

# **TULSA METROPOLITAN AREA PLANNING COMMISSION**

## **Meeting No. 2805**

**November 6, 2019, 1:30 PM**

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

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

Call to Order:

### **REPORTS:**

**Chairman's Report:**

**Work session Report:**

**Director's Report:**

### **CONSENT AGENDA:**

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

1. **PUD-660-3 Mary Lynn Saurino** (CD 2) Location: East of the southeast corner of West 71<sup>st</sup> Street South and South Elwood Avenue requesting a **PUD Minor Amendment** to remove the requirement for a screening fence
2. **PUD-696-B-5 Ashton Gray, LLC** (CD 2) Location: South of the southwest corner of East 91<sup>st</sup> Street South and South Delaware Avenue requesting a **PUD Minor Amendment** to reallocate floor area to permit a lot split

### **PUBLIC HEARINGS:**

3. **Z-7503 David Henke/City Council** (CD 4) Location: North of the Northeast corner of East 11th Street South and South Peoria Avenue requesting rezoning from **RS-4 and CH to MX1-U-U a** (Continued from October 16, 2019)
4. **Z-7504 Erik Enyart** (CD 2) Location: South of the southwest corner of West 81<sup>st</sup> Street South and South Union Avenue requesting rezoning from **AG to**

**RS-3 with optional development plan** to permit single-family subdivision  
(Continued from October 16, 2019)

5. **Z-7505 Mark Capron** (CD 8) Location: Northwest of the northwest corner of East 111<sup>th</sup> Street South and South Memorial Drive requesting rezoning from **AG to RS-3 and RT** to permit single-family homes and townhouses  
(Continued from October 16, 2019)
6. **CZ-495 Brandon Conrad** (County) Location: Northwest of the northwest corner of East 56<sup>th</sup> Street North and North 145<sup>th</sup> East Avenue requesting rezoning from **RS to AG** to permit agricultural uses
7. **Z-7508 AC Hutton** (CD 1) Location: Northwest corner of East 46<sup>th</sup> Street North and North Elgin Avenue requesting rezoning from **RS-3 to IL with optional development plan (Applicant requests continuance to November 20, 2019)**
8. **Z-7509 Alberto Perez** (CD 1) Location: South of the southeast corner of East Newton Street and North Main Street requesting rezoning from **RS-4 to RS-5**
9. **Z-7510 Boomtown Development Co.** (CD 3) Location: South of the southwest corner of East Admiral Place and South 89<sup>th</sup> East Avenue requesting rezoning from **RS-2 to RS-4**
10. **PUD-367-A Stuart Van De Wiele** (CD 6) Location: South of the southeast corner of East 31<sup>st</sup> Street South and Highway 169 requesting rezoning from **PUD-367 to PUD-367-A (Related to Z-7511)**
11. **Z-7511 Stuart Van De Wiele** (CD 6) Location: South of the southeast corner of East 31<sup>st</sup> Street South and Highway 169 requesting rezoning from **CS and RM-1 to IL, CS and RM-1 (Related to PUD-367-A)**
12. **PUD-848-A Ryan McCarty** (County) Location: South and east of the southeast corner of East 161<sup>st</sup> Street South and South Lewis Avenue requesting **PUD Major Amendment** to abandon PUD-848 (**Related to CZ-496**)
13. **CZ-496 Ryan McCarty** (County) Location: South and east of the southeast corner of East 161<sup>st</sup> Street South and South Lewis Avenue requesting rezoning from **RE to AG-R (Related to PUD-848-A)**
14. **MR-19** (CD 1) Modification to the Subdivision & Development Regulations to remove the sidewalk requirement for a new single-family residence, Location: West of the northwest corner of North Quannah Avenue and West Xyler Street

15. **MR-20** (CD 1) Modification to the Subdivision & Development Regulations to remove the sidewalk requirement for a new single-family residence, Location: North of the northeast corner of East Queen Street and North Norfolk Avenue
16. **MR-21** (CD 1) Modification to the Subdivision & Development Regulations to remove the sidewalk requirement for a new single-family residence, Location: North of the northwest corner of East Queen Street and North Owasso Avenue

### **OTHER BUSINESS**

17. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the First Amended Downtown Area Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the First Amended Downtown Area Economic Development Project Plan. Resolution No. 2805:1007.
18. Proposed 2020 TMAPC Meeting Dates
19. **Commissioners' Comments**

### **ADJOURN**

CD = Council District

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

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

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

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







**Case Number:** PUD-660-3  
**Minor Amendment**

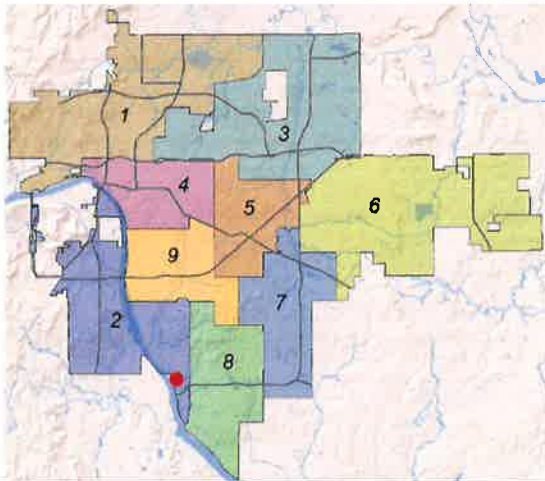
**Hearing Date:** November 6, 2019

**Case Report Prepared by:**  
 Jay Hoyt

**Owner and Applicant Information:**  
 Applicant: Mary Lynn Saurino

Property Owner: John Saurino, D.O., Retina Properties, LLC.

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



**Applicant Proposal:**

Concept summary: PUD minor amendment to remove the requirement for a screening fence.

Gross Land Area: 2.17 acres

Location: East of SE/c W 71<sup>st</sup> St S and S Elwood Ave

220 W 71<sup>st</sup> St S

**Zoning:**  
 Existing Zoning: CS/PUD-660  
 Proposed Zoning: No Change

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

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

**Staff Data:**  
 TRS: 8212

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

**County Commission District: 2**  
*Commissioner Name:* Karen Keith

**SECTION I:** PUD-660-3 Minor Amendment

**STAFF RECOMMENDATION**

Amendment Request: The applicant is proposing to remove the requirement for a screening fence. Currently, the PUD calls for a screening fence to be located along the east, west and south property lines, except at points of vehicular access. Since the current use of the lot was originally established, commercial properties have been created to the east and west sides of the subject lot. The City of Tulsa zoning code requires a screening fence for the use of the subject lot, if that use abuts a residentially zoned property. This site is bounded on the east and west by CG zoned lots and on the south by an AG zoned lot. If this site were located within its existing CS zone, without a PUD overlay, they would not be required to provide a screening fence. The applicant wishes to eliminate the requirement for a screening fence, which would be in line with the requirements of the zoning code for the current use of the subject lot.

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

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

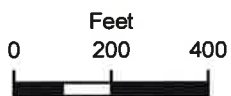
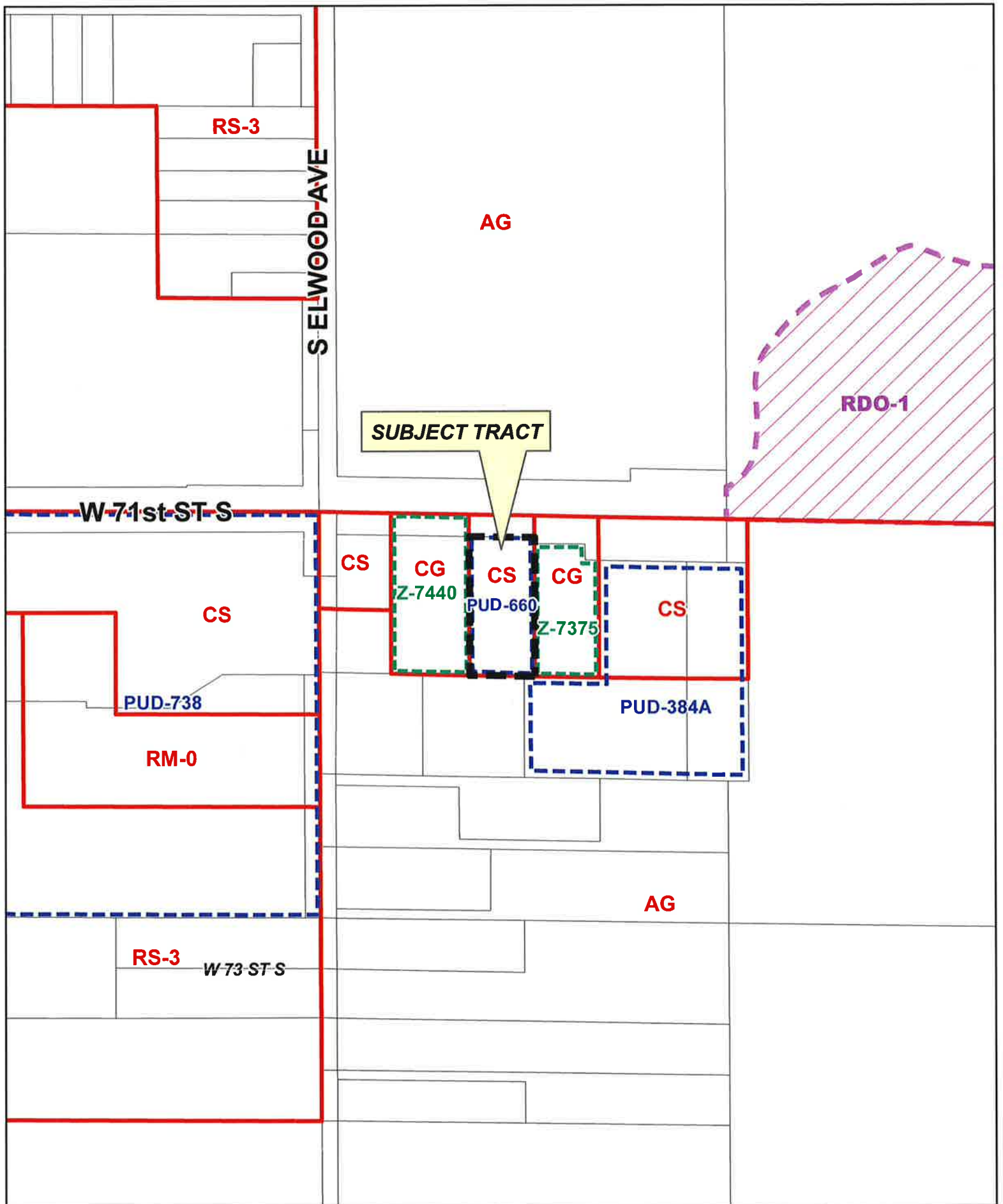
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-660 and subsequent amendments shall remain in effect.

Exhibits included with staff recommendation:

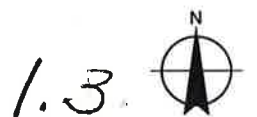
INCOG zoning case map  
INCOG aerial photo  
INCOG aerial photo (enlarged)  
Applicant Site Photos

With considerations listed above, staff recommends **approval** of the minor amendment request to remove the requirement for a screening fence.



**PUD-660-3**

18-12 12







W 71st ST S

S ELWOOD AVE

W 73 ST S



0 Feet 200 400



Subject Tract

**PUD-660-3**

18-12 12

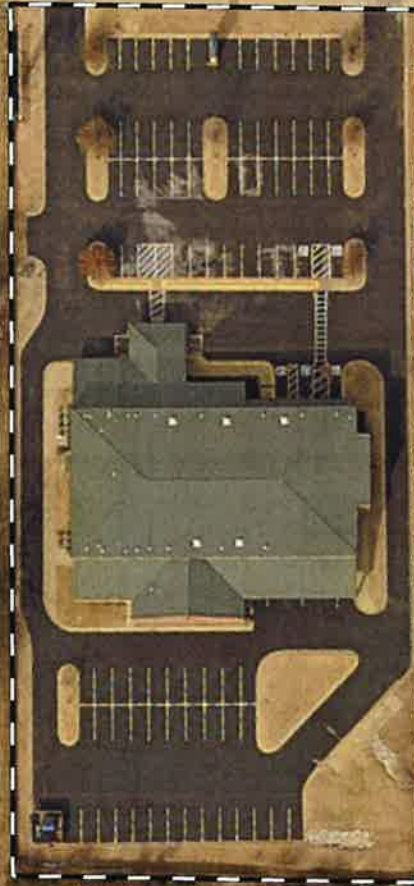
Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018





**W 71st ST S**



Feet  
0 50 100



*Subject  
Tract*

**PUD-660-3**

18-12 12

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

*Aerial Photo Date: February 2018*







1.6





1.7





1,8





**Case Number:** PUD-696-B-5  
Minor Amendment

**Hearing Date:** November 6, 2019

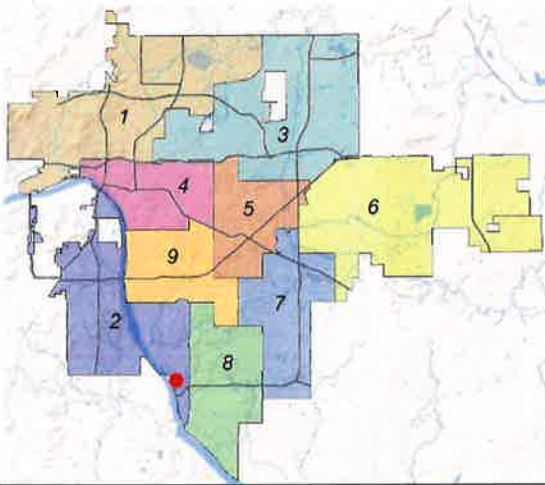
**Case Report Prepared by:**  
Jay Hoyt

**Owner and Applicant Information:**

Applicant: Ashton Gray, LLC

Property Owner: 92<sup>nd</sup> Street Partners, LLC

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



**Applicant Proposal:**

Concept summary: PUD minor amendment to reallocate floor area to permit a lot split.

Gross Land Area: 1.2 acres

Location: South of SW/c W 91<sup>st</sup> St S and S Delaware Ave

3414 S Delaware Ave

**Zoning:**  
Existing Zoning: CS/PUD-696-B  
Proposed Zoning: No Change

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

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

**Staff Data:**  
TRS: 8320

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

**County Commission District:** 2  
*Commissioner Name:* Karen Keith

**SECTION I:** PUD-696-B-5 Minor Amendment

**STAFF RECOMMENDATION**

Amendment Request: The applicant is proposing to reallocate floor area in order to permit a lot split on the subject lot. The development currently has 25,798 sf of floor area available. The applicant is proposing allocating 4,500 sf of that allowance to the southern portion of the subject lot so that it may be split off from the remainder of the current lot.

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

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

Staff has reviewed the request and determined:

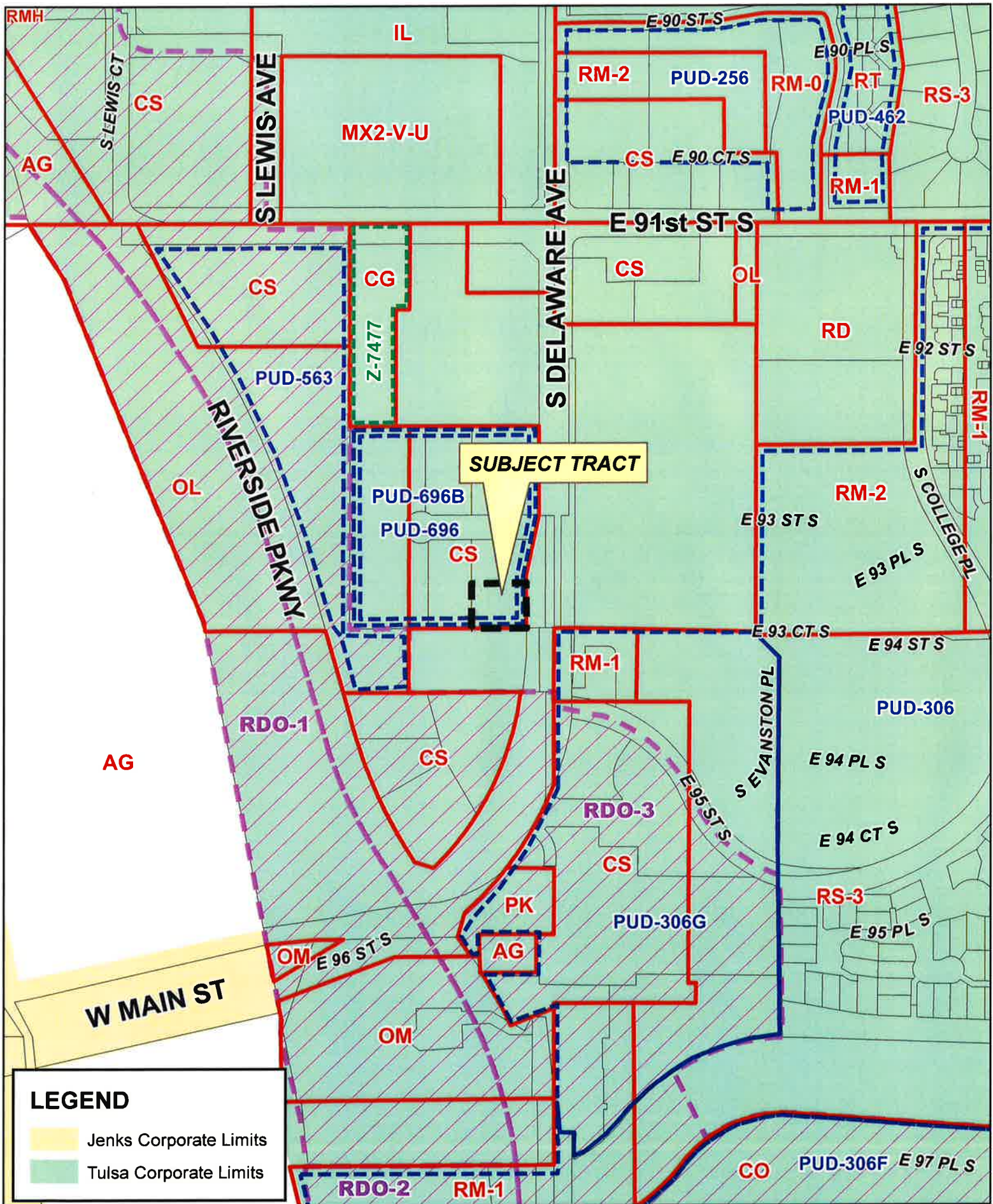
- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-696-B and subsequent amendments shall remain in effect.

Exhibits included with staff recommendation:

INCOG zoning case map  
INCOG aerial photo  
INCOG aerial photo (enlarged)  
Applicant Lot Split Exhibits

With considerations listed above, staff recommends **approval** of the minor amendment request to reallocate floor area to permit a lot split.





**PUD-696-B-5**

18-13 20







0 200 400  
Feet



Subject  
Tract

**PUD-696-B-5**

18-13 20

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

Aerial Photo Date: February 2018



2.4





E 93 ST S

S DELAWARE AVE

E 95 ST S

0 50 100  
Feet



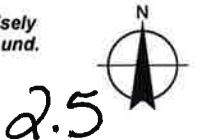
Subject  
Tract

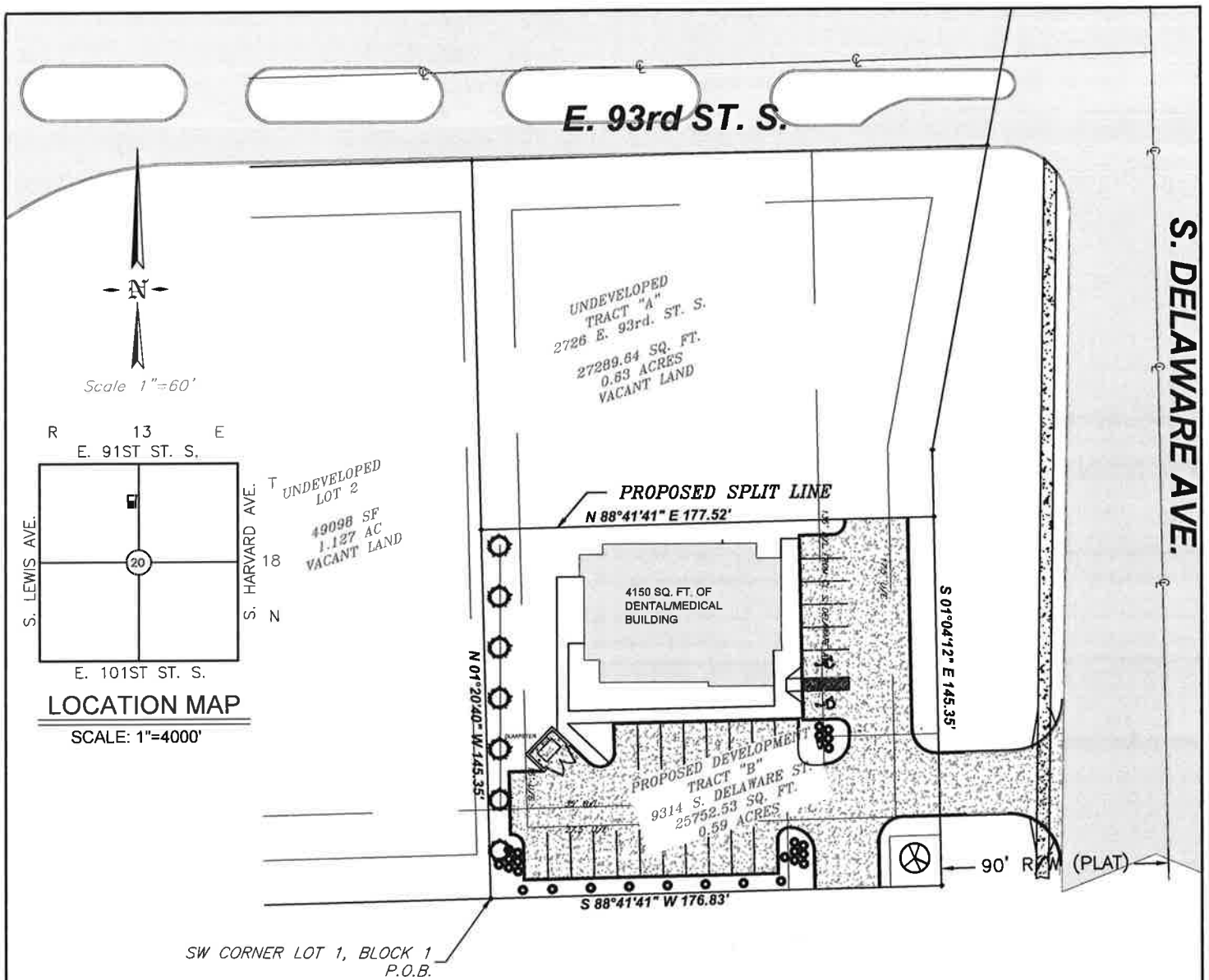
**PUD-696-B-5**

18-13 20

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

Aerial Photo Date: February 2018





### LEGAL DESCRIPTION - TRACT "B" - 9314 S. DELAWARE AVE.

A TRACT OF LAND THAT IS PART OF LOT ONE (1) BLOCK ONE (1), 9200 DELAWARE, AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT NO. 6181, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT ONE (1), BLOCK ONE (1);  
THENCE N01°20'40"W ALONG THE WEST LINE THEREOF A DISTANCE OF 145.35 FEET;  
THENCE N88°41'41"E 177.52 FEET TO A POINT ON THE WESTERLY RIGHT-OFWAY OF SOUTH DELAWARE AVENUE;  
THENCE S01°04'12"E ALONG SAID RIGHT-OF-WAY 145.35 FEET TO THE SOUTHEAST CORNER OF SAID LOT 1;  
THENCE S88°41'41"W ALONG THE SOUTH LINE OF LOT 1 A DISTANCE OF 176.83 FEET TO THE POINT OF BEGINNING.

SAID DESCRIBED TRACT CONTAINS 25,752.53 SQUARE FEET OR 0.59 ACRES, MORE OR LESS.  
BASIS OF BEARING - THE SOUTH LINE OF BLOCK 1 AS S88°41'41"W (PER THE RECORDED PLAT).

### TRACT "B"

ACCORDING TO PUD 696 B  
DEVELOPMENT AREA A-RETAIL/OFFICE

MAXIMUM BUILDING FLOOR AREA ALLOWED 0.45 FAR

SIMILARLY, MAXIMUM BUILDING FLOOR AREA ALLOWED ON TRACT "B" = 0.45 FAR = 0.45X25752.52 = 11588.63 SF

PROPOSED BUILDING SIZE = 4150 SF

RATIO OF PROPOSED BUILDING FLOOR AREA TO MAXIMUM ALLOWABLE BUILDING FLOOR AREA = 4150/11588.63 = 0.36 OR 36%

**Landes Engineering, LLC**  
903 E. 35th St., P.O. BOX 1032  
SHAWNEE, OK. 74802-1032  
(405) 275-5388

**ASHTON GRAY, LLC.**  
DR. NELLIS DENTAL SITE LAYOUT  
PUD 696 B

DATE: 10/15/2019

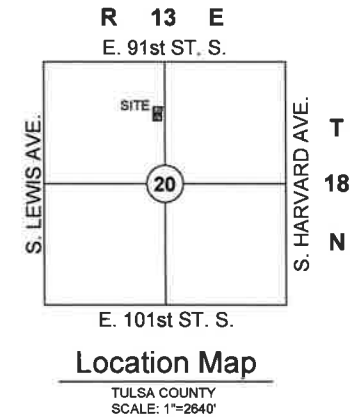
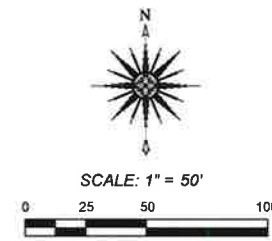
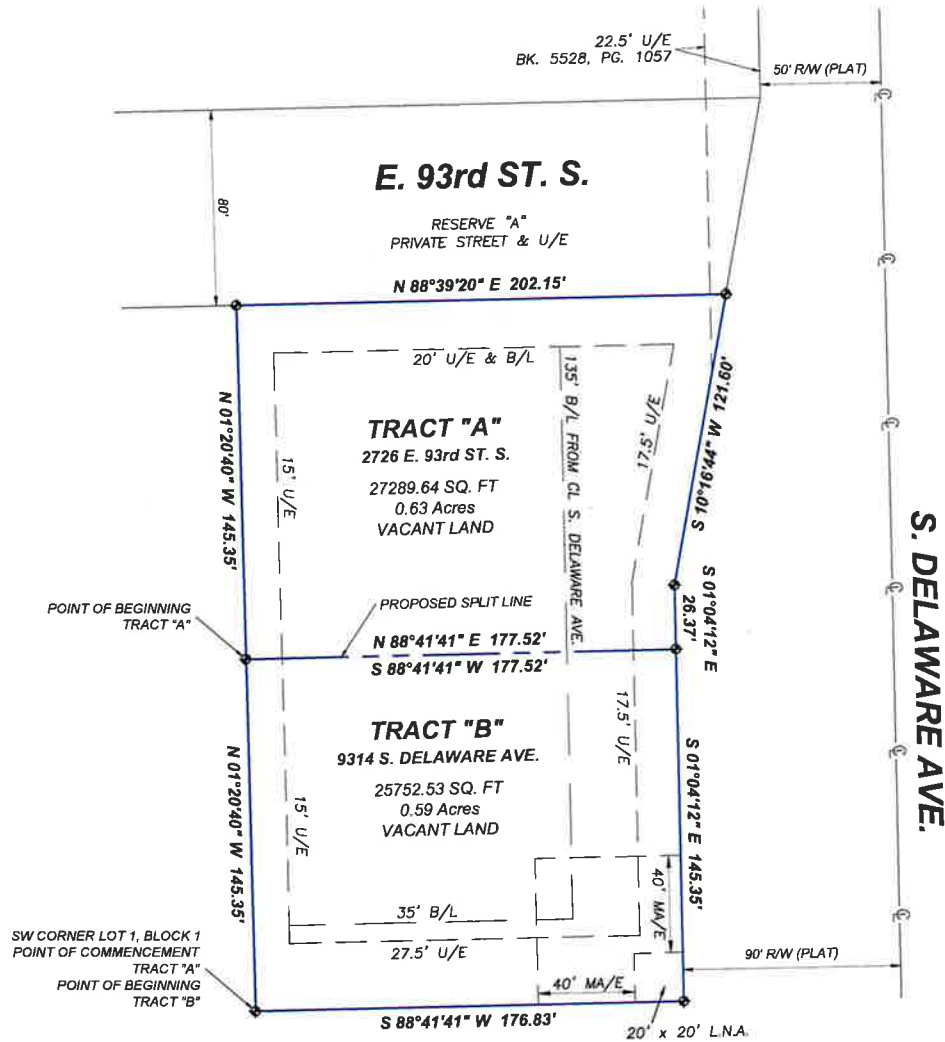
REV.

DRAWN BY: STL

CHECKED: STL

DRAWING NUMBER: 1 OF 1

2.6



#### SURVEYOR'S STATEMENT

FRITZ LAND SURVEYING, LLC AND THE UNDERSIGNED PROFESSIONAL LAND SURVEYOR, UNDER CERTIFICATE OF AUTHORIZATION CA #5848, DO HEREBY STATE THAT THIS EXHIBIT IS A TRUE AND ACCURATE REPRESENTATION OF THE EXISTING CONDITIONS AND THAT THE LEGAL DESCRIPTIONS CREATED BY THIS EXHIBIT AND SHOWN HEREON WERE WRITTEN IN ACCORD WITH EXISTING RECORDS AND DO MATHEMATICALLY CLOSE. BASIS FOR BEARING IS THE SOUTH LINE OF BLOCK 1 AS S 88°41'41" W (PER THE RECORDED PLAT).

WITNESS MY HAND AND SEAL THIS 16th DAY OF SEPTEMBER, 2019.

ANDY FRITZ, PLS  
OK LIC. 1694  
CA #5848



## LOT LINE ADJUSTMENT EXHIBIT

LOT ONE (1), BLOCK ONE (1), 9200 DELAWARE, TULSA COUNTY  
2726 E. 93rd ST. S., TULSA, OK & 9314 S. DELAWARE AVE., TULSA, OK

DRAWN: RLL	DATE: 09.12.19	PREPARED BY: FRITZ LAND SURVEYING, LLC 2017 W. 91ST STREET, TULSA, OK 74132 PH: 918.231.0575 FRITZLANDSURVEYING@GMAIL.COM C.A. # 5848 EXPIRES: 6-30-2020
APPROVED: PLS	DATE: 09.16.19	
SHEET 1 OF 2	REV:	
PROJECT NO.: 19302		

2.7







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7503

**Hearing Date:** November 6, 2019  
(Continued from October 16, 2019)

**Case Report Prepared by:**

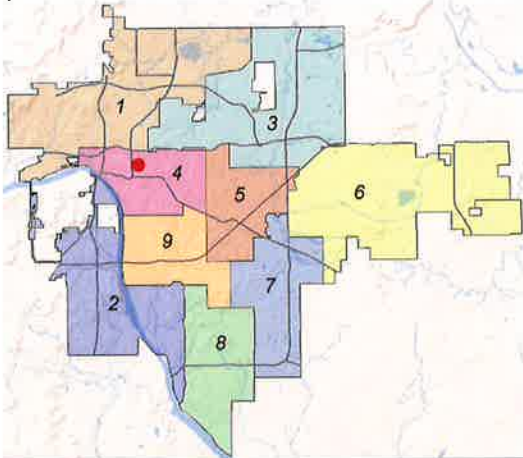
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* David Henke

*Property Owner:* NORIA PROPERTIES LLC

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Office and Retail

*Concept summary:* Rezoning request as part of the mixed-use zoning initiative associated with the bus rapid transit system along Peoria Avenue

*Tract Size:* 1.89 ± acres

*Location:* North of the Northeast corner of East 11<sup>th</sup> Street South & South Peoria Avenue

**Zoning:**

*Existing Zoning:* RS-4,CH

*Proposed Zoning:* MX1-U-U

**Comprehensive Plan:**

*Land Use Map:* Downtown Neighborhood,  
Mixed-Use Corridor

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 9306  
CZM: 37

**City Council District:** 4

*Councilor Name:* Kara Joy McKee

**County Commission District:** 2

*Commissioner Name:* Karen Keith

3.1

## SECTION I: Z-7503

**DEVELOPMENT CONCEPT:** This request for rezoning is responsive to a City Council initiative to encourage mixed use development along the proposed bus rapid transit system route. The west half of the block is currently zoned CH does not have a building height restriction. The Mixed-Use rezoning request is also for unlimited height.

The City initiated a land use study that resulted in zoning recommendations on property within ½ a mile of proposed enhanced stations along the bus rapid transit route. The subject property was included in that recommendation and the owner of that property has opted-in to a voluntary rezoning program initiated by the Tulsa City Council.

The site has been acquired anticipating a multi-story mixed use building.

### **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
- City Council MX initiative map (South Peoria at 11<sup>th</sup> Street)
- Applicant Exhibits:
  - Concept Site plan

### **DETAILED STAFF RECOMMENDATION:**

Case Z-7503 request MX1-U-U is consistent with the expected development pattern in the area and,

MX1-U-U is not injurious to the surrounding property owners and,

The bus rapid transit study recommended MX1-U without a height recommendation on this site. The rezoning request is consistent with the Bus Rapid Transit System study and its land use recommendations and,

MX1-U-U is consistent with the Mixed-Use Corridor land use vision in the Tulsa Comprehensive Plan therefore,

Staff recommends **APPROVAL** of Z-7503 to rezone property from CH and RS-3 to MX1-U-U.

## **SECTION II: Supporting Documentation**

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

*Staff Summary: MX1-U-U is consistent with the land use vision in the Tulsa Comprehensive Plan and is also consistent with the goals, objectives and strategies of the Executive Summary of the Pearl District Small Area Plan as adopted in July, 2019.*

### **Land Use Vision:**

*Land Use Plan map designation:* Downtown Neighborhood, Mixed-Use Corridor

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their

attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium to high-rise mixed-use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

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

#### *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:* South Peoria Avenue is classified as Multi Modal Corridor.

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

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

*Trail System Master Plan Considerations: None*

Small Area Plan: Pearl District Small Area Plan

The small area plan was updated July 3<sup>rd</sup>, 2019. The land use designations are Mixed Use Corridor and Downtown neighborhood. The priorities of the small area plan and some of the redevelopment goals of that plan include:

Priority 1: Stabilize and revitalize existing residential areas, promote homeownership and housing affordability and increase housing choice.

Priority 2: Promote development that retains existing businesses and increases employment, mixed-use, commercial and retail opportunities

Goal 6: Revitalize and redevelop vacant properties

Goal 7: Provide more retail, dining, and entertainment options

Goal 8: Encourage higher density development in transit rich areas

Goal 9: Improve commercial transportation access

Goal 10: Ensure adequate parking supply using shared parking approach in the Pearl District.

Priority 3: Increase safety and security throughout the district.

Priority 4: Improve targeted infrastructure to support health and wellness and catalyze development

Special District Considerations:

This site is included in the Bus Rapid Transit Corridor Study area along Peoria. MX1-U zoning was recommended along the west half of this block.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site west of the alley is empty. East of the alley only two homes on the northeast corner of the block remain. The alley is not maintained by the city but is paved and utilities are in the alley. The northwest corner of the block is not included in this development and it is unlikely that the alley could be vacated unless the remaining property owners agree to removal of the alley.*

*Remaining driveways from South Quaker will need to be removed and curb lines repaired during development. Sidewalks are also in poor condition and will require reconstruction.*

*View from southeast corner of site looking northwest:  
(See next page)*





View from Northeast Corner of site looking southwest:



Environmental Considerations: None that affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Peoria Avenue	Secondary arterial with multi modal corridor	100 feet	4
East 8 <sup>th</sup> Street South	None	50 feet	2
East 10 <sup>th</sup> Street South	None	50 feet	2
South Quaker Avenue	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RS4 and CS	Mixed use corridor / downtown neighborhood	Growth	Single story office buildings
East	RS-4	Downtown neighborhood	Growth	Single family residential
South	CH and RM-2	Mixed use corridor / downtown neighborhood	Growth	Office and surface parking
West	MPD-FBC1	Park and open space/ mixed use corridor	Growth	Cemetery across Peoria Avenue

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

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

***Subject Property:***

**CPA-81 July 2019:** All concurred in **approval** to *adopt* CPA-81, The Pearl District Small Area Plan as an amendment to the Tulsa Comprehensive Plan. The plan area boundary is located east of Downtown Tulsa, bordered by Interstate 244 to the north, Utica Avenue to the east, 11<sup>th</sup> Street to the south, and Highway 75 to the west.

***Surrounding Property:***

**SA-4 (Route 66 Overlay) June 2018:** All concurred in approval to apply supplemental RT66 (Route 66 Overlay) zoning to multiple properties along South 193<sup>rd</sup> East Avenue, East 11<sup>th</sup>

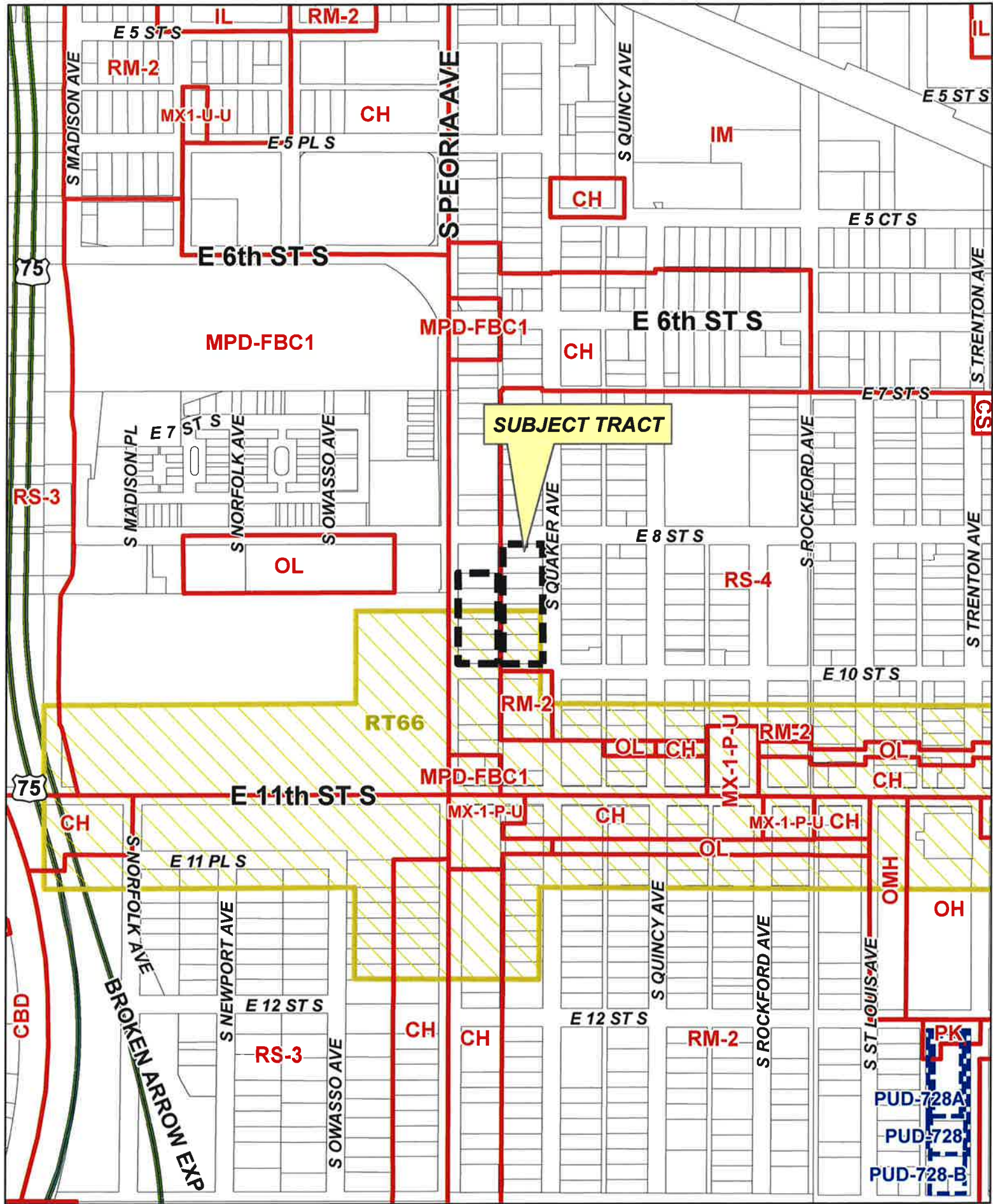
3.6

Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11<sup>th</sup> Street South, and Southwest Boulevard.

**BOA-22410 March 2018:** The Board of Adjustment **approved** a request for a *variance* to allow required accessible parking spaces to be located off site from the principal use, on property located at 1007 South Peoria Avenue East.

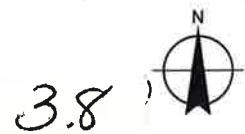
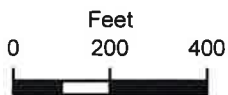
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**Z-7503**

19-13 06





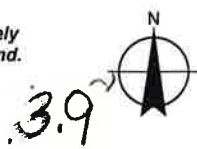


**Z-7503**

19-13 06

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

Aerial Photo Date: February 2018



Subject  
Tract





0 50 100  
Feet



Subject  
Tract

**Z-7503**

19-13 06

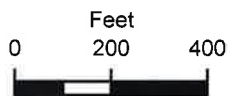
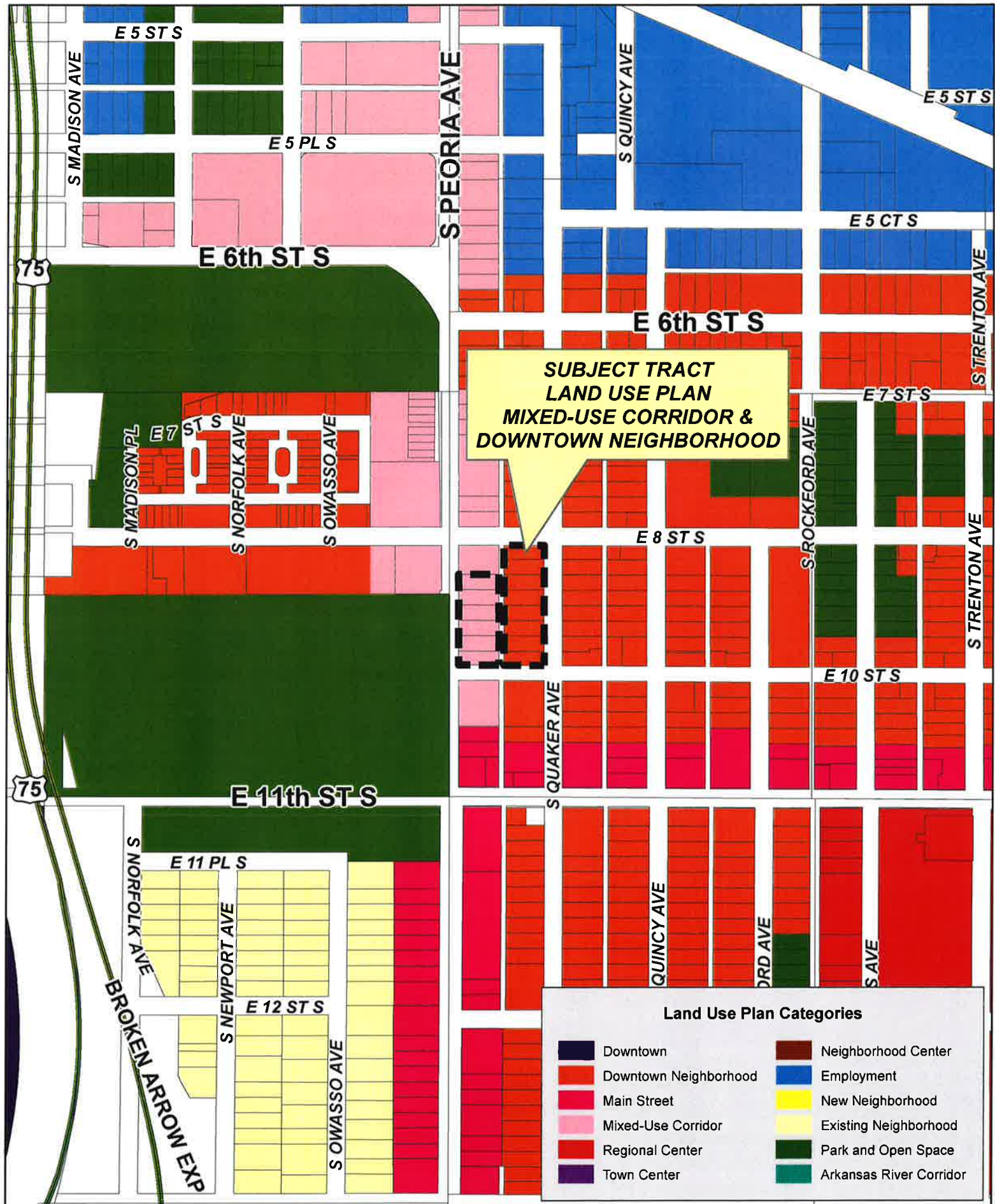
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: February 2018

3.10





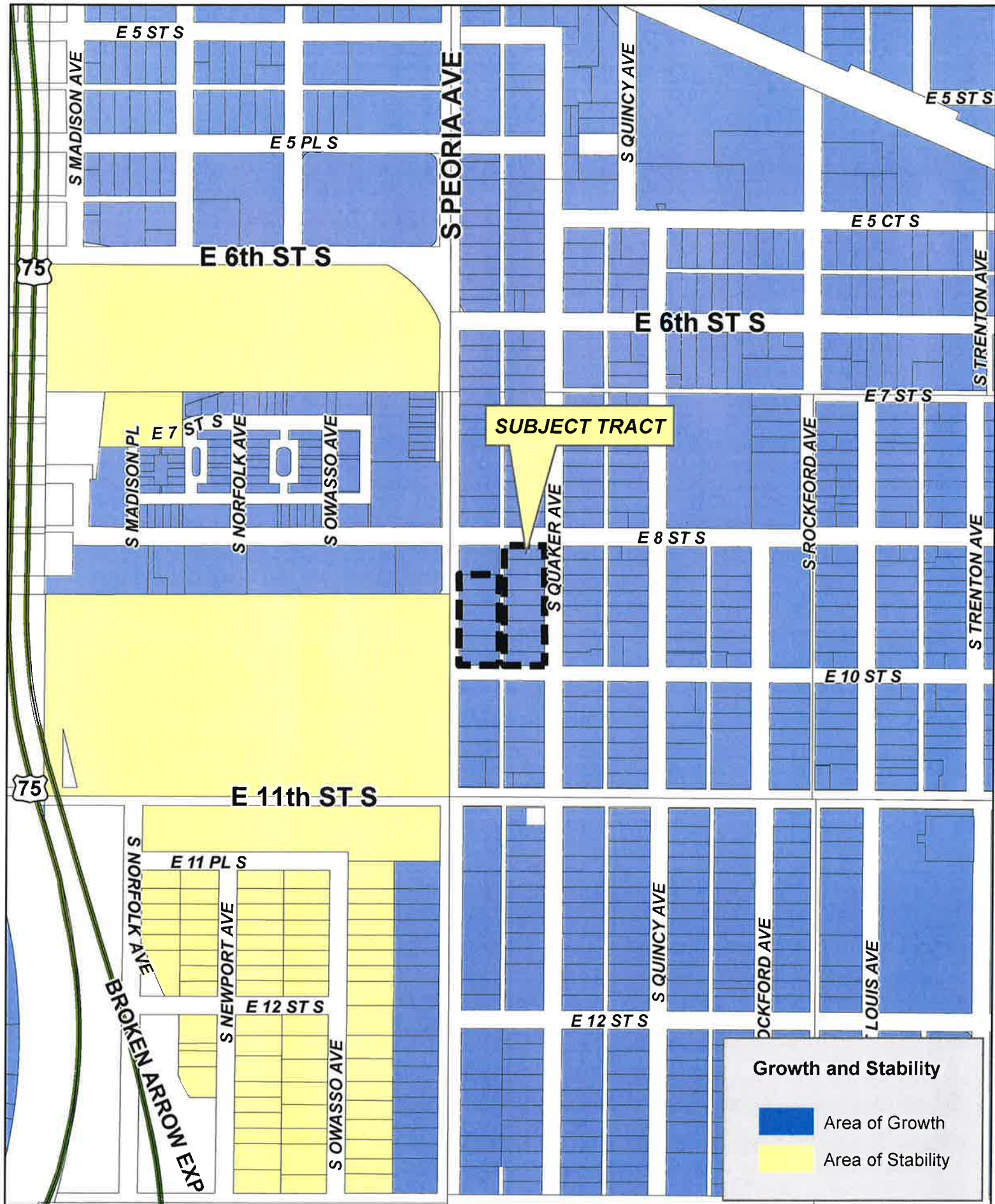


**Z-7503**

19-13 06







**Z-7503**

19-13 06





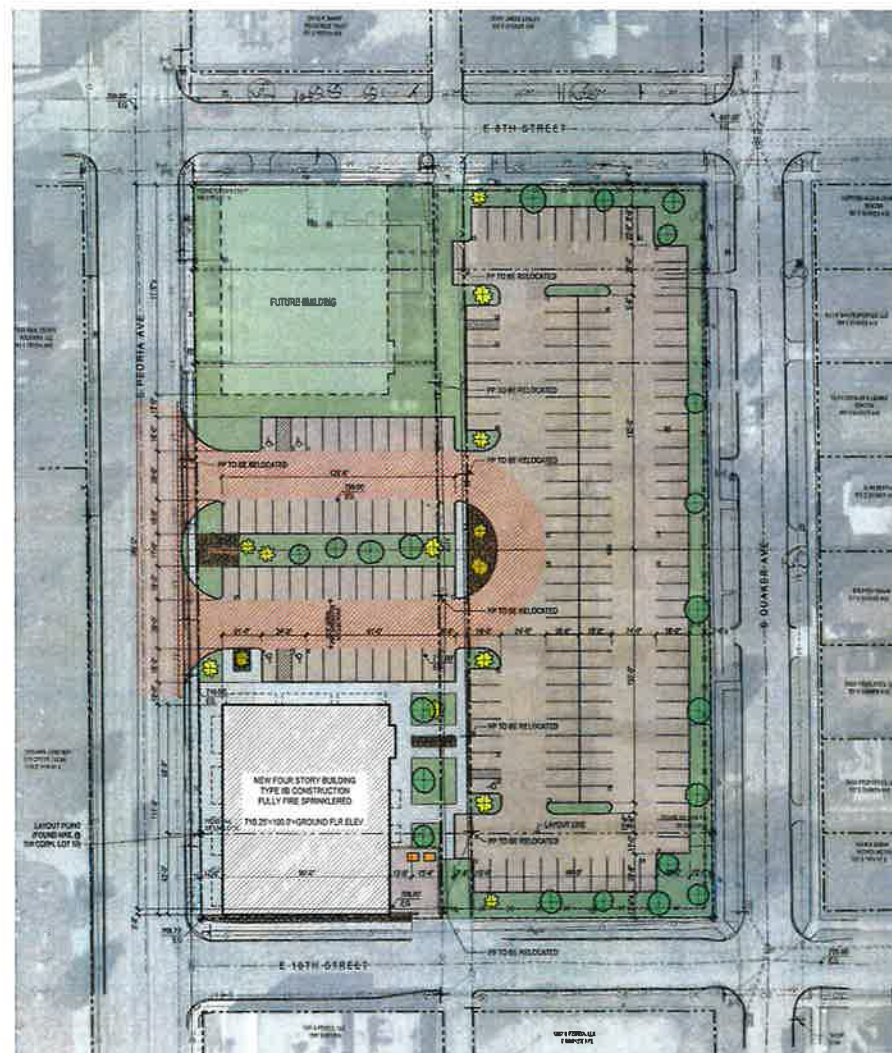






**CJC Architects, Inc.**  
1401 S Denver Ave, Suite B, Tulsa, OK 74119-3445  
918-562-7120  
cjcarchitects.com

Revision	Date	By



#### SITE PLAN LEGEND

01 5000 - AREA OF WORK BOUNDARY
EXISTING ASPHALT PAVING
EXISTING CONCRETE PAVING
EXISTING GRASS
02 1216 - AREAS OF ASPHALT PAVING
02 1312 - AREAS OF CONCRETE PAVING
02 2019 - AREAS OF SEEDING
02 2023 - AREAS OF SOODING
02 2030 - PLANTING BEDS

#### SITE PLAN NOTES

- COORDINATE LOCATION OF CONSTRUCTION FENCE AND GATES WITH OWNER TO ACCOMMODATE CONTINUED OPERATION OF THIS FACILITY DURING CONSTRUCTION
- PAVING DIMENSIONS ARE TO BACK OF CURB UNLESS NOTED OTHERWISE
- REFER TO CIVIL ENGINEERING DRAWINGS FOR STORMWATER MANAGEMENT SYSTEM AND STRUCTURES, SITE GRADING, PAVING AND SITE UTILITY CONFIGURATION
- CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL CITY AND STATE ENVIRONMENTAL IMPACT AND TEMPORARY STORMWATER MANAGEMENT REQUIREMENTS

**PEARL RIDGE  
PH1 OFFICE BUILDING**  
823 S PEORIA AVE TULSA OK 74120

**NORIA LLC**  
1328 E 43RD CT TULSA OK 74120

#### ARCHITECTURAL SITE PLAN

Drawn: 1921

Checked: 1921

Scale: 1" = 30'

Date: 21 August 2019

Design: 1921

Review: 1921

Document: 1921

Construction: 1921

Not for Construction

1921

1921

1921

1921

1921

FILE COPY

Stephen Yoakum  
817 S. Quaker Ave.  
Tulsa, OK 74120

Metropolitan Planning Commission  
City of Tulsa, OK. 74103

Ref. case number ~~Z-4499~~ 7-7503

Received letter regarding rezoning of 10th & Beoria.  
I live on Quaker St, and have been here about sixty years.  
At age of Ninety Two I don't feel capable of attending  
this coming hearing. But do seriously object.

