

TULSA METROPOLITAN AREA PLANNING COMMISSION

Meeting No. 2781

November 7, 2018, 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: A work session will be held on November 19, 2018 to discuss the Arena District Master Plan and the Berryhill Land Use Plan.

Director's Report:

Review TMAPC Receipts for the month of September 2018

1. Minutes of October 17, 2018, Meeting No. 2780

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.

NONE

PUBLIC HEARINGS:

2. **Woodland Valley** (CD 7) Preliminary Plat and Modification to Subdivision & Development Regulations, Location: South of the southeast corner of East 61st Street South and South 90th East Avenue (Continued from October 17, 2018)
3. **OKTUL 71st** (CD 2) Preliminary Plat, Location: East of the southeast corner of West 71st Street South and South Elwood Avenue
4. **CZ-480 Mark Harper** (County) Location: Northwest corner of West 41st Street and South 49th West Avenue requesting rezoning from **CS to IH**

5. **Z-7457 Tulsa City Council/Matthew Presley** (CD 4) Location: Northeast corner of East 5th Place South and South Norfolk Avenue requesting rezoning from **RM-2 to MX1-U-U**
6. **Z-7458 Tulsa City Council/Terry McGee** (CD 1) Location: South of the southwest corner of East Pine Street and North Norfolk Avenue requesting rezoning from **RM-1 and OL to MX1-U-U**
7. **Z-7459 Mirza Shahivand** (CD 5) Location: South of the southeast corner of East 11th Street South and South 79th East Avenue requesting rezoning from **RS-3 to CH**
8. **Z-7460 Randy Branstetter** (CD 2) Location: North of the northeast corner of West 91st Street South and South Maybelle Avenue requesting rezoning from **AG to RS-1** (Related to The Estates at Tulsa Hills)
9. **The Estates at Tulsa Hills** (CD 2) Preliminary Plat, Location: North of the northeast corner of West 91st Street South and South Maybelle Avenue (Related to Z-7460)
10. **Z-7461 Molly Jones** (CD 2) Location: South of the southeast corner of East 71st Street South and South Quincy Avenue requesting rezoning from **OM and MX2-V-U to RT**

OTHER BUSINESS

11. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **Crutchfield Sector Plan** is in conformance with the Tulsa Comprehensive Plan and providing a recommendation to City Council.
12. Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the **11th and Lewis Corridor Project Plan** is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the **11th and Lewis Corridor Project Plan**.
13. **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 2018

	----- Current Period -----				----- Year To Date -----			
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	3	\$150.00	\$150.00	\$300.00	35	1,725.00	1,725.00	\$3,450.00
Zoning	4	2,500.00	2,500.00	5,000.00	19	10,875.00	10,875.00	21,750.00
Plan Reviews	12	1,525.00	1,525.00	3,050.00	46	5,025.00	5,025.00	10,050.00
Refunds		0.00	0.00	0.00		0.00	0.00	0.00
NSF		0.00	0.00	0.00		0.00	0.00	0.00
		<u>\$4,175.00</u>	<u>\$4,175.00</u>	<u>\$8,350.00</u>		<u>\$17,625.00</u>	<u>\$17,625.00</u>	<u>\$35,250.00</u>
LAND DIVISION								
Minor Subdivision	0	\$0.00	\$0.00	\$0.00	0	\$0.00	\$0.00	0.00
Preliminary Plats	1	600.00	600.00	1,200.00	5	\$3,000.00	\$3,000.00	6,000.00
Final Plats	0	0.00	0.00	0.00	4	\$1,800.00	\$1,800.00	3,600.00
Development Reg. Compliance	0	0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
Lot Splits	1	75.00	75.00	150.00	14	\$1,025.00	\$1,025.00	2,050.00
Lot Line Adjustment	7	525.00	525.00	1,050.00	21	\$1,550.00	\$1,550.00	3,100.00
Other	1	50.00	50.00	100.00	4	\$575.00	\$575.00	1,150.00
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>\$1,250.00</u>	<u>\$1,250.00</u>	<u>\$2,500.00</u>		<u>\$7,950.00</u>	<u>\$7,950.00</u>	<u>\$15,900.00</u>
TMAPC COMP								
Comp Plan Admendment	1	\$300.00	\$0.00	\$300.00	1	\$300.00	\$0.00	\$300.00
Refund		<u>\$0.00</u>		<u>\$0.00</u>		<u>\$0.00</u>	<u>\$0.00</u>	<u>\$0.00</u>
		<u>\$300.00</u>	<u>\$0.00</u>	<u>\$300.00</u>		<u>\$300.00</u>	<u>\$0.00</u>	<u>\$300.00</u>
BOARDS OF ADJUSTMENT								
Fees	19	\$2,300.00	\$2,200.00	\$4,500.00	63	\$13,000.00	\$7,700.00	\$20,700.00
Refunds		(500.00)	0.00	(\$500.00)		(\$500.00)	(\$300.00)	(800.00)
NSF Check		0.00	0.00	\$0.00		\$0.00	(\$500.00)	(500.00)
		<u>\$1,800.00</u>	<u>\$2,200.00</u>	<u>\$4,000.00</u>		<u>\$12,500.00</u>	<u>\$6,900.00</u>	<u>\$19,400.00</u>
TOTAL		\$7,525.00	\$7,625.00	\$15,150.00		\$38,375.00	\$32,475.00	\$70,850.00
LESS WAIVED FEES *		(\$610.97)		(\$610.97)		(\$610.97)		(\$610.97)
GRAND TOTALS		<u>\$6,914.03</u>	<u>\$7,625.00</u>	<u>\$14,539.03</u>		<u>\$37,764.03</u>	<u>\$32,475.00</u>	<u>\$70,239.03</u>

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

September 2018 receipt comparison

	Sept. 2018	August 2018	Sept. 2017
Zoning Letters	3	20	11
Zoning	4	11	5
Plan Reviews	12	23	25
Minor Subdivisions	0	0	1
Preliminary Plats	1	2	2
Final Plats	0	2	3
Development Regulations Compliance (includes plat waivers prior to 5/10/2018)	0	0	5
Lots Splits	1	3	15
Lot Line Adjustments (includes lot combinations prior to 5/10/2018)	7	7	5
Other	1	3	2
Comp Plan Amendments	1	0	3

10/30/2018



Tulsa Metropolitan Area
Planning Commission

Case : Woodland Valley

Hearing Date: November 7, 2018
(Continued from October 17, 2018)

Case Report Prepared by:

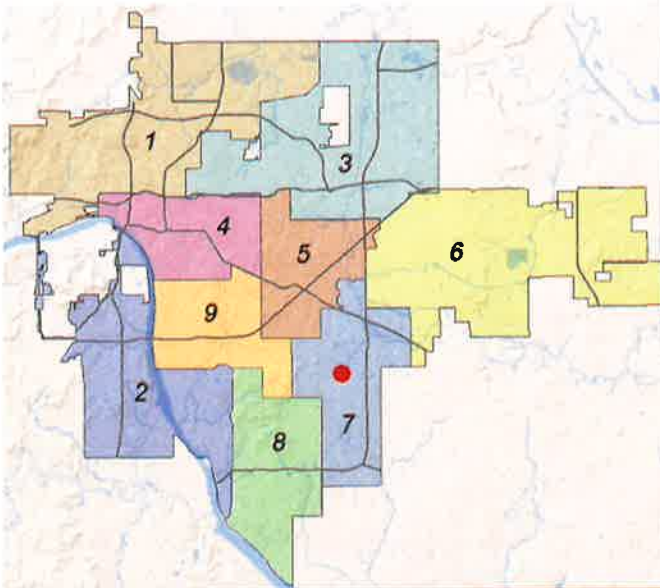
Nathan Foster

Owner and Applicant Information:

Applicant: AAB Engineering, LLC

Owner: Woodland Valley Development, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Preliminary Plat

40 lots, 3 blocks, 7.28 ± acres

Location: South of the southeast corner of East 61st Street South and South 90th East Avenue

Zoning: RM-1/PUD-397-B

Staff Recommendation:

Staff recommends **approval** of the preliminary plat and a modification of the Subdivision & Development regulations

City Council District: 7

Councilor Name: Arianna Moore

County Commission District: 3

Commissioner Name: Ron Peters

EXHIBITS: Site Map, Aerial, Land Use, Growth & Stability, Preliminary Plat

PRELIMINARY SUBDIVISION PLAT

Woodland Valley - (CD 7)

(Continued from October 17, 2018)

South of the southeast corner of East 61st Street South and South 90th East Avenue

This plat consists of 40 lots, 3 blocks on 7.28 ± acres.

