

TULSA METROPOLITAN AREA PLANNING COMMISSION

Minutes of Meeting No. 2729

Wednesday, September 7, 2016 1:30 p.m.

City Council Chamber

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

Members Present	Members Absent	Staff Present	Others Present
Covey	Carnes	Fernandez	Berry, COT
Dix	Midget	Hoyt	Ling, COT
Fretz		Miller	VanValkenburgh, Legal
Millikin		Sawyer	Warlick, COT
Reeds		White	Warrick, COT
Shivel		Wilkerson	
Stirling			
Walker			
Willis			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Thursday, September 1, 2016 at 3:51p.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:

Director's Report: Ms. Miller reported on City Council actions and updated TMAPC on Receipts for the month of July 2016.

Mr. Dix asked Ms. Miller if the TMAPC receipt report could include a comparison of this year to the same time last year. Ms. Miller answered yes she will provide that to TMAPC in the future .

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1. Minutes:

Minutes of August 17, 2016, Meeting No. 2728

Approval of the minutes of August 17, 2016 Meeting No. 2728

On **MOTION** of **DIX**, the TMAPC voted 7-0-2 (Covey, Dix, Fretz, Millikin, Shivel, Walker, Willis "aye"; no "nays"; Reeds, Stirling "abstaining"; Carnes, Midget "absent") to **APPROVE** the minutes of the meeting of August 17, 2016, Meeting No. 2728.

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. **LC-807** (Lot-Combination) (CD 6) – Location: Northwest corner of East 14th Street South and South 161st East Avenue
3. **LS-20909** (Lot-Split) (CD 8) – Location: North of the northwest corner of East 66th Street South and South Indianapolis Avenue (Related to: LC-808)
4. **LC-808** (Lot-Combination) (CD 8) – Location: North of the northwest corner of East 66th Street South and South Indianapolis Avenue (Related to: LS-20909)
5. **LS-20911** (Lot-Split) (CD 3) – Location: East of the northeast corner of East 4th Place South and South Memorial Drive (Related to: LC-809)
6. **LC-809** (Lot-Combination) (CD 3) – Location: North and east of the northeast corner of East 4th Place South and South Memorial Drive (Related to: LS-20911)
7. **71 at Tulsa Hills** Final Plat, Location: South of southwest corner of West 71st Street South and South Elwood Avenue, (CD 2)
9. **Change of Access** Location: Northeast corner of East 71st Street South and South Canton Avenue, Lot 1, Block 3, Burning Hills, (CD 9)
10. **PUD-196-5 Kevin Vanover-** (CD 8) Location: South and west of the southwest corner East 71st Street South and South Memorial Drive, **PUD Minor Amendment** to modify Development Area C and update the Development Standards to meet current Zoning Code. (Continued from August 17 2016)

STAFF RECOMMENDATION:

SECTION I: PUD-196-5 Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the PUD Development Standards to modify Development Area C and update the Development Standards to meet current Zoning Code.

This proposed amendment is intended to adjust the boundaries of the Development Areas of the commercial portion of PUD-196 in order to permit the reconfiguration of the Crossing Oaks Shopping Center. In addition, this proposed amendment is intended to bring the standards of Development Area C into line with the current City of Tulsa Zoning Code. See proposed minor amendment text from the applicant for updated Development Area C standards as well the Conceptual Site Plan for the updated area boundaries within Development Area C.

The minor amendment standards provided by the applicant shall be a condition of approval, unless modified herein:

1. Development Standards:

Minimum Building Setbacks	As required in the CS district.
Signage	Wall signs on the south and west faces of buildings to be non-illuminated.
Landscape Buffer and Screening	Landscape screening shall meet the requirements of the S1 type of screening as defined in Zoning Code section 65.060-C.
Parking Area Landscape Area C-1	Parking rows shall end in a landscaped island a minimum of 600 sf in area. Parking field shall contain a minimum of 70* shade trees with a caliper of at least 3 inches.
Area C-2	Parking rows shall end in a landscaped island a minimum of 600 sf in area. Parking field shall contain a minimum of 25* shade trees with a caliper of at least 3 inches.
Area C-3	Parking rows shall end in a landscaped island a minimum of 600 sf in area. Parking field shall contain a minimum of 10* shade trees with a caliper of at least 3 inches.
Area C-4	Parking rows shall end in a landscaped island a minimum of 600 sf in area. Parking field shall contain a minimum of 50* shade trees with a caliper of at least 3 inches.

* This requirement is in addition to street trees required by the City of Tulsa Zoning Code.

Staff Comment: This request can be considered a Minor Amendment as outlined by Section 30.010.1.2.c(9) of the City of Tulsa Zoning Code.

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

Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the PUD.
- 2) All remaining development standards defined in PUD-196 and subsequent minor amendments shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment request to modify Development Area C and update the Development Standards to meet current Zoning Code.

Item #8 was removed from consent agenda.

11. **Z-7343-a Roger Strickland-** (CD 9) Location: West of the northwest corner of South Peoria Avenue and East Skelly Drive **ODP Minor Amendment** to support a multi level self storage facility.

STAFF RECOMMENDATION:

SECTION I: Z-7343-a Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the Optional Development Plan standards to revise the permitted building material.

The current Optional Development Plan Standards state “Except where doors and window awnings and other architecture elements may be included in the design, the entire structure will be stone, brick or stucco and similar...”

The applicant is proposing to add CF Tuff Wall by Metal Span or similar product to the allowable building materials. CF Tuff Wall is an insulated metal wall panel system. The exterior of the system is finished with a stucco embossed panel and factory applied finish to give the product the appearance of stucco.

Staff Comment: This request can be considered a Minor Amendment as outlined by Section 70.0401.1.a of the City of Tulsa Zoning Code.

“The planning commission is authorized to approve amendments to approved development plans as minor amendments if the planning commission determines that substantial compliance is maintained with the approved development plan. “

Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the Optional Development Plan.
- 2) All remaining development standards defined in Z-7343 shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment request to revise the permitted building material.

TMAPC Action; 9 members present:

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Covey, Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis “aye”; no “nays”; none “abstaining”; Carnes, Midget “absent”) to **APPROVE** Items 2 through 7 and items 9 through 11 per staff recommendation.

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

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:

8. **Reinstatement of Plat** Sunset Hills II, Location: East of the southwest corner of East 41st Street and South 161st East Avenue, (CD 6)

STAFF RECOMMENDATION:

PRELIMINARY SUBDIVISION PLAT

This plat consists of 136 lots, 6 blocks on 40 acres.

The following issues were discussed November 6, 2014, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned Planned Unit Development 813.
2. **Streets:** On the plat show both existing and dedicated right of way along East 41st Street South. Show limits of no access along 41st Street. Provide street names on face of plat and show right of way width. Do not show access ramps on face of plat. Reword the sidewalk section of the covenants to make it clear that owner of each lot is responsible for building sidewalks along their property while the developer is responsible for sidewalks along arterial streets and access ramps at

intersections.

3. **Sewer:** In the conceptual utility plans, all sanitary sewer flow must be handled through the Trinity Creek system, and will not be allowed to access the City of Tulsa Stone Creek Farms lift station. The platted area will be assessed a \$700.00 per acre Broken Arrow Excess capacity fee, a City of Tulsa administrative fee of 2.9% of the total of the Broken Arrow fee and a \$640.00 per acre Trinity Creek Excess capacity payback contract fee.
4. **Water:** On the plat the utility easements of 10 feet along roadways should be increased to a 17.5 foot utility easement. On the conceptual layout add blow off hydrants on the stub waterlines. Note the site has only one feed off of 41st Street South and if an additional feed is not provided in the near future it is suggested that a connection be made to the northwest of East 41st Street to an existing 12 inch stub waterline.
5. **Storm Drainage:** Permanent access will be needed to the detention outlet structure in Reserve A.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** Additional easements may be required.
7. **Other: Fire:** No comment.
8. **Other: GIS:** Need email addresses for both the engineer and surveyor. In the location map, label all unplatted areas. In location map only show subdivision boundaries. Add smaller north arrow to the location map. Label the point of beginning. Label the dimension for proposed streets. Need data control sheet. Label limits of no access and access points. Give area of each lot in square feet. Combine easements between lots 18 and 19, Block 4. On location map remove 1 after Sunset Hills. Remove Section I.L from covenants. Along the north boundary with the f.l.e, this cannot be congruent with the utility easement. They need to be exclusive. Since Reserve A does not allow for use by utilities increase to a 17.5 foot easement. Clear up mislabeled lot easements. Show existing easements. Omit Section 1.3 for private service easement as it does not exist on face of plat.

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

Waivers of Subdivision Regulations:

1. None requested.

Special Conditions:

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

Standard Conditions:

1. Utility easements shall meet the approval of the utilities. Coordinate with Subsurface Committee if underground plant is planned. Show additional easements as required. Existing easements shall be tied to or related to property line and/or lot lines.

2. Water and sanitary sewer plans shall be approved by the Public Works Department prior to release of final plat. (Include language for W/S facilities in covenants.)
3. Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line or other utility repairs due to breaks and failures shall be borne by the owner(s) of the lot(s).
4. Any request for creation of a Sewer Improvement District shall be submitted to the Public Works Department Engineer prior to release of final plat.
5. Paving and/or drainage plans (as required) shall be approved by the Public Works Department.
6. Any request for a Privately Financed Public Improvement (PFPI) shall be submitted to the Public Works Department.
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
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 therefore 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 therefore 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.

TMAPC Action; 9 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-1** (Covey, Dix, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; Fretz "abstaining"; Carnes, Midget "absent") to **APPROVE** the Reinstatement of the Preliminary Plat per staff recommendations.

