



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7506 with an optional
development plan

Hearing Date: August 19, 2020

Case Report Prepared by:

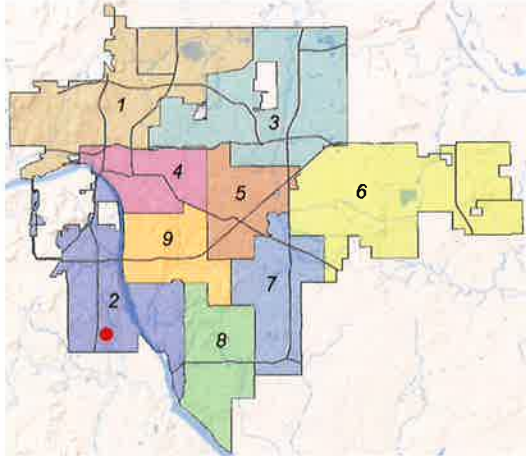
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Mike Thedford

Property Owner: CAMPBELL, GERALD D AND
SHEILA

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Pasture

Proposed Use: Residential

Concept summary: Single-family Residential with a
private street system.

Tract Size: 16 ± acres

Location: South of the Southeast corner of West
81st Street South & South Maybelle Avenue

Zoning:

Existing Zoning: AG

Proposed Zoning: RS-3 with optional
development plan for a private street.

Comprehensive Plan:

Land Use Map: New Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

The publication for this case was accidentally
advertised for RS-5 as the requested zoning. The
applicant intended to rezone to RS-3. The notice
requirements are still valid because of the
provisions of the Tulsa zoning code that allow
changes to a lesser intensity.

Staff Data:

TRS: 8214
CZM: 51

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

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SECTION I: Z-7506

DEVELOPMENT CONCEPT: The applicant is proposing to rezone the subject lots from AG to RS-3 with an optional development plan for private streets and single-family residential lots.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:
 - Concept Study
 - Traffic Projections report

DETAILED STAFF RECOMMENDATION:

Z-7506 requesting RS-3 zoning with an optional development plan for private streets. The private street network does not support the connectivity concepts in the comprehensive plan. Private gated streets may limit development opportunities for surrounding properties as this area continues to evolve in a more urban form. The private street subdivision does not exceed the maximum land area for private street subdivision as identified in the Tulsa Development and Subdivision regulations and,

The development plan outlined in Section II below conforms to the optional development plan standards defined in the Tulsa Zoning Code and,

RS-3 zoning allows residential building types and lot sizes that are consistent with the anticipated future development pattern of the surrounding property and,

RS-3 zoning is consistent with the New Neighborhood land use designation of the Comprehensive Plan, therefore,

Staff recommends **Approval** of Z-7506 to rezone property from AG to RS-3 zoning with an optional development plan for private streets.

SECTION II: DEVELOPMENT PLAN STANDARDS

The optional development plan standards will conform to the provisions of the Tulsa Zoning Code for development in a RS-3 district with its supplemental regulations except as further refined below. All uses categories, subcategories or specific uses and residential building types that are not listed in the following permitted uses categories are prohibited:

PERMITTED USE CATEGORY

RESIDENTIAL

- Household Living (if allowed below)
 - Single Household
 - Detached house

PERMITTED RESIDENTIAL BUILDING TYPES

- Household Living
 - Single Household

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- Detached house

SIDEWALKS:

Sidewalks will be required and constructed as defined in the Subdivision and Development Regulations for the Tulsa Metropolitan area. Sidewalks in the public street right-of-way and adjacent to private streets where they abut common open space shall be constructed prior to issuance of any building permit for residential building types.

VEHICULAR ACCESS:

- A. Vehicular access will be provided by a privately owned and maintained street.
- B. Private streets will conform to the City of Tulsa engineering standards for a minor residential street.
- C. Private streets will conform to the Subdivision Regulations for the City of Tulsa.
- D. A site plan with the gate assembly and turn around areas must be approved by Development Services prior to preliminary plat approval at the planning commission.
- E. A mandatory homeowners association shall be established for maintenance of the street system. The City of Tulsa shall have no street maintenance or repair obligations of any kind.

