



Tulsa Metropolitan Area Planning Commission

Minutes of Meeting No. 2927

Wednesday, December 18, 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 December 16, 2024 at 3:14 p.m.

Members Present: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Members Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

Staff Present: Austin Chapman, Nathan Foster, Erica Grayson, Susan Miller, Erin Roark, Kim Sawyer

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

Director's Report: Ms. Miller reported on City Council actions and other special projects. Ms. Miller stated there would be a work session on February 5, 2025.

Approval of Minutes

None

Consent Agenda

1. **PUD-823-A-2**

Location: North of the northwest corner of East 46th Street South and South Sheridan Road

City Council District: 5

Applicant: Denise Denkers, Insignia Rising

Action Requested

Minor Amendment to increase square footage of wall signs

Staff Recommendation

The applicant is requesting an increase in display surface area for wall signs on east-facing walls within PUD-823-A.

The current PUD standards limit wall signs that are farther from 300 feet from South Sheridan Road to 0.5 square feet per linear foot of building wall to which they are attached. The building on the subject property has 188.5 feet of wall that faces South Sheridan Road. Under the current standards, wall signs would be limited to 94.25 square feet.

The proposed sign is 138.53 square feet which would require an increase in allowable area of 44.28 square feet.

Typical commercial areas permit 3 square feet of wall sign per linear foot of building. The applicant's proposal would only increase the limitation within PUD-823-A to approximately 0.74 square feet per linear foot of wall which is still significantly reduced.

The primary intent behind the limitation on wall signs was to prevent negative impacts on the neighborhood area immediately south of the subject property. The requested increase would only apply to the east-facing walls and would not adjust sign standards on south-facing walls which would be directed toward the neighborhood area.

Given the distance from South Sheridan Road and the scale of the building, staff has found the requested increase would not be injurious to the surrounding area and would still maintain requirements to protect surrounding neighborhood areas.

Staff has reviewed the request and determined:

- 1) PUD-823-A-2 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.
- 2) PUD-823-A-2 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-823-A.
- 3) All remaining development standards defined in PUD-823-A 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	CS, RD	Employment	Commercial
East	IL	Employment	Commercial/Industrial
South	RS-3	Neighborhood	Residential
West	RS-2	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: South Sheridan Road is designated as a secondary arterial which requires an ultimate right-of-way width of 100 feet.

Comprehensive Plan Street Designation: N/A

Transit: Regular route service is available along South Sheridan Road.

Existing Bike/Ped Facilities: Sidewalks are present along South Sheridan Road.

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 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.

Parks & Open Space: N/A

Zoning History

Ordinance 11824, dated June 26, 1970, established zoning for the subject property.

Ordinance 23227, dated January 2, 2015, rezoned a portion of the property from OM to CS and established PUD-823.

Ordinance 24177, dated July 28, 2019, adopted PUD-823-A, a major amendment to PUD-823.

Property Description

LT 1 LESS BEG NEC LT 1 TH S150 W300 N150 E300 POB BLK 1 – South Sheridan Plaza

Commission Action

Motion: Approve Consent Agenda item 1, per staff’s recommendation.

Motion by: Craddock Second by: Shivel

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

DRAFT

Public Hearing - Rezoning

2. **Z-7802**

Location: South of the southeast corner of West Oklahoma Street North and North Union Avenue

City Council District: 1

Applicant: Ceel Oklahoma Homes, LLC

Action Requested: Rezoning from RS-3 to RS-5

Staff Recommendation

The applicant is proposing to rezone the subject property from RS-3 to RS-5 to permit additional residential density. The rezoning would decrease minimum lot area and lot width requirements to permit a lot split or the development of additional building types.

The property immediately to the south of the subject property was approved by TMAPC for rezoning from RS-3 to RS-5 on June 5, 2024.

RS-5 permits a minimum lot width of 30 feet and a minimum lot area of 3,300 square feet while RS-3 mandates a lot width of 60 feet and a minimum lot area of 6,900 square feet. The rezoning would permit other opportunities including a lot split to develop two single-family homes. Additionally, the applicant could choose to pursue a special exception from the Board of Adjustment to permit duplexes.

The rezoning supports the development of additional housing while maintaining a single-family residential district that complements the surrounding properties. The RS-5 zoning is supported by the recommendations of the neighborhood land use designation of the Tulsa Comprehensive Plan and the recommendations of the Tulsa Housing Strategy.

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	Neighborhood	Residential Single Family
East	RS-3	Neighborhood	Residential Single Family
South	RS-5	Neighborhood	Residential Single Family
West	RS-3	Neighborhood	Residential Single Family

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 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: North Union Avenue is designated as a residential collector street that requires an ultimate right-of-way width of 60 feet.

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: None.

Planned Bike/Ped Facilities: Sidewalks are planned along all public streets. The GO Plan designates North Union Avenue as a signed bicycle route.

Environmental Considerations

Flood Area: The subject properties are not located within a floodplain.

Tree Canopy Coverage: Tree canopy in the area is 22%. Significant effort should be made 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: Not Applicable

Zoning History

Ordinance 11918, dated September 1, 1970, established zoning for the subject property.

TMAPC Comments

None

The applicant was not present.

Speakers

None.

Commission Action

Motion: Recommend approval of the RS-5 zoning, per staff's recommendation.

Motion by: Zalk Second by: Shivel

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

Property Description

N 100' of S 150' Lot 1 Block 5 Lombard, City of Tulsa, Osage County, State of Oklahoma

Items 3, 4 and 5 were presented together.

3. CZ-561 (County)

Location: North of the Northeast corner of W 111th Street South and South 33rd West Avenue

County Commission District: 2

Applicant: Tim Terral, TEP

Action Requested: Rezoning from AG to RS-1 (Related to PUD-870 & Mill Creek Estates)

Staff Recommendation

The applicant is requesting to rezone from AG to RS-1 to a permit gated single-family subdivision.

