CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Work session Report:

Director's Report:
Review TMAPC Receipts for the month of January 2019

CONSEN T 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.

1. The Crossing at Battle Creek, Phase III (CD 6) Final Plat, Location: East of South 145th East Avenue at East 36th Place South

2. Z-7083-SP-2a Eric P. Nelson (CD 2) Location: Northeast corner of West 91st Street and Highway 75 requesting a Corridor Minor amendment to add School uses as an allowable use within the Corridor.

PUBLIC HEARINGS:

3. Ernest Childers VA Clinic (CD 7) Preliminary Plat, Location: Northeast corner of East 91st Street South and South Mingo Road (Related to Accelerated Release of Building Permit) (Continued from February 6, 2019 and February 20, 2019) (Applicant requests continuance to March 20, 2019)

4. Ernest Childers VA Clinic (CD 7) Authorization for Accelerated Release of Building Permit, Location: Northeast corner of East 91st Street South and South
Mingo Road (Related to Preliminary Plat) (Continued from February 6, 2019 and February 20, 2019) (Applicant requests continuance to March 20, 2019)

5. **MPD-2 Nathan Cross** (CD 1) Location: West and north of the northwest corner of West Edison Street and North 41st West Avenue requesting a Master Plan Development for private street mixed use community (Continued from February 20, 2019) (Staff requests a continuance to March 20, 2019)

6. **The Concord** (CD 6) Preliminary Plat, Location: Southwest corner of East 31st Street South and South 177th East Avenue

7. **Z-7466 Lou Reynolds** (CD 1) Location: South and West of the southwest corner of East 36th Street North and North Yale Avenue requesting rezoning from IL and AG to IH (Continued from January 2, 2019, January 16, 2019, February 6, 2019 and February 20, 2019)

8. **CZ-484 Stuart Van De Wiele** (County) Location: West of the northwest corner of East 56th Street North and Highway 75 requesting rezoning from AG to IL to permit a pipe, valve and fitting distributor facility (Related to PUD-853)

9. **PUD-853 Stuart Van De Wiele** (County) Location: West of the northwest corner of East 56th Street North and Highway 75 requesting PUD to permit a pipe, valve and fitting distributor facility (Related to CZ-484)

10. **CZ-483 Jason Trotter** (County) Location: East of the southeast corner of Highway 51 and South 161st West Avenue requesting rezoning from AG to CG to permit a boat storage facility

11. **Z-7468 John Miggins** (CD 4) Location: East of the Southeast corner of East Admiral Place and North Pittsburg Avenue requesting rezoning from CH to IL with an optional development plan (Continued from February 6, 2019)

12. **Z-7471 Crystal Keller** (CD 2) Location: East of the southeast corner of South 33rd West Avenue and West 81st Street South requesting rezoning from AG to RS-1 with optional development plan

13. Consider a motion and vote to enter Executive Session pursuant to Title 25 O.S. Section 307(B)(4) to discuss pending litigation in case of Wilson et al v. TMAPC et al, Tulsa County District Court Case No. CV-2019-00013, for the purpose of allowing confidential communications between a public body and its attorney concerning a pending claim, investigation, or litigation.

15. CPA-80 Consider adoption of the Crutchfield Small Area Plan as an amendment to the Tulsa Comprehensive Plan.

16. 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 Tulsa Planning Office, INCOG. Ringing/sound on all cell phones must be turned off during the Planning Commission.

Visit our website at www.tmapc.org email address: 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.
## TMAPC RECEIPTS
**Month of January 2019**

<table>
<thead>
<tr>
<th>ZONING</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning Letters</td>
<td>16</td>
<td>$825.00</td>
<td>$825.00</td>
<td>$1,650.00</td>
<td>77</td>
<td>3,937.50</td>
<td>3,937.50</td>
<td>$7,875.00</td>
</tr>
<tr>
<td>Zoning</td>
<td>13</td>
<td>6,550.00</td>
<td>6,550.00</td>
<td>13,100.00</td>
<td>46</td>
<td>22,725.00</td>
<td>22,725.00</td>
<td>45,450.00</td>
</tr>
<tr>
<td>Plan Reviews</td>
<td>12</td>
<td>1,225.00</td>
<td>1,225.00</td>
<td>2,450.00</td>
<td>117</td>
<td>13,325.00</td>
<td>13,325.00</td>
<td>26,650.00</td>
</tr>
<tr>
<td>Refunds</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>(450.00)</td>
<td>(450.00)</td>
<td>(900.00)</td>
<td></td>
</tr>
<tr>
<td>NSF</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>$8,600.00</td>
<td>$8,600.00</td>
<td>$17,200.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LAND DIVISION</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Subdivision</td>
<td>0</td>
<td>$0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Preliminary Plats</td>
<td>5</td>
<td>3,000.00</td>
<td>3,000.00</td>
<td>6,000.00</td>
<td>16</td>
<td>$9,600.00</td>
<td>$9,600.00</td>
<td>19,200.00</td>
</tr>
<tr>
<td>Final Plats</td>
<td>2</td>
<td>900.00</td>
<td>900.00</td>
<td>1,800.00</td>
<td>7</td>
<td>$3,150.00</td>
<td>$3,150.00</td>
<td>6,300.00</td>
</tr>
<tr>
<td>Development Reg. Compliance</td>
<td>0</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0</td>
<td>$0.00</td>
<td>$0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Lot Splits</td>
<td>6</td>
<td>450.00</td>
<td>450.00</td>
<td>900.00</td>
<td>35</td>
<td>$3,075.00</td>
<td>$3,075.00</td>
<td>6,150.00</td>
</tr>
<tr>
<td>Lot Line Adjustment</td>
<td>16</td>
<td>1,200.00</td>
<td>1,200.00</td>
<td>2,400.00</td>
<td>57</td>
<td>$4,175.00</td>
<td>$4,175.00</td>
<td>8,350.00</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>250.00</td>
<td>250.00</td>
<td>500.00</td>
<td>11</td>
<td>$1,325.00</td>
<td>$1,325.00</td>
<td>2,650.00</td>
</tr>
<tr>
<td>NSF</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>0.00</td>
<td></td>
</tr>
<tr>
<td>Refunds</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>$0.00</td>
<td>$0.00</td>
<td>0.00</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,800.00</td>
<td>$5,800.00</td>
<td>$11,600.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TMAPC COMP</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comp Plan Amendment</td>
<td>1</td>
<td>$325.00</td>
<td>$0.00</td>
<td>$325.00</td>
<td>2</td>
<td>$625.00</td>
<td>$0.00</td>
<td>$625.00</td>
</tr>
<tr>
<td>Refund</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>($300.00)</td>
<td>0.00</td>
<td>($300.00)</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>$325.00</td>
<td>$325.00</td>
<td>$325.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>BOARDS OF ADJUSTMENT</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fees</td>
<td>18</td>
<td>$6,100.00</td>
<td>$900.00</td>
<td>$7,000.00</td>
<td>137</td>
<td>$39,500.00</td>
<td>$10,750.00</td>
<td>$50,250.00</td>
</tr>
<tr>
<td>Refunds</td>
<td>500.00</td>
<td>0.00</td>
<td>($500.00)</td>
<td>($2,250.00)</td>
<td>($1,350.00)</td>
<td>($3,600.00)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NSF Check</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>($500.00)</td>
<td>($500.00)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,600.00</td>
<td>$900.00</td>
<td>$6,500.00</td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>$20,325.00</td>
<td>$15,300.00</td>
<td>$35,625.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LESS WAIVED FEES *</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
<th>ITEM</th>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>($260.42)</td>
<td>$0.00</td>
<td>($260.42)</td>
<td>($2,191.39)</td>
<td>$0.00</td>
<td>($2,191.39)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**GRAND TOTALS**

<table>
<thead>
<tr>
<th>CITY</th>
<th>COUNTY</th>
<th>TOTAL RECEIVED</th>
</tr>
</thead>
<tbody>
<tr>
<td>$20,064.58</td>
<td>$15,300.00</td>
<td>$35,364.58</td>
</tr>
</tbody>
</table>

**$96,246.11 | $69,762.50 | $166,008.61**

* Advertising, Signs & Postage Expenses for City of Tulsa Applications with Fee Waivers.
### JANUARY 2019 receipt comparison

<table>
<thead>
<tr>
<th>Category</th>
<th>JAN. 2019</th>
<th>DEC. 2018</th>
<th>JAN. 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zoning Letters</td>
<td>16</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Zoning</td>
<td>13</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>Plan Reviews</td>
<td>12</td>
<td>11</td>
<td>22</td>
</tr>
<tr>
<td>Minor Subdivisions</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Preliminary Plats</td>
<td>5</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Final Plats</td>
<td>2</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Development Regulations Compliance (includes plat waivers prior to 5/10/2018)</td>
<td>0</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Lots Splits</td>
<td>6</td>
<td>4</td>
<td>12</td>
</tr>
<tr>
<td>Lot Line Adjustments (includes lot combinations prior to 5/10/2018)</td>
<td>16</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Comp Plan Amendments</td>
<td>1</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Case Report Prepared by:</strong></td>
<td><strong>Owner and Applicant Information:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nathan Foster</td>
<td><strong>Applicant:</strong> Kyle Sewell, Crafton Tull</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Owner:</strong> RC Battle Creek, LLC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Location Map:</strong> (shown with City Council Districts)</th>
</tr>
</thead>
<tbody>
<tr>
<td>[Map Image]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Applicant Proposal:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Plat</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Location:</strong> East of South 145th East Avenue at East 36th Place South</th>
</tr>
</thead>
<tbody>
<tr>
<td>56 lots, 3 blocks, 12.37 + acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Zoning:</strong></th>
<th><strong>Staff Recommendation:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>RS-3</td>
<td>Staff recommends approval of the final plat</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>City Council District:</strong></th>
<th><strong>County Commission District:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Councilor Name:</strong></th>
<th><strong>Commissioner Name:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Connie Dodson</td>
<td>Stan Sallee</td>
</tr>
</tbody>
</table>

**EXHIBITS:** Final Plat
THE CROSSING AT BATTLE CREEK, PHASE III
A PART OF THE SW/4 OF SECTION 22, TOWNSHIP 19 NORTH, RANGE 14 EAST, INDIAN BASE & MERIDIAN
A SUBDIVISION IN THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA
12.37 ACRES, 3 BLOCKS & 56 LOTS
THE CROSSING AT BATTLE CREEK, PHASE III
A PART OF THE E/W LANE STRAIGHT PATH BETWEEN THE CITIES OF MILTON, OKLAHOMA, AND ADAMSON, OKLAHOMA
A SUBDIVISION IN THE TOWNSHIP OF LEE, ADAMS COUNTY, OKLAHOMA

SECTION 1. STREETS AND UTILITIES

A. CROSSTREE UTILITIES

1. The Subdivision is intended to be utilized by the Utilities Company and/or the City of Milton, Oklahoma, to provide water and sewer services to the residents of the Subdivision. The Utilities Company and/or the City of Milton, Oklahoma, shall be responsible for the installation and maintenance of the water and sewer lines, as well as for any necessary modifications to the streets and utilities to accommodate the utilities. The Utilities Company and/or the City of Milton, Oklahoma, shall be responsible for the installation and maintenance of the water and sewer lines, as well as for any necessary modifications to the streets and utilities to accommodate the utilities.

B. WATER, SEWER, AND SEWER WATERS SYSTEM

1. The water and sewer systems shall be installed and maintained by the Utilities Company and/or the City of Milton, Oklahoma, to provide water and sewer services to the residents of the Subdivision. The Utilities Company and/or the City of Milton, Oklahoma, shall be responsible for the installation and maintenance of the water and sewer lines, as well as for any necessary modifications to the streets and utilities to accommodate the utilities. The Utilities Company and/or the City of Milton, Oklahoma, shall be responsible for the installation and maintenance of the water and sewer lines, as well as for any necessary modifications to the streets and utilities to accommodate the utilities.
<table>
<thead>
<tr>
<th><strong>Case Number:</strong></th>
<th>Z-7083-SP-2a Minor Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Hearing Date:</strong></td>
<td>March 6, 2019</td>
</tr>
</tbody>
</table>

**Case Report Prepared by:**
Jay Hoyt

**Owner and Applicant Information:**
Applicant: Eric P. Nelson

Property Owner: Independent School District No. 5 of Tulsa Co, AKA Jenks Public Schools

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

**Applicant Proposal:**
Concept summary: Corridor Minor amendment to add School uses as an allowable use within the Corridor.

Gross Land Area: 12.4 acres

Location: NEC of US Hwy 75 and W 91st St S

**Zoning:**
Existing Zoning: CO
Proposed Zoning: No Change

**Comprehensive Plan:**
Land Use Map: New Neighborhood Growth and Stability Map: Growth

**Staff Recommendation:**
Staff recommends approval

**Staff Data:**
TRS: 8214

**City Council District:** 2
**Councilor Name:** Jeannie Cue

**County Commission District:** 2
**Commissioner Name:** Karen Keith
SECTION I: Z-7083-SP-2a Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the Corridor Plan to add school uses as an allowable use within the Corridor.

The current Corridor Development standards allow commercial uses and outdoor advertising on this lot, but do not allow school uses. The applicant is proposing to add school uses to the allowable uses in order to facilitate possible future expansion of Jenks West Elementary School. The school does not have a proposed site plan, at this time.

Staff Comment: This request can be considered a Minor Amendment as outlined by Section 25.040D.3.b(5) of the Corridor District Provisions of the City of Tulsa Zoning Code.

"Minor amendments to an approved corridor development plan may be authorized by the Planning Commission, which may direct the processing of an amended development plan and subdivision plat, incorporating such changes, so long as substantial compliance is maintained with the approved development plan."

Staff has reviewed the request and determined:

1) The requested amendment does not represent a significant departure from the approved development standards in the Corridor Development Plan.

2) All remaining development standards defined in Z-7083-SP-2 shall remain in effect.

Exhibits included with staff recommendation:
INCOG zoning case map
INCOG aerial photo

With considerations listed above, staff recommends approval of the minor amendment request to add School uses as an allowable use within the Corridor.
Note: Graphic overlays may not precisely align with physical features on the ground.
Kim,

The applicant is requesting a continuance on the Ernest Childers VA Clinic Preliminary Plat and Accelerated Release request to the TMAPC meeting on March 20th. An additional request is being added to the application that will require a new public notice.

Let me know if you need anything else!

Nathan Foster
Senior Planner
Tulsa Planning Office
918.579.9481
nfoster@incog.org
Kim,

Staff request a continuance to the March 20th planning commission meeting for MPD-2.

INCOG
Dwayne Wilkerson, ASLA, RLA
Assistant Director Land Development Services
2 West Second Street | Suite 800
Tulsa OK, 74103
dwilkerson@incog.org
918-579-9475
**Case Report Prepared by:**
Nathan Foster

**Owner and Applicant Information:**
*Applicant:* JR Donelson  
*Owner:* Flattop Development, LLC

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

**Applicant Proposal:**
Preliminary Plat  
404 lots, 57 blocks, 117 ± acres  
*Location:* Southwest corner of East 31st Street South and South 177th East Avenue  
Subdivision to be completed in 3 phases.

**Zoning:**
*Current:* AG (Agriculture)  
*Proposed:* MPD-1 (Master Planned Development)

**Staff Recommendation:**
Staff recommends approval of the preliminary plat

**City Council District:** 6  
*Councilor Name:* Connie Dodson  
**County Commission District:** 1  
*Commissioner Name:* Stan Sallee

**EXHIBITS:** Site Map, Aerial, Land Use Map, Growth & Stability Map, Preliminary Plat, Conceptual Improvements Plan
PRELIMINARY SUBDIVISION PLAT

The Concord - (CD 6)

Southwest corner of East 31st Street South and South 177th East Avenue

This plat consists of 404 lots, 57 blocks on 117 ± acres.

The Technical Advisory Committee (TAC) met on February 21st, 2019 and provided the following conditions:

1. **Zoning:** The property is zoned AG (Agriculture). A Master Planned Development (MPD-1) was presented to TMAPC on February 20th, 2019. TMAPC voted 7-0-0 to recommend approval of the MPD to City Council. The lots proposed on the preliminary plat conform to the proposed MPD. MPD-1 must be approved and effective prior to the approval of a final plat.

2. **Addressing:** City of Tulsa addresses and public street names must be assigned and affixed to the face of the final plat along with address disclaimer.

3. **Transportation & Traffic:** Label all adjacent right-of-way with recording information and appropriate dimensions. If right-of-way is to be dedicated by this plat, indicate “by plat”. Correct dimensions for limits of no access along East 31st Street and South 177th East Avenue. Provide a 25' corner clip at the intersection of East 31st Street and South 177th East Avenue. Sidewalks are required to be installed on both sides of all public streets within the subdivision as well as East 31st Street South and South 177th East Avenue. Sidewalk language must be included in the deed of dedication. All streets must comply with Section 503 and appendix D of the International Fire Code, 2015 edition.

4. **Sewer:** A public sanitary sewer extension is required to provide service to the proposed subdivision. Infrastructure Development Plans (IDP) must be submitted and approved prior to approval of the final plat. Easements required by Development Services must be affixed to the face of the plat including any offsite easements required to bring service to the site. Correct covenant language and remove references to “Public Works”.

5. **Water:** Water mainline extensions are required to serve the proposed subdivision. Infrastructure Development Plans (IDP) must be submitted and approved prior to approval of the final plat. Easements required by Development Services must be affixed to the face of the plat. Correct covenant language and remove references to “Public Works”.

6. **Engineering Graphics:** Submit a subdivision control data sheet with final plat. Add all platted boundaries to the location map and label all other property unplatted. Label the subject property as “site” or “project location”. Number all lots shown on the face of the plat. Include total number of reserve areas under “Subdivision Statistics”. Under the basis of bearing heading include the coordinate system used and provide a bearing angle associated with this plat. Graphically show all pins found or set that are...
associated with this plat. Label Point of Beginning (POB) and Point of Commencement (POC). Tie plat to a section corner, half-section, or quarter section. Provide surveyor CA information and renewal date. Add signature block for official signature.

7. **Stormwater, Drainage, & Floodplain:** Multiple areas of City regulatory floodplain exist on the subject lot and are required to be delineated on the final plat. All floodplain areas are required to be contained within an overland drainage easement. Infrastructure Development Plans (IDP) are required for drainage and stormwater plans. Onsite detention pond, outflow pipe, and any storm sewer which conveys offsite storm water discharges are required to be placed in proper easements. Correct covenant language and remove references to “Public Works”.

8. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.
Growth and Stability

- Area of Growth
- Area of Stability

CONCORD
19-14 23
**Case Report Prepared by:**
Dwayne Wilkerson

**Owner and Applicant Information:**
**Applicant:** Lou Reynolds
**Property Owner:** HEATER SPECIALISTS LLC

**Applicant Proposal:**
**Present Use:** industrial moderate intensity

**Proposed Use:** industrial moderate intensity

**Concept summary:** Continued growth of this facility is beyond the normal IL zoning use categories. Staff has received confirmation that the HSI is allowed by right in an IM zoning district

**Tract Size:** 97 + acres

**Location:** South and West of the southwest corner of East 36th Street North & North Yale Avenue

**Zoning:**
**Existing Zoning:** IL/AG
**Proposed Zoning:** IM

**Comprehensive Plan:**
**Land Use Map:** Employment
**Stability and Growth Map:** Area of Growth

**Staff Recommendation:**
Staff recommends denial of IH zoning however IM zoning is recommended for approval.

**City Council District:** 1
**Councilor Name:** Vanessa Hall-Harper

**County Commission District:** 1
**Commissioner Name:** Stan Sallee
SECTION I: Z-7466

DEVELOPMENT CONCEPT:
Continued expansion of the existing industrial use may not comply with IL zoning that is on the site.

EXHIBITS:
INCOG Case map  
INCOG Aerial  
Tulsa Comprehensive Plan Land Use Map (Local)  
Tulsa Comprehensive Plan Land Use Map (Surrounding area)  
Tulsa Comprehensive Plan Areas of Stability and Growth Map  
IH zoning map.  
Historic Zoning Map when parcel was zoned in 1973.  
Applicant Exhibits:  
Zoning Exhibit “A.2”

DETAILED STAFF RECOMMENDATION:

The applicant for case Z-7466 has requested IH zoning. IH zoning is the most intensive and environmentally objectionable zoning allowed in Tulsa and can typically be associated with oil refineries, mining, cement plans and other uses that may constitute substantial adverse land use or environmental impacts and hazards and,

IH zoning is only available on approximately 2% of the land area of the City of Tulsa. The industrial uses surrounding Z-7466 are classified as light and moderate industrial uses. Uses that are allowed in IH zoning districts are not consistent with the expected development in the surrounding area and,

Much of the surrounding property was an abandoned coal strip mine and City dump that is now being use for industrial uses that fall within the IL and IM zoning categories. The comprehensive plan encourages aggregation of existing industrial areas but does not provide guidance on where future heavy industrial should be in Tulsa. The comprehensive plan recognizes that the heaviest industrial uses are expected to be on the periphery of Tulsa and possibly not in Tulsa at all but encourages regional coordination and,

The city zoning code enforcement does not have any records of use violations for the existing business that is located in IL an IM districts within this application boundary, so we must conclude that the existing business are working well within IM zoning classifications and,

IH and IM zoning are both consistent with the Employment land use vision identified the Tulsa Comprehensive Plan however IH zoning is not compatible with the surrounding properties and,

The building permit office has reviewed the facility operations and determined that IM zoning is appropriate for this use is compatible with the expected development in this area therefore,

Staff recommends denial of Z-7466 to rezone property from IL,AG/ to IH, however staff recommends approval to rezone the property to IM.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary:

REVISED 2/25/2019
Excerpts from the Economic Development priorities section of the Comprehensive Plan:

"Industrial development is an important component of a strong economy. Industrial firms provide high-paying jobs, and produce goods for export, bringing new money into the local economy. It can be challenging however, to provide adequate land for industrial uses. In the past these firms required lots of space on flat affordable land and needed be located away from residential commercial areas, as they often generate noise, heavy truck traffic and air pollution. With modern pollution laws and other regulations, the line between industrial uses and other commercial uses is blurred. Industrial uses have an increasing need for high accessibility, visibility, and multimodal transportation connections.

Staff has met with the building permit office and determined that this facility could also be supported through the special exception process at the Board of Adjustment.

Land Use Vision:

Land Use Plan map designation: Employment
Employment areas contain office, warehousing, light manufacturing and high tech uses such as clean manufacturing or information technology. Sometimes big-box retail or warehouse retail clubs are found in these areas. These areas are distinguished from mixed-use centers in that they have few residences and typically have more extensive commercial activity.

Employment areas require access to major arterials or interstates. Those areas, with manufacturing and warehousing uses must be able to accommodate extensive truck traffic, and rail in some instances. Due to the special transportation requirements of these districts, attention to design, screening and open space buffering is necessary when employment districts are near other districts that include moderate residential use.

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

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

Transportation Vision:

Major Street and Highway Plan: None that affects industrial expansion.

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 the headquarters for a large energy equipment manufacturing company that transports, manufactures and assembles large equipment for the energy sector. The site is covered by several large warehouse-style buildings and ships assembled and partially assembled heat exchangers across the nation. The site appears to be constructed on top of a coal strip mine and has recently purchased the former Mohawk Steel Plant facility. Much of the large assembly is done at their assembly operation located at the Port of Catoosa.

Environmental Considerations: None that would be affected further industrial expansion.

Streets:

<table>
<thead>
<tr>
<th>Exist. Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Toledo Avenue</td>
<td>Residential Collector</td>
<td>60 feet</td>
<td>2</td>
</tr>
<tr>
<td>East 36th Street North</td>
<td>Secondary Arterial</td>
<td>100 feet</td>
<td>2</td>
</tr>
<tr>
<td>North Yale Avenue</td>
<td>Primary Arterial /</td>
<td>120 feet</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Residential Collector near 60 feet</td>
<td>60 feet</td>
<td></td>
</tr>
<tr>
<td>Gilcrease ExpresswayRamps on and off expressway from N. Yale</td>
<td>Expressway</td>
<td>As needed</td>
<td>4+ divided highway</td>
</tr>
</tbody>
</table>

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>AG</td>
<td>New Neighborhood</td>
<td>Growth</td>
<td>Large single family residential parcels</td>
</tr>
<tr>
<td>East</td>
<td>IL</td>
<td>Employment</td>
<td>Growth</td>
<td>vacant</td>
</tr>
<tr>
<td>South</td>
<td>IL</td>
<td>Employment</td>
<td>Growth</td>
<td>Light industrial uses</td>
</tr>
<tr>
<td>West</td>
<td>RS-3 and AG</td>
<td>New neighborhood</td>
<td>Growth</td>
<td>Vacant residential subdivision with no infrastructure</td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History
ZONING ORDINANCE:
Ordinance number 14704 dated March 11, 1980, established zoning on a portion of the subject property.
Ordinance number 14325 dated December 5, 1978, established zoning on a portion of the subject property.
Ordinance number 12802 dated April 24, 1973, established zoning on a portion of the subject property.

Subject Property:

BOA-16734 July 1994: The Board of Adjustment approved a variance of the required number of parking spaces from 45 to 10 (Section 1225.D) subject to the use remaining an equipment manufacturing business; subject to the execution of a tie contract between the subject property and the lot containing the business offices (across the street), on property located east of the northeast corner of the Gilcrease Expressway and North Pittsburg Avenue; on a parcel within the subject tract.

Z-5369 March 1980: All concurred in approval of a request for rezoning a tract of land from AG to IL on property located south of the southeast corner of East 36th Street North and North Pittsburg Avenue; this is part of the subject property. (Ordinance #14704)

Z-5071 December 1978: All concurred in approval of a request for rezoning a 2.97+ acre tract of land from AG to IL on property located north of the northwest corner of the Gilcrease Expressway and North Toledo Avenue; this is part of the subject property. (Ordinance #14325)

BOA-8457 January 1975: The Board of Adjustment approved a special exception to permit the operation of a welding shop for fabrication of oil field equipment units, separators and heaters, in an IL district, on property located north and east of the northeast corner of the Gilcrease Expressway and North Pittsburg Avenue; on a parcel within the subject tract.

Z-4340 April 1973: All concurred in approval of a request for rezoning a tract of land from AG to IL on property located south of the southeast corner of East 36th Street North and North Pittsburg Avenue; this is part of the subject property. (Ordinance #12802)

Surrounding Property:

BOA-20816 December 2008: The Board of Adjustment approved a special exception to allow (Use Unit 26) indoor sand blasting operation in an IL district, on property located at the southeast corner of the Gilcrease Expressway and North Pittsburg Avenue.

Z-6637 June 1998: All concurred in denial of a request for rezoning an 8.7+ acre tract of land from IL to IH on property located south of the southwest corner of East 36th Street North and North Yale Avenue.

BOA-14679 December 1987: The Board of Adjustment denied a special exception to allow for an existing landfill in an IL zoned district; finding that the landfill has been in operation for a number of years and has proved to be incompatible with the area, on property located south of the southeast corner of East 36th Street North and North Yale Avenue.

Z-5548 July 1981: All concurred in approval of a request for rezoning a tract of land from AG to IL on property located on the southeast corner of the Gilcrease Expressway and North Pittsburg Avenue.
IM zoning on property located on the southeast corner of East 36th Street North and North Pittsburg Avenue appears to have been zoned IM with Ordinance number 11809 on June 26, 1970. Maps from April 4, 1971 and February 7, 1973 both indicate that the property was already zoned IM at that time.

12/19/2018 1:30 PM
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018
Land Use Plan
- Downtown
- Downtown Neighborhood
- Regional Center
- Main Street
- Mixed-Use Corridor
- Neighborhood Center
- Employment
- New Neighborhood
- Existing Neighborhood
- Park and Open Space
- Arkansas River Corridor

Subject Tract

Prepared by INCOG 12/26/2018
Growth and Stability

Area of Growth
Area of Stability
Land Use Plan Categories

- Downtown
- Downtown Neighborhood
- Main Street
- Mixed-Use Corridor
- Neighborhood Center
- Employment
- New Neighborhood
- Existing Neighborhood
- Regional Center
- Park and Open Space
- Arkansas River Corridor

Subject Tract
Land Use Plan
Employment

Downtown Neighborhood
Main Street
Mixed-Use Corridor
Neighborhood Center
Employment
New Neighborhood
Existing Neighborhood
Regional Center
Park and Open Space
Arkansas River Corridor

GILCREASE-EXPRESSWAY
N TOLEDO AVE
N YALE AVE

E 36th ST N
E 32 ST N

0 Feet
250
500

Z-7466
20-13 21

713
Exhibit "A.2"
Heater Specialists, Inc.
Zoning Exhibit

Location Map

LEGEND
AT&S  ATCHINSON, TOPEKA & SANTA FE
B  BOOK
DOC  DOCUMENT
P  PAGE

The illustration shown hereon is intended to depict the land description to which it is attached and does not represent a land or boundary survey plat as defined by the Board of Licensure for Professional Engineers and Land Surveyors for the State of Oklahoma.

11/19/2018  RMCGILL  18107EX H ZONING TRACT

Tanner Consulting LLC
5324 SOUTH LEWIS AVENUE, TULSA OKLAHOMA 74105-6539 | 918-745-9929
**Case Report Prepared by:**
Jay Hoyt

**Owner and Applicant Information:**

**Applicant:** Stuart Van De Wiele

**Property Owner:** DAIL, MARGARET LAUSEN EST

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

**Applicant Proposal:**

**Present Use:** vacant

**Proposed Use:** Pipe, Valve and Fitting Distributor Facility

**Concept summary:** Rezone from AG to IL along with a PUD overlay to permit a pipe, valve and fitting distributor facility

**Tract Size:** 67.97 ± acres

**Location:**
West of the NW/c E 56th St & Hwy 75

**Zoning:**

**Existing Zoning:** AG

**Proposed Zoning:** IL

**Comprehensive Plan:**

**Land Use Map:** N/A

**Stability and Growth Map:** N/A

**Staff Data:**

<table>
<thead>
<tr>
<th>TRS</th>
<th>CZM</th>
<th>Atlas</th>
</tr>
</thead>
<tbody>
<tr>
<td>197</td>
<td>22</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**County Commission District:** 1

**Commissioner Name:** Stan Sallee

---

**Case Number:** CZ-484

**Related to Case:** PUD-853

**Hearing Date:** 3/6/2019 1:30 PM

---

**Revision:** 2/27/2019
SECTION I: CZ-484

DEVELOPMENT CONCEPT: Rezone from AG to IL/PUD-853 to permit a pipe, valve and fitting distributor facility. The development is intended to follow the standards of proposed PUD-853 as well as those of the proposed underlying IL district not covered by the PUD.

EXHIBITS:
- INCOG Case map
- INCOG Aerial

DETAILED STAFF RECOMMENDATION:

IL zoning in conjunction with a PUD overlay is non injurious to the existing proximate properties and;

Is consistent with the anticipated future development pattern of the surrounding property;

And is consistent with the Tulsa County Zoning Code, therefore;

Staff recommends Approval of case CZ-484 to rezone property from AG to IL

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: This area is outside of the City of Tulsa Comprehensive Plan area. The subject lots are within the Medium and Low Intensity designations of the Tulsa County District 24 plan.

Land Use Vision:

Land Use Plan map designation: N/A

Areas of Stability and Growth designation: N/A

Transportation Vision:

Major Street and Highway Plan: East 56th St North is a Secondary Arterial

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently undeveloped, forested land without existing structures.
Environmental Considerations: A small area of Tulsa County 100 year floodplain exists in the Northeast corner of the lot. This area also contains FEMA Floodway, Zone AE. The applicant will need to work with Tulsa County if development is intended for the floodplain portion of the site.

Streets:

<table>
<thead>
<tr>
<th>Exist. Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>East 56th St North</td>
<td>Secondary Arterial</td>
<td>100 Feet</td>
<td>2</td>
</tr>
</tbody>
</table>

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS/AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Agricultural / Industrial / Single-Family</td>
</tr>
<tr>
<td>South</td>
<td>RS-3/AG (City of Tulsa)</td>
<td>Parks &amp; Open Space / New Neighborhood</td>
<td>Growth</td>
<td>Single-Family / Skate Park</td>
</tr>
<tr>
<td>East</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Hwy 75</td>
</tr>
<tr>
<td>West</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Radio Antenna</td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History

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

Subject Property: No relevant history

Surrounding Property:

BOA-20484-A January 2010: The Board of Adjustment approved the plans submitted for lighting and landscaping of the skate park, noting there is no amplification of sound planned; provided that all parking will be asphalt with concrete curb and gutters; lighting will be shielded down and away so as to light the parking and activity areas only; this approval is for a skate park only and does not include a BMX bike park planned south of the skate park, per plans as shown on pages 2.5, 2.6, 2.7, and 2.8 of the agenda packet. On property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

BOA-20464 June 2007: The Board of Adjustment approved a special exception to permit park use in an AG district and a modification of a previously approved plan to permit an expansion of Mohawk Park, with conditions on the property west of Hwy 75 that there be a six-foot chain link fence around the proposed skateboard park; all lighting and amplified sound systems be directed away from the residential areas to the west and south; future submittal of lighting, landscape, and amplified sound plans to the Board of Adjustment before final approval. On property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

REVISED 2/27/2019
BOA-20193 February 2006: The Board of Adjustment approved an amendment of the previously approved Mohawk Park master plan and a Special Exception to permit a public park to expand Mohawk Park, less and except the two airport parcels and the west half of the proposed soccer fields, pending the amended legal description and map from staff at the next meeting March 14, 2006, on property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

Z-6909 September 2003: All concurred in approval of a request for rezoning a 4.62+ acre tract of land from RS-3 to AG on property located East of the Southeast corner of North Birmingham Avenue and East 56th Street North.

CBOA-01927 February 2002: The Board of Adjustment approved a special exception to permit the installation of two AM radio towers, on property located East of the Southeast corner of North Lewis Avenue East & East 59th Street North.

BOA-17509 September 1996: The Board of Adjustment denied a special exception to allow a 150’ telecommunications tower in an AG district, on property located East of the Northeast corner of North Birmingham Avenue & East 54th Street North.

BOA-9766 December 1977: The Board of Adjustment approved a special exception to use property for a public park. Improvements will consist of the following: Nature center, interpretive building, shelter, observation towers, parking, group camping site, outdoor conference area and foot trail in an AG district; as presented; and subject to the approval of the building elevation by the City Engineer to be filed with the Board of Adjustment and subject of the building moratorium waiver by the City Commission on a portion of the subject property (480 acres). Property located at Southeast and Southwest corners of East 56th Street and Hwy 75.

CBOA-00204 June 1982: The Board of Adjustment approved a special exception to allow a sanitary landfill in an AG District, subject to the County Engineer’s requirements, subject to the Tulsa City-County Health Department, for a period of three years, on property located at the Southeast corner of East 61st Street North and Hwy 75.

CBOA-00008 October 1980: The Board of Adjustment approved a variance to permit oil and gas wells and related storage tanks within 1320 ft. from an incorporated area on property located at the Northeast corner of East 56th Street North and Hwy 75.
<table>
<thead>
<tr>
<th><strong>Case Report Prepared by:</strong></th>
<th><strong>Owner and Applicant Information:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Jay Hoyt</td>
<td>Applicant: Stuart Van De Wiele</td>
</tr>
<tr>
<td></td>
<td>Property Owner: DAIL, MARGARET LAUSEN EST</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Location Map:</strong> (shown with County Commission Districts)</th>
<th><strong>Applicant Proposal:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Present Use: vacant</td>
</tr>
<tr>
<td></td>
<td>Proposed Use: Pipe Fitting</td>
</tr>
<tr>
<td></td>
<td>Concept summary: Rezone from AG to IL along with a PUD overlay to permit a pipe, valve and fitting distributor facility</td>
</tr>
<tr>
<td></td>
<td>Tract Size: 67.97 ± acres</td>
</tr>
<tr>
<td></td>
<td>Location: W. of NW/c of E. 56th St. &amp; HWY 75</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Zoning:</strong></th>
<th><strong>Staff Recommendation:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Zoning: AG</td>
<td>Staff recommends approval.</td>
</tr>
<tr>
<td>Proposed Zoning: IL/PUD-853</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Comprehensive Plan:</strong></th>
<th><strong>Staff Data:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Map: N/A</td>
<td>TRS: 197</td>
</tr>
<tr>
<td>Stability and Growth Map: N/A</td>
<td>CZM: 22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Concept summary:</strong></th>
<th><strong>County Commission District:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Rezone from AG to IL along with a PUD overlay to permit a pipe, valve and fitting distributor facility</td>
<td>1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Commissioner Name:</strong></th>
<th><strong>Commissioner Name:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Stan Sallee</td>
<td>Stan Sallee</td>
</tr>
</tbody>
</table>

**Case Number:** PUD-853  
**Related to Case CZ-484**  
**Hearing Date:** March 6, 2019
SECTION I: PUD-853

DEVELOPMENT CONCEPT: Rezone from AG to IL/PUD-853 to permit a pipe, valve and fitting distributor facility. The development is intended to follow the standards of proposed PUD-853 as well as those of the proposed underlying IL district not covered by the PUD.

EXHIBITS:
INCOG Case map
INCOG Aerial
Applicant Exhibits:
  Applicant PUD Exhibits

DETAILED STAFF RECOMMENDATION:

PUD-853 is non injurious to the existing proximate properties and;
PUD-853 is consistent with the anticipated future development pattern of the surrounding property;
PUD-853 is consistent with the PUD chapter of the Tulsa County Zoning Code, therefore;

Staff recommends Approval of PUD-853 to rezone property from AG to IL/PUD-853.