LANDSCAPING: Street trees along South Maybelle Avenue shall be installed and maintained prior to issuance of a permit for any residential building type as follows:

- A. Trees shall be installed and maintained so the maximum spacing of the trees shall not exceed 35 feet. At the time the trees are planted the minimum height shall be 12 feet with a minimum caliper of 2.5 inches.
- B. Trees shall be on a lot, or in a reserve area within 20 feet of the public street right of way for South Maybelle.
- C. Required street trees shall be installed and maintained as part of the property owner's association.
- D. Additional trees and landscaping may be installed however the required trees must be selected from the approved tree list established and published by the Land Use Administrator.
- E. All street yards and right of way where trees are required shall be irrigated with an underground automatic irrigation system.

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The subject property is designated as a New Neighborhood Land Use and an Area of Growth

Land Use Vision:

Land Use Plan map designation: New Neighborhood

The New Neighborhood is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high

standards of internal and external connectivity and shall be paired with an existing or new Neighborhood or Town Center.

Areas of Stability and Growth designation: Area of Growth

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

Areas of Growth are found throughout Tulsa. These areas have many different characteristics but some of the more common traits are close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: West Highlands Small area plan as approved July 10th, 2019

Priorities are listed below and the goals in Priority #'s 1 and 2 that may be specific to this redevelopment area.

Priority 1: Proposed land uses balance West Highlands/ Tulsa Hills stakeholder vision with Planitulsa vision.

3.1 Encourage substantial buffering in C0-zoned lands between U5-75 and Union Avenue, including, but not limited to, dense tree or native plantings along Union Avenue, commensurate with degree of land use intensity.

Priority 2: Prioritize the preservation of open space and the natural environment in future development.

4.1 For new construction in New and Existing Neighborhood land-use areas, and Town and Neighborhood Center each 1,500 square feet of street yard should have three trees. The Zoning Code (Section 1002.C.1) currently requires only one (1) tree.

4.2 Facilitate partnerships between neighborhood stakeholders, developers and regional land trusts such as Land Legacy.

4.3 Develop easily understood, coherent standards for conservation subdivisions which will allow developers to apply conservation subdivision design for new home construction, while minimizing the need to apply for new zoning.

4.4 Develop and implement code updates to allow low-impact development (LID) practices more easily, by identifying current elements of zoning, building and other regulatory codes that do not allow LID practices. Ensure developer incentives, such as a streamlined development review process.

4.5 Develop a matrix (or checklist), to be used by City of Tulsa Planning staff, of rural design elements which can be used to easily measure how well new construction integrates with bucolic aesthetic. These design elements should pertain less to actual design of homes, and more to the units' siting, green space preservation, screening and the use of other nonstructural design material, such as fencing materials.

4.6 Revise zoning code to include a "rural residential "district which allows a limited number of livestock and horses as a use by right and has larger minimum lot sizes. This can be done by either amending an existing district, or creating a new one.

4.7 Support planting of shade trees in public right-of-way during road construction.

Priority 3: Sustain area's economic Growth through the future.

Priority 4: Improve local connections to the metropolitan transportation system.

Priority 5: Protect public welfare and safety.

Priority 6: Ensure implementation of recommendations of West Highlands/Tulsa Hills Small Area Plan.

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site currently contains single-family residences on large lots.*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
S Maybelle Ave	N/A	N/A	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	AG	New Neighborhood	Growth	Single-Family
South	AG	New Neighborhood	Growth	Single-Family/AG
East	AG	New Neighborhood	Growth	Single-Family
West	CO	Regional Center	Growth	Retail/Commercial

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11827 dated June 26, 1970 established zoning for the subject property.

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Subject Property:

Z-7506 case history summary for this application: This zoning application started as a request for RS-5 zoning and was recommended for approval at the November 20th, 2019 Planning Commission meeting. The recommendation was transmitted to the City Council January 7th, 2020. At the City Council meeting on January 29th the city council tabled the item for further discussion. July 15th, 2020 the City Councilor sent the request back to the Planning Commission with directions to submit an optional development plan for RS-3 zoning with a private street.

BOA- 13131 June 1984: The Board of Adjustment **approved** a *Variance* of the required 30' of frontage to 0' in an AG district under the provisions of Section 1670, subject to the execution of a mutual access easement, on property located south and west of 81st Street and Elwood Avenue.

BOA- 8418 December 1974: The Board of Adjustment **denied** an application of *Exception* to permit a mobile home in an AG district, on property located south and west of 81st Street and Elwood Avenue.

