

**TULSA METROPOLITAN AREA PLANNING COMMISSION**  
**Minutes of Meeting No. 2722**

Wednesday, May 18, 2016, 1:30 p.m.

City Council Chamber

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

<b>Members Present</b>	<b>Members Absent</b>	<b>Staff Present</b>	<b>Others Present</b>
Covey	Carnes	Brierre	Blank, Legal
Dix	Millikin	Fernandez	VanValkenburgh, Legal
Fretz	Stirling	Hoyt	
Midget		Miller	
Reeds		Sawyer	
Shivel		White	
Walker		Wilkerson	
Willis			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Friday, May 13, 2016 at 8:30a.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:** None

**Work Session Report:** None

**Director's Report:** Ms. Miller reported on the City Council agenda items and the River Design Overlay process

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1. **Minutes:**

Minutes of April 6, 2016, Meeting No. 2719

**Approval of the minutes of April 6, 2016 Meeting No. 2719**

On **MOTION** of **Dix**, the TMAPC voted 7-0-0 (Covey, Dix, Fretz, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Midget "absent") to **APPROVE** the minutes of the meeting of April 6, 2016, Meeting No. 2719.

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Minutes of April 20, 2016, Meeting No. 2720

**Approval of the minutes of April 20, 2016 Meeting No. 2720**

On **MOTION** of **Dix**, the TMAPC voted 7-0-0 (Covey, Dix, Fretz, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Midget "absent") to **APPROVE** the minutes of the meeting of April 20, 2016, Meeting No. 2720.

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Minutes of May 4, 2016, Meeting No. 2721

**Approval of the minutes of May 4, 2016 Meeting No. 2721**

On **MOTION** of **Dix**, the TMAPC voted 7-0-0 (Covey, Dix, Fretz, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Midget "absent") to **APPROVE** the minutes of the meeting of May 4, 2016, Meeting No. 2721.

**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-20881** (Lot-Split) (CD 5) – Location: West of the southwest corner of East 41<sup>st</sup> Street South and South Memorial Drive (Related to LC-771)
3. **LC-771** (Lot-Combination) (CD 5) – Location: Southwest corner of East 41<sup>st</sup> Street South and South Memorial Drive (Related to: LS-20881)

4. **LC-772** (Lot-Combination) (CD 4) – Location: Southeast Corner of East 4<sup>th</sup> Street South and South Cincinnati Avenue
5. **LC-773** (Lot-Combination) (CD 3) – Location: Northwest corner of East Admiral Place and North Louisville Avenue
6. **LS-20884** (Lot-Split) (CD 4) – Location: East of the southeast corner of East 1<sup>st</sup> Street South and South Elgin Avenue (Related to: LC-776)
7. **LC-776** (Lot-Combination) (CD 4) – Location: East of the southeast corner of East 1<sup>st</sup> Street South and South Elgin Avenue (Related to: LS-20884)

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

**TMAPC Action; 7 members present:**

On **MOTION** of **DIX**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Midget "absent") to **APPROVE** Items 2 through 7 per staff recommendation.

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**CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:**

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

Mr. Midget arrived at 1:35 p.m.

**COMPREHENSIVE PLAN AMENDMENT PUBLIC HEARING:**

8. **CPA-43** - Amendment to the text of the Comprehensive Plan to establish and define an Arkansas River Corridor Land Use category; and amendments to Land Use and Stability and Growth maps in support of the proposed River Design Overlay District. (CD 2, 4, 8 & 9) (Related to ZCA-1)

**Item:** Text amendment to the Comprehensive Plan to establish and define an *Arkansas River Corridor* Land Use category; and amendments to Land Use and Stability and Growth maps in support of the proposed River Design Overlay District.

- A. Background:** In February 2015, the Mayor and City Council formed a steering committee, who ultimately recommended areas surrounding the Arkansas River be included in a proposed River Design Overlay district and recommended development standards for the district, including limitation of uses and design standards. The purpose of the proposed text amendment to the Tulsa Comprehensive Plan is to establish an *Arkansas River Corridor* Land Use category to support the standards of the River Design Overlay district.

Currently there is not a consistent land use category assigned to the areas within the proposed River Design Overlay district. Rather, there is a mixture of land use categories, including *Existing Neighborhood*, *New Neighborhood*, *Downtown Neighborhood*, *Mixed-Use Corridor*, *Employment*, *Town Center*, *Regional Center* and *Parks and Open Space*. The intent of the map amendments is to ensure that all park areas are designated as *Park and Open Space* and other areas within the boundaries of the proposed River Design Overlay district are designated with the proposed *Arkansas River Corridor* Land Use category. In addition, an *Area of Stability* designation is proposed for all park areas and *Area of Growth* designation for all other properties within the proposed overlay boundary.

- B. Comprehensive Plan amendment history:**

**CPA 10** - In August 2014, the TMAPC adopted an amendment on the Land Use Map to *Parks and Open Space* and a designation on the Stability and Growth Map to *Area of Growth* on 800 acres located from Southwest Boulevard to E 71<sup>st</sup> St S along the Arkansas River (River Parks)

**CPA 11** - In August 2014, the TMAPC adopted an amendment on the Land Use Map to *Parks and Open Space* and a designation on the Growth and Stability Map to *Area of Growth* on 66.5 acres located along Riverside Drive from E 26<sup>th</sup> St S to E 33<sup>rd</sup> PL (The Gathering Place).

- C. Summary:** The text amendments that include the addition of the proposed *Arkansas River Corridor* Land Use category are described in Attachment 1. Attachment 2 identifies several properties along and in proximity to the river that have been identified as amendments to the Land Use and Stability and Growth maps.

## Attachment 1

### CPA-43 - Comprehensive Plan Text Amendments

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#### A. Tulsa Comprehensive Proposed Plan Text Amendments

- 1) Part V: Building the Plan, Page LU-32

The Corridors building block includes three ~~two~~ main types of plan categories, *Main Streets*, *Mixed-Use Corridors* and the *Arkansas River Corridor*.

- 2) Part V: Building the Plan, Page LU-32 (add to end of the Corridor building block definitions)

##### *Arkansas River Corridor*

The Arkansas River Corridor is located along the Arkansas River and scenic roadways running parallel and adjacent to the river. The Arkansas River Corridor is comprised of a mix of uses - residential, commercial, recreation and entertainment – that are well connected and primarily designed for the pedestrian. Visitors from outside the surrounding neighborhoods can access the corridor by all modes of transportation.

This Corridor is characterized by a set of design standards that support and enhance the Arkansas River Corridor as a lively people-oriented destination. The Corridor connects nodes of high quality development with parks and open spaces. The natural habitat and unique environmental qualities are amenities and are respected and integrated as development and redevelopment occur. The future development of this Corridor is intended to complement the residential character of adjacent thriving neighborhoods by providing appropriate transitions and connections to the Arkansas River.

#### B. Justification

The addition of the *Arkansas River Corridor* land use category as defined above provides an ideal plan category that is intended to guide the character of public and private development along the river corridor. In addition, the proposed the *Arkansas River Corridor* designation will help promote the desired development standards of the proposed River Design Overlay District.

#### C. Staff Recommendation:

Staff recommends approval of the comprehensive plan text amendments as presented.

## Attachment 2

### CPA-43 - Comprehensive Plan Map Amendments

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#### A. Tulsa Comprehensive Proposed Map Amendments

- 1) As shown on the attached existing and proposed Land Use Map the proposed land use map amendments are as follows:
  - a) **On certain properties located along and near the east bank of the Arkansas River between West 11<sup>th</sup> Street South and East 121<sup>st</sup> Street South** amend the designation on the Land Use Map from *Existing Neighborhood, Downtown Neighborhood, Mixed-Use Corridor, Parks and Open Space, Town Center, Regional Center* and *New Neighborhood* to *Arkansas River Corridor*
  - b) **On certain properties located along and near the west bank of the Arkansas River between Interstate 244 and West 81<sup>st</sup> Street South** amend the designation on the Land Use Map from *Regional Center, Parks and Open Space* and *Employment* to *Arkansas River Corridor*
  - c) **On certain properties located along and near the east bank of the Arkansas River between East 31<sup>th</sup> Street South and East 91<sup>st</sup> Street South** amend the designation from *Mixed-Use Corridor, Existing Neighborhood, and Regional Center* to *Parks and Open Space*
- 2) As shown on the attached existing and proposed Growth and Stability Map the proposed Stability and Growth Map amendments are as follows:
  - a) **On certain properties located along and near the east bank of the Arkansas River between West 11<sup>th</sup> Street South and East 121<sup>st</sup> Street South, and on certain properties located along and near the west bank of the Arkansas River between I- 244 and West 81<sup>st</sup> Street South** amend the designation on the Stability and Growth Map.

#### B. Justification:

The proposed designation of *Arkansas River Corridor* on certain properties located along and near the Arkansas River will guide the character of public and private development along the river and help promote the river corridor as a valuable asset to the city and the region. The proposed map amendments are consistent with the emerging commercial, recreation and entertainment character of the river corridor. As a result, these areas should be appropriately designated as an *Area of Growth*.

In 2014, the TMAPC approved an amendment on the Land Use Map to *Parks and Open Space* and a designation on the Stability and Growth Map to *Area of Growth* for River Parks and the Gathering Place. At that time, the *Area of Growth* designation was assigned knowing that the Gathering Place would be

a catalyst to redevelopment in the area. However, after closer examination during the River Design Overlay steering committee process, it was determined that the River Parks should be designated as an *Area of Stability* since it is intended that the character of the park system be maintained. A major goal for an *Area of Stability* is to identify and maintain the valued character of an area while accommodating rehabilitation and reinvestment.

