

# TULSA METROPOLITAN AREA PLANNING COMMISSION

## Minutes of Meeting No. 2718

Wednesday, March 16, 2016, 1:30 p.m.

City Council Chamber

One Technology Center – 175 E. 2<sup>nd</sup> Street, 2<sup>nd</sup> Floor

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

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Tuesday, March 15, 2016 at 10:37 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:

### Chairman's Report:

Mr. Covey stated that today is Barbara Huntsinger's last Planning Commission meeting and she will be retiring after 20 long years. [Applause.] Mr. Covey further stated that on behalf of the Planning Commission he would like to thank her very much for all of her hard work over the years. Mr. Covey commented that he has enjoyed giving Barbara a hard time and he can't say whether she returned the favor. Ms. Huntsinger thanked Mr. Covey.

**Director's Report:**

Ms. Miller reported on the TMAPC receipts for February 2016 and they are consistent with last months. Ms. Miller further reported on the BOCC and City Council agendas and action taken.

Ms. Miller reminded the Planning Commission about the webinar being held April 4, 2016 at the St Francis Conference Room, Williams Tower I, Plaza level, One West 3<sup>rd</sup> Street, at 12:30 p.m. to 1:45 p.m. Ms. Miller encouraged the Planning Commissioners to join the webinar that will speak about parks.

Ms. Miller stated that Ms. Covey mentioned Barbara Huntsinger's retirement on March 31, 2016 and she hopes that everyone will join us immediately after this meeting in the 10<sup>th</sup> Floor North Conference Room for a reception for her. The Planning Commission had expressed a desire to thank her, as we all do, for doing such a great job. Ms. Miller stated that we all want to wish her well and excited for the fact that she gets the opportunity to retire and enjoy herself. Ms. Miller stated that also everyone can meet Kim Sawyer who will be replacing Barbara Huntsinger's responsibilities.

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1. **Minutes:**

**Approval of the minutes of March 2, 2016, Meeting No. 2717**

On **MOTION** of **DIX**, the TMAPC voted 11-0-0 (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to **APPROVE** the minutes of the meeting of March 2, 2016, Meeting No. 2717.

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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-20861** (Lot-Split) (CD 9) – Located: South of the southeast corner of East 31<sup>st</sup> Street South and South Toledo Avenue
3. **LS-20862** (Lot-Split) (County) – Located: Southwest corner of East 106<sup>th</sup> Street North and North Sheridan Road
4. **LC-756** (Lot-Combination) (CD 4) – Located: Southwest corner of East 15<sup>th</sup> Street South and South Atlanta Place

5. **LS-20863** (Lot-Split) (County) – Location: South and West of the southwest corner of West 41<sup>st</sup> Street South and South 177<sup>th</sup> West Avenue / 18119 West Coyote Trail (Related to: LC-757)
6. **LC-757** (Lot-Combination) (County) - Location: South and West of the southwest corner of West 41<sup>st</sup> Street South and South 177<sup>th</sup> West Avenue / 18119 West Coyote Trail (Related to: LS-20863)
7. **LS-20864** (Lot-Split) (CD 8) – Location: Northeast corner of East 111<sup>th</sup> Street South and South Sheridan Road
8. **LS-20865** (Lot-Split) (CD 4) – Location: Southwest corner of East 15<sup>th</sup> Street South and South Cincinnati Avenue (Related to: LS-20866, LC-758 and LC-759)
9. **LS-20866** (Lot-Split) (CD 4) – Location: Southwest corner of East 15<sup>th</sup> Street South and South Cincinnati Avenue (Related to: LS-20865, LC-758 and LC-759)
10. **LC-758** (Lot-Combination) (CD 4) - Location: Southwest corner of East 15<sup>th</sup> Street South and South Cincinnati Avenue (Related to: LS-20865, LS-20866 and LC-759)
11. **LC-759** (Lot-Combination) (CD 4) - Location: Southwest corner of East 15<sup>th</sup> Street South and South Cincinnati Avenue (Related to: LS-20865, LS-20866 and LC-758)
12. **PUD-288-16 – Richard Winn**, Location: East of southeast corner of East 26<sup>th</sup> Street South and South Lewis Avenue, requesting a **PUD Minor Amendment** to modify the rear yard requirements, **RS-1/PUD-288**, (CD 4)

**STAFF RECOMMENDATION:**

Amendment Request: Modify the PUD Development Standards to reduce the required rear yard from 18 feet to 13 feet to permit a covered patio.

The applicant is proposing to construct a covered patio that would encroach 7 feet into the required rear yard of 18 feet. A 2 foot overhand is allowed per the Zoning Code. The application is proposing to reduce the required rear yard by 5 feet to 13 feet.

Staff Comment: This request can be considered a Minor Amendment as outlined by Section 30.010.I.2.c (9) of the City of Tulsa Zoning Code.

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

Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-288 and subsequent minor amendments shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment request to modify required rear yard for Lot 5, Block 1.

13. **PUD-571-A-4 5 – Brad Lechtenberger, AIA**, Location: East of the northeast corner of East 81<sup>st</sup> Street South and South Memorial Drive, requesting a **PUD Minor Amendment** to modify parking requirements, **CS/RM-1/PUD-571-8**, (CD 8)

**STAFF RECOMMENDATION:**

Staff has requested that this item be pulled from the consent agenda. See action below.

14. **Z-6051-SP-2a – Danny Mitchell**, Location: South of the southeast corner of East 81<sup>st</sup> Street South and South Mingo Road, requesting a **Corridor Minor Amendment** to revise the finish material for fence along east boundary and the building façade material, **CO**, (CD 7)

**STAFF RECOMMENDATION:**

Amendment Request: Modify the Corridor Plan to revise the finish material for fence along east boundary and the building façade material.

The current Development Standards state that an 8 ft concrete panel screening fence, matching the existing fence installed by the adjacent hotel, is to be installed along the entire eastern boundary of the Corridor. The applicant states that this product is no longer available and has proposed a different pattern from that used by the hotel. The standards also call for the building façade to be masonry building materials. The

applicant is proposing to use a textured acrylic finish with a faux brick pattern.

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

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

Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the Corridor Development Plan.
- 2) All remaining development standards defined in Z-6051-SP-2 shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment request to revise the finish material for fence along east boundary and the building façade material.

15. **PUD-304-3 – Ken Klein**, Location: Southeast corner of East 71<sup>st</sup> Street South and South Trenton Avenue, requesting a **PUD Minor Amendment** to allow seasonal outside storage, **CS/OL/PUD-304**, (CD 2)

**STAFF RECOMMENDATION:**

Amendment Request: Modify the PUD Development Standards to allow seasonal outside storage.

The applicant is proposing to allow seasonal refrigerated storage for the use of a Tenant “The Hamlet” its successors or assigns. The period of operation would be limited annually to the 76 day period from November 1 through January 15 and a 31 day period from 3 calendar weeks before Easter through 10 days after Easter.

*Staff Comment: This request can be considered a Minor Amendment as outlined by Section 30.010.I.2.c (15) of the City of Tulsa Zoning Code.*

*“Changes in an approved use to another use may be permitted, provided the underlying zoning on the particular*

*site within the PUD would otherwise permit such use as of right and the proposed use will not result in any increases of incompatibility with the present and future use of nearby properties.”*

Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-304 and subsequent minor amendments shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment request to allow seasonal outside storage.

**15.a.\*Vintage Oaks** – Final Plat, Location: Northwest corner of East 86<sup>th</sup> Street North and North Sheridan Road, (County)

**STAFF RECOMMENDATION:**

This plat consists of 82 lots, 10 blocks, on 100 acres.

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

Mr. Covey announced that staff has requested that Item 13, PUD-571-A-5 be pulled from the consent agenda.

**There were no interested parties wishing to speak.**

**TMAPC Action; 11 members present:**

On **MOTION** of **DIX**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis “aye”; no “nays”; none “abstaining”; none “absent”) to **APPROVE** Items 2 through 12 and 14 through 15.a per staff recommendation.

\* \* \* \* \*

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

Mr. Covey stated that he will hear the continuance requests first:

17. **CPA-40 – City Council, to amend Land Use Designation from “Town Center” and “New Neighborhood” to “Regional Center”** on approximately 163.04 acres located southeast of the intersection of Interstate 44 and Admiral Place, (CD 6) (Related to Z-7333) **(City Councilor Dodson has requested a continuance to April 20, 2016).**

Related to CPA-40:

18. **Z-7333 – City Council**, Location: southeast of the intersection of Interstate 44 and Admiral Place, requesting a rezoning from **AG/RMH/RM-2/OL/CG to CG**, (CD 6) (Related to CPA-49) **(City Councilor Dodson has requested a continuance to April 20, 2016).**

**There were no interested parties wishing to speak.**

**TMAPC Action; 11 members present:**

On **MOTION** of **DIX**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to **CONTINUE** CPA-40 and Z-7333 to April 20, 2016.

