

# **TULSA METROPOLITAN AREA PLANNING COMMISSION**

## **Minutes of Meeting No. 2781**

Wednesday, November 7, 2018, 1:30 p.m.

City Council Chamber

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

<b>Members Present</b>	<b>Members Absent</b>	<b>Staff Present</b>	<b>Others Present</b>
Adams	Millikin	Chapman	Jordan, COT
Covey	Ritchey	Foster	Silman, COT
Dix		Hoyt	VanValkenburgh, Legal
Doctor		Miller	
Fretz		Sawyer	
Krug		Wilkerson	
Reeds			
Shivel			
Walker			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Wednesday, October 31, 2018 at 4:43 p.m., posted in the Office of the City Clerk, as well as in the Office of the County Clerk.

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

### **REPORTS:**

#### **Chairman's Report:**

#### **Director's Report:**

Ms. Miller reported TMAPC Receipts for the month of September 2018 were down compared to last month and September 2017. Ms. Miller reported on City Council and Board of County Commission actions and other special projects.

Ms. Miller stated a work session will be held on November 19, 2018 to discuss the Arena District Master Plan and the Berryhill Land Use Plan. Ms. Miller stated a work session may also be needed on December 19, 2018.

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1. **Minutes:**

**Approval of the minutes of October 17, 2018 Meeting No. 2780**

On **MOTION** of **DIX**, the TMAPC voted 9-0-0 (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **APPROVE** the minutes of the meeting of October 17, 2018, Meeting No. 2780.

**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.**

NONE

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

**PUBLIC HEARINGS:**

2. **Woodland Valley** (CD 7) Preliminary Plat and Modification to Subdivision & Development Regulations, Location: South of the southeast corner of East 61<sup>st</sup> Street South and South 90<sup>th</sup> East Avenue (Continued from October 17, 2018)

**STAFF RECOMMENDATION:**

**Woodland Valley** - (CD 7)  
(Continued from October 17, 2018)

South of the southeast corner of East 61<sup>st</sup> Street South and South 90<sup>th</sup> East Avenue

This plat consists of 40 lots, 3 blocks on 7.28 ± acres.

The Technical Advisory Committee (TAC) met on October 4, 2018 and provided the following conditions:

1. **Zoning:** The property is currently zoned RM-1 with an approved Planned Unit Development (PUD-397-B). A minor amendment to the PUD was approved in June of 2017 (PUD-397-B-2) to permit single-family residential on the project site.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Dead-end street at S 92<sup>nd</sup> East Avenue must be improved to an approved turnaround as required by the PUD. Include sidewalks and add sidewalk language to covenants.
4. **Sewer:** Properly label and dimension all proposed utility easements.
5. **Water:** Water main line cannot cross street at an angle. Extend water main to 10' U/E adjacent to roadway of street D. Properly label and dimension all proposed utility easements.
6. **Engineering Graphics:** Submit a subdivision control data sheet with the final plat submittal. Add "State of" before Oklahoma in the plat subtitle. Provide name and email address for project engineer/surveyor on face of the plat. Remove contours from final plat submittal. Under the Basis of Bearing information please provide a bearing angle shown on the face of the plat. Add NAD83. Update location map with all platted property and label all other property unplatted. Graphically show all property pins found or set that are associated with this plat. Label each location with text or provide a legend with associated symbols.
7. **Fire:** Fire hydrants will be required per the IFC 2015.
8. **Stormwater, Drainage, & Floodplain:** Overland drainage easements are required for major swales/creeks flowing across the property. Corp of Engineers will be required to approve redesign of current creeks and may require a 404 permit. A jurisdictional determination should be obtained from the Corp.
9. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

#### **Modification Request:**

Section 5-060.8-D requires private street construction to comply with all regulations applied to public street construction in the City. Street E and Street D as shown on the conceptual improvements plan do not comply with standard width and other requirements. No objections were raised to the proposed streets

at the Technical Advisory Committee. Final plans for street construction are still required to obtain City of Tulsa approval.

Staff recommends **APPROVAL** of the preliminary subdivision plat and the modification to the Subdivision and Development Regulations, subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.

### **TMAPC COMMENTS:**

Mr. Dix asked staff about the flood conditions on the subject property.

Staff stated there is an existing stream on the north end of the property that will be relocated to the south end and with doing that there is a 40-foot detention easement that is required at the south end and along the east end to accommodate the Army Corp of Engineers.

Dr. Dix asked does that take the creek on the South and put it along the property line.

Staff said they believed that was the case but would defer to the applicant.

### **Applicant's Comments:**

Applicant stated the northern stream was being piped and the southern stream was claimed as Waters of America. The applicant stated he is going through the 404-permit process. The applicant stated the explanation for the streets is a little more complicated than just asking for a waiver, the Subdivision Regulations require a turnaround at the end of a dead street that is in conformance with the Fire Code. The Fire Code requires a cul-de-sac of a certain radius or a hammerhead turn around which is what is on the subject property. The applicant stated this a 20-foot turn around as classified in the Fire Code. The applicant stated he doesn't agree that he is asking for a waiver in the width of a street, but he needs to sure the turnaround is acceptable in this specific application.

Mr. Dix stated he would have most likely have granted a waiver of the street if the two hammerheads were connected.

The applicant stated if they connect its not an alternative turnaround and it is a street and that is a different set of criteria and he doesn't think the City engineering department would allow a narrower connected street.

Mr. Dix asked if a jurisdictional determination was obtained from the Corp of Engineers.

The applicant answered "yes", there was about 17 months of 404 permitting and is now at the final stages for the remediation plan.

Mr. Dix asked if the 40-foot easement on the south side is the Corp of Engineers solution.

The applicant stated they didn't need that much room for remediation, but they have to stay overland and there is a storm sewer that out falls in the southwest corner that is about 6-foot-deep and if you have to maintain green and there are back slopes you can get pretty wide. The applicant stated he doesn't need it for conveyance or volume its needed because it has to stay green and overland waterway because the Corp requires it.

Mr. Dix asked if it could be piped.

The applicant stated "no", it is jurisdictional waterways and the applicant can only disturb 400 feet before having to go through full remediation and the Corp will not approve closed conduit or lining it.

Mr. Dix asked what the grade differentials were between the contour lines on the back channel.

The applicant stated "1-foot".

Staff stated the request would be helpful if the applicant could come to an agreement with the City on the street configuration that included that 20 foot wide street but this modification would at least let that proceed if they connected it and made it a street. Staff stated from their standpoint there is no objection to the applicant reducing the width but the applicant is saying is there is still City Engineering standards that will apply outside of the alternative turnaround standard if it becomes a street. The applicant will have to talk through the City standards for a street instead of a turnaround.

Mr. Dix stated TMAPC can't give the applicant a waiver until he talks to the City.

Staff stated TMAPC can't waive any of the engineering requirements that are applied at a later permit but you can say if the applicant comes to an agreement with the City in terms of engineering of the street a modification of the width would at least make sure the applicant didn't have to come back and ask for the modification later if that became something that the City finds acceptable.

Sandy Silman COT Senior Engineer of Development Services stated the applicant wants this to be a turnaround which satisfies the requirement of the Fire Code with a 20-foot width. But as far as varying the width of a street Mr. Silman stated the applicant wants it to be a turnaround but still have frontage for lots. Mr. Silman stated he and the applicant had not had a chance to talk about this

project before the meeting, so it would be hard to know if this would be acceptable to the variation from an engineer stand point.

Mr. Dix stated he sees in the staff report that Traffic Engineer with COT said the hammerheads were simply a dead-end street that must be improved to an approved turnaround as required by the PUD.

Staff stated this is an approved turnaround by the Fire Department.

Mr. Dix stated if there was only one in the back of the subdivision he wouldn't have a problem with that but its two and there is a strip of land 40 feet long between them.

Mr. Silman stated everyone in his department has looked at the application but based on all the other things that pushed the lines around like overland drainage and the size of the lot this was the solution the applicant proposed.

The applicant stated he had no reservation to connecting those two turnarounds provided they do not then become classified as streets. If they become classified as streets they have to be 26 feet wide and all lots on the south side no longer has the building pad.

Ms. VanValkenburgh asked the applicant if a 20-foot-wide street was permitted that would be the only standard that would need to modify?

The Applicant stated "yes", and if it meets Planning Commission approval he can provide a mutual access easement for those two reserves and pave that easement. But that is the conforming requirement for a fire turnaround on that dead end.

Mr. Dix stated would that mutual access in return eliminate the opposite ends of the hammerhead?

The Applicant answered "no", that would not meet the requirements for a fire turnaround.

Mr. Dix asked Ms. VanValkenburgh what the options are.

Ms. VanValkenburgh stated the Planning Commission can modify the Subdivision Regulations and the application would still have to meet the standards of the Engineering Department. Ms. VanValkenburgh stated she was concerned about a mutual access easement as opposed to a street because she doesn't know what the PUD states.

The applicant states the current proposal is in conformance with the PUD. He stated the Fire Code requires a certain radius cu-de-sac based on the distance

traveled or alternative configuration as approved. The applicant stated if you don't have the radius there are configurations you can opt into and one of those is a 20-foot-wide hammerhead and the is the alternative used in lieu of a cul-de-sac.

Ms. VanValkenburgh asked the applicant if you connect the two hammerheads does that change the classification because your just adding extra.

The applicant answered he would argue that it does not but that is still subject to City Planning review.

Mr. Dix stated he is trying to let applicant get rid of the requirement of a 26 foot street and still let the hammerheads be connected.

The Applicant stated he doesn't think Planning Commission can approve that waiver.

Staff stated this could be continued to vet with COT Engineering but what would have to occur at Planning Commission is a modification to reduce the required street width but what will never fall to TMAPC is the decision of engineering to approve this as a street, but the applicant can explore that option. Staff stated if this was continued the application would come back with a very similar request to approve a preliminary plat with a modification to the Subdivision Regulations.

Mr. Covey asked the applicant if he wanted to continue this or did he want this approved today.

The applicant stated he would like this considered as is today.

**STAFF RECOMMENDATION:**

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

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

**TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **APPROVE** Woodland Valley Preliminary Plat per staff recommendation.

\* \* \* \* \*

3. **OKTUL 71<sup>st</sup>** (CD 2) Preliminary Plat, Location: East of the southeast corner of West 71<sup>st</sup> Street South and South Elwood Avenue

**STAFF RECOMMENDATION:**

**OKTUL 71<sup>st</sup>** - (CD 2)

East of the southeast corner of West 71<sup>st</sup> Street South and South Elwood Avenue

This plat consists of 2 lots, 1 block on 2.83 ± acres.

The Technical Advisory Committee (TAC) met on October 18<sup>th</sup>, 2018 and provided the following conditions:

1. **Zoning:** The property is currently zoned CG with an approved optional development plan (Z-7440). Both proposed lots conform to the requirements of the optional development plan and underlying zoning.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Label right-of-way as being dedicated by the plat or provide recording information for previous dedication. Limits of No Access should be applied along West 71<sup>st</sup> Street with defined access points for drives.
4. **Sewer:** Remove building line from utility easements. Sanitary sewer extension is required to serve the project. IDP plans must be approved prior to release of the final plat.
5. **Water:** No comments.
6. **Engineering Graphics:** Submit a subdivision data control sheet with the final plat. Remove contours from final plat submittals. Graphically label the point of commencement and point of beginning on the face of the plat. Provide contact information for Engineer/Surveyor. Adjust location map to reflect only platted boundaries. Label all other property in the location map as unplatted.
7. **Fire:** No comments.
8. **Stormwater, Drainage, & Floodplain:** Onsite detention is required for storm water. Easements are required for any areas being used as detention.
9. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.



Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.

**TMAPC COMMENTS:**

Mr. Dix asked staff if the applicant could pay a fee in lieu of onsite detention because of the close proximity to the river?

Mr. Silman, City of Tulsa Development Services stated he believes if the applicant could have paid the fee in lieu of the onsite detention that would have been what the applicant would have done.

Mr. Dix stated he hates detention basins because they don't get maintained properly and look terrible.

Mr. Silman stated all development in this area is doing detention ponds. Mr. Silman stated each site is evaluated to determine if storm water would be addressed with onsite detention or a fee in lieu.

**The applicant was not present.**

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

**TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **APPROVE** OKTUL 71st Preliminary Plat per staff recommendation.

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4. **CZ-480 Mark Harper** (County) Location: Northwest corner of West 41<sup>st</sup> Street and South 49<sup>th</sup> West Avenue requesting rezoning from **CS to IH**

**STAFF RECOMMENDATION:**

**SECTION I: CZ-480**

**DEVELOPMENT CONCEPT:** To rezone the subject property from CS to IH in order to permit industrial uses on the site.

**DETAILED STAFF RECOMMENDATION:**

The site has single-family residential lots immediately to the north and west as well as to the northeast across S 49<sup>th</sup> W Ave. These sites could be negatively impacted by IH uses that would be allowed on this site, if approved. There do not appear to be any other IH intensity uses in the immediate area.

If approved, a screening wall or fence would be required along the lot lines in common with abutting R zoned districts.

IH zoning could be injurious to the existing proximate properties and;

IH zoning is not consistent with the anticipated future development pattern of the surrounding property therefore;

**Staff recommends Denial of CZ-480 to rezone property from CS to IH.**

## **SECTION II: Supporting Documentation**

### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

***Staff Summary:** This area is outside of the City of Tulsa Comprehensive Plan area. The site is located within the Tulsa County District 9 Plan, which designates this site as Medium Density Corridor and does not anticipate IH zoning.*

*This site is within the study area for the Berryhill Small Area planning process that should be complete in January 2019. The preliminary findings from that process indicate that industrial uses should be limited to areas south and west of this site. The current, CS, zoning classification would be compatible with the preliminary findings which seem to promote low-density, commercial development along W 41<sup>st</sup> St S, between S 61<sup>st</sup> W Ave and S 47<sup>th</sup> W Ave.*

### **Land Use Vision:**

*Land Use Plan map designation: N/A*

*Areas of Stability and Growth designation: N/A*

### **Transportation Vision:**

*Major Street and Highway Plan:* Both W 41<sup>st</sup> St S and S 49<sup>th</sup> W Ave are Secondary Arterials

*Trail System Master Plan Considerations: None*

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is currently vacant land.*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
W 41 <sup>st</sup> St S	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	RS	N/A	N/A	Single-Family
South	CS	N/A	N/A	Vacant
East	CS	N/A	N/A	Commercial
West	RS	N/A	N/A	Single-Family

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

**ZONING ORDINANCE:** Ordinance number 13788 dated February 4, 1977, established zoning for the subject property.

***Subject Property:***

**CBOA-1100 August 1992:** The Board of Adjustment **approved** a *special exception* to permit a flea market in a CS zoned district; and a *variance* of the all-weather surface parking, on property located at the northwest corner of West 41<sup>st</sup> Street South and South 49<sup>th</sup> West Avenue.

**Z-4946 February 1977:** All concurred in **approval** of a request for *rezoning* a 1.52+ acre tract of land from RS-1 to CS on property located at the northwest corner of West 41<sup>st</sup> Street South and South 49<sup>th</sup> West Avenue. (Ordinance #13788 which amended 11821 dated June 26, 1970.)

**Surrounding Property:**

**CBOA-2612 January 2017:** The Board of Adjustment **approved** a *special exception* to allow auto repair and service in a CS district; and a *variance* of the screening requirement along the north lot line, on property located at the northeast corner of West 41<sup>st</sup> Street South and South 49<sup>th</sup> West Avenue.

**CBOA-2352 November 2009:** The Board of Adjustment **approved** a *special exception* to permit a church use (Use Unit 5) in an IL district (Section 910), on property located at 5010 West 41<sup>st</sup> Street South, west of the southwest corner of West 41<sup>st</sup> Street South and South 49<sup>th</sup> West Avenue.

**CBOA-2090 April 2004:** The Board of Adjustment **approved** a *special exception* to permit an electrical contracting business in the CS district and **denied** a *special exception* to allow a gravel parking lot, on property located at the southeast corner of West 41<sup>st</sup> Street South and South 49<sup>th</sup> West Avenue.

**CZ-327 August 2003:** All concurred in **approval** of a request for *rezoning* a 13.53+ acre tract of land from IR to IL for future light industrial uses on property located south and west of the southwest corner of West 41<sup>st</sup> Street South and South 49<sup>th</sup> West Avenue.

**CZ-162 January 1988:** All concurred in **approval** of a request for *rezoning* a 40+ acre tract of land from AG to CS/IR/IL for commercial and light industrial, on property located on the southwest corner of W. 41<sup>st</sup> St. and S. 49<sup>th</sup> W. Ave.

**Applicant's Comments:**

The applicant stated when the application was filed it was to rezone to IH with the intent to have a marijuana growing facility that is no longer the case but the applicant would still like to have an Industrial zoning classification to allow uses such as plumbers or other Industries that want to rent this space.

**INTERESTED PARTIES:**

**Sandi Dittmann** 4501 West 41<sup>st</sup> Street, Tulsa, OK 74107

Ms. Dittmann stated she has a Bed and Breakfast down the street from the subject property. Ms. Dittmann stated she believes changing the subject property to Industrial High would be a disservice to the community. Ms. Dittmann stated 41<sup>st</sup> is a two lane street and there are a lot of accidents on the corner and not a good idea to put this zoning classification on this corner.

**Rick Martin** 5702 West 22<sup>nd</sup> Street, Tulsa, OK 74107

Mr. Martin stated he is a resident of Berryhill and a member of the Citizen Advisory Team for the Berryhill Land Use Plan. Mr. Martin stated this group has worked months on this plan and it is a beautiful plan. He stated the plan will be presented to the residents in one week at Chandler Park. Mr. Martin stated he was very impressed with Travis Hulse of the COT and he had to put up with a lot of crap to get to this point. Mr. Martin stated 41<sup>st</sup> Street is where the commercial district will be located, and this is near the interchange. The subject property is 6 or 7 blocks east and this area is currently commercial, and that designation fits right in with the plan not Heavy Industrial. Mr. Martin stated once you change the zoning to IH you don't go back, and you can do anything you want with the property. Mr. Martin stated he would like to encourage Commissioners to deny this application because it would throw a poison pill into what this Land Use Plan is trying to do in this area.

The applicant stated he would like to have some sort of Industrial zoning for the subject property.

Mr. Dix stated to the applicant that if he had asked for IH for marijuana growing the Commission would have denied it. Mr. Dix stated IH is too much for this area.

**TMAPC Action; 9 members present:**

On **MOTION** of **REEDS**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **DENY** CZ-480 rezoning from CS to IH per staff recommendation.

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5. **Z-7457 Tulsa City Council/Matthew Presley** (CD 4) Location: Northeast corner of East 5<sup>th</sup> Place South and South Norfolk Avenue requesting rezoning from **RM-2 to MX1-U-U**

**STAFF RECOMMENDATION:**

**SECTION I: Z-7457**

**DEVELOPMENT CONCEPT:** Applicant was notified by the City Council that he was inside the Bus Rapid Transit Mixed Use incentive area. He is taking advantage of the rezoning opportunity.

**DETAILED STAFF RECOMMENDATION:**

MX1 zoning is the least intensive MX district and is consistent with the downtown neighborhood land use designation and,

This site is part of the planned storm water detention improvement area in the Pearl District. However that detention facility is years away from implementation and,

MX1-U Zoning was recommended in the Bus Rapid Transit Study at this location and,

MX1-U-U is considered non-injurious to surrounding property owners therefore,

Staff recommends **Approval** of Z-7457 to rezone property from RM-2/ to MX1-U-U.

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The planning effort on this area of Tulsa has been extensive. The current Small Area Plan and the Tulsa Comprehensive Plan supports the rezoning request for a high intensity development that MX1-U-U would allow. MX1-U-U zoning does not have a maximum floor area ratio, building heights or building setbacks. Many of these uses and the unlimited floor area are generally consistent with the Downtown Neighborhood vision in the Comprehensive Plan and the Auto Oriented Commercial designation in the 6<sup>th</sup> Street Infill Plan.*

### Land Use Vision:

*Land Use Plan map designation:* The site is completely inside the Downtown Neighborhood designation.

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

*Areas of Stability and Growth designation:* The site is completely inside the Area of Growth designation.

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

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

#### Transportation Vision:

##### Major Street and Highway Plan:

East 5<sup>th</sup> Street South and South Norfolk Avenue are not illustrated on the major street and highway plan. 5<sup>th</sup> Street South connects to Peoria just east of this site where transit riders can connect to the Bus Transit system on Peoria approximately two blocks from the site.

#### RELATIONSHIP TO THE SMALL AREA PLAN: (PEARL DISTRICT – 6<sup>TH</sup> STREET INFILL PLAN)

##### Small Area Plan Land Use Vision:

The site is completely included in an Auto Oriented Commercial District defined in the 6<sup>th</sup> Street Infill Plan which was amended in April 2014. This Auto Oriented Commercial District was originally mixed use infill supporting the anticipated public investment in the regional detention facility. This site appears to be located in the planned storm water detention area however it is consistent with the Bus Rapid Transit system study supporting mixed use development.

