

TULSA METROPOLITAN AREA PLANNING COMMISSION

Meeting No. 2667

February 5, 2014, 1:30 PM

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

CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Work Session Report: Work Session will be held following the February 19th meeting.

Director's Report:

Review TMAPC receipts for the month of December 2013

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.

1. **LC-555** (Lot-Combination) (CD-1) – Location: East of the northeast corner of East 51st Place North and North Rockford Avenue
2. **LS-20674** (Lot-Split) (CD-2) – Location: Northeast corner of West 78th Street South and South 24th West Avenue
3. **Change of Access** – Location: Northwest corner of East 31st Street South and North Garnett Road (CD-6)
4. **PUD-798 – AAB Engineering, LLC/Alan Betchan** – Location: Approximately ¼ mile south of the southeast corner of South Harvard Avenue at East 41st Street South, Requesting a **Detail Site Plan** approval for a new office building, (CD-9)

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:

COMPREHENSIVE PLAN PUBLIC HEARINGS:

5. **CPA-25** - Consider adoption of an amendment to the Land Use Map and Areas of Stability and Growth Map in the Tulsa Comprehensive Plan. Resolution No. 2667:916, (CD-3) (Related to Item 6)

PUBLIC HEARINGS:

6. **Z-7252 – Tulsa Airport Improvement Trust (TAIT)/Mike Kerr**, Location: Southeast corner of East Pine Street and North Memorial Drive, Requesting a rezoning from **AG to CS**, (CD-3) (Related to Item 5)
7. **Tulsa Renal -** Preliminary Plat, Location: East of southeast corner of East 21st Street South and South Memorial Drive (9313) (CD-5)
8. **Tulsa Renal –** Authorization for **Accelerated** Release of Building Permit, Location: East of southeast corner of East 21st Street South and South Memorial Drive (9313) (CD-5)
9. **PUD-757-1 – Wallace Engineering/Jim Beach** – Location: West side of South Norfolk Avenue where it dead ends at the Broken Arrow Expressway, Requesting a **Minor Amendment** to add a single-family use and refine the building height restrictions for a single-family use, (CD-4)

OTHER BUSINESS

10. **Refund request for Z-7254 – Bank of Oklahoma/Andy Fritz, Applicant withdrew this application before processing.**
11. **Commissioners' Comments**

ADJOURN

CD = Council District

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

Visit our website at www.tmapc.org

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

TMAPC RECEIPTS
Month of December 2013

----- Current Period -----					----- Year To Date -----			
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	9	\$317.50	\$317.50	\$635.00	71	\$692.50	\$692.50	\$1,385.00
Zoning	1	2,500.00	2,500.00	5,000.00	21	11,495.00	11,495.00	22,990.00
PUDs & Plan Reviews	28	3,050.00	3,050.00	6,100.00	163	17,931.75	17,931.75	35,863.50
Refunds		0.00	0.00	0.00	0	0.00	0.00	0.00
Fees Waived		0.00	0.00	0.00	0	0.00	0.00	0.00
		<u>\$5,867.50</u>	<u>\$5,867.50</u>	<u>\$11,735.00</u>		<u>\$30,119.25</u>	<u>\$30,119.25</u>	<u>\$60,238.50</u>
LAND DIVISION								
Minor Subdivisions	0	\$0.00	\$0.00	\$0.00	6	\$662.50	\$662.50	\$1,325.00
Preliminary Plats	7	2,833.50	2,833.50	5,667.00	20	\$9,610.55	\$9,610.55	19,221.10
Final Plats	3	1,292.50	1,292.50	2,585.00	9	\$3,852.50	\$3,852.50	7,705.00
Plat Waivers	1	125.00	125.00	250.00	3	\$375.00	\$375.00	750.00
Lot Splits	10	520.00	520.00	1,040.00	42	\$2,061.25	\$2,061.25	4,122.50
Lot Combinations	9	450.00	450.00	900.00	42	\$2,100.00	\$2,100.00	4,200.00
Access Changes	0	0.00	0.00	0.00	0	\$75.00	\$75.00	150.00
Other		0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
NSF		0.00	0.00	0.00		\$0.00	\$0.00	0.00
Refunds		0.00	0.00	0.00		(\$5.00)	(\$5.00)	(10.00)
Fees Waived		0.00	0.00	0.00		\$0.00	0.00	0.00
		<u>\$5,221.00</u>	<u>\$5,221.00</u>	<u>\$10,442.00</u>		<u>\$18,731.80</u>	<u>\$18,731.80</u>	<u>\$37,463.60</u>
BOARDS OF ADJUSTMENT								
Fees	15	\$4,250.00	\$600.00	\$4,850.00	74	\$29,850.00	\$5,350.00	\$35,200.00
Refunds		0.00	0.00	\$0.00	44	(\$1,150.00)	\$0.00	(1,150.00)
NSF Check		0.00	0.00	\$0.00	44	\$0.00	\$0.00	0.00
Fees Waived		0.00	0.00	\$0.00	0	\$0.00	\$0.00	0.00
		<u>\$4,250.00</u>	<u>\$600.00</u>	<u>\$4,850.00</u>		<u>\$28,700.00</u>	<u>\$5,350.00</u>	<u>\$34,050.00</u>
TOTAL		\$15,338.50	\$11,688.50	\$27,027.00		\$77,551.05	\$54,201.05	\$131,752.10
LESS WAIVED FEES *		\$0.00		\$0.00		(\$520.32)		(\$520.32)
GRAND TOTALS		\$15,338.50	\$11,688.50	\$27,027.00		\$77,030.73	\$54,201.05	\$131,231.78

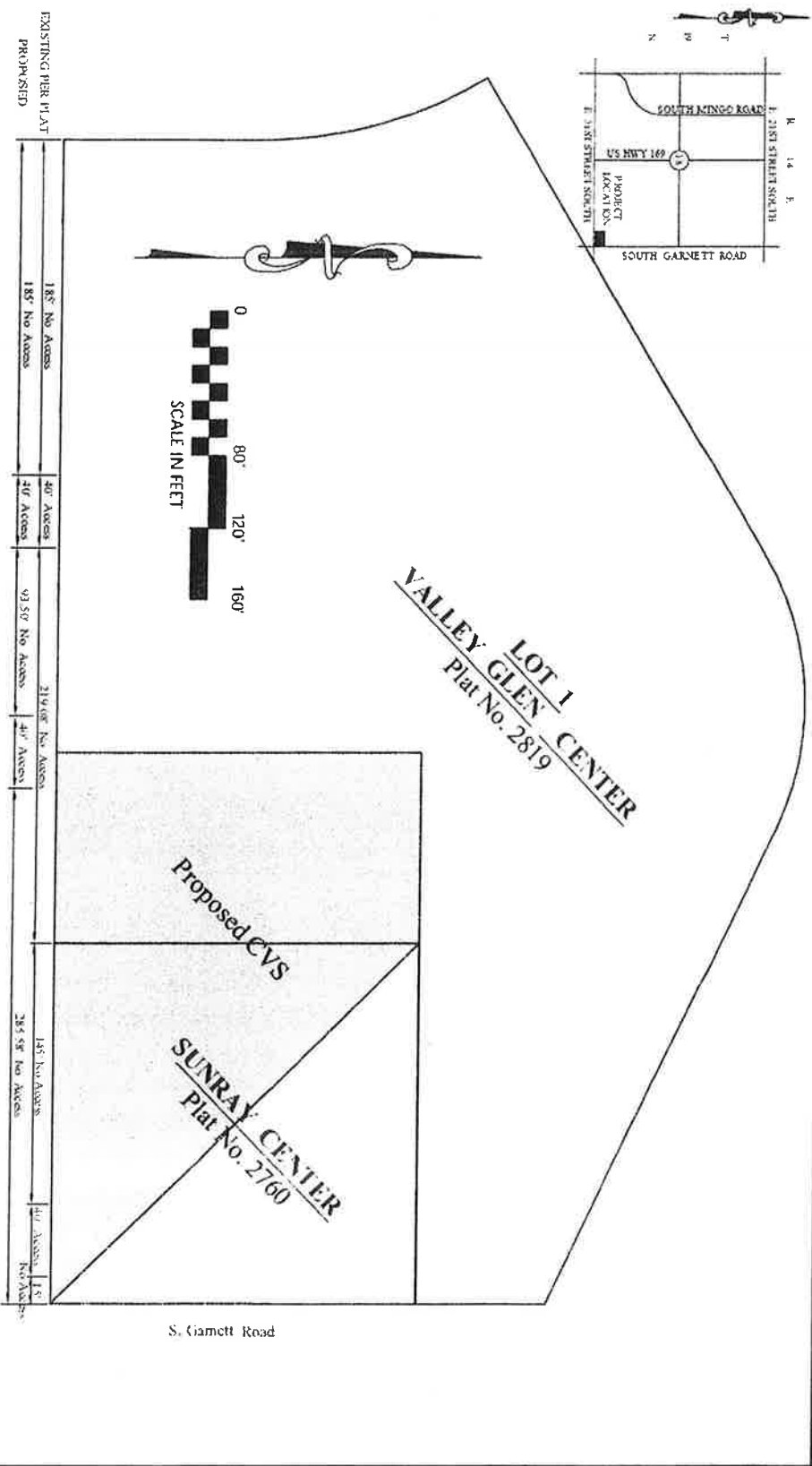
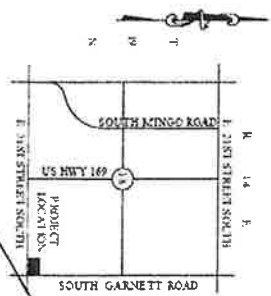
* Advertising, Signs & Postage Expenses for City of Tulsa Applications with Fee Waivers for Tulsa Development Authority, Tulsa Airport Authority, Pearl Distr Based Code & Reinstating Previous Zoning of Recently Annexed Territory

**Change of Access on Recorded Plat
TMAPC February 5, 2014**

Lot 1, Valley Glen Center and Sunray Center

This application is made to allow a change of access to add one access along East 31st Street South. The property is zoned CS (commercial shopping).

