

**Tulsa Metropolitan Area
Planning Commission**



Case TCCP-14 Staff Report

Hearing Date: April 16, 2025
Prepared by: INCOG. Planning Services
cpate@incog.org
918-579-9450

Owner and Applicant Information

Applicant: Tulsa County Commissioner's c/o
INCOG Planning Office

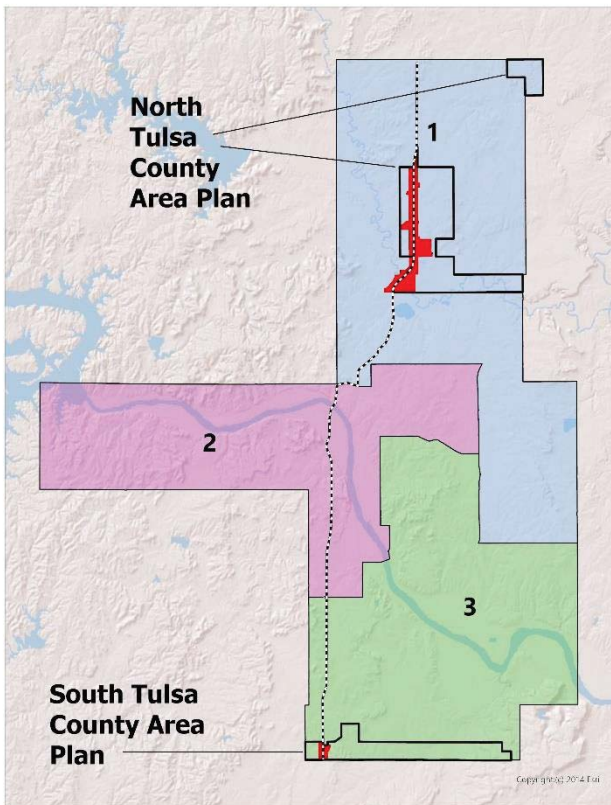
Property Owner: Various

Property Location

US Highway 75 and Plan Area within North and
South Tulsa County

Location within Tulsa County

(shown with County Commission districts)



County Commissioners:

District 1, Stan Sallee
District 3, Kelly Dunkerley

Request Summary

Comprehensive Plan Amendment from various zoning
districts to Highway 75 Planning Area.

Staff recommends amending the comprehensive plan
for North Tulsa County and South Tulsa County Area
Plans to include the Highway 75 Planning Area.

Zoning

Existing Zoning: Various Designations and Planned
Unit Development Areas. The current zoning map
does not recognize significant use variances that have
been previously granted that affect the development
pattern in the planning area.

Tulsa County Comprehensive Plan Considerations

Land Use

Current Land Use Plan:

Rural residential, rural commercial, industrial,

Proposed Land Use Plan:

Highway 75 Planning Area

Transportation

Major Street & Highway Plan:

Highway 75 is designated as a freeway

Multiple primary and secondary arterial streets

Environment

Flood Area: A portion of the North and South Tulsa
County Area Plans is in the 100-year floodplain. Bird
Creek floodplain affects North Tulsa County. Duck
Creek affects South Tulsa County.



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 141st 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 are consistent with the anticipated future development pattern of the surrounding communities.

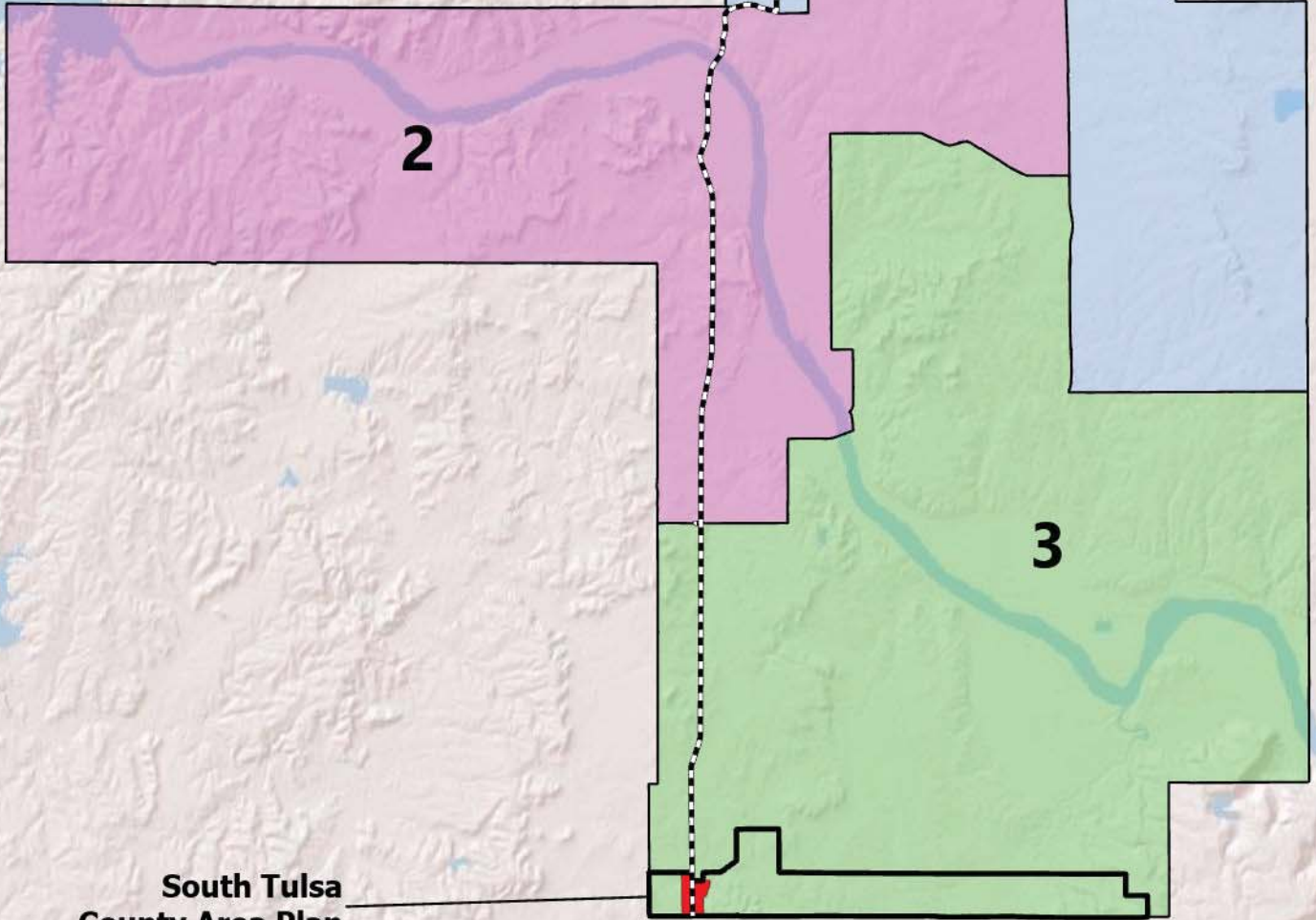
Staff recommends **approval**.

