

TULSA METROPOLITAN AREA PLANNING COMMISSION

Minutes of Meeting No. 2715

Wednesday, February 3, 2016, 1:30 p.m.

City Council Chamber

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

Members Present	Members Absent	Staff Present	Others Present
Covey	Carnes	Fernandez	VanValkenburgh, Legal
Dix	Walker	Hoyt	Southern, COT
Fretz	Willis	Huntsinger	
Midget		Miller	
Millikin		White	
Reeds		Wilkerson	
Shivel			
Stirling			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Tuesday, February 2, 2016 at 10:55 a.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 Covey called the meeting to order at 1:30 p.m.

REPORTS:

Director's Report:

Ms. Miller reported on the City Council agenda and actions taken.

Ms. Miller reported on the upcoming February 17, 2016 training session that will begin at 3:00 p.m., City Hall, 3rd Floor Theater Room.

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1. Minutes:

Approval of the minutes of January 20, 2016, Meeting No. 2714

On **MOTION** of **DIX**, the TMAPC voted 7-0-1 (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel “aye”; no “nays”; Stirling “abstaining”; Carnes, Walker, Willis “absent”) to **APPROVE** the minutes of the meeting of January 20, 2016, Meeting No. 2714

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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-20841** (Lot-Split) (CD 8) – Location: Southwest corner of East 101st Street South and South 77th East Avenue

WITHDRAWN BY THE APPLICANT

3. **LS-20847** (Lot-Split) (CD 9) – Location: East of the northeast corner of East 38th Street South and South Quincy Avenue
4. **LC-742** (Lot-Combination) (CD 4) – Location: South of the southeast corner of East 6th Street South and South Elgin Avenue
5. **LC-743** (Lot-Combination) (CD 4) – Location: Southeast corner of East 16th Street South and South Harvard Avenue
6. **LC-744** (Lot-Combination) (CD 4) – Location: Northeast corner of East 7th Street South and South Owasso Avenue
7. **LC-745** (Lot-Combination) (CD 4) – Location: Southeast corner of East 7th Street South and South Owasso Avenue
8. **LC-746** (Lot-Combination) (CD 4) – Location: South of the southeast corner of East 7th Street South and South Owasso Avenue
9. **LC-747** (Lot-Combination) (CD 4) – Location: Northeast corner of East 8th Street South and South Norfolk Avenue
10. **LC-748** (Lot-Combination) (CD 4) – Location: Northwest corner of East 8th Street South and South Norfolk Avenue
11. **LC-749** (Lot-Combination) (CD 4) – Location: Northeast corner of East 8th Street South and South Owasso Avenue

12. **Yorktown Villas** – Final Plat, Location: West of South Lewis Avenue and Joe Creek, south of East 61st Street South, (CD 2)

STAFF RECOMMENDATION:

This plat consists of 16 lots, one block on 2.75 acres.

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

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **APPROVE** Items 3 through 12 per staff recommendation.

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Ms. Millikin read the opening statement and rules of conduct for the TMAPC meeting.

PUBLIC HEARINGS:

13. **Timber Creek** – Preliminary Plat, Location: North of northeast corner of West 121st Street South and South 33rd West Avenue, (County)

STAFF RECOMMENDATION:

The plat consists of 31 Lots, 1 Block, on 31.7 acres.

The following issues were discussed January 21, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned RS. There are oil wells, pipeline easements, and floodplain on the site. Release letters will be needed for gas and pipelines. A discussion about stub streets with the County Engineer included the difficulty of the site with the existing physical features.
2. **Streets:** No comment.
3. **Sewer:** No comment.
4. **Water:** Water is served by RWD # 2.

5. **Storm Drainage:** No comment.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** Cox Cable may need additional easements.
7. **Other: Fire:** A release letter showing that they will serve the site will be needed from the Jenks Fire Department.
8. **Other: GIS:** Submit data control sheet. Provide individual lot addresses. Define the basis of bearing. Provide address disclaimer. Graphically show all property pins found and set on face of plat. Provide the surveyor and engineer email addresses. In location map label the project location. Change bearing graphically to read correctly. **County Engineer:** Stub streets across floodplain would be difficult. Show FEMA floodplain line. There will need to be site plans showing where building sites will be located for review. Finished floor elevations need to be shown on lots. Covenants need to show clearly that access of easements and pipelines will be across lots. Additional wider easements may be necessary. Floodplain development permits will be needed. Road profiles need to be submitted showing cross slopes. Right of way dedication needs to be shown appropriately. Reserve areas need to be defined and used also as utility easements. Lots and Blocks need to be renumbered and separated. Oil fields need to be further defined.

Staff recommends **APPROVAL** of the preliminary subdivision plat with the TAC recommendations and the special and standard conditions listed below.

Waivers of Subdivision Regulations:

1. A waiver to cul-de-sac length is requested.

Special Conditions:

1. The concerns of the County Engineer must be taken care of to his satisfaction.

Standard Conditions:

1. Utility easements shall meet the approval of the utilities. Coordinate with Subsurface Committee if underground plant is planned. Show additional easements as required. Existing easements shall be tied to or related to property line and/or lot lines.
2. Water and sanitary sewer plans shall be approved by the Public Works Department prior to release of final plat. (Include language for W/S facilities in covenants.)

3. Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line or other utility repairs due to breaks and failures shall be borne by the owner(s) of the lot(s).
4. Any request for creation of a Sewer Improvement District shall be submitted to the Public Works Department Engineer prior to release of final plat.
5. Paving and/or drainage plans (as required) shall be approved by the Public Works Department.
6. Any request for a Privately Financed Public Improvement (PFPI) shall be submitted to the Public Works Department.
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)

16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)
20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **MIDGET**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **APPROVE** the preliminary plat for Timber Creek per staff recommendation.