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



Change of Access Exhibit

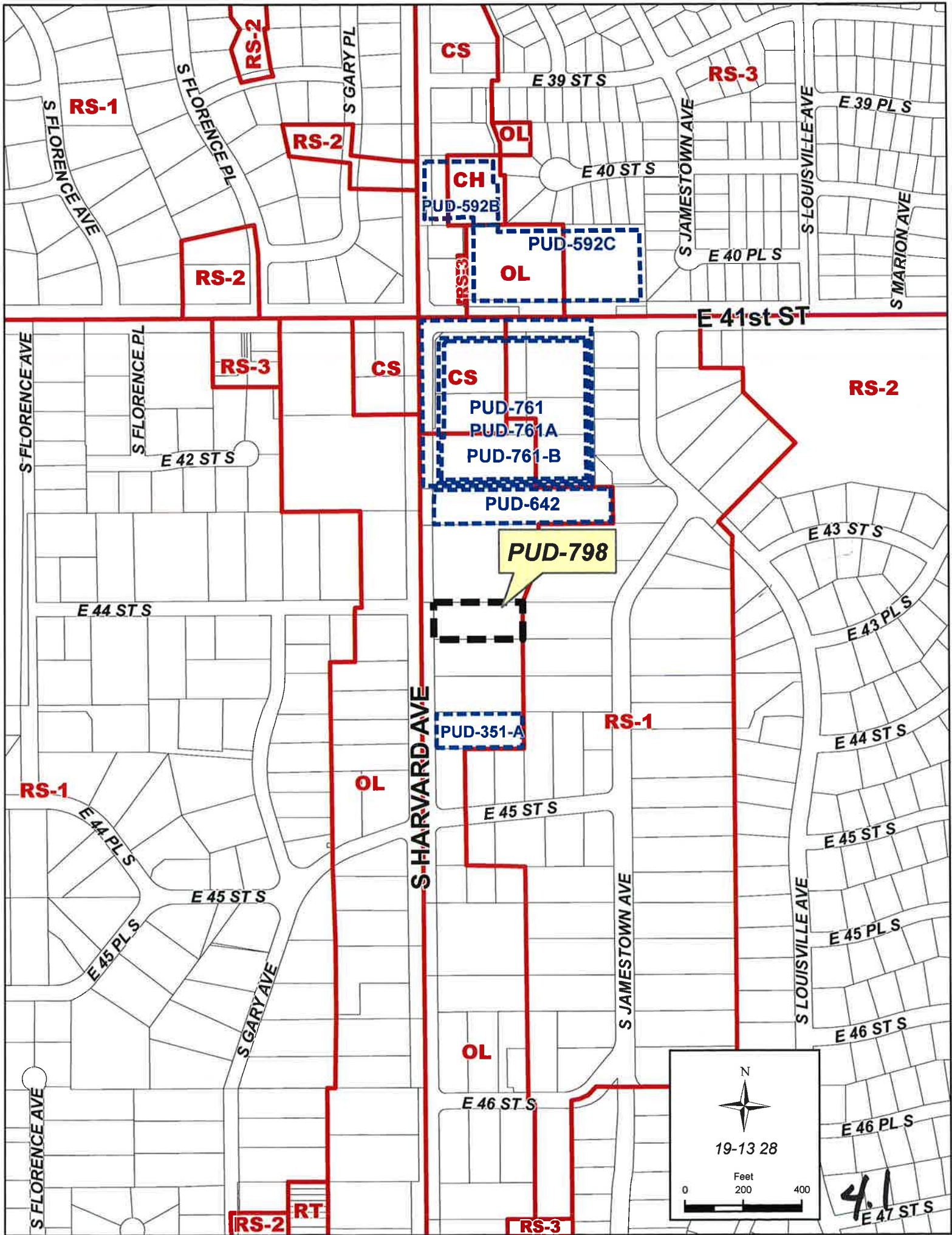
For

Lot 1, Valley Glen Center
and Sunray Center
City of Tulsa, Oklahoma

Approved *D. A. Duke* 1/7/14
Doug Duke, PE for
CO T/Traffic Ops

A-Zark
Civil Engineering Inc.
Bentonville • Kansas City
314 NW AVONDALE WAY SUITE 4
BENTONVILLE, AR 72712 (409) 464-8550
OKLAHOMA CERTIFICATION
AT VIBRATION 2010 1475
EXPIRATION 2015

CHECKING BY	DATE
REV	SCALE





S HARVARD AVE

PUD-798



19-13 28

0 50 100
Feet

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

4.3

February 5, 2014

STAFF RECOMMENDATION

PUD-798 (DSP):

PUD Detailed Site Plan – A 0.86 acre tract that is Lots 1 and 2, Block 1, Henry Orthodontics, A replat of Lot 7 Block 1 Villa Grove Heights No. 1 a subdivision in the City of Tulsa, located approximately ¼ mile South of the Southeast corner of South Harvard Ave at East 41st Street South. Section 28, T-19-N, R-13-E; CZM 37; Atlas 311; CD-9.

CONCEPT STATEMENT:

The applicant is requesting detail site plan approval for a new office building. The proposed development is located in PUD 798 for this facility.

PERMITTED USES:

Allowed uses are principal and accessory Use Units 1 (Area Wide Uses by Right), 10 (Off-Street Parking) and 11 (Offices, Studio and Support Services). Any additional uses will require an amendment to the PUD. This project is classified as a Use Unit 11 (Offices, Studio and Support Services)

DIMENSIONAL REQUIREMENTS:

The submitted site plan meets all applicable building height, floor area, density, open space, and setback limitations. No modifications of the previously approved Planned Unit Development are required for approval of this site plan.

ARCHITECTURAL GUIDELINES:

The new buildings are not limited by architectural style in the Planned Unit Development.

OFF-STREET PARKING AND VEHICULAR CIRCULATION:

The site plan meets or exceeds the minimum parking defined in the Tulsa Zoning Code and the Planned Unit Development. Access to South Harvard Ave from Lot 2 of the site plan will be provided through a mutual access agreement as defined in the PUD.

LIGHTING:

Site lighting plans and details are provided. The plan illustrates a design that will meet the minimum standards outlined in the Planned Unit Development and in the Zoning Code.

SIGNAGE:

The site plan does not illustrate ground, or wall sign locations which require a separate permit. All signage will meet the PUD Development Standards through a separate development process.

4.4

Any ground or monument signs placed in an easement will require a license agreement with the City prior to receiving a sign permit.

SITE SCREENING AND LANDSCAPING:

The open space, landscape area and screening is consistent with the Planned Unit Development requirements and it meets the minimum standards of the Landscape portion of the Tulsa Zoning Code. All trash, mechanical and equipment areas shall be screened from public view. This staff report does not remove the requirement for a separate landscape plan review process.

At this time there is no dumpster or dumpster screening proposed for this project. Future dumpster provisions will require a Minor Revision to the Detailed Site Plan.

PEDESTRIAN ACCESS AND CIRCULATION:

Sidewalk improvements including connectivity to the building will be included along South Harvard Avenue. The site plan displays adequate pedestrian circulation interior to the development.

MISCELLANEOUS SITE CONSIDERATIONS:

There are no concerns regarding the development of this area as it relates to the terrain modifications.

SUMMARY:

Staff has reviewed the applicant's submittal of the site plan as it relates to the approved **PUD-798**. The site plan submittal meets or exceeds the minimum requirements of the PUD. Staff finds that the uses and intensities proposed with this site plan are consistent with the approved PUD, and the stated purposes of the Planned Unit Development Section of the Zoning Code.

Therefore, staff recommends **APPROVAL** of the detail site plan for the proposed new office building.

(Note: Detail site plan approval does not constitute sign plan or landscape plan approval.)

Henry Orthodontics

LOTS ONE (1) & TWO (2), BLOCK (1), HENRY ORTHODONTICS, A REPLAT OF LOT SEVEN (7), BLOCK (1) VILLA GROVE HEIGHTS NO 1 AN ADDITION TO THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA, AND ACCORDING TO THE RECORDED PLAT THEREOF.

TULSA, OK 74133
PHONE: 618.284.7705
TTN: DR. BLAKE HENRY

ENGINEER
ENGINEERING LLC
PO BOX 2136
AND SPRINGS, OK 74063
PHONE: 918.514.4263
FAX: 918.514.4265

LOT 6 BLOCK 1 VILLA GROVE
HEIGHTS NO. 1

N 88°43'19 E
300.00

LOT 20 BLOCK 1
VILLA GROVE
HEIGHTS NO. 1

LOT 18 BLOCK 1
VILLA GROVE
HEIGHTS NO. 1

LOT 18 BLOCK 1
VILLA GROVE
HEIGHTS NO. 1

LOT 8 BLOCK 1 VILLA GROVE
WEIGHTS NO 1




BENCHMARK
FOUND 1st IRON PIN LOCATED AT
SOUTHWEST CORNER OF PROPERTY
ELEV=718.23 (NAVD 88)



DRAWING SCALE: 1" = 20'

SURVEY LEGEND	
1	AN CONCRETE RETAINING WALL
2	AGGREGATE ASPHALT DRIVE
3	AGGREGATE MANHOLE
4	BUILDING ENTRANCE
5	CEMENT CONCRETE DRIVE
6	CEMENT CONCRETE SIDEWALK
7	CEMENT CONCRETE DRIVE
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HENRY ORTHODONTIC	
ZONING: G-1-PDR	
ZONING USES	
PERMITTED LAND- PROPOSED LAND:	USE UNIT(S): 1, 1X, 11
BUILDING HEIGHTS AND FLOOR AREAS:	
MAXIMUM BUILDING FLOOR AREA:	15,000 SF
MAXIMUM BUILDING HEIGHT:	30 FEET
PROPOSED BUILDING FLOOR AREA:	30 FEET
BUILDING SETBACK REQUIREMENTS:	
REQUIRED SETBACK FROM NORTH SIDE ADJACENT:	30 FEET
REQUIRED SETBACK FROM NORTH SIDE BOUNDARY:	10 FEET
REQUIRED SETBACK FROM EAST SIDE BOUNDARY:	15 FEET
OFF STREET PARKING REQUIREMENTS	
PARKING REQUIREMENTS:	10 SPACES
PROPOSED PARKING COUNT:	10 SPACES
LANDSCAPE REQUIREMENTS	
REQUIRED:	3,125 SF (750 SQ FT)
PROPOSED:	1,000 SF (250 SQ FT)
SOUTH HARVARD AVENUE STREET WARD (TOTAL AREA 4,375 SF)	
SOUTH HARVARD AVENUE REQUIRED LANDSCAPE AREA:	250 SF (10%)
SOUTH HARVARD AVENUE PROPOSED LANDSCAPE AREA:	250 SF (10%)
LIGHTING REQUIREMENTS	
MAXIMUM PERMITTED LIGHTING HEIGHT:	30 FEET
MAXIMUM PROPOSED LIGHTING HEIGHT:	30 FEET
SHEET LEGEND	
①	PARKING COUNT
	PROPOSED CONCRETE PAVING
	PROPOSED CONCRETE SIDEWALK
	LIGHT POLE

AAB Engineering, LLC



Engineering • Land Planning
PO Box 2136 Sand Springs, OK 74063
OK CA#6318 Exp: June 30, 2014
Office: (918) 514-4283 Fax: (918) 514-4286



wdesign
ARCHITECTURE & INTERIORS
1513 E. 19TH ST., STE. A
TULSA, OK 74120
Office: 918.794.6616
Fax: 918.794.6602
www.wdesignstudio.com

SEAL:



PROJECT:

**HENRY
ORTHODONTICS**
PROJECT #
#13015

4401 S. HARVARD,
TULSA, OK 74135

CONSULTANT:



MPW ENGINEERING, LLC
1000 N. WILSON AVE., SUITE 100
TULSA, OK 74103
DUSTIN M. VOOT

REVISIONS:

ISSUE DATE:

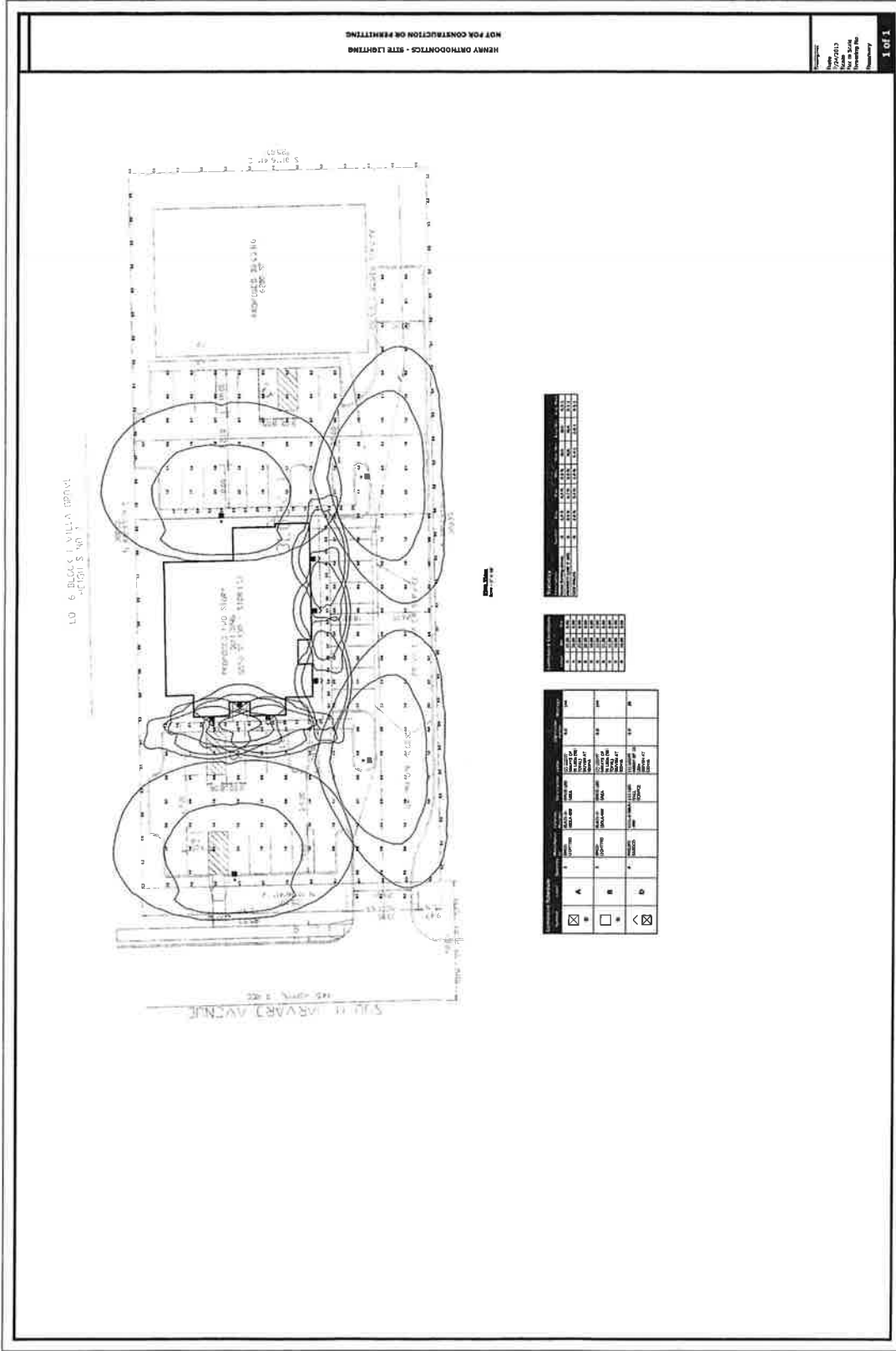
9.9.2013

SHEET NAME:
**SITE LIGHTING
PHOTOMETRIC**

SHEET #:

E212

DRAWN BY: DMV_JDB



1 SITE LIGHTING - PHOTOMETRIC
SCALE: 1/8" = 1'-0"

4.8

TMAPC Staff Report
February 5, 2014

COMPREHENSIVE PLAN LAND USE MAP AMENDMENT REQUEST
Airports (CPA-25)

I. PROPERTY INFORMATION AND LAND USE REQUEST

Existing Land Use: <i>Open Space</i>	Existing Areas of Stability/Growth designation: <i>Area of Stability</i>
Proposed Land Use: <i>Employment</i>	Proposed Areas of Stability/Growth designation: <i>Area of Growth</i>
Location: Southeast corner of S. Memorial Drive and E. Pine Street	
Size: approx. 3.52 acres	
Staff Recommendation: Approval	

A. Background

The requested land use amendment is concurrent with rezoning application Z-7252. This staff report provides a summary of the request and staff recommendation.

The 3.52 acre subject site is part of a larger tract owned by the City of Tulsa and falls within the airport's property jurisdiction for aviation development. There have been no previous approvals for this site.

When the City of Tulsa Comprehensive Plan was developed and adopted in 2010, this area was designated as an *Area of Stability*. This designation was assigned to this area in conjunction with the *Open Space* land use designation. *Open Space* land use designations were typically assigned to parcels of land based on some environmental consideration. The subject site is partially located within the FEMA and City of Tulsa regulatory flood plain. The area directly to the south of the subject site is also partially flood plain and designated *Open Space*. The area to the east of Highway 11 is also designated *Open Space*, but was done so based on reasons related to its proximity to the airport.

5.1

B. Amendment requests

The applicant is proposing to amend the land use designation on the site to *Employment*.

“Employment areas contain office, warehousing, light manufacturing and high tech uses such as clean manufacturing or information technology. Sometimes big-box retail or warehouse retail clubs are found in these areas. These areas are distinguished from mixed-use centers in that they have few residences and typically have more extensive commercial activity.”

Employment areas require access to major arterials or interstates. Those areas, with manufacturing and warehousing uses must be able to accommodate extensive truck traffic, and rail in some instances. Due to the special transportation requirements of these districts, attention to design, screening and open space buffering is necessary when employment districts are near other districts that include moderate residential use.”

The applicant is also proposing to amend the Areas of Stability and Growth designation to 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.”

5.2

C. Zoning and Surrounding Uses:

Location	Existing Zoning	Existing Designations	Existing Use
North	RS-3	<i>Employment & Area of Growth</i>	East Pine Street r-o-w, vacant land
South	AG	<i>Open Space & Area of Stability</i>	vacant land
East	RS-3	<i>Open Space & Area of Stability</i>	Highway 11, then vacant land
West	CS	<i>Town Center & Area of Growth</i>	UAW Building Corp., Local Union No. 952

D. Applicant's Justification:

As part of the amendment application, the applicant is asked to justify their amendment request. Specifically, they are asked to provide a written justification to address:

1. how conditions on the subject site have changed, as well as those on adjacent properties and immediate area;
2. how changes have impacted the subject site to warrant the proposed amendment; and
3. how the proposed change will enhance the surrounding area and the City of Tulsa.

The applicant provided the following justification as part of their application:

"Changing the parcel use from Open Space to Employment and rezoning from AG to CS will allow the parcel to be used in a manner that is compatible and consistent with the adjacent development.

The airport intends to pursue development, such as a convenience store, that will provide services to existing customer traffic that is utilizing the airport as well as be a benefit to the employees and residents of the surrounding area. At the present time, there are very few opportunities for airport users, especially those unfamiliar with Tulsa, to access such services in the immediate vicinity of the main airport terminal complex."

5.3

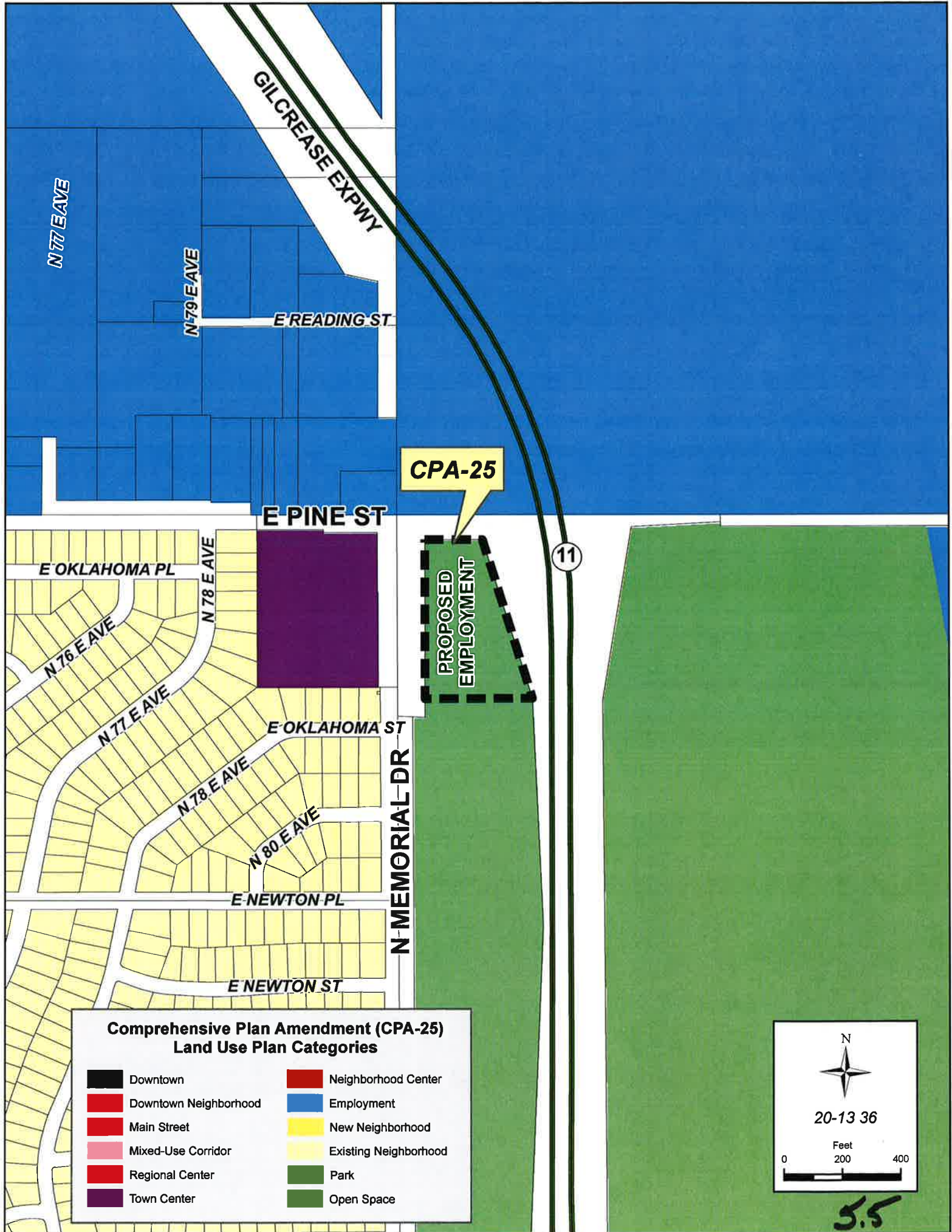
E. Staff Response:

Conditions relating to the subject site have not changed since the adoption of the Tulsa Comprehensive Plan in 2010; however, an *Open Space* land use and *Area of Stability* designation may not have been appropriate for the entirety of the City of Tulsa holdings in this area. The 2000 Tulsa International Airport Master Plan called for development supporting airport operations in the area south of the airport.













The proposed amendment from *Open Space* to *Employment* will contribute to the surrounding area by providing ancillary commercial opportunities adjacent to the airport where they do not currently exist.

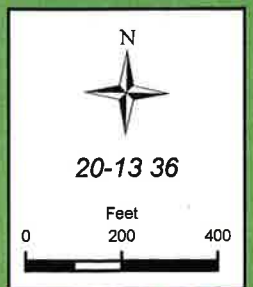
II. STAFF RECOMMENDATION

Staff recommends **APPROVAL** of the amendment to *Employment* and *Area of Growth*.

