

**AGENDA**  
**TULSA METROPOLITAN AREA PLANNING COMMISSION**

**Meeting No. 2722**

**May 18, 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:**

**Work Session Report:**

**Director's Report:**

**1. Minutes:**

Minutes of April 6, 2016, Meeting No. 2719

Minutes of April 20, 2016, Meeting No. 2720

Minutes of May 4, 2016, Meeting No. 2721

**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-20881** (Lot-Split) (CD 5) – Location: West of the southwest corner of East 41st Street South and South Memorial Drive (Related to LC-771)
- 3. LC-771** (Lot-Combination) (CD 5) – Location: Southwest corner of East 41st Street South and South Memorial Drive (Related to: LS-20881)
- 4. LC-772** (Lot-Combination) (CD 4) – Location: Southeast Corner of East 4th Street South and South Cincinnati Avenue
- 5. LC-773** (Lot-Combination) (CD 3) – Location: Northwest corner of East Admiral Place and North Louisville Avenue
- 6. LS-20884** (Lot-Split) (CD 4) – Location: East of the southeast corner of East 1st Street South and South Elgin Avenue (Related to: LC-776)
- 7. LC-776** (Lot-Combination) (CD 4) – Location: East of the southeast corner of East 1st Street South and South Elgin Avenue (Related to: LS-20884)

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

## COMPREHENSIVE PLAN AMENDMENT PUBLIC HEARING:

8. **CPA-43** - Amendment to the text of the Comprehensive Plan to establish and define an Arkansas River Corridor Land Use category; and amendments to Land Use and Stability and Growth maps in support of the proposed River Design Overlay District. (CD 2, 4, 8 & 9) (Related to ZCA-1)

## PUBLIC HEARINGS:

9. **ZCA-1** - Amendment to the City of Tulsa Zoning Code to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (River Design Overlay), and an amendment to Section 70.010-F.3 and Section 70.010-F.4.b (Public Hearing Notice) (Related to CPA-43)
10. **CVS-ERWII** – Minor Subdivision Plat, Location: Northeast corner of South Utica Avenue and East 15th Street (CD 1) (Continued from November 18, 2015, January 6, 2016, January 20, 2016, February 17, 2016 and April 6, 2016 meetings) **(Staff requests a continuance to June 1, 2016.)**
11. **Mayra's Addition** -Minor Subdivision Plat, Location: East of the northeast corner of East 21st Street South and Memorial Drive (CD 5) (Continued from April 20, 2016, and May 4, 2016) **(Staff requests a continuance to June 1, 2016.)**
12. **Z-6574** – Plat Waiver, Location: 5623 South 107th East Avenue, South of southeast corner of South 107th East Avenue and East 56th Street South (CD 7)
13. **The Estates at the River II** – Preliminary Plat, Location: South of East 121st Street South, West of South Hudson Avenue, (CD 8) (Continued from April 6, 2016 and April 20, 2016 and May 4, 2016 meetings)
14. **Z-7338-Geodeca, LLC/Russell Muzika**-(CD 6) Location: Southwest corner of East 21st Street and South 109th East Avenue requesting rezoning from **OM/CS to CS**.(Continued from May 4, 2016) **(Councilor Gilbert is requesting a continuance to June 1, 2016)**
15. **Z-7331-Dr. S. Lee Hays**-(CD 9) Location: North of the Northwest corner of South Columbia Avenue and Skelly Drive requesting rezoning from **RS-1 to OM**.(Continued from April 20, 2016)
16. **Z-7339-Jessica Glavas**-(CD 3) Location: Northwest corner of East Admiral Boulevard and North Allegheny Avenue requesting rezoning from **RS-3 to CH**.
17. **CO-1 Lou Reynolds**-(CD 6) Location: West of the Southwest Corner of South 145th East Avenue and East 51st Street South requesting a **Corridor Development Plan**. **(Staff requests a continuance to June 1, 2016.)**
18. **CO-2 Lou Reynolds**-(CD 7) Location: South of the Southwest Corner of East 63rd Street South and South 105th East Avenue requesting a **Corridor Development Plan**.
19. **PUD-306-H-5 Matt King**-(CD 2) Location: 9702 South Riverside Parkway requesting **PUD Minor Amendment**. **(Withdrawn by applicant)**

## OTHER BUSINESS

20. Refund Request – Matt King, PUD-306-H-5 – **PUD Minor Amendment**, Location: 9702 South Riverside Parkway, requesting a refund of \$200.00, Applicant has withdrawn this application (CD 2)

## 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.



Tulsa Metropolitan Area  
Planning Commission

**Case Number:** CPA-43  
Comprehensive Plan Amendment  
(related to ZCA-1)

**Hearing Date:** May 18, 2016

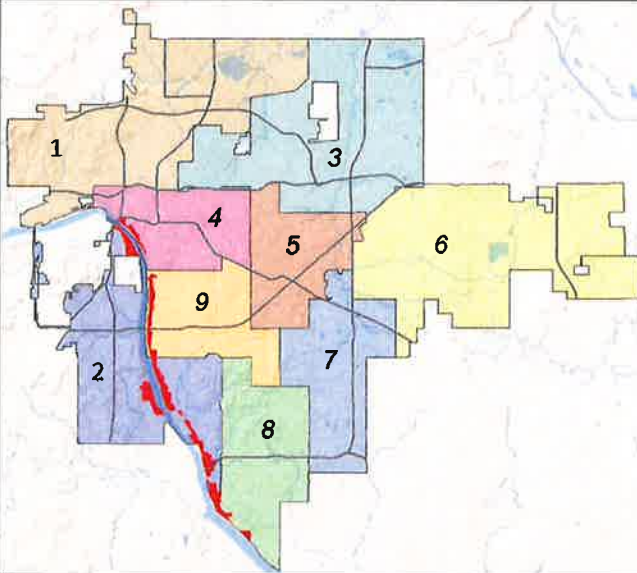
**Case Report Prepared by:**

Susan Miller, AICP  
Nikita Moye, AICP

**Owner and Applicant Information:**

Applicant: Tulsa City Council

Property Owner: Multiple Owners



**Applicant Proposal:**

Text Amendment to the Comprehensive Plan as shown in Attachment 1.

Amendment to the Land Use and Growth and Stability Maps as shown in Attachment 2.

Existing Land Use: Mixture of Land Uses

Location of Map Amendments: Certain properties along and in proximity to the Arkansas River .

**Comprehensive Plan:**

Land Use Map

Existing: Multiple Land Uses

Proposed: As presented in Attachment 2

Growth and Stability Map:

Existing: Area of Stability or Area of Growth

Proposed: As presented in Attachment 2

**Zoning:**

Existing Zoning: Multiple Zoning Districts

**Staff Recommendation:**

Staff recommends approval of the text and map amendments to the comprehensive plan as presented in the attached case report.

**City Council District: 2**

*Councilor Name:* Jeanine Cue

**City Council District: 4**

*Councilor Name:* Blake Ewing

**City Council District: 8**

*Councilor Name:* Phil Lakin, Jr.

**City Council District: 9**

*Councilor Name:* G. T. Bynum

**County Commission District: 2**

*Commissioner Name:* Karen Keith

**County Commission District: 3**

*Commissioner Name:* Ron Peters



## TMAPC Staff Report

May 18, 2016

### CPA-43 - Comprehensive Plan Text and Map Amendments related to the Arkansas River Corridor

---

**Item:** Text amendment to the Comprehensive Plan to establish and define an *Arkansas River Corridor* Land Use category; and amendments to Land Use and Stability and Growth maps in support of the proposed River Design Overlay District.

- A. Background:** In February 2015, the Mayor and City Council formed a steering committee, who ultimately recommended areas surrounding the Arkansas River be included in a proposed River Design Overlay district and recommended development standards for the district, including limitation of uses and design standards. The purpose of the proposed text amendment to the Tulsa Comprehensive Plan is to establish an *Arkansas River Corridor* Land Use category to support the standards of the River Design Overlay district.

Currently there is not a consistent land use category assigned to the areas within the proposed River Design Overlay district. Rather, there is a mixture of land use categories, including *Existing Neighborhood*, *New Neighborhood*, *Downtown Neighborhood*, *Mixed-Use Corridor*, *Employment*, *Town Center*, *Regional Center* and *Parks and Open Space*. The intent of the map amendments is to ensure that all park areas are designated as *Park and Open Space* and other areas within the boundaries of the proposed River Design Overlay district are designated with the proposed *Arkansas River Corridor* Land Use category. In addition, an *Area of Stability* designation is proposed for all park areas and *Area of Growth* designation for all other properties within the proposed overlay boundary.

**B. Comprehensive Plan amendment history:**

**CPA 10** - In August 2014, the TMAPC adopted an amendment on the Land Use Map to *Parks and Open Space* and a designation on the Stability and Growth Map to *Area of Growth* on 800 acres located from Southwest Boulevard to E 71<sup>st</sup> St S along the Arkansas River (River Parks)

**CPA 11** - In August 2014, the TMAPC adopted an amendment on the Land Use Map to *Parks and Open Space* and a designation on the Growth and Stability Map to *Area of Growth* on 66.5 acres located along Riverside Drive from E 26<sup>th</sup> St S to E 33<sup>rd</sup> PL (The Gathering Place).

- C. Summary:** The text amendments that include the addition of the proposed *Arkansas River Corridor* Land Use category are described in Attachment 1. Attachment 2 identifies several properties along and in proximity to the river that have been identified as amendments to the Land Use and Stability and Growth maps.

## Attachment 1

### CPA-43 - Comprehensive Plan Text Amendments

---

#### A. Tulsa Comprehensive Proposed Plan Text Amendments

- 1) Part V: Building the Plan, Page LU-32

The Corridors building block includes three ~~two~~ main types of plan categories, *Main Streets*, *Mixed-Use Corridors* and the *Arkansas River Corridor*.

- 2) Part V: Building the Plan, Page LU-32 (add to end of the Corridor building block definitions)

##### *Arkansas River Corridor*

The Arkansas River Corridor is located along the Arkansas River and scenic roadways running parallel and adjacent to the river. The Arkansas River Corridor is comprised of a mix of uses - residential, commercial, recreation and entertainment – that are well connected and primarily designed for the pedestrian. Visitors from outside the surrounding neighborhoods can access the corridor by all modes of transportation.

This Corridor is characterized by a set of design standards that support and enhance the Arkansas River Corridor as a lively people-oriented destination. The Corridor connects nodes of high quality development with parks and open spaces. The natural habitat and unique environmental qualities are amenities and are respected and integrated as development and redevelopment occur. The future development of this Corridor is intended to complement the residential character of adjacent thriving neighborhoods by providing appropriate transitions and connections to the Arkansas River.

#### B. Justification

The addition of the *Arkansas River Corridor* land use category as defined above provides an ideal plan category that is intended to guide the character of public and private development along the river corridor. In addition, the proposed the *Arkansas River Corridor* designation will help promote the desired development standards of the proposed River Design Overlay District.

#### C. Staff Recommendation:

Staff recommends approval of the comprehensive plan text amendments as presented.

## Attachment 2

### CPA-43 - Comprehensive Plan Map Amendments

---

#### A. Tulsa Comprehensive Proposed Map Amendments

- 1) As shown on the attached existing and proposed Land Use Map the proposed land use map amendments are as follows:
  - a) **On certain properties located along and near the east bank of the Arkansas River between West 11<sup>th</sup> Street South and East 121<sup>st</sup> Street South** amend the designation on the Land Use Map from *Existing Neighborhood, Downtown Neighborhood, Mixed-Use Corridor, Parks and Open Space, Town Center, Regional Center* and *New Neighborhood* to *Arkansas River Corridor*
  - b) **On certain properties located along and near the west bank of the Arkansas River between Interstate 244 and West 81<sup>st</sup> Street South** amend the designation on the Land Use Map from *Regional Center, Parks and Open Space* and *Employment* to *Arkansas River Corridor*
  - c) **On certain properties located along and near the east bank of the Arkansas River between East 31<sup>th</sup> Street South and East 91<sup>st</sup> Street South** amend the designation from *Mixed-Use Corridor, Existing Neighborhood,* and *Regional Center* to *Parks and Open Space*
- 2) As shown on the attached existing and proposed Growth and Stability Map the proposed Stability and Growth Map amendments are as follows:
  - a) **On certain properties located along and near the east bank of the Arkansas River between West 11<sup>th</sup> Street South and East 121<sup>st</sup> Street South, and on certain properties located along and near the west bank of the Arkansas River between I- 244 and West 81<sup>st</sup> Street South** amend the designation on the Stability and Growth Map.

#### B. Justification:

The proposed designation of *Arkansas River Corridor* on certain properties located along and near the Arkansas River will guide the character of public and private development along the river and help promote the river corridor as a valuable asset to the city and the region. The proposed map amendments are consistent with the emerging commercial, recreation and entertainment character of the river corridor. As a result, these areas should be appropriately designated as an *Area of Growth*.

In 2014, the TMAPC approved an amendment on the Land Use Map to *Parks and Open Space* and a designation on the Stability and Growth Map to *Area of Growth* for River Parks and the Gathering Place. At that time, the *Area of Growth* designation was assigned knowing that the Gathering Place would be a catalyst to redevelopment in the area. However, after closer examination during the River Design Overlay steering committee process, it was determined that the River Parks should be designated as an *Area of Stability* since it is intended that the character of the park system be maintained. A major goal for an *Area of Stability* is to identify and maintain the valued character of an area while accommodating rehabilitation and reinvestment.

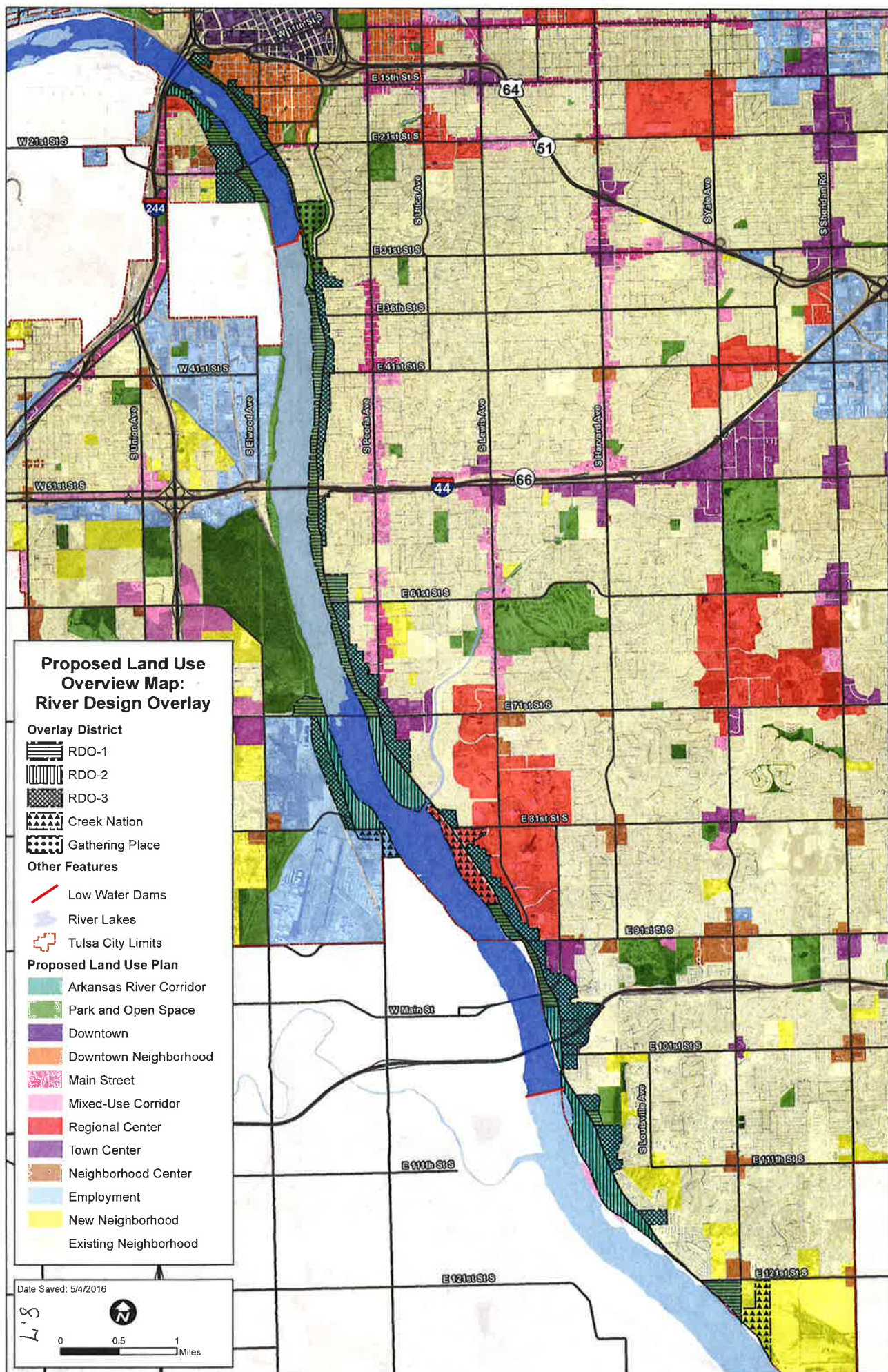
**C. Staff Recommendation:**

Staff recommends **APPROVAL** of the Comprehensive Plan map amendments as presented.







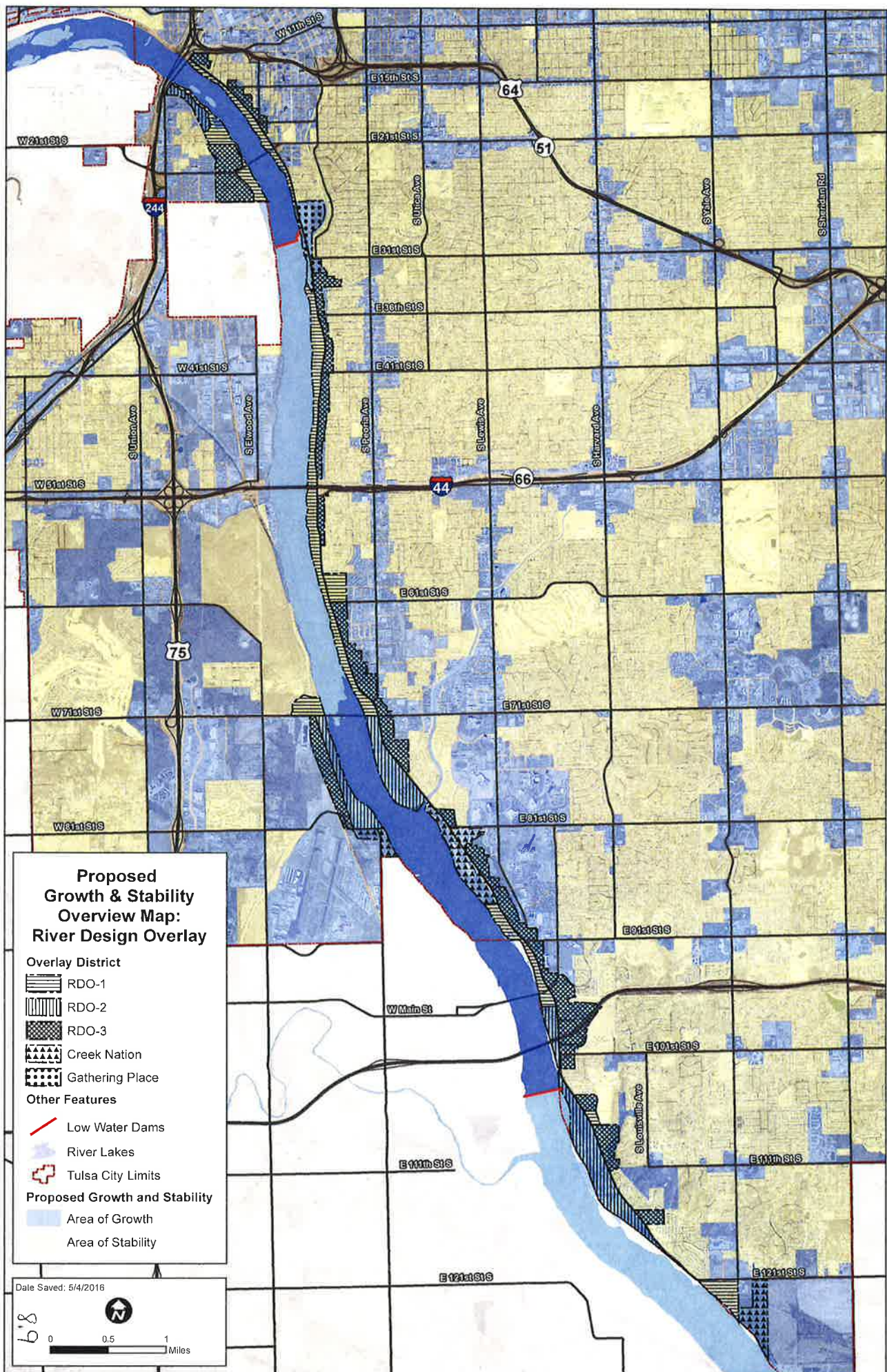


8.7











## TMAPC Staff Report

May 18, 2016

### ZCA-1, Chapter 20 River Design Overlay / Chapter 70 Public Hearing Notice

---

**Item:** Public hearing to provide a recommendation to the City Council regarding amending the City of Tulsa Zoning Code to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (**River Design Overlay**), and to amend Section 70.010-F.3 and Section 70.010-F.4.b (**Public Hearing Notice**) [*See Attachment I*]

#### A. City of Tulsa Zoning Code amendments

##### 1) Chapter 20, Section 20.030 Special Area (SA) overlay district

The proposed **River Design Overlay (RDO)** will be the first Special Area (SA) overlay district incorporated into the City of Tulsa's Zoning Code. The proposal is to add Section 20.050, to establish the regulations of a Special Area overlay district (River Design Overlay - RDO) pertaining to uses and site and building design for properties which may subsequently be supplementally rezoned RDO-1, RDO-2 or RDO-3.

The Purpose and Intent of the proposed overlay is as follows:

*The RDO, River Design Overlay regulations of this section establish regulations governing form, function, design and use for properties located within the boundaries of the River Design Overlay district. The regulations are generally intended to maintain and promote the Arkansas River corridor as a valuable asset to the city and region in terms of economic development and quality of life. The regulations are also intended to:*

- a. Support and enhance the river corridor as a lively people-oriented destination, connecting nodes of high-quality development with parks and open spaces;*
- b. Protect the city's investment as well as the investments of property owners, developers and others who enjoy the benefits of the Arkansas River corridor;*
- c. Encourage development that enhances the appearance of the Arkansas River corridor and the surrounding area;*
- d. Ensure development and redevelopment that is sensitive to the area's natural resources and environmental qualities;*
- e. Establish the area as an interconnected, pedestrian-oriented, cultural and recreational destination, attracting both residents and visitors to the Arkansas River; and*
- f. Foster a sense of community and civic pride.*

During the adoption process of the new code, provisions were incorporated to ensure that any future overlays "be based on an adopted plan or be prepared following an inclusive, transparent, and equitable planning and public involvement process that includes opportunities for affected property owners and residents to participate in the formulation of the district regulations or otherwise offer recommendations and provide input." [*See Attachment II*]. This process is outlined in this staff report.

## 2) Chapter 70, Section 70.010-F Public Hearing Notice

During review of notice procedures for a large geographic area, such as the River Design Overlay, two provisions warranting amendments regarding Public Hearing Notice for were identified.

- a. **Amendment of Section 70.010-F.3** of the Zoning Code to provide for location of posted notice in certain City-initiated rezoning cases. The previous City of Tulsa Zoning Code included a provision in Section 1703.C.1.d that allowed for an exception to the sign posting requirement that at least one sign be posted for each 1,000 feet of street frontage or fraction thereof on that street “Provided that, if the City of Tulsa proposes zoning reclassifications in order to revise its comprehensive plan or official map or to identify areas which require specific land use development due to topography, geography or other distinguishing features, including but not limited to floodplain, drainage, historic preservation and blighted areas, mailing of notice as above provided shall not be required and notice shall be given at least 20 days before the date of the hearing by publication as above provided by posting on designated properties within the area affected by the proposed zoning reclassification.” Inadvertently, that provision was not carried forward into the new code.
- b. **Amendment of Section 70.010-F.4.b**, pertaining to content of public hearing notice, to correct a scrivener’s error. This amendment will correct a scrivener’s error regarding public hearing notice content, replacing an “and” with an “or” for this provision to read as it was intended: “Describe any property involved in the application by map, street address or by legal description, provided that a map must be included in the newspaper notice for any zoning map amendment.” In some instances, such as rezoning of a large geographic area, a legal description would be lengthy, difficult to produce and the least effective means of communicating the boundaries to the general public.

### B. RDO Background

There is extensive background leading to the development of the proposed River Design Overlay, as evidenced by the process and events documents in this staff report. Initially design guidelines for development along the river were recommended in the Arkansas River Corridor Master Plan, which was adopted over 10 years ago (2004). In 2010, the City of Tulsa Comprehensive Plan, or PlaniTulsa, was adopted and contained policies regarding enhancing the Arkansas River, orienting new development toward the river & creating design guidelines.

In February, 2015, a joint Mayor and City Council retreat was held where they identified a shared goal of “drafting regulatory tools to guide river development” and “adopting river corridor design guidelines.” As a result, a steering committee was established in early 2015 to begin working on design guidelines for the area surrounding the Arkansas River. The steering committee members are:

- Robert Gardner, the Mayors appointed Director of River Development
- Councilor Jeanne Cue, District 2
- Councilor Blake Ewing, District 4
- Councilor Phil Lakin, Jr., District 8
- Councilor GT Bynum, District 9
- Clay Bird, representative from the Mayor's Office
- Susan Miller, AICP, INCOG
- Dwayne Wilkerson, ASLA, INCOG
- Rich Brierre, Executive Director of INCOG
- Dawn Warrick, AICP, Director of Planning and Development, City of Tulsa
- Warren Ross, Developer
- Ken Klein, Developer/Builder
- Matt Meyer, Executive Director of RiverParks
- Ted Reeds, Architect, Planning Commissioner
- Shawn Schaefer, Architect, Urban Design Studio at OU-Tulsa
- Shelby Navarro, Architect
- Shane Fernandez, Nabholz Construction
- Jeff Stava, project manager for the Gathering Place

**C. Summary of RDO Steering Committee Process**

INCOG/TMAPC staff has been the primary lead on the drafting of the proposed overlay, with significant input and guidance from the steering committee. Beginning in March 2015, the steering committee met regularly over the course of a year, accomplishing the following scope of work:

- Reviewed other design districts and river districts from other jurisdictions to use as a guide, including:
  - City of Oklahoma City Scenic River Overlay Design Districts
  - City of Kalamazoo, MI Riverfront Overlay Zoning District
  - City of Des Moines, IA Downtown Riverfront District
  - Milwaukee River Overlay Zone
  - City of Portland Greenway Overlay Zones
  - Louisville Waterfront Overlay District
- Developed purpose statement for the River Design Overlay
- Developed desired design concepts for river development
- Compiled graphics to illustrate desired design concepts
- Defined specific boundaries for overlay areas
  - Methodology to define boundaries:
    - Parcels must have direct relationship to the river
    - Generally respectful of parcel boundaries
    - At least 300' of depth to ensure adequate redevelopment potential

- Excluded areas identified in the National register of Historic Places
  - Reviewed topography and floodplain maps for affected areas
  - Field checked sites
  - Reviewed with and received steering committee input
- Identified three distinct subareas for varying regulations –RDO-1, RDO-2 & RDO-3
- Drafted regulations for the River Design Overlay to support design concepts & characteristics of each of the three subareas
- Toured the area by bus (Mayor and steering committee) to review boundaries and further discuss concepts
- Completed associated Comprehensive Plan work, including:
  - Evaluated Comprehensive Plan land use categories in river corridor;
  - Drafted a new *Arkansas River Corridor* land use designation to apply to areas outside of those designated *Park and Open Space*;
  - Methodology is to assign RDO-1 with a *Park and Open Space* land use designation and RDO-2 & RDO-3 with an *Arkansas River Corridor* land use designation; and
  - Identified areas where land use adjustments needed to be made.

#### **D. RDO Public Process Summary**

In early, 2016, the steering committee produced a summary of the RDO and boundary map to distribute and discuss with various groups. The materials were either distributed prior to or at the meetings and were posted on [www.tmapc.org](http://www.tmapc.org) on January 28, 2016. The following meetings were held:

- **Tulsa Regional Chamber of Commerce** (approx. 10 in attendance)  
Friday, January 22, 2016 at 1:30pm  
Tulsa Regional Chamber Office, 1 W. 3<sup>rd</sup> Street  
Flintco Conference Room (13th floor)
- **Home Builders Association of Greater Tulsa** (approx. 35 in attendance)  
Tuesday, January 26, 2016 at 3:30pm  
Developers Council  
11545 E 43rd Street
- **American Institute of Architects,  
Eastern Oklahoma Chapter** (approx. 15 in attendance)  
Thursday, January 28, 2016 at 12:00pm  
Community Affairs Committee  
2210 S. Main Street
- **TMAPC Work Session #1** (approx. 18 in attendance)  
Wednesday, February 3, 2016 at 1:30pm  
City Hall, 10<sup>th</sup> Floor North
- **Greater Tulsa Area Realtors** (approx. 25 in attendance)  
Thursday, February 11, 2016 at 9:00am

Urban Affairs Committee  
11505 E. 43rd Street

- **NAIOP** (approx. 15 in attendance)  
Friday, February 12, 2016 at 11:00am  
Public Affairs Committee  
Cyntergy Building  
810 S Cincinnati Avenue, first floor conf. room
- **Stormwater Drainage and Hazard Mitigation Advisory Board** (approx. 18 in attendance)  
Thursday, March 17, 2016 at 1:00pm  
420 W. 23<sup>rd</sup> Street, Room S-213

On April 6, 2016, the initial draft of the proposed River Design Overlay and boundary map were posted online at [www.tmapc.org](http://www.tmapc.org). Also on April 6, all property owners within the proposed overlay boundary (506 in total) were sent notices of City Council sponsored Town Hall meetings.

- **City Council Town Hall meeting** (approx. 70 in attendance)  
Monday April 18, 2016, 6:00pm  
Charles Schusterman Jewish Community Center – Sylvan Auditorium  
2021 E 71st Street
- **City Council Town Hall meeting** (approx. 35 in attendance)  
Tuesday April 19, 2016, 6:00pm  
OSU Center for Health Sciences Center – Dunlap Auditorium  
1111 W 17th Street

INCOG/TMAPC staff has kept a log of all calls and emails from property owners inquiring as to how the overlay impacts their property. As of the printing of this report, approximately 25 calls and/or emails have been received. Most are inquiries of a general nature, not necessarily in support or opposition. In addition, there were written comments submitted in response to the proposed overlay. Several of the written comments included recommendations that were considered and incorporated into the draft of the proposed overlay. One property owner has specifically requested to be removed from the boundaries of the proposed overlay. Although this particular amendment does not apply the River Design Overlay to the Zoning Map, Section 20.0010-D.3.d of the Zoning Code requires “A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment.” Written comments, as well as the required map are attached to this report. **[See Attachment III]**

Additional TMAPC meetings are scheduled:

- **TMAPC Work Session #2** (approx. 16 in attendance)  
Wednesday April 20, 2016, 11:00am  
City Hall, One Technology Center- 3<sup>rd</sup> floor presentation room  
175 East 2nd Street
- **TMAPC Public Hearing**  
Wednesday May 18, 2016, 1:30pm  
City Hall, One Technology Center- 2<sup>nd</sup> floor Council Chambers  
175 East 2nd Street

Also, the following meeting is scheduled:

- **RiverParks Authority**  
Thursday, May 12, 2016, 8:00am  
2424 E. 21st St., Suite 300

**E. RDO Conformance with the Comprehensive Plan**

The idea for design guidelines is evidenced in multiple recommendations in both the Tulsa Comprehensive Plan and the Arkansas River Master Plan. The proposed River Design Overlay addresses uses, building placement, design and site features, parking, landscaping and screening, lighting, signage and circulation and access. More intensive heavy commercial and industrial uses are prohibited, deemed unfavorable for riverfront development- rather the uses and types of development envisioned along the river that encourage people activity – such as retail, restaurants, recreational venues, etc. The proposed overlay ensures that design focuses on river orientation and pedestrian connections to the river trail system and to other parts of the river corridor.

