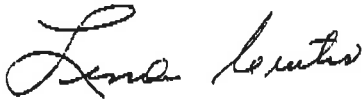
27.46



5. Provide more diverse housing types per proposed plan map.
6. Allow for street closures to permit larger scale projects and controlled access, such as the one for QuikTrip, which improved the entire corner of 11<sup>th</sup> and Utica as well as providing my credit union and El Rancho Grande with additional parking.

I would like to thank the Planning Commissioners for all their time and efforts.

Sincerely,

A handwritten signature in cursive script, appearing to read "Linda Curtis".

Linda Curtis, CEO

Hillcrest Federal Credit Union



# INDIAN HEALTH CARE

RESOURCE CENTER OF TULSA

October 29, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, Oklahoma 74103

Dear Chairman Walker:

Indian Health Care Resource Center of Tulsa, Inc., (IHCRC), is a 501(c)(3) nonprofit, comprehensive health care facility, governed by a local volunteer Board of Trustees. IHCRC has been committed to improving the health status of Indian people living in the Tulsa metro area since 1976. Our urban Indian clinic provides medical, dental, optometry, pharmacy, mental health, and substance abuse treatment. Members of any federally recognized tribe and their children under the age of 18 are eligible to receive care. With a staff of more than 135 employees, IHCRC serves over 10,000 patient visits per month from over 160 federally recognized Indian tribes and nations.

When IHCRC purchased the old Longfellow School property for our original 27,000 SF building at our current location, we were told by many that we were "not welcome in the Pearl District." Fourteen years later, over \$12 million invested, and today's 50,000 SF facility, there is no denying that IHCRC has been a catalyst for development of and a cornerstone in the Pearl District.

IHCRC has been an active member of the Pearl District Business and Property Owners Association since its inception. We and others in our organization have spent countless hours and dollars researching, speaking, attending meetings, and making known our concerns. It is time for us to get back to our businesses.

We are asking you to:

- Amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the Industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or

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Robby Jones  
(Cherokee)

David D. Moon, D.O.  
(Cherokee)

550 South Peoria Avenue  
Tulsa, OK 74120-3820  
918.588.1900  
918.582.6405  
www.ihcrc.org

27.48



new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.

- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

IHCRC has been acquiring property to the north of the clinic for a number of years in preparation for development of a Wellness Center. We have begun meeting with our architect to discuss ideas and concepts. It is imperative that Peoria be planned as Auto Oriented Commercial. IHCRC had nearly 130,000 patient visits this past year. Of those, over 95% came by car.

Additionally, street closures need to be permitted to allow for large projects such as ours. As you may recall, IHCRC attempted, but was denied closing Owasso for one block. Now over 135 employees must cross this street at least two times per day, while the street simply ends at 6<sup>th</sup> Street.

Further, parking is and will continue to be an issue in the Pearl. We have all seen the problems that downtown, Brookside, and Cherry Street continue to face with this. The proposed language protects the business owners, allows the City to provide options if/when they become available, and allows property owners variances when needed.

We sincerely appreciate the time and effort you and the Planning Commission have spent on The 6<sup>th</sup> Street Infill Plan amendments. We are looking forward to a positive resolution at the November 6<sup>th</sup> hearing.

Please let one of us know if we may provide additional information or if you would like to tour our facility so you may see first-hand what IHCRC has done and is doing for the Pearl District. Carmelita may be reached at [cskeeter@ihcrc.org](mailto:cskeeter@ihcrc.org) or 918-382-1201. Jim may be reached at [jimc@camglass.com](mailto:jimc@camglass.com) or 918-622-6400.

Best regards,

  
Carmelita Skeeter  
Chief Executive Officer  
Citizen Nation Potawatomi

  
Jim Cameron  
Vice President  
IHCRC Board of Trustees





Mr. Joshua Walker  
Tulsa Metropolitan Area Planning Commission  
Williams Tower II  
Two West 2nd Street, 800  
Tulsa, OK 74103

Chairman Walker and Commissioners,

I am the owner of Johnson Body Shop located at 1701 East 7th Street. My family owned and operated business was founded in 1958, and since that time our auto body shop and corresponding properties have been located on or adjacent to the 6th street corridor.