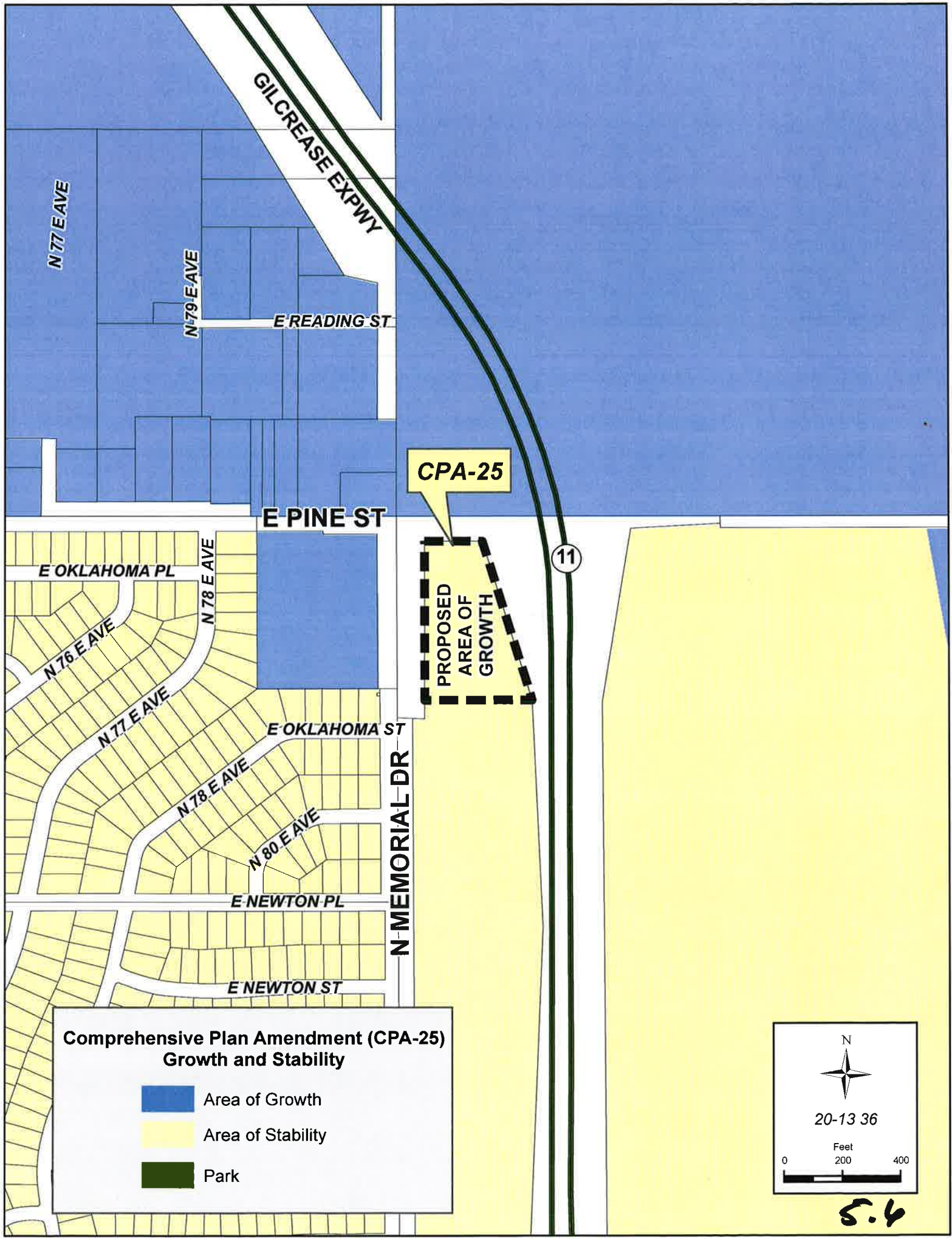


**Comprehensive Plan Amendment (CPA-25)
Land Use Plan Categories**

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

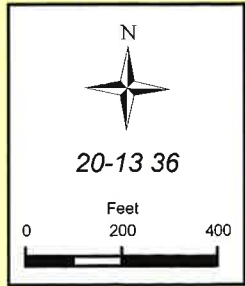


5.5

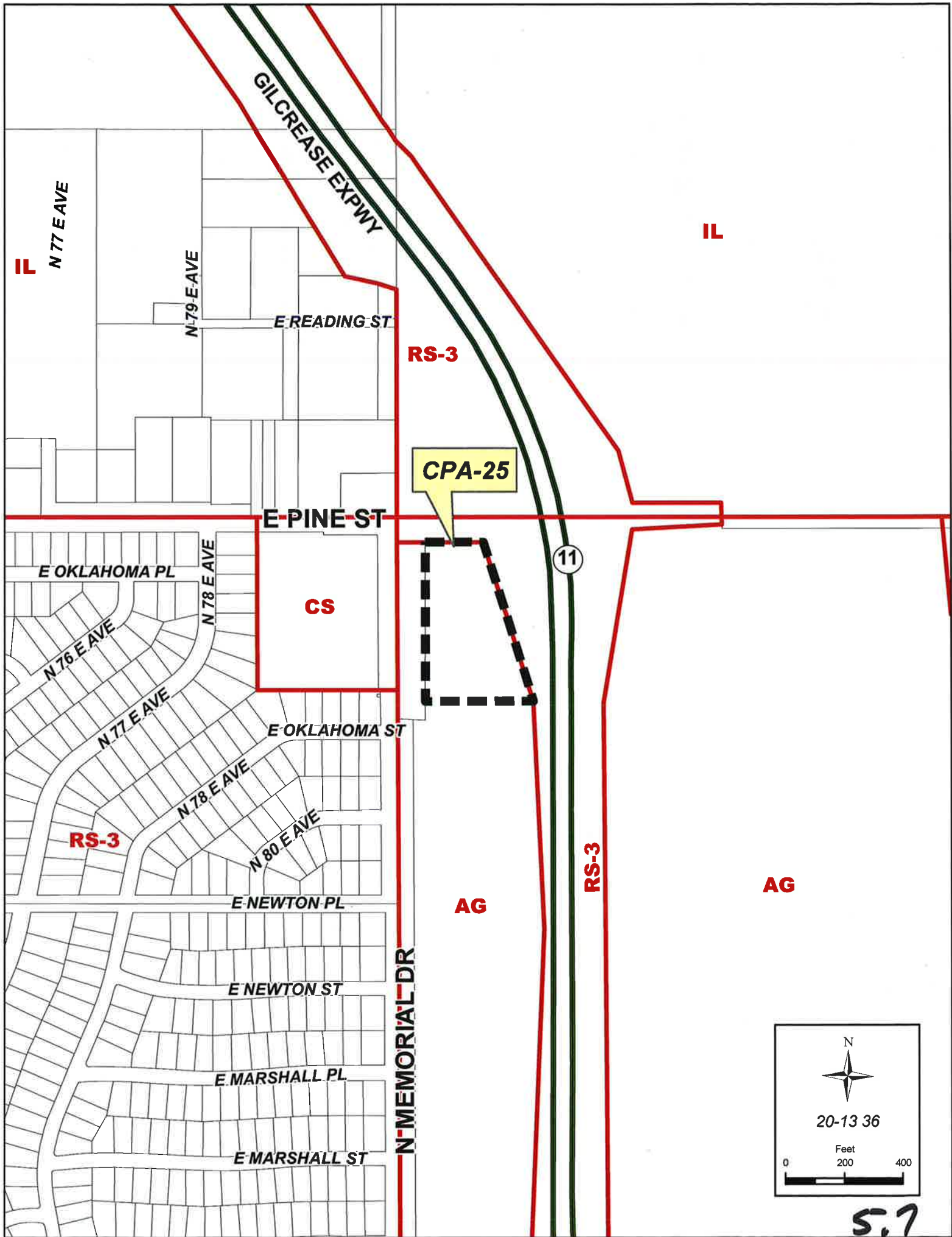


**Comprehensive Plan Amendment (CPA-25)
Growth and Stability**

- Area of Growth
- Area of Stability
- Park



5.6



5.7



N

20-13 36

Feet
0 200 400

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

December 20, 2013

TMAPC
c/o INCOG
2 West 2nd Street, Suite 800
Tulsa, Oklahoma 74103



Re: Pine and Memorial Rezoning and Comprehensive Plan Amendment

To Whom It May Concern:

The Tulsa Airports Improvement Trust is requesting to rezone a parcel of land located at Tulsa International Airport. Concurrently, a request is also being submitted to modify the Comprehensive Plan that impacts the subject parcel. The parcel in question is owned by the City of Tulsa and falls within the airport's property jurisdiction for aviation development.

The parcel that is the subject of the rezoning request is located on the southeast corner of Pine Street and Memorial Drive and is currently zoned AG. The comprehensive plan for the area currently identifies the areas on both sides of State Highway 11, south of Pine Street as Open Space. Northeast and northwest of this intersection is zoned IL. The southwest corner of the intersection is zoned CS and is developed with a commercial building owned by UAW Building Corp., Local Union No. 952. The airport's rezoning request mirrors the existing commercial use that exists on the southwest corner of the intersection.

Changing the parcel use from Open Space to Employment and rezoning from AG to CS will allow the parcel to be used in a manner that is compatible and consistent with the adjacent development.

The airport intends to pursue development, such as a convenience store, that will provide services to existing customer traffic that is utilizing the airport as well as be a benefit to the employees and residents of the surrounding area. At the present time, there are very few opportunities for airport users, especially those unfamiliar with Tulsa, to access such services in the immediate vicinity of the main airport terminal complex.

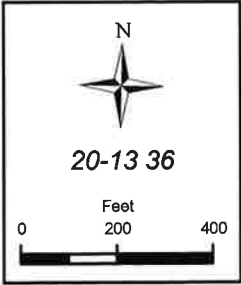
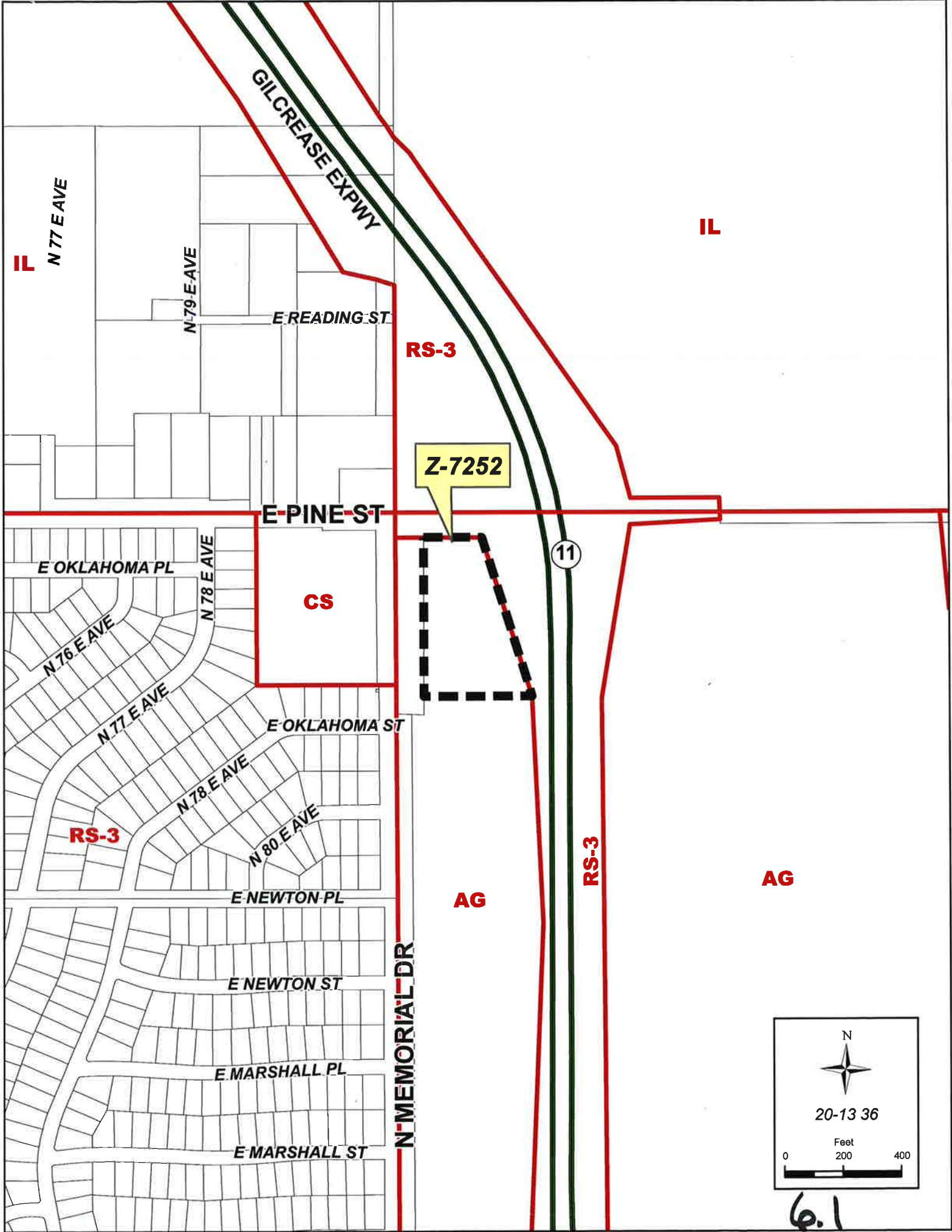
If you require additional information regarding this request, please contact Jeff Hough, Deputy Airports Director, Engineering and Facilities. He can be reached at (918) 838-5058 or jeffhough@tulsaairports.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Mulder", written in a cursive style.