The reuse of Quaker would make living here most difficult,  
to say the least. My home is paid and have new  
roof. A bit of paint and I will be comfortable for rest of  
my days. Hopefully years.

Please, please, consider my request to cancel request  
for rezoning. Or put on hold for couple of years, if you do  
that? Tulsa is my home town. Born 1-3-27. Love it!

Thank You for Hearing me,  
Stephen Yoakum.

P.S. read Psalm 41:1

3.15

## Wilkerson, Dwayne

---

**From:** Miller, Susan  
**Sent:** Wednesday, October 9, 2019 12:34 PM  
**To:** Wilkerson, Dwayne  
**Cc:** Foster, Nathan  
**Subject:** Z-7503

For the staff report...

**FILE COPY**

**Susan Miller, AICP**  
Director  
**Tulsa Planning Office**  
2 W. 2nd St., 8th Floor | Tulsa, OK 74103  
918.579.9470  
smiller@incog.org



**From:** Baugher, Mayo <MayoBaugher@tulsacouncil.org>  
**Sent:** Wednesday, October 9, 2019 11:52 AM  
**To:** Miller, Susan <SMiller@incog.org>  
**Subject:** FW: Rezoning my neighborhood

Would you be sure TMAPC sees this? Thanks!

**Mayo Baugher | Council Aide III**  
Tulsa City Council  
175 E. 2<sup>nd</sup> St, 4<sup>th</sup> Floor  
Tulsa, OK 74103  
918-596-1961  
E: [mayobaugher@tulsacouncil.org](mailto:mayobaugher@tulsacouncil.org)  
[www.tulsacouncil.org](http://www.tulsacouncil.org)  
Visit/Like/Follow/Watch:



**From:** Sarah Hetherington <[sarahkhetherington@gmail.com](mailto:sarahkhetherington@gmail.com)>  
**Sent:** Tuesday, October 8, 2019 9:01 PM  
**To:** (DIST4) McKee, Kara Joy <[dist4@tulsacouncil.org](mailto:dist4@tulsacouncil.org)>  
**Subject:** Fwd: Rezoning my neighborhood

Heya KJ! I sent you a note on Instagram but I know lots of folks don't use that often, so thought I'd hit you up here. I'm forwarding what I sent Dwain a moment ago - it explains the situation. Any advice or guidance would be EXTREMELY appreciated!

Best wishes,  
Sarah

3.14  
3.



----- Forwarded message -----

From: **Sarah Hetherington** <[sarahkhetherington@gmail.com](mailto:sarahkhetherington@gmail.com)>

Date: Tue, Oct 8, 2019 at 8:27 PM

Subject: Rezoning my neighborhood

To: Midget, Dwain <[dmidget@cityoftulsa.org](mailto:dmidget@cityoftulsa.org)>

Hello Dwain,

You gave me great advice in the past about an abandoned house next door that had a lot of squatters, and I'm hoping you may be able to help me again.

After searching for the right home in the right location, my husband and I bought and moved into a cute little cottage at the corner of 10th and Quaker in the Pearl district. We quickly fixed up our house and made it into our cozy home.

Right when we closed on our place in December 2018, the row of homes from 8th to 10th along Quaker were bulldozed. Turns out that a company wants to put a 4 story building along Peoria, and have that row of residential lots become their parking lot. Not only does this mean my gorgeous view of the skyline will be totally blotted out, but I just went from being in a home nestled in a neighborhood to (potentially) living next to a huge parking lot.

The board of adjustment hearing is next Wednesday the 16th, and I'm hoping you can guide me in some way. I'm really excited about the new bus line down Peoria, and was looking forward to the development that I knew would accompany it. Living next to a 4 story office building and parking lot are the opposite of my dream when I bought this home less than a year ago and now I'm wondering if I have any footing to fight this.

Thanks for any advice or direction you can point me in,  
Sarah Hetherington

I'm attaching the request for rezoning and have marked my spot (1335 E 10th St) in yellow.





Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7504

**Hearing Date:** November 6, 2019  
(continued from October 16, 2019)

**Case Report Prepared by:**

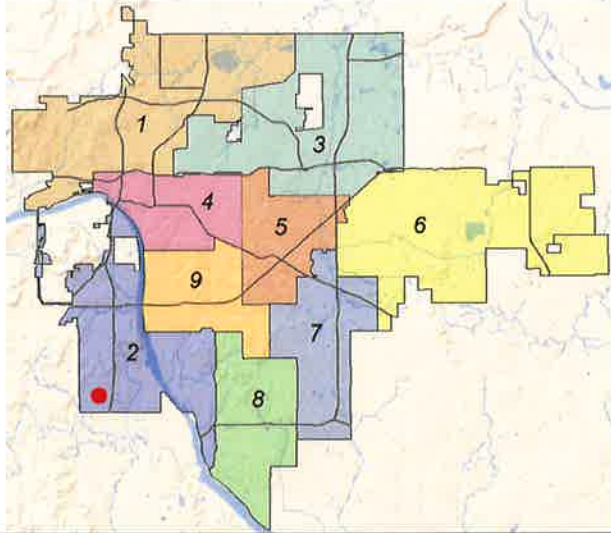
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Tanner Consulting c/o Erik Enyart

*Property Owner:* PREGLER, JAMES E

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Single-family Residential

*Concept summary:* The applicants proposed development standards allow RS-3 lots. The staff recommendation requires 1 acre lots with generous setbacks consistent with RE style setbacks.

*Tract Size:* 80  $\pm$  acres

*Location:* South of the Southwest corner of West 81<sup>st</sup> Street South & South Union Avenue

**Zoning:**

*Existing Zoning:* AG

*Proposed Zoning:* RS-3 with optional development plan

**Comprehensive Plan:**

*Land Use Map:* Existing Neighborhood

*Stability and Growth Map:* Area of Stability

**Staff Recommendation:**

**Staff recommends denial of RS-3 zoning** with the development standards provided by the applicant.

**Staff recommends approval of RE zoning with development standards outlined in section II** of the following staff report.

**Staff Data:**

TRS: 8215  
CZM: 51

**City Council District:** 2

*Councilor Name:* Jeannie Cue

**County Commission District:** 2

*Commissioner Name:* Karen Keith



## **SECTION I: Z-7504**

### **DEVELOPMENT CONCEPT:**

This application has been submitted prior to approval of the AG-R zoning district option in the Tulsa Zoning Code. The development plan standards have been prepared by staff to support single family residential development that is primarily intended for areas of the city that are generally located on the outer edge of urbanized development. The development plan standards identify land uses that are more restrictive than the anticipated AG-R use regulations.

### **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:
  - Z-7504 Optional Development Plan submittal (note: Staff recommends that the development plan standards submitted by the applicant are denied)

## **SECTION II: OPTIONAL DEVELOPMENT PLAN STANDARDS:**

### **GENERAL PROVISIONS:**

All district use regulations, supplemental regulations, building types, lot and building regulations, along with other relevant regulations shall conform with the provision of the Tulsa Zoning Code for development in an RE zoning district except as further limited below.

### **PERMITTED USES:**

Use Categories are limited to the subcategories and specific uses defined below and uses that are customarily accessory to the permitted uses.

- A. Residential
  - a. Household Living
    - i. Single Household
      - 1. Detached house
- B. Agricultural
  - a. Community Garden

### **LOT AND BUILDING REGULATIONS**

Minimum lot area:	1 acre
Minimum lot width:	150 feet
Minimum lot frontage:	30 feet
Minimum Building Setbacks:	
Arterial street:	35 feet from planned right of way
Non arterial street:	25 feet
Side :	15 feet
Maximum Building Height:	35 feet

### **DETAILED STAFF RECOMMENDATION:**

Z-7504 requesting RS-3 zoning and the provisions of the applicant's submittal are not consistent with the West Highlands/Tulsa Hills Small Area Plan.

4.2

The uses and standards outlined in RE districts with the standards outlined in Section II are consistent with the West Highlands/Tulsa Hills Small Area Plan and,

The residential density allowed in an RS-3 district is not consistent with the expected development pattern in the area however the provisions outlined in Section II are consistent with the expected development pattern west of US-75 as outlined in the West Highlands/Tulsa Hills Small Area Plan therefore,

Staff recommends denial of Z-7504 to rezone property from AG to RS-3 as submitted by the applicant.

Staff recommends approval of Z-7504 to rezone the property from AG to RE with the development plan outlined in Section II of this report.

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

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

*Staff Summary: This site is part of the West Highlands/Tulsa Hills Small Area Plan. One of the components of that plan is to establish a zoning category to support large lot development. As a result of that plan staff has prepared a new zoning designation called AG-R that is expected to be approved by the end of 2019. This development is consistent with the general provisions of that expected new zoning classification and the goals of the small area plan.*

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

*Land Use Plan map designation:* Existing Neighborhood from West Highlands Small Area Plan

The updated comprehensive land use map removed any 'new neighborhood' designations from the west side of US-75 and changed them to 'existing neighborhood'. In these areas, 'area of growth' was changed to 'area of stability.' It also removed this designation from currently existing neighborhoods on the east side of US-75. This is reflective of desire to maintain rural character, especially on the west side of US-75.

*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

*Trail System Master Plan Considerations:* None

**Small Area Plan:** West Highlands/Tulsa Hills Small Area Plan as amended July 10<sup>th</sup>, 2019

Priorities are listed below and the goals in Priority #'s 1 and 2 that may be specific to this redevelopment area.

Priority 1: Proposed land uses balance West Highlands/ Tulsa Hills stakeholder vision with Planitulsa vision.

3.1 Encourage substantial buffering in C0-zoned lands between U5-75 and Union Avenue, including, but not limited to, dense tree or native plantings along Union Avenue, commensurate with degree of land use intensity.

Priority 2: Prioritize the preservation of open space and the natural environment in future development.

4.1 For new construction in New and Existing Neighborhood land-use areas, and Town and Neighborhood Center each 1,500 square feet of street yard should have three trees. The Zoning Code (Section 1002.C.1) currently requires only one (1) tree.

4.2 Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts such as Land Legacy.

4.3 Develop easily understood, coherent standards for conservation subdivisions which will allow developers to apply conservation subdivision design for new home construction, while minimizing the need to apply for new zoning.

4.4 Develop and implement code updates to more easily allow low-impact development (LID) practices, by identifying current elements of zoning, building and other regulatory codes that do not allow LID practices. Ensure developer incentives, such as a streamlined development review process.

4.5 Develop a matrix (or checklist), to be used by City of Tulsa Planning staff, of rural design elements which can be used to easily measure how well new construction integrates with bucolic aesthetic. These design elements should pertain less to actual design of homes, and more to the units' siting, green space preservation, screening and the use of other nonstructural design material, such as fencing materials.

4.6 Revise zoning code to include a "rural residential" district which allows a limited number of livestock and horses as a use by right and has larger minimum lot sizes. This can be done by either amending an existing district, or creating a new one.

4.7 Support planting of shade trees in public right-of-way during road construction.

Priority 3: Sustain area's economic Growth through the future.

Priority 4: Improve local connections to the metropolitan transportation system.

Priority 5: Protect public welfare and safety.

Priority 6: Ensure implementation of recommendations of West Highlands/Tulsa Hills Small Area Plan.

Special District Considerations: None except the small area plan considerations.

Historic Preservation Overlay: None

#### DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is open and undeveloped however it is well known that part of the property was used as a landfill decades ago. The development of residential development will be restricted to areas outside the boundary of the land fill area.*

Environmental Considerations: The land fill area will require special consideration regarding location of utilities, streets and structures.



Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Union	Secondary Arterial with a multi modal corridor	100 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RS-3	Existing Neighborhood	Stability	Residential
East	CO	Mixed Use Corridor	Growth	Office and residential
South	AG	Existing Neighborhood	Stability	Church and residential
West	AG	Existing Neighborhood	Stability	Residential and Agricultural

**SECTION IV: Relevant Zoning History**

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

***Subject Property:***

No Relevant History.

***Surrounding Property:***

**Z-7115/ Z-7115-SP-1 February 2009:** All concurred in **approval** of a request for *rezoning* a 25.97± acre tract of land from AG to CO and a proposed Corridor Site Plan for mixed use development with 122, 512 square feet of retail and office, 152.40 square feet of hotel and 320 multifamily dwelling units, on property located on the southwest corner of Highway 75 South and West 81<sup>st</sup> Street South and west of subject property across Highway 75.

10/16/2019 1:30 PM

4.5

REVISED 10/30/2019



0 250 500  
Feet



Subject  
Tract

18-12 15

**Z-7504**  
**with Optional**  
**Development Plan**

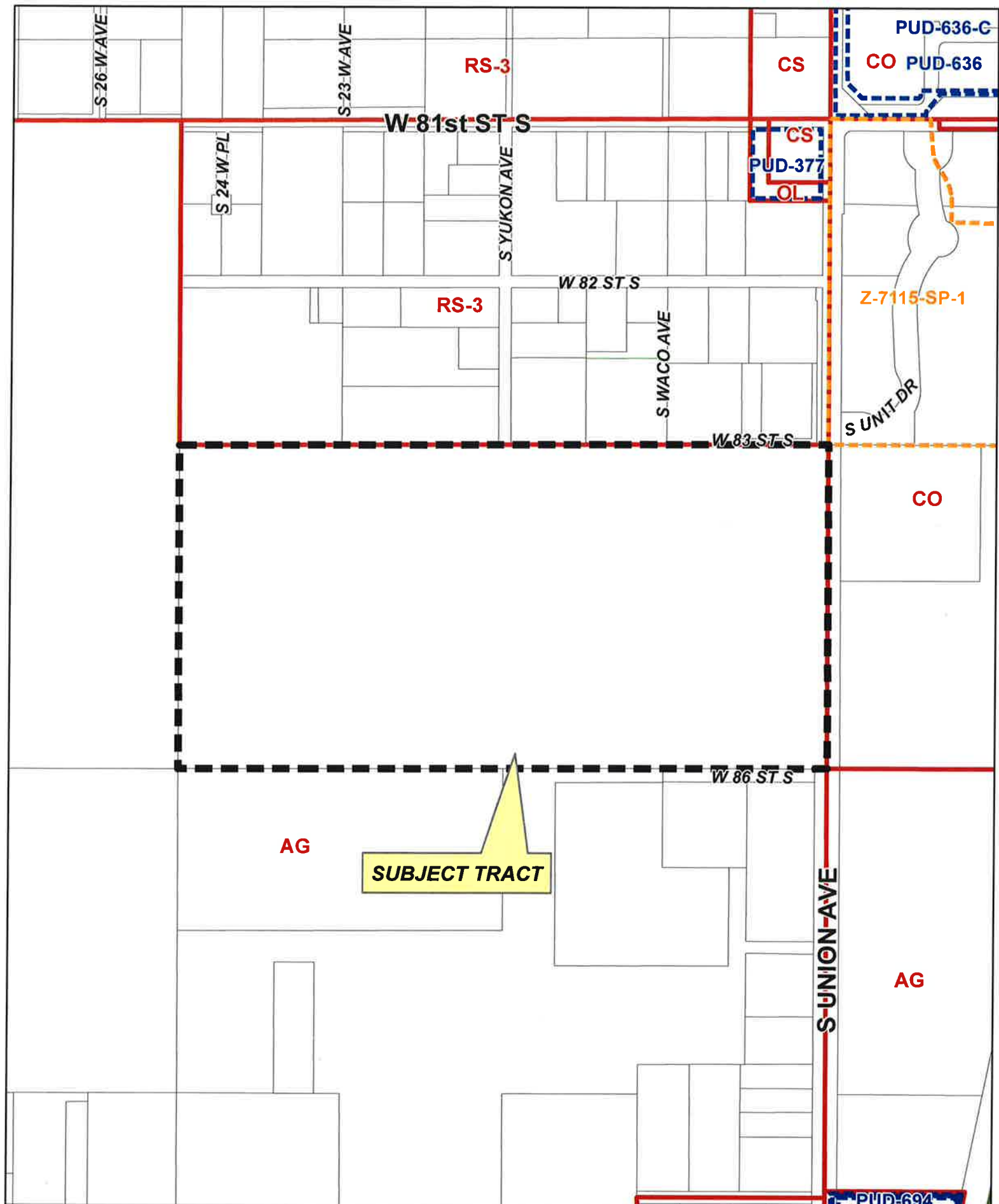
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align with physical features on the ground.

Aerial Photo Date: February 2018



4.6





0 250 500  
Feet

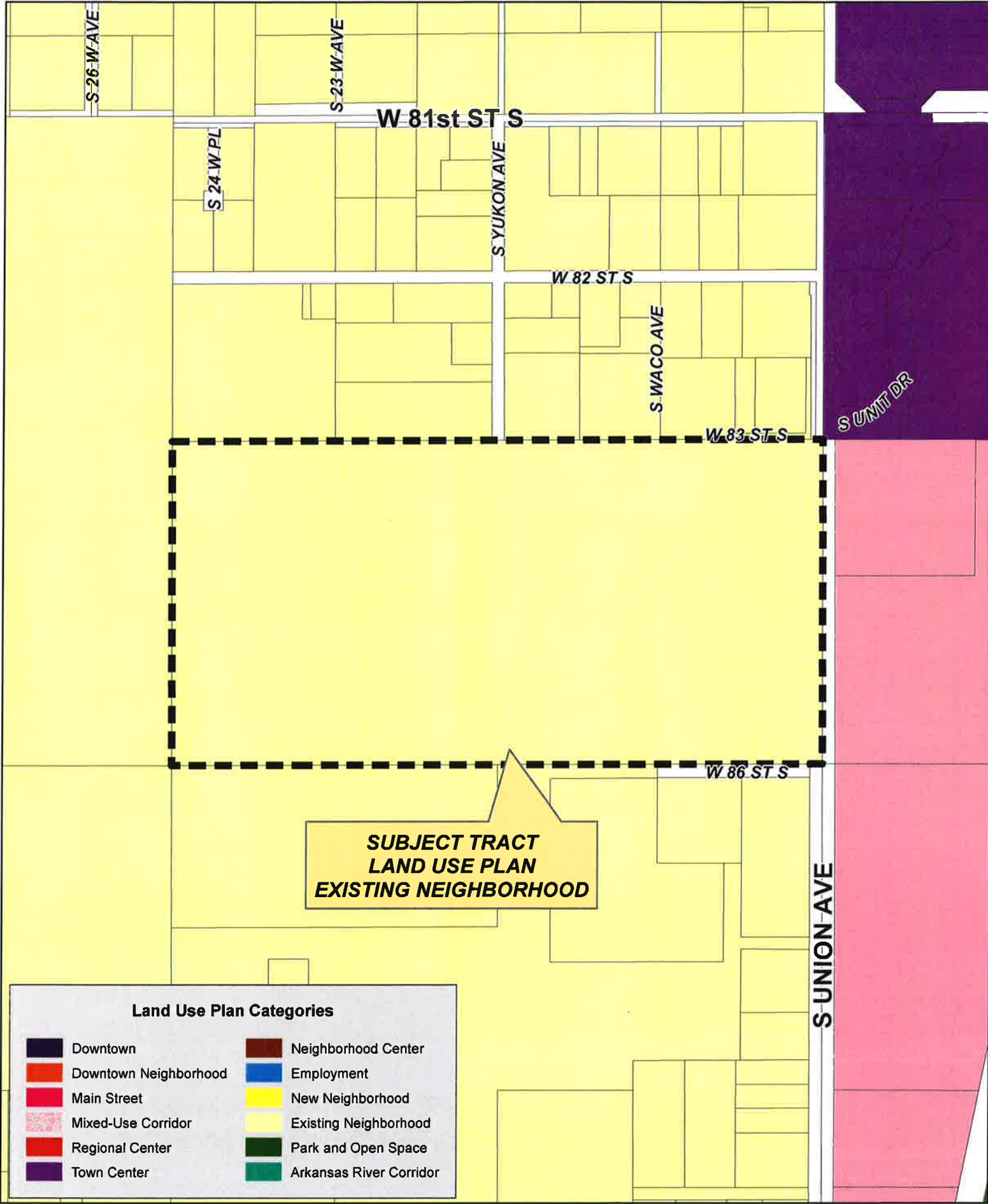
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**Z-7504**  
**with Optional**  
**Development Plan**

4.7



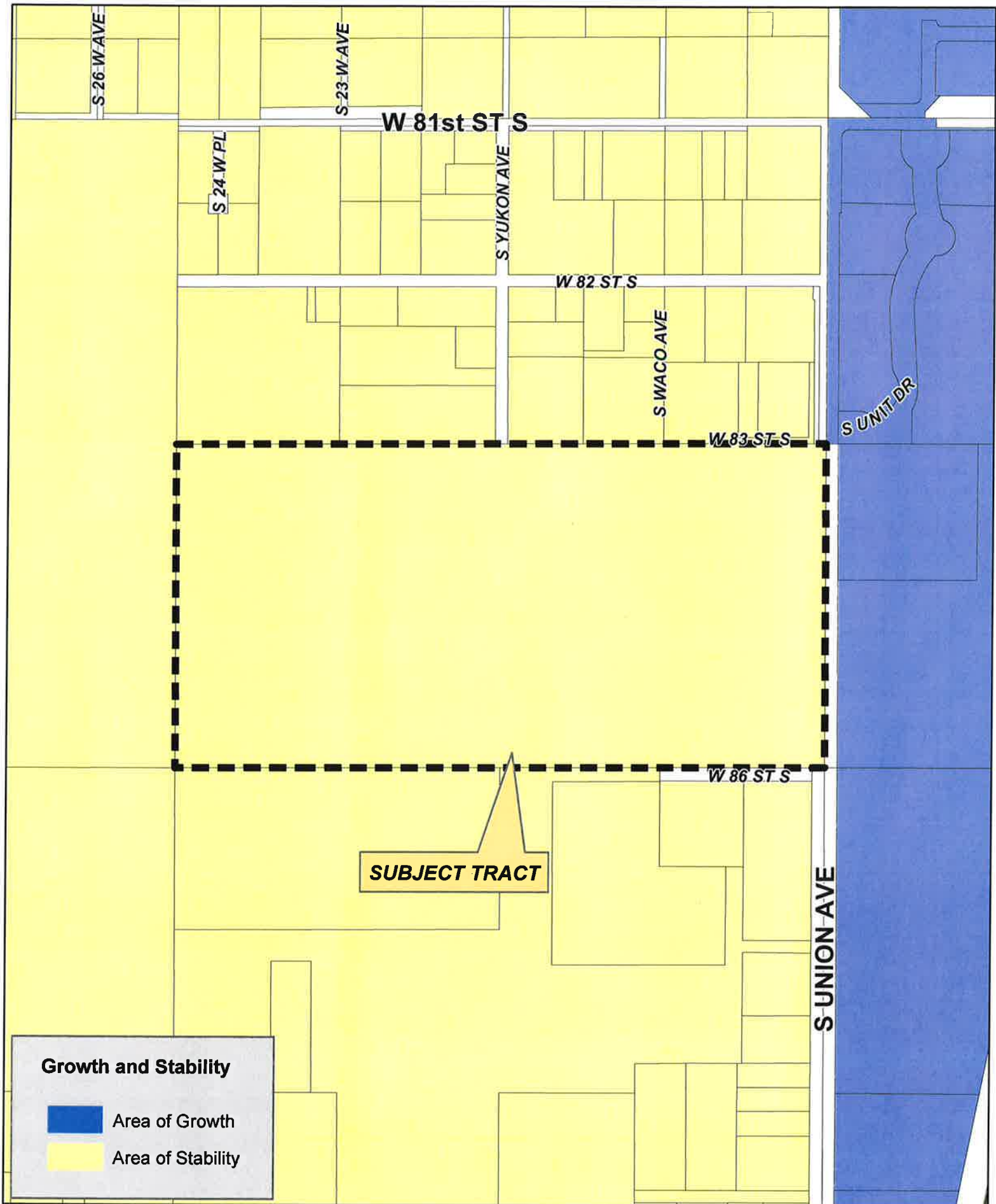




18-12 15

**Z-7504**  
**with Optional**  
**Development Plan**





0 250 500  
Feet

18-12 15

**Z-7504**  
**with Optional**  
**Development Plan**





*Applicant Submittal*  
**Z-7504 Optional Development Plan**

***Tulsa Zoning Code Section 70.040-A Purpose***

*Development plans are required with some property owner-initiated rezonings and are optional with other property owner initiated rezonings. The purpose is to depict a property owner's generalization plan for the type, amount and character of development proposed on the subject property. By providing certainty about development proposals, development plans provide review and decision-making bodies with additional information on which to base a rezoning decision.*

**Development Standards:**

All Lot and Building Regulations as set forth in Table 5-3 within City of Tulsa Zoning Code Section 5.030-A for RS-3 zoning unless amended herein below.

**Permitted Uses:**

Residential Single-Family detached. Duplex and patio homes are expressly prohibited in this Optional Development Plan (ODP).

**Maximum Number of Dwelling Units:**

145

**Minimum Lot Width:**

68 Feet (compare to 60 feet per RS-3)

**Minimum Lot Area:**

9,000 Square Feet (compare to 6,900 square feet per RS-3)

**Minimum Common Open Area:**

Not less than 30 percent of the gross land area shall remain common open area, to be maintained by a homeowners' association. Calculation shall be in the aggregate if the subdivision is platted in phases. There is presently no such requirement in the RS-3 district so this is a new restriction.



Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7505

**Hearing Date:** November 6, 2019  
Continued from October 16, 2019

**Case Report Prepared by:**

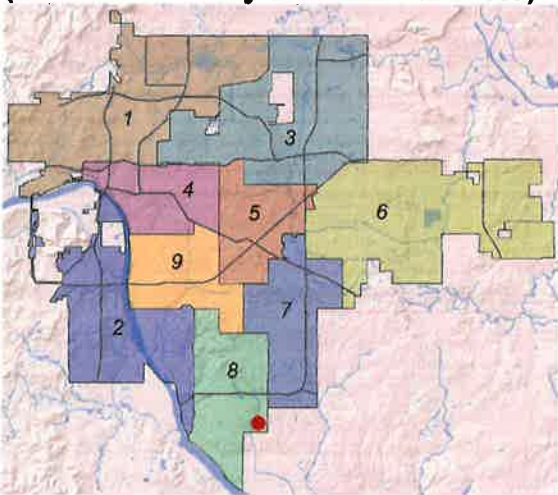
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Wallace Engineering c/o Mark Capron

*Property Owner:* CARLTON, ALAN W REV TRUST

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Residential

*Concept summary:* The west portion of the site is proposed to be single family detached homes. The east portion of the site is proposed to be single family attached townhomes.

*Tract Size:* 45.77 ± acres

*Location:* Northwest of the Northwest corner of East 111th Street South & South Memorial Drive

**Zoning:**

*Existing Zoning:* AG

*Proposed Zoning:* RS-3 west part  
RT east part

**Comprehensive Plan:**

*Land Use Map:* Existing Neighborhood, New Neighborhood

*Stability and Growth Map:* Area of Growth,  
Area of Stability

**Staff Recommendation:**

**Staff recommends approval of RS-3 and RT as illustrated.**

**Staff Data:**

TRS: 8326  
CZM: 57

**City Council District:** 8

*Councilor Name:* Phil Lakin Jr.

**County Commission District:** 3

*Commissioner Name:* Ron Peters

5.1



## SECTION I: Z-7505

### DEVELOPMENT CONCEPT:

The applicant has submitted a concept plan that leaves the 9.4 acres of AG zoning on the west side of the property where the site is generally in a flood plain. 16.36 acres of RS-3 Zoning request in the middle of the site and 20 acres of RT zoning on the east side abutting a large commercial district. During the plat process staff will require a street connection to South 77<sup>th</sup> East Avenue to stub streets that were provided on the north and south sides of this tract.

### 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:
  - Property exhibit with three zoning boundaries

### DETAILED STAFF RECOMMENDATION:

Z-7505 requesting RS-3 and RT zoning is consistent with the New Neighborhood land use designation in the Tulsa Comprehensive Plan and,

The rezoning request respects the environmental constraints of the floodplain in the west side of the property and,

The uses and building types allowed in RS-3 and RT zoning are consistent with the expected development pattern in the area therefore,

Staff recommends Approval of Z-7505 to rezone property from AG to RS-3 and RT.

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: This site is not part of a small area plan. The new neighborhood land use designation in Planitulsa provides guidance that supports the RS-3 and RT zoning use and density.*

### Land Use Vision:

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

The New Neighborhood residential building block is comprised of a plan category by the same name. It is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity and shall be paired with an existing or New Neighborhood or Town Center.

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

The purpose of 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:* The major street and highway plan illustrates a residential collector in this location. The floodplain conflicts with the exact street placement and would make construction of that street alignment unpractical. The connectivity concept illustrated will be provided through this site.

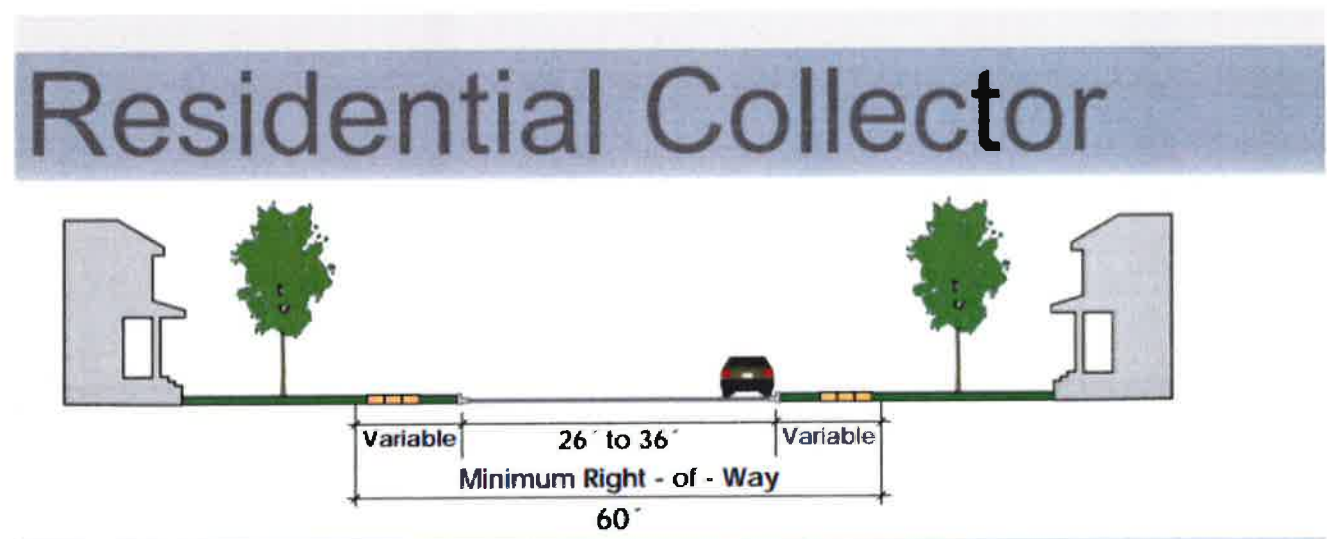
The development of Ravens Crossing in 2005 is south of the subject property and included a stub street with 60’ wide right of way for S. 77<sup>th</sup> East Avenue. The pavement width and right of way met the standards for a residential collector. The residential collector street shown on the major street and highway plan has not been amended to reflect that construction.

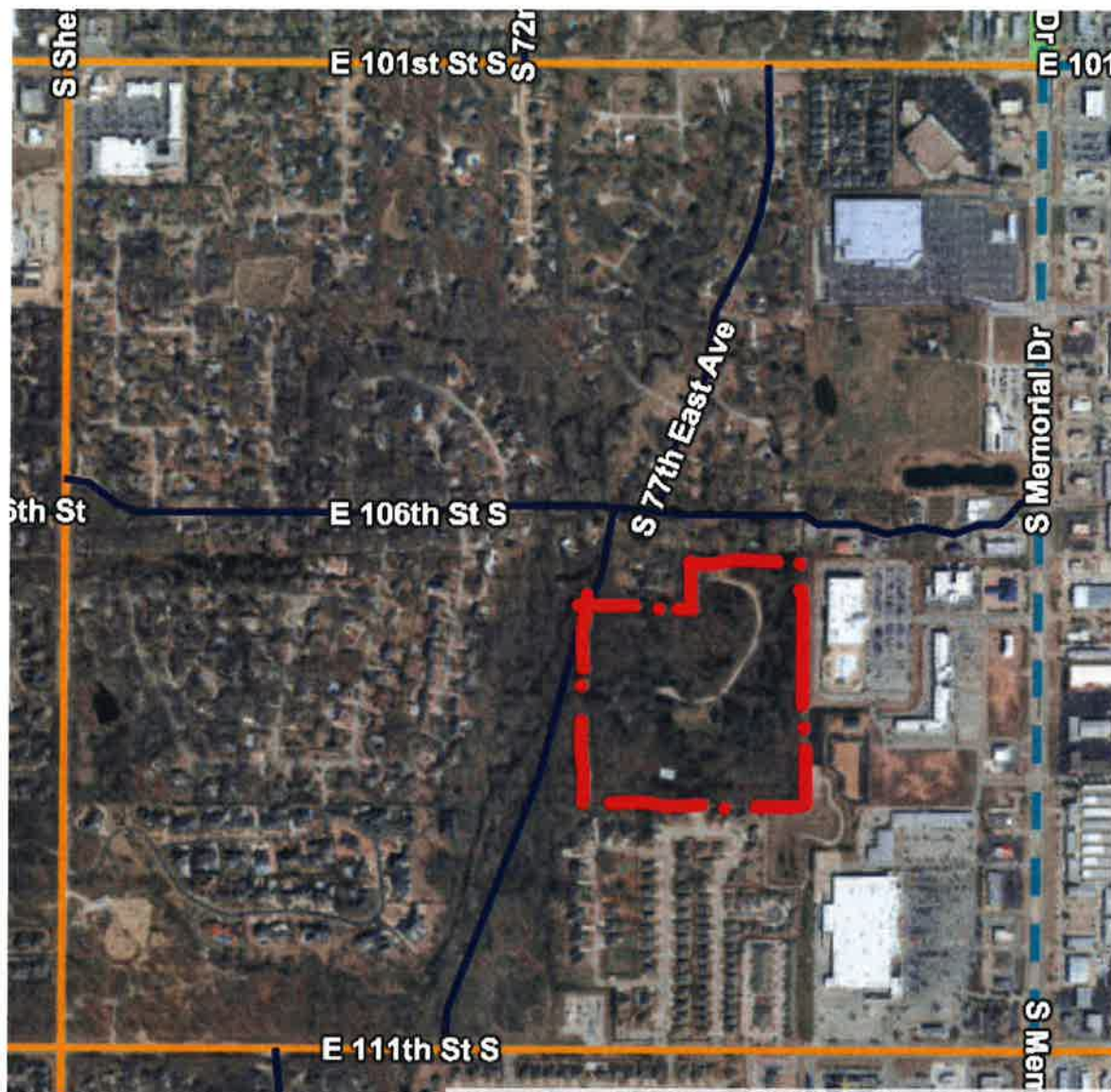
Bridal Trail Estates was platted in 1963 and also included a stub street into the north side of the property anticipating future extension of South 77<sup>th</sup> East Avenue.

Opportunities for connectivity to the east from this site have been blocked by commercial development.

### TULSA MAJOR STREET AND HIGHWAY PLAN (See next page)

Note: E. 101<sup>st</sup> Street South and East 111 Street South are Secondary Arterial  
South Memorial Drive is a Primary Arterial  
South 77<sup>th</sup> East Avenue and East 106<sup>th</sup> Street South are residential arterials





*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 heavily wooded with a single residence. The site slopes from east to west into the Fry Ditch No.2 flood plain area.*

Environmental Considerations: The only environmental consideration that affects zoning and development considerations is the floodplain along the west side of the property. This zoning application seems to be outside the boundary of the floodplain.



FLOODPLAIN AND FLOODWAY ILLUSTRATION:



Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South 77 <sup>th</sup> East Avenue	Residential Collector	60 feet	2

Utilities:

The subject tract has municipal water and sewer available.

### Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	AG and RS-1	Existing Neighborhood	Stability	Single family detached homes
East	PUD 619 / RS-3/CS and AG	Regional Center	Growth	Commercial and office
South	PUD 707 / RS-3 / RD	New Neighborhood	Stability	Single family detached homes
West	AG with RS-2 west of the creek	Existing Neighborhood	Stability	Single family detached homes

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

**ZONING ORDINANCE:** Ordinance number 11833 dated June 26, 1970 established zoning for the subject property.

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

No Relevant History.

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

**PUD-578-B May 2019:** All concurred in **approval** of a *Major Amendment* to PUD-578 on a 4.97± acre tract of land to add Commercial/Vehicle Sales and Service/Personal Vehicle Repair uses to permit a Meineke Service Center, on property located north of the northwest corner of East 111<sup>th</sup> Street South & South Memorial Dr.

**Z-6922/PUD-370-B February 2004:** All concurred in **approval** of a proposed *Planned Unit Development* on a 9.87± acre tract of land and **approval** of a request for *Rezoning* from RM-1/RS-2 to RM-1/RS-2/OL/CS/PUD-370-B for an Retail/Commercial/Office, per staff recommendation and as modified: an eight-foot privacy fence on the western boundary, restrict windows on the second story of the west-facing walls of the westernmost lots and the office buildings shall be residential in character, on property located south of the southwest corner of East 101<sup>st</sup> Street and South Memorial Drive.

**PUD-619-C February 2008:** All concurred in **approval** of a *Major Amendment* to PUD-619 on a 34.3± acre tract of land to allow Use Unit 19- Hotel, Motel, and Recreation for a Health Club/Spa with an enclosed pool and Use Unit 20- Commercial Recreation: Intensive, to allow for an outdoor swimming pool only to allow a health club/fitness center, on property located north of the northwest corner of South Memorial Drive and East 111<sup>th</sup> Street South.

**Z-6952/PUD-707 October 2004:** All concurred in **approval** of a proposed *Planned Unit Development* on a 37.25± acre tract of land and **approval** of a request for *Rezoning* from AG to RM-3/RD/OL/PUD-707 for a mixed-use development, on property located west of the northwest corner of East 111<sup>th</sup> Street South and South Memorial Drive- Raven's Crossing.





0 250 500  
Feet



Subject  
Tract

**Z-7505**

18-13 26

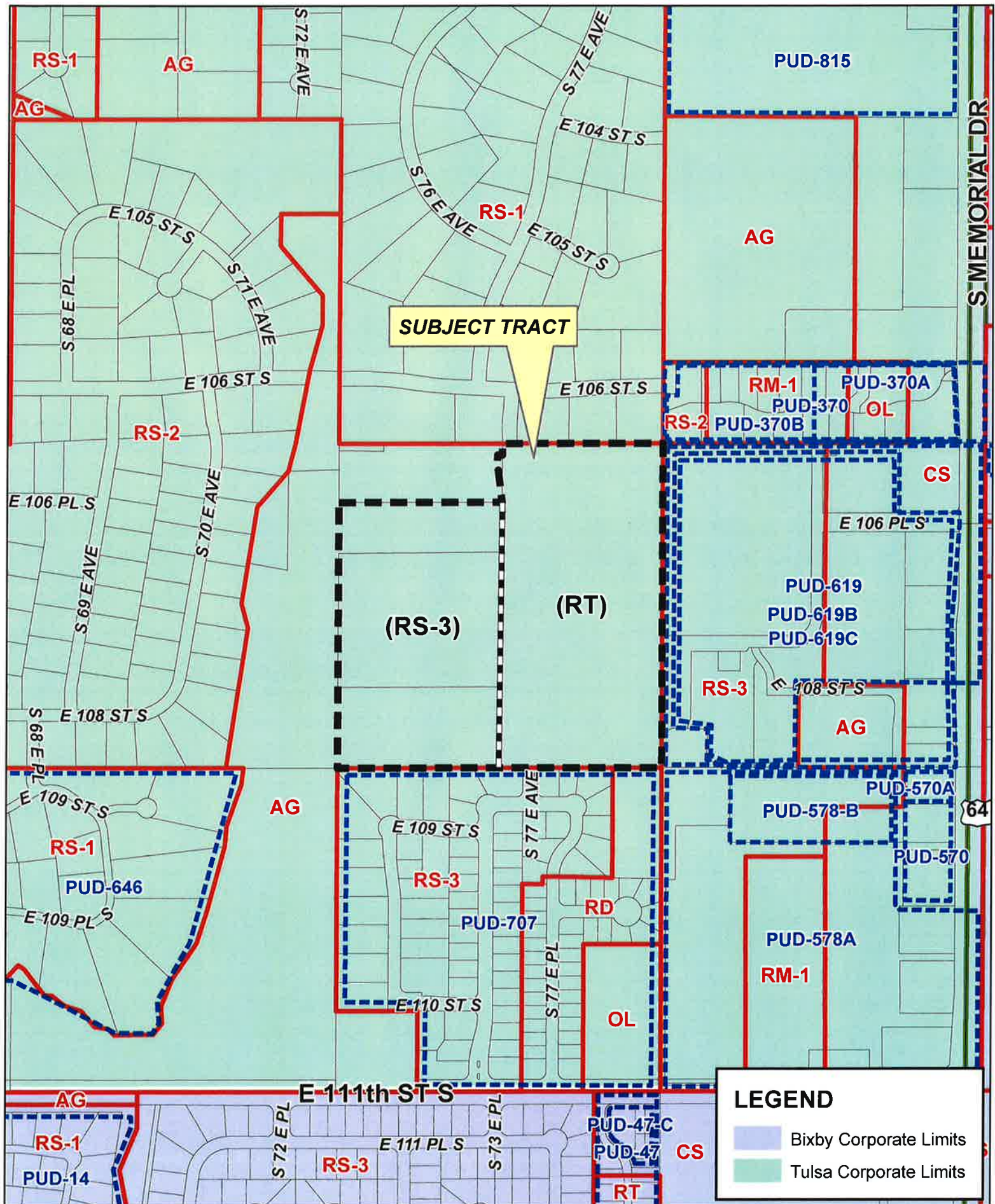
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: February 2018



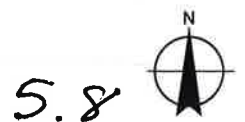
5.7





**Z-7505**

18-13 26







**(RT)**

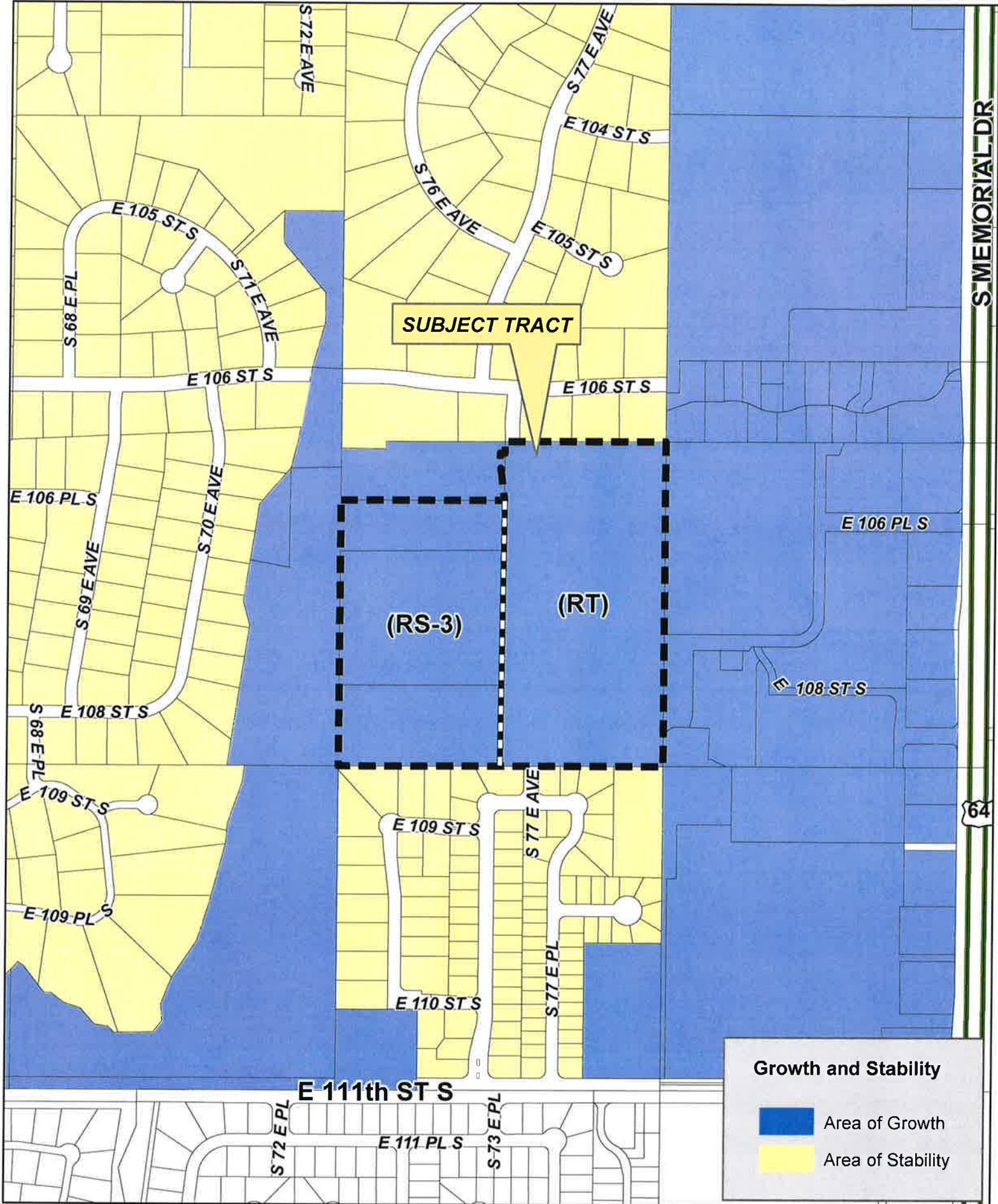
**108 ST S**

**E 111 PL S**

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







SUBJECT TRACT

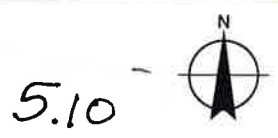
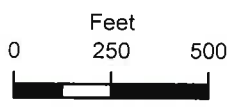
(RS-3)

(RT)

E 111th ST S

Z-7505

18-13 26



Forest Trails

Bridle Trail Estates

NW CORNER NW/4 SE/4  
SECTION 26

South Line of the S/2 Sec. 26  
North Line of the S/2 Sec. 26

NOT INCLUDED

N88° 59' 25"E  
205.96'

S01° 00' 35"E  
136.56'

N88° 47' 45"E  
659.82'

S82° 14' 23"E  
160.74'

N01° 00' 52"W  
401.62'

N07° 46' 12"E  
169.95'

N15° 36' 19"W  
103.32'

N07° 30' 14"E  
579.46'

EXISTING AG  
(TO REMAIN)  
9.417 ACRES

450.48'  
S88° 48' 38"W

North Line N/2  
S/2 Sec. 26 659.78'  
S88° 47' 23"W

E 106th St. S.

