



Tulsa Metropolitan Area Planning Commission

Minutes of Meeting No. 2912

Wednesday, April 17, 2024, 1:00 p.m.

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

The notice and agenda of said meeting were posted in the City Clerk’s and the County Clerk’s office on April 10, 2024 at 4:10 p.m.

Members Present: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Members Absent: none

Staff Present: Nathan Foster, Susan Miller, Kim Sawyer, Austin Chapman, Jeff Stephens

Speaker Key:

- (+) indicates a speaker generally supportive of an item;
- (-) indicates a speaker generally opposed to an item; and
- (=) indicates a speaker generally neutral or who has questions about an item.

After declaring a quorum present, Chair Walker called the meeting to order at 1:00 p.m.

Reports

Chairman’s Report: None

Director’s Report: Ms. Miller reported on City Council items.

Approval of Minutes

1. Minutes from Meeting 2911, April 3, 2024

Motion: Approval of the minutes of Meeting 2911 from April 3, 2024.

Motion by: Shivel Second by: Craddock

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none

Consent Agenda

2. **PUD-230-9**

Location: Northwest of the northwest corner of East 41st Street South and South Highway 169

City Council District: 5

Applicant: Mark Capron, Wallace Design Collective

Action(s) Requested: PUD minor amendment to reduce parking requirement

Staff Recommendation

The applicant is proposing a minor amendment to PUD-230 to decrease the minimum parking requirements.

The PUD currently has a parking requirement of 3.5 spaces per 1,000 sf. The applicant is proposing to reduce these from 3.5 to 2.6 spaces per 1,000 sf.

<u>Parking Requirement</u>	<u>Current PUD</u>	<u>Proposed Amendment</u>
	3.5 spaces per 1,000 sf.	2.6 spaces per 1,000 sf.

The proposed parking ratio still exceeds the parking ratios for schools outlined in the Tulsa Zoning Code. The reduction in parking will allow an expansion of the existing facility while still providing adequate on-site parking for the existing use.

Staff has reviewed the request and determined:

- 1) PUD-230-9 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.
- 2) PUD-230-9 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-230.
- 3) All remaining development standards defined in PUD-230 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 employment.

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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	OL/PUD-230	Employment	Office
East	RS-3	None	Ramp
South	CS	Employment	Commercial
West	AG	Neighborhood	Offices

Small Area Plans

The subject properties are not 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: N/A

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: N/A

Planned Bike/Ped Facilities: N/A

Arterial Traffic per Lane: N/A

Environmental Considerations

Flood Area: The subject properties FEMA 500 year floodplain.

Tree Canopy Coverage: Tree canopy in the area is 10-20% The area would benefit from additional trees, which also capture and treat runoff before it enters the river.

Parks & Open Space: N/A

Speakers

None.

Property Description

PART OF LOT 1
BLOCK 2

BISHOP ACRES

A TRACT OF LAND THAT IS PART OF LOT ONE (1) BLOCK TWO (2), BISHOP ACRES, AN ADDITION WITHIN THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 3947), SAID TRACT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF SAID LOT 1; THENCE NORTH 62°28'32" EAST ALONG THE WESTERLY LINE OF LOT 1, FOR A DISTANCE OF 25.05 FEET TO A POINT OF CURVATURE; THENCE CONTINUING ALONG SAID WESTERLY LINE ALONG A 375.00 FOOT RADIUS CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 29°30'30", FOR AN ARC DISTANCE OF 193.08 FEET TO A POINT OF COMPOUND CURVATURE; THENCE CONTINUING ALONG THE WESTERLY LINE ALONG A 1000.00 FOOT RADIUS CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 3°57'17", FOR AN ARC DISTANCE OF 69.02 FEET TO A POINT; THENCE SOUTH 37°20'07" EAST FOR A DISTANCE OF 347.57 FEET TO A POINT ON THE EASTERLY LINE OF LOT 1; THENCE SOUTH 31°26'24" WEST ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 313.39 FEET TO A POINT; THENCE DUE WEST ALONG THE SOUTHERLY LINE OF LOT 1, FOR A DISTANCE OF 88.16 FEET TO A POINT; THENCE ALONG THE WESTERLY LINE OF LOT 1 NORTHWESTERLY ALONG A 675.00 FOOT RADIUS CURVE TO THE LEFT, HAVING AN INITIAL TANGENT BEARING OF NORTH 13°55'36" WEST, A CENTRAL ANGLE OF 13°35'52", FOR AN ARC DISTANCE OF 160.02 FEET TO A POINT OF TANGENCY; THENCE CONTINUING ALONG SAID WESTERLY LINE NORTH 27°31'28" WEST, FOR A DISTANCE OF 219.97 FEET TO THE POINT OF BEGINNING.

