

TULSA METROPOLITAN AREA PLANNING COMMISSION
Minutes of Meeting No. 2876

Wednesday, October 19, 2022, 1:00 p.m.
City Council Chamber
One Technology Center – 175 E. 2nd Street, 2nd Floor

Members Present	Members Absent	Staff Present	Others Present
Carr	Bayles	Hoyt	Silman, COT
Covey	Kimbrel	Miller	Blank, Legal
Craddock	Reeds	Sawyer	
Krug	Whitlock	Siers	
Shivel		Wilkerson	
Walker			
Zalk			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Thursday October 13, 2022 at 3:43 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 1:00 p.m.

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

REPORTS:

Chairman’s Report:
None

Director’s Report:
Ms. Miller reported on special projects that are out for public review.

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Minutes:

1. Minutes of September 21, 2022 Meeting No. 2874

Approval of the Minutes of **September 21, 2022 Meeting No. 2874**

TMAPC Action; 6 members present:

On **MOTION** of **WALKER**, the TMAPC voted 6-0-0 (Covey, Craddock, Krug, Shivel, Walker, Zalk, “aye”; no “nays”; none “abstaining”; Bayles, Carr, Kimbrel, Reeds, Whitlock, “absent”) to **APPROVE** the minutes of **September 21, 2022 Meeting No. 2874**

2. Minutes of October 5, 2022 Meeting No. 2875

Approval of the Minutes of **October 5, 2022 Meeting No. 2875**

TMAPC Action; 6 members present:

On **MOTION** of **WALKER**, the TMAPC voted 5-0-1 (Covey, Craddock, Krug, Walker, Zalk, “aye”; no “nays”; Shivel, “abstaining”; Bayles, Carr, Kimbrel, Reeds, Whitlock, “absent”) to **APPROVE** the minutes of **October 5, 2022 Meeting No. 2875**

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.

3. **PUD-213-2 Lou Reynolds** (CD 2) Location: West of the southwest corner of East 31st Street South and South Mingo Road requesting a **PUD Minor Amendment** to reconfigure the parking of Development Area A and B

STAFF RECOMMENDATION:

SECTION I: PUD-213-2 Minor Amendment

Amendment Request: Modify the PUD Development Standards reconfigure the parking of Development Area A and B.

Currently, the development standards for PUD-213 require 96 spaces minimum to be provided in Development Area A (Church Property) and 68 spaces to be required in Development Area B (Disciples Village). Currently Development Area B only has 55 parking spaces provided. The applicant proposes to add 11 parking spaces from Development Area A to Development Area B as illustrated on the site plan provided by the applicant. A Lot Line Adjustment application (LLA-471) has been concurrently submitted to transfer those spaces from the lot containing the church in Development Area A to the lot containing Disciples Village in Development Area B. The boundary between Development Area A and B would be adjusted in order to add the acquired parking spaces to Area B and remove them from A.

The applicant has proposed to reduce the required minimum parking spaces in Development Area A to from 96 to 83 and in Development Area B from 68 to 66, as shown on the amendment text exhibit provided by the applicant.

Staff Comment: This request is considered a Minor Amendment as outlined by Section 30.010.1.2.c(1) of the City of Tulsa Zoning Code.

“Adjustment of internal development area boundaries, provided the allocation of land to particular uses and the relationship of uses within the project are not substantially altered;.”

Staff has reviewed the request and determined:

- 1) PUD-213-2 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-213.
- 2) All remaining development standards defined in PUD-213 and subsequent amendments shall remain in effect.

With considerations listed above, staff recommends **approval** of the minor amendment to reconfigure the parking of Development Area A and B.

Legal Description for PUD-213-2:

Lots 1 & 2, Block 1 Community Village
Development Area A & B

TMAPC Action; 6 members present:

On **MOTION** of **WALKER**, the TMAPC voted 6-0-0 (Covey, Craddock, Krug, Shivel, Walker, Zalk, “aye”; no “nays”; none “abstaining”; Bayles, Carr, Kimbrel, Reeds, Whitlock, “absent”) to **APPROVE** Item 3 per staff recommendation.

PUBLIC HEARING - REZONING

Applicant requested a continuation to November 2, 2022 on item 4.

4. **PUD-636-E/ Z-5457-SP-5 Mark Capron, Wallace Design Collective** (CD 2)
Location: North of the northeast corner of West 81st Street South and South Union Avenue requesting a **PUD Major Amendment** to revise the allowable floor area, landscape and setbacks from the east boundary (Continued from October 5, 2022)

STAFF RECOMMENDATION:

SECTION I: PUD-636-E / Z-5457-SP-5

DEVELOPMENT CONCEPT: The applicant is proposing to revise the development standards of the PUD/ Corridor to increase the allowable floor area from 20,000 sf to 25,289 sf as well as revise the minimum building setback from

the east boundary from 50 ft to 25 ft. In addition, the applicant is proposing to revise the landscape requirements to increase the total landscaped area from 10% to 30%, revise the Interior Parking Lot landscaping requirement from 35 sf per space to 18 sf per space and to remove the requirement for a landscaped end cap from the parking area.

Staff Note: Staff supports amending the provisions of the landscape standards in the PUD to conform the chapter 65 of the Tulsa Zoning Code. Except as noted in the Detailed Staff recommendation the original provisions of PUD 636-B will apply.

DETAILED STAFF RECOMMENDATION:

The provisions of PUD-636-E / Z-5457-SP-5 are consistent with the provisions of the PUD and Corridor Provisions of the of the Tulsa Zoning Code and,

Staff has reviewed the corridor district provisions and determined that this amendment does not have an adverse effect on the surrounding property owners therefore,

Staff recommends Approval of PUD-636-E / Z-5457-SP-5 as follows.

The maximum floor area for PUD-636-E: 30,000 sq. ft.

Minimum Building setback:
25 feet from east line of lot-1, block-1 abutting highway 75

Landscape standards:
Landscape and screening standards shall conform to the provisions of chapter 65 of the Tulsa zoning code.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The site currently contains a veterinary hospital/pet care facility.

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.

Transportation Vision:

Major Street and Highway Plan: W 78th St S does not have a designation.

Trail System Master Plan Considerations: None

Small Area Plan: West Highlands Tulsa Hills

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site currently contains a veterinary facility.