**C. Staff Recommendation:**

Staff recommends **APPROVAL** of the Comprehensive Plan map amendments as presented.

**INTERESTED PARTIES COMMENTS:**

**Mitch Drummond**, 1723 South Detroit, Tulsa, OK 74120

Mr. Drummond asked that the land known as Helmerich Park be listed RDO-1. It is currently listed as RDO-2 and he would like it to change it so the park land can be protected in the future.

**Nick Probst**, 4144 East 34<sup>th</sup> Street, Tulsa, OK 74135

President of the NAIOP Tulsa Commercial Real Estate Development Association, would like Helmerich Park to stay RDO-2.

Ms. VanValkenburgh stated item number eight is about the proposed Comprehensive Plan Amendment and RDO-1 and RDO-2 is for future zoning designations and this has to do with land use proposed for these properties under the Comprehensive Plan.

Ms. Miller stated the map would be dealt with at a future hearing and RDO-1 is designated Park and Open Space and RDO-2 is designated Arkansas River Corridor so there is a correlation.

**Bill Leighty**, 410 West 7<sup>th</sup> Street, Tulsa, OK 74119, is the Executive Director of Smart Growth Tulsa a non-profit cooperation to advocate for smart public policy. Mr. Leighty starts by quoting Mayor Dewey Bartlett, "Overlays are normally reflective of a relative small number of people." Mr. Leighty is representing over a thousand members of Smart Growth Tulsa, five thousand Facebook followers, a board of trustees and a large advisory board. Smart Growth Tulsa supports the establishment of the Arkansas River Corridor land use Category and the amendments to the Stability and Growth maps which would support the River Design Overlay district. Mr. Leighty further stated he would like staff to revisit the idea of Helmerich Park zoning to RDO-1. Mr. Leighty supports the Comprehensive Plan amendment and would encourage TMAPC approve it today.

Ms. Miller states the River Design Overlay steering committee addressed this issue and decided Helmerich Park should be RDO-2.

Ms. VanValkenburgh confirmed with Ms. Miller that the designations RDO-1, RDO-2 and RDO-3 will not be on the Comprehensive Plan map changes.

**TMAPC Action; 8 members present:**

On **MOTION** of **Dix**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, "absent") to **APPROVE** the Comprehensive Plan Amendment per staff recommendations..

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**PUBLIC HEARINGS:**

9. **ZCA-1** - Amendment to the City of Tulsa Zoning Code to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (River Design Overlay), and an amendment to Section 70.010-F.3 and Section 70.010-F.4.b (Public Hearing Notice) (Related to CPA-43)

**Item:** Public hearing to provide a recommendation to the City Council regarding amending the City of Tulsa Zoning Code to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (**River Design Overlay**), and to amend Section 70.010-F.3 and Section 70.010-F.4.b (**Public Hearing Notice**)

**A. City of Tulsa Zoning Code amendments**

**1) Chapter 20, Section 20.030 Special Area (SA) overlay district**

The proposed **River Design Overlay (RDO)** will be the first Special Area (SA) overlay district incorporated into the City of Tulsa's Zoning Code. The proposal is to add Section 20.050, to establish the regulations of a Special Area overlay district (River Design Overlay - RDO) pertaining to uses and site and building design for properties which may subsequently be supplementally rezoned RDO-1, RDO-2 or RDO-3.

The Purpose and Intent of the proposed overlay is as follows:

*The RDO, River Design Overlay regulations of this section establish regulations governing form, function, design and use for properties located within the boundaries of the River Design Overlay district. The regulations are generally intended to maintain and promote the Arkansas River corridor as a valuable asset to the city and region in terms of economic development and quality of life. The regulations are also intended to:*

- a. *Support and enhance the river corridor as a lively people-oriented destination, connecting nodes of high-quality development with parks and open spaces;*

- b. Protect the city's investment as well as the investments of property owners, developers and others who enjoy the benefits of the Arkansas River corridor;*
- c. Encourage development that enhances the appearance of the Arkansas River corridor and the surrounding area;*
- d. Ensure development and redevelopment that is sensitive to the area's natural resources and environmental qualities;*
- e. Establish the area as an interconnected, pedestrian-oriented, cultural and recreational destination, attracting both residents and visitors to the Arkansas River; and*
- f. Foster a sense of community and civic pride.*

During the adoption process of the new code, provisions were incorporated to ensure that any future overlays "be based on an adopted plan or be prepared following an inclusive, transparent, and equitable planning and public involvement process that includes opportunities for affected property owners and residents to participate in the formulation of the district regulations or otherwise offer recommendations and provide input. This process is outlined in this staff report.

## **2) Chapter 70, Section 70.010-F Public Hearing Notice**

During review of notice procedures for a large geographic area, such as the River Design Overlay, two provisions warranting amendments regarding Public Hearing Notice for were identified.

- a. Amendment of Section 70.010-F.3** of the Zoning Code to provide for location of posted notice in certain City-initiated rezoning cases. The previous City of Tulsa Zoning Code included a provision in Section 1703.C.1.d that allowed for an exception to the sign posting requirement that at least one sign be posted for each 1,000 feet of street frontage or fraction thereof on that street "Provided that, if the City of Tulsa proposes zoning reclassifications in order to revise its comprehensive plan or official map or to identify areas which require specific land use development due to topography, geography or other distinguishing features, including but not limited to floodplain, drainage, historic preservation and blighted areas, mailing of notice as above provided shall not be required and notice shall be given at least 20 days before the date of the hearing by publication as above provided by posting on designated properties within the area affected by the proposed zoning reclassification." Inadvertently, that provision was not carried forward into the new code.
- b. Amendment of Section 70.010-F.4.b**, pertaining to content of public hearing notice, to correct a scrivener's error. This amendment will correct a scrivener's error regarding public hearing notice content, replacing an "and" with an "or" for this provision to read as it was intended: "Describe any property involved in the application by map, street address or by legal description, provided that a map must be included in the newspaper

notice for any zoning map amendment.” In some instances, such as rezoning of a large geographic area, a legal description would be lengthy, difficult to produce and the least effective means of communicating the boundaries to the general public.

## **B. RDO Background**

There is extensive background leading to the development of the proposed River Design Overlay, as evidenced by the process and events documents in this staff report. Initially design guidelines for development along the river were recommended in the Arkansas River Corridor Master Plan, which was adopted over 10 years ago (2004). In 2010, the City of Tulsa Comprehensive Plan, or PlaniTulsa, was adopted and contained policies regarding enhancing the Arkansas River, orienting new development toward the river & creating design guidelines.

In February, 2015, a joint Mayor and City Council retreat was held where they identified a shared goal of “drafting regulatory tools to guide river development” and “adopting river corridor design guidelines.” As a result, a steering committee was established in early 2015 to begin working on design guidelines for the area surrounding the Arkansas River. The steering committee members are:

- Robert Gardner, the Mayors appointed Director of River Development
- Councilor Jeanne Cue, District 2
- Councilor Blake Ewing, District 4
- Councilor Phil Lakin, Jr., District 8
- Councilor GT Bynum, District 9
- Clay Bird, representative from the Mayor’s Office
- Susan Miller, AICP, INCOG
- Dwayne Wilkerson, ASLA, INCOG
- Rich Brierre, Executive Director of INCOG
- Dawn Warrick, AICP, Director of Planning and Development, City of Tulsa
- Warren Ross, Developer
- Ken Klein, Developer/Builder
- Matt Meyer, Executive Director of RiverParks
- Ted Reeds, Architect, Planning Commissioner
- Shawn Schaefer, Architect, Urban Design Studio at OU-Tulsa
- Shelby Navarro, Architect
- Shane Fernandez, Nabholz Construction
- Jeff Stava, project manager for the Gathering Place

## **C. Summary of RDO Steering Committee Process**

INCOG/TMAPC staff has been the primary lead on the drafting of the proposed overlay, with significant input and guidance from the steering committee. Beginning in March 2015, the steering committee met regularly over the course of a year, accomplishing the following scope of work:

- Reviewed other design districts and river districts from other jurisdictions to use as a guide, including:
  - City of Oklahoma City Scenic River Overlay Design Districts
  - City of Kalamazoo, MI Riverfront Overlay Zoning District
  - City of Des Moines, IA Downtown Riverfront District
  - Milwaukee River Overlay Zone
  - City of Portland Greenway Overlay Zones
  - Louisville Waterfront Overlay District
- Developed purpose statement for the River Design Overlay
- Developed desired design concepts for river development
- Compiled graphics to illustrate desired design concepts
- Defined specific boundaries for overlay areas
  - Methodology to define boundaries:
    - Parcels must have direct relationship to the river
    - Generally respectful of parcel boundaries
    - At least 300' of depth to ensure adequate redevelopment potential
    - Excluded areas identified in the National register of Historic Places
    - Reviewed topography and floodplain maps for affected areas
    - Field checked sites
    - Reviewed with and received steering committee input
- Identified three distinct subareas for varying regulations –RDO-1, RDO-2 & RDO-3
- Drafted regulations for the River Design Overlay to support design concepts & characteristics of each of the three subareas
- Toured the area by bus (Mayor and steering committee) to review boundaries and further discuss concepts
- Completed associated Comprehensive Plan work, including:
  - Evaluated Comprehensive Plan land use categories in river corridor;
  - Drafted a new *Arkansas River Corridor* land use designation to apply to areas outside of those designated *Park and Open Space*;
  - Methodology is to assign RDO-1 with a *Park and Open Space* land use designation and RDO-2 & RDO-3 with an *Arkansas River Corridor* land use designation; and
  - Identified areas where land use adjustments needed to be made.

