



## Tulsa Metropolitan Area Planning Commission

### Minutes of Meeting No. 2935

Wednesday, April 16, 2025, 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, 2025 at 8:30 a.m.

**Members Present:** Bulmash, Craddock, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

**Members Absent:** Humphrey, Turner-Addison

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

**County Staff Present:** Jay Hoyt, Sherri Tauber

#### 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

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**Chairman's Report:** None

**Director's Report:** None

### Approval of Minutes

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#### **1. Minutes from Meeting 2934, April 2, 2025**

Motion: Approval of the minutes of Meeting 2934 from April 2, 2025.

Motion by: Bulmash      Second by: Shivel

Vote: 8-0-1

Ayes: Bulmash, Craddock, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock

Nays: none

Abstentions: Zalk

Absent: Humphrey, Turner-Addison

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## Consent Agenda

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### **2. PUD-467-10**

Location: East of the northeast corner of East 51st Street South and South Harvard Avenue

City Council District: 9

Applicant: Experius LED Signs

### **Action Requested**

PUD minor amendment to permit an additional freestanding sign with dynamic display

### **Staff Recommendation**

The applicant is proposing an additional freestanding sign on the property for a restaurant use. The development standards adopted for this site in PUD-467 and subsequent amendments limit the lot to a single freestanding sign to be shared between two business operations. The original approval anticipated office users at this location and the shared sign served both users' needs. With the change of use to a restaurant, the new property owner would like to add another freestanding sign solely for the restaurant.

The addition of another freestanding sign would align with the underlying CO district allowances for signs. The applicant is proposing a freestanding sign with a dynamic display element.

Dynamic displays incorporated into the sign shall comply with the requirements for Dynamic Displays outlined in Chapter 60 of the Tulsa Zoning Code.

This amendment will increase the permitted number of freestanding signs for this lot along East 51<sup>st</sup> Street from 1 to 2 and apply all other sign limitations previously approved for PUD-467.

Staff has reviewed the request and determined:

- 1) PUD-467-10 is consistent with the provisions for administration and procedures of a PUD in section 30.010-H.
- 2) PUD-467-10 does not represent a significant departure from the approved development standards in the PUD and is considered a minor amendment to PUD-467.
- 3) All remaining development standards defined in PUD-467 and subsequent amendments shall remain in effect.

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

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## Comprehensive Plan Considerations

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### **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	RS-2	N/A	Interstate 44
East	CO/PUD-467/Z-6310	Multiple Use	Commercial
South	OL	Multiple Use	Office
West	CO/PUD-467/PUD-467-A	Multiple Use	Commercial

**Small Area Plans**

The subject property is not located within any small area plan boundaries.

**Development Era**

The subject property is located in an area developed during the Early Automobile Era.

As automobile use began to supplant the use of streetcars in cities across the country, the pattern of urban development changed. From the time of the Great Depression, through World War 2, and prior to the development of the Interstate Highway System, Tulsa’s land use pattern became more centered around the mile-by-mile grid of major streets that follows the boundaries of the township and range system. During this time period, Tulsa saw some of the fastest growth that has occurred in the city’s history, consistent with population growth across the United States. Detached house neighborhoods with a variety of architectural styles proliferated through the area, and a relatively low level of redevelopment has occurred over time as compared to the Downtown Era and the Streetcar Era.

**Transportation**

Major Street & Highway Plan: East 51<sup>st</sup> Street South is designated as a secondary arterial which requires 100 feet of ultimate right-of-way width.

Comprehensive Plan Street Designation: N/A

Transit: Regular route service is available along East 51<sup>st</sup> Street South.

Existing Bike/Ped Facilities: Sidewalks are in place on East 51<sup>st</sup> Street South.

Planned Bike/Ped Facilities: None.

**Environmental Considerations**

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

Tree Canopy Coverage: Tree canopy in the area is 0%. 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 LTS 1 & 2 BEG 134.30E SWC TH N202.89 NE123.68 S223.20 W122 POB LESS BEG 134.30E SWC LT1 TH E122 N6.08 W78.44 W43.76 S10 POB FOR RD BLK 1 DICKENS COMMONS RESUB L3 B1 MORLAND ADD (11360), City of Tulsa, Tulsa County, State of Oklahoma

**Commission Action**

Motion: Approve Consent Agenda item 2 per staff’s recommendation.