Environmental Considerations: None

Streets:

Existing Access	MSHP Design	MSHP R/W	Exist. # Lanes
W 78 th St S	None	N/A	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	CO/PUD-636	Town Center	Growth	Multifamily
South	CO/PUD-636	Town Center	Growth	Multifamily
East	AG (Hwy 75)/CO	N/A / Regional Center	Growth	Highway/Retail
West	CO/PUD-636	Town Center	Growth	Multifamily

SECTION III: Relevant Zoning History

History: PUD-636-E

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

Subject Property:

PUD-636 October 2000: Ordinance number 19935 dated October 2, 2000. All concurred in **approval** of a request to rezone a 108± acre tract of land from CO to CO/PUD-636 and **approval** of a proposed *Planned Unit Development* for a mixed-use development on 108 acres, on property located Northwest corner of US Highway 75 and West 81st Street South.

PUD-636-B/ CO/Z-5457-SP-4 January 2014: Ordinance number 23029 dated January 20, 2014. All concurred in **approval** of a request to rezone a 2.3± acre tract of land from CO/PUD-636 to CO/PUD-636-B/Z-5457-SP-4 and **approval** of a proposed *Planned Unit Development* for multi-family purposes & commercial purposes, on property located north of the northwest corner of West 81st street and Highway 75.

Surrounding Property:

CO/Z-5457-SP-3/PUD-636-A January 2014: All concurred in **approval** of a request to rezone a 6.1± acre tract of land from CO/PUD-636 to CO/PUD-636-A/Z5457-SP-3 and **approval** of a proposed *Planned Unit Development* for multifamily and commercial purposes, on property located north of northwest corner of West 81st Street and US highway 75.

The applicant did not agree with staff's recommendation and asked for a continuance to November 2, 2022.

There were no interested parties wishing to speak.

TMAPC Action; 6 members present:

On **MOTION** of **SHIVEL**, the TMAPC voted 6-0-0 (Covey, Craddock, Krug, Shivel, Walker, Zalk, “aye”; no “nays”; none “abstaining”; Bayles, Carr, Kimbrel, Reeds, Whitlock, “absent”) to **CONTINUE** item 4 to November 2, 2022.

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Ms. Carr arrived at 1:27 am

- 5. Z-7678 Jeremy Wilkinson** (CD 3) Location: North of the Northeast corner of South Yale Avenue and East 11th Street South requesting rezoning from **RS-2 to RS-5**

STAFF RECOMMENDATION:

SECTION I: Z-7678

DEVELOPMENT CONCEPT: The applicant has requested rezoning a tract of land from RS-2 to RS-5 on a parcel that that abuts CH zoning on the west and south. The rezoning request will provide opportunities for a wider variety of housing types at this location.

DETAILED STAFF RECOMMENDATION:

The applicants request for RS-5 as outlined in case Z-7678 is consistent with the general provisions of the Comprehensive Plan that recognize the importance of appropriate small infill opportunities in existing residential neighborhoods and,

Residential zoning districts are primarily intended to create, maintain, and promote a variety of housing opportunities for individual households and to maintain and promote the desired physical character of existing and developing neighborhoods. While the districts primarily accommodate residential uses, some nonresidential uses are also allowed. Lot and building regulations with the supplemental regulations identified in the RS-5 district provide adequate development standards for the subject property and,

The supplemental standards and uses allowed in the RS-5 district provide a predictable framework for site redevelopment at this location therefore,

Staff recommends Approval of Z-7678 to rezone property from RS-2 to RS-5.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: *The rezoning request is consistent with the Main Street land use designation.*

Land Use Vision:

Land Use Plan map designation: Main Street

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

Areas of Stability and Growth designation: Area of Stability

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

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *Empty parcel no significant features. The property abuts commercial properties on the west and south and a fuel station /convenience store on the southwest.*

Environmental Considerations: None that would affect site redevelopment

Streets:

Existing Access	MSHP Design	MSHP R/W	Exist. # Lanes
South Allegany Avenue	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-2	Existing Neighborhood	Stability	Single Family
East	RS-2	Existing Neighborhood	Stability	Single Family
South	CH	Main Street Corridor	Growth	Commercial
West	CH	Main Street Corridor	Growth	Commercial

SECTION III: Relevant Zoning History

History: Z-7678

Subject Property:

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

SA-4 (Route 66 Overlay) June 2018: All concurred in **approval** to apply supplemental zoning, RT66 (Route 66 Overlay), to multiple properties along South 193rd East Avenue, East 11th Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11th Street South, and Southwest Boulevard, on a portion of the subject property along Southwest Boulevard.

Surrounding Property:

SA-4 (Route 66 Overlay) June 2018: All concurred in **approval** to apply supplemental zoning, RT66 (Route 66 Overlay), to multiple properties along South 193rd East Avenue, East 11th Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11th Street South, and Southwest Boulevard, on a portion of the subject property along Southwest Boulevard.

BOA-21668 December 2013: The Board of Adjustment **approved** a *Variance* to permit required parking spaces for expansion of restaurant (Use Unit 12) from 13 spaces to 0 spaces, on property located at 1102 South Yale Avenue East.

BOA-21109 July 2010: The Board of Adjustment **approved** a *Variance* to permit required side yard in the RS-2 district from 10 ft. to 6 ft. to permit an addition to an existing dwelling, on property located at 912 South Braden.

BOA-20412-B December 2010: The Board of Adjustment **approved** a *Variance* to permit the required parking to 17 spaces to permit an addition to an existing health club and smoothie bar, on property located at 4821 East 11th Street South.

BOA-20412-A May 2007: The Board of Adjustment **approved** a Modification of the conditions of a previous approval to allow shared parking on an alternative parcel, on property located at 4821 East 11th Street South.

BOA-20412 January 2007: The Board of Adjustment **approved** a *Variance* to permit the parking requirements to permit a health club and smoothie bar in the existing building, on property located at 4821 East 11th Street South.

BOA-19698 October 2003: The Board of Adjustment **approved** a *Variance* to permit a roof sign per plan, on property located at 1102 south Yale.

BOA-19682 October 2003: The Board of Adjustment **approved** a *Special Exception* to permit a single-family dwelling in a CH zoned district, on property located at 934 South Yale.

BOA-18116 July 1998: The Board of Adjustment **approved** a *Variance* to permit a replacement awning 4' over property line and into street right-of-way, on property located at South of southwest corner East 11th Street & South Yale.

BOA-17742 July 1997: The Board of Adjustment **approved** a *Special Exception* to permit a public school in an RS-3 zoned district, on property located at Southeast corner of 11th and Yale.

BOA-17798 August 1996: The Board of Adjustment **approved** a *Variance* to permit structure in the planned right-of-way & a Variance of the required setback from 81.5' to 70' to permit construction of a school, on property located at Southeast corner of 11th & Yale.

