APPROVED
Oct. 7, 2026

City of Tulsa Planning Commission
Special Meeting

Minutes of Meeting No. 2
Wednesday, September 16, 2026, 1:00 p.m.

Tulsa City Council Chamber, 175 E. 2nd St., Tulsa, OK 74103

The notice and agenda of said meeting were posted in the City Clerk's office on August 26, 2026, at 4:11 p.m.

Members Present: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Members Absent: Krug, Walker
Staff Present: Austin Chapman, Nathan Foster, Susan Miller, Kim Sawyer, Erin Roark, Jeff Stephens

After declaring a quorum present, 2nd Vice-Chair Hood called the meeting to order at 1:03 p.m.

Reports

Chairperson's Report: None

Director's Report: Ms. Miller reported on City Council actions. She stated there would be a work session soon, to discuss code amendment cleanup, housing feasibility part 2 code amendments, Data Center regulations and historic preservation items.

Approval of Minutes

None

Mr. Bulmash stated, as Senior Advisor for Housing in the Mayor's Office, he has met with developers of item 4 to discuss their proposals. He affirmed that he could remain impartial and will base votes on information presented in the current public hearing.

Consent Agenda

1. CO-16-1

Location: North and west of the northwest corner of East 71st Street South and Highway 169
City Council District: 7
Applicant: Kaivon Shoeleh

Action Requested
Minor Amendment related to signage

Staff Recommendation
The applicant is proposing to increase the allowed display size for their wall from 220 square feet (2 square feet per linear foot of building wall to which they are attached) to 329.65 square feet.

The building wall is oriented to 71st Street which is roughly 1,000 feet south of the building.

Staff has reviewed the request and determined:

1) CO-16-1 is consistent with the provisions for administration and procedures of a Corridor District in section 70.040-I.

2) CO-16-1 does not represent a significant departure from the approved development standards in the Corridor District development plan and is considered a minor amendment to CO-16.

3) All remaining development standards defined in CO-16 and subsequent amendments shall remain in effect.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Regional Center. **Regional Centers** are defined by existing regional trip generators, in contrast to Local Centers. These centers should be the most connected land use pockets outside of downtown for public transit access and high-capacity arterial streets. New regional trip generators should be permitted in the area with special consideration given to transportation access and circulation. Regional trip generators include universities, malls, large medical campuses, casinos, big-box shopping centers, and very large churches.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	CO	Regional Center	Retail
East	AG	Regional Center	Highway 169
South	CO-16	Regional Center	Various Retail
West	CO-16	Regional Center	Various Retail

Small Area Plans
The subject properties are not located in a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan:

-East 71st Street South, all right-of-way is in place.

-Highway 169: Freeway, all right-of-way is in place.

Comprehensive Plan Street Designation: N/A.

Existing Bike/Ped Facilities: There is a multi-use trail running along the west side of Highway 169.

Planned Bike/Ped Facilities: None.

Environmental Considerations
Tree Canopy Coverage: Tree canopy in the area is 11%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Property Description
PRT LT 2 BEG NEC TH S716.77 W81.90 S163 W180.02 N130 E61.92 N749.77 TO NL E200 POB BLK 1 MINGO MARKETPLACE

2. CO-16-2

Location: South and west of the southwest corner of East 71st Street South and South Memorial Drive
City Council District: 8
Applicant: Claude Neon Federal Signs, Pete Webb

Action Requested
Minor Amendment related to signage

Staff Recommendation
The applicant is proposing to increase the allowed display size for multi-tenant signs from 128 square feet to 148 square feet; to permit 3 ground signs on the lot and to permit multi-tenant signs within 300 feet of the other existing grounds.

The applicant is seeking to update 2 existing multi-tenant signs within the Crossing Oaks development. The signs were previously constructed and permitted under previous PUD's and will be updated from the existing pole signs to monument signs.

Staff has reviewed the request and determined:

1) CO-16-2 is consistent with the provisions for administration and procedures of a Corridor District in section 70.040-I.

2) CO-16-2 does not represent a significant departure from the approved development standards in the Corridor District development plan and is considered a minor amendment to CO-16.

