

**AGENDA**  
**TULSA METROPOLITAN AREA PLANNING COMMISSION**  
**Meeting No. 2717**  
**March 2, 2016, 1:30 PM**  
**175 East 2nd Street, 2nd 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:**

1. Minutes of February 17, 2016, Meeting No. 2716

**CONSENT AGENDA:**

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

2. **LS-20856** (Lot-Split) (County) - Location: Southwest corner of East 161st Street South and South Peoria Avenue
3. **LC-754** (Lot-Combination) (County) – Location: West of the southwest corner of East 161st Street South and South Harvard Avenue
4. **LS-20859** (Lot-Split) (CD 4) – Location: North of the northeast corner of East 28th Street South and South Columbia Place (related to: LC-755)
5. **LC-755** (Lot-Combination) (CD 4) – Location: Northeast corner of East 28th Street South and South Columbia Place (related to: LS-20859)
6. **LS-20860** (Lot-Split) (CD 8) – Location: West of the southwest corner of East 111th Street South and South Yale Avenue
7. **PUD-196-A-2 – Eller & Detrich/Andrew Shank**, Location: Northwest corner of East 73rd Street South and South Memorial Drive, request for a **PUD Minor Amendment** to modify development standards to accommodate a car wash, **CS/PUD-196-A**, (CD 8)

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

**COMPREHENSIVE PLAN AMENDMENT PUBLIC HEARINGS:**

8. **CPA-42** – Jim Shofner, Amending the Comprehensive Plan Land Use Designation from "Existing Neighborhood" to "Mixed-Use Corridor" and amend Stability and Growth Designation from an "Area of Stability": to an "Area of Growth" on approximately 0.173 acres located on the northwest corner of East 31st Street and South Sandusky Avenue, (CD 9) (Resolution 2717:948) (Related to Z-7329, LS-20854, LC-752)

## PUBLIC HEARINGS:

9. **Z-7329 – Jim Shofner**, Location: Northwest of the northwest corner of East 31st Street and South Sandusky Avenue, requesting a rezoning from **RS-3 to OL**, (CD 9) (Related to CPA-42 & LS-20854 & LC-752)
10. **LS-20854** (Lot-Split) (CD 9) – Location: Northwest of the northwest corner of East 31st Street and South Sandusky Avenue, (related to: CPA-42, LC-752 & Z-7329)
11. **LC-752** (Lot-Combination) (CD 9) – Location: Northwest of the northwest corner of East 31st Street and South Sandusky Avenue, (related to: CPA-42, LS-20854 & Z-7329)
12. **LS-20857** (Lot-Split) (County) – Location: West of the southwest corner of East 161st Street South and South Harvard Avenue
13. **LS-20858** (Lot-Split) (County) – Location: South of the southeast corner of East 106th Street North and North Sheridan Road
14. **Sheridan Communication Federal Credit Union – Minor Subdivision Plat**, Location: Southwest corner of East 31st Street South and South Sheridan Road, (CD 5)
15. **Z-7326 – Nathan Cross**, Location: North and west of northwest corner of East 21st Street and South 145th East Avenue, requesting for rezoning from **CS to CG**, (CD 6) (**Applicant has requested a continuance to April 20, 2016**)
16. **PUD-844 - Nathan Cross**, Location: North and west of northwest corner of East 21st Street and South 145th East Avenue, requesting for **PUD**, (CD 6) (**Applicant has requested a continuance to April 20, 2016**)
17. **Z-7328 – Randy Branstetter**, Location: North of East 14th Street South at South 138th East Avenue, requesting for rezoning from **AG/RS-2/RS-3/PUD-181 to AG**, (CD 6) (Related to PUD-181-A)
18. **PUD-181-A - Randy Branstetter**, Location: North of East 14th Street South at South 138th East Avenue, requesting for rezoning a **PUD Major Amendment to Abandon** PUD to bring all of the ownership into a single zoning category that supports development for large estate parcels for single-family residence, **AG/RS-2/RS-3/PUD-181 to AG/PUD-181-A**, (CD 6) (Related to Z-7328)
19. **CZ-446 – Alan Betchan**, Location: Southwest corner of East 96th Street North and North Sheridan Road, requesting rezoning from **AG to RE**, (County)
20. **Z-7330 – Stephen Schuller**, Location: East of southeast corner of East 51st Street South and South Lewis Avenue, requesting rezoning from **OM to CS**, (CD 9)
21. **PUD-467-A – Eller & Detrich/Andrew Shank**, Location: West of northwest corner of East 51st Street South and South Pittsburgh Avenue, requesting a **PUD Major Amendment** to add Use Unit 21 – Outdoor Advertising Sign, **CO/PUD-467 to CO/PUD-467-A**, (CD 9) (Related to Z-6310-SP-6) (Continued from December 16, 2015, January 20, 2016 and February 3, 2016)

22. **Z-6310-SP-6 - Eller & Detrich/Andrew Shank**, Location: West of northwest corner of East 51st Street South and South Pittsburgh Avenue, requesting a **Major Amendment to a Corridor Development Plan** to add Use Unit 21-Outdoor Advertising Sign, **CO/PUD-467 to CO/PUD-467-A**, (CD 9) (Related to PUD-467-A) (Continued from December 16, 2015, January 20, 2016 and February 3, 2016)

## **OTHER BUSINESS**

### **23. 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)

email address: [esubmit@incog.org](mailto:esubmit@incog.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.

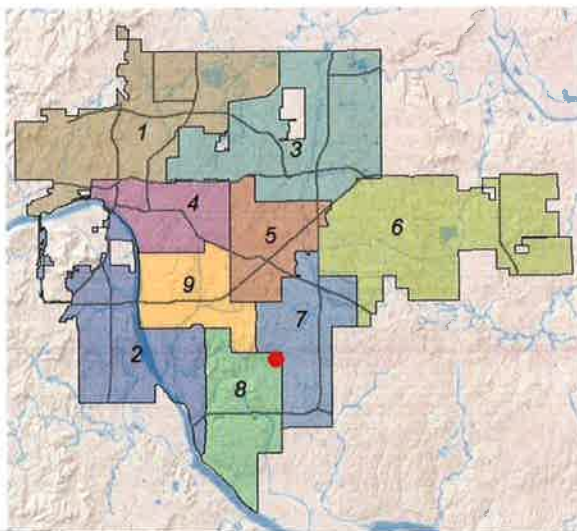
**Case Number:** PUD-196-A-2  
**Minor Amendment**

**Hearing Date:** March 2, 2016

**Case Report Prepared by:**  
Jay Hoyt

**Owner and Applicant Information:**  
Applicant: Eller & Detrich - Andrew Shank  
  
Property Owner: Halle Properties LLC, c/o  
Eller & Detrich

**Location Map:**  
(shown with City Council Districts)



**Applicant Proposal:**

Concept summary: PUD minor amendment to modify development standards to accommodate a car wash as shown on the applicant's conceptual plan.

Gross Land Area: .97 acres

Location: NW/c of East 73<sup>rd</sup> Street South &  
South Memorial Drive

7188 South Memorial Drive

**Zoning:**  
Existing Zoning: CS/PUD-196-A  
Proposed Zoning: No Change

**Comprehensive Plan:**  
Land Use Map: Regional Center  
Growth and Stability Map: Growth

**Staff Recommendation:**  
Staff recommends **approval**.

**Staff Data:**  
TRS: 18-13-11  
CZM: 53  
Atlas: 1130

**City Council District:** 8  
*Councilor Name:* Phil Lakin

**County Commission District:** 3  
*Commissioner Name:* Ron Peters



**SECTION I:** PUD-196-A-2 Minor Amendment

**STAFF RECOMMENDATION**

Amendment Request: Modify the PUD Development Standards to accommodate a proposed "Triple Play" car wash.

The applicant is proposing to modify lighting, screening, mechanical equipment and building material standards as listed on the applicant's Exhibit "B". The applicant is also proposing to allow the accessory vacuum structures to be located along the eastern edge of the property nearer than the building setback line.

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 30.010.1.2.c(9) of the City of Tulsa Zoning Code.*

*"Changes in structure heights, building setbacks, yards, open spaces, building coverage and lot widths or frontages, provided the approved PUD development plan, the approved standards and the character of the development are not substantially altered."*

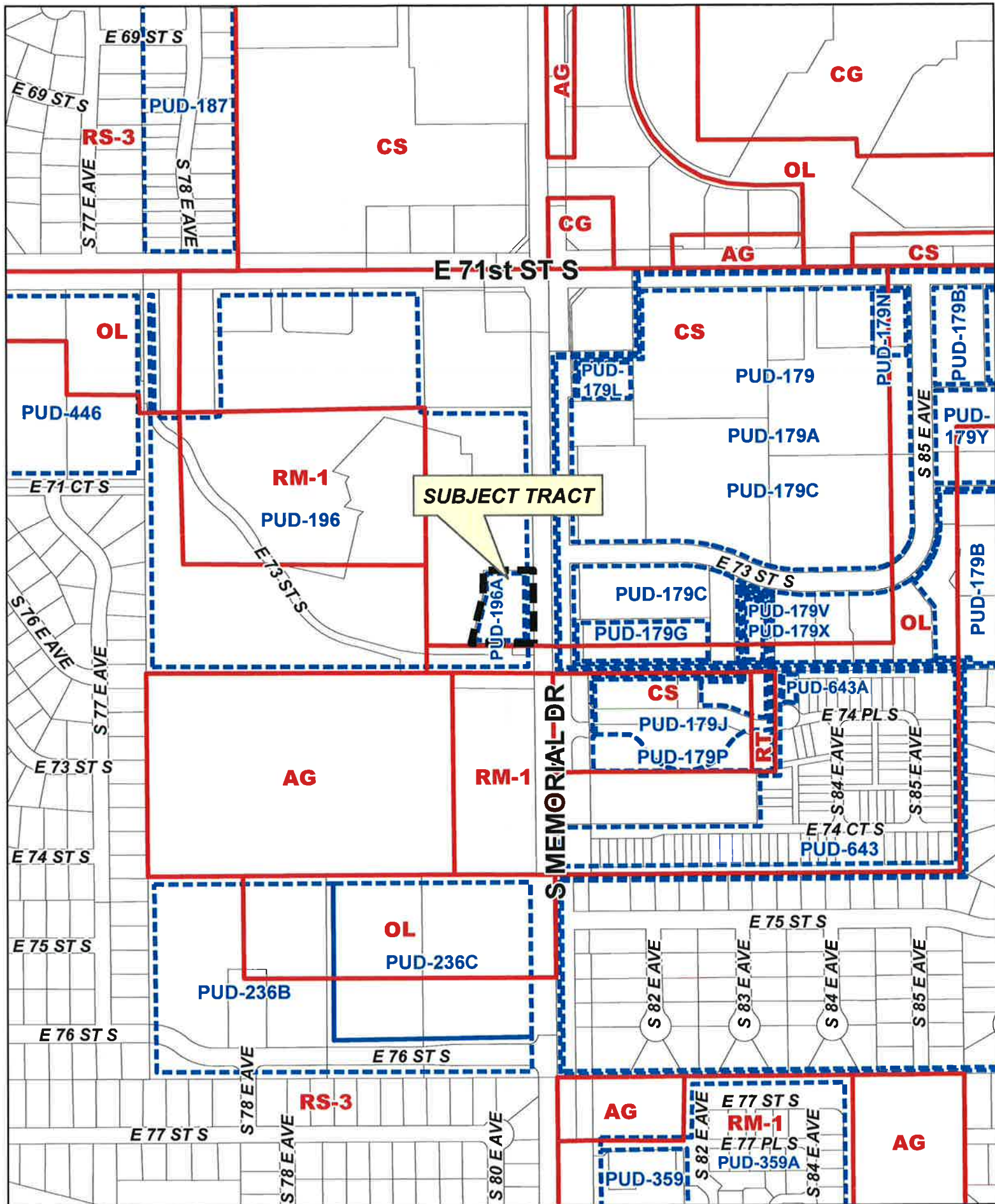
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-196-A and subsequent minor amendments shall remain in effect.

Exhibits included with staff recommendation:

INCOG zoning case map  
INCOG aerial photo  
INCOG aerial photo enlarged  
Applicant Exhibit A - Legal Description  
Applicant Exhibit B – Nature of Amendment  
Applicant Conceptual Site Plan

With considerations listed above, staff recommends **approval** of the minor amendment request to modify the development standards to allow the proposed car wash facility.



PUD-196-A-2

7.3







0 50 100  
Feet



Subject  
Tract

**PUD-196-A-2**

18-13 11

Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014



**EXHIBIT "A"**

**LEGAL DESCRIPTION**

*The following tract of land located in Lot 1, Block 1, RAPHAEL PLAZA, an Addition to the City of Tulsa, lying in Section 11, Township 18 North, Range 13 East of the Indian Base and Meridian, Tulsa County, Oklahoma, being more particularly described as follows:*

*COMMENCING from the southeast corner of said Lot 1, Block 1 of RAPHAEL PLAZA;*

*THENCE North 00°09'32" West a distance of 97.50 feet to the POINT OF BEGINNING;*

*THENCE South 89°59'57" West a distance of 210.48 feet;*

*THENCE North 14°45'00" East a distance of 157.33 feet;*

*THENCE North 00°09'32" West a distance of 78.98 feet;*

*THENCE North 89°50'28" East a distance of 170.00 feet;*

*THENCE South 00°09'32" East a distance of 231.60 feet to the POINT OF BEGINNING.*

*Said described tract of land contains an area of 42,410 square feet or 0.9736 acres, more or less.*

7.6

## EXHIBIT "B"

### NATURE OF AMENDMENT/DESCRIPTION OF PROPOSAL

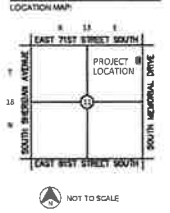
The Applicant seeks a Minor Amendment to PUD 196-A to alter the Development Standards for Development Area C-3 to accommodate the Use Unit 1717 – Auto Wash and Accessory Uses, use allocated to this Development Area in PUD 196-A-1 as follows:

**Lighting:** All building lighting shall be wall mounted. Wall mounted building lighting on the south and east sides of the building shall be directed down and the light element shall be shielded so that it cannot be seen from the adjacent residential properties south of the site. Parking lot pole lighting shall comply with all code requirements.

**Development Standards:** The site and building standards shall conform to all the Bulk and Area Requirements in the CS and PUD Chapters of the Zoning Code, except as noted below:

The exit of the building shall be facing north or east with the primary access drives located on the north side of the building. The southwest corner of the property shall be screened with by a 6FT screening fence. All mechanical equipment will either be located in the building, roof mounted or ground mounted on the north, west or east sides of the building. Trash enclosures shall be a minimum of six feet (6 FT) tall masonry enclosure. The building walls shall consist of a combination of materials which incorporate, among other things, masonry and glass features in a manner consistent with the Triple Play Car Wash development concept. The accessory use vacuum structures may be located along the eastern edge of the property nearer than the building set back line. All per the conceptual site plan attached.





PROJECT:  
**TRIPLE PLAY**

TULSA, OKLAHOMA

PROJECT NUMBER: 15114  
DRAWING DATE: 02.08.15  
ISSUE DATE: XXXXX

SEAL:

SUBMITTAL:

REVISIONS:

THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, COPIED, OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION AND CONSENT OF CEDAR CREEK CONSULTING, INC. THIS SHEET IS NOT TO BE USED FOR CONSTRUCTION UNLESS THE BASIS DATE AND THE BASIS DATE ARE CHANGED FROM THEIR PLAIN AND WITHOUT CONSENT OF CEDAR CREEK CONSULTING, INC. ARE UNAUTHORIZED AND SHALL RELY ON THE CARE AND RESPONSIBILITY OF THE USER FOR ALL CONSEQUENCES ARISING OUT OF SUCH CHANGES.

DRAWING TITLE:

**SITE PLAN**

SHEET:

**C2.00**

**LEGEND**

- BOUNDARY LINE
- RIGHT OF WAY LINE
- EASEMENT LINE
- EXISTING CONCRETE CURB AND GUTTER
- PROPOSED CONCRETE CURB AND GUTTER
- PROPOSED FIRE LANE STRIPING
- OHE OVERHEAD ELECTRIC
- UNE UNDERGROUND ELECTRIC
- GAS GAS LINE
- WET UNDERGROUND TELEPHONE
- FB UNDERGROUND FIBER OPTIC
- SANITARY SEWER
- WATERLINE
- BENCHMARK
- EX. FIRE HYDRANT
- EX. WATER VALVE
- EX. WATER METER PIT
- EX. WATER METER
- EX. SPRINKLER VALVE
- EX. AUTO SPRINKLER
- EX. ELECT. PEDESTAL
- EX. ELECT. TRANSFORMER
- EX. ELECT. METER
- EX. AIR CONDITIONER
- EX. SIGNAGE
- EX. LIGHT POLE
- EX. PROP. LIGHT POLE
- EX. BOLLARD
- EX. POWER POLE
- EX. TELEPHONE PED.
- EX. TELEPHONE MANHOLE
- EX. TRAFFIC SIGNAL LIGHT
- EX. TRAFFIC CONTROL BOX
- EX. FLAG POLE
- EX. YARD LIGHT
- EX. GREASE TRAP
- EX. SS MANHOLE
- EX. GAS METER
- EX. PROP. GAS METER
- EX. ELECT. MANHOLE
- EX. STORM MANHOLE
- PROP. POWER POLE
- EX. TELEPHONE PED.
- EX. TELEPHONE MANHOLE
- EX. TRAFFIC SIGNAL LIGHT
- EX. TRAFFIC CONTROL BOX
- EX. FLAG POLE
- EX. YARD LIGHT
- EX. GREASE TRAP
- EX. SS MANHOLE
- EX. GAS METER
- EX. PROP. GAS METER
- EX. ELECT. MANHOLE
- EX. STORM MANHOLE
- PROP. INLETS (SEE GRADING PLAN FOR TYPE)
- VERTICAL SEPARATION REQUIREMENT

NOTE: CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL PROPOSED WORK MEETS ADA REQUIREMENTS. REFER TO [www.access-board.gov/ada-aba/ada-aba-standards-d01-dm](http://www.access-board.gov/ada-aba/ada-aba-standards-d01-dm)

NOTE: CONTRACTOR SHALL CONSTRUCT AND INSTALL WHEEL STOPS, SIGNS, AND ADA RAMP AT ALL HANDICAP SPACES.



| BENCHMARK - BM 1 |  |
|------------------|--|
| ELEVATION:       | 245.29   |
| MONUMENT:        | CUT "X"  |
| LOCATION:        | TOP OF CURB ON END OF N. SIDE OF ISLAND IN DRIVE NORTH OF PROPERTY |

| BENCHMARK - BM 2 |  |
|------------------|--|
| ELEVATION:       | 246.03   |
| MONUMENT:        | CUT "X"  |
| LOCATION:        | TOP OF CURB ON MIDPOINT OF NORTH CURB AT SOUTH DRIVE |

**SITE NOTES**

- A. CONTRACTOR SHALL REFER TO THE CONSTRUCTION DOCUMENTS INCLUDING BUT NOT LIMITED TO THE WRITTEN SPECIFICATIONS, CONSTRUCTION DRAWINGS, STORM WATER POLLUTION PLAN, AND GEOTECHNICAL REPORT.
- B. ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE OWNERS DESIGN GUIDELINES AND SPECIFICATIONS, AND WHERE APPLICABLE SHALL MEET THE REQUIREMENTS OF THE GOVERNING PERMITTING AUTHORITY HAVING JURISDICTION.
- C. CONTRACTOR IS RESPONSIBLE FOR THEIR OWN HORIZONTAL AND VERTICAL CONTROL. REFERENCE POINTS AND CONSTRUCTION STAKING AS INCIDENTAL TO THE PROJECT.
- D. THE CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS/PROPERTY LINES/UTILITIES/DRAINAGE PRIOR TO CONSTRUCTION START.
- E. ALL WORK NOT CLASSIFIED AS A CONTRACT PAY ITEM SHALL BE CONSIDERED AS INCIDENTAL AND THE COST THEREOF SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEMS WHICH ARE CLASSIFIED FOR PAYMENT.
- F. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL AND MEP PLANS AND SPECIFICATIONS BEING A PART OF THE CONSTRUCTION DOCUMENTS FOR THE EXACT LOCATIONS AND DIMENSIONS OF ENTRY, EXIT PORCHES, PRECISE BUILDING DIMENSIONS, EXACT BUILDING UTILITY ENTRANCE, AND DOWNSPOUT LOCATIONS/SPECIFICATIONS/DETAILS.
- G. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB (FC) UNLESS OTHERWISE NOTED.
- H. PARKING LOT STRIPING SHALL BE 4" WIDE AND WHITE IN COLOR. HANDICAP PARKING STALLS STRIPING AND SIGNAGE SHALL BE IN STRICT ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS.
- I. UNLESS OTHERWISE NOTED ALL RAMP SHALL BE 3%.
- J. BUILDING DIMENSIONS ARE TO OUTSIDE OF MASONRY, UNLESS OTHERWISE SHOWN.
- K. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS AND SPECIFICATIONS FOR ACTUAL LOCATION AND DETAILS OF ALL UTILITY ENTRANCES. CONTRACTOR SHALL COORDINATE INSTALLATION OF UTILITIES IN SUCH A MANNER AS TO AVOID CONFLICTS AND ASSURE PROPER DEPTHS ARE ACHIEVED, AS WELL AS COORDINATE WITH ANY UTILITY COMPANIES FOR APPROVED LOCATIONS AND SCHEDULING OF TIE-INS/CONNECTIONS TO THEIR FACILITIES.
- L. REFER TO ARCHITECTURE PLANS FOR SITE LIGHTING AND ELECTRICAL CONDUIT PLANS. POLE LOCATIONS ARE SHOWN ON THIS SHEET FOR REFERENCE ONLY. IT IS THE CONTRACTORS RESPONSIBILITY TO IDENTIFY AND ADJUST ANY CONSTRUCTED CONFLICTS WITH UNDERGROUND UTILITIES, SIDEWALKS, ETC.
- M. CHECK ARCHITECTURAL PLANS FOR EXACT DOWNSPOUT LOCATIONS.
- N. CONTRACTOR SHALL REFER TO LANDSCAPE AND IRRIGATION PLAN FOR LOCATION AND CONSTRUCTION DETAILS OF LANDSCAPING AND IRRIGATION.

**SITE DATA**

**LOT INFORMATION:**  
ZONING - XX (0000000000)  
PROPOSED USE: CAR WASH  
LOT SIZE: 0.97 ACRES (42,410.46 SF)  
BUILDING SIZE: 5,134 SF  
ALLOWABLE BUILDING HEIGHT: XX FEET  
PROPOSED BUILDING HEIGHT: XX FEET  
BUILDING LAND COVERAGE: 12.10%

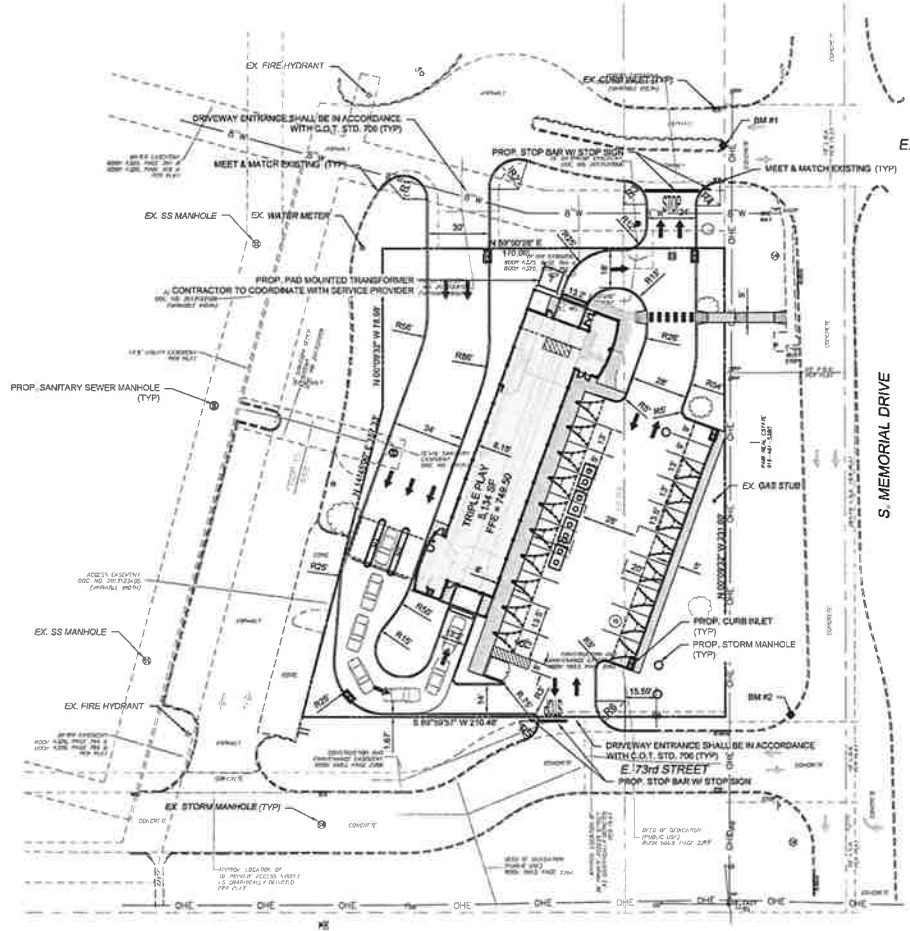
**PARKING REQUIREMENTS:**  
CRITERIA:  
TOTAL REQUIRED PARKING: 20 P.S.  
TOTAL PROVIDED PARKING: 20 P.S.  
HANDICAP PARKING REQUIREMENTS:  
PROVIDED: 2 P.S.

**IMPERVIOUS SURFACE AREA:**  
TOTAL OVERALL AREA: 42,410.46 SF  
EXISTING IMPERVIOUS SURFACE AREA: 1,385 SF (3.28%)  
PROPOSED IMPERVIOUS SURFACE AREA: 30,853.07 SF (72.75%)  
TOTAL IMPERVIOUS AREA: 30,853.07 SF (72.75%)

**LANDSCAPED AREA:**  
TOTAL OVERALL AREA: 42,410.46 SF  
REQUIRED LANDSCAPE AREA: 4,241 SF (10.00%)  
PROPOSED LANDSCAPE AREA: 11,357.38 SF (27.25%)

**LEGAL DESCRIPTION**

LOT ONE (1), BLOCK ONE (1), RAPHAEL PLAZA, AN ADDITION IN TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.



| RETURN DATA - S1                           | RETURN DATA - S2                           | RETURN DATA - S3                           | RETURN DATA - S4                           |
|--|--|--|--|
| L= 27.45<br>R= 12.00<br>S= N 41° 52' 31" W | L= 28.32<br>R= 15.00<br>S= N 18° 10' 30" W | L= 17.78<br>R= 12.00<br>S= N 05° 07' 00" E | L= 16.79<br>R= 12.00<br>S= N 39° 47' 43" E |
| PC DATA<br>N 4043.57<br>E 4775.33          | PC DATA<br>N 4052.90<br>E 4844.86          | PC DATA<br>N 4043.01<br>E 4893.54          | PC DATA<br>N 4042.48<br>E 4840.51          |

| RETURN DATA - S5                           | RETURN DATA - S6                           |
|--|--|
| L= 12.60<br>R= 11.00<br>S= N 17° 40' 14" E | L= 25.48<br>R= 11.00<br>S= N 00° 18' 39" E |
| PC DATA<br>N 3766.46<br>E 4843.73          | PC DATA<br>N 3770.85<br>E 4893.58          |

7.8



Tulsa Metropolitan Area  
Planning Commission

**Case Number:** CPA-42  
**Comprehensive Plan Amendment**  
(related to Z-7329, LS 20854, LC 752)

**Hearing Date:** March 2, 2016

**Case Report Prepared by:**

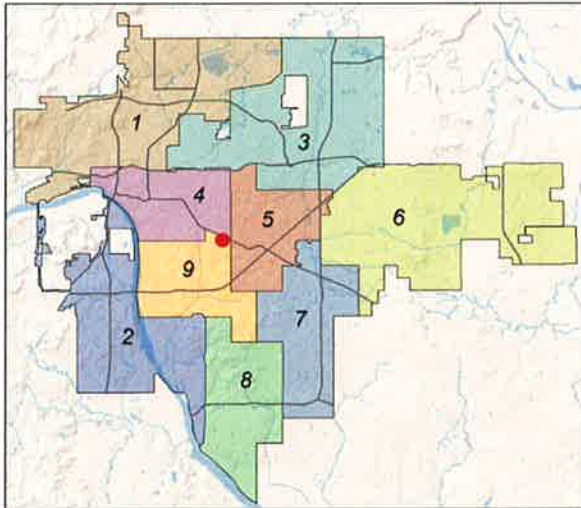
Nikita Moye, AICP

**Owner and Applicant Information:**

Applicant: Jim Shofner

Property Owner: Jim Shofner

**Location Map:**  
(shown with City Council Districts)



**Applicant Proposal:**  
Land Use Map change from *Existing Neighborhood* to *Mixed-Use Corridor*

Existing Use: Parking area

Proposed Use: Parking to support office use to the south

Tract Size: .173 acre

Location: NW of the NW/c of E. 31st St. and S. Sandusky Ave.

**Comprehensive Plan:**

Land Use Map:

Existing: *Existing Neighborhood*

Proposed: *Mixed-Use Corridor*

Stability and Growth Map:

Existing: *Area of Stability*

Proposed: *Area of Growth*

**Zoning:**

Existing Zoning: RS-3

Proposed Zoning: OL

**Staff Recommendation:**

Staff recommends **denial** of the *Mixed-Use Corridor* and *Area of Growth* designations.

**City Council District: 9**

*Councilor Name:* G. T. Bynum

**County Commission District: 2**

*Commissioner Name:* Karen Keith



## COMPREHENSIVE PLAN LAND USE MAP AMENDMENT REQUEST

NW of the NW/c corner of E. 31st St. and S. Sandusky Ave. (CPA-42)

### I. PROPERTY INFORMATION AND LAND USE REQUEST

|  |
|--|
| <b>Existing Land Use:</b> <i>Existing Neighborhood</i><br><b>Existing Stability and Growth designation:</b> <i>Area of Stability</i> |
| <b>Proposed Land Use:</b> <i>Mixed-Use Corridor</i><br><b>Proposed Stability and Growth designation:</b> <i>Area of Growth</i>       |
| <b>Location:</b> NW of the NW/c corner of E. 31st St. and S. Sandusky Ave  |
| <b>Size:</b> .173 acre   |

#### A. Background

The site that is subject to this Comprehensive Plan amendment application is located in midtown Tulsa, within an existing residential neighborhood south of the Broken Arrow Expressway and north of E 31<sup>st</sup> St S. The surrounding area contains single family residential on the north, east and west; residential, office and commercial retail abut the subject lot on the south and southeast. In a written statement provided with the application, the applicant has stated that the existing parking area on the subject site currently supports the office building to south.

The subject lot (existing parking area) is currently located in the rear yard of on an RS-3 zoned residential lot; an existing residence abuts the subject lot on the north. The existing off-street parking area is not a permitted use in the RS-3 zoning district and is in violation of the current City of Tulsa Zoning Code; the subject lot is also located within the City of Tulsa Regulatory Floodplain. The applicant has stated the existing off-street parking area was constructed in 2013. The parking area was built without obtaining the necessary permits and approval from the City of Tulsa.

On January 1, 2016 the applicant submitted a rezoning application (Z-7239) from RS-3 to OL on the .173 acre site to support the requested comprehensive plan amendment. The

applicant has also submitted a lot split application on the .173 acre site to support the requested comprehensive plan amendment and rezoning application.

#### **B. Existing Land Use and Growth Designations (Tulsa Comprehensive Plan)**

When the Tulsa Comprehensive Plan was developed and adopted in 2010, the subject tract was designated as an *Area of Stability*:

“The **Areas of Stability** includes approximately 75% of the city’s total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability. The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life.”

An *Existing Neighborhood* land use designation was assigned to the area subject to the amendment request at the time of the adoption of the Tulsa Comprehensive Plan in 2010:

“The Existing Residential Neighborhood category is intended to preserve and enhance Tulsa’s existing single family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code. In cooperation with the existing community, the city should make improvements to sidewalks, bicycle routes, and transit so residents can better access parks, schools, churches, and other civic amenities.”