Exhibits

- Tulsa County Comprehensive Plan Amendment TCCP-14. Land Use Map (Proposed). Tulsa County North and South Area Plans.
- Tulsa County Comprehensive Plan Amendment TCCP-14. Land Use Map (Exhibit A). Tulsa County North and South Area Plans.
- Tulsa County Comprehensive Plan Amendment TCCP-14. Current Zoning Map. Tulsa County North and South Area Plans.
- Tulsa County Comprehensive Plan Amendment TCCP-14. Development Cases. Tulsa County North and South Area Plans.

**Overall
Tulsa County**

**North Tulsa County
Area Plan**

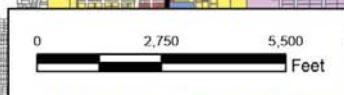
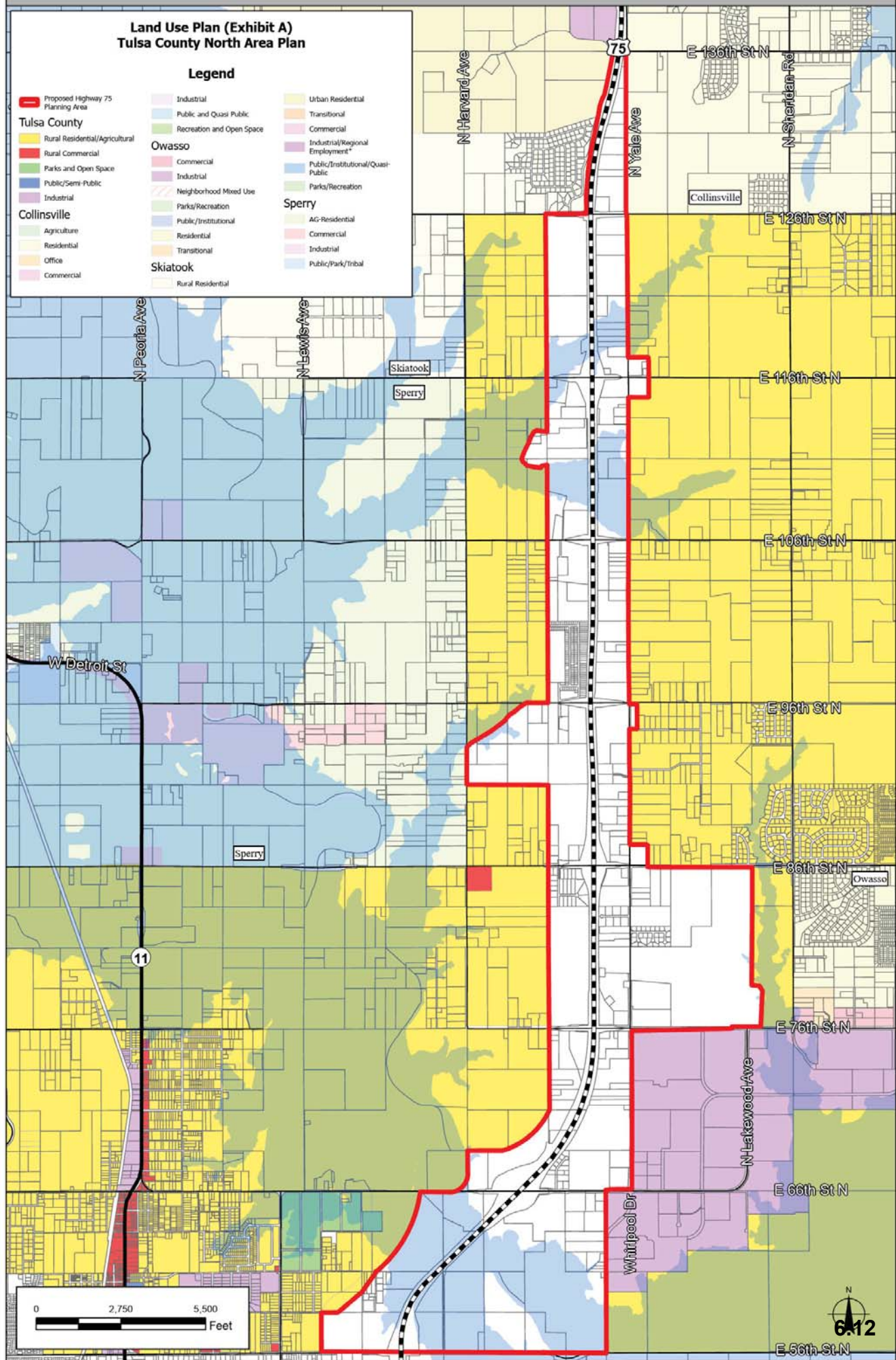