Jeff Mulder
Airports Director

cc: file
mrk/jth



6.1



Z-7252

E PINE ST

E OKLAHOMA PL

N 78 EAVE

N 76 EAVE

N 77 EAVE

E OKLAHOMA ST

N 78 EAVE

N 80 EAVE

E NEWTON PL

E NEWTON ST

E MARSHALL PL

E MARSHALL ST

N MEMORIAL DR

GILCREASE EXPWY

E READING ST



20-13 36

0 200 400
Feet

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

6.2

**TULSA METROPOLITAN AREA PLANNING COMMISSION
CASE REPORT**

APPLICATION: Z-7252

TRS 0336

Atlas 447

CZM 30

CD-3

TMAPC Hearing Date: February 5, 2014

Applicant: Tulsa Airport Improvement Trust/ Mike Kerr **Tract Size:** 3.5± acres

ADDRESS/GENERAL LOCATION: Southeast corner of East Pine Street and North Memorial Drive

PRESENT ZONING: **AG**

PRESENT USE: **Vacant**

PROPOSED ZONING: **CS**

PROPOSED USE: **Retail**

ZONING ORDINANCE: Ordinance number 11910 dated June 26 1970, established zoning for the subject property.

RELEVANT ZONING HISTORY:

Z-7234 June 2013: The applicant withdrew the application, for a request for rezoning a 35± acre tract of land from AG to CS for outdoor advertising sign use, on property located south of southeast corner of North Memorial Drive and East Pine Street, between North Memorial Avenue and Highway 11; and is also *a part of the subject property.*

AREA DESCRIPTION:

SITE ANALYSIS: The subject property is approximately 3.5± acres in size and is located on the southeast corner of North Memorial Drive and East Pine Street. The property appears to be vacant and is zoned AG. The property is partially included in a FEMA flood plain however the applicant has mentioned that this site may be removed from the flood plain with further study reflecting downstream improvements north of Pine.

SURROUNDING AREA: The subject tract is abutted on the east by Highway 11, zoned AG/RS-3; on the north by vacant land across East Pine Street, zoned RS-3; on the south by vacant property, zoned AG; and on the west by a 5 acre commercial corner, zoned CS.

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

TRANSPORTATION VISION: The Comprehensive Plan designates North Memorial Drive as a Commuter Corridor. 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: Staff does not anticipate street improvements in the North Memorial Drive right-of-way to support this site. The site development should not create significant obstacles to future transportation vision at this location. Platting requirements resulting from the rezoning request will include street right-of-way dedication to the ultimate right-of-way defined in the Major Street and Highway Plan and will require sidewalk construction along the arterial streets.

The Comprehensive Plan designates East Pine Street as a Multi Modal street. 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: Staff does not anticipate infrastructure improvements in the East Pine Street right-of-way to support this site. The site development should not create significant obstacles to future transportation vision at this location. Platting requirements resulting from the rezoning request will include street right-of-way dedication to the ultimate right-of-way defined in the Major Street and Highway Plan and will require sidewalk construction along the arterial streets.

STREETS:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
North Memorial Drive	Secondary Arterial Commuter Corridor	100 feet	4+
East Pine Street	Secondary Arterial Multi Modal	100 feet	4+

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

The site is currently shown as *Open Space* in the Comprehensive Plan on the Land Use Map and as an *Area of Stability* on the Areas of Stability and Growth Map.

Concurrent with this zoning request the applicant has requested a Comprehensive Plan revision to modify the Land Use Designation to represent this area as an *Employment* area and to change the Areas of Stability and Growth Map to an *Area of Growth*.

Staff Comment: This property is owned by the City of Tulsa and managed by the Tulsa Airport Authority. Staff supports the plan and zoning revisions to be consistent with the vision of the Tulsa International Airport Master Plan prepared in 2000 at this location. The master plan illustrates this area as a Special District. This Designation implies that the area is to be developed utilizing specific guidelines. The guidelines developed for this special district recommend development into an airport related office/commercial complex.

STAFF RECOMMENDATION:

Rezoning from AG to CS will allow the parcel to be used in a manner that is compatible and consistent with the vision identified in the Tulsa International Airport Master Plan prepared in 2000.

The rezoning request at this corner is consistent the expected development opportunities at the intersection of most Secondary Arterial Street intersections in Tulsa.

Future development south of this site is anticipated to be some form of Airport related to office and commercial use. Consideration of future development south of this site should include Planned Unit Development overlay to ensure compatibility with the single family neighborhood west of Memorial and to enhance the visual corridor along Highway 11 leading to the airport.

Therefore **Staff recommends approval** of Z-7252 for the requested rezoning from AG to CS.

02/05/14

6.5





Application:

TRACT SIZE: 3.5213 ac.

PRESENT USE: Vacant; PRESENT ZONING: AG; T-R-S: 20N, 13E, S36

LEGAL DESCRIPTION:

A tract of Land located in the Northwest Quarter of the Northwest Quarter of Section 36, T-20-N, R-13-E, Tulsa County, State of Oklahoma, being more particularly describes as follows:

Beginning at the Northwest corner;
Thence S01°19'44"E 85.662 feet to a point;
Thence S89°05'17"E 94.867 feet to the "Point of Beginning";
Thence S89°05'17"E 197.418 feet to a point;
Thence S18°30'12"E 568.685 feet to a point;
Thence S88°49'12"W 367.261 feet to a point;
Thence N01°07'04"W 543.815 feet to back to the "Point of Beginning".

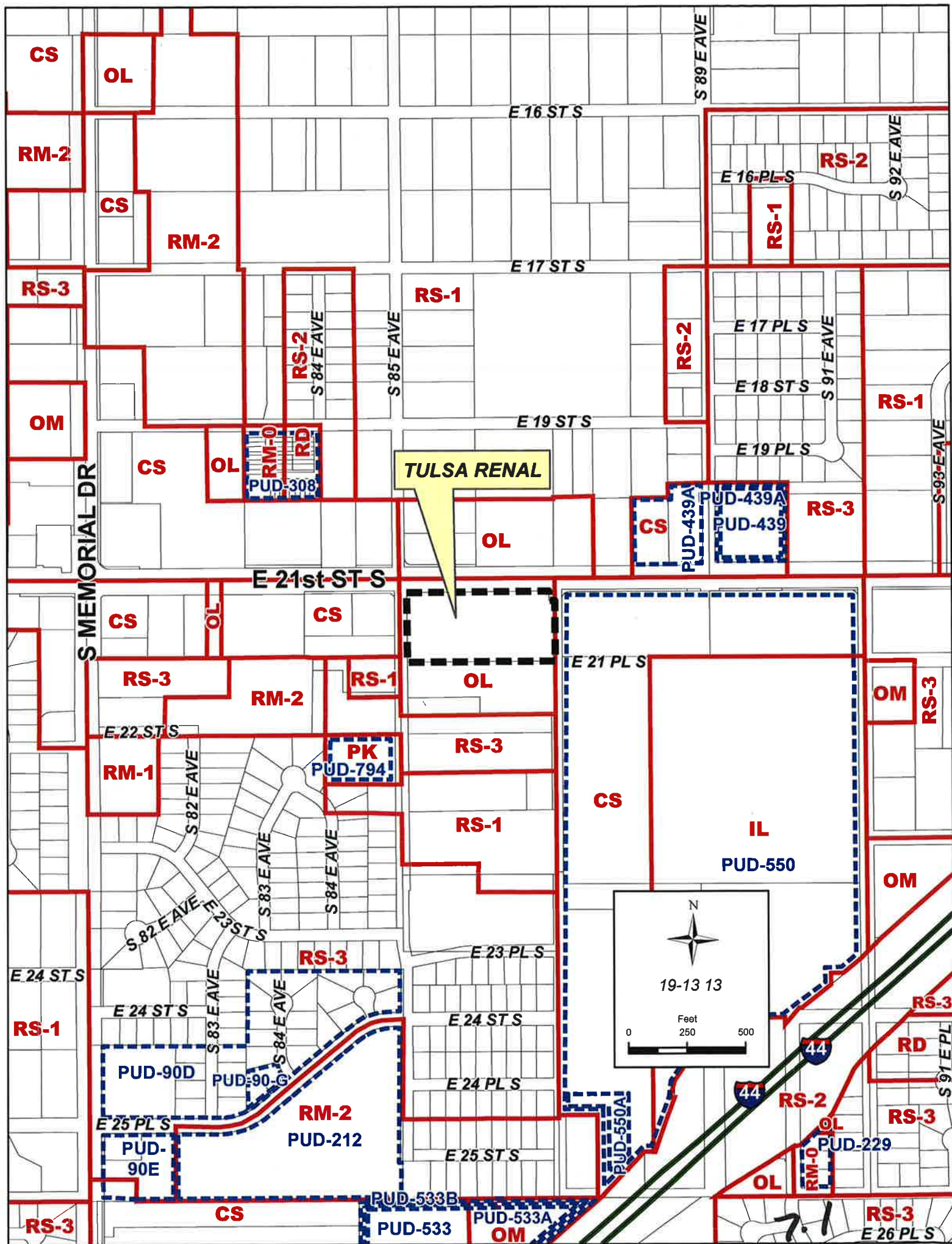
Said tract containing 3.5213 acres more or less.