Development Standards

Land Area: 2,960,773 Square Feet (67.97 acres)

Permitted Uses: Manufacturing, wholesaling, warehousing. All activities under Use Units 1, 11, 14, 15, 21, 23, and 25.

Parking / Driving Surfaces: All areas intended for driving or parking of pedestrian vehicles (i.e. employee and customer parking) shall be impervious surface such as concrete or asphalt. Pipe and equipment laydown, delivery and loading areas may be gravel or similar materials.

Signs: All signage to be in compliance with the Tulsa County Zoning Code, including Section 1130.2(B) thereof.

Lighting: Any exterior lighting shall be shielded down and away from all abutting tracts, including U.S. Highway 75. Any outdoor lighting fixtures on the Property shall not exceed twenty feet (20') in height.

Building Placement: The principal use building (office building) shall be located within two hundred feet (200') feet of the south property line. Only surface parking, landscaping, signage, and similar customary office building features may be located between the principal use building (office building) and the south property line. Any other buildings (warehousing, fabrication, etc.) shall be located no closer to the south property line than the principal use building (office building) described above.

Landscaping / Screening: The southern property line of the Property shall be landscaped along the 56th Street North right-of-way in general conformity with the edge treatment standards set forth in the Tulsa County Zoning Code. No pipe or equipment laydown areas shall be located within fifty feet (50') of the planned right-of-way of 56th Street North. No pipe or equipment laydown areas shall be within fifty feet (50') of the north or west boundaries of the
proposed PUD and any such areas, within the PUD, shall be screened by either (a) a screening wall or fence or (b) as an alternative to such requirements, by natural vegetation and/ or berms not less than twenty feet (20') in width or less than 8 feet in height in accordance with a landscaping / screening plan approved by INCOG staff.

Street Connectivity: To the extent that the Property is later split into multiple tracts to be developed as smaller lots then a street system addressing not only internal traffic flow but also connectivity to the adjacent parcels will be required.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: This area is outside of the City of Tulsa Comprehensive Plan area. The subject lots are within the Medium and Low Intensity designations of the Tulsa County District 24 plan.

Land Use Vision:

Land Use Plan map designation: N/A

Areas of Stability and Growth designation: N/A

Transportation Vision:

Major Street and Highway Plan: East 56th St North is a Secondary Arterial

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently undeveloped, forested land without existing structures.

Environmental Considerations: A small area of Tulsa County 100 year floodplain exists in the Northeast corner of the lot. This area also contains FEMA Floodway, Zone AE. The applicant will need to work with Tulsa County if development is intended for the floodplain portion of the site.

Streets:

<table>
<thead>
<tr>
<th>Exist. Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>East 56th St North</td>
<td>Secondary Arterial</td>
<td>100 Feet</td>
<td>2</td>
</tr>
</tbody>
</table>
Utilities:
The subject tract has municipal water and sewer available.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS/AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Agricultural / Industrial / Single-Family</td>
</tr>
<tr>
<td>South</td>
<td>RS-3/AG (City of Tulsa)</td>
<td>Parks &amp; Open Space / New Neighborhood</td>
<td>Growth</td>
<td>Single-Family / Skate Park</td>
</tr>
<tr>
<td>East</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Hwy 75</td>
</tr>
<tr>
<td>West</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Radio Antenna</td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History

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

Subject Property: No relevant history

Surrounding Property:

**BOA-20464-A January 2010:** The Board of Adjustment approved the plans submitted for lighting and landscaping of the skate park, noting there is no amplification of sound planned; provided that all parking will be asphalt with concrete curb and gutters; lighting will be shielded down and away so as to light the parking and activity areas only; this approval is for a skate park only and does not include a BMX bike park planned south of the skate park, per plans as shown on pages 2.5, 2.6, 2.7, and 2.8 of the agenda packet. On property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

**BOA-20464 June 2007:** The Board of Adjustment approved a special exception to permit park use in an AG district and a modification of a previously approved plan to permit an expansion of Mohawk Park, with conditions on the property west of Hwy 75 that there be a six-foot chain link fence around the proposed skateboard park; all lighting and amplified sound systems be directed away from the residential areas to the west and south; future submittal of lighting, landscape, and amplified sound plans to the Board of Adjustment before final approval. On property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

**BOA-20193 February 2006:** The Board of Adjustment approved an amendment of the previously approved Mohawk Park master plan and a Special Exception to permit a public park to expand Mohawk Park, less and except the two airport parcels and the west half of the proposed soccer fields, pending the amended legal description and map from staff at the next meeting March 14, 2006, on property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.
Z-6909 September 2003: All concurred in approval of a request for rezoning a 4.62+ acre tract of land from RS-3 to AG on property located East of the Southeast corner of North Birmingham Avenue and East 56th Street North.

CBOA-01927 February 2002: The Board of Adjustment approved a special exception to permit the installation of two AM radio towers, on property located East of the Southeast corner of North Lewis Avenue East & East 59th Street North.

BOA-17509 September 1996: The Board of Adjustment denied a special exception to allow a 150' telecommunications tower in an AG district, on property located East of the Northeast corner of North Birmingham Avenue & East 54th Street North.

BOA-9766 December 1977: The Board of Adjustment approved a special exception to use property for a public park. Improvements will consist of the following: Nature center, interpretive building, shelter, observation towers, parking, group camping site, outdoor conference area and foot trail in an AG district; as presented; and subject to the approval of the building elevation by the City Engineer to be filed with the Board of Adjustment and subject of the building moratorium waiver by the City Commission on a portion of the subject property (480 acres). Property located at Southeast and Southwest corners of East 56th Street and Hwy 75.

CBOA-00204 June 1982: The Board of Adjustment approved a special exception to allow a sanitary landfill in an AG District, subject to the County Engineer’s requirements, subject to the Tulsa City-County Health Department, for a period of three years, on property located at the Southeast corner of East 61st Street North and Hwy 75.

CBOA-00008 October 1980: The Board of Adjustment approved a variance to permit oil and gas wells and related storage tanks within 1320 ft. from an incorporated area on property located at the Northeast corner of East 56th Street North and Hwy 75.
Feet 0 250 500

Subject Tract

PUD-853

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

Aerial Photo Date: February 2018
PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. _____)

JANUARY, 2019
PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. _____)

JANUARY, 2019

TABLE OF CONTENTS

Development Concept.......................................................................................... 3
Development Standards......................................................................................... 4
Legal Description.................................................................................................... 5
PUD Property Exhibits and Conceptual Site Plan.................................................. 6
PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. ____)

DEVELOPMENT CONCEPT

7SGreenwood LLC (the "Developer") is under contract to acquire two (2) adjoining parcels of real estate described on Exhibit "A" attached hereto (collectively, the "Property") and intends on developing the Property as a single parcel (the "Development").

The Development is intended to be used as a pipe, valve and fitting distributor facility at which the tenant (an affiliate of the Developer) will buy oilfield related goods and material in bulk from mills, importers, and master distributors and sell them same to fabricators and other supply houses. The tenant will warehouse and store products that get broken down into smaller quantities for shipment. Areas of the Property will be used as outdoor storage / pipeyard. Pipe and materials will either ship as-is or will be cut to length. All value added services, such as cutting, beveling and kitting/packaging, are performed indoors. While not currently planned, other light manufacturing activities such as welding or fabrication may also occur on the Property in one or more of the buildings to be constructed as part of the Development.

A conceptual plan of the property is as shown on Exhibit "B" (Conceptual Site Plan) and the location of the Property is shown on Exhibit "C" (Location of Property).

The subject property is zoned Agriculture (AG) and the Developer has requested that the Property be rezoned as Industrial Light (IL) subject to the Development Standards contained in this Planned Unit Development No. ____.

Given the planned use of the Property, the development patterns of the surrounding area, and the existing connectivity of 56th Street North to U.S. Highway 75, the collector street shown on an existing Major Street and Highway Plan through the middle of the Property (from the north to 56th Street North) would appear to be unnecessary. Accordingly, at the time of the platting of the Property, the Developer intends to request a waiver of the Major Street and Highway Plan to alleviate the potential bifurcation of the Property.

To the extent that the Property is, in the future, annexed into the City of Tulsa, the Developer would request that the zoning and development standards approved as part of this application remain in effect as part of such annexation.
PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. ____)

DEVELOPMENT STANDARDS

LAND AREA: 2,960,773 Square Feet (67.97 acres)

PERMITTED USES: Manufacturing, wholesaling, warehousing. All activities under Use Units 1, 11, 14, 15, 21, 23, and 25.

PARKING/DRIVING SURFACES: All areas intended for driving or parking of pedestrian vehicles (i.e. employee and customer parking) shall be impervious surface such as concrete or asphalt. Pipe and equipment laydown, delivery and loading areas may be gravel or similar materials.

SIGNS: All signage to be in compliance with the Tulsa County Zoning Code, including Section 1130.2(B) thereof.

LIGHTING: Any exterior lighting shall be shielded down and away from all abutting tracts, including U.S. Highway 75. Any outdoor lighting fixtures on the Property shall not exceed twenty feet (20') in height.

BUILDING PLACEMENT: The principal use building (office building) shall be located within two hundred feet (200') feet of the south property line. Only surface parking, landscaping, signage, and similar customary office building features may be located between the principal use building (office building) and the south property line. Any other buildings (warehousing, fabrication, etc.) shall be located no closer to the south property line than the principal use building (office building) described above.

LANDSCAPING/Screens: The southern property line of the Property shall be landscaped along the 56th Street North right-of-way in general conformity with the edge treatment standards set forth in the City of Tulsa Zoning Code. No pipe or equipment laydown areas shall be located within fifty feet (50') of the driving surface of 56th Street North. Any portion of a pipe or equipment laydown area which is within fifty feet (50') of the north property line shall be screened by either (a) a screening wall or fence (as described in Section 1225.3(B)) or (b) as an alternative to such Section 1225.3(B) requirements, by natural vegetation and/or berms not less than twenty feet (20') in width in accordance with a landscaping/screening plan approved by INCOG staff.

STREET CONNECTIVITY: To the extent that the Property is later split in to multiple tracts to be developed as smaller lots then a street system addressing not only internal traffic flow but also connectivity to the adjacent parcels will be required.
PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. ___)

Legal Description

The Southeast Quarter (SE ¼) of the Southwest Quarter (SW ¼), of Section Five (5), Township Twenty (20) North, Range Thirteen (13) East, Tulsa, Tulsa County, Oklahoma, and containing 40 acres + or −.

and

The Southwest Quarter of the Southeast Quarter (SW¼ SE¼), of Section Five (5), Township Twenty (20) North, Range Thirteen (13) East, Tulsa County, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, LESS AND EXCEPT the Cherokee Expressway and LESS AND EXCEPT East 56th Street North.
PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. ___)

Property Exhibits and Conceptual Site Plan

[to come]
Lee Supply

APPROXIMATELY 67.97 ACRES
TULSA, OKLAHOMA

JANUARY 2019

OWNER:
7SGREENWOOD LLC
821 E INDEPENDENCE ST
TULSA, OK 74106

CONSULTANT:
TANNER CONSULTING LLC
c/o RICKY JONES
5323 S LEWIS AVE
TULSA, OK 74105
RICKY@TANNERBAITSHOP.COM
Lee Supply

EXHIBIT A

AERIAL PHOTOGRAPHY & BOUNDARY DEPICTION
WITH BOUNDARY DEPICTION AND ADJACENT DEVELOPMENTS LABELED

NOT TO SCALE

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

NORTH
Lee Supply

EXHIBIT B
CONCEPTUAL SITE PLAN
CONCEPTUAL LAYOUT SHOWN AS OF JANUARY 18, 2018

- WET OR DRY POND
- LAYDOWN YARD
- LAYDOWN YARD
- PIPE CUTTING BLDG.
- MAIN BLDG.
- 50' SETBACK CONTAINING 3' TALL X 20' WIDE BERM TO RUN ENTIRE WIDTH OF LAYDOWN YARD
- 200' MAX. BLDG. SETBACK

E. 56TH ST. N.
Lee Supply

EXHIBIT C

EXISTING UTILITIES
CONCEPTUAL LAYOUT SHOWN AS OF JANUARY 18, 2018
EXISTING UTILITIES LOCATED FROM CITY OF TULSA INCOG

EXISTING 24" SANITARY SEWER TO SOUTH
EXISTING 12" WATERLINES

E. 56TH ST. N.
Lee Supply

EXHIBIT D

EXISTING SOILS

SOIL DATA FROM USDA WEB SOIL SURVEY, ACCESSED JANUARY 18, 2018

DENNIS SILT LOAM
1%-3% SLOPES

DENNIS SILT LOAM
3%-5% SLOPES

DENNIS-RADLEY COMPLEX
0%-12% SLOPES

E. 56TH ST. N.
Lee Supply

EXHIBIT E

FEMA FLOODPLAIN MAP
FLOODPLAIN DATA REFLECTS FEMA FIRM PANEL NO. 40143C0227L, EFFECTIVE 10/16/2012

UNSHADED ZONE X - OUTSIDE 500-YEAR FLOODPLAIN

FLOODWAY ZONE AE

0.2% ANNUAL CHANCE FLOOD HAZARD

TURK COUNTY

40143C0227L
eff. 10/16/2012

TULSA CITY OF

E. 56TH ST. N.

SPECIAL FLOOD HAZARD AREAS

Without Base Flood Elevation (BFE)
Zone A, A99
With BFE or Depth
Regulatory Floodway
Zone AE, AO, AH, VE, AR

0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X

NOT TO SCALE

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

PUD-853
JANUARY 2019
Lee Supply

EXHIBIT F
EXISTING ZONING MAP
DATA OBTAINED FROM INCOG GIS, ACCESSED JANUARY 18, 2018

AG
AG

RS

CHEROKEE EXPY. (HWY 75)

E. 56TH ST. N.

RS-3

NOT TO SCALE

NORTH
Lee Supply

EXHIBIT G

PROPOSED ZONING MAP
DATA OBTAINED AND MODIFIED FROM INCOG GIS, ACCESSED JANUARY 18, 2018

NOT TO SCALE
# Case Report

**Case Number:** CZ-483  
**Hearing Date:** March 6, 2019

## Case Report Prepared by:

Jay Hoyt

## Owner and Applicant Information:

**Applicant:** Jason Trotter  
**Property Owner:** NEAR BY STORAGE LLC

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

![Location Map](image)

## Applicant Proposal:

**Present Use:** Boat storage - nonconforming  
**Proposed Use:** Boat storage  
**Concept summary:** Rezone from AG to CG to permit a boat storage facility.  
**Tract Size:** 0.93 ± acres  
**Location:** East of the southeast corner of Highway 51 & South 161st West Avenue

## Zoning:

**Existing Zoning:** AG  
**Proposed Zoning:** CG

## Comprehensive Plan:

**Land Use Map:** N/A  
**Stability and Growth Map:** N/A

## Staff Recommendation:

Staff recommends approval.

## Staff Data:

TRS: 9108  
CZM: 34  
Atlas: n/a

## County Commission District:

**Commissioner Name:** Karen Keith

---

*REVISED 2/27/2019*
SECTION I: CZ-483

DEVELOPMENT CONCEPT: The applicant proposes to rezone the subject lots from AG to CG to permit a boat storage facility. The site has been used for boat storage since 1970. The proposed rezoning would bring the facilities use into compliance with the Tulsa County Zoning Code. Commercial zoning currently exists immediately to the east of the site as well as industrial zoning within a mile east of the site.

EXHIBITS:
INCOG Case map
INCOG Aerial (small scale)
INCOG Aerial (large scale)
Applicant Site Sketch

DETAILED STAFF RECOMMENDATION:

CG zoning is non injurious to the existing proximate properties and;
Is consistent with the anticipated future development pattern of the surrounding property;
And is consistent with the Tulsa County Zoning Code, therefore;

Staff recommends Approval of case CZ-483 to rezone property from AG to CG

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: CZ-483 is located within the Sand Springs fence line along Highway 51. According to the Sand Springs 2030 Comprehensive Plan, the Land Use Designation is Residential. It abuts property to the east which has a Commercial Land Use Designation. The parcel has been used for boat storage since 1970.

Land Use Vision:

Land Use Plan map designation: Residential (Sand Springs 2030 Comprehensive Plan)

Areas of Stability and Growth designation: n/a

Transportation Vision:

Major Street and Highway Plan: Highway 51 is designated as a Primary Arterial

Trail System Master Plan Considerations: None
Small Area Plan: N/A

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site currently contains a boat storage facility that has been in operation since 1970.

Environmental Considerations: The site is located within the Tulsa County 100 year floodplain. The applicant will need to work with Tulsa County to mitigate any issues with development in the floodplain.

Streets:

<table>
<thead>
<tr>
<th>Exist. Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 51</td>
<td>Primary Arterial</td>
<td>120 feet</td>
<td>4</td>
</tr>
</tbody>
</table>

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Hwy 51</td>
</tr>
<tr>
<td>South</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Vacant/Single-Family</td>
</tr>
<tr>
<td>East</td>
<td>CS</td>
<td>N/A</td>
<td>N/A</td>
<td>Vacant</td>
</tr>
<tr>
<td>West</td>
<td>AG</td>
<td>N/A</td>
<td>N/A</td>
<td>Private Garage</td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History

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

Subject Property: No relevant history

Surrounding Property: No relevant history
Note: Graphic overlays may not precisely align with physical features on the ground.
Note: Graphic overlays may not precisely align with physical features on the ground.
**Case Number:** Z-7468 with optional development plan

**Hearing Date:** March 6, 2019  
Continuance from February 6, 2019

<table>
<thead>
<tr>
<th><strong>Case Report Prepared by:</strong></th>
<th>Dwayne Wilkerson</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>Owner and Applicant Information:</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Applicant:</strong> John Miggins</td>
<td>Property Owner: MIGGINS, JOHN C</td>
</tr>
</tbody>
</table>

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

![Location Map](image)

### Applicant Proposal:

**Present Use:** Commercial

**Proposed Use:** IL for a Horticulture Nursery

**Concept summary:** Applicant has only provided a concept statement that he plans to develop the site as a horticulture nursery.

**Tract Size:** 0.62 ± acres

**Location:** East of the southeast corner of East Admiral Place & North Pittsburg Avenue

### Zoning:

**Existing Zoning:** CH

**Proposed Zoning:** IL with optional development plan

### Comprehensive Plan:

**Land Use Map:** Main Street  
**Stability and Growth Map:** Area of Growth

### Staff Recommendation:

Staff recommends approval of IL zoning but only with the optional development plan standards identified in Section II.

<table>
<thead>
<tr>
<th><strong>City Council District:</strong></th>
<th>4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Councilor Name:</strong></td>
<td>Kara Joy McKee</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>County Commission District:</strong></th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Commissioner Name:</strong></td>
<td>Karen Keith</td>
</tr>
</tbody>
</table>

### Staff Data:

<table>
<thead>
<tr>
<th><strong>TRS:</strong></th>
<th>9304</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CZM:</strong></td>
<td>37</td>
</tr>
</tbody>
</table>
SECTION I: Z-7468

DEVELOPMENT CONCEPT:
Applicant has noted on his plan to combine all 5 lots into a single parcel. The parcels can be combined with or without the rezoning approval.