➤ **Relevant Comprehensive Plan priorities, goals & policies:**

**TULSA COMPREHENSIVE PLAN**

**LAND USE PRIORITY 1** - *Make land use decisions that contribute to Tulsa's fiscal stability and move the city towards the citizen's vision*

**Land Use Goal 3**— *New development is consistent with the PLANiTULSA building blocks. Policies to support this goal include:*

**Policy 3.1** *Promote pedestrian-friendly streetscapes by designing pedestrian-friendly streetscapes and encouraging new developments to provide pedestrian-oriented amenities and enhancements, including:*

- *Arcades, awnings and other architectural features to provide a human scale and offer protection from rain and the summer heat;*
- *Pedestrian plazas and green open space that offer interesting public places for people to enjoy the street experience. These should incorporate water features, sculptures, art or other architectural objects or focal points;*

- Public art, benches, trash receptacles, bike racks and other amenities that enhance the quality of the pedestrian experience;
- Walkways and sidewalks that differentiate the pedestrian space from the auto realm;
- Pedestrian-oriented street lighting to increase the sense of safety and reduce the impact of light pollution;
- Trees and other landscaping to visually enhance the space as well as provide shade and a cooler microclimate. Native or drought resistant species should be encouraged;
- Walkways leading directly to the street from building entrances;
- Moving overhead wires to underground locations and relocating other utilities to the rear of the development to improve the area's appearance.

**Policy 3.5** Place buildings adjacent to the street with generous sidewalks; sidewalk cafes, attractive landscaping and pedestrian areas.

- Mass buildings with common parking lots rather than situated individually surrounded by private lots.
- Provide ground floor retail, professional service, and/or professional office storefronts on parking lots that front the street.
- Enhance parking structure facades when ground floor uses cannot be provided.
- Provide building entrances and windows to offer "eyes on the street," improving security and pedestrian access.
- Sidewalks should accommodate pedestrian seating and other amenities.
- Place parking lots, garage doors, loading zones and mechanical equipment away from streets.

**Policy 3.6** Encourage complementary building height, scale, design and character.

- Create a sense of place by encouraging development of buildings, structures and landscapes that complement the character and scale of their setting.
- Design parking lot location, configuration, access points and screening to minimize spillover and mitigate any negative effects.

**Land Use Goal 4**— The development environment allows Comprehensive Plan implementation to occur through market development. Policies to support this goal include:

**Policy 4.1** Promote redevelopment through reductions of parking standards and the expansion of shared parking systems and other parking management tools.

**LAND USE PRIORITY 4** - Maintain, stabilize and strengthen existing neighborhoods, making them places where new residents are attracted to live.

**Land Use Goal 12** - Residents in established neighborhoods have access to multiple modes of transportation.

**Policy 12.2** Leverage the benefits of urban design to create walking and biking transportation options in neighborhoods.

- Develop urban design guidelines for small area and neighborhood planning that encourage walkable mixed-use centers or main streets.
- Use Context Sensitive Solutions process to ensure that centers and corridors are designed to support transit riders.

**LAND USE PRIORITY 5** - Ensure that areas of growth benefit from high quality sustainable development

**Land Use Goal 16**— Tulsa is known for its built and natural beauty.

**Policy 16.1** Establish Urban Design Standards.

- Formulate place-making design standards.
- Standards should encourage pedestrian friendly, highly accessible environments that create and enhance lively urban villages and a vibrant downtown.
- Standards should include setback, height, bulk and frontage requirements but should not be overly prescriptive.

**TRANSPORTATION PRIORITY 3** - Ensure that transportation investments enhance the land uses they serve.

**Transportation Goal 7**— Transportation facilities fit their physical setting and preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

**Policy 7.1** Enhance transportation Tulsa's right-of-ways so they both serve as great public places and promote multi-modal travel.

- Enhance current roadways with a combination of light fixtures, signs, and sidewalks to make the city's roads unique, and to help residents and visitors recognize that they are in Tulsa.
- Provide comfortable and attractive pedestrian and bicycle facilities within existing and new developments.
- Build upon the connectivity concepts in INCOG's 2030 Bicycle and Pedestrian Plan by expanding the scope of Public Works' current ADA Transition plan to address studying and prioritizing the need for connections to off street trails from neighborhoods and regional destinations.
- Correlate a mixed use land use development strategy to minimize auto trips and roadway congestion through internal capture of vehicular trips.
- Prioritize sidewalk, curb ramp and crosswalk rehabilitation and construction projects according to ranking that takes into account concentrations of persons with disabilities, public facilities, mixed use development and transit stop locations.

**PARKS, TRAILS AND OPEN SPACE PRIORITY 1** - Ensure a clean and healthy Arkansas River.

**Parks, Trails and Open Space Goal 2**— Non-point pollution is reduced through low impact development principles, creative building practices, and smart site design that can retain and treat stormwater generated on-site.

**Policy 2.2** Transform redevelopment and infrastructure projects into opportunities to improve watershed conditions through creative building and site design and use of innovative materials and techniques.

**PARKS, TRAILS AND OPEN SPACE PRIORITY 2** - Strengthen connections to the Arkansas River

**Parks, Trails and Open Space Goal 3**— Maintain a strong connection between the city and the Arkansas River.

**Policy 3.1** Support implementation of the Arkansas River Corridor Master Plan to establish better connections with the riverfront area.



**Policy 3.2** Expand, maintain, and enhance an interconnected system of parks, trails, and open spaces along the Arkansas River and nearby watersheds.

**Policy 3.3** Provide ample, safe connections for pedestrians and bicyclists between neighborhoods and the water's edge.

**Policy 3.4** Using a variety of tools over time, develop a continuous trail along both sides of the Arkansas River that complements the existing and planned riverfront uses and recognizes the vital contribution to Tulsa's economy made by industries located along the river.

**Policy 3.5** Integrate the results of INCOG's Arkansas River Corridor Master Plan discussion into a river plan and corresponding greenway ordinances to protect public access, recreational uses and provide a natural buffer between development and the riverfront.

**Parks, Trails and Open Space Goal 4**—Promote the Arkansas River as a centerpiece of life in Tulsa.

**Policy 4.1** Orient new development within riverfront areas towards the river.

**Policy 4.2** Act to enhance the Arkansas River as Tulsa's centerpiece by shaping the city's urban form, industrial development, environmental health, public spaces, river communities, and neighborhoods towards the river.

**Policy 4.3** Consider the history and special qualities of the Arkansas River when designing buildings, landscaping, streets, parks, and public art in waterfront districts.

**Policy 4.4** Create and enhance community gathering places such as parks, residential districts, or retail districts near the Arkansas River.

**Policy 4.6** Develop a comprehensive plan package that includes plans for riverfront communities, a river greenway plan, design guidelines, and recommendations for natural resource restoration.

## **ARKANSAS RIVER CORRIDOR PLAN**

### **Policy and Project Recommendations**

#### **Pages 13-14, Community Development Opportunities**

- Over the long term, maximize the effect of appropriate land uses along the river. If the Arkansas River is viewed as a valuable public resource, then the land uses that line the shores have intrinsic value. The existing land uses should be examined on a "highest and best use" basis, given their location. Property rights must be respected, so this recommendation will be accomplished in the long-term, not the short-term.
- Because of their obvious importance, the land uses adjacent to the river crossings receive a great amount of emphasis in the Vision Plan. Because of this, the land uses at these intersections must be able to add to the urban vibrancy and commercial potential. That is particularly true of those close to the Tulsa downtown area.
- Promoting access to the water's edge is important to the sense of place. People should be able to reach the water's edge whether it be in a continuous fashion such as boardwalks or promenades, or in an overlook fashion such as the overlooks by the Pedestrian Bridge or north of the 21st Street Bridge by the River's Edge Café.

- *Promenades are a site-specific design solution, and are often a key element in riverside developments. Design Guidelines for the river corridor should address how promenades for retail/entertainment or mixed use developments front onto the river, in terms of spatial relationships to the river and to development, lighting, materials, and other design respects. Key design considerations are the uses that front onto the promenades, the view from and setting of the promenade, and the character or theme created by the improvements. Overlooks should be placed where grand views along the river corridor can be seen.*

**Page 20, River Oriented Activities**

*Examples of specific tasks where interagency cooperation will be required include:*

- ❖ *The local governments along the river corridor should adopt Regional River Corridor Design Guidelines in order to raise the quality and value of the entire river corridor, and make the development process more predictable.*

*Examples of Projects for the Short Term (1 – 5 years):*

- *Creation of Design Guidelines for the entire river corridor*

➤ **Staff analysis:**

The proposed overlay implements goals and policies in the Tulsa Comprehensive Plan and the Arkansas River Corridor Plan through:

- Development of urban design guidelines to implement previously adopted plans;
- Orientation of buildings and landscapes that complement the river environment;
- Promoting pedestrian friendly environments;
- Requiring building entrances and transparency on the street and river side of projects to improve security and access;
- Increased setbacks and screening of parking, mechanical equipment, loading zones, etc. from street and river;
- Reducing parking requirements to promote redevelopment;
- Ensuring walkable developments by requiring a connected pedestrian circulation system;
- Strengthening connections to the Arkansas River by ensuring that buildings and site improvements do not obstruct continuity of access to the river trails;
- Maximizing safety and internal trip capture by requiring vehicular cross-access to adjacent parcels and shared access points;
- Establishing urban design standards to foster a sense of place but that are not overly prescriptive in bulk and height standards;
- Creation of objective design review standards to provide predictability for businesses;
- Respecting the character of the river environment by requiring at least 20% of the lot be landscaped; and
- Promoting the Arkansas River as a centerpiece of life in Tulsa by limiting uses, orienting uses towards the river, establishing urban design standards and enhancing connections to the river and throughout the corridor.

As outlined above, the proposed overlay implements multiple Comprehensive Plan goals and policies and the proposed overlay is in conformance with the Comprehensive Plan and is consistent with the Zoning Code's general purposes (Section 1.050) and the stated purpose and intent of the applicable overlay.

#### **F. Staff Recommendation**

Staff recommends **approval** of Zoning Code amendments to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (**River Design Overlay**), and to amend Section 70.010-F.3 and Section 70.010-F.4.b (**Public Hearing Notice**) based on the above findings.

#### **ATTACHMENTS:**

**Attachment I** – Proposed Zoning Code amendments to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (River Design Overlay), and to amend Section 70.010-F.3 and Section 70.010-F.4.b (Public Hearing Notice)

**Attachment II** – City of Tulsa Zoning Code, Chapter 20 Overlay Districts

**Attachment III** – Written comments in response to the proposed River Design Overlay and a map “showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment” pursuant to City of Tulsa Zoning Code 20.0010-D.3.d

# River Design Overlays

Proposed Text Amendment to City of Tulsa Zoning Code

May 11, 2016 DRAFT

<b>Section 20.050 RDO, River Design Overlays .....</b>	<b>20-1</b>
<b>20.050-A General .....</b>	<b>20-1</b>
<b>1. Purpose and Intent.....</b>	<b>20-1</b>
<b>2. Districts .....</b>	<b>20-1</b>
a. RDO-1 .....	20-1
b. RDO-2 .....	20-1
c. RDO-3 .....	20-1
<b>3. Applicability .....</b>	<b>20-2</b>
<b>4. Exemptions.....</b>	<b>20-2</b>
<b>5. Nonconformities.....</b>	<b>20-2</b>
c. Alterations and Expansions of Nonconforming Structures and Uses.....	20-3
<b>6. Conflicting Regulations .....</b>	<b>20-3</b>
<b>7. Effect of PUD, MPD or CO Zoning.....</b>	<b>20-4</b>
<b>8. Administration.....</b>	<b>20-4</b>
<b>20.050-B Uses .....</b>	<b>20-4</b>
<b>1. Intent .....</b>	<b>20-4</b>
<b>2. Regulations .....</b>	<b>20-4</b>
a. Allowed Uses .....	20-4
b. Prohibited Uses .....	20-4
<b>20.050-C Site and Building Design .....</b>	<b>20-6</b>
<b>1. Building Placement, Building Design and Site Features.....</b>	<b>20-6</b>
a. Intent.....	20-6
b. Siting of Buildings, Parking and Service Areas.....	20-6
c. Façades .....	20-8
d. Building Design .....	20-10
e. Parking Structures .....	20-11
f. Site Features.....	20-11
<b>2. Parking.....</b>	<b>20-11</b>
a. Intent.....	20-11
b. Regulations.....	20-11
<b>3. Landscaping and Screening .....</b>	<b>20-12</b>
a. Intent.....	20-12
b. Regulations.....	20-12
<b>4. Lighting.....</b>	<b>20-13</b>
a. Intent.....	20-13
b. Regulations.....	20-13
<b>5. Signs.....</b>	<b>20-13</b>
a. Intent.....	20-13
b. Regulations.....	20-13
<b>6. Circulation and Access .....</b>	<b>20-14</b>
a. Intent.....	20-14
b. Regulations.....	20-14

## Section 20.050 RDO, River Design Overlays

### 20.050-A General

#### 1. Purpose and Intent

The RDO, River Design Overlay regulations of this section establish regulations governing form, function, design and use for properties located within the boundaries of the River Design Overlay district. The regulations are generally intended to maintain and promote the Arkansas River corridor as a valuable asset to the city and region in terms of economic development and quality of life. The regulations are also intended to:

- a. Support and enhance the river corridor as a lively people-oriented destination, connecting nodes of high-quality development with parks and open spaces;
- b. Protect the city's investment as well as the investments of property owners, developers and others who enjoy the benefits of the Arkansas River corridor;
- c. Encourage development that enhances the appearance of the Arkansas River corridor and the surrounding area;
- d. Ensure development and redevelopment that is sensitive to the area's natural resources and environmental qualities;
- e. Establish the area as an interconnected, pedestrian-oriented, cultural and recreational destination, attracting both residents and visitors to the Arkansas River; and
- f. Foster a sense of community and civic pride.

#### 2. Districts

Three RDO districts are established, as follows:

##### a. RDO-1

The RDO-1 district is primarily intended to apply to park, recreation and open space uses adjacent to the river. RDO-1 regulations help promote development that is compatible with public parks and green space and that complements park uses.

##### b. RDO-2

The RDO-2 district is primarily intended to apply to other (non-RDO-1) properties with direct access to the river. RDO-2 regulations help to ensure safe, attractive and activated pedestrian areas by requiring that new development is oriented to the river and abutting streets. The regulations also promote integration with the River Parks trail system and avoidance of adverse environmental impacts.

##### c. RDO-3

The RDO-3 district is primarily intended to apply to properties that do not have direct access to the river but that are visible from riverfront areas. These areas benefit from proximity to the river and contribute to the overall visual environment of the riverfront area.

### 3. Applicability

Except as otherwise expressly stated, the RDO regulations of this section apply within the boundaries of the RDO overlay districts to all new uses and structures and all building alterations and site modifications that require a building permit.

### 4. Exemptions

- a. Existing detached houses and duplexes and additions to existing detached houses and duplexes are exempt from compliance with all of the RDO regulations of this section ([Section 20.050](#)).
- b. Uses and structures that are accessory to existing or new detached houses or duplexes are exempt from compliance with all of the RDO regulations of this section ([Section 20.050](#)).
- c. New detached houses and duplexes, where allowed, are exempt from compliance with all of the site and building design regulations of [§20.050-C](#).
- d. New or modified public utility and service uses, where allowed, are exempt from compliance with the:
  - (1) Build-to-zone regulations of [Table 20-2](#);
  - (2) Ground floor transparency regulations of [Table 20-3](#); and
  - (3) Building entrance requirements of [Table 20-3](#).
- e. Planned unit developments (PUDs) and CO-zoned properties or portions of PUDs and CO-zoned properties that have received site plan approval prior to [\[insert effective date of RDO\]](#) are exempt from compliance with all RDO regulations of this section ([Section 20.050](#)). Approved PUDs and CO-zoned properties or portions of PUDs and CO-zoned properties that have not received site plan approval prior to [\[insert effective date of RDO\]](#) are subject to compliance with all applicable RDO regulations of this section ([Section 20.050](#)).
- f. Minor revisions of previously approved site plans do not trigger a requirement that the site plan be brought into compliance with the RDO regulations of this section. Major and minor amendments to approved development plans do trigger a requirement that the entire development plan be brought into compliance with all applicable RDO regulations of this section ([Section 20.050](#)).

### 5. Nonconformities

- a. General  
Nonconformities that exist within an RDO district are governed by the regulations of Chapter 80, except as expressly stated in this subsection.
- b. Restoration or Re-establishment of Nonconformities
  - (1) If a nonconforming structure in an RDO district is damaged or destroyed by an act of God or an action other than an intentional or reck-

less act of the owner or gross negligence of the owner, it may be restored without obtaining special exception approval, provided that such restoration:

- (a) Does not increase the extent of the nonconformity that existed prior to sustaining damages; and
- (b) A complete building permit application for the restoration is submitted within 5 years of the date that the damage occurred.

**c. Alterations and Expansions of Nonconforming Structures and Uses**

- (1) Structures, other than signs, and uses that are nonconforming with regard to the RDO regulations of this section (~~Section 20.050~~) may be altered or expanded, and additional structures, other than signs, that are nonconforming with regard to the regulations of this section (~~Section 20.050~~) may be constructed within the lot containing a nonconforming use or structure, provided that the alteration, expansion, or additional construction does not increase the total floor area or lot coverage of a nonconforming use or the total lot coverage of nonconforming structures by more than 50% of the structure's or use's existing floor area or lot coverage. Alterations, expansions, and additions allowed under this paragraph are not required to comply with the site and building design regulations of ~~§20.050-C~~.
- (2) If a nonconforming structure, other than a sign, is proposed to be altered or expanded by more than 50%, or if additional structures, other than signs, are proposed to be constructed on the lot resulting in a more than 50% increase in the floor area or lot coverage, as described in ~~§20.050-A5.c(1)~~, the existing structure and all expansions, alterations and additions must be brought into compliance with the site and building design regulations of ~~§20.050-C~~.
- (3) For purposes of administering these alteration and expansion regulations, the extent of alteration, expansion or addition must be calculated to include the cumulative total of all alterations, expansions or additions on the subject property for the immediately preceding 5-year period. Increases in floor area and lot coverage are calculated separately; they are not added together to determine whether the 50% threshold has been met.

**6. Conflicting Regulations**

All applicable regulations of the underlying base zoning district apply to property in the RDO district unless otherwise expressly stated in the RDO regulations. For properties with PUD or CO zoning, the approved development plan or development standards governing the subject PUD or CO district apply unless otherwise expressly stated in the RDO regulations. If the regulations of the RDO district conflict with the regulations of the subject property's underlying zoning, approved development plan or development standards or any other



overlay zoning district that applies to the property, the RDO regulations of [Section 20.050](#) govern, unless otherwise expressly stated.

**7. Effect of PUD, MPD or CO Zoning**

The regulations of an RDO district may not be varied or modified through approval of or amendment of a Planned Unit Development (PUD), Master Planned Development (MPD) district or Corridor (CO) district.

**8. Administration**

No building permit for proposed use or development in an RDO district may be approved until a site plan for such use or development has been submitted and reviewed by the land use administrator and found to be in compliance with all applicable RDO regulations.

**20.050-B Uses**

**1. Intent**

The RDO regulations are intended to allow for a mix of uses to promote a pedestrian environment, while prohibiting uses that will hinder the long-term viability of an attractive, vibrant and active riverfront area.

**2. Regulations**

**a. Allowed Uses**

Except as expressly identified in [Table 20-1](#), principal uses are allowed in RDO districts in accordance with the use regulations of the underlying (base) zoning district or, in the case of PUD or CO zoning, in accordance with the approved development plan or development standards governing the subject PUD or CO district. Uses identified with a "□" symbol are allowed in the respective RDO district: (1) if allowed by the subject property's underlying (base) zoning district or (2) if the subject property has PUD or CO zoning, if the use is allowed by the approved development plan or development standards governing the subject PUD or CO district.

**b. Prohibited Uses**

Uses identified with an "X" [Table 20-1](#) are expressly prohibited in the respective RDO district.

*Table 20-1: RDO District Use Regulations*

USE CATEGORY		RDO-1	RDO-2	RDO-3
Subcategory	Specific use			
X = expressly prohibited use   ☐ and unlisted uses = underlying zoning governs				
RESIDENTIAL				
Household Living				
Detached house		X	X [1]	☐
Cottage house development		X	X	☐
Duplex		X	X [1]	☐
Manufactured housing unit		X	X	X
Manufactured housing subdivision		X	X	X
Mobile home		X	X	X
Mobile home park		X	X	X

9.17

USE CATEGORY			
Subcategory	RDO-1	RDO-2	RDO-3
Specific use			
<b>PUBLIC, CIVIC AND INSTITUTIONAL</b>			
<b>Cemetery</b>	X	X	X
<b>Utilities and Public Service Facility</b>			
Major	X	X	X
<b>Wireless Communication Facility</b>			
Freestanding tower	X	X	X
<b>COMMERCIAL</b>			
<b>Assembly and Entertainment</b>			
Indoor gun club	X	X	X
Outdoor gun club	X	X	X
<b>Commercial Service</b>			
Building service	X	X	X
Business support service	X	X	X
Consumer maintenance/repair service	X	X	X
Research service	X	X [2]	□
<b>Financial Services</b> (except as below)	X	X [2]	□
Personal credit establishment	X	X	X
<b>Funeral or Mortuary Service</b>	X	X	X
<b>Office</b>			
Business or professional office	X	X [2]	□
Medical, dental or health practitioner office	X	X [2]	□
Plasma center	X	X	X
<b>Retail Sales</b>			
Building supplies and equipment	X	X	X
<b>Self-service Storage Facility</b>	X	X	X
<b>Sexually Oriented Business Establishment</b>	X	X	X
<b>Vehicle Sales and Service</b>			
Commercial vehicle repair/maintenance	X	X	X
Commercial vehicle sales and rentals	X	X	X
Fueling station	X	X	X
Personal vehicle repair and maintenance	X	X	X
Personal vehicle sales and rentals	X	X	X
Vehicle part and supply sales	X	X	X
Vehicle body and paint finishing shop	X	X	X
<b>WHOLESALE, DISTRIBUTION AND STORAGE</b>			
<b>Equipment and Materials Storage, Outdoor</b>	X	X	X
<b>Trucking and Transportation Terminal</b>	X	X	X
<b>Warehouse</b>	X	X	X
<b>Wholesale Sales and Distribution</b>	X	X	X
<b>INDUSTRIAL</b>			
<b>Moderate-impact Manufacturing &amp; Industry</b>	X	X	X
<b>High-impact Manufacturing &amp; Industry</b>	X	X	X
<b>Mining or Mineral Processing</b>	X	X	X
<b>Junk or Salvage Yard</b>	X	X	X
<b>RECYCLING</b>			
<b>Construction or Demolition Debris</b>	X	X	X
<b>Consumer Material Drop-off Station</b>	X	X	X
<b>Consumer Material Processing</b>	X	X	X
<b>AGRICULTURAL</b>			
<b>Animal Husbandry</b>	X	X	X

USE CATEGORY	RDO-1	RDO-2	RDO-3
<b>Subcategory</b>			
Specific use			
<b>Horticulture Nursery</b>	X	X	X
<b>OTHER</b>			
<b>Drive-in or Drive-through Facility</b> (as a component of an allowed use)	X	X	X
<b>Off-premise Outdoor Advertising Sign</b>	X	X	X

[1] Detached houses and duplexes are allowed when part of a planned unit development that was approved before January 1, 2016.

[2] Use allowed above the ground-floor level only.

## 20.050-C Site and Building Design

### 1. Building Placement, Building Design and Site Features

#### a. Intent

The building placement, building design and site design regulations of this section are intended to:

- (1) Ensure that buildings are oriented to face pedestrian areas along the river and abutting streets;
- (2) Create and frame usable outdoor spaces;
- (3) Encourage pedestrian activity by creating compact and well-connected development;
- (4) Ensure that new development is constructed of durable, long-lasting materials;
- (5) Enhance pedestrian interaction with the natural and built environment by providing building articulation and transparency of building façades at pedestrian levels; and
- (6) Promote incorporation of design features that encourage outdoor activity and emphasize the presence of the river and parkland.

#### b. Siting of Buildings, Parking and Service Areas

Buildings, parking and service/equipment areas are subject to the regulations of [Table 20-2](#).

Table 20-2: RDO Building, Parking and Service Area Siting [1]

	RDO-1	RDO-2	RDO-3
<b>Build-to-Zones (BTZ)</b> (minimum/maximum setback in feet)			
<b>River BTZ</b> (See <a href="#">Figure 20-1</a> )			
From dual river trail [2]	10/25[3]	10/25[3]	NA
From top of river bank [4]	50/75[5]	50/75[5]	NA
<b>Street BTZ</b> (See <a href="#">Figure 20-2</a> )			
From major street	10/25	10/25[6]	10/25
<b>Building Façade in BTZ</b>			
River BTZ (See <a href="#">Figure 20-3</a> )	At least 60% of river-facing façade must be located in BTZ	River-facing façade must occupy at least 70% of the BTZ length [6][7]	NA

	RDO-1	RDO-2	RDO-3
Street BTZ (See Figure 20-4)	At least 60% of street-facing façade must be located in BTZ [6]		
Minimum Side Setback	None required		
Minimum Rear Setback	Per underlying zoning		
Minimum Parking Area Setback (feet)			
From dual river trail [8]	20	20	NA
From top of river bank [4][8]	70	70	NA
From any street	30	30	30
Minimum Service Area/Equipment Setback (feet) (service areas, mechanical equipment, refuse collection areas, storage areas and loading docks)			
From Dual River Trail	50	50	NA
From Top of River Bank [4]	70	70	NA
From any Street	50	50	50

- [1] General rules for measuring compliance and exceptions to these regulations and can be found in [Chapter 90](#).
- [2] "Dual river trail" refers to the split or divided public trail that runs generally parallel to the river and that provides separate hard-surfaced areas for cyclists and pedestrians. [Note: Not all portions of the dual river trail are designed as separate/divided trails]. BTZ measurements are taken from the edge of the dual river trail surface located furthest from the river.
- [3] Maximum may be increased to 150 feet if occupied by a pedestrian activity area or outdoor dining/entertainment venue.
- [4] Top of river bank BTZ and setback requirements apply only if dual river trail is not in place. Buildings that project beyond the top of the river bank are exempt from BTZ requirements. The geographic "river bank" refers generally to the land alongside the bed of the river. The top of the river bank must be dimensionally defined on the site plan that is submitted to and approved by the land use administrator during the development/permit review process. The top of bank will generally be interpreted as the highest point where the steepest slope of the bank intersects with the flattest surface further away from the river. The 100-year flood elevation is typically below the top of the bank.
- [5] Maximum may be increased to 200 feet if occupied by a pedestrian activity area or outdoor dining/entertainment venue.
- [6] All buildings must have a façade located in a BTZ. Buildings are not required to meet both river and major street BTZ requirements. Buildings must first comply with river BTZ requirements. Once buildings occupy at least 70% of the length of the river BTZ, additional buildings may be constructed in the major street BTZ. These additional buildings are subject to major street BTZ requirements. For purposes administering and interpreting these regulations, a "façade" is an exterior wall of a building.
- [7] Pedestrian activity areas and outdoor dining/entertainment venues may be counted to meet up to 30% of the river BTZ requirement, provided that if multiple buildings on a lot are located within the river BTZ, the cumulative total of all pedestrian activity and outdoor dining/entertainment areas may not exceed 30%.
- [8] Drive aisles that are parallel or generally parallel to the river must be lined by a parking aisle on the river side of the property.

**c. Façades**

Façades are subject to the regulations of [Table 20-3](#).

*Table 20-3: RDO Façade Regulations*

	RDO-1	RDO-2	RDO-3
<b>Minimum Ground Floor Transparency (%)</b> [1]			
Building façade facing the river	40	40	—
Building façade facing a major street	40	40	40
Building façade facing parking- or common open space area	20	20	—
<b>Required Building Entrances</b>			
Building façade facing the river	At least one building entrance required with direct connection to dual river trail [2]		—
Building façade facing a major street	At least one building entrance required with direct connection to public sidewalk		—
Building façade facing parking- or common open space area	At least one building entrance required with direct connection to parking or open space		—

[1] Residential buildings are exempt from ground-floor transparency requirements.

[2] Buildings entrance requirements do not apply to river-facing façades if the building projects beyond the top of the river bank. The land use administrator is authorized to waive the trail direct connection requirement when the subject portion of the trail is in different ownership and access rights cannot be obtained.