**South Tulsa
County Area Plan**

**Land Use Plan (Exhibit A)
Tulsa County North Area Plan**

Legend

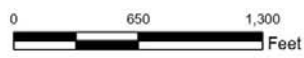
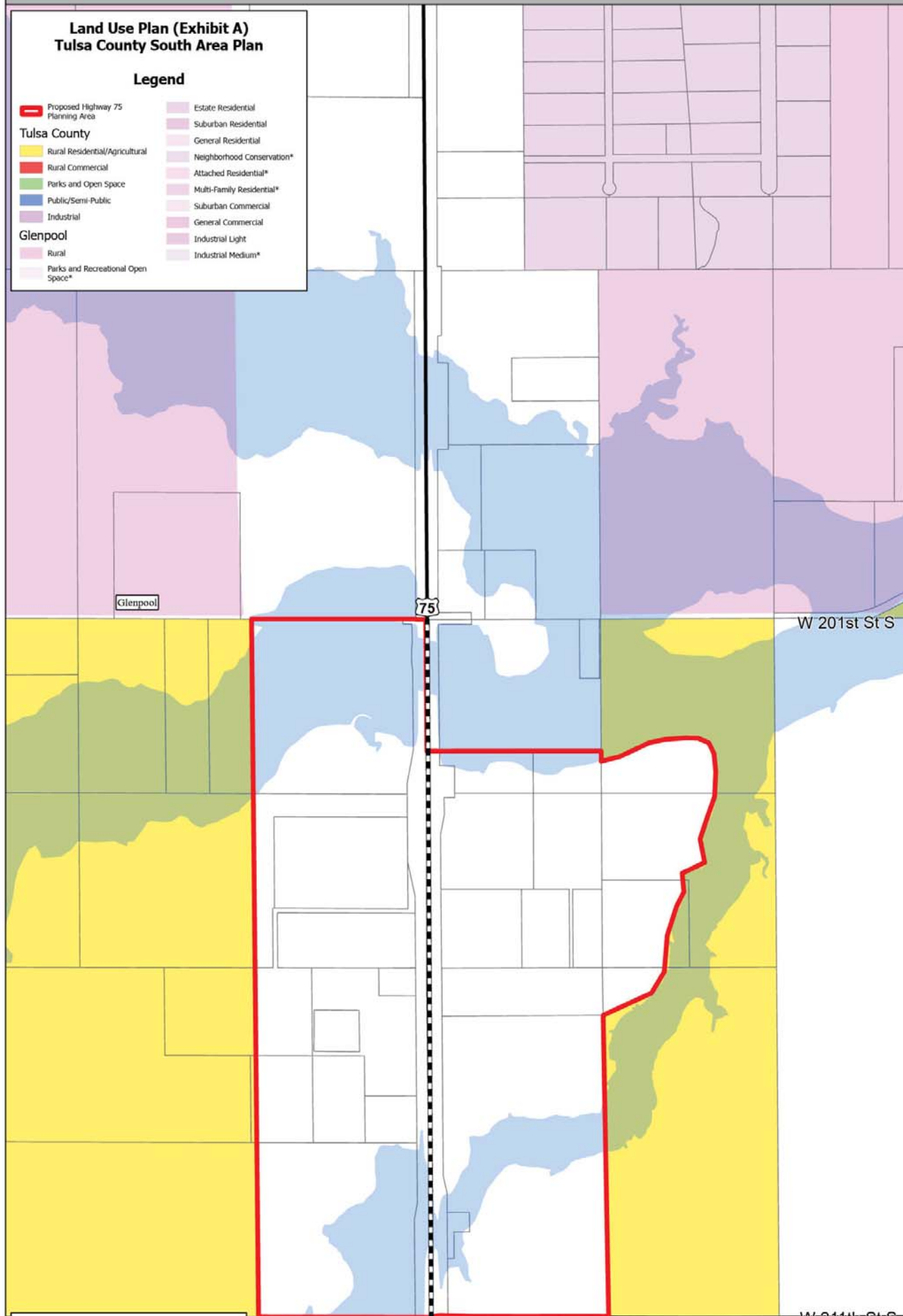
Proposed Highway 75 Planning Area	Industrial	Urban Residential
Tulsa County	Public and Quasi Public	Transitional
Rural Residential/Agricultural	Recreation and Open Space	Commercial
Rural Commercial	Owasso	Industrial/Regional Employment*
Parks and Open Space	Commercial	Public/Institutional/Quasi-Public
Public/Semi-Public	Industrial	Parks/Recreation
Industrial	Neighborhood Mixed Use	Sperry
Collinsville	Parks/Recreation	AG-Residential
Agriculture	Public/Institutional	Commercial
Residential	Residential	Industrial
Office	Transitional	Public/Park/Tribal
Commercial	Skiatook	Rural Residential
	Rural Residential	