Motion by: Zalk                      Second by: Shivel

Vote: 9-0-0

Ayes: Bulmash, Craddock, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: Humphrey, Turner-Addison

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## Public Hearing – Rezoning

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Review and possible recommendation of approval, approval with modifications, denial, or deferral of the following:

### **3. Z-7809**

Location: East of the southeast corner of East 16th Street and South Atlanta Avenue

City Council District: 4

Applicant: Jeremy Wilkinson

### **Action Requested**

Rezoning from RS-3 to RM-2 with an optional development plan

### **Staff Recommendation**

The applicant is proposing to rezone the subject property from RS-3 to RM-2 with an optional development plan to permit a cottage house development.

The property is just under one acre in size and sits adjacent to the Broken Arrow Expressway on the east. There are existing single-family residences on the north, west, and south of the property.

The requested RM-2 zoning would permit the cottage house proposal by right. The applicant has submitted an optional development plan to limit the allowable uses in the RM-2 district and apply additional development standards to accommodate neighborhood feedback. In addition to cottage houses, the optional development plan would allow for single-family residential, townhouses, or duplexes.

A cottage house development is a grouping of small, detached houses around a common open space or shared courtyard. They are considered a “missing middle” housing type:

Missing Middle Housing refers to house-scale buildings with multiple units and are often “missing” in cities like Tulsa that have high concentrations of detached housing and multi-dwelling unit housing. These housing types have been more difficult to develop due to zoning regulations that exclude these building types or have site design requirements that make these housing types impractical, as well as difficulty with financing due to the limited number of properties that can be used for comparison. In the Tulsa Zoning Code, five building types fall into this category: Townhouse, Duplex, Multi-Unit House (triplex, quadplex, etc.), Cottage House Development, and small Apartment/Condominiums (10 or fewer units). [planitulsa, Development Review Guide, p.24]

Planitulsa, the City’s comprehensive plan, encourages the implementation of missing middle housing types in order to provide a variety of housing options and meet the housing demands projected for future growth. Cottage homes allow for the integration of additional density to existing single-family areas while maintaining a similar scale and character.

The Citywide Housing Assessment prepared in March of 2023 projects that 12,900 units of all types and price points are needed over the next 10 years to meet demand. The current average production for the City of Tulsa is 830 units per year. Increases in allowable densities at an appropriate scale are required to increase the production rate of new units and meet the City’s housing demands.

The optional development plan standards outlined below shall be incorporated into the requested rezoning. The development plan prohibits apartments and short-term rentals and establishes greater setbacks from adjacent single-family residential properties. Additionally, the optional development plan adds enhanced landscaping requirements and restrictions on second-story windows to mitigate against privacy concerns expressed by neighboring property owners.

The applicant participated in 4 neighborhood meetings to discuss the proposal with surrounding property owners. An outline of the public engagement efforts is included as an attachment.

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

### **Z-7809 Development Standards**

Z-7809 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.

Uses denoted with "\*" require special exception approval by the City of Tulsa Board of Adjustment.

### ***Permitted Use Categories, Subcategories, and Specific Uses:***

#### RESIDENTIAL Use Category

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

Single household

Detached house

Townhouse

Patio House

Two households on single lot

Duplex

Three or more households on single lot

Cottage house development

#### PUBLIC, CIVIC, AND INSTITUTIONAL Use Category

Natural Resource Preservation

Utilities and Public Service Facility

Minor

#### AGRICULTURAL

Community Garden

Short-term rentals are expressly prohibited within the boundary of Z-7809.

### ***Lot and Building Regulations:***

Property located within Z-7809 will be subject to the lot and building regulations for the OL district except as modified below.

#### Building Setbacks:

West Boundary of Z-7809 – 20 feet

South Boundary of Z-7809 – 40 feet

#### Second Story Windows:

Second Story Windows less than 50 feet from and oriented toward the south or west shall either use permanently translucent glazing or have a minimum sill height of 6 feet above the finished floor.

Site plans and building elevations must be submitted for review and approval by the Tulsa Planning Office prior to the issuance of building permits.

**Landscaping and Screening:**

A landscape buffer is required along the west and south boundary of the development plan including 1 tree per 20 linear feet of property line. Trees shall not be spaced more than 30 feet apart. Half of the required trees shall be evergreen.

Landscape plans, sealed by a landscape architect licensed to practice in the State of Oklahoma must be submitted for review and approval by the Tulsa Planning Office prior to the issuance of building permits.

**Access:**

Lots created within the boundary of Z-7809 may be served by private streets.

**Comprehensive Plan Considerations**

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**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	Single-Family Residential
East	RS-3	N/A	Broken Arrow Expressway
South	RS-3	Neighborhood	Single-Family Residential
West	RS-3	Neighborhood	Single-Family Residential

**Small Area Plans**

The subject property is not included within the boundary of any adopted small area plans.