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14. **Union E-14 – Preliminary Plat, Location:** East of southeast corner of East 31st Street South and South Garnett Road, (CD 6)

STAFF RECOMMENDATION:

The plat consists of 1 Lots, 1 Block, on 32 acres.

The following issues were discussed January 21, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned AG (Agricultural) with BOA-21749 to allow a school use.
2. **Streets:** Show right-of-way on 31st Street and provide reference such as plat number of book/page number. Covenants Section 1A refer to public right-of-way dedication although none is shown on the face of the plat. There appears to be a mutual access easement to Garnett Village which should be called out on the face of the plat.
3. **Sewer:** In the covenants, provide language restricting the use of the sanitary sewer easement. On the conceptual plan, SDR 26 pipe is only allowed with special written permission from the City of Tulsa Lead Wastewater Design Engineer. A manhole will be required just outside of the school building per City of Tulsa standards.
4. **Water:** Add a width dimension to the waterline easement on the eastern property line. Covenants, add standard waterline easement language to the covenants. Conceptual, an off-site waterline easement will be required on Garnett Village plat from the owners for the extension of the water main line.
5. **Storm Drainage:** The easement shown for flood plain was based on data from 1978. The flood plain information may have changed and should be updated based on elevations to conform to updated FEMA information and the easement adjusted accordingly. Information needs to be provided to demonstrate that existing easements are appropriately sized. This would include stormwater detention easement and overland drainage easements.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** fire hydrant coverage per IFC 2015 will be required for any new structures constructed onsite. Fire access road will be required within 150 feet of any non-sprinkled building and within 200 feet of any sprinkled building as the hose lay. All fire access roads are required on any fire access road. An approved turnaround will be required on all fire access roads over 150 feet dead ended. Aerial access will be required if any part of the buildings eave or parapet is over 30 feet high from the lowest level of fire department access. Contact Rick Bruder at 918.527.0300 for any questions.

An infrastructure development process permit is required for this project. The IDP permit must be officially signed and approved with an accompanying release letter before final approval of plat.

- 8. Other: GIS:** Submit data control sheet. Provide individual addresses with final plat. Define the basis of bearing. Provide coordinates. Graphically show all property pins. Make the bearings and distances associated with the legal description bolder. In the location map add South 129th East Avenue. Provide engineer email address. Provide phone number for developer. Fill in all subdivisions on location map.

Staff recommends **APPROVAL** of the minor subdivision plat with the TAC recommendations and the special and standard conditions listed below.

Waivers of Subdivision Regulations:

1. None requested.

Special Conditions:

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

Standard Conditions:

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

7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)
16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)

20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **MIDGET**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **APPROVE** the preliminary plat for Union E-14 per staff recommendation.

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15. **Union E-14 – Accelerated Building Permit**, Location: East of southeast corner of East 31st Street South and South Garnett Road, (CD 6)

STAFF RECOMMENDATION:

The property is zoned AG (agricultural) with BOA 21749 to allow a church use. Full permits are requested. A preliminary subdivision plat is an item for consideration on the same agenda.

Review of this application must focus on the extraordinary or exceptional circumstances that extend the normal processing schedule and on the benefits and protections to the City that may be forfeited by releasing the Building Permit prior to filing of the final plat and must comply in all respects with the requirements of the approved preliminary plats per Section 2.5 of the Subdivision Regulations.

The applicant offers the following explanation of the extraordinary and exceptional circumstances that serve as the basis for this request: See attached narrative.

The following information was provided by the Technical Advisory Committee in its meeting January 21, 2016.

ZONING:

- *TMAPC Staff:* Full permits are requested.

STREETS:

- *Transportation:* No comment.

SEWER:

- *Public Works, Waste Water:* All 8 inch diameter sanitary sewer pipes, both public and private, must be constructed under an IDP.

WATER:

- *Public Works, Water:* No comments.

STORM DRAIN:

- *Public Works, Storm Water:* The easement shown for flood plain was based on data from 1978. The flood plain information may have changed and should be updated based on elevations to conform to updated FEMA information and the easement adjusted accordingly. Information needs to be provided to demonstrate that existing easements are appropriately sized. This would include storm water detention easements and overland drainage easements.

FIRE:

- *Public Works, Fire:* As long as predevelopment comments addressed prior to building CO, no objection to accelerated release of building permit.

UTILITIES:

- *Franchise Utilities:* No comments.

The accelerated building permits were originally designed to accommodate large campus style type of developments and should concentrate upon "the benefits and protections to the City that may be forfeited by releasing the building permit prior to the filing of the plat". These requested permits could adhere to this ideal.

The TAC (Technical Advisory Committee) did not object to the accelerated building permit.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **MIDGET**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **APPROVE** the Accelerated Building Permit for Union E-14 per staff recommendation.

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16. **Kum and Go 871 Addition – Preliminary Plat**, Location: Southwest corner of East 61st Street and South Mingo Road, (CD 7)

STAFF RECOMMENDATION:

The plat consists of 1 Lot, 1 Block, on 1.54 acres.

The following issues were discussed January 21, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned CS.
2. **Streets:** What is the width of right of way for Warranty Deed BK 5572 PG 1025? There is a 10 foot gap in right of way dedication between the 40 foot Deed of Dedication and warranty deed. Fifty feet of right of way is needed at this location. Corner clip should be 42.42 feet. Show dedication by leader lines.
3. **Sewer:** No comment.
4. **Water:** No comment.
5. **Storm Drainage:** The easements or storm sewer need to be adjusted so as to have the proposed storm sewer completed within the appropriate easement.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** No comment.

8. **Other: GIS:** Identify all subdivisions on location map. Provide owner surveyor/engineer email addresses. Need addresses caveat. Provide all boundary line dimensions. Need addresses for all lots. Submit control data sheet. Show area of plat in 100 year floodplain area. Correct legal description. Show site in location map. Correct street names in location map. Define basis of bearing between two known points. Provide bearing from point of commencement to point of beginning. Provide symbol for pins set for plat.