The Auto Oriented Commercial district is defined as “Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region”

## Small Area Plan-6<sup>th</sup> Street Infill Plan Land Use Map:

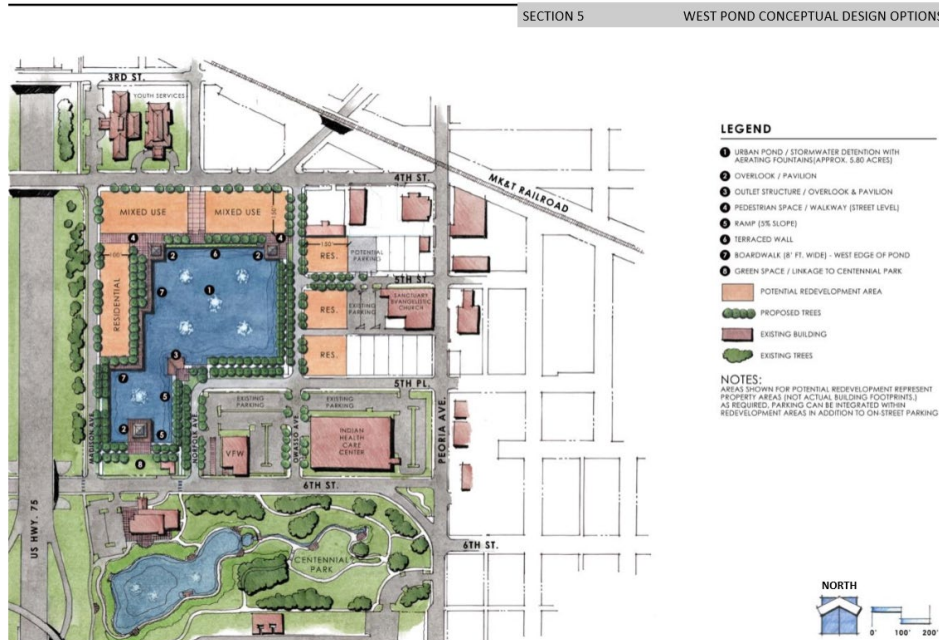
Latest amendments approved by Tulsa City Council approved 4/3/2014 indicate that this site is included in the Auto Oriented commercial area. That area is broadly defined as a commercial, office, high-intensity residential institutional, manufacturing and warehousing area which is usually located on primary arterial streets and highways. This economic model depends on vehicular access and visitors from throughout the region.

### Special District Considerations:

Z-7447 is adjacent to the Regional Detention facility identified as the West Pearl Detention facility included in the March 2010 Elm Creek / 6<sup>th</sup> Street Drainage, Detention and Conveyance Plan. Within that plan a large detention facility was proposed with funding provided by several sources including a Vision 2025 funding package.

Concepts included in the 6<sup>th</sup> Street Conveyance plan provided images that proposed development of a regional detention facility west of this site could affect future site development. Concept 2 as illustrated below is currently the most desirable option as identified for the West Pond in the Elm Creek conceptual Design report dated March 2018.

## Concept Plan #2:



West Pond - Option 2

Historic Preservation Overlay: None



## DESCRIPTION OF EXISTING CONDITIONS:

**Staff Summary:** *The existing structure on the site is a mixed use building with a single family residential component with commercial style frontage on the façade facing S. Norfolk.*

### **Street view from intersection of S. Norfolk at East 5<sup>th</sup> Street:**



**Environmental Considerations:** None

### **Streets:**

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Norfolk	None	50 feet	2
East 5 <sup>th</sup> Street South	None	50 feet	2

### **Utilities:**

The subject tract has municipal water and sewer available.

### **Surrounding Properties:**

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RM-2	Downtown Neighborhood	Growth	Empty lot
East	RM-2	Downtown Neighborhood	Growth	Detached house
South	CH	Downtown Neighborhood	Growth	Surface parking lot
West	RM-2	Downtown Neighborhood	Growth	Empty lot

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

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

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

**BOA-1888 March 1947:** The Board of Adjustment approved permission to extend a nonconforming use on Lot 7, Block 7, Central Park Place Addition, recommending that extension be limited to a one-story addition not to exceed 14' x 23' in size, to be used for expansion of grocery business currently in operation, on property located at the northeast corner of East 5<sup>th</sup> Place South & South Norfolk Avenue, the subject property.

#### ***Surrounding Property:***

**Z-7447 September 2018:** All concurred in **approval** of a request for *rezoning* a .65± acre tract of land from OL/RM-2 to CH for a medical office, on property located on the southwest corner of South Peoria Avenue & East 5<sup>th</sup> Street South.

**Z-7277 October 2014:** All concurred in **approval** of a request for *rezoning* a .5± acre tract of land from CH to IL for a microbrewery, on property located southeast corner of East 4<sup>th</sup> St. South & South Madison Ave.

**PUD-817 October 2014:** All concurred in **approval** of a proposed *Planned Unit Development* on a .5± acre tract of land for uses allowed in a CH district and Use Unit 26, limited to a micro-brewery, on property located southeast corner of East 4<sup>th</sup> St. South & South Madison Ave.

#### **TMAPC COMMENTS:**

Mr. Reeds asked staff if this plan is contingent on the City having the funds to start this project.

Staff stated there are some funds available for purchasing and the City has purchased some of the parcels.

Mr. Reeds asked staff does changing this property to MX zoning make the property more valuable.

Staff answered there is probably an argument that it makes it more valuable but its insignificant.

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

**TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, “aye”; no “nays”; none “abstaining”; Millikin, Ritchey, “absent”) to **APPROVE** Z-7457 rezoning from RM-2 to MX1-U-U per staff recommendation.

**Legal Description of Z-7457:**

LT 7 BLK 7, CENTRAL PARK PLACE, City of Tulsa, Tulsa County, State of Oklahoma

\* \* \* \* \*

6. **Z-7458 Tulsa City Council/Terry McGee** (CD 1) Location: South of the southwest corner of East Pine Street and North Norfolk Avenue requesting rezoning from **RM-1 and OL to MX1-U-U**

**STAFF RECOMMENDATION:**

**SECTION I: Z-7458**

**DEVELOPMENT CONCEPT:** Rezoning requested to provide consistency with the land use vision of the Comprehensive Plan and for consistency with the zoning code.

**DETAILED STAFF RECOMMENDATION:**

The existing building was permitted with Board of Adjustment special exceptions on a tract with existing OL and RM-1 zoning. MX1-U-U was the original request however it was determined during review that the existing building did not set

within the build-to zone requirements of that district therefore we recommended denial of MX1-U-U and approval of MX1-V-U.

MX1-V-U is non-injurious to the surrounding properties and,

MX1-V-U is consistent with the anticipated development pattern in the area and,

MX1-V-U is consistent with Mixed Use Corridor land use designation therefore,

Staff recommends **Approval** of Z-7458 to rezone property from CS,RM-1,OL/ to MX1-V-U.

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: Mixed use zoning is consistent with the anticipated Mixed-use Corridor land use designation. This site was also shown on the Bus Rapid Transit Study as an area that could be rezoned to MX1-U.*

### Land Use Vision:

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

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

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

The purpose of 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.”

Transportation Vision: None

*Major Street and Highway Plan:* None

*Trail System Master Plan Considerations:* None

Small Area Plan: None

Special District considerations: This site is included in the Healthy Neighborhoods Overlay.

MX zoning allows small box discount stores however the provisions of the overlay district are not affected by this zoning classification.

This site was included in the voluntary MX rezoning Program for the Peoria Avenue BRT reauthorization dated August 29<sup>th</sup>, 2018.

Historic Preservation Overlay: None

#### DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *A two story residential style office building has been constructed on a parcel that is zoned OL and RM-1.*

Street view from southeast corner looking northwest:  
(See next page)



Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
North Norfolk Avenue	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	CS	Mixed Use Corridor	Growth	Office
East	PUD-722, OL, RM-1	Neighborhood Center	Growth	YMCA
South	IL	Employment	Growth	Funeral home

West	CS	Mixed Use Center	Growth	Surface parking for church
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### SECTION III: Relevant Zoning History

**ZONING ORDINANCE:** Ordinance number 11918 dated September 1, 1970, established zoning for the subject property.

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

**BOA-19421 August 2002:** The Board of Adjustment **approved** a *variance* to allow a two-story structure in an OL district, with the condition to meet the parking requirements, on property located south of the southwest corner of East Pine Street & North Norfolk Avenue, the subject property.

**BOA-19195 September 2001:** The Board of Adjustment **approved** a *special exception* to allow an office building (OL – Use Unit 11) to be built in an RM-1 area, on property located south of the southwest corner of East Pine Street & North Norfolk Avenue, the subject property.

#### ***Surrounding Property:***

**PUD-722 December 2005:** All concurred in **approval** of a proposed *Planned Unit Development* on a 6.96± acre tract of land for a YMCA Community Center and Intergenerational Facility on property located west and south of the southwest corner of East Pine Street and North Peoria Avenue.

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

#### **TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, “aye”; no “nays”; none “abstaining”; Millikin, Ritchey, “absent”) to **APPROVE** Z-7458 rezoning from RM-1 and OL to MX1-V-U per staff recommendation.

#### **Legal Description of Z-7458:**

S30 LT 3 & ALL LT 4 & E5 VAC ALLEY ADJ ON W BLK 1, LIBERTY ADDN, City of Tulsa, Tulsa County, State of Oklahoma

\*\*\*\*\*

- Z-7459 Mirza Shahivand** (CD 5) Location: South of the southeast corner of East 11th Street South and South 79<sup>th</sup> East Avenue requesting rezoning from **RS-3 to CH**

**STAFF RECOMMENDATION:**  
**SECTION I: Z-7459**

**DEVELOPMENT CONCEPT:**

Request for commercial zoning is supported by the mixed-use corridor land use designation in the Tulsa Comprehensive Plan. CH zoning was requested as a possible expansion of the CH zoning abutting the property adjacent to the north and east sides of the site.

**DETAILED STAFF RECOMMENDATION:**

Z-7459 requesting CH zoning is near the southern edge of a mixed-use corridor which supports commercial uses and,

CH zoning allows objectionable uses that are not consistent with the expected development pattern at this location and,

CH zoning allows uses that staff considers injurious to the single-family neighborhood south of the site however,

CS zoning allows uses and densities that are appropriate in a mixed-use corridor and are not injurious to the proximate properties and,

CS zoning is consistent with the expected development pattern in the area therefore,

Staff recommends Denial of Z-7459 to rezone property from RS-3/ to CH however, **staff recommends Approval of CS zoning.**

**SECTION II: Supporting Documentation**

**RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

*Staff Summary: Commercial zoning is consistent with the Mixed-Use Corridor land use designation.*

**Land Use Vision:**

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

A Mixed-Use Corridor is a plan category used in areas surrounding Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. The streets usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes



sidewalks separated from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods.

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

The purpose of 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.”

Transportation Vision:

*Major Street and Highway Plan:* None that affect site development

*Trail System Master Plan Considerations:* None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *Previously this property has been single family residential and is surrounded by commercial properties west, north and east.*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South 79 <sup>th</sup> East Avenue	None	50 feet	2 narrow lanes with out curb and gutter

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<b>Location</b>	<b>Existing Zoning</b>	<b>Existing Land Use Designation</b>	<b>Area of Stability or Growth</b>	<b>Existing Use</b>
North	CH with Route 66 overlay	Town Center	Growth	Commercial
East	CH with route 66 overlay	Mixed Use Corridor	Growth	Commercial
South	RS-3 and CS	Mixed Use Corridor	Growth	Single household / detached dwelling
West	CS	Mixed Use Corridor	Growth	Commercial

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

**ZONING ORDINANCE:** Ordinance number 11816 dated June 26, 1970, established zoning for the subject property.

***Subject Property:*** No relevant history

***Surrounding Property:***

**Z-7153 May 2010:** All concurred in **approval** of a request for *rezoning* a .56± acre tract of land from RS-3 to CS on property located south and west of the southwest corner of East 11<sup>th</sup> Street South and south Memorial Drive, abutting the subject property to the south.

**TMAPC COMMENTS:**

Mr. Covey asked staff what the proposed use would be.

Staff stated they would let the applicant answer that question.

Mr. Covey stated there is CH zoning abutting residential on the west of the subject property.