**Land Use Plan (Exhibit A)
Tulsa County South Area Plan**

Legend

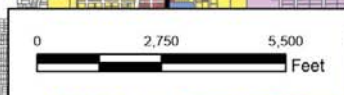
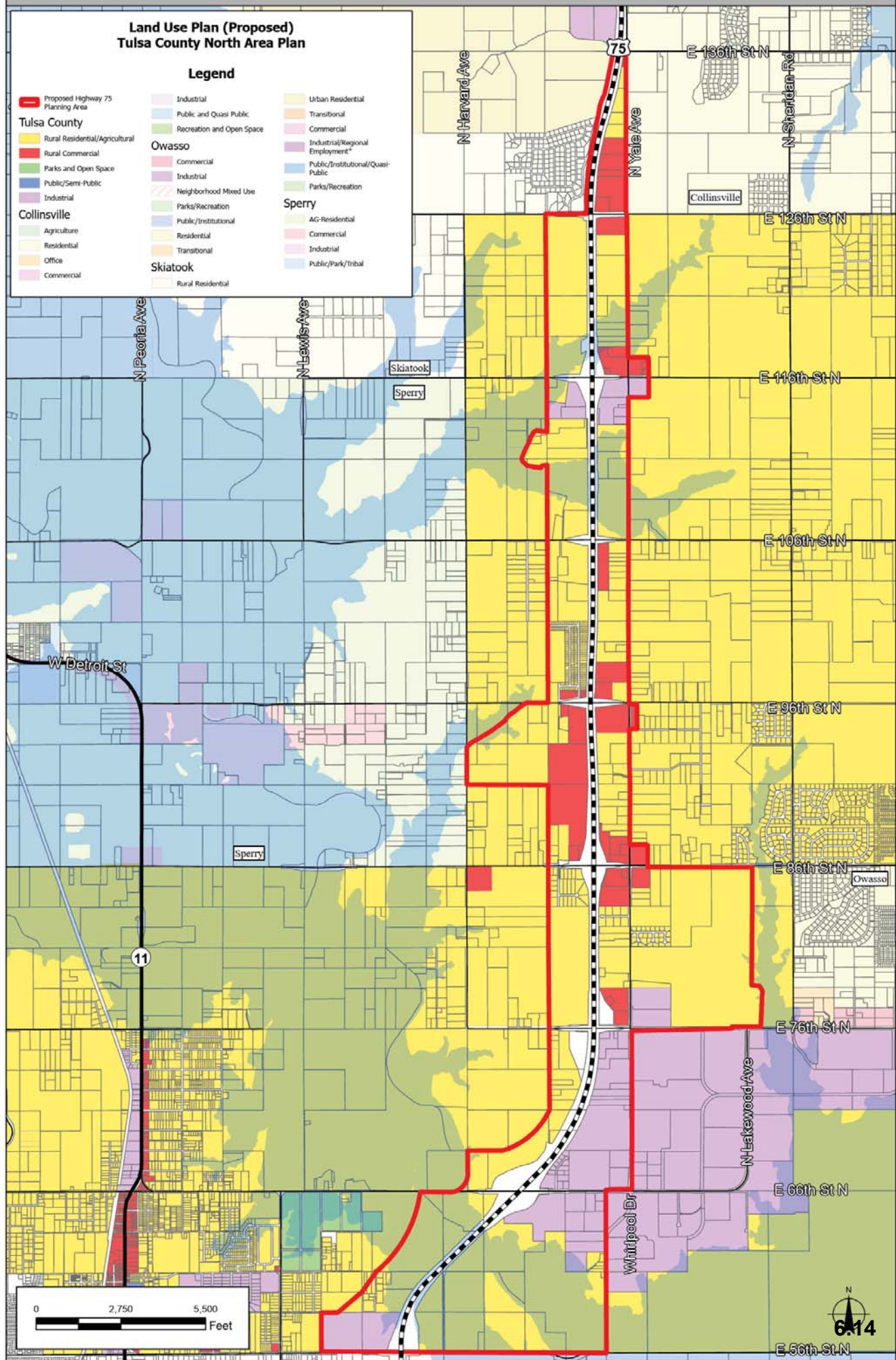
-  Proposed Highway 75 Planning Area
 - Tulsa County**
 -  Rural Residential/Agricultural
 -  Rural Commercial
 -  Parks and Open Space
 -  Public/Semi-Public
 -  Industrial
 - Glenpool**
 -  Rural
 -  Parks and Recreational Open Space*
-  Estate Residential
 -  Suburban Residential
 -  General Residential
 -  Neighborhood Conservation*
 -  Attached Residential*
 -  Multi-Family Residential*
 -  Suburban Commercial
 -  General Commercial
 -  Industrial Light
 -  Industrial Medium*