A PUD is being concurrently proposed with this rezoning (PUD-870). The proposed PUD will establish the allowable use and the bulk and area requirements. The lots within the PUD area are to provide a minimum of 21,780 sf per dwelling unit. The proposal lies within the Medium Intensity Single-Family designation of the Tulsa County Comprehensive Plan, which adopted the land use designations in place by the City of Jenks Comprehensive Plan. This proposal, along with the accompanying rezoning are compatible with this designation.

Staff has reviewed the request and finds that it is non-injurious to the surrounding proximate properties and consistent with the Comprehensive Plan and the anticipated future development pattern of the surrounding area, therefore;

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

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as: Medium Intensity Single-Family

Medium intensity single-family is the predominate land use type included in the Land Use Plan. These neighborhoods should largely consist of single-family detached homes while also accommodating duplexes and brownstones in appropriate areas. These neighborhoods should be comprised of mid-size lots that are generally between four and six homes per acre. The City should ensure that all new development of this type connects with existing neighborhoods and preserves and activates open space."

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	AG	Medium Intensity Single-Family	Agricultural / Single-Family
East	RS-2 (Jenks)	Medium Intensity Single-Family/Parks and Open Space	Single-Family
South	AG/RE	Medium Intensity Single-Family	Agricultural / Single-Family
West	AG	Medium Intensity Single-Family/Parks and Open Space	Agricultural / Single-Family

Small Area Plans

None

Transportation

Major Street & Highway Plan: S 33rd W Ave is designated as a Secondary Arterial.

Transit: None

Existing Bike/Ped Facilities: None

Planned Bike/Ped Facilities: A sidewalk gap and proposed signed on-street bike route is shown along S 33rd W Ave.

Environmental Considerations

Flood Area: None

Parks & Open Space: None

Zoning History

Resolution 98254, dated September 15 1980, established zoning for the subject property.

TMAPC Comment

None.

Applicant Comments:

Robert Bell, 101 East Aquarium Place, Jenks, Oklahoma stated that he was representing Tulsa Engineering and Planning. This is a standard subdivision in Jenks, and it is a gated community on half acre lots. He personally did not have a meeting with the neighborhood but spoke with a couple of the speakers before the TMAPC meeting. He agrees with the staff's recommendation.

Speakers:

(-) Lee Roy Pike, 11005 South 33rd West Avenue, Jenks, Oklahoma 74037, he was concerned that he did not receive notification of this meeting and everyone around him had. He also was concerned about the moving of the pond and the runoff water that went into the pond and privacy fencing for his backyard. They have always enjoyed the privacy of their back porch and two-story homes will ruin that. West 33rd Ave. is in Tulsa County, and it is not well maintained.

Mr. Craddock asked if it was Mr. Bell's understanding that as the lots are developed that the detention pond is made to take care of water flow from those developments.

Mr. Bell stated that was correct. The inflow of water that goes across his property must be continued out to the standard outflow.

Commission Action

Motion: Recommend approval of the RS-1 zoning, per staff's recommendation.

Motion by: Zalk Second by: Turner-Addison

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

Property Description

A tract of land contained within the SW/4 of Section 27, T-18-N, R-12-E of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, being more particularly described as follows:

Commencing at the southwest corner of said SW/4;
Thence North 88°53'46" East, along the south line of said SW/4, a distance of 765.50 feet;
Thence North 01°05'23" West a distance of 820.00 feet to the "Point of Beginning";
Thence continuing North 01°05'23" West a distance of 410.00 feet;
Thence North 88°53'46" East a distance of 1062.44 feet;
Thence South 01°05'23" East a distance of 410.00 feet;
Thence South 88°53'46" West a distance of 1062.44 feet to the "Point of Beginning".
Containing 435,601 square feet, or 10.0000 acres.

Basis of bearings contained herein is the Oklahoma State Plane (North Zone NAD83) Grid Bearing is N 88°53'46" E along the South line of the SW/4 of Section 27, T-18-N, R-12-E of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof.

DRAFT

4. PUD-870 (County)

Location: North of the Northeast corner of W 111th Street South and South 33rd West Avenue

County Commission District: 2

Applicant: Tim Terral, TEP

Action Requested: Planned Unit Development for a residential subdivision (Related to CZ-561 & Mill Creek Estates)

Staff Recommendation

The applicant is requesting to rezone from AG to RS-1 to a permit gated single-family subdivision.

A rezoning is being concurrently proposed with this PUD (CZ-561). The proposed PUD will establish the allowable use and the bulk and area requirements. The lots within the PUD area are to provide a minimum of 21,780 sf per dwelling unit. The proposal lies within the Medium Intensity Single-Family designation of the Tulsa County Comprehensive Plan, which adopted the land use designations in place by the City of Jenks Comprehensive Plan. This proposal, along with the accompanying rezoning are compatible with this designation.

Staff has reviewed the request and finds that it is non-injurious to the surrounding proximate properties and consistent with the Comprehensive Plan and the anticipated future development pattern of the surrounding area, therefore;

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

Development Standards

Permitted Uses: Uses permitted by right in the RS-1 Zoning District and accessory uses.

Minimum Lot Size: 21,780 sq. ft.

Minimum Lot Width 110 feet

Minimum Building Setbacks:

Front Yard: 35 feet

Rear Yard: 20 feet

Interior Side Yards: 10 ft./10 ft.

Exterior Side Yard (abutting S. 33rd W. Ave): 25 feet

Maximum Building Height: 35 feet

- Accessory Buildings 20 feet

Minimum Open Space Per Dwelling Unit: Per the RS-1 Zoning District

Other Bulk and Area Requirements: As established in the RS-1 Zoning District

Comprehensive Plan Considerations**Land Use Plan**

The subject property is designated as: Medium Intensity Single-Family

Medium intensity single-family is the predominate land use type included in the Land Use Plan. These neighborhoods should largely consist of single-family detached homes while also accommodating duplexes and brownstones in appropriate areas. These neighborhoods should be comprised of mid-size lots that are generally between four and

six homes per acre. The City should ensure that all new development of this type connects with existing neighborhoods and preserves and activates open space.”

