

TULSA METROPOLITAN AREA PLANNING COMMISSION

Meeting No. 2732

October 19, 2016, 1:30 PM

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

CONSIDER, DISCUSS AND/OR TAKE ACTION ON:

Call to Order:

REPORTS:

Chairman's Report:

Worksession Report:

Director's Report:

TMAPC Receipts for September 2016

1. Minutes of October 5, 2016, Meeting No. 2731

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. **LC-816** (Lot-Combination) (County) – Location: Northwest corner of West 61st Street South and South 59th West Avenue
3. **LC-817** (Lot-Combination) (CD 3) – Location: North of the northeast corner of East Oklahoma Street and North Vandalia Avenue
4. **LC-818** (Lot-Combination) (CD 4) – Location: East of the southeast corner of East 5th Court South and South Quincy Avenue
5. **LC-819** (Lot-Combination) (CD 8) – Location: East of South Kingston Avenue at East 118th Street South
6. **LS-20917** (Lot-Split) (County) – Location: Southeast corner of East 106th Street North and Highway 75
7. **LS-20918** (Lot-Split) (CD 5) – Location: South of the southeast corner of East 15th Street South and South Yale Avenue

8. **LS-20923** (Lot-Split) (CD 4) – Location: East of the southeast corner of East Admiral Place and South Pittsburg Avenue (Related to LC-820)
9. **LC-820** (Lot-Combination) (CD 4) – Location: East of the southeast corner of East Admiral Place and South Pittsburg Avenue (Related to LS-20923)
10. **Change of Access**-Lot 1, Block 1, Bixby Northeast Campus, (County)
11. **Cosmopolitan Apartments**-Final Subdivision Plat, Location: Southwest corner of West 17th Street South and South Denver Avenue, (CD 4)

CONSIDERATION OF ITEMS REMOVED FROM THE CONSENT AGENDA:

PUBLIC HEARINGS:

12. **LS-20920** (Lot-Split) (County) – Location: South of the southwest corner of West 51st Street South and South 85th East Avenue
13. **LS-20921** (Lot-Split) (County) – Location: South of the southwest corner East 176th Street North and North 129th East Avenue
14. **LS-20922** (Lot-Split) (County) – Location: East of the southeast corner of East 106th Street North and North Sheridan Road
15. **Parkhill**-Authorization of an Accelerated Release of Building Permit, Location: East of the southeast corner of East 51st Street South and South Lewis Avenue, (CD 9) (Continued from September 21 and October 5, 2016)
16. **Titan Sports**-Preliminary Subdivision Plat, Location: East of the northeast corner of East 81st Street South and South Elwood Avenue, (CD 2)
17. **Z-5412-SP-1b-Andrew Shank** (CD 9) Location: West of the NW/c East Skelly Drive and South Harvard Avenue, requesting Corridor Minor amendment to establish sign standards for existing and future signage.
18. **Z-7364-Jim Congleton** (CD 1) Location: North of the Northwest corner of East 46th Street North and North Victor Avenue requesting rezoning from **RS-3 to AG**.
19. **Z-7365-James Lindsey** (CD 3) Location: Northeast corner of East Oklahoma Street North and North Sheridan Road requesting rezoning from **OL to CS**.
20. **Z-7365**-Plat Waiver, Location: Northeast corner of North Sheridan Road and East Oklahoma Street, (CD 3)

OTHER BUSINESS

21. 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

email address: esubmit@incog.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 September 2016

----- Current Period -----				----- Year To Date -----				
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	7	\$337.50	\$337.50	\$675.00	28	1,212.50	1,212.50	\$2,425.00
Zoning	3	1,500.00	1,500.00	3,000.00	17	6,330.00	6,330.00	12,660.00
Plan Reviews	23	2,150.00	2,150.00	4,300.00	69	6,500.00	6,500.00	13,000.00
Refunds		0.00	0.00	0.00		(575.00)	(575.00)	(1,150.00)
NSF		0.00	0.00	0.00		0.00	0.00	0.00
		<u>\$3,987.50</u>	<u>\$3,987.50</u>	<u>\$7,975.00</u>		<u>\$13,467.50</u>	<u>\$13,467.50</u>	<u>\$26,935.00</u>
LAND DIVISION								
Minor Subdivision	0	\$0.00	\$0.00	\$0.00	1	\$325.00	\$325.00	650.00
Preliminary Plats	2	680.00	680.00	1,360.00	7	\$2,557.50	\$2,557.50	5,115.00
Final Plats	2	955.00	955.00	1,910.00	6	\$2,484.47	\$2,484.47	4,968.94
Plat Waviers	1	125.00	125.00	250.00	3	\$375.00	\$375.00	750.00
Lot Splits	13	775.00	775.00	1,550.00	29	\$1,497.50	\$1,497.50	2,995.00
Lot Combinations	9	450.00	450.00	900.00	25	\$1,250.00	\$1,250.00	2,500.00
Other	2	275.00	275.00	550.00	6	\$625.00	\$625.00	1,250.00
NSF		0.00	0.00	0.00		\$0.00	\$0.00	0.00
Refunds		0.00	0.00	0.00		\$0.00	\$0.00	0.00
		<u>\$3,260.00</u>	<u>\$3,260.00</u>	<u>\$6,520.00</u>		<u>\$9,114.47</u>	<u>\$9,114.47</u>	<u>\$18,228.94</u>
TMAPC COMP								
Comp Plan Admendment	1	\$250.00	\$0.00	\$250.00	1	\$250.00	\$0.00	\$250.00
Refund		<u>\$0.00</u>		<u>\$0.00</u>		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
		<u>\$250.00</u>	<u>\$0.00</u>	<u>\$250.00</u>		<u>\$250.00</u>	<u>\$0.00</u>	<u>\$250.00</u>
BOARDS OF ADJUSTMENT								
Fees	23	\$7,050.00	\$3,250.00	\$10,300.00	66	\$19,350.00	\$6,750.00	\$26,100.00
Refunds		0.00	0.00	\$0.00		\$0.00	\$0.00	0.00
NSF Check		0.00	0.00	\$0.00		\$0.00	\$0.00	0.00
		<u>\$7,050.00</u>	<u>\$3,250.00</u>	<u>\$10,300.00</u>		<u>\$19,350.00</u>	<u>\$6,750.00</u>	<u>\$26,100.00</u>
TOTAL		\$14,547.50	\$10,497.50	\$25,045.00		\$42,181.97	\$29,331.97	\$71,513.94
LESS WAIVED FEES *		\$0.00		\$0.00		(\$2,689.33)		(\$2,689.33)
GRAND TOTALS		\$14,547.50	\$10,497.50	\$25,045.00		\$39,492.64	\$29,331.97	\$68,824.61

* Advertising, Signs & Postage Expenses for City of Tulsa Applications with Fee Waivers.

October 19, 2016

TMAPC Receipt Comparison

	Sept. 2016	August 2016	Sept. 2015
Zoning Letters	7	10	10
Zoning	3	12	13
Plan Reviews	23	26	29
Minor Subdivisions	0	1	0
Preliminary Plats	2	3	5
Final Plats	2	3	0
Plat Waivers	1	2	2
Lots Splits	13	8	9
Lot Combinations	9	6	9
Other	2	3	2
Comp Plan Amendments	1	0	1

10/13/2016

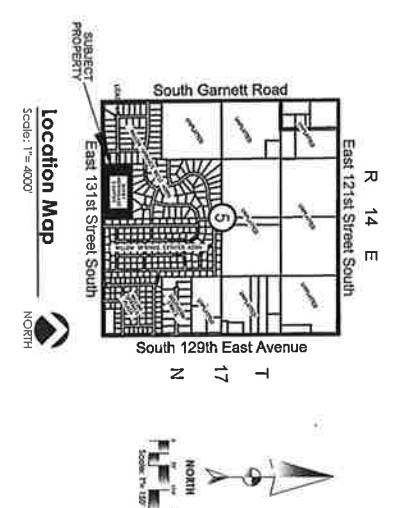
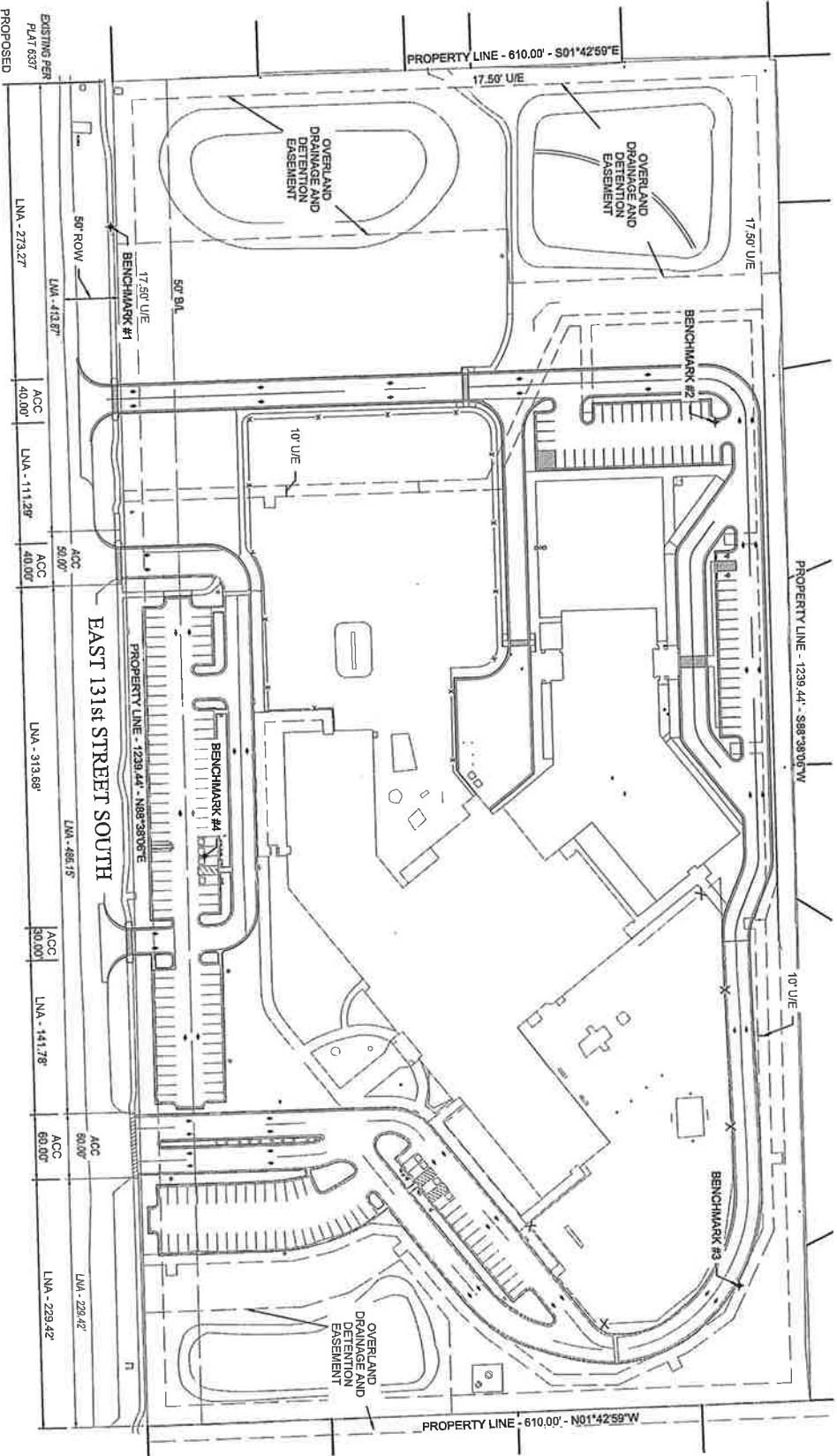
Change of Access on Recorded Plat TMAPC October 19, 2016

Lot 1, Block 1, Bixby Northeast Campus

This application is made to allow a change of access to add two access points and shift and lessen the width of one access along East 131st Street South. The property is zoned AG with Board of Adjustment approval for a school use.

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.

APPROVED: *[Signature]*
 11557 COUNTY ENGINEER



KKT ARCHITECTS, INC.
 2200 SOUTH UNICA PLACE, SUITE 200
 TULSA, OKLAHOMA 74114
 [P] 918.744.4270 \ [F] 918.744.7849
 WWW.KKTARCHITECTS.COM

CERTIFICATE OF AUTHORIZATION
 NO. CA 5305 EXP. 06/30/2017

ALL CONSTRUCTION TO BE IN STRICT ACCORDANCE WITH CURRENT TULSA COUNTY STANDARDS AND SPECIFICATIONS INCLUDING O.D.O. 200 EDITION

BIXBY PUBLIC SCHOOLS

BIXBY NORTHEAST CAMPUS
 PLAT NO. 6337

11901 East 131st Street
 Broken Arrow, OK 74011

[Signature]
 8.23.2014

HORT SCALE
 VERT SCALE 1"=150'
 HORIZ SCALE 1"=150'
 ATLAS PAGE NO. .
 MANAGER .
 DRAWN BY .
 DATE 08/23/2014

REVISED CHANGE OF ACCESS

EXHIBIT A

Lot-Split and Waiver of Subdivision Regulations

October 19, 2016

LS-20920

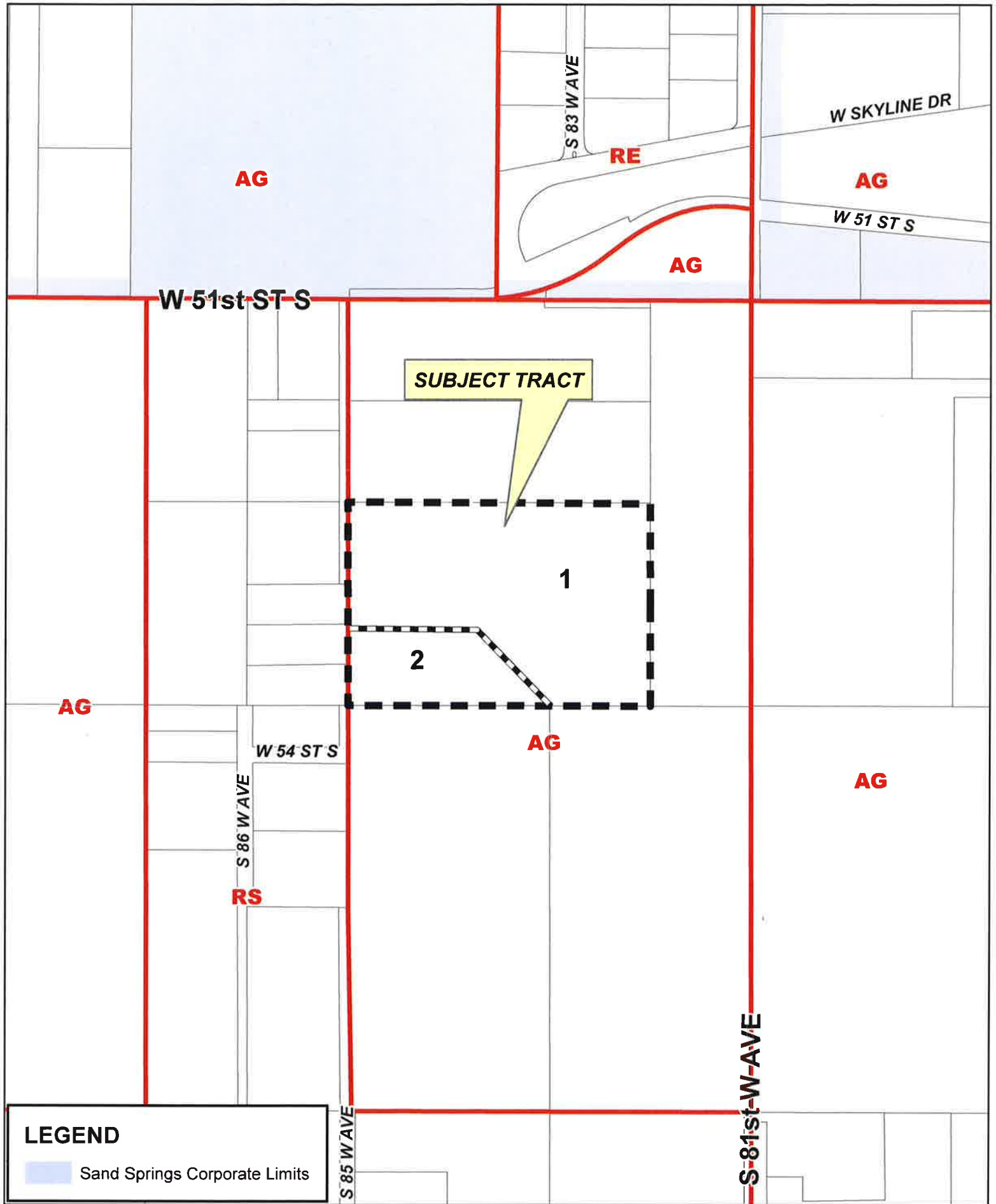
Chris A. Knapp, (9136) (AG) (County)

South of the Southeast corner of West 51st Street South and South 85th West Avenue (5225 S. 85th East Avenue).

The Lot-Split proposal is to split an existing AG (Agriculture) tract into two tracts. Both of the resulting tracts will meet the Bulk and Area requirements of the City of Tulsa Zoning Code.

The Technical Advisory Committee met on October 6, 2016 and had the following comment. The County Engineer requests a Right-of-Way dedication to total 30' along 85th West Avenue.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines.



LS-20920

19-11 36

12.2





0 Feet 200 400



Subject Tract

LS-20920

19-11 36

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

Aerial Photo Date: February 2016



12.3

Final Subdivision Plat

Cosmopolitan Apartments - (CD 4)

Southwest corner of West 17th Street South and South Denver Avenue

This plat consists of 1 Lot, 1 Block, on 2.8 acres.

Staff has received release letters for this plat and can recommend **APPROVAL** of the Final Plat.

A RESUBDIVISION OF PART OF BLOCK THIRTYEEN (13), STONEBARKER HEIGHTS ADDITION,
PART OF BLOCK THREE (3) OF REVERSED PLAT OF BLOCK THREE IN BURNIA VISTA ADDITION,
AND PART OF BLOCK SEVENTEEN (17) PLAT OF BLOCK THREE IN BURNIA VISTA ADDITION,
CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA

P.U.D. NO. 330-A

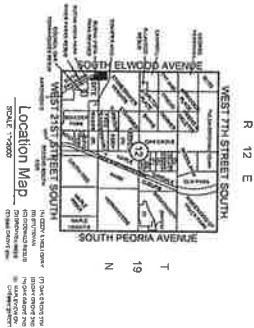
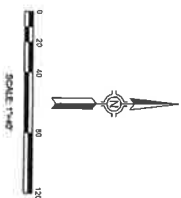
P.U.D. NO. 330-A

Bomasada Cosmopolitan Tulsa, LLC
An Oklahoma Limited Liability Company

Contact: John Holloway

Sisemore Weisz & Associates, Inc.
Certificate of Authorization No. 2421 Exp. June 30, 2017
044 E. 13th St.