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COMPREHENSIVE PLAN PUBLIC HEARINGS:

12. **CPA-51** Consider adoption of the **36th Street North Corridor Plan** amendments, amending the Tulsa Comprehensive Plan by modifying the boundary and text of the 36th Street North Corridor Plan and the Land Use and Areas of Stability Maps

STAFF RECOMMENDATION:

- A. Background:** The Tulsa City Council initiated a Comprehensive Plan amendment on July 14, 2016, requesting text and map amendments to accommodate an industrial facility or industrial park within the 196-acre subject area. The subject area remains largely undeveloped and has seen little new growth since the 1970s,



Gilcrease Expressway to the south, and 2) Feedback from PLANiTULSA workshops and subarea workshops promoting new focus on economic growth in north Tulsa. The 2013 small area plan for the 36th Street North Corridor further refined the land use map, recommending plans for intensely developed *Town Center* (approx. 50 acs.) or *New Neighborhood* (90 acs.), and smaller areas of *Existing Neighborhood*, *Mixed Use Corridor*, and *Parks and Open Space*.

In 2014, the George Kaiser Family Foundation began acquisition here and they now control over 90% of the subject area. In 2016, the Vision 2025 Extension vote included \$10,000,000 in capital improvements for development of the Peoria-Mohawk Business Park within the subject area. These changed circumstances prompt a review and potential plan, text, and boundary amendments to the 36th Street North Corridor Small Area Plan, a part of the City of Tulsa Comprehensive Plan.

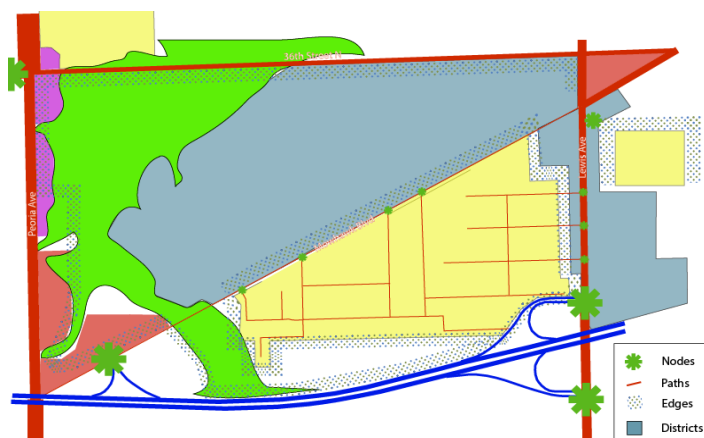


Figure 2 A Working Group participated in an analysis of the proposal. Their input and findings are incorporated into the staff summary of opportunities and issues.

B. Analysis: A Working Group comprised of fronting single-family homeowners, the owner of the subject property, and other people familiar with development in north Tulsa have assisted planners in reviewing the proposal. Their excellent contributions are noted in the staff analysis that follows. In addition to highlighting facts that staff did not foresee, they also provided very clear

indications of development preferences and priorities. Issues and opportunities related to use of the subject site as an Employment Center include:

B1. Opportunity: Economic development is an objective of the 36th Street North SAP and the desire for jobs was affirmed by the Working Group, though some neighbors in the group expressed concerns about the relationship between the site and an established neighborhood to the south. Some members of the Working Group praised the opportunity for *high quality jobs* in this proposal, and noted the potential for these to create secondary jobs and spur growth, furthering other plan objectives.

B2. Issue: Infrastructure needs In addition to on-site infrastructure, the Working Group noted a need for *sidewalks and street illumination* on 36th Street North and Mohawk Boulevard, and the possible need for a *traffic light* at Mohawk Boulevard and Peoria Avenue. While traffic lights require an engineering analysis to determine if they are warranted, staff can affirm that arterial sidewalks will be essential for those workers who will use mass transit, including the Peoria Bus Rapid Transit (BRT), under design now. Additional research reveals that the *bridge over Dirty Butter Creek* on 36th Street North (State Hwy 11) is inadequate and is scheduled for replacement by ODOT in 2018. The subject property owner's

representative is aware of this issue, and while ODOT has addressed urgent deficiencies, the bridge replacement is essential for the success of the Employment Center. Finally, Mohawk Boulevard provides an excellent bicycle connection between the Osage bike trail and Mohawk Park and this segment is marked for bicycle improvements in the Bicycle and Pedestrian Master Plan. The Working Group expressed a desire for a side path here, if right-of-way allows.

B3. Issue: Floodplain Approximately 60 acres on the western third of the subject property lies within the 100-year floodplain. Reviewing the Dirty Butter Creek Master Drainage Plan, there are no upstream or downstream flood control facilities that would alter the floodplain. Instead, the plan recommends the floodplain remain undisturbed. The major property owner in the subject area understands this issue and has no plans for significant development within the floodplain. There is some residual land suitable for development to the west of the floodplain along Peoria Avenue and at the intersection of Peoria and 36th Street North. These sites are relatively shallow and it should be noted that future development proposals here may include minor reshaping of the floodplain, and/or place parking lots below flood level. Small encroachments such as this are to be expected and with proper mitigation, can be done in ways that are consistent with stormwater management best practices.

B4. Issue: Traffic Considerations Mohawk Boulevard will require special consideration in order to avoid conflicting growth objectives. Mohawk Boulevard is designated a collector street on the Major Street and Highway Plan. It had a low traffic volume, 800 vehicles per day (VPD) in 2014, when compared to Peoria Avenue (15,300 VPD), Lewis Avenue (6,500 VPD) and 36th Street North (7,100 VPD). There are twelve homes fronting Mohawk Boulevard between Troost Avenue and 700 feet west of Lewis Avenue. Members of the Working group expressed a desire to avoid directing truck traffic through this portion of the street segment. However, access to Mohawk Boulevard is important for the successful development of the Employment Center. Of particular note, ramps to the Gilcrease Expressway are on Mohawk Boulevard near Peoria. Ideally, Mohawk Boulevard access to site would be placed west of Troost Avenue and east of a point 700 feet west of Lewis Avenue, with no site access offered in between these points. This may sufficiently divert truck and employee traffic on the residential portion of Mohawk Boulevard, though posting truck traffic restrictions for this portion may also be warranted.

B5. Issue: No Train Access It appears that the site will be entirely dependent on truck transport, and while this certainly does not inhibit the site's success, especially since it has excellent highway access, it does underscore some of the Working Group's concerns about the potential negatives impacts of truck traffic.

B6. Issue: Oversized Loads Route While the Working Group recommended traffic calming on Mohawk Boulevard, they also informed us that the street is occasionally used for oversized loads, presumably from the Port of Catoosa. An interview with the Port Operations Manager, Brad Banks, revealed that Mohawk Boulevard is actually an inconvenient detour, trucks are supposed to follow the designated, 36th Street North route. They cannot, however, because the aforementioned bridge at Dirty Butter Creek is not rated for heavy loads. It may be

difficult, at least in the short term, to recommend chicanes or other on-street traffic calming devices that could interfere with oversized shipments. But that could change with the bridge replacement on 36th Street North, scheduled for replacement by ODOT in 2018.

B7. Issue: Site Design Considerations The Working Group, which included the representative of the owner of most of the property on the site, as well as property owners that front the site on the south side of Mohawk Boulevard, offered several suggestions that would effectively screen the site from the neighborhood to the south including: *A high berm* such as those used at the north end of the Gathering Place, which provide excellent visual and noise screening; *retention of mature trees* near Mohawk Boulevard where possible; and a preference for having *parking, rather than buildings, near Mohawk Boulevard*. The owner's representative noted that on-site detention must be located on the northwest corner of the site, which rules out the possibility of using a detention pond as part of a buffer.

C. Comprehensive Plan amendment history:

36th Street North Corridor Small Area Plan, 2013 The majority of the recommendations within this small area plan are for 36th Street North, west of Peoria Avenue, though the plan does cover the majority of the subject area.

D. Staff Recommendation: Staff recommends that the TMAPC adopt the proposed amendments (as attached) to the 36th Street North Corridor Plan.

Attachment 1

CPA-51 - Comprehensive Plan Text Amendments

A. 36th Street North Corridor Small Area Plan Text Amendments to the Comprehensive Plan

1) Recommendations, Part I: Page R 75 (add new Priority)

LAND-USE PRIORITY 7

Encourage the compatible growth of a new Employment Center east of Dirty Butter Creek.

Goal 9 -

Support the development of a new industrial facility or park between Dirty Butter Creek and Lewis Avenue, and between 36th Street North and Mohawk Boulevard, while respecting and promoting the future success of neighboring properties.

9.1 Encourage the development of an industrial facility or industrial park at this location that: 1) incorporates shielded lighting and minimizes light pollution, 2) employs best site management practices during construction to avoid dust and erosion, and 3) minimizes encroachment into the floodplain of Dirty Butter Creek.

9.2 To retain the residential character for property on Mohawk Boulevard between Troost Avenue and a point 700 feet west of Lewis Avenue: 1) build a berm to provide visual and noise screening, 2) preserve mature trees where possible to provide screening and shade, 3) do not place ingress and egress points to the industrial site, and 4) place parking areas, rather than buildings, nearer to Mohawk Boulevard.

9.3 A development plan implementing recommendations of Goal 9 and, where applicable, Goal 18 should accompany rezonings related to the Employment Center.

2) Recommendations, Part I: Page R 77 (add new Goal under 'Transportation Priority 3 – Increase circulation and connectivity across the Plan Area')

Goal 18 –

Construct an array of infrastructure improvements in and around the Employment Center east of Dirty Butter Creek that, supportive of both industrial and residential growth.

18.1 On-site improvements promoting good internal circulation and external connectivity for motorized and non-motorized vehicular and pedestrian modes within the Employment Center. Note specific concerns in 18.2.

18.2 Carefully design site access points on Mohawk Boulevard, a collector street, to provide employee and truck access on some portions, while retaining the residential character in the center portion.