BOA-12095 August 1982: The Board of Adjustment **approved** a *Special Exception* to permit a day care center in an RS-3 District, on property located at 1135 South Yale Avenue.

BOA-6588 March 1970: The Board of Adjustment **approved** a *Variance* to permit the rear yard requirements of U-1B, to permit building 16 feet from the rear property line, on property located at 910 South Allegheny.

The applicant indicated his agreement with staff's recommendation.

Applicant Comments:

Jeremy Wilkinson 4234 South Oswego Avenue, Tulsa, OK 74135

Mr. Wilkinson stated there were some issues with an overlay when he bought the property. He stated he believes the City wants more density but the neighbors doesn't want townhouses, or apartment complexes so he is proposing single family homes. Mr. Wilkinson stated the current zoning on the subject property is a 75 foot front lot and throughout the neighborhood there are a lot of 50 foot lots and he is requesting 40 foot lots.

Mr. Craddock asked if he was developing the entire tract.

Mr. Wilkinson stated the tire shop owner has a forever lease on 25 feet of the first most southern lot and he does not want the liability or the legality of trying to deal with that so he would rather split it up and sell him back that lot.

Interested Parties:

Bob Tyre 5001 East 9th Street, Tulsa, OK 74112

Mr. Tyer stated he owns the property on the corner of ninth and Allegheny. Mr. Tyer stated is opposed to this application. He stated he wants the owners of the properties to live in the neighborhood and does not want apartments, duplexes or any multifamily regardless of the square feet. Mr. Tyer stated he thinks 5 houses is too many. He stated the additional traffic would be a major problem and it would hurt the property values.

Mr. Shivel asked if Mr. Tyre understood that the applicant was not building apartments and condominiums, that it would be single family dwellings.

Mr. Tyre stated "yes" he only found that out today in this meeting. He stated he was glad to hear that but he does not like 5 single family houses on such a small tract.

Mr. Shivel stated he understood the applicant to say it would be 4 lots.

Mr. Tyre stated he still thinks that tract is too small for 4 houses.

Brian Newhem 929 South Allegheny Avenue, Tulsa, OK 74112

Mr. Newhem stated he lives across the street from the subject property. He stated he has a business a couple blocks away. Mr. Newhem stated the empty lot has been a problem for a long time. He stated he knows the owners of a few of the businesses in the neighborhood and collaborates closely with them. Mr. Newhem stated the owner of the car lot/tire shop is difficult and he has tried to collaborate with him but he is stubborn and abrasive. He stated this street is very narrow and if somebody parks on the road across from his house, he has a hard time navigating out of the driveway. Mr. Newhem stated he is concerned that having four houses on six acres will be too much. He stated another problem is a homeless camp in the subject lot off and on for years that sometimes has campfires that scare residents and there are also people walking in the trees on the lot. Mr. Newhem stated developing this property will be good for the area and he thinks any development that can help with the homeless problem is great. He stated he hopes the houses are of good quality.

TMAPC Comments:

Mr. Craddock stated an email that was received asked if this development would impact any covenants.

Staff stated if there are any covenants, it is not anything that the City would be involved with, it would be private restrictions.

Mr. Craddock stated he could not support the RS-5, he thinks it is too dense for the neighborhood. He would prefer RS-3 to make it more compatible with the neighborhood.

Mr. Zalk stated he agrees with Mr. Craddock.

The applicant stated he could support RS-4 because that is the original footprint of that neighborhood.

Mr. Covey stated he is comfortable with RS-4 because as one speaker stated, any development is better than no development here, given the circumstances.

TMAPC Action; 7 members present:

On **MOTION** of **ZALK**, the TMAPC voted 6-0-1 (Covey, Craddock, Krug, Shivel, Walker, Zalk, "aye"; no "nays"; Carr, "abstaining"; Bayles, Kimbrel, Reeds, Whitlock, "absent") to recommend **APPROVAL** of the RS-4 zoning for Z-7678.

Legal Description for Z-7678 :

LTS 3 & 4 BLK 31, WHITE CITY ADDN, CITY OF TULSA, TULSA COUNTY,
STATE OF OKLAHOMA

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Mr. Walker left room at 1:32 pm.

Mr. Zalk recused himself for item number 6.

Meeting was paused until Mr. Walker returned at 1:34pm to make quorum.

- 6. **Z-7679 Raul Cisneros Jr.** (CD 6) Location: South of the Southeast corner of East 11th Street South and South Quincy Avenue requesting rezoning from **OL to RM-2**

STAFF RECOMMENDATION:
SECTION I: Z-7679

DEVELOPMENT CONCEPT: Rezone the site to allow residential uses and density to be consistent with the recently adopted Neighborhood Infill Overlay.

DETAILED STAFF RECOMMENDATION:

Z-7679 requesting rezoning to the RM-2 district is consistent with the recently adopted Neighborhood Infill Overlay and,

Uses and building types within the RM-2 district are consistent with the surrounding zoning pattern and,

RM-2 is consistent with the anticipated development considered in the Downtown Neighborhood land use designation of the comprehensive plan and in the surrounding area therefore,

Staff recommends approval of Z-7679 to rezone property from OL/NIO to RM-2/NIO.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: *RM-2 zoning is consistent with the Downtown Neighborhood land use designation*

Land Use Vision:

Land Use Plan map designation: Downtown Neighborhood

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

Areas of Stability and Growth designation: Area of Growth

An area of growth is a designation 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 redevelopment

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations:

Neighborhood Infill Overlay was approved this year is an important consideration for the expected development in the RM-2 district.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: 2 story single family home scheduled for demolition with or without the zoning change

Environmental Considerations: None that would affect site development

Streets:

Existing Access	MSHP Design	MSHP R/W	Exist. # Lanes
South Quincy Avenue	None	50 feet	2
Alley	None	None but approximately 20 wide	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	CH	Downtown Neighborhood	Growth	Mixed Use
East	OL	Downtown Neighborhood	Growth	
South	RM-2	Downtown Neighborhood	Growth	
West	OL	Downtown Neighborhood	Growth	

SECTION III: Relevant Zoning History

History: Z-7679

Subject Property:

ZONING ORDINANCE: Ordinance number 11815 dated June 26, 1970, established zoning for the subject property.

