

# **TULSA METROPOLITAN AREA PLANNING COMMISSION**

## **Meeting No. 2655**

**August 7, 2013, 1:30 PM**

**175 East 2<sup>nd</sup> Street, 2<sup>nd</sup> Level, One Technology Center  
Tulsa City Council Chamber**

### **CONSIDER, DISCUSS AND/OR TAKE ACTION ON:**

Call to Order:

### **REPORTS:**

#### **Chairman's Report:**

**Work Session Report:** Work Session to be held August 21, 2013.

#### **Director's Report:**

- Building Demolition and Surface Parking within the IDL (Inner Dispersal Loop) – draft ordinance/Dawn Warrick

1. Minutes of July 24, 2013, Meeting No. 2654

### **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-20630** (Lot-Split) (CD-6) – Location: North and west of the northwest corner of East 31<sup>st</sup> Street South and South Garnett Road (Related to LC-510)
3. **LC-510** (Lot-Combination) (CD-6) – Location: Northwest corner of East 31<sup>st</sup> Street South and South Garnett Road (Related to LS-20630)
4. **LC-511** (Lot-Combination) (CD-4) – Location: South and west of the southwest corner of East 4<sup>th</sup> Street South and South Peoria Avenue
5. **LC-512** (Lot-Combination) (CD-1) – Location: West of the southwest corner of West Seminole Street and North Union Avenue
6. **LC-513** (Lot-Combination) (CD-3) – Location: Northeast corner of East Xyler Street and North Lewis Place
7. **LS-20632** (Lot-Split) (County) – Location: South of the southwest corner of West 51<sup>st</sup> Street South and South 225<sup>th</sup> West Avenue



8. **LS-20633** (Lot-Split) (CD-4) – Location: East of the northeast corner of East 6<sup>th</sup> Street South and South Birmingham Avenue
9. **Banc First 56<sup>th</sup> & Lewis Addition** – North of northeast corner of East 61<sup>st</sup> Street South and South Lewis Avenue (9332) (CD 9)
10. **AC-124 – AAB Engineering, LLC/Alan Betchan/QuikTrip**, Location: Southeast corner of South Mingo Road and East 91<sup>st</sup> Street South, Requesting a **Alternative Compliance for Landscaping** for a new convenience store, (CD-7)

**CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:**

**PUBLIC HEARINGS:**

11. **PUD-799 – Roy D. Johnsen/A Gathering Place for Tulsa**, Location: Property along Riverside Drive between East 26<sup>th</sup> Place and East 34<sup>th</sup> Street, Requesting a **PUD** to establish a conceptual site plan with allocation of uses and intensity of uses and development standards for a park with mixed uses, **AG/RS-3/RM-1/RM-2/RM-3 to AG/RS-3/RM-1/RM-2/RM-3/PUD-799**, (CD-4)
12. **Z-7239 – AAB Engineering, LLC/Alan Betchan/East 21<sup>st</sup> Street Dollar General**, Location: West of southwest corner of East 21<sup>st</sup> Street and South 120<sup>th</sup> East Avenue, Requesting rezoning from **OL to CS**, (CD-6) (Related to PUD-800)
13. **PUD-800 – AAB Engineering, LLC/Alan Betchan/East 21<sup>st</sup> Street Dollar General**, Location: West of southwest corner of East 21<sup>st</sup> Street and South 120<sup>th</sup> East Avenue, Requesting a **PUD** to allow Use Unit 13 (Convenience Goods and Services) and Use Unit 14 (Shopping Goods and Services), **OL to OL/CS/PUD** (CD-6) (Related to Z-7239)
14. **PUD-196-A – Discount Tire Company/Mark Capron**, Location: South of southwest corner of South Memorial Drive and East 71<sup>st</sup> Street, Requesting a **Major Amendment** to allow Use Unit 17 (Automotive and Allied Activities), **CS/PUD-196 to CS/PUD-196-A**, (CD-8)

**OTHER BUSINESS**

**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](http://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.

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**MEMORANDUM  
PLANNING & ECONOMIC  
DEVELOPMENT DEPARTMENT**

DATE: July 31, 2013  
TO: Susan Miller, Land Development Services Manager (INCOG)  
TMAPC  
FROM: Dawn T. Warrick, AICP, Planning & Economic Development Director  
SUBJECT: Building Demolition and Surface Parking within the IDL (Inner Dispersal Loop) -  
draft ordinance

With this memo, I am transmitting the draft ordinance (exhibit A) that was crafted to address concerns about removal of buildings and the proliferation of surface parking lots within our downtown (specifically within the IDL).

**Background**

In early 2012, the Tulsa City Council voiced concern over the loss of building stock downtown and the increased number of surface parking lots which do not contribute to the desired character of our downtown. As a result, the Council instituted a moratorium (on July 18, 2012) which currently affects development within the IDL.

City Council Actions

Original moratorium – July 18, 2012 (effective until January 31, 2013)  
First extension/renewal – February 7, 2013 (effective until May 15, 2013)  
Second extension/renewal – May 16, 2013 (effective until September 1, 2013)

Justification stated in the ordinance enacting the moratorium included “allow(ing) City staff the time to study and present proposed changes to regulations concerning the permitting, location and use of surface parking lots as a principal use.” While several activities related to this matter have been initiated during the course of this moratorium (exhibit B), none has provided specific results to date. Therefore, staff from several departments needed to work collaboratively to propose reasonable code amendments to produce an environment that supports development consistent with our adopted land use policies without the need for a moratorium.

Legal staff dedicated a significant amount of time researching various communities to see if a set of best practices or common procedures were available as a starting point. Our land use regulations were also reviewed to determine the best approach. After several meetings, a core group of staff found consensus in one philosophy and began a series of focused meetings to collectively understand, ask questions, propose options and ultimately agree on the language and structure of the attached draft ordinance. This process required a concerted effort from staff already involved in a variety of other tasks and projects. On average the group met every 10-14 days for several months to produce this document.

Core review team members:

Planning & Econ Dev Dept. – Dawn Warrick, Amanda De Cort, Yuen Ho, Paul Enix  
INCOG, Land Development – Susan Miller, Dwayne Wilkerson  
Legal Department – Janine Van Valkenburgh, Bob Edmiston

**Key Components of Proposed Ordinance**

- A. Demolition of a structure within the IDL is permitted under the following conditions:
1. A zoning clearance permit and building permit for the proposed use of the property have been issued;
  2. The Building Official has determined the building proposed for demolition poses an imminent threat to public health or safety; or
  3. The Board of Adjustment has conducted a public hearing and determined that demolition is appropriate based upon review criteria provided within the proposed ordinance.
- B. Use Units 10 and 10a have been included for Surface Off-Street Parking Areas and Structured Off-Street Parking Areas which are not separately recognized in the current code. Permitted use tables have been adjusted to include principal use Surface Off-Street Parking Areas (Use Unit 10) as a Special Exception for property located within the downtown (IDL), supporting the preferred development pattern for this unique neighborhood.
- C. Structured parking continues to be permitted by right as a principal or accessory use within the IDL. Also, surface off-street parking continues to be permitted as an accessory to an allowed principal use located on the same property.
- D. Landscaping requirements have been included to address conditions where a surface parking lot may be approved or permitted within the IDL. These standards are reflective of requirements for stand-alone developments outside the IDL. They include perimeter and interior tree plantings, edge treatments to create a buffer as well as screening elements to retain or create a street wall where possible. Alternative landscape proposals are permitted and applicants are encouraged to reference the Downtown Streetscape Master Plan for guidance if this option is selected.

**Conclusion**

It is our belief this proposal responds to the City Council's justification stated in the text of the moratorium ordinance. It is also in conformance with the 2010 Tulsa Comprehensive Plan and the Downtown Area Master Plan. I have included with this memo excerpts from both of these policy documents which are particularly relevant (exhibit B).

**Next Steps**

- Schedule work session (if desired) and public hearing (TMAPC)
- Update City Council on status of this proposal
- Engage stakeholders, citizens, organizations with an interest in this proposal
- Update FeedbackTulsa.org material to solicit additional input via the online forum
- Conduct public hearing (upcoming TMAPC meeting)
- Transmit recommendation to the City Council for final action

## **Exhibit B**

### **Programs & Projects Affecting Downtown Development**

#### Metered Parking System Changes:

A team of stakeholders with the support of the MRO (Management Review Office) developed a proposal to assign the City's metered parking system program to the TPA (Tulsa Parking Authority) with a contract to outsource operations and maintenance. The City would retain enforcement responsibilities. A consultant was selected through an RFP (request for proposals) to take on the operations and maintenance piece of the system.

Current Status: Pending council action regarding rates & times for system operations

#### Parking Studies:

TPA commissioned parking studies to evaluate the need for additional parking structures to support current and planned growth in the north end of downtown (Brady Arts District) as well as the East Village district.

Current Status: Waiting for deliverable (anticipate receipt within the next 60-90 days)

#### Zoning Code Update

A key implementation recommendation of the updated 2010 Tulsa Comprehensive Plan is for revision of the land use regulations (zoning code, subdivision regulations) to be more user-friendly, to incorporate and address numerous ad hoc changes during past decades and to ensure conformance with the goals and objectives of the Comprehensive Plan. One specific activity included in this project is an evaluation of current parking requirements to determine what changes should be recommended to support development patterns established within the Comprehensive Plan.

Current Status: Ongoing (citizen advisory team is working with Duncan Associates to develop a draft for public review which is expected to be ready later this calendar year)

#### Downtown Master Plan Implementation Consultants:

A consultancy team was engaged to establish a more discrete task list and to offer recommendations for organizational (administrative) structure to facilitate implementation of the Downtown Area Master Plan. The Tulsa Regional Chamber led this effort on behalf of the City, County and Chamber. Several stakeholder meetings were conducted over the course of many months.

Current Status: A final report has not been distributed.

## Exhibit C

### Excerpts from adopted land use policies supporting proposed legislation:

#### Comprehensive Plan

“This *Vision* and Plan arrive at a critical juncture in the city’s history. They represent the persistent will and drive to reinvigorate downtown and the economy, to attract and retain young people and to provide them with opportunities to raise their families, and to connect our communities with diverse transportation options, through sound land use planning.” (*Tulsa Vision – Introduction*)

Detailed planning concepts for downtown Tulsa have been developed on a parallel track with the PLANiTULSA process. The 2009 draft Downtown Tulsa Master Plan pending adoption by the TMAPC will serve as a small area plan for the city. (*Tulsa Vision p. 15*)

The city’s zoning code should be another tool that facilitates the kind of development outlined in the vision and comprehensive plan. Bringing plan policy and implementation tools together will be a crucial strategic step. (*Tulsa Vision p. 41*)

To support downtown’s lively and walkable urban character, automobile parking ideally is located on-street and in structured garages, rather than in surface parking lots. (*Tulsa Comprehensive Plan – p. LU 31*)

#### Downtown Revitalization

The downtown contains many assets including historic buildings and uses with higher intensities. Replacing some of downtown’s many surface parking lots with urban uses would contribute to the area’s vitality. (*Tulsa Comprehensive Plan – p. LU 60*)

#### Downtown Area Master Plan

A primary source of guidance for this effort is the Downtown Area Master Plan. This policy document was adopted by the TMAPC and approved by the City Council. It was prepared during the public engagement efforts (PLANiTULSA) that led to the adoption of our newly updated Comprehensive Plan.

Design guidelines state:

***“Historic and architecturally significant buildings should be rehabilitated and leased to new tenants as the highest preference. New uses should be sought for historic buildings that may no longer function in their original design. For example, many office buildings can be converted to mixed use or residential uses to increase downtown living space. Alternately, industrial buildings can find new life as creative office, commercial or mixed use spaces.”*** (*Tulsa Downtown Area Master Plan p. 30*)

***“New surface parking lots are discouraged. New parking lots, if allowed, should be located only at the rear of buildings, or in unusual instances at the sides of buildings. Where a parking lot abuts a public sidewalk, provide a visual screen or landscape buffer between the parking lot and the sidewalk. Materials and architectural detailing selected for screening and buffers should be complimentary to the character and materials of adjacent buildings. Care should be given to***

*protecting sight lines for both pedestrians and vehicles. Structured parking should be “architecturally imbedded” within a development.” (Tulsa Downtown Area Master Plan p. 31)*

***“On street parking is encouraged. On street curbside parking has been a part of the historical context and character of urban development in Tulsa’s downtown core as well as in other urban centers. Such parking is valuable for customers and tenants and serves as a buffer between pedestrians and traffic.” (Tulsa Downtown Area Master Plan p. 31)***

***“New parking is encouraged in structures located below or above mixed use buildings, or “architecturally imbedded” within a development. Parking garages are as important an infrastructure improvement to downtowns as water, wastewater, storm water, and power systems. Commercial, office, residential or other compatible uses should be provided at the street level of parking structures and decks.” (Tulsa Downtown Area Master Plan p. 31)***



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\_\_\_\_\_, 2013.)

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE AMENDING TITLE 42, TULSA REVISED ORDINANCES, TITLED "THE TULSA ZONING CODE", RELATED TO RESTRICTIONS ON LAND USES WITHIN THE CITY OF TULSA; AMENDING CHAPTER 2 TITLED "GENERAL PROVISIONS" BY ADDING A NEW SECTION 226 TITLED "DEMOLITIONS OF BUILDINGS IN THE IDL" WHICH REQUIRES ZONING CLEARANCE AND BUILDING PERMIT FOR DEVELOPMENT TO REPLACE A BUILDING BEFORE DEMOLITION IN THE IDL; SUBJECT TO EXCEPTIONS AND AS DETERMINED BY THE BOARD OF ADJUSTMENT, AND ADDING THE DEFINITION OF THE IDL; AMENDING CHAPTER 4, TITLED "RESIDENTIAL DISTRICT PROVISIONS," SECTION 401 TITLED "PRINCIPAL USES PERMITTED IN RESIDENTIAL DISTRICTS," REPLACING THE TERM "OFF-STREET PARKING" WITH "SURFACE OFF-STREET PARKING AREAS" AND "STRUCTURED OFF-STREET PARKING AREAS"; PROVIDING ADDITIONAL CONSIDERATIONS BY THE BOARD OF ADJUSTMENT IN THE GRANT OF A SPECIAL EXCEPTION FOR SURFACE OFF-STREET PARKING AREAS IN THE IDL; AMENDING CHAPTER 5 TITLED "PARKING DISTRICT PROVISIONS," SECTION 501 TITLED "PRINCIPAL USES PERMITTED IN THE PARKING DISTRICTS," REPLACING THE TERM "OFF-STREET PARKING AREAS" WITH "SURFACE OFF-STREET PARKING AREAS" AND CHANGING THOSE IN THE IDL FROM USE BY RIGHT TO REQUIRING SPECIAL EXCEPTION BY THE BOARD OF ADJUSTMENT AND WITH "STRUCTURED OFF-STREET PARKING AREAS"; AMENDING CHAPTER 6 TITLED "OFFICE DISTRICT PROVISIONS," SECTION 601 TITLED "PRINCIPAL USES PERMITTED IN OFFICE DISTRICTS," REPLACING THE TERM "OFF-STREET PARKING AREAS" WITH "SURFACE OFF-STREET PARKING AREAS" AND CHANGING THOSE IN THE IDL FROM USE BY RIGHT TO REQUIRING SPECIAL EXCEPTION BY THE BOARD OF ADJUSTMENT AND WITH "STRUCTURED OFF-STREET PARKING AREAS"; AMENDING CHAPTER 7, TITLED "COMMERCIAL DISTRICT PROVISIONS," SECTION 701 TITLED "PRINCIPAL USES PERMITTED IN COMMERCIAL DISTRICTS"; REPLACING THE TERM "OFF-STREET PARKING AREAS" WITH "SURFACE OFF-STREET PARKING AREAS" AND CHANGING THOSE IN THE IDL FROM USE BY RIGHT TO REQUIRING SPECIAL EXCEPTION BY THE BOARD OF ADJUSTMENT AND WITH "STRUCTURED OFF-STREET PARKING AREAS"; AMENDING CHAPTER 8 TITLED "CORRIDOR DISTRICT PROVISIONS," SECTION 801 TITLED "PRINCIPAL USES PERMITTED IN CORRIDOR DISTRICTS" REPLACING THE TERM "OFF-STREET PARKING AREAS" WITH "SURFACE OFF-STREET PARKING AREAS" AND "STRUCTURED OFF-STREET PARKING AREAS;"AMENDING CHAPTER 8A TITLED "SCIENTIFIC RESEARCH AND

DEVELOPMENT DISTRICT PROVISIONS," SECTION 851 TITLED "PRINCIPAL USES PERMITTED IN THE SCIENTIFIC RESEARCH DISTRICT," REPLACING THE TERM "OFF-STREET PARKING AREAS" WITH "SURFACE OFF-STREET PARKING AREAS AND CHANGING THOSE IN THE IDL FROM USE BY RIGHT TO REQUIRING A SPECIAL EXCEPTION BY THE BOARD OF ADJUSTMENT, AND WITH "STRUCTURED OFF-STREET PARKING AREAS;" AMENDING CHAPTER 9 TITLED "INDUSTRIAL DISTRICT PROVISIONS," SECTION 901 TITLED "PRINCIPAL USES PERMITTED IN INDUSTRIAL DISTRICTS," REPLACING THE TERM "OFF-STREET PARKING AREAS" WITH "SURFACE OFF-STREET PARKING AREAS" AND CHANGING THOSE IN THE IDL FROM USE BY RIGHT TO REQUIRING A SPECIAL EXCEPTION FROM THE BOARD OF ADJUSTMENT, AND WITH "STRUCTURED OFF-STREET PARKING AREAS;" AMENDING CHAPTER 10 TITLED "LANDSCAPE REQUIREMENTS," SECTION 1002 TITLED "LANDSCAPE REQUIREMENTS," REPLACING THE TERM "CENTRAL BUSINESS DISTRICT (CBD)" WITH THE TERM "IDL AS DEFINED IN SECTION 226;" AND FURTHER AMENDING SECTION 1002 BY ADDING PARAGRAPH G TITLED "LANDSCAPE REQUIREMENTS FOR SURFACE OFF-STREET PARKING AREAS WITHIN THE IDL," APPLICABLE TO PRINCIPAL AND ACCESSORY USE SURFACE OFF-STREET PARKING AREAS WITHIN THE IDL REQUIRING DIFFERENT LANDSCAPING PATTERNS DEPENDENT UPON DATE OF BUILDING PERMIT APPLICATION; AMENDING CHAPTER 12, TITLED "USE UNITS"; AMENDING SECTION 1210, TITLED "OFF-STREET PARKING AREAS" RENAMING THE SECTION "SURFACE OFF-STREET PARKING AREAS" AND AMENDING THE TEXT TO SPECIFY SURFACE OFF-STREET PARKING LOT USAGE; ADDING A NEW SECTION 1210A TITLED "STRUCTURED OFF-STREET PARKING AREAS" DIRECTED AT ENCLOSED OFF-STREET PARKING AREAS WHICH ARE PRINCIPAL USES; AMENDING CHAPTER 16 TITLED "BOARD OF ADJUSTMENT," SECTION 1601 TITLED "POWERS OF THE BOARD," ADDING TO THE AUTHORITY OF THE BOARD THE POWER TO MAKE DETERMINATIONS RELATED TO DEMOLITION OF BUILDINGS WITHIN THE IDL IN ACCORDANCE WITH SECTION 226B; AMENDING CHAPTER 16 TITLED "BOARD OF ADJUSTMENT," SECTION 1604 TITLED "FEES," ADDING TO THE LIST OF APPLICATIONS REQUIRING FEES, THOSE UNDER SECTION 226B; AMENDING CHAPTER 16, SECTION 1608 TITLED "SPECIAL EXCEPTION" PARAGRAPH A TITLED "GENERAL" BY ADDING A NEW PARAGRAPH 20 PROVIDING FACTORS TO BE CONSIDERED BY THE BOARD OF ADJUSTMENT IN ITS DETERMINATION TO GRANT OR TO DENY THE SPECIAL EXCEPTION; AMENDING APPENDIX A TITLED "USE UNIT- SUMMARY ZONING DISTRICTS" TO REFLECT THE AMENDMENTS SET OUT HEREIN; AMENDING APPENDIX B TITLED "INDEX OF LAND USES" TO DELETE AND TO ADD THE TERMINOLOGY STATED; REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.



BE IT ORDAINED BY THE CITY OF TULSA:

*Section 1. That Title 42, Tulsa Revised Ordinances, Chapter 2, titled "General Provisions," be and the same is hereby amended by adding thereto Section 226, titled "Demolitions of Buildings in the IDL" to read as follows:*

**"SECTION 226. DEMOLITIONS OF BUILDINGS IN THE IDL**

- A. **Demolition permits.** Consistent with the purposes expressed in Section 700 E., and in order to foster and preserve the urban character of the properties within the IDL, as defined herein, and to encourage preservation and creation of building stock, no demolition of a building within the IDL shall be permitted until such time as:
1. A Zoning Clearance Permit and Building Permit for the proposed use of the property have been issued;
  2. The Building Official has determined that the building proposed for demolition poses an imminent threat to public health or safety, and demolition of the building is required to eliminate said threat; or
  3. The Board of Adjustment has determined that one or both of the following facts relating to the building proposed for demolition has been established by the applicant for the demolition permit:
    - a. The building does not contribute in a significant way to the quality, character or integrity of the neighborhood, and the demolition will not adversely affect the quality, character or integrity of the neighborhood; or
    - b. There is no viable economic use of the building. For purposes of this paragraph, the term "no viable economic use" shall mean:
      - 1). The building cannot reasonably be modified or developed for a use which would result in a reasonable economic return, and
      - 2). The owner has made reasonable efforts, but has been unable to achieve a sale or lease of the property that would enable the owner to realize a reasonable economic return.
- B. **Board of Adjustment Determination.** For demolition based upon the criteria stated in paragraphs A.3 a. or b. above, an application (Application), together with appropriate fees, shall be submitted to the Board of Adjustment (BOA). The Application shall be accompanied by a legal description of the lot and plans in duplicate, drawn to scale, showing the actual shape and dimension of the lot; the location, size and height of any existing buildings proposed for demolition; the

description of the subject property within the Downtown Tulsa Intensive-Level Historic Resources Survey maintained by the Planning and Economic Development Department of the City of Tulsa which is in effect at the time the Application is submitted; and such other information with regard to the subject building, lot and neighboring lots deemed relevant by the applicant. The BOA, within ninety (90) days from submission of the Application, shall review the Application and documentation submitted by the Applicant or others, which may include appraisals, profit and loss statements, itemized expenses, listings of the property for sale, current fair market value, records depicting the current conditions of the property and other relevant documentation; consider options for renovation, adaptive reuse and redevelopment that have been submitted; conduct a public hearing; and determine whether any or all of the criteria stated in paragraphs A.3 a. or b. above has been established.