6111 E. 32nd Place
Tulsa, Oklahoma 74135
Phone: (918) 665-3600
E-mail: gweisz@sw-assoc.com



SUBDIVISION CONTAINS ONE (1) LOT IN ONE (1) BLOCK.
SUBDIVISION CONTAINS 2.962 TOTAL ACRES (123,787 SF).
EVEN BEINGS DEICATED BY PLAT CONTAINS 9.285 ACRES (405,936 SF).

[illegible]

Monumentation:
2x7 IRON PIN TO BE SET AT ALL PROPERTY CORNERS UNLESS OTHERWISE NOTED

OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE - NAD-83
WITH THE WEST LINE OF SECTION 12 AS N 01°05'23" W

AND 18' NORTH OF THE NORTHWEST CORNER OF LOT 1, BLOCK 1
COSMOPOLITAN APARTMENTS
NABD 1985 DATUM
ELEVATION=870.97

FORUM/AND SECTION 2.4 OF THE SUBDIVISION REGULATIONS FOR THE TULSA METROPOLITAN AREA (THE SUBDIVISION REGULATIONS), THE FINAL IMPROVEMENT PLANS SHALL HAVE BEEN APPROVED BY THE CITY OF TULSA ("CITY") PRIOR TO THE ISSUANCE OF A BUILDING PERMIT, AND THE CITY SHALL BE THE BENCHMARK OF THE FOREGOING RESTRICTIVE COVENANT PROVIDED. HOWEVER, THAT NOTHING CONTAINED WITHIN THIS COVENANT SHALL PREVENT THE TULSA METROPOLITAN AREA PLANNING COMMISSION FROM AUTHORIZING AN ACCELERATED RELEASE OF A BUILDING PERMIT UNDER THE PROVISIONS OF SECTION 2.3 OF THE SUBDIVISION REGULATIONS.

1

Lot-Split and Waiver of Subdivision Regulations

October 19, 2016

LS-20921

J.R. Donelson, (22148) (AG) (County)

Location: South of the southwest corner East 176th Street North and North 129th East Avenue (17152 N 129th East Avenue)

The Lot-Split proposal is to split an existing AG (Agriculture) tract into three tracts. Tracts 1 and 2 of the resulting tracts will meet the Bulk and Area requirements of the Tulsa County Zoning Code. On, September 20th, The County Board of Adjustments granted a Variance of the minimum lot area and land area per dwelling unit to 1 acre; and a Variance of the minimum lot width from 150' to 84.47' for Tract 3.

The Technical Advisory Committee met on October 6, 2016 and had the following comment. The County Engineer requests a Right-of-Way dedication to total 30' along 129th East Avenue.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines.



E 176th ST N

N 129th E AVE

E 170th ST N

N 123rd E AVE

E 169th ST N

N 130th E AVE

N 133rd E AVE

N 134th E AVE

E 166th ST N

0 300 600
Feet



Subject
Tract

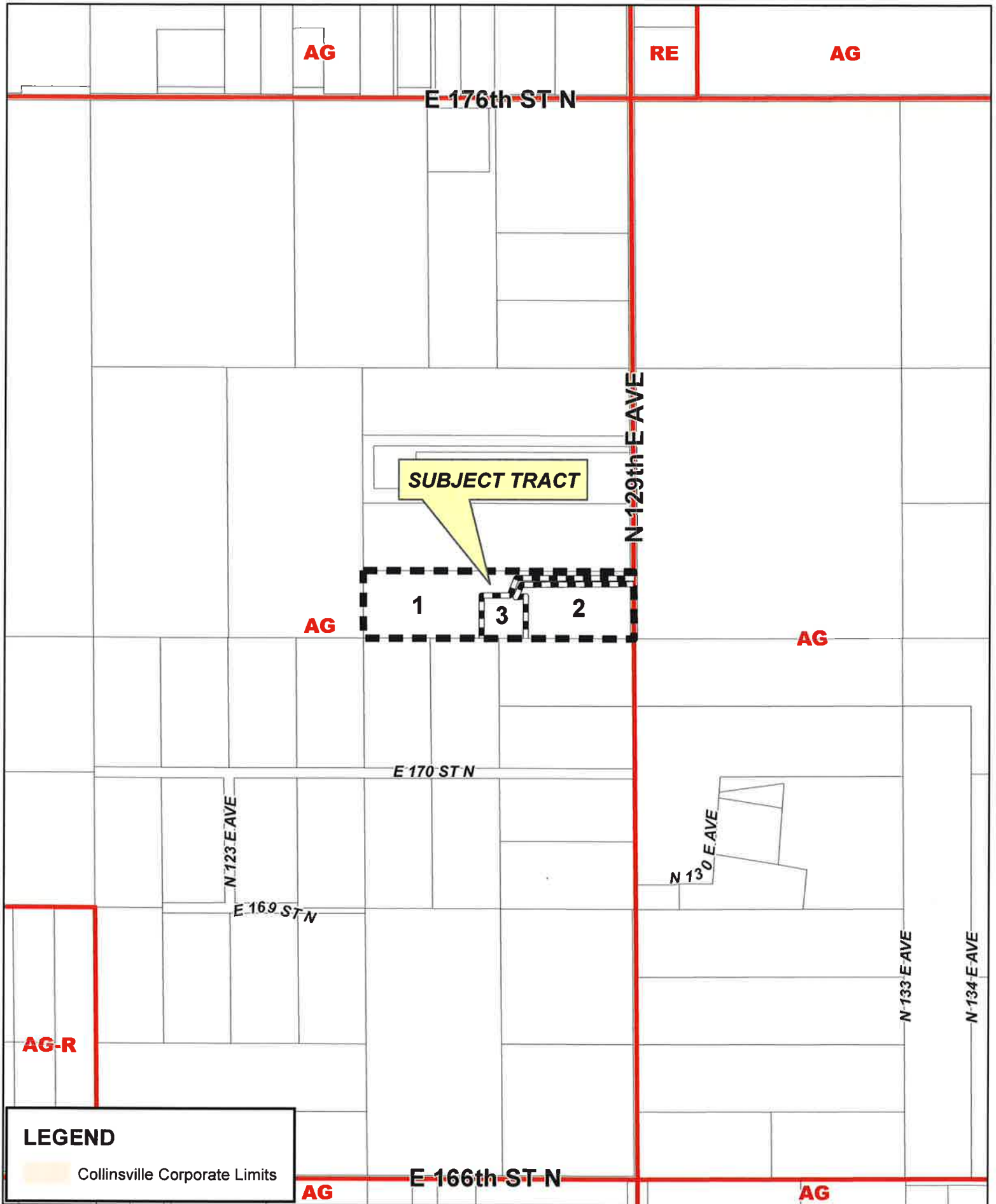
LS-20921

22-14 08

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

Aerial Photo Date: February 2016





LEGEND

 Collinsville Corporate Limits



LS-20921

22-14 08

13.3



Lot-Split and Waiver of Subdivision Regulations

October 19, 2016

LS-20922

J.R. Donelson, (211314) (AG) (County)

East of the southeast corner of East 106th Street North and North Sheridan Road.

The Lot-Split proposal is to split an existing AG (Agriculture) tract into two tracts. Tracts 1 will meet the Bulk and Area requirements of the Tulsa County Zoning Code. On, September 20th, The County Board of Adjustments granted a Variance of the minimum lot area and land area per dwelling unit to 1 acre; and a Variance of the minimum lot width from 150' to 132' for Tract 2.

The Technical Advisory Committee met on October 6, 2016 and had the following comment. The County Engineer requests a Right-of-Way dedication to total 50' along 106th street north.

The proposed lot-split would not have an adverse affect on the surrounding properties and staff recommends **APPROVAL** of the lot-split and the waiver of the Subdivision Regulations that no lot have more than three side lot lines.

AG

AG

SUBJECT TRACT

E 106th ST N

2

1

AG

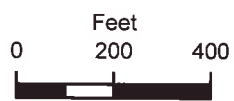
AG

N SHERIDAN RD

LS-20922

21-13 14

14.2





0 200 400
Feet



Subject
Tract

LS-20922

21-13 14

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

Aerial Photo Date: February 2016



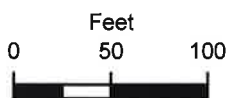
14.3



E 106th ST N

2

1



Subject
Tract

LS-20922

21-13 14

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

Aerial Photo Date: February 2016



14.4



Tulsa Metropolitan Area
Planning Commission

Case : Parkhill
**Authorization for an Accelerated
Building Permit**

Hearing Date: October 19, 2016

Case Report Prepared by:

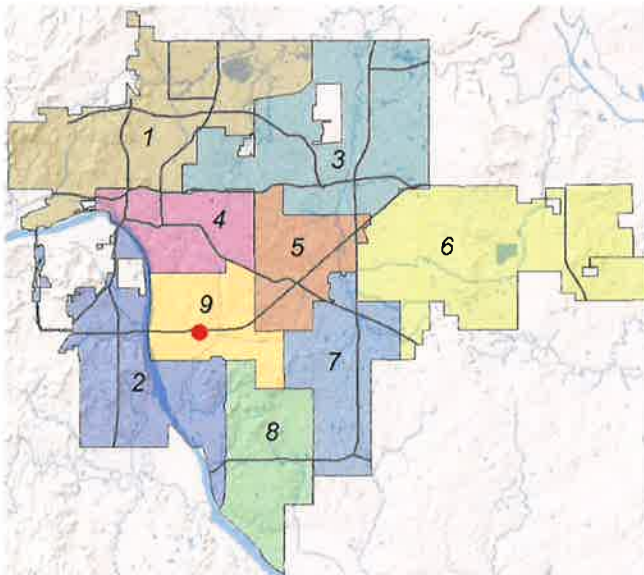
Diane Fernandez

Owner and Applicant Information:

Applicant: Carolyn Back, Wallace
Engineering

Owner: Parkhill & Parkhill LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal: Authorization for an
Accelerated Building Permit

Location: East of the southeast corner of
East 51st Street South and South Lewis
Avenue

Zoning: CS (commercial shopping)

Staff Recommendation:
Staff recommends Denial

City Council District: 9

Councilor Name: G.T. Bynum

County Commission District: 3

Commissioner Name: Ron Peters

EXHIBITS: Site Map, Aerial, Applicant Justification

AUTHORIZATION FOR ACCELERATED RELEASE OF A BUILDING PERMIT

Parkhill Addition – (CD 9)

East of the southeast corner of East 51st Street South and South Lewis Avenue

The property is zoned CS (commercial shopping). A Minor Subdivision plat was approved October 5, 2016. Full permits are requested.

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: See attached letter.

The following information was provided by the Technical Advisory Committee on September 1, 2016:

TRANSPORTATION:

SEWER:

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

WATER:

- *Public Works, Water:* If the 6 inch stub off of the 16 inch water main line does not abut this site development then an extension of a looped public water main line could be required.

STORM DRAIN:

- *Public Works, Storm Water:* The “Detention Easement” must be maintained in its size and function. Any alteration will require new hydrologic analysis approval prior to construction.

FIRE:

- *Public Works, Fire:* Building features shall be installed as agreed upon between Parkhill and the Tulsa Fire Marshal in order to be considered an equivalent for the required turn-around.

UTILITIES:

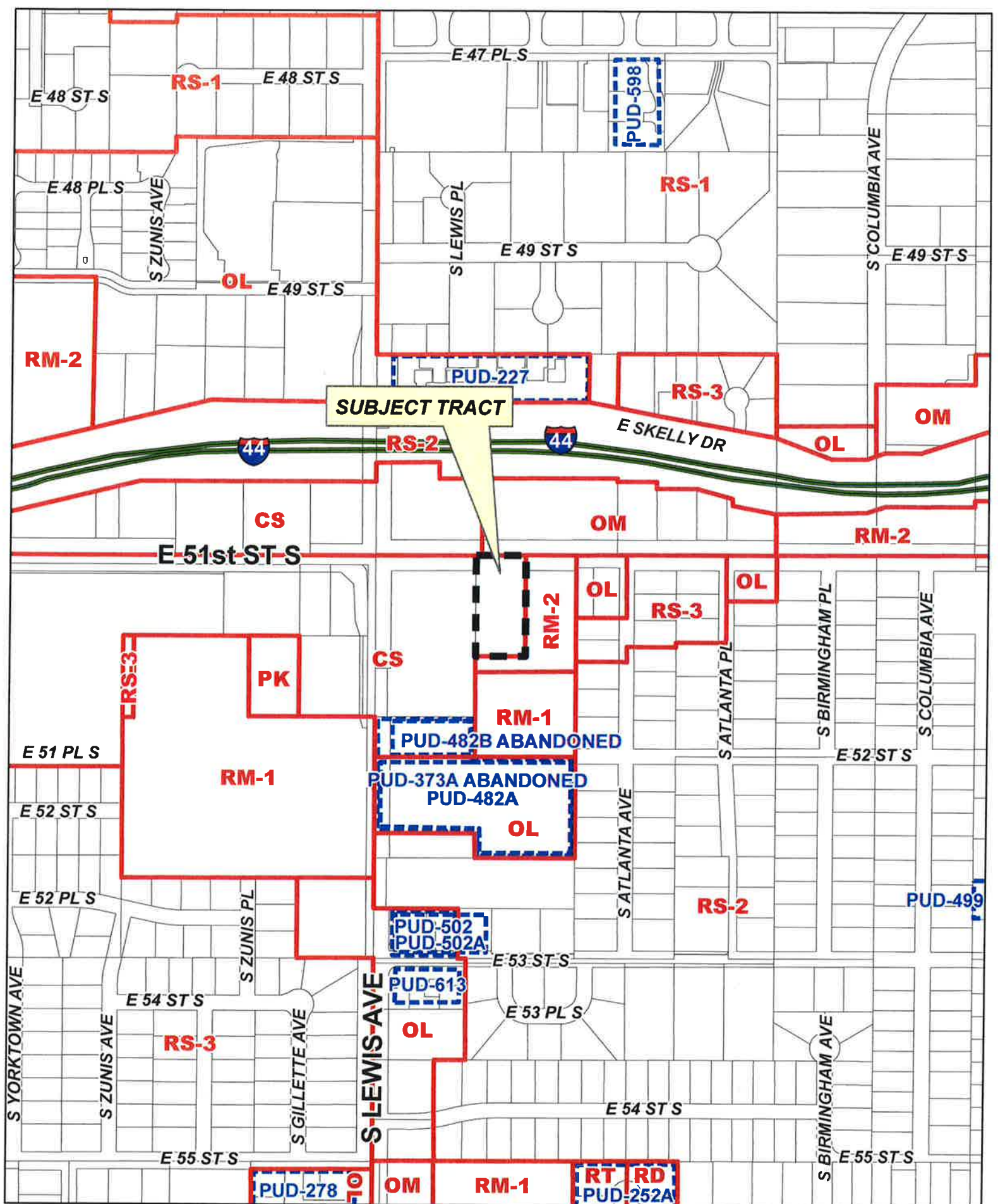
- *Franchise Utilities:* No comment.

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".

The TAC (Technical Advisory Committee) did not object to the accelerated building permit.

Staff recommends Denial of the authorization to release the accelerated building permit per guidelines in the existing subdivision regulations. However, the Commission should be aware that the subdivision regulations update will likely consider changes to the current process. The Minor Plat should be finished soon for the site. The Commission should be aware that these types of authorizations have not been granted historically for smaller scale projects.



0 Feet 200 400

Parkhill

19-13 32

15.4



0 Feet
200
400



Subject
Tract

Parkhill

19-13 32

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

Aerial Photo Date: February 2016



155



August 30, 2016

Tulsa Metropolitan Area Planning Commission
c/o Diane Fernandez - INCOG
2 West 2nd Street; Suite 800
Tulsa, OK 74103

RE: Letter of Extraordinary and Exceptional Circumstances to accompany the Accelerated Release of Building Permit for *Parkhill's Warehouse Liquors and Wine*
Wallace Project No. 1640069

Tulsa Metropolitan Area Planning Commission:

This letter accompanies our request for an Accelerated Release of Building Permit for the *Parkhill's Warehouse Liquors and Wine* project. The extraordinary and exceptional circumstances that serve as a basis for the request are explained below.

Circumstances:

We would normally be asking for a Plat Waiver for this type and size of infill project, but unbeknownst to us and the City, Oklahoma Department of Transportation (ODOT) seemingly didn't acquire additional right-of-way (ROW) at time of construction. Therefore, ODOT built their infrastructure outside the right-of-way.

The investigation into the legal status of the right-of-way consumed valuable time needed to go through the standard building permit process.

In working with ODOT, the drawings we located showed the 50 ft. ROW (Re: Sheet 359, Job Piece No. 06374(47)). However, the legal documents from the Title Company did not show the dedication of the ROW having taken place.

Our client had to hire someone to locate the existing utilities, including a City water main, once it was discovered that the 50 ft. ROW did not exist. Additionally, there is a City water main outside of an easement that was assumed to have been dedicated. This existing 16" water line is not currently within an existing utility easement.

Project Impact:

Our client is being required to dedicate 50 ft. of right-of-way and a 15 ft. restricted waterline easement that should have already been handled.

These requirements necessitated a redesign of the building and site layout.

Wallace Engineering
Structural Consultants, Inc.
200 East Mathew Brady Street
Tulsa, Oklahoma 74103
918.584.5858, 800.364.5858
www.wallacesc.com

15.6

History:

Parkhill has been operating at their current location for 53 years, currently employing 30+ Tulsa area residents. They are a long standing business and community member, and they will continue to serve the community as an employer and business owner in the same community at their new location.

In the Spring of 2015, Parkhill closed on the purchase of the vacated Girl Scout Headquarters building directly East of their current location. Time is of the essence as *Parkhill's Warehouse Liquors and Wine* must relocate to their new facility by Fall 2017 per their current lease agreement.

Parkhill hired land use attorney Stephen Schuller to perform a rezone for the property (Z-7330) from OM to CS, effective 30-days after Ordinance date of 04.25.16, to allow for their continued liquor store use. As a part of their entitlement process for their new location, Mr. Schuller also submitted a spacing verification to the Board of Adjustment (BOA-22106) and received BOA acceptance of the spacing verification on 07.26.16. (Please see attached accepted Spacing Verification from the BOA)

The parcel is small in size and the site is constrained by topography and the existing stormwater detention area. The 1-story building with partial mezzanine square footage requires 70 motor vehicle parking spaces and four (4) bicycle parking spaces, rounded up from 3.5. (Please see the attached conceptual site plan.)