SA-5 (Neighborhood Infill Overlay) August 2021: All concurred in **approval** of a request for a Special Area Overlay on multiple properties along the multiple properties located within certain neighborhoods adjacent to downtown to establishes zoning regulations that are intended to promote the development of alternative infill housing in established neighborhoods. The overlay allows for a variety of residential housing types in a manner that is compatible, in mass and scale, with the character of surrounding properties. The regulations are also intended to promote housing types that accommodate households of varying sizes and income levels and provide for a more efficient use of residential land and available public infrastructure.

SA-4 (Route 66 Overlay) June 2018: All concurred in **approval** to apply supplemental zoning, RT66 (Route 66 Overlay), to multiple properties along South 193rd East Avenue, East 11th Street, South Mingo Road, East Admiral Boulevard, East Admiral Place, West 11th Street South, and Southwest Boulevard, on a portion of the subject property along Southwest Boulevard.

Surrounding Property:

BOA-23125 May 2021: The Board of Adjustment **approved** a *Variance* to permit projecting signs within 30-feet of other projecting signs & a *Variance* to increase the maximum number of projecting signs allowed in a CH District, on property located at 1404 and 1406 East 11th Street South.

Z-7442 June 2018: All concurred in **approval** of a request for *rezoning* a 1.71± acre tract of land from OL & CH to MX1-P-U on property located East of the southeast corner of South Peoria Ave. & East 11th Street South.

BOA-22761 October 2017: The Board of Adjustment **approved** a *Variance* to permit two freestanding signs in a CH District to exceed the maximum permitted display area, on property located at 1347 East 11th Street South.

BOA-21848 February 2015: The Board of Adjustment **approved** a *Variance* to permit reducing the parking requirement to 0 in an CH district, on property located at 1402 East 11th Street, Suites 1402, 1406, 1408 and 1410.

BOA-21753 August 2014: The Board of Adjustment **approved** a *Variance* to permit reducing required parking from 23 spaces to 18 spaces, on property located at 1416 East 11th Street South.

BOA-21645 November 2013: The Board of Adjustment **approved** a *Special Exception* to permit required off-street parking to be located on a lot other than the lot containing the primary use to allow a restaurant, on property located at 1018 & 1019 South Rockford Avenue East, 1501, 1503 & 1505 East 11th Street South.

BOA-17136 August 1995: The Board of Adjustment **approved** a *Variance* to permit required setback from the centerline of East 11th Street from 50' to 35' to replace an existing sign, on property located at 1330 East 11th Street.

BOA-15927 February 1992: The Board of Adjustment **approved** a *Variance* to permit the 50' required setback from the centerline of East 11th Street to 32' to permit a sign, on property located at 1342 East 11th Street South.

BOA-12645 July 1983: The Board of Adjustment **approved** a *Use Variance* to permit replacement of a nonconforming structure (Storage building) with a new metal building under the provisions Section 1670, on property located at 1112 South Rockford Avenue.

BOA-11443 April 1981: The Board of Adjustment **approved** a *Special Exception* to permit a ceramic operation in a CS District, on property located at 1330 East 11th Street.

BOA-7241 February 1971: The Board of Adjustment **approved** a *Special Exception* to permit operating a machine shop in a CH District, on property located at 1335 East 11th Street.

BOA-5772 March 1968: The Board of Adjustment **approved** a *Variance* to permit operation of a paint and body shop on, on property located at 1407 East 11th Street.

BOA-5544 September 1967: The Board of Adjustment **approved** a *Variance* to permit the erection of a service station canopy 33 feet required setback of 50 feet from the centerline of East 11th Street, on property located at 1347 East 11th Street.

The applicant indicated his agreement with staff's recommendation.

There were no interested parties wishing to speak.

TMAPC Action; 7 members present:

On **MOTION** of **WALKER**, the TMAPC voted 6-0-1 (Carr, Covey, Craddock, Krug, Shivel, Walker, “aye”; no “nays”; Zalk, “recused”; Bayles, Kimbrel, Reeds, Whitlock, “absent”) to recommend **APPROVAL** of the RM-2 zoning for Z-7679 per staff recommendation.

Legal Description for :

LTS 47 48 BLK 2, ORCHARD ADDN, City of Tulsa, Tulsa County, State of Oklahoma

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- Z-7680 Lou Reynolds** (CD 6) Location: Northwest corner of East 41st Street and South 129th East Avenue requesting rezoning from **CS to CH with an optional development plan**

STAFF RECOMMENDATION:

SECTION I: Z-7680

DEVELOPMENT CONCEPT:

The proposal is to rezone from CS to CH with an optional development plan to support a wider variety of uses but prohibit uses not normally considered appropriate in a Neighborhood Center.

DETAILED STAFF RECOMMENDATION:

The CH district is primarily intended to accommodate high-intensity commercial and related uses primarily in the core area of the city and encourage use of properties and existing buildings along older commercial corridors and minimize encroachment and adverse land use impacts on stable residential neighborhoods.

CH zoning in this existing shopping center is not normally appropriate without a development plan limiting some objectionable uses however the CH district provides some advantages to allow additional redevelopment opportunities including reduced parking requirements and increased floor area allowances and,

The existing shopping center has experienced some growth and employment opportunities for uses not allowed in a CS district and are not allowed without a zoning change. The CH district with the development plan allows compatible uses that are consistent with the expected future development of the area and prohibits objectionable uses that are not normally included in a Neighborhood Center and

The optional development plan is consistent with the provisions of Section 70.040 of the Tulsa Zoning Code therefore,

Staff recommends Approval of Z-7680 to rezone property from CS to CH but only with the optional development plan as defined in Section II below.

SECTION II OPTIONAL DEVELOPMENT PLAN STANDARDS:

The optional development plan standards will conform to the provisions of the Tulsa Zoning Code for development in CH district with its supplemental regulations and accessory use provisions except as further refined below.