**C. Notice of Public Hearing:**

1. At least ten days' notice of the public hearing to be held by the BOA shall be given as follows:
  - a. By publication in a newspaper of general circulation; and
  - b. By mailing written notice to the Applicant, to the owner of the subject property and to all owners of property abutting the exterior boundary of the subject property and to the following:
    - (1) Tulsa Chamber of Commerce
    - (2) Tulsa Preservation Commission
    - (3) Tulsa Downtown Coordinating Council
    - (4) Tulsa Fire Department – Attention: The Fire Chief
    - (5) Trust Authority for the Tulsa Stadium Improvement District; and
    - (6) Tulsa City Councilor or Councilors for the IDL; and
  - c. By posting one (1) sign facing each street which abuts the subject property.
2. The notice shall contain:
  - a. The legal description of the subject property and the street address or approximate location of the property; and

- b. The announcement that demolition of the building or buildings is requested; and
  - c. The date, time, and place of the hearing.
- 3. The Applicant shall furnish the names and mailing addresses of the owner of the subject property, if not the Applicant, all owners of property abutting the subject property and all others to whom notice is to be mailed.
- 4. Costs associated with giving notice of the public hearing as required herein shall be paid by the Applicant.
- D. **Burden of Proof.** The Applicant has the burden of proof to establish to the satisfaction of the BOA, the necessary facts to demonstrate the criteria stated herein to authorize demolition.
- E. **Appeals to the District Court.** An appeal from the action taken by the BOA herein may be pursued by any person or persons aggrieved by following the procedure authorized in Section 1609.
- F. **Stay of Proceedings.** Any appeal stays all proceedings in furtherance of the action appealed from.
- G. **Demolition Permit to Issue.** The Code Official shall issue the demolition permit upon the Applicant's payment of all related fees and upon 1) submittal of appropriate Zoning Clearance and Building Permit for the proposed use of the subject property, 2) determination by the Building Official that the building proposed for demolition poses an imminent threat to public health or safety and demolition of the building is required to eliminate said threat or 3) determination by the BOA that a demolition permit may be issued; and in the case of 2) or 3), upon the determination not being reversed on final appeal or upon conclusion of any final appeal which holds that the demolition permit should be issued.
- H. **IDL Definition.** As used herein, the IDL (Inner Dispersal Loop) shall mean the area of the City of Tulsa within and bounded on the East by the East leg of the IDL (U.S. 75), on the West by I-244, on the North by I-244, and on the South by the Broken Arrow Expressway (S.H. 51). (Drawing Attached)"

*Section 2. That Title 42, Tulsa Revised Ordinances, Chapter 4, Section 401, titled "Principal Uses Permitted in Residential Districts," be and the same is hereby amended to read as follows:*

**"SECTION 401. PRINCIPAL USES PERMITTED IN RESIDENTIAL DISTRICTS**

The principal uses permitted in the Residential Districts are designated by use unit. The use units are groupings of individual uses and are fully described, including their respective off-street parking, loading and screening requirements and other use conditions in Chapter 12. The use of an RE, RS, RD or RT District for access to any RM, O, C, or I District, or the use of an RM District for access to any O, C, or I District is prohibited unless permitted through an approved Planned Unit Development. The use units permitted in Residential Districts are set forth below in Table 1.

**Table 1**  
**Use Units Permitted in Residential Districts**

Use Units		Districts					
No.	Name	RE	RS	RD	RT	RM	RMH
1.	Area-Wide Uses by Right	X	X	X	X	X	X
2.	Area-Wide Special Exception Uses <sup>#</sup>	E	E	E	E	E	E
4.	Public Protection & Utility Facilities	E	E	E	E	E	E
5.	Community Services & Similar Uses	E	E	E	E	E	E
6.	Single-Family Dwelling	X	X	X	X	X	E
7.	Duplex Dwelling		E*	X	X	X	
7a.	Townhouse Dwelling				X	X	
8.	Multifamily Dwelling & Similar Uses	E <sup>†</sup>	E <sup>†</sup>	E <sup>†</sup>		X	
9.	Manufactured Home Dwelling	E	E	E		E	X
10.	Surface Off-Street Parking Areas					E**	
10a.	Structured Off-Street Parking Areas					E**	
11.	Offices, Studios & Support Services					E***	
16.	Mini-Storage					E <sup>††</sup>	

X Use by Right

E Special Exception

\* Duplexes permitted only in RS-3 and RS-4 Districts.

\*\* In RM-2 and RM-3 Districts only. Surface Off-Street Parking Areas within the IDL (defined in Section 226) are further subject to the requirements of Section 1608, Paragraph A.20.

\*\*\* In RM-1, RM-2, and RM-3 Districts only.

<sup>†</sup> Assisted living facility, community group home, convent, life/care retirement center, monastery, and novitiate are the only uses within Use Unit 8 permitted by special exception in the RE, RS and RD Districts

<sup>††</sup> Mini-storage is permitted only in the RM-1, RM-2 and RM-3 Districts

# Detention/Correctional Facilities, Emergency and Protective Shelters, Homeless Centers, Transitional Living and Residential Treatment Centers are not allowed in RE and RS Districts.”

*Section 3. That Title 42, Tulsa Revised Ordinances, Chapter 5, Section 501, titled “Principal Uses Permitted in the Parking Districts,” be and the same is hereby amended to read as follows:*

**“SECTION 501. PRINCIPAL USES PERMITTED IN THE PARKING DISTRICTS**

The principal uses permitted in the Parking District are designated by use units. The use units are groupings of individual uses and are fully described, including their respective requirements and other use conditions in Chapter 12. The use units permitted in the Parking District are set forth below in Table 1.

**Table 1**

**Use Units Permitted in the Parking Districts**

Use Unit		Parking District
1.	Area-Wide Uses	X
2.	Area-Wide Special Exception Uses	E
10.	Surface Off-Street Parking Areas	X/E*
10a.	Structured Off-Street Parking Areas	X

X = Use by Right

E = Special Exception

\*Surface Off-Street Parking Areas within the IDL (defined in Section 226) require Board of Adjustment approval of a Special Exception and are further subject to the requirements of Section 1608, Paragraph A.20.”

*Section 4. That Title 42, Tulsa Revised Ordinances, Chapter 6, Section 601, titled “Principal Uses Permitted in Office Districts,” be and the same is hereby amended to read as follows:*

**“SECTION 601. PRINCIPAL USES PERMITTED IN OFFICE DISTRICTS**

The principal uses permitted in the Office Districts are designated by use units. The use units are groupings of individual uses and are fully described, including their respective off-street parking, loading, and screening requirements and other use conditions in Chapter 12. The use units permitted in Office Districts are set forth below in Table 1.

**Table 1**

**Use Units Permitted in Office Districts**

Use Unit		Districts			
No.	Name	OL	OM	OMH	OH
1.	Area-Wide Uses	X	X	X	X
2.	Area-Wide Special Exception Uses	E	E <sup>#</sup>	E <sup>#</sup>	E <sup>#</sup>
4.	Public Protection & Utility Facilities	E	E	E	E
5.	Community Services & Similar Uses	E	X	X	X
6.	Single-Family Dwelling	X	X†	X†	X†
7.	Duplex Dwelling	X	X†	X†	X†
7a.	Townhouse Dwelling	X	X	X	X
8.	Multifamily Dwelling and Similar Uses	E	X	X	X
10.	Surface Off-Street Parking Areas	X/E*	X/E*	X/E*	X/E*
10a.	Structured Off-Street Parking Areas	X	X	X	X
11.	Offices, Studios & Support Services	X**	X	X	X
12.	Eating Establishments Other than Drive-Ins				X
13.	Convenience Goods and Services	E****	E****	E****	E****
16.	Mini-Storage	E	E	E	E
19.	Hotel, Motel and Recreational Facilities			E***	E***

- X = Use by Right  
 E = Special Exception  
 † = Must be within a mixed use building  
 \* = Surface Off-Street Parking Areas within the IDL (defined in Section 226) require Board of Adjustment approval of a Special Exception and are further subject to the requirements of Section 1608, Paragraph A.20  
 \*\* = Drive-in bank facilities, whether a principal or accessory use, require Board of Adjustment approval of special exception in OL Districts.  
 \*\*\* = Limited to Hotel and motel.  
 # = Residential Treatment and Transitional Living Centers are allowed by right in OM, OMH, and OH districts.  
 \*\*\*\* = Limited to barber and beauty shops."

Section 5. That Title 42, Tulsa Revised Ordinances, Chapter 7, Section 701, titled "Principal Uses Permitted in Commercial Districts," be and the same is hereby amended to read as follows:

**"SECTION 701. PRINCIPAL USES PERMITTED IN COMMERCIAL DISTRICTS**

The principal uses permitted in the Commercial Districts are designated by use units. The use units are groupings of individual uses and are fully described, including their respective off-street parking, loading and screening requirements and other use conditions in Chapter 12. The use units permitted in Commercial Districts are set forth below in Table 1.

**Table 1**

**Use Units Permitted in Commercial Districts**

Use Units		Districts			
No.	Name	CS	CG	CH	CBD
1.	Area-Wide Uses	X	X	X	X
2.	Area-Wide Special Exception Uses	E	E	E	E***
4.	Public Protection & Utility Facilities	X	X	X	X
5.	Community Services & Similar Uses	X	X	X	X
6.	Single-Family Dwelling	X#	X#	X#	X#
7.	Duplex Dwelling	X#	X#	X#	X#
7a.	Townhouse Dwelling	X	X	X	X
8.	Multifamily Dwelling & Similar Uses	X	X	X	X
9.	Manufactured Home Dwelling		E	E	
10.	Surface Off-Street Parking Areas	X/E*	X/E*	X/E*	E*
10a.	Structured Off-Street Parking Areas	X	X	X	X
11.	Offices, Studios & Support Services	X	X	X	X
12.	Eating Establishments Other than Drive-Ins	X	X	X	X
12a.	Adult Entertainment Establishments	X**	X**	X**	X**
13.	Convenience Goods & Services	X	X	X	X
14.	Shopping Goods & Services	X	X	X	X
15.	Other Trades & Services	E	X	X	X
16.	Mini-Storage	E	X	X	X
17.	Automotive & Allied Activities	E	X**	X**	X**
18.	Drive-In Restaurants	E	X	X	X
19.	Hotel, Motel & Recreational Facilities	X	X	X	X
20.	Commercial Recreation: Intensive	E	E	E	E
21.	Business Signs & Outdoor Advertising	X†	X†	X†	X†
22.	Scientific Research & Development		E	X	X
23.	Warehousing & Wholesaling		E	X	X
25.	Light Manufacturing & Industry		E	E	E

X = Use by Right

- E\* = Surface Off-Street Parking Areas within the IDL (defined in Section 226) require Board of Adjustment approval of a Special Exception and are further subject to the requirements of Section 1608, Paragraph A.20.
- X\*\* = Use Unit 12a and auto body painting within Use Unit 17 uses require Board of Adjustment approval of a special exception if the lot containing either of these uses is within 150 feet of R zoned land, other than streets or freeways which are in R Districts.
- X† = Use Unit 21 outdoor advertising signs shall only be permitted in a CS, CG, CH, or CBD zoning district when located within a freeway sign corridor.
- E = Special Exception
- E\*\*\* = Except that tents used for special events are allowed by right on any non-right-of-way properties zoned CBD.
- X# = Must be located within a mixed-use building."

Section 6. That Title 42, Tulsa Revised Ordinances, Chapter 8, Section 801, titled "Principal Uses Permitted in Corridor Districts," be and the same is hereby amended to read as follows:

#### **"SECTION 801. PRINCIPAL USES PERMITTED IN CORRIDOR DISTRICTS**

The principal uses permitted in the Corridor District are designated by use units as set forth in Table 1. The use units are groupings of individual uses and are fully described, including their respective off-street parking and loading requirements in Chapter 12; provided that off street parking and loading requirements and minimum building setbacks may be modified when part of an approved Corridor Development Plan. Selection of specific uses and their locations are subject to the requirements as set forth in Section 804 of this chapter.

**Table 1**

#### **Use Units Permitted in Corridor Districts**

No.	Name
1.	Area-Wide Uses
2.	Area-Wide Special Exception Uses
4.	Public Protection and Utility Facilities
5.	Community Services & Similar Uses
6.	Single-Family Dwelling
7.	Duplex Dwelling
7a.	Townhouse Dwelling
8.	Multifamily Dwelling and Similar Uses
9.	Manufactured Home Dwelling
10.	Surface Off-Street Parking Areas
10a.	Structured Off-Street Parking Areas
11.	Offices, Studios, and Support Services



- |      |  |
|------|--|
| 12.  | Eating Establishments Other than Drive-Ins |
| 12a. | Adult Entertainment Establishments         |
| 13.  | Convenience Goods and Services             |
| 14.  | Shopping Goods and Services                |
| 15.  | Other Trades and Services                  |
| 16.  | Mini-Storage                               |
| 17.  | Automotive and Allied Activities           |
| 18.  | Drive-In Restaurants                       |
| 19.  | Hotel, Motel and Recreation Facilities     |
| 20.  | Commercial Recreation: Intensive           |
| 21.  | Business Signs and Outdoor Advertising     |
| 22.  | Scientific Research and Development        |
| 23.  | Warehousing and Wholesaling                |
| 25.  | Light Manufacturing and Industry"          |

*Section 7. That Title 42, Tulsa Revised Ordinances, Chapter 8a, Section 851, titled "Principal Uses Permitted in the Scientific Research District," be and the same is hereby amended to read as follows:*

**"SECTION 851. PRINCIPAL USES PERMITTED IN THE SCIENTIFIC RESEARCH DISTRICT.**

The principal uses permitted in the Scientific Research District are designated by use units. The use units are groupings of individual uses and are fully described, including their respective off-street parking, loading and screening requirements and other use conditions in Chapter 12. The use units permitted in the Scientific Research District are set forth below in Table 1.

**Table 1**

**Use Units Permitted in Scientific Research District**

Use Units		District
No.	Name	SR
1.	Area-Wide Uses by Right	X
2.	Area-Wide Special Exception Uses	E
4.	Public Protection & Utility Facilities	X
5.	Community Services & Similar Uses	E
10.	Surface Off-Street Parking Areas	X/E*
10a.	Structured Off-Street Parking Areas	X
11.	Offices, Studios & Support Services	X
22.	Scientific Research & Development	X

X = Use by Right

E = Special Exception

E\* Surface Off-Street Parking Areas within the IDL (defined Section 226)

require Board of Adjustment approval of a Special Exception and are further subject to the requirements of Section 1608, Paragraph A.20.”

*Section 8. That Title 42, Tulsa Revised Ordinances, Chapter 9, Section 901, titled “Principal Uses Permitted in Industrial Districts” be and the same is hereby amended to read as follows:*

**“SECTION 901. PRINCIPAL USES PERMITTED IN INDUSTRIAL DISTRICTS**

The principal uses permitted in the Industrial Districts are designated by use units. The use units are groupings of individual uses and are fully described, including their respective off-street parking, loading and screening requirements and other use conditions in Chapter 12. The use units permitted in the Industrial Districts are set forth below in Table 1.

**Table 1**

**Use Units Permitted in Industrial Districts**

Use Units		Districts		
No.	Name	IL	IM	IH
1.	Area-Wide Uses	X	X	X
2.	Area-Wide Special Exception Uses	E#	E	E
3.	Agriculture	X	X	X
4.	Public Protection & Utility Facilities	X	X	X
5.	Community Services & Similar Uses	E	E	E
9.	Manufactured Home Dwelling	E	E	E
10.	Surface Off-Street Parking Areas	X/E*	X/E*	X/E*
10a.	Structured Off-Street Parking Areas	X	X	X
11.	Offices, Studios & Support Services	X	X	X
12.	Eating Establishments Other than Drive-Ins	X	X	X
12a.	Adult Entertainment Establishments	E	E	E
13.	Convenience Goods & Services	X	X	X
14.	Shopping Goods & Services	X	X	X
15.	Other Trades & Services	X	X	X
16.	Mini-Storage	X	X	X
17.	Automotive & Allied Activities	X	X	X
18.	Drive-In Restaurants	X	X	X
19.	Hotel, Motel & Recreational Facilities	E	E	E
20.	Commercial Recreation: Intensive	E	X	X
21.	Business Signs & Outdoor Advertising	X†	X†	X†
22.	Scientific Research & Development	X	X	X
23.	Warehousing & Wholesaling	X	X	X
24.	Mining and Mineral Processing		E	E
25.	Light Manufacturing & Industry	X	X	X

26.	Moderate Manufacturing and Industry	E	X	X
27.	Heavy Manufacturing and Industry		E	X
28.	Junk and Salvage Yards		E	X

X = Use by Right

E\* = Surface Off-Street Parking Areas within the IDL (defined in Section 226) require Board of Adjustment approval of a Special Exception and are further subject to the requirements of Section 1608, Paragraph A.20.

X† = Use Unit 21 outdoor advertising signs shall only be permitted in an IL, IM or IH zoning district when located within a freeway sign corridor.

E = Special Exception

# = Residential Treatment and Transitional Living Centers are allowed by right in IL Districts."

*Section 9. That Title 42, Tulsa Revised Ordinances, Chapter 10, Section 1002 titled "Landscape Requirements," Paragraph B, be and the same is hereby amended to read as follows:*

**"B. Parking Area Requirements.** Within surface off-street parking areas which are not located within the IDL (defined in Section 226), landscaped areas shall be established and maintained as follows:

1. For lots 2.5 acres or less in size, no parking space shall be located more than 50 feet from a landscaped area containing at least 30 square feet, with a minimum width or diameter of three feet;
2. For lots greater than 2.5 acres in size, no parking space shall be located more than 75 feet from a landscaped area containing at least 100 square feet, with a minimum width or diameter of seven feet."

*Section 10. That Title 42, Tulsa Revised Ordinances, Chapter 10, Section 1002 titled "Landscape Requirements," Paragraph C, be and the same is hereby amended to read as follows:*

**C. Tree Requirements.** Within surface off-street parking areas which are not located within the IDL (defined in Section 226), trees shall be planted and maintained as follows.

1. Within the street yard, trees shall be preserved or planted and maintained or replaced as follows:

One tree for each 1500 square feet, or fraction thereof, of street yard.

2. For surface parking areas located outside the street yard, one tree for each 12 parking spaces, with at least one tree in each required landscaped area, shall be preserved or planted and maintained or replaced.

3. An existing or planted tree which is at least six inches in caliper shall be considered as two trees for the purpose of determining compliance with the requirement of Subsection 1002.C., provided there is no alteration of the soil grade under an existing tree's dripline.
4. Planted trees shall be planted in a pervious area not less than three feet in diameter.
5. Minimum tree sizes at time of planting shall be as follows:
  - a. Ornamental trees shall be not less than six feet in height and one inch in caliper;
  - b. Conifers/Evergreen trees, such as pine, spruce or cedar, shall be not less than five feet in height; and
  - c. Canopy trees shall not be less than eight feet in height and 1-1/2 inch in caliper.

*Section 11. That Title 42, Tulsa Revised Ordinances, Chapter 10, Section 1002 titled "Landscape Requirements," is hereby amended by adding thereto Paragraph G, to read as follows:*

**G. Landscape Requirements For Surface Off-Street Parking Areas Within The IDL.** For principal and accessory use surface off-street parking areas located within the IDL (defined in Section 226), landscaping and fencing shall be established and maintained as follows:

1. The provisions of this paragraph G. shall be applicable to the following:
  - a. Surface off-street parking areas within the IDL for which a building permit is issued on or after September 1, 2013;\*
  - b. Surface off-street parking areas existing as of September 1, 2013, in which the size of the parking area is thereafter increased; and
  - c. Surface off-street parking areas existing as of September 1, 2013, in which the surface of the parking area is, as of that date, constructed of a material that is not an all-weather material, and in which an all-weather material is subsequently applied
- \* A building permit shall be required for all surface off-street parking areas.
2. Within the lot containing the surface off-street parking area, landscaping, fencing and trees shall be provided along the right-of-way abutting the lot as follows:
  - a. A landscaped area shall be established and maintained which is not less than 8 feet in width and which extends along the entirety of street

right-of-way abutting the lot, except at points of vehicular access and except where the parking area is screened from the right of way by a building. Wheel stops or curbing shall be placed and maintained in the parking area so as to prevent vehicle overhang into the landscaped area and vehicle contact with the ornamental fence or masonry wall described in Section 1002.G.2.b.

- b. An ornamental fence or masonry wall, no less than 2-1/2 feet in height and no greater than 4 feet in height shall be constructed and maintained along the entirety of the interior perimeter of the landscaped area described in Section 1002.G.2.a.
  - c. A minimum of 15 evergreen shrubs or ornamental grasses for every 50 lineal feet of right-of-way abutting the lot (or if the parking area is screened in part from the right of way by a building for every 50 lineal feet of right of way where the parking area is not screened by a building), with a minimum 3 gallon size, shall be preserved or planted and maintained or replaced within the landscaped area described in Section 1002.G.2.a. Spacing of shrubs and grasses within the landscaped area shall be at the discretion of the owner of the lot.
  - d. A minimum of 1 tree for every 50 lineal feet of right-of-way abutting the lot (or if the parking area is screened in part from the right of way by a building for every 50 lineal feet of right of way where the parking area is not screened by a building) shall be preserved or planted and maintained or replaced within the landscaped area described in Section 1002.G.2.a. Spacing of trees within the landscaped area shall be at the discretion of the owner of the lot.
  - e. The requirements of Sections 1002.G.2. a, b, c, and d, shall be deemed satisfied if there exist, or if the owner of the lot shall construct prior to or at the time of construction of the surface off-street parking area, improvements within the right-of-way abutting the lot (street trees, light standards, sidewalks and landscaping), along the entirety of the length of the right-of-way except for points of vehicular access, which meet or exceed the design standards set forth in the Engineering Design Criteria Manual maintained in the Engineering Services Department of the City of Tulsa which is in effect at the time of the construction of the off-street parking area.
3. Within the lot containing the principal or accessory use surface off-street parking area, and outside the landscaped area described in Section 1002 G.2., a minimum of 1 tree shall be preserved or planted and maintained or replaced for every 15 parking spaces. No parking space shall be further than 50 feet from a required tree as measured from the tree trunk. Trees shall be located in landscaped areas with a minimum size of 100 square feet and a minimum width or diameter of 10 feet. The landscaped areas shall be

protected by a raised 6 inch concrete curb, and neither concrete curbing nor parking area surfacing shall be placed nearer to the trunk of a tree than 4-1/2 feet.