#### **C. Proposed Land Use and Growth Designations (Tulsa Comprehensive Plan)**

The applicant is proposing an *Area of Growth* and *Mixed- Use Corridor* designation on the subject site.

“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.”

“A *Mixed-Use Corridor* is a plan category used in areas surrounding Tulsa’s modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. The streets usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate single family neighborhoods.”

**D. Zoning and Surrounding Uses:**

| Location | Existing Zoning | Existing Land Use Designation                       | Area of Stability or Area of Growth  | Existing Use                                    |
|----------|-----------------|---|--------------------------------------|---|
| North    | RS-3            | <i>Existing Neighborhood</i>                        | Area of Stability                    | Single family residential                       |
| South    | OL and OM       | <i>Mixed-Use Corridor</i>                           | Area of Growth                       | Office and commercial/retail                    |
| East     | RS-3 and OM     | <i>Existing Neighborhood and Mixed-Use Corridor</i> | Area of Stability and Area of Growth | Single family residential and commercial/retail |
| West     | RS-3            | <i>Existing Neighborhood</i>                        | Area of Stability                    | Single family residential and vacant land       |

**E. Applicant's Justification:**

As part of the amendment application, the applicant is asked to justify their amendment request. Specifically, they are asked to provide a written justification to address:

1. How conditions on the subject site have changed, as well as those on adjacent properties and immediate area;
2. How changes have impacted the subject site to warrant the proposed amendment; and;
3. How the proposed change will enhance the surrounding area and the City of Tulsa.

The applicant provided the following justification as part of their application:

*"The lot lines as they exist presently create a hardship on the owner of the property and tenant of the property. The large ill regular shape of the lot has no practical use. You cannot build or develop any part of it. Since the property abuts both commercial, light office and residential properties the net effect of reshaping the lot making it more usable as a residential lot by making them more usable and in line with the approved buildings intended use as recently approved by the City building department. As the owner of both properties, I see this as a reconfiguring of the lot line between lot 40 and 34, 33 to improve the quality of use of all the lots.*

*The additional parking requirements are essential to the proper use of the existing building as modified by the approved plans with the City."*

#### F. Staff Summary:

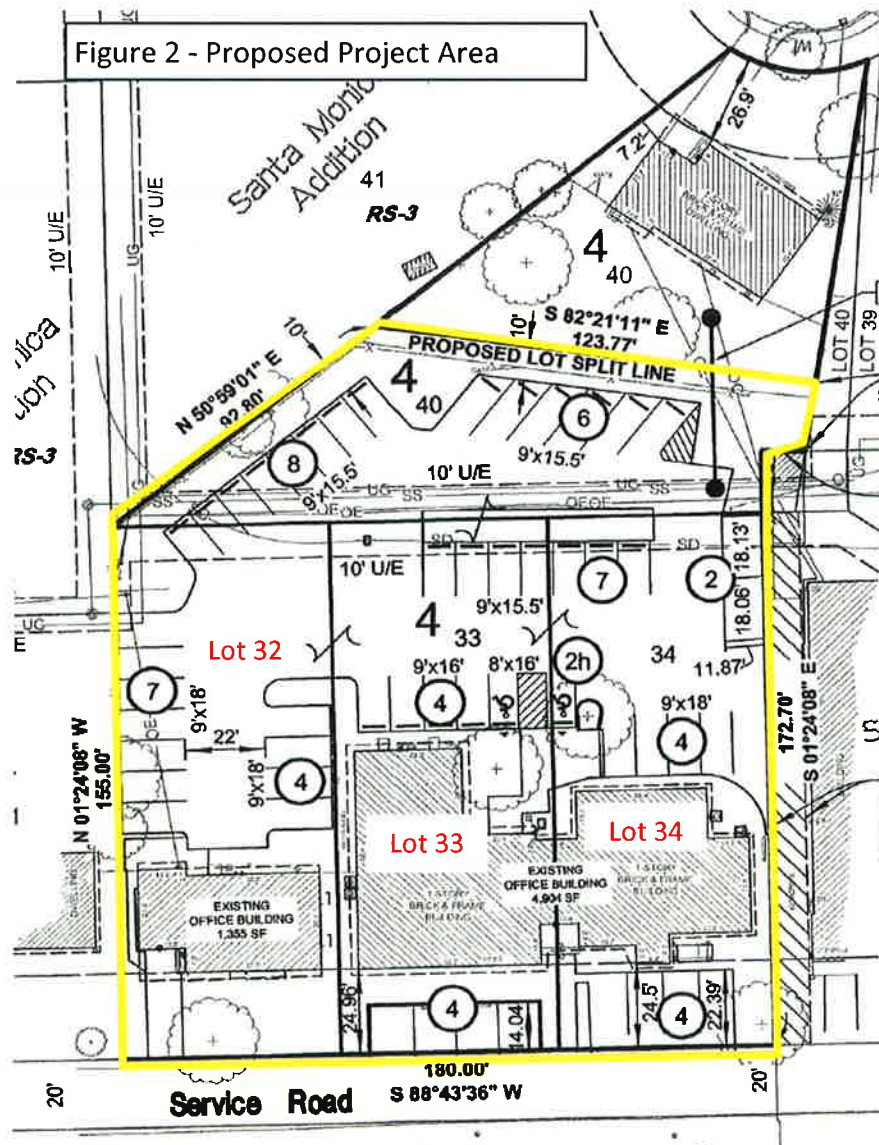
The .173 acre subject site and the area to the north, northeast and west were designated as *Existing Neighborhood* when the Comprehensive Plan was adopted in 2010. The subject site is abutted by *Mixed-Use Corridor* land use designations on the south and southeast. Since 2010 there have been no noted changes in zoning and land use designations in the area surrounding the subject site.

The City of Tulsa Planning/Development Department has expressed concern over the fact that the applicant is seeking extension of a business related use into an established residential neighborhood. The City has stated that the proposed land use designation "disrupts" an established and appropriate pattern of development inconsistent with the 2010 Comprehensive Plan. The existing land use designations *Existing Neighborhood* and *Area of Stability* are compatible with the established development patterns of the surrounding neighborhood.

The statement provided by the applicant that the *large ill-regular shape of the lot has no practical use and cannot be developed* is inaccurate. The existing lot has a practical and previously established use as the rear yard of a residence when the Comprehensive Plan was adopted in 2010 (see Figure 1).



The applicant is proposing to expand the *Mixed-Use Corridor* into an established neighborhood to accommodate an existing off-street parking area. It appears the applicant proposes to split the subject lot (off-street parking area) from the larger parent tract. If the proposed lot split is approved the applicant intends to combine the off-street parking area with Lots 32, 33 and 34 to the south. The total proposed project area is outlined below in Figure 2.



The applicant has stated that *the additional parking requirements are essential to the proper use of the existing building as modified by the approved plans with the City*. It appears that the two existing office buildings in the proposed project area (see Figure 2) are required by the current zoning code to provide a total of 18 off-street vehicle parking spaces.



In reviewing the total proposed project area it appears that the applicant has the option of expanding the parking area to Lot 32 as shown in Figure 2. The conceptual plan shown in Figure 2 indicates that Lots 32, 33 and 34 can accommodate 38 vehicle parking spaces. It appears expansion of the off-street parking area to Lot 32 would allow the applicant to meet and exceed the minimum parking required under the current zoning code. Lot 32 is currently zoned OL and was designated as a *Mixed-Use Corridor* and an *Area of Growth* when the Comprehensive Plan was adopted in 2010. Expansion of an off-street parking area onto Lot 32 would be more practical as off-street parking is a use permitted by right in an OL district; and is consistent with the goals and policies of the Comprehensive Plan for the project area.

There are those circumstances where a business needs excess parking to accommodate parking demand during peak hours. Staff has visited the site (see attached pictures) and it does not appear that the existing office use south of the subject lot has a significant need for overflow parking. If there is a significant need for additional parking, the applicant/developer has the option of expanding the parking area onto Lot 32 where off-street parking is consistent with the goals and policies of the Comprehensive Plan for the surrounding area. There is also on-street parking available to meet parking demands. Therefore, there is no justification for the expansion of an off-street parking area into an established residential neighborhood.

## II. STAFF RECOMMENDATION

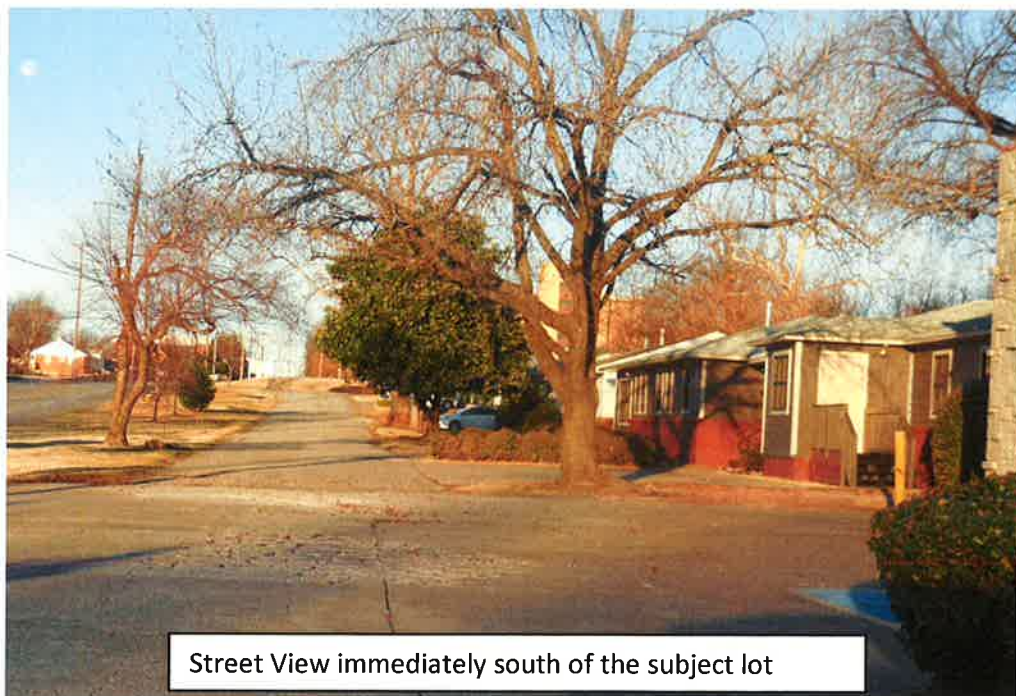
- Staff recommends Denial of the *Mixed-Use Corridor* and *Area of Growth* land use designation as submitted by the applicant.







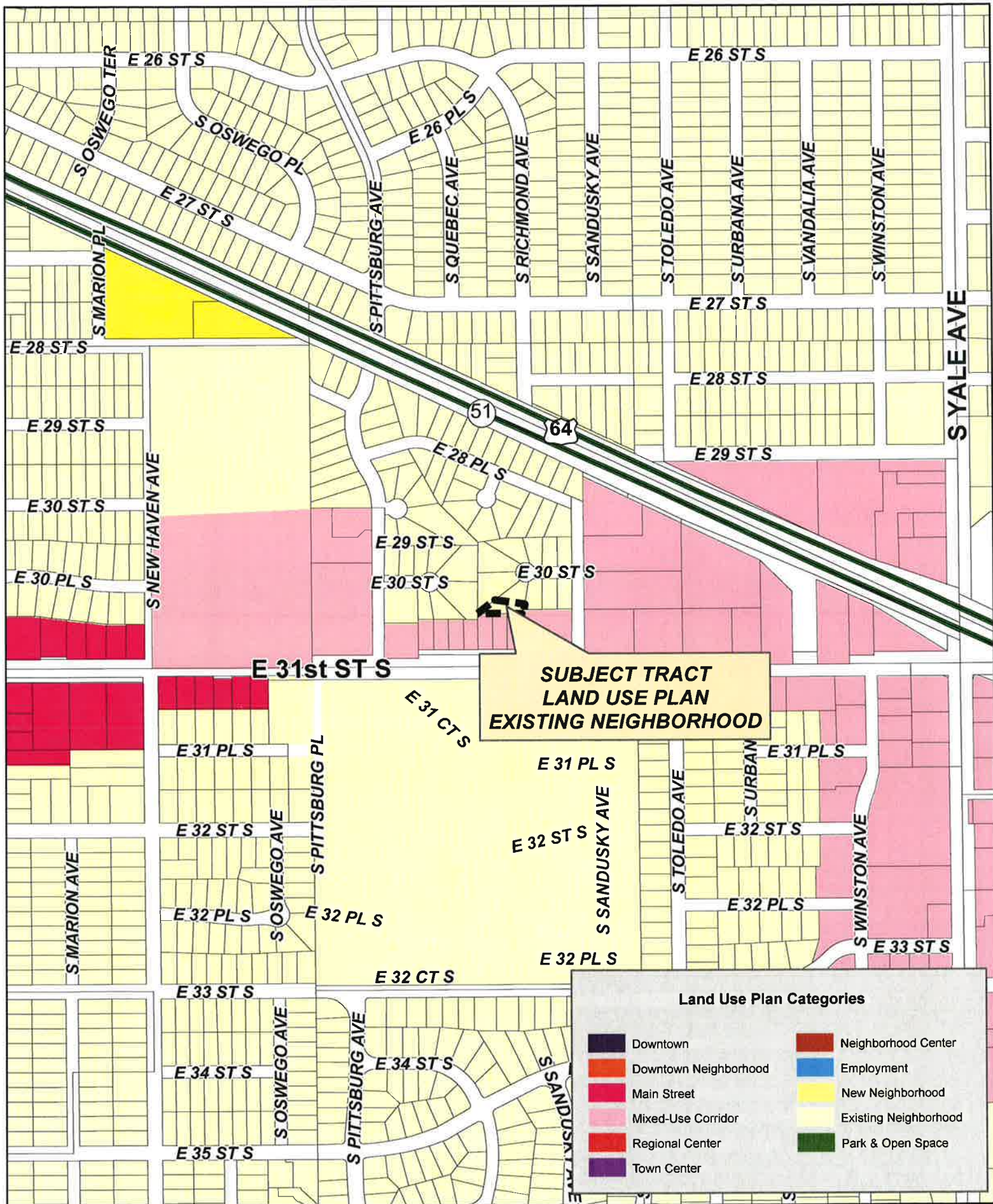
CPA 42 - Subject Lot



Street View immediately south of the subject lot

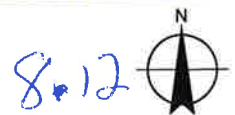






**CPA-42**

19-13 16







Feet  
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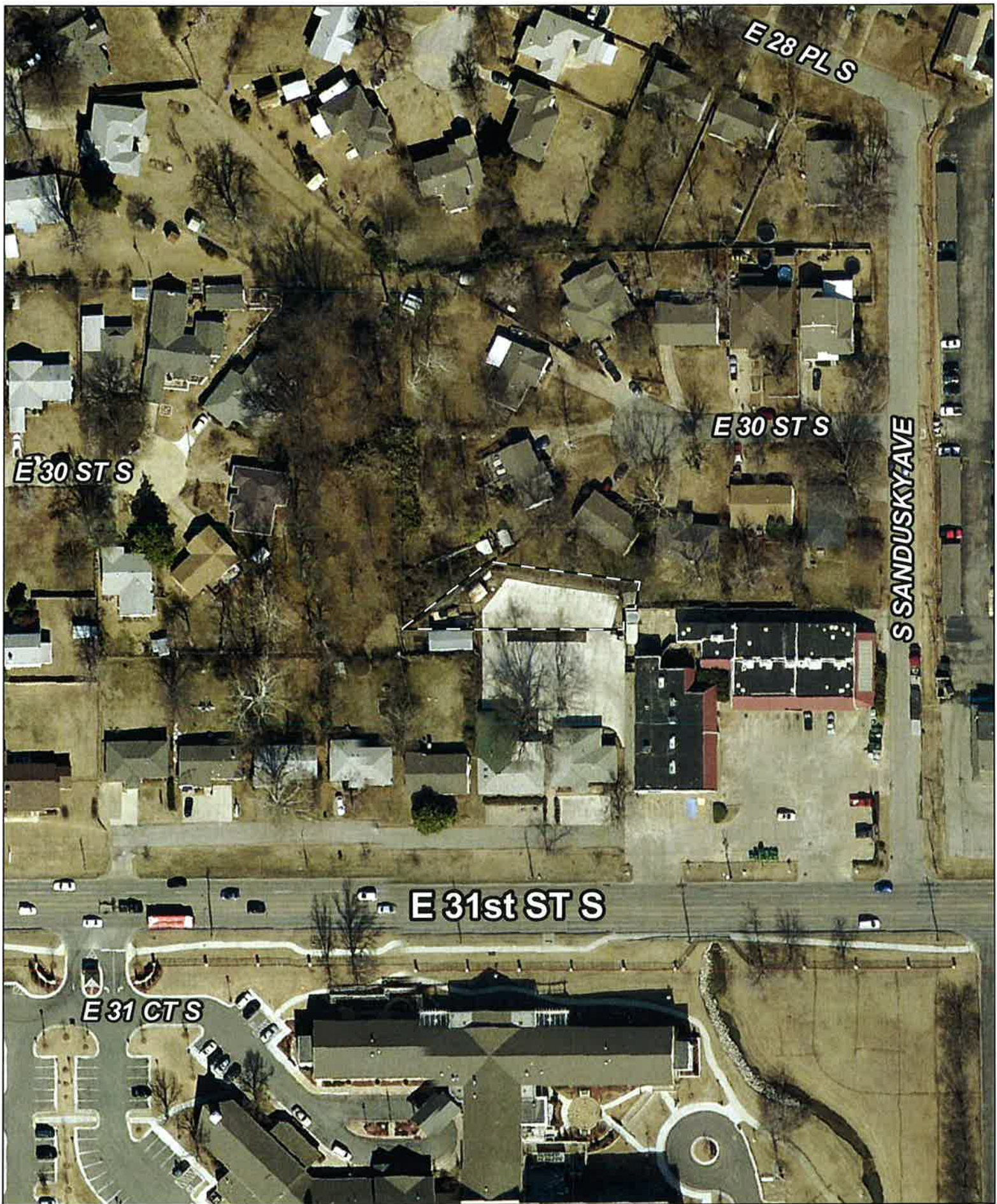
**CPA-42**

19-13 16

8.13







Feet  
0 50 100



Subject  
Tract

**CPA-42**

19-13 16

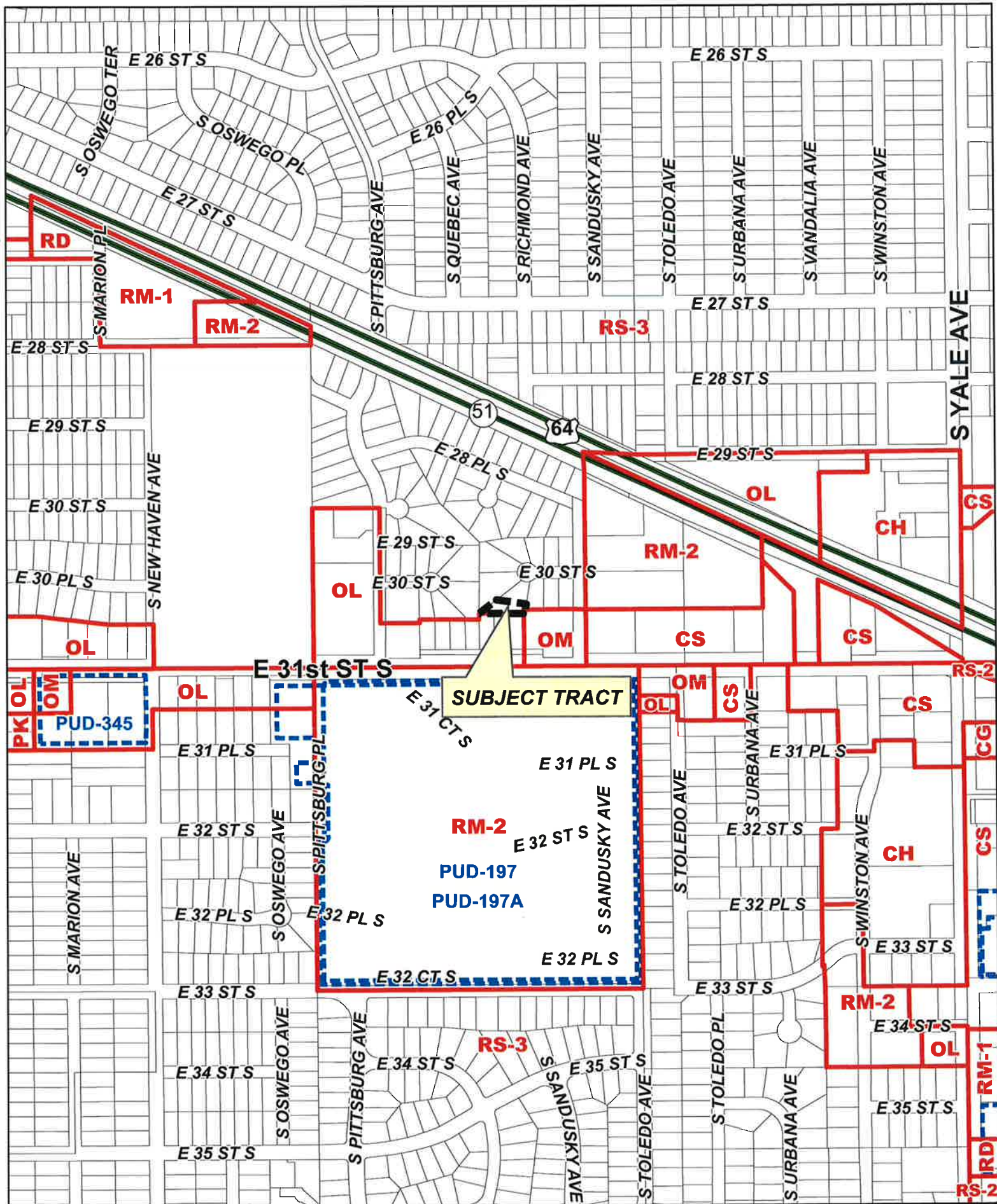
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014

8.14



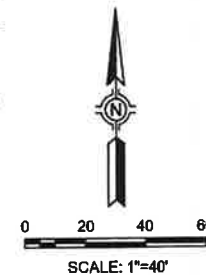
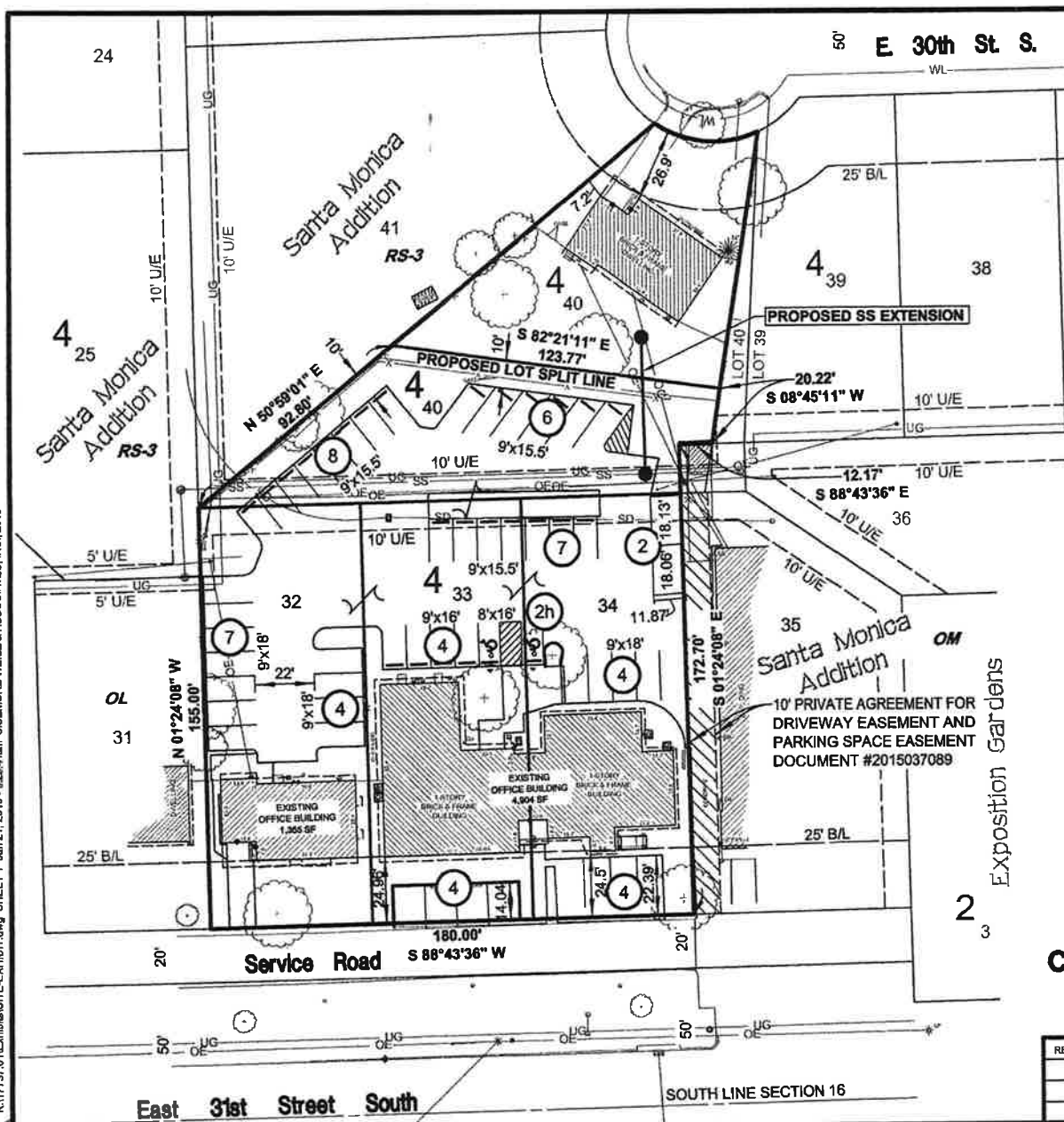




CPA-42

19-13 16

8.15



#### Legend

(9) PARKING SPACE COUNT

(2H) HANDICAP PARKING SPACE COUNT

PROPOSED 10' PRIVATE AGREEMENT FOR DRIVEWAY EASEMENT AND PARKING SPACE EASEMENT

#### Parking Summary

OFFICE USE = 6,259 SF (1/300)  
 REQUIRED PARKING = 21 SPACES  
 PROVIDED PARKING = 52 SPACES

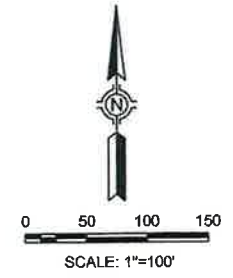
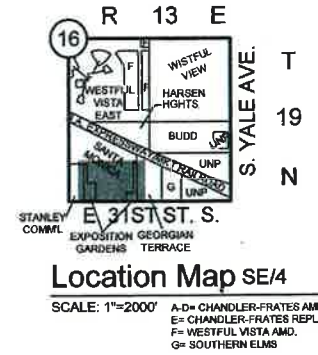
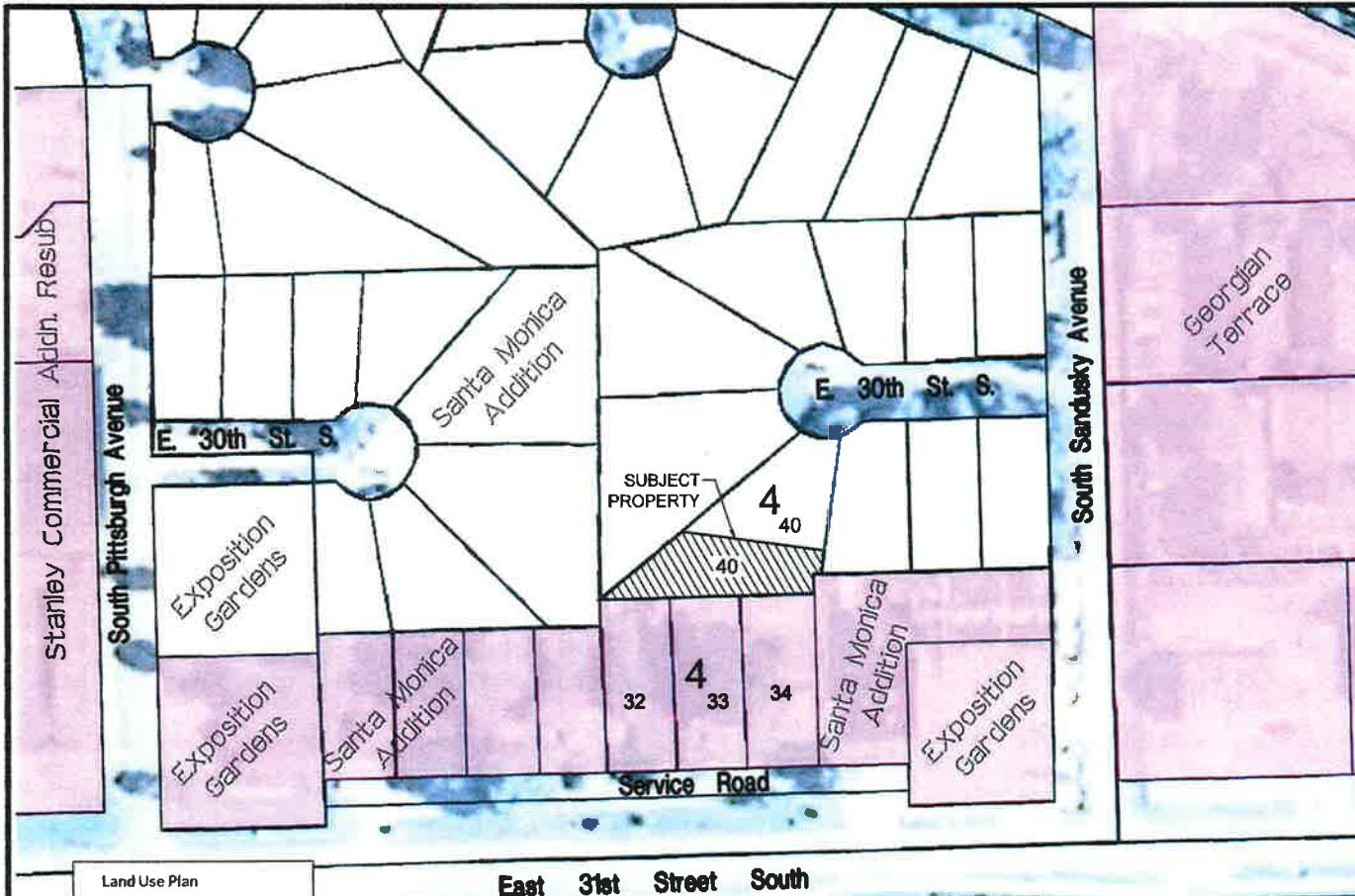
## Conceptual Proposed Site Plan Exhibit of Lots 32, 33, 34 & Part of Lot 40, Block 4 Santa Monica Addition City of Tulsa, Tulsa County, State of Oklahoma



Sisemore Weisz & Associates, Inc.  
 601 EAST 52ND PLACE  
 TULSA, OKLAHOMA 74135  
 C.A. NO. 2421  
 PHONE: (918) 605-0900  
 FAX: (918) 605-0908  
 EXP. DATE: 6/30/17

| REVISIONS | BY | DATE | FILE   | 1913.1623 | SURVEY BY:     | DATE   | 1/20/18 |
|-----------|----|------|--------|-----------|----------------|--------|---------|
|           |    |      | ORDER: | 17737.01  | DRAWN BY: LAD  | SCALE: | 1"=40'  |
|           |    |      | BOOK:  |           | CHECKED BY: MC | SHEET  | 1 OF 1  |