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	AG	Medium Intensity Single-Family	Agricultural / Single-Family
East	RS-2 (Jenks)	Medium Intensity Single-Family/Parks and Open Space	Single-Family
South	AG/RE	Medium Intensity Single-Family	Agricultural / Single-Family
West	AG	Medium Intensity Single-Family/Parks and Open Space	Agricultural / Single-Family

Small Area Plans

None

Transportation

Major Street & Highway Plan: S 33rd W Ave is designated as a Secondary Arterial.

Transit: None

Existing Bike/Ped Facilities: None

Planned Bike/Ped Facilities: A sidewalk gap and proposed signed on-street bike route is shown along S 33rd W Ave.

Environmental Considerations

Flood Area: None

Parks & Open Space: None

Zoning History

Resolution 98254, dated September 15 1980, established zoning for the subject property.

Commission Action

Motion: Recommend approval of PUD-870, per staff’s recommendation.

Motion by: Zalk Second by: Turner-Addison

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

Property Description

A tract of land contained within the SW/4 of Section 27, T-18-N, R-12-E of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, being more particularly described as follows:

Commencing at the southwest corner of said SW/4;
Thence North 88°53'46" East, along the south line of said SW/4, a distance of 765.50 feet;
Thence North 01°05'23" West a distance of 820.00 feet to the "Point of Beginning";
Thence continuing North 01°05'23" West a distance of 410.00 feet;
Thence North 88°53'46" East a distance of 1062.44 feet;
Thence South 01°05'23" East a distance of 410.00 feet;
Thence South 88°53'46" West a distance of 1062.44 feet to the "Point of Beginning".

Containing 435,601 square feet, or 10.0000 acres.

Basis of bearings contained herein is the Oklahoma State Plane (North Zone NAD83) Grid Bearing is N 88°53'46" E along the South line of the SW/4 of Section 27, T-18-N, R-12-E of the Indian Base and Meridian, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof.

DRAFT

Public Hearing – Plats

5. **Mill Creek Estates** (County)

Location: North of the Northeast corner of W 111th Street South and South 33rd West Avenue

County Commission District: 2

Applicant: Tim Terral, TEP

Action Requested: Preliminary Plat for a Single-Family Subdivision (Related to CZ-561 & PUD-870)

Staff Recommendation

North of the Northeast corner of W 111th Street South and South 33rd West Avenue

This plat consists of 15 lots, 1 block on 10 ± acres.

The Technical Advisory Committee (TAC) met on December 5th, 2024 and provided the following comments:

1. **Zoning:** Proposed lots conform to the requirements of the RS-1 district and proposed PUD development standards. Planning Services will provide comments prior to final plat release.
2. **Addressing:** INCOG will assign addresses. Include assigned addresses on the face of the final plat and provide address disclaimer.
3. **Transportation & Traffic:** Final street construction plans must be approved by the County Engineer and installed prior to final plat release.
4. **Sewer/Water:** On-site sewage disposal via ODEQ approved system. Water line plans must be submitted to Creek County Rural Water District No. 2. All requirements of the district must be met for final plat approval.
5. **Stormwater, Drainage, & Floodplain:** Plans for stormwater and drainage must be approved by the Tulsa County Engineer and improvements must be in place prior to final plat approval. Provide access to reserve area for maintenance.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.
7. **Tulsa County Engineering:** Add a driveway culvert summary table to the face of the plat.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations. Tulsa County release is required prior to final plat approval.

Commission Action

Motion: Approve the preliminary subdivision plat Mill Creek Estates per staff's recommendation.

Motion by: Zalk Second by: Turner-Addison

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

6. Magnolia Crossing II (County)

Location: West of the Southwest corner of East 171st Street South and South Sheridan Road

County Commission District: 3

Applicant: Select Design

Action Requested: Preliminary Plat for a Single-Family Subdivision

Staff Recommendation

West of the Southwest corner of East 171st Street South and South Sheridan Road

This plat consists of 31 lots, 3 blocks on 26.9 ± acres.

The Technical Advisory Committee (TAC) met on December 5th, 2024, and provided the following comments:

- 1. Zoning:** Proposed lots conform to the requirements of the RE district and existing PUD development standards. Planning Services will provide comments prior to final plat release.
- 2. Addressing:** INCOG will assign addresses. Include assigned addresses on the face of the final plat and provide address disclaimer.
- 3. Transportation & Traffic:** Final street construction plans must be approved by the County Engineer and installed prior to final plat release.
- 4. Sewer/Water:** On-site sewage disposal via ODEQ approved system. Water line plans must be submitted to Okmulgee County Rural Water District No. 6. All requirements of the district must be met for final plat approval.
- 5. Stormwater, Drainage, & Floodplain:** Plans for stormwater and drainage must be approved by the Tulsa County Engineer and improvements must be in place prior to final plat approval. Provide access to reserve area for maintenance.
- 6. Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.
- 7. Tulsa County Engineering:** "Detention facilities" needs to be added to the covenant language that addresses the detention and overland drainage easement.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations. Tulsa County release is required prior to final plat approval

Commission Action

Motion: Approve the preliminary subdivision plat Magnolia Crossing II, per staff's recommendation.

Motion by: Zalk Second by: Shivel

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

7. Huntington Park II

Location: South and East of the Southeast corner of East 41st Street South and South 177th East Avenue

City Council: 6

Applicant: C. Joseph Watt, P.E.

Action Requested: Approval of a Preliminary Plat and modification of Section 5.030 Table 5-1 of the Subdivision and Development Regulations to permit greater block lengths. (Preliminary Plat previously approved on August 3rd, 2022, approval expired on August 3rd, 2024)

Staff Recommendation

Huntington Park 2 - (CD 6)

North and east of the intersection of East 51st Street South and South 177th East Avenue

This plat consists of 170 lots, 10 blocks, 44.37 ± acres. Preliminary plat was previously approved in February of 2018.