LOT 3

BLOCK 1

TUSCANY POINTE

LOT THREE (3), BLOCK ONE (1), TUSCANY POINTE, AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

3. PUD-458-1

Location: South of the southeast corner of East 81st Street South and South Yale Avenue

City Council District: 8

Applicant: Philip Doyle

Action(s) Requested: PUD minor amendment to allow a retaining wall over 30" tall to encroach 5' into the eastern 10' building line.

Staff Recommendation

PUD-458 has a side setback of 10'. The applicant is proposing a retaining wall taller than 30" within this setback. While PUD-458 does not explicitly say anything regarding retaining walls within the setback, the zoning code does. Per Table 90-1 in the zoning code, "structures less than 30 inches in height above grade" are allowed in side setbacks. Since what they are proposing is greater than 30 inches in height, they need to ask for the amendment to this PUD. This retaining wall is the only portion of the structure that encroaches into this setback.

Proposed Amendment:**Current Setback**

10 ft side setback

Proposed Setback

5 ft side setback for retaining wall on Lot 16, Block 1, Signal Hill II, City of Tulsa, Tulsa County State of Oklahoma

The minor amendment does not reduce the required setback for any buildings and will be limited to the proposed retaining wall.

Staff has reviewed the request and determined:

- 1) PUD-458-1 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.
- 2) PUD-458-1 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-458.
- 3) All remaining development standards defined in PUD-458 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 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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3/PUD-458	Neighborhood	Residential
East	RS-3/PUD-458	Neighborhood	Residential
South	RS-3	Neighborhood	Residential
West	RS-3/PUD-458	Neighborhood	Residential

Small Area Plans

The subject properties are not 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: N/A

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: N/A

Planned Bike/Ped Facilities: N/A

Arterial Traffic per Lane: N/A

Environmental Considerations

Flood Area: The subject properties are not within a flood area.

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.

Property Description

Lt 16 Blk 1, Signal Hill II, City of Tulsa, Tulsa County, State of Oklahoma

4. Z-6010-SP-4b

Location: Southwest corner of State Farm Blvd. and South 129th East Avenue

City Council District: 7

Applicant: A-Max Sign Co.

Action(s) Requested: CO minor amendment to increase display surface area for ground signs

Staff Recommendation

The applicant has proposed a minor amendment to Z-6010-SP-4b to increase the display surface area for ground signs by 12 square feet to allow for a new sign along State Farm Boulevard. Since adoption of the original development plan, the subject property was split to create two development lots. The original development plan limited the signage in anticipation of a single development lot. The proposed display surface area would be consistent with typical commercial district sign restrictions.

This sign would have to be reviewed through a sign plan review before approval.

Staff has reviewed the request and determined:

- 1) Z-6010-SP-4b is consistent with the provisions for administration and procedures of a Corridor Development in section 25.040-E-5.
- 2) Z-6010-SP-4b does not represent a significant departure from the approved development standards in the Corridor development and is considered a minor amendment to Z-6010-SP-4.
- 3) All remaining development standards defined in Z-6010-SP-4 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 Employment.

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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	Z-6010-SP-4	Employment	Vacant
East	Z-6010-SP-4	Employment	Social Services
South	Z-6010-SP-4	Employment	Social Services
West	Z-6010-SP-4	Employment	Vacant

Small Area Plans

The subject properties are not 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: Secondary Arterial

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: N/A

Planned Bike/Ped Facilities: N/A

Arterial Traffic per Lane: East (S 129th East Ave - 4,463 Vehicles per Lane)

Environmental Considerations

Flood Area: The subject properties are not within a flood area.

Tree Canopy Coverage: Tree canopy in the area is 10-20%. 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

Property Description

PRT LT 2 BEG SWC THEREOF TH N176.78 CRV RT81.68 E50.70 CRV LF81.68 N17.79 E129.60 CRV LT57.52 S299.97 W341.80 TO POB BLK 1, METRIS CALL CENTER RSB PRT L2&3 AMBERJACK, CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA

Speakers

None.

Commission Action

Motion: Approve Consent Agenda items 2 through 4, per staff's recommendation.

Motion by: Walker Second by: Whitlock

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk Nays: none

Abstentions: none

Absent: none

Public Hearing - Rezoning

5. **CO-18**

Location: Northwest of the northwest corner of East 51st Street South and South 129th East Ave.

City Council District: 7

Applicant: Tulsa City Council

Action(s) Requested: Major Amendment to adopt a new Corridor (CO) development plan to permit a public safety center. (Continued from March 20, 2024)

Staff Recommendation

The City of Tulsa has proposed the subject property as the location for the new public safety center. The property is already zoned CO (Corridor) with previous development plans approved for the former State Farm headquarters building. The City is proposing use of the existing building as home for several public safety components with potential for future expansions on the subject property.

A new development plan for the property was needed to clearly define permitted uses and establish appropriate development standards for potential future uses.

The previously approved development plans defined the subject property as part of several development areas with different development standards for each. The proposed development plan will adopt a single set of development standards for the entire site and clarify the applicable zoning regulations for the property.

The new development plan aligns with the recommendations of the employment designation of the Tulsa Comprehensive Plan.