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:
  - Submittal #1
  - Submittal #2
  - Survey

DETAILED STAFF RECOMMENDATION:

IL zoning without a development plan is not consistent with the Main Street Land Use designation in the comprehensive plan and,

Uses that may be allowed in an IL district without a development plan are not consistent with the Sequoyah implementation plan and,

IL zoning allows low-impact manufacturing and industry uses that may be considered injurious to the proximate properties and,

IL zoning allows low-impact manufacturing and industry uses that are not consistent with the expected development of the surrounding properties however,

The optional development plan outlined in Section II prohibits uses in the Industrial Use Category uses and,

All other uses and residential building types allowed in Section II are consistent with the expected main street land use designation of the comprehensive plan and,

The uses allowed in the optional development plan are considered non-injurious to the proximate properties therefore,

Staff recommends approval of Z-7468 to rezone property from CH to IL but only with the optional development plans standards outlined below.

SECTION II: OPTIONAL DEVELOPMENT PLAN STANDARDS

Z-7468 with the optional development plan standards will conform to the provisions of the Tulsa Zoning Code for development in an IL district and its supplemental regulations except as further refined below. All uses categories, subcategories or specific uses and residential building types that are not listed in the following permitted uses categories are prohibited:

PERMITTED USE CATEGORY
A) RESIDENTIAL (see allowed residential building types below)
   Household Living
   Three or more households on single lot
   Group Living
   Assisted living facility
   Community group home
   Elderly/retirement center
   Room/boarding house

B) PUBLIC, CIVIC, AND INSTITUTIONAL
   College or University
   Library or Cultural Exhibit
   Parks and recreation
   Religious Assembly
   Safety Service

C) COMMERCIAL
   Animal Service (includes all specific uses)
   Assembly and entertainment
   Other indoor
   (small up to 250-person capacity)
   Broadcast or Recording Studio
   Commercial Service (includes all permitted specific uses)
   Financial Services (includes all permitted specific uses)
   Office (includes all specific uses)
   Parking, Non-accessory
   Restaurants and Bars (includes all permitted specific uses)
   Retail Sales (includes all permitted specific uses)
   Studio, Artist, or Instructional Service
   Trade School
   Vehicle Sales and Service
   Personal vehicle repair and maintenance
   Personal vehicle sales and rentals
   Vehicle part and supply sales
   Vehicle body and paint finishing shop

D) WHOLESALE, DISTRIBUTION AND STORAGE
   Warehouse
   Wholesale Sales and Distribution

E) AGRICULTURAL
   Community Garden
   Farm, Market or Community-supported
   Horticulture Nursery (not allowed in the north 70 feet of the development plan area)

F) OTHER
   Off-Premise Outdoor Advertising Signs

RESIDENTIAL BUILDING TYPES

A) Household Living
   Three or more households on single lot
   Multi-unit House
   Apartment / Condo

REVISED 2/27/2019
Mixed-use building
Vertical Mixed-use building

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Main Street land use vision does not include light industrial uses the building setbacks and density are consistent with the main street vision. The optional development plan allows only those uses, supplemental regulations and lot and building regulations that are consistent with the Main Street designation.

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

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

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

Transportation Vision:

Major Street and Highway Plan: None except the secondary arterial designation

Trail System Master Plan Considerations: None

Small Area Plan: Sequoyah Area Neighborhood Implementation Plan (Effective May 2007)

This location is considered a major activity center:
Major Activity Centers include Admiral Place corridor, Salvation Army Boys and Girls Club, and neighborhood churches. Such centers are generally thought of as urban areas that include concentrations of business, commercial and other uses which draw a large number of people from the region on a daily basis.

Most of the recommendations outlined in the implementation plan are public improvement strategies to help encourage redevelopment.

This implementation plan was completed prior to the current City of Tulsa Comprehensive Plan and does not align itself with the current land use designations for the area.

**Special District Considerations:** None except recommended public improvements outlined in the Sequoyah Neighborhood Implementation Plan.

**Historic Preservation Overlay:** None

**DESCRIPTION OF EXISTING CONDITIONS:**

*Staff Summary:* The existing site is a mix of several small buildings historically used as an auto repair shop with gravel parking areas.

*Snippet from northeast looking south west toward site.*

**Environmental Considerations:** None that would affect site redevelopment

**Streets:**

<table>
<thead>
<tr>
<th>Exist. Access</th>
<th>MSHP Design</th>
<th>MSHP R&amp;W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

REVISED 2/27/2019
Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-3 w/ RT 66 overlay</td>
<td>Parks and open space</td>
<td>Stability</td>
<td>Cemetery across E. Admiral</td>
</tr>
<tr>
<td>East</td>
<td>CH w/ RT66 overlay</td>
<td>Main street</td>
<td>Growth</td>
<td>Commercial use</td>
</tr>
<tr>
<td>South</td>
<td>RS-3</td>
<td>Existing Neighborhood</td>
<td>Stability)</td>
<td>Detached house</td>
</tr>
<tr>
<td>(across expressway)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West</td>
<td>CH w/ RT 66 overlay</td>
<td>Main Street</td>
<td>Growth</td>
<td>Commercial</td>
</tr>
</tbody>
</table>

SECTION III: Relevant Zoning History

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

Subject Property: No relevant history

Surrounding Property:

BOA-21285 June 2011: The Board of Adjustment approved a variance of the paving requirement for a permitted automobile storage yard in a CH District (Section 1303.D), on property located south and east of the southeast corner of East Admiral Place and South Pittsburg Avenue.

2/6/2019 1:30 PM
Note: Graphic overlays may not precisely align with physical features on the ground
Aerial Photo Date: February 2018
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018
SUBJECT TRACT
LAND USE PLAN
MAIN STREET
5 lots all zoned CH requesting lot line adjustment and rezoning to Industrial light with optional development plan.

Lot line adjustment seeking to combine these three lots into one address as 4128 East Admiral place
Rezone all 5 to Industrial light
| **Case Report Prepared by:** | **Case Number:** Z-7471 with optional development plan  
**Hearing Date:** March 6th, 2019 |
|-----------------------------|-------------------------------------------------------------------------------|
| Dwayne Wilkerson            | **Owner and Applicant Information:**  
**Applicant:** Wallace Engineering / Crystal Keller  
**Property Owner:** Estates of Copper Creek LLC |
| **Location Map:** (shown with City Council Districts) | **Applicant Proposal:**  
**Present Use:** vacant  
**Proposed Use:** residential  
**Concept summary:** Rezoning request for single family residential development. The streets will be public streets  
**Tract Size:** 14.69 acres  
**Location:** E of SE/c of S. 33rd W. Ave. & W. 81st St. S. |
| ![Location Map](image) | **Staff Recommendation:**  
Staff recommends approval for RS-1 zoning with the optional development plan as outlined in Section II of the following report.  
Staff does not support the details in the optional development plan identified in the February 27, 2019 letter attached. |
| **Zoning:**  
**Existing Zoning:** AG  
**Proposed Zoning:** RS-1 with optional development plan  
**Comprehensive Plan:**  
**Small Area Plan:** West Highlands Small Area Plan  
**Land Use Map:** Existing Neighborhood  
**Stability and Growth Map:** Area of Stability | **City Council District:** 2  
**Councilor Name:** Jeannie Cue  
**County Commission District:** 2  
**Commissioner Name:** Karen Keith |
| **Staff Data:**  
**TRS:** 8215  
**CZM:** 51  
**Atlas:** 0 | **REVISED 2/27/2019** |
SECT¡ON I: Z-7421

DEVELOPMENT CONCEPT:

The applicant has requested rezoning to allow large lot single-family residential development. The minimum lot size is 0.48 acres in size. The streets will be public and are configured to allow future connectivity to abutting parcels. During the plat process the developer will be required to establish some type of property owner’s association to manage maintenance of common open space for storm water detention areas, public open space and possible entrance features. One of the private deed restrictions is expected to require houses to be separated by at least 30 feet.

EXHIBITS:

INCOG Case map
INCOG Aerial
Tulsa Comprehensive Plan Land Use Map
Tulsa Comprehensive Plan Areas of Stability and Growth Map
Applicant Optional Development Plan:
   Applicants Letter dated February 27th (optional development plan text)
   Conceptual Plan

SECT¡ON II: Optional Development Plan Standards

Z-7471 with the optional development plan standards will conform to the provision of the Tulsa Zoning Code for development in an RS-2 zoning district and all its supplemental regulations except as further refined below:

Uses allowed:
A. Permitted Uses: The subject property may only be used as follows:
   a. Residential Use category
      i. Single Household
B. Public, Civic and Institutional
   a. Natural Resource Preservation
   b. Minor Utilities and Public Service Facilities

Residential building types allowed: The subject property may only be used as follows:
A. Single Household
   a. Detached House

Lot and Building Regulations:
Minimum Lot Area: 21,000 square feet (.48 acres)
Minimum Average Lot Width: 100 feet
Minimum Street Frontage: 30 feet
Minimum Building Setbacks
   Street
      Arterial: 35 feet
      Other streets: 35 feet*
   Side (Interior): 10 feet
   Rear: 25 feet
Minimum open space per lot: 10,000 square feet
Maximum building height: 35 feet

/2.2

REVISED 2/27/2019
*For detached houses and accessory buildings on corner lots street setbacks for non-arterial streets shall also be 35 feet.

DETAILED STAFF RECOMMENDATION:

Z-7471 request RS-1 zoning with an optional development plan for a residential development with public streets and a single household in a detached house. Single family residential uses in this location are consistent with the Existing Neighborhood land use designation in the Comprehensive Plan and in the West Highlands Small Area Plan and,

Single family residential uses are consistent with the land use vision of the West Highlands Small Area Plan however the density allowed by RS-1 zoning with the optional development plan outlined above is contradictory to the rural residential uses recommended by the West Highlands Small area plan and has consistently been considered injurious to the surrounding property owners and,

RS-1 zoning with the optional development plan at this specific location may not be consistent with the provisions identified in an Area of Stability as outlined in the Tulsa Comprehensive Plan, however the optional development plan provides standards for wider side yards and larger front setbacks that are consistent with the large lot neighborhood character expected in the small area plan and,

RS-1 zoning with the optional development plan standards allows a lot density that may still not be consistent with the existing land use pattern in the area. That pattern was established years ago without sanitary sewer availability but the existing zoning in those areas would allow property to be developed with RS-3 lots with a minimum of 6900 square feet when connected to a sanitary sewer system. The City of Tulsa has recently completed sanitary sewer construction south of this site that would allow much greater density on property that is currently zoned RS-3 and,

The lot setbacks and building regulations included in the optional development plan meet or exceed the standards defined in a RS-1 zoning which is consistent with the optional development plan limitations allowed in the Tulsa Zoning Code therefore,

Staff recommends approval of Z-7421 to rezone property from AG to RS-1 with the optional development plan outlined in Section II.

SECTION III: Supporting Documentation

Bulk and Area Summary chart illustrating differences in zoning categories

<table>
<thead>
<tr>
<th>Zoning category</th>
<th>Lot Area (sq. ft.)</th>
<th>Lot width (ft.)</th>
<th>Street Setback (ft.)</th>
<th>Rear Setback (ft.)</th>
<th>Side Setback (ft.)</th>
<th>Open Space (sq. ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Z-7421 RS-1 w/ODP</td>
<td>21,000</td>
<td>100</td>
<td>35</td>
<td>25</td>
<td>15/15</td>
<td>10,000</td>
</tr>
<tr>
<td>RS-1</td>
<td>13,500</td>
<td>100</td>
<td>30</td>
<td>25</td>
<td>5/5</td>
<td>7,000</td>
</tr>
<tr>
<td>AG</td>
<td>87,120</td>
<td>200</td>
<td>25</td>
<td>40</td>
<td>10/5</td>
<td>None required</td>
</tr>
<tr>
<td>RE</td>
<td>22,500</td>
<td>150</td>
<td>35</td>
<td>25</td>
<td>15</td>
<td>12,000</td>
</tr>
<tr>
<td>RS-2</td>
<td>13,500</td>
<td>100</td>
<td>30</td>
<td>25</td>
<td>5/5</td>
<td>5,000</td>
</tr>
<tr>
<td>RS-3</td>
<td>6,900</td>
<td>60</td>
<td>25</td>
<td>20</td>
<td>5/5</td>
<td>4,000</td>
</tr>
</tbody>
</table>

RELATIONSHIP TO THE COMPREHENSIVE PLAN:
**Staff Summary:** Within the West Highlands Small Area plan a development concept illustrates a single family residential development with a variety of lot sizes, greenspace wildlife corridor for local fauna and a perimeter greenspace buffer that summarize the goals for a context sensitive neighborhood. Without using an optional development plan or recommending a larger lot zoning designation staff does not have any regulatory method to support the visioning concepts illustrated in the plan.

**Land Use Vision:**

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

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

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

The Areas of Stability includes approximately 75% of the city's total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability.

The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life.

**Transportation Vision:**

**Major Street and Highway Plan:** None that would affect site development

**Trail System Master Plan Considerations:** None that affect site development

**Small Area Plan:** West Highlands Small Area Plan (Adopted 2014)

The recommendations of the small area plan include many references to supporting residential single family uses within a rural context and a rural residential zoning use. Revisions to the Tulsa Zoning Code have not implemented those concepts.

**Special District Considerations:** None except those design considerations recommended in the West Highlands Small Area Plan

**Historic Preservation Overlay:** None

**DESCRIPTION OF EXISTING CONDITIONS:**

**Staff Summary:** The site abuts property on the south that does not have a public connection to any street. The preliminary plat will require stub street construction that will allows access to
the arterial streets anticipating future development. Street connectivity is an important consideration in the West Highlands Small Area Plan and in the Tulsa Comprehensive Plan.

The density illustrated on the conceptual plan can only be supported by a connection to a public sewer system.

Environmental Considerations: The southwest corner of the site is included in the City of Tulsa regulatory floodplain. Development of that portion of the tract will require adequate engineering analysis during the design process to meet or exceed City standards for development in the floodplain.

Streets:

<table>
<thead>
<tr>
<th>Exist. Access</th>
<th>MSHP Design</th>
<th>MSHP R/W</th>
<th>Exist. # Lanes</th>
</tr>
</thead>
<tbody>
<tr>
<td>West 81st Street South</td>
<td>Secondary Arterial</td>
<td>100 feet</td>
<td>2</td>
</tr>
</tbody>
</table>

Utilities:

The subject tract has municipal water available.

A City of Tulsa sanitary sewer extension will be required to serve this site from approximately ½ mile south of the south boundary of the site.

Surrounding Properties:

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Zoning</th>
<th>Existing Land Use Designation</th>
<th>Area of Stability or Growth</th>
<th>Existing Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>RS-3</td>
<td>Existing Neighborhood</td>
<td>Stability</td>
<td>Large lot single family homes</td>
</tr>
<tr>
<td>East</td>
<td>AG</td>
<td>Existing Neighborhood</td>
<td>Stability</td>
<td>One single family home</td>
</tr>
<tr>
<td>South</td>
<td>AG</td>
<td>Existing Neighborhood</td>
<td>Stability</td>
<td>Undeveloped</td>
</tr>
<tr>
<td>West</td>
<td>RS-3</td>
<td>Existing Neighborhood</td>
<td>Stability</td>
<td>Single family homes</td>
</tr>
</tbody>
</table>

SECTION IV: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11827 dated June 26, 1970, established zoning for the subject property.

Subject Property:

**Z-7446 July 2018:** All concurred in denial of a request for rezoning a 14.69+ acre tract of land from AG to RS-1 on property located East of the Southeast corner of West 81st Street South & South 33rd West Avenue, the subject property. The planning commission vote was 4 votes to approve and 5 votes to deny a proposal to allow 13,500 square foot lots.

**Z-7421 February 2018:** All concurred in denial of a request for rezoning a 14.69+ acre tract of land from AG to RS-2 on property located east of the southeast corner of West 81st Street South & South 33rd West Avenue, the subject property.
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018
February 27, 2019

Tulsa Metropolitan Area Planning Commission
c/o Mr. Dwayne Wilkerson, Assistant Director of Land Development
INCOG
2 West 2nd Street; Suite 800
Tulsa, Oklahoma 74103

RE: Subject: Optional Development Plan
   Subject Site: Copper Creek Residential Subdivision, Tulsa, Oklahoma (Z-7446)
   Wallace Project No. 1740117

Dear Mr. Wilkerson:

Please find enclosed our proposed concept for the Optional Development Plan for the uses anticipated and the standards suggested for the proposed subdivision located southeast of the West 81st Street South and South 33rd West Avenue.

We propose to submit this Concept (attached) for an Optional Development Plan with the applications for rezone from AG to RS-1 with an optional development plan. Our intent is to work with INCOG to formalize the concept as it is being submitted to run concurrently with an application for rezone from AG and RS-1 with an optional development plan.

DEVELOPMENT CONCEPT

The anticipated zoning with allowed uses do not change.

The anticipated use is residential. The overall plan is to develop the property with 1/2 acre lots. It is the intention of the applicant to zone the property RS-1 with an optional development plan to allow for the development of larger lots than allowed by RS-1 zoning while allowing for minimum lot widths that do not meet the minimum lot widths required by RE zoning.

The subdivision will be RS-1 with a minimum lot area of 21,780 sq. ft. which is larger than the minimum area required by the zoning code of (13,500 sq. ft.). The subdivision will also exceed the minimum required (5 ft.) side setbacks with an average of 15 ft. side setback (30 ft. minimum between dwelling structures) which will require lots to have a south-entry garage or a front entry (depending on specific lot width) and a total lot width of 110 sq. ft. versus the required minimum of (100 ft.).
In aligning with the West Highlands/Tulsa Hills Small Area Plan stated goals and priorities, we plan to do the following:

- **Per Priority 1 Goal 2 of the Recommendations:**
  - Provide housing options
    - Develop approximately 20 lots with the minimum square footage being 21,780 sq. ft.
  - Ensure the construction/footpaths/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions.
    - Provide a sidewalk along W. 81\textsuperscript{st} S. St. and along both sides of the streets throughout the subdivision.
    - Provide walking trails throughout the subdivision to connect areas within and outside the subdivision.
- **Per Priority 1 Goal 3 of the Recommendations:**
  - Provide on-site well-maintained amenities such as gyms, pools, attractive landscaping and/or open space.
    - Provide and protect open space and plan attractive landscaping
- **Per Priority 2 Goal 5 of the Recommendations:**
  - Improve park and open space amenities
    - Provide park and open space amenities within the subdivision.
- **Per Priority 2 Goal 6 of the Recommendations:**
  - Improve flood control
    - Provide detention pond designed to meet City of Tulsa design criteria.