**Land Use Plan (Proposed)
Tulsa County North Area Plan**

Legend

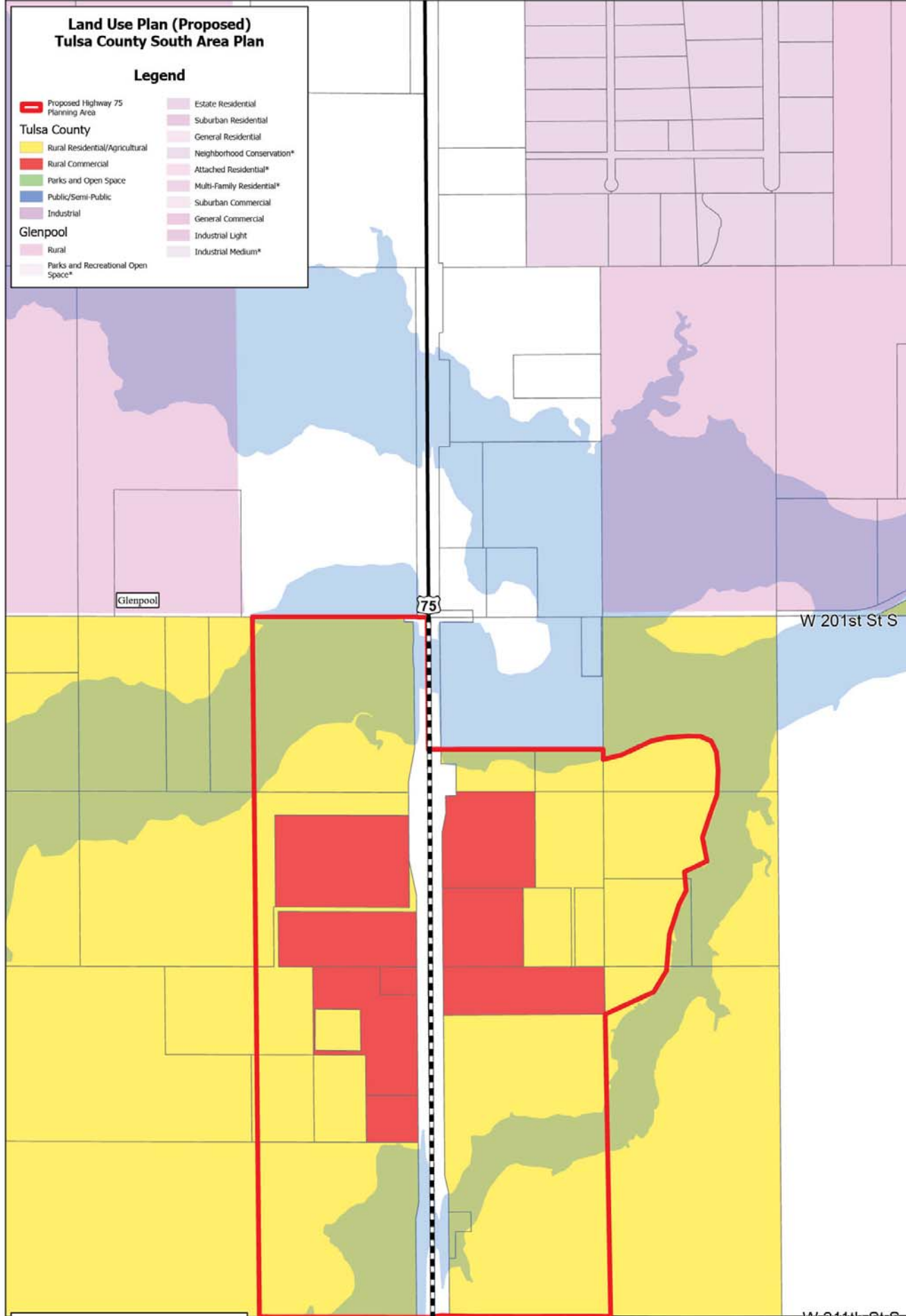
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Rural Commercial	Owasso	Industrial/Regional Employment*
Parks and Open Space	Commercial	Public/Institutional/Quasi-Public
Public/Semi-Public	Industrial	Parks/Recreation
Industrial	Neighborhood Mixed Use	Sperry
Collinsville	Parks/Recreation	AG-Residential
Agriculture	Public/Institutional	Commercial
Residential	Residential	Industrial
Office	Transitional	Public/Park/Tribal
Commercial	Skiatook	Rural Residential
	Rural Residential	



**Land Use Plan (Proposed)
Tulsa County South Area Plan**

Legend



-  Proposed Highway 75 Planning Area
-  Rural Residential/Agricultural
-  Rural Commercial
-  Parks and Open Space
-  Public/Semi-Public
-  Industrial
-  Rural
-  Parks and Recreational Open Space*
-  Estate Residential
-  Suburban Residential
-  General Residential
-  Neighborhood Conservation*
-  Attached Residential*
-  Multi-Family Residential*
-  Suburban Commercial
-  General Commercial
-  Industrial Light
-  Industrial Medium*