With consideration given to the factors listed herein, staff recommends **approval** of the application subject to the development standards outlined below.

CO-18 Development Standards

CO-18 shall allow only the uses identified below, along with the customary accessory uses, and subject to the supplemental regulations of the Tulsa Zoning Code. Uses identified below are permitted by right.

Uses that cannot be reasonably interpreted to fall within a permitted use, as stated in Section 35.020-E of the Tulsa Zoning Code are prohibited.

Permitted Use Categories, Subcategories, and Specific Uses:

~~RESIDENTIAL Use Category~~

~~Household Living Subcategory (if in allowed building types identified below):~~

~~Three or more households on single lot~~

~~Apartment/Condo~~

~~Mixed-Use Building~~

~~Vertical Mixed-Use Building~~

~~Group Living (All specific uses)~~

~~PUBLIC, CIVIC, AND INSTITUTIONAL Use Category~~

~~Airport~~

~~Cemetery~~

~~College or University~~

~~Day-Care (All specific uses)~~

~~Detention and Correctional Facility~~

~~Fraternal Organization~~

~~Governmental Service or Similar Functions~~

Hospital
 Library or Cultural Exhibit
 Natural Resource Preservation
 Parks and Recreation
~~Postal Services~~
~~Religious Assembly~~
 Safety Service
~~School~~
 Utilities and Public Service Facility (All specific uses)
 Wireless Communication Facility (All specific uses)

COMMERCIAL Use Category

~~Animal Service (All specific uses)~~
~~Broadcast or Recording Studio~~
~~Commercial Service (All specific uses)~~
~~Financial Services, excluding Personal Credit Establishment~~
~~Funeral or Mortuary Service~~
 Lodging
 ~~Hotel/motel~~
 Office (All specific uses)
 Parking, Non,accessory
~~Restaurants and Bars (All specific uses)~~
~~Retail Sales (All specific uses)~~
~~Studio, Artist or Instructional Service~~
~~Trade School~~
 Vehicle Sales and Service ~~(All specific uses)~~, limited to specific uses below.
 Commercial Vehicle Repair and Maintenance
 Personal Vehicle Repair and Maintenance
 Vehicle Body and Paint Finishing Shop

WHOLESALE, DISTRIBUTION & STORAGE Use Category

Equipment and Materials Storage, Outdoor
~~Trucking and Transportation Terminal~~
 Warehouse

~~INDUSTRIAL~~

~~Low-impact Manufacturing and Industry~~

~~RECYCLING~~

~~Consumer Material Drop-off Station~~

AGRICULTURAL

Community Garden
 Farm, Market-, or Community-supported

Lot and Building Regulations:

Property located within CO-18 will be subject to the lot and building regulations for the CH district, as defined in the Tulsa Zoning Code.

Parking:

Parking requirements within CO-18 will be the minimum parking ratios for specific use categories in the CH District as outlined in Chapter 55 of the Tulsa Zoning Code. All parking constructed on site shall conform to the design standards outlined in Chapter 55 of the Tulsa Zoning Code.

Landscaping and Screening:

Landscaping and screening for the project shall conform to the requirements identified in Chapter 65 of the Tulsa Zoning Code and the supplemental regulations for specific use categories.

Signs:

Signage for the project shall conform to the sign regulations identified in Chapter 60 of the Tulsa Zoning Code. For the purposes of administering sign regulations, CO-18 shall follow the requirements of the CH zoning district.

Lighting:

Lighting for the project shall conform to the lighting requirements identified in chapter 67 of the Tulsa Zoning Code.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as employment. 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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	CO	Employment	Industrial/Commercial
East	CO	Employment	Medical Offices
South	CO	N/A	Broken Arrow Expressway
West	CO	Employment	Vacant

Small Area Plans

The subject property is not located within the boundary of 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: State Farm Boulevard is designated as a collector street which requires 80 feet of dedicated right-of-way for commercial/industrial areas.

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: N/A

Planned Bike/Ped Facilities: N/A

Environmental Considerations

Flood Area: The subject property contains a very small portion of City of Tulsa Regulatory Floodplain at the northeast corner.

Tree Canopy Coverage: Tree canopy in the area is 10-20%. 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.

Zoning History

Ordinance 11825, dated June 26, 1970, established zoning for the subject property.

Commission Action

Motion: To continue item 5 to May 15, 2024, per staff's recommendation.

Motion by: Craddock Second by: Walker

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none

6. Z-7768

Location: South of the southwest corner of South Lewis Avenue and East 12th Place South

City Council District: 4

Applicant: Matt Ingle

Action(s) Requested: Rezoning from OM to MX1-U-45

Staff Recommendation

The applicant is proposing to rezone a portion of an existing OM (Office – Medium) lot to MX1-U-45 to permit a townhouse development. This request is an extension of a previously approved rezoning request immediately north of the subject property to the same MX1-U-45 designation. The additional property is planned to be platted in conjunction with the proposed development occurring at the southwest corner of East 12th Place South and South Lewis Avenue.