Staff recommends **APPROVAL** of the preliminary subdivision plat with the TAC recommendations and the special and standard conditions listed below.

Waivers of Subdivision Regulations:

1. None requested.

Special Conditions:

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

Standard Conditions:

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

7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
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11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)
16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)

20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **MIDGET**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **APPROVE** the preliminary plat for Kum and Go 871 Addition per staff recommendation.

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Mr. Wilkerson stated that he will be presenting Items 17 and 18 as one item:

17. **Z-7327 – Sack & Associates/Eric Sack**, Location: East of the southeast corner of South 177th East Avenue and East Admiral Place North, requesting rezoning from **AG/OL/PUD-290 to CS/PUD-290-A**, (CD 6) (Related to PUD-290-A)

STAFF RECOMMENDATION:

DEVELOPMENT CONCEPT:

The previous OL zoning was established to support PUD 290 which was approved in 1982 with four development areas. The subject tract was not developed and has remained vacant. CS zoning at this location is not appropriate unless accompanied with a PUD.

The Tulsa Zoning Code adopted by the City of Tulsa currently classifies the proposed project as a Self-Storage Use Classification. Z-7327 has been submitted to change the entire parcel to CS zoning.

DETAILED STAFF RECOMMENDATION:

The zoning request with the concurrent PUD is consistent with the requirements outlined for Self Storage use classifications in the Tulsa Zoning Code and;

Z-7327 will support the density requirements for PUD 290-A and;

Z-7327 in conjunction with PUD 290-A is harmonious with the existing and anticipated land uses along the Admiral Place corridor and;

CS zoning as modified by the development standards identified in the PUD 290-A help define this as a special corridor recognized in the East Tulsa Implementation Plan therefore;

Staff recommends **APPROVAL** of Z-7327 to rezone property from AG/OL/PUD-290 to CS but only in conjunction with the major amendment associated with this proposal.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The mixed use corridor vision of the Comprehensive Plan adopted in 2010 is not completely consistent with the vision of the East Tulsa Neighborhood Implementation plans that were implemented in 2007. Mini storage uses are not generally part of the vision of a Mixed Used Corridor however the zoning code requires self storage frontage along an arterial street.

The design considerations for screening and landscape edges along the street right of way in conjunction with the modified sign standards in the PUD are consistent with the special treatment corridor defined in the small area plan.

Building orientation is an important consideration with this proposal. The conceptual site plan illustrates service doors facing Admiral Place. The preferred orientation is for the end of the building to face East Admiral unless the back of a building is used for screening along East Admiral. During detailed site plan review staff will require a concept plan with garage door orientation facing east and west before site plan approval.

Land Use Vision:

Land Use Plan map designation: Mixed-Use Corridor

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

Areas of Stability and Growth designation: Area of Growth

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

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

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: East Tulsa Neighborhood Implementation Plan

This study area recognizes East Admiral Place as a traffic corridor. This corridor is where the primary vehicular movement corridor that links the various components of a community, its “urban villages” and neighborhoods, and help organize metropolitan structure. These include major roads, arterial streets and expressways. The amount of road right of way often allows for significant pedestrian paths and people friendly treatment such as detailed landscaping, street trees, special pavement benches and similar features. In less dense areas these roadways and adjacent development often serve as the edges or boundaries of adjoining neighborhoods or districts.

This area is part of a Special Treatment Corridor and is intended to have special landscape, street trees, streetscape, signs, lighting, and similar enhancements provided along them. These corridors provide direct access to particular important community design elements.

The key design elements of the East Tulsa Community Plan illustrate this area as a Neighborhood. These are primarily internally well connected, residential use in suburban areas and more compact, interconnected, mixed use in urban areas. They should be designed within easy walking distances by way of pathways and streets to services and transit links, and are to enable neighbor’s to know each other and foster community safety.

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently undeveloped with gently sloping land and scattered trees.

Environmental Considerations: None that affect site development

Streets:

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

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties: The subject tract is abutted on the east by a large lot single family residential lot, zoned RS-1; on the north across East Admiral Place by industrial development, zoned IL; on the south by undeveloped property, zoned RS-1 and on the west by a single family residence and vacant property, zoned CS and OL.

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 15458 dated September 2, 1982 (PUD-290) and 15457 dated September 2, 1982 (Z-5719), established zoning for the subject property.

Subject Property:

PUD-290 September 1982: All concurred in approval of a proposed Planned Unit Development on a **-4.6±** acre tract of land for a horticultural nursery, landscape nursery, office and retail sales of plants and related items, on property located east of the southeast corner of E. Admiral Pl. and S. 177th E. Ave. and also known as the subject property.

Z-5719 September 1982: A request for rezoning was made on a **10±** acre tract of land from RS-1 to AG/CS for commercial, office and horticultural nursery, on property located on the southeast corner of E. Admiral Pl. and S. 177th E. Ave. and a part of the subject property. All concurred in approval of AG/ OL and CS.

Surrounding Property:

Z-7186 January 2012: All concurred in approval of a request for rezoning a **5.77±** acre tract of land from CS to IL for office and warehouse, on property located northeast corner of East Admiral Place and South 177th East Avenue.

Z-6847 January 2002: All concurred in approval of a request for rezoning a **2.04±** acre tract of land from RS-1 to IL for commercial and industrial use on property located east of the northeast corner of East Admiral Place and South 177th East Avenue and north of subject property.

Z-6832 October 2001: All concurred in approval of a request to rezone a **2.6±** acre tract from RS-1 to IL for warehousing and light industrial use on property located east of northeast corner of East Admiral Place and South 177th East Avenue and north of subject property.