E 106th St. S.

S. 77th E. Ave.

Bridle Trail Estates

N88° 47' 45"E  
659.83'

N01° 00' 26"W  
48.50'  
N88° 58' 41"E  
19.80'  
N01° 34' 25"E  
32.85'

N08° 38' 42"W  
160.10'

RT  
20.049 ACRES

RS-3  
16.360 ACRES

S01° 00' 26"E  
1080.09'

10

4

9

10

E 109th St. S.

S. 77th E. Ave.

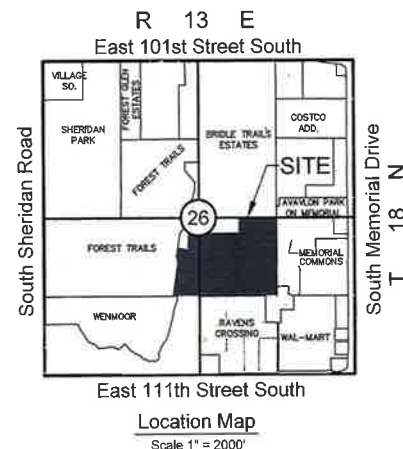
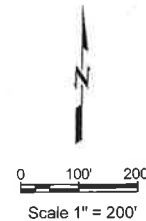
659.77'  
S88° 47' 23"W

Ravens  
Crossing

NE CORNER  
NW/4 SE/4  
SECTION 26  
PT. OF  
BEGINNING OF  
RT ZONING

Memorial  
Commons

East Line NW/4 SE/4 Sec. 26  
West Line NE/4 SE/4 Sec. 26  
1320.02'  
S01° 00' 17"E



## E. 106TH & S. MEMORIAL AVE

**SURVEYOR SITE NOTE:**  
THIS SHEET WAS PRODUCED FOR THE CONVENIENCE  
OF THE REVIEWER. IT IS INTENDED FOR GENERAL  
SURVEY INFORMATION ONLY. WALLACE  
ENGINEERING HAS NOT CONFIRMED ITS ACCURACY.  
FOR REFERENCE ONLY.

REZONE EXHIBIT  
E. 106TH & S. MEMORIAL DR.  
September 5, 2019

wallace

WALLACE ENGINEERING  
STRUCTURAL CONSULTANTS INC. (918)584-5858  
123 N. MARTIN LUTHER KING JR. BLVD. TULSA, OK 74103  
CA# 1460 EXP. DATE 6-30-2021

11.5



# NEIGHBORHOOD CORRESPONDENCE

:

## Wilkerson, Dwayne

---

**From:** Pat Sullivan <psullivan12@gmail.com>  
**Sent:** Wednesday, October 9, 2019 1:54 PM  
**To:** Wilkerson, Dwayne  
**Subject:** Z-7505 Proposal



I strongly object to the proposed re-zoning in Z-7505.

There was a meeting with Wallace Engineering regarding the proposal last night. My impression was that they were conducting the meeting as a PR stunt. By the end of the meeting they basically said they were going ahead with the plan for rezoning despite the residents objections about resulting traffic and problems in the neighborhoods and major roads, multifamily housing in the middle of established housing, impact on the flood-plan, etc. They stated all these areas would be looked at after their plan was approved. That's just backwards! Why plan and rezone for something that may never happen? They might take into account our points about a buffer against existing neighborhoods and saving some of the rare trees, but that's it. It was evident the meeting was to try to placate us and say they consulted with the neighbors.

The developer, Chris Key, insisted that the City "Overlay" authorized apartments for the area, and he was being nice by planning RS-3 homes and RT Townhouses. I'm not familiar with the city "Overlays," but putting any type of multifamily housing in an area inaccessible from the east or the west, with the only access through established neighborhoods (Bridle Trail's streets have already been deemed by the city insufficient) is crazy! Multifamily homes are appropriate along major streets like Memorial, Sheridan, 111th, 101st, etc., not sandwiched in between two high-end neighborhoods!

I can't see how the city of Tulsa could authorize any building project which would increase the already overcrowded Memorial corridor until there is some relief (like an additional way to get into Bixby)! Last night it took me 25 minutes to go from 111th to 94th on Memorial for the meeting at Hardesty!

See my letter below with my objections to this zoning proposal. If we can't stop this as proposed, Ravens Crossing will be proceeding with the plan to privatize 77th E. Ave and 77th E. Pl.

Thanks,  
Patrick G. Sullivan

7713 E. 109th St, Tulsa, OK 74133



Subject: Case #: Z-7505 Re-Zoning

Dear Mr. Wilkerson

Principal Planner of Current Planning

Access to/from the subject development area MUST be via Memorial Dr. and not via the existing neighborhoods to the north and south. Any development on that site must be single family housing (R-1 or R-2) and NOT multifamily housing.

There are 41 homes in Ravens Crossing and approximately 30 homes in Bridle Trails. Subject development calls for 47 homes and 159 townhomes. With an average of 2 vehicles per home, traffic on 77th E. Ave will quadruple. Construction of Townhouses is not appropriate to the area.

I object to the proposed re-zoning plan based on 5 issues:

1. **Traffic**

- **Historical.** People bought homes in Ravens Crossing and Bridle Trail, the neighborhoods north and south of Subject Property, because they are small, closed neighborhoods and there were no roads transiting to another location. As the area developed over the past 10 years the city and the current owner of subject property, Alan Carlton, neglected to retain a tract of property to the east for ingress/egress linking Memorial to Subject Property. Based on the number of planned residences in the Proposal, traffic through the joining neighborhoods will quadruple.
- **Bypass Memorial.** Besides the additional hazardous traffic from construction and residents entering and exiting Subject Property, extending 77th E. Ave through it will create a route for traffic to bypass Memorial between 101st and 111th. Drivers will be cutting through the neighborhoods of Bridle Trail and, Raven's Crossing to avoid traffic and delays on Memorial.
- **Neighborhood accessed only via other neighborhoods.** The proposal would place an additional 206 residences in the middle of two neighborhoods. What other subdivision has been built in Tulsa with multifamily units and access is only via other established neighborhoods? Ravens Crossing and The Village at Ravens Crossing are investigating installation of gates at 77th E Ave and 77th E Pl north of 111th making them private streets.
- **Pressure on Memorial.** Building a high density development near Memorial Avenue will create increased pressure on already overloaded Memorial traffic. There are already a record number of stoplights on Memorial between 111th and 91. In response to the volume of accidents at 109th and Memorial, ODOT and the cities of Bixby and Tulsa agreed to modifications which were presented to the area residents in January, 2019. The cities have approved and funded a project to extend the islands along Memorial through all intersections with no stoplights in order to prevent left turns onto Memorial which cross traffic lanes without traffic signals. Thus far, nothing has been done.
- **Child Safety.** The Ravens Crossing and Bridle Trail are family neighborhoods with multiple children. The heavy traffic resulting from this proposal will decrease the safety of our children from more traffic and speeding down our narrow streets.
- **Pressure on 111th and 101st.** There have been a number of accidents at 77th E. Ave and 111th St. Currently wait times to turn left is excessive. In the evenings traffic is backed up from the stop light at Sheridan to Ravens Crossing. The volume of traffic this proposal will generate will necessitate stoplights at 77th E Ave and 111th St. and 101th St.

2) **Density**

There is already a plethora of apartments along south Memorial Ave in Tulsa and Bixby. Recent growth has been so heavy that City of Bixby council members have called for a moratorium on future apartment and townhouse developments. Tulsa needs to respond in a similar manner. Multifamily housing of any type is not appropriate in the middle of two established neighborhoods. Nowhere else in Tulsa has a large housing development been built in-between, and requiring access through, two established neighborhoods. The plan contains 3 four unit townhomes built backing up to the property line with Ravens Crossing. Three single family homes in Ravens Crossing will have their back yards directly facing the back of multi family multi story "townhomes" positioned so that residents of the townhomes will look down into the yards, patios, and windows of the homes in Ravens Crossing.

Any development at Subject site must have a 75-100 foot greenbelt and 8 foot cement wall setback from any existing neighborhoods. (Same as the owner, Alan Carleton, required of Lifetime Fitness when it was built.)

### **3) Safety**

It's been proven that crime rates have a marked increase around multifamily housing units. Multifamily housing in the middle of established neighborhoods is an invitation for significant crime rates.

### **4) Home Values**

Constructing multifamily units next to neighborhoods with existing exclusive homes and increasing traffic 4 times the existing volume by extending 77th E. Ave from 109th to 106th will cause significant devaluation of property values in the neighboring subdivisions, especially Bridle Trail, Ravens Crossing, The Village at Ravens Crossing, and RavenWood.

### **5) Validity of the Re-Zoning Process**

- **What is included?** The east end of 106th St. S in Bridle Trail dead ends at a wooded area with signage describing the re-zoning proposal. Its placement indicates the land beyond the end of the road is included in the re-zoning. However the TMAPC map indicates an extension of 106th St is NOT included; rather it has been zoned RS-2, RM-1, and OL.
- **HOAs.** The City Rezoning application listed only Forest Trails HOA and Bridle Trail Estates HOA. Ravens Crossing and Ravenwood HOAs were not included.
- **Notification.** By law the notice of re-zoning was only sent to property owners within 300 feet of the proposed change. The planned modifications will affect property owners of all subdivisions from Memorial to Sheridan on 101st and 111th.

Sincerely,  
(signed by)  
Patrick G. Sullivan

<Picture2.png>



**Sawyer, Kim**

---

**From:** Gene West <silverdaddybear@gmail.com>  
**Sent:** Wednesday, October 9, 2019 2:56 PM  
**To:** Wilkerson, Dwayne; esubmit; dist8@tulsacouncil.org  
**Subject:** Z-7505 Ojection

I object to the proposed rezoning in Z-7505.

- How can you put a housing addition of over 200 residences containing multifamily buildings in-between 2 existing housing additions containing 50 residences to the north and 40 residences to the south?
- How can you do this using streets in those existing housing additions, not major streets (Memorial, 111th, Sheridan, etc.) for access to this high density development? At 2 cars per household, that's adding over 400 more vehicles to the traffic patterns in existing neighborhoods.
- The Developer, Chris Key claims the "overlay" allows him to build apartment houses in this area. How can "the Overlay" authorize apartment buildings which has no access from the east or west? and no access to a major street such as Memorial, 101st, etc.?
- How can that volume of building be zoned in an area subject to flooding without a major flood plain study?
- How can Mark Capron claim in the Oct. 8 Wallace Engineering meeting with neighboring residents state they "are required by the Planning Commission to connect 77th E. Ave from 109th to 106th?" Really?

How can Tulsa Planning authorize something like this? I thought the Planning Commission was supposed to ensure our city and neighborhoods grew and increased in value. This plan will only decrease the value of homes in neighboring subdivisions, further overtax our streets and major corridors, and increase the accident and crime rates.

Please do not approve Z-7505.

Sincerely,  
Harvey E. West  
7713 E. 109th St, Tulsa  
918-970-6880

**Miller, Susan**

---

**From:** Ron Reed <ronreed52@gmail.com>  
**Sent:** Thursday, October 10, 2019 9:57 AM  
**To:** Hoyt, Jay; Miller, Susan  
**Subject:** Fwd: Rezoning proposal Z-7505

----- Forwarded message -----

**From:** **Ron Reed** <ronreed52@gmail.com>  
**Date:** Thu, Oct 10, 2019 at 10:53 AM  
**Subject:** Rezoning proposal Z-7505  
**To:** [dwilkerson@incog.org](mailto:dwilkerson@incog.org) <[dwilkerson@incog.org](mailto:dwilkerson@incog.org)>

My wife and I own a home in Ravens Crossing and we are very concerned about the proposal to rezone the land north of us to high density residential. The increased car traffic through our neighborhood would not only be dangerous but egress to 111th Street would be much more difficult than it already is. The logical solution to this would be for the primary access to that area to be from Memorial.

We are a small neighborhood and traffic through our neighborhood to a high density development would negatively impact our neighborhood and property values.

We would like your help in learning more about the proposed rezoning and we are opposed to development that increases traffic in our neighborhood.

Ron Reed



Miller, Susan

Z-7505

**From:** Mark Capron <mcapron@wallacesc.com>  
**Sent:** Monday, October 14, 2019 3:26 PM  
**To:** Hoyt, Jay  
**Cc:** Miller, Susan; Gene Phillips; Chris Key  
**Subject:** Z-7505 106th and S. Memorial Drive Zoning

Jay, We have met with neighbors, the city counselor and others regarding this case and we have received a lot of feedback. We also have more meetings and other research to do. We need more time to evaluate what we have learned.

Therefore, we as the applicant, request a continuance the TMAPC meeting on November 6, 2019.

Please confirm the receipt of this email. I will contact all the neighbors that I can via the sign up sheet.

Mark

**Mark B. Capron, LLA**  
Land Development Planner

FILE COPY



**Wallace Engineering** Structural Consultants, Inc.  
Structural and Civil Consultants  
123 North Martin Luther King Jr. Boulevard  
Tulsa, Oklahoma 74103  
918.584.5858 O | 918.806.7314 D

Tulsa | Kansas City | Oklahoma City | Denver | Atlanta



This email and any files transmitted with it may contain confidential or privileged information. If you have received this email message in error, please notify the sender by email and delete this email from your system. The unauthorized use or dissemination of confidential or privileged information contained in this email is prohibited.

**Sawyer, Kim**

---

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918-970-6880

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**Sent:** Wednesday, October 9, 2019 1:56 PM  
**To:** esubmit  
**Subject:** Fwd: Z-7505 Proposal

**FILE COPY**



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See my letter below with my objections to this zoning proposal. If we can't stop this as proposed, Ravens Crossing will be proceeding with the plan to privatize 77th E. Ave and 77th E. Pl.

Thanks,

Patrick G. Sullivan

7713 E. 109th St, Tulsa, OK 74133

918-970-6880

Subject: Case #: Z-7505 Re-Zoning

Land Regulation Specialist

Access to/from the subject development area MUST be via Memorial Dr. and not via the existing neighborhoods to the north and south. Any development on that site must be single family housing (R-1 or R-2) and NOT multifamily housing.

There are 41 homes in Ravens Crossing and approximately 30 homes in Bridle Trails. Subject development calls for 47 homes and 159 townhomes. With an average of 2 vehicles per home, traffic on 77th E. Ave will quadruple. Construction of Townhouses is not appropriate to the area.

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## **3) Safety**

It's been proven that crime rates have a marked increase around multifamily housing units. Multifamily housing in the middle of established neighborhoods is an invitation for significant crime rates.

## **4) Home Values**

Constructing multifamily units next to neighborhoods with existing exclusive homes and increasing traffic 4 times the existing volume by extending 77th E. Ave from 109th to 106th will cause significant devaluation of property values in the neighboring subdivisions, especially Bridle Trail, Ravens Crossing, The Village at Ravens Crossing, and RavenWood.

## **5) Validity of the Re-Zoning Process**

- **What is included?** The east end of 106th St. S in Bridle Trail dead ends at a wooded area with signage describing the re-zoning proposal. Its placement indicates the land beyond the end of the road is included in the re-zoning. However the TMAPC map indicates an extension of 106th St is NOT included; rather it has been zoned RS-2, RM-1, and OL.
- **HOAs.** The City Rezoning application listed only Forest Trails HOA and Bridle Trail Estates HOA. Ravens Crossing and Ravenwood HOAs were not included.
- **Notification.** By law the notice of re-zoning was only sent to property owners within 300 feet of the proposed change. The planned modifications will affect property owners of all subdivisions from Memorial to Sheridan on 101st and 111th.

Sincerely,  
(signed by)  
Patrick G. Sullivan

<Picture2.png>

Sawyer, Kim

---

**From:** Lorraine Smith <lorrainejs664@yahoo.com>  
**Sent:** Thursday, October 10, 2019 2:44 PM  
**To:** esubmit  
**Subject:** ReZoning near Raven's Crossing

Hello, as is South Tulsa resident we do not want any multi unit in this area. The neighborhoods around here have built larger beautiful homes because we want to be away from multiunit situations, Specially with no access on memorial and traffic, crime and other situations that would go on through our neighborhoods.

No on rezoning, please

Lorraine Smith : Sent from my iPhone



Sawyer, Kim

---

2-7505

**From:** Hoyt, Jay  
**Sent:** Friday, October 11, 2019 4:21 PM  
**To:** Sawyer, Kim  
**Subject:** FW: Proposal Z 7505

FILE COPY

**From:** Susan McCoy [mailto:smccoy10@cox.net]  
**Sent:** Friday, October 11, 2019 4:20 PM  
**To:** Hoyt, Jay <JHoyt@incog.org>  
**Cc:** bmitch6506@aol.com; Kim Thompson <kim.dtt@sbcglobal.net>; jujugar@cox.net; Jsams@medline.com; Rnsneph@aol.com; sean.kelley@lee-supply.com  
**Subject:** Proposal Z 7505

I am a recent resident of Forest Trails subdivision and, therefore, will be affected by this rezoning proposal.

I am concerned about a development that will considerably increase population within this area as there is no updated infrastructure to support additional traffic. Nor is there a viable ingress or egress to this plot of land. It alarms me to think of a high volume of traffic passing through existing residential areas. In our neighborhood, cars travel at higher than the posted 25 mile per hour speeds regularly. I can imagine what traffic issues will arise in this situation.

As to traffic flow on main byways, there is already a considerable back up on Sheridan between 101st and 111th as there are only two lane roads, but more than that, there are no right turn lanes at the intersections of 111th and Sheridan and the at 101st and Sheridan as one turns right to go east. This causes considerable back up (and frustration) in traffic in the mornings and evenings. There may only be three or four vehicles that get through those intersections. This causes long lines of cars waiting on two lane roads to get through those intersections.

It seems to me, that the city would take care of traffic flow issues before considering a project that will place higher volumes of people in cars on already congested roadways.

Thank you for your consideration.

Susan mccoey  
Forest Trails  
[6725 E. 106th place](#)  
[Tulsa, OK. 74133](#)

2-7505

Sawyer, Kim

---

**From:** Ed Rybicki <ed.rybicki@att.net>  
**Sent:** Friday, October 11, 2019 6:46 PM  
**To:** Wilkerson, Dwayne; esubmit  
**Subject:** Proposed re-zoning area by Bridle Trails. Z-7505

FILE COPY

Dear Dwayne Wilkerson and Land Regulation Specialist,

We strongly oppose the high density housing Z-7505 proposal, because the area around the designated 36 acres is NOT High Density housing, and there is already an overload of heavy traffic on E 101st Street and E 111th Street between S Memorial Drive and South Sheridan.

Please vote against this proposal. Thank you.

Ed and Sandy

Sent from my iPad

Sawyer, Kim

2-7505

**From:** M AB <benderbunch@me.com>  
**Sent:** Saturday, October 12, 2019 10:08 AM  
**To:** Wilkerson, Dwayne; esubmit; smiller@incopg.org  
**Subject:** Upcoming Zoning Change Proposal

FILE COPY

All,

This is a concern and compliant regarding:

The re-zoning concerns a 36 wooded acre plot of land currently designed as "AGI" (Agriculture) to be re-designated as "RS-2" (Residential single-family) and "RT" (Residential Multi-Family).

It is our understanding these will be residential high density single family homes and townhomes. The plot in question is in the center of the block (see attachments), with no direct access to Memorial, but through the neighborhoods of Ravens Crossing or Bridle Trail to 111th Street. **This plot is the current greenbelt area behind South 70th East Avenue and South 71st East Avenue in Forest Trails, and therefore, affects our neighborhood.**

We own a home in Forest Trails and in Ravens Crossing. Our elderly mother lives in Ravens Crossing. For all of these reasons and more we object to this rezoning:

1. The police presence is already very low in our area.
2. Ravens Crossing is mostly elderly that will have a huge increase in traffic and crime.
3. Property values for all homes in the square mile will suffer drastically.
4. Crime will intensify.
5. There is not infrastructure to support any more traffic in these neighborhoods.
6. Cars will be parking on side of streets in front of homes 24 hours per day which is against city ordinance.
7. Memorial Road between 101st & 111th can not take a surge and influx of 1000's of people. The traffic appears to be at an all-time high and dangerous for drivers presently. It's near impossible to easily pull out of any intersection on Memorial from 91st -111th.
8. When the townhomes were built behind Spirit Bank on 96th and Memorial, the panhandling began and has continued to increase daily. I've watched panhandlers take turns and shifts off of creek expressway. They seem to reside in the apartments behind Spirit Bank.
9. The townhomes developers will promise one thing and then they will turn around and sell them and all of these items will intensify exponentially.

If the city allows this to happen, the city will need to decrease all homeowners property taxes in the area...

**Mark & Ronda Bender**

**Forest Trails**  
**6839 E 105th Street**  
**Tulsa 74133**  
**918.378.1261**

**Ravens Crossing**  
**10924 S 77th East Place**  
**Tulsa Ok , 74133**



Miller, Susan

---

**From:** Ann Stone <ann.stone@cox.net>  
**Sent:** Sunday, October 13, 2019 7:43 PM  
**To:** mayor@cityoftulsa.org; Dist8@tulsacouncil.org; Miller, Susan; Wilkerson, Dwayne; esubmit  
**Cc:** Jim Stone  
**Subject:** Proposed Zoning Case #Z-7505

FILE COPY

Mayor Bynum, Councilman Lakin, Ms. Miller and Mr. Wilkerson,

As a concerned neighbor of the neighborhoods of Bridle Trails Estates and Ravens Crossing I am opposed to the proposed rezoning of the property (case #2-7505) up for a Planning Commission hearing on October 16, 2019.

I am respectfully ask for the zoning change to be RS (Residential Single Family) only and that the zoning change to RT be rejected on this parcel not because I am anti-growth but because I am an enthusiastic supporter of smart, planned suburban development. The most compelling reasons include:

**The proposed rezoning is inconsistent with the context of the neighborhood** – The area of the proposed rezoning would be a significant change to the immediate area. The area west of the commercial part of Memorial to the Arkansas River, south of 111th and north of 101<sup>st</sup> is either RS (Residential Single Family), CT (Shopping Center District), or AG (Agriculture). A few properties on major streets are zoned RM but they have commercial properties built on them. There is one undeveloped property zoned RT but it is located on a major street (Riverside) and not within a RS neighborhood as this proposed neighborhood is.

**Insufficient road infrastructure** – Nearby intersections simply cannot handle the dramatic increase in traffic that will occur if the rezoning is permitted. The intersections at 101<sup>st</sup> and Sheridan and 111<sup>th</sup> and Sheridan are already at full capacity and are often backed up with cars sitting through multiple light cycles. Neither of them have right turn lanes to relieve traffic. Memorial is completely packed all the time and residents are already forced to utilize Sheridan and Yale for relief. Improving these roads is not a priority for the city and years down the road. They simply cannot handle the increase of traffic that high-density housing would bring to the area.

**Access to the proposed RT is through RS neighborhoods** – this would be an incredible burden to the residential neighborhoods of Bridle Trails Estates and Ravens Crossing. It is hard to imagine up to 500 cars attempting to drive through the two main streets in these neighborhoods to access 101<sup>st</sup> and 111<sup>th</sup> and the danger and inconvenience it would cause to the families living there. If you drive down the streets it will be incomprehensible to you. I

personally have never seen townhomes within a residential neighborhood and I have lived in several neighborhoods with multiple types of housing. Townhomes, duplexes and condominiums are always located nearest the main entrance of the neighborhood and never within a single-family neighborhood.

If this rezoning is approved and the planned development completed, the residential neighborhoods surrounding the property will witness a dramatic increase in traffic in an already heavily congested area, which will lead to more accidents, injuries, and fatalities.

Sincerely,

Ann Stone  
7106 E. 106<sup>th</sup> St.  
Tulsa, OK 74133

918-850-8707

Sawyer, Kim

FILE COPY

**From:** (DIST8) Lakin, Phil <dist8@tulsacouncil.org>  
**Sent:** Sunday, October 13, 2019 7:56 PM  
**To:** Ann Stone; Mayor; Miller, Susan; Wilkerson, Dwayne; esubmit  
**Cc:** Jim Stone  
**Subject:** Re: Proposed Zoning Case #Z-7505

Thanks for your thoughtful email, Ann. I appreciate and respect your opinion and proposal.

As you know, the Planning Commission will hear this case this Wednesday. You and your neighbors should fill the room and let the commissioners know, as you have, how this rezoning could negatively impact you. The commission's actions most oftentimes eventually make it to the City Council, where rezoning will either be confirmed, denied, modified, or referred back to the Planning Commission. All of you should attend those meetings as well, where proponents and opponents will each have a total of 30 minutes to provide comments to the Council (5 minutes max per speaker and 30 minutes max per side). My gut says that this issue is not going to be quickly resolved.

I'm hoping this helps. Take care and have a nice week,

Phil

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**From:** Ann Stone <ann.stone@cox.net>  
**Sent:** Sunday, October 13, 2019 7:43 PM  
**To:** Mayor <mayor@cityoftulsa.org>; (DIST8) Lakin, Phil <dist8@tulsacouncil.org>; Miller, Susan <smiller@incog.org>; dwilkerson@incog.org <dwilkerson@incog.org>; esubmit@incog.org <esubmit@incog.org>  
**Cc:** Jim Stone <jims@pantherenergy.com>  
**Subject:** Proposed Zoning Case #Z-7505

Mayor Bynum, Councilman Lakin, Ms. Miller and Mr. Wilkerson,  
As a concerned neighbor of the neighborhoods of Bridle Trails Estates and Ravens Crossing I am opposed to the proposed rezoning of the property (case #2-7505) up for a Planning Commission hearing on October 16, 2019.

I am respectfully ask for the zoning change to be RS (Residential Single Family) only and that the zoning change to RT be rejected on this parcel not because I am anti-growth but because I am an enthusiastic supporter of smart, planned suburban development. The most compelling reasons include:

**The proposed rezoning is inconsistent with the context of the neighborhood** – The area of the proposed rezoning would be a significant change to the immediate area. The area west of the commercial part of Memorial to the Arkansas River, south of 111th and north of 101<sup>st</sup> is either RS (Residential Single Family), CT (Shopping Center District), or AG (Agriculture). A few properties on major streets are zoned RM but they have commercial properties built on them. There is one undeveloped property zoned RT but it is located on a major street (Riverside) and not within a RS neighborhood as this proposed neighborhood is.



**Insufficient road infrastructure** – Nearby intersections simply cannot handle the dramatic increase in traffic that will occur if the rezoning is permitted. The intersections at 101<sup>st</sup> and Sheridan and 111<sup>th</sup> and Sheridan are already at full capacity and are often backed up with cars sitting through multiple light cycles. Neither of them have right turn lanes to relieve traffic. Memorial is completely packed all the time and residents are already forced to utilize Sheridan and Yale for relief. Improving these roads is not a priority for the city and years down the road. They simply cannot handle the increase of traffic that high-density housing would bring to the area.

**Access to the proposed RT is through RS neighborhoods** – this would be an incredible burden to the residential neighborhoods of Bridle Trails Estates and Ravens Crossing. It is hard to imagine up to 500 cars attempting to drive through the two main streets in these neighborhoods to access 101<sup>st</sup> and 111<sup>th</sup> and the danger and inconvenience it would cause to the families living there. If you drive down the streets it will be incomprehensible to you. I personally have never seen townhomes within a residential neighborhood and I have lived in several neighborhoods with multiple types of housing. Townhomes, duplexes and condominiums are always located nearest the main entrance of the neighborhood and never within a single-family neighborhood.

If this rezoning is approved and the planned development completed, the residential neighborhoods surrounding the property will witness a dramatic increase in traffic in an already heavily congested area, which will lead to more accidents, injuries, and fatalities.

Sincerely,

Ann Stone

7106 E. 106<sup>th</sup> St.

Tulsa, OK 74133

918-850-8707

Sawyer, Kim

2-7505

**From:** jcreasy jcreasy <jcreasy@cox.net>  
**Sent:** Tuesday, October 15, 2019 4:52 AM  
**To:** esubmit  
**Subject:** Z-7505

FILE COPY

My family has lived in the Forest Trails neighborhood since we returned to Tulsa 20 years ago. One of the treasures of this area is the wooded area behind our house, and now we ask that you not take this away from us. Traffic has increased so much in this area as new businesses and homes have arrived. Please do not take away our wooded area and allow this proposed zoning change to pass.

thank you,  
Janet Creasy

FILE COPY

2- 7505

Sawyer, Kim

**From:** Randall Stickney <anyszss@aol.com>  
**Sent:** Tuesday, October 15, 2019 11:29 AM  
**To:** Brierre, Rich; Domin, Ann; Gemeinhart, Brad; Brewer, LaDonna; Miller, Susan; Jeffries, Daniel S.; Sawyer, Kim; Wilkerson, Dwayne; Foster, Nathan; Hoyt, Jay; Chapman, Austin; Porter, Jed; Ulmer, Amy; Good, Felicity; Davis, Kendal; jwerten@incog.org; jwerten@incog.org; Scott, Emily; thulsa@incog.org; Tankard, John; Krug, Luisa; Baeza, Paulina; Jones, Robi; Whitaker, Dennis; Paganelli, John; Putta, Viplava; Phillips, Chase; Dinoa, Patricia; Brierre, Claudia; Douglas, Megan  
**Cc:** District1@tulsacouncil.org; district2@tulsacouncil.org; district3@tulsacouncil.org; district4@tulsacouncil.org; district5@tulsacouncil.org; district6@tulsacouncil.org; district7@tulsacouncil.org; district9@tulsacouncil.org; mayor@cityoftulsa.org  
**Subject:** Fwd: Denial of re-zoning request

This is not a NIMBY plea. Please read this communication to the Mayor and City Council in its entirety and respond to all when answering.

Thank you.

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**From:** anyszss@aol.com  
**To:** mayor@cityoftulsa.org, District8@tulsacouncil.org  
**Cc:** District1@tulsacouncil.org, district2@tulsacouncil.org, district3@tulsacouncil.org, district4@tulsacouncil.org, district5@tulsacouncil.org, district6@tulsacouncil.org, district7@tulsacouncil.org, district9@tulsacouncil.org  
**Sent:** 10/14/2019 2:52:31 PM Central Standard Time  
**Subject:** Denial of re-zoning request

Mayor Bynum, Councilman Lakin, and other Council members,

This communication concerns the proposed rezoning for development of the agricultural zoned acreage lying between Ravens Crossing and Bridle Trail Estates. These existing neighborhoods and the landlocked property lie between 101st St South and 111th between Memorial and Sheridan. Regarding Bridle Trail Estates, 77th E Ave is rated as poor by engineering specifications, streets are narrower than current city standards, ride like roller coasters, have no curbs or sidewalks, and clearly cannot support construction traffic for the proposed development of the size for which rezoning is sought. Ravens Crossing's roads are up to standard, but the neighborhood was never built to handle more traffic than the residents generate.

In record, several BTE HOA board members and residents met with city officials regarding this same issue in July of 2018, and all were in agreement that the BTE roads were inadequate even for the current residents. They are worse now, and we were told was then and is now no money for improvement. If nothing has changed, why is this being revisited. Hopefully, no behind the doors deals are being funded.

The proposed development requires a turn to the east on 106th up a hill that postal services can't even navigate in winter conditions. With a narrow road and no curbs, we have seen cars slide into the ditch and remain in that location for as long as two weeks. There is no way BTE roads could service the traffic flow of a new neighborhood or the vehicles required for construction of same.

After recent renovations, the traffic on 101st has increased significantly and Bridle Trail Estates residents have a very hard time even entering the flow of traffic. With schools and the traffic generated by Reasor's, Super Walmart, Lowes, Super Target and the other developments along Memorial, traffic on 101st and 111th has gotten very heavy. Vehicle counts on the 2-lane 101st St South between Memorial and Sheridan from 2018 were at 17,395 and have worsened this year. 111th had 15,433 vehicles on the same INCOG posting. A Ravens



Crossing resident stated that traffic on 111th can back up a quarter of a mile and that she has had to wait through as many as five lights to turn onto Memorial.

In reviewing the comprehensive plans which we were shown during a recent meeting, the acreage owned by Alan Carlton has been identified as a future neighborhood for decades. I have spoken to several builders and none of them have ever had to traverse established neighborhoods for a development of this size with no other access to a major street available.

Had the city planners been consistent in their desires to establish a neighborhood in this location, an ingress and egress leading directly to Memorial should have been incorporated at the time of rezoning everything to accommodate the commercial area dominated by Lifetime Fitness but also containing office buildings and other commercial properties.

**Why would anyone ask established neighborhoods full of voting, tax-paying residents to be subjected to reductions in property values, loss of neighborhood safety, increased flooding, and a new impossible traffic situation disallowing safe exits from our neighborhoods? The only apparent answer is money.**

If Alan Carlton or the City of Tulsa had any concern about any of the above, they would have mandated an easement for access to this property from Memorial only a few years ago when it was inexpensive pasture land.

The only reason that residents of these two neighborhoods are being thrown under the bus is to accommodate the greed of the seller, the developer, and a marginal tax base increase for the city of Tulsa. Those three entities should still be responsible for developing a route of access to and from Memorial without severely compromising our neighborhoods. The first time a child gets hit by a car or an elderly or injured person can't make to an ER in time, all three of the above entities should be held responsible.

Developer Chris Key cares nothing about anything except hustling a buck and has shown no indication of any concern for whomever he hurts along the way. The seller is similarly only interested in making as much money as possible and moving out of the area.

Does the city really not care about the impossible situations to which these neighborhoods will be subjected in addition to losses of property values? You won't even fix our streets now. How can you push more homes through them?

BTE is in the process of applying for gated status since the city does no road maintenance, never clears our streets during snow or ice storms, and apparently has no concern for the safety of children on bicycles or residents walking dogs or pushing baby carriages.

Alan Carlton, the seller of the property in question, mandated a massive greenbelt with a berm, two rows of trees, and a sculpted 8' concrete wall to protect the value of his property. The many residents of Raven's Crossing and Bridal Trails Estates deserve at least as much consideration as was granted to a single individual negotiating only on his own behalf.

We had a meeting last Tuesday at Hardest Library with the developer, his hired engineering company, and the seller. It was standing room only, and residents of Bridle Trails, Raven's Crossing, and several other neighborhoods in proximity were present. All the residents were openly angry, outraged, and highly vocal.

**Nothing was offered by the seller or developer that helped quell the palpable anger in the room that persisted until the following solution was suggested.**

1. The proposed seller and the City of Tulsa clean up their own mess which was a direct product of a negligent lack of vision and create ingress and egress from Memorial into the property coming out at the traffic light on 109th. A bridge over the retention area may now be necessary, but would not have been if planning had been correctly performed.
2. Emergency break-away only exits are established into Bridle Trails and Ravens Crossing
3. 100' greenbelts on the north and south borders are established to protect border residence property values.
4. All constructed homes are single family residences with RE, RS-1, or RS-2 zoning.

After this was proposed as a solution, I asked if any one in the room would have any objection to the rezoning under these conditions. There were none.

**We urgently solicit your denial of any rezoning process that does not include a plan protecting our neighborhood by procuring access from Memorial by extending 109th from the east onto the property and mandating a greenbelt.**

**Respectfully,**

**Randall Stickney, MD, FACR**

Sawyer, Kim

---

**From:** Bartlett, Rush L <Rush.Bartlett@bakerhughes.com>  
**Sent:** Tuesday, October 15, 2019 11:58 AM  
**To:** esubmit  
**Subject:** Regarding Z-7505 Mark Capron

FILE COPY

I am against the current rezoning plan as presented by Wallace Engineering at the Hardesty Library 10/8/19. The meeting was held in a small room with inadequate capacity to hold the number of irate property owners. This is a follow up from a separate letter to Councilman Lakin. The key points of our objections are:

Points :

1. I mentioned to the Presenter the Major Street and Highway Plan in the INCOG website. The Presenter said he was unaware of the plan. It's his job to know. It can be found at: [http://www.incog.org/Mapping\\_GIS\\_Resources/mapping\\_map\\_index.html](http://www.incog.org/Mapping_GIS_Resources/mapping_map_index.html) . The plan clearly has a major street feeding the middle of the Section out to 111<sup>th</sup> Street following Fry Creek along with access to Memorial and Sheridan on 106<sup>th</sup>, and north to 101<sup>st</sup> on South 77<sup>th</sup> East Ave. The INCOG designation for the unbuilt Fry Creek road south from 106<sup>th</sup> is "Residential Collector". Reading the proposal today on the tmapc.org website it now mentions this street but recommends against it as it is in a flood plain. Why have this major road defined in the INCOG master plan to begin with unless there was negligence in planning in the beginning. I would suspect the proposed development plan excluded this small detail due to the cost of construction. Better to run traffic through streets not designed for through traffic than to construct a major street.
2. My mother-in-law resides in South 77<sup>th</sup> East Place in Raven's Crossing. Current value of her home per Zillow is in the low \$260,000 range. South 77<sup>th</sup> is *significantly* narrower than South 77<sup>th</sup> East Ave just to the west. Those homes on 77<sup>th</sup> East Ave range from the \$400,000 to over \$600,000 range. Traffic from a high-density project would be detrimental to the enjoyment and home values of those living on both streets. Presently the traffic is light with little noise. There is no easy fix to this. Neither of these roads, especially South 77<sup>th</sup> E Place, were constructed for the volume of traffic proposed. This is probably the key issue and no amount of poo-pooing the objections of the citizens will be satisfactory.
3. We live in Windsor Woods subdivision just to the west of Saddle Trails. As one gentleman pointed out, South 77<sup>th</sup> East Avenue from 106<sup>th</sup> to 101<sup>st</sup> in Saddle Trails is a poorly maintained city road that is not constructed for any more than occasional light traffic. It has no curbing, dubious base, and is predominately "chip seal". That development is decades old with virtually no traffic to speak of. They've already had to deal with the construction and the detrimental issues from COSCO. There is no sense to subject them to more heartache. This directly affects the valuation of those properties in Saddle Trails which will indirectly negatively affect our home valuations in Windsor Woods.
4. I am highly concerned about runoff water mitigation. Given the decades old issues with the City concerning runoff water into properties in Windsor Woods it is concerning the Presenter mentions they would have to see what the final development configuration is to determine retention pond need. I'm of the 180 degree stances they need to ascertain what Fry Creek can handle in flow and back up from there to determine the development constraints. There are homes on Fry Creek south of 111<sup>th</sup> in Bixby that could have severe consequences from erosion. Better to plan for a 100yr rainfall and lock down the future possible constraints than "wing it" as Presenter and Developer are apparently doing. Secondly viewing the City of Tulsa Flood Plane map it would appear that South 77<sup>th</sup> North from 106<sup>th</sup> Street is also in the flood plane.



**Solution:**

Access to Memorial from this proposed development would be best handled by going east to 109th Street South. However, continued development impacting Memorial traffic must be addressed as it is nearly unbearable at peak traffic periods.

The development of this area is fraught with issues concerning traffic flow through existing residential streets, flood plain issues, and access to arterial roads.

Regards,

Rush Bartlett  
10135 S 72<sup>nd</sup> E Ave  
Tulsa OK 74133

**Sawyer, Kim**

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**From:** Milana Applegate <applegatem1@yahoo.com>  
**Sent:** Tuesday, October 15, 2019 11:41 AM  
**To:** Phil Lakin  
**Cc:** esubmit  
**Subject:** Z7505

FILE 001

Mr. Lakin,

I am writing to you as a concerned neighbor from the Ravens Crossing neighborhood. We were informed by Wallace Engineering that they plan to build townhomes and single family homes. The total number of homes would be somewhere around 209 which would bring in about 500+ cars driving through our neighborhood and bridge trails. Currently there are no other options for construction access to build. So hundreds of dump trucks will be driving down our roads. We all have extremely small back yards. So many children play in the front yards and driveways. It is a dangerous situation that needs to be avoided. The traffic on 101st and 111th between Sheridan and memorial is already bad. Just the other day when I turned onto 111th from Sheridan the traffic at the light was backed up to entrance to the standford elm neighborhood. The is about a quarter of a mile and this was at 10:20 am on a Friday. During peak travel times the traffic at that light can be backed all the way up to the power grid which is a good half a mile from the red light. The road has several pot holes that get patched about once every spring. The road needs repairs and it needs to be expanded to a 4 lane road to accommodate 500 more cars driving down 111th at least 2x a day just for work. That doesn't even account for other travel these cars will be making during the course of any given day. This proposed development will be jenks schools and that would mean their school buses would also be traveling through our Bixby schools neighborhood. I know that in the last few years that the neighborhood across the street from us got the expansion of more apartments stopped because the city of Bixby said that memorial couldn't accommodate the additional traffic. At many times during the day including 11:30 am on any day of the week you can end up sitting through each light on memorial 2-3x before you progress to the next light. The land in question has no direct access to memorial. I have never seen a neighborhood where townhomes or potentially apartments with the way they want to zone this new development where the only access is through two existing larger neighborhoods. Even the developer Chris Keys says he would prefer to have this development access memorial directly. When the gentleman that owns the property in question listed to sell his land he suggested it was best suited to remain agricultural or potentially larger estate or country style living. We had always assumed and even received advice from a realtor that something could and would be built on that land eventually. So to stop any kind of development would obviously be unfair even if that were to be our preference. I just think it needs to be consistent with the developments that already exist. Even the current owner demanded that lifetime fitness build a large stone wall and had 3 rows of trees as a barrier to his 44 acres that had many acres of trees between his home and lifetime. I would hope we are at least extended the same courtesy.

Thank you for your time.

Milana Applegate  
Ravens Crossing

**Miller, Susan**

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**From:** Nathaniel Applegate <applegn1@yahoo.com>  
**Sent:** Tuesday, October 15, 2019 2:14 PM  
**To:** Miller, Susan  
**Subject:** Z7505

FILE COPY

As concerned neighbors of the property at [10770 77th street](#), we are opposed to the proposed rezoning of the property (case Z-7505) up for Committee hearing [on October 16th 2019](#).

We respectfully ask for no zoning change on this parcel not because we are anti-growth but because we are enthusiastic supporters of smart, planned urban development. Our most compelling reasons include:

1. The Proposal Does Not Meet the Criteria for a Rezoning.
  - Inappropriate use of large scale development in an Area of Stability – The neighborhood in which the rezoning is proposed is an Area of Stability. Yet, the proposed rezoning seeks significant change. The change is inconsistent with surrounding neighborhoods. Contrary to common accepted Community Planning and Development (CPD) standards, the proposed development is large scale – and would be surrounded by residential property. Any attempt to place group homes, town homes or apartments would be inconsistent with the surrounding neighborhoods. The surrounding neighborhoods consist of single family homes in standard developments with many larger lot residences. This would be out of place with the proposed multi-tenet housing.
  - The current zoning of the property is not incompatible with the surrounding properties – I think any rezoning compatible with single family homes would be the best fit with surrounding property on all sides of the proposed development. Existing zoning is either AG or RS (single family residence).
  - Insufficient road infrastructure – Nearby intersections simply cannot handle the dramatic increase in traffic that will occur if the rezoning is permitted. Traffic flow is already slow impeded or dangerous at multiple intersections around the proposed rezoning. Specifically 111th and 101st streets. These streets are over-burden. The proposed rezoned area would only have potential access from these streets. Separate Construction entrance would be difficult or impossible placing these neighborhoods with further traffic. This would Impact these neighborhoods negatively now and into the future. The significant increase in traffic flow at these intersections that will result from this rezoning is a notable risk to children and other pedestrians.

If this rezoning is approved and the planned development completed, the residential neighborhoods surrounding the property will witness a dramatic increase in traffic in an already heavily congested area, which will lead to more accidents, injuries, and fatalities.

- There Is No Circumstance Justifying the Rezoning.
  - There Has Been No Change to the Neighborhood Justifying the Rezoning.
- Continuing with agricultural or single family zoning would more consistent with the surrounding area. There is not a documented need for any large scale or mass housing development.
- The Proposed Rezoning is Inconsistent with the Neighborhood Context.
  - Neighbors Most Impacted by the Project Are Against the Project – Almost every neighbor who lives within 200 feet of the property is against the project. Most have signed letters or showed up to prior meetings voicing concern and opposition to this project.

We ask that no approval be given to this rezoning at this time.

Sincerely,

Nathaniel E Applegate  
Ravens Crossing



2-7505

Sawyer, Kim

**From:** Miller, Susan  
**Sent:** Wednesday, October 16, 2019 8:22 AM  
**To:** Sawyer, Kim  
**Subject:** FW: Z7505

FILE COPY

**From:** Nathaniel Applegate <applegn1@yahoo.com>  
**Sent:** Tuesday, October 15, 2019 2:14 PM  
**To:** Miller, Susan <SMiller@incog.org>  
**Subject:** Z7505

As concerned neighbors of the property at [10770 77th street](#), we are opposed to the proposed rezoning of the property (case Z-7505) up for Committee hearing [on October 16th 2019](#).

We respectfully ask for no zoning change on this parcel not because we are anti-growth but because we are enthusiastic supporters of smart, planned urban development. Our most compelling reasons include:

1. The Proposal Does Not Meet the Criteria for a Rezoning.
  - Inappropriate use of large scale development in an Area of Stability – The neighborhood in which the rezoning is proposed is an Area of Stability. Yet, the proposed rezoning seeks significant change. The change is inconsistent with surrounding neighborhoods. Contrary to common accepted Community Planning and Development (CPD) standards, the proposed development is large scale – and would be surrounded by residential property. Any attempt to place group homes, town homes or apartments would be inconsistent with the surrounding neighborhoods. The surrounding neighborhoods consist of single family homes in standard developments with many larger lot residences. This would be out of place with the proposed multi-tenet housing.
  - The current zoning of the property is not incompatible with the surrounding properties – I think any rezoning compatible with single family homes would be the best fit with surrounding property on all sides of the proposed development. Existing zoning is either AG or RS (single family residence).
  - Insufficient road infrastructure – Nearby intersections simply cannot handle the dramatic increase in traffic that will occur if the rezoning is permitted. Traffic flow is already slow impeded or dangerous at multiple intersections around the proposed rezoning. Specifically 111th and 101st streets. These streets are over-burden. The proposed rezoned area would only have potential access from these streets. Separate Construction entrance would be difficult or impossible placing these neighborhoods with further traffic. This would Impact these neighborhoods negatively now and into the future. The significant increase in traffic flow at these intersections that will result from this rezoning is a notable risk to children and other pedestrians.

If this rezoning is approved and the planned development completed, the residential neighborhoods surrounding the property will witness a dramatic increase in traffic in an already heavily congested area, which will lead to more accidents, injuries, and fatalities.

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  - Neighbors Most Impacted by the Project Are Against the Project – Almost every neighbor who lives within 200 feet of the property is against the project. Most have signed letters or showed up to prior meetings voicing concern and opposition to this project.

We ask that no approval be given to this rezoning at this time.

Sincerely,

Nathaniel E Applegate  
Ravens Crossing

**Miller, Susan**

---

**From:** Doug Thompson <dwttulsa@gmail.com>  
**Sent:** Friday, October 18, 2019 1:02 PM  
**Subject:** Requested Rejection of rezoning Item Z-

**FILE COPY**

This communication concerns rezoning request Z-7505 for development of the agricultural zoned acreage lying between Ravens Crossing and Bridle Trail Estates (BTE) and east of Forest Trails. These existing neighborhoods and the landlocked property lie between 101st St South and 111th between Memorial and Sheridan.

Regarding Bridle Trail Estates (BTE), 77th E Ave is rated as poor by engineering specifications with streets that are narrower than current city standards, ride like roller coasters, have no curbs, storm water conveyances, gutters, or sidewalks. These roads are 18-20 feet wide and clearly cannot support construction traffic for the proposed development of the size for which rezoning is sought. Ravens Crossing's roads are up to standard, but the neighborhood was never built to handle more traffic than the residents generate.

Additionally, the city of Tulsa has already had to purchase and remove four homes from BTE because of flooding from inadequate water management following developments that were allowed by the City during recent times. With the additions of Costco and Lifetime, those problems have again worsened and a number of BTE residents are experiencing new storm water problems. All neighborhoods on the Fry Ditch Creek basin will again likely be more adversely affected by the current requested changes in Z-7505.

Speaking on behalf of myself and many of my neighbors that oppose the requested re-zoning, both a Traffic Impact Study and an Environmental Impact Study to be paid for by the City of Tulsa or the developer should be a pre-requisite before any thought of rezoning this presently landlocked acreage can be seriously considered for a neighborhood of this proposed size.

In record, several BTE HOA board members and residents met with city officials regarding this same issue in July of 2018, and all were in agreement that the BTE roads were inadequate even for the current residents. They are worse now, and we were told there was then and is now no money for improvement. If nothing has changed, why is this being revisited? Hopefully, no behind the doors deals are being funded.

Traveling from the north through Bridle Trails to the proposed development requires a turn to the east on 106th up a hill that postal services can't even navigate in winter conditions. Because of a narrow road and no curbs, we have seen cars slide into the ditch and remain in that location for as long as two weeks. There is no way BTE roads could service the traffic flow of a new neighborhood to the south through this corridor or the vehicles required for construction of same. If you don't wish to take our word for it, we invite you to drive it yourself. Please take note of the bubbling up of the thin asphalt because of vehicles turning around in the south end of 77th East Ave in BTE.

After recent renovations, the traffic on 101st has increased significantly and Bridle Trail Estates residents have a very hard time even entering the flow of traffic. With schools and the traffic generated by Reasor's, Super Walmart, Lowe's, Super Target and the other developments along Memorial, traffic on 101st and 111th has gotten very heavy. Vehicle counts on the 2-lane 101st St South between Memorial and Sheridan from 2018 were at 17,395 and have absolutely worsened this year. 111th had 15,433 vehicles on the same INCOG posting. A Ravens Crossing resident stated that traffic on 111th can back up a quarter of a mile and that she has had to wait through as many as five lights to turn onto Memorial.