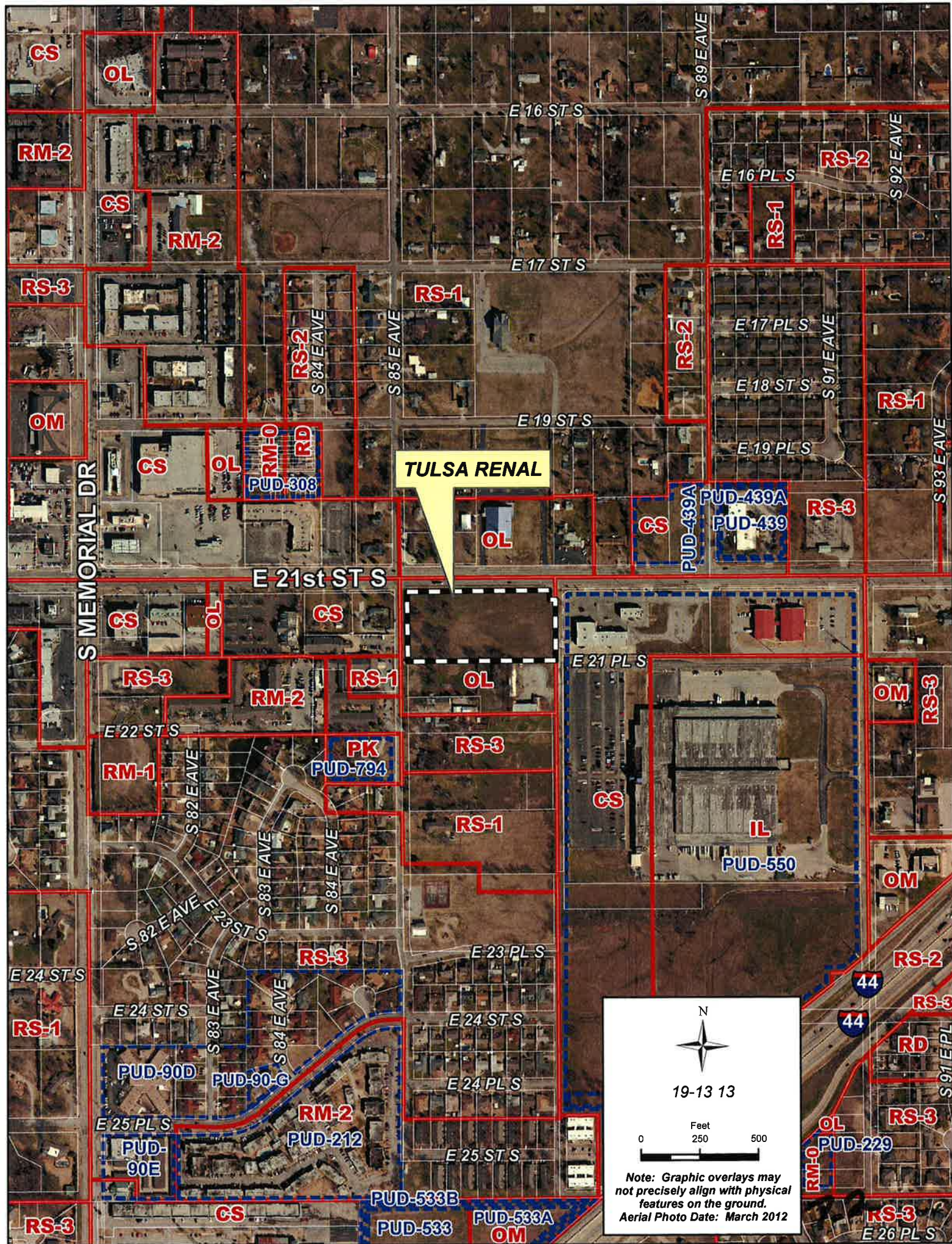
TULSA INTERNATIONAL AIRPORT
 CS - REZONING REQUEST
 PINE AND MEMORIAL



36

6.9
 NOT TO SCALE
 FOR REFERENCE ONLY





PRELIMINARY SUBDIVISION PLAT

Tulsa Renal - (9313) (CD 5)

East of the Southeast corner of East 21st Street South and South Memorial Drive

This plat consists of 2 Lots, 1 Block, on 4.25 acres.

The following issues were discussed January 16, 2014, at the Technical Advisory Committee (TAC) meetings:

1. **Zoning:** The property is zoned OL (office light). There is a request for an accelerated building permit following this item in the same agenda.
2. **Streets:** Provide reference for right-of-way on all streets such as plat # or book/page #. Provide 25 foot corner radius at intersection of 21st Street with 85th East Avenue and 87th East Avenue. Modify sidewalk language to say "along all streets" instead of naming streets. Why is the east driveway handicap ramp on 21st Street skewed at an angle? It should match the west ramp.
3. **Sewer:** No comment.
4. **Water:** No comment.
5. **Storm Drainage:** Runoff crossing lot lines and entering from adjacent properties is public and must be collected and conveyed across the property requiring the appropriate easement. The swale across the front appears to convey public water and must also be placed in an overland drainage easement.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** No comment.
7. **Other: Fire:** No comment.
8. **Other: GIS:** Basis of Bearing should not be assumed since the basis of bearing is the line between two known monuments or corners which serve as the reference line with which the survey is based, need e-mail address for surveyor, remove contours from plat, legal description needs to be a metes and bounds description of the plat with point of commencement and point of beginning, label all subdivisions in location map, identify unplatted areas, move street text so it does not overstrike the bearing on east property line. Submit subdivision data control sheet.

Staff recommends **APPROVAL** of the preliminary subdivision plat with the TAC recommendations and the special and standard conditions listed below.

Waivers of Subdivision Regulations:

1. None requested.

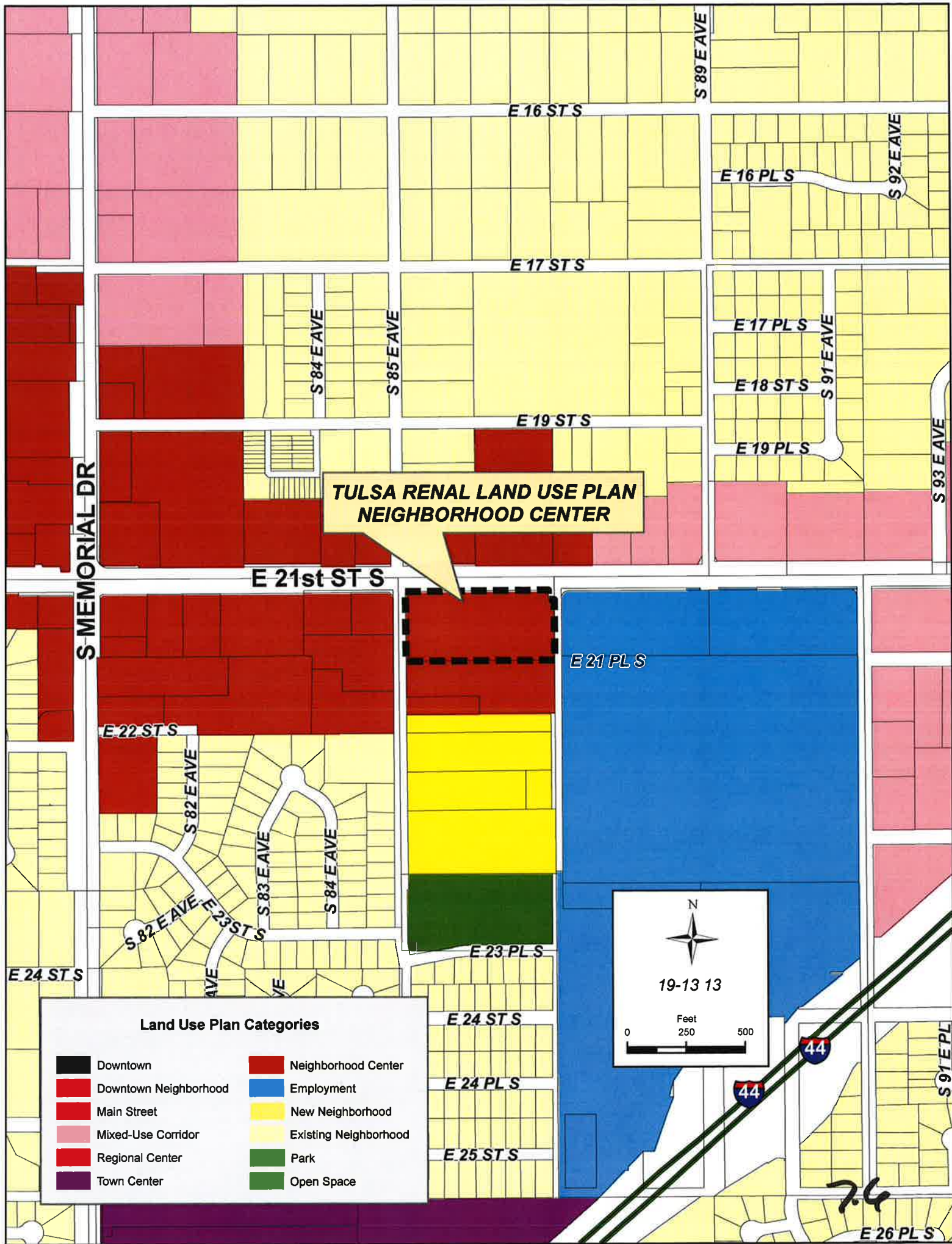
Special Conditions:

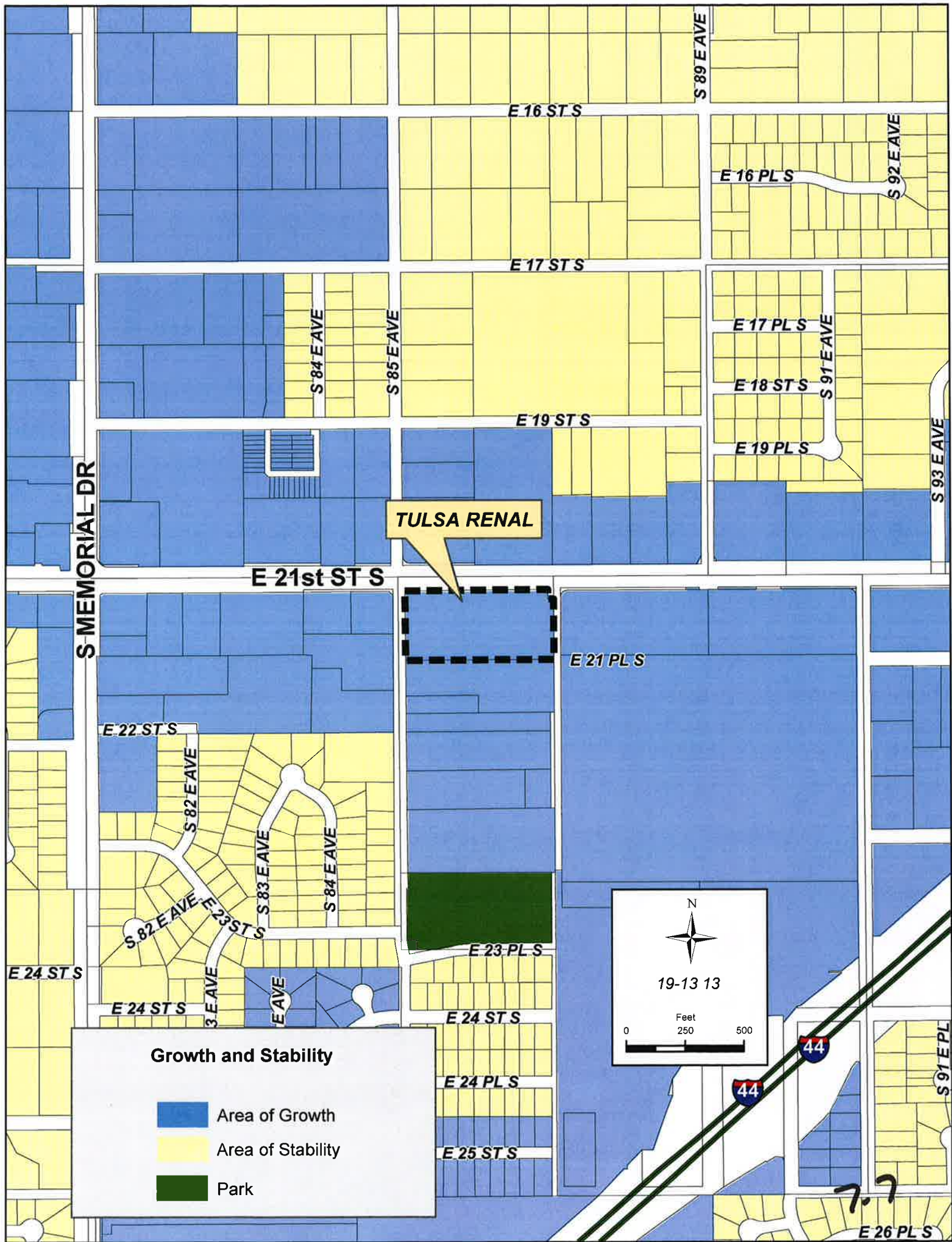
1. The concerns of the Development Services and Engineering Services staffs must be taken care of to their satisfaction.