The Technical Advisory Committee (TAC) met on October 4, 2018 and provided the following conditions:

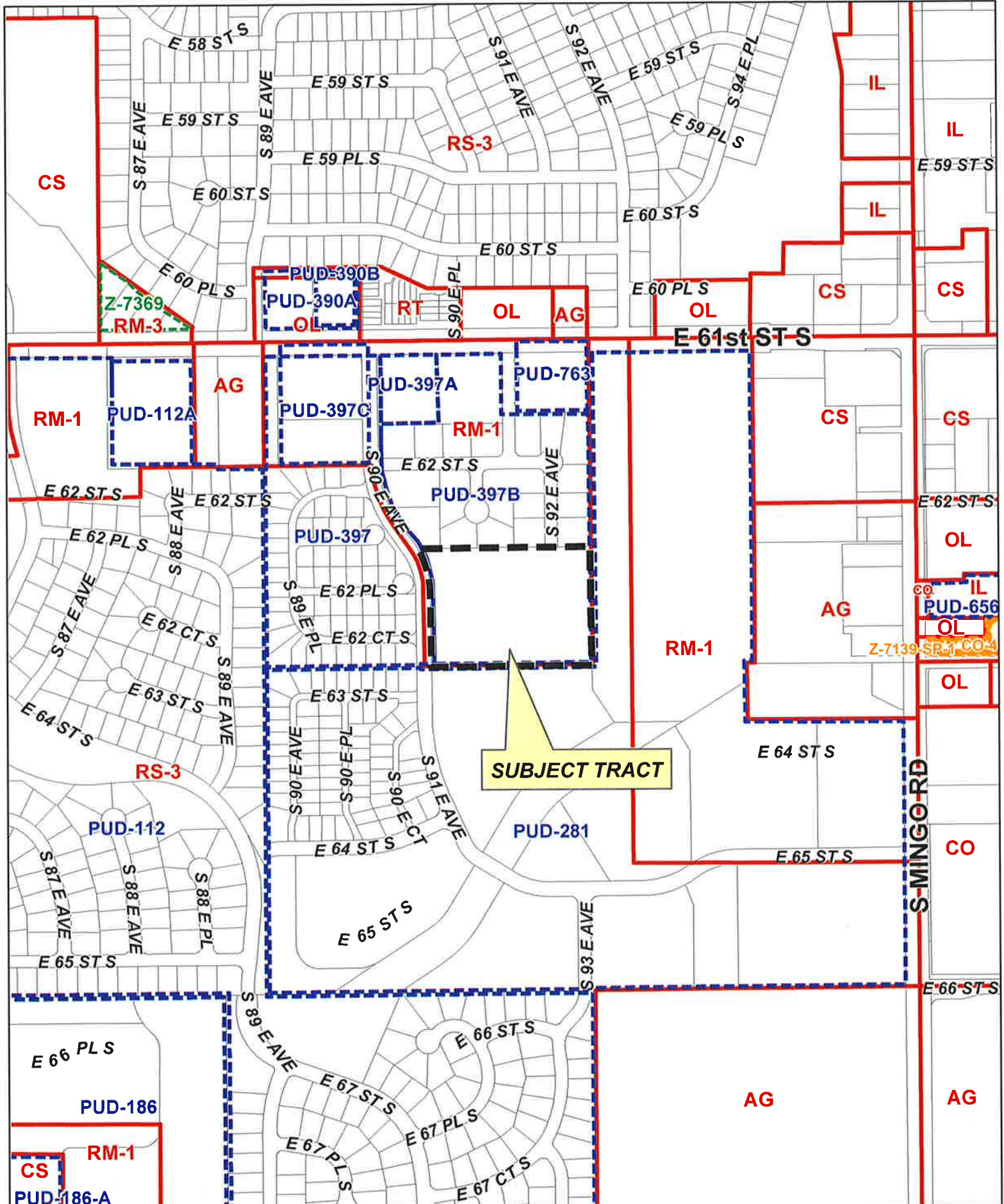
1. **Zoning:** The property is currently zoned RM-1 with an approved Planned Unit Development (PUD-397-B). A minor amendment to the PUD was approved in June of 2017 (PUD-397-B-2) to permit single-family residential on the project site.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Dead-end street at S 92nd East Avenue must be improved to an approved turnaround as required by the PUD. Include sidewalks and add sidewalk language to covenants.
4. **Sewer:** Properly label and dimension all proposed utility easements.
5. **Water:** Water main line cannot cross street at an angle. Extend water main to 10' U/E adjacent to roadway of street D. Properly label and dimension all proposed utility easements.
6. **Engineering Graphics:** Submit a subdivision control data sheet with the final plat submittal. Add "State of" before Oklahoma in the plat subtitle. Provide name and email address for project engineer/surveyor on face of the plat. Remove contours from final plat submittal. Under the Basis of Bearing information please provide a bearing angle shown on the face of the plat. Add NAD83. Update location map with all platted property and label all other property unplatted. Graphically show all property pins found or set that are associated with this plat. Label each location with text or provide a legend with associated symbols.
7. **Fire:** Fire hydrants will be required per the IFC 2015.
8. **Stormwater, Drainage, & Floodplain:** Overland drainage easements are required for major swales/creeks flowing across the property. Corp of Engineers will be required to approve redesign of current creeks and may require a 404 permit. A jurisdictional determination should be obtained from the Corp.
9. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval.

Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Modification Request:

Section 5-060.8-D requires private street construction to comply with all regulations applied to public street construction in the City. Street E and Street D as shown on the conceptual improvements plan do not comply with standard width and other requirements. No objections were raised to the proposed streets at the Technical Advisory Committee. Final plans for street construction are still required to obtain City of Tulsa approval.

Staff recommends **APPROVAL** of the preliminary subdivision plat and the modification to the Subdivision and Development Regulations, subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.