In reviewing the comprehensive plans which we were shown during a recent meeting, the acreage owned by Alan Carlton has been identified as a future neighborhood for decades. I have spoken to several builders and none of them have ever had to traverse established neighborhoods for a development of this size with no other access to a major



street available.

We do not understand why any entity has the right to ask established neighborhoods full of voting, tax-paying residents to be subjected to reductions in property values, loss of neighborhood safety, increased flooding, and a new impossible traffic situation disallowing safe exits from our neighborhoods because of poor long-term planning. Had the city planners been consistent in their desires to establish a neighborhood in this location, an ingress and egress leading directly to Memorial should have been incorporated at the time of rezoning everything to accommodate the commercial developments.

If Alan Carlton or the City of Tulsa had any concern about any of the above, they would have mandated an easement for access to this property from Memorial only a few years ago when it was inexpensive pasture land.

The only reason that residents of these two neighborhoods are being thrown under the bus is to accommodate the seller, the greed of the developer, and a marginal tax base increase for the city of Tulsa. Those three entities should still be responsible for developing a route of access to and from Memorial without severely compromising our neighborhoods. The first time a child gets hit by a car or an elderly or injured person can't make to an ER in time, all three of the above entities should be held responsible.

Developer Chris Key cares nothing about anything except hustling a buck and has shown no indication of any concern for whomever he hurts along the way while he resides on acreage in a gated community in a cul-de-sac. The seller is only interested in making as much money as possible and moving out of the area.

Does the city really not care about the impossible situations to which these neighborhoods will be subjected in addition to losses of property values? You won't even fix our streets now. How can you push more construction and residential traffic through them?

BTE is in the process of applying for gated status since the city does no road maintenance, never clears our streets during snow or ice storms, and apparently has no concern for the safety of children on bicycles or residents walking dogs or pushing baby carriages.

Alan Carlton, the seller of the property in question, mandated a massive greenbelt with a berm, two rows of trees, and a sculpted 8' concrete wall to protect the value of his property. The many residents of Raven's Crossing and Bridle Trails Estates deserve at least as much consideration as was granted to a single individual negotiating only on his own behalf.

We had a meeting last Tuesday at Hardest Library with the developer, his hired engineering company, and the seller. It was standing room only, and residents of Bridle Trails, Raven's Crossing, and several other neighborhoods in proximity were present. All the residents were openly angry, outraged, and highly vocal. Nothing was offered by the seller or developer that helped quell the palpable anger in the room that persisted until the following solution was suggested.

1. The proposed seller and the City of Tulsa clean up their own mess which was a direct product of a lack of adequate planning and create ingress and egress from Memorial.
2. Emergency break-away only exits are established into Bridle Trails and Ravens Crossing.
3. 100' greenbelts on the north and south borders are established to protect border residence property values.
4. All constructed homes are single family residences with RE, RS-1, or RS-2 zoning.

After this was proposed as a solution, it was asked if any one in the room would have any objection to the rezoning under these conditions. There were none.

We urgently solicit your denial of any rezoning process that does not include a plan protecting our neighborhoods by

procuring access from Memorial onto the property, using Ravens Crossing and Bridal Trails only for break away emergency exits, and mandating an insular greenbelt .

Respectfully,

Doug Thompson  
10906 S 74th E Ave  
(918) 812-3829

**From:** Cheryl Thompson <cherylthompson3828@gmail.com>  
**Sent:** Tuesday, October 22, 2019 1:47 PM  
**To:** esubmit  
**Subject:** Proposed City Rezoning of NW Corner of 111th Street & Memorial Drive (Case Number: Z-7505)

Good afternoon,

Please accept this e-mail as my Letter of Opposition to the subject proposed rezoning. As a property owner in The Estates of Ravenwood (gated portion of Ravens Crossing), I find the proposed rezoning to RS-3 and RT to be problematic for a variety of reasons.

1. Because the adjacent neighborhoods are zoned RS-1, RS-2, and RS-3, a zoning of RT (Residential Townhouses) is not compatible.
2. Many times RT zoning is used as a buffer between commercial property and single family housing zoning. LifeTime Fitness adjacent to the east side of the property constructed an 8 foot tall concrete wall with a wide green belt of larger trees to allow a visual block from their commercial building. So there is no need for RT zoning between LifeTime Fitness and single family housing zoning.
3. RT zoning is usually limited to 1 street immediately adjacent to commercially zoned property, not 20 acres.
4. There is only 1 street planned to allow access to and from the new development, S 77<sup>th</sup> E Ave. In Bridle Trails, S 77<sup>th</sup> E Ave is in disrepair, is so narrow in places that barely 2 opposing cars can pass each other, and has no sidewalks. With the current proposal, it's not unlikely to assume the traffic will increase by as many as 400 – 500 additional vehicles. There will also be countless construction trucks utilizing those streets during the numerous months of development, not to mention busses from 2 different school districts, delivery vehicles, etc.
5. We currently have problems with storm water runoff in our neighborhood due to the construction of so many houses. There is great concern that developing the 35 buildable acres with maximum density housing will create extensive water runoff problems for many property owners..... both in the existing neighborhoods and in the new development.

For all the reasons I've stated, I oppose the Proposed Zoning of RS-3/RT (Residential Single-family/Residential Townhouse) for the subject property.

Thank you for your consideration of this matter. And thank you for your support to our community.

Cheryl Thompson  
10906 S 74<sup>th</sup> E Ave  
Tulsa, OK 74133



Sawyer, Kim

FILE COPY

**From:** Brinton, James <James.Brinton@hilti.com>  
**Sent:** Thursday, October 24, 2019 8:34 AM  
**To:** esubmit  
**Subject:** z-7505

I have been a Bridle Trails resident since 1988, this proposal cannot get passed. There is no way this neighborhood can absorb the potential vehicle traffic. If you have spent any time at all, along 101<sup>st</sup> and Memorial, the explosion of Commercial Business has created a traffic nightmare. Kind Regards, Jim Brinton

## Wilkerson, Dwayne

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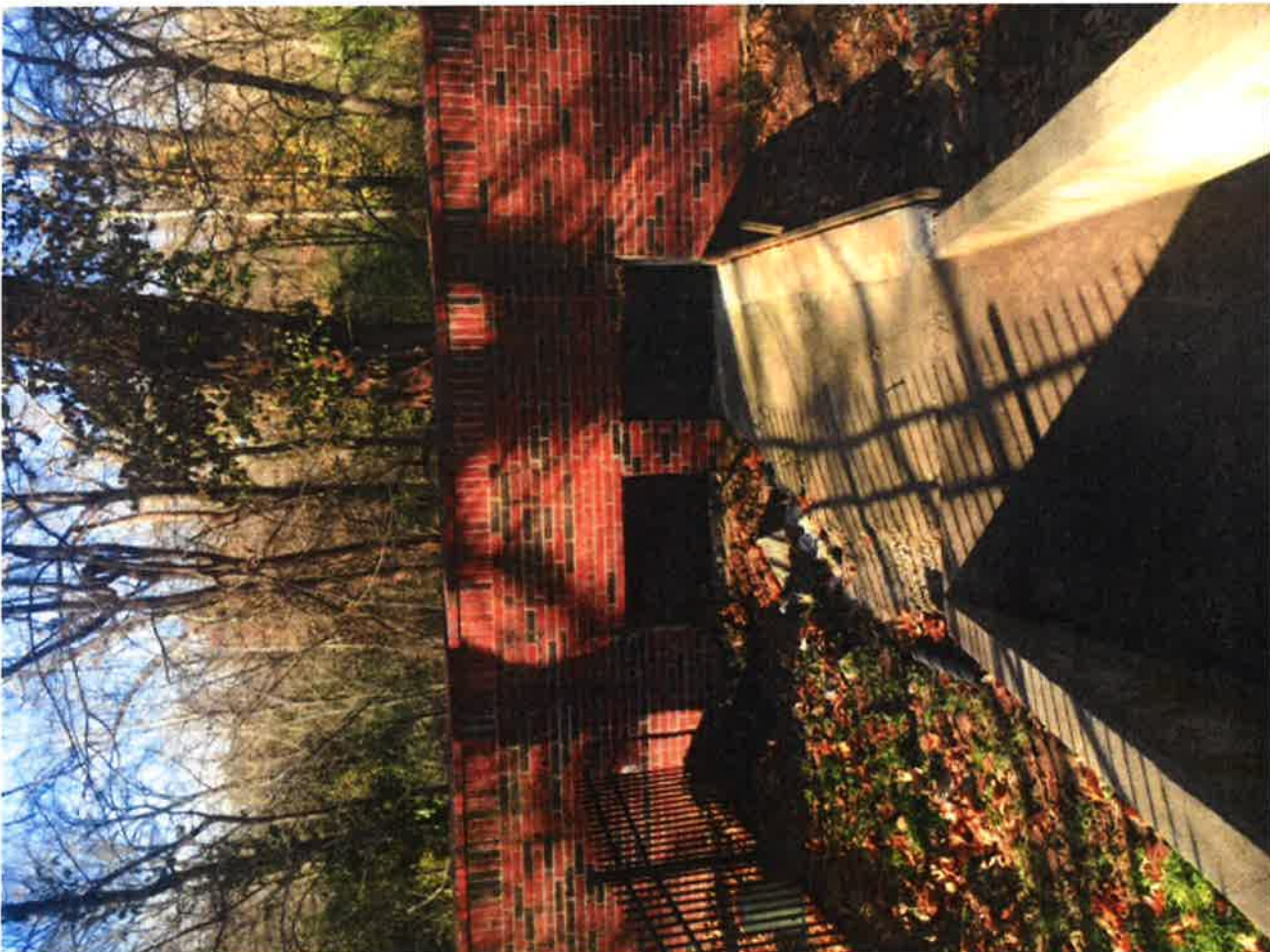
**From:** Cheryl Thompson <cherylthompson3828@gmail.com>  
**Sent:** Thursday, October 24, 2019 6:47 AM  
**To:** Wilkerson, Dwayne  
**Cc:** Denzil Tallent; JR Watts  
**Subject:** Failed outflow area for Fry Ditch

FILE COPY

Good morning Dwayne, thank you again for meeting with Denzil, JR, and me yesterday morning. There's a very important piece of information I forgot to mention yesterday. Please see images below. Due to the additional houses that were built in our neighborhood, the original fallout area failed in the drainage area. The HOA had to pay to have that remedied in order for the water runoff to adequately flow and prevent additional erosion to occur. This took place in December of 2018. We worked with the City of Tulsa on this matter and they gave us their professional opinion of what caused this and how it should be fixed. However because our streets are privately owned, they said they couldn't help us financially with this issue. Perhaps this information will be helpful for you to know to support our concerns for the drainage problems the new development may cause.

(I can take a better picture of the current fallout so it shows the same view.....standing right in front of the fallout. I can send that when I get back into town on Sunday.)

Thank you.  
Cheryl thompson



FILE COPY







FILE COPY

Sent from my iPhone

Sawyer, Kim

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**From:** Jason Herald <cldkikr@hotmail.com>  
**Sent:** Thursday, October 24, 2019 4:03 PM  
**To:** esubmit  
**Subject:** Z-7505

I am emailing you to express my concern with this issue. As I am sure you are aware of by now many of the surrounding neighborhoods are against this for a multitude of reasons and I will list a few that I have thought of. One of my main concerns is the increase in traffic on 101st, Yale and Sheridan. With an estimated 500 extra vehicles in the morning and evening trying to get home those 3 roads will be way over the capacity that they were intended for and the traffic delays will be lengthy not to mention the fact that emergency vehicles will not be able to pass on these roads at these times. The making of 77th east Ave into a through street will be a costly endeavor do to the fact that the current road is just 19' wide and the utilities are buried at the edge. The already poor condition road will need to be widened, storm water run off (sewer) will have to be installed as well as curbs and sidewalks. To do this we as neighbors in Bridal Trails Estates will have to give up land to the city to accommodate the widening. I assume that there will need to be traffic lights installed on 101st as well as 111th which will also slow the flow of traffic more. These concerns and many others are why I think this project needs to either not happen or be limited to only single family dwellings in acre lots that gain access to their neighborhood on 109th off of memorial, which is rated for that large amount of traffic.

Jason E. Herald  
Director of Aviation/Chief Pilot  
William Walker Properties Inc.  
Cell: 918-289-3722

Sawyer, Kim

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**From:** Marilyn Rhodes <mrhodesok@gmail.com>  
**Sent:** Thursday, October 24, 2019 5:15 PM  
**To:** (DIST8) Lakin, Phil; Wilkerson, Dwayne; esubmit  
**Subject:** Z-7505

On November 6, 2019, the Tulsa Metropolitan Planning Commission is scheduled to hear a re-zoning of acreage that has been previously overlooked by the City of Tulsa and the Planning Commission. This plot sits on an interior tract that is surrounded with development. Public Access to this tract has never been reserved, with commercial and residential development on all sides. This acreage not only has water problems on the western part, but the development on the eastern side has also built a number of retention ponds and has attempted other flood control measures, but the acreage and surrounding home areas continue to have problems during rainy seasons. The City did not reserve adequate easements to provide access to this interior tract to connect properly with the main major street, Memorial Drive. There are established neighborhoods on the north and south side of this property. The original proposal requests zoning that would allow apartments or townhomes to be built on the undeveloped property. I am strongly opposed to approval for to this request for zoning for the following reasons:

- The streets in the existing neighborhoods are not designed to carry the heavy traffic which would be produced by construction and resulting additional population. Additionally, the increase in traffic on Memorial south of the Creek Expressway due to additional expansion in the area of both residential and commercial has caused constant congestion on that street. An influx of additional housing at this point is needless.
- There have been a large number of apartments in this area that have been built in both the city of Tulsa and adjacent areas in Bixby, some of which are still under construction. The developer will argue that still more is needed, but one must question housing density.
- Homeowners in the current neighborhoods will suffer a devaluation of their property, as the sense of peace and quiet that is currently enjoyed will be ended.

The name of the authority is the Tulsa Metropolitan **Planning** Commission - not the Tulsa Metropolitan Rubber Stamp Approval Commission for any zoning request proposed. I ask that you carefully weigh the proposal and the effects on the quality of life that is already established in this area. The property can be developed sensibly without extensive damage to current homeowners. **Sensible development would provide additional tax revenue for the City of Tulsa, sufficient compensation to the current landowner and developer and preservation of the living standards already established in this area. Rezoning from agriculture to R-2 will provide these assurances.** Let's keep Tulsa a great community by not destroying what is already built with superfluous additions.

Marilyn Rhodes, property owner  
11010 S 77 East Place  
Tulsa, OK 74133  
[mrhodesok@gmail.com](mailto:mrhodesok@gmail.com)  
918-640-2998



## **Wilkerson, Dwayne**

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**From:** Rogers Communications <rw\_king@frontier.com>  
**Sent:** Thursday, October 24, 2019 4:43 PM  
**Subject:** Fw: Objection to Rezoning Request Z-7505

**FILE COPY**

Thank you for taking time to read our letter objecting to rezoning request Z-7505 for development of the agricultural zoned acreage lying between Ravens Crossing and Bridle Trails Estates and east of Forest Trails.

The developer is requesting the property be rezoned to RS-3/RT so he can build 47 single family homes and 159 townhomes. The property has no access to or from Sheridan Road to the west or Memorial Drive to the East. The only access is through the established neighborhoods mentioned above. If only 75% of the homeowners have two vehicles, that will introduce 310 vehicles to these neighborhoods, in and out on a daily basis. The impact of adding this many additional vehicles to the existing traffic flow will be felt not only by the residents of these neighborhoods, but all travelers on 111th Street, Sheridan Road, 101st Street, and Memorial Drive.

We live in The Village at Ravens Crossing in a zero lot line home on S. 77th E. Place. Our street is 25'6" wide curb to curb. Residents, guests, and a variety of service company vehicles are often parked on the street. When two vehicles meet where another vehicle is parked on the street, one must pull to the curb to allow the other to pass. Compound this with even 100 of the potential 406 new vehicles traveling to and from their homes via S. 77th E. Place and you can see the potential problems.

111th Street has become a major thoroughfare between Memorial Drive and Sheridan Road. We often find ourselves watching vehicle after vehicle go by as we try to turn left onto 111th Street, and not just during morning and afternoon rush hours. It isn't difficult to imagine a long line of cars sitting on S. 77th E. Place and S. 77th E. Avenue waiting for the opportunity to try to gain access to 111th Street. Imagine the frustration of trying to back out of your driveway to get in that line.

There are several areas on the streets in Ravens Crossing that are beginning to break apart. Additionally, there are more than a dozen cracks that run curb to curb, some two to three inches wide. Freezing and thawing this winter will cause further damage to the street surface. Concrete trucks and heavy construction equipment traveling on our streets will cause additional damage and in all likelihood require the City to repave all streets in our neighborhood.

Like many Tulsa neighborhoods, our residents include singles, families with children, and older adults. Many of us older adults enjoy walking with our dog, our grandkids, or our spouse without fear of getting hit by a vehicle thanks to the very low traffic flow. We enjoy a great quality of life in Ravens Crossing. That will change dramatically and not for the better.

This rezoning request should not be considered for approval unless primary access is provided to the proposed development from Memorial Drive.

It is clearly evident from the October 16 Tulsa Metropolitan Area Planning Commission meeting when Ravens Crossing and Bridle Trails residents packed the Council Chambers, this rezoning request has no supporters except the developer and the folks at Wallace Engineering who made a presentation at the October 8th "community information meeting."

FILE COPY

This item is on the TMAPC November 6 agenda. We expect to join even more of our neighbors at the meeting to express opposition to this rezoning request.

Again, thank you for taking time to read our letter. If you would like to discuss this matter, please call m on my cell phone at 304 692-5898.

Sincerely,

Wayne & Mary King

10943 South 77th East Place

Tulsa, Oklahoma 74133

Home (918) 872-8005

## Wilkerson, Dwayne

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**From:** Brian Hewitt <bchosu@yahoo.com>  
**Sent:** Friday, October 25, 2019 2:12 PM  
**To:** Wilkerson, Dwayne  
**Subject:** Regarding Z-7505

FILE COPY

Mr Wilkerson,

My name is Brian Hewitt and I live in Bridle Trail Estates. There is a proposed development coming up soon that will affect my neighborhood directly, along with Ravens Crossing. It's Z-7505. I know you are aware of this project, as you showed up Tuesday at the Hardesty Library meeting. Thank you for making an appearance.

In reference to this development, I have several major concerns. But for this email, I want to concentrate on my absolute main concern, which is safety. I have a little girl, and many of my neighbors have kids as well, who play outside all the time. My specific location is right over the top of a hill going northbound on 77<sup>th</sup> E Ave. I'm unaware if you have ever visited our neighborhood, but if you have, you would know that 77<sup>th</sup> E Ave is an extremely narrow street. In fact, it's less than 20 feet wide, with draining ditches on both sides of the road. This road is also curvy, hilly, and some parts are in awful shape. Code requires streets to be at least 26 feet wide. Again, ours is less than 20 feet wide.. more than 6 FEET narrower than required by code. In part, because of this deficiency in our street, it has led to my mailbox being hit 2 times in the last 4 years. And that is just with the current traffic that is in this secluded neighborhood.

While mailboxes can be replaced, children however, are not replaceable. Increasing traffic in this neighborhood by upwards of 500 vehicles several times a day from this development possess an enormous risk to our children's safety, let alone ours. As mentioned, this is a secluded neighborhood. It is a "horseshoe" type neighborhood with multiple cul-de-sacs and dead ends. Everyone who drives our streets either live in our neighborhood or knows someone that lives here and are visiting for the most part. It is a very friendly neighborhood, where people walk their dogs, push their kids in strollers, ride their bikes.. all of this on very narrow streets. Most residences in this neighborhood know to go slow and be respectful of the large number of neighbors taking a walk with their children. If this development is approved, it would be extremely dangerous to continue these walks due to the dangers of the constant traffic flow up and down 77<sup>th</sup> E Ave, not to mention simply playing in our front yard.

Also, if this development gets approved before the street is brought up to code, there will be a guaranteed lawsuit against the city if/when a child or adult is hit from an additional car traveling down 77<sup>th</sup> E Ave. Many residents on this street have reported the condition of 77<sup>th</sup> E Ave to the city and the various city departments. And many have even informed you of 77<sup>th</sup> E Ave, as I have just done. The city has even acknowledged that 77<sup>th</sup> E Ave needs to be fixed and brought up to code. Purposely forcing more vehicles to travel 77<sup>th</sup> E Ave, while at the same time admitting that the street is deficient and needs to be brought up to code, is not only carelessness, but extremely negligent, and it is a foreseeable danger that can be prevented. All of our warnings will be brought up in court. The opportune time to fix this deficiency is right now, not after a development is built.

Thank you for taking the time to read this. As I kept this concern on 1 point, I plan on writing you more letters regarding this development that address my other major objections. Please help our neighborhoods oppose this development. Any information from you regarding how to do this is greatly appreciated.

Brian Hewitt



Sawyer, Kim

FILE COPY

**From:** Brian Hewitt <bchosu@yahoo.com>  
**Sent:** Friday, October 25, 2019 2:14 PM  
**To:** esubmit  
**Subject:** Regarding Z-7505 Development

FILE COPY

To whom it may concern,

My name is Brian Hewitt and I live in Bridle Trail Estates. There is a proposed development coming up soon that will affect my neighborhood directly, along with Ravens Crossing. It's Z-7505. I know you are aware of this project, as you showed up Tuesday at the Hardesty Library meeting. Thank you for making an appearance.

In reference to this development, I have several major concerns. But for this email, I want to concentrate on my absolute main concern, which is safety. I have a little girl, and many of my neighbors have kids as well, who play outside all the time. My specific location is right over the top of a hill going northbound on 77<sup>th</sup> E Ave. I'm unaware if you have ever visited our neighborhood, but if you have, you would know that 77<sup>th</sup> E Ave is an extremely narrow street. In fact, it's less than 20 feet wide, with draining ditches on both sides of the road. This road is also curvy, hilly, and some parts are in awful shape. Code requires streets to be at least 26 feet wide. Again, ours is less than 20 feet wide.. more than 6 FEET narrower than required by code. In part, because of this deficiency in our street, it has led to my mailbox being hit 2 times in the last 4 years. And that is just with the current traffic that is in this secluded neighborhood.

While mailboxes can be replaced, children however, are not replaceable. Increasing traffic in this neighborhood by upwards of 500 vehicles several times a day from this development possess an enormous risk to our children's safety, let alone ours. As mentioned, this is a secluded neighborhood. It is a "horseshoe" type neighborhood with multiple cul-de-sacs and dead ends. Everyone who drives our streets either live in our neighborhood or knows someone that lives here and are visiting for the most part. It is a very friendly neighborhood, where people walk their dogs, push their kids in strollers, ride their bikes.. all of this on very narrow streets. Most residences in this neighborhood know to go slow and be respectful of the large number of neighbors taking a walk with their children. If this development is approved, it would be extremely dangerous to continue these walks due to the dangers of the constant traffic flow up and down 77<sup>th</sup> E Ave, not to mention simply playing in our front yard.

Also, if this development gets approved before the street is brought up to code, there will be a guaranteed lawsuit against the city if/when a child or adult is hit from an additional car traveling down 77<sup>th</sup> E Ave. Many residents on this street have reported the condition of 77<sup>th</sup> E Ave to the city and the various city departments. And many have even informed you of 77<sup>th</sup> E Ave, as I have just done. The city has even acknowledged that 77<sup>th</sup> E Ave needs to be fixed and brought up to code. Purposely forcing more vehicles to travel 77<sup>th</sup> E Ave, while at the same time admitting that the street is deficient and needs to be brought up to code, is not only carelessness, but extremely negligent, and it is a foreseeable danger that can be prevented. All of our warnings will be brought up in court. The opportune time to fix this deficiency is right now, not after a development is built.

Thank you for taking the time to read this. As I kept this concern on 1 point, I plan on writing you more letters regarding this development that address my other major objections. Please help our neighborhoods oppose this development. Any information from you regarding how to do this is greatly appreciated.

Brian Hewitt

## Wilkerson, Dwayne

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**From:** GRBurrow@cox.net  
**Sent:** Friday, October 25, 2019 1:28 PM  
**To:** Wilkerson, Dwayne  
**Subject:** FW: Z-7505

FILE COPY

Dear Mr. Wilkerson,

My wife and I live in Ravens' Crossing Subdivision (11001 S 77<sup>th</sup> East Ave., Tulsa). We are genuinely concerned with the proposed development north of our existing subdivision. The development proposal number is Z-7505.

Since S 77<sup>th</sup> East Ave flows into 111<sup>th</sup> Street, traffic from the proposed development would flood additional vehicles through the neighborhood street. This additional traffic would negatively impact the already deteriorating street. Several cracks of over an inch wide are visible in the street. In the nearly eight years that my wife and I have lived on S 77<sup>th</sup> East Ave, we know of only one time the city of Tulsa maintenance crews have attempted to repair the street.

Also, additional traffic onto 111<sup>th</sup> Street exiting both S 77<sup>th</sup> East Ave and S 77<sup>th</sup> East Place would greatly increase the congestion of that thoroughfare. I realize that 111<sup>th</sup> Street may be in Bixby's jurisdiction, but the residents of Tulsa would be negatively impacted by increased traffic through the neighborhood and onto 111<sup>th</sup> Street.

I encourage you to oppose the current plans noted in Z-7505 until the proposal is downsized to less family dwellings in the new subdivision, upgrades in the conditions of the neighborhood streets and 111<sup>th</sup> Street and a traffic light is placed at the intersection of S 77<sup>th</sup> East Ave and 111<sup>th</sup> Street.

Thank you for your service to this community.

Sincerely,

Gerald Burrow  
11001 S 77<sup>th</sup> East Ave  
Tulsa, OK 74133  
918-404-0017  
[GRBurrow@cox.net](mailto:GRBurrow@cox.net)

# FILE COPY

Sawyer, Kim

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**From:** Mary Sons <mary@sonsok.com>  
**Sent:** Saturday, October 26, 2019 1:53 PM  
**To:** Wilkerson, Dwayne; esubmit  
**Subject:** TMAPC Case Number Z-7505 (Bridle Trails and Ravens Crossing)

**Importance:** High

This email is in regard to the above proposed zoning changes. We have been a resident of Bridle Trails since 1987. Since living here there has been a great deal of development in the area which consists of many new businesses and housing developments. Being developed in the 60's, Bridle Trails homes are on lots that are mostly 1 acre+. **Our streets are not as wide as newer neighborhoods. We have no curbs and no sidewalks.** Just a few minutes ago I watched a pickup and another pickup pulling a lawn trailer pass each other directly in front of my home on S. 76th East Avenue. The pickup pulling the trailer had to go onto the grass to pass. There is a culvert directly south of our driveway which would not be passable for two vehicles at the same time and I question whether or not two vehicles could pass on the bridge over Fry Ditch Creek that is on 76th before it runs into S 77th East Ave. Also, as we have pointed out to the city before, when a school bus or truck passes over said culvert, we can feel the vibration in our house. Another issue with the culvert is that it is too small to handle all the water from the little creek that runs through our yard running under the road into Fry Ditch. When there is a heavy rain the water will almost always run over the road.

We have serious and legitimate concerns about additional traffic that would pass through BT if it is used as access for the proposed development. I would also like to point out that if a through street is opened up between 101st and 111th, it will not only be residents of the new neighborhood coming through, but as soon as people heading to or from Bixby realize that there is another street that would allow them to bypass all the traffic and traffic lights between 101st and 111th on Memorial, we will have even more traffic flowing through BT. 101st being a two lane road is already too congested because of all the development in this area, yet that entrance would most likely be the one of choice for people coming from the north (midtown/downtown) because 111th is not a through street over to Riverside. For years the city has allowed more development and has not addressed the inadequate roads.

If you have not driven through BT, I ask that you do so before coming to a conclusion on the zoning.

Thank you,  
Mary D. Sons  
Email: mary@sonsok.com



FILE COPY

Sawyer, Kim

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**From:** Mary Sons <mary@sonsok.com>  
**Sent:** Saturday, October 26, 2019 1:58 PM  
**To:** Wilkerson, Dwayne; esubmit  
**Subject:** Z-7505 - Planned development south of Bridle Trails

**Importance:** High

We have been residents of Bridle Trails near 101<sup>st</sup> and Memorial since 1987. The reasons we bought in Bridle Trails include large secluded lots and a park-like setting of the neighborhood. This letter is to express our **disapproval** of the use of our neighborhood as access to a planned neighborhood of dense population just south of Bridle Trails. The sheer number of planned homes and townhouses in the planned development is going to create an unacceptable amount of traffic and related problems to our neighborhood. This is going to adversely affect our property values and change the seclusion of our neighborhood and its ambient setting which is why we bought here in the first place. The amount of traffic that would be using 101<sup>st</sup> (which is a major east/west 2 lane thru-street already carrying more traffic than it was designed for) to access the planned neighborhood would further add to an already high traffic problem. **A development of this magnitude warrants its own access off of Memorial rather than misusing existing neighborhoods. The developer and the City of Tulsa needs to figure out a more realistic approach to this access problem or to completely re-think the zoning attempt.** The residence of Bridle Trails are prepared to do whatever needed to deter your plans to use our neighborhood for access to the planned development.

**It should be noted that S. 77th E. Ave. thru Bridle Trails currently exists not only within the 500 year flood zone but a significant portion of it lies within the 100 year flood zone.** This should not even be acceptable for our existing Bridle Trails neighborhood much less for the magnitude of the planned neighborhood. We live on S. 76th E. Ave. in Bridle Trails and witness water running across the roadway frequently after even a modestly heavy rain.

Doug H. Sons  
Petroleum Geologist

[doug@sonsok.com](mailto:doug@sonsok.com)  
cell: 918 991 8683

Sawyer, Kim

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**From:** GRBurrow@cox.net  
**Sent:** Friday, October 25, 2019 1:32 PM  
**To:** esubmit  
**Subject:** FW: Z-7505

Land Regulation Specialist

To Whom it may concern:

My wife and I live in Ravens' Crossing Subdivision (11001 S 77<sup>th</sup> East Ave., Tulsa). We are genuinely concerned with the proposed development north of our existing subdivision. The development proposal number in Z-7505.

Since S 77<sup>th</sup> East Ave flows into 111<sup>th</sup> Street, traffic from the proposed development would flood additional vehicles through the neighborhood street. This additional traffic would negatively impact the already deteriorating street. Several cracks of over an inch wide are visible in the street. In the nearly eight years that my wife and I have lived on S 77<sup>th</sup> East Ave, we know of only one time the city of Tulsa maintenance crews have attempted to repair the street.

Also, additional traffic onto 111<sup>th</sup> Street exiting both S 77<sup>th</sup> East Ave and S 77<sup>th</sup> East Place would greatly increase the congestion of that thoroughfare. I realize that 111<sup>th</sup> Street may be in Bixby's jurisdiction, but the residents of Tulsa would be negatively impacted by increased traffic through the neighborhood and onto 111<sup>th</sup> Street.

I encourage you to oppose the current plans noted in Z-7505 until the proposal is downsized to less family dwellings in the new subdivision, upgrades in the conditions of the neighborhood streets and 111<sup>th</sup> Street and a traffic light is placed at the intersection of S 77<sup>th</sup> East Ave and 111<sup>th</sup> Street.

Thank you for your service to this community.

Sincerely,

Gerald Burrow  
11001 S 77<sup>th</sup> East Ave  
Tulsa, OK 74133  
918-404-0017  
[GRBurrow@cox.net](mailto:GRBurrow@cox.net)

**From:** Platt Sue <suezeeq46@cox.net>  
**Sent:** Friday, October 25, 2019 10:36 AM  
**To:** esubmit  
**Subject:** Ravens Crossing and Bridal Trails

My name is Sue Platt. I am a resident of the Villages of Ravens Crossing, 77th East Avenue. My husband and I moved here nine years ago. He died in 2016. What attracted us to the area were the zero lot line houses with small front and fenced back yards, a garage and separate living space. We bought here as there are limited housing additions in Tulsa within this price range that offer what we have now.

The Village is a community of generally retired people who do not want apartment style living because with apartments come stairs, commotion, and lack of privacy, storage and garage.

We have sidewalks that we use daily to walk our dogs, play with our grandchildren and to walk to the swimming pool. Traffic during the day is sparse but consists of repairman, schoolhouses, and yard workers and of course home owners and their visitors. We have two methods of ingress and egress onto 111 Street which is busy all day because of the nearby businesses on Memorial.

To my west is Ravens Crossing which has larger homes and therefore, many families. It is great to see children playing in the driveways and parents sitting in their lawn chairs watching their children in their activities. They can play safely as traffic is limited.

I described the above so you will have a sense of what you are asking myself and fellow homeowners to give up for the sake of affordable housing proposed by the developer.

This proposal, will increase traffic on our streets. Construction will tear up East 77th Place and East 77th Avenue. Using 111 Street will be even more congested and dangerous.

I enjoy walking, gardening, volunteer work, reading and research. I am 73 years old and a widow. I had hoped to "live in place" for another dozen years or so. I have social security, a small annuity and my home. I recently painted my house, repaired my fences and spent thousands of dollars on landscape. What you are proposing will directly effect my life and retirement income as the loss in the value of my house will be greatly reduced.

You cannot be persuaded by the developer and his proposal. As you are part of the process you should scrutinize every inch of this proposal and put foremost the current needs and responses of homeowners at the forefront.

I know something will be built on this property but Ravens Crossing should not be part of the ingress and egress to this property in question. Other means of entering and departing should be reviewed and closely studied. The property in question is beautiful with mature trees, and apartments and townhouses should not be part of the consideration. Larger homes with bigger price tags can reap far more benefits in taxes to the city than apartments and townhomes. And less traffic, congestion, and crime.

Each of you are responsible to make a sensible decision about this issue. Please think and think again about the 78 families you are effecting in Ravens Crossing. Thank you.

Sue Platt, 11002 South 77th East Pl, Tulsa OK 74137



Sawyer, Kim

FILE COPY

**From:** Douglas, Megan  
**Sent:** Friday, October 25, 2019 10:13 AM  
**To:** Sawyer, Kim  
**Subject:** Fwd: Objection to Rezoning Request Z-7505

Hey again! I hope you have a great weekend.

Sent from my iPhone

Begin forwarded message:

**From:** Rogers Communications <rw\_king@frontier.com>  
**Date:** October 24, 2019 at 4:46:27 PM CDT  
**Subject:** Fw: Objection to Rezoning Request Z-7505  
**Reply-To:** Rogers Communications <rw\_king@frontier.com>

Thank you for taking time to read our letter objecting to rezoning request Z-7505 for development of the agricultural zoned acreage lying between Ravens Crossing and Bridle Trails Estates and east of Forest Trails.

The developer is requesting the property be rezoned to RS-3/RT so he can build 47 single family homes and 159 townhomes. The property has no access to or from Sheridan Road to the west or Memorial Drive to the East. The only access is through the established neighborhoods mentioned above. If only 75% of the homeowners have two vehicles, that will introduce 310 vehicles to these neighborhoods, in and out on a daily basis. The impact of adding this many additional vehicles to the existing traffic flow will be felt not only by the residents of these neighborhoods, but all travelers on 111th Street, Sheridan Road, 101st Street, and Memorial Drive.

We live in The Village at Ravens Crossing in a zero lot line home on S. 77th E. Place. Our street is 25'6" wide curb to curb. Residents, guests, and a variety of service company vehicles are often parked on the street. When two vehicles meet where another vehicle is parked on the street, one must pull to the curb to allow the other to pass. Compound this with even 100 of the potential 406 new vehicles traveling to and from their homes via S. 77th E. Place and you can see the potential problems.

111th Street has become a major thoroughfare between Memorial Drive and Sheridan Road. We often find ourselves watching vehicle after vehicle go by as we try to turn left onto 111th Street, and not just during morning and afternoon rush hours. It isn't difficult to imagine a long line of cars sitting on S. 77th E. Place and S. 77th E. Avenue waiting for the opportunity to try to gain access to 111th Street. Imagine the frustration of trying to back out of your driveway to get in that line.

There are several areas on the streets in Ravens Crossing that are beginning to break apart. Additionally, there are more than a dozen cracks that run curb to curb, some two to three inches wide. Freezing and thawing this winter will cause further damage to the street surface. Concrete trucks and heavy construction equipment traveling on our

streets will cause additional damage and in all likelihood require the City to repave all streets in our neighborhood.

Like many Tulsa neighborhoods, our residents include singles, families with children, and older adults. Many of us older adults enjoy walking with our dog, our grandkids, or our spouse without fear of getting hit by a vehicle thanks to the very low traffic flow. We enjoy a great quality of life in Ravens Crossing. That will change dramatically and not for the better.

This rezoning request should not be considered for approval unless primary access is provided to the proposed development from Memorial Drive.

It is clearly evident from the October 16 Tulsa Metropolitan Area Planning Commission meeting when Ravens Crossing and Bridle Trails residents packed the Council Chambers, this rezoning request has no supporters except the developer and the folks at Wallace Engineering who made a presentation at the October 8th "community information meeting."

This item is on the TMAPC November 6 agenda. We expect to join even more of our neighbors at the meeting to express opposition to this rezoning request.

Again, thank you for taking time to read our letter. If you would like to discuss this matter, please call me on my cell phone at 304 692-5898.

Sincerely,

Wayne & Mary King

10943 South 77th East Place

Tulsa, Oklahoma 74133

Home (918) 872-8005

Sawyer, Kim

**From:** Katherine Segner <katied1002@yahoo.com>  
**Sent:** Monday, October 28, 2019 9:58 AM  
**To:** esubmit  
**Subject:** Please oppose Z-7505

I am writing as a resident of Ravens Crossing located at the northwest of 111<sup>th</sup> and Memorial (10926 S. 77<sup>th</sup> E. Avenue). I would like to request your opposition to the development project being proposed by Wallace Engineering for the plot of land located north of our neighborhood.

I am a mom to two small kids – 4 and 7 – who use our front yard and neighborhood to ride bikes and scooters, play ball, run around with friends etc. And if you have ever tried to tell a four year old to stay out of the street....well, you know how well that goes. Ha.

Setting emotion (my kids' safety) aside, my concerns really come down to a few points that I have highlighted below.

### **Traffic/Infrastructure**

The proposed plot of land shows there only being two entrances to the development – one through Ravens Crossing and the other through Bridle Trails. In addition, the proposal shows 150 residential townhomes/condos/apartments and 50 standalone homes. If I do the math and make the assumption that each home has 2 cars per family, that is 400 -500 additional vehicles going between our two neighborhoods on any given day, as the proposal shows no access off Memorial Drive.

Let's say that one quarter of those use our exit between 7:00 – 8:00 in the morning, we do not have a light or any other infrastructure to get 100+ additional cars, plus our neighborhood cars, out of our neighborhood during rush hour without a line of cars down the street and children waiting at the bus stop.

Other issues:

- No middle turn lane allowing for the increase in traffic turning into and out of the neighborhood
- The light turning left at 111th and Memorial currently backs up during high traffic times of the day, requiring you to wait 2-4 lights before you can exit into Memorial. (So around 8 minutes at peak times.)
- With through access from 111<sup>th</sup> all the way to 101<sup>st</sup>, the traffic would increase not only because of the addition of residents, but also people from surrounding neighborhoods who use it to avoid the multitude of lights down Memorial. (It can easily take about 8 minutes to make it a mile during high traffic times.)

### **Water**

For the 10 years that we have lived in our house, drainage has been a huge issue. As you can see on the plot of land, a portion of it is located in a flood plain. The diagram of the property shows no retention areas nor does it address the issues with water that we all currently experience. It also would be putting a large portion of that land in concrete (parking lots, foundations, etc.) for the town homes, making the water issue even worse.

Should you decide to move forward with rezoning this plot of land, I would like to respectfully request that you do not allow our two neighborhoods to be open as entrances to this property and require the only entrance to be from Memorial Drive. In addition, please let this be zoned **only** as residential – specifically large one acre plots to help with the already congested Memorial Drive and water issues that we all experience.

I appreciate your time, service and concern for my kids' safety.

Sincerely,

Katie Segner



10926 S. 77<sup>th</sup> E. Avenue,  
Tulsa, OK 74119

Katie Segner  
Sent from my iPhone

Sawyer, Kim

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**From:** Sandi Lemley <sllemley10@gmail.com>  
**Sent:** Monday, October 28, 2019 5:04 PM  
**To:** esubmit  
**Subject:** Opposition to Z-7505

Please allow me to submit the following: I am in opposition to proposed Z-7505 based on traffic bottlenecks that will be made even worse in close proximity to my home, safety to the children and grandchildren who play in our community and our property values should Z-7505 include residential townhouses. We already have a difficult time accessing 111th from S. 77th E. Place and I am very concerned regarding all of the downside outcomes from adding a couple hundred additional vehicles to the mix. I would appreciate your support in carefully considering what is being proposed in Z-7505 and how it would negatively impact current homeowners in the area. No to Z-7505. Thank you.



**Sawyer, Kim**

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**From:** Alba Morales <dacyma@gmail.com>  
**Sent:** Monday, October 28, 2019 3:18 PM  
**To:** esubmit  
**Subject:** Against Development Z-7505

To Land Regulation Specialist:

Our name is Marco and Alba Morales residents of Ravens Crossings. We are 73 years old and have resided in this community 6 years going on 7. After working over 40 years, we selected this community for our retirement residence because of the the people and the type of houses that were built here. This is a subdivision that has many elder people as well as many children and with additional traffic it will be an XTREMELY DANGEROUS area to live. The 77th Street as is, is almost too narrow to handle the traffic now and additional traffic that this new development will create it will be a disaster. I have seen MANY accidents on 77th and 111th Street AND one was fatal. We are completely opposed to that development.



I know that as a Tulsa residence you understand that this is not benefiting the overall Tulsa Safety of our Seniors and Children Citizens.

Thank you for your attention,

Marco and Alba Morales  
7716 E. 109th Street  
Tulsa, OK. 74133  
Ph: 913-709-3621  
E-Mail - [dacyma@gmail.com](mailto:dacyma@gmail.com)



**Sawyer, Kim**

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**From:** SHARON WALTERS <SHARON.WALTERS@COX.NET>  
**Sent:** Monday, October 28, 2019 2:49 PM  
**To:** Dist8@tulsacouncil.org; esubmit  
**Subject:** Z-7505

We are Walt and Sharon Walters at 11017 S 77<sup>th</sup> E AVE, 74133, 918.855.9840. We are absolutely opposed to the planned development known as -7505.



**SHARON WALTERS**

## Wilkerson, Dwayne

---

**From:** Linda Burrow <lwburrow@cox.net>  
**Sent:** Wednesday, October 30, 2019 2:10 PM  
**To:** Wilkerson, Dwayne  
**Subject:** Z-7505

Dear Mr. Wilkerson,

My husband and I live in Ravens' Crossing Subdivision (11001 S 77<sup>th</sup> East Ave, Tulsa 74133). We are genuinely concerned with the proposed development north of our existing subdivision. The development proposal number is Z-7505.

Since S 77<sup>th</sup> East Ave flows into 111<sup>th</sup> Street, traffic from the proposed development would flood additional vehicles through the neighborhood street. This additional traffic would negatively impact the already deteriorating street. Several cracks of over an inch wide are visible in the street. In the nearly eight years that we have lived on S 77<sup>th</sup> East Ave, we know of only one time the city of Tulsa maintenance crews have attempted to repair the street in one small area.

Also, additional traffic onto 111<sup>th</sup> Street exiting both S 77<sup>th</sup> East Ave and S 77<sup>th</sup> East Place would greatly increase the congestion of that thoroughfare. I realize that 111<sup>th</sup> Street may be in Bixby's jurisdiction, but the residents of Tulsa would be negatively impacted by increased traffic through the neighborhood and onto 111<sup>th</sup> Street.

I encourage you to **oppose** the current plans noted in Z-7505 until the proposal is downsized to less family dwellings in the new subdivision, upgrades in the conditions of the neighborhood streets and 111<sup>th</sup> Street and a traffic light is placed at the intersection of S 77<sup>th</sup> East Ave and 111<sup>th</sup> Street.

Thank you for your service to this community.

Sincerely,  
Linda Burrow  
11001 S 77<sup>th</sup> East Ave  
Tulsa, OK 74133  
318.465.2046  
[Lwburrow@cox.net](mailto:Lwburrow@cox.net)

Sawyer, Kim

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**From:** Linda Burrow <lwburrow@cox.net>  
**Sent:** Wednesday, October 30, 2019 2:22 PM  
**To:** esubmit  
**Subject:** Z-7505

Land Regulation Specialist

To Whom It May Concern:

My husband and I live in Ravens' Crossing Subdivision (11001 S 77<sup>th</sup> East Ave, Tulsa 74133). We are genuinely concerned with the proposed development north of our existing subdivision. The development proposal number is Z-7505.

Since S 77<sup>th</sup> East Ave flows into 111<sup>th</sup> Street, traffic from the proposed development would flood additional vehicles through the neighborhood street. This additional traffic would negatively impact the already deteriorating street. Several cracks of over an inch wide are visible in the street. In the nearly eight years that we have lived on S 77<sup>th</sup> East Ave, we know of only one time the city of Tulsa maintenance crews have attempted to repair the street in one small area.

Also, additional traffic onto 111<sup>th</sup> Street exiting both S 77<sup>th</sup> East Ave and S 77<sup>th</sup> East Place would greatly increase the congestion of that thoroughfare. I realize that 111<sup>th</sup> Street may be in Bixby's jurisdiction, but the residents of Tulsa would be negatively impacted by increased traffic through the neighborhood and onto 111<sup>th</sup> Street.

I encourage you to oppose the current plans noted in Z-7505 until the proposal is downsized to less family dwellings in the new subdivision, upgrades in the conditions of the neighborhood streets and 111<sup>th</sup> Street and a traffic light is placed at the intersection of S 77<sup>th</sup> East Ave and 111<sup>th</sup> Street.

Thank you for your service to this community.

Sincerely,  
Linda Burrow  
11001 S 77<sup>th</sup> East Ave  
Tulsa, OK 74133  
318.465.2046  
[lwburrow@cox.net](mailto:lwburrow@cox.net)





Tulsa Metropolitan Area  
Planning Commission

**Case Number:** CZ-495

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

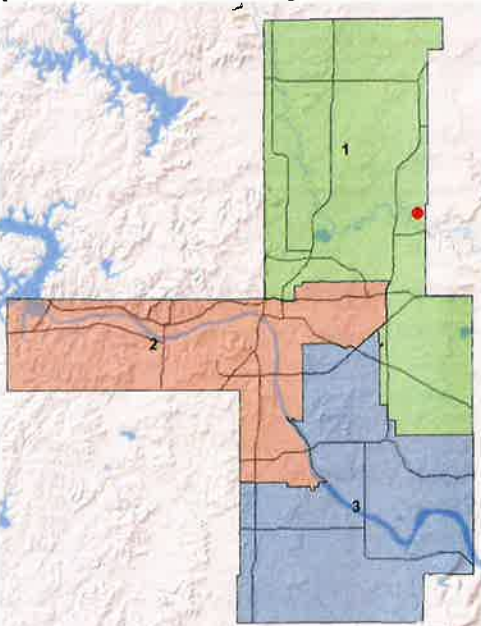
Jay Hoyt

**Owner and Applicant Information:**

*Applicant:* Brandon Conrad

*Property Owner:* EASTHAM, DENNIS

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



**Applicant Proposal:**

*Present Use:* Residential

*Proposed Use:* Agriculture

*Concept summary:* Rezone from RS to AG to permit agricultural uses.

*Tract Size:* 2.72 ± acres

*Location:* Northwest of the Northwest corner of East 56th Street North & North 145th East Avenue

**Zoning:**

*Existing Zoning:* RS

*Proposed Zoning:* AG

**Comprehensive Plan:**

*Land Use Map:* N/A

*Stability and Growth Map:* N/A

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 0404  
CZM: 24

**City Council District:** N/A

*Councilor Name:* N/A

**County Commission District:** 1

*Commissioner Name:* Stan Sallee

## SECTION I: CZ-495

**DEVELOPMENT CONCEPT:** The applicant is proposing to rezone from RS to AG to permit agricultural uses on the subject lot. The site currently contains a single-family residence. The applicant intends to use the site for the raising of farm animals as permitted by Tulsa County and requires AG zoning to permit the intended use.

### EXHIBITS:

INCOG Case map  
INCOG Aerial (small scale)  
INCOG Aerial (large scale)

### **DETAILED STAFF RECOMMENDATION:**

AG zoning is non injurious to the existing proximate properties and;

AG zoning is consistent with the anticipated future development pattern of the surrounding property;

AG zoning is consistent with the Tulsa County Zoning Code, therefore;

**Staff recommends Approval of CZ-495 to rezone property from RS to AG.**

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The subject lot is located outside of the City of Tulsa Comprehensive Plan and the Comprehensive Plans of local municipalities. It is located just south of the City of Owasso fence line, but does not have a land use designation.*

### 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: E 60<sup>th</sup> Place North does not have a designation in the Major Street and Highway Plan.*

*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 currently contains a single-family residence.*

6.2

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
E 60 <sup>th</sup> PI North	N/A	N/A	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RS	N/A	N/A	Single-Family
South	RS	N/A	N/A	Single-Family
East	RS	N/A	N/A	Single-Family/Agricultural
West	AG	N/A	N/A	Agricultural

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

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

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

**CBOA-1743 June 2000:** The County Board of Adjustment **approved** a *Special Exception* to permit a single-wide mobile home in an RS district for an undesignated period of time, subject to DEQ approval, county building permit, skirting, and tie-down requirements, on property located at 13716 East 59<sup>th</sup> Street North.

