

**TULSA METROPOLITAN AREA PLANNING
COMMISSION**

Meeting No. 2621

March 7, 2012, 1:30 PM

**175 East 2nd Street, 2nd Level, One Technology Center
Tulsa City Council Chamber**

CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Worksession Report:

Director's Report:

Review TMAPC Receipts for the month of January 2012

1. Minutes of February 15, 2012, Meeting No. 2620

CONSENT AGENDA:

All matters under "Consent" are considered by the Planning Commission to be routine and will be enacted by one motion. Any Planning Commission member may, however, remove an item by request.

2. **LS-20490** (Lot-Split) (CD-1), Location: North of northwest corner of South Lewis Avenue and East 69th Street South (Related to LC-380)
3. **LC-380** (Lot-Combination) (CD-9), Location: Northwest corner of South Lewis Avenue and East 69th Street South (Related to LS-20490)
4. **LC-382** (Lot-Combination) (CD-1), Location: East of the northeast corner of North Wheeling Avenue and East Newton Street
5. **LS-20492** (Lot-Split) (CD-4), Location: Southeast corner of South Joplin Avenue and East Admiral Place
6. **LS-20493** (Lot-Split) (CD-1), Location: South of the southeast corner of West Pine Street and North Xenophon Avenue
7. **LS-20495** (Lot-Split) (CD-8), Location: North of East 115th Street South and west of South Louisville Place (Related to LC-383)

8. **LC-383** (Lot-Combination) (CD-8), Location: North of East 115th Street South and west of South Louisville Place (Related to LS-20495)
9. **LC-384** (Lot-Combination) (CD-3), Location: North of the northwest corner of East Admiral Place and South Mingo Road
10. **LC-385** (Lot-Combination) (CD-4), Location: Southeast corner of West 17th Place South and South Carson Avenue
11. **LC-386** (Lot-Combination) (CD-1), Location: Southeast corner of West Edison Street and North 33rd West Avenue
12. **Change of Access** – Lot 1, Block 1, Lewis Village Addition, Location: Northwest corner of East 69th Street South and South Lewis Avenue
13. **QuikTrip No. 0107** - Final Plat, Location: East of northeast corner of Highway 75 and West 71st Street South
14. **PUD-275-6 – Sack & Associates, Mark Capron**, Location: Southwest corner of 91st Street South and South Yale Avenue, Requesting a **Minor Amendment** to change a permitted use boundary line and modify a landscape requirement along Yale Avenue to reflect as-built conditions within the PUD, **RS-3/RM-0/RM-2/CS**, (CD-8)
15. **PUD-360-A-13 – Brett Mann/McDonald's**, Location: Northwest corner of East 91st Street South and South Memorial Drive, Requesting a **Minor Amendment** to reduce required parking from 35 spaces to 26 spaces to allow for the expansion of the drive-through to accommodate for a second drive-through lane, **RM-0/CS**, (CD-8)
16. **PUD-709-6 – Jim Finley**, Location: Southeast of the southeast corner of East 111th Street South and South Delaware Avenue, Requesting **Minor Amendment** to reduce a side setback from 10 feet to 5.5 feet, **RS-2**, (CD-8)
17. **PUD-379-A-9 – Amax/Lori Worthington/Village at Woodland Hills**, Location: North of the northwest corner of East 71st Street South and South Memorial Drive, Requesting a **Minor Amendment** to increase the permitted display surface area for a tenant identification sign by 12 square feet, **CS**, (CD-7)
18. **PUD-431-A – Tanner Consulting/Matt Baer/Wright Office Building**, Location: Southwest of the southwest corner of 101st Street South and South Sheridan Road, Requesting a **Detail Site Plan** for a 9,931 square foot, two-story office building, **RM-1/CS**, (CD-8)

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:

PUBLIC HEARINGS:

19. FY 13-17 CIP Review for conformance to the Comprehensive Plan

As required by State Statute, the TMAPC must review any requests for expenditures for capital projects in the City for conformance with an adopted Comprehensive Plan.

20. **LS-20494** (Lot-Split) (CD-2), Location: Southwest corner of West 78th Street South and South Xenophon Avenue

21. **Z-7083-SP-2** – Plat Waiver, Location: Northeast corner of U.S. Highway 75 and West 91st Street South

22. **PUD-588-A – Alan Betchan/QuikTrip**, Location: Northwest corner of East 11th Street and South Utica Avenue, Requesting a **Major Amendment** to allow for 1.35 acres of property located north of the existing PUD to be added to the PUD to allow for the redevelopment of the property with a larger store and greater service capacity, from **RS/4/RM-2/CS/CH/PUD-588 to RS-4/RM-2/CS/CH/PUD-588-A**, (CD-4)

OTHER BUSINESS

23. Commissioners' Comments

ADJOURN

CD = Council District

NOTE: If you require special accommodation pursuant to the Americans with Disabilities Act, please notify INCOG (918) 584-7526. Exhibits, Petitions, Pictures, etc., presented to the Planning Commission may be received and deposited in case files to be maintained at Land Development Services, INCOG. Ringing/sound on all cell phones and paggers must be turned off during the Planning Commission.

Visit our website at www.tmapc.org

TMAPC Mission Statement: The Mission of the Tulsa Metropolitan Area Planning Commission (TMAPC) is to provide unbiased advice to the City Council and the County Commissioners on development and zoning matters, to provide a public forum that fosters public participation and transparency in land development and planning, to adopt and maintain a comprehensive plan for the metropolitan area, and to provide other planning, zoning and land division services that promote the harmonious development of the Tulsa Metropolitan Area and enhance and preserve the quality of life for the region's current and future residents.

TMAPC RECEIPTS
Month of January 2012

----- Current Period -----				----- Year To Date -----				
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	12	\$60.00	\$60.00	\$120.00	70	\$385.00	\$385.00	\$770.00
Zoning	4	725.00	725.00	1,450.00	21	9,005.00	9,005.00	18,010.00
PUDs & Plan Reviews	33	3,300.00	3,300.00	6,600.00	221	20,207.50	20,207.50	40,415.00
Refunds		0.00	0.00	0.00	0	(400.00)	(400.00)	(800.00)
Fees Waived		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
		<u>\$4,085.00</u>	<u>\$4,085.00</u>	<u>\$8,170.00</u>		<u>\$29,197.50</u>	<u>\$29,197.50</u>	<u>\$58,395.00</u>
LAND DIVISION								
Minor Subdivisions	1	\$325.00	\$325.00	\$650.00	5	\$1,300.00	\$1,300.00	\$2,600.00
Preliminary Plats	1	50.00	50.00	100.00	9	3,997.50	3,997.50	7,995.00
Final Plats	1	342.50	342.50	685.00	6	2,285.27	2,285.27	4,570.54
Plat Waivers	1	125.00	125.00	250.00	13	1,625.00	1,625.00	3,250.00
Lot Splits	6	300.00	300.00	600.00	38	1,930.50	1,930.50	3,861.00
Lot Combinations	4	200.00	200.00	400.00	32	1,600.00	1,600.00	3,200.00
Access Changes	0	0.00	0.00	0.00	0	0.00	0.00	0.00
Other		0.00	0.00	0.00	0	430.00	430.00	860.00
Refunds			0.00	0.00	0	0.00	0.00	0.00
Fees Waived		<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
		<u>\$1,342.50</u>	<u>\$1,342.50</u>	<u>\$2,685.00</u>		<u>\$13,168.27</u>	<u>\$13,168.27</u>	<u>\$26,336.54</u>
BOARDS OF ADJUSTMENT								
Fees	20	\$4,900.00	\$3,450.00	\$8,350.00	106	\$37,310.00	\$7,950.00	\$45,260.00
Refunds		(650.00)	0.00	(650.00)	0	(1,400.00)	0.00	(1,400.00)
NSF Check			0.00	0.00	0	0.00	0.00	0.00
Fees Waived		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>	<u>0</u>	<u>(250.00)</u>	<u>0.00</u>	<u>(250.00)</u>
		<u>\$4,250.00</u>	<u>\$3,450.00</u>	<u>\$7,700.00</u>		<u>\$35,660.00</u>	<u>\$7,950.00</u>	<u>\$43,860.00</u>
TOTAL		\$9,677.50	\$8,877.50	\$18,555.00		\$78,025.77	\$50,315.77	\$128,591.54

Change of Access on Recorded Plat TMAPC March 7, 2012

Lot 1, Block 1, Lewis Village Addition

This application is made to allow a change of access to make one access larger along South Lewis Avenue. The property is zoned CS (commercial shopping).

Staff recommends approval of the change of access. The Traffic Engineer has reviewed and approved the request. Staff recommends **APPROVAL** of the change of access as submitted.

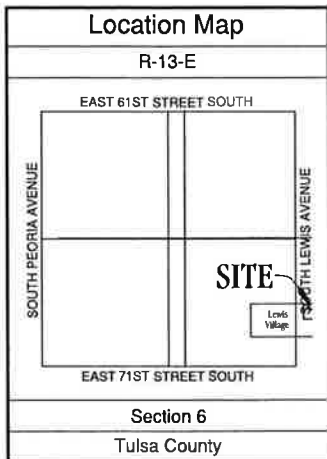
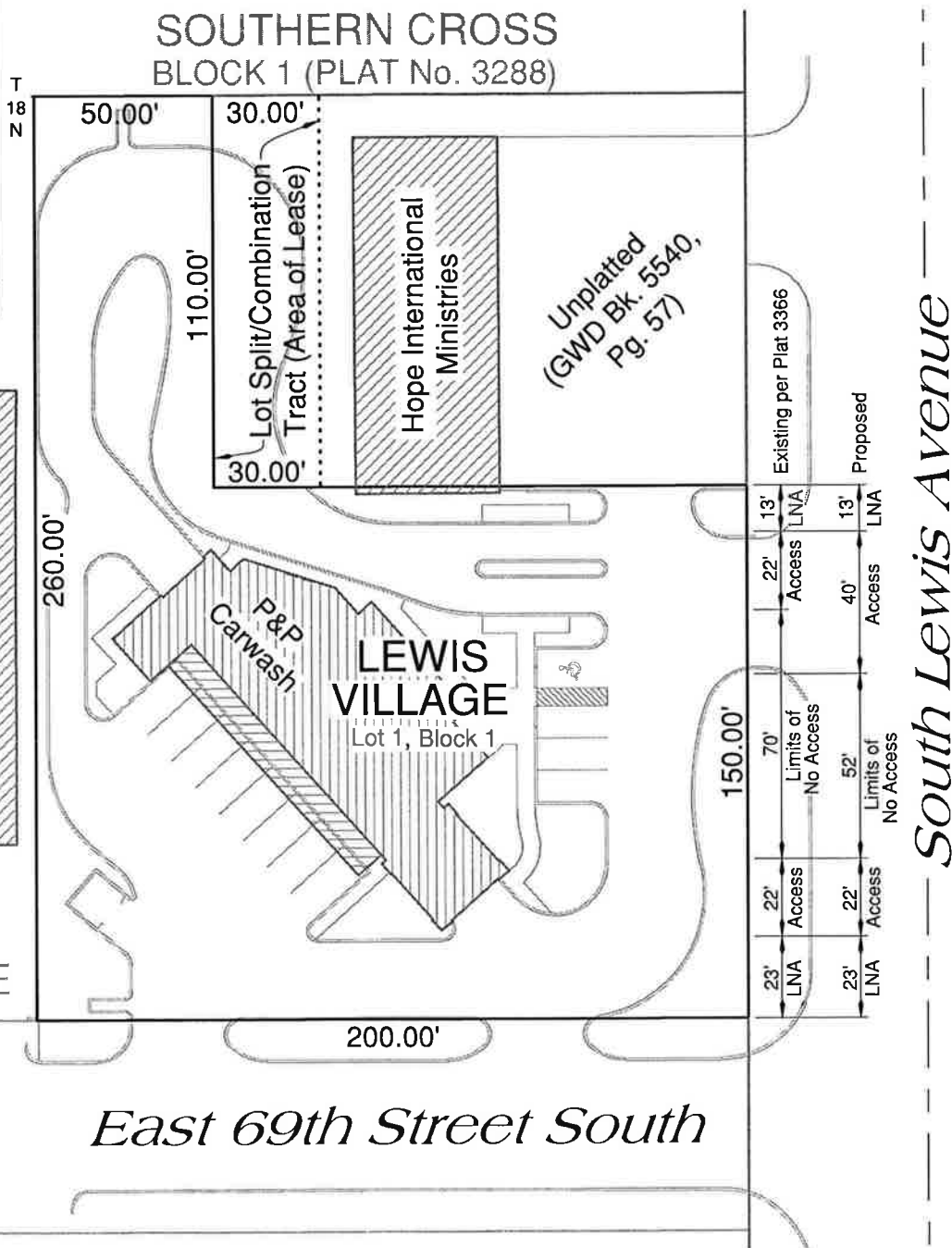


Exhibit "A"

Approved: *Days Duke* 2012.02.07 17:11:54 -06'00'
Traffic Engineer



CHANGE OF ACCESS FOR LOT 1, BLOCK 1 LEWIS VILLAGE (Plat No. 3366)

Section 6, T-18-N, R-13E, City of Tulsa, Tulsa County, State of Oklahoma



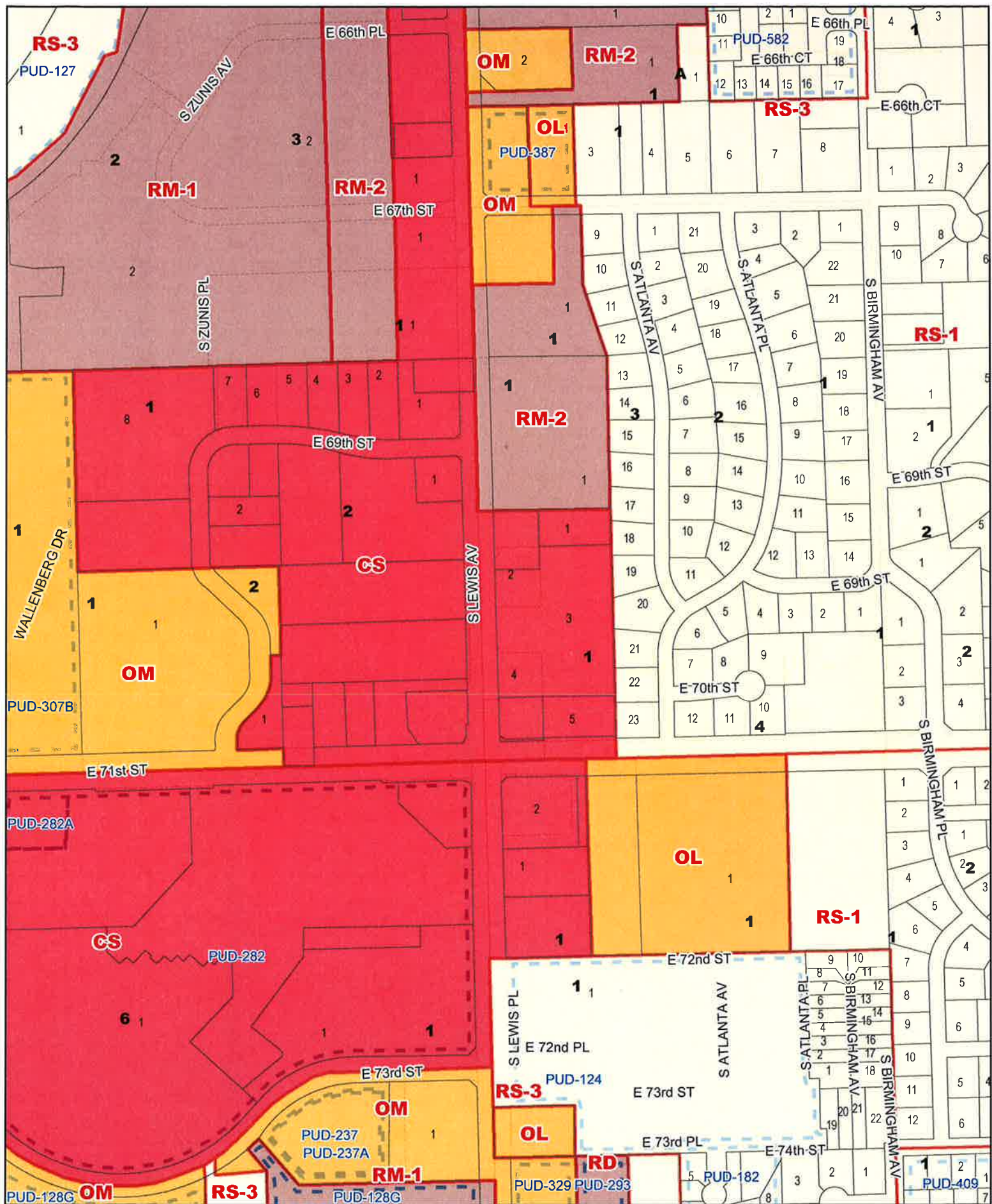
Tulsa Engineering & Planning Associates, Inc.
6737 South 85th East Avenue Tulsa, Oklahoma 74133
Phone: 918-252-9621 Fax: 918-250-4566

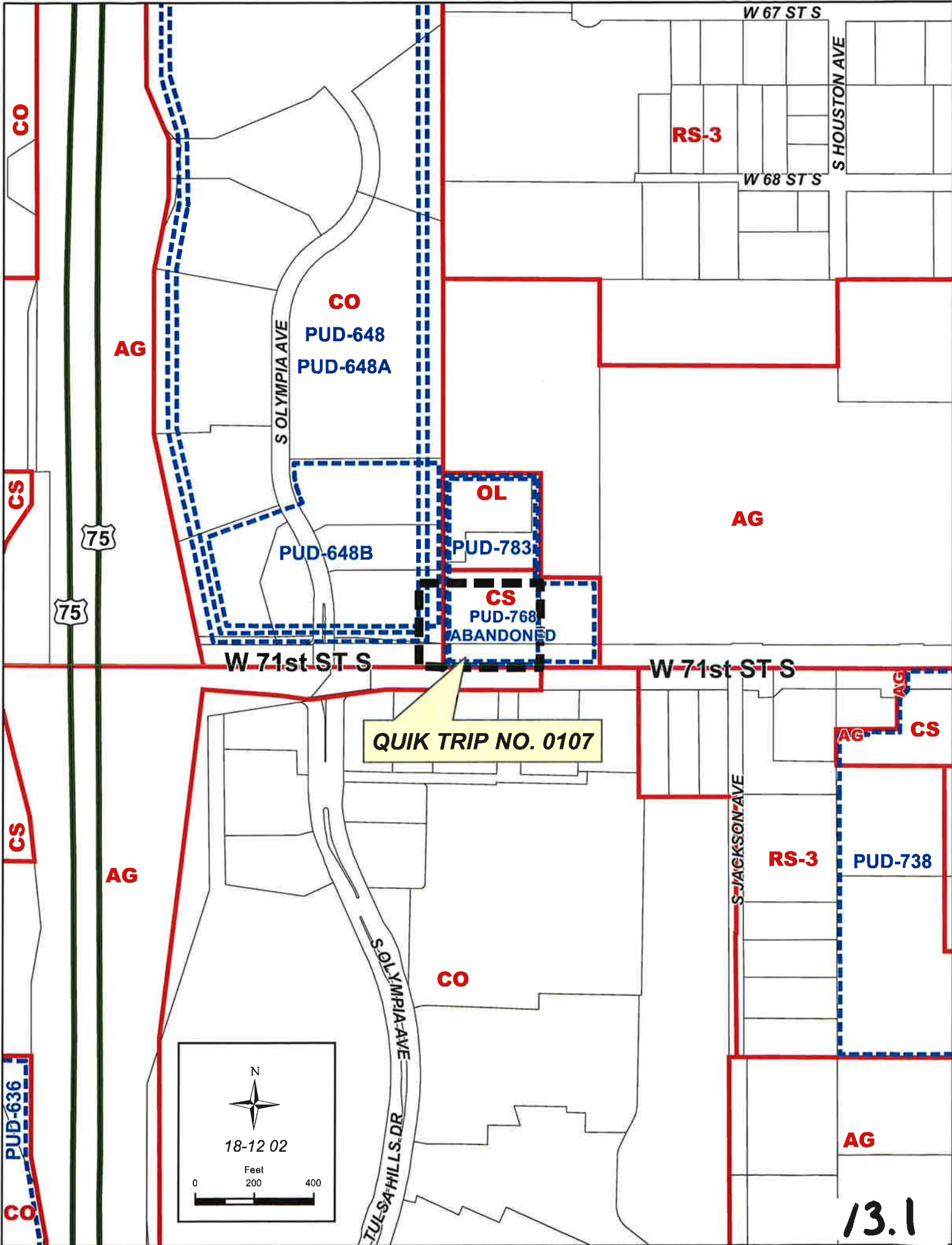


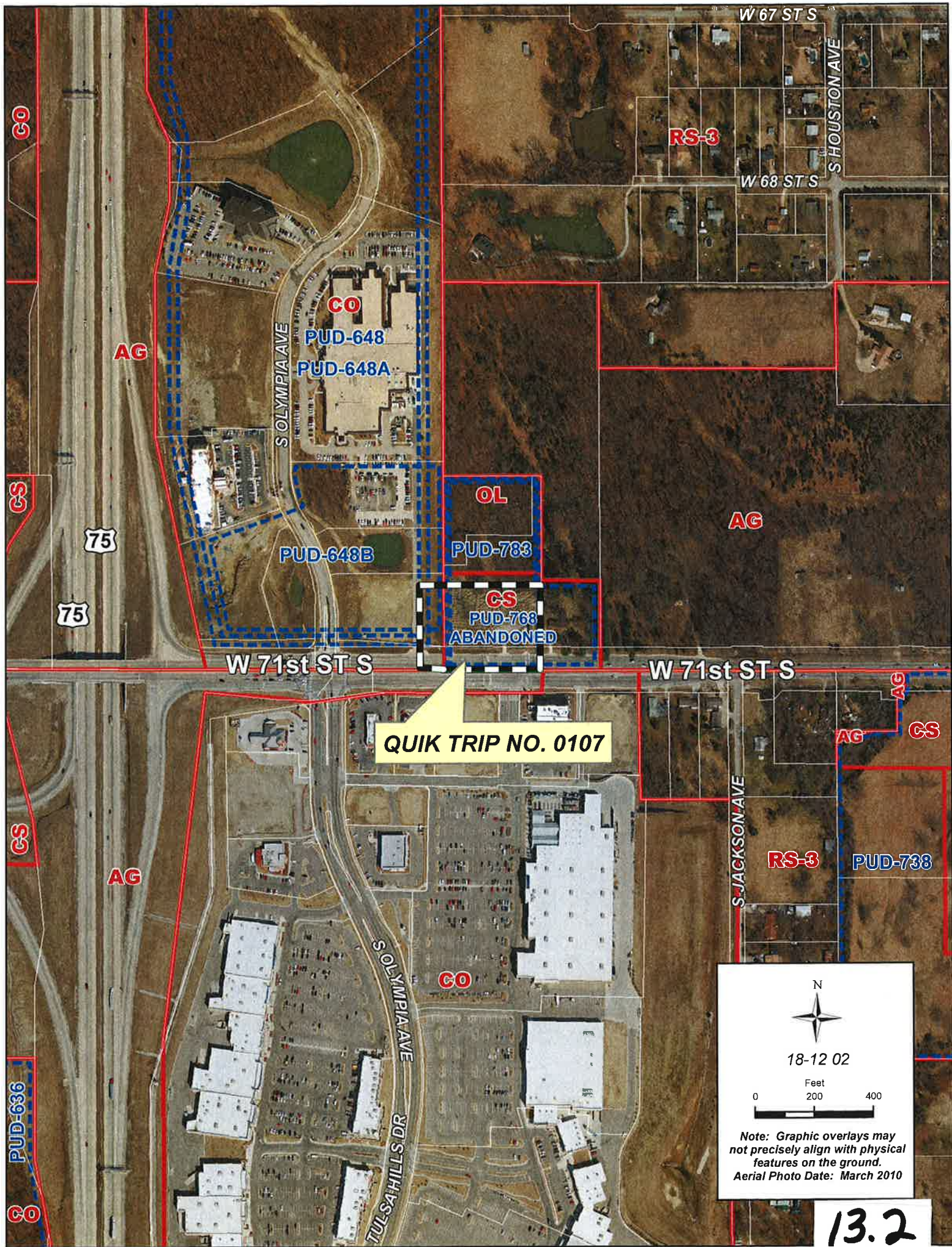
Job No: 12-005.00
Scale: 1" = 50'
Date: February 7, 2012