Approximately two years ago, I first became aware that my property may potentially be located within the Pearl District boundaries. This came as a surprise to me, as previous items I had viewed showed that my property was located just outside the Pearl District and within the Kendall Whittier District. Upon looking into the matter further, the proposed "Form Based Code" could have some long term unintended consequences to my property. I attended every INCOG and Tulsa Planning Department meeting and public hearing to better educate myself, and as a result, met with many other neighbors and stakeholders who had similar reservations about the new FBC, just as I had. The end result of the correspondence from many of my neighbors was the "Pearl District Business and Property Owners Association", which I am a member of.

I chose to join the association when it was immediately clear to me that the association, and all of its members, goal was not merely to defeat FBC expansion but to amend the code and the "6th Street Infill Plan" so that area development could continue without harm to any person within the district. All of the members of our association agreed that with just a few amendments the "6th Street Infill Plan" could be an instrument that fosters development in what is a truly diverse area. The proposed amendments will offer very common sense approaches that will bridge the gap between an auto dependent area to a non auto dependent area. Issues like removing a minimum parking requirement are fine when the infrastructure currently exists however, The Pearl District doesn't currently have any communal parking areas. Finding a solution to this potential problem in the planning stage could save a lot of money and grief down the road. There are currently several amendments to "6th Street Infill Plan" before the TMAPC that were drafted after much thought, input, and consideration from a majority of the actual stakeholders in the area. I respectfully ask the commission to approve those amendments.



I truly appreciate the patience, consideration, and diligence of the TMAPC and the neighborhood as a whole. It is my sincere desire to see all areas of the Pearl District succeed. An enormous amount of time and resources have been spent trying to decide how and in what way development should happen and I think with the passage of the proposed amendments the process can finally move forward. With the vast amount of innovative people that reside within the district, I am very excited to see what the future holds when the city, county, and neighborhood as a whole all work together.

Regards.

A handwritten signature in black ink, appearing to read 'J Wall', written in a cursive style.

Jason Wall  
Johnson Body Shop  
1701 East 7th Street  
Tulsa, OK 74104



CEDAR CANYON RANCH, LLC  
1630 South Boston Avenue  
Tulsa, Oklahoma 74119

October 29, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, OK 74103

Re: Pearl Comprehensive Plan Amendments

Dar Mr. Walker:

As you may be aware, my partners and I have owned the QuikTrip property at 11<sup>th</sup> & Utica for over 17 years. My partners and I got involved in this process some 2 ½ years ago when we discovered that we were in a new plan area. We have spent a significant amount of time over the last 2 ½ years to understand and suggest some necessary changes to The 6<sup>th</sup> Street Infill Plan, which was originally crafted without our input or involvement.

We would ask that the following items in our Comprehensive Plan be recommended for amendment:

- Amend the map to provide that all of South Utica Avenue, all of East 11<sup>th</sup> Street South, South Peoria Avenue north of East 6<sup>th</sup> Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subarea as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11<sup>th</sup> Street South from the Plan area.
- Amend the plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code,



any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.

- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

The new QuikTrip facility just constructed was nearly turned down by City Council on premise that street closures were prohibited by The 6<sup>th</sup> Street Infill Plan. Our suggested language will insure this mistake is not made again in the future.

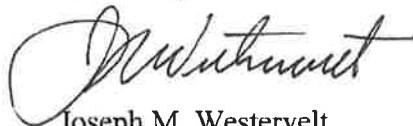
The auto-oriented request for Utica and 11<sup>th</sup> Street is necessary to remove the burden of not being in compliance with The 6<sup>th</sup> Street Infill Plan.

Additionally, as a business owner that has sufficient and required parking for our tenant, inclusion of the language regarding parking is important as well.

Please approve our requested amendments so that I might get back to work on my primary business. This 2 ½ year process has been very expensive and has taken valuable resources away from my business. Please let me get back to work!

Thank you for your consideration.