## Land Use of

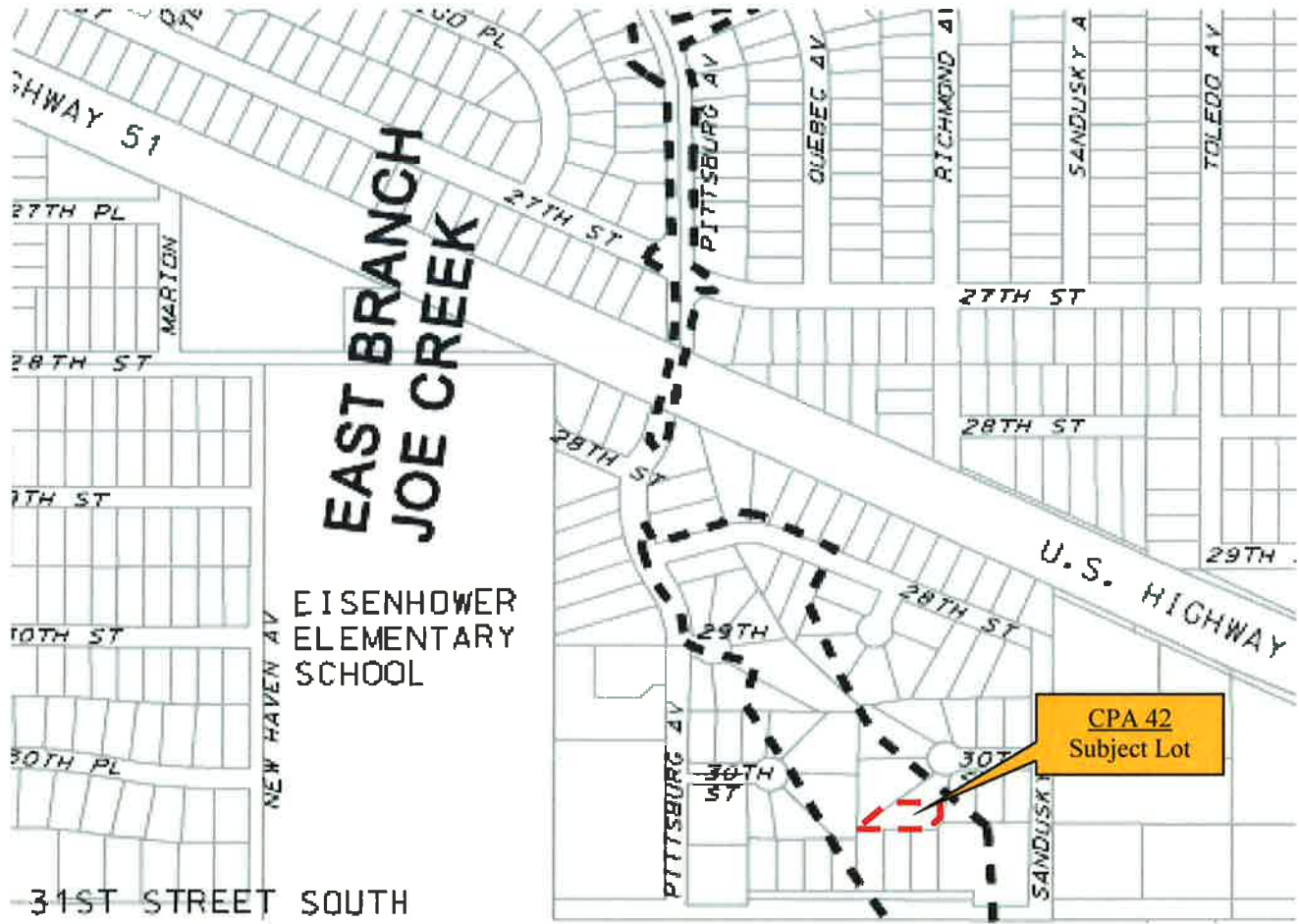
**Lots 32, 33, 34 & Part of Lot 40, Block 4  
Santa Monica Addition  
and Surrounding Area  
City of Tulsa, Tulsa County, State of Oklahoma**

- Land Use Plan**
- Park and Open Space
  - Downtown
  - Downtown Neighborhood
  - Main Street
  - Mixed-Use Corridor
  - Regional Center
  - Town Center
  - Neighborhood Center
  - Employment
  - New Neighborhood
  - Existing Neighborhood

**SWA** Sismore Weisz & Associates, Inc.  
 601 EAST 30th PLACE  
 TULSA, OKLAHOMA 74105  
 C.A. NO. 2421  
 PHONE: (918) 585-3800  
 FAX: (918) 585-8888  
 EXP. DATE: 6/30/17

| REVISIONS | BY | DATE | FILE:  | 1913.1823 | SURVEY BY:  | DATE: | 1/20/16 |         |
|-----------|----|------|--|-----------|---|-------|---------|---------|
|           |    |      | ORDER: <td>17737.01</td> <td>DRAWN BY:<td>LAD</td><td>SCALE:</td><td>1"=100'</td></td> | 17737.01  | DRAWN BY: <td>LAD</td> <td>SCALE:</td> <td>1"=100'</td> | LAD   | SCALE:  | 1"=100' |
|           |    |      | BOOK:  |           | CHECKED BY: <td>MC</td> <td>SHEET</td> <td>1 OF 1</td>  | MC    | SHEET   | 1 OF 1  |



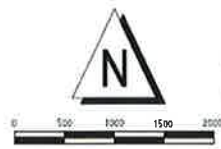


## REGULATORY AND FEMA FLOODPLAINS

**CITY OF Tulsa**  
 A New Kind of Energy.  
**ENGINEERING SERVICES**  
 APPROVED: *[Signature]*  
 DATE: 1/22/15

| DESCRIPTION | DATE   | BY | CHK |
|-------------|--------|----|-----|
| ISSUED      | 1/2015 | RJ | BF  |
|             |        |    |     |
|             |        |    |     |

- LEGEND**
- FEMA A-ZONE BOUNDARY
  - FLOODWAY AREA
  - AE A-ZONE DESIGNATION
  - A-ZONE DESIGNATION BOUNDARY
  - REGULATORY FLOODPLAIN BOUNDARY
  - SHALLOW FLOODING
  - CREEK CENTERLINE



|    |    |    |    |    |
|----|----|----|----|----|
| 36 | 31 | 32 | 33 | 34 |
| 1  | 6  | 5  | 4  | 3  |
| 12 | 7  | 8  | 9  | 10 |
| 13 | 18 | 17 | 16 | 15 |
| 24 | 19 | 20 | 21 | 22 |

PANEL INDEX

8.18



Tulsa Metropolitan Area  
Planning Commission

**Case Number: Z-7329**

(related to CPA-42, LS-20854, LC-752 )

**Hearing Date: March 2, 2016**

**Case Report Prepared by:**

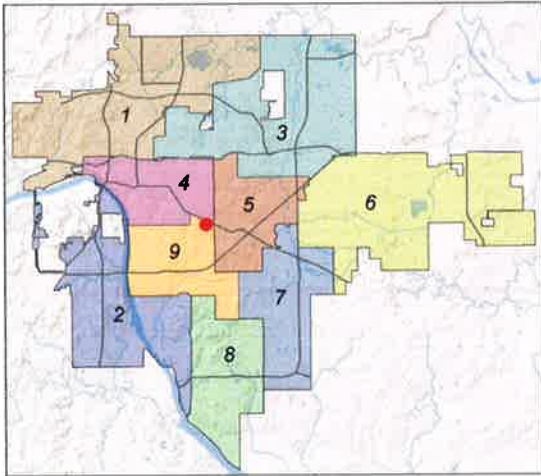
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Jim Shofner

*Property Owner:* Jim Shofner

**Location Map:**  
**(shown with City Council Districts)**



**Applicant Proposal:**

*Present Use:* Surface Parking zoned RS-3

*Proposed Use:* Surface Parking zoned OL

**Concept summary:**

Split south portion of Lot 40, Block 4 Santa Monica Addition, Rezone from RS-3 to OL and tie to lots south of this tract. Zoning request to support office expansion and parking.

*Tract Size:* 0.173 ± acres

*Location:* Northwest of the northwest corner of East 31<sup>st</sup> Street and South Sandusky Avenue, 4143 E 31<sup>st</sup> ST South

**Zoning:**

*Existing Zoning:* RS-3

*Proposed Zoning:* OL

**Comprehensive Plan:**

*Land Use Map:* Existing Neighborhood

*Stability and Growth Map:* Area of Stability

**Staff Recommendation:**

Staff recommends **DENIAL**.

The proposed OL district encroaches into an established residential neighborhood and is not consistent with the land use designation of the Comprehensive Plan. CPA-42 is a concurrent request to change the Plan. Staff also recommends denial of that Plan amendment.

**Staff Data:**

TRS: 9316

CZM: 37

Atlas: 133

**City Council District: 9**

*Councilor Name:* G.T. Bynum

**County Commission District: 2**

*Commissioner Name:* Karen Keith

9.1

## SECTION I: Z-7329

### DEVELOPMENT CONCEPT:

The site that is subject to this zoning request is located in midtown Tulsa, within an existing residential neighborhood south of the Broken Arrow Expressway and north of E 31<sup>st</sup> St S. The surrounding area contains single family residential on the north, east and west; residential, office and commercial retail about the subject lot on the south and southeast. In a written statement provided with the concurrent Comprehensive Plan Amendment application, the applicant has stated that the existing parking area on the subject site currently supports the office building to south.

The subject lot (existing parking area) is currently located in the rear yard of on an RS-3 zoned residential lot; an existing residence abuts the subject lot on the north. The existing off-street parking area is not a permitted use in the RS-3 zoning district and is in violation of the current City of Tulsa Zoning Code; the subject lot is also located within the City of Tulsa Regulated floodplain. The applicant has stated the existing off-street parking area was constructed in 2013. The parking area was built without obtaining the necessary permits and approval from the City of Tulsa.

### EXHIBITS:

INCOG Case map  
INCOG Aerial (small scale)  
INCOG Aerial (large scale)  
Tulsa Comprehensive Plan Land Use Map  
Tulsa Comprehensive Plan Areas of Stability and Growth Map  
Applicant Exhibits: Refer to the Comprehensive Plan and lot split exhibits.

### DETAILED STAFF RECOMMENDATION:

*The existing lot was platted prior to construction of the existing home in 1950. A portion of the east edge of the original lot has previously been split. The lot is a large wedge shaped lot at the end of a East 30<sup>th</sup> Street South which is a cul-de-sac. The frontage of the lot is approximately 35 feet wide. Splitting this lot to accommodate parking for office expansion will limit the ability of the future lot owner to expand or build a new home on this site. The minimum bulk and area requirements for the lot are met however this proposed rezoning, lot split and potential reduction of the lot size will severely impact future expansion or redevelopment opportunities, and;*

*The rezoning request is not consistent with the Existing Neighborhood vision of the Comprehensive Plan or the anticipated future development or redevelopment of this neighborhood, and;*

*OL zoning is not consistent with the existing development surrounding the site on the west, north and east, therefore;*

**Staff recommends Denial of Z-7329 to rezone property from RS-3 to OL.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: *The existing home and lot is consistent with the Existing Neighborhood vision of the Comprehensive Plan. Reduction of the existing lot size and rezoning a portion of Lot 40*

9.2

*Block 4 of the Santa Monica Addition erodes the fabric of the established single family residential neighborhood.*

Land Use Vision:

*Land Use Plan map designation: Existing Neighborhood*

"The **Existing Residential Neighborhood** category is intended to preserve and enhance Tulsa's existing single family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code. In cooperation with the existing community, the city should make improvements to sidewalks, bicycle routes, and transit so residents can better access parks, schools, churches, and other civic amenities."

*Areas of Stability and Growth designation: Area of Stability*

"The **Areas of Stability** includes approximately 75% of the city's total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability. The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life."

Transportation Vision:

*Major Street and Highway Plan:*

Multi-modal streets emphasize plenty of travel choices such as pedestrian, bicycle and transit use. Multimodal streets are located in high intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street. To complete the street, frontages are required that address the street and provide comfortable and safe refuge for pedestrians while accommodating vehicles with efficient circulation and consolidated-shared parking.

Streets on the Transportation Vision that indicate a transit improvement should use the multi-modal street cross sections and priority elements during roadway planning and design.

*Trail System Master Plan Considerations: None*

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

9.3

## DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The subject property is located in midtown Tulsa, within an existing residential neighborhood south of the Broken Arrow Expressway and north of E 31<sup>st</sup> St S. The surrounding area contains single family residential on the north, east and west; residential, office and commercial retail about the subject lot on the south and southeast. In a written statement provided with the Comprehensive Plan Amendment application, the applicant has stated that the existing parking area on the subject site currently supports the office building to south.

The subject lot (existing parking area) is currently located in the rear yard of on an RS-3 zoned residential lot; an existing residence abuts the subject lot on the north. The existing off-street parking area is not a permitted use in the RS-3 zoning district and is in violation of the current City of Tulsa Zoning Code; the subject lot is also located within the City of Tulsa Regulatory floodplain. The applicant has stated the existing off-street parking area was constructed in 2013. The parking area was built without obtaining the necessary permits and approval from the City of Tulsa.

## Environmental Considerations:

The majority of Lot 40 is in the Tulsa Regulatory floodplain. The entire area where the existing parking lot, proposed lot split, zoning and comprehensive plan are requested is inside the Tulsa Regulatory Floodplain. Future development of the site of any kind will require floodplain mitigation efforts satisfying Department of Development Services in the City of Tulsa.

## Streets:

| <u>Exist. Access</u>         | <u>MSHP Design</u>                          | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|------------------------------|---|-----------------|-----------------------|
| East 31 <sup>st</sup> Street | Secondary Arterial with multi modal overlay | 100 feet        | 4                     |
| East 30 <sup>th</sup> Street | None  | 50 feet         | 2                     |

## Utilities:

The subject tract has municipal water and sewer available. The lot split associated with this rezoning request will require a sanitary sewer extension to serve the existing home on the site.

## Surrounding Properties:

| <b>Location</b> | <b>Existing Zoning</b> | <b>Existing Land Use Designation</b>                | <b>Area of Stability or Growth</b>   | <b>Existing Use</b>                             |
|-----------------|------------------------|---|--------------------------------------|---|
| North           | RS-3                   | <i>Existing Neighborhood</i>                        | Area of Stability                    | Single family residential                       |
| South           | OL and OM              | <i>Mixed-Use Corridor</i>                           | Area of Growth                       | Office and commercial/retail                    |
| East            | RS-3 and OM            | <i>Existing Neighborhood and Mixed-Use Corridor</i> | Area of Stability and Area of Growth | Single family residential and commercial/retail |
| West            | RS-3                   | <i>Existing Neighborhood</i>                        | Area of Stability                    | Single Family Residential                       |

### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 11815 dated June 26, 1970, established zoning for the subject property.

***Subject Property:***

*No relevant history for the subject property.*

***Surrounding Property:***

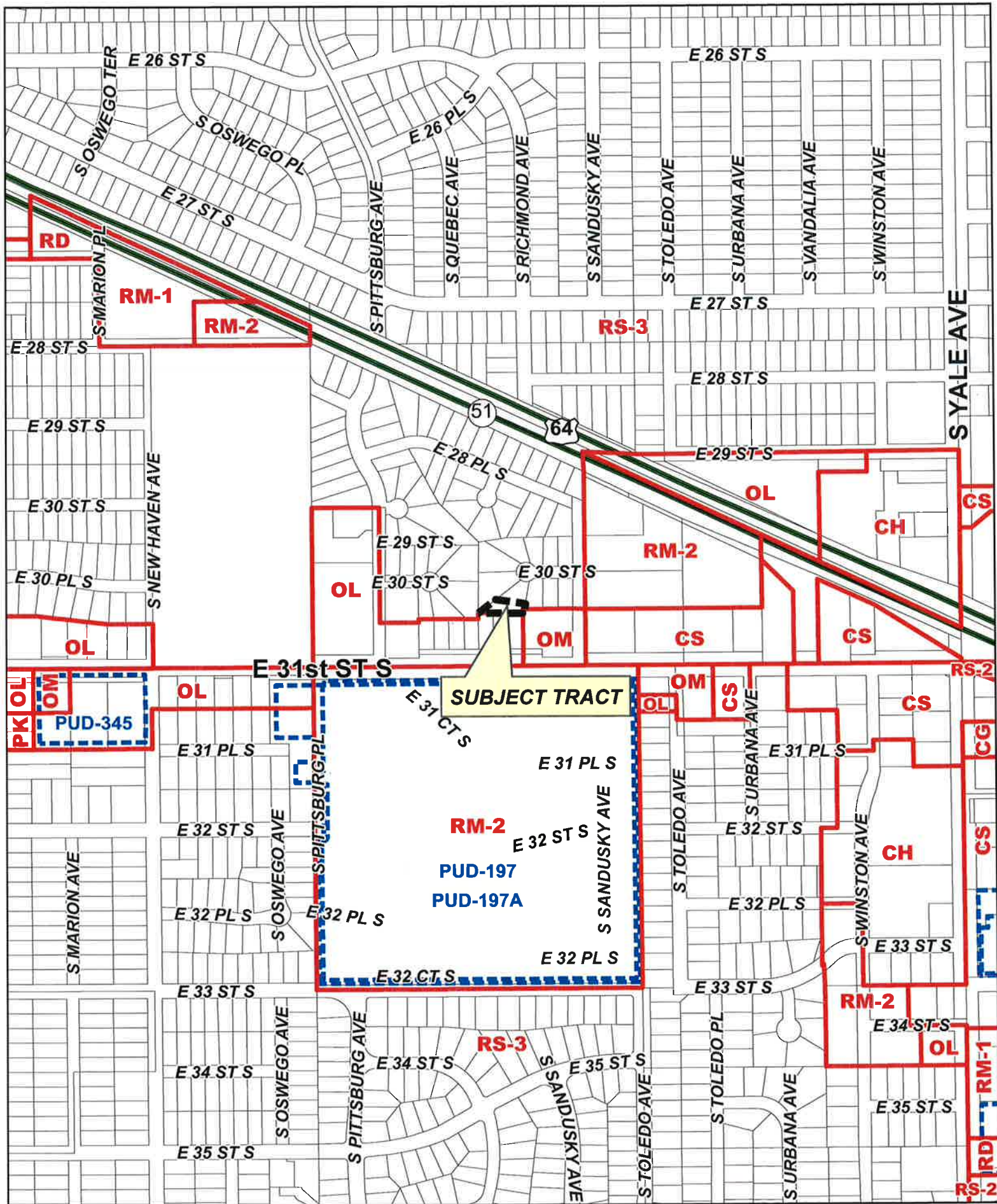
**BOA-14067 May 29, 1986:** The Board of Adjustment **denied** a *Variance* to allow an existing wooden sign from the required 50' to 30' of the centerline of 31<sup>st</sup> Street, on property located at 4143 E. 31<sup>st</sup> Street (Lot 32, Block 4, Santa Monica Addn.) and abutting south of subject property.

**BOA-8221 April 4, 1974:** The Board of Adjustment **approved** a *Variance* of the front setback requirement from 100' to 77', from the centerline of 31<sup>st</sup> Street in an OL district, per plot plan, on property located at 4143 E. 31<sup>st</sup> Street (Lot 34, Block 4, Santa Monica Addn.)) and abutting south of subject property.

3/2/2016 1:30 PM

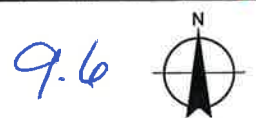
9.5





**Z-7329**

19-13 16







0 250 500  
Feet



Subject  
Tract

**Z-7329**

19-13 16

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014







Feet  
0 50 100



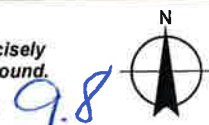
Subject  
Tract

**Z-7329**

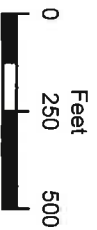
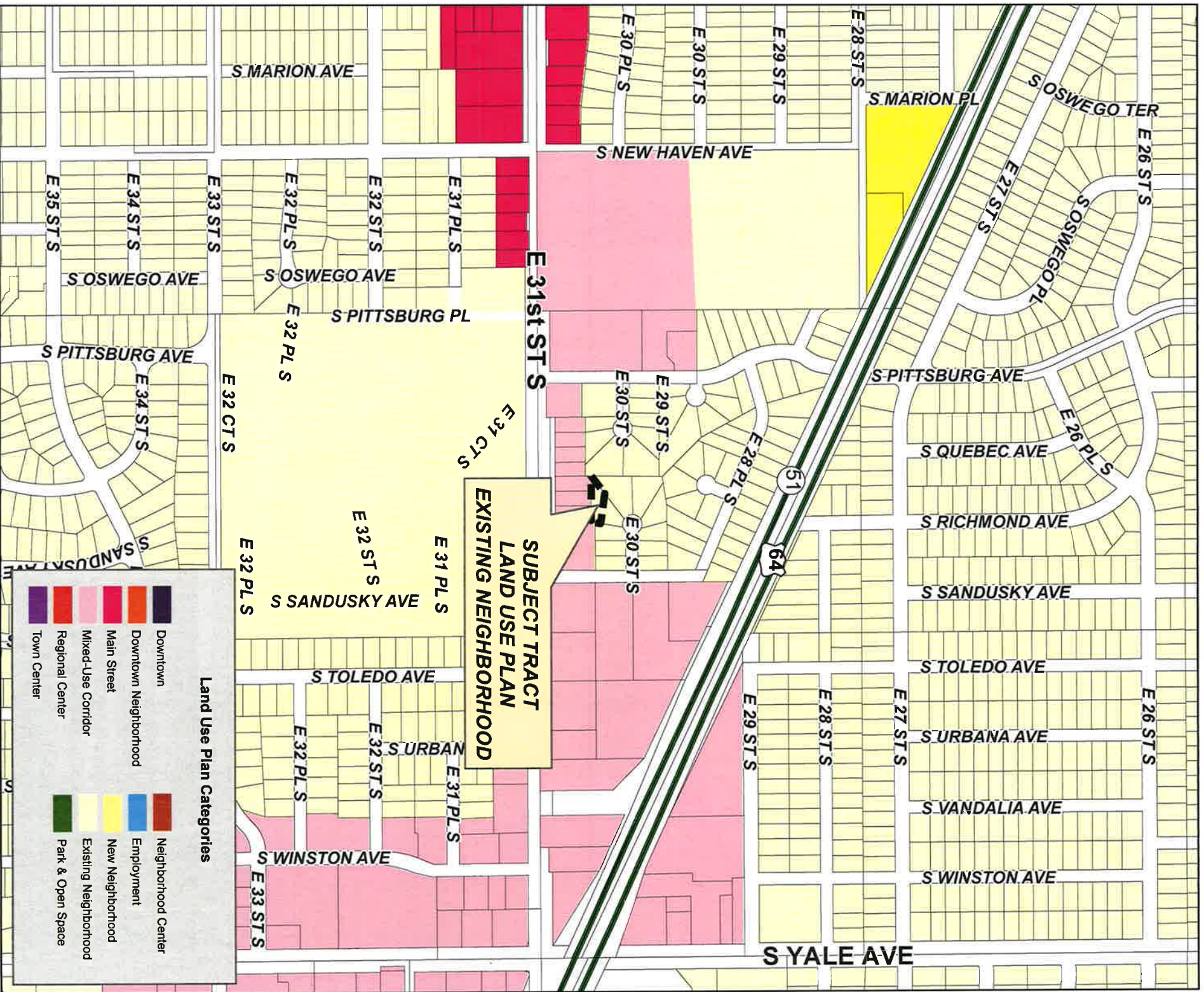
19-13 16

Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014



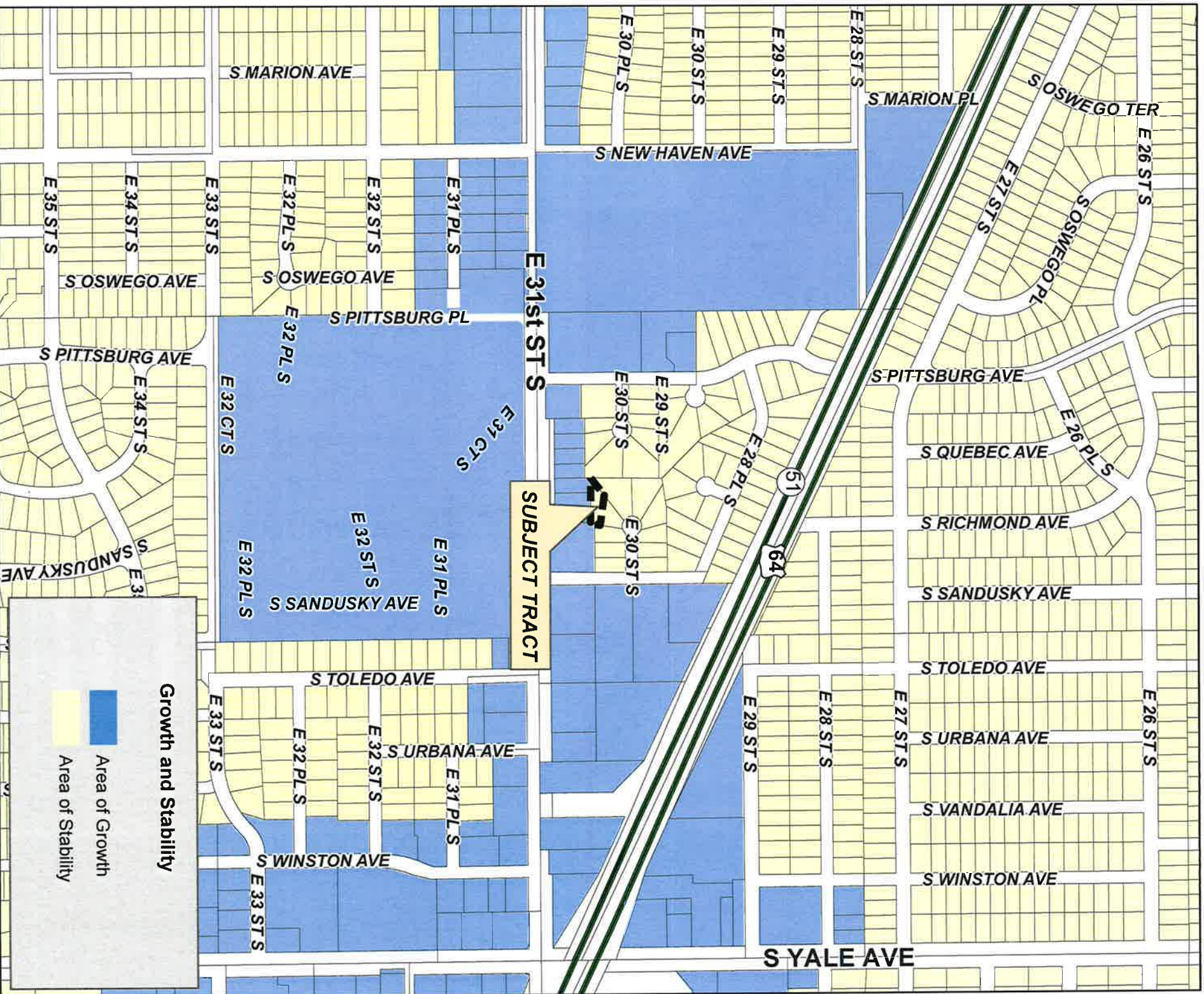




Z-7329  
19-13 16







0 250 500  
Feet

Z-7329

19-13 16





Tulsa Metropolitan Area  
Planning Commission

**Case Number: LS-20854**

(related to CPA-42 and Z-7329 and LC-752 )

**Hearing Date: March 2, 2016**

**Case Report Prepared by:**

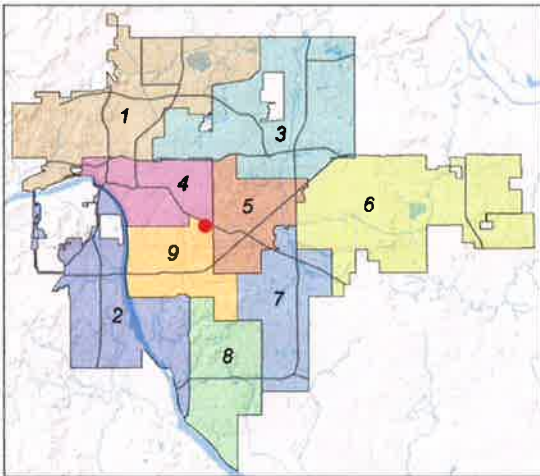
Nikki White

**Owner and Applicant Information:**

*Applicant:* Mark Capron

*Property Owner:* Jim Shofner

**Location Map:**  
**(shown with City Council Districts)**



**Applicant Proposal:**

*Present Use:* Surface Parking zoned RS-3 / Residential

*Proposed Use:* Surface Parking zoned OL

*Concept summary:*

Split south portion of Lot 40, Block 4 Santa Monica Addition, if rezoning to OL is approved.

*Tract Size:* 0.173 ± acres

*Location:* Northwest of the northwest corner of East 31<sup>st</sup> Street South and South Sandusky Avenue

**Zoning:**

*Existing Zoning:* RS-3

*Proposed Zoning:* OL

**Comprehensive Plan:**

*Land Use Map:* Existing Neighborhood

*Stability and Growth Map:* Area of Stability

**Staff Recommendation:**

**Staff recommends denial.**

The proposed OL district encroaches into an established residential neighborhood and is not consistent with the land use designation of the Comprehensive Plan. CPA-42 is a concurrent request to change the Plan. Staff also recommends denial of that Plan amendment.

**Staff Data:**

TRS: 9316

CZM: 37

Atlas: 133

**City Council District: 9**

*Councilor Name:* G.T. Bynum

**County Commission District: 2**

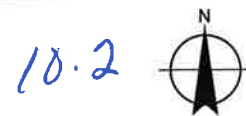
*Commissioner Name:* Karen Keith

10.1

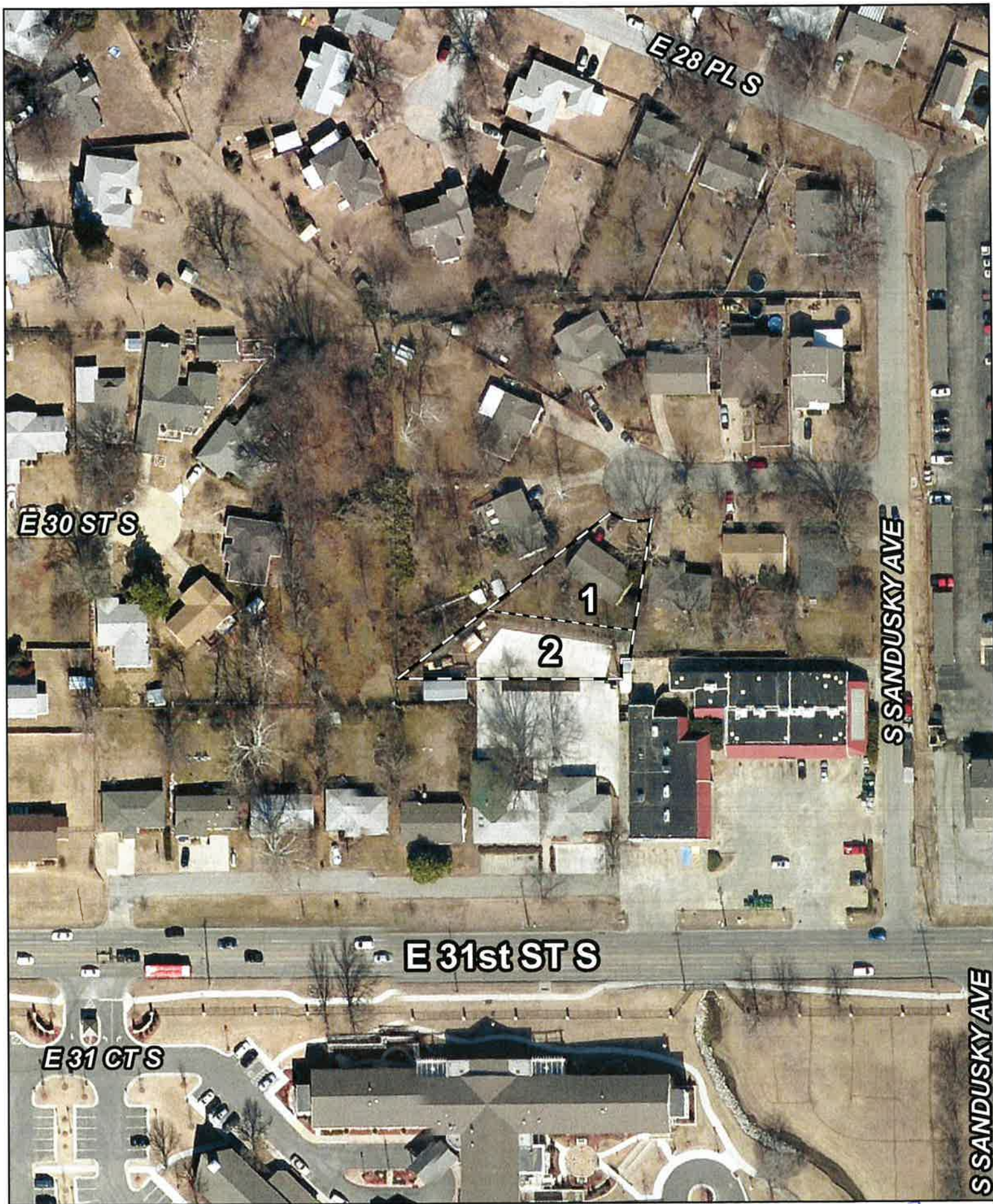




19-13 16







0 Feet 50 100



Subject Tract

**LS-20854**

19-13 16

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014







0 250 500  
Feet



Subject  
Tract

**LS-20854**

19-13 16

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014





Tulsa Metropolitan Area  
Planning Commission

**Case Number: LC-752**

(related to CPA-42 and Z-7329 and LS-20854 )

**Hearing Date: March 2, 2016**

**Case Report Prepared by:**

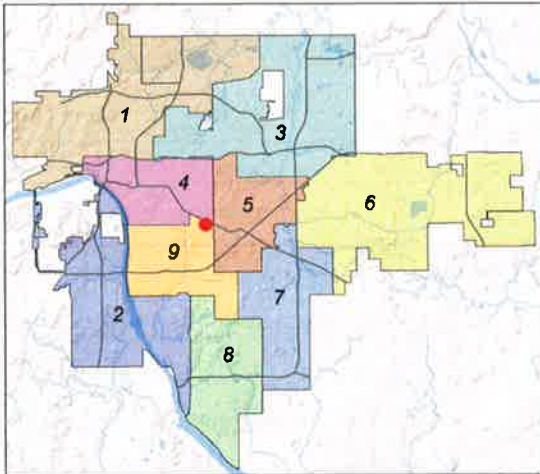
Nikki White

**Owner and Applicant Information:**

*Applicant:* Mark Capron

*Property Owner:* Jim Shofner

**Location Map:**  
**(shown with City Council Districts)**



**Applicant Proposal:**

*Present Use:* Surface Parking zoned RS-3 / Office

*Proposed Use:* Surface Parking zoned OL

*Concept summary:*

Rezone from RS-3 to OL and tie to lots south of this tract if rezone to OL is approved.