3) All remaining development standards defined in CO-16 and subsequent amendments shall remain in effect.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as Regional Center. **Regional Centers** are defined by existing regional trip generators, in contrast to Local Centers. These centers should be the most connected land use pockets outside of downtown for public transit access and high-capacity arterial streets. New regional trip generators should be permitted in the area with special consideration given to transportation access and circulation. Regional trip generators include universities, malls, large medical campuses, casinos, big-box shopping centers, and very large churches.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	CO-16	Regional Center	Various Retail
East	CO-16	Regional Center	Various Retail
South	CO-16	Regional Center	Various Retail
West	CO-16	Regional Center	Various Retail

Small Area Plans
The subject properties are not located in a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan:

-East 71st Street South, all right-of-way is in place.

-South Memorial Drive , all right-of-way is in place.

Comprehensive Plan Street Designation: N/A.

Existing Bike/Ped Facilities: There is a multi-use trail running along the West side of Highway 169.

Planned Bike/Ped Facilities: None.

Environmental Considerations
Tree Canopy Coverage: Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Property Description
PRT RAPHAEL PLAZA & PRT SAFEWAY PLAZA SOUTH BEG SWC LT1 BLK 1 INTERSTATE BATTERIES TH E157.40 S781.66 W170 S78.98 SW157.33 E210.48 S7.49 W71.96 CRV LF 57.94 CRV RT 38.63 W161.13 CRV RT 117.13 NW164.67 CRV RT 206.36 NW 33.63 CRV LF 115.74 NW11.90 NW33.18 CRV RT 45.50 NW23.41 CRV LF 131.66 NW16.61 NE105.08 E249.04 S37.33 E172.75 NE211.22 N337.04 W336.88 S44.01 W340.50 N215.39 E677.48 S10 E200 S138.70 POB LESS COMM SECR LT 1 BLK 1 TH N90.01 W71.96 CRV LF 57.94 CRV RT 38.63 W124.13 TO POB TH W37 CRV RT 117.13 NW164.67 CRV RT 206.36 NW33.63 CRV LF 115.74 NW11.90 NW33.18 CRV RT 45.50 NW23.41 CRV LF 45.82 NE87.80 E120.91 SE107.44 NE214.97 SE219.62 S48.37 NE111.09 SW518.13 POB LESS BEG 341.65S SECR LT 1 BLK 1 INTERSTATE BATTERIES TH S292.28 W91 NW72.06 CRV RT 42.39 SW108.61 N20.31 NE100.37 CRV RT 176.78 E111 POB BLK 1 RAPHAEL PLAZA

Commission Action

Motion: Approve Consent Agenda items 1 and 2, per staff's recommendation.
Motion by: Turner-Addison Second by: Humphrey
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

Public Hearing - Rezoning

3. Z-7871

Location: North of the northeast corner of East 101st Street South and South 74th East Avenue
City Council District: 8
Applicant: Susan Crockett and Meghan Hilborn

Action Requested
Rezoning from RS-1 to AG-R

Staff Recommendation
The applicant is proposing to rezone the subject property from RS-1 to AG-R to allow for the keeping of horses on the property. The property had previously had agricultural uses that were accessory to the home, but those uses were discontinued for some time. The City of Tulsa ordinances related to the keeping of agricultural animals were updated in 2021 to limit those uses to areas zoned either AG or AG-R. The property owner would like to have horses on the property again and would like to rezone to AG-R to be in compliance with the ordinance.

The property exceeds the requirements of the AG-R district which only requires a minimum lot size of 1 acre. The subject property is 2.54 acres. AG-R districts limit the principal use of the property to residential and only permits agricultural uses that are accessory to approved residential uses.

If approved, the keeping of agricultural animals will be subject to the requirements of Title 2, Chapter 2 of the City of Tulsa Ordinances.

Horses shall be kept in areas zoned for agriculture (AG), or agricultural residential (AG-R) use, subject to the following conditions:

1. The enclosure in which such animal is kept shall be maintained in a sanitary condition and shall not be offensive or dangerous to the public health;
2. The enclosure where such animal is kept shall not be less than one (1) acre (forty-three thousand five hundred sixty (43,560) square feet) in area for each such animal maintained, including the space covered by a barn, but excluding any residential building and its adjacent yard;
3. The enclosure where such animal is kept shall not be, at its nearest point, closer than fifty (50) feet to any building used or occupied for human habitation, and the barn shall not be closer than seventy-five (75) feet, at its nearest point, to any building used or occupied for human habitation;
4. The enclosure where such an animal is kept fenced shall be maintained in good repair;
5. Horses may be kept on properties not zoned for agriculture (AG) or agricultural residential (AG-R) use, provided that:
    a. Immediately prior to effective date of this subsection, the horse(s) were kept on the property, and
    b. The horse(s) are registered with WIN, or the Owner can show proof of Ownership at the time of effective date of this subsection.