**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: N/A

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 in the City of Tulsa.

### **Environmental Considerations**

Flood Area: The subject property does not contain any designated flood zones. There is City of Tulsa Regulatory floodplain present in the larger neighborhood area. New development will be required to comply with all ordinances for stormwater mitigation prior to the issuance of any permits.

Tree Canopy Coverage: Tree canopy in the area is 22%. Significant effort should be given to the preservation of mature stands of trees. Tree canopy removal should be minimized, and replacement of trees that need removing should be encouraged.

Parks & Open Space: N/A

### **Zoning History**

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Ordinance 11815, dated June 26, 1970, established zoning for the subject property.

The applicant indicated their agreement with staff's recommendation.

### **TMAPC Comments**

Mr. Hood asked if there was any benefit to rezoning RM-2 versus RS-5.

Staff stated the applicant has stated he would be open to RS-5. He stated that one of the differences is that duplexes are not permitted in RS-5 but are permitted in RM-2. Also the setbacks are different.

Mr. Craddock asked if the subject lot was platted could the applicant build multiple homes on this lot by right.

Staff stated "yes".

Mr. Bulmash stated if the property was platted the street would need to meet all of the engineering standards. Mr. Bulmash asked why this street did not have a dead-end sign like the street to the north which is 15<sup>th</sup> Place and can one be installed.

Staff stated they reached out to Public Works and found out that one was there until about 2022 and they did not know why it was removed but that they would install one.

### **Applicant Comments**

Jeremy Wilkerson, 4234 S. Oswego Ave., Tulsa, OK, stated he would accept the RS-5 if that is what the neighborhood wanted. He stated if he platted he could get 5 homes on the subject lot with RS-5 and that pushes the homes closer to the existing homes.

### **Speakers**

(-) Joe McCormick, 2552 East 16<sup>th</sup> Street, Tulsa, OK 74104, represents 2 residents that live near the subject property. His clients are concerned that this development is not needed and would be disruptive to the neighborhood. He stated that the proposed development would be considered apartments, and they do not want apartments. Mr. McCormick also mentioned a petition signed by close to 100 residents that was submitted to staff.

(-) Aaron Griffith, 2561 East 17<sup>th</sup> Street, Tulsa, OK 74104, is concerned about the increased density. He also stated that it does not meet the City of Tulsa housing strategy, and it does not fit the existing conditions in the neighborhood.

(-) Savannah Snyder, 2549 East 16<sup>th</sup> Street, Tulsa, OK 74104, is concerned about the traffic on a dead-end street, the safety of residents due to no fire suppression, emergency vehicle access and infrastructure.

(-) Graham Gunn, 2530 East 16<sup>th</sup> Street, Tulsa, OK 74104, is concerned about the additional traffic on the narrow street, and flooding.

(-) LQ Lawson 2544 East 16<sup>th</sup> Street, Tulsa, OK 74104, is concerned about safety, traffic, density and home values.

(-) Gary Gunn, 2530 East 16<sup>th</sup> Street, Tulsa, OK 74104, gave a brief description of the history of the neighborhood. He is also concerned about the density.

Mr. Bulmash stated that it is Planning Commissions job to balance the concerns of neighborhood with citywide housing needs.

Ms. Rosene Robinson stated that this development addresses the missing middle housing need in Tulsa.

Mr. Hood commended the applicant for the amount of neighborhood engagement that he provided.

### **Commission Action**

Motion: Recommend approval of the RM-2 zoning with the lot and building regulations of RM-2 with optional development plan, per staff's recommendation.

Motion by: Bulmash      Second by: Fugate

Vote: 8-1-0

Ayes: Bulmash, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

Nays: Craddock

Abstentions: none

Absent: Humphrey, Turner-Addison

### **Property Description**

PT LT 8 BEG NWC LT 8 TH S 250 E APPROX 216.5 TO PT 22.5 AT RT ANG PAR TO W L RY TH NW TO ST W APROX 118 POB, Glen Acres-Lynn Lane, City of Tulsa, Tulsa County, State of Oklahoma

## Public Hearing - Plats

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Review and possible approval, approval with modifications, denial, or deferral of the following:

### **4. Crossover Community Development**

Location: West of the Southwest corner of East 36th Street North and North Peoria Avenue

City Council District: 1

Applicant: Stephen Collins

### **Action Requested**

Approval of a Preliminary Plat (Preliminary Plat previously approved on April 20, 2022, approval expired on April 20, 2024)

### **Staff Recommendation**

West of the southwest corner of East 36<sup>th</sup> Street North and North Peoria Avenue

This plat consists of 3 lots, 1 block on 9.28 ± acres.