- | | |
|---|---|
| 1. City of Tulsa Zoning Clearance Permit Number: | LOD 8641 (attached) |
| 2. City of Tulsa BOA Spacing Verification: | Accepted 07.26.16 (attached) |
| 3. City of Tulsa Platting – Minor Subdivision Plat: | Submitted 08.18.16, TAC 09.01.16, PC 09.21.16 |
| 4. City of Tulsa Building Permit Application: | Anticipated permit submittal is 09.15.16 |
| 5. City of Tulsa BOA Parking Variance Case Number: | BOA-22133 scheduled to be heard on 09.27.16 |

One of the main benefits to the City for releasing the building permit, prior to filing the minor subdivision plat, would be taxes received from the business' sales during the holiday season. As stated previously, the business has to be out of their current location by Fall 2017, per their lease agreement. If the business is not allowed to pull their building permit before the filing of their plat, they will be required to close their doors during the holiday season which generates a sizable tax income for the City of Tulsa.

The protection the City has in releasing the building permit early is that the Certificate of Occupancy would still have to be issued before the building could be occupied.

We appreciate the opportunity to provide you this information. If you have any questions or need additional information, please do not hesitate to contact us.

Sincerely,

WALLACE ENGINEERING • STRUCTURAL CONSULTANTS, INC.



Carolyn M Back

Senior Land Use Planner

cc: File



Tulsa Metropolitan Area
Planning Commission

Case : Titan Sports
Preliminary Plat

Hearing Date: October 19, 2016

Case Report Prepared by:

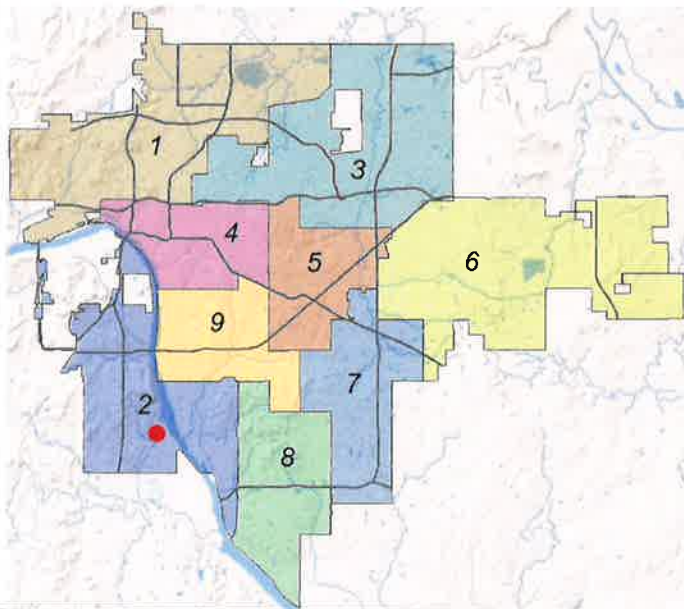
Diane Fernandez

Owner and Applicant Information:

Applicant: Erik Enyart, Tanner
Engineering

Owner: Titan Sports and Performance
Center , LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal: Preliminary Plat

Location: East of the northeast corner of
East 81st Street South and South Elwood
Avenue

**Zoning: IL (industrial light) with Special
Exception for sports fields use**

Staff Recommendation:
Staff recommends Approval

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS:

Site Map, Aerial, Subdivision Plat, Case Map, Growth and Stability Map, Land Use Map,
Letter from Tulsa Health Department, Information from Tulsa Airport Director

16.1

PRELIMINARY SUBDIVISION PLAT

Titan Sports - (CD 2)

East of the northeast corner of East 81st Street South and South Elwood Avenue

The plat consists of 1 Lot, 1 Block, on 59.5 acres.

The following issues were discussed October 6, 2016, at the Technical Advisory Committee (TAC) meeting:

1. **Zoning:** The property is zoned IL (light industrial) and has a Special Exception for the use. A release letter from the railroad is requested.
2. **Streets:** Provide limits of no access for 81st Street south on the plat. Provide 5 foot wide sidewalks and access ramps and must be shown on Preliminary plat. Sidewalks must be located a minimum 18 inches from property line and 2 feet behind curb. Please call out radiuses on the driveway. The City of Tulsa is participating in allowing access to 71st Street.
3. **Sewer:** No comments.
4. **Water:** The use of a private water main line with a public fire flow meters is an option. For a public water main line 29 feet of waterline easement will be required. Add on the plat and put the language of the waterline easement in the covenants. All proposed public water main lines installed under pavement must be ductile iron pipe. ODEQ horizontal separation between water main lines and storm sewer main lines must be met.
5. **Storm Drainage:** There appears to be a large offsite drainage area to the west of the site property line which will need access storm systems and easements across the property. It is unclear what the plan is for offsite drainage and conveyance across the property. It appears the easements presently provided are inadequate in location and size. Floodplain: the subject property is located within the Hger Creek Floodplain. The site plan should include all delineated floodplain boundaries. FEMA Floodplain (Zone AE), floodway and levee must be clearly and accurately identified on plans. Any development within the floodplain must meet the floodplain development requirements of the City of Tulsa Revised Ordinances, Title 11-A and Title 51. Any proposed changes to the floodplain boundaries would require Floodplain Map Revisions.
6. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** PSO is okay with the site, but any changes to lighting standards will be at developers' expense.
7. **Other: Fire:** No comment.
8. **Other: GIS:** Submit a control data sheet. Correct the location map to the correct township, range and section. Label the project location with a leader line and text. **Tulsa Health Department:** Concern about connectivity to the nearby school, etc. was expressed. A letter is attached. **Tulsa Airport**

Director: The airport director, Jeff Mulder, spoke about several concerns and distributed a packet of information including letters from the federal aviation authority which is attached. Concern about the location of fields away from the airport runway, tree location in regards to light glare and cover was expressed as well as access issues.

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:

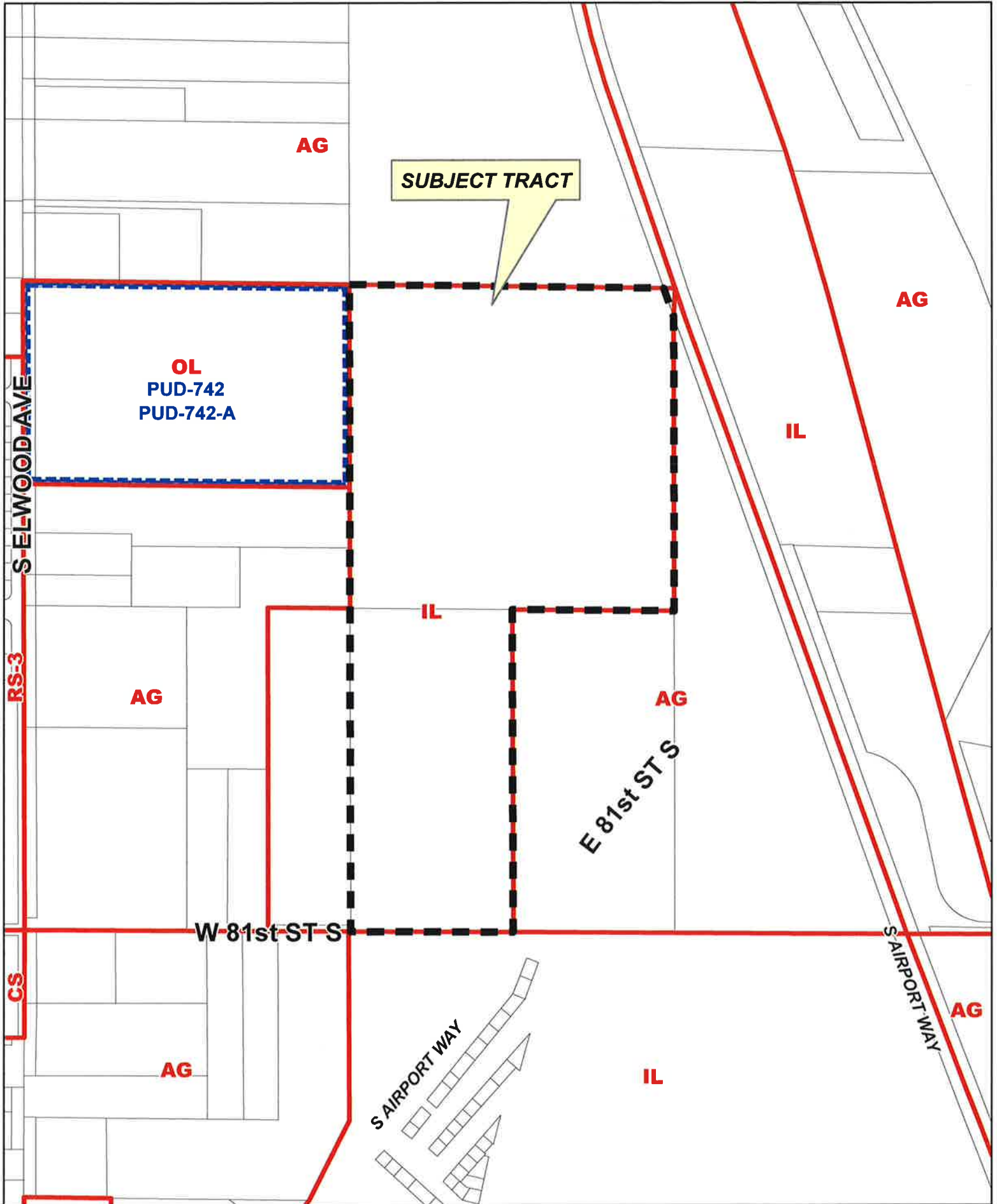
1. The concerns of the Development Services and Engineering Services staffs must be taken care of to their satisfaction.

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.



Titan Sports

18-12 12

14.6





S ELWOOD AVE

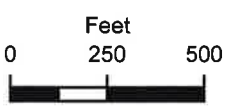
W 81st ST S

E 81st ST S

SAIRPORT WAY

SAIRPORT WAY

761



Subject
Tract

Titan Sports

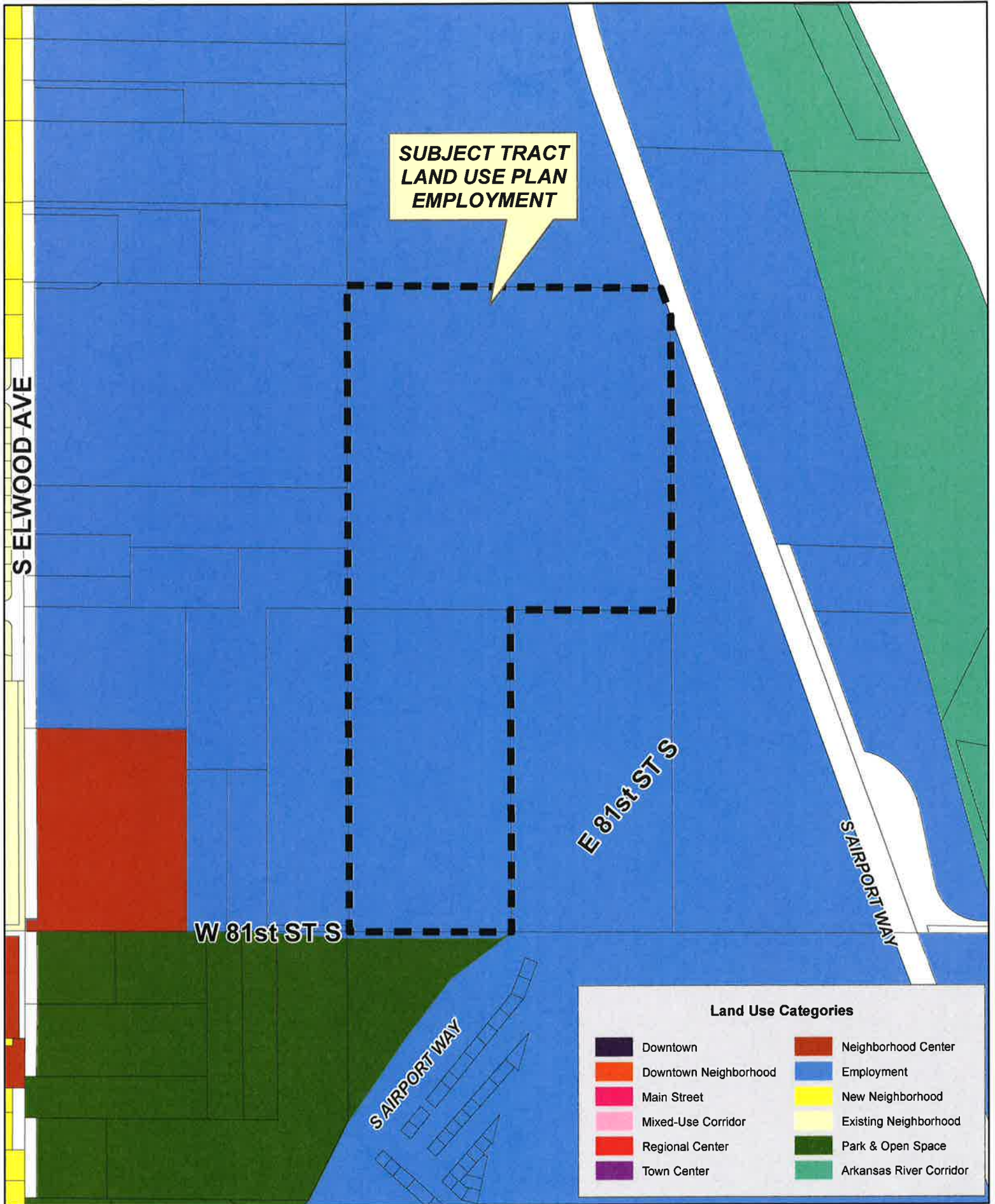
18-12 12

167

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

Aerial Photo Date: February 2016

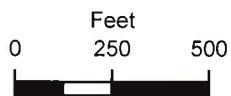
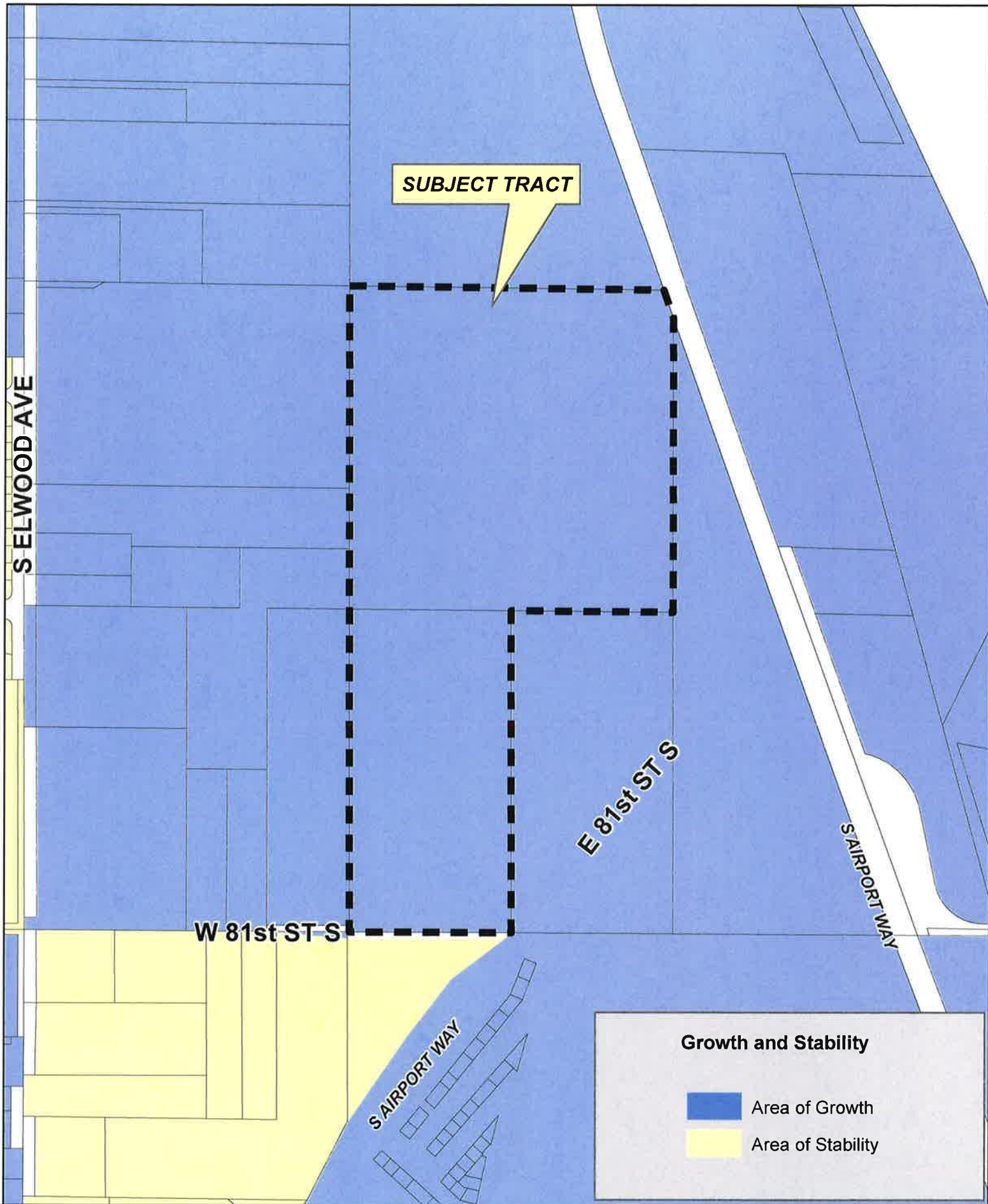




Titan Sports

18-12 12

16.8



Titan Sports

18-12 12

16.9



October 4, 2016

James O. Goodwin Health Center

Tanner Consulting, LLC
5323 S Lewis Ave
Tulsa, OK 74105

RE: Preliminary Plat SD 2016-020 / E of the NE corner of E 81st St S & S Elwood Ave

To whom it may concern:

This letter is to inform you of the Tulsa Health Department's recommendations for pedestrian access to the future site of Jenks Public Schools Northwest Elementary from the proposed Titan Sports Complex east of the northeast corner of East 81st Street South and South Elwood Avenue.

An opportunity exists for this development to increase connectivity in this area and promote active transportation from school to the sports complex. What behavior analysis studies have shown is that pedestrians will take the most direct route whenever possible. By creating the pedestrian access points to the school specifically, unnecessary damage could be prevented by pedestrians cutting through the grounds. This will also increase safety for children and potentially decrease traffic around the school and sports complex, especially during times right after school.