*Figure 20-1: River BTZ, Setback and Façade Regulations*

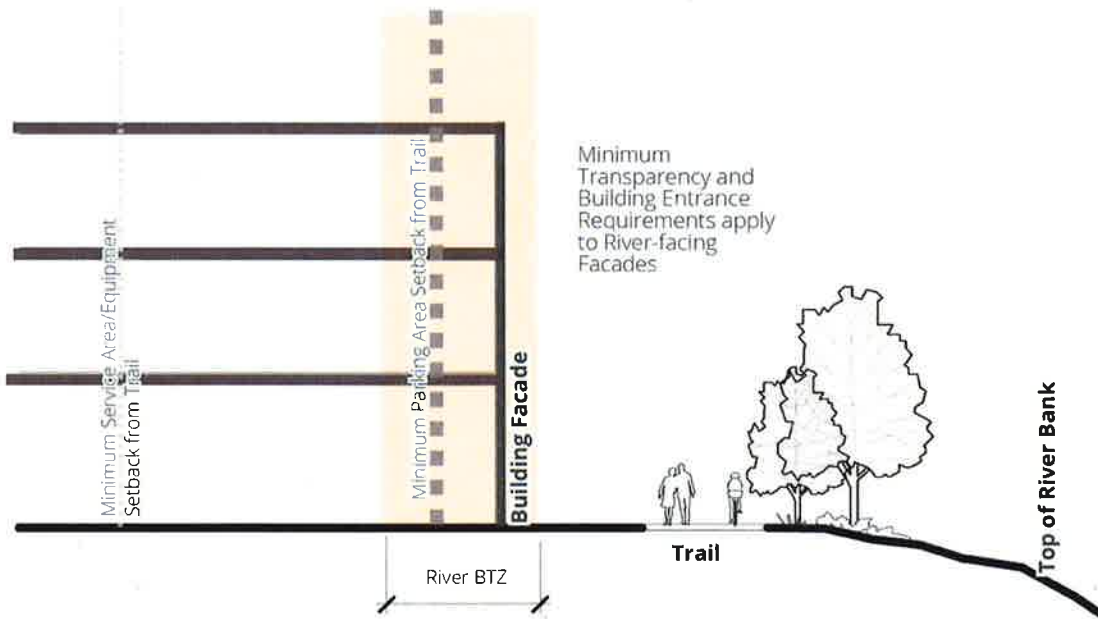




Figure 20-2 Street BTZ, Setback and Façade Regulations

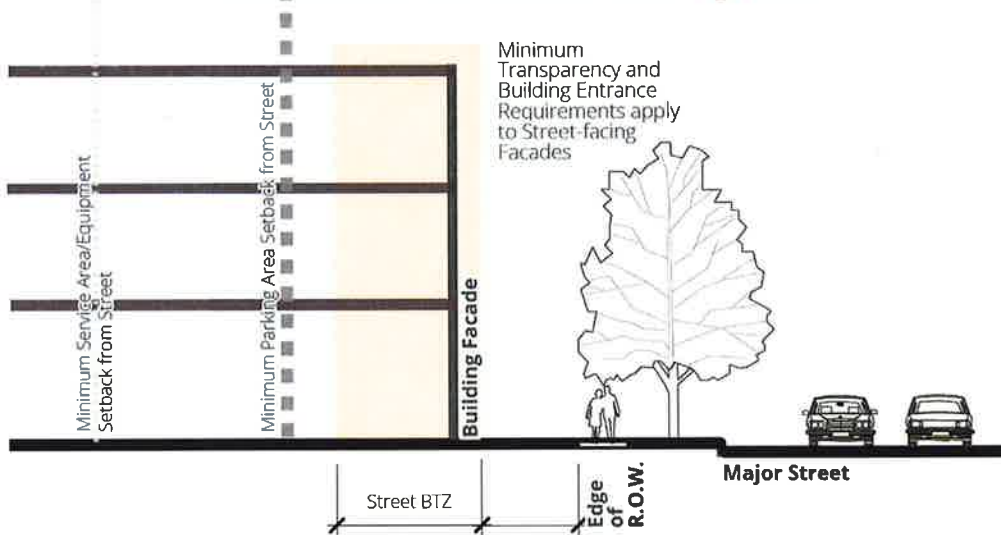
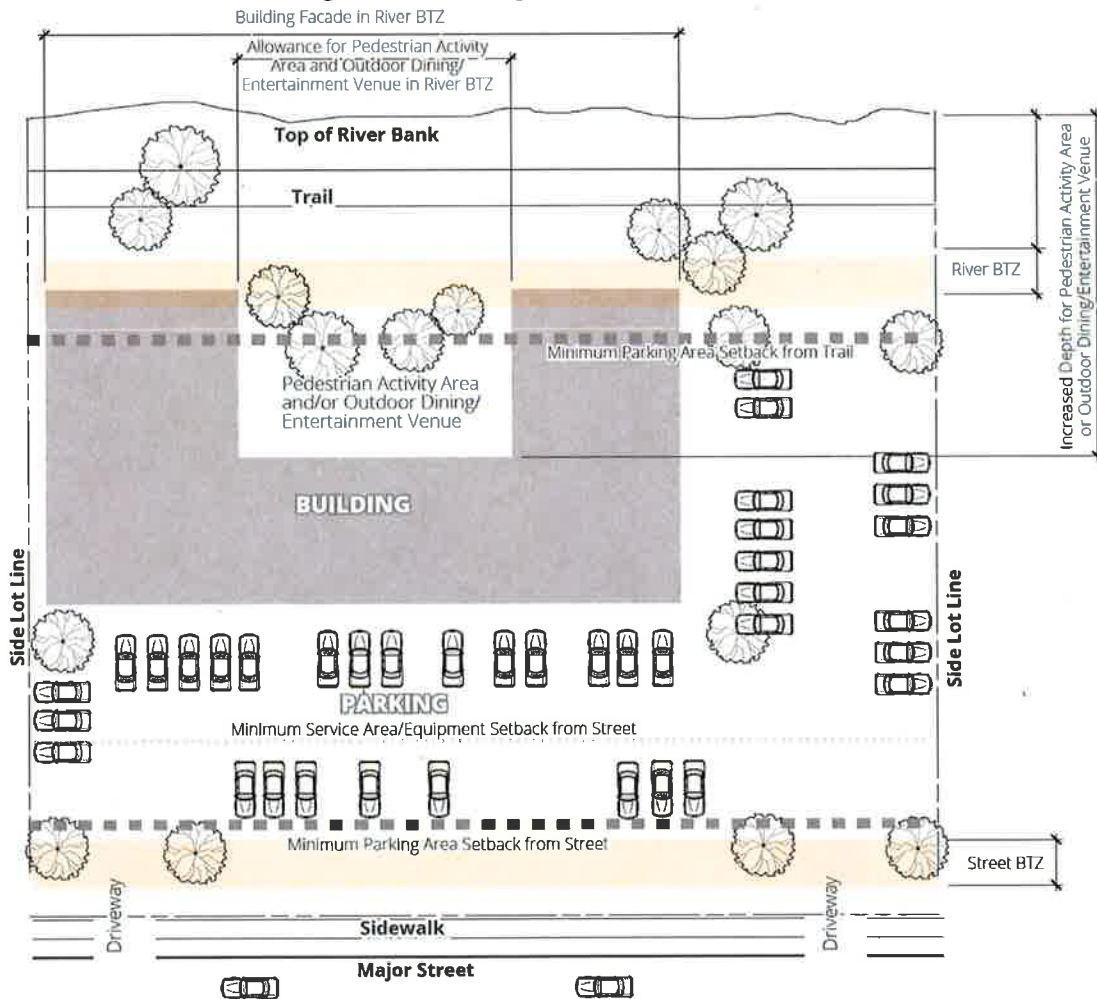
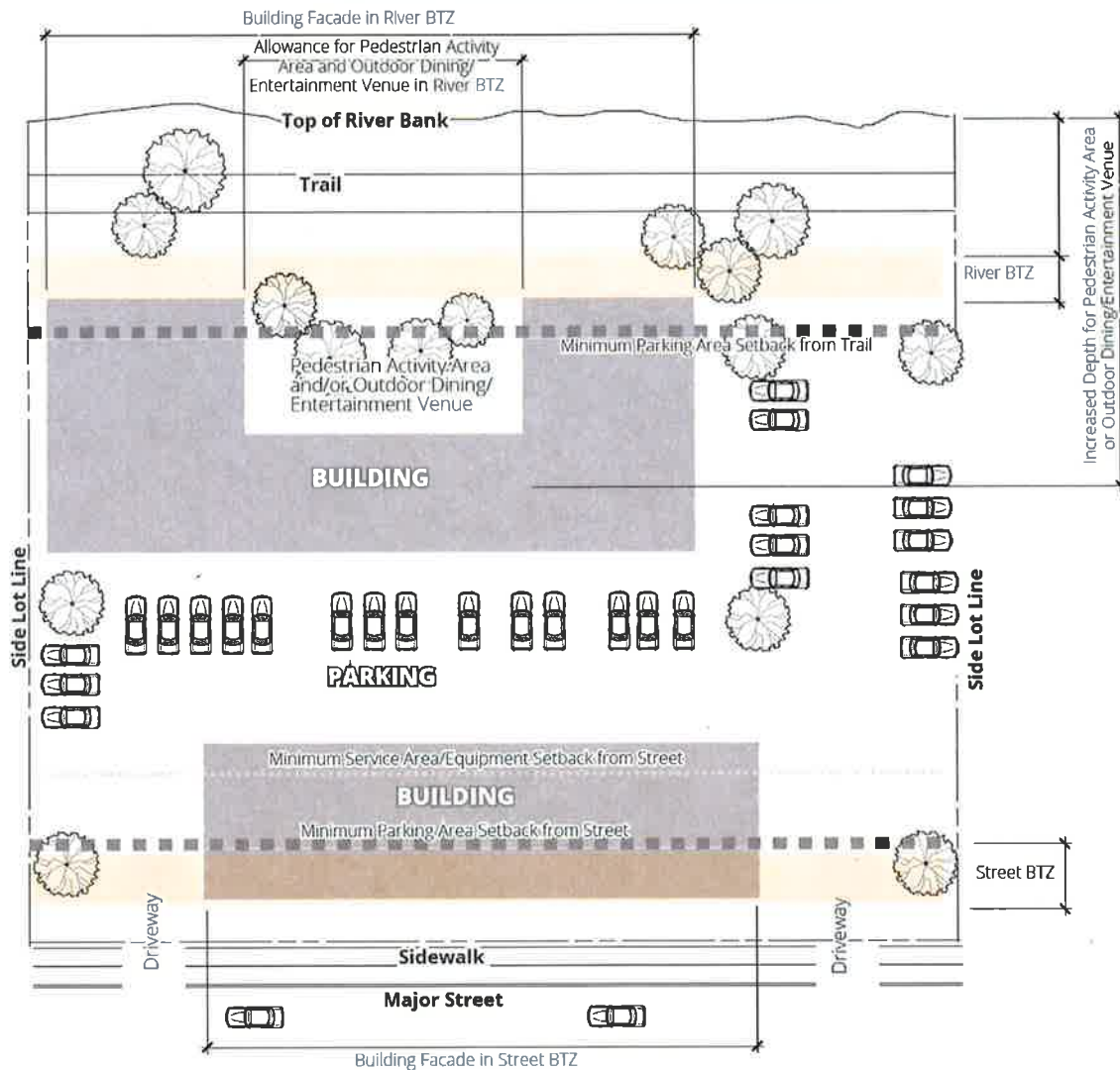


Figure 20-3: Building and Parking Placement (1)



**Figure 20-4: Building and Parking Placement (2)**



**d. Building Design**

- (1) Exterior insulation and finish systems (EIFS) or simulated stucco may not be used on more than 15% of any building façade and may not be used on the ground-floor level façade.
- (2) Vinyl siding and aluminum siding are prohibited building materials.
- (3) Blank walls without architectural detailing/articulation may not exceed 35 feet in height or width. Articulation must be provided as a means of breaking the building face into separate visually distinct but attached or adjoining pieces by using a different building materials, transparency, openings or by recesses or projections in facades.

**e. Parking Structures**

- (1) Parking structures must be designed to visually conceal ground-floor level parking through the use of architectural detailing or liner buildings.
- (2) Ramped and sloping interior floors must be concealed from view of the public street and the river.
- (3) Stairwells must be built and located on the exterior corners of parking garages and constructed so that at least one wall of the stairwell be visually open to the outdoors. Additional interior stairs may be allowed adjacent to elevators, but one side must remain visually open.
- (4) Screening walls to conceal ramps, slopes and vehicles absent architectural detailing/articulation at expanses greater than 35 feet are prohibited.

**f. Site Features**

- (1) All new utility services, such as telephone, electrical and cable services, must be installed underground.
- (2) Utility components required to be above ground, such as transformers and meters, must either be screened by landscaping or decorative wall or concealed from view of the public street and the river.

**2. Parking**

**a. Intent**

The parking-related provisions of this subsection are intended:

- (1) To minimize the visual prominence of parking, promoting increased pedestrian activity and enhancing the overall appearance of development; and
- (2) To support more urban development intensities through reduced parking minimums and other flexible parking regulations.

**b. Regulations**

- (1) The minimum parking ratios established in Table 55-1 are reduced by 50% for uses in the RDO district.
- (2) Bicycle parking must be provided at a rate of at least 150% of the ratios established in Table 55-3.
- (3) Surface parking lots must be organized as a series of smaller parking areas, each not exceeding 50 spaces. These parking areas must be separated by landscaped areas with a minimum width of 12 feet. Pedestrian walkways may be integrated into these areas but may not be counted toward satisfying the required minimum landscaped area width of 12 feet.



- (4) Off-street surface parking lots must be screened in accordance with the RDO district landscaping and screening regulations of §20.050-C3.

### **3. Landscaping and Screening**

#### **a. Intent**

To establish a distinctive landscape character along the river corridor through preservation of existing trees/vegetation, enhanced landscape standards and promotion of native, drought-tolerant and non-invasive landscaping.

#### **b. Regulations**

- (1) The applicant must submit a landscape plan illustrating plant size within a 3-year growing cycle.
- (2) The total landscaped area must equal at least 20% of the lot. Areas beyond the top of the river bank (river side) and existing dual river trails (including the paved trail or trail bed and a 5-foot buffer on each side) may not be counted toward satisfying the minimum 20% landscaped area requirement.
- (3) Dumpsters must be screened by masonry walls with a minimum height of 6 feet and a metal frame gate that is at least 80% opaque.
- (4) Fences and walls that prohibit physical or visual access to the river and those exceeding 3 feet in height are prohibited. The maximum fence and wall height limitation does not apply to screening of service areas, mechanical equipment, refuse collection areas, storage areas and loading docks.
- (5) The perimeter of parking lots must be screened from public streets and the dual river trail by one of the following methods:
  - (a) A berm with a minimum height of 3 feet and a maximum slope of one vertical foot for every 4 horizontal feet. The berm must be planted with coniferous and deciduous trees at a rate of at least one tree per 20 linear feet of berm; or
  - (b) A masonry wall with a minimum height of 2 feet and maximum height of 3 feet, with a minimum 5-foot landscaped buffer containing at least one tree per 20 linear feet located on the outside of the wall.
- (6) Lots adjacent to the dual river trail must provide at least one tree for every 20 feet of trail or river frontage, as follows:
  - (a) All trees required by this provision must be placed within 20 feet of the edge of the trail, trail easement, reserve area or trail right of way, as measured from the outer edge of the tree's trunk; and

- (b) Trees placed within 20 feet of the river trail may not be counted towards meeting the requirements of any other minimum landscape or tree planting requirement of Chapter 65.
- (7) Trees provided to meet the landscaping and screening requirements of this subsection may be regularly spaced or grouped. When grouped, the distance between required trees may not exceed 60 feet.

#### **4. Lighting**

##### **a. Intent**

The lighting provisions of this subsection are intended to:

- (1) Ensure lighting is of pedestrian scale;
- (2) Minimize the negative effects of lighting on adjacent uses; and
- (3) Ensure unified lighting standards along the dual river trail and in parks.

##### **b. Regulations**

- (1) Floodlights are prohibited.
- (2) Building-mounted neon lighting is only allowed when recessed or contained in a cap or architectural reveal.

#### **5. Signs**

##### **a. Intent**

The sign regulations of this subsection are intended to:

- (1) Ensure that signs contribute to the visual continuity and quality of development in the river corridor;
- (2) Minimize visual clutter; and
- (3) Ensure that signs are primarily of pedestrian scale.

##### **b. Regulations**

- (1) Off-premise outdoor advertising signs, dynamic display signs and internally illuminated signs enclosed in frames or cabinets (aka "cabinet signs" or "box signs") are prohibited.
- (2) All new or replacement freestanding signs must be monument-style signs with a maximum height of 6 feet.
- (3) Freestanding signs must be consistent with the architectural character of the buildings on the site, incorporating a minimum of one of the primary materials, colors or design elements of the associated structures.
- (4) The sign area of a monument sign may not exceed 50 square feet.
- (5) Wall signs may not exceed an aggregate sign area of 1.5 square feet per linear foot of building wall to which they are attached.

- (6) Projecting signs may not project more than 3 feet from the face of the building. The sign area of a projecting sign may not exceed 24 square feet if located within a street build-to-zone or 12 square feet in any other location.

## **6. Circulation and Access**

### **a. Intent**

The circulation and access provisions of this subsection are intended to:

- (1) Establish a safe and efficient network of vehicular and pedestrian linkages throughout the river corridor;
- (2) Integrate access management design features;
- (3) Accommodate multiple modes of transportation (motor vehicles, transit, bicycles, pedestrians, etc.); and
- (4) Provide connectivity to the parks within and adjacent to the river corridor, dual river trail and the river.

### **b. Regulations**

- (1) No more than one driveway is allowed per 300 linear feet of public right-of-way in RDO-1 and RDO-2 districts.
- (2) All access points to a public street must be shared by multiple tenants and park users.
- (3) All parcels must provide vehicular and pedestrian connectivity (cross-access) with adjacent parcels.
- (4) Internal pedestrian circulation systems must coordinate and connect with public spaces, sidewalks, dual river trail, transit stops and other transportation systems.
- (5) Building and site improvements that obstruct the continuity of or public access to the dual river trail are prohibited.
- (6) All new dual river trails and re-positioned existing dual river trails must be located to avoid vehicular crossings.
- (7) Public sidewalks with a minimum width of 5 feet must be installed along the entire street frontage on any lot abutting a major street.

# Public Hearing Notices

Proposed Text Amendment to City of Tulsa Zoning Code

May 11, 2016 DRAFT

9.28

## Section 70.010 Common Provisions

### 70.010-F Public Hearing Notice

#### 3. Posted Notice

- a. Except as expressly stated in 70.010-F3.b, when the procedures of this chapter require that posted notice be provided, at least one notice sign must be posted on each public street frontage abutting the subject property in locations plainly visible to passers-by. If the subject application includes an area with more than 1,000 feet of street frontage on a single street, at least one sign must be posted for each 1,000 feet of street frontage or fraction thereof on that street.
- b. When the city initiates a zoning map amendment in order to ensure consistency with its comprehensive plan or to implement land use and zoning policies in areas that require special attention due to topography, geography or other distinguishing features, such as floodplain, drainage, historic preservation or blight, the land use administrator is authorized to designate the number and location of posted notice signs. The locations must be within the area proposed for rezoning, be plainly visible to passers-by and provide reasonable posted notice.

#### 4. Content of Notice

All required public hearing notices must:

- a. Indicate the date, time and place of the public hearing that is the subject of the notice;
- b. Describe any property involved in the application by map, street address or ~~and~~ by legal description, provided that a map must be included in the newspaper notice for any zoning map amendment;
- c. Describe the action sought in the application or proposal;
- d. Identify who will conduct the hearing; and
- e. Indicate where additional information on the matter can be obtained.

## Chapter 20 | Overlay Districts

Section 20.010	General.....	20-1
Section 20.020	HP, Historic Preservation Overlays.....	20-3
Section 20.030	SA, Special Area Overlays.....	20-3
Section 20.040	PI, Parking Impact Overlay.....	20-4

### Section 20.010 General

#### 20.010-A Purpose and Intent

As the name implies, overlay districts “over-lay” applicable base zoning district classifications to alter some or all of the base zoning district regulations that apply to particular sites. Overlay zoning districts work to modify or supplement the regulations imposed by base zoning district when necessary to address special situations or accomplish specific city goals. Overlay zoning is intended to be used when the base zoning district applied to an area remains generally appropriate, but when an additional, modified or eliminated requirement could help implement the city’s planning goals or address an area-specific planning, design or land use regulation issue.

#### 20.010-B Establishment and Public Engagement

1. A pre-application meeting is required before the filing of any owner-initiated overlay district application (see [§70.010-C2](#)).
2. Proposed regulations and overlay district boundaries must be based on an adopted plan or be prepared following an inclusive, transparent, and equitable planning and public involvement process that includes opportunities for affected property owners and residents to participate in the formulation of the district regulations or otherwise offer recommendations and provide input.
3. At the time of the public hearing to consider adoption of an overlay district, the applicant must document the public involvement process used in preparing the proposed regulations and district boundaries, by providing at least the following information:
  - a. The opportunities provided for participation and input;
  - b. The types of information disseminated to affected residents, businesses and property owners and the methods of dissemination;
  - c. The level of participation by affected residents, businesses and property owners in meetings and discussions; and
  - d. The level of support shown by affected residents, businesses and property owners for the proposed regulations and overlay district boundaries.

### 20.010-C Interpretation

1. All applicable regulations of the underlying base zoning district apply to property in an overlay district unless otherwise expressly stated in the overlay district regulations.
2. When overlay regulations conflict with regulations that otherwise apply in the underlying base zoning district, the regulations of the applicable overlay govern. If property is classified in multiple overlay districts and the regulations of one overlay district conflict with the regulations of another overlay district, the more restrictive regulations govern.

### 20.010-D Procedure

Overlay districts are shown on the official zoning map. The following procedures apply to the establishment, amendment or termination of all overlay districts unless otherwise expressly stated.

1. Overlay district regulations must be established, amended or terminated in accordance with the zoning code text amendment procedures of [Section 70.020](#).
2. Except as otherwise expressly stated, zoning map amendments establishing, expanding or reducing the boundaries of an overlay district or terminating all or part of an overlay district must be processed in accordance with the zoning map amendment procedures of [Section 70.030](#).
3. A recommendation to establish an overlay district must be accompanied by a report containing at least the following information:
  - a. Specific findings regarding the need for the proposed overlay and its consistency with the zoning code's general purposes ([Section 1.050](#)) and the stated purpose and intent of the applicable overlay.
  - b. Any recommended overlay-specific use, development or design regulations that will apply within the overlay and what actions (e.g., new development, building additions, change of use) will trigger compliance with those regulations.
  - c. A description of public education and outreach activities undertaken to inform property owners, residents and tenants of the effect of proposed overlay regulations;
  - d. A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at informal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.

## **Section 20.020 HP, Historic Preservation Overlays**

### **20.020-A Purposes**

HP, Historic Preservation overlay districts and the other historic preservation-related regulations of this zoning code are intended to:

1. Promote the educational, cultural, economic and general welfare of the public through the conservation, preservation, protection and regulation of historic resources within the City of Tulsa;
2. Safeguard the cultural, social, political and architectural heritage of the city by conserving, preserving and regulating historic preservation districts;
3. Conserve, preserve and enhance the environmental quality and economic value of historic preservation districts;
4. Strengthen the city's economic base by promotion of conservation and reuse of the city's historic resources; and
5. Promote the development of the community in accordance with the comprehensive plan and historic preservation plan.

### **20.020-B Use Regulations**

The use regulations of the underlying base zoning district apply in HP overlay districts.

### **20.020-C Lot and Building Regulations**

The lot and building regulations of the underlying base zoning district apply in HP overlay districts.

### **20.020-D Design Guidelines**

Design guidelines governing the applicable HP zoning district must be adopted before or concurrent with any HP zoning map amendments.

### **20.020-E Establishment or Amendment of HP Overlay Districts**

See [§20.010-D](#) and [Section 70.060](#) for procedures and requirements governing establishment or amendment of HP overlay districts.

### **20.020-F HP Permits**

See [Section 70.070](#) for requirements and procedures governing the review and approval of HP permits in HP overlay districts.

## **Section 20.030 SA, Special Area Overlays**

### **20.030-A General**

This section establishes the general authority and basic procedure for establishment of SA, Special Area overlay districts.

### **20.030-B Purpose and Intended Use**

1. SA overlays are intended to address neighborhood planning and design issues when other available zoning tools or other techniques cannot achieve the desired results. SA overlays may be used to relax or eliminate requirements that apply under base zoning or to impose requirements in addition to those of base zoning. SA overlays are not intended to be used as a de facto downzoning



tool. SA overlays may be appropriate for one or more of the following purposes:

- a. Protect unique development, building or land use patterns in residential, commercial or mixed-use areas when such patterns are not adequately addressed by applicable zoning regulations;
  - b. Promote reinvestment and redevelopment in residential, commercial or mixed-use areas where change is desired and when existing zoning regulations hinder achievement of the desired change; or
  - c. Help implement neighborhood plans or planning studies.
2. Without limiting the general purpose and intent of [§20.030-B1](#), SA overlays may be used for the following express purposes:
- a. Allow principal or accessory uses and building types that are not allowed under base zoning;
  - b. Allow densities and intensities of development that are not allowed under base zoning; or
  - c. Establish reasonable, clear and objective site, building and design standards that promote the general purpose established in [§20.030-B1](#).
3. SA overlays may not be used for any of the following express purposes:
- a. Impose requirements that conflict with the comprehensive plan or any other officially adopted plan; or
  - b. Impose subjective design requirements or guidelines that require discretionary review and approval.

#### **20.030-C Underlying Zoning**

SA overlays may be approved in areas classified in any residential or nonresidential base zoning district, except the CB district. SA overlays may not be applied in combination with CB zoning.

#### **20.030-D Minimum Contiguous Areas**

SA overlay district boundaries must encompass at least 10 lots, and in all cases must include at least one acre of contiguous land area. Smaller areas may be designated as SA overlays if they abut and extend an existing SA overlay district or if they include all lots within an original subdivision plat.

#### **20.030-E Recordation**

The land use administrator must file a copy of all SA overlay zoning map amendment ordinances and maps indicating the boundaries of approved SA overlays in the county clerk's office of the county in which the property is located.

### **Section 20.040 PI, Parking Impact Overlay**

#### **20.040-A Purpose**

The purpose of the Parking Impact (PI) overlay district is to provide supplemental parking regulations for specified areas experiencing negative impacts due to the relative absence of parking, transit and alternative transportation mode choices.

The intent of the PI overlay is to identify areas of high parking demand and increase the off-street parking requirements accordingly.

**20.040-B Underlying Zoning**

The PI overlay may be approved in areas classified in any underlying base zoning district.

**20.040-C Regulations**

Special parking requirements apply to many uses located within the boundaries of the PI overlay, in accordance with the minimum off-street parking ratios of [Section 55.020](#).

## Attachment III

**Miller, Susan**

---

**From:** Mitch Drummond <mitch@mdrummond.com>  
**Sent:** Thursday, May 12, 2016 12:35 PM  
**To:** Miller, Susan  
**Cc:** Councilor Jack Henderson; dist2@tulsacouncil.org; Councilor David Patrick; Councilor Blake Ewing; Councilor Karen Gilbert; Councilor Connie Dodson; Councilor Anna America; Councilor Phil Lakin; Councilor G.T. Bynum  
**Subject:** Input regarding River Design Overlay  
**Attachments:** River Design Overlay RDO-1.pdf

Mrs. Miller,

Thank you again to you, your team, and the committee for the effort to create a River Design Overlay for Tulsa. I have provided the following comments for consideration as these guidelines are finalized. I look forward to participating in the discussion on the 18<sup>th</sup>.

First, I would like to share a reference from the recent Vision 2025 campaign. The City of Tulsa and Tulsa Regional Chamber funded and published a report "The "Economics of Place" and Potential Impacts of Arkansas River Development Project" by Robert Dauffenbach, Ph.D. at the University of Oklahoma Center for Economic & Management Research. This report is one that justified the expense and indicated that development along the Arkansas River would create 1,800 jobs. A key excerpt from page 7:

Amenities such as sports facilities, performing arts halls, and recreational parks should be built first and foremost with the objective of enhancing the quality of life of residents. Economic impact should be a secondary objective, as increased local spending on a form of entertainment largely substitutes spending on other entertainment choices in the local metropolitan region.

I interpret this as the City of Tulsa asked the voters to "build...recreational parks". Then allow commercial development nearby – but be ready to see commercial activity decline in other areas. Based on my experience as a trail & park user (as a runner, walker, stroller pusher, wagon puller, parent, along with food and beer lover) I propose the following changes and additions to the guidelines.

- -RDO-1 should include the West bank of the Arkansas River between 31<sup>st</sup> St and 71<sup>st</sup> St (not covered by any RDO in the proposal).
- -South of 71<sup>st</sup> are near Helmerich Park should be RDO-1 (currently proposed as RDO-2). The wild prairie of this area is a very unique urban wilderness and should remain so.
- -I am not as familiar with the area further south but I believe additional land should be preserved the best it can be as an RDO-0 area. I ask the committee to solicit additional input from residents in that area.
- -Modify the build-to-zone for RDO-1 and RDO-2 to be 25-35 feet from the dual river trail (proposed is 10-25 feet). My basis is from experience. In many places the dual river trail is separated by 20 feet to allow free movement of the different traffic. A crowded patio easily overflows onto the trails and

creates a frustrating situation for all parties. 25 feet is plenty of room for free movement yet be within close view of the waterfront and other activities.

- -Identify additional guidelines for RDO-1 development to segregate commercial traffic from trail users (runners, bicyclists) crossing paths. This could be in the form of minimum distance from front entrances to the path or provide separate over or underpasses for the different types of traffic. The design of The Gathering Place takes these disparate types of traffic into account.
- -Identify additional guidelines for RDO-1 development to separate the service areas and outbuildings from the river and the types of pedestrian traffic.
- -Prohibit delivery vehicles from crossing or parking on the dual use trail (unless permitted for special events or construction).

I enjoy visiting the restaurant at 18<sup>th</sup> & Riverside with my family and am glad that Riverparks and local business took this risk years ago. It gives us all insight into issues when different traffic types conflict. I have included a document showing the issues I see with this area and hope these examples can be used to improve RDO-1 development.

- -Create guidelines that will control the density of development in RDO-1. I suggest limiting to one multi-use building every one mile with a limit of the number of tenants and square footage of the facility. A facility triple the size of the current restaurant would provide adequate restaurant space since other services will be located in RDO-2 just across the street.
- -Require developers in RDO-1 to include a budget for enhancing the park beyond their facility such as statues or waterfalls that fit the current River Parks environment. This could be a percentage of the overall budget.
- -Create additional or modified regulations regarding LED signage – especially moving signs – addressing their brightness. Today's brightness regulations don't account for the narrow spectrum produced by these lights and the increased strain on the human eye. These should be considered city-wide (if not already in place).

Please let me know if you or your team have any feedback or need additional information on these requests.

Thank you,

Mitch

--

Mitch Drummond  
918-808-5464  
[mitch@mdrummond.com](mailto:mitch@mdrummond.com)

**Example of items to avoid with River Design Overlay RDO-1 Development**

Mitch Drummond

May 12, 2016

Photos taken on May 3, 2016, 18<sup>th</sup> & Riverside Dr.



Delivery and service vehicles are frequently crossing and parking on the River Parks trail which can be hazardous to pedestrian and bike traffic.

Customers frequently park on the west side of the trail. Not only do they cross the path, they park on the grass which create an unsightly view.

Additionally, the Accessible entrance to the restaurant is just beyond the truck pictured. This causes unnecessary interaction with different traffic types.



Trash containers are located a few feet from the trail with the gates facing the trail. In addition to the heavy truck traffic across the trail these create an unsightly view of the river. Originally these trash bins were located on the southeast corner of the parking lot about 30 feet away from the trail. As I recall they had wooden gates.



Storage buildings are located a few feet from the trail. You can see additional damage to the park's grass area caused by customers parking on the park land.

**Miller, Susan**

---

**From:** Brierre, Rich  
**Sent:** Wednesday, May 04, 2016 12:13 PM  
**To:** Miller, Susan  
**Subject:** Fwd: River Overlay District - QuikTrip  
**Attachments:** image001.png; ATT00001.htm; TEXT RDO 04.201.6 (2016.05.02) Page 4 redline.pdf; ATT00002.htm

Sent from my iPhone

Begin forwarded message:

**From:** "Mendez, Jarod" <[jmendez@quiktrip.com](mailto:jmendez@quiktrip.com)>  
**Date:** May 4, 2016 at 9:01:41 AM CDT  
**To:** "[rbrierre@incog.org](mailto:rbrierre@incog.org)" <[rbrierre@incog.org](mailto:rbrierre@incog.org)>  
**Subject:** River Overlay District - QuikTrip

Rich,

My name is Jarod Mendez and I currently oversee real estate for QuikTrip here in Tulsa. I have been working with Mike Thornbrugh to review the proposed river overlay district proposals and how it relates to the future remodeling of our site at 96<sup>th</sup> and Riverside. I know that you and Mike have traded some emails on proposals and language and such and we have crafted some suggested redlines to one of the proposed sections in the attached document.

We'd deeply appreciate if you could give these a quick review to see if these would be acceptable to be added into the proposed language. Feel free to give me a shout to discuss if you have any questions or concerns.

Thanks for all your help on this!



- (1) Does not increase the extent of the nonconformity that existed prior to sustaining damages; and
- (2) Building permits for the restoration are obtained within 2 years of the date that the damage occurred. If required permits are not obtained within 2 years, the structure's nonconforming status is lost.

6. Alterations and Expansions of Nonconforming Structures and Uses

- a. The land use administrator is authorized to approve an administrative adjustment allowing site modifications, alterations or expansions that increase the total floor area, ~~or lot coverage~~ or otherwise require a building permit for ~~of a nonconforming site~~, nonconforming structure or nonconforming use by less than 50% of the site's, structure's or use's existing floor area, ~~or lot coverage~~ or other modification requiring a building permit. Modifications, alterations Alterations and expansions allowed under this provision are not required to comply with the site and building design regulations of §20.050.C.
- b. In order to approve the administrative adjustment authorized under 20.050-A6.a, the land use administrator does not need to must determine that the application meets the general administrative adjustment approval criteria of Sec. 70.100-G. If a structure or use is proposed to be altered or expanded to increase the structure's or use's existing total floor area by 50% or more, the existing structure and all additions must be brought into compliance with the RDO regulations of this section.
- c. For purposes of administering these alteration and expansion regulations, the extent of alteration and expansion must be calculated to include the sum of all alterations and expansions for the immediately preceding 5-year period.