4. Trees required under the provisions of Sections 1002.G.2. and 3. shall be subject to the following additional requirements:
  - a. An existing or planted tree which is at least 6 inches in caliper shall be considered as 2 trees, provided there is no alteration of the soil grade under the existing tree's dripline.
  - b. Minimum tree sizes at time of planting shall be as follows:
    - 1) Ornamental trees shall be not less than 6 feet in height and 1 inch in caliper;
    - 2) Conifers/evergreen trees, such as pine, spruce or cedar, shall be not less than 5 feet in height; and
    - 3) Canopy trees shall not be less than 8 feet in height and 1-1/2 inch in caliper.

*Section 12. That Title 42, Tulsa Revised Ordinances, Chapter 12, Section 1210, be and the same is hereby amended to read as follows:*

**“SECTION 1210. USE UNIT 10. SURFACE OFF-STREET PARKING AREAS**

- A. **Description.** Off-street parking areas which are principal uses and which are unenclosed.
- B. **Included Uses.** Surface off-street parking areas as defined in Section 1210, Subsection A.
- C. **Use Conditions.** Surface Off-Street Parking Areas shall conform to the landscaping, design, lighting and improvement requirements for off-street parking contained in Chapters 10 and 13; Surface Off-Street Parking areas within the IDL require Board of Adjustment approval of a Special Exception and are further subject to the requirements of Section 1608, Paragraph A.20.
- D. **Off-Street Parking and Loading Requirements.** Not applicable.”

*Section 13. That Title 42, Tulsa Revised Ordinances, Chapter 12, be and the same is hereby amended by adding thereto Section 1210a to read as follows:*

**“SECTION 1210a. USE UNIT 10a. STRUCTURED OFF-STREET PARKING AREAS**

- A. **Description.** Off-Street parking areas which are principal uses and which are enclosed within a building containing one or more floors, a roof, and exterior walls, and in which the parked vehicles are not visible from the building exterior; and off-street parking areas which are principal uses and which are located within a structure containing more than one floor, in which the parked vehicles may be visible from the exterior of the structure and in which the highest floor may not be covered by a roof.
- B. **Included Uses.** Structured off-street parking areas as defined in Section 1210a, Subsection A.
- C. **Use Conditions.** Structured Off-Street Parking Areas shall conform to the landscaping, design, lighting and improvement requirements for off-street parking contained in Chapters 10 and 13."

*Section 14. That Title 42, Tulsa Revised Ordinances, Chapter 16, Section 1601, titled "Powers of the Board," be and the same is hereby amended to read as follows:*

#### **"SECTION 1601. POWERS OF THE BOARD**

The Board shall have the power to hear appeals from the determinations of an administrative official in enforcing this Code, to grant variances, to grant special exceptions, and to make interpretations of the zoning map and text, in accordance with the substantive and procedural standards hereinafter set forth. The Board shall further have the power to make determinations as set forth in Section 226B, in accordance with the substantive and procedural standards set forth therein."

*Section 15. That Title 42, Tulsa Revised Ordinances, Chapter 16, Section 1604, titled "Fees," be and the same is hereby amended to read as follows:*

#### **"SECTION 1604. FEES**

An application for an appeal from an administrative official enforcing this Code, for any variance or special exception or for a determination in accordance with Section 226B shall be accompanied by the payment of a fee in accordance with the schedule of fees adopted by resolution of City Council of the City of Tulsa. Additionally, the applicant shall pay a fee to cover the costs of publishing notice and posting signs on the property."

*Section 16. That Title 42, Tulsa Revised Ordinances, Chapter 16, Section 1608, titled "Special Exception," Paragraph A, be and the same is hereby amended by adding thereto paragraph 20, to read as follows:*

- "20. In granting a special exception to permit a principal use Surface Off-Street Parking Area within the IDL, and making the findings required by Section 1608, paragraph C, the following factors, together with any other factors deemed relevant by the Board of Adjustment, shall be considered in the determination to grant or deny the special exception:

- a. The site plan for the proposed parking area.
- b. The uses of properties within the vicinity of the proposed parking area.
- c. The number and availability of public parking spaces (available to the general public) and private parking spaces (available only to the owners, occupants and visitors of a nearby building) within a quarter mile of the proposed parking area.
- d. Demand for additional parking within the vicinity of the proposed parking area.
- e. Impact upon the immediate neighborhood of the proposed parking area.

**Information furnished with Application.** The information described in 20.a. through e. shall be submitted by the applicant along with his/her application."



Section 17. That Title 42, Tulsa Revised Ordinances, Appendix A, titled "Use Unit -- Summary Zoning Districts," be and the same is hereby amended to read as follows:

## " APPENDIX A

USE UNIT -- SUMMARY ZONING DISTRICTS

Use Units	AG	RE	RS1	RS2	RS3	RS4	RD	RT	RMH	RMO	RM1	RM2	RM3	PK	OL	OM	OMH	OH	CS	CG	CH	CBD	CO	SR	IL	IM	IH	
1. Area-Wide Uses By Right	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	S	X	X	X	X	
2. Area-Wide Exception Uses	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	S	E	E	E	E	
3. Agriculture	X																								X	X	X	
4. Protection & Utilities	X	E	E	E	E	E	E	E	E	E	E	E	E	E		E	E	E	E	X	X	X	X	S	X	X	X	X
5. Community Services & Similar Uses	E	E	E	E	E	E	E	E	E	E	E	E	E	E		E	X	X	X	X	X	X	X	S	E	E	E	E
6. Single-Family Dwelling	X	X	X	X	X	X	X	X	X	E	X	X	X	X	X	X	X†	X†	X†	X*	X*	X*	X*	S				
7. Duplex Dwelling					E	E	X	X			X	X	X	X	X	X	X	E	X*	X*	X*	X*	S					
7a. Townhouse Dwelling								X			X	X	X	X	X	X	X	X	X	X	X	X	S					
8. Multifamily & Similar Uses	E*	E*	E*	E*	E*	E*	E*				X	X	X	X		E	X	X	X	X	X	X	S					
9. Manufactured Home Dwelling	E	E	E	E	E	E	E		X	E	E	E	E	E					E	E		S			E	E	E	
10. Surface Off-Street Parking Areas														E <sup>0</sup>	E <sup>0</sup>	X*	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>	S	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>	X <sup>0</sup>
10a. Structured Off-Street Parking Areas														E	E	X	X	X	X	X	X	X	S	X	X	X	X	
11. Offices, Studios & Support Services	E*													E	E	E			X*	X	X	X	S	X	X	X	X	
12. Eating Establish. Other Than Drive-Ins																		X	X	X	X	S		X	X	X	X	
12a. Adult Entertainment Establishments																			X*	X*	X*	X*	S		E	E	E	
13. Convenience Goods and Services																E*	E*	E*	E*	X	X	X	X	S		X	X	X
14. Shopping Goods and Services																			X	X	X	X	S		X	X	X	
15. Other Trades & Services																			E	X	X	X	S		X	X	X	
16. Mini-Storage										E	E	E			E	E	E	E	E	X	X	X	S		X	X	X	
17. Automotive & Allied Activities																			E	X*	X*	X*	S		X	X	X	
18. Drive-In Restaurants																			E	X	X	X	S		X	X	X	
19. Hotel, Motel & Recreation																E*	E*		X	X	X	X	S		E	E	E	
20. Commercial Recreation, Intensive	E																		E	E	E	E	S		E	X	X	
21. Signs & Outdoor Advertising																			X*	X*	X*	X*	S		X*	X*	X*	
22. Scientific Research & Development																			E	X	X	S	X		X	X	X	
23. Warehousing & Wholesaling																			E	X	X	S			X	X	X	
24. Mining & Mineral Processing	E																								E	E		
25. Light Manufacturing																			E	E	E				X	X	X	
26. Moderate Manufacturing																									E	X	X	
27. Heavy Manufacturing																										E	X	
28. Junk & Salvage Yards																										E	X	

X = USE BY RIGHT      E = USE BY EXCEPTION      S = SITE PLAN APPROVAL REQUIRED      \* ONLY SELECTED USES †Must be within a mixed use building  
 # = Residential Treatment and Transitional Living Centers are allowed by right in IL, OM, OMH, and OH Districts  
 † = Use Unit 21 outdoor advertising signs shall only be permitted in a CS, CG, CH, CBD, IL, IM, or IH zoning district when located within a freeway sign corridor  
 ° = Surface Off-Street Parking Areas within the IDL require approval of a Special Exception and are subject to additional requirements.

Section 18. That Title 42, Tulsa Revised Ordinances, Appendix B, titled "Index of Land Uses," be and the same is hereby amended to delete the following listing of land uses:

Use Unit	Land Use
10	Parking
10	Parking Garage

and to add the following listing of land uses:

Use Unit	Land Use
10	Parking, Surface
10a	Parking, Structured

*Section 19. SEVERABILITY CLAUSE. If any section, sentence, clause or phrase of this ordinance or any part thereof is for any reason found to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance or any part thereof.*

*Section 20. REPEAL OF CONFLICTING ORDINANCES. That all ordinances or parts of ordinances in conflict herewith be and the same are now expressly repealed.*

*Section 21. EMERGENCY CLAUSE. That an emergency is now declared to exist for the preservation of the public peace, health and safety, by reason whereof this ordinance shall take effect immediately from and after its passage, approval and publication.*

ADOPTED by the Council: \_\_\_\_\_  
Date

\_\_\_\_\_  
Chairman of the Council

ADOPTED as an emergency measure: \_\_\_\_\_  
Date

\_\_\_\_\_  
Chairman of the Council

OFFICE OF THE MAYOR

Received by the Mayor: \_\_\_\_\_, at \_\_\_\_\_.  
Date Time

Dewey F. Bartlett Jr., Mayor

By \_\_\_\_\_  
Secretary

APPROVED by the Mayor of the City of Tulsa, Oklahoma:  
\_\_\_\_\_  
Date  
at \_\_\_\_\_  
Time

\_\_\_\_\_  
Mayor

(Seal)

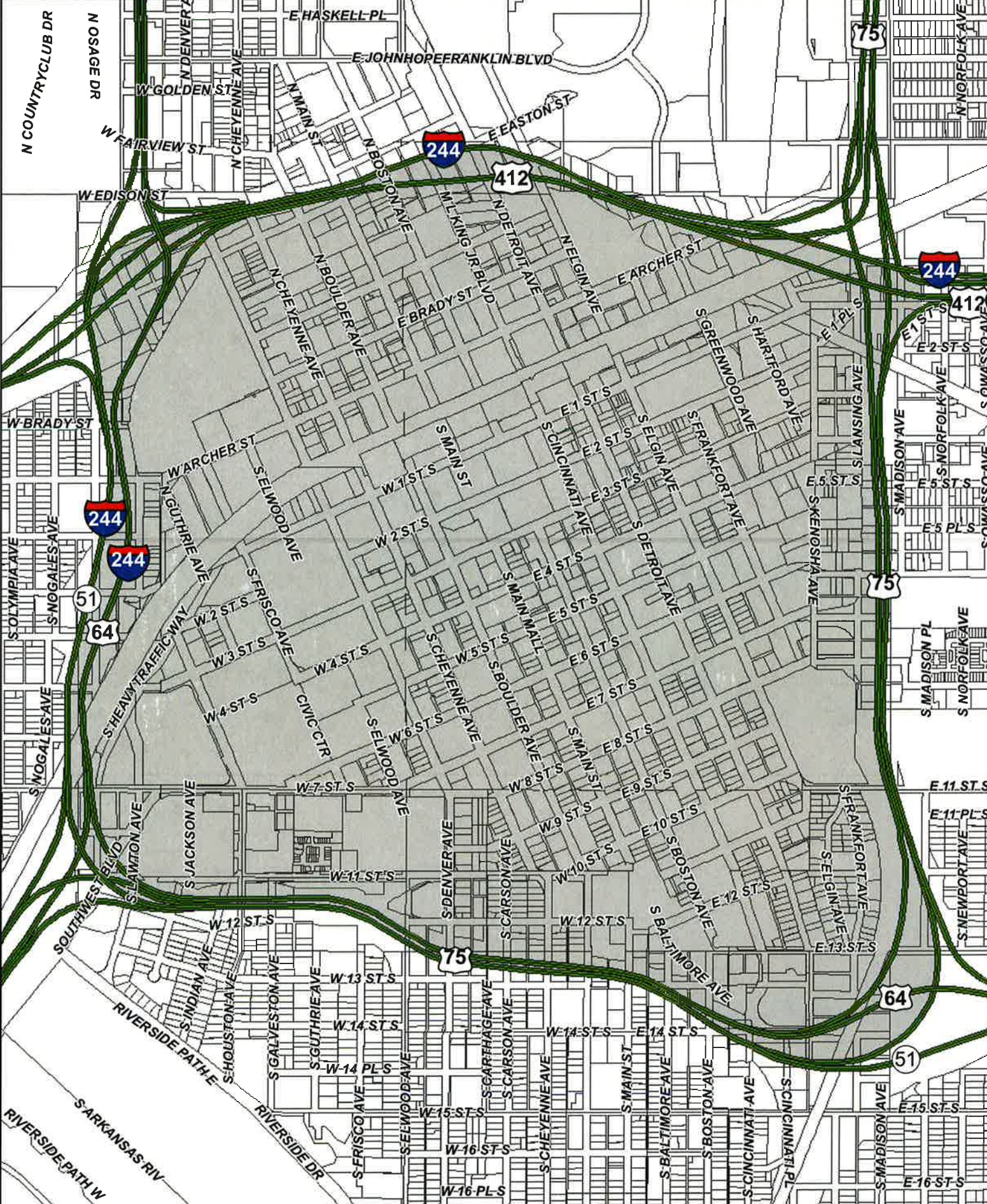
ATTEST:

\_\_\_\_\_  
City Clerk

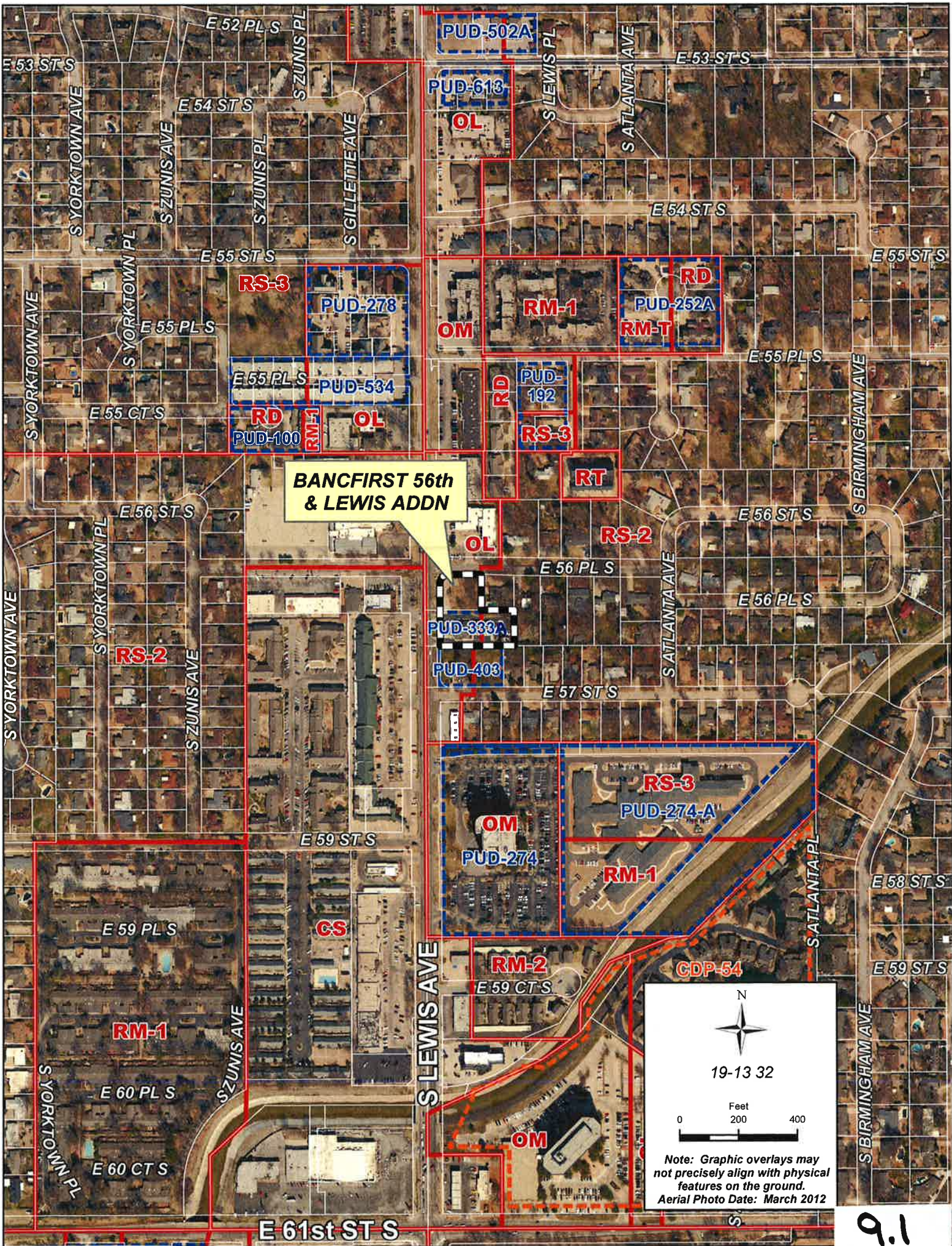
APPROVED:

\_\_\_\_\_  
City Attorney











## Final Subdivision Plat

**Banc First 56<sup>th</sup> & Lewis Addition - (9332) (CD 9)**

North of northeast corner of East 61<sup>st</sup> Street South and South Lewis Avenue

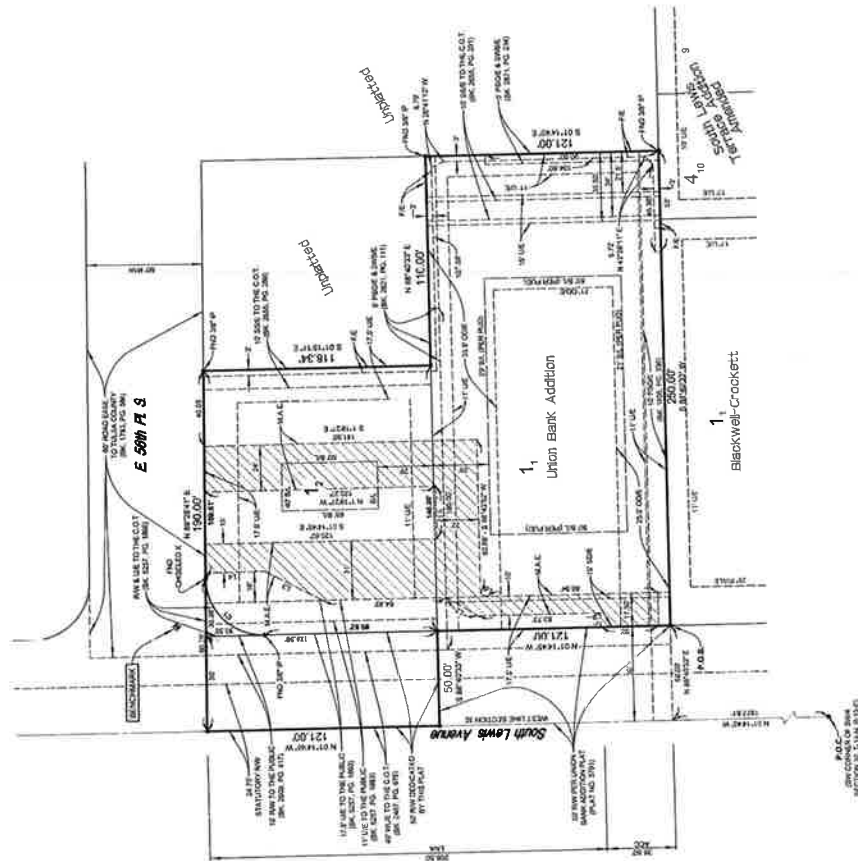
This plat consists of 2 Lots, 1 Block, on 1.2 acres.

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

# BancFirst 56th & Lewis Addition

**P.U.D. NO. 333-B**

Engineer/Surveyor:  
**Sisemore Weisz & Associates, Inc.**  
 Certificate of Authorization No. 2421 Exp. June 30, 2015  
 6111 E. 32nd Place  
 Tulsa, Oklahoma 74135  
 Phone: (918) 665-3600  
 E-mail: gweisz@sw-assoc.com



**Subdivision Statistics:**  
SUBDIVISION CONTAINS TWO (2) LOTS IN ONE (1) BLOCK  
LOT 1 CONTAINS 0.884 ACRES (38,250 SF)  
LOT 2 CONTAINS 0.379 ACRES (16,505 SF)  
SUBDIVISION CONTAINS 1.263 TOTAL ACRES (54,755 SF)  
ALL LOTS DECATAGED BY PLAT CONTAINING 1.36 ACRES (59,033 SF)

[illegible]

**Monumentation:**

**Basis of Bearing**  
THE BEARING BASE FOR THIS SURVEY IS BASED ON THE RECORDED PLAT OF UNION BANK ADDITION AND TRANSLATED TO GRID BEARINGS BASED ON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM-WEST LINE OF SECTION 32 AS SOUTH 01°17'45" EAST.