*Tract Size:* 0.173 ± acres

*Location:* Northwest of the northwest corner of East 31<sup>st</sup> Street South and South Sandusky Avenue

**Zoning:**

*Existing Zoning:* RS-3

*Proposed Zoning:* OL

**Comprehensive Plan:**

*Land Use Map:* Existing Neighborhood

*Stability and Growth Map:* Area of Stability

**Staff Recommendation:**

**Staff recommends denial.**

The proposed OL district encroaches into an established residential neighborhood and is not consistent with the land use designation of the Comprehensive Plan. CPA-42 is a concurrent request to change the Plan. Staff also recommends denial of that Plan amendment.

**Staff Data:**

TRS: 9316

CZM: 37

Atlas: 133

**City Council District: 9**

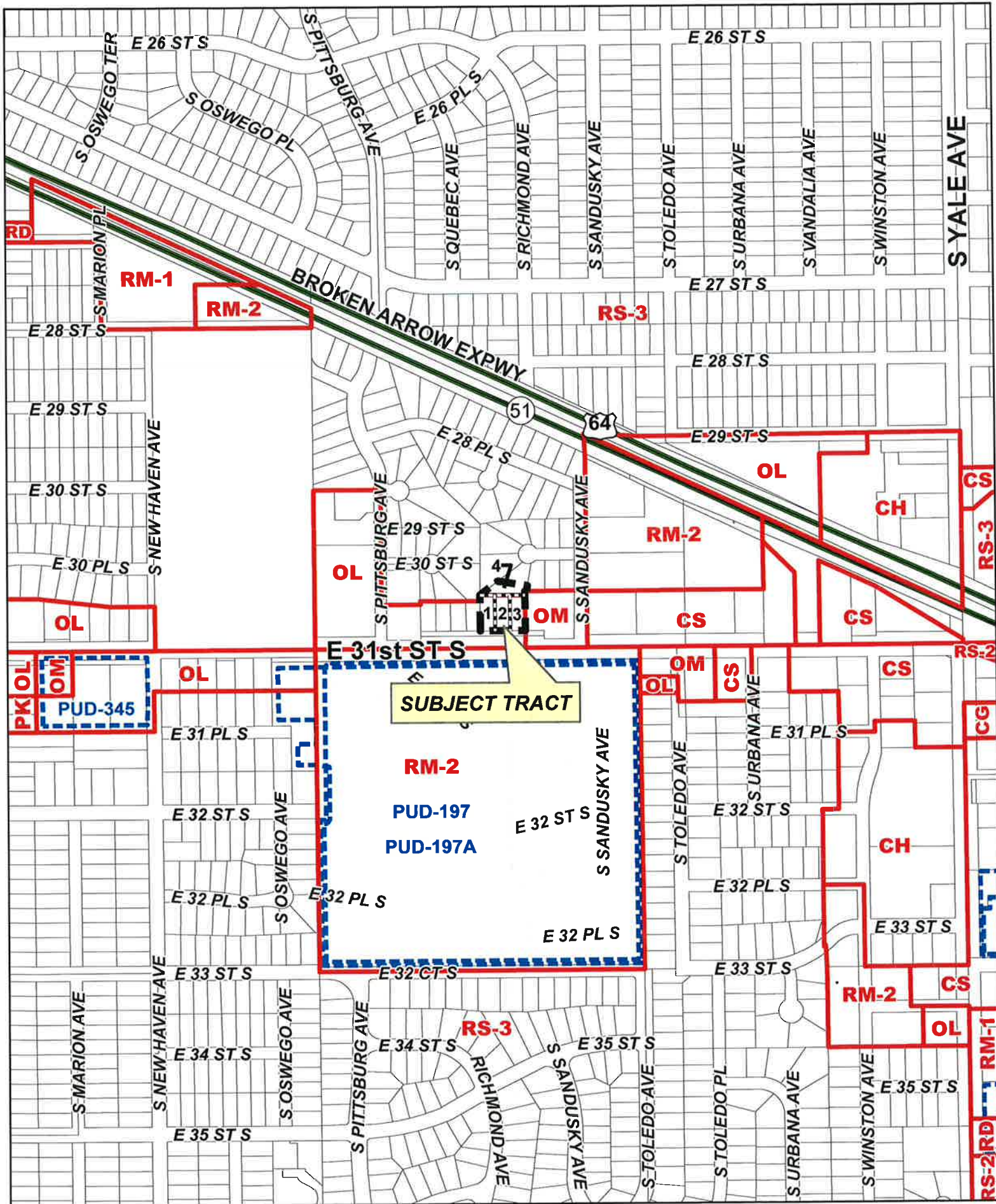
*Councilor Name:* G.T. Bynum

**County Commission District: 2**

*Commissioner Name:* Karen Keith

11.1





LC-752

19-13 16

11.2





E 30th ST S

S SANDUSKY AVE

E 31st ST S

E 31st ST S

0 50 100  
Feet



Subject  
Tract

**LC-752**

19-13 16

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014

11.3







0 250 500  
Feet



Subject  
Tract

LC 752

19-13 16

Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014





## **LOT-SPLIT AND WAIVER OF SUBDIVISION REGULATIONS**

**March 2, 2016**

**LS-20857**

**Shane Roller, (9319) (7329) (County)**

**West of the southwest corner of East 161<sup>st</sup> Street South and South  
Harvard Avenue**

The Lot-Split proposal is to split an existing AG (Agriculture) tract into four tracts. All four resulting tracts exceed the Bulk and Area requirements of the Tulsa County Zoning Code.

Technical Advisory Committee met on February 18, 2016. The County Engineer is requiring a 50' right-of-way easement along E. 161<sup>st</sup> St S. This easement is to include all previous dedicated right-of-way.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines.





E 161st ST S

S HARVARD AVE

B

C

D

A

0 250 500  
Feet



Subject  
Tract

**LS-20857**

17-13 29

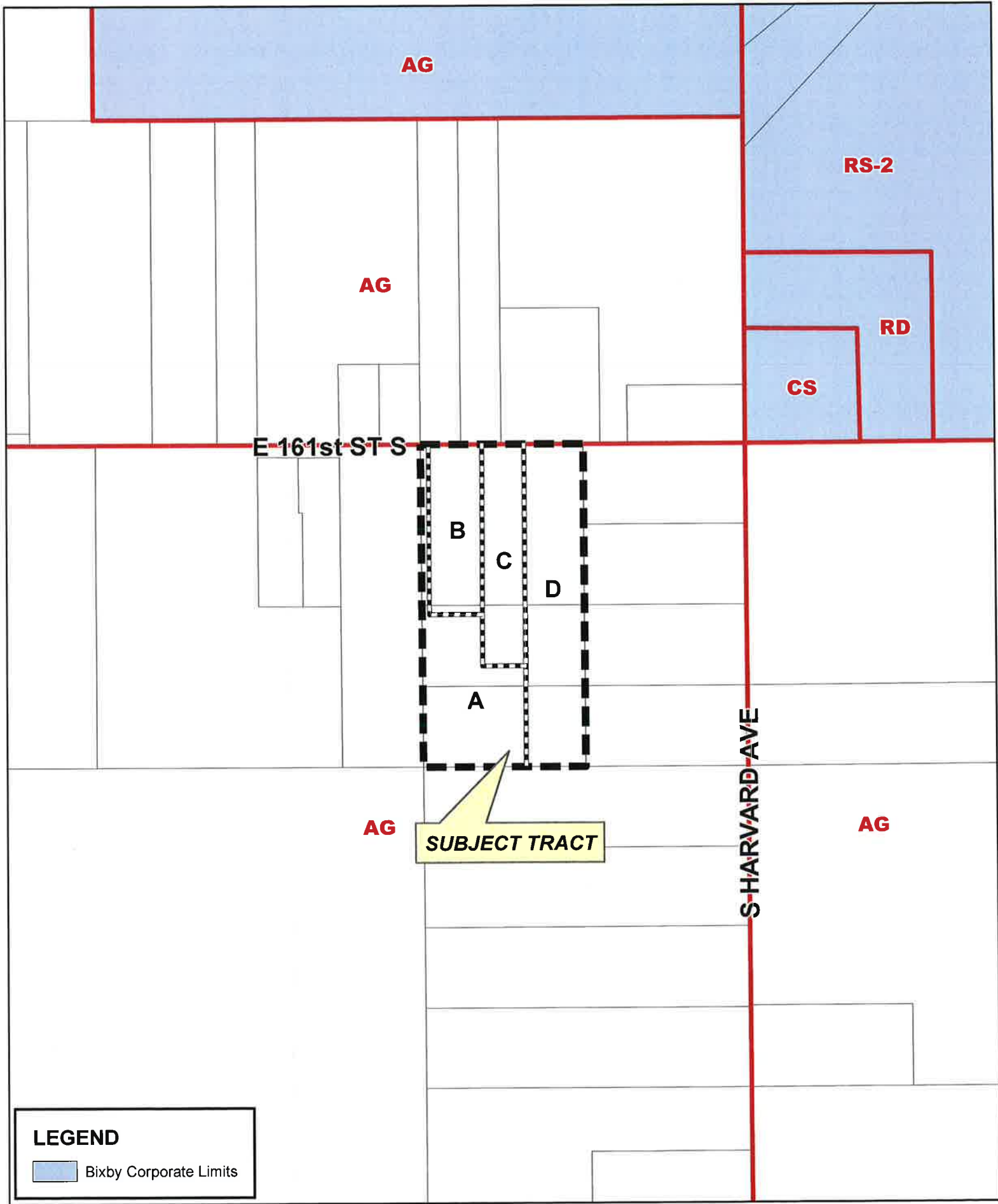
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014

12.2

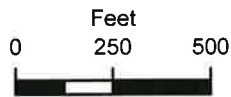






**LEGEND**

 Bixby Corporate Limits



**LS-20857**

17-13 29

12.3







**Lot-Split and Waiver of Subdivision Regulations**

**March 2, 2016**

**LS-20858**

**Kenny and Kendra Smith, (1314) (AG) (County)**

**10333 North Sheridan Road/ South of the southeast corner of East 106<sup>th</sup>  
Street North and North Sheridan Road**

The Lot-Split proposal is to split an existing AG (Agriculture) tract into two tracts. Both of the resulting tracts will meet the Bulk and Area requirements of the Tulsa County Zoning Code.

The Technical Advisory Committee met on February 18, 2016 and had the following comments. A 50' right-of-way Easement is needed along North Sheridan Road. The "panhandle" portion of the property needs to be widened to 30 feet and the County engineer would like to see square footages for both tracts on the survey.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines.



Feet  
0 250 500



Subject  
Tract

**LS-20858**

21-13 14

Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014

13.2





AG

AG

E 106th ST N

SUBJECT TRACT

1

2

AG

N-SHERIDAN RD

AG



LS-20858

21-13 14

13.3









Tulsa Metropolitan Area  
Planning Commission

**Case :** Sheridan Communication  
Federal Credit Union

**Minor Subdivision Plat**

**Hearing Date:** March 2, 2016

**Case Report Prepared by:**

Diane Fernandez

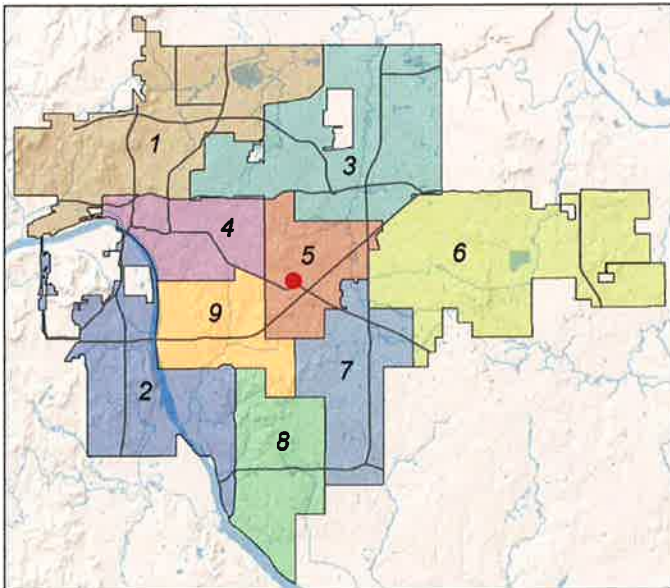
**Owner and Applicant Information:**

*Applicant:* Danny Cahill, Lemke  
Engineering

*Owner:* Larry Shropshire, CEO

**Location Map:**

**(shown with City Council Districts)**



**Applicant Proposal:**

Minor Subdivision Plat

*Tract Size:* 9 acres

*Location:* Southwest corner of East 31<sup>st</sup>  
Street South and South Sheridan Road

**Zoning:** CS (commercial shopping)

**Staff Recommendation:**

Staff recommends Approval.

**City Council District:** 5

*Councilor Name:* Karen Gilbert

**County Commission District:** 3

*Commissioner Name:* Ron Peters

**EXHIBITS:**

INCOG Aerials  
INCOG Case Map  
Subdivision Map  
Growth and Stability Map  
Land Use Map

14.1

## MINOR SUBDIVISION PLAT

### **Sheridan Communication Federal Credit Union - (CD 5)**

Southwest corner of East 31st Street South and South Sheridan Road

The plat consists of 1 Lot, 1 Block, on .9 acres.

The following issues were discussed February 18, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned .CS (commercial shopping).
2. **Streets:** Fifty feet of right of way is required for 31<sup>st</sup> Street as a Secondary Arterial from centerline. Additional 8 feet is required to be dedicated for right turn lane. Provide reference for existing right of way such as plat number or book and page number. Covenant Section 1 A must include dedication language. Is the 70 foot side ACC, a mutual access easement? Show the existing access location on 31<sup>st</sup> and provide reference for it such as: "Access per plat numbe." South property line has mutual access easement. Show width of MAE and call it out. Include mutual access language in covenants.
3. **Sewer:** No comment.
4. **Water:** No comment.
5. **Storm Drainage:** The limits of the flood plain need to be clearly delineated on the plat as well as overland drainage easement for the flood plain conveyance. Calculations may be required to demonstrate that the flood is clearly conveyed without loss of flood plain storage causing any adverse impact..
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** No comment.
8. **Other: GIS:** Provide the correct subdivision boundary for the "Little Lighthouse" plat in the location map. Submit control data sheet. Tie plat to the northeast section corner of Section 22. Label the point of commencement and provide bearings and distances down to the point of beginning graphically. Also incorporate into the legal description of the plat. Provide the expiration dates for engineer and surveyor information. Add "State Of" before Oklahoma. Provide the address caveat disclaimer statement. Place the street address inside the plat boundary graphically.

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

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

14.2



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.

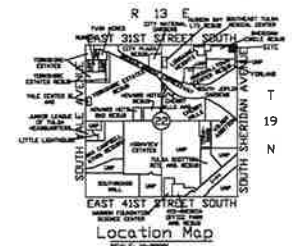
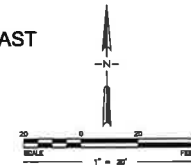


## Minor Subdivision Plat/Draft Final Plat #1

A REPLAT OF LOT 1 AND PART OF LOT 2, BLOCK 1, SHERIDAN CIRCLE ADDITION  
BEING A PART OF THE NORTHEAST QUARTER (NE/4) OF SECTION 22, TOWNSHIP 19 NORTH, RANGE 13 EAST  
CITY OF TULSA, TULSA COUNTY, OKLAHOMA

**Owner:**  
**Communication Federal Credit Union**  
4141 Northwest Expressway, Suite 200  
Oklahoma City, Oklahoma 73116  
Phone: 405-590-6831  
Contact: Jack Nance

**Engineer/Surveyor:**  
**Lemke Land Surveying, LLC**  
Certificate of Authorization No. 6975  
7060 S. Yale Avenue, Suite 603  
Tulsa, Oklahoma 74136  
Phone: 918-895-9383  
E-mail: danny.cahill@lemke-ls.com



**Subdivision Statistics:**  
 SUBDIVISION CONTAINS ONE (1) LOT IN ONE (1) BLOCK  
 SUBDIVISION CONTAINS 0.007 TOTAL ACRES (0.113 SF)

**Legend:**

- U/E = UTILITY EASEMENT
- B/L = BUILDING SETBACK LINE
- R/W = RIGHT OF WAY
- ACC = ACCESS
- LNA = LIMITS OF NO ACCESS
- P.O.B. = POINT OF BEGINNING
- IB = IRON BAR

Notes:

1. ADDRESS IS 3108 SOUTH SHERIDAN ROAD.
2. FIRE HYDRANT 135' SOUTHEAST ACROSS E. SHERIDAN AVE.
3. FIRE HYDRANT 112' NORTH ACROSS E. 31ST ST.

**Monumentation:**  
1/2-INCH (8M) IRON BARS TO BE SET AT ALL CORNERS,  
UNLESS OTHERWISE NOTED.

**Basis of Bearing:**  
THE BEARING BASE FOR THIS SURVEY IS GRID BEARINGS  
DERIVED FROM THE OKLAHOMA STATE PLANE COORDINATE  
SYSTEM WITH THE EAST LINE OF SECTION 22 AB N 01°25'05" E  
AND THE NORTH LINE OF SECTION 22 AB N 88°35'08" E.

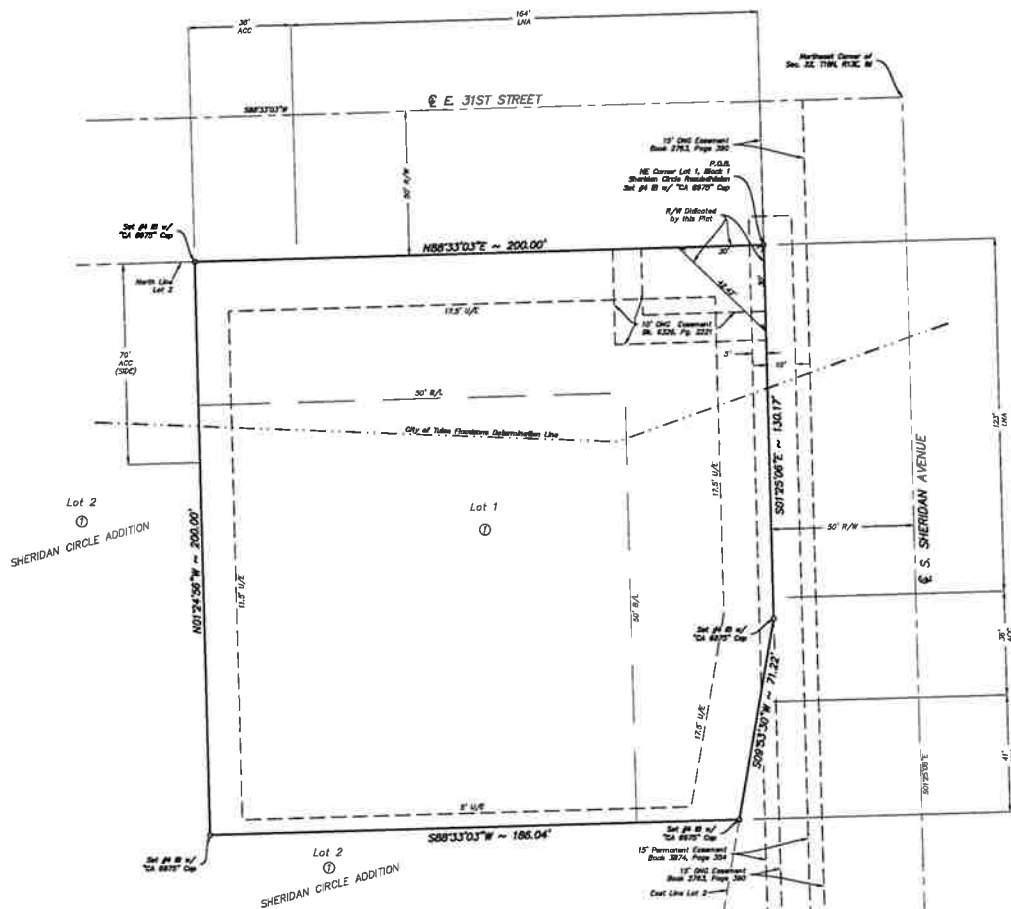
**Benchmark:**  
CUT 'X' IN BASE OF SIGNAL POLE AT THE NORTHEAST  
CORNER OF LOT 1, BLOCK 1, SHERIDAN COMMUNICATIONS  
FEDERAL CREDIT UNION.  
N 413604.8864  
E 25873002.533  
NAVD 83 DATUM  
ELEVATION = 684.371

|   |  |
|---|--|
| <p align="center"><b>FINAL PLAT<br/>ENDORSEMENT OF APPROVAL</b></p>   |  |
| <p>Tulsa Metropolitan Area Planning Commission<br/>Approval Date _____</p>  |  |
| <p align="right">TMAPC/INCOG<br/>_____</p>  |  |
| <p align="right">CITY ENGINEER<br/>_____</p>  |  |
| <p>Council of the City of Tulsa, Oklahoma<br/>Approval Date _____</p>   |  |
| <p align="right">TMAPC/INCOG<br/>_____</p>  |  |
| <p align="right">CITY ENGINEER<br/>_____</p>  |  |
| <p align="right">ATTEST: CITY CLERK<br/>_____</p>   |  |
| <p align="right">CITY ENGINEER<br/>_____</p>  |  |
| <p><i>This approval of this Final Plat will expire one year from the date of City Council approval if not filed in the Office of the County Clerk before that date.</i></p> |  |

Minor Sub/Version Pkt/Draft Final Pkt #1  
Sheridan Communication Federal Credit Union

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL, SIGNED AND SEALED DOCUMENT.

Sheet 1 of 2  
Date Printed: January 13, 2018



14.5





# **SHERIDAN COMMUNICATION FEDERAL CREDIT UNION**

0 Feet 200 400



Subject Tract

19-13 22

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



146





S NORWOOD AVE

E 31st ST S

S SHERIDAN RD

E 32 ST S

**SHERIDAN COMMUNICATION FEDERAL CREDIT UNION**

0 50 100  
Feet



Subject  
Tract

19-13 22

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



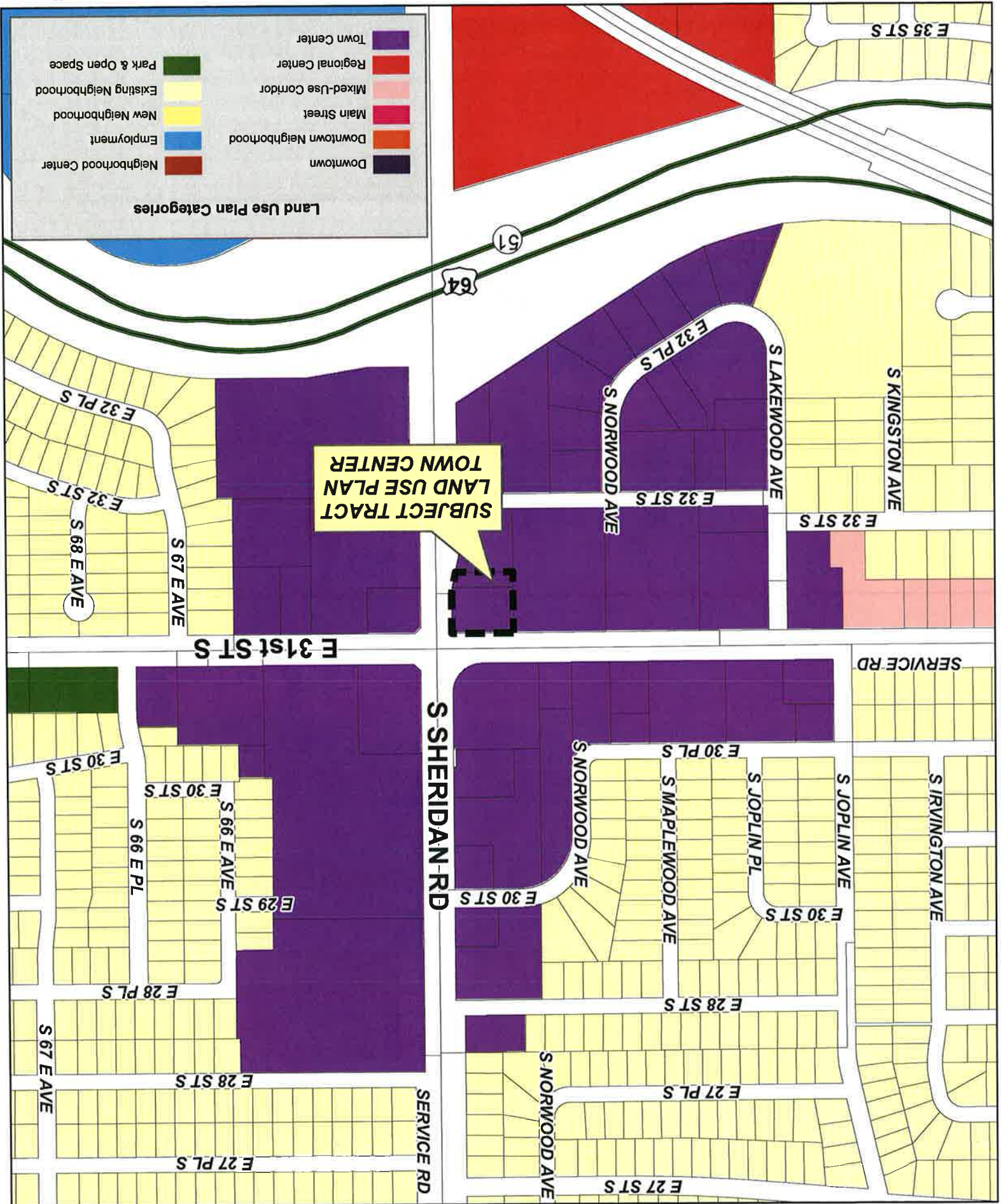
14.7





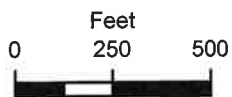
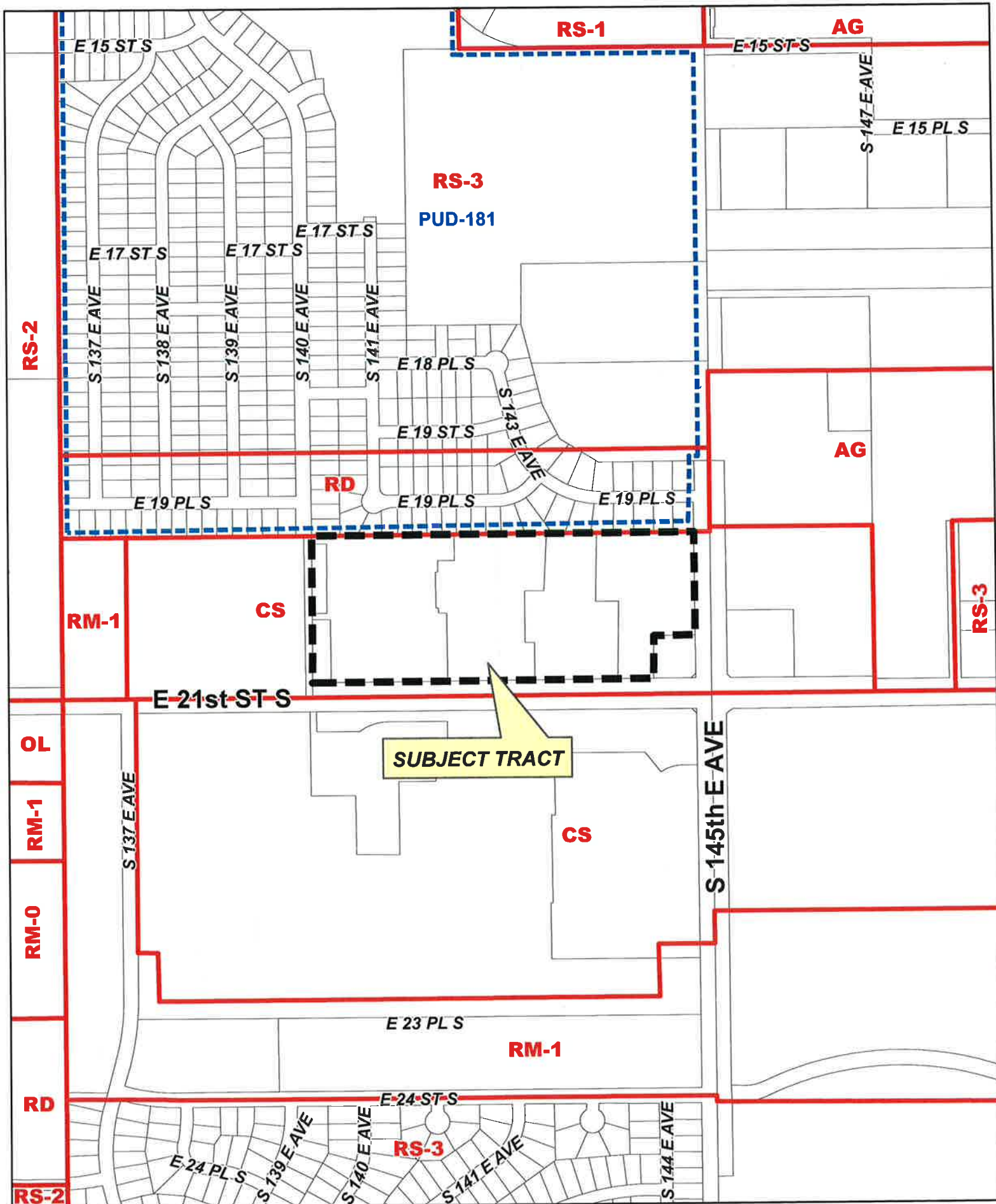


**SHERIDAN COMMUNICATION FEDERAL CREDIT UNION**









**Z-7326**

19-14 09

15.1



## Huntsinger, Barbara

---

**From:** Nathan Cross [ncross@riggsabney.com]  
**Sent:** Tuesday, February 23, 2016 10:44 AM  
**To:** Wilkerson, Dwayne; Mariboho, Mindi; Huntsinger, Barbara  
**Cc:** Johnnie Morland  
**Subject:** Z-7326/PUD 844  
**Attachments:** Nathan Cross.vcf

The applicant would like to request a continuance on the above from the March 2, 2016 agenda to the April 20, 2016 agenda. Please contact me if you have questions or concerns.