RELATED ITEM:

18. **PUD-290-A- Sack & Associates/Eric Sack**, Location: East of the southeast corner of South 177th East Avenue and East Admiral Place North, requesting **PUD Major Amendment** to allow mini-storage, **AG/OL/PUD-290 to CS/PUD-290-A**, (CD 6) (Related to Z-7327)

STAFF RECOMMENDATION:
DEVELOPMENT CONCEPT:

PUD 290 was approved in 1982 with four development areas however; the subject tract was not developed and has remained vacant. PUD-290-A is an amendment that will combine the original Development Areas I through IV into a single Development Area, define development standards that will be consistent with the Comprehensive Plan and change the permitted uses to those allowed within Use Unit 16, Mini Storage. The application was submitted prior to the implementation of the Zoning Code adopted by the City of Tulsa January 1, 2016.

The Tulsa Zoning Code adopted by the City of Tulsa currently classifies this as a Self-Storage Use Classification. The underlying zoning is OL and AG however a concurrent request has been submitted to change the parcel to CS zoning.

SECTION II: PUD-290-A DEVELOPMENT STANDARDS:

Permitted Uses

1. Those uses customarily allowed in the Use Category for Self-service Storage Facilities.
2. Outdoor storage of any kind is prohibited.
3. Accessory Office use for the operations of the Self-service Storage Facility is permitted.

Maximum Building Height:

Two story with a maximum height not exceeding 35 feet as measured from the finished floor elevation of the first floor.

Minimum Building Setback: (measured from the major street and highway planned right of way)

1. East Admiral
10 feet
2. PUD Boundaries on the East, South and West
25 feet

Vehicular Access and Circulation:

A maximum of two vehicular access points connecting the site to East Admiral Place.

Pedestrian Access:

Sidewalk construction is required along the East Admiral Place frontage. Pedestrian access is also required from the street to the any office or commercial building.

Landscape and Screening Requirements:

The site shall meet or exceed the minimum standards of the Landscape Chapter of the Zoning Code and as supplemented below.

Within 20 feet of the street right of way a minimum of 20 trees shall be installed and maintained with a minimum 2" caliper and 12' height. The trees may be a mix of deciduous or evergreen and may be grouped.

A 20 foot wide landscaped area must installed and maintained adjacent to the south line of the street right of way.

Along the street right of way; fencing with a minimum height of 6 feet shall be installed. The fence may be wood with a cap detail, masonry or wrought iron style fence. Chain link fencing is not allowed within 20 feet of the East Admiral Place right of way.

Dumpsters must be screened or otherwise placed where they are not visible from the street right of way or adjacent property.

An 8 foot screening fence is required along the west, south and east boundary. Screening along the south side may be omitted by staff during detailed site plan review if another option for screening is sufficient to protect the visual impact of the adjacent residentially zoned property south of the site. One example of an alternative solution might include a significant landscape buffer including newly installed and maintained plant material with adequate density to create an effective visual screen for property to the south. Preservation of existing native vegetation may be considered in lieu of a screening fence on the south side.

Signage:

All signage standards shall meet the standards defined in the zoning code for CS districts except as noted below.

- 1) All ground signage shall be a monument style sign with a maximum height of 20 feet.
- 2) Digital display signage is not allowed.

- 3) Sign lighting must be constant light and may be internally or externally illuminated.
- 4) Off-premise outdoor advertising signs are prohibited.

Lighting:

1. All lighting shall be pointed down and away from adjacent property lines.
2. The maximum height of ground or building mounted lighting shall not exceed 16 feet.

Subdivision Plat Requirement:

No building permit will be issued until a subdivision plat has been filed for this site.

DETAILED STAFF RECOMMENDATION:

The zoning request and PUD is consistent with the requirements outlined for Self Storage use classifications in the Tulsa Zoning Code and;

PUD 290-A is consistent with the PUD section of the Tulsa Zoning Code and;

PUD 290-A is harmonious with the existing and anticipated land uses along the Admiral Place corridor and;

The development standards identified in the PUD help define this as a special corridor recognized in the East Tulsa Implementation Plan therefore;

Staff recommends **APPROVAL** of PUD-290-A as outlined in Section II above.

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The mixed use corridor vision of the Comprehensive Plan adopted in 2010 is not completely consistent with the vision of the East Tulsa Neighborhood Implementation plans that were implemented in 2007. Mini storage uses are not generally part of the vision of a Mixed Used Corridor however the zoning code requires self storage frontage along an arterial street.

The design considerations for screening and landscape edges along the street right of way in conjunction with the modified sign standards in the PUD are consistent with the special treatment corridor defined in the small area plan.

Building orientation is an important consideration with this proposal. The conceptual site plan illustrates service doors facing Admiral Place. The preferred orientation is for the end of the building to face East Admiral unless the back of a building is used for screening along East Admiral. During detailed site plan review staff will require a concept plan with garage door orientation facing east and west before site plan approval.

Land Use Vision:

Land Use Plan map designation: Mixed-Use Corridor

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

Areas of Stability and Growth designation: Area of Growth

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

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are in close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the

opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: East Tulsa Neighborhood Implementation Plan

This study area recognizes East Admiral Place as a traffic corridor. This corridor is where the primary vehicular movement corridor that links the various components of a community, its “urban villages” and neighborhoods, and help organize metropolitan structure. These include major roads, arterial streets and expressways. The amount of road right of way often allows for significant pedestrian paths and people friendly treatment such as detailed landscaping, street trees, special pavement benches and similar features. In less dense areas these roadways and adjacent development often serve as the edges or boundaries of adjoining neighborhoods or districts.

This area is part of a Special Treatment Corridor and is intended to have special landscape, street trees, streetscape, signs, lighting, and similar enhancements provided along them. These corridors provide direct access to particular important community design elements.