**D. RDO Public Process Summary**

In early, 2016, the steering committee produced a summary of the RDO and boundary map to distribute and discuss with various groups. The materials were either distributed prior to or at the meetings and were posted on [www.tmapc.org](http://www.tmapc.org) on January 28, 2016. The following meetings were held:

- **Tulsa Regional Chamber of Commerce** (approx. 10 in attendance)  
Friday, January 22, 2016 at 1:30pm  
Tulsa Regional Chamber Office, 1 W. 3<sup>rd</sup> Street  
Flintco Conference Room (13th floor)
- **Home Builders Association of Greater Tulsa** (approx. 35 in attendance)  
Tuesday, January 26, 2016 at 3:30pm  
Developers Council  
11545 E 43rd Street
- **American Institute of Architects,  
Eastern Oklahoma Chapter** (approx. 15 in attendance)  
Thursday, January 28, 2016 at 12:00pm  
Community Affairs Committee  
2210 S. Main Street
- **TMAPC Work Session #1** (approx. 18 in attendance)  
Wednesday, February 3, 2016 at 1:30pm  
City Hall, 10<sup>th</sup> Floor North
- **Greater Tulsa Area Realtors** (approx. 25 in attendance)  
Thursday, February 11, 2016 at 9:00am  
Urban Affairs Committee  
11505 E. 43rd Street
- **NAIOP** (approx. 15 in attendance)  
Friday, February 12, 2016 at 11:00am  
Public Affairs Committee  
Cyntergy Building  
810 S Cincinnati Avenue, first floor conf. room
- **Stormwater Drainage and  
Hazard Mitigation Advisory Board** (approx. 18 in attendance)  
Thursday, March 17, 2016 at 1:00pm  
420 W. 23<sup>rd</sup> Street, Room S-213

On April 6, 2016, the initial draft of the proposed River Design Overlay and boundary map were posted online at [www.tmapc.org](http://www.tmapc.org). Also on April 6, all property owners within the proposed overlay boundary (506 in total) were sent notices of City Council sponsored Town Hall meetings.

- **City Council Town Hall meeting** (approx. 70 in attendance)

Monday April 18, 2016, 6:00pm  
Charles Schusterman Jewish Community Center – Sylvan  
Auditorium  
2021 E 71st Street

- **City Council Town Hall meeting** (approx. 35 in attendance)  
Tuesday April 19, 2016, 6:00pm  
OSU Center for Health Sciences Center – Dunlap Auditorium  
1111 W 17th Street

INCOG/TMAPC staff has kept a log of all calls and emails from property owners inquiring as to how the overlay impacts their property. As of the printing of this report, approximately 25 calls and/or emails have been received. Most are inquiries of a general nature, not necessarily in support or opposition. In addition, there were written comments submitted in response to the proposed overlay. Several of the written comments included recommendations that were considered and incorporated into the draft of the proposed overlay. One property owner has specifically requested to be removed from the boundaries of the proposed overlay. Although this particular amendment does not apply the River Design Overlay to the Zoning Map, Section 20.0010-D.3.d of the Zoning Code requires “A map showing the boundaries of the proposed overlay, including all lots included within the boundaries and identifying those owners of property within the proposed overlay who have indicated, in writing, their support or opposition to the overlay district text or map amendment.” Written comments, as well as the required map are attached to this report.

Additional TMAPC meetings are scheduled:

- **TMAPC Work Session #2** (approx. 16 in attendance)  
Wednesday April 20, 2016, 11:00am  
City Hall, One Technology Center- 3<sup>rd</sup> floor presentation room  
175 East 2nd Street
- **TMAPC Public Hearing**  
Wednesday May 18, 2016, 1:30pm  
City Hall, One Technology Center- 2<sup>nd</sup> floor Council Chambers  
175 East 2nd Street

Also, the following meeting is scheduled:

- **RiverParks Authority**  
Thursday, May 12, 2016, 8:00am  
2424 E. 21st St., Suite 300

**E. RDO Conformance with the Comprehensive Plan**

The idea for design guidelines is evidenced in multiple recommendations in both the Tulsa Comprehensive Plan and the Arkansas River Master Plan. The proposed

River Design Overlay addresses uses, building placement, design and site features, parking, landscaping and screening, lighting, signage and circulation and access. More intensive heavy commercial and industrial uses are prohibited, deemed unfavorable for riverfront development- rather the uses and types of development envisioned along the river that encourage people activity – such as retail, restaurants, recreational venues, etc. The proposed overlay ensures that design focuses on river orientation and pedestrian connections to the river trail system and to other parts of the river corridor.

➤ **Relevant Comprehensive Plan priorities, goals & policies:**

**TULSA COMPREHENSIVE PLAN**

**LAND USE PRIORITY 1** - *Make land use decisions that contribute to Tulsa's fiscal stability and move the city towards the citizen's vision*

**Land Use Goal 3**— *New development is consistent with the PLANiTULSA building blocks. Policies to support this goal include:*

**Policy 3.1** *Promote pedestrian-friendly streetscapes by designing pedestrian-friendly streetscapes and encouraging new developments to provide pedestrian-oriented amenities and enhancements, including:*

- *Arcades, awnings and other architectural features to provide a human scale and offer protection from rain and the summer heat;*
- *Pedestrian plazas and green open space that offer interesting public places for people to enjoy the street experience. These should incorporate water features, sculptures, art or other architectural objects or focal points;*
- *Public art, benches, trash receptacles, bike racks and other amenities that enhance the quality of the pedestrian experience;*
- *Walkways and sidewalks that differentiate the pedestrian space from the auto realm;*
- *Pedestrian-oriented street lighting to increase the sense of safety and reduce the impact of light pollution;*
- *Trees and other landscaping to visually enhance the space as well as provide shade and a cooler microclimate. Native or drought resistant species should be encouraged;*
- *Walkways leading directly to the street from building entrances;*
- *Moving overhead wires to underground locations and relocating other utilities to the rear of the development to improve the area's appearance.*

**Policy 3.5** *Place buildings adjacent to the street with generous sidewalks; sidewalk cafes, attractive landscaping and pedestrian areas.*

- *Mass buildings with common parking lots rather than situated individually surrounded by private lots.*
- *Provide ground floor retail, professional service, and/or professional office storefronts on parking lots that front the street.*

- Enhance parking structure facades when ground floor uses cannot be provided.
- Provide building entrances and windows to offer “eyes on the street,” improving security and pedestrian access.
- Sidewalks should accommodate pedestrian seating and other amenities.
- Place parking lots, garage doors, loading zones and mechanical equipment away from streets.

**Policy 3.6** Encourage complementary building height, scale, design and character.

- Create a sense of place by encouraging development of buildings, structures and landscapes that complement the character and scale of their setting.
- Design parking lot location, configuration, access points and screening to minimize spillover and mitigate any negative effects.

**Land Use Goal 4—** The development environment allows Comprehensive Plan implementation to occur through market development. Policies to support this goal include:

**Policy 4.1** Promote redevelopment through reductions of parking standards and the expansion of shared parking systems and other parking management tools.

**LAND USE PRIORITY 4 -** Maintain, stabilize and strengthen existing neighborhoods, making them places where new residents are attracted to live.

**Land Use Goal 12 -** Residents in established neighborhoods have access to multiple modes of transportation.

**Policy 12.2** Leverage the benefits of urban design to create walking and biking transportation options in neighborhoods.

- Develop urban design guidelines for small area and neighborhood planning that encourage walkable mixed-use centers or main streets.
- Use Context Sensitive Solutions process to ensure that centers and corridors are designed to support transit riders.

**LAND USE PRIORITY 5 -** Ensure that areas of growth benefit from high quality sustainable development

**Land Use Goal 16—** Tulsa is known for its built and natural beauty.

**Policy 16.1** Establish Urban Design Standards.

- Formulate place-making design standards.
- Standards should encourage pedestrian friendly, highly accessible environments that create and enhance lively urban villages and a vibrant downtown.
- Standards should include setback, height, bulk and frontage requirements but should not be overly prescriptive.

**TRANSPORTATION PRIORITY 3 -** Ensure that transportation investments enhance the land uses they serve.

**Transportation Goal 7—** Transportation facilities fit their physical setting and preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

**Policy 7.1** Enhance transportation Tulsa's right-of-ways so they both serve as great public places and promote multi-modal travel.

- Enhance current roadways 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.
- Provide comfortable and attractive pedestrian and bicycle facilities within existing and new developments.
- Build upon the connectivity concepts in INCOG's 2030 Bicycle and Pedestrian Plan by expanding the scope of Public Works' current ADA Transition plan to address studying and prioritizing the need for connections to off street trails from neighborhoods and regional destinations.
- Correlate a mixed use land use development strategy to minimize auto trips and roadway congestion through internal capture of vehicular trips.
- Prioritize sidewalk, curb ramp and crosswalk rehabilitation and construction projects according to ranking that takes into account concentrations of persons with disabilities, public facilities, mixed use development and transit stop locations.