**Benchmark:**  
CHIEFED SQUARE ON CONCRETE SLAB  
OF THE MOST NORTHERLY NW CORNER  
50TH & LEWIS ADDITION  
ELEVATION=642.50  
NAD83 1668 DATUM  
ELEVATION=642.50

LINE	LENGTH	BEARING
1.1	7.80	N 88° 05' 37" E
1.2	10.88	N 31° 21' 21" E
1.3	34.23	N 20° 5' 54" E
1.4	35.62	N 61° 14' 45" W
1.5	29.87	N 50° 42' 12" E
1.6	3.87	S 17° 52' 17" W

Curves	Length (μ)	Radius (m)	Dist. (μ)	Order Length Cell	Order Length Cell	Order Length Cell
C1	4.75 μ	3.5 μ	3.5 μ	Order Length Cell	Order Length Cell	Order Length Cell

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SCORED AND SEALED DOCUMENT.

9.3





August 1, 2013

## STAFF RECOMMENDATION

**AC-124:** Alternative Compliance Landscape Plan located at the southeast corner of South Mingo Road at East 91<sup>st</sup> Street South; TRS 18-14-19; CZM 58; Atlas (47); CD 7;  
(formerly  
ac-122)

---

The applicant is requesting TMAPC approval of an Alternative Compliance Landscape Plan for a new convenience store at 9111 South Mingo Road.

An Alternative Compliance Plan request was approved at this site at the 6.05.2013 meeting however the applicant has removed one of the planting beds originally proposed on the site. Staff contends that the proposed new plan is an acceptable plan for the following reasons.

### **Staff Analysis:**

The landscape plan submitted does not meet the technical requirements of Chapter 10 of the Tulsa Zoning Code as noted below:

- 1) Several parking spaces near the front entrance of the proposed convenience store do not meet the requirement that all parking spaces must be within 50' of a green space with a tree.

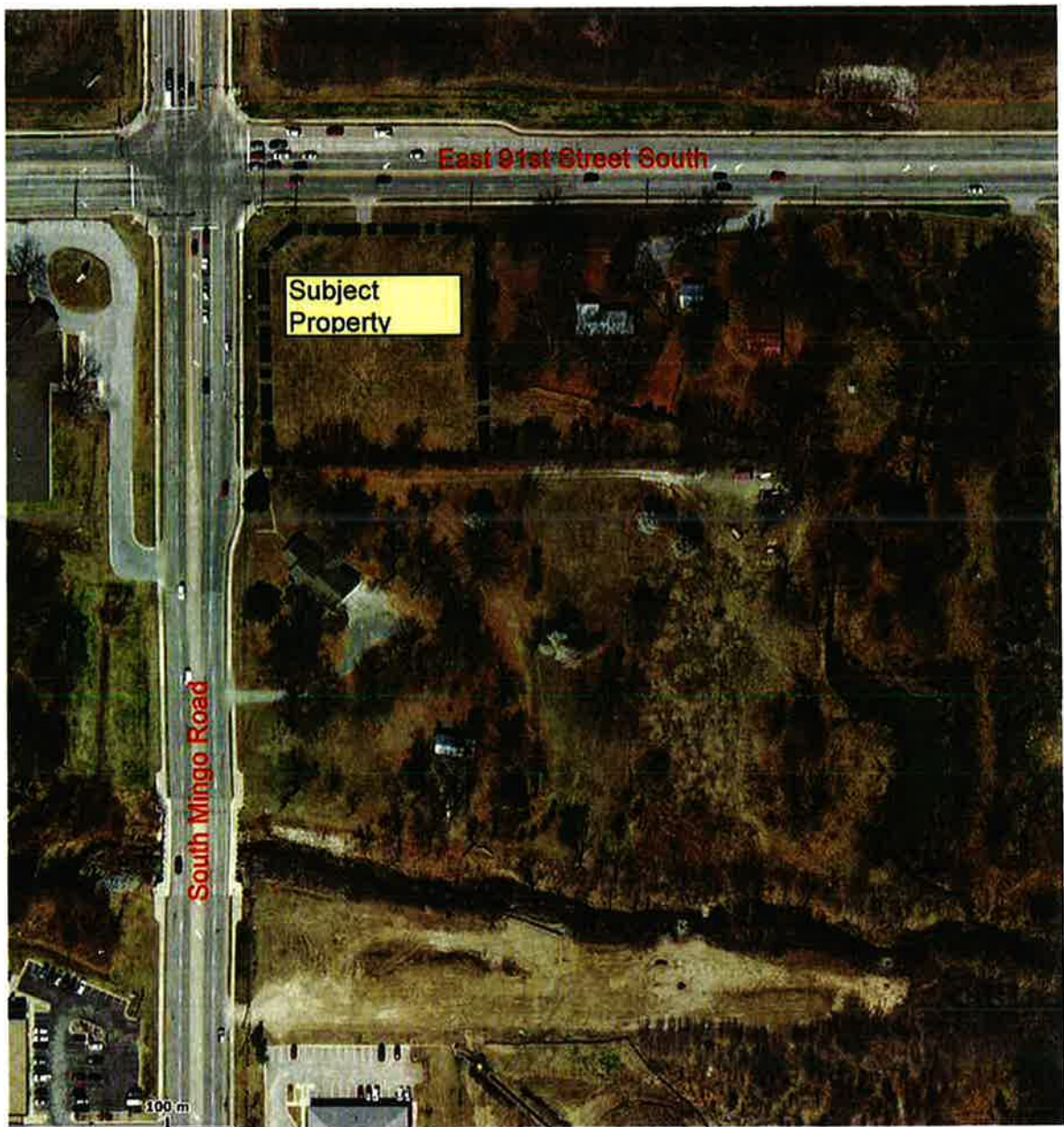
### **Staff Recommendation:**

The overall landscape concept includes significant additional green space with shrub planting between the property line and the back of the parking curb. The typical corporate image provided with this plan provides 264+ shrubs and large irrigated lawn areas as part of the alternative compliance landscape plan.

The applicant has provided a landscape plan that exceeds the minimum number of trees required plus they are providing a streetscape environment that provides a recognizable corporate image for this site.

All landscape areas will be irrigated with an automatic irrigation system.

Staff contends the applicant has met the requirement that the submitted Alternative Compliance Landscape Plan "be equivalent or better than" the technical requirements of Chapter 10 of the code and recommends **APPROVAL** of Alternative Compliance Landscape Plan AC-124.



Alternative Compliance Landscape Plan # 124



10.2



QuikTrip No. 0091  
9111 SOUTH MINGO ROAD EAST  
TULSA, OKLAHOMA, 74133



PROJECT NO.	0091
DATE	12/15/2018
DESIGNED BY	ALB
CHECKED BY	ALB
APPROVED BY	ALB

ORIGINAL ISSUE DATE:

SHEET TITLE	ALTERNATE COMPLIANCE LANDSCAPE PLAN
-------------	--

SHEET NUMBER	ATLAS PG. 1133 & 1134
--------------	-----------------------

L1

1 OF 1

LANDSCAPE SCHEDULE

USE	SYMBOL	QUANTITY	COMMENTS
SHRUBS	○	205 DA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR SPECIFICATIONS AND SIZES REQUIRED.
TREES	●	59 DA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR SPECIFICATIONS AND SIZES REQUIRED.
LANDSCAPE BED	■	18 DA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR SPECIFICATIONS AND SIZES REQUIRED.
LANDSCAPE BED	■	9 DA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR SPECIFICATIONS AND SIZES REQUIRED.
LANDSCAPE BED	■	41,360 S.F.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR SPECIFICATIONS AND SIZES REQUIRED.
LANDSCAPE BED	■	5 S.F.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR SPECIFICATIONS AND SIZES REQUIRED.

QUICK TRIP #0091

LANDSCAPE AREA SUMMARY

LANDSCAPE AREA	TOTAL LOT AREA 81,195 S.F.
PROPOSED	17,800 S.F. (21.8%)

STREET YARD SUMMARY

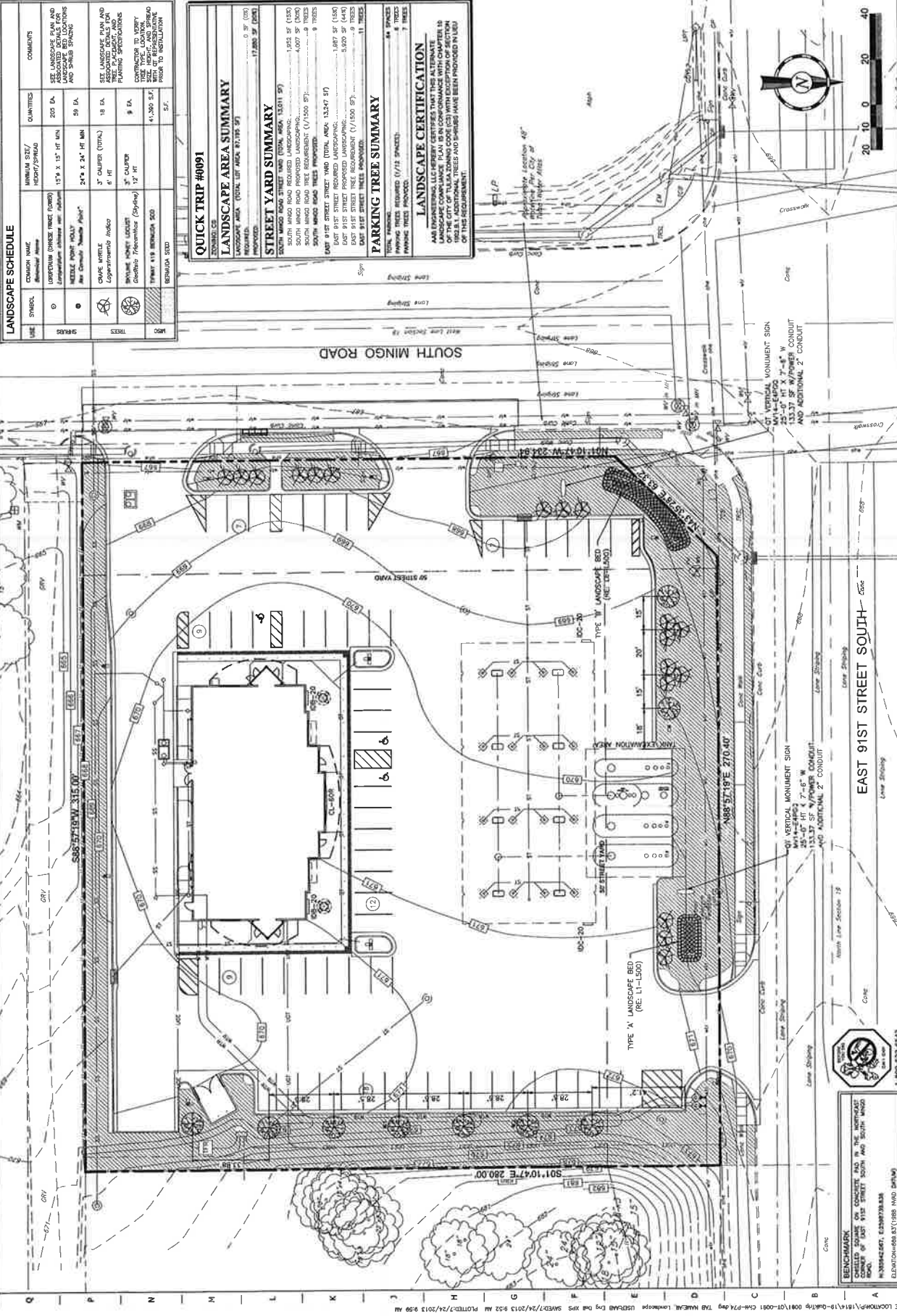
SOUTH MINGO ROAD STREET YARD (TOTAL AREA 13,041 S.F.)	1,935 S.F. (15.0%)
SOUTH MINGO ROAD PROPOSED LANDSCAPING	4,007 S.F. (30.8%)
SOUTH MINGO ROAD STREET YARD (TOTAL AREA 17,100 S.F.)	1,187 S.F. (6.9%)
SOUTH MINGO ROAD PROPOSED LANDSCAPING	5,820 S.F. (34.0%)
EAST 91ST STREET STREET YARD (TOTAL AREA 13,247 S.F.)	1,887 S.F. (14.3%)
EAST 91ST STREET PROPOSED LANDSCAPING	5,820 S.F. (44.0%)
EAST 91ST STREET STREET YARD (TOTAL AREA 17,100 S.F.)	1,187 S.F. (6.9%)
EAST 91ST STREET PROPOSED LANDSCAPING	5,820 S.F. (34.0%)

PARKING TREE SUMMARY

TOTAL TREES REQUIRED (1/11 SPECIES)	8 TREES
PARKING TREES PROVIDED	7 TREES

LANDSCAPE CERTIFICATION

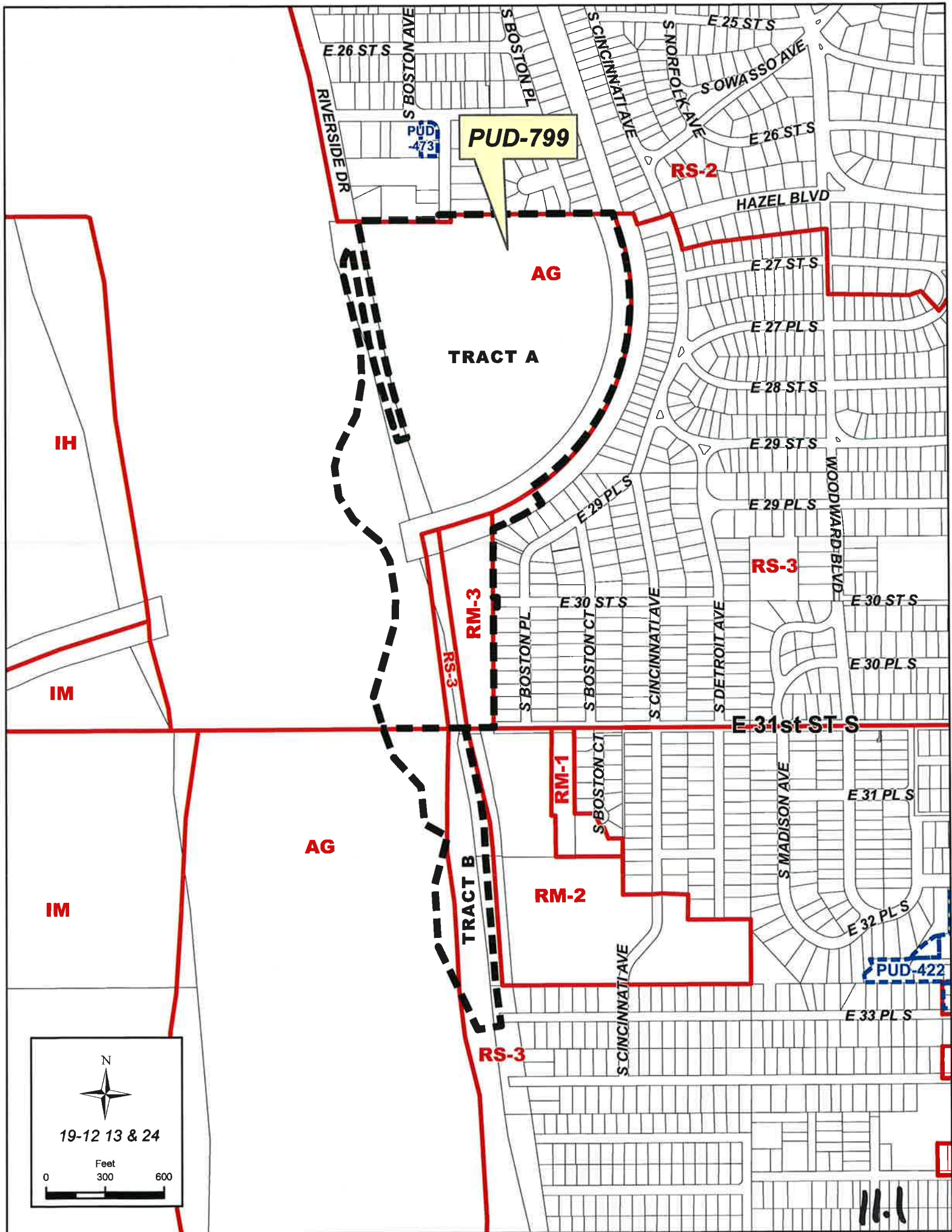
AAB ENGINEERING, LLC HAS CERTIFIED THAT THIS ALTERNATE LANDSCAPE COMPLIANCE PLAN IS IN COMPLIANCE WITH CHAPTER 18 OF THE CITY OF TULSA ZONING CODE (CZ) WITH EXCEPTION OF SECTION 18.03.01 (1) AND 18.03.02 (1) WHICH HAVE BEEN PROVIDED IN FULL OF THE REQUIREMENT.



**BENCHMARK**  
CORNER OF CONCRETE ROAD IN THE NORTHWEST CORNER OF LOT 91ST STREET SOUTH AND SOUTH MINGO ROAD  
ELEVATION=688.87 (1988) AND DRAWN  
1-800-522-4643











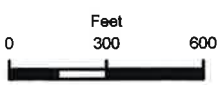
**PUD-799**

**TRACT A**

**TRACT B**



**19-12 13 & 24**



**Note: Graphic overlays may not precisely align with physical features on the ground.**  
**Aerial Photo Date: March 2012**



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-799**

**TRS 9213/ 9224**

**Atlas 96/ 97/ 139**

**CZM 36/ 46**

**CD-4**

**TMAPC Hearing Date:** August 7, 2013

**Applicant:** Roy D. Johnsen

**Tract Size:** 66.5± acres

**ADDRESS/GENERAL LOCATION:** Property along Riverside Drive between East 26<sup>th</sup> Place and East 34<sup>th</sup> Street

**EXISTING ZONING:** AG/ RS-3/ RM-1/  
RM-2/ RM-3

**EXISTING USE:** Residential & park

**PROPOSED ZONING:** PUD-799

**PROPOSED USE:** Park-A Gathering Place  
for Tulsa

**ZONING ORDINANCE:** Ordinance number 11814 and 11822 dated June 26, 1970, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

There is no relevant history.

***AREA DESCRIPTION:***

**SITE ANALYSIS:** The subject property is approximately 66.5± acres in size and is located on property along Riverside Drive between East 26<sup>th</sup> Place and East 34<sup>th</sup> Street. The property appears to be used as a park and residentially, and is zoned AG/ RS-3/ RM-1/ RM-2/ RM-3.

**SURROUNDING AREA:** The subject tract is abutted on the east, south and north by single family residential property, zoned RS-3; on the west by the Arkansas River, zoned AG.

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

**TRANSPORTATION VISION:**

The Comprehensive Plan designates Riverside Drive as a special traffic way. There are no special overlay considerations for multi modal use, freight corridors, commuter corridors that may affect the development of the park use for this site.

## **STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
Riverside Parkway	Special Traffic way	NA*	4
East 31 <sup>st</sup> Street South	Urban Arterial	70 feet	4

\* The Master Street and Highway Plan (MSHP) does not define a right of way width at this location. The special traffic way was based on a 1993 conceptual plan for Riverside Parkway which does not specifically define a minimum right-of-way requirement. The anticipated street improvements associated with this project include a significant median separating the north and southbound lanes and may include some off street parking parallel to the driving lane. The right of way width may vary significantly depending on the final configuration of the parking and final agreements on parking maintenance.

## **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

An entire section of The Comprehensive Plan is dedicated to the value of Parks and Open Space. All sections of the Parks, Trails and Open Space Chapter; Economic Value, Health and Community Value, Environmental Value Transportation Value and Tourism Value justify the importance of Parks and Open Space as an important part of the fabric of the entire City.

As an example, the following quote is found inside the Economic Value Section of the Park Chapter of the Comprehensive Plan:

"The park system provides important benefits in ways that reduce local infrastructure cost and actually improve environmental health, including stormwater management, air pollution mitigation, and urban cooling. Recent studies concur that parks have a positive impact on nearby residential property values. The Trust for Public Land calculates that all dwellings within 500 feet of parks enjoy at least a 5% increase in assessed property value. Superior parks and open space also draw employers who are in turn able to attract high caliber workers interested in quality of life amenities Tulsa can offer."

Also, in the Tourism Value Section:

"Parks attract visitors and contribute to the character and personality of a place. Mohawk Park, Turkey Mountain and River Parks are popular destinations in Tulsa the help define the city and invite others to come experience what is special here. Through destination parks and open spaces that attract non-locals to plan holidays, and overnight stays in Tulsa, and to patronize the city's restaurants, shops, and accommodations, parks and open space can play an important role in Tulsa's tourism economy." ..... " the city has an opportunity to leverage the potential of nature tourism and become another great city built upon a foundation of world class parks and open space".

*Staff Comment: This opportunity provided by the Kaiser Foundation for "A Gathering Place" is as important to Tulsa as any central park in any major city.*

11.4



*As Tulsa continues to grow and evolve toward a more dense and diverse population, meaningful parks and open space will become more of an asset attracting residences, visitors and employers to our City. The Planned Unit Development for this site is one way to ensure that "A Gathering Place For Tulsa" will encourage public participation. Every significant site plan will be presented providing detail for the purpose of the park and details that may have an effect on the immediate neighborhood.*

*The Comprehensive Plan does not specifically define locations for future parks, including this request. There is no definition for the Park land use designation in the Comprehensive Plan; however that has little bearing on the importance of parks and their placement throughout the City.*

## **STAFF SUMMARY:**

### **I. DEVELOPMENT CONCEPT**

Planned Unit Development No.799 (hereinafter "PUD 799") comprises 66.5 acres (hereinafter the "Property" or "Site") commencing at the Northwest corner of the Blair Property and extending South along the East boundary of Riverside Drive approximately 2700 feet to 31<sup>st</sup> Street and extending South along the West boundary of Riverside Drive approximately 4375 feet to 31<sup>st</sup> Place.

Through a generous gift from the George Kaiser Family Foundation, Tulsa's underutilized Arkansas riverfront will be transformed into "A Gathering Place For Tulsa".

Developed in consultation with the community over the course of extensive meetings, the park will create strong connections to the riverfront through the construction of two 300' land bridges over Riverside Drive, new at-grade crossings and a realigned trail network to promote pedestrian safety. The park will offer a broad range of activities including but not limited to playgrounds, open lawn area, gardens, a lake, and sport courts. Opportunities for creating outdoor educational programs will also be provided, including those that support the educational and anti-poverty initiatives of the George Kaiser Family Foundation.

Transformations with respect to hydrology, ecology, landform and urban programs will facilitate numerous experiential and physical connections within the park, between the park and the City and between the City and the riverfront.

When complete, multifunctional spaces and flexible programming will allow the park to play a vital role in the public life of Tulsa, creating diverse opportunities to gather and inspiring the exploration of new environments.