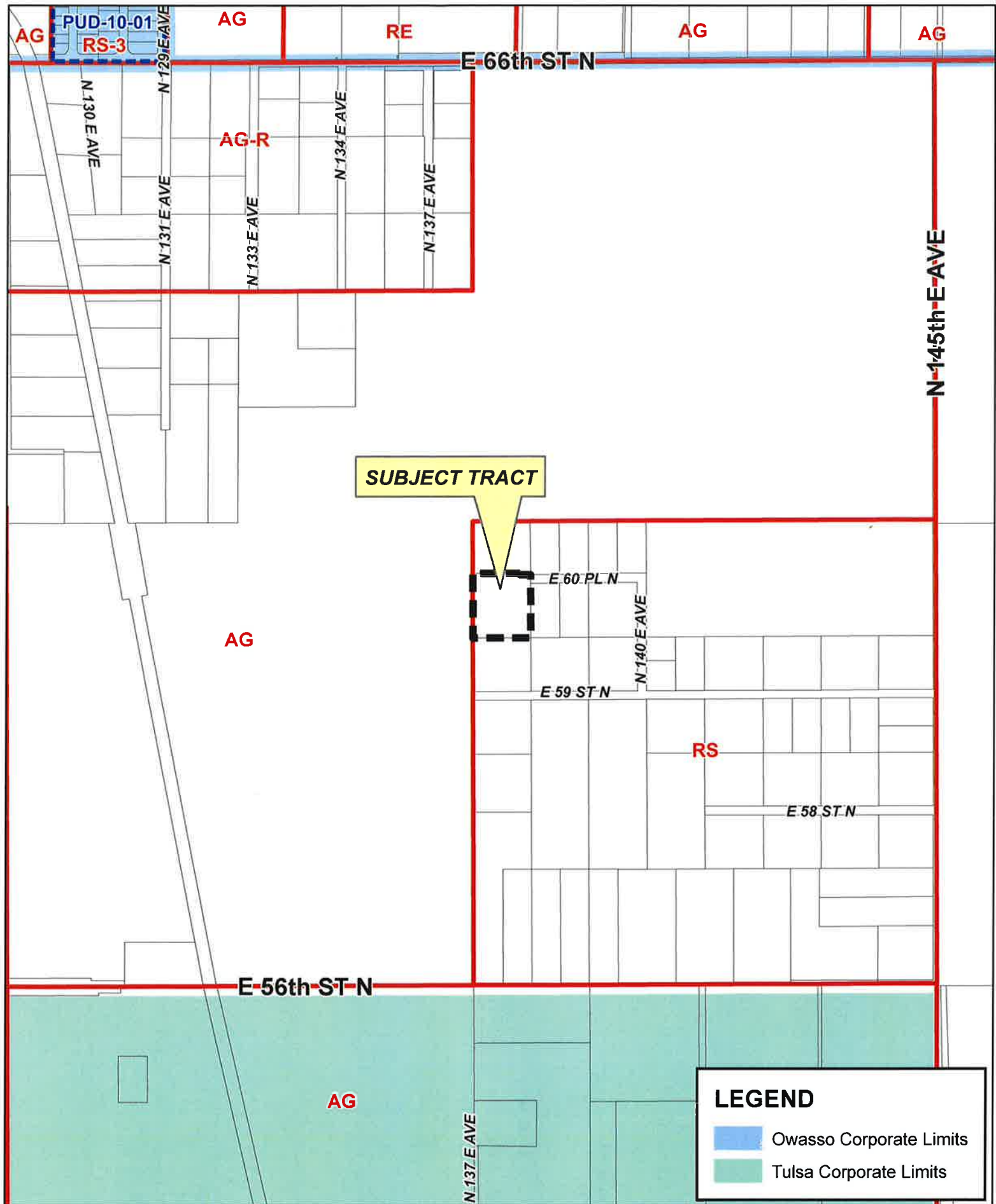
#### ***Surrounding Property:***

**BOA-8023 September 1973 (Denied):** The Board of Adjustment **denied** an *Appeal* for refusing to permit a garage business in an RS-3 District, on property located at 59<sup>th</sup> Street North and 145<sup>th</sup> East Avenue.

11/6/2019 1:30 PM



6.3

REVISED 10/29/2019



**SUBJECT TRACT**

**LEGEND**

-  Owasso Corporate Limits
-  Tulsa Corporate Limits



**CZ-495**

20-14 04







0 Feet 350 700



Subject Tract

**CZ-495**

20-14 04

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

Aerial Photo Date: February 2018







0 50 100  
Feet



Subject  
Tract

**CZ-495**

20-14 04

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

Aerial Photo Date: February 2018





Sawyer, Kim

FILE COPY

2-7508

**From:** Wilkerson, Dwayne  
**Sent:** Wednesday, October 30, 2019 10:08 AM  
**To:** Sawyer, Kim  
**Cc:** Miller, Susan; Hoyt, Jay  
**Subject:** Z-7508 with an optional development plan

Kim,

I have met with the applicant on this case and he agrees that additional time is necessary to refine the details of the optional development plan.

Staff request a continuance to the November 20<sup>th</sup> meeting.

Respectfully

**Dwayne Wilkerson, ASLA, PLA**  
Principal Planner | Current Planning  
**Tulsa Planning Office**  
2 W. 2nd St., 8th Floor | Tulsa, OK 74103  
918.579.9475  
[dwilkerson@incog.org](mailto:dwilkerson@incog.org)



Shape Our Future  
**START HERE >**









Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7509

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

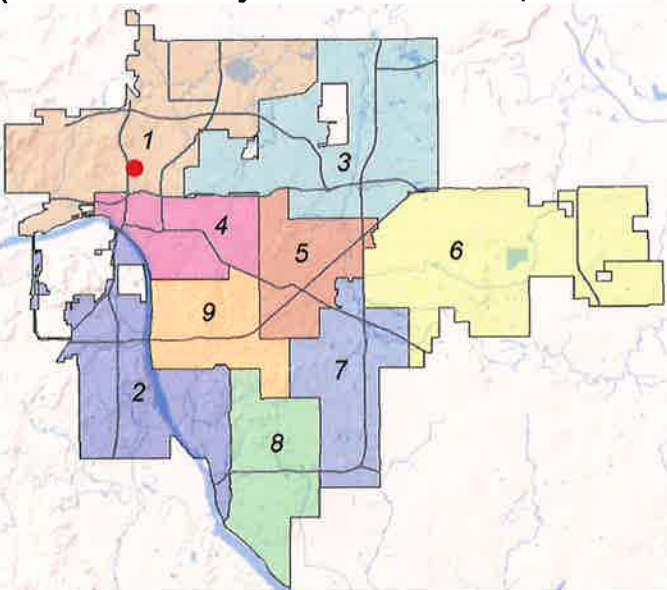
Jay Hoyt

**Owner and Applicant Information:**

*Applicant:* Alberto Perez

*Property Owner:* VIVE INVESTMENTS LLC

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Duplex

*Concept summary:* Rezone from RS-4 to RS-5 to permit a duplex

*Tract Size:* 0.15 ± acres

*Location:* South of the Southeast corner of East Newton Street & North Main Street

**Zoning:**

*Existing Zoning:* RS-4

*Proposed Zoning:* RS-5

**Comprehensive Plan:**

*Land Use Map:* Existing Neighborhood

*Stability and Growth Map:* Area of Stability

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 0235

CZM: 28

**City Council District:** 1

*Councilor Name:* Vanessa Hall-Harper

**County Commission District:** 1

*Commissioner Name:* Stan Sallee

8.1

## SECTION I: Z-7509

**DEVELOPMENT CONCEPT:** The applicant is proposing to rezone the subject lot from RS-4 to RS-5, with the intention of constructing a duplex. A duplex use is a special exception in RS-5 and will need to be approved by the City of Tulsa Board of Adjustment before a duplex can be built on the lot.

### **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

### **DETAILED STAFF RECOMMENDATION:**

The proposed duplex use will require a Special Exception from the City of Tulsa Board of Adjustment; RS-5 zoning is consistent with the anticipated future development pattern of the surrounding property; RS-5 zoning is consistent with the City of Tulsa Zoning Code, therefore;

**Staff recommends Approval of Z-7509 to rezone property from RS-4 to RS-5.**

## **SECTION II: Supporting Documentation**

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

*Staff Summary: The site is located in an Existing Neighborhood land use designation as well as an area of Stability. The site is also located within the Unity Heritage Sector Plan. One vision is to provide a variety of housing types to “allow families, professionals and seniors to be important members of the community.” The plan also calls for the future land use of medium density residential on the subject lot.*

### **Land Use Vision:**

*Land Use Plan map designation Comprehensive Plan:* 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.

*Future Land Use Plan per Unity Heritage Sector Plan:* Medium Density Residential

These areas generally include detached single-family houses representative of the traditional neighborhood pattern. Lot sizes tend to be consistent, though the scale of housing varies, with the southwest portion having two-story houses and most of the remaining area having one-story houses. Throughout the area, medium density residential areas could include small townhouses or apartment buildings, though such development should be well integrated into the character of the neighborhood

8.2

in terms of scale and form. These areas also include neighborhood public uses, such as Emerson Elementary School, Carver Middle School, Burroughs Elementary School, Booker T. Washington High School and religious places.

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

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

Transportation Vision:

*Major Street and Highway Plan:* N Main Street is designated as a Residential Collector

*Trail System Master Plan Considerations:* None

Small Area Plan: Unity Heritage Neighborhoods Sector Plan (Adopted November 2016)

Special District Considerations: The site is located within the Healthy Neighborhoods Overlay. This overlay applies to small box stores and does not apply to residential development.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is currently vacant*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
N Main Street	Residential Collector	60 Feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RS-4	Existing Neighborhood	Stability	Vacant
South	RS-4	Existing Neighborhood	Stability	Single-Family

East	RS-4	Existing Neighborhood	Stability	Vacant
West	RS-4	Existing Neighborhood	Stability	Single-Family

### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 11918 dated September 1, 1970 established zoning for the subject property.

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

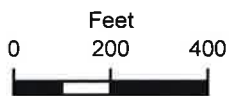
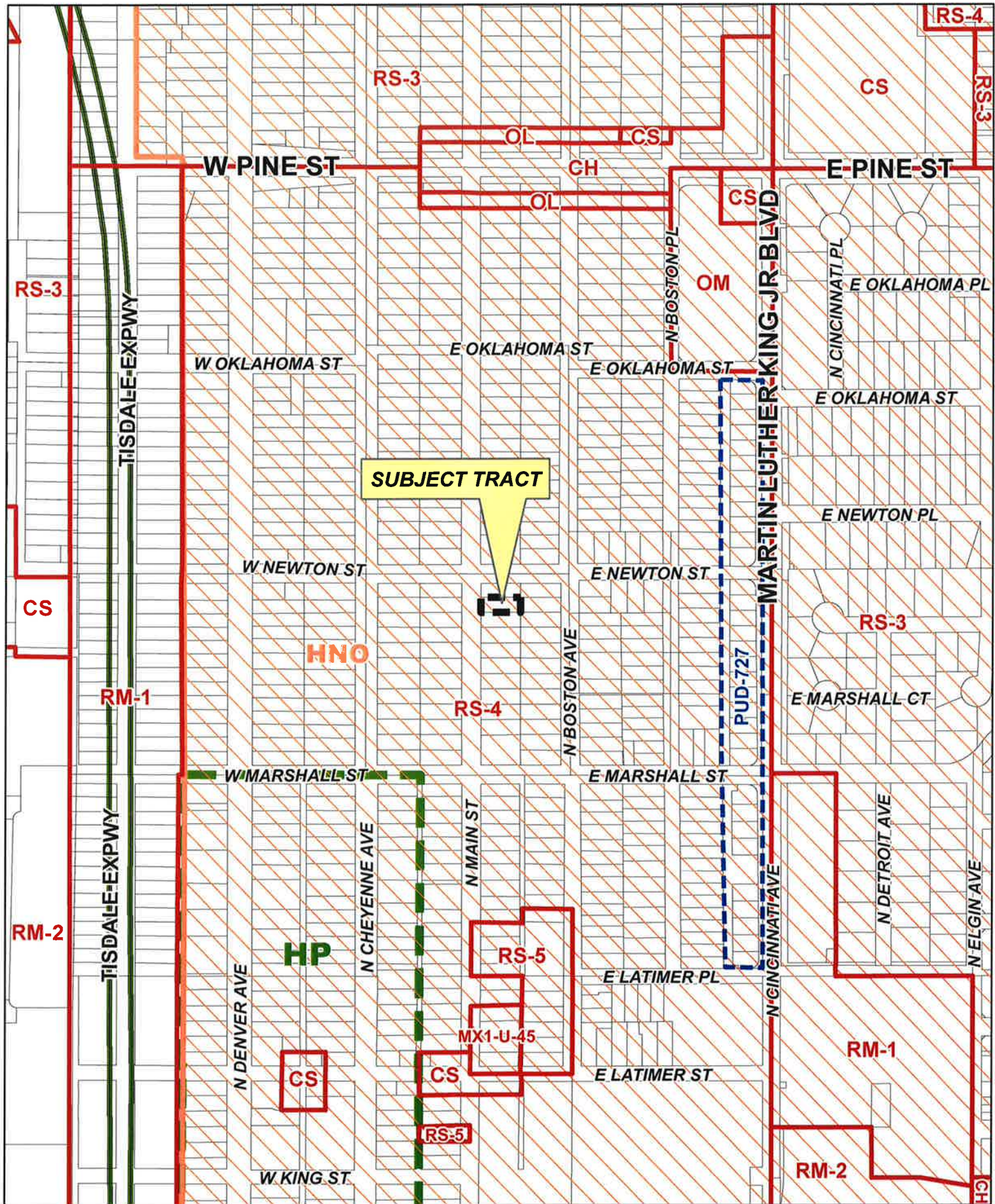
**SA-3 April 2018** : All concurred in **approval** at city council (TMPAC recommended **denial**) to apply supplemental zoning, HNO (Healthy Neighborhoods Overlay), to multiple properties within the plan area boundaries of Greenwood Heritage Neighborhoods Sector Plan (also known as the Unity Heritage Neighborhoods Plan), 36th Street North Corridor Small Area Plan, and The Crutchfield Neighborhood Revitalization Master Plan (related to ZCA-7).

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

No Relevant History.

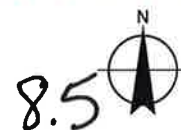
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**Z-7509**

20-12 35







Subject  
Tract

**Z-7509**

20-12 35

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

Aerial Photo Date: February 2018







0 50 100  
Feet



Subject  
Tract

**Z-7509**

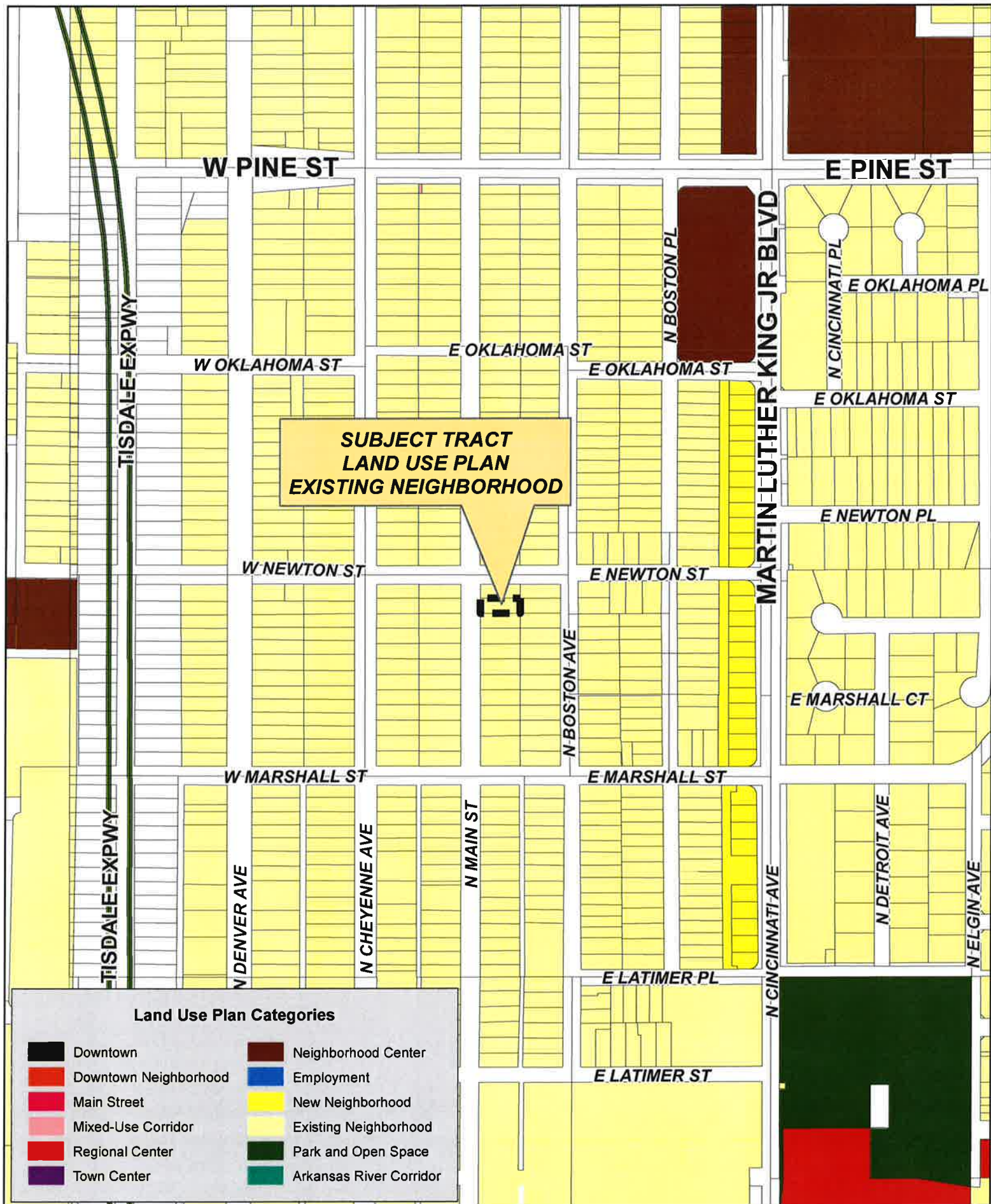
20-12 35

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

Aerial Photo Date: February 2018

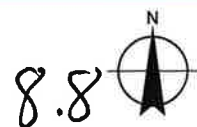




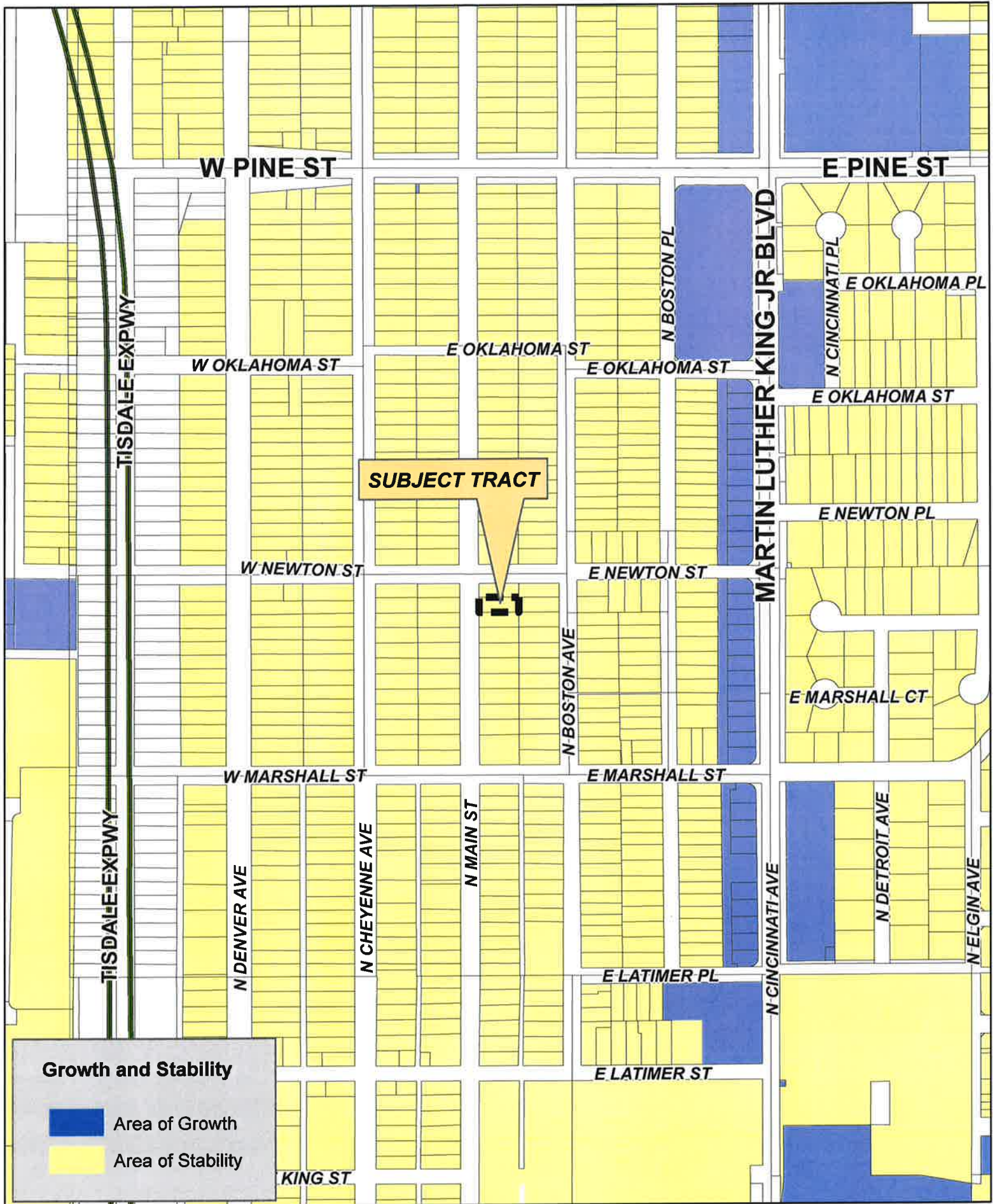


**Z-7509**

20-12 35

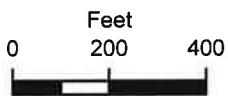






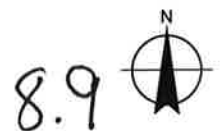
**Growth and Stability**

- Area of Growth
- Area of Stability



**Z-7509**

20-12 35







Tulsa Metropolitan Area  
Planning Commission

**Case Number: Z-7510**

**Hearing Date: November 6, 2019**

**Case Report Prepared by:**

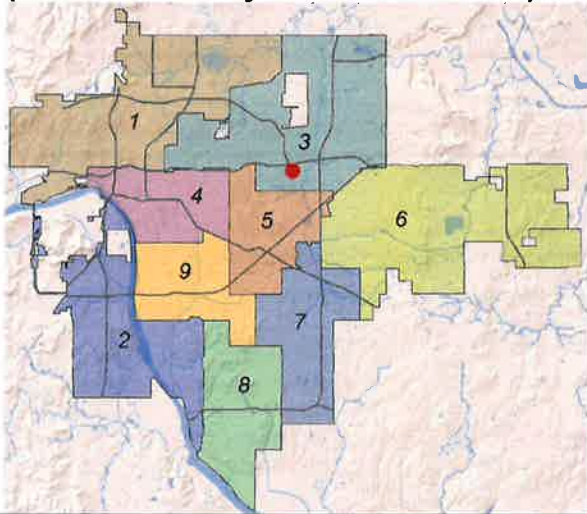
Jay Hoyt

**Owner and Applicant Information:**

*Applicant:* Boomtown Development Co.

*Property Owner:* JESUS LAWN SERVICES LLC

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* Single-family housing

*Concept summary:* Rezone from RS-2 to RS-4 to permit a single-family residential development.

*Tract Size:* 4.81 ± acres

*Location:* South of the Southwest corner of East Admiral Place & South 89<sup>th</sup> East Avenue

**Zoning:**

*Existing Zoning:* RS-2

*Proposed Zoning:* RS-4

**Comprehensive Plan:**

*Land Use Map:* New Neighborhood

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 9301

CZM: 38

**City Council District: 3**

*Councilor Name:* Crista Patrick

**County Commission District: 2**

*Commissioner Name:* Karen Keith

9.1

## SECTION I: Z-7510

**DEVELOPMENT CONCEPT:** The applicant is proposing to rezone from RS-2 to RS-4 to permit a single-family housing development. The proposed development will be a single-family development that will be constructed by Habitat for Humanity. RS-4 is being requested due to the desired lot sizes of the proposal. For a detached, single-family home, RS-4 required a minimum lot size of 5,500 SF and a minimum lot width of 50 Feet.

### 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

### **DETAILED STAFF RECOMMENDATION:**

Z-7510 allows uses that are non-injurious to surrounding proximate properties;

Z-7510 is consistent with the anticipated future development pattern of the surrounding property;

Z-7510 is consistent with the New Neighborhood land use designation of the Comprehensive Plan, therefore

**Staff recommends Approval of Z-7510 to rezone property from RS-2 to RS-4.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The subject lots are located within the New Neighborhood Land Use designation of the City of Tulsa Zoning Code.*

### Land Use Vision:

*Land Use Plan map designation: New Neighborhood*

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

*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

9.2



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:* S 89<sup>th</sup> East Ave is classified as a Residential Collector

*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 currently contains an abandoned single-family residence. The remainder of the lot is vacant.*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
S 89 <sup>th</sup> East Ave	Residential Collector	60 Feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	CH/RS-3	Employment/Existing Neighborhood	Growth/Stability	Commercial/Single-Family
South	RS-2	New Neighborhood	Growth	Single-Family
East	RS-3	Existing Neighborhood/New Neighborhood	Growth	Single-Family

West	CH	New Neighborhood/Empl oyment	Growth	Commercial
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### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 11816 dated June 26, 1970 established zoning for the subject property.

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

**BOA-19142 July 2001:** The Board of Adjustment **approved** a *Variance* of the maximum allowable size of accessory building from the required 750 sq. ft. to 4,800 sq. ft. on a tract of 2.4 acres zoned RS-2, per plan, on conditions the accessory building be restricted to personal use no commercial use, have 12' sidewalls and 3:12 pitched roof, finding the hardship is the size of the lot, and **deny** a *Special Exception* for a home occupation (carpet cleaning and construction cleanup) to permit storage of business vans on trailers in an enclosed building in an RS-2 district, on property located at 206 South 89<sup>th</sup> East Avenue.

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

**Z-7282/PUD-820 December 2014:** All concurred in **approval** of a request for *Rezoning* and a *Planned Unit Development* on a 26± acre tract of land from OL/ CS/CH to CH/PUD-820, for a beverage warehouse and distribution center, on property located south and east of the southeast corner of South Memorial Drive and East Admiral Place.

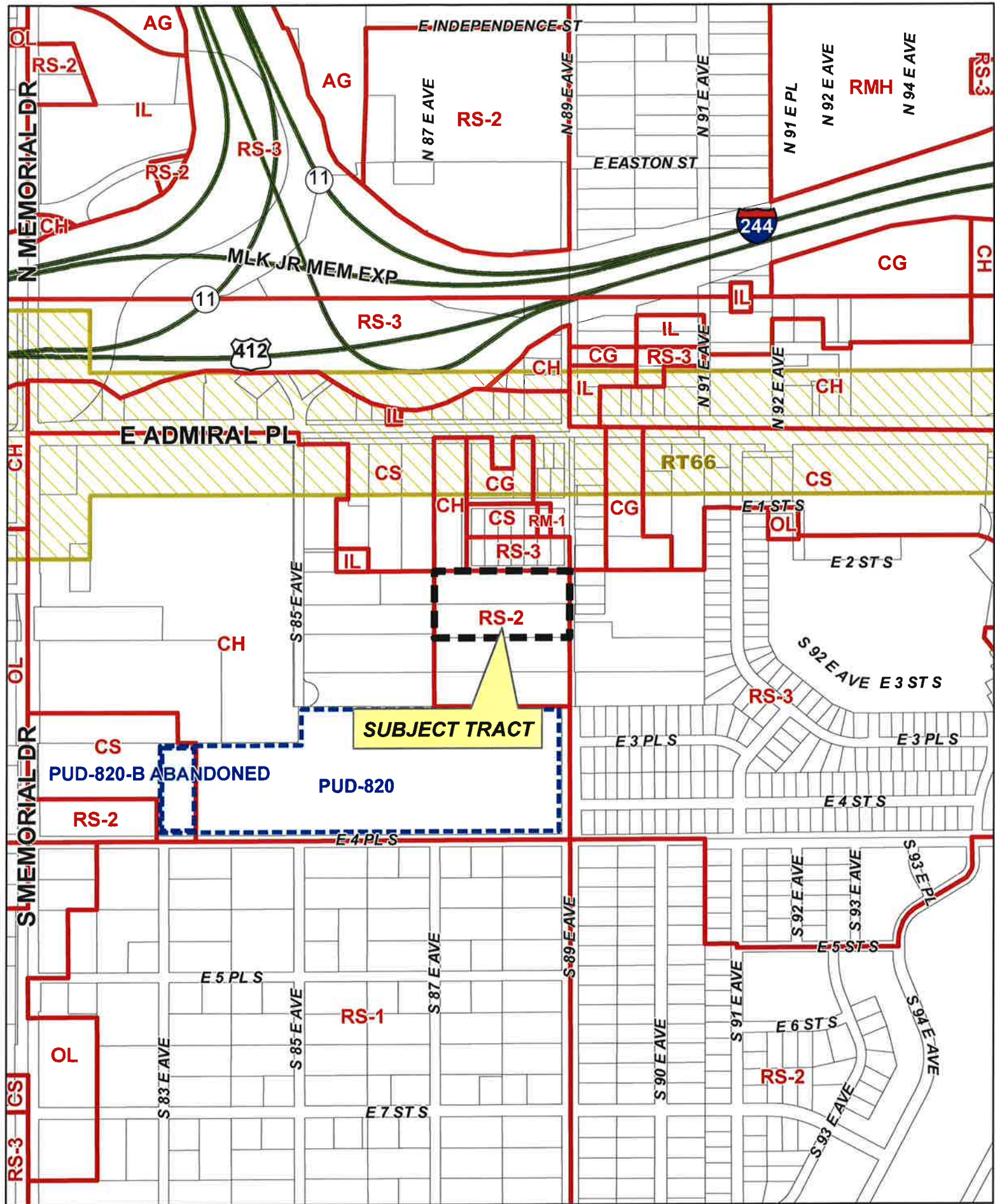
**BOA-14607 September 1987:** The Board of Adjustment **approved** a *Variance* of lot width from 60' to 50' to allow for a lot split; per plan submitted; finding that there are smaller lots in the area, on property located at 219 South 89<sup>th</sup> East Avenue.

**Z-6853 June 2002 :** All concurred in **approval** of a request for *rezoning* a 1.44± acre tract of land from CS to RS-3 on property located northwest corner of East 2<sup>nd</sup> Street and South 89<sup>th</sup> East Avenue.

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9.4

REVISED 10/30/2019



Z-7510

19-13 01







0 300 600  
Feet



Subject  
Tract

**Z-7510**

19-13 01

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

Aerial Photo Date: February 2018

9.6







S 89 E AVE

0 Feet 50 100



Subject Tract

**Z-7510**


19-13 01

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

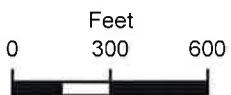
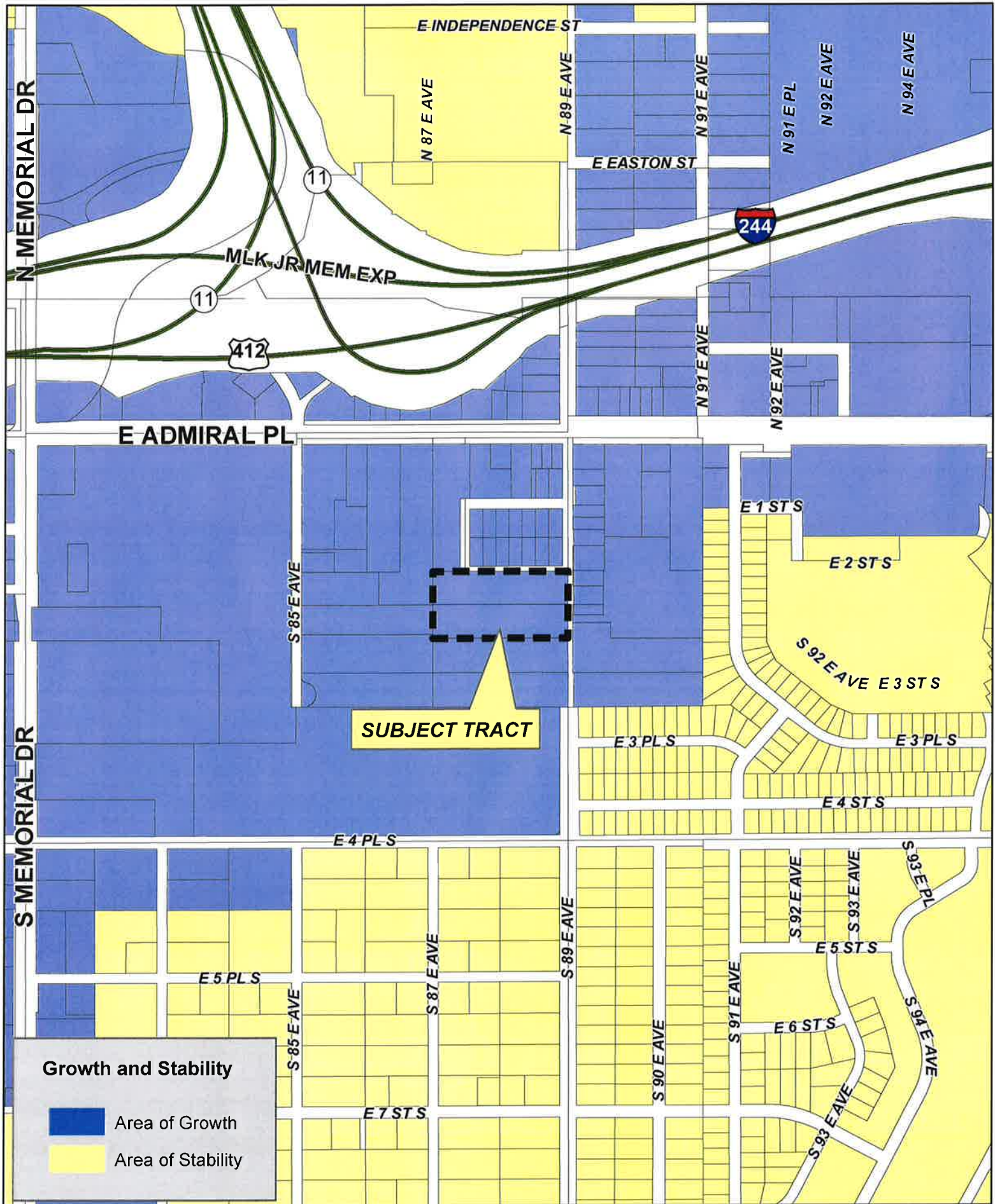
Aerial Photo Date: February 2018





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**Z-7510**

19-13 01







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** PUD-367-A

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

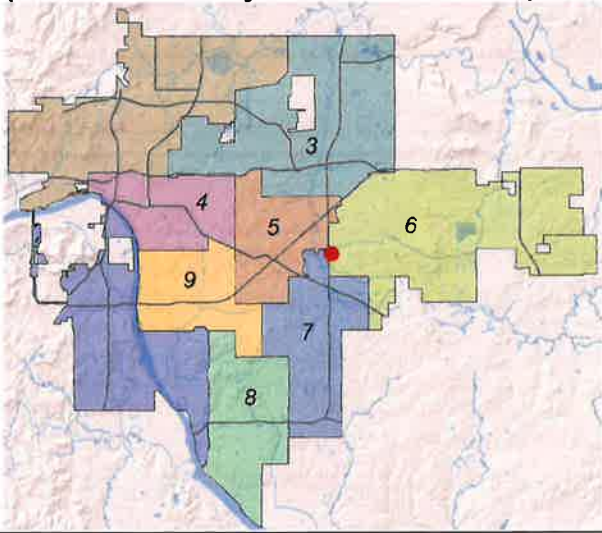
Jay Hoyt

**Owner and Applicant Information:**

*Applicant:* Stuart Van De Wiele

*Property Owner:* CASE FREEPORT PROPERTIES LP

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



**Applicant Proposal:**

*Present Use:* Commercial, Warehouse, Industrial

*Proposed Use:* Commercial, Warehouse, Industrial

*Concept summary:* Rezone from CS/RM-1 to IL with PUD overlay to permit commercial, warehouse, light industrial uses as well as medical marijuana grow facility.

*Tract Size:* 11.23  $\pm$  acres

*Location:* South of the Southeast corner of East 31st Street South & HWY 169

**Zoning:**

*Existing Zoning:* CS/RM-1/PUD-367

*Proposed Zoning:* CS/IL/RM-1/ PUD-367-A

**Comprehensive Plan:**

*Land Use Map:* Town Center

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 9419

CZM: 49

**City Council District:** 6

*Councilor Name:* Connie Dodson

**County Commission District:** 1

*Commissioner Name:* Stan Saltee

10.1



## SECTION I: PUD-367-A

**DEVELOPMENT CONCEPT:** The applicant is proposing to rezone a portion of the subject lot to IL, within the context of an existing PUD which is proposed to be amended concurrently with a rezoning request (Z-7511). If approved, the PUD development standards set forth by this amendment will establish the use, site and building requirements for the proposal.

The applicant is proposing a medical marijuana grow facility on the subject lot as well as allowing other potential future uses. The facility will be required to conform to the development standards established by this amendment as well as the requirements set forth by the City of Tulsa Zoning Code for such facilities.

### 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

### **DETAILED STAFF RECOMMENDATION:**

PUD-367-A is non injurious to the existing proximate properties and;

PUD-367-A is consistent with the anticipated future development pattern of the surrounding property;

PUD-367-A is consistent with the PUD chapter of the City of Tulsa Zoning Code, therefore;

**Staff recommends Approval of PUD-367-A to rezone property from CS, RM-1, PUD-367 to PUD-367-A**

### Development Standards:

AREA (Gross):	510,401 SF
	11.717 Acres
(Net):	488,562 SF
	11.216 Acres

### GENERAL PROVISIONS:

All district use regulations, supplemental regulations, building types, lot and building regulations, along with other relevant regulations shall conform to the provision of the Tulsa Zoning Code for development in the IL zoning district.

### PERMITTED USES:

Use Categories are limited to the subcategories and specific uses defined below (including those allowed by special exception) and uses that are customarily accessory to the permitted uses (including those allowed by special exception):

- A. Residential
  - a. Household Living (all specific uses allowed, including uses by special exception)
- B. Public, Civic and Institutional
  - a. College or University
  - b. Day Care
  - c. Fraternal Organization
  - d. Governmental Service
  - e. Hospital
  - f. Library or Cultural Exhibit

- g. Postal Services
- h. Religious Assembly
- i. Safety Service
- j. School
- k. Utilities and Public Service Facility (Major and Minor)
- l. Wireless Communication Facility
  - i. Freestanding Tower
  - ii. Building or Tower-Mounted Antenna
- C. Commercial
  - a. Animal Service (all specific uses allowed, including uses by special exception)
  - b. Broadcast or Recording Studio
  - c. Commercial Service Section (all specific uses allowed, including uses by special exception)
  - d. Financial Services
  - e. Funeral or Mortuary Service
  - f. Office (all specific uses allowed, including uses by special exception)
  - g. Restaurants and Bars (all specific uses allowed, including uses by special exception)
  - h. Retail Sales (all specific uses allowed, including uses by special exception)
  - i. Self-Service Storage Facility
  - j. Sexually Oriented Business Establishment
  - k. Studio, Artist or Instructional Service
  - l. Trade School
  - m. Vehicle Sales and Service Section
    - i. Commercial Vehicle Repair / Maintenance
    - ii. Commercial Vehicle Sales and Rentals
    - iii. Personal Vehicle Repair and Maintenance
    - iv. Vehicle Part and Supply Sales
- D. Wholesale, Distribution & Storage
  - a. Equipment & Materials Storage, Outdoor
  - b. Trucking and Transportation Terminal
  - c. Warehouse
  - d. Wholesale Sales and Distribution
- E. Industrial
  - a. Low-Impact Manufacturing & Industry
  - b. Moderate-Impact Manufacturing & Industry
- F. Agricultural
  - a. Horticulture Nursery
- G. Other
  - a. Off-Premise Outdoor Advertising Sign

MAXIMUM PERMITTED FLOOR AREA- All Uses: 216,000 SF

MAXIMUM BUILDING HEIGHT (above finished floor elevation measured at front entrance):  
 South 200 feet 18 Ft.

Remainder of property 30 Ft.

MINIMUM BUILDING SETBACKS:  
 From South property line 90 Ft.

From East property line (South 108 East Avenue) 80 Ft.

From West property line (Mingo Valley Expressway) 65 Ft.

From North property line 50 Ft.

LANDSCAPING:

10.3

Minimum internal landscaped open space of 10% - Internal landscaped open space includes street frontage landscaped areas, landscaped parking islands, landscaped yards and plazas and pedestrian areas but does not include any parking, building or driveway areas.

The landscaped area adjacent to South 108<sup>th</sup> East Avenue shall be a minimum of 15 feet in width from the back of the existing curb.

The landscaped area adjacent to the South boundary of the property shall include trees and shrubs, and the remainder of the landscaped areas shall include treed and shrubbed areas and a variety of landscaping materials.

#### OFF-STREET PARKING:

As required for the actual uses by the Tulsa Zoning Code

#### SIGNAGE:

No roof, projecting, flashing, animated or revolving signs shall be permitted and no ground signs shall be located within 100 feet of the South boundary of the property.

Three ground signs shall be permitted along the East boundary of the property and shall not exceed 20 feet in height and shall not exceed 200 square feet in display area. Ground signs along the westerly boundary (Mingo Valley Expressway) shall comply with the provisions and restrictions for ground signs within the IL District.

The aggregate display surface area of wall and canopy signs shall not exceed 1.5 square feet per each lineal foot of the building wall to which the sign or signs are affixed. Wall or canopy signs shall not exceed the height of the building.

Directory signs intended to inform visitors as to the location within the property of a tenant may be free-standing if not exceeding 12 feet in height. The design of directory signs shall be uniform throughout the property.

Otherwise, signage shall be as allowed by the Tulsa Zoning Code in the IL zoning district.

#### LIGHTING:

Within the South 150 feet of the property, no free-standing lights in excess of 15 feet in height shall be permitted. All lighting within the South 150 feet of the property shall be directed away from the residential area.

Remainder of property, as permitted by the Tulsa Zoning Code in the IL zoning district

#### SCREENING:

Screening for the property shall include a masonry column and wood fence 6 feet in height along the South boundary of the property Center with extensive landscaping on the interior side of the fence within a landscaped area at least 15 feet in width as shown on the Landscape Detail, Exhibit "C".

#### ROOF-MOUNTED MECHANICAL EQUIPMENT:

Any roof-mounted mechanical equipment shall be set back from the nearest building wall a distance equal to at-least 20% of the roof depth.

**Staff recommends Approval of PUD-367-A as outlined in Section I above.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The site is located within the Town Center land use designation as well as an area of growth. The proposal as presented would be compatible with the Town Center concepts of a medium-scale mixed use area, with opportunities for retail, dining, services and employment serving the larger local area.

10.4



## Land Use Vision:

*Land Use Plan map designation:* Town Center

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

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

The purpose of 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:* S 108<sup>th</sup> E Ave is classified as a Residential Collector

*Trail System Master Plan Considerations:* None. The site is approximately 2/3 of a mile from the Mingo Trail.

Small Area Plan: East Tulsa Phase I Planning Area (Adopted November 30, 2005)

Special District Considerations: None

Historic Preservation Overlay: None

## DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site currently contains a commercial office park.*

Environmental Considerations: None

## Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
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10.5

S 108 <sup>th</sup> E Ave	Residential Collector	60 Feet	2
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Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RM-1/OL/RS-3	N/A / Town Center	N/A / Growth	Hwy 169 / Commerical
South	RS-3	Existing Neighborhood	Stability	Single-Family Residential
East	RM-1	Town Center	Growth	Multifamily
West	RS-3	N/A	N/A	Hwy 169

### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 11825 dated June 26, 1970 established zoning for the subject property.

**Subject Property:**

**Z-5967/PUD-367 August 1984:** All concurred in **approval** of a proposed *Planned Unit Development* on a 11.23± acre tract of land and **approval** of 5.7 acres out of the original 7.4 acres requested for *Rezoning* from RM-1 to CS for an Office/Warehouse/Commercial Trade Center, on property located south of the southwest corner of East 31<sup>st</sup> Street and South 108<sup>th</sup> East Avenue.

**Z-3784 October 1970:** All concurred in **approval** of a request for *rezoning* a 7.56± acre tract of land from RS-3 to RM-1 on property locates west side 108<sup>th</sup> East Avenue at 33<sup>rd</sup> Street.

**Surrounding Property:**

**Z-7283 December 2014:** All concurred in **approval** of a request for *rezoning* a 1.78± acre tract of land from OL/CS to CS on property located west of southwest corner of East 31<sup>st</sup> Street & South Garnett Road.

**BOA-21781 October 2004:** The Board of Adjustment **approved** the request for a *Special Exception* to permit a car wash in a CS District, subject to per conceptual plan with the clarification that the legal stated in the application covers the entire property this approval only affects that which is currently zoned CS, on property located at 10910 East 31<sup>st</sup> Street.

**Z-6495 July 1995:** All concurred in **approval** of a request for *rezoning* a 0.04± acre tract of land from OL to CS on property located east of the southeast corner of 108<sup>th</sup> East Avenue & 31<sup>st</sup> Street South.

**Z-5865 September 1983:** All concurred in **approval** of a request for *rezoning* a 3.9± acre tract of land from OL to CS on property located east of the southeast corner of 108<sup>th</sup> East Avenue & 31<sup>st</sup> Street.

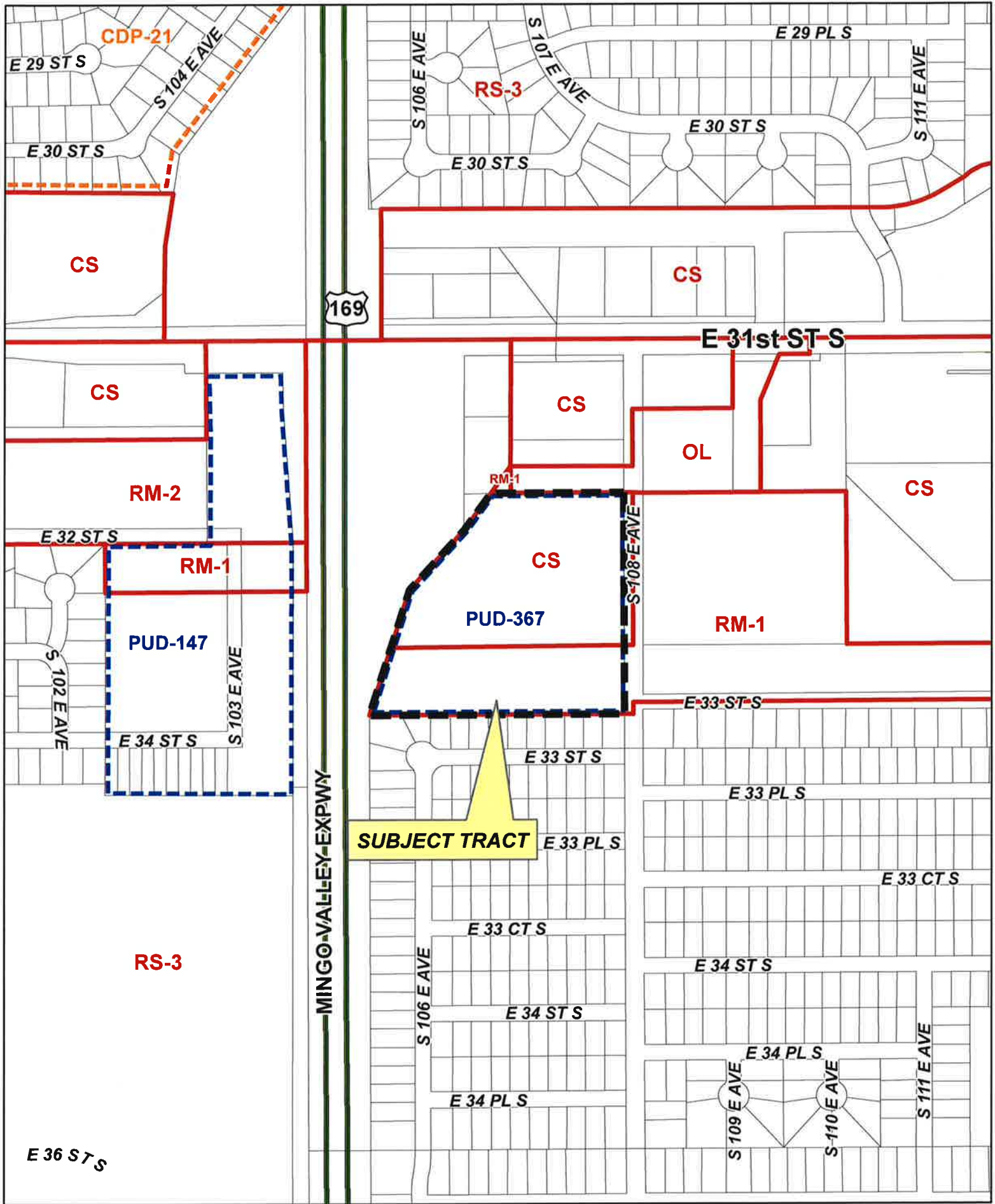
10.4

**Z-4472 August 1973:** All concurred in **approval** of a request for *rezoning* a 3.5 $\pm$  acre tract of land from RM-1/CS to CS on property located southwest corner of 31<sup>st</sup> Street & 108<sup>th</sup> East Avenue.