12.2

Certificate of Authorization No. 551 Renewal Date June 30, 2013







QUIK TRIP NO. 0107

N

18-12 02

Feet
0 200 400

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2010



W 67 ST S

SHOUSTON AVE

W 68 ST S

S OLYMPIA AVE

75

W 71st ST S

W 71st ST S

PUD-783-A

S OLYMPIA AVE

75

S JACKSON AVE

TULSA HILLS DR

N

18-12 02

Feet
0 200 400

13.3

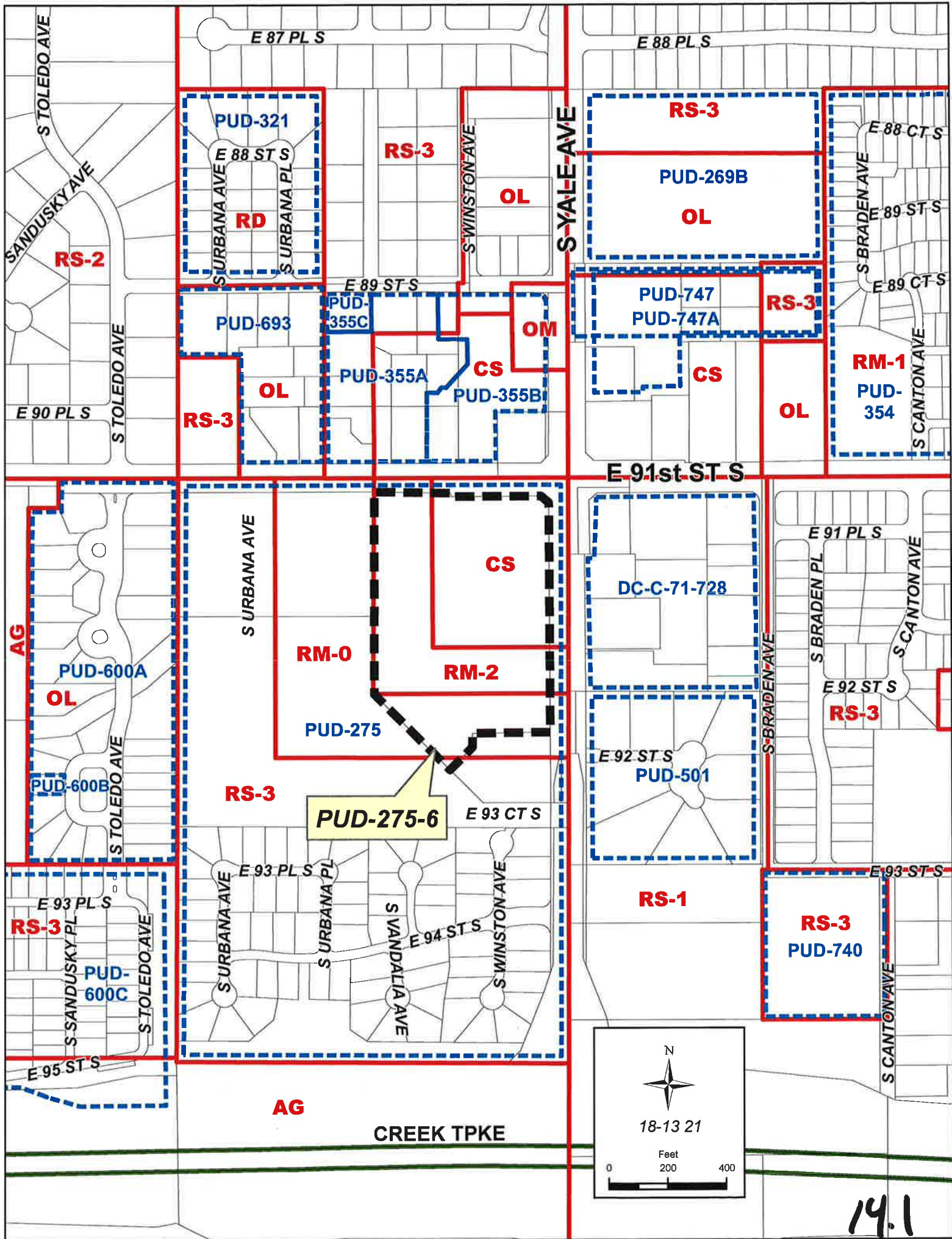
Final Subdivision Plat

Quik Trip No. 0107 - (8202) (CD 2)

East of northeast corner of Highway 75 and West 71st Street South

This plat consists of 1 Lot, in 1 Block, on 2.68 acres.

Staff has received release letters for this plat and can recommend approval of the final plat.





PUD-275-6



18-13 21



Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2010

14.2

March 7, 2012

STAFF RECOMMENDATION

PUD-275-6: Minor Amendment – Southwest corner of 91st Street South and South Yale Avenue; TRS 18-13-21; CZM 56; Atlas 1909; CD 8; RS-3/RM-0/RM-2/CS.

The applicant is requesting a minor amendment to change a permitted use boundary line and modify a landscape requirement along Yale Avenue to reflect as built conditions within the PUD.

Please refer to the attached case map aerial photograph as well as, Exhibit B. As approved, the PUD limited the south 300 feet of the PUD to office uses in anticipation of construction of the bank. The bank property has been developed and platted with 235 feet of frontage along Yale Avenue. This minor amendment request seeks to shift the 300 foot line 65 feet south to follow the platted north boundary line of Lot 1, Block 1 – Nations Bank Branch No. 1.

Section 1107.H.1 of the Code allows, by minor amendment adjustment of internal development area boundaries, provided the allocation of land to particular uses and the relationship of uses within the project are not substantially altered.

Concurrently, the PUD was approved to require a 25 foot deep by 300 foot wide landscape strip along Yale Avenue, the east boundary of the bank property. This amendment also includes a request to reduce the landscape strip along Yale Avenue to 235 feet wide to follow the platted lot line along the eastern boundary of the bank along Yale Avenue. The 25 foot wide strip is far above what the Code requires for street yard landscaping. There is no request to reduce any landscaping in the rest of the development below what the Code requires.

Section 1107.H.13 permits by minor amendment modification to approved screening and landscape plans, provided the modification is not a substantial deviation from the original approved plan.

Staff feels the 65 foot shift in the permitted uses boundary and the 65 foot reduction in the length of a 25 foot wide landscape strip is not a substantial deviation from the original approved plan. The remainder of the development will be held to the existing landscaping requirements of the PUD (30,679 square feet of open space required) as well as the street yard and parking area landscape requirements in Chapter 10 of the Code.

Staff recommends **APPROVAL** of minor amendment PUD-275-6.

Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.

14.3

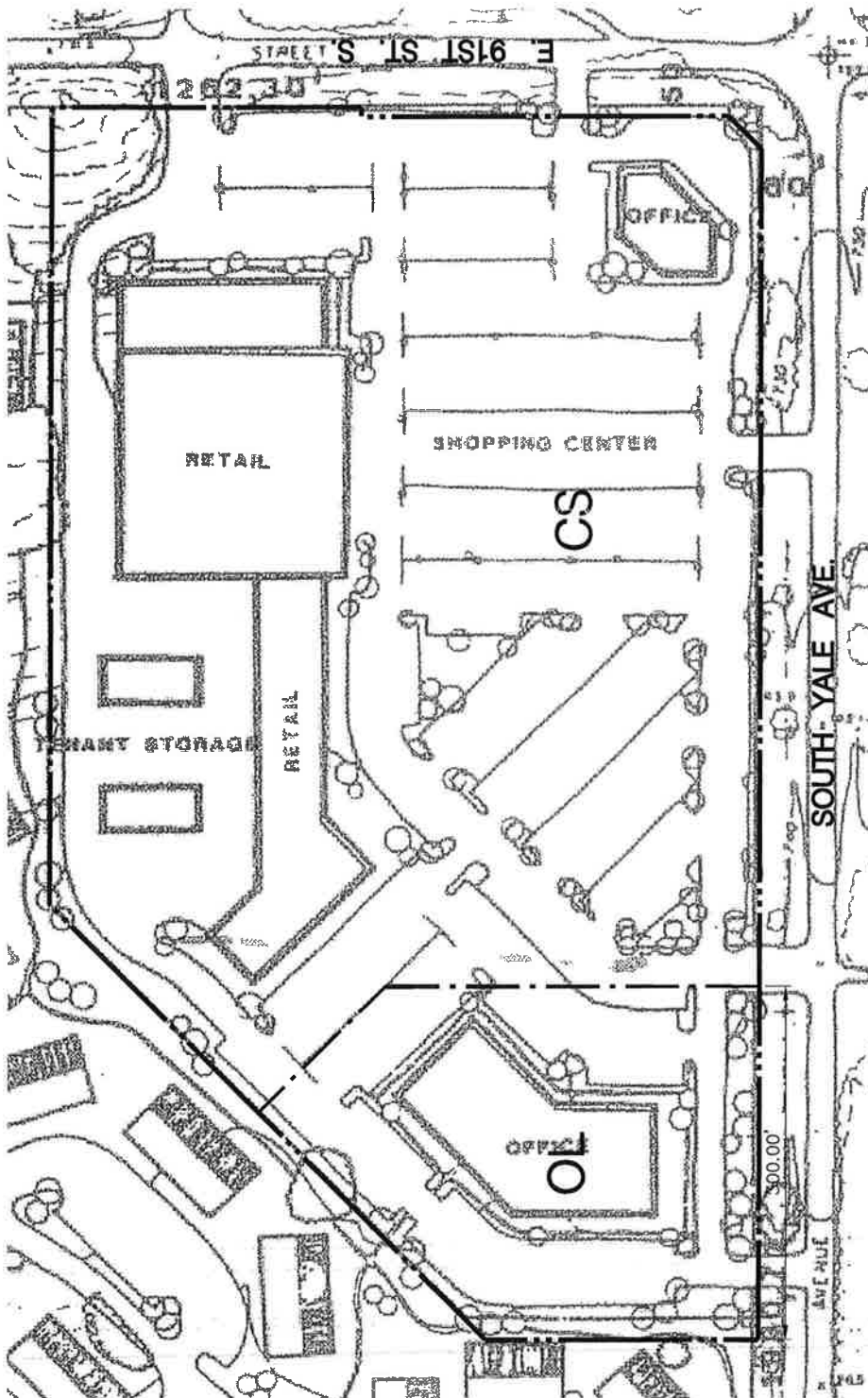
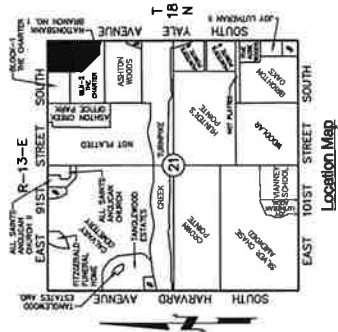


EXHIBIT 'A' ORIGINAL PERMITTED USES

PUD 275

DEVELOPMENT AREA A



SACK AND ASSOCIATES, INC.
 2550 E. 14th Avenue, Suite 200, Berkeley, CA 94710
 Phone: (415) 863-1111 Fax: (415) 863-1112
 Email: info@sackandassociates.com
 CA Number 1783 (PE/AS) and 1482 (LA)
 Drawing: EXHIBIT A REF: C
 Project: 21ST AND YALE-A
 Drawn: KOB
 Date: 10/13/12
 Plotted: 20 JAN 2012

14.4

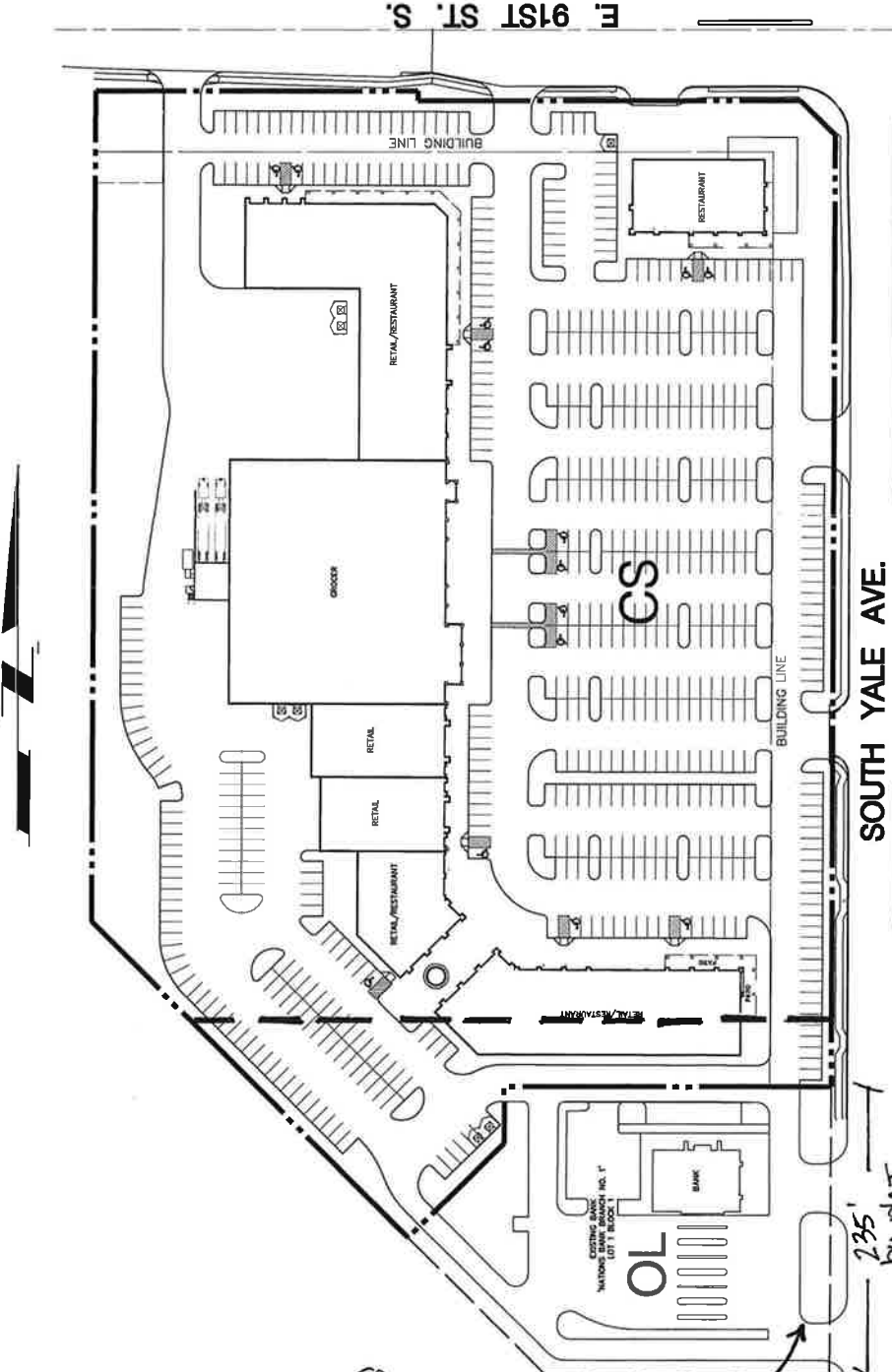


EXHIBIT 'B'

PROPOSED PERMITTED USES

PUD 275

DEVELOPMENT AREA A

SCALE IN FEET

0 100 200

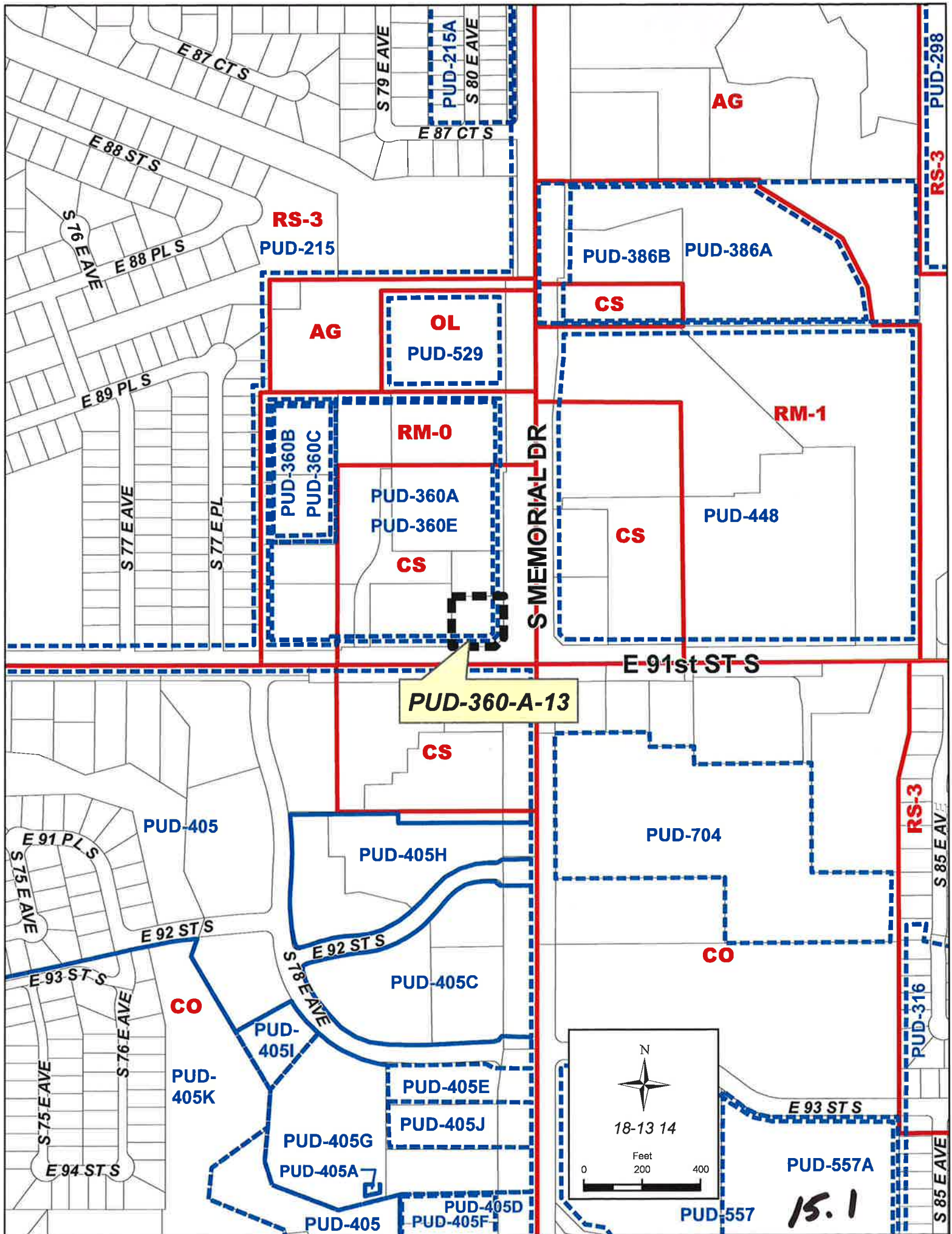
SACK AND ASSOCIATES, INC.

3550 GATEWAY AVENUE, SUITE 200, OAKLAND, CALIFORNIA 94612-3200
 PH: (415) 764-1100 FAX: (415) 764-1101
 PROJECT: 5157 A-01
 DRAWING: EXHIBIT A
 DATE: 20 JAN 2012

- ③ THE request is also to reduce THE length of this landscape strip along Yale Ave. From 300' to 235'.
- ② THIS Amendment seeks TO CHANGE THE RESTRICTION of office use FROM south 300', TO south 235'. TO follow the platted lot line of LOT 1, Block 1 - Nations Bank Branch No. 1
- ① original approval restricted south 300' OF PUD TO office use in anticipation of BANK construction.

NOTE: Not to scale

14.5





PUD-360-A-13



18-13 14



Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2010

15.2

March 7, 2012

STAFF RECOMMENDATION

PUD-360-A-13: Minor Amendment – Northwest corner of East 91st Street South and South Memorial Drive; Lot 4, Block 1 – Homeland No. 102; TRS 18-13-14; CZM 53; Atlas 1905; CD 8; RM-O/CS.

The applicant is requesting a minor amendment to reduce required parking from 35 spaces to 26 spaces to allow for the expansion of the drive-thru to accommodate for a second drive-thru lane. The applicant cites the extremely high volume of drive-thru customers versus the number of sit-down customers as necessitating the need for the amendment.

Section 1106 of the Code allows parking reductions in PUDs so long as any reduction is completed by filing the approved amendment as an addendum to the approved plat with the County Clerk's Office.

Please refer to the attached case photographs. Staff randomly picked a Wednesday lunch hour to conduct a site visit. Staff arrived on site at 11:30 AM and stayed until 12:45 PM. While not claiming to be conclusive, staff observed considerable congestion at the drive-thru while portions of the parking lot remained empty. On occasion the queue for the drive-thru backed up to where cars were waiting in the access point to the lot, keeping autos seeking to exit the site from doing so. Every car that staff witnessed using the drive-thru left the site after receiving their order.

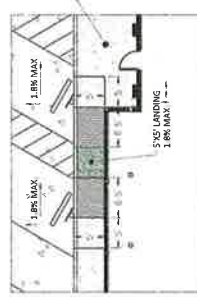
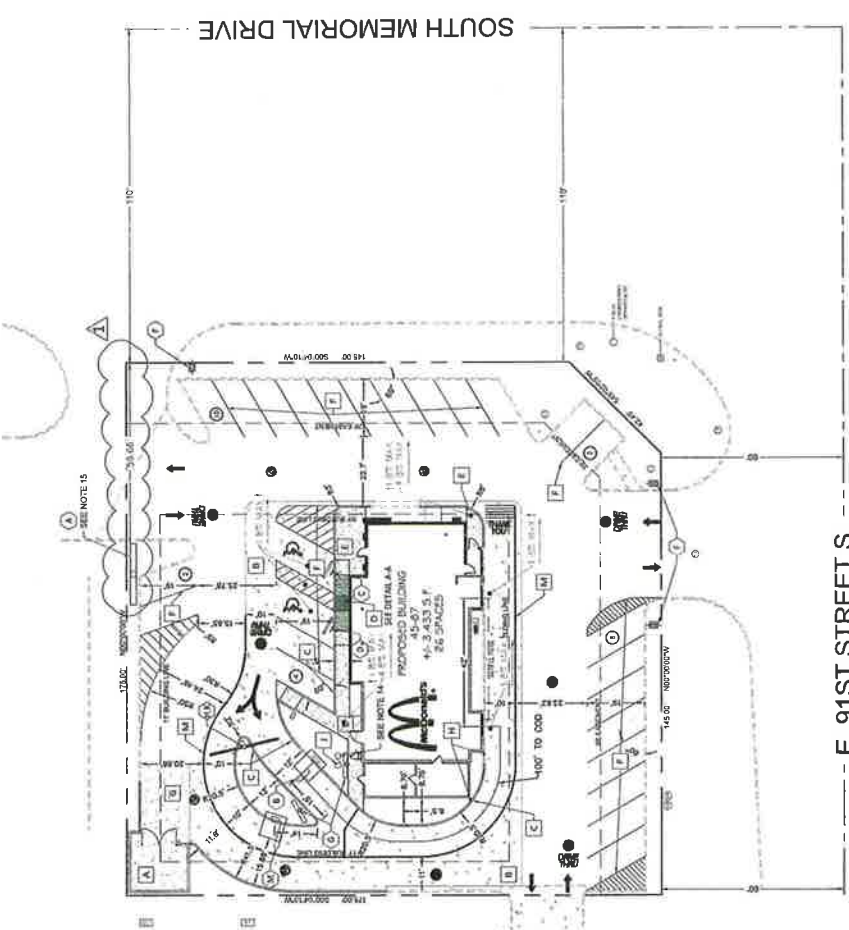
The applicant has stated that the added drive-thru lane will only reduce the open area of the lot by 23 square feet and that all landscape and open space requirements of the PUD and Chapter 10 of the Code will continue to be met.

Staffs feel the nine space parking reduction should not substantially alter the approved development plan or the Character of the PUD. The addition of the drive-thru lane should help to make the site more functional. This includes limiting the number of autos in the queue and reducing the number of autos waiting for the drive-thru in the access point to the property (a mutual access easement).

Staff recommends **APPROVAL** of minor amendment PUD-360-A-13.

Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.