Staff stated correct, that is not uncommon in the Main Street type corridors, Brookside area and Cherry Street. Staff stated CH abuts Residential in a lot of areas.

Mr. Covey asked staff if CH can abut residential to the west why can't it abut residential in this area?

Staff answered it's an existing condition and if someone came in to extend the CH further into the neighborhood staff would not support that application.

Mr. Dix stated immediately to the east of the subject property is CH zoning and north is CH. Mr. Dix stated if Planning Commission approves the CH on this property and someone comes in and wants a larger parcel on the southwest corner of 11<sup>th</sup> and Memorial and that parcel is CS instead of CH would the Route 66 overlay then extend over the whole site.

Staff stated "no" a modification of the overlay would be needed.

**Applicant's Comments:**

The applicant stated he purchased the property 1 and a half years ago and it was a mess. He stated he spent a lot of money to clean it up. The applicant stated whatever Planning Commission decides is okay with him. The Applicant stated 3 sides of the property is CH and the 4<sup>th</sup> side is RS but there is a storage unit on that side also and it is not developed as RS. The applicant stated he would like CH on the subject property and doesn't want his hands tied and have to come back to Planning Commission again to get the zoning changed for a tenant. The applicant stated all he is asking is for Planning Commission to do what is correct.

Mr. Walker asked applicant if he had any specific uses in mind for the CH zoning.

Applicant stated one of the builders mentioned a Dollar General.

Mr. Dix asked if the applicant owns any other property that abuts the subject property.

Applicant answered “no”.

Mr. Reeds stated staff’s recommendation makes sense because it provides a transition between the heavier zoning and the RS zoning.

Mr. Dix agrees with Mr. Reeds.

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

**TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, “aye”; no “nays”; none “abstaining”; Millikin, Ritchey, “absent”) to **APPROVE** Z-7459 rezoning from RS-3 to CS per staff recommendation.

**Legal Description of Z-7459:**

The North Half of the Southwest Quarter of the Northeast Quarter of the Northeast Quarter of the Northeast Quarter (N1/2 SW1/4 NE1/4 NE1/4 NE1/4 ), LESS the West Thirty (30) feet thereof, in Section Eleven (11), Township Nineteen (19) North, Range Thirteen (13) East of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof.

\* \* \* \* \*

Mr. Fretz left at 2:45p.m. and returned at 2:47p.m.

8. **Z-7460 Randy Branstetter** (CD 2) Location: North of the northeast corner of West 91<sup>st</sup> Street South and South Maybelle Avenue requesting rezoning from **AG to RS-1** (Related to The Estates at Tulsa Hills)

**STAFF RECOMMENDATION:**

**SECTION I: Z-7460**

**APPLICANTS DEVELOPMENT CONCEPT:**

The Estates at Tulsa Hills is a proposed residential development submitted as an Optional Development Plan with underlying zoning of RS-1, pursuant to the provisions of the Tulsa Zoning Code. The site consists of approximately 40.4 acres located East of South Maybelle Avenue in between the blocks of 86<sup>th</sup> St S and 89<sup>th</sup> St S. The site is bounded on the north by agricultural land with cattle still being kept along with a private cemetery, on the west by Winchester Park Residential subdivision, on the South by several multiple acreage agricultural tracts (also with cattle) and on The East by a severe

slope down to FEMA floodplain land. The development has approximately 1326 feet of frontage on the Right of Way for Maybelle Avenue.

The site has tree cover over approximately seventy five percent of the property and is characterized by rolling terrain. An existing pond accepts overland drainage from the West of the site and from the North of the site then drains to the South thru several agricultural acreages with ponds then eventually draining into Hagar Creek, which is a major drainageway, located to the East & Southeast of the site. Within the proposed development a new wet detention pond is proposed on the South border of the property to meet City of Tulsa stormwater control requirements and to maintain some of the natural beauty of the existing site.

The proposed, The Estates at Tulsa Hills optional development plan would allow for a maximum of 43 single-family detached homes on an average lot size of almost three quarters of an acre. The Estates at Tulsa Hills will be a private gated neighborhood. The main access point will be derived from an entrance on South Maybelle Avenue. The subdivision will consist of a private street system located within a dedicated reserve area and utility easement. An emergency access point will be located at the southern portion of the subdivision with direct access to Maybelle Avenue. The private street system will flow through the development allowing the street system to take advantage of the site's natural physical characteristics. This will afford several the project homesites visual and pedestrian access to the adjacent wooded reserve areas located thru the middle of the project site.

Additionally, this project will extend Maybelle Avenue, South from its existing ending point about 86<sup>th</sup> St South all the way to connect to 91<sup>ST</sup> Street.

The Development Concept is designed to enable the creation of a residential development which will create harmony and continuity within the project itself. In addition, The Estates at Tulsa Hills is surrounded by a significant amount of native open space and floodplain, therefore enhancing the marketability and desirability of the homes within the subdivision.

A Homeowners' Association is to be established at The Estates at Tulsa Hills, whose responsibilities will include the maintenance of the landscaped entries, private streets, perimeter fencing, and any common areas.

## **SECTION II: Optional Development Plan Standards:**

### GENERAL PROVISIONS:

1. All uses, supplemental regulations, residential building types, lot and building regulations, and other relevant regulations shall conform with the provision of the Tulsa Zoning Code for development in an RS-1 zoning district.
2. The entire optional development plan may be served by private streets with a maximum land area of 40.4 +/- acres as defined in the legal description.

### PRIVATE STREETS AND MAINTENANCE OBLIGATIONS FOR COMMON AREAS AND IMPROVEMENTS:

1. All lots within the subdivision shall include direct vehicular access to either a public street or a private street. All private streets shall be in a reserve area as defined on the face of the final plat.
2. All operations and maintenance responsibilities for improvements in reserve areas shall be assigned to a Home Owners Association. The reserve area language in the plat shall include provisions that provide common use and benefit of the owners of the residential lots, their guest and invitees for providing vehicular and pedestrian access to and from the various residential lots and to and from public streets.
3. Provisions shall be made to allow access to the City of Tulsa, the United States Postal Service, private parcel delivery services, public utility providing service to the subdivision and to any refuse collection service which provides service within the subdivision the right to enter and traverse the private street and to operate thereon all service, emergency and allow government vehicles including, but not limited to, police and fire vehicles and equipment.  
~~4. Provisions shall be made to permit access for future vehicular and pedestrian connectivity as may be allowed by the Home Owners Association or as may be required by the City of Tulsa to allow abutting property owners, their guest and invitees, access from and to properties on the north, east and south abutting property through The Estates at Tulsa Hills.~~
4. Provide language to allow emergency vehicular access through an easement or reserve area to serve the properties east and south of the site that are isolated by the FEMA floodplain/floodway. Access shall be designed and constructed to meet or exceed the standards of the Tulsa Fire Department. Private street construction that connects to the

east and south boundaries may also be used to satisfy this requirement.

5. Private streets and sidewalks abutting private streets shall be constructed to meet or exceed the City of Tulsa Engineering standards for minor residential streets and must satisfy the provisions of the Tulsa Metropolitan Area Subdivision and Development Regulations.
6. Private streets intersecting with public streets must have a vehicular turn around area before any entrance gate that allows a complete turnaround completely outside the street right of way of the intersecting public streets. Gate designs, security systems and access controls must be reviewed and approved by the technical advisory committee before installation.
7. Street improvements to South Maybelle Avenue meeting or exceeding the minimum standards of a residential collector street including its required sidewalks shall be completed from the current end of pavement on South Maybelle Avenue to 91<sup>st</sup> prior to issuing residential building permits.

#### PLATTING REQUIREMENT:

A final plat meeting or exceeding the minimum standards of the City of Tulsa shall be filed at the Tulsa County Courthouse prior to receipt of any residential building permit.

#### DETAILED STAFF RECOMMENDATION:

Z-7460 requesting RS-1 zoning is consistent with the new neighborhood land use designation of the Tulsa Comprehensive Plan and,

RS-1 zoning is consistent with the West Highlands small area plan desire for large lot development at this location and,

Staff supports single family residential development and intensities as requested by Z-7460 however the street network that is shown on the conceptual plan will not allow future connectivity North, East or South of this site **as recommended by the comprehensive plan and,**

~~Staff recommends amending the conceptual plan provided to allow vehicular and pedestrian connectivity from the east and north and south.~~

RS-1 zoning is consistent with the expected development pattern in the area therefore,

Staff recommends **Approval** of Z-7460 as outlined in Section II above.

#### SECTION III: Supporting Documentation

## RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: The Comprehensive Plan recognizes this site as a new neighborhood. RS-2 zoning is a compatible use in the New Neighborhood designation.*

*Land Use Plan map designation:* New Neighborhood

“The New Neighborhood residential building block is comprised of a plan category by the same name. It is intended for new communities developed on vacant land. These 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 and shall be paired with an existing or New Neighborhood or Town Center.”

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

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

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

## Transportation Vision:

*Major Street and Highway Plan:* Extension of South Maybell from the south west corner of the site to South 91<sup>st</sup> Street has been required as part of the IDP plan process.

*Trail System Master Plan Considerations:* None



### Small Area Plan: West Highlands Small Area Plan

The small area plan recognizes that this area is included in the Riverside airport traffic pattern zone where high-density development is discouraged. Also, the small area plan recognizes that homebuilders in the area should be aware of the noise impacts of the airport, and construct homes accordingly.

The West Highlands Small Area Plan recognizes this area as a New Neighborhood.

One of the many concepts identified in the small area plan includes large lot development with street and pedestrian connectivity.

One of the goals identified in the small area plan recommends the extension of South Maybelle Avenue from 81<sup>st</sup> to 91<sup>st</sup> as private development occurs.

#### Special District Considerations:

The Federal Aviation Administration will require language on the face of the plat to inform property owners that Jones/Riverside airport is near the area and they will be affected by the airport operations.