All uses categories, subcategories or specific uses and residential building types that are not listed in the following use categories are prohibited:

PERMITTED USE CATEGORIES

Residential Use Category

Household Living only if allowed in residential building types section identified below:

- Single households
- Three or more households on a single lot

Group Living

- *Homeless center exception only Special
- Life care retirement center
- *Re-entry facility exception only Special
- *Residential treatment center exception only Special
- Rooming/boarding house
- *Shelter, emergency and protective exception only Special
- *Transitional living center exception only Special

Public, Civic and Institutional

- College or University
- Day Care
- *Governmental Service or Similar Functions exception only Special
- Hospital Library or Cultural Exhibit
- *Postal Services exception only Special

- Religious Assembly
- Safety Service
- School
 - Established on or before Jan. 1, 1998
 - Others
- Utilities and Public Service Facility
 - Minor
- Wireless Communication Facility
 - Freestanding tower
 - Building or tower-mounted antenna

Commercial

- Animal service
 - Boarding or shelter
 - Grooming
 - Veterinary
- Assembly and Entertainment
 - *Indoor gun club Special

exception only

- Other indoor
 - *Small (up to 250-person capacity) Special

exception only

- *Large (>250-person capacity) Special

exception only

- Other outdoor

Broadcast or Recording Studio

Commercial Service

- Building service
- Business support service
- Consumer maintenance/repair service
- Personal improvement service
- Research service

Financial Services (except as below)

- Personal credit establishment

Funeral or Mortuary Service

Lodging

- Bed and Breakfast
- Short-Term rental
- Hotel/motel

Office

- Business or professional office
- Medical, dental or health practitioner office
- Plasma center

Parking, Non-accessory

Restaurants and Bars

Restaurant

Bar

*Brewpub

Special exception only

Retail Sales

Building supplies and equipment

Consumer shopping goods

Convenience goods

Grocery Store

Small Box Discount Store

Medical Marijuana Dispensary

Studio, Artist or Instructional Service

Sexually Oriented Business Establishment

Trade School

Vehicle Service

Fueling station

Vehicle part and supply sales

Agricultural

Community Garden

Farm, Market- or Community-supported

*Horticulture Nursery Special exception only

Special

exception only

Other

Drive-in or Drive-through Facility (as component of an allowed principal use)

RESIDENTIAL BUILDING TYPES

Household living

Single household

Townhouse

Mixed-Use building

Vertical mixed-use building

Two households on a single lot

Mixed-use building

Vertical-mixed use building

Three or more households on a single lot

Mixed-use building

Vertical-mixed use building

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: CH zoning with the optional development plan is only consistent with the expected development in a Neighborhood Center with the provisions outlined in the optional development plan.

Land Use Vision:

Land Use Plan map designation: Neighborhood Center

This land use designation should include 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.

Areas of Stability and Growth designation: Area of Growth

An area of growth is a designation 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:

East 41st Street South is considered a multi-modal corridor. Future development should emphasize plenty of travel choices such as pedestrian, bicycle and transit use. Multimodal streets are located in high intensity mixed-use commercial, retail, and residential areas with

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

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

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The subject property was originally developed as a neighborhood shopping center with a wide variety of retail uses including offices, restaurants grocery store and a fueling station at the corner.*

Environmental Considerations: None that would affect site development with additional allowed uses.

Streets:

Existing Access	MSHP Design	MSHP R/W	Exist. # Lanes
East 41 st Street South	Secondary Arterial Classified as a multi modal corridor	100 feet	6 lanes, 2 westbound, 4 eastbound including turn lanes
South 129 th East Avenue	Secondary Arterial	100 feet	6 lanes, 2 northbound, 4 southbound including turn lanes

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	CS	Neighborhood Center	Growth	Mixed Commercial uses including car wash, mini storage
East	CS	Existing Neighborhood	Growth	Multi family and
South	SR	Employment	Growth	Undeveloped
West	CS	Neighborhood Center	Growth	Commercial and mini storage

SECTION III: Relevant Zoning History

History: Z-7680

Subject Property:

ZONING ORDINANCE:

Z-4017 December 1971: All concurred in **approval** of a request for *rezoning* a 153.90± acre tract of land from AG to RD, RS-3, RM-1, & CS on property located at the northwest corner of the intersection of 41st Street South and 129th East Avenue.

BOA-16631 April 1994: The Board of Adjustment **approved** a *Special Exception* to reduce the number of off-street parking spaces or to allow required parking on a lot other than the lot containing the principal use & a *Variance* of the all-weather surface requirement for parking, on property located at 12747 East 41st Street.

BOA-12814 October 1983: The Board of Adjustment **approved** a *Variance* to permit the erection of a free-standing canopy in conjunction with a gasoline service station in a CS zoned district, on property located at Northwest corner of east 41st street and 129th East Avenue.

Surrounding Property:

BOA-20124-A July 2009: The Board of Adjustment **approved** a *modification of the previously approved site plan*, on property located at 4019 South 127th East Avenue.

BOA-20124 August 2005: The Board of Adjustment **approved** an amendment to a previously approved plot plan (BOA-16712) to add an addition to the existing office building, on property located at 12752 East 49th Street South.

BOA-18101 July 1998: The Board of Adjustment **approved** a *Special Exception* to permit a mini-storage in a CS district and/or Special Exception for a mini-storage and a car wash in a CS district & a Variance of the required setback from the centerline of East 40th Street South from 50' to 26', on property located at Southwest corner East 40th Street South & 129th east Avenue.

BOA-17323 March 1996: The Board of Adjustment **approved** a *Special Exception* to permit a temporary tent for a 7-day period in July or August each year for five years to permit the Gatesway International Balloon Festival, on property located at Southwest corner of East 41st street and South 129th East Avenue.

PUD-221-E August 1996: All concurred in **approval** of a proposed *Planned Unit Development* amendment on a tract of land to add a Use Unit 4, 100' high monopole cellular telephone antennae tower to the permitted uses on a tract approximately 100' x 100' in size, immediately east of an existing apartment complex. Planned for residential uses and the area to the north, across 41st street contains duplexes and single-family homes on property located East of 129th East Avenue on the 41st street South.

BOA-17190 September 1995: The Board of Adjustment **approved** a *minor amendment to a previously approved site plan and request approval for "Building 14" to be built either 20' deep as currently shown on the approved site plan or at 25' deep as an option*, on property located at Southeast corner of 127th East Avenue and East 40th Street South.

BOA-17064 June 1995: The Board of Adjustment **approved** a *Special Exception* to permit a temporary tent for a period from August 1, 1995, through August 7, 1995, for the Gatesway Foundation to conduct the Gatesway International Balloon Festival, on property located at 4500 South 129th East Avenue.

BOA-17024 April 1995: The Board of Adjustment **approved** an amended site plan previously approved by BOA-16712, on property located at Southeast corner of 127th East Avenue & east 40th Street South.

BOA-17006 March 1995: The Board of Adjustment **denied** a *request for a minor special exception to amend a previously approved site plan (BOA-16712)*, on

property located at Southeast corner of East 40th Street & South 127th East Avenue.

BOA-16789 September 1994: The Board of Adjustment **approved** an amended site plan approval, on property located at Lots 3 & 4, Block 1, Park Plaza Addition.