Sincerely,



Joseph M. Westervelt  
Managing Partner  
Cedar Canyon Ranch, LLC

JMW:dh

Cc: Cleive Dumas  
Lola Dumas  
Mary Armstrong





*"Making Friends Through Service"*

## SHERRELL PAINT & BODY

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537 South Peoria  
Tulsa, Oklahoma 74120  
Phone: 918-582-3763  
Fax: 918-582-4428

October 29, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa Oklahoma 74103

My name is Vic Sherrell from Sherrell Paint & Body Inc.

We are a family owned and operated business, We have been in the business for over 54 years.

We have 10 employees, and we repair cars, vans, trucks when they have been in a crash,

We have 2 frame straightening machines with laser measuring systems, so that we can repair them back to factory spec's,

We also have 2 heated down draft paint booths that will bake the paint dry in about 45minutes

Also to stay as green as we can we switched our paint to PPG, water born paint. This move lowers the pollution output of our shop greatly.

As I said this is a family owned business my dad Len Sherrell is the founder of our shop and I literally grew up in this shop, In the Pearl District and have seen with my own eyes the changes in this part of the city. The 70's & through the 90's were pretty ugly around in this area.

We thought about moving to another area, but decided to stay, add on to our shop.

All done according to city building code.

I have been to most all of the Pearl District Business & Property Owners Association meetings and a member, and have been to most of the workshops the city planners have hosted, voted, and have been a very active and concerned member and citizen of the Pearl District. Helping with the proposed map changes in our area..

We are here to stay as you can tell by our 54 year history in this area.

I am requesting that the following items be amended in The 6<sup>th</sup> Street Infill Plan.

- Amend the map to provide that all of South Utica Ave, All of East 11<sup>th</sup> Street South, South Peoria Ave north of East 6<sup>th</sup> Street & I244 frontage be planned within the Highway Commercial Corridors Subarea ( auto-Oriented Commercial ) and be removed from the Neighborhood Commercial Corridors Subarea (mixed use infill ) .
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.

27.54



- Correct the plan to remove all properties east of the centerline of South Utica Ave. and South of the centerline of east 11<sup>th</sup> Street South of the Plan area
- Amend the plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in zoning code, any relief from parking requirements should be obtained through processing a variance request through the board of adjustment.
- Revise the plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

If not changed this could adversely harm not only my business but, any auto related business in the Pearl District. Sherrell Paint & Body is an auto related business, our customers have there vehicles towed in by wrecker , they drive them to us and if they work or live close enough they will ride a bike or walk home from our shop. Under the proposed building code our shop will be non conforming , this is not acceptable because it has been conforming all these years, we went through great pains to build this shop so it would up to city building code.

The way our shop is designed, it will never look like the proposed building codes.

Thank you for your taking your time to read my letter and you effort to try and please everyone , I must be getting back to my business now.

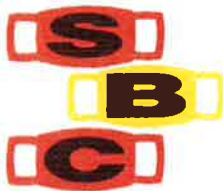
Vic Sherrell

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Vic Sherrell V/P  
Sherrell Paint & Body

2755





# SKINNER BROS. COMPANY, INC.

THE MANUFACTURERS OF OIL FIELD EQUIPMENT  
GENERAL OFFICES: 1317 EAST 5<sup>TH</sup> PLACE - TULSA, OK 74120  
PHONES: 918-585-5708 / 1-800-722-6552  
FAX: 918-599-8720

October 29, 2013

Mr. Josh Walker, Chairman TMAPC  
2 West Second Street, Ste 800  
Tulsa, OK 74103

Dear Mr. Walker,

## Pearl District Proposed Amendments to the Sixth Street In-Fill Plan

As one of the owners of Skinner Bros. Company, Inc. since 1969, we have seen significant changes in our neighborhood over the years. Many dilapidated structures have been removed and much needed employee, customer parking and storage areas have been created to accommodate the cars and trucks bringing workers, vendors and customers to the many businesses—lots of which are fairly heavy manufacturing concerns—that populate the Pearl with over 1,000 jobs and millions of dollars of business traffic for inner city Tulsa. Those improvements have all been satisfactorily performed in Pearl under the historic Codes and exception rules.

Our business that employs 25 to 30 workers has enhanced its working environment at two corners of 5<sup>th</sup> Place and Quaker, but we need to create more off street parking and better big-truck dock access if adjacent land can be acquired to facilitate expansion of our manufacturing and warehousing activities.