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#### **CONSIDERATION OF ITEM REMOVED FROM THE CONSENT AGENDA:**

13. **PUD-571-5 – Brad Lechtenberger, AIA**, Location: East of the northeast corner of East 81<sup>st</sup> Street South and South Memorial Drive, requesting a **PUD Minor Amendment** to modify parking requirements, **CS/RM-1/PUD-571-8**, (CD 8)

#### **STAFF RECOMMENDATION:**

**Amendment Request:** Modify the PUD Development Standards parking requirements to permit a proposed church.

The current PUD Development Standards refer to the City of Tulsa Zoning code for parking requirements. For a church, the parking requirements are 24.25 parking spaces per 1,000 SF of sanctuary or 1 space per 3 seats, whichever is greater. Due to limited space on the site and the lack of need for the greater number of parking spaces, the application is proposing to use the ratio of 1 space per 3 seats. A Mutual Reciprocal Access and Parking Agreement with the surrounding property owners has been obtained by the church.

This change would apply only to the Religious Assembly use. All other parking requirements would remain.

*Staff Comment:* *This request can be considered a Minor Amendment as outlined by Section 30.010.I.2.c (5) of the City of Tulsa Zoning Code.*

*“Modification of the internal circulation system provided the system is not substantially altered in design, configuration or location.”*

Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-571 and subsequent minor amendments shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment request to modify the parking requirements.

Mr. Hoyt explained that staff requested that this application be removed from the consent agenda due to the fact that the PUD numbering was incorrect. The correct PUD number is PUD-571-5. Mr. Hoyt stated that the staff recommendation remains the same and staff recommends approval.

#### **INTERESTED PARTIES COMMENTS:**

**Michelle Eagle**, 66 Cedar Ridge Road, Broken Arrow, 74012, stated that she recently purchased the car wash that is adjacent to the proposed church and she opposes the parking recommendation. Ms. Eagle explained that Saturdays and Sundays are the busiest days for her business and she didn't want the church parking to overflow into her business or block the entrance that everyone shares behind the QuikTrip.

After discussion it was determined that Ms. Eagle's business was not included within the PUD and the map unfortunately showed it included. It was pointed out that the car wash does share an access to the QuikTrip, but they are technically not a part of the PUD. Mr. Dix advised the applicant to find out if there is a mutual access easement on her subject property and if there is none, she could close off the access to her property in the rear to the east.



**There were no interested parties wishing to speak.**

**The applicant indicated his agreement with staff's recommendation.**

**TMAPC Action; 11 members present:**

On **MOTION** of **DIX**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to **APPROVE** the minor amendment for PUD-571-A-5 per staff recommendation.

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**COMPREHENSIVE PLAN AMENDMENT PUBLIC HEARINGS:**

16. **New CIP Projects, FY 2017-2021 - Public Hearing Approving New Capital Improvement Projects for the Capital Improvement Plan, Fiscal 2017-2021.**

**STAFF RECOMMENDATION:**

**Item:** Public hearing approving new capital improvement projects for the Capital Improvement Plan, Fiscal Year 2017-2021.

**Background**

The Capital Improvement Plan (CIP), containing recommended capital projects for the next five years, is a tool to implement the Comprehensive Plan. State Statutes provide that once a comprehensive plan has been adopted, no capital project shall be constructed or authorized without approval of its location, character and extent by the Planning Commission.

The Vision proposal generated the list of new capital improvements in the plan. The City of Tulsa prepares an annual Capital Improvement Plan that is published with the fiscal year budget. The Planning Commission generally reviews any new additions proposed for inclusion in the proposed capital plan before the draft budget and capital plan are published.

**Staff Analysis**

TMAPC staff reviewed the new proposed Capital Improvement Plan projects for consistency with the City of Tulsa's Comprehensive Plan. In general, the improvements listed are consistent with the Comprehensive Plan.

A new CIP projects summary is attached. Below is a summarized list of those items, including: the name of requesting Department, the project name, the item number(s) that correspond with the attached chart, and staff comments regarding relationship and consistency with the Comprehensive Plan.

- **Fire Department**

- 1) Move Fire Station 23 from 4348 E. 51st St. to 5800 S. Yale
- 2) Relocate Fire Station 12 from 3123 W. 40th St to near 8400 S. Mingo
- 3) Relocate Fire Station 18 from 4800 S. Peoria to near 5600 S. Peoria
- 4) Fire Station 11 near 10400 E. Admiral Blvd

**Staff Comments:** *This proposed project is related to rehabilitation and system upkeep and is generally consistent with the Comprehensive Plan's direction on infrastructure maintenance. The proposed Fire Department projects focus on system upkeep and rehabilitation/maintenance of existing facilities. Although no specific guidance is provided in the Comprehensive Plan, the projects will contribute to public safety and maintenance of existing City facilities.*

- **Gilcrease Museum**

- 5) Interior and Site Signage
- 6) Restore Gilcrease House
- 7) Gilcrease Loading Dock and Approach
- 8) Gilcrease Landscape Master Plan
- 9) Fire Alarm
- 10) Halon System Lower Level
- 11) Mechanical Repairs and Improvements
- 12) Gilcrease Bike and Trail Connector

**Staff Comments:** *A guiding principle of the Comprehensive Plan is: "The arts as well as cultural and historic resources are celebrated" (p. 6). Economic Development Priority 3 identifies the need to cultivate new industry clusters through strategic investments to develop a competitive advantage in this industry (ED 11). An emerging target industry in Tulsa is entertainment and tourism. Therefore, the proposed improvements to Gilcrease museum are in conformance with the Comprehensive Plan.*

- **Parks**

- 13) Carl Smith Renovation
- 14) North Tulsa Sports Complex Phase 2

**Staff Comments:** Destination and cultural parks are large-scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Ensuring public access and appropriate infrastructure investments is a major facet of planning for these establishments. The proposed capital improvement projects are consistent with:

- **Parks, Trails and Open Space Priority 5 (Improve Access and Quality of Parks and Open Space)**
  - Goal 14 – Parks and recreational facilities are updated to address changing needs and desires.
    - Policy 14.1 Add comfort and convenience features to parks.
    - Policy 14.2 Identify parks components that need to be updated or replaced and develop a schedule, budget and methodology to complete improvements.
    - Policy 14.4 Identify Parks throughout the City for upgrade and develop an action plan to accomplish upgrades. (PA 29)

*Based on the above and similar policies regarding parks, the proposed projects are in conformance with the Tulsa Comprehensive Plan.*

15) Mohawk Golf Renovation

16) Page Belcher Golf Course Improvements

**Staff Comments:** In addition to that stated above, West Highlands Small Area Plan Policy 9.2 states: Acknowledge, strengthen and support the vicinity's regional outdoor amenities namely Turkey Mountain, Page Belcher Golf Course and other golf courses" (R 87). Based on the above and similar policies regarding parks, the proposed projects are in conformance with the Tulsa Comprehensive Plan.