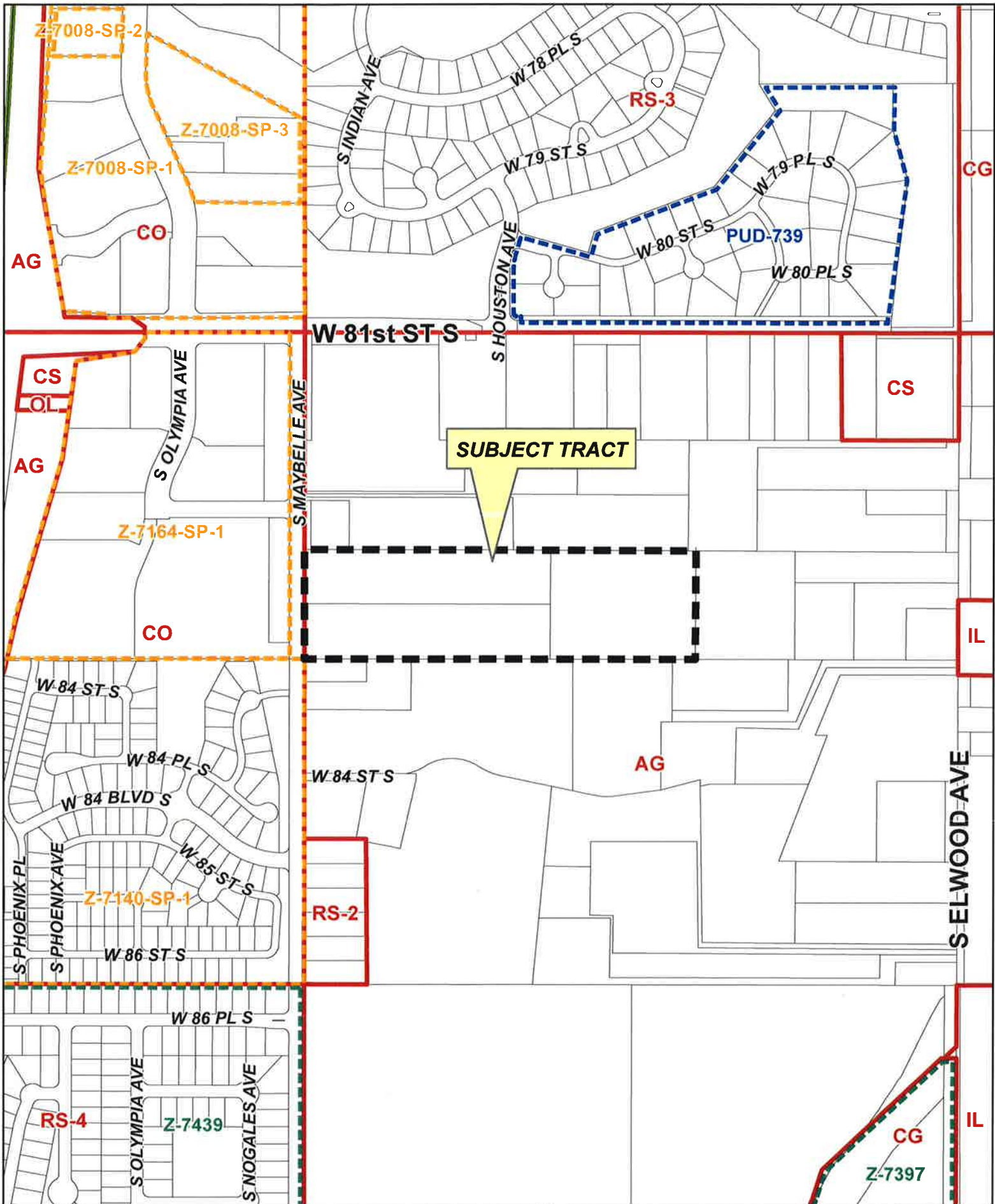
Surrounding Property:

Z-7164 SP-1 March 2011: All concurred in **approval** of a request for *rezoning* a 30± acre tract of land from AG/OL/CS to CO and a *Corridor Site Plan* for neighborhood and pedestrian oriented office and commercial mixed-use development, on property located on southeast corner of Highway 75 South and West 81st Street. The TMAPC recommended approval with the amendments that include the six-foot masonry wall and the lighting requirements as provided by staff.