SUBJECT TRACT

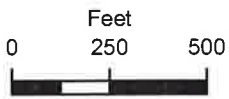
WOODLAND VALLEY

18-13 01



2.4





Subject Tract

WOODLAND VALLEY

18-13 01

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

Aerial Photo Date: February 2018





S90EPL

S92EAVE

S90EAVE



Subject Tract

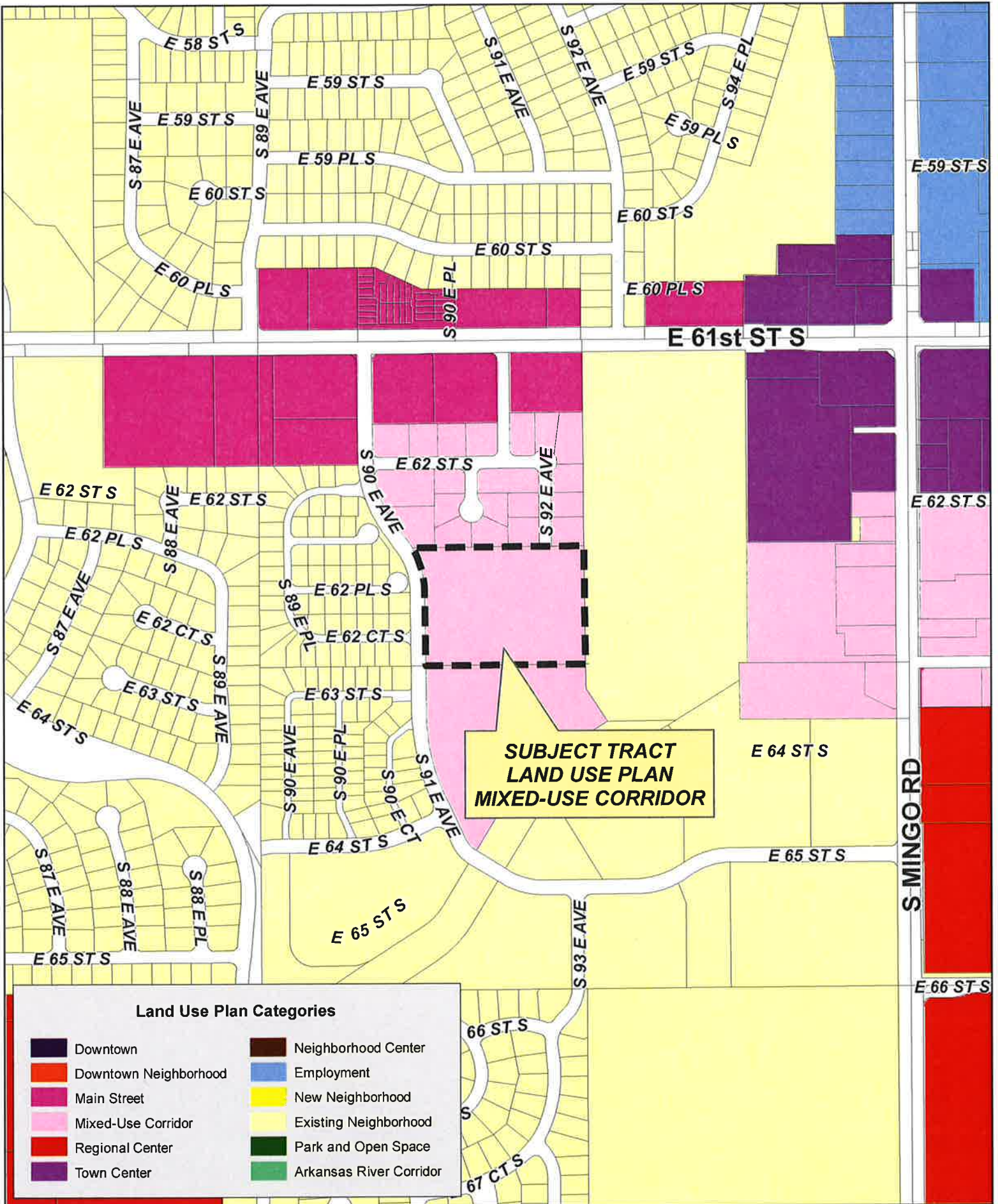
WOODLAND VALLEY

18-13 01

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

Aerial Photo Date: February 2018





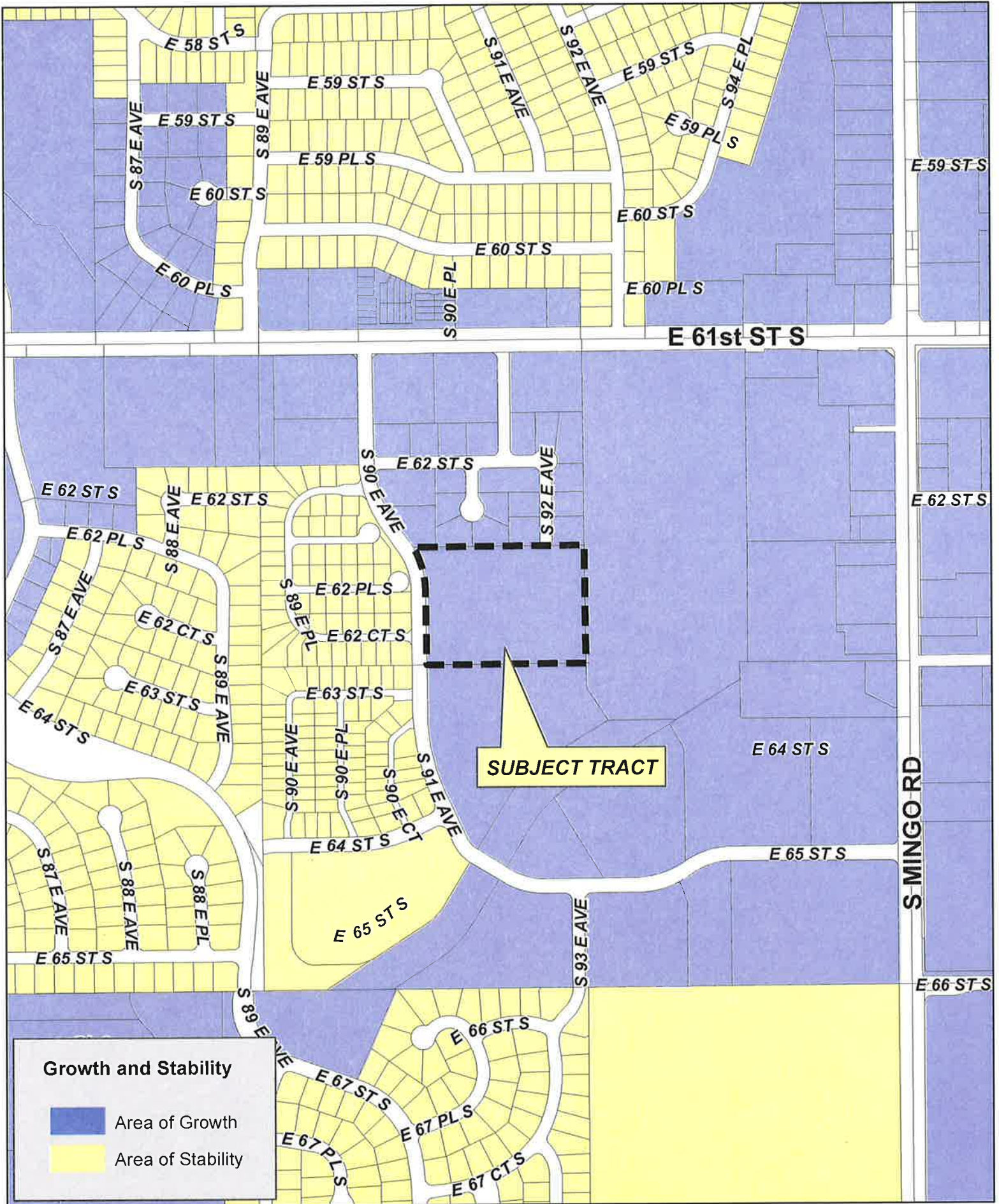
WOODLAND VALLEY

18-13 01



2.7





PRELIMINARY PLAT

Woodland Valley

PUD 397-B-2

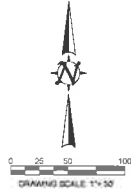
A TRACT OF LAND THAT IS PART OF THE NW/4 OF SECTION 1, T-18-N, R-13-E, OF THE INDIAN BASE AND MERIDIAN, CITY OF TULSA, TULSA COUNTY, OKLAHOMA.