Thanks,  
Nathan

**Nathan Cross** | [ncross@riggsabney.com](mailto:ncross@riggsabney.com)

Attorney

**R I G G S**  **A B N E Y**  
NEAL TURPEN ORBISON LEWIS

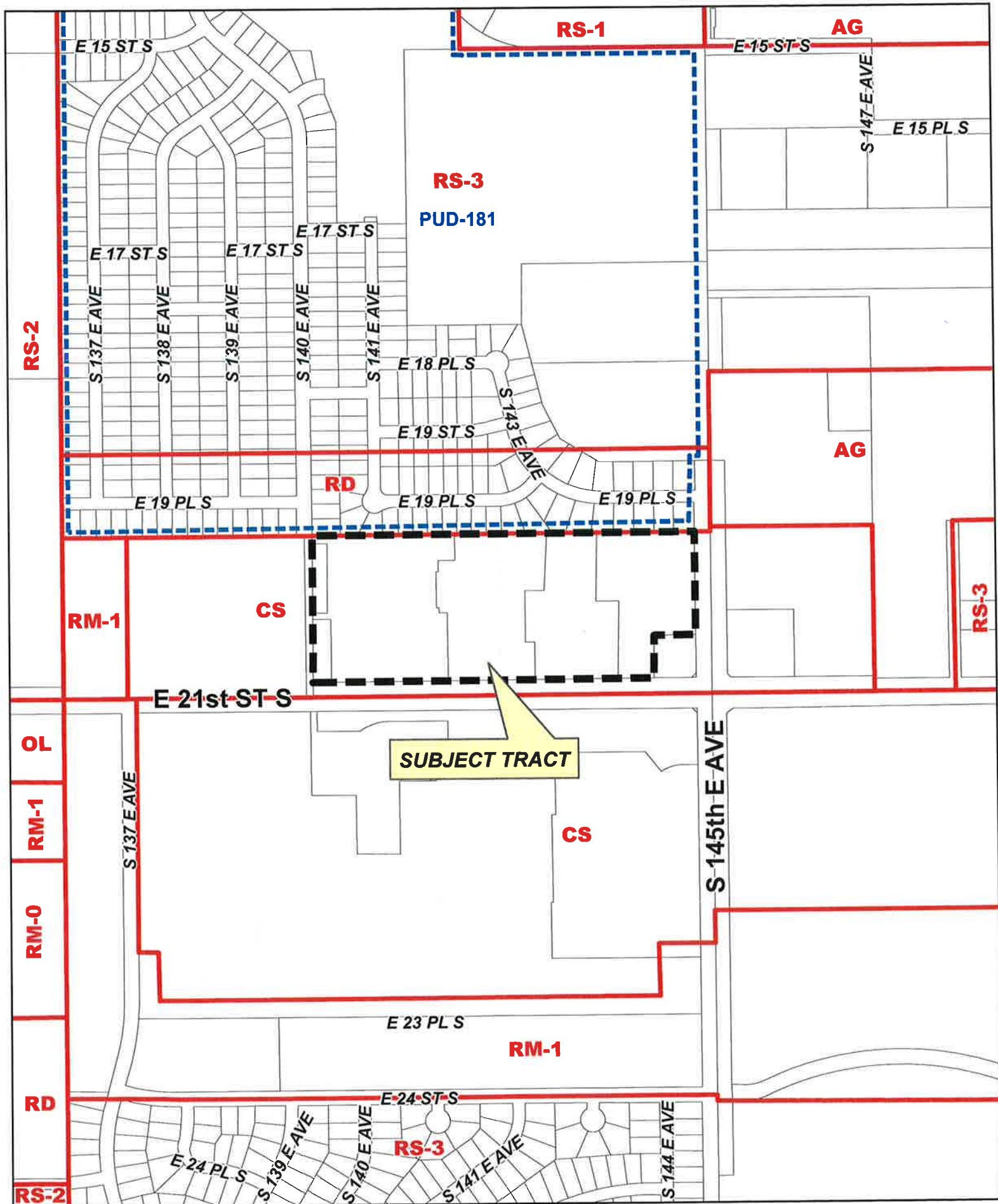
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502 West 6th St. | Tulsa, OK 74119  
Office: 918-587-3161 | Fax: 918-743-0546



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**PUD-844**

19-14 09

16.1



## Huntsinger, Barbara

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**Sent:** Tuesday, February 23, 2016 10:44 AM  
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Thanks,  
Nathan

**Nathan Cross** | [ncross@riggsabney.com](mailto:ncross@riggsabney.com)

Attorney

**R I G G S**  **A B N E Y**  
NEAL TURPEN ORBISON LEWIS

---

502 West 6th St. | Tulsa, OK 74119  
Office: 918-587-3161 | Fax: 918-743-0546



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Tulsa Metropolitan Area  
Planning Commission

**Case Number: Z-7328**

(Related to PUD 181-A)

**Hearing Date: March 2, 2016**

**Case Report Prepared by:**

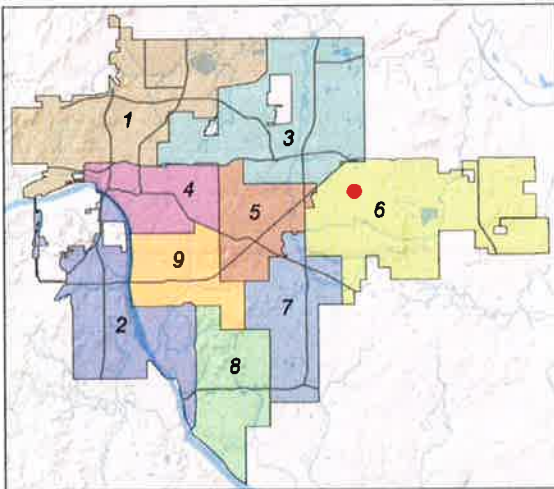
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Randy Branstetter

*Property Owner:* BARRAZA, SANTIAGO

**Location Map:**  
**(shown with City Council Districts)**



**Applicant Proposal:**

*Present Use:* Residential

*Proposed Use:* Single-Family Residential

*Concept summary:* Rezone property and abandon PUD to bring all of the ownership into a single zoning category that supports development of a large estate parcel for single family residence.

*Tract Size:* 15 ± acres

*Location:* North of E. 14<sup>th</sup> St. S. at S. 138<sup>th</sup> E. Ave.

**Zoning:**

*Existing Zoning:* AG/ RS-2/ RS-3/ PUD-181

*Proposed Zoning:* AG

**Comprehensive Plan:**

*Land Use Map:* New Neighborhood

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

Concurrent abandonment of a part of PUD 181 does not affect future or existing development opportunities for the remainder of PUD 181.

Rezoning to AG is consistent with the New Neighborhood Vision of the Comprehensive Plan.

**Staff Data:**

TRS: 9409

CZM: 39

Atlas: 1244/1245

**City Council District: 6**

*Councilor Name:* Connie Dodson

**County Commission District: 1**

*Commissioner Name:* John Smaligo

17.1

## SECTION I: Z-7328

### DEVELOPMENT CONCEPT:

Z-7328 is a 15 acre tract that is partially in a PUD 181, partially zoned AG, RS-2 and RS-3. The site is adjacent to Harvey Young Airport and also adjacent to a large parcel that has never been developed.

The applicant is changing all of his property to AG zoning district and ultimately combining the entire ownership into one parcel. Future redevelopment is not contemplated at this time.

### EXHIBITS:

INCOG Case map

INCOG Aerial

Tulsa Comprehensive Plan Land Use Map

Tulsa Comprehensive Plan Areas of Stability and Growth Map

Applicant Exhibits: None

### DETAILED STAFF RECOMMENDATION:

In conjunction with the abandonment of a portion of PUD 181 the request for AG zoning consistent with the surrounding uses, and;

In this instance the AG zoned property is already part of the parcels zoning. This request will bring the entire site into one zoning classification, and;

Z-7328 is consistent with the Comprehensive Plan however the comprehensive plan ultimately will support a much denser residential development, and;

Z-7328 is harmonious with the surrounding property, therefore:

**Staff recommends Approval of Z-7328 to rezone property from AG/ RS-2/ RS-3/ PUD-181 to AG.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

***Staff Summary:** Typically this site would be developed as a single family residential area with much greater density however the current property ownership is approximately 15 acres and there are no immediate plans to redevelop the site. The request for AG zoning supports the existing property use. The long term vision for this area will remain a New Neighborhood with the long term vision for the site to include connections to the existing street network on East 14<sup>th</sup> Street and South 138<sup>th</sup> East Avenue and a higher density residential use.*

### Land Use Vision:

***Land Use Plan map designation:** New Neighborhood*

The 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.

17.2



*Areas of Stability and Growth designation: Area of Growth*

The purpose of an Area 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 in 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.

Transportation Vision:

*Major Street and Highway Plan: None*

*Trail System Master Plan Considerations: None*

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site is a large tract of land with a single family residence and support buildings. South 138<sup>th</sup> East Avenue stubs into the south and north ends of the site. Future property development for anything other than a single family residential property the street will be connected through the property. West of the site is a small airport.*

*Street View at northwest corner of East 14<sup>th</sup> Street South at South 138<sup>th</sup> East Avenue looking north:  
(See Next Page)*



Environmental Considerations: None that would affect future redevelopment opportunities or the existing uses. The adjacent airport west of the property could have some impact on future development opportunities.

Streets:

| <u>Existing Access</u>              | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|-------------------------------------|--------------------|-----------------|-----------------------|
| East 14 <sup>th</sup> Street South  | None               | 50 feet         | 2                     |
| South 138 <sup>th</sup> East Avenue | None               | 50 feet         | 2                     |

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

| <b>Location</b> | <b>Existing Zoning</b> | <b>Existing Land Use Designation</b> | <b>Area of Stability or Growth</b> | <b>Existing Use</b>       |
|-----------------|------------------------|--------------------------------------|------------------------------------|---------------------------|
| North           | RS-3                   | <i>Existing Neighborhood</i>         | Stability                          | Single family residential |
| South           | RS-3 / PUD 181         | <i>Existing Neighborhood</i>         | Stability                          | Single family residential |
| East            | RS-3 / PUD 181         | <i>New Neighborhood</i>              | Growth                             | Vacant                    |
| West            | RS-2                   | <i>New Neighborhood</i>              | Growth                             | Harvey Young Airport      |



### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 13590 dated April 1, 1976 (PUD-181), and 13588 dated March 30, 1976 (RS-3), and 12323 dated December 22, 1971 (RS-2), and 11817 dated June 26, 1970 (AG), established zoning for the subject property.

#### ***Subject Property:***

**Z-6431/ PUD-181 Abandonment February 1994:** All concurred in **denial** of a request for *rezoning* a 80± acre tract of land from RS-3/ PUD-181 to AG and to abandon that portion of PUD-181, for agriculture use, raising animals, etc., on property located north of E. 21<sup>st</sup> St. and on the west side of S. 145<sup>th</sup> E. Ave., running diagonal through the center of the original PUD; and includes the subject property.

**PUD-181 April 1976:** All concurred in **approval** of a proposed *Planned Unit Development* on a 166± acre tract of land that is broken up into Development Areas, to allow for single-family, duplex, townhouses, and garden apartments, and clustered single-family residences, on property located north and west of E. 21<sup>st</sup> St. and S. 145<sup>th</sup> E. Ave. and is a part of the subject property.

#### ***Surrounding Property:***

*No relevant history for surrounding properties except the following background relating the Harvey Young Airport.*

Harvey Young Airport has been operational since 1968. The entire property is zoned RS-2 and has been to the Board of Adjustment several times. The most recent request was a Special Exception to permit additional hangers. That Special Exception was approved as recorded in Case# 18113 in 1998.

Board of Adjustment (Case# 10797) granted a variance for an office building, flying school, and airplane storage in 1979. The uses will not be allowed after the airport ceases to operate. In 1982 the size of the previously approved accessory building was expanded from 750 square feet to 3200 square feet until such time the Harvey Young Airport ceases to exist.

3/2/2016 1:30 PM





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Subject Tract

**Z-7328**

19-14 09

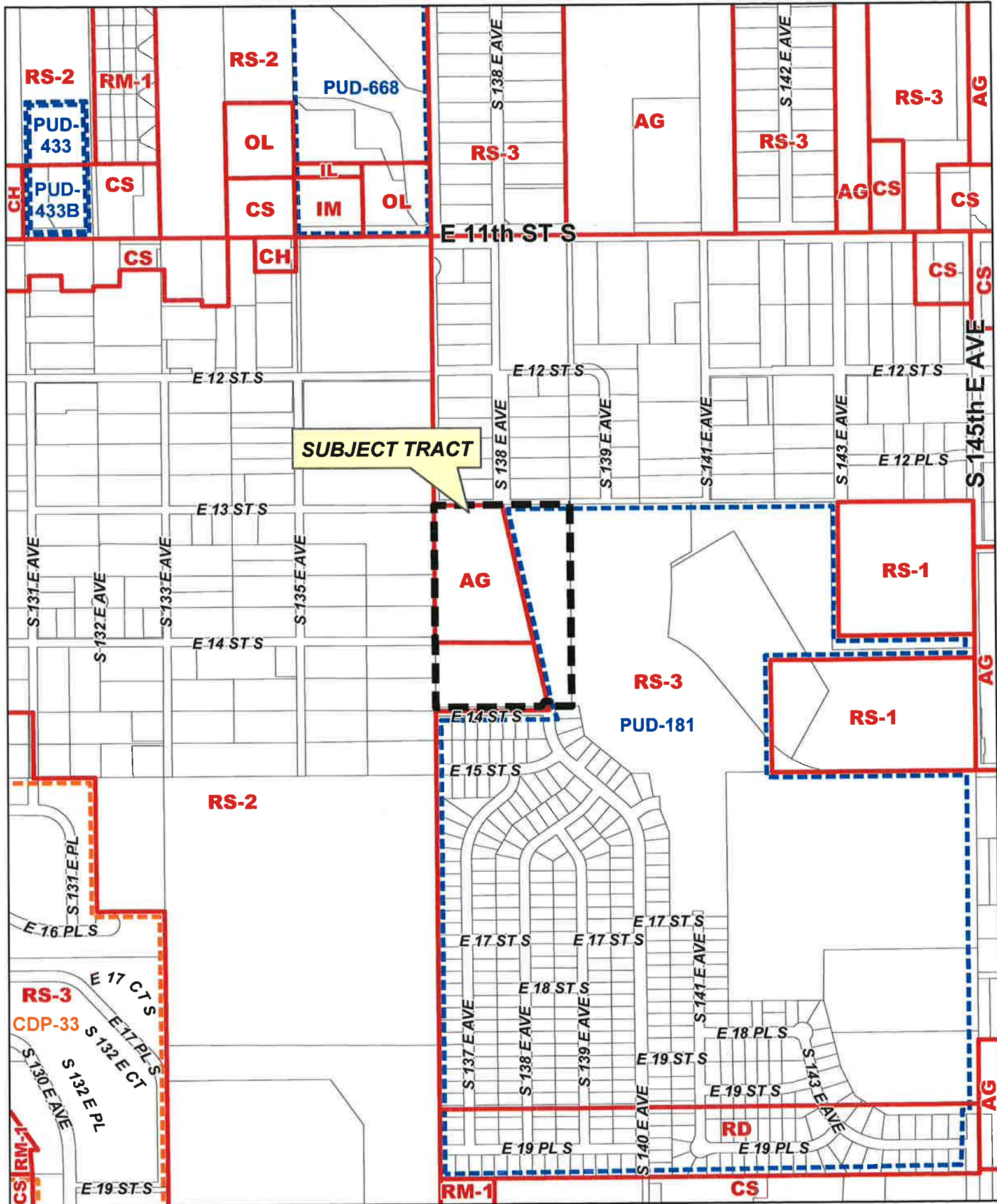
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014

7.6





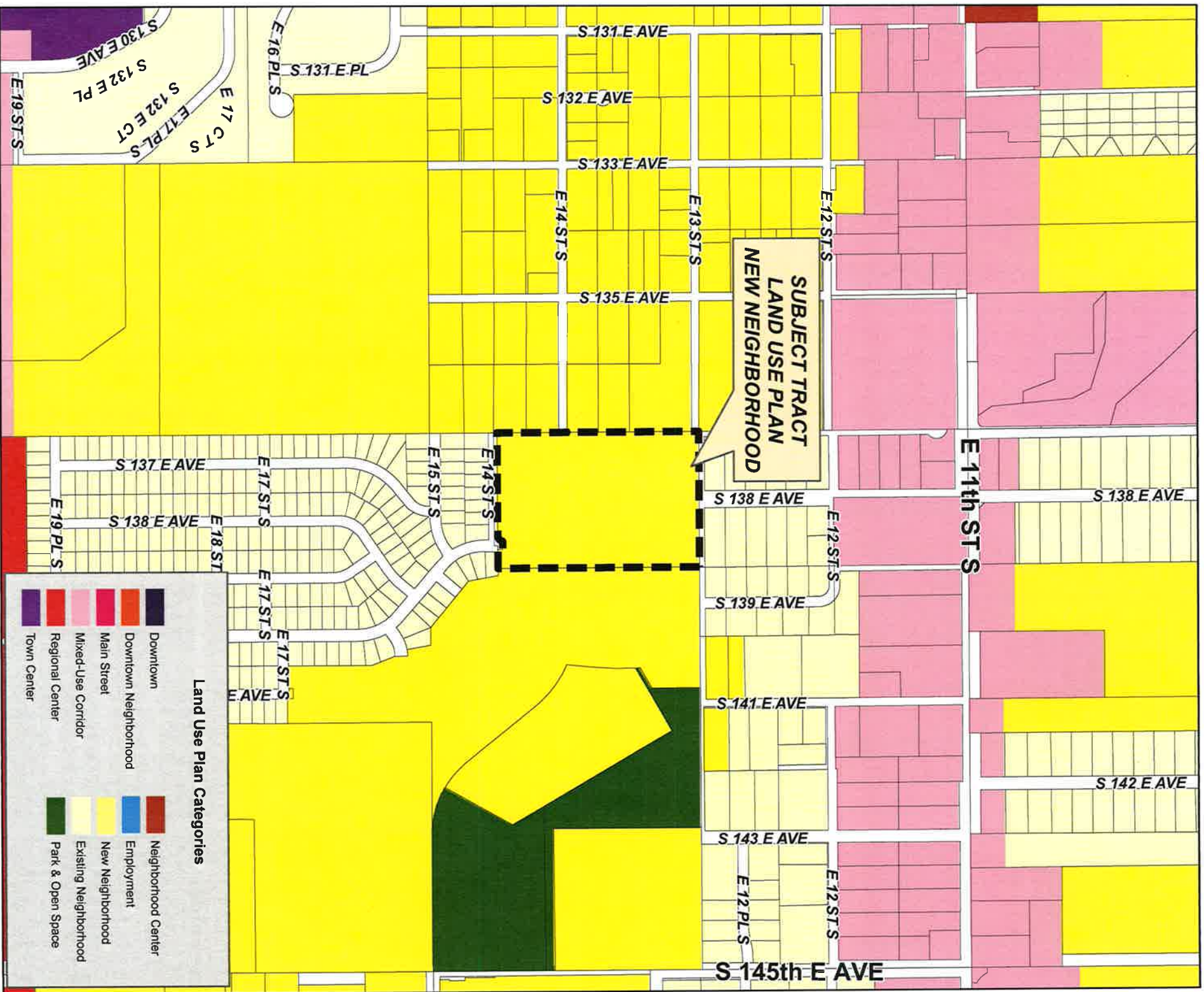


**Z-7328**

19-14 09

17.7



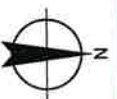


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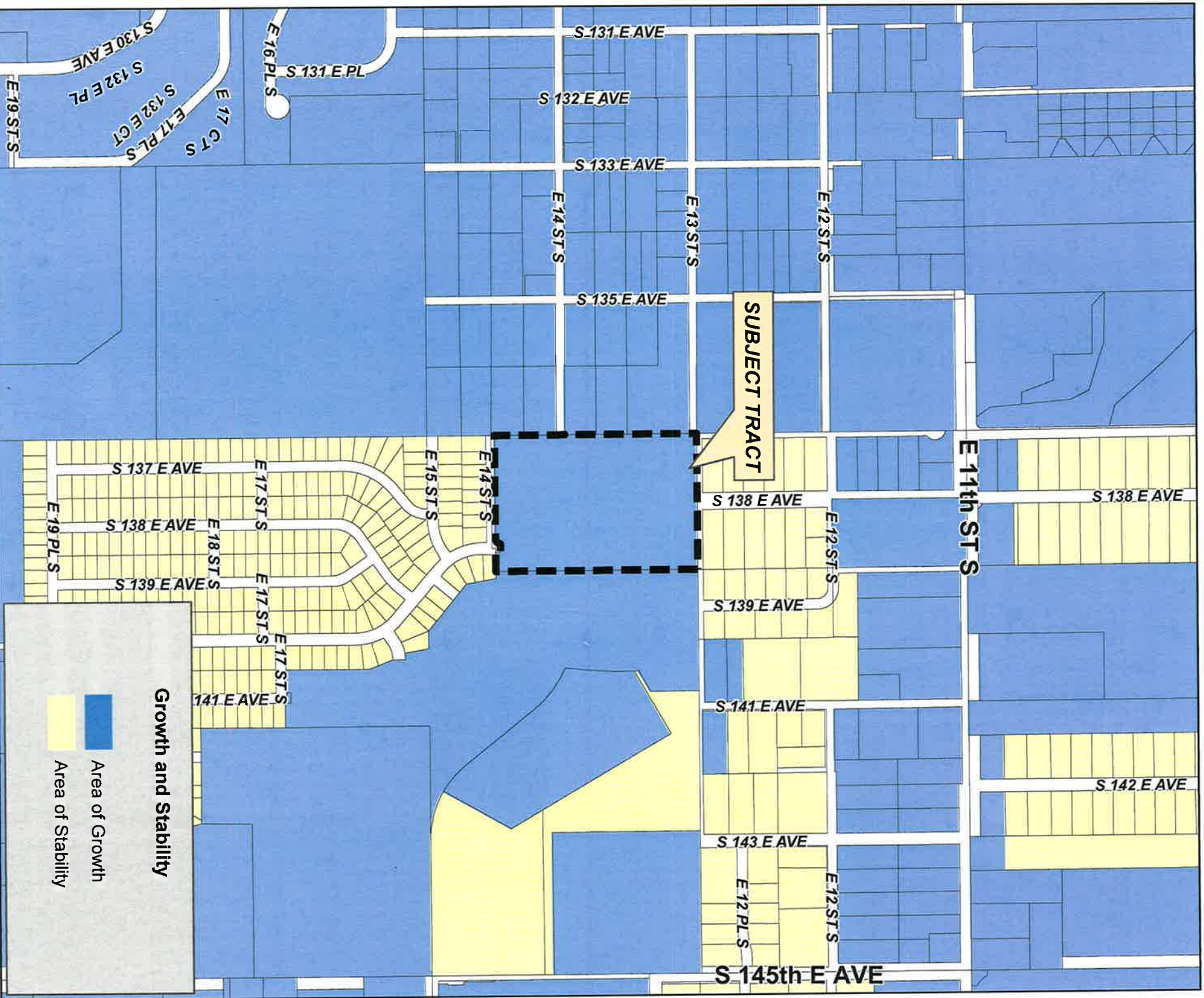
**Z-7328**

19-14 09

17.8







**Z-7328**

19-14 09

17.9









Tulsa Metropolitan Area  
Planning Commission

**Case Number:** PUD-181-A Partial Abandonment  
(Related to Z-7328)

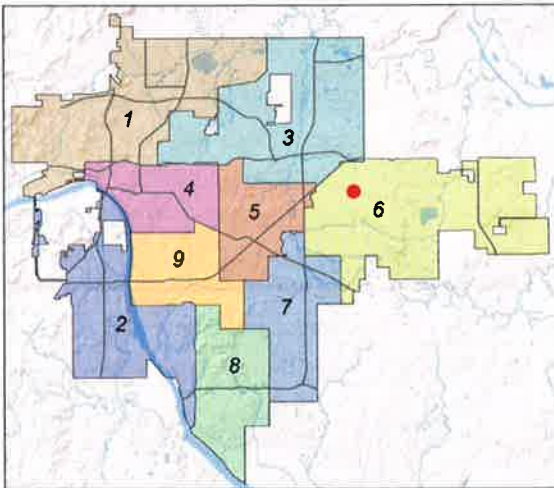
**Hearing Date:** March 2, 2016

**Case Report Prepared by:**  
Dwayne Wilkerson

**Owner and Applicant Information:**  
*Applicant:* Randy Branstetter

*Property Owner:* BARRAZA, SANTIAGO

**Location Map:**  
(shown with City Council Districts)



**Applicant Proposal:**  
*Present Use:* Residential

*Proposed Use:* Single-Family Residential

*Concept summary:* Rezone property and abandon PUD to bring all of the ownership into a single zoning category that supports development of a large estate parcel for single family residence.

*Tract Size:* 5 ± acres

*Location:* North of E. 14<sup>th</sup> St. S. at S. 138<sup>th</sup> E. Ave.

**Zoning:**

*Existing Zoning:* AG/ RS-2/ RS-3/ PUD-181

*Proposed Zoning:* AG/ PUD-181-A Abandon

**Comprehensive Plan:**

*Land Use Map:* New Neighborhood

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

Concurrent rezoning request to AG will slow future redevelopment opportunities that might increase residential density on this site. The property is a single ownership and the request is consistent with the applicants request for current development plans. Abandonment of the PUD will have little or no impact on future development opportunities for residential infill.

**Staff Data:**

TRS: 9409

CZM: 39

Atlas: 1244/1245

**City Council District: 6**

*Councilor Name:* Connie Dodson

**County Commission District: 1**

*Commissioner Name:* John Smaligo

18.1

## **SECTION I: PUD-181-A Abandonment**

### **DEVELOPMENT CONCEPT:**

PUD-181-A is approximately a 5 acre parcel included in within the boundaries of a concurrent rezoning request outlined in Z-7328. The rezoning request includes the entire is a 15 acre tract.

The site is adjacent to Harvey Young Airport and also adjacent to a large parcel that has never been developed. Harvey Young is zoned RS-2 and outside the boundary of PUD 181. The undeveloped site east of this request is all zoned RS-3 and included in PUD 181. PUD 181 covered 165+/- acres and included a mix of uses including single family and residential. The applicant is cleaning up the underlying zoning and changing the entire site to AG zoning district.

### **EXHIBITS:**

INCOG Case map

INCOG Aerial

Tulsa Comprehensive Plan Land Use Map

Tulsa Comprehensive Plan Areas of Stability and Growth Map

Applicant Exhibits: None

### **DETAILED STAFF RECOMMENDATION:**

In conjunction with the request for AG zoning the abandonment of a portion of PUD 181 consistent with the surrounding uses, and;

In this instance the AG zoned property is already part of the parcels zoning. This request will bring the entire site into one zoning classification, and;

PUD-181-A is consistent with the Comprehensive Plan however the Comprehensive Plan ultimately will support a much denser residential development, and;

PUD-181-A is harmonious with the surrounding property, therefore:

**Staff recommends Approval of PUD-181-A Abandonment as outlined in Section I above.**

## **SECTION II: Supporting Documentation**

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

*Staff Summary: Typically this site would be developed as a single family residential area with much greater density however the current property ownership is approximately 15 acres and there are no immediate plans to redevelop the site. The request for AG zoning supports the existing property use. The long term vision for this area will remain a New Neighborhood with the long term vision for the site to include connections to the existing street network on East 14<sup>th</sup> Street and South 138<sup>th</sup> East Avenue and a higher density residential use.*

### **Land Use Vision:**

*Land Use Plan map designation: New Neighborhood*

18.2



The 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.

*Areas of Stability and Growth designation: Area of Growth*

The purpose of an Area 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 in 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.

Transportation Vision:

*Major Street and Highway Plan: None*

*Trail System Master Plan Considerations: None*

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site is a large tract of land with a single family residence and support buildings. South 138<sup>th</sup> East Avenue stubs into the south and north ends of the site. Future property development for anything other than a single family residential property the street will be connected through the property. West of the site is a small airport.*

*Street View at northwest corner of East 14<sup>th</sup> Street South at South 138<sup>th</sup> East Avenue looking north:  
(See Next Page)*



**Environmental Considerations:** None that would affect future redevelopment opportunities or the existing uses. The adjacent airport west of the property could have some impact on future development opportunities.

**Streets:**

| <b><u>Existing Access</u></b>       | <b><u>MSHP Design</u></b> | <b><u>MSHP R/W</u></b> | <b><u>Exist. # Lanes</u></b> |
|-------------------------------------|---------------------------|------------------------|------------------------------|
| East 14 <sup>th</sup> Street South  | None                      | 50 feet                | 2                            |
| South 138 <sup>th</sup> East Avenue | None                      | 50 feet                | 2                            |

**Utilities:**

The subject tract has municipal water and sewer available.

**Surrounding Properties:**

| <b>Location</b> | <b>Existing Zoning</b> | <b>Existing Land Use Designation</b> | <b>Area of Stability or Growth</b> | <b>Existing Use</b>       |
|-----------------|------------------------|--------------------------------------|------------------------------------|---------------------------|
| North           | RS-3                   | <i>Existing Neighborhood</i>         | Stability                          | Single family residential |
| South           | RS-3 / PUD 181         | <i>Existing Neighborhood</i>         | Stability                          | Single family residential |
| East            | RS-3 / PUD 181         | <i>New Neighborhood</i>              | Growth                             | Vacant                    |
| West            | RS-2                   | <i>New Neighborhood</i>              | Growth                             | Harvey Young Airport      |



### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 13590 dated April 1, 1976 (PUD-181), and 13588 dated March 30, 1976 (RS-3), and 12323 dated December 22, 1971 (RS-2), and 11817 dated June 26, 1970 (AG), established zoning for the subject property.

#### ***Subject Property:***

**Z-6431/ PUD-181 Abandonment February 1994:** All concurred in **denial** of a request for *rezoning* a 80± acre tract of land from RS-3/ PUD-181 to AG and to abandon that portion of PUD-181, for agriculture use, raising animals, etc., on property located north of E. 21<sup>st</sup> St. and on the west side of S. 145<sup>th</sup> E. Ave., running diagonal through the center of the original PUD; and includes the subject property.

**PUD-181 April 1976:** All concurred in **approval** of a proposed *Planned Unit Development* on a 166± acre tract of land that is broken up into Development Areas, to allow for single-family, duplex, townhouses, and garden apartments, and clustered single-family residences, on property located north and west of E. 21<sup>st</sup> St. and S. 145<sup>th</sup> E. Ave. and is a part of the subject property.