The MX1-U-45 district is consistent with the multiple use land use designation in this area and compliments the Main Street designation of South Lewis adjacent to the subject property. MX zoning will prescribe certain building placement and design standards that align with the goals of the multiple use district adjacent to main streets.

The applicant is proposing a new townhouse development that will assist with the high demand for housing in the City of Tulsa.

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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	MX1-U-45	Multiple Use	Vacant
East	IL	Multiple Use	Industrial
South	OM	Multiple Use	Offices
West	MX1-U-45	Neighborhood	Residential

Small Area Plans

The subject properties are located within the Utica Midtown Corridor small area plan. The MX1-U-45 designation is consistent with the recommendations of the small area plan by accommodating a variety of housing types while permitting neighborhood-level commercial uses in mixed-use buildings.

Development Era

The subject property is in an area developed during the Streetcar Era (1910s-30s), prior to the proliferation of automobiles, when streetcars facilitated growth beyond downtown. Land uses range from fully integrated to somewhat separated, on a half-mile grid, with a mix of housing options. Priorities in these areas include

walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, transit-oriented development, commercial districts, and well-designed streetscapes.

Transportation

Major Street & Highway Plan: South Lewis Avenue is designated as an Urban Arterial which requires an ultimate right-of-way width of 70 feet. Right-of-way dedications, if needed, will be required during the platting process.

Comprehensive Plan Street Designation: Main Streets are the streets whose land uses have maintained their historic or urban characteristics. Buildings have minimal setbacks, pedestrian infrastructure is safe and comfortable, and many buildings have a mix of uses, whether multiple storefronts, or a combination of retail and residential on different floors of the building. On-street parking, bicycle lanes, pedestrian islands, and curb extensions are used to slow traffic to a speed that is safe for pedestrians and cyclists. These streets are prime candidates for economic development and community development investment efforts.

New construction and renovations of existing properties should be consistent with the existing character of the Main Street, and maintain a high degree of pedestrian accessibility. Setbacks should be minimal, and parking should be located on the street, on the side of a building, or behind the building. Uses should be predominantly mixed-use, commercial, or higher density residential. Connectivity should be maintained to surrounding neighborhoods, but transitions between Main Street and Neighborhood areas should be considerate of potential compatibility issues, such as noise, light, and parking. Interactions between Main Streets and neighborhoods should be identified and mitigated, but should not cause a decrease in quality of either environment.

Transit: South Lewis Avenue is a regular route for the Tulsa Transit bus system.

Existing Bike/Ped Facilities: Sidewalks exist along South Lewis Avenue. New development will be required to improve sidewalks and ensure ADA compliance along all streets. There are no existing bicycle facilities.

Planned Bike/Ped Facilities: The GO Plan calls for additional on-street bike lanes along South Lewis. New development should ensure compatibility by designing projects with adequate bicycle parking and connectivity.

Environmental Considerations

Flood Area: The subject properties do not contain any floodplain.

Tree Canopy Coverage: Tree canopy in the area is 12%. 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 11815, dated June 26, 1970, established zoning for the subject property.

TMAPC Comments

None

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Recommend approval of the MX1-U-45, per staff's recommendation.

Motion by: Carr Second by: Hood

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none

Property Description

North 31' of the South 43' L1 & I2, B3 Terrace Drive Addition Resub B2, B3, B7, A SUBDIVISION IN TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF

DRAFT

Public Hearing – Plats

7. **Magnolia Ridge III** (County)

Location: North and West of the intersection of East 86th Street North and North Memorial Drive

County Commission District: 1

Applicant: Kellogg Engineering

Action Requested: Request to extend preliminary plat approval by 1 year. Preliminary plat was approved by TMAPC on August 3rd, 2022 therefore the plat approval would be August 2025.

Staff Recommendation

Staff recommends extending the preliminary plat for 1 year.

TMAPC Comments

None

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Approve the extension for the preliminary subdivision plat approval by 1 year for Magnolia Ridge III, per staff's recommendation.

Motion by: Craddock Second by: Shivel

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none

8. Saint Francis Hospital South

Location: Northeast corner of East 91st Street South and Highway 169

City Council District: 7

Applicant: Nathalie Cornett

Action(s) Requested: Request to extend preliminary Plat approval by 1 year. Preliminary plat was approved by TMAPC on April 6th, 2022. (Continued from April 3, 2024)

TMAPC Comments

None

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Approve the extension for the preliminary subdivision plat approval by 1 year for Saint Francis Hospital South, per staff's recommendation.