Historic Preservation Overlay: none

### DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site is partially wooded with a mix of steep terrain and some grass pasture areas. The western third of the site is bisected by an intermittent creek that has existing ponds.*

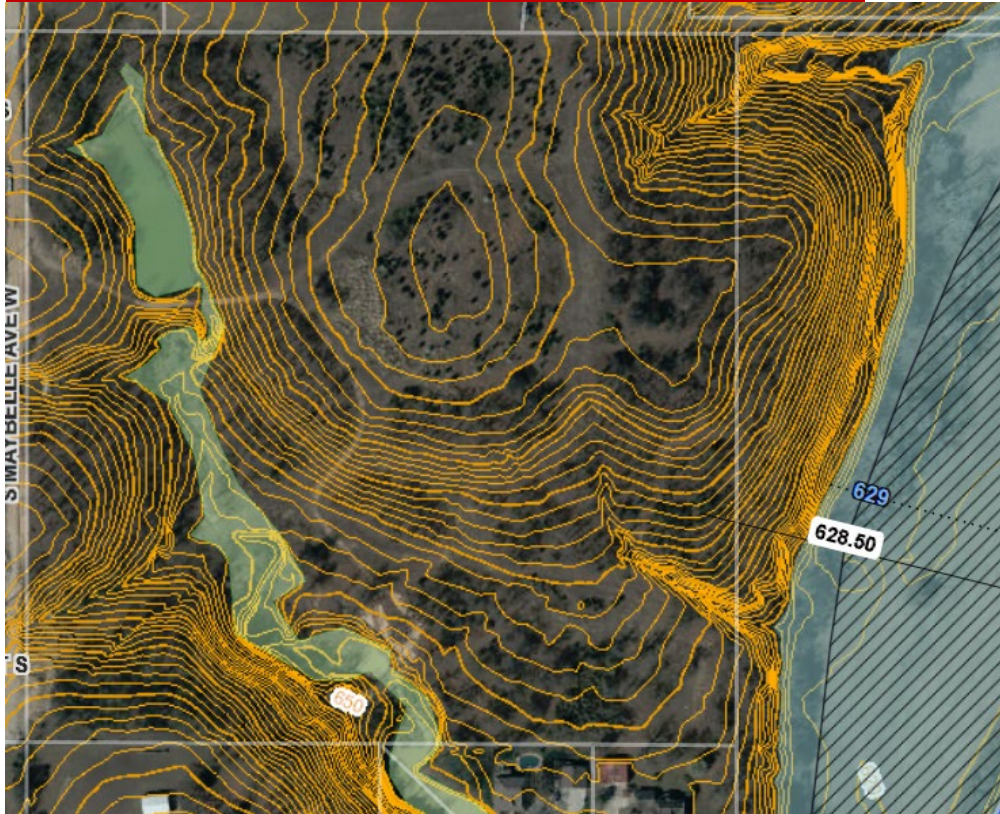
#### Environmental Considerations:

The flood plain area is a City of Tulsa Regulatory floodplain. The site is not affected by FEMA floodplain regulations. The terrain and floodplain area will impact building and street placement along with special considerations for utility locations. The abutting properties on the north are accessed by private driveway agreements.

The property east has a small developable area above the floodplain that can only be accessed from West 91<sup>st</sup> approximately ½ mile south of the northeast corner of the boundary of this property. Access to that parcel is through a flood plain and flood way.

South of the south east corner of the site two homes have been constructed. Access to those homes is provided by a private drive through a FEMA flood plain. Vehicular access to those lots would be blocked during extreme flood events. Some alternative access to those homes should be a consideration as part of this project.

**FLOODPLAIN MAP WITH TOPOGRAPHIC INFORMATION:**



Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Maybelle Avenue	Residential Collector	60 feet	2

Utilities:

The subject tract has municipal water and sewer available but only after current ongoing single family residential development west of the site is complete.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	AG	New Neighborhood	Growth	Single Family home
East	AG	Park and Open Space	Stability	Undeveloped
South	AG	New Neighborhood	Growth	Undeveloped
West	CO with single family residential and RS-3	New Neighborhood	Stability and Growth	Single Family residential and single family residential subdivision in the construction phase.

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

**ZONING ORDINANCE:** Ordinance number 11827 dated June 26, 1970, established zoning for the subject property.

**Subject Property:** No relevant history

**Surrounding Property:**

**Z-7439 June 2018:** All concurred in **approval** of a request for *rezoning* a 37.56± acre tract of land from RS-3 to RS-4 with an Optional Development Plan for a single-family residential subdivision on property located north of the northwest corner of West 91<sup>st</sup> Street South and West 91<sup>st</sup> Street South.

**Z-7397 August 2017:** All concurred in **approval** of a request for *rezoning* a 78± acre tract of land from AG/IL to AG/CG with an Optional Development Plan for office and commercial use on property located on the northwest corner of West 91<sup>st</sup> Street South and South Elwood Avenue.

**Z-7377 April 2017:** All concurred in **approval** of a request for *rezoning* a 3.39± acre tract of land from AG to RS-2 on property located south of the southeast corner of South Maybelle Avenue and West 81<sup>st</sup> Street South, abuts the subject property on the north.

**Z-7259 April 2014:** All concurred in **approval** of a request for *rezoning* a 48.5± acre tract of land from AG to RS-3 on property located north of the northwest corner of West 91<sup>st</sup> Street South and West 91<sup>st</sup> Street South.

**Z-7164/ Z-7164-SP-1 March 2011:** All concurred in **approval** of a request for *rezoning* and a request for a Corridor Development Plan on a 30± acre tract of

land for commercial mixed use development, The Walk at Tulsa Hills, on property located on the southeast corner of U.S. Highway 75 and West 81<sup>st</sup> Street

**Z-7140/ Z-7140-SP-1 December 2009:** All concurred in **approval** of a request for *rezoning* a 41± acre tract of land from AG to CO and a Corridor Site Plan for residential use, garden and patio homes, on property located south of southwest corner of South Maybelle Avenue and West 81<sup>st</sup> Street and abutting south of subject property. The TMAPC recommended approval per staff recommendation and subject to adding Use Unit 1, to impose the additional buffer along the north end across to the detention pond. City Council approved the applications per TMAPC recommendation with condition of Maybelle getting upgraded in accordance with the Major Street and Highway Plan and per City of Tulsa design standards within the project limits, and resurfaced to 22' wide with improved borrow ditch from the northern boundary of the subdivision to West 81<sup>st</sup> Street, on property located north of the northwest corner of West 91<sup>st</sup> Street South and South Maybelle Avenue.

**TMAPC COMMENTS:**

Mr. Reeds asked if this project was started about a year ago?

Staff stated the project has not gone through the normal timeline. The IDP Plan was started several years ago and someone noticed the IDP plans were finished but the applicant didn't have the zoning changed. Staff stated normally the zoning comes first and then the engineering.

Mr. Reeds asked if that was unusual.

Staff answered "very". Staff stated when the applicant started this process the Zoning Code and Subdivision regulations were not in alignment to allow a private street subdivision. There was a provision in the Zoning Code that stated any private street had to be done in a PUD but new PUD's were not allowed so those issues had to be addressed. Staff stated they were surprised when the applicant come in with a full set of plans from the IDP Group. There is some extreme terrain and floodplain and the development plan provided by the applicant is very respectful to all of that and if there was ever a place to have such a large gated community this would be it. Staff stated the thing to be careful of is the effects of blocking the public access from the abutting property owners.

**Applicant's Comments:**

The applicant stated the new staff report that Staff presented was a little bit of a surprise because he had not talked with staff about it yet. The applicant stated he met with staff several weeks ago and they mentioned something about street connectivity, but it was never stated staff was going to ask for easements or connecting streets. The applicant stated he has been working on this project for 3 years and met with INCOG, COT Engineering and Councilor Cue. The applicant stated he knew before buying the property the City would require the applicant to

install a quarter mile of Maybelle Avenue that is not on the applicant's property and that is going to be a godsend for the residents around the Tulsa Hills shopping area. The applicant stated there are utilities to the subject property. He stated the a lift station was built on the subject property and was going to pump to the north but the City put in a new lift station at the Riverside Airport. The applicant stated a year and a half into his project the City told him he was going to have to gravity feed from the subject property across the FEMA floodplain to the line extension that was being built. The applicant stated the subdivision Winchester Park to the west is going to drain through the subject property. The applicant stated he is against the street stubs and about 6 weeks ago was the first the applicant had heard that mentioned and this project has been worked on for 3 years. The applicant stated the property to the east has about 1 acre that can reasonably to developed. The rest of it is a steep slope. The applicant stated it might make a good place for one or two single family homes. The applicant stated he offered to buy that property, but the owners were trying to unload 25 acres of FEMA land with the 1 acre that could be developed. The applicant stated if anyone wants to develop the hillside land to the east City of Tulsa should make them provide the access to the property. The applicant stated the property to the south also has a steep slope and even if he provides access City of Tulsa wouldn't allow the street gradient to come down the hill. The applicant stated there are 2 single family homes on the east boundary they have a driveway that goes out to 91<sup>st</sup> Street. The applicant stated he doesn't see a need for him to provide access to those two properties. The applicant stated the Preliminary Plat that was presented today Woodland Valley had 2 sides that were undevelopable and there wasn't a request for stub streets or easements there. The applicant stated the property to the north of the subject property has a private street called 84<sup>th</sup> Street. The County has this listed as a street even though it's a private drive. The applicant stated that private drive goes all the way to Elwood Avenue from Maybelle Avenue and if this property was developed Fire access would be obtained there.

Mr. Reeds asked when this was started in 2014 was this the site plan what the applicant had in mind.

The applicant stated "yes".

Mr. Reeds stated the neighbor on the south of the subject property sent email that said he has had the equivalent of 100 dump trucks on dirt dumped in his pond. Mr. Reeds asked the applicant if he was in agreement of that statement.

Applicant stated no he was not in agreement with that.

Mr. Reeds asked if the applicant thought any runoff went to the south.

Applicant stated he thought a little of it did but he thought Hyde Park and Winchester Park have both dumped water through the subject property and over

to his pond. The applicant stated if you look at NASA photographs from 10-20 years ago the pond is very silty. The applicant stated the property right now is just like they bought it. If anything is running into his property now its just natural runoff.

Mr. Walker asked the applicant where the sewer would come from for this property.

The applicant stated the City of Tulsa has put in a lift station and that feeds over to the airport.

Mr. Walker asked the applicant if the access to Maybelle was the only access he wanted.

The applicant answered "correct", and there are 2 accesses that are required by Development Services and the Fire Department.

**INTERESTED PARTIES:**

**David Kerns** 719 West 91<sup>st</sup> Street, Tulsa, OK 74132

Mr. Kerns stated he is the property owner to the south. He stated he had his pond surveyed before this project started and then again last week and a total of 900 cubic yards of dirt has been deposited into his pond since the applicant has owned the property. Mr. Kerns stated this was after the applicant put his erosion measures in place. Mr. Kerns stated he is looking to find a way to stop this with infrastructure and get his property cleaned up. Mr. Kerns stated he brought google earth pictures and in 2013 it was a beautiful pond, in 2014 you see all the dirt moved around and you can't see your hand in the water 6" down. Mr. Kerns stated he is not against the development its probably a good thing for his property but he is against his property getting destroyed.

Mr. Reeds asked Mr. Kerns how much would it cost to clean up his pond.

Mr. Kerns stated he has not investigated that yet. Mr. Kerns stated he thought someone might ask if 900 cubic yards in 4 years was natural, He stated if you look at Google earth the pond was definitely there in 1995 and at 225 yards a year there wouldn't be a pond it would be completely full.

Mr. Dix asked staff to explain the changes in the staff report regarding access.

Staff stated when the staff report was issued just below item number 3 there is a small number 4 that said provisions should be made for access from and to abutting properties. After further review staff decided that if they were going to require that provision, they should recommend denial of private streets and require public streets in the subdivision. Staff stated in this case they didn't feel like there was enough property east and south that needed to have an access

provision to require a public street as long as there were some provisions made for emergency access later. Staff stated they struck that paragraph and added a new paragraph that just talked about the emergency access.

Mr. Dix asked applicant if he was ok with approving per staff recommendation but deleting paragraph 4 on page 8.3 of the amended staff report.

Applicant stated "yes".

Mr. Reeds asked Ms. VanValkenburgh if the required to clean up the adjacent property to the south in the motion.

Ms. VanValkenburgh stated she doubted the Planning Commissions ability to do that. She stated Planning Commission is approving the development going forward.