**PARKS, TRAILS AND OPEN SPACE PRIORITY 1 -** *Ensure a clean and healthy Arkansas River.*

**Parks, Trails and Open Space Goal 2—** *Non-point pollution is reduced through low impact development principles, creative building practices, and smart site design that can retain and treat stormwater generated on-site.*

**Policy 2.2** *Transform redevelopment and infrastructure projects into opportunities to improve watershed conditions through creative building and site design and use of innovative materials and techniques.*

**PARKS, TRAILS AND OPEN SPACE PRIORITY 2 -** *Strengthen connections to the Arkansas River*

**Parks, Trails and Open Space Goal 3—** *Maintain a strong connection between the city and the Arkansas River.*

**Policy 3.1** *Support implementation of the Arkansas River Corridor Master Plan to establish better connections with the riverfront area.*

**Policy 3.2** *Expand, maintain, and enhance an interconnected system of parks, trails, and open spaces along the Arkansas River and nearby watersheds.*

**Policy 3.3** *Provide ample, safe connections for pedestrians and bicyclists between neighborhoods and the water's edge.*

**Policy 3.4** *Using a variety of tools over time, develop a continuous trail along both sides of the Arkansas River that complements the existing*

and planned riverfront uses and recognizes the vital contribution to Tulsa's economy made by industries located along the river.

**Policy 3.5** Integrate the results of INCOG's Arkansas River Corridor Master Plan discussion into a river plan and corresponding greenway ordinances to protect public access, recreational uses and provide a natural buffer between development and the riverfront.

**Parks, Trails and Open Space Goal 4**—Promote the Arkansas River as a centerpiece of life in Tulsa.

**Policy 4.1** Orient new development within riverfront areas towards the river.

**Policy 4.2** Act to enhance the Arkansas River as Tulsa's centerpiece by shaping the city's urban form, industrial development, environmental health, public spaces, river communities, and neighborhoods towards the river.

**Policy 4.3** Consider the history and special qualities of the Arkansas River when designing buildings, landscaping, streets, parks, and public art in waterfront districts.

**Policy 4.4** Create and enhance community gathering places such as parks, residential districts, or retail districts near the Arkansas River.

**Policy 4.6** Develop a comprehensive plan package that includes plans for riverfront communities, a river greenway plan, design guidelines, and recommendations for natural resource restoration.

## **ARKANSAS RIVER CORRIDOR PLAN**

### **Policy and Project Recommendations**

#### **Pages 13-14, Community Development Opportunities**

- Over the long term, maximize the effect of appropriate land uses along the river. If the Arkansas River is viewed as a valuable public resource, then the land uses that line the shores have intrinsic value. The existing land uses should be examined on a "highest and best use" basis, given their location. Property rights must be respected, so this recommendation will be accomplished in the long-term, not the short-term.
- Because of their obvious importance, the land uses adjacent to the river crossings receive a great amount of emphasis in the Vision Plan. Because of this, the land uses at these intersections must be able to add to the urban vibrancy and commercial potential. That is particularly true of those close to the Tulsa downtown area.
- Promoting access to the water's edge is important to the sense of place. People should be able to reach the water's edge whether it be in a continuous fashion such as boardwalks or promenades, or in an overlook fashion such as the overlooks by the Pedestrian Bridge or north of the 21st Street Bridge by the River's Edge Café.

- *Promenades are a site-specific design solution, and are often a key element in riverside developments. Design Guidelines for the river corridor should address how promenades for retail/entertainment or mixed use developments front onto the river, in terms of spatial relationships to the river and to development, lighting, materials, and other design respects. Key design considerations are the uses that front onto the promenades, the view from and setting of the promenade, and the character or theme created by the improvements. Overlooks should be placed where grand views along the river corridor can be seen.*

**Page 20, River Oriented Activities**

*Examples of specific tasks where interagency cooperation will be required include:*

- ❖ *The local governments along the river corridor should adopt Regional River Corridor Design Guidelines in order to raise the quality and value of the entire river corridor, and make the development process more predictable.*

*Examples of Projects for the Short Term (1 – 5 years):*

- *Creation of Design Guidelines for the entire river corridor*

➤ **Staff analysis:**

The proposed overlay implements goals and policies in the Tulsa Comprehensive Plan and the Arkansas River Corridor Plan through:

- Development of urban design guidelines to implement previously adopted plans;
- Orientation of buildings and landscapes that complement the river environment;
- Promoting pedestrian friendly environments;
- Requiring building entrances and transparency on the street and river side of projects to improve security and access;
- Increased setbacks and screening of parking, mechanical equipment, loading zones, etc. from street and river;
- Reducing parking requirements to promote redevelopment;
- Ensuring walkable developments by requiring a connected pedestrian circulation system;
- Strengthening connections to the Arkansas River by ensuring that buildings and site improvements do not obstruct continuity of access to the river trails;
- Maximizing safety and internal trip capture by requiring vehicular cross-access to adjacent parcels and shared access points;
- Establishing urban design standards to foster a sense of place but that are not overly prescriptive in bulk and height standards;
- Creation of objective design review standards to provide predictability for businesses;
- Respecting the character of the river environment by requiring at least 20% of the lot be landscaped; and

- Promoting the Arkansas River as a centerpiece of life in Tulsa by limiting uses, orienting uses towards the river, establishing urban design standards and enhancing connections to the river and throughout the corridor.

As outlined above, the proposed overlay implements multiple Comprehensive Plan goals and policies and the proposed overlay is in conformance with the Comprehensive Plan and is consistent with the Zoning Code's general purposes (Section 1.050) and the stated purpose and intent of the applicable overlay.

## **F. Staff Recommendation**

Staff recommends **approval** of Zoning Code amendments to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (**River Design Overlay**), and to amend Section 70.010-F.3 and Section 70.010-F.4.b (**Public Hearing Notice**) based on the above findings.

### **RIVER DESIGN STEERING COMMITTEE MEMBER COMMENTS:**

Commissioner Ted Reeds read a letter written by Robert Gardner, Chairman of the River Design Overlay steering committee, commenting on the diverse panel of people on the committee and stating the City needs forward thinking planning to further enhance the River Corridor.

Mr. Reeds stated the steering committee considered three things, people, use and density and fully supports what the steering committee proposed.

**Councilor Phil Lakin** states this process has been ongoing for a long time, He stated that there are opportunities along the river to develop for better uses and we have the opportunity to do it the right way.

**Warren Ross** 2151 East 32<sup>nd</sup> Place Tulsa, OK 74105

Mr. Ross states he represented Development, Engineering and Construction on the Steering Committee and it was a real challenge developing a plan and we tried to challenge every scenario possible. He stated that it allows framework to be put in place to enhance and beautify Riverside Drive not just for today but for the next fifty years or one hundred years.

### **INTERESTED PARTIES COMMENTS:**

**Dobie Langenkamp** 2949 S. Delaware Tulsa, OK 74114

Mr. Langenkamp states there is a lawsuit pending to decide if the sale of Helmerich Park is legal, and once the lawsuit is won the land will be a park. Mr. Langenkamp wants to be assured that this designation RDO is not going to impair the ability of the City of Tulsa to declare this a park as it has been for the last 25 years.

Ms VanValkenburgh states this is off the topic and this item is to decide if the Zoning Code should be amended to provide for a River Design Overlay district. The rezoning of properties is for another day.

Mr Langenkamp further states his simple question is whether the overlay is consistent with this 9.2 acres as a park. Mr. Langenkamp would like the Planning Commission to declare the intention of the overlay would not bar the property from being a park in the future.

Ms VanValkenburgh states that the Planning Commission could not do that because that is not the matter on the agenda today.

**Mitch Drummond**, 1723 S. Detroit Tulsa, OK 74120

Mr. Drummond would like to thank the Planning Commission, employees and members of the steering committee. Mr. Drummond stated the citizens of Tulsa approved over five hundred million dollars for economic development with a lot of the money going toward river development and since the river development is a big portion of that money Mr. Drummond states that one meeting is not enough time to gather public input. Mr. Drummond would like to see additional guidelines established regarding the density of development in RDO-1 to protect the parkways that we all love today.

**Bill Leighty** 410 W 7<sup>th</sup> Street, #1925 Tulsa, OK 74119

Mr. Leighty would like to thank everyone on the steering committee and Susan and her staff for putting this together. If and when its approved the RDO will help capitalize on one of Tulsa's most prized natural assets. It would ensure that only quality new developments are built. He stated that while his organization supports the basic concept of the draft they have offered some recommendations and tweaks that believe would enhance the overlay if they would be included. Mr. Leighty believes the item should be continued to allow for more public input.

**Nick Probst** 4144 E 34<sup>th</sup> Street Tulsa, OK 74135

Mr. Probst stated he believes the plan should be optional south of 101<sup>st</sup> Street for various reasons including floodplains. Mr. Probst understands there is a modification process that happens through the Board of Adjustment once the RDO is in place but would like it included in the text of the draft. Mr. Probst stated he would like the ingress/ egress minimum separation distance requirement removed; he expressed the concern that a parcel owner needs access to the site to help with emergency and traffic issues. Mr. Probst further stated drive through uses are prohibited in all RDO. Mr. Probst would encourage the addition of drive through uses in RDO because it's such a revenue source.

**Bob Parker**, 5810 E Skelly Drive Tulsa, OK 74135

Mr. Parker stated everyone wants high quality development and everyone wants this to be great for the next one hundred years. However he stated the drive

through restrictions should be changed. Mr. Parker stated setbacks should also be changed so buildings are not so close to traffic.

**Fred Pottorf** 3914 East 104<sup>th</sup> Street Tulsa, OK 74137

Mr. Pottorf is concerned about the area between 71<sup>st</sup> Street and the Creek Nation and their RDO-1 and RDO-2 designations.

Ms VanValkenburg stated the designation of a particular property to a particular zone is not before the commission today.