BOA-16712 June 1994: The Board of Adjustment **approved** a *Special Exception* to permit Use Unit 17 (mini Storage) in a CS District, & a *Special Exception* to permit a single-family residence to be used as a manager's residence & a *Variance* of the required setback from the centerline of South 127th East Avenue and 40th Street South & a *Variance* to permit open air storage or display of merchandise within 300' of the abutting R district, on property located at Southeast corner of 127th East Avenue and East 40th Street.

BOA-15631 March 1991: The Board of Adjustment **approved** a *Special Exception* to permit Use Unit 17 (mini-storage business) in a CS District & a *Special Exception* to permit a single-family dwelling to be used as a manager's residence in a CS District & a *Variance* of the required setback, as measured from the centerline of 127th East avenue, from 50' to 25' & a *Variance* of the required setback, as measured from the centerline of 40th Street south, from 50' to 25' & a *Variance* to permit open air storage or display of merchandise offered for sale within 300' of an adjoining R District, on property located at Southeast corner of 127th East Avenue and East 40th Street South.

BOA-8914 February 1976: The Board of Adjustment **approved** a *Special Exception* to permit a modification of the screening requirement where the purpose of screening requirement cannot be achieved in a CS District, on property located at North and West of 41st and 129th East Avenue.

Z-4017 December 1971: All concurred in **approval** of a request for *rezoning* a 153.90± acre tract of land from AG to RD, RS-3, RM-1, & CS on property located at the northwest corner of the intersection of 41st Street South and 129th East Avenue.

The applicant indicated his agreement with staff's recommendation.

There were no interested parties wishing to speak.

TMAPC Action; 7 members present:

On **MOTION** of **WALKER**, the TMAPC voted 7-0-0(Carr, Covey, Craddock, Krug, Shivel, Walker, Zalk, "aye"; no "nays"; none "abstaining"; Bayles, Kimbrel, Reeds, Whitlock, "absent") to recommend **APPROVAL** of the CH zoning with an optional development plan for Z-7680 per staff recommendation.

Legal Description for: Z-7680:

EXHIBIT "A"
LEGAL DESCRIPTION

All of Lot Two (2), Block One (1), and a part of Lot One (1), Block One (1), PARK PLAZA SQUARE, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded Plat thereof, more particularly described as follows, to-wit:

BEGINNING at the Northeast corner of said Lot One (1); Thence South 0°20'30" East along the East boundaries of said Lots One (1) and Two (2) a distance of 495.00 feet; Thence South 44°49'59" West along the Southeasterly boundary of said Lot Two (2) a distance of 21.14 feet; Thence North 89°59'55" West along the South boundaries of said Lots Two (2) and One (1) a distance of 410.97 feet to a point 121.03 feet from the Southwest corner of said Lot One (1); Thence North 0°20'30" West parallel to the West boundary of said Lot One (1) a distance of 401.77 feet to a point in the Northwesterly boundary of said Lot One (1), 129.79 feet from the Northwest corner thereof; Thence North 68°28'50" East along the Northwesterly boundary of said Lot One (1) a distance of 295.00 feet; Thence due East along the North boundary of said Lot One (1) a measured distance of 150.89 feet to the POINT OF BEGINNING.

LESS AND EXCEPT:

A tract of land 4.00 feet wide, said tract of land lying in part of Lot One (1), Block One (1), PARK PLAZA SQUARE, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded Plat thereof, said tract of land being the East 4.00 feet of the South 184.00 feet of said Lot, BEGINNING at the Northeast corner of said tract of land 176.00 feet South of the Northeast corner of said Lot, adjacent to the Right-of-Way line of South 129th East Avenue.

AND LESS AND EXCEPT:

A tract of land, said tract of land lying in part of Lot Two (2), Block One (1), PARK PLAZA SQUARE, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded Plat thereof, said tract of land BEGINNING at a point on the South line of said Lot a distance of 90.00 feet East of the Southwest corner of said Lot; Thence Easterly along the Right-of-Way of East 41st Street a distance of 44.75 feet; Thence Northeasterly along the Right-of-Way line a distance of 21.14 feet; Thence Northerly along the Right-of-Way line of South 129th East Avenue a distance of 10.05 feet; Thence Westerly parallel to the South line of said Lot a distance of 8.00 feet; Thence Southwesterly along a line a distance of 57.43 feet to the POINT OF BEGINNING.

AND LESS AND EXCEPT:

A tract of land 8.00 feet wide, said tract of land being East 8.00 feet of the South 40.00 feet of the North 125.00 feet of Lot Two (2), Block One (1), PARK

PLAZA SQUARE, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded Plat thereof, adjacent to the Right-of-Way line of South 129th East Avenue.

AND LESS AND EXCEPT:

A tract of land 4.00 feet wide, said tract of land being the East 4.00 feet of the North 85.00 feet of Lot Two (2), Block One (1), PARK PLAZA SQUARE, an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded Plat thereof, adjacent to the Right-of-Way line of South 129th East Avenue.

* * * * *

PUBLIC HEARING-COMPREHENSIVE PLAN CONFORMANCE

8. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **Woodland Hills Economic Development Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Woodland Hills Economic Development Project Plan.

STAFF RECOMMENDATION:

Item

Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Woodland Hills Economic Development Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Woodland Hills Economic Development Project Plan.

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.”

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.