The key design elements of the East Tulsa Community Plan illustrate this area as a Neighborhood. These are primarily internally well connected, residential use in suburban areas and more compact, interconnected, mixed use in urban areas. They should be designed within easy walking distances by way of pathways and streets to services and transit links, and are to enable neighbor’s to know each other and foster community safety.

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is currently undeveloped with gently sloping land and scattered trees.*

Environmental Considerations: None that affect site development

Streets:

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

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties: The subject tract is abutted on the east by a large lot single family residential lot, zoned RS-1; on the north across East Admiral Place by industrial development, zoned IL; on the south by undeveloped property, zoned RS-1 and on the west by a single family residence and vacant property, zoned CS and OL.

SECTION IV: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 15458 dated September 2, 1982 (PUD-290) and 15457 dated September 2, 1982 (Z-5719), established zoning for the subject property.

Subject Property:

PUD-290 September 1982: All concurred in approval of a proposed Planned Unit Development on a **-4.6±** acre tract of land for a horticultural nursery, landscape nursery, office and retail sales of plants and related items, on property located east of the southeast corner of E. Admiral Pl. and S. 177th E. Ave. and also known as the subject property.

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Surrounding Property:

Z-7186 January 2012: All concurred in approval of a request for rezoning a **5.77±** acre tract of land from CS to IL for office and warehouse, on property located northeast corner of East Admiral Place and South 177th East Avenue.

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Z-6832 October 2001: All concurred in approval of a request to rezone a 2.6± acre tract from RS-1 to IL for warehousing and light industrial use on property located east of northeast corner of East Admiral Place and South 177th East Avenue and north of subject property.

The applicant indicated his agreement with staff's recommendation.

INTERESTED PARTIES COMMENTS:

Sid Schmoker, 17702 East Admiral Place, 74015, stated that the exhibits on the TMAPC website show that the proposed screening wall will be six-feet and that there is no screening wall on the west side facing his property. He indicated that his not opposed to the use, but would like a screening wall facing his property and for it to be taller than six feet.

Mr. Wilkerson stated that the exhibits are conceptual plans and the development standards in the PUD and the Zoning Code requires an eight-foot screening.

Applicant's Comments:

Eric Sack, Sack & Associates, 3530 East 31st Street, 74135, stated that the screening fence is required and it hadn't been originally shown on the site because of the adjoining district is CS, but the screening is actually required adjacent to R districts. Mr. Sack stated that he would visit with the owner and he doesn't see that a screening along that side would be an issue. Mr. Sack explained that this would come in through the detailed site plan review and this could be addressed at that time.

Mr. Covey requested Mr. Sack give his business card to Mr. Schmoker.

Ms. VanValkenburgh stated that page 18.3 of the staff report states that an eight-foot screening fence will be required along the west, south and east boundary.

Mr. Sack stated that he thought that at the detail site plan review it would be determined the materials that would be used for the screening fence. There is a condition allowed for the possible removal if it doesn't affect the property to the south.

TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays";

none "abstaining"; none "absent") to recommend **APPROVAL** of the CS/PUD-290-A zoning for Z-7327 and recommend **APPROVAL** of the major amendment for PUD-290-A per staff recommendation.

Legal Description for Z-7327/PUD-290-A:

A TRACT OF LAND LOCATED IN A PART OF LOT FIVE (5), IN SECTION ONE, TOWNSHIP 19 NORTH, RANGE 14 EAST, INDIAN BASE AND MERIDIAN, COUNTY OF TULSA, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT: BEGINNING AT A POINT 40 FEET SOUTH AND 748 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT FIVE (5); THENCE EAST FOR 572 FEET MORE OR LESS TO THE EAST LINE OF SAID LOT FIVE (5); THENCE SOUTH AND ALONG THE EAST LINE OF SAID LOT FIVE (5) FOR 350 FEET; THENCE WEST FOR 572 FEET MORE OR LESS TO A POINT 390 FEET SOUTH AND 748 FEET EAST OF THE NORTHWEST CORNER OF SAID LOT FIVE (5); THENCE NORTH 350 FEET TO THE POINT OF BEGINNING.

* * * * *

19. **PUD-636-D – Matt Christensen**, Location: South of the southeast corner of West 71st Street and South Union Avenue, requesting a **PUD Major Amendment to Abandon** portions of PUD-636, (CD 2) (Continued from December 16, 2015 and January 6, 2016)

STAFF RECOMMENDATION:

DEVELOPMENT CONCEPT:

The applicant has requested abandonment of the PUD that was placed over existing Corridor Zoning. The current practice would not encourage a PUD over Corridor Zoning and would require a new Corridor Development Plan. The abandonment of this PUD will require a new Development Plan for any new construction on the property.

In 2003, after the Corridor Zoning and PUD were approved, the Oklahoma Department of Transportation purchased land that included part of the PUD. The parcel does not meet bulk and area requirements for any zoning classification inside the City of Tulsa and does not have access to a public street or frontage on a public street right of way.

The abandonment requested includes the applicants request plus the property that has been purchased by ODOT.

The following snippet illustrates the PUD abandonment site. The large tract outlined on the west side is part of the applicant's property. The small tracts on the east edge are owned by ODOT.



The original PUD 636 identified development areas graphically and without boundary dimensions. The land area was precisely identified however the lack of boundary information make it impossible to know precisely identify the remaining land area in the PUD. The abandonment of a portion of the PUD leaves Development Area B with 10.29 acres which has been developed with a multi family development and Development Area C with 9.92 acres which has also been developed as a multi family project. The site plans for both of those projects were approved with appropriate standards for all bulk and area requirements contained within the platted lots.

