



Tulsa Metropolitan Area Planning Commission

APPROVED
Dec. 4, 2024

Minutes of Meeting No. 2925

Wednesday, November 20, 2024, 1:00 p.m.

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

The notice and agenda of said meeting were posted in the City Clerk's and the County Clerk's office on January 31, 2024 at 4:22 p.m.

Members Present: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Members Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

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

Speaker Key:

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

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

Reports

Chairman's Report: Chair Walker recognized Commissioner Hood who mentioned that he would be asking Planning Commissioners to initiate Historic Preservation (HP) related amendments to the City Zoning Code. He asked that the initiation request be placed on the December 18, 2024 TMAPC Agenda.

Director's Report: Ms. Miller reported on City Council actions and other special projects. Ms. Miller stated that a work session will be needed to discuss the proposed HP zoning amendments and a few other items.

Approval of Minutes

None

Consent Agenda

None

Public Hearing – Rezoning

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

1. **CO-20**

Location: South and west of the southwest corner of East 81st Street South and South Garnett Road

City Council: 7

Applicant: John Droz, Route 66 Engineering

Action Requested: Major amendment to a corridor zoning development plan, rezoning from CO to CO-20 (Continued from November 6, 2024)

Staff Recommendation

The applicant is proposing a corridor development plan to establish development standards for commercial and office uses within the Corridor (CO) zoning district.

The property has been zoned CO since 1970. Development within CO zoning districts requires review and approval of a development plan by TMAPC and the Tulsa City Council. A previous Planned Unit Development (PUD-716) was approved on the property in 2005 but was later abandoned in 2015 (PUD-716-A).

At the time of the abandonment of PUD-716, a new Corridor development plan was adopted (Z-6054-SP-9). The adopted development plan permitted offices, mini-storage, and stormwater facilities on the subject property as part of Development Area B. It also adopted development standards for the assisted living facility located north of the subject property as Development Area A. Other limitations provided by the development plan included building setbacks, a maximum floor area ratio of 1.25, signage standards, and landscaping/screening requirements.

CO-20, as presented, would be considered a major amendment to the previous development plan and per the Tulsa Zoning Code shall be reviewed as a new development plan. Standards adopted under CO-20 would replace the previously adopted standards for Development Area B under Z-6054-SP-9.

The applicant has presented a concept for a new athletics facility on the subject property that would be classified as a large assembly and entertainment use per the Tulsa Zoning Code. In addition to permitted uses, the proposed corridor development plan will establish regulations for lot size, setbacks, signage, landscaping, screening, and lighting.

The Tulsa Comprehensive Plan designates the property as multiple use. Multiple use encourages commercial and retail uses. The proposed uses in the development plan align with the multiple use designation. There are existing residential developments adjacent to the property on the south and west. The development standards provide additional setbacks from the residential development and will require screening and landscaping per the Tulsa Zoning Code.

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

CO-20 Development Standards

CO-20 shall allow only the uses identified below, along with the customary accessory uses, and subject to the supplemental regulations of the Tulsa Zoning Code. Uses identified below are permitted by right.

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

Permitted Use Categories, Subcategories, and Specific Uses:

RESIDENTIAL Use Category

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

- Three or more households on single lot
- Apartment/Condo
- Mixed-Use Building
- Vertical Mixed-Use Building

PUBLIC, CIVIC, AND INSTITUTIONAL Use Category

- Library or Cultural Exhibit
- Natural Resource Preservation
- Parks and Recreation
- Postal Services
- Religious Assembly

COMMERCIAL Use Category

- Animal Service (All specific uses)
- Assembly and Entertainment
 - Indoor Assembly and Entertainment (All specific uses, excluding gun clubs)
- Broadcast or Recording Studio
- Commercial Service (All specific uses)
- Financial Services, excluding Personal Credit Establishment
- Office (All specific uses)
- Parking, Non,accessory
- Restaurants and Bars (All specific uses)
- Retail Sales, excluding Medical Marijuana Dispensary
- Studio, Artist or Instructional Service

AGRICULTURAL

- Community Garden

Lot and Building Regulations:

Property located within CO-20 will be subject to the lot and building regulations for the CG district, as defined in the Tulsa Zoning Code with the following additional requirements:

Minimum Building Setbacks:

- From South 107th East Avenue: 20 feet
- From South Boundary of CO-20: 30 feet
- From North Boundary of CO-20: 20 feet
- From East Boundary of CO-20: N/A

Maximum Building Height: 45 feet

Parking:

Parking requirements within CO-20 will be the minimum parking ratios for specific use categories in the CH District as outlined in Chapter 55 of the Tulsa Zoning Code. All parking constructed on site shall conform to the design standards outlined in Chapter 55 of the Tulsa Zoning Code.

Landscaping and Screening:

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

F1 screening is required along the common lot line at the south boundary of CO-20.

Signs:

Ground Signs:

A maximum of two (2) ground signs are permitted. Ground signs shall be located adjacent to vehicular entrances from South 107th East Avenue. Each ground sign shall be limited to a maximum display surface area of 150 square feet and a maximum height of 12 feet.

Wall Signs:

Wall signs are permitted at 2 SF per linear foot of building wall to which they are attached. No illumination shall be permitted for wall signs.

Dynamic Displays:

Dynamic displays are prohibited within CO-20.

Lighting:

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

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as 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	CO	Multiple Use	Senior Living Facility
East	CO	Local Center	Vacant
South	CO	Neighborhood	Residential
West	CO	Neighborhood	Residential

Small Area Plans

The subject property is not located within any adopted small area plans.

Development Era

The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation

Major Street & Highway Plan: N/A

Comprehensive Plan Street Designation: N/A

Transit: N/A

Existing Bike/Ped Facilities: Sidewalks are in place along South 107th East Avenue

Planned Bike/Ped Facilities: None

Environmental Considerations

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

Tree Canopy Coverage: Tree canopy in the area is 47%. 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

Ordinance 11830, dated June 26, 1970, established zoning for the subject property.

Commission Action

Motion: To continue the major amendment for CO-20, to December 4, 2024 per applicant's request.

Motion by: Craddock Second by: Turner-Addison

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

2. Z-7795

Subject Property: North of the northeast corner of North Yale Avenue and Dawson Road

Council District: 3

Applicant: Lou Reynolds

Action Requested: Rezoning from RS-3 and Neighborhood Infill Overlay 2 (NIO-2) to IL and NIO-2

Staff Recommendation

The applicant is proposing to rezone the subject properties from RS-3 to IL to permit a commercial vehicle maintenance and repair facility. The properties are currently being used as a salvage yard with an existing 9000 square foot metal building. The salvage yard was established prior to 1970. Aerial photography shows a salvage operation at this location since at least 1966.

The proposal for IL zoning would not permit a salvage yard but would permit the commercial vehicle repair and maintenance use proposed by the applicant. The existing salvage yard could remain but would not be permitted to be expanded.

The Tulsa Comprehensive Plan designates the subject properties as employment which would support a rezoning to the IL district. The IL district establishes a 75-foot setback from adjacent R-districts to provide a buffer from residential properties.

The proposed IL zoning is consistent with the comprehensive plan and the historic and anticipated use of the properties.

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

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as employment. Employment is intended to accommodate offices, warehousing and storage, manufacturing and assembly, and industrial processes. The Industrial Site Suitability map corresponds to the Employment land use designation and indicates where uses that are potentially incompatible with sensitive land uses are best suited to locate. This directs industrial uses to particular areas of the city while discouraging industrial in close proximity to Neighborhood areas.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3	Neighborhood	Vacant
East	RS-3	Neighborhood	Residential
South	IM	Employment	Salvage Yard
West	N/A	N/A	Industrial/Tulsa County

Small Area Plans

The subject properties are not located within any adopted small area plans.

Development Era

The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation

Major Street & Highway Plan: North Yale Avenue is designated as a secondary collector by the Major Street and Highway Plan which will require an ultimate right-of-way width of 100 feet.

Comprehensive Plan Street Designation: N/A

Transit: Regular route service is available along North Yale Avenue.

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 properties are not within any designated floodplain areas.

Tree Canopy Coverage: Tree canopy in the area is 37%. 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

Ordinance 11910, dated June 26, 1970, established zoning for the subject property.

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Recommend approval of the IL zoning, per staff's recommendation.

Motion by: Hood Second by: Craddock

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

Property Description

The West 330 feet of Lot Thirteen (13), Block One (1), S. R. LEWIS ADDITION to the Town of Dawson, now an Addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded Plat thereof. (Property Address: 2039 N. Yale Avenue)
AND

Part of Lot Thirteen (13), Block One (1), S. R. LEWIS ADDITION to Dawson, now an Addition to the City of Tulsa, Tulsa County, Oklahoma: Beginning 525' West of the NE Corner of Lot Thirteen (13), Thence West 100', Thence South 172', Thence East 100', Thence North to point of beginning, according to the recorded plat thereof (Property Address: 2039 N. Yale Avenue)

3. Z-7796

Subject Property: Northwest corner of East 13th Street South and South Rockford Avenue

Council District: 4

Applicant: Lani and Stone, LLC

Action Requested: Rezoning from RM-2 and Neighborhood Infill Overlay (NIO) to MX1-P-35 and NIO

Staff Recommendation

The applicant is proposing to rezone the subject property from RM-2 to MX1-P-35 to permit a change of use within an existing commercial building. The building has been used as a medical/dental office and was constructed as a commercial building. Certain commercial uses, including offices, can be permitted by special exception in the RM-2 district. The applicant is proposing a personal improvement service (salon) that cannot be permitted under RM-2 but would be permitted under the proposed MX zoning.

The subject property is in a streetcar era neighborhood that encourages urban mixed-use development. The MX1 district is a neighborhood-level mixed-use district that limits the potential uses and ensures any new development on the site will be compatible with the surrounding properties.

The pedestrian character designation establishes building standards for any new buildings constructed on the site that to require a build-to-zone, transparency, and certain ground floor ceiling heights to ensure an active streetscape. The existing building can remain and is not subject to any changes, but if the building were removed and a new building was constructed, the design standards from MX would apply.

The 35-foot height maximum applied to the MX district is consistent with the height maximum applied to surrounding residential properties.

Neighborhood level mixed-use districts are consistent with the neighborhood land use plan when located within a streetcar era neighborhood. The rezoning would allow redevelopment of an existing property which would provide a benefit to the surrounding area. The Utica Midtown Small Area Plan is supportive of changes to mixed-use districts to allow for dense, walkable neighborhoods within the plan area.

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

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Neighborhood. Neighborhoods are mostly residential uses, which includes detached, missing middle, and multi-dwelling unit housing types. Churches, schools, and other low intensity uses that support residents’ daily needs are often acceptable, particularly for properties abutting Multiple Use, Local Center, or Regional Center land use areas. Multi-dwelling unit housing that takes access off an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access from a lower-order street separated from the arterial, then it would be considered Neighborhood.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RM-2	Neighborhood	Residential
East	RM-2	Neighborhood	Apartments
South	RM-2	Neighborhood	Residential
West	RM-2	Neighborhood	Apartments

Small Area Plans

The subject properties are located within the adopted boundary of the Utica Midtown small area plan. The plan recommends supporting rezoning requests to mixed-use districts to encourage walkable, dense development within the plan boundary.

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: Sidewalks are in place along East 13th Street and South Rockford Avenue.

Planned Bike/Ped Facilities: An on-street bike lane is planned for East 13th Street.

Environmental Considerations

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

Tree Canopy Coverage: Tree canopy in the area is 13%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Parks & Open Space: N/A

Zoning History

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

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Recommend approval of the MX1-P-35, per staff's recommendation.

Motion by: Craddock Second by: Hood

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

Property Description

Lots 19, 20, and 21, Block 7, Orchard Addition, City of Tulsa, Tulsa County, State of Oklahoma

4. PUD-564-D

Subject Property: East of the southeast corner of East Skelly Drive and South Memorial Drive

Council District: 5

Applicant: Lou Reynolds

Action Requested: Approval of a Major Amendment to PUD-564-C to add personal vehicle repair and maintenance as a permitted use within Development Area B

Staff Recommendation

The applicant is proposing a major amendment to PUD-564-C to add personal vehicle repair and maintenance as a permitted use within Development Area B.

PUD-564 was adopted in 1997 and consisted of approximately 4.5 acres. A major amendment, PUD-564-A, was adopted in 2003 to expand the boundary of PUD-564 and include the subject property of this application. Under PUD-564-A, the subject property was added and designated as Development Area B with its own development standards. PUD-564-A permitted parking, offices, and personal vehicle sales as a use on the subject property subject to additional building standards.

In 2010, another major amendment, PUD-564-B, was adopted and added other trades and services as a permitted use on the subject property to include construction services. This major amendment also increased the allowable building floor area on the property from 12,000 SF to 13,500 SF and reduced the building setback from the eastern boundary of Development Area B from 100 feet to 90 feet.

In 2017, another major amendment, PUD-564-C, was adopted and added outdoor advertising as an approved use in Development Area B and revised the development standards to accommodate the outdoor advertising sign.

PUD-564-D seeks to add personal vehicle repair and maintenance as a permitted use within Development Area B while maintaining all other previously approved development standards.

The property is designated as multiple use, and the existing zoning already permits a range of vehicle sales and service-related uses. The additional use would be consistent with the surrounding properties and the anticipated development of the subject property.

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

PUD-564-D Development Standards*Development Area B:*

PUD-564-D shall allow only the uses identified below, along with the customary accessory uses, and subject to the supplemental regulations of the Tulsa Zoning Code. Uses identified below are permitted by right.

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

Permitted Use Categories, Subcategories, and Specific Uses:

COMMERCIAL Use Category

Commercial Service (All specific uses)

Office (All specific uses)

Parking, non-accessory

Retail Sales (All specific uses)

Vehicle Sales and Service

Personal vehicle repair and maintenance
 Personal vehicle sales and rentals
 Vehicle part and supply sales

Lot and Building Regulations:

Maximum Building Floor Area: 13,500 square feet

Maximum Building Height: 20 feet

Minimum Building Setbacks:

From easterly boundary of Development Area B: 90 feet
 From southerly boundary of Development Area B: 85 feet
 From westerly boundary of Development Area B: 0 feet
 From northerly boundary of Development Area B: 50 feet

No exterior trash collection facilities shall be located within 150 feet of the easterly boundary of Development Area B.

Signs:

Ground Signs:

One ground sign shall be permitted along the I-44 service road frontage which shall not exceed 160 square feet of display surface area and 25 feet in height. Such ground sign shall be located at least 225 feet from the easterly boundary of Development Area B.

Wall Signs:

Wall signs shall be permitted not exceeding 2 square feet of display surface area per lineal foot of building wall to which attached, provided wall signs shall not be permitted on the easterly or southerly facing building walls within Development Area B.

Off-Premise Outdoor Advertising:

One outdoor advertising sign will be permitted along East Skelly Drive within the I-44 freeway sign corridor with a maximum of 672 square feet of display surface area and a maximum height of 50 feet measured from the base of the structure at current ground level. Dynamic displays are permitted subject to the regulations of Section 60.100 of the Tulsa Zoning Code.

Landscaping and Screening:

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

The landscape buffer area in Development Area A shall be tapered to follow the existing driveway in Development Area B and then widened to include an area approximately 140 feet wide at the northeastern corner of Development Area B. Deciduous trees shall be installed within the new landscaped area with a minimum caliper of 2 inches and a minimum height of 10 feet at planting. Trees within the landscape buffer shall be spaced 25 feet apart.

An 6-foot high, solid screening fence shall be constructed along the westerly side of the landscaped area within Development Area B to a point at the north boundary of Lot 11, Block 2, Candlelight Addition and then connect to the northwest corner of that lot. The extension of the screening fence shall create a visual barrier between the two residences adjacent to Development Area B and the vehicles displayed and an effective physical barrier to prevent trespassers from entering the landscaped buffer area; provided, however, an 8-foot high, solid screening fence shall be constructed along part of the easterly lot line of said Lot 1, Block 1, RIVERSIDE NISSAN ADDITION, commencing at the southeasterly corner of Lot 1, Block 1, and continuing northerly along such easterly lot line to the northwesterly corner of Lot 11, Block 2, CANDLELIGHT ADDITION.

Lighting:

Lighting for the project shall conform to the lighting requirements identified in Chapter 67 of the Tulsa Zoning Code except as modified herein:

No light fixtures shall be located within 20 feet of the easterly boundary of Development Area B. Any lights within the easterly 100 feet of Development Area B shall not exceed 16 feet in height.

Building-mounted lights may not exceed 25 feet in height.

Access:

There shall be no access from the property included in PUD-564-D to East 28th Place South.

General Provisions:

No zoning clearance permit shall be issued for a lot within the PUD until a detail site plan for the lot, which includes all buildings, parking and landscaping areas, has been submitted and approved as being in compliance with the approved PUD development standards.

A detail landscape plan for each lot shall be approved by the TMAPC prior to issuance of a building permit. A landscape architect registered in the State of Oklahoma shall certify to the zoning officer that all required landscaping and screening fences have been installed in accordance with the approved landscape plan for the lot, prior to issuance of an occupancy permit. The landscaping materials required under the approved plan shall be maintained and replaced as needed as a continuing condition of the granting of an occupancy permit.

No sign permits shall be issued for erection of a sign on a lot within the PUD until a detail sign plan for that has been submitted and approved as being in compliance with the approved PUD development standards.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as multiple use. Multiple Use areas are mostly commercial or retail uses, which include restaurants, shops, services, and smaller format employment uses. This land use designation is most common in areas of the city from earlier development patterns, with Local Centers being more commonplace in newer parts of the city. For single properties that are commercial but surrounded by Neighborhood, Multiple Use is the preferred designation.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3	N/A	I-44
East	RS-2	Neighborhood	Residential
South	RS-2/CS/PUD-564, A, B, C	Multiple Use	Parking/Open Space
West	CS	Multiple Use	Commercial

Small Area Plans

The subject properties are not located within any adopted small area plans.

Development Era

The subject property is in an area developed during the Late Automobile Era (1950s-present), which has grown since the mainstreaming of automobile-centric lifestyles, with a high degree of separation between residential and nonresidential uses, and low levels of street connectivity. In these areas, transportation is nearly exclusively concentrated on the mile-by-mile arterial grid, and major streets are often both transportation corridors and destination corridors, which can lead to traffic congestion. Nonresidential uses are predominantly located at the intersections of major arterial streets. Priorities in

these areas include commercial revitalization, placemaking, community gathering opportunities, conservation of natural areas, a high degree of privacy, one-stop shopping, and commuting routes.

Transportation

Major Street & Highway Plan: East Skelly Drive is a designated collector street at this location. Right-of-way widths will be determined by adjacent uses at the time any new subdivision is reviewed.

Comprehensive Plan Street Designation: N/A

Transit: None

Existing Bike/Ped Facilities: None

Planned Bike/Ped Facilities: None

Environmental Considerations

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

Tree Canopy Coverage: Tree canopy in the area is 13%. Preserving the limited existing canopy should be encouraged, as well as measures to increase the canopy through landscaping. Street-lining trees in particular should be encouraged to spread the benefit of the tree canopy to the pedestrian realm.

Parks & Open Space: N/A

Zoning History

Ordinance 11816, dated June 26, 1970, established zoning for the subject property.

Ordinance 23727, dated July 12, 2017, adopted PUD-564-C on the subject property.

Ordinance 22286, dated August 27, 2010, adopted PUD-564-B on the subject property.

Ordinance 20594, dated May 15, 2003, adopted PUD-564-A on the subject property.

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Recommend approval of the major amendment PUD-564-D, per staff's revised recommendation.

Motion by: Craddock Second by: Rosene Robinson

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

Property Description

DEVELOPMENT AREA "B"

ALL OF LOT SEVEN (7), BLOCK ONE (1), GROVELAND ADDITION, AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF, AND VACATED SOUTH 85TH EAST AVENUE RUNNING THROUGH AND ADJACENT TO SAID LOT SEVEN (7), BLOCK ONE (1), GROVELAND ADDITION.

Public Hearing - Plats

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

5. **North Tulsa Community Building**

Location: West of the northwest corner of East 46th Street North and North Peoria Avenue

City Council: 1

Applicant: Karl Fritschen, Wallace Design Collective

Action Requested: Approval of a Preliminary Plat

Staff Recommendation

The plat consists of 1 lot, 1 block, on ±[Company Phone] acres. Staff recommends **approval** of the preliminary subdivision plat subject to the following conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning:

- The proposed lot will meet the standards of the CS District.

Engineering Graphics

- Submit subdivision control data sheet with the final plat.
- Remove contours on the final plat submittal.
- Provide the individual lot addresses on the face of the plat.
- Under the Basis of Bearings information include the coordinate system used. Provide a bearing angle preferably shown on the face of the plat.
- Graphically show all property pins found or set that are associated with the plat. Either have a legend entry showing the found or set symbology or label each location with text.

Addressing

- Include the following address on the plat pdf: Lot 1 Block 1: 1205 E 46TH ST N.
- No comment on the streets.

Article 5: Design and Improvements

Required Infrastructure and Public Improvements (5-020)

- A pre-development meeting is recommended to be scheduled with Development Services, so City staff can offer detailed input on proposed infrastructure needs. It appears that some form of run-off mitigation will be required, along with sidewalks, drives, and ADA compliance. This will need to be reviewed and approved through the IDP permit process if mitigation requires new public storm sewer, connection to existing public storm sewer, or detention.

Streets (transportation) (5-060)

- Provide the limits of access language to the DOD.
- Be aware of the Access management detail 711 for design of access along the Arterial. The Limits may need to change as well as the location of the access point.

Streets (fire) (5-060)

- If dead ended on fire access road exceeding 150 ft. please provide approved turn around if needed for hose lay requirements.

Sidewalks (5-070)

- No comments.

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

- There are no regulatory floodplains within the site, being Zone X per FEMA FIRM panel 40143C0226L and CoT atlas panel 21.

Stormwater Management (5-100)

- Increases in peak runoff from full urbanization of the site will need to be mitigated. Most likely this will require on-site detention, as the location on a ridge between two subbasins and the multiple private property owners between the site and Floodway limit the feasibility of FILO detention. A possibility includes extension of the storm sewer system to convey runoff in pipes to the floodway, along E 46th St.

Sewage Disposal (5-130)

- None.

Water (5-140) lines

- No comments.

Easements (5-150)

- Any detention pond will require a detention easement. Potential public storm sewer will need to be located with an easement or public Right of way.

Streets and Stormwater

- No Comments.

Deed of Dedication:

- Legal to comment after submittal of Final Plat.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Local Center. Local Centers serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce a regional trip generator, the entire local center designation should be amended to be Regional Center with significant input from all affected properties and nearby neighborhoods.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3	Local Center	Vacant
East	CS/RS-3	Local Center	Commercial/Residential
South	CS	Local Center	Commercial
West	RS-3	Neighborhood	Religious Assembly

Small Area Plans

The subject property is not located within any adopted small area plans.

Development Era

The subject property is in an area developed during the Early Automobile Era (1930s-50s), which retained a high degree of the connectivity from neighborhood streets to the arterial network, with mostly commercial, office, industrial, and other active uses along major streets and a mix of housing options and neighborhood-based uses like schools, churches, and

libraries in the interior sections. Priorities in these areas include walkability, bikeability, access to public transit, historic preservation, housing type variety, mixed-use development, commercial revitalization, compatibility of scale for neighborhood development, and transitions between commercial corridors and residential areas.

Transportation

Major Street & Highway Plan: East 46th Street North is designated as a secondary arterial which will require an ultimate right-of-way width of 100 feet.

Comprehensive Plan Street Designation: N/A

Transit: The Aero BRT Route is available along North Peoria Avenue just east of the subject property.

Existing Bike/Ped Facilities: The Osage Trail is adjacent to the subject property to the west and there are sidewalks along East 46th Street North. Development of the site should consider pedestrian and bicycle access to the existing facilities.

Planned Bike/Ped Facilities: None.

Arterial Traffic per Lane:

North (E 56th St N - 1,779 Vehicles per Lane)

East (N Peoria Ave - 1,931 Vehicles per Lane)

South (E 46th St N - 1,579 Vehicles per Lane)

West (Martin Luther King Jr Blvd - 2,594 Vehicles per Lane)

Environmental Considerations

Flood Area: The subject property is not contained with any floodplain areas.

Tree Canopy Coverage: Tree canopy in the area is 27%. 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

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

Mr. Craddock asked if the current building will be removed.

Ms. Turner-Addison asked staff what the notice requirement was regarding the preliminary plat.

Staff stated the notice is sent to abutting property owners.

Applicant Comments

Applicant stated the existing structure would be removed. He stated that the community engagement for this property happened during the rezoning process.

Speakers

None.

Commission Action

Motion: Approve the preliminary subdivision plat for North Tulsa Community Building, per staff's recommendation.

Motion by: Craddock Second by: Turner-Addison

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

6. FOP Addition

Location: Northwest corner of South 161st East Avenue and East 51st Street South

City Council: 6

Applicant: John Libby, White Surveying

Action Requested: Approval of a Preliminary Plat

Staff Recommendation

The plat consists of 1 lot, 1 blocks, ±[Company Phone] acres. Staff recommends **approval** of the preliminary subdivision plat subject to the following conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning:

- The proposed lot will meet the standards of the CS and RS-3 Districts.

Engineering Graphics

- Submit subdivision control data sheet that is associated specifically to this plat.
- Remove contours on the final plat submittal.
- Under the engineer heading add the CA number with renewal date. Under the surveyor heading add the renewal date to the CA number.
- Provide the individual lot address on the face of the plat.
- In the Location Map label the location of the plat as either "project location" or "site".
- Provide graphically on the face of the plat the address disclaimer/caveat.
- The second Less and Except legal does not close with given distance.
- Add signature block for officials to sign to the face of the plat.
- Provide the date of the survey site visit on the face of the plat. A range of dates is acceptable.

Addressing

- Include the following address on the plat pdf: Lot 1 Block 1: 5010 S 161ST E AVE
- No comments on the street.

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

- A predevelopment meeting was held on 08/26/2024. Infrastructure requirements include detention or connection to public storm sewer, sidewalks, drives, ADA compliance, and potentially a fire hydrant. Plans must be submitted for review and approval through the IDP permit process.
- No IDP water line extension is required. Water meter service lines can be extended across S 163rd E Ave to serve this tract from the intersection of E 50th St S and S 163rd E Ave. from the existing 8-inch COT water main line.

Streets (transportation) (5-060)

- Provide limits of access along S 161st Ave E and be sure to label the ROW. (RR)
- Provide the limits of access language in the DoD.

Streets (fire) (5-060)

- No comments.

Sidewalks (5-070)

- Provide the sidewalk language in the DoD.
-

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

- There are no regulatory floodplains within the site, being Zone X per FEMA FIRM panel 40143C0385M and CoT atlas panel 50.
-
-

Stormwater Management (5-100)

- On-site detention or connection to public storm sewer draining to the subdivision pond provided to include this area in PFPI2818 Trinity Creek is required to mitigate increases in runoff.

Sewage Disposal (5-130)

- Public sanitary sewer main at 51st St/161st Ave available for service connection. Main extension will not be allowed to the site.

Water (5-140) lines

- Please provide fire hydrant coverage per IFC 2018 (CRB)
- Separate water service meter permits are required to be issued for serving the tract. Meter cans/vaults are to be installed inside the street rights of way of S 163rd E Ave. in a grassy area.

Easements (5-150)

- Ensure on-site detention easement includes 100yr peak WSE plus a 10' buffer at minimum.

Streets and Stormwater

- No Comments.

Deed of Dedication:

- Legal to comment after submittal of Final Plat.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Local Center by the Tulsa Comprehensive Plan. Local Centers serve the daily needs of those in the surrounding neighborhoods. This designation implies that the center generally does not serve an area beyond the nearby neighborhoods. Typical uses include commercial or retail uses that serve the daily needs of nearby residents. In order to introduce a regional trip generator, the entire local center designation should be amended to be Regional Center with significant input from all affected properties and nearby neighborhoods.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	RS-3	Neighborhood	Residential Subdivision
East	RS-3	Neighborhood	Residential Subdivision
South	City of Broken Arrow	Neighborhood	Vacant
West	City of Broken Arrow	Neighborhood	Residential Subdivision

Small Area Plans

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

Development Era

The subject property is located in an area developed during the Late Automobile Era. Beginning in the late 1950s and the 1960s major changes occurred to the urban form of Tulsa. Two significant interventions include the introduction of the Interstate Highway System and the annexation events in the 1960s that more than doubled the size of Tulsa. This area of Tulsa has developed simultaneously with the development of surrounding communities, such as Broken Arrow, Owasso,

Jenks, and Bixby. Though the growth of this area has been consistent for more than 60 years, the vast majority of developable land has been developed, leading to a decline in the number of properties being built each decade since the 1970s.

Transportation

Major Street & Highway Plan: Both East 51st Street and South 161st E. Ave are secondary arterials; both require right-of-way widths of 100 feet.

Comprehensive Plan Street Designation: East 51st Street South is designated as a Multi-Modal Corridor. Multi-modal streets support commercial and residential development along major arterial streets. These streets align with the recommendations for on-street bicycle infrastructure established in the 2015 GO Plan, and they should be evaluated for feasibility with regard to the reallocation of street space for bicycle facilities.

Transit: No Service.

Existing Bike/Ped Facilities: None.

Arterial Traffic per Lane:

- North (E 41st St S - 3,811 Vehicles per Lane)
- East (S Lynn Lane Rd - 4,166 Vehicles per Lane)
- South (E 51st St S - 6,268 Vehicles per Lane)
- West (S 145th East Ave - 6,604 Vehicles per Lane)

Environmental Considerations

Parks & Open Space: N/A

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Approve the preliminary subdivision plat for FOP Addition, per staff's recommendation.

Motion by: Hood Second by: Rosene Robinson

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

7. FoodHome

Location: Northwest corner of East Apache Street North and North New Haven

City Council: 1

Applicant: Mark Capron, Wallace Design Collective

Action Requested: Approval of a Minor Plat (Original Preliminary Plat expired on 8/4/2023)

Staff Recommendation**FoodHome** - (CD 1)

Northwest corner of East Apache Street and North New Haven

This plat consists of 1 lot, 1 block on 5.01 ± acres.

The Technical Advisory Committee (TAC) met on April 15, 2021, and provided the following conditions:

1. **Zoning:** The property is zoned CG. The proposed lot conforms to the requirements of the CG district.
2. **Transportation & Traffic:** ADA compliant sidewalks and ramps are required to be installed/improved by the developer along East Apache Street and North New Haven. Driveways must accommodate ADA sidewalk access. Additional 5 feet of right-of-way required per the Major Street and Highway Plan along North New Haven.
3. **Sewer:** Proposed sanitary sewer extensions will require approval of an IDP. IDP approval is required prior to approval of the final plat. Easements and dedications must be clearly dimensioned and labeled on the face of the plat.
4. **Water:** Proposed water main extensions will require approval of an IDP. IDP approval is required prior to approval of the final plat. Easements and dedications must be clearly dimensioned and labeled on the face of the plat.
5. **Engineering Graphics:** Submit a subdivision control data sheet with final plat. Remove contours from final plat. Provide addresses for individual lots. Under the Owner heading include a contact name. Under the Benchmark heading provide the northing/easting coordinates that are associated with the elevation provided. Show coordinate system used under the Basis of Bearing heading. Provide a bearing angle shown on the face of the plat.
6. **Stormwater, Drainage, & Floodplain:** Stormwater detention and drainage improvements are required to obtain IDP approval prior to final plat approval. Easements must be clearly dimensioned and labeled on the face of the plat.
7. **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 regulations. Final plat approval is contingent on a final release from the City of Tulsa including Development Services, City Legal, and City Engineering.

The applicant indicated their agreement with staff recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Approve the minor subdivision plat for FoodHome, per staff's recommendation.

Motion by: Turner-Addison Second by: Rosene Robinson

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

8. Williams Court

Location: North of the northwest corner of East Virgin Street and North Trenton Avenue
City Council: 1
Applicant: C. Joseph Watt, P.E.

Action Requested: Approval of a Minor Plat (Original Preliminary Plat expired on 8/3/2024)

Staff Recommendation

The plat consists of 6 lots, 1 block, ±[Company Phone] acres. Staff recommends **approval** of the minor subdivision plat subject to conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations. Plat was approved as a preliminary plat on August 3rd, 2022 which has since expired, the project is eligible to be approved by TMAPC as a Minor Plat. A City of Tulsa release letter must be provided for this subdivision prior to City Council, there are no additional requirements required by the Technical Advisory Committee.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Neighborhood by the Tulsa Comprehensive Plan. 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 of an arterial is considered Multiple Use, Local Center, or Regional Center. If a multi-dwelling unit housing property takes access off of 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	School
East	RS-3	Neighborhood	School
South	RS-3	Neighborhood	Residential
West	RS-3	Neighborhood	Residential

Small Area Plans

The subject properties is located within the Unity Heritage Neighborhood Plan.

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: Streets not classified.

Comprehensive Plan Street Designation: N/A

Transit: Property is served by route 7501 on Virgin Street.

Existing Bike/Ped Facilities: None.

Arterial Traffic per Lane:

- North (E Apache St - 2,057 Vehicles per Lane)
- East (N Lewis Ave - 2,374 Vehicles per Lane)
- South (E Pine St - 2,930 Vehicles per Lane)
- West (N Peoria Ave - 3,555 Vehicles per Lane)

Environmental Considerations

Flood Area: None.

Parks & Open Space: N/A

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Approve the minor subdivision plat for Williams Court, per staff's recommendation.

Motion by: Turner-Addison Second by: Craddock

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

9. ASCO Equipment

Location: East of the southeast corner of East 56th Street North and Mingo Road

City Council: 3

Applicant: Mark Capron, Wallace Design Collective

Action Requested: Accelerated Release of Building Permits

Staff Recommendation

The plat consists of 1 lot, 1 block on ±[Company Phone] acres. Staff recommends **approval** of the preliminary subdivision plat subject to the following conditions provided by the Technical Advisory Committee (TAC) and all other requirements of the Subdivisions Regulations. A City of Tulsa release letter is required prior to final plat approval. TAC Conditions:

Zoning: The property is zoned IH, the proposed subdivision meets the standards of that district.

Specification for Documents**Engineering Graphics**

- Submit subdivision control data sheet with the final plat.
- Remove contours on the final plat submittal.
- Provide the individual lot address on the face of the plat.
- In the Location Map change State Highway 169 to US Highway 169

Addressing

- Add the following address to the plat pdf: Lot 1 Block 1: 10276 E 56TH ST N

Article 5 of the Subdivision and Development Regulations: Design and Improvements**Required Infrastructure and Public Improvements (5-020)**

- IDP improvement will be required at least for sanitary sewer, and potentially water and stormwater management. Driveways and sidewalks would then be incorporated into the IDP permit. A predevelopment meeting should be scheduled.

Streets (transportation) (5-060)

- No comments.

Streets (fire) (5-060)

- No comments.

Sidewalks (5-070)

- No comments.

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

- Per FEMA FIRM Panel 40143C0251L and Cot Atlas Panel 24, there are no regulatory floodplains on the site. The site is within 0.25 miles of the Mingo Creek floodplain just south of the confluence with Bird Creek.

Stormwater Management (5-100)

- Stormwater runoff hazard mitigation will require some consideration. The site could potentially be allowed fee-in-lieu-of detention if no-rise is shown in 100yr peak WSE and runoff conveyed to

floodway in Mingo Creek and/or Bird Creek. Otherwise, peak discharge must be mitigated to maintain or decrease from current condition via storm water detention.

Sewage Disposal (5-130)

- Sewer main extension required. IDP plans need to be submitted.

Water (5-140) lines

- Confirm if a 06-inch or larger water meter vault fit inside the street right a way of E 56th St N.

Easements (5-150)

- A detention or overland drainage easement may be required, potentially to include offsite areas.
- Confirm if additional waterline easements be needed for 06-inch or larger meter vaults if they are unable to be installed in the street right-a-way of E 56th St N.

Perpetual Maintenance of Common Areas and Improvements (5-200)

- No comment.

Streets and Stormwater

- Sidewalks will be required along the south side of E 56th St N
- Both driveways will need to have an ADA compliant sidewalk section through the driveway
- Both driveways will need to have City of Tulsa Standard radius protection (Standard # 712)
- Will need a vehicle turn around area if both driveways have fence/gates across them. Vehicles should not be forced to back out onto an arterial street to turn around.
- Advertising signage will not be allowed in the ROW or Easement without an agreement. The location of the signage should be determined now.

Legal Comments : Legal will review final plat submittals including the deed of dedication.

Comprehensive Plan Considerations

Land Use Plan

The subject property is designated as Neighborhood by the Tulsa Comprehensive Plan. The employment designation is intended to accommodate offices, warehousing and storage, manufacturing and assembly, and industrial processes. The "Industrial Site Suitability" map corresponds to the Employment land use designation and indicates where uses that are potentially incompatible with sensitive land uses are best suited to locate. This directs industrial uses to particular areas of the city while discouraging industrial in close proximity to Neighborhood areas.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning/Overlay</u>	<u>Existing Land Use Designation</u>	<u>Existing Use</u>
North	Unincorporated Tulsa County	Unincorporated Tulsa County	Manufacturing
East	IH	Employment	Vacant
South	IH	Employment	Vacant
West	IM	Employment	Manufacturing

Small Area Plans

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

Development Era

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

Transportation

Comprehensive Plan Street Designation: None.

Arterial Traffic per Lane:

North (E 56th St N - 808 Vehicles per Lane)
East (N 145th East Ave - 1,300 Vehicles per Lane)
South (E 46th St N - 1,176 Vehicles per Lane)
West (N Mingo Rd/N 129th East Ave - 2,611 Vehicles per Lane)

Environmental Considerations

Parks & Open Space: Not applicable.

The applicant indicated their agreement with staff's recommendation.

TMAPC Comments

None

Speakers

None.

Commission Action

Motion: Approve the accelerated release of building permits for Asco Equipment, per staff's recommendation.

Motion by: Craddock Second by: Rosene Robinson

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

Other Business

None

Commissioner Comments

None

Adjournment

Commission Action

Motion: Adjourn

Motion by: Walker Second by: Craddock

Vote: 6-0-0

Ayes: Craddock, Fugate, Hood, Rosene Robinson, Turner-Addison, Walker

Nays: none

Abstentions: none

Absent: Humphrey, Rojas, Shivel, Whitlock, Zalk

There being no further business, the meeting adjourned at 1:33 p.m.