**Craig Immel** 4203 S Cincinnati Tulsa, OK 74105

Mr. Immel stated he supports a River Design Overlay and thanks the steering committee for all their work. Mr. Immel further stated there is a lot of concern over which tracts are being designated RDO-1 and RDO-2 and would like the Planning Commission to continue this item until more public input could be received. Mr. Immel would like a better description of what RDO-1 includes and how much of a specific type of development could occur in an area, such as restaurants. Mr. Immel feels the steering committee was over represented by the development community, constructors and architects.

Ms Miller stated regarding setbacks, you don't build to the property line there is a build to zone that is ten to twenty-five feet from the property line so there is enough room to buffer from cars and traffic. To clarify, this overlay does not open up anything for development beyond what they can do today. The underlying zoning of a property dictates what is allowed. This overlay would restrict some of those uses if they are allowed but it doesn't open anything up for development. Ms. Miller described the differences in RDO-1 and RDO-2, it is park land and the development in RDO-1 should be complementary to the park RDO-1 is not meant to have large scale development and because of that the design standards are a little different. Ms. Miller stated the steering committee received comments from public and all were considered and none were ignored.

Mr. Reeds stated all sides were considered from extreme density to walking out of your door with a kayak and going to the river. What we wanted was to weave the river properly into the city at the highest quality as possible without the restrictions on type or style because what makes a city great is diversity, and diversity of architect and diversity of planning along the river will make Tulsa a vital city in the Midwest.

In response to public comments, Ms Miller stated that text can be included in the overlay to clarify the option for a variance with Board of Adjustment.

Mr. Midget asked if traffic engineering was consulted about the access zone. In response, Ms Miller stated Doug Duke, City of Tulsa was contacted and James Wagner, INCOG Transportation Planner.

Mr. Dix asked how mutual access can be required between parcels because that is a private ownership issue, we can recommend but not require it. Ms. VanValkenburgh stated some easement language may need to added to the ordinance and she would look into the issue.

Mr. Midget asked about lighting on pedestrian scale. Mr. Wilkerson stated the lighting section of the River Design Overlay is primarily based on what the new zoning code requires for lighting.

Mr. Midget stated he was interested in the formula used to determine the auto to bike ratio for parking spaces. Mr. Wilkerson stated the concept came from our zoning code and it doubles the requirement.

Mr. Dix asks if walk up windows are allowed.

Ms. Miller states that walk up windows isn't a specific use in the code, it would be just a matter of building design.

**TMAPC Action; 8 members present:**

On **MOTION** of **Dix**, TMAPC voted **8-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, "absent") to **AMEND** the Zoning Code to add Section 20.050 establishing the regulations of a Special Area (SA) overlay district (River Design Overlay), and to amend Section 70.010-F.3 and Section 70.010-F.4.b (Public Hearing Notice) per staff recommendations.

\*\*\*\*\*

**10. CVS-ERWII** – Minor Subdivision Plat, Location: Northeast corner of South Utica Avenue and East 15<sup>th</sup> Street (CD 1) (Continued from November 18, 2015, January 6, 2016, January 20, 2016, February 17, 2016 and April 6, 2016 meetings) (**Staff requests a continuance to June 1, 2016.**)

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

**TMAPC Action; 7 members present:**

On **MOTION** of **Dix**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Midget, Stirling "absent") to **CONTINUE** the minor subdivision plat for CVS-ERWII to June 1, 2016.

\*\*\*\*\*

- 11. Mayra's Addition** -Minor Subdivision Plat, Location: East of the northeast corner of East 21<sup>st</sup> Street South and Memorial Drive (CD 5) (Continued from April 20, 2016, and May 4, 2016) (**Staff requests a continuance to June 1, 2016.**)

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

**TMAPC Action; 7 members present:**

On **MOTION** of **Dix**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Midget, Stirling "absent") to **CONTINUE** the minor subdivision plat for Mayra's Addition to June 1, 2016.

\*\*\*\*\*

- 12. Z-6574** – Plat Waiver, Location: 5623 South 107<sup>th</sup> East Avenue, South of southeast corner of South 107<sup>th</sup> East Avenue and East 56<sup>th</sup> Street South (CD 7)

<b>PLAT WAIVER</b>
--------------------

**May 18, 2016**

**Z-6574 – 5623 South 107<sup>th</sup> East Avenue, South of southeast corner of South 107<sup>th</sup> East Avenue and East 56<sup>th</sup> Street South (CD 7)**

The platting requirement is being triggered by a rezoning to IL (industrial light) in 1996.

***Staff provides the following information from TAC for their May 5, 2016 meeting:***

**ZONING:** TMAPC Staff: The property has been previously platted.

**STREETS:** No comment.

**SEWER:** No comment.

**WATER:** No comment.

**STORMWATER:** Fees in lieu of detention will be required for impervious area increase based upon the 1977 aerial data unless they provide documents showing fees have already been paid.. **This comment will be waived as the City had previously had a detention area on site, and then removed it and the applicant was given the property.**

**UTILITIES:** No comment.

**OTHER/GENERAL: Fire:** No comment.

Staff can recommend **APPROVAL** of the plat waiver for the property.

**A YES answer to the following 3 questions would generally be FAVORABLE to a plat waiver:**

	Yes	NO
1. Has Property previously been platted?	X	
2. Are there restrictive covenants contained in a previously filed plat?	X	
3. Is property adequately described by surrounding platted properties or street right-of-way?	X	

**A YES answer to the remaining questions would generally NOT be favorable to a plat waiver:**

	YES	NO
4. Is right-of-way dedication required to comply with Major Street and Highway Plan?		X
5. Would restrictive covenants be required to be filed by separate instrument if the plat were waived?		X
6. Infrastructure requirements:		
a) Water		
i. Is a main line water extension required?		X
ii. Is an internal system or fire line required?		X
iii. Are additional easements required?		X
b) Sanitary Sewer		
i. Is a main line extension required?		X
ii. Is an internal system required?		X
iii. Are additional easements required?		X
c) Storm Sewer		
i. Is a P.F.P.I. required?		X
ii. Is an Overland Drainage Easement required?		X
iii. Is on site detention required?		X

- |   |   |
|---|---|
| iv. Are additional easements required?  | X |
| 7. Floodplain   |   |
| a) Does the property contain a City of Tulsa (Regulatory) Floodplain?   | X |
| b) Does the property contain a F.E.M.A. (Federal) Floodplain?   | X |
| 8. Change of Access   |   |
| a) Are revisions to existing access locations necessary?  | X |
| 9. Is the property in a P.U.D.?   | X |
| a) If yes, was plat recorded for the original P.U.D.  |   |
| 10. Is this a Major Amendment to a P.U.D.?  | X |
| a) If yes, does the amendment make changes to the proposed physical development of the P.U.D.?  | X |
| 11. Are mutual access easements needed to assure adequate access to the site?   | X |
| 12. Are there existing or planned medians near the site which would necessitate additional right-of-way dedication or other special considerations? | X |

Note: If, after consideration of the above criteria, a plat waiver is granted on unplatted properties, a current ALTA/ACSM/NSPS Land Title Survey (and as subsequently revised) shall be required. Said survey shall be prepared in a recordable format and filed at the County Clerk's office by the applicant.

**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, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling "absent") to **APPROVE** the Plat Waiver per staff recommendation.

\*\*\*\*\*

**13. The Estates at the River II –** Preliminary Plat, Location: South of East 121<sup>st</sup> Street South, West of South Hudson Avenue, (CD 8) (Continued from April 6, 2016 and April 20, 2016 and May 4, 2016 meetings)

### **PRELIMINARY SUBDIVISION PLAT**

**The Estates at the River II - (CD 8)**

South of East 121<sup>st</sup> Street South, West of South Hudson Avenue

The plat consists of 96 Lots, 5 Blocks, on 28 acres.

The following issues were discussed March 3, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned .Planned Unit Development 803.
2. **Streets:** Call out width of 123<sup>rd</sup> Street. Call out curve number on the face of the plat. Curve table has been provided without associated numbers shown on plan. An additional stub street should be considered to the west of the development. There is a concern about where a proposed possible bridge alignment may be positioned near the development and how traffic coming across the bridge will travel near the development and how Yale Avenue would be utilized with a new traffic pattern..
3. **Sewer:** A sanitary sewer easement, with a minimum width of 15 feet, with the sanitary sewer pipe centered within the easement, must be provided along the south line of Reserve A where the proposed sanitary sewer line crosses the Reserve.
4. **Water:** 1.10 Utility easement dedication requires Legal Department review for acceptance.
5. **Storm Drainage:** Floodplain Administrator: Historically, this parcel was inundated with floodwaters during the 1986 Arkansas River Flood. The proposed subdivision is almost entirely located within the City Regulatory and FEMA floodplains. The floodplain boundaries must be delineated on the plat as well as any necessary surface drainage easements or compensatory storage easements. Any proposed changes to the FEMA floodplain will require a CLOMR and LOMR (letters of map revision). All development shall be compliant with City of Tulsa Revised Ordinances Title 11 A.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** An approved turnaround will be required if Hudson is more than 150 feet dead ended from the center of 123<sup>rd</sup> Street. Fire hydrant coverage will be required per IFC 2015 Section 5-7.5 this includes Hudson Avenue.
8. **Other: GIS:** Provide individual lot addresses for the plat. Submit subdivision data control sheet with final plat. Incorporate the point of commencement along with the bearing and distance into the legal description up to the point of beginning. Remove the parcel lines and lot labels in the location map. Show only the platted subdivisions and label all other land as unplatted. Graphically show all property pins found or set on the face of the plat. Addresses: South Hudson Avenue East should really be South Granite Place but it looks like The Estates at the River (which is just north of The Estates at the River II) has the street name as South Hudson Avenue. If The Estates at the River can change the street name to south Granite Place, then The Estates at the River II should also change the name to South Granite Place.