- **Planning and Development**

17) Route 66 Station (Phase II - Route 66 Historical Village)

**Staff Comments:** Land Use Goal 8 of the Comprehensive Plan states: "Underutilized land in areas of growth is revitalized" (LU 83). Prime opportunities for revitalization exists along corridors and main streets, such as Route 66. Economic Priority 3 in the Comprehensive Plan states: "Retain industry clusters that are strong now, cultivate new clusters." (ED 18). New industry clusters, such as entertainment and tourism, should be cultivated through strategic investments to develop a competitive advantage in this industry. The Southwest Tulsa Neighborhood Plan Phase 1

*provides a phased implementation plan that envisions a "transportation park" (p. 26) to be an outdoor education site with a transportation theme now called the "Route 66 Village Train Depot." Therefore, this project is in conformance with the Comprehensive Plan.*

- **Engineering Services**

- 18) Parkview Ditch Improvements
- 19) Bolewood Storm Sewer Extension
- 20) Wexford Detention Pond Improvements

**Staff Comments:** *One of the Guiding Principles for Economic Development is "The City invests in the critical infrastructure necessary to develop a robust and diversified economy." (p. 6) the proposed projects are related to rehabilitation and system upkeep and consistent with the Comprehensive Plan's direction on infrastructure maintenance.*

- **Police**

- 21) Eurocopter

**Staff Comments:** *The proposed Police Department project is consistent with the Comprehensive Plan's vision for a safer community, but no specific guidance is offered.*

- **Tulsa Convention Center**

- 22) BOK – Audio/Visual #1

**Staff Comments:** *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters through strategic investments to develop a competitive advantage in this industry (ED 18). An emerging target industry in Tulsa is entertainment and tourism. In addition, the proposed improvements to the BOK center are consistent with the Comprehensive Plan's understanding of the downtown core as Tulsa's "...most intense regional center of commerce, housing, culture and entertainment." (LU 31) Therefore, this project is in conformance with the Comprehensive Plan.*

- **Engineering Services**

- 23) Jones Riverside Airport- Sewer Eastside
- 24) FEB Joint and Crack Repairs
- 25) 71st Street Drying Bed Modifications
- 26) 71st Street Dewatering Conveyor
- 27) 71st Street Dewatering Facility - Storage Tank Repair
- 28) Transmission Line Condition Assessment
- 29) Water Reuse Study and Master Plan

- 30) Eucha Dam Radial Gates Rehabilitation
- 31) Raw Water Tiawah Tunnel Repairs

**Staff Comments:** *One of the Guiding Principles for Economic Development is “The City invests in the critical infrastructure necessary to develop a robust and diversified economy.” (p. 6) the proposed projects are related to rehabilitation and system upkeep and consistent with the Comprehensive Plan’s direction on infrastructure maintenance.*

- **Planning and Development**

- 32) Citywide & Route 66 Beautification and Reinvestment Fund

**Staff Comments:** *Land Use Goal 8 of the Comprehensive Plan states: “Underutilized land in areas of growth is revitalized” (LU 83). Prime opportunities for revitalization exists along corridors and main streets, such as Route 66. Land Use Policy 13.3 calls for providing residents in distressed neighborhoods access to programs and partners to improve and stabilize their neighborhood with expansion of capital improvement projects for home improvements, traffic calming, connectivity and bike/pedestrian improvements. It also supports stabilization of existing neighborhoods while encouraging infill development that revitalizes and enhances urban areas including neighborhood-serving businesses on significant roadways. (LU 85) The purpose of Transportation Policy 7.1 is to enhance Tulsa’s right-of-ways so they both serve as great public places and promote multi-modal travel with a combination of light fixtures, signs, and sidewalks to make the city’s roads unique, and to help residents and visitors recognize that they are in Tulsa. (TR 38) Therefore, the proposed projects are in conformance with the Comprehensive Plan.*

- 33) Peoria-Mohawk Business Park

**Staff Comments:** *Comprehensive Plan Land Use Goals 9 and 10 are specific to improvements in North Tulsa. Policy 9.1 of the Comprehensive Plan identifies North Tulsa as a focus area for planning, reinvestment, and rehabilitation to improve economic stability. (LU 83) The 36th Street North Corridor Small Area Plan provides recommendations specific to the area around 36th Street North and Peoria Avenue including encouraging new development and redevelopment to contribute to the vibrancy of the plan area. Therefore, the proposed project is in conformance with the Comprehensive Plan.*

- **Citywide (Enterprise)**

34) Community Health Connection Facility

**Staff Comments:** *A guiding principle of the Comprehensive Plan is for Tulsa's civic, business and government institutions to ensure that everyone has equal opportunity and access to housing, employment, transportation, education and health care, regardless of background, ethnicity, or neighborhood. (p. 6) A priority target industry in Tulsa is healthcare. Economic Development Priority 3 identified the need to retain industry clusters that are strong. (ED 18) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

35) Air National Guard F-35 Simulator Training Center

**Staff Comments:** *Economic Development Priorities 2, 3, and 4 of the Comprehensive Plan call for connecting education and training institutions with private and public sectors that develop pertinent programs to better address job skills required in target industry clusters such as Aviation and Aerospace; retain industry clusters that are strong through investments to strengthen competitive advantage; and support development efforts for target clusters. (ED 9-12) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

36) Discovery Lab at the Gathering Place

**Staff Comments:** *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry. (ED 18) Destination parks are large-scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14, of the Comprehensive Plan, calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Therefore, the proposed project is in conformance with the Comprehensive Plan.*

- **Planning and Development**

37) Peoria Connection

**Staff Comments:** *Comprehensive Plan Land Use Goals 9 and 10 and Transportation Goal 10 are specific to improvements in North Tulsa. Land Use Policy 9.1, of the Comprehensive Plan, identifies North Tulsa as a focus area for planning, reinvestment, and rehabilitation to improve economic stability. (LU 83) The 36th Street North Corridor Small Area Plan provides recommendations specific to the area around 36th Street North and Peoria Avenue including*

enhanced transit, streets, and development opportunities. Therefore, the proposed project is in conformance with the Comprehensive Plan.

- **Citywide (Enterprise)**

38) Tulsa Community College Career Placement

**Staff Comments:** Land Use Policy 8.3 of the Comprehensive Plan states: “Enhance the quality of educational opportunities to provide Tulsa residents with a greater opportunity for economic stability—prepare students for the workforce.” (LU 83) Economic Development Goal 9 of the Comprehensive Plan identifies the need for the city’s labor force to have the education and skills to support industrial firms. (ED 20) Therefore, the proposed project is in conformance with the Comprehensive Plan.

39) OSU-Tulsa Innovation Center (University Center at Tulsa Authority)

**Staff Comments:** Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters. (ED 18) More specifically Goal 4.4 states “Partner with health care and educational institutions to develop plans and implementation strategies for the creation of medical, hospital or educational districts that can accommodate growing needs of medical facilities, the supply high quality housing and supporting businesses and services for employees and clients.” (ED 18) Therefore, the Comprehensive Plan supports OSU Medical Center expansion and is in conformance with the Comprehensive Plan.

- **Parks**

40) McCullough Park

**Staff Comments:** Destination and cultural parks are large-scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Ensuring public access and appropriate infrastructure investments is a major facet of planning for these establishments. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) A goal of the East Tulsa Neighborhood Plan Parks Goal states that the City’s park and recreation facilities be maintained, enhanced, and optimized. Wherever appropriate, parks facilities should be provided adjacent public school facilities and/or other public use facilities. Therefore, the proposed project is in conformance with the Comprehensive Plan.

- **Engineering Services**

- 41) GO Plan

**Staff Comments:** *The improvements are consistent with the Transportation Priorities in the Comprehensive Plan, which states: "Transportation decisions should be focused on improving the range and quality of Tulsa's travel options, supporting land use goals and maintaining fiscal responsibility." (TR 36) Transportation Goals 13 and 14 of the Comprehensive Plan identify the need to invest in pedestrian and bicycle infrastructure and to have easy access to jobs, shopping, and recreation. (TR 41) Comprehensive Plan Park Policies 12.8 and 12.9 call for new and improved trails and sidewalks and links to specific destinations. (PA 28) The proposed improvements contribute to the quality of life for the City of Tulsa and are in conformance with the Comprehensive Plan.*

- **Tulsa Convention Center**

- 42) Cox Business Center

**Staff Comments:** *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry (ED 18). In addition, the proposed improvements to the Cox Business Center is consistent with the Comprehensive Plan's understanding of the downtown core as Tulsa's "...most intense regional center of commerce, housing, culture and entertainment." (LU 31) Therefore, this project is in conformance with the Comprehensive Plan.*

- **Citywide (Enterprise)**

- 43) Tulsa Fairgrounds Improvements

**Staff Comments:** *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry (ED 18). Destination parks are large scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Therefore, this project is in conformance with the Comprehensive Plan.*



44) Langston University

**Staff Comments:** *Economic Development Priorities 2 and 3 of the Comprehensive Plan identifies the need to develop and refine pertinent programs to address job skills required in target industry clusters and to retain industry clusters that are strong. (ED 18) A priority target industry in Tulsa is healthcare; therefore, the proposed project is consistent with the Comprehensive Plan.*

45) Olympic Training Center and BMX USA National

**Staff Comments:** *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic investments to develop a competitive advantage in this industry (ED 18). Destination parks are large scale dynamic parks that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Therefore, this proposed project is in conformance with the Comprehensive Plan.*