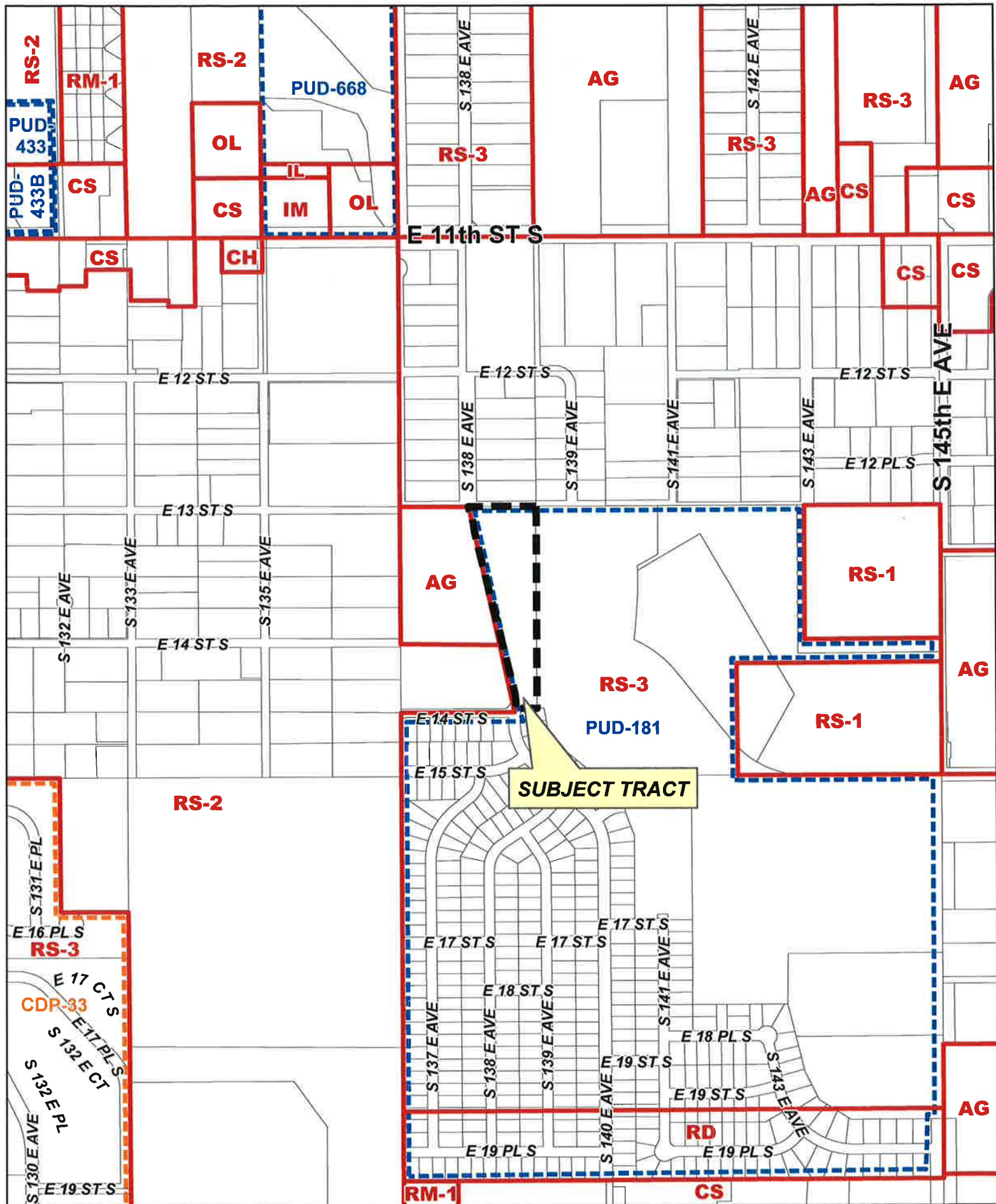
#### ***Surrounding Property:***

*No relevant history for surrounding properties except the following background relating the Harvey Young Airport.*

*Harvey Young Airport has been operational since 1968. The entire property is zoned RS-2 and has been to the Board of Adjustment several times. The most recent request was a Special Exception to permit additional hangers. That Special Exception was approved as recorded in Case# 18113 in 1998.*

*Board of Adjustment (Case# 10797) granted a variance for an office building, flying school, and airplane storage in 1979. The uses will not be allowed after the airport ceases to operate. In 1982 the size of the previously approved accessory building was expanded from 750 square feet to 3200 square feet until such time the Harvey Young Airport ceases to exist.*

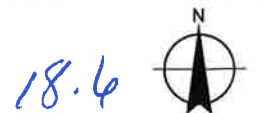
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## PUD-181-A Abandonment

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Feet

19-14 09







0 300 600  
Feet



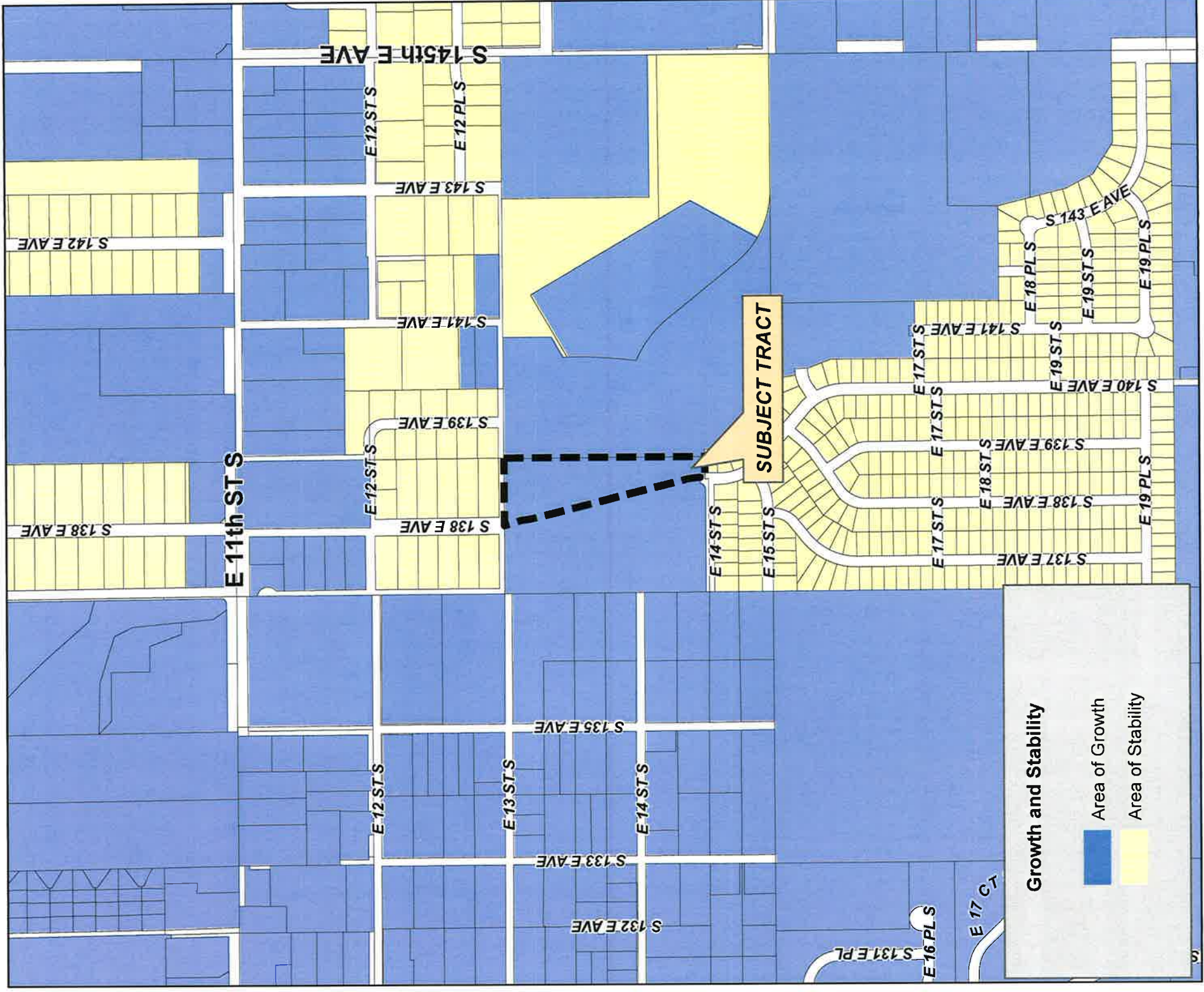
Subject  
Tract

19-14 09

## PUD-181-A Abandonment

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





**Growth and Stability**

- Area of Growth
- Area of Stability

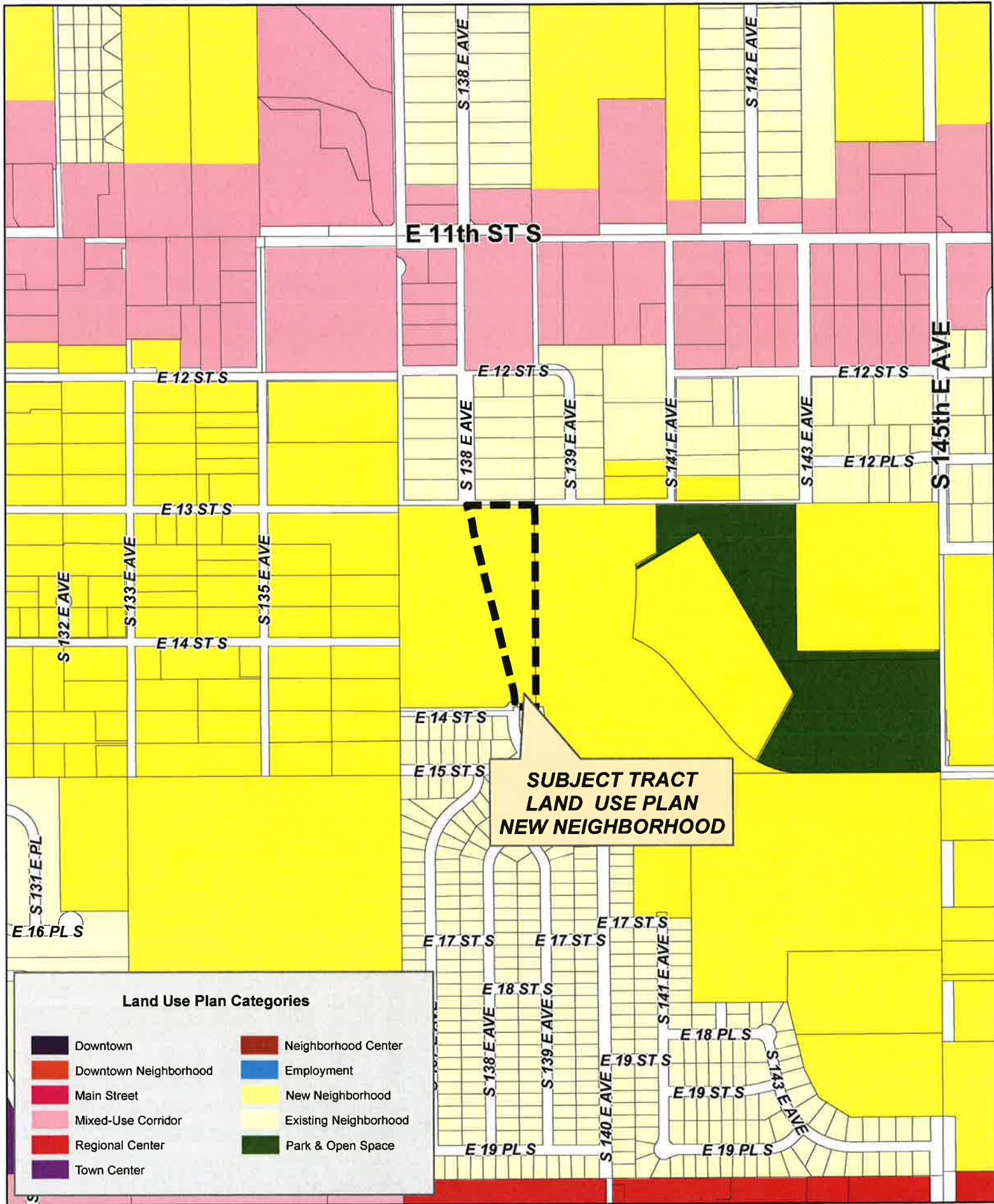


# PUD-181-A Abandonment

19-14 09



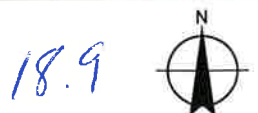




# **PUD-181-A Abandonment**



19-14 09









Tulsa Metropolitan Area  
Planning Commission

**Case Number:** CZ-446

**Hearing Date:** March 2, 2016

**Case Report Prepared by:**

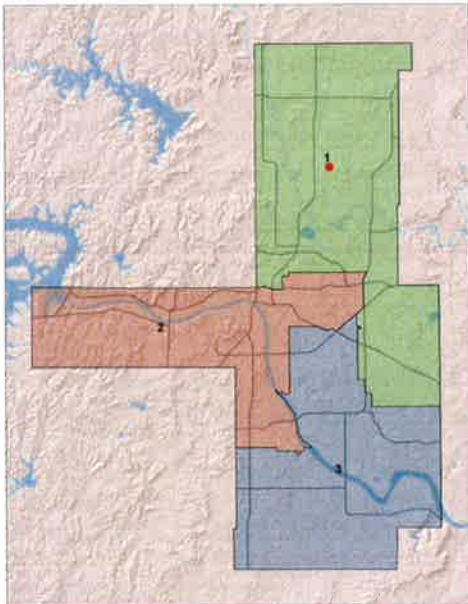
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Alan Betchan

*Property Owner:* Executive Homes LLC

**Location Map:**  
**(shown with County Commission Districts)**



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Single Family Residential

*Concept summary:* Rezoning request to support single family residential development.

*Tract Size:* 40 ± acres

*Location:* Southwest corner of E. 96<sup>th</sup> St. N. and N. Sheridan Rd.

**Zoning:**

*Existing Zoning:* AG

*Proposed Zoning:* RE

**Comprehensive Plan:**

*Land Use Map:* n/a

*Stability and Growth Map:* n/a

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 1322

CZM: 17

Atlas: 0

**County Commission District:** 1

*Commissioner Name:* John Smaligo

19.1

## SECTION I: CZ-446

### DEVELOPMENT CONCEPT:

This site is not included in any Comprehensive Plan in Tulsa County. The adjacent surrounding property is all zoned AG. Two parcels within ¼ mile have been previously zoned with Residential Estate (RE). This area is continuing to develop with low density single family residential.

### EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits: None

### DETAILED STAFF RECOMMENDATION:

Street infrastructure and utility infrastructure has been previously provided around the north and east edges of the property. This rezoning request will not adversely impact the existing infrastructure, and

RE zoning is consistent with expected development pattern in the area, and

RE zoning is compatible with the existing development pattern in the area and non injurious to the surrounding property, and

**Staff recommends Approval of CZ-446 to rezone property from AG to RE.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: *This site is not included in any Comprehensive Plan.*

### Land Use Vision:

*Land Use Plan map designation:* NA

*Areas of Stability and Growth designation:* NA

### Transportation Vision:

*Major Street and Highway Plan:* NA

*Trail System Master Plan Considerations:* NA



Small Area Plan: NA

Special District Considerations: NA

Historic Preservation Overlay: NA

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is gently rolling with very little tree cover. An existing water line and existing 2 lane arterial streets provide vehicular access to the site.

"Street View" image facing southwest from the northeast corner of the site:



Environmental Considerations: None that affect

Streets:

| <u>Exist. Access</u>               | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|------------------------------------|--------------------|-----------------|-----------------------|
| East 96 <sup>th</sup> Street North | Secondary Arterial | 100 feet        | 2                     |
| North Sheridan Road                | Secondary Arterial | 100 feet        | 2                     |

Utilities:

The subject tract is municipal water. Sanitary sewer is not available and will be provide by the developer prior to release of any building permit.

Surrounding Properties: The subject tract is abutted on all sides by AG Zoned property.

**SECTION III: Relevant Zoning History**

**ZONING RESOLUTION:** Resolution number 98254 dated September 15, 1980, established zoning for the subject property.

19.3

**Subject Property:**

*No relevant history for subject property.*

**Surrounding Property:**

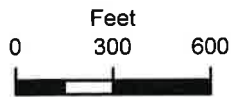
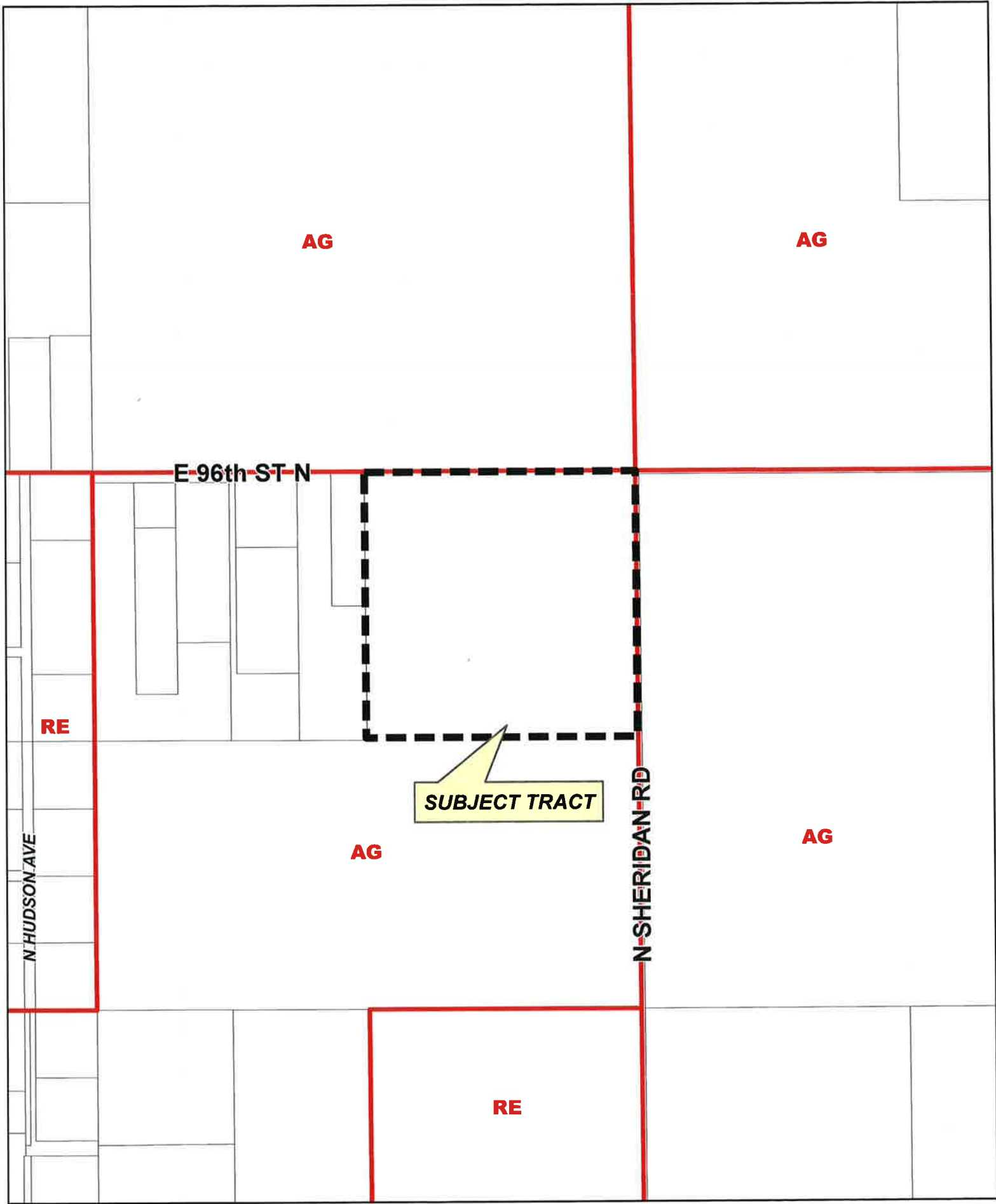
**CZ-429 January 2014:** All concurred in **approval** of a request for *rezoning* a 100± acre tract of land from AG to RE for single-family development, on property located northwest corner of East 86<sup>th</sup> Street and North Sheridan Road.

**CZ-423 April 2013:** All concurred in **approval** of a request for *rezoning* a 160± acre tract of land from AG to RE for residential development, on property located northeast corner of East 86<sup>th</sup> Street North and North Sheridan Road.

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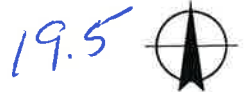
19.4





**CZ-446**

21-13 22







E 96th ST N

N HUDSON AVE

N SHERIDAN RD

0 300 600  
Feet



Subject  
Tract

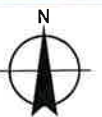
**CZ-446**

21-13 22

Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014

19.6







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7330

**Hearing Date:** March 2, 2016

**Case Report Prepared by:**

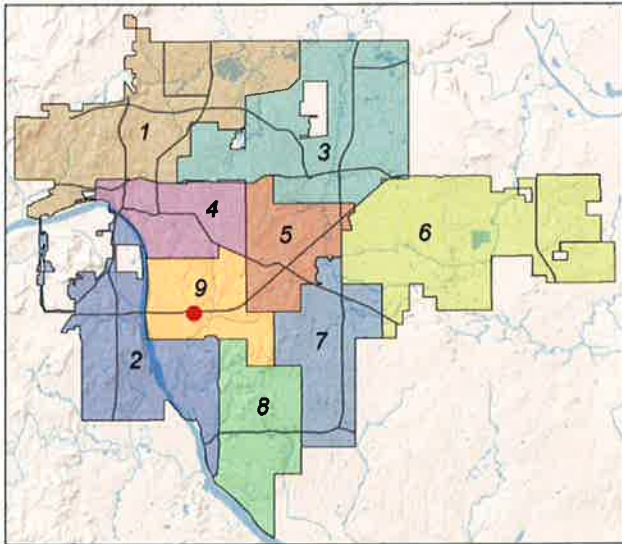
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Stephen Schuller

*Property Owner:* MAGIC EMPIRE COUNCIL

**Location Map:**  
**(shown with City Council Districts)**



**Applicant Proposal:**

*Present Use:* Office

*Proposed Use:* Retail

*Concept summary:* Rezone property from OM where the Girl Scout office was previously located to CS.

*Tract Size:* 1.15 ± acres

*Location:* East of southeast corner of E. 51 St. S. and S. Lewis Ave.

**Zoning:**

*Existing Zoning:* OM

*Proposed Zoning:* CS

**Comprehensive Plan:**

*Land Use Map:* Town Center

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 9332

CZM: 47

Atlas: 471

**City Council District:** 9

*Councilor Name:* G.T. Bynum

**County Commission District:** 3

*Commissioner Name:* Ron Peters

## SECTION I: Z-7330

**DEVELOPMENT CONCEPT:** The existing site is an OM district with the local Girl Scout office occupying the site. The Girl Scouts are moving to a new location near the Broken Arrow Expressway and 129<sup>th</sup> East Avenue opening up a redevelopment opportunity for this tract of land. The CS district is compatible with redevelopment opportunities contemplated in the Town Center land use designation.

### EXHIBITS:

INCOG Case map  
INCOG Aerial  
Tulsa Comprehensive Plan Land Use Map  
Tulsa Comprehensive Plan Areas of Stability and Growth Map  
Applicant Exhibits: None

### **DETAILED STAFF RECOMMENDATION:**

Z-7330 requesting CS zoning is consistent with the Town Center land use designation of the Comprehensive Plan, and;

CS zoning is compatible with the existing development on the site and the existing proximate properties, and;

CS zoning is compatible with the anticipated future redevelopment opportunities in this area, therefore;

**Staff recommends Approval of Z-7330 to rezone property from OM to CS.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary:* CS zoning supports many redevelopment opportunities that are complementary with the Town Center land use designation. The site is currently a Girl Scout office. The Girl Scouts are moving to a new location near the Broken Arrow Expressway and 129<sup>th</sup> East Avenue.

### Land Use Vision:

*Land Use Plan map designation:* Town Center

Town Centers are 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.

*Areas of Stability and Growth designation:* Area of Growth

The purpose of an Area 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 in 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.

Transportation Vision:

*Major Street and Highway Plan:* None

*Trail System Master Plan Considerations:* None

Small Area Plan: None

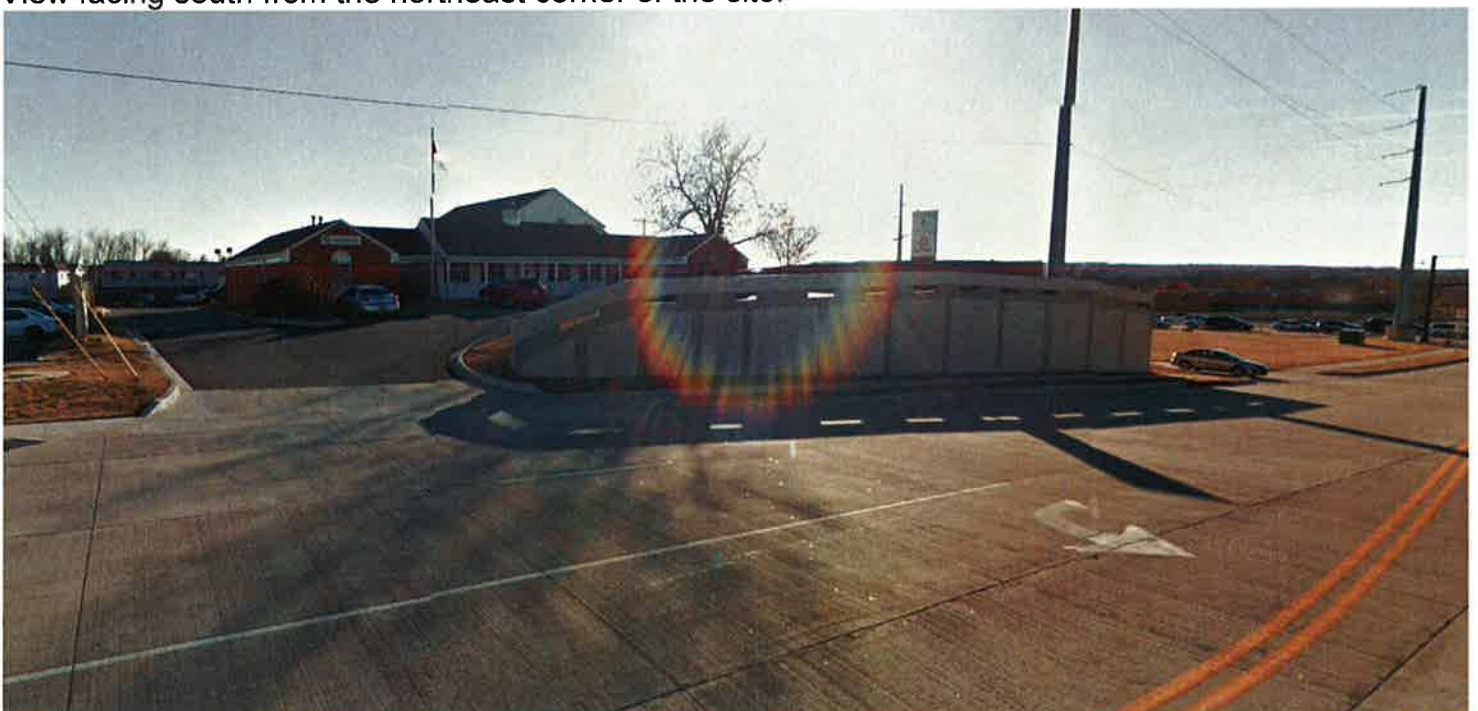
Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site is currently occupied with the Tulsa Girl Scout Service Center Headquarters. The site is one and two story office construction behind a recently constructed retaining wall that was part of the I-44 widening project as shown below. The zoning code will allow building construction within 10 feet of the property line*

View facing south from the northeast corner of the site:



View facing west from the northeast corner of the site



Environmental Considerations: None that would affect site redevelopment, the retaining wall and site development considerations that were part of the I-44

Streets:

| <u>Exist. Access</u>               | <u>MSHP Design</u>                          | <u>MSHP RW</u> | <u>Exist. # Lanes</u> |
|------------------------------------|---|----------------|-----------------------|
| East 51 <sup>st</sup> Street South | Secondary Arterial with Multi Modal overlay | 100 feet       | 5                     |

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

| <b>Location</b> | <b>Existing Zoning</b> | <b>Existing Land Use Designation</b>      | <b>Area of Stability or Growth</b>        | <b>Existing Use</b>                             |
|-----------------|------------------------|---|---|---|
| North           | OM                     | None ( <i>I-44 Highway right-of-way</i> ) | None ( <i>I-44 Highway right-of-way</i> ) | Single family residential                       |
| South and East  | RM-2                   | Town Center                               | Area of Growth                            | Single family residential and commercial/retail |
| West            | CS                     | Town Center                               | Area of Growth                            | Multi Use shopping center                       |

20.4



### **SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 11823 dated June 26, 1970, established zoning for the subject property.

#### ***Subject Property:***

**BOA-17100 July 25, 1995:** The Board of Adjustment approved a Special Exception to permit convenience good and services, and shopping goods and services in an OM district; and a Variance of the required minimum 50,000 sq. ft. to 15, 320 sq. ft.; and a Variance to permit exterior pedestrian access; per plan submitted; subject to the retail portion of the building containing a maximum of 800 sq. ft., and to products for sale being Girl Scout related items only, on property located at 2432 E. 51<sup>st</sup> St. and is also known as the subject property.

**BOA-15698 April 23, 1991:** The Board of Adjustment approved a Special Exception to permit the sale of Girl Scout uniforms and uniform accessory items; Variance of the minimum floor area required in the principal building from 50,000 to 6912 sq. ft., and a Variance to permit exterior pedestrian access; and to Withdraw a Variance to waive the screening requirement along the property lines in common with an R zoned district; per plot plan submitted; finding that the sale of Girl Scout uniforms and uniform accessories does not constitute a commercial business and will not be detrimental to the area, on property located at 2432 E. 51<sup>st</sup> St. and is also known as the subject property.

#### ***Surrounding Property:***

**Z-7154 August 2010:** All concurred in approval of a request for rezoning a 1± acre tract of land from OL/ OMH/ PUD-482-A to CS, for commercial use, on property located south of the southeast corner of East 51<sup>st</sup> Street and South Lewis Avenue.

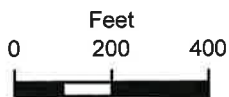
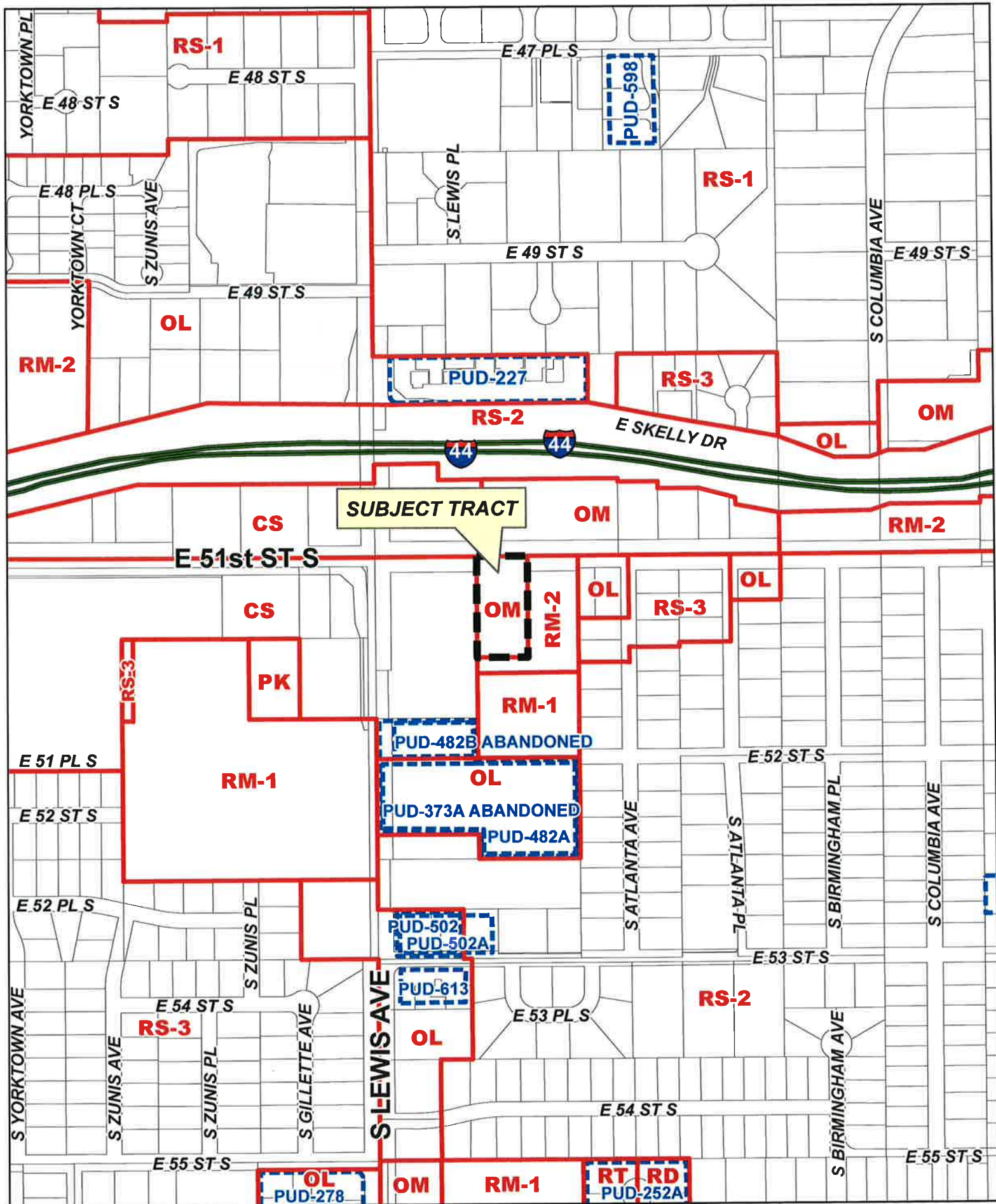
**PUD-482-B Abandonment July 2010:** All concurred in approval of a proposed Major Amendment to PUD on a 1± acre tract of land to abandon that portion of the PUD, on property located south of the southeast corner of East 51<sup>st</sup> Street and South Lewis Avenue.