7. Conflicting Regulations

All applicable regulations of the underlying base zoning district apply to property in the RDO district unless otherwise expressly stated in the RDO regulations. For properties with PUD or CO zoning, the approved development plan or development standards governing the subject PUD or CO district apply unless otherwise expressly stated in the RDO regulations. If the regulations of the RDO district conflict with the regulations of the subject property's underlying zoning, approved development plan or development standards or any other overlay zoning district that applies to the property, the RDO regulations of Section 20.050 govern, unless otherwise expressly stated,

8. Effect of PUD, MPD or CO Zoning

The regulations of an RDO district may not be varied or modified through approval of or amendment of a Planned Unit Development (PUD), Master Planned Development (MPD) district or Corridor (CO) district.

9. Administration

No building permit for proposed use or development in an RDO district may be approved until a site plan for such use or development has been submitted and reviewed by the land use administrator and found to be in compliance with all applicable RDO regulations.



April 25, 2016

James O. Goodwin Health Center

Jay Hoyt  
Land Development Planner  
INCOG  
2 W. 2<sup>nd</sup> Street, Suite 800  
Tulsa, OK 74103

RE: Case number CPA-43 & SA-1 | Arkansas River Corridor and Special Overlay Design

Dear Mr. Hoyt:

This letter is to inform you of the Tulsa Health Department's support for the Comprehensive Plan Amendment and Special Overlay Design application for the Arkansas River Corridor with some recommendations. The corridor distinction and the overlay designs provide a positive health impact and preserves the natural environment with greater authority. THD recognizes that the overlay types will discourage over-development and require prioritization to pedestrian environments such as the trail system, sidewalks and other amenities.

THD recommends that INCOG consider restricting the use of all fertilizer or fertilizer containing phosphorus within the RDO 1 and RDO 2 zoning districts. As recreation in and around the proposed river lakes is enhanced, setting restrictions will help reduce unwanted algal blooms during the recreation months and enhance overall water quality. By including fertilizer restrictions, any development landscaping plans will have to represent the natural flora of the area following in line with the purpose and intent of the River Design Overlay.

THD welcomes the opportunity to partner for a healthier built environment with all parties, and we strongly encourage the inclusion of the recommendations outlined here. If you have any questions or concerns, please contact Joani Dotson, Policy & Health Analytics Manager at [jdotson@tulsa-health.org](mailto:jdotson@tulsa-health.org) or by phone at 918.595.4440.

Sincerely,



Bruce Dart, Ph.D.  
Executive Director  
Tulsa Health Department

## Miller, Susan

---

**From:** Bill Leighty <bill@billeighty.com>  
**Sent:** Tuesday, April 19, 2016 3:19 PM  
**To:** Miller, Susan  
**Cc:** Dist 1 City Councilor; Dist 2 City Councilor; Dist 3 City Councilor; Dist 4 City Councilor; Dist 5 City Councilor; Dist 6 City Councilor ; Dist 7 City Councilor ; Dist 8 City Councilor; Dist 9 City Councilor; Jack Blair ; Blair, Jack; Jarred Brejcha; Mayor Bartlett  
**Subject:** Smart Growth Tulsa River Design Overlay Recommendations

April 19, 2016

Susan Miller, Director  
Land Development Services  
INCOG  
2 West Second Street, Suite 800  
Tulsa, OK 74103

Dear Susan:

Many thanks to you, your staff, and all those who contributed to the process through their service on the RDO Steering Committee while developing the April 6, 2016 RDO draft and zoning map.

As a part of the public review process, Smart Growth Tulsa Trustees, Advisory Board, members and followers have been studying the documents, and are pleased to offer the TMAPC some observations and recommendations that we think would help improve the River Design Overlay, if built-in.

Our organization recognizes that the RDO represents a significant step forward in getting Tulsans accustomed to the notion of an overlay district. At the same time, we have received a lot of feedback from Tulsans who cite environmental and quality of place issues that make a persuasive case for very limited, if any, development along the river, especially on the east side. Preserving and protecting our parks and open space is obviously a high priority in our community.

These are our comments and recommendations, in no particular order:

**Observation:** We find no indication of any flood-plain management considerations in the map or text of the RDO draft.

**Recommendation:** Take a very careful look at the wisdom of developing anything other than permeable parkland alongside the entire length of the Arkansas River as it flows through Tulsa, in the context of climatic shifts and extreme weather patterns. Appoint dispassionate, professional hydrologists to conduct this evaluation. Consider in particular the resilience of the flood plain considering emerging weather norms, the levees and keystone dam, interactions with tributary streams, and the inherent danger of potential catastrophic river flooding.

Ideally, we would also like to see the RDO address permeability in parking surfaces - especially in RDO-1 and RDO-2 - possibly by putting strict maximums on impervious parking areas, while allowing some bonus parking area for permeable paving systems. This could also be addressed by creating overall site limits on impervious surfaces (including non-vegetated rooftops), expressed as a percentage of the total site area.

**Observation:** We note that a large tract of land on the east side of the river and just south of 71<sup>st</sup> Street, commonly referred to as Helmerich Park, is currently designated as RDO – 2, which by its nature would allow much higher intensity development than what would be allowed in RDO – 1.

**Recommendation:** This site, (including 8.8 acres of 67 total acres, being the subject of a court challenge of ownership) is publically owned, and has been considered as part and partial of the RiverParks system by a generation of Tulsans. It is

clear from the hundreds and hundreds of Tulsans who have come forward to support the Plaintiffs in the lawsuit that public opinion strongly indicates a preference to preserve this land as parks and open space. We recommend that the entire tract be designated as RDO – 1.

Much of the feedback we have received seems to agree the maximum intensity of development allowed in RDO-1 and RDO-2 needs to be clearly defined, perhaps expressed as a floor area ratio. For reference, the Arkansas River Corridor Master Plan conceptual drawing for the 71st and Riverside, which many seem to agree would be an appropriate level of development intensity for that site, shows approximately 20,000sf of roof - including a rec center, restrooms, pavilions, etc - on approximately 60 acres of park land.

**Observation:** Vision Tulsa marketing messages clearly implied that the RDO under consideration would explicitly prohibit large, box-style retail or other high intensity development in the corridor. We suspect the public's confidence in that assurance helped **Proposition 3 – Economic Development** pass by a comfortable margin, yet we find nothing in the RDO Draft that would unambiguously forbid such developments.

**Recommendation:** While the current guidelines make it less likely, we recommend tightening up the design requirements of RDO-2 so as to ensure only the highest quality development, genuinely compatible with river-front park land, to create a distinctive sense of place and ensure the preservation of Tulsa's unique natural resource. See above reference, and include RDO-1 in this recommendation.

**Observation:** The RDO Steering Committee apparently was not tasked with any consideration of design standards for the Riverside Drive/Parkway road itself.

**Recommendation:** We suggest the RDO Steering Committee urge transportation planners from the City of Tulsa and INCOG, to organize a working group of designers, engineers and consultants to undertake a design review of the entire length of Riverside Drive. The goal of the group would be to create a "complete streets" master plan for the roadway as a peaceful, urban boulevard – designed for pedestrians, cyclists and public transit at least as much as for vehicles.

**Observation:** It appears the parking setback line is in front of the furthest build-to zone. This potentially pushes parking closer to the trail than the buildings. The variation in the build-to zone is also greater than what we prefer in order to achieve a consistent urban trail edge.

**Recommendation:** We suggest the additional allowance for greater setbacks for public space seating, will provide enough variation to allow for terraces, outdoor seating, and courtyards without the need to provide such a vast range within the build-to zone. We also suggest the parking setback from the trail be revisited, to align more consistently with the building setback line.

**Observation:** The 5-foot minimum parking screening buffer along the trail edge will arguably do little to screen the parking.

**Recommendation:** It would be better to have this buffer a minimum depth to accommodate at least two layers of trees.

**Observation:** Related to the issue of exposed parking is the minimum frontage requirement. Without a master plan image guiding the overlay, it is hard to make a judgement on the frontage requirement. Having said that, if the desire is for a strong edge of connected buildings (more similar to the Jenks waterfront scenario), then a min. 60% building frontage isn't going to deliver that experience. It allows for a string consisting of building, exposed parking lot, building, exposed parking lot...not a highly desirable trail experience.

**Recommendation:** We recognize parking as the solvent of place making. The best combination of landscaping and building frontage is to have a continuous area of building frontage adjacent to a truly open green space. The user gets the experience of moving from one distinct type of place to another - like going from an enclosed room to an open vista.

Conversely, the suburban experience is the dilution of both of these worlds such that you get neither enclosure nor true openness, but rather a string of disconnected buildings scattered among parking. If only the minimums are followed in the code and there is no collective master plan guiding the overall development, the results may be less than desired.

**Observation:** If we establish a desirable goal to promote shared parking, walking, biking, transit and connectivity, then not only do the parking minimums need to be reduced, but so do the parking maximums. We are not proposing higher intensity uses, quite the contrary. However, a typical negative reaction to such developments, like big box retail, is commonly related to the amount of parking that accompanies it. Otherwise, with glazing requirements, facade articulation, massing requirements, we recognize these types of developments can be successfully incorporated into sensitive locations abutting parks and open space.

**Recommendation:** Consideration should be given to the establishment of parking maximums in the corridor, particularly in RDO – 1, and RDO – 2.

**Observation:** We also note a somewhat onerous provision requiring entrances facing onto the trail, the parking lot, and the primary street. While we agree with the idea of animating all sides of the building and increasing access, the requirements in the draft could be problematic and unappealing to certain types of restaurants and / or retail.

**Recommendation:** The same goal of activating all sides of the building and making pedestrians feel comfortable might be more desirably achieved through other means such as transparency, lighting, and landscaping requirements. Generally speaking, we are supportive of the draft's landscaping requirements, but would like to add a requirement that landscaping materials native to Tulsa's stretch of the Arkansas River ecosystem be included. Margaretville-style palm trees would seem to defeat the purpose of the RDO.

**Observation:** In the Alterations and Expansions of Nonconforming Structures and Uses Section, we find a provision allowing the land use administrator to administratively approve floor area expansions up to 50% of the existing floor area without complying with the site and building design regulations.

**Recommendation:** The allowance of a 50% floor area expansion seems excessive and we recommend it be revisited and revised lower to perhaps 20% to 25%, and anything over that up to 50% would require an additional level of approval, either by the TMAPC or the BOA.

Thanks again to all for the efforts in developing the RDO draft and map. To be frank, after over a year of collaboration by the steering committee, we would have preferred a little more time between the final draft being released to the public, the public meetings, and the TMAPC work session. While more opportunities for public engagement are ahead, the schedule has not allowed much time for interested parties to understand the implications of the proposal and prepare feedback before the draft is noticed for the first TMAPC public hearings.

We would greatly appreciate it if you would circulate our observations and recommendations to Planning Commissioners today, so they might be given consideration before the work session tomorrow.

Respectfully,

Bill Leighty, Executive Director  
Smart Growth Tulsa  
[Bill@smartgrowthtulsa.com](mailto:Bill@smartgrowthtulsa.com)  
[www.SmartGrowthTulsa.com](http://www.SmartGrowthTulsa.com)  
[Facebook](#)

Mobile: 918 605-5529  
410 W. 7<sup>th</sup> St, #1925

# Arkansas River Corridor Design Overlay Town Hall

April 19, 2016 – OSU Health Science Center – Dunlap Auditorium

## Comment Card

Totally confusing —

Looks like Jenks Riverwalk —  
w/ps that what is being ~~done~~  
served (ps)?

And where is all of this land  
on the East side of the River between  
11th & 21st?

Thought discussing 11th to 21st but  
looks like goes to 7th.

Name:

Lucy Kroblin

Address:

1527 Riverside Dr

Zip Code: 74119

Phone:

918-230-0137

E-Mail:

lkroblin@yahoo.com

You may return this form at this meeting, or by mail, fax, or email to:

Tulsa City Council (Attn: Jack Blair)  
175 E. 2nd Street, 4th Floor  
Tulsa, OK 74013  
Fax: (918) 596-1964  
E-mail: jblair@tulsacouncil.org

Please use the back for additional comments.



# Arkansas River Corridor Design Overlay Town Hall

April 19, 2016 – OSU Health Science Center – Dunlap Auditorium

## Comment Card

my neighbors and I have questions about  
Phase II of the Gathering Place - our properties  
border this area. Questions about fencing,  
lighting, parking + security.

Name: Carolyn Johnson

Address: 3132 So Boston Ct Zip Code: 74105

Phone: 918-712-8383 E-Mail: caj1018@sbcglobal.net

You may return this form at this meeting, or by mail, fax, or email to:

Tulsa City Council (Attn: Jack Blair)  
175 E. 2<sup>nd</sup> Street, 4<sup>th</sup> Floor  
Tulsa, OK 74013  
Fax: (918) 596-1964  
E-mail: jblair@tulsacouncil.org

**Please use the back for additional comments.**

9.46

# Arkansas River Corridor Design Overlay Town Hall

April 19, 2016 – OSU Health Science Center – Dunlap Auditorium

## Comment Card

If decrease parking requirements  
by 50%, where will people  
park?

signage height has to be limited  
height of buildings needs to be  
limited

How will pedestrians cross  
Riverside?

Name:

DeeAnn Paisley

Address:

1530 S Trenton

Zip Code:

74120

Phone:

918-852-0938

E-Mail:

deeannpaisley@sbcglobal.net

You may return this form at this meeting, or by mail, fax, or email to:

Tulsa City Council (Attn: Jack Blair)  
175 E. 2<sup>nd</sup> Street, 4<sup>th</sup> Floor  
Tulsa, OK 74013  
Fax: (918) 596-1964  
E-mail: jblair@tulsacouncil.org

Please use the back for additional comments.

9.47

# Arkansas River Corridor Design Overlay Town Hall

April 18, 2016 – Sylvan Auditorium

## Comment Card

1. How do you handle runoff in parking lots?  
The amount of impervious surfaces are dramatically increased.
2. Removal of "natural" landscaping needs to be maintained
3. How many sites extending into rivers are allowed?
4. Include interactive, educational natural area with board walk & signage.
5. Has the floodplain changed along the river?

Name:

Barbara VanDusen

Address:

2212 E. 38th

Zip Code:

Phone:

918 671-6217

E-Mail:

sophiabky@aol.com

You may return this form at this meeting, or by mail, fax, or email to:

Tulsa City Council (Attn: Jack Blair)  
175 E. 2nd Street, 4th Floor  
Tulsa, OK 74013  
Fax: (918) 596-1964  
E-mail: jblair@tulsacouncil.org

Please use the back for additional comments.

9.48

# Arkansas River Corridor Design Overlay Town Hall

April 18, 2016 – Sylvan Auditorium

## Comment Card

I was worried about the prospect of businesses  
taking important park space, but this plan is great -  
it will go a long way toward improving our enjoyment  
of riverwalks.

Name: Terry Ezemel

Address: 3937 S 43rd E Ave Zip Code: 74115

Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

You may return this form at this meeting, or by mail, fax, or email to:

Tulsa City Council (Attn: Jack Blair)  
175 E. 2nd Street, 4th Floor  
Tulsa, OK 74013  
Fax: (918) 596-1964  
E-mail: jblair@tulsacouncil.org

*Please use the back for additional comments.*

9.49

# Arkansas River Corridor Design Overlay Town Hall

April 18, 2016 – Sylvan Auditorium

## Comment Card

Could the proposed zoning overlay also be shown with the current FEMA 100 year Floodplain Zone AE Boundary delineated to show the impacts the Arkansas River floodplain would have on proposed developments. Development in those areas will also have floodplain management requirements that shall be met.

Name: Jeff Bigby, PE, CFM  
Address: 1415 E. 38th St., Tulsa Zip Code: 74105  
Phone: 918-261-8826 E-Mail: bigby4@sbcglobal.net

You may return this form at this meeting, or by mail, fax, or email to:

Tulsa City Council (Attn: Jack Blair)  
175 E. 2nd Street, 4th Floor  
Tulsa, OK 74013  
Fax: (918) 596-1964  
E-mail: jblair@tulsacouncil.org

*Please use the back for additional comments.*



## Miller, Susan

---

**From:** Shannon Epperson <shannon@leinbach.com> on behalf of Ed Leinbach <ed.l@leinbach.com>  
**Sent:** Wednesday, April 13, 2016 2:06 PM  
**To:** Miller, Susan  
**Subject:** Question

Susan,

Thank you for your prompt response regarding restoration of existing properties. I have no dispute with the intention of Section #5 b. on Page 20-2, but I do have a question regarding how it might function.

By way of example, we filed for a building permit for our new project at 83<sup>rd</sup> and Lewis in November of 2014. For whatever reasons, it took us about 13 ½ months to receive an approved permit. My belief is that your Section 5 Restoration or Re-establishment of Nonconformities Paragraph b. should be amended to say that an application for a building permit must be filed within 24 months of the "Act of God," rather than that the building permit should be issued within 24 months. The owner of the destroyed property has no control over how long it takes the City to approve an application, and it seems to me it would be unfair to have delays within the building department impinge upon the right of an owner to restore his/her/its property.

Please let me know your thinking.

Thank you,  
Ed

**Edward B. Leinbach**  
2240 E. 49<sup>th</sup> Street, Suite 100  
Tulsa, OK 74105  
918.743.2100

**LEINBACH  
COMPANY**

Joram Rauchwerger  
P O BOX 470083  
Tulsa, Oklahoma 74147

April, 11, 2016

VIA US Postal Service Certified Mail

Ms. Susan Miller  
INCOG  
2 West 2nd Street, #800  
Tulsa, Oklahoma 74103

Both cc: addressed to City of Tulsa  
cc: Ms. Dawn Warrick 175 E. 2nd St., 5th fl. Tulsa, Ok.74103  
cc: Mr. Dwain Midget 175 E. 2nd St., 5th fl. Tulsa, Ok.74103

Re: Proposed Arkansas River District Overlay And Proposed Draft Ordinance

Dear Ms. Miller:

My wife and I are the owners of the following described parcel of real estate:

All of Government Lot 4 Lying West of the West Line of South Delaware Avenue in Section 29, Township 18 North, Range 13 East, Tulsa County, Oklahoma. Our riparian and riverbed rights extend to the Centerline Of the Arkansas River. As property owners on the east side of the river our ownership extends to the center of the river. The attached map depicts that centerline.

Enclosed: I have attached a map prepared for me by Kurt Bickle at INCOG on February 19, 2015 showing fairly precisely the Jenks municipal corporate limits boundary in that area, based upon Jenks Ordinance No. 1220.

Land Use Vision: Our property is designated as potential mixed-use in a Mixed-Use Corridor zoning district according to The Comprehensive Plan. Also, our property is designated as Area of Growth in The Comprehensive Plan.

Enactment of the Proposed Arkansas River District Overlay and the associated Proposed Draft Ordinance would make it prohibitively expensive to develop our property to it's highest and best use potential due to excessive limitations, restrictions, and constraints. This property has been in our family for over 40 years and is our lifelong investment. We can not afford to endanger that investment.

As a result, we request that the City of Tulsa do the following with respect to the proposed Arkansas River District Overlay for our property:

Our property should be excluded from the Arkansas River District Overlay.

Please submit a copy of this letter along with the attached map into the official record at every TMAPC meeting and every Tulsa City Council meeting regarding the above matter.

Yours very truly,

  
Joram Rauchwerger

9.52









**QuikTrip, Corporation**

*CORPORATE OFFICE*  
4705 South 129th East Avenue  
Tulsa, Oklahoma 74134-7008  
P.O. Box 3475  
Tulsa, Oklahoma 74101-3475  
918-615-7700

March 8, 2016

VIA EMAIL: [smiller@incog.org](mailto:smiller@incog.org)

Ms. Susan Miller  
INCOG  
2 West 2<sup>nd</sup> Street, #800  
Tulsa, Oklahoma 74103

Re: Proposed Arkansas River District Overlay

Dear Ms. Miller:

We believe that along the proposed  $\pm$  12 mile Arkansas River District Overlay "fueling facilities" are vital to the vibrancy and success of the uses and types of development envisioned by the proposed River District Overlay.

Since opening in 2001, our store at East 96<sup>th</sup> Street and South Riverside Drive has been an important driver of "people activity" in this area. The site was also developed to provide a pedestrian connection to the river trail system. A significant amount of our food and refreshment sales are to trail users at this store.

In light of the high-quality design of our store and fueling facilities, as well as the significant amount of pedestrian activity this store supports, we are having difficulty understanding why the proposed Arkansas River District Overlay should restrict our ability to expand, upgrade, reconfigure, etc., any of our offers, including fueling services at this site.

QuikTrip has embarked on our long-term plan of replacing or modifying all of our locations with our new concept model. At some point in the future, QuikTrip will be replacing our store and gasoline canopies at 96<sup>th</sup> and Riverside.

The purpose of our request is QuikTrip would like to avoid a similar situation we were faced with years ago at 11<sup>th</sup> and Utica. The new proposal as written has striking similarities with unintended consequences.

9.54



**QuikTrip Corporation**

CORPORATE OFFICE  
4705 South 129th East Avenue  
Tulsa, Oklahoma 74134-7008  
P.O. Box 3475  
Tulsa, Oklahoma 74101-3475  
918-615-7700

Ms. Susan Miller  
INCOG  
March 8, 2016  
Page 2 of 2

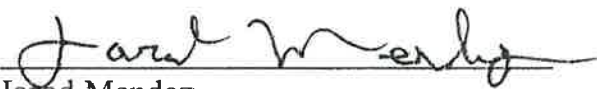
Our success at this site has been because of the integration of our high-quality facility into both the vehicular and pedestrian modality, and as a result, we request that the City do the following with respect to the proposed Arkansas River District Overlay for our site:

1. This area should be excluded from the Arkansas River District Overlay; or
2. Fueling facilities should be an allowed Principal Use in the RDO-3 District. Our existing facilities should be grand-fathered in and exempted.

Should you have any questions, please do not hesitate to call.

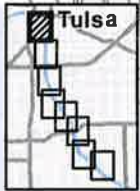
Yours very truly,

QUIKTRIP CORPORATION

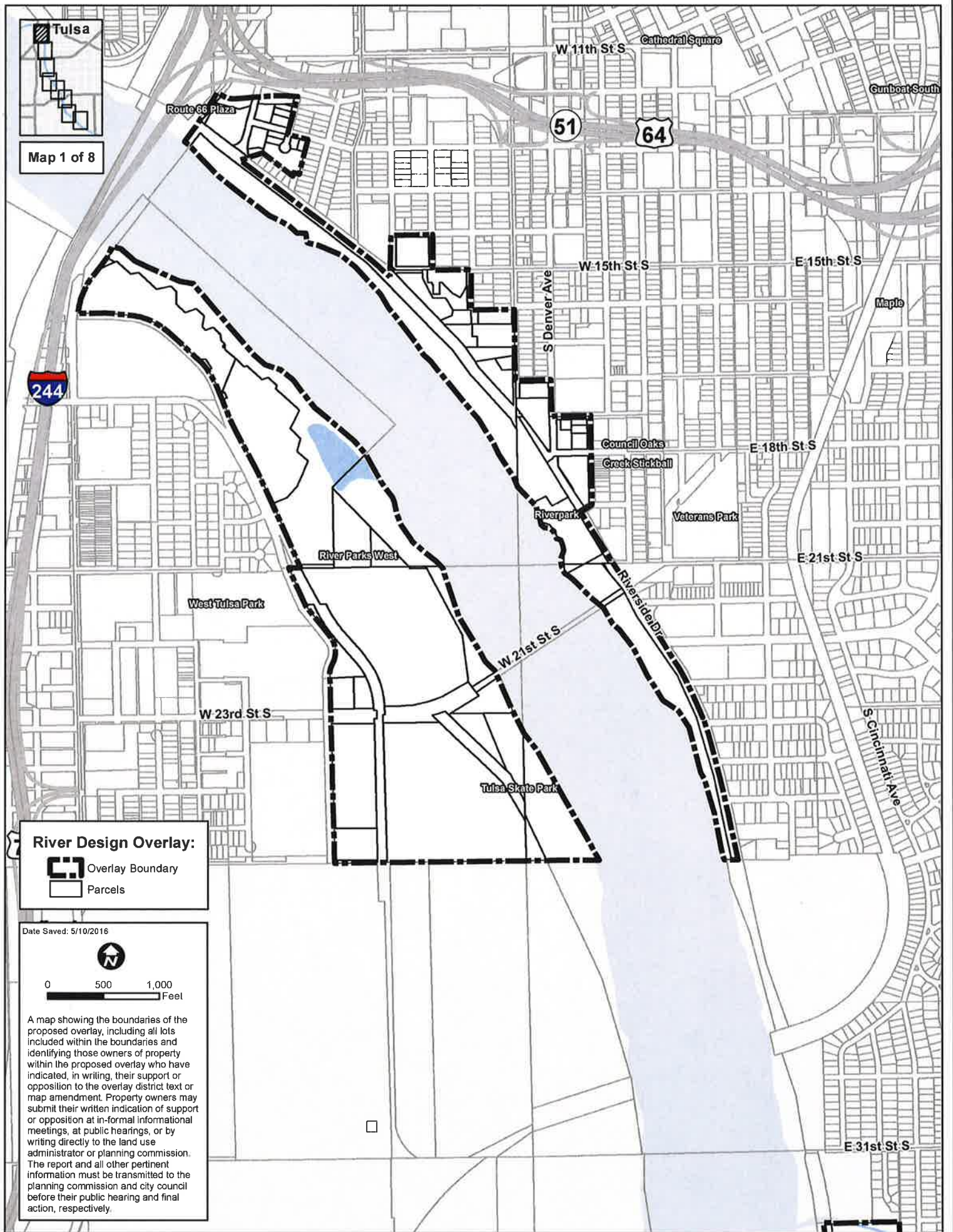
  
Jarod Mendez

cc: Ms. Dawn Warrick  
VIA EMAIL: [dwarrick@cityoftulsa.org](mailto:dwarrick@cityoftulsa.org)

Mr. Dwain Midget  
VIA EMAIL: [dmidget@cityoftulsa.org](mailto:dmidget@cityoftulsa.org)

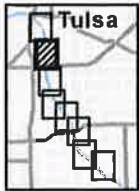


Map 1 of 8



9.56





Map 2 of 8

PSO Soccer Complex

W 41st St S

S Elwood Ave  
River Parks West

Riverpark

E 36th St S

E 41st St S

S Peoria Ave

Riverside Dr

E Skelly Dr

### River Design Overlay:



Overlay Boundary



Parcels

Date Saved: 5/10/2016

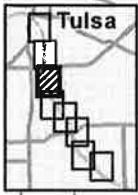


0 500 1,000  
Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.



9.57



Map 3 of 8

River Parks West

Riverpark

Fred Johnson

E 61st St S

S Elwood Ave

Riverside Dr

S Peoria Ave

### River Design Overlay:



Overlay Boundary



Parcels

Date Saved: 5/10/2016



0 500 1,000  
Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.

W 71st St S

E 71st St S

Riverside Pkwy

9.58



Map 4 of 8

Turkey Mountain

Riverpark

W 71st St S

E 71st St S

S Elwood Ave

Riverside Pkwy

W 81st St S

### River Design Overlay:



Overlay Boundary

Parcels

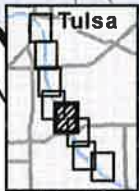
Date Saved: 5/10/2016



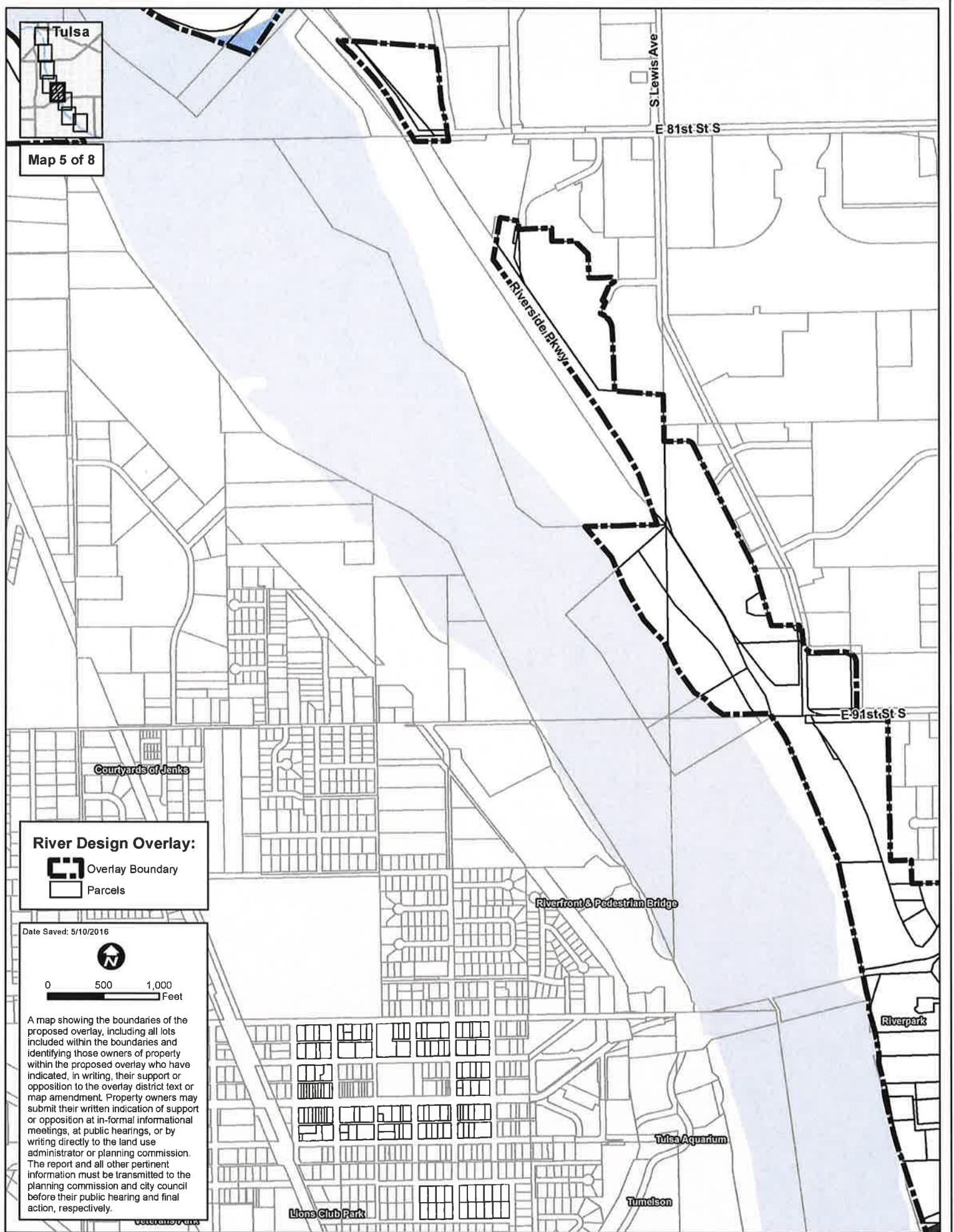
0 500 1,000  
Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.