46) Public Schools – Safety First Initiative

**Staff Comments:** *Land Use Policy 12.1 of the Comprehensive Plan calls for collaboration with School districts to ensure that safe, accessible and direct routes (sidewalks, pathways, adequate signage) are available for schoolchildren and their parents that minimize walking distances and conflicts with traffic. (LU 84) Parks Policy 12.9 of the Comprehensive Plan identifies the prioritization of sidewalk improvements based on adjacency to schools and community centers. (PA 28) Therefore, this proposed project is in conformance with the Comprehensive Plan.*

47) Capital Equipment - Non-Public Safety

**Staff Comments:** *The project proposed to maintain, repair and replace city equipment - no specific guidance is provided in the Comprehensive Plan on such items.*

- **River Parks Authority**

48) Lakes and Improvements

**Staff Comments:** *Economic Development Priority 3 of the Comprehensive Plan identifies the need to cultivate new industry clusters, such as entertainment and tourism, through strategic*

*investments to develop a competitive advantage in this industry. (ED 18) Destination parks are large-scale dynamic parks, such as those located along the Arkansas River, that draw residents and visitors from the region and have the highest tourism potential. Parks Goal 14 of the Comprehensive Plan calls for the update of parks and recreational facilities to address changing needs and desires. (PA 29) Improvements to the river would have a significant impact on entertainment, tourism and economic development for the City of Tulsa.*

*Priorities 1 and 2 of the Parks, Trails and Open Space component of the Comprehensive Plan identifies the need to strengthen connections to the Arkansas River through implementation of the Arkansas River Corridor Master Plan; expansion and connection of parks, trails, and open spaces along the River; promote the Arkansas River as a centerpiece of life in Tulsa; and improve recreational opportunities along the Arkansas River while ensuring a clean and healthy River. (PA 22-25) The Small Area Plans envision more trails and connections to the River in addition to concepts for activation based on the Arkansas River Corridor Master Plan. The Downtown Area Master Plan lists connecting the Downtown and the River as one of its three-part Mission Statement.*

*This set of improvements furthers the vision of the Arkansas River Corridor Master Plan, which was brought forward and included in the 2010 adoption of the Comprehensive Plan. These improvements will improve Tulsans quality of life and is in conformance with the Comprehensive Plan.*

#### **Staff Recommendation**

Approve based on the finding that the new capital improvement projects for the Capital Improvement Plan, FY 2017-2021 are in conformance with the Tulsa Comprehensive Plan.

**There were no interested parties wishing to speak.**

**The applicant indicated his agreement with staff's recommendation.**

#### **TMAPC Action; 11 members present:**

On **MOTION** of **WALKER**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of the new capital improvement projects for the Capital Improvement Plan, FY-2017-2021 per staff's recommendation.

\* \* \* \* \*

## **PUBLIC HEARINGS:**

19. **Z-7332 – Nathan Cross**, Location: Northwest corner of South Carson Avenue and West 15<sup>th</sup> Street South requesting a rezoning from **RM-2 to CS with Optional Development Plan**, (CD 4)

### **STAFF RECOMMENDATION:**

#### **APPLICANTS OPTIONAL DEVELOPMENT PLAN CONCEPT:**

The Escape Tulsa is a novel concept not seen before in the City of Tulsa wherein 2-6 individuals are given one (1) hour to solve multiple complex puzzles that will show them the way to unlock one of the three (3) rooms that guest can choose to be confined within. The concept was developed by Andrew Gipson (the "Applicant"). The Applicant also has locations in Oklahoma City and Omaha, Nebraska. The Escape Tulsa staffs two (2) employees at a time at their facility located at 1448 S. Carson Ave and primary business hours for corporate teambuilding are Monday- Thursday 8am to 4pm. Primary business hours for public teambuilding are Thursday-Sunday 11am to 10pm. More information can be found by visiting the following website: <http://theescapetulsa.com>.

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

In order to further lessen the impact of the rezoning of the Subject Parcel on the neighborhood, the Applicant has elected to impose additional restrictions on the property by requesting the implementation of an Optional Development Plan as is allowed by section 70.040 of the Tulsa Zoning Code. ~~under the Code.~~ In addition to the existing restrictions for CS zoned property under the Code, the Applicant proposes the following:

##### Use Limitation:

The Applicant proposes limiting the allowed uses and adding development standards on the Subject Parcel as follows: ~~and no others:~~

Single family detached house use may be allowed in the existing building but only as may be permitted through the Special Exception process defined in the Tulsa Zoning Code. Adding this use will be considered a Major Amendment and will follow the process defined in Section 70.040.3 of the Zoning Code.

~~New single family home consistent with lot and building regulations allowed in an RM-2 zoned district.~~

Office uses as are allowed in CS district except that plasma centers are prohibited.

Demolition and/or reconstruction of the existing building and retaining wall along the street right of way is prohibited except as permitted through the amendment process defined in the Tulsa Zoning Code for Development Plans. Sidewalk, or vehicular driveway/parking rehabilitation, bicycle parking areas and landscaping, would not be considered “demolition” or “construction” for purposes of this Development Plan. Demolition and/or Reconstruction of the existing building for any reason will require approval through the Minor Amendment process defined in Section 70.040.I of the Tulsa Zoning Code.

The Escape Tulsa business as may be defined in the Commercial Use Category, Section 35.050-B or 35.050-0 in Tulsa Zoning Code is allowed in the existing building.

Cosmetic improvements are allowed including but not limited to general maintenance items such as painting, window and door repair or replacement, roofing replacement. .

**Setbacks and Yards:**

As stated above, any future office use or Escape Tulsa will be contained in the existing structure. Conversion of the existing structure to a single family home ~~would~~ may be allowed ~~without the need for additional relief~~ however CS zoned lots only allow single family detached dwellings through the special exception process at the Board of Adjustment. ~~Any construction for the purposes of a single family home use would be required to follow all bulk and density requirements of an RM-2 zoned district.~~

**Further Limitations:**

All other development standards not specifically stated herein would be consistent with RM-2 zoning.

**Conclusion:**

This process is being undertaken solely to bring the existing structure into compliance with the City of Tulsa Zoning Code. The Applicant has no plans to make any structural changes to the existing structure nor does he intend to add parking. The effect of this action, if successful, would be to ensure that The Escape Tulsa is being the best neighbor possibly by

following all of the requirements of the Zoning Code and optional development plan.

**DETAILED STAFF RECOMMENDATION:**

Z-7332 with the optional development plan is consistent with the Tulsa Comprehensive Plan, and;

The provisions of the Optional Development Plan is consistent with the Development Plan provisions of the Code, and;

CS zoning with the Optional Development Plan Standards defined above implement standards that allow the Escape Tulsa use and provides detailed restrictions that will protect the integrity of the residential character of the neighborhood, therefore;

Staff recommends **APPROVAL** of Z-7332 with an optional development plan to rezone property from RM-2 to CS with an optional development plan.

**SECTION III: Supporting Documentation**

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The Downtown Neighborhood land use designation recognizes the importance of retail districts that could be placed in CS zoned. The optional development plan provides an opportunity to respect the site as an Area of Stability by implementing additional standards that maintain the character of the street and existing building. CS zoning with the companion optional development plan are consistent with the land use designations in the Comprehensive Plan.*

Land Use Vision:

*Land Use Plan map designation:* Downtown Neighborhood

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium to high rise mixed use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

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

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

Transportation Vision:

*Major Street and Highway Plan:*

East 15<sup>th</sup> Street South is an Urban Arterial street with no other designation.

*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 structure is formerly a residence, but has been in commercial use for more than 30 years. The Escape Tulsa is currently located here.*

Applicants Summary of Current Use:

The Escape Tulsa moved into the Subject Parcel last year with the intention of bringing the novel escape concept to Tulsa. Because of the limited space in the structure and the design of the concept, The Escape Tulsa cannot have any more than twenty-four (24) guests and two (2) staff members in the structure at any given moment. The average is sixteen (16) at the Oklahoma City location. Currently, The Escape staff is parking on the Carson Avenue and the entire parking lot (ten (10) spaces) is being left open for guest use.

All visits are by appointment and The Escape Tulsa staff notifies all guests in advance that they are only allowed to park in the lot on the Subject Parcel. The Escape Tulsa staff plans to continue to police parking and make every effort to ensure that parking is limited to the Subject Parcel.



Environmental Considerations: None that would affect development opportunities of this site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Carson Avenue	No Designation	50 feet	2
West 15 <sup>th</sup> Street South	Urban Arterial	70 feet	4

Utilities:

The subject tract has municipal water and sewer available.