The AG-R district is consistent with a neighborhood land use designation given the restriction to residential uses.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as neighborhood. **Neighborhoods** are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses

that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-1	Neighborhood	Residential
East	RS-1	Park and Open Space	COT Stormwater Facility
South	RS-1	Neighborhood	Vacant
West	RS-1	Neighborhood	Residential

Small Area Plans
The subject property is not located within any adopted small area plans.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: N/A

Comprehensive Plan Street Designation: None

Transit: N/A

Existing Bike/Ped Facilities: None

Planned Bike/Ped Facilities: Sidewalks are planned along all public streets in the City of Tulsa.

Environmental Considerations
Flood Area: The subject property is not located in any designated flood areas.

Tree Canopy Coverage: Tree canopy in the area is 37%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

Zoning History
Ordinance 11833, dated June 26, 1970, established zoning for the subject property.

Speakers
Devon Brandes, 9807 S. 74th East Avenue, Tulsa, OK 74133, stated he is here on behalf of the rest of my neighbors that oppose this rezoning. He stated the properties in this area are all zoned RS-1, and that zoning pattern has been in place

for decades. Mr. Brandes stated they value the large lots and unique character of the neighborhood, and their opposition is not about the new neighbors, or about animal ownership. He stated their concern is the permanent change from RS-1 to AG-R and whether introducing AG-R into this established residential setting is consistent with the purpose of that zoning district and the long-established zoning pattern of the area. He stated this location does not appear to fit the city's own stated intent for the AG-R district. The Tulsa Zoning Code states that AG-R is primarily intended for areas of the city that are generally located on the outer edge of urbanized development. It's intended for lower density residential development with larger lots, while allowing some agricultural uses. Mr. Brandes stated 101st and Memorial for 40 years, has not been on the outer edge of urbanized development. He stated permanently changing this property from RS-1 to AG-R has a potential effect to the rest of the street. He stated it's not about the new neighbors or the opposition to animals, but their concern is keeping the street zoned RS-1.

Applicant Comments

Susan Crockett, 4641 S. Detroit Avenue, Tulsa, OK 74105, stated that she was the previous owner of the subject property for 26 years and sold it to Hilborn's 2 weeks ago. Ms. Crockett stated that there is other AG zoned properties in the area and that the new owners of the property would like to have horses. She stated the subject property is large enough to accommodate the horses.

Meghan Hilborn, 9909 S. 74th East Avenue, Tulsa, OK 74133, , stated they are requesting this zoning change to be allowed the opportunity to have a horse or two to complete a homestead. She stated it is the perfect space for their children to build, dream, work and pretend.

Commissioner Comments

Mr. Hood asked if there was another avenue to rezone the property to AG-R to allow for the horses, such as a BOA application.

Staff stated no, the AG-R animal ordinance for the City of Tulsa is very explicit that the only places you're allowed horses is on AG or AG-R zoned properties.

Commission Action

Motion: Recommend approval of the AG-R zoning, per staff's recommendation.
Motion by: Bulmash Second by: Shivel
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

Property Description

PRT TR 13 BEG 330.17E & 400N SWC SE TH N370 E60 S180 NE89.3 NE277.39 SE179.8 S200 W510.58 POB LESS W60 THEREOF FOR RD SECTION 23 T-18-N R-13-E 2.54AC

4. Z-7872

Location: West of the southwest corner of East 3rd Street South and South 193rd East Avenue
City Council District: 6
Applicant: Vintage Housing, Inc.
Action Requested: Rezoning from RS-3 to RM-1

Action Requested

Rezoning from RS-3 to RM-1

Staff Recommendation

The applicant is proposing to rezone the subject property from RS-3 to RM-1 to permit a multifamily residential development for senior housing.

The subject property is 9.69 acres and was previously an elementary school. The applicant is proposing to remove the existing vacant school building and construct a multifamily project for seniors.

RM-1 zoning requires 1,750 square feet of lot area per unit and 600 square feet of open space per unit in addition to the required parking associated with any new development of the property. The maximum building height allowed in the RM-1 district is 35 feet, which is consistent with the surrounding zoning districts in the area.