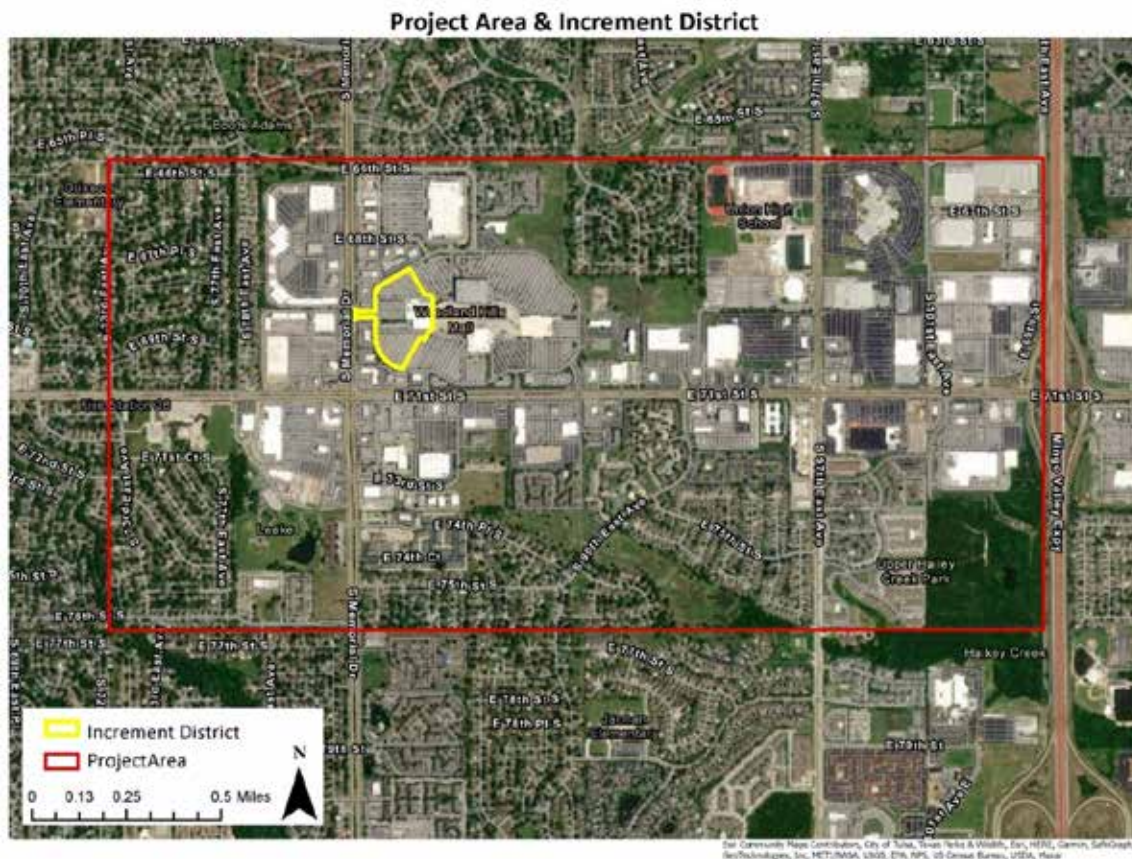
One of the Act’s tools is tax increment financing, which allows a city, town, or county to direct the apportionment of an increment of certain local taxes and fees

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.

The Woodland Hills Economic Development Project Plan is a sales tax-only TIF. The Project Area is the area in which project activities will take place and project expenditures may be made. The Project Plan Area can be generally described as the area focused on the westernmost anchor tenant space for Woodland Hills Mall, located just northeast of the intersection of South Memorial Drive and East 71st Street, and then including adjacent quarter sections of property along East 71st Street from approximately one-half mile west of Woodland Hills Mall and extending east to the intersection of East 71st Street and U.S. Highway 169.

The project plan area includes one Increment District from which the increment is generated, generally described as the parcel containing the westernmost anchor tenant space of Woodland Hills Mall.

A map showing the boundaries of the Increment District and Project Area is included on the next page.



The **Principal Objectives** of the Project and Increment District, within commercial areas, are:

- A. To retain or expand employment, to attract major investment in the area, and reverse economic stagnation.
- B. To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental sales tax revenues.
- C. To stimulate private commitments to invest and reinvest in the commercial areas.
- D. To provide an avenue to spur community reinvestment in an aging commercial corridor.

To achieve these objectives, the Project's **Principal Actions** will consist primarily of the following:

- A. Project planning, design, and approval.
- B. Construction and/or repair of public improvements, streets, streetscapes, utilities and other public infrastructure and facilities serving commercial areas within the Project Area.
- C. Installing appropriate landscape and streetscape improvements, including lighting, signage, and sidewalks serving commercial areas within the Project Area.
- D. Redevelopment of an approximately 200,000-square-foot structure into a regional anchor sporting goods store.
- E. To support the redevelopment and activation of underutilized or vacant commercial property and support the revitalization of the commercial corridor.

Review of the Project Plan for Conformance with the Tulsa Comprehensive Plan

Prior to submittal to City Council, 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 four aspects of the *Tulsa Comprehensive Plan*: the Major Street and Highway Plan; GO Plan; Land Use Map; and Comprehensive Plan Priorities.

A. Major Street and Highway Plan

The Major Street and Highway Plan (MSHP) classifies both 71st Street and Memorial Drive in the Project Plan Area as Primary Arterials and designates them as Commuter Corridors. Mingo Road is classified as a Secondary Arterial, and US Highway 169 as a Freeway. There are a few smaller Collector Streets in the Project Plan Area, as well, serving as connections between neighborhoods and the arterial street network.



B. GO Plan

a. Sidewalk Gaps

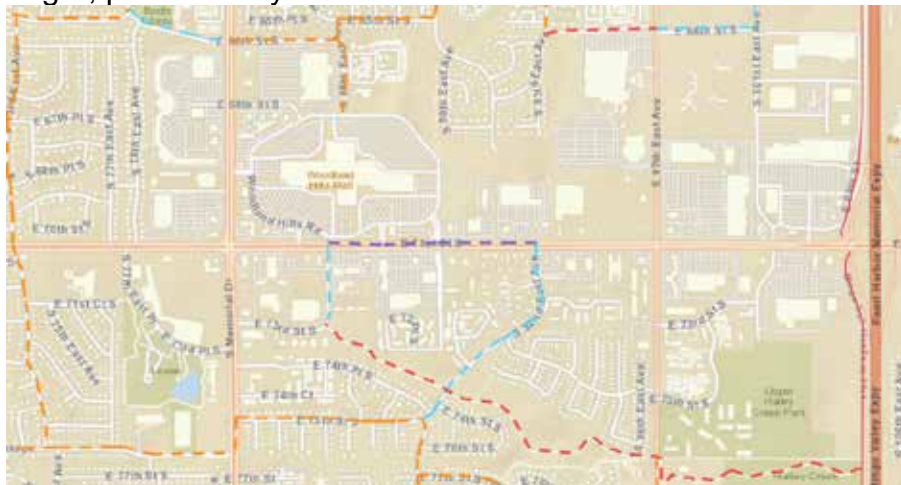
The GO Plan identifies large segments of Memorial Drive, and one segment of 71st Street in the Project Plan Area as a top priority for eliminating existing gaps in the sidewalk network, while Mingo Road just south of 71st Street is in the Priority 2 group. Much progress has been made toward eliminating these gaps, and only one gap remains in the Project Plan Area (shown on the map below in red): the Priority 1 segment along Memorial Drive from 66th Street to the entrance to Woodland Hills Mall and the Project Increment District,

at approximately 69th Street.



b. Bicycle Facilities

There are many planned bicycle facilities in the Project Plan Area. Approximately a half mile of 71st Street, from 85th E. Ave. to 92nd E. Ave. is identified as a Bike Corridor, which calls for bike lanes when possible. Each of the terminating streets are designated for Bike Lanes that eventually connect to a planned trail that runs east through the Project Plan Area to the Mingo Trail. In addition, there are a few planned signed bicycle routes in the Project Plan Area that would connect residential areas and Woodland Hills Mall to the larger, planned bicycle infrastructure network.