An IDP permit is required. All storm and sanitary easements require a 15 foot wide or 7.5 foot wide width on both sides of two lots. Indicate the width of 123<sup>rd</sup> Street. Use and Maintenance need to be clearly defined in the Deed

of Dedication in plat covenants language for Section III E for Reserve A. Use City of Tulsa plat covenant language for Section 1.10, Utility easement dedication.

Staff recommends Approval with the TAC conditions per Development Services and Engineering Services.

**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.

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

**Dennis Bundy**, 5414 East 120<sup>th</sup> Street Tulsa, OK 74137

Mr. Bundy sated he is the president of the Hampton Oaks Home Owners Association and has not seen the most recent plat two and the road alignment. The most recent is not in the packet.

**Councilor Phil Lakin** stated that he would like to personally thank the Planning Commission for continuing the item for three different meetings to let everyone involved work through the issues. Councilor Lakin feels the solution provides direction for those neighbors who could come into this neighborhood.

Staff states the concerned citizen received the large copy of the map.

Mr. Bundy stated he reviewed revised map and is in support

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

**TMAPC Action; 8 members present:**

On **MOTION** of **Walker**, TMAPC voted **6-0-2** (Dix, Fretz, Midget, Reeds, Walker, Willis "aye"; no "nays"; Covey, Shivel "abstaining"; Carnes, Millikin, Stirling, "absent") to **APPROVE** the Preliminary Subdivision Plat per staff recommendations..

\* \* \* \* \*

**14. Z-7338-Geodeca, LLC/Russell Muzika**-(CD 6) Location: Southwest corner of East 21<sup>st</sup> Street and South 109<sup>th</sup> East Avenue requesting rezoning from **OM/CS to CS.**(Continued from May 4, 2016) (**Councilor Gilbert is requesting a continuance to June 1, 2016**)

**SECTION I: Z-7338**

**DEVELOPMENT CONCEPT:**

The applicant has requested rezoning to allow consistent development opportunities for the entire parcel. In 2003 a PUD allowed a small amount of CS zoning. When the PUD was abandoned in 2008 the underlying zoning was not modified leaving a part of the property with unusable CS zoned area. CS zoned property is consistent with the Tulsa Comprehensive Plan.

**DETAILED STAFF RECOMMENDATION:**

Z-7338 requesting CS zoning is consistent with the Mixed-Use Corridor land use designation of the Comprehensive Plan, and;

CS zoning is compatible with the existing proximate properties, and;

CS zoning is compatible with the anticipated future redevelopment opportunities in this area, and;

The applicant met with the neighborhood and City Councilors regarding the proposed hotel use on May 9<sup>th</sup>. That meeting did not produce results suggesting optional development plan standards that could help satisfy neighborhood concerns. A second meeting is scheduled May 16<sup>th</sup> with the developer, therefore;

**Staff recommends Approval of Z-7338 to rezone property from OM/ CS to CS.**

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: CS zoning allows retail and other commercial activities that are part of the vision of a Mixed Use Corridor Land Use Designation. The CS designation allows the buildings to be placed closer to the street supporting the vision of a Mixed Use Corridor.*

#### Land Use Vision:

*Land Use Plan map designation: Mixed-Use Corridor*

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

#### Transportation Vision:

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.

Historic Preservation Overlay: None

### DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The existing site is not developed is nearly flat and grass covered. The south edge of the property is in the Tulsa Regulatory Floodplain.

*Image below shows property east of the site across South 109<sup>th</sup> Street*



*Image below shows existing commercial building south of rezoning request:*



*Image below shows single family residential use north of East 21<sup>st</sup> Street South:*



Environmental Considerations: No known environmental constraints affect development of this site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
East 21 <sup>st</sup> Street	Primary Arterial	120 feet	4
South 109 <sup>th</sup> East Avenue	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RM-2	Existing Neighborhood	Stability	Single family residential
East	RM-2	Town Center	Growth	Commercial
South	RM-2	Existing Neighborhood	Growth	Commercial (Learning Center) Multifamily further south
West	CS	Mixed Use Corridor	Growth	Vacant

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 20675 dated September 17, 2003 (Z-6903, CS) and 11817 dated June 26, 1970 (OM), established zoning for the subject property.

***Subject Property:***

**PUD-689-A Abandonment July 2008:** All concurred in **approval** of a proposed Major Amendment to Abandon PUD-689, on a 4+ acre tract of land to permit retail services, on property located in the southwest corner of East 21<sup>st</sup> Street and South 109<sup>th</sup> East Avenue and also known as the subject property.

**PUD-689 September 2003:** All concurred in **approval** of a request for rezoning a 1.15+ acre tract of land for computer store and repair with internet coffee shop on property located southwest corner East 21<sup>st</sup> Street South and South 109<sup>th</sup> East Avenue and also known as the subject property.

**Z-6903 September 2003:** All concurred in **approval** of a request for rezoning a .39+ acre tract of land from OM to CS with a PUD (PUD-689) for computer store and repair with internet coffee shop on property located southwest corner East 21<sup>st</sup> Street South and South 109<sup>th</sup> East Avenue and also known as a part of the subject property.

***Surrounding Property:***

**BOA-17575 November 1996:** The Board of Adjustment **approved** a request for a *Special Exception* to allow a mini-storage facility, subject to approval of a site plan by the Board prior to issuance of a building permit, on the tract located at 10720 E. 21<sup>st</sup> St. and also abutting west of the subject property.

**BOA-8253 April 18, 1974:** The Board of Adjustment **approved** a *Minor Variance* to permit a children's nursery located in an RM-1 district to be expanded across lot lines into an OM district, per plot plan, on property located at 2134 S. 109<sup>th</sup> E. Ave. and is abutting south of the subject property.

**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, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling "absent") to **CONTINUE** the request for rezoning from **OM/CS to CS** to **June 1<sup>st</sup>, 2016**

**Legal Description:**

N 90 E 40 LOT 11 N 90 LOT 12 BLK 2; S 80 E 40 LOT 11 LESS 20 FOR ST S 80 LOT 12 LESS 20 FOR ST BLK 2; W 60 LOT 11 BLK 2, WHITE CITY ADDN, City of Tulsa, Tulsa County, State of Oklahoma

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**15.Z-7331-Dr. S. Lee Hays**-(CD 9) Location: North of the Northwest corner of South Columbia Avenue and Skelly Drive requesting rezoning from **RS-1 to OM**.(Continued from April 20, 2016)

**At the meeting, the applicant Lou Reynolds requested a continuance to June 1, 2016 in order to prepare an optional development plan to help address neighbors concerns.**

**SECTION I: Z-7331**

**DEVELOPMENT CONCEPT:**

OM zoning was the original request from the applicant and the Notice of Public Hearing was published requesting OM. After discussion with staff the request was amended to OL zoning which will be more compatible with the single family residential development north and west of the site. OL zoning satisfies the need for the anticipated Chiropractic office.

**DETAILED STAFF RECOMMENDATION:**

Z-7331 requesting OL zoning is consistent with the Mixed Use land use designation of the Comprehensive Plan, and;

OL zoning is compatible with the existing proximate properties, and;

At this location OL zoning is an appropriate buffer from the single family residential property north of the site to the I-44 corridor, and;

OL zoning is compatible with the anticipated future redevelopment opportunities in this area, therefore;

**Staff recommends Approval of Z-7331 to rezone property from RS-1 to OL.**

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary:* OL zoning is consistent with the Mixed Use Corridor vision of the Comprehensive Plan however in this instance the I-44 frontage will not include windows, store fronts or on-street parking.

### 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 that affect the site.

*Trail System Master Plan Considerations:* None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is vacant with wooded edges. The building orientation could be toward Columbia Ave.; however the building front of the other buildings along this corridor are all facing I-44. The proposed building should face the expressway. East of Columbia Ave. an existing but vacant office building faces I-44 however surface parking and existing driveways enter and exit to Columbia Ave..*

*See Images on following page:*

*The following image is looking toward the property northwest from the intersection of Skelly Drive at the intersection with South Columbia Ave.*



The following image is from the northeast corner of the subject property looking southeast.



Environmental Considerations: No known environmental constraints affect the site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
South Columbia Avenue	none	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-1	Existing Neighborhood	Stability	Single family residential
East	OM	Mixed Use Corridor	Growth	Vacant Office Building
South	South of I-44/51st RS-2	Existing Neighborhood	Stability	Single family residential
West	RS-3	Mixed Use Corridor	Area of Growth	Residential duplex

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 11823 dated June 26, 1970, established zoning for the subject property.

***Subject Property:***

**Z-6690/ PUD-622 November 1999:** Staff and TMAPC concurred in approval of a request for *rezoning* a 1± acre tract of land from RS-1 to RT with a *Planned Unit Development*, for a townhouse development, on property located south of the southwest corner of E. 49<sup>th</sup> St. S. and S. Columbia Ave. and also known as the subject property. City Council **denied** the requests.

**Z-6552 August 1996:** Request to rezone the subject tract from RS-1 to OM. Staff recommended denial of OM and OL in the alternative. On appeal, City Council **denied** the requests for either category.

***Surrounding Property:***

**BOA-13513 April 1985:** The Board of Adjustment **approved** a *Variance* to permit a second story to an existing structure in an OL zoned district on property located on the northwest corner of I-44 Expressway and S. Columbia Avenue and abutting the subject tract on the south.