Access to the property is from East 3rd Street which is designated as a residential collector. Residential collectors carry larger right-of-way requirements and can accommodate additional traffic generated by larger uses such as schools or multifamily projects.

Prior to the issuance of building permits for new development, surrounding infrastructure including streets, water, sewer, and stormwater will be reviewed for conformance with all City of Tulsa standards.

The requested RM-1 zoning is consistent with the recommendations of the Tulsa Comprehensive Plan, as well as the recommendations of the Tulsa Housing Study. Development of small-scale, multifamily will provide additional housing units and housing types that are needed to meet the demand projected over the next 10 years.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as neighborhood. **Neighborhoods** are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-3	Neighborhood	Residential
East	RS-3	Neighborhood	Residential
South	RS-5/Z-7774	Neighborhood	Residential (Under Construction)
West	RS-3	Neighborhood	Residential

Small Area Plans
The subject property is not located within any adopted small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan: N/A

Comprehensive Plan Street Designation: None

Transit: N/A

Existing Bike/Ped Facilities: Sidewalks are in place along East 3rd Street South.

Planned Bike/Ped Facilities: None.

Environmental Considerations
Flood Area: The subject property is not located within any designated flood areas.

Tree Canopy Coverage: Tree canopy in the area is 44%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

Zoning History
Ordinance 11818, dated June 26, 1970, established zoning for the subject property.

Applicant Comments
Bill Copeland, Vintage Housing 5330 E. 31st Street, Tulsa, OK 74135, stated Vintage Housing has 19 other senior facilities in Tulsa and surrounding areas. He stated they work with the neighborhoods that they go into to be good neighbors. Mr. Copeland stated they have had two meetings with the neighborhood and have slightly revised the plans based on their input. He stated this location was targeted by the Mayor and Tulsa Public Schools (TPS) as surplus property. Mr. Copeland stated that they work with a sister company, Life Senior Services, to provide services to the seniors. He stated the neighbors at the meeting thought senior housing would be the most appropriate housing for the neighborhood and would not bring some of the same issues as some of the other types of housing,

Mr. Hood asked if the applicant would be seeking low-income housing tax credits.

The applicant stated, "Yes".

Speakers

Janice Zimmerman, 336 S. 190th E. Avenue, Tulsa, OK 74108, stated she is not opposed to senior housing but is concerned about how the proposed building will affect the flooding in the area since this property is about 3.5 feet higher than her property.
Janet DeCocq, 18522 E. 1st Street, Tulsa, OK 74108, stated she is not opposed to the senior housing. She stated that her children attended Sandberg Elementary and if the building is going to be demolished, she would like to see if they could get a few of the bricks from the school.
Angela Edwards, 18909 E 3rd Street, Tulsa, OK 74108, stated she bought a house in the neighborhood about 2 years ago. She stated she does not think senior housing is a good fit for the middle of a neighborhood. Ms. Edwards stated she only received a 4 day notice of this change and renters were not notified. She stated that she believes that there is a better fit for this property besides this development.

Commissioner Comments
Mr. Hood stated this is the ideal situation for senior housing. It's in the neighborhood, so seniors don't feel like they are in the middle of a commercial or industrial area, where you might currently find a lot of senior housing. He stated seniors can feel like they can still be part of the neighborhood that they have already lived in for years as mentioned by a previous speaker. Mr. Hood stated it is exciting to see that they can remain an active part of the community instead of being removed and placed somewhere else.

Commission Action
Motion: Recommend approval of the RM-1 zoning, per staff's recommendation.
Motion by: Turner-Addison Second by: Humphrey
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

Property Description
Lot 1, Block 15, Rolling Hills Third Addition, City of Tulsa, Tulsa County, State of Oklahoma

5. Z-7873

Location: West of the southwest corner of East 36th Street South and South Peoria Avenue
City Council District: 9
Applicant: Lou Reynolds, Eller & Detrich, P.C.
Action Requested: Rezoning from RS-3 to CH

Action Requested
Rezoning from RS-3 to CH

Staff Recommendation
The applicant is proposing to rezone an additional lot adjacent to the commercial corridor along South Peoria Avenue from RS-3 to CH to align the zoning on the property with the Peoria frontage. There is an existing QuikTrip store located east of this location that is proposing an expansion to include the property under application.

The subject property is designated as multiple use by the Tulsa Comprehensive Plan which matches the land use designation on the adjacent commercially zoned properties.