C. Comprehensive Plan

a. Land Use Designations

A large amount of the land within the Project Plan Area is designated as Regional Center (shown in red), underscoring this corridor's economic importance to the city and larger metropolitan area. Existing Neighborhood (light yellow) surrounds the Regional Center, with a few small areas designated as Parks and Open Space. There is one area in the southeastern portion of the Project Plan Area designated as New Neighborhood (darker yellow), but a

substantial portion of that land has recently been acquired by the City of Tulsa to be developed into a new park. There is also one small section of land designated as a Mixed-Use Corridor, at 76th Street and Memorial Drive.



These land use designations are described in the *Tulsa Comprehensive Plan*:

- Regional Centers are mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses. They attract many workers, residents, and visitors every day, and are considered transit hubs.
- 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.
- New Neighborhood 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.
- A Mixed-Use Corridor is a land use designation consisting of a combination of high-capacity transportation facilities, such as roads, bus or rail lines, and bikeways or sidewalks with connections to commercial, retail, employment, and residential uses. They serve as major transportation spines for the city and provide surrounding neighborhoods with amenities and services.

D. 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. Following are portions of the Comprehensive Plan (not all encompassing) that align with the objectives of the Woodland Hills Economic Development Project Plan and can be implemented through the benefits of the Project Plan.

Land Use

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

- Policy 3.4: “Allocate City funds and find other funding to enhance pedestrian amenities on streets in priority areas.”

- Policy 7.1: “Enhance Tulsa’s rights-of-way so they both serve as great public places and promote multi-modal travel. Enhance current roadways with a combination of light fixtures, signs, and sidewalks to make the city’s roads unique, and to help residents and visitors recognize that they are in Tulsa. Provide comfortable and attractive pedestrian and bicycle facilities within existing and new developments.
- Policy 7.2: “Consider aesthetic needs as an equal to vehicular capacity demands when planning and designing transportation rights-of-way.”
- Policy 13.4: “Ensure the continued development of sidewalk improvements with other improvements on major arterial corridors where opportunities to enhance the pedestrian environment exist.”

Economic Development

- Policy 4.2: “Prioritize infrastructure projects that support retention and expansion of businesses in target clusters.”

Parks, Trails, and Open Space

- Policy 1.9: “Develop landscaping standards to appropriately manage run-off created by impervious surfaces.”
- Policy 6.6: “Implement tree planting requirements for new developments, including parking lots and building setback areas.”
- Policy 12.7: “Work with public agencies and community groups to ensure safe pedestrian corridors.”

Staff Recommendation

The Objectives and Principal Actions in the Project Plan and supporting Increment District are fully consistent with the Major Street & Highway Plan, GO Plan, Land Use designations, and Comprehensive Plan Priorities. The Project Plan and resulting revenues generated by the TIF will benefit the public realm and public amenities in the surrounding area, contributing to the implementation of recommendations found in each of the adopted plans evaluated.

Staff recommends approval of the Woodland Hills Economic Development Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan.

There were no interested parties wishing to speak.

TMAPC Action; 7 members present:

On **MOTION** of **WALKER**, the TMAPC voted 7-0-0(Carr, Covey, Craddock, Krug, Shivel, Walker, Zalk, “aye”; no “nays”; none “abstaining”; Bayles, Kimbrel, Reeds, Whitlock, “absent”) to recommend **APPROVAL** based on the finding that

the **Woodland Hills Economic Development Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the Woodland Hills Economic Development Project Plan.

OTHER BUSINESS

9. Presentation of Kirkpatrick Heights/Greenwood Master Plan:

The Kirkpatrick Heights/Greenwood Master Plan was presented by: Rodrigo Rojas, Deputy Chief of Staff, Mayors Office, Susan Miller, Tulsa Planning Office and Jonathan Butler, Senior Vice President of Community Development, PartnerTulsa. No action was taken.

10. Proposed 2023 TMAPC Meeting Dates

2023 SCHEDULE

Tulsa Metropolitan Area Planning Commission (TMAPC)

Regular meetings of the TMAPC are held on the first and third Wednesday of each month at 1:00 p.m. in the One Technology Center, 175 E. 2nd Street, City Council Chambers, 2nd Level, Tulsa, Oklahoma.

Work sessions of the TMAPC are held, as necessary, typically prior to regular TMAPC business in the One Technology Center, 175 E. 2nd Street, in a room location to be announced at the time an agenda is posted.

JANUARY	FEBRUARY	MARCH
4	1	1
18	15	*22
APRIL	MAY	JUNE
5	3	7
19	17	21
JULY	AUGUST	SEPTEMBER

5	2	6
19	16	20
OCTOBER	NOVEMBER	DECEMBER
4	1	6
18	15	20

***Date was changed to 4th Wednesday**

TMAPC Action; 7 members present:

On **MOTION** of **WALKER**, the TMAPC voted 7-0-0(Carr, Covey, Craddock, Krug, Shivel, Walker, Zalk, “aye”; no “nays”; none “abstaining”; Bayles, Kimbrel, Reeds, Whitlock, “absent”) to **APPROVE** the proposed 2023 TMAPC meeting with the modification of the 2nd meeting in March from March 15, 2023 to March 22, 2023.

11. Commissioners' Comments

None

ADJOURN

TMAPC Action; 7 members present:

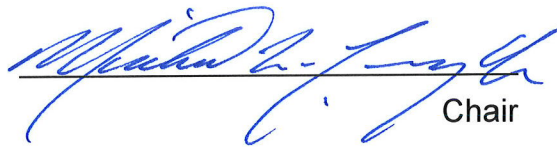
On **MOTION** of **WALKER**, the TMAPC voted 7-0-0(Carr, Covey, Craddock, Krug, Shivel, Walker, Zalk, "aye"; no "nays"; none "abstaining"; Bayles, Kimbrel, Reeds, Whitlock, "absent") to **ADJOURN** TMAPC meeting of October 19, 2022, Meeting No. 2876.

ADJOURN

There being no further business, the Chair declared the meeting adjourned at 2:17 p.m.

Date Approved:

11-02-2022


Chair

ATTEST: 
Secretary