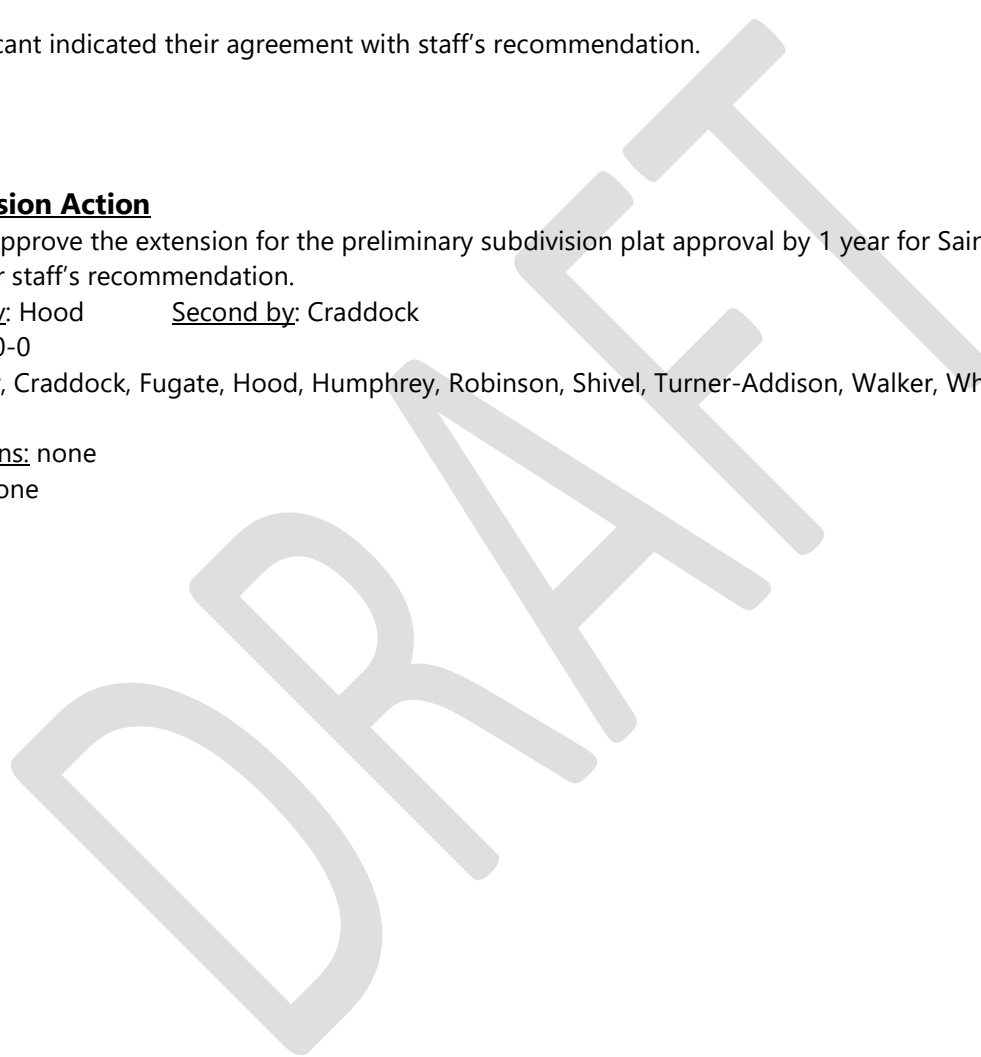
Motion by: Hood Second by: Craddock

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk Nays: none

Abstentions: none

Absent: none



9. **Greenhill Extension**

Location: Northwest corner of East 36th Street North and North 125th East Avenue

City Council District: 3

Applicant: Billy Cox

Action(s) Requested: Preliminary Plat Approval

Staff Recommendation

The plat consists of 1 lot, 1 block, ±[Company Phone] 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. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Engineering Graphics:

- Submit subdivision control data sheet with the final plat.
- Under the engineer heading the CA number has expired.
- Remove contours on final plat submittal.
- Provide the individual lot address on the face of the plat.
- In the Location Map remove the label Greenhill Properties, LLC.
- Provide graphically on the face of the plat the address disclaimer/caveat.
- Under the Basis of Bearings information include the coordinate system used. Provide a bearing angle preferably shown on the face of the plat.
- Graphically show all property pins found or set that are associated with the plat. Either have a legend entry showing the found or set symbology or label each location with text.
- The written legal description does not match the face of the plat.
- Add signature block for officials to sign to the face of the plat.

Addressing:

- The address will be provided by the City of Tulsa prior to final plat.

Design and Improvements Required Infrastructure and Public Improvements (5-020):

- Public infrastructure improvements required will include public water meters, driveways, sidewalks, and stormwater hazard mitigation to include private detention, public culverts, and flood plain modifications. A pre-development meeting was held on Nov. 13, 2023. IDP plans have not yet been received.

Streets (transportation) (5-060)

- Provide ROW dedication for both streets that align with the Major Street and Highway Plan. For non-classified streets, follow the widths prescribed by the Subdivision & Development Regulations

- Driveways must follow Engineering Design Standard No. 711, the Access Management for access distances from the intersection.
- These "Access" limits are too large for an access drive. Limits of Access should reflect the size of the access point and no larger.