18.2.1 In order to preserve the residential character of the neighborhood to the south, no access points between Troost Avenue and a point 700 feet west of Lewis Avenue are recommended. On-site internal circulation and driveway access should bypass or otherwise help to remove the need for employee and truck transit through the neighborhood.

18.2.2 To promote access for employees and shipping, site access to Mohawk Boulevard is recommended to the west of Troost Avenue and to the east of a point 700 feet west of Lewis Avenue. This will enhance connectivity for employees and trucks travelling to and from Peoria Avenue, Lewis Avenue, and multiple highway connections.

18.3 Arterial sidewalks and additional street and pedestrian lighting on 36th Street North and Mohawk Boulevard, enhancing connectivity to transit and nearby residential areas.

18.4 A side path or other bicycle accommodation on Mohawk Boulevard consistent with the Bicycle and Pedestrian Master Plan. Pursue additional right-of-way or easements as needed to implement this recommendation.

18.5 A path through the Dirty Butter Creek floodplain, providing enhanced pedestrian and bicycle connective to the Town Center and Employment Center.

Additions to Part II: Implementation Matrix

Reference #	Page #	Implementation Measure	Phase	Funding Source	Likely Responsible Entity	Cost
LU-9	75	Support the development of a new industrial facility or park between Dirty Butter Creek and Lewis Avenue, and between 36th Street North and Mohawk Boulevard, while respecting and promoting the future success of neighboring properties.	1-4 years	Vision 2025-Funded (2016), Private	CoT, Property Owner, Tulsa Industrial Authority, George Kaiser Family Foundation	\$10,000,000
9.1	75	Development of Industrial facilities	1-4 years	Private	Property Owner	TBD
9.2	75	Impact mitigation (landscaped berm) on south edge of Mohawk Employment Center	1-4 years	Vision 2025-Funded (2016), Private	CoT, Property Owner, Tulsa Industrial Authority, George Kaiser Family Foundation	\$250,000
9.3	75	Rezoning with development plan	1-4 years	Private	INCOG	
TR-18	76	Construct an array of infrastructure improvements in and around the Employment Center east of Dirty Butter Creek that, supportive of both industrial and residential growth needs.	1-4 years	Vision 2025-Funded (2016), Additional CoT funds,	CoT, Property Owner, Tulsa Industrial Authority	\$10,000,000

18.1	76	On-site infrastructure improvements	1-4 years	Vision 2025 funds	CoT	TBD
18.2	76	Ingress/egress and circulation designed to avoid directing traffic through residential portion of Mohawk Blvd	1-4 years	N/A	Property Owner, CoT, TMAPC site plan review	TBD
18.3	76	2 miles Sidewalks and Street Lighting on 36 th St N and Mohawk Blvd (Note: 36 th St N must coincide with bridge replacement)	2-6 years	CoT funds		\$750,000
18.4	76	Bike side-path on Mohawk Blvd between Peoria Av and Lewis Av	2-6 years	CoT funds + Right-of-way	CoT (const.), GKFF or property owner, INCOG (pursue addn'l ROW as needed)	\$790,000
18.5	76	Path through the Dirty Butter Creek floodplain, connecting the Town Center and Employment Center, not including trail bridge.	2-6 years	CoT	CoT	\$15,000
18.6	76	36 th Street N – Replacement of Dirty Butter Creek Bridge	2018	ODOT 8 year Const. Work Plan	ODOT	\$4,446,000

Justification

The addition of an Employment Center in this area is generally consistent with employment objectives identified in the 36th Street North Corridor Small Area Plan. Further, the introduction of a large number of permanent, high-quality jobs in the area can spur secondary employment and growth, accelerating the implementation and success of many other goals for the 36th Street North corridor. The proposed text amendments support a careful, conscious effort to minimize negative impacts of this land use change, particularly to the neighborhood to the south, and ensure that the benefits of this new Employment Center do not come at the expense of the neighbors

Attachment 2
CPA-51 - Comprehensive Plan Map Amendments

A. 36th Street North SAP/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) An expansion of the planning boundaries of the 36th Street North Corridor Small Area Plan to include **all properties located between 36th Street North and Mohawk Boulevard, and between Peoria Avenue and Lewis Avenue.**
 - b) **On certain properties located between 36th Street North and Mohawk Boulevard, and between Lewis Avenue and the eastern edge of the Dirty Butter Creek floodplain,** amend the designation on the Land Use Map from *Existing Neighborhood, New Neighborhood, and Mixed-Use Corridor*, to *Employment Center*
 - c) **On certain properties partially or entirely within the Dirty Butter Creek floodplain, for the portions of the properties within the floodplain,** amend the designation on the Land Use Map from *Town Center, Existing Neighborhood, and New Neighborhood*, to *Parks and Open Space*
 - d) **On certain properties located south of the Dirty Butter Creek floodplain, for the portions of the properties outside the floodplain** amend designation on the Land Use Map from *Parks and Open Space and New Neighborhood*, to *Employment Center*.
- 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 between 36th Street North and Mohawk Boulevard, and between Peoria Avenue and Lewis Avenue,** amend the designation on the Stability and Growth Map to show all portions of property within the Dirty Butter Creek floodplain as *Stability* and all portions of property outside the floodplain to be *Growth*.

B. Justification:

These designations will support industrial development within the subject area east of Dirty Butter Creek, while retaining opportunities for expanding a Town Center along Peoria Avenue. Highlighting the Dirty Butter Creek floodplain and Parks and Open Space does not prevent development in these areas, but it does highlight developmentally sensitive land as identified in the Dirty Butter Creek Master Drainage Plan.

Theron Warlick, City of Tulsa Planning and Development Department, gave a brief presentation.

Julian Wilson 1750 East Mohawk BLVD, Tulsa, OK 74110

Mr. Wilson stated he lives directly across the street from the development. Mr. Wilson would like to know what is going to be built on this site and he believes knowing what is going to be built will help put the residents at ease. Mr. Wilson stated he moved to this area because he liked the location and it was a nice quiet neighborhood and everyone on his block knows everyone who lives there. Mr. Wilson stated he believes building a facility such as the one proposed for this site would disturb the entire community. Mr. Wilson stated he does not want to walk out of his front door and see the proposed development. Mr. Wilson states at the neighborhood meeting the talk was about using Mohawk Boulevard as the main thoroughfare for the entrance into the development. Mr. Wilson thinks 36th Street North would be better suited since it has easy access to highway 75.

Charles Williams 2103 East Mohawk Blvd, Tulsa, OK 74110

Mr. Williams stated his property is inside the proposed development area and Mr. Williams and developers have not come to an agreement to acquire his property. It is Mr. Williams understanding that the developers want to rezone the entire land for the proposed development as commercial and Mr. Williams would like a sound barrier wall to surround his property to shield Mr. Williams from the noise and to restrict his view of the development. Mr. Williams stated that Hoffmeier Trucking Company is on North Lewis and their tanker trucks along with other semi tractor trailers are using Mohawk Boulevard to get to the expressway. Mr. Williams would like to see traffic lights at the intersection of North Peoria Avenue and Mohawk Boulevard to help with the current and future traffic in the area. Mr. Williams would like to know if there are any plans to widen Mohawk Boulevard or 36th Street North.

Ms. Millikin asked Mr. Williams if knowing that the staff recommends access to site be west of Troost Avenue and east of a point 700 feet west of Lewis Avenue as to insulate those residents living along Mohawk Boulevard would be of any comfort for his concerns about traffic.

Mr. Williams answered yes, but his house is on Lewis Avenue.

Mr. Reeds stated to Mr. Williams that under attachment 1 item A 9.2 it talks about building a berm along Mohawk Boulevard to provide visual and noise screening to the residents on the south side of Mohawk Boulevard. Does this alleviate any of Mr. Williams's concerns?

Mr. Williams stated yes, this helps his neighbors.

Amanda Taylor 1724 East Mohawk BLVD, Tulsa, OK 74110

Ms. Taylor stated she moved to this neighborhood because it was the road less traveled and would like to maintain that but understands this is not possible

because of progress. Ms. Taylor would like to see the traffic routed to 36th Street North and less traffic on Mohawk Boulevard because Ms. Taylor does not want to look at a wall or a lot of traffic. The current walls that are up in the community are down in 3 to 4 years or have been vandalized. Ms Taylor stated if the proposed changes benefit the residents and this new structure has a park affect Ms. Taylor would support that.

Rita Jemison Ford 1738 East Mohawk Blvd, Tulsa, OK 74110
Ms. Ford did not wish to speak.

Tracie Chandler 564 East 39th Street North, Tulsa, OK 74106
Ms. Chandler stated she is President of the Phoenix Development Council and this Council is working to bring development to the Phoenix District. Ms Chandler stated that the proposed development area is known as the Phoenix District. Ms Chandler stated they are in favor of this park. Development is needed in North Tulsa and the 36th Street North Corridor Small Area Plan is the flagship plan for economic development in North Tulsa. Ms. Chandler stated she understands the concerns of the neighbors who live in that area however Ms. Chandler is sure something can be worked out between residents and the developers for the greater good. Ms Chandler is in support of this development and hopes that it will spur economic development and growth in North Tulsa.

Mr. Warlick stated the questions asked by the residents are the core questions that have come up in the work groups. These are issues we are aware of and continue to make recommendations to the developers. There is no rail service to this proposed site so all services will be by trucks traveling on Peoria Avenue and 36th Street North. In the staff recommendation we are recommending that if Mohawk Boulevard is used to access this site drivers should use the western most access point which is west of Troost Avenue and east of a point 700 feet west of Lewis Avenue. Also staff is recommending a high berm as a buffer between the neighbors and the project.