The Technical Advisory Committee (TAC) met on July 21, 2022 and provided the following conditions:

- 1. Zoning:** The property is zoned RS-3 with a planned unit development (PUD-816). Lots are required to conform to the requirements of the PUD. PUD standards must be included in the deed of dedication and the PUD number must be reflected on the face of the plat.
- 2. Addressing:** City of Tulsa will assign addresses to the plat. Address assignments must be shown on the face of the final plat. Provide address disclaimer.
- 3. Transportation & Traffic:** Infrastructure Development Plans (IDP) must include all required streets, ADA ramps, and sidewalks. IDP must be approved prior to approval of the final plat. Sidewalks must be located on both sides of residential streets and along adjacent arterial streets. Construction traffic must utilize existing construction access at the north of the property.
- 4. Sewer:** Sanitary sewer extensions are required to obtain IDP approval prior to release of the final plat. Adequate easement must be provided to cover all proposed extensions. Any required offsite easements must be recorded and reflected on the final plat.
- 5. Water:** Water main extensions are required to obtain IDP approval prior to release of the final plat. Adequate easement must be provided to cover all proposed extensions. Offsite easements must be recorded and reflected on the final plat.
- 6. Engineering Graphics:** Submit a subdivision data control sheet with final plat. Provide expiration for Engineer/Surveyor CA number. Under benchmark heading provide the northing/easting coordinates. Graphically show all pins found or set associated with the plat.
- 7. Stormwater, Drainage, & Floodplain:** Drainage plans must be submitted and approved through the IDP process. Approval for IDP must be obtained prior to approval of the final plat. Any required offsite easements must be recorded and reflected on the final plat.
- 8. Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site. Any public infrastructure proposed within existing franchise utility easements must obtain written permission from easement holders.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations. City of Tulsa release letter is required prior to approval of the final plat.

TMAPC Comments

Mr. Craddock asked if engineering had reviewed the preliminary plat prior to this meeting to look at the flooding.

Staff stated this is the second time Planning Commission has heard this plat because it expired August 2024. He stated what is being looked at today is the layout of the plat and the streets. There may be issues on the construction side and staff has forwarded the plat to Development Services.

Mr. Craddock stated he is concerned about extending the plat without first hearing from Development Services that the issues have been addressed.

Applicant Comments

Joseph Watt, Sizemore and Associates, 6660 South Sheridan Road, Tulsa, OK stated they have worked with development services and with the owners to alleviate the flooding in the area. He stated at the time of the flooding, that Mr. Hinson's email refers to the facilities that would keep the flooding from happening were not in place. He stated they are going to do everything possible to get the water to the retention pond or to the 36-inch pipe along the street. The applicant stated they have a swale to help with the flooding.

Mr. Craddock asked if the swale would be going through backyards.

The applicant stated, "yes".

Speakers

(-) Rick Hinson, 17926 East 45th Place South, Tulsa, OK 74134, is concerned about the ongoing flooding on his property. He stated his property is adjacent to the subject property and he has had to go out in the middle of the night during a rainstorm to divert water away from his property to keep it from flooding. There are no provisions in place that would direct the water where it needs to go because the builder keeps blocking it off. Mr. Hinson stated there is not a swale located in the back yard. He stated that 5 years ago there was a 2-foot-wide ditch that allowed drainage, but that the builders filled it in with dirt. Since then, the builders have dug 5 ditches in the last 3 years to divert the water from his house to the street but then they come back and fill the ditch back in with dirt. He stated the last time it rained he had a 2-acre pond drain into his property and wash out his yard for the 3rd time. Mr. Hinson stated he has spoken with the developers, the contractor, and the owner of the property and they have not addressed the problem.

Ms. Turner-Addison stated that this could be an opportunity to make sure that the conversations needed to remedy the problem takes place by continuing the item to a later date.

Mr. Craddock stated he would like to hear from city staff about what is being done to correct this problem. He stated the Planning Commission is being asked to approve the plat and that would increase the density and the pervious area.

The applicant stated that there is a complete storm system that discharges into a receiving system, which is the pond that they built or the 36" drain that goes to the east. He stated he believes that once this development is completed the flooding will stop.

Mr. Hood believes that had this development not shut down for 2 years this issue would not have happened. He thinks the issue will be resolved by completing the project.

Mr. Craddock stated he would still like to hear from city staff about the flooding.

Staff stated the Planning Commission is reviewing whether this meets the regulations of the City of Tulsa. He stated that Sandy Silman with Development Services is here, but he will say that this development meets those regulations.

Ms. Addison-Turner motioned for a continuance.

Mr. Zalk stated that he does not see that a continuance will correct the problem he thinks that will only delay it further.

Ms. Addison-Turner stated that the project had been delayed since 2022 and 2 weeks is a small delay. She would like to give Mr. Hinson time to speak with whoever he needs to speak with to get help with the problem.

Ms. Addison-Turner's motion failed to get a second and Mr. Zalk made a motion for approval of the preliminary subdivision plat.

Commission Action

Motion: Approve the preliminary subdivision plat and modification of the Subdivision and Development Regulations to permit greater block lengths for Huntington Park II, per staff's recommendation.

Motion by: Zalk Second by: Hood

Vote: 4-2-0

Ayes: Hood, Shivel, Walker, Zalk

Nays: Craddock, Turner-Addison

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

Public Hearing – Comprehensive Plan Conformance

8. Consider adopting a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **Tulsa International Airport Economic Development TIF Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommend its approval to the City of Tulsa

Staff Recommendation

Item

Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Tulsa International Airport Economic Development **TIF** Project Plan **is** in conformance with the Tulsa Comprehensive Plan and recommend its **approval** to the City of Tulsa.