15.3



NOTE:

- ALL CRACKS TO BE POWER WASHED AND CLEANED OF DIRT, DEBRIS, AND SEALED WITH A WATERPROOF JOINT SEALER.
- ALL ASPHALT PAVING TO BE SEAL COATED PRIOR TO RESTRIPIING
- CONTRACTOR TO VERIFY GREASE TRAP LOCATION & DEPTH PRIOR TO INSTALLATION OF MENU BOARD

E 91ST STREET S -

15.4



Subject property.



North parking lot and drive-thru entry (11:45 AM on Wednesday)

15.5



South end parking lot and drive-thru window (approx. 11:45 AM on a Wednesday).



East side parking lot approx. 11:50 AM on a Wednesday.

15.6



Drive-thru order station

**Auto queue waiting for drive-thru
(autos waiting beyond entry to site)**

North end parking (Approx. 12:15 on a Wednesday).



**Auto waiting to exit site blocked by
queue**

Same as above.

15.7

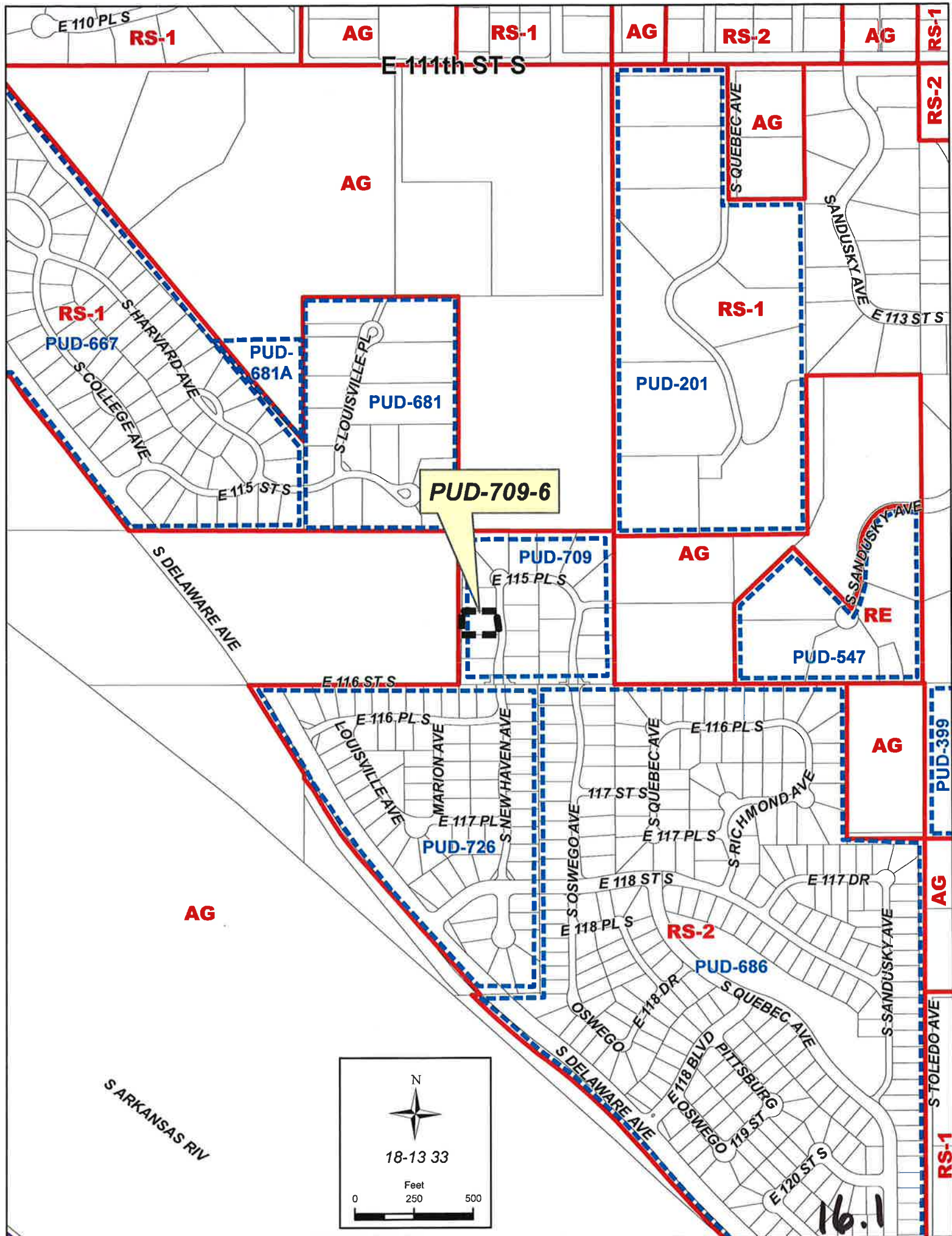


Auto queue waiting for drive-thru - autos extending beyond entry to site (approx. 12:20



South side parking (approx. 12:20 on a Wednesday)

15.8





PUD-709-6



18-13 33



Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2010

16.2

March 7, 2012

STAFF RECOMMENDATION

PUD-709-6: Minor Amendment – Southeast of the southeast corner of East 111th Street South and South Delaware Avenue; Lot 3, Block 1 – Sequoyah Hill II; 11520 South New Haven; TRS 18-13-33; CZM 56; Atlas 3340/3577/ CD 8; RS-2.

The applicant is requesting a minor amendment to reduce a side setback from 10 feet to 5.5 feet per the attached plan. The PUD requires that homes in the subdivision observe a 10 foot setback on each side. Side setbacks along streets are required to be 15'.

Section 1107.H.9 of the Code allow the Planning Commission to relax structure heights, building setbacks, yards, open spaces, building coverage, and lot widths or frontages, provided the approved development plan, the approved PUD standards, and the character of the development are not substantially altered.

This PUD was developed to provide flexibility with respect to open space/livability space within the PUD as permitted by section 1104.C of the Code. Section 1104.C allows required livability space on a lot by lot basis to be placed within the lots themselves as well as within reserve areas so long as the total open space requirement for the PUD is met. The effect is larger homes that can be built on smaller lots allowing for "low-maintenance" marketability. Many times developers will increase required setbacks in exchange for this provision.

The underlying zoning of this property is RS-2. The RS-2 District requires side setbacks of 10 feet on one side and five feet on the other. PUD-709 requires 10-feet on each side. Referring to the attached site plan, there is a 16 foot utility easement along the south side of the lot. The applicant contends the 16 foot easement makes it difficult to meet the 10 foot requirement along the opposing side lot line.

Staff contends the 4.5 foot reduction in setback will not substantially alter the approved development plan, the approved PUD standards, or the character of the development. Therefore recommends **APPROVAL** of minor amendment PUD-709-6.

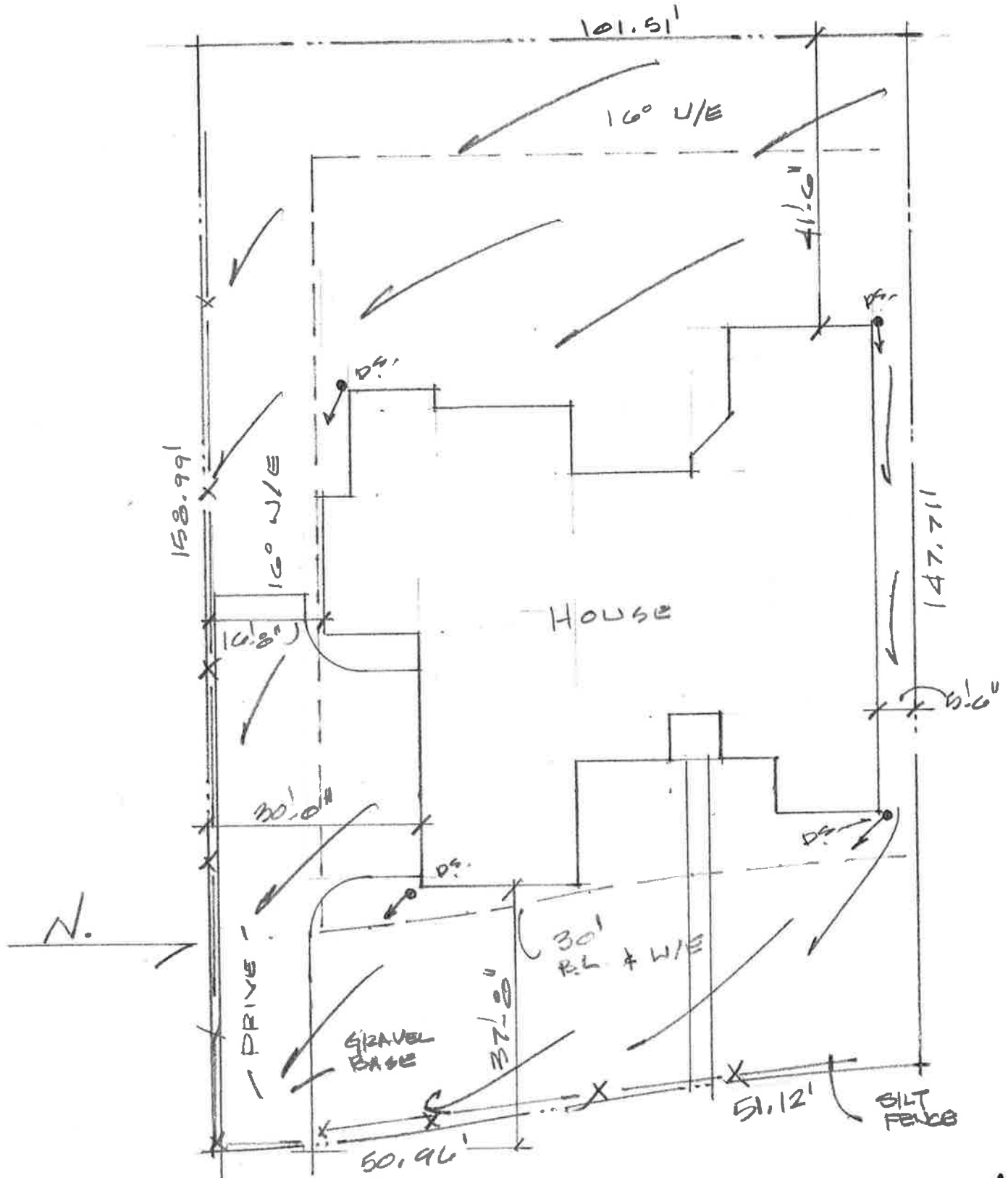
Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.

16.3

Lot # 3

Block # 1

SEQUOYAH HILLS II

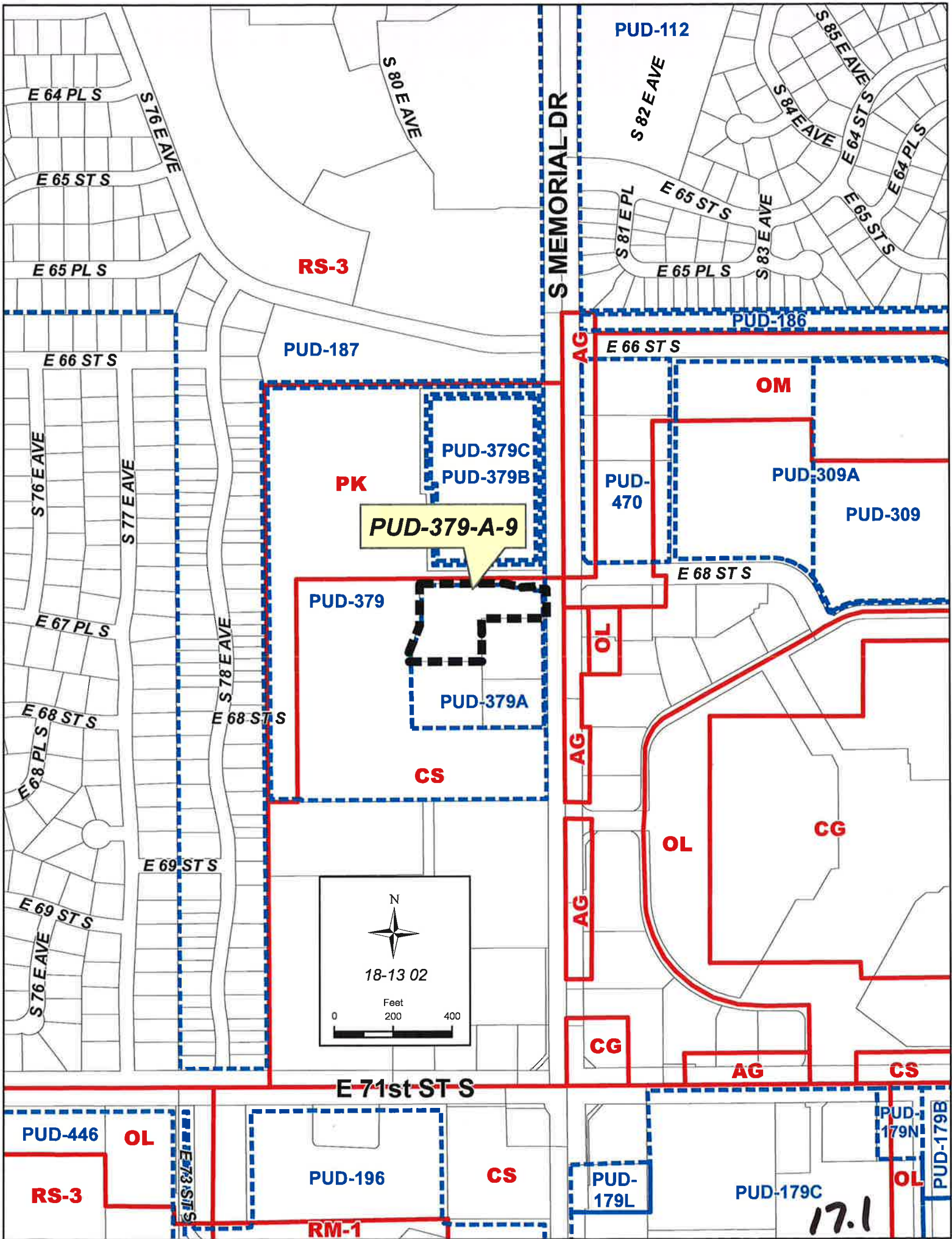


Plot Plan

1" = 20'-0"

16.4

Lot #





S MEMORIAL DR

PUD-379-A-9



18-13 02

Feet
0 200 400

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2010

17.2

March 7, 2012

STAFF RECOMMENDATION

PUD-379-A-9: Minor Amendment – North of the northwest corner of East 71st Street South and South Memorial Drive; part of Lots 1 and 2, Block 2 – The Village at Woodland Hills; TRS 18-13-02; CZM 53; Atlas 999; CD 7; CS.

The applicant is requesting a minor amendment to increase the permitted display surface area for a tenant identification sign by 12 square feet.

Currently the PUD allows this sign to be 28 feet tall with a total of 310 square feet (sf) of display area. As the sign exists is 28 feet tall with 300 sf display area. The applicant proposes to add two tenant panels to the bottom of the sign, each panel totaling 12 sf in display area.

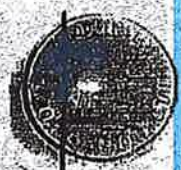
Free-standing signs for this multi-tenant, mixed use PUD are limited to two signs along Memorial Drive frontage, only one of which is dedicated to multi-tenant identification. The second sign along Memorial Drive is reserved for the movie theater. For a PUD of this scale with as many different tenants located within the shopping center one sign seems a bit prohibitive. Street frontage of the lots along Memorial Drive would allow a total of 950 sf of display area, shared among the four lots within this development area.

Staff contends the increase does not substantially alter the size, location, number and character (type) of signs permitted within the PUD nor does it substantially alter the approved PUD concept plan or the intent of the PUD chapter of the Code.

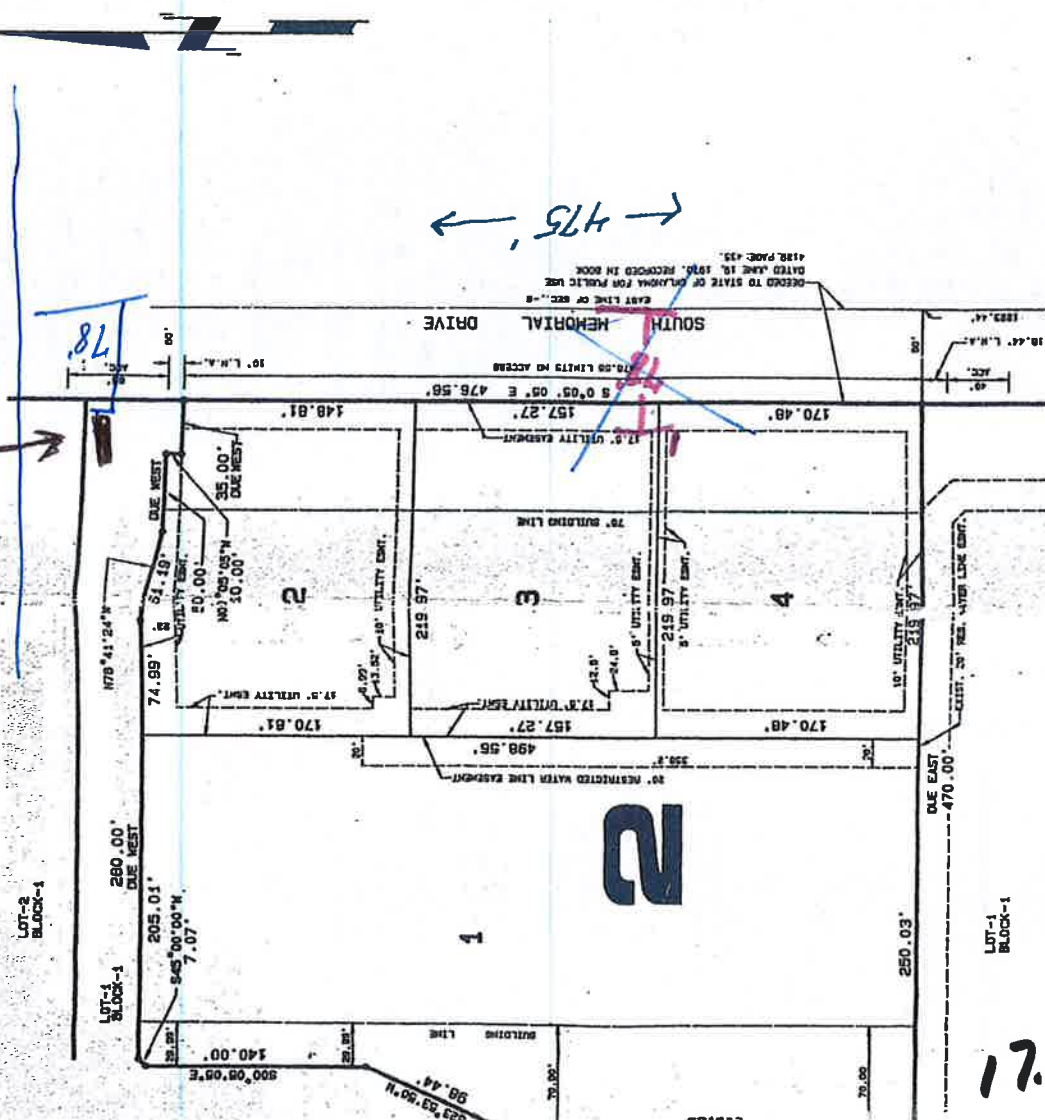
Therefore staff recommends **APPROVAL** of minor amendment PUD-379-A-9.

Note: Approval of a minor amendment does not constitute detail site, landscape or sign plan approval.

17.3



Exit 178
S. Hwy 178



OWNER
TULSA-ADAMS, LTD., A TEXAS LIMITED PARTNERSHIP
DEEDS-TULSA, LTD., A TEXAS LIMITED PARTNERSHIP
ITS MANAGING GENERAL PARTNER
A TEXAS LIMITED PARTNERSHIP
ITS MANAGING GENERAL PARTNER
MICHAEL L. HEARY
ITS MANAGING GENERAL PARTNER
3700 PACIFIC AVENUE
SUITE 200
DALLAS, TEXAS 75201
PHONE (214) 822-0183

ENGINEER
STEWART-BACK-SIMMONS AND ASSOC., INC.
314 EAST THIRD STREET
DALLAS, TEXAS 75201
PHONE (214) 822-4111

SUBDIVISION CONTAINS 4-LOTS, 1-BLOCK
BLOCK-2 CONTAINS 5.1648 ACRES

NATURAL ACRES ELEMENTS FOR TOWNERS AND EGRESS OVER AND ACROSS
LOTS 1 AND 2, BLOCK-2, THE VILLAGE AT WOODLAND HILLS, LOT
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 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a.max
SIGN COMPANY, INC.

www.amaxsign.com

9520 E. 55th Place
Tulsa, Oklahoma 74145
ph: (918) 622-0651 ... fax: (918) 622-0659

QUALITY - VALUE - ASSURANCE

SCALE: AS NOTED

DATE: 12/26/11

FILE NAME: 2X12ADD

SALES REP: BRUCE ANDERSON

DRAWN BY: PW

PROJECT: VILLAGE AT WOODLAND

LOCATION: TULSA, OK

ADDRESS: 8608 S. MEMORIAL



Signs will be built to meet UL specifications
if required.

CLIENT APPROVAL / DATE:

LANDLORD APPROVAL / DATE:

I have approved the design of a Max Sign Company sign and understand that it will be installed in accordance with the applicable codes and regulations of the jurisdiction.

Signature: _____

REVISIONS:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.

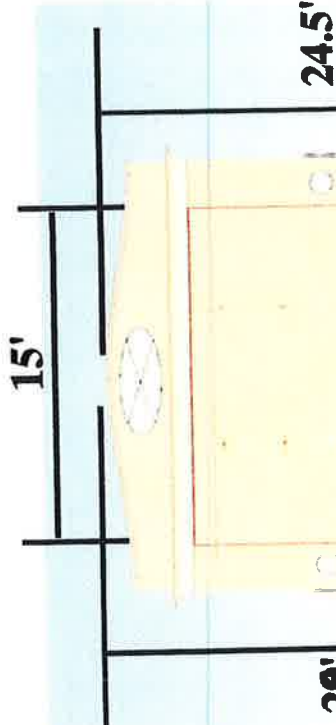
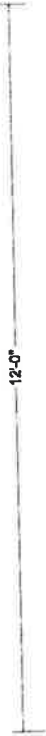
SHEET NUMBER
1 of 1

DWG
122811-01

D/F TENANT SIGN
MOUNT TO EXISTING.
SCALE: 1/2"=1'

A.1

Fabricated .040" Aluminum Cabinet.
Painted 442 Cotton
1-1/2" Retainers, 1-1/2" Divider Bars
40" Filler, 3/16" Ivory Acrylic Faces.



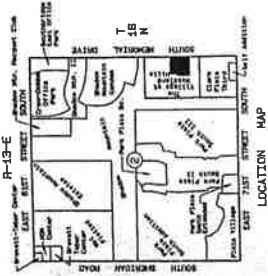
28'



NEW CABINET ADDITION
SCALE: 3/16"=1'

EXISTING STRUCTURE
SCALE: 3/16"=1'

17.5

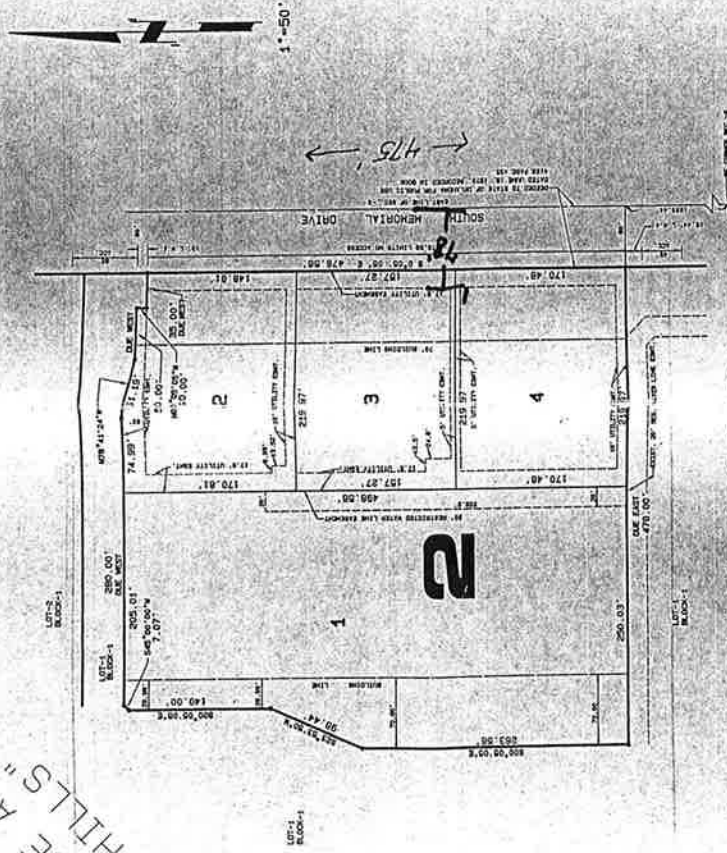


DRINKER
TELE-A-MUSIC, LTD., TEXAS LIMITED PARTNERSHIP
SPRINGTOWN, TEXAS, LTD., TEXAS LIMITED PARTNERSHIP
1111 MARSHALL BOULEVARD, PARTNER
ALBANY-LAMB, TEXAS PARTNERSHIP, LTD.
A TEXAS LIMITED PARTNERSHIP
1111 MARSHALL BOULEVARD, PARTNER
KENDAL, L. KAHN
1111 MARSHALL BOULEVARD, PARTNER
1900 PACIFIC AVENUE
DALLAS, TEXAS 75201
PHONE (214) 920-4125

ENGINEER
SINGERSON ENGINEERING AND ARCHT., INC.
SINGERSON, 3000 STREET
TELE-A-MUSIC, LTD., TEXAS LIMITED PARTNERSHIP
PHONE (512) 300-4111

SUBDIVISION CONTAINS 4-LOTS. 1-BLOCK
BLOCK-2 CONTAINS 5.1648 ACRES.