Josh Miller(George Kaiser Family Foundation) 7030 S. Yale Ave. Tulsa, OK
Mr. Miller stated the idea of the employment center is to create long term sustainable career type jobs. There is a strong base in Tulsa for manufacturing and industrial employees and will provide economic boost for the community. The size and hours of operation are speculative at this point. Mr. Miller stated the neighbors have been very respectful in their input and their concerns have been heard and have been addressed in the recommendations provided by the staff. Mr. Miller stated there is 10 million dollars of infrastructure improvement money to address the concerns of the neighbors. Mr. Miller would like to acknowledge Mr. Williams who has been nothing but respectful and has helped provide the history of the property. Mr. Miller stated he understands all the concerns the neighbors have and the applicant will do the best to resolve them.

Mr. Reeds asked Mr. Miller if the area along Peoria is still designated a Town Center and does Mr. Miller see that just as critical piece in this development as the industrial portion.

Mr. Miller responded yes, the George Kaiser Family Foundation doesn't own the southern portion of that Town Center along Peoria Avenue. The point of locating the Employment Center in this area is to stimulate the plans of the 36th Street North Small Area Plan.

Mr. Dix stated he is semi-opposed to truck traffic on Mohawk Boulevard and would like to eliminate it, but that would involve a lot of improvements on 36th Street North and the bridge. Mr. Dix asked Mr. Miller what conversations he has had with Oklahoma Department of Transportation.

Mr. Miller answered that he and Mr. Warlick have both had conversations with ODOT and the bridge is on the 2018 complete replacement list and Mr. Miller has discussed with ODOT for the last couple of years to make this bridge rated for truck traffic.

Mr. Dix asked Mr. Miller if there has been any interest in this property.

Mr. Miller answered the site is listed with the Tulsa Regional Chamber of Commerce and they receive an Request for Proposal (RFP) and this property qualifies for certain projects and some it does not. Just like all the other sites in Tulsa. There has been one RFP that applicant has responded to on the property. Full scale marketing has not begun yet until the issues have been addressed.

Mr. Warlick stated that staff has provided some design input to ODOT for the bridge in anticipation of the growth in this area.

Mr. Dix stated with all the traffic options available to this area he doesn't want to see the traffic on Mohawk Boulevard.

Mr. Miller stated that is a good point that ODOT needs to realize because Mohawk is the route for trucks today because 36th Street North can't handle the traffic.

Mr. Dix stated this group of neighbors has brought more and better comments to this meeting. These residents have brought honest direct issues to TMAPC meeting.

Mr. Miller would like to echo Mr. Dix statement the neighbors have very legitimate concerns.

TMAPC Action; 9 members present:

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Covey, Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Midget

"absent") to **ADOPT** the 36th Street North Corridor Plan amendments per staff recommendations.

* * * * *

14. **CPA-53** Consider adoption of the **Greenwood Heritage Neighborhoods Sector Plan**, amending the Tulsa Comprehensive Plan by adopting an Executive Summary, Implementation Matrix and recommended Land Use and Areas of Stability and Growth Maps for the Greenwood Heritage Neighborhoods Sector Plan (continued from August 17, 2016)

STAFF RECOMMENDATION:

Items for consideration: 1) Adoption of the *Greenwood Heritage Neighborhoods Plan*. 2) Adoption of the *Greenwood Heritage Neighborhoods Plan Executive Summary*, including the Land Use Map, Growth and Stability Map, and Implementation Matrix, as amendments to the Comprehensive Plan. The *Greenwood Heritage Neighborhoods Plan*'s study area is roughly bounded by I-244/Crosstown Expressway on the South, Highway 75/Cherokee Expressway and Lewis Avenue on the East, the Gilcrease Expressway on the North, and the L.L. Tisdale Parkway on the West. A Triangular site on the east side of highway 75, bounded by Pine Street, Utica Avenue, and Highway 75 is also included. The plan area includes landmarks such as the Brady Heights Historic District, Oklahoma State University's Tulsa campus, Langston University Tulsa, the historic Booker T. Washington High School, and Lacy Park Community Center.

Related Plans: There are several plans that informed this planning effort. PLANiTULSA, the *Tulsa Comprehensive Plan*, adopted in 2010, laid out the structure for small area plans and provided many recommendations regarding the planning area. The *Greenwood Heritage Neighborhoods Plan* utilized and built upon more than 20 existing sector plans in the area that it will supersede. The 36th Street North Corridor Small Area Plan, *Tulsa Public Schools Strategic Plan 2010-2015*, *Tulsa Parks and Recreation Master Plan*, and the *Downtown Area Master Plan* also informed planning efforts.

Background: The *Greenwood Heritage Neighborhoods Plan* is an update to a series of sector plans. This plan also includes several areas not covered by previous sector plans. The large planning area borders downtown Tulsa and provides important regional connections and cultural history for Tulsa. The planning area includes much of North Tulsa which was focused on in PLANiTULSA as an area in need of reinvestment and opportunity.

This sector plan was prepared on behalf of the City of Tulsa and the Tulsa Development Authority (TDA) by Houseal Lavigne Associates. It ties together the previous sector plans and updates the vision, goals, and recommendations to match the guiding principles and goals of PLANiTULSA. This plan serves as a sector plan for the TDA, who has worked to aid redevelopment and reinvestment

in the neighborhood. It adds to previous planning efforts in North Tulsa, such as the *36th St. North Corridor Small Area Plan*.

Process: The sector plan was produced based on the process outlined in PLANiTULSA. Central to that process is the Citizen Advisory Committee (CAT) composed of 28 area residents and stakeholders. CAT meetings were held to guide the planning process and an open house was held to allow the CAT and public to review the draft plan. In addition to the CAT, nearly 100 community members participated in a public workshop that identified community issues, concerns, and potential projects. An additional workshop aimed at local businesses was held early in the planning process.

Materials were posted online (hosted by the consultants) for public review. Online questionnaires and a mapping tool (SMAP) were available to support additional comment.

Conformance with the Tulsa Comprehensive Plan:

1) Land Use Plan Map

The planning area in the *Greenwood Heritage Neighborhoods Plan* includes several land use designations from PLANiTULSA. The *Greenwood Heritage Neighborhoods Plan* also includes several detailed sub-categories of the PLANiTULSA land use designations. The broader categories utilized by the comprehensive plan will be used to update the city's land use map. The sub-categories will be maintained in the sector plan to provide additional planning guidance within the *Greenwood Heritage Neighborhoods Plan's* boundary.

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

New Neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity.

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas are comprised of university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving

into areas where people both live and work, and medium-to high-rise mixed-use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.

Neighborhood Center are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to a number of destinations.

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

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.

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

Main Street Corridors 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.

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

Parks and Open Space provide recreational opportunities, community gathering places, shade and sunlight, air and water pollution filtration, natural beauty, habitat, and benefit surrounding uses.

The Sector Plan includes the following additional land use designations. These will not be mapped in the city wide comprehensive land use map.

Low Density Development: Areas with high rate of vacancy or deterioration. Allows for the consolidation and redevelopment of lots in order to create more contemporary, market-competitive housing in new neighborhoods with a distinct character.

Medium Density Residential: These areas represent "traditional" single family detached houses. They can include small townhouses or apartments whose design integrates into the surrounding community. Neighborhood amenities, such as parks, churches, and schools are included.

High Density Residential: These neighborhoods include townhouse clusters or apartment buildings that occupy areas of at least one block. Multifamily buildings are usually arranged around a shared public open space.

University areas contain OSU-Tulsa and Langston University. These areas contain large, unique facilities with consistent design elements. This plan accommodates anticipated growth for the shared campus and supporting uses and activities.

Public Schools indicates areas that house schools or facilities that operate similar to schools in term of facility design and services offered, such as the Boys and Girls Club or YMCA.

Staff Comments: *The purpose of the small area planning process is to look at smaller geographic areas with a greater level of detail than was done on a citywide level during the creation of the Tulsa Comprehensive*

Plan. Therefore, a component of this small area planning process, as well as others that will follow is to re-examine the specific land uses assigned and adjust those as necessary based on the long term vision and goals for that geographic boundary.

The Greenwood Heritage Neighborhoods Plan includes several proposed changes to the existing land use designations. These changes are mapped in the Greenwood Heritage Neighborhoods Plan/PLANiTULSA Alignment and described below. The numbered list is keyed to the alignment map in Exhibit A.

1. **Downtown Neighborhood to Neighborhood Center.** In the plan, this includes the school hatch mapping symbol. This designation would match the future designation of Emerson Elementary to the north, but the property would be bordered by regional center to the south and east and downtown neighborhood to the west. This designation would provide some buffer between possible high density development from regional center and neighborhood designations, and would allow for future school expansion. Staff recommends approval.
2. **Downtown Neighborhood to Existing Neighborhood.** The OSU Tulsa campus is located southeast of the areas. This area has a large apartment complex, the Tulsa Housing Authority's offices, and the 11- story Pioneer Plaza residential tower. This land is fully developed and staff recommends approval.
3. **Downtown Neighborhood to Regional Center.** This land use change would match that of University Center at Tulsa's (UCAT) campuses to the east. The land is mostly cleared of all buildings, and would provide space for the expansion of UCAT functions and support services. Staff recommends approval.
4. **Existing Neighborhood to Mixed Use Corridor.** Located on Lewis just south of the Gilcrease Expressway, this single parcel change would bring the property to match the properties to the south. This parcel currently does not have a land use designation because it is considered right of way. Staff recommends approval.
5. **Existing Neighborhood to Neighborhood Center.** These six areas have schools or institutions that provided related services, such as the Boys & Girls Club. Previously, these areas were designated as existing neighborhood so that if the facility was closed and redeveloped, its redevelopment would have to be in a manner similar to the surrounding neighborhood. Neighborhood Center allows for a wider range of non-residential uses and higher density than the existing or new neighborhood

designation. Staff recommends maintaining the existing neighborhood designation.