OWNER/DEVELOPER

WOODLAND VALLEY DEVELOPMENT, LLC
 1332 SOUTH MALDEN DRIVE
 BROKEN ARROW, OK 74012
 PHONE: 918.912.8432
 ATTN: BRUCE BROWN

ENGINEER/SURVEYOR

AAB ENGINEERING LLC
 CERTIFICATE OF AUTHORIZATION NO. 0316 EXP. JUNE 30, 2020
 P.O. BOX 2108
 SAND SPRINGS, OK 74063
 PHONE: 918.514.4283
 FAX: 918.514.4288



CURVE #	LENGTH	RADIUS	DELTA
C1	48.87'	125.00'	22°51'29"
C2	50.43'	125.00'	23°07'00"
C3	38.27'	28.00'	90°00'00"
C4	39.27'	25.00'	89°00'00"
C5	39.27'	25.00'	90°00'00"
C6	14.23'	28.00'	32°38'13"
C7	8.80'	25.00'	12°50'25"
C8	39.27'	25.00'	89°00'00"
C9	4.01'	75.00'	3°03'43"
C10	4.01'	75.00'	3°03'43"

CONTACTS

MUNICIPAL AUTHORITY
 CITY OF TULSA
 175 EAST 2ND STREET, SUITE 650
 TULSA, OK 74103

UTILITY
 OKLAHOMA NATURAL GAS COMPANY
 2316 W. EDISON ST
 TULSA, OK 74127
 918.634.8000

PUBLIC SERVICE COMPANY OF OKLAHOMA
 212 E. 8TH ST
 TULSA, OK 74119
 1.888.216.3523

AT&T
 1403 S. LEWIS
 TULSA, OK 74104
 918.712.1503

COX COMMUNICATIONS
 11611 EAST 51ST STREET
 TULSA, OK 74145
 918.286.4659

FINAL PLAT ENDORSEMENT OF APPROVAL

Tulsa Metropolitan Area Planning Commission

Approval Date: _____

 TMAP/CRCOG

CITY ENGINEER

Council of the City of Tulsa, Oklahoma

Approval Date: _____

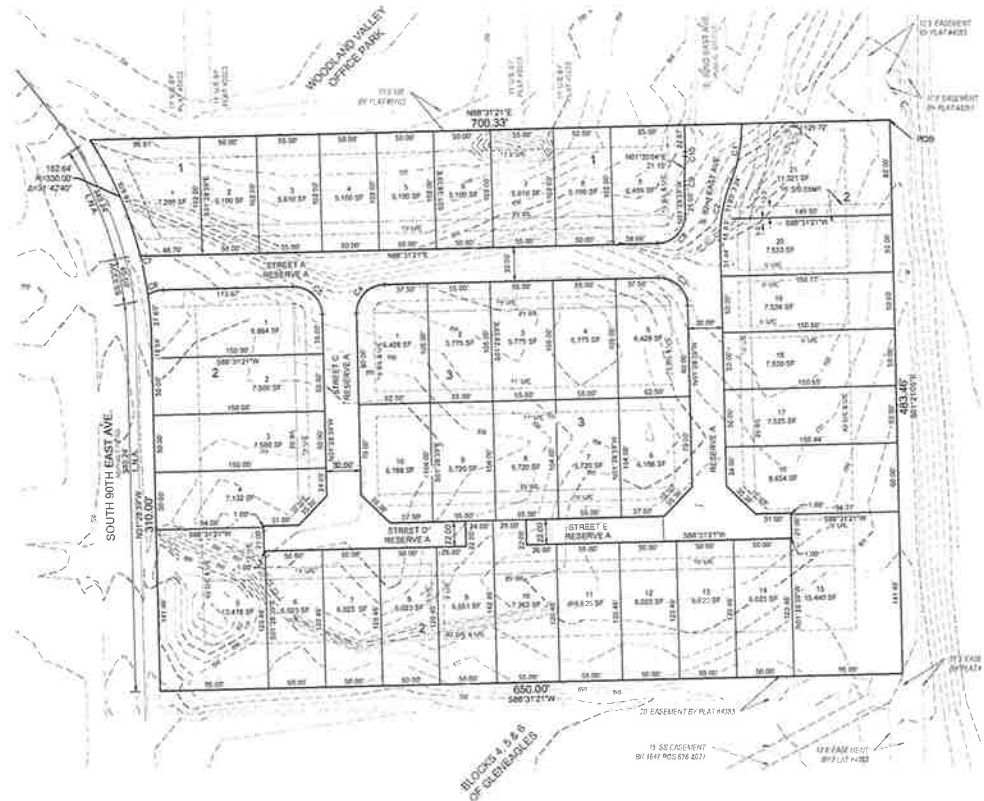
 CHAIRMAN

 MAYOR

 ATTEST CITY CLERK

 CITY ATTORNEY

The approval of this Final Plat will expire one year from the date of City Council approval if not filed in the Office of the County Clerk before that date.



SUBDIVISION STATISTICS

SUBDIVISION CONTAINS FORTY (40) LOTS IN THREE (3) BLOCKS (7.28 TOTAL ACRES)

BLOCK 1	1.16 ACRES - 9 LOTS
BLOCK 2	3.78 ACRES - 21 LOTS
BLOCK 3	1.87 ACRES - 10 LOTS

RESERVE A PRIVATE STREET: 0.87 ACRES

LEGEND

- BL BUILDING LINE
- LMA LIMITS OF ROAD ACCESS
- POB POINT OF BEGINNING
- POC POINT OF COMMENCEMENT
- ROW RIGHT OF WAY
- UE UTILITY EASEMENT
- UB BOOK
- PL PAGE
- WP WELLS FOUND
- XXXX STREET ADDRESS

FLOODPLAIN

PROPERTY IS NOT LOCATED WITHIN A FEDERALLY DESIGNATED SPECIAL FLOOD HAZARD AREA PER FIRM PANEL #20143C0356L DATED OCTOBER 16, 2012 AND PANEL #20143C0376L DATED OCTOBER 16, 2012

SUBDIVISION DATA

BENCHMARK
 30" IRON PIN SET 77' SOUTH OF THE INTERSECTION OF E 62ND CT S AND S 80TH E AVE ON THE WEST SIDE OF E 62ND CT S AND S 80TH E AVE

ELEV = 701.629 (NAVD 1988)

BASES OF BEARINGS
 GRID BEARINGS OF THE OKLAHOMA STATE PLANE COORDINATE SYSTEM - ZONE 5021 NORTH

LAND AREA
 317,288 SF = 7.28 ACRES

MONUMENTATION
 ALL CORNERS WERE SET USING 30" X 10" REBAR WITH A YELLOW PLASTIC CAP STAMPED "AAB CARS18", UNLESS OTHERWISE NOTED

ADDRESSES
 ADDRESSES SHOWN ON THIS PLAT WERE ACCURATE AT THE TIME THIS PLAT WAS FILED. ADDRESSES ARE SUBJECT TO CHANGE AND SHOULD NEVER BE RELIED ON IN PLACE OF LEGAL DESCRIPTION.

b.e

CONCEPT UTILITY PLAN

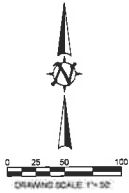
Woodland Valley

PUD 397-B-2

A TRACT OF LAND THAT IS PART OF THE NW/4 OF SECTION 1, T-18-N, R-13-E, OF THE INDIAN BASE AND MERIDIAN, CITY OF TULSA, TULSA COUNTY, OKLAHOMA

OWNER/DEVELOPER
 WOODLAND VALLEY DEVELOPMENT, LLC
 1300 SOUTH KALANCHOE AVENUE
 BROKEN ARROW, OK 74612
 PHONE: 918-813-8402
 ATTN: BRET BROWN

ENGINEER/SURVEYOR
 AAB ENGINEERING LLC
 CERTIFICATE OF AUTHORIZATION NO. 0018 EXP. JUNE 30, 2020
 P.O. BOX 2139
 SAND SPRINGS, OK 74083
 PHONE: 918-514-4283
 FAX: 918-514-4288



LEGEND	
BL LINE	BUILDING LINE
UL LINE	UTILITY EASEMENT
---	EXISTING WATER LINE
---	EXISTING SANITARY SEWER LINE
WL	PROPOSED WATER LINE
SS	PROPOSED SANITARY SEWER LINE
---	PROPOSED STORM SEWER LINE
■	PROPOSED ASPHALT PAVEMENT
■	PROPOSED CONCRETE PAVEMENT

CONTACTS	
MUNICIPAL AUTHORITY CITY OF TULSA 175 EAST 2ND STREET, SUITE 800 TULSA, OK 74103	
UTILITY OKLAHOMA NATURAL GAS COMPANY 2518 W. EDISON ST TULSA, OK 74127 918-584-8000	PUBLIC SERVICE COMPANY OF OKLAHOMA 212 E 8TH ST TULSA, OK 74119 1-888-218-3223
AT&T 1403 S. LEWIS TULSA, OK 74104 918-712-1823	COX COMMUNICATIONS 11811 EAST 51ST STREET TULSA, OK 74116 918-286-4658