DETAILED STAFF RECOMMENDATION:

Staff recommends **approval of PUD-636-D Abandonment** to rezone property from CO/ PUD-636 to CO/PUD-636-D Abandonment for the property outlined in the legal descriptions and exhibits attached. **Z-5457-SP-2 and Z-4825-SP-1 will remain however staff will require a new development plan prior to any new construction activity.**

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Future development opportunities on this site will not be approved except after a public hearing and recommendation at the Planning Commission and then approved by City Council. Abandonment of the PUD actually provides an opportunity for reestablishing development standards that were not considered during the original zoning and PUD that was approved in 2000.

Land Use Vision:

Land Use Plan map designation: Town Center

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

Areas of Stability and Growth designation: Area of Growth

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

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are in close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth

are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

Transportation Vision:

Major Street and Highway Plan:

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

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

Trail System Master Plan Considerations: None

Small Area Plan: West Highlands Small Area Plan

The land use map included in the West Highlands Small Area Plan illustrates this area as a Town Center with buffer and includes a visionary component for future development respecting the rural context of the area.

Strategies to maintain the existing character include:

- Retaining tree cover;

- Maintaining significant amounts of open space, through strategies such as clustering, land banking and conservation easements;

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The existing site is heavily wooded with some terrain. Abandonment of the PUD will provide an opportunity to establish a development plan with future development that is consistent with the West Highlands Small Area Plan.

Environmental Considerations: None that would affect the abandonment of the PUD.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Union Avenue	Secondary Arterial with Multi Modal Overlay	100'	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties: The subject tract is abutted on the east by ODOT right of way for Highway 75. Further East a large parcel of CO zoned property has been established for Tulsa Hills Shopping Center; on the north by rural property, zoned AG; on the south by multifamily residential, zoned CO/PUD-636; and on the west by rural property, zoned AG.

SECTION III: Relevant Zoning History

ZONING ORDINANCE: ZONING ORDINANCE: Ordinance number 19935 dated October 2, 2000; and 14912 dated December 5, 1980; and 13521, dated November 21, 1975 established zoning for the subject property.

Subject Property:

PUD-636/ Z-5457-SP-2/ Z-4825-SP-1 October 2000: All concurred in approval for a proposed Planned Unit Development, on a 108± acre tract of land for a mixed use development including, single-family, townhouse dwellings, multifamily and commercial uses subject to conditions of the PUD located on the northwest corner of West 81st Street South and South Highway 75 and includes the subject property.

Surrounding Property:

No relevant history on surrounding property.

Mr. Wilkerson stated that in the last critical hour there have been some discussions between the applicant and the developers to the south. There are some concerns about details about how to manage the edge between the apartment projects and what happens with the abandonment of the PUD.

Mr. Covey asked Mr. Wilkerson if staff is requesting a continuance. Mr. Wilkerson stated that it is actually the applicant requesting a continuance. Mr. Wilkerson stated that he would support a continuance if the Planning Commission feels it is appropriate. Mr. Wilkerson further stated that due to the late possibility of a continuance he believes that the neighbors should be heard today.

Applicant's Comments:

Matt Christensen, Doerner, Saunders, Daniel & Anderson, 2 West 2nd Street, Suite 700, 74103, stated that this application was filed as a means of removing the existing PUD. The owner of the subject property is getting ready to market the subject property and is attempting to get access to 71st to allow for development of commercial use. The property would still be subject to corridor zoning and a detailed site plan would be required before any development.

Mr. Covey asked Mr. Christensen if he wanted a continuance. Mr. Christensen requested a continuance to February 17, 2016. Mr. Christensen explained that the other continuance was due to re-noticing.

INTERESTED PARTIES COMMENTS:

Stuart Van DeWiele, Hall, Estill Law Firm, 320 South Boston, Suite 200, 74103, stated that he represents Case and Associates, who are the owners of the apartment complex to the south. Mr. Van DeWiele stated that he supports the continuance. Mr. Van DeWiele stated that the reason for the continuance and his concerns is the measurement of the setbacks for the apartments and the possibility that they would become non-conforming.

Kay Price, 5815 South 31st West Avenue, 74107, representing the Tulsa Hills West Highland Small Area Plan group, stated that she is concerned about the PUD being abandoned. Mr. Price stated that when the meetings were being held to create the small area plan they were told that PUD-290 would protect their concerns and now it is being requested to be removed. Ms. Price submitted various documents from meetings during the small area plan committee meetings (Exhibit A-1). Ms. Price reminded

the Planning Commission that the streets in the subject area are still two-lane county roads and cannot handle commercial development.

Mr. Covey asked Ms. Price if she supports the continuance. Ms. Price stated that she would support the continuance.

Mr. Fretz stated that he supports the continuance so that the Planning Commission can get copies of the PUD and the small area plans to study before the hearing.

TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **CONTINUE** the major amendment for PUD-636-D to February 17, 2016.

* * * * *

20. **PUD-467-A – Eller & Detrich/Andrew Shank**, Location: West of northwest corner of East 51st Street South and South Pittsburgh Avenue, requesting a **PUD Major Amendment** to add Use Unit 21 – Outdoor Advertising Sign, **CO/PUD-467 to CO/PUD-467-A**, (CD 9) (Related to Z-6310-SP-6) (Continued from December 16, 2015 and January 20, 2016)

STAFF RECOMMENDATION:

DEVELOPMENT CONCEPT:

Applicant requested an amendment to add existing Development Standards to allow Use Unit 21 (outdoor advertising).

SECTION II PUD-467-A DEVELOPMENT STANDARDS:

Add use Unit 21 to Development Area 3 and amend the signage standards in order to allow for an outdoor advertising sign to be located on Development Area 3, pursuant to the conceptual Site Plan included in the applicant exhibits listed above.