6. **Existing Neighborhood to Parks and Open Space.** Four different locations. The first of these areas (a) is a series of detention ponds surrounded by walking paths and connected to the Osage Prairie Trail. The second area (b) is currently mostly undesignated land considered right of way or drainage catchment. Parks and open space would be the appropriate designation if it is to be designated. The last areas (c and d) are also undesignated. Part of the property (c) has parking for the Osage Prairie Trail and the rest is drainage. Staff recommends approval.
7. **Mixed Use Corridor to Town Center.** Would match the recommended town center designations immediately to the south. Staff recommends approval.
8. **Neighborhood Center to Existing Neighborhood.** This property is currently designated as New Neighborhood. Staff recommends maintaining the New Neighborhood designation. This is reflective of recent TMAPC and Council action.
9. **Neighborhood Center to Mixed-Use Corridor.** This change includes three separate areas. The first area (a) is south of Pine Street, east of the Osage Prairie Trail, and west of N. Norfolk Ave. The Mixed Use Corridor land use is consistent with the surrounding land uses and transportation facilities. The second area (b) is along the south side of Apache Street, between Rockford Avenue and Trenton Avenue. The property across the street is designated a Mixed Use Corridor. This area contains several commercial properties that back to residential neighborhoods, and a Mixed-Use Corridor designation would be consistent Staff recommends approval.

The last area(c) is south of Apache St, east of N Yorktown Ave, and West of North Lewis Ave. This area is vacant land, bordered by existing neighborhood to the west and neighborhood center designation on the east. It is a single lot wide fronting on Apache Street. Mixed-Use corridor on this one lot is not consistent and staff recommends maintaining the Neighborhood Center designation.
10. **Neighborhood Center to Town Center.** This area is home of several important facilities that would benefit from the higher densities promoted in town centers. Staff recommends approval.
11. **Regional Center to Parks and Open Space.** The site hosts the Osage Prairie Trail, a bike and pedestrian pathway. It also hosts several smaller trails and detention ponds. This area functions for recreational use for local and regional users and is better served by the Parks and Open Space Designation. Staff recommends approval.

12. **Town Center to Mixed Use Corridor.** This change would be the first step in bringing mixed use corridor land use designations from the east. The density and use types are better for the area's future development than town center. Staff recommends approval.
13. **Town Center to Neighborhood Center.** This land use change would lower the expected densities in the area, which is more fitting with the surrounding land uses. Staff recommends approval.
14. **Town Center to Regional Center.** This is the only parcel designated town center in the immediate area. Areas to the north are designated regional center, while existing neighborhood uses exist to the south and east. Staff recommends approval.
15. **Undesignated to Parks and Open Space.** Two areas are indicated in this change. The first (a), located west of N. Hartford Ave, is right of way that provides drainage functions. The second (b), located south of Hwy 75, is right of way that has already been designated parks and open space. Both of these areas could function as parks. Staff recommends approval.
16. **Existing Neighborhood to Downtown Neighborhood.** The area in question is developed as residential properties and is part of the Brady Heights Historic District. Staff recommends maintaining the existing neighborhood designation.

2) **Areas of Stability & Growth Map**

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

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

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

Staff Comments:

The sector plan does not include proposed changes to the growth and stability map. In those areas where it proposed land use changes, TMAPC staff evaluated whether the proposed changes would alter the existing growth/stability classification. The areas where proposed land use changes would alter the growth/stability designation are mapped in Exhibit B with the resulting growth/stability designation.

3) Land Use Priorities

The *Tulsa Comprehensive Plan*'s land use priorities for this area promote "reinvestment and rehabilitation in the North Tulsa area to provide opportunities for residents and businesses to improve economic stability". Other priorities include, "enhancing the quality of the built and natural environment, targeting housing reinvestment programs, affordable housing development programs/infill on vacant parcels, business development programs in conjunction with the technical and community colleges, and workforce training geared to realistic job opportunities". Lastly, the Comprehensive Plan sets out priorities to "address access to adequate medical care by providing transit service to medical facilities, partnering with schools and community centers to address health issues and healthy lifestyles, and to create walkable communities and enhance recreational areas to encourage walking and biking".

Staff Comments: *In addition to the land use changes, the proposed plan includes a list of goals and implementation steps. These are incorporated into an implementation matrix. Adoption of the Greenwood Heritage Neighborhoods Plan Implementation Matrix will allow capital projects to be included on the City's list of Capital Improvement Projects for future funding and implementation.*

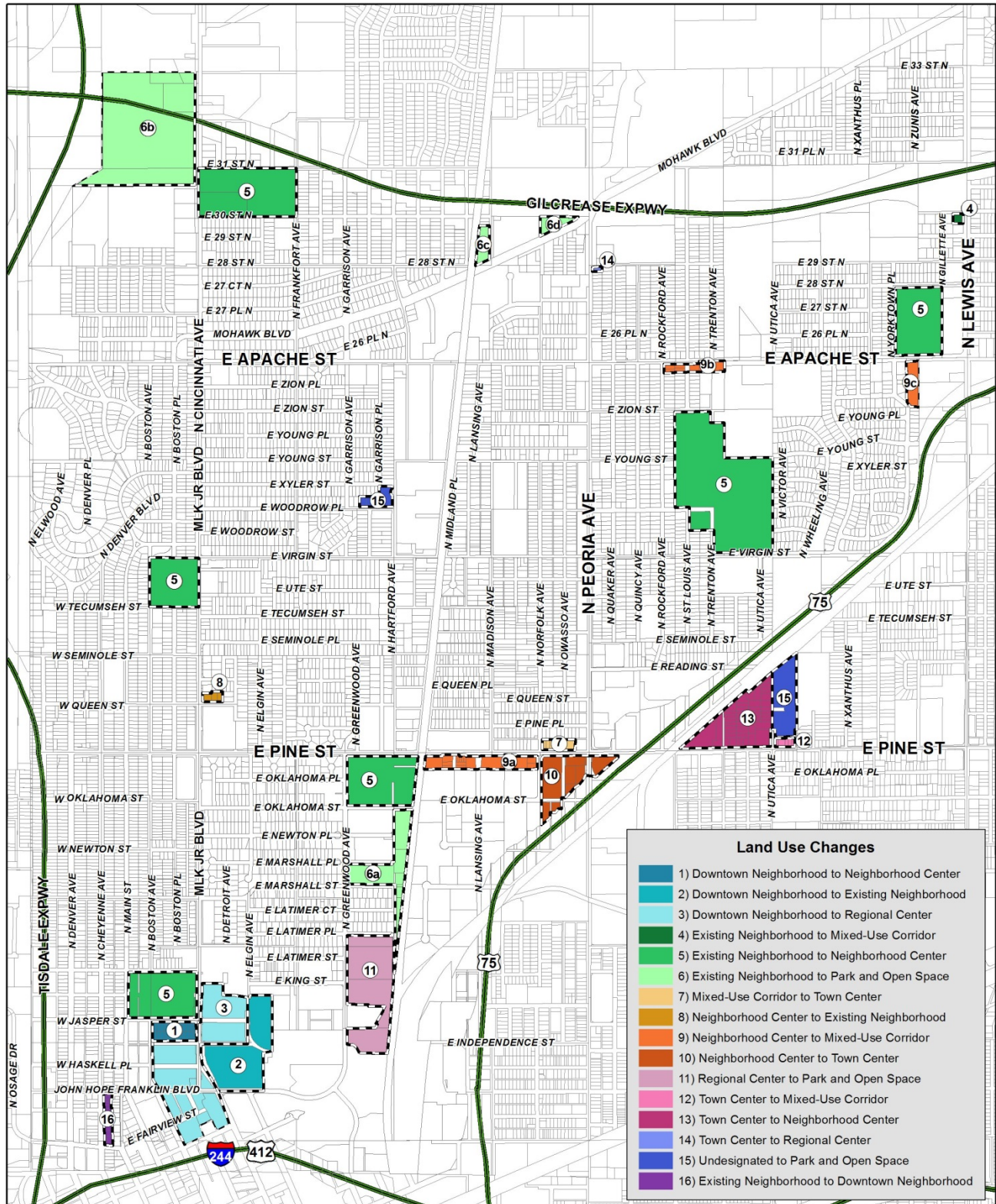
Staff recommendation: With the revisions listed in the staff report, we find conformance with the Tulsa Comprehensive Plan and recommend the following:

1) Staff recommends adoption of the *Greenwood Heritage Neighborhoods Plan* with adjustments (recommended by staff).

2) Staff recommends TMAPC adopt, as amendments to the Tulsa Comprehensive Plan, the *Greenwood Heritage Neighborhoods Plan Executive Summary* including the following:

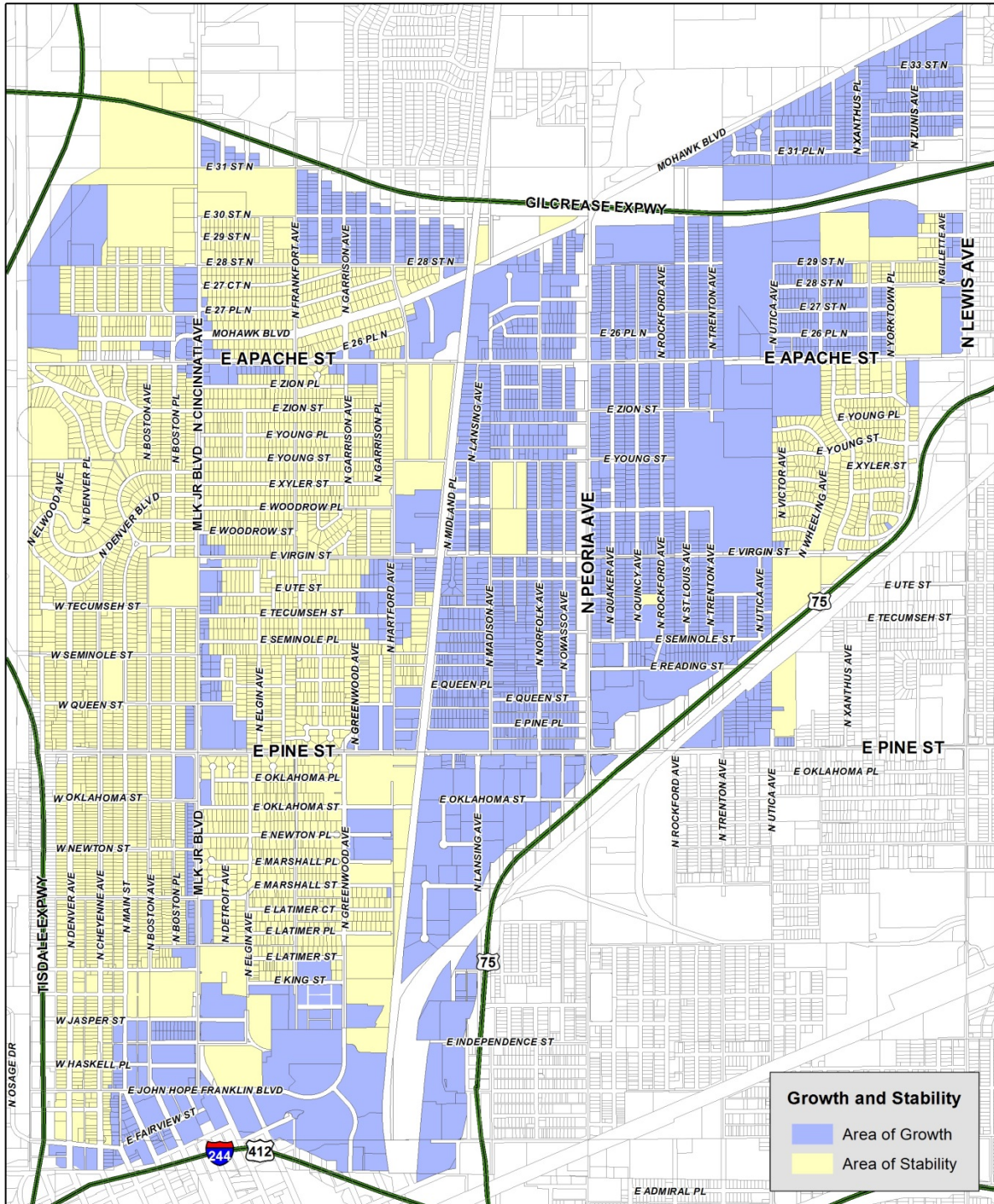
1. The *Greenwood Heritage Neighborhoods Plan* Land Use Map with adjustments as recommended in this report (Items 5, 8, 9c, 16 under Land Use Map Plan Staff Recommendations),
2. The *Greenwood Heritage Neighborhoods Plan* Growth and Stability Map with adjustments (to support land use recommendations),
3. The *Greenwood Heritage Neighborhoods Plan Implementation Matrix*,

Exhibit A



GREENWOOD HERITAGE NEIGHBORHOODS PLAN Land Use Plan-Alignment





GREENWOOD HERITAGE NEIGHBORHOODS PLAN

Future Growth/Stability

Doug Hammel, Houseal Lavigne Associates gave a presentation on the Greenwood Heritage Neighborhoods Plan.

Phillip Berry, City of Tulsa Planning and Development Department presented staff recommendation.

TMAPC Action; 9 members present:

On **MOTION** of **COVEY**, TMAPC voted **9-0-0** (Covey, Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Midget "absent") to **ADOPT** the Greenwood Heritage Neighborhoods Plan per staff recommendations.

TMAPC Action; 9 members present:

On **MOTION** of **COVEY**, TMAPC voted **9-0-0** (Covey, Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Midget "absent") to **ADOPT**, as amendments to the Tulsa Comprehensive Plan, the *Greenwood Heritage Neighborhoods Plan Executive Summary* including the following:

1. The *Greenwood Heritage Neighborhoods Plan* Land Use Map with adjustments as recommended in this report (Items 5, 8, 9c, 16 under Land Use Map Plan Staff Recommendations),
2. The *Greenwood Heritage Neighborhoods Plan* Growth and Stability Map with adjustments (to support land use recommendations),
3. The *Greenwood Heritage Neighborhoods Plan Implementation Matrix*.

* * * * *

Mr. Covey left at 2:42 p.m.

13. **CPA-52** Consider adoption of the **Kendall Whittier Sector Plan**, amending the Tulsa Comprehensive Plan by adopting an Executive Summary, Implementation Matrix and recommended Land Use and Areas of Stability and Growth Maps for the Kendall Whittier Sector Plan (continued from August 17, 2016)

STAFF RECOMMENDATION:

Item for consideration: 1) Adoption of the *Kendall-Whittier Sector Plan*. 2) Adoption of the *Kendall-Whittier Sector Plan Executive Summary*, including the Land Use Map, Growth and Stability Map, and Implementation Matrix, as amendments to the Comprehensive Plan.

The *Kendall Whittier Sector Plan's* area of study is bounded by the Burlington Northern Santa Fe (BNSF) railroad on the North, Harvard Avenue on the East, 11th Street on the South, and Utica Avenue on the West.

Related Plans: There are several plans that informed this planning effort. The *City of Tulsa Comprehensive Plan*, adopted in 2010, laid out the structure for small area plans and provided many recommendations regarding the planning area. The 1991 Kendall-Whittier Neighborhood Masterplan (updated in 1996) provided detailed redevelopment plans for much of the planning area.

The *Tulsa Public Schools Strategic Plan 2010-2015*, *Tulsa Parks and Recreation Master Plan*, *Elm Creek Master Drainage Plan*, *Pearl District 6th Street Infill Plan*, and the *Utica Midtown Corridor Small Area Plan*, also provided background information on planning efforts impacting the area.

Background: The Kendall-Whittier neighborhood and the Whittier Square Shopping Center now called the Kendall Whittier Main Street District were some of Tulsa's first ring suburbs and were important stops on Route 66. The University of Tulsa has played an important role throughout the neighborhood's history. As growth moved outwards, portions of the neighborhood and shopping center declined. Recent reinvestment from public, private, and not-for-profit entities has spurred growth throughout the neighborhood. This Plan will update and supersede the current neighborhood plans and function as a sector plan for the Tulsa Development Authority (TDA) , who has worked to aid redevelopment and reinvestment in the neighborhood.

Process: This step included the engagement of a Citizens Advisory Team (CAT) consisting of 18 stakeholders including residents, business-owners and others. CAT members were asked to attend meetings, review materials and communicate plan issues to their constituents and neighbors. CAT members also conveyed the specific concerns and feedback of their constituents to the larger group. A public workshop and a business workshop were held to gather feedback from area stakeholders. Online surveys and mapping exercises were also available. The planning process was based on the Small Area Planning (SAP) process outlined in PLANiTULSA.

Conformance with the Tulsa Comprehensive Plan:

4) Land Use Plan Map

The planning area in the *Kendall-Whittier Sector Plan* includes many of PLANiTULSA's land use designations. *Kendall-Whittier Sector Plan* also includes several more detailed designations. These will be maintained in the *Kendall-Whittier Sector Plan*; however, PLANiTULSA's broader categories will be used to update the city's land use map. The following PLANiTULSA designations are included in *Kendall-Whittier Sector Plan*:

Existing Residential Neighborhood category is intended to preserve and enhance Tulsa's existing single family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill

projects, as permitted through clear and objective setback, height, and other development standards of the zoning code. In cooperation with the existing community, the city should make improvements to sidewalks, bicycle routes, and transit so residents can better access parks, schools, churches, and other civic amenities.

Neighborhood Center (called Mixed Use Core in the sector plan maps) are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to a number of destinations. **Additional Sector Plan Guidance:** These areas focus land uses on retail, restaurants, and services on ground floors with office and residential on upper floors. Development should reflect the historic architectural character of surrounding uses, such as transparent ground floor facades, material composition, and styling.

Regional Centers (called Institutional in the sector plan maps) 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. **Additional Sector Plan Guidance:** Institutional uses provide spaces for large institutional uses throughout the planning area. These areas tend to attract specific users, though they may also provide public services. Regional Centers attract users from the entire region.

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

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

Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind.

Main Street Corridors 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.

Parks and Open Space are areas to be protected and promoted through the targeted investments, public-private partnerships, and policy changes identified in the Parks, Trails, and Open Space chapter. Zoning and other enforcement mechanisms will assure that recommendations are implemented. No park and/or open space exist alone: they should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. Parks and open space should be connected with nearby institutions, such as schools or hospitals, if possible.

The Sector Plan includes the following additional land use designations. These will not be mapped in the city wide comprehensive land use map.

Low Density Residential areas are dominated by single family detached housing. Areas may have distinct architectural styles and lot sizes. Some small townhouses or apartments may be integrated into these areas.

Medium Density Residential areas have a greater mix of single family detached, townhouses, and small apartment buildings. These areas may also include public or civic uses (schools and churches). These areas are expected to continue to develop a mixture of housing options.

High Density Residential includes multi-family buildings, often dominating entire blocks. Developments can include on-site amenities and parking. These areas could be owned and managed by a property manager, home owners association, or institution.

Commercial Corridor includes retail, restaurants, offices, and services. Industrial uses are not included, while automotive repair and restoration are discouraged. In The Kendall-Whittier Sector Plan, commercial corridors buffer intensive commercial or industrial areas from residential neighborhoods.

Neighborhood Industrial areas allow for small-scale and low intensity industrial uses. These include auto body repair, storage, or small manufacturing and assembly. These areas tend to be located near

residential properties. Historic industrial spaces in these areas may be adapted for office or commercial use.

General Industrial includes large-scale and intensive industrial uses, such as manufacturing, assembly, and inventory. Rail corridors throughout Kendall Whittier are lined with these uses. Screening should be required to protect neighboring land uses.