(We certainly do not need restraints imposed that would limit our ability to provide more and better parking and heavy truck access for our ten to twenty daily deliveries and pick-ups by freight companies. It would also be counterproductive to our ability to remain in Pearl if we are not able, efficiently, to enlarge our manufacturing and warehousing areas with traditional construction techniques similar to our present construction and dock-high floor plates.)

As a charter member of the PDB&POA, we formed and have operated the new Pearl Association with an eye to clarifying and making more relevant to the existing neighborhood the original Sixth Street Infill Plan—that needs to be corrected and made more cognizant of what already exists in the various sub-neighborhoods (instead of wishful thinking that a quaint English town of the 18<sup>th</sup> century could magically be overlaid on industrial properties).

All six of our proposed Amendments need to be adopted—even if they may be modified in minor aspects. Particularly, (1) the perimeter streets (Utica, 11<sup>th</sup> Street, Peoria and the I-244 frontage road) as well as Sixth Street need to recognize the “Auto-Centric” nature of their intended use and the dependence that existing and planned uses require for vehicular access and parking; (2) the map needs to acknowledge the imperative of preserving the “Industrial and Mixed Use” subareas (as shown on our proposed plan

27.56



map) and not attempt to redirect huge blocks of present industrial use to future residential purposes. (3) For any significant larger scale project for any purpose, limited street, alley and public way closures and modifications may be necessary. (The other three plan elements being suggested are mentioned above or are fairly obvious.)

The diligence of the Planning Commissioners to guide this process through many twists and turns and arrive at a helpful end product is greatly appreciated—you all are to be commended for repeatedly making even the most reluctant parts of the system be appropriately answerable to the TMAPC's legitimate requests for information, research, public involvement, and even awareness of economic consequences of the proposals put forth. (It's probably too much to ask that the wishes of the actual owner-operators of the Pearl premises be solicited and incorporated—based on the whole count of citizens involved—not simply trying to balance, as if equals, two neighborhood associations and ignore the demographics of each.)

Thank you, again, for your thoughtful consideration of the proposed amendments submitted by our Pearl District Business & Property Owners Association.

Yours very truly,

**Skinner Bros. Company, Inc.**

By

  
Gail R. Runnels, Vice President





Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 west Second Street, Suite 800  
Tulsa, Oklahoma 74103

October 30, 2013

Dear Sirs,

I am Michael Tidwell, owner of Southern Sheet Metal Works, Inc. and a member of the Board of Adjustment for the City of Tulsa.

Southern Sheet Metal has been in my family for 109 years. We have been at this location at 2<sup>nd</sup> and Peoria since 1948. We occupy and own almost  $\frac{1}{4}$  of a square block from 1<sup>st</sup> street to 2<sup>nd</sup> on the West side of Peoria.

We are in metal fabrication, stainless steel fabrication, Industrial ventilation fabrication and light manufacturing.

We employ around 25 people who work at this location on a daily basis.

We have an obvious interest in the Pearl District. Our property values are important to us as are our neighbors. We have no residential neighbors within 3 blocks west of Peoria to the IDL.

We believe the amendments to the 6<sup>th</sup> street Infill plan are very important to the community. We have been here 65 years and will continue to support the neighborhood.

We request the following items be amended in the 6<sup>th</sup> Street Infill Plan.

- Amend the map to provide that all of South Utica Avenue, all of East 11<sup>th</sup> Street South, South Peoria Avenue, North of East 6<sup>th</sup> Street, and 1-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map





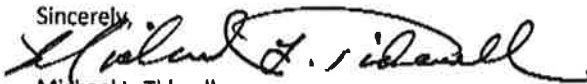
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11<sup>th</sup> Street South from the Plan area.
- Amend the plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map
- Allow from street closures to permit larger scale projects and controlled access

We believe the amendments will be a positive for our business allowing it to continue and to thrive.

Our group, the Pearl District Business and Property Owners Association has worked on this for several years. We have given it careful consideration and are confident in our decision.

I thank you for your time and effort and appreciate having the opportunity to voice my opinion.