DETAILED STAFF RECOMMENDATION:

The conceptual plan referenced by the applicant identifies a proposed sign height of 60 feet with a 672 square foot display area identified. The major amendment does not provide a maximum display surface area. No new design standards are proposed for the PUD and,

PUD 467-A is not harmonious with the original vision of the PUD as approved in 1991 and,

The sign standards identified in the original PUD 467 specifically identified a maximum of one sign on the lot along I-44 with a maximum height of 25 feet and a maximum display surface area of 144 square feet. Since 1991 seven minor amendments have been allowed. Six of those amendments added or further defined signage for the center. All of those additional signs are generally within the original height and size standards identified in the PUD however, the overall impacts of the incremental changes to those standards have created a development that is no longer consistent with the vision of PUD 437. Provisions for additional design standards to create a harmonious development have never been implemented during the evolution of the PUD. Adding outdoor advertising will stray further from the original concept of the PUD and,

The PUD chapter of the zoning code limits outdoor advertising to Use Unit 1221.F which references standards for digital signs in 1221.G. The PUD amendment request does not clarify if digital signage is proposed however the proposed location of the sign will add a visual distraction to drivers as they exit from east bound I-44. Drivers are required to slow from highway speeds while making a sharp turn and ultimately navigate a traffic signal to East 51st Street South. Any sign at that location may have that effect however digital signage is a significant distraction and safety consideration at this location and,

The major amendment does not provide a unified treatment of the development possibilities of the project site and,

PUD 467-A is not consistent with the stated purposes and standards of the PUD chapter of the Tulsa Zoning Code therefore,

Staff recommends **DENIAL** of PUD-467-A as outlined in Section II above.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The general concept of the Town Center is to provide a pedestrian oriented development. The desired pedestrian scale is in direct conflict with the proposed size of outdoor advertising structures.

Land Use Vision:

Land Use Plan map designation: Town Center

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

Areas of Stability and Growth designation: Area of Growth

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

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

Transportation Vision:

Major Street and Highway Plan: (East 51st Street South)

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

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

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The existing PUD has several signs that have been allowed along I-44. Those signs adequately serve the needs of the existing business. Recent roadway improvements on East 51st and I-44 also provide greater visibility for existing businesses along this corridor. Recent major highway changes that included adding an off ramp from east bound traffic to access East 51st. The potential distraction of an outdoor advertising sign while exiting I-44, negotiating a sharp right turn, determining correct lane location and navigating a stop light is already a challenge. Adding outdoor advertising is not appropriate at this location. (See image below)



Environmental Considerations:

Significant safety concerns for off ramp east bound traffic.

The proposed signage creates additional distraction to drivers in the east bound I-44 traffic lane while also trying to avoid on-ramp traffic from East 51st Street.

On-ramp traffic will be distracted while trying to merge to I-44 from East 51st Street South.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
East 51 st Street	Primary Arterial	120 feet	6 +

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties: The subject tract is abutted on the east by commercial property , zoned CO/PUD 467; on the north by I-44, the south by East 51st Street South, further south small offices zoned OL; and on the west by I-44 on and off ramp to East 51st Street South.

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 17486 dated May 2, 1991, established zoning for the subject property.

Subject Property:

Z-6310/ PUD-467 May 1991: All concurred in approval of a request for rezoning a 7.88± acre tract of land from OM/ OMH to CO with a Planned Unit Development for a commercial development including restaurant and retail, on property located on the northwest corner of E. 51st St. and S. Pittsburgh Ave. and a part of the subject property. The PUD specifically states that outdoor advertising signs are expressly prohibited.

Surrounding Property:

PUD-235-C December 1991: All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land to add restaurant use with accessory bar, to the west half of Building 2, to permitted uses, on property located at the southwest corner of E. 51st St. and S. Marion Ave.

PUD-253-B April 1985: All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land for access/curb cut on S. Marion Ave., which was previously denied by TMAPC, on property located at the southwest corner of E. 51st St. and S. Marion Ave.

PUD-253-A November 1983: All concurred in approval of a proposed Major Amendment to PUD on a 2.2± acre tract of land to add property to PUD and to add limited retail uses in Building 1, which was limited to office use only, on property located at the southwest corner of E. 51st St. and S. Marion Ave.

PUD-253 April 1981: All concurred in approval of a proposed Planned Unit Development on a 1.3± acre tract of land for office building and convenience store, on property located at the southwest corner of E. 51st St. and S. Marion Ave.

Related Item:

21. **Z-6310-SP-6 - Eller & Detrich/Andrew Shank,** Location: West of northwest corner of East 51st Street South and South Pittsburgh Avenue, requesting a **Major Amendment to a Corridor Development Plan** to add Use Unit 21-Outdoor Advertising Sign, **CO/PUD-467 to CO/PUD-467-A,** (CD 9) (Related to PUD-467-A) (Continued from December 16, 2015 and January 20, 2016)

STAFF RECOMMENDATION:
DETAILED STAFF RECOMMENDATION:

Z-6310-SP-6 must be a concurrent submittal with PUD 467-A. The following recommendation for denial of PUD 467-A also support a denial of Z-6310 SP-6.

The conceptual plan referenced by the applicant identifies a proposed sign height of 60 feet with a 672 square foot display identified. The major amendment does not provide a maximum display surface and adds nothing to the design standards of the PUD and,

PUD 467-A is not harmonious with the original vision of the PUD as previously approved in 1991 and,

The sign standards identified in the original PUD 467 specifically identified a maximum of one sign on the lot along I-44 with a maximum height of 25 feet and a maximum display surface area of 144 square feet. Since 1991 seven minor amendments have been allowed. Six of those amendments added or further defined signage for the center. All of those additional signs are generally within the original height and size standards identified in the PUD. The overall impacts of the incremental changes to the original sign standards have created a development that is no longer consistent with the vision of PUD 437. Provisions for additional design standards to create a harmonious development have never been implemented during the evolution of the PUD. Additional signage will stray further from the original concept of the PUD and,

The PUD chapter of the zoning code limits outdoor advertising to Use Unit 1221.F which references standards for digital signs in 1221.G. The PUD amendment request does not clarify if digital signage is proposed however the proposed location of the sign will add a visual distraction to drivers as they exit from east bound I-44. Drivers are required to slow from highway speeds while making a sharp turn and ultimately navigate a traffic signal to East 51st Street South. Any sign at that location may have that effect however digital signage is a significant distraction and safety consideration at this location and,

The major amendment does not provide a unified treatment of the development possibilities of the project site and,

PUD 467-A is not consistent with the stated purposes and standards of the PUD chapter of the Tulsa Zoning Code therefore,

Staff recommends **DENIAL** of Z-6310-SP-6 as outlined in above.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The general concept of the Town Center is to provide a pedestrian oriented development. The desired pedestrian scale is in direct conflict with the proposed size of outdoor advertising structures.