Mr. Reeds asked the applicant if he would be willing to help the adjacent property owner clean up his pond in lieu of Planning Commission not requiring access to the north and east. Mr. Reeds stated that removes a big financial hit on the applicant.

Applicant stated he had a big hit in the beginning by putting in a quarter mile of Maybelle Avenue for the public on the Jenks West Campus, that was about a 700,000-dollar addition to this development. Applicant stated he doesn't feel he is responsible for the silt in the neighbor's pond. Applicant stated all he has done is removed trees and put in silt dams.

Mr. Reeds asked applicant if he was willing to be a good neighbor.

Applicant stated he are trying to be a good neighbor.

**TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Covey, Dix, Fretz, Shivel, Walker, "aye"; Adams, Doctor, Krug, Reeds, "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **APPROVE** Z-7460 rezoning from AG to RS-1 with optional development plan per staff recommendation but removing item 4 on page 8.3 of the amended staff report.

After hearing item 9 Planning Commission voted to reconsider item 8 and continue item 9 to the November 19, 2018 TMAPC meeting.

**TMAPC Action; 9 members present:**

On **MOTION** of **COVEY**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin,

Ritchey, “absent”) to **RECONSIDER** Z-7460 rezoning on November 19, 2018 and notify applicant.

\* \* \* \* \*

9. **The Estates at Tulsa Hills** (CD 2) Preliminary Plat, Location: North of the northeast corner of West 91<sup>st</sup> Street South and South Maybelle Avenue (Related to Z-7460)

**STAFF RECOMMENDATION:**

**The Estates at Tulsa Hills** - (CD 2)  
Continued from 11/7/2018

North of the northeast corner of West 91<sup>st</sup> Street South and South Maybelle Avenue

This plat consists of 39 lots, 3 blocks on 40.457 ± acres.

The Technical Advisory Committee (TAC) met on October 18<sup>th</sup>, 2018 and provided the following conditions:

1. **Zoning:** The property is currently zoned AG (Agriculture). Rezoning is being requested under (Z-7460) with an optional development plan to permit the use of private streets in the subdivision. The rezoning request must be approved and effective prior to the approval of a final plat.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Subdivision & Development Regulations require call boxes to be located 60 feet from the curb line of the public street from which the private street is accessed. Vehicle turn-around is required before the entrance gate that allows passenger vehicles to complete a turn-around completely outside of the right-of-way of the intersecting public street. Property to the south and east are isolated by floodplain and may need emergency access through the subdivision. Staff recommends extending reserves to the edge of the subdivision to serve as a possible future connection or providing additional access easements. As a requirement of this project, South Maybelle Avenue is required to connect to West 91<sup>st</sup> Street. IDP for both the Maybelle project and the site must be approved prior to approval of final plat. Limits of No Access must be provided along South Maybelle Avenue. Provide width of Maybelle right-of-way and include filing information.
4. **Sewer/Water:** Main line extensions are required to serve the subdivision.



Easements must align with approved IDP plans.

6. **Engineering Graphics:** Submit subdivision control data sheet with the final plat submittal. Add "City of Tulsa" to the plat subtitle before Tulsa County. Ensure accuracy of point of beginning and point of commencement and correct spelling. Provide information for surveyor and engineer on the face of the plat including name, address, phone, email address, and CA number with renewal date. Update location map to reflect only platted property boundaries and label all other property as unplatted.
7. **Stormwater, Drainage, & Floodplain:** All drainage structures must be contained within easements. Overland drainage easements are required for any outflow to offsite areas. Covenant language must include HOA maintenance of all drainage easements as well as Reserve C.
8. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.

Staff stated the condition that was removed from the previous approval was mirrored in the recommendations for the subdivision plat as well under item 3 transportation and traffic there is a sentence that says current street layout eliminates the possibility of future connections to the north, east or south. Properties on each side is isolated by floodplain and will need emergency access due to subdivision. Staff recommends extending reserves to the edge of the subdivision to serve as possible future connection. Staff stated Planning Commission may want to remove those sentences to stay in line with the previous approval.

**INTERESTED PARTIES:**

**Tony Isler** 640 West 79<sup>th</sup> Street, Tulsa, OK 74132

Mr. Isler stated he is the property owner to the east of the subject property. Mr. Isler stated he was waiting to see how things played out with the previous agenda item and this one. Mr. Isler stated there is more than an acre or two on top of the hill that can be developed. He stated taking the provision out and/or leaving it in the plat he fully recognizes the applicant from the previous case needs easement to the sewer that is on his property. Mr. Isler stated he has tried to trade easements to get access from that property to the top of the hill and the applicant was not willing to do that. He stated he offered to sell the applicant 7.5 acres to include in their plat, but that plat was done 4 years ago before it ever saw INCOG. It was done by an out of state engineering group. Mr. Isler stated he brings this up to say as the property owner to the east he would love to be able to

do some development to the top of the hill and/or sell the property to the other developer. Mr. Isler stated he didn't know there was some last-minute changes to the staff report. Mr. Isler asked Ms. VanValkenburgh on a final plat is he correct in understanding that the applicant must record the easements and how they are getting their easements on the property.

Ms. VanValkenburgh answered "yes".

Mr. Isler stated at some point the applicant would have to figure out sewer access easement across his property.

Ms. VanValkenburgh answered she doesn't know if there are other avenues for them.

Mr. Isler stated the City of Tulsa has told the applicant he has to gravity drain to the other line or build a lift station.

Mr. Dix asked Mr. Isler why he didn't bring this up before the applicant left.

Mr. Isler stated he was not aware of the changes in the staff report and after that the applicant left. Mr. Isler stated he would have talked to the applicant after the meeting had he not left.

Mr. Reeds stated the applicant needs Mr. Isler's property to gain sewer access.

Mr. Isler stated "sure".

Mr. Reeds asked if there was another way to access his property.

Mr. Isler stated Hager Creek is there and the levy runs through the property and he is developing everything east of the levy. Mr. Isler stated he owns the 80-acre parcel and 5 acres on top of the hill. Mr. Isler stated the applicant originally wanted to buy 7.5 acres from the property owner he bought the property from, and the family said the applicant had to buy the whole 80 acres or nothing. Mr. Isler stated when he purchased the property, he asked the applicant if he wanted to buy the 7.5 acres and he was too far down the platting process to mess with it.

Mr. Covey stated he wants to make sure he understands this. The applicant is going to need access to Mr. Isler's property for sewer and he is going to have to come to Mr. Isler for an easement.

Mr. Isler stated "yes".

Mr. Covey stated this is a separate issue.

Mr. Isler stated the applicant could say he is building a lift station.

Mr. Covey stated that is the applicant's option.

Mr. Dix stated but the applicant needs to know what the options are.

Mr. Isler stated he is letting Planning Commission know that there is more property on top of that hill that is developable and you're taking out future access to it.

### **TMAPC COMMENTS:**

Mr. Doctor stated one of the reasons he voted no on the previous case is because it land locks the adjacent property and another being counter to the Subdivision Regulations for private street development. Mr. Doctor stated he thinks the reason Mr. Dix wants to continue this item is because this information is new but what might make the most sense in shifting Mr. Dix's perspective, but Mr. Doctor stated it solidifies his perspective, but Planning Commission could vote to reconsider the previous item and continue that item and this one to the next meeting.

Mr. Reeds asked Ms. VanValkenburgh if the previous case could be reopened without the applicant present.

Ms. VanValkenburgh stated "yes", the prevailing side could make the motion to reconsider and then continue both items to the next meeting.

Mr. Dix stated he wanted to reconsider and continue the items because he doesn't want to give one property owner advantage over another one. Mr. Dix stated by doing this we give back equal negotiating right to both parties.

Mr. Covey stated he wants to make sure he was clear on what transpired. Mr. Covey stated we are really talking about streets, providing access and easement. Mr. Covey stated the applicant did not want to provide those things and a motion was made that said if that is what you want that is what you get, and he got it. Mr. Covey stated the applicant has been obviously negotiating with Mr. Isler and the applicant knows he is going to need sewer access on the property or he can go with the other option of a lift station. Mr. Covey stated in his mind he doesn't know what has changed other than the applicant left between item 8 and item 9 and staff decided that if the provision was removed from 8 it also be removed from 9 and Mr. Isler informed Planning Commission that the applicant was going to need access to his property to access the sewer which the applicant already recognized in item 8. If the applicant wants to go forward with the development that he can't have access to an abutting property who are we to say that is not a wise way to spend your money. Mr. Covey stated he is fine if everyone wants to continue items 8 and 9 but, in his mind, he doesn't know what has changed.

Mr. Dix stated the issue to him is that the applicant may not have known Mr. Isler was here because he didn't come forward and he wasn't signed up to speak. This is new information that came after the vote on item 8. Mr. Dix stated a reconsideration would be in fairness to both parties.

After hearing item 9 Planning Commission voted to reconsider item 8 on the November 19, 2019 TMAPC meeting. See motion listed on item 8.

**TMAPC Action; 9 members present:**

On **MOTION** of **COVEY**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **CONTINUE** The Estates at Tulsa Hills Preliminary Plat to November 19, 2018.

\* \* \* \* \*

10. **Z-7461 Molly Jones** (CD 2) Location: South of the southeast corner of East 71<sup>st</sup> Street South and South Quincy Avenue requesting rezoning from **OM** and **MX2-V-U** to **RT**

**STAFF RECOMMENDATION:**  
**SECTION I: Z-7461**

**DEVELOPMENT CONCEPT:**

The north and south parcels of this request both allow townhomes however the north parcel is zoned MX2-V-U and has different development standards than the south parcel which is zoned OM. In this instance the proposed development can be accommodated by RT zoning and the applicant has requested that zoning category for this site.

**DETAILED STAFF RECOMMENDATION:**

Case Z-7461 request RT zoning is consistent with the expected development pattern in the area and,

RT zoning is not injurious to the surrounding property owners and,

RT zoning is consistent with the Town Center land use vision in the Tulsa Comprehensive Plan therefore,

Staff recommends **Approval of Z-7461** to rezone property from OM and MX2-V-U to RT.

## **SECTION II: Supporting Documentation**

### RELATIONSHIP TO THE COMPREHENSIVE PLAN:

*Staff Summary: Residential town home development as a life style community is consistent with the Town Center land use designation and the Area of Growth. The concept plan provided shows a building setback of 35 feet from Quincy. Staff notes that if RT zoning is approved the building setback from Quincy is 10 feet from the right of way line. Should the applicant choose to move the buildings closer to the street the building placement would be consistent with the Town Center Vision of the Town Center land use designation.*

### Land Use Vision:

#### *Land Use Plan map designation: Town Center*

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

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

The purpose of 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.”

Transportation Vision: None that would affect site redevelopment. River parks and the associated trail is approximately 750 feet from the west boundary.

*Major Street and Highway Plan:*

*Trail System Master Plan Considerations:* The only public access to the trail from this site is from East 71<sup>st</sup> Street South. The south end of Quincy is currently constructed as a dead end street with no access to Riverside Drive or to the park and trail system. Staff suggest a street and trail connection to this site from the south end of Quincy.