Z-7140 SP-1 December 2009: All concurred in **approval** of a request for *rezoning* a 41± acre tract of land from AG to CO and a *Corridor Site Plan* for residential use, garden and patio homes, on property located south of southwest corner of South Maybelle Avenue and West 81st Street and abutting south of subject property. The TMAPC recommended approval per staff recommendation and subject to adding Use Unit 1, to impose the additional buffer along the north end across to the detention pond. City Council approved the applications per TMAPC recommendation with condition of Maybelle getting upgraded in accordance with the Major Street and Highway Plan and per City of Tulsa design standards within the project limits, and resurfaced to 22' wide with improved borrow ditch from the northern boundary of the subdivision to West 81st Street.

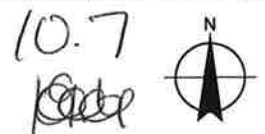
BOA- 16312 April 1993: The Board of Adjustment **approved** a *Variance* of the required 30' of frontage on a dedicated right-of-way to 13' to permit s lot-split, subject to a maximum of three residences on the tract, with each having 13' of frontage on Maybelle, finding that the request is consistent with the area, on property located east of Maybelle and south of 81st Street.

BOA- 20039 June 2005: The Board of Adjustment **approved** a *Variance* of the minimum required frontage on a public street from 30' to 0', finding that the circumstances surrounding this land is peculiar to these tracts and the enforcement code would result in an unnecessary hardship to the property owner, on property located 8511 South Maybelle Avenue.



Z-7506

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S INDIAN AVE

W 78 PL S

W 79 ST S

W 79 PL S

W 80 ST S

W 80 PL S

W 81st ST S

S OLYMPIA AVE

S MAYBELLE AVE

S HOUSTON AVE

W 84 ST S

W 84 PL S

W 84 ST S

W 84 BLVD S

W 85 ST S

S PHOENIX PL

S PHOENIX AVE

W 86 ST S

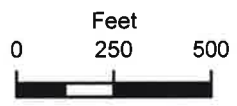
W 86 PL S

S PHOENIX AVE

S OLYMPIA AVE

S NOGALES AVE

S SELWOOD AVE



Subject Tract

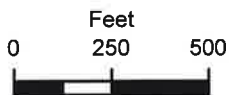
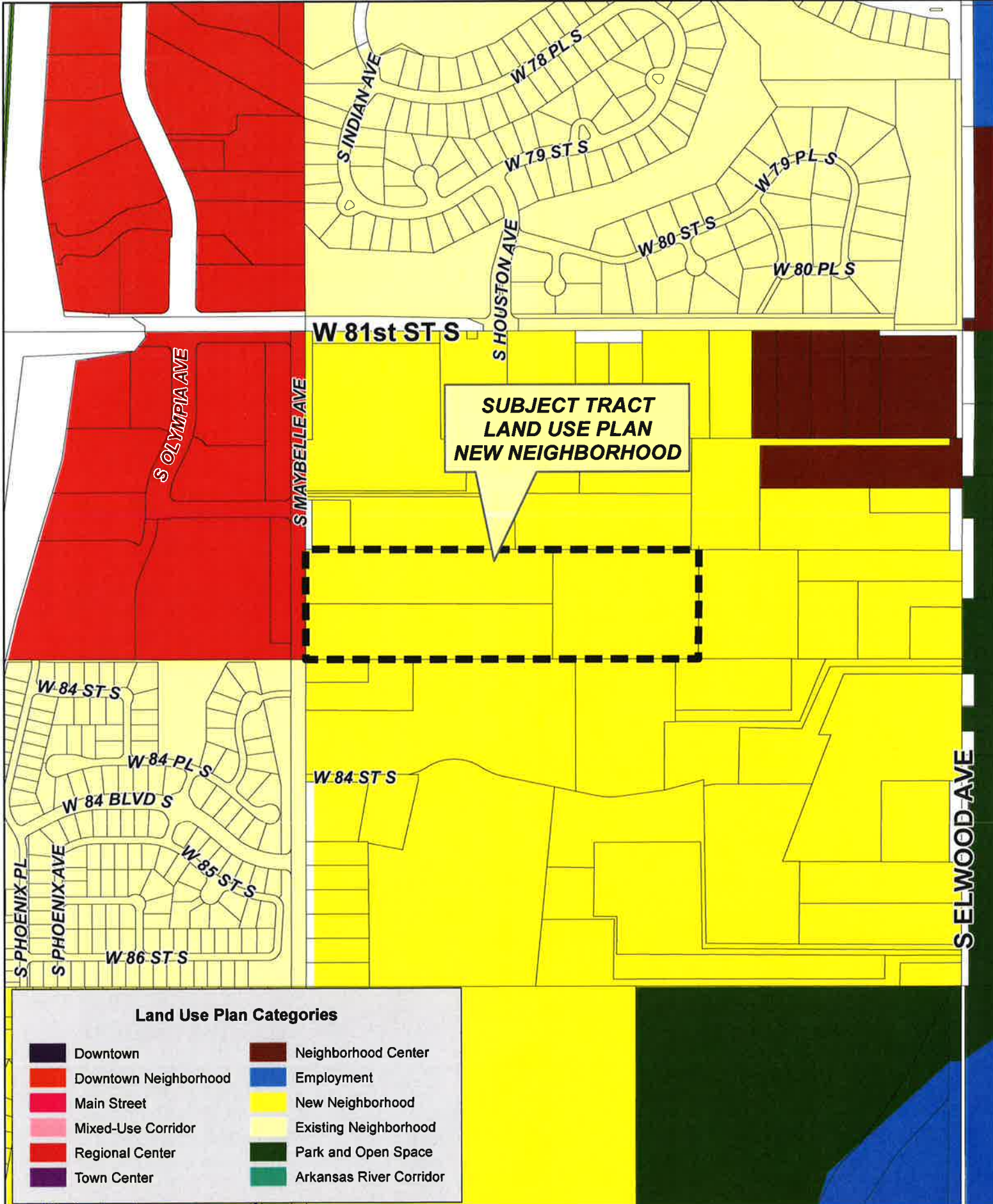
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Note: Graphic overlays may not precisely align with physical features on the ground.

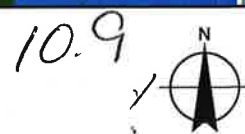
Aerial Photo Date: February 2018

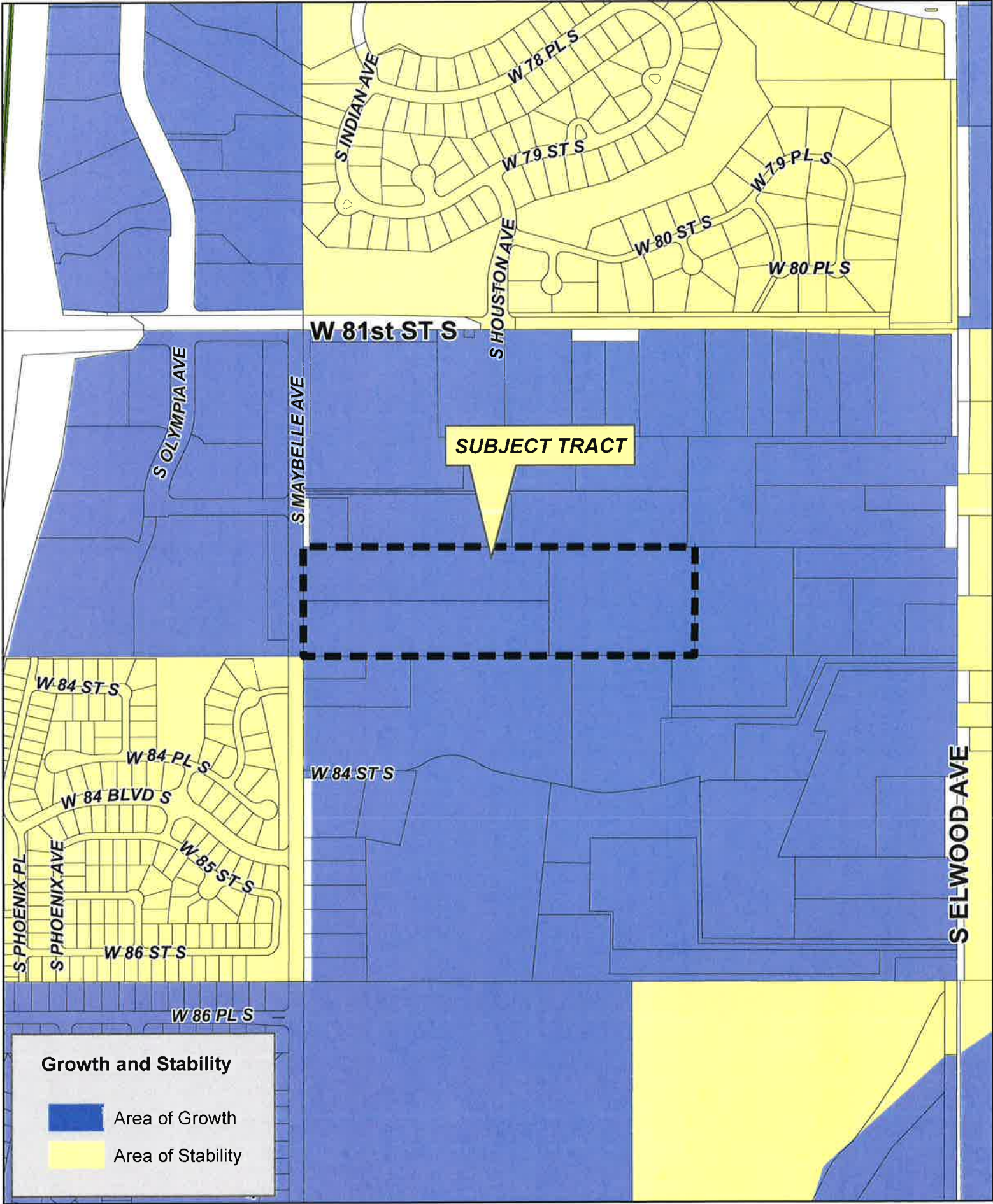




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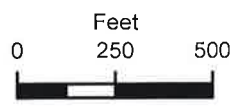
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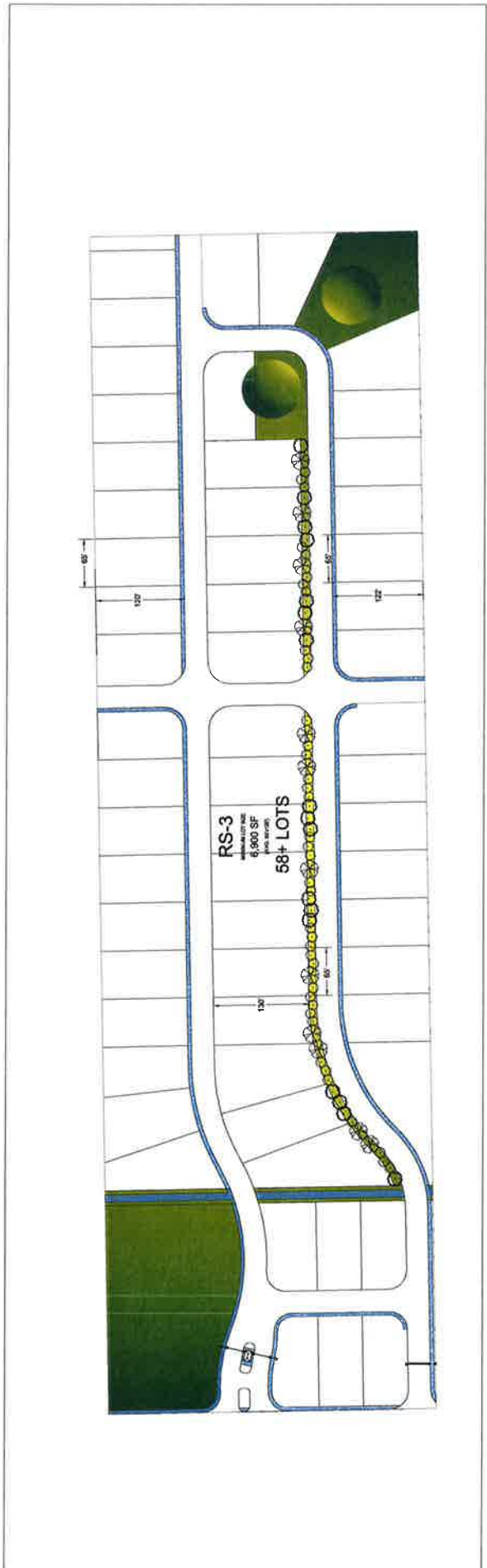


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November 4, 2019

Gene Phillips, PE
Principal
Wallace Engineering
123 N. Martin Luther King Jr. Blvd.
Tulsa, OK 74103

**Subject: Traffic Projections Report
Proposed Residential Development
8200 S. Maybelle Avenue
Tulsa, Oklahoma**

The following Table summarizes the traffic projections for a proposed single-family residential subdivision located on the east side of the 8200 block of S. Maybelle Avenue in Tulsa. The development is proposed to contain 150 single-family lots.

**TABLE 1
Projected Site Generated Traffic Volumes**

Building Type (Land Use)	FTE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic		IN	OUT	IN	OUT	IN	OUT	IN	OUT
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
Trip Rate*		(DU)	9.44	0.74	0.99								
Single-Family Detached Housing	210	150	1,416	111	149	0.25	0.75	28	81	0.63	0.37	84	55

The yellow highlighted value is 1,416 trips per 24 hours on a weekday. This means 708 vehicles leave and 708 vehicles arrive each weekday. The green highlighted values are the entering vehicles in the a.m. peak hour between 7:00 and 9:00 and the p.m. peak hour between 4:00 and 6:00 on a weekday. The red highlighted values are the exiting vehicles in the a.m. peak hour between 7:00 and 9:00 and the p.m. peak hour between 4:00 and 6:00 on a weekday. **This represents full build-out of the subdivision and the total projected traffic for the development.**

These projections were based on the latest edition (10th edition) of the *Trip Generation Manual* published by the Institute of Transportation Engineers which is the nationally recognized source for trip generation rates for many different types of land uses.

Traffic Engineering Consultants, Inc.
6000 S. Western Avenue, Ste. 300 | Oklahoma City, Oklahoma | Ph. 405-720-7721
6931 S. 66th E. Avenue, Ste. 100, | Tulsa, Oklahoma 74133 | Ph. 918-481-8484
Website: www.tecok.com

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The obvious access issue regarding this tract of land is all the traffic from this new development must enter and exit via 81st Street and the congestion at 81st Street and US-75 and at 81st Street and Olympia Avenue is well known. The City and ODOT have plans to make major improvements to the interchange at US-75, but the specific schedule is unknown to TEC. There are no announced plans by the City to widen 81st Street east of Olympia Avenue to our knowledge.

One very helpful factor for the proposed neighborhood is the available route through the shopping center to access the traffic signal at Olympia Avenue when making left turns to go west during busy traffic periods. Traffic from the neighborhood intending to travel east on 81st Street would most likely stay on Maybelle Avenue to 81st Street and make a right turn. There are separate left turn and right turn lanes on Maybelle approaching 81st Street. Given the intensity of traffic on 81st Street being generated by the Tulsa Hills Shopping Center, it is our opinion the traffic that would be added by the proposed residential development would not be a significant factor and would not be likely to trigger a requirement for off-site improvements.

Maybelle Avenue has been improved to City standards for $\frac{3}{4}$ mile south of 81st Street where it dead ends. The last $\frac{1}{4}$ mile to 91st Street has not been constructed. We understand that Jenks Public Schools has provided right-of-way for this last segment of Maybelle but has no plans to construct the street. Recent traffic studies for Jenks Public Schools and Tulsa County have shown that a traffic signal will be required on 91st Street when Maybelle is extended to 91st Street. The likely worst case scenario for the proposed residential development would be if it was required to construct the last $\frac{1}{4}$ mile of Maybelle and install a traffic signal on 91st Street.

If you have any questions about these projections or the process used to develop them, please call me in the Tulsa office. Thank you again for using TEC for your traffic engineering services.

Sincerely,

Jon Eshelman, PE, PTOE
Tulsa Manager



Traffic Engineering Consultants, Inc.

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Website: www.tecok.com

10.13

Z-7506

Sawyer, Kim

FILE COPY

From: Mark Savage <msavage_74105@yahoo.com>
Sent: Monday, August 10, 2020 11:39 AM
To: esubmit
Subject: Hyde Park and Z-7506

A resounding NO to duplex's and triplex's in Hyde Park! Please see Jeanie Cue. This is an obvious NO. I live in Hyde Park at:

Mark Savage
901 W. 84th Pl.
Tulsa, OK 74132

918-633-6099