The Tulsa Zoning Code describes the CH district as follows:

The CH district is primarily intended to:
1. Accommodate high-intensity commercial and related uses primarily in the core areas of the city.
2. Encourage use of properties and existing buildings along older commercial corridors; and
3. Minimize encroachment and adverse land use impacts on stable residential neighborhoods.

CH is the primary zoning district along the Brookside corridor and the requested extension of the CH district would be compatible with the existing zoning pattern in the area.

The intersection of East 36th Street South and South Peoria Avenue is a BRT stop. New developments near the intersection are encouraged to provide adequate pedestrian paths throughout the site to ensure good connectivity is maintained with the primary transit stops. The development of a new building on the site will require the entire site to conform to current zoning standards. New landscaping will be required to conform to all standards defined in Chapter 65 of the Tulsa Zoning Code including new street trees, new landscape buffers between vehicular use areas and public rights-of-way, and new screening and landscaping where the site is adjacent to residential areas. The proposed site plan also shows a reduction in curb cuts which will enhance the pedestrian areas along the public ways.

With consideration given to the factors listed herein, staff recommends **approval** of the application.

Comprehensive Plan Considerations

Land Use Plan
The subject property is designated as multiple use. **Multiple Use** areas are mostly commercial or retail uses, which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-3	Multiple Use	Residential
East	CH	Multiple Use	Commercial
South	RS-3	Multiple Use	Residential
West	RS-3	Multiple Use	Residential

Small Area Plans
The subject property is located within the Brookside Infill Development Design Recommendations (2002).

Development Era
The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation
Major Street & Highway Plan: East 36th Street South is a designated collector street which requires a 60-foot dedication of right-of-way.

Comprehensive Plan Street Designation: None

Transit: The BRT route is available along South Peoria Avenue.

Existing Bike/Ped Facilities: Bicycle sharrow is present along East 36th Street South.

Planned Bike/Ped Facilities: Sidewalks are planned along all public streets in the City of Tulsa.

Environmental Considerations
Flood Area: The subject property is not included in any designated flood areas.

Tree Canopy Coverage: Tree canopy in the area is 13%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Parks & Open Space: N/A

Zoning History

Ordinance 11822, dated June 26, 1970, established zoning for the subject property.

Applicant Comments
Lou Reynolds 2727 E. 21st Street, Tulsa OK, presented the case and stated that they had meetings with the Brookside Neighborhood Association and the Brookside Business Association. He stated that both of those organizations voted to support this development.

Speakers
Robert Wapole, 1133 E. 36th Street, Tulsa, OK 74105, was concerned about trash that blows from Quik Trip lot into their yards, increased traffic and noise.

Grace Whitten, 1131 E. 36th Street, Tulsa, OK 74105, stated Quik Trip has maintained balance between the residential community and the commercial corridor. She opposes the rezoning and thinks that it would be a detriment to the neighborhood, especially knowing that Quik Trip owns the property west of the subject property. Ms. Whitten stated it would set a bad precedent for commercial properties to be expanding into their neighborhoods.

Commissioner Comments

Mr. Bulmash stated that QuikTrip owns the property to the west of the subject property. He asked the applicant if they owned some of the other lots surrounding the store.

The applicant stated they own the property north and south also.

Mr. Bulmash stated that if Quick Trip wanted to, they could be asking for a rezoning of those properties also and extending further into the neighborhood. He stated that they are not doing that, and presumably they don't do new stores every year. So, the fact that they are upgrading this store to phase four means that that store is likely to last in its current location for several years.

The applicant stated it would be at least 30 years based on the current store.

Commission Action

Motion: Recommend approval of the CH zoning, per staff's recommendation.
Motion by: Bulmash Second by: Shivel
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

Property Description

East 50' of Lot 4, Block 5, Peoria Gardens Addition Amended, City of Tulsa, Tulsa County, State of Oklahoma

Items 6 and 7 were presented together.

Public Hearing – Plats

6. Settler's Hill Phase II

Location: South of the southwest corner of East 31st Street South and South 177th East Avenue
City Council District: 6
Applicant: Route 66 Engineering, Lance Davis

Action Requested
Approval of Preliminary Plat

Staff Recommendation
The plat consists of 119 lots, 5 blocks, ±29.32 acres. Staff recommends **approval** of the preliminary subdivision plat subject to the following conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations. Staff finds that the proposed preliminary subdivision plat complies with all applicable regulations .A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning: Property is zoned RS-4, the intended use and proposed lot layouts meet the standards of that district.