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

1. **Zoning:** The property is zoned CH (Commercial – High) and MX2-F-65 (Mixed-Use). The proposed lots conform to the requirements of the zoning districts.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Apply limits of no access to areas outside of the planned driveways. Sidewalks will be required per Title 35 upon application for new building permits.
4. **Sewer:** Sanitary sewer extensions will require the approval of IDP. Final plat approval will not be given by the City of Tulsa until IDP has been approved. Dimension and label easements on the face of the plat.
5. **Water:** Water line extensions will require the approval of IDP. Final plat approval will not be given by the City of Tulsa until IDP has been approved.
6. **Engineering Graphics:** Submit a subdivision control data sheet with final plat submittal. Add “State of” before Oklahoma in plat subtitle. Add contact information for project engineer and surveyor. Update location map to reflect only platted property boundaries. Label all other areas as unplatted. Update street names in the location map. Ensure accuracy and consistency of legal description between written version and face of the plat. Add signature block for government official signature.
7. **Stormwater, Drainage, & Floodplain:** Private detention facility will need private easement. Offsite water flows from the west will need to conveyed and placed in appropriate drainage easements. If additional detention is required, appropriate easements will need to be added.
8. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

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

**Commission Action**

Motion: Approve the preliminary subdivision plat for Crossover Community Development, per staff's recommendation.

Motion by: Craddock      Second by: Whitlock

Vote: 9-0-0

Ayes: Bulmash, Craddock, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: Humphrey, Turner-Addison

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**5. Saint Francis Hospital South**

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

City Council District: 7

Applicant: Nathalie Cornett

Action Requested: Extension of a Preliminary Plat Approval (Preliminary plat originally approved on 4/06/2022)

**Action Requested**

Extension of a Preliminary Plat Approval (Preliminary plat originally approved on 4/06/2022)

**TMAPC Comments**

None

The applicant indicated their agreement with staff's recommendation.

**Speakers**

None.

**Commission Action**

Motion: Approve the preliminary subdivision plat Extension for Saint Francis Hospital South with expiration date of April 6, 2026, per staff's recommendation