The planned unit development is intended to establish a conceptual site plan with allocation of uses and intensity of uses and development standards and conditions to be followed by detailed site plans of each phase of development submitted to and approved by the Tulsa Metropolitan Area Planning Commission.

The Property is presently zoned AG Agriculture District, RS-3 Residential Single Family District, RM-1, RM-2 and RM-3, Residential Multifamily Districts and within a planned

unit development, park use within each of those underlying general zoning districts may be permitted and no change in the existing general zoning districts is proposed.

## II. DEVELOPMENT STANDARDS

NET LAND AREA	66.5 acres
PERMITTED USES:	Park use as permitted within <u>Use Unit 5. Community Services &amp; Similar Uses</u> and customary accessory uses including but not limited to museums, restaurants, maintenance buildings and educational facilities.
MAXIMUM BUILDING FLOOR AREA :	75,000 ft.
MAXIMUM BUILDING HEIGHT:	45 ft.
MAXIMUM STORIES:	3
MINIMUM BUILDING SETBACKS:	
FROM PUBLIC STREET RIGHT-OF-WAY:	20 ft.
FROM RESIDENTIAL DEVELOPMENT AREAS:	20 ft.
FROM OTHER BOUNDARIES:	17.5 ft.
MINIMUM LANDSCAPING:	70 % of net lot area
MINIMUM OFF-STREET PARKING:	350 spaces
BUILDING DESIGN REQUIREMENTS:	
Exterior building walls shall have a minimum masonry finish of not less than 25%, excluding windows and doors.	

## III. GENERAL PROVISIONS AND DEVELOPMENT STANDARDS

### A. Landscaping

Definitive landscaping will be submitted as a part of Detailed Site Plan review and may depart from customary practice.

### B. Screening

Along the northerly boundary of the Site, landscaping, not less than 10 feet in width and designed to provide effective screening, shall be constructed and maintained.

### C. Lighting

11.6

General purpose pole-mounted exterior lighting shall be limited to shielded fixtures designed to direct light downward and away from residential properties.

D. Off Street Parking

Parking spaces within 60 feet of the northerly boundary of the Site shall be constructed to minimize the visual impact from the adjacent residential development through site grading and planting.

E. Access and Circulation

Vehicular and pedestrian access to and from the Site is to be derived from adjoining Riverside Drive and East 31<sup>st</sup> Street South, provided however pedestrian access is permitted on and across the planned land bridges and to and from East 30<sup>th</sup> Street. Public vehicular and pedestrian access to and from South Boston Avenue shall be prohibited, except for emergency vehicles.

F. Signs

Signs shall be limited to park identification and signs identifying destinations within the Site. Business signs of any kind as defined section 1221 of the zoning code shall be prohibited. Only small tasteful signs that are consistent with the neighborhood and provide park identification and direction will be proposed.

G. Utilities and Drainage

Utilities are at the site or accessible by customary extension.

H. Detailed Site Plan Review

The Site may be developed in phases. No building permit shall be issued until a detailed site plan (including landscaping) of the proposed improvements has been submitted to and approved by the Tulsa Metropolitan Area Planning Commission as being in substantial compliance with the development concept and the development standards. No certificate of occupancy shall be issued for a building until the landscaping of the applicable phase of development has been installed in accordance with a landscaping plan and phasing schedule submitted to and approved by the Tulsa Metropolitan Area Planning Commission. The Site Plan shall be heard at a Public Hearing at the Planning commission. The landscape plan may be approved administratively through the normal PUD landscape plan approval process.

I. Platting Requirement

Development may be in phases and may cover areas in the Riverside Drive Street Right-of-Way and will include land bridges and a pedestrian/bicycle bridge anticipated over Riverside Drive right of way. Construction is also anticipated inside the Midland Valley Trail system right of way. Many public entities are

included in this project and are working together to insure appropriate right-of-way agreements and easements. Normal PUD standards include completion of a subdivision plat prior to issuance of a building permit however in this instance the subdivision plat or plat waiver will be part of the process but it is not the intention of the development team to require a plat prior to issuing a building permit.

The Subdivision Plat will be filed to cover the entire project boundary inside the current Planned Unit Development. The required subdivision plat shall include covenants of record implementing the development standards of the approved planned unit development and the City of Tulsa shall be a beneficiary thereof.

The plat shall meet all the normal requirements of a subdivision plat as required the Subdivision Regulations of the City of Tulsa.

#### **IV. EXPECTED SCHEDULE OF DEVELOPMENT**

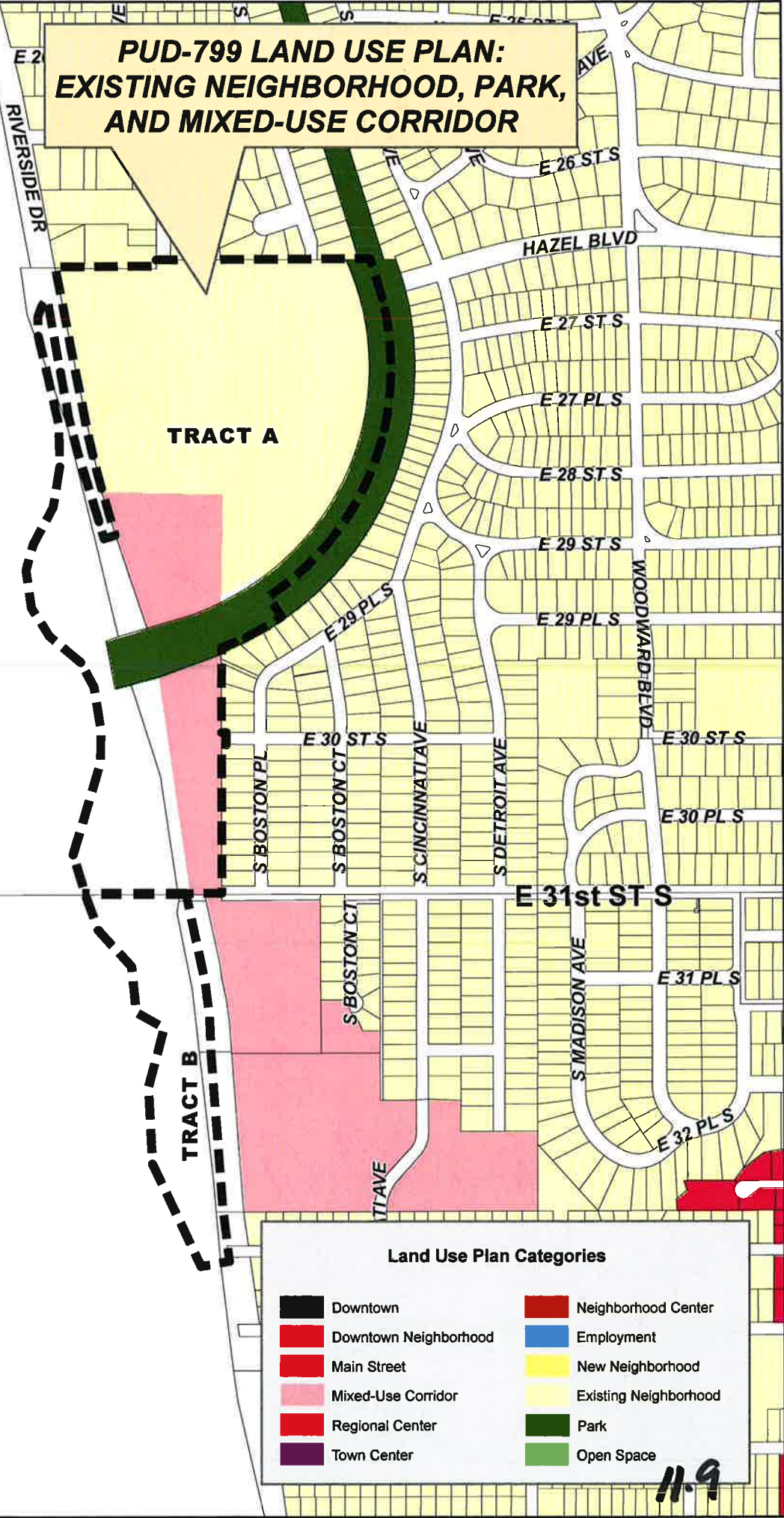
Development of the project is expected to commence in 2013 and to be completed in 2016.

#### **STAFF RECOMMENDATION:**

1. "A Gathering Place for Tulsa" PUD 799 is consistent with the entire parks, trails and open space component of The Comprehensive Plan.
2. The site is included in a Planned Unit Development (PUD# 799) primarily to ensure that the public will be informed when the major components are developed through the required Site Plan review.
3. The PUD is consistent with the existing and anticipated development pattern surrounding the property.
4. The PUD has been prepared in conjunction with representatives of the City of Tulsa, Tulsa County and the Riverparks Authority who are all part of the ownership of "A Gathering Place for Tulsa".
5. The PUD is in harmony with the spirit and intent of the Planned Unit Development Chapter of the Zoning Code.
6. Therefore **Staff recommends approval of PUD# 799-A** as outlined in the staff summary above.

08/07/13

**PUD-799 LAND USE PLAN:  
EXISTING NEIGHBORHOOD, PARK,  
AND MIXED-USE CORRIDOR**



**TRACT A**

**TRACT B**

**Land Use Plan Categories**

- |   |   |
|---|---|
|  Downtown              |  Neighborhood Center   |
|  Downtown Neighborhood |  Employment            |
|  Main Street           |  New Neighborhood      |
|  Mixed-Use Corridor    |  Existing Neighborhood |
|  Regional Center       |  Park                  |
|  Town Center           |  Open Space            |



19-12 13 & 24

Feet  
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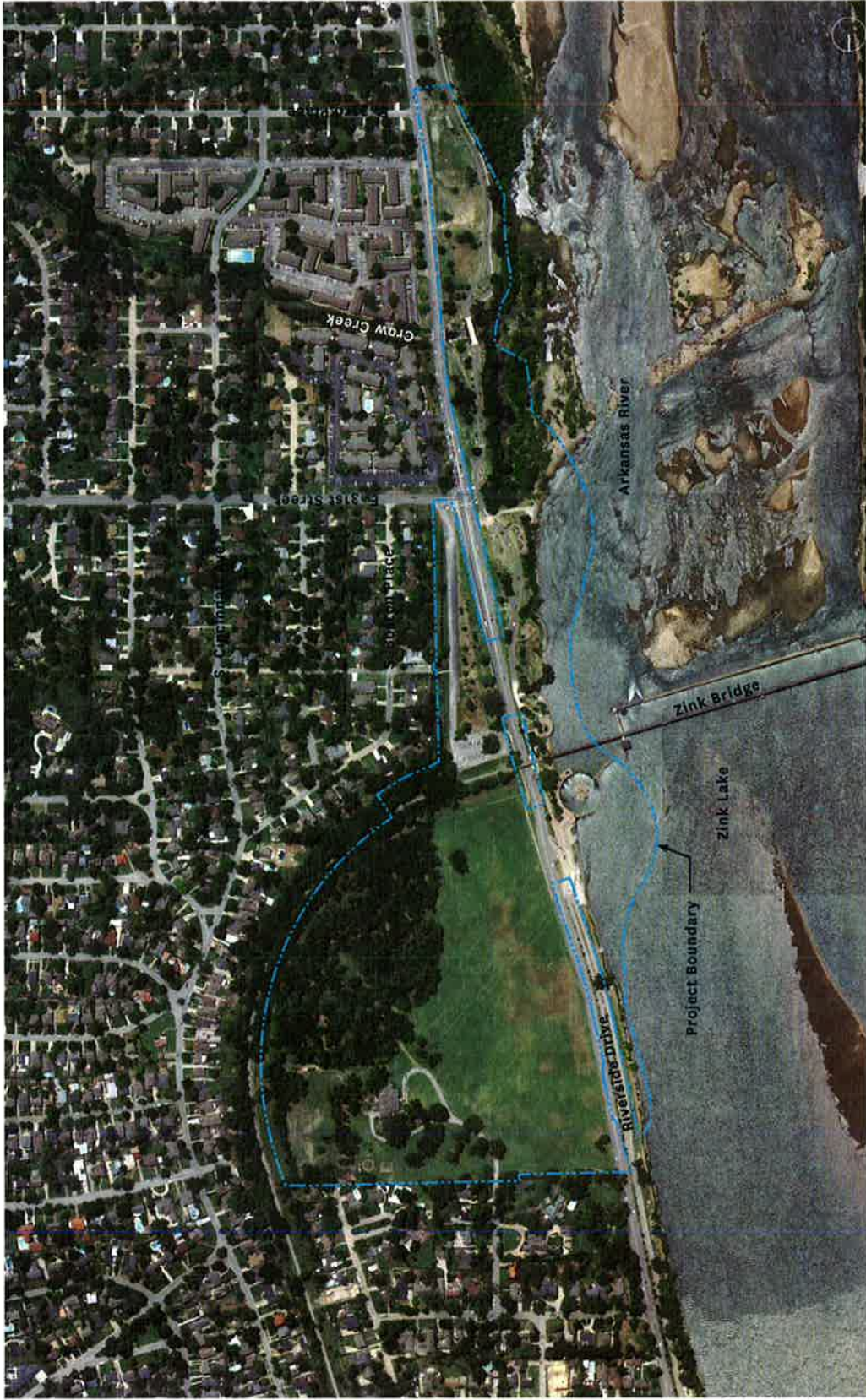
11-9







**EXHIBIT A - PROXIMITY AERIAL PHOTO**



**A GATHERING PLACE FOR TULSA**

George Kaiser Family Foundation +  
Michael Van Valkenburgh Associates, Inc.







# EXHIBIT C - CONCEPTUAL SITE PLAN

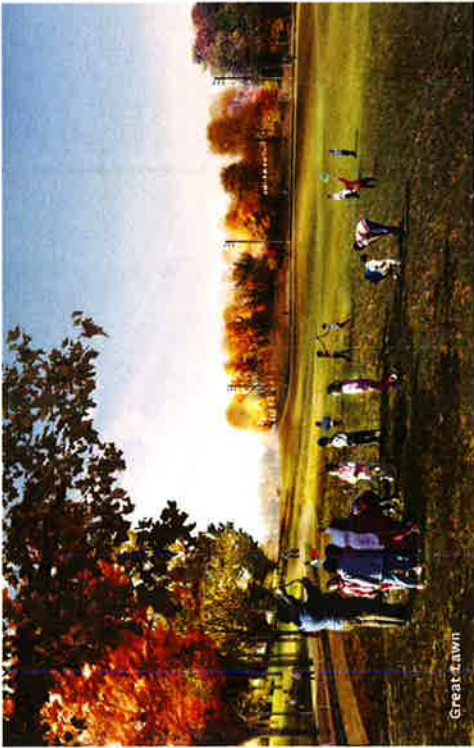


A GATHERING PLACE FOR TULSA

George Kaiser Family Foundation +  
Michael Van Valkenburgh Associates, Inc.



**EXHIBIT D - CONCEPTUAL RENDERINGS**



A GATHERING PLACE FOR TULSA

George Kaiser Family Foundation +  
Michael Van Valkenburgh Associates, Inc.

11.14



**EXHIBIT D - CONCEPTUAL RENDERINGS**



**A GATHERING PLACE FOR TULSA**

**George Kaiser Family Foundation +  
Michael Van Valkenburgh Associates, Inc.**

11.15



# EXHIBIT C - CONCEPTUAL SITE PLAN

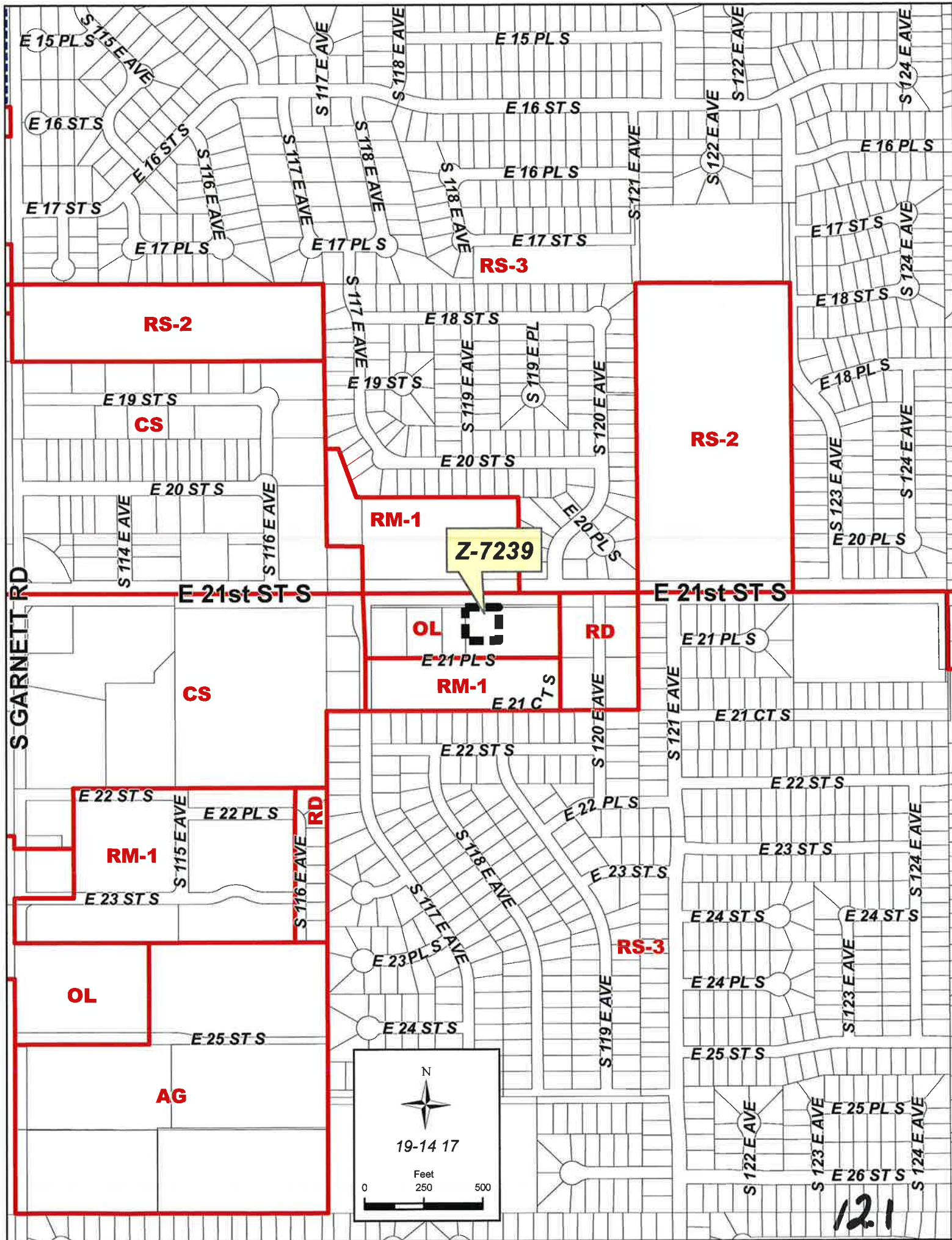


A GATHERING PLACE FOR TULSA

George Kaiser Family Foundation +  
Michael Van Valkenburgh Associates, Inc.

11.16





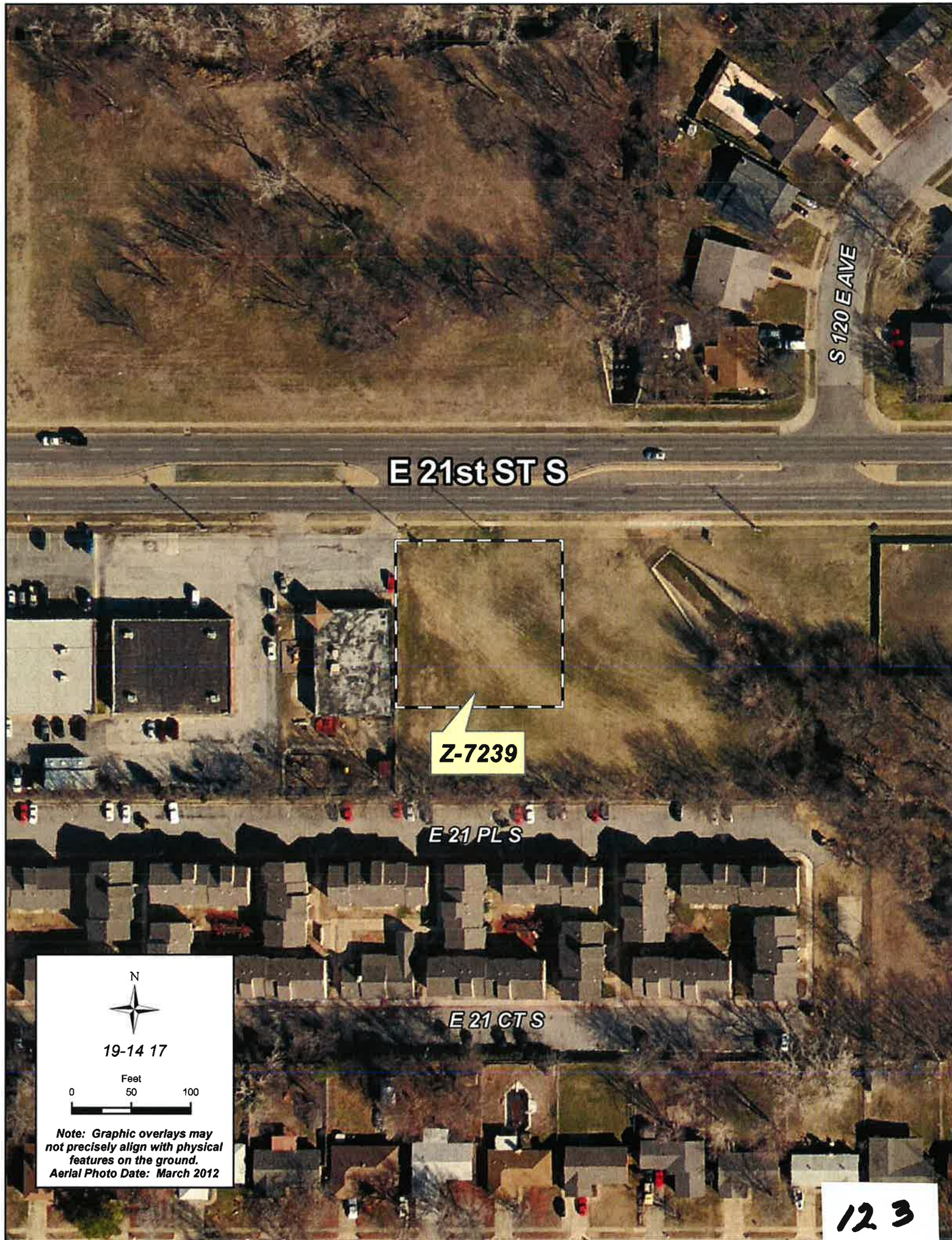
Z-7239

121









E 21st ST S

S 120 E AVE

Z-7239

E 21 PL S

E 21 CT S



19-14 17

Feet  
0 50 100

Note: Graphic overlays may  
not precisely align with physical  
features on the ground.  
Aerial Photo Date: March 2012

123



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: Z-7239**

**TRS 9407**

**Atlas 859**

**CZM 39**

**CD-6**

**TMAPC Hearing Date:** August 7, 2013

**Applicant:** AAB Engineering, LLC/ Alan Betchan

**Tract Size:** .5± acres

20,038± square feet

**ADDRESS/GENERAL LOCATION:** West of southwest corner East 21<sup>st</sup> Street and South 120<sup>th</sup> East Avenue

**EXISTING ZONING:** OL

**EXISTING USE:** Vacant

**PROPOSED ZONING:** CS

**PROPOSED USE:** Commercial goods & services

**ZONING ORDINANCE:** Ordinance number 12618 dated October 19, 1972, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

***Subject property:***

**Z-4251 October 1972:** All concurred in approval of a request for rezoning a tract of land from RS-3/ RM-1 to OL/ RD on property located on the southeast corner of East 21<sup>st</sup> Street and South 177<sup>th</sup> East Avenue and is also a part of the subject property.