Engineering Graphics

- Submit subdivision control data sheet with the final plat.
- Remove contours on the final plat submittal.
- Provide the individual lot addresses on the face of the plat.
- Add signature block for officials to sign to the face of the plat.
- Written legal description does not match the face of the plat..

Addressing

- Addresses and street names will be assigned by the City of Tulsa and will be provided at a later date.

Article 5 of the Subdivision and Development Regulations: Design and Improvements

Required Infrastructure and Public Improvements (5-020)

- Easement and reserve boundaries cannot be verified as appropriate until IDP plans are submitted for review of proposed infrastructure designs. Required public infrastructure will include water, sewer, storm sewer, streets, sidewalks, and ADA compliance.
- Preliminary Plat submittal is incomplete. Development Services cannot complete it's review of the Preliminary Plat submittal without a Conceptual Utility Plan

Streets (transportation) (5-060)

- Temporary turnarounds must be provided at the end of stub streets that are intended for extension when a subsequent phase of the development is completed or when the abutting property is developed if the stub street is more than 150 feet in length, as measured from the centerline of the intersecting street to the perimeter of the subdivision to which the stub street extends.
- At the time that the temporary dead-end street is extended or connected to another street segment, any existing temporary turnaround must be removed by the developer responsible for extending the street. If for any reason the stub street is not extended, a permanent turnaround must be constructed by the subject developer on the (abutting) site being developed.
- Stub streets must be clearly marked on plats and labeled "Future Street Extension." In addition, developers must post an approved sign in the right-of-way of the stub street indicating that the temporary dead-end (stub) street is intended as a "Future Street
- Extension."

- The following notation must be incorporated into any Plat showing a stub street: THIS STREET RIGHT-OF-WAY IS NOT INTENDED TO BE A PERMANENT DEAD-END STREET. IT IS PLATTED WITH THE INTENT OF BEING EXTENDED AND CONNECTED TO STREETS THAT MAY BE BUILT IN THE FUTURE, THEREBY PROVIDING ACCESS TO AND FROM ABUTTING PROPERTIES.

Streets (fire) (5-060)

- All fire apparatus access lanes are required to be out of the flood plain.
- All fire apparatus access roads will need to meet be at least 20ft in width.
- Aerial apparatus lanes are required to be at least 26ft in width.
- All fire access roads are required to support 88,000 pounds.
- All fire access roads will be required to be paved surfaces.
- All turning radius need are required to be a minimum of 28ft.
- See 2018 IFC Ch. 5 and Appendix D for all fire access road requirements.

Sidewalks (5-070)

- Sidewalks required along all streets.

Protection From Flooding and Other Natural Hazards (Floodplain) (5-090)

- Plot effective and/or corrected effective regulatory floodplain boundary on face of plat.

Stormwater Management (5-100)

- Detention designs are to be reviewed with IDP plans.

Sewage Disposal (5-130)

- All lots must be served by public sanitary sewer. Easements must meet new width requirements. This will be reviewed during the IDP process.

Water Supply (5-130)

- No comments.

Easements (5-150)

- Covenant clause "K. Reserve Areas…" is mistitled (no letter).

Streets and Stormwater

- No comment.

Deed of Dedication:

- Legal to comment after submittal of Final Plat.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Neighborhood by the Tulsa Comprehensive Plan. **Neighborhoods** are "Mostly Residential Uses" which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low-intensity uses that support residents' daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off of an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access off of a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	RS-4	Neighborhood/Local center	Settler's Hill Phase I currently under construction
East	RS-5	Neighborhood	Undeveloped
South	AG	Neighborhood	Undeveloped
West	AG	Neighborhood	Undeveloped

Small Area Plans
The subject properties are not located within a small area plan.

Development Era
These areas of the city have yet to be developed beyond agricultural uses, and they present opportunities to ensure the pattern of development is efficient and fiscally responsible. These areas typically do not have subdivision streets or connectivity beyond the mile-by-mile grid, have poor public service distribution (fire, police, transit, etc.) and lack utility infrastructure (water, sewer, broadband, etc.) Some areas also include exposed bedrock and/or extreme slopes. Priorities in these areas include ensuring the ability to provide adequate public services, the implementation of planned streets in the Major Street and Highway Plan, land use planning to establish frameworks for decision making, and conservation of natural areas.