Public Schools indicate those properties that house public schools or similar institutions. These properties generally operate on campuses within neighborhoods, and share the surrounding land use designation despite being built to a different scale.

Staff Comments: *The purpose of the small planning area processes is to look at smaller geographic areas with a greater level of detail than was done on a citywide level during the creation of the Tulsa Comprehensive Plan. Therefore, a component of this small area planning process, as well as others that will follow is to re-examine the specific land uses assigned and adjust those as necessary based on the long-term vision and goals for that geographic boundary.*

Please refer to the Kendall Whittier Sector Plan/PLANiTULSA Alignment Map, Exhibit A. This map numbers the recommended changes to the land use designations within the planning area. Those numbers are used to reference the areas below.

1. **Existing Neighborhood to Regional Center.** This area is part of Tulsa University's campus and should be changed to regional center. Staff recommends approval.
2. **Downtown Neighborhood to Mixed Use Core (Neighborhood Center).** These parcels are surface parking lots serving uses facing Lewis Avenue, which are recommended to be mixed use core (Neighborhood Center). Staff recommends approval and to map the change as Neighborhood Center.
3. **Downtown Neighborhood to Mixed Use Corridor.** This land use change will complete the mixed use corridor along this portion of 3rd street. Staff recommends approval.
4. **Downtown Neighborhood to Existing Neighborhood.** This residential neighborhood is dominated by single family residential homes, and the existing neighborhood designation makes more sense. Staff recommends approval.
5. **Employment to Existing Neighborhoods.** This land use change is for a single parcel that is owned by the industrial use immediately to the south. The parcel is currently vacant, but could provide uses for the adjacent

property in the future. Staff recommends maintaining the existing Employment designation.

6. **Employment to General Industrial (Employment).** The general industrial land use is represented as Employment in PLANITULSA building blocks. Staff recommends maintaining the current land use designation in the comprehensive land use map.
7. **Employment to Mixed Use Corridor.** This land use change will allow for a small mixed use corridor in the area. Staff recommends approval.
8. **Employment to Neighborhood Industrial (Employment).** Neighborhood Industrial is under the Employment land use. Staff recommends maintaining the employment land use designation in the comprehensive land use map.
9. **Existing Neighborhood to Commercial Corridor (Mixed Use Corridor).** This parking lot is adjacent commercial uses on the corridor and multi-family housing. The parking lot currently serves the housing, which is designated as existing neighborhood. Mixed use corridors encourage housing uses as well as commercial uses. Staff recommends approval.
10. **Existing Neighborhood to General Industrial (Employment).** These land use changes will allow for future development of industrial uses envisioned in *Kendall-Whittier Sector Plan*. It creates more consistent boundaries of land uses. Staff recommends approval.
11. **Existing Neighborhood to Main Street.** This land use change will create a contiguous block of main street designations along Admiral Blvd. Staff recommends approval.
12. **Existing Neighborhood to Mixed Use Corridor.** These two areas will complete blocks of mixed use corridor land use designations. Staff recommends approval.
13. **Existing Neighborhood to Parks & Open Space.** A small sliver of the Kendall Whittier Park is designated as existing neighborhood and not parks and open space. Staff recommends approval.
14. **Main Street to Commercial Corridor (Mixed use corridor).** This land use change will allow a larger range of commercial uses in the area. Staff recommends approval.
15. **Main Street to Existing Neighborhood.** These land use changes will aid in stabilizing existing residential neighborhoods. Staff recommends approval.
16. **Main Street to Mixed Use Corridor.** The first of the three areas (A) is along 11th Street from Delaware Avenue to Lewis Avenue. The area across 11th Street is designated Main Street. The long-term vision for this area is a walkable neighborhood that provides easily accessible services

for staff and students at Tulsa University as well as surrounding residents and workers. Staff recommends maintaining the Main Street Designation.

The second area (B) would change the designation for two properties just north of 11th Street. The corridor to the east is main street, and the rest of the block has a mix of high density residential and institutional uses. These properties are across from Hillcrest Medical Center, a regional center. Staff recommends regional center designation to create a complete block of regional center designation congruent with uses of the neighboring medical center .

The third area (C) would complete a mixed use corridor along Admiral Pl. Staff recommends approval.

17. **Main Street to Mixed Use Core** (Neighborhood Center). This area includes the historic Kendall Whittier Main Street district and a shopping center north of I-244. With its redevelopment in recent years, Kendall Whittier has seen new restaurants and redevelopment. With the library branch and parking lot, the area can function well as a neighborhood center. Staff recommends approval.
18. **Main Street to Regional Center**. A single parcel on the north east corner of Lewis Avenue and 11th Street, this parcel is currently used as a parking lot. Regional Center designation matches the medical uses across the street and recommended uses throughout the block. Staff recommends approval.
19. **Mixed use corridor to Commercial** corridor (Mixed Use Corridor). While a different designation in their plan, there is no function difference in regards to PLANiTULSA's building blocks. Staff recommends maintaining the Mixed Use Corridor.
20. **Mixed-Use Corridor to Existing Neighborhood**. The first of the two areas (A) is composed of a church and a parking lot that serves the church. Staff recommends approval.

The second area (B) is a high rise apartment building that provides affordable and accessible living. This building is adjacent to the Center for Individuals with Physical Challenges and is part of the block neighboring hospital uses. Staff recommends adopting a Regional Center land use designation to create a solid block of regional center uses congruent with existing uses and neighboring medical uses.
21. **Mixed Use Corridor to Regional Center**. The area in question serves as an important institution related to medical uses found in nearby regional centers. Staff recommends approval.
22. **Neighborhood Center to Mixed Use Core** (Neighborhood Center). While the SAP will provide additional information related to Mixed Use Core uses, the adopted mapping changes will use the Neighborhood Center designation. Staff recommends maintaining the Neighborhood Center designation.

23. **Neighborhood Center to Commercial Corridor** (Mixed Use Corridor). This area is east of Utica Avenue. It includes a large shopping center that houses a health department facility, a convenience store, and a fast food restaurant. Land use designations across Utica Avenue are currently mostly Neighborhood Center as well. Staff recommends approval.
24. **Neighborhood Center to Mixed Use Corridor.** This single parcel change will bring the property to match the corridor designation to the west. Staff recommends approval.
25. **Parks & Open Space to Existing Neighborhoods.** The first section (A) hosts an Educare facility that provides education services. Existing neighborhoods is the preferred designation for education facilities. Staff recommends approval.
- The second area (B) is part of the Kendall Whittier Park. Staff recommends maintaining the current Parks & Open Space designation.
26. **Regional Center to Existing Neighborhood.** These residential structures serve the University of Tulsa's campus, and staff recommends approval. The second area hosts a sign and some parking for the university. It borders on a residential neighborhood, and the new designation will provide stability for those uses. Staff recommends approval.
27. **Town Center to Existing Neighborhood.** There is an area that is one lot wide to the east of Lewis from 3rd to 1st Streets behind the existing Main Street designation that currently have single-family homes on them. Staff recommends approval.
28. **Town Center to Main Street.** This property is a triangular shaped and borders on a rail corridor. Main Street designation will bring it into alignment with the corridor to the west. Staff recommends approval.
29. **Town Center to Mixed Use Corridor.** Located at the corner of Lewis and 11th, a rail line borders the property to the west. The corridor designation will bring its land use category into alignment with properties to the east. Staff recommends approval.
30. **Main Street to Mixed Use Corridor.** Not identified in their plan, this recommendation would create a mixed use corridor between Wheeling and Lewis along the northern side of Lewis Ave. The mixed use corridor designation will allow a greater variety of uses in concert with employment uses north of the properties and regional uses to the west. Across 11th street is downtown neighborhood uses with a variety of commercial and residential uses. Staff recommends approval.

5) Areas of Stability & Growth Map

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

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

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

Staff Comments:

The sector plan does not include proposed changes to the growth and stability map. In those areas where it proposed land use changes, TMAPC staff evaluated whether the proposed changes would alter the existing growth/stability classification. The areas where proposed land use changes would alter the growth/stability designation are mapped in Exhibit B with the resulting growth/stability designation.

6) Land Use Priorities

The Kendall-Whittier neighborhood was discussed throughout PLANiTULSA as a place where reinvestment opportunities could leverage history, local resources, and proximity to downtown to provide an important and attractive urban neighborhood for current and future Tulsa residents. Key recommendations included employment districts along rail corridors, main street style developments along several nodes and

corridors, increased transit connectivity, stable residential neighborhoods, and increased commercial development intensity.