**Z-4029 January 1972:** All concurred in denial of a request for rezoning a tract of land from RS-3/ RM-1 to CS on property located on the southeast corner of East 21<sup>st</sup> Street and South 177<sup>th</sup> East Avenue and is also a part of the subject property

***AREA DESCRIPTION:***

**SITE ANALYSIS:** The subject property is approximately .5± acres in size and is located west of southwest corner East 21<sup>st</sup> Street and South 120<sup>th</sup> East Avenue. The property appears to be vacant and is zoned OL.

**SURROUNDING AREA:** The subject tract is abutted on the east by vacant land, zoned OL ; on the north by vacant land, zoned RM-1; on the south by an apartment project, zoned RM-1; and on the west by a day care, zoned OL.

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

12.4



### **TRANSPORTATION VISION:**

The Comprehensive Plan designates East 21<sup>st</sup> Street South as a Multi Modal Primary Arterial.

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.

Streets on the Transportation Vision that indicate a transit improvement should use the multi-modal street cross sections and priority elements during roadway planning and design.

*Staff Comment: The multimodal concept is years away from full implementation. This site does not add restrictions to that concept. The design details regarding brick building construction and landscaping in this Planned Unit Development will begin to enhance the street character parallel to the street right of way.*

### **STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
Riverside Parkway	Primary Arterial	120	4+

### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

The site is located in an Area of Growth:

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

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

The site is located in a Mixed Use Corridor:

12.5

Mixed-Use Corridors are Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods. Mixed-Use Corridors usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind.

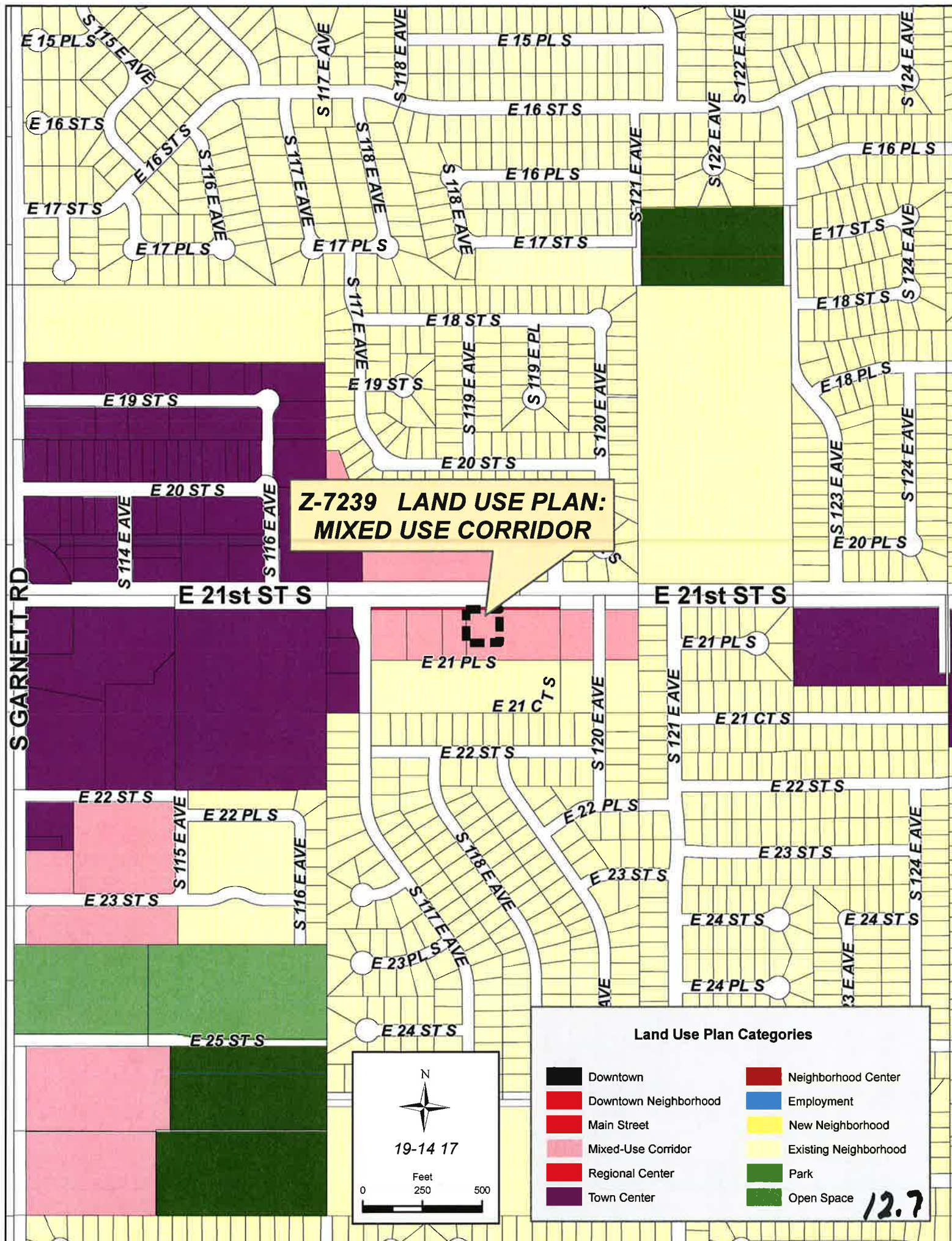
#### **STAFF RECOMMENDATION:**

Staff finds that:

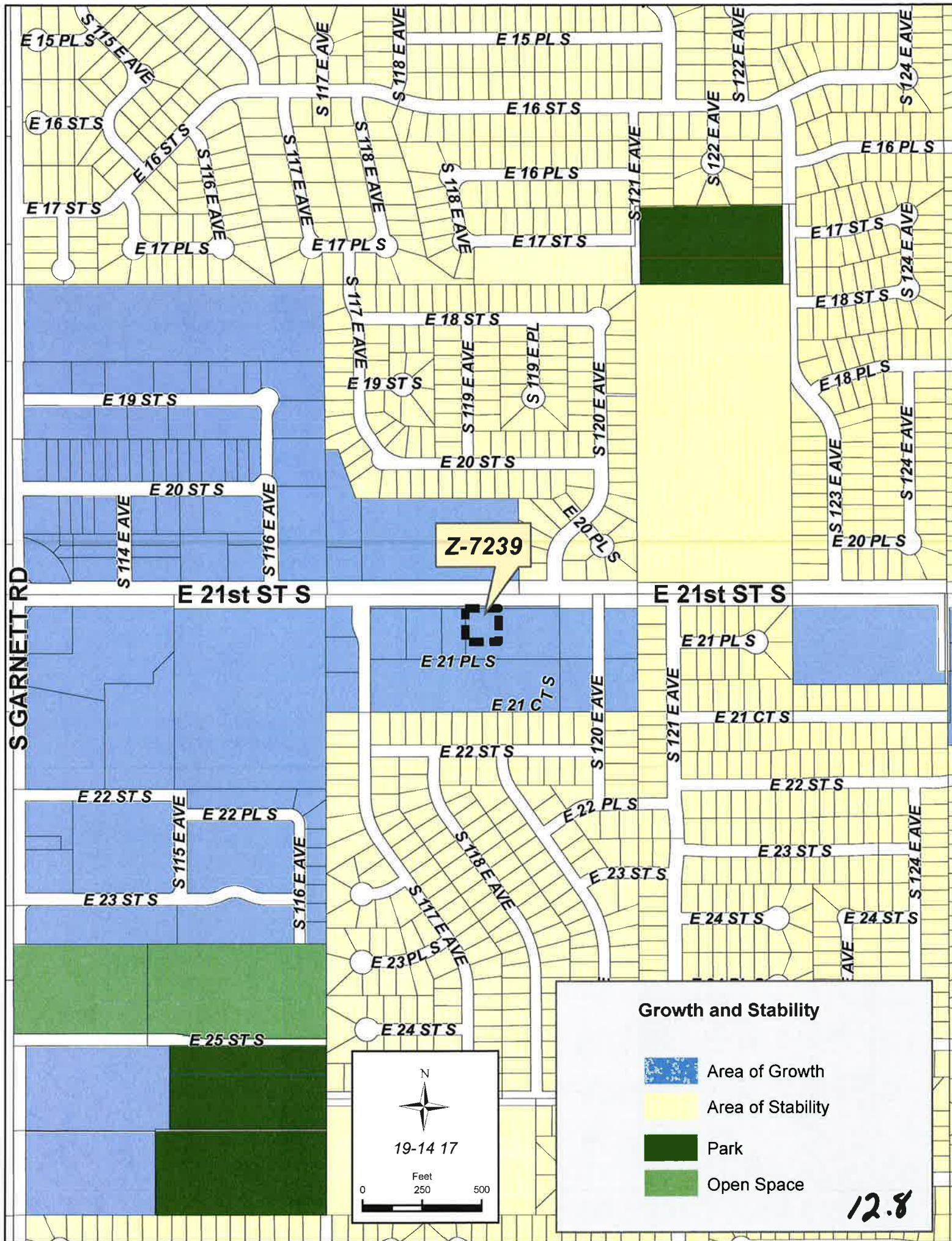
- 1) In conjunction with PUD-800 the requested CS zoning request is consistent with the Mixed Use Corridor designation and the Area of Growth designation defined by The Comprehensive Plan.
- 2) The CS zoning is requested to meet the minimum underlying zoning requirement for commercial use proposed for property contained in PUD- 800. The development standards defined in PUD-800 including landscaping, signage, bulk and area requirements, building façade and other requirements defined by the Planned Unit Development will be in harmony with the existing and anticipated development pattern of the area. In the event that the PUD ever be abandoned or significantly modified the CS zoning may not be appropriate for this area and staff recommends that the CS zoning be amended to meet the development patterns at that time.
- 3) In conjunction with PUD-800 the requested CS zoning is consistent with the purpose and intent of the PUD chapter of the Tulsa Zoning Code.

Therefore, **staff recommends approval of their rezoning request from OL to CS** as noted above.

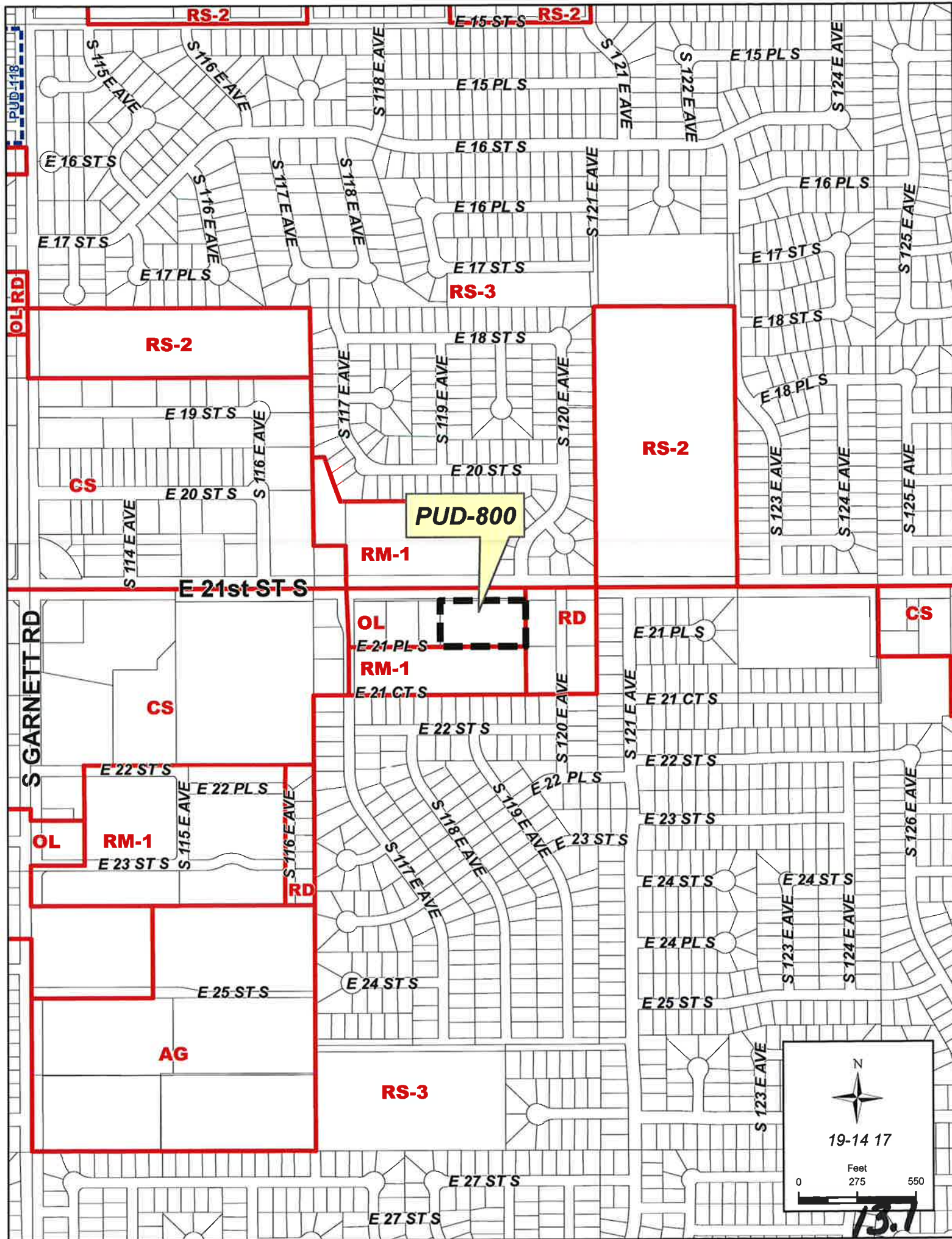
08/07/13

















E 21st ST S

PUD-800

S 120 E AVE

E 21 PL S

E 21 CT S

E 22 ST S



19-14 17

Feet  
0 50 100

Note: Graphic overlays may not precisely align with physical features on the ground.  
Aerial Photo Date: March 2012

13.3



**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-800**

**TRS 9407**

**Atlas 859**

**CZM 39**

**CD-6**

**TMAPC Hearing Date:** August 7, 2013

**Applicant:** AAB Engineering, LLC/ Alan Betchan

**Tract Size:** 2± acres

85,813± square feet

**ADDRESS/GENERAL LOCATION:** West of southwest corner East 21<sup>st</sup> Street and South 120<sup>th</sup> East Avenue

**EXISTING ZONING:** OL

**EXISTING USE:** Vacant

**PROPOSED ZONING:** OL/ CS/ PUD-800

**PROPOSED USE:** Commercial goods & services

**ZONING ORDINANCE:** Ordinance number 12618 dated October 19, 1972, established zoning for the subject property.

***RELEVANT ZONING HISTORY:***

***Subject property:***

**Z-4251 October 1972:** All concurred in approval of a request for rezoning a tract of land from RS-3/ RM-1 to OL/ RD on property located on the southeast corner of East 21<sup>st</sup> Street and South 177<sup>th</sup> East Avenue and is also a part of the subject property.

**Z-4029 January 1972:** All concurred in denial of a request for rezoning a tract of land from RS-3/ RM-1 to CS on property located on the southeast corner of East 21<sup>st</sup> Street and South 177<sup>th</sup> East Avenue and is also a part of the subject property

***AREA DESCRIPTION:***

**SITE ANALYSIS:** The subject property is approximately 2± acres in size and is located west of southwest corner East 21<sup>st</sup> Street and South 120<sup>th</sup> East Avenue. The property appears to be vacant and is zoned OL.

**SURROUNDING AREA:** The subject tract is abutted on the east by vacant land, zoned OL ; on the north by vacant land, zoned RM-1; on the south by an apartment project, zoned RM-1; and on the west by a day care, zoned OL

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

13.4

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

**TRANSPORTATION VISION:**

The Comprehensive Plan designates East 21<sup>st</sup> Street South as a Multi Modal Primary Arterial.

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.

Streets on the Transportation Vision that indicate a transit improvement should use the multi-modal street cross sections and priority elements during roadway planning and design.

*Staff Comment: The multimodal concept is years away from full implementation. This site does not add restrictions to that concept. The design details regarding brick building construction and landscaping in this Planned Unit Development will begin to enhance the street character parallel to the street right of way.*

**STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
Riverside Parkway	Primary Arterial	120	4+

**RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

The site is located in an Area of Growth:

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

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

The site is located in a Mixed Use Corridor:

Mixed-Use Corridors are Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. Off the main travel route, land uses include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods. Mixed-Use Corridors usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind.

### **STAFF SUMMARY:**

#### **PUD-800**

#### **Applicant Concept Statement:**

This Planned Unit Development is an overlay of an existing OL zoned parcel (see Exhibit A for existing zoning map) along the south side of East 21<sup>st</sup> Street South approximately 2000' east of Garnett Avenue (reference the PUD Legal Description below). The tract is currently vacant. A daycare facility is adjacent to the site on the west and an apartment complex to the south. Vacant land, mostly within the floodplain, abuts the property to the east and on the north side of East 21<sup>st</sup> Street. Tupelo Creek enters the PUD at its southeast corner and flows north across the tract before crossing 21<sup>st</sup> Street via a large concrete box culvert.

The Tulsa Comprehensive Plan designates this tract as a Mixed Use Corridor.

The PUD contemplates a Dollar General being placed on the western portion of the tract south of the existing floodplain. Vehicular access to the tract will be provided via an existing median cut on 21<sup>st</sup> Street near the northwest corner of the site. The mixed use corridor contemplates developments with buildings situated along the street with parking provided on the side or rear of the property. The building setback proposed corresponds to the existing developments that extend west of the PUD. This PUD is accompanied by a rezoning request for 20,000 square feet of CS zoning which would allow use permitted under use unit 14: Shopping Goods and Services. Dollar General and other general merchandise stores have historically been classified under this unit though their use is very similar to (and often times less intense than) Use Unit 13: Convenience Goods and Services, which is a use by right within an OL district.

Other uses within not associated with retail trade but allowed in Use Unit 14 will not be allowed within the PUD. The conceptual site plan for the PUD can be seen in the attached Exhibit B.

#### **PUD Legal Description**

The East 398.37 feet of the North Half (N/2) of Lot One (1), Less the North 10 feet of Block Two (2), BRIANA ANN ADDITION, a Subdivision in Tulsa County , State of Oklahoma, according to the recorded Plat thereof.

### **Development Standards:**

This PUD will consist of one development area subject to the following development standards:

#### **Land Area**

Net Lot Area	85,649 sq. ft.
Gross Lot Area	109,552 sq. ft.

#### **Permitted Uses**

Uses permitted by right (including all uses customarily accessory thereto) within the OL district and "Retail Trade Establishments", defined in Section 1213.B.1 and as allowed by Use Unit 14: Shopping Goods and Services.

#### **Maximum Building Area**

Uses Contained within Use Unit 14	10,000 sq. ft.
All Other Permitted Uses	32,800 (FAR 0.3)

#### **Minimum Building Setbacks (as measured from the platted lot lines)**

North Lot Line	50'
South Lot Line	40'

<b>Maximum Building Height</b>	20'
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#### **Parking**

Parking for uses contained within Use Unit 14: Shopping Goods and Services shall be provided at a ratio of 1:275. All other uses shall provide parking as required by the City of Tulsa Zoning Code.

#### **Lighting**

All lighting standards shall be constructed in a manner that prevents visibility of the light emitting element from adjacent residentially zoned properties. No lighting standard shall exceed 25'. No building mounted lighting will be allowed higher than 16'-6" above the finished floor. A photometric plan shall be provided with the site plan illustrating not light trespass at any property line.

#### **Signage**

Signs shall be limited to the following:

- One double sided project identification ground sign not exceeding 20' in height shall be permitted along 21<sup>st</sup> Street, provided it does not exceed 100 square feet of display surface area per side.
- Wall signs shall be limited to 1.5 square feet per linear foot of building wall to which the signs are affixed.
- No roof or projecting signs shall be permitted.

## Screening and Building Façade

Any northern or eastern facing building façade including all glass and metal parapet shall be a minimum of 50% and 65% masonry, respectively. The concept can be further defined as:

- 1) All north and east walls shall be full masonry except the glass store front and metal parapet that may be part of the building design.
- 2) The metal parapet is an additional structure added to the wall. If the metal parapet on the north and east side is ever removed the entire remaining wall face shall be masonry.
- 3) The east and north faces of the wall are generally facing single family residential development, the masonry construction is required as part of the effort to provide a structure that blends into the neighborhood building style.

An existing wrought iron fence with masonry columns exists on the apartment property along the southern boundary of the PUD. Given the substantial existing landscaping and in an effort to prevent a maintenance nuisance no additional screening fence will be required.