Sincerely,



Michael L. Tidwell

President

27.59





**Superior**  
Linen Service

October 29, 2013

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second Street, Suite 800  
Tulsa, Oklahoma 74103

RE: Support of Proposed Amendments to the 6th Street Infill Plan

Dear Mr. Walker,

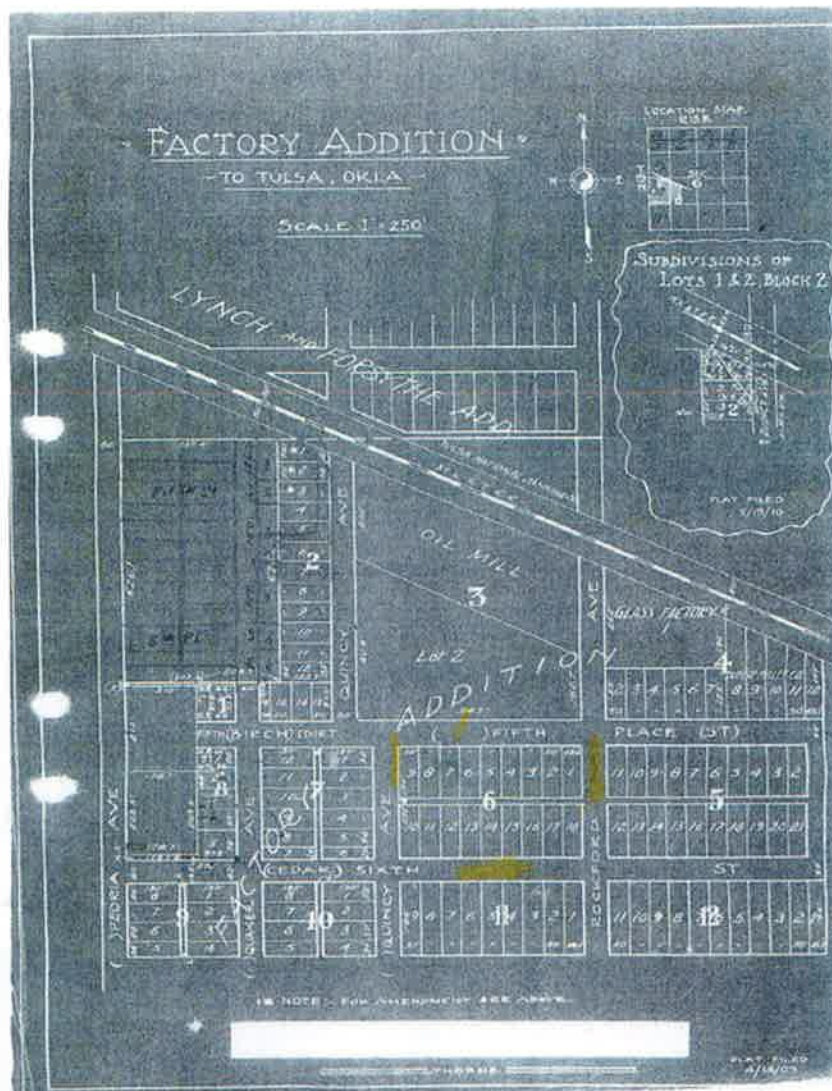
This letter is in support of the proposed amendments to the 6<sup>th</sup> street infill plan submitted by the Pearl District Business & Property Owners Association. This issue directly impacts our business, which has been a part of Tulsa and the Pearl for almost 50 years, and currently provides 120 full time jobs in the district.

Superior Linen Service is a TULSA based family business. We provide critical textile services to thousands of business in the region, as well as over 500 businesses in the city of Tulsa alone. Our customers cover almost all business segments, including the majority of hospitals and many healthcare providers in the city. Restaurants cannot serve meals, and hospitals cannot treat patients without the services we provide. We do not simply ship our products to our customers; we must provide these services daily, and on site. As such, it is critical we are located close to our customer base, yet we are the only textile service provider left which is based in the City of Tulsa. Most of our competition processes textiles from either out of state, or from over one hundred miles away. Being located out of the city puts our ability to provide critical business services at risk of road closures and transportation issues.