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RM-2	Downtown Neighborhood	Stability	Single-family residential
East	RM-2	Downtown Neighborhood	Stability	Vacant lot
South	RM-2	Downtown Neighborhood	Stability	Single-family residential

West	CS	Downtown Neighborhood	Area of Growth	Convenience good and services
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Surrounding Properties: The subject tract is abutted on the east by single-family residences and a vacant lot zoned RM-2; on the north by single-family residence, zoned RM-2; on the south by single-family residence, zoned RM-2; and on the west by a QuikTrip, zoned CS.

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

#### **APPLICANTS HISTORICAL SUMMARY:**

The property at issue in this case (the "Subject Parcel") is located at 1448 S. Carson Avenue. The current configuration of the Subject Parcel is a two-story structure with front (east facing) and rear (west facing) entries with a paved parking lot containing ten (10) striped parking spaces. There are no plans to change the configuration of the structure or the parking lot or to add parking. Ingress and egress are facilitated through South Carthage Avenue on the west side of the Subject Parcel and through a curb cut off of 15th street on the south side of the Subject Parcel.

From and since at least 1980, the Subject Parcel has been used exclusively for office or other commercial use. At some point during that time, a majority of the green space on the lot was paved to accommodate the ten (10) parking spaces now on site. Since the Subject Parcel has been used a commercial structure for more than 30 years, it has been divided up and reconfigured repeatedly. As such, retrofitting it back into a single-family home with yard would be an expensive and difficult task that would require large-scale demolition and reconstruction.

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

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

**Z-7317 December 2015:** Staff and TMAPC concurred in approval of a request for rezoning a 6900± square foot tract of land from RM-2 to CS for Use Unit 19 (Recreation facilities) on property located on the northwest corner of S. Carson Ave. and E. 15<sup>th</sup> St. S. However, the applicant withdrew the application with the intent to refile with an Optional Development Plan available through the adoption of the new zoning code at the beginning of 2016.



**BOA-12325 December 16, 1982:** The Board of Adjustment **approved** a *Special Exception* to allow an office use in an RM-2 district; at 1448 S. Carson Ave. and also known as the subject property.

**Z-5359 February 1980:** Staff recommended denial of a request for *rezoning* a 6800± square foot tract of land from RM-2 to CS to convert a home for a beauty salon, and approval of OM, on property located on the northwest corner of S. Carson Ave. and E. 15<sup>th</sup> St. S. and also known as the subject property. The TMAPC recommended denial and the applicant appealed it to City Council. The City Council **denied** the request for OM zoning.

***Surrounding Property:***

**Z-6311 July 1991:** All concurred in **approval** of a request for *rezoning* a 1.6± acre tract of land from OL/ CH to CS for a convenience store, QuikTrip, on property located on the northeast corner of S. Denver Ave. and E. 15<sup>th</sup> St. S. and abutting west of subject property.

**BOA-20161 December 13, 2005:** The Board of Adjustment **approved** a *Special Exception* to permit an office use (Use Unit 11) in an RM-2 district (Section 401), on property located at 1444 S. Carson Ave. W.

**BOA-19881 July 27, 2004:** The Board of Adjustment **approved** a *Special Exception* to permit a home occupation (hair salon) in an RM-2 district; and a *Variance* of home occupation guidelines to permit one employee, with conditions for one customer at a time; days/hours of operation Tuesday through Saturday, 10am to 8pm, thirty minutes between clients; and the conditions listed in the neighborhood association letter, which are the zoning code home occupation guidelines, except to allow one employee; located at 1515 S. Carson Ave.

**BOA-19765 February 24, 2004:** The Board of Adjustment **approved** a *Special Exception* to allow office use (Use Unit 11) in an RM zoned district, finding the building will be in substantial conformance to the conceptual plan submitted today; and the uses will be in compliance with the desirable uses that have been submitted; located at 1513 S. Carson Ave.

**BOA-19660 August 26, 2003:** The Board of Adjustment **approved** a *Special Exception* to permit an office in an RM-2 district, with the following conditions: the days and hours of operation be limited to 8:00a to 6:00p Monday through Friday, and 8a to 12p on Saturdays; and that bail bond business not be permitted on this subject property described as: 240 W. 15<sup>th</sup> St.

**BOA-15399 March 15, 1990:** The Board of Adjustment **approved** a *Special Exception* to permit office use in an RM-2 district; and **approved** a *Variance* to waive the screening requirements on the west and south boundary lines; subject to the structure retaining its residential character, and the principal building only being used for office space; subject to screening being installed on the north boundary; and subject to signage being limited to one unlighted sign 2' by 4'; finding that office use is existing in the area; and finding that screening on the front portion of the lot would destroy the residential character of the neighborhood; and finding that the granting of the requests, per imposed conditions, will not alter the residential character of the neighborhood; located at 1441 S. Carson Ave.

**BOA-13120 May 17, 1984:** The Board of Adjustment **approved** a *Special Exception* to permit office use in an RM-2 district; and a *Variance* of the required setback from an abutting R district on the N, S, and W for 10' to 8.1', 2.2', and 3', respectively, and a *Special Exception* to waive the screening requirement except at the parking lot; located S of the SW/c of 15<sup>th</sup> and Carson Ave.

Mr. Wilkerson explained that this is the first application for rezoning with an Optional Development Plan. Mr. Wilkerson cited the restrictions that the optional development plan has applied to the subject property.

Mr. Dix reminded the Planning Commissioners that previously he abstained from the subject application. Mr. Dix cited the reasons he is not abstaining from the subject application at this time.

Mr. Cross stated that there not being anyone present today to speak in opposition to this application speaks to the process and well it works.

**There were no interested parties wishing to speak.**

**The applicant indicated his agreement with staff's recommendation.**

**TMAPC Action; 11 members present:**

On **MOTION** of **DIX**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of the CS zoning for Z-7332 with an Optional Development Plan per the amended staff recommendation. (Language underlined has been added and language with a strike-through has been deleted.)

**Legal Description for Z-7332:**

LOT 37 BLK 3, CARLTON PLACE, City of Tulsa, Tulsa County, State of Oklahoma.

## OTHER BUSINESS

20. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Santa Fe Square Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Santa Fe Square Economic Development Project Plan. Resolution No.: 2718:950.

### **STAFF RECOMMENDATION:**

**Item for consideration:** Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Santa Fe Square Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Santa Fe Square Economic Development Project Plan.

- I. **Background:** As defined by the Tulsa Comprehensive Plan, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”
- II. **Development or Redevelopment Using Tax Increment Financing:** The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

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

Increment districts have been validated by court proceedings involving two increment districts in Oklahoma City (for economic development projects at the Oklahoma Health Center and for the

Downtown/MAPS project) and the increment district in Guymon (for the Guymon-Seaboard Economic Development project).

- III. **Santa Fe Square Project Plan Area** is bounded on the north by I-244; on the east by Hwy 75; on the south by E. 8th St.; and then on the west irregularly by sequence: S. Cincinnati Ave., E. 6th St., S. Boston Ave., E. 5th St., S. Cincinnati Ave., mid-block between E. 4th St. and E. 3rd St. to Boston Ave., then up Boston Ave. through the plaza fronting the Performing Arts Center, E. 2nd St., S. Cincinnati Ave. again to the Santa Fe Railroad Tracks, then down the railroad right-of-way to N. Elgin Ave., then up N. Elgin Ave. to I-244.



- IV. **Review of the Santa Fe Square Project Plan for Conformance with the Tulsa Comprehensive Plan:** Prior to submittal to City Council, the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted



Tulsa Comprehensive Plan. Staff analysis will focus on three aspects of the Tulsa Comprehensive Plan:

- Major Street and Highway Plan
- Land Use Map
- Other Comprehensive Plan Priorities