From the public health perspective, we see the benefit a sports complex adds, but we also see an opportunity to increase walkability and connectivity in this area. Walkable communities have been shown to provide health benefits, as well as economic and environmental benefits.

THD welcomes the opportunity to partner for a healthier built environment with all parties, and we strongly recommend the inclusion of improved pedestrian access from the proposed development to the future school site. If you have any questions or concerns, please contact Luisa Krug, Chronic Disease Epidemiologist at lkrug@tulsa-health.org or by phone at 918.595.4069.

Sincerely,



Luisa Krug, MS
Chronic Disease Epidemiologist
Tulsa Health Department
918.595.4069

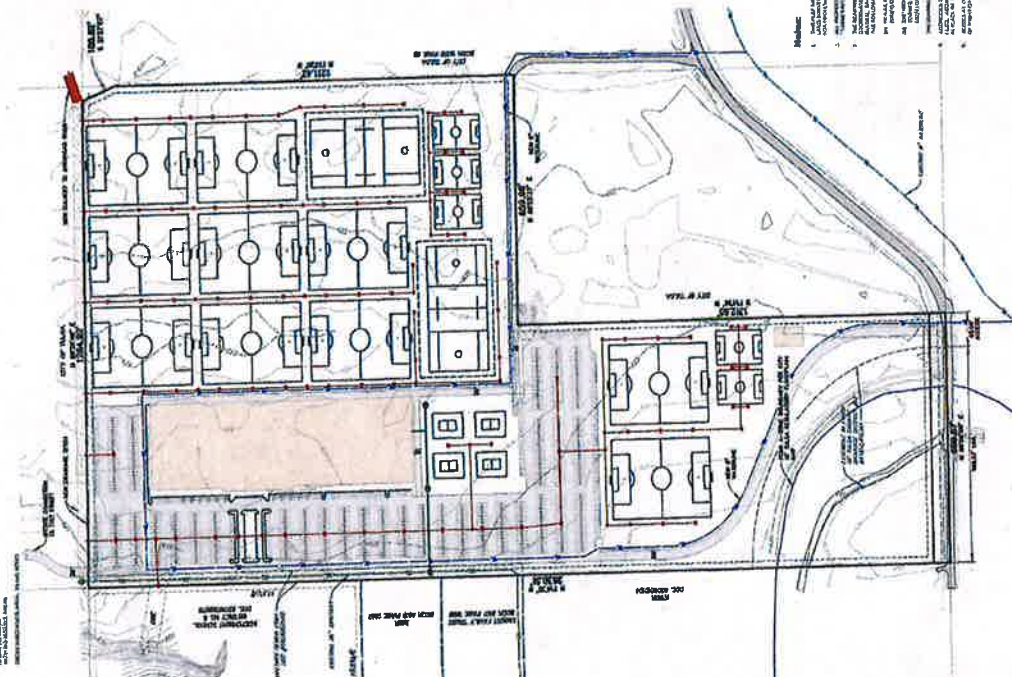
14.10

Conceptual Utility Plan Titan Sports

THIS PLAN AND THE INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF TITAN SPORTS, LLC. NO PART OF THIS PLAN OR THE INFORMATION CONTAINED HEREIN MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF TITAN SPORTS, LLC.

OWNER/DEVELOPER:
Titan Sports and
Performance Center, LLC
8346 East 12th Street
Suite 100
Denver, CO 80231
Phone: (303) 756-5334

SURVEYOR/ENGINEER:
Tanner Consulting, LLC
1400 East 1st Avenue
Suite 100
Denver, CO 80218
Phone: (303) 733-9329



Utility	Location	Depth	Notes
Water	10' to 12'	12"	10' to 12'
Sewer	10' to 12'	12"	10' to 12'
Gas	10' to 12'	12"	10' to 12'
Electric	10' to 12'	12"	10' to 12'
Telecom	10' to 12'	12"	10' to 12'
Storm	10' to 12'	12"	10' to 12'

Utility	Location	Depth	Notes
Water	10' to 12'	12"	10' to 12'
Sewer	10' to 12'	12"	10' to 12'
Gas	10' to 12'	12"	10' to 12'
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Telecom	10' to 12'	12"	10' to 12'
Storm	10' to 12'	12"	10' to 12'

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Gas	10' to 12'	12"	10' to 12'
Electric	10' to 12'	12"	10' to 12'
Telecom	10' to 12'	12"	10' to 12'
Storm	10' to 12'	12"	10' to 12'

- Notes:**
1. All utilities shown on this plan are based on the most recent available information. The engineer does not warrant the accuracy of the information shown on this plan.
 2. The engineer does not warrant the accuracy of the information shown on this plan.
 3. The engineer does not warrant the accuracy of the information shown on this plan.
 4. The engineer does not warrant the accuracy of the information shown on this plan.
 5. The engineer does not warrant the accuracy of the information shown on this plan.
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 7. The engineer does not warrant the accuracy of the information shown on this plan.
 8. The engineer does not warrant the accuracy of the information shown on this plan.
 9. The engineer does not warrant the accuracy of the information shown on this plan.
 10. The engineer does not warrant the accuracy of the information shown on this plan.

Titan Sports
Sheet 1 of 1

14.11



16.12

The following regulations, memorandums, Advisory Circulars and titles provided information pertinent to the project.

Title 49 U.S.C. 47107 (a) (10), Grant Assurance 20. Hazard Removal and Mitigation

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

Title 49 U.S.C. 47107 (a) (10), Grant Assurance 21. Compatible Land use

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

**FAA AC 150/5020-1, Land Use Compatibility and Airports
Pg V-38, par. 5, line 2 thru Pg. V-39**

"Recommended land use in Zones 1, 2 and 5 would prohibit residential development and allow low-density (less than five people per acre).

Industrial development. Recommended land uses in Zones 3 and 4 would range from zero to low-density residential development and industrial development Ranging from 25-40 people per acre.

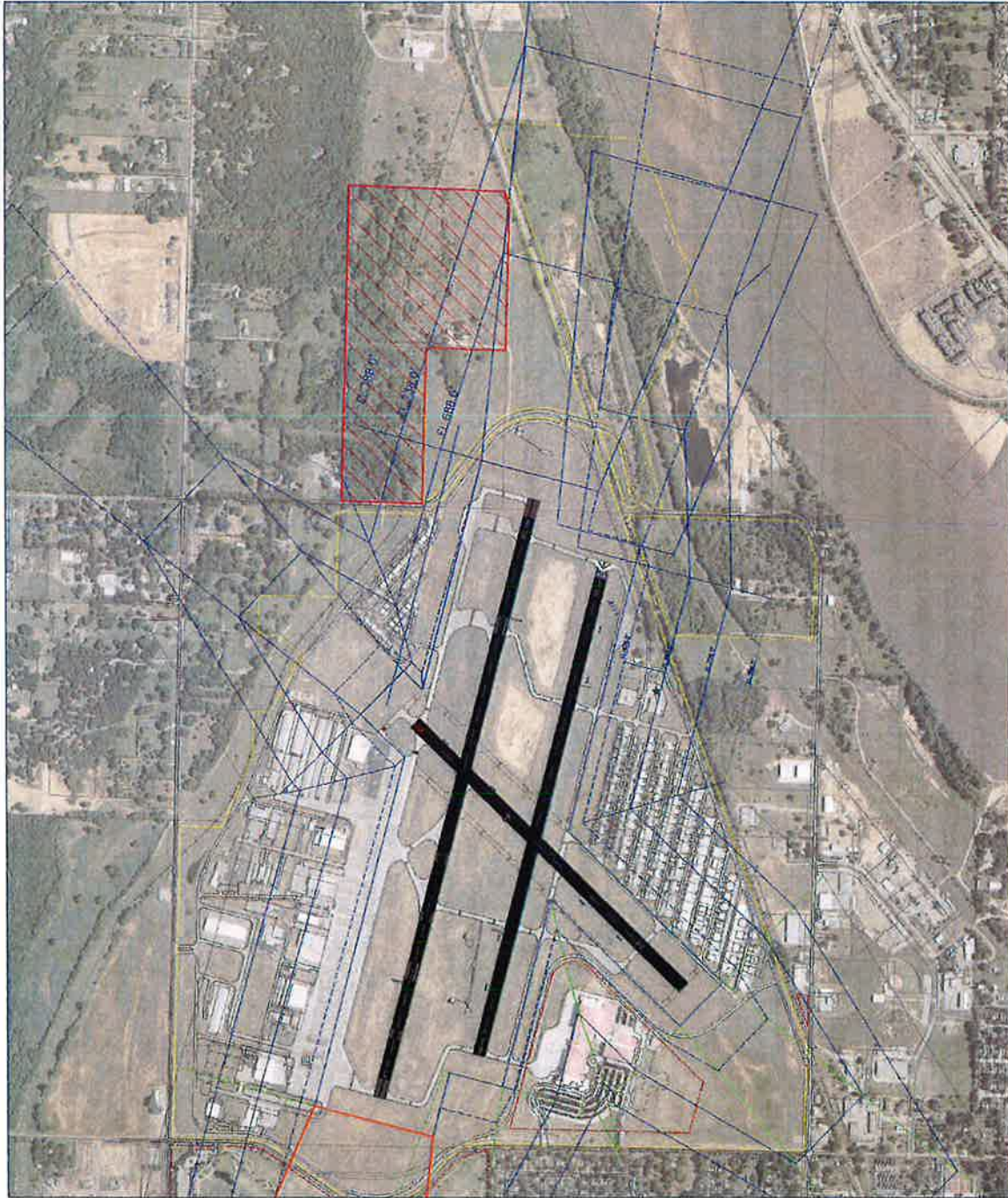
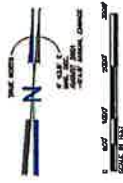
Recommended land uses in airport Impact Zone 6 would allow low-density residential development and industrial development accommodating fewer than 100—people per acre.

**AC 150/5300-13A
Chpt. 3, Pg 71 par. 310, Runway Protection Zone (RPZ)**

5190.6B
Chpt. 20, Pg. 20.1, Par. 4, line 6
"Unusual lighting in the approach area to an airport can create a visual hazard for pilots."

FAA Interim guidance on Land Uses Within a Runway Protection Zone (27 September, 2012).

R.L. JONES JR.
RIVERSIDE AIRPORT
FEDERAL AVIATION ADMINISTRATION
PART 77 HEIGHT RESTRICTIONS



NOTES

1. The height restrictions shown on this drawing are based on the existing terrain and are not intended to be used for any other purpose.
2. The height restrictions shown on this drawing are not intended to be used for any other purpose.

RICHARD LLOYD JONES JR. AIRPORT
TULSA AIRPORT AUTHORITY

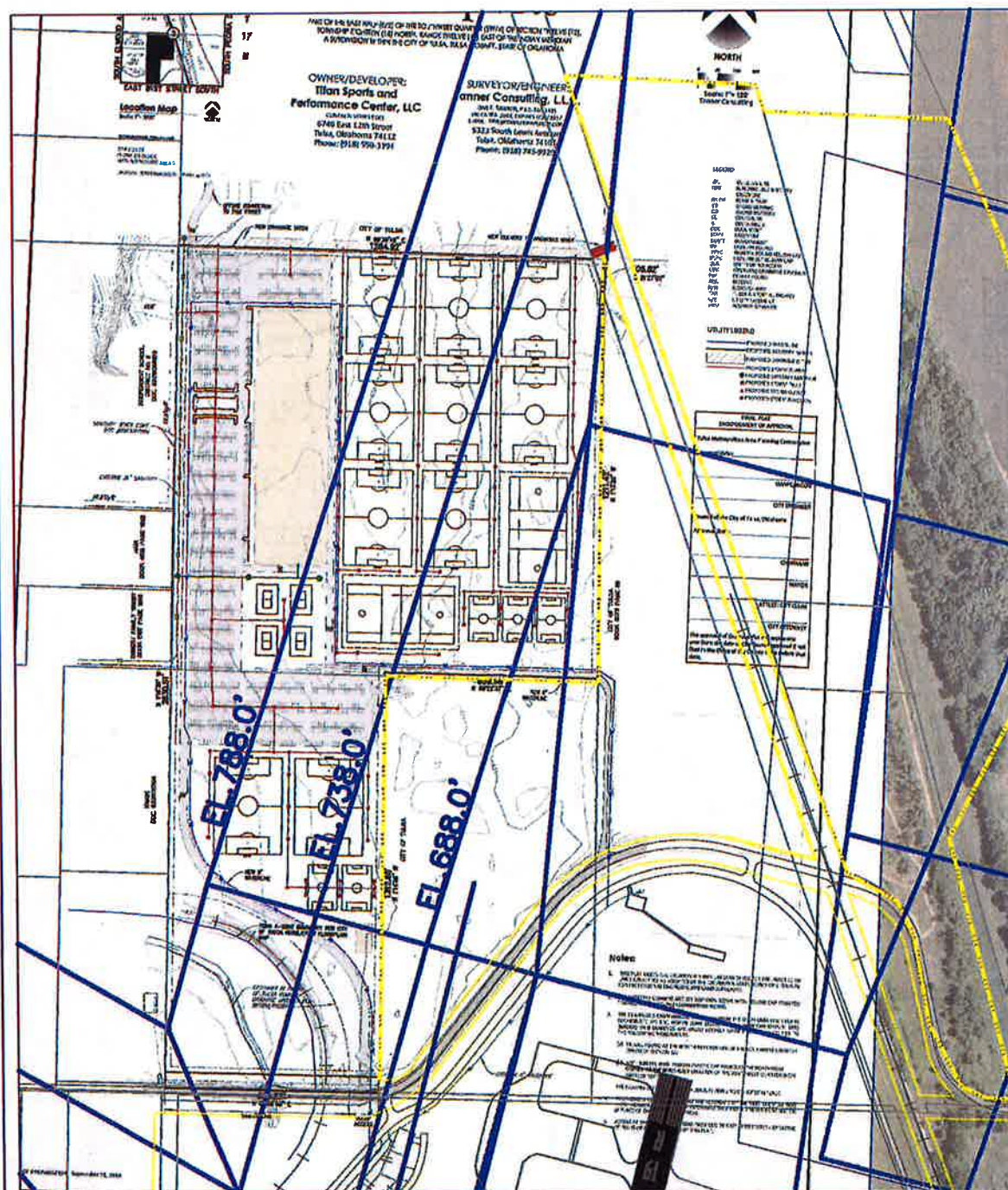
AIRPORT AIRSPACE DRAWING
CONICAL SURFACE - PLAN VIEW

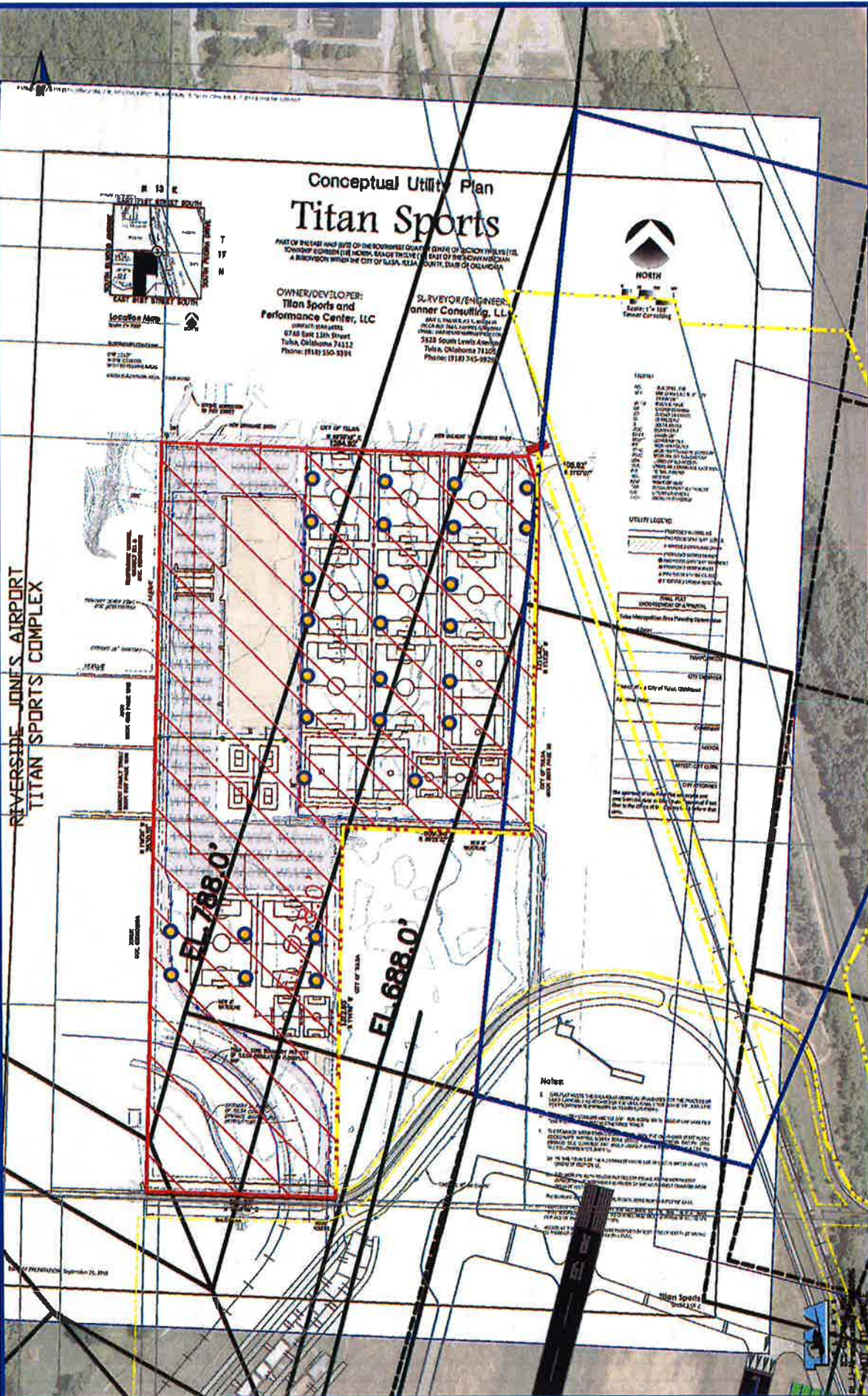
TULSA AIRPORT AUTHORITY
TULSA, OKLAHOMA
3 OF 10

16.14

[illegible]