**PUD-482-A September 1997:** All concurred in approval of a major amendment to PUD-482 to change the permitted uses from motel to two development areas. One area allows elderly/retirement housing and life care retirement center and the second area permits office use on property located south of the southeast corner of 51st Street and South Lewis Avenue.

**Z-6346/PUD-482/PUD-373-A January 1992:** A request was filed to rezone a half-acre tract from OL to OMH and to abandon an existing PUD-373. The request was to combine the half-acre tract with the adjoining property under a new Planned Unit Development (PUD-482) for the development of a motel complex with offices, restaurant, living quarters for the manager, conference area and pool area. Staff recommended denial of OMH zoning and approval of OL/PUD subject to conditions on property located south of the southeast corner of 51<sup>st</sup> Street and South Lewis Avenue.

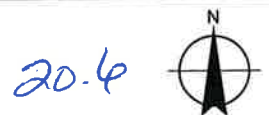
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**Z-7330**

19-13 32





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Feet

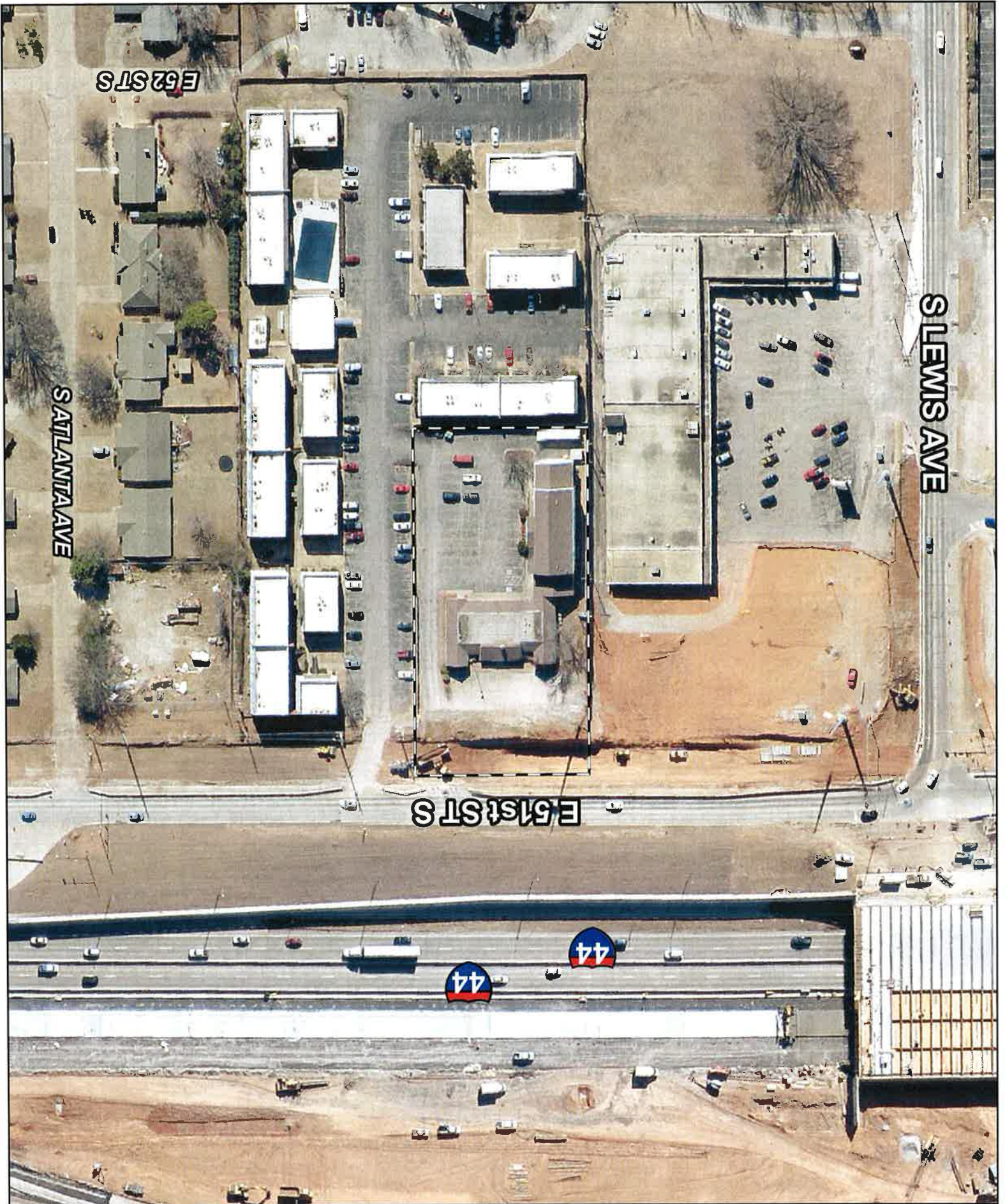


Subject  
Tract

19-13 32

**Z-7330**

*Note: Graphic overlays may not precisely align with physical features on the ground.*  
Aerial Photo Date: March 2014



**S LEWIS AVE**

**E 51st St S**

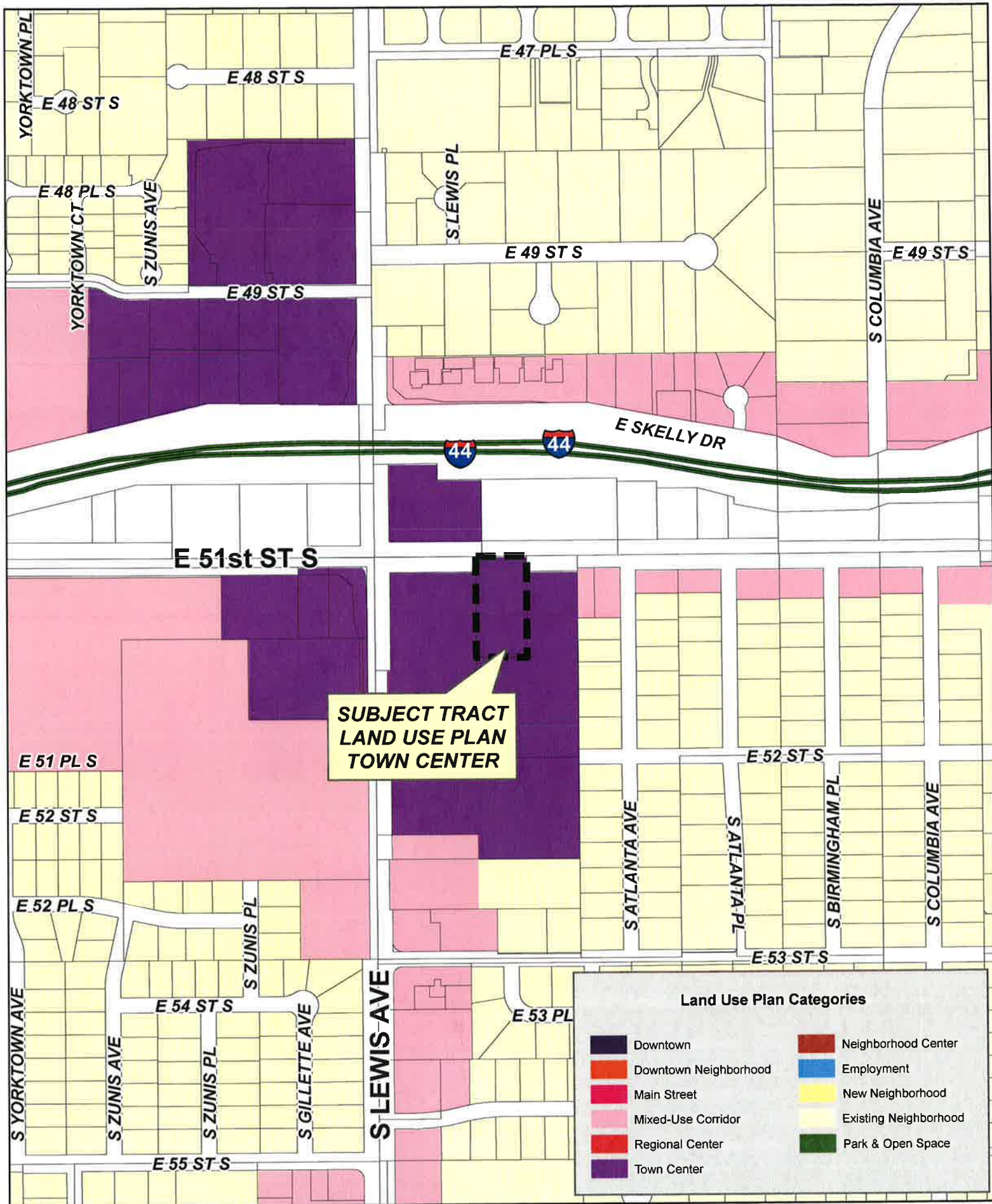
**E 62 St S**

**S ATLANTA AVE**

**44**

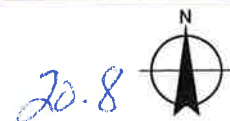
**44**



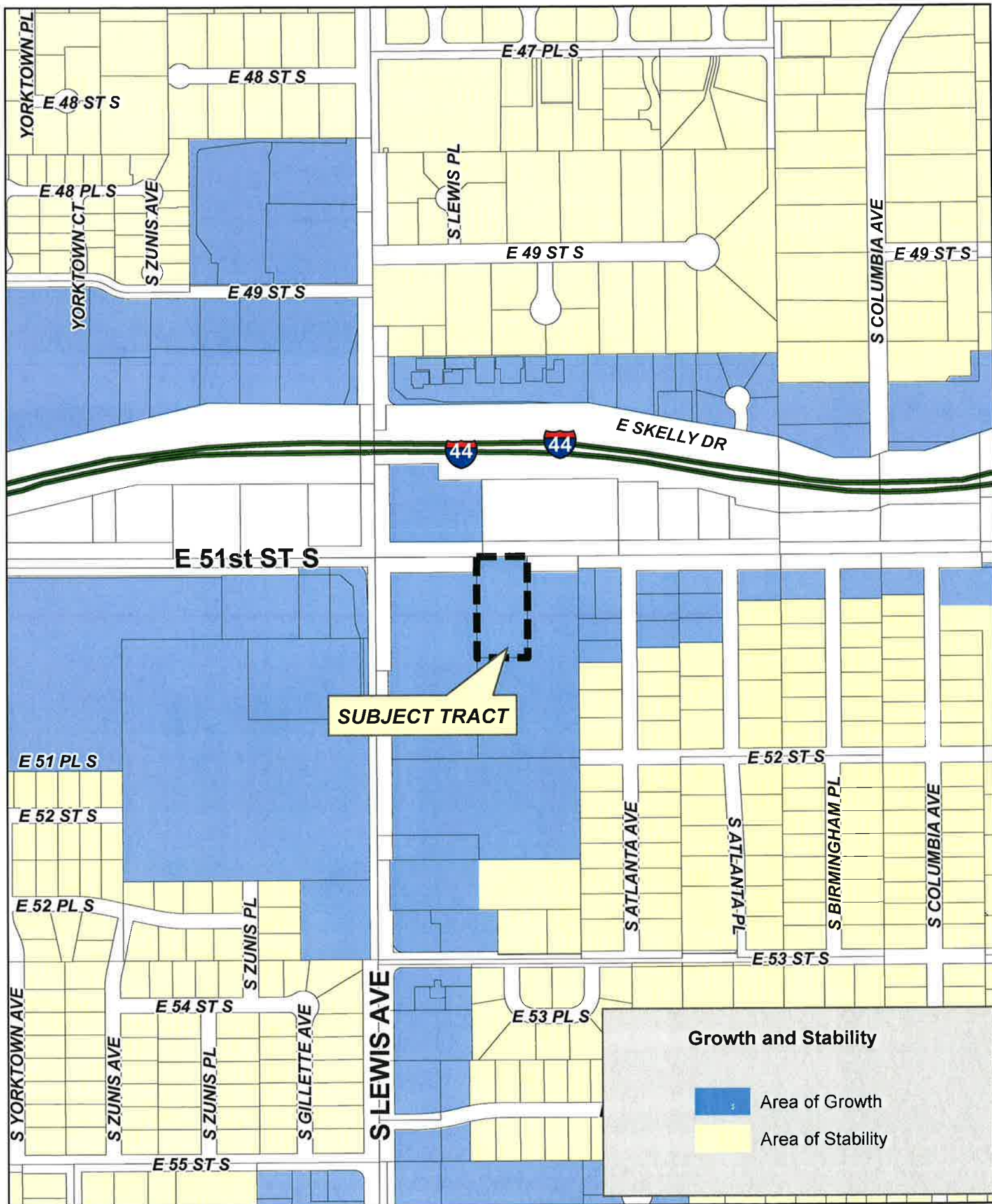


**Z-7330**

19-13 32







**Z-7330**

19-13 32

20.9







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** PUD-467-A  
**Major Amendment**  
Related to Z-6310-SP-6

**Hearing Date:** February 17, 2016  
Continued from 12/16/2015, 01/20/2016, and  
02/03/16

**Case Report Prepared by:**

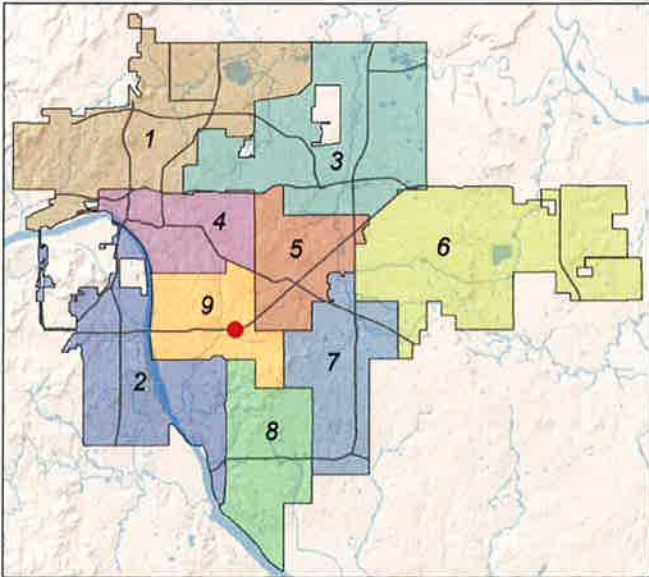
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Andrew Shank

*Property Owner:* EAST 51ST PROPERTIES LLC

**Location Map:**  
(shown with City Council Districts)



**Applicant Proposal:**

*Present Use:* Commercial

*Proposed Use:* Major amendment to PUD 467 to  
add Use Unit 21 (Outdoor Advertising signage) as  
an allowable use.

*Concept summary:* In conjunction with Z-6310-SP-6  
this PUD is also a major amendment to add Off-  
premise Outdoor Advertising. The PUD cannot be  
approved without the amendment to the Corridor  
Development Plan.

*Tract Size:* 0.57 ± acres

*Location:* West of northwest corner of E. 51 St. S.  
and S. Pittsburgh Ave.

**Zoning:**

*Existing Zoning:* CO/ PUD-467

*Proposed Zoning:* CO/ PUD-467-A

**Comprehensive Plan:**

*Land Use Map:* Town Center

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends denial.**

The request is not harmonious with the original  
PUD 437 and is not consistent with the Town  
Center Vision of the Comprehensive Plan.

**Staff Data:**

TRS: 9328

CZM: 47

Atlas: 469

**City Council District:** 9

*Councilor Name:* G.T. Bynum

**County Commission District:** 3

*Commissioner Name:* Ron Peters

21.1

## **SECTION I: PUD-467-A**

### **DEVELOPMENT CONCEPT:**

#### **Staff Concept:**

The original application was submitted prior to the adoption of the current zoning Code effective January 1, 2016.

The current Code is much more effective in defining all sign standards, dimensions, illuminations provisions and other relevant details. The detailed sight plan process will be managed as defined in the Code adopted prior to January 1, 2016.

#### **Applicant Concept:**

The Applicant seeks a Major Amendment to Z-6310/PUD-467 to add Use Unit 21 to Original Development Area 3 and amend the Signage Standards in order to allow for an outdoor advertising sign to be located on Original Development Area 3, pursuant to the Conceptual Site Plan attached hereto. The proposed sign will be 50 FT in height and contain 672 SF of digital display surface area on each face (the "Sign"). In addition to the foregoing, the Sign will be subject to the following Development Standards:

### **EXHIBITS:**

INCOG Case map

INCOG Aerial (small scale)

INCOG Aerial (large scale)

Tulsa Comprehensive Plan Land Use Map

Tulsa Comprehensive Plan Areas of Stability and Growth Map

Applicant Exhibits:

Exhibit A: Sign exhibit

## **SECTION II PUD-467-A DEVELOPMENT STANDARDS:**

Off-premise Outdoor Advertising Signs in Z-6310-SP-6 and PUD 467-A Shall conform to the standards identified in the Tulsa Zoning Code as defined below:

1. The Sign shall be separated a minimum distance of 1,200 FT from any other outdoor advertising Sign on the same side of the freeway, measured in a straight line from the center of the Sign structure, as located on the ground, to the center of any other outdoor advertising sign structure, as located on the ground, on the same side of the freeway.

2. The Sign shall not be located within 150 FT of a public park, as measured in a straight line from the nearest point on the Sign structure to the nearest point on the property of the park.

3. The Sign shall not be located within 200 FT of an R district, or designated residential development area, as measured in a straight line from the nearest point on the Sign structure to the nearest point of an R district or residential development area boundary line.

4. No portion of the Sign shall be located within 10 FT of a freeway right-of-way, as measured in a straight line from the nearest point on the Sign structure to the nearest point on the freeway right-of-way boundary line.

5. The Sign shall not contain more than 2 sides, and only 1 side shall be included in the computation of display surface area. The 2 sides shall face in opposite directions. "Opposite" shall, in addition to its ordinary meaning, include V-shaped Signs when the angel of separation of the display surfaces does not exceed thirty degrees.



6. The Sign shall be oriented to be primarily visible from the freeway.
7. The Sign shall not contain flashing, blinking or traveling lights or reflective glitter.
8. The Sign shall not be supported by more than 1 post or column unless required by site engineering considerations and is certified as such by a registered professional engineer.
9. The Sign shall not be located within 50 FT of the driving surface of a Signalized intersection, as measured in a straight line from the nearest point on the Sign to the nearest point of the signalized intersection.
10. The Sign shall not be located within 20 FT of the driving surface of a street, as measured in a straight line from the nearest point on the Sign structure to the nearest point of the street curb, or edge of the traveled roadway marked or understood as such.
11. The illumination on the face of the Sign shall not exceed 70 FT candles measured at a 2 FT distance.

**DETAILED STAFF RECOMMENDATION:**

Z-6310-SP-6 must be a concurrent submittal with PUD 467-A. The following recommendation for denial of PUD 467-A also support a denial of Z-6310 SP-6.

PUD 467-A is not harmonious with the original vision of the PUD as previously approved in 1991, and;

The sign standards identified in the original PUD 467 specifically identified a maximum of one sign on the lot along I-44 with a maximum height of 25 feet and a maximum display surface area of 144 square feet. Since 1991 seven minor amendments have been allowed. Six of those amendments added or further defined signage for the center. All of those additional signs are generally within the original height and size standards identified in the PUD. The overall impacts of the incremental changes to the original sign standards have created a development that is no longer consistent with the vision of PUD 437. Provisions for additional design standards to create a harmonious development have never been implemented during the evolution of the PUD. Additional signage will stray further from the original concept of the PUD, and;

The PUD chapter of the zoning code limits outdoor advertising as defined in Chapter 60. The PUD request offers slight refinements to the standards for the Off Premise Outdoor Advertising Sign, this amendment request is consistent with the standards defined in the code, and;

The proposed sign will add a visual distraction to drivers as they exit from east bound I-44. Drivers are required to slow from highway speeds while making a sharp turn and ultimately navigate a traffic signal to East 51<sup>st</sup> Street South. Any sign at that location may have that effect however digital signage is a significant distraction and safety consideration at this location, and;

The major amendment does not provide a unified treatment of the development possibilities of the project site, and;

The Oklahoma Department of Transportation has recently completed a reconstruction project for I-44 from South Harvard to the Arkansas River. Significant architectural design standards, improved lighting fixtures, and landscaping improvements have been implemented as part of that project. In addition to the significant traffic improvements the visual quality of that

section of the highway has been improved dramatically and staff believe it is important to respect that effort, therefore;

PUD 467-A is not consistent with the stated purposes and standards of the PUD chapter of the Tulsa Zoning Code, therefore;

**Staff recommends Denial of PUD-467-A as outlined in Section II above.**

## **SECTION II: Supporting Documentation**

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

*Staff Summary: The general concept of the Town Center is to provide a pedestrian oriented development. The desired pedestrian scale is in direct conflict with the proposed size of outdoor advertising structures.*

### **Land Use Vision:**

#### ***Land Use Plan map designation: Town Center***

Town Centers are 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.

#### ***Areas of Stability and Growth designation: Area of Growth***

The purpose of an Area 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 in 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.

### **Transportation Vision:**

#### ***Major Street and Highway Plan: (East 51<sup>st</sup> Street South)***

Multi-modal streets emphasize plenty of travel choices such as pedestrian, bicycle and transit use. Multimodal streets are located in high intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street. To complete the street, frontages are required that address the street and provide comfortable and safe refuge for pedestrians while accommodating vehicles with efficient circulation and consolidated-shared parking.

21.4



Streets on the Transportation Vision that indicate a transit improvement should use the multi-modal street cross sections and priority elements during roadway planning and design.

*Trail System Master Plan Considerations:* None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary:* The existing PUD has several signs that have been allowed along I-44. Those signs adequately serve the needs of the existing business. Recent roadway improvements on East 51<sup>st</sup> and I-44 also provide greater visibility for existing businesses along this corridor. Recent major highway changes that included adding an off ramp from east bound traffic to access East 51<sup>st</sup>. The potential distraction of an outdoor advertising sign while exiting I-44, negotiating a sharp right turn, determining correct lane location and navigating a stop light is already a challenge. Adding outdoor advertising is not appropriate at this location. (See image below)

VIEW FROM EAST BOUND OFF RAMP LOOKING AT PROPOSED SIGN LOCATION:



Current "Street View" images illustrate a total of 4 Off-premise outdoor advertising signs from the Arkansas River to South Yale. Two of those signs are on the North side of the expressway; two are on the South side of the expressway. The South Lewis interchange does not have any of this type of signage. ODOT has removed signs during their reconstruction project.

Environmental Considerations:

Significant safety concerns for off ramp east bound traffic.

The proposed signage creates additional distraction to drivers in the east bound I-44 traffic lane while also trying to avoid on-ramp traffic from East 51<sup>st</sup> Street.

On-ramp traffic will be distracted while trying to merge to I-44 from East 51<sup>st</sup> Street South.

Streets:

| <u>Exist. Access</u>         | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|------------------------------|--------------------|-----------------|-----------------------|
| East 51 <sup>st</sup> Street | Primary Arterial   | 120 feet        | 6 +                   |

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

Surrounding Properties: The subject tract is abutted on the east by commercial property, zoned CO/PUD 467; on the north by I-44, the south by East 51<sup>st</sup> Street South, further south small offices zoned OL; and on the west by I-44 on and off ramp to East 51<sup>st</sup> Street South.

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 17486 dated May 2, 1991, established zoning for the subject property.

***Subject Property:***

**Z-6310/ PUD-467 May 1991:** All concurred in approval of a request for rezoning a 7.88± acre tract of land from OM/ OMH to CO with a Planned Unit Development for a commercial development including restaurant and retail, on property located on the northwest corner of E. 51<sup>st</sup> St. and S. Pittsburgh Ave. and a part of the subject property. The PUD specifically states that outdoor advertising signs are expressly prohibited.

***Surrounding Property:***

**PUD-235-C December 1991:** All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land to add restaurant use with accessory bar, to the west half of Building 2, to permitted uses, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

**PUD-253-B April 1985:** All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land for access/curb cut on S. Marion Ave., which was previously denied by TMAPC, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

**PUD-253-A November 1983:** All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land to add property to PUD and to add limited retail uses in Building 1, which was limited to office use only, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

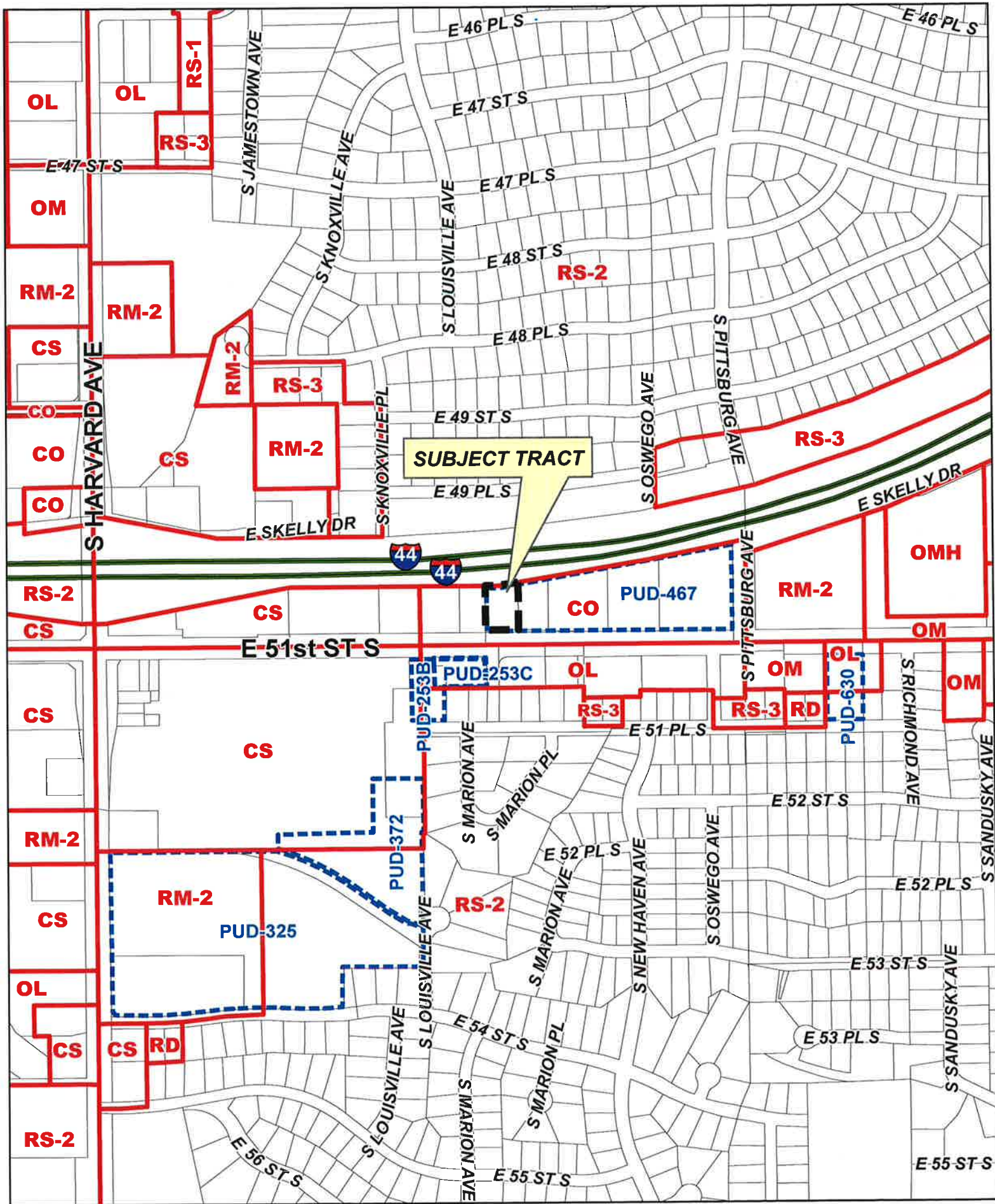
**PUD-253 April 1981:** All concurred in approval of a proposed Planned Unit Development on a 1.3± acre tract of land for office building and convenience store, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

12/16/2015 1:30 PM

21.6

REVISED 2/25/2016





**PUD-467-A**

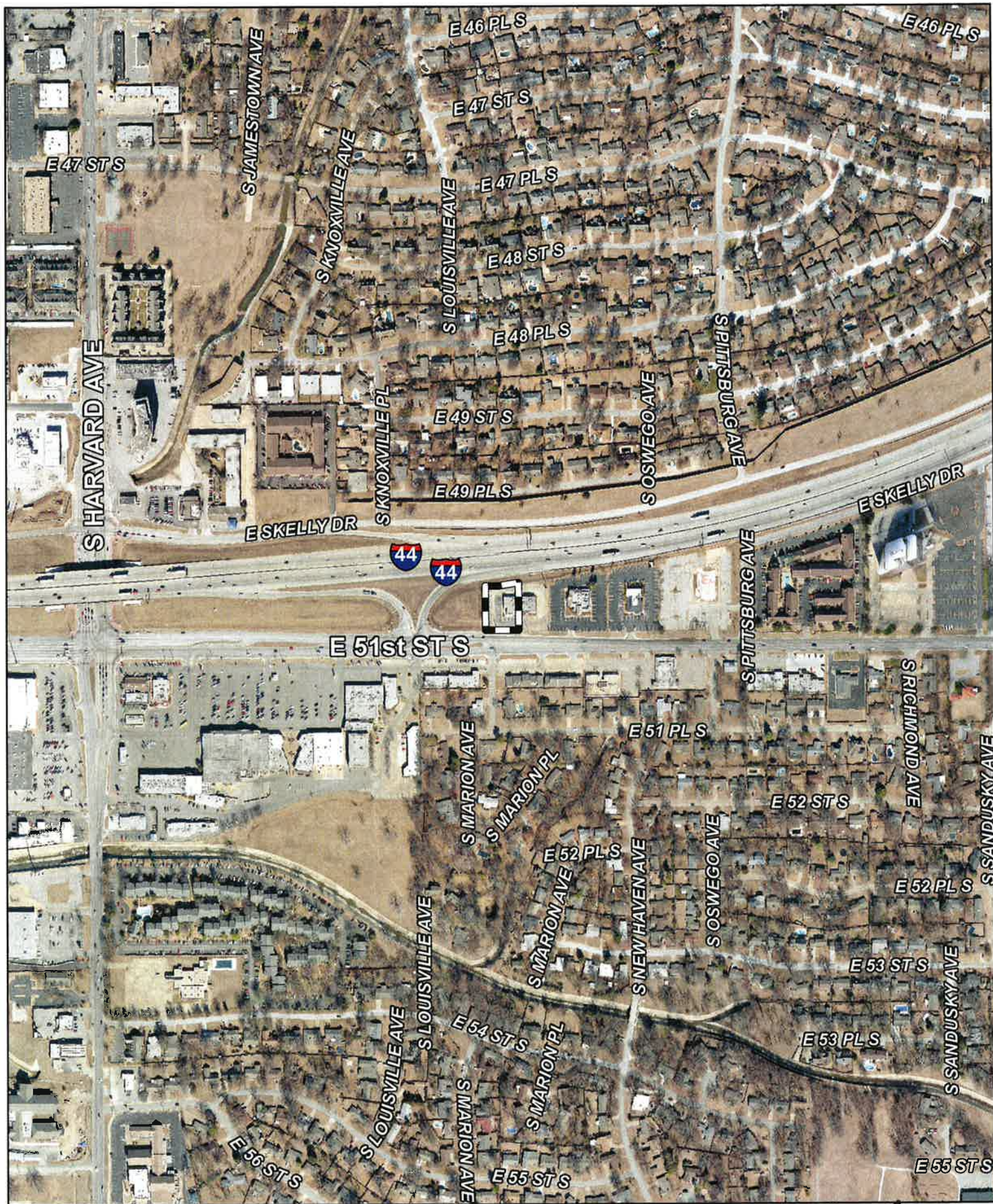


19-13 28

21.7







Feet  
0 250 500



Subject  
Tract

**PUD-467-A**

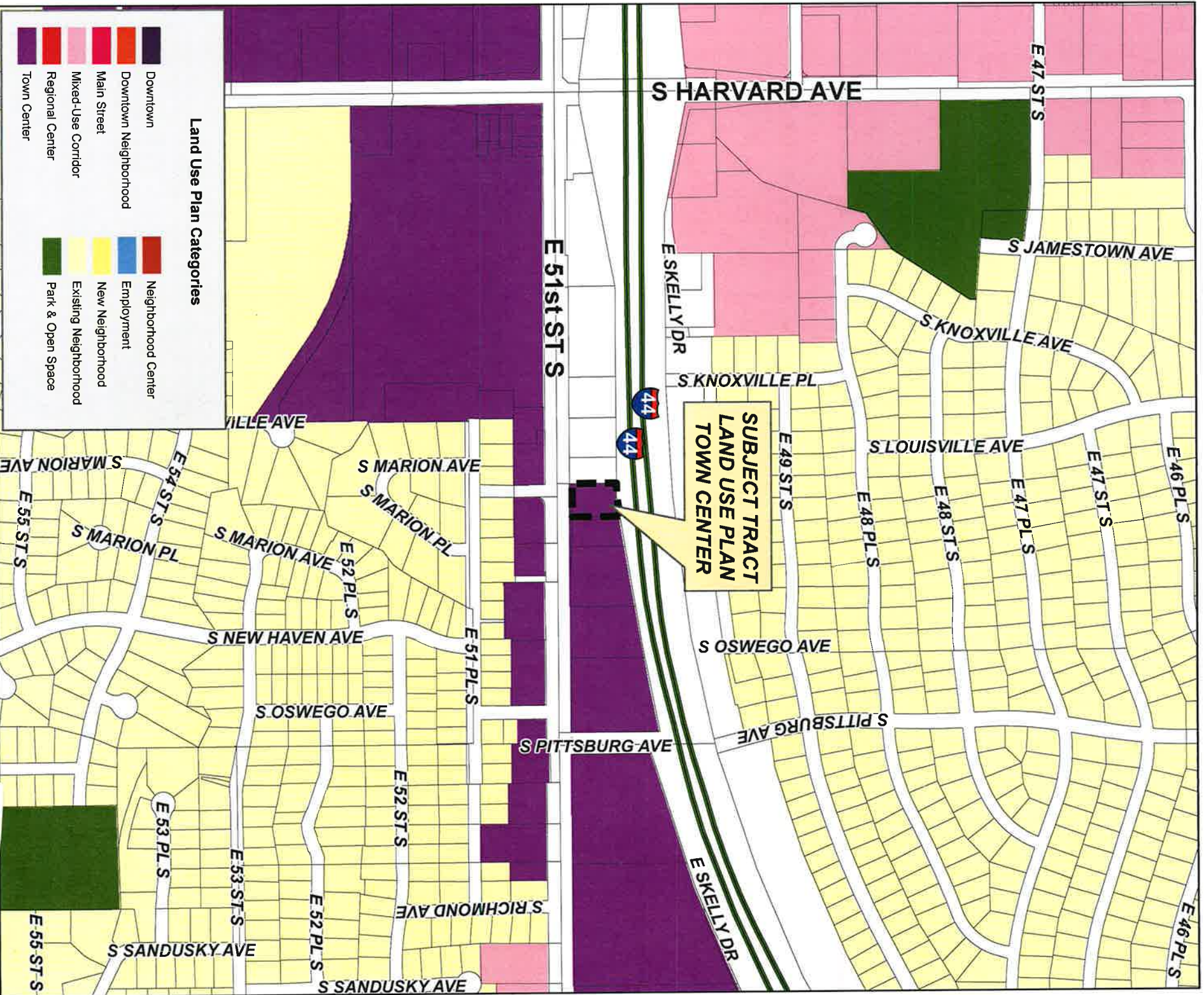
19-13 28

Note: Graphic overlays m.  
align with physical feature:  
Aerial Photo Date: M. ....

