

TULSA METROPOLITAN AREA PLANNING COMMISSION

Meeting No. 2830

November 18, 2020, 1:00 PM
175 East 2nd Street, 2nd Level, One Technology Center
Tulsa City Council Chamber

The meeting will be held in the Tulsa City Council Chamber and by videoconferencing and teleconferencing via **GoToMeeting**, an online meeting and web conferencing tool.

Members of the public may attend the meeting in the Tulsa City Council Chamber, but are encouraged to attend and participate in the TMAPC meeting via videoconferencing and teleconferencing by joining from a computer, tablet or smartphone using the following link:

<https://www.gotomeet.me/COT5/tmapc-gotomeeting-in-council-chambers-november-18>

Members of the public can also dial in using their phone by dialing:

United States: +1 (646) 749-3122

Participants must then enter the following **Access Code: 421-681-325**

CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Work session Report:

Director's Report:

1. Minutes of November 4, 2020 Meeting No. 2829

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.

NONE

PUBLIC HEARINGS

2. **PUD-498-C C. Brody Glenn** (CD 7) Location: West of the southwest corner of East 71st Street South and South 101st Street East Avenue requesting a **PUD Major Amendment (Withdrawn by applicant)**
3. **Cooper Valley Estates** (County) Minor Subdivision Plat, Location: South and west of East 181st Street South and South Memorial Drive
4. **9100 Delaware** (CD 2) Preliminary Plat, Location: West of the northwest corner of East 91st Street South and South Delaware Avenue (Related to 9100 Delaware Authorization for Accelerated Release of Building Permits)
5. **9100 Delaware** (CD 2) Authorization for Accelerated Release of Building Permits and Modification of Subdivision & Development Regulations to defer performance guarantee requirements and dedications to final plat, Location: West of the northwest corner of East 91st Street South and South Delaware Avenue (Related to 9100 Delaware Preliminary Plat)
6. **CPA-89 CBC Builds c/o AAB Engineering LLC** (CD 9) Location: East of the Northeast corner of East 36th Street South and South Peoria Avenue requesting to amend the Land Use Map designation from **Existing Neighborhood to Main Street** and amend the Areas of Stability and Growth Map from an **Area of Stability** to an **Area of Growth**. (Related to Z-7571) (Continued from September 2, 2020 and September 16, 2020 and October 21, 2020)
7. **Z-7571 CBC Builds c/o AAB Engineering LLC** (CD 9) Location: East of the Northeast corner of East 36th Street South and South Peoria Avenue requesting rezoning from **RS-3 to MX1-U-45** (related to CPA-89) (Continued from September 2, 2020 and September 16, 2020 to re-notice a modified request to 45' in height, and October 21, 2020)
8. **Z-7578 August Wakat** (CD 6) Location: East of the southeast corner of East Admiral Place and South 225th East Avenue on the south side of Highway 412 requesting rezoning from **AG to IH** (Continued from October 21, 2020)
9. **Z-7583 Fernando Bejarano** (CD 1) Location: Northeast corner of East 41st Street North and North Columbia Avenue requesting rezoning from **RS-3 to AG**
10. **CO-9 Planning Design Group, Katy O'Meilie** (CD 7) Location: North of the northwest corner of East 88th Street South and South Mingo Road requesting **Corridor Development Plan**
11. **CPA-92** Consider adoption of the **Plan 66** (Route 66 Master Plan update) Executive Summary and Chapter 5-Recommendations as an amendment to the Tulsa Comprehensive Plan.

12. **TCCP-4** consider adoption of an amendment to the **Comprehensive Plan of the Tulsa Metropolitan Area** for unincorporated areas within the unincorporated areas of North Tulsa County, West Central Tulsa County and Turley.

OTHER BUSINESS

13. Commissioners' Comments

ADJOURN

CD = Council District

NOTE: If you require special accommodation pursuant to the Americans with Disabilities Act, please notify the Tulsa Planning Office at 918-584-7526. Exhibits, petitions, pictures, etc., presented to the Planning Commission may be received and deposited in case files to be maintained Tulsa Planning Office at INCOG. All electronic devices must be silenced during the Planning Commission meeting.

Visit our website at tulsaplanning.org

email address: esubmit@incog.org

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

Sawyer, Kim

PUD-498-C
withdrawn
11-9-20

From: Hoyt, Jay
Sent: Monday, November 9, 2020 9:43 AM
To: Sawyer, Kim
Subject: FW: PUD498 (PUD-498-C)

Kim,

The applicant for major amendment PUD-498-C, scheduled to be on the 11/18 TMAPC agenda, wishes to withdraw their application. See email from Jason Tankersley.

Thank you,

Jay Hoyt

From: Jason Tankersley [mailto:jasont@capllc.com]
Sent: Monday, November 09, 2020 9:34 AM
To: Hoyt, Jay <JHoyt@incog.org>
Subject: Re: PUD498

Okay I guess we need to pull this request. Then I need to know what the timeline would be to do rezoning we would need to get our building and use properly entitled/

jason

From: Jay Hoyt <JHoyt@incog.org>
Date: Monday, November 9, 2020 at 9:14 AM
To: Jason Tankersley <jasont@capllc.com>
Subject: RE: PUD498

Jason,

You'll need to let me know soon how you wish to proceed. We are drafting the staff reports for the 11/18 Planning Commission meeting this week, so I'll need to know if the amendment case will be withdrawn or revised.

Thank you,

Jay Hoyt

From: Hoyt, Jay
Sent: Tuesday, November 03, 2020 3:00 PM
To: Jason Tankersley <jasont@capllc.com>
Subject: Re: PUD498

You can either modify the request to be within code limitations, submit for a more intense commercial underlying zoning, or withdraw the request and ask for a refund. You'll just need to let me know.

Thank you,

2.1

Jay Hoyt

Get [Outlook for Android](#)

From: Jason Tankersley <jasont@capllc.com>
Sent: Tuesday, November 3, 2020 2:45:21 PM
To: Hoyt, Jay <JHoyt@incog.org>
Subject: Re: PUD498

So what do I do?

From: Jay Hoyt <JHoyt@incog.org>
Date: Tuesday, November 3, 2020 at 3:38 PM
To: Jason Tankersley <jasont@capllc.com>
Subject: Re: PUD498

No. It's scheduled for the 18th. Did you get my email from Friday concerning the floor area? The request is more to than can be granted by the zoning code. The floor area ratio limit for the lot is .5 and can't be exceed.

Thank you,

Jay Hoyt

Get [Outlook for Android](#)

From: Jason Tankersley <jasont@capllc.com>
Sent: Tuesday, November 3, 2020 2:31:38 PM
To: Hoyt, Jay <JHoyt@incog.org>
Subject: PUD498

Jay

Has this application completed?

Jason



Tulsa Metropolitan Area
Planning Commission

Case : Cooper Valley Estates

Hearing Date: November 18, 2020

Case Report Prepared by:

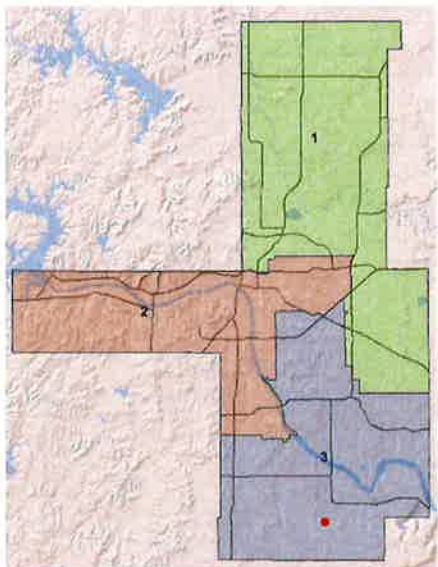
Nathan Foster

Owner and Applicant Information:

Applicant: Drew Ary

Owner: Ron & Cathy Mulkey

Location Map:
(shown with County Commission
Districts)



Applicant Proposal:

Minor Subdivision Plat

9 lots, 1 block, 76.96 ± acres

Location: South and west of East 181st Street
South and South Memorial Drive

Zoning: AG (Agriculture)

Staff Recommendation:

Staff recommends **approval** of the minor
subdivision plat

County Commission District: 3

Commissioner Name: Ron Peters

EXHIBITS: Site Map, Aerial, Plat Submittal

MINOR SUBDIVISION PLAT

Cooper Valley Estates - (County)

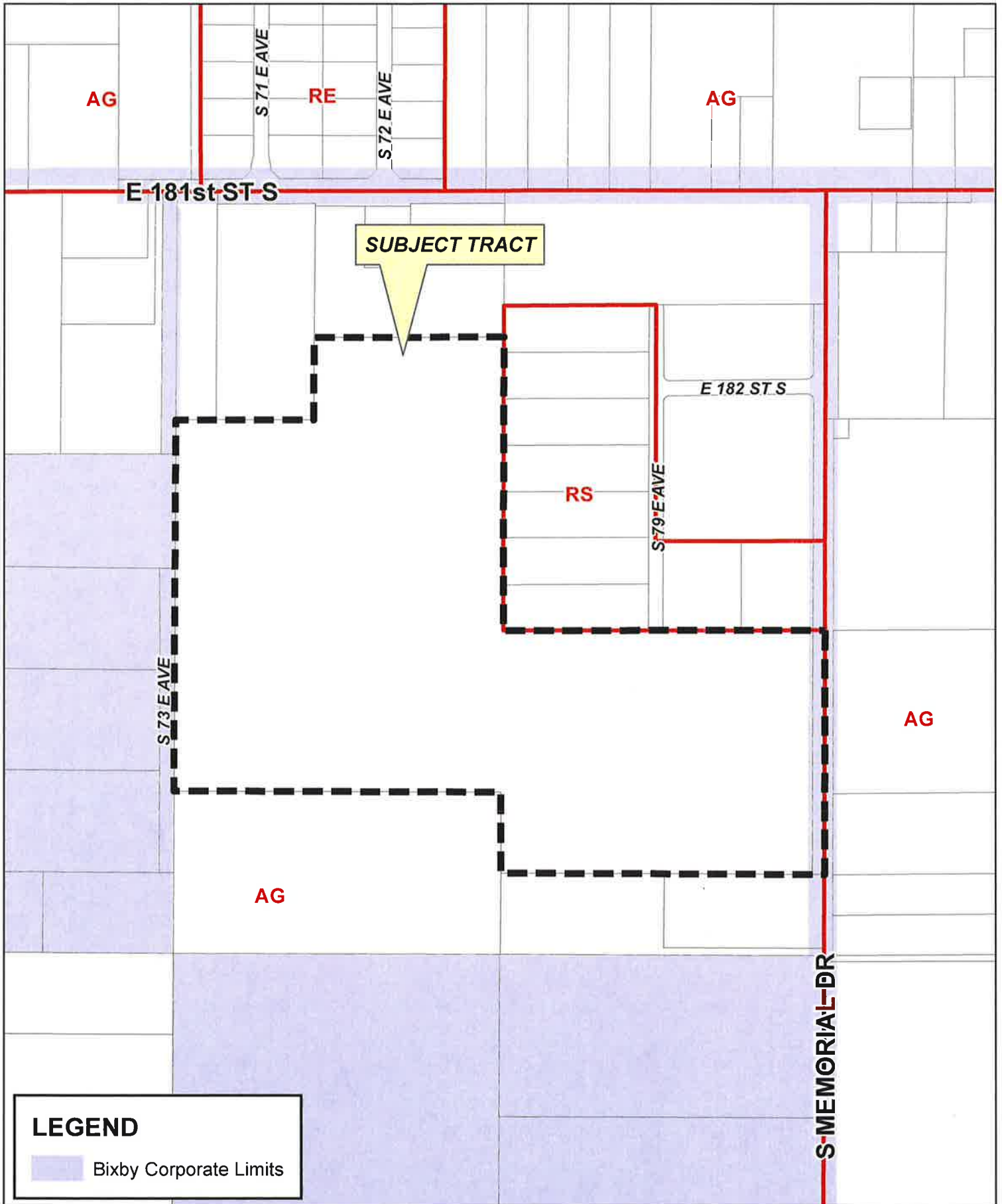
South and west of East 181st Street South and South Memorial Drive

This plat consists of 9 lots, 1 block on 76.96 ± acres.

The Technical Advisory Committee (TAC) met on November 5, 2020 and provided the following comments:

1. **Zoning:** Proposed lots conform to the requirements of the AG district.
2. **Addressing:** Addresses provided by INCOG must be shown on face of the final plat.
3. **Transportation & Traffic:** Add limits of no access to South Memorial Drive on final plat.
4. **Sewer/Water:** On-site sewage disposal. Water service to be provided by Rural Water District #6. Any improvements to existing water lines must be approved through the RWD.
5. **Stormwater, Drainage, & Floodplain:** Approved as submitted.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All release letters have been received. Oil & Gas certificate was submitted.

Staff recommends **APPROVAL** of the minor subdivision plat subject to the conditions provided by TAC and the requirements of the Subdivisions Regulations.



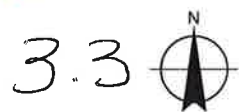
LEGEND

 Bixby Corporate Limits



**COOPER VALLEY
ESTATES**

16-13 02





E 181st ST S

S 71 E AVE

S 72 E AVE

E 182 ST S

S 79 E AVE

S 73 E AVE

S MEMORIAL DR

0 250 500
Feet



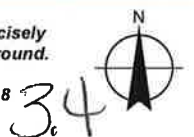
Subject
Tract

COOPER VALLEY ESTATES

16-13 02

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

Aerial Photo Date: February 2018



A SUBDIVISION BEING A PART OF LOT 2 AND THE SOUTH HALF OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 16 NORTH, RANGE 13 EAST, TULSA COUNTY, OKLAHOMA

| DEVELOPER | SUBSECTOR |
|--|--|
| JOSEPH VALLEY RESIDABLE TRUST 1442 S. MONROE ST. DALLAS, TX 75201 | LANDMARK SURVEYING LLC 241 SOUTH 14TH ST. PORTER, TX 77051 PHONE 913-823-2804 |

Journal of Management Education, 20(6), 798-804.

REMARKS: CONTAINS 4 LOTS IN 1 BLOCK



- [illegible]

On order and of Lot 2 in Storage 2. 1 barrel

470 being more *perforately* dissected on flabrous branching 61
the horizontal surface of the South face of the Southward Quarter
Here S 60°W 44' N 121.62 feet to the Southward Quarter of Lot
20. Thence S 07°05' W 116.01 feet and along the East line of
Lot 2: thence S 49°45' W = 246.70 feet, thence S 02°32' W
S 111°51 feet; thence S 60°44' N = 548.23 feet to a point on the
West line of the Northward Quarter; thence S 07°05' W 61
a distance of 1511.56 feet to the *Northward* corner of the South-
face of the *Northward* Quarter of the Northward Quarter; thence
N 00°00' E 1317.44 feet to the horizontal corner of the South-
face of the Southward Quarter of the Northward Quarter; thence
S 03°37' W 3.41m 72 feet, thence N 06°02' E 1.325-36 feet to a
point on the East line of the Northward Quarter; thence
N 07°05' W 61.9124 feet to the point of beginning.



1/2" IRON PINS W/ PLASTIC CAPS HAVE
BEEN SET AT ALL PROPERTY CORNERS.

LANDMARK SURVEYING
245 SOUTH TAYLOR
PRYOR, OKLAHOMA 74361
PHONE 918-325-2266 FAX 918-325-2262
C.A. 437E FOUR 30; 22E1
COPYRIGHT MAY, 2020

[illegible]

Case: 9100 Delaware (Related to 9100 Delaware Authorization for Accelerated Release of Building Permits)

Hearing Date: November 18, 2020

Case Report Prepared by:

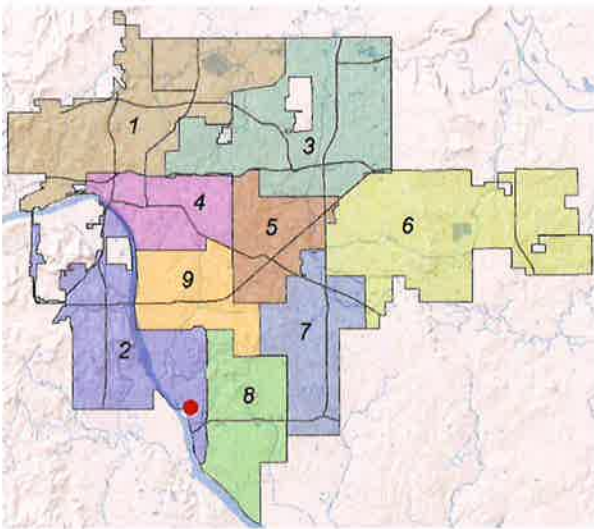
Nathan Foster

Owner and Applicant Information:

Applicant: Wallace Engineering

Owner: Oak Properties, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Preliminary Plat

1 lot, 1 block, 8.17 ± acres

Location: West of the northwest corner of East 91st Street South and South Delaware Avenue

Zoning: MX2-V-U

Staff Recommendation:

Staff recommends **approval** of the preliminary plat

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

PRELIMINARY SUBDIVISION PLAT

9100 Delaware - (CD 2)

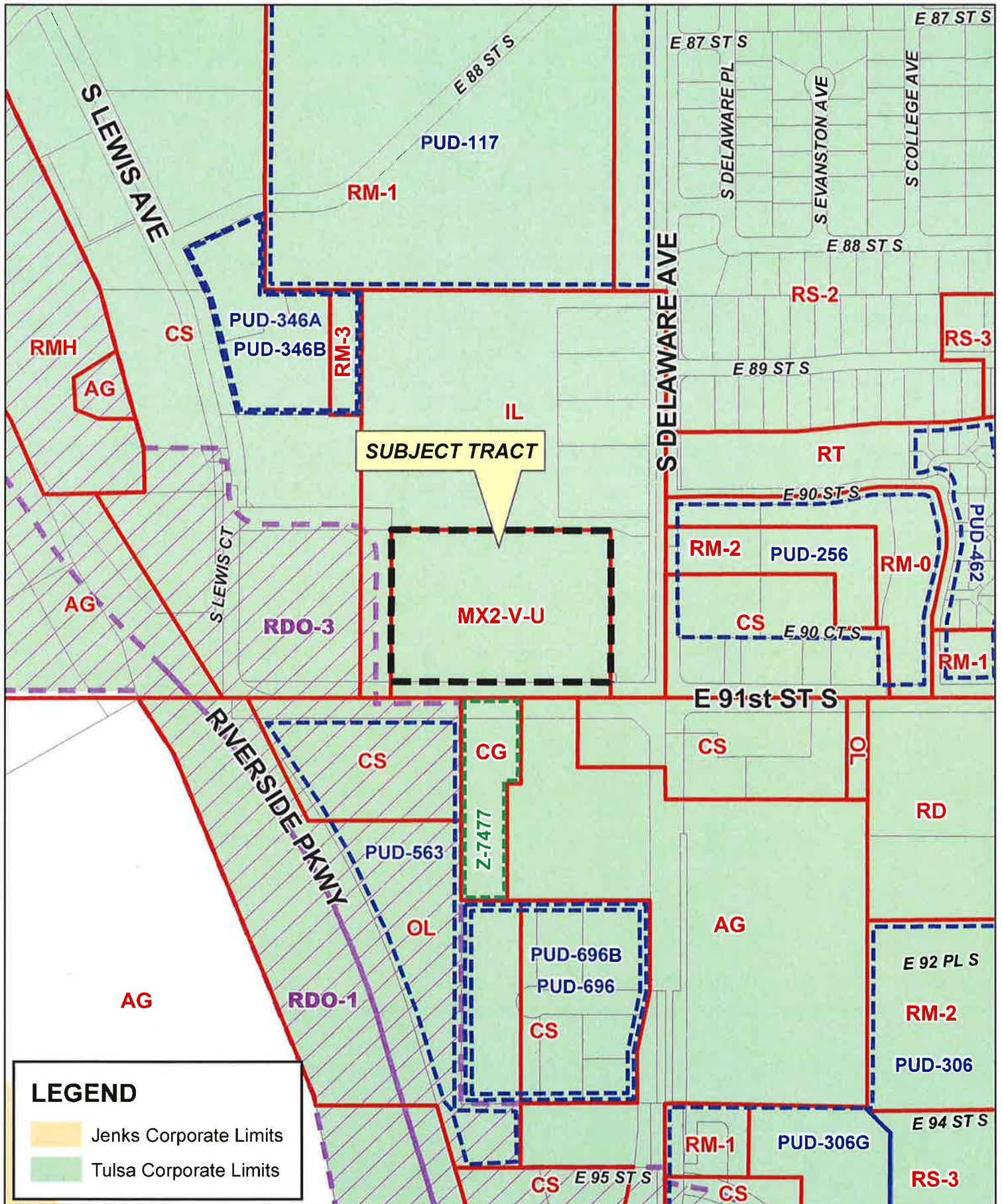
West of the northwest corner of East 91st Street South and South Delaware Avenue

This plat consists of 1 lot, 1 block on 8.17 ± acres.

The Technical Advisory Committee (TAC) met on November 5, 2020 and provided the following conditions:

1. **Zoning:** The subject tract is zoned MX2-V-U. The proposed lot conforms to the requirements of the zoning district.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat along with an address disclaimer.
3. **Transportation & Traffic:** Corner clip dedication required at the intersection of South Lewis Place and East 91st Street South. Access limitations approved as submitted. Sidewalks will be required along street frontages in conjunction with permits for any new buildings.
4. **Sewer/Water:** Easements must be provided as required to cover existing/proposed public infrastructure. All easements are required to be labeled and dimensioned on the face of the final plat. Perimeter easements to be shown on the final plat as required by Development Services.
6. **Engineering Graphics:** Submit subdivision data control sheet with final plat submittal. Remove contours on the final plat submittal. Add City of Tulsa before Tulsa County in the plat subtitle. In the location map, show all platted boundaries in Section 17, label all other property as unplatted and label the plat location as "project location" or "site". Under the basis of bearing information, add 3501 after North Zone and provide a bearing angle shown on the face of the plat.
7. **Stormwater, Drainage, & Floodplain:** City of Tulsa Regulatory Floodplain exists on the northern portion of the property. Overland drainage easement will be required for any on-site floodplain. Any development proposed in the future within the floodplain area will be required to comply with all city floodplain ordinances and criteria.
8. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations. City of Tulsa release letter including Development Services, City Legal, and Engineering Services is required prior to final plat approval.





0 200 400
Feet



Subject
Tract

9100 DELAWARE

18-13 17

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

Aerial Photo Date: February 2018



44



E 91st ST S

0 Feet
50 100



*Subject
Tract*

9100 DELAWARE

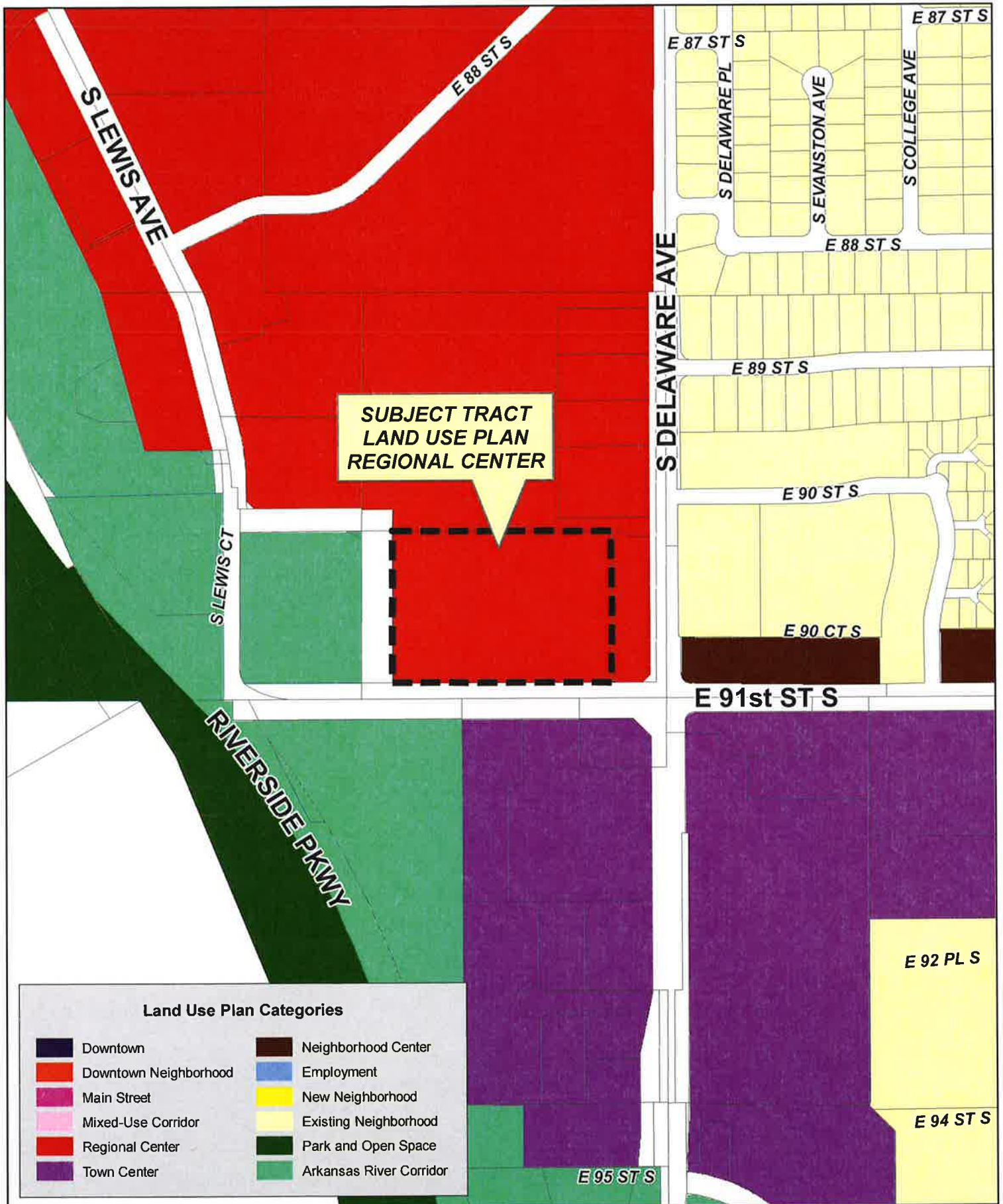
18-13 17

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

Aerial Photo Date: February 2018

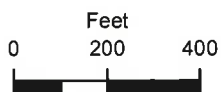


4.5



Land Use Plan Categories

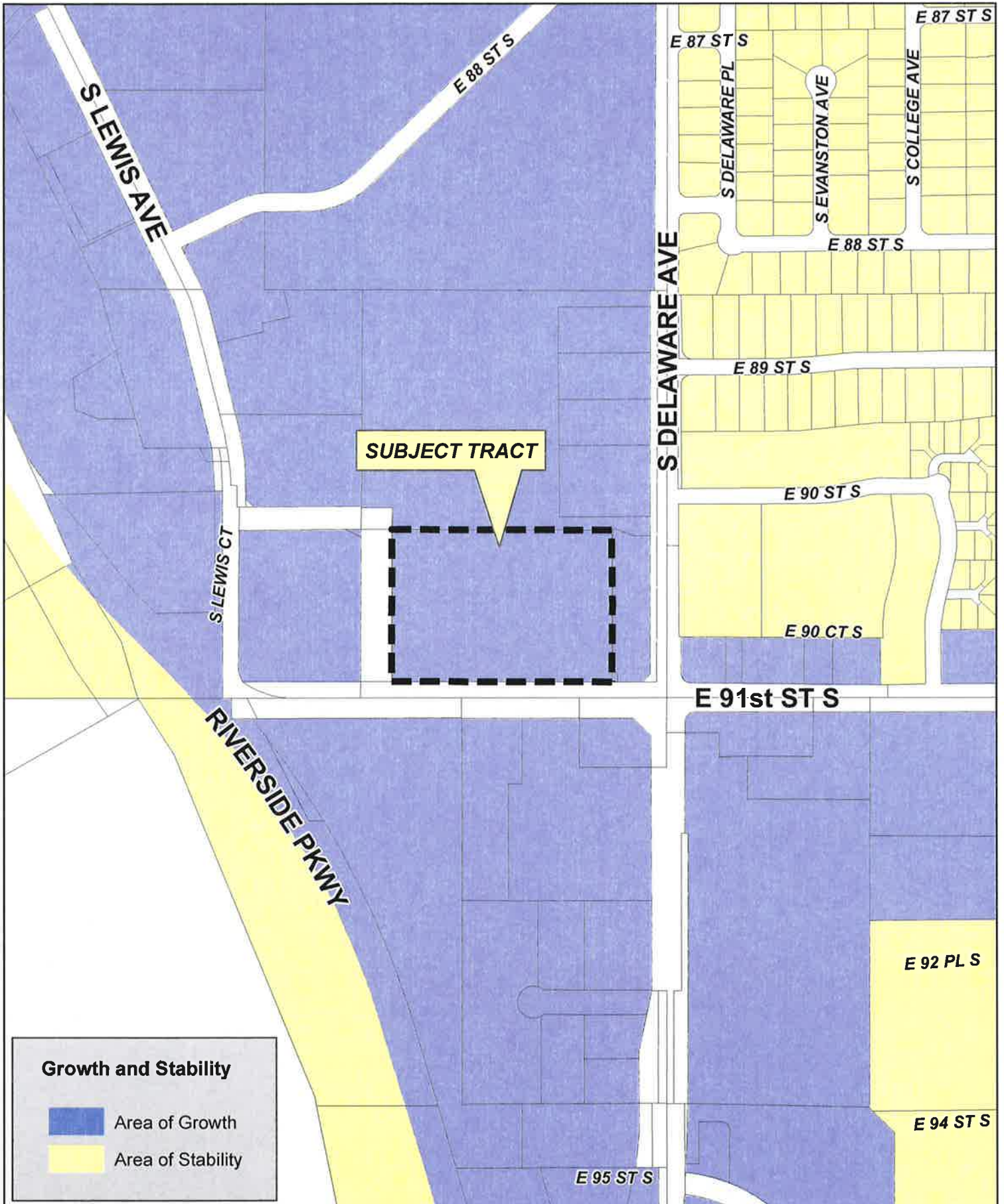
- | | |
|-----------------------|-------------------------|
| Downtown | Neighborhood Center |
| Downtown Neighborhood | Employment |
| Main Street | New Neighborhood |
| Mixed-Use Corridor | Existing Neighborhood |
| Regional Center | Park and Open Space |
| Town Center | Arkansas River Corridor |



9100 DELAWARE

18-13 17





18-13 17



9100 DELAWARE
PRELIMINARY PLAN
OCTOBER 22, 2022

4.8

PRELIMINARY PLAT
DEED OF DEDICATION
9100 Delaware
A RESUBDIVISION OF PART OF DELAWARE SQUARE IN THE SOUTHEAST QUARTER
(SE¼4) OF THE SOUTH-WEST QUARTER (SW¼4) OF SEVENTEEN (17), TOWNSHIP EIGHTEEN
(18) NORTH, RANGE THIRTEEN (13), EAST OF THE INDIAN BASE AND MERIDIAN, TULSA
COUNTY, STATE OF OKLAHOMA

INDIVIDUALS WHOSE INTERESTS ARE

QMA PROPERTIES, LLC, A OKLAHOMA LIMITED LIABILITY COMPANY (HEREINAFTER REFERRED TO AS THE "OWNER"), IS THE OWNER OF THE FOLLOWING DESCRIBED LAND IN THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, TO-WIT:

A TRACT OF LAND THAT IS PART OF THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 18 NORTH, RANGE 13 EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS TO-WIT:

A TRACT OF LAND THAT IS PART OF LOT ONE (1) BLOCK ONE (1) DELAWARE SQUARE, AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, APPROPRIATE TO THE RECORDED PLAT (PLAT NO. 7517), SAID TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHERN MOST SOUTHWEST CORNER OF LOT 1, BLOCK 1, HOME CIRCLE AT FIRST DELAWARE CIRCLE, ACCORDING TO THE RECORDED PLAT NO. 806 THENCE S 89° 35' 47" W A DISTANCE OF 715.00 FEET THENCE N 86° 36' 27" E A DISTANCE OF 487.67 FEET THENCE N 86° 35' 47" E A DISTANCE OF 715.00 FEET THENCE S 86° 36' 27" E A DISTANCE OF 487.67 FEET TO THE POINT OF BEGINNING.

SAID TRACT OF LAND CONTAINING 330.80 ± 20 SQUARE FEET OR 17 ACRES, MORE OR LESS.

THE OWNER HAS CAUSED THE ABOVE DESCRIBED TRACT OF LAND TO BE SURVEYED, STAKED, PLATTED AND SUBDIVIDED INTO 1 LOT AND 1 BLOCK HEREIN AFTER FOR LOT 1 IN CONFORMITY WITH THE ACCOMPANYING PLAT, AND HAS DESIGNATED THE SUBDIVISION AS "9100 DELAWARE" A SUBDIVISION IN THE CITY OF TULSA, TULSA COUNTY, OKLAHOMA (HEREINAFTER THE "SUBDIVISION").

SECTION 1. STREETS, EASEMENTS AND UTILITIES

A. PUBLIC STREETS AND GENERAL UTILITY EASEMENTS

THE OWNER DOES HEREBY DEDICATE TO THE PUBLIC THE STREET RIGHTS OF WAY AS SHOWN ON THE ACCOMPANYING PLAT. ADDITIONALLY, THE OWNER DOES HEREBY DEDICATE TO THE PUBLIC THE UTILITY EASEMENTS DESIGNATED AS SET ON THE UTILITY EASEMENT FOR THE SEVERAL PURPOSES OF CONSTRUCTING, MAINTAINING, OPERATING, REPAIRING, REPLACING, ADDING, REMOVING ANY AND ALL UNDERGROUND PUBLIC UTILITIES, INCLUDING STORM SEWERS, SANITARY SEWERS, TELEPHONE AND COMMUNICATION LINES, ELECTRIC POWER LINES AND TRANSFORMERS, GAS LINES, WATER LINES AND CABLE TELEVISION LINES, TOGETHER WITH ALL FITTINGS, INCLUDING THE POLES, WIRING, CONDUITS, PIPES, VALVES, MANGROVES, AND EQUIPMENT FOR EACH OF SUCH FACILITIES AND ANY OTHER APPURTENANCES THEREOF, WITH THE RIGHTS OF ACCESS AND EGRESS TO AND UPON THE UTILITY EASEMENTS FOR THE USES AND PURPOSES AFORESAID. PROVIDED, HOWEVER, THE OWNER HEREBY RESERVES THE RIGHT TO CONSTRUCT, MAINTAIN, OPERATE, LAY AND REPAIR OR RELAY WATER LINES AND SEWER LINES, TOGETHER WITH THE RIGHT OF EGRESS AND ACCESS FOR SUCH CONSTRUCTION, MAINTENANCE, OPERATION, LAYING, REPAIRING AND RELAYING OVER, ACROSS AND ALONG ALL OF THE UTILITY EASEMENTS SHOWN ON THE PLAT, FOR THE PURPOSE OF FURNISHING WATER AND/OR SEWER SERVICES TO THE AREA INCLUDED IN THE PLAT. THE OWNER HEREBY IMPOSES A RESTRICTIVE COVENANT WHICH COVENANT SHALL BE BINDING ON THE OWNER AND ITS SUCCESSORS AND ASSIGNS TOGETHER WITH THE LOT OWNERS, AND SHALL BE ENFORCEABLE BY THE CITY OF TULSA, OKLAHOMA, AND BY THE SUPPLIER OF ANY AFFECTED UTILITY SERVICE, THAT WITHIN THE UTILITY EASEMENTS SHOWN ON THE ACCOMPANYING PLAT NO BUILDING STRUCTURE OR OTHER ABOVE OR BELOW GROUND OBSTRUCTION SHALL INTERFERE WITH THE ABOVE SET FORTH USES AND PURPOSES OF AN EASEMENT. SHALL BE PLACED, INSTALLED, MAINTAINED OR OTHERWISE PROVIDED HEREON, HEREIN OR HEREUNDER, IN SUCH MANNER AS TO INTERFERE WITH THE ABOVE SET FORTH USES AND PURPOSES OF AN EASEMENT. ANY SUCH INTERFERENCE SHALL BE DEEMED TO PROHIBIT SERVICE, ARISING THEREFROM, INCLUDING UNLAWFUL AND CUSTOMARY SCHEMES, WHICH DO NOT CONSTITUTE AN EASEMENT.

B. UTILITY SERVICE
1. THE SUPPLY LINES FOR THE SUPPLY OF ELECTRIC, TELEPHONE AND CABLE TELEVISION SERVICE MAY BE LOCATED IN THE REMAINDER UTILITY EASEMENTS AND IN THE REMAINDER RIGHT-OF-WAY OF THE SUBDIVISION. STREET LIGHT POLES OR STANDARDS MAY BE SERVED BY OVERHEAD OR UNDERGROUND CABLE AND UNDERGROUND SUPPORT THE SUBDIVISION. ALL SUPPLY LINES INCLUDING ELECTRIC, TELEPHONE, CABLE TELEVISION AND GAS LINES SHALL BE LOCATED UNDERGROUND IN EASEMENTS DEDICATED FOR GENERAL UTILITY SERVICES AND IN THE RIGHTS-OF-WAY OF THE PUBLIC STREETS AS SHOWN UPON THE ACCOMPANYING PLAT. SERVICE PEDESTALS AND TRANSFORMERS AS SOURCES OF SUPPLY AT SECONDARY VOLTAGES MAY ALSO BE LOCATED IN THE GENERAL UTILITY EASEMENTS.

2. UNDERGROUND SERVICE CABLES AND GAS SERVICE LINES TO ALL STRUCTURES WITHIN THE SUBDIVISION MAY BE EXTENDED FROM THE NEAREST GAS MAIN, SERVICE PEDISTAL OR TRANSFORMER TO THE POINT OF USE, DETERMINED BY THE LOCATION AND CONSTRUCTION OF SUCH STRUCTURE UPON THE LOT. THROUGH-ROAD INSTALLATION OF A SERVICE CABLE OR GAS SERVICE LINE TO A PARTICULAR STRUCTURE THE SUPPLIER OF SERVICE SHALL THEREAFTER BE DESIRED TO HAVE A SEPARATE PERMANENT AND NON-EXCLUSIVE EASEMENT ON THE LOT COVERING A 5 FOOT STRIP EXTENDING 5 FEET ON EACH SIDE OF THE SERVICE CABLE OR LINE, EXTENDING FROM THE GAS MAIN, SERVICE PEDISTAL OR TRANSFORMER TO THE SERVICE PEDISTAL ON THE STRUCTURE.

3. THE SUPPLIER OF ELECTRIC, TELEPHONE, CABLE TELEVISION AND GAS SERVICES THROUGH ITS AUTHORIZED AGENTS AND EMPLOYEES SHALL, AT ALL TIMES HAVE RIGHT OF ACCESS TO ALL UTILITY EASEMENTS SHOWN ON THE PLAT ON OTHERWISE PROVIDED FOR IN THIS DEED OF DEDICATION FOR THE PURPOSE OF INSTALLING, MAINTAINING, REPAIRING OR REPLACING ANY PORTION OF THE UNDERGROUND ELECTRIC, TELEPHONE, CABLE TELEVISION OR GAS SERVICE FACILITIES INSTALLED WITHIN THE RIGHTS OF THE UTILITY SERVICE.

4. THE LOT OWNER SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE OVERHEAD AND UNDERGROUND SERVICE FACILITIES LOCATED ON THE LOT AND SHALL PREVENT THE ALTERATION OF SPACE OR ANY CONSTRUCTION ACTIVITY WHICH MAY INTERFERE WITH SAID ELECTRIC, TELEPHONE, CABLE TELEVISION OR GAS FACILITIES. EACH SUPPLIER OF THESE SERVICES SHALL BE RESPONSIBLE FOR ORDINARY MAINTENANCE OF OVERHEAD AND/OR UNDERGROUND FACILITIES, BUT THE LOT OWNER SHALL PAY FOR SERVICE OR RELOCATION OF SUCH FACILITIES CAUSED BY RECONSTRUCTION BY ACTS OF THE LOT OWNER OR THE LOT OWNER'S AGENTS OR CONTRACTORS.

5. THE COVENANTS SET FORTH IN THIS SUBSECTION SHALL BE ENFORCEABLE BY EACH SUPPLIER OF THE ELECTRIC, TELEPHONE, COMMUNICATION, CABLE TELEVISION OR GAS SERVICE AND THE LOT OWNER AGREES TO BE BOUND BY THESE COVENANTS.

C. WATER, SANITARY SEWER AND STORM SEWER SERVICE
1. THE LOT OWNER SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE PUBLIC WATER MAIN, SANITARY SEWER MAINS AND STORM SEWERS LOCATED IN THE SUBDIVISION.

2. WITHIN THE UTILITY EASEMENTS, RESTRICTED WATERING EASEMENT AND SANITARY SEWER EASEMENTS SHOWN ON THE ACCOMPANYING PLAT, THE ALTERATION OF GRADE FROM THE CONTIGUOUS EXISTING GRADE, THE COMPLETION OF THE INSTALLATION OF A PUBLIC WATER MAIN, SANITARY SEWER MAIN OR STORM SEWER OR ANY OTHER CONSTRUCTION ACTIVITY WITHIN THE ADJACENT OF THE CITY OF TULSA, OKLAHOMA WOULD INTERFERE WITH PUBLIC WATER MAIN, SANITARY SEWER MAINS AND STORM SEWERS SHALL BE PROHIBITED.

3. THE CITY OF TULSA, OKLAHOMA OR ITS SUCCESSORS SHALL BE RESPONSIBLE FOR ORDINARY MAINTENANCE OF PUBLIC WATER EXISTING, SANITARY SEWER MAINS AND STORM SEWERS, BUT THE LOT OWNER SHALL PAY FOR SERVICE OR RELOCATION OF SUCH FACILITIES CAUSED BY RECONSTRUCTION BY ACTS OF THE LOT OWNER OR THE LOT OWNER'S AGENTS OR CONTRACTORS.

4. THE CITY OF TULSA, OKLAHOMA OR ITS SUCCESSORS SHALL AT ALL TIMES HAVE RIGHT OF ACCESS TO THE UTILITY EASEMENTS, RESTRICTED WATERING EASEMENT AND SANITARY SEWER EASEMENTS SHOWN ON THE PLAT OR OTHERWISE PROVIDED FOR IN THIS DEED OF DEDICATION FOR THE PURPOSE OF INSTALLING, MAINTAINING, REPAIRING OR REPLACING ANY PORTION OF UNDERGROUND WATER, SANITARY SEWER OR STORM SEWER FACILITIES.

5. THE COVENANTS SET FORTH IN THIS SUBSECTION SHALL BE ENFORCEABLE BY THE CITY OF TULSA, OKLAHOMA OR ITS SUCCESSORS, AND THE LOT OWNER AGREES TO BE BOUND BY THESE COVENANTS.

D. GAS SERVICE
1. THE SUPPLIER OF GAS SERVICE THROUGH ITS AGENTS AND EMPLOYEES SHALL, AT ALL TIMES HAVE THE RIGHT OF ACCESS TO ALL THE UTILITY EASEMENTS SHOWN ON THE PLAT OR AS OTHERWISE PROVIDED FOR IN THE DEED OF DEDICATION FOR THE PURPOSE OF INSTALLING, MAINTAINING, REPAIRING, REPLACING, ADDING OR REMOVING ANY PORTION OF THE FACILITIES INSTALLED BY THE SUPPLIER OF GAS SERVICE.

2. THE LOT OWNER SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE UNDERGROUND GAS FACILITIES LOCATED WITHIN THE SUBDIVISION. THE LOT OWNER SHALL PREVENT THE ALTERATION OF SPACE OR ANY OTHER CONSTRUCTION ACTIVITY WHICH WOULD INTERFERE WITH GAS SERVICE. THE SUPPLIER OF GAS SERVICE SHALL BE RESPONSIBLE FOR ORDINARY MAINTENANCE OF UNDERGROUND GAS FACILITIES, BUT THE LOT OWNER SHALL PAY FOR SERVICE OR RELOCATION OF GAS FACILITIES CAUSED BY RECONSTRUCTION BY ACTS OF THE LOT OWNER OR THE LOT OWNER'S AGENTS OR CONTRACTORS.

3. THE COVENANTS SET FORTH IN THIS SUBSECTION SHALL BE ENFORCEABLE BY THE SUPPLIER OF GAS SERVICE, AND THE LOT OWNER AGREES TO BE BOUND BY THESE COVENANTS.

E. SURFACE OBSTRUCTION
THE SUBDIVISION SHALL BE KEPT AND KEPT IN AN UNIMPROVED MANNER THE STORM AND SURFACE WATERS FROM LOTS AND DRAINAGE AREAS OF ADJACENT LOTS. THE LOT OWNER SHALL NOT CONSTRUCT OR PERMIT TO BE CONSTRUCTED ANY FENCING OR OTHER OBSTRUCTIONS WHICH WOULD IMPAIR THE DRAINAGE OF STORM AND SURFACE WATERS OVER AND ACROSS THE LOT. THE FOREGOING COVENANTS SET FORTH IN THIS PARAGRAPH SHALL BE ENFORCEABLE BY THE LOT OWNER AND BY THE CITY OF TULSA, OKLAHOMA.

F. PLANNING, MAINTENANCE AND OTHER EASEMENTS
THE LOT OWNER SHALL BE RESPONSIBLE FOR THE REPAIR OF DAMAGE TO LANDSCAPING AND PAVING OCCASIONED BY INSTALLATION OR NECESSARY PLACEMENTS, REPLACEMENTS OR MAINTENANCE OF WATER, SEWER, STORM SEWER, NATURAL GAS, COMMUNICATION CABLE, TELEVISION, OR ELECTRIC FACILITIES WITHIN THE EASEMENT AREAS SHOWN UPON THE ACCOMPANYING PLAT. FURTHER, THE CITY OF TULSA, OKLAHOMA OR THE SUPPLIER OF THE UTILITY SERVICE SHALL USE REASONABLE CARE IN THE PERFORMANCE OF SUCH ACTIVITIES.

WITS OF INDIGENTS

THE LOT OWNER HEREBY RELINQUISHES RIGHTS OF VEHICULAR INGRESS OR EGRESS FROM ANY PORTION OF THE PROPERTY ADJACENT TO SOUTH LOTS 16 AND 17, STREET SOUTH WITHIN THE BOARDS DESIGNATED AS LOTS OF NO ACCESS ON THE ACCOMPANYING PLAT, WHICH LIMITS OF NO ACCESS MAY BE GRANTED OR RELINQUISHED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION ON ITS SUCCESSION WITH THE APPROVAL OF THE CITY OF TULSA, OKLAHOMA, OR AS OTHERWISE PROVIDED BY THE STATUTES AND LAWS OF THE STATE OF OKLAHOMA PERTAINING THERETO, AND THE LIMITS OF NO ACCESS ESTABLISHED ABOVE SHALL BE ENFORCEABLE BY THE CITY OF TULSA, OKLAHOMA.

H. JOINTLY PUBLIC UTILITY EASEMENT
EASEMENTS SHALL BE CONSTRUCTED AND MAINTAINED BY THE LOT OWNER IN ACCORDANCE WITH THE TULSA METROPOLITAN AREA SUBDIVISION, AND DEVELOPMENT REGULATIONS AND IN ACCORDANCE WITH THE STANDARDS OF THE CITY OF TULSA. ALL SUCH EASEMENTS SHALL BE CONSTRUCTED PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR ANY BUILDING WITHIN THE SUBDIVISION. TO THE EXTENT SAID SIDEWALKS AS SHOWN ON THE ACCOMPANYING PLAT EXTEND OUTSIDE OF THE RIGHT OF WAY, THE OWNER HEREBY DEDICATES TO THE PUBLIC A PERPETUAL EASEMENT ON, OVER AND ACROSS THE LOT FOR CONSTRUCTION, MAINTENANCE AND USE AS A PUBLIC SIDEWALK.

I. CERTIFICATE OF OCCUPANCY RESTRICTIONS
NO CERTIFICATE OF OCCUPANCY FOR A BUILDING WITHIN THE SUBDIVISION SHALL BE ISSUED BY THE CITY OF TULSA, OKLAHOMA UNTIL CONSTRUCTION OF THE REQUIRED INFRASTRUCTURE (STREETS, WATER, SANITARY SEWER, STORM SEWER EXISTINGS AND SIDEWALKS) SERVING THE ENTIRE SUBDIVISION HAS BEEN COMPLETED AND ACCEPTED BY THE CITY OF TULSA, OKLAHOMA. NOTWITHSTANDING THE FOREGOING, THE CITY OF TULSA, OKLAHOMA MAY AUTHORIZE THE ISSUANCE OF A TEMPORARY CERTIFICATE OF OCCUPANCY IF, IN THE CITY OF TULSA, OKLAHOMA, THE REQUIREMENTS SUPPORT THE ISSUANCE. FURTHER, NOTWITHSTANDING THE FOREGOING, THE CITY OF TULSA, OKLAHOMA, MAY AUTHORIZE THE PHASING OF THE CONSTRUCTION OF INFRASTRUCTURE WITHIN THE SUBDIVISION AND IF PHASING IS AUTHORIZED, A CERTIFICATE OF OCCUPANCY FOR A BUILDING WITHIN AN AUTHORIZED PHASE MAY BE ISSUED UPON THE COMPLETION AND ACCEPTANCE OF THE INFRASTRUCTURE SERVING THE PARTICULAR PHASE. BUILDING CONSTRUCTION OCCURRING PRIOR TO THE CITY OF TULSA, OKLAHOMA'S ACCEPTANCE OF THE INFRASTRUCTURE SHALL BE AT THE RISK OF THE LOT OWNER, NOTWITHSTANDING THE ISSUANCE OF A BUILDING PERMIT OR A TEMPORARY CERTIFICATE OF OCCUPANCY.

SECTION 2. ENFORCEMENT, DURATION, AMENDMENT AND SEVERABILITY

A. ENFORCEMENT
THE RESTRICTIONS HEREIN SET FORTH ARE COVENANTS TO RUN WITH THE LAND AND SHALL BE BINDING UPON THE OWNER, ITS SUCCESSORS AND ASSIGNS. WITHIN THE PRINCIPLES OF SECTION 1 (STREETS, EASEMENTS AND UTILITIES) ARE SET FORTH CERTAIN COVENANTS AND THE ENFORCEMENT RIGHTS PERTAINING THEREON AND ADDITIONALLY, THE COVENANTS WITHIN SECTION 1, WHETHER OR NOT SPECIFICALLY THEREIN SO STATED, SHALL RUN TO THE BENEFIT OF AND SHALL BE ENFORCEABLE BY THE CITY OF TULSA, OKLAHOMA. IF THE UNDESIRABLE OWNER OR ITS SUCCESSORS OR AGENTS SHALL VIOLATE ANY OF THE COVENANTS WITHIN SECTIONS 1, IT SHALL BE UNLAWFUL FOR ANY PERSON OR PERSONS OWNING ANY LOT SITUATED WITHIN THE SUBDIVISION OR THE CITY OF TULSA TO MAINTAIN ANY ACTION AT LAW OR IN EQUITY AGAINST THE PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE ANY SUCH COVENANT TO PREVENT HIM OR THEM FROM SO DOING OR TO COMPEL COMPLIANCE WITH THE COVENANT OR TO RECOVER DAMAGES. IN ANY JUDICIAL ACTION BROUGHT TO ENFORCE THE COVENANTS ESTABLISHED WITHIN THIS DEED OF DEDICATION, THE DEFENSE THAT THE PARTY INITIATING THE ENFORCEABLE PROCEEDINGS HAS AN ADEQUATE REMEDY AT LAW IS HEREBY WAIVED.

B. DURATION
THESE COVENANTS AND RESTRICTIONS SHALL REMAIN IN FULL FORCE AND EFFECT UNTIL TERMINATED OR AMENDED AS HEREINBETTER PROVIDED.

C. AMENDMENT OR TERMINATION
THE COVENANTS CONTAINED HEREIN MAY BE AMENDED OR TERMINATED AT ANY TIME BY A WRITTEN INSTRUMENT SIGNED AND ACKNOWLEDGED BY THE OWNER AND APPROVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION AND THE CITY OF TULSA, ANY SUCH AMENDMENT SHALL BE EFFECTIVE WHEN RECORDED IN THE RECORDS OF THE TULSA COUNTY CLERK.

SEVERABILITY

IF ANY RESTRICTION SET FORTH HEREIN ON ANY PART THEREOF BY AN ORDER, JUDGMENT OR DECREE OF ANY COURT OR OTHERWISE, SHALL NOT BE ENFORCEABLE OR AFFECT ANY OF THE OTHER RESTRICTIONS OR ANY PART THEREOF, AS SET FORTH HEREIN, WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF, QMA PROPERTIES, LLC HAS EXECUTED THIS INSTRUMENT THIS ____ DAY OF ____ 2000.

QMA PROPERTIES, LLC, A OKLAHOMA LIMITED LIABILITY COMPANY

BY: DUANE PHILLIPS, MANAGER

ACKNOWLEDGMENT
STATE OF OKLAHOMA,)
COUNTY OF TULSA,) SS
I, DUANE PHILLIPS, AS MANAGER OF QMA PROPERTIES, LLC, A OKLAHOMA LIMITED LIABILITY COMPANY,

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____ 2000.

NOTARY PUBLIC
MY COMMISSION EXPIRES: 12-11-2020
(SEAL)

CERTIFICATE OF SURVEY
I, R. WADE BENNETT, OF BENNETT SURVEYING, A LICENSED LAND SURVEYOR REGISTERED IN THE STATE OF OKLAHOMA, HEREBY CERTIFY THAT I HAVE CAREFULLY AND ACCURATELY SURVEYED, SUBDIVIDED AND PLATTED THE TRACT OF LAND DESCRIBED ABOVE, AND THAT THE ACCOMPANYING PLAT DESCRIBED HEREIN AS 9100 DELAWARE, A SUBDIVISION IN THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, IS A REPRESENTATION OF THE SURVEY MADE ON THE GROUND USING GENERALLY ACCEPTED LAND SURVEYING PRACTICES AND MEETS OR EXCEEDS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED.

WITNESS MY HAND AND SEAL THIS ____ DAY OF ____ 2000.

R. WADE BENNETT
LICENSED PROFESSIONAL LAND SURVEYOR
OKLAHOMA #1158

ACKNOWLEDGMENT
STATE OF OKLAHOMA,)
COUNTY OF TULSA,) SS
I, R. WADE BENNETT, AS

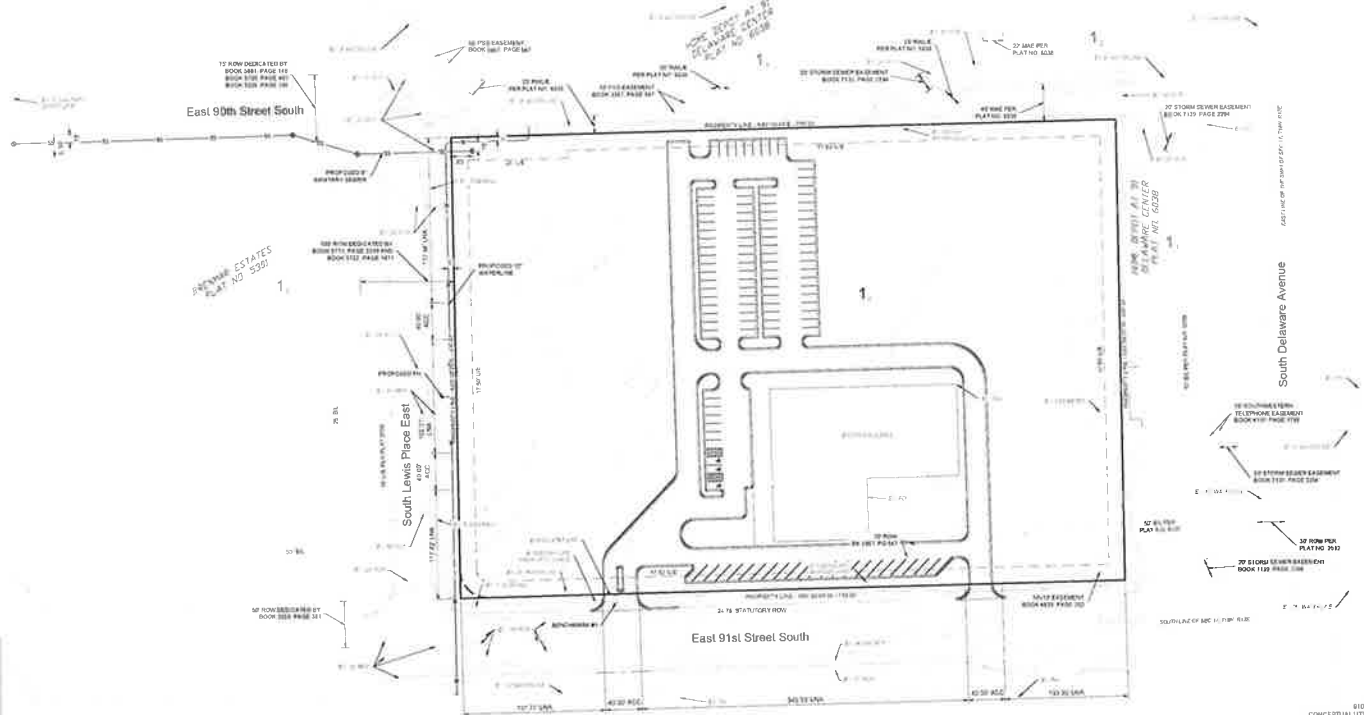
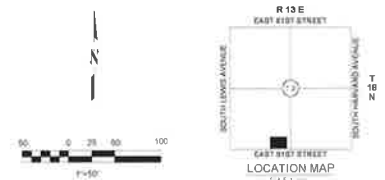
THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____ 2000.

NOTARY PUBLIC
MY COMMISSION EXPIRES: 12-11-2020
(SEAL)

4.9

A RESUBDIVISION OF PART OF DELAWARE SQUARE IN THE SOUTHEAST QUARTER (SE/4) OF THE SOUTHWEST QUARTER (SW/4) OF SEVENTEEN (17), TOWNSHIP EIGHTEEN (18) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA

SURVEYOR:
Bennett Surveying, INC.
210 Chouteau Avenue
Chouteau, Oklahoma 74337
Phone: (918) 476-7484
OK C&O CA 4362 RP15 1986
EXPIRES 6/30/2022
CONTACT R. WADE BENNETT
www.bennettsurveying.com



9100 DELAWARE
CONCEPTUAL UTILITY LAYOUT
OCTOBER 22, 2020
SHEET 1 OF 1

4.10

Case: 9100 Delaware (Related to 9100 Delaware Preliminary Plat)

Hearing Date: November 18, 2020

Case Report Prepared by:

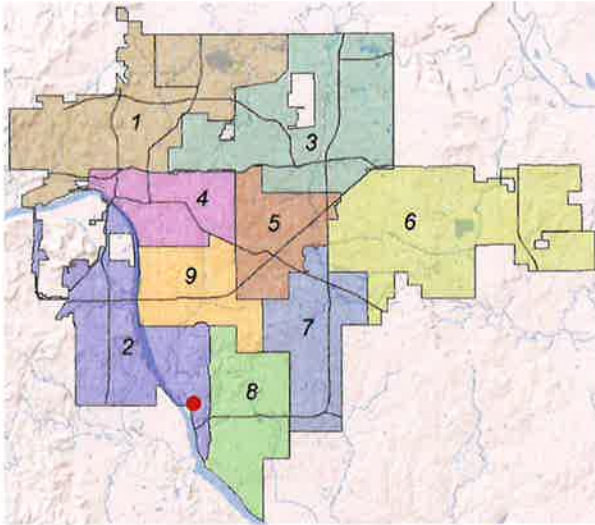
Nathan Foster

Owner and Applicant Information:

Applicant: Wallace Engineering

Owner: Oak Properties, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Request for authorization to receive accelerated release of building permits & modification of Subdivision & Development Regulations to defer required performance guarantee and dedications to final plat

1 lot, 1 block, 8.17 ± acres

Location: West of the northwest corner of East 91st Street South and South Delaware Avenue

Zoning: MX2-V-U

Staff Recommendation:

Staff recommends **approval** of the authorization to receive an accelerated release of a building permit and the modification to the Subdivision & Development Regulations

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

ACCELERATED RELEASE OF BUILDING PERMIT

9100 Delaware- (CD 2)

West of the northwest corner of East 91st Street South and South Delaware Avenue

The subject property is required to obtain full compliance with the Subdivision & Development Regulations due to a recently approved rezoning. The applicant has requested that the Planning Commission authorize the City of Tulsa to issue building permits prior to the filing of a final plat. The *Subdivision & Development Regulations* require the approval of a preliminary plat prior to authorization for an accelerated release of building permits. The preliminary plat has been submitted and reviewed by the Technical Advisory Committee and is being presented concurrently with this request.

The plat includes the dedication of utility easements, access limitations, and additional right-of-way dedications at the corner of East 91st Street South and South Lewis Place. Improvements to infrastructure on the site, primarily sanitary sewer, will be required prior to the filing of the final plat in order to accommodate future development goals; Existing buildings on site are already served by the required infrastructure and the improvement of those buildings would not negatively impact the progress of the plat and infrastructure as required.

The Technical Advisory Committee met on November 5th and had no objections to the authorization for accelerated release of building permits on the existing buildings.

If approved, this authorization only removes the requirement that the final plat be filed prior to building permits being issued. All other codes and requirements of the City of Tulsa remain in place.

Modification to the Subdivision & Development Regulations:

The applicant has requested a modification to Section 10-110.6-B and C that require the dedication of all required ROW and easements and the submittal of a performance guarantee for outstanding infrastructure. Due to the fact that the ROW dedications are not being made for the purpose of any immediate infrastructure, staff supports a deferral of this requirement so that the ROW can be dedicated by plat. Given that sidewalks are the only required infrastructure and no main extensions or other improvements are required for the existing buildings, staff also supports the deferral of performance guarantee requirements to the final plat.

Staff recommends **approval** of the accelerated release of a building permit and the requested modification with the following conditions:

1. If an accelerated release is approved, no final inspection of buildings or structures may occur, and no certificate of occupancy may be issued until a final plat for the subject property has been approved and recorded.
2. Accelerated permits shall only be allowed for the existing structures shown on the conceptual site plan to include interior remodeling, exterior improvements, and accessory improvements.



Tulsa Metropolitan Area
Planning Commission

Case Number: CPA-89

Comprehensive Plan Amendment
(related to Z-7571)

Hearing Date: November 18, 2020

(Continued from September 2, 2020, September 16, 2020, & October 21, 2020)

Case Report Prepared by:

Jani Wertin

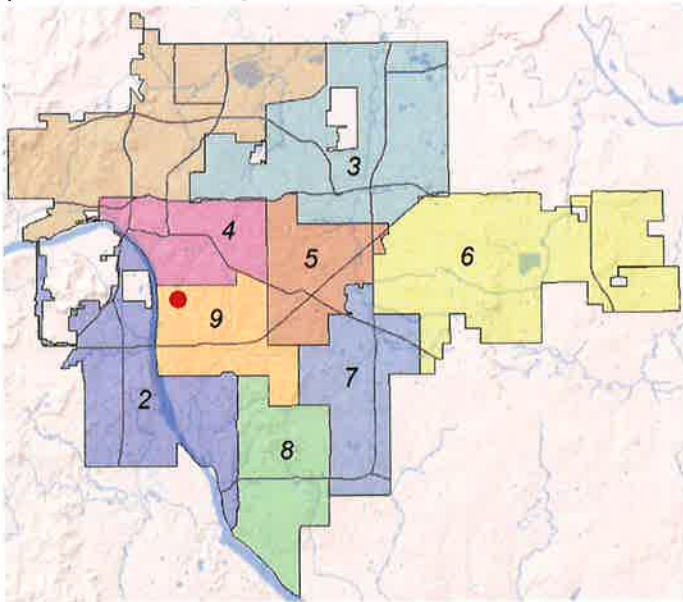
Owner and Applicant Information:

Applicant: CBC Builds c/o AAB Engineering, LLC

Property Owner: John E. and Harriet L. Vaughn

Location Map:

(shown with City Council Districts)



Applicant Proposal:

Land Use Map change from ***Existing Neighborhood*** to ***Main Street*** and
Areas of Stability & Growth Map change from an
Area of Stability to an ***Area of Growth***

Tract Size: 0.48 + acres

Location: East of the Northeast corner of East 36th
Street South & South Peoria Avenue

Comprehensive Plan:

Land Use Map

Existing: *Existing Neighborhood*

Proposed: *Main Street*

Stability and Growth Map

Existing: *Area of Stability*

Proposed: *Area of Growth*

Zoning

Existing Zoning: RS-3

Proposed Zoning: MX1-U-45

Staff Recommendation:

Staff recommends **approval** of *Main Street* and
Area of Growth designations

City Council District: 9

Councilor Name: Ben Kimbro

County Commission District: 2

Commissioner Name: Karen Keith

6.1

TMAPC Staff Report
CPA-89
Comprehensive Plan Amendment

Property Information and Land use Request

The applicant has submitted this proposed Comprehensive Plan amendment (CPA-89) with a concurrent rezoning request (Z-7571) to request a change in both the Land Use and the Growth and Stability designation of the subject property from *Existing Neighborhood* to *Main Street* and *Area of Stability* to *Area of Growth*. The concurrent zoning request proposes MX1-U-40 from RS-3 for a mixed-use development.

Background

The Land Use and Area of Stability or Growth designations for the subject property were made in 2010 with the adoption of the 2010 Tulsa Comprehensive Plan. At this time, the subject property was assigned a Land Use designation of *Existing Neighborhood* and an Area of Stability or Growth designation of *Area of Growth*. As there are no other plans that cover this area that offer land use recommendations, the 2010 Tulsa Comprehensive Plan solely provides guidance regarding land use for this area.

The site is currently made up of three separate parcels, each with a single-family detached home. The proposed development will remove those homes and construct a mixed-use building that includes commercial on the ground floor and residential units above. The parcels abutting the subject property to the north and west are currently zoned OL/PUD-718 and PK/CH, respectively, both carrying a Land Use Map designation of *Main Street*, as well as an Area of Growth and Stability Map designation of *Area of Growth*. These parcels contain office space and townhomes to the north and a commercial strip mall to the west. The parcel abutting the subject property to the south is zoned MX1-P-U/RS-3 and carries both a *Main Street* and *Existing Neighborhood* Land Use designation, as well as both *Area of Growth* and *Area of Stability* designations due to the location of both single-family detached homes and the Brookside Church. The Brookside Church is zoned MX1-P-U and was rezoned as part of the City Council initiated rezoning opportunities along the Bus Rapid Transit Corridor. The land use designation was changed from *Existing Neighborhood* to *Main Street* in 2019. Abutting to the east are more RS-3 zoned parcels with single-family detached homes that carry a land use designation of *Existing Neighborhood* and a growth designation of *Area of Stability*.

The Brookside Infill Development Design Recommendations was a plan adopted in 2002 that generally provide design guidance for development along and on either side of South Peoria Avenue immediately west of the subject property. The plan did not specifically make any recommendations to this site.

6.2

Existing Land Use and Growth Designations

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

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

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

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

Proposed Land Use and Growth Designations (Tulsa Comprehensive Plan)

The applicant is proposing the *Main Street* land use designation for the subject property:

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

The applicant is also proposing the *Area of Growth*, growth designation for the subject property:

“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.”

Zoning and Surrounding Uses

| Location | Existing Zoning | Existing Land Use Designation | Area of Stability or Growth | Existing Use |
|-----------------|------------------------|---------------------------------------|------------------------------------|--|
| North | OL/PUD-718 | Main Street | Area of Growth | Offices and Townhomes |
| South | MX1-P-U / RS-3 | Main Street/ Existing Neighborhood | Area of Growth | Brookside Church and Single-family Residential |
| East | RS-3 | Existing Neighborhood | Area of Stability | Single-family Residential |
| West | PK/CH | Main Street | Area of Growth | Commercial Strip Center |

Applicant's Justification

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

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

“To Whom It May Concern,

We have made application to modify the comprehensive plan designation for three lots along the North side of 36th Street and East of Peoria Avenue. We propose to change the designation of these lots from Existing Neighborhood to Main Street and from Area

6.4

of Stability to Area of Growth as depicted on the attached exhibits. This modification is submitted in conjunction with a request to change the zoning from RS-3 to MX1-U-45.

The three lots are currently used a single-family residence but are under contract for purchase and redevelopment. As you can see on the exhibits these lots represent a "leave out" from the normally rectangular area of main street designation. The eastern boundary of this designation seems to have followed the existing development patterns regardless of the suitability of these areas for other use. Given that the parcels are currently under contract for redevelopment this area warrants reconsideration as Main Street. The parcels are abutted by a multi-story apartment project to the north which is contained in a PUD and PK/CH zoning to the west. The areas south of 36th Street fronting this tract are zoned MX1-P-U. The surrounding development patterns support the requested re-designation."

Staff Summary & Recommendation

The applicant is currently requesting a *Main Street* land use designation and growth designation of *Area of Growth*, which are the current land use and growth designations held by the parcels abutting this property to the north, south, and west. Main Streets are typically comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide and includes much lower intensity residential neighborhoods situated behind. They are also pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of buildings, and street trees and other amenities.

Areas of Growth 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. Additionally, a major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

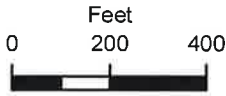
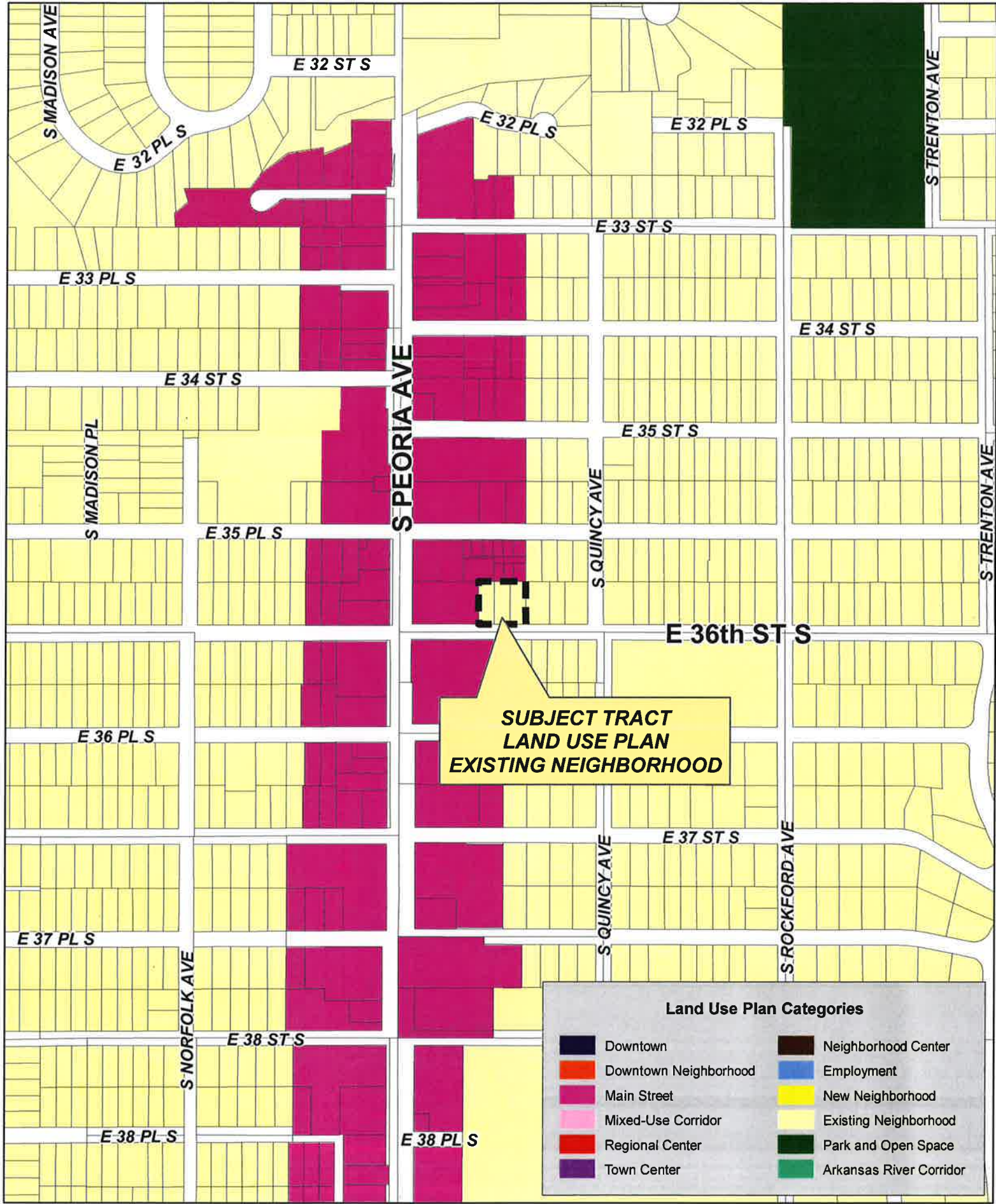
The Comprehensive Plan outlines the following criteria that was used to previously identify areas of growth that can be used to identify new areas of growth:

- Underutilized land, especially surface parking lots or vacant buildings downtown or along corridors
- Areas already undergoing positive change which is expected to continue
- Areas adjacent to transit and around transit stations, existing and planned
- Areas along corridors with frequent bus service that can accommodate development on underutilized land
- Locations where appropriate infill development will promote shorter and less frequent auto trips
- Areas with special opportunities such as where major public or private investments are planned

While the subject property may not necessarily be underutilized as there are currently houses on them, the property is close to Bus Rapid Transit (BRT) stops along Peoria Avenue and the surrounding area has been undergoing positive change, offering special opportunities with both existing and planned major public or private investments. Higher density opportunities, such as this, are appropriate along BRT corridors.

The character of the abutting developments, the Go Plan's designation of this stretch of 36th Street as a suggested shared bike route and the subject property's proximity to Peoria Avenue, which offers BRT access, the *Main Street* land use designation and *Area of Growth*, growth designation would appear to be an appropriate fit for this property and the neighborhood and help create a more uniform boundary between the existing single-family neighborhood and the Peoria Avenue commercial corridor.

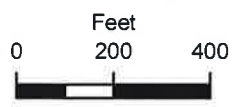
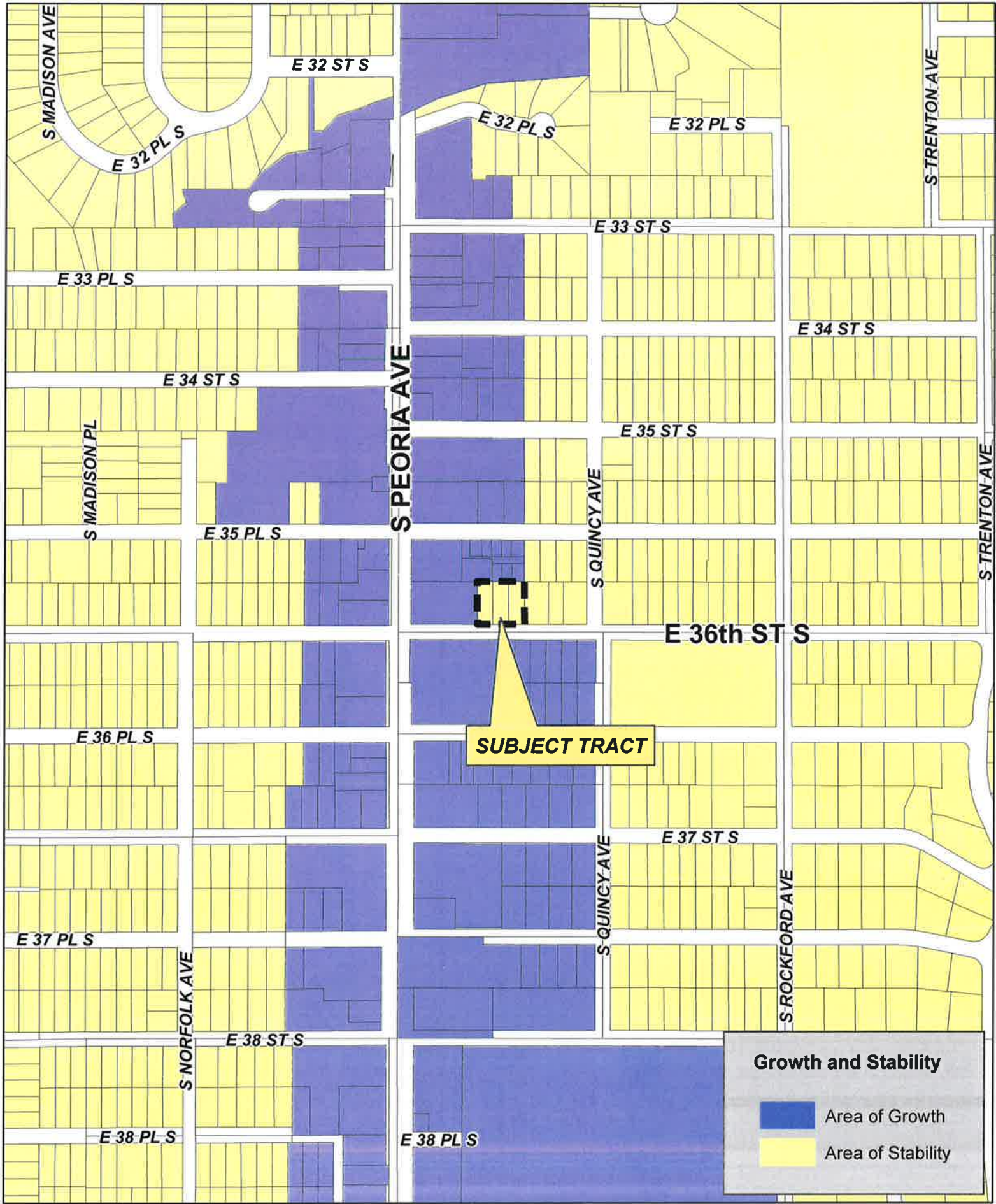
Staff recommends **approval** of the *Main Street* and *Area of Growth* designations.



CPA-89

19-13 19





CPA-89

19-13 19





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Feet



Subject
Tract

CPA-89

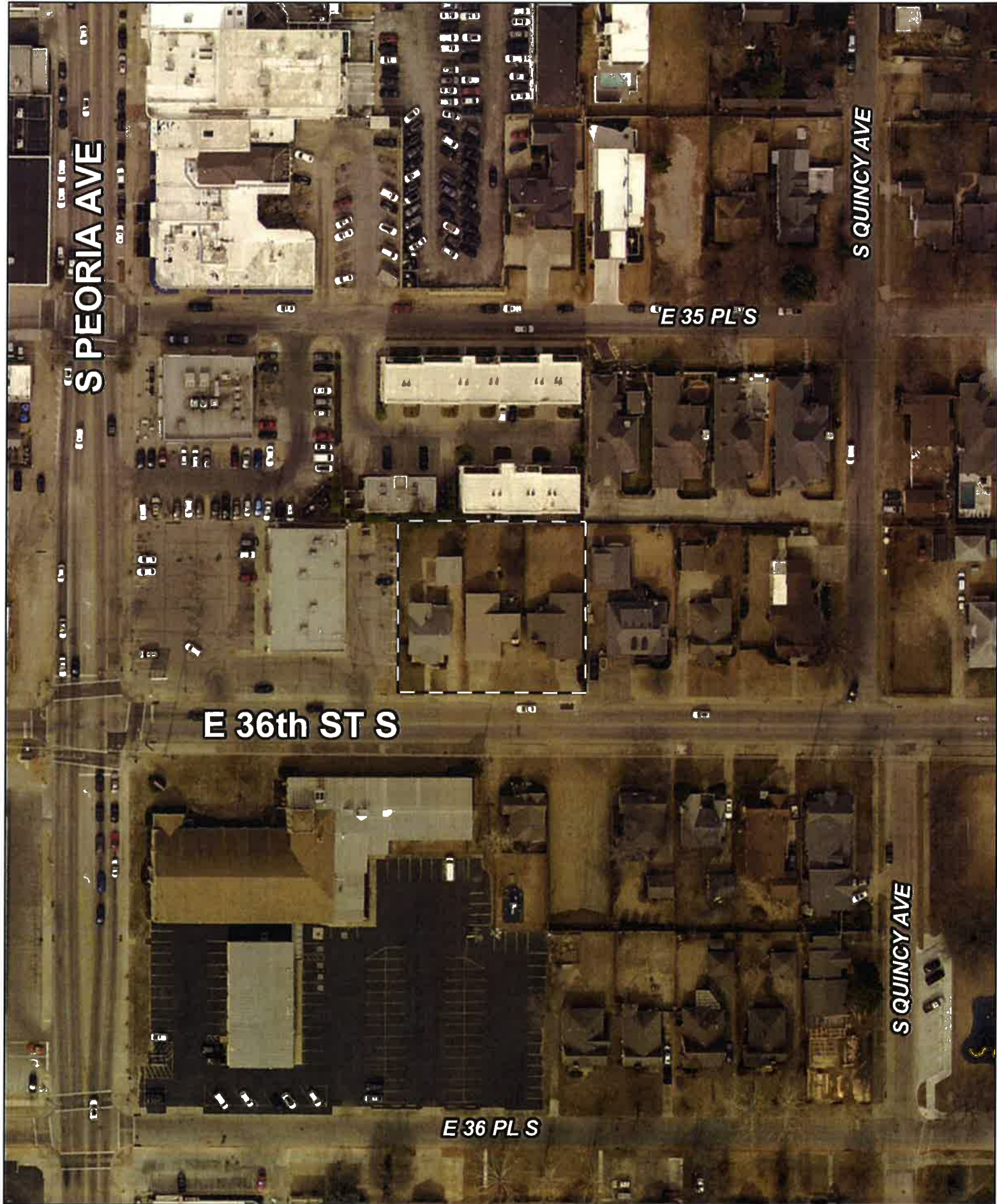
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Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018



6.9



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Subject
Tract

CPA-89

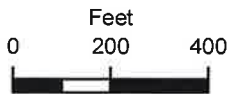
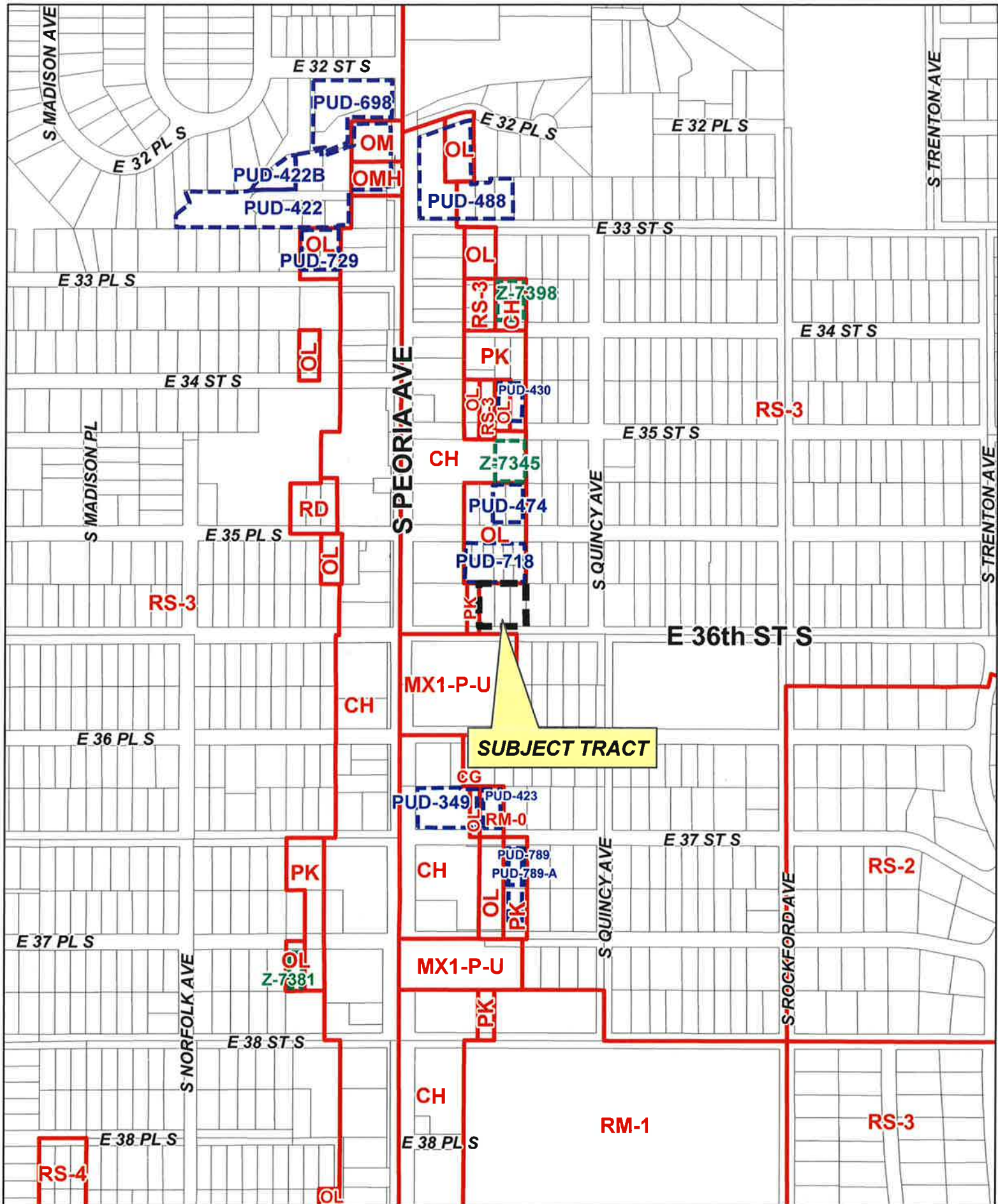
19-13 19

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

Aerial Photo Date: February 2018



610



CPA-89

19-13 19





Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7571

(Related to CPA-89)

Hearing Date: November 18, 2020

(Staff Continuance from September 2, 2020 Staff re-notice September 16, 2020 for modified request to 45' in height)

(Applicant continuance from October 21, 2020)

Case Report Prepared by:

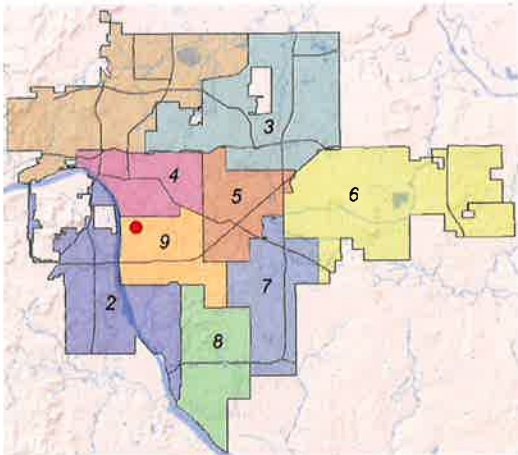
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: CBC Builds c/o AAB Engineering, LLC

Property Owner: John E. and Harriet L. Vaughn

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Residential

Proposed Use: All uses and building types that are allowed in the MX1- U zoning classification with a maximum building height of 45 feet.

Concept summary: Redevelop property from existing single-family homes to a mixed-use building.

Tract Size: 0.48 ± acres

Location: East of the Northeast corner of East 36th Street South & South Peoria Avenue

Zoning:

Existing Zoning: RS-3

Proposed Zoning: MX1-U-45

Comprehensive Plan:

Land Use Map: Existing Neighborhood

Proposed in CPA-89: Main Street

Stability and Growth Map: Area of Stability

Proposed in CPA-89: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 9319

CZM: 47

City Council District: 9

Councilor Name: Ben Kimbro

County Commission District: 2

Commissioner Name: Karen Keith

7.1

SECTION I: Z-7571

DEVELOPMENT CONCEPT: The applicant is requesting to rezone the subject property from RS-3 to MX1-U-45 to allow a mixed-use development. The applicant has also submitted a subsequent Comprehensive Plan Amendment request to change the Land-use designation and the Growth and Stability Designation from “Existing Neighborhood” to “Main Street” and “Area of Stability” to “Area of Growth”, respectively.

EXHIBITS:

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

DETAILED STAFF RECOMMENDATION:

The requested zoning is compatible with the properties north and west of the subject property however it is not consistent with the existing neighborhood land use designation. The applicant has also submitted an amendment to the land use map and growth and stability map in Tulsa’s Comprehensive Plan. Staff supports those changes and,

Establishing MX1-U (neighborhood mixed-use) zoning designation with a 45-foot maximum height provides use limitations and design standards that are consistent with the abutting Main Street designation and,

MX1-U building placement requirements will enhance the pedestrian nature of East 36th Street South and establish a consistent corridor edge on the east side of the main street corridor and,

MX1-U is the least intensive mixed-use zoning district defined in the code and provides appropriate design considerations for abutting adjacent residential uses and,

This designation, combined with the Urban character designation and the height limit of 45 feet, would allow this property a greater variety of neighborhood compatible building types to choose from, while increasing the walkability and access of the neighborhood to goods and services, and protecting neighborhoods from objectionable uses therefore,

Staff recommends Approval of Z-7571 to rezone property from RS-3 to MX1-U-45.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary:

The applicant is currently requesting a *Main Street* land use designation and growth designation of *Area of Growth*, which are the current land use and growth designations held by the parcels abutting this property to the north, south, and west. Main Streets are typically comprised of residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide and includes much lower intensity residential neighborhoods situated behind. They are also pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of

7.2

buildings, and street trees and other amenities. The MX1, Neighborhood Mixed-use district is intended to accommodate small scale retail, service and dining uses that serve nearby residential neighborhoods. The district also allows a variety of residential uses and building types. MX1 zoning is generally intended for application in areas designated by the comprehensive plan as neighborhood centers, main streets and mixed-use corridors

Current Land Use Vision:

Land Use Plan map designation: Existing Neighborhood

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

Areas of Stability and Growth designation: Area of Stability

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

Proposed Land Use Vision as supported by staff in CPA-89

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

Staff also supports the applicants request to consider a change to the existing Area of Stability to an 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: This site is not included in the City Council initiated MX zoning initiative.

Major Street and Highway Plan: None that affect site redevelopment.

Trail System Master Plan Considerations: The Go Plan recommends East 36th Street South from Riverside Drive to South Hudson Avenue as bike path with shared lane markings, which runs along the southern portion of the subject property.

Small Area Plan:

Much of the area immediately west of this site is included in the Brookside Infill Development Design Recommendation plan and was adopted in 2002. The plan and has not been amended. This site is not directly affected by the concepts illustrated in that plan.

Special District Considerations: There are no special districts that require consideration in this area.

Historic Preservation Overlay: There are no historic preservation overlays that require consideration in this area.

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary:

The site is currently made up of three separate parcels, each with a single-family detached home to be demolished and replaced a mixed-use building that includes commercial on the ground floor and apartments up above. Across the street from the subject property to the south are single-family detached homes and the Brookside Church, which was recently re-zoned to MX-1-P-U. As part of that request, the land use designation was amended from Existing Neighborhood to Main Street on the residential lot immediately east of the church. To the north of the subject property, there is an office space and townhomes, to the west there is a popular commercial strip center which offer a variety of services to the neighborhood, and to the east there are more single-family detached homes.



Figure 1. Street view from directly south of the property facing north.



Figure 2. Street view from the front of the property, facing south.



Figure 3. Street view from directly south of the property facing east.



Figure 4. Street view from the front of the property looking west.

Environmental Considerations: There are no environmental considerations that would affect site re-development.

Streets:

| <u>Exist. Access</u> | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|----------------------------|-----------------------|-----------------|-----------------------|
| E. 36 th St. S. | Residential Collector | 60 ft. | 2 lanes |

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 | OL/PUD-718 | Mainstreet | Area of Growth | Offices and Townhomes |
| South | MX-1-P-U/RS-3 | Mainstreet/ Existing Neighborhood | Area of Growth | Brookside Church and Single-family Residential |
| East | RS-3 | Existing Neighborhood | Area of Stability | Single-family Residential |
| West | PK/CH | Mainstreet | Area of Growth | Commercial Strip Center |

SECTION III: Relevant Zoning History

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

Subject Property:

BOA-12466 February 1983: The Board of Adjustment **denied** a *Special Exception* to permit a duplex in an RS-3 District, a *Variance* of the lot area from 9,000 square feet to 7,000 square feet and a *Variance* of the frontage from 75' to 50', on property located at 1333 East 36th Street.

BOA-12422 January 1983: The Board of Adjustment **approved** a *Variance* of the frontage requirement in an RS-3 district from 60' to 50' to permit a lot split, on property located at 1333 East 36th Street.

Surrounding Property:

Z-7478/CPA-83 June 2019: All concurred in **approval** of a request for *rezoning* a 2.14± acre tract of land from RS-3/CH to MX-1-P-U for a church and a *Comprehensive Plan Amendment* to change the Land Use designation from Existing Neighborhood to Main Street, on property located at the southeast corner of East 36th Street South and South Peoria Avenue.

Z-7345 July 2016: All concurred in **approval** of a request for *rezoning* a .51± acre tract of land from OL to CH for a restaurant with an accessory bar, on property located east of the southeast corner of East 5th Street South and South Peoria Avenue.

PUD-718 September 2005: All concurred in **approval** of a proposed *Planned Unit Development* on a .64± acre tract of land for offices and townhomes, on property located east of the southeast corner of East 35th Place South and South Peoria Avenue.

Z-6960 November 2004: All concurred in **approval** of a request for *rezoning* a .32± acre tract of land from RS-3 to OL for an Office, on property located east of the southeast corner of East 35th Place and South Peoria Avenue.

7.4

Z-6944 July 2004: All concurred in **approval** of a request for *rezoning* a .32± acre tract of land from RS-3 to OL for an Office, on property located east of the southeast corner of 35th Place and South Peoria Avenue.

BOA-17728 June 1997: The Board of Adjustment **approved** a *Special Exception* to permit school use on the subject tract, finding that the school has existed for 50 years, on property located at the northwest corner of 36th Place and Rockford.

Z-6334 November 1991: All concurred in **approval** of a request for *rezoning* a .16± acre tract of land from RS-3 to CH for a commercial building, on property located east of the northeast corner of East 36th Street and South Peoria Avenue.

Z-6324 October 1991: All concurred in **approval** of a request for *rezoning* a .32± acre tract of land from RS-3 to OL for an office, on property located 1325 East 25th Place.

Z-6326/PUD-474 October 1991: All concurred in **approval** of a request to rezone a 1± acre tract of land from OL to CS and **approval** of a proposed *Planned Unit Development* for mini-storage, on property located east of the southeast corner of South Peoria Avenue and East 58th Street.

Z-6003 December 1984: All concurred in **approval** of a request for *rezoning* a .2± acre tract of land from RS-3 to CH for commercial/office, on property located west of the southwest corner of 35th Place and Peoria Avenue.

BOA-07436 May 1972: The Board of Adjustment **approved** a *Special Exception* to permit parking use for employees and customers, with the restrictions that the lot not be used for retail operations, on property located at 1315 East 36th Street.

BOA-06400 August 1967: The Board of Adjustment **approved** a *Special Exception* to permit establishing off-street parking for church use in a U-1C district, subject to the parking requirements of the Board, on property located at 1331 East 36th Place.

BOA-03878 August 1962: The Board of Adjustment **granted** permission to allow church uses, on property located at Lot 7, Peorian Addition and Lots 4,6-8, Block 1, Peorian Second Addition.

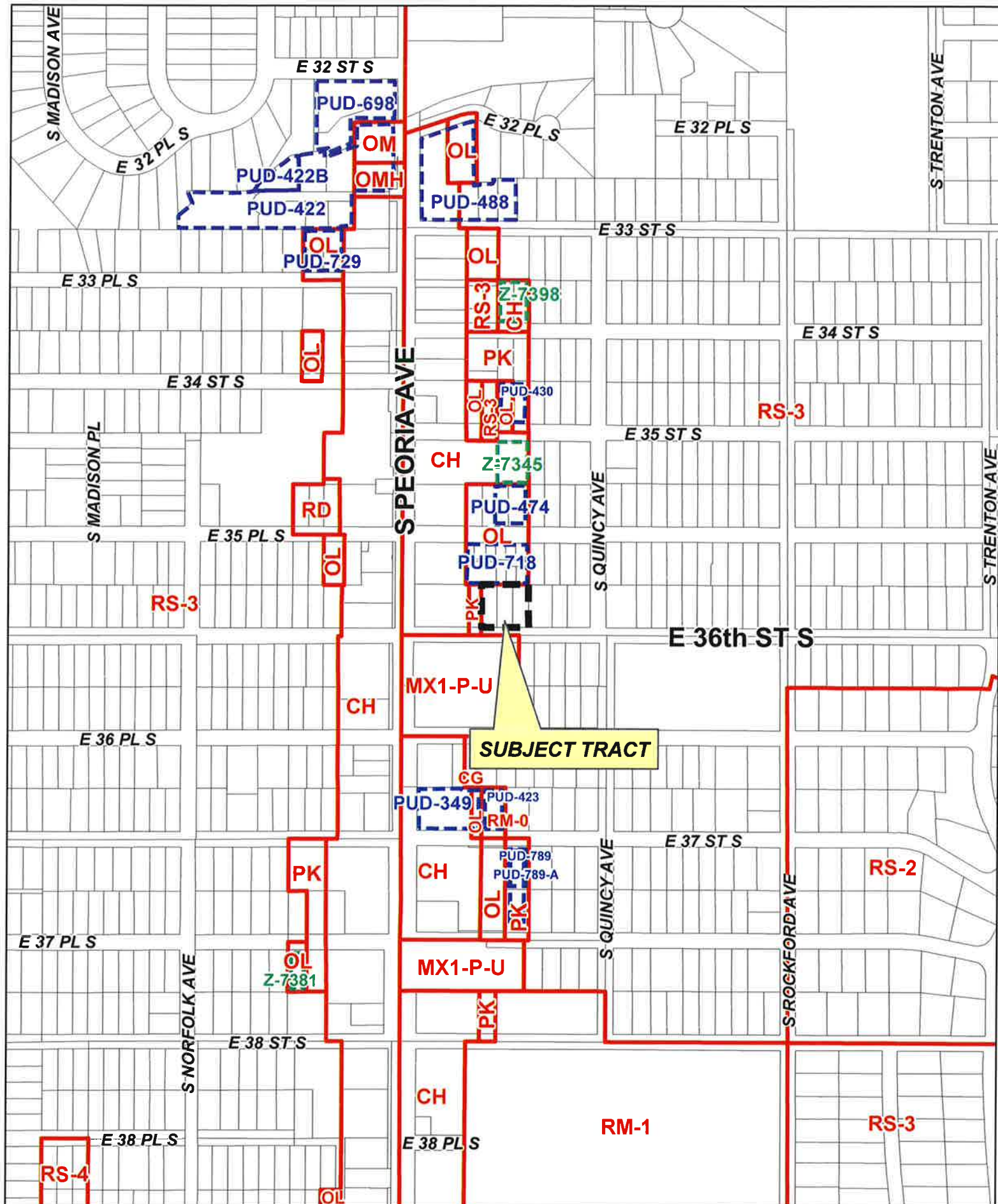
BOA-02164 October 1950: The Board of Adjustment **granted** permission to allow a church, on property located at Lots 8 and 9, Peorian Addition.

BOA-01902 April 1947: The Board of Adjustment **approved** a request for permission to erect an outdoor type electric substation, on property located at E-58' of W-65' of Lot 5, and N-40.87' of E-58' of W-65' of Lot 6, Block 3, Peoria Gardens Addition.

BOA-01606 July 1943: The Board of Adjustment **granted** permission to allow a church, on property located at Lots 10 and 11, Peorian Addition.

10/21/2020 1:00 PM

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Z-7571

19-13 19

7.8





Subject
Tract

Z-7571

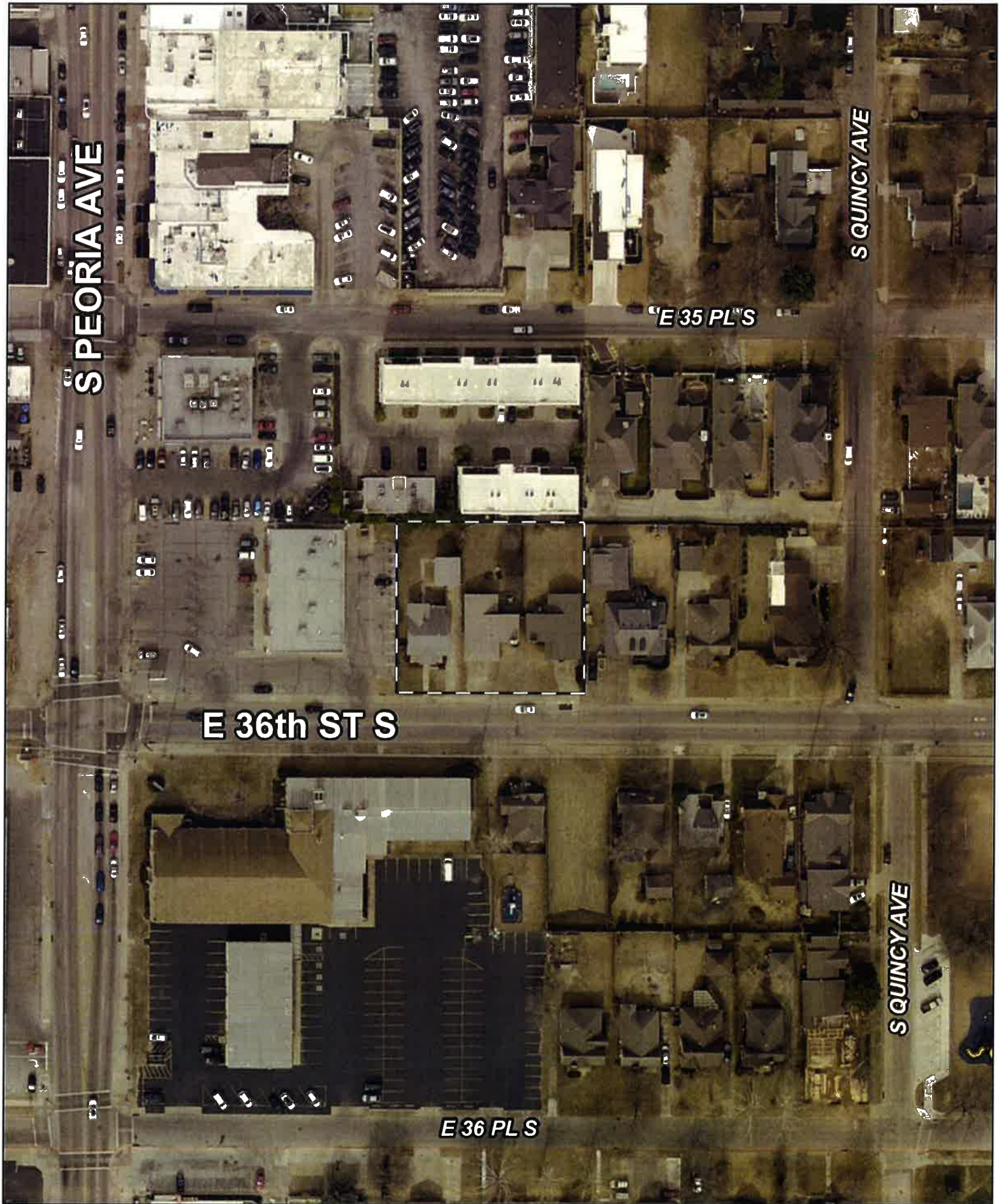
19-13 19

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

Aerial Photo Date: February 2018,



7.9



S PEORIA AVE

S QUINCY AVE

E 35 PL'S

E 36th ST S

S QUINCY AVE

E 36 PL'S

0 Feet 50 100



Subject Tract

Z-7571

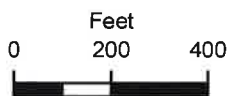
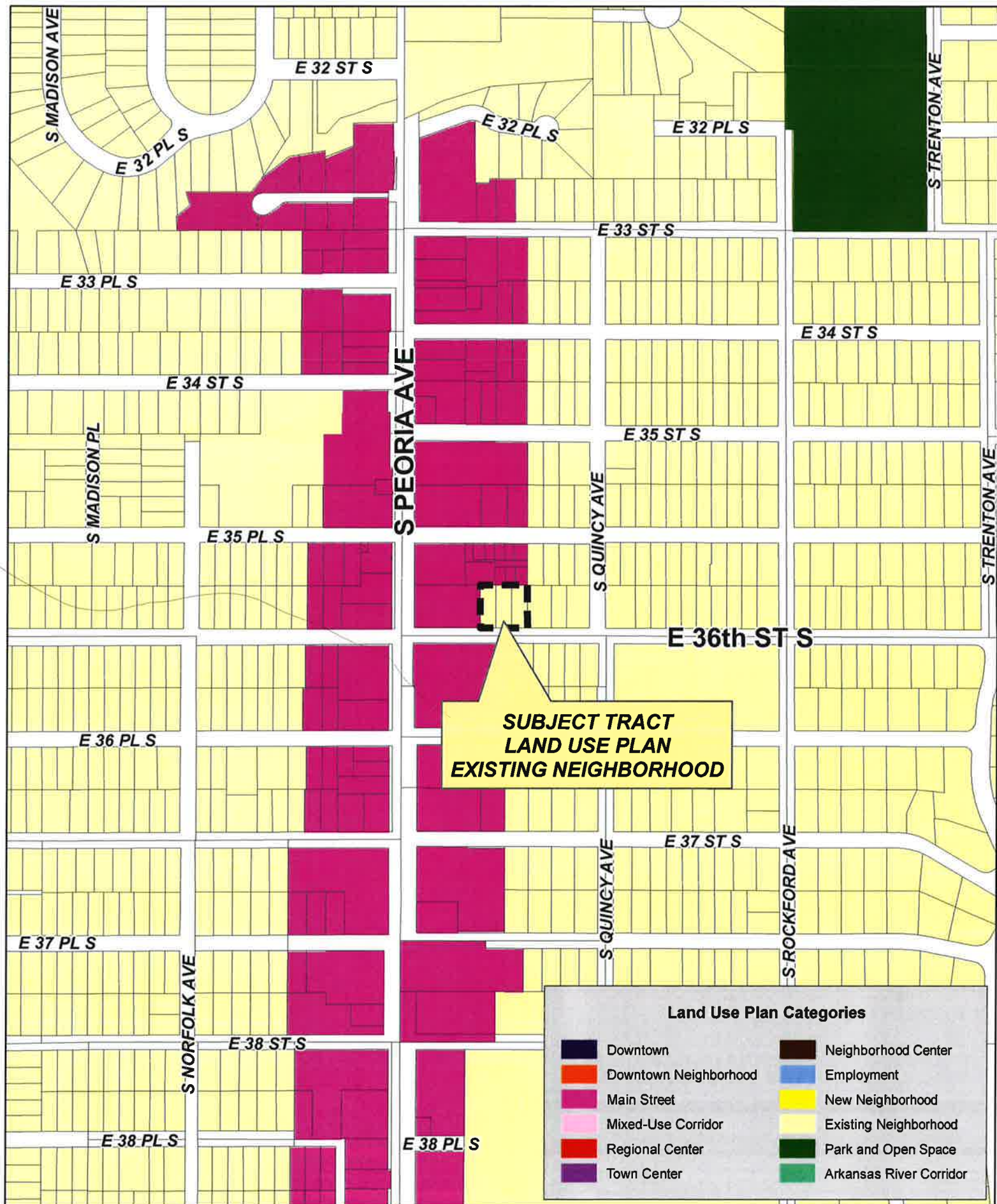
19-13 19

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

Aerial Photo Date: February 2018



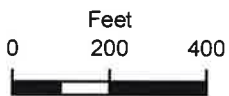
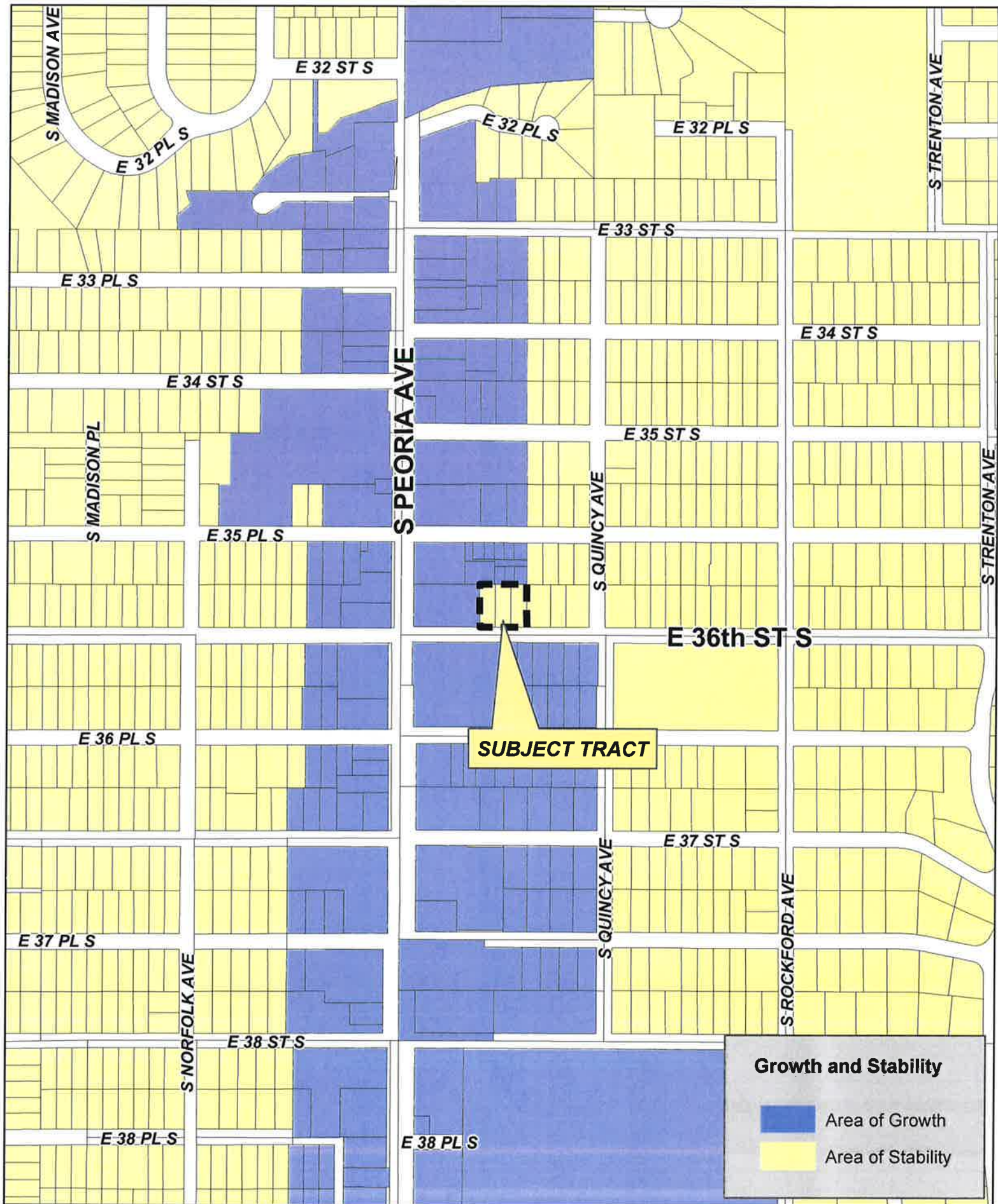
7.10



Z-7571

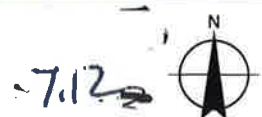
19-13 19





Z-7571

19-13 19



Sawyer, Kim

From: Judy Wyatt <jwt64@cox.net>
Sent: Friday, August 21, 2020 2:15 PM
To: esubmit
Subject: Case # Z-7571

FILE COPY

Good Afternoon,

I'm writing in reference to **Case # Z-7571** which is set for Public Hearing on 9-2-20 at 1:00 PM.

In speaking with over 30 neighbors within the close, general area of the property identified to be reviewed for rezoning (**Case # Z-7571**), all opinions are a resounding **NO**. We do not want this Current Zoning, Residential Single Family, changed. This is our neighborhood and we are already managing LOTS of traffic from Peoria to Lewis on **36th Street**. Since **36th street** was widened several years ago, we now live on a race track. Neighbors, visitors to our neighborhood, frequently comment on the level of traffic on **36th street**. How dangerous it is. Our neighborhood is a great mix of young couples, families, singles, seniors. Retired and working. 95% of the residents have a dog or dogs. We all walk them when weather accommodating; however, some have had to alter their usual route because of the amount and speed of traffic on **36th street**. Some of our neighbors have disabilities and virtually, risk their lives to walk in our neighborhood. Side streets off **36th** are also overrun with traffic. People unable to get out of driveways, safely.

I am very opposed to ANY alteration in the current Zoning---Residential Single-family. Leave it as it is. We purchased homes in this neighborhood expecting It would ALWAYS be a Residential Single Family Zone. We don't want it altered. We don't want ANYTHING that will be dumping more traffic on 36th street and through our other neighborhood streets.

I'm not sure what else the citizens need to do, how they can convey to the TMAPC, City Councilors, Mayor, etc-----We do **NOT** want this neighborhood altered from Residential Single Family Home identification. I do plan to be present at the Public Hearing on 9-2-20. It has come to this. Citizens in the midst of a pandemic feel it critical for us to be physically present vs listen on phone call or watch streaming.

Please let me know if you need more information. Thank you.

A Concerned Citizen,

Judy Wyatt Trickey
3488 South Zunis Avenue
Tulsa, OK 74105-2727
918-770-1790
Jwt64@cox.net

7.13
7

FILE COPY

PETITION TO DENY ZONING CHANGE FOR PROPERTY ON NE CORNER OF 36TH STREET AND
SOUTH PEORIA AVE. CASE NUMBERS CPA-89 AND Z-7571

A notice to change the zoning for the above described real estate under the case numbers described above has been filed by Applicant CBC Builders c/o AAB Engineering LLC. (918-514-4283). The proposed zoning would change the zoning from single family use to MX-1-U-40 which allows "mixed use urban-40 ft. height limit." This would disrupt the neighborhood where we have all purchased homes in a single family neighborhood and DO NOT WANT to have a multi-family "Main Street" land use in our neighborhood. Hearing to be held on 9-2-20 at 1:00 PM at Tulsa City Hall, Counsel Chambers, 175 E. 2nd St., Tulsa, OK.

Contact TMAPC, Dwayne Wilkerson 918-579-9475 or 918-584-7526 for questions. Submitted by Randy Francis, property owner of 1335 East 36th Street, Tulsa OK

*

Randy Francis

918-240-9882
8-13-20

We, the undersigned own or lease homes in the area to be affected by the above described requested zoning change and are AGAINST ANY ZONING CHANGES.

Randy Francis
Name

1335 E. 36th St
Address Tulsa, OK

8-13-20
Date

CLARK PLOST
Name

1330 E. 36th ST.
Address

8-13-20
Date

DOROTHY Lunk
Name

1339 E. 36th Pl
Address

8-14-2020
Date

Joe Bessler
Name

1341 E 31st St.
Address

8.14.2020
Date

John A
Name

1523 E. 37th Pl.
Address

8/19/20
Date

Dustin Wilkerson
Name

343
1344 E. 35th Pl
Address

8-19-20
Date

Robert G. Hammond
Name

1344 E. 35th Pl
Address

8-17-20
Date

Jackie Kailing
Name

1340 E. 35th Pl.
Address

8-17-20
Date

7.14

Page 2 of Objection to Zoning Change, Case Numbers CPA-89 & Z-7571

August M. Kibling 1340 E. 35th Pl. 08-17-2020
Name Address Date

Jane Dunn Randall 1516 E. 35th Pl. 09-01-20
Name Address Date

Sam A. Joyner 1335 E. 35th Pl. 09-1-20
Name Address Date

Suzanne Rochelt 1522 E. 35th Pl 9/1/20
Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

Name Address Date

9-1-2020

* Note:

ALTHOUGH WE ACTUALLY RESIDE AT 1340 E. 35TH PL.
August M. & JACQUELYN (Jackie) D. KILLING
ARE THE LEGAL OWNERS OF THE PROPERTY
AT 1338 E. 35TH PLACE. This property does
LIE WITHIN 300' of the 3 lots on 36TH
STREET THAT ARE BEING ADDRESSED AT
this meeting.

Jacquelyn D. Killing (Jackie Killing)

FILE COPY

Sawyer, Kim

From: Wilkerson, Dwayne
Sent: Tuesday, November 10, 2020 7:54 AM
To: Sawyer, Kim
Subject: FW: Z-7571

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

-----Original Message-----

From: Jake Reid <JakeR@dktire.com>
Sent: Tuesday, November 10, 2020 7:16 AM
To: Wilkerson, Dwayne <DWilkerson@incog.org>
Subject: Z-7571

To whom it may concern,
I am part of the neighborhood on Brookside. My address is 3645 S. Trenton Ave, Tulsa OK 74105. I believe the loft set up on 36th Street would be great for the neighborhood. I believe it would help keep the neighborhood young and growing. Brookside is a key piece to the young and upcoming individuals in our city. I hope this note finds you well.

Thank you,
Jake Reid

FILE COPY

Sawyer, Kim

From: Wilkerson, Dwayne
Sent: Tuesday, November 10, 2020 7:55 AM
To: Sawyer, Kim
Subject: FW: Z-7571

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



Shape Our Future
START HERE >



From: Courtney Coffey <courtneyckime@gmail.com>
Sent: Monday, November 9, 2020 8:00 PM
To: Wilkerson, Dwayne <DWilkerson@incog.org>
Subject: Z-7571

To Whom it May Concern:

Please let the record show that I support the developments that are proposed by CBC Builds on 36th street. Part of the reason my family and I moved to the Brookside area was to enjoy the energy that comes from progress. We were happy to pay a premium for our house to be close to the bustling amenities that the Brookside area has to offer, and very much look forward to new and exciting growth that will take place as our children grow up here. Please do not allow the vocal protestations of a few hinder or extinguish the enjoyment of many.

Thank you for your time,

Courtney Coffey

Get [Outlook for iOS](#)

FILE COPY

Sawyer, Kim

From: Wilkerson, Dwayne
Sent: Tuesday, November 10, 2020 7:58 AM
To: Sawyer, Kim
Subject: FW: Case Z-7571

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



Shape Our Future
START HERE > 

From: Brian Donahue <bdonahue644@live.com>
Sent: Monday, November 9, 2020 1:38 PM
To: Wilkerson, Dwayne <DWilkerson@incog.org>
Subject: Case Z-7571

Mr. Wilkerson,

Just want to pass along my support for this project. My family and I live down the street and feel this development would be a major improvement over the older rental houses that currently exist on the site. Not sure why this would be an issue due to the fact you already have 3-story condo units to the developments immediate north.

Feel free to call me if you would like to discuss any further.

Thank you.

Brian Donahue
1536 E. 35th Place
Tulsa, OK 74105
(918) 633-2827
bdonahue644@live.com



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7578

Hearing Date: November 18, 2020
(continuance request granted for Neighborhood
from 10.21.2020)

Case Report Prepared by:

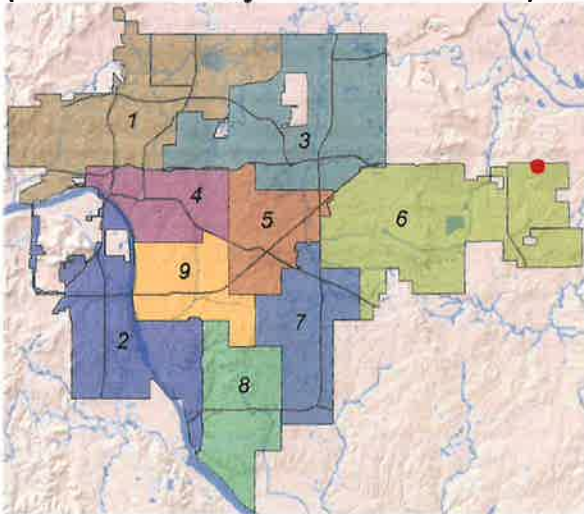
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: August Wakat

Property Owner: August Wakat

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Salvage Yard

Proposed Use: Salvage Yard and all other uses
allowed by right in an Industrial district.

Concept summary: The site was annexed into the
City Limits of Tulsa with AG designation and has
never been changed. The site appears to be used
as a light industrial area.

Tract Size: 5.86 ± acres

Location: This site is in Wagoner County but in the
City Limits of Tulsa and located East of the
Southeast corner of East Admiral Place & South
225th East Avenue on the south side of Highway
412.

Zoning:

Existing Zoning: AG

Proposed Zoning: IH

Comprehensive Plan:

Land Use Map: Employment

Stability and Growth Map: Area of Growth

Staff Recommendation:

**Staff recommends approval of IL zoning but
denial of IH zoning.**

Staff Data:

TRS: 9504

City Council District: 6

Councilor Name: Connie Dodson

Wagoner County Commission District:

Commissioner Name: James Hanning

8.1

SECTION I: Z-7578

DEVELOPMENT CONCEPT:

The applicant submitted a request for IH zoning to bring the salvage operations into conformance with the Tulsa Zoning Code. Establish AG zoning for the site during the 2001 annexation process.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Historical Aerial maps
 - 1990
 - 2001
 - 2018 close view
 - 2018 distant view
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:
 - None included

DETAILED STAFF RECOMMENDATION:

The subject tract and surrounding properties are located within an Employment Land Use designation in the City of Tulsa Comprehensive plan. The site was annexed into the city with AG zoning and is not part of a small area plan that might provide additional guidance and,

The uses allowed in the requested IH zoning along with normal supplemental regulations is not consistent with the anticipated land use in the area and,

Uses allowed in IL zoning district along with normal supplemental regulations are compatible with the surrounding proximate properties and,

Staff recommends approval of Z-7578 to rezone property from AG to IL to allow a long list of permitted uses that are not available to the property owner today but recommends denial of IH zoning as requested by the applicant. The salvage business will remain a non-conforming use.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Industrial zoning categories are generally consistent with employment land use designation. The Tulsa Comprehensive plan does not provide clear guidance for locating heavy industrial uses.

Land Use Vision:

Land Use Plan map designation: Employment

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

8.2

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

Areas of Stability and Growth designation: Area of Growth

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

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

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: Prior to the adoption of the Tulsa Comprehensive Plan a resolution adopting a comprehensive plan for the Town of Fair Oaks was adopted in 1998. This area was included in that comprehensive plan and the current land use designations are generally reflected in the current land use maps.

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is an existing salvage operation. Much of the surrounding property was a coal strip mine. Redevelopment will require salvage and strip mine mitigation.*

Environmental Considerations: Redevelopment and expanded uses of this site will require some environmental mitigation.

Streets:

| <u>Exist. Access</u> | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|----------------------|--------------------|-----------------|-----------------------|
| East Admiral Place | Secondary Arterial | 100 feet | 2 |

Utilities:

The subject tract has municipal water service available.

Surrounding Properties:

| Location | Existing Zoning | Existing Land Use Designation | Area of Stability or Growth | Existing Use |
|-----------------|------------------------|--------------------------------------|------------------------------------|---------------------|
| North | NA | NA | NA | Vacant |
| East | AG | Employment | Growth | Vacant |
| South | AG | Employment | Growth | Vacant |
| West | AG | Employment | Growth | Vacant |

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 20244 dated November 20, 2001 established zoning for the subject property.

No records could be found for the subject property or properties within 300 ft of the subject property other than the ordinance above which annexed this property (as well as many others into the City of Tulsa's corporate limits from Wagoner County)

Wagoner County was subsequently contacted to see if they had any records for this property prior to its annexation into the City of Tulsa or if they could point staff in the direction of who to else to contact, but staff never received a response.

The applicant has provided a letter from the Wagoner Metro Area Planning Commission dated May 17th, 2010 regarding the non-conforming status of his business/use.

It should be noted all properties included in this ordinance were zoned AG prior to their annexation into the City of Tulsa's corporate limits and remained AG upon their annexation.

10/21/2020 1:00 PM

8.4



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

Aerial Photo Date: 1990

23610 E Admiral PI

0 150 300
Feet

0

8.5



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

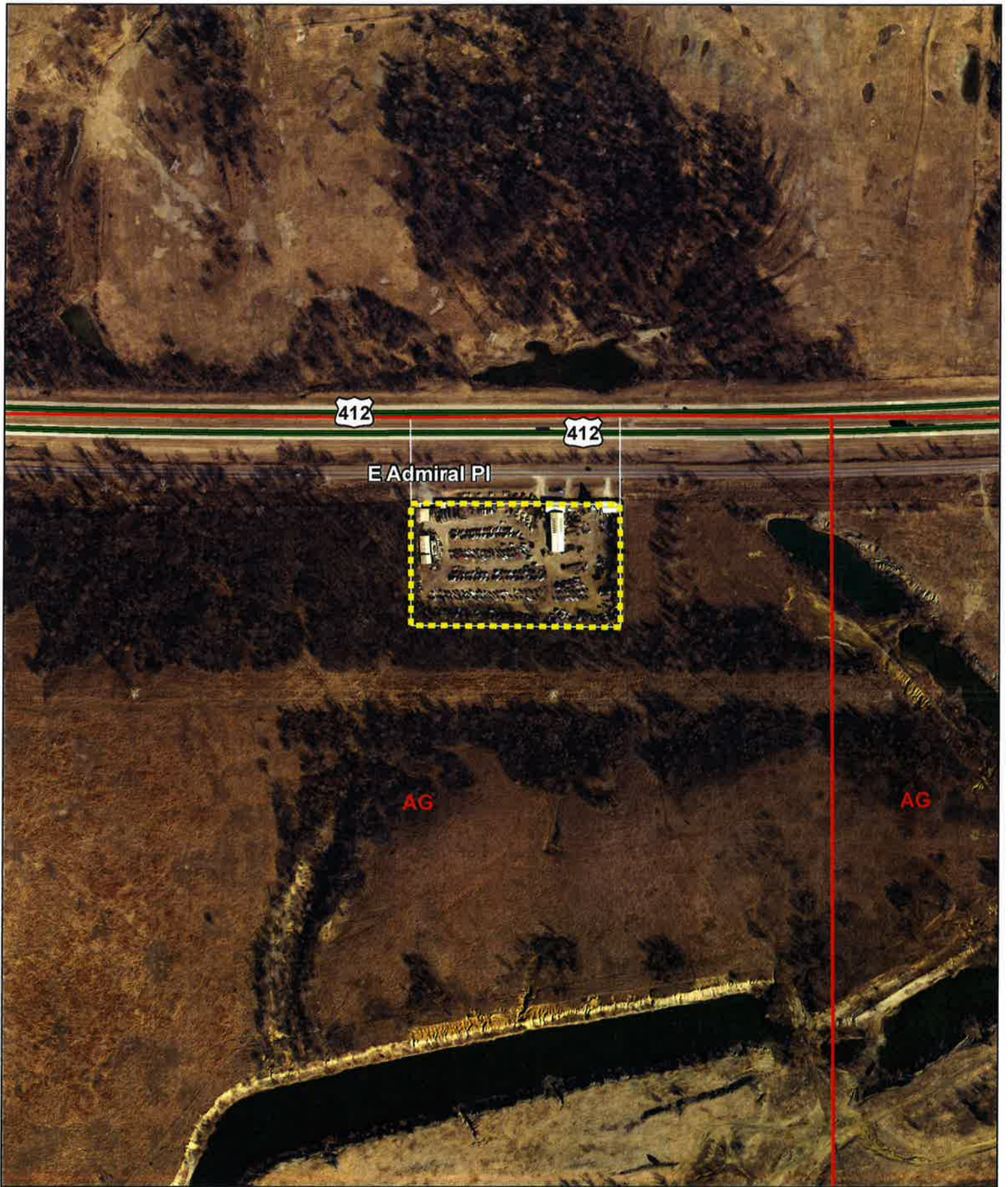
Aerial Photo Date: 2001

23610 E Admiral Pl

0 150 300
Feet



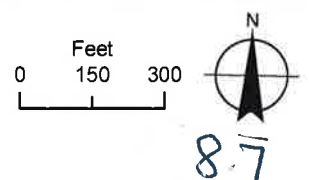
8.6



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

Aerial Photo Date: February 2018

23610 E Admiral Pl



WAGONER METRO AREA PLANNING COMMISSION

308 EAST CHEROKEE

WAGONER, OK 74467

515-455-8123

E-MAIL: planningcommission@yaho.com

MAY 17, 2018

TO WHOM IT MAY CONCERN:

THE PROPERTY PHYSICALLY LOCATED AT 23010 E. ADMIRAL PLACE, CATDOGA, OK 74015, AKA PLAINVIEW SALVAGE HAS OPERATED IN THIS LOCATION FOR MORE THAN THIRTY YEARS. PLANNING AND ZONING IN THIS PART OF WAGONER COUNTY DID NOT BEGIN UNTIL JUNE 1981 AND THIS BUSINESS WAS TAKEN IN AS TO ITS USE AT THE TIME OF ADOPTION OF ZONING CODES. PLAINVIEW SALVAGE HAS BEEN GRANDFATHERED IN AS A LEGAL NON CONFORMING USE.

THE OWNER OF THE ABOVE STATED PROPERTY IS AUGUST WAKAT.


BRENDA ROBERTSON, DIRECTOR

ROGERS COUNTY
ZONING UNAVAILABLE

N 225th E AVE

S 4090 RD

412

412

E ADMIRAL PL

AG

S-225th-E-AVE

SUBJECT TRACT

AG

AG

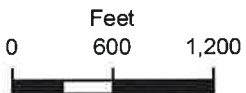
LEGEND



Tulsa Corporate Limits

AG

AG



Z-7578

19-15 04



412

E ADMIRAL PL



0 50 100
Feet



Subject
Tract

Z-7578

19-15 04

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

Aerial Photo Date: 2017

8.10





0 Feet 600 1,200



Subject
Tract

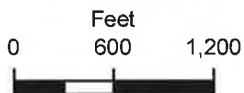
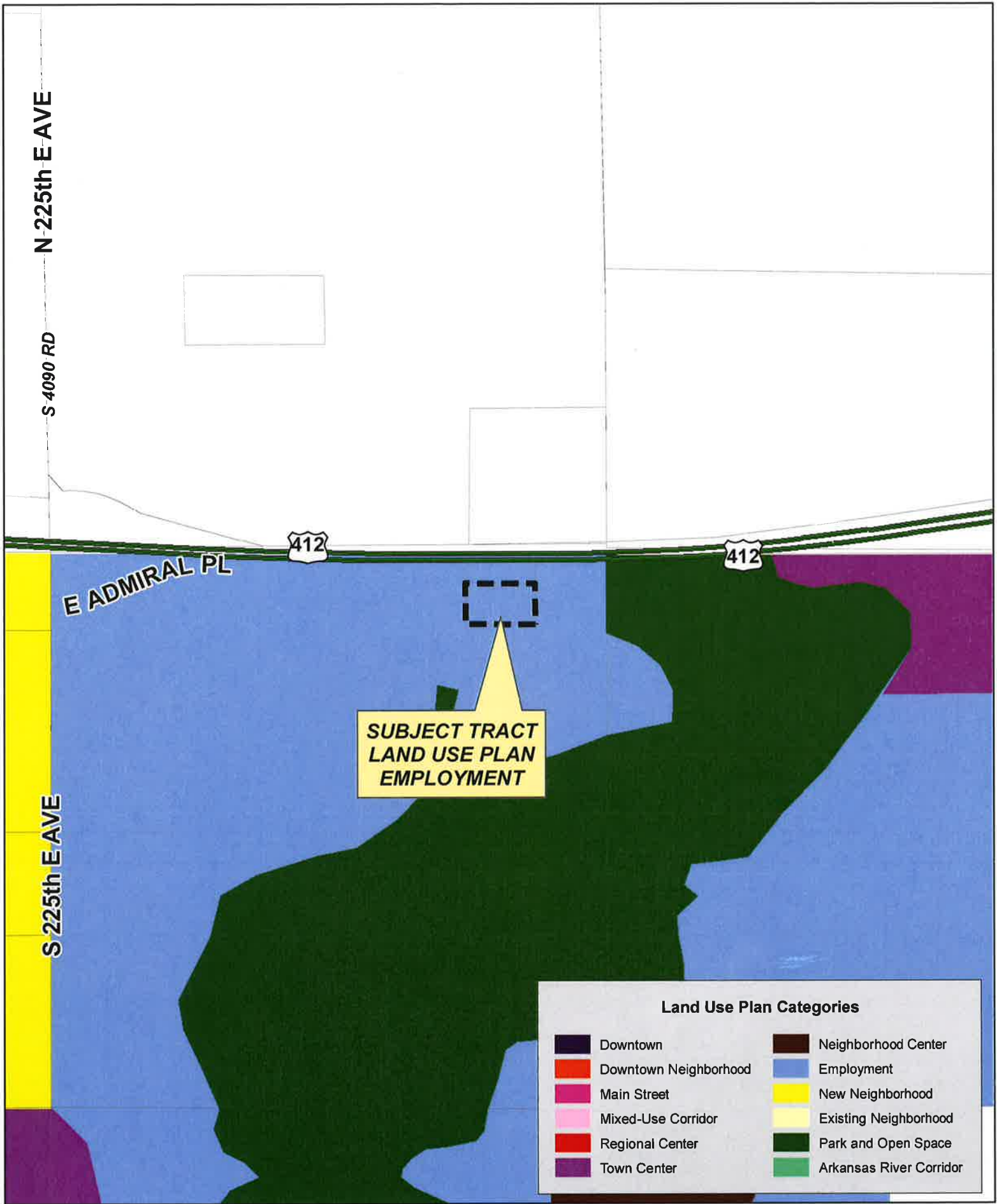
Z-7578

19-15 04

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

Aerial Photo Date: 2017





Z-7578

19-15 04



N 225th E AVE

S 4090 RD

E ADMIRAL PL

S 225th E AVE

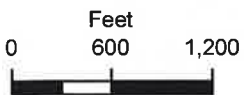
412

412

SUBJECT TRACT

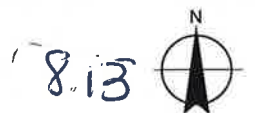
Growth and Stability

- Area of Growth
- Area of Stability



Z-7578

19-15 04





23610 E Admiral Pl.
Tulsa, OK 74015
918-425-4477

Case Number: Z-7578

Hearing Date: October 21, 2020

Zoning:

Existing Zoning: AG

Proposed Zoning: IH

Owner and Applicant Information:

August Wakat
3815 E 52nd Pl
Tulsa, OK 74135
918-313-8705

Applicant Proposal:

Present Use: Salvage Yard

Proposed Use: Salvage Yard and all other uses allowed by right in an Industrial district.

Concept Summary: The site was annexed into the City Limit of Tulsa with the incorrect zoning of AG designation and has never been changed. The site is and has been in use as heavy industrial area since 1951.

Tract Size: 5.86 ± acres

Location: This site is in Wagoner County but in the City Limits of Tulsa and located East of the Southeast corner of East Admiral Place & South 225th East Avenue on the south side of Highway 412.

Owner / Applicant Recommendation:

After reviewing the Oklahoma Statutes and City of Tulsa Zoning Codes I respectfully request that the said property be zoned accordingly to the Tulsa zoning code 15.020 and 40.190.

Response to TMAPC staff Recommendation:

I, August Wakat, OBJECT to the approval of IL zoning and recommend IH zoning.

City Council District: 6

Councilor Name: Connie Dodson

Wagoner County Commission District:

Commissioner Name: James Hanning

Exhibits:

- TMAPC 1990
- TMAPC 2001
- Form 1120 1998
- TMAPC 9.8

DEVELOPMENT CONCEPT:

I am submitting a request for IH zoning to bring the salvage operations into conformance with the correct Tulsa Zoning Code.

Recommendation:

The subject tract and surrounding properties are located within an employment land use designation in the City of Tulsa. The site was annexed into the City of Tulsa incorrectly with the AG zoning November 20, 2001.

The salvage yard was established in 1951 by Ellic Pigeuy who drove a Studebaker from California, broke down here in Catoosa. He then rented the property from Florence Minisiki and started selling parts off the car. In 1994, Henry Winn purchased the property and started Plainview Salvage Inc. In 2002, I, August Wakat, purchased Plainview Salvage Inc. which is still an active corporation.

The salvage yard has been here for 70 years, along with the surrounding COAL STRIP MINING PITS. According to the City of Tulsa Section 15.020 and section 40.190 salvage yards are classified IH (Industrial Heavy). Therefore the recommendation of TMAPC by Dewayne Wilkerson is outside the guidelines set forth by the City of Tulsa Zoning Code Est. July 1st 1970. The documentation provided is the City of Tulsa Zoning Code.

The uses allowed in the requested IH zoning, along with normal supplemental regulations, **ARE** consistent with the anticipated land use according to:

Section 1.100E: Zoning of Annexed Land.

1.100-E Zoning of Annexed Land: When land is annexed or otherwise brought into the zoning jurisdiction of the city, it may be classified in the AG district or assigned another zoning classification based on the comprehensive plan, existing land uses, any applicable annexation agreement and other relevant considerations.

Uses allowed in IL (Industrial Light) zoning district, along with normal supplemental regulations are NOT compatible with salvage yard use according to City of Tulsa Zoning Code Section 15.020 located on page 15-6.

I, August Wakat, object to the recommendation of approval of 2-7578 to rezone property from AG to IL. According to City of Tulsa ordinance Section 15.010, IL is the incorrect zoning for salvage yard use.

Land Use Vision

Land use Plan Map Designation: Employment

Employment areas are Heavy Industrial and light manufacturing. Examples: M&M Truck Salvage, DT Wrecking (Building Demolition), McNabb Coal Strip Mines Est.1929.

Zoning ordinance 20244 dated November 20, 2001 established zoning incorrectly for the subject property. The aerial photo clearly establishes 23610 E. Admiral Pl. is not farm land (see exhibit TMAPC 1990).

Clearly you can see two separate salvage operations in use; Plainview Salvage Inc. @ 23610 East Admiral Pl. and Green Country Salvage @ 23780 E Admiral Pl. (see TMAPC Exhibit 2001).

Oklahoma Statute Title 11.21.103.B.2.

A copy of the notice of annexation shall be mailed by first-class mail to all owners of property to be annexed as shown by the current year's ownership rolls in the office of the county treasurer and to all owners of property abutting any public right-of-way that forms the boundary of the territory proposed to be annexed and to the Sales and Use Tax Division of the Oklahoma Tax Commission; provided that the notice of annexation shall be mailed by certified mail to every person who owns a parcel of land of five (5) acres or more used for agricultural purposes.

No records can be found for the subject property in regards to notice by First Class Mail.

No records can be found for the subject property within 300ft of the subject property other than the municipal water service available (use well water).

Wagoner County has been collecting taxes on the Corporation Plainview Salvage before annexation for many years to date (see exhibit form 1120 1998).

Letter from Wagoner County stating business been established more than 30 years (see exhibit TMAPC 9.8).

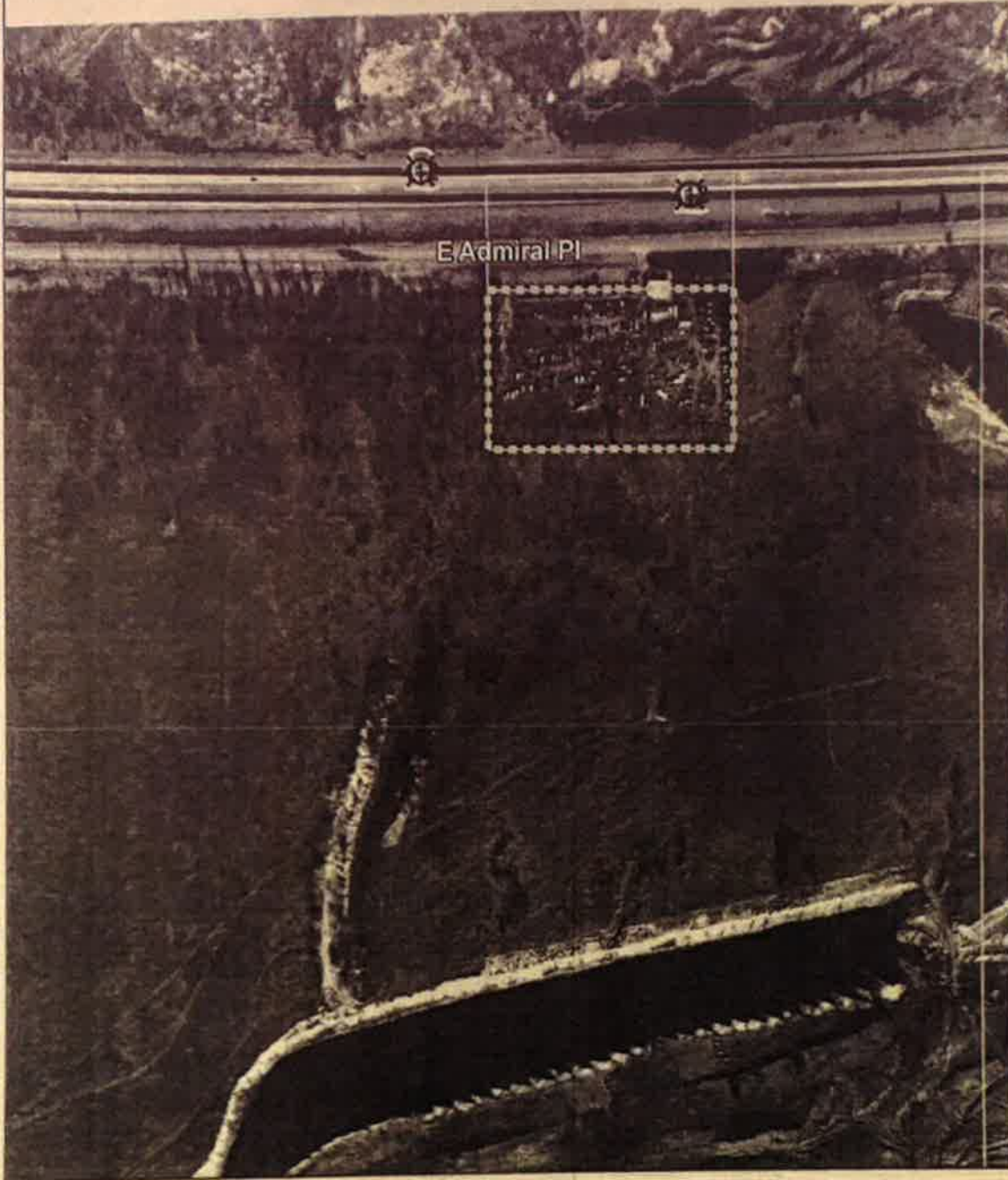
It should be noted this property is zoned incorrectly from date Oct. 20, 2001. Although currently recommended to be rezoned again incorrectly, stated above according to City of Tulsa Ordinances' and State of Oklahoma Statues. I, August Wakat, request my said property be zoned correctly accordingly to the ordinances of City of Tulsa and State of Oklahoma Statues.

Description of Existing Conditions:

The site is an existing salvage operation since 1951. All of the surrounding properties are coal strip mines. Redevelopment and expanded use of the site will require some environmental mitigation. Area growth other than IL, IM or IH business is inevitable, considering the neighboring businesses.

Cost for Corrected Zoning:

I, August Wakat, respectfully ask for reimbursement of all cost pertaining to correcting the zoning on said property.



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

Aerial Photo Date: 1980

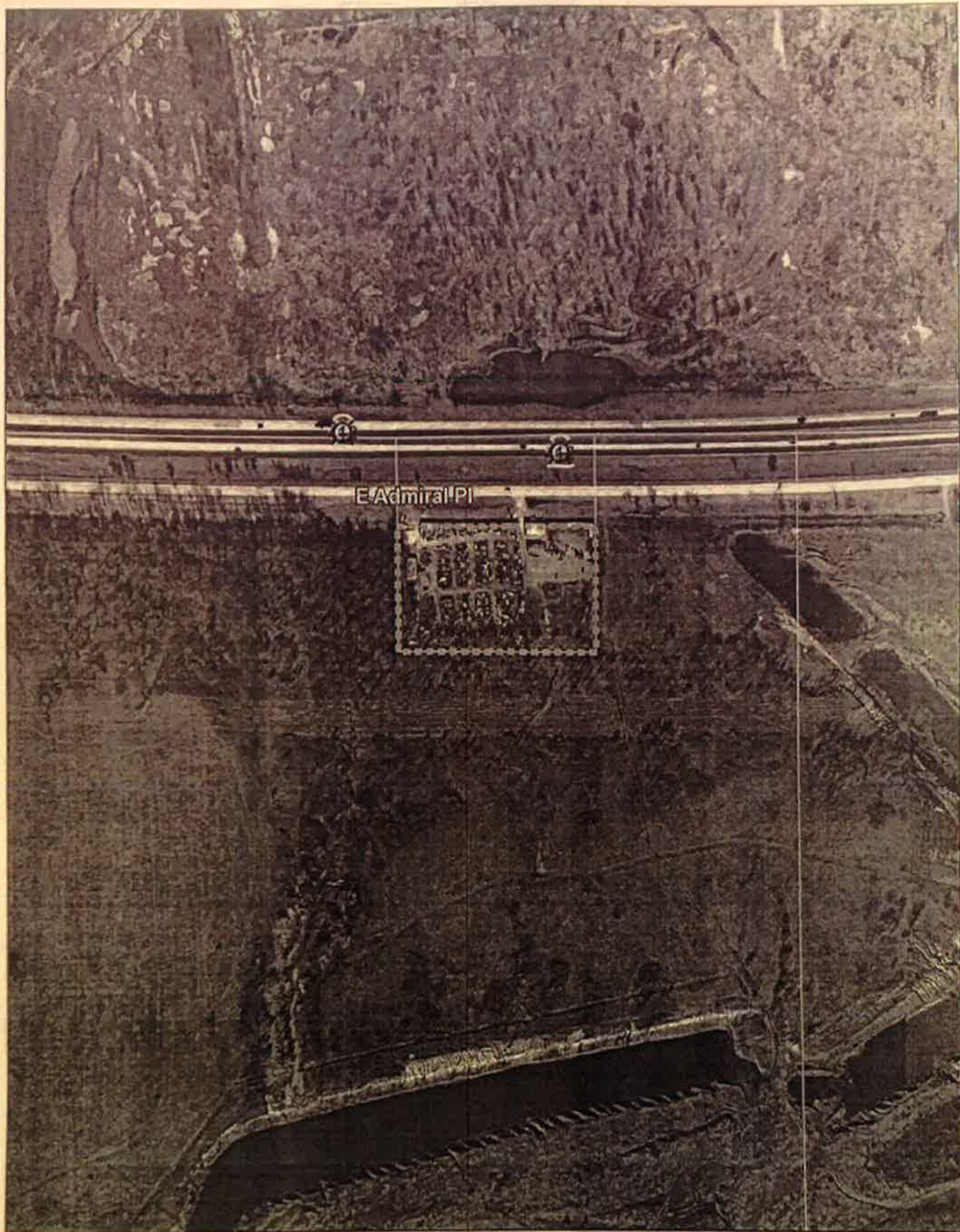
23610 E Admiral Pl

0 Feet 150 300

O

8.20

Exhibit 1990



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

Aerial Photo Date: 2001

23610 E Admiral Pl

0 Feet 150 300

O

8.21

Exhibit 2001

Form **1120** U.S. Corporation Income Tax Return **1998**

Instructions are separate. See Instructions for Paperwork Reduction Act Notice.

IRS use only — Do not write or staple in this space.

For calendar year 1998 or tax year beginning

, 1998, ending

, 19

OMB No. 1545-0121

| | | | |
|--|--|---|---|
| A Check if a: 1 Consolidated return (attach Form 951) <input type="checkbox"/> 2 Personal holding co (attach Sch PH) <input type="checkbox"/> 3 Personal service corp (as defined in Temp Regs Sec 1.441-41—see instructions) <input type="checkbox"/> | | Use IRS label. Otherwise, please print or type. Name Plainview Salvage, Inc. Number, Street, and Room or Suite Number (If a P.O. box, see instructions.) 23610 E. Admiral City or Town Catoosa State ZIP Code OK 74015 | B Employer ID Number 73-1511706 C Date Incorporated 01/01/97 D Total Assets (see instructions) |
|--|--|---|---|

E Check applicable boxes: (1) ☐ Initial return (2) ☐ Final return (3) ☐ Change of address \$ **36,828.**

| | | | | | | |
|--|---|-----------------|-----------------------------|---------------|-----------------|-----------------|
| INCOME | 1 a Gross receipts or sales | 332,226. | b Less returns & allowances | 3,382. | c Balance | 328,844. |
| | 2 Cost of goods sold (Schedule A, line 8) | | | | 262,141. | |
| | 3 Gross profit. Subtract line 2 from line 1c | | | | 66,703. | |
| | 4 Dividends (Schedule C, line 19) | | | | | |
| | 5 Interest | | | | | |
| | 6 Gross rents | | | | | |
| | 7 Gross royalties | | | | | |
| | 8 Capital gain net income (attach Schedule D (Form 1120)) | | | | | |
| | 9 Net gain or (loss) from Form 4797, Part II, line 18 (attach Form 4797) | | | | | |
| | 10 Other income (see instructions — attach schedule). Sales tax credit | | | | 170. | |
| | 11 Total income. Add lines 3 through 10 | | | | 66,873. | |
| DEDUCTIONS SEE INSTRUCTIONS | 12 Compensation of officers (Schedule E, line 4) | | | | 31,200. | |
| | 13 Salaries and wages (less employment credits) | | | | 448. | |
| | 14 Repairs and maintenance | | | | 7,645. | |
| | 15 Bad debts | | | | | |
| | 16 Rents | | | | 151. | |
| | 17 Taxes and licenses | | | | 6,354. | |
| | 18 Interest | | | | 964. | |
| | 19 Charitable contributions (see instructions for 10% limitation) | | | | | |
| | 20 Depreciation (attach Form 4562) | 20 | 7,752. | | | |
| | 21 Less depreciation claimed on Schedule A and elsewhere on return | 21 a | | | 7,752. | |
| | 22 Depletion | | | | | |
| | 23 Advertising | | | | 6,748. | |
| | 24 Pension, profit-sharing, etc. plans | | | | 966. | |
| | 25 Employee benefit programs | | | | | |
| | 26 Other deductions (attach schedule). See Other Deductions Statement | | | | 40,254. | |
| | 27 Total deductions. Add lines 12 through 26 | | | | 102,482. | |
| | 28 Taxable income before net operating loss deduction and special deductions. Subtract line 27 from line 11 | | | | -35,609. | |
| TAX AND PAYMENTS | 29 Less: a Net operating loss deduction (see instructions) | 29 a | | | | |
| | b Special deductions (Schedule C, line 20) | 29 b | | | | |
| | 30 Taxable income. Subtract line 29c from line 28 | | | | -35,609. | |
| | 31 Total tax (Schedule J, line 12) | | | | | |
| | 32 Payments: a 1997 overpayment credited to 1998 | 32 a | | | | |
| | b 1998 estimated tax payments | 32 b | | | | |
| | c Less 1998 refund applied for on Form 4466 | 32 c | | | | |
| | d Tax deposited with Form 7004 | 32 d | | 0. | | |
| | e Credit for tax paid on undistributed capital gains (attach Form 2439) | 32 e | | | | |
| | f Credit for federal tax on fuels (attach Form 4136). See instructions | 32 f | | | | |
| 33 Estimated tax penalty (see instructions). Check if Form 2220 is attached | | | | 0. | | |
| 34 Tax due. If line 32h is smaller than the total of lines 31 and 33, enter amount owed | | | | | | |
| 35 Overpayment. If line 32h is larger than the total of lines 31 and 33, enter amount overpaid | | | | 0. | | |
| 36 Enter amount of line 35 you want: Credited to 1999 estimated tax | | | Refunded | | | |

Sign Here

Under penalties of perjury, I declare that I have examined this return, including accompanying schedules and statements, and to the best of my knowledge and belief, it is true, correct, and complete. Declaration of preparer (other than taxpayer) is based on all information of which preparer has any knowledge.

Signature of Officer _____ Date _____ Title _____

Preparer's Signature *R. A. Fox* Date **09/13/99** Check if self-employed ☒ Preparer's Social Security Number _____

Paid Preparer's Use Only

Firm's Name (or yours if self-employed) and Address **R. A. Fox & Associates**
2008 N. 22nd St.
Broken Arrow
 OK ZIP Code **74012**

PLANNING BATHS AND PLANNING CONTINGENCY

THE LAST CONTINGENCY

PLANNING, OR, FACTS

PLANNING

PLANNING, OR, FACTS

MAY 17, 1918

THE BATHS, OR, FACTS

THE PROPERTY PHYSICALLY LOCATED AT 2201 S. BROADWAY, PLANNING, OR, FACTS, AKA PLANNING BATHS, HAS BEEN LOCATED IN THE LOCATION FOR MORE THAN THIRTY YEARS. PLANNING AND FACTS IN THE PART OF PLANNING COUNTS DID NOT BEGIN WITH ALLEN FACT AND THE BATHS WAS TAKEN IN AS TO ITS USE AT THE TIME OF ALLEN FACT. PLANNING BATHS, PLANNING BATHS HAS BEEN LOCATED IN AS A BATH, OR, FACTS, OR, FACTS.

THE OWNER OF THE ABOVE STATED PROPERTY IS ALLEN FACT.

Allen Fact

ALLEN FACT, OR, FACTS

TMAPC

[REDACTED]

8.23



SALE CONFIRMATION QUESTIONNAIRE

SANDY HODGES
WAGONER County Assessor
307 E CHEROKEE
WAGONER, OK 74467-
(918) 485-4911

marked
9/5/19

08/28/2019



WAKAT, AUGUST J

23780 E ADMIRAL PL

CATOOSA OK 74015-

ATTENTION

TAX EXEMPT ENTITIES

PLEASE CONTACT THIS OFFICE

918-485-2367

Account 730000882
Book/Page 2521 - 226
Sale Date 2/11/2016
School District SOR2

Our records indicate a deed was filed on 08/26/2019 on your property described below reflecting a sale price for \$255,000. Your cooperation in completing this sales questionnaire will assist in making a fair and equitable appraisal of your property. If you have any questions please do not hesitate to call our office.

Included Accounts

| Account | Legal Description |
|-----------|--|
| 730000882 | 04-19-15 A TRCT OF LAND BEING A PORTION OF THE W 10.14 AC OF L-1 DES C COMM FROM THE NW CORNER OF SD TRACT ON A BEARING OF S 01 DEG 35'25 " E A DIST OF 283.13' TO POB - N 88 DEG 45'34" E A DIST OF 660.91' T O A PT ON THE EAST LINE OF THE W 10.14 AC OF SAID L-1 -S-01 DEG 32'2 8" E A DIST OF 385.64' TO PT ON THE S LINE OF SD L1 - S 88 DEG 40'38 " W A DIST OF 660.57' TO PT BEING THE SW COR OF L-1 - N 01 DEG 35'25 " W DIS OF 386.59' TO POB CONT 5.86 AC (W2 OF L-1 CONT 10.14 AC) |

1. Was any trade of property included in the sale?

YES ~~NO~~

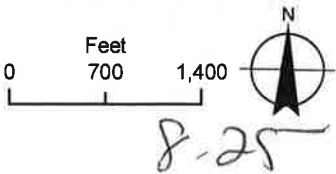
8.24



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

Aerial Photo Date: February 2018

23610 E Admiral Pl



REQUEST FOR ACTION: ORDINANCE

Version: 02/09/01

AGENDA FOR: ☒ MAYOR ☒ COUNCIL AUTHORITY: ☐ DATE: October 26, 2001

Tulsa City Clerk's Office: 596-7513 or 596-7514

FOR INFORMATION CONTACT:

DEPARTMENT: LEGAL

CONTACT NAME: Michael Romig

ADDRESS: 200 Civic Center, Room 316

TELEPHONE: 918-596-7717

ORDINANCE TYPE: AMENDING PREVIOUS ORDINANCE

BA or CT #:

AMENDMENT OF ORD#:

TRO TITLE:

TRO SUBTITLE:

PLANNING DISTRICT:

ZONING #:

SSID #:

PUD #:

PROP/NON-PROP: p

COUNCIL DISTRICT:

SUMMARY:

In response to a request from Fair Oaks Ranch, L.L.C., and upon research and evaluation, the Mayor has requested the Legal Department prepare the necessary documents to annex the Town of Fair Oaks. Accordingly, we have prepared the necessary Consent to Annexation and secured its execution by Fair Oaks Ranch, L.L.C., and also have prepared the attached annexation ordinance.

ORDINANCE NO. 20244

Approved By
City Council On

NOV 08 2001

BUDGET:

FINANCE DIRECTOR APPROVAL:

APPROVED BY MAYOR
CITY OF TULSA

FUNDING SOURCE: N/A

NOV 13 2001

REQUEST FOR ACTION:

All department items requiring Council approval must be submitted through the Mayor's Office.

We recommend this ordinance for adoption by the Council and the Mayor. Upon adoption, we request the City Clerk be directed to file this ordinance c record in the offices of the Tulsa County and Wagoner County Clerk.

DEPARTMENT HEAD APPROVAL:

CITY ATTORNEY APPROVAL:

BOARD APPROVAL:

MAYORAL APPROVAL:

OTHER:

DATE:

10-26-01

10/26/01

OCT 29 2001

FOR CITY COUNCIL OFFICE USE ONLY: 01-639

DATE RECEIVED: 10-29-01

COMMITTEE: UED

COMMITTEE DATE(S): 11-6-01

FIRST AGENDA DATE: 11-1-01

HEARING DATE: N/A

SECOND AGENDA DATE: 11-8-01

APPROVED: NOV 08 2001

For City Clerk's Office Use Only (Agenda Date: MMDDYYYY; Sec #: Dept #, Item #, Sub-Item #, Status: S=Synopsis):

11-10-2001

2

10

1

8.26

(Published in the Tulsa Daily Commerce
& Legal News,
Nov. 20, 2001.)

ORDINANCE NO. 20244

AN ORDINANCE ACCEPTING, ADDING AND ANNEXING TO THE CITY OF TULSA, OKLAHOMA, A TRACT OF LAND AS DESCRIBED BELOW; PROVIDING THAT FROM AND AFTER THE EFFECTIVE DATE OF THIS ORDINANCE ALL OF SAID REAL ESTATE SHALL BE A PART OF THE CITY OF TULSA, OKLAHOMA, AND ALL PERSONS RESIDING THEREIN AND ALL PROPERTY SITUATED THEREON SHALL BE SUBJECT TO THE JURISDICTION, CONTROL, LAWS AND ORDINANCES OF THE CITY OF TULSA, OKLAHOMA, IN ALL RESPECTS AND PARTICULARS.

WHEREAS, on the 8th day of November 2001, the City Council of Tulsa, Oklahoma, at its regularly scheduled meeting did by its motion vote to annex into the corporate city limits of the City of Tulsa, Oklahoma, certain tracts of land described herein below in Section 1; and

WHEREAS, a majority of the acres are owned by the Fair Oaks Ranch, L.L.C., which said owner has formally executed a Consent to Annexation; and

WHEREAS, under the laws made and provided by the state of Oklahoma in such cases, it appears said land herein below described may be lawfully annexed to the City of Tulsa and henceforth, for all purposes, considered a part of said City; and

WHEREAS, an accurate map of the area for which annexation is sought has been filed with the City Council of the City of Tulsa; and

WHEREAS, the adding and annexing of said tracts or parcels of land are for the benefit of all parties concerned.

BE IT ORDAINED BY THE CITY OF TULSA:

Section 1. That the land lying in Tulsa County and Wagoner County and more particularly described in attached Exhibit "A", be and the same are hereby annexed to and added to the City of Tulsa, Oklahoma, and the corporate limits of said City be, and are hereby extended to include the above-described territory.

2.10.1

Section 2. That from and after the effective date of this ordinance the real estate in Section 1 hereof shall be a part of the City of Tulsa, Oklahoma, and all persons residing therein and property situated therein shall be and are hereby declared to be subject to the jurisdiction, control, laws and ordinances of the City of Tulsa, Oklahoma, in all respects and particulars.

Section 3. That the above-described property shall be part of Council District Six (6) of the City of Tulsa, Oklahoma.

Section 4. That the zoning classification in Tulsa County and Wagoner County for the above-described property was AG and shall be zoned AG in the City of Tulsa, Oklahoma.

Section 5. That there be filed in the office of the County Clerk of Tulsa County and in the office of the County Clerk of Wagoner County, Oklahoma, a true and correct copy of this ordinance, together with an accurate map of the territory hereby annexed.

ADOPTED by the Council: NOV 08 2001

Date


Chairman of the Council

OFFICE OF THE MAYOR

Received by the Mayor: _____, at _____
Date Time

M. Susan Savage, Mayor

By: _____
Secretary

APPROVED by the Mayor of the City of Tulsa, Oklahoma: _____
Date

at _____
Time

APPROVED by the Mayor of the City of Tulsa, Oklahoma: NOV 13 2001

Date

at 0900
Time

8.28



ATTESTED:

Michael P. Kw

City Clerk

APPROVED:

T. J. [Signature]

Sec. Asst. City Attorney

M. L. [Signature]
Mayor

Annexation to Tulsa

Township 19 North, Range 14 East, Tulsa County, Oklahoma

Section 1

The East 100 feet of the SE $\frac{1}{4}$ SE $\frac{1}{4}$ and
The East 100 feet of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$

Section 12

The East 100 feet

Section 13

The East 100 feet

Annexation to Tulsa

Township 19 North, Range 15 East, Wagoner County, Oklahoma

Section 3

All of Section 3, less and except the following described tracts, to-wit:

- a. The East 70 feet of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ and
The East 70 feet of Lot 1 and
The East 70 feet of Lot 8 and
The East 70 feet of the North 70 feet of the NE $\frac{1}{4}$ SE $\frac{1}{4}$
- b. The South 70 feet of the SE $\frac{1}{4}$ and
The South 70 feet of the East 70 feet of the SE $\frac{1}{4}$ SW $\frac{1}{4}$

Section 4

All of Section 4

Section 5

All of Section 5, less and except the following described tracts, to-wit:
N $\frac{1}{2}$ SW $\frac{1}{4}$ and
The SE $\frac{1}{4}$ SW $\frac{1}{4}$ and
The W $\frac{1}{2}$ of Lot 2 and
Lot 3 and
Lot 4

Section 6

The SE $\frac{1}{4}$ and
The S $\frac{1}{2}$ of Lot 10 and
Lot 11 and
The SE $\frac{1}{4}$ SW $\frac{1}{4}$ and
The S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$

Section 7

All of Section 7

Section 8

All of Section 8

Section 9

All of Section 9

Section 10

NW $\frac{1}{4}$; S $\frac{1}{2}$, (All of Section 10 except NE $\frac{1}{4}$), less and except the following
Described tracts, to-wit

- a. The East 70 feet of the NW $\frac{1}{4}$ and
The East 70 feet of the SE $\frac{1}{4}$, and
The East 70 feet of the North 70 feet of the NE $\frac{1}{4}$ SW $\frac{1}{4}$
- b. The North 70 feet of the SE $\frac{1}{4}$

Section 14

The SW $\frac{1}{4}$ of Section 14, less and except the following described tracts, to-wit:

- a. The East 70 feet of the SW $\frac{1}{4}$ and
- b. The North 70 feet of the SW $\frac{1}{4}$

Section 15

All of Section 15, less and except the following described tracts, to-wit:

- a. The North 10 feet of the N $\frac{1}{2}$ and
The South 10 feet of the S $\frac{1}{2}$
- b. The North 70 feet of the East 70 feet of the NE $\frac{1}{4}$ SE $\frac{1}{4}$ and
The East 70 feet of the NE $\frac{1}{4}$

Section 16

All of Section 16, less and except the following described tracts, to-wit:

- a. The South 10 feet of the NE $\frac{1}{4}$ and
The North 10 feet of the SE $\frac{1}{4}$ and
The West 10 feet of the NW $\frac{1}{4}$, SE $\frac{1}{4}$
The West 10 feet of the NW $\frac{1}{4}$, SW $\frac{1}{4}$, SE $\frac{1}{4}$ and
The East 10 feet of the NE $\frac{1}{4}$, SW $\frac{1}{4}$ and
The East 10 feet of the NE $\frac{1}{4}$, SE $\frac{1}{4}$, SW $\frac{1}{4}$ and
The South 10 feet of the East 10 feet of the NW $\frac{1}{4}$
- b. The S $\frac{1}{2}$ of the SW $\frac{1}{4}$, SE $\frac{1}{4}$ and
The S $\frac{1}{2}$ of the SE $\frac{1}{4}$, SW $\frac{1}{4}$

Section 17

All of Section 17

Section 18

All of Section 18

Section 20

The NE $\frac{1}{4}$

Back one

Section 21

All of Section 21, less and except the following described tracts, to-wit:

- a. The N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$ and
- b. The N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$

Section 22

All of Section 22, less and except the following described tract, to-wit:

- a. The East 125 feet of the South 125 feet of the SE $\frac{1}{4}$

Section 23

The W $\frac{1}{2}$, less and except the following described tracts, to-wit:

- a. The East 70 feet of the NW $\frac{1}{4}$
- b. The East 125 feet of the South 50 feet of the NW $\frac{1}{4}$ and
The East 125 feet of the SW $\frac{1}{4}$ and
The South 125 feet of the SW $\frac{1}{4}$



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7583

Hearing Date: November 18, 2020

Case Report Prepared by:

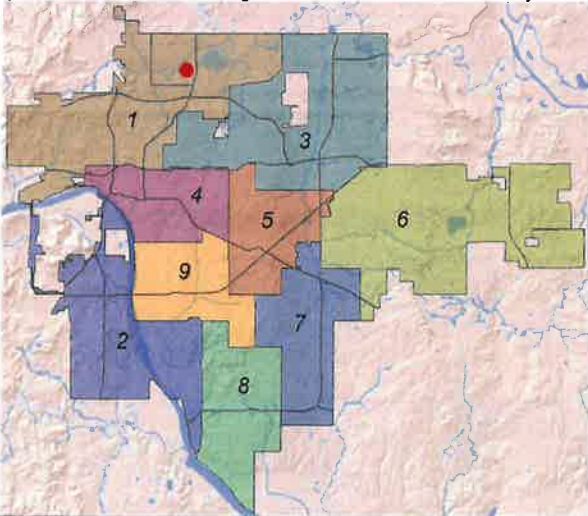
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Fernando Bejarano

Property Owner: Martha Oropeza & Isidro Meza

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Vacant

Proposed Use: Agriculture

Concept summary:

Tract Size: 2.5 ± acres

Location: Northeast corner of East 41st Street North & North Columbia Avenue. (West of Highway 75 at 41st Street North)

Zoning:

Existing Zoning: RS-3

Proposed Zoning: AG

Comprehensive Plan:

Land Use Map: Existing Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 0317

CZM: 22

City Council District: 1

Councilor Name: Vanessa Hall-Harper

County Commission District: 1

Commissioner Name: Stan Saltee

9.1

SECTION I: Z-7583

DEVELOPMENT CONCEPT: The subject property is zoned RS-3 but has never been developed. The property abuts a large area in northwest Tulsa that is zoned AG is unlikely to see residential developed as a new neighborhood. The applicant seeks to rezone to AG to allow all agriculture uses until an opportunity for future development when the property can be appropriately zoned.

EXHIBITS:

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

DETAILED STAFF RECOMMENDATION:

Use allowed in an AG district allow very low-density residential and other uses and serves as a holding zone pending an orderly transition to a more urban development that can be efficiently served by public facilities and services are generally compatible with the surrounding uses and,

Uses allowed in the AG district are consistent with the anticipated future development of surrounding properties and,

Infrastructure for streets and utilities is sufficient for uses anticipated and there are no known environmental concerns for redevelopment of this property in an AG district,

The requested AG zoning will support redevelopment of the existing buildings on the property therefore,

Staff recommends Approval of Z-7583 to rezone property from RS-3 to AG.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: AG zoning is typically used a holding pattern zoning for property in the City that also can be used for very low-density residential uses. Anticipated future development will require rezoning as supported by the Existing Neighborhood land use designation.

Land Use Vision:

Land Use Plan map designation: Existing Neighborhood

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

Areas of Stability and Growth designation: Area of 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 proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile."

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site has never been developed as a residential use and is on the edge of the Tulsa City Limits.

Environmental Considerations: None that affect AG zoning or future rezoning considerations for neighborhood development.

Streets:

| <u>Exist. Access</u> | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|------------------------------------|-----------------------|-----------------|-----------------------|
| East 41 st Street North | Residential Collector | 60 feet | 2 |

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

9.3

| Location | Existing Zoning | Existing Land Use Designation | Area of Stability or Growth | Existing Use |
|----------|-----------------|-------------------------------|-----------------------------|------------------------------|
| North | RS-3 | Existing Neighborhood | Growth | Single family |
| East | CS | Existing Neighborhood | Growth | Commercial (auto repair) |
| South | RS-3 | Existing Neighborhood | Growth | School Traice Academy |
| West | AG | New Neighborhood | Growth | Large lot Single family home |

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11802 dated June 26, 1970 established zoning for the subject property.

Subject Property:

No Relevant History.

Surrounding Property:

BOA-13645 July 1985: The Board of Adjustment **approved** a *Special Exception* to permit a head start program in Lindsey Elementary School in an RS-3 zoned district, subject to the program working with the Tulsa Public School System and the number of students being limited to 70, on property located at 2740 East 41st Street North.

BOA-06235 March 1969: The Board of Adjustment **determined** that the use is a legal non-conforming **approved** an *Exception* to permit a 30,000 square foot addition to an existing school in a U-1C district, on property located at the southwest corner of Delaware and 41st Street North.

BOA-02849 June 1956: The Board of Adjustment **granted** the First Baptist Church permission to use the E ½ of SE ¼, SE ¼, NW ¼, of Section 17-10-13 for church purposes.

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9.4



0 Feet 250 500



Subject
Tract

Z-7583

20-13 17

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

Aerial Photo Date: February 2018





Feet
0 50 100



Subject
Tract

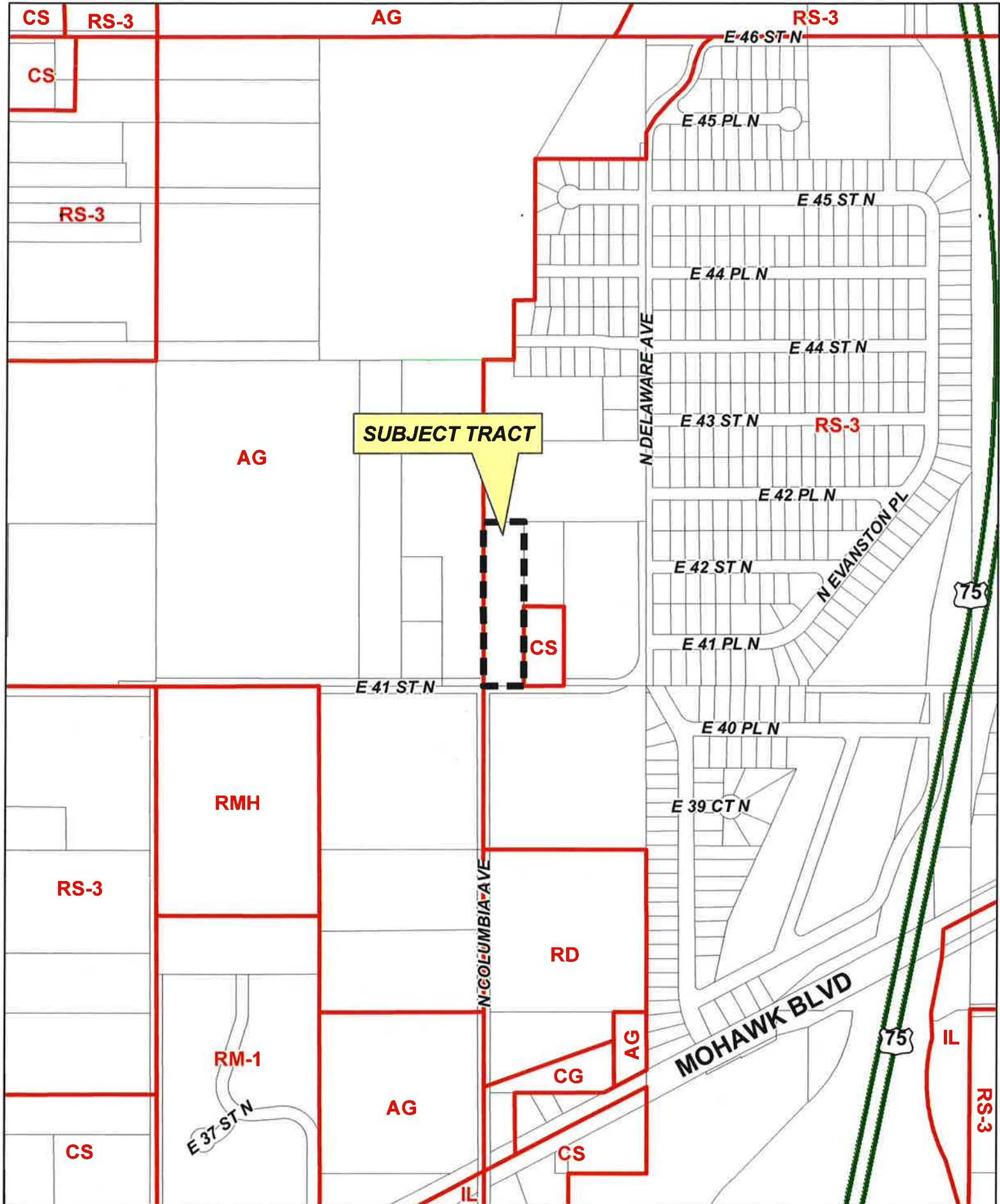
Z-7583

20-13 17

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

Aerial Photo Date: February 2018





SUBJECT TRACT

CS

AG

RS-3

E 46 ST N

E 45 PL N

E 45 ST N

E 44 PL N

E 44 ST N

E 43 ST N

RS-3

E 42 PL N

E 42 ST N

E 41 PL N

E 41 ST N

E 40 PL N

E 39 CT N

RMH

RS-3

RD

RM-1

AG

CG

AG

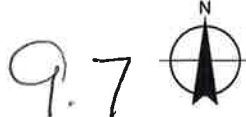
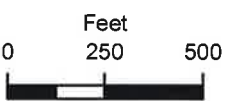
CS

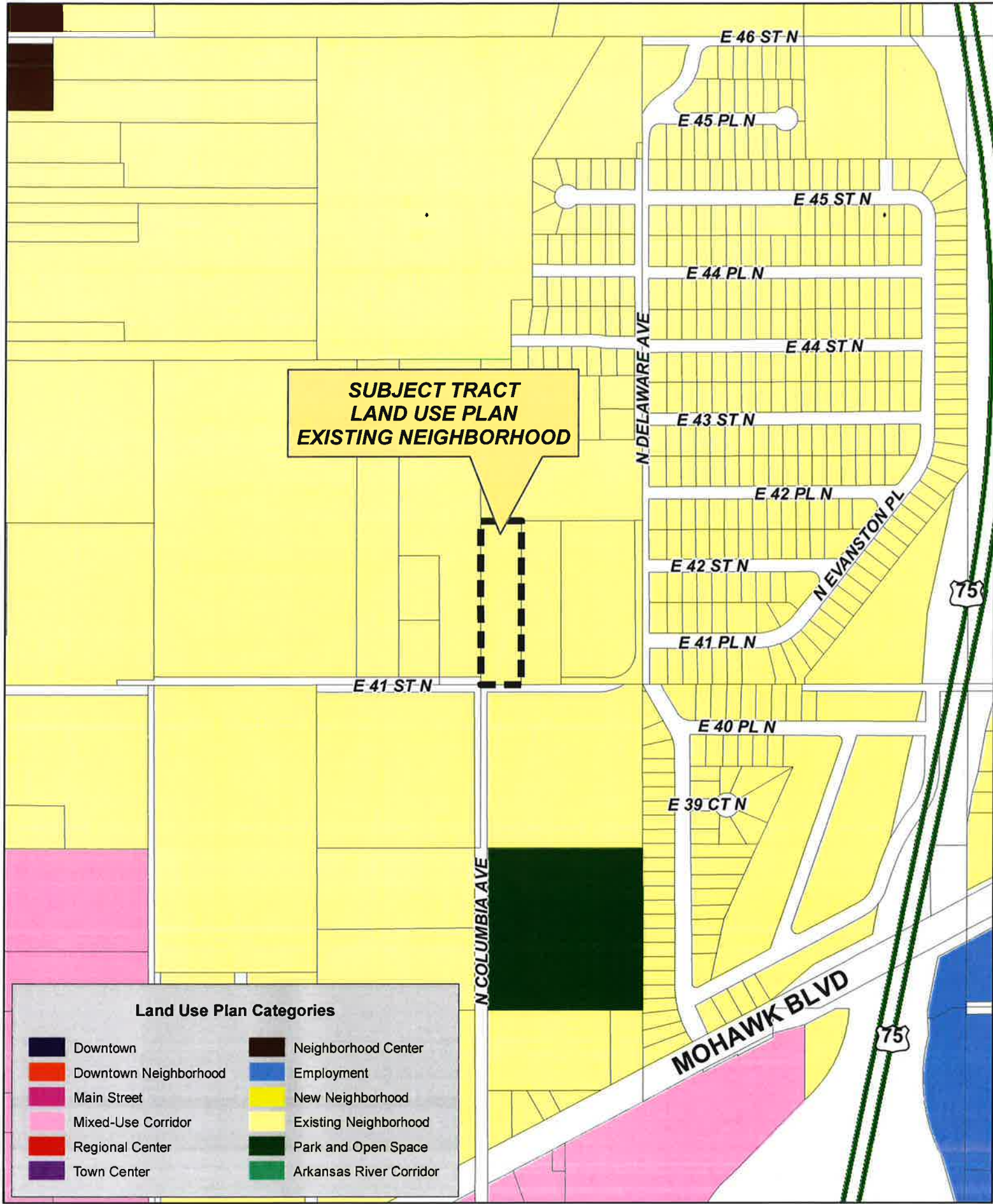
E 37 ST N

CS

Z-7583

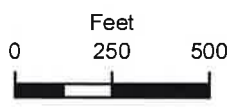
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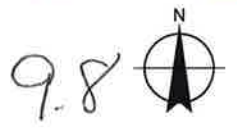
Land Use Plan Categories

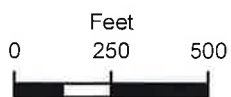
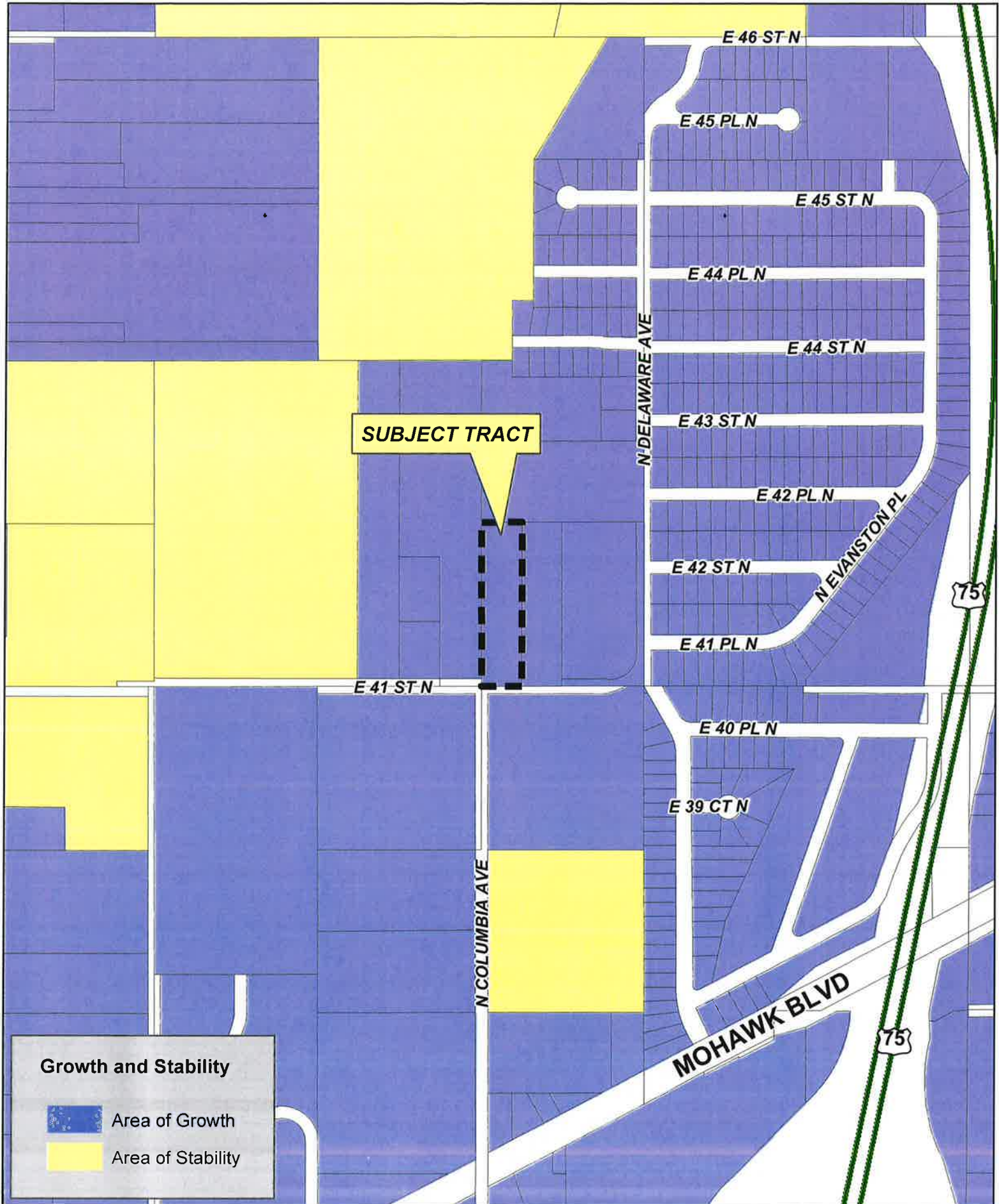
- | | |
|-----------------------|-------------------------|
| Downtown | Neighborhood Center |
| Downtown Neighborhood | Employment |
| Main Street | New Neighborhood |
| Mixed-Use Corridor | Existing Neighborhood |
| Regional Center | Park and Open Space |
| Town Center | Arkansas River Corridor |



Z-7583

20-13 17





Z-7583

20-13 17





Tulsa Metropolitan Area
Planning Commission

Case Number: CO-9

Hearing Date: November 18, 2020

Case Report Prepared by:

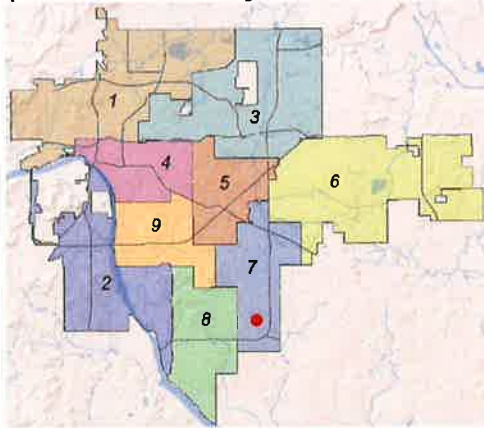
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Katy O'Meilia

Property Owner: James & Deborah Conklin

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Single-family Residential

Proposed Use: Office, Medical, Senior living, and Commercial

Concept summary:

Tract Size: 19.59 ± acres

Location: North of the northwest corner of East 88th Street South & South Mingo Road

Zoning:

Existing Zoning: AG

Proposed Zoning: CO-9

Comprehensive Plan:

Land Use Map: New Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 8313

CZM: 53

City Council District: 7

Councilor Name: Lori Decter Wright

County Commission District: 3

Commissioner Name: Ron Peters

SECTION I: CO-9

APPLICANTS DEVELOPMENT CONCEPT:

8600 S. Mingo is a ± 20-acre parcel of land located on the west side of S. Mingo Road mid-block between 81st Street and 91st Street. The property is bounded on the north by Meadowbrook Golf Course, S. Mingo Rd. on the east, agricultural land to the south, and a combination of floodplain and the Shadow Ridge Estates neighborhood to the west.

Current development patterns in the projects immediate area include suburban style apartments located on the east side of S. Mingo Rd., single-family residential at the southwest corner of the project site, and undeveloped agricultural and golf course properties. North of the project site at the E. 81st Street and S. Mingo Rd intersection is a mix of commercial strip style development, fast food establishments, a hotel, and professional offices. East of the intersection adjacent to Highway 64 is the Tulsa Community College Southeast Campus. South of the project site at the E. 91st St. and S. Mingo Rd. intersection includes undeveloped agricultural land planned for medical development and a gas station located on the southeast corner. Just east of the intersection is the Hillcrest Hospital's South campus, The Utica Park Clinic, a hotel, professional offices, and the St. Francis Hospital South Campus. Existing zoning patterns between 81st and 91st along S. Mingo Rd. included a mix of corridor zoning, several PUD's, Office, commercial, multi-family, and two tracts of RS-3 residential zoning.

The 8600 S. Mingo Rd. rezoning application is a proposed Corridor Overlay Zoning District consisting of Mixed-Use, Residential, Retail, Restaurant, Office, Professional Medical Offices, and Senior/Assisted Living facilities. These proposed land uses are consistent with existing and planned development patterns within the project area.

The Corridor Overlay development area is proposed to be served by a combination of public and private streets. The developments main entrance will be from S. Mingo Road. A centrally located public street is envisioned to run through the site with future public street connection points that allow north and south bound vehicular access from the project site.

A significant amount of Tulsa Regulatory Floodplain bisects the site. The taller, more intense land uses are planned to occur east of the floodplain, with the tallest buildings being allowed along the S. Mingo Rd. frontage. Less intense office and senior living uses are planned for areas west of the floodplain. These development tracts limit height and require greater setbacks and screening where adjacent to the existing single-family neighborhood in the southwest corner of the site.

Open space in the form of detention ponds, plazas, streetscapes, and parks are planned for the site. The open space will be dispersed throughout the project site and will serve as amenity space for future development.

10.2

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:
 - Concept exhibit
 - Development Area plan exhibit
 - Neighborhood Engagement summary

DETAILED STAFF RECOMMENDATION:

Uses and development standards outlined in CO-9 are consistent with the new neighborhood land use designation in the Tulsa Comprehensive Plan and,

Permitted Uses, building types and supplemental standards outlined in CO-9 are consistent with the provisions of the Corridor chapter of the Tulsa Zoning Code and,

Anticipated development as allowed in CO-9 is consistent with the development pattern in this area of Tulsa and,

The development plan provides appropriate internal vehicular circulation system that is consistent goals of the Corridor chapter of the Tulsa Zoning Code and,

The corridor development plan is a unified treatment of the development possibilities of the project site and,

The development plan has provided adequate consideration for the existing environmental conditions specifically as it relates to the storm water drainage on the site and provided some level of protection for wildlife habitat on the western edge of the site and,

The applicant has met with many of the surrounding property owners and has had meaningful neighborhood engagement therefore,

Staff recommends Approval of CO-9 to rezone property from AG to CO-9 as outlined in Section II below.

SECTION II: CORRIDOR DEVELOPMENT PLAN**1. Development Area A Standards**

Gross Land Area:

+/- 10 acres

10.3

A. Permitted Use Categories, Subcategories, and Specific Uses for Development Area A

Residential - Limited to subcategories and building types below.

- Household Living – [Single, Two, Three or more households on single lot]

Residential uses may be permitted only in the following building types.

- Mixed-use building
- Vertical mixed-use building

Group Living – Limited to the following specific uses

- Assisted Living
- Community Group Home
- Elderly/Retirement Center
- Life Care Retirement Center

Public, Civic, and Institutional – Limited to all specific uses included in the subcategories identified in listed below:

- Government services
- Hospital
- Parks and Recreation
- Natural Resource Preservation
- Safety Services

Commercial – Limited to all specific uses included in the subcategories identified in the Tulsa Zoning Code listed below:

- Financial services
- Lodging – limited to specific hotel use
- Office
- Restaurants and bars
- Retail Sales
- Studio, Artist, or Instructional Services

B. Lot & building Regulations for Development Area A

| Maximum Building Coverage | 75% of net lot area |
|---|---|
| Minimum lot size | 43,560 square feet |
| Open space per dwelling unit | 600 square feet per unit on the lot where the dwelling unit is located. |
| Minimum Building Setbacks (feet) | |
| From the north boundary | 30 |

| | |
|--|-----------|
| From the east boundary / S. Mingo Rd. | 10 |
| From the south boundary | 30 |
| From the west boundary / Floodplain | 0 |
| Internal lot lines | 0 |
| Maximum Building Height (stories/feet) | |
| Any building within 200 feet of the Mingo Road planned right of way. | Unlimited |
| Remainder of Development Area | 75' |
| | |

C. Minimum Off-Street Parking & Bicycle Parking Spaces Requirements

Parking standards shall apply as required by Chapter 55 of the Tulsa Zoning Code.

2. Development Area B Standards

Gross Area:

+/- 3.88 acres

A. Permitted Use Categories, Subcategories, and Specific Uses for Development Area B

Group Living – limited to specific uses below

- Assisted Living
- Community Group Home
- Elderly/Retirement Center
- Life Care Retirement Center

Commercial – Limited to all specific uses included in the subcategories identified in the Tulsa Zoning Code listed below:

- Office

B. Lot & building Regulations for development area B

| | |
|--|---|
| Maximum Building Coverage | 40% of net lot area |
| Minimum Lot Area | 43,560 square feet |
| Open space per dwelling unit | 600 square feet per unit on the lot where the dwelling unit is located. |
| Minimum Building Perimeter Setbacks (feet) | |
| From the north boundary | 30 |
| From the east boundary / Floodplain | 0 |
| From the south boundary | 20 |
| From the west boundary | 30 |
| Maximum Building Height (feet) | |
| Building or any part of a building within 200 feet of the west edge of the development area | 2 stories / 30' |
| Building or any part of a building further than 200 feet from the west edge of the development area. | 3 stories / 40' |

C. Minimum Off-Street Parking & Bicycle Parking Spaces Requirements

Parking standards shall apply as required by Chapter 55 of the Tulsa Zoning Code.

3. Development Area C Standards

Gross Area: +/- 2.95 acres

A. Permitted Use Categories, Subcategories, and Specific Uses for Development Area C

Group Living – limited to specific uses below

- Assisted Living
- Community Group Home
- Elderly/Retirement Center
- Life Care Retirement Center

Commercial – Limited to subcategories below

- Light Office

10.4

B. Lot & building Regulations for development area C

| | |
|---|---|
| Minimum Building Coverage | 40% of net land area |
| Minimum Lot Area | 43,560 square feet |
| Open space per dwelling unit | 600 square feet per unit on the lot where the dwelling unit is located. |
| Minimum Building Perimeter Setbacks (feet) | |
| From the north boundary | 30 |
| From the east boundary / Floodplain | 0 |
| From the south boundary | 20 |
| From the west boundary | 100 |
| Maximum Building Height (feet) | 2 stories/ 30'* |

** Second floor windows facing west are prohibited.*

C. Minimum Off-Street Parking & Bicycle Parking Spaces Requirements

Parking standards shall apply as required by Chapter 55 of the Tulsa Zoning Code.

4. General Provisions for all three development areas.

A. All the applicable supplemental regulations referenced in table 25-4 of the Tulsa zoning code for use in a CO zoning district apply.

B. Landscape & Screening Requirements

- All required landscaping shall be installed and irrigated in accordance with the provisions of the Landscape Chapter 65 of the Tulsa Zoning Code.
- A portion of the southwest corner of Development Area C contains Tulsa Regulatory Floodplain. The portion of the southwest corner abutting existing single-family homes where future stormwater detention is not required, shall maintain the existing tree canopy that falls within the required 100-foot building setback.
- A min. 6 ft. tall opaque screening fence shall be constructed and maintained by the property owner's association along the entire length of on the site's western property line.
- Fencing locating in the project areas southwest corner shall be designed to

satisfy the Tulsa Regulatory Floodplain regulations.

- In addition to the landscape requirements in the Tulsa Zoning Code, Development Area C additional screening shall also be provided by planting evergreen trees within a 30-foot-wide landscape buffer along the west boundary of Area C. Said evergreen trees must meet or exceed the minimum tree size outlined in the Tulsa Zoning Code for a large tree at the time of planting. Trees shall be planted in a line or grouped so not more than 40 feet of spacing exist between trees.

Parking considerations

- The ground floor of parking structures must be screened from view of abutting public sidewalks by a liner building and/or landscape screening. The street-facing façade of parking structures must be oriented horizontally (maintain a horizontal line) on all street-facing facades, so that the sloping nature of parking floors is not repeated on the exterior façade.
- Surface parking lots and all vehicular use areas abutting public or private streets must satisfy the provisions for a street frontage buffer in the Tulsa zoning code.

C. Access, Circulation and Lot Frontage

- The Corridor Development plan will have a maximum of two access points to S. Mingo Rd.
- The development will consist of both public and private streets. At a minimum, the public streets will connect vehicular traffic from the S. Mingo Rd. entrance, through the development, and provide both a public stub out street to the north of the property and to the south of the property (See Exhibit F: Street Diagram).
 - The north and the south stub out locations depicted on the conceptual site plan are proposed locations. Final locations shall be determined during the subdivision compliance plan phase of development.
 - North and South stub outs shall be public streets and accommodate future development.
 - Lots are not required to have frontage on a public or private street however provisions for vehicular and pedestrian access

to any public or private street must be provided on the subdivision plat.

- Sidewalks shall be constructed on both sides of public and private streets as defined in the Tulsa Subdivision and Development Regulations.

D. Open Space (Stormwater & Drainage, noted as a floodplain area on the concept plan)

- Large areas of open space are illustrated on the conceptual plan and will be maintained by a property owners association established as defined in the subdivision regulations. The open space shall be for the common benefit of the property owners in the development plan area.

E. Signage

- All signage within the 3600 Mingo CO District shall comply with Corridor District signage standards required in the City of Tulsa Zoning Code Chapter 60.090-C.
- CO District signage regulations with the additional limitations as follows.
 - Internally illuminated wall signage on any west facing wall is prohibited.
 - Dynamic display signage is prohibited
 - All free-standing signage shall be monument style signage.

F. Lighting

- All development within the 3600 Mingo CO Overlay District shall comply with City of Tulsa Chapter 67 Outdoor Lighting regulations.
- Exterior lighting shall be limited to shielded fixtures designed to direct light downward and away from adjoining and nearby residential properties, provided that decorative lighting directed from ground level toward a building shall be permitted. Shielding shall be further designed to prevent the light producing element or reflector of the light from being visible to a person standing within a residential district.

G. Trash, Mechanical, and Equipment Areas

- All trash, mechanical, and equipment areas (including utility service transformers, pedestals, or other equipment provided by franchise utility

providers), including building mounted shall be screened from public view in such a manner that such areas cannot be seen by person standing at ground level.

- Trash dumpsters shall be screened by masonry construction with solid material doors and conform to the screening provisions outlined in Section 65.070 of the Zoning Code

H. Site Plan Review

- No building permit shall be issued until a detailed site plan has been submitted to the TMAPC and approved as following the mandatory development plan provisions of the Tulsa Zoning Code.

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: CO-9 supports a wide range of residential uses as normally contemplated in the new neighborhood vision and it also includes opportunities for a broader range of uses including office and residential uses closer to Mingo.

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 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:

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 undeveloped except a single-family home and accessory structures.

Environmental Considerations: The significant environmental concern on this site is storm water drainage and possible regulatory floodplain considerations.

Streets:

| <u>Exist. Access</u> | <u>MSHP Design</u> | <u>MSHP R/W</u> | <u>Exist. # Lanes</u> |
|----------------------|--------------------|-----------------|-----------------------|
| South Mingo Rd. | Secondary Arterial | 100 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 | Park and Open space | Growth | Golf course / country club |
| East | CO/PUD-559 | Regional Center | Growth | Multi Family |
| South | AG | New Neighborhood | Growth | Undeveloped |
| West | RS-3 / PUD298 | Existing neighborhood | Stability | Single Family residential and open space with flood plain |

SECTION IV: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11829 dated June 26, 1970 established zoning for the subject property.

Subject Property:

No Relevant History.

Surrounding Property:

CO-8 March 2019: All concurred in **approval** of a request for a *Corridor Development Plan* on a 29.83± acre tract of land for healthcare (Veterans Administration Clinic)/mixed-use, on property located at the northeast corner or East 91st Street South and South Mingo Road.

CO-6 May 2018: All concurred in **approval** of a request for a *Corridor Development Plan* on a 5.12± acre tract of land for a skilled nursing facility, on property located at the northwest corner of East 88th Street South and South 101st East Avenue.

Z-7003/PUD-721 January 2006: All concurred in **approval** of a request to rezone a 40± acre tract of land from AG to CS/OL/RS-3 and **approval** of a proposed *Planned Unit Development* for commercial, office, and residential, on property located south of the southwest corner of East 71st Street South and South Yale Avenue.

PUD-559/Z-5888-SP-1 May 1997: All concurred in **approval** of a proposed *Planned Unit Development Corridor Development Plan* on a 111.34± acre tract of land for multi-family and office, as modified by staff and the Planning

Commission, on property located north and east of East 91st Street South and South Mingo Road.

PUD-298 December 1982: All concurred in **approval** of a proposed *Planned Unit Development* on a 120± acre tract of land for residential and multi-family, on property located 91st Street and South 91st East Avenue.

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S 90 EAVE

S 91 EAVE

S 92 EAVE

E 87 ST S

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S 90 EAVE

E 88 CT S

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E 89 ST S

E 90 ST S

E 90 PL S

S 92 EAVE

S MINGO RD

E 82 PL S

E 83 PL S

E 84 PL S

S 98 EAVE

S 98 EPL

E 84 ST S

E 85 ST S

E 85 PL S

S 100 EAVE

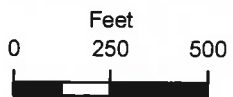
S 100 EPL

E 88 ST S

S 101 EAVE

S 101 EAVE

E 91st ST S



Subject
Tract

CO-9

18-13 13

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

Aerial Photo Date: February 2018



PUD-522 RM-0

PUD-625

AG

AG

SUBJECT TRACT

PUD-559

CO

CO-6

PUD-559A

PUD-298

RS-3

RS-3

PUD-721

OL

CO-8

AG

CS

E 91st ST S

CS

CO

CO-9

18-13 13

10.15





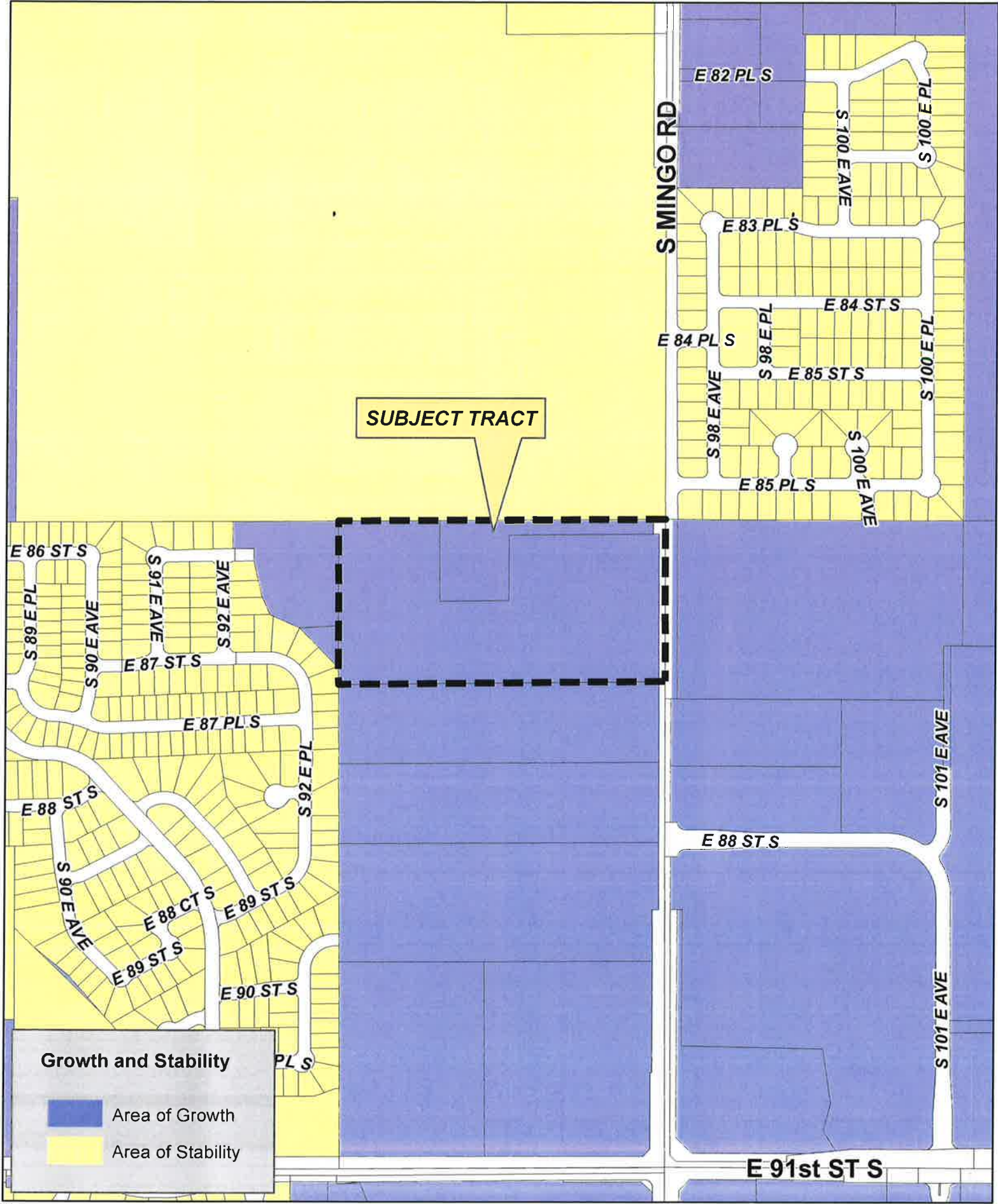
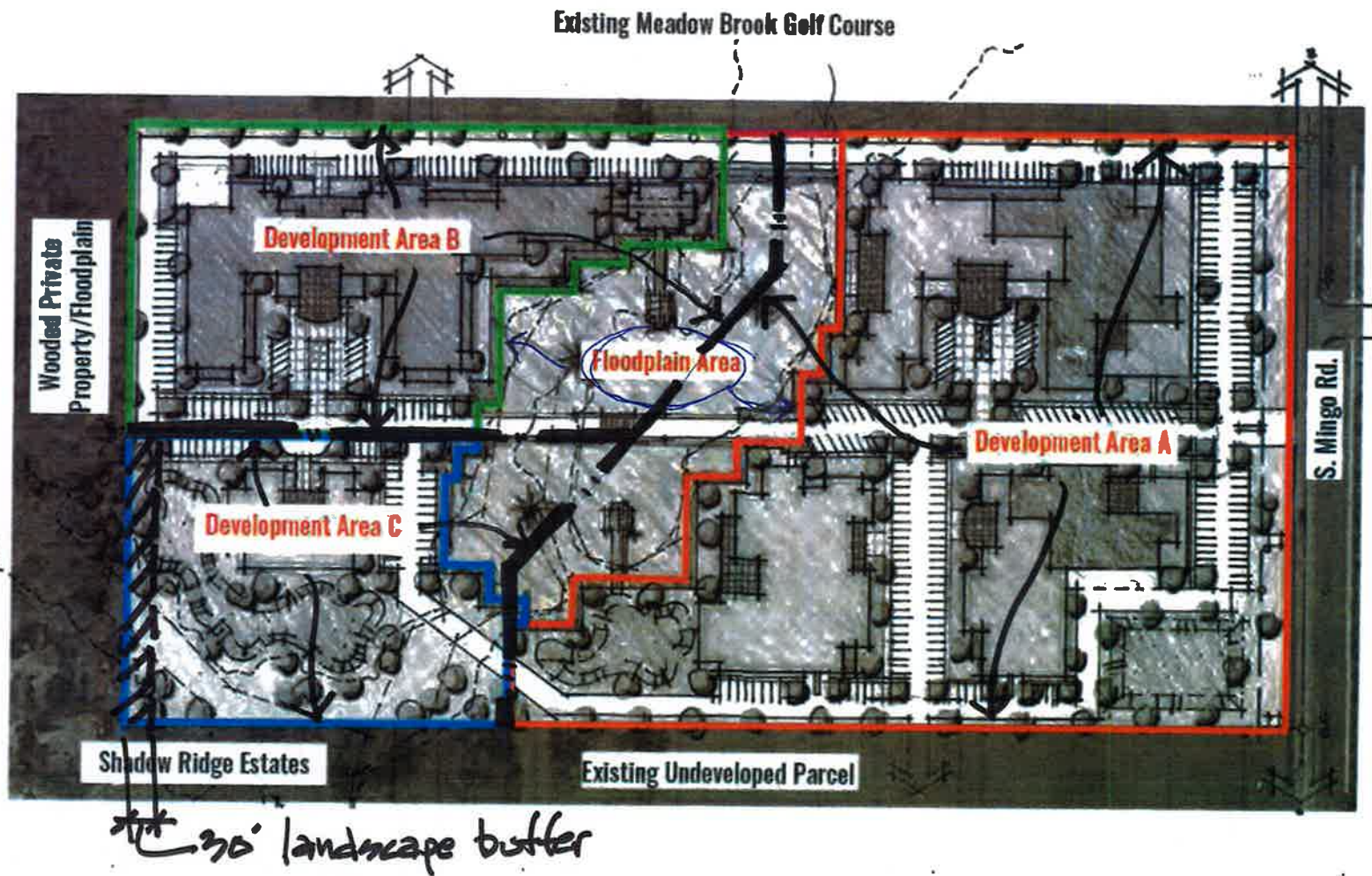
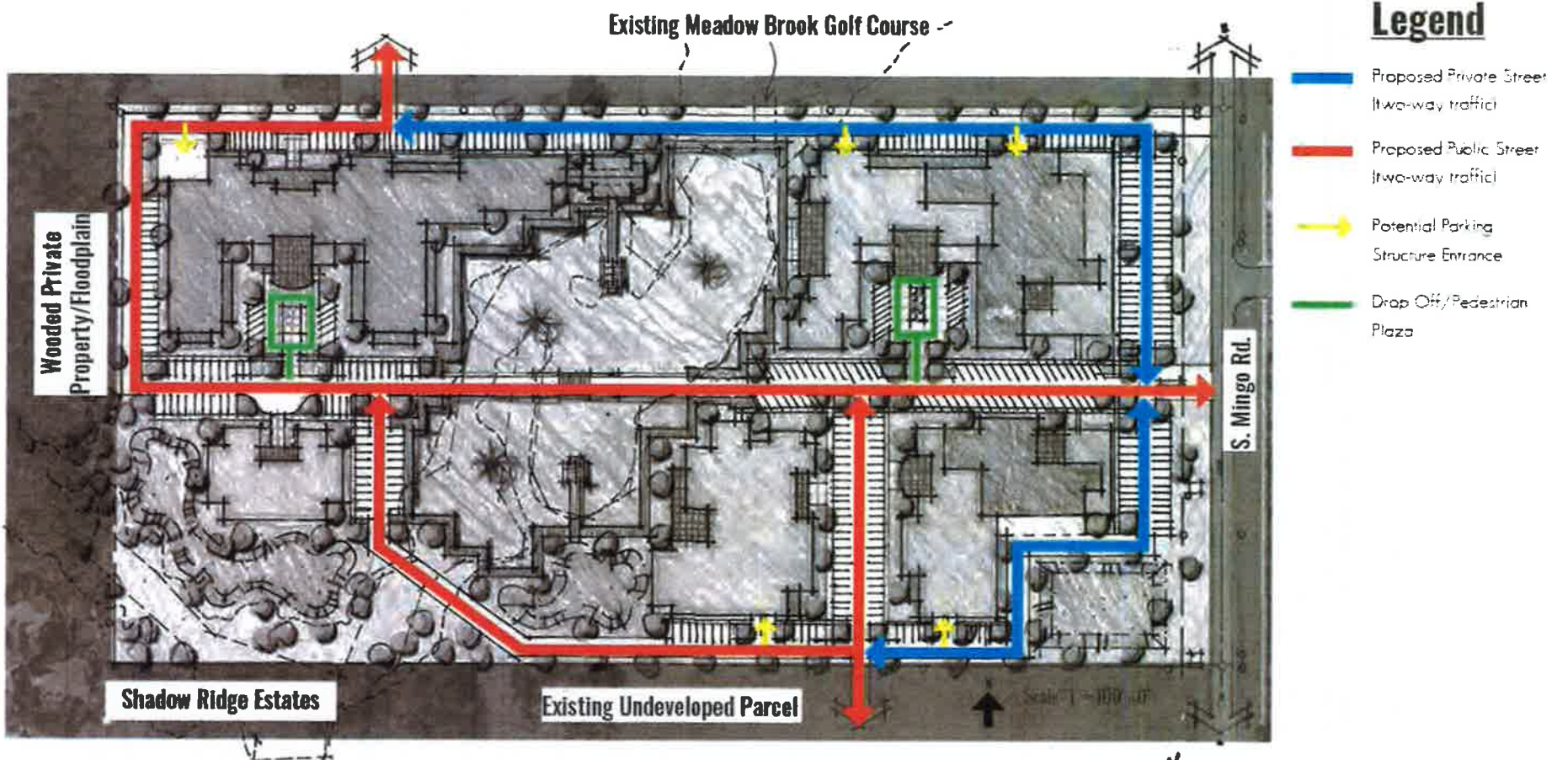


EXHIBIT E: DEVELOPMENT AREAS



10.18

EXHIBIT F: STREET DIAGRAM



10.19



PROJECT MEETINGS SUMMARY

Prior to filing for the rezoning, the 8600 S. Mingo project/consulting team met digitally with Councilwoman Wright and residents of the Shadow Ridge Estates neighborhood on various occasions to talk through concerns regarding the proposed zoning change. Councilwoman Wright took the lead on scheduling, facilitating, and mediating the discussions with the neighbors. Through these meetings and conversations, the neighborhood and property owner were able to reach consensus on certain regulating items that the proposed development and Corridor Overlay rezoning application would incorporate into the application in order to mitigate their concerns. Below is a list of the date and times of all digital meetings conducted, as well as the meetings notes from the final meeting held that includes specific agreed upon items that will be placed in the Corridor Overlay Rezoning Application that is filed for the project.

Meeting Date & Times

1. July 30, 2020 @ 10:00 am held via Go-to-Meeting
 - a. This meeting was to introduce our team to Councilwoman Wright and tell her about the proposed rezoning application. All subsequent meetings were conducted with the councilwoman and neighbors together.
2. September 9, 2020 @ 1:00 pm held via Go-to-Meeting
3. October 1, 2020 @ 4:00 pm held via Go-to-meeting



MEETING NOTES

Re: **8600 S. Mingo Rezoning – Neighborhood Meeting**
Broken Arrow, OK

Date: 10/1/2020

Attendees: Katy O'Meilie: PDG, Planning/Zoning Consultant
Jim Burcham: Owner Rep
Dwayne Wilkerson: INCOG
Councilwoman Wright: City of Tulsa
Approximately 8-10 neighbors

Project Overview and Discussion

PDG began by giving an overview of the changes to the site plan that has occurred since the last time we spoke with the neighbors. Those changes included:

- Clear delineation of the Tulsa Regulatory Floodplain on the site
- Modifications to Development Area B and C to remove buildings from the floodplain area.
- Incorporating proposed areas for detention ponds that must be located outside of the regulatory floodplain area.
- Making it clear that Development Area A east of the floodplain does include residential uses that are part of a mixed-use building. Residential use could occur in either a vertical or horizontal mixed-use pattern.

Below are specific height and uses that were presented during the meeting:

Development Area A

- Height for buildings that front Mingo Rd. are governed by parking. If buildings want to build taller than they will have to utilize parking garages. Otherwise, they will be limited to a height in which they can meet the parking requirements through surface parking lots.
- The remainder of Development Area A has a maximum height of 6 stories.
- Area A allows for the following uses:
 - Household Living – [Single, Two, Three or more households on single lot] Limited to specific uses below
 - Mixed-use building
 - Vertical mixed-use building
 - Group Living – limited to specific uses below
 - Assisted Living
 - Community Group Home
 - Elderly/Retirement Center
 - Life Care Retirement Center
 - Public, Civic, and Institutional – Limited to subcategories below
 - Government services
 - Hospital
 - Parks and Recreation
 - Natural Resource Preservation
 - Safety Services

10-21



- Commercial – Limited to subcategories below
 - Financial services
 - Lodging – limited to specific hotel use
 - Office
 - Restaurants and bars
 - Retail Sales
 - Studio, Artist, or Instructional Services

Development Area B

- Height for Development Area B is limited to 5 stories
- Area B allows for the following uses:
 - Residential - Limited to subcategories below
 - Household Living –Limited to specific uses below
 - Single-family
 - Patio house
 - Duplex
 - Townhouse
 - Cottage house development
 - Mixed-use building or Vertical mixed-use building - No apartment units are permitted
- Group Living – limited to specific uses below
 - Assisted Living
 - Community Group Home
 - Elderly/Retirement Center
 - Life Care Retirement Center
- Public, Civic, and Institutional – Limited to subcategories below
 - Government services
 - Parks and Recreation
 - Natural Resource Preservation
 - Safety Services
- Commercial – Limited to subcategories below
 - Financial services
 - Office
 - Restaurants
 - Retail Sales
 - Studio, Artist, or Instructional Services

Development Area C

- Height for Development Area C is capped at 35'/3 stories.
- Area C allows for the following uses:
 - Household Living –Limited to specific uses below
 - Single-family
 - Patio house
 - Duplex
 - Townhouse
 - Cottage house development



- Mixed-use building or Vertical mixed-use building - No apartment units are permitted
- Group Living – limited to specific uses below
 - Assisted Living
 - Community Group Home
 - Elderly/Retirement Center
 - Life Care Retirement Center
- Public, Civic, and Institutional – Limited to subcategories below
 - Government services
 - Parks and Recreation
 - Natural Resource Preservation
 - Safety Services
- Commercial – Limited to subcategories below
 - Financial services
 - Office
 - Restaurants
 - Retail Sales
 - Studio, Artist, or Instructional Services

Feedback from Neighborhood

1. 5 story height allowed for in Development Area B was a concern. While there is existing tree canopy located between the Shadow Ridge lots located at the properties southwest corner, the tree canopy is mostly deciduous so many months out of the year they will have an unobstructed view onto the project site.
2. They like the idea of the evergreen screening but asked if the requirement could create a denser screening hedge. The current requirement calls for a evergreen tree per 50 feet of linear fence line.
3. 3 story height in Development Area C was a concern. Having modern style office or mixed-use buildings was a concern. It was suggested that architectural regulations be put in place, so future development looks like residential style office buildings.
4. Commercial uses where a concern for Development Track B and C. A police officer that lives in the neighborhood commented that this type of development situated at the back of a twenty acre lot creates an unseen pocket that tends to leave adjoining neighborhoods more open to people coming over fences into backyards unseen.
5. Residential uses such as townhomes where a concern because the neighbors where likely to be stuck looking at the back of garages and there would be activity on the site all the time. Whereas office uses only get utilized during the day and not on weekends.
6. Lights from commercial or office buildings shining into existing residents' homes was a concern.
7. Fencing along the west property line was requested.
8. Stormwater and flooding are a major concern.
 - a. INCOG staff and PDG explained that any new development will have to meet rigorous stormwater requirements prior to being issued any building permits.
 - b. New development is not allowed to discharge directly onto neighboring properties and the discharge from the site can be no higher that what current conditions allow for.
 - c. INCOG staff relayed that Tulsa has some of the most stringent stormwater and drainage regulations in the country.
 - d. Current flooding and drainage problems could be caused by blockages to water



flow further upstream. Also, regulations that were in place 20-30 years ago when neighborhood was built may not have required enough or proper drainage requirements that are now not sufficient or functioning very well.

9. Wildlife displacement was a concern. Councilwoman Wright has reached out to determine what if anything can be outside of zoning to help mitigate this concern.

Consensus for Moving Forward with the Application

1. Owner has agreed to limit Development Tracts C to a maximum of two stories. Design of the building shall limit second story windows where possible from directly facing residential uses located in the southwest corner of the tract.
2. Owner has agreed to limit 50% / half of Development Tract B that is closest to the west property line to 2 stories maximum while the other 50% of the tract that is located closer to the floodplain on the east can have an allowed maximum height of 3 stories.
3. Owner has agreed to only allow for light office and group/ senior living style residential uses in Development Tracts B and C.
4. Owner has agreed to require a 6' tall screening fence along the west property line. Note that fencing in the southwest corner of the site may or may not be allowed based on floodplain regulations and will be deemed allowable by the City of Tulsa during the site plan and permitting stage of development.
5. Owner has agreed to require a vegetative evergreen screen along the west property line. 1 tree per every 40 linear feet of fence shall be required. Trees may be spaced as needed or planted in groups.
6. Owner has agreed to write in lighting standard that will mitigate glare and directional lighting from shining into existing homes.
7. Owner has agreed to include a 100' building setback in the southwest corner of Development Tract C so many of the existing trees can be preserved.
8. Development Track A that is located east of the floodplain is appropriate for more intense development such as medical, office, commercial, and mixed-use with a residential component. Building heights fronting Mingo Rd. shall be governed by parking requirements while the remaining portions of Development Track A shall be limited to 6 stories.
9. The Owner is not comfortable placing architectural style regulations into the application. This is very limiting when trying to market office tracks for sale. In addition, architectural style is subjective and what some think as good or appropriate may not be agreed upon by others. INCOG staff also expressed concerns about zoning over stepping into requiring specific styles of architecture.

Next Steps Discussed

- Rezoning application will be submitted on October 8.
- Application will arrive at Planning Commission on November 18th.

Katy O'Melia

10/1/2020
Katy O'Melia, RLA, LEED AP

10.24

Item

Consider adoption of the **Plan 66** Executive Summary and Chapter 5, Recommendations, as an amendment to the Tulsa Comprehensive Plan.

Background

Over the past 15 years since the original Route 66 Enhancements and Promotion Master Plan of Development (2005) was released, several initiatives have been implemented, accounting for a list of successes. Last year, a Master Plan update was commissioned to the Tulsa Planning Office by the City of Tulsa and the Route 66 Commission to continue working and improving on previous recommendations.

The update, Plan 66, envisions the route as a place that will draw locals and visitors to celebrate its heritage significance. Tulsa's 2005 Route 66 Master Plan was based on an intensive program that pumped economic development through capital improvement investment. Plan 66 focuses on leveraging past project implementation to encourage private investment, preservation, promotion and celebration of the route, and to cater to a more diverse crowd. Under Plan 66's vision, Route 66 in Tulsa will continue to become an attractive destination; a source of employment that favors economic growth and opportunity creation; and a landmark for Tulsa.

Plan 66 focuses on 4 main goals: Preservation, Revitalization, Connection and Celebration. Staff researched case studies and past efforts along the Route; did data analysis and mapping to identify assets and compare before and after conditions during the past 15 years; compiled a list of projects implemented and their impact; conducted an outreach process that included a workshop meeting with a Steering Committee, one-on-one interviews with subject matter experts, a business and culture roundtable, launched a public survey that gathered over 1000 responses; and drafted final recommendations and a list of implementation resources.

Staff presented the draft plan to the Planning Commission at an October 21, 2020 Work Session. Staff has also worked with and provided periodic updates to the Route 66 Commission during the process. Plan 66 presented at the Route 66 Commission's November 10, 2020 meeting and received a recommendation of approval to carry forward through the Planning Commission and City Council process.

Comprehensive Plan Conformance

Plan 66 is in conformance with the following Priorities, Goals, and Actions of the Tulsa Comprehensive Plan:

| Comprehensive Plan Priorities | Plan 66 Goals |
|---|---|
| LAND USE: For new and existing businesses and for residential neighborhoods, including mixed-use developments. | PRESERVATION and REVITALIZATION: Stabilize and adaptively reuse while investing in new construction for businesses and housing including mixed-use developments. |
| TRANSPORTATION: A wide variety multi-modal choices to reach destinations. | CONNECT: Multi-modal transportation along Rt 66 and via Route 66 and other Tulsa destinations. |
| ECONOMIC DEVELOPMENT: Expand opportunity and improve quality of life. | REVITALIZATION and CELEBRATE: Investment into commercial and residential property; create public spaces enjoyed by residents and tourists. |
| HOUSING: Provide a range of housing types and prices. | REVITALIZATION: Encourage private investment to also keep abutting neighborhoods affordable. |
| PARKS, TRAILS and OPEN SPACES: Accessible public spaces connected to residential neighborhoods. | CELEBRATE: Provide public open spaces along Route 66, which create outdoor opportunities for events and diversity of culture. |

Staff Recommendation

Staff recommends that TMAPC adopt **Plan 66** Executive Summary and Chapter 5-Recommendations as an amendment to the Tulsa Comprehensive Plan.

Attachment:

Plan 66, Tulsa's Route 66 Master Plan



Tulsa's Route 66 Master Plan



Adoption Information

The Executive Summary and Chapter 5 – Recommendations will be considered for adoption by Tulsa Metropolitan Area Planning Commission and approval by Tulsa City Council.

Effective:

For questions, contact:

Paulina Baeza, Senior Planner
pbaeza@incog.org

Dennis Whitaker, Planner
dwhitaker@incog.org

Tulsa Planning Office

2 W 2nd St., 8th Floor
Tulsa, OK 74103
918.584.7526

tulsaplanning.org

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Acknowledgments

Tulsa Planning Office

Project Lead

- Paulina Baeza, Senior Planner

Project Team

- Dennis Whitaker, Planner
- Ty Simmons, Principal GIS Analyst
- Nathan Foster, Senior Planner
- Emily Scott, Assistant Planner
- Daniel Jeffries, Senior Planner

Contributors

- Susan Miller, Director
- Travis Hulse, Principal Planner
- Jed Porter, Historic Preservation Planner
- Luisa Krug, Destination District Manager
- Samiul Haque, Intern

Plan 66 Sponsors and Contributors

- Tally's Good Food Café
- Lobeck Taylor Family Foundation
- Tulsa Planning Office
- Route 66 Commission

Plan 66 Advisory Committee

- Ken Busby, Chair, Route 66 Commission and Chair, Route 66 Finance Committee
- Rhys Martin, Past Chair, Route 66 Commission, and President, Oklahoma State Route 66 Association
- Brandi Ball, Executive Director, Route 66 Main Street and Member, Route 66 Commission
- Walter Faber, Route 66 Property Owner and CFO, J.D. Young
- Jessica Jackson, Executive Director, Kendall Whittier Main Street and Member, Route 66 Commission
- Brian Kurtz, Executive Director, Downtown Coordinating Council
- Vanessa Masucci, Vice President of Sales, VisitTulsa
- Aaron Meeks, Route 66 business owner, and Chair, Route 66 Commission Economic Development Committee
- Spencer Mitchell, Mayor, Office of Economic Development
- Meredith Peebles, COO, Lobeck Taylor Family Foundation, representing Route 66 Business Owner
- Larry Wofford, Chair of Entrepreneurial Studies, University of Tulsa

Subject Matter Expert Interviewees

- Jesse Boudiette, President and Owner of Propeller Communications, Route 66 Business
- Amy Smith, Co-Owner of Soul City, Route 66 Business
- Amanda DeCort, Executive Director, Tulsa Foundation for Architecture
- Rhys Martin, Chair, Route 66 Commission
- Liann Alfaro, Marketing and Planning Director, Tulsa Transit
- Jane Ziegler, Bicycle and Pedestrian Coordinator, INCOG
- Aaron Meek, Owner & Operator, M Development, Route 66 Business



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Round Table Diversity Discussion

- Tally and Angela Alame, Owners, Tally's Good Food Café
- Zechariah Harjo, Project Development Coordinator, Muscogee Creek Nation
- Mattie Bledsoe-Hayes, Owner, OK Style Bar-B-Que
- Darrell and Tamika Knox, Owner, Sweet Lisa's Restaurant
- Trent Morrow, Ziegler Art Supplies (Cherokee Nation Tribal member)
- Travis Owens, Director, Cultural Tourism & Community Relations, Cherokee Nation Business
- Geraldo Romero, Owner, Romero's Auto Center
- Esteban Torres, Owner, Key Plus Properties
- Francisco Trevino, Executive Director, Casa de la Cultura
- Sharla Walker, Owner, Evelyn's Restaurant
- Larry Wofford, Davis D. Bovaird Endowed Chair of Entrepreneurial Studies, University of Tulsa
- Ricco Wright, Owner, Black Wall Street Gallery

Route 66 Commission

- District 2 – Councilor Jeannie Cue
- District 3 – Councilor Christa Patrick
- District 4 – Councilor Kara J. McKee
- District 5 – Councilor Cass Fahler
- District 6 – Councilor Connie Dodson
- Ken Busby, Executive Director, Route 66 Alliance
- Amanda DeCort, Executive Director, Tulsa Foundation for Architecture
- Nick Doctor, Chief of Community Development and Policy, City of Tulsa
- Samantha Extance, Events Coordinator, Mother Road Market
- Christine Hamner, Executive Director, Route 66 Main Street
- Ray Hoyt, President, VisitTulsa
- Jessica Jackson, Executive Director, Kendall Whittier Main Street
- Kian Kamas, Chief of Economic Development, City of Tulsa
- Karen Keith, Tulsa County Commissioner, District 2
- Luisa Krug, Destination Districts Manager, Tulsa Planning Office
- Linda Fitzgerald, President, Route 66 Village
- Rhys Martin, President, Oklahoma Route 66 Association
- Julie Miner, Economic Development Planner, INCOG
- Susan Neal, Vice President for Public Affairs, University of Tulsa, and Executive Director of Gilcrease Museum
- Lisa Wakefield, Owner, Jenkins & Company

Goal Subject Matter Expert Interviews

Goal 1 – Preserve the Route

- Amanda DeCort, Executive Director, Tulsa Foundation for Architecture

Goal 2 – Revitalize the Route

- Aaron Meek, Owner, Group M Development

Goal 3 – Connect the Route

- Jane Ziegler, Bicycle-Pedestrian Coordinator, INCOG
- Liann Alfaro, Planning and Marketing Director, Tulsa Transit

Goal 4 – Celebrate the Route

- Jesse Boudiette, Owner, Propeller
- Amy Smith, Artist & Entrepreneur

Photography Credits

- Daniel Jeffries, Senior Planner, Tulsa Planning Office
- Dennis Whitaker, Planner, Tulsa Planning Office
- Jessica Jackson, Executive Director, Kendall Whittier Main Street
- Nathan Foster, Senior Planner, Tulsa Planning Office
- Rhys Martin, President, Oklahoma Route 66 Association
- Samantha Extance, Events Coordinator, Mother Road Market



Route 66 Rising Sculpture at Admiral Place and Mingo Road

Executive Summary



Route 66 Historical Village Oil Derrick Replica



Route 66 Shield on the East Gateway

Tulsa's 2005 Route 66 Master Plan was based on an intensive program that pumped economic development investments through capital projects. Changes were made, and benefits were reaped. Nowadays, new demands have originated from the process and passing of time. A more diverse crowd must be catered and included in the evolution of the route.

The focus of Plan 66 will rely on celebrating past project implementation along the corridor, creating non-capital infrastructure to encourage private ventures, and supporting emerging businesses, attractions, and future capital investment

Community and entrepreneurs, we need you to partner and rise.

Introduction

The previous Route 66 Master Plan, completed in December 2005, viewed Route 66 as a corridor filled with opportunity. Route 66 has international appeal, as travelers from around the globe flock to the Route to experience a bit of American road trip magic, but the 2005 plan also identified a generational divide. Route 66 enthusiasts of the Baby Boomer and earlier generations share memories of the road and recognize its place in American heritage, but younger generations had no ties to it. During the 15 years since the original plan, several initiatives have been implemented. The Route has come back to life, and younger generations are fully participating in its revival.

Plan 66's vision of a redeveloped Route 66 honors the history of Tulsa and caters to both Tulsans and visitors. Providing for younger generations means combining past, present and future in the same place. A renewed Route 66 will offer a variety of experiences to people of different ages, cultures, and backgrounds, while sustaining what exists and encouraging economic development.

Plan 66 envisions the Route as a place that draws both locals and visitors. Today, Tulsa's 30 miles of Route 66 still provide a car-centric experience. Development patterns are shifting, and to continue its renaissance, the corridor needs to adapt to multiple scales, multi-modal transportation options, and pedestrian comforts. In addition, the corridor should be accessible to other parts of the city, connect landmarks and destinations, and provide guests with the chance to explore more of what Tulsa has to offer.

Route 66 is still largely untapped in Tulsa. Other cities in the country have taken advantage of it as an attraction; until relatively recently, Tulsa had not taken advantage of that opportunity. With proper guidance, Route 66 in Tulsa will continue to become an attractive destination for visitors and locals; a source of employment that favors economic growth and opportunity creation; and a thriving landmark.

Background

Voters' approval of the Vision 2025 funding package in 2003, and the creation of the Route 66 Master Plan in 2005, which directed those funds earmarked for projects along Route 66, indicated that local residents were ready to realize the Route's substantial, untapped potential by investing public dollars. Leaders believed public investment promoting thematic connectivity along Tulsa's alignments of Route 66 would attract the attention of entrepreneurs and private investment, leading to a substantial return on the public investment. A revitalized corridor would become a vibrant component of Tulsa's overall economy, preserve its rich heritage and elevate Tulsa's prominence as a destination for Route 66 tourism.

To accomplish the initial goal of heightening the recognition of Route 66, public investments were planned for the years 2005-2022, bringing capital projects across nearly 30 local miles of Route 66. To create a platform for the next phase of enhancements and development, broader recommendations for non-capital actions offered further support for the development and establishment of Route 66 as a vibrant commercial and residential corridor.

Leaders also believed that to support the Route long-term and encourage private investment, an authentic and visible recognition of the intrinsic value of Route 66's heritage was needed. As other commercial districts would become fully occupied, perhaps sustaining higher costs, entrepreneurs would seek the next area to invest or reinvest; Route 66 would be poised for that opportunity.

To support a broader partnership and framework for private investment, non-capital objectives were also developed. Conveying Route 66's living heritage and making it relevant to younger generations, the Master Plan directed future thinking toward partnerships, other funding mechanisms, an oversight commission or authority, and the use of local zoning provisions to facilitate each phase of Route 66's growth.

Vision 2025 capital projects are nearing full implementation, with many successes, including:

- Immediately in 2003, \$15,000,000 of Vision 2025 funds were dedicated to Route 66 revitalization for Master Plan Capital Projects, attracting a commitment from the National Route 66 Federation, which held its 2004 International Route 66 Festival in Tulsa.
- Local funds were combined with a grant of \$400,000 from the Oklahoma Centennial Commission to construct Avery Centennial Plaza, the Route 66 Skywalk, and the *East Meets West* sculpture. Local businesses readily incorporated the Route 66 Skywalk into television and print media advertisements; likewise, *East Meets West* became the icon of the first annual Route 66 Marathon and its finishers' medals.
- The Oklahoma Centennial Commission also provided a \$400,000 grant to the Red Fork Centennial Derrick at the Route 66 Historical Village. The Improve our Tulsa bond package designated an additional \$550,000 toward the development of the tourist center at the Village.
- Local funds were utilized as a 20% match to obtain a \$385,000 grant from the Oklahoma Scenic Byways Program to create the Cultural Crossroads streetscape project at 11th Street and Yale Avenue. This project includes bronze plaques telling the history of the surrounding neighborhood, elementary school and early commercial development. Seating areas with themed elements were added, a "Tulsa Route 66" town clock was installed, and concrete emblems representing the eight states of Route 66 were installed in the intersection crosswalks.
- The Vision Tulsa funding package provided \$3,000,000 for the development of a train depot at the Route 66 Historical Village, and an additional \$3,356,000 for beautification of the corridor. The additional funds may also be utilized for maintaining and marketing Vision 2025-funded capital projects.
- As theorized, four commercial districts along Route 66 have emerged, two of which are official Main Street programs. New entrepreneurs or existing businesses are reinvesting in buildings that were formerly underutilized or vacant, land uses are transitioning, and new construction has occurred. The recent opening and dedication of a privately-funded retail shop and kitschy space cowboy statue, Buck Atom, has seen visitors from around the globe, including tourists from Australia, Brazil, Canada, Croatia, Czech Republic, Germany, Hungary, England, France, Italy, New Zealand, Poland, Spain, and Switzerland.
- An Executive Order by Mayor Dewey Bartlett created a Route 66 Commission, and voters have approved additional capital and non-capital funding for the Commission to administer and for the further development of the Route 66 Historical Village, operated at no cost to the City of Tulsa by Route 66 Village, Inc.
- In addition, a zoning overlay was created along the alignments of Route 66. Approved by Mayor G.T. Bynum and the Tulsa City Council, the overlay district defined a corridor for which zoning provisions could be implemented, the first being a highly successful neon sign grant program, which has resulted in many new or restored neon signs lining the Route throughout Tulsa.



Buck Atom Cosmic Curious Sculpture on 11th Street



Route 66 Shield at the Route 66 Historical Village



East Meets West Sculpture at Avery Centennial Plaza



The Welcome Center at the Route 66 Historical Village

Plan 66's Goals

Preserve the Route's historic significance and uniqueness through interventions that reflect its meaning, protect it, and make it timeless.

Revitalize the Route by transforming it into a world-class, multi-generational destination that offers a variety of opportunities for locals and visitors to explore and for local business to thrive.

Connect the Route by promoting multi-modal transportation alternatives and the implementation of infrastructure that accommodates all systems along the Route.

Celebrate the Route and position the corridor as a destination that draws diverse locals and visitors to celebrate its historic significance and enjoy a variety of experiences.

Public, private, and non-profit organizations are working together with strong support from local citizens and elected officials to create a unique identity for Tulsa's stretch of Route 66 that will serve residents, business owners, and tourists. Tulsa's Route 66 projects coincide with other revitalization efforts that are transforming Tulsa into a major destination city along the Route.

Previous funding has primarily been allocated toward capital projects. The 2005 Master Plan focused on preservation, enhancements, and promotion, and created non-capital goals. These have largely been realized, including the creation the Commission, a Tax Increment Finance (TIF) District, and a zoning overlay district.

With the capital goals of the Master Plan accomplished, and the supporting framework in place, private investment has flourished. Some of the goals in Plan 66 focus on practices that support further private investment and the creation of a defined, vibrant corridor that is enjoyed by locals and tourists as both a destination and a bridge to other surrounding Tulsa treasures.

Purpose Statement

Plan 66 aims to:

- Highlight the historic significance of Route 66 in Tulsa by identifying elements that contribute to its past, present, and future legacy.
- Acknowledge past successes from project implementation along the corridor, and promote future investment.
- Improve opportunities for visitors and Tulsa residents of all ages to explore along the Route.
- Develop strategies for supporting established businesses while encouraging further growth, and contribute to a diverse, sustainable economy.
- Support Route 66's potential to create a thriving tourism industry.
- Create recommendations for the built environment to assist with branding, marketing, mobility, public perception, preservation, and new conditions.

Vision

“Route 66 is an accessible, inclusive, and diverse symbol of opportunity rooted in and motivated by heritage for all Tulsans and visitors.”

Chapter 1 Background



Desert Hills Motel Sign



East Meets West Sculpture at Avery Centennial Plaza



The *Green Book* helped Black travelers move across the country safely by listing restaurants, filling stations, hotels, motels, recreation areas and more types of businesses that would serve black people. Its motto, "Carry your Green Book with you—you may need it" serves as a reminder of the racism and violence blacks still faced across the nation. For a map of locations featured in the *Green Book*, visit the National Parks Service website: ncptt.nps.gov/rt66/green-book/

Route 66 History

Beginning in Chicago and stretching more than 2,000 miles to Santa Monica, California, Route 66 travels through eight states and three time zones. The brainchild of Cyrus Avery, a Tulsan, the Route rose to significance during the Great Depression as a way west for Dust Bowl migrants determined to find a better life in California. By the end of World War II, the Route had become a major transportation corridor. The automobile culture of the 1950s and 1960s in the US transformed the Route into a vacation corridor filled with motels, diners, and unique attractions that catered to families traveling for leisure. This is the era for which the Route is most fondly remembered.

The Route was not a refuge for all people, however; it was often dangerous for Black Americans to traverse. Black people were excluded from most white-owned businesses, including restaurants, hotels, filling stations, and recreation areas, and faced humiliation and violence. In time, travel guides were developed to help black people move safely across the country. The most popular guide directing black travelers to businesses that were willing to serve them was the *Green Book*.

In 1956, upon adoption of the Federal Aid Highway Act and implementation of the Interstate Highway System, Route 66 began its descent as a federal highway. Route 66 was officially decommissioned as a federal highway in 1985, but had already gained an iconic status in popular culture through movies, television, and music. The popularity and attraction to Route 66 has been ongoing since.

Alignments

There are more than 400 miles of Route 66 in Oklahoma, and in recent years, the historic highway has emerged as one of the state's greatest assets. In Tulsa, there are 28 miles of the historic Route along two separate alignments, the most of any single city in Oklahoma.

From east to west, the Route enters the city limits of Tulsa on South 193rd East Avenue, and tracks

south to 11th Street. It follows 11th Street west through a sparsely-populated area of the city consisting primarily of agriculture and homes with a few remnants of the Route 66 heyday including the KVOO radio station and several motor courts. The Route continues west on 11th until eventually entering the more urbanized area of the city.

From 1926 to 1932, Admiral Place (then known as Federal Drive) from 193rd East Ave was not constructed west to Mingo Road; therefore, the alignment went south to East 11th Street and then north on Mingo Road to Admiral Place. The intersection of Admiral and Mingo became a primary destination along the route and was highlighted by the presence of the traffic circle and the Cyrus Avery motor court. The Route continued west along Admiral Place until reaching Lewis Avenue near the Kendall-Whittier neighborhood. Upon reaching Lewis, some experts and locals believe the Route jogged south to Admiral Boulevard and continued into downtown.

After passing through downtown, the Route heads out on Southwest Boulevard until reaching the city limits at South 37th West Avenue.

Properties along the Route in Tulsa consist of a diverse set of uses, architecture, and landmarks that provide a major opportunity for visitors and locals alike. The many evolutions of Route 66 can be witnessed on the different alignments.

It has been said that Tulsa is the place where east meets west. Travelers making the trip from Chicago to Santa Monica, or vice versa, will witness the landscape of the country begin to physically change as they make their way through Tulsa and northeast Oklahoma.

Today, there are millions of Route 66 enthusiasts and clubs worldwide. People travel from near and far to experience the nostalgic feelings the Route provides. Route 66 communities are working harder than ever to revitalize and reinvent their portion of the historic road. As the heart of the Route, Tulsa has more opportunity than most to become a major destination city along Route 66.



Tulsa's Previous Route 66 Master Plan (2005)

Beginning in 2002, local stakeholders had a vision to revitalize Route 66 in Tulsa and create a world-class tourist destination. The stakeholders developed a set of objectives and priorities that were pitched to local officials as part of the lead-up to Vision 2025 allocations.

In 2003, voters in the City of Tulsa approved the "Route 66 Enhancements and Promotion Project" as one of thirty-two projects included in the Vision 2025 package. The project sought to bring more attention to Route 66 as an asset for the City, and allocated funding for enhancements to better highlight the Route and educate the public about its significance. After funds were allocated, a master planning effort was undertaken in order to identify the priority projects and areas on which the funds were to be spent.

The Route 66 Master Plan, adopted in 2005, identified a list of priority projects to be implemented in three phases. The plan's recommendations ranged from physical projects along the Route such as streetscaping, public art, and gateways, to more administrative initiatives including the establishment of a Route 66 Commission and new marketing and engagement efforts. The strategies and actions in the plan were developed through market research and a range of engagement exercises that included design professionals, Route 66 experts, local officials, and the public.

The great successes achieved by the initial plan are indicative of the overwhelming support for Route 66 in Tulsa. Now, 15 years later, the goal is to build on those successes and continue to enhance Route 66 for visitors and locals through Plan 66.

Other Studies and Plans

In addition to the Route 66 Master Plan, there have been several other related studies and efforts undertaken in the past 15 years. These efforts were conducted not only by local officials, but also by university students, local design professionals, and partner municipalities.

Oklahoma Travel Impacts 2010-2016 (2017)

Oklahoma Department of Tourism and Recreation

A comprehensive analysis of tourism and travel in Oklahoma from 2010 to 2016 presents a stable state tourism industry capable of generating roughly \$410 for each Oklahoma household. State-level outcomes from tourism include:

- Total Direct Travel spending of \$8.5 billion annually
- \$6.5 billion in non-transportation visitor spending, an average annual increase of 3.5%
- Total visitor spending steadily increased on average 2.4% per year
- Local and state tax revenues of \$627 million: \$259 million local (an increase of 5.1%), and \$368 million state (an increase of 4.3%)
- Direct travel-generated employment of 100,000, with an average annual increase of 2.5%

As part of the second largest metropolitan area in the state, Tulsa County experiences a significant share of visitors and tourism revenue generated by a variety of destinations and attractions.

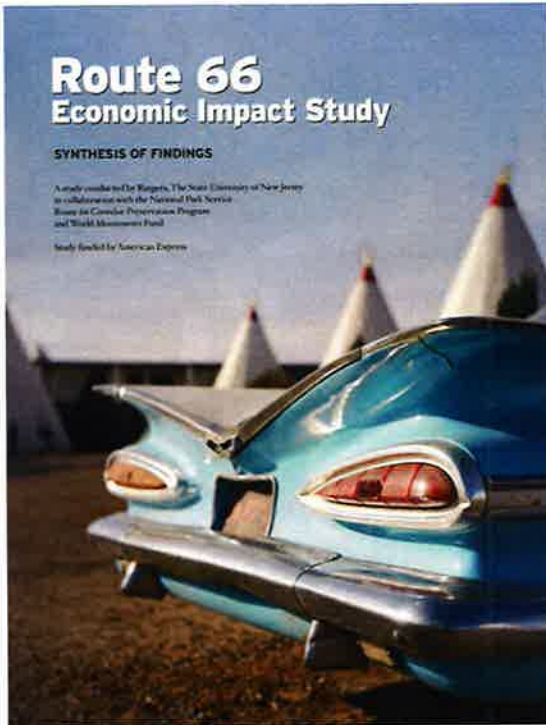
The tourism market in Tulsa County is strong, showing steady growth and a \$1.34 billion industry.

- \$43.4 million in local tax revenue in the county
- \$305 million in direct employment earnings gained across 12,806 jobs primarily in the accommodations, food services, and entertainment sectors
- 8.4 million overnight visitors

In recent years, the exact alignment of the historic Route just east of downtown has been disputed. Historic maps on file with the National Park Service indicate the Route followed Second Street between downtown and Lewis Avenue. Comparing the development patterns of the two routes indicates that Admiral Boulevard, with commercial development and service stations, would make more sense than the Second Street alignment. Though that street is very wide, it is largely populated with detached homes.



Cyrus Avery Memorial Bridge



Route 66 Economic Impact Study



Route 66 String of Pearls for Tulsa outreach event at the Lobeck Taylor Family Foundation

Route 66 Economic Impact Study (2011)

Rutgers, the State University of New Jersey, in collaboration with the National Park Service, the Route 66 Corridor Preservation Program, and World Monument Fund. Funded by American Express.

While sometimes difficult to discern, the economic effects of Route 66 tourism and development create rippling effects for communities located along the Route. The Mother Road's economic benefits are long rooted in the hospitality, entertainment, and transportation-related services. As the road ages and preservation efforts strengthen, the Route's credibility as a historical landmark and attraction have grown.

When pinpointing economic effects of Route 66, tiers of effects are measured at the local, state, and national levels. Although difficult to dissect measures that have a multiplier effect on several areas from the role as a corridor and thoroughfare, local effects should be analyzed and include qualitative measures like heritage, identity, arts, and culture.

According to the latest analysis on the Route's economic effects, annual direct economic activity generated along the entirety of the Route was \$132 million in 2011. The study also quantified "multiplier benefits" from the Route and found economic ripple effects totaling \$262 million. This activity is considered responsible for net gains of employment of 2,401 jobs, and roughly \$37 million in public tax revenue. The analysis also found the Route's economic benefits can stretch further when coupled with other preservation or reinvestment efforts, including the Main Street Program and the National Scenic Byways Program; both can concentrate investment effects for local areas.

Route 66: A String of Pearls (2015)

University of Oklahoma College of Architecture; student-led collaborative project.

The Route 66: A String of Pearls project was launched by the University of Oklahoma Urban Design Studio to discover ways for changing the negative perceptions of 11th Street (Route 66) through interventions in the built environment. Visualizing Route 66 as a destination for tourism, the project aimed to create a connected, accessible environment where people engage in commerce and community activities.

The segment from Peoria Avenue to Yale Avenue was identified as the University Segment in the Route 66 Master Plan. Students selected this area to recommend projects or redevelopment concepts.

This project used several instruments for collection and analysis of data, including community engagement, research, and creative approaches. A student design competition focused on the desires of the community. Seven teams developed a proposal for arterial intersections along the corridor, including Peoria, Utica, Lewis, Delaware, Harvard, Pittsburgh and Yale Avenues. The resulting designs were showcased in a public event that attracted a broad audience.

Students also created a set of street design tools through a Complete Streets Workshop. The workshop was assisted by renowned urban planner Gil Peñalosa.

Final conclusions found that Route 66 is an untapped resource for generating revenue, tourism, and recognition for Tulsa. Route 66 tourism is an opportunity to make Tulsa a must-see destination on Route 66. The designs that were produced by the University of Oklahoma are proof of what Route 66 in Tulsa could become, and what it could accomplish toward these goals.



The Route 66 Experience (2003-2011)

Vision 2025

The idea for the Route 66 Experience, a future tourist destination, came out of the 2005 plan process. The attraction seeks to provide a themed opportunity for tourism, dining, retail, and office space grounded in the Route's historical identity.

The Route 66 Experience project seeks to deliver a curated attraction designed to be enjoyed for longer durations of time than existing interpretative and information-based Route attractions. The Experience's location in Tulsa reinforces the second largest tourism market in the state, as a destination benefiting from numerous nearby attractions including an aquarium, zoo, theaters, and six major art museums.

Beyond operating as a destination for visitors, the Experience's location in Tulsa will benefit local residents and the area's economy. Its mixed-use nature of combining hospitality, retail, and office space will allow the project to provide desirable services and destinations for tourists and locals alike.

A feasibility study conducted in 2011 by ConsultEcon and PSA-Dewberry for the City of Tulsa estimated annual attendance could be 28,000-54,000 with a mid-range estimate of 41,000. Primary income sources for the attraction include ticket sales, facility rentals, retail, and lease revenues.

Case Study

City of Albuquerque Route 66 Action Plan (2014)

City of Albuquerque, New Mexico

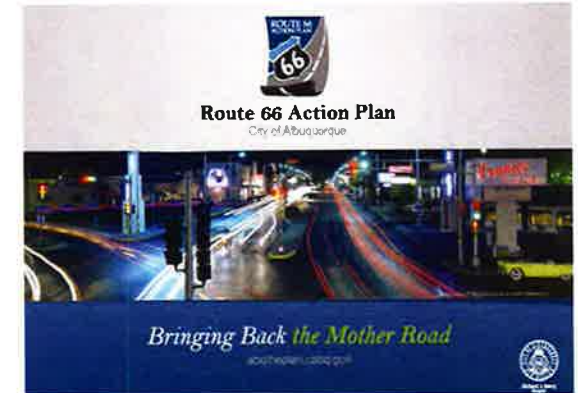
Albuquerque's Action Plan for the original urbanized alignment, Central Avenue, creates strategies to improve, enhance, and celebrate that segment of Route 66. The Plan's intent is to inform and to direct City efforts that affect Central Avenue, and provide guidance to other local plans.

The Action Plan outlines goals, policies and actions to be taken throughout the corridor and at specific nodes for pedestrian-oriented projects, urban enhancements, and catalytic redevelopment projects. For implementation purposes, the Plan focuses actions within ten established neighborhood districts to foster nodes of activity along the Central Avenue corridor.

The plan is divided into four main sections, comprising:

- An introduction, with overview, background, strategy summary, and planning process,
- Goals and policies, outlined under five main areas, including historical legacy, infrastructure and transportation, public spaces, economic investment, promotion, and tourism,
- Implementation, which focuses on corridor-wide efforts, and special projects for activity nodes and centers.
- Funding opportunities, including prioritization and partnerships.

Albuquerque's planning process, reaching more than 3,000 people, resulted in the ranking of actions, activities and projects, and strategies to maximize city resources. Flexibility was also built in to allow for actions and projects to be implemented as funds and opportunities become available.



Albuquerque Route 66 Action Plan

The Albuquerque Action Plan identified both, corridor-wide efforts and special projects:

- Corridor-wide efforts include preservation, façade and streetscape projects, public safety, enhanced transportation, public art, and elements that attract businesses, marketing, and business incentives. Efforts are part of a long-term investment strategy to be implemented with other projects and efforts identified by City departments.
- Special projects proposed along 10 identified activity nodes on Route 66 are vital for creating an experience through the development of pedestrian plazas with Route 66 features, micro visitor centers, event venues, museums, lodging, and public events and activities. Some specialized projects are identified in the existing Sector Development and Metropolitan Redevelopment Plans, and some are new projects intended to enhance the Route 66 experience.

A third component developed as part of the Plan is the Route 66 Amenity Kit and Streetscape Guidelines. These tools were developed to respond to the unique conditions of each neighborhood and district along Route 66.

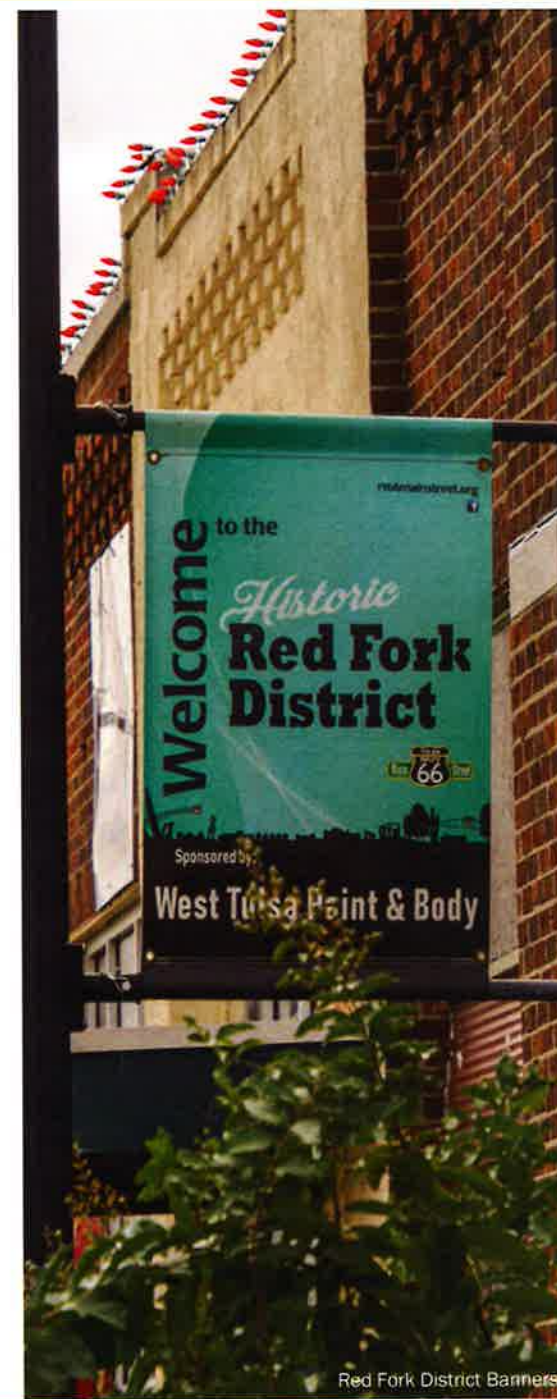


West Gateway on Southwest Boulevard

Chapter 02 Existing Conditions



DRAFT
November 12, 2020



Red Fork District Banners



The Evolution of Route 66

The current state of the Mother Road in Tulsa reflects that of an ever-changing nation. Since 2005, when the previous Tulsa Route 66 Master Plan was adopted, there have been noticeable demographic and economic changes along the Route. The makeup of the population has changed, and jobs and businesses have increased.

Over the past 15 years, certain sections of the Route have come to life, reflecting public and private investment, which in turn has spurred more interest and investment. These include the Red Fork and Crystal City area; the Meadow Gold District, which covers Peoria Avenue to Utica Avenue, with development extending all the way east to Yale Avenue; Kendall-Whittier; and Route 66 Main Street (Southwest Boulevard).

The Route has also benefited from the growth happening downtown, particularly in the Blue Dome District and the East Village.

The very nature of the street itself is also undergoing change, with bike lanes being installed and the number of driving lanes being reduced. Soon, there will be a new Bus Rapid Transit (BRT) system traversing a section of the route.

Certain segments of the Route have momentum and the future looks bright; however, not all segments of the Route have witnessed significant change since 2005. This is particularly true for the undeveloped rural stretches in East Tulsa, as well as certain sections of 11th Street, Admiral Boulevard, and Southwest Boulevard that have been relatively stable but without significant private investment. Businesses in these areas would likely benefit from capitalizing on the Route 66 brand as well as from programs and incentives that are available. Awareness of these programs is key.

This chapter includes findings related to the current state of the route in Tulsa. Topics related to demographics, economic development, cultural and recreational amenities, connectivity, land use, revitalization opportunities, as well as notable findings, are highlighted to give a better picture of the Route 66 of today.

Revitalization Opportunities

Since 2005, much of Route 66 has benefited from various initiatives, programs, and resources to help spur revitalization. One such resource is the Route 66 zoning overlay, which provides for unique opportunities specific to the corridor. The first application of the overlay was a signage allowance that enables property owners along the Route to have signs larger than normally allowed if they include a certain amount of neon in the design. The overlay boundary, which extends 300 feet from the street in either direction, including an additional 300 feet at intersections, covers the entire Route, with the exception of the segments within downtown.

In addition to zoning opportunities, the City provides a grant program for property owners to help offset the cost of any new neon signs. The neon sign grant provides a 50% match up to \$10,000 if at least 25% of the sign's area is external neon or LED tubing. Preference is given to signs where the business name is outlined.

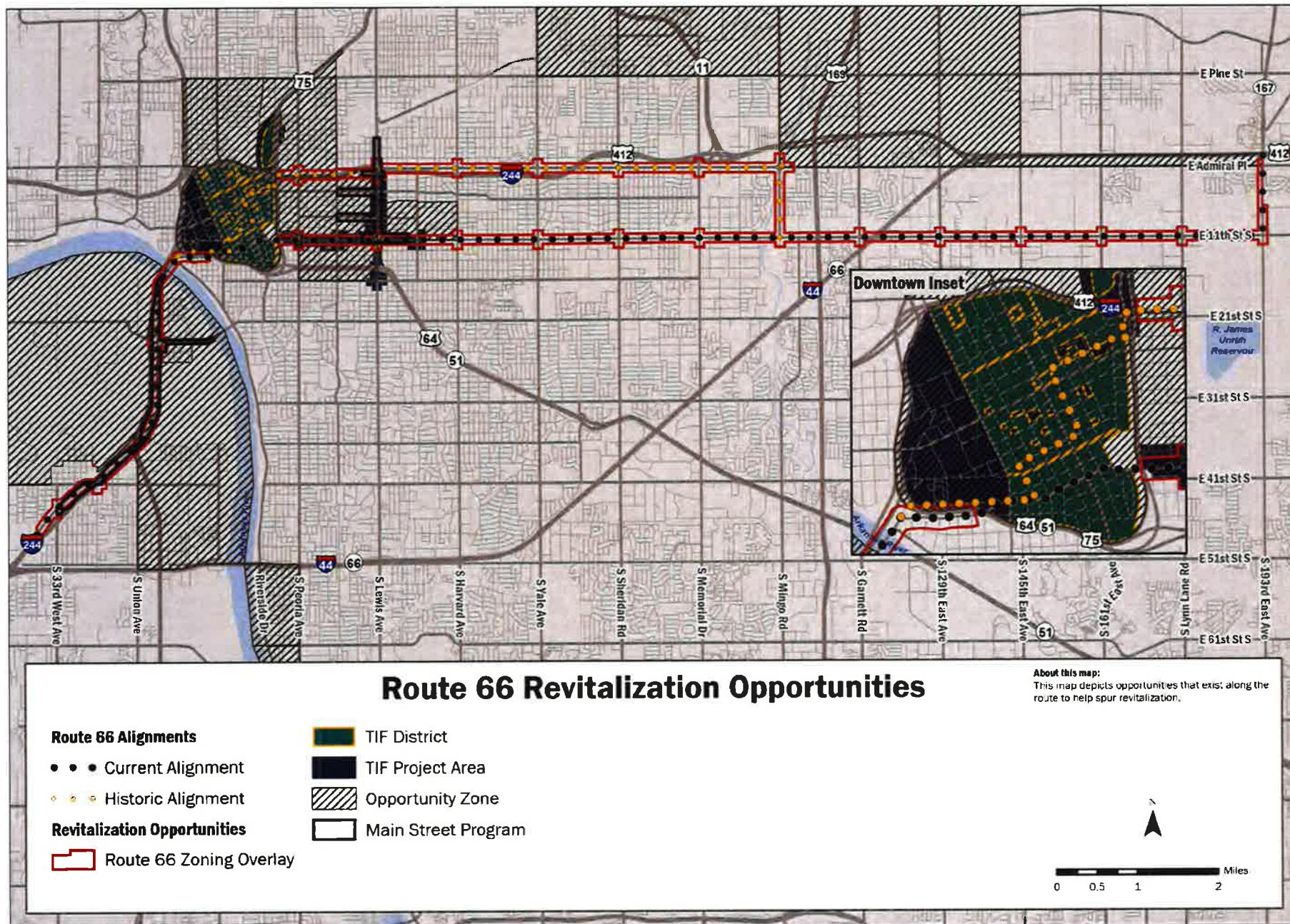
Another resource available for the area near 11th Street and Lewis Avenue is the 11th and Lewis Corridor Project Plan and supporting Tax Increment Financing (TIF) districts. The project plan area extends along 11th Street from the east leg of the Inner Dispersal Loop (IDL) to Evanston Avenue, and along Lewis Avenue from Archer Street to 16th Street. The two TIF districts are located at the intersection of 11th Street and Lewis Avenue. Incremental tax revenues generated within the two increment districts are used to pay the public cost of projects within the project plan area.

Portions of the Route that are within downtown also stand to benefit from TIF districts. The entirety of downtown is within the Downtown Project Area that is supported by the numerous TIFs that are located downtown. The Route runs through or adjacent to the Cathedral District TIF, the East End TIF, the Performing Arts Center TIF, and the Santa Fe Square TIF.

An additional new economic development tool, Opportunity Zones, could also benefit certain sections of the Route. Nineteen opportunity zones have been designated within the City of Tulsa, seven of which are adjacent to or have the Route running through them. Opportunity Zones are census tracts containing economically distressed communities, and certain tax incentives are available to developers who invest new capital within these designated zones. These incentives could spur rehabilitation and economic development in these areas.

There are also historic preservation programs geared toward preserving historic assets. The State Historic Preservation Office (SHPO) can identify buildings or districts likely to be eligible for the National Register of Historic Places. Current state and federal tax laws provide incentives for the rehabilitation of historic and older buildings, offering combined tax credits of up to 40% for commercial properties.

Certain segments of the route also benefit from being designated Main Street programs. Southwest Boulevard from the Arkansas River to 33rd West Avenue is within the Route 66 Main Street Program, and the area around Whittier Square at Admiral Boulevard and Lewis Avenue is within the Kendall Whittier Main Street Program. Tulsa's Main Street model includes a direct annual subsidy, allowing program efforts to be more focused on building partnerships, leveraging resources, and fundraising for economic development purposes.



Map 1 — Route 66 Revitalization Opportunities

11.21

Table 1 — Demographics

Demographics

The information contained in Table 1 includes the area within a half mile of Route 66's current alignment in Tulsa.

| | | 2005 | 2019 | Change |
|---------------------------------|--------------------------------------|----------|----------|----------------|
| Demographics | Population | 62,015 | 61,714 | -301 (0.04%) |
| | Male | 50% | 51% | +1 pt |
| | Female | 50% | 49% | -1 pt |
| | Median Age | 32.6 | 32.6 | — |
| Race & Ethnicity | White | 67% | 59% | -8 pt |
| | Hispanic/Latinx | 15% | 23% | +8 pt |
| | Other / Two or more | 16% | 21% | +5 pt |
| | Black | 9% | 10% | +1 pt |
| | American Indian | 7% | 8% | +1 pt |
| | Asian, Hawaiian, or Pacific Islander | 1% | 2% | +1 pt |
| Households | Total Households | 26,195 | 27,172 | +977 (3.7%) |
| | People per Household | 2.30 | 2.27 | -0.03 |
| | Married | 43% | 38% | -5 pt |
| | Never Married | 33% | 39% | +6 pt |
| | Divorced or Widowed | 24% | 23% | -1 pt |
| | Median Household Income | \$30,157 | \$35,861 | +\$5,704 (19%) |
| | Automobiles | | | |
| | Zero Vehicles | 11% | 12% | +1 pt |
| | One Vehicle | 45% | 44% | -1 pt |
| | Two or more Vehicles | 44% | 44% | -1 pt |
| Workforce | Age 16+ in Labor Force | 65% | 63% | -2 pt |
| | Employed | 91% | 94% | +3 pt |
| | Per Capita Income | \$17,546 | \$22,292 | +\$4,746 (27%) |
| | Blue Collar | 46% | 49% | +3 pt |
| | White Collar | 54% | 51% | -3 pt |
| Housing | Units | 30,361 | 31,046 | +685 (2.3%) |
| | Occupied | 89% | 88% | -1 pt |
| | Owner-Occupied | 47% | 45% | -2 pt |
| | Renter-Occupied | 53% | 55% | +2 pt |
| | Vacant | 11% | 12% | +1 pt |
| Education (Ages 25+) | High School Diploma | 32% | 31% | -1 pt |
| | Some College | 24% | 23% | -1 pt |
| | Associate Degree | 6% | 8% | +2 pt |
| | Bachelor Degree | 12% | 13% | +1 pt |
| | Graduate Degree | 5% | 6% | +1 pt |

Key Facts

- While the population within a half mile of the Route has remained steady at around 62,000 over the past 15 years, the makeup of that population has changed: it has become more diverse.
- The share of white residents has declined while minorities have increased. In particular, the number of Hispanic/Latinx residents has increased the most, growing by 8 percentage points.
- Household occupancy rates have also seen a change, with more people renting now than in the past.
- Median household income and per capita income have also increased, likely reflecting, in part at least, the increase in educational attainment.

11.22

Economic Development

Table 2 — Economic Development

Within 330 feet of Route 66





| | | 2005 | 2019 | Change |
|---|------------------------------|--------|--------|-----------------|
|  Dining | Total Restaurants | 72 | 97 | +25 (34.7%) |
| | Fast Food | 25 | 28 | +3 (12%) |
| | Full Service | 47 | 69 | +22 (46.8%) |
|  Lodging | Hotels | 13 | 17 | +4 (30.8%) |
|  Businesses | Total Businesses | 1,240 | 1,528 | +288 (23.2%) |
| | Retailers | 260 | 296 | +36 (13.8%) |
| | Used Car Dealers | 68 | 81 | +13 (19.1%) |
| | Auto Repair | 80 | 51 | -29 (36.3%) |
| | Auto Parts / Accessories | 24 | 28 | +4 (16.7%) |
| | Convenience Store / Gasoline | 30 | 28 | -2 (6.7%) |
|  Employment | Total Jobs | 59,205 | 64,030 | +4,825 (8.1%) |
| | By Age | | | |
| | 29 or younger | 11,729 | 12,283 | +554 (4.7%) |
| | 30 - 54 | 37,612 | 36,311 | -1,301 (3.5%) |
| | 55 or older | 9,864 | 15,436 | +5,572 (56.5%) |
| | By Monthly Earnings | | | |
| | \$1,250 or less | 9,514 | 8,010 | -1,504 (15.8%) |
| | \$1,251 - \$3,333 | 26,542 | 21,271 | -5,271 (19.9%) |
| | \$3,334 or more | 23,149 | 34,749 | +11,600 (50.1%) |

Table 3 — Top Industry Sectors

| | 2005 | | 2019 | |
|----|--|-------|--|-------|
| 1) | Manufacturing | 11.3% | Healthcare & Social Assistance | 11.9% |
| 2) | Professional, Scientific, & Technical Services | 10.4% | Manufacturing | 10.2% |
| 3) | Healthcare & Social Assistance | 10.3% | Professional, Scientific, & Technical Services | 8.5% |
| 4) | Finance & Insurance | 7.9% | Administration & Support, Waste Management & Remediation | 7.9% |
| 5) | Public Administration | 7.1% | Accommodation & Food Services | 6.5% |

Key Facts

- While the population along the Route has remained steady, there has been an 8% increase in jobs.
- Half of the jobs along the Route are located in downtown. Other concentrations of jobs include West 23rd Street to the west of Southwest Blvd/US Highway 75; Hillcrest Hospital; the University of Tulsa; and beginning in 2009, the Hard Rock Hotel and Casino.
- There has been a shift in the major employment sectors since 2005, with the share of jobs in healthcare and social assistance moving from third to first place, edging out manufacturing.
- The number of business establishments adjacent to the Route has also increased, from around 1,200 to more than 1,500.
- Of note, there has been a 35% increase in the number of restaurants along the Route since 2005, many of which are locally owned.
- There has also been an increase in hotels along the Route, from 13 to 17.
- The Route's car culture has not changed. Automotive and related businesses are still prevalent, including automobile parts and accessory stores, used car lots, and gasoline/convenience stores.



Route 66 by the Meadow Gold Sign



An AERO Bus



Bike Lanes and Sidewalk Ramps on Route 66

Connectivity

Portions of the Route have been included in transportation plans since 2005, including the *Fast Forward Regional Transit System Plan*, adopted in 2011; the *GO Plan – Tulsa’s Regional Bicycle and Pedestrian Master Plan*, adopted in 2015; and *Connected 2045*, the long range transportation plan for the Tulsa area, adopted in 2017. These plans call for various non-automobile modes of transportation along the Route, as well as street widening for certain sections.

Recent transit planning efforts have targeted a segment of 11th Street for a new bus rapid transit (BRT) route. More than half of Route 66 in Tulsa is currently served by Tulsa Transit, with a bus running along Southwest Boulevard from downtown to Union Avenue, a bus running along 11th Street from downtown to 129th East Avenue, and a bus running along Admiral Place from Pittsburgh Avenue to Mingo Road.

In terms of non-motorized transportation options, the *GO Plan* calls for on-street bicycle infrastructure, such as bike lanes and sharrows, for Southwest Boulevard and 11th Street. Sharrows are painted arrows that indicate bikes and automobiles may share the same lane.

Recent street projects on 11th Street have resulted in road diets and bike lanes being installed between Utica Avenue and Sheridan Road and between 89th East Avenue and Mingo Road, with more to come soon. These and future road diets and bike lane installations can slow down traffic, making it safer and more comfortable to walk along, while boosting sales at adjacent businesses. The section of 11th Street from Utica Avenue to Lewis Avenue, for example, has been reconfigured to two driving lanes, a center turn lane, and two bike lanes with a painted buffer separating the driving lane from the bike lane. Much of the urbanized portions of 11th Street and Southwest Boulevard will likely witness similar treatments in the future.

The *GO Plan* also addresses the pedestrian realm along Route 66. The plan identified gaps in the sidewalk network, where there are no sidewalks present on either side of an arterial street. Most of the urbanized extents of the Route have sidewalks, except for roughly 6 miles that were identified as having sidewalk gaps. Since the adoption of the plan in 2015, the City has constructed nearly 2 miles of new sidewalks. The rural sections of the Route were also identified as having sidewalk gaps and will likely remain so until they are developed.

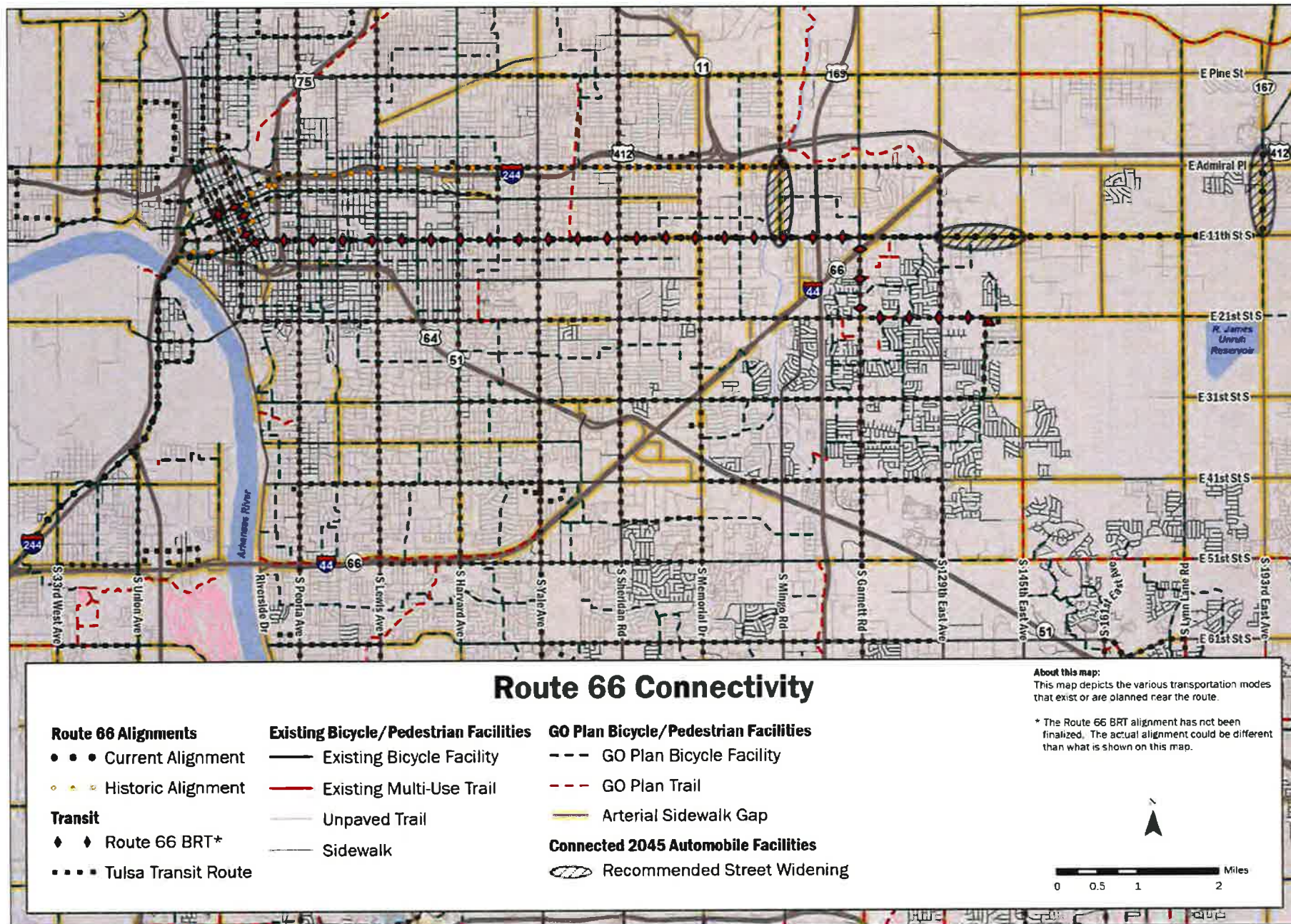
In January 2020, the City of Tulsa adopted an ordinance creating a fee-in-lieu program for sidewalks in areas that meet certain requirements. This allows property owners in areas designated “non-critical” to pay a fee instead of constructing a sidewalk on their property. The money collected is then focused on sidewalk construction in areas deemed “critical”, such as areas with high pedestrian foot traffic, and areas around schools. This also addresses the concern of building sidewalks that do not connect to a larger sidewalk network nearby and that are unlikely to connect to one in the foreseeable future.

Connected 2045 recommends three miles of the Route be widened from two lanes to four lanes by 2045:

- Mingo Rd between Admiral Pl and 11th St
- 11th St from 129th E Ave to 145th E Ave
- 193rd E Ave from Admiral Pl to 11th St

The plan recommends maintaining the current number of lanes for the rest of the Route. Additionally, the plan calls for widening certain streets that interest the Route, namely West 41st Street, which intersects Southwest Boulevard in Red Fork; S 145th East Avenue; and S 193rd East Avenue, both of which intersect 11th Street.

No additional highway access points are recommended in *Connected 2045*.



Map 2 — Route 66 Connectivity Map

11.25

Culture and Recreation

Table 4 — Culture and Recreation

| Facilities within one half mile of the Route | | 2005 | 2019 | Change |
|--|-------------------------|------|------|------------|
| Parks | Total Parks | 38 | 43 | +5 (13.2%) |
| | Park Land Area (Acres) | 463 | 472 | +9 (1.9%) |
| | Recreation Centers | 4 | 4 | — |
| Venues | Total Venues | 19 | 37 | + 18 (95%) |
| | Event Centers | 6 | 19 | +13 (217%) |
| | Sporting Venues | 3 | 5 | +2 (66.7%) |
| | Live Performance Venues | 4 | 5 | +1 (25%) |
| | Movie Theaters | 2 | 2 | — |
| | Screens | 4 | 6 | +2 (50%) |
| Museums | Museums | 0 | 4 | +4 |



John Hope Franklin Reconciliation Park



TU's Skelly Field at H.A. Chapman Stadium along Route 66 has drawn crowds since it opened in 1930



Route 66 Historical Village, Train Depot Under Construction

Construction

Since 2005, the Route has seen many construction and remodeling projects. Within 330 feet of the Route, 265 commercial/industrial properties have been built or remodeled.

In addition to the commercial construction activity, 415 residential properties have been built or remodeled within a half mile of the Route.

Within 330 feet of the Route, approximately 150 properties remain vacant, which represent 130 acres of opportunity.

Key Facts

- The cultural and recreational offerings near the Route have flourished over the past 15 years. Four new museums have opened and five new parks have been developed, adding nine acres of parkland within a half-mile of the Route.
- Two new major event/sporting venues have opened: the BOK Center and ONEOK Field.
- New art galleries and landmarks have emerged, adding to the already-rich offerings of Route 66 in Tulsa.
- Four new museums have opened since 2005, including the Woodie Guthrie Center, Henry Zarrow Center for Art & Education, Route 66 Village, and the Outsiders House Museum.



Route 66 Projects

Vision 2025 sales tax program allocated \$15,000,000 to Route 66 projects in 2005. The program included 22 project proposals, and 20 of those projects have been completed.



Four Artworks

Howard Park
Sue Bland
East Meets West
Route 66 Rising at Avery Traffic Circle



Four Landmark Destinations

East Gateway
West Gateway
Avery Park Southwest
Avery Centennial Plaza & Skywalk



Three Preservation Projects

Meadow Gold Sign
Historic Bridge
Avery grandchildren raw film
Other projects in concept development



Two Property Acquisitions & Construction Projects

Route 66 Village
Future site of Route 66 Experience



Five Streetscape Projects

Southwest Boulevard, Red Fork
11th St & Yale Ave
11th St, 89th E Ave to Garnett
Southwest Boulevard, Arkansas River
to West 23rd Street
Planters



Two Signage Projects

Nationally recognized brown Route 66
markers and overhead traffic signal
mast arm signage
Informational road signs

Budget

Remaining Balance

| | |
|--|--------------------|
| Preservation | \$515,000 |
| Programs under concept, zoning, legal review and development | |
| Operating Reserve | \$46,000 |
| Contingency for remaining projects | |
| Project Reserve | \$2,500,000 |
| For public projects for the Route 66 Experience | |
| Balance | \$3,061,000 |



Route 66 Signage and Circle Cinema in Kendall-Whittier



Route 66 Historical Village Sign



Route 66 Skywalk Pedestrian Bridge

DRAFT
November 12, 2020

Notable Findings

Research and public outreach performed underscore several qualities, issues and assets of Route 66 in Tulsa.

- **Route 66 as a national destination continues to attract visitors from all over the world.**

Tourists enjoy the experience of driving along the Route. The addition of attractions and businesses has recorded visitors from across the nation and many countries; however, more attractions and businesses are desired to both increase the number of visitors and to offer experiences for overnight stays.

- **Four commercial districts along Route 66 have emerged.**

These include the Red Fork/Crystal City District; the Meadow Gold District, which covers Peoria Avenue to Utica Avenue, with development extending all the way east to Yale Avenue; and two districts which are home to official Main Street programs: Kendall-Whittier, and Route 66 Main Street (Southwest Boulevard).

- **Route 66 passes through four additional districts in the Downtown Tulsa area.**

These include Blue Dome, Cathedral, East Village and Deco Districts.

- **Despite the presence of unique districts along the corridor, most of them don't capitalize on or promote being located along Route 66.**

- **Close to \$23 million has been invested in capital project along Route 66 since the adoption of the 2005 Route 66 Master Plan.**

- **Several underutilized and vacant properties are present, posing an opportunity for retrofitting and redevelopment.**

- **Automotive and car related businesses are still predominant along the route.**

From car lots and repair shops, to gasoline/service stations and used car lots, Route 66 concentrates several car-centric businesses that echo the Route's historic focus; however, a few of these are slowly being converted to other uses, including restaurants, retail, shops and even housing.

- **A total of 30 hotels and motels are located within 600 feet of the corridor.**

A few of these sites are considered historic Route 66 structures, including the Campbell Hotel, built in 1927, and the Desert Hills Motel, built in 1953.

- **The corridor's configuration is mainly car-oriented.**

The development pattern along parts of the Route is suburban in nature, with changing characteristics between arterial intersections, ranging from a mix of on-street businesses, warehouses and automotive venues, to strip malls, fast food joints, hospitals, industry and a University. Commercial and industrial uses are predominant. Though older segments are more oriented toward pedestrians in an older Main Street style with buildings abutting sidewalks, more pedestrian-oriented areas are needed.

- **Route 66 is getting a Bus Rapid Transit Route.**

The new Route 66 Bus Rapid Transit (BRT) route will run from East Tulsa to Downtown along a portion of E. 11th Street, intersecting with the existing BRT route along Peoria Avenue.

- **Catalyst projects from private investment have been implemented.**

Examples include the Mother Road Market by the Lobeck Taylor Family Foundation; Tally's multiple businesses at the intersection of 11th Street and Yale Avenue; and Buck Atom's Cosmic Curios on 66, which includes the new iconic 21-foot-tall sculpture of Buck Atom, a Route 66-themed space cowboy, among others.

- **There is a need to acknowledge past successes from project implementation along the corridor to promote investment.**

- **At least five successful local businesses have relocated to Route 66 or have opened second locations,**

including Joseph Geirek Art Gallery, Jenkins and Company Home Furnishings, Burnett's Flowers, and Flo's Burger Diner.

- **The corridor offers immediate access to Tulsa's regional bicycle and pedestrian network,**

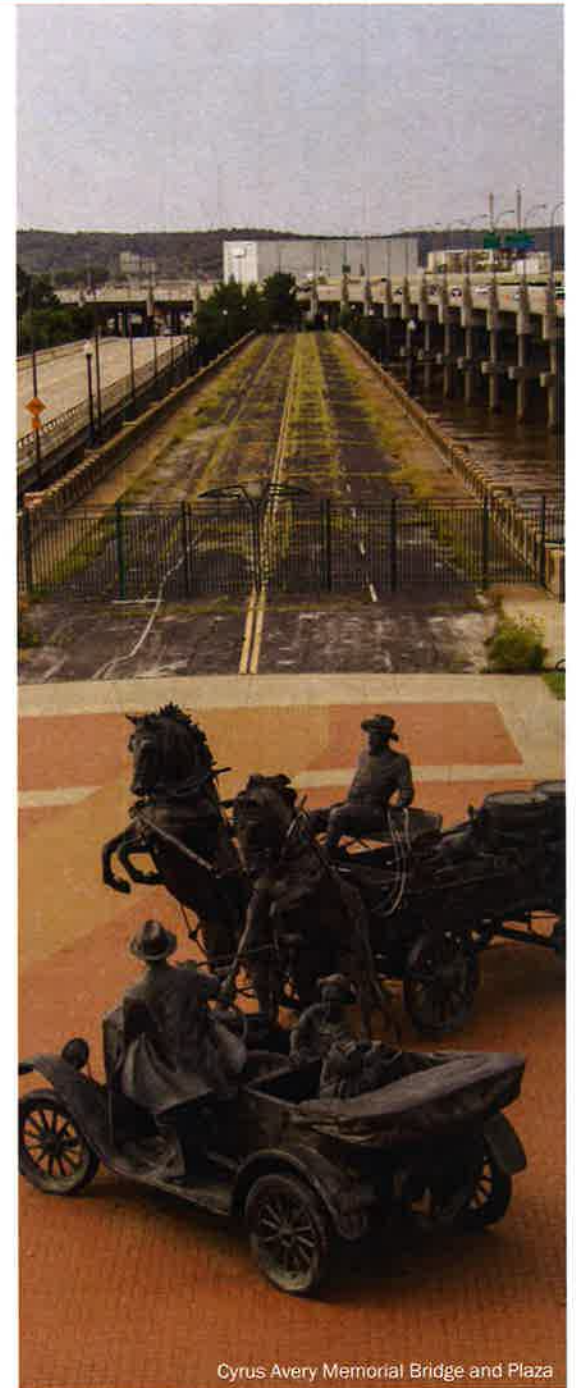
including the River Parks Trails. A cycle track, bike lanes, and a signed route are also planned to fully cover the Route.

- **The Eugene Field neighborhood on Route 66 in west Tulsa received a \$30 million revitalization grant from the U.S. Department of Housing and Urban Development.**

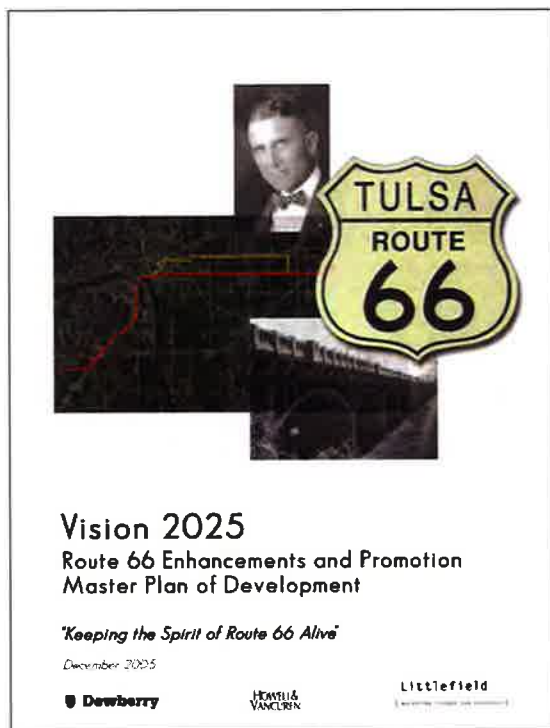
- **Programs and incentives have been designated and implemented along Route 66,**

including Tax Increment Financing (TIF), Opportunity Zones, historic preservation programs, a neon sign grant program, and surrounding Historic Preservation Districts.

Chapter 03 Successes



Cyrus Avery Memorial Bridge and Plaza



The previous Route 66 Master Plan

A little piece of History

A PowerPoint presentation for the Vision 2025 Oversight Committee highlighted the opportunity to both preserve and bring economic revitalization to Tulsa's historic highway.

At the end of the presentation, 1950's-style car hops on roller skates came into the meeting room holding serving trays with chocolate malts for each of the committee members. A line item for \$15,000,000 was included in the ballot and voters passed the initiative!

The Route 66 Enhancements and Promotion Master Plan of Development (2005)

In 2003, a county-wide sales tax initiative, Vision 2025, was approved by voters to fund capital projects and support economic development. Believing that Tulsa's alignment of Route 66 was an untapped resource, a grassroots effort of business and non-profit organization leaders partnered with the City of Tulsa's planning staff to quantify the potential return on investment from tourism if Route 66 was revitalized.

To direct the new funding toward preservation and revitalization efforts, the mayor's office created a Design Recommendation Committee. The Committee included business owners, leaders of non-profit organizations, citizens, and three elected members of the City Council. The Committee also featured a professional consulting team of engineers, architects, historians and landscape architects. City engineering and planning staff coordinated the team's efforts.

The Committee's efforts resulted in the Route 66 Enhancements and Promotion Master Plan of Development, which included a marketing strategy, and a project implementation plan list of capital projects and non-capital recommendations for near term and long-range implementation.

The entire budget of \$15 million was allocated in the project list. The Vision 2025 Oversight Committee, the Board of Tulsa County Commissioners, and the Tulsa Mayor approved the Master Plan, including the project implementation plan in December 2005.

Goals and Objectives

Achieving the overarching goals to preserve and promote the historic highway within the Tulsa city limits began with market research to guide the master planning outcomes. Identifying and understanding the marketing components to enhance preservation and revitalization efforts were essential tasks for directing public resources.

The allocation of resources was informed by how Tulsa was perceived by a variety of audiences, including regional residents, emerging demographics, and heritage tourists. A premise to the marketing efforts was that Route 66 is a living, vibrant road, not just a snapshot in time. Designing for its relevance to current and emerging demographics was a critical component for preservation and economic development.

Feedback was obtained through three methods:

- Interviews with nationally-known Route 66 enthusiasts were insightful for understanding historical assets and for knowing the current audience that was being reached.
- Site visits to two cities revealed best practices from metropolitan areas that do well in tourism: Cincinnati, Ohio, which has a river incorporated into its tourism efforts, and Albuquerque, New Mexico, a destination city with an emphasis on Route 66 tourism.
- Interviews with prospective tourists from Tulsa, Oklahoma City, Fort Smith, Wichita, Dallas and St. Louis provided direct input about Route 66 tourism and perceptions of Tulsa.

One guiding strategy from the market research stressed the importance of implementing capital projects designed to reflect the Route 66 Era, a time period that spans from the beginnings of the Mother Road's construction in the 1920s, to the boom of the automobile in the 1950s and 1960s, but with an influence of progress that would appeal to both the Baby Boomers and subsequent generations.



A successful example of this is the Route 66 Skywalk and Avery Centennial Plaza. Post-Baby Boomer generations have incorporated the Skywalk into jogging routines, oftentimes stopping to enjoy the views. Bicyclists stop on the Plaza to enjoy *East Meets West* and read the commemorative plaques. In addition, younger generations have adapted the European tradition of “love locks” fastened to the Skywalk’s mesh accessory. In addition, many businesses have included the Skywalk in their advertisements.

Project Evaluation Criteria

To allocate the \$15,000,000 of Vision 2025 funds, the following criteria were utilized for all the ideas that were considered:

1. Cost of construction versus outcomes
 - Potential to inspire and impress
 - Potential to attract Route 66 visitors
 - Potential to attract repeat visitors (local and regional)
2. Need for operation and management (costs)
3. Potential to attract private investment or funding from other sources
4. Synergy with community or Vision projects
5. Complimentary to existing land use plans
6. Includes interactive components or activity (supports engagement beyond the windshield)
7. Supports and/or celebrates historic elements along the Route
8. Supports positioning of Tulsa as a bridge between east and west
9. Relevance to marketing research:
 - Appeals to Route 66 enthusiasts
 - Appeals to area residents
 - Appeals to visitors
 - Appeal to families
 - Appeal to the under-35 crowd
 - Cool factor (would capture the imagination of locals or tourists)
10. Potential to stimulate additional development

Outcomes would include stabilizing historic assets, implementing capital projects to support private investment and economic development, and elevating Tulsa’s stature before the national and international tourism industry as a destination for heritage tourism.

Twenty-two capital projects were identified, and for which resources were allocated.

- Twenty of the capital projects are specifically identified on page 9-2 of the Master Plan.
- Two capital projects began before the formal conclusion of the Master Plan process, and are included in project list, as line item #23 for Encumbered/Spent.

Non-capital recommendations were identified to further facilitate preservation and economic development, and to assure sustainability of the efforts undertaken.

Non-capital resources viewed as complementary to the goals and objectives of preservation and economic development were addressed, and included identifying other funds, a recommendation to consider zoning code changes, and creating a Route 66 commission or authority to oversee the long-range development and sustainability of these efforts.

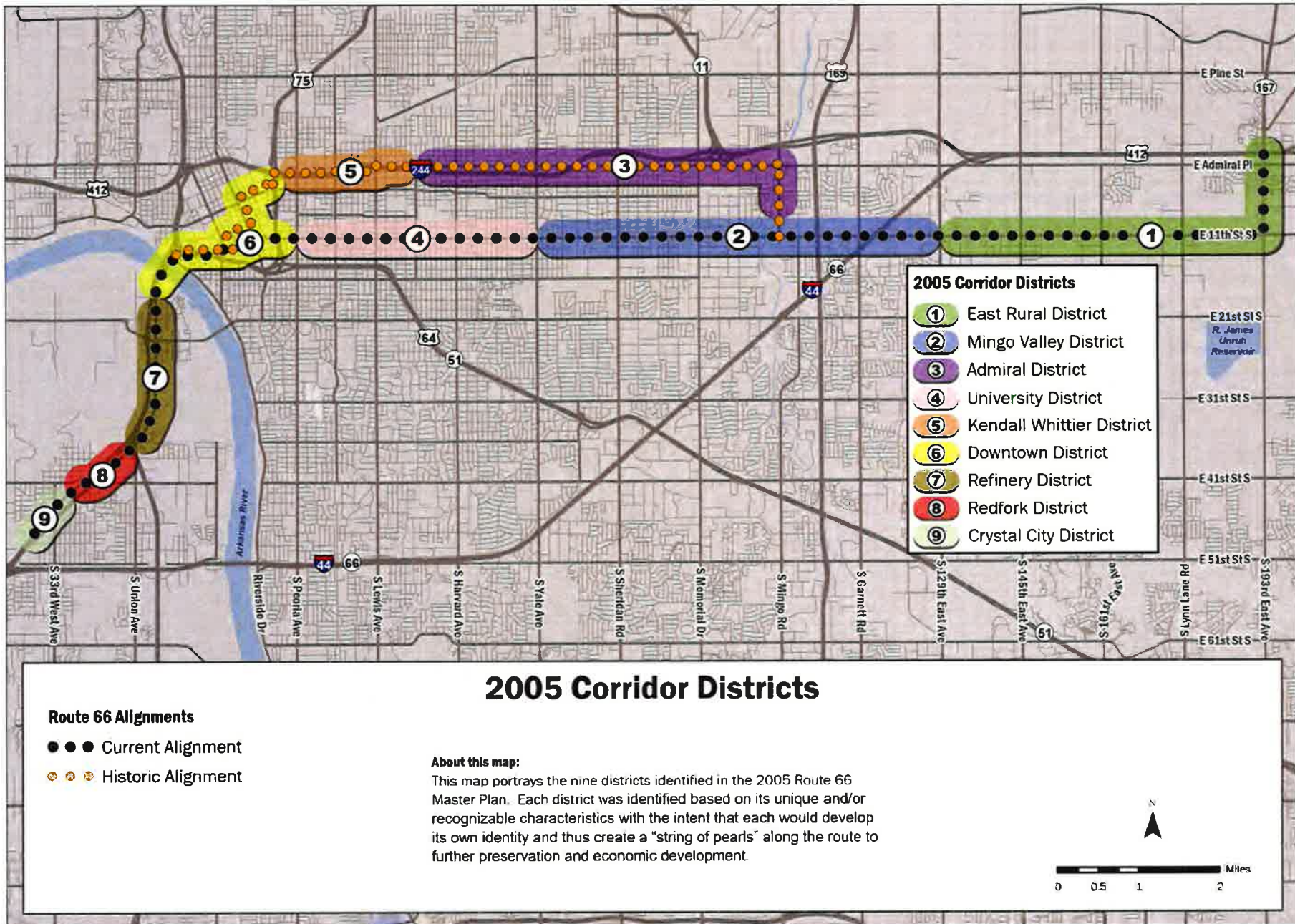


Cyrus Avery Memorial Bridge Gate

Public Outreach Process

To facilitate the development of the Master Plan’s implementation project list in an open format, members of the Route 66 Design Recommendation Committee communicated routinely with their constituents. Two public meetings were held to present the project list, one in East Tulsa and one in West Tulsa, where community members were able to view and discuss each concept.

The meetings resulted in area residents accepting the project list and concept illustrations with one remark: revise the designs of the East and West Gateways to mirror Tulsa’s past Art Deco architecture. That preference was carried out by morphing the design with Zig Zag and Streamline influences of Art Deco architecture and adding thematic Route 66 lighted shields.



Map 3 — 2005 Corridor Districts

11.32



Corridor Districts (2005)

A concept to identify unique or recognizable segments of the Route 66 corridor was achieved through dividing segments of the Route into nine districts. The opportunity for each district to develop its identity and create a “string of pearls” along Route 66 alignments furthers the goals of preservation and economic development.

1. **East Rural District.** Entering Tulsa from the east, the landscape is much as it was during the early years of Route 66. Agricultural land uses are intact, and a few remaining original representations of pre-World War II tourist cabin architecture provide a realistic perspective of the transition from rural to urban development.
2. **Mingo Valley District.** Tourists will see first-hand how Tulsa’s built environment expanded and changed land uses as development transitioned during the middle-to-latter half of the previous century. Modern commercial building practices emerged along the highway’s landscape, especially as construction materials, design and zoning code requirements were updated, shifting the building distance from the highway.
3. **The Admiral District.** Celebrating the original 1926-1932 alignment, this district includes examples of Plains Commercial architecture and the former site of Cyrus Avery’s tourist court. The alignment journeyed westward to Kendall-Whittier and connected into downtown. Along the way, businesses opened and served residents and tourists. This segment includes the tribal boundary lines between the Cherokee and the Muscogee (Creek) Nations. Tulsa’s revitalization of Route 66 inspired artist Eric F. Garcia’s iconic 90’ by 30’ sculpture *Route 66 Rising*, installed in 2019 on the former site of Avery’s tourist court at the intersection of Admiral Place and Mingo Road.

4. **University District.** In 1907, the University of Tulsa moved to Sixth and Delaware, and quickly expanded to 11th Street, which later became Route 66. William Skelly, an early oil industry leader, provided much of the funding for the university’s football stadium built along 11th Street in 1930. Renovations have occurred over the years, and the stadium still generates a thriving crowd of football fans. The stadium, renovated and renamed in 2007, is an architectural asset and icon along 11th Street.
5. **Kendall Whittier District.** With blocks of significant 1920s and 1930s architecture, Tulsa’s first suburban commercial area is also home to Tulsa’s longest-operating cinema. The Kendall Whittier Historic District is becoming a haven for startups, restaurants, art studios, and a community of ethnic, cultural, and generational diversity. The District is listed on the National Register of Historic Places and is a recognized Oklahoma Department of Commerce Main Street.
6. **Downtown District.** The alignment of Route 66 through downtown Tulsa is a journey into the Art Deco architectural style popular when Tulsa became known as “The Oil Capital of the World”. Once hosting presidents and corporate leaders, the central business district was an oasis of culture in the emerging Southwest. Now downtown’s historic districts along Route 66 are finding relevance in fulfilling the needs of Tulsa’s current demographics, which focus on urban experiences that include art, shops, food, loft living, work, sports, and entertainment.
7. **Refinery District.** Oil refining continues to be important to Tulsa. Through a series of acquisitions, Tulsa’s original refineries are now owned by one corporation providing capital investments, jobs, and philanthropic donations to the efforts of local non-profits.

8. **Red Fork District.** Seizing upon the remaining architecture of an early oil boom community, the district’s desire for economic development and architectural preservation still prevails. This area was a catalyst for Route 66 to become a recognized Oklahoma Department of Commerce Main Street from the west bank of the Arkansas River to the Crystal City Shopping Center. Red Fork continues to attract entrepreneurs for food, business and art.
9. **Crystal City.** Originally the site of an amusement park and dance hall with unique architectural features, Crystal City also housed one of the largest wooden roller coasters of its time. Suffering the effects of changing demographics and then a devastating fire, the site was later reinvented into a mid-century shopping center, and is again transforming into a revitalized commercial center.

Vision 2025 Project Highlights



Cyrus Avery Centennial Plaza

1. Cyrus Avery Centennial Plaza

Location: 1250 Southwest Boulevard, on the east bank of the Arkansas River

Description: The Plaza, flanked by the flags of the eight states of Route 66, hosts the *East Meets West* bronze sculpture; the Route 66 Skywalk pedestrian bridge offers a panoramic view of the sculpture, the downtown skyline, the Cyrus Avery Route 66 Memorial Bridge, the Arkansas River, and a century-old oil refinery that helped make Tulsa the one-time Oil Capital of the World. Tourists may enjoy walking, jogging or biking the River Parks trails along the Arkansas River.

Status: Complete

Outcome: Historic and commemorative features provide an opportunity for heritage tourism and recreation for tourists, guests of downtown convention events, business travelers, residents, and visitors to downtown food, art, and entertainment districts.

Partners or Involved Parties in Implementation:

Oklahoma Centennial Commission; Vision 2025 funds were enhanced by a \$400,000 grant.



Conceptual Renderings - Route 66 Experience

2. Route 66 Experience (Future Project)

Location: A two-acre site on the hilltop located at 1249 S. Riverside Drive

Description: The concept for a Route 66 interpretive center includes both static and interactive displays, thematic commercial amenities for tourists, and indoor-outdoor programmable space. The site was acquired for its location on Route 66, proximity to downtown, views of the historic bridge and Arkansas River, and centrality to the east and west flow of motoring tourists.

Status: Concept development and additional fundraising are ongoing.

Outcome: The Route 66 Experience will help establish Tulsa as a Route 66 destination city and become a launching point from which many of Tulsa's Route 66 attractions may be enjoyed.

Partners or Involved Parties in Implementation:

To be determined



Avery Plaza Southwest Neon Sign Park

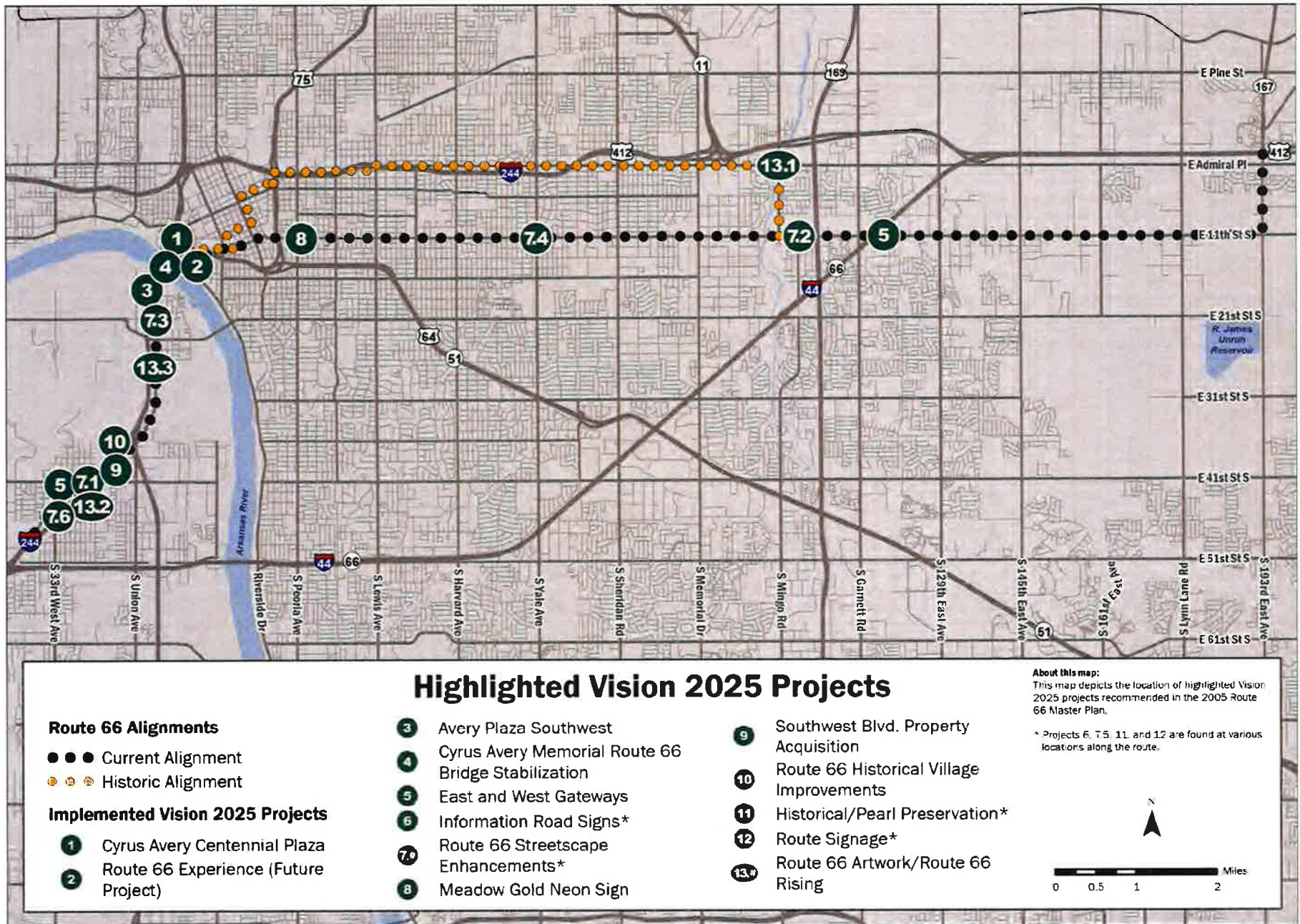
3. Avery Plaza Southwest

Location: West approach to Cyrus Avery Route 66 Memorial Bridge

Description: The Avery Southwest Plaza is a neon sign park that includes replicas of three neon signs that commemorate the defining decades of Route 66 motor courts: The Oil Capital Motel, the Tulsa Auto Court and the Will Rogers Motel. Each sign is twenty-one feet tall, lighted with neon and sited within specially designed landscaping, connections to the River Parks Trails and views of the river and downtown Tulsa skyline.

Status: Complete

Outcome: The Plaza is an ideal site for photos with the neon signs, the downtown skyline and the historic bridge in the background. Tourists experience the artistic flair which was popular with the construction of the 1950's neon motel signs along Route 66.



Map 4 – Highlighted Vision 2025 Projects



Cyrus Avery Memorial Bridge

4. Cyrus Avery Memorial Route 66 Bridge Stabilization

Location: Spanning the Arkansas River along the original Route 66 alignment

Description: The bridge, with its iconic Art Deco architecture, is listed on the National Register of Historic Places. The construction was innovative at the time, using reinforced concrete with eighteen arches to stretch a quarter mile across the Arkansas River. It became the justification Cyrus Avery gave to federal authorities to align the new highway through Tulsa in 1926. Although closed to traffic and pedestrian use, the bridge was stabilized in hopes of revitalizing it for recreational and commercial uses in the future.

Status: Complete

Outcome: From the heights of the nearby Route 66 Skywalk, looking across the quarter mile-long bridge provides tourists an imaginary experience of the early decades when travelers journeyed east to Chicago and west to Santa Monica in pursuit of dreams, or traveling for business or leisure along America's Main Street.



East End Gateway

5. East and West Gateways

Locations:

East Gateway: 11707 E 11th Street
West Gateway: 4261 Southwest Boulevard

Description: Serving as a grand welcome for tourists approaching Tulsa from all points west of Chicago or east of Santa Monica, each gateway is nearly 35 feet tall and arches over nearly twenty feet to the centerline of the road. Motorists drive underneath the gateway and a neon-style lighted Tulsa Route 66 Shield. A smaller feature on the outbound lane serves to thank tourists for having visited Tulsa.

Status: Complete

Outcome: Motorists are greeted with a sweeping architectural welcome to Tulsa, reminiscent of the Streamline and Zig Zag Art Deco style of architecture that was popular in Tulsa when Route 66 was launched in 1926.



Historic Information Sign and Map along the Route

6. Information Road Signs

Locations: Along Tulsa's two Route 66 Alignments

Description: Tulsa had many businesses and neighborhoods that characterized the early years of travel experience along America's Main Street. Tulsa's two Route 66 alignments include thirty thematic signs installed in the sidewalk at locations that represent Tulsa's history. Included are tributes to aviation heroes Amelia Earhart and Charles Lindberg, who flew into an airport abutting Route 66; the Wolf Robe Hunt Trading Post; the *Negro Motorist Green Book*, and the cemetery of the Father of Route 66, Cyrus Stevens Avery. Signs include narrative and most also display historic images.

Status: Complete

Outcome: Tourists experience pieces of Tulsa's history and the Route's history through commemorative plaques complete with maps, stories, and photos.



Red Fork District on Southwest Boulevard

7. Route 66 Streetscape Enhancements

7.1. Red Fork Main Street - Streetscape

Location: The block of 4067- 4085 Southwest Boulevard

Description: The block includes the remaining early commercial architecture of west Tulsa from when development first began after the discovery of oil. Tourists get a glimpse into the past of the area that served residents, travelers and oil field workers. Illustrating the point that Route 66 is still relevant, an aviation services company located its main office in a portion of the historic buildings, along with an art gallery and other professional services. Across the street is a railroad-themed restaurant and adjacent art studio.

Status: Complete

Outcome: Although a small area, tourists stroll along the sidewalks in front of the remaining Plains Commercial architecture storefronts that were built when oil was discovered, to visit retail, food or art establishments.



Sign Board at the Mingo Road intersection

7.2. E. 11th Street - Streetscape

Location: 11th Street, from 89th East Avenue to Garnett Road

Description: This segment is a tree-lined boulevard with "Tulsa Route 66" banners, a large, themed wayfinding sign, and an interpretive plaza. At the Mingo Road intersection of the 1926-1932 alignment and the final Route 66 alignment, a streamline architectural sign board directs motorists to the two alignments, *Route 66 Rising*, and the plaza, which includes kiosks and bronze plaques telling local stories, and a map of Route 66 Vision 2025 projects. The site overlooks a one-and-a-half-mile linear greenway with water features, walking trails, and picnic areas.

Status: Complete

Outcome: In an area that developed after the height of Route 66's popularity, tourists can enjoy the entry into or out of Tulsa along a tree-lined boulevard with Route 66 banners. The wayfinding map and informational bronze plaques tell Tulsa's story as tourists take the opportunity to get out of their cars and walk along the greenway and recreational trails.



Route 66 Sidewalk Stamp

7.3. Streetscape along Southwest Boulevard

Location: Arkansas River to West 23rd Street

Description: Tulsa began growing rapidly in the early 1900s after the discovery of oil, and when refineries were built west of the Arkansas river. This segment of Route 66 was vital to connecting the nearby oil refineries to downtown, where civic and oil industry leaders were collaborating to develop Tulsa into an economic and cultural center.

Status: Complete

Outcome: Motorists experience the transition between the oil industry that made Tulsa a wealthy and internationally-famous center of oil production, and the architecture of downtown's historic buildings, many of which were built as headquarters for oil companies.



Streetscape Amenities at the 11th Street and Yale Avenue Intersection

7.4. 11th Street and Yale Avenue Intersection

Location: The four corners and crosswalks

Description: “Cultural Crossroads” features four intersection crosswalks displaying the emblems of each state Route 66 traverses, and a Route 66 shield is embedded in the center of the intersection. On two streetscaped corners are bronze plaques with photos and stories of the surrounding neighborhood’s early days; one corner has a “Tulsa Route 66” clock. Stories include the abutting neighborhood of Tudor Revival homes and its park, listed on the National Register of Historic places; and a school where students deposited donated metal for World War II efforts. An early corner shopping center, the area is still commercially vibrant, and is near Expo Square, home of the Golden Driller and the Pavilion, an Art Deco gem.

Status: Complete

Outcome: Streetscape provides tourists with a broad experience into the lives of area residents between the 1920s and 1950s.

Partners or Involved Parties in Implementation:

Vision 2025 funds were enhanced by a \$385,000 Oklahoma Scenic Byways Program grant.



Route 66 Planter

7.5. Route 66 Planters

Location: Forty-six planters are located within the right-of-way along the Route 66 corridor

Description: Designed and fabricated by a local company located on Route 66, each concrete planter has a Route 66 shield and receives a fall and spring floral planting, adding a unifying and unique feature to the Route.

Status: Complete

Outcome: Beautification and consistent, identifiable streetscaping



Landscape around West Gateway

7.6. Streetscaping on Southwest Boulevard

Location: West 27th Street to 33rd West Avenue

Description: A plaza was constructed around the West Gateway. Kiosks with bronze plaques tell stories of West Tulsa history from the time of Indian Territory to present. A mosaic art piece installed on the plaza is described on page 36. The Plaza and West Gateway are entry points to Tulsa from the west and are placed in front of the Crystal City Shopping Center. This streetscaping project provides visual improvements to the sidewalk including an 18” concrete border and Route 66 shields.

Status: Complete

Outcome: Streetscaping, pedestrian movement, and Route 66 symbolism

11.38



Meadow Gold Neon Sign

8. Meadow Gold Neon Sign

Location: 1324 East 11th Street

Description: The restored 1940s Meadow Gold neon sign comprises two 40' by 20' panels that travelers can view from the east or the west while driving on Route 66. Rescued from demolition and moved one mile west from its original location, the sign was installed upon a new Plains Commercial-style pavilion that includes kiosks with bronze plaques commemorating the property's history, and the history of neon and the Meadow Gold sign.

Status: Complete

Outcome: The legacy neon sign sparked reinvestment and beautification into early Route 66 buildings, now a thriving entrepreneurial commercial district that includes art, dining, and placemaking.

Partners or Involved Parties in Implementation:

Tulsa Foundation for Architecture, the Oklahoma State Route 66 Association, Claude Federal Neon Sign Company, the National Park Service Route 66 Corridor Preservation Grant Program (\$15,000 enhanced Vision 2025 funds); land was donated by Markham Ferrell.



Survey Plan Map

9. Southwest Boulevard Property Acquisition

Location: 3770 Southwest Boulevard

Description: A two-acre site acquired for the installation of the restored Meteor 4500 train engine and tender, which carried passengers from Kansas City to a downtown Tulsa intersection on the original Route 66 alignment.

Status: Complete

Outcome: Created a space for the development and expansion of the Route 66 Historical Village.

Partners or Involved in implementation: Vision 2025 funds were enhanced by efforts and donations of the Southwest Tulsa Chamber of Commerce, Townwest Sertoma, Southwest Tulsa Historical Society and Save the Frisco Engine for Tulsa, Inc.



Restored Train and Replica Oil Derrick at the Route 66 Village

10. Route 66 Historical Village

Location: 3770 Southwest Boulevard

Description: The Route 66 Historical Village is home to restored train cars, a replica 154-foot oil derrick, and a 1920s-style Phillips 66 tourist center. Under construction is a replica train depot.

Status: Ongoing

Outcome: The Historical Village includes a historically-accurate restoration of train cars and a replica of an early, iconic Phillips 66 gas station serving as a tourist center. The Historical Village is also a future site of Route 66 Train Depot currently under construction. When complete, the Depot will be used for special events and community gatherings.

Partners or Involved Parties in Implementation:

Vision 2025 funds were enhanced by a \$400,000 Oklahoma Centennial grant for the derrick, and many donations and volunteer hours managed by the Route 66 Historical Village Inc., which oversees operations, maintenance, and ongoing development.



Route 66 by the Meadow Gold Sign



Route 66 Signage at the Mingo Greenway



Route 66 Rising Sculpture

11. Historical/Pearl Preservation

Location: Corridor-wide

Description: Recognizing the vulnerability of historic assets over time, Vision 2025 funds were allocated for preservation and restoration of Tulsa's "Route 66 Pearls". To date, funds have aided in the preservation and restoration of the Meadow Gold sign, and filmed six hours of interviews with three grandchildren of Cyrus Stevens Avery, the Tulsan who created Route 66.

Status: Ongoing

Outcome: Preservation and documentation, beautification, Route 66 landmark creation, and oral histories.

12. Route Signage

Location: Multiple major intersections.

Freestanding signage, and signage located on overhead traffic signal mast arms, on both alignments of Route 66.

Description: Recognizing the value for tourists to easily identify the Route 66 alignments, specially-designed green overhead signs were created and installed on the traffic signal mast arms throughout the city's major intersections, branding streets with a recognized historic Route 66 symbol.

Status: Installation is ongoing as traffic signal mast arms are upgraded.

Outcome: Tourist feedback requested that wayfinding signs be installed to more easily identify how to travel the corridor. Overhead signage identifies both the street name, block number, and Route 66 designation.

13. Route 66 Artwork

13.1. Avery Traffic Circle/Route 66 Rising

Location: Within the traffic circle intersection of Admiral Place and Mingo Road, the original 1926-1932 Route 66 alignment.

Description: Nearly 30' by 90', the installation is at the former site of Cyrus Avery's tourist court, which included a gas station, cabins, and the English Inn restaurant. The metal sculpture incorporates colors identified with Route 66: grey for the highway pavement, brown for the national historic markers, and aquamarine for the popular two-tone color of many 1950s automobiles. The sculpture, capped by a traditional shield emblem and the word *Tulsa*, rises from the ground, symbolizing the resurgence of Route 66.

Status: Complete

Outcome: This unique and inspirational sculpture emphasizes how current generations value the history of Route 66 and are contributing their enthusiasm to the ongoing revival of America's Main Street.

Partners or involved parties in implementation:

Eric F. Garcia, artist



The Floating Hanger

13.2 Sue Bland Oil Well Commemorative Artwork - Floating Hanger

Location: 4216 Southwest Boulevard

Description: This circular mosaic by artist Eileen Gay is a colorful artwork commemorating the progression of dinosaurs to oil and of transportation from horse and buggy to rail and automobile. The circular form is tandem to a replica piece of oil rig equipment and is positioned so that tourists look through it onto the Gateway and abutting rail line.

Status: Complete

Outcome: The colorful and circular mosaic has a diameter allowing tourists to stand inside for a kitschy and colorful selfie opportunity.

Partners or Involved Parties in Implementation:
Eileen Gay, artist



Howard Park Stone Sculptures

13.3 Howard Park Artworks

Location: 2510 Southwest Boulevard

Description: Three Indiana limestone obelisks were hand-chiseled to illustrate Tulsa's beginning modes of transportation, Native American presence, early industries, and Art Deco and cultural themes. Tribal greetings in the languages of the Cherokee, Muscogee (Creek) and Osage Nations greet tourists with the phrase, "Hello, how are you?," presented in tribal script and English phonetic pronunciation. The history of Southwest Tulsa's rail, oil and cattle history, along with Tulsa's cultural features, such as Tulsa's Western Swing music, are represented.

Status: Complete

Outcome: Tourists experience the diverse and rich culture that made Tulsa a center of business, art, and entertainment.

Partners or Involved Parties in Implementation:
Patrick Sullivan, artist; Sharon Sullivan, art consultant, and Jayson Warnock, graphic artist

14. Other Route 66 Projects Implemented before the release of the 2005 Route 66 Master Plan:

1. **A Master Plan** to guide preservation, revitalization and the promotion of Route 66 tourism through capital projects and policy mechanisms.
2. **East Meets West**, a 20,000-pound cast bronze artwork by Robert Summers. An oil rig wagon pulled by two horses leaving the oil fields and crossing the bridge encounters Cyrus Avery and his family traveling west from downtown in an automobile. The frightened horses rear up as Mr. Avery shields his family.
3. **Brown Historic Route Markers** were installed on both Route 66 alignments, providing tourists with frequent wayfinding identification.

Status: Complete

Outcome: The Master Plan guided capital projects, marketing, the pursuit of additional funding, and the impetus for zoning changes to create a defined Overlay District, Neon Sign Grants, and the designation of a Route 66 Commission. More than 90% of the capital projects in the Plan have been implemented.

East Meets West memorializes the Avery family and the contribution of oil field workers, whose hard work assured Tulsa's place in history, leaving a rich legacy of architecture and philanthropy.

Partners or involved parties in implementation

- Master Plan: Dewberry Engineering & Design, Howell Vancuren Landscape Architects, Littlefield Marketing, and historians Michael Wallis and Guy Logsdon
- *East Meets West*: Robert Summers, artist; Deep in the Heart Foundry; The City of Tulsa's Traffic Operations Division fabricated and installed the historic marker signs



Other Successes Since 2005

- The Tulsa alignments of Route 66 are further identified with thermal plastic roadway
- The Route 66 Marathon was created by a 501(c)3 non-profit which chose to use images of the "East Meets West" sculpture as its inaugural logo for the multi-level medals awarded.
- The Route 66 Skywalk is a frequent marketing brand for private business advertisements and Tulsa promotional materials.
- Two Main Street Programs were created serving two segments of Route 66 alignments.
- Four commercial areas have grown organically through the private investment of entrepreneurs: Blue Dome District, Kendall-Whittier, Crystal City/Red Fork, and Meadow Gold.
- Businesses and property owners are investing in underutilized properties; some relocating from other areas of the city to locate their business specifically on Route 66.
- Tulsa Fire Department renamed a facility "Station 66" at 14333 E. 11th Street.
- The Route 66 Commission was created by mayoral executive order.
- An Overlay Zoning District was created, and a Neon Sign Grant Program was implemented as a benefit of the Overlay District.

Non-Capital Projects

1. Route 66 Village Welcome Center

Location: 3770 Southwest Boulevard

Description: A replica 1920s and 1930s Phillips 66 masonry Tudor Revival-style gasoline station. Thematically accurate including replica gas pumps, the 720 square foot station serves as a tourist welcome center.

Status: Complete

Outcome: Originally designed to architecturally become a part of the neighborhood, this style of gas station was most notable in the Route's early decades. Tourists will have a rare and close-up experience with a design style for which few originals remain.

Partners: Route 66 Village, Inc.

2. Land acquisition for the Route 66 Village

Location: 3770 Southwest Boulevard

Description: Additional two-acre contiguous tract

Status: Purchase Completed

Outcome: For future development of amenities

Partners: Route 66 Village, Inc.

3. Entryway Neon Sign for the Route 66 Village

Location: 3770 Southwest Boulevard

Description: A 1950s-style replica neon sign

Status: Complete

Outcome: Adding to the thematic character of the site's transportation, oil and Route 66 focus, the sign adds a popular representation of the popular, kitschy design style.

Funding: Improve Our Tulsa

Partners: Route 66 Village, Inc.

4. Route 66 Train Depot

Location: 3770 Southwest Boulevard

Description: A replica 1920s to 1930s train depot

Status: Ground was broken in 2020

Outcome: The 5,563 square foot facility with catering kitchen can host community, educational and private events. An additional parking lot will have 66 parking spaces.

Partners: Route 66 Village, Inc.

Additional Resources

- Donation of land: Markham Ferrell for the Meadow Gold sign and Pavilion.
- Improve Our Tulsa: \$550,000 for the Route 66 Tourist Center.
- Oklahoma Centennial Grant for Red Fork Derrick: \$400,000
- Oklahoma Centennial Grant for Avery Centennial Plaza: \$400,000
- Oklahoma Scenic Byway Grant for "Cultural Crossroads": \$385,000

Chapter 04 Methodology





Figure 1 — Future Growth Potential Indicator Weights

Planning Approach

The analysis for this plan was grounded in the use of **Strategic Planning**, an approach that identifies policy recommendations through the merging of quantitative and qualitative data indicators. The strategic planning process created a framework for discussing, modeling, and visioning the Route 66's future through Tulsa.

Building off this framework with diverse outreach results, priorities and community-designed directions for the Route were able to be identified.

The hotspots that emerged from the strategic planning process helped illuminate future potential along the Route, and provided a strong framework to guide and assess the community's own perception about that transformational change.

Paired with a robust outreach process, these hotspots formed a foundation able to evolve into the collaborative identification of **Plan 66's target areas**.

Methodology

Strategic Planning is a data-oriented process that directs the allocation of programs and services toward specific areas where funds and other resources are most needed, can be readily utilized, and are most likely to achieve sustainable success in alignment with City priorities.

For this plan, strategic planning was used to identify target areas or portions of Tulsa's Route 66 corridor to prioritize for funding allocation and strategy implementation, that contain:

Concentration of assets, growth, and development potential

Throughout the Route's history, the mother road has been a symbol of entrepreneurship and small business. America's Main Street has naturally given rise to private and public market investment and development, and recognizing existing assets is pivotal to identifying the potential for preserving the Route's legacy and spurring future growth and opportunity.

The strategic planning model identified the following assets as indicators of future growth potential:

- a) **Land Use**, which includes hotels, restaurants and retail establishments
- b) **Opportunities**, which includes TIF districts, Opportunity Zones, Historic Districts, and Main Street programs
- c) **Connectivity**, represented by highway access points, bus stops, sidewalks, and existing and future bicycle and pedestrian infrastructure
- d) **Housing**, represented by residential uses including apartments, condominiums, duplexes, and single-family homes

Proximity to capital project investments and landmarks

Thanks to voter-approved funding packages, almost all the projects recommended in the 2005 plan have been built. These landmarks, public art, and streetscaping projects represent community support and the local legacy of the Route.

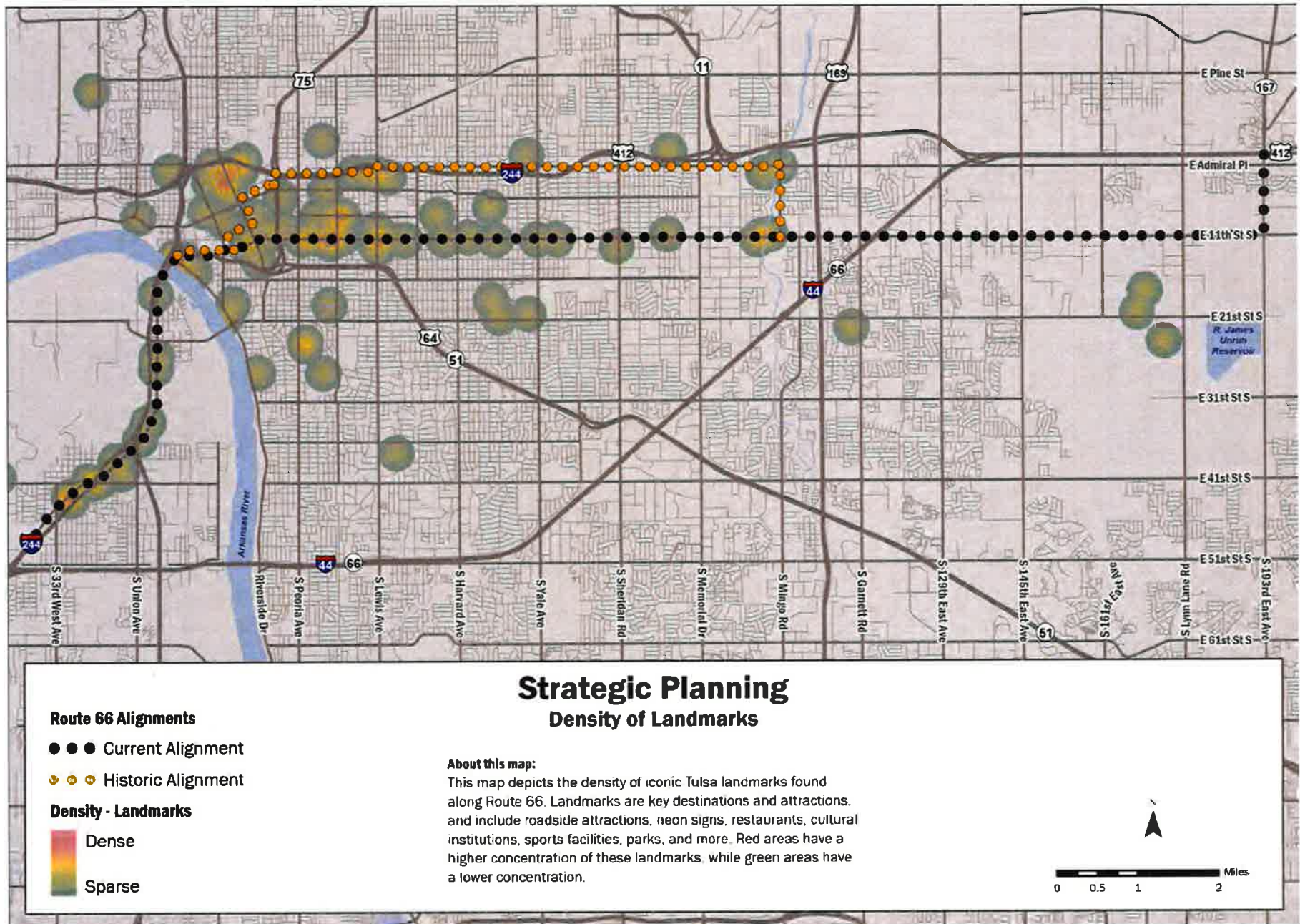
The strategic planning model incorporated these investments through an additional landmark indicator consisting of average daily visits to key destinations and attractions within 3 miles of Route 66 from January 2018 through April 2019.

To further assess the potential for these groups of indicators, they were weighted based on their ability to influence future growth, as can be seen in *Figure 1* on this page, and *Map 7* on page 42.

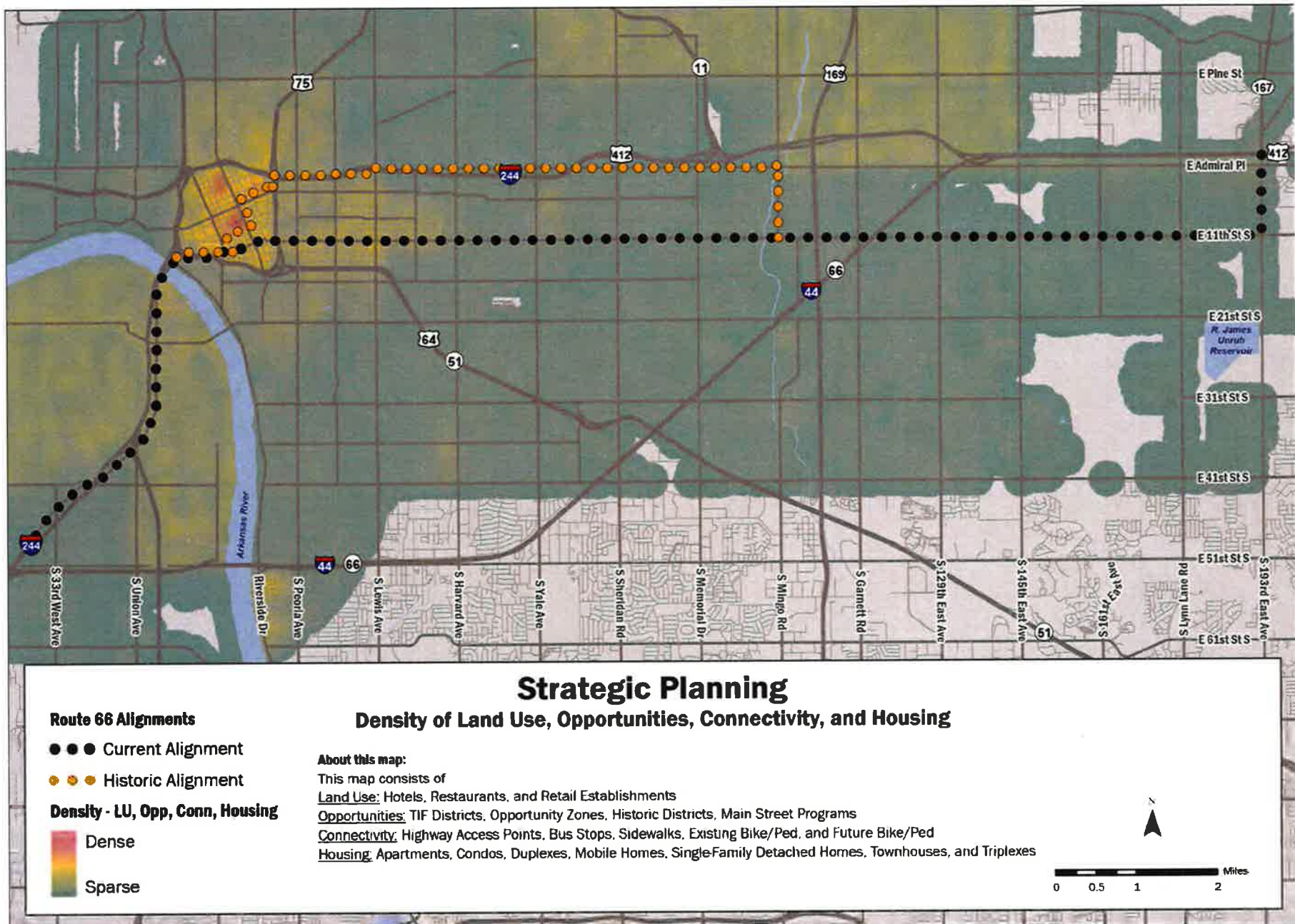
The process of dividing portions of the local Route into smaller segments for analysis is a continuation of the 2005 plan process which used "districts" to organize the Route. In the previous plan, nine distinct districts were identified based on their existing local context to guide future investments and organize branding and identity. *Plan 66* continued these efforts and used enhanced data analysis and outreach to update the division of the Route into target areas.

The indicators chosen for the strategic planning process merged the efforts of the past with detailed local context, and formed a framework for assessing the potential of future implementation and actions along the Route. When mapped, the indicators formed hotspots or concentrations, and interventions were more easily assessed in accordance with their ability to be significant.

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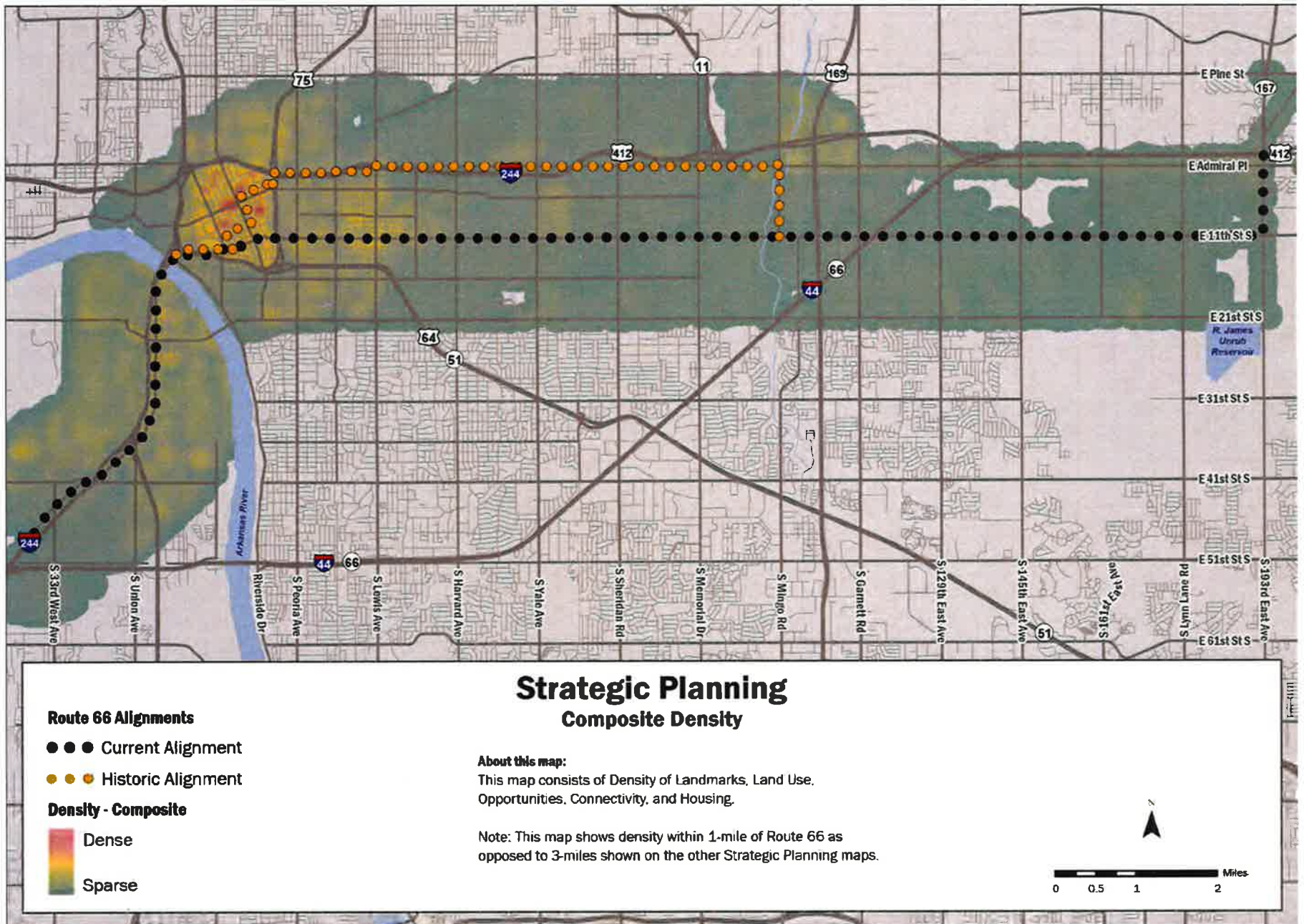


Map 5 — Density of Landmarks



Map 6 – Density of Land Use Opportunities, Connectivity, and Housing

11.46



Map 7 — Composite Density, including Landmarks, Land Use, Opportunities, Connectivity, and Housing



Advisory Committee Workshop Discussion



A team presents their ideas at Advisory Committee Workshop



Workshop participants

Outreach Process

The Mother Road is a symbol of collaboration, partnership, and community, with many diverse participants contributing to the vibrancy and energy of the Route. Through outreach and engagement with a broad spectrum of the Route's community members, unique perspectives and valuable insight were captured in the planning process.

The Plan 66 team conducted four levels of distinct outreach, including:

- An advisory committee workshop for local stakeholders
- A business and cultural diversity roundtable discussion
- One-on-one interviews with subject matter experts; and
- A wide-reaching public survey

Each component of engagement was designed to capture specific opportunities for feedback and commentary on what the future of Tulsa's Route 66 should look like. In addition, staff engaged with the Route 66 Commission, the Mayor's Office of Economic Development, the Tulsa Metropolitan Area Planning Commission (TMAPC), and City Council committees to support Plan 66's development, review, and adoption process.

a) Advisory Committee Workshop

At the onset of the outreach process, 12 advisory committee members participated in a workshop at Mother Road Market. A diverse group of local policy leaders, Route 66 travel and tourism advocates, and local business owners participated in a day of activities designed to identify strategies for realizing the four foundational goals of Plan 66, as well as assist in the prioritization of implementation actions and target areas.

The day-long workshop held in January 2020 included:

- Informative presentations on the history, process, and opportunities for Plan 66
- Small group sessions to brainstorm opportunities and obstacles for the hotspots identified in the strategic planning process, as well as to identify potential new hotspots
- Voting on priorities for implementation activities and funding

Participants of the workshop identified roughly 30 unique initiatives to accomplish the four foundational goals of Plan 66, ranging from capital investment strategies to ideas on how to celebrate the Route annually. Some of the most popular ideas among attendees include:

- Develop and grow a Tulsa-specific brand for its stretch of Route 66
- Work to incentivize future local investment
- Preserve local cultural resources related to the Route; and
- Coordinate business and property appearance enhancement programs for local businesses and property owners



Roundtable Participants

b) Business and Cultural Diversity Roundtable

In order to better understand the unique perspectives of diverse business owners along the Route, the project team facilitated a roundtable discussion with people who represented a variety of interests in Route 66. Topics of discussion were curated to identify the potential for planning to support existing local business owners, as well as the potential to spur business growth. The planning team also sought to understand how business support can and should differ for different businesses based on the unique backgrounds and histories of the attending entrepreneurs.

The roundtable was held in March 2020 at Tally's Good Food Café. A range of opportunities were identified by the 11 participants, and the most common themes included:

- Education and outreach
- Municipal communications and information streamlining
- Marketing and tourism connection; and
- Social cohesion support



Roundtable Presentation

c) One-on-One Interviews

Taking a deeper dive on policy topics, from February to March of 2020, the team identified subject matter experts who could contribute valuable perspective and context on strategies under each of this plan's four foundational goals. Local professionals working in tourism, transportation, historic preservation, and development weighed in on the past successes of the Route 66 Master Plan and how Plan 66 could create significant change along the Route.

Providing detail, identifying resources, and illuminating the potential for future partnerships, these one-on-one conversations guided the creation of policy language with input focusing on:

- Potential partnerships for planning coordination
- Ideas and tips on expanding marketing and branding
- Areas of interest and concern for transportation and multi-modal access; and
- Potential sources of revenue for community-led implementation

One-on-One Interview Insightful Quotes

- *"Best way is planned events - marketing alone won't be the draw... food, music, and entertainment events will bring people to the Route."*
- *"Storefronts need to be close to the street with parking in the back...this helps accessibility and the buses as well."*
- *"Help private businesses increase their participation in historic preservation."*
- *"Anything we do to fix up Admiral Blvd. or 11th St. is good for Tulsa - not just preservation - it's good for everyone."*
- *"The more neon we get, the better. That's what the people are there to see - they're coming to see that iconic Route 66."*
- *"Have an umbrella organization for Route 66 merchants, then have districts within it to promote visiting Tulsa's Route 66 and enjoy all the districts."*



Target Area Identification at the Workshop 1



Target Area Identification at the Workshop 2



Target Area Identification at the Roundtable

d) Public Survey

The widest form of outreach conducted to elicit perspectives on the future potential of the Route came from a public survey launched in June 2020. Dispersed digitally through the Tulsa Planning Office and its partners' networks, the survey sought feedback and comments on the draft initiatives developed throughout the process. Originally, the team had planned two public meetings to be held on the East and West alignments of the route. Due to the global COVID-19 pandemic and to ensure public safety, the team transitioned to digital platforms for public feedback.

Through the survey, participants were asked to weigh in on draft strategies and assisted the planning team with prioritizing specific initiatives to achieve the goals of the plan. Participants also identified preferences for target area concentrations, as well as priorities for how funding should be allocated.

More than 1,000 community members participated in the online survey, and unique responses were captured from each state the historic Route runs through. Almost half the responses, roughly 46%, came from Tulsans living either on the Route or within one mile. Respondents represented a broad age range, with a roughly even spread of adults from ages 24-56+ weighing in on the survey, showing the importance of the Mother Road across generations.

Results from the survey showed public preferences for how to accomplish the goals of the plan, and respondents were asked to choose their top three choices for which actions to pursue to preserve, revitalize, connect, and celebrate the Route in Tulsa.

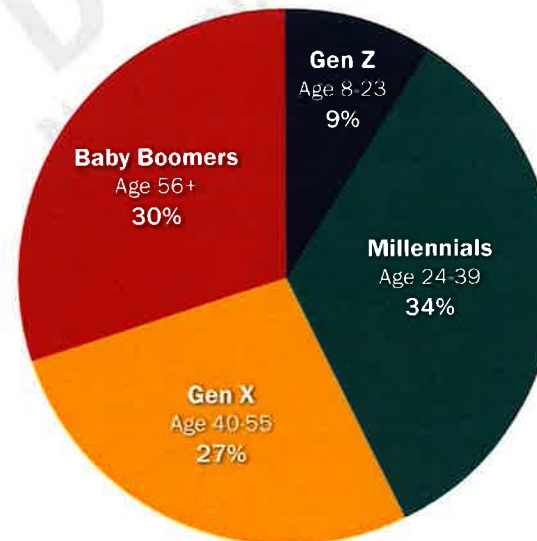


Figure 2 — Survey Respondents by Age Group

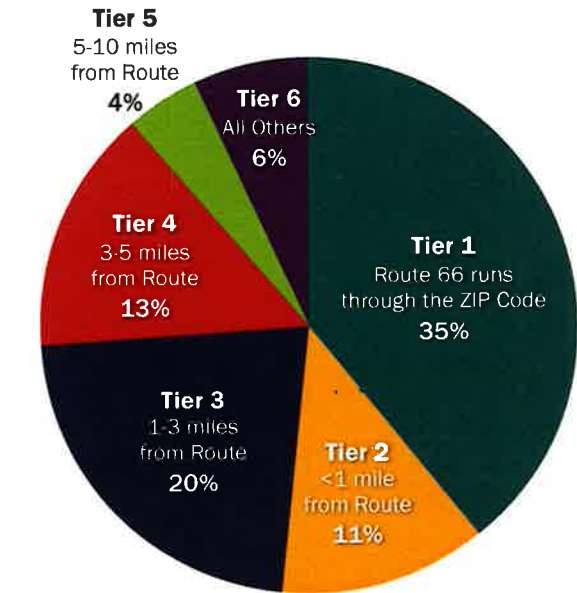
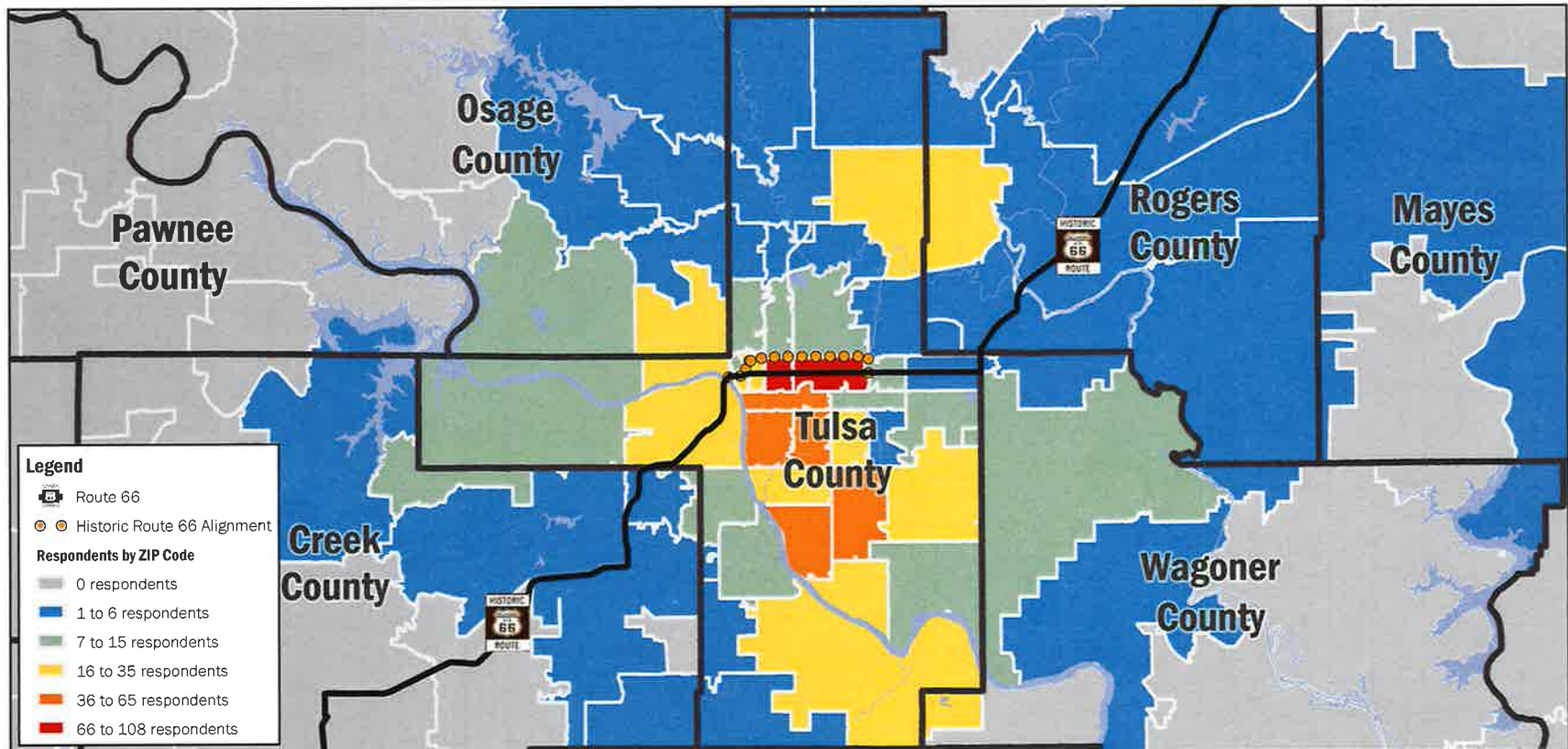
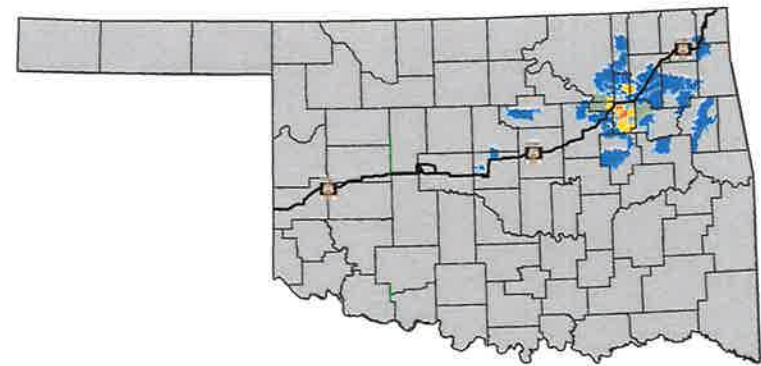
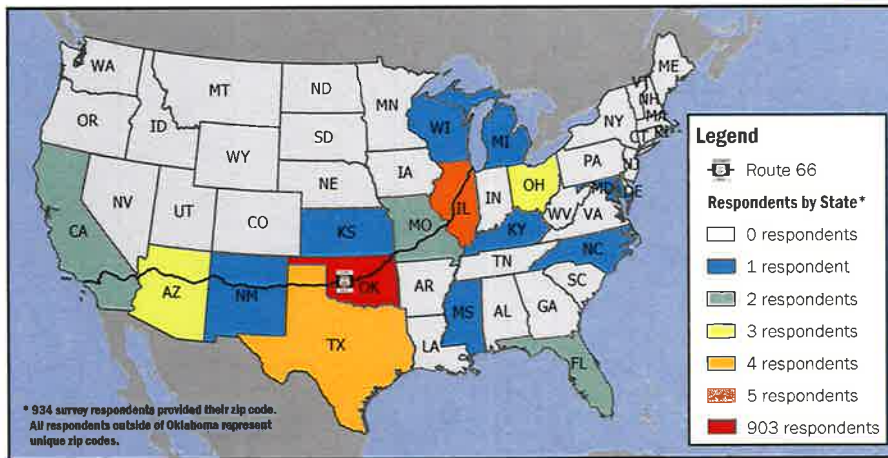


Figure 3 — Survey Respondents by ZIP Code Tier



Map 8 — Survey Responses

Results by Goal

Goal 1: Preserve

Respondents favored actions that contributed to the direct protection and restoration of existing historical and heritage sites along both alignments of the Route.

Two of the top three actions focus on identifying, preserving, and restoring potential historic buildings and signage along the Route. The second most common response was to encourage businesses and artists to locate along the corridor.

Goal 2: Revitalize

Respondents indicated a strong desire to target funding resources toward projects that make the corridor more inviting, appealing, and comfortable.

Recognizing that pedestrian-friendly infrastructure and development increases the comfort and appeal of the Route, it is no surprise that the top action for this category was to make the Route more comfortable to walk along.

Seeing the opportunity to create a continuous frontage and fill in existing gaps, the second recommended action was to redevelop vacant or underutilized properties. Finally, responses indicate a strong desire to invest in incentives that would help businesses improve their visual appearance as a way to make the Route more appealing.

Goal 3: Connect

Perspectives on transportation issues along the Route favor interventions that support people who walk.

Making sidewalks wider, more comfortable, and more accessible, and enhancing crossing points, crosswalks, and signals took the first and third spots, respectively, while connecting to existing transportation networks came in second.

Goal 4: Celebrate

A strong public desire for increased art and visual aids, as well as direct support to local businesses continued to carry priority as a way to celebrate the Route.

The top two priorities indicate a desire to see more art and wayfinding and to develop resources like grants to business beautification, while the third priority was to work on creating a welcoming environment.

Creating a Route 66 where everyone feels welcome echoes its initial role as America's Main Street: a symbol of gathering, social interaction, and community as diverse as its participants.

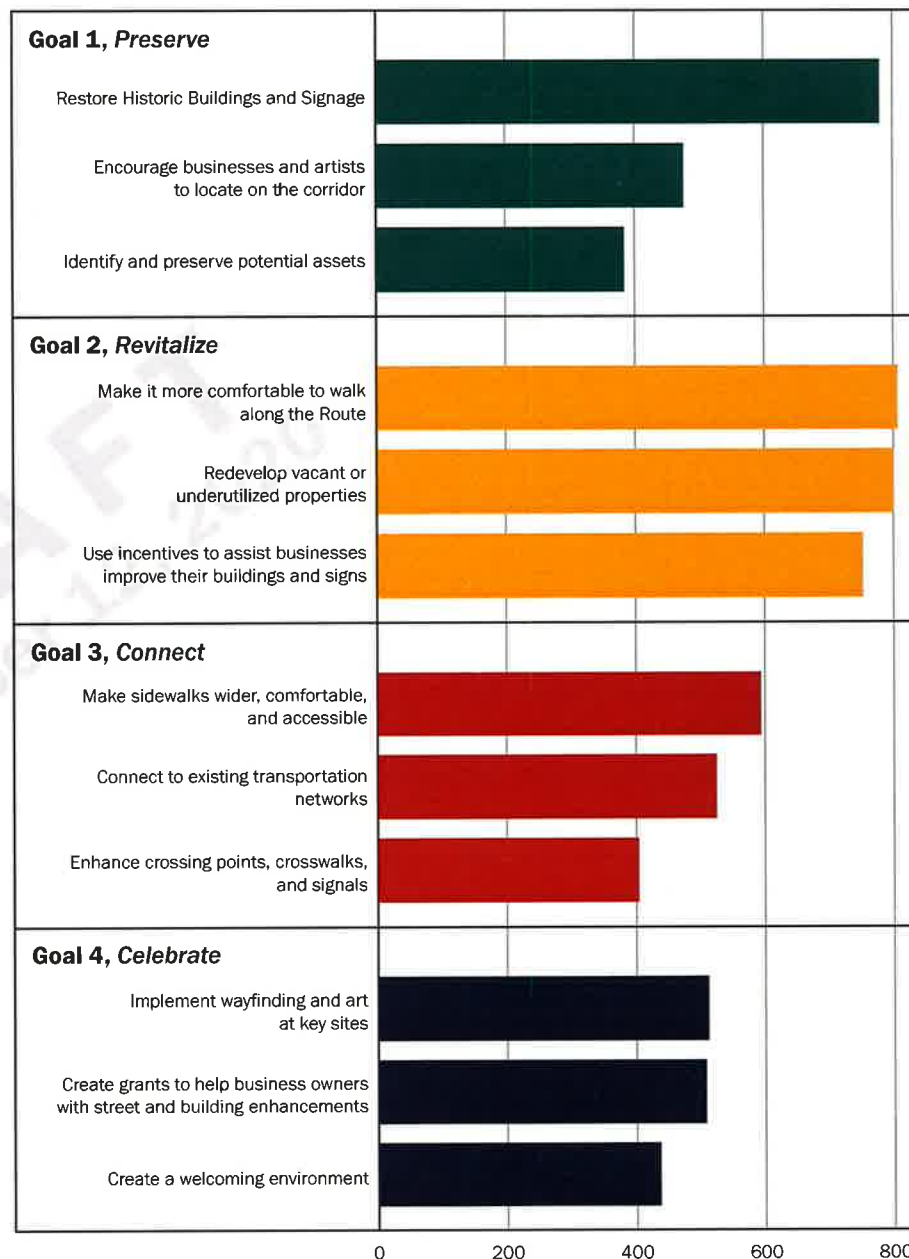


Figure 10 — Top Strategies for Each Goal

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Prioritized Target Areas

Although all segments of Tulsa's Route 66 alignments are a priority for investment, the process of identifying and prioritizing the Route's target areas was significantly influenced by the four outreach processes conducted throughout the planning process. Participants in each of the engagement activities were asked to identify their personal priorities for where to invest and focus planning efforts for the implementation phase of Plan 66.

Target area preferences were as unique as the stakeholders who participated in the process, with each group identifying a diverse range of potential from the identified areas. For example, subject matter experts largely favored established areas of the Route including downtown and the Meadow Gold area along 11th Street, while business owners attending the roundtable and advocates attending the workshop placed more emphasis on some of the further out portions of the Route, like the Eastern Frontier and the Admiral Traffic Circle on the original alignment.

Results from the four stages of target area feedback and ranking identified the following locations as the target areas primed for significant investment and change along the Route:

Area #1: Meadow Gold and University of Tulsa

The stretch of the Route from Peoria to Yale emerged early from the planning process as a target area with concentrated assets and growth potential. Housing many of the Route's latest icons including the restored Meadow Gold neon sign, the Buck Atom statue, and multiple developments centered on 11th & Lewis, the opportunity of this area was particularly evident to participants. They identified this area as a site for concentrated efforts and funding due to its central location, the availability of new and existing businesses, and capitalizing on public investments including the forthcoming Bus Rapid Transit line and the Tax Increment Finance District.

Area #2: East Meets West: Downtown Tulsa

As the center of the regional economy, the downtown area provides a dense mix of residents, businesses, and anchor institutions including cultural centers, universities, municipal services, and urban parks and gathering spaces. It is also bisected by the historic Route. Opportunity in the priority target area was felt from the presence of existing events and public gatherings, as well as the availability of vacant lots and large parking lots primed for redevelopment. Proximity to heritage Route sites including the Cyrus Avery Memorial Bridge and the historic Vickery Phillips 66 gas station was also recognized as an opportunity to tie downtown's recent success more closely to its historic roots and influence from the Route.

Area #3: Kendall-Whittier

The Kendall-Whittier area is strategically located along the historic alignment of the Route. An independent cinema, restaurants, art galleries, and a large public plaza hosting local farmers markets and entertainment are a few of the attractions nestled among locally-owned businesses. Community members who prioritized this area felt there was opportunity for growth, including walkability, based on the area's small businesses and proximity to other hotspots like downtown and 11th Street and Lewis. Respondents also noted neighborhood pride and the diversity of the area's residents and business owners as a unique asset.

Area #4: Route 66 Main Street

The western segment of the Route in Tulsa runs southwest after crossing the Arkansas River and passes through the Route 66 Main Street area, which includes Red Fork and Crystal City. Local investments on this stretch include the West Gateway Arch and the Route 66 Historical Village. Educational and interpretative opportunities were considered prime for increased attention and growth that could elevate the Route's story through the area.



Buck Atom Cosmic Curious Sculpture in the Meadow Gold area



Cyrus Avery Memorial Bridge and Downtown Tulsa



The public parking lot in Kendall-Whittier features art, bike racks, and a brick structure that mimics historic buildings

Area #5: Eastern Frontier

While farther from the hustle and bustle of downtown, the eastern stretch the Route in Tulsa is a gateway for westbound travelers of Route 66. With investments including the East Gateway and the recently-renamed Fire Station 66 paying homage to the Mother Road, the Eastern Frontier was an area identified for future potential growth. Its proximity to neighboring landmarks like the Blue Whale in Catoosa and its connection to highway systems were also noted.

Area #6: Mingo Traffic Circle

Occupying a landmark location along the original alignment of the Route through Tulsa and the previous site of Cyrus Avery's travel stop, the Mingo Traffic Circle at Admiral Boulevard is now home to a new symbol of the Route's local resurgence. The larger-than-life *Route 66 Rising* sculpture in the middle of the four-lane traffic circle has unlocked opportunity for this historically overlooked portion of the Route. Community members viewed the area as poised to welcome new and diverse businesses, and the sculpture as an asset that could be capitalized to retell the story and educate visitors and Tulsans on the transformative power of the Mother Road.

Prioritized Investments

In addition to developing corridor-wide strategies and initiatives and prioritizing target areas to concentrate resources and support, specific and tactical actions and projects were developed and ranked.

Evolving from strategic planning analysis merged with the qualitative results of varied public engagement, a set of prioritized projects for implementation of Plan 66 were created. In the public survey, respondents were asked to rank the ideas through a budgetary exercise where they had ten dollars and had to choose how to spend it.

| Initiatives | Responses | % |
|---|-----------|-------|
| Revitalize areas where Route 66 projects and development are already happening by promoting increased density and infill. | 552 | 56.57 |
| Preserve identity cultural resources like smaller architectural features and signage. | 517 | 53.08 |
| Create a Tulsa Route 66-specific Streetscape Toolkit. | 480 | 49.28 |
| Coordinate and support capital investment through incentives, matching grants, and creation of a central hub for information and ideas. | 460 | 47.23 |
| Improve accessibility in target areas to better connect the Route to the city's transportation network of bikes, trails, and transit. | 370 | 37.99 |
| Develop corridor-wide branding. | 339 | 34.80 |
| Preserve heritage assets and historic structures. | 332 | 34.09 |
| Create "Welcome to Tulsa" attraction or landmark on the east end of the Route | 322 | 33.06 |
| Create a dedicated position or staff to oversee Route 66 project implementation. | 320 | 32.85 |
| Support and implement educational and informational resources for a spectrum of audience members. | 244 | 25.05 |

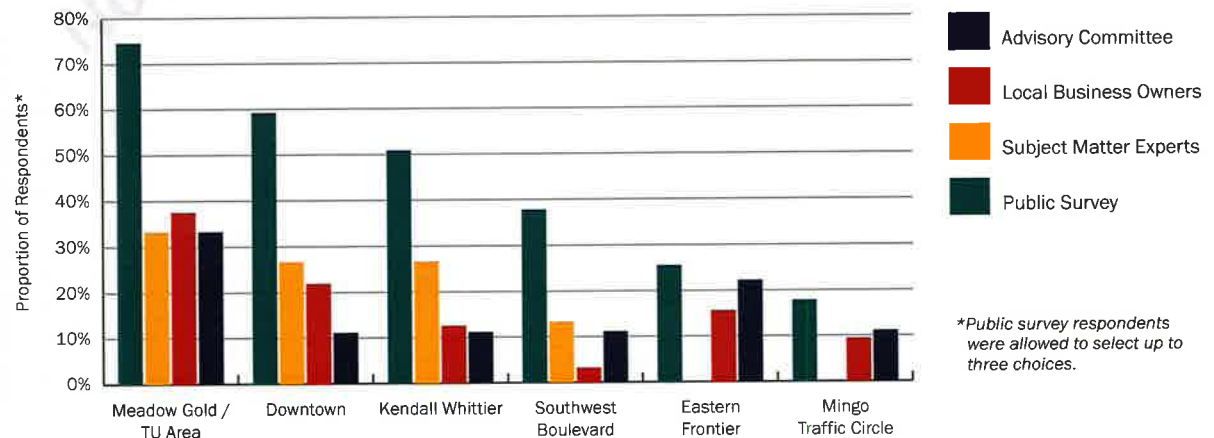
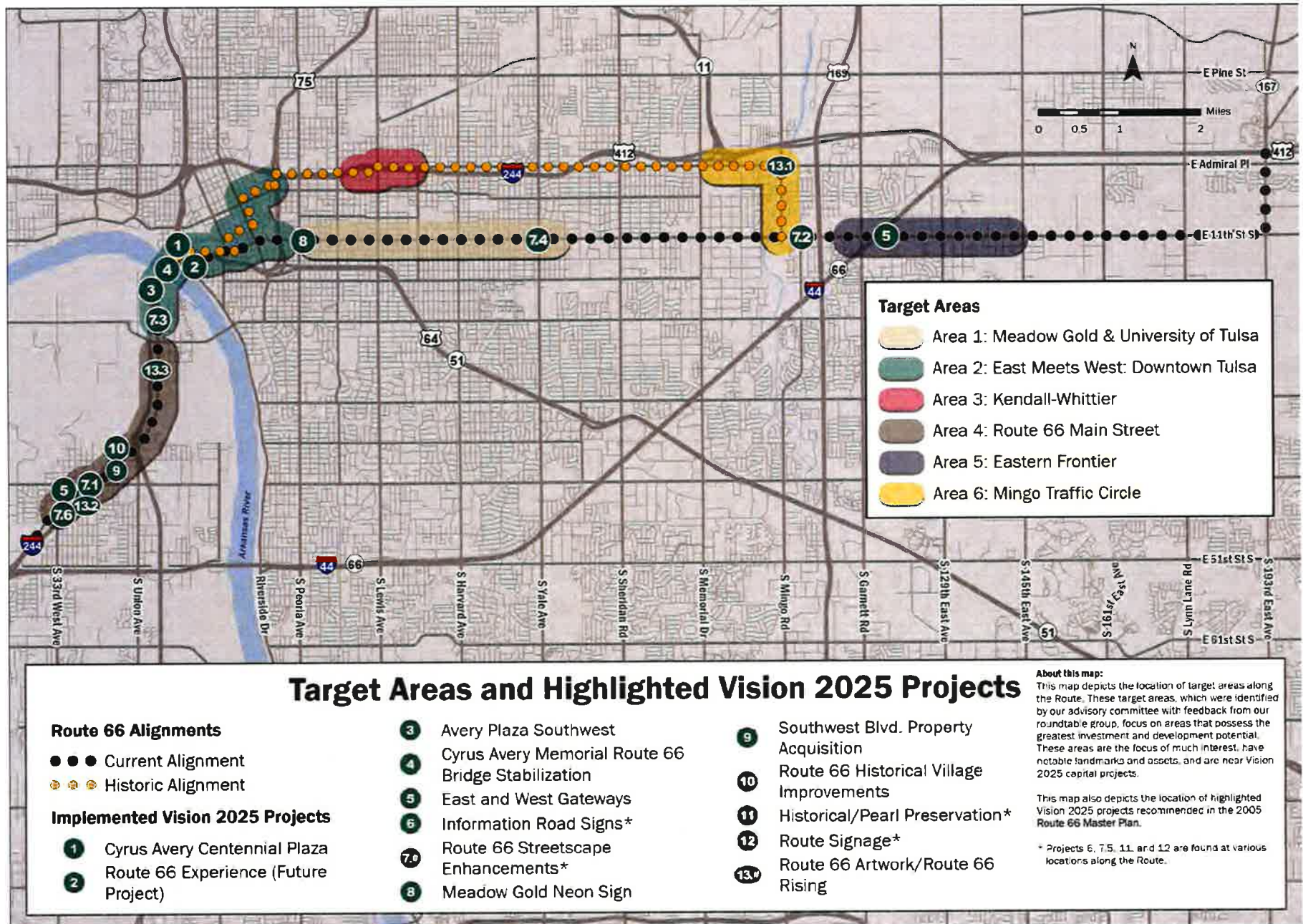


Figure 11 — Target Area Preferences by Outreach Format

*Public survey respondents were allowed to select up to three choices.

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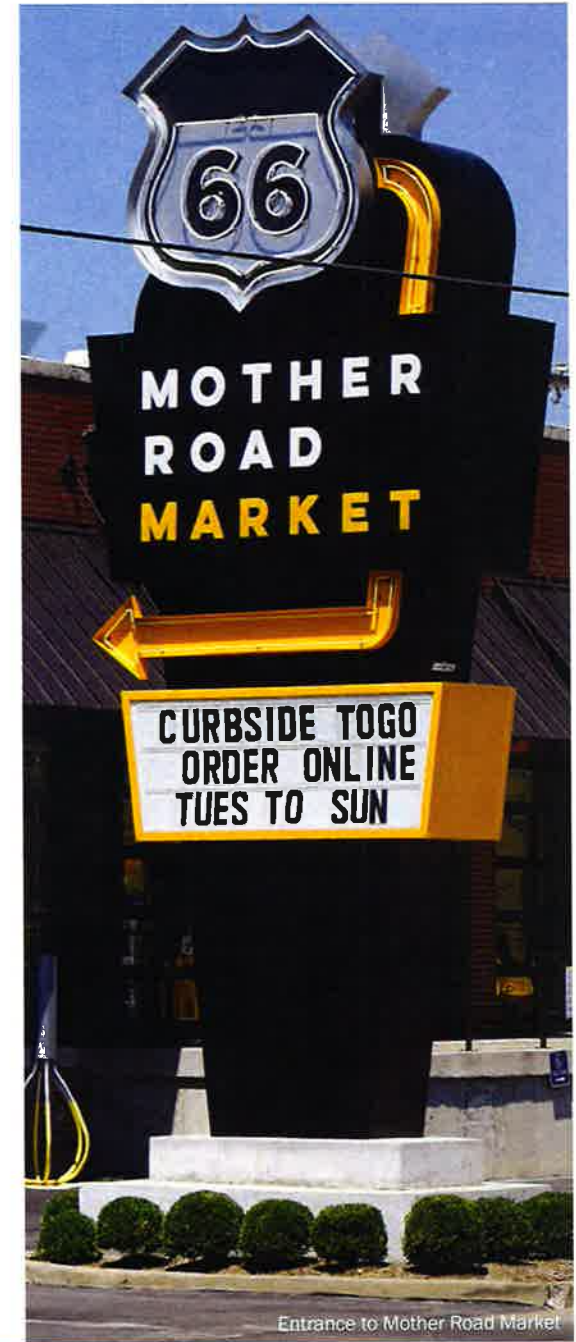


Map 9 — Target Areas with Select Vision 2025 Projects



Tally's Good Food Café, at the intersection of 11th Street and Yale Avenue

Chapter 05 Recommendations



Entrance to Mother Road Market

Goal 1

Preserve 66

Highlight the Route's historic significance and uniqueness through interventions that reflect its meaning, protect it, and make it timeless.



Cyrus Avery Memorial Bridge



Strategy 1.1

Preserve Route 66's historic buildings by identifying remaining assets, programming development, and coordinating with property owners.

Action 1.1.1 Identify and pursue incentives to encourage rehabilitation and preservation of historic assets in and around the Route.

Action 1.1.2 Adopt regulations to prevent the demolition of contributing and potentially eligible resources.

Action 1.1.3 Utilize current surveys to identify eligible resources for the National Register of Historic Places and advance toward the nomination of Route 66.

Action 1.1.4 Adopt design and use provisions within the Route 66 Overlay, to promote compatible new development.

Action 1.1.5 Engage with and educate property owners on opportunities related to preserving and revitalizing historic assets.

Action 1.1.6 Encourage co-location of complementary uses, and promote interest and investment in the preservation of historic assets.

Strategy 1.2

Preserve and protect Route 66's historic signage as a symbol of the corridor's unique identity through programming, zoning, and coordination with private sign owners.

Action 1.2.1 Encourage the creation of a Route 66 historic signage inventory.

Action 1.2.2 Ensure code provisions are in place to regulate and allow for appropriate signage.

Action 1.2.3 Continue to fund the Neon Sign Grant Program and explore alternative funding opportunities to assist in the preservation of historic signage.

Strategy 1.3

Honor the Route's historic role and Tulsa legacy, while providing experiences that cater to diverse cultures and generations.

Action 1.3.1 Develop strategies to attract a diverse set of entrepreneurs, and encourage them to preserve the Route's cultural legacy through their investment.

Action 1.3.2 Integrate elements of Route 66's historic legacy, such as architectural features and signage, into updated public infrastructure including kiosks, benches, planters, landscape, bus shelters, bins, and light poles.

Action 1.3.3 Leverage historic preservation funding and resources as a tool for revitalization along historically disinvested portions of the Route, such as the original Admiral Boulevard alignment.

Action 1.3.4 Encourage a diverse set of uses along the corridor to attract tourists, foster arts and culture, and promote the Route, including lodging and hospitality services.

Action 1.3.5 Develop asset inventories and adopt guidelines that cater to their maintenance.

Action 1.3.6 Promote public art and new signage that reflects the Route 66 theme.

Action 1.3.7 Coordinate with entities focused on historic preservation to expand marketing and messaging.

Action 1.3.8 Recognize local *Green Book* sites for motorists of color and designate them for historic preservation.

DRAFT
November 12, 2020

Goal 2

Revitalize 66

Transform Tulsa's Route 66 into a world-class, multi-generational destination offering opportunities for visitors to explore and for local businesses to thrive.



Farmers Market in Kendall-Whittier

Strategy 2.1

Encourage pedestrian-oriented development by implementing elements of the City's Complete Streets Policy and existing planning documents.

Action 2.1.1 Encourage development built up to the right-of-way to mirror historical built form and promote parking behind buildings.

Action 2.1.2 Enhance the Route through higher density, infill, and mixed-use development.

Action 2.1.3 Redevelop vacant or underutilized lots into green spaces and public use spaces where appropriate.

Action 2.1.4 Increase designated parking spaces for micro-mobility including bicycles and e-scooters.

Action 2.1.5 Provide permitting and development incentives to encourage retrofitting and new construction.

Action 2.1.6 Develop and maintain a public inventory of underutilized and vacant land to promote and inform future development.

Action 2.1.7 Promote the implementation of local adopted plans and ongoing initiatives that cover portions of Route 66 and its surroundings, such as Small Area Plans and the Destination Districts Program.

Action 2.1.8 Adopt design standards for vehicle sales and service businesses.

Strategy 2.2

Support established businesses and encourage further coordinated economic growth.

Action 2.2.1 Identify funding to support capital investments for businesses and property owners, such as matching grants, fee waivers, and low-interest loan programs.

Action 2.2.2 Identify funding to assist businesses in their operations, such as matching grants, fee waivers, and low-interest loan programs.

Action 2.2.3 Collaborate with existing business networks, associations, and entrepreneurs to develop strategies to promote Route 66 and attract a diversity of new ventures.

Action 2.2.4 Improve anchor areas at each end of the Route by making them more visible, identifiable, and welcoming.

Action 2.2.5 Assist businesses and property owners through the creation of a centralized hub of information for entrepreneurs that includes permitting, capital and operational funding opportunities, and partnership ideas.

Action 2.1.6 Promote and highlight existing businesses as opportunities to attract new development.

Action 2.2.7 Encourage the co-location of compatible businesses, specifically retail, food and beverage, around existing tourist attractions and landmarks.

Action 2.2.8 Encourage the implementation of economic development designations, such as Business Improvement Districts, Destination Districts, or Tax-Increment Finance Districts to spur growth along the Route, including non-target areas.

Strategy 2.3

Promote public space investment to increase safety and accommodate recreation, events, and entertainment.

Action 2.3.1 Invest in streetscape design and infrastructure; include elements such as street furniture, lighting, buried utility lines, and landscaping.

Action 2.3.2 Create public-private partnerships for maintenance and development of green space, parks, venues and vendor-ready spaces.

Action 2.3.3 Adopt Crime Prevention through Environmental Design (CPTED) strategies for new development.

Action 2.3.4 Develop seasonal and cultural opportunities for programming, such as festivals, open markets, and other special events.

Action 2.3.5 Support the implementation of Route 66 thematic experiences, such as museums, visitor centers, galleries, lodging, dining, retail, and roadside attractions.

Action 2.3.6 Increase education on safety, and promote alternative uses of the public right-of-way, including sidewalks, streets and open spaces.

Action 2.3.7 Launch community policing efforts and partner with the City to address homelessness and systemic poverty along the Route.

Goal 3 Connect 66

Improve accessibility by promoting multi-modal transportation alternatives and the implementation of infrastructure that accommodates all systems along the Route.



New Bike Lanes on 11th Street at Yale Avenue



Strategy 3.1

Make Route 66 a bridge that connects to other Tulsa landmarks and destinations.

Action 3.1.1 Connect the corridor to other existing multi-modal networks, including bicycle and pedestrian systems, transit, and routes for tourism.

Action 3.1.2 Collaborate with surrounding neighborhoods to find opportunities to improve accessibility and connect to the Route.

Action 3.1.3 Promote tourism transit along the Route and throughout the City, such as shuttles, bicycle and motorcycle tourism, walking tours, streetcars, recreational vehicle amenities, and other programming opportunities.

Action 3.1.4 Encourage partnerships between local businesses and destinations outside Route 66 to promote it as a Tulsa attraction.

Action 3.1.5 Partner with local tourism agencies and organizations to promote Route 66 and its surrounding destinations.

Strategy 3.2

Promote multi-modal use, safety, and access along the Route.

Action 3.2.1 Prioritize pedestrians by implementing comfortable sidewalks, more crossing points, ADA-accessible infrastructure, reducing curb cuts, and traffic calming strategies to improve safety and visibility, especially in denser commercial areas and/or areas with high rates of pedestrian- or bicycle-related collisions.

Action 3.2.2 Continue to evaluate, amend, and/or implement bicycle and pedestrian infrastructure recommendations from the GO Plan.

Action 3.2.3 Align with the recommendations included in Tulsa's Mobility Innovation Strategy to accommodate alternative modes of transportation and technologies when planning for new development.

Action 3.2.4 Promote Tulsa Transit through a mobile app, increased signage, and/or advertising.

Action 3.2.5 Identify and engage groups with vested interests in safe street accessibility, like area schools, senior communities, hospitals, local businesses, nonprofits, service providers, and residents.

Action 3.2.6 Promote local street safety campaigns, such as Walk Bike Tulsa.

Strategy 3.3

Consider Plan 66's recommendations in implementation of city and region-wide transportation plans and projects through collaboration with internal decision-makers.

Action 3.3.1 Finalize implementation of the Bus Rapid Transit Route and encourage appropriate transit-oriented development.

Action 3.3.2 Identify transportation projects that provide opportunities for connections to the Route, such as transit hubs, bicycle and pedestrian networks, railroad crossing enhancements, and major street connections.

Action 3.3.3 Align transportation projects with recommendations included in Small Area Plans that cover portions of the corridor and its surroundings.

Action 3.3.4 Continuously monitor, maintain, and enhance the roadway and its surrounding neighborhood streets.

Action 3.3.5 Coordinate and cooperate with surrounding communities on Route 66 activities and initiatives.

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Goal 4

Celebrate 66

Position the Route as a destination that draws diverse locals and visitors to celebrate its historic significance and enjoy a variety of experiences.



Neon Signs at Avery Plaza Southwest



Strategy 4.1

Promote a sense of place along the Route with a cohesive streetscape identity.

Action 4.1.1 Develop Route 66-specific streetscape design guidelines, and support their implementation through subsidies, grants, and partnerships with private entities.

Action 4.1.2 Launch a street tree and landscaping program for the corridor, and build partnerships for its implementation and maintenance.

Action 4.1.3 Create a Route 66 Executive Director position or staff to oversee projects and coordinate efforts.

Action 4.1.4 Launch and identify funding for creative public art initiatives that highlight key sites on the Route, such as gateways, public spaces, and other destinations.

Action 4.1.6 Coordinate Route and neighborhood clean-up initiatives.

Strategy 4.2

Encourage existing hubs, districts, and centers along the corridor to incorporate the Route 66 theme into their marketing and branding.

Action 4.2.1 Engage with surrounding neighborhoods to integrate context-sensitive gateways and identity as they connect to the Route.

Action 4.2.2 Explore opportunities to enhance the Route 66 Overlay to highlight and support the unique identities of districts, centers and hubs.

Action 4.2.3 Encourage hubs, districts, and centers to identify and promote their unique characteristics as a component of the Route, and establish a network for them to coordinate programming in and around Route 66.

Strategy 4.3

Update Tulsa's Route 66 branding and marketing strategy to make it more welcoming and attractive.

Action 4.3.1 Launch a public outreach campaign to brand Tulsa's Route 66 and incorporate results into banners, wayfinding signage, markers, information kiosks, and other marketing materials.

Action 4.3.2 Use digital media to market the Route, such as creating a website, apps, social media accounts, and other technological resources.

Action 4.3.3 Develop interpretive experiences by incorporating Route 66 elements including public art, walking tours, landmarks, and interactive pieces at key locations along the Route.

Action 4.3.4 Collaborate with businesses and organizations to promote investment and tourism. Approach potential partners such as Main Street programs, district chairs, business associations, and foundations to work on specific initiatives.

Action 4.3.5 Partner with local organizations and businesses to host and implement special events and regular activities to attract more visitors.

Action 4.3.6 Partner with state, national and international tourism-oriented organizations and media to promote Tulsa's Route 66 alignments.

Action 4.3.7 Launch a recognition program that highlights completed projects and investments along the Route.

Strategy 4.4

Support and implement educational and historical information resources targeted to a spectrum of audience members.

Action 4.4.1 Work with local schools to expand primary students' exposure and understanding of the Route's historical significance.

Action 4.4.2 Collaborate with local colleges, universities, and historical organizations to establish a "Research Hub" dedicated to researching the Route's historical role and local significance.

Action 4.4.3 Work with local cultural preservation organizations to understand and share a wider diversity of the Route's history, including area tribes, African American, and Latin American history.

Action 4.4.4 Consider the history of Route 66 as a resource that assists in addressing inequities through strategic planning and policy.

Action 4.4.5 Develop entertainment and technology opportunities focused on educating the youth about Route 66.



Strategy 4.5

Acknowledge past successes from project implementation along the corridor to continue to encourage further investment.

Action 4.5.1 Encourage private investment around areas where capital projects and programs have been or are being implemented, and build partnerships to collaborate on new initiatives.

Action 4.6.2 Publish an implementation status report annually that includes performance evaluation based on indicators, and promote it through different outlets.

Action 4.7.3 Expand the implementation of the Neon Sign Grant Program through increased funding and other methods.

Strategy 4.6

Coordinate with local groups and networks to improve and promote accessibility for a diversity of community members.

Action 4.6.1 Exercise inclusive engagement to understand and incorporate the needs of a diverse community of stakeholders.

Action 4.6.2 Develop promotional materials that incorporate multiple languages to ensure the information is accessible to all.

Action 4.6.3 Continuously build partnerships with key stakeholder entities across sectors to secure the implementation of Plan 66.

Prioritized Initiatives & Specific Route 66 Projects

The following actions were identified through public outreach as initial efforts to implement from Plan 66's recommendation, in prioritized order:

1. Revitalize areas where Route 66 projects and development are already happening. *Actions could include policies that encourage more mixed-use development and creating partnerships with business and property owners.*
2. Promote the preservation of cultural resources. *May include smaller architectural features and original Route 66 signage.*
3. Create a Tulsa Route 66-specific Streetscape Toolkit and support its implementation. *The toolkit could include guidelines for façades, public art, street furniture (trash bins, benches, bike racks), planters, streetlights, signage, and banners.*
4. Coordinate with and support businesses, property owners, entrepreneurs and other existing programs and opportunities. *Actions could include incentives, matching grants, and the creation of a central hub for information and ideas.*
5. Improve accessibility in target areas to connect the Route to the city's transportation network. *Actions could include road diets, Bus Rapid Transit, sidewalks, bike infrastructure, safety features like crosswalks, reduced speed limits, and traffic signals.*
6. Develop corridor-wide branding to promote to a variety of audiences and encourage further development. *Use different venues to promote the Route, including a website, apps, social media, and interactive resources.*
7. Preserve heritage assets that exist along the Route. *Projects could include starting work on the Cyrus Avery Route 66 Memorial Bridge and other major historic structures along Route 66.*
8. Create "Welcome to Tulsa" attractions on the east end of the Route in Tulsa. *May include new development, landmarks, and other projects.*
9. Create a dedicated, paid position or staff to oversee Route 66 project implementation. *Responsibilities could include carrying out Plan 66 initiatives, operations, and coordinating efforts.*
10. Support and implement educational and informational resources for a spectrum of audience members. *Actions could include collaborating with local schools and cultural preservation organizations, as well as the establishment of a "research hub".*



Implementation Resources

The following are public and private resources that may be utilized toward the implementation of the actions outlined in Plan 66 (as of December 2020).

1. Public Funding Allocated for Route 66

a) 2006 Sales Tax Extension, a temporary voter-approved third-penny sales tax extension to fund capital projects and economic development activities.

\$4,653,968 allocated for the future *Route 66 Experience*, a multi-faceted facility that will include an interpretive center and a diverse array of commercial amenities and services to attract locals and tourists.

- **Who can apply?** The manner of implementation and beginning date are to be determined.

b) Vision 2025, a series of four propositions to temporarily increase Tulsa County's sales tax rate by \$0.01 in order to fund capital projects and provide economic development incentives. It was approved in 2003. Funds remain for:

\$2,500,000 allocated for the future *Route 66 Experience*.

- **Who can apply?** The manner of implementation are to be determined.

\$500,000 allocated for local Route 66 Preservation efforts. Eligible projects could include the preservation of architecture or living histories. The Route 66 Commission's Preservation and Design Committee evaluates prospective projects and makes recommendations to the Mayor.

- **Who can apply?** Public announcements will occur as programs develop.

c) Vision Tulsa, a temporary 0.6% tax extension of the original Vision 2025 initiative approved by Tulsa County voters.

\$3,600,000 allocated for Route 66 Beautification efforts. Available incrementally over thirteen years, funds may be used for capital projects, economic development, or preservation. The Route 66 Commission and its committees make recommendations to the Mayor's Office for approving projects. Programs derived from the initiative include:

- **Thematic Streetscape Installation**, including streetscape features along the corridor to assist in the identification of unique commercial areas. Examples include Route 66 shields embedded in the pavement, and themed banners and lighting.
- **The Neon Sign Grant Program**, to stimulate the pedestrian realm and to enhance the tourist experience, promotes the installation of exterior signage containing no less than 25% neon or LED lighting within the Route 66 Overlay District. Matching grants of 50% up to \$10,000 strengthen economic development and revitalization.
- **Future Façade Grant Program**, which will envision supporting the preservation and adaptive reuse of buildings constructed and utilized during the early era of Route 66. The program could offer zero interest loans or matching grants for the rehabilitation of façades facing the arterial Route alignment. This program could work in tandem with other incentives such as Historic Tax Credits.
- **Marketing and Promotion**, current efforts include VisitTulsa actively promoting Tulsa Route 66 nationally and internationally, and advertisements promoting Tulsa are featured in state and national publications. The Route 66 Commission manages a Facebook page and consults with businesses to find new ways to market the corridor.

- **How are projects selected for these programs?** The Route 66 Commission will announce and recommend projects to the Mayor during its routine public meetings.

d) Tax Increment Finance Districts (TIF). To support economic development within a designated declining geographic boundary, state statute allows ad valorem and sales tax revenues to be captured above the current amounts for a specific time period. Increments above those base rates are used for public infrastructure projects to attract private investment.

- Route 66 has two TIF areas: 11th Street Between Peoria Avenue and Delaware Street, and on Lewis Avenue between Apache Street and 11th Street; and downtown near 2nd Street and Elgin Avenue, the original 1926-1932 alignment. Construction for the first project begins in 2021.
- **Who can apply?** Local municipalities or taxing entities

e) The City of Tulsa General Fund, the City of Tulsa's principal operating fund, which comes from sales and use taxes. Funds are allocated for staffing to support overall local Route 66 revitalization efforts. The Mayor's Office and the City Council approve all general fund budget expenses.

- Two of Tulsa's Main Street programs include a portion of Route 66: Route 66 Main Street, and Kendall Whittier Main Street. The City's annual allocations supplement private resources and volunteer in-kind efforts for revitalization and economic development.
- **Who can apply?** Prospective Tulsa Main Street Programs

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2. Public Initiatives

2.1 Local, State and Federal Funding

a) City of Tulsa Capital Improvement Program (CIP).

Annually, city departments submit projects for inclusion in the unfunded Capital Improvement Project list. Projects are then selected by the Mayor and Council for inclusion in a voter initiative for funding through bonds and sales tax revenue.

- **Who can apply?** Primarily for infrastructure and economic development projects identified by citizens and elected officials.
- **Learn more:** cityoftulsa.org/government/capital-programs

b) City of Tulsa Destination District Program,

a revitalization initiative intended to assist in the creation vibrant places. Its goals are to stimulate economic development, foster authentic cultural expression, develop civic pride, and deepen the connections to places that will allow Tulsa to retain talent, attract residents, and increase tourism.

- **Who can apply?** Locations with diversity and density of uses, building stock, development patterns, a sense of identity, committed stakeholders, and desire for growth.
- **Learn more:** tulsapanning.org

c) City of Tulsa Brownfield Assessment & Revolving Loan Program

is available through September 2022 and focuses on the Route 66 corridor to conduct Phase I and Phase II assessments and develop cleanup planning. A Revolving Loan Fund can then be used to clean up affected sites.

- **Who can apply?** Private or non-profit commercial or industrial property owners
- **Learn more:** cityoftulsa.org/economic-development

d) **The Commercial Revitalization Strategy** is a \$3,450,000 program administered by the City of Tulsa and funded through the voter-approved Vision Tulsa sales tax package in 2016. The strategy promotes transit-oriented retail and commercial corridors, and supports retailers of all sizes. Resources within the Commercial Revitalization Strategy applicable to Route 66 include the following:

• **Retail Development and Redevelopment Fund**, which is geographically-bound to properties along planned Bus Rapid Transit (BRT) lines to encourage development of commercial property along the routes, via \$1,500,000 available in Revolving Loan Funds.

• **The Development Fee Waiver Program** encourages redevelopment of unproductive retail properties by reducing the costs associated with rehabilitation along planned BRT lines, via \$100,000 available in fee waivers.

• **Start-Up Guides**, which will allow potential business owners to access a comprehensive guide to permits, licenses, and registrations needed to operate specific businesses within the City.

• **Support local entrepreneurship through micro-loans crowdfunded through community partner**, a program that will be offered exclusively to commercial, retail, and restaurant businesses.

• **Who can apply?** Property owners, business owners, and entrepreneurs

• **Learn more:** cityoftulsa.org/economic-development

e) Federal and State Rehabilitation Investment Tax Credit (RITC) for Historic Preservation

offers both a federal and a state income tax credit equal to 20% each (40%) of the project's qualified rehabilitation expenses available for income-producing properties. All properties must be listed in or eligible for the National Register of Historic Places, either individually or as part of a National Register Historic District. Project work must meet the Secretary of the Interior's Standards for Rehabilitation. Examples may include revitalization of vacant, underutilized, or dilapidated but historic non-residential properties that can be reused and add to local economic vitality.

- **Who can apply?** Private (and in some cases nonprofit) commercial property owners
- **Learn more:** okhistory.org/shpo/taxcredits.htm or nps.gov/tps/tax-incentives.htm

f) Federal and State Transportation Grants and Programs.

The US Department of Transportation provides grants to assist in building and maintaining fast, safe, efficient, accessible, and convenient transportation systems. Funding is available for planning and enhancement of roads, bicycle and pedestrian infrastructure, and transit.

- **Who can apply?** Grants require matching funds, and are often solicited by Metropolitan Planning Organizations (MPOs), municipalities and counties.
- **Learn more:** transportation.gov/grants

g) Resilience and Recovery Fund, a partnership between TEDC (Tulsa Economic Development Corporation) and the City of Tulsa dedicates \$1,100,000 in funds for zero-interest loans to provide financial assistance to small business owners. Applicants must have fewer than 50 full-time equivalent employees, have 2019 revenues that did not exceed \$5,000,000, and have experienced a decrease in revenue of at least 25%.

- **Who can apply?** Small business owners and entrepreneurs affected by COVID-19
- **Learn more:**
cityoftulsa.org/economic-development

h) U.S. Small Business Administration Economic Injury Disaster Loans are low-interest federal disaster loans offered to local small businesses suffering substantial economic injury. Loans may be used to pay fixed debts, payroll, accounts payable, and other bills. The interest rate is 3.75% for small businesses without credit available elsewhere, and 2.75% for nonprofits. Businesses with credit elsewhere are not eligible.

- **Who can apply?** Small business owners and entrepreneurs affected by COVID-19
- **Learn more:**
cityoftulsa.org/economic-development

i) Oklahoma Arts Council offers matching grants to support the development of the arts, to create, perform, or attend arts activities, and raise public awareness about the value of the arts to the economic, educational, and cultural life.

- **Who can apply?** 501(c)(3) nonprofit organizations; city, county, and tribal governments; K-12 public schools; charter schools; private, non-religious schools; universities; and public libraries
- **Learn more:** arts.ok.gov

j) Oklahoma Department of Commerce Main Street Program promotes historic preservation, downtown revitalization efforts, and economic stimulation to restore the core assets of communities and enhance quality of life. Services include access to national resources, ranging from team visits, one-on-one opportunities with consultants, and community analysis retail reports.

- **Who can apply?** Community stakeholders are subject to criteria set by the National Main Street Center.
- **Learn more:** okcommerce.gov

k) Oklahoma Historical Society (OHS) offers grants such as the Oklahoma Heritage Preservation Grant Program, which sets aside \$500,000 to award grants ranging from \$500 to \$20,000. The grants are specific to four categories: collections, exhibits, programs, and capacity building.

- **Who can apply?** Municipal, county or tribal governments, and not-for-profit historical organizations
- **Learn more:** okhistory.org/about/grants

l) Tulsa Economic Development Corporation (TEDC) seeks to create economic vitality in communities by encouraging small business growth. TEDC offers direct loans, such as recovery loans, small business loans, micro loans and SBA 504 loans, and participates with other financial institutions on small business projects that fall short of conventional lending standards, ranging from \$5,000 to \$10,000,000 using public and private funds. TEDC also includes the SBU (Small Business University) program which provides real world training and technical assistance.

- **Who can apply?** Small business owners and entrepreneurs
- **Learn more:** tedcnet.com/programs/learning/small-business-university

m) Tulsa Preservation Commission administers Tulsa's historic preservation program and components of the zoning code's historic overlay districts. It is a resource that can connect non-profits and property owners to several incentives to invest in historic buildings. Incentives include:

- **Fire Suppression Grant**, through the Permit Center, helps property owners meet fire suppression requirements.
- **International Existing Building Code** enables historic structures to meet certain code requirement more easily.
- **Tax Incentive Districts** are available in parts of the central business districts.
- **Grants** may be available through the National Trust for Historic Preservation, the Save America's Treasures program, and the National Park Service.
- **Who can apply?** Private or non-profit property owners
- **Learn more:** okhistory.org/about/grants

2.2 Financing Opportunities

a) Business Improvement Districts (BID)

are public-private partnerships in which property owners pay an assessment for the maintenance, development, and promotion of their commercial district. Supplemental services may include maintenance and sanitation; public safety; marketing; capital improvements; and landscaping and beautification. BIDs are regulated by the Oklahoma State Improvement District Act, and managed by a business association.

- **Who can apply?** Creating a new BID requires a community-driven approach by property owners, business owners, interested stakeholders, and support, and approval from the Tulsa City Council.

- **Learn more:** cityoftulsa.org/economic-development

b) Tax Increment Financing (TIF). The Oklahoma Local Development Act (1992) allows local governments to establish Tax Increment Financing (TIF) Districts, a development tool that allows cities to use a portion of property taxes and sales tax generated within the district to invest in the district's infrastructure, incentivizing private investment and encouraging economic growth.

- **Who can apply?** The Local Development Act authorizes cities in Oklahoma to use TIF. Tulsa's City Council approves TIF Districts by creating a new ordinance to define the district and the management of the funds.

- **Learn more:** cityoftulsa.org/economic-development

2.3 Tulsa Planning Office Resources

a) Sidewalk Café, Tables & Chairs, & Parklet Programs.

Special provisions were established to provide opportunities for business owners to provide outdoor spaces that will contribute to the business economically and invigorate the pedestrian realm. Programs (with the exclusion of the Tables & Chairs Program), have temporary elements, in which applicants may self-certify to use on a provisional basis of 120 days in order to help them determine whether or not they want to proceed with the more permanent structures.

- **Who can apply?** Eligible business owners

- **Learn more:** tulsaplanning.org/row

b) The Commercial Toolkit supports businesses and commercial districts who want to get organized and tackle projects together, but might not be organized enough to participate in the Destination Districts program. The Toolkit offers information on organizing a business association, beautification, addressing code issues, fundraising, resources, and more.

- **Who can apply?** The Commercial Toolkit is a free resource available to all.

- **Learn more:** tulsaplanning.org/dd/toolkit

c) The Neighborhood Toolkit supports proactive residents who want to work together to make their neighborhoods vibrant, connected, safer, and strong. The Toolkit offers information on how to organize the neighborhood, launch projects, celebrate with events, and access resources.

- **Who can apply?** The Neighborhood Toolkit is a free resource available to all.

- **Learn more:** tulsaplanning.org/neighborhoods/toolkit

d) Zoning Overlay Districts can be applied to a select geography of properties in order to modify underlying zoning requirements and establish unique regulations based on context and character. Overlays can remove and/or add regulations that are not otherwise covered by base zoning districts.

- **Who can apply?** Overlays can be applied for by private property owners or initiated by the City Council or Tulsa Metropolitan Area Planning Commission. Overlays require a minimum of 10 contiguous properties to be included to be considered for adoption.

- **Learn more:** tulsaplanning.org

e) Zoning Programs can be initiated by Tulsa City Council to incentivize private property owners to rezone their property zoning districts and accomplish plan goals. For example, for the Bus Rapid Transit corridor along Peoria, fees were waived for eligible property owners to rezone properties to mixed-use to encourage transit-oriented development.

- **Who can apply?** Eligible participants will be defined at the time the program is initiated.

- **Learn more:** tulsaplanning.org

3. Nonprofit and Foundation Funding

a) Local and Non-Local Resources. Various funding opportunities can be found through nonprofits organizations and businesses. Support may come in the shape of programming, urban interventions, promotion, and training, among others.

- **Who can apply?** Requirements vary from one organization to other. More information available at their websites.
- **Examples of local grants.** Tulsa's Young Professionals (TYPROS) Make Tulsa Awesome Grants, and Tulsa Health Department's Pathways to Health grants
- **Examples of non-local grants.** American Automobile Association (AAA), Main Street America Program, and national endowments and foundations that support economic development, the arts, and historic preservation.

DRAFT
November 12, 2020

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Prepared by Robi Jones, rjones@incog.org, 918.579.9472

Item

TCCP-4 consider adoption of an amendment to the Tulsa County Comprehensive Land Use Plan for unincorporated areas within the unincorporated areas of North Tulsa County, West Central Tulsa County and Turley.

Background

Comprehensive Land Use Maps of the unincorporated areas in North Tulsa County, West Central Tulsa County and Turley have been prepared for adoption. On November 18, 2020, TMAPC will be asked to adopt these maps into the Tulsa County Comprehensive Land Use Plan.

The Tulsa County Comprehensive Plan will serve as a guide to decision makers when determining Land Use decisions in these unincorporated areas of Tulsa County. The following unincorporated areas within the fenceline of these municipalities were adopted by Tulsa Metropolitan Area Planning Commission on June 19, 2019 and approved by Tulsa County Commission on August 15, 2019: Bixby, Glenpool, Jenks, Owasso, and Skiatook (TCCP-1). Additionally, the unincorporated areas within the fenceline of the following municipalities were adopted by Tulsa Metropolitan Area Planning Commission on August 21, 2019 and approved by Tulsa County Commission on September 9, 2019: Collinsville and Sperry (TCCP-2). On October 7, 2020, the unincorporated areas within the fencelines of Broken Arrow and Sand Springs along with the unincorporated areas in South Tulsa County and Keystone area (TCCP-3) were adopted by Tulsa Metropolitan Area Planning Commission and were approved by Tulsa County Commission on October 26, 2020.

The area we are calling **North Tulsa County** was previously a part of the North Tulsa County Comprehensive Plan 1980-2000. The plan has been revised to better reflect current growth trends and land uses.

The area we are calling **West Central Tulsa County** was previously included in several District Plans: District 8 (1976), District 9 (1976) and District 10 (1976). Other portions of the plan area were never included in the Tulsa County Metropolitan Area Comprehensive Plan.

The area we are calling **Turley** was previously part of the District 24 Plan (1976) and the North Tulsa County Comprehensive Plan 1980-2000. This area includes the community of Turley.

All areas have received public input into the desired Land Use Plan through community surveys, Community Advisory Team input, a public meeting was held in Turley, and a virtual public meeting was held in the West Central Tulsa area. **These final three plans will complete the Tulsa County Comprehensive Land Use Plan.**

Staff Recommendation

Staff recommends that TMAPC adopt an amendment to the Comprehensive Plan of the Tulsa Metropolitan Area for the unincorporated areas of Tulsa County referred to as North Tulsa County, West Central Tulsa County, and Turley.

Attachment(s)

- Exhibit 1: North Tulsa County Land Use Map
- Exhibit 2: West Central Tulsa County Land Use Map
- Exhibit 3: Turley Land Use Map



Exhibit 2

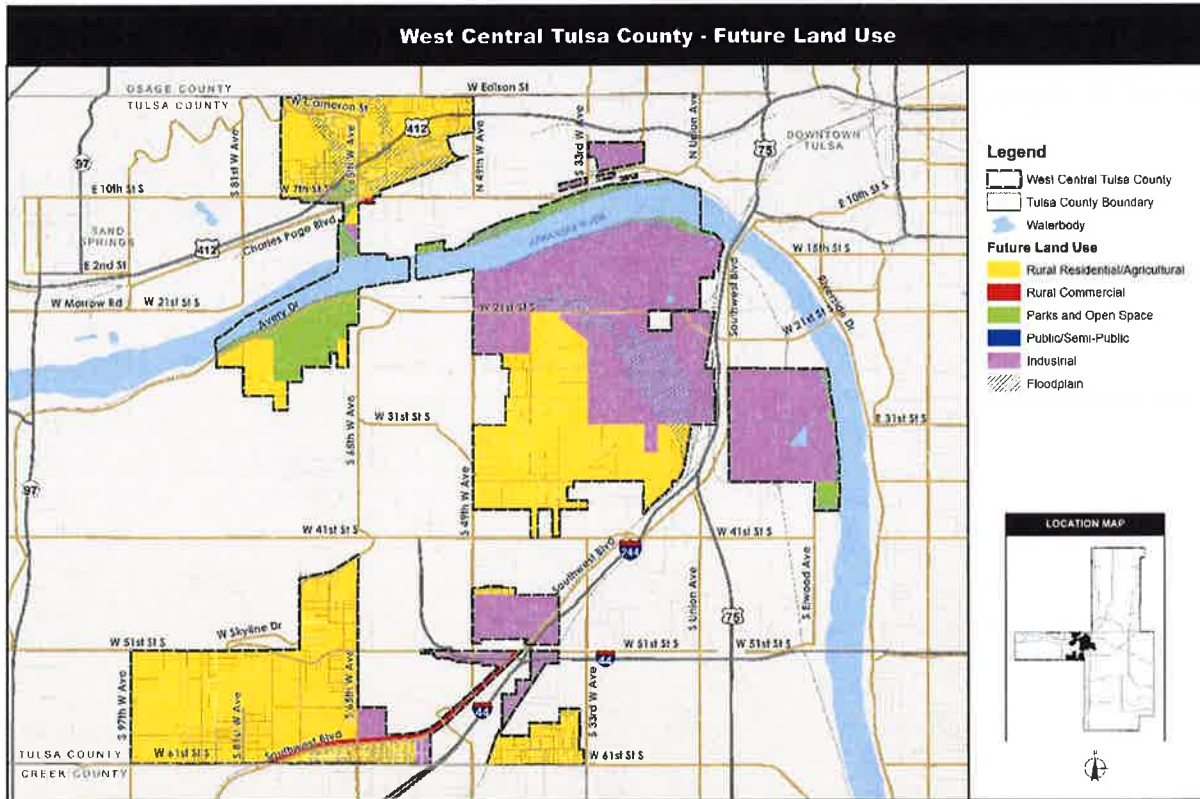


Exhibit 3