Background

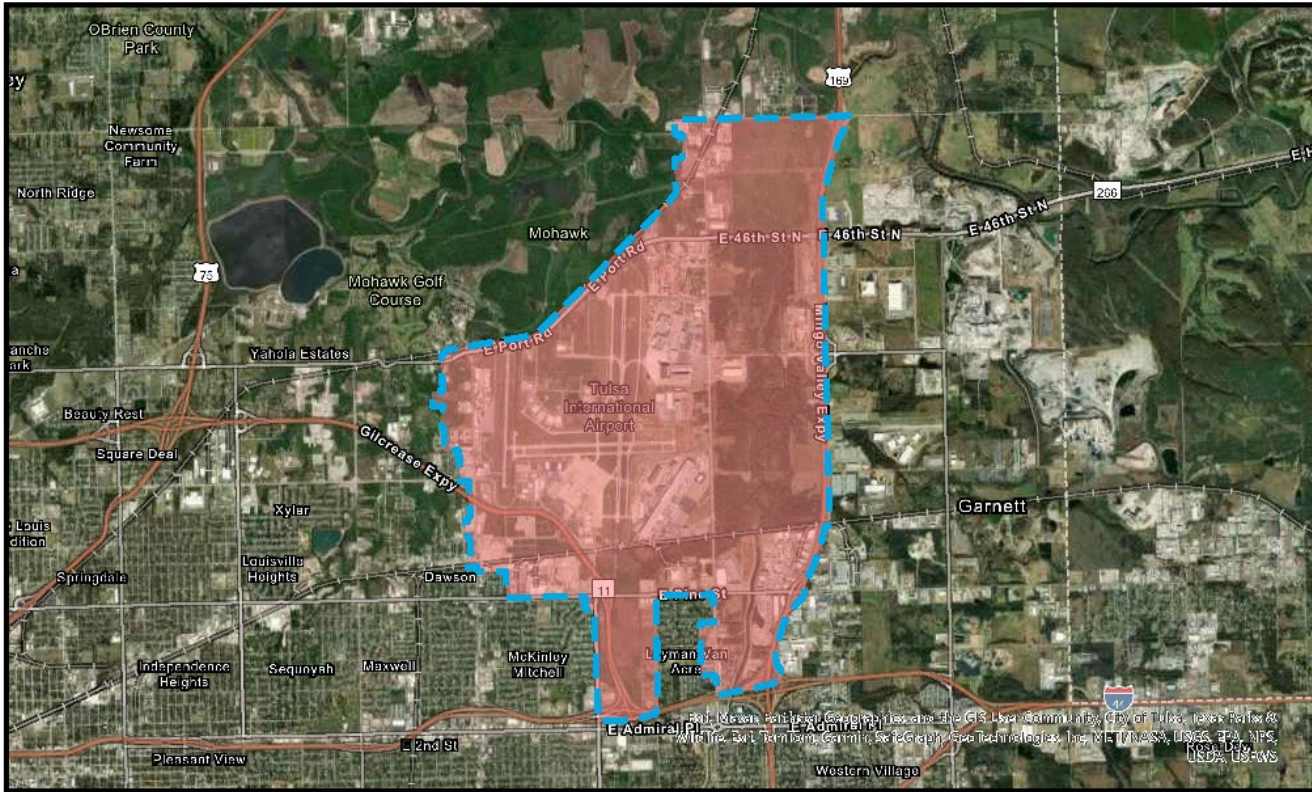
The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to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

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

Increment districts have been validated by court proceedings involving two increment districts in Oklahoma City (for economic development projects at the Oklahoma Health Center and for the Downtown/MAPS project) and the increment district in Guymon (for the Guymon-Seaboard Economic Development project).

The Tulsa International Airport Economic Development Project Plan is a TIF. The Tulsa International Airport Economic Development Project Plan Area is the area in which Project activities will take place and Project Costs will be incurred. The Project Area can be generally described as the area bounded by North Port Road, East 56th Street North, Highway 169, portions of Pine Street and Interstate-244, and extending just a little west of Sheridan Road.

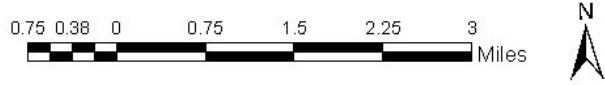
Map of Project Area and Increment District



Project Area & Increment District

Legend

- Increment District
- Project Area



Objectives

The principal objectives of the Project and the Increment Districts are:

- A. To facilitate the development of property at the Airport, thus helping to diversify the revenue sources that support the ongoing costs of operating, maintaining, and improving Airport facilities.
- B. To provide a funding mechanism for a substantial portion of the local public investment required to support the Airport’s aerospace economy.
- C. To support the existing major businesses and employers in the Project Area.
- D. To serve as a catalyst for retaining or expanding employment, to attract major investment in the area, and reverse economic stagnation.
- E. To preserve and enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the Project and the apportionment of incremental sales tax revenues.

- F. To stimulate private commitments to invest and reinvest in the Project Area.
- G. To create and expand commercial activities in the area, including hotels, retail, and travel and tourism related attractions and amenities.

Statement of Principal Actions

Implementation actions for the Project, including all necessary, appropriate and supportive steps will consist principally of the following, to be undertaken primarily by the Tulsa International Airport Development Trust ("TIADT"):

- A. Project planning, design, and approval.
- B. Coordination and cooperation between Tulsa County, the City of Tulsa, and the appropriate City Trusts for joint and/or coordinated endeavors under this Project Plan, including through appropriate interlocal agreements.
- C. Construction and/or repair of public improvements, streets, streetscapes, utilities and other public infrastructure and facilities, including but not limited to taxi lanes, access roads, water and sewer lines, and sidewalks.
- D. Preparation of development sites, including by grading, constructing building pads, and providing utilities and infrastructure.
- E. Negotiation of development agreements, leases, and other contracts under which private development commitments will be secured in exchange for the public investments.

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

Prior to submittal to City Council, TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Staff analysis will focus on three aspects of the *Tulsa Comprehensive Plan*: the Major Street and Highway Plan; Land Use Map; and Comprehensive Plan Priorities.