Motion by: Craddock      Second by: Whitlock

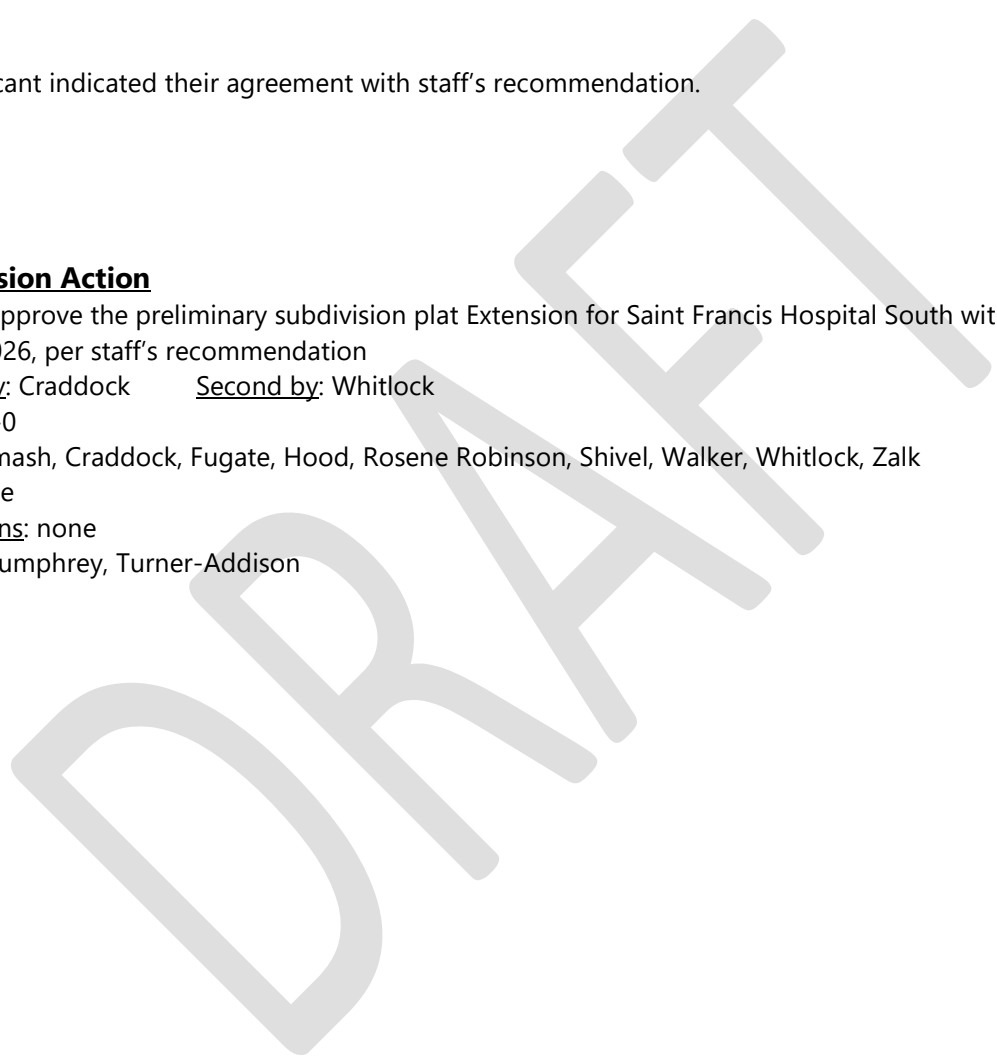
Vote: 9-0-0

Ayes: Bulmash, Craddock, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: Humphrey, Turner-Addison



## Public Hearing – Comprehensive Plan Amendments

Review and possible adoption, adoption with modifications, denial, or deferral of the following:

### **6.TCCP-14** (County)

Location: US Highway 75 in the North and South Tulsa County Area Plans

County Commission District: 1 and 3

Applicant: Tulsa County Board of County Commissioners (BOCC)/INCOG

### **Action Requested**

Amendment to the Tulsa County Comprehensive Land Use Plan

### **Staff Recommendation**

#### **Overview**

The Tulsa County Comprehensive Land Use Plan serves as a guide for decision-makers in determining land use policies for unincorporated areas of Tulsa County. The last update to the Tulsa County Comprehensive Plan was completed in 2021. To ensure its continued relevance, the INCOG Planning Services Department, in collaboration with County Commissioners staff, local development community and INCOG GIS/Mapping, will provide regular updates to online land use maps as development decisions evolve. Additionally, comprehensive plan updates for unincorporated areas of Tulsa County will be conducted approximately every five years.

#### **US Highway 75 Planning Area**

This amendment focuses on analyzing current and previous development trends along Highway 75. In recent years, there has been significant development pressure along Highway 75 in both North and South Tulsa County. Given these changes, a proactive, strategic approach is necessary to guide long-term growth and sustainability.

A review of the Highway 75 Planning Area land use maps revealed that previous maps documented existing conditions rather than providing a forward-thinking vision. Several inconsistencies were found, such as areas designated as residential despite long-standing industrial or commercial uses, including a landfill, now a brownfield that has been an established and allowed use for 30 years. Recognizing the need for a more strategic approach, the team has examined land use plans from all communities along the planning area, from North to South Tulsa County. These communities consistently support higher-density, industrial, and commercial development along Highway 75. The current effort seeks to revive a concept first introduced in the 2000 Comprehensive Plan, which originally defined a Highway 75 Planning Area but was later overlooked. Rather than introducing a new idea, this update aims to reactivate and reintroduce a long-standing planning vision.

Based on the findings, we have developed recommendations to promote more intentional and effective land use in unincorporated areas along the Highway 75 Planning Area. This will include updates to the following areas of the comprehensive plan:

- North Tulsa County
- South Tulsa County

#### **Highway 75 Considerations and Summary**

During our study of the Highway 75 Planning Area, we reviewed various approved County Board of Adjustment (CBOA) special exceptions and variances, Planned Unit Development (PUD), and rezoning cases to assess development trends. These developments aligned with the area's existing infrastructure, particularly where large properties abut or are near the Highway 75 Planning Area, which supports commercial and industrial development. Additionally, there are a few billboards

and cell towers, as well as storage units in the area. In contrast, residential areas along highways face significant challenges such as noise and air pollution, safety risks, declining property values, poor walkability, and community fragmentation. These factors reinforce the concept for mixed use, commercial, or industrial zoning. Relevant BOA/CBOA cases:

BOA-6785: Special Exception to permit a landfill on the north side of East 56th Street North. Now a brownfield with a toxic pond next to it (no records)

CBOA-1683, CBOA-3086, CBOA-3090: Special Exception to permit mining and dirt removal (Use Unit 24) in an AG district (Section 310)

Relevant PUD cases:

PUD-854, PUD-846, 853 for industrial and commercial developments

Relevant rezoning cases:

CZ-522, CZ-549, CZ-535, CZ-458, CZ-484: From AG to IL

CZ-436, CZ-461, CZ-464, CZ-444, CZ-475, CZ-434: From AG to CS

Traffic counts have been analyzed as well, North Tulsa experiences approximately a daily traffic volume of 33,914 vehicles at 86th Street North, creating a strong foundation for expanded commercial development. In South Tulsa, the daily traffic at the southern county line reaches 23,349 vehicles. While lower than in North Tulsa, this volume still represents significant usage, supporting commercial and industrial developments.