All trash and mechanical areas shall be screened from public view of person standing at ground level. Trash enclosure screening shall be constructed of masonry on minimum of three sides. A fabric mesh with a minimum opacity of 95% shall be allowed on enclosure doors.

## Landscaping

All landscaping shall conform to the existing Landscape Chapter of the Tulsa Zoning Code however the following additional standards are required.

Minimum internal landscaped space	20%
Minimum landscape width abutting streets (Except at points of access)	10'

Shrubs will be placed within the street yard at a ratio of not less than 1 shrub per 10 foot of the entire street frontage. The shrubs shall be arranged to provide the maximum visual separation between the parking area and the street right of way. Shrubs will be evergreen and no less than a 5 gallon size at the time of planting. The minimum height at installation or at mature growth will not be less than 36" from the ground surface.



A 20' area of non-disturbance will be provided along the southern line and around the existing creek channel. This buffer will allow the preservation of many of the mature trees on the site. The PUD shall meet the requirements of the Landscape Chapter of the City of Tulsa Zoning code in all other manors.

### **Topography**

The elevation of the existing site varies from approximately 681' at the southwest corner of the site to 665' at the culvert crossing (all elevations referenced to the North American Vertical Datum). The sight slopes generally to the northeast towards Tupelo Creek.

The attached Exhibit C depicts an aerial of the existing site as well as topography.

### **Drainage**

The site drains generally to the northeast and the culvert crossing of Tupelo Creek. Though the creek crossing is sized to convey the 1% annual storm it does cause a significant backwater effect which causes a large amount of the northern portion of the site to be contained within the floodplain. The extent of runoff increase and the amount of floodplain storage added as part of the development will be analyzed to determine if detention will be required. If detention is necessary to prevent downstream impacts it will be included within the PUD.

### **Vehicular and Pedestrian Access and Circulation**

The attached Exhibit D depicts the vehicular and pedestrian access points and circulation anticipated to accommodate the conceptual site plan. Access to the site will be provided via an existing median cut on 21<sup>st</sup> Street. Sidewalks exist along 21<sup>st</sup> Street and will be maintained as part of the PUD. A direct sidewalk connection to the 21<sup>st</sup> Street sidewalk along with a bicycle rack near the building will be provided to create additional pedestrian connectivity.

### **Utilities**

Water service is provided to the site by an existing 12" waterline along the south side of 21<sup>st</sup> Street. This line will provide domestic service and fire protection to the site. A 12" sanitary sewer line extends along the northern property line of the PUD. This line will provide sewer service to the PUD.

Other utility services are currently provided to the site and will continue to be provided via underground services. See attached Exhibit E for the conceptual improvements plan.

### **Detailed Plan Review**

No building permit shall be issued until a detailed site plan and a detailed landscape plan is submitted to and approved by the Tulsa Metropolitan Area Planning Commission.

No sign permit shall be issued until a detailed sign plan is submitted and approved by the Tulsa Metropolitan Area Planning Commission.

### **Schedule of Development**

Construction of the PUD is expected to begin in Spring of 2014.

### **STAFF RECOMMENDATION:**

Staff finds that:

- 1) PUD 800 as defined in the staff summary above is consistent with the Mixed Use Corridor designation and the Area of Growth designation defined by The Comprehensive Plan.
- 2) The Development Standards including landscaping, signage, bulk and area requirements, building façade and other requirements defined by the Planned Unit Development will be in harmony with the existing and anticipated development pattern of the area.
- 3) CS zoning has been requested concurrently with the PUD to meet the minimum underlying zoning requirement for commercial use proposed for this property. In the event that the PUD ever is abandoned or significantly modified the underlying CS zoning may not be appropriate and staff recommends that the CS zoning area be amended to meet the development patterns at that time.
- 4) PUD 800 as defined in the staff summary above is consistent with the purpose and intent of the PUD chapter of the Tulsa Zoning Code.













Therefore, **staff recommends approval of PUD 800** as noted above.

08/07/13

13.10

# **PUD-800 LAND USE PLAN: MIXED-USE CORRIDOR**

## **Land Use Plan Categories**

	Downtown		Neighborhood Center
	Downtown Neighborhood		Employment
	Main Street		New Neighborhood
	Mixed-Use Corridor		Existing Neighborhood
	Regional Center		Park
	Town Center		Open Space



19-14 17

0 Feet 275 550

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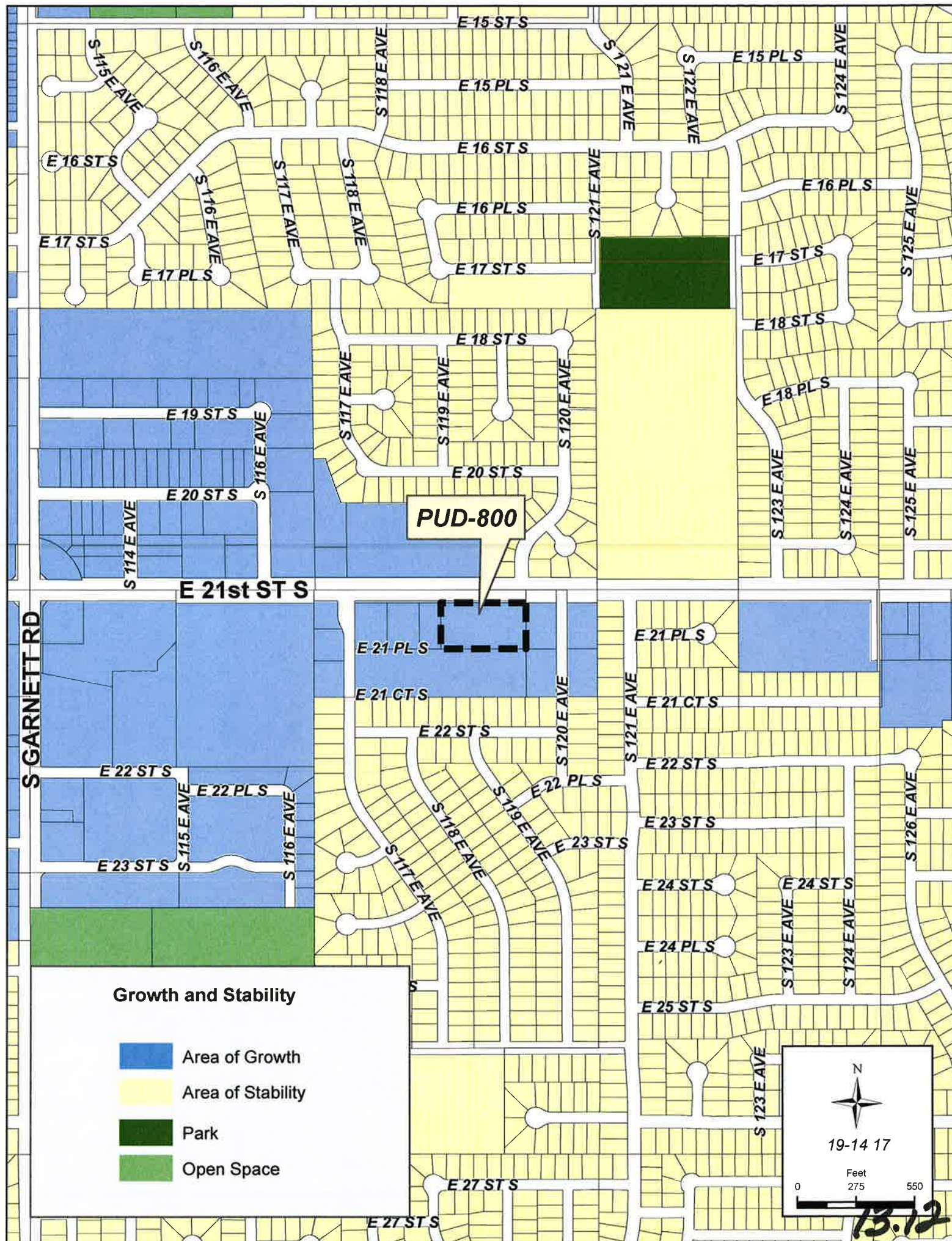
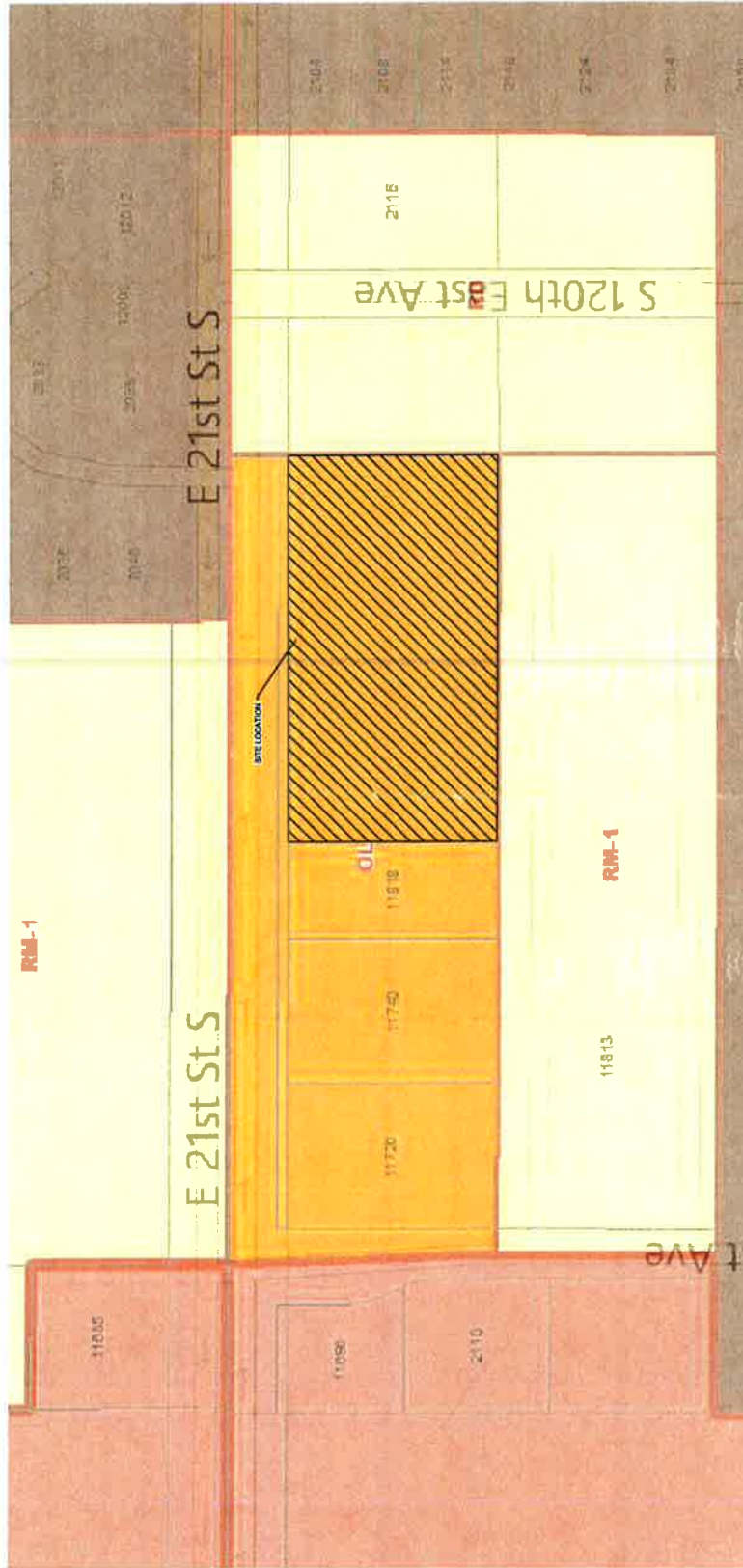




Exhibit A  
Existing Zoning Map  
for

# Dollar General

**OWNER / DEVELOPER**  
THE PETROUS GROUP  
8914 E. YORKTOWN AVE  
DALLAS, TEXAS 75228  
**ENGINEER**  
AAB ENGINEERING LLC  
PO BOX 2138  
DALLAS, TEXAS 75228  
PHONE: (972) 314-4285  
FAX: (972) 314-4286



AAB Engineering, LLC  
**AAB**  
Engineering • Land Planning  
PO Box 2138 Sand Springs, OK 74083  
DALLAS, TEXAS 75228  
PHONE: (972) 314-4285 FAX: (972) 314-4286





# Exhibit B

## Conceptual Site Plan for Dollar General

**OWNER / DEVELOPER**  
THE PETROS GROUP  
8814 E. VICTORIANA AVE  
TULSA, OK 74126

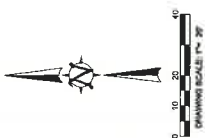
**ENGINEER**  
AAB ENGINEERING LLC  
PO BOX 2136  
LAND SPRING, OK 74093  
PHONE: (817) 514-4285  
FAX: (817) 514-4288



**AAB Engineering, LLC**  
**AAB**  
Engineering • Land Planning  
PO Box 2136 Land Spring, OK 74093  
Office: (817) 514-4285 Fax: (817) 514-4288



13.14



**OWNER / DEVELOPER**  
THE PETROS GROUP  
6914 S YORKTOWN AVE  
TUSALOO, TX 75386

**ENGINEER**  
AAB ENGINEERING, LLC  
PO BOX 2136  
SEW SPRINGS, OK 74063  
PHONE: (513) 514-4288  
FAX: 513 514 4288

Exhibit C  
Existing Topo and Aerial  
for

# Dollar General



AAB Engineering, LLC  
**AAB**  
Engineering • Land Planning  
PO Box 2136, Sew Springs, OK 74063  
Office: (513) 514-4288 Fax: (513) 514-4288



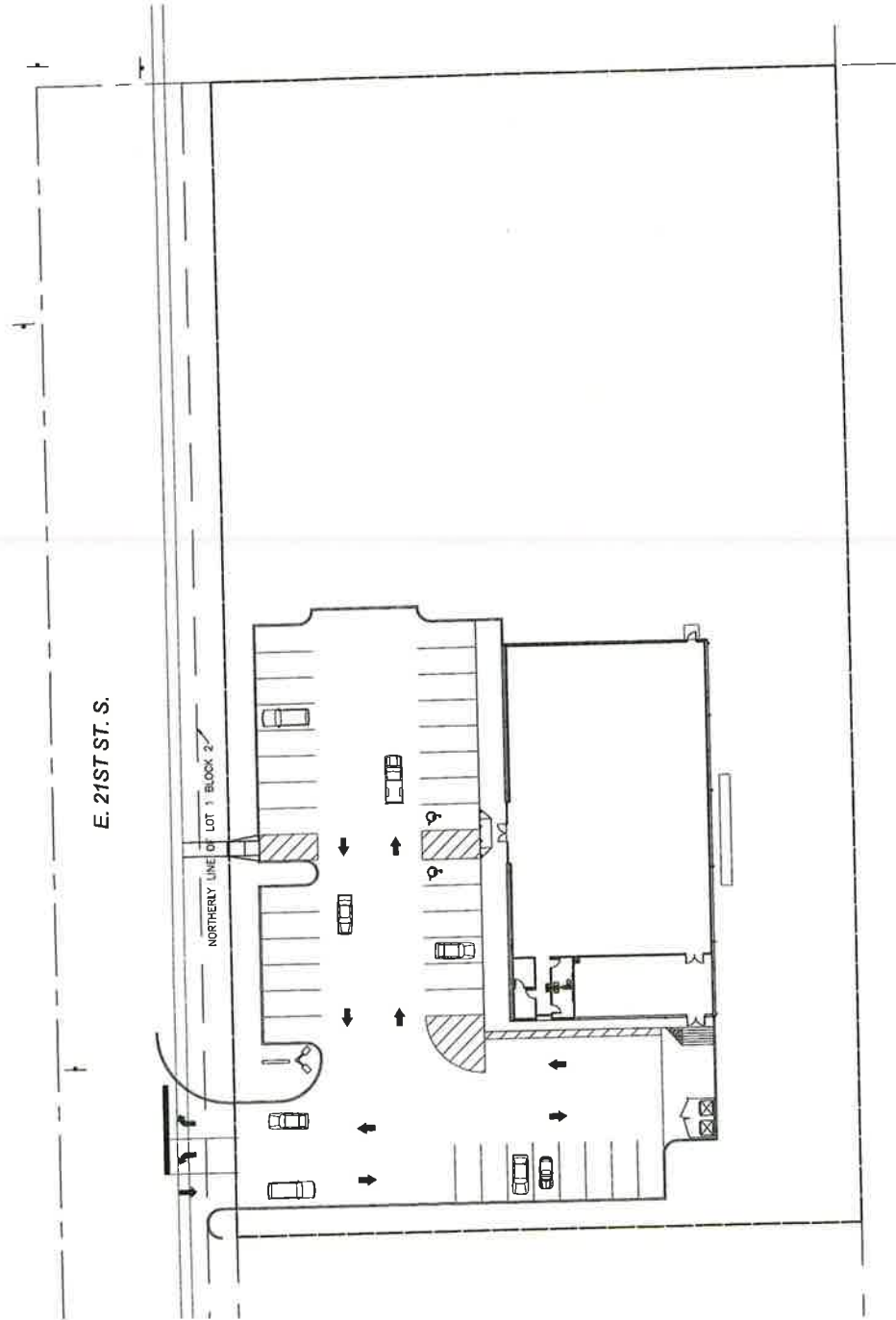
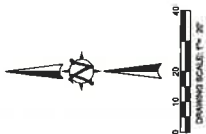
13.15

# Exhibit D

## Conceptual Access and Circulation Plan for Dollar General

**OWNER / DEVELOPER**  
THE PETROS GROUP  
6914 S. YORKTOWN AVE  
TULSA, OK 74134

**ENGINEER**  
AAB ENGINEERING LLC  
PO BOX 2136  
SAND SPRING, OK 74063  
TEL: (918) 514-4235  
FAX: (918) 514-4236



AAB Engineering, LLC  
**AAB**  
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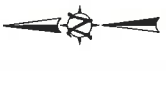


Exhibit E  
Conceptual Improvements  
for

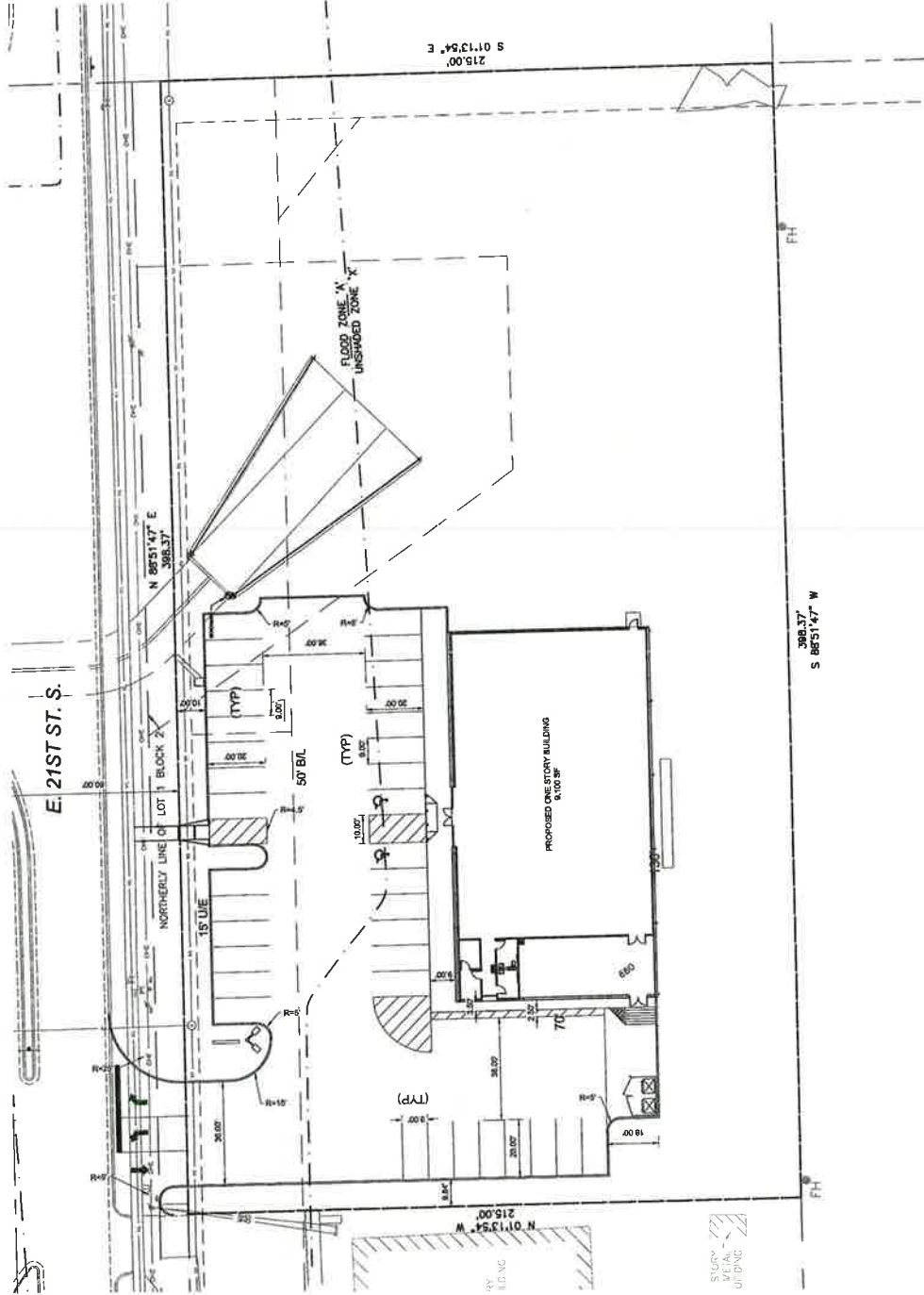
# Dollar General

**OWNER / DEVELOPER**  
THE PETROS GROUP  
8814 S. YORTON AVE  
TULSA, OK 74128

**ENGINEER**  
AAB ENGINEERING, LLC  
PO BOX 2196  
SAND SPRING, OK 74063  
PHONE: (918) 514-4233  
FAX: (918) 514-4236



DRAWING SCALE: 1" = 20'