Map 5 of 8



### River Design Overlay:



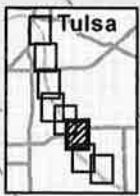
Date Saved: 5/10/2016



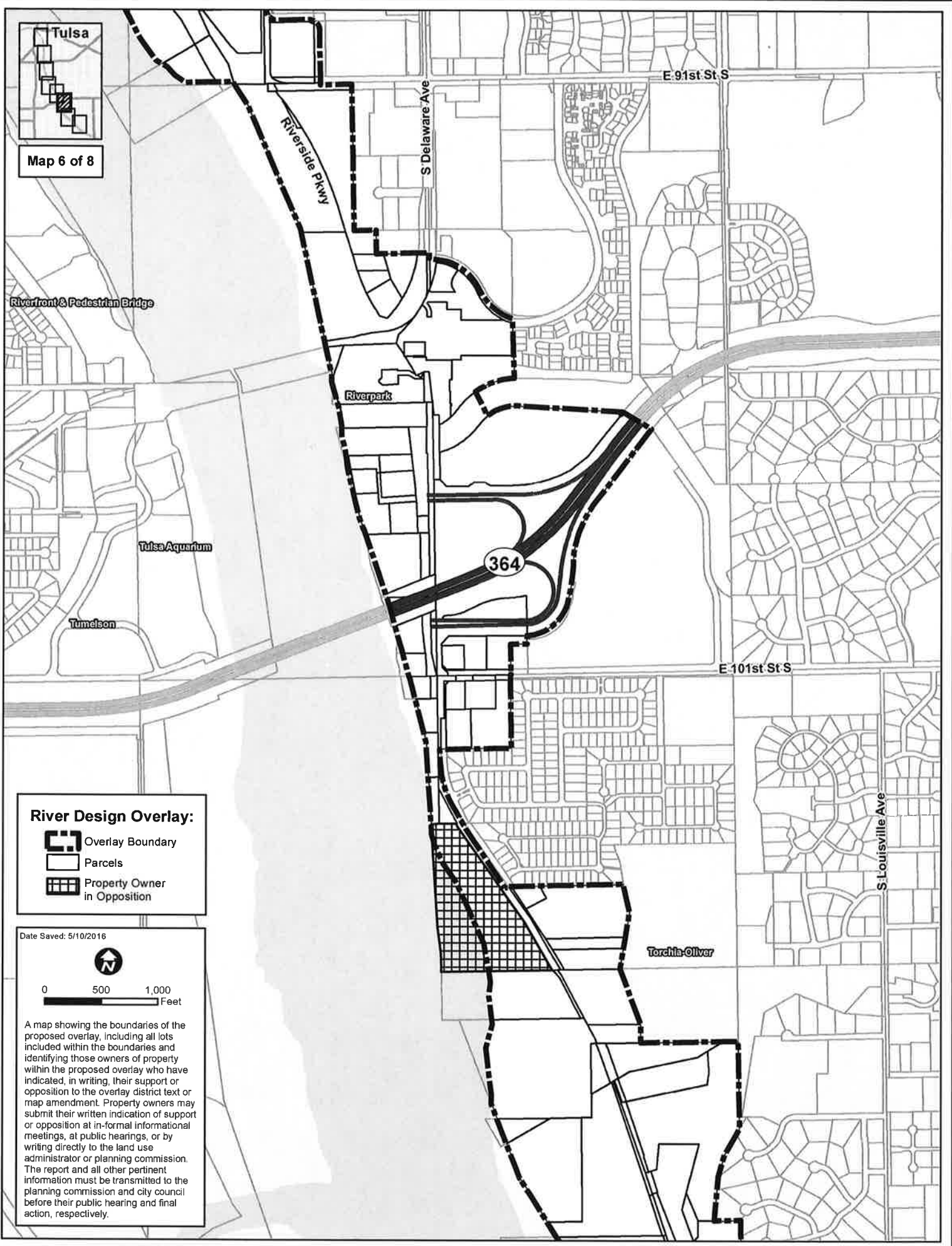
0 500 1,000  
Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.

9.60



Map 6 of 8



**River Design Overlay:**

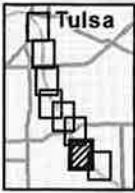
- Overlay Boundary
- Parcels
- Property Owner in Opposition

Date Saved: 5/10/2016

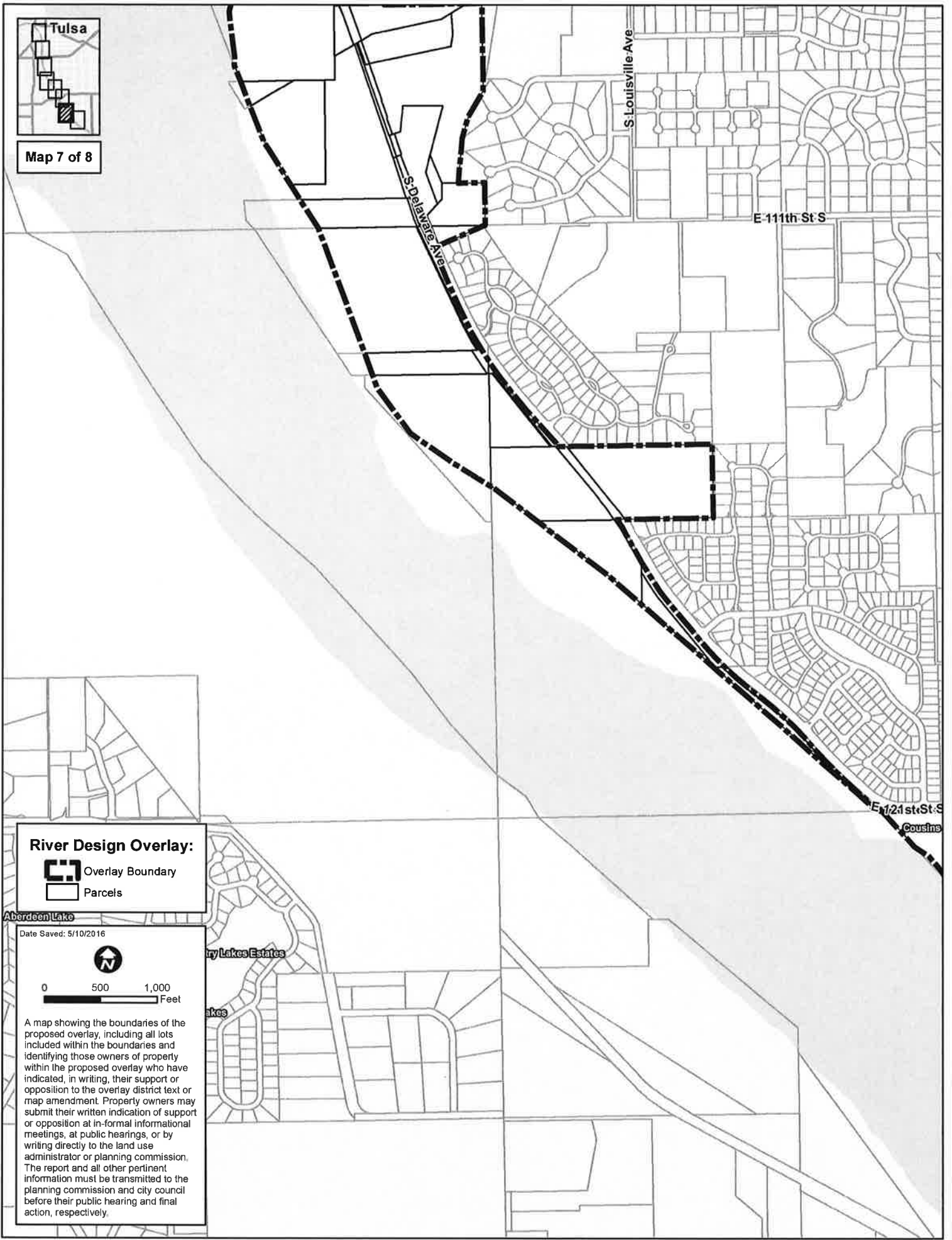
0 500 1,000 Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.

9.6el



Map 7 of 8



### River Design Overlay:



Overlay Boundary



Parcels

Aberdeen Lake

Date Saved: 5/10/2016

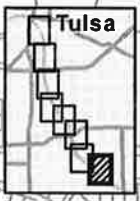


0 500 1,000  
Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.

9.62





Map 8 of 8

S Yale Ave

E 121st St S

S Delaware Ave

Cousins

**River Design Overlay:**



Overlay Boundary



Parcels

Date Saved: 5/10/2016



0 500 1,000  
Feet

A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment. Property owners may submit their written indication of support or opposition at in-formal informational meetings, at public hearings, or by writing directly to the land use administrator or planning commission. The report and all other pertinent information must be transmitted to the planning commission and city council before their public hearing and final action, respectively.

9.63





Feet  
0 50 100



Subject  
Tract

**ERW II**

19-13 07

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

Aerial Photo Date: March 2014







0 200 400  
Feet



Subject  
Tract

## Mayra's Addition

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

19-13 12

Aerial Photo Date: March



11.1





Tulsa Metropolitan Area  
Planning Commission

**Case :** Plat Waiver 6574

**Hearing Date:** May 18, 2016

**Case Report Prepared by:**

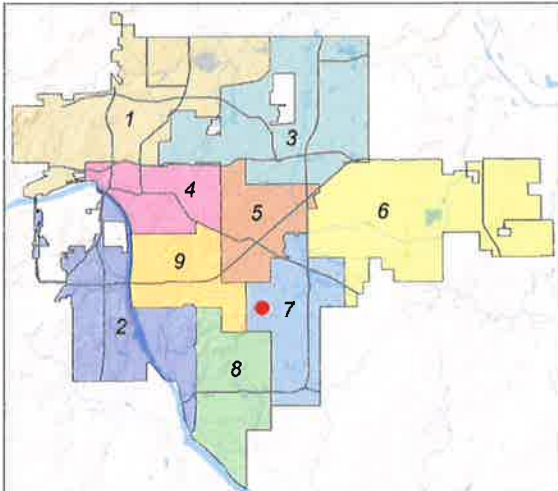
Diane Fernandez

**Owner and Applicant Information:**

*Applicant:* Phyllis Kelley

*Owner:* Roy Ashley

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



**Applicant Proposal:** Plat Waiver

*Location:* 5623 South 107<sup>th</sup> East Avenue,  
South of southeast corner of South 107<sup>th</sup>  
East Avenue and East 56<sup>th</sup> Street South

**Zoning:** IL (industrial light)

**Staff Recommendation:**  
Staff recommends Approval.

**City Council District:** 7

*Councilor Name:* Anna America

**County Commission District:** 3

*Commissioner Name:* Ron Peters

**EXHIBITS:**

Site Plan

Zoning Case Map

## PLAT WAIVER

May 18, 2016

**Z-6574 – 5623 South 107<sup>th</sup> East Avenue, South of southeast corner of South 107<sup>th</sup> East Avenue and East 56<sup>th</sup> Street South (CD 7)**

The platting requirement is being triggered by a rezoning to IL (industrial light) in 1996.

**Staff provides the following information from TAC for their May 5, 2016 meeting:**

**ZONING:** TMAPC Staff: The property has been previously platted.

**STREETS:** No comment.

**SEWER:** No comment.

**WATER:** No comment.

**STORMWATER:** Fees in lieu of detention will be required for impervious area increase based upon the 1977 aerial data unless they provide documents showing fees have already been paid.. **This comment will be waived as the City had previously had a detention area on site, and then removed it and the applicant was given the property.**

**UTILITIES:** No comment.

**OTHER/GENERAL:** Fire: No comment.

Staff can recommend **APPROVAL** of the plat waiver for the property.

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

- |   | Yes | NO |
|---|-----|----|
| 1. Has Property previously been platted?  | X   |    |
| 2. Are there restrictive covenants contained in a previously filed plat?                      | X   |    |
| 3. Is property adequately described by surrounding platted properties or street right-of-way? | X   |    |

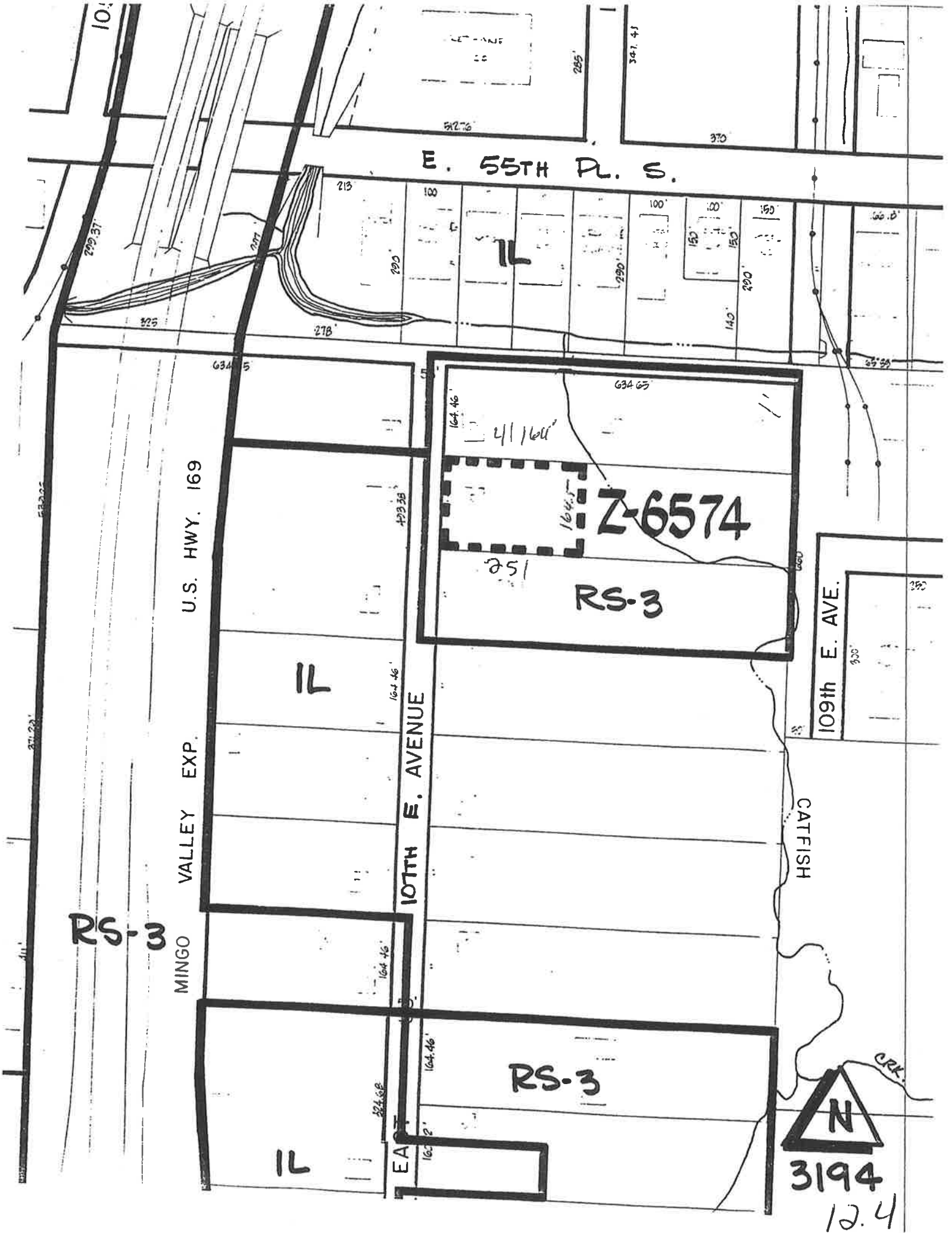
**A YES answer to the remaining questions would generally NOT be favorable to a plat waiver:**

- |  | YES | NO |
|--|-----|----|
| 4. Is right-of-way dedication required to comply with Major Street and Highway Plan?                   |     | X  |
| 5. Would restrictive covenants be required to be filed by separate instrument if the plat were waived? |     | X  |

- |     |   |   |
|-----|---|---|
| 6.  | Infrastructure requirements:  |   |
|     | a) Water  |   |
|     | i. Is a main line water extension required?   | X |
|     | ii. Is an internal system or fire line required?  | X |
|     | iii. Are additional easements required?   | X |
|     | b) Sanitary Sewer   |   |
|     | i. Is a main line extension required?   | X |
|     | ii. Is an internal system required?   | X |
|     | iii. Are additional easements required?   | X |
|     | c) Storm Sewer  |   |
|     | i. Is a P.F.P.I. required?  | X |
|     | ii. Is an Overland Drainage Easement required?  | X |
|     | iii. Is on site detention required?   | X |
|     | iv. Are additional easements required?  | X |
| 7.  | Floodplain  |   |
|     | a) Does the property contain a City of Tulsa (Regulatory) Floodplain?   | X |
|     | b) Does the property contain a F.E.M.A. (Federal) Floodplain?   | X |
| 8.  | Change of Access  |   |
|     | a) Are revisions to existing access locations necessary?  | X |
| 9.  | Is the property in a P.U.D.?  | X |
|     | a) If yes, was plat recorded for the original P.U.D.  |   |
| 10. | Is this a Major Amendment to a P.U.D.?  | X |
|     | a) If yes, does the amendment make changes to the proposed physical development of the P.U.D.?  | X |
| 11. | Are mutual access easements needed to assure adequate access to the site?   | X |
| 12. | Are there existing or planned medians near the site which would necessitate additional right-of-way dedication or other special considerations? | X |

Note: If, after consideration of the above criteria, a plat waiver is granted on unplatted properties, a current ALTA/ACSM/NSPS Land Title Survey (and as subsequently revised) shall be required. Said survey shall be prepared in a recordable format and filed at the County Clerk's office by the applicant.





E. 55TH PL. S.

MINGO VALLEY EXP. U.S. HWY. 169

109th E. AVE.

107TH E. AVENUE

CATFISH

CRK.

41160  
Z-6574  
RS-3  
251

RS-3

IL

IL



3194

12.4





Tulsa Metropolitan Area  
Planning Commission

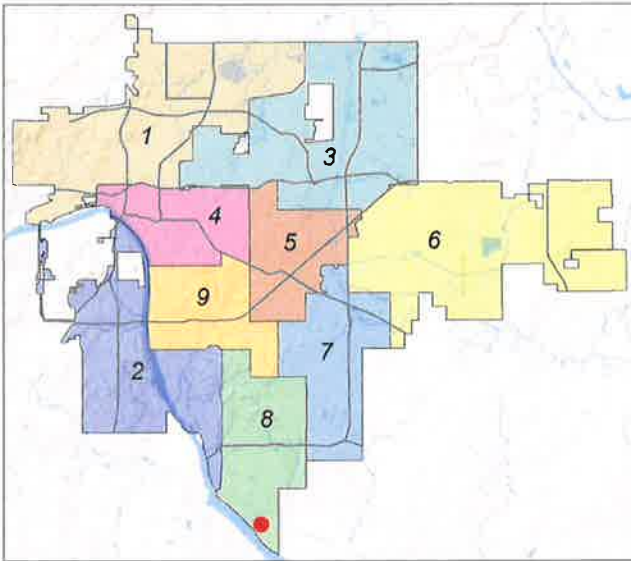
**Case :** Estates at the River II  
Preliminary Plat

**Hearing Date:** May 18, 2016  
(continued from April 6, and April 20, 2016  
and May 4, 2016)

**Case Report Prepared by:**  
Diane Fernandez

**Owner and Applicant Information:**  
*Applicant:* Erik Enyart, Tanner Consulting  
  
*Owner:* 121<sup>st</sup> Street LLC

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



**Applicant Proposal:**  
Requesting a Preliminary Plat

*Tract Size:* 28 acres

*Location:* South of East 121<sup>st</sup> Street South,  
West of South Hudson Avenue

**Zoning:** Planned Unit Development 803

**Staff Recommendation:**  
Staff recommends Approval.

**City Council District:** 8  
*Councilor Name:* Phil Lakin  
  
**County Commission District:** 3  
*Commissioner Name:* Ron Peters

**EXHIBITS:**

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

## PRELIMINARY SUBDIVISION PLAT

### The Estates at the River II - (CD 8)

South of East 121<sup>st</sup> Street South, West of South Hudson Avenue

The plat consists of 96 Lots, 5 Blocks, on 28 acres.

The following issues were discussed March 3, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned .Planned Unit Development 803.
2. **Streets:** Call out width of 123<sup>rd</sup> Street. Call out curve number on the face of the plat. Curve table has been provided without associated numbers shown on plan. An additional stub street should be considered to the west of the development. There is a concern about where a proposed possible bridge alignment may be positioned near the development and how traffic coming across the bridge will travel near the development and how Yale Avenue would be utilized with a new traffic pattern..
3. **Sewer:** A sanitary sewer easement, with a minimum width of 15 feet, with the sanitary sewer pipe centered within the easement, must be provided along the south line of Reserve A where the proposed sanitary sewer line crosses the Reserve.
4. **Water:** 1.10 Utility easement dedication requires Legal Department review for acceptance.
5. **Storm Drainage:** Floodplain Administrator: Historically, this parcel was inundated with floodwaters during the 1986 Arkansas River Flood. The proposed subdivision is almost entirely located within the City Regulatory and FEMA floodplains. The floodplain boundaries must be delineated on the plat as well as any necessary surface drainage easements or compensatory storage easements. Any proposed changes to the FEMA floodplain will require a CLOMR and LOMR (letters of map revision). All development shall be compliant with City of Tulsa Revised Ordinances Title 11 A.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** An approved turnaround will be required if Hudson is more than 150 feet dead ended from the center of 123<sup>rd</sup> Street. Fire hydrant coverage will be required per IFC 2015 Section 5-7.5 this includes Hudson Avenue.
8. **Other: GIS:** Provide individual lot addresses for the plat. Submit subdivision data control sheet with final plat. Incorporate the point of commencement along with the bearing and distance into the legal description up to the point of beginning. Remove the parcel lines and lot labels in the location map. Show only the platted subdivisions and label all other land as unplatted. Graphically show all property pins found or set on the face of the plat. Addresses: South Hudson Avenue East should really be South Granite

Place but it looks like The Estates at the River (which is just north of The Estates at the River II) has the street name as South Hudson Avenue. If The Estates at the River can change the street name to south Granite Place, then The Estates at the River II should also change the name to South Granite Place.

An IDP permit is required. All storm and sanitary easements require a 15 foot wide or 7.5 foot wide width on both sides of two lots. Indicate the width of 123<sup>rd</sup> Street. Use and Maintenance need to be clearly defined in the Deed of Dedication in plat covenants language for Section III E for Reserve A. Use City of Tulsa plat covenant language for Section 1.10, Utility easement dedication.

Staff recommends Approval with the TAC conditions per Development Services and Engineering Services.

**Waivers of Subdivision Regulations:**

1. None requested.

**Special Conditions:**

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

**Standard Conditions:**

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

shown on plat.

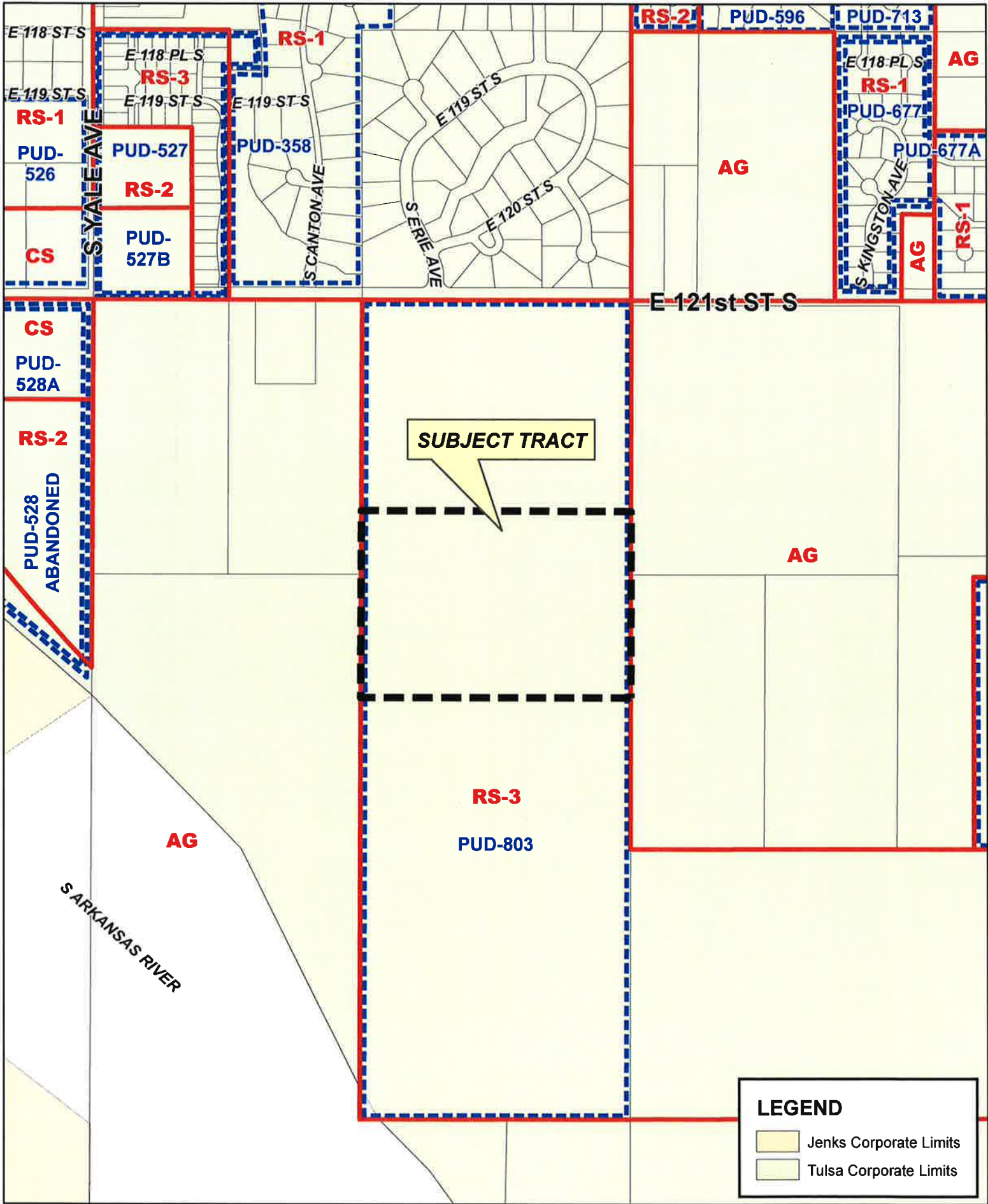
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown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



compliance with the standards and conditions.

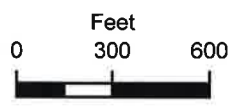
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.





**LEGEND**

- Jenks Corporate Limits
- Tulsa Corporate Limits



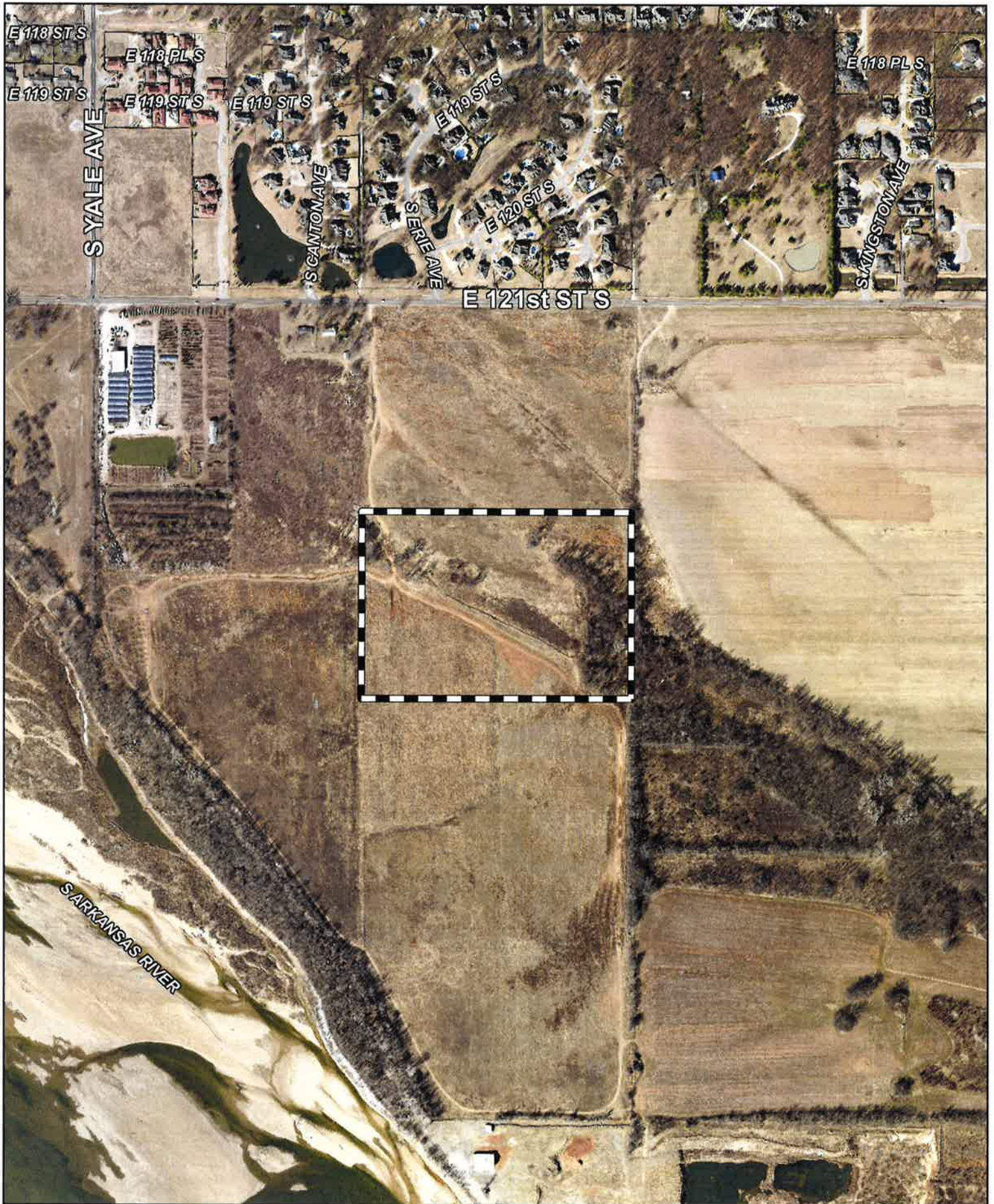
**THE ESTATES AT THE RIVER II**

17-13 03

13.7







0 Feet 300 600



Subject  
Tract

## THE ESTATES AT THE RIVER II

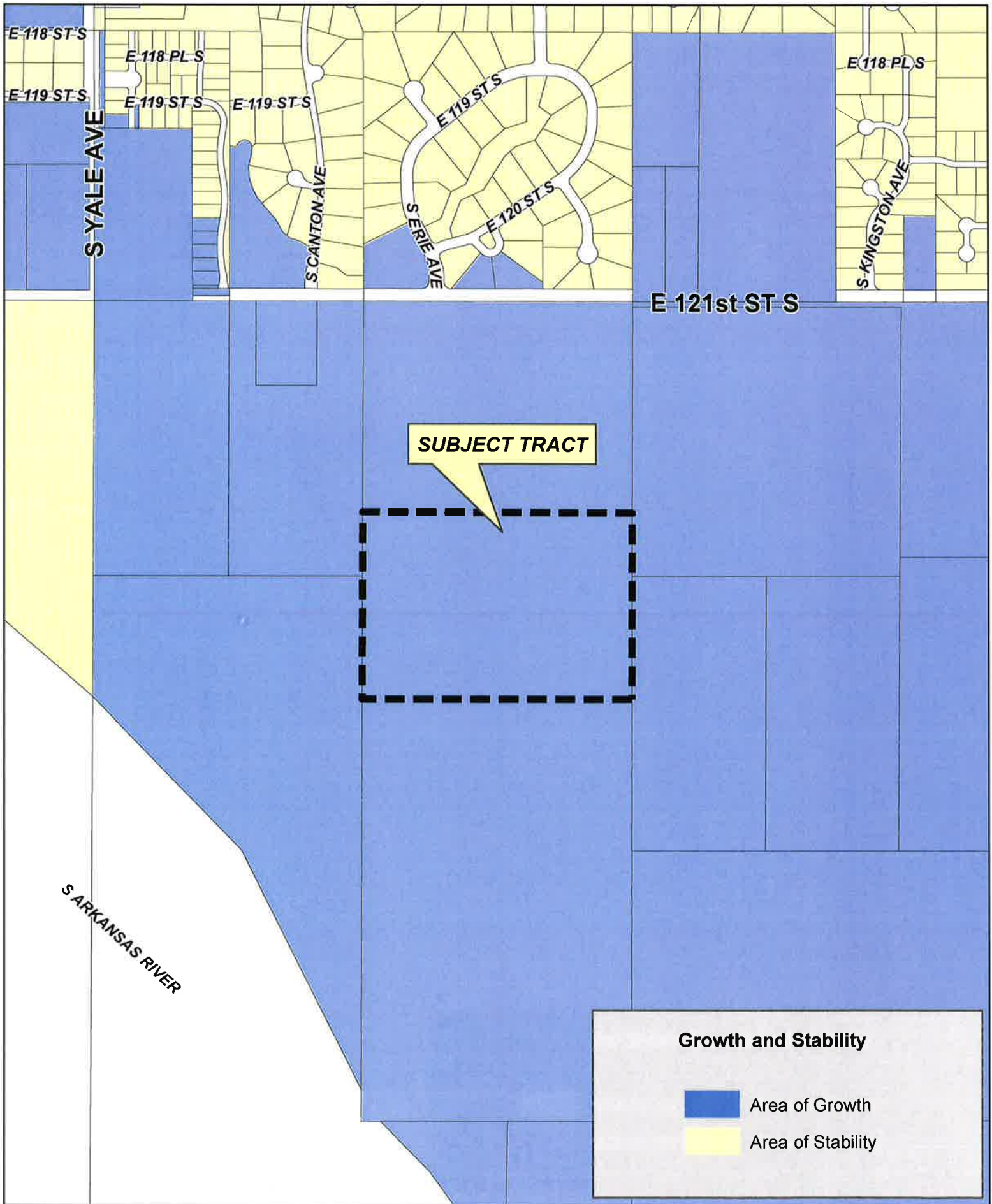
17-13 03

Note: Graphic overlays ma  
align with physical features  
Aerial Photo Date: Mai