MUTUAL ACCESS EASEMENTS FOR LINDSEY AND ERISS OVER AND ABOVE LOTS 1 AND 2, BLOCK-1, "THE VILLAGE AT WOODLAND HILLS", AND LOTS 1, 2, 3 AND 4, OF "BLOCK-2 THE VILLAGE AT WOODLAND HILLS" HAVE BEEN GRANTED AS RECORDED IN BOOK 4882, PAGES 2513-2521.



BLOCK-2
THE VILLAGE AT WOODLAND HILLS

A SUBDIVISION OF PART OF THE
E1/2 OF THE SE1/4 OF SECTION-2, T-18-N, R-13-E
CITY OF TULSA COUNTY, OKLAHOMA

P. U. D. NO. 379

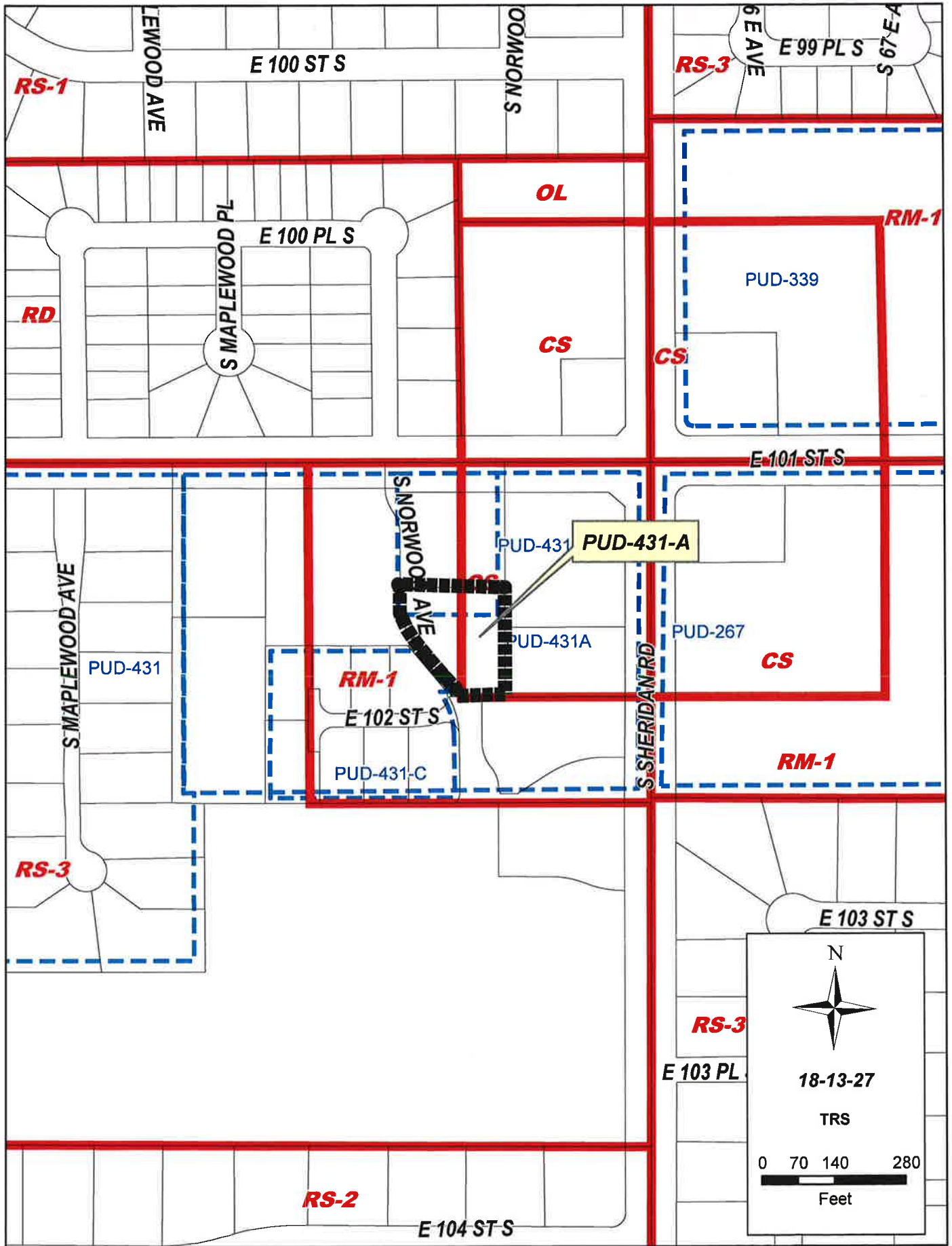
[illegible]

PLAT No.	4636
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WOODLAND HILLS "THE VILLAGE AT
BLOCK-1
410672

APPROVED 3-25-86 by the Board
of Commissioners of the City of
St. Louis, Missouri.
Mayor *W. A. Bell*
Attest: City Auditor
Paul E. McNeil
Approved: City Attorney

RECEIVED
MAY 17 1968
U.S. DIST. CT.
PLANNING COM.



18.1



N

PUD-431-A
18-13-27
TRS

0 70 140 280
Feet

18.2

March 7, 2012

STAFF RECOMMENDATION

PUD-431-A: Detail Site Plan – Southwest of the southwest corner of 101st Street South and South Sheridan Road; Lot 2, Block 1 – South Tulsa Baptist Church Extended; TRS 18-13-27; CZM 57; Atlas 2470 CD 8; RM-1/CS.

The applicant is requesting approval of a detail site plan for a 9,931 square foot (sf), two story office building. The proposed use, Use Unit 11 –Offices, Studios and Support Services is a permitted use in PUD-431-A.

The submitted site plan meets all applicable building floor area, open space, building height and setback limitations. Access to the site will be provided from one point along the private access drive. Parking will be provided per the applicable Use Unit of the Zoning Code. Parking area dimensioning meets the applicable requirements of Chapter 13 of the Code. Landscaping is provided per the PUD and landscape chapters of the Zoning Code. There is no site lighting proposed at this time. A trash enclosure will be provided as required by the PUD.

Staff recommends **APPROVAL** of the detail site plan for Lot 2, Block 1 – South Tulsa Baptist Church Extended.

Note: Detail site plan approval does not constitute landscape and sign plan approval.

18.3

M E M O R A N D U M

TO: TMAPC MEMBERS

FROM: DANE MATTHEWS, AICP, ASSISTANT MANAGER, LAND DEVELOPMENT SERVICES

COPY: GARY HAMER, AICP, CAPITAL PLANNING MANAGER, CITY OF TULSA

SUBJECT: 2013 CIP REQUESTS

DATE: March 7, 2012

As required by State Statute, the TMAPC must review any requests for expenditures for capital projects in the City for conformance with an adopted Comprehensive Plan. Staff has reviewed the list submitted this year and finds it either in accord with the Plan or maintenance/repair of existing capital improvements. Requested improvements include roadways (all in accord with the adopted Major Street and Highway Plan), signalization (not within the scope of the Plan) and trail renovation/extension/maintenance.

Among the maintenance/replacement requests are a Police helicopter, a radio system upgrade, courtroom automation, and improvements to Gilcrease Museum and the PAC. Among the River Park Authority requests are bank stabilization, trail renovations and extensions, recreational facility upgrading and pedestrian bridge safety improvements. The BOK Center has requests for infrastructure improvements within its facility; however staff notes that the proposed marquee at the center must comply with all sign and lighting ordinances. Many of the Planning Department requests are related to economic development within one of the Small Area Plan sites. Public Works has requested funding to move the City Equipment and Materials facility from the present 23rd and Jackson location, in accord with the Downtown Master Plan's recommendation of reuse of the existing site for economic redevelopment. Staff further notes that the request for widening/straightening of East 61st Street between Lewis and Harvard will impact Southern Hills Golf Course.

In summary, staff finds the requests to be either in accord with the Plan or beneath the scope of it. We recommend the TMAPC do so as well.

FY 13-17 CIP Review

Prepared by Budget and Planning Division, Finance Department
New Project Submissions

TITLE	CLASSIFICATION	PRIORITY	RECOMMENDED TIER	TOTAL CAPITAL
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POLICE

Helicopter Replacement	Replacement	6	I	\$2,900,000
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IT

P25 Astro Radio System Upgrade	Replacement	7	I	\$9,000,000
Courtroom Automation	Expansion	8	III	\$550,000

GILCREASE

Air-Handler Replacement	Replacement	2	I	\$150,000
Upgrade HVAC Humidification System	Replacement	3	I	\$775,000
Thomas Gilcrease House Roof Replacement	Rehabilitation	4	II	\$173,000
Repurpose Gilcrease Library/Archival Storage for Anthropology Storage	Rehabilitation	7	III	\$300,000
Replace Halon Fire Suppression System in collection storage areas	Replacement	11	IV	\$266,755

PAC

PAC Roof Replacement	Replacement	5	I	\$1,000,000
PAC Interior Finishes	Rehabilitation	7	III	\$1,500,000

RIVERPARKS

Expanded Parking Solutions	New	1	II	\$1,907,500
River Bank Stabilization	New	4	III	\$3,765,000
Trail Renovation - East bank Joe Creek to 101st	Rehabilitation	6	III	\$3,888,000
Renovate "Turkey Leg" Trail: I-44 to Turkey Mountain	Rehabilitation	7	III	\$1,728,000
West Bank Trail Extension - 71st to Jenks	New	8	III	\$2,160,000
M.K. & T "Katy Trail" - Resurfacing, erosion control, bridge repair/replacement	Rehabilitation	11	III	\$4,400,000
Upgrade Rugby Facility	New	12	IV	\$900,000
Pedestrian Bridge	New	13	IV	\$4,600,000

FY 13-17 CIP Review

Prepared by Budget and Planning Division, Finance Department
New Project Submissions

	TITLE	CLASSIFICATION	PRIORITY	RECOMMENDED TIER	TOTAL CAPITAL
BOK					
	Computer, Telecommunications, Security and Video D	Replacement	A - 1	II	\$952,500
	Marquee, Scoreboard, and Video Boards	Replacement	A - 2	III	\$2,707,500
PLANNING					
	Phase II Facility & Utility Relocations/Improvement	Replacement	33	II	\$3,000,000
	Phase I Northland - Strategic Acquisition and Stre	New	10	II	\$5,000,000
	Strategic Infrastructure Improvements Fund for bus	New	3	II	\$7,000,000
FACILITIES					
	City Equipment and Materials Relocation from 23rd	Replacement	33	I	\$90,000,000
STREETS					
	91st St. S. - Delaware Avenue to Harvard Ave. and	Replacement	8	I	\$11,000,000
	129th E. Ave. - Pine Street to Admiral Place	Replacement	16	II	\$17,500,000
	61st Street South - Lewis Avenue to Harvard Avenue	Replacement	19	II	\$15,000,000
	21st Street South - Garnett Road to 129th E. Avenue	Replacement	24	II	\$11,000,000
	Riverside Drive - Houston Ave. to Denver Ave.	Replacement	33	II	\$10,000,000
	Riverside Drive - 51st St. S. to 61st St. S.	Replacement	34	II	\$11,000,000
	Harvard Avenue - Mohawk Blvd. to 36th St. N.	Replacement	35	II	\$18,000,000
	Riverside Drive - 61st St. S. to 71st St. S.	Replacement	38	II	\$11,000,000
	71st St. S. - Elwood Ave. to Riverside Dr.	Replacement	40	II	\$65,000,000
	Union Ave. - 51st St. S. to 61st St. S.	Replacement	42	II	\$12,000,000
	101st St. S. - Yale Ave. to Sheridan Ave.	Replacement	44	II	\$11,000,000
	Riverside Dr. - 41st St. S. to 51st St. S.	Replacement	46	II	\$11,000,000
	71st St. S. - US-75 to Elwood Ave.	Replacement	47	II	\$12,000,000
	Charles Page Blvd. - 25th W. Ave. To Union Ave.	Replacement	48	II	\$20,000,000
	5th St. S. Extension Downtown - Denver Ave. to Fri	Replacement	52	III	\$5,000,000
	Citywide Non-Arterial Street Sidewalk Assessment	Rehabilitation	53	III	\$500,000
	Upgrade School Flashing Beacon System	Replacement	54	III	\$180,000
	GPS Emergency Vehicle Preemption System	Replacement	55	III	\$400,000
	Traffic Sign Inventory	Replacement	56	III	\$1,000,000
	71st St. S. and Riverside Dr. - Eastbound Right	Replacement	57	III	\$500,000
	Riverside Drive and Boulder Avenue - Traffic Signal	Replacement	58	III	\$200,000
	Citywide Median and Curb Return Improvements	Replacement	59	III	\$500,000
	71st St. S. and U.S. 169 Lane Modifications	Replacement	60	III	\$1,000,000

FY 13-17 CIP Review

Prepared by Budget and Planning Division, Finance Department
New Project Submissions

TITLE	CLASSIFICATION	PRIORITY	RECOMMENDED TIER	TOTAL CAPITAL
19th St. S. Extension - Midland Valley Trail to Bo	Replacement	61	III	\$2,000,000
Upgrade Existing Decorative Lighting Systems	Replacement	62	III	\$500,000
E. Seminole Street - Widening and Improvements west of Harvard	Replacement	63	III	\$500,000
Creek Turnpike Trail Pedestrian Bridge over Memori	Replacement	64	III	\$1,250,000
61st Street South - Lewis Avenue to Harvard Avenue	Replacement	65	III	\$16,000,000
City Wide Guardrail Replacement	Replacement	143	IV	\$440,000
STORMWATER				
Hager Creek - Relief Stormsewer System	Expansion	56	III	\$6,020,000
Perry Ditch 51st Street Storm Sewer Phase 3	Rehabilitation	62	III	\$4,670,000
Perry Ditch 51st Street Storm Sewer Phase 4	Rehabilitation	63	III	\$1,570,000
Perry Ditch 51st Street Storm Sewer Phase 7	Rehabilitation	64	III	\$2,250,000
Perry Ditch 51st Street Storm Sewer Phase 8	Rehabilitation	65	III	\$15,700,000
Joe Creek, Peoria Storm Sewer	Rehabilitation	66	III	\$8,000,000
WATER				
Source Water Protection and Management Program	Rehabilitation	51	III	\$9,750,000
SEWER				
Northside WWTP Sludge Lagoon Dike Protection along	Rehab	118	III	\$600,000
Apache Lift Station Screening Improvements, Access Road and Other Improvements	Rehab	119	III	\$3,650,000
Northside Interceptor Lift Station Screening Improvements and Upgrades	Rehab	120	III	\$3,200,000
Southside WWTP Influent Lift Station - Replace Scr	Rehab	121	III	\$3,650,000
Hailey Creek WWTP Aeration Basin Study and repairs	Replacement	122	III	\$2,100,000
Hailey Creek Dewatering Facility Improvements	Rehab	123	III	\$1,500,000
Lift Station Replacements or upgrades	Rehab	124	III	\$4,500,000
EMD				
Upgrade Fuel Management System and Install Radio Frequency Device	Expansion	---	I	\$750,000
Emergency Generators	New	---	II	\$200,000
Replace 200 Vehicles with Compressed Natural Gas (CNG) Vehicles	New	---	II	\$5,500,000

Huntsinger, Barbara

From: Smith, Richard
Sent: Tuesday, February 14, 2012 2:51 PM
To: Matthews, Dane; Putta, Viplava
Cc: Huntsinger, Barbara
Subject: RE: Year 2013 CIPs, City of Tulsa

I have looked at all the project summaries, and I have no comments other than to state the obvious: that every construction project that disturbs 1 acre or more will have to be covered under the state's stormwater construction general permit (OKR10), and that there will be local Tulsa construction requirements to protect stormwater as well. This is pretty routine, but worth repeating... Let me know if you need additional input. Thanks !

Richard Smith
INCOG

From: Matthews, Dane
Sent: Tuesday, February 07, 2012 9:32 AM
To: Smith, Richard; Putta, Viplava
Cc: Huntsinger, Barbara
Subject: Year 2013 CIPs, City of Tulsa

Thanks for looking over next year's Capital Improvement Project forms. If I could get your reviews by February 29, that would be great. Barbara will be putting the agenda packets together that day and the next. Please let me know if this is a problem.

d

Matthews, Dane

From: Fernandez, Diane
Sent: Thursday, February 16, 2012 3:33 PM
To: Matthews, Dane
Cc: Alberty, Wayne
Subject: CIP request

Dane – I have looked at the “Citywide Non-Arterial Street Sidewalk Assessment” and believe that it is a necessary and worthwhile project. I think there should also be a project for the Arterial and Frontage roads throughout the City. This will help implement the Subdivision Regulations and the Comprehensive Plan guidelines. Sidewalks are important and Tulsa deserves a good connected system. This inventory will allow the City to plan for upgrades and connectivity as well as meet ADA requirements.

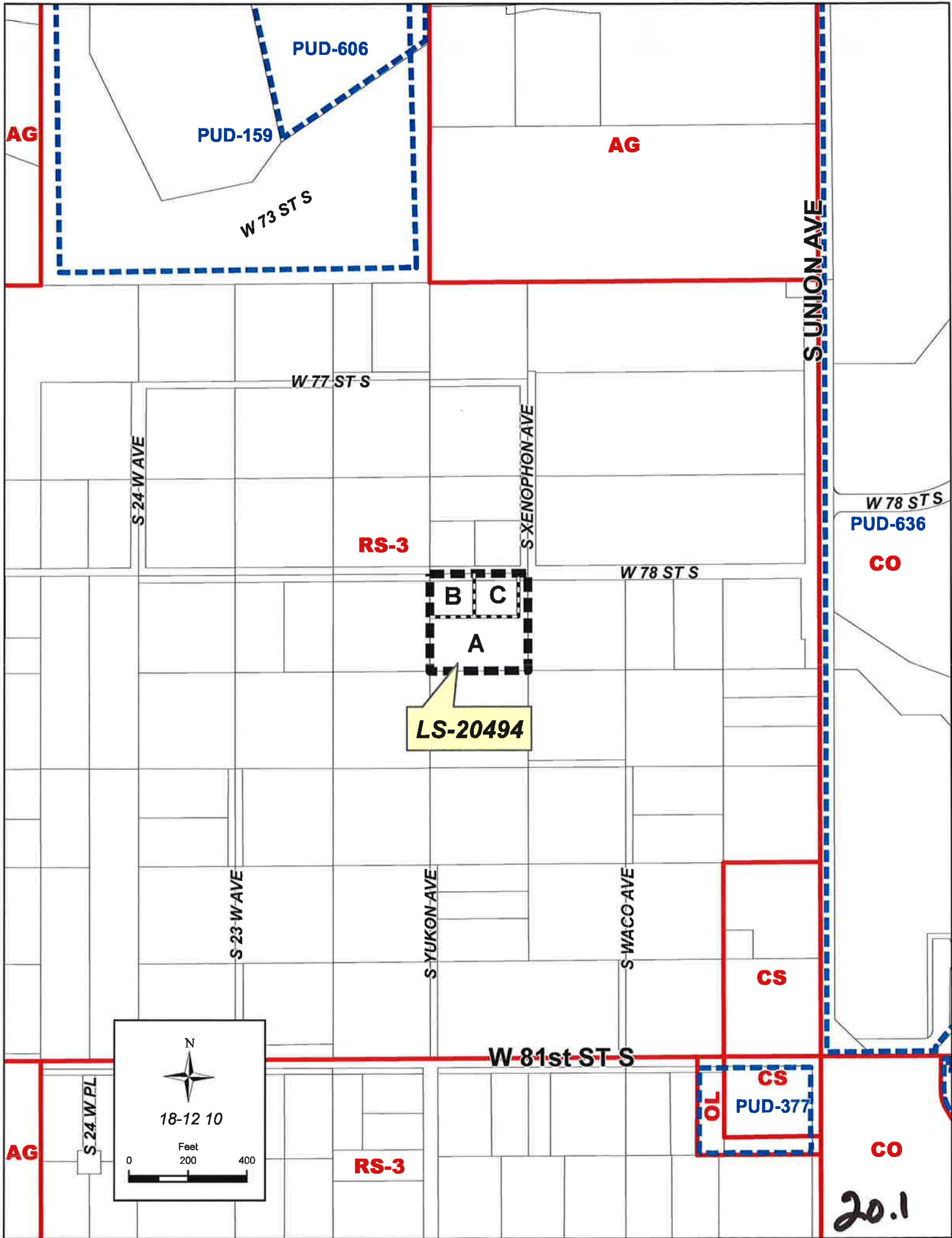
I do not know exactly what else I could contribute at this time to comment on the request.