We appreciate the opportunity to work with INCOG staff on this optional development plan. Please do not hesitate to contact me if you have any questions or need to discuss items in more detail. We want the best plan to meet our clients anticipated development requirements while serving the surrounding community’s growing need for neighborhoods with amenities.

Sincerely,

WALLACE ENGINEERING • STRUCTURAL CONSULTANTS, INC.

Civil Engineering Services

M. Gene Phillips, P.E.
Principal

Copies: File
February 27, 2019

Tulsa Metropolitan Area Planning Commission  
c/o Mr. Dwayne Wilkerson, Assistant Director of Land Development  
INCOG  
2 West 2nd Street; Suite 800  
Tulsa, Oklahoma 74103

RE: Subject: Optional Development Plan  
Subject Site: Copper Creek Residential Subdivision, Tulsa, Oklahoma (Z-7446)  
Wallace Project No. 1740117

Dear Mr. Wilkerson:

Please find enclosed our proposed concept for the Optional Development Plan for the uses anticipated and the standards suggested for the proposed subdivision located southeast of the West 81st Street South and South 33rd West Avenue.

We propose to submit this Concept (attached) for an Optional Development Plan with the applications for rezone from AG to RS-1 with an optional development plan. Our intent is to work with INCOG to formalize the concept as it is being submitted to run concurrently with an application for rezone from AG and RS-1 with an optional development plan.

**DEVELOPMENT CONCEPT**

The anticipated zoning with allowed uses do not change.

The anticipated use is residential. The overall plan is to develop the property with 1/2 acre lots. It is the intention of the applicant to zone the property RS-1 with an optional development plan to allow for the development of larger lots than allowed by RS-1 zoning while allowing for minimum lot widths that do not meet the minimum lot widths required by RE zoning.

The subdivision will be RS-1 with a minimum lot area of 21,780 sq. ft. which is larger than the minimum area required by the zoning code of (13,500 sq. ft.). The subdivision will also exceed the minimum required (5 ft.) side setbacks with an average of 15 ft. side setback (30 ft. minimum between dwelling structures) which will require lots to have a south-entry garage or a front entry (depending on specific lot width) and a total lot width of 110 sq. ft. versus the required minimum of (100 ft.).
In aligning with the West Highlands/Tulsa Hills Small Area Plan stated goals and priorities, we plan to do the following:

- **Per Priority 1 Goal 2 of the Recommendations:**
  - Provide housing options
    - Develop approximately 20 lots with the minimum square footage being 21,780 sq. ft.
  - Ensure the construction/footpaths/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions.
    - Provide a sidewalk along W. 81st S. St. and along both sides of the streets throughout the subdivision.
    - Provide walking trails throughout the subdivision to connect areas within and outside the subdivision.

- **Per Priority 1 Goal 3 of the Recommendations:**
  - Provide on-site well-maintained amenities such as gyms, pools, attractive landscaping and/or open space.
    - Provide and protect open space and plan attractive landscaping

- **Per Priority 2 Goal 5 of the Recommendations:**
  - Improve park and open space amenities
    - Provide park and open space amenities within the subdivision.

- **Per Priority 2 Goal 6 of the Recommendations:**
  - Improve flood control
    - Provide detention pond designed to meet City of Tulsa design criteria.

We appreciate the opportunity to work with INCOG staff on this optional development plan. Please do not hesitate to contact me if you have any questions or need to discuss items in more detail. We want the best plan to meet our clients anticipated development requirements while serving the surrounding community’s growing need for neighborhoods with amenities.

Sincerely,

WALLACE ENGINEERING • STRUCTURAL CONSULTANTS, INC.
Civil Engineering Services

M. Gene Phillips, P.E.
Principal

Copies: File
Development plan standards require public streets.
Russ Hargrove, CPL
918-808-5101
hargrove.russ@gmail.com

-------- Forwarded message --------
From: Russ Hargrove <hargrove.russ@gmail.com>
Date: Wed, Feb 27, 2019 at 2:04 PM
Subject: Fwd: Copper Creek
To:

Kim,
Attached please find a copy of my email correspondence with Councilor Cue regarding the hearing set for 3/6/19 before the planning commission for the proposed Copper Oak Residential Development to be located near the intersection of West 81st Street South and South 33rd West Avenue (District 2).
Please make sure a copy of my email supporting the application is sent to the planning commission.
Thank you and best regards,
Russ

Russ Hargrove, CPL
Paygrove Properties, LLC
918-808-5101
hargrove.russ@gmail.com

-------- Forwarded message --------
From: Russ Hargrove <hargrove.russ@gmail.com>
Date: Wed, Feb 27, 2019 at 11:31 AM
Subject: Re: Copper Creek
To: (DIST2) Cue, Jeannie <dist2@tulsacouncil.org>

Councilor Cue,
Thank you for your fast response.
I am a property owner in District 2 and do live very close to Copper Creek in Jenks. As you know the Jenks City Limits is contiguous to District 2 and one mile to the south of Copper Creek. The proposed residential development is within the Jenks School District creating an overlap with the Jenks community in this part of District 2.
This planned quality development would benefit Jenks Public Schools in addition to benefiting the neighborhood. Thank you for your consideration.
All the best,
Russ
Russ Hargrove, CPL
Paygrove Properties, LLC
918-808-5101
hargrove.russ@gmail.com

On Wed, Feb 27, 2019 at 5:46 AM (DIST2) Cue, Jeannie <dist2@tulsacouncil.org> wrote:
Thank you for your input. Do you live in Dist 2?

Thank you
Jeannie Cue

Sent from my Verizon, Samsung Galaxy smartphone

------- Original message -------
From: Russ Hargrove <hargrove.russ@gmail.com>
Date: 2/26/19 10:16 PM (GMT-06:00)
To: "(DIST2) Cue, Jeannie" <dist2@tulsacouncil.org>
Subject: Copper Creek

Councilor Cue,
Please refer to the referenced proposed residential subdivision near West 81st Street and South 33rd West Avenue. I am very familiar with other quality residential properties constructed by Key Homebuilders and believe this planned subdivision would only enhance the neighborhood. As a property owner of a nearby residential property at 8936 South Union Avenue, I am in favor of this excellent addition to the community and respectfully request your support of this planned development.
Best regards,
Russ Hargrove

Russ Hargrove, CPL
Paygrove Properties, LLC
918-808-5101
hargrove.russ@gmail.com
A. **Item for consideration:** Consider adoption of the Crutchfield Small Area Plan as an amendment to the Tulsa Comprehensive Plan.

Location: The Crutchfield Neighborhood plan boundary encompasses one square mile, approximately 640 acers, located northeast of the Inner Dispersal Loop (I-244) and downtown Tulsa. Bordered on the north by Pine Street, Utica Avenue to the east, Highway 75 on the west and Admiral Place on the south.

B. **Related Plans:** The existing Crutchfield Neighborhood Revitalization Master Plan will be superseded by the adoption of this Small Area Plan. The Crutchfield Sector Plan will be implemented in tandem with the strategies and goals of this Small Area Plan.

C. **Background:** The Tulsa Development Authority and the City of Tulsa engaged the services of Fregonese Associates, a planning and design firm that partnered with Tharp Planning Group and DRW Planning Studio to develop a Small Area Plan and Sector Plan for the Crutchfield Neighborhood. The Sector Plan, previously presented to the TMAPC and recommended to be in conformance with the Comprehensive Plan, is a specific tool guiding the actions of the Tulsa Development Authority (TDA) to make strategic investments that create desired change in the Crutchfield Neighborhood. The purpose of both Plans is to provide clear and updated guidance for investment decisions, but also other catalytic actions necessary to address anticipated needs of the neighborhood on the immediate and long-term horizons. Both Plans were guided by feedback from the Citizens Advisory Team (CAT), Community Design Workshop, and other public engagement.

Preparation of the Crutchfield Small Area Plan followed the small area planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and will further assist in facilitating neighborhood stabilization, infill housing development, job creation, public infrastructure upgrades, parks and open space enhancements.

This Small Area Plan’s coordination with the recently completed efforts of the Crutchfield Sector Plan establishes a community-based vision for the area and address issues not covered, mobility, long term land use, adjacency and other neighborhood compatibility standards.
D. Conformance with the Tulsa Comprehensive Plan:
The Crutchfield Small Area Plan is in conformance with the following Priorities, Goal and Policies in the Comprehensive Plan.

1. Land Use Map
   The Crutchfield Small Area Plan recommends the following land use designations from the Tulsa Comprehensive Plan.

Downtown Neighborhood
The Downtown Neighborhood land use category is reflective of the area’s established character and proximity to downtown. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open spaces.

Existing Neighborhood
The Existing Neighborhood category is intended to preserve and enhance Tulsa’s existing single-family neighborhoods. Development activities in those areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code.

Main Street
Main Street categories 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. Parking is provided on-street, small private off-street lots or structures. This is a recommended Land Use change along Peoria Avenue, Independence Street between Peoria Avenue and Hwy 75, and for Archer Street between Peoria Avenue and Hwy 75.

Employment
Employment Area uses are intended to focus on commercial activities such as offices, warehousing, light manufacturing and information technology. The northeastern and southern portions of the Plan area are among the city’s most active centrally located industrial lands. These areas have been historically industrial and are anticipated to remain so in the future. The area currently designated Town Center is an active employment land use and will likely remain employment. It is recommended that the Land Use designation be changed from Town Center to Employment.
Mixed-Use Corridor
Sections of Utica Avenue and Latimer Street in the northeast portions of the Plan area are designated Mixed-Use Corridor. Mixed-Use Corridors pair high capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort are emphasized and buildings along the corridor are built to the sidewalk with windows, storefronts and active ground floors.

Town Center
Town Centers are medium scale, one to five story mixed-use areas intended to serve areas of neighborhoods other than Neighborhood Centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small lot single-family homes on the edges. A Town Center also may contain offices that employ nearby residents. The area currently designated as Town Center is active employment and likely to remain employment for the next 10 – 20 years. It is therefore recommended that the Land Use be changed from Town Center to Employment.

2. Areas of Stability and Growth Map
The Crutchfield Small Area Plan uses the “Areas of Stability” and “Area of Growth” designsations from the Tulsa Comprehensive Plan.

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

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

3. Comprehensive Plan Priorities and Recommendations

**LAND USE PRIORITY 3**

Focus redevelopment, revitalization and enhancement programs on areas that have been severely economically disadvantaged.

**Goal 8**— Underutilized land in areas of growth is revitalized through targeted infill and reinvestment.

**Goal 9**— Tulsa North’s economy is at least as robust, sustainable and as stable as the remainder of Tulsa’s economy.

*Policies to support this goal include:*

9.1 Focus planning, reinvestment and rehabilitation programs in Goal 8 in the Tulsa North area to provide opportunities for residents and businesses to improve economic stability.

**LAND USE PRIORITY 4**

Maintain, stabilize and strengthen existing neighborhoods, making them places where new residents are attracted to live.

**Goal 11**— Residents in established neighborhoods have access to local commercial areas, schools, libraries, parks and open space areas within walking distance of their homes.

**Goal 12**— Residents in established neighborhoods have access to multiple modes of transportation.

*Policies to support this goal include:*

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.

**Goal 13**— Existing neighborhoods are stable and infill development revitalizes, preserves and enhances these urban areas. *Policies to support this goal include:*

13.1 Promote the unique characteristics of existing neighborhoods as key to the city’s long-term health and vitality.
• Maintain the desirability of existing neighborhoods through public and private investment.
Recognize adopted area/neighborhood plans in guiding development and zoning decisions.
• Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.
• Provide appropriate transitions between nonresidential uses and neighborhoods to protect stability and quality of life.
• Create and encourage the use of an infill and revitalization toolkit to help facilitate housing development in existing residential neighborhoods.
• Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks, cultural areas and open space, libraries and schools. Encourage the development of these facilities in Small Area Plans.

Goal 14—The city's historic resources are protected and programs promote the reuse of this important cultural resource. Policies to support this goal include:
14.1 Support the Tulsa Strategic Preservation Action Plan preservation objectives and actions.
14.2 Assure that Neighborhood Plans & Small Area Plans support preservation and revitalization objectives.

Transportation Priority 1
Provide a wide range of reliable transportation options so every Tulsan can efficiently get where they want to go

Goal 1—All Tulsans have a variety of transportation options for getting around the city.

Goal 2—Tulsa has a sustainable network of roadways, trails and transit infrastructure that is well maintained and not a burden on future generations to operate. Policies to support this goal include:
2.1 Adopt a network approach to transportation projects that focuses on connecting people to places — ultimately allowing places to become more intense centers of economic development.

Goal 12—Tulsans can rely on a variety of transit options to take them to jobs, shopping and entertainment.

Goal 13—Pedestrians have easy access to jobs, shopping and recreation.
Housing Priority 1
Promote Balanced Housing Across Tulsa

**Goal 1** — A robust mix of housing types and sizes are developed and provided in all parts of the city.

**Goal 5** — Tulsa’s existing housing inventory is revitalized, preserved and maintained.

Housing Priority 2
Ensure Housing Affordability for All Residents

**Goal 7** — Low-income and workforce affordable housing is available in neighborhoods across the city.

**Goal 8** — The combined cost of housing and transportation to Tulsa’s residents is reduced. Policies to support this goal include:

8.1 Coordinate planning of housing and public transportation with the goal of helping residents reduce housing and transportation costs to less than 48% of gross income.

Parks, Trails and Open Space Priority 5
Improve Access and Quality of Parks and Open Space

**GOAL 12** — Neighborhoods have adequate access to parks and open space areas. Policies to support this goal include:

12.1 Work with other government agencies and community partners to improve walkable access to parks and recreation opportunities throughout Tulsa.
12.2 Make parks desirable destinations for walking by providing comfort and convenience facilities, especially restrooms and drinking fountains, wherever possible and feasible.
12.3 Partner with schools, libraries and other public places to provide amenities close to homes.
12.4 Look for opportunities for trails in areas that currently have few or none and connect these areas to existing trails.
12.5 Provide trails and loop walks within existing parks.
12.6 Develop partnerships with utility companies for trail corridors.
12.7 Work with public agencies and community groups to ensure safe pedestrian corridors.
12.8 Provide trail links to specific destinations like schools.
12.9 Add and improve sidewalks through a sidewalk improvement program; prioritize areas based on adjacency to schools and community centers.
12.10 Connect existing undeveloped areas in parks with developed park areas.
12.11 Convert parts of exiting parks to more natural conditions, where feasible.
12.12 Create a series of Local Destination Parks throughout Tulsa.
12.13 Achieve appropriate levels of parks services for all parts of Tulsa.
12.14 Maintain existing facilities as appropriate.
12.15 Provide additional components in areas with relatively low levels of service.
12.16 Provide new parks and components as warranted by population growth and changing demographics.

**Goal 13**—**Partnerships and collaborative efforts support the management and provision of parks and open space.**

**Goal 14**—**Parks and recreational facilities are updated to address changing needs and desires. Policies to support this goal include:**
14.1 Add comfort and convenience features to parks.

As included above, the Tulsa Comprehensive Plan contains Priorities, Goals and Policies that have provided guidance regarding land use, transportation, housing, and open space for the strategies proposed in the Crutchfield Small Area Plan. Therefore, the Crutchfield Small Area Plan is in accordance with the Tulsa Comprehensive Plan.

**E. Staff Recommendation:** Staff recommends that TMAPC adopt the Crutchfield Small Area Plan as an amendment to the Tulsa Comprehensive Plan.

**Attachment:**
- Crutchfield Small Area Plan
Crutchfield Small Area Plan

TULSA PLANNING OFFICE

A New Kind of Energy
CITY OF TULSA
G. T. Bynum, Mayor 2016 – present

TULSA CITY COUNCIL
District 1 Vanessa Hall-Harper
District 2 Jeannie Cue
District 3 Crista Patrick
District 4 Kara Joy McKee
District 5 Cass Fahler
District 6 Connie Dodson
District 7 Lori Decter Wright
District 8 Phil Lakin
District 9 Ben Kimbro

PLANNING DEPARTMENT
CITY STAFF
Dawn Warrick, Planning and Development Director
Theron Warlick, Senior Planner
Dennis Whitaker, Planner II
Addison Spradlin, Planner I
Philip Berry, Planner III
Leon Davis, Real Estate Development Project Manager
JT Paganelli, Planner I

CITIZEN ADVISORY TEAM (CAT)
Tony Bluford
Weldon Bowman
Matthew Brainard
Manuel Garcia
Joanna Giddens
Julie Nelkorn
John Nelkorn
Ebony Petty
Everett Treat

TULSA METROPOLITAN AREA PLANNING COMMISSION (TMAPC)
Michael Covey, Chair
Joshua Walker, 1st Vice Chair
Ted A. Reeds, II, 2nd Vice Chair
John Shivel
Joshua Ritchey
Mike Fretz
Keith McArtor
Margaret (Peggy) Milikin, Secretary
John Fothergill, Tulsa County Commissioners' Designee
Nick Doctor, Mayor's Designee

INDIAN NATIONS COUNCIL OF GOVERNMENTS (INCOG)
Susan Miller, AICP, Director, Tulsa Planning Office

CONSULTANT TEAM
Fregonese Associates
Tharp Planning Group
DRW Planning Studio
About this Document

This policy document is also a record of the public process used to develop the Crutchfield Small Area Plan. As a planning guide for many community stakeholders - citizens, property owners, investors, Planning Commissioners and elected officials – it follows the small area planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and is organized into two main sections: Executive Summary (with reference to implementation matrix) and The Plan.

The Executive Summary and details of the Implementation Matrix were adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on DATE, and approved by the Tulsa City Council on DATE.

Hyperlinks to external sources are provided as an appendix and have been intentionally excluded from the text for ease of maintenance.

Executive Summary

The Executive Summary highlights the planning process, including the Vision Statement and Guiding Principles developed by stakeholders, and key local issues that resulted in policy recommendations. By planning category, the Implementation Matrix reflects those recommendations, summarizes actionable items for capital improvements and supports policy decisions deemed necessary to implement the plan's Vision.

Adopted concepts and policies provide the basis for land use and development decisions for this portion of the city throughout the planning horizon of 10 to 20 years. Details including illustrations, images and analysis of existing data are presented in the Plan to provide background and context for how these recommendations were formulated but will not be cited as policy.

The Plan

The Plan's organizational structure is based on the process set forth in PLANiTULSA to develop Small Area Plans. Content from overlapping process steps may be addressed in more than one chapter of the Plan. Plan chapters include an inventory of existing conditions and relevant data, details of the community engagement process, and “Big Ideas” generated from consensus-building activities and the Visioning workshop, to provide a baseline from which to measure progress throughout the planning horizon.
# Table of Contents

## Contents

**Acknowledgments** ................................................................. iii

**Part I: Executive Summary** .................................................. 3
  - Plan Summary ............................................................................ 3
  - Priorities, Goals and Implementation Measures ............... 8

**Part II: The Plan** ................................................................. 10
  - Introduction ........................................................................... 10
  - Community Participation ..................................................... 12
  - Existing Conditions .............................................................. 14
  - Building the Vision ............................................................... 37
  - Vision for Crutchfield ............................................................ 42
    - Land Use Recommendations ............................................. 43
    - Priorities and Goals ......................................................... 44
Part I: Executive Summary

Plan Summary

The Crutchfield Small Area Plan is a guide for the future development of this Tulsa neighborhood, located northeast of downtown, from I-244 to E. Pine Street, and Hwy 75 to N. Utica Ave. The planning process relied upon extensive resident and stakeholder participation, detailed research into the existing conditions within the plan area, and in-depth consideration of plan recommendations by area stakeholders, City of Tulsa departments and affiliated agencies.