13.8





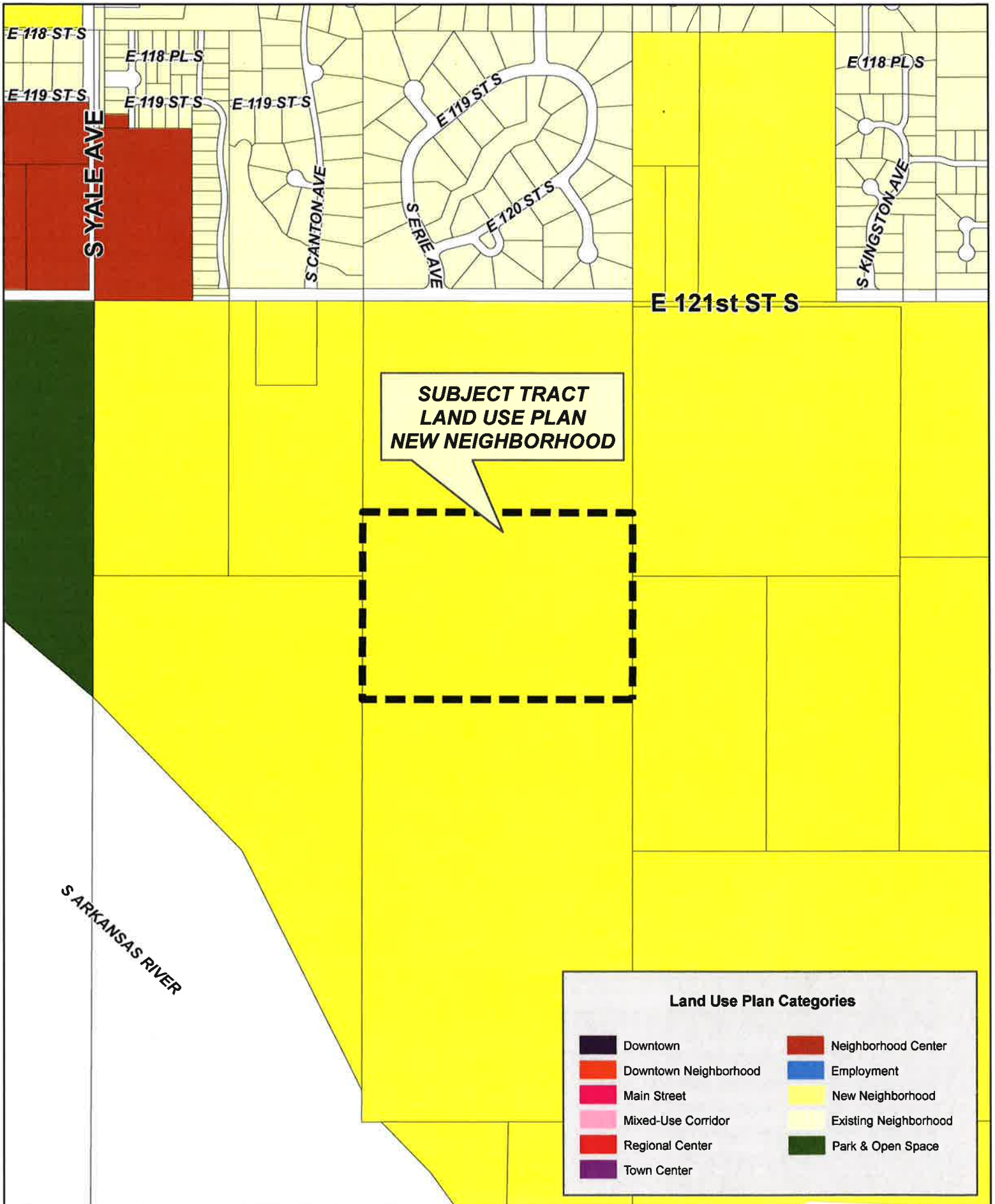


0 300 600  
Feet

17-13 03







0 300 600  
Feet

## THE ESTATES AT THE RIVER II

17-13 03

13.10









Tulsa Metropolitan Area  
Planning Commission

**Case Number: Z-7338**

**Hearing Date: May 18, 2016**

Councilor Dodson and neighborhood requested  
continuance from May 4<sup>th</sup> to May 18<sup>th</sup>

Councilor Gilbert requested continuance from May  
18<sup>th</sup> to June 1<sup>st</sup>.

**Case Report Prepared by:**

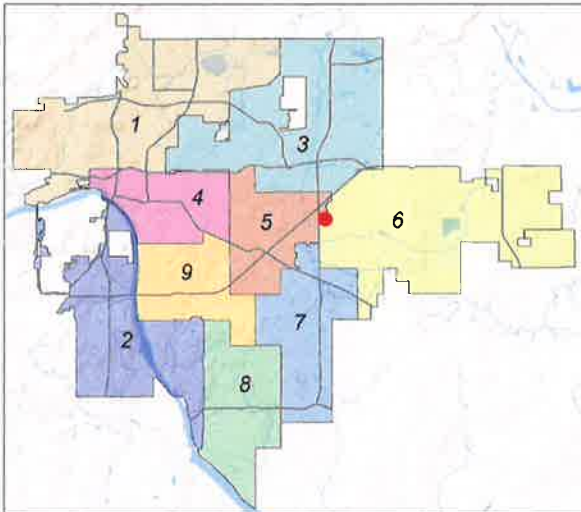
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Geodeca, LLC/ Russell Muzika

*Property Owner:* VAN, LOI THI & UT VAN LE

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Hotel

*Concept summary:* Property is partially zoned OM  
and partially CS. The applicant has requested CS  
zoning for the entire parcel.

*Tract Size:* 1.15 ± acres

*Location:* Southwest corner of E. 21<sup>st</sup> St. and S.  
109<sup>th</sup> E. Ave.

**Zoning:**

*Existing Zoning:* OM / CS

*Proposed Zoning:* CS

**Comprehensive Plan:**

*Land Use Map:* Mixed-Use Corridor

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval of Z-7338 to rezone  
the entire parcel to CS.**

**Staff Data:**

TRS: 9418

CZM: 39

Atlas: 746

**City Council District: 6**

*Councilor Name:* Connie Dodson

**County Commission District: 1**

*Commissioner Name:* John Smaligo

## SECTION I: Z-7338

### DEVELOPMENT CONCEPT:

The applicant has requested rezoning to allow consistent development opportunities for the entire parcel. In 2003 a PUD allowed a small amount of CS zoning. When the PUD was abandoned in 2008 the underlying zoning was not modified leaving a part of the property with unusable CS zoned area. CS zoned property is consistent with the Tulsa Comprehensive Plan.

### 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:

Z-7338 requesting CS zoning is consistent with the Mixed-Use Corridor land use designation of the Comprehensive Plan, and;

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

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

The applicant met with the neighborhood and City Councilors regarding the proposed hotel use on May 9<sup>th</sup>. That meeting did not produce results suggesting optional development plan standards that could help satisfy neighborhood concerns. A second meeting is scheduled May 16<sup>th</sup> with the developer, therefore;

**Staff recommends Approval of Z-7338 to rezone property from OM/ CS to CS.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: CS zoning allows retail and other commercial activities that are part of the vision of a Mixed Use Corridor Land Use Designation. The CS designation allows the buildings to be placed closer to the street supporting the vision of a Mixed Use Corridor.*

### Land Use Vision:

*Land Use Plan map designation:* Mixed-Use Corridor

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

### Transportation Vision:

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.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The existing site is not developed is nearly flat and grass covered. The south edge of the property is in the Tulsa Regulatory Floodplain.*

*Image below shows property east of the site across South 109<sup>th</sup> Street*



*Image below shows existing commercial building south of rezoning request:*





Image below shows single family residential use north of East 21<sup>st</sup> Street South:



Environmental Considerations: No known environmental constraints affect development of this site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
East 21 <sup>st</sup> Street	Primary Arterial	120 feet	4
South 109 <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	RM-2	Existing Neighborhood	Stability	Single family residential
East	RM-2	Town Center	Growth	Commercial
South	RM-2	Existing Neighborhood	Growth	Commercial (Learning Center) Multifamily further south
West	CS	Mixed Use Corridor	Growth	Vacant

### SECTION III: Relevant Zoning History

14.4

**ZONING ORDINANCE:** Ordinance number 20675 dated September 17, 2003 (Z-6903, CS) and 11817 dated June 26, 1970 (OM), established zoning for the subject property.

***Subject Property:***

**PUD-689-A Abandonment July 2008:** All concurred in **approval** of a proposed Major Amendment to Abandon PUD-689, on a 4+ acre tract of land to permit retail services, on property located in the southwest corner of East 21<sup>st</sup> Street and South 109<sup>th</sup> East Avenue and also known as the subject property.

**PUD-689 September 2003:** All concurred in **approval** of a request for rezoning a 1.15+ acre tract of land for computer store and repair with internet coffee shop on property located southwest corner East 21<sup>st</sup> Street South and South 109<sup>th</sup> East Avenue and also known as the subject property.

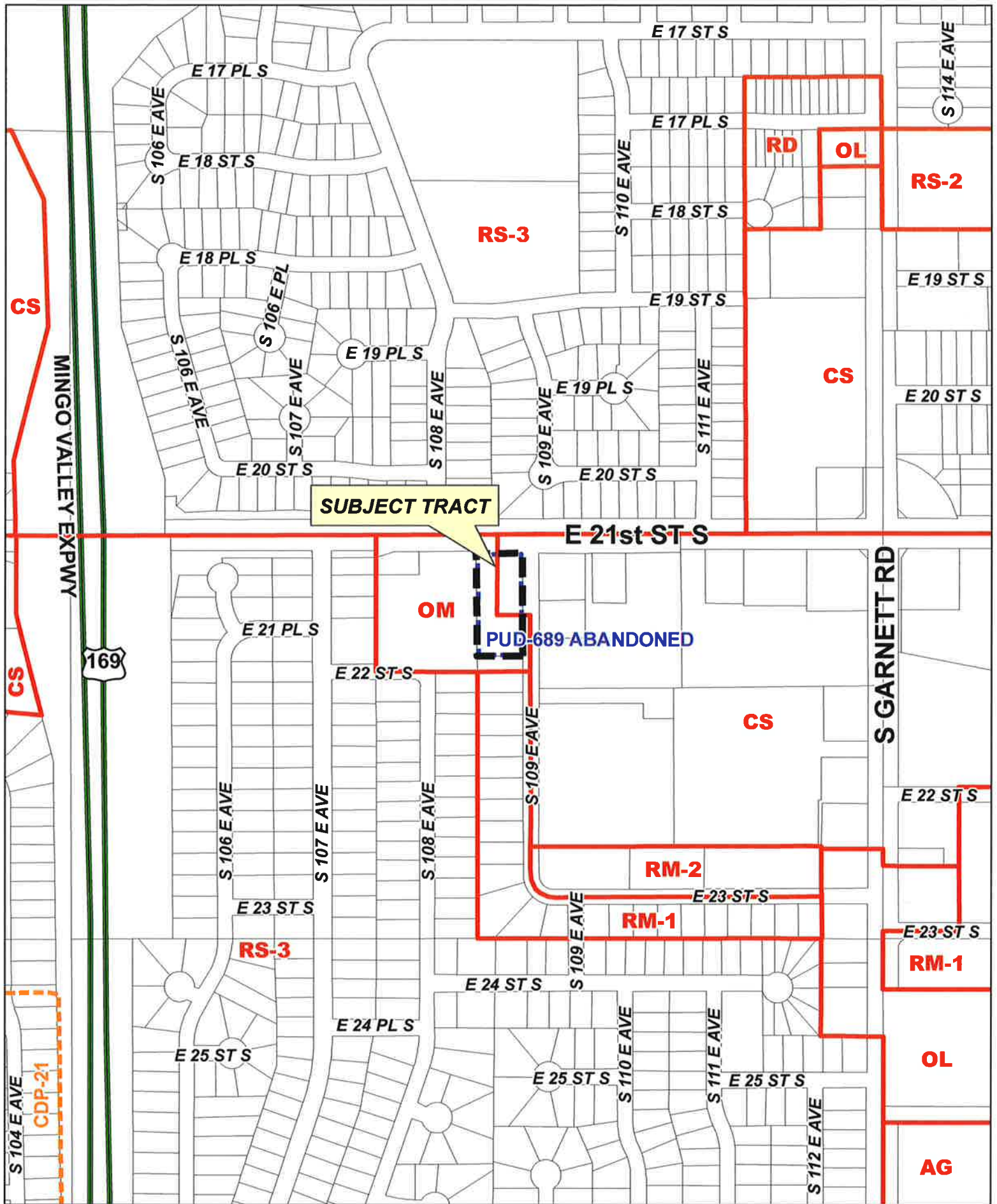
**Z-6903 September 2003:** All concurred in **approval** of a request for rezoning a .39+ acre tract of land from OM to CS with a PUD (PUD-689) for computer store and repair with internet coffee shop on property located southwest corner East 21<sup>st</sup> Street South and South 109<sup>th</sup> East Avenue and also known as a part of the subject property.

***Surrounding Property:***

**BOA-17575 November 1996:** The Board of Adjustment **approved** a request for a *Special Exception* to allow a mini-storage facility, subject to approval of a site plan by the Board prior to issuance of a building permit, on the tract located at 10720 E. 21<sup>st</sup> St. and also abutting west of the subject property.

**BOA-8253 April 18, 1974:** The Board of Adjustment **approved** a *Minor Variance* to permit a children's nursery located in an RM-1 district to be expanded across lot lines into an OM district, per plot plan, on property located at 2134 S. 109<sup>th</sup> E. Ave. and is abutting south of the subject property.

5/4/2016 1:30 PM



**Z-7338**

19-14 18

14.6





Subject  
Tract

**Z-7338**

19-14 18

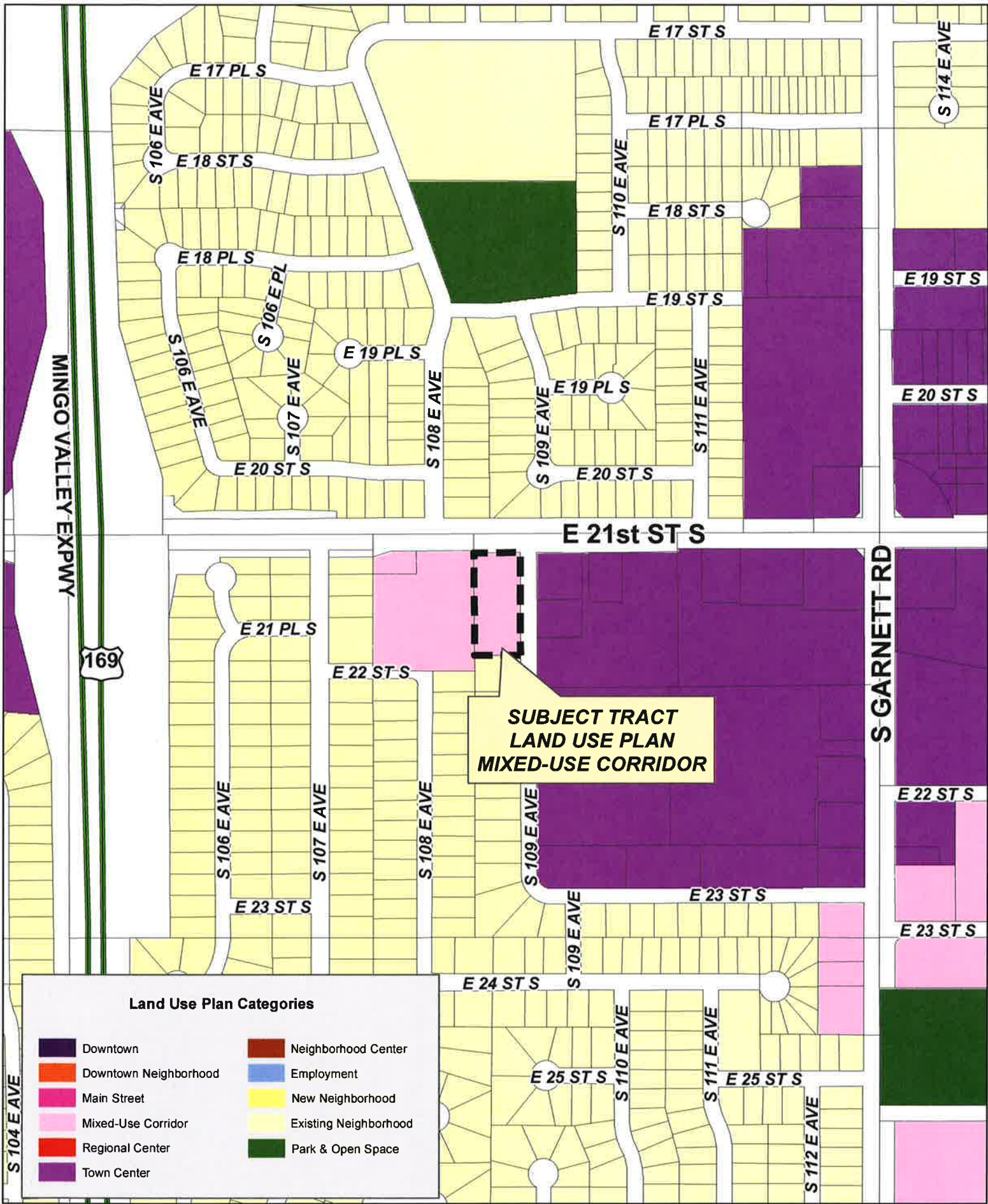
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: March 2014



14.7



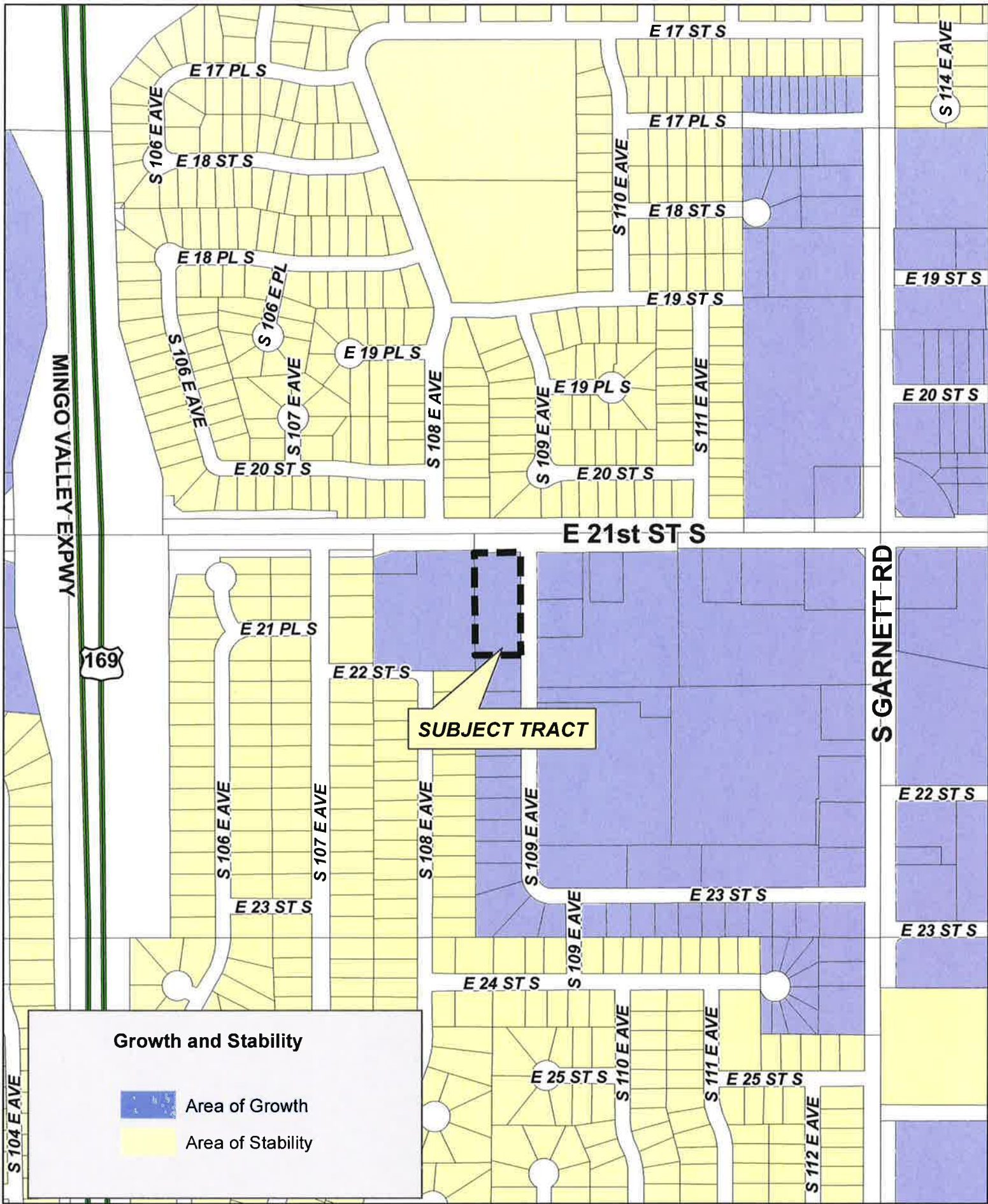


**Z-7338**

19-14 18

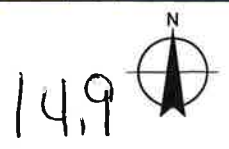
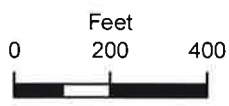
14.8





**Z-7338**

19-14 18







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7331

**Hearing Date:** May 18, 2016

Applicant requested continuance from April 20<sup>th</sup> to May 18<sup>th</sup>.

**Case Report Prepared by:**

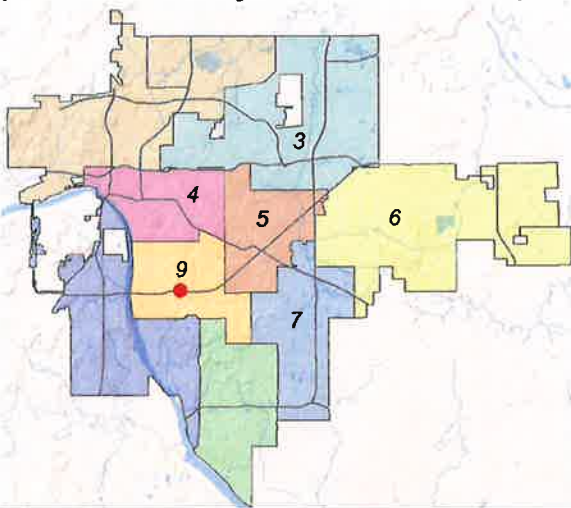
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Dr. S. Lee Hays

*Property Owner:* 4940 LLC

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Chiropractic offices

*Concept summary:* OL Rezoning request to support medical office building construction.

*Tract Size:* 0.93 ± acres

*Location:* North of the northwest corner of S. Columbia Ave and Skelly Dr.

**Zoning:**

*Existing Zoning:* RS-1

*Proposed Zoning:* OM

**Comprehensive Plan:**

*Land Use Map:* Mixed-Use Corridor

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval for Z-7331 requesting OL zoning.**

**Staff Data:**

TRS: 9329

CZM: 47

Atlas: 471

**City Council District:** 9

*Councilor Name:* G.T. Bynum

**County Commission District:** 2

*Commissioner Name:* Karen Keith

15.1

## SECTION I: Z-7331

### DEVELOPMENT CONCEPT:

OM zoning was the original request from the applicant and the Notice of Public Hearing was published requesting OM. After discussion with staff the request was amended to OL zoning which will be more compatible with the single family residential development north and west of the site. OL zoning satisfies the need for the anticipated Chiropractic office.

### 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:

Z-7331 requesting OL zoning is consistent with the Mixed Use land use designation of the Comprehensive Plan, and;

OL zoning is compatible with the existing proximate properties, and;

At this location OL zoning is an appropriate buffer from the single family residential property north of the site to the I-44 corridor, and;

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

**Staff recommends Approval of Z-7331 to rezone property from RS-1 to OL.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: OL zoning is consistent with the Mixed Use Corridor vision of the Comprehensive Plan however in this instance the I-44 frontage will not include windows, store fronts or on-street parking.*

### Land Use Vision:

*Land Use Plan map designation: Mixed-Use Corridor*

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

15.2



include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods.

*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 that affect the site.

*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 vacant with wooded edges. The building orientation could be toward Columbia Ave.; however the building front of the other buildings along this corridor are all facing I-44. The proposed building should face the expressway. East of Columbia Ave. an existing but vacant office building faces I-44 however surface parking and existing driveways enter and exit to Columbia Ave..*

*See Images on following page:*

*The following image is looking toward the property northwest from the intersection of Skelly Drive at the intersection with South Columbia Ave.*



The following image is from the northeast corner of the subject property looking southeast.



Environmental Considerations: No known environmental constraints affect the site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Columbia Avenue	none	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-1	Existing Neighborhood	Stability	Single family residential
East	OM	Mixed Use Corridor	Growth	Vacant Office Building
South	South of I-44/51st RS-2	Existing Neighborhood	Stability	Single family residential
West	RS-3	Mixed Use Corridor	Area of Growth	Residential duplex

**SECTION III: Relevant Zoning History**

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

***Subject Property:***

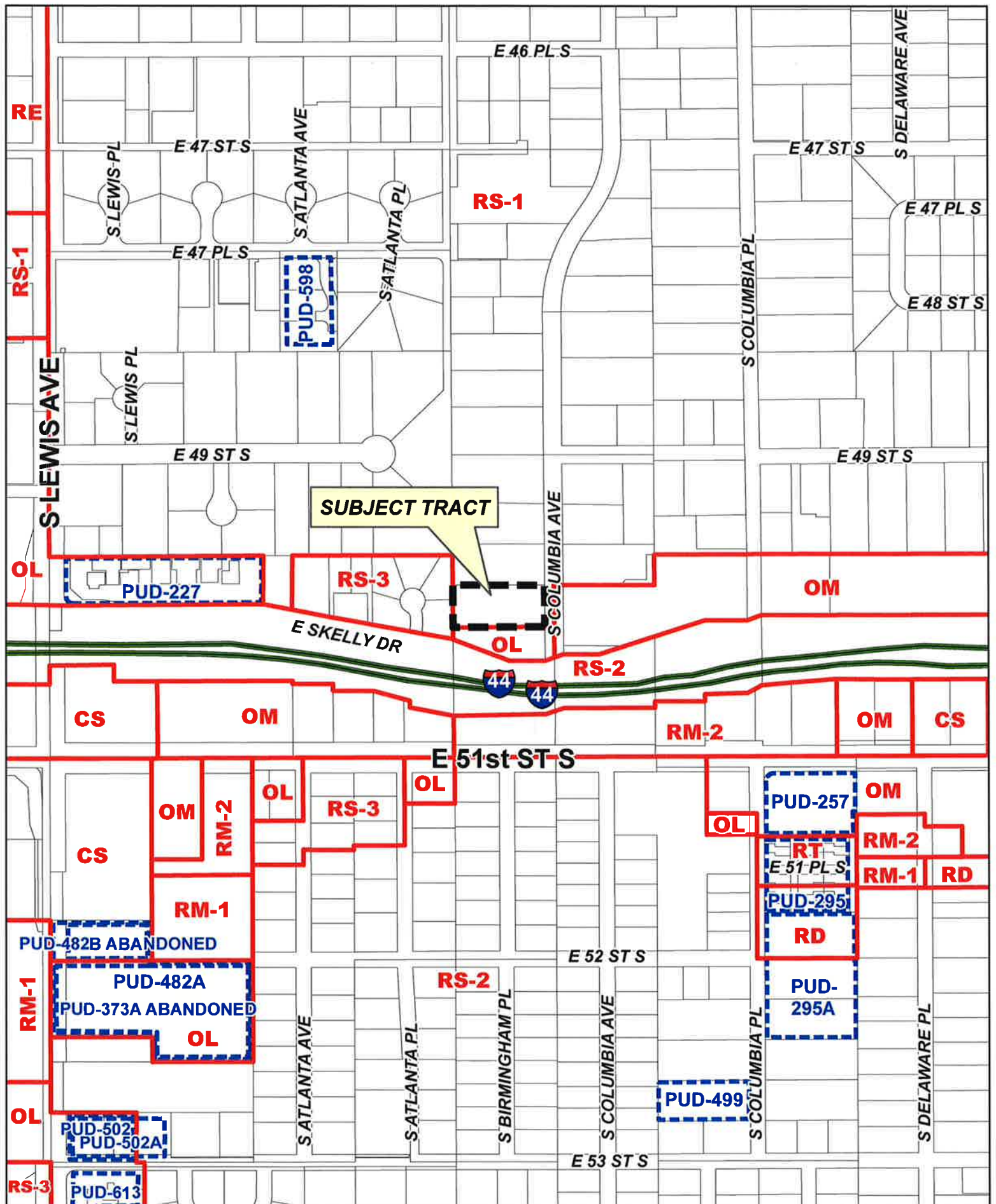
**Z-6690/ PUD-622 November 1999:** Staff and TMAPC concurred in approval of a request for *rezoning* a 1± acre tract of land from RS-1 to RT with a *Planned Unit Development*, for a townhouse development, on property located south of the southwest corner of E. 49<sup>th</sup> St. S. and S. Columbia Ave. and also known as the subject property. City Council **denied** the requests.

**Z-6552 August 1996:** Request to rezone the subject tract from RS-1 to OM. Staff recommended denial of OM and OL in the alternative. On appeal, City Council **denied** the requests for either category.

***Surrounding Property:***

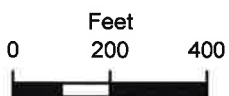
**BOA-13513 April 1985:** The Board of Adjustment **approved** a *Variance* to permit a second story to an existing structure in an OL zoned district on property located on the northwest corner of I-44 Expressway and S. Columbia Avenue and abutting the subject tract on the south.