Due to its location and surrounding conditions, the Highway 75 Planning Area is not suitable for residential or rural residential development. Highways pose significant challenges for residential areas, including noise and air pollution, safety concerns, lower property values, limited walkability, structural impacts from vibrations, and community fragmentation. These factors diminish quality of life, making commercial and industrial mixed-use developments a more appropriate land use.

While conducting our analysis, we identified PUD references to the 1980-2000 North Tulsa County Comprehensive Plan, which outlined a proposed planning area along Highway 75. This planning area is intended to guide targeted and strategic land development along the highway, emphasizing commercial and industrial land uses. Given its relevance, staff supports reviving this concept and have explored modifications to future land use planning based on this framework. INCOG Planning Services values and acknowledges the vision that other jurisdictions have for their areas along Highway 75, recognizing their strategic initiatives and aligning with their approach to development. Municipalities along or near the Highway 75 Planning Area are actively implementing targeted development and infrastructure improvements to foster economic growth and enhance regional connectivity. Given these efforts, industrial and commercial land use emerges as the most logical and sustainable choice for the planning area's long-term development.

### **Communities abutting the Highway 75 Planning Area**

- Skiatook.** The Skiatook 2035 Land Use Plan outlines strategic development initiatives with a particular focus on areas surrounding Highway 75, recognizing its importance as a major traffic corridor that facilitates both regional connectivity and local access. The plan proposes various land use designations along the highway, including:

  - Commercial areas for retail and service establishments aimed at meeting both local and regional needs.
  - Transitional zones that buffer commercial activities from residential neighborhoods, ensuring compatible development.
  - Industrial/Regional Employment areas intended to increase employment opportunities and stimulate economic development.

In addition, the 2035 Plan designates the Highway 75 Corridor District as a high-growth area.

This district is planned to accommodate regional development, employment-generating industries, and high-quality architecture and site design to ensure long-term stability and property value retention. The area is envisioned to support a mix of industrial, urban residential, and commercial development.

- **Collinsville.** The West Gateway Development Plan (Finalized August 2023) outline strategic initiatives for development along Highway 75, emphasizing economic growth and mixed-use planning. The West Gateway area is expected to see increased commercial and employment demand, serving local and neighboring communities. Future land use plans encourage mixed use development and zoning, integrating higher intensity uses such as offices, office parks, retail, and residential components. Development strategies focus on preventing strip development while promoting strategically located commercial areas for retail, dining, and business services. In addition, the Collinsville Comprehensive Plan 2030 highlights the intersection of Highway 75 and 146th Street (SH 20) as a significant commercial hub, aiming to bolster economic activity and provide essential services. The plan further supports infrastructure improvements, including the construction of a second fire station, to accommodate anticipated growth and ensure public safety. The city has also proactively updated its comprehensive plan, with the Planning Commission reviewing and considering its approval on August 17, 2023, incorporating community feedback gathered over the previous 12 months.
- **Jenks.** The Comprehensive Plan Update for Jenks' shows that their strategy focuses on leveraging Highway 75's high traffic volumes to attract commercial investment. Identified areas along the highway are being positioned for commercial growth to maximize market potential. The Horizon Jenks Comprehensive Plan, adopted on September 1, 2020, outlines strategic development initiatives for the city, particularly along Highway 75. Recognizing the importance of efficient transportation networks. Additionally, the plan prioritizes economic development by identifying strategic locations along Highway 75 for commercial growth. The intersection of 151st Street and Highway 75 has emerged as a significant commercial hub, featuring new developments such as a St. Francis Hospital. To support this anticipated growth, the plan also highlights the necessity of adequate infrastructure, ensuring that new developments have access to essential utilities and community facilities. These initiatives aim to foster sustainable development along Highway 75 while enhancing the overall quality of life for Jenks residents.
- **Glenpool.** The 2030 Plan envisions the US-75 Corridor as a high-profile area for development, emphasizing its transformation into an interstate-standard highway. The goal is to improve and upgrade this corridor to support highway commercial, tourist, office, industrial, and high profile medical/institutional uses

#### Land Use and Development Along the Corridor:

- **Commercial and Industrial Growth:** Major nonresidential development has occurred along US-75, particularly near SH-117 (121st Street) and SH-67 (151st Street). The St. Francis Health Complex construction near SH-67 marks a significant milestone, enhancing the corridor's appeal for medical and complementary uses.
- **Residential Development:** Multi-family residential projects have been completed west of US-75, across from the new City Hall and Conference Center, and at 146th Street. Single-family residential subdivisions are primarily concentrated east of US-75 in the northeast area of Glenpool.
- **Southern Expansion:** The relatively underdeveloped segment of US-75 from SH-67 (151st Street) to 201st Street is increasingly recognized for its commercial and light industrial potential, with development trending southward (Part IV, Introduction; Public Utilities).