Transportation
Major Street & Highway Plan:
- South 177th East Ave./ Lynn Lane: Secondary Arterial. Right-of-way is being dedicated as part of the plat.

Comprehensive Plan Street Designation: N/A

Transit: None available.

Existing Bike/Ped Facilities: None.

Arterial Traffic per Lane:
Arterial Traffic - North (E 21st St S - 1,964 Vehicles per Lane)
Arterial Traffic - East (S Lynn Lane Rd - 2,402 Vehicles per Lane)
Arterial Traffic - South (E 41st St S - 3,811 Vehicles per Lane)
Arterial Traffic - West (S 145th East Ave - 3,720 Vehicles per Lane)

Environmental Considerations
Tree Canopy Coverage: Tree canopy in the area is 30-50%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.
Parks & Open Space: N/A.

Speakers
None

Applicant Comments
The applicant indicated their agreement with staff's recommendation.

Commissioner Comments
None

Commission Action
Motion: Approve the Preliminary Plat Settler's Hill Phase II, per staff's recommendation.
Motion by: Humphrey Second by: Shivel
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

7. Hayden Industrial Park (Related to Accelerated Release of a Building Permit)

Location: East of the southeast corner of East 56th Street North and North 97th East Avenue (North Mingo Road)
City Council District: 3
Applicant: Route 66 Engineering, Lance Davis

Action Requested
Approval of Preliminary Plat

Staff Recommendation
The plat consists of 1 lots, 1 blocks, ±44.82 acres. Staff recommends **approval** of the preliminary subdivision plat subject to the following conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations. Staff finds that the proposed preliminary subdivision plat complies with all applicable regulations. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning: Property is zoned IH, the intended use and proposed lot layouts meet the standards of that district.

Engineering Graphics

- Submit subdivision control data sheet with the final plat.
- Remove contours on the final plat submittal.
- Provide the individual lot addresses on the face of the plat.
- In the Location Map add missing platted properties. Those are North Mingo Addn, ASCO Equipment, Braden Steel Center, Crane Carrier Lot 1, Crane Carrier Industrial Addn, Jet Port Industrial Park, and Mingo Valley Industrial Tract. Label all other land in the section as "unplatted". Label the location of the plat in Location Map as either "project location" or "site". Label the section street names of section 7 as North Mingo Road, E 56th Street North, US Highway 169, and E 46th Street North.
- Under the Basis of Bearings information include the coordinate system used. Provide a bearing angle preferably shown on the face of the plat. See example below.
- Water and Sewer Department prefers to see the plat tied to a section corner, half section, or quarter section. That being labeled graphically on the face of the plat as the POC (point of commencement) with a bearing angle and distance to the POB (point of beginning). All of this incorporated into a metes and bounds written legal description of the property.
- Provide subdivision statistics on the face of the plat.

Addressing

- Add the following address to the plat pdf, Lot 1 Block 1: 10482 E 56TH ST N

Article 5 of the Subdivision and Development Regulations: Design and Improvements

Required Infrastructure and Public Improvements (5-020)

- Easement and reserve boundaries cannot be verified as appropriate until IDP plans are submitted for review of proposed infrastructure designs. Proposed public infrastructure will include sanitary sewer extensions and possible floodplain modifications.
- Preliminary Plat submittal is incomplete. Development Services cannot complete it's review of the Preliminary Plat submittal without a Conceptual Utility Plan.

Streets (transportation) (5-060)

- The text for the ROW information is not clear and appears to be unfinished. This information needs to be legible.
- If the gravel road (shown on the Plat) is meant to be an access, this needs to be reflected in the LNA's as well.

Streets (fire) (5-060)

- All fire apparatus access lanes are required to be out of the flood plain.
- All fire apparatus access roads will need to meet be at least 20ft in width.
- Aerial apparatus lanes are required to be at least 26ft in width.
- All fire access roads are required to support 88,000 pounds.
- All fire access roads will be required to be paved surfaces.
- All turning radius need are required to be a minimum of 28ft.
- See 2018 IFC Ch. 5 and Appendix D for all fire access road requirements.

Sidewalks (5-070)

- Sidewalks are required along all COT Arterial Streets and should be 5' wide in width. Sidewalks should 18" from the property line of 2' behind the curb.
- Provide the sidewalk language within the DOD.