5/18/2016 1:30 PM

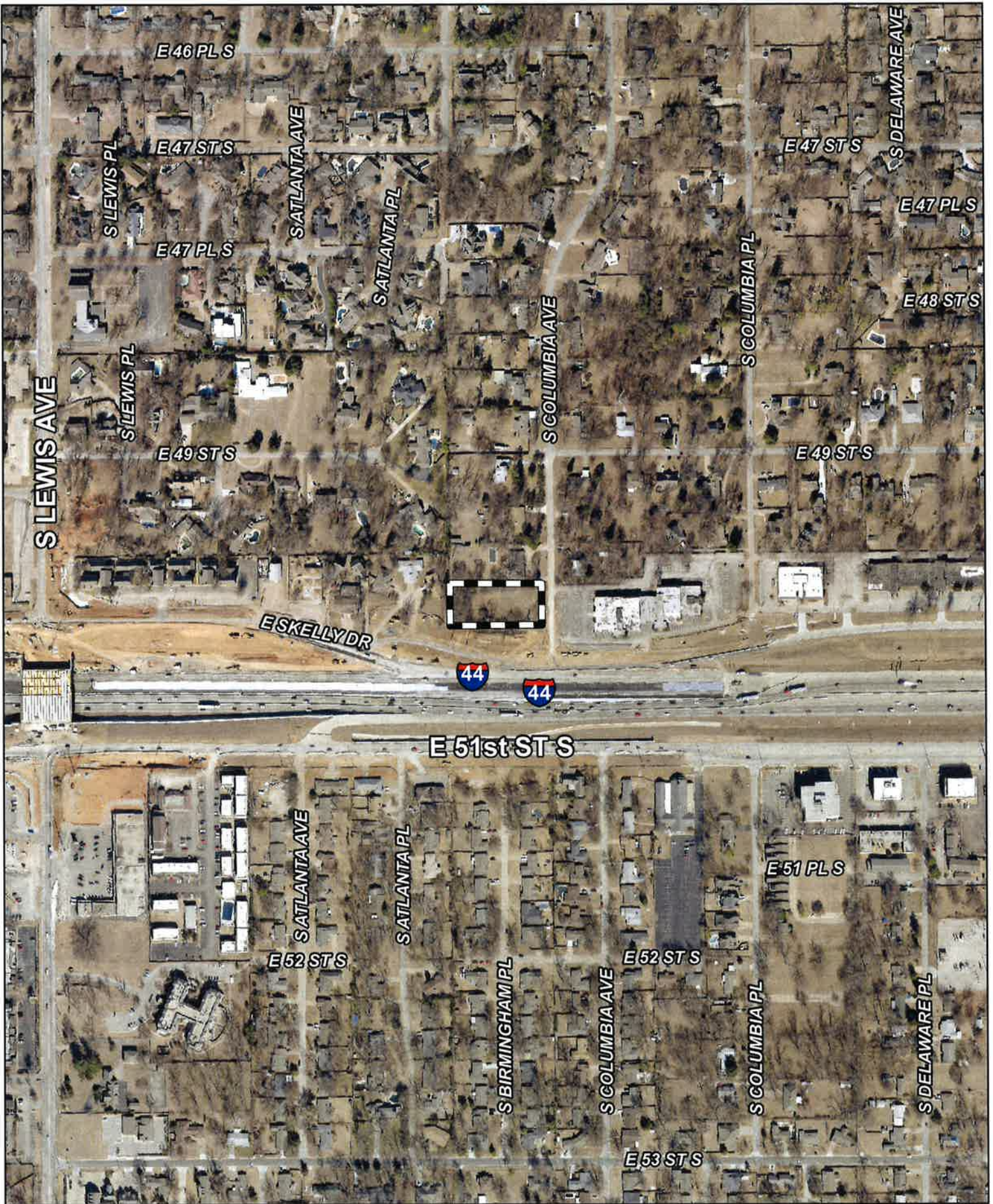


**Z-7331**

19-13 29







0 200 400  
Feet



Subject  
Tract

**Z-7331**

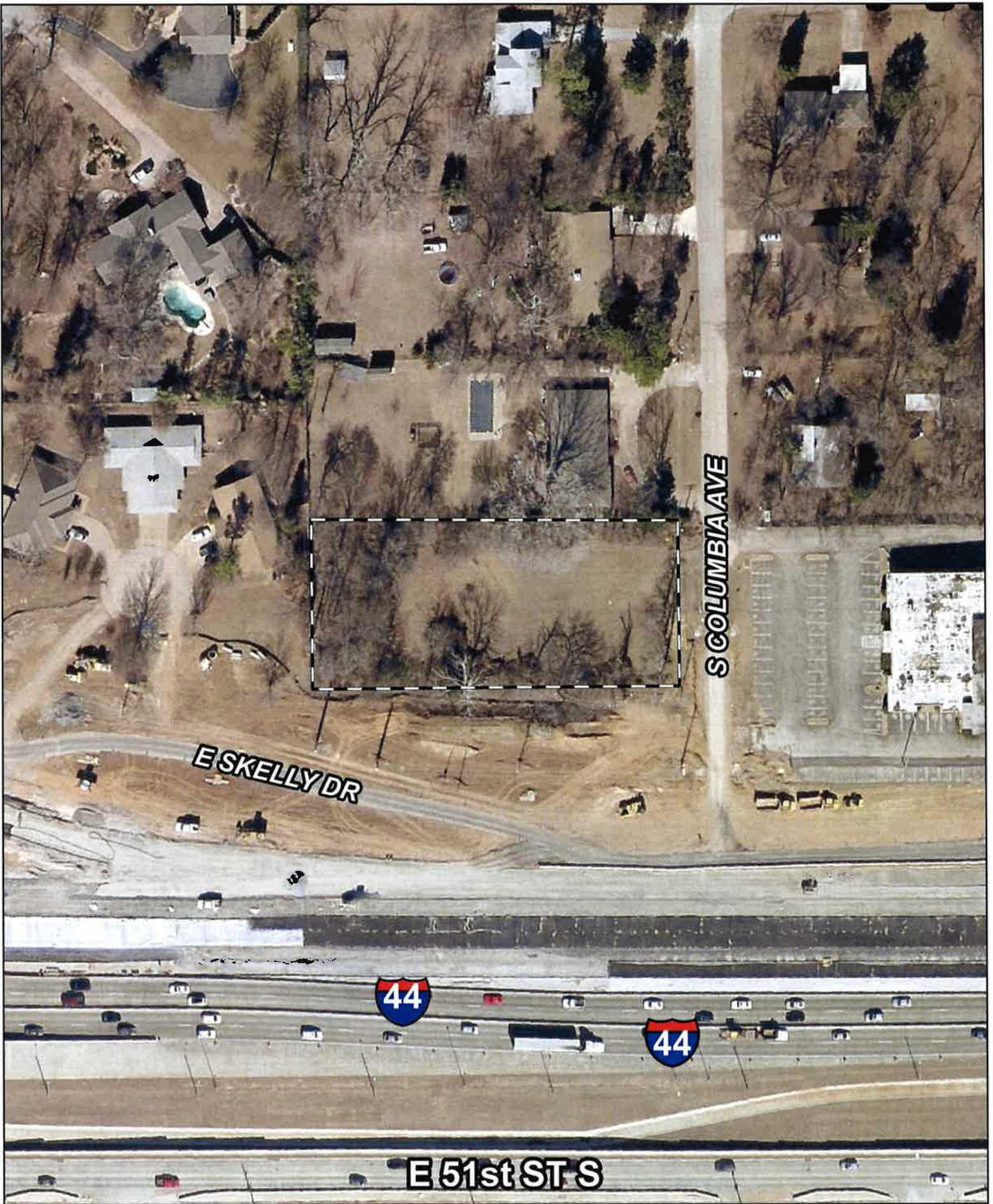
19-13 29

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

Aerial Photo Date: March 2014







S COLUMBIA AVE

E SKELLY DR



E 51st ST S



Subject Tract

**Z-7331**

19-13 29

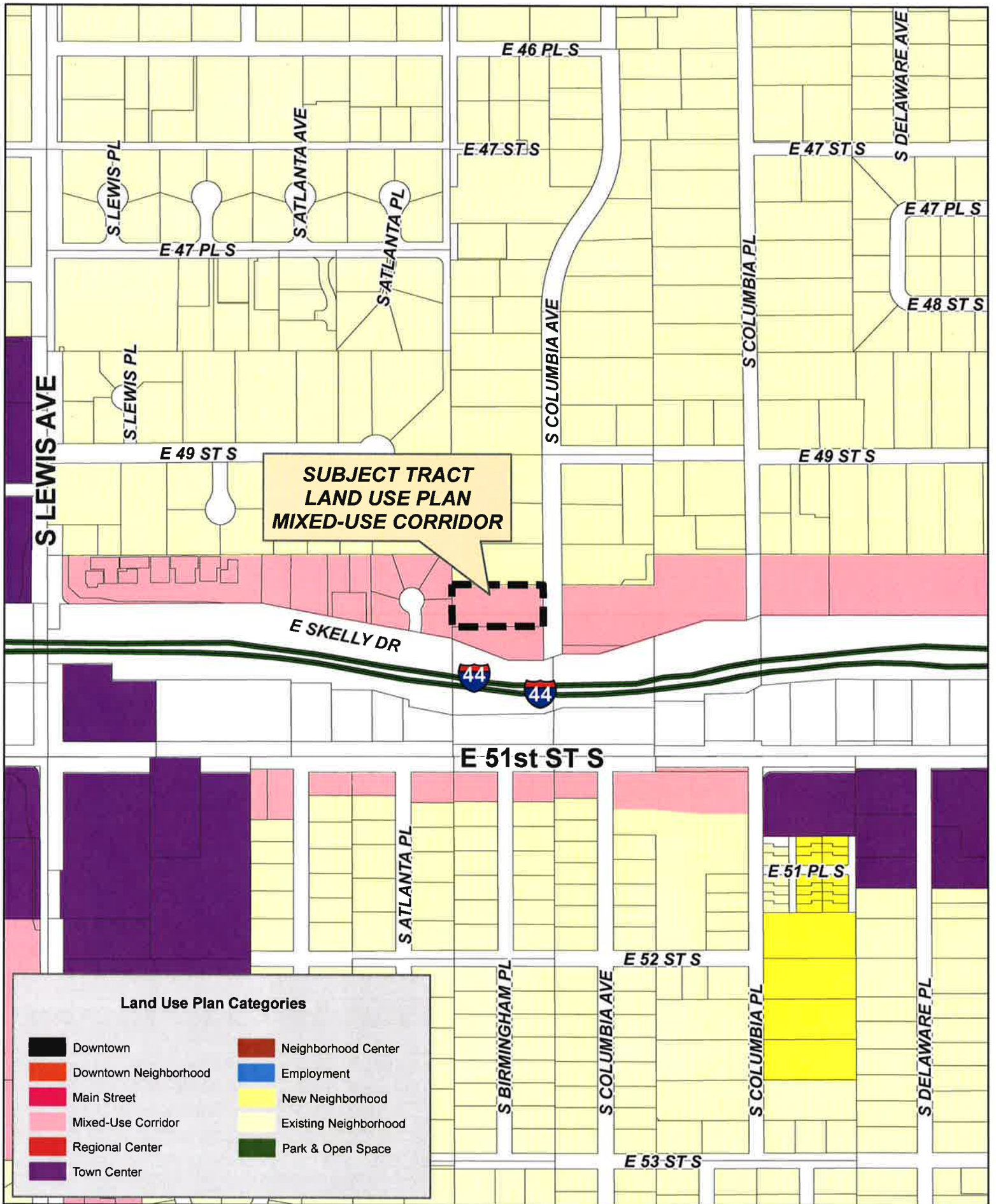
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: March 2014



15.8



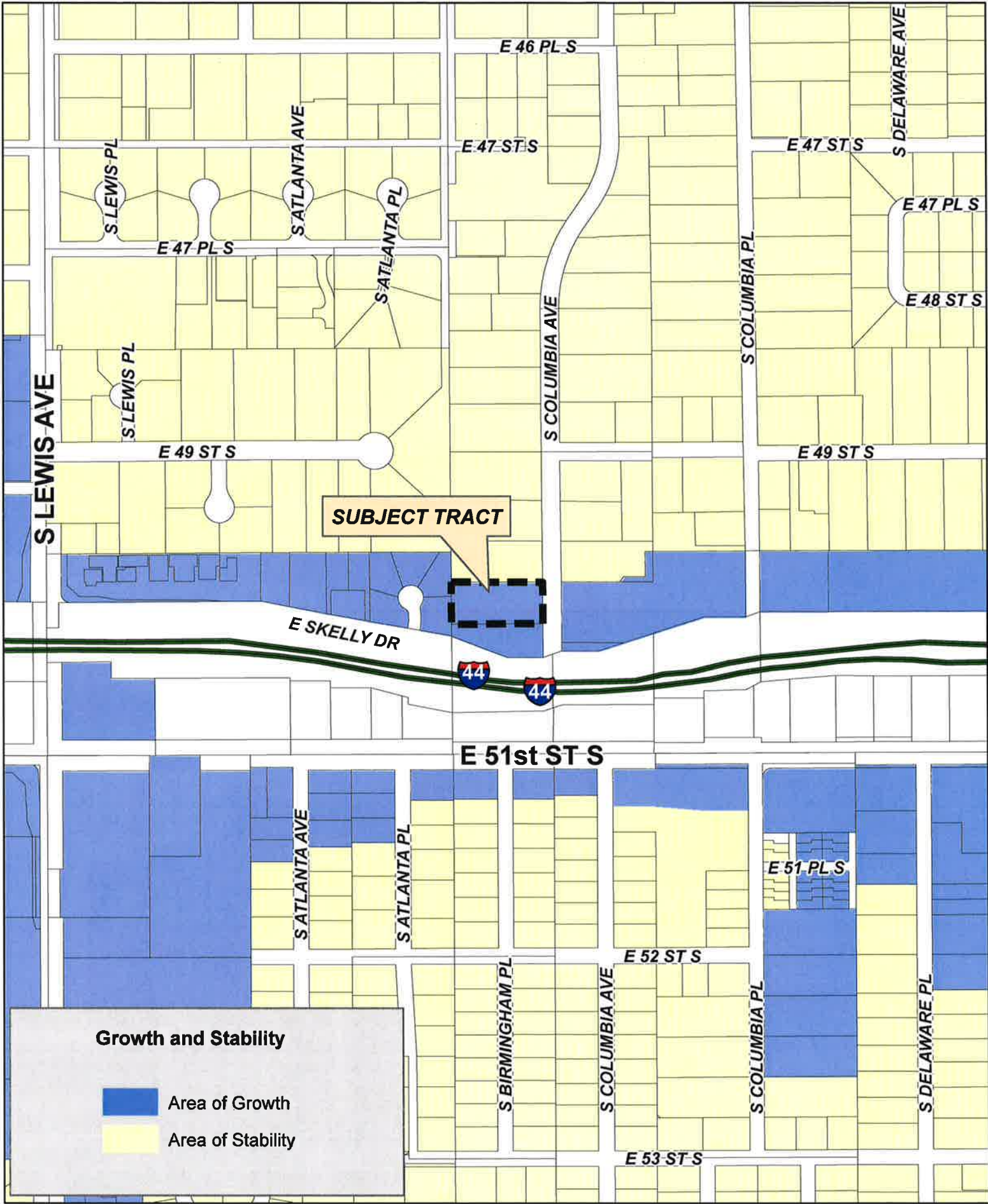


**Z-7331**

19-13 29

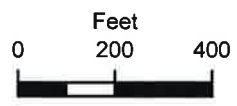


15.9



**Growth and Stability**

- Area of Growth
- Area of Stability



**Z-7331**

19-13 29







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7339

**Hearing Date:** May 18, 2016

**Case Report Prepared by:**

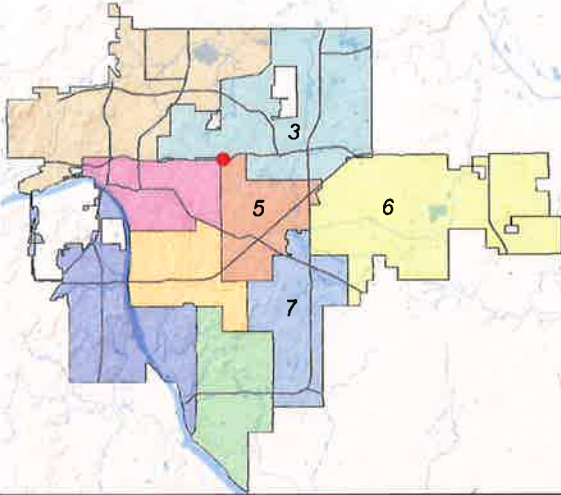
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Jessica Glavas

*Property Owner:* QUIKTRIP CORP

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Commercial

*Concept summary:*

*Tract Size:* 0.72 ± acres  
31202.16 ± sq. ft

*Location:* Northwest corner E. Admiral Blvd. & N. Allegheny Ave.

**Zoning:**

*Existing Zoning:* RS-3/ OM

*Proposed Zoning:* CH

**Comprehensive Plan:**

*Land Use Map:* Main Street

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 9303

CZM: 38

Atlas: 174

**City Council District:** 3

*Councilor Name:* David Patrick

**County Commission District:** 2

*Commissioner Name:* Karen Keith

16.1

## SECTION I: Z-7339

DEVELOPMENT CONCEPT: The applicant has acquired the final lot on the block that was rezoned through case Z-7304 in June of 2015. The rezoning request will bring all of the convenience store ownership into the same zoning classification.

### 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:

### DETAILED STAFF RECOMMENDATION:

All zoning request included in Z-7339 are consistent with the land use vision in the Tulsa Comprehensive Plan and,

Rezoning request in Z-7339 are non injurious to the existing proximate properties and,

CH rezoning requested in Z-7339 is consistent with the anticipated future development of the surrounding property therefore,

**Staff recommends Approval of Z-7339 to rezone property from RS-3/ OM to CH.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: CH zoning is the typical zoning applied in Main Street areas throughout the neighborhood and in other Main Street areas throughout the City.

### Land Use Vision:

#### *Land Use Plan map designation: Main Street*

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

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

16.2

### Transportation Vision:

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.

*Major Street and Highway Plan:* East Admiral Blvd is a secondary arterial street providing access to the adjacent properties and to Highway 412. This section of East Admiral Blvd does not have additional street overlay considerations.

*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 north and west of this area was recently rezoned to support redevelopment of the area. Several small buildings were removed with the anticipated construction of a convenience store. During the previous zoning decision this area was omitted because a single family residence was still on the site and the owner objected to the rezoning request. The residence has been purchased and the home was removed.

Environmental Considerations: None that would affect redevelopment of the site

### Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
E. Admiral Blvd. (off ramp for westbound traffic from 412)	No designation	50 feet	2
N. Allegheny Ave.	No designation	50 feet	2

### Utilities:

The subject tract has municipal water and sewer available.

16.3

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	CH	Main Street	Growth	Vacant
East	RM-2	Main Street	Growth	Vacant
South	RM-2	Expressway, south of expressway is an Existing Neighborhood	Highway 412	Expressway, south of expressway is single family residential existing neighborhood
West	CS	Main Street	Growth	Vacant

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 11816 dated June 26, 1970, and 12299 dated November 22, 1971, established zoning for the subject property.

***Subject and Surrounding Property:***

**Z-7304 July 2015:** A request for rezoning a 2+ acre tract of land from RS-2/ RS-3/ OM/ CS to CH on property located northeast corner of E. Admiral Blvd. and N. Yale Ave. Staff recommended approval of the request. TMAPC and City Council approved Tract A to CH zoning and denied Tract B (which is also a part of the subject property).

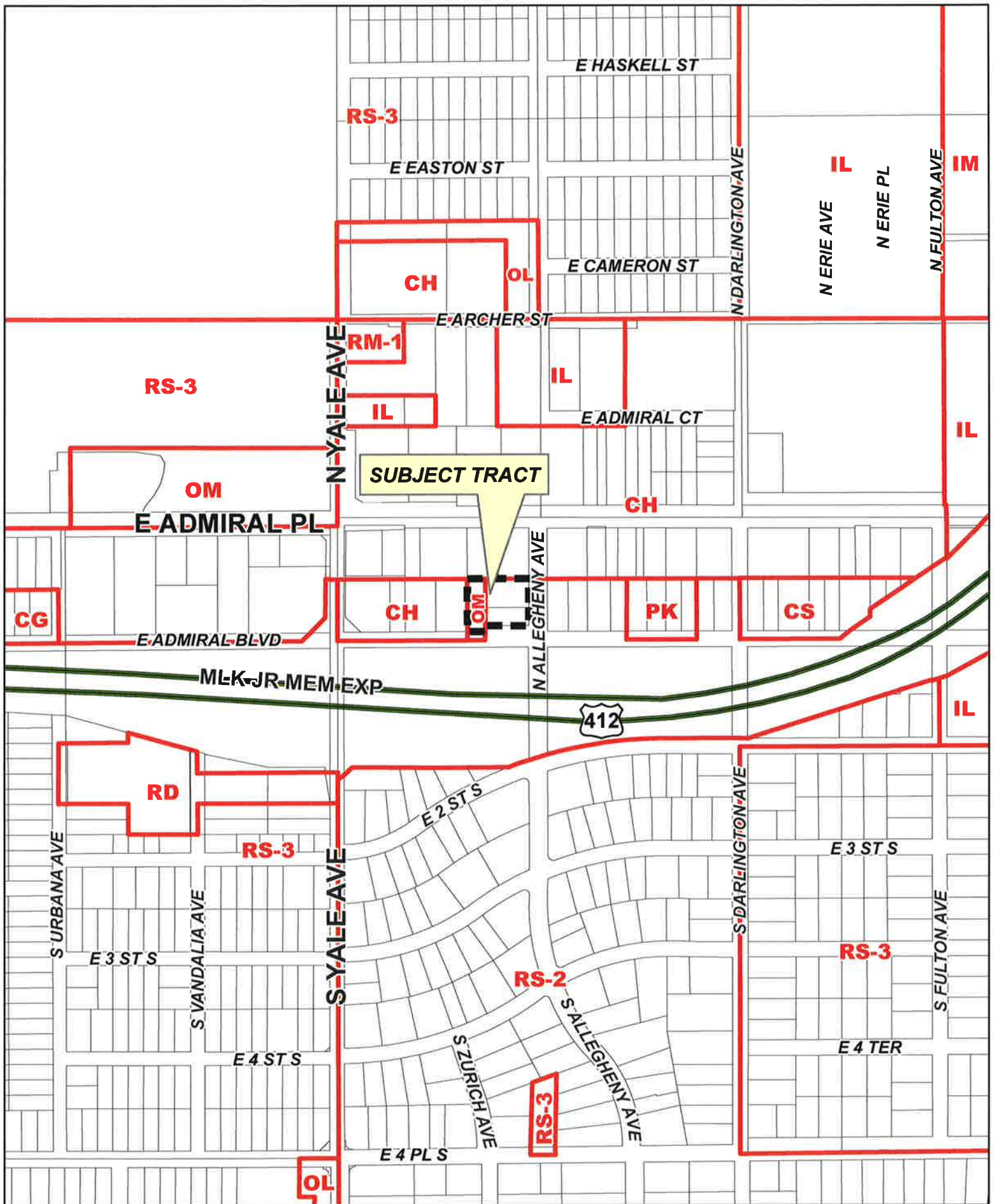
**Z-3998 November 1971:** All concurred in approval of a request for rezoning 2 tracts of land from RS-2 to OM for office use, on property located on the east half of Lot 8, Lot 9 and west 60 ft. of Lot 11, Block 2, White City. Lots 8 and 9 are a part of the subject property and Lot 11 is not.

***Surrounding Property:***

*No relevant history.*

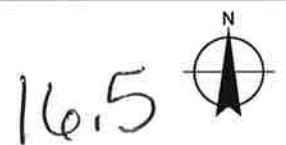
5/18/2016 1:30 PM



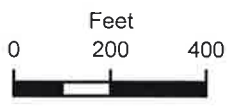


**Z-7339**

19-13 03







Subject  
Tract

**Z-7339**

19-13 03

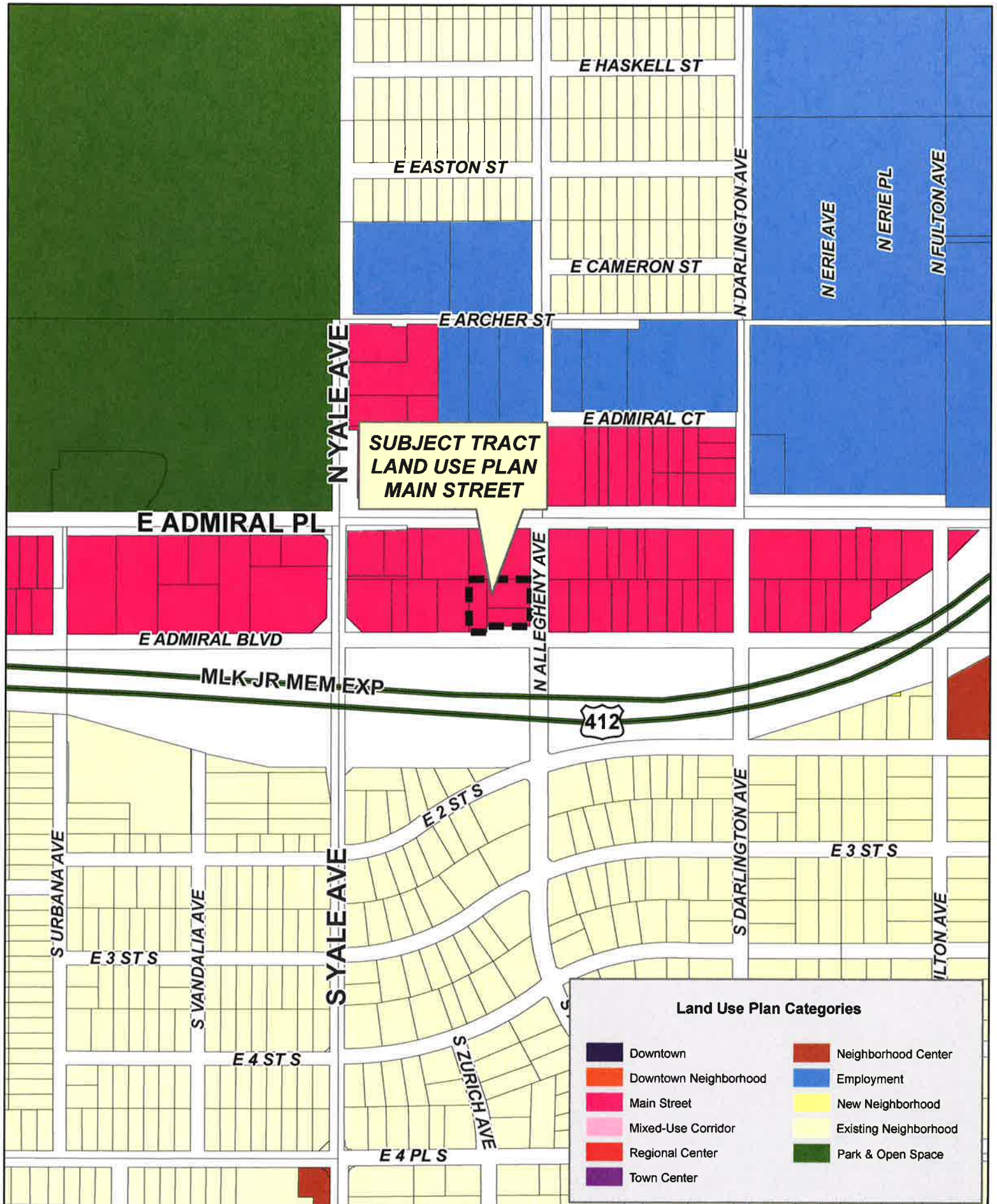
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2016



16.6





**Z-7339**

19-13 03

16.7



0 200 400  
Feet

**Z-7339**

19-13 03

16.8



**Sawyer, Kim**

---

**From:** Wilkerson, Dwayne  
**Sent:** Thursday, May 12, 2016 9:14 AM  
**To:** Sawyer, Kim; Miller, Susan  
**Cc:** R. Louis Reynolds  
**Subject:** Corridor Plan #1 (CO-1)

Kim,

Please forward my staff request for a continuance to the June 1<sup>st</sup>, 2016 Planning Commission meeting.

I've discussed the continuance request with the applicant and we have agreed to meet regarding details of the application.

Respectfully,

**INCOG**

C. Dwayne Wilkerson  
Assistant Director Land Development Services

2 West Second Street  
Suite 800  
Tulsa, OK 74103

918-579-9475  
[dwilkerson@incog.org](mailto:dwilkerson@incog.org)





Tulsa Metropolitan Area  
Planning Commission

**Case Number:** CO-2

**Hearing Date:** May 18, 2016

**Case Report Prepared by:**

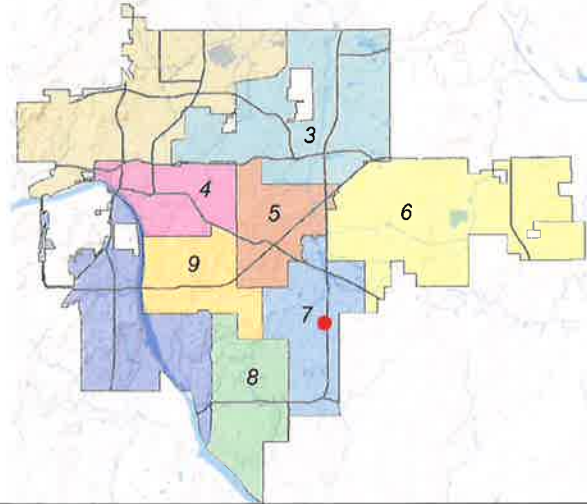
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Lou Reynolds

*Property Owner:* REED, JERRY D TTEE

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Apartment/Extended Stay Hotel

*Concept summary:* Corridor Development Plan provides development standards for the Apartment/Extended Stay Hotel proposal.

*Tract Size:* 4.57  $\pm$  acres

*Location:* South of southwest corner E. 63<sup>rd</sup> St. S. and S. 105<sup>th</sup> E. Ave.

**Zoning:**

*Existing Zoning:* CO

*Proposed Zoning:* CO-2

**Comprehensive Plan:**

*Land Use Map:* Regional Center

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 8406

CZM: 54

Atlas: 873

**City Council District:** 7

*Councilor Name:* Anna America

**County Commission District:** 1

*Commissioner Name:* John Smaligo

18.1

## SECTION I: CO-2

### APPLICANTS DEVELOPMENT CONCEPT:

The Project is comprised of approximately 4.5 acres of land and is located on the west side of U.S. Highway 169 approximately a third of a mile south of East 61<sup>st</sup> Street South.

An Aerial Photograph with the Project boundaries depicted is attached hereto as Exhibit "A".

The Project is planned as a hotel apartment development.

The Project is comprised of two four (4) story buildings containing a total of 153 household living units. The Project is located within an "Area of Growth" and is designated in the Land Use Plan Category as "Regional Center", thus the Project is consistent with and complies with the Comprehensive Plan.

The Water Walk Hotel Apartments combine the most appealing features of an upscale extended-stay hotel with the lifestyle of apartment living. Guests may choose to stay for a day, a week, a month, a year or longer with an all-inclusive bill for utilities, TV, internet, phone and concierge services. Full service packages include housekeeping, fully furnished apartments and breakfast.

The Conceptual Site and Circulation Plan for the Project is attached hereto as Exhibit "B".

Water, sanitary sewer, electric, gas, telephone and cable television are either currently available to the Project or can be readily extended as needed.

The Conceptual Utility Plan is attached hereto as Exhibit "C".

On site storm water detention will be provided as shown on the Conceptual Drainage Plan attached hereto as Exhibit "D".

The Legal Description for the Project is attached hereto as Exhibit "E".

### 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: Aerial Photo
  - Exhibit B: Conceptual Site and Circulation Plan
  - Exhibit C: Conceptual Utility Plan
  - Exhibit D: Conceptual Drainage Plan
  - Exhibit E: Legal Description



**SECTION II: CO-2 DEVELOPMENT STANDARDS**

**GROSS AREA:** 4.5655 Acres

**NET AREA:** (After R.O.W. Dedication) 4.2388 Acres

**PERMITTED USES:**

Apartments and Long Term Stay Hotel with uses customarily accessory to the allowed principal uses.