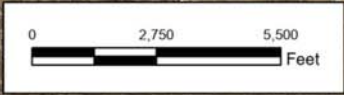
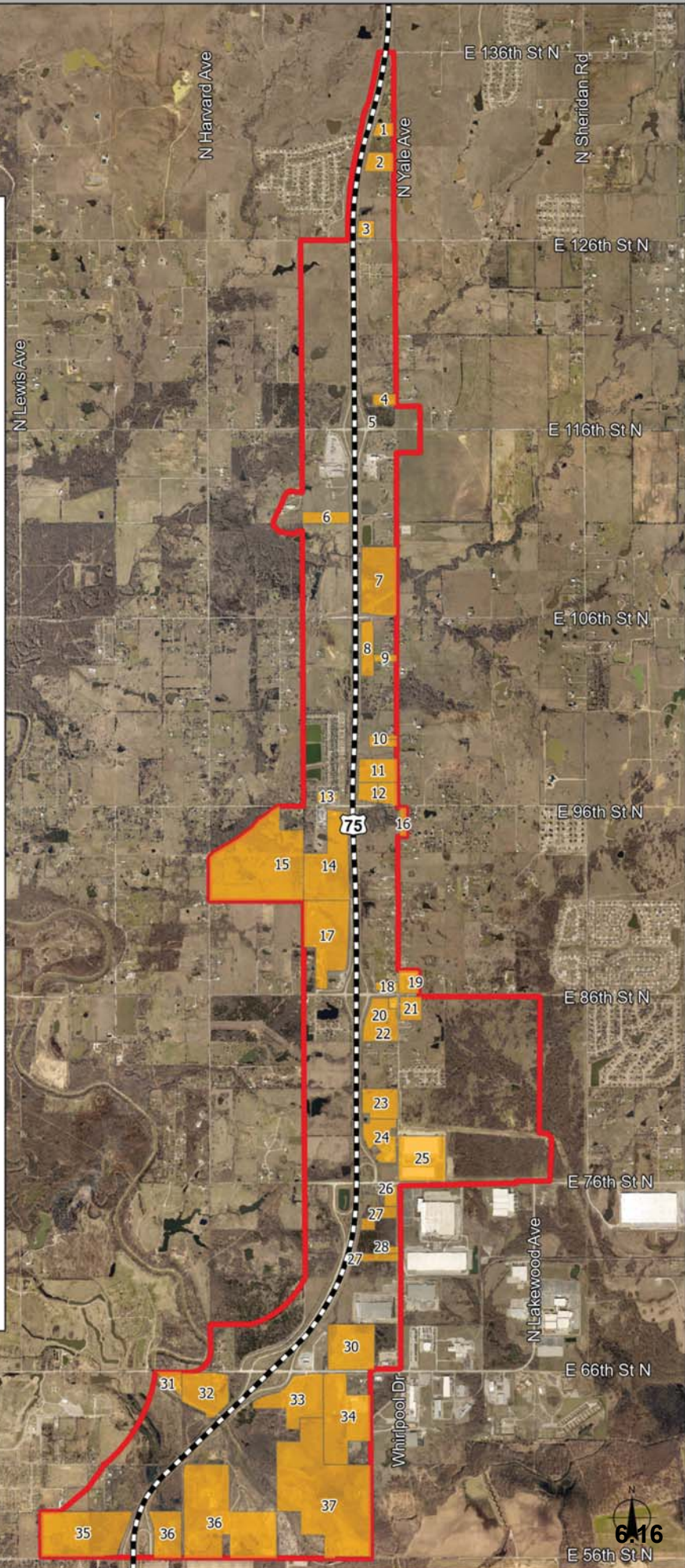
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**Development Case
Tulsa County North Area Plan**

Legend



-  Proposed Highway 75 Planning Area
-  Ordinances

1. CBOA-2565 Special Exception to allow for a rodeo facility (UU 20) in an AG District (Section 310); and a Variance of the all-weather material for surface parking (Section 1340.D). Approved
2. CZ-436 Rezoning from AG to CG. Approved / PUD-821 Development: Storage. Approved
3. CBOA-0796 Special Exception to permit (UU 13), Convenience Goods and Services, in an AG district. Approved
4. CBOA-1747 Special Exception to permit to run a business out of home (UU6). Approved
5. CBOA-1829 Special exception to permit a cell tower (UU 4) on AG district (Section 310 and Section 1204.3). Approved
6. CBOA-2675 Special Exception to allow a home occupation in an AG district.(Sec. 320.1). Approved
7. CZ-461 Rezoning from AG to CS. Approved
8. CBOA- 2599 Special Exception to allow RV/Boat storage (UU17) on a CS zoned lot (Sec.701); and a Variance to permit a gravel parking area (Sec. 1340). Approved & CBOA-2626 Special Exception to allow a fireworks stand in the CS district (Sec.310). Approved
9. CBOA-1446 Special exception to permit a cell tower (UU 4) on AG district (Section 310 and Section 1204.3). Approved
10. CBOA-2747 Modification of a previously approved Special Exception to increase the height of a monopole antenna from 150 feet to 165 feet in an AG District. (Sec. 320) and a Special Exception to modify the required tower setback (110% of the tower height) from the adjoining AG lots (Section 1204.3). Approved
11. CZ-464 Rezoning from AG to CS. Approved
12. CZ-444 Rezoning from AG to CS. Approved / CBOA-2570 Special Exception to permit mini-storage in the CS District. (Section 710 Table 1). Approved
13. CBOA-1841 Special Exception to allow a church (UU 5) in an AG district. Approved
14. CZ-487 Rezoning from RS to CS. Approved / PUD-854 Development: Residential. Approved
15. PUD-854 Development: Residential. Approved
16. CBOA-0917 Special Exception to permit a cabinet store (UU 15). Denied
17. CZ-475 Rezoning from AG to CS. Approved
18. CBOA-3004 Special Exception to allow mini-storage in a CS district (Section 710). Approved
19. CZ-434 Rezoning from AG to CS. Approved CBOA-2536 Special Exception to allow (UU 16) mini-storage in a CS District (Sec. 710) Approved
20. CBOA-3017 Special Exception to allow mini-storage in a CS district (Section 710). Approved
21. CBOA-1300 Special Exception to allow a church (UU 5) in an AG district. Approved
22. CZ-552 Rezoning from CS to RS. Denied / CBOA-3171 Special Exception to permit Use Unit 6 - Single-Family Dwellings in a CS district (Section 710). Approved & CBOA-3017 Special Exception to allow mini-storage in a CS district (Section 710). Approved
23. CBOA-1669 Special Exception to allow a church (UU 5) in an AG district. Approved
24. CBOA-2502 Variance of the display surface area from 32 SF to 378 SF for an accessory identification sign in an AG district (Section 320.2.B.2); Variance for sign height from 15 ft to 35 ft in an AG district (Section 320.2.B.2). Approved
25. CZ-522 Rezoning from AG to IM. Approved
26. CBOA-2494 Special Exception to allow an event center (UUS) in an IL district (Section 910). Pending & CBOA-3192 Special Exception to permit fireworks (UU 2) in an IL district for a period of five years (Section 910, Table 1). Pending
27. CZ-549 Rezoning from IL to IM. Approved
28. CBOA-1502 Special exception to permit a cell tower (UU 4) on AG district (Section 310 and Section 1204.3). Approved.
30. CBOA-2381 Special Exception to permit cemetery and accessory funeral home (UU 2) in the AG district (Section 301). Approved
31. CBOA-3086 Special Exception to permit mining and dirt removal (UU 24) in an AG district (Section 310). Approved
32. CBOA-1497 Special exception to permit a cell tower (Use Unit 4) on AG district (Section 310 and Section 1204.3). Approved. & CBOA-3090 Special Exception to permit mining and dirt removal (UU 24) in an AG district (Section 310). Approved
33. CBOA-0666 Special exception to permit a gun range (UU 2) in IM. Approved
34. CZ-458 Rezoning from AG to IM. Approved
35. CZ-484 Rezoning from AG to IL. Approved / PUD-853 Development: Industrial uses. Approved
36. BOA-6785 No records. Approval of a landfill disposal.
37. CBOA-1683 Special Exception to permit sand extraction within Use Unit 24 - Mining and Mineral Processing in an AG District (section 310). Approved