The Crutchfield Small Area Plan supports future decisions related to land use, transportation, housing, and economic development issues unique to the neighborhood. The plan also serves as a key strategy to implement the vision and goals of PLANiTULSA, the Tulsa Comprehensive Plan.

Through the small area planning process, issues and strategies were developed and vetted with the hands-on assistance of the Citizen Advisory Team (CAT), composed of residents and stakeholders. This plan will help guide citywide decision making; it is intended that TMAPC and the City Council will consider the Crutchfield Small Area Plan when evaluating zoning cases and development plans that affect the neighborhood. This plan will also inform decisions related to delivery of municipal services,
like public safety and water and sewer services, as well as capital investments in public infrastructure.

The look and feel of the Crutchfield neighborhood continue to reflect development patterns of the early 20th century. As one of Tulsa’s earliest mixed-use neighborhoods, Crutchfield has a traditional street grid pattern that includes a mix of single-family residences and neighborhood scale retail, as well as substantial areas of industrial and other employment uses. Residential and commercial uses range in the current state of repair, from recently built Habitat for Humanity homes and well-maintained older homes to vacant lots and structures in disrepair.

**Process**

The small area planning process followed the six-step process prescribed in PLANiTULSA’s appendix and in A Guide to Small Area Planning.

City Councilor Vanessa Hall-Harper (District 1) invited nine stakeholders with interests in Crutchfield to serve on the Citizen Advisory Team (CAT). The CAT remained engaged throughout the process by representing their constituents in the plan area, reviewing and validating key information, and crafting the Crutchfield vision statement and recommendations.

Technical Review extended the opportunity for relevant departments of the City of Tulsa and allied agencies to review, comment and clarify findings within the draft plan. Significant responses are reflected in the plan’s narrative and recommendations and provided to the CAT for final review. With the CAT’s consent and acceptance of a plan draft to forward to the Tulsa Metropolitan Area Planning Commission (TMAPC) for adoption, the CAT assumed the role of advocate for the plan’s implementation.

At the conclusion of the active public participation phase, TMAPC considered plan recommendations in a public hearing. On INSERT DATE HERE, TMAPC adopted the plan and forwarded recommendations to the Tulsa City Council for approval. With an effective date of [DATE], Council’s approval amended the Tulsa Comprehensive Plan and the plan recommendations became the City of Tulsa’s policy guide for planning and development within the Crutchfield plan area.

**Land Use Designations**

**DOWNTOWN NEIGHBORHOOD**

The Downtown Neighborhood land use category is reflective of the area’s established residential character and proximity to downtown. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open space.

**EXISTING NEIGHBORHOOD**

The Existing Neighborhood category is intended to preserve and enhance Tulsa’s existing single-family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code.

**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. Parking is provided on street, small private off street lots, or in shared lots or structures.
EMPLOYMENT

Employment area is intended to focus on commercial activities such as office, warehousing, light manufacturing, and information technology. The northwestern and southern portions of the plan area are among the city's most active centrally located industrial lands. These areas have been historically industrial and are anticipated to remain so in the future.

MIXED-USE CORRIDOR

Sections of Utica and Latimer in the northeast portion of the study area are designated Mixed-Use Corridor. Mixed-Use Corridors pair high-capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort are emphasized, and buildings along the corridors are built to the sidewalk, with windows, storefronts, and active ground-floor uses.

TOWN CENTER

Town Centers are medium-scale, one-to-five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood Centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small-lot single-family homes at the edges. A Town Center also may contain offices that employ nearby residents.
Future Land Use Recommendations

Throughout the planning process, the CAT discussed the need for redevelopment and infill development balanced with maintaining the neighborhood's character and identity. Due to this, few changes to the land use map are recommended as part of this plan. The recommended land use changes are shown in Map 3. Future Land Use Recommended Changes.

1. EMPLOYMENT. The area designated as Town Center in the PLANiTULSA land use map is currently active employment land and will likely remain employment for the next 10-20 years. In respecting active current use, the future land use map should be changed from Town Center to Employment.

2. MAIN STREET. In recognizing the desired urban form for walkable transit-oriented mixed-use corridors, several key streets have been designated Main Street. Specifically, the properties along the Peoria corridor extending from I-244 to Pine Street, properties along Independence from Hwy 75 to Utica, and properties along Archer from Hwy 75 to Peoria should be changed to Main Street.

Map 3: Future Land Use Recommended Changes
Vision Statement

The future of Crutchfield is lively, welcoming, and well connected. The neighborhood attracts new residents and businesses and improves connections to neighboring areas. The neighborhood is known for its unique mix of quality housing choices, strong business, effective transportation, and safe and healthy options for walking and biking. Crutchfield continues to be a vibrant mixed-use neighborhood.

Crutchfield Small Area Plan Priorities

The Crutchfield Small Area Plan includes five priorities. Each priority has specific goals and implementation recommendations, which can be found in the Implementation Matrix.

Priority 1: Stabilize and revitalize existing residential areas, while preserving housing affordability and increasing housing choice.

Priority 2: Support compatible residential infill and reinvestment.

Priority 3: Improve corridors to support economic activity and improve mobility options.

Priority 4: Support development that increases employment and commercial opportunities.

Priority 5: Improve urban infrastructure to support health and wellness and catalyze development.
Part I: Executive Summary

Priority 1:
Stabilize and revitalize existing residential areas, while preserving housing affordability and increasing housing choice.

<table>
<thead>
<tr>
<th>Goal 1</th>
<th>Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend amenities, connectivity, and housing options together.”</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Review zoning requests to ensure that new uses enhance neighborhood stability.</td>
</tr>
<tr>
<td>1.2</td>
<td>Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.</td>
</tr>
</tbody>
</table>

Goal 2
Enhance neighborhood amenities.

| 2.1 | Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric. |
| 2.2 | Encourage the development of public and private neighborhood-serving amenities in the neighborhood. |

Goal 3
Address vacant and blighted properties.

| 3.1 | Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood. |
| 3.2 | Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation. |
| 3.3 | Work with Tulsa’s code enforcement program to ensure housing quality for the health, safety and well-being of residents. Consider approaches for public education on topics such as how to report code violations. |
| 3.4 | Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification. |
| 3.5 | Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance. |

Goal 4
Provide appropriate buffering between residential areas and nearby employment land uses.

| 4.1 | Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale. |
## Priority 2:
Support compatible residential infill and reinvestment.

**Goal 5**
Increase housing choices available in Crutchfield.

| 5.1 | Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units. |
| 5.2 | Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood. |
| 5.3 | Encourage compatible, neighborhood-scale development that provides “missing middle” housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge and transition zones between residential and employment uses. |

**Goal 6**
Maintain housing affordability.

| 6.1 | Support infill housing that fits with the character of the neighborhood. |
| 6.2 | Ensure small-scale infill housing is reviewed and permitted quickly and efficiently. |
| 6.3 | Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development. |
| 6.4 | Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks. |
| 6.5 | Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing. |
| 6.6 | Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams. |
| 6.7 | Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa. |

**Goal 7**
Improve park and open space amenities.

| 7.1 | Prioritize safety improvements for Crutchfield’s three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria. |
| 7.2 | Increase police presence to address safety concerns. |
| 7.3 | Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield. |
| 7.4 | Expand shaded areas with trees and picnic shelters. |
| 7.5 | Expand trails network to connect Crutchfield’s parks to regional park and trail amenities. |
Part I: Executive Summary

7.6 Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.

Goal 8 Integrate new construction with the natural environment and aesthetics of the neighborhood.

8.1 Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.

Goal 9 Improve flood control in Crutchfield.

9.1 Preserve natural drainage areas, including natural stream restoration and green space preservation.

9.2 Enforce storm water requirements for new developments.

9.3 Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.

Priority 3:
Improve corridors to support economic activity and improve mobility options.

Goal 10 Promote revitalization in Crutchfield that supports the plan’s Vision and enhances the image of the neighborhood.

10.1 Encourage and support compatible commercial and mixed-use infill development.

10.2 Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.

10.3 Encourage transit-supportive development along Peoria, especially near future bus rapid transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.

10.4 Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.

10.5 Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.

10.6 Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the “street wall” to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.
### Part I: Executive Summary

#### IMPLEMENTATION MATRIX

<table>
<thead>
<tr>
<th>Goal 11</th>
<th>Fund and implement planned pedestrian and bicycle improvements throughout the area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.1</td>
<td>Implement PLANITULSA's Complete Streets policies for multi-modal corridors along Peoria and Utica.</td>
</tr>
<tr>
<td>11.2</td>
<td>Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).</td>
</tr>
<tr>
<td>11.3</td>
<td>Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.</td>
</tr>
<tr>
<td>11.4</td>
<td>Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.</td>
</tr>
</tbody>
</table>

### Priority 4:
Support development that increases employment and commercial opportunities.

<table>
<thead>
<tr>
<th>Goal 12</th>
<th>Activate large undeveloped tracts of land.</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.1</td>
<td>Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.</td>
</tr>
<tr>
<td>12.2</td>
<td>Re-establish block pattern as sites redevelop, working with land owners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.</td>
</tr>
<tr>
<td>12.3</td>
<td>Explore non-industrial uses if feasible based on clean-up standard for health and safety.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 13</th>
<th>Improve commercial transportation access.</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.1</td>
<td>Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.</td>
</tr>
<tr>
<td>13.2</td>
<td>Fund and implement road improvements, especially on routes that support heavy truck traffic.</td>
</tr>
<tr>
<td>13.3</td>
<td>Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 14</th>
<th>Work with residents and businesses to beautify Crutchfield.</th>
</tr>
</thead>
<tbody>
<tr>
<td>14.1</td>
<td>Promptly address garbage and illegal dumping in the neighborhood.</td>
</tr>
<tr>
<td>14.2</td>
<td>Work with businesses in the area to contain refuse.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 15</th>
<th>Ensure adequate parking supply using a shared parking approach in Crutchfield.</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.1</td>
<td>Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.</td>
</tr>
<tr>
<td>15.2</td>
<td>Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.</td>
</tr>
</tbody>
</table>
Priority 5:
Improve urban infrastructure to support health and wellness and catalyze development.

<table>
<thead>
<tr>
<th>Goal 16</th>
<th>Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.1</td>
<td>Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent Tulsa, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.</td>
</tr>
<tr>
<td>16.2</td>
<td>Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.</td>
</tr>
<tr>
<td>16.3</td>
<td>Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.</td>
</tr>
<tr>
<td>16.4</td>
<td>Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.</td>
</tr>
<tr>
<td>16.5</td>
<td>Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.</td>
</tr>
<tr>
<td>16.6</td>
<td>Design and fund entranceway/gateway features at key entrances and neighborhood identification throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.</td>
</tr>
<tr>
<td>16.7</td>
<td>Reevaluate curb cuts on arterials and main streets for access management.</td>
</tr>
<tr>
<td>16.8</td>
<td>Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.</td>
</tr>
<tr>
<td>16.9</td>
<td>Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goal 17</th>
<th>Improve public infrastructure to catalyze private investment.</th>
</tr>
</thead>
<tbody>
<tr>
<td>17.1</td>
<td>Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.</td>
</tr>
<tr>
<td>17.2</td>
<td>Explore options to relocate above ground electric power lines in alleys or underground.</td>
</tr>
<tr>
<td>17.3</td>
<td>Develop a Green Alleyways Program in conjunction with the Engineering Services Department and the Streets and Stormwater Department. Green Alleyways can include light colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.</td>
</tr>
<tr>
<td>17.4</td>
<td>Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.</td>
</tr>
</tbody>
</table>
Part II: The Plan

Chapter 1: Introduction

Implementing PLANiTULSA

Since the adoption of the Tulsa Comprehensive Plan (known as PLANiTULSA) in 2010, the City of Tulsa has developed and implemented a program to conduct small area planning in neighborhoods and districts across the city. Building on the efforts of the 2004 Crutchfield Neighborhood Revitalization Master Plan, the Crutchfield Small Area Plan establishes a community-based vision for the area, and addresses issues such as parks, amenities, mobility, long-term land uses, adjacency and other neighborhood compatibility standards. This plan recommends short- and long-term implementation measures and action items to realize the vision of a lively, welcoming, and well-connected mixed-use neighborhood. This plan supersedes the 2004 plan.

The City of Tulsa works with community stakeholders to develop small area plans that are based on community desires. Small area plans are adopted as amendments to the PLANiTULSA comprehensive plan and are key to implementing city-led initiatives across many agencies.

Boundary

The Crutchfield Small Area Plan area is located northeast of downtown Tulsa. It is bounded by Pine Street on the north, Utica Avenue on the east, Interstate 224 on the south, and Highway 75 on the west. The plan area boundary is larger than the 2004 plan area, now extending south past the railroad tracks to Admiral Boulevard.

Crutchfield at a Glance

The Crutchfield neighborhood of Tulsa, Oklahoma is located within walking distance to downtown but cordoned off by highways, rail lines, and other barriers. There is strong community interest in reinvestment in housing and employment, as well as improving and strengthening the physical links between Crutchfield and other neighborhoods that would bring more attention and provide more welcoming entrances to the area.
Map 4: Crutchfield Plan Area
Chapter 2: Community Participation

Community Engagement Process

Step 1: Initiate

After Crutchfield was selected for a Small Area Plan Update, staff executed the INITIATE step to formally begin the planning process. All property owners within the boundary were notified that the planning process would begin. Staff contacted key stakeholders to serve on the Citizen Advisory Team, and staff began to gather data required for the plan.

Step 2: Engage

This step began the process of community engagement. The initial meeting of the Citizen Advisory Team (CAT) included orientation to the planning process, basic rules of engagement, and preliminary discussions about schedule commitments. The CAT was formed as a first line to communicate with community residents and stakeholders. The CAT helps to ensure that the Small Area Plan is aligned with the needs, aspirations, and concerns of the Crutchfield community.

The Small Area Plan Update Kick-Off event included an introduction to City staff and the staff from the consulting firms, a description of the Plan Update process, presentation of existing conditions and information from the previous Small Area Plan and the Sector Plan, and a mapping activity.

Figure 1. Desired Housing in Crutchfield

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Live-Work</td>
<td>88%</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>83%</td>
</tr>
<tr>
<td>Small Scale Single Family</td>
<td>76%</td>
</tr>
<tr>
<td>Accessory Units</td>
<td>76%</td>
</tr>
<tr>
<td>Narrow Lot Homes</td>
<td>75%</td>
</tr>
<tr>
<td>Duplexes</td>
<td>71%</td>
</tr>
<tr>
<td>Townhouses or Rowhouses</td>
<td>61%</td>
</tr>
<tr>
<td>Small 4-Unit Walk Up Apartments</td>
<td>4%</td>
</tr>
<tr>
<td>Large Apartment Complex</td>
<td>12%</td>
</tr>
</tbody>
</table>

Source: May 2018 workshop polling results to the question, "Does this type of housing have a place in Crutchfield?" Results include responses of "Strongly Agree" or "Somewhat Agree."
Step 3: Understand

The first public workshop was held in March 2018. Workshop attendees participated in a live polling activity, where they answered questions on neighborhood challenges and assets, and prioritized outcomes. The workshop also featured an interactive mapping exercise, where participants identified opportunities for new housing and businesses, community centers and services, and infrastructure upgrades.

A second workshop was held in May 2018, where attendees answered polling questions that focused on specific recommendations for housing, economic development, and improvements for parks, public spaces, and streetscapes. A mapping exercise allowed attendees to illustrate where in Crutchfield these improvements and investments were most needed.

In addition to learning from the Crutchfield community at the workshops, the project team conducted thorough existing conditions research. This research included touring the study area, studying prior planning efforts in the area, conducting a demographic analysis, and mapping community assets and infrastructure.

Step 4: Envision

The results of the workshops were presented at the second CAT meeting in June 2018. The CAT discussed the results and used them to draft an initial vision statement and goals for the SAP.

Step 5: Explore

After completing initial public outreach, existing conditions research, and discussing the vision and goals of the plan with the CAT, the project team drafted plan recommendations for Crutchfield. These recommendations were presented and discussed at the third CAT meeting, in September 2018.

After the CAT meeting, the project team refined the plan recommendations. These recommendations were presented at an open house in October 2018. Attendees were able to see a presentation and posters on the recommendations and were invited to give feedback through discussions with the project team and written comments.

Step 6: Consent

Following the open house, the project team finalized the plan draft and provided the document for CAT and inter-agency review. At this step in the process, stakeholders arrived at consensus regarding the community’s long-range vision, principles that would guide future decisions, and priority actions to implement key recommendations.

Plan Adoption

Plan adoption is the final step, wherein the formal written plan is submitted to the TMAPC for adoption, then forwarded to the City Council for approval. At the completion of this step, the Tulsa Comprehensive Plan is amended for this area of the City.
Chapter 3: Existing Conditions

Location and Context

The Crutchfield plan boundary encompasses 0.78 square miles, located northeast of downtown Tulsa. Bordered on the north by Pine Street, Highway 75 to the west, I-244 to the south, and Utica Avenue to the east, Crutchfield is centrally located and easily accessible.

The plan area’s proximity to local amenities provides the neighborhood with access to downtown Tulsa in minutes, and highway connectivity provides ready access to the entire metropolitan area. Bus rapid transit will be coming soon to the Peoria corridor, providing a great link north and south along one of Tulsa’s main thoroughfares. Additionally, recreational opportunities like the Helmzar Challenge Course and three neighborhood parks are convenient for Crutchfield residents.

Crutchfield is a historically mixed-use neighborhood, with residential, commercial, and industrial land uses in close proximity. Major industrial sites in the area include the Tulsa Recycle and Transfer Plant, Brainerd Chemical, Specialty Bakery, Airgas, and the former Dowell Schlumberger site, among many others. Although outside the study area, the former Evans Fintube site is located just west of the plan area across Highway 75; its future is a major consideration for Crutchfield, as it is the future site of the USA BMX headquarters, and redevelopment of the site could have a strong positive impact on the district if access across Highway 75 is improved. The area boasts a historic landmark, the Outsiders House Museum, which was featured in Francis Ford Coppola’s 1983 film *The Outsiders.*

Encircled by highways and crossed by railroad tracks, the Crutchfield neighborhood feels somewhat isolated from downtown and nearby neighborhoods. Given these conditions, quality placemaking could take place in the form of gateways and improved bike and pedestrian connections.