2.11



Tulsa Metropolitan Area
Planning Commission

Case : OKTUL 71st

Hearing Date: November 7, 2018

Case Report Prepared by:

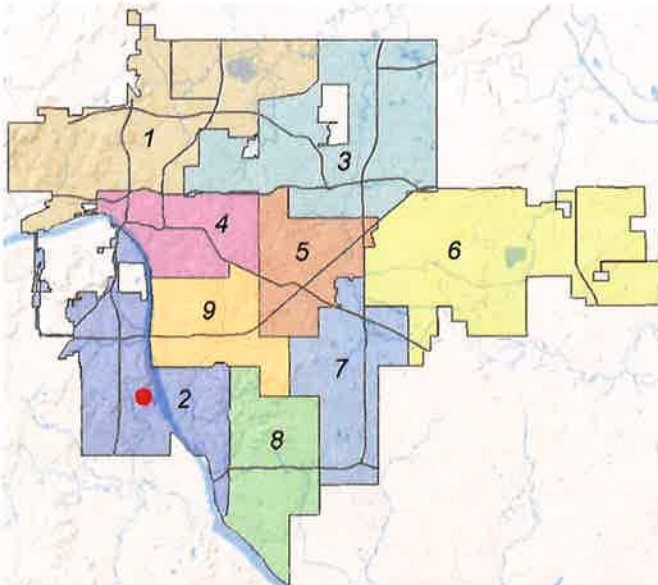
Nathan Foster

Owner and Applicant Information:

Applicant: Kyle Sewell, Crafton Tull

Owner: OKTUL 71st, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Preliminary Plat

2 lots, 1 block, 2.83 ± acres

Location: East of the southeast corner of West 71st Street South and South Elwood Avenue

Zoning:

CG with optional development plan (Z-7440)

Staff Recommendation:

Staff recommends **approval** of the preliminary plat

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS: Site Map, Aerial, Land Use, Growth & Stability, Preliminary Plat

PRELIMINARY SUBDIVISION PLAT

OKTUL 71st - (CD 2)

East of the southeast corner of West 71st Street South and South Elwood Avenue

This plat consists of 2 lots, 1 block on 2.83 ± acres.

The Technical Advisory Committee (TAC) met on October 18th, 2018 and provided the following conditions:

1. **Zoning:** The property is currently zoned CG with an approved optional development plan (Z-7440). Both proposed lots conform to the requirements of the optional development plan and underlying zoning.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Label right-of-way as being dedicated by the plat or provide recording information for previous dedication. Limits of No Access should be applied along West 71st Street with defined access points for drives.
4. **Sewer:** Remove building line from utility easements. Sanitary sewer extension is required to serve the project. IDP plans must be approved prior to release of the final plat.
5. **Water:** No comments.
6. **Engineering Graphics:** Submit a subdivision data control sheet with the final plat. Remove contours from final plat submittals. Graphically label the point of commencement and point of beginning on the face of the plat. Provide contact information for Engineer/Surveyor. Adjust location map to reflect only platted boundaries. Label all other property in the location map as unplatted.
7. **Fire:** No comments.
8. **Stormwater, Drainage, & Floodplain:** Onsite detention is required for storm water. Easements are required for any areas being used as detention.
9. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval. Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.

W 68 ST S

RS-3

AG

SELWOOD AVE

SUBJECT TRACT

RDO-1

W 71st ST S

AG

CS

CG

CS

CG

CS

Z-7440

PUD-660

Z-7375

PUD-738

CS

RM-0

PUD-384A

RS-3

W 73 ST S

AG

OKTUL 71 ST

3.3



18-12 12

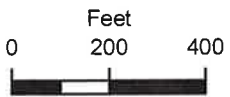


W 68 ST S

S ELWOOD AVE

W 71st ST S

W 73 ST S



Subject Tract

OKTUL 71 ST

18-12 12

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

Aerial Photo Date: February 2018





SELWOOD AVE

W 71st ST S



Subject Tract

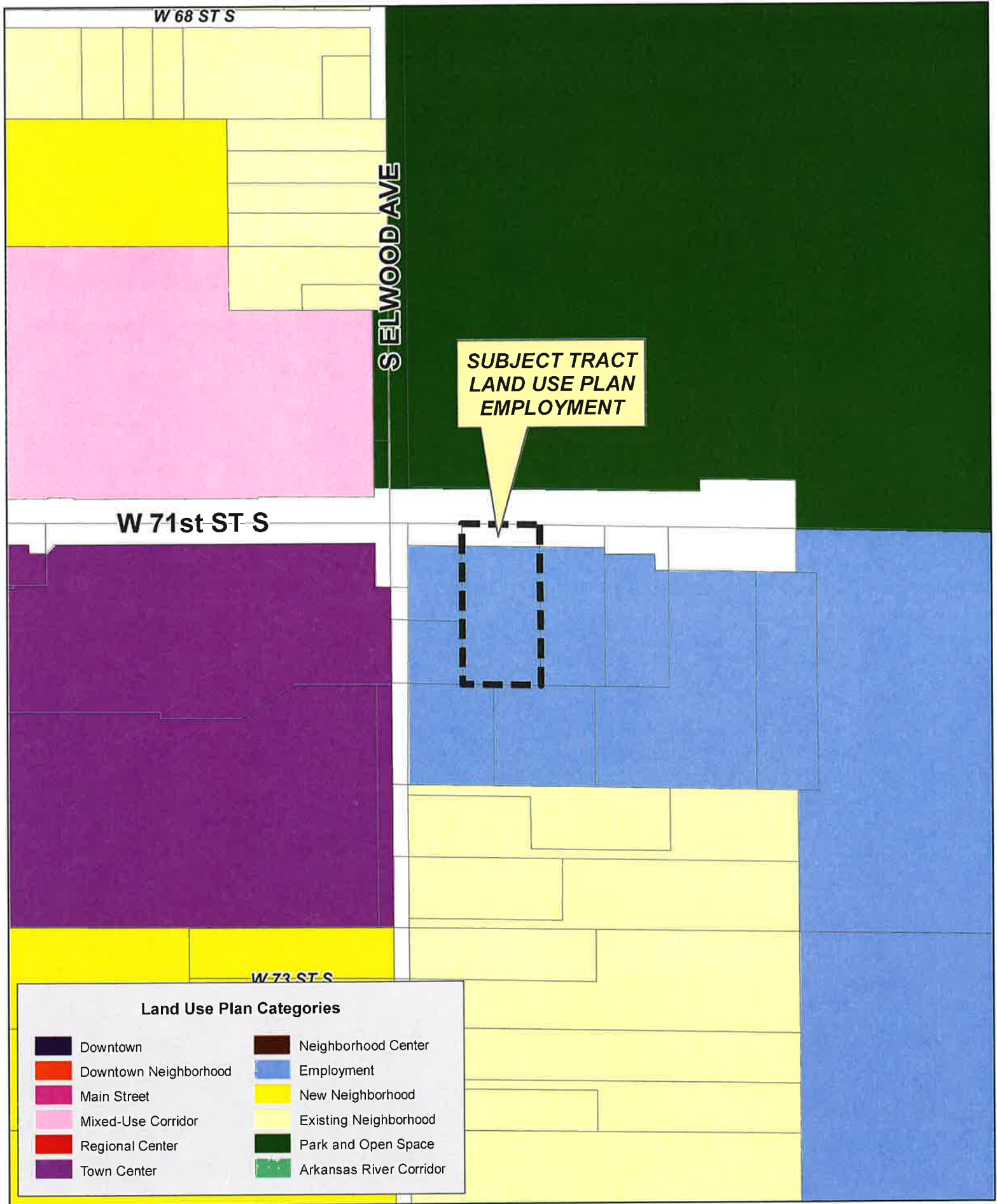
OKTUL 71 ST

18-12 12

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

Aerial Photo Date: February 2018





**SUBJECT TRACT
LAND USE PLAN
EMPLOYMENT**

W 71st ST S

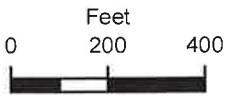
W 68 ST S

SELWOOD AVE

W 73 ST S

Land Use Plan Categories

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



OKTUL 71 ST

18-12 12



W 68 ST S



SELWOOD AVE

SUBJECT TRACT

W 71st ST S

W 73 ST S

Growth and Stability

-  Area of Growth
-  Area of Stability



OKTUL 71 ST

18-12 12

3.7



OKTUL 71 ST

CAR WASH IN TULSA, OKLAHOMA
A PART OF THE NW/4, SECTION
12, T18N, R12E, I.M.