12.15





R.L. JONES JR.
RIVERSIDE AIRPORT
FEDERAL AVIATION ADMINISTRATION
LAND USE COMPATIBILITY



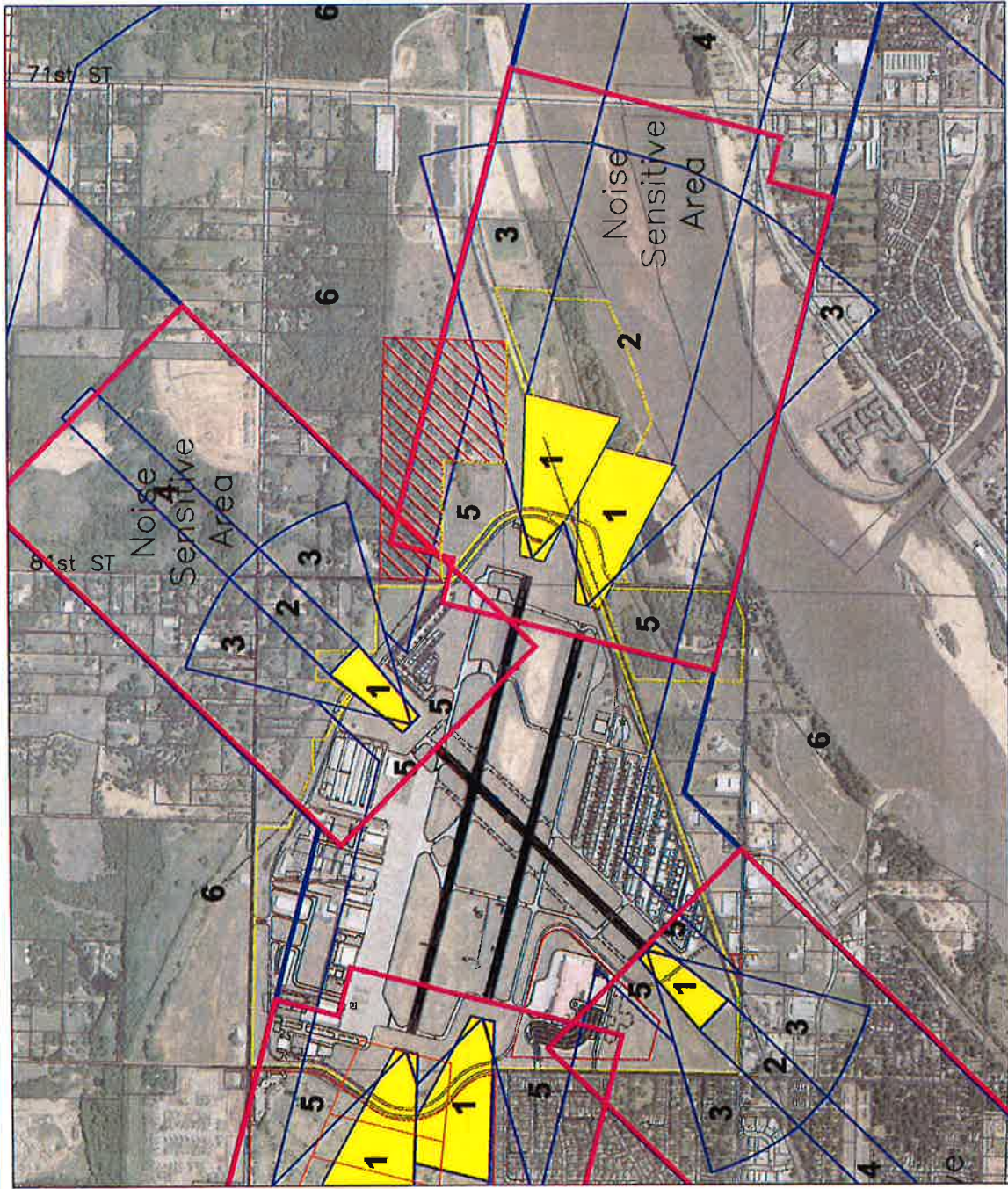
1. PLANNED PROTECTION ZONE
2. INNER SAFETY ZONE
3. INNER TURNING ZONE
4. OUTER SAFETY ZONE
5. SIGNALING SAFETY ZONE
6. TRAFFIC PATTERNS ZONE

Ref: FAA -
Land Use Compatibility and Airports,
a Guide for Effective Land Use Planning.

ZONE 1, 2 and 3
RESIDENTIAL DEVELOPMENT PROHIBITED.
OFF-AIRPORT INDUSTRIAL AND COMMERCIAL
DEVELOPMENT PERMITTED UP TO 10 PEOPLE
PER ACRE.

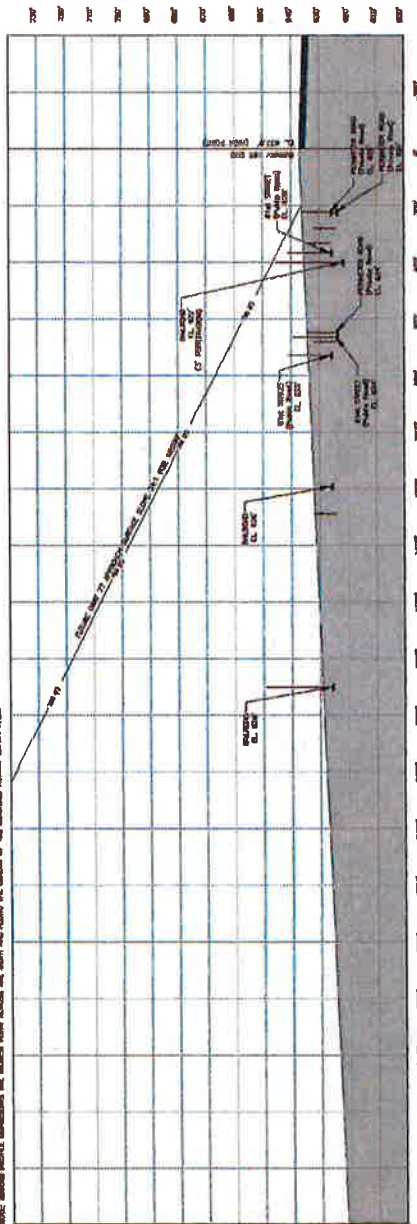
ZONE 3 and 4
RESIDENTIAL DEVELOPMENT PROHIBITED.
OFF-AIRPORT INDUSTRIAL AND COMMERCIAL
DEVELOPMENT PERMITTED UP TO 10 PEOPLE
PER ACRE.

ZONE 5
LOW DENSITY RESIDENTIAL DEVELOPMENT PERMITTED.
OFF-AIRPORT INDUSTRIAL AND COMMERCIAL
DEVELOPMENT PERMITTED UP TO 10 PEOPLE
PER ACRE.



NOTES	
1. This drawing was prepared by the Tulsa Airport Authority for the purpose of showing the noise sensitive areas around the R.L. Jones Jr. Riverside Airport.	2. This drawing was prepared by the Tulsa Airport Authority for the purpose of showing the noise sensitive areas around the R.L. Jones Jr. Riverside Airport.
RICHARD LLOYD JONES JR. AIRPORT TULSA AIRPORT AUTHORITY	
AIRPORT AIRSPACE DRAWING CORREL SURFACE - PLAN VIEW	
TULSA AIRPORT AUTHORITY Tulsa, Oklahoma	

16.17

[illegible]

UNITED STATES OF AMERICA
DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

[illegible][illegible][illegible][illegible]

Figure F7

**Richard
Lloyd Jones, Jr.
Airport**

F.13

12.13

IN PART OF THE LATE 1980S BUTY OF THE SOUTHERN QUARTERLY JOURNAL PRESENTED TO
TOWNSHIP INDEPENDENT JURY. ANDERSON HAD A BIG DAY OF THE PROMINENT
A RECEPTION WITH THE CITY OF TALLA. TODAY CORP. STATE OF CALIFORNIA.

OWNER/DEVELOPER:
Iron Sports and
Performance Center, LLC
CLAYTON, OH 44024
6746 Elm 12th Street
Twinsburg, Ohio 44095
Phone: (937) 559-3384

SURVEYOR/ENGINEER
Tanner Consulting, LLC
1001 E. Franklin, P.O. Box 100
Ocala, FL 34474, Tel: 352/237-1212
19144, tanner@tannerconsulting.com
3323 South Lakeview Avenue
Tulsa, Oklahoma 74106
Phone: (918) 745-9929

[illegible]

I have been thinking about you a lot lately. I hope you are well and happy. I am still working hard, but I am enjoying it. I will be home soon. I love you.

Title: 4
 The number of the report is 4
 The number of the report is 4

INCOMPATIBLE USE

AC 150/E300-13A

47107 (b) (10), Grant Assurance

THE 49 U.S.C. 47107 (a) (10), GRANT ASSURANCE

"The fact that the [U.S.] government is not doing anything to help the people of the world is a disgrace," said a representative of the American Friends Service Committee, a religiously affiliated humanitarian group. "The fact that the [U.S.] government is not doing anything to help the people of the world is a disgrace."

1000

Figure 1

Tulsa Airports Improvement Trust

July 18, 2016

Ricky Jones
AICP | Principal
Tanner Consulting LLC
5323 S. Lewis Ave.
Tulsa, OK 74105

Dear Mr. Jones,

We have conducted a preliminary review of the Triton Sports Complex and have identified the following items as subjects of concern to be reviewed and addressed:

Board of Trustees

Mary Smith Crofts
CHAIR

Jeff Slava
VICE CHAIR

Mayor Dewey Bartlett
MEMBER

Joe Robson
MEMBER

Kent Harrell
MEMBER

Jeff Mulder
AIRPORTS DIRECTOR

1. The development must include a storm water runoff plan which would not negatively impact airport property or operations and not create habitat conducive to attracting birds or other wildlife. In addition, the proposed plan calls for an utility easement from the site to the Arkansas River on the east in order to mitigate storm water runoff. Any easement granted and/or compensation therefore must have FAA approval as the property in question was purchased with FAA funding, appears on the R.L. Jones, Jr. Airport Property Map and Airport Layout Plan and is therefore subject to FAA Grant Assurances and Regulations.
2. The proposed plan will encroach on the FAA Part 77 Runway Protection Zone areas (14 CFR Part 77) as the road to the southeast and a portion of the south eastern corner of the soccer field are within the RPZ for Runway 19-R. Current FAA regulations prohibit development with RPZ areas.
3. A portion of the proposed development exceeds the FAA's recommended occupancy limit of five (5) people per acre for Zone 5 and forty (40) people per acre for Zone 3 for Land Use Compatibility and Airports.
4. Structures, lighting, fencing, and tree heights must be reviewed by the FAA for obstruction potential and air operations impacts as they pertain to the FAA's Part 77 Height Restrictions.
5. Lighting will also be evaluated to ensure that pilots are not impacted by glare, direct light, and/or other issues negatively affecting the safe operation of aircraft.
6. Oklahoma 3 O.S. §§120.1, *et seq.* (OSCN 2016) requires the OAC to study any development near airports for impact to aviation operations.



Tulsa Airports Improvement Trust

7. The site does have a road and utility easement which crosses airport property. The easement was established for a private residence not a commercial facility. Subsequent FAA regulations preclude any development in RPZs. The FAA must approve the use of the area.
8. Usage of cranes to erect structures for the site is subject to a separate FAA airspace study.
9. Due to the close proximity of the complex to the end of the Main Runway for R.L. Jones, Jr. Airport, TAIT management is concerned that should a mechanical or other catastrophic event occur to an aircraft during takeoff or landing, public safety could be compromised if the proposed facility were fully occupied, i.e. during a soccer tournament or other function.
10. A provision should be included on the face of the plat to include Noise Abatement language.
11. A provision should be included in the plat of the development to ensure that tree mitigation is addressed by the owner/occupant when such trees penetrate FAA Part 77 Height Restrictions.

Please do not hesitate to contact Frank Relja at frankrelja@tulsaairports.com or myself at jeffmulder@tulsaairports.com or by phone at 918-838-5000.

Respectfully,

Jeff Mulder, AAE
Airports Director

JM/mb



16-20



OKLAHOMA AERONAUTICS COMMISSION

July 11, 2016

Mr. Ricky Jones, AICP | Principal
Tanner Consulting LLC
5323 S. Lewis Ave., Tulsa, OK 74105

Re: Aircraft Pilot and Passenger Protection Act (APPPA) Review

Dear Mr. Jones:

The Oklahoma Aeronautics Commission (OAC) has received your request to review the proposed "Titan Sports Complex" development. We have reviewed the attached documents received in emails dated 6.7.2016 and 6.13.2016. Because your proposed development will obviously result in the gathering of people, it is reasonable to determine that it constitutes an incompatible purpose. We have, however, concluded that an incompatible purpose permit will not be required under 3 O.S. §§120 (APPPA) because neither a building nor a structure is involved. Although this specific development does not meet the definition of incompatible purpose listed in APPPA and therefore a permit is not required, there are still portions of the development that violate Federal Aviation Administration standards as to what is allowed to be located within a Runway Protection Zone (RPZ).

The Richard Lloyd Jones Jr. Airport (RVS) has received federal and state grant funding for improvements at the airport and therefore must comply with any FAA and OAC standards. Items in your proposed development that would not be allowed within the RPZ are listed below:

- Areas of public gathering such as the soccer field, including any areas where spectators may watch the event from.
- Public roadways.
- Parking lots.
- Any above-ground buildings associated with this complex.

In addition to the review of the proposed development from an incompatible purpose standpoint, you also wanted us to determine if any tall structure permits would be required. In order to do this we will need the specific latitude/longitude coordinates and heights (site elevation and above ground level height) of any tall structures (trees, light poles, buildings) in the proposed development that are located within the approach surface to runway 19R at RVS.

Should you have any questions, don't hesitate to contact our office at 405-604-6900.

Sincerely,

Victor N. Bird
Director
Oklahoma Aeronautics Commission

Mike Kerr

From: Jeff Hough
Sent: Tuesday, June 21, 2016 2:57 PM
To: Mike Kerr; Frank Relja; Jeff Mulder; Chuck Hannum
Cc: Jeff Hough; 'Grayson Ardies'
Subject: FW: proposed Titan Sports Complex near RVS

FYI

From: Tim House [mailto:Tim.House@faa.gov]
Sent: Tuesday, June 21, 2016 2:37 PM
To: Jeff Hough
Subject: RE: proposed Titan Sports Complex near RVS

I replied with the following comment. I could not officially "object", because the building point is outside of what we can control.

ADVISORY RECOMMENDATION - While the structure does not constitute a hazard to air navigation, it would be located within the Runway Protection Zone (RPZ) of the RVS 1L-19R runway. Structures, which will result in the congregation of people within an RPZ, are strongly discouraged in the interest of protecting people and property on the ground. In cases where the airport owner can control the use of the property, such structures are prohibited. In cases where the airport owner exercises no such control, advisory recommendations are issued to inform the sponsor of the inadvisability of the project from the standpoint of safety to personnel and property.

This study covers the point described for a building. Light poles and trees have not been studied for the subject property. Additional study points will be required for this development.

I hope this makes it clear to them that they have to stay clear of the RPZ. Also, I think that the lights might be an issue for flight procedures.

Tim House, P.E., Civil Engineer

817-222-5669 desk
817-222-5984 fax

From: Jeff Hough [mailto:JeffHough@tulsairports.com]
Sent: Monday, June 20, 2016 4:20 PM
To: House, Tim (FAA)
Cc: Jeff Hough; Mike Kerr; 'Grayson Ardies'; Frank Relja
Subject: proposed Titan Sports Complex near RVS

Tim -

Following up on our conversation just now. Attached is an additional diagram for the Titan Sports Complex that we just discussed. In addition to the site plan you mentioned that you already have, the attached gives a better view of how the site relates to the airport. Any assistance you can provide in making sure the full extent of this proposed development is being considered by the OEAAA process -- such as light poles, the road in the RPZ, etc. would be appreciated. We do not object in concept to what is being proposed, but want to make sure that it does not present any operational issues for the airport.

16.22

• **From:** Tim.House@faa.gov [mailto:Tim.House@faa.gov]

Sent: Monday, September 26, 2016 1:54 PM

To: Mike Kerr; Frank Relja

Cc: Kenneth White

Subject: RE: KRVS - Off-Airport Titan Sports Complex

•
• I submitted my comments through the OE-AAA process for the cases 2016-ASW-8244-OE through 2016-ASW-8271-OE.

• The following response was uploaded:

• The height and location of the studied lights does not violate current FAA restrictions. This study does not address any impacts related to the glare of the proposed lights. Additional studies may be required. No site development drawings were provided with these studies. Prior studies included a site plan that depicted a connection to the existing gravel drive that is located on RVS airport property. Per FAA design standards only "Airport service roads, as long as they are not public roads and are directly controlled by the airport operator." are allowed within the Runway Protection Zone, (RPZ). Ingress and egress to the facility will not be allowed through the RPZ. The proposed land use, "sports field", is not specifically defined as a permissible land use for RPZ land. Further evaluation will be required.

•
• I am expecting to hear from the OE specialist about my response. It seems like they always want clarification on cases like this, ones that I have significant comments on.



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Issued Date: 08/04/2016

Ricky Jones
Ricky Jones
5323 S. Lewis Ave
Tulsa, OK 74105

Aeronautical Study No.
2016-ASW-5627-OE

Additional Information for ASN 2016-ASW-5627-OE

This informal feasibility report was based on the data submitted by the sponsor. This is not a formal determination but only a report based on the information furnished this office. Please keep in mind that there is always a possibility that the final outcome of a formal aeronautical study might prove to be different from the results of this informal feasibility study.

The proposal is to develop soccer/recreation fields with an indoor facility at 40 feet above ground level. It would be located on a site approximately 0.68 nautical miles north of the Airport Reference Point for the Richard Lloyd-Jones Jr Airport (RVS), Tulsa, OK.

Based on 14 CFR Part 77, notice to the FAA would be required. Preliminary review indicates that the proposal does not exceed Part 77 obstruction standards based on airport information currently on file with the FAA and is therefore feasible.

No frequencies were submitted for this study.

This informal feasibility report does not supersede or override any state, county, or local laws or ordinances.

Based on the unofficial nature of this study, the FAA shall not be held responsible for any type of commitment entered into by the sponsor based solely on this informal feasibility report.

Please refer to the aeronautical study number (ASN) on any future correspondence concerning this feasibility report or if you do file formal notice with the FAA concerning the structure.

** FEASIBILITY REPORT **

The Federal Aviation Administration has conducted a limited aeronautical review concerning the feasibility of a structure described as follows:

Structure:	Feasibility Study Tien Sports
Location:	Tulsa, OK
Latitude:	36-03-02.98N NAD 83
Longitude:	95-59-11.86W
Height:	625 feet site elevation (SLE)
	40 feet above ground level (AGL)
	665 feet above mean sea level (AMSL)

The results of this review can be found on the attached page(s).