Streets (fire) (5-060)

- Fire Access roads will be required to be a minimum of 20' in width and support 88,000lbs. Fire access roads will be required to provide access within 150' to all portions of buildings that are not sprinkled and within 200' for sprinkled buildings. A minimum 28' inside turning radius will be required for fire access roads. Buildings over 30' in height will require 26' wide aerial fire access along one entire side of the building.

Sidewalks (5-070)

- Sidewalks are required along all streets and must be ADA compliant and should be 18" from the property line or 2' behind the curb.

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

- Site has FEMA floodplain along south portion and NW corner, and floodway along S of lot, per FIRM panel 40143C0254L. North of lot and extension of FEMA flood plain are within Tulsa Regulatory flood plain per CoT atlas panel 24. Any floodplain adjustments limited to TRFP will require T-CLOMR and T-LOMR, or T-CLOMR and LOMR if adjusting FEMA flood plain. If the FEMA floodway is impacted, a CLOMR will be required prior to permit approval.

Stormwater Management (5-100)

- Detention indicated on plan shows appropriate consideration of storm water hazard mitigation. All proposed storm sewer should be private. Final design must be reviewed as part of IDP plans. Any new culverts in the public RoW will also be reviewed with those plans. If Fill is placed in the flood plain, a compensatory storage plan will be required.

Water (5-140) lines

- Fire hydrants will be required to be within 400' of all portions of unsprinkled buildings and within 600' of all portions of sprinkled buildings.
- All internal waterlines are private from the two public water meter vaults.

Easements (5-150)

- Show public meter vault locations off N.125 E. Ave. and E. 36th St N. inside street right of way or dedicated waterline easement.
- Public water meters to be in water or utility ESMT.
- Detention ESMT shown includes adequate buffer to pond assuming freeboard requirements are met.

- 100 yr Flood plains, City regulatory and/or Zone A/AE FEMA, will need to be contained in an overland drainage ESMT.
- Fill in the floodplain will require a compensatory storage ESMT or designated portion of OD/E.
- Any offsite easements to cover public infrastructure extensions required by this project will need to be filed and the recording information shown on the face of the plat prior to filing the plat.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as **Employment** by the Tulsa Comprehensive Plan. The employment designation 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:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	IH	Employment	Vacant
East	IH	Employment	Quarry
South	IH	Employment	Industrial
West	IH	Employment	Vacant

Small Area Plans

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

Development Era

The subject property is located in an area developed during the Late Automobile Era. In the late 1950s and early 1960s the suburbs grew at a tremendous rate in the Tulsa metropolitan area. It was at this time that surrounding communities, such as Broken Arrow, began to grow at a rapid pace. At this time, the City of Tulsa annexed more than 100 square miles, and neighborhood subdivisions began to proliferate from the core of the city toward the suburban communities.

Transportation

Comprehensive Plan Street Designation: None.

Arterial Traffic per Lane:

Arterial Traffic - North (E 46th St N - 2,086 Vehicles per Lane)

Arterial Traffic - East (N 129th East Ave - 2,097 Vehicles per Lane)

Arterial Traffic - South (E 36th St N - 1,438 Vehicles per Lane)

Arterial Traffic - West (N Mingo Rd - 1,354 Vehicles per Lane)

Environmental Considerations

Tree Canopy Coverage: Tree canopy in the area is 10-20%. For areas on the map in this category 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

TMAPC Comments

None

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Approve the preliminary subdivision plat for Greenhill Extension, per staff's recommendation.