Project Type	Project Title	Purpose of Project	INCOG 2032 Regional Transportation Plan	Major Street & Highway Plan (TMAPC)	Tulsa Comprehensive Plan Street Designation	Tulsa Comprehensive Plan Adjacent Land Use	Cost	Comments
Roadways	E. Seminole Street - Widening and Improvements west	This project would provide for widening and a bus turnaround for Seminole Street to better facilitate traffic movement into and out of Clinton Elementary School grounds.	N/A	N/A	None	Existing Neighborhood + Parks + Mixed-Use Corridor	\$500,000	
Roadways	71st St. S. and U.S. 169 Lane Modifications US-169	To modify median on eastbound 71st St. to allow traffic to continue eastbound, rather than being forced to make a left onto US-169	Arterial 6-Lane Existing	Primary Arterial	Commuter Corridor	Regional Center	\$1,000,000	
Roadways	Expand Parking Solutions	Target areas include Blue Rose, 31st & 41st. Appx cost for ground level parking is \$2,500/space; for garage parking, \$10,000/space.	31st & 41st: Arterial 4-Lane Existing; Riverside: Arterial 4-Lane Planned	31st & 41st: Urban Arterials; Riverside: Special Trafficway	Multimodal Corridor	Existing Neighborhood + Mixed Use Corridor at 31st	\$1,907,500	
Roadways	19th St. S. Extension - Midland Valley Trail to Boston Place	To extend 19th Street South to enable parents of children at Lee Elementary to make a circular route to pick up and drop off children. This eliminates the congestion that occurs on Cincinnati Ave. by the school during those times, which creates an unsafe condition with decreased visibility of school children behind parked cars.	N/A	N/A	None	Downtown Neighborhood + Neighborhood Center + New Neighborhood + Parks	\$2,000,000	
Roadways	5th St. S. Extension Downtown - Denver Ave. to Frisco	Construct a two lane street at the location of the existing Civic Center Plaza, between the Civic Center access road east of Frisco and the Convention Center at the basement level to Denver Avenue at the street level.	N/A	N/A	None	Downtown	\$5,000,000	
Roadways	Riverside Drive - Houston Ave. to Denver Ave.	Widen existing two lane street to four lane design section as indicated in the Major Street and Highway Plan to connect improved intersections.	Arterial 4-Lane Planned	Secondary Arterial	None	Downtown Neighborhood	\$10,000,000	
Roadways	91st St. & Harvard Ave. Intersection and 91st St. from Delaware Ave. to Harvard Ave.	Improve existing intersection at 91st and Harvard with turn lanes in each direction, and widen 91st St. from the intersection to the west and the improved intersection and 91st St. S. and Delaware Ave.	Arterial 4-Lane Existing	Secondary Arterial	Multimodal Corridor	Existing Neighborhood + Neighborhood Center + Town Center	\$11,000,000	
Roadways	21st Street South - Garnett Road to 129th E. Avenue	Widen existing four lane street to six lane design section as indicated in Major Street and Highway Plan to connect improved intersections.	Arterial 4-Lane Existing	Primary Arterial	Multimodal Corridor	Town Center + Mixed-Use Corridor + Existing Neighborhood	\$11,000,000	Consistent with Major Street & Highway Plan. This roadway segment is shown as 4-lane existing on the INCOG Regional Transportation Plan with no expansion need shown.
Roadways	Riverside Drive - 51st. St. S. to 61st St. S.	Widen existing four lane street to six lane design section as indicated in Major Street and Highway Plan to connect improved intersections.	Arterial 6-Lane Planned	Parkway	Multimodal Corridor	Existing Neighborhood + Parks	\$11,000,000	
Roadways	Riverside Drive - 61st St. S. to 71st St. S.	Widen existing four lane street to six lane design section as indicated in Major Street and Highway Plan to connect improved intersections.	Arterial 6-Lane Planned	Parkway	Multimodal Corridor	Parks + Existing Neighborhood + Town Center	\$11,000,000	
Roadways	101st St. S. - Yale Ave. to Sheridan Ave.	Widen existing two lane street to four lane design section as indicated in the Major Street and Highway Plan to connect improved intersections.	Arterial 4-Lane Planned	Secondary Arterial	None	Existing Neighborhood + New Neighborhood + Town Center	\$11,000,000	
Roadways	Riverside Dr. - 41st St. S. to 51st St. S.	Widen existing four lane street to 6 lane design section as indicated in Major Street and Highway Plan.	Arterial 4-Lane Planned	Special Trafficway	Multimodal Corridor	Existing Neighborhood	\$11,000,000	Consistent with Major Street & Highway Plan. This roadway segment is shown as planned 4-lane reconstruction on the INCOG Regional Transportation Plan. No expansion to 6-lane is shown on the RTP.
Roadways	Riverside Dr. - 41st St. S. to 51st St. S.	Widen existing four lane street to 6 lane design section as indicated in Major Street and Highway Plan.	Arterial 4-Lane Planned	Special Trafficway	Multimodal Corridor	Existing Neighborhood	\$11,000,000	DUPLICATE

19.7

Project Type	Project Title	Purpose of Project	INCOG 2032 Regional Transportation Plan	Major Street & Highway Plan (TMAPC)	Tulsa Comprehensive Plan Street Designation	Tulsa Comprehensive Plan Adjacent Land Use	Cost	Comments
Roadways	Union Ave. - 51st St. S. to 61st St. S.	Widen existing two lane street to five lane design section as indicated in the Major Street and Highway Plan to connect improved intersections.	Arterial 4-Lane Planned	Secondary Arterial	Multimodal Corridor	Employment + New Neighborhood + Existing Neighborhood + Park + Mixed-Use Corridor	\$12,000,000	
Roadways	61st Street South - Lewis Avenue to Harvard Avenue	Widen existing two lane street to five lane design section as indicated in the Major Street and Highway Plan to connect improved intersections.	Arterial 4-Lane Planned	Secondary Arterial	Multimodal Corridor	Existing Neighborhood + Open Space + Multi-Use Corridor	\$15,000,000	DUPLICATE
Roadways	61st Street South - Lewis Avenue to Harvard Avenue	Widen existing two lane street to a five lane design section. Improvements at intersection of 61st Street and Lewis Avenue. Project would alleviate traffic congestion and improve traffic safety. Alignment would be improved.	Arterial 4-Lane Planned	Secondary Arterial	Multimodal Corridor	Existing Neighborhood + Open Space + Multi-Use Corridor	\$16,000,000	
Roadways	129th E. Ave - Pine Street to Admiral Place	Improve existing intersection at 129th E. Ave. and Pine St. with turn lanes in each direction, and widen 129th E. Ave. from the intersection south to the improved intersection at Admiral Pl.	Arterial 2-Lane N. of I44; Arterial 4-Lane Existing S. of I44	Secondary Arterial	None	Employment @ intersection + Neighborhood Center along 129 to the SE + Town Center S. of I44	\$17,500,000	
Roadways	Harvard Avenue - Mohawk Blvd. to 36th St. N.	Widen existing two lane street to five lane design section as indicated in the Major Street and Highway Plan to connect improved intersections.	N/A	Secondary Arterial	None	Town Center + Existing Neighborhood	\$18,000,000	
Roadways	Charles Page Blvd. - 25th W. Ave. To Union Ave.	Widen existing four lane street to six lane design section as indicated in Major Street and Highway Plan, and improved intersections at both 25th West Avenue and Union Avenue.	Arterial 4-Lane Existing	Primary Arterial	Multimodal Corridor	Employment + Park + Existing Neighborhood	\$20,000,000	Consistent with Major Street & Highway Plan. No expansion to 6-lanes shown in INCOG Regional Transportation Plan.
Roadways	71st St. S. - Elwood Ave. to Riverside Dr.	Widen existing four lane street to six lane design section and improve 71st St. bridge over Arkansas River as indicated in Major Street and Highway Plan.	Arterial 6-Lane Planned	Primary Arterial	None	Park + Employment	\$65,000,000	
Roadways	Citywide Non-Arterial Street Sidewalk Assessment	Citywide Assessment of all Non-Arterial Street Sidewalks including sidewalks, curb ramps, and intersections for location, condition, defects, and compliance with Americans with Disabilities Act regulations.						
Roadways	Citywide Median and Curb Return Improvements	To remove, repair and replace medians and curb returns as needed throughout the City.						
Roadways	Upgrade Existing Decorative Lighting Systems	This project would update existing lighting systems that were not designed to NEC standards and are in a current state of disrepair.						
Roadways	City Wide Guardrail Replacement	This project targets sub-standard guardrail installations that have incurred damage and must be totally replaced.						
Signals	Riverside Drive and Boulder Avenue - Traffic Signal	To modify the existing intersection of Boulder (23rd St. S. eastbound off ramp), reconfigure the existing median and install traffic signals to enable traffic to go either northbound or southbound on Riverside Drive.	Arterial 4-Lane Existing	Urban Arterial	Multimodal Corridor	Downtown Neighborhood + Park + Main Street	\$200,000	
Signals	71st St. S. and Riverside Dr. - Eastbound Right Turn	To add a right turn lane on eastbound 71st St. S. to go to southbound Riverside Dr. This project would help alleviate heavy congestion and reduce accidents at this location.	Arterial 6-Lane Planned	Primary Arterial	Commuter Corridor	Town Center + Park	\$500,000	
Signals	Upgrade School Flashing Beacon System	To upgrade school flashing beacons citywide to modern design standards.						
Signals	GPS Emergency Vehicle Preemption System	To provide traffic signal preemption capability to emergency vehicles that utilizes Geographic Positioning System (GPS) to determine the vehicle's location at all times.						

Project Type	Project Title	Purpose of Project	INCOG 2032 Regional Transportation Plan	Major Street & Highway Plan (TMAPC)	Tulsa Comprehensive Plan Street Designation	Tulsa Comprehensive Plan Adjacent Land Use	Cost	Comments
Signals	Traffic Sign Inventory	To inventory all street signs and assess their condition and location citywide. Project inventory database would be maintained going forward to track status of street signs.						
Trails	Trail Renovation - East bank Joe Creek to 101st	Trail construction. Appx 2.25 miles @ 1.6M/mile. To bring this section of trail up to the GKFF standard.						
Trails	Renovate "Turkey Leg" Trail: 1-44 to Turkey Mtn	2 miles x \$800,000/mile						
Trails	West Bank Trail Extension - 71st to Jenks	Trail construction. Appx 2.5 miles @ \$800,000/mile						
Trails	M.K. & T "Katy Trail" - Resurfacing erosion control, bridge repair/replacement	5.5 miles x \$800,000/mile						
Trails	Pedestrian Bridge	Replace all existing railing and add double deck to the bridge.						
Trails	Creek Turnpike Trail Pedestrian Bridge over Memorial	The pedestrian bridge will serve to move bicycle and pedestrian traffic across Memorial Drive just south of the Creek Turnpike.						



AG

PUD-606

PUD-159

W 73 ST S

AG

S UNION AVE

W 77 ST S

S 24 WAVE

RS-3

S XENOPHON AVE

W 78 ST S
PUD-636

CO

W 78 ST S

B C

A

LS-20494

S 23 WAVE

S YUKON AVE

S WACO AVE

CS

W 81st ST S

AG

S 24 W PL

18-12-10

Feet
0 200 400

RS-3

CS

PUD-377

CO

20.1



N

18-12 10

Feet
0 200 400

Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: March 2010

LOT-SPLIT FOR WAIVER OF SUBDIVISION REGULATIONS

March 7, 2012

LS-20494

John S. Southern, (8210) (AG) (CD-2)

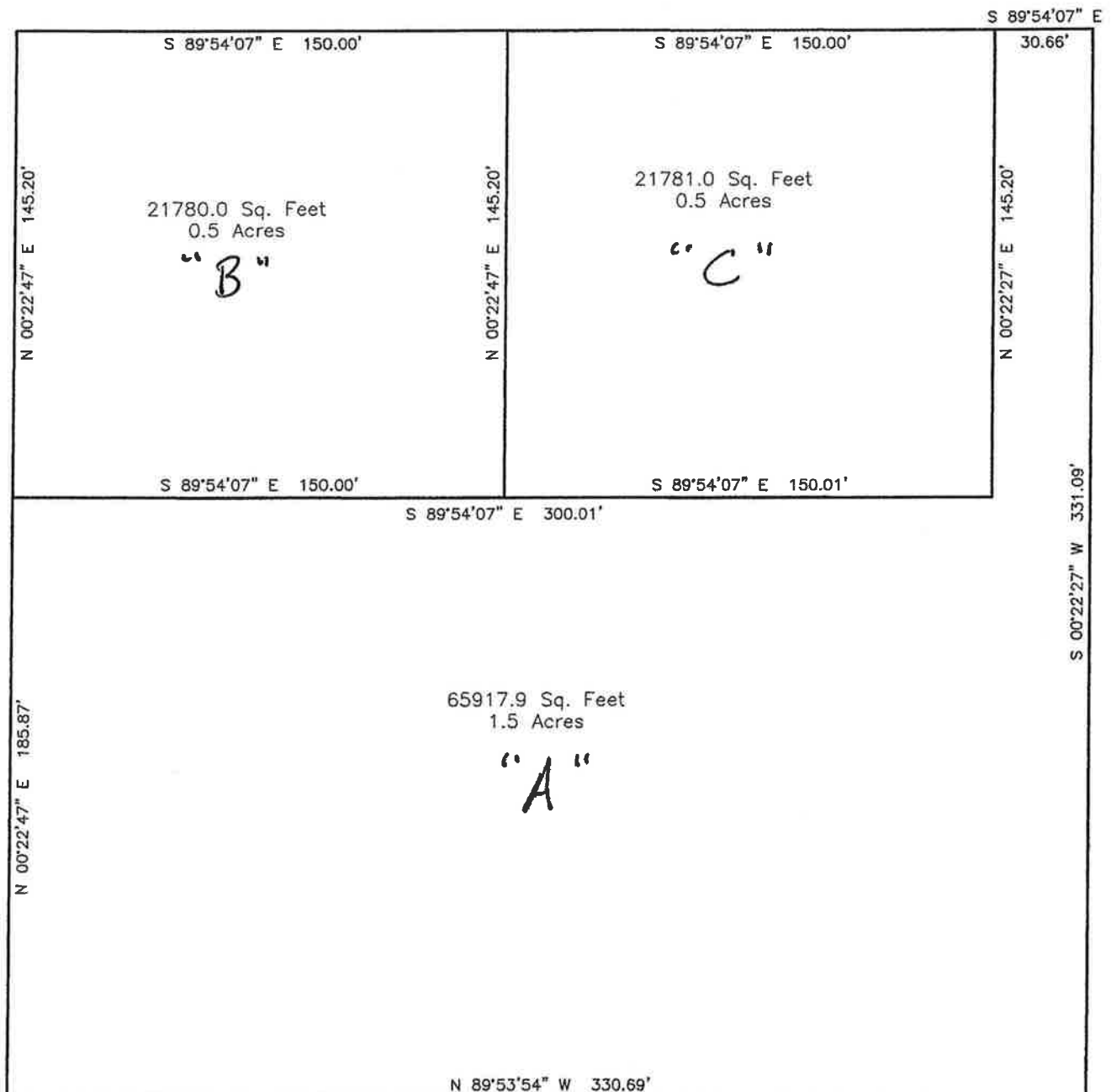
Southwest corner of West 78th Street South and South Xenophon Avenue

The Lot-split proposal is to split an existing RS-3 (Residential Single-Family) tract into three tracts. All three tracts will exceed the Bulk and Area Requirements of the Tulsa County Zoning Code.

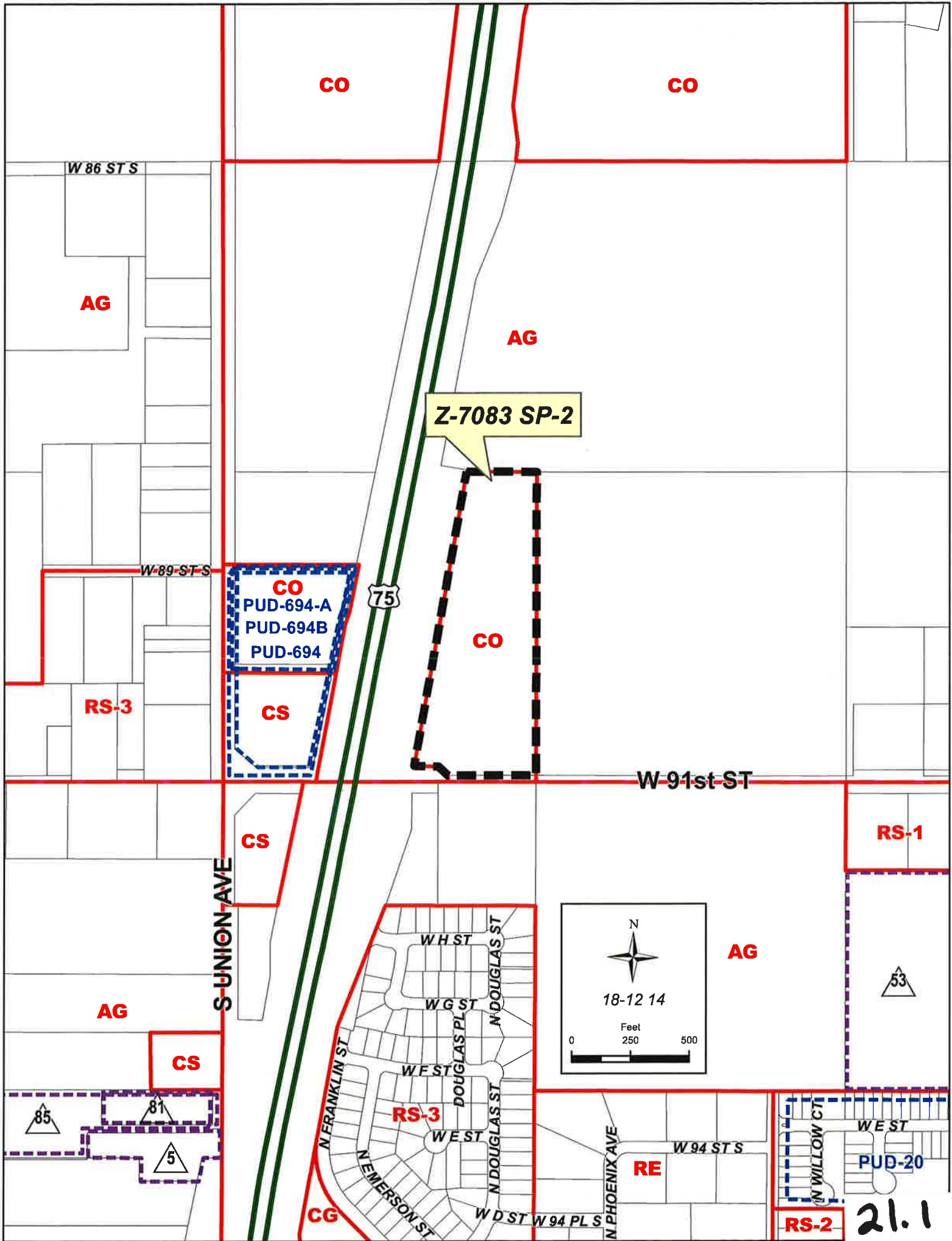
One of the resulting tracts would have more than three side lot lines as required by the Subdivision Regulations. The applicant is requesting a waiver of the *Subdivision Regulations* that no tract has more than three side lot lines.

The Technical Advisory Committee met on February 16, 2012. Approval from the Health Department for the use of a septic or aerobic system should be given prior to construction of new homes. If approval is not given by the Health Department an extension of the sewer line may be required.

Staff believes this lot-split would not have an adverse affect on the surrounding properties and recommends **APPROVAL** of the waiver of *Subdivision Regulations* and of the lot-split.



20.4



PLAT WAIVER

March 7, 2012

Z-7083-SP-2 – Northeast corner of U.S. Highway 75 and West 91st Street (CD 2)

The platting requirement is being triggered by a corridor plan for signs.

Staff provides the following information from TAC for their February 16, 2012 meeting:

ZONING:

- TMAPC Staff: The property is described for two small parts of a CO (corridor) area for two signs. The remainder property will need to be platted as development occurs in the future.

STREETS:

- No comment.

SEWER:

- No comment.

WATER:

- No comment.

STORMWATER:

- No comment.

FIRE:

- No comment.

UTILITIES:

- No comment.

Staff recommends **Approval** of the plat waiver for the property for the two signs only. Property will need to be platted as the remainder of the corridor develops.

A YES answer to the following 3 questions would generally be FAVORABLE to a plat waiver:

- | | Yes | NO |
|---|-----|----|
| 1. Has Property previously been platted? | | X |
| 2. Are there restrictive covenants contained in a previously filed plat? | | X |
| 3. Is property adequately described by surrounding platted properties or street right-of-way? | X | |

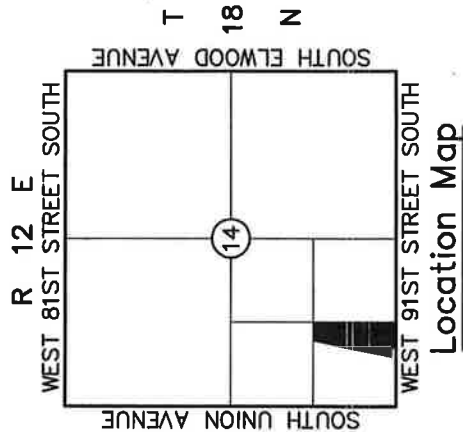
A YES answer to the remaining questions would generally NOT be favorable to a plat waiver:

	YES	NO
4. Is right-of-way dedication required to comply with Major Street and Highway Plan?		X
5. Would restrictive covenants be required to be filed by separate instrument if the plat were waived?		X
6. Infrastructure requirements:		
a) Water		
i. Is a main line water extension required?		X
ii. Is an internal system or fire line required?		X
iii. Are additional easements required?		X
b) Sanitary Sewer		
i. Is a main line extension required?		X
ii. Is an internal system required?		X
iii. Are additional easements required?		X
c) Storm Sewer		
i. Is a P.F.P.I. required?		X
ii. Is an Overland Drainage Easement required?		X
iii. Is on site detention required?		X
iv. Are additional easements required?		X
7. Floodplain		
a) Does the property contain a City of Tulsa (Regulatory) Floodplain?		X
b) Does the property contain a F.E.M.A. (Federal) Floodplain?		X
8. Change of Access		
a) Are revisions to existing access locations necessary?		X
9. Is the property in a P.U.D.?		X
a) If yes, was plat recorded for the original P.U.D.		X
10. Is this a Major Amendment to a P.U.D.?		X
a) If yes, does the amendment make changes to the proposed physical development of the P.U.D.?		X
11. Are mutual access easements needed to assure adequate access to the site?		X
12. Are there existing or planned medians near the site which would necessitate additional right-of-way dedication or other special considerations?		X

Note: If, after consideration of the above criteria, a plat waiver is granted on unplatted properties, a current ALTA/ACSM/NSPS Land Title Survey (and as subsequently revised) shall be required. Said survey shall be prepared in a recordable format and filed at the County Clerk's office by the applicant.



Scale 1"=200'

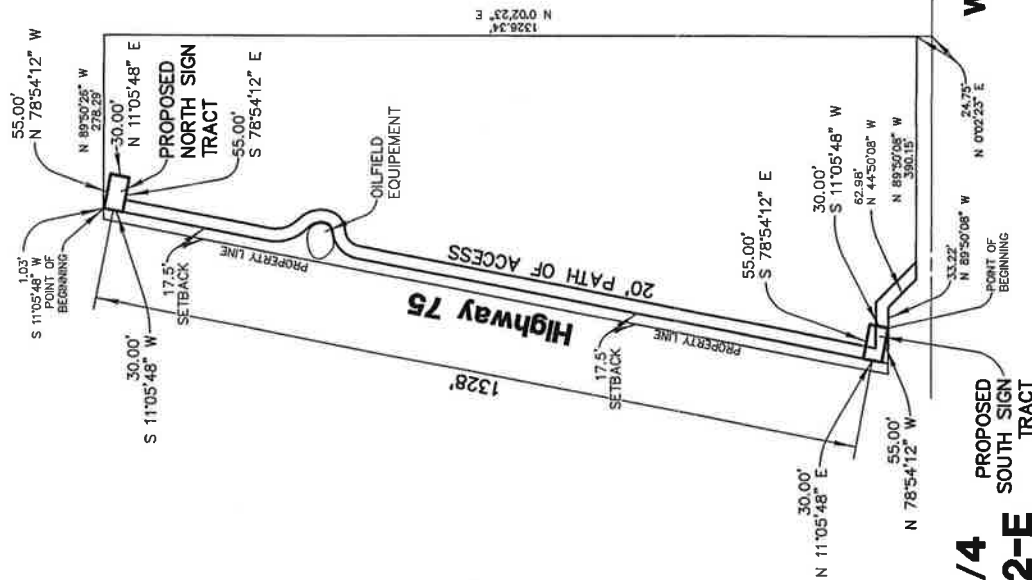


Exhibit

Part of the SW/4 SW/4 Section 14, T-18-N, R-12-E Tulsa County, Oklahoma

ORDER: 16605.52
DATE: 12/06/11
FILE: 1812.1400

21.5



PROPOSED SOUTH SIGN TRACT LEGAL DESCRIPTION

A TRACT OF LAND THAT IS PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW/4 SW/4) OF SECTION FOURTEEN (14), TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, SAID TRACT OF LAND BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER (SW/4); THENCE NORTH 89°50'08" WEST ALONG THE SOUTHERLY LINE OF SAID SW/4 FOR 1325.92 FEET TO THE SOUTHEAST CORNER OF THE SW/4 SW/4; THENCE NORTH 00°02'23" EAST ALONG THE EASTERLY LINE OF SAID SW/4 SW/4 FOR 24.75 FEET; THENCE NORTH 89°50'08" WEST PARALLEL WITH THE SOUTHERLY LINE OF SAID SW/4 SW/4 FOR 390.15 FEET; THENCE NORTH 44°50'08" WEST FOR 62.98 FEET; THENCE NORTH 89°50'08" WEST PARALLEL WITH SAID SOUTHERLY LINE FOR 33.22 FEET TO THE POINT OF BEGINNING OF SAID TRACT OF LAND; THENCE NORTH 78°54'12" WEST FOR 55.00 FEET; THENCE NORTH 11°05'48" EAST FOR 30.00 FEET; THENCE SOUTH 78°54'12" EAST FOR 55.00 FEET; THENCE SOUTH 11°05'48" WEST FOR 30.00 FEET TO THE POINT OF BEGINNING OF SAID TRACT OF LAND.