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10.7





**PUD-367-A**

19-14 19







0 200 400  
Feet



Subject  
Tract

**PUD-367-A**

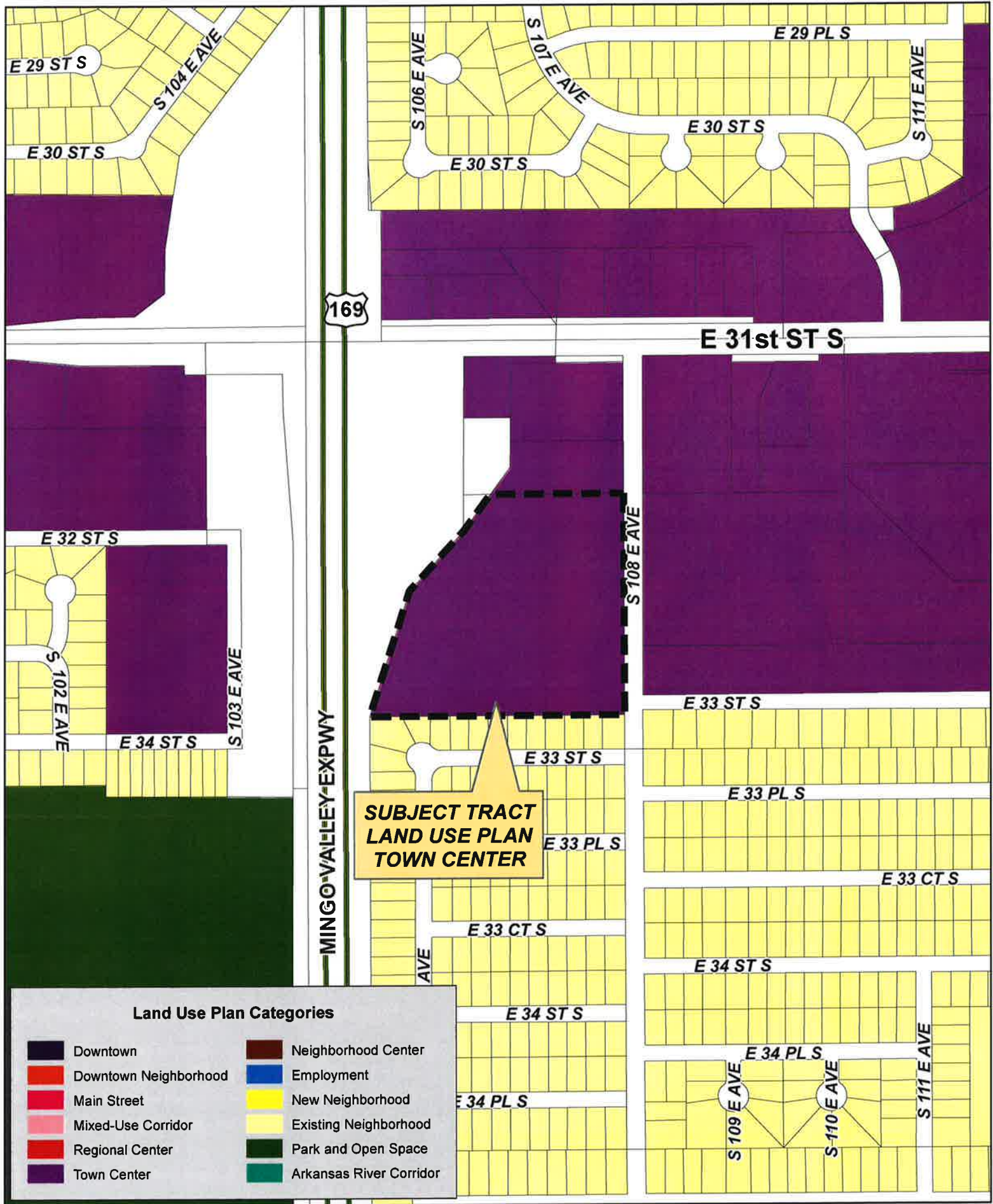
19-14 19

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

Aerial Photo Date: February 2018





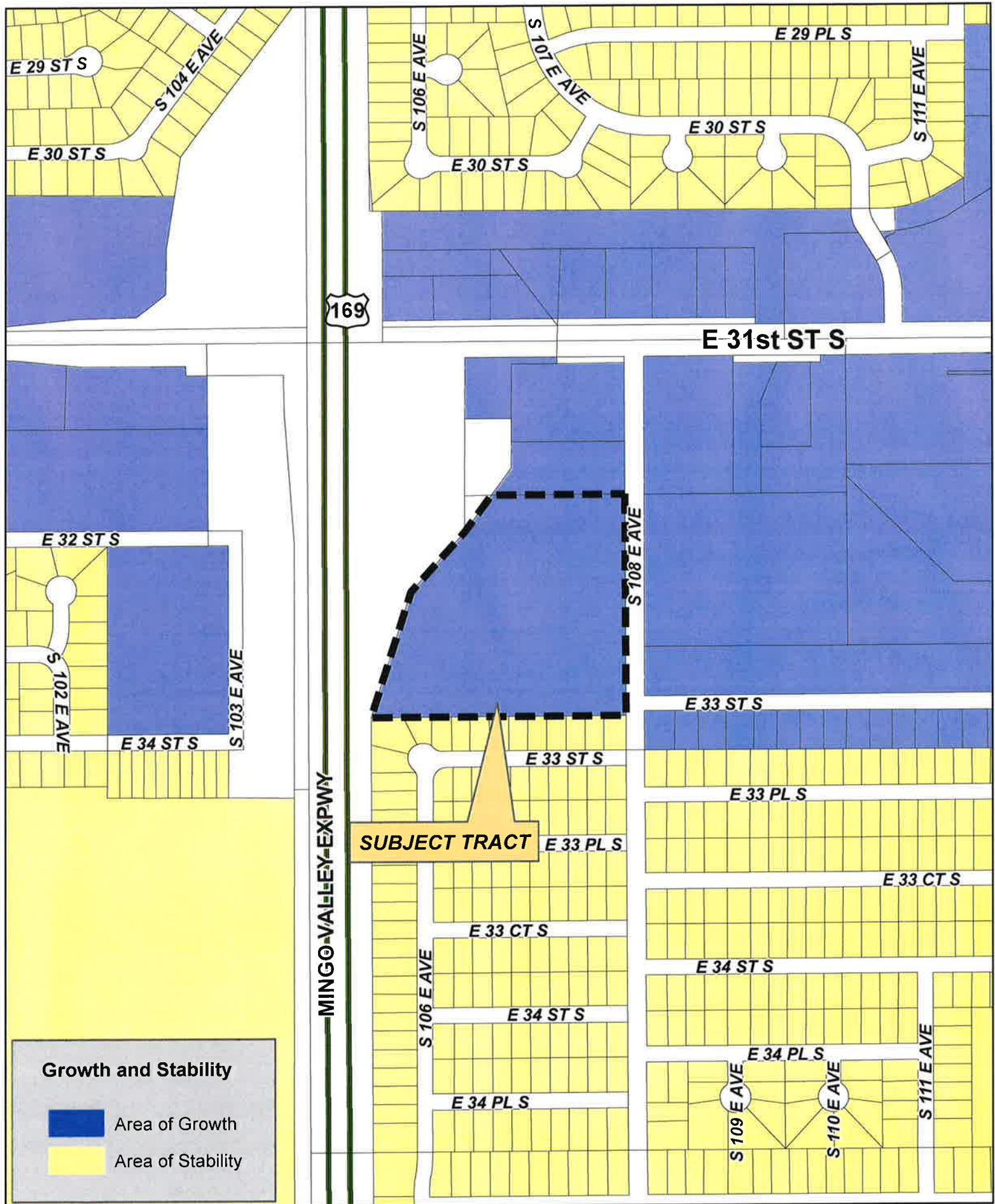


**PUD-367-A**

19-14 19

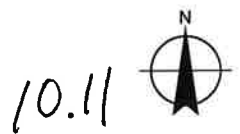






**PUD-367-A**

19-14 19







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** Z-7511

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

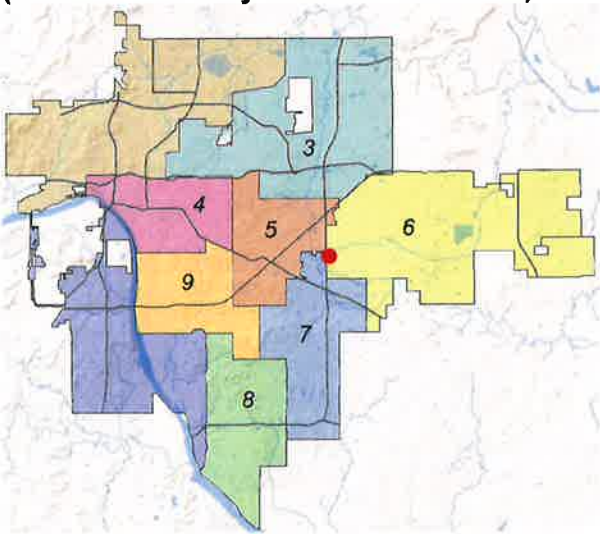
Jay Hoyt

**Owner and Applicant Information:**

*Applicant:* Stuart Van De Wiele

*Property Owner:* CASE FREEPORT PROPERTIES LP

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



**Applicant Proposal:**

*Present Use:* Commercial, Warehouse, Light Industrial

*Proposed Use:* Commercial, Warehouse, Light Industrial

*Concept summary:* Rezone from CS/RM-1 to IL with PUD overlay to permit commercial, warehouse, light industrial uses as well as medical marijuana grow facility.

*Tract Size:* 2.35 ± acres

*Location:* South of the Southeast corner of East 31st Street South & HWY 169

**Zoning:**

*Existing Zoning:* CS/RM-1/PUD-367

*Proposed Zoning:* IL/RM-1/CS/PUD-367-A

**Comprehensive Plan:**

*Land Use Map:* Town Center

*Stability and Growth Map:* Area of Growth

**Staff Recommendation:**

**Staff recommends approval.**

**Staff Data:**

TRS: 9419

CZM: 49

**City Council District:** 6

*Councilor Name:* Connie Dodson

**County Commission District:** 1

*Commissioner Name:* Stan Saltee

11.1



## SECTION I: Z-7511

**DEVELOPMENT CONCEPT:** The applicant is proposing to rezone a portion of the subject lot to IL, within the context of an existing PUD which is proposed to be amended concurrently with this rezoning request (PUD-367-A). If approved, the PUD development standards set forth by the amendment would establish the use, site and building requirements for the proposal.

### 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

### **DETAILED STAFF RECOMMENDATION:**

Z-7511 with a PUD overlay is non-injurious to surrounding proximate properties;

Z-7511 with a PUD overlay is consistent with the anticipated future development pattern of the surrounding property;

Z-7511 with a PUD overlay is consistent with the Town Center land use designation of the Comprehensive Plan, therefore;

**Staff recommends Approval of Z-7511 to rezone property from CS, RM-1/ to IL, RM-1, CS.**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The site is located within the Town Center land use designation as well as an area of growth.*

### Land Use Vision:

*Land Use Plan map designation:* Town Center

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

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

The purpose of 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

11.2

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:* S 108<sup>th</sup> E Ave is classified as a Residential Collector

*Trail System Master Plan Considerations:* None. The site is approximately 2/3 of a mile from the Mingo Trail.

Small Area Plan: East Tulsa Phase I Planning Area (Adopted November 30, 2005)

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site currently contains a commercial office park.*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
S 108 <sup>th</sup> E Ave	Residential Collector	60 Feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RS-3/RM-1/OL	N/A	N/A	Hwy 169
South	RM-1/RS-3	Town Center	Growth	Commercial
East	CS/RM-1	Town Center	Growth	Commercial
West	RS-3	N/A	N/A	Hwy 169

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 11825 dated June 26, 1970 established zoning for the subject property.

***Subject Property:***

**Z-5967/PUD-367 August 1984:** All concurred in **approval** of a proposed *Planned Unit Development* on a 11.23± acre tract of land and **approval** of 5.7 acres out of the original 7.4 acres requested for *Rezoning* from RM-1 to CS for an Office/Warehouse/Commercial Trade Center, on property located south of the southwest corner of East 31<sup>st</sup> Street and South 108<sup>th</sup> East Avenue.

**Z-3784 October 1970:** All concurred in **approval** of a request for *rezoning* a 7.56± acre tract of land from RS-3 to RM-1 on property located west side 108<sup>th</sup> East Avenue at 33<sup>rd</sup> Street.

***Surrounding Property:***

**Z-7283 December 2014:** All concurred in **approval** of a request for *rezoning* a 1.78± acre tract of land from OL/CS to CS on property located west of southwest corner of East 31<sup>st</sup> Street & South Garnett Road.

**BOA-21781 October 2004:** The Board of Adjustment **approved** the request for a *Special Exception* to permit a car wash in a CS District, subject to per conceptual plan with the clarification that the legal stated in the application covers the entire property this approval only affects that which is currently zoned CS, on property located at 10910 East 31<sup>st</sup> Street.

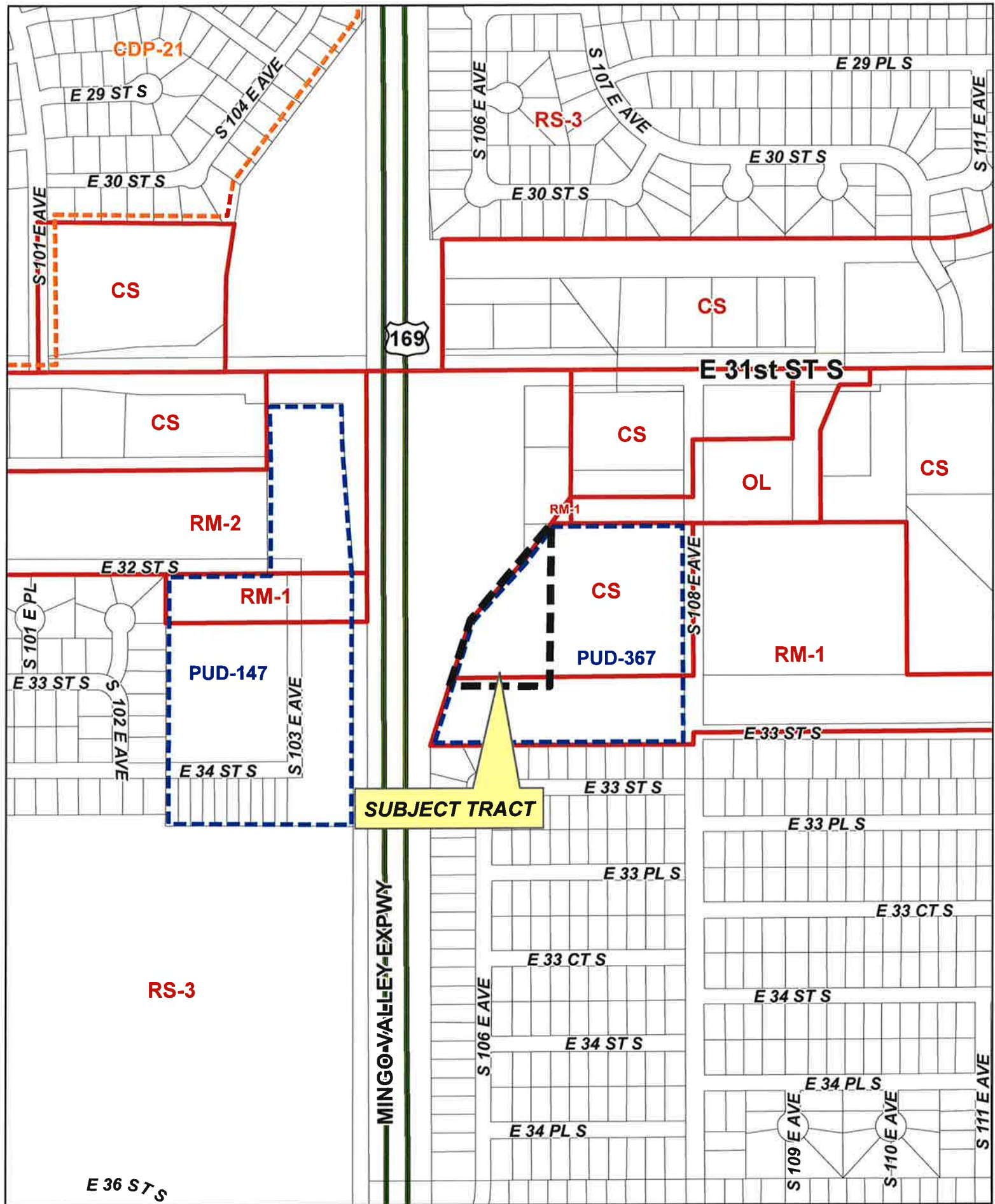
**Z-6495 July 1995:** All concurred in **approval** of a request for *rezoning* a 0.04± acre tract of land from OL to CS on property located east of the southeast corner of 108<sup>th</sup> East Avenue & 31<sup>st</sup> Street South.

**Z-5865 September 1983:** All concurred in **approval** of a request for *rezoning* a 3.9± acre tract of land from OL to CS on property located east of the southeast corner of 108<sup>th</sup> East Avenue & 31<sup>st</sup> Street.

**Z-4472 August 1973:** All concurred in **approval** of a request for *rezoning* a 3.5± acre tract of land from RM-1/CS to CS on property located southwest corner of 31<sup>st</sup> Street & 108<sup>th</sup> East Avenue.

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**Z-7511**

19-14 19

11.5





0 200 400  
Feet



Subject  
Tract

**Z-7511**

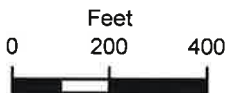
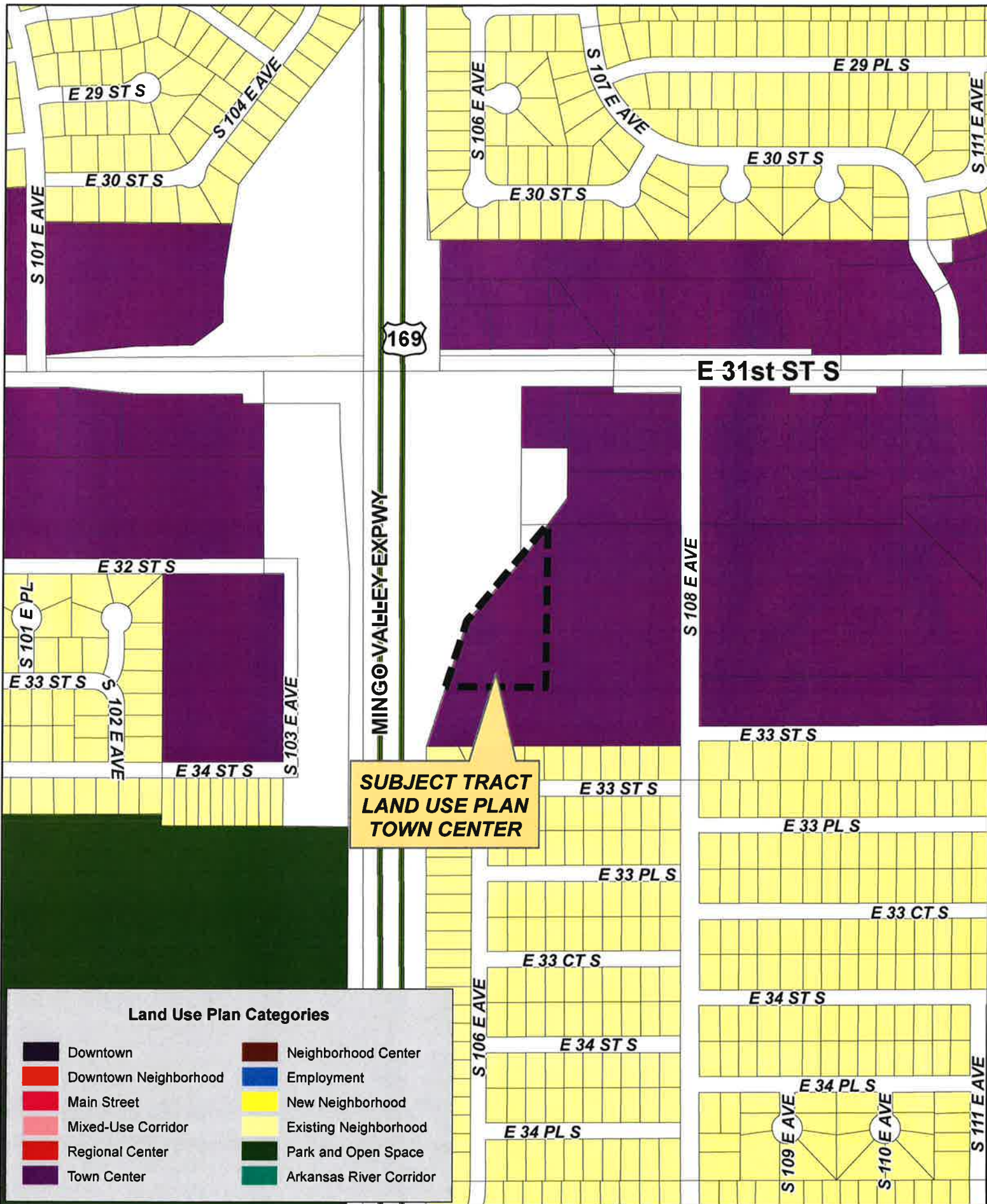
19-14 19

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

Aerial Photo Date: February 2018





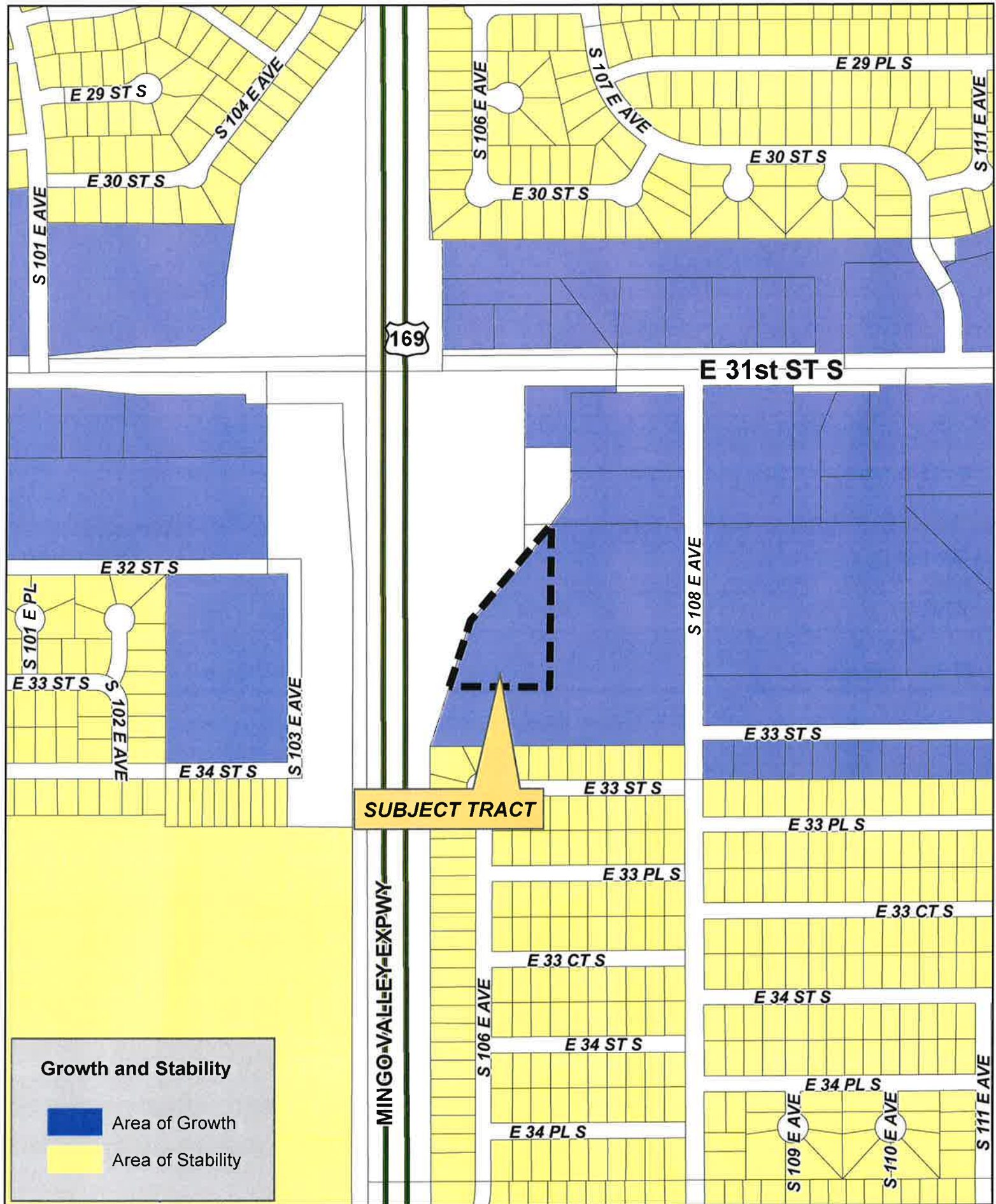


**Z-7511**

19-14 19







**SUBJECT TRACT**

**Z-7511**

19-14 19

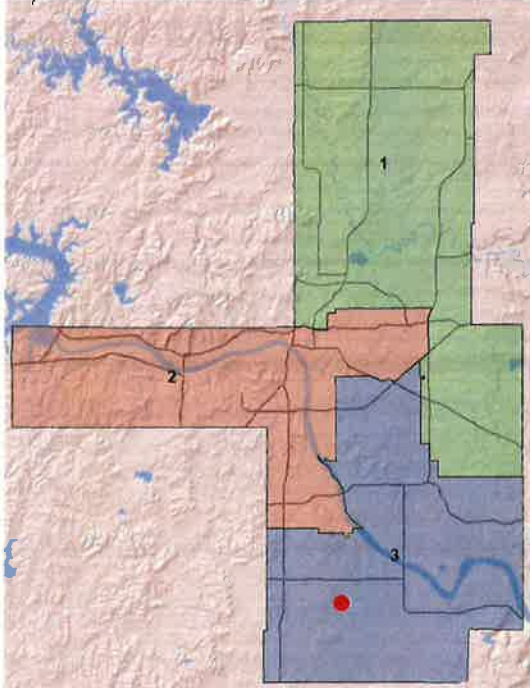


Tulsa Metropolitan Area  
Planning Commission

**Case Report Prepared by:**

Dwayne Wilkerson

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



**Zoning:**

*Existing Zoning:* RE/PUD-848

*Proposed Zoning:* AG-R Without a PUD-848

**Comprehensive Plan:**

Bixby 2030 *Our Vision Our Future*

**Land Use Map:**

North ½: Low density residential 1.5 – 4 du/ac

South ½: Rural residential 0-1.5 du/ac

**Staff Data:**

TRS: 7329

CZM: 66

**Case Number:** PUD-848-A

Related to case CZ-496

**Hearing Date:** November 6, 2019

**Owner and Applicant Information:**

*Applicant:* Ryan McCarty

*Property Owner:* CJ LAND INVESTMENTS LLC

**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* AG-R Rezoning for large lot single family residential development.

*Concept summary:* Rezone and abandon the PUD to allow development through the plat process as outlined in the Tulsa Subdivision and Development Regulations.

*Tract Size:* 272.68 ± acres

*Location:* South and East of the Southeast corner of East 161st Street South & South Lewis Avenue

**Staff Recommendation:**

**Staff recommends approval of the abandonment of PUD 848.**

**City Council District:** N/A

*Councilor Name:* N/A

**County Commission District:** 3

*Commissioner Name:* Ron Peters

12.1

## SECTION I: PUD-848-A

**DEVELOPMENT CONCEPT:** The purpose of this abandonment request is to increase development opportunities for two property owners. Both property owners agree to collectively reverse the previous action and abandon the entire acreage defined in PUD 848. The underlying zoning is RE and the proposal concurrently request rezoning the properties to AG-R.

### EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Bixby 2030 Land Use Map
- Applicant Exhibits:
  - Proposal to Abandon PUD-848
  - Current Land Ownership Exhibit

### **DETAILED STAFF RECOMMENDATION:**

Abandonment of PUD-848 and development of the site with the AG-R zoning would remove some of the opportunities for flexible and creative site development to best utilize the unique physical features of the site however,

The Tulsa County Zoning Code provides lot, bulk and area provisions in an AG-R district that are consistent with the expected density defined in the Bixby land use designations and,

The PUD, as written, did not require development of the subject property with continuity of function and design and,

The Tulsa Subdivision Regulations and Development standards provide guidance on appropriate street connectivity and layout that will be implemented during the plat process therefore,

**Staff recommends Approval of PUD-848-A to rezone property from RE/PUD-848 to AG-R**

## SECTION II: Supporting Documentation

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: This site is included in The City of Bixby 2030 Comprehensive Plan which designates northern portion of the site as low intensity residential and the southern portion as rural residential. The comprehensive plan anticipated residential uses but did not consider this area as an agricultural use area.*

### Land Use Vision:

January of 2019 the City of Bixby adopted their most current comprehensive plan, **Bixby 2030 Our Vision, Our Future**, provides guidance for land use decisions in this area. The Land Use Plan map designation for this area includes Rural Residential and Low Density Residential uses:

The Low Density Residential designation denotes areas on the fringe of the urbanized area of the City. Development in this designation should remain low in density and mostly consist of detached single-family units. Although, this designation may allow land uses that support

12.2



neighborhood functions such as parks and neighborhood scaled shops that are cohesive with the residential character.

The Rural Residential designation denotes areas that have large-lot detached residential development in natural / rural portions of the City. Development in this designation should retain the rural character of the area and will be relatively low in density. These areas should offer sufficient access to schools, parks, trails, and open spaces to maintain the quality of life in the rural setting and may allow limited commercial uses that support the surrounding rural area.

Transportation Vision:

*Major Street and Highway Plan:* S Lewis Ave and E 161<sup>st</sup> St S are both Secondary Arterials. The Major Street and Highway Plan also illustrates two Residential Collectors that cross the subject property. Residential collector streets contemplated in the major street and highway plan have not been constructed.

*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 vacant agricultural land. There are several ponds located on the lots.

Environmental Considerations: None that would affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
S Lewis Ave	Secondary Arterial	100 Feet	2
E 161 <sup>st</sup> St S	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water available through waterline extensions and replacements. Public sanitary sewer is not available but will be provided by individual onsite sewage disposal systems approved by ODEQ.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	AG	N/A	N/A	AG/Single-Family
South	AG/RE/PUD-846	N/A	N/A	AG/Single-Family
East	AG	N/A	N/A	AG/Single-Family
West	AG	N/A	N/A	AG/Single-Family

### SECTION III: Relevant Zoning History

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

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

**CZ-474/PUD848 September 2018:** All concurred in **approval** of a proposed *Planned Unit Development* on a 272± acre tract of land and **approval** of a request for *rezoning* of 10± acres from AG to RE/PUD-852 for a single-family subdivision, on property located south and east of the southeast corner of East 161<sup>st</sup> Street South and South Lewis Avenue.

**CZ-455 April 2017:** The applicant **withdrew** a request for *rezoning* a 55± acre tract of land from AG to RE on property located on east of the southeast corner of East 161<sup>st</sup> Street South and South Lewis Avenue.

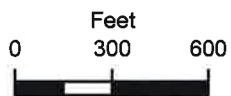
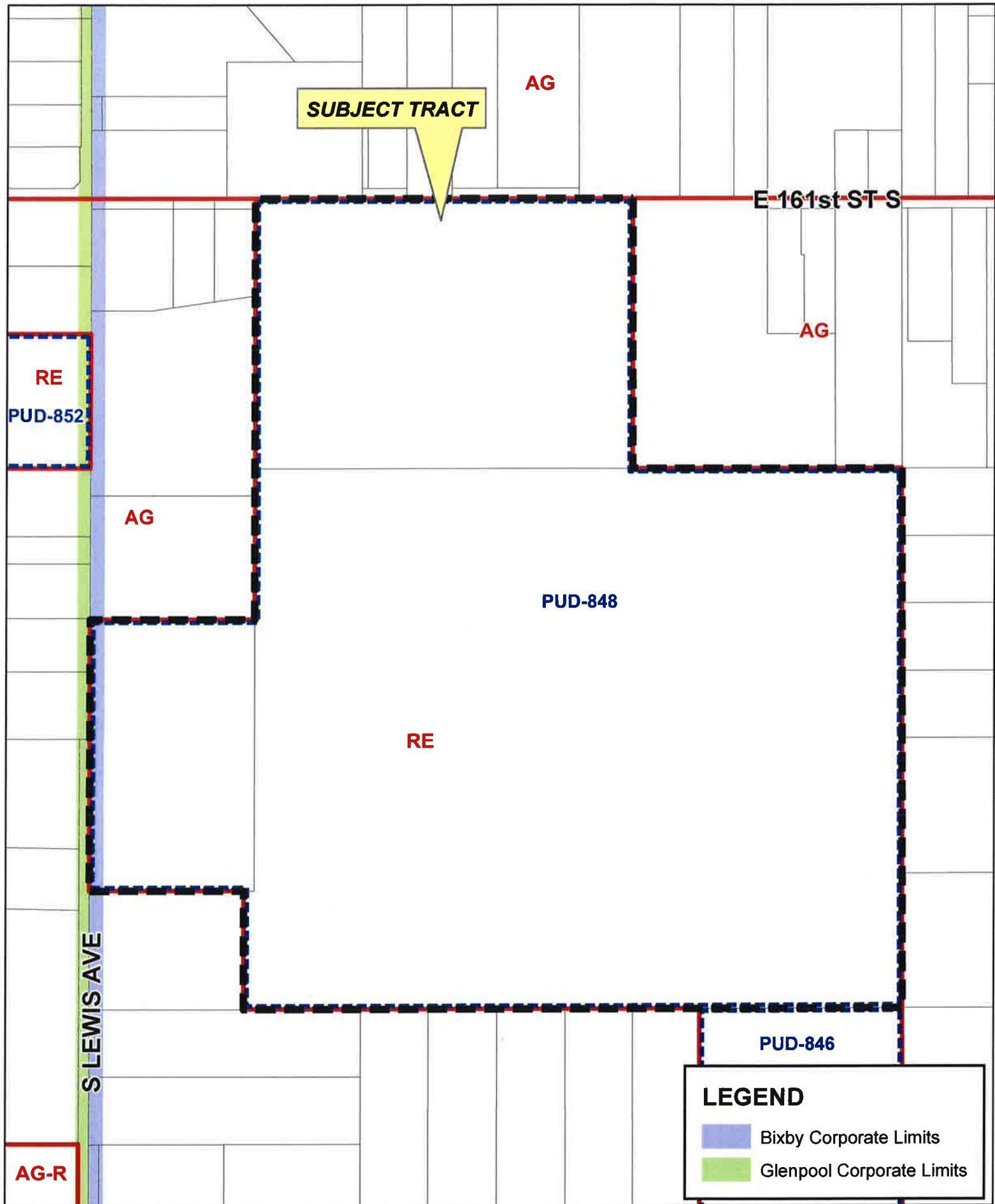
#### ***Surrounding Property:***

**CZ-472 July 2018:** TMAPC concurred in **approval** (it has moved on to County Commission for approval) of a request for *rezoning* a 12.08± acre tract of land from AG to AG-R on property located on the northwest corner of East 171<sup>st</sup> Street South and South Lewis Avenue.

**CZ-460/PUD-846 August 2017:** All concurred in **approval** of a request for *rezoning* and a proposed *Planned Unit Development* on a 30+ acre tract of land from AG to RS, for single-family development, on property located west of the northwest corner of East 171<sup>st</sup> Street South and South Harvard Avenue.

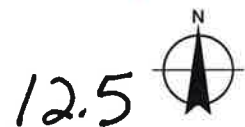
**CZ-387/PUD-745 October 2007:** All concurred in **approval** of a request for *rezoning* and a proposed *Planned Unit Development* on an 80+ acre tract of land from AG to RS, for single-family development, on property located west of southwest corner of East 171<sup>st</sup> Street South and South Lewis Avenue

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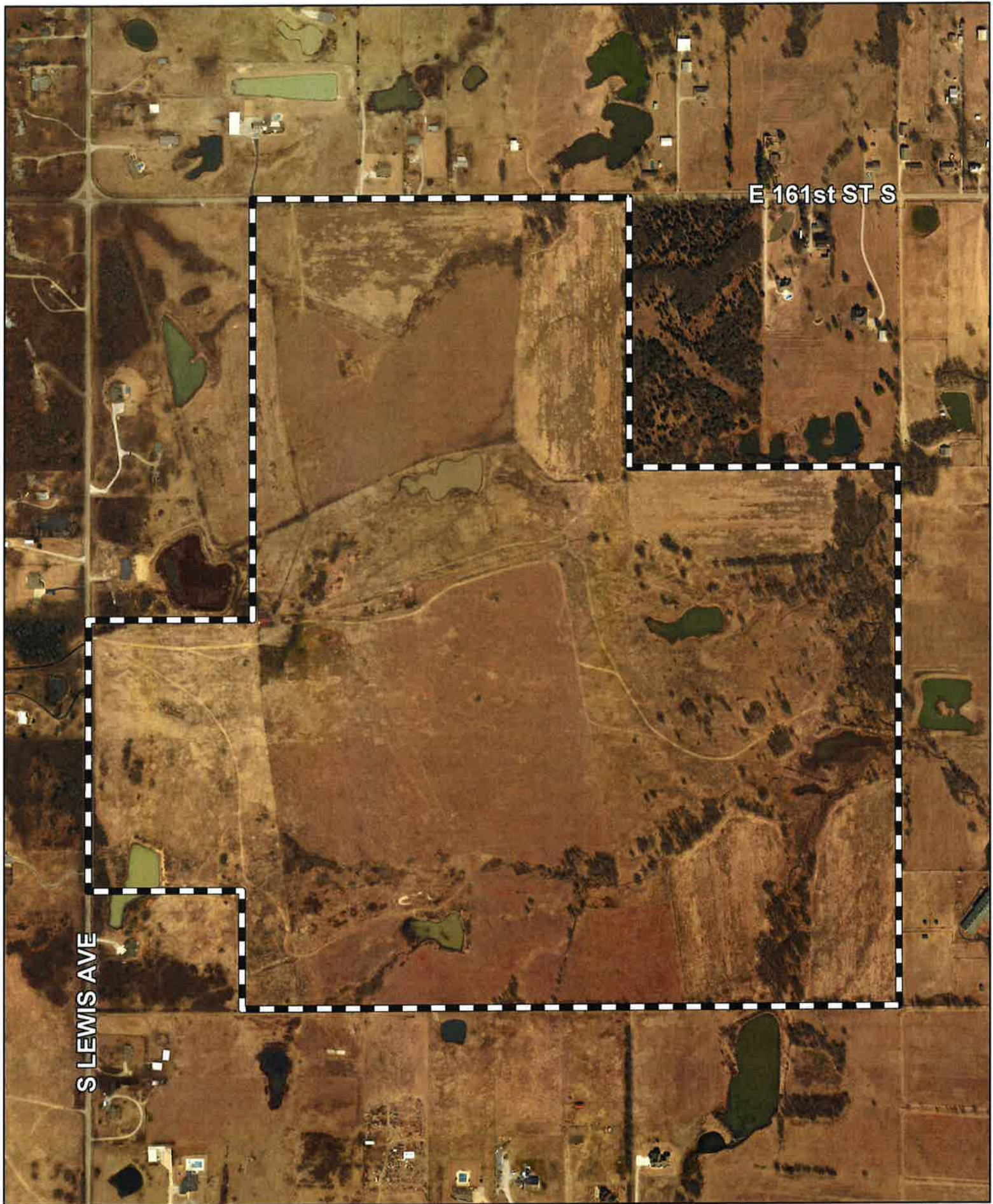


**PUD-848-A  
ABANDONMENT**

17-13 29







E 161st ST S

S LEWIS AVE

0 300 600  
Feet



Subject  
Tract

# **PUD-848-A ABANDONMENT**

17-13 29

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

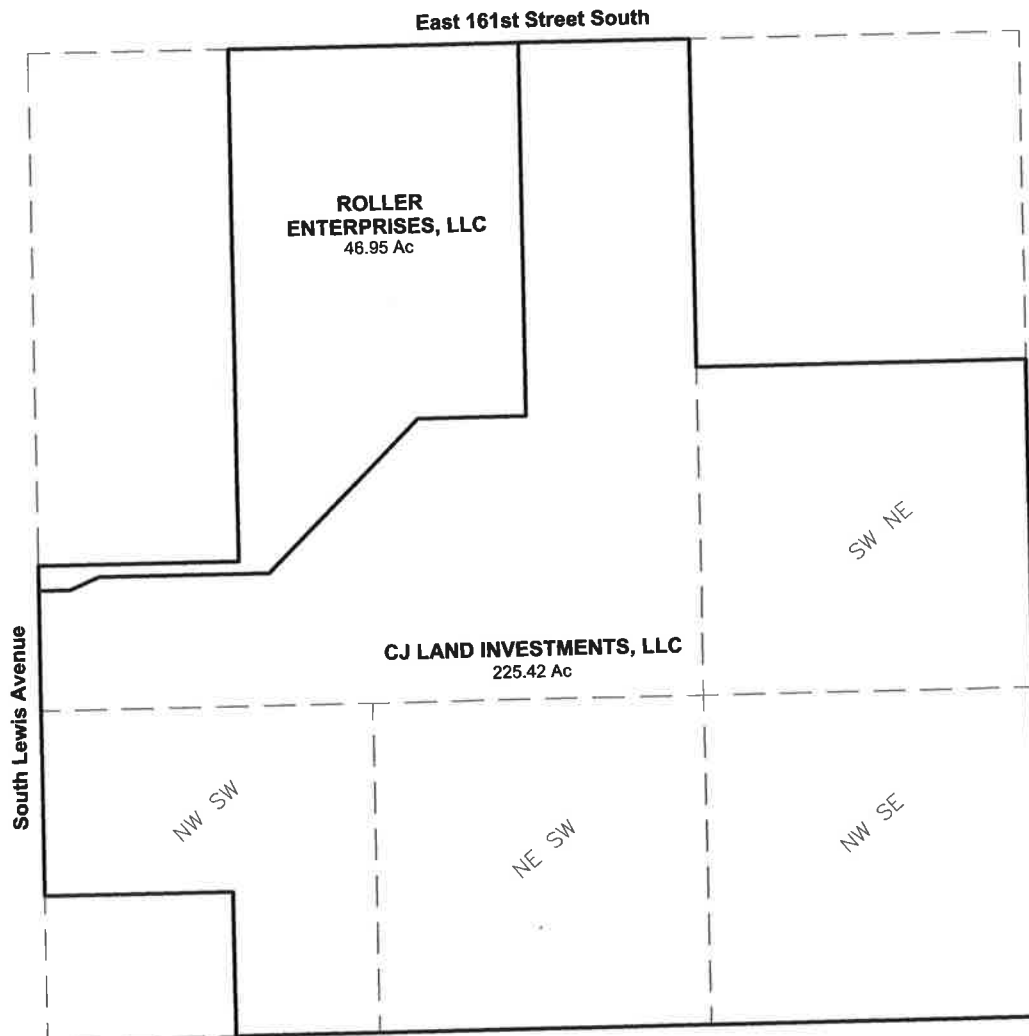
Aerial Photo Date: February 2018



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# PROPERTY OWNERSHIP EXHIBIT

(FOR ILLUSTRATION PURPOSES ONLY)












**SUBJECT TRACT**

E 161st ST S

S LEWIS AVE

**LEGEND**

Future Land Use

-  Rural Agriculture (Unincorporated)
-  Agricultural
-  Rural Residential
-  Low Density Residential
-  Medium Density Residential
-  Medium-High Density Residential
-  High Density Residential\*

-  Residential Manufactured Home Park\*
-  Mixed Use\*
-  Neighborhood Commercial
-  Commercial
-  Industrial
-  Public/Institutional
-  Recreation and Open Space
-  Flood District



17-13 29

**CZ-496/  
PUD-848-A  
ABANDONMENT**







Tulsa Metropolitan Area  
Planning Commission

**Case Number:** CZ-496

Related to PUD 848-A

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

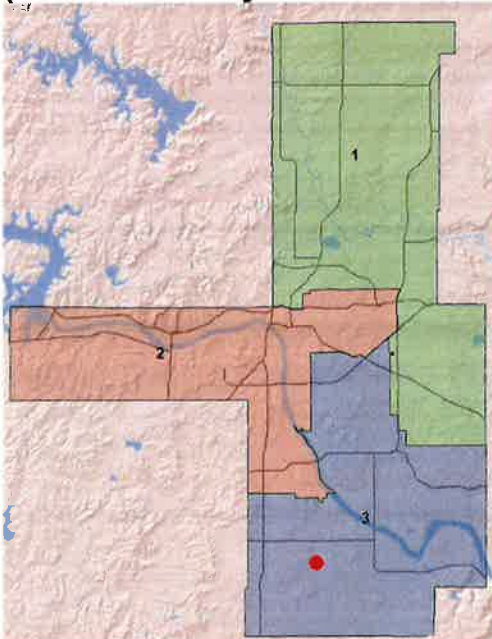
Dwayne Wilkerson

**Owner and Applicant Information:**

*Applicant:* Ryan McCarty

*Property Owner:* CJ LAND INVESTMENTS LLC

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



**Applicant Proposal:**

*Present Use:* Vacant

*Proposed Use:* AG-R Rezoning for single family residence development.

*Concept summary:* Rezoning and abandonment of the PUD to allow development through the plat process without provisions of the PUD.

*Tract Size:* 272.68 ± acres

*Location:* South and East of the Southeast corner of East 161st Street South & South Lewis Avenue

**Zoning:**

*Existing Zoning:* RE/PUD-848

*Proposed Zoning:* AG-R  
With PUD-848-A Abandonment

**Comprehensive Plan:**

Bixby 2030 *Our Vision Our Future*

*Land Use Map:*

North ½: Low density residential 1.5 – 4 du/ac

South ½: Rural residential 0-1.5 du/ac

**Staff Recommendation:**

**Staff recommends approval of AG-R zoning without a PUD.**

**Staff Data:**

TRS: 7329

CZM: 66

**City Council District:** N/A

*Councilor Name:* N/A

**County Commission District:** 3

*Commissioner Name:* Ron Peters

13.1

## SECTION I: CZ-496

**DEVELOPMENT CONCEPT:** In conjunction with the zoning application for AG-R zoning the applicant has requested an abandonment of PUD 846-A. The applicant has stated that the abandonment request is to increase development opportunities for two property owners. Both property owners agree to collectively reverse the previous action and abandon the entire acreage defined in PUD 848. The underlying zoning is RE and the proposal concurrently request rezoning the properties to AG-R.

### EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Bixby 2030 Land Use Map
- Applicant Exhibits:
  - Proposal to Abandon PUD-848
  - Current Land Ownership Exhibit

### **DETAILED STAFF RECOMMENDATION:**

In conjunction with the rezoning request to AG-R the applicant is requesting the abandonment of PUD 848 in its entirety. Abandonment of PUD 848 will remove innovative land development opportunities and require all lot development to have access to a public street and,

Abandonment of PUD-848 and development of the site with the AG-R zoning would remove some of the opportunities for flexible and creative site development that might best utilize the unique physical features of the site however,

The Tulsa County Zoning Code provides lot, bulk and area provisions in an AG-R district that are consistent with the expected density defined in the Bixby land use designations and,

The PUD, as written, did not require development of the subject property with continuity of function and design and,

The Tulsa Subdivision Regulations and Development Regulations provide guidance on appropriate street connectivity and layout that will be implemented during the plat process therefore,

**Staff recommends Approval of the request to rezone the site to AG-R without a PUD.**

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: This site is included in The City of Bixby 2030 Comprehensive Plan which designates northern portion of the site as low intensity residential and the southern portion as rural residential. The comprehensive plan anticipated residential uses but did not consider this area as an agricultural use area.*

### Land Use Vision:

January of 2019 the City of Bixby adopted their most current comprehensive plan, **Bixby 2030 Our Vision, Our Future**, provides guidance for land use decisions in this area. The Land Use Plan map designation for this area includes Rural Residential and Low Density Residential uses:

13.2

The Low Density Residential designation denotes areas on the fringe of the urbanized area of the City. Development in this designation should remain low in density and mostly consist of detached single-family units. Although, this designation may allow land uses that support neighborhood functions such as parks and neighborhood scaled shops that are cohesive with the residential character. The anticipated development density in this land use designation is up to 4 dwelling units per acre.

The Rural Residential designation denotes areas that have large-lot detached residential development in natural / rural portions of the City. Development in this designation should retain the rural character of the area and will be relatively low in density. These areas should offer sufficient access to schools, parks, trails, and open spaces to maintain the quality of life in the rural setting and may allow limited commercial uses that support the surrounding rural area. The anticipated development density in this land use designation is up to 1.5 dwelling units per acre.

Transportation Vision:

*Major Street and Highway Plan:* S Lewis Ave and E 161<sup>st</sup> St S are both Secondary Arterials. The Major Street and Highway Plan also illustrates two Residential Collectors that cross the subject property. Residential collector streets contemplated in the major street and highway plan have not been constructed.

*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 vacant agricultural land. There are several ponds located on the lots.

Environmental Considerations: None that would affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
S Lewis Ave	Secondary Arterial	100 Feet	2
E 161 <sup>st</sup> St S	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water available through waterline extensions and replacements. Public sanitary sewer is not available but will be provided by individual onsite sewage disposal systems approved by ODEQ.

Surrounding Properties:



Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	AG	N/A	N/A	AG/Single-Family
South	AG/RE/PUD-846	N/A	N/A	AG/Single-Family
East	AG	N/A	N/A	AG/Single-Family
West	AG	N/A	N/A	AG/Single-Family

### SECTION III: Relevant Zoning History

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

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

**CZ-474/PUD848 September 2018:** All concurred in **approval** of a proposed *Planned Unit Development* on a 272± acre tract of land and **approval** of a request for *rezoning* of 10± acres from AG to RE/PUD-852 for a single-family subdivision, on property located south and east of the southeast corner of East 161<sup>st</sup> Street South and South Lewis Avenue.

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

**CZ-482/PUD-852 March 2019:** All concurred in **approval** of a proposed *Planned Unit Development* on a 10.0± acre tract of land and a request for *rezoning* from AG to RE/PUD-852 for a Single-family subdivision on property located south of the southwest corner of East 161<sup>st</sup> Street South and South Lewis Avenue.

**CZ-472 July 2018:** All concurred in **approval** of a request for *rezoning* a 12.08± acre tract of land from AG to AG-R to permit a residential development on property located northwest corner of East 171<sup>st</sup> Street South and South Lewis Avenue.

**CZ-460/PUD-846 July 2017:** All concurred in **approval** of a proposed *Planned Unit Development* on a 30± acre tract of land and a request for *rezoning* from AG to RE for a Single-family subdivision on property located west of northwest corner of East 171<sup>st</sup> Street South and South Harvard Avenue.

**CBOA-2624 March 2017:** The County Board of Adjustment **approved** a request for *Variance* to reduce the required lot width to 149 feet to permit a lot split, on property located at south of the southwest corner of East 161<sup>st</sup> Street South and South Harvard Avenue.