Staff Comments: *In addition to the land use changes, the proposed plan includes a list of goals and implementation steps. These are incorporated into the Kendall Whittier Sector Plan Implementation Matrix. Adoption of this matrix will allow capital projects to be included on the City's list of Capital Improvement Projects for future funding and implementation.*

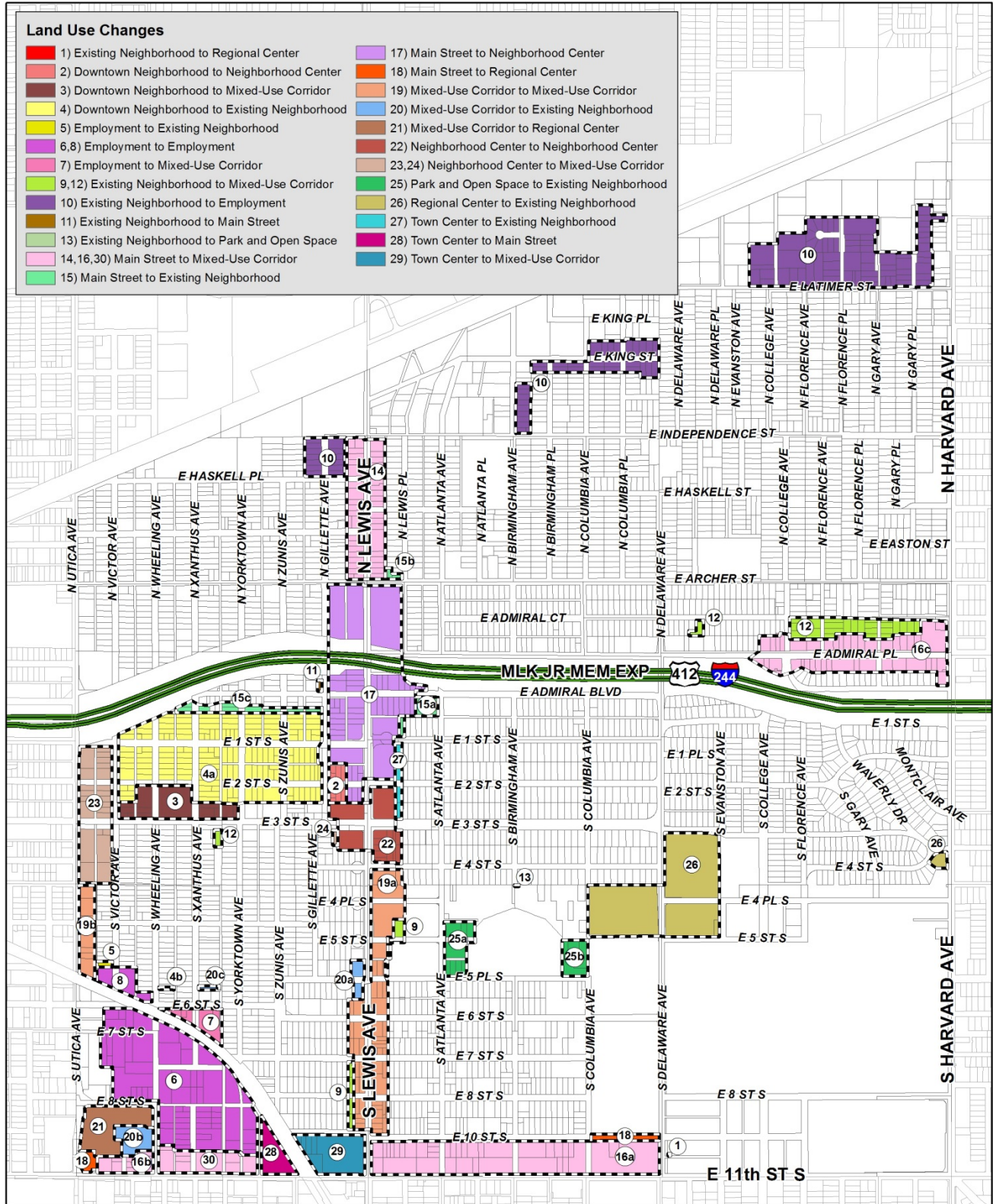
Staff recommendation: With the revisions listed in the staff report, we find conformance with the Tulsa Comprehensive Plan and recommend the following:

1) Staff recommends adoption of the *Kendall Whittier Sector Plan* with adjustments (recommended by staff).

2) Staff recommends TMAPC adopt, as amendments to the *Tulsa Comprehensive Plan*, the *Kendall Whittier Sector Plan Executive Summary* including the following:

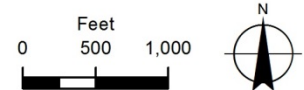
1. The *Kendall Whittier Sector Plan* Land Use Map with adjustments as recommended in this report. (Items 5, 6, 8, 16a, 16b, 20b, 25b under Land Use Map Plan Staff Recommendations)
2. The *Kendall Whittier Sector Plan* Growth and Stability Map with adjustments (to support land use recommendations)
3. The *Kendall Whittier Sector Plan Implementation Matrix*

Exhibit A



KENDALL-WHITTIER SECTOR PLAN

Land Use Plan-Alignment



Doug Hammel, Houseal Lavigne Associates gave a presentation on the Kendall Whittier Sector Plan.

Phillip Berry, City of Tulsa Planning and Development Department presented staff recommendation.

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

TMAPC Action; 8 members present:

On **MOTION** of **DIX**, TMAPC voted **8-0-0** (Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Covey, Midget "absent") to **ADOPT**, as amendments to the *Tulsa Comprehensive Plan*, the *Kendall Whittier Sector Plan Executive Summary* including the following:

1. The *Kendall Whittier Sector Plan* Land Use Map with adjustments as recommended in this report. (Items 5, 6, 8, 16a, 16b, 20b, 25b under Land Use Map Plan Staff Recommendations)
2. The *Kendall Whittier Sector Plan* Growth and Stability Map with adjustments (to support land use recommendations)
3. The *Kendall Whittier Sector Plan Implementation Matrix*.

PUBLIC HEARINGS:

15. **LS-20908** (Lot-Split) (CD 2) – Location: Southeast corner of West 77th Street South and South Xenophon Avenue

STAFF RECOMMENDATION:

Lot-Split and Waiver of Subdivision Regulations

LS-20908

Josh Miller, (8210) (RS-3) (CD 2)

Southeast corner of West 77th Street South and South Xenophon Avenue

The Lot-Split proposal is to split an existing RS-3 (Residential Single Family) tract into two tracts. Both of the resulting tracts will exceed the Bulk and Area requirements of the City of Tulsa Zoning Code.

The Technical Advisory Committee met on August 18, 2016. The committee has no outstanding conditions.

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

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **WALKER**, TMAPC voted **8-0-0** (Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Covey, Midget, "absent") to **APPROVE** LS-20908 per staff recommendations.

16. **Blue Anchor** Minor Subdivision Plat (staff recommends Preliminary Plat), Location: North of East 46th Street North, and west of North 129th East Avenue, (CD 3)

STAFF RECOMMENDATION:

MINOR SUBDIVISION PLAT

The plat consists of 1 Lot, 1 Block, on 1.41 acres.

The following issues were discussed August 18, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned IH (industrial heavy).
2. **Streets:** Show Limits of No Access and identify access location and size. Since 46th Street is a State Highway, ODOT approval is required. Provide reference for Right of Way such as Document number or book/page number. Location easement has not been shown. Limits of No Access section needs to be included in covenants. Sidewalk section needs to be included in covenants.
3. **Sewer:** No comment.
4. **Water:** Provide book and page number of right of way along East 46th Street North. The 24 inch concrete line can't be tapped. A connection from the 12 inch waterline east of Highway 169 to a flange in the vicinity of 129th must be the connection point. The 12 inch needs to tie to the 24 across the front of the platted property. This should be valved with hydrants. It should front the plat , but the extension to 129th East Avenue might be reduced. An IDP is required.
5. **Storm Drainage:** If on-site detention is planned for the development of the site then a Detention Easement will be required. If on-offsite detention is planned for, then Fees-in-lieu of would be required. If offsite drainage enters site it must be placed in a properly sized drainage easement.
6. **Utilities:** Telephone, Electric, Gas, Cable, Pipeline, Others: No

comment.

7. **Other: Fire:** If any structure is built on the site it will be required to have hydrant coverage per IFC 2015.
8. **Other: GIS:** In the location description for the plat, spell out Indian Base and Meridian. Submit a subdivision control data sheet. In the sub-title of the plat add City of Tulsa, Tulsa County, State of Oklahoma. Correct graphic scale bar for the plat. Provide/state the coordinate system used with the basis of bearing. Provide the email address for the surveyor. The correct address for this property should be 12585 East 46th Street North.

Staff recommends **APPROVAL of a Preliminary Plat rather than the submitted Minor subdivision plat** because of issues of access approval being needed through ODOT, floodplain issues and IDP issues especially concerning water lines, and with the TAC recommendations and the special and standard conditions listed below.

Waivers of Subdivision Regulations:

1. None requested.

Special Conditions:

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

Standard Conditions:

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

8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
14. The method of sewage disposal and plans therefore 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 therefore 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.

The applicant indicated her agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **MILLIKIN**, TMAPC voted **8-0-0** (Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Covey, Midget, "absent") to **APPROVE** the Preliminary Plat rather than the submitted Minor subdivision plat per staff recommendations.

* * * * *

17. **QuikTrip 0031** Waiver to the Subdivision Regulations for a Sidewalk Waiver, Location: Southwest corner of South Sheridan Road and East 51st Street South, (CD 9) (**Applicant withdrew the application September 7, 2016**)

OTHER BUSINESS

18. **Refund Request** – Coutant Properties/Kevin Coutant, Z-7357 – **City Rezoning with ODP**, Location: 2 West 2nd Street, STE 700 Tulsa, OK 74103 requesting a refund of \$1736.00, Applicant has withdrawn this application and requested a refund. (CD 5)

TMAPC Action; 8 members present:

On **MOTION** of **SHIVEL**, TMAPC voted **8-0-0** (Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Covey, Midget, "absent") to **APPROVE** refund request of \$1736.00 per staff recommendations.

* * * * *

19. **Commissioners' Comments**

Mr. Shivel stated over the past 10 years he has experienced 230 plus TMAPC meetings and without a doubt this was the most complete professional series of presentations for the benefit of Tulsans including the consultants, The Kaiser Foundation, City of Tulsa Planning Department, INCOG and the citizens of Tulsa. Mr. Shivel feels blessed to be here.

* * * * *

ADJOURN

TMAPC Action; 8 members present:

On **MOTION** of **Millikin**, TMAPC voted **8-0-0** (Dix, Fretz, Millikin, Reeds, Shivel, Stirling, Walker, Willis "aye"; no "nays"; none "abstaining"; Carnes, Covey, Midget "absent") to **ADJOURN** TMAPC meeting 2729.

ADJOURN

There being no further business, the Chair declared the meeting adjourned at 3:08 p.m.

Date Approved:

09-21-2016


Chairman

ATTEST:


Secretary