**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, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling "absent") to **CONTINUE** the request for rezoning from RS-1 to OM to June 1, 2016.

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Mr. Walker left at 3:15p.m.

**16.Z-7339-Jessica Glavas**-(CD 3) Location: Northwest corner of East Admiral Boulevard and North Allegheny Avenue requesting rezoning from **RS-3 to CH**.

**SECTION I: Z-7339**

**DEVELOPMENT CONCEPT:** The applicant has acquired the final lot on the block that was rezoned through case Z-7304 in June of 2015. The rezoning request will bring all of the convenience store ownership into the same zoning classification.

**DETAILED STAFF RECOMMENDATION:**

All zoning request included in Z-7339 are consistent with the land use vision in the Tulsa Comprehensive Plan and,

Rezoning request in Z-7339 are non injurious to the existing proximate properties and,

CH rezoning requested in Z-7339 is consistent with the anticipated future development of the surrounding property therefore,

**Staff recommends Approval of Z-7339 to rezone property from RS-3/ OM to CH.**

**SECTION II: Supporting Documentation**

**RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

Staff Summary: CH zoning is the typical zoning applied in Main Street areas throughout the neighborhood and in other Main Street areas throughout the City.

Land Use Vision:

*Land Use Plan map designation:* Main Street

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

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

Transportation Vision:

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.

*Major Street and Highway Plan:* East Admiral Blvd is a secondary arterial street providing access to the adjacent properties and to Highway 412. This section of East Admiral Blvd does not have additional street overlay considerations.

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site north and west of this area was recently rezoned to support redevelopment of the area. Several small buildings were removed with the anticipated construction of a convenience store. During the previous zoning decision this area was omitted because a single family residence was still on the site and the owner objected to the rezoning request. The residence has been purchased and the home was removed.*

Environmental Considerations: None that would affect redevelopment of the site

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
E. Admiral Blvd. (off ramp for westbound traffic from 412)	No designation	50 feet	2
N. Allegheny Ave.	No designation	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	CH	Main Street	Growth	Vacant
East	RM-2	Main Street	Growth	Vacant
South	RM-2	Expressway, south of expressway is an Existing Neighborhood	Highway 412	Expressway, south of expressway is single family residential existing neighborhood
West	CS	Main Street	Growth	Vacant

**SECTION III: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 11816 dated June 26, 1970, and 12299 dated November 22, 1971, established zoning for the subject property.

***Subject and Surrounding Property:***

**Z-7304 July 2015:** A request for rezoning a 2+ acre tract of land from RS-2/ RS-3/ OM/ CS to CH on property located northeast corner of E. Admiral Blvd. and N. Yale Ave. Staff recommended approval of the request. TMAPC and City Council approved Tract A to CH zoning and denied Tract B (which is also a part of the subject property).

**Z-3998 November 1971:** All concurred in approval of a request for rezoning 2 tracts of land from RS-2 to OM for office use, on property located on the east half of Lot 8, Lot 9 and west 60 ft. of Lot 11, Block 2, White City. Lots 8 and 9 are a part of the subject property and Lot 11 is not.

***Surrounding Property:***

*No relevant history*

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

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

**TMAPC Action; 7 members present:**

On **MOTION** of **Dix**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Walker "absent") to **APPROVE** rezoning from RS-3 to CH per staff recommendations.

**Legal Description:**

N 90 E 40 LOT 11 N 90 LOT 12 BLK 2; S 80 E 40 LOT 11 LESS 20 FOR ST S 80 LOT 12 LESS 20 FOR ST BLK 2; W 60 LOT 11 BLK 2, WHITE CITY ADDN, City of Tulsa, Tulsa County, State of Oklahoma

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**17.CO-1 Lou Reynolds**-(CD 6) Location: West of the Southwest Corner of South 145<sup>th</sup> East Avenue and East 51<sup>st</sup> Street South requesting a **Corridor Development Plan. (Staff requests a continuance to June 1, 2016.)**

**(Note, prior to the meeting, the applicant revised their continuation request to June 15, 2016.)**

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

**TMAPC Action; 7 members present:**

On **MOTION** of **Dix**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Reeds, Shivel, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Midget, Stirling "absent") to **CONTINUE** the Corridor Development Plan to June 15, 2016.

\*\*\*\*\*

**18.CO-2 Lou Reynolds**-(CD 7) Location: South of the Southwest Corner of East 63<sup>rd</sup> Street South and South 105<sup>th</sup> East Avenue requesting a **Corridor Development Plan.**

**SECTION I: CO-2**

**APPLICANTS DEVELOPMENT CONCEPT:**

The Project is comprised of approximately 4.5 acres of land and is located on the west side of U.S. Highway 169 approximately a third of a mile south of East 61<sup>st</sup> Street South.

An Aerial Photograph with the Project boundaries depicted is attached hereto as Exhibit "A".

The Project is planned as a hotel apartment development.

The Project is comprised of two four (4) story buildings containing a total of 153 household living units. The Project is located within an "Area of Growth" and is designated in the Land Use Plan Category as "Regional Center", thus the Project is consistent with and complies with the Comprehensive Plan.

The Water Walk Hotel Apartments combine the most appealing features of an upscale extended-stay hotel with the lifestyle of apartment living. Guests may choose to stay for a day, a week, a month, a year or longer with an all-inclusive bill for utilities, TV, internet, phone and concierge services. Full service packages include housekeeping, fully furnished apartments and breakfast.

The Conceptual Site and Circulation Plan for the Project is attached hereto as Exhibit "B".

Water, sanitary sewer, electric, gas, telephone and cable television are either currently available to the Project or can be readily extended as needed.

The Conceptual Utility Plan is attached hereto as Exhibit "C".

On site storm water detention will be provided as shown on the Conceptual Drainage Plan attached hereto as Exhibit "D".

The Legal Description for the Project is attached hereto as Exhibit "E".

## **SECTION II: CO-2 DEVELOPMENT STANDARDS**

**GROSS AREA:** 4.5655 Acres

**NET AREA:** (After R.O.W. Dedication) 4.2388 Acres

### **PERMITTED USES:**

Apartments and Long Term Stay Hotel with uses customarily accessory to the allowed principal uses.

**MAXIMUM NUMBER OF DWELLING UNITS:** 153

**MAXIMUM LAND COVERAGE OF BUILDINGS PER LOT:** 30%

**MAXIMUM BUILDING HEIGHT\*:** 80.00 FT

\*Screening for rooftop mechanical equipment up to 15 feet above the roof is exempt from this limitation.

**MAXIMUM STORIES:**

Four (4)

**MINIMUM BUILDING PERIMETER SETBACKS:**

From the east boundary	20.00 FT
From the north boundary	20.00 FT
From the south boundary	20.00 FT
From the west boundary	20.00 FT

**MINIMUM OFF-STREET PARKING SPACES:**

190

**MINIMUM BICYCLE PARKING SPACES:**

As provided in the Tulsa Zoning Code.

**OTHER LOT AND BUILDING REGULATIONS:**

As established within the RM-3 District.

**MINIMUM LANDSCAPED OPEN SPACE:**

A minimum of ten percent (10%) of the total net area of each lot shall be improved as internal landscaped open space in accordance with the provisions of Chapter 65 of the Tulsa Zoning Code.

**SIGNS:**

**GROUND SIGNS:**

South 105<sup>th</sup> East Avenue:

A maximum of two ground signs will be permitted as follows:

Ground signs are only allowed near vehicular entrances on South 105<sup>th</sup> East Avenue. Each ground sign will be limited to a maximum of 150 SF of display surface area and 12 FT in height.

**WALL SIGNS:**

Wall signs shall be permitted on the easterly wall of the buildings and the northerly wall of the north building and the southerly wall of the south building with a display surface area not to exceed 100 SF and in no event shall such signs be located further than seventy-five (75) feet from the northeasterly or southeasterly corner of such buildings.

Dynamic displays on wall signs are prohibited.

**LANDSCAPING:**

Landscaping for the Project shall, at a minimum, comply with the Landscaping Standards of the Tulsa Zoning Code. Final Landscaping Design and Standards will be determined upon Detail Site Plan and Detail Landscape Plan approval.

**LIGHTING:**

Lighting for the Project will comply with applicable City of Tulsa standards. Final lighting design and standards will be determined upon Detail Site Plan and Detail Landscape Plan approval.

**TRASH, MECHANICAL AND EQUIPMENT AREAS:**

All trash, mechanical and equipment areas (excluding utility service transformers, pedestals or other equipment provided by franchise utility providers), including building-mounted, shall be screened from public view in such a manner that such areas cannot be seen by persons standing at ground level. Any rooftop screening up to 15 feet in height shall be exempt from the maximum building height limitations outlined above.

Trash dumpsters shall be screened by masonry construction with steel frame doors. The door shall be covered with appropriate covering containing a minimum of ninety-five percent (95%) opacity to the gate frame.

**VEHICULAR ACCESS AND CIRCULATION:**

The Project will have access onto South 105<sup>th</sup> East Avenue at two (2) locations and onto South 103<sup>rd</sup> East Avenue as a secondary emergency access only as required by the Fire Marshall.

See the Conceptual Site and Circulation Plan attached hereto as Exhibit "B" for more specificity.

**PEDESTRIAN ACCESS:**

Sidewalks will be located along both South 105<sup>th</sup> East Avenue and South 103<sup>rd</sup> East Avenue.

**SITE PLAN REVIEW:**

No building permits shall be issued for any building within the Project until a Detail Site Plan and Detail Landscape Plan have been submitted to the Tulsa Metropolitan Area Planning Commission and approved as being in compliance with the Development Standards of CO-2.