As it stands, the current 6<sup>th</sup> street infill plan lists our area as "Redevelopment". It makes it highly uncertain that we would be able to upgrade, modernize, and modify our facilities as will be necessary in the future to support our customers. We would have to follow the lead of the other textile companies and relocate outside the city. The plan itself (on page 23) discusses the trend of chasing business out of the city when it says: "*The 'bigger, cheaper, faster' ethos of prosperous, post-war America has consolidated services in remote locations.*" We have been trying to avoid this trend by staying in the Pearl, despite the fact that doing so presents several challenges in regards to space and cost.



It is important to note that long before this area was called the 'Pearl District', it was an industrial area. The plat of the area filed in 1909 lists the area as the "FACTORY ADDITION" to the city of Tulsa, and the legal definition of our property for taxes is still listed as being in "Lot 2 Factory Addition". Our area has been an industrial/manufacturing area since statehood, continues to be an industrial area, and we sincerely want it to stay an industrial area. The 6<sup>th</sup> Street plan even acknowledges this fact at the beginning. The 6<sup>th</sup> street infill plan states on page 24: "*The Vision for the neighborhood, as seen by those who live and work here, is a return to the old eclectic mix of housing, merchants, offices, and **industry**.*" Yet the implementation of the plan in our area will have the exact opposite effect of this vision in that it will continue the pushing out of current business and industry in favor of a new vision that does not provide the jobs and employment density required to support a vibrant economic area.





It is also important to note that this is not about existing business not wanting to spend the money to update their facilities and letting them run down. Superior Linen, like many of the members of the Pearl District Business Association, is spending significant sums on infrastructure and improvements. We have spent well over a million dollars on our facility alone in the past few years on new and updated equipment. Since 2010, Superior Linen has twice been listed on INC Magazine's list of the 5000 fastest growing private companies in the United States, one of very few Tulsa based companies to make that list. Other members of the Pearl Business Association have also spent significantly more than we have, and have made wonderful improvements with landscaping and signage. This is also not about preventing new business from entering the area. It is the exact opposite. The proposed amendments to the plan will still encourage new businesses to redevelop and thrive in the parts of the district that are available, while at the same time allowing the current businesses to continue.

In summary, I would request that the commission consider and approve the proposed amendments to the 6<sup>th</sup> Street Infill Plan. I want to thank the Planning Commission for all the time and effort it has spent on the district. I know everyone involved wants to see the district grow and prosper, perhaps no one more than us who have been maintaining active businesses here for decades.

Sincerely,

10/29/2013

X 

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Douglas R. Waldman  
President





1629 E. 11<sup>th</sup> • Tulsa, OK 74120 • 918-584-0816

Mr. Josh Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
2 West Second St, Suite 800  
Tulsa, Ok 74103

Mr. Walker,

El Rancho Grande is a full service restaurant that has been on the corner of 11<sup>th</sup> St. & Troost for 60 years. We have 15 employees.

We are members of the Pearl District Business & Property Owners Association and would like to request that the following items be amended in the 6<sup>th</sup> Street Infill Plan:

- Amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

We are an auto-oriented business where basically all our customers drive from a distance to far to walk. Our parking lot project with QuikTrip is a perfect example of how a street closure can greatly improve flow, access and overall neighborhood aesthetics. Thank you in advance for your support for the business and property owners in the area. We hope to move progress forward and we can all get back to work running our business.

Sincerely,  
John Walden

27.63



# Runamuk Land Company

Lise Blevins-Inman  
918-607-2163

1756 Utica Square  
Tulsa, Oklahoma 74114

October 29, 2013

Joshua Walker, Chairman  
Tulsa Metropolitan Area Planning Commission  
Williams Tower II  
Two West 2<sup>nd</sup> Street, Suite 800  
Tulsa, OK 74103

Dear Chairman Walker,

As the owner of Runamuk Land Company and a founding member of the Pearl District Business & Property Owners Association, I appreciate the opportunity that members of the TMAPC have provided to address unsound parts of The 6<sup>th</sup> Street Infill Plan. The depth and breadth of the plan is so vast that it is stands to reason that the enactment of such would require some level of amending.

Our families business in the area is in its infancy, however, based on our existing businesses we can assume with confidence that our staff will drive to work. With no other viable transportation options in Tulsa, the automobile will remain the dominate mode of transportation for the foreseeable future.