**MAXIMUM NUMBER OF DWELLING UNITS:** 153

**MAXIMUM LAND COVERAGE OF BUILDINGS PER LOT:** 30%

**MAXIMUM BUILDING HEIGHT\*:** 80.00 FT

\*Screening for rooftop mechanical equipment up to 15 feet above the roof is exempt from this limitation.

**MAXIMUM STORIES:** Four (4)

**MINIMUM BUILDING PERIMETER SETBACKS:**

From the east boundary	20.00 FT
From the north boundary	20.00 FT
From the south boundary	20.00 FT
From the west boundary	20.00 FT

**MINIMUM OFF-STREET PARKING SPACES:** 190

**MINIMUM BICYCLE PARKING SPACES:** As provided in the Tulsa Zoning Code.

**OTHER LOT AND BUILDING REGULATIONS:** As established within the RM-3 District.

**MINIMUM LANDSCAPED OPEN SPACE:**

A minimum of ten percent (10%) of the total net area of each lot shall be improved as internal landscaped open space in accordance with the provisions of Chapter 65 of the Tulsa Zoning Code.

**SIGNS:**

**GROUND SIGNS:**

South 105<sup>th</sup> East Avenue:

A maximum of two ground signs will be permitted as follows:

Ground signs are only allowed near vehicular entrances on South 105<sup>th</sup> East Avenue. Each ground sign will be limited to a maximum of 150 SF of display surface area and 12 FT in height.

**WALL SIGNS:**

Wall signs shall be permitted on the easterly wall of the buildings and the northerly wall of the north building and the southerly wall of the south building with a display surface area not to exceed 100 SF and in no event shall such signs be located further than seventy-five (75) feet from the northeasterly or southeasterly corner of such buildings.

Dynamic displays on wall signs are prohibited.

**LANDSCAPING:**

Landscaping for the Project shall, at a minimum, comply with the Landscaping Standards of the Tulsa Zoning Code. Final Landscaping Design and Standards will be determined upon Detail Site Plan and Detail Landscape Plan approval.

**LIGHTING:**

Lighting for the Project will comply with applicable City of Tulsa standards. Final lighting design and standards will be determined upon Detail Site Plan and Detail Landscape Plan approval.

**TRASH, MECHANICAL AND EQUIPMENT AREAS:**

All trash, mechanical and equipment areas (excluding utility service transformers, pedestals or other equipment provided by franchise utility providers), including building-mounted, shall be screened from public view in such a manner that such areas cannot be seen by persons standing at ground level. Any rooftop screening up to 15 feet in height shall be exempt from the maximum building height limitations outlined above.

Trash dumpsters shall be screened by masonry construction with steel frame doors. The door shall be covered with appropriate covering containing a minimum of ninety-five percent (95%) opacity to the gate frame.

**VEHICULAR ACCESS AND CIRCULATION:**

The Project will have access onto South 105<sup>th</sup> East Avenue at two (2) locations and onto South 103<sup>rd</sup> East Avenue as a secondary emergency access only as required by the Fire Marshall.

See the Conceptual Site and Circulation Plan attached hereto as Exhibit "B" for more specificity.

**PEDESTRIAN ACCESS:**

Sidewalks will be located along both South 105<sup>th</sup> East Avenue and South 103<sup>rd</sup> East Avenue.

**SITE PLAN REVIEW:**

No building permits shall be issued for any building within the Project until a Detail Site Plan and Detail Landscape Plan have been submitted to the Tulsa Metropolitan Area Planning Commission and approved as being in compliance with the Development Standards of CO-2.

**PLATTING REQUIREMENT:**

The property has been previously platted as part of the Union Gardens Plat. A new subdivision plat or plat waiver request must be approved prior to issuance of a building permit in CO-2 as required in Chapter 25 of the Tulsa Zoning Code.

**EXPECTED SCHEDULE OF DEVELOPMENT:**

Development of the Project is expected to be in phases and begin in the Fall of 2016, with Development Area "A" being developed first. Development of any Development Area may only begin after approval of a Detail Site Plan and the platting of such Development Area in accordance with the Development Standards of CO-2.

## DETAILED STAFF RECOMMENDATION:

The proposed corridor development will be compatible with the existing and expected development of surrounding areas; and

The proposed corridor development is a unified treatment of the development possibilities of the project site; and

Provisions have been made for proper access, circulation and functional relationships of future uses; and

The proposed corridor development is consistent with the stated purposes off the Tulsa Zoning Code; and

The proposed use is consistent with the vision of the Regional Center vision of the Comprehensive Plan; therefore

**Staff recommends Approval of CO-2 as outlined in Section II above.**

## SECTION III: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The extended stay hotel use is an appropriate use in a Regional Center. The Corridor Development Plan Standards are consistent with the existing and anticipated future development in this area.*

*The proposed site plan is not consistent with the anticipated on-street parking vision of the Regional Center however the minimum parking standards will be provided on site.*

### Land Use Vision:

*Land Use Plan map designation: Regional Center*

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

*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:* This project is not affected by the Major Street and highway plan.

*Trail System Master Plan Considerations:* Connections to the future trail in the Highway 169 right of way is important for future development in this area. Sidewalk construction in both street rights of way will ultimately connect to that trail system. Pedestrian connections to that sidewalk system from the building will be required.

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: South 105<sup>th</sup> East Avenue was recently completed adjacent to Highway 169. This will be the first new project on that completed street. The site is currently vacant and gently sloping with few development constraints.*

Environmental Considerations: None that affect site development.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South 103 <sup>rd</sup> East Avenue	none	50 feet	2
South 105 <sup>th</sup> East Avenue	none	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Property:

<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	Corridor	Regional Center	Growth	Vacant Lot
East	East of Highway 169, the property is zoned Corridor	Existing Neighborhood	Growth	Multi Family Residential
South	Corridor	Regional Center	Growth	Vacant Lot

West	RS-3	Mixed Use Corridor	Area of Growth	Single Family Residential
------	------	--------------------	----------------	---------------------------

#### SECTION IV: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 18448 dated April 27, 1995, established zoning for the subject property.

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

**Z-7218-SP-1/ Z-6673-SP-2/ Z-6484-SP-2/ Z-6277-SP-4 February 2013:** A request was made for a *Corridor Development Plan* on a 17+ acre tract of land for a mixed use project, on property located south of the southeast corner of E. 63<sup>rd</sup> St. and S. 103<sup>rd</sup> E. Ave., extending south to E. 66<sup>th</sup> St. S. and the subject property is a part of these applications. The applicant **withdrew** the application.

**BOA-20523 June 26, 2007:** The Board of Adjustment **approved** a *Variance* of the maximum permitted display surface area for signage in a CO district from 662 sq. ft. to 1,334 sq. ft., to allow an existing outdoor advertising sign, finding the hardship to be due to the settlement of a court case that the existing sign would remain, on property located northeast of the northeast corner of East 66<sup>th</sup> Street and South 101<sup>st</sup> East Avenue and the subject property is a part of these application.

**Z-6277-SP-3/ Z-6484-SP-1/ Z-6718-SP-1 October 2006:** All concurred in **approval** of a request for a *Corridor Development Plan* on a 13+ acre tract of land for commercial/office development, on property located northeast corner and northeast of the northeast corner of East 66<sup>th</sup> Street and South 101<sup>st</sup> East Avenue and the subject property is a part of these application.

**Z-6484 April 1995:** All concurred in **approval** of a request to *rezone* a 6.7+ acre tract from RS-3 to CO located south of the southeast corner of E. 65<sup>th</sup> Place S. and S. 103<sup>rd</sup> East Avenue and is also known as the subject property.

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

**Z-7218 April 2013:** All concurred in **approval** of a request to *rezone* a 2.2+ acre tract of land from RS-3 to CO for a mixed use project, on property located south of southeast corner of East 63<sup>rd</sup> Street and South 103<sup>rd</sup> East Avenue.

**BOA-21161 October 26, 2010:** The Board of Adjustment **Accepted** a *Verification of spacing requirement* for a digital outdoor advertising sign of 1,200 ft. from any other digital outdoor advertising sign facing the same traveled way subject to the action of the Board being void should another digital outdoor advertising sign be constructed prior to this sign, on property located at 6500 South Highway 169.

**BOA-20729 June 24, 2008:** The Board of Adjustment **Accepted** a *Verification of spacing requirement* for a digital outdoor advertising sign of 1,200 ft. from any other digital outdoor advertising sign facing the same traveled way based upon the facts in this matter as they presently exist, subject to the action of the Board being void should another digital outdoor advertising sign be constructed prior to this sign, on property located at 6500 South Highway 169.

**Z-6718 October 1999:** All concurred in **approval** of a request to *rezone* a 1.18+ acre tract from RS-3 to CO located on the northeast corner of East 66<sup>th</sup> Street S. and S. 101<sup>st</sup> East Avenue.

18.7

**Z-6673-SP-1/AC-47 April 1999:** All concurred in **approval** of a *Corridor Site Plan* on 4.56+ acre tract for a 75,000 square foot recreational vehicle storage and self-storage facility located at 6336 South 105<sup>th</sup> East Avenue; also approving an Alternative Compliance to landscape requirements.

**BOA-18357 March 23, 1999:** The Board of Adjustment **approved** a *Variance* of the land are coverage by building from 30% to 41% in a CO district on property located at 6336 South 105<sup>th</sup> East Avenue.

**Z-6722-SP-2 March 1999:** On a proposed *Corridor Site Plan* to re-approve an existing outdoor advertising sign (Z-6722-SP-1 originally approved sign April 17, 1990 for a period of 5 years) on a 2.2+ acre tract, staff recommended denial but TMAPC recommended approval due to its placement in a freeway corridor, and the City Council **approved** it per TMAPC recommendation.

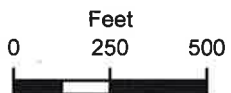
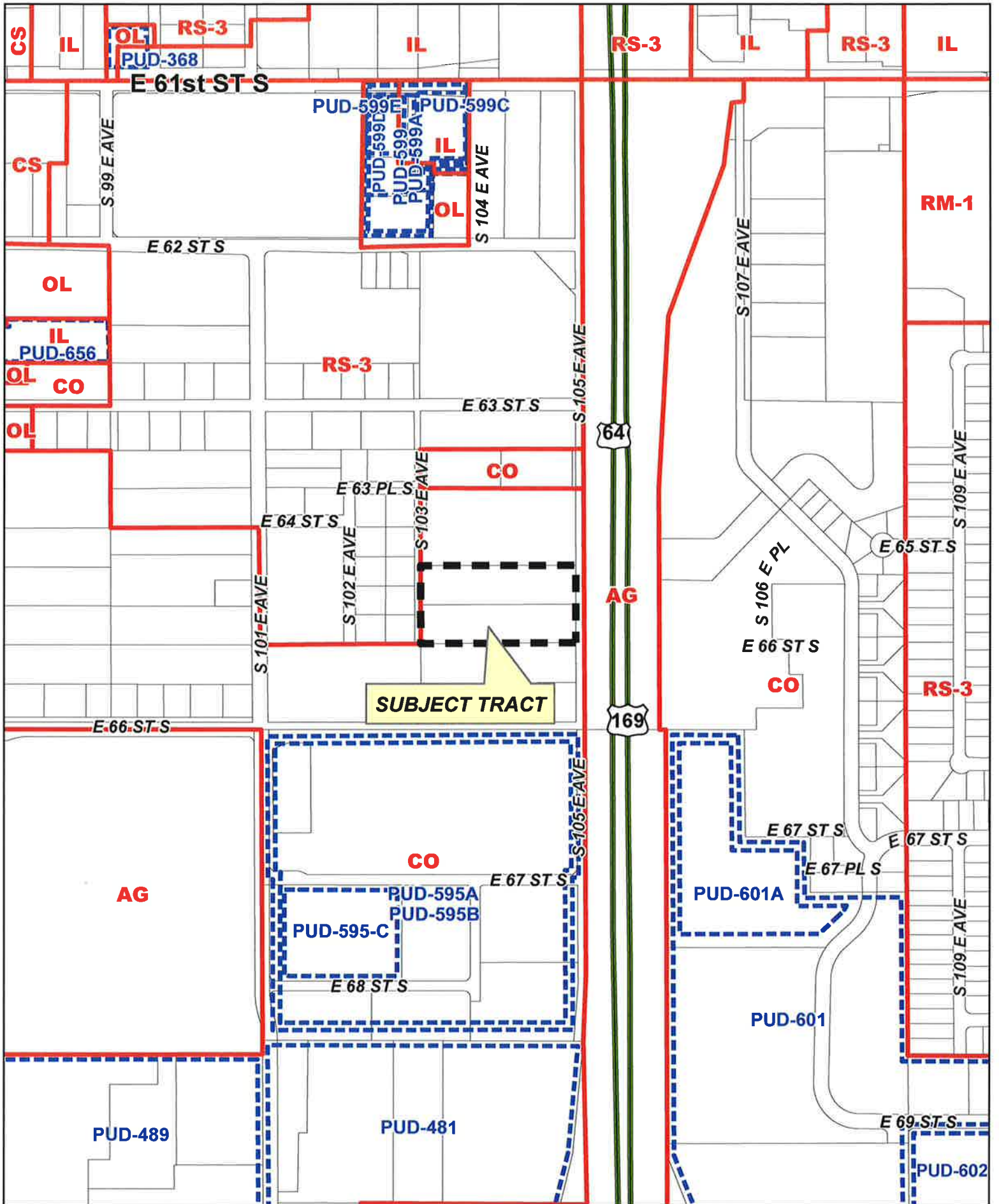
**Z-6673 February 1999:** All concurred in **approval** of a request to *rezone* a 4.5+ acre tract from RS-3 to CO, located on the southeast corner of E. 63<sup>rd</sup> Place S. and S. 103<sup>rd</sup> East Avenue.

**BOA-17848 October 1997:** The Board of Adjustment **approved** a request for a *Special Exception* to allow church and accessory uses and a special exception to allow a school in an RS-3 zoned district, located at 6336 South 105<sup>th</sup> East Avenue.

**Z-6277 January 1990:** All concurred in **approval** of a request to *rezone* a 2+ acre tract from RS-3 to CO, located as part of the subject tract on the northwest corner of East 66<sup>th</sup> Street S. and S. Mingo Valley Expressway and a part of the subject property.

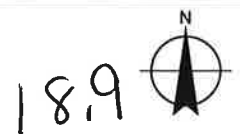
5/18/2016 1:30 PM

18.8



**CO-2**

18-14 06







Feet  
0 250 500



Subject  
Tract

**CO-2**

18-14 06

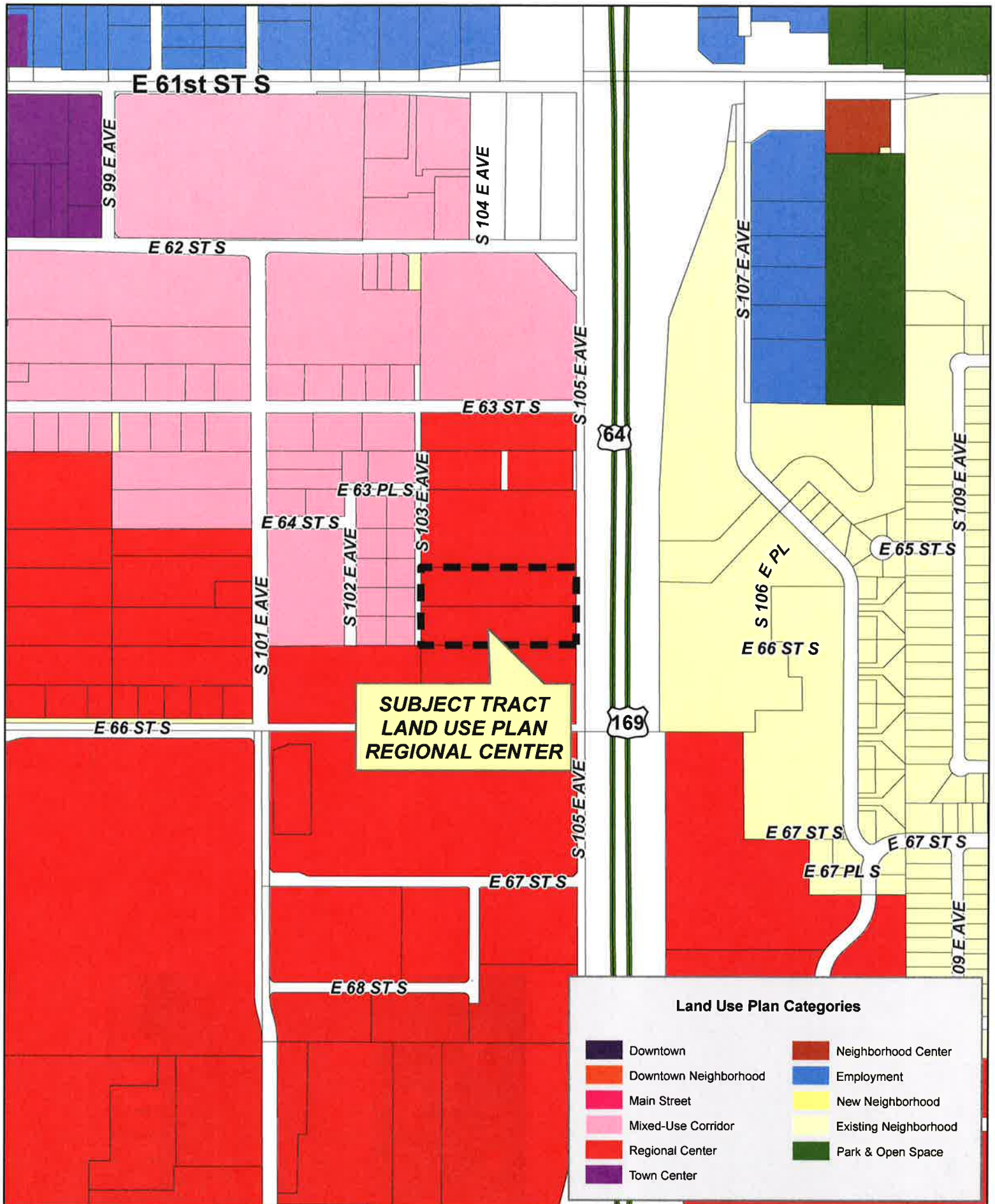
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: February 2016



18,10



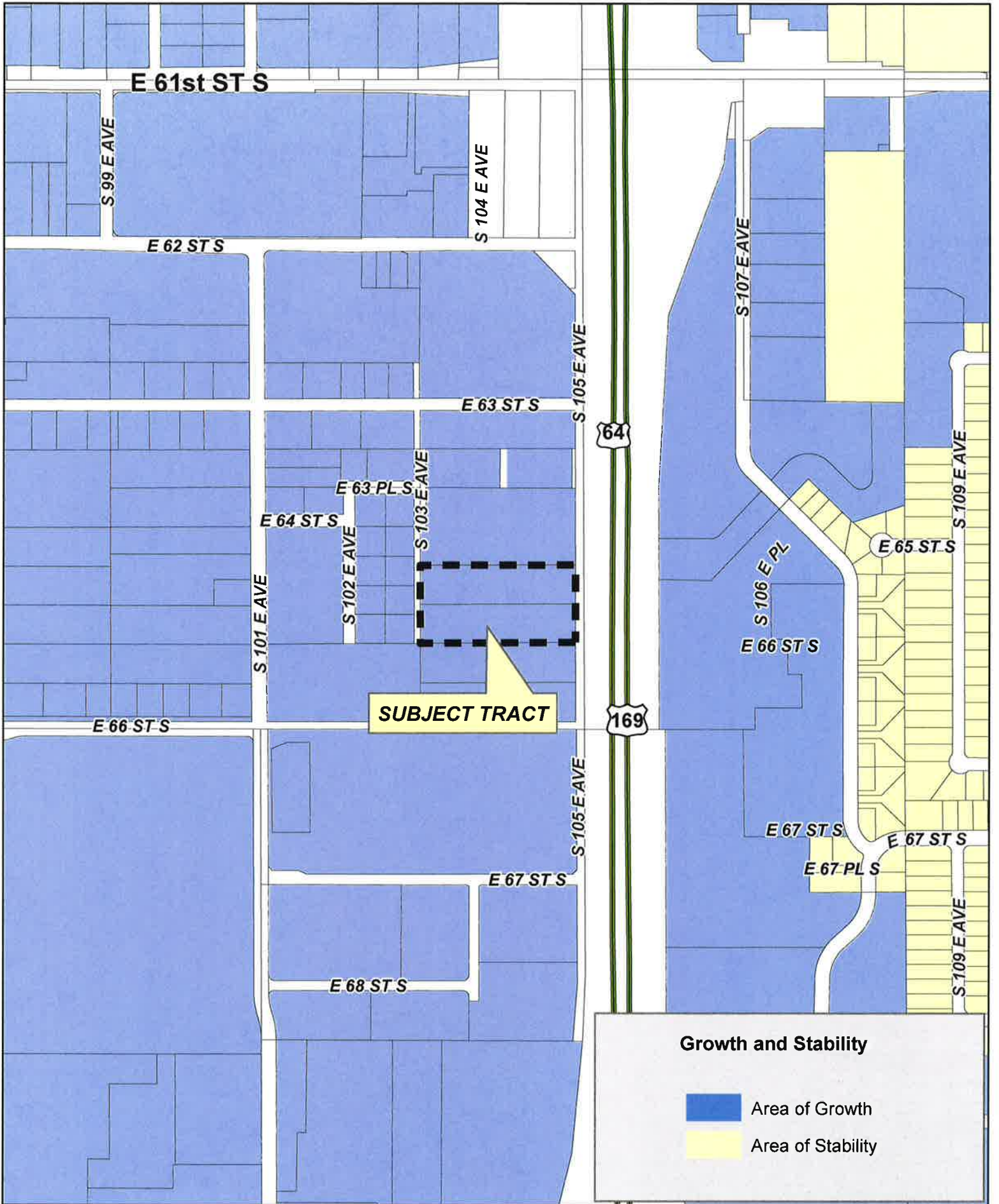


Feet  
0 250 500

**CO-2**

18-14 06





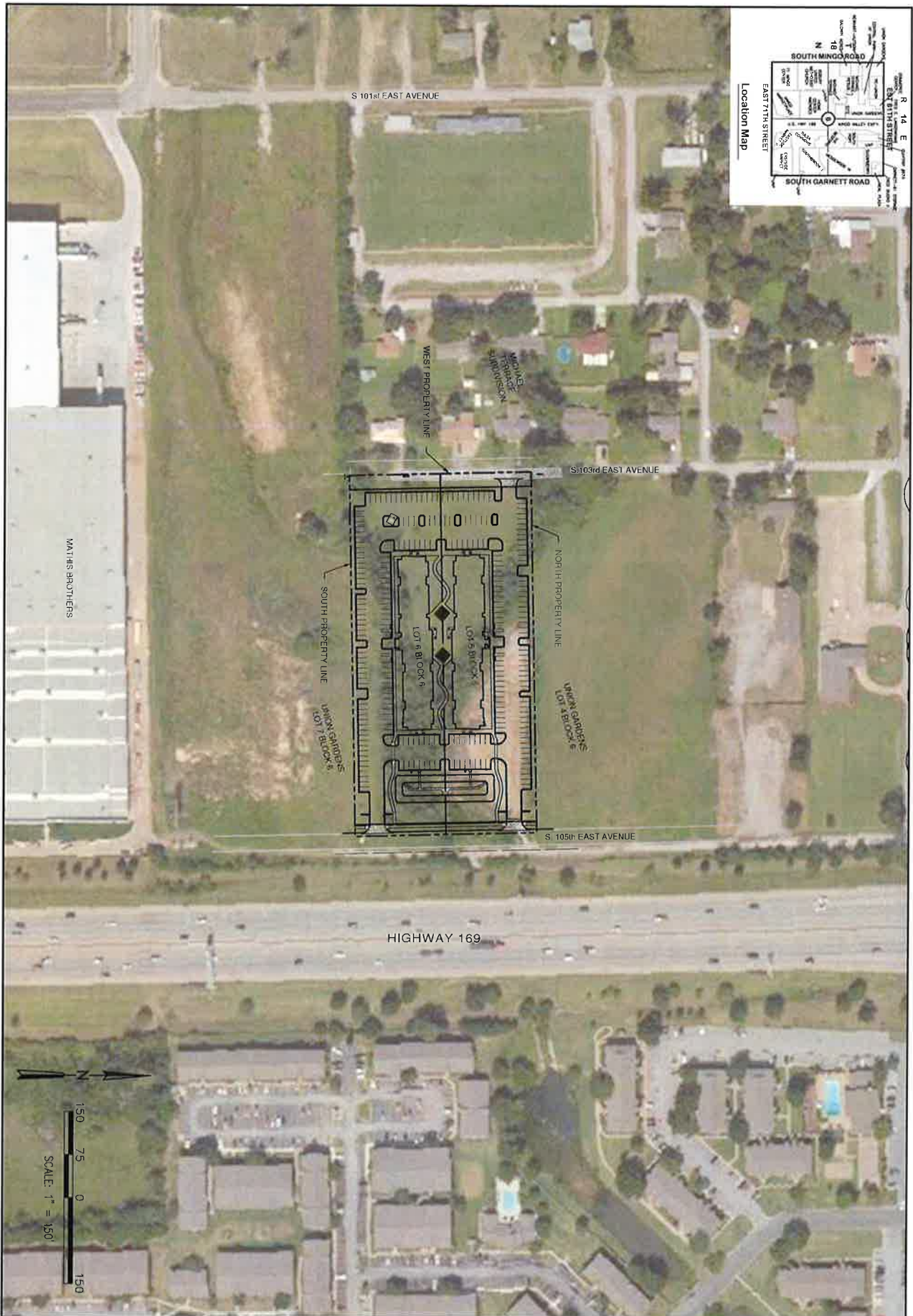
Feet  
0 250 500

**CO-2**

18-14 06







<p>DATE: 04/05/16          Exhibit #          "A"</p>	<p><b>AERIAL PHOTOGRAPHY &amp;          BOUNDARY DEPICTION</b></p>	<p><b>WATERWALK HOTEL APARTMENTS</b>          CITY OF TULSA, OKLAHOMA</p> <p><b>Khoury Engineering, Inc.</b>          Civil Engineering - Land Development          435 East 41st Street          Tulsa, OK 74119          CA #1951, Renewal 06-30-17          Tel: 918.712.8740          Fax: 918.712.1029</p>
---	--	---

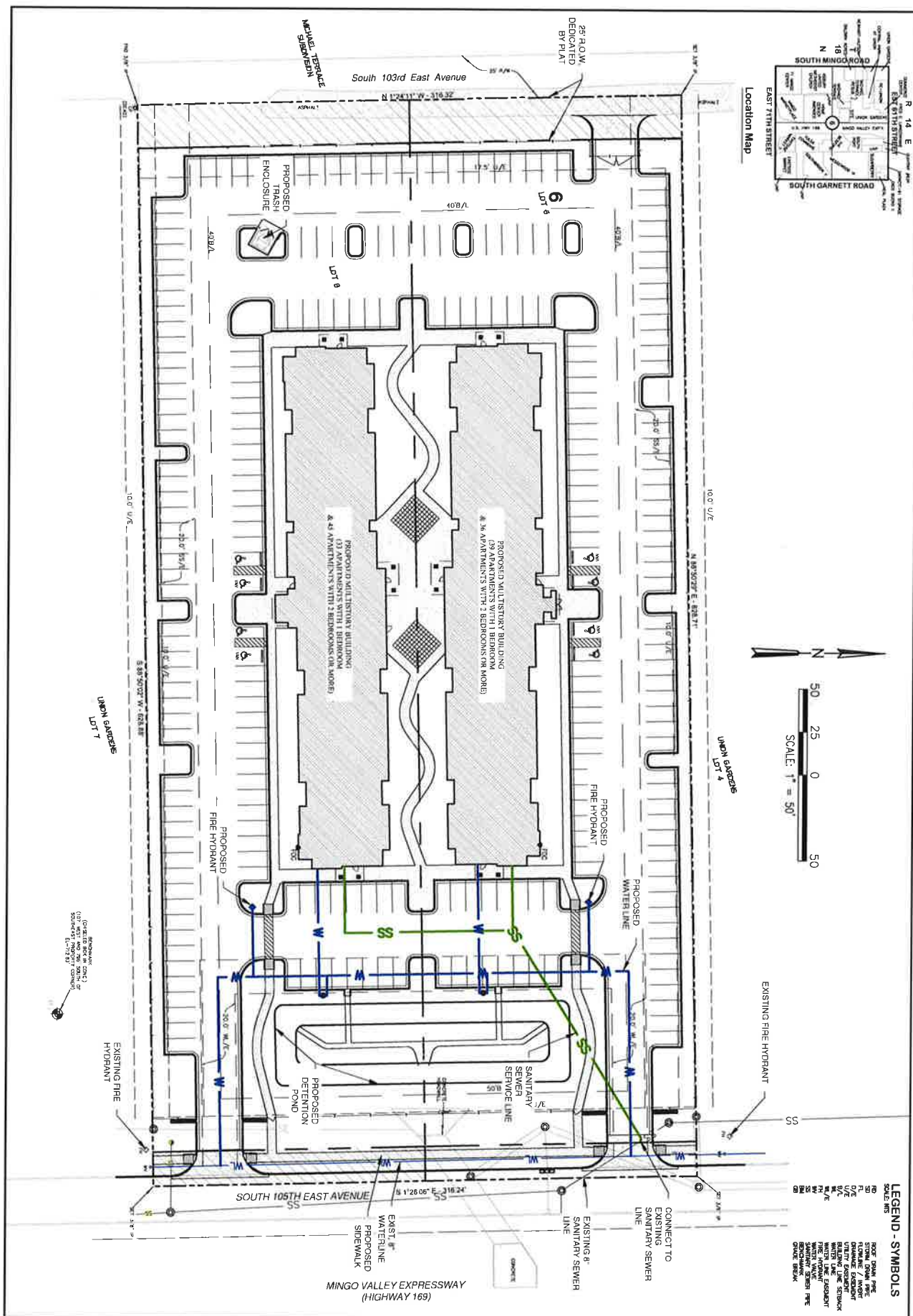
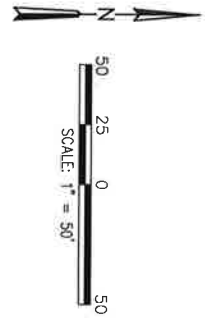
18.13







Location Map



**LEGEND - SYMBOLS**

SYMBOL	DESCRIPTION
(Symbol)	PROPOSED WATER LINE
(Symbol)	EXISTING WATER LINE
(Symbol)	PROPOSED SANITARY SEWER LINE
(Symbol)	EXISTING SANITARY SEWER LINE
(Symbol)	PROPOSED FIRE HYDRANT
(Symbol)	EXISTING FIRE HYDRANT
(Symbol)	PROPOSED DETENTION POND
(Symbol)	PROPOSED TRASH ENCLOSURE
(Symbol)	PROPOSED SIDEWALK
(Symbol)	EXISTING SIDEWALK
(Symbol)	PROPOSED LOT
(Symbol)	EXISTING LOT
(Symbol)	PROPOSED DRIVE
(Symbol)	EXISTING DRIVE

CONCEPTUAL UTILITY PLAN

WATERWALK HOTEL APARTMENTS  
CITY OF TULSA, OKLAHOMA

**Khoury Engineering, Inc.**  
Civil Engineering - Land Development

1430 West 11th Street  
Tulsa, OK 74107  
Call 918.712.0700  
Fax 918.712.1000

DATE: 04/05/16  
Exhibit #  
C

18.15





**EXHIBIT "E"**

**LEGAL DESCRIPTION**

Lots Five (5) and Six (6), Block Six (6), UNION GARDENS, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded plat thereof.