A. Major Street and Highway Plan

The Major Street and Highway Plan (MSHP) identifies many streets in and near the Project Plan with a wide variety of high-capacity vehicular transportation corridors. These high-capacity corridors and freeways will support the expanding facilities and transportation needs of the project area while the many other streets provide employment access to the project area for the region. The following street and highway classifications are in or near the project area:

- Freeways:
State Highway 11, Interstate 244, US Highway 169
- Primary Arterials:
E Port Road, E 46th Street N
- Secondary Arterials:
Mohawk Boulevard, E 56th Street N, E 36th Street N., E Apache Street west of N Sheridan Road, N Memorial Drive north of E Pine Street, N Mingo Road south of E Pine Street

- Secondary Arterials designated as Multi-Modal Corridors:
N Mingo Road north of E Pine Street, E Pine Street, N Sheridan Road
- Secondary Arterial designated as a Commuter Corridor:
N Memorial Drive south of E Pine Street
- Commercial/CBD/Industrial Collector:
E Apache Street east of N Sheridan Road, N 69th East Avenue, E Virgin Street
- Residential Collector:
E 30th Street North, N Maplewood Avenue, N 89th East Avenue, E Latimer Street

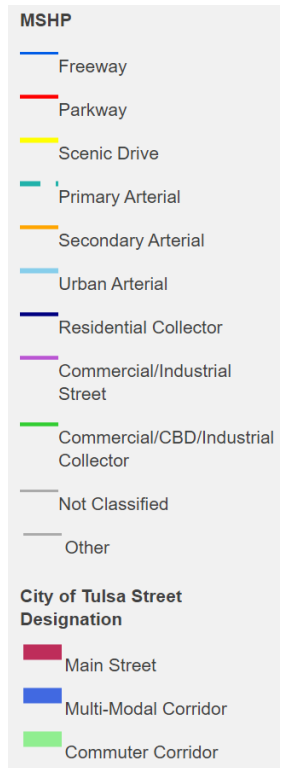
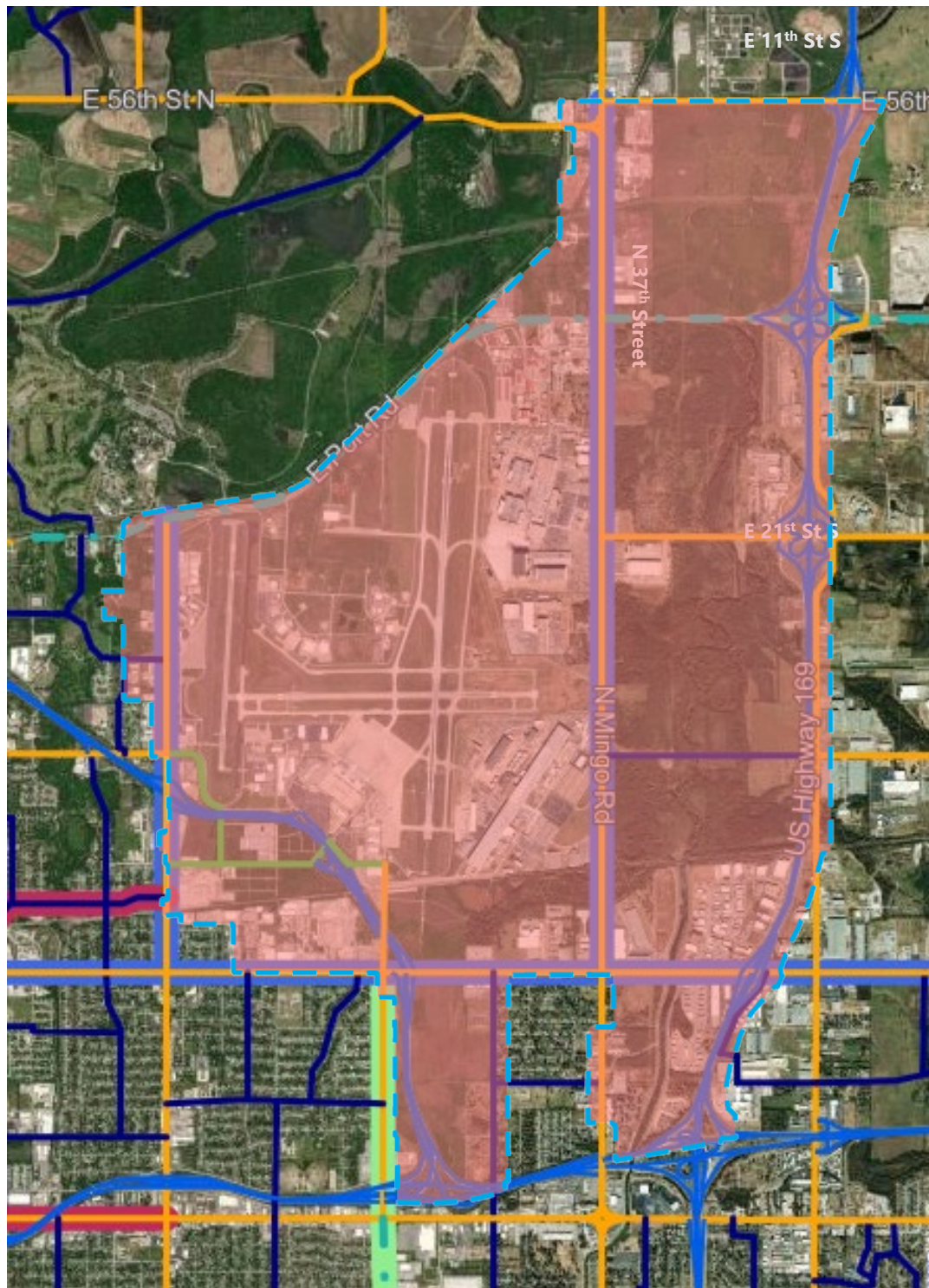
City of Tulsa Designation Definitions

Multi-Modal Street

Multi-modal streets support commercial and residential development along major arterial streets. These streets align with the recommendations for on-street bicycle infrastructure establish in the 2015 GO Plan, and they should be evaluated for feasibility with regard to the reallocation of street space for bicycle facilities.

Commuter Street

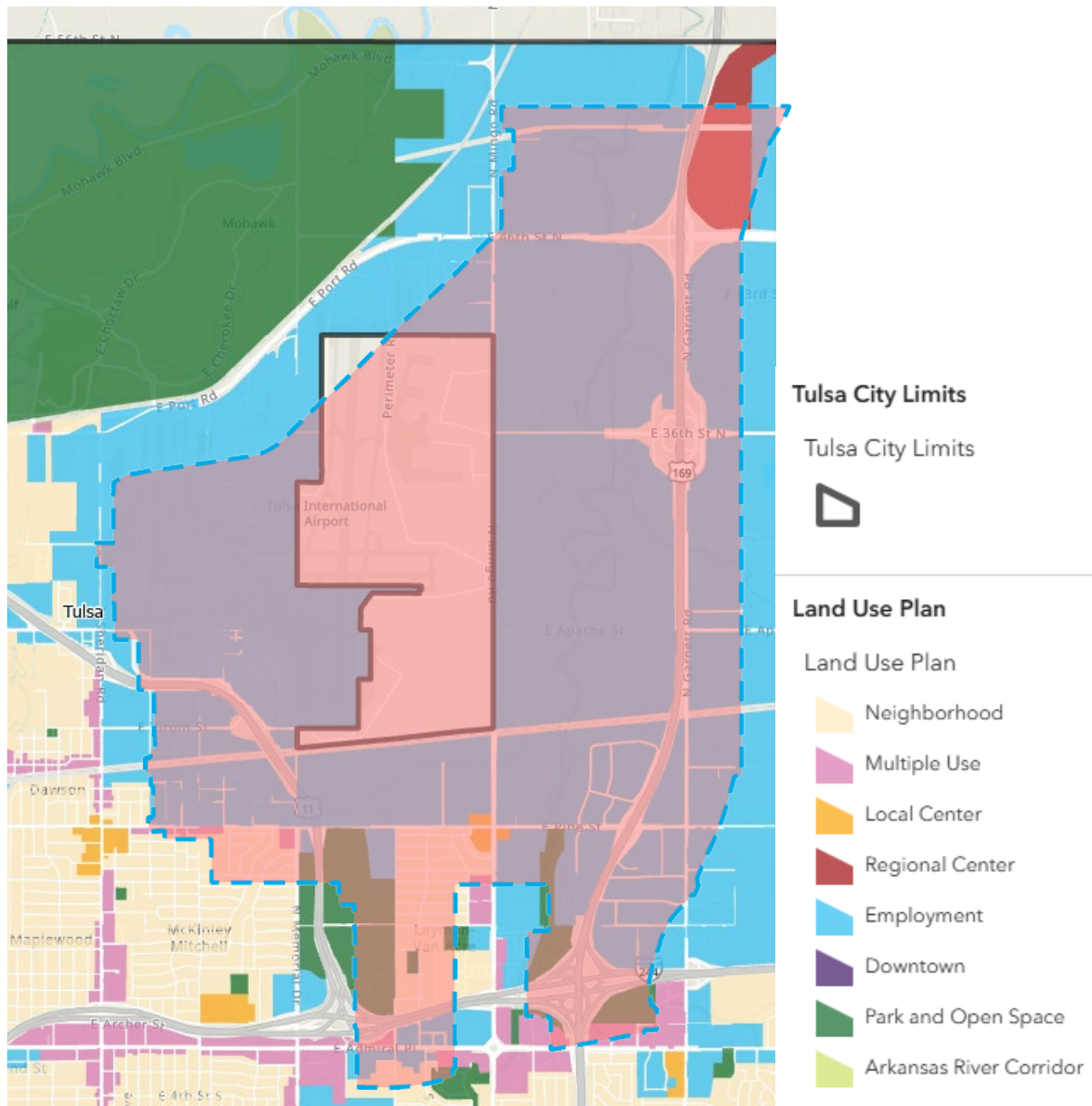
Commuter streets prioritize the efficient movement of large numbers of automobiles, with access management techniques utilized to minimize the frequency of turning movements along the corridor. This reduces the chance of collisions that could lead to congestion. Other transportation modes, such as public transit and pedestrian infrastructure, are provided and designed in ways that protect the users from dangerous interactions with automobile traffic. Medians and pedestrian islands are appropriate for increased pedestrian safety, as well as separation between traffic heading in each direction. Bicycle infrastructure is not recommended on Commuter Streets unless it is a multi-use path separated from the street.



B. Comprehensive Plan**Land Use Designations**

The "Objectives" and "Statement of Principle Actions" in the Tulsa International Airport Economic Development Plan are fully consistent with the Land use designations "Employment", "Multiple Use", and "Local Center". The land use designations of "Parks and Open Space" and "Neighborhood" within the project area are compatible with the "Objectives" and "Statement of Principal Actions" while specific projects may need further consideration.

- Employment (shown below in blue):
Accounts for most of the project area.
- Multiple Use (shown in pink):
West of N Sheridan Road, both sides of N Mingo Road between E Pine Street and Interstate 244.
- Local Center (shown in dark yellow):
Northwest and southeast of the corner of E Pine and N Mingo Road.
- Parks and Open Space (shown in dark green):
Northwest of the corner of N Mingo Road and E 46th Street N, south of E Pine Street between N Memorial Drive and US Highway 169
- Neighborhood (shown in light yellow):
West of N Sheridan Road between E Port Road and E Apache Street
- Undefined:
Portions of the project area are in unincorporated Tulsa County and do not have land use designations.