NOTE: THE RESULTS OF OUR LIMITED REVIEW IS NOT AN OFFICIAL DETERMINATION OF FINDINGS BUT ONLY A REPORT BASED ON THE GENERAL OR ESTIMATED INFORMATION SUPPLIED FOR THE STRUCTURE. ANY FUTURE, OFFICIAL AERONAUTICAL STUDY MAY REVEAL DIFFERENT RESULTS.

If we can be of further assistance, please contact our office at (816) 329-2508. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-5627-OE.

Signature Control No: 29477X337-300872422
Vee Stewart
Specialist

(FSB)

Attachment(s)
Additional Information
Map(s)



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
19101 Hillwood Parkway
Fort Worth, TX 76177

Issued Date: 06/08/2016

Ricky Jones
Ricky Jones
5223 S. Lewis Ave
Tulsa, OK 74105

**** THIS IS NOT A DETERMINATION ****

Additional information is required before we can complete an aeronautical study concerning:

Structure: Building Titan Sports
Location: Tulsa, OK
Latitude: 36-03-06.41N NAD 83
Longitude: 95-59-13.10W
Height: 625 feet site elevation (SE)
40 feet above ground level (AGL)
665 feet above mean sea level (AMSL)

See attachment for additional information.

If data is changed as a result of FAA verification, it will be necessary for you to ensure the corrected information is also on file with the PCC (if applicable).

NOTE: IF NO RESPONSE IS RECEIVED WITHIN 30 DAYS OF THE DATE OF THIS LETTER, ACTION WILL BE TAKEN TO TERMINATE THIS AERONAUTICAL STUDY.

If we can be of further assistance, please contact our office at (318) 725-6591. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2016-ASW-5627-OE.

Signature Control No: 294775337-204975234
Tuesara Birch
Technician

Attachment(s)
Additional Information

(ADD)

Additional Information for ASIN 2016-ASW-5627-OE

Please advise if the coordinates provided are the closest to the nearest airport runway and the height of the building is the highest the building will be.



523 SCORN LANE NW
TULSA OK 74105-6239
PHONE: 918.455.9459

JUNE 8, 2016

ASIN: 2016-ASW-5627-OE

Response to Request Letter

FAA Question:
Please advise if the coordinates provided are the closest to the nearest airport runway and the height of the building is the highest the building will be.

Response:
The coordinates provided are for the approximate center of the subject tract. The final building location has not yet been determined. The coordinates of the nearest corner on the current plan is: 36°32.38'N, 95°59'11.86"W.

The maximum building height will not be greater than 40'.

If you have any additional questions, please feel free to contact me at (918) 745-5923.

Respectfully,
Ricky Jones, ACP, Principal

Titan Sports and Performance Center Site Plan **Generally Northeast of 81st Street South and S. Elwood Avenue** **Planning Comments & Considerations**

April 5, 2016

The subject site is located north of Richard Lloyd Jones Jr. Airport (Jones Riverside Airport) on the north side of 81st Street South approximately ¼ mile east of S. Elwood Avenue. The site is undeveloped.

Exhibit 1 depicts the concept site plan in relationship with area development. Also illustrated are designated flood prone lands which are located in the southwest portion of the site.

Exhibit 1



Planning considerations include the following:

1. Tulsa Comprehensive Plan

The Comprehensive Land Use Plan map designates land use at this location as Employment. The Plan does not appear to support development of this type at this location. Several factors must be considered for this specific land use and activity in this area and these are discussed below.

This site is designated for Employment uses which are particularly important around Tulsa's airports and priority industrial clusters are noted in the Economic Development portion of the Plan as follows:

"PRIORITY TARGETS:

- *Aviation and Aerospace*
- *Health Care*
- *Professional Services and Regional Headquarters*
- *Energy*
- *Machinery and Electrical Equipment Manufacturing*
- *Transportation, Distribution, and Logistics"*

"Several of these clusters depend on Tulsa's transportation infrastructure, and related industries and assets. Tulsa relies on Tulsa International Airport, Jones Riverside Airport, the Port of Catoosa and highway freight to receive/deliver goods to the Tulsa area." (Source: page ED-6 and ED-7 of the Plan).

Employment land areas are envisioned to have an average of 19 jobs per acre. Development of this site as an Employment center is restricted in that the only access to the site is from 81st Street South which is currently a two-lane roadway. The Comprehensive Plan recognizes that.

"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." (Source: page 23 of the Plan)

The site is designated as an area of Growth. Any development of this site must be in accordance with best development practices for this environmentally sensitive area.

Recreation facilities and use are recognized as important in the Plan. It may be that the Plan should be amended to another use designation which supports park or recreation land use public or private. Design principles for such use are noted in the Comprehensive Plan design as follows:

"protect the Environment and Provide Sustainability

"Tulsans envision a city that is committed to and leads in sustainability measures including: great walking, biking, and transit access as alternatives to driving, high-efficiency building practices, and the smart use of land. In turn, Tulsans recognize our great natural assets, including Mohawk Park, the Arkansas River, Turkey Mountain Urban Wilderness Area, and more than 280 miles of trails. We want to preserve those assets for our children, and where possible, bring nature and parks into the city for everyone to enjoy." (Source: page 11 of the Plan).

2. Additional Development and Design Comments:

- a. Confirm that the proposed use is permissible in an IL Industrial Light District and, if not, determine necessary measures/steps to take to gain acceptance.
- b. If not already "in play", recommend meeting with Tulsa Airport Authority officials regarding development design considerations due to proximity to Richard Lloyd Jones Jr. Airport. Careful consideration of airport flight and impact zones is needed as is verification of compliance with applicable federal FAA development requirements. Impacts to consider include:
 - 1) The majority of subject site is located within Impact Zone 6
 - 2) The far eastern portion of the site is located within Impact Zone 5
 - 3) The majority of site is located within a noise sensitive area
 - 4) Other flight related matters may apply.
- c. Traffic volumes, flow, to/from the depicted development is very challenging as access is restricted to 81st Street South which is only 2-lanes wide in the area between Elm Street (in Jenks) and S. Elwood Avenue through to S. Olympia Avenue (in Tulsa). It appears that alternative access to the site is a crucial need. This might include a connection north to 71st Street South via City of Tulsa/Tulsa Airports Improvement Trust property and, perhaps, an agreement with City of Tulsa for additional access to 81st Street South via C.O.T. land immediately east/adjacent the site.

16-26

- d. Storm water management is a major design concern due to:
- 1) the site is a relatively flat parcel with very poor drainage;
 - 2) site location is between two levees;
 - 3) development proposes planned conversion of a significant portion of the existing permeable land area to two surface parking lots and a new 220,000 s.f. building; and
 - 4) multiple developed parcels in the area have previously been acquired by C.O.T. and cleared due to frequent flooding events.
- e. Low impact design solutions are particularly appropriate for this project.
- f. Development design solutions for area flooding must be coordinated with the City of Jenks.
- g. Specific storm water management concerns expressed by City staff include:
- "We (C.O.T.) already have significant flooding and drainage issues with this area. 81st Street floods in any significant rainfall event cutting off access to this area. The primary problem is that Hager Creek has about 0.01% slope between 81st Street and Polecat Creek and the creek is primarily privately maintained and extremely overgrown. Any increase in runoff will likely be objected to by Jenks. LID or other measures to infiltrate or reuse the runoff is highly recommended. We (C.O.T.) have a \$20M CIP (capital improvement project) to redirect the flow east along 81st Street to the river but no design or funding at this time. Stormwater Design is working on a design contract for a conceptual design for the project but that has not started quite yet. This area is in the 500-year or 0.2% floodplain." (Source: Senior Special Projects Engineer, Engineering Services Department, City of Tulsa; 04.04.2016 email)

Case Number: Z-5412-SP-1b
Minor Amendment

Hearing Date: October 19, 2016

Case Report Prepared by:

Jay Hoyt

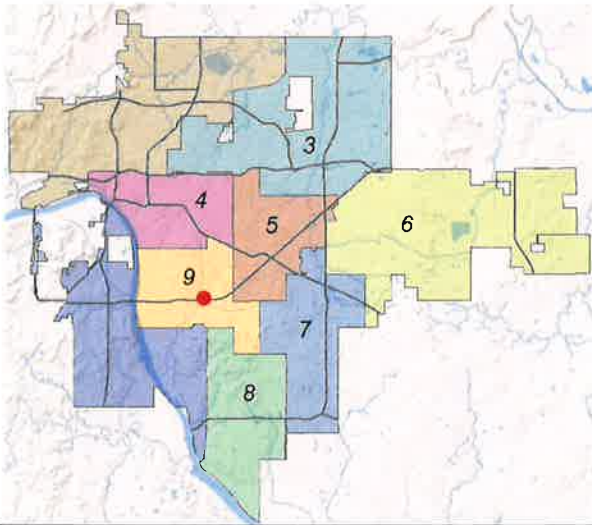
Owner and Applicant Information:

Applicant: Andrew Shank

Property Owner: Trade Winds Motor Hotel
East, Inc.

Location Map:

(shown with City Council Districts)



Applicant Proposal:

Concept summary: Corridor Minor amendment to establish sign standards for existing and future signage.

Gross Land Area: 3.91 acres

Location: West of the NW/c East Skelly Drive and South Harvard Avenue

3141 East Skelly Drive

Zoning:

Existing Zoning: CO

Proposed Zoning: No Change

Comprehensive Plan:

Land Use Map: Mixed-Use Corridor

Growth and Stability Map: Growth

Staff Recommendation:

Staff recommends **approval**

Staff Data:

TRS: 9329

CZM: 47

Atlas: 470

City Council District: 9

Councilor Name: G.T. Bynum

County Commission District: 3

Commissioner Name: Ron Peters

SECTION I: Z-5412-SP-1b Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the Corridor Plan establish sign standards for existing and future signage.

Wall, ground and outdoor advertising signs currently existing at this location. The proposed modification is attempting to establish sign criteria which incorporates the existing signs and provides standards for future signage. The original corridor development plan did not provide adequate guidance for sign standards as well as not addressing signs that were already in existence on site at the time.

Staff Comment: *This request can be considered a Minor Amendment as outlined by Section 25.040D.3.b(5) of the Corridor District Provisions of the City of Tulsa Zoning Code.*

“Minor amendments to an approved corridor development plan may be authorized by the Planning Commission, which may direct the processing of an amended development plan and subdivision plat, incorporating such changes, so long as substantial compliance is maintained with the approved development plan. “

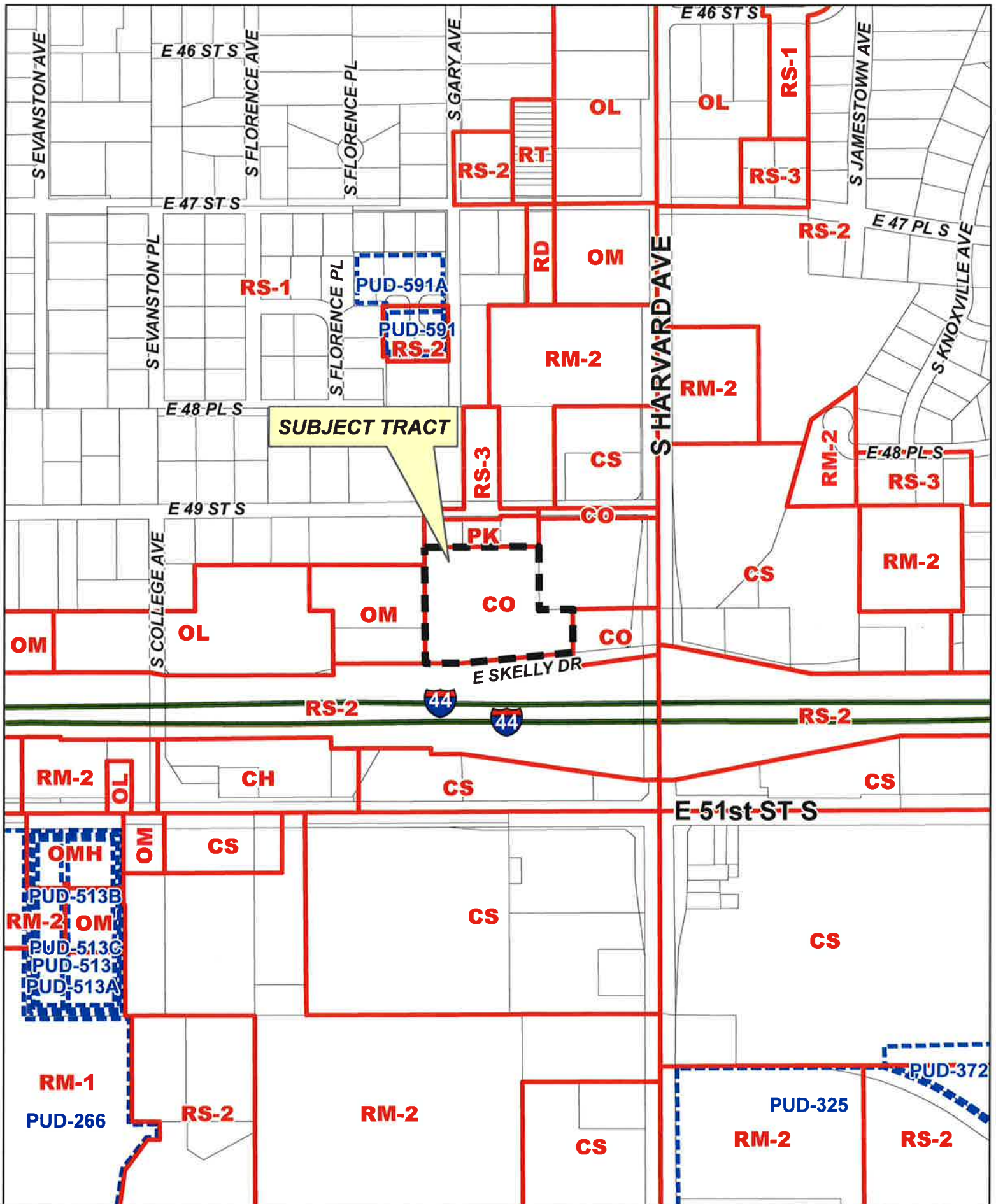
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the Corridor Development Plan.
- 2) All remaining development standards defined in Z-5412-SP-1 and subsequent minor amendments shall remain in effect.

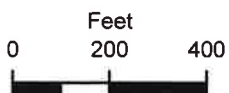
Exhibits included with staff recommendation:

INCOG zoning case map
INCOG aerial photo
INCOG aerial photo enlarged
Applicant Exhibit “A” – Proposed Standards

With considerations listed above, staff recommends **approval** of the minor amendment request to modify the sign standards.



Z-5412-SP-1b



19-13 29

17.3





0 Feet 200 400



Subject
Tract

Z-5412-SP-1b

19-13 29

174

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

Aerial Photo Date: February 2016





0 50 100
Feet



Subject
Tract

Z-5412-SP-1b

19-13 29

17.5

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

Aerial Photo Date: February 2016



Exhibit "A"

Applicant requests a minor amendment to the Corridor Site Plan to establish standards for the existing project signage, as follows:

I. SIGNS

Ground Signs:

One (1) ground sign will be permitted per lot with a maximum of 340 SF of display surface area and 50 FT in height and shall be lit by constant light.

Wall Signs:

Wall signs shall not exceed an aggregate display surface area of 2 SF per lineal foot of the building wall to which the sign is affixed.

Outdoor Advertising:

One (1) outdoor advertising sign will be permitted along South Skelly Drive within the Freeway Sign Corridor with a maximum of 672 SF of display surface area and 50 FT in height measure from the base of the structure at current ground level.

Signs – Miscellaneous:

Signs not visible from a public street, including without limitation, way finding, directional, and informational signs, will be permitted without requiring Detail Sign Plan approval.

Except as outlined above, sign standards shall conform to the guidelines identified in the Sign Section of the Tulsa Zoning Code in effect at the time of Detailed Sign Plan Approval



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7364

Hearing Date: October 19, 2016

Case Report Prepared by:

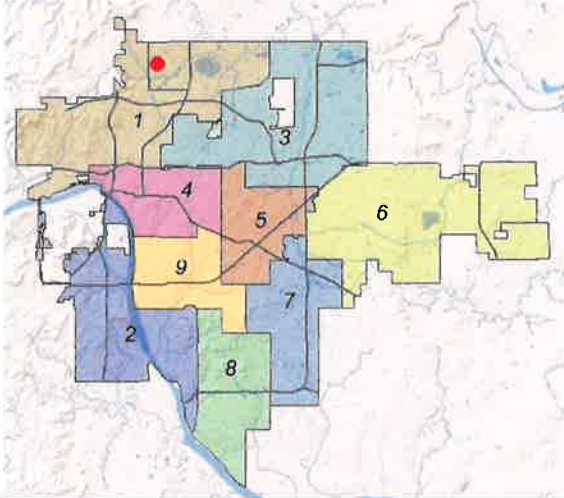
Jay Hoyt

Owner and Applicant Information:

Applicant: Jim Congleton

Property Owner: PARKS, TANA TRUSTEE

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Vacant

Proposed Use: Agriculture/Residential

Concept summary: Rezone from RS-3 to AG to permit a residence and keeping of horses.

Tract Size: 5.11 ± acres

Location: North of the northwest corner of E. 46th St. N. and N. Victor Ave.

Zoning:

Existing Zoning: RS-3

Proposed Zoning: AG

Comprehensive Plan:

Land Use Map: New Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 0307

CZM: 22

Atlas: 289

City Council District: 1

Councilor Name: Jack Henderson

County Commission District: 1

Commissioner Name: John Smaligo

SECTION I: Z-7364

DEVELOPMENT CONCEPT:

The applicant is proposing to rezone a property that is currently in an RS-3 zone to AG zone. The applicant proposes to utilize the site for a single-family residence along with keeping horses.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map

DETAILED STAFF RECOMMENDATION:

Z-7364 requesting AG as identified in the Tulsa Zoning Code is consistent with the vision identified in the Comprehensive Plan; and

AG zoning is harmonious with existing surrounding property; and

AG zoning is consistent with the expected future development pattern of the proximate properties; therefore

Staff recommends **Approval** of Z-7364 to rezone property from RS-3 to AG

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Z-7364 is included in New Neighborhood and an Area of Growth. The rezoning request will complement the vision identified.

Land Use Vision:

Land Use Plan map designation: New Neighborhood

The New Neighborhood is intended for new communities developed on vacant land. These neighborhoods are comprised primarily of single-family homes on a range of lot sizes, but can include townhouses and low-rise apartments or condominiums. These areas should be designed to meet high standards of internal and external connectivity, and shall be paired with an existing or new Neighborhood or Town Center.