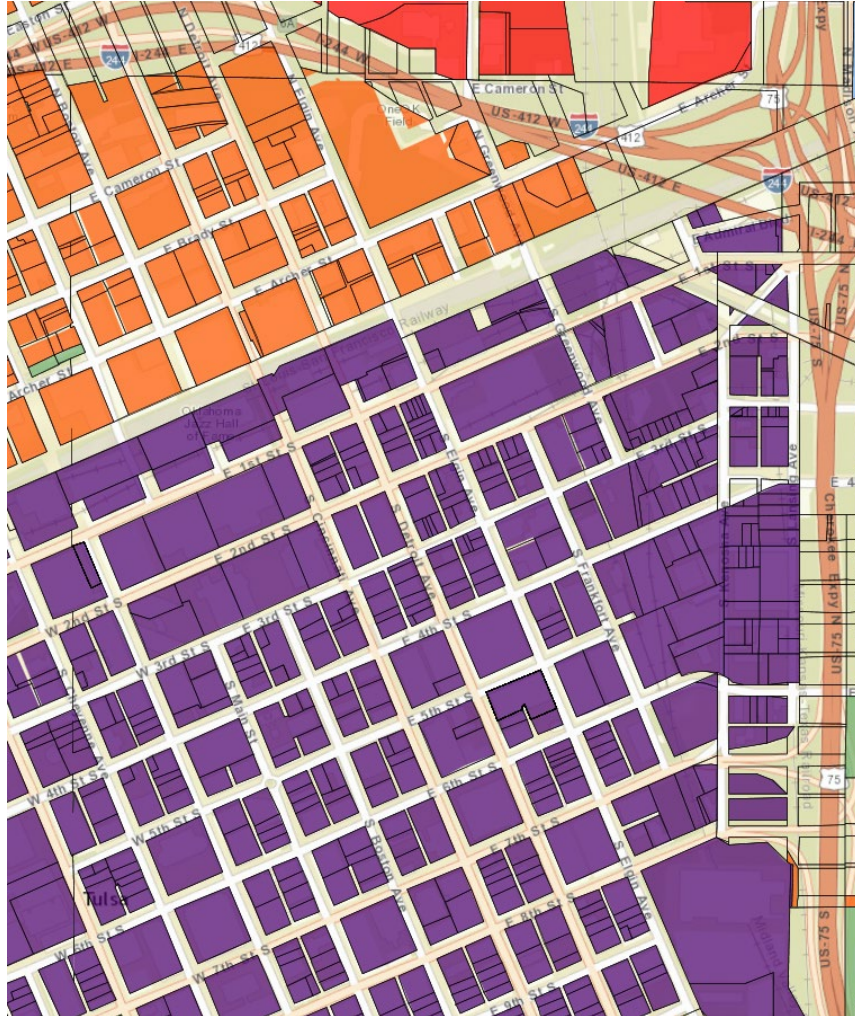
#### **A. Major Street and Highway Plan**

The Major Street and Highway Plan (MSHP) classifies street segments in the Project Plan Area primarily as *Commercial/CBD/Industrial Collectors* (green), with Kenosha Avenue and E. 3<sup>rd</sup> St. classified as *Commercial/Industrial Streets* (purple) and *Freeways* shown in blue. In the far eastern portion of the project area, there are a few smaller streets classified as “*Other*.”



## B. Land Use Map

The land use designations in the Project Plan Area are Downtown (purple) and Downtown Neighborhood (orange.).



The land use designations of *Downtown* and *Downtown Neighborhood* are found in the Project Plan Area. They are described in the Tulsa Comprehensive Plan as:

“Downtown Tulsa is a unique area, the centerpiece of the city and region with the highest intensity of uses. Many uses are attracted to the centralized location –government entities, major employers, regional entertainment venues, unique restaurants, specialty stores, nightclubs, cultural entertainment and hotels. Downtown is a significant employment center. Downtown also is a unique and eclectic neighborhood offering a special variety of housing for people who prefer to live in the midst of the activity and amenities.”

“Downtown Core is Tulsa’s most intense regional center of commerce, housing, culture and entertainment. It is an urban environment of primarily high density employment and mixed-use residential uses, complemented by regional-scale entertainment, conference, tourism and educational institutions. Downtown core is primarily a pedestrian-oriented area with generous sidewalks shaded by trees, in-town parks, open space, and plazas. The area is a regional transit hub. New and refurbished buildings enhance the pedestrian realm with ground-floor windows and storefronts that enliven the street. To support downtown’s lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots.”

“Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.”

The “Objectives” and “Statement of Principal Actions” in the Santa Fe Square Economic Development Project Plan Increment District No. 8, City of Tulsa is fully consistent with the land use designations. The Project Plan describes development in the area as including: parking structure with over 1,100 parking spaces; landscape and streetscape improvements, including lighting, signage, and sidewalk; a mixed-use project including substantial retail, residential, and office components; and a full-service boutique hotel.

The Project Plan will contribute to the variety of housing/mixed use opportunities and pedestrian nature of *Downtown*. This project involves the reuse and rehabilitation of an important historic structure to the City of Tulsa, the Santa Fe Station. This project supports the *Downtown* land use designation, as well as multiple goals in the Land Use section of the Tulsa Comprehensive Plan.

### **C. Other Comprehensive Plan Priorities**

This project also supports multiple priorities in the Economic Development and Housing sections of the Tulsa Comprehensive Plan and is in conformance with the Downtown Area Master Plan.

Economic Development Goal 6 of the Comprehensive Plan states: “Downtown Tulsa is the core of the regional economy.” Policies to support this goal include:

6.1 Expand the development tool kit to enable adaptive re-use and occupancy of historic and viable older buildings downtown that are currently vacant. This should include designation of National Register districts in downtown, enlarging the tax increment area to incorporate the entire downtown, and offering property tax freezes on historic buildings to further encourage their adaptive re-use.

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

The Comprehensive Plan states that an Economic Development Priority is to have “regional centers that provide ideal opportunities for a high concentration of commercial and retail employers.”(Comprehensive Plan, p. ED-12) The priority is further described as “Employers and residents in these centers are also offered opportunities for shopping, dining, entertainment and other services. As more people work and live in them, additional services are provided and these centers will become even more desirable places to live, contributing to a vibrant urban economy and environment.” (Comprehensive Plan, p. ED-13)

Housing Goal 3 of the Comprehensive Plan states: Downtown Tulsa offers expanded opportunities in which to live. Several policies supporting this goal focus on expanding housing options, providing and utilizing various incentives to achieve infill and revitalization downtown. (Comprehensive Plan, p. H-11).

**Staff recommendation:** Approval of the Santa Fe Square Economic Development Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan.

**Attachments:**

- Santa Fe Square Economic Development Project Plan Increment District No. 8, City of Tulsa

**RESOLUTION NO.: 2718:950**

**RESOLUTION DETERMINING THAT THE SANTA FE SQUARE ECONOMIC DEVELOPMENT PROJECT PLAN IS IN CONFORMANCE WITH THE TULSA COMPREHENSIVE PLAN AND RECOMMENDING TO THE CITY OF TULSA APPROVAL AND ADOPTION OF THE SANTA FE SQUARE ECONOMIC DEVELOPMENT PROJECT PLAN**



**WHEREAS**, the City of Tulsa (“City”) seeks to promote, revitalize, and generate development in order to attract major investment, enhance the tax base, stimulate economic growth, and improve the quality of life in Tulsa; and

**WHEREAS**, the City envisions the redevelopment of two blocks of surface parking lots and the historic Santa Fe Station, located in the Blue Dome District between 1<sup>st</sup> Street, 2<sup>nd</sup> Street, Greenwood Avenue, and Elgin Avenue, as a dense, mixed-use project consisting of retail, residential, office, and hotel components, both structured and on-street parking, as well as streetscape improvements surrounding the development; and

**WHEREAS**, economic development within the City will promote the public good, general welfare, economic security, and prosperity of the City and its inhabitants; and

**WHEREAS**, the Santa Fe Square Economic Development Project Plan (“Project Plan”) is a project plan as defined under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.*; and

**WHEREAS**, the provisions of the Oklahoma Local Development Act provide procedures for developing a qualified area such as the project area; and

**WHEREAS**, the Santa Fe Square Economic Development Project Plan Review Committee, including a representative of the Tulsa Metropolitan Area Planning Commission, has recommended the approval of the Project Plan after finding the project eligible and determining that the Project Plan will make a positive impact on affected taxing jurisdictions and business activities within the increment district; and

**WHEREAS**, the Tulsa Metropolitan Area Planning Commission has reviewed the Tulsa Comprehensive Plan and the Project Plan; and

**WHEREAS**, the Project Plan is appropriate and desirable in order to support efforts to achieve the objectives of the Tulsa Comprehensive Plan; and

**WHEREAS**, the Tulsa Metropolitan Area Planning Commission finds it appropriate and desirable to recommend to the City Council of the City that it approve and adopt the Project Plan.

**NOW, THEREFORE, BE IT RESOLVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION:**

1. The Santa Fe Square Economic Development Project Plan is hereby declared to be in conformance with the Tulsa Comprehensive Plan.
2. The Santa Fe Square Economic Development Project Plan is determined to be desirable.
3. Recommendation is hereby made to the City Council of the City of Tulsa that it approve and adopt the Santa Fe Square Economic Development Project Plan.