Land Use Vision:

Land Use Plan map designation: Town Center

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

Areas of Stability and Growth designation: Area of Growth

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

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are in close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an

abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

Transportation Vision:

Major Street and Highway Plan:

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

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

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The existing PUD has permitted several signs along I-44 that adequately serve the needs of the existing business. Recent roadway improvements on East 51st and I-44 provide adequate visibility for existing businesses. One of the major change in this area included adding an off ramp for east bound traffic to access East 51st. The potential distraction of an outdoor advertising sign while exiting I-44, negotiating a sharp right turn, determining correct lane location and navigating a stop light is

already a challenge. Adding outdoor advertising is not appropriate at this location.



Environmental Considerations:

Significant safety concerns for off ramp east bound traffic.

The proposed signage creates additional distraction to drivers in the east bound I-44 traffic lane while also trying to avoid on-ramp traffic from East 51st Street.

On-ramp traffic will be distracted while trying to merge to I-44 from East 51st Street South.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
East 51 st Street	Primary Arterial	120 feet	6 +

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties: The subject tract is abutted on the east by commercial property , zoned CO/PUD 467; on the north by I-44, the south by East 51st Street South, further south small offices zoned OL; and on the west by I-44 on and off ramp to East 51st Street South.

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 17486 dated May 2, 1991, established zoning for the subject property.

Subject Property:

Z-6310/ PUD-467 May 1991: All concurred in approval of a request for rezoning a 7.88± acre tract of land from OM/ OMH to CO with a Planned Unit Development for a commercial development including restaurant and retail, on property located on the northwest corner of E. 51st St. and S. Pittsburgh Ave. and a part of the subject property. The PUD specifically states that outdoor advertising signs are expressly prohibited.

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PUD-253 April 1981: All concurred in approval of a proposed Planned Unit Development on a 1.3± acre tract of land for office building and convenience store, on property located at the southwest corner of E. 51st St. and S. Marion Ave.

Mr. Wilkerson stated that this application has been continued several times. Mr. Wilkerson further stated that there are several details about this application that he has had some concerns with and he actually received information just before this meeting and he hasn't had the opportunity to review that. There have been several minor amendments on for this PUD and they have all been with regard to signage. Mr. Wilkerson expressed his concern about safety and the placement of the proposed sign.

Mr. Covey asked Mr. Wilkerson if he thought there should be a continuance based on the new information. Mr. Wilkerson stated that he hasn't had a chance to review the new information; it literally was emailed to him while he was in the TMAPC work session this morning at 11:00 a.m.

Applicant's Comments:

Andrew Shank, Eller & Detrich, 2727 East 21st Street, Suite 200, 74114, stated that the applicant is not opposed to a continuance since staff hasn't had time to review the development standards. Mr. Shank stated that he made specific development standards that incorporate all of the use restrictions, dimensional criteria for advertising signs. Mr. Shank further stated that he is prepared to go today, but he doesn't oppose a continuance to allow staff to review the development standards.

Mr. Wilkerson stated that he does need to continue this case to review the standards.

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling "aye"; no "nays"; none "abstaining"; none "absent") to **CONTINUE** the major amendments for PUD-467-A and Z-6310-SP-6 to March 2, 2016.

* * * * *

Ms. White stated that Items 22 and 23 will be heard together:

22. **LS-20848** (Lot-Split) (CD 5) – Location: 5504 East 5th Place South/West of the southwest corner of East 5th Place South and South Hudson Avenue (Related to: LC-741)

Related Item:

23. **LC-741** (Lot-Combination) (CD 5) – Location: 5504 East 5th Place South/West of the southwest corner of East 5th Place South and South Hudson Avenue (Related to: LS-20848)

STAFF RECOMMENDATION FOR LS-20848/LC-741:

The Lot-Split proposal is to split an existing RS-3 (Residential Single Family) tract into two tracts. One of the resulting tracts exceeds the Bulk and Area requirements of the City of Tulsa zoning code. The other Tract

will be combined with the tract to the East. After the tracts are combined all of the Bulk and Area requirements will be met.

The Technical Advisory Committee met on January 21, 2016 and had the following comments. "Structure is not code compliant. Exterior walls less than 5 feet from the property line require fire rated assemblies." The applicant made appropriate changes to the survey. There are no buildings located closer than 5 feet from the property line at this time.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **APPROVE** the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines for LS-20848/LC-741 per staff recommendation.

* * * * *

OTHER BUSINESS

24. Commissioners' Comments: None.

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TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling "aye"; no "nays"; none "abstaining"; Carnes, Walker, Willis "absent") to **ADJOURN** TMAPC meeting 2715.

ADJOURN

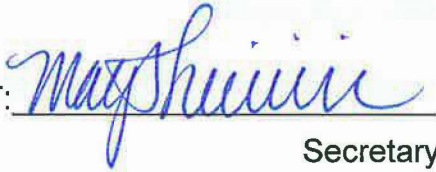
There being no further business, the Chair declared the meeting adjourned at 2:18 p.m.

Date Approved:

02-17-2016


Chairman

ATTEST:


Secretary