Areas of Stability and Growth designation: Area of Growth

The purpose of an Area 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 in close proximity to or abutting an arterial street, major employment and industrial areas, or areas of the city with an abundance of vacant land. Also, several of the Areas of Growth are in or near downtown. Areas of Growth provide Tulsa with the opportunity to focus growth in a way that benefits the City as a whole. Development in these areas will provide housing choice and excellent access to efficient forms of transportation including walking, biking, transit, and the automobile.

Transportation Vision:

Major Street and Highway Plan: None

Trail System Master Plan Considerations: This site is approximately 2/3 mile from the Osage Trail

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently vacant and is a wooded and prairie site with no visual evidence of previous urban development.

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
North Victor Avenue	None	50 feet	2
East 48 th Street North	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-3	Park & Open Space	Stability	Park
South	RS-3	New Neighborhood	Growth	Single-family / Agricultural
East	RS-3	New / Existing Neighborhood	Growth	Single-family / Religious
West	RS-3	New / Existing Neighborhood	Stability/Growth	Single-family / Vacant

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11802 dated June 26, 1970, established zoning for the subject property.

Subject Property:

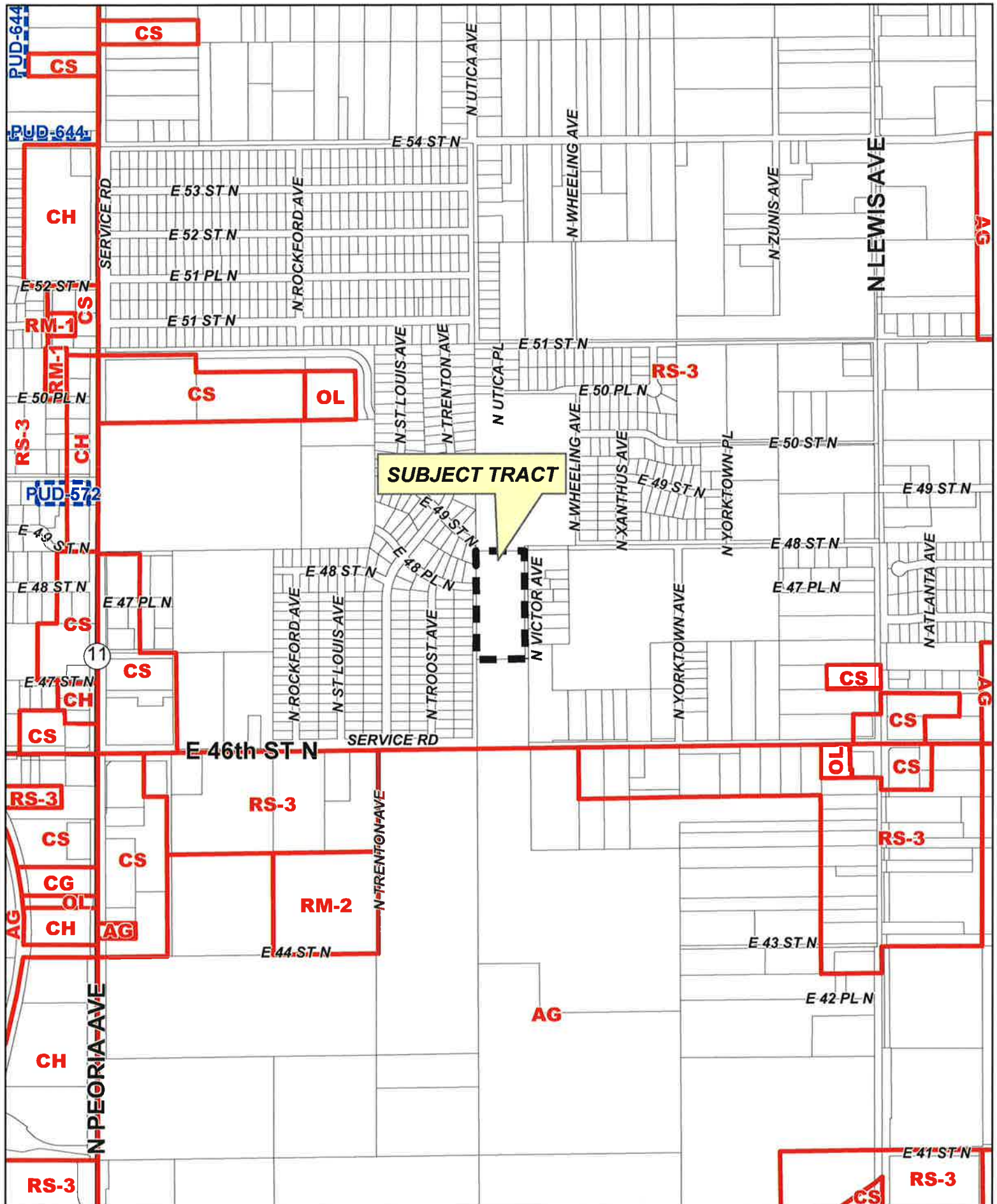
BOA-10323 February 1, 1979: The Board of Adjustment **approved** a *Special Exception* to permit a children's day care center in the existing building, and one 4' x 6' unlighted sign be allowed, to run with this owner only, on property located at 1710 E. 48th St. N., and also known as the subject property.

BOA-3327 December 16, 1959: The Board of Adjustment **approved** a *Special Exception* to permit the Young Men's Christian Association to develop the north 5 acres, on property located at and also known as the subject property.

Surrounding Property:

No relevant history.

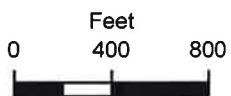
10/19/2016 1:30 PM



SUBJECT TRACT

Z-7364

20-13 07



18.5





0 400 800
Feet



Subject
Tract

Z-7364

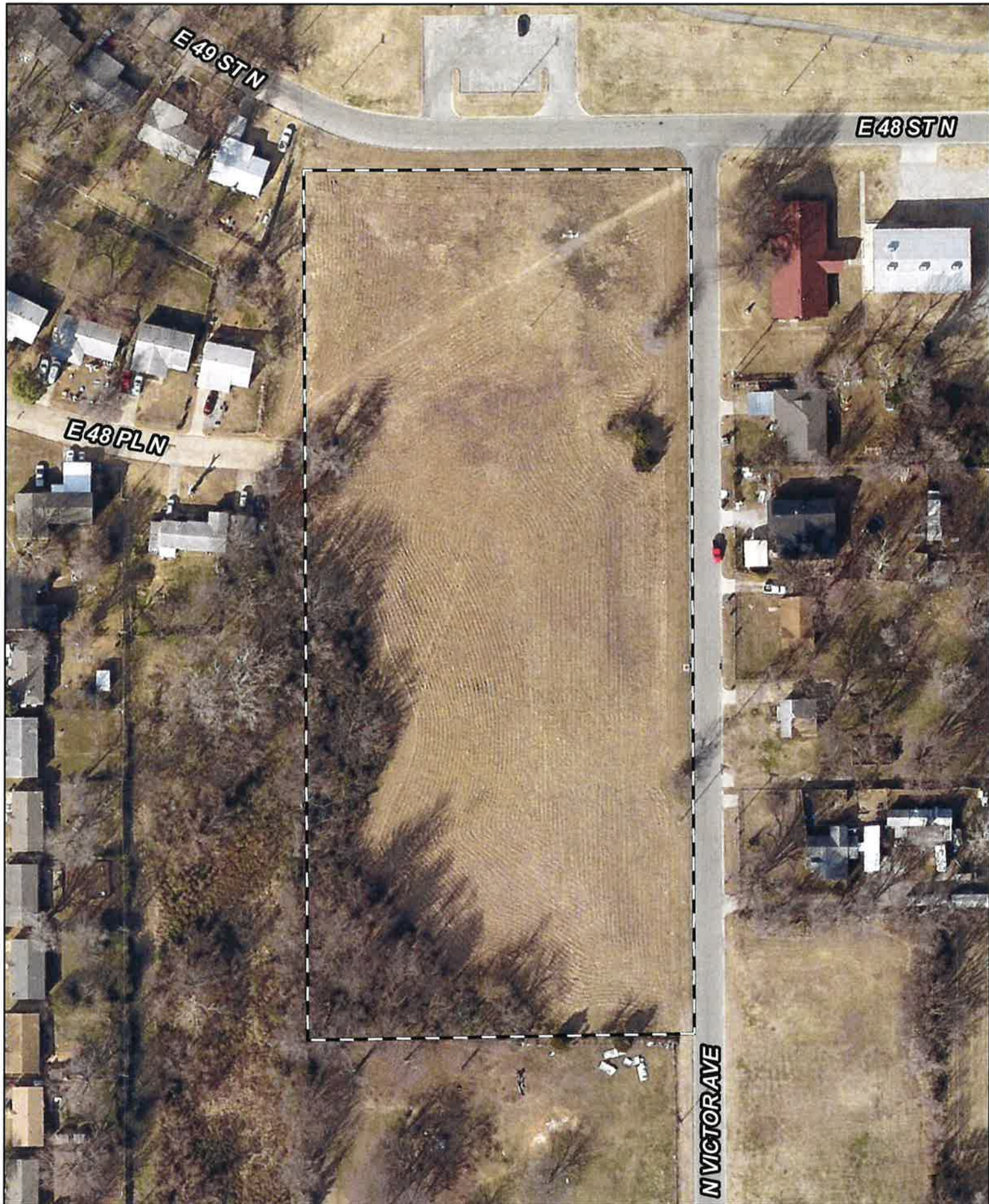
20-13 07

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

Aerial Photo Date: February 2016



18.4



0 Feet 50 100



Subject
Tract

Z-7364

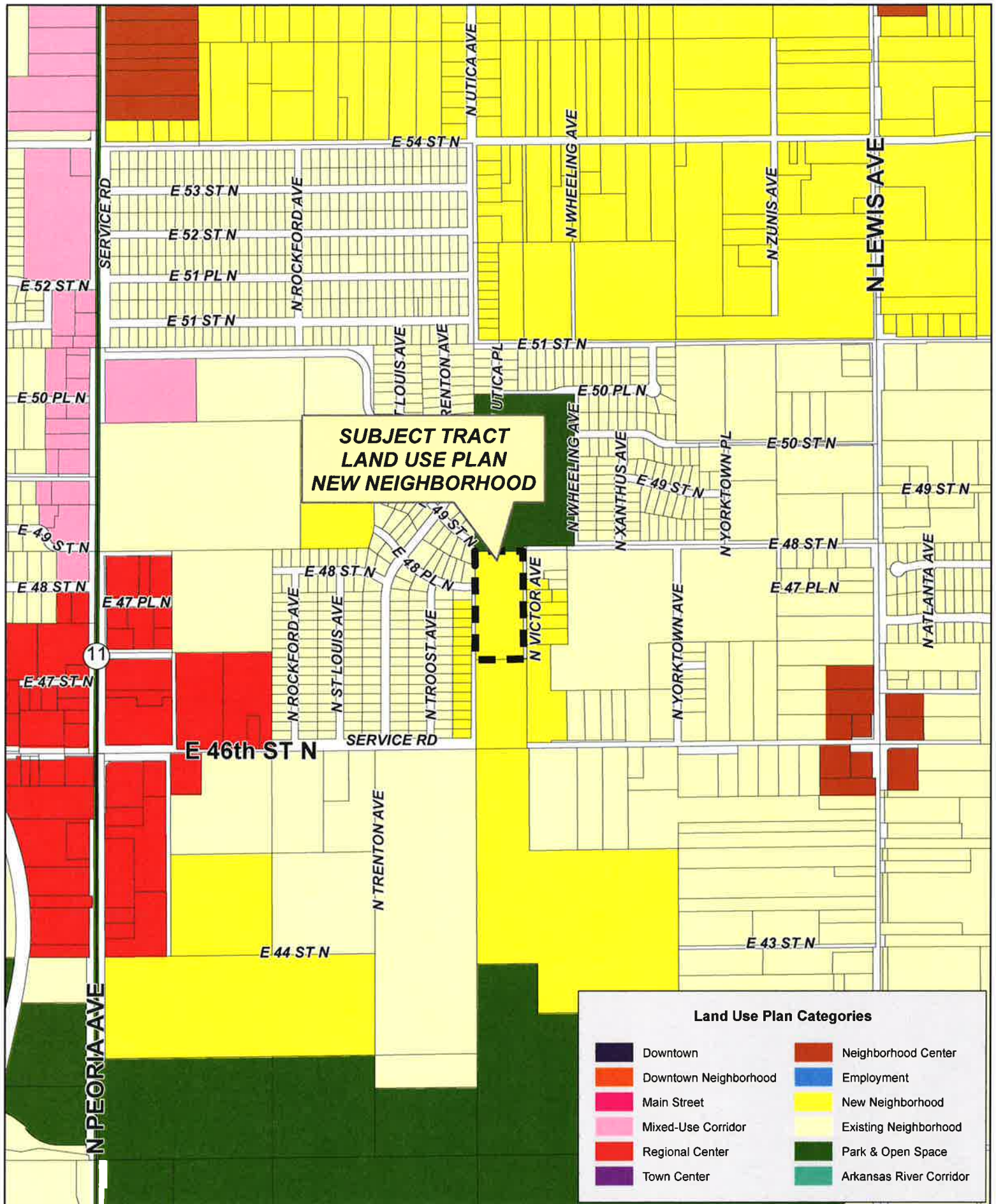
20-13 07

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

Aerial Photo Date: February 2016



18.7

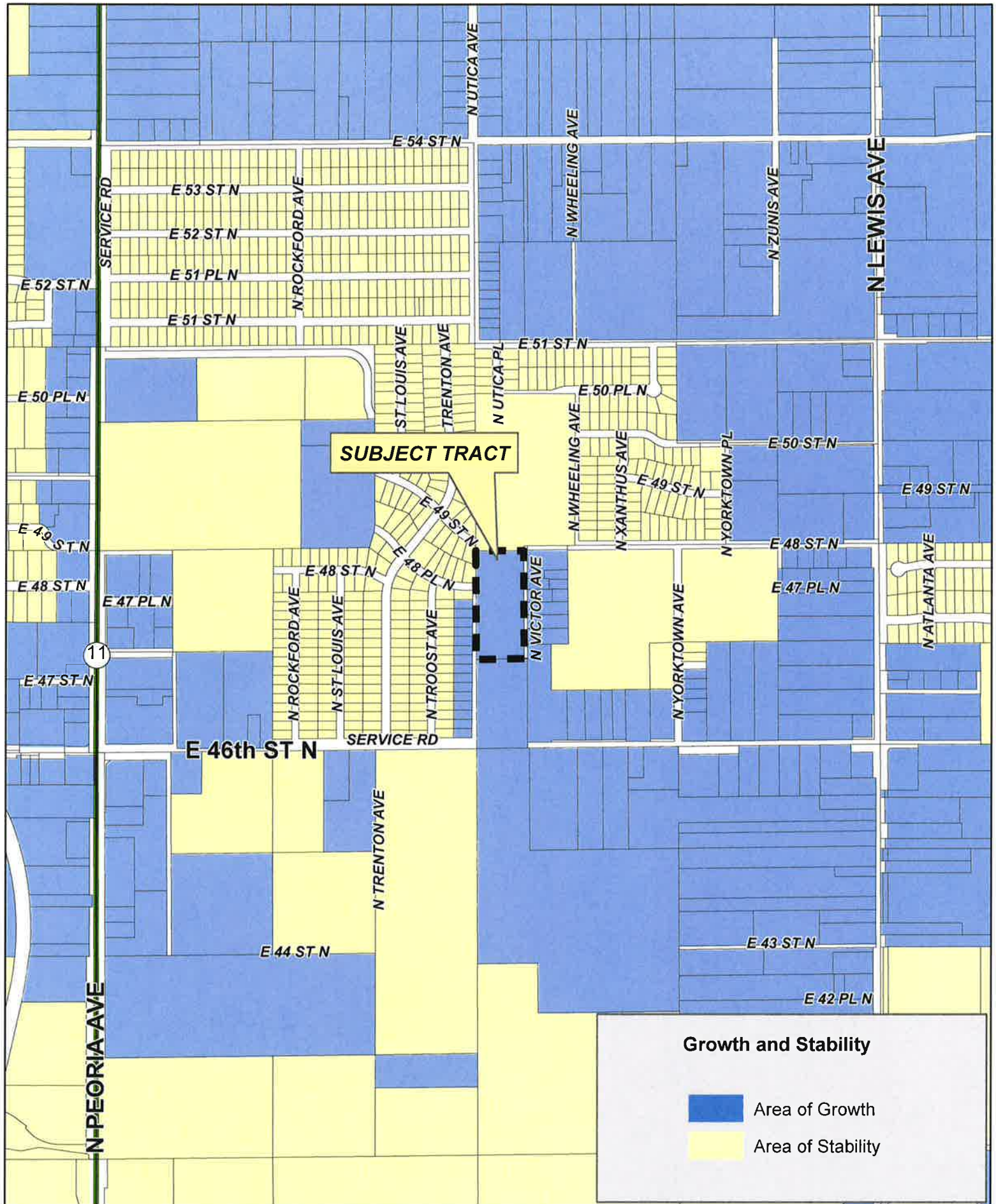


Z-7364

20-13 07

18.8





Z-7364

20-13 07

18.9





Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7365

Hearing Date: October 19, 2016

Case Report Prepared by:

Dwayne Wilkerson

Owner and Applicant Information:

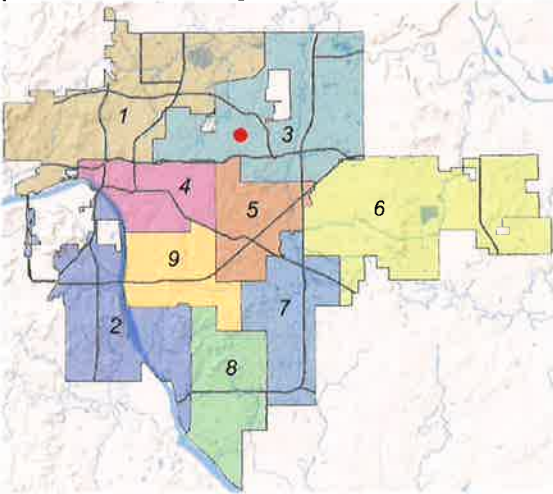
Applicant: James Lindsey

Property Owners:

North lot: James and Patricia Lindsey

South Lot: Steven Hightower

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Vacant office and restaurant,
detached dwelling

Proposed Use: Commercial

Concept summary: The existing buildings on the site are not consistent OL zoning standards. CS zoning does not satisfy all existing conflicts but brings the existing property back to many of the original intended use of the on-site buildings.

Tract Size: 0.49 ± acres

Location: Northeast corner of E. Oklahoma St. N.
and N. Sheridan Rd.