PROPOSED NORTH SIGN TRACT LEGAL DESCRIPTION

A TRACT OF LAND THAT IS PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW/4 SW/4) OF SECTION FOURTEEN (14), TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, SAID TRACT OF LAND BEING DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER (SW/4); THENCE NORTH 89°50'08" WEST ALONG THE SOUTHERLY LINE OF SAID SW/4 FOR 1325.92 FEET TO THE SOUTHEAST CORNER OF THE SW/4 SW/4; THENCE NORTH 00°02'23" EAST ALONG THE EASTERLY LINE OF SAID SW/4 SW/4 FOR 1326.34 FEET TO THE NORTHEAST CORNER OF SAID SW/4 SW/4; THENCE NORTH 89°50'26" WEST FOR 278.29 FEET; THENCE SOUTH 11°05'48" WEST FOR 1.03 FEET TO THE POINT OF BEGINNING OF SAID TRACT OF LAND; THENCE CONTINUING SOUTH 11°05'48" WEST FOR 30.00 FEET; THENCE SOUTH 78°54'12" EAST FOR 55.00 FEET; THENCE NORTH 11°05'48" EAST FOR 30.00 FEET; THENCE NORTH 78°54'12" WEST FOR 55.00 FEET TO THE POINT OF BEGINNING OF SAID TRACT OF LAND.

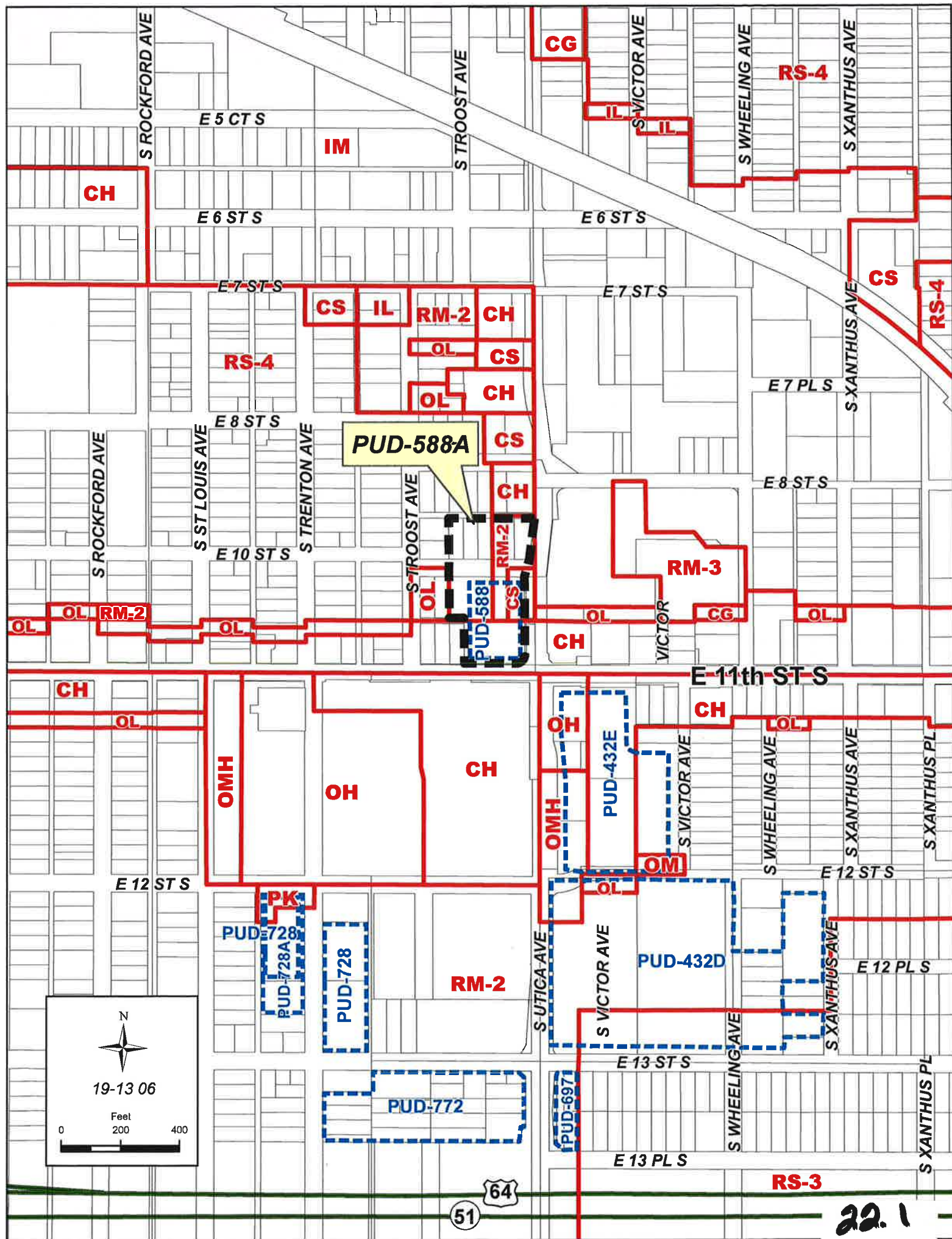
West 91st Street South

PROPOSED
SOUTH SIGN
TRACT

SOUTHEAST CORNER
SW/4, SECTION 14
POINT OF COMMENCEMENT



Sisemore Weisz & Associates, Inc.
6111 EAST 32nd PLACE
TULSA, OKLAHOMA 74105
C.A. NO. 2421
PHONE (918) 666-3800
FAX (918) 666-8068
EXP. DATE 8/30/18





PUD-588A



19-13 06

Feet
0 200 400

Note: Graphic overlays may
not precisely align with physical
features on the ground.
Aerial Photo Date: March 2010

51

64

22.2

**TULSA METROPOLITAN AREA PLANNING COMMISSION
CASE REPORT**

APPLICATION: PUD-588-A

TRS: 9306

Atlas 2

CZM: 37

CD: 4

TMAPC Hearing Date: March 7, 2012

Applicant: AAB Engineering, LLC / Alan Betchan

Tract Size: 3.35± acres
145,926± square feet

ADDRESS/GENERAL LOCATION: Northwest corner of East 11th Street and South Utica Avenue

EXISTING ZONING: RS-4/ RM-2/ CS/
CH/ PUD-588

EXISTING USE: Convenience store

PROPOSED ZONING: RS-4/ RM-2/ CS/
CH/ PUD-588-A

PROPOSED USE: Convenience store

ZONING ORDINANCE: Ordinance number 19289 dated June 19, 1998, established zoning for the subject property.

RELEVANT ZONING HISTORY:

Z-7109 October 2008: All concurred in approval of a request for rezoning a .32± acre tract of land from RS-4 to OL for accessory parking for a restaurant on property located on the southeast corner of South Troost Avenue and East 10th Street and abutting the subject property to the west.

PUD-588 June 1998: All concurred in approval of a proposed Planned Unit Development on a 2± acre tract of land for a 9,000 sq. ft. convenience store (QuikTrip) on property located on the northwest corner of East 11th Street and South Utica Avenue and a part of the subject property.

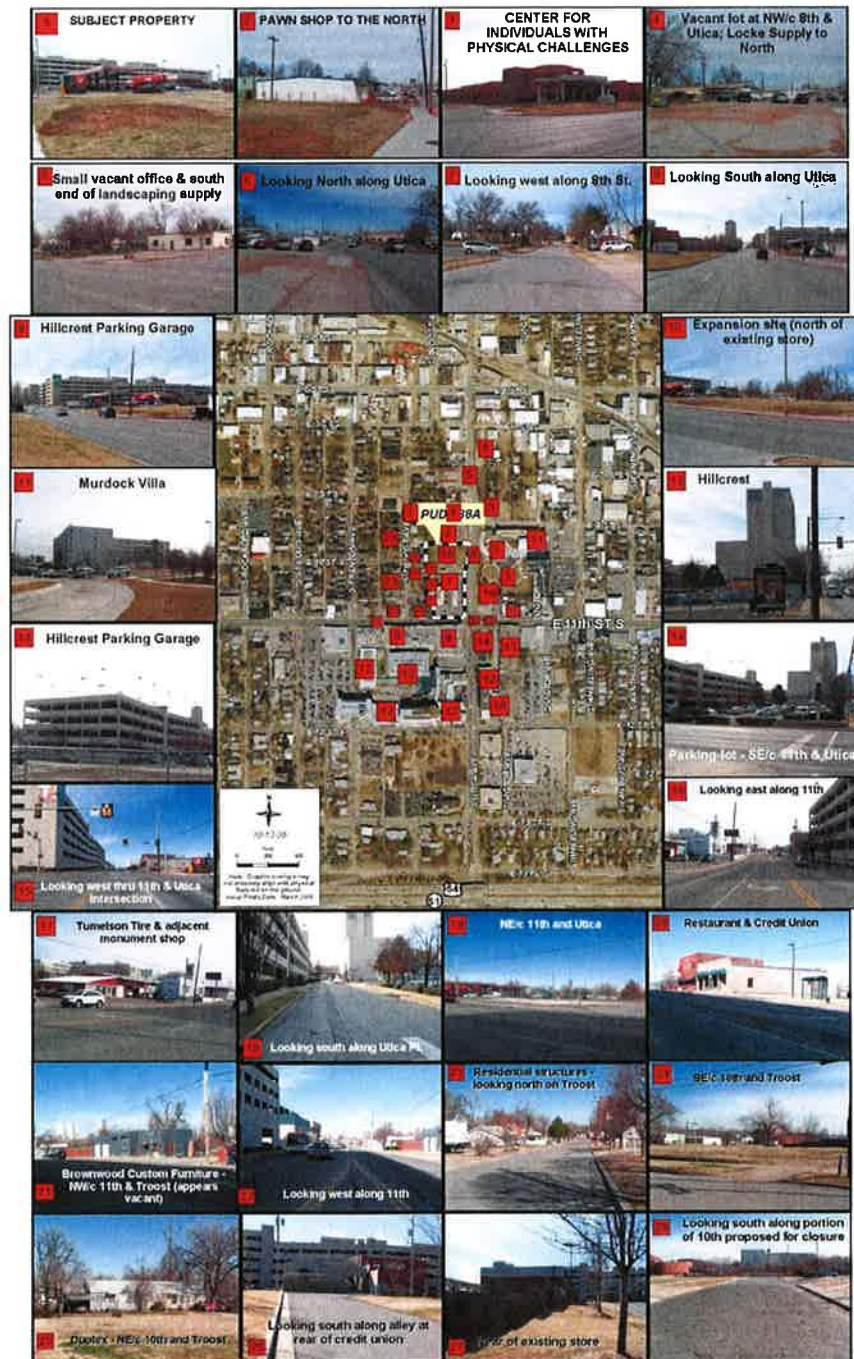
AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 3.35± acres in size and is located northwest corner of East 11th Street and South Utica Avenue. The property has been developed as a QuikTrip convenience store and is zoned RS-4/RM-2/CS/CH/ PUD-588.

22.3

SURROUNDING AREA: The subject tract is abutted on the west by Park Dale AMD, zoned CH/RS-4 and being used as a Credit Union and a Restaurant; on the north by Park Dale AMD, zoned RS-4/RM-2 and is vacant; on the south by 11th Street South and then Hopping Heights, zoned CH and being used as a structured parking facility and a hospital; and on the east by Utica Avenue and then Ferrell Addition L15 B3 Clover Ridge Addition, zoned OL/CH and Tulsa Recreation Center for the Physically Limited, zoned RM-3/OL/IM. The Ferrell property at the hard corner of 11th Street and Utica Avenue is vacant while the Tulsa Recreation Center is the site of the Center for Individuals with Physical Challenges.

A large version of this graphic is attached in the rear and depicts the properties beyond the adjacent properties.



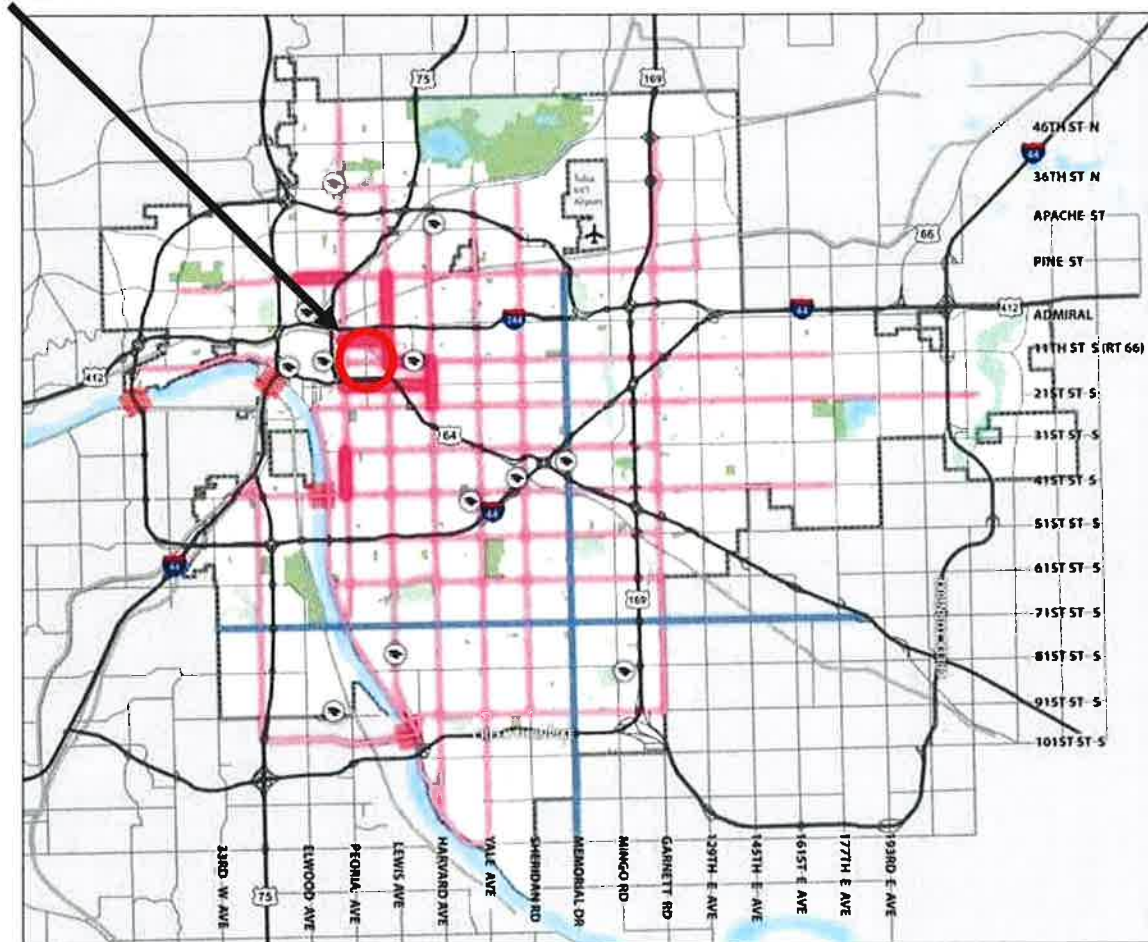
UTILITIES: The subject tract has municipal water and sewer available.

TRANSPORTATION VISION:

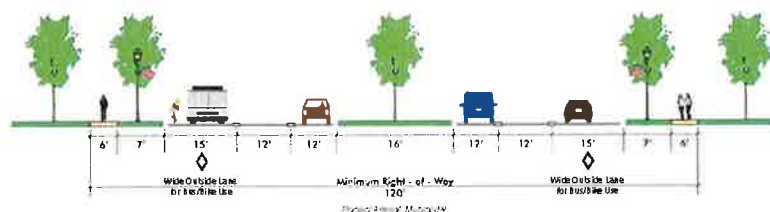
The Comprehensive Plan designates 11th Street South as a Multi-Modal Corridor and does not designate Utica Avenue.

Multi-modal streets emphasize plenty of travel choices such as pedestrian, bicycle and transit use. Multimodal streets are located in high intensity mixed-use commercial, retail and residential areas with substantial pedestrian activity. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street. To complete the street, frontages are required that address the street and provide comfortable and safe refuge for pedestrians while accommodating vehicles with efficient circulation and consolidated-shared parking.

SUBJECT AREA



Sample Multi-Modal Street Cross Section



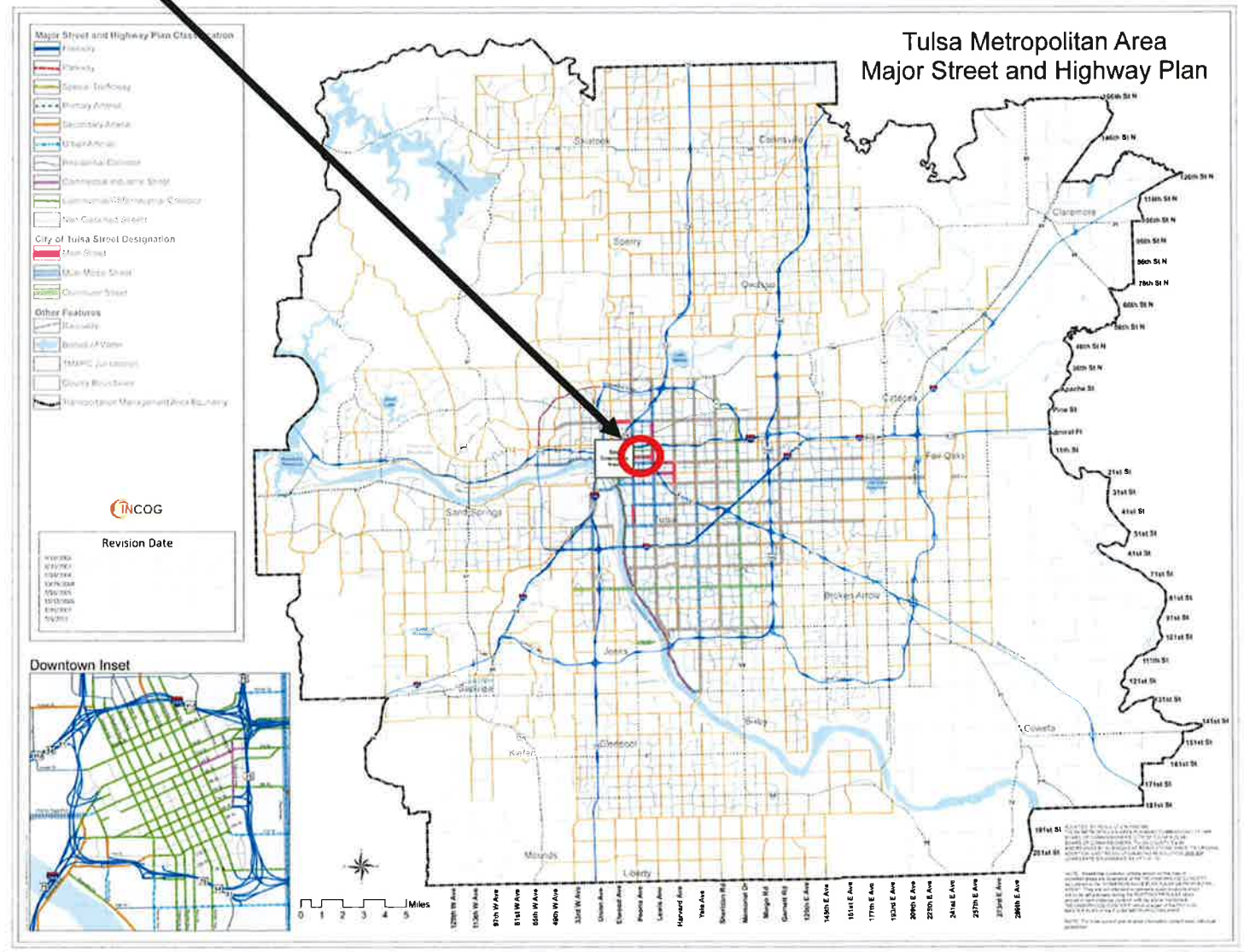
LEGEND
◇ Lane intended for bus/transit use

22.5

TULSA METROPOLITAN AREA MAJOR STREET AND HIGHWAY PLAN:

Exist. Access	MSHP Design	MSHP R/W	Exist. # Lanes
East 11 th Street	Multi-Modal Urban Arterial	70'	4
South Utica Avenue	Urban Arterial	70'	4

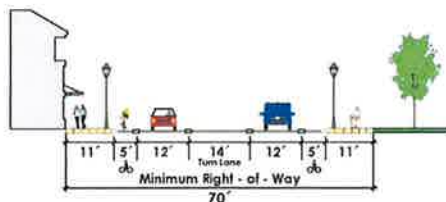
Subject Area



 Urban Arterial

Multi-Modal Street

 Urban Arterial



22.6

RELATIONSHIP TO THE TULSA COMPREHENSIVE PLAN:

The Tulsa Comprehensive Plan identifies the subject property as an “Area of Growth” with a land use designation of “Main Street” and “Downtown Neighborhood”.

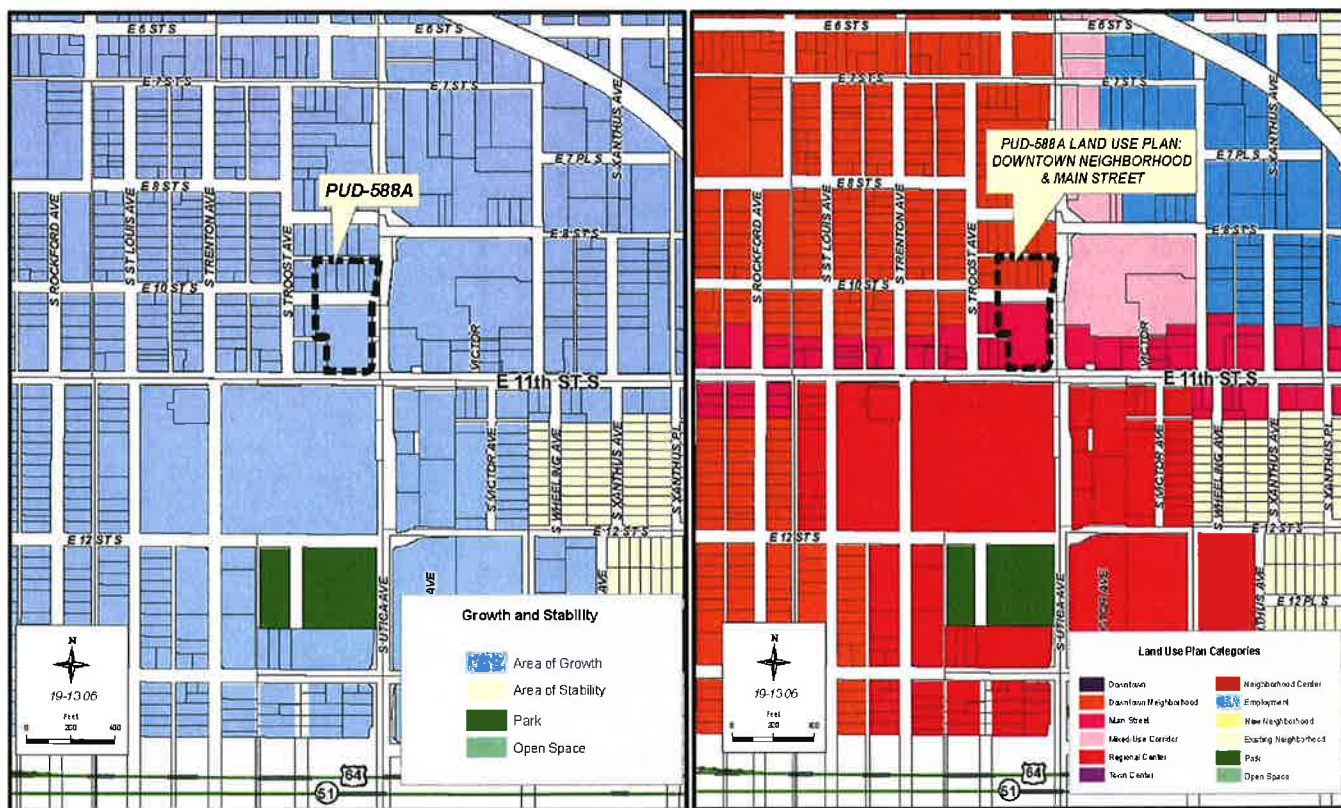
The purpose of **Areas of Growth** is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter auto trips. Areas of Growth are parts of the city where general agreement exists that development 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.

Main Streets are Tulsa’s classic linear centers. They include residential, commercial, and entertainment uses along a transit-rich street usually two to four lanes wide, and includes much lower intensity residential neighborhoods situated behind. Main Streets are pedestrian-oriented places with generous sidewalks, storefronts on the ground floor of buildings, and street trees and other amenities. Visitors from outside the surrounding neighborhoods can travel to Main Streets by bike, transit, or car. Parking is provided on street, small private off street lots, or in shared lots or structures.