History

The majority of Crutchfield was first platted and developed between 1910 and 1917, with many more homes being built through the 1940s. Industrial and commercial sites, including heavy manufacturing, grew alongside this residential development, oftentimes expanding into residential neighborhoods as the businesses grew. These industrial uses benefitted from access to the nearby main rail line, and several spur lines were built to serve manufacturers in the area. Many employees of these businesses lived in the area and were able to walk to work.

Growth in Crutchfield slowed in the 1960s, and the area began to show signs of decline in the following decades, exacerbated by the oil bust of the early 1980s. In the 1990s, a neighborhood group was formed to address some of the neighborhood’s immediate issues, such as deteriorated and vacant buildings, absentee landlords, code violations, crime, and vandalism. The neighborhood association eventually turned their attention towards long-range planning, playing an essential role in initiating and creating the 2004 Crutchfield Neighborhood Revitalization Master Plan.
The Outsiders House Museum, a historical landmark in Crutchfield

Crutchfield Parks and Ropes Course

An example of a house built by Habitat for Humanity
Part II: The Plan

Existing mixed residential and church

An example of a house built by Habitat for Humanity

Existing mixed residential and church

Bus stop at Peoria Ave and E King Pl
Public Facilities and Services

While there are few public facilities and services located within the Crutchfield plan boundary, Crutchfield’s proximity to downtown and other central city neighborhoods allows residents access to many services available in those areas.

EDUCATION

There are no schools within the plan boundary. Crutchfield is split between three elementary school boundaries—Springdale, Sequoyah, and Emerson; and two junior/senior high school boundaries—McLain and Central. The Helmzar Challenge Course provides indoor and outdoor ropes courses, classroom activities, team building events, and is open to the public to rent by the public. Two higher education facilities, Langston University Tulsa and Oklahoma State University Tulsa are located just across Highway 75.

PUBLIC SAFETY – POLICE AND FIRE

Crutchfield is within the Gilcrease Division of the Tulsa Police Department. The Gilcrease Division includes Downtown Tulsa and extends to the west, east, and north to the Tulsa municipal boundaries.

Tulsa Fire Station 3 is located just outside of the plan area boundaries, on the southeast corner of Utica Avenue and Archer Street.

HEALTH AND MEDICAL SERVICES

While there are no major medical facilities in Crutchfield, two hospitals are located less than two miles from the study area—Hillcrest Medical Center and Oklahoma State University Medical Center.

Other Plans and Studies

PEORIA AVENUE BUS RAPID TRANSIT LAND USE STRATEGY (2017)

Tulsa’s first Bus Rapid Transit (BRT) line is expected to begin service in 2019, and will run along Peoria Avenue, passing through Crutchfield. There are two planned stations in the study area—an enhanced station at Pine Street and Peoria Avenue, and a local station at Independence Street and Peoria Avenue. The 2017 Peoria Avenue BRT Land Use Framework details strategies and recommendations for land use and development, transit and connectivity, urban design, zoning, and economic development for each of the planned enhanced stations along the route. Recommendations for the Pine Street Station include a destination town center in the station area, improved pedestrian and bike facilities and connections, streetscape improvements, and potential zoning changes to mixed-use designations at key intersections.

PLANITULSA COMPREHENSIVE PLAN (2010)

PLANiTULSA is the first complete update of Tulsa’s comprehensive plan since 1978. The plan guides the physical development of Tulsa over time through a set of goals and policies related to land use, housing, economic development, transportation, parks, trails, and open spaces. The planning process created a vision for the City of Tulsa that reflects the needs and dreams of all citizens over a 20- to 30-year planning horizon. PLANiTULSA prescribes the development of small area plans to implement citywide objectives by addressing unique local issues in their plan areas.

CRUTCHFIELD NEIGHBORHOOD REVITALIZATION MASTER PLAN (2004)

In 2004, a community-led planning effort comprised of Crutchfield property owners, business owners, and residents, developed the Crutchfield Neighborhood Revitalization Master Plan to guide redevelopment of the neighborhood. Despite the planning effort, revitalization in Crutchfield has been slow between 2004 and 2018.

The 2004 plan envisions a Crutchfield that is “clean, economically viable, safe and secure.” To achieve this
vision, five plan goals were established:

1. Improve the Crutchfield Neighborhood Infrastructure and preserve the existing residential areas for residential use.

2. Modify current land use practices to more closely reflect the existing uses and conditions within the neighborhood to infill on small lots and ensure compatible infill development in the future. Modify design and land use standards to support improved design as a means of protecting residential areas from incompatible commercial/industrial uses.

3. Stabilize and improve housing market in the area and advocate the building of a new K-8 public school in the area.

4. Advocate for economic development, commercial revitalization and employment.

5. Identify ways in which the delivery of social service to the area can be improved.

Demographics

Crutchfield demographics were analyzed using Tulsa County, OK Census Tract 12, Block Group 1, the closest geographic fit to the Crutchfield study area boundaries. Data comes from US Census Bureau 2016 ACS 5-year estimate.

POPULATION AND RACE

Crutchfield had a population of 1,893 people. The majority of Crutchfield residents (61%) identify as Hispanic or Latino, a much larger percentage than Tulsa as a whole (15%). There is a much lower percentage of White (Non-Hispanic) residents in Crutchfield (19%) than Tulsa (56%). The two geographies have similar percentages of Black or African American residents, Native American residents, and residents who identify as two or more races.

AGE

Crutchfield is younger than Tulsa as a whole – one-third of residents in Crutchfield are younger than 18, compared to one-quarter of Tulsa residents. Additionally, the proportion of Crutchfield residents over 65 (6%) is lower than Tulsa overall (13%).

INCOME DISTRIBUTION

The median household income (MHI) in Crutchfield is $26,424, only 61% of the MHI in Tulsa overall ($43,045). More than half of Crutchfield households have incomes below $30,000, and only 14% of households have incomes greater than $60,000. In Tulsa, 35% of households earn less than $30,000 per year, and 35% of households have incomes greater than $60,000.

HOUSING MIX, OWNERSHIP, AND VALUE

The majority (86%) of residences in Crutchfield are detached single-family homes. In Tulsa, detached single-family homes make up 63% of housing. There is a smaller proportion of multifamily dwellings in Crutchfield (10%) than in Tulsa as a whole (33%). In 2016, 45% of houses in Tulsa were owner occupied compared to 35% in Crutchfield.

Table 1. Total Population

<table>
<thead>
<tr>
<th></th>
<th>Total Population in 2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tulsa</td>
<td>574,684</td>
</tr>
<tr>
<td>Crutchfield</td>
<td>1,893</td>
</tr>
</tbody>
</table>

Table 2. Median House Value for All Owner-Occupied Housing Units

<table>
<thead>
<tr>
<th></th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tulsa</td>
<td>$129,206</td>
</tr>
<tr>
<td>Crutchfield</td>
<td>$39,212</td>
</tr>
</tbody>
</table>

Tables 1 and 2: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.
The median house value in Crutchfield is only a third of that reported for the City: $39,212 in 2016 compared to $129,206 for the City.

**Housing**

**OWNERSHIP TRENDS**

Significantly fewer housing units in Crutchfield are owner occupied than in Tulsa as a whole. Only 35% of houses are owner occupied compared to 45% citywide. Owner occupied homes in the plan area have decreased from 53% in 1990.

**HOUSING VACANCY**

Housing unit vacancy, defined as the difference between the number of households living within the study area and the number of housing units located in that same area, has fluctuated greatly over the past twenty-five years. Both Tulsa and Crutchfield experienced some lowering of housing vacancy rates between 1990 and 2000. While the rates for Tulsa have continued to climb ever since, the rates for Crutchfield spiked in 2010 and decreased slightly by 2016. However, those rates are still almost double the rate for the City of Tulsa as a whole.

**Figure 2. Housing Type**

<table>
<thead>
<tr>
<th></th>
<th>Crutchfield</th>
<th>Tulsa</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>86%</td>
<td>63%</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>Multifamily</td>
<td>10%</td>
<td>33%</td>
</tr>
<tr>
<td>Mobile Home and Other</td>
<td>1%</td>
<td>2%</td>
</tr>
</tbody>
</table>

**Table 3. Owner Occupied Units**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tulsa</td>
<td>49%</td>
<td>51%</td>
<td>48%</td>
<td>45%</td>
</tr>
<tr>
<td>Crutchfield</td>
<td>53%</td>
<td>38%</td>
<td>33%</td>
<td>35%</td>
</tr>
</tbody>
</table>

**Table 4. Property Vacancy**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Tulsa</td>
<td>12%</td>
<td>8%</td>
<td>11%</td>
<td>12%</td>
</tr>
<tr>
<td>Crutchfield</td>
<td>29%</td>
<td>22%</td>
<td>28%</td>
<td>23%</td>
</tr>
</tbody>
</table>

**Table 4: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.**
Part II: The Plan

**Figure 3. Age**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Tulsa</th>
<th>Crutchfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 65</td>
<td>13%</td>
<td>6%</td>
</tr>
<tr>
<td>35 to 64</td>
<td>37%</td>
<td>38%</td>
</tr>
<tr>
<td>18 to 34</td>
<td>26%</td>
<td>22%</td>
</tr>
<tr>
<td>Under 18</td>
<td>25%</td>
<td>34%</td>
</tr>
</tbody>
</table>

**Figure 4. Median Household Income**

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Tulsa</th>
<th>Crutchfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;$150k</td>
<td>8%</td>
<td>3%</td>
</tr>
<tr>
<td>$100k-$149k</td>
<td>9%</td>
<td>10%</td>
</tr>
<tr>
<td>$60k-$99k</td>
<td>18%</td>
<td>29%</td>
</tr>
<tr>
<td>$30k-$59k</td>
<td>30%</td>
<td>58%</td>
</tr>
<tr>
<td>&lt;$30k</td>
<td>35%</td>
<td>1%</td>
</tr>
</tbody>
</table>

**Figure 5. Race and Ethnicity**

<table>
<thead>
<tr>
<th>Race/Ethnicity</th>
<th>Tulsa</th>
<th>Crutchfield</th>
</tr>
</thead>
<tbody>
<tr>
<td>White (Non-Hispanic)</td>
<td>56%</td>
<td>13%</td>
</tr>
<tr>
<td>Hispanic or Latino</td>
<td>15%</td>
<td>4%</td>
</tr>
<tr>
<td>Black or African American (Non-Hispanic)</td>
<td>15%</td>
<td>3%</td>
</tr>
<tr>
<td>American Indian and Alaskan Native (Non-Hispanic)</td>
<td>0.2%</td>
<td>0.1%</td>
</tr>
<tr>
<td>Asian (Non-Hispanic)</td>
<td>15%</td>
<td>7%</td>
</tr>
<tr>
<td>Some Other Race</td>
<td>7%</td>
<td>4%</td>
</tr>
<tr>
<td>Native Hawaiian and Other Pacific Islander (Non-Hispanic)</td>
<td>4%</td>
<td>3%</td>
</tr>
</tbody>
</table>

Figures 2-5: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.
Part II: The Plan

CHAPTER 3: EXISTING CONDITIONS

NEIGHBORHOOD TRENDS

Blighted Physical Conditions

The Crutchfield neighborhood is a blighted area within the meaning of Oklahoma Urban Renewal Law. The Crutchfield Neighborhood Blight Study, completed in July 2018, details the blighting conditions that exist in the plan area. While parts of the Crutchfield area are well maintained homes and businesses, many buildings in Crutchfield have fallen into disrepair, and some structures are unsafe for habitation. There are several vacant parcels and abandoned structures.

As of July 2018, the City of Tulsa had plans to issue 105 demolition orders for structures in the Crutchfield area within the following 12 months. Sidewalks along major arterials have major issues or are classified as dangerous. City officials and community members agree that Crutchfield will benefit from reinvestment and rehabilitation for the health and safety of the neighborhood.

Land Use

EXISTING LAND USE

Crutchfield is not defined by any one land use; it is a truly mixed-use area, with single-family and multi-family residential, commercial, and industrial uses all in close proximity. Residential uses are primarily in the middle and northeast of the study area.

Map 5. Housing Types
Residences are primarily single-family, with some duplexes and smaller multi-family developments spread throughout.

Commercial uses line major arterials, such as Peoria Avenue and Utica Avenue. Industrial uses, including both light and heavy industrial, are located in the north and south of the study area, adjacent to highways and rail lines.

**VACANT PARCELS**

There are several vacant parcels in the area, including large parcels within industrial areas, and many smaller vacant parcels within residential areas. These vacancies create opportunities for infill development that spur the creation of new homes and jobs within Crutchfield.

**HISTORIC ASSETS**

Crutchfield was first platted and developed just over a century ago, and there is a wealth of older building stock in the neighborhood. The area boasts one historic landmark, the Outsiders House Museum, which was featured in Francis Ford Coppola’s 1983 film *The Outsiders*. The house is an attraction and draws visitors to the neighborhood.

**COMPREHENSIVE PLAN LAND USE DESIGNATIONS**

The PLANiTULSA land use map is organized around building blocks and plan categories that distinguish land use characteristics with regard to location, transportation, land use mix, employment, and housing. Six of these plan categories are represented within the Crutchfield area:

---

*Map 6. PLANiTULSA Future Land Use*
Downtown Neighborhood Neighborhoods located outside of, but tightly integrated with, the Downtown Core. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open space.

Employment Employment areas contain office, warehousing, light manufacturing, and high tech uses. These areas require access to major arterials or interstates, and must accommodate truck traffic, along with rail in some instances. Screening and buffering is necessary when employment districts are located near residential uses.

Town Center Town Centers are medium-scale mixed-use areas with retail, dining, services, and employment. Housing choices can include multifamily and townhouses, with small lot single-family homes along the edges. Town Centers are the main transit hub for nearby neighborhoods and are pedestrian-oriented in their design.

Mixed-Use Corridor Mixed-Use Corridors pair high capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort is emphasized, and buildings along the corridors are built to the sidewalk, with windows, storefronts, and active ground-floor uses.

Existing Neighborhood This plan category is intended to preserve and enhance existing single-family neighborhoods. Development should be limited to rehabilitation, improvement, or replacement of existing homes, with some small-scale infill. Improvements should be made to sidewalks, bike routes, and transit.

Park and Open Space Parks and open spaces should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. These areas should be protected and promoted through targeted investments, public-private partnerships, and policy changes.

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. Parking is provided on street, small private off street lots, or in shared lots or structures.
AREAS OF STABILITY AND GROWTH

The Tulsa Comprehensive Plan includes city-wide designations of Areas of Stability and Growth, to show "where the majority of growth and investment should take place (growth) and which neighborhoods should remain substantially as they are (stability)."

The majority of Crutchfield is designated as an Area of Growth by the Comprehensive Plan. Only two parcels, Bullette Park and Crutchfield Park, are designated as Areas of Stability.
ZONING

Zoning designations in Crutchfield reflect the mixed-use nature and history of the neighborhood. By area, Crutchfield is 38% residually zoned, 6% office/commercial, and 56% industrial. With low- and medium-density multifamily zoning in place, a broad range of single-family and small scale “missing middle” density housing is permissible and aligns with the community’s vision for the area as a continued single-family neighborhood with mixed-use housing and live-work units incorporated along commercial corridors.

RM-1 – Residential Multifamily Low Density (35%) RM-1 allows single-family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 25 units per acre.

RM-2 – Residential Multifamily Medium Density (3%) RM-2 allows single-family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 39 units per acre.

OL – Office-Low (1%) OL is primarily intended to facilitate the development and preservation of low-intensity office uses, such as business or professional offices or medical offices.

CS – Commercial Shopping (0.3%) CS is primarily intended to accommodate convenience, neighborhood, subcommunity, community, and regional shopping centers.

CH – Commercial-High (5%) CH is intended to
accommodate high-intensity commercial uses in the core area of the city, encourage the use of properties and existing buildings along older commercial corridors, and to minimize encroachment on stable residential neighborhoods.

**IL – Industrial-Light (8%)** IL is intended to provide areas suitable for manufacturing, wholesaling, warehousing, and other industrial activities that have few, if any, adverse land use or environmental impacts.

**IM – Industrial-Moderate (48%)** IM is intended to group together a wide range of industrial uses that may produce some moderate adverse land use or environmental impacts in terms of their operation and appearance.

### Environmental Features

Portions of Crutchfield lie within Tulsa's regulatory floodplain. Many of the affected properties are industrial or vacant parcels in the northern and southern portions of the study area. Some residential parcels are also within the floodplain – areas along St. Louis Avenue in the north, and along Admiral Place, as well as between Peoria Avenue and Norfolk Avenue in the southeast portion of Crutchfield.

#### FLOOD MITIGATION AND STORMWATER INFRASTRUCTURE

Tulsa has experienced severe flooding throughout its history, sometimes resulting in casualties and widespread property damage. As a result, the city has been proactive in building and
maintaining comprehensive floodplain regulations and stormwater management infrastructure. In Crutchfield, there are areas of the neighborhood that retain standing water following rain, and many properties in the southern portion of the neighborhood within the regulatory floodplain. Continued coordination with City of Tulsa Engineering Services and Tulsa Development Authority will be necessary to acquire and develop properties for flood storage facilities.

**Transportation**

**STREET DESIGNATIONS (CITY OF TULSA)**

The Comprehensive Plan calls for a multi-modal street system in Tulsa. A multi-modal street system balances the needs of all modes of travel, giving people the option to walk, bike, ride transit, or drive to their destinations. Comprehensive Plan street designations are Main Streets, Multi-Modal Streets, Commuter Streets, and Residential Collector Streets.

Two streets in Crutchfield, Peoria Avenue and Pine Street, are designated as Multi-Modal Corridors by the Comprehensive Plan. 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.
Part II: The Plan

MAJOR STREETS AND HIGHWAY PLAN (INCOG)

The Major Streets and Highway Plan’s classifications are based on an analysis of rights-of-way standards in the region. This analysis is part of an inventory maintained by the Indian Nations Council of Governments (INCOG) and is an essential part of local transportation policy.

Crutchfield is served by two freeways, Interstate 244 and Highway 75. It is also served by several major streets: three urban arterials (Peoria Avenue, Utica Avenue, and Pine Street), one collector (Admiral Boulevard), and one residential collector (Latimer Street).

BIKE FACILITIES

The GO Plan, the Tulsa Regional Bicycle and Pedestrian Master Plan, was adopted in 2015. The plan establishes a comprehensive plan for bicycle and pedestrian improvements throughout the Tulsa region. It identifies barriers to active transportation experienced by community members, and proposes solutions including bicycle network recommendations, pedestrian design approaches, policy and funding recommendations, and design guidance. The vision of the plan is to make walking and biking appealing, safe, comfortable, and convenient for those using roads and trails in the Tulsa region.

Peoria Avenue was one of the most studied corridors for bicycle improvements in the GO Plan. The street provides access to neighborhoods, retail destinations, schools, parks, and places of worship from North Tulsa to South Tulsa. The plan recommends accommodating a bike lane through a four-lane to three-lane road diet on Peoria, beginning at Pine Street and running south through the Crutchfield study area to 15th Street. This recommendation and other bicycle facility improvements are important to consider when Peoria is redesigned for the planned bus rapid transit line.