21.8



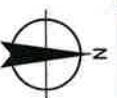




PUD-467-A

19-13 28

21.9









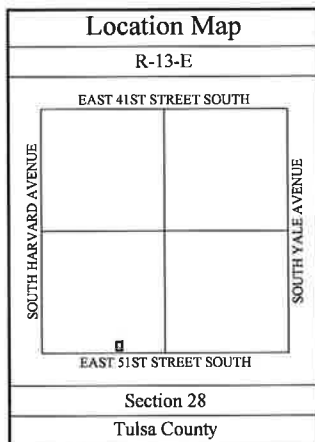
**EXHIBIT "A"**

**LEGAL DESCRIPTION**

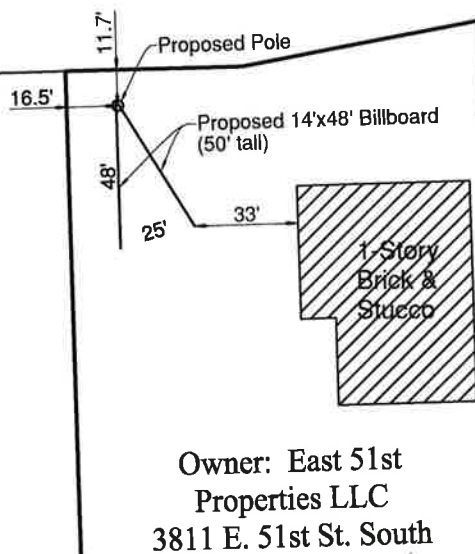
Part of Lot 1, Block 1, DICKENS COMMONS RESUBDIVISION of Lot 3, Block 1, MORELAND ADDITION, beginning at the Southwest corner, thence N 189.99 E 57.19 NE 78.58 S 2 02.89 W 134.30 to the point of beginning less beginning at the Southwest corner of Lot 1 thence E 134.30 N 10 W 134.32 S 10 to the point of beginning for the road in Block 1.

21.11

Eastbound Interstate Hwy. I-44



Owner: Oklahoma Department  
of Transportation



South 51st Street

**PROPOSED OUTDOOR ADVERTISING SIGN LOCATION  
A PART OF L1, B1, "DICKENS COMMONS", CITY OF TULSA**



**Tulsa Engineering & Planning Associates, Inc.**  
9820 East 41st Street, Suite 102 Tulsa, OK 74146  
Phone: 918-252-9621 Fax: 918-250-4566  
Civil Engineering • Land surveying • Land Planning  
Certificate of Authorization No. CA 531 PE/LS Renewal Date June 30, 2017



Job No: 15-072.00  
Scale: 1" = 60'  
Date: 10/05/2015

21.12



Tulsa Metropolitan Area  
Planning Commission

**Case Number: Z-6310-SP-6**

**Major Amendment**

Related to PUD 467-A

**Hearing Date: February 17, 2016**

Continued from 12/16/2015, 01/20/2016, and  
02/03/16

**Case Report Prepared by:**

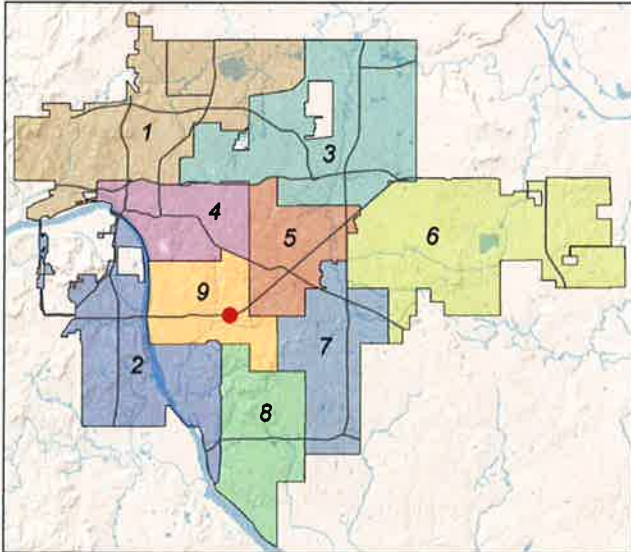
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Andrew Shank

*Property Owner:* EAST 51ST PROPERTIES LLC

**Location Map:**  
**(shown with City Council Districts)**



**Applicant Proposal:**

*Present Use:* Commercial

*Proposed Use:* Add Use Unit 21 (Outdoor Advertising signage) as an allowable use.

*Concept summary:* Major Amendment to Corridor Development plan supporting 467-A to add Use Unit 21 (Outdoor Advertising Signage).

*Tract Size:* 0.57 ± acres

*Location:* West of northwest corner of E. 51 St. S. and S. Pittsburgh Ave.

**Zoning:**

*Existing Zoning:* CO/ PUD-467

*Proposed Zoning:* CO

**Comprehensive Plan:**

*Land Use Map:* Town Center

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends denial.**

The request is not harmonious with PUD 437 and is not consistent with the Town Center Vision of the Comprehensive Plan. Staff does not recommend approval of Z-6310-SP-6 without the PUD overlay therefore we recommend denial of this zoning request.

**Staff Data:**

TRS: 9328

CZM: 47

Atlas: 469

**City Council District: 9**

*Councilor Name:* G.T. Bynum

**County Commission District: 3**

*Commissioner Name:* Ron Peters

22.1



## **SECTION I: Z-6310-SP-6**

### **DEVELOPMENT CONCEPT:**

#### **Staff Concept:**

The original application was submitted prior to the adoption of the current zoning Code effective January 1, 2016.

The current Code is much more effective in defining all sign standards, dimensions, illuminations provisions and other relevant details. The detailed sight plan process will be managed as defined in the Code adopted prior to January 1, 2016.

#### **Applicant Concept:**

The Applicant seeks a Major Amendment to Z-6310/PUD-467 to add Use Unit 21 to Original Development Area 3 and amend the Signage Standards in order to allow for an outdoor advertising sign to be located on Original Development Area 3, pursuant to the Conceptual Site Plan attached hereto. The proposed sign will be 50 FT in height and contain 672 SF of digital display surface area on each face (the "Sign"). In addition to the foregoing, the Sign will be subject to the following Development Standards:

### **EXHIBITS:**

INCOG Case map  
INCOG Aerial (small scale)  
INCOG Aerial (large scale)  
Tulsa Comprehensive Plan Land Use Map  
Tulsa Comprehensive Plan Areas of Stability and Growth Map  
Applicant Exhibits:  
Conceptual Sign exhibit

## **SECTION II Z-6310-SP-6 DEVELOPMENT STANDARDS:**

Off-premise Outdoor Advertising Signs in Z-6310-SP-6 and PUD 467-A Shall conform to the standards identified in the Tulsa Zoning Code and as defined below:

1. The Sign shall be separated a minimum distance of 1,200 FT from any other outdoor advertising Sign on the same side of the freeway, measured in a straight line from the center of the Sign structure, as located on the ground, to the center of any other outdoor advertising sign structure, as located on the ground, on the same side of the freeway.
2. The Sign shall not be located within 150 FT of a public park, as measured in a straight line from the nearest point on the Sign structure to the nearest point on the property of the park.
3. The Sign shall not be located within 200 FT of an R district, or designated residential development area, as measured in a straight line from the nearest point on the Sign structure to the nearest point of an R district or residential development area boundary line.
4. No portion of the Sign shall be located within 10 FT of a freeway right-of-way, as measured in a straight line from the nearest point on the Sign structure to the nearest point on the freeway right-of-way boundary line.
5. The Sign shall not contain more than 2 sides, and only 1 side shall be included in the computation of display surface area. The 2 sides shall face in opposite directions.

22.2

"Opposite" shall, in addition to its ordinary meaning, include V-shaped Signs when the angle of separation of the display surfaces does not exceed thirty degrees.

6. The Sign shall be oriented to be primarily visible from the freeway.
7. The Sign shall not contain flashing, blinking or traveling lights or reflective glitter.
8. The Sign shall not be supported by more than 1 post or column unless required by site engineering considerations and is certified as such by a registered professional engineer.
9. The Sign shall not be located within 50 FT of the driving surface of a Signalized intersection, as measured in a straight line from the nearest point on the Sign to the nearest point of the signalized intersection.
10. The Sign shall not be located within 20 FT of the driving surface of a street, as measured in a straight line from the nearest point on the Sign structure to the nearest point of the street curb, or edge of the traveled roadway marked or understood as such.
11. The illumination on the face of the Sign shall not exceed 70 FT candles measured at a 2 FT distance.

#### **DETAILED STAFF RECOMMENDATION:**

Z-6310-SP-6 must be a concurrent submittal with PUD 467-A. The following recommendation to deny applicants request for Z-6310 SP-6 also supports a denial of PUD 467-A.

Z-6310-SP-6 is not harmonious with the original vision of the PUD as previously approved in 1991, and;

The sign standards identified in the original PUD 467/Z-6310 specifically identified a maximum of one sign on the lot along I-44 with a maximum height of 25 feet and a maximum display surface area of 144 square feet. Since 1991 seven minor amendments have been allowed. Six of those amendments added or further defined signage for the center. All of those additional signs are generally within the original height and size standards identified in the PUD. The overall impacts of the incremental changes to the original sign standards have created a development that is no longer consistent with the vision of PUD 437. Provisions for additional design standards to create a harmonious development have never been implemented during the evolution of the PUD. Additional signage will stray further from the original concept of the PUD, and;

The PUD chapter of the zoning code limits outdoor advertising as defined in Chapter 60. The PUD request offers slight refinements to the standards for the Off Premise Outdoor Advertising Sign, this amendment request is consistent with the standards defined in the code, and;

The proposed sign will add a visual distraction to drivers as they exit from east bound I-44. Drivers are required to slow from highway speeds while making a sharp turn and ultimately navigate a traffic signal to East 51<sup>st</sup> Street South. Any sign at that location may have that effect however digital signage is a significant distraction and safety consideration at this location, and;

The major amendment does not provide a unified treatment of the development possibilities of the project site, and;

The Oklahoma Department of Transportation has recently completed a reconstruction project for I-44 from South Harvard to the Arkansas River. Significant architectural design standards,

improved lighting fixtures, and landscaping improvements have been implemented as part of that project. In addition to the significant traffic improvements the visual quality of that section of the highway has been improved dramatically and staff believe it is important to respect that effort, therefore;

Z-6310-SP-6 is not consistent with the stated purposes and standards of the PUD chapter of the Tulsa Zoning Code, therefore;

**Staff recommends Denial of Z-6310-SP-6 as outlined in Section II above.**

### **SECTION III: Supporting Documentation**

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

*Staff Summary:* The general concept of the Town Center is to provide a pedestrian oriented development. The desired pedestrian scale is in direct conflict with the proposed size of outdoor advertising structures.

#### **Land Use Vision:**

##### ***Land Use Plan map designation:* Town Center**

Town Centers are 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.

##### ***Areas of Stability and Growth designation:* Area of Growth**

The purpose of an Area 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 in 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.

#### **Transportation Vision:**

##### ***Major Street and Highway Plan:* (East 51<sup>st</sup> Street South)**

Multi-modal streets emphasize plenty of travel choices such as pedestrian, bicycle and transit use. Multimodal streets are located in high intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street. To complete the street, frontages are required that address the street and provide comfortable and safe refuge.



for pedestrians while accommodating vehicles with efficient circulation and consolidated-shared parking.

Streets on the Transportation Vision that indicate a transit improvement should use the multi-modal street cross sections and priority elements during roadway planning and design.

*Trail System Master Plan Considerations:* None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

#### DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary:* The existing PUD has several signs that have been allowed along I-44. Those signs adequately serve the needs of the existing business. Recent roadway improvements on East 51<sup>st</sup> and I-44 also provide greater visibility for existing businesses along this corridor. Recent major highway changes that included adding an off ramp from east bound traffic to access East 51<sup>st</sup>. The potential distraction of an outdoor advertising sign while exiting I-44, negotiating a sharp right turn, determining correct lane location and navigating a stop light is already a challenge. Adding outdoor advertising is not appropriate at this location. (See image below)

VIEW FROM EAST BOUND OFF RAMP LOOKING AT PROPOSED SIGN LOCATION:



Current "Street View" images illustrate a total of 4 Off-premise outdoor advertising signs from the Arkansas River to South Yale. Two of those signs are on the North side of the expressway; two are on the South side of the expressway. The South Lewis interchange does not have any of this type of signage. ODOT has removed signs during their reconstruction project.

#### Environmental Considerations:

Significant safety concerns for off ramp east bound traffic.

22.5

REVISED 2/25/2016

The proposed signage creates additional distraction to drivers in the east bound I-44 traffic lane while also trying to avoid on-ramp traffic from East 51<sup>st</sup> Street.

On-ramp traffic will be distracted while trying to merge to I-44 from East 51<sup>st</sup> Street South.

Streets:

| <u>Exist. Access</u>         | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|------------------------------|--------------------|-----------------|-----------------------|
| East 51 <sup>st</sup> Street | Primary Arterial   | 120 feet        | 6 +                   |

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

Surrounding Properties: The subject tract is abutted on the east by commercial property, zoned CO/PUD 467; on the north by I-44, the south by East 51<sup>st</sup> Street South, further south small offices zoned OL; and on the west by I-44 on and off ramp to East 51<sup>st</sup> Street South.

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 17486 dated May 2, 1991, established zoning for the subject property.

**Subject Property:**

**Z-6310/ PUD-467 May 1991:** All concurred in approval of a request for rezoning a 7.88± acre tract of land from OM/ OMH to CO with a Planned Unit Development for a commercial development including restaurant and retail, on property located on the northwest corner of E. 51<sup>st</sup> St. and S. Pittsburgh Ave. and a part of the subject property. The PUD specifically states that outdoor advertising signs are expressly prohibited.

**Surrounding Property:**

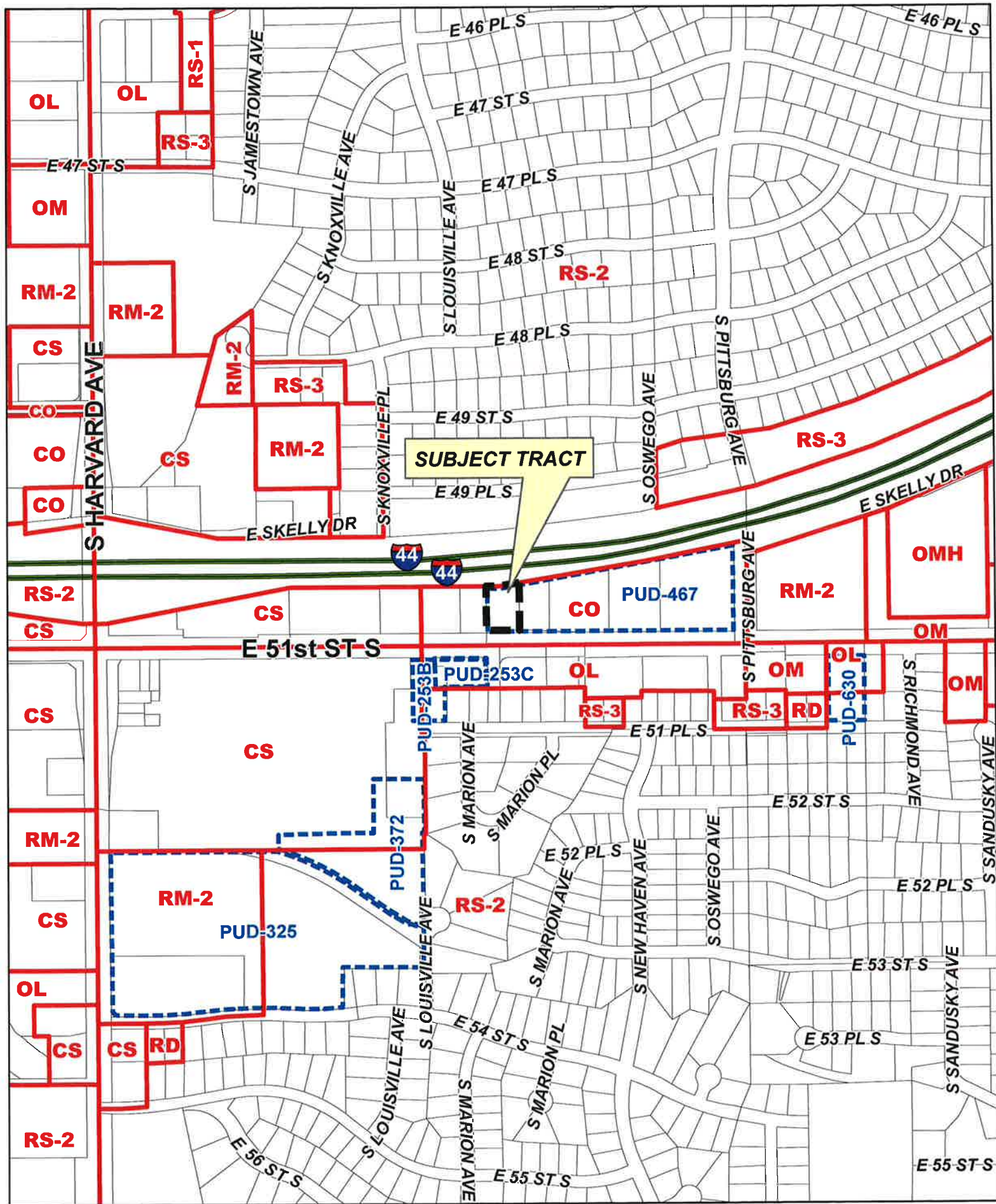
**PUD-235-C December 1991:** All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land to add restaurant use with accessory bar, to the west half of Building 2, to permitted uses, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

**PUD-253-B April 1985:** All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land for access/curb cut on S. Marion Ave., which was previously denied by TMAPC, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

**PUD-253-A November 1983:** All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land to add property to PUD and to add limited retail uses in Building 1, which was limited to office use only, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.

**PUD-253 April 1981:** All concurred in approval of a proposed Planned Unit Development on a 1.3± acre tract of land for office building and convenience store, on property located at the southwest corner of E. 51<sup>st</sup> St. and S. Marion Ave.





PUD-467-A/Z-6310-SP-6

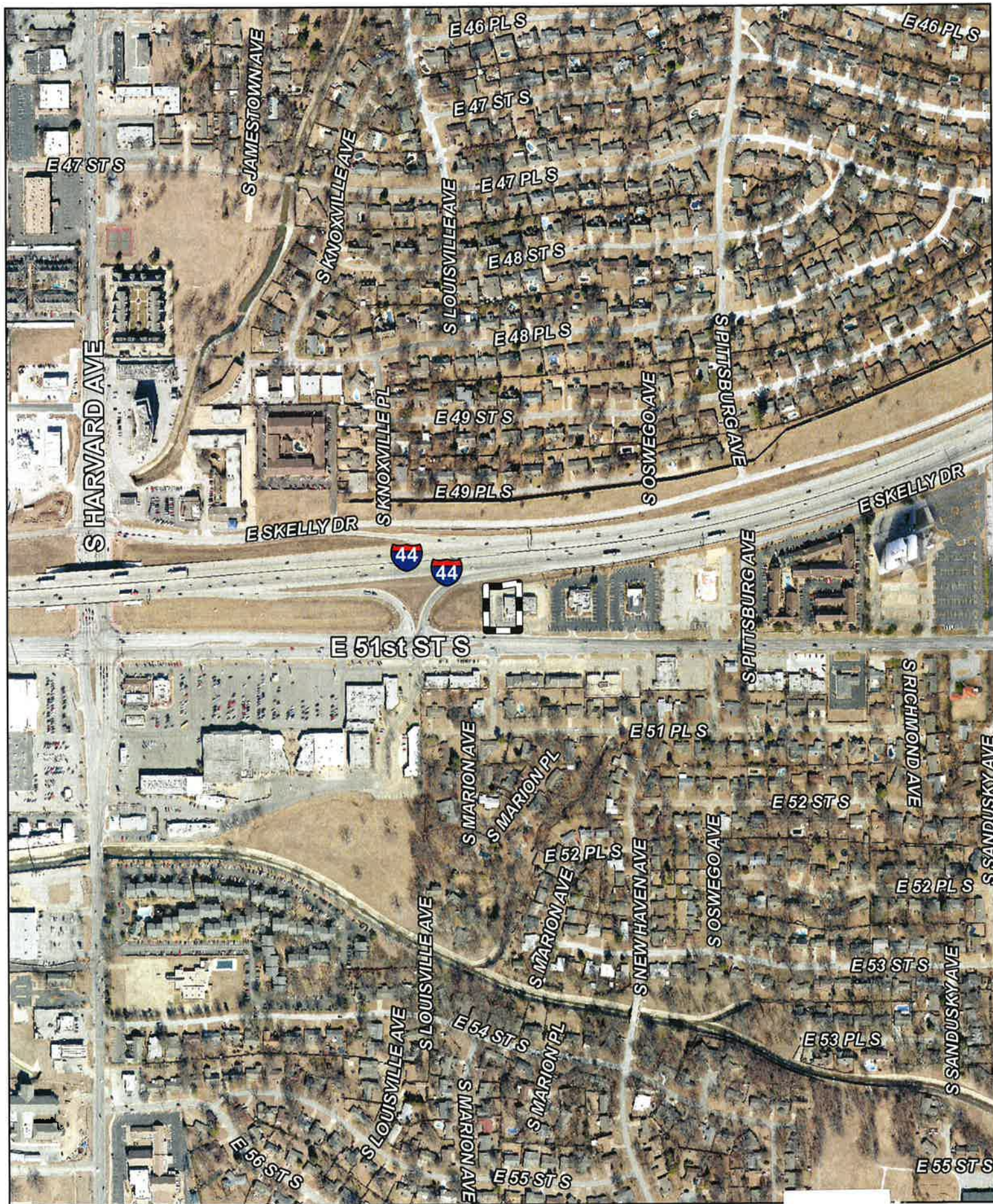


19-13 28

22.7







0 Feet 250 500



Subject Tract

19-13 28

**PUD-467-A/Z-6310-SP-6**

Note: Graphic overlays n  
align with physical features on the ground.  
Aerial Photo Date: March 2014

22.8





E 49th PL S

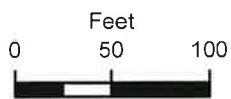
E SKELLY DR



E 51st ST S

E 51st ST S

S MARION AVE



Subject  
Tract

PUD-467-A/Z-6310-SP-6

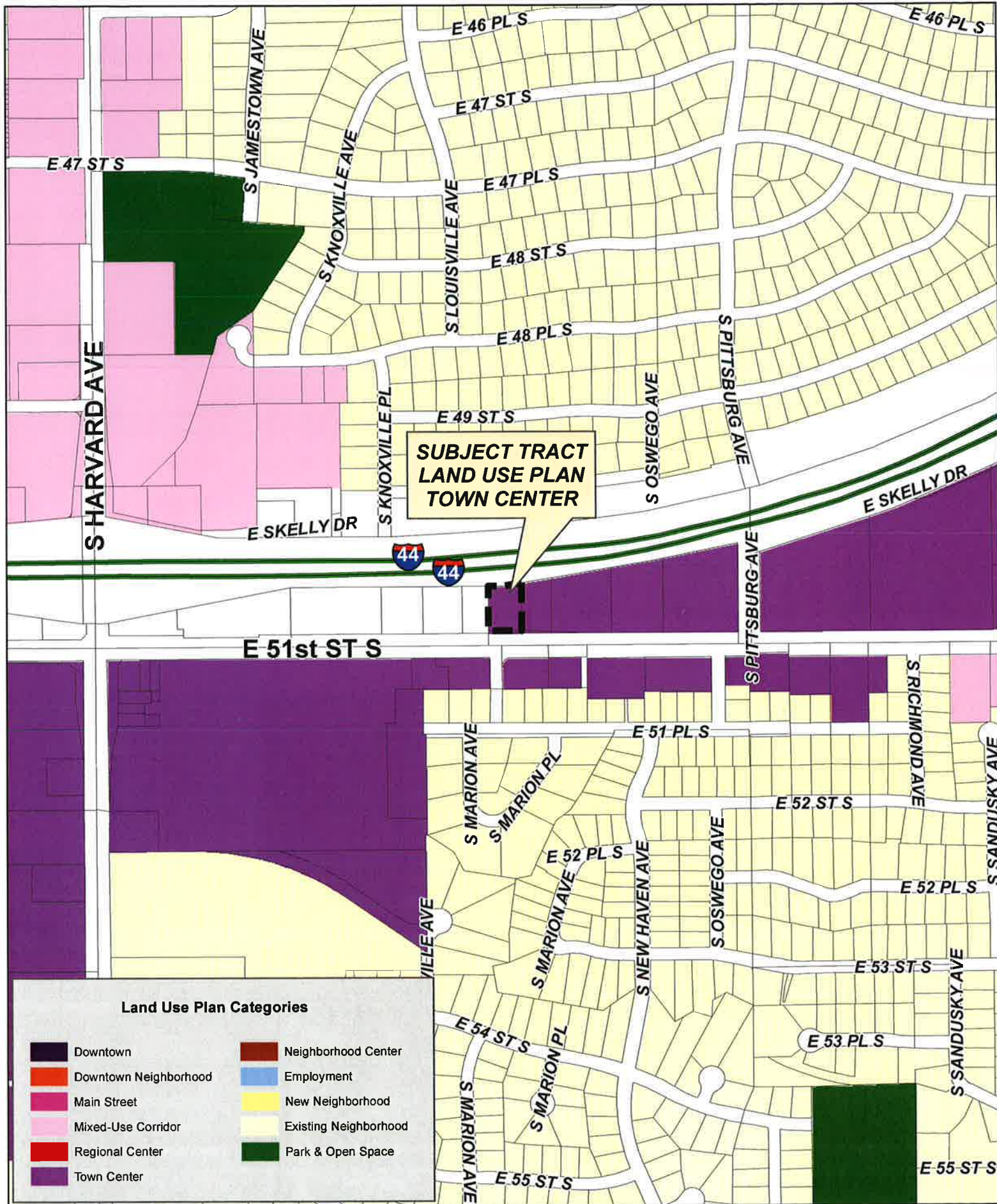
19-13 28

Note: Graphic overlays n  
align with physical featur  
Aerial Photo Date: March 2014

22.9

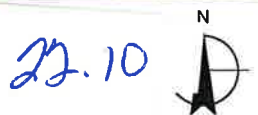






**Z-6310-SP-6**

19-13 28

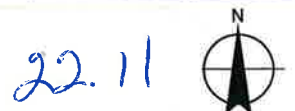




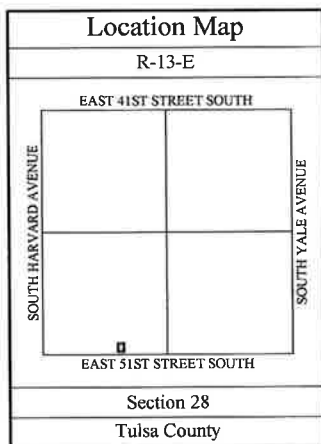


**Z-6310-SP-6**

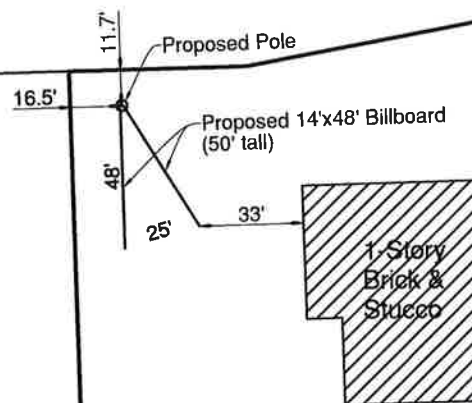
19-13 28



Eastbound Interstate Hwy. I-44



Owner: Oklahoma Department  
of Transportation



Owner: East 51st  
Properties LLC  
3811 E. 51st St. South

South 51st Street

# PROPOSED OUTDOOR ADVERTISING SIGN LOCATION A PART OF L1, B1, "DICKENS COMMONS", CITY OF TULSA



Tulsa Engineering & Planning Associates, Inc.  
9820 East 41st Street, Suite 102 Tulsa, OK 74146  
Phone: 918-252-9621 Fax: 918-250-4566  
Civil Engineering • Land surveying • Land Planning  
Certificate of Authorization No. CA 551 PE/LS Renewal Date June 30, 2017



Job No: 15-072.00  
Scale: 1" = 60'  
Date: 10/05/2015

22.12