**PASSED AND APPROVED** this \_\_\_\_ day of March, 2016.

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Chairperson

ATTEST:

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Secretary

Ms. Miller cited the various improvements this application provides. Ms. Miller explained that she checked this application to find in conformance with the Major Street and Highway Plan, the Downtown Master Plan and the Comprehensive Plan.

**There were no interested parties wishing to speak.**

**The applicant indicated his agreement with staff's recommendation.**

**TMAPC Action; 11 members present:**

On **MOTION** of **WALKER**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of the Santa Fe Square Economic Development Project Plan per staff recommendation.

\* \* \* \* \*

21. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Tulsa International Airport Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to both the City of Tulsa and Tulsa County the approval and adoption of the Tulsa International Airport Economic Development Project Plan. Resolution No.: 2718:949.

**STAFF RECOMMENDATION:**

**Item for consideration:** Adopt a resolution of the Tulsa Metropolitan Area Planning Commission finding that the Tulsa International Airport Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa and Tulsa County the approval and adoption of the Tulsa International Airport Economic Development Project Plan.

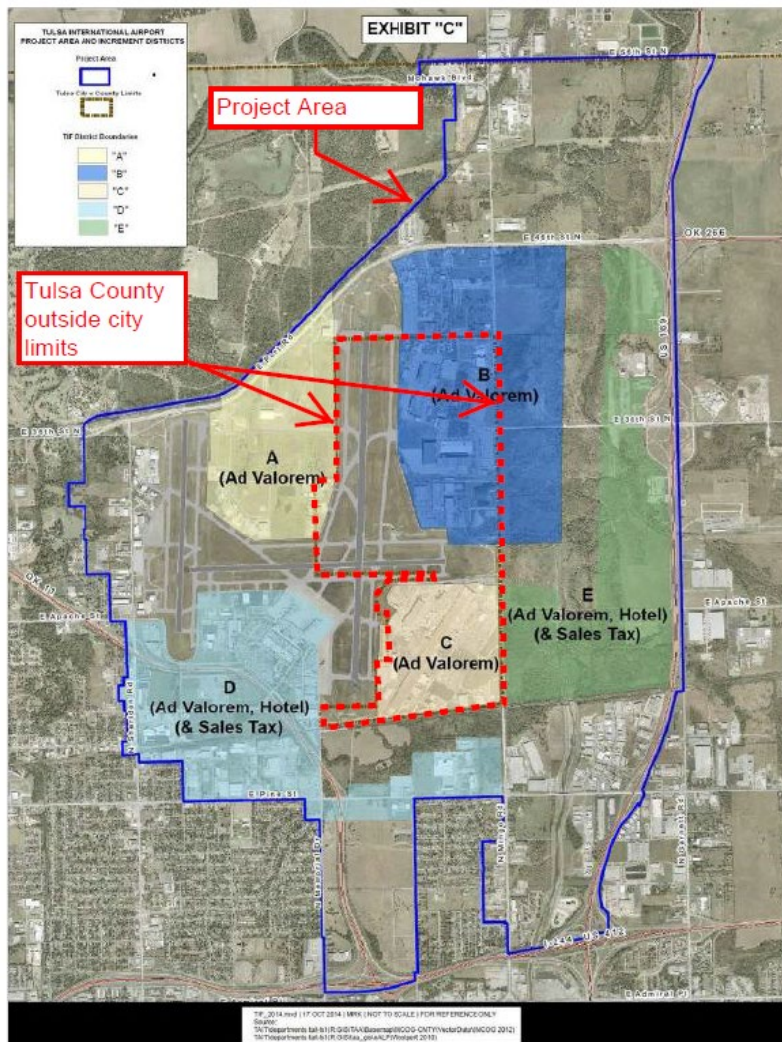
- I. **Background:** As defined by the Tulsa Comprehensive Plan, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”
- II. **Development or Redevelopment Using Tax Increment Financing:** The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

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

Increment districts have been validated by court proceedings involving two increment districts in Oklahoma City (for economic development projects at the Oklahoma Health Center and for the Downtown/MAPS project) and the increment district in Guymon (for

the Guymon-Seaboard Economic Development project).

- III. Tulsa International Airport Project Plan Area is the area in which Project activities will take place and Project Costs will be incurred. The Project Area can be generally described as the area bounded by North Port Road, East 56th Street North, Highway 169, portions of Pine Street and Interstate-244, and extending just a little west of Sheridan Road. The project plan for this TIF district includes 5 district boundaries. Each district can begin implementation independently however no district can start 10 years after approval of the TIF district.



IV: **Review of the Tulsa International Airport Project Plan for Conformance with the Tulsa Comprehensive Plan:** Prior to submittal to City Council and the Board of Commissioners for Tulsa County, the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Tulsa County has not adopted a

Comprehensive plan for this area however the Tulsa County Area is completely surrounded by the City of Tulsa Comprehensive Plan therefore staff analysis will focus on three aspects of the Tulsa Comprehensive Plan:

- Major Street and Highway Plan
- Land Use Map
- Economic Development Priorities

#### **D. Major Street and Highway Plan**

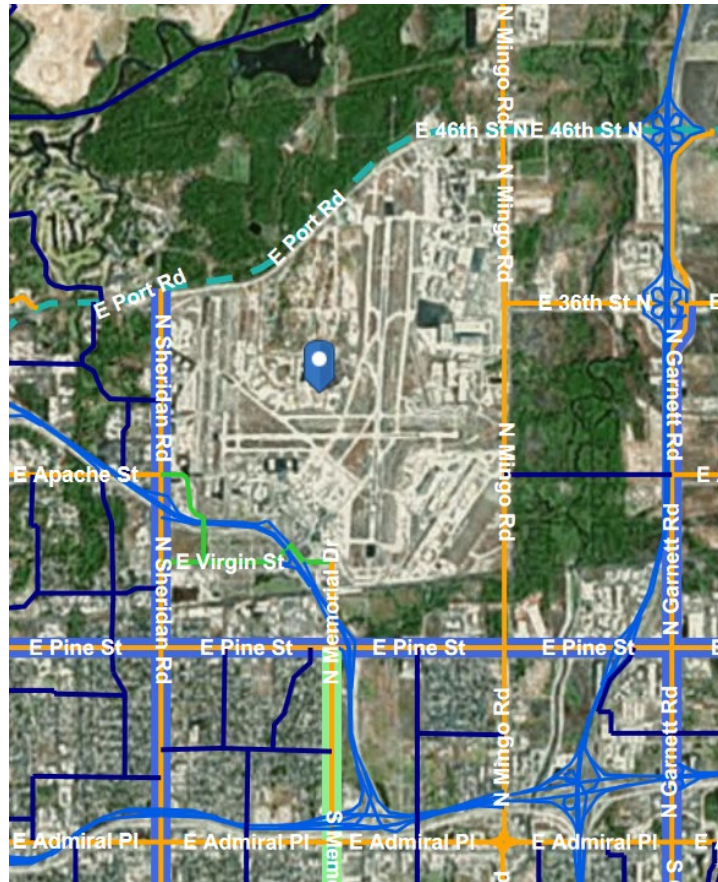
The Major Street and Highway Plan (MSHP) identifies streets in and near the Project Plan with a wide variety of high capacity vehicular transportation corridors. The site is served with the Highway 11 freeway at the southwest corner of the plan area and Highway 169 freeway just east of the project boundary. Both are identified with a solid blue line.

Primary and secondary arterial streets also serve the site. The north portion of the site is served by East Port Road which connects heavy vehicular traffic directly to the Tulsa Port of Catoosa. The east, west and south portions of the property are also served by Secondary Arterial streets that connect the airport to the rest of Tulsa with vehicular traffic.

The plan also indicates North Memorial as a Commuter Street. The Commuter Street is defined as follows:

“The most widespread commercial street type is the strip commercial arterial, these arterial streets 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.”



### **E. Land Use Plan**

The land use designations in the Project Plan Area are undefined in the County. The majority of the land inside the Plan Area is classified as Employment in the Tulsa Comprehensive Plan.