Motion by: Hood Second by: Craddock

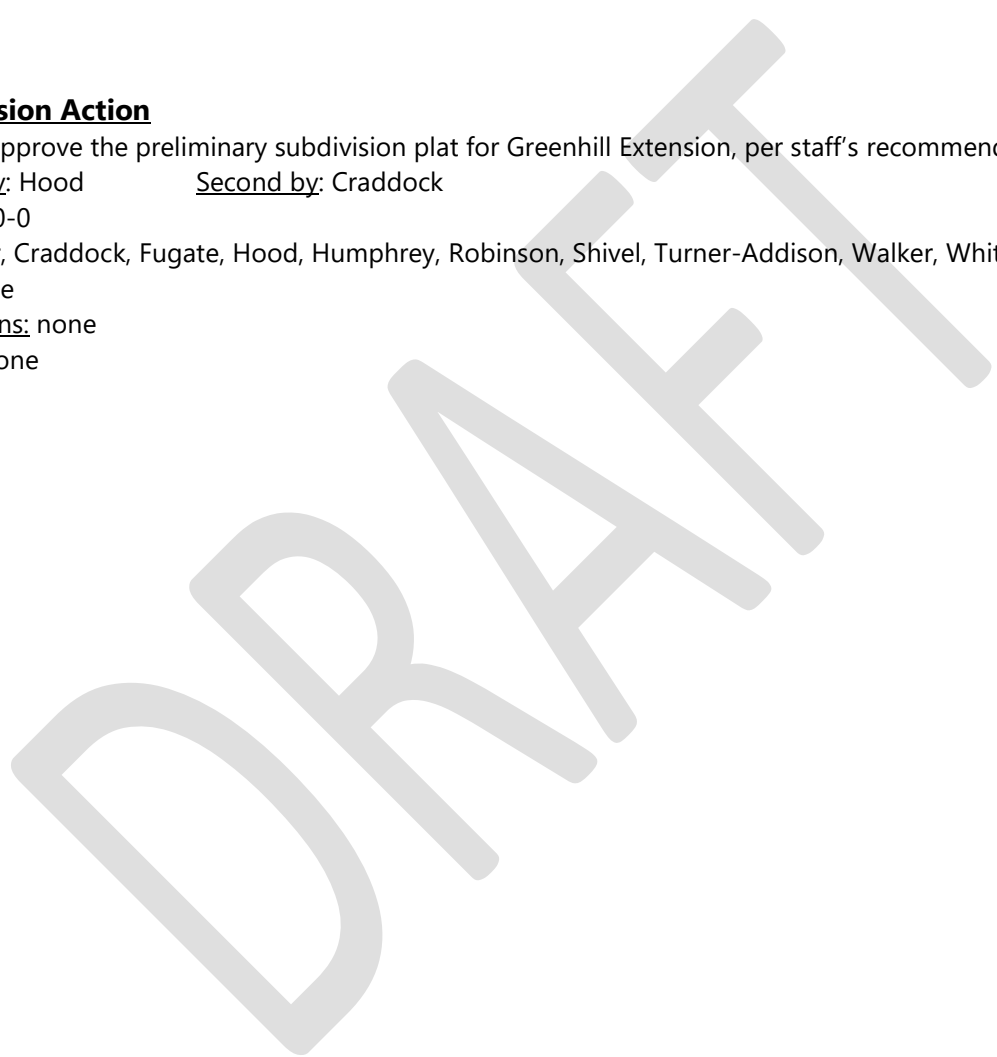
Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none



10. Tulsa Hills Marketplace

Location: Northwest corner of W. 71st Street South and South Elwood Avenue

City Council District: 2

Applicant: Mark B. Capron, Wallace Design Collective

Action(s) Requested: Accelerated Release of a Building Permit. Preliminary Plat was approved by TMAPC on September 21st, 2022.

TMAPC Comments

None

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Approve the Accelerated Release of a Building Permit for Tulsa Hills Marketplace, per staff's recommendation.

Motion by: Walker

Second by: Zalk

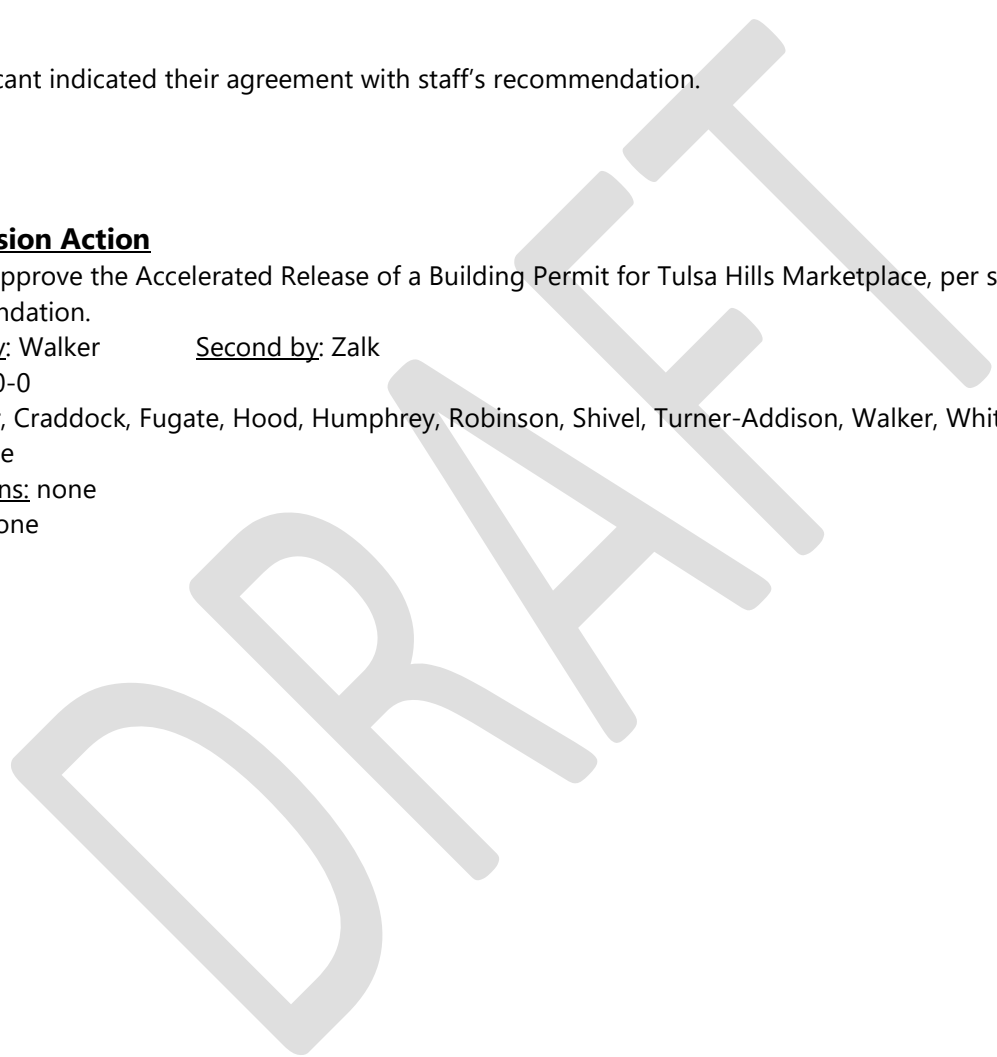
Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none