Small Area Plan: None

Special District Considerations: None however it should be noted that the river corridor overlay east boundary is Quincy.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

*Staff Summary: The site is generally flat with no known conditions that would affect site development.*

Environmental Considerations: None that would affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Quincy single public access provided to East 71 <sup>st</sup> Street South. Quincy ends approximately ¼ mile south.	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RM-1 / PUD 357-A	Town Center	Growth	Vacant adjacent to north boundary Commercial retail further north in PUD 357-A
East	RM-1	Existing Neighborhood	Stability	Duplex
South	OM	Town Center	Growth	Family Medical Clinic
West	RS-2 / RDO-3	Arkansas River Corridor	Growth	Vacant

### SECTION III: Relevant Zoning History

#### **ZONING ORDINANCE:**

Ordinance number 23865 dated February 17, 2018, established zoning for the northern parcel of the subject property.

Ordinance number 21682 dated November 19, 2007, established zoning for the southern parcel of the subject property.

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

**Z-7430 February 2018:** All concurred in **approval** of a request for *rezoning* a 2.39± acre tract of land from OM to MX-2-V-U on property located south of the southeast corner of East 71<sup>st</sup> Street South and South Quincy Avenue.

**Z-7074 November 2007:** All concurred in **approval** of a request for rezoning a 11.97± acre tract of land from RS-2 and RS-4 to OM on property located south of the southeast corner of East 71<sup>st</sup> Street South and South Quincy Avenue; including the subject property.

#### ***Surrounding Property:***

**PUD-808 April 2014:** All concurred in **approval** of a proposed Planned Unit Development on a 14± acre tract of land to provide a PUD overlay providing a cohesive framework for future development and to enhance the safety and flow of vehicular and pedestrian traffic through the existing St. John's Family Medical Center and Tulsa Police Department Riverside Division, on property located south of the southeast corner of South Riverside Drive and East 71<sup>st</sup> Street South.

**Z-7066 September 2007:** All concurred in **approval** of a request for rezoning a 4.78± acre tract of land from RS-2 to OM on property located on the northeast corner of East 75<sup>th</sup> Place South and South Riverside Parkway.

**PUD-691-A October 2003:** All concurred in **approval** of a proposed Major Amendment to PUD-691 on a 1.81± acre tract of land to permit a drive thru bank on property located south of the southeast corner of East 71<sup>st</sup> Street South and Riverside Parkway.

**Z-6908 & PUD-691 October 2003:** All concurred in **approval** of a request for rezoning a 1.81± acre tract of land from RS-2 to OL and a PUD on property located south of the southeast corner of East 71<sup>st</sup> Street South and South Riverside Parkway.

**PUD-357-A December 1984:** All concurred in **approval** of a proposed Major Amendment to PUD-357 on an 8.5± acre tract of land to increase commercial density on property located east of the southeast corner of East 71<sup>st</sup> Street South and South Quincy Avenue.

**TMAPC COMMENTS:**

Mr. Reeds asked if planning commission had just recently changed the zoning on this property to the MX2-V-U.

Staff answered “yes”, it was changed for a specific project that never happened.

**The applicant indicated her agreement with staff’s recommendation.**

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

**TMAPC Action; 9 members present:**

On **MOTION** of **DIX**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, “aye”; no “nays”; none “abstaining”; Millikin, Ritchey, “absent”) to **APPROVE** Z-7461 rezoning from OM and MX2-V-U to RT per staff recommendation.

**Legal Description of Z-7461:**

LT 2 BLK 1; LT 3 BLK 1, RIVER GROVE SUB, City of Tulsa, Tulsa County, State of Oklahoma

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**OTHER BUSINESS**

11. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **Crutchfield Sector Plan** is in conformance with the Tulsa Comprehensive Plan and providing a recommendation to City Council.



**STAFF RECOMMENDATION:**

- A. Item for consideration:** Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Crutchfield Sector Plan is in conformance with the Tulsa Comprehensive Plan and providing a recommendation to City Council.

The plan study area is bounded on the south by Admiral Boulevard; on the east by Utica Avenue; on the west by Highway 75 northward to Peoria Avenue to Pine Street; and on the north by Pine Street.

- B. Background:** The Tulsa Development Authority and the City of Tulsa engaged the services of Fregonese Associates, a planning and design firm, to develop a master plan for the Crutchfield Neighborhood Area. This Sector/Urban Renewal Plan is a tool to guide the actions of the Tulsa Development Authority (TDA) to make strategies investments that create desired change in the Crutchfield Neighborhood. The purpose of this plan is to provide clear and updated guidance for investment decisions and other catalytic actions necessary to address anticipated needs of the neighborhood on the immediate horizon. The Plan was guided by feedback from the Citizens Advisory Team (CAT), Community Design Workshop, the strategies and actions in the land advance goals from the existing 2004 Crutchfield Revitalization Master Plan.

The Crutchfield Sector/Urban Renewal Plan is prepared and adopted pursuant to the Oklahoma Urban Redevelopment Law, 11 O.S. 38 – 101, et seq. (“Act”). It creates a new urban renewal area in Tulsa’s Crutchfield neighborhood. Tools provided by the Act, coupled with appropriate financing support, will facilitate neighborhood stabilization, infill housing development, job creation, public infrastructure upgrades, parks and open space enhancements. This Plan coordinates with the concurrent efforts of the established Crutchfield Small Area Plan which further advances the effort and focus of the 2004 Crutchfield Neighborhood Revitalization Master Plan, establishes a community-based vision for the area, and address issues not covered, mobility, long term land use, adjacency and other neighborhood compatibility standards.

- C. Process:** This is a request for the Tulsa Metropolitan Area Planning Commission (TMAPC) to consider approving a recommendation to the Tulsa City Council adopting the Crutchfield Neighborhood Sector/Urban Renewal Plan prepared by Fregonese Associates, in accordance with TDA’s Policies and Procedures, Section 14.2, regarding the Approval Process. The following process requirements will be met:

- On September 6, 2018, the TDA Board of Commissioners reviewed and approved Resolution No. 6479, approving the Crutchfield Area Neighborhood Sector/Urban Renewal Plans.
- Prior to consideration, the Plan was submitted to the INCOG Staff for determination of conformity with the Tulsa Comprehensive Plan (PlaniTulsa) and submission by TMAPC of a written recommendation within 60 days of receipt of the Plans.
- Public notices regarding the date, time and place of the public meetings will be published in the Tulsa World, and posting of notice signs in the affected areas, each having a display area of 9 sq. ft. for a period of 15 successive days, including the day of the hearing, outlining the nature and scope of the proposed Plan.
- After public notice, Tulsa City Council will hold two public hearings.
- Adoption of a Resolution by the City Council that the area in question is blighted and appropriate for an urban renewal/sector plan project.

The plan also considered the following:

- Blighted Physical Conditions
- Existing Land Use
- Zoning
  - RM - Residential Multi-family Low Density
  - RM-2 – Residential Multi-family Medium
  - OL – Office Low
  - CS – Commercial Shopping
- Past Planning Efforts
- 2004 Neighborhood Plan
- PlaniTulsa Comprehensive Plan
  - Downtown Neighborhood
  - Employment
  - Town Center
  - Mixed-Use Corridor
  - Existing Neighborhood
- Park and Open Space
- Peoria Avenue Bus Rapid Transit (BRT)
- Demographics Snapshot
- Community Workshops

**D. Conformance with the Tulsa Comprehensive Plan:**

The Crutchfield Sector Plan is in conformance with the following Priorities, Goal and Policies in the Comprehensive Plan.

**LAND USE PRIORITY 3**

Focus redevelopment, revitalization and enhancement programs on areas that have been severely economically disadvantaged.

***Goal 8— Underutilized land in areas of growth is revitalized through targeted infill and reinvestment.***

***Goal 9— Tulsa North's economy is at least as robust, sustainable and as stable as the remainder of Tulsa's economy.***

***Policies to support this goal include:***

9.1 Focus planning, reinvestment and rehabilitation programs in Goal 8 in the Tulsa North area to provide opportunities for residents and businesses to improve economic stability.

**LAND USE PRIORITY 4**

Maintain, stabilize and strengthen existing neighborhoods, making them places where new residents are attracted to live.

***Goal 11— Residents in established neighborhoods have access to local commercial areas, schools, libraries, parks and open space areas within walking distance of their homes.***

***Goal 12— Residents in established neighborhoods have access to multiple modes of transportation.***

***Policies to support this goal include:***

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

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

***Goal 13— Existing neighborhoods are stable and infill development revitalizes, preserves and enhances these urban areas. Policies to support this goal include:***

13.1 Promote the unique characteristics of existing neighborhoods as key to the city's long-term health and vitality.

- Maintain the desirability of existing neighborhoods through public and private investment.  
Recognize adopted area/neighborhood plans in guiding development and zoning decisions.
- Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.
- Provide appropriate transitions between nonresidential uses and neighborhoods to protect stability and quality of life.
- Create and encourage the use of an infill and revitalization toolkit to help facilitate housing development in existing residential neighborhoods.
- Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks, cultural areas and open space, libraries and schools. Encourage the development of these facilities in Small Area Plans.

**Goal 14—** *The city's historic resources are protected and programs promote the reuse of this important cultural resource. Policies to support this goal include:*

14.1 Support the Tulsa Strategic Preservation Action Plan preservation objectives and actions.

14.2 Assure that Neighborhood Plans & Small Area Plans support preservation and revitalization objectives.

## **Transportation Priority 1**

Provide a wide range of reliable transportation options so every Tulsan can efficiently get where they want to go

**Goal 1—** *All Tulsans have a variety of transportation options for getting around the city.*

**Goal 2—** *Tulsa has a sustainable network of roadways, trails and transit infrastructure that is well maintained and not a burden on future generations to operate. Policies to support this goal include:*

2.1 Adopt a network approach to transportation projects that focuses on connecting people to places — ultimately allowing places to become more intense centers of economic development.

**Goal 12—** *Tulsans can rely on a variety of transit options to take them to jobs, shopping and entertainment.*

**Goal 13—** *Pedestrians have easy access to jobs, shopping and recreation.*

## **Housing Priority 1**

### **Promote Balanced Housing Across Tulsa**

**Goal 1—** *A robust mix of housing types and sizes are developed and provided in all parts of the city.*

**Goal 5—** *Tulsa's existing housing inventory is revitalized, preserved and maintained.*

## **Housing Priority 2**

### **Ensure Housing Affordability for All Residents**

**Goal 7—** *Low-income and workforce affordable housing is available in neighborhoods across the city.*

**Goal 8—** *The combined cost of housing and transportation to Tulsa's residents is reduced. Policies to support this goal include:*

8.1 Coordinate planning of housing and public transportation with the goal of helping residents reduce housing and transportation costs to less than 48% of gross income.

## **Parks, Trails and Open Space Priority 5**

### **Improve Access and Quality of Parks and Open Space**

**GOAL 12—** *Neighborhoods have adequate access to parks and open space areas. Policies to support this goal include:*

12.1 Work with other government agencies and community partners to improve walkable access to parks and recreation opportunities throughout Tulsa.

12.2 Make parks desirable destinations for walking by providing comfort and convenience facilities, especially restrooms and drinking fountains, wherever possible and feasible.

12.3 Partner with schools, libraries and other public places to provide amenities close to homes.

12.4 Look for opportunities for trails in areas that currently have few or none and connect these areas to existing trails.