Protection From Flooding and Other Natural Hazards (Floodplain) (5-090)

- Floodplain boundary on face of plat needs to be more legible. Currently the non-regulating Zone X is visible and the Zone AE is not.
- Floodplain modifications will be addressed with IDP permitting approval/acceptance.

Stormwater Management (5-100)

- Fee-in-lieu-of detention has been determined appropriate for this site. Private storm sewer collection to discharge to Mingo Creek will be reviewed for water quality/conveyance requirements in IDP.

Sewage Disposal (5-130)

- Sanitary sewer extension will be required either from 56th St N, Mingo or from the south. IDP will be required. Easements must meet new width requirements.
- Bridging structures will be required at the driveway(s) over the 42" and 36" force mains that run parallel to 56th Street North. These pipes are very old and require special attention.

Water Supply (5-130)

- A 12-inch WL exists along the northside E 56th St N.
- Fire hydrant flow and distance requirements are in Appendix B and C of 2018 IFC.
- Fire hydrants are required to be located within 600 feet of all portions of a sprinkled building.
- The fire department connection will be required to be located on the building.

Easements (5-150)

- Floodplain modifications will likely require compensatory storage easement to be dedicated.

Streets and Stormwater

- No comment.

Deed of Dedication:

- Legal to comment after submittal of Final Plat.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Employment by the Tulsa Comprehensive Plan. **Employment** is intended to accommodate offices, warehousing and storage, manufacturing and assembly, and industrial processes. The Industrial Site Suitability map corresponds to the Employment land use designation and indicates where uses that are potentially incompatible with sensitive land uses are best suited to locate. This directs industrial uses to particular areas of the city while discouraging industrial in close proximity to Neighborhood areas.

Surrounding Properties:

Location	*Existing Zoning/Overlay*	*Existing Land Use Designation*	*Existing Use*
North	Outside City Limits	Outside City Limits	Outside City Limits
East	IH	Employment	Undeveloped
South	IH	Employment	Undeveloped
West	IH/IM	Employment	Industrial

Small Area Plans
The subject properties are not located within a small area plan.

Development Era
The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation
Major Street & Highway Plan:
- East 56th Street South: Secondary Arterial. Right-of-way to be dedicated through plat.

Comprehensive Plan Street Designation: N/A

Transit: None available.

Existing Bike/Ped Facilities: None.

Arterial Traffic per Lane:
Arterial Traffic - North (E 56th St N - 808 Vehicles per Lane)
Arterial Traffic - East (N 145th East Ave - 1,300 Vehicles per Lane)
Arterial Traffic - South (E Apache St/E 36th St N/E 46th St N - 1,176 Vehicles per Lane)
Arterial Traffic - West (N Mingo Rd/N 129th East Ave - 2,611 Vehicles per Lane)

Environmental Considerations
Tree Canopy Coverage: Development will naturally have an impact on tree canopy, but all effort should be taken to preserve a substantial portion of the tree canopy in these areas. These areas should have the highest level of preservation to maintain the existing habitat and recreational places in the city. Future land use planning for Future Growth areas should include the goal of tree canopy preservation.

Parks & Open Space: N/A.

Applicant Comments
The applicant indicated their agreement with staff's recommendation.

Speakers
None

Commissioner Comments
None

Commission Action
Motion: Approve the Preliminary Plat Hayden Industrial Park, ,per staff's recommendation.
Motion by: Humphrey Second by: Shivel
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

8. Hayden Industrial Park (Related to Preliminary Plat)

Location: East of the southeast corner of East 56th Street North and North 97th East Avenue (North Mingo Road)
City Council District: 3
Applicant: Route 66 Engineering, Lance Davis

Action Requested
Approval of Accelerated Release of a Building Permit

Speakers
None

Applicant Comments
The applicant indicated their agreement with staff's recommendation.

Commissioner Comments
None

Commission Action
Motion: Approval of the Accelerated Release of a Building Permit for Hayden Industrial Park, per staff's recommendation.
Motion by: Humphrey Second by: Shivel
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

Other Business

None

Commissioner Comments

9. Commissioners' Comments

None

Adjournment

Commission Action

Motion: Adjourn
Motion by: Humphrey Second by: Turner-Addison
Vote: 6-0-0
Ayes: Bulmash, Garcia, Hood, Humphrey, Shivel, Turner-Addison
Nays: none
Abstentions: none
Absent: Krug, Walker

There being no further business, the meeting adjourned at 2:13 p.m.