Other Business

- 11. ZCA-30** Informational item to present and discuss proposed zoning code amendments identified by the Zoning Code Implementation Team (Planning, Legal, Development Services & Code Enforcement) to clean-up, ensure usability & enforcement of the code.

Staff Report

ZCA-30, proposed zoning code amendments, initiated by the Land Use Administrator

During the development of the City of Tulsa Zoning Code, staff anticipated that clean-up items would be identified as implementation began in 2016. In early 2016, a zoning code implementation team was established and began meeting regularly to discuss situations where inconsistencies existed, clarification was needed, intent was not fully accomplished, and unintended consequences occurred. Since the effective date of the zoning code, staff has brought several rounds of general clean-up amendments through the approval process. The zoning code implementation team meets biweekly and consists of members of the Tulsa Planning Office, Code Enforcement, Development Services Department, and Legal Department.

The proposed amendments are a result of the continuing work of the zoning code implementation team. Primarily these items were identified through interactions with the public through the zoning, enforcement, and building permit processes. The proposed amendments are located in Chapters 20, 35, 40, 55, 70, 80, 85, 90, and 95 of the zoning code. The proposed amendments are minor in nature, but important to ensure ease of usability and enforcement of the zoning code. Below is a general description of items included in this round of clean-up.

- **Section 20.030-E:** Remove section requiring Special Area Overlay ordinances to be recorded in the County Clerk's land records.
- **Section 20.050-A:** Correct typo changing "and" to "or" in the nonconformities section of the River Design Overlay.
- **Section 20.100-C:** Require masonry skirting and street-facing entrances for manufactured housing units permitted by right in the Neighborhood Infill Overlay - 2.
- **Section 35.070-D:** Update the definition of Junk or Salvage Yard to remove "building."
- **Sections 35.050, 35.060, 35.070, 35.090, 40.225:** Update regulations related to medical marijuana uses to align with Oklahoma state laws and license types.
- **Sections 55.090-F, 55.100-A, 95.040-A:** Clarify that recreational vehicles must be parked on a dustless, all-weather surface; clarify that gravel, rock, or screenings are a dustless, all-weather surface when treated with an approved binder; and allow residential uses in AG and AG-R districts to have gravel driveways.
- **Section 70.140-C:** Change the timeline for appeals of administrative decisions from 10 calendar days to 10 business days to align with nuisance violation appeal timelines.
- **Section 80.060-B:** Clarify language related to non-conforming dynamic display sign modifications.
- **Section 85.010:** Change reference to code enforcement to reflect the 2023 City reorganization.
- **Sections 90.060, 90.065, 95.150:** Revise measurement for lot width to include a calculation, add measurement for lot depth, and update related figures.
- **Sections 90.170, 95.210:** Clarify that fence and wall height atop a retaining wall is measured from the top of the retaining wall and add definition for retaining wall.

At this meeting, the Planning Commission is asked to review and comment on the proposed zoning code amendments. The public hearing to consider the amendments will be held on May 15, 2024.

TMAPC Comments

Mr. Zalk believes changing the typo of "and" to "or" in Section 20.050-A on page 11.4 of the agenda packet is a very dramatic shift if you must come into conformity.

Mr. Craddock was concerned that without filing at the County Clerk's office, property owners that would be impacted by the overlays in Section 20.030-E would not know their property was subject to these requirements.

Mr. Hood thinks that Section 20.050-A could be cleaned up a little because they both reference the same thing. He thinks the word "restored" should also be defined in the Zoning Code.

12. Commissioner Comments

Chairman Walker informed Planning Commission that he would be absent for the May 1, 2024 meeting.

DRAFT

Adjournment

Commission Action

Motion: To adjourn

Motion by: Walker Second by: Hood

Vote: 11-0-0

Ayes: Carr, Craddock, Fugate, Hood, Humphrey, Robinson, Shivel, Turner-Addison, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: none

There being no further business, the meeting adjourned at 1:34 p.m.

DRAFT