The Employment land use designation found in the Project Plan Area is described in the Tulsa Comprehensive Plan as:

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

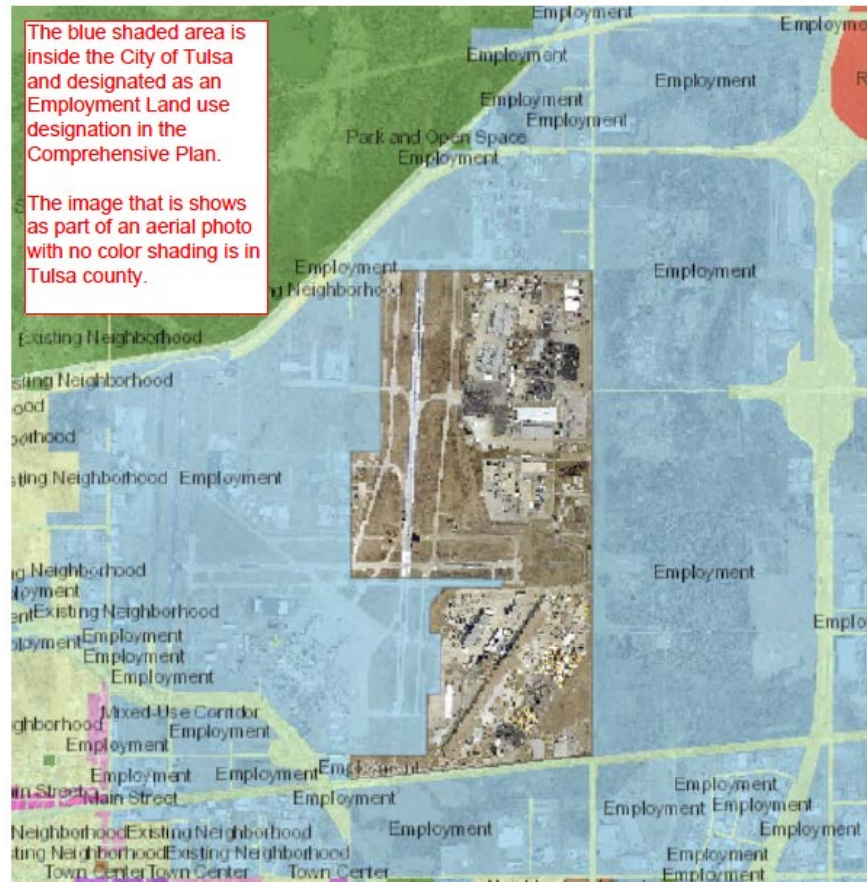
Employment areas require access to major arterials or interstates. Those areas, with manufacturing and warehousing uses must be able to accommodate extensive truck traffic, and rail in some instances. Due to the special transportation requirements of these districts, attention to design, screening and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



when employment districts are near other districts that include moderate residential use”

### **LAND USE MAP:**

(See map on next page)



The “Objectives” and “Statement of Principal Actions” in the Tulsa International Airport Economic Development Plan in District No. 3, City of Tulsa is fully consistent with the Employment land use designation. The Project Plan describes 5 separate development areas. That includes Public Improvements and Infrastructure, Development Financing Assistance and Project Implementation and Contingency cost.

The Project Plan area will contribute to a variety of private and public investments expected to increase future tax revenues including ad valorem, sales and hotel tax increment revenues.

## **F. Economic Development Priorities**

The Economic Development section of the Comprehensive plan identifies Priority Targets for several industries in Tulsa. Aviation and Aerospace is one of the Priority Targets of key industry clusters.

Several of the other target industry clusters depend on Tulsa's transportation infrastructure, and related industries and assets. Tulsa relies on Tulsa International Airport, the Port of Catoosa and highway freight to receive/deliver goods to the Tulsa area. The transportation, distribution, and logistics cluster supports the regions large manufacturers and wholesalers. Continued investments in Tulsa's transportation infrastructure, including major enhancements of Tulsa International Airport's cargo capacity, are important to support Tulsa's key clusters.

Economic Development Priority Goal 8 of the Comprehensive Plan states: "Tulsa's industrial development efforts focus on target clusters. Policies to support this goal include:

8.1 Offer tax credits, land assembly assistance, or other incentives for industrial development in target cluster industries that emerge locally or are attracted to the City with the potential to support existing businesses in target clusters.

8.2 Bolster the database of shovel-ready industrial sites, with information on site characteristics that would be desirable for target clusters. For example, describe connections and proximity to assets and infrastructure, e.g., sites near the Tulsa International Airport to attract firms in the Aviation and Aerospace cluster, or distance to major freeways to attract firms in the Transportation, Distribution, and logistics cluster.

### **Tulsa International Airport Master Plan Considerations:**

The existing Master Plan is currently in the process of being updated with an expected completion date in 2016. The proposed TIF districts are complementary with the Current Master Plan and the anticipated land use expectations identified in the update.

The generalized Future Land Use maps identified in the draft of the plan update are consistent with the Tulsa Comprehensive Plan and are also identified as Employment Areas.

**Staff recommendation:** Approval of the Tulsa International Airport Economic Development Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan including the Tulsa International Airport Master Plan.



**Attachments:**

- Tulsa International Airport Economic Development Project Plan

**RESOLUTION NO.: 2718:949**

**RESOLUTION DETERMINING THAT THE TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN IS IN CONFORMANCE WITH THE TULSA COMPREHENSIVE PLAN AND RECOMMENDING TO BOTH THE CITY OF TULSA AND TULSA COUNTY THE APPROVAL AND ADOPTION OF THE TULSA INTERNATIONAL AIRPORT ECONOMIC DEVELOPMENT PROJECT PLAN**

**WHEREAS**, the City of Tulsa ("City") and Tulsa County ("County") both seek to promote development within their boundaries in order to attract investment, enhance the tax base, stimulate economic growth, improve quality of life in and around the Tulsa metropolitan area, and strengthen the community; and

**WHEREAS**, the development of the area surrounding the Tulsa International Airport will promote the public good, general welfare, economic security, and prosperity of the City, the County and their inhabitants; and

**WHEREAS**, the City and County have declared their intent to consider approval of a joint project and creation of tax increment districts under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.*, to foster such development; and

**WHEREAS**, the Tulsa International Airport Economic Development Project Plan ("Project Plan") is a project plan as defined under the Oklahoma Local Development Act; and

**WHEREAS**, the City and County entered into a Memorandum of Understanding regarding the joint project approval process and appointed a joint Review Committee to make findings of eligibility and financial impact on taxing jurisdictions and business activities within the districts; and

**WHEREAS**, the Tulsa International Airport Economic Development Project Plan Review Committee, including a representative of the Tulsa Metropolitan Area Planning Commission, has recommended approval of the Project Plan after finding the project eligible and determining that the Project Plan will make a positive impact on taxing jurisdictions and business activities within the districts; and

**WHEREAS**, the Tulsa Metropolitan Area Planning Commission has reviewed both the Tulsa Comprehensive Plan and the Project Plan; and

**WHEREAS**, the Project Plan is appropriate and desirable in order to support efforts to achieve the objectives of the Tulsa Comprehensive Plan; and

**WHEREAS**, the Tulsa Metropolitan Area Planning Commission finds it appropriate and desirable to recommend to the City Council of the City of Tulsa and the Board of County Commissioners of Tulsa County that they approve and adopt the Project Plan.

**NOW, THEREFORE, BE IT RESOLVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION:**

1. That the Tulsa International Airport Economic Development Project Plan is hereby declared to be in conformance with Tulsa Comprehensive Plan.
2. That the Tulsa International Airport Economic Development Project Plan is determined to be desirable.
3. Recommendation is hereby made to both the City Council of the City of Tulsa and the Board of County Commissioners of Tulsa County that they approve and adopt the Tulsa International Airport Economic Development Project Plan.

**PASSED AND APPROVED** this \_\_\_\_\_ day of March, 2016.

\_\_\_\_\_  
Chairperson

ATTEST:

\_\_\_\_\_  
Secretary

Mr. Wilkerson presented the Tulsa International Airport Economic Development Project Plan and cited the various plans he reviewed to find it in conformance.

**There were no interested parties wishing to speak.**

**The applicant indicated his agreement with staff's recommendation.**

**TMAPC Action; 11 members present:**

On **MOTION** of **DIX**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of the Tulsa International Airport Economic Development Project per staff recommendation.

\*\*\*\*\*

- 22. Commissioners' Comments:** Mr. Dix stated that he previously worked for QuikTrip for 36 years and this week the Co-Founder, Mr. Chester Cadieux passed away. Mr. Dix further stated that Mr. Cadieux will be missed.

\*\*\*\*\*

**TMAPC Action; 11 members present:**

On **MOTION** of **DIX**, TMAPC voted **11-0-0** (Carnes, Covey, Dix, Fretz, Midget, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; none "absent") to **ADJOURN** TMAPC meeting 2718.

**ADJOURN**

There being no further business, the Chair declared the meeting adjourned at 2:08 p.m.

Date Approved:

04-06-2016

  
Chairman

ATTEST:

  
Secretary