Standard Conditions:

1. Utility easements shall meet the approval of the utilities. Coordinate with Subsurface Committee if underground plant is planned. Show additional easements as required. Existing easements shall be tied to or related to property line and/or lot lines.
2. Water and sanitary sewer plans shall be approved by the Public Works Department prior to release of final plat. (Include language for W/S facilities in covenants.)
3. Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line or other utility repairs due to breaks and failures shall be borne by the owner(s) of the lot(s).
4. Any request for creation of a Sewer Improvement District shall be submitted to the Public Works Department Engineer prior to release of final plat.
5. Paving and/or drainage plans (as required) shall be approved by the Public Works Department.
6. Any request for a Privately Financed Public Improvement (PFPI) shall be submitted to the Public Works Department.
7. A topography map shall be submitted for review by TAC (Subdivision Regulations). (Submit with drainage plans as directed.)
8. Street names shall be approved by the Public Works Department and shown on plat.
9. All curve data, including corner radii, shall be shown on final plat as applicable.
10. Bearings, or true N/S, etc., shall be shown on perimeter of land being platted or other bearings as directed by the County Engineer.
11. All adjacent streets, intersections and/or widths thereof shall be shown on plat.
12. It is recommended that the developer coordinate with the Public Works Department during the early stages of street construction concerning the ordering, purchase and installation of street marker signs. (Advisory, not a condition for plat release.)
13. It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.

14. The method of sewage disposal and plans therefor shall be approved by the City/County Health Department. [Percolation tests (if applicable) are required prior to preliminary approval of plat.]
15. The owner(s) shall provide the following information on sewage disposal system if it is to be privately operated on each lot: type, size and general location. (This information to be included in restrictive covenants on plat.)
16. The method of water supply and plans therefor shall be approved by the City/County Health Department.
17. All lots, streets, building lines, easements, etc., shall be completely dimensioned.
18. The key or location map shall be complete.
19. A Corporation Commission letter, Certificate of Non-Development, or other records as may be on file, shall be provided concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged. If plugged, provide plugging records.)
20. A "Letter of Assurance" regarding installation of improvements shall be provided prior to release of final plat. (Including documents required under 3.6.5 Subdivision Regulations.)
21. Applicant is advised of his responsibility to contact the U.S. Army Corps of Engineers regarding Section 404 of the Clean Waters Act.
22. All other Subdivision Regulations shall be met prior to release of final plat.
23. All PUD standards and conditions shall be included in the covenants of the plat and adequate mechanisms established to assure initial and continued compliance with the standards and conditions.
24. Private streets shall be built to City or County standards (depending upon the jurisdiction in which the plat is located) and inspected and accepted by same prior to issuance of any building permits in the subdivision.





[illegible]

Addition has 2 Lots in 1 Block and contains 4.25 acres, more or less.



SURVEYOR
BENNETT SURVEYING, INC.

P.O. BOX 345
Channah, ON T2B 3A1
Phone (416) 470-2500
Fax (416) 470-2500
E-mail: info@artsource.ca

ENGINEER
WALLACE ENGINEERING

BASIS OF BEARING

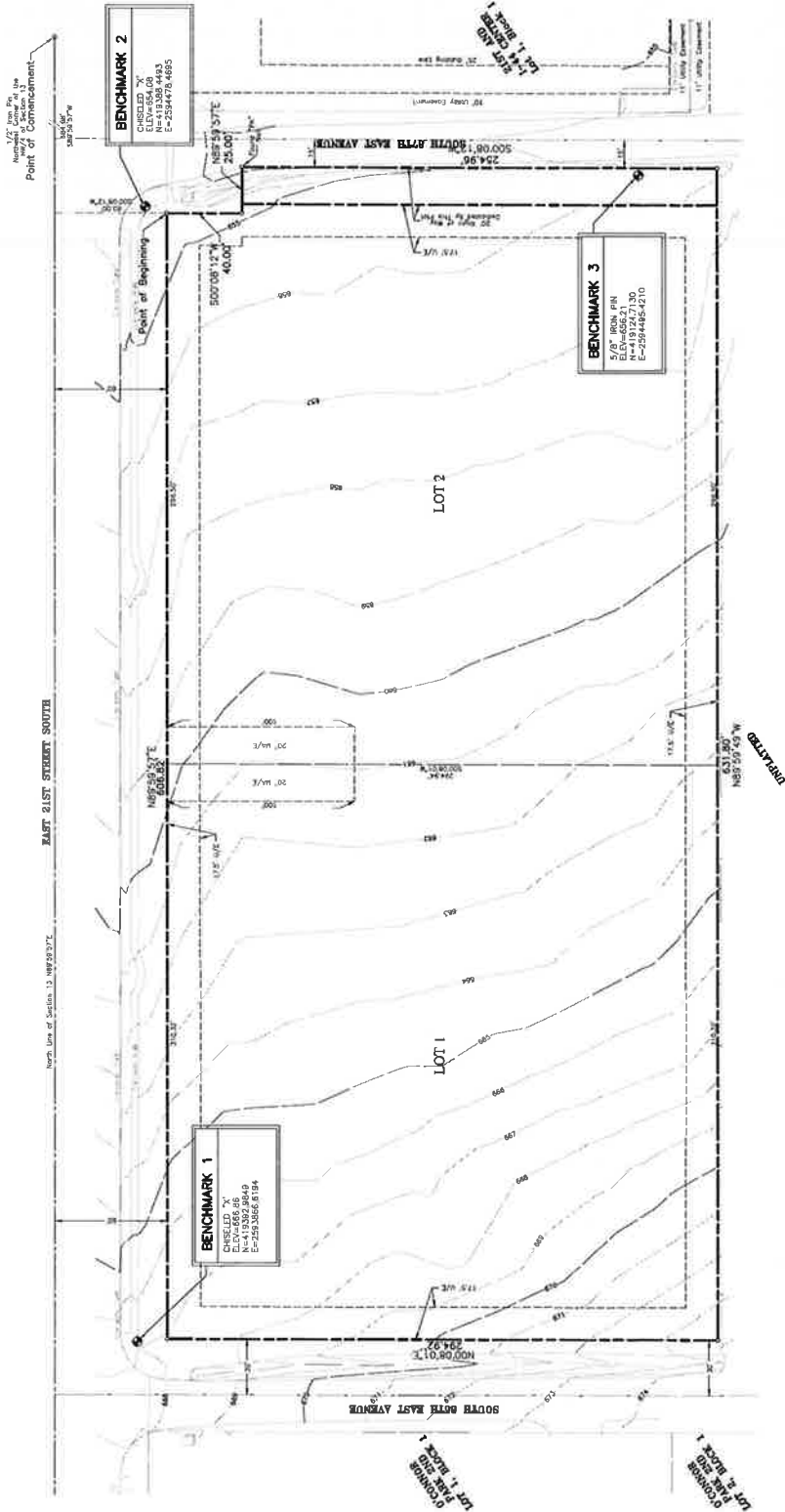
MONUMENTATION

LEGEND

VERTICAL DATUM NOTE
VERTICAL DATUM FOR THE PLAT

ADDRESS DISCLAIMER NOTE

December 19, 2013
SHEET 1 OF 2



AUTHORIZATION FOR ACCELERATED RELEASE OF A BUILDING PERMIT

Tulsa Renal Addition – (9313) (CD 5)

East of southeast corner of East 21st Street South and South Memorial Drive

The property is zoned OL (office light). Full permits are requested. A preliminary subdivision plat is an item for consideration on the same agenda.

Review of this application must focus on the extraordinary or exceptional circumstances that extend the normal processing schedule and on the benefits and protections to the City that may be forfeited by releasing the Building Permit prior to filing of the final plat and must comply in all respects with the requirements of the approved preliminary plats per Section 2.5 of the Subdivision Regulations.

The applicant offers the following explanation of the extraordinary and exceptional circumstances that serve as the basis for this request: Owner has determined the public need is insufficiently served in this part of Tulsa and wishes to be open before beginning of winter 2014.

The following information was provided by the Technical Advisory Committee in its meeting January 16, 2014.

ZONING:

- *TMAPC Staff:* Full permits are requested.

STREETS:

- *Transportation:* No comment.

SEWER:

- *Public Works, Waste Water:* No comment.

WATER:

- *Public Works, Water:* No comment.

STORM DRAIN:

- *Public Works, Storm Water:* No comment.

FIRE:

- *Public Works, Fire:* No comment.

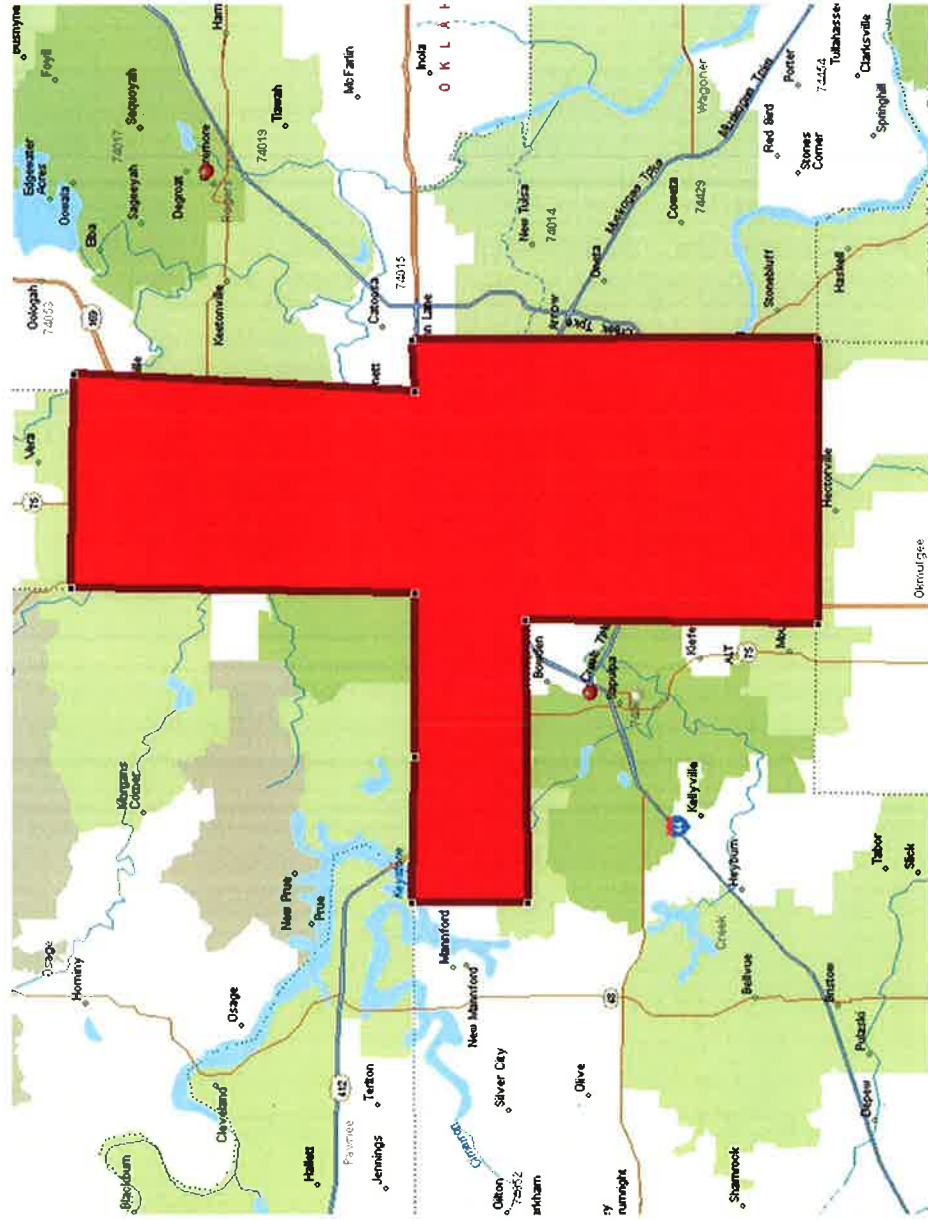
UTILITIES:

- *Franchise Utilities:* No comment.