12.5 Provide trails and loop walks within existing parks.

12.6 Develop partnerships with utility companies for trail corridors.

12.7 Work with public agencies and community groups to ensure safe pedestrian corridors.

12.8 Provide trail links to specific destinations like schools.

- 12.9 Add and improve sidewalks through a sidewalk improvement program; prioritize areas based on adjacency to schools and community centers.
- 12.10 Connect existing undeveloped areas in parks with developed park areas.
- 12.11 Convert parts of exiting parks to more natural conditions, where feasible.
- 12.12 Create a series of Local Destination Parks throughout Tulsa.
- 12.13 Achieve appropriate levels of parks services for all parts of Tulsa.
- 12.14 Maintain existing facilities as appropriate.
- 12.15 Provide additional components in areas with relatively low levels of service.
- 12.16 Provide new parks and components as warranted by population growth and changing demographics.

**Goal 13—** *Partnerships and collaborative efforts support the management and provision of parks and open space.*

**Goal 14—** *Parks and recreational facilities are updated to address changing needs and desires. Policies to support this goal include:*

- 14.1 Add comfort and convenience features to parks.

As included above, the Tulsa Comprehensive Plan contains Priorities, Goals and Policies that have provided guidance regarding land use, transportation, housing, and open space for the strategies proposed in the Crutchfield Sector Plan. Therefore, the Crutchfield Sector Plan is in accordance with the Tulsa Comprehensive Plan.

#### **E. Staff recommendation:**

Staff recommends that the Tulsa Metropolitan Area Planning Commission adopt a resolution determining that the Crutchfield Sector Plan is in conformance with the Tulsa Comprehensive Plan and provide a recommendation of approval to City Council.

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

#### **TMAPC Action; 9 members present:**

On **MOTION** of **COVEY**, the TMAPC voted 9-0-0 (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, “aye”; no “nays”; none “abstaining”; Millikin, Ritchey, “absent”) to **ADOPT** a resolution determining that the Crutchfield Sector Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the Tulsa City Council the approval and adoption of the Crutchfield Sector Plan.

\* \* \* \* \*

12. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **11<sup>th</sup> and Lewis Corridor Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the 11<sup>th</sup> and Lewis Corridor Project Plan.

**STAFF RECOMMENDATION:**

**Item for consideration:** Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the 11<sup>th</sup> and Lewis Corridor Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the 11<sup>th</sup> and Lewis Corridor Project Plan.

- I. **Background:** As defined by the *Tulsa Comprehensive Plan*, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”

- II. **Development or Redevelopment Using Tax Increment Financing:** The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

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

- III. The **11<sup>th</sup> & Lewis Corridor Project Plan** is generally located along East 11<sup>th</sup> Street between U.S. Highway 75 and South Delaware Avenue, and along South Lewis Avenue between East 16<sup>th</sup> Street and East Archer Avenue. The project plan consists of two increment districts from which increment is generated:

INCREMENT DISTRICT A

INCREMENT DISTRICT B

Full-size maps of both the project area and increment districts are included in the attachments.

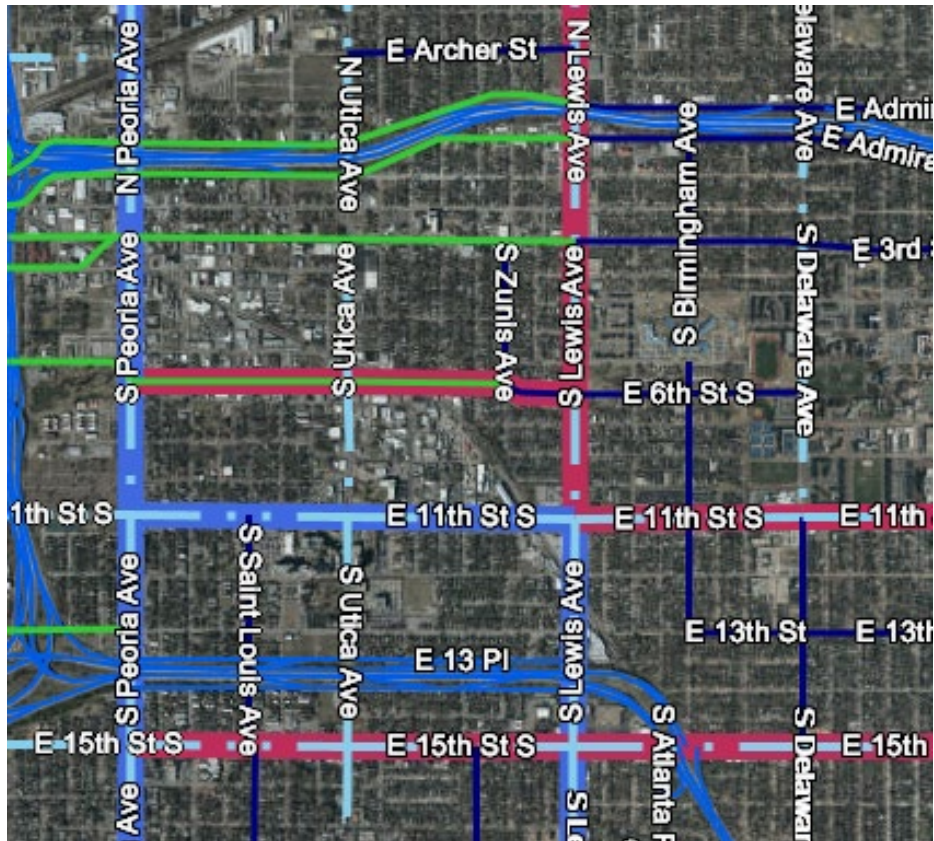
- IV. Review of the 11<sup>th</sup> & Lewis Corridor Project Plan for Conformance with the Tulsa Comprehensive Plan:** Prior to submittal to City Council, the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Staff analysis will focus on three aspects of the *Tulsa Comprehensive Plan*:

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

**A. Major Street and Highway Plan**

The Major Street and Highway Plan (MSHP) classifies street segments in the Project Plan Area as Urban Arterials. East 11<sup>th</sup> Street South is designated a multi-modal corridor beginning at the IDL and extending east to South Lewis Avenue. South Lewis Avenue is designated as a Multi-modal Corridor beginning at the intersection of 11<sup>th</sup> & Lewis and extending south to East 15<sup>th</sup> Street. The portions of South Lewis Avenue extending north from the intersection of 11<sup>th</sup> & Lewis are designated Main Street as well as the portions of 11<sup>th</sup> Street extending east from the intersection of 11<sup>th</sup> & Lewis.





## B. Comprehensive Plan – Land Use Designations

The primary land use designations in the Project Plan Area are Main Street, Mixed-Use Corridor, Downtown Neighborhood, Neighborhood Center, Park and Open Space (Tracy Park), and two major Regional Centers occupied by Hillcrest Medical and the University of Tulsa. A land use map of the applicable area is included with the attachments.

The land use designations of Main Street, Mixed-Use Corridor, Downtown Neighborhood, Neighborhood Center, Park and Open Space are found in the Project Plan Area. They are described in the *Tulsa Comprehensive Plan* as:

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

*“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.”

*“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 Centers* 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 number of destinations.”

*“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 exists 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 “Objectives” and “Statement of Principal Actions” in the 11<sup>th</sup> & Lewis Corridor Project Plan and supporting Increment Districts, City of Tulsa are fully consistent with the land use designations. The Project Plan and resulting revenues generated by the TIF will benefit the public realm, likely contributing to the pedestrian environment and public amenities.

## C. Other Comprehensive Plan Priorities

The *Tulsa Comprehensive Plan* contains multiple priorities, goals and policies to promote economic development in order to attract investment, enhance the tax base, stimulate economic growth, and improve the quality of life in and around the City. Below are portions of the Comprehensive Plan (not all encompassing) that align with the objectives of the 11<sup>th</sup> & Lewis Corridor Project Plan and can be implemented through the benefits of the Project Plan.

**Land Use** Goal 3 of the Comprehensive Plan states: “New development is consistent with the PLANiTULSA building blocks.” Policies to support this goal include:

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

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

3.2 Encourage a balance of land uses within walking distance of each other.

- Create pedestrian-oriented, mixed-use campus areas that will serve student populations, faculty, and surrounding neighborhoods.
- Build neighborhood facilities, such as schools, libraries and community centers, within walking distance of transit stations and homes.

3.3 Work with utility providers to increase options for street light fixtures that encourage walking and safety, to increase options for trees, and to resolve maintenance issues.

3.4 Allocate City funds and find other funding to enhance pedestrian amenities on streets in priority areas.

3.7 Enhance visual enjoyment of public spaces and art.

- Civic institutions and community events, such as street fairs, parades, farmers markets and live performances, all give Tulsa an important cultural and urban flair.

**Land Use** Goal 8 of the Comprehensive Plan states: “Underutilized land in areas of growth is revitalized through targeted infill and reinvestment” Policies to support this goal include:

8.1 Create a toolkit to promote desired infill and redevelopment. The toolkit should include the following items:

- Identify viable financial packages to develop funding strategies
- Build public/private/nonprofit partnerships to create effective resources

**Land Use** Goal 14 of the Comprehensive Plan states: “The city’s historic resources are protected and programs promote the reuse of this important cultural resource.”

The stated goals and priorities of the Comprehensive Plan are echoed by the adopted Route 66 Master Plan and the Kendall Whittier sector plan which are applicable to portions of the project area.

**V. Staff recommendation:** Approval of the 11<sup>th</sup> & Lewis Corridor Project Plan finding it to be in conformance with the *Tulsa Comprehensive Plan* and recommending to the City of Tulsa the approval and adoption of the 11<sup>th</sup> & Lewis Corridor Project Plan.

**VI. Attachments:**

- 11<sup>th</sup> & Lewis Corridor Project Plan and supporting Increment Districts, City of Tulsa
- Full-size exhibits illustrating project area, increment districts, zoning, and land use designations

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

**TMAPC Action; 9 members present:**

On **MOTION** of **COVEY**, the TMAPC voted 9-0-0 (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, “aye”; no “nays”; none “abstaining”; Millikin, Ritchey, “absent”) to **ADOPT** a resolution determining that the 11<sup>th</sup> and Lewis Corridor Project Plan is in conformance with the Tulsa Comprehensive Plan and

recommending to the City Council the approval and adoption of the 11<sup>th</sup> and Lewis Corridor Project Plan.

### 13. Commissioners' Comments

Mr. Dix stated he has been on Planning Commission since 2009 and has decided not to ask for reappointment. Mr. Dix stated he has shared this with the new County Commissioner Stan Salee. Mr. Dix stated he would continue until his term expires.

\* \* \* \* \*

**ADJOURN**

### **TMAPC Action; 9 members present:**

On **MOTION** of **REEDS**, TMAPC voted **9-0-0** (Adams, Covey, Dix, Doctor, Fretz, Krug, Reeds, Shivel, Walker, "aye"; no "nays"; none "abstaining"; Millikin, Ritchey, "absent") to **ADJOURN** TMAPC meeting 2781.

**ADJOURN**

There being no further business, the Chair declared the meeting adjourned at 3:55 p.m.

Date Approved:

12-05-2018

  
Chairman

ATTEST:   
Secretary