**PLATTING REQUIREMENT:**

The property has been previously platted as part of the Union Gardens Plat. A new subdivision plat or plat waiver request must be approved prior to issuance of a building permit in CO-2 as required in Chapter 25 of the Tulsa Zoning Code.

**EXPECTED SCHEDULE OF DEVELOPMENT:**

Development of the Project is expected to be in phases and begin in the Fall of 2016, with Development Area "A" being developed first. Development of any Development Area may only begin after approval of a Detail Site Plan and the platting of such Development Area in accordance with the Development Standards of CO-2.

**DETAILED STAFF RECOMMENDATION:**

The proposed corridor development will be compatible with the existing and expected development of surrounding areas; and

The proposed corridor development is a unified treatment of the development possibilities of the project site; and

Provisions have been made for proper access, circulation and functional relationships of future uses; and

The proposed corridor development is consistent with the stated purposes off the Tulsa Zoning Code; and

The proposed use is consistent with the vision of the Regional Center vision of the Comprehensive Plan; therefore

**Staff recommends Approval of CO-2 as outlined in Section II above.**

**SECTION III: Supporting Documentation****RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

*Staff Summary: The extended stay hotel use is an appropriate use in a Regional Center. The Corridor Development Plan Standards are consistent with the existing and anticipated future development in this area.*

*The proposed site plan is not consistent with the anticipated on-street parking vision of the Regional Center however the minimum parking standards will be provided on site.*

**Land Use Vision:**

*Land Use Plan map designation: Regional Center*

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

*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:* This project is not affected by the Major Street and highway plan.

*Trail System Master Plan Considerations:* Connections to the future trail in the Highway 169 right of way is important for future development in this area. Sidewalk construction in both street rights of way will ultimately connect to that trail system. Pedestrian connections to that sidewalk system from the building will be required.

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

#### DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: South 105<sup>th</sup> East Avenue was recently completed adjacent to Highway 169. This will be the first new project on that completed street. The site is currently vacant and gently sloping with few development constraints.

Environmental Considerations: None that affect site development.

#### Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South 103 <sup>rd</sup> East Avenue	none	50 feet	2
South 105 <sup>th</sup> East Avenue	none	50 feet	2

#### Utilities:

The subject tract has municipal water and sewer available.

#### Surrounding Property:

<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	Corridor	Regional Center	Growth	Vacant Lot
East	East of Highway 169, the property is zoned Corridor	Existing Neighborhood	Growth	Multi Family Residential
South	Corridor	Regional Center	Growth	Vacant Lot
West	RS-3	Mixed Use Corridor	Area of Growth	Single Family Residential

#### **SECTION IV: Relevant Zoning History**

**ZONING ORDINANCE:** Ordinance number 18448 dated April 27, 1995, established zoning for the subject property.

***Subject Property:***

**Z-7218-SP-1/ Z-6673-SP-2/ Z-6484-SP-2/ Z-6277-SP-4 February 2013:** A request was made for a *Corridor Development Plan* on a 17± acre tract of land for a mixed use project, on property located south of the southeast corner of E. 63<sup>rd</sup> St. and S. 103<sup>rd</sup> E. Ave., extending south to E. 66<sup>th</sup> St. S. and the subject property is a part of these applications. The applicant **withdrew** the application.

**BOA-20523 June 26, 2007:** The Board of Adjustment **approved** a *Variance* of the maximum permitted display surface area for signage in a CO district from 662 sq. ft. to 1,334 sq. ft., to allow an existing outdoor advertising sign, finding the hardship to be due to the settlement of a court case that the existing sign would remain, on property located northeast of the northeast corner of East 66<sup>th</sup> Street and South 101<sup>st</sup> East Avenue and the subject property is a part of these application.

**Z-6277-SP-3/ Z-6484-SP-1/ Z-6718-SP-1 October 2006:** All concurred in **approval** of a request for a *Corridor Development Plan* on a 13± acre tract of land for commercial/office development, on property located northeast corner and northeast of the northeast corner of East 66<sup>th</sup> Street and South 101<sup>st</sup> East Avenue and the subject property is a part of these application.

**Z-6484 April 1995:** All concurred in **approval** of a request to *rezone* a 6.7± acre tract from RS-3 to CO located south of the southeast corner of E. 65<sup>th</sup> Place S. and S. 103<sup>rd</sup> East Avenue and is also known as the subject property.

***Surrounding Property:***

**Z-7218 April 2013:** All concurred in **approval** of a request to *rezone* a 2.2± acre tract of land from RS-3 to CO for a mixed use project, on property located south of southeast corner of East 63<sup>rd</sup> Street and South 103<sup>rd</sup> East Avenue.

**BOA-21161 October 26, 2010:** The Board of Adjustment **Accepted** a *Verification of spacing requirement* for a digital outdoor advertising sign of 1,200 ft. from any other digital outdoor advertising sign facing the same traveled way subject to the action of the Board being void should another digital outdoor advertising sign be constructed prior to this sign, on property located at 6500 South Highway 169.

**BOA-20729 June 24, 2008:** The Board of Adjustment **Accepted** a *Verification of spacing requirement* for a digital outdoor advertising sign of 1,200 ft. from any other digital outdoor advertising sign facing the same traveled way based upon the facts in this matter as they presently exist, subject to the action of the Board being void should another digital outdoor advertising sign be constructed prior to this sign, on property located at 6500 South Highway 169.

**Z-6718 October 1999:** All concurred in **approval** of a request to *rezone* a 1.18+ acre tract from RS-3 to CO located on the northeast corner of East 66<sup>th</sup> Street S. and S. 101<sup>st</sup> East Avenue.

**Z-6673-SP-1/AC-47 April 1999:** All concurred in **approval** of a *Corridor Site Plan* on 4.56+ acre tract for a 75,000 square foot recreational vehicle storage and self-storage facility located at 6336 South 105<sup>th</sup> East Avenue; also approving an Alternative Compliance to landscape requirements.

**BOA-18357 March 23, 1999:** The Board of Adjustment **approved** a *Variance* of the land are coverage by building from 30% to 41% in a CO district on property located at 6336 South 105<sup>th</sup> East Avenue.

**Z-6722-SP-2 March 1999:** On a proposed *Corridor Site Plan* to re-approve an existing outdoor advertising sign (Z-6722-SP-1 originally approved sign April 17, 1990 for a period of 5 years) on a 2.2+ acre tract, staff recommended denial but TMAPC recommended approval due to its placement in a freeway corridor, and the City Council **approved** it per TMAPC recommendation.

**Z-6673 February 1999:** All concurred in **approval** of a request to *rezone* a 4.5+ acre tract from RS-3 to CO, located on the southeast corner of E. 63<sup>rd</sup> Place S. and S. 103<sup>rd</sup> East Avenue.

**BOA-17848 October 1997:** The Board of Adjustment **approved** a request for a *Special Exception* to allow church and accessory uses and a special exception to allow a school in an RS-3 zoned district, located at 6336 South 105<sup>th</sup> East Avenue.

**Z-6277 January 1990:** All concurred in **approval** of a request to *rezone* a 2+ acre tract from RS-3 to CO, located as part of the subject tract on the northwest corner of East 66<sup>th</sup> Street S. and S. Mingo Valley Expressway and a part of the subject property.

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

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

**TMAPC Action; 7 members present:**

On **MOTION** of **Midget**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Walker "absent") to **APPROVE** the **Corridor Development Plan per staff recommendation.**

**Legal Description of CO-2:**

Lots 5 and 6, Block 6, UNION GARDENS, City of Tulsa, Tulsa County, State of Oklahoma

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**19. PUD-306-H-5 Matt King-(CD 2) Location: 9702 South Riverside Parkway requesting PUD Minor Amendment. (Withdrawn by applicant)**

#### **OTHER BUSINESS**

**20. Refund Request – Matt King, PUD-306-H-5 – PUD Minor Amendment, Location: 9702 South Riverside Parkway, requesting a refund of \$200.00, Applicant has withdrawn this application (CD 2)**

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

**TMAPC Action; 7 members present:**

On **MOTION** of **Dix**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Walker "absent") to **APPROVE** refund request of two hundred dollars.

**Commissioners' Comments**

**None**

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#### **ADJOURN**

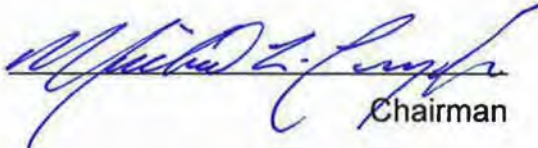
**TMAPC Action; 7 members present:**

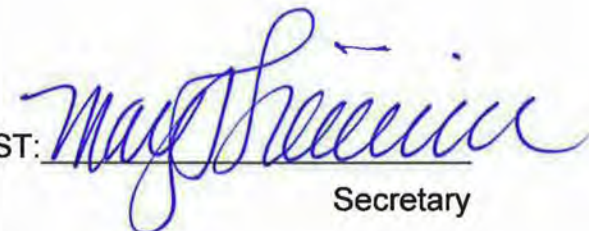
On **MOTION** of **Dix**, TMAPC voted **7-0-0** (Covey, Dix, Fretz, Midget, Reeds, Shivel, Willis "aye"; no "nays"; none "abstaining"; Carnes, Millikin, Stirling, Walker "absent") to **ADJOURN** TMAPC meeting No. 2722.

There being no further business, the Chair declared the meeting adjourned at 3:30 p.m.

Date Approved:

06-01-2016

  
Chairman

ATTEST:   
Secretary