Zoning:

Existing Zoning: OL

Proposed Zoning: CS

Comprehensive Plan:

Land Use Map: Town Center

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 0335

CZM: 30

Atlas: 293

City Council District: 3

Councilor Name: David Patrick

County Commission District: 2

Commissioner Name: Karen Keith

SECTION I: Z-7365

DEVELOPMENT CONCEPT:

The site has been zoned OL for years but has been previously used as a restaurant, office and single family dwelling. The existing OL zoning is not consistent with existing buildings on the site and limits redevelopment opportunities for the existing structures. Existing infrastructure including streets and all utilities are adjacent and available to the site.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Exhibits:
 - None provided

DETAILED STAFF RECOMMENDATION:

Z-7365 requesting CS zoning is consistent with the Town Center Land Use designation in the Tulsa Comprehensive Plan and,

CS zoning is consistent with the anticipated future development pattern on the property surrounding the site and,

CS zoning is harmonious with the existing property surrounding the site therefore,

Staff recommends Approval of Z-7365 to rezone property from OL to CS.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The rezoning request is supported by the Town Center Designation in the Comprehensive Plan

Land Use Vision:

Land Use Plan map designation: Town Center

Town Centers are medium-scale, one to five story mixed-use areas intended to serve a larger area of neighborhoods than Neighborhood Centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small lot single family homes at the edges. A Town Center also may contain offices that employ nearby residents. Town centers also serve as the main transit hub for surrounding neighborhoods, and can include plazas and squares for markets and events. These are pedestrian-oriented centers designed so visitors can park once and walk to number of destinations.

Areas of Stability and Growth designation: Area of Growth

The purpose of Areas of Growth is to direct the allocation of resources and channel growth to where it will be beneficial and can best improve access to jobs, housing, and services with fewer and shorter

auto trips. Areas of Growth are parts of the city where general agreement exists that development or redevelopment is beneficial. As steps are taken to plan for, and, in some cases, develop or redevelop these areas, ensuring that existing residents will not be displaced is a high priority. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop.

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

Transportation Vision:

Major Street and Highway Plan: None that affect the zoning decision. North Sheridan Road is a Secondary arterial with a Multi Modal Corridor Street Designation

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.

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The zoning case is two lots with two separate owners. The lots have three buildings that have been used for office, restaurant and single family use.

See street view snippet looking east from North Sheridan below:



Environmental Considerations: None that would affect a CS zoning consideration.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
North Sheridan Road	Secondary Arterial with Multi Modal Corridor	100 feet	4
East Oklahoma Street	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-3	Town Center	Growth	Church
East	RM-1	Existing Neighborhood	Growth	Single Family Residential
South	OL	Town Center	Growth	Fire Station
West	CS	Town Center	Growth	Smoke Shop and Contractor office

SECTION III: Relevant Zoning History

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

Subject Property:

BOA-6586 April 21, 1970: The Board of Adjustment approved a Special Exception to extend a nonconforming restaurant in a U-3B (OL) district (proposes to square up present building), on property located on Lot 3, Block 3, Saint Peter and Paul Addition.

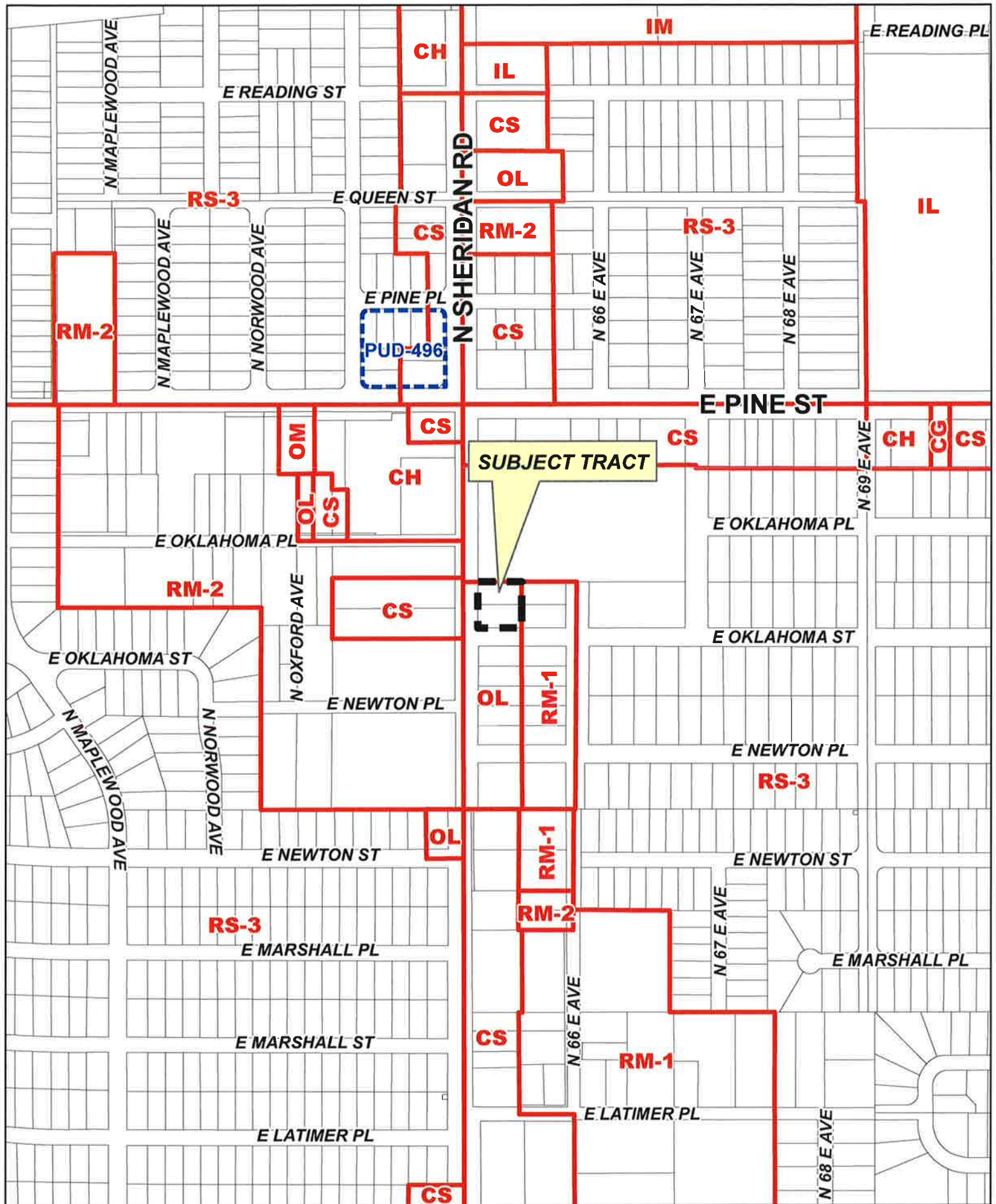
BOA-2623 December 8, 1954: The Board of Adjustment approved a request to extend a non-conforming use, on property located on Lot 3, Block 3, Saint Peter and Paul Addition.

BOA-2289 December 12, 1951: The Board of Adjustment approved a request to add an addition to rear of present building which is a barbecue eating establishment, on property located on Lot 3, Block 3, Saint Peter and Paul Addition.

Surrounding Property:

Z-6527 May 2, 1996: All concurred in approval of a request for rezoning a 1± acre tract of land from RM-2 to CS for retail use, on property located south of the southwest corner of E. Oklahoma Pl. and N. Sheridan Rd. and abutting west across N. Sheridan Rd. from subject property.

10/19/2016 1:30 PM



Z-7365

20-13 35

19.6





0 200 400
Feet



Subject
Tract

Z-7365

20-13 35

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

Aerial Photo Date: February 2016



19.7



0 Feet 50 100



Subject
Tract

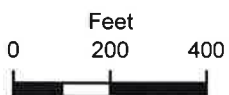
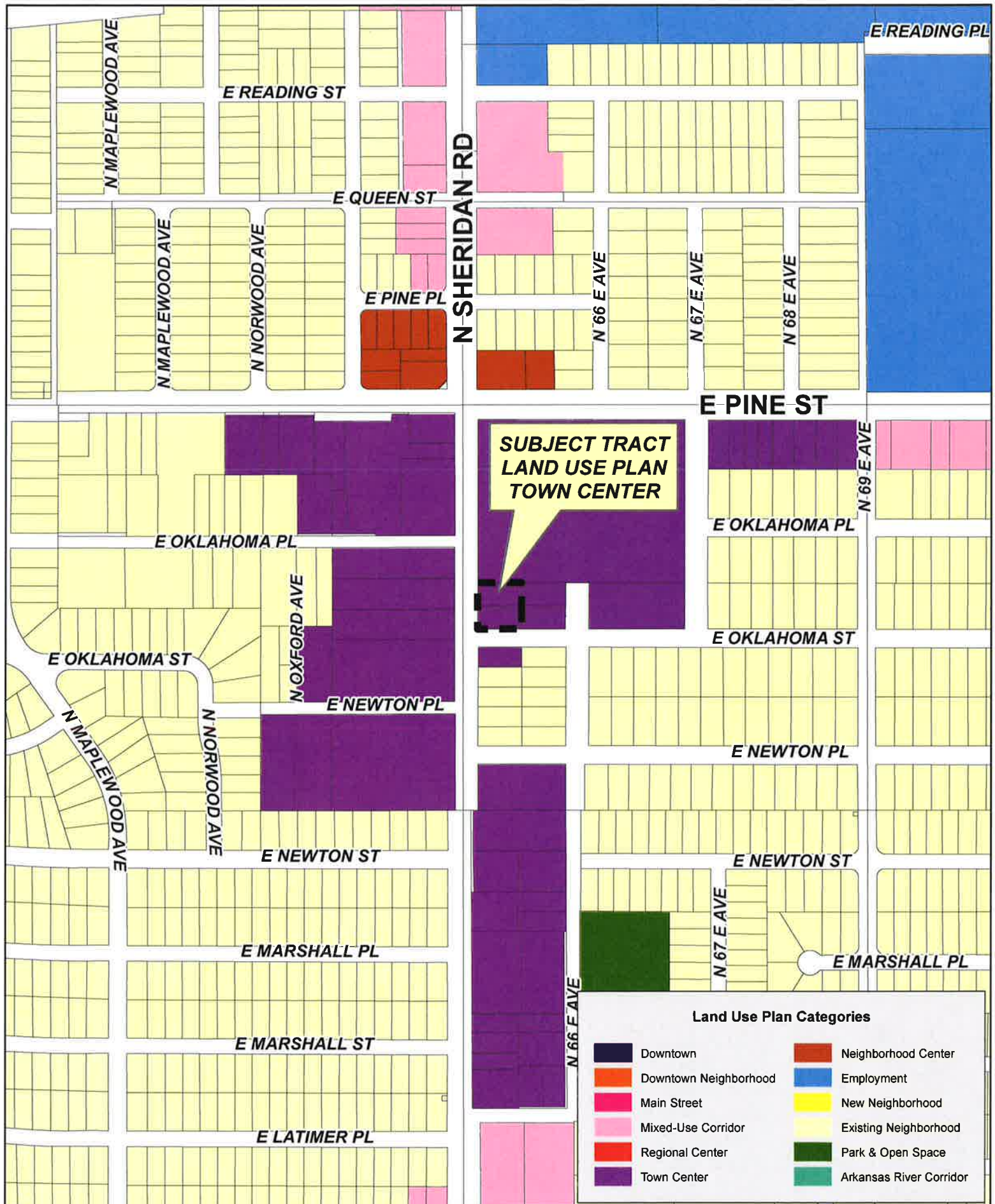
Z-7365

20-13 35

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

Aerial Photo Date: February 2016



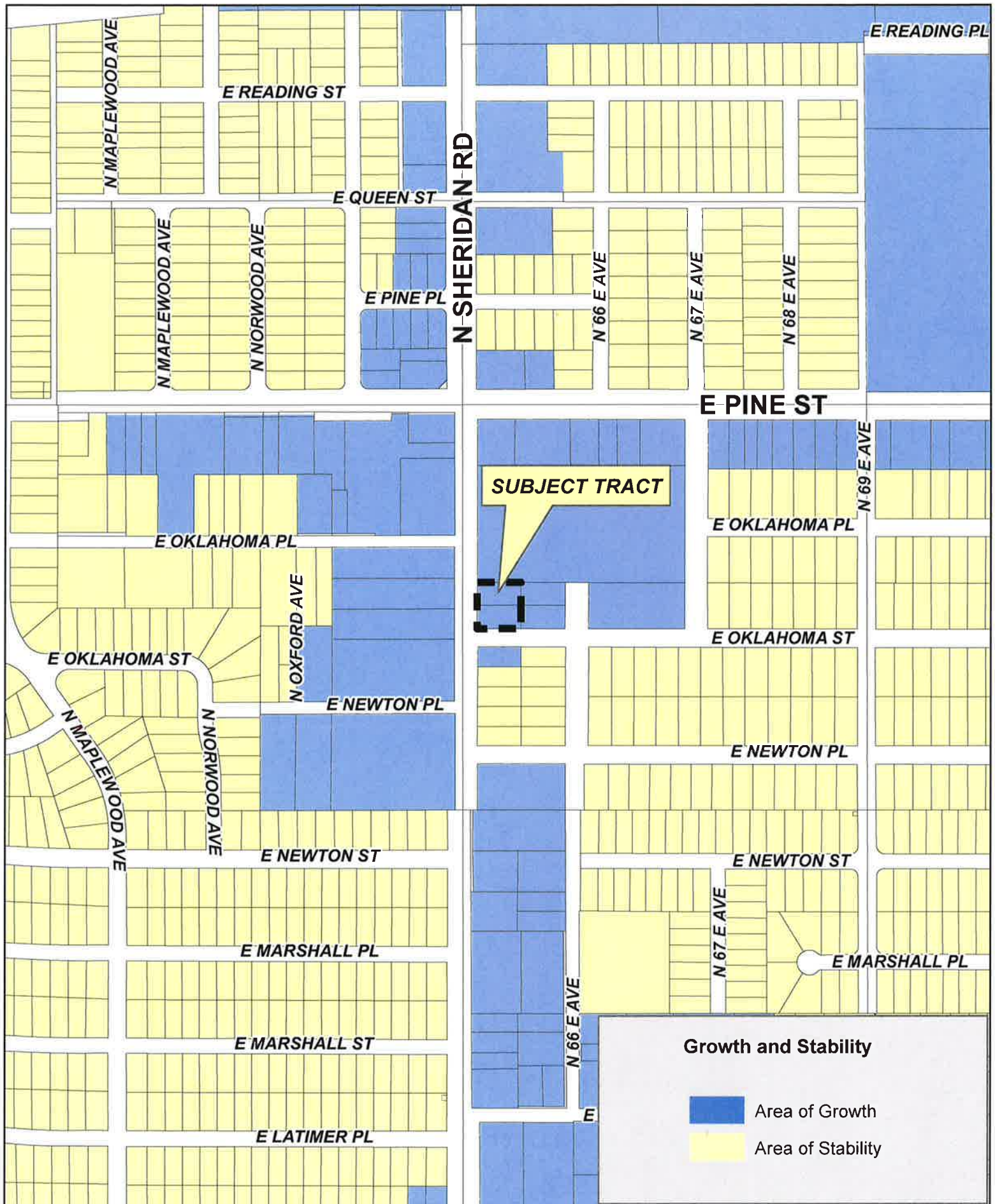


Z-7365

20-13 35

19.9





Z-7365

20-13 35

19.10





Tulsa Metropolitan Area
Planning Commission

Case : Z-7365
Plat Waiver

Hearing Date: October 19, 2016

Case Report Prepared by:

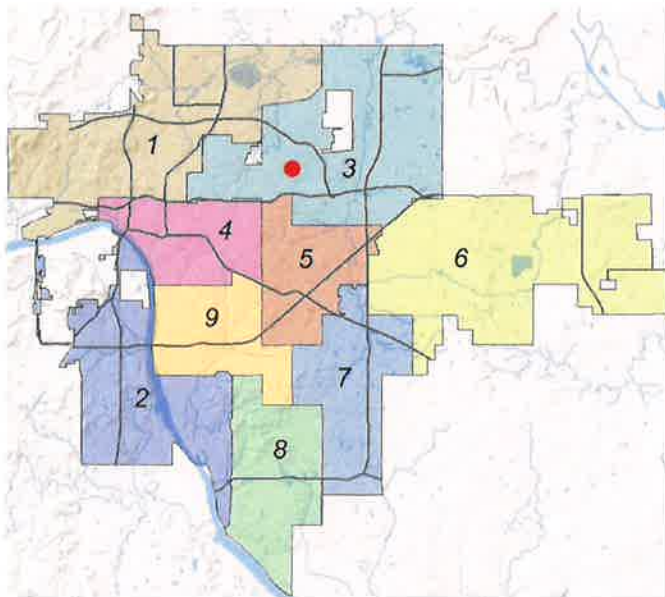
Diane Fernandez

Owner and Applicant Information:

Applicant: Jim Lindsey

Owner: Jim Lindsey, Steven Hightower

Location Map:
(shown with City Council Districts)



Applicant Proposal: Plat Waiver

Location: Northeast corner of North
Sheridan Road and East Oklahoma Street

Zoning: CS pending

Staff Recommendation:
Staff recommends Approval

City Council District: 3

Councilor Name: David Patrick

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS:

Aerial

20.1

PLAT WAIVER

October 19, 2016

Z-7365 – Northeast corner of North Sheridan Road and East Oklahoma Street (CD 3)

The platting requirement is being triggered by a rezoning from OL to CS.

Staff provides the following information from TAC for their September 15, 2016 meeting:

ZONING: TMAPC Staff: The property has been previously platted.

STREETS: Provide limits of no access for North Sheridan and East Oklahoma as there are currently too many access points. Provide 5 foot wide sidewalks and access ramps along North Sheridan and East Oklahoma. Sidewalks must be located a minimum of 18 inches from the property line and 2 feet behind the curb. Sheridan is a secondary arterial street and Oklahoma is a residential collector. Provide dimensions for locating the right of way. Driveways should be 24 feet to 36 feet. Use a 25 foot radius and 2% slope for sidewalk through driveways. Provide 30 foot corner radius or equivalent clip at the southwest corner.

SEWER: An 8 inch sanitary sewer line exists along north and east property lines. Use only a 5 foot dedicated easement along east property line. Dedicate 8 foot utility easement along north property line and an additional 6 foot utility easement along east property line.

WATER: Water main lines exist along both Sheridan Road and Oklahoma Street.

STORMWATER: No comment.

FIRE: No comment.

UTILITIES: No comment.

Staff can recommend **APPROVAL** of the plat waiver for the previously platted property.

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

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

20.2

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

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



0 Feet 50 100



Subject Tract

Z-7365

20-13 35

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Aerial Photo Date: February 2016