PROPERTY DESCRIPTION

A TRACT OF LAND BEING A PART OF THE EAST 253.07 FEET OF THE WEST 481.22 FEET OF THE NORTH 520.15 FEET OF THE NW/4 OF THE NW/4 OF SECTION 12, TOWNSHIP 18 NORTH, RANGE 12 EAST OF THE INDIAN BASE AND MERIDIAN LESS THE NORTH 25' FOR ROADWAY, ALL IN TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. SURVEY THEREOF, ALSO KNOWN AS 310 WEST 71ST STREET.

FLOODPLAIN REFERENCE

FIRM PANEL NO. 481430201A, DATED OCTOBER 16, 2012 CLASSIFIED THE PROPERTY DESCRIBED HEREON AS ZONE "X", AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

THE ABOVE STATEMENT IS FOR INFORMATION ONLY AND THIS SURVEYOR ASSUMES NO LIABILITY FOR THE CORRECTNESS OF THE CITED MAPS. IN ADDITION, THE ABOVE STATEMENTS DO NOT REPRESENT THIS SURVEYOR'S OPINION OF THE PROBABILITY OF FLOODING.

BENCHMARK

CITY OF TULSA BIP LIST

ELEVATIONS ARE BASED UPON ADS MONUMENT 'XOKS'
ELEVATION 822.35 NAVD83

CONTROL POINT #1
N: 382276.58
E: 236200.89
DESCRIPTION OF BENCHMARK:
A CAPPED IRON PIN LOCATED 75' EAST AND 2' SOUTH
OF NW CORNER OF THE RETINA CENTER ADDITION.

CONTROL POINT #2
N: 392346.22
E: 2581452.48
DESCRIPTION OF BENCHMARK:
A STEEL CAP LOCATED AT THE CENTER OF THE
INTERSECTION OF WEST 71ST STREET SOUTH ELWOOD
AVENUE.

BASIS OF BEARING

THE NORTH LINE OF THE NW/4 OF SECTION
12, TOWNSHIP 18 NORTH, RANGE 12 EAST
S 89°57'30" E

ADDRESSES SHOWN ON THIS PLAN ARE ACCURATE
AT THE TIME THE PLAN WAS FILED. ADDRESSES
ARE SUBJECT TO CHANGE AND SHOULD NEVER BE
RELIED ON IN PLACE OF THE LEGAL DESCRIPTION.

CURRENT OWNER:

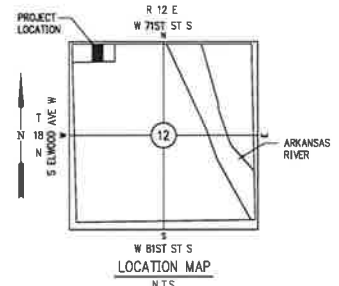
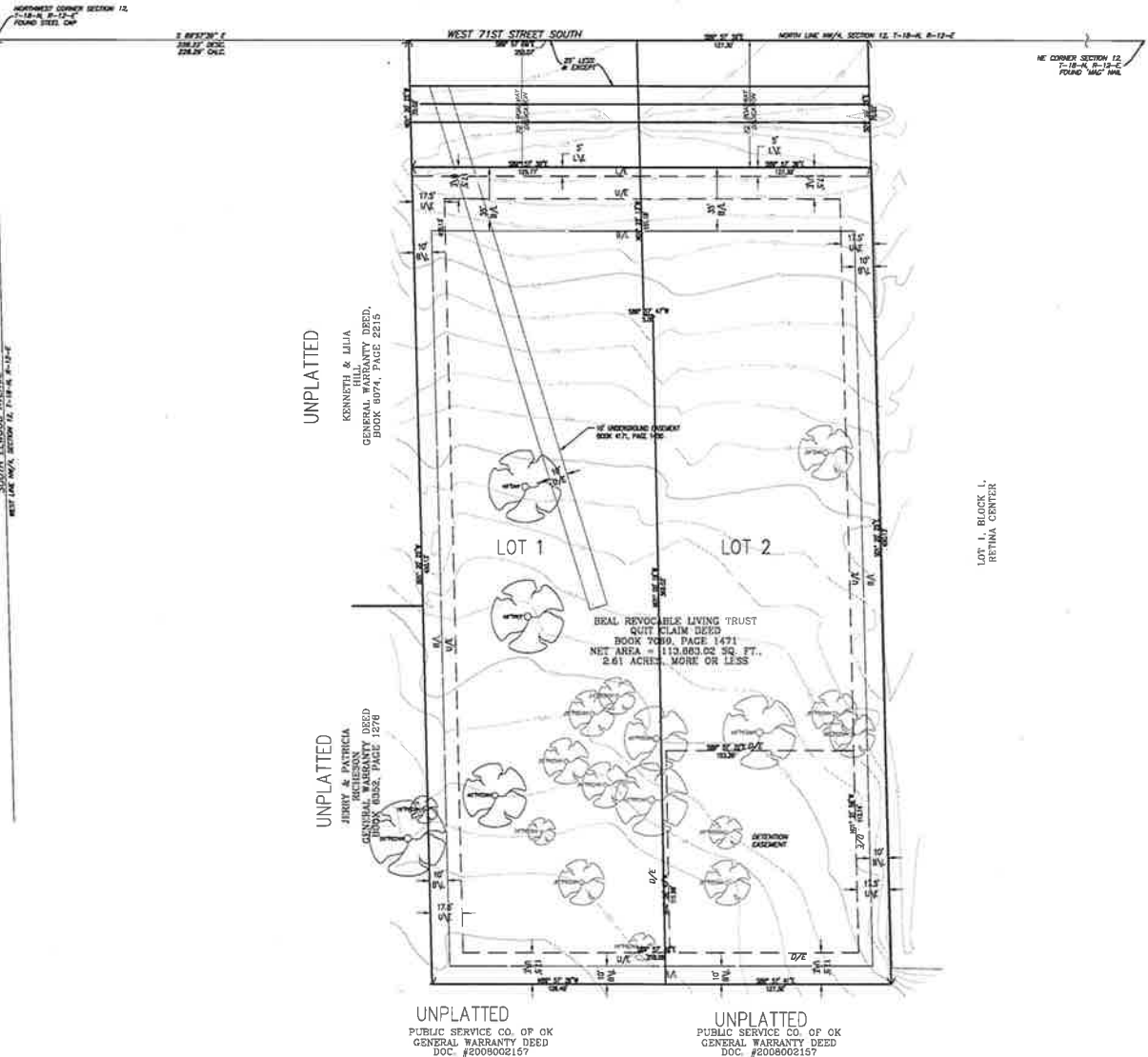
OKTUL 71ST LLC
CHRISTIAN BALDWIN
853 W DIXON ST
FAIRFELLSVILLE, AR 72701
479-304-1333

ENGINEER/SURVEYOR:
CRAFTON TULL
201 W 37th STREET, SUITE 302
TULSA, OK 74103
PH 918.580.0347

CERTIFICATION OF AUTHORIZATION:
CA 973 P/E/S/D EXPIRES 8/30/2020

SITE INFORMATION:

ADDRESS	310 W 71ST STREET, TULSA, OK
ZONING	CC
LOTS	2
BLOCK	2
AREA	2.83 ACRES
WATER SUPPLY	CITY OF TULSA
MINIMUM FRONT BUILDING SETBACK	35 FT
MINIMUM REAR BUILDING SETBACK	10 FT
MINIMUM SIDE SETBACKS	10 FT
MINIMUM PROPERTY PERIMETER EASEM	17.5 FT



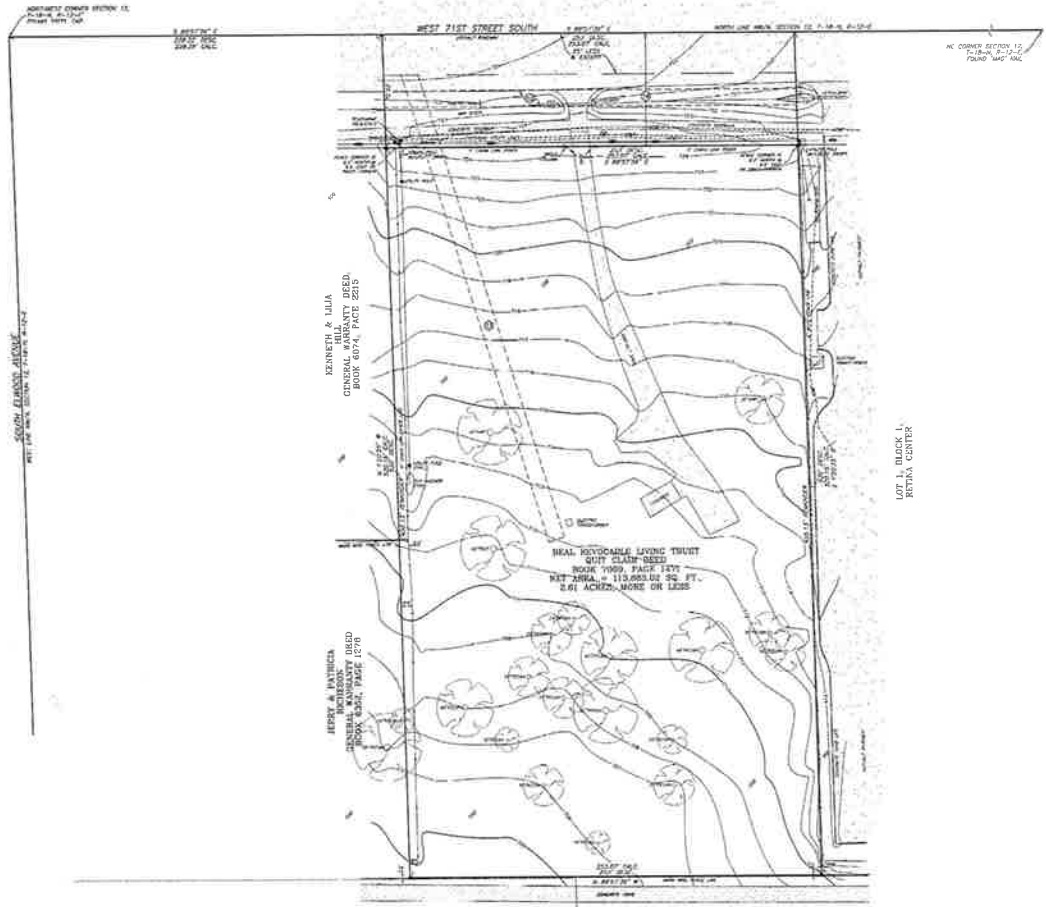
- ### LEGEND
- SYMBOLS**
- U/E UTILITY EASEMENT
 - F/E FENCE EASEMENT
 - T.A.E. TEMPORARY ACCESS EASEMENT
 - B.L. BUILDING LINE SETBACK
 - L.A. LIMITS OF ACCESS
 - L.M.A. LIMITS OF NO ACCESS
 - R/W RIGHT OF WAY
 - L/E LANDSCAPE EASEMENT
 - BUILDING PAD ELEVATION
 - D/E DRAINAGE EASEMENT
 - STREET ADDRESS

3/8" IRON PIN W/YELLOW CAP
STAMPED 'OKLA CA 973' TO BE
SET AT PROPERTY CORNERS

- ### LINEWORK LEGEND
- RIGHT OF WAY LINE (R/W)
 - PROPOSED EASEMENT
 - SECTION LINE
 - PERIMETER PROPERTY LINE
 - LOT LINE
 - BUILDING SET BACK

38

ALTA/NSPS LAND TITLE SURVEY



Legend

- ▲ = FOUND SURV. MARK
- = SET SURV. MARK
- = INTER. POINT
- = OBSERVED POINT
- = CALCULATED POINT

Instrument Notes

ALL EASEMENTS AND RIGHTS OF WAY CONTAINED WITHIN TITLE COMMITMENT, ISSUED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, FILE NO. 31778, EFFECTIVE DATE OF FEBRUARY 26, 2018 AT 7:58 AM ARE SHOWN OR NOTED HEREON.

SCHEDULE 9 - SECTION 9

ITEM 4 - RIGHT OF WAY EASEMENT, BOOK 1467, PAGE 65, AFFECTS ENTIRE PROPERTY, HOWEVER, OTHER THAN SHOWN HEREON, THERE WERE NO ELECTRICAL TRANSMISSION LINE 'H' FRAMES FOUND ON SUBJECT PROPERTY AT THE TIME OF THIS SURVEY.

ITEM 7 - RIGHT OF WAY EASEMENT, BOOK 2024, PAGE 256, AFFECTS ENTIRE PROPERTY, HOWEVER, OTHER THAN SHOWN HEREON, THERE WERE NO ELECTRICAL TRANSMISSION LINE 'H' FRAMES FOUND ON SUBJECT PROPERTY AT THE TIME OF THIS SURVEY.

ITEM 8 - PIPE LINE RIGHT OF WAY GRANT, BOOK 2428, PAGE 264 DOES NOT AFFECT SUBJECT PROPERTY.

ITEM 9 - THERE IS INSUFFICIENT INFORMATION CONTAINED WITHIN RIGHT OF WAY EASEMENT, BOOK 3877, PAGE 183, TO ASCERTAIN THE EXACT LOCATION THE REFERENCED TO WIDE EASEMENT.

ITEM 10 - EASEMENT CONTAINED WITHIN GENERAL WARRANTY DEED, BOOK 3887, PAGE 469, AFFECTS ENTIRE SUBJECT PROPERTY.

ITEM 11 - THERE ARE NO EASEMENTS CONTAINED WITHIN GENERAL WARRANTY DEED, BOOK 3887, PAGE 651.

ITEM 12 - 10' SUBSCRIPTION AND RIGHT OF WAY EASEMENT, BOOK 4161, PAGE 955.

ITEM 13 - 10' UNDERGROUND EASEMENT, BOOK 4171, PAGE 1450.

ITEM 14 - 70' DEDICATION DEED, BOOK 4846, PAGE 1918.

Notes

BEARINGS SHOWN HEREON ARE OKLAHOMA STATE PLANE (NAD 83) ELEVATIONS SHOWN HEREON ARE NAVD88.

PROPERTY DESCRIBED HEREON IS IN FLOOD HAZARD AREA 'X' UNINSURED FOR FIRM COMMUNITY PANEL NO. 40-02028L, EFFECTIVE DATE OF NOVEMBER 18, 2012.

ANY UNDERGROUND UTILITY SERVICE LINES SHOWN HEREON ARE BASED UPON ABOVE GROUND APPURTENANCES OR THOSE MARKED BY THEIR RESPECTIVE OWNERS ON 11/20/18 TICKET #180141402284.

THERE ARE NO MARKED PARKING SPACES ON SUBJECT PROPERTY.

SUBJECT PROPERTY IS ZONED AGRICULTURE DISTRICT (AG).

Legal Description

THE EAST 25 FEET OF THE WEST 61' 25 FEET OF THE NORTH 60 FEET OF THE NW/4 OF THE NW/4 OF THE NW/4 OF SECTION 12, TOWNSHIP 18 NORTH, RANGE 12 EAST OF THE TOWNSHIP AND MERIDIAN, LESS THE NORTH 28 FEET FOR HIGHWAY, ALL IN TULSA COUNTY STATE OF OKLAHOMA, ACCORDING TO THE U.S. SURVEY THEREOF, ALSO KNOWN AS 310 WEST 71ST STREET.

Surveyor's Statement

I, SALVADOR TITONE, OKLAHOMA 9915 1480, DO HEREBY CERTIFY TO:
 THE McLAIN GROUP, LLC/
 OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY/
 TULSA ABSTRACT & TITLE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2018 AMERICAN STANDARDS DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 3, 4, 5, 8, 9, 11 AND 17 OF TABLE A THEREOF.

DATE OF LAST FIELD VISIT: MARCH 20, 2018
 DATE OF PLAT OR MAP: MARCH 21, 2018
 WITNESS MY HAND AND SEAL, THIS 21ST DAY OF MARCH 2018.

SEAL

SALVADOR TITONE
 PROFESSIONAL LAND SURVEYOR
 OKLAHOMA NO. 1465



BEFORE YOU SIGN, CONTACT OKLAHOMA ONE-CALL: 1-800-522-6543.

BEFORE YOU SIGN, CONTACT OKLAHOMA ONE-CALL: 1-800-522-6543.

#	DATE	REVISIONS	BY

PREPARED FOR: TULSA ABSTRACT & TITLE COMPANY			
CHECKED BY:	ST	SCALE:	1"=30'
SURVEY BY:	EO	DRAFTED BY:	OVM
SURVEY DATE:	3/20/18	JOB NUMBER:	180312 01
BOOK / PAGE:	FILE	FILE NUMBER:	1812 12

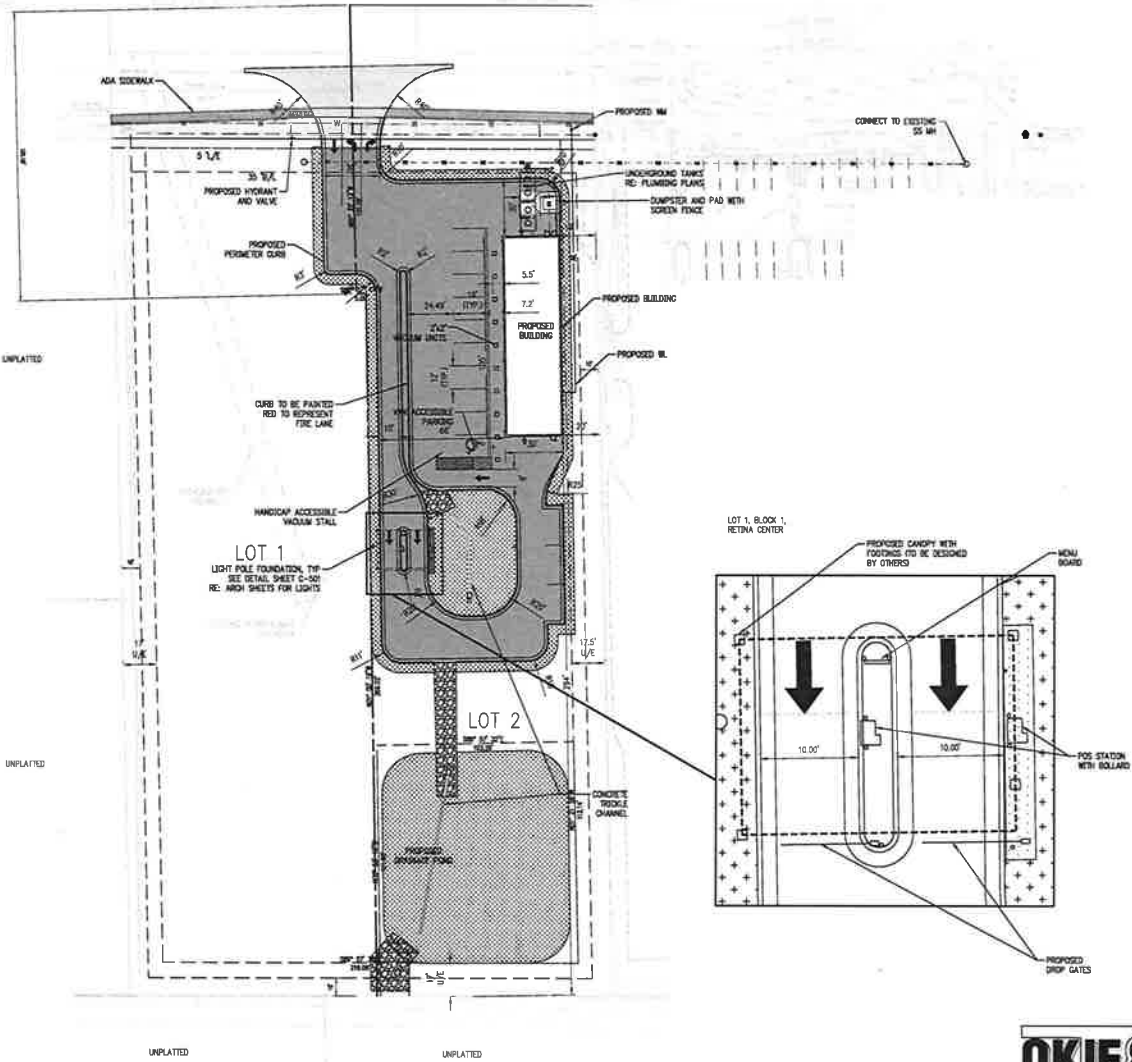
PART NW/4, NW/4, NW/4,
 SECTION 12,
 T-18-N, R-12 E
 TULSA COUNTY, OKLAHOMA

SALVADOR TITONE, L.L.C.
HRAOK
 PROFESSIONAL SURVEYORS, PLANNERS

1812 WEST TACOMA - SUITE A
 MOORE AVENUE, OKLAHOMA 74112 VOICE: (918) 266-3717
 GAN FOTOS ESTIMATION DATE: 06-30-2018 FAX: (918) 288-2554

3.10

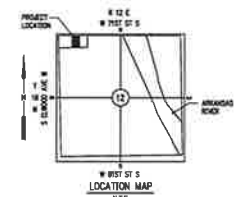
3.11



SITE DATA	
TYPE OF USE	CAR WASH
GROSS FLOOR AREA	3,095 S.F.
GROSS LOT AREA	131,588 S.F.
EXISTING IMPERVIOUS AREA	4,118 S.F.
PROPOSED IMPERVIOUS AREA	28,387 S.F.
TOTAL IMPERVIOUS AREA	29,387 S.F.
STANDARD	1.0
AGA	1.0
TOTAL	1.0
PARKING RATIO	1.8 CARS PER 1000 S.F. G.P. BUILDING

HATCH LEGEND

- EXISTING SIDEWALK
- PROPOSED SIDEWALK
- 7" HEAVY CONCRETE ON 6" FOOT TYPE A AGG
- 5" STANDARD CONCRETE ON 6" FOOT TYPE A AGG
- PROPOSED LANDSCAPE



SITE NOTES

- THE DESIGN, INSPECTION, AND CERTIFICATION OF ANY RETAINING WALL SHOWN OR REFERENCED HEREIN, INCLUDING BUT NOT LIMITED TO, SEGMENTAL RETAINING WALLS, MASS GRAVITY WALLS, GABION WALLS, ETC., GREATER THAN FORTY-EIGHT INCHES IN HEIGHT, SHALL BE BY CONTRACTOR. ANY RETAINING WALL DATA SHOWN OR REFERENCED HEREIN SHALL BE FOR COORDINATION OF THE WALL LOCATION AND ELEVATIONS ONLY.
- ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY/STATE/FEDERAL REGULATIONