

TULSA METROPOLITAN AREA PLANNING COMMISSION

Minutes of Meeting No. 2655

Wednesday, August 7, 2013, 1:30 p.m.

City Council Chamber

One Technology Center – 175 E. 2nd Street, 2nd Floor

Members Present	Members Absent	Staff Present	Others Present
Carnes	Covey	Fernandez	Duke, COT
Dix		Huntsinger	VanValkenburgh, Legal
Edwards		Miller	DeCort, COT
Leighty		White	Warrick, COT
Liotta		Wilkerson	
Midget			
Perkins			
Shivel			
Stirling			
Walker			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Thursday, August 1, 2013 at 4:30 p.m., posted in the Office of the City Clerk, as well as in the Office of the County Clerk.

After declaring a quorum present, Chair Walker called the meeting to order at 1:30 p.m.

REPORTS:

Director's Report:

Ms. Miller reported on the City Council agenda.

Ms. Miller reminded the Planning Commission that there will be a Training Session on the 10th Floor in the South Conference Room at 2:30 p.m. today. Ms. Miller stated that Elizabeth Plater-Zyberk is giving a presentation on New Urbanism concepts.

Ms. Miller informed the Planning Commission that they will have a work session on August 21 and suggested the various items that will need to be discussed.

- Building Demolition and Surface Parking within the IDL (Inner Dispersal Loop) – Draft ordinance/Dawn Warrick

Ms. Warrick reviewed and discussed the proposed draft ordinance. After opening the floor for questions and answers it was determined that there should be a work session to discuss this proposal and was set for August 21, 2013. Ms. Warrick agreed to submit a redline version of the proposed ordinance.

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1. **Minutes:**

Approval of the minutes of July 24, 2013 Meeting No. 2654

On **MOTION** of **LIOTTA**, the TMAPC voted 9-0-1 (Carnes, Dix, Edwards, Leighty, Liotta, Midget Perkins, Stirling, Walker “aye”; no “nays”; Shivel “abstain”; Covey “absent”) to **APPROVE** the minutes of the meeting of July 24, 2013, Meeting No. 2654.

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CONSENT AGENDA

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

2. **LS-20630** (Lot-Split) (CD-6) – Location: North and west of the northwest corner of East 31st Street South and South Garnett Road (Related to LC-510)
3. **LC-510** (Lot-Combination) (CD-6) – Location: Northwest corner of East 31st Street South and South Garnett Road (Related to LS-20630)
4. **LC-511** (Lot-Combination) (CD-4) – Location: South and west of the southwest corner of East 4th Street South and South Peoria Avenue
5. **LC-512** (Lot-Combination) (CD-1) – Location: West of the southwest corner of West Seminole Street and North Union Avenue
6. **LC-513** (Lot-Combination) (CD-3) – Location: Northeast corner of East Xyler Street and North Lewis Place
7. **LS-20632** (Lot-Split) (County) – Location: South of the southwest corner of West 51st Street South and South 225th West Avenue

8. **LS-20633** (Lot-Split) (CD-4) – Location: East of the northeast corner of East 6th Street South and South Birmingham Avenue
9. ***BancFirst 56th & Lewis Addition – Final Plat**, Location: North of northeast corner of East 61st Street South and South Lewis Avenue (9332) (CD-9)

STAFF RECOMMENDATION:

This plat consists of two lots, one block on 1.2 acres.

Staff has received release letters for this plat and can recommend **APPROVAL** of the final plat.

10. **AC-124 – AAB Engineering, LLC/Alan Betchan/QuikTrip**, Location: Southeast corner of South Mingo Road and East 91st Street South, Requesting a **Alternative Compliance for Landscaping** for a new convenience store, (CD-7)

STAFF RECOMMENDATION:

The applicant is requesting TMAPC approval of an Alternative Compliance Landscape Plan for a new convenience store at 9111 South Mingo Road.

An Alternative Compliance Plan request was approved at this site at the 6.05.2013 meeting however the applicant has removed one of the planting beds originally proposed on the site. Staff contends that the proposed new plan is an acceptable plan for the following reasons.

Staff Analysis:

The landscape plan submitted does not meet the technical requirements of Chapter 10 of the Tulsa Zoning Code as noted below:

- 1) Several parking spaces near the front entrance of the proposed convenience store do not meet the requirement that all parking spaces must be within 50' of a green space with a tree.

Staff Recommendation:

The overall landscape concept includes significant additional green space with shrub planting between the property line and the back of the parking curb. The typical corporate image provided with this plan provides 264+ shrubs and large irrigated lawn areas as part of the alternative compliance landscape plan.

The applicant has provided a landscape plan that exceeds the minimum number of trees required plus they are providing a streetscape environment that provides a recognizable corporate image for this site.

All landscape areas will be irrigated with an automatic irrigation system.

Staff contends the applicant has met the requirement that the submitted Alternative Compliance Landscape Plan "be equivalent or better than" the technical requirements of Chapter 10 of the code and recommends **APPROVAL** of Alternative Compliance Landscape Plan AC-124.

The Planning Commission considered the consent agenda.

There were no interested parties wishing to speak.

TMAPC Action; 10 members present:

On **MOTION** of **CARNES**, TMAPC voted **10-0-0** (Carnes, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Covey "absent") to **APPROVE** the consent agenda Items 2 through 10 per staff recommendation.

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Mr. Dix read the opening statement and rules of conduct for the TMAPC meeting.

PUBLIC HEARINGS:

11. **PUD-799 – Roy D. Johnsen/A Gathering Place for Tulsa**, Location: Property along Riverside Drive between East 26th Place and East 34th Street, Requesting a **PUD** to establish a conceptual site plan with allocation of uses and intensity of uses and development standards for a park with mixed uses, **AG/RS-3/RM-1/RM-2/RM-3 to AG/RS-3/RM-1/RM-2/RM-3/PUD-799**, (CD-4)

STAFF RECOMMENDATION:

ZONING ORDINANCE: Ordinance number 11814 and 11822 dated June 26, 1970, established zoning for the subject property.

RELEVANT ZONING HISTORY:

There is no relevant history.

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 66.5± acres in size and is located on property along Riverside Drive between East 26th Place and East 34th Street. The property appears to be used as a park and residentially, and is zoned AG/ RS-3/ RM-1/ RM-2/ RM-3.

SURROUNDING AREA: The subject tract is abutted on the east, south and north by single family residential property, zoned RS-3; on the west by the Arkansas River, zoned AG.

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

TRANSPORTATION VISION:

The Comprehensive Plan designates Riverside Drive as a special traffic way. There are no special overlay considerations for multi modal use, freight corridors, commuter corridors that may affect the development of the park use for this site.

STREETS:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
Riverside Parkway	Special Traffic way	NA*	4
East 31 st Street South	Urban Arterial	70 feet	4

*The Master Street and Highway Plan (MSHP) does not define a right of way width at this location. The special traffic way was based on a 1993 conceptual plan for Riverside Parkway which does not specifically define a minimum right-of-way requirement. The anticipated street improvements associated with this project include a significant median separating the north and southbound lanes and may include some off street parking parallel to the driving lane. The right of way width may vary significantly depending on the final configuration of the parking and final agreements on parking maintenance.

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

An entire section of The Comprehensive Plan is dedicated to the value of Parks and Open Space. All sections of the Parks, Trails and Open Space Chapter; Economic Value, Health and Community Value, Environmental Value Transportation Value and Tourism Value justify the importance of Parks and Open Space as an important part of the fabric of the entire City.

As an example, the following quote is found inside the Economic Value Section of the Park Chapter of the Comprehensive Plan:

“The park system provides important benefits in ways that reduce local infrastructure cost and actually improve environmental health, including stormwater management, air pollution mitigation, and urban cooling. Recent studies concur that parks have a positive impact on nearby residential property values. The Trust for Public Land calculates that all dwellings within 500 feet of parks enjoy at least a 5% increase in assessed property value. Superior parks

and open space also draw employers who are in turn able to attract high caliber workers interested in quality of life amenities Tulsa can offer.”

Also, in the Tourism Value Section:

“Parks attract visitors and contribute to the character and personality of a place. Mohawk Park, Turkey Mountain and River Parks are popular destinations in Tulsa the help define the city and invite others to come experience what is special here. Through destination parks and open spaces that attract non-locals to plan holidays, and overnight stays in Tulsa, and to patronize the city’s restaurants, shops, and accommodations, parks and open space can play an important role in Tulsa’s tourism economy.” “the city has an opportunity to leverage the potential of nature tourism and become another great city built upon a foundation of world class parks and open space”.

Staff Comment: This opportunity provided by the Kaiser Foundation for “A Gathering Place” is as important to Tulsa as any central park in any major city. As Tulsa continues to grow and evolve toward a more dense and diverse population, meaningful parks and open space will become more of an asset attracting residences, visitors and employers to our City. The Planned Unit Development for this site is one way to ensure that “A Gathering Place For Tulsa” will encourage public participation. Every significant site plan will be presented providing detail for the purpose of the park and details that may have an effect on the immediate neighborhood.

The Comprehensive Plan does not specifically define locations for future parks, including this request. There is no definition for the Park land use designation in the Comprehensive Plan; however that has little bearing on the importance of parks and their placement throughout the City.

STAFF SUMMARY:

I. DEVELOPMENT CONCEPT

Planned Unit Development No.799 (hereinafter “PUD 799”) comprises 66.5 acres (hereinafter the “Property” or “Site”) commencing at the Northwest corner of the Blair Property and extending South along the East boundary of Riverside Drive approximately 2700 feet to 31st Street and extending South along

the West boundary of Riverside Drive approximately 4375 feet to 31st Place.

Through a generous gift from the George Kaiser Family Foundation, Tulsa's underutilized Arkansas riverfront will be transformed into "A Gathering Place For Tulsa".

Developed in consultation with the community over the course of extensive meetings, the park will create strong connections to the riverfront through the construction of two 300' land bridges over Riverside Drive, new at-grade crossings and a realigned trail network to promote pedestrian safety. The park will offer a broad range of activities including but not limited to playgrounds, open lawn area, gardens, a lake, and sport courts. Opportunities for creating outdoor educational programs will also be provided, including those that support the educational and anti-poverty initiatives of the George Kaiser Family Foundation.

Transformations with respect to hydrology, ecology, landform and urban programs will facilitate numerous experiential and physical connections within the park, between the park and the City and between the City and the riverfront.

When complete, multifunctional spaces and flexible programming will allow the park to play a vital role in the public life of Tulsa, creating diverse opportunities to gather and inspiring the exploration of new environments.

The planned unit development is intended to establish a conceptual site plan with allocation of uses and intensity of uses and development standards and conditions to be followed by detailed site plans of each phase of development submitted to and approved by the Tulsa Metropolitan Area Planning Commission.

The Property is presently zoned AG Agriculture District, RS-3 Residential Single Family District, RM-1, RM-2 and RM-3, Residential Multifamily Districts and within a planned unit development, park use within each of those underlying general zoning districts may be permitted and no change in the existing general zoning districts is proposed.

II. DEVELOPMENT STANDARDS

NET LAND AREA

66.5 acres

PERMITTED USES:

Park use as permitted within Use Unit 5. Community Services & Similar Uses and customary accessory uses including but not limited to museums, restaurants, maintenance buildings and educational facilities.

MAXIMUM BUILDING FLOOR AREA: 75,000 ft.

MAXIMUM BUILDING HEIGHT: 45 ft.

MAXIMUM STORIES: 3

MINIMUM BUILDING SETBACKS:

FROM PUBLIC STREET RIGHT-OF-WAY: 20 ft.
FROM RESIDENTIAL DEVELOPMENT AREAS: 20 ft.
FROM OTHER BOUNDARIES: 17.5 ft.

MINIMUM LANDSCAPING: 70 % of net lot area

MINIMUM OFF-STREET PARKING: 350 spaces

BUILDING DESIGN REQUIREMENTS:

Exterior building walls shall have a minimum masonry finish of not less than 25%, excluding windows and doors.

III. GENERAL PROVISIONS AND DEVELOPMENT STANDARDS

- A. *Landscaping*
Definitive landscaping will be submitted as a part of Detailed Site Plan review and may depart from customary practice.
- B. *Screening*
Along the northerly boundary of the Site, landscaping, not less than 10 feet in width and designed to provide effective screening, shall be constructed and maintained.
- C. *Lighting*
General purpose pole-mounted exterior lighting shall be limited to shielded fixtures designed to direct light downward and away from residential properties.
- D. *Off Street Parking*
Parking spaces within 60 feet of the northerly boundary of the Site shall be constructed to minimize the visual impact from the adjacent residential development through site grading and planting.

- E. *Access and Circulation*
Vehicular and pedestrian access to and from the Site is to be derived from adjoining Riverside Drive and East 31st Street South, provided however pedestrian access is permitted on and across the planned land bridges and to and from East 30th Street. Public vehicular and pedestrian access to and from South Boston Avenue shall be prohibited, except for emergency vehicles.
- F. *Signs*
Signs shall be limited to park identification and signs identifying destinations within the Site. Only small tasteful signs that are consistent with the neighborhood and provide park identification and direction will be proposed.
- G. *Utilities and Drainage*
Utilities are at the site or accessible by customary extension.
- H. *Detailed Site Plan Review*
The Site may be developed in phases. No building permit shall be issued until a detailed site plan (including landscaping) of the proposed improvements has been submitted to and approved by the Tulsa Metropolitan Area Planning Commission as being in substantial compliance with the development concept and the development standards. No certificate of occupancy shall be issued for a building until the landscaping of the applicable phase of development has been installed in accordance with a landscaping plan and phasing schedule submitted to and approved by the Tulsa Metropolitan Area Planning Commission. The Site Plan shall be heard at a Public Hearing at the Planning commission. The landscape plan may be approved administratively through the normal PUD landscape plan approval process.
- I. *Platting Requirement*
Development may be in phases and may cover areas in the Riverside Drive Street Right-of-Way and will include land bridges and a pedestrian/bicycle bridge anticipated over Riverside Drive right of way. Construction is also anticipated inside the Midland Valley Trail system right of way. Many public entities are included in this project and are working together to insure appropriate right-of-way agreements and easements. Normal PUD standards include completion of a subdivision plat prior to issuance of a building permit however in this instance the subdivision plat or plat waiver

will be part of the process but it is not the intention of the development team to require a plat prior to issuing a building permit.

The Subdivision Plat will be filed to cover the entire project boundary inside the current Planned Unit Development. The required subdivision plat shall include covenants of record implementing the development standards of the approved planned unit development and the City of Tulsa shall be a beneficiary thereof.

The plat shall meet all the normal requirements of a subdivision plat as required the Subdivision Regulations of the City of Tulsa.

IV. EXPECTED SCHEDULE OF DEVELOPMENT

Development of the project is expected to commence in 2013 and to be completed in 2016.

STAFF RECOMMENDATION:

1. "A Gathering Place for Tulsa" PUD-799 is consistent with the entire parks, trails and open space component of The Comprehensive Plan.
2. The site is included in a Planned Unit Development (PUD-799) primarily to ensure that the public will be informed when the major components are developed through the required Site Plan review.
3. The PUD is consistent with the existing and anticipated development pattern surrounding the property.
4. The PUD has been prepared in conjunction with representatives of the City of Tulsa, Tulsa County and the Riverparks Authority who are all part of the ownership of "A Gathering Place for Tulsa".
5. The PUD is in harmony with the spirit and intent of the Planned Unit Development Chapter of the Zoning Code.
6. Therefore Staff recommends **APPROVAL** of PUD-799-A as outlined in the staff summary above.

TMAPC COMMENTS:

Mr. Leighty asked where the park zoning would be within the PUD. Mr. Wilkerson stated that zoning doesn't need to be changed because parks are allowed within any use inside the City of Tulsa. The existing zoning on the subject site is AG and there is a little bit of multifamily north of 31st

Street and parks are allowed in either one of these uses. Mr. Leighty stated that in order to develop the commercial uses that have been proposed one would have to impose the park overlay over the entire property at that point, for example restaurants. Mr. Wilkerson stated that the proposed uses are all accessory uses for a park system. Mr. Wilkerson compared this proposal to LaFortune Park with many uses that area accessories to a park use and it is currently zoned AG and no PUD overlay. Mr. Leighty questioned that there wouldn't be any requirements for restaurants or any kind of commercial activity that isn't already provided for in the residential and agricultural underlying zoning. Mr. Wilkerson agreed that no requirements would be necessary.

INTERESTED PARTIES COMMENTS:

Matt Meyer, Director of the River Parks Authority stated that he is in support of this proposal and he looks forward to working as a partner.

In response to Mr. Carnes, Mr. Meyer stated that from the River Park's perspective the proposal has the flexibility necessary to be successful.

Applicant's Comments:

Roy Johnsen, Williams Center Tower One, One West 3rd Street, Suite 1010, 74103, representing the George Kaiser Family Foundation, stated that he wanted to clarify this filing. In an AG district the park is permitted by right and in the residential district one can go to the Board of Adjustment for a special exception or do a PUD. When the park is the principal use it carries customary accessory uses with it. For the most part customary accessory uses would be food, playgrounds, etc. Park is not defined in the Zoning Code, but known by everyone what a park is.

Mr. Johnsen stated this proposal and vision is that the river parks west of Riverside Drive is underutilized and could be connected to the development that is going to occur on the east side of Riverside Drive. Mr. Johnsen stated that the staff from Kaiser Family Foundation is wonderful to work with and they have really worked on hard on this project. Mr. Johnsen further stated that they met with the neighborhoods to explain the proposal. There were four different meetings and they lasted for hours. Mr. Johnsen stated that subsequent to the four meetings there were two more meetings and one was opened to all of the public. Mr. Johnsen commented that there are only two people present who signed up to speak on this proposal and that speaks volumes for how well this proposal has been presented to the public.

Mr. Johnsen stated that the Kaiser Family Foundation hired the top people for park planning, Michael VanValkenburgh Association. Mr. Gates is present today to give a presentation.

Chris Gates, Michael VanValkenburgh Associates, presented a PowerPoint Presentation for the park proposal. Mr. Gates explained that the proposal has been put together with many public views and agencies that have been involved to date. Mr. Gates explained the boundaries of the park and connectivity with the east side of Riverside Drive to the west side of Riverside Drive. Northern edge of the park has two buildings on the property, the lodge and a boathouse building and all of this focus on the Blair Pond, which is a newly constructed pond. Mr. Gates described the connectivity within the park and the various amenities.

TMAPC COMMENTS:

Mr. Walker asked if the Blair Pond would serve as retention for the entire site. Mr. Gates stated that during a 100-year storm event the pond will raise in elevation of about four feet.

Mr. Walker asked Mr. Gates to describe the pedestrian egress/ingress to the site. Mr. Gates stated that there is no pedestrian access provided along South Boston. The pedestrian access coming from the neighborhoods up north will either be along the Midland Valley Trail. The intent is to keep the interior of the park free of bicycles.

Mr. Leighty asked if the hours of operation have been established. Mr. Gates stated that currently they are contemplating the same hours as the other City parks, which is 5:00 a.m. to 11:00 p.m. Mr. Leighty asked if the Foundation would be responsible for the ongoing maintenance of the park. Mr. Gates answered that the Foundation would be responsible for the ongoing maintenance.

Mr. Walker asked Mr. Johnsen when he anticipated the detail site plan being submitted and would they be all at once or in phases. Mr. Johnsen stated that he is not sure the decision has been made, but it has been provided in the PUD that it could be done in phases. Mr. Johnsen stated that the construction should start in 2014 and be completed by 2017. Mr. Johnsen stated that this is a park that will be public, but the maintenance and operation of it will be a non-profit entity affiliated with the Kaiser Foundation in some fashion.

Mr. Walker asked if it is anticipated that Riverside Drive will be closed during construction for any amount of time. Mr. Johnsen stated that it will have to be closed or reduce the lanes during construction.

Mr. Johnsen stated that there are other owners, the City owns part of the subject property, the County has a small ownership, River Parks has a lease and these entities have authorized to proceed with these properties in the PUD.

Mr. Leighty stated his support of the subject proposal and explained what a gift this is to Tulsa.

TMAPC Action; 10 members present:

On **MOTION** of **CARNES**, TMAPC voted **10-0-0** (Carnes, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Covey "absent") to recommend **APPROVAL** of PUD-799 as submitted per staff recommendation.

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Mr. Walker out at 2:15 p.m.

12. **Z-7239 – AAB Engineering, LLC/Alan Betchan/East 21st Street Dollar General**, Location: West of southwest corner of East 21st Street and South 120th East Avenue, Requesting rezoning from **OL to CS**, (CD-6) (Related to PUD-800)

STAFF RECOMMENDATION:

ZONING ORDINANCE: Ordinance number 12618 dated October 19, 1972, established zoning for the subject property.

RELEVANT ZONING HISTORY:

Subject property:

Z-4251 October 1972: All concurred in approval of a request for rezoning a tract of land from RS-3/ RM-1 to OL/ RD on property located on the southeast corner of East 21st Street and South 177th East Avenue and is also a part of the subject property.

Z-4029 January 1972: All concurred in denial of a request for rezoning a tract of land from RS-3/ RM-1 to CS on property located on the southeast corner of East 21st Street and South 177th East Avenue and is also a part of the subject property

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately .5± acres in size and is located west of southwest corner East 21st Street and South 120th East Avenue. The property appears to be vacant and is zoned OL.

SURROUNDING AREA: The subject tract is abutted on the east by vacant land, zoned OL; on the north by vacant land, zoned RM-1; on the south by an apartment project, zoned RM-1; and on the west by a day care, zoned OL

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

TRANSPORTATION VISION:

The Comprehensive Plan designates East 21st Street South as a Multi Modal Primary Arterial.

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

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

Staff Comment: The multimodal concept is years away from full implementation. This site does not add restrictions to that concept. The design details regarding brick building construction and landscaping in this Planned Unit Development will begin to enhance the street character parallel to the street right of way.

STREETS:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
Riverside Parkway	Primary Arterial	120	4+

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

The site is located in an Area of Growth:

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

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

The site is located in a Mixed Use Corridor:

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

STAFF RECOMMENDATION:

Staff finds that:

- 1) In conjunction with PUD-800 the requested CS zoning request is consistent with the Mixed Use Corridor designation and the Area of Growth designation defined by The Comprehensive Plan.

- 2) The CS zoning is requested to meet the minimum underlying zoning requirement for commercial use proposed for property contained in PUD- 800. The development standards defined in PUD-800 including landscaping, signage, bulk and area requirements, building façade and other requirements defined by the Planned Unit Development will be in harmony with the existing and anticipated development pattern of the area. In the event that the PUD ever be abandoned or significantly modified the CS zoning may not be appropriate for this area and staff recommends that the CS zoning be amended to meet the development patterns at that time.

- 3) In conjunction with PUD-800 the requested CS zoning is consistent with the purpose and intent of the PUD chapter of the Tulsa Zoning Code.

Therefore, staff recommends **APPROVAL** of their rezoning request from OL to CS as noted above.

Item 12 and 13 are related:

13. **PUD-800 – AAB Engineering, LLC/Alan Betchan/East 21st Street Dollar General**, Location: West of southwest corner of East 21st Street and South 120th East Avenue, Requesting a **PUD** to allow Use Unit 13 (Convenience Goods and Services) and Use Unit 14 (Shopping Goods and Services), **OL to OL/CS/PUD** (CD-6) (Related to Z-7239)

STAFF RECOMMENDATION:

ZONING ORDINANCE: Ordinance number 12618 dated October 19, 1972, established zoning for the subject property.

RELEVANT ZONING HISTORY:

Subject property:

Z-4251 October 1972: All concurred in approval of a request for rezoning a tract of land from RS-3/ RM-1 to OL/ RD on property located on the southeast corner of East 21st Street and South 177th East Avenue and is also a part of the subject property.

Z-4029 January 1972: All concurred in denial of a request for rezoning a tract of land from RS-3/ RM-1 to CS on property located on the southeast corner of East 21st Street and South 177th East Avenue and is also a part of the subject property

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 2+ acres in size and is located west of southwest corner East 21st Street and South 120th East Avenue. The property appears to be vacant and is zoned OL.

SURROUNDING AREA: The subject tract is abutted on the east by vacant land, zoned OL; on the north by vacant land, zoned RM-1; on the south by an apartment project, zoned RM-1; and on the west by a day care, zoned OL

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

TRANSPORTATION VISION:

The Comprehensive Plan designates East 21st Street South as a Multi Modal Primary Arterial.

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

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

Staff Comment: The multimodal concept is years away from full implementation. This site does not add restrictions to that concept. The design details regarding brick building construction and landscaping in this Planned Unit Development will begin to enhance the street character parallel to the street right of way.

STREETS:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
Riverside Parkway	Primary Arterial	120	4+

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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.

The site is located in a Mixed Use Corridor:

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

STAFF SUMMARY:

PUD-800

Applicant Concept Statement:

This Planned Unit Development is an overlay of an existing OL zoned parcel (see Exhibit A for existing zoning map) along the south side of East 21st Street South approximately 2000' east of Garnett Avenue (reference the PUD Legal Description below). The tract is currently vacant. A daycare facility is adjacent to the site on the west and an apartment complex to the south. Vacant land, mostly within the floodplain, abuts the property to the east and on the north side of East 21st Street. Tupelo Creek enters the PUD at its southeast corner and flows north across the tract before crossing 21st Street via a large concrete box culvert.

The Tulsa Comprehensive Plan designates this tract as a Mixed Use Corridor.

The PUD contemplates a Dollar General being placed on the western portion of the tract south of the existing floodplain. Vehicular access to the tract will be provided via an existing median cut on 21st Street near the northwest corner of the site. The mixed

use corridor contemplates developments with buildings situated along the street with parking provided on the side or rear of the property. The building setback proposed corresponds to the existing developments that extend west of the PUD. This PUD is accompanied by a rezoning request for 20,000 square feet of CS zoning which would allow use permitted under use unit 14: Shopping Goods and Services. Dollar General and other general merchandise stores have historically been classified under this unit though their use is very similar to (and often times less intense than) Use Unit 13: Convenience Goods and Services, which is a use by right within an OL district.

Other uses within not associated with retail trade but allowed in Use Unit 14 will not be allowed within the PUD. The conceptual site plan for the PUD can be seen in the attached Exhibit B.

PUD Legal Description

The East 398.37 feet of the North Half (N/2) of Lot One (1), Less the North 10 feet of Block Two (2), BRIANA ANN ADDITION, a Subdivision in Tulsa County , State of Oklahoma, according to the recorded Plat thereof.

Development Standards:

This PUD will consist of one development area subject to the following development standards:

Land Area

Net Lot Area	85,649 SF
Gross Lot Area	109,552 SF

Permitted Uses

Uses permitted by right (including all uses customarily accessory thereto) within the OL district; uses within Use Unit 13, limited to “Retail Trade Establishments” defined in Section 1213.B.1; and uses within Use Unit 14, limited to “Retail Trade Establishments” defined in Section 1214 B.1.

Maximum Building Area

Uses Contained within Use Unit 14	10,000 SF
All Other Permitted Uses	32,800 (FAR 0.3)

Minimum Building Setbacks (as measured from the platted lot lines)

North Lot Line	50’
South Lot Line	40’

Maximum Building Height

20'

Parking

Parking for uses contained within Use Unit 14: Shopping Goods and Services shall be provided at a ratio of 1:275. All other uses shall provide parking as required by the City of Tulsa Zoning Code.

Lighting

All lighting standards shall be constructed in a manner that prevents visibility of the light emitting element from adjacent residentially zoned properties. No lighting standard shall exceed 25'. No building mounted lighting will be allowed higher than 16'-6" above the finished floor. A photometric plan shall be provided with the site plan illustrating not light trespass at any property line.

Signage

Signs shall be limited to the following:

- One double-sided project identification ground sign not exceeding 20' in height shall be permitted along 21st Street provided it does not exceed 100 square feet of display surface area per side.
- Wall signs shall be limited to 1.5 square feet per linear foot of building wall to which the signs are affixed.
- No roof or projecting signs shall be permitted.

Screening and Building Façade

Any northern or eastern facing building façade including all glass and metal parapet shall be a minimum of 50% and 65% masonry, respectively. The concept can be further defined as:

- 1) All north and east walls shall be full masonry except the glass store front and metal parapet that may be part of the building design.
- 2) The metal parapet is an additional structure added to the wall. If the metal parapet on the north and east side is ever removed the entire remaining wall face shall be masonry.
- 3) The east and north faces of the wall are generally facing single family residential development, the masonry construction is required as part of the effort to provide a structure that blends into the neighborhood building style.

An existing wrought iron fence with masonry columns exists on the apartment property along the southern boundary of the PUD. Given the substantial existing landscaping and in an effort to prevent a maintenance nuisance no additional screening fence will be required.

All trash and mechanical areas shall be screened from public view of person standing at ground level. Trash enclosure screening shall be constructed of masonry on minimum of three sides. A fabric mesh with a minimum opacity of 95% shall be allowed on enclosure doors.

Landscaping

All landscaping shall conform to the existing Landscape Chapter of the Tulsa Zoning Code however the following additional standards are required.

Minimum internal landscaped space	20%
Minimum landscape width abutting streets (Except at points of access)	10'

Shrubs will be placed within the street yard at a ratio of not less than 1 shrub per 10 foot of the entire street frontage. The shrubs shall be arranged to provide the maximum visual separation between the parking area and the street right of way. Shrubs will be evergreen and no less than a 5 gallon size at the time of planting. The minimum height at installation or at mature growth will not be less than 36" from the ground surface.

A 20' area of non-disturbance will be provided along the southern line and around the existing creek channel. This buffer will allow the preservation of many of the mature trees on the site. The PUD shall meet the requirements of the Landscape Chapter of the City of Tulsa Zoning code in all other manors.

Topography

The elevation of the existing site varies from approximately 681' at the southwest corner of the site to 665' at the culvert crossing (all elevations referenced to the North American Vertical Datum). The sight slopes generally to the northeast towards Tupelo Creek.

The attached Exhibit C depicts an aerial of the existing site as well as topography.

Drainage

The site drains generally to the northeast and the culvert crossing of Tupelo Creek. Though the creek crossing is sized to convey the 1% annual storm it does cause a significant backwater effect which causes a large amount of the northern portion of the site to be contained within the floodplain. The extent of runoff increase and the amount of floodplain storage added as part of the development will be analyzed to determine if detention will be required. If

detention is necessary to prevent downstream impacts it will be included within the PUD.

Vehicular and Pedestrian Access and Circulation

The attached Exhibit D depicts the vehicular and pedestrian access points and circulation anticipated to accommodate the conceptual site plan. Access to the site will be provided via an existing median cut on 21st Street. Sidewalks exist along 21st Street and will be maintained as part of the PUD. A direct sidewalk connection to the 21st Street sidewalk along with a bicycle rack near the building will be provided to create additional pedestrian connectivity.

Utilities

Water service is provided to the site by an existing 12" waterline along the south side of 21st Street. This line will provide domestic service and fire protection to the site. A 12" sanitary sewer line extends along the northern property line of the PUD. This line will provide sewer service to the PUD. Other utility services are currently provided to the site and will continue to be provided via underground services. See attached Exhibit E for the conceptual improvements plan.

Detailed Plan Review

No building permit shall be issued until a detailed site plan and a detailed landscape plan is submitted to and approved by the Tulsa Metropolitan Area Planning Commission.

No sign permit shall be issued until a detailed sign plan is submitted and approved by the Tulsa Metropolitan Area Planning Commission.

Schedule of Development

Construction of the PUD is expected to begin in spring of 2014.

STAFF RECOMMENDATION:

Staff finds that:

- 4) PUD 800 as defined in the staff summary above is consistent with the Mixed Use Corridor designation and the Area of Growth designation defined by The Comprehensive Plan.

- 5) The Development Standards including landscaping, signage, bulk and area requirements, building façade and other requirements defined by the Planned Unit Development will be in harmony with the existing and anticipated development pattern of the area.

- 6) CS zoning has been requested concurrently with the PUD to meet the minimum underlying zoning requirement for commercial use proposed for this property. In the event that the PUD ever is abandoned or significantly modified the underlying CS zoning may not be appropriate and staff recommends that the CS zoning area be amended to meet the development patterns at that time.
- 7) PUD 800 as defined in the staff summary above is consistent with the purpose and intent of the PUD chapter of the Tulsa Zoning Code.

Therefore, staff recommends **APPROVAL** of PUD-800 as noted above.

TMAPC COMMENTS:

Mr. Dix asked if staff was concerned about flooding. Mr. Wilkerson stated that in this particular instance the front 1/3rd of the site is covered in the floodplain and there is an engineering reason for not having the parking in the back side and the building is back further away than what the Comprehensive Plan would look for. Staff has no concerns with the proposed configuration.

Applicant's Comments:

Alan Betchan, 17 East 2nd Street, Sand Springs, 74063, stated that the fee-in-lieu or detention being provided is still being considered. Once the zoning is in place then the engineering will start and determine the drainage issues.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 9 members present:

On **MOTION** of **CARNES**, TMAPC voted **9-0-0** (Carnes, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Covey, Walker "absent") to recommend **APPROVAL** of the CS zoning for Z-7239 per staff recommendation.

Legal Description for Z-7239:

A TRACT OF LAND BEING PART OF LOT 1 BLOCK 2, BRIANNA ANN ADDITION, A SUBDIVISION IN TULSA COUNTY, STATE OF OKLAHOMA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE E/2 OF THE NW/4, SECTION 17, T-19-N, R-14-E; THENCE NORTH 88°51'47" EAST ALONG THE NORTHERLY LINE OF THE E/2 OF THE NW/4 FOR A DISTANCE OF 590.02 FEET; THENCE SOUTH 01°08'13" EAST FOR A DISTANCE OF 60.00 FEET TO THE POINT OF

BEGINNING; THENCE NORTH 88°51'47" EAST AND PARALLEL TO THE NORTHERLY LINE OF THE E/2 OF THE NW/4 FOR A DISTANCE OF 141.42 FEET; THENCE SOUTH 01°13'54" EAST FOR A DISTANCE OF 141.42 FEET; THENCE SOUTH 88°51'47" WEST AND PARALLEL TO THE NORTHERLY LINE OF THE E/2 OF THE NW/4 FOR A DISTANCE OF 141.42 FEET; THENCE NORTH 01°13'54" WEST FOR A DISTANCE OF 141.42 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS 20,000 SQUARE FEET OR 0.459 ACRES.

TMAPC Action; 9 members present:

On **MOTION** of **CARNES**, TMAPC voted **9-0-0** (Carnes, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Covey, Walker "absent") to recommend **APPROVAL** of PUD-800 per staff recommendation.

Legal Description for PUD-800:

The East 398.37 feet of the North Half (N/2) of Lot One (1), Less the North 10 feet of Block Two (2), BRIANA ANN ADDITION, a Subdivision in Tulsa County , State of Oklahoma, according to the recorded Plat thereof.

* * * * *

14. **PUD-196-A – Discount Tire Company/Mark Capron**, Location: South of southwest corner of South Memorial Drive and East 71st Street, Requesting a **Major Amendment** to allow Use Unit 17 (Automotive and Allied Activities), **CS/PUD-196 to CS/PUD-196-A**, (CD-8)

STAFF RECOMMENDATION:

ZONING ORDINANCE: Ordinance number 13888 dated June 22, 1977, and 12637 dated November 9, 1972, established zoning for the subject property.

RELEVANT ZONING HISTORY:

PUD-196 June 1977: All concurred in approval of a proposed Planned Unit Development on a 34± acre tract of land for commercial development on property located on the southwest corner of East 71st Street and South Memorial Drive and is a part of the subject property.

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 1± acre in size and is located south of southwest corner South Memorial Drive and East 71st Street. The property appears to be vacant and is zoned CS/ PUD-196.

SURROUNDING AREA: The subject tract is surrounded by CS zoning except that there is a small OL strip south of the site that was part of the underlying zoning request for PUD 196. The OL zoning was never used as an effective buffer and primarily covers the East 73rd Street South right of way. Further south across East 73rd a tract is zoned RM-1.

Staff Comment: The building orientation in this amendment is an important consideration because of the potential negative impact of an objectionable use being across the street from an existing multifamily development.

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

TRANSPORTATION VISION:

The Comprehensive Plan designates South Memorial Drive as a Primary Arterial Commuter Street.

The most widespread commercial street type is the strip commercial arterial, these arterials typically serve commercial areas that contain many small retail strip centers with buildings set back from front parking lots. Because of this, strip commercial arterials have many intersections and driveways that provide access to adjacent businesses. Historically, this type of street is highly auto-oriented and tends to discourage walking and bicycling. On-street parking is infrequent.

Commuter streets are designed with multiple lanes divided by a landscaped median or a continuous two way left turn lane in the center. Commuter streets are designed to balance traffic mobility with access to nearby businesses. However, because there are so many intersections and access points on commuter streets, they often become congested. Improvements to these streets should come in the form of access management, traffic signal timing and creative intersection lane capacity improvements.

Staff Comment: The site has no direct access to South Memorial Drive or to East 73rd Street South because of the original configuration of the shopping center and access limitations shown on the subdivision plat. The commuter street concept suggesting access management to this site has already been addressed.

STREETS:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Memorial Drive	Primary Arterial Commuter	120 feet	4+

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

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

Staff Comment: South Memorial Drive is a Commuter Street however the full vision of the street system is years away from implementation. At this time there is not plan for on- street parking on Memorial Drive or on East 73rd Street South. Shared parking and internal access to the entire center is already in place.

The site is mapped as an Area of Growth which is “areas of Tulsa where allocation of resources can 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 exist 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.

STAFF SUMMARY:

PUD-196-A

Development Area C-3 Revised Development Standards:

Permitted Uses:

Those uses permitted by right within a CS District and Use Unit 17:
In Use Unit 17 the only use allowed will be a Tire Store providing sales, service of automobile tires. Minor vehicular repair such as oil changes, brakes, batteries replacement is not allowed in this request. All work performed on vehicles will be conducted inside the building.

Landscaping:

Minimum landscaped area shall not be less than 25%.

All other landscaping shall meet or exceed the minimum standards defined in the Landscape Chapter of the Zoning Code.

In addition to all other landscape requirements in the zoning code trees shall be planted along the south wall of the building. A minimum of 6 trees that can be evergreen or deciduous shall be installed and maintained in a healthy condition. The minimum size at planting shall be 2 1/2" caliper and 12' tall.

Lighting:

All lighting shall be wall mounted. Wall mounted lighting on the south and east side of the building shall be directed down and the light element shall be shielded so that it cannot be seen from the adjacent residential properties south of this site. Parking lot pole lighting is not allowed.

Development Standards:

The site and building standards shall conform to all bulk and area requirements in the CS and PUD chapter of the zoning code except as noted below:

The front of the building shall be facing north or east with all access drives located on the north side of the building.

All service doors will be limited to the north side of the building. Pedestrian access doors are the only doors allowed on the South, West or East side of the building.

All mechanical equipment will either be roof mounted or ground mounted on the north, west or east side of the building.

Trash enclosures shall be a minimum 6' tall masonry enclosure.

All building walls shall be masonry construction except at door openings and glass store front.

Wall Signage:

Display surface area of wall signage shall not exceed 1.5 square feet per each lineal foot of the building wall to which the sign is affixed.

No wall signage is allowed on the south or west side of the building.

Ground Signage:

Shall be limited to one 20-foot tall sign meeting the standards outlined in Section 1221.

STAFF RECOMMENDATION:

1. This major amendment is consistent with the vision stated in the Comprehensive Plan for a Regional Center and an Area of Growth.
2. The major amendment request is consistent with the purpose and intent of the Planned Unit Development Chapter of the Zoning Code.
3. This major amendment as outlined by the Staff Summary above is consistent with the expected and existing development pattern of the area.
4. Therefore staff recommends **APPROVAL** of the PUD-196-A as outlined in the staff summary above.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 9 members present:

On **MOTION** of **CARNES**, TMAPC voted **9-0-0** (Carnes, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Covey, Walker "absent") to recommend **APPROVAL** of the Major Amendment for PUD-196-A per staff recommendation.

Legal Description for PUD-196-A:

The following tract of land located in Lot 1, Block 1, RAPHAEL PLAZA, an Addition to the City of Tulsa, lying in Section 11, Township 18 North, Range 13 East of the Indian Base and Meridian, Tulsa County, Oklahoma, being more particularly described as follows: COMMENCING from the southeast corner of said Lot 1, Block 1 of RAPHAEL PLAZA; THENCE North 00°09'32" West a distance of 97.50 feet to the POINT OF BEGINNING; THENCE South 89°59'57" West a distance of 210.48 feet; THENCE North 14°45'00" East a distance of 157.33 feet; THENCE North 00°09'32" West a distance of 78.98 feet; THENCE North 89°50'28" East a distance of 170.00 feet; THENCE South 00°09'32" East a distance of 231.60 feet to the POINT OF BEGINNING. Said described tract of land contains an area of 42,410 square feet or 0.9736 acres, more or less.

* * * * *

OTHER BUSINESS

15. Commissioners' Comments

Mr. Perkins commended Mr. Wilkerson for his work.

TMAPC Action; 9 members present:

On **MOTION** of **MIDGET**, TMAPC voted **9-0-0** (Carnes, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Covey, Walker "absent") to **ADJOURN** TMAPC meeting No. 2655.

ADJOURN

There being no further business, the Chair declared the meeting adjourned at 2:25 p.m.

Date Approved:

8-21-13

Joshua L. Wolk

Chairman

ATTEST:

[Signature]
Secretary