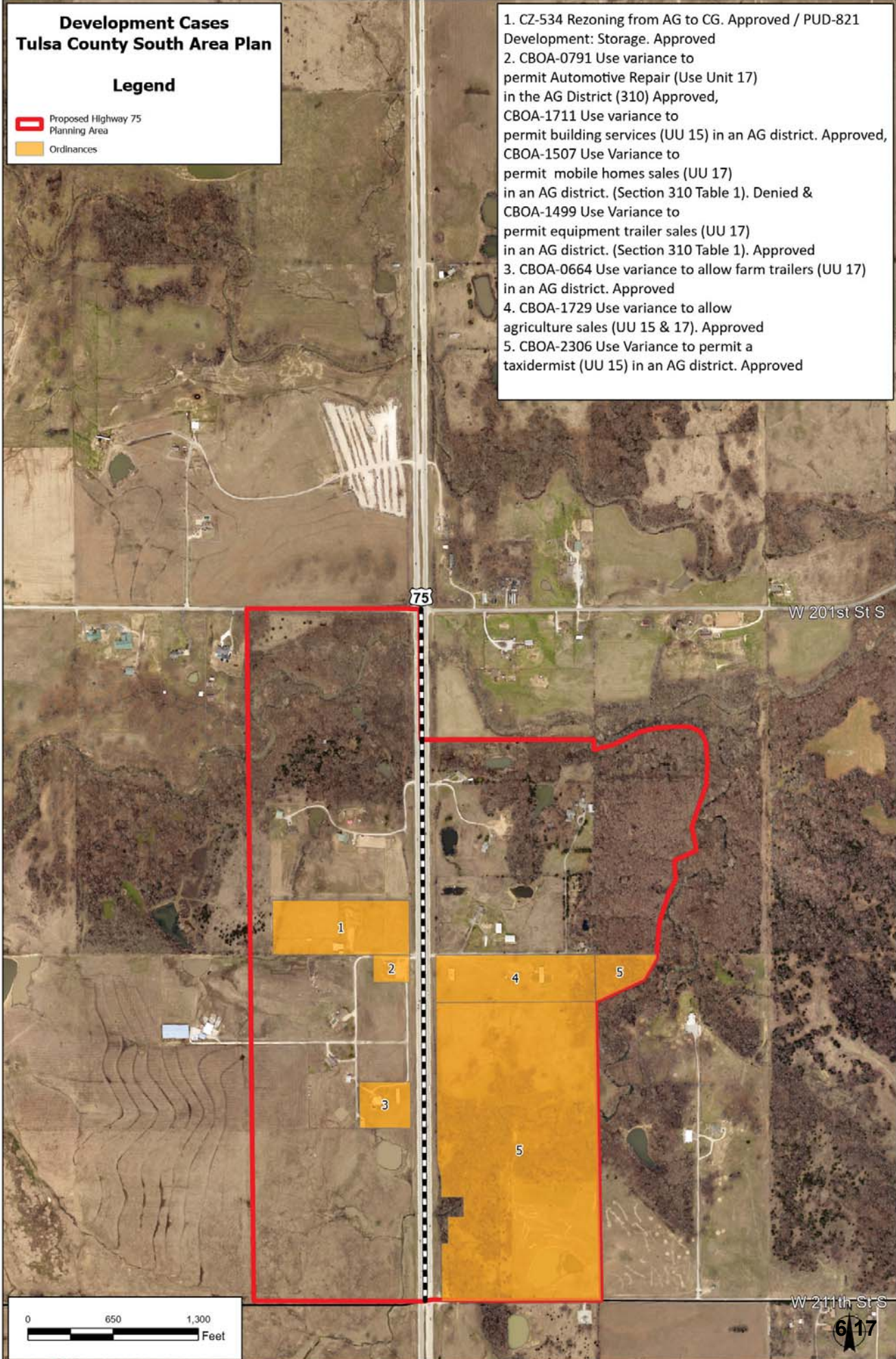


**Development Cases
Tulsa County South Area Plan**

Legend



-  Proposed Highway 75 Planning Area
-  Ordinances

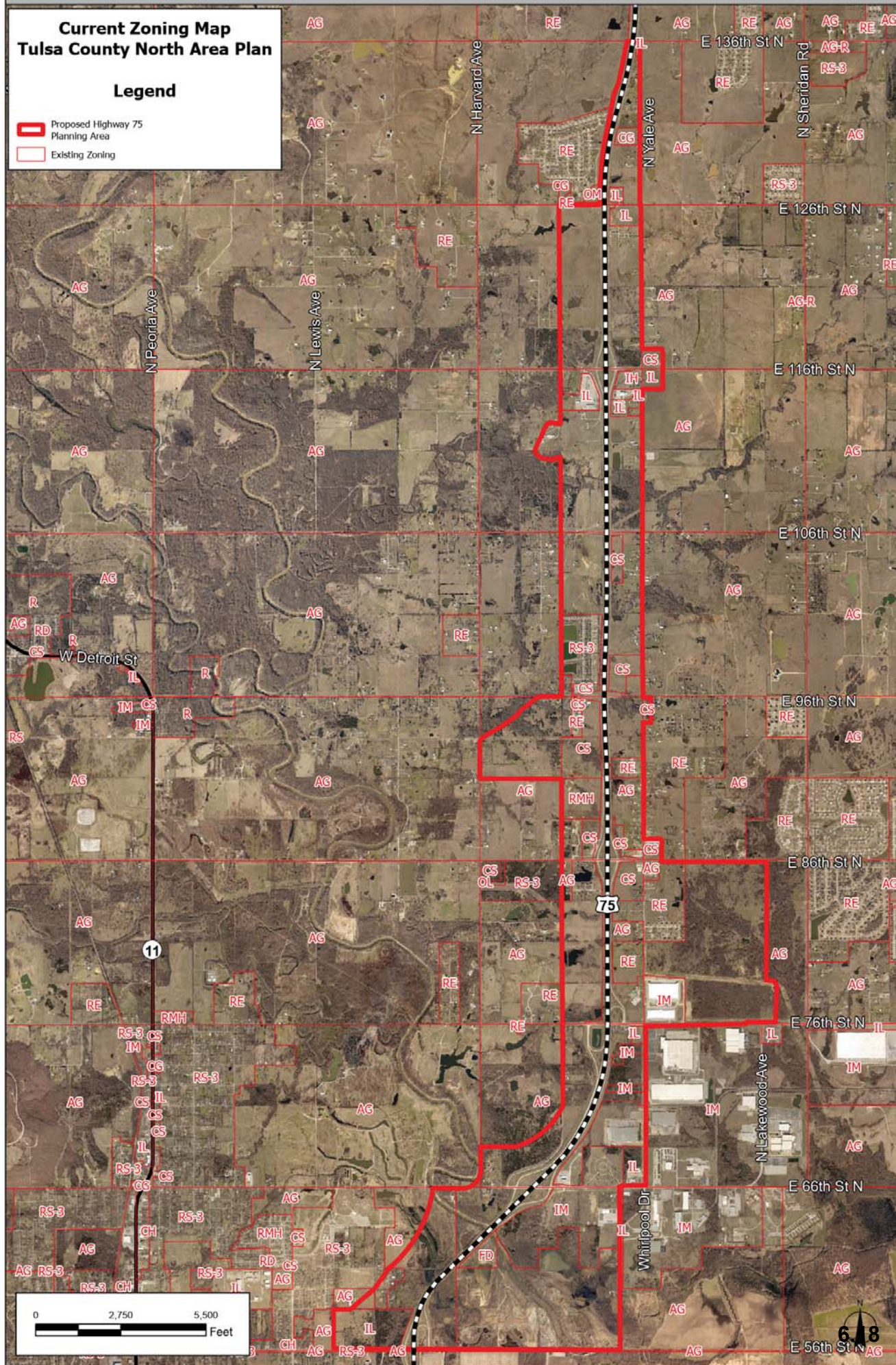
1. CZ-534 Rezoning from AG to CG. Approved / PUD-821 Development: Storage. Approved
2. CBOA-0791 Use variance to permit Automotive Repair (Use Unit 17) in the AG District (310) Approved, CBOA-1711 Use variance to permit building services (UU 15) in an AG district. Approved, CBOA-1507 Use Variance to permit mobile homes sales (UU 17) in an AG district. (Section 310 Table 1). Denied & CBOA-1499 Use Variance to permit equipment trailer sales (UU 17) in an AG district. (Section 310 Table 1). Approved
3. CBOA-0664 Use variance to allow farm trailers (UU 17) in an AG district. Approved
4. CBOA-1729 Use variance to allow agriculture sales (UU 15 & 17). Approved
5. CBOA-2306 Use Variance to permit a taxidermist (UU 15) in an AG district. Approved



Current Zoning Map Tulsa County North Area Plan



Legend

-  Proposed Highway 75 Planning Area
-  Existing Zoning



**Current Zoning Map
Tulsa County South Area Plan**

Legend

-  Proposed Highway 75 Planning Area
-  Existing Zoning



W 201st St S

W 211th St S