**CBOA-01741 June 2000:** The County Board of Adjustment **approved** a request for *Variance* of the required average lot width in an AG district from 2000' to 151.19', on property located 16710 South Lewis.

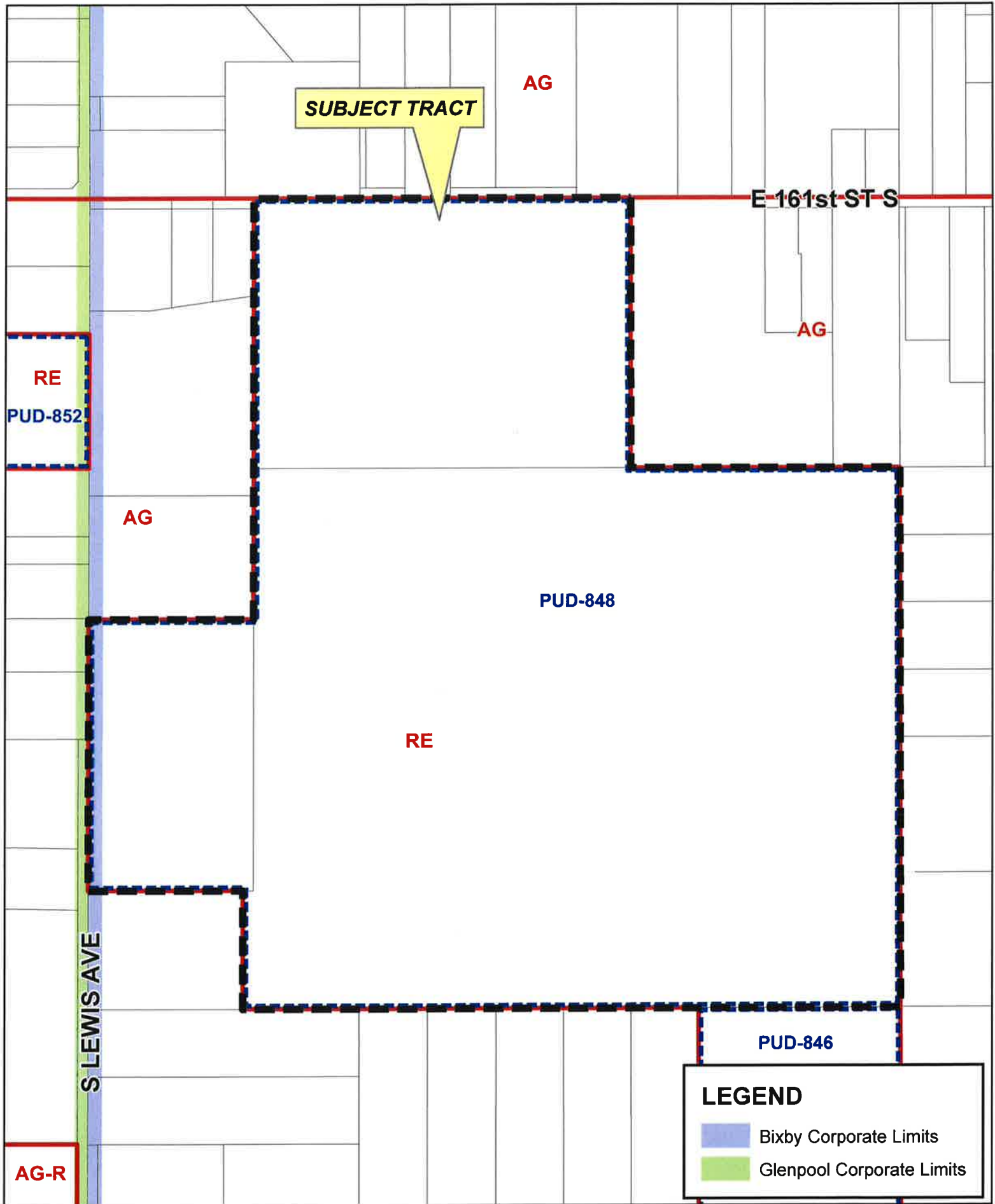
**CBOA-01544 November 1997:** The County Board of Adjustment **approved** a request for *Variance* of lot width from 200' to permit a lot split creating three lots with street frontage of 165', 135', and 30', per plan submitted, finding that there has been a previous lot split and the hardship has already been met, on property located 2980 East 161<sup>st</sup> Street South.

**BOA-09844 February 1978:** The Board of Adjustment **approved** a *Minor Variance* of the frontage area requirements in an AG district to permit a lot-split, on property located at 2900 Block East 161<sup>st</sup> Street.

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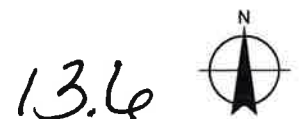
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REVISED 10/31/2019



**CZ-496**

17-13 29







0 300 600  
Feet



Subject  
Tract

**CZ-496**

17-13 29

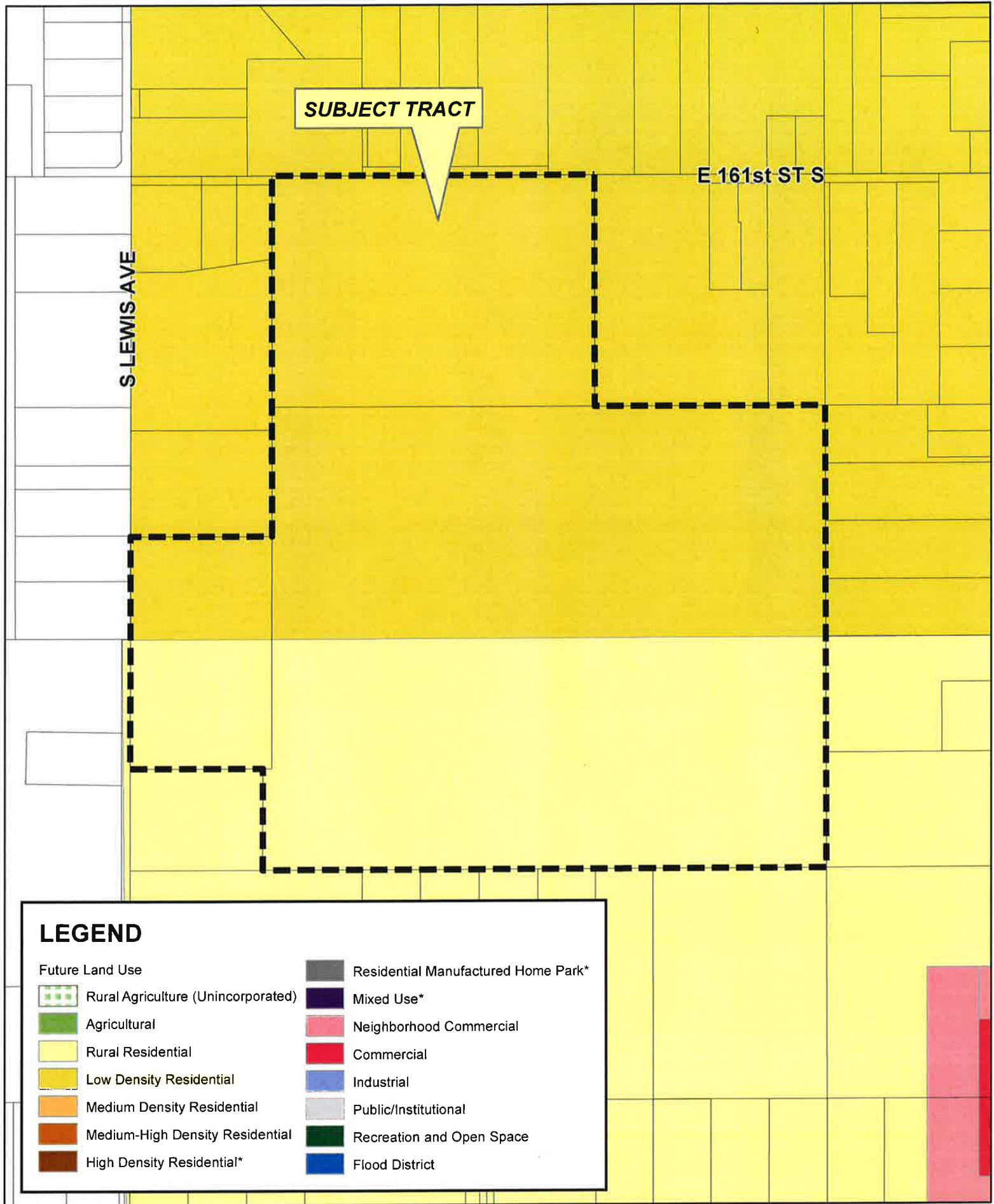
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: February 2018

13.7









Tulsa Metropolitan Area  
Planning Commission

**Case :** MR-19 – 1327 W. Xyler St.

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

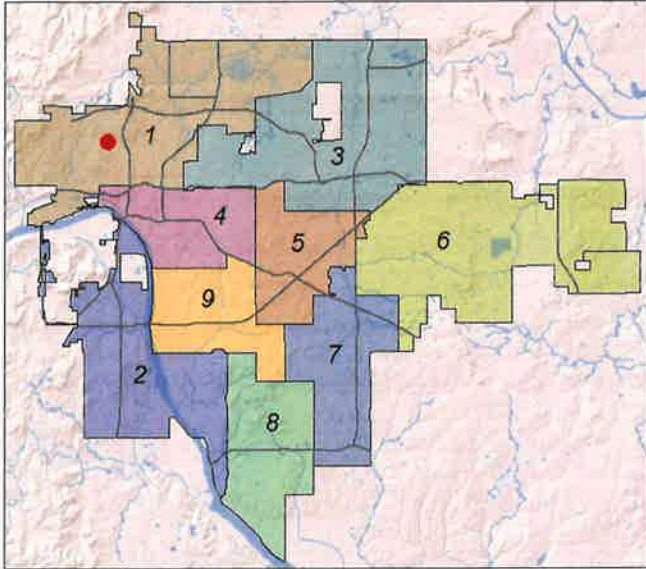
Nathan Foster

**Owner and Applicant Information:**

*Applicant:* Bill Stephens

*Owner:* R.E. Remedies

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



**Applicant Proposal:**

Modification to the Subdivision and  
Development Regulations

Purpose: Requesting a modification to the  
sidewalk requirements of Section 5.070 to  
remove the requirement for construction of  
sidewalks.

*Location:* West of the northwest corner of  
North Quanah Avenue and West Xyler  
Street

Lot 11 Block 15 – Gilcrease Hills

**Zoning:** RS-3

**Staff Recommendation:**

Staff recommends **approval** of the  
modification

**City Council District: 1**

*Councilor Name:* Vanessa Hall-Harper

**County Commission District: Osage 2**

*Commissioner Name:* Kevin Paslay

**EXHIBITS:** Site Map, Aerial, Existing Sidewalk Exhibit

14.1



## MODIFICATION OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS

### **MR-19 – 1327 W. Xyler St.** - (CD 1)

West of the northwest corner of North Quannah Avenue and West Xyler Street

Lot 11 Block 15, Gilcrease Hills

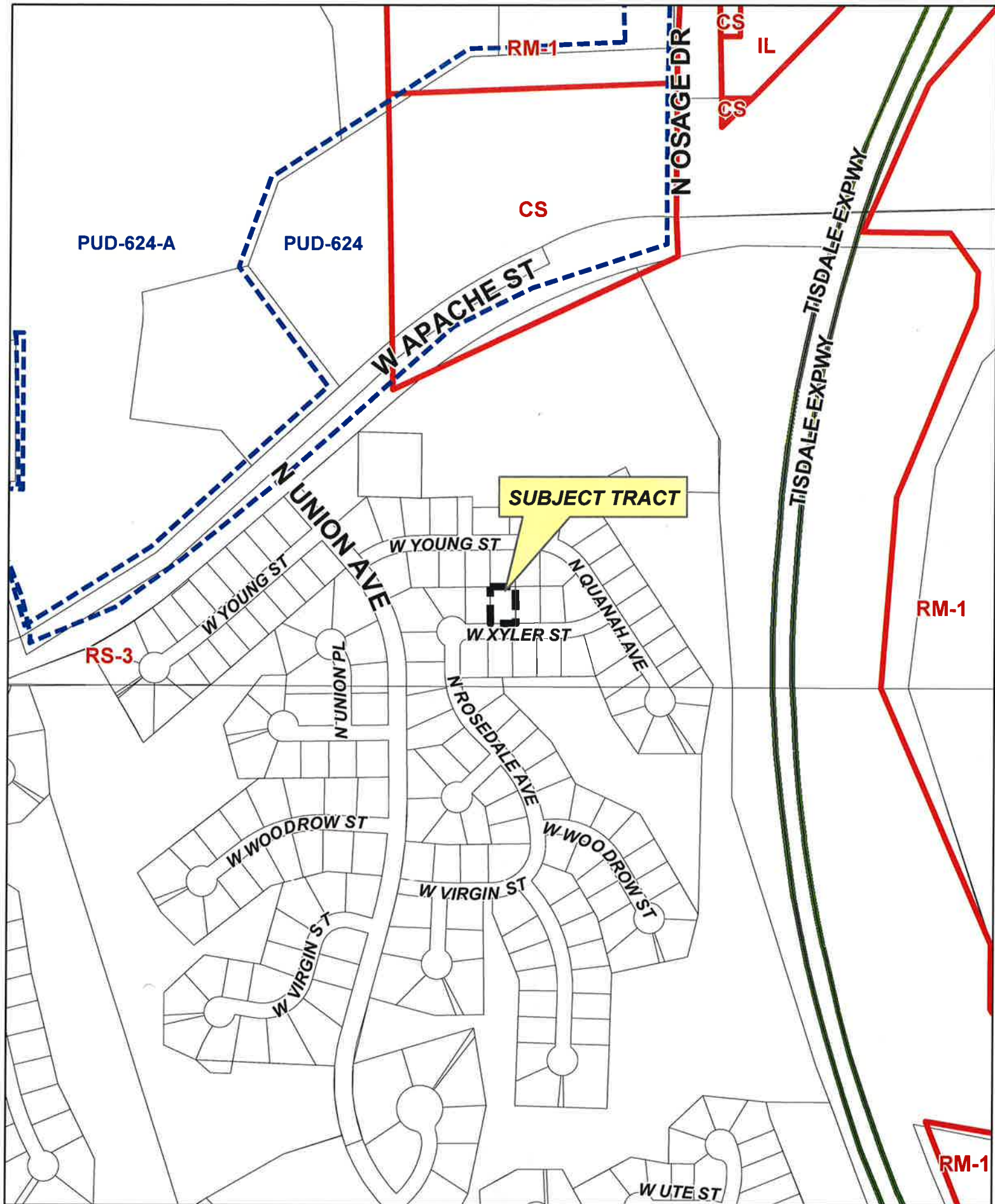
The applicant has requested that the Planning Commission remove the requirement that the property owner construct a sidewalk as part of the construction of a new home. The newly adopted Subdivision and Development Regulations require sidewalks to be constructed on any new development requiring both new construction building permits and a certificate of occupancy.

In reviewing requests for modifications of the sidewalk requirements, staff evaluates whether the property falls within areas where pedestrian demands are high or where sidewalks connections are likely to be made in the future. The following areas have been deemed critical sidewalk areas:

1. Properties abutting streets designated as arterial streets, parkways, scenic drives, commercial/industrial streets, or collector streets in the Tulsa Metropolitan Area Major Street and Highway Plan.
2. Properties within 528 feet (1/10 of a mile) of the following pedestrian generators:
  - a. Schools, whether public or private, providing compulsory education;
  - b. Public parks;
  - c. Public transit stops;
  - d. Public libraries;
  - e. Religious assemblies;
3. Properties within 528 feet (1/10 of a mile) of existing sidewalks.
4. New subdivisions or replats of existing subdivisions.

The subject property is located outside all areas deemed critical sidewalk areas.

Staff recommends **approval** of the modification of the Subdivision and Development Regulations to remove the requirement for sidewalk construction on this property.



**MR-19**

20-12 22

14.3







0      Feet  
200      400



Subject  
Tract

**MR-19**

20-12 22

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

Aerial Photo Date: February 2018



14.4





0 Feet 50 100



Subject  
Tract

**MR-19**

20-12 22

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

Aerial Photo Date: February 2018



14.5





**Legend**

 Sidewalks

0      Feet      400  
200



Subject  
Tract

**MR-19**

20-12 22

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

Aerial Photo Date: February 2018



14.6





Tulsa Metropolitan Area  
Planning Commission

**Case :** MR-20 – 1609 N. Norfolk Ave.

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

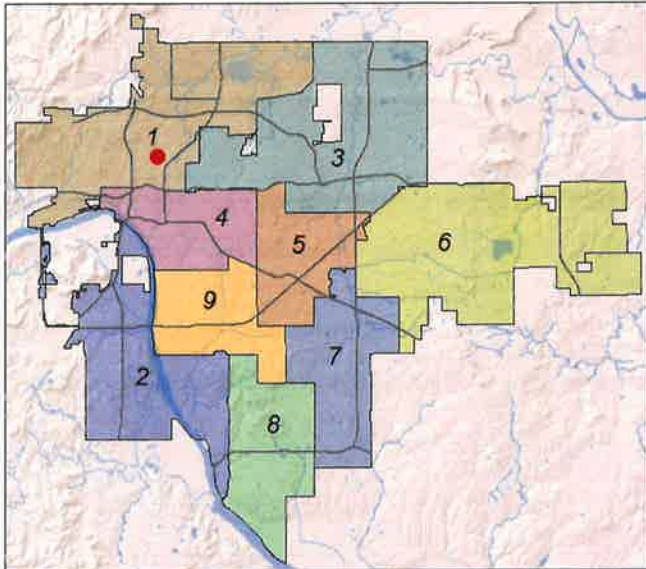
Nathan Foster

**Owner and Applicant Information:**

*Applicant:* Bill Stephens

*Owner:* R.E. Remedies

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



**Applicant Proposal:**

Modification to the Subdivision and  
Development Regulations

Purpose: Requesting a modification to the  
sidewalk requirements of Section 5.070 to  
remove the requirement for construction of  
sidewalks.

*Location:* North of the northeast corner of  
East Queen Street and North Norfolk  
Avenue

W/2 Lot 7 Block 5 – Booker Washington

**Zoning:** RS-4

**Staff Recommendation:**

Staff recommends **denial** of the  
modification

**City Council District: 1**

*Councilor Name:* Vanessa Hall-Harper

**County Commission District: 1**

*Commissioner Name:* Stan Sallee

**EXHIBITS:** Site Map, Aerial, Existing Sidewalk Exhibit



## MODIFICATION OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS

### **MR-20 – 1609 N. Norfolk Ave.** - (CD 1)

North of the northeast corner of East Queen Street and North Norfolk Avenue

W/2 Lot 7 Block 5, Booker Washington

The applicant has requested that the Planning Commission remove the requirement that the property owner construct a sidewalk as part of the construction of a new home. The newly adopted Subdivision and Development Regulations require sidewalks to be constructed on any new development requiring both new construction building permits and a certificate of occupancy.

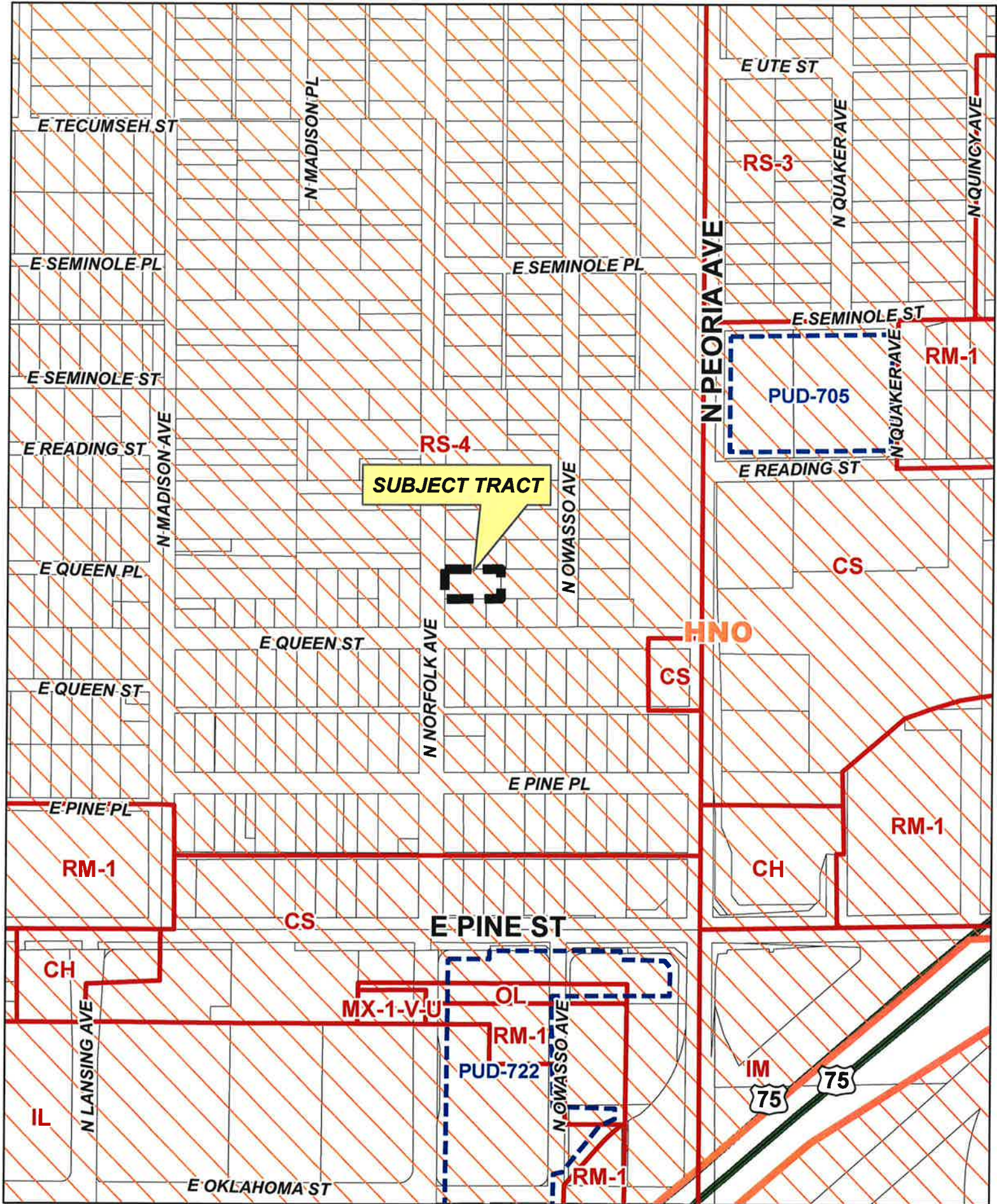
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  - b. Public parks;
  - c. Public transit stops;
  - d. Public libraries;
  - e. Religious assemblies;
3. Properties within 528 feet (1/10 of a mile) of existing sidewalks.
4. New subdivisions or replats of existing subdivisions.

The subject property is located one lot away from a newly constructed sidewalk located on East Queen Street. This places the subject property within a critical sidewalk area as defined by criteria #3.

Staff recommends **denial** of the modification of the Subdivision and Development Regulations to remove the requirement for sidewalk construction on this property.





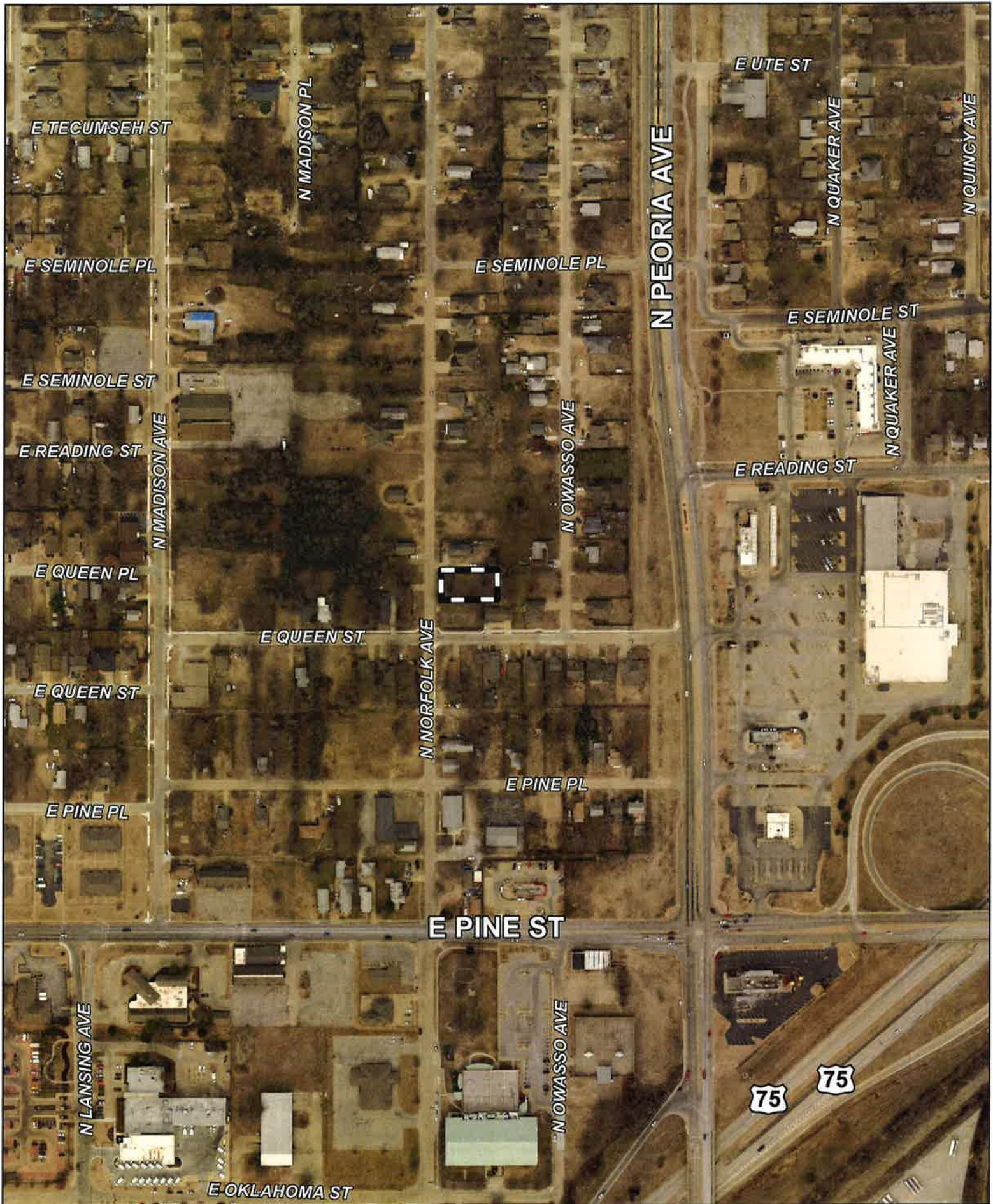
MR-20

20-12 25

15.3







0 Feet 150 300



Subject  
Tract

**MR-20**

20-12 25

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

Aerial Photo Date: February 20

15.4







N NORFOLK AVE

N OWASSO AVE

E QUEEN ST

E PINE PL



Subject  
Tract

**MR-20**

20-12 25

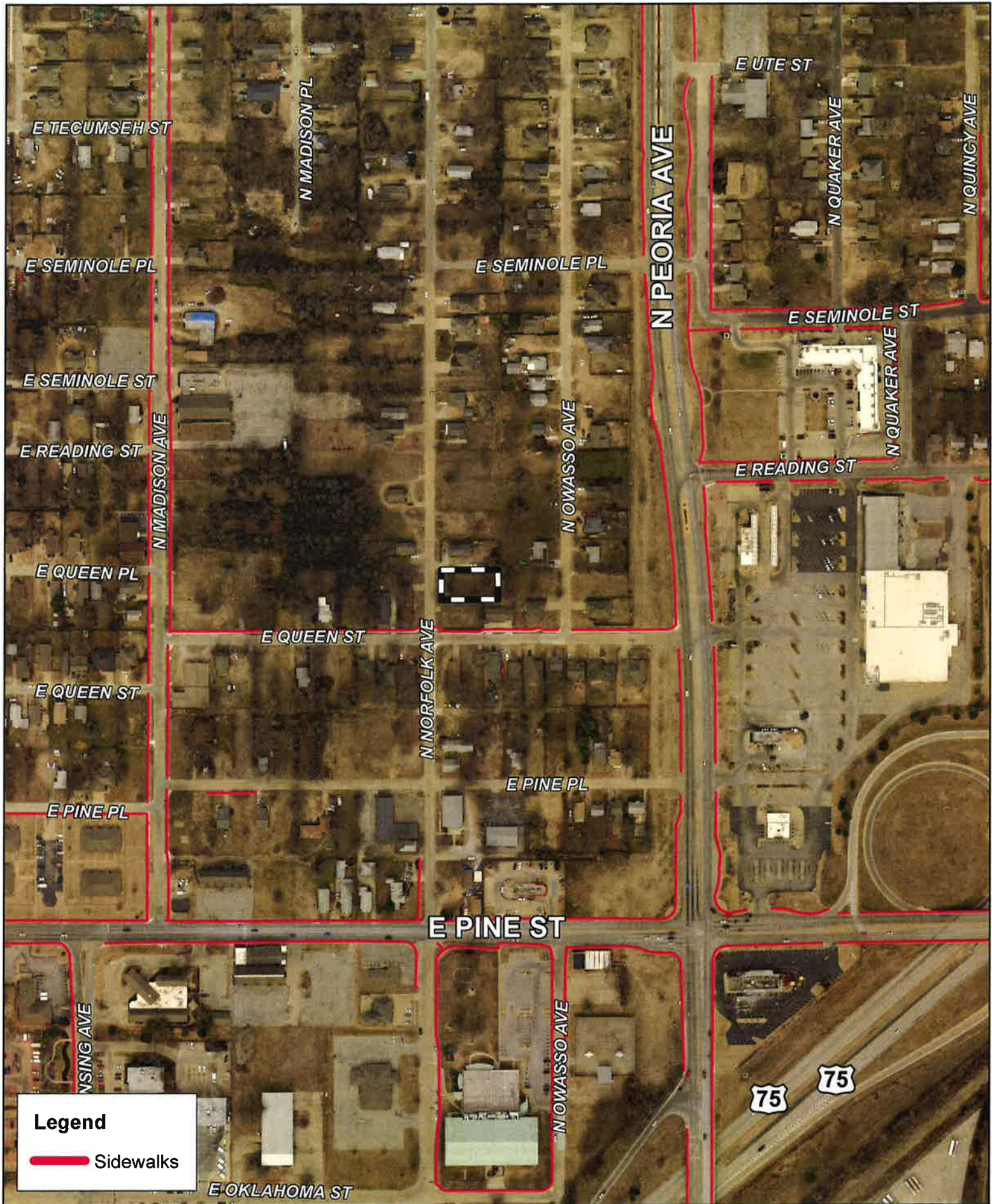
Note: Graphic overlays may not precisely  
align with physical features on the ground.

Aerial Photo Date: April 2019

15.5







**Legend**

 Sidewalks

0 150 300  
Feet



Subject  
Tract

**MR-20**

20-12 25

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

Aerial Photo Date: February 2018



15.6





Tulsa Metropolitan Area  
Planning Commission

**Case :** MR-21 – 1610 N. Owasso Ave.

**Hearing Date:** November 6, 2019

**Case Report Prepared by:**

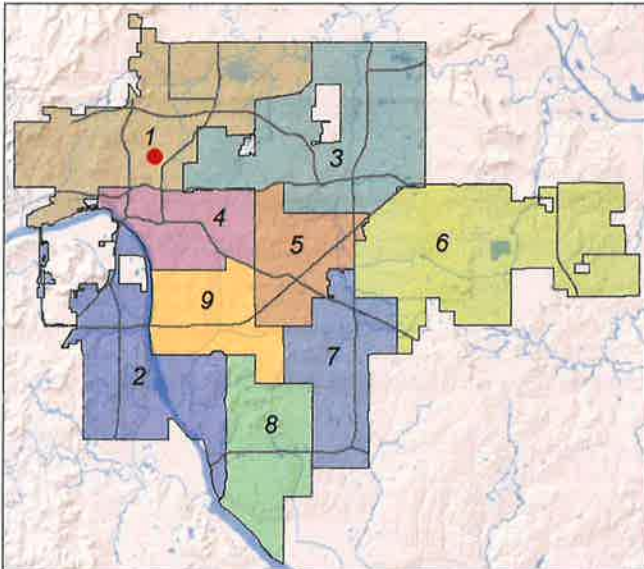
Nathan Foster

**Owner and Applicant Information:**

*Applicant:* Bill Stephens

*Owner:* R.E. Remedies

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



**Applicant Proposal:**

Modification to the Subdivision and  
Development Regulations

Purpose: Requesting a modification to the  
sidewalk requirements of Section 5.070 to  
remove the requirement for construction of  
sidewalks.

*Location:* North of the northwest corner of  
East Queen Street and North Owasso  
Avenue

E/2 Lot 7 Block 5 – Booker Washington

**Zoning:** RS-4

**Staff Recommendation:**

Staff recommends **denial** of the  
modification

**City Council District: 1**

*Councilor Name:* Vanessa Hall-Harper

**County Commission District: 1**

*Commissioner Name:* Stan Sallee

**EXHIBITS:** Site Map, Aerial, Existing Sidewalk Exhibit



## MODIFICATION OF THE SUBDIVISION AND DEVELOPMENT REGULATIONS

### MR-21 – 1610 N. Norfolk Ave. - (CD 1)

North of the northeast corner of East Queen Street and North Owasso Avenue

E/2 Lot 7 Block 5, Booker Washington

The applicant has requested that the Planning Commission remove the requirement that the property owner construct a sidewalk as part of the construction of a new home. The newly adopted Subdivision and Development Regulations require sidewalks to be constructed on any new development requiring both new construction building permits and a certificate of occupancy.

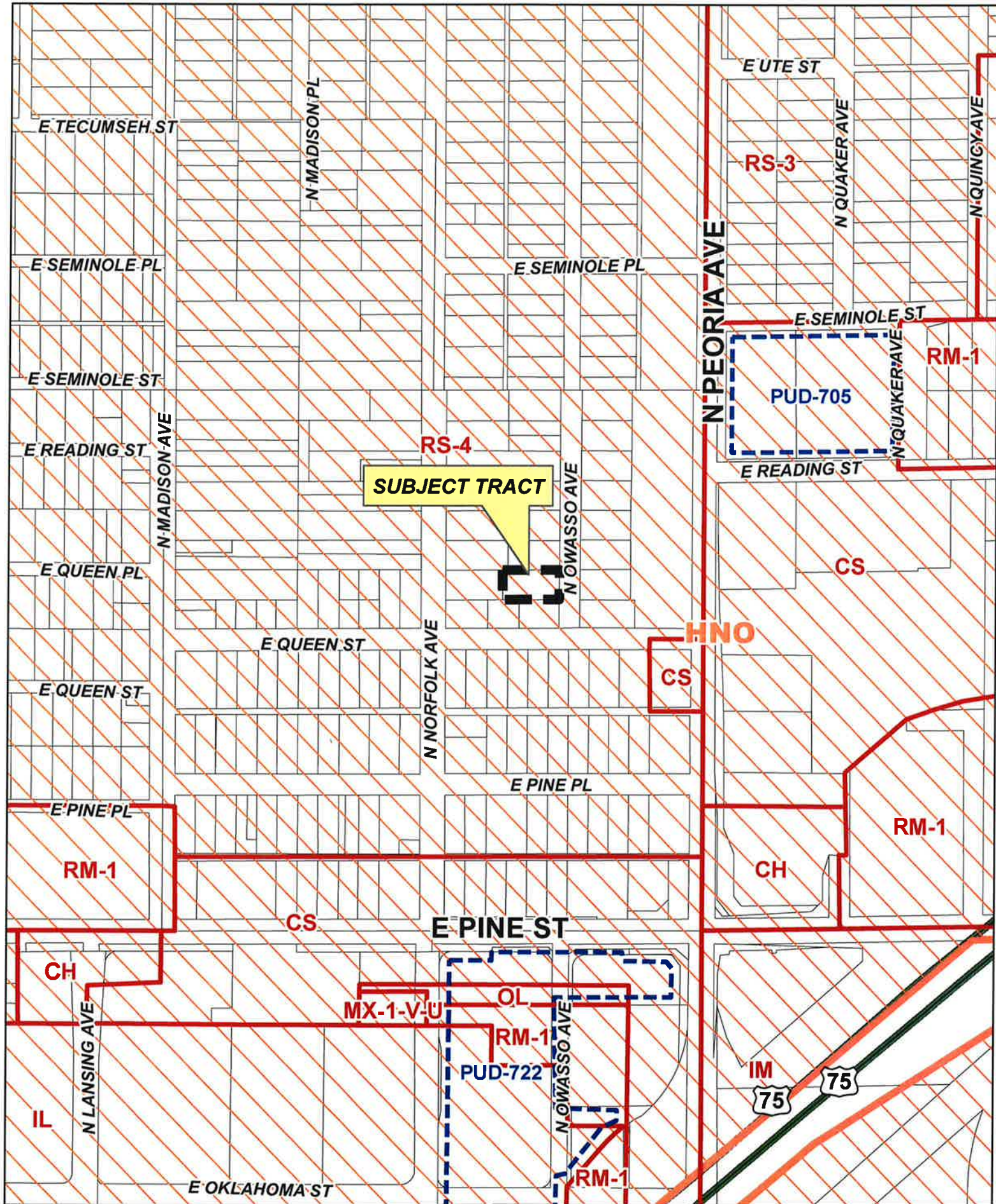
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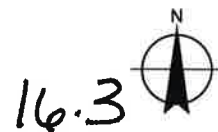
Staff recommends **denial** of the modification of the Subdivision and Development Regulations to remove the requirement for sidewalk construction on this property.



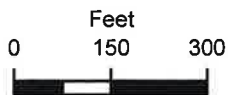
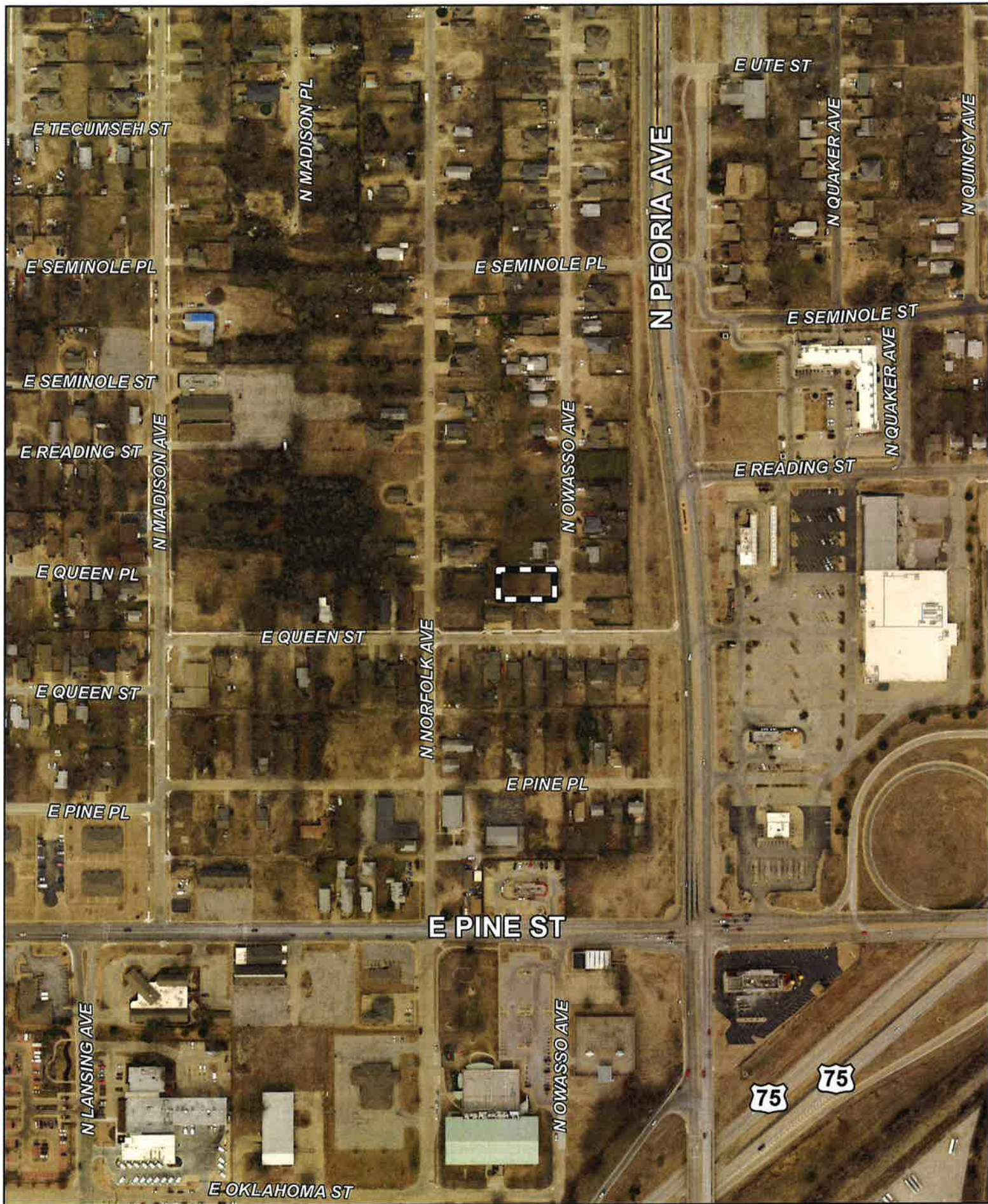


**MR-21**

20-12 25







Subject  
Tract

**MR-21**

20-12 25

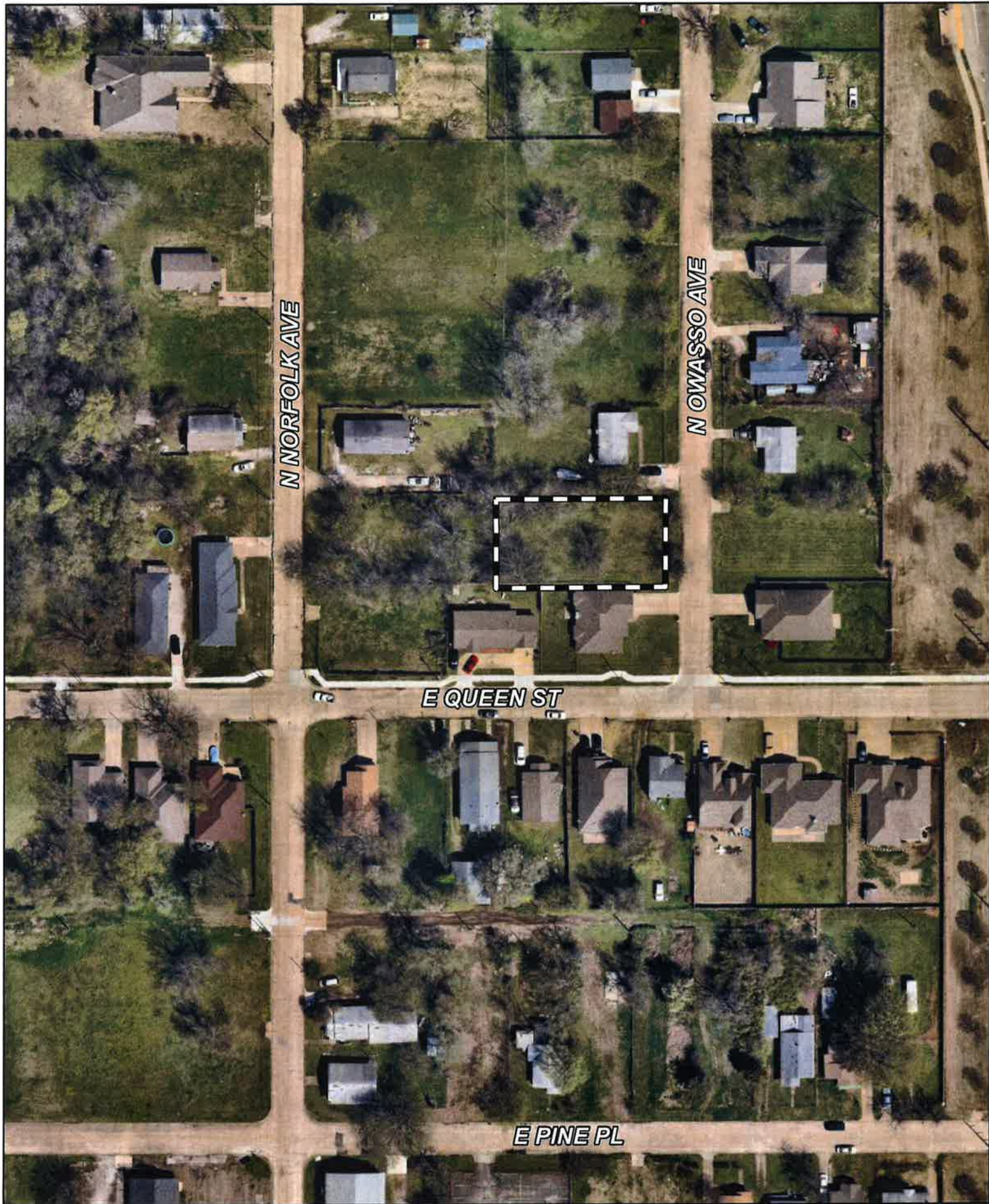
Note: Graphic overlays may not precisely  
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Aerial Photo Date: February 2018



16.4



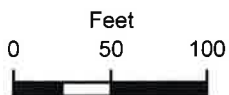


N NORFOLK AVE

N OWASSO AVE

E QUEEN ST

E PINE PL



Subject  
Tract

**MR-21**

20-12 25

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

Aerial Photo Date: April 2019



16.5





### Legend

 Sidewalks

0 150 300  
Feet



Subject  
Tract

**MR-21**

20-12 25

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

Aerial Photo Date: February 2018



16.6





Prepared by Luisa Krug, [lkrug@incog.org](mailto:lkrug@incog.org), 918.579.9454  
Emily Scott, [escott@incog.org](mailto:escott@incog.org), 918.579.9458

## Item

Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **First Amended Downtown Area Economic Development Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the First Amended Downtown Area Economic Development Project Plan.

## Background

As defined by the Tulsa Comprehensive Plan, a Tax Increment Financing District (TIF) is "a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements."

The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

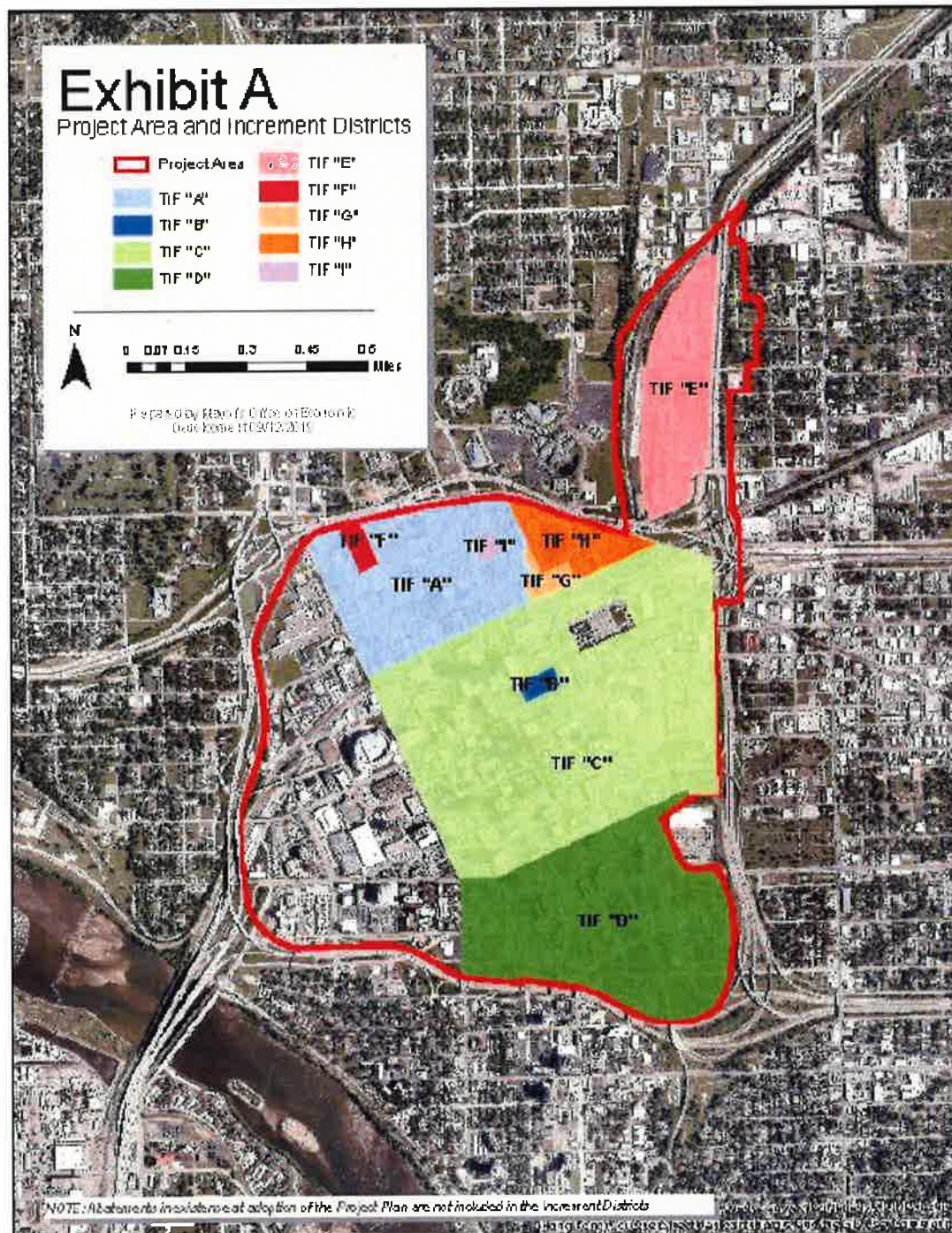
One of the Act's tools is tax increment financing, which allows a city, town or county to direct the apportionment of an increment of certain local taxes and fees to finance public project costs in order to stimulate development in the defined area. The sales tax increment is the portion of sales taxes collected each year that are generated by the project(s) in the increment district, as determined by a formula approved by the governing body. The increment district is established by the development and approval of a project plan, which specifies the project area, the boundaries of the increment district, the objectives for the project area, the activities to be carried out in furtherance of those objectives, and the costs.