### Future Land Use Designations:

- The updated 2030 PLAN Map designates the US-75 Corridor for a mix of uses, including highway-oriented commercial, office, industrial, and institutional development. Specific areas are zoned for light industrial uses west of US-75, particularly around SH-67.
- Multi-family residential development is preferred along major transportation corridors like US-75, serving as a transitional buffer between commercial and lower-intensity residential uses (Part IV, Land Use).
- 141st Street Interchange Improvement: ODOT is leading a major infrastructure project at 141<sup>st</sup> Street and Highway 75 to enhance traffic efficiency. Plans include elevating the highway and constructing a bridge over 141st Street, eliminating traffic signals to reduce congestion. Construction began in August 2023. The Glenpool master plan currently recognizes the significant impact of development near Highway 75 and designated an area for special planning consideration. The basic characteristics are:
  - Develop areas including those that are more intense in nature, which should have high exposure and convenient access to high-speed metropolitan transportation facilities.
  - Multifunctional grouping of land uses which are interrelated by internal vehicular and pedestrian traffic systems and connected to a metropolitan wide transit system.
  - Corridor collector streets and development areas should have appropriate access to primary and secondary arterial streets.

### **Summary of findings and Amendment Goals**

After reviewing the evolution of Tulsa County's comprehensive plans and current trends, we have learned that the comprehensive plan from 1980-2000 plan provided a more structured and forward-thinking vision for development along Highway 75, offering a cohesive development vision and a clear strategy for Highway 75 Planning Area, ensuring land-use cohesion, economic hubs, and infrastructure development.

Over the last two decades, zoning has become more fragmented, leading to inconsistent development patterns, inefficient land use, and gaps in infrastructure planning. With the exception of the City of Tulsa, every community plan in Tulsa County recognizes the importance of Highway 75 and advocates for the establishment of a strategic planning area to promote higher development standards. To align with this vision, the proposed Highway 75 Planning Area for unincorporated Tulsa County aims to reaffirm this concept, ensuring a more cohesive and coordinated approach to development. The initiative is guided by the following key goals:

- Promote balanced growth between commercial, residential, and industrial zones.
- Ensure land-use compatibility and encourage higher density commercial, light industrial and mixed-use development.
- Provide a framework for land use development on property near and abutting Highway 75 into a key economic and mobility planning area, instead of a disjointed set of developments.
- Designate industrial and logistics hubs to attract businesses and support economic diversification.
- Encourage mixed-use developments in strategic locations to integrate housing, retail, and employment centers.
- Support rural-urban economic connectivity by linking smaller communities (Liberty) with job opportunities in larger urban centers.
- Consider effects of uncontrolled suburban sprawl, leading to infrastructure inefficiencies and additional strain on public services, including schools, utilities, and emergency response.
- Establish rational for establishing planned growth areas, reducing haphazard development.

- Discourage the use of use variances and encourage development standards through the PUD process for future land use development.
- Illustrate Conservation of green spaces and provide guidance for development around floodplain areas and creek bank standards, balancing urbanization with environmental sustainability.

### **Highway 75 Planning Area and appropriate Zoning**

The subject area is currently designated as: **PUD, AG, RS-3, RE, CS, CH, CG, FD, IH, IL, IM, OL**

Future zoning that could be considered compatible with this planning area designation includes the following: PUD (with specific use groups and design considerations beyond standard zoning). OL, OM, OMH, CS, CG, CH, IR, IL, and IM,

Use Groups allowed will be an important consideration in the Planning Area zoning process. During the anticipated PUD process attention to detailed use categories are an important part of the process. Generally, those uses that are permitted in zoning districts listed above may be considered or those uses that may be allowed by a special exception with appropriate attention to site and building design detail.

Outdoor storage or material processing is not generally a suitable option for this area.

The proposed designation is **Highway 75 Planning Area**. The geographic area is shown on the attached maps and may not follow parcel lines. Property Owners Impacted – 568.