Beyond Peoria Avenue, the GO Plan recommends several improvements to bicycle and pedestrian infrastructure in the Crutchfield plan area. These recommendations include signed bicycle routes on Independence Street and portions of Trenton Avenue and Archer Street, sharrows (shared lane markings) on Pine Street, and a shared-use trail adjacent to the South Kansas & Oklahoma Railroad tracks.

Additional Bike Facilities

In addition to the bike routes called for in the GO Plan, bicycle facilities are needed along Archer between Lansing and Peoria and along Latimer, extending from Peoria east to Utica. This bike corridor could extend east along the abandoned rail corridor that runs parallel to Latimer east of Utica, connecting the neighborhoods and helping to create a network of bike facilities across the City.

PARKING AND ALLEYWAYS

Alleyways are present on many residential blocks in Crutchfield. They provide parking and access to residences. Alleyways in the plan area vary in condition, with most in need of cleanup and vegetation removal. In some locations, community members have indicated garbage removal is needed for mattresses and other large items left in the alleys. Alleyways are platted as public right-of-way. Currently, neighboring property owners are responsible for the maintenance and upkeep of alleyways. No system is in place to assist property owners with maintenance.

Alleys can provide a wealth of neighborhood benefits with investments in clean-up, planting, and ongoing maintenance. Alleys can provide a great alternate location for many types of urban infrastructure, such as electric poles and other utilities, garbage and recycling collection, and bioswales (facilities for sustainable stormwater capture and treatment).

The City should research options for piloting a green alleyway program in Crutchfield and other central neighborhoods facing stormwater and flooding issues. Green alleyways can include trees.
and light-colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.

Parking in the neighborhood is sufficient to meet current needs, with on- and off-street spaces available throughout Crutchfield. Some narrow residential parcels do not have off-street parking, but on-street parking is readily available.

As Crutchfield experiences reinvestment in residential areas and along major commercial corridors of Peoria and Utica, a district or shared parking approach will be needed to ensure adequate parking to serve new and growing businesses. A district parking program would allow multiple users access to shared parking facilities including off-street lots and/or structures. Parking management should include City-led communications and organizational support for a business or business and residential parking district. A local improvement district (LID) or business improvement district (BID) can be instrumental in advocating and deploying shared parking facilities and arrangements. The improvement district can also organize to provide signs for navigation and information (such as hours of use or other restrictions).
SIDEWALKS

An inventory of sidewalks along major arterials in the plan area revealed that sidewalks are in universally poor condition. Neighborhood streets are in similar condition; sidewalks in Crutchfield are either dangerously deteriorated or do not exist. Community and stakeholder input revealed strong consensus that sidewalk investments are a top priority. Sidewalk investments should be made on all streets in the study area. For the purpose of phasing and near-term action, priority should be given to sidewalk improvements on the key commercial corridors of Peoria and Utica, the “Main Street” designated streets of Independence and Archer, and along Latimer between Peoria and Utica.

Map 12. Sidewalk Needs Maps
CONNECTIONS

Despite Crutchfield's proximity to downtown and other central city neighborhoods, connections to these areas are limited due to physical and social barriers created by freeways and rail lines located on the boundaries of the neighborhood. A few key streets provide connections between Crutchfield and nearby areas – Independence, Peoria and Archer. Convenient access to freeways allows residents and businesses to easily travel to destinations around the city and region. Peoria and Utica are the two key commercial corridors within Crutchfield.

Map 13. Connections
Part II: The Plan

EXISTING BUS LINES

Crutchfield is currently served by Tulsa Transit Routes. Route 105 runs along Peoria, connecting Crutchfield to destinations as far north as 66th Street North in Turley, and as far south as 81st Street. Route 222 runs along Pine Street, providing connections to downtown, east to Garnett Road, and south to 41st Street.

PLANNED BRT

Tulsa’s first Bus Rapid Transit (BRT) line is expected to begin service in late 2019, and will run along Peoria Avenue, passing through Crutchfield. There are two planned stations in the study area – an enhanced station at Pine Street and Peoria Avenue, and a local station at Independence Street and Peoria Avenue.

Map 14. Existing Transit Service
Public Utilities

The City of Tulsa provides water, sewer, and stormwater services to the area. Electricity is provided by Public Service Company of Oklahoma. Gas is provided by Oklahoma Natural Gas. Much of the existing water and sewer system dates from the initial development of this neighborhood nearly a century ago. Lack of sufficient water pressure has been noted by owners of new development, and this has been credited to an aging, leaky water system.

The City of Tulsa has a program for home repair assistance that is available to low- and moderate-income homeowners. Community Development Block Grant assistance may be available for sewer line replacement, emergency home repair or major home repairs. Homes must be owner-occupied to qualify. More information can be found by contacting the Mayor’s action center or the Working In Neighborhoods (WIN) department.

Emergency home repairs may include replacing water heaters or other essential repairs under a certain dollar amount. Major home repairs cannot exceed a certain dollar amount and must result in the residence being brought up to standard conditions.

As the area redevelops, the City of Tulsa should consider the potential for relocating existing utility poles either to alleys or underground and work with utilities to understand feasibility. Relocating utilities underground is often prohibitively expensive but may be an option when done concurrent to other significant infrastructure projects that require trenching or digging.
Part II: The Plan

Parks, Trails, and Open Space

There are three existing parks in Crutchfield, including Crutchfield Park, Bullette Park, and Latimer Park. Bullette Park, at the corner of King Street and Madison Avenue, features picnic shelters, a playground, and basketball courts. Crutchfield Park, located at Independence Street and Quaker Avenue, has a splash pad, picnic shelters, basketball and baseball facilities, and a playground. The privately-developed and privately owned Latimer Park and playground is located on Latimer Street and Rockford Avenue. In addition, the former school site at Peoria and Jasper is now home to the Helmzar Challenge Course.

Based on public feedback, the parks in Crutchfield all need safety and security improvements, which should include improved lighting and increased police presence. Trees and shading were a close second request for all three parks.

There is community interest in finding space for a community garden in the Crutchfield neighborhood, and coordination with Tulsa Parks and Recreation could determine if there are feasible sites within existing parks in the area.

Map 15. Crutchfield Parks
Economic Development

EMPLOYMENT

Crutchfield has many active industrial and commercial employment sites, including Quick Service Steel, Brainerd Chemical, Trinity Containers, Topeca Coffee Roasters, Rockford Industrial Park, Machine Works LLC, and the Tulsa Recycle and Transfer Plant.

INFILL AND REDEVELOPMENT

There are many vacant parcels in the plan area. These range in size from standard residential lots to large industrial-zoned sites. Many of these parcels, especially the larger sites and those located along commercial corridors, represent opportunity for infill development that supports increased employment and commercial services in Crutchfield.

As a central neighborhood that was initially platted and developed just over a century ago, infill and redevelopment will be critical to revitalization of the Crutchfield neighborhood. This Small Area Plan and the Crutchfield Sector Plan together form a development strategy for Crutchfield to attract new development.
Infill and redevelopment can take the form of new housing on vacant lots, renovation or replacement of “main street” commercial buildings, as well as industrial reuse. Currently there are approximately 444 vacant parcels in the plan area (25.8% of total parcels). Given the proximity to downtown Tulsa and the availability of two major industrial infill sites with great highway and rail access, this creates a major opportunity for infill development in Crutchfield. The neighborhood can attract a full range of new development with the variety of land types available.
The vision and priorities for Crutchfield that form the backbone of the Small Area Plan were developed in careful consultation with the community. Through three well-attended public events, in addition to regular meetings with the Community Advisory Team (CAT), the priorities became clear through discussion, interactive polling, and map-based activities.

### Community Design Workshop Results

Two workshops were held during the planning process for Crutchfield, one associated with the Sector Plan and a second associated with this Small Area Plan. Both events yielded important community feedback that has formed the backbone of the plan concepts and priorities.

**WORKSHOP 1 | MARCH 2018**

This workshop was associated with the Crutchfield Sector Plan, intended to gain input from the community regarding infill and redevelopment, public infrastructure needs, blight, and connections.

The event included interactive instant polling questions and a small group map-based design activity where participants used colored dot stickers and written feedback to indicate the types of desired place-based investments needed in the plan area.
Part II: The Plan

**Workshop 1 Input: Active Transit**

**Workshop 1 Input: Street Lighting**

**Workshop 1 Input: Roadway Safety Needs**

**Workshop 1 Input: Bike Facility Needs**

**KEY TAKEAWAYS FROM WORKSHOP 1**

- Location is Crutchfield's greatest asset (78% polling responses)
- Top priority for economic development should be to revitalize commercial properties (49%)
- Top priority for housing should be to address blighted properties (33%) and to maintain affordability (33%)
- Top priority infrastructure should be storefront façade improvements (29%)
- The most important outcome of this planning process would be to redevelop aging residential areas (38%)
WORKSHOP 2 | MAY 2018

The second workshop was associated with the Small Area Plan, intended to expand the depth of information gathered during the first workshop. Workshop 2 included interactive instant polling and a map-based small group discussion centered on six key topic areas: housing, facilities, commercial corridors, opportunity sites, streets and alleys, edges and transition areas, and parks.

KEY TAKEAWAYS FROM WORKSHOP 2

HOUSING

- There is a lot of great housing stock in the area
- Strong desire to keep out apartments, namely large apartment complexes; mid-density housing such as townhomes, rowhouses, accessory dwelling units, and live-work units are acceptable if at an appropriate and fitting scale
- Need for more accountability and upkeep from landlords; some rental units are rented by the week; some are in very poor condition

FACILITIES

- Need for more “third places” like coffee shops, community spaces, libraries – places that are not home or work where people can hang out
- Desire for family friendly destinations: pool or aquatic center,

CORRIDORS

- Desire for 2-3 story development, could include residential above retail or office
- Commercial space for small-scale retail or boutiques
- Desire for grocery store, hardware store along Utica
- Desire for restaurants, brunch locations, cafes with sidewalk seating

OPPORTUNITY SITES

- Former Dowell-Schlumberger site could be a multi-purpose commercial building
- Archer site could be used for a sports complex

STREETS & ALLEYS

- Need for more focus along Archer, especially the connection to downtown
- Independence is a great street for local travel through the district – should have improved streetscaping and local serving commercial uses
- Strong need for better lighting and ADA access
- Safety concerns along Latimer and Independence – these streets connect between Peoria and Utica, and should be safe for walking and biking to travel within the neighborhood
- All local streets need to be repaired; Latimer is a travel route for heavy truck traffic going to and from the waste plant – asphalt street cannot handle the weight and should be upgraded to concrete

EDGES & TRANSITIONS

- Desire for greenway buffers on east-west connecting streets (Independence and Archer) to serve as connections to the regional trail network and safe routes for walking and biking
- Strong desire for increased tree planting for shade, beauty, and air and water quality improvements
- Heavy truck traffic on Latimer, Independence, and Peoria is a safety issue for pedestrians
- Need for careful transition from commercial corridors to the adjacent neighborhoods
Part II: The Plan

PARKS

- Need for wayfinding signage along Peoria to let people know where the parks are
- Need for better lighting, shade trees or structures, safety features (fencing, police patrol, lighting)
- Desire for a water feature such as a splash pad or pool
- Desire for community garden space especially in northeast corner of Crutchfield

POLLS RESULTS FROM WORKSHOP 2

- Two top concerns: Neighborhood stability; Safety & security
- Best strategies to move forward: bolstering economic development and improving the housing market and residential areas
- Desire for grocery stores, restaurants and cafes, and retail shopping located along Peoria and Utica
- Desire for greater investment in pedestrian infrastructure such as sidewalk repair and widening

Workshop 2 Results: Desired Housing in Crutchfield

Source: May 2018 workshop polling results to the question, "Does this type of housing have a place in Crutchfield?" Results include responses of "Strongly Agree" or "Somewhat Agree.”
“Big Ideas” Core Concepts for the Crutchfield Vision

Based on input from the map-based workshop, interactive polling, and discussion questions, the following “big ideas” solidified as core concepts of the plan.

Focus on key catalytic development sites

Residential reinvestment, rehabilitation and assistance

Strengthen identity with entrances and gateways

“Main Street” corridors along Peoria, Utica, Independence and Archer

Invest in capital improvements for public infrastructure
Chapter 5: Vision for Crutchfield

The Tulsa Comprehensive Plan suggests that all small area plans should include a vision statement that articulates what the area should be in 10 to 20 years. A vision statement should be inclusive in its values, concisely written and positive in its outlook. This Chapter includes the Vision Statement and the Vision Map for Crutchfield detailing desired future land uses. The Crutchfield Vision Statement was developed through numerous discussions throughout the planning process. The Community Advisory Team (CAT) considered the 2004 neighborhood plan vision statement, prevalent themes from early polling, analysis of existing conditions, and themes identified in Vision Maps from the Visioning Workshop. The Vision Statement was presented to the CAT and subsequently at the October 2018 open house for feedback and comment.

Vision Statement

The future of Crutchfield is lively, welcoming, and well connected. The neighborhood attracts new residents and businesses and improves connections to neighboring areas. The neighborhood is known for its unique mix of quality housing choices, strong business, effective transportation, and safe and healthy options for walking and biking. Crutchfield continues to be a vibrant mixed-use neighborhood.
Land Use Recommendations

Throughout the planning process, the CAT discussed the need for redevelopment and infill development balanced with maintaining the neighborhood’s character and identity. Due to this, few changes to the land use map are recommended as part of this plan. The recommended land use changes are listed below and can be seen in Map 18. On the map, proposed changes are outlined with a red dashed line.

1. EMPLOYMENT. The area designated as Town Center in the PLANiTULSA future land use map is currently active employment land and will likely remain employment for the next 10-20 years. In respecting active current use, the future land use map should be changed from Town Center to Employment.

2. MAIN STREET. In recognizing the desired urban form for walkable transit-oriented mixed-use corridors, several key streets have been designated Main Street. Specifically, the properties along the Peoria corridor extending from I-244 to Pine Street, properties along Independence from Hwy 75 to Utica, and properties along Archer from Hwy 75 to Peoria should be changed to Main Street.

Map 18. Future Land Use Recommendations
INTRODUCTION
The recommendations set forth in this section of the Crutchfield Small Area Plan are the means by which the vision is intended to be implemented. This chapter is organized into priorities, goals, and implementation measures.

PRIORITY 1: STABILIZE AND REVITALIZE EXISTING RESIDENTIAL AREAS, WHILE PRESERVING HOUSING AFFORDABILITY AND INCREASING HOUSING CHOICE.

Goal 1: Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend amenities, connectivity, and housing options together.”

1.1 Review zoning requests to ensure that new uses enhance neighborhood stability.
1.2 Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.

Goal 2: Enhance neighborhood amenities.

2.1 Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric.
2.2 Encourage the development of public and private neighborhood-serving amenities in the neighborhood.

Goal 3: Address vacant and blighted properties.

3.1 Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.
3.2 Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation.
3.3 Work with Tulsa’s code enforcement program to ensure housing quality for the health, safety and well-being of residents. Consider approaches for public education on topics such as how to report code violations.
3.4 Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification.

3.5 Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance.

Goal 4: Provide appropriate buffering between residential areas and nearby employment land uses.

4.1 Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale.

PRIORITY 2: SUPPORT COMPATIBLE RESIDENTIAL INFILL AND REINVESTMENT.

Goal 5: Increase housing choices available in Crutchfield.

5.1 Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, tripexes, quads), live-work units, and accessory dwelling units.

5.2 Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood.

5.3 Encourage compatible, neighborhood-scale development that provides “missing middle” housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge and transition zones between residential and employment uses.

Goal 6: Maintain housing affordability.

6.1 Support infill housing that fits with the character of the neighborhood.

6.2 Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.

6.3 Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development.

6.4 Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.

6.5 Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.

6.6 Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.

6.7 Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa.

Goal 7: Improve park and open space amenities.

7.1 Prioritize safety improvements for Crutchfield’s three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria.

7.2 Increase police presence to address safety concerns.

7.3 Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield.

7.4 Expand shaded areas with trees and picnic
Shelters.

7.5 Expand trails network to connect Crutchfield’s parks to regional park and trail amenities.

7.6 Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.

**Goal 8: Integrate new construction with the natural environment and aesthetics of the neighborhood.**

8.1 Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.

**Goal 9: Improve flood control in Crutchfield.**

9.1 Preserve natural drainage areas, including natural stream restoration and green space preservation.

9.2 Enforce storm water requirements for new developments.

9.3 Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.

**PRIORITY 3: IMPROVE CORRIDORS TO SUPPORT ECONOMIC ACTIVITY AND IMPROVE MOBILITY OPTIONS.**

**Goal 10: Promote revitalization in Crutchfield that supports the plan’s Vision and enhances the image of the neighborhood.**

10.1 Encourage and support compatible commercial and mixed-use infill development.

10.2 Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.

10.3 Encourage transit-supportive development along Peoria, especially near future bus rapid transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.

10.4 Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.

10.5 Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.

10.6 Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the “street wall” to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.

**Goal 11: Fund and implement planned pedestrian and bicycle improvements throughout the area.**

11.1 Implement PLANiTULSA’s Complete Streets policies for multi-modal corridors along Peoria and Utica.

11.2 Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).

11.3 Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.

11.4 Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.
PRIORITY 4: SUPPORT DEVELOPMENT THAT INCREASES EMPLOYMENT AND COMMERCIAL OPPORTUNITIES.

Goal 12: Activate large undeveloped tracts of land.

12.1 Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.

12.2 Re-establish block pattern as sites redevelop, working with land owners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.

12.3 Explore non-industrial uses if feasible based on clean-up standard for health and safety.

Goal 13: Improve commercial transportation access.

13.1 Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.

13.2 Fund and implement road improvements, especially on routes that support heavy truck traffic.

13.3 Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.

Goal 14: Work with residents and businesses to beautify Crutchfield.

14.1 Promptly address garbage and illegal dumping in the neighborhood.

14.2 Work with businesses in the area to contain refuse.

Goal 15: Ensure adequate parking supply using a shared parking approach in Crutchfield.

15.1 Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.

15.2 Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.

PRIORITY 5: IMPROVE URBAN INFRASTRUCTURE TO SUPPORT HEALTH AND WELLNESS AND CATALYZE DEVELOPMENT.

Goal 16: Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.

16.1 Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent neighborhoods in all directions, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.

16.2 Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.

16.3 Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.

16.4 Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.

16.5 Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.

16.6 Design and fund entranceway/gateway features at key entrances and neighborhood identification
Part II: The Plan

throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.

16.7 Reevaluate curb cuts on arterials and main streets for access management.

16.8 Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.

16.9 Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.

Goal 17: Improve public infrastructure to catalyze private investment.

17.1 Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.

17.2 Explore options to relocate above ground electric power lines in alleys or underground.

17.3 Develop a Green Alleyways Program in conjunction with the Engineering Services Department and the Streets and Stormwater Department. Green Alleyways can include light colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.

17.4 Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.