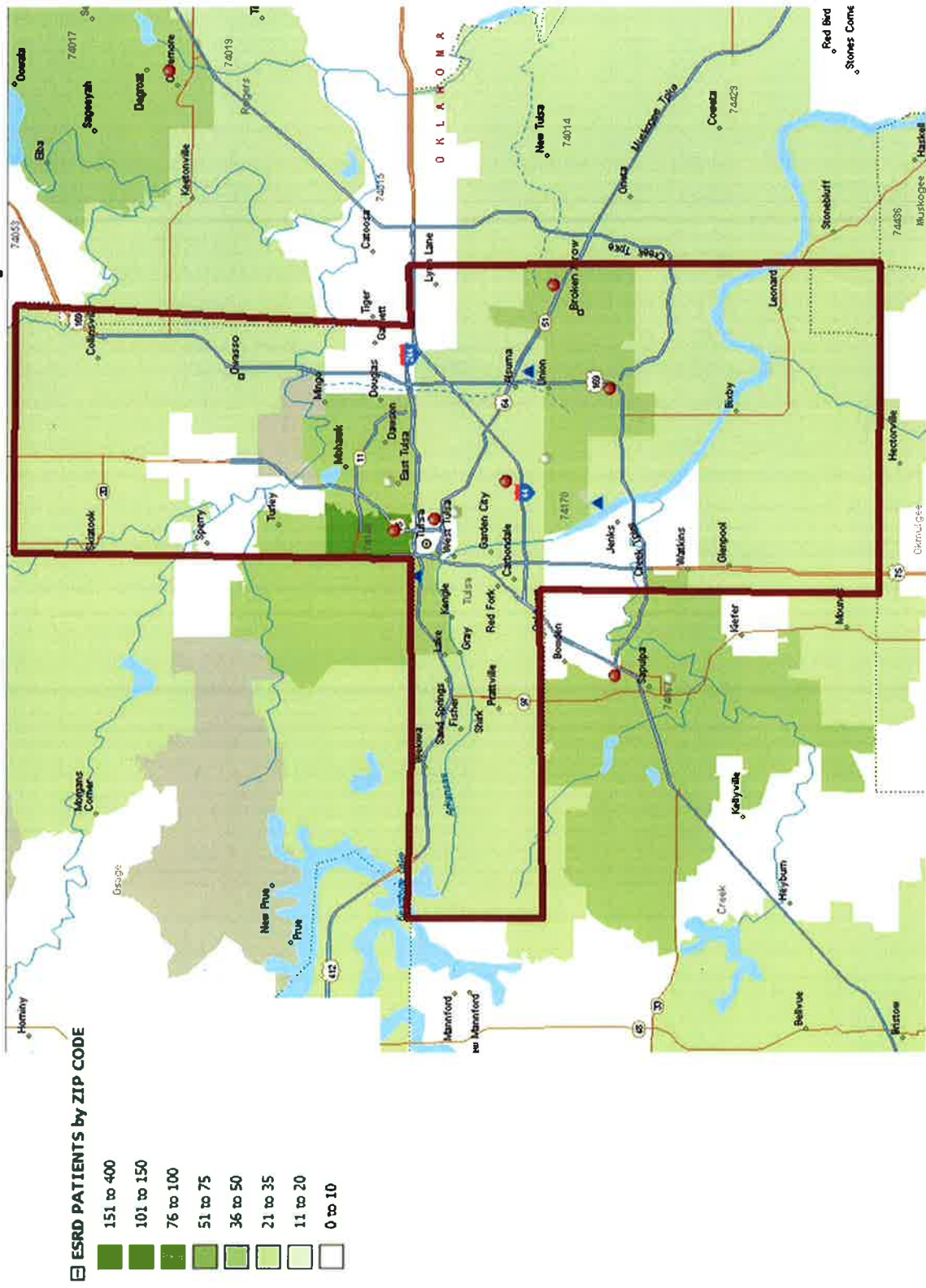
The accelerated building permits were originally designed to accommodate large campus style type of developments and should concentrate upon "the benefits and protections to the City that may be forfeited by releasing the building permit prior to the filing of the plat". These requested permits could adhere to this ideal.

The TAC (Technical Advisory Committee) did not object to the accelerated building permit but did not see a compelling reason for the accelerated release.

Renal Dialysis and Tulsa County, OK



Areas of Renal Patient Population



Tulsa Dialysis Statistics

- There are currently ~ 750 renal dialysis patients in Tulsa County, Ok
- Growth over the past 4 years has exceeded 20%
- This is primarily due to the prevalence of diabetes and hypertension
- Over ½ of the dialysis patients in Tulsa have diabetes as a primary diagnosis

Current Treatment Capacity

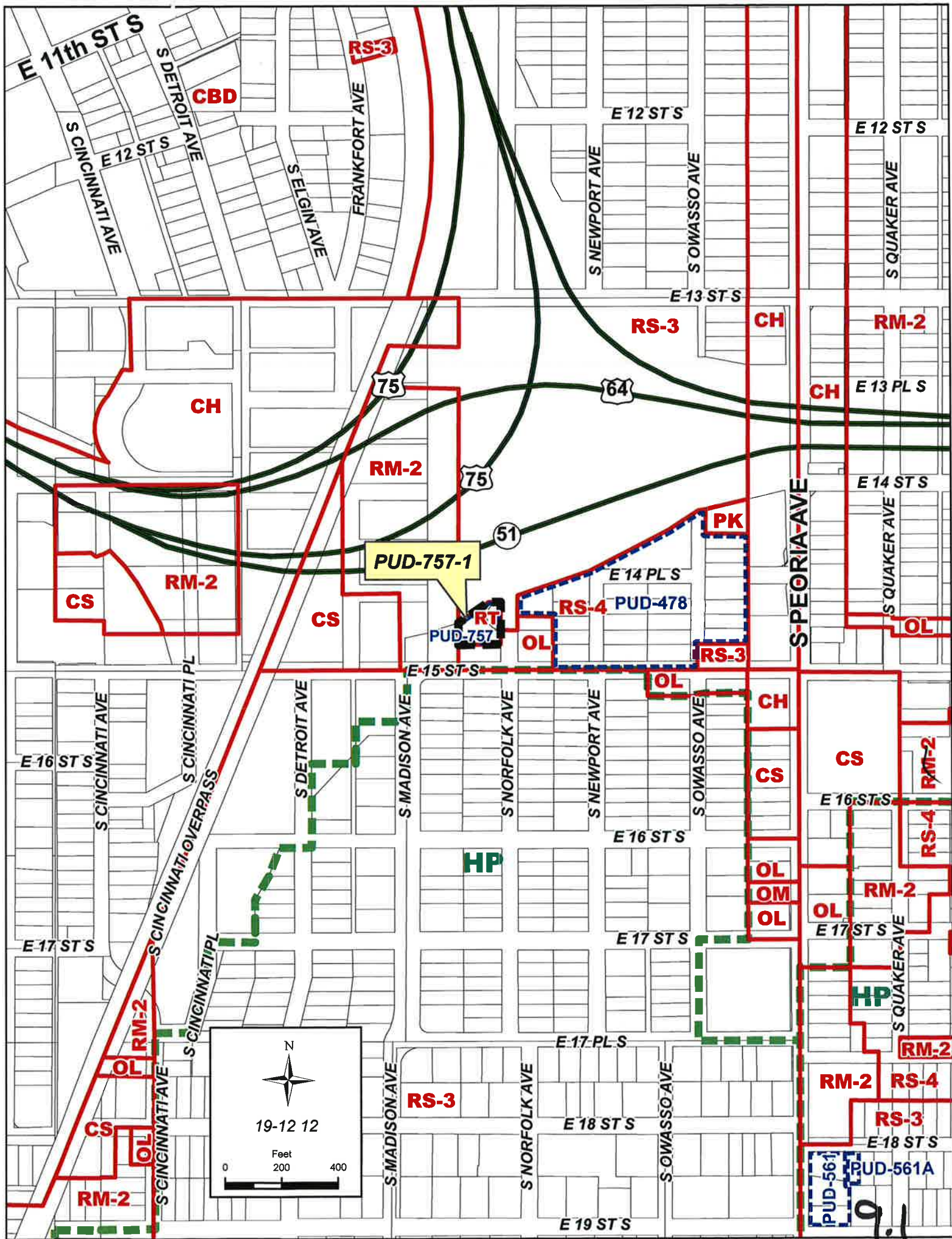
- There are currently 8 treatment facilities in Tulsa County with a combined total of 140 dialysis machine
- Each patient must receive 4 hours of treatment (requiring about 6 hours of clinic time) 3 times per week.
- With this current configuration and 750 patients all centers would have to run 3 shifts per day 6 days a week and some 4 shifts to cover all patients

Challenges

- Qualified nurse and technical staff are in high demand and very difficult to find for late shifts
- Late shifts create hardships on patients and patient families
- Many of the new patients come to dialysis through the hospitals and need to be discharged in a timely manner (hospital costs for dialysis are extremely high)
- Access to care is critical in the renal dialysis world

Solution

- Fresenius Medical Services, FMC which currently has 3 centers is Tulsa has teamed with a local hospital and physician group to develop and operate a new state of the art center
- This center will be located near and convenient to a large segment of the dialysis patients currently residing in Tulsa County
- This center will be located in an area convenient for patient discharge from the hospital





PUD-757-1



19-12 12



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



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PUD-757-1

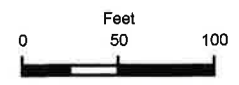
E 15th St S

S MADISON AVE

S NORFOLK AVE



19-12 12



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

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February 5, 2014

STAFF RECOMMENDATION

PUD-757-1

Minor Amendment to add a single family use and refine the building height restrictions for a single family use. Part of Lots 1, 2, 3 and part of a 20' alley in Block 13 of Broadmoor Addition. The site is located on the west side of South Norfolk Ave where it dead ends at the Broken Arrow Expressway. TRS 19-12-12; CZM 36; Atlas 15; CD-4

Amendment Request #1: The underlying zoning for this parcel is RT which allows single family residential use by right however PUD 757 approved in 2008 only allowed Use Unit 7a (Townhouse Dwellings). The applicant is requesting a minor amendment to also allow Use Unit 6 (Single Family Dwellings)

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 1007.H.15 PUD Section of the City of Tulsa Zoning Code as outlined below:*

"Changes an approved use to another use may be permitted, provided the underlying zoning on the particular site within the PUD would otherwise permit such use by right and the proposed use will not result in any increase of incompatibility with the present and future use of the proximate properties."

Amendment Request #2: The original PUD limited building height to 35 feet however there was no reference to architectural elements such as chimneys, rooftop pergolas or other unenclosed architectural elements.

The original PUD 757 does not provide architectural guidelines therefore it is possible to construct a 35 foot flat structure with architectural elements exceeding that height but in no instance will any architectural element exceed 45 feet above the finished floor elevation of the structure.

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 1007.H.9 PUD Section of the City of Tulsa Zoning Code.*

"Changes in structure heights, building setbacks, yards open space, building coverage and lot widths or frontages, provided the approved Development Plan, the approved PUD standards and the character of the development are not substantially altered."

Staff has reviewed both request and determined:

Minor Amendment Request #1

- 1) Single family residential use is not injurious to the neighborhood and is consistent with the underlying zoning pattern in this location.

9.4

- 2) All development standards defined in PUD 757 shall remain in effect.

Minor Amendment Request #2

- 1) The original intent of PUD 757 was to limit structure height to 35 feet. The building height was a significant point of discussion through the entire PUD process. Staff contends that the presentation in the original PUD illustrated building concepts that did not show any architectural element or roof height above the 35 foot height requirement.
- 2) With this amendment the intended use for this site may reduce the development density from a townhome style development to single family residential development however the building height is still an important component of the PUD development standards. Staff contends that the building height should be limited to 35 feet with no architectural elements extending past that height limit.

Therefore staff recommends **APPROVAL of Minor Amendment #1** to allow USE UNIT 6 (Single Family Dwelling) and further recommends **DENIAL of Amendment #2** the request to allow architectural elements above the 35 foot structure limitation.