On November 1, 2017 TMAPC adopted a resolution that the Downtown Area Economic Development Plan was in conformance with the Tulsa Comprehensive Plan. The Downtown Area Economic Development Plan included eight increment districts:

- INCREMENT DISTRICT A: The Arts TIF District
- INCREMENT DISTRICT B: PAC TIF District
- INCREMENT DISTRICT C: East End TIF District
- INCREMENT DISTRICT D: Cathedral TIF District
- INCREMENT DISTRICT E: Evans-Fintube TIF District
- INCREMENT DISTRICT F: Western Supply TIF District
- INCREMENT DISTRICT G: Ball Park Area TIF District
- INCREMENT DISTRICT H: Greenwood TIF District

On October 8, 2019, the Review Committee reconvened to evaluate a proposed project on a key site in the Arts District, based on eligibility of the area for designation as a tax increment district, and assess the financial impacts on the taxing jurisdictions and business activities where the new tax increment district is proposed. After this meeting, the Review Committee recommended the **amended** Downtown Area Economic Development Plan with the addition of proposed Increment District I, as shown in the map below.





## Analysis

Prior to submittal to City Council, the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Staff analysis will focus on four aspects of the Tulsa Comprehensive Plan:

- Economic Development Chapter
- Land Use Map of Downtown Area
- Downtown Area Master Plan



d) Land Use Chapter

A. Economic Development Chapter

The Economic Development chapter of the Comprehensive Plan provides a framework for guiding and assisting growth throughout the city, and particularly to support an "aggregation of employers downtown and in neighborhood and regional centers" (ED-9). The Amendment of the Downtown Area Economic Development Project Plan to include the proposed Increment District "I" (WPX Headquarters) aligns with numerous goals and policies within the chapter including:

**Economic Development Goal 1:** "Businesses have easy access to a full range of economic development assistance."

**Economic Development Goal 4:** "Investment strategies support existing and emerging industry clusters."

Individual relevant policies to support this goal include:

- 1.2 Prioritize infrastructure projects that support retention and expansion of businesses in target clusters.
- 1.3 Utilize land within the city effectively by taking advantage of existing infrastructure, assistance programs and tools to help existing clusters expand and nourish the next generation of clusters.

**Economic Development Goal 6:** "Downtown Tulsa is the core of the regional economy." Individual relevant policies to support this goal include:

- 6.2 Enter into partnerships and provide appropriate tools that will bring about more new, sustainable mixed-use, and residential development on vacant or underutilized sites owned by the private sector, public agencies and religious institutions.

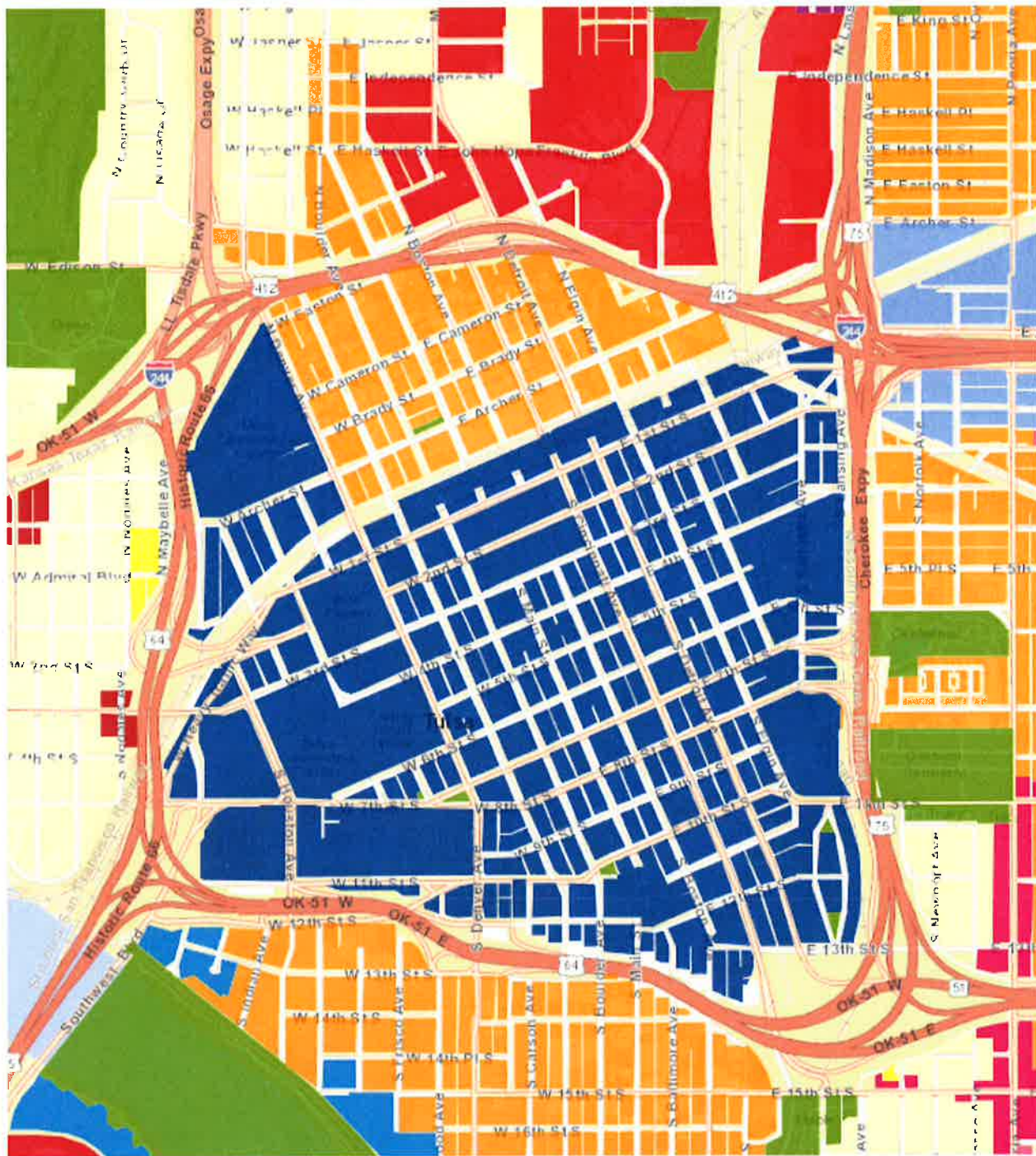
Along with the explicitly listed goals, the vision for the economic development component of the comprehensive plan aligns with the Amended Downtown Area Economic Development Project Plan and proposed Increment District "I" (WPX Headquarters) through the following stated priorities (33):

- Pursue business retention and recruitment efforts that build on existing and emerging industry clusters
- Stimulate aggressive redevelopment in downtown, town centers, corridor and existing industrial areas.
- Expand existing business ventures, recruit new ones, develop a more vibrant, sustainable downtown and new centers.
- Ensure that the city captures its share of regional job growth, about 40,000 new jobs.

B. Land Use Map

The primary land use designations in the Project Plan Area are Downtown (blue) and Downtown Neighborhood (gold.). There are also a few pockets of Park and Open Space (green).





The land use designations of Downtown, Downtown Neighborhood and Parks and Open Space are found in the Downtown Area Economic Development Project Plan area. They are described in the *Tulsa Comprehensive Plan* as:

"Downtown Tulsa is a unique area, the centerpiece of the city and region with the highest intensity of uses. Many uses are attracted to the centralized location – government entities, major employers, regional entertainment venues, unique restaurants, specialty stores, nightclubs, cultural entertainment and hotels. Downtown is a significant employment center. Downtown also is a unique and eclectic neighborhood





offering a special variety of housing for people who prefer to live in the midst of the activity and amenities."

"Downtown Core is Tulsa's most intense regional center of commerce, housing, culture and entertainment. It is an urban environment of primarily high density employment and mixed-use residential uses, complemented by regional-scale entertainment, conference, tourism and educational institutions. Downtown core is primarily a pedestrian-oriented area with generous sidewalks shaded by trees, in-town parks, open space, and plazas. The area is a regional transit hub. New and refurbished buildings enhance the pedestrian realm with ground-floor windows and storefronts that enliven the street. To support downtown's lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots."

"Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed-use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale."

"Parks and Open Space are areas to be protected and promoted through the targeted investments, public-private partnerships, and policy changes identified in the Parks, Trails, and Open Space chapter. Zoning and other enforcement mechanisms will assure that recommendations are implemented. No park and/or open space exists alone: they should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. Parks and open space should be connected with nearby institutions, such as schools or hospitals, if possible."

The "Objectives" and "Statement of Principal Actions" in the Amended Downtown Area Economic Development Project Plan and proposed additional Increment District "I", City of Tulsa are fully consistent with the land use designations. The Amended Plan will contribute to the intended land use of the downtown area through the WPX Headquarters' intended pedestrian infrastructure, and its function as a high-density employer.

### C. Downtown Area Master Plan

Adopted as an amendment to the *Tulsa Comprehensive Plan* in 2010, the *Downtown Area Master Plan* provides guidance in the revitalization of downtown, connection of the downtown's districts to one another, and creation of an active center of the City through several large-scale private developments, multiple smaller-scale private developments, and public infrastructure improvements throughout downtown. The Amended Downtown Area Economic Development Project Plan provides a tool to implement objectives and a project aligned with the intended vision of the Downtown Area Master Plan.

The Amended Plan and proposed Increment District "I" (WPX Headquarters TIF District) aligns with the following policy issues cited in "**Appendix 5: Top Ten Policy issues for Downtown Tulsa**" of the Downtown Area Master Plan:

- We should be creating more density of development, adding buildings, providing fewer surface parking lots, creating more mixed-use environments downtown. We should be making downtown dense, busy, crowded, intense, fun, and interesting.



- Mixing land uses (residential, commercial, office, assembly/manufacturing, etc.) is appropriate and should be encouraged downtown.
- Convert surface parking lots to other productive land uses while strategically placing mixed-use structured parking facilities within the downtown area to serve identified parking needs.
- We should provide incentives, such as the existing tax incentive district, no cost/low cost building permits, enhanced building permit review processes, enhanced/speedier inspection processes, etc., to encourage new development and significant rehabilitation downtown. Make it less costly, faster and more economical to develop downtown than elsewhere in the city.

#### D. Land Use Chapter

The *Tulsa Comprehensive Plan's Land Use Chapter* contains multiple priorities, goals and policies to promote economic development, and encourage appropriate and pedestrian friendly urban form and development. Below are portions of the Chapter (not all encompassing) that align with the objectives of the Amended Downtown Area Economic Development Project Plan, and the proposed Increment District "I" (WPX Headquarters TIF District).

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

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

- Arcades, awnings and other architectural features to provide a human scale and offer protection from rain and the summer heat;
- Pedestrian plazas and green open space that offer interesting public places for people to enjoy the street experience. These should incorporate water features, sculptures, art or other architectural objects or focal points;
- Public art, benches, trash receptacles, bike racks and other amenities that enhance the quality of the pedestrian experience;
- Walkways and sidewalks that differentiate the pedestrian space from the auto realm;
- Pedestrian-oriented street lighting to increase the sense of safety and reduce the impact of light pollution;
- Trees and other landscaping to visually enhance the space as well as provide shade and a cooler microclimate. Native or drought resistant species should be encouraged;
- Walkways leading directly to the street from building entrances;
- Moving overhead wires to underground locations and relocating other utilities to the rear of the development to improve the area's appearance.

#### **3.2** Encourage a balance of land uses within walking distance of each other.

- Create pedestrian-oriented, mixed-use campus areas that will serve student populations, faculty, and surrounding neighborhoods.
- Build neighborhood facilities, such as schools, libraries and community centers, within walking distance of transit stations and homes.



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

- Create a sense of place by encouraging development of buildings, structures and landscapes that complement the character and scale of their setting.

**Land Use Goal 5:** "Tulsa's regulatory programs support desired growth, economic development, housing, a variety of transportation modes and quality of life priorities." Policies to support this goal include:

**5.6** Coordinate land use and economic development efforts to achieve the redevelopment and economic goals of the community including job growth and retention, business retention, and the creation of a thriving environment for entrepreneurs.

**Staff Recommendation**

Approval of the **First Amended Downtown Area Economic Development Project Plan**, finding it to be in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the First Amended Downtown Area Economic Development Project Plan.

**Attachment(s)**

First Amended Downtown Area Economic Development Project Plan and Supporting Increment Districts





Adopted \_\_\_\_\_

**FIRST AMENDED**  
**DOWNTOWN AREA ECONOMIC DEVELOPMENT PROJECT PLAN**  
**AND SUPPORTING INCREMENT DISTRICTS, CITY OF TULSA**

PREPARED BY:

**THE CITY OF TULSA, OKLAHOMA**



WITH THE ASSISTANCE OF:

**CENTER FOR ECONOMIC DEVELOPMENT LAW**  
301 North Harvey, Suite 100  
Oklahoma City, Oklahoma 73102  
(405) 232-4606  
[econlaw@econlaw.com](mailto:econlaw@econlaw.com)

**FIRST AMENDED PROJECT PLAN**

## I. INTRODUCTION

The City of Tulsa ("City") adopted a Downtown Area Master Plan in 2010. It provides guidance for public and private investment in the core of the City. The plan also explores recommended projects that have informed the implementation of an historic capital funding package (Vision 2025) with an eye to the future and a specific desire to:

- Revitalize the downtown;
- Connect it to the Tulsa River Park's system; and
- Initiate rail transit extending outward from the downtown to the beginnings of future corridors serving the city and the region.

The Downtown Area Master Plan recommends capital projects to improve access, gateways to showcase the district as a destination, and urban design criteria to support high quality, contextual development and placemaking. Increased residential opportunities are desired to create a robust and active environment for downtown. Transportation improvements such as streetscaping, parking structures and transit facilities are needed to support a more densely developed downtown. Visual and physical connections between Downtown and the Arkansas River are important to tie together the City's most recognizable assets and activity areas.

Downtown Tulsa is transforming. New construction, adaptive reuse of historic structures, and renewed interest in an urban experience are driving more activity to the City's core. The heart of Tulsa is beginning to establish unique character districts that can be connected visually and physically. All of these changes contribute to the creation of a destination, a desirable place to live, work and play.

The Downtown Area Economic Development Project Plan ("Project Plan") is a financing tool necessary for the successful implementation of the City's vision. This is a project plan as defined under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.* ("Act").

This Project Plan focuses on an area consisting of 958+/- acres at the heart of the City. It includes properties across several cultural districts including: The Arts District, Greenwood, Blue Dome, East Village, Oil Capital / CBD, Deco, Evans-Fintube, and Gunboat Park. Historic Route 66, "America's Main Street," traverses Downtown Tulsa and the Project Area (defined below). This is another important asset the City seeks to highlight through development opportunities supported by the Project Plan.

The Project Plan seeks to provide an economic structure and funding mechanism authorized by the Act for a substantial portion of the local public investment necessary to provide the public improvements recommended by the Downtown Area Economic Development Plan and to generate additional private investment throughout the Project Area. Public investments are planned for: approved public infrastructure, development financing assistance, and support for public education. The Project Plan, in Section IX(C) authorizes a revenue sharing formula to support the Tulsa Public Schools (Independent School District No. I-1). Funding for these public investments will be generated primarily by the implementation of multiple Increment Districts, described as follows:



- **INCREMENT DISTRICT A:           The Arts TIF District**  
The Arts District represents a cohesive series of arts, entertainment, restaurant and, increasingly, shopping destinations on the north side of downtown. This area has experienced impressive growth; however, areas remain in need of revitalization and improvement in order to eliminate gaps in improved properties and to mitigate blight and neglected, left-over properties.
- **INCREMENT DISTRICT B:           PAC TIF District**  
The City has the opportunity to transform a vacant surface parking lot into a vibrant, mixed-use development that connects the core of the CBD with the Blue Dome District. This parking lot has been used successfully to support the Performing Arts Center and nearby office buildings for decades, but a multi-story structure with activated first floor space that connects to the street and sidewalk is a much more appropriate contribution to the urban fabric of downtown Tulsa.
- **INCREMENT DISTRICT C:           East End TIF District**  
A former warehouse and manufacturing corner of downtown is slowly introducing new development. Mixing new structures with renovated properties will continue to improve this eclectic and diverse district. Densities of development transition through this area from a more concentrated core to lower, smaller buildings approaching the eastern edge of downtown.
- **INCREMENT DISTRICT D:           Cathedral TIF District**  
The southeast end of downtown has not experienced much investment, public or private, for more than a decade. There are opportunities for greenspace, multi-family projects and mixed use infill or adaptive reuse development to enhance a neighborhood that needs some cohesion. General improvements to public infrastructure will help set the stage for private projects that build a unique community.
- **INCREMENT DISTRICT E:           Evans-Fintube TIF District**  
The former Oklahoma Ironworks site located at the northeast corner of downtown Tulsa is poised for development. While the site is a brownfield with many challenges to redevelopment, it is a prime location that will connect downtown with the neighborhoods of north Tulsa. Exciting opportunities are present that can result in a new type of project for the City and a destination for sports fans world-wide. Development on a site located between an interstate, a very active rail line and other constrained existing conditions will likely require financial support.
- **INCREMENT DISTRICT F:           Western Supply TIF District**  
An opportunity for an urban corporate campus in addition to a residential community with integrated services and cultural opportunities will activate this former manufacturing site. This district anchors the northern edge of the Arts District and can connect to development planned on the north side of in Inner Dispersal Loop (a hard

edge for downtown that needs to be breached for successful connections) including the OSU-Tulsa campus and historic Brady Heights neighborhood.

- **INCREMENT DISTRICT G: Ball Park Area TIF District**  
Adjacent to Oneok Field (Home of the Tulsa Drillers), this district offers a catalytic location for a project that repurposes a vacant surface parking lot for a larger mixed-use development. Filling this gap will ensure a better, more walkable, experience for baseball fans, residents, workers, and visitors.
- **INCREMENT DISTRICT H: Greenwood TIF District**  
This district presents opportunities for improved connections from the historic Greenwood/Black Wall Street area into adjacent neighborhoods and districts. Railroad crossings and elevated interstates surround the north and east sides of the district creating challenging constraints for activating development sites and making use of compromised rights of way. There is deep history in this district due to the devastating impact of the 1921 Race Massacre and the thriving commercial district located here prior to that event. This area offers a canvas for placemaking and creating unique connections which can be supported by this Project Plan.
- **INCREMENT DISTRICT I: WPX Headquarters TIF District**  
This district presents the opportunity to transform a block on the edges of the Arts District and the historic Greenwood area into a corporate headquarters complex that integrates into the surrounding environment and the rest of the CBD. The WPX Headquarters project will involve the construction of a major corporate office building that will generate new jobs and additional payroll.

## **II. BOUNDARIES OF PROJECT AREA AND INCREMENT DISTRICTS**

The Project Area is the area in which project activities will take place and project expenditures may be made. The Project Area is generally located south of Highway 412, west of the Cherokee Expressway, north of Highway 64, east of North Denver Avenue, as well as a portion north of Highway 412 along Highway 75. The Project Area and Increment Districts are depicted on Exhibit A. The Project Area boundaries are described on Exhibit B.

The Increment Districts are the areas from which the increment is generated. The Project Plan establishes boundaries for nine Increment Districts. The boundaries of the Increment Districts are described on Exhibit C. Abatements in existence at adoption of the Project Plan are not included in the Increment Districts. The nine separate Increment Districts are labeled A through I on Exhibit C and will be assigned a number (e.g., Increment District No. 8) in the order in which they become effective by action of the Tulsa City Council as described in Section VI below and as required by §856(B)(3) of the Act.

### **III. ELIGIBILITY OF PROJECT AREA**

The Project Area is an enterprise area. It lies within an enterprise zone, designated by the Oklahoma Department of Commerce to be in a disadvantaged portion of the City of Tulsa. Further, the Project Area is a reinvestment area, as defined by the Act. Public improvements are required to serve as a catalyst for expanding employment, to attract investment, and to preserve and enhance the tax base.

Investment, development, and economic growth in the area are difficult, but possible if the provisions of the Act are used. The Project Area is unproductive, undeveloped, underdeveloped, or blighted within the meaning of Article 10, §6C of the Oklahoma Constitution, and suffers from conditions inhibiting development.

### **IV. OBJECTIVES**

The purpose of the Project Plan and the supporting Increment Districts is to create a series of active, high-density, and high-quality mixed-use developments in downtown Tulsa, as described in Section I above. Increment tax revenues apportioned from the Increment Districts will be used to pay the public costs of projects that support the following objectives:

A. To facilitate the development of the Project Area and initiate a catalytic effect for surrounding or nearby neighborhoods in downtown Tulsa.

B. To provide a funding mechanism for a substantial portion of the local public investment required to fund identified public infrastructure for the Project Area.

C. To enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental tax revenues.

D. To activate the street level and enhance pedestrian accessibility within downtown Tulsa.

E. To establish minimum design standards to promote high quality development and placemaking for the Project Area.

F. To create destinations that encourage private investment and activity supporting a 24/7 environment downtown.

G. To fund implementation of adopted plans and policies related to development including Complete Streets, Tulsa, Oklahoma Downtown Walkability Analysis, Go Plan, Downtown Area Master Plan, Downtown Streetscape Master Plan, PLANiTULSA.

H. To support the development of housing in a variety of types and with a range of prices, including housing that is affordable to residents with incomes at or below the area median.



I. To repurpose and activate vacant and underutilized property and support revitalization of existing historic resources and structures.

J. To ensure access to open space, parks, trails and the Arkansas River from all parts of downtown Tulsa.

K. To support transit and transportation systems and networks connecting downtown Tulsa to other parts of the City and beyond.

## **V. STATEMENT OF PRINCIPAL ACTIONS**

Implementation actions for the project, including all necessary, appropriate and supportive steps, will consist principally of the following:

A. Project planning, design and approval.

B. Leveraging private development, including residential, commercial, office, retail, entertainment, and mixed-use, pursuant to development or redevelopment agreements with Tulsa Industrial Authority, a public trust ("Authority") or another public trust designed by the City.

C. Assisting the financing of other public development costs and facilities, including without limitation planning, financing, acquisition, construction, and long-term leasing or disposition of property and public facilities pursuant to development or redevelopment agreements with private developers or designated public entities, and providing for development of public or private facilities to be financed in whole or in part by apportioned tax increments from the Increment Districts created pursuant to this Project Plan.

D. Financing authorized project costs in support of economic development activities and investment to retain, attract, and expand quality employment within the Project Area.

E. Distribution of a portion of the ad valorem increment to Tulsa Public Schools (Independent School District I-1).

## **VI. ESTABLISHMENT OF INCREMENT DISTRICTS**

A. This Project Plan establishes nine Increment Districts, identified herein as Increment District A, Increment District B, Increment District C, Increment District D, Increment District E, Increment District F, Increment District G, Increment District H, and Increment District I, all of which are ad valorem increment districts and five of which are also sales tax increment districts.

### **INCREMENT DISTRICT A: The Arts TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District A in excess of the taxes produced by the base assessed value of Increment District A, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The sales tax increment shall be the undedicated portion of the City's sales tax generated by all sales in Increment District A that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof).

The increment of ad valorem and sales taxes from Increment District A shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District A by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT B:            PAC TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District B in excess of the taxes produced by the base assessed value of Increment District B, as determined by the Tulsa County Assessor in accordance with Section 862 of Act.

The sales tax increment shall be a portion of the City's sales tax generated by sales within Increment District B. The sales tax increment shall be three and sixty-five hundredths percent (3.65%) of the gross proceeds or gross receipts derived from all sales in Increment District B that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof), regardless of whether the City modifies its sales tax rates.

The sales tax increment shall also include a portion of the City's sales and use taxes generated by investment, construction, and development that takes place prior to June 30, 2021, pursuant to a development agreement that obligates the developer to provide periodic reporting of sales and use taxes paid in connection with the project, within Increment District B. The sales tax increment shall be three and sixty-five hundredths percent (3.65%) of the gross proceeds or gross receipts derived from within Increment District B prior to such date that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof), regardless of whether the City modifies its sales tax rates.

The increment of ad valorem and sales taxes from Increment District B shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District B by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT C:            East End TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District C in excess of the taxes produced by the base assessed value of Increment District C, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The increment of ad valorem taxes from Increment District C shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District C by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT D: Cathedral TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District D in excess of the taxes produced by the base assessed value of Increment District D, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The increment of ad valorem taxes from Increment District D shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District D by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT E: Evans-Fintube TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District E in excess of the taxes produced by the base assessed value of Increment District E, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The sales tax increment shall be the undedicated portion of the City's sales and use taxes generated by investment, construction, and development that is taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof) and takes place prior to June 30, 2022, pursuant to a development agreement that obligates the developer to provide periodic reporting of sales and use taxes paid in connection with the project, within Increment District E.

The increment of ad valorem and sales taxes from Increment District E shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District E by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT F: Western Supply TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District F in excess of the taxes produced by the base assessed value of Increment District F, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The sales tax increment shall be the undedicated portion of the City's sales tax generated by all sales in Increment District F that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof).

The sales tax increment shall also include the undedicated portion of the City's sales and use taxes generated by investment, construction, and development that is taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof) and takes place prior to June 30, 2020, pursuant to a development agreement that obligates the developer to provide periodic reporting of sales and use taxes paid in connection with the project, within Increment District F.



The increment of ad valorem and sales taxes from Increment District F shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District F by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT G:            Ball Park Area TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District G in excess of the taxes produced by the base assessed value of Increment District G, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The sales tax increment shall be the undedicated portion of the City's sales tax generated by all sales in Increment District G that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof).

The sales tax increment shall also include the undedicated portion of the City's sales and use taxes generated by investment, construction, and development that is taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof) and takes place prior to June 30, 2020, pursuant to a development agreement that obligates the developer to provide periodic reporting of sales and use taxes paid in connection with the project, within Increment District G.

The increment of ad valorem and sales taxes from Increment District G shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District G by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT H:            Greenwood TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District H in excess of the taxes produced by the base assessed value of Increment District H, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The increment of ad valorem taxes from Increment District H shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District H by the City or the period required for the payment of such authorized Project Costs, whichever is less.

**INCREMENT DISTRICT I:            WPX Headquarters TIF District**

The ad valorem increment shall be those ad valorem taxes from Increment District I in excess of the taxes produced by the base assessed value of Increment District I, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The increment of ad valorem taxes from Increment District I shall be apportioned to pay Project Costs authorized by Section IX of this Project Plan for a period not to exceed twenty-five (25) fiscal years after the creation of Increment District I by the City or the period required for the payment of such authorized Project Costs, whichever is less.

B. Each Increment District shall commence as of the date determined by the Tulsa City Council for that Increment District in accordance with Section 856(B)(2) of the Act. Each Increment District shall be comprised of the area for that particular Increment District shown on Exhibit A and described in Exhibit C.

C. During each respective period of apportionment, the apportionment fund shall constitute funds of the Authority or an alternative entity authorized by the City, and shall not constitute a part of the general fund to be appropriated annually by the City Council.

## **VII. OVERSIGHT AND APPROVAL OF INCREMENT REVENUES FOR PROJECT COSTS**

A. Oversight Procedures. Prior to expenditure of funds from any Increment District established under this Project Plan, the proposed development and budgetary allocation of increment shall be considered and approved in accordance with the procedures contained in this Section VII.

B. Initiation of the Consideration and Approval Process. Initiation of the consideration and approval process for development proposals seeking assistance in development financing within the Project Area shall be undertaken by City staff and staff of the Authority, acting under such procedures as each may prescribe from time to time.

C. Staff Advisory Evaluation. After initiation of the consideration and approval process as provided in B, above, the proposed development and budgetary allocation for providing assistance in development financing for a development proposal shall be submitted to a staff advisory committee, chaired by the Chief of Staff of the City (or designee), with representatives of the Mayor's Office for Economic Development, the City's Finance Department, Planning and Development Department, Engineering Services Department, and Legal Departments, as well as representation of the Authority. The composition of the staff advisory committee shall be reflected in a memorandum from the Mayor or the Mayor's Office for Economic Development. The staff advisory committee shall review and evaluate development proposals seeking development financing assistance in light of:

- project objectives,
- City development priorities and policies, as set forth in the "Policies for the Downtown Area Economic Development Project Plan," as approved from time to time by City Council,
- Project feasibility, and
- funding availability.

The staff advisory committee will determine which requests for development financing assistance shall be submitted to the Downtown TIF Oversight Committee.

D. Recommendation by the Downtown TIF Oversight Committee. The Downtown TIF Oversight Committee shall be chaired by the Chief of Economic Development, her successor, or an alternative designee of the Mayor, and shall include a representative of Tulsa Public Schools and two of

the affected taxing entities, as well as a member of the Tulsa Industrial Authority selected by the Mayor. The Downtown TIF Oversight Committee shall review the proposed development and budgetary allocation in light of:

- project objectives,
- City development priorities and policies, as set forth in the “Policies for the Downtown Area Economic Development Project Plan,” as approved from time to time by City Council,
- Project feasibility, and
- funding availability.

The Downtown TIF Oversight Committee shall submit its recommendation to the Tulsa Industrial Authority, or an alternative entity designated by the City, within 60 days after its receipt of the final development proposal from the staff advisory committee.

E. Tulsa Industrial Authority Action and Approval of Development Agreements. Upon receipt of the recommendation of the Downtown TIF Oversight Committee, or if no recommendation is received within the 60-day period, the Tulsa Industrial Authority may consider the development proposal and budgetary allocation, approve, deny or modify such proposal, and approve and authorize any agreements necessary or appropriate to implement and provide assistance to the proposed development.

#### **VIII. PROJECT AND INCREMENT DISTRICTS AUTHORIZATIONS**

A. The City is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and to exercise all powers necessary or appropriate thereto as provided in Section 862 of the Act.

B. The Authority, or another public entity designated by the City, is authorized and designated to carry out those provisions of the project related to issuance of bonds or notes as provided in Sections 854(B) and 863 of the Act, subject to approval of the governing body of the City of any specific notes or bonds. The Authority is authorized to assist in carrying out this Project Plan and to exercise all powers necessary or appropriate thereto pursuant to Section 854 of the Act, except for approval of this Project Plan and those powers enumerated in paragraphs 1, 2, 3, 4, 7, 13 and 16 of Section 854. As a public entity designated by the City, the Authority, or another public entity designated by the City, is authorized to: (1) issue tax apportionment bonds or notes, or both; (2) pledge revenues from current and future fiscal years to repayment; (3) incur Project Costs pursuant to Section IX of this Project Plan; (4) provide funds to or reimburse the City for the payment of Project Costs and other costs incurred in support of the implementation of the project; and (5) incur the cost of issuance of bonds for payment of such costs and to accumulate appropriate reserves, if any, in connection with them. As authorized in Section VI(C) above, during each respective period of apportionment, the apportionment fund shall constitute funds of the Authority or an alternative entity authorized by the City for that Increment District, and shall not constitute a part of the general fund to be appropriated annually by the City Council.



C. The Chief of Economic Development, Kian Kamas, her successor in office, or another designee of the Mayor shall be the person in charge of implementation of the Project Plan in accordance with the provisions, authorizations, and respective delegations of responsibilities contained in this Project Plan.

**IX. BUDGET OF ESTIMATED PROJECT COSTS TO BE FINANCED BY TAXES APPORTIONED FROM INCREMENT DISTRICTS IN THE PROJECT AREA**

A. The Project Costs will be financed by the apportionment of ad valorem and sales tax increments from the Increment Districts. The Project Costs categories are:

Public Improvements and Infrastructure	\$ 102,000,000
Assistance in Development Financing	\$ 203,000,000
<hr/>	
<b>TOTAL Project Costs</b>	<b>\$ 305,000,000</b>

Plus financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs, including, where authorized, interest on assistance in development financing, and, in addition, general administrative and implementation costs of the City and other public entities charged with implementation of the Project Plan, in an amount up to four percent (4%) of the annual ad valorem tax increments. Project Costs do not include the specific revenue source for Tulsa Public Schools described in Section IX.C. below.

B. The tax increment revenues expected to be generated from the Increment Districts and authorized for payment of Project Costs within the Project Area are as follows:

Increment District A	\$ 5,000,000
Increment District B	\$ 39,000,000
Increment District C	\$ 90,000,000
Increment District D	\$ 25,000,000
Increment District E	\$ 40,000,000
Increment District F	\$ 28,000,000
Increment District G	\$ 28,000,000
Increment District H	\$ 5,000,000
Increment District I	\$ 45,000,000
<hr/>	
<b>TOTAL</b>	<b>\$ 305,000,000</b>

Plus financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs, including, where authorized, interest on assistance in development financing, and, in addition, general administrative and implementation costs of the City and other public entities charged with implementation of the Project Plan, in an amount up to four percent (4%) of the annual ad valorem

tax increments. These expected tax increment revenues also do not include the specific revenue source for Tulsa Public Schools described in Section IX.C. below.

C. Ten percent (10%) of the ad valorem increment from Increment Districts A, C, D, E, F, G, H, and I shall be apportioned to Tulsa Public Schools (Independent School District Number One) on an ongoing basis as a specific revenue source for a public entity in the area in accordance with Section 853(9) of the Act to be utilized to enhance its programs, mission, and services. The educational objectives to be funded from such apportioned revenues constitute the Public Schools Enhancement Program. The Public Schools Enhancement Program includes the development of public school facilities and assistance for public school programs. During the effective lives of the Increment Districts, the 10% specific revenue stream should provide Tulsa Public Schools with revenues averaging \$92,000 annually in the near term and up to \$2.1 million annually over the long term.

D. Assistance in Development Financing consists of public support provided to a private developer pursuant to a legally enforceable Development Agreement to ensure the delivery of the project, or specific portions thereof. Assistance in development financing will be provided only for projects that are determined, in the City's discretion: (1) to meet the City's approved development goals and objectives for the Project Area, as expressed from time to time in the City's plans and policies, and (2) to provide adequate consideration and public benefit in return for the public investment.

E. Additional costs necessary or appropriate to implement this Project Plan that are to be financed by other than apportioned tax increments may be approved by the City at any time. The provisions of this Section IX are not a limitation on project related costs to be financed by sources other than apportioned tax increments.

#### **X. FINANCING PLAN AND REVENUE SOURCES**

A. Financing Plan. Some Project Costs, in anticipation of private investment, may be financed and funded by the City from apportioned tax increments or from sources other than apportioned tax increments, which may be reimbursed once increment is generated by the development within an Increment District. Private developers within the Project Area may be required to construct the necessary improvements for specific projects at their initial expense, and the financing of such private developments will be provided by private equity and private financing. Most Project Costs incurred in connection with the implementation of this Project Plan will be financed on a pay-as-you-go basis.

B. Financing Authorizations. The implementation of the Project Plan shall be financed in accordance with financial authorizations, including both fund and asset transfers, authorized from time to time by the City and/or the Authority, as appropriate.

C. Financing Revenue Sources. The revenue sources expected to finance Project Costs authorized by Section IX are the portion of the increments attributable to investment and development within the Increment Districts. Project Costs will be paid by the City and/or the Authority. Increment generated from within the Increment Districts will provide the funding of Project Costs to be paid by the City and/or Authority.

D. Financial Reports and Audits. The development activities undertaken by the City, pursuant to this Project Plan, shall be accounted for and reported by the appropriate and necessary annual fiscal year audits and reports.

E. Other Necessary and Supporting Costs. The Authority, or another public entity designated by the City, is authorized to issue bonds and notes and to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the project and the construction of improvements therein in addition to Project Costs to be financed pursuant to Section IX.

## **XI. PRIVATE AND PUBLIC INVESTMENTS EXPECTED FOR THE PROJECT**

A. Private and Public Investments Expected from the Project and Increment Districts. Given the scope of the project objectives, the density of the desired development, and the timeframe for implementation of the project, the total private investment is anticipated to exceed one billion dollars over the life of the Project Plan. These private investments are in addition to an estimated two hundred sixty million dollars in aggregate public investment.

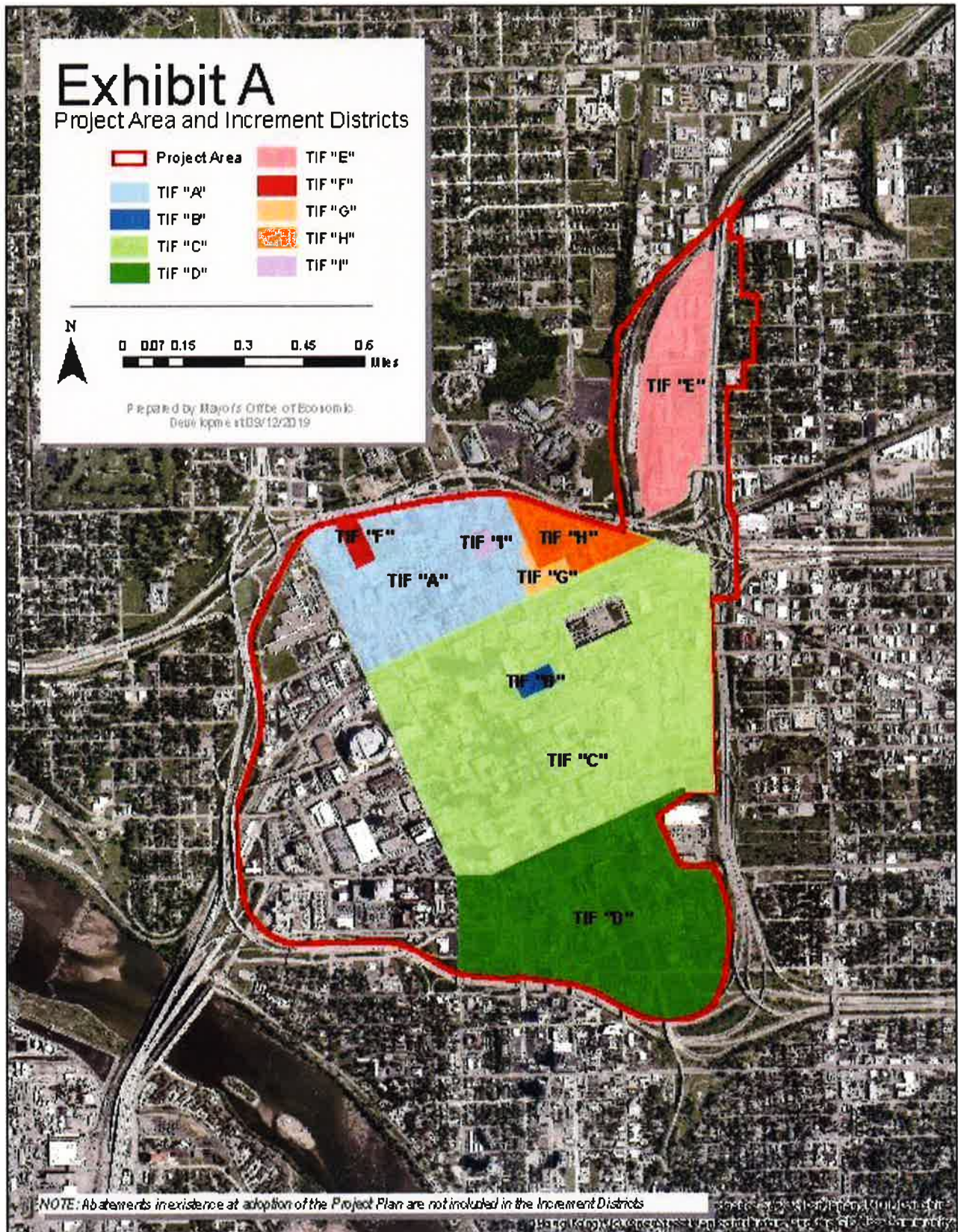
B. Public Revenue Estimated to Accrue from the Project and Increment Districts. The estimated incremental increases in ad valorem and sales tax revenue, which will serve as the revenue source for financing the Project Costs authorized by Section IX, is the public revenue directly attributable to the project defined by establishment of the Increment Districts. Both the City and the State will experience increases in tax revenues that are not a part of the Increment Districts. Ad valorem taxing entities will experience additional revenues from increasing values of the Project Area and other property near the project.

The development anticipated by the project will not result in a measurable increase in demand for services by or in costs to the affected taxing entities, whose public sector costs will be substantially defrayed from apportioned tax increments derived from the development. The economic benefits of the project for the City and the affected taxing jurisdictions indicate positive financial impacts for the community as a whole. The aggregate impacts on the City from implementation of the Project Plan are positive and include the achievement of the objectives set forth in Section IV.

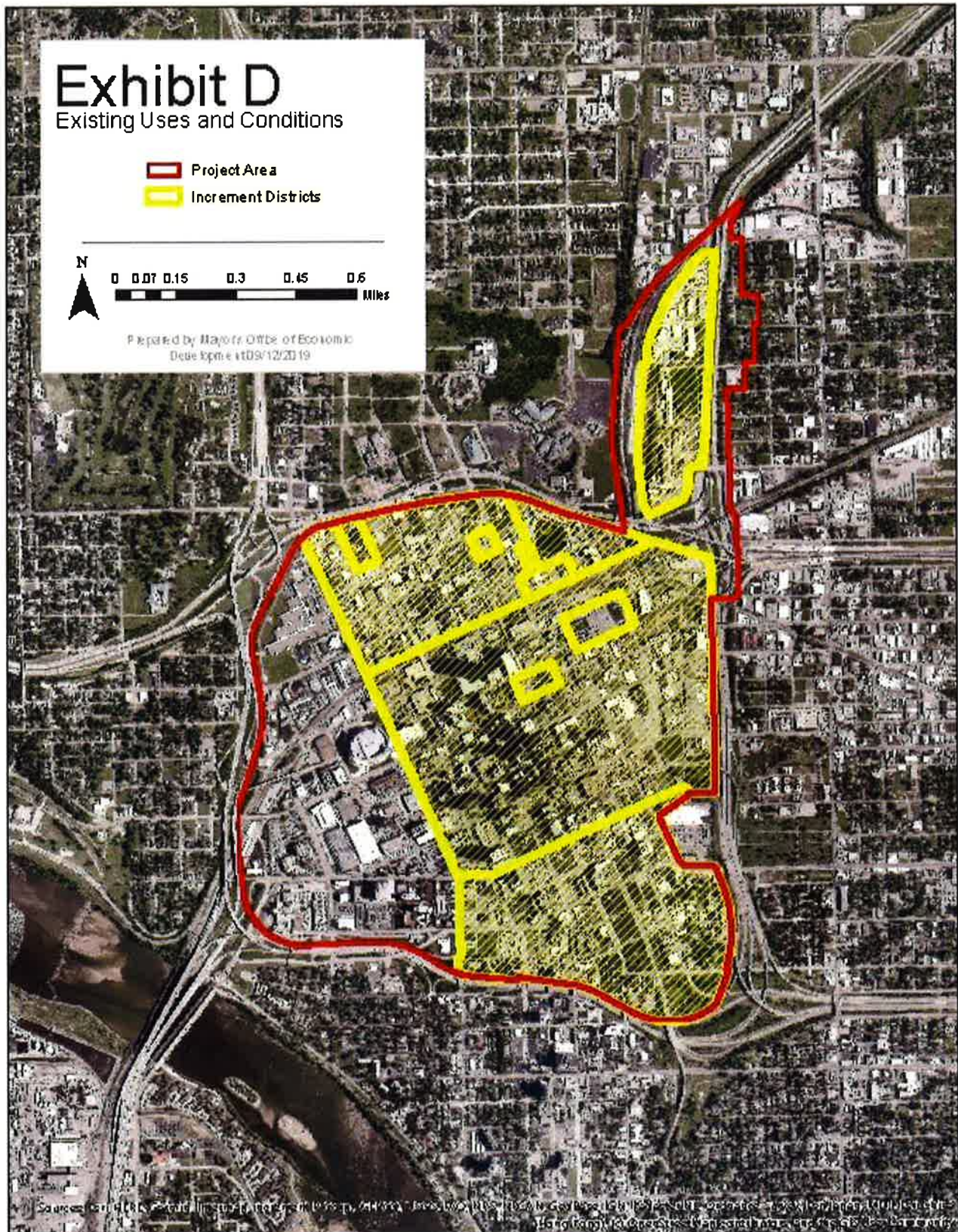
## **XII. LAND USE**

Existing uses and conditions of real property in the Project Area are shown on the attached Exhibit D. A map showing the proposed improvements to and proposed uses of the real property in the Project Area are shown on the attached Exhibit E. No changes in the Comprehensive Plan are necessary to accommodate the project.



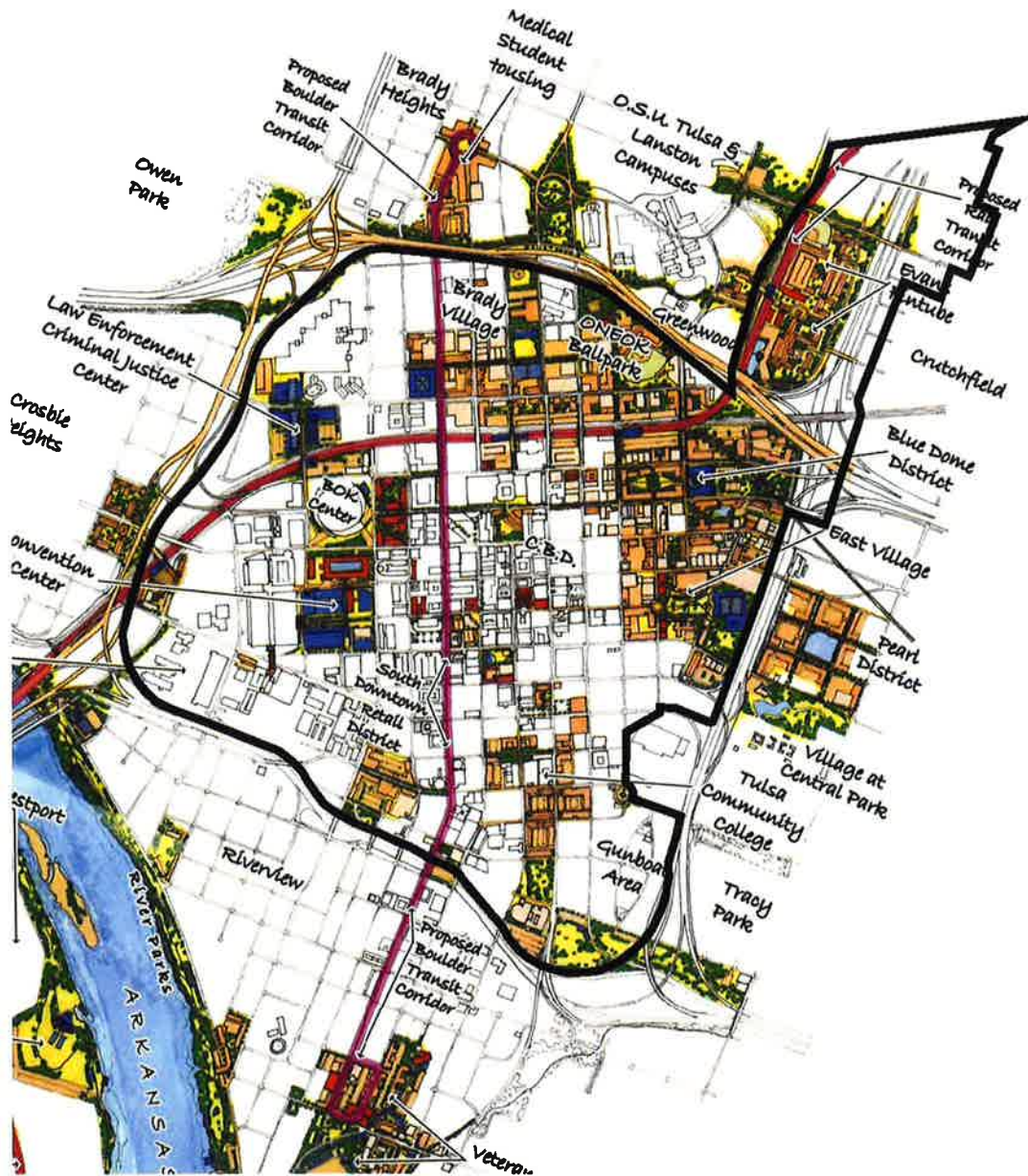








## EXHIBIT E: PROPOSED IMPROVEMENTS AND USES



17.25





# Proposed 2020 SCHEDULE

## Tulsa Metropolitan Area Planning Commission (TMAPC)

Regular meetings of the TMAPC are held on the first and third Wednesday of each month at 1:30 p.m. in the One Technology Center, 175 E. 2<sup>nd</sup> Street, City Council Chambers, 2<sup>nd</sup> Level, Tulsa, Oklahoma.

Work sessions of the TMAPC are held, as necessary, typically prior to regular TMAPC business in the One Technology Center, 175 E. 2<sup>nd</sup> Street, in a room location to be announced at the time an agenda is posted.

<b>JANUARY</b>	<b>FEBRUARY</b>	<b>MARCH</b>
*8 <sup>th</sup>	5 <sup>th</sup>	4 <sup>th</sup>
*22 <sup>nd</sup>	19 <sup>th</sup>	18 <sup>th</sup>
<b>APRIL</b>	<b>MAY</b>	<b>JUNE</b>
1 <sup>st</sup>	6 <sup>th</sup>	3 <sup>rd</sup>
15 <sup>th</sup>	20 <sup>th</sup>	17 <sup>th</sup>
<b>JULY</b>	<b>AUGUST</b>	<b>SEPTEMBER</b>
1 <sup>st</sup>	5 <sup>th</sup>	2 <sup>nd</sup>
15 <sup>th</sup>	19 <sup>th</sup>	16 <sup>th</sup>
<b>OCTOBER</b>	<b>NOVEMBER</b>	<b>DECEMBER</b>
7 <sup>th</sup>	4 <sup>th</sup>	2 <sup>nd</sup>
21 <sup>st</sup>	18 <sup>th</sup>	16 <sup>th</sup>

\*January 2020 Meetings are the 2<sup>nd</sup> and 4<sup>th</sup> Wednesday due to Holiday

10/28/19

18.1