A revitalized Pearl District is an exciting concept. For this to occur, we cannot ignore the existence of the industrial and auto-centric businesses that are present in the Pearl District. My concern has been lack of consideration in the planning process for the continued development and integration of thriving industrial and auto-centric areas. In the absence of this, our association has addressed the areas of concern in the The 6<sup>th</sup> Street Infill Plan and provided solutions. The solutions, submitted in the form of amendments to the The 6<sup>th</sup> Street Infill Plan are as follows:

- Amend the map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.

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- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

Even with efforts to address them, there remain recognizable impasses between the parties that have an interest in the area. With no hope of a consensus, the onus falls to the members of the TMAPC to act with their vote in support of the submitted amendments providing the opportunity for us to begin to shift our energy and efforts to revitalization of our neighborhood. Therefore, I am respectfully requesting that the members of the Tulsa Metropolitan Area Planning Commission vote to accept all the submitted amendments to the The 6<sup>th</sup> Street Infill Plan.

Warmest Regards,



Lise Blewins-Inman







## TMAPC

November 6, 2013

### Initiation of MX-I Zoning District

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**Item:** Consider initiation of a Mixed-Use Institutional (MX-I) Zoning District as an implementation tool of the Utica Midtown Corridor Small Area Plan.

**Background:** At the October 16, 2013 TMAPC Work Session, the City of Tulsa Planning staff presented the proposed Utica Midtown Corridor Small Area Plan and discussed the creation of a Mixed-Use Institutional (MXI) Zoning District as an implementation tool of Plan.

The Comprehensive Plan as adopted has several recommendations for maintaining and creating walkable urban neighborhoods at locations throughout the City of Tulsa. The specific building blocks recommended within the Utica Midtown Corridor Planning boundaries are:

- Residential areas north of 15<sup>th</sup> are planned as "Downtown Neighborhood", which recommends medium to high-rise residential development that is "primarily pedestrian-oriented" with convenient access to both shopping and transit.
- The hospital campuses are planned as "Regional Centers", which recommends "mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses."
- And properties along Utica Corridor are planned as "Mixed Use", which plans for building along the corridor that, "...include windows and storefronts along the sidewalk, with automobile parking located on the side or behind."

These recommendations were all affirmed by citizens participating in the Utica Midtown Corridor process. Their vision expresses a strong desire for walkable neighborhoods and diverse housing types.

A fundamental precept of the Comprehensive Plan is "...ensuring that the *easiest* path is the *right* path." Unfortunately however, as noted on page 94 of the Utica Midtown Corridor Plan draft, the "...current zoning code does not allow, by right, mixed-use development as envisioned for the plan area...". Although it is possible to produce mixed-use development through a series of complicated discretionary requests for PUDs and variances, the straightforward solution as recommended by the Comprehensive Plan and the Utica Midtown Corridor Plan is to create mixed-use zoning districts. The Zoning Code update currently underway proposes several mixed-used zoning districts.

**Purpose:** This proposal for Mixed-Use Institutional (MX-I) zoning will address a particular set of needs found with large institutions located near stable neighborhoods. Mixed-use (MX) zoning has been recommended by the Comprehensive Plan as a straightforward alternative to PUDs. MX districts allow the construction of reasonably predictable building types, but still retain some of the flexibilities found in other conventional zoning districts. The Mixed-Use



Institutional (MX-I) zoning proposed in the Utica Midtown Corridor Plan also addresses the “edge issues” presented by large institutions in close proximity to lower density, established neighborhoods. The proposed MX-I district in the Utica Midtown Corridor Plan should incorporate:

1. “The flexibility of uses necessary for successful medical districts”; and
2. “Regulate transitions to residential areas (accounting for height, setback, and landscaping requirements).”

The intent of the MX-I zoning district is to provide flexibility that for the property owner and also predictability to neighbors since the zoning would contain clearly defined standards that will manage the edges of the district and ensure smooth transitions to the abutting neighborhoods.

**Recommendation:** Staff Recommends that the Planning Commission initiate the creation of a Mixed-Use Institutional (MXI) Zoning District.