These land use designations are described in 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.
- **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.
- **Local Centers** serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce a regional trip generator, the entire local center designation should be amended to be Regional Center with significant input from all affected properties and nearby neighborhoods.
- **Parks and Open Space** includes parks, trails, public sports complexes, country clubs, stormwater facilities, forests, and cemeteries. While these individual uses differ greatly, the general goal of this designation is to ensure these areas remain in their current undeveloped state, and that new development in near proximity does not encroach in ways that undermine the purpose of the property. Active parks and open space should be further activated by development that faces these uses.
- **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.

C. **Comprehensive Plan Priorities**

The *Tulsa Comprehensive Plan* contains multiple priorities, goals, and policies to promote economic development to attract investment, enhance the tax base, stimulate economic growth, and improve the quality of life in and around the City. Following are portions of the Comprehensive Plan (not all encompassing) that align with the objectives of the Tulsa International Airport Economic Development Project Plan and the supporting Tax Increment Financing District that can be implemented through the benefits of the Project Plan.

Future Land Use

- LU 3 - Economic development is facilitated at the neighborhood, city, and regional scales.
 - LU 3.2 - Focus regional investments along major transportation corridors, including highways and public transit routes.

- LU 3.2.1 - Direct the majority of employment growth and change to areas of the city with access to major transportation infrastructure, such as highways, railroads, public transportation, the airport, and Tulsa Ports.
- LU 3.2.3 - Locate industrial uses in areas that are most economically suitable and have minimal negative impact on sensitive land uses
- LU 6.3 - Coordinate with surrounding municipalities and counties to ensure consistent land use planning and development requirements along highways.
 - LU 6.3.2 - In general, reserve highway-adjacent properties for nonresidential uses to maximize economic potential and reduce negative health outcomes associated with sensitive uses in proximity to highway particulate matter and ground-level ozone.

Economic Development

- ED 1 - Economic growth and development contribute to a prosperous and diverse economy capable of providing access to economic opportunity for all Tulsans.
 - ED 1.4 - Diversify the local economy by proactively targeting businesses and industries that are not currently located in Tulsa.
 - ED 1.5 - Ensure public investment initiatives support targeted industry clusters and promote the development and growth of new industry clusters.
 - ED 1.5.1 - Leverage local, state, and federal incentive programs to promote the creation and expansion of businesses in target industry clusters.
 - ED 1.5.2 - Prioritize infrastructure projects that support retention and expansion of businesses in target clusters, including aerospace, healthcare, education, technology, energy, and advanced manufacturing.
- ED 2 - Local and prospective businesses have easy access to a spectrum of economic development information and resources.
 - ED 2.3 - Maintain and promote access to economic development and revitalization tools, including tax-increment financing (TIF), business improvement districts, the Economic Infrastructure Fund, the Downtown Revolving Loan Fund, and the Property Assessed Clean Energy program.
- ED 5 - An adequate and appropriate supply of employment land is maintained to meet local industrial and commercial needs.
 - ED 5.3 - Support the continued expansion of employment and industrial uses on sites adjacent to the Tulsa International Airport.
 - ED 5.3.3 - Work to attract innovative aeronautical industries to locate in Tulsa.
 - ED 5.4 - Establish economic development plans for rail, highway, and turnpike corridors.
 - ED. 5.4.1 - Prioritize commercial, retail, and industrial uses along highways to capitalize on the high level of transportation access and to mitigate against the negative health impacts of sensitive land uses being exposed to highway pollution.

Staff Recommendation

The Objectives and Principle Actions in the Tulsa International Airport Economic Development Project Plan and supporting Tax Increment Financing District **are** consistent with the Major Street & Highway Plan, Land Use Map, and Comprehensive Plan Priorities. Staff recommends **approval** of the Tulsa International Airport Economic Development Project Plan and supporting Tax Increment Financing District, finding it to be **in conformance** with the Tulsa Comprehensive Plan.

TMAPC Comments

None

The applicant indicated their agreement with staff's recommendation.

Speakers

None.

Commission Action

Motion: Recommend approval of the Tulsa International Airport Economic Development TIF Project Plan, finding it to be in conformance with the Tulsa Comprehensive Plan.

Motion by: Craddock Second by: Shivel

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

DRAFT

Other Business

9. Consider possible TMAPC initiation of zoning code amendments regarding accessory buildings and structures visible from the street in Historic Preservation (HP) districts and eliminating the 30-day time limit for HP applications

Staff Recommendation

TMAPC initiation of zoning code amendments related to Historic Preservation (HP)

The Tulsa Preservation Commission is asking TMAPC to initiate amendments to the City of Tulsa Zoning Code regarding HP accessory buildings and structures visible from the street and eliminating the 30-day time limit for HP applications. Attached is a memo from the Chair of the Tulsa Preservation Commission outlining the background and issues, and proposed changes to the zoning code.

If the TMAPC chooses to initiate the amendments, the following will occur:

- Preservation Commission and staff will conduct public outreach in Historic Preservation neighborhoods;
- Planning Office will bring the proposed changes to a February 5 TMAPC work session;
- Planning Office will provide appropriate notice of a TMAPC public hearing for the proposed amendments;
- TMAPC will consider and make a recommendation on the proposed amendments at a March 5 public hearing;
- The proposed amendments will proceed through the City Council approval process.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Recommend TMAPC initiation of zoning code amendments regarding accessory buildings and structures visible from the street in Historic Preservation (HP) districts and eliminating the 30-day time limit for HP applications per staff's recommendation

Motion by: Hood Second by: Craddock

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

10. Commissioner Comments

None

Adjournment

Commission Action

Motion: Adjourn

Motion by: Craddock Second by: Shivel

Vote: 6-0-0

Ayes: Craddock, Hood, Shivel, Turner-Addison, Walker, Zalk

Nays: none

Abstentions: none

Absent: Fugate, Humphrey, Rosene Robinson, Whitlock

There being no further business, the meeting adjourned at 2:07 p.m.

DRAFT