Page 26 of the Land Use chapter of the Plan further states, “On a Main Street, where strolling and window shopping by pedestrians is desired, design standards include bringing buildings near the sidewalk and providing a minimum amount of display window area at street level. Street design elements include wide sidewalks, street trees and street furniture”.

Downtown Neighborhoods are located outside but are tightly integrated with the Downtown Core. These areas include university and higher educational campuses and their attendant housing and retail districts, former warehousing and manufacturing areas that are evolving into areas where people both live and work, and medium- to high-rise mixed use residential areas. Downtown Neighborhoods are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature parks and open space, typically at the neighborhood scale.



PUD-588 was approved by the City Council in 1998 and was found in accord with the Comprehensive Plan. Since the adoption of the updated Comprehensive Plan in 2010, it has been the policy of staff as well as the Planning Commission, to not retroactively enforce the newly adopted policies found in the plan on existing PUDs that have been developed according to previous development guidelines. All new, “ground-up” PUDs proposed within the City are reviewed under the guide of the Comprehensive Plan for appropriateness with the policies outlined in the current plan and other small area plans adopted as part of the over-all Comprehensive Plan.

The recommendations of the Comprehensive Plan target the future redevelopment of 11th Street as a Multi-Modal Corridor. East 11th Street is also identified by “Fast-Forward”, the recently completed Regional Transit System Plan for the Metro Tulsa Area, as a “Historic Streetcar Corridor”. The redevelopment of 11th Street in such a manner would clearly be an impetus for the development of 11th Street as a “Main Street” as defined within the Comprehensive Plan (see definitions above).

However, INCOG/TMAPC transportation planners have indicated that based on current and expected funding levels targeted for public transportation, it cannot be assumed that a fixed rail streetcar will be operating on this segment in the foreseeable future. Accommodations for bus shelters have been designed into the site plan and are appropriate for the level of transit service on this route currently and for the foreseeable future.

INCOG/TMAPC Transportation Planners further state that the best alternative for development along the 11th Street corridor would be to consider robust bus shelter(s) on Utica and 11th connected by sidewalks to adjacent buildings. Until such a time that funding is appropriated and more specific work can be completed, transportation staff contends the priority of the PUD process should be the enhancement of pedestrian and bicycle connectivity to sites, availability and access to public transportation (the bus) and to make sure 70' of ROW is dedicated given the street classification of Multi-modal Urban Arterial within the Plan.

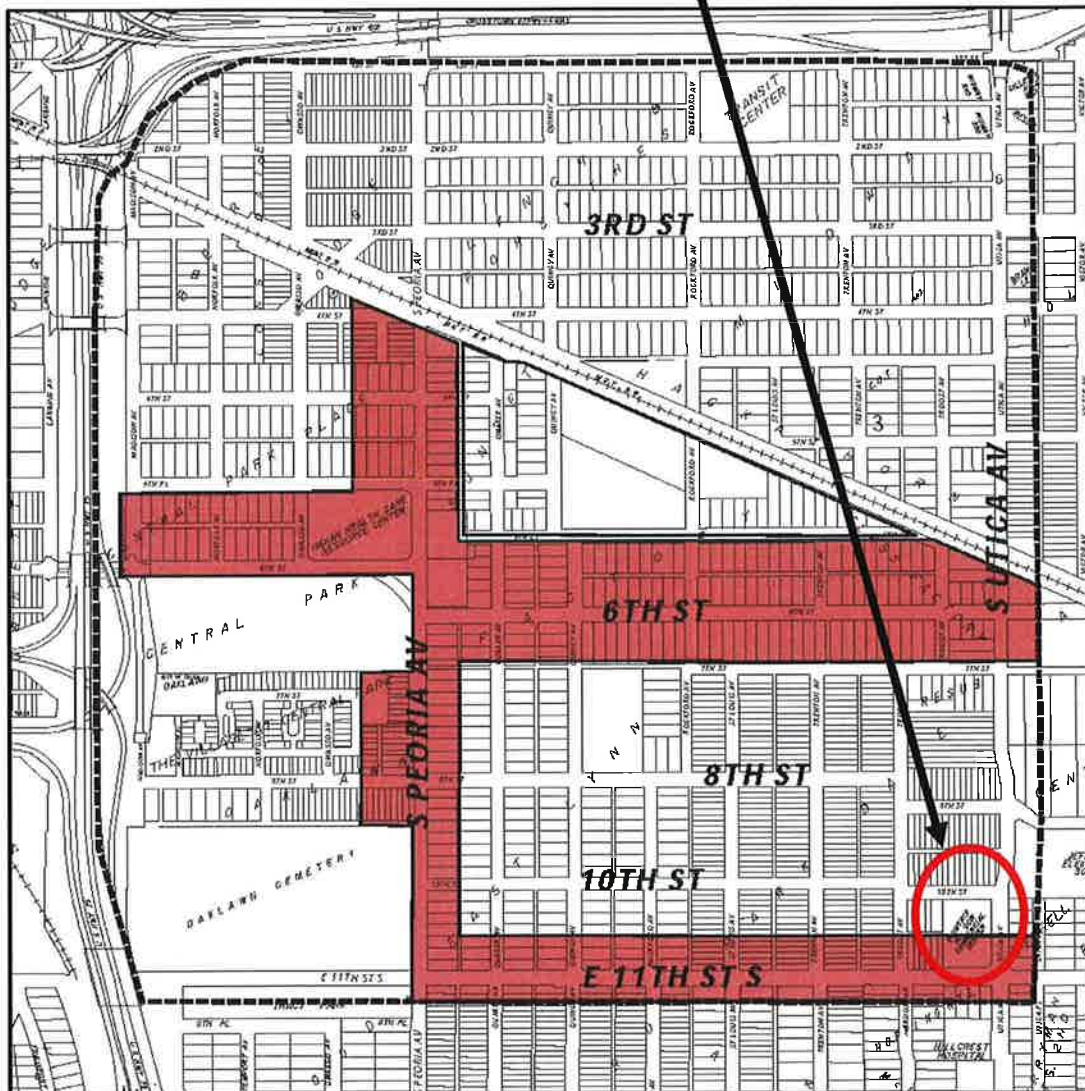
RELATIONSHIP TO THE 6th STREET INFILL PLAN (adopted as part of the Tulsa Comprehensive Plan):

The existing property is identified by the 6th Street Infill Plan as being within the “Neighborhood Commercial Corridor Subarea”.

SUBJECT AREA

The 6th Street Infill Plan
Reinventing the Pearl District

16.5. Neighborhood Commercial Corridors Subarea



Several goals are identified by the Plan for the restoration and enhancement of private property along key arterial corridors. The 6th Street, 11th Street, and Peoria Avenue corridors provide opportunities for small-scale infill development. The Plan recommends that new development utilize existing lots, streets, and alleyways, and designs should complement the existing architecture.

Goals for the Neighborhood Subarea include:

1. Create a stable neighborhood with rising property values.
2. Allow for a thriving neighborhood commercial area.
3. Removal of blight through restoration or replacement.
4. Provide adequate parking for commercial businesses.
5. Land use policies that support traditional forms of development.
6. Make the process of restoring older buildings sensible and economically competitive.

Objectives for Neighborhood Commercial Corridors Subarea:

1. Encourage two to four story infill development.
2. Require infill development that will complement the existing, urban vernacular in the area.
3. Retain the established street wall.
4. Require substantial buffers between higher density and lower density development.
5. Work with City of Tulsa to allow on-street parking on both sides of arterial corridors.
6. Work with City of Tulsa and other partners to repair sidewalks.
7. Work with City of Tulsa and other partners to create attractive landscaping: use trees that are appropriate in urban environments,
8. Work with City of Tulsa and other partners to install pedestrian-scale street-lighting, furniture, signage, awnings, etc.

With respect to the closure of a portion of 10th Street between Troost Avenue and Utica Avenue; section 1.6.9.1.1.1 of the 6th Street Plan states that, "Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained". The City of Tulsa Traffic Engineer has stated that in limited cases, such as this one, the effects of street closures can be mitigated. City of Tulsa Traffic conducted traffic counts on the surrounding streets, observing the traffic at peak times and concluded that the impact of closing 10th Street would not be significant enough to object to the closure of 10th Street.

The 6th Street Infill Plan was adopted in 2006 by the Tulsa City Council eight years after the PUD was completed. Staff contends that the current proposal attempts to meet several of the goals and objectives above; particularly numbers 1 – 5 of the Goals and numbers 2, 6, 7, and 8 of the Objectives. It cannot be assumed that every proposal can meet every goal and objective of every adopted plan.

Staff conducted two site visits of two hours each, one in the morning peak time on a Monday and one in the afternoon peak time on a Thursday. These visits are not construed by staff to be completely representative. However, staff observed a majority of traffic utilizing 10th Street was either going to the QT Store or using 10th Street to Troost Avenue as a cut-through to avoid the signal at 11th and Utica. Through traffic into the neighborhood west of Troost Avenue was also observed in some instances. The project proposes to relocate, enhance and preserve the alley to the west of the existing store (the north-south alley) and to improve the alley running east-west to Troost Avenue, thus continuing direct access to the restaurant, credit union and QT store from the neighborhood. A 20 foot alley will also be maintained on the north boundary of the site allowing direct access from Troost Avenue. In doing so, many of the goals and objectives of the 6th Street Plan with respect to alleys are being met (sections 16.9.2.1 and 16.9.2.2).

The 6th Street Plan was adopted as part of the Tulsa Comprehensive Plan. The Comprehensive Plan states, "Existing small area plans remain in effect, but shall be reviewed for effectiveness of

22.10

implementation, and new plans and updates shall meet the requirements of the Comprehensive Plan”.

Making this proposal more complex is the site location within the Pearl District as well as, within the Medical Corridor, a regional destination center attracting people from all over eastern Oklahoma. The Utica Corridor from I-244 to the project site and beyond is a high capacity corridor and will remain that way as a result of the presence of four major regional destination complexes (Hillcrest Medical Center, St. John’s Medical Center, Parkside Mental Health Facility and the Utica Square Shopping Center). Staff *strongly* supports the goals and objectives of the 6th Street Infill Plan and the Comprehensive Plan and feels this project, while not meeting every goal and objective of the Plans, **is** in accord with the Comprehensive Plan and 6th Street Plans.

STAFF RECOMMENDATION:

The purpose of this PUD major amendment is to allow for 1.35 acres of property (gross) located north of the existing PUD, to be added to the PUD to allow for the redevelopment of the property with a larger store and greater service capacity (see attached sheet C100). The proposal does not include a request to increase the permitted floor area within the PUD which allows a maximum of 9,000 square feet (sf). The proposal includes closing an approximate 250 foot stretch of 10th Street connecting Troost Avenue to the West to Utica Avenue.

The site is located on the northwest corner of 11th Street South and South Utica Avenue. Topographically, the site slopes gradually downward from 11th Street north, with a high elevation of 735’ at the southwest corner of the site to a low point of 714’ as the northeast corner. The expanded PUD would include property that is zoned RS-4/RM-2/CS and CH (see attached zoning map).

The applicant cites the current store as being functionally inefficient and undersized with a fuel canopy that does not adequately serve the volume of traffic at this location as necessitating the need for the expansion. Site improvements are proposed which should greatly improve vehicular and pedestrian access as well as site circulation and safety around the store. The revised store will provide more floor space for the new grocery offers developed by QuikTrip and multiple entry locations to facilitate access.

Making this site most unique is the location within the Pearl District, as well as being located within the Medical Corridor which is very much a regional destination. As discussed above, this creates some difficulty when assessing the goals and objectives of the 6th Street Infill Plan alongside the functional and safety improvements proposed for the PUD. The use of the property is not the issue but rather the design of the site.

Please refer to the discussion above under the “relationship to the 6th Street Infill Plan”. The Plan calls for the preservation of the street grid system while the proposal seeks to close a section of 10th Street. Aside from the location of the store along the street right-of-way (ROW), it could be interpreted that much of the proposal can be found in accord with the goals and objectives of the Neighborhood Commercial Corridor Subarea as described in the 6th Street Plan. Also, the preservation and enhancement of the existing alleys around the sight are in keeping with the Plan. It appears to staff that *functionally*, the closure of 10th Street would have minimal impact on the area. Direct access to Utica Avenue for the homes immediately west of the expanded sight would remain through the preservation of the alley along the north boundary of the expanded sight. Neighborhood vehicular access would be preserved and staff feels pedestrian access would be greatly improved.

This store is also distinctive in that it is utilized by a high number of customers with physical disabilities given the location within proximity to the Center for Individuals with Physical Challenges and Murdock Villa. The site expansion takes this into account by greatly improving pedestrian and

wheelchair access including improved and enhanced sidewalks including pathways that are designed to keep pedestrians away from vehicles accessing the fueling canopy (see Exhibit 1). Also the applicant proposes all power assist doors, increased ADA signage and increased and enhanced lighting. Staff is also recommending that bike racks be included in addition to adding more tables in the front of the store and maybe at the (north) side of the store to give the many pedestrians who utilize the store a place to sit if so desired.

With respect to sight lighting and safety staff feels the expanded site and the relocation of the store should help improve conditions along the west side of the site. The reconstruction of the north-south alley, the elimination of the wall which extends 70 feet from the northwest corner of the existing store, and enhanced security lighting will open the site and eliminate the "dead" area behind the existing store which should aide in increasing site safety and reduce loitering.

Staff has carefully considered the proposal and recognizes that the proposal does not meet every goal and objective of the 6th Street Plan and the property's land use designation within the Comprehensive Plan. Staff does contend however, that the proposal has merit. The framework has been established for the redevelopment of the surrounding area to the northwest into a truly urban, main street style environment, including along 11th Street going west. However, public funding for infrastructure redevelopment to support this type of development will not available for the foreseeable future and private investment in this area has been slow. As mentioned above, Utica Avenue from I-244 to the Broken Arrow Expressway is a high capacity corridor anchored by four major destination complexes and staff does not see this changing.

Letters from interested parties are attached.

Given the unique circumstances surrounding the property and the current proposal as it relates to its function within the surrounding area, staff is supporting the project. Staff finds the uses and intensities of development proposed to be in harmony with the spirit and intent of the Zoning Code. Staff finds major amendment PUD-588-A to be: (1) in harmony with the existing and expected development of surrounding areas; (2) a unified treatment of the development possibilities of the site; and (3) consistent with the stated purposes and standards of the PUD Chapter of the Zoning Code. Therefore staff recommends APPROVAL of major amendment PUD-588-A subject to the following conditions:

1. The applicant's Concept Development Plan and Text be made a condition of approval, unless modified herein.
2. Development Standards:

Land Area:

Net Lot Area	*123,861 sf
Gross Lot Area	145,845 sf

** Includes 10th Street right of way to be vacated*

Permitted Uses:

Uses permitted by right (including all uses customarily accessory thereto) within the Use Unit 10 - Off-Street Parking; Use Unit 12 - Entertainment Establishments Other Than Drive-ins; Use Unit 13 - Convenience Goods and Services and Use Unit 14 - Shopping Goods and Services

22.12

Maximum Building Area: 9000 sf

Minimum Building Setbacks:**

11 th Street	80'
Utica Avenue	100'
North Property Line	50'
Rear Property Line	50'

*** Setbacks shall be measured from the southern line of Section 6 Township 19 North Range 13 East for 11th street and from the east line of the southwest quarter of said Section 6 for Utica.*

Maximum Building Height: 1 story and 35'

Off-Street Parking:

As required by the applicable use unit within the Tulsa Zoning Code.

Lighting

No free standing light standard shall exceed 25' with building mounted lighting limited to 18 feet. Shielding of such light shall be designed so as to prevent the light-producing element or reflector of the light fixture from being visible to a person standing at ground level in any R District or residentially used property. Verification of such shall be by submittal of a photometric plan and manufacturer's cut-sheets showing full cut-off capability for all light fixtures at the time of detail site plan review. No building mounted light standard shall exceed 18-feet in height and shall be for security purposed only.

Signage

Signs shall be limited to the following:

- One ground sign not exceeding 25' in height with 120 sf of display area shall be permitted along each street frontage.
- Wall signs shall be limited to 2 square feet per linear foot of building or canopy wall to which the signs are affixed.
- No roof or projecting signs shall be permitted.

Screening & Landscaping

All trash and mechanical areas, including building mounted shall be screened from public view of person standing at ground level. A fabric mesh with a minimum opacity of 95% shall be allowed on trash enclosure doors only.

A six foot tall masonry screening fence will be constructed along the western boundary of the PUD that abuts residentially zoned property. Two staggered rows of trees and ample green space will abut the screening wall providing visual separation between the properties.

Landscaping***

Minimum internal landscaped space	10%
Minimum landscape width abutting streets	15' (accept at points of access)

22.13

**** In lieu of providing a tree within 75' of every parking space no less than 36 trees shall be provided with the street yards. In addition landscaped shrubbery beds will be provided as shown on Exhibit D conceptual landscape plan. The PUD shall meet all other requirements of the Landscape Chapter of the City of Tulsa Zoning code.*

Pedestrian Access and Circulation

Pedestrian and bicycle access shall be in strict conformance with the attached "Sheet 1: Pedestrian Flow". Sidewalks will be constructed or reconstructed along Utica Avenue and 11 Street. Direct pedestrian and bicycle access from the 11th Street and Utica Avenue sidewalks to store doors shall be provided in such a manner that pedestrian ways do not intersect with vehicles seeking to access the fuel canopy. At the two points on Sheet 1 where the pedestrian access does cross a vehicular path, the pedestrian way shall be distinguished to vehicular traffic through the use of raised pavement or high contrast striping. Bike racks will be provided, the location of which shall be determined by detail site plan review.

3. No zoning clearance permit shall be issued within the PUD until a detail site plan for the lot, which includes all buildings, parking and landscaping areas, has been submitted to the TMAPC and approved as being in compliance with the approved PUD development standards.
4. A detail landscape plan for the development area shall be approved by the TMAPC prior to issuance of a building permit. A landscape architect, architect or engineer registered in the State of Oklahoma shall certify to the zoning officer that all required landscaping and screening fences will be installed by a specific date 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.
5. No sign permits shall be issued for erection of a sign on a lot within the PUD until a detail sign plan for that lot has been submitted to the TMAPC and approved as being in compliance with the approved PUD development standards.
6. Flashing signs, changeable copy signs, running light or twinkle signs, animated signs, revolving or rotating signs or signs with movement shall be prohibited.
7. All trash, mechanical and equipment areas, including building mounted, shall be screened from public view in such a manner that the areas cannot be seen by persons standing at ground level at the perimeter of the site.
8. The Department of Public Works or a professional engineer registered in the State of Oklahoma shall certify to the appropriate City official that all required stormwater drainage structures and detention areas serving a lot have been installed in accordance with the approved plans prior to issuance of an occupancy permit on that lot.
9. No building permit shall be issued until the requirements of Section 1107-F of the Zoning Code have been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the restrictive covenants the PUD conditions of approval and making the City beneficiary to said covenants that relate to PUD conditions.
10. Subject to conditions recommended by the Technical Advisory Committee during the

subdivision platting process which are approved by TMAPC.

11. Approval of the PUD is not an endorsement of the conceptual layout. This will be done during detail site plan review or the subdivision platting process.
12. There shall be no outside storage of recyclable material, trash or similar material outside a screened receptacle, nor shall trucks or truck trailers be parked in the PUD except while they are actively being loaded or unloaded. Truck trailers and shipping containers shall not be used for storage in the PUD.

TAC Comments:

General: Approval should be contingent upon approval to vacate 10th Street.

Water: No comments.

Fire: No comments.

Stormwater: Please address the Environmental, Stormwater Quality, Issues involved with the Stormwater Runoff flowing into the Stormwater Drainage System from the Vehicle Fueling Areas, and the Tank Excavation Area.

Wastewater: No comments.

Transportation: The east drive off 11th street must be right in, right out only, with an island designed to facilitate this traffic pattern.

INCOG/TMAPC Transportation:

- **MSHP:** Utica Ave. is a designated Urban Arterial. E. 11th Street is a designated Urban Arterial. E. 11th Street is a Multi-Modal street in the Major Street & Highway Plan.
- **LRTP:** E. 11th Street S., between Peoria Ave. and Utica Ave., existing 4 lanes. Per TMAPC subdivision regulations, sidewalks should be constructed if non-existing or maintained if existing.
- **TMP:** No comments.
- **Transit:** Currently, Tulsa Transit operates existing routes on E. 11th Street S., between Peoria Ave. and Utica Ave. Another route runs along Utica Ave. According to MTTA future plans, this location will continue to be served by transit routes. Therefore, consideration for access to public transportation should be included in the development.
- **Fast Forward Regional Transit Plan:** The Fast Forward plan shows 11th Street as a high priority (Foundation) high capacity transit corridor.

Traffic: No comments.

GIS: No comments.

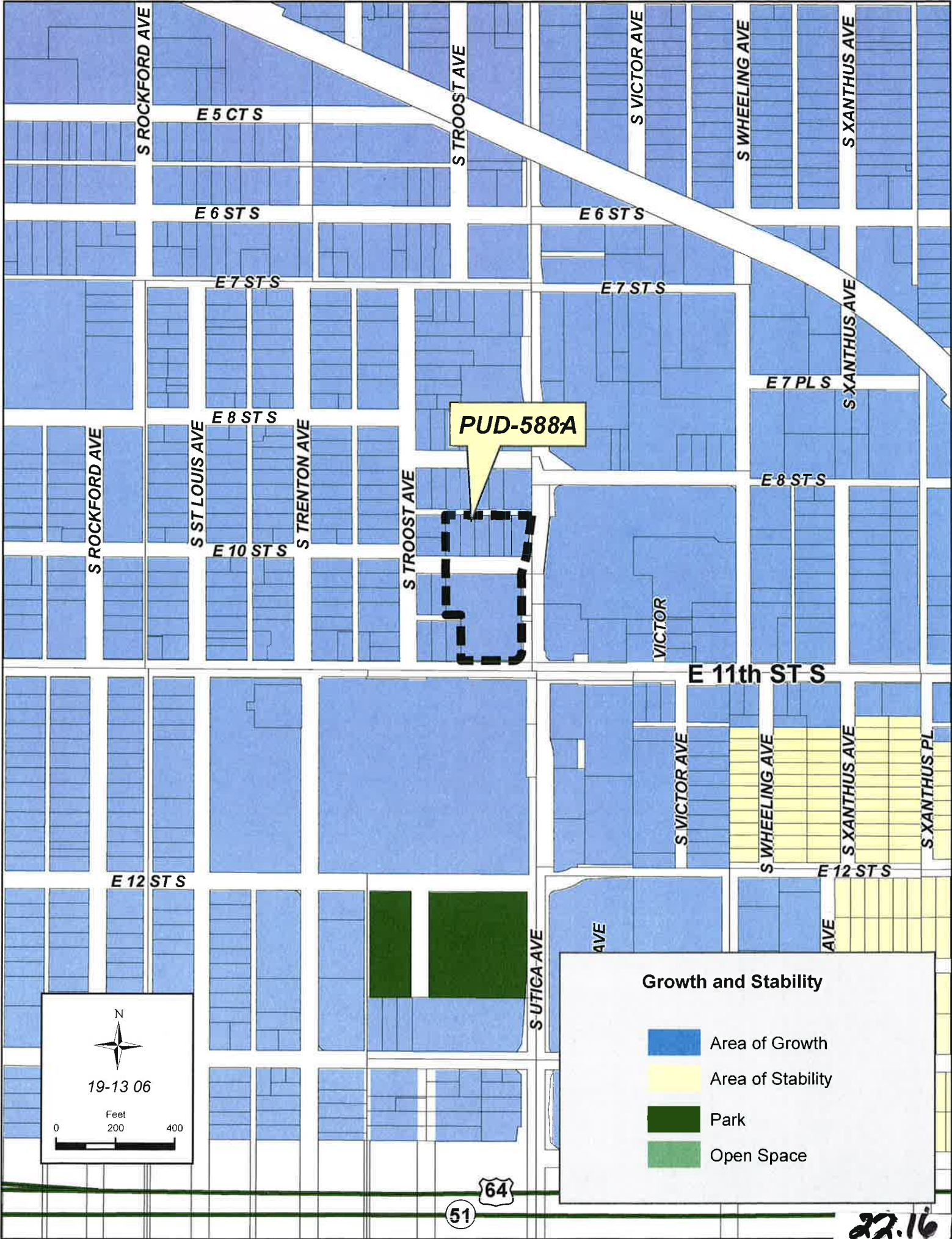
Street Addressing: No comments.