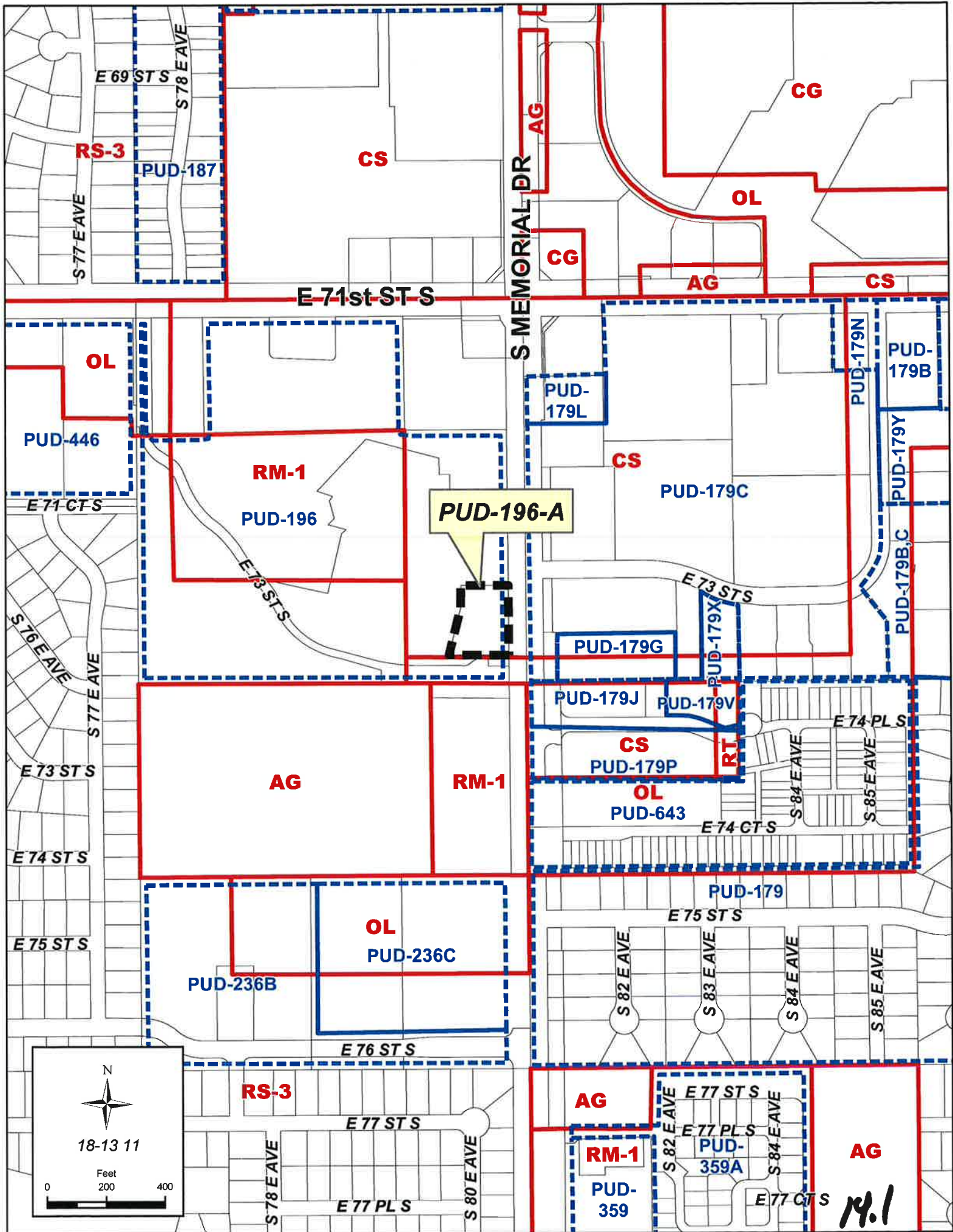
AAB Engineering, LLC  
**AAB**  
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PO Box 2196 Sand Spring, OK 74063  
Cell: (918) 514-4233 Fax: (918) 514-4236  
Office: (918) 514-4233 Fax: (918) 514-4236



13.17













**TULSA METROPOLITAN AREA PLANNING COMMISSION  
CASE REPORT**

**APPLICATION: PUD-196-A**

**TRS 8311**

**Atlas 1130**

**CZM 53**

**CD-8**

**TMAPC Hearing Date:** August 7, 2013

**Applicant:** Discount Tire Co./ Mark Capron

**Tract Size:** 1± acres

**ADDRESS/GENERAL LOCATION:** South of southwest corner South Memorial Drive and East 71<sup>st</sup> Street

**EXISTING ZONING:** CS/ PUD-196

**EXISTING USE:** Vacant

**PROPOSED ZONING:** CS/ PUD-196-A

**PROPOSED USE:** Tire store & vehicle repair

**ZONING ORDINANCE:** Ordinance number 13888 dated June 22, 1977, and 12637 dated November 9, 1972, established zoning for the subject property.

**RELEVANT ZONING HISTORY:**

**PUD-196 June 1977:** All concurred in approval of a proposed Planned Unit Development on a 34± acre tract of land for commercial development on property located on the southwest corner of East 71<sup>st</sup> Street and South Memorial Drive and is a part of the subject property.

**AREA DESCRIPTION:**

**SITE ANALYSIS:** The subject property is approximately 1± acre in size and is located south of southwest corner South Memorial Drive and East 71<sup>st</sup> Street. The property appears to be vacant and is zoned CS/ PUD-196.

**SURROUNDING AREA:** The subject tract is surrounded by CS zoning except that there is a small OL strip south of the site that was part of the underlying zoning request for PUD 196. The OL zoning was never used as an effective buffer and primarily covers the East 73<sup>rd</sup> Street South right of way. Further south across East 73<sup>rd</sup> a tract is zoned RM-1.

*Staff Comment: The building orientation in this amendment is an important consideration because of the potential negative impact of an objectionable use being across the street from an existing multifamily development.*

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

14.3

### **TRANSPORTATION VISION:**

The Comprehensive Plan designates South Memorial Drive as a Primary Arterial Commuter Street.

The most widespread commercial street type is the strip commercial arterial, these arterials typically serve commercial areas that contain many small retail strip centers with buildings set back from front parking lots. Because of this, strip commercial arterials have many intersections and driveways that provide access to adjacent businesses. Historically, this type of street is highly auto-oriented and tends to discourage walking and bicycling. On-street parking is infrequent.

Commuter streets are designed with multiple lanes divided by a landscaped median or a continuous two way left turn lane in the center. Commuter streets are designed to balance traffic mobility with access to nearby businesses. However, because there are so many intersections and access points on commuter streets, they often become congested. Improvements to these streets should come in the form of access management, traffic signal timing and creative intersection lane capacity improvements.

*Staff Comment: The site has no direct access to South Memorial Drive or to East 73<sup>rd</sup> Street South because of the original configuration of the shopping center and access limitations shown on the subdivision plat. The commuter street concept suggesting access management to this site has already been addressed.*

### **STREETS:**

<b><u>Exist. Access</u></b>	<b><u>MSHP Design</u></b>	<b><u>MSHP R/W</u></b>	<b><u>Exist. # Lanes</u></b>
South Memorial Drive	Primary Arterial Commuter	120 feet	4+

### **RELATIONSHIP TO THE COMPREHENSIVE PLAN:**

This site is part of a Regional Center which is defined as a mid-rise mixed-use area for large-scale employment, retail, and civic or educational uses. These areas attract workers and visitors from around the region and are key transit hubs; station areas can include housing, retail, entertainment, and other amenities. Automobile parking is provided on-street and in shared lots. Most Regional Centers include a parking management district.

*Staff Comment: South Memorial Drive is a Commuter Street however the full vision of the street system is years away from implementation. At this time there is not plan for on- street parking on Memorial Drive or on East 73<sup>rd</sup> Street South. Shared parking and internal access to the entire center is already in place.*

The site is mapped as an Area of Growth which are "areas of Tulsa where allocation of resources can 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 exist 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.

### **STAFF SUMMARY:**

PUD-196-A

Development Area C-3 Revised Development Standards:

Permitted Uses	Those uses permitted by right within a CS District and Use Unit 17: In Use Unit 17 the only use allowed will be a Tire Store providing sales, service of automobile tires. Minor vehicular repair such as oil changes, brakes, batteries replacement is not allowed in this request. All work performed on vehicles will be conducted inside the building.
Landscaping:	Minimum landscaped area shall not be less than 25%.  All other landscaping shall meet or exceed the minimum standards defined in the Landscape Chapter of the Zoning Code.  In addition to all other landscape requirements in the zoning code trees shall be planted along the south wall of the building. A minimum of 6 trees that can be evergreen or deciduous shall be installed and maintained in a healthy condition. The minimum size at planting shall be 2 1/2” caliper and 12’ tall.
Lighting	All lighting shall be wall mounted. Wall mounted lighting on the south and east side of the building shall be directed down and the light element shall be shielded so that it cannot be seen from the adjacent residential properties south of this site. Parking lot pole lighting is not allowed.
Development Standards:	The site and building standards shall conform to all bulk and area requirements in the CS and PUD chapter of the zoning code except as noted below:  The front of the building shall be facing north or east with all access drives located on the north side of the building.

14.5



All service doors will be limited to the north side of the building. Pedestrian access doors are the only doors allowed on the South, West or East side of the building.

All mechanical equipment will either be roof mounted or ground mounted on the north, west or east side of the building.

Trash enclosures shall be a minimum 6' tall masonry enclosure.

All building walls shall be masonry construction except at door openings and glass store front.

Wall Signage: Display surface area of wall signage shall not exceed 1.5 feet of display surface area on the north and east side of the building.

No wall signage is allowed on the south or west side of the building.

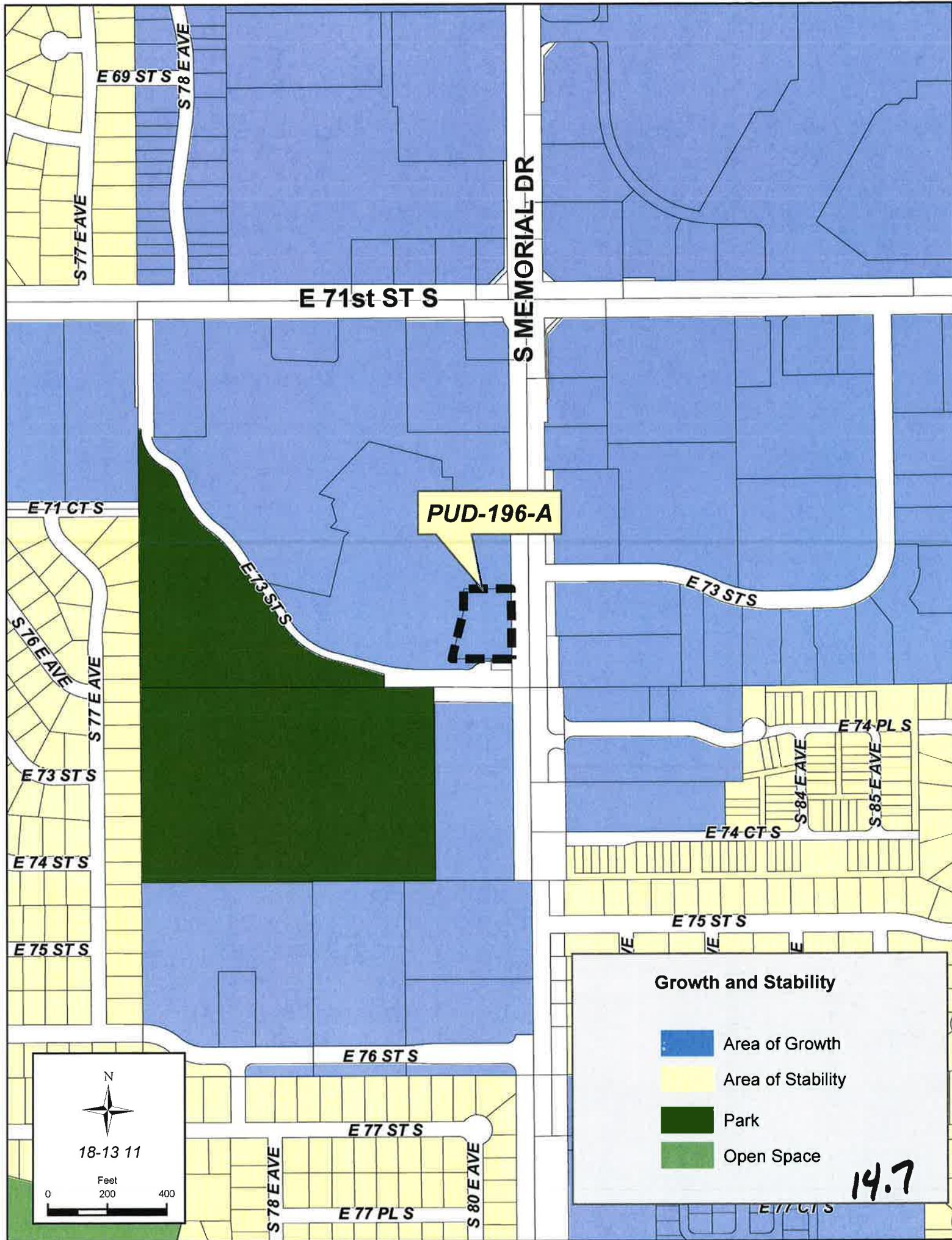
Ground Signage: Shall be limited to one 20 foot tall sign meeting the standards outlined in Section 1221.

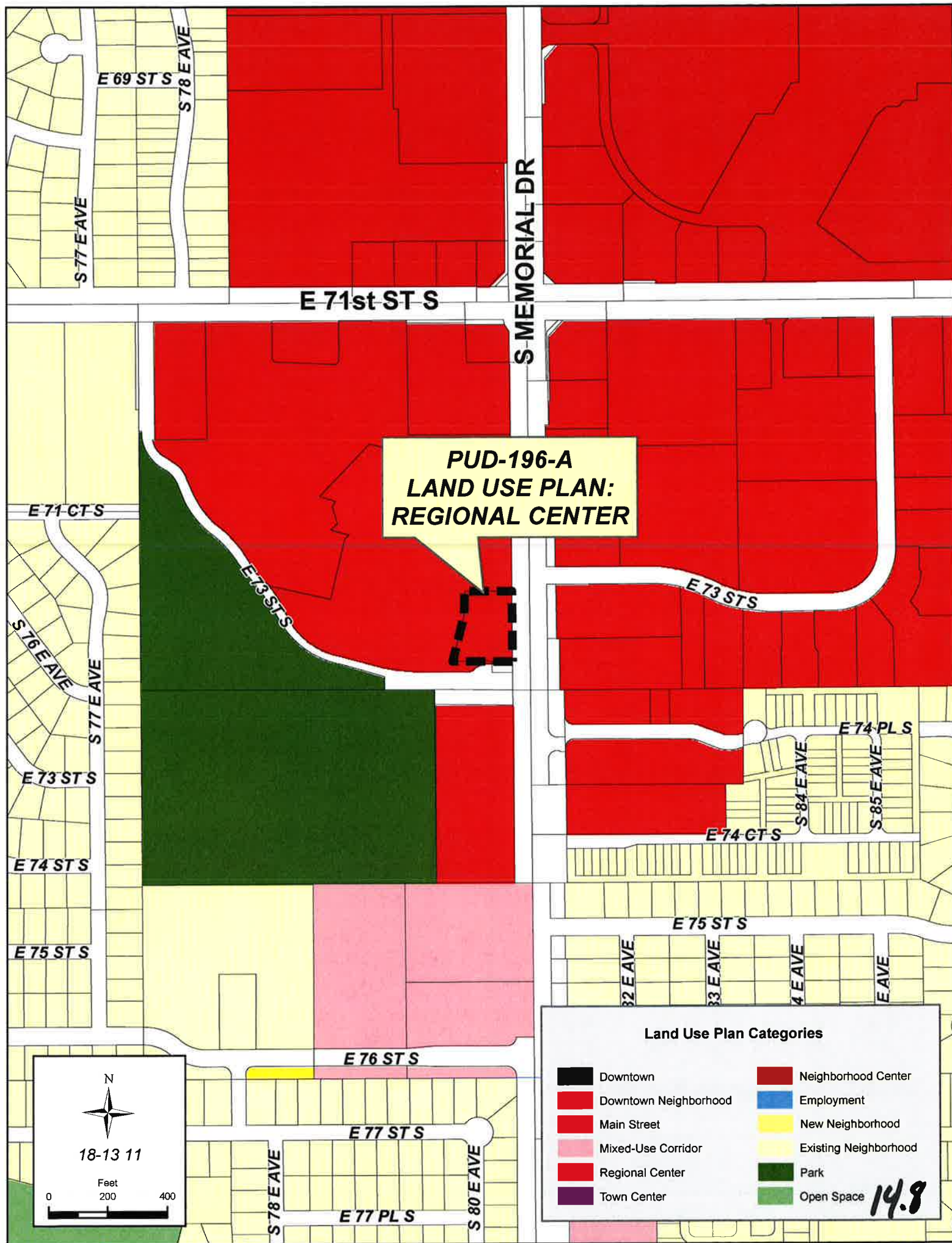
#### **STAFF RECOMMENDATION:**

1. This major amendment is consistent with the vision stated in the Comprehensive Plan for a Regional Center and an Area of Growth.
2. The major amendment request is consistent with the purpose and intent of the Planned Unit Development Chapter of the Zoning Code.
3. This major amendment as outlined by the Staff Summary above is consistent with the expected and existing development pattern of the area.
4. Therefore **staff recommends approval of the PUD 196-A** as outlined in the staff summary above.

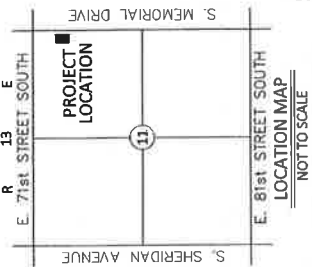
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## CONSTRUCTION DOCUMENT

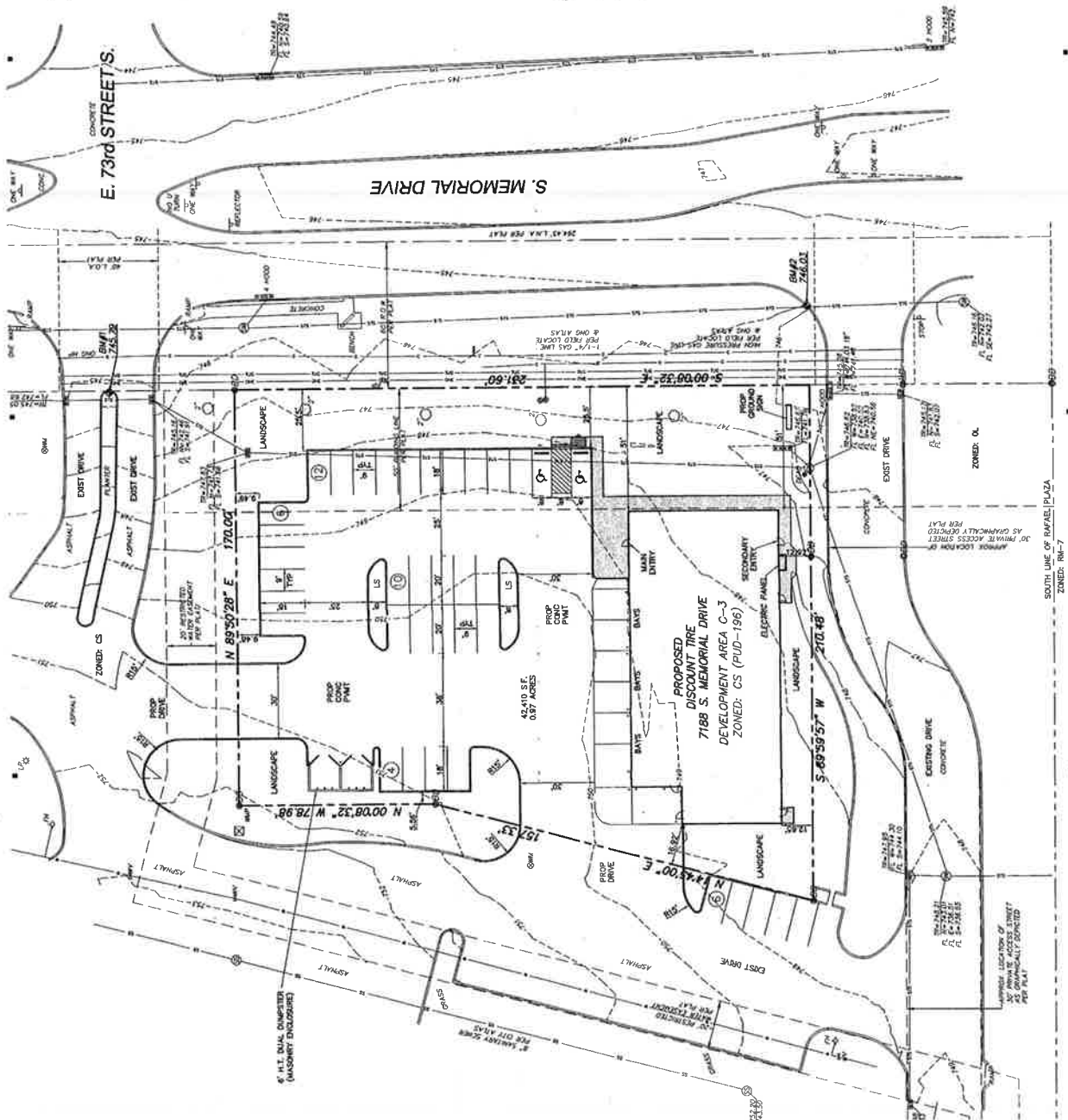
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THE SEAL APPEARING ON THIS DOCUMENT WAS AUTHORIZED BY JUAN J. VARGAS, P.E. 21243, ON 06/06/2013.



DETAILED SITE PLAN

**SPI**



14.9





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## **A G E N D A**

### **Tulsa Metropolitan Area Planning Commission**

#### **TRAINING SESSION**

175 East 2<sup>nd</sup> Street, 10<sup>th</sup> Floor  
South Conference Room  
City Hall

Wednesday, August 7, 2013 – 2:30 p.m.

1. Presentation by Elizabeth Plater-Zyberk on New Urbanism

If you require special accommodation pursuant to the Americans with Disabilities Act, please notify INCOG (918) 584-7526