### **Anticipated Development Standards and Guidelines**

This Designation supports a mix of retail and service establishments that cater to the needs of rural residents and agricultural operations. Given the nature of current rural settings, developments in these areas may integrate various uses. Strict separation of functions is often impractical. This category is intended to encourage a wide variety of uses supporting the region and abutting communities. It is anticipated that this planning area will include light or medium industrial activities, including wholesaling, warehousing, and distribution facilities. These uses may require large buildings and generate significant heavy truck traffic compared to other land uses. These areas accommodate a variety of commercial and industrial activities, such as office spaces, warehousing, light manufacturing, and high-tech industries, including clean manufacturing and information technology. Some locations may also include large-scale retail establishments. Unlike mixed-use centers, employment areas have minimal residential presence and are characterized by extensive commercial activity. These districts require direct access to major arterial roads or interstates to support transportation needs. Additionally, those with manufacturing and warehousing functions must be capable of handling high volumes of truck traffic and, in some cases, rail transport. Given these transportation demands, careful planning for design, screening, and open space buffering is essential when employment areas are situated near moderate-density residential zones.

Residential developments are not considered appropriate and incompatible for this planning area and will not be supported by the Planning Services Department.

### **Design & Aesthetics**

- All new land development in the 75 Highway Planning Area, should anticipate working within the Planned Unit Development Process provided in the Tulsa County Zoning Code. That process will generally include

higher quality building materials and site development standards that are currently required in the zoning code.

- Effects of new development on butting property owners will be an integral part of the PUD process.
- Landscaping and green buffers will be required to enhance visual appeal and mitigate environmental impact especially focused on properties that are adjacent to new development.
- Floodplain development will be limited and maintained as a natural environment.
- PUD standards will include significant building setbacks, eliminating outdoor storage, lighting limitations, illuminated signage standards and reducing parking standards where appropriate.

### **Transportation & Access Management**

- New access points to Highway 75 will not be permitted as part of the zoning process. Any proposals for new access points will be managed through the County Engineers' office and the Oklahoma Department of Transportation.
- Frontage roads will be encouraged for large multi-tenant development to reduce direct highway access.

### **Environmental Considerations**

The primary environmental consideration will be focused on floodplain areas. The Bird Creek Flood plain in North Tulsa County and Duck Creek in South Tulsa County. Where practical this plan will use the natural floodplain areas as buffers between the Highway 75 Planning Area and surrounding properties. The flood areas currently identified on the exhibits will be part of the county flood plain manage areas and considered the best opportunity for preserving wildlife habitat and common open space available for the property owners, employees, and residences of the area.

### **Staff Recommendation**

INCOG Planning Services Department recommends that TMAPC adopt an amendment to the Comprehensive Plan of the Tulsa Metropolitan Area for the unincorporated areas of Tulsa County lying within the fence lines of North Tulsa County and South Tulsa County Area Plans from Rural Residential/Agriculture to Highway 75 Planning Area land use designation.

Staff has reviewed the request and found that it is compatible with the conditions and surroundings of the subject tracts and that the amendment to the Tulsa County Comprehensive Plan Amendment TCCP-14 is consistent with the anticipated future development pattern of the surrounding communities.

Staff recommends **approval**.

### **TMAPC Comments**

Mr. Walker asked staff what triggered this update.

Staff replied to Mr. Walker and stated that we receive frequent inquiries about possible Industrial and Commercial developments along the existing Highway 75 corridor. The future land use designations in the existing comprehensive plan are generally limited to rural residential and agricultural uses.

Mr. Craddock stated that after the last plan update was presented over 4 years ago, he learned that a more comprehensive land use strategy was important along the Highway 75 corridor. He continued by saying that prior to that update in 2021 the comprehensive plan was approved over 30 years ago and it was important to keep the comprehensive plan relevant with current development trends along this corridor.

**Speakers**

None.

**Commission Action**

**Motion:** Adopt TCCP-14, per staff recommendation

**Motion by:** Bulmash      **Second by:** Whitlock

**Vote:** 8-0-1

**Ayes:** Bulmash, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

**Nays:** none

**Abstentions:** Craddock

**Absent:** Humphrey, Turner- Addison

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## Other Business

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### **7. Commissioner Comments**

None

## **Adjournment**

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### **Commission Action**

Motion: Adjourn

Motion by: Craddock      Second by: Shivel

Vote: 9-0-0

Ayes: Bulmash, Craddock, Fugate, Hood, Rosene Robinson, Shivel, Walker, Whitlock, Zalk

Nays: none

Abstentions: none

Absent: Humphrey, Turner-Addison

There being no further business, the meeting adjourned at 2:43 p.m.

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