Inspection Services: No comments.

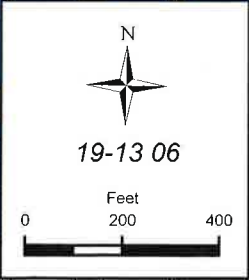
County Engineer: No comments.

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PUD-588A

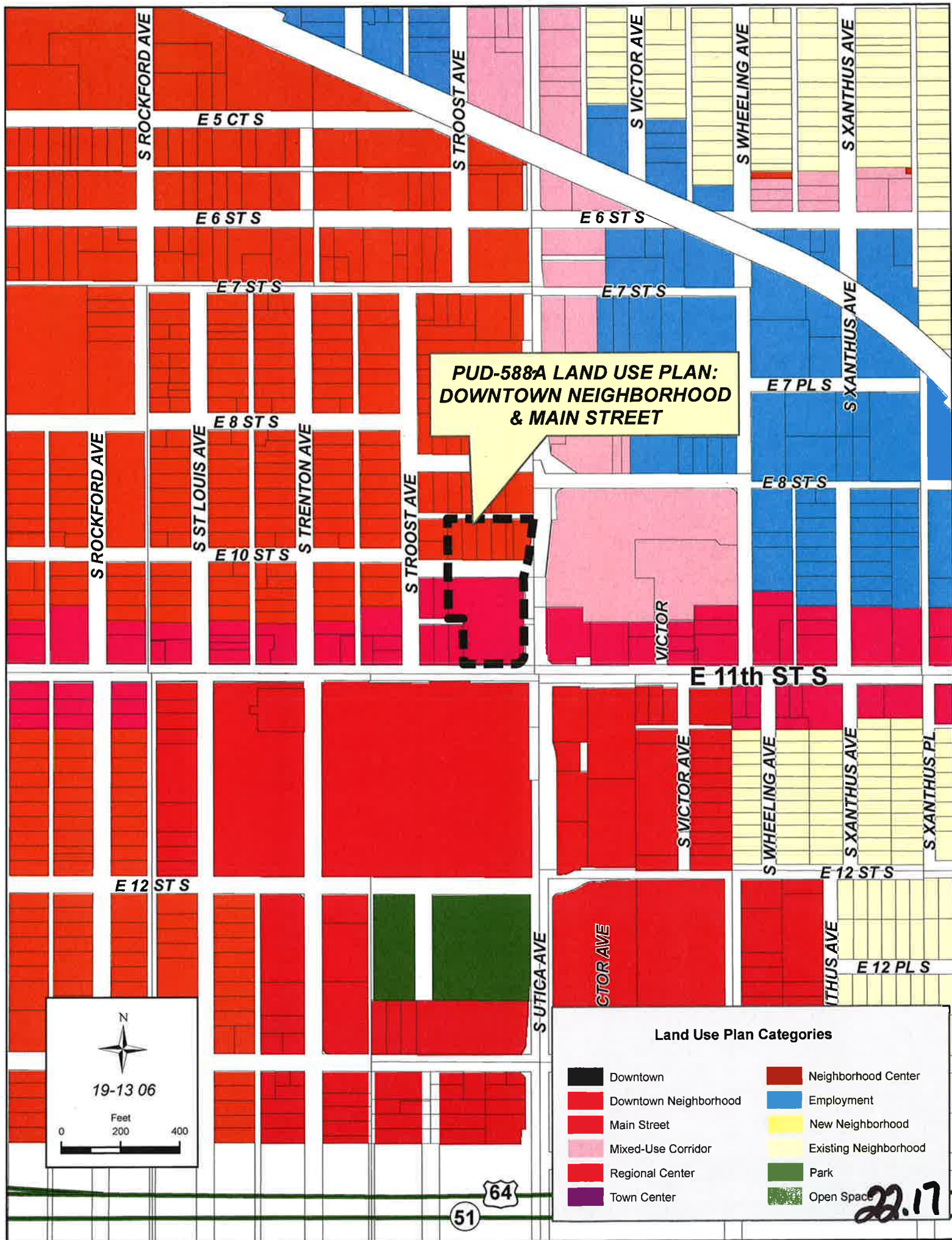


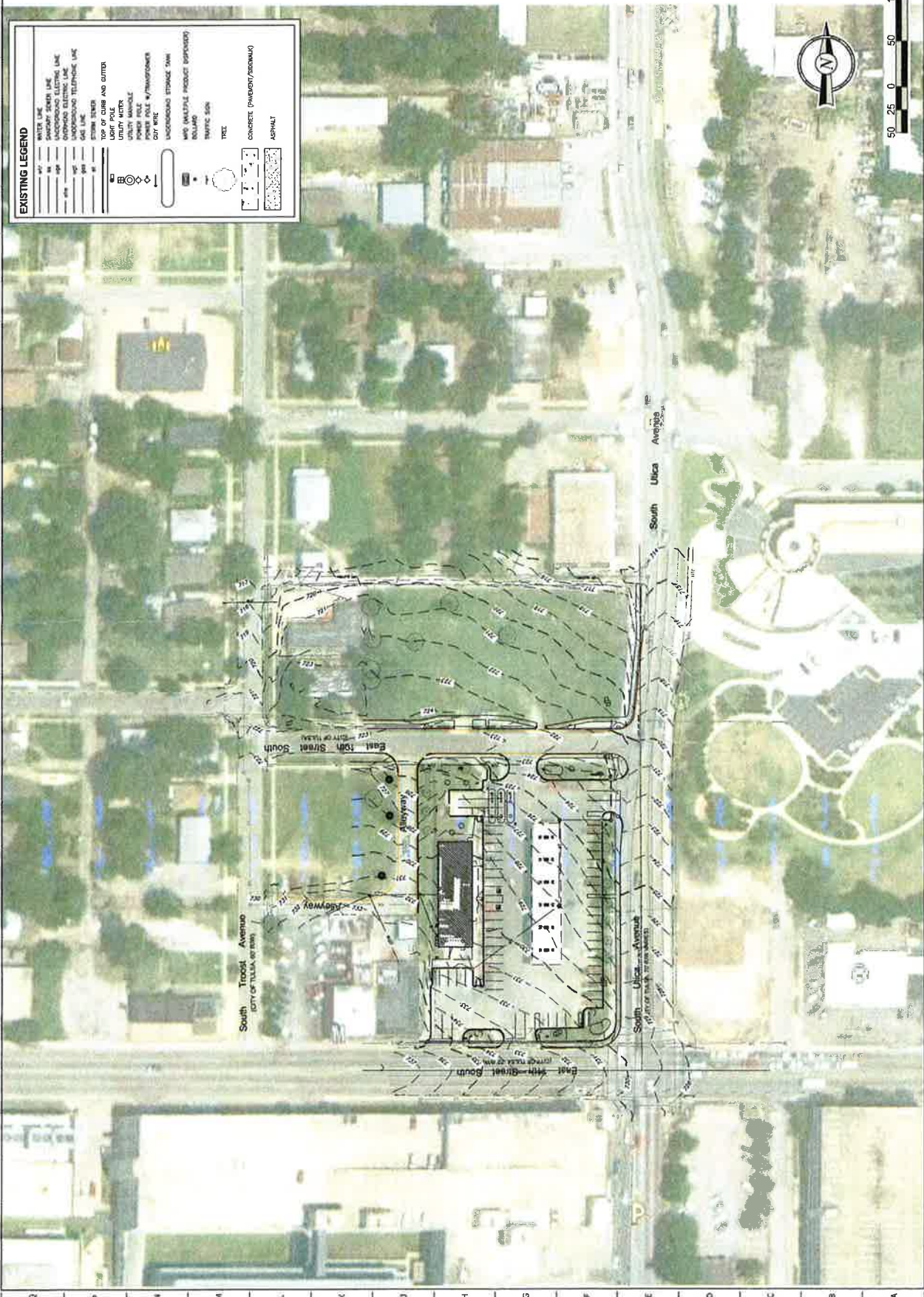
Growth and Stability

- Area of Growth
- Area of Stability
- Park
- Open Space

51 64

22.16





EXISTING LEGEND

4" WATER LINE	TOP OF CURB AND GUTTER
8" SANITARY SEWER LINE	4" WATER MAIN
12" UNDERGROUND ELECTRIC LINE	UTILITY MANHOLE
16" UNDERGROUND TELEPHONE LINE	POWER POLE
24" GAS LINE	POWER POLE WITH W/TRANSFORMER
36" STORM SEWER	DAY WIRE
48" STORM SEWER	UNDERGROUND STORAGE TANK
60" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
72" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
84" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
96" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
108" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
120" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
132" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
144" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
156" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
168" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
180" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
192" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
204" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
216" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
228" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
240" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
252" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
264" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
276" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
288" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE
300" STORM SEWER	WIDE MULTIPLE PRODUCT EXPOSURE

QuikTrip No. 0090R
1022 South Ulica Avenue
Tulsa, OK



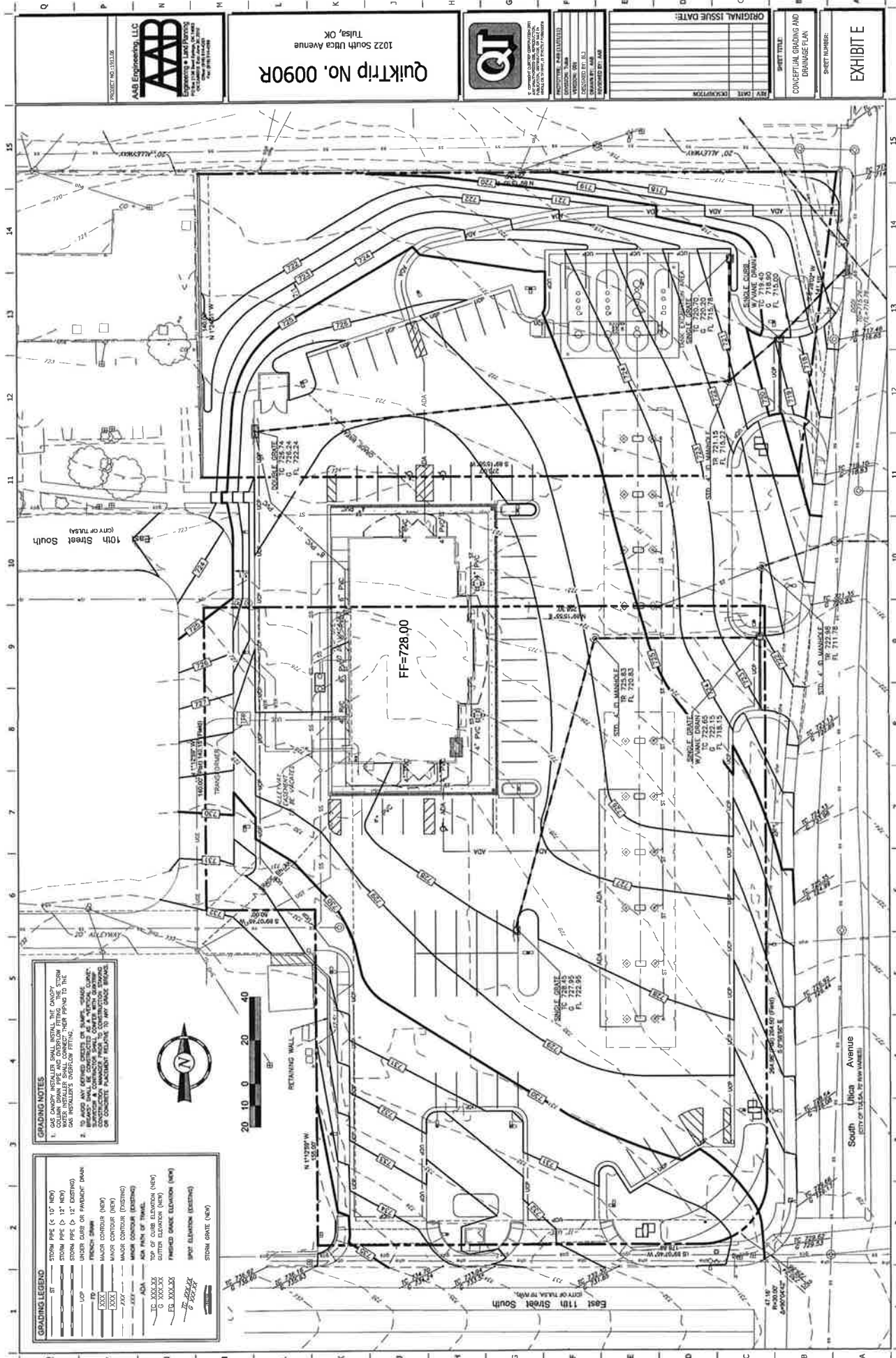
PROJECT NO. 0090R
SHEET NO. 0090R
DATE: 11/11/2012
DESIGNED BY: JLM
CHECKED BY: JLM
APPROVED BY: JLM

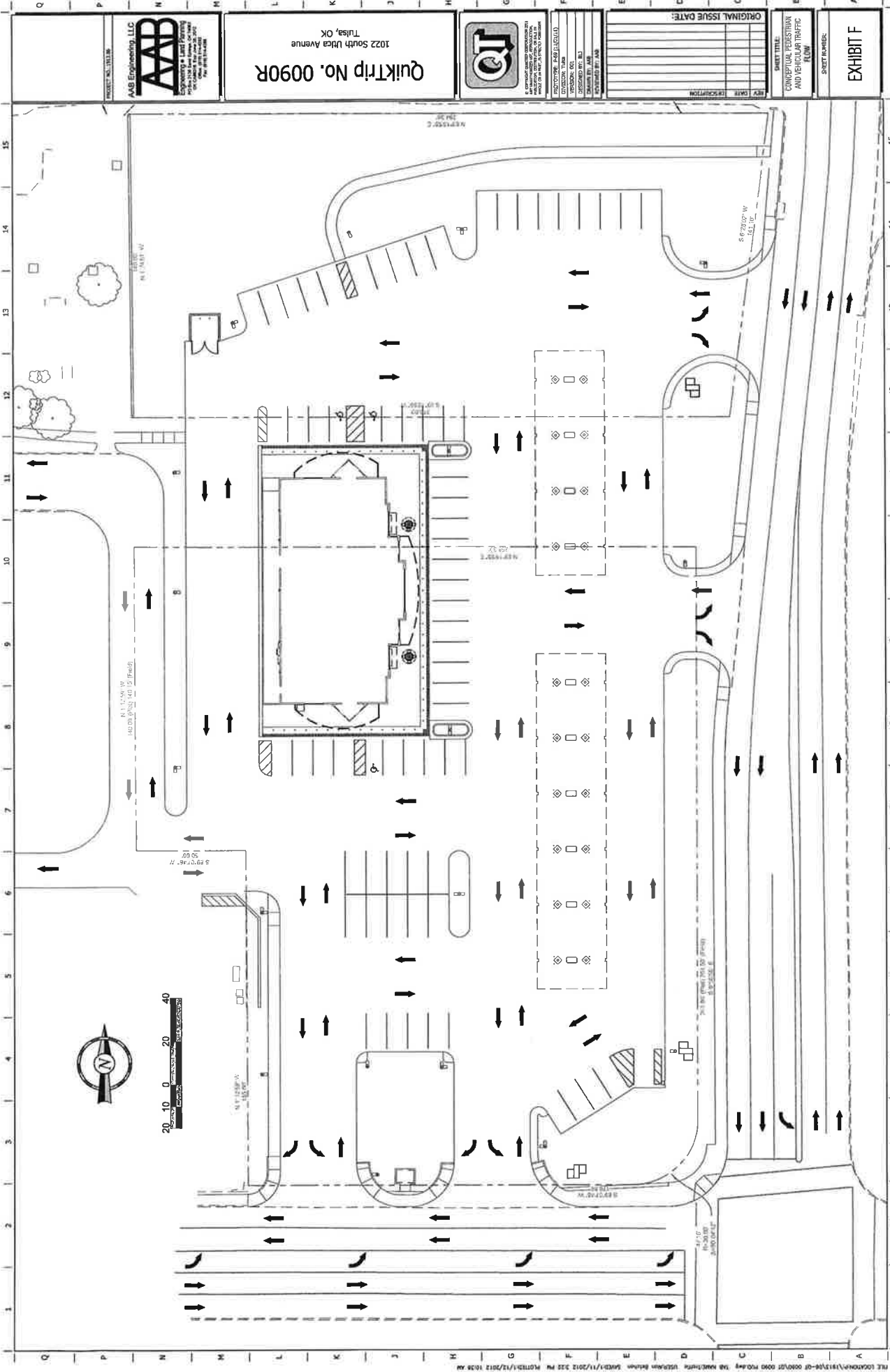
ORIGINAL ISSUE DATE:
REV DATE DESCRIPTION

SHEET TITLE
EXISTING TPO AND AERIAL

SHEET NUMBER
EXHIBIT B

22.18





AAB Engineering, LLC
 PROJECT NO. 111111
 1022 South Ulca Avenue
 Tulsa, OK
 QuikTrip No. 0090R

QUICKTRIP
 1022 SOUTH ULCA AVENUE
 TULSA, OK 74106
 PREPARED BY: AAB
 CHECKED BY: JKL
 DATE: 11/11/11

REV	DATE	DESCRIPTION

SHEET TITLE
 CONSTRUCTION, RESTORATION
 AND VEHICULAR TRAFFIC
 FLOW

SHEET NUMBER
 EXHIBIT F

22.23

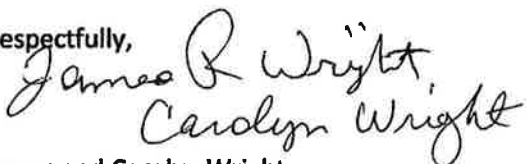
February 27, 2012

Tulsa Metropolitan Area Planning Commission
Attn: Chris Sansone
2 West 2nd Street
Suite 800
Tulsa, Oklahoma 74103

Dear Mr. Sansone:

We are the owners of the duplex property located at 1633 East 10th Street (Northeast corner of 10th & Troost). We have been contacted by the QuikTrip Corporation regarding the proposed PUD major amendment 588A and the closure of a portion of 10th Street between the alleyway and Utica Avenue. It is our understanding that QuikTrip will relocate the north-south running alleyway slightly west of its current location and will reconstruct the east-west alleyway in its current location. We further understand that QuikTrip will construct a screening wall on our eastern property line as a buffer between our property and the QuikTrip property. Based on the information provided to us we support QuikTrip's application for PUD major amendment 588A and consent to the closure of a portion of 10th Street.

Respectfully,



James and Carolyn Wright
8809 E. 133rd Place
Bixby, OK 74008
(918) 369-5164

22.25



HILLCREST FEDERAL CREDIT UNION

1120 SOUTH UTICA • TULSA, OKLAHOMA 74104

February 23, 2012

To Whom It May Concern,

I am President/CEO of Hillcrest Federal Credit Union which is located north and east of the intersection of 11th Street and Troost Avenue. The QuikTrip Corporation has contacted us regarding the proposed PUD major amendment 588A and the closure of a portion of 10th Street between the alleyway and Utica Avenue. It is our understanding that QuikTrip will reconstruct the north-south running alleyway in a new location west of the existing alleyway and reconstruct the east west-running alleyway in its current location. Based on the information provided to us we support QuikTrip's application for PUD major amendment 588A and consent to the closure of a portion of 10th St.

Our physical address is 1635 E 11th Street. Should you have any questions I have included by business card.

Sincerely,

**Linda Curtis
President/CEO
Hillcrest Federal Credit Union**

"Be Confident of your tomorrow - save today!"



22.24

Sansone, Christopher

From: Lori Mathis Long [LMathis@tulsacenter.org]
Sent: Monday, February 20, 2012 12:40 PM
To: esubmit
Subject: QuikTrip Proposal at 11th & Utica

Case #: PUD-588-A

Joshua Walker, TMAPC Chair
Two West 2nd Street, Suite 800

Tulsa, OK 74103-4236

It is my pleasure to write today on behalf of the proposal submitted by QuikTrip Corporation for their store at 11th & Utica. As Executive Director of The Center for Individuals with Physical Challenges, I personally witness the need for this store to not only remain at this location, but to improve its services and facility for those in the area. This includes members that come daily to The Center, the tenants at Murdock Villa, as well as neighborhood residents and those who work in this area.

Upon meeting with the QuikTrip Real Estate Manager, it is evident they have taken into consideration the special needs of the population, and special circumstances within the area and neighborhood and planned for those accommodations. The store at 11th & Utica is very unique. It is their only store that has such a high population of pedestrian and wheelchair/handicapped traffic. Because of this, they have designed into their plans strong compromising features, especially with regard to safety and ADA needs, including:

- * all power assist doors
- * increased and enhanced lighting
- * increased ADA signage
- * improved and enhanced sidewalks (which include specially designed pathways for access into the store so pedestrians and those not in vehicles do not have to cross the gas pump line)

I believe it is also necessary to point out that there are no accessible grocery options with 1 ½ miles of this area. The newly designed QuikTrip will increase grocery options, including more fresh food availability. This is a vital and needed community resource.

I remain hopeful that their proposals for PUD-588-A obtains your approval and that your recommendation to the City Council will be to confirm your endorsement.

Thank you for your time and consideration.

Lori A. Long, MHR, CFRE

Executive Director
The Center For Individuals With Physical Challenges Creating Independence.

Proud to be a Partner Agency of Tulsa Area United Way

815 S. Utica Avenue
Tulsa, OK 74104-3633

Direct Line: (918) 794-4509
Cell Phone: (918) 402-1090

Main Line: (918) 584-8607, x229
Fax: (918) 584-8646
E-mail: llong@tulsacenter.org
Visit us online at www.tulsacenter.org

Our mission: Providing opportunities for persons with physical disabilities to enhance the quality of their lives

Let us give you or your group a tour! Call 918-584-8607.

Description: Description: PSC and Center logos-web

Huntsinger, Barbara

From: Sherry Setters [ssetters@tulsacenter.org]
Sent: Friday, February 17, 2012 10:18 AM
To: esubmit
Subject: QuikTrip Proposal at 11th & Utica

Case #: PUD-588-A
Joshua Walker, TMAPC Chair
Two West 2nd Street, Suite 800
Tulsa, OK 74103-4236

I am writing in support of the proposal submitted by QuikTrip Corporation for their store at 11th & Utica. As an employee of THE CENTER for Individuals with Physical Challenges, I personally witness the need for this store, not only remain at this location, but to improve its services and facility for those in the area. This includes tenants at Murdoch Villa, as well as the members that come daily to THE CENTER. I am sure the store is also greatly appreciated by the people visiting Hillcrest Hospital.

As a Recording Secretary for the TMAPC from 1985 – 90, I attended the weekly meetings and observed many PUD presentations. I also know that the QuikTrip Corporation has been an outstanding corporate citizen for the Tulsa area. I remain hopeful that their proposals for PUD-588-A obtains your approval and that your recommendation to the City Council will be to confirm your endorsement.

Thank you.

Sherry Setters

Director of Community Relations
THE CENTER For Individuals With Physical Challenges
Partner Agency of United Way

Direct: 918-794-4514

Main: 918-584-8607 [ext 240]
Cell: 918-688-0265
Fax: 918.584.8646
815 South Utica
Tulsa, OK 74104
www.tulsacenter.org

Our mission: *Providing opportunities for persons with physical disabilities to enhance the quality of their lives.*

Let us give you or your group a tour! Call 918-584-8607.



TULSA



The Center For Individuals
With Physical Challenges

www.tulsacenter.org



1629 E. 11th • Tulsa, OK 74120 • 918-584-0816

To whom it may concern,

We are the owners of El Rancho Grande Mexican restaurant located on the northeast corner of 11th St. and Troost Ave. We have been contacted by the QuikTrip Corporation regarding the proposed PUD major amendment 588A and the closure of a portion of 10th St. between the alleyway and Utica Ave. It is our understanding that QuikTrip will reconstruct the north-south running alleyway in a new location west of the existing alleyway and reconstruct the east-west alleyway in its current location. Based on the information provided to us we support QuikTrip's application for PUD major amendment 588A and consent to the closure of a portion of 10th St.

Respectfully,

John Walden

22.30

Huntsinger, Barbara

From: Gail Richards [gzrichards@gmail.com]
Sent: Thursday, February 16, 2012 6:35 PM
To: esubmit
Subject: PUD 588-A

We want this the neighbors are wrong to object!
It's good for our city and the disabled citizens!

Gail Richards - 401 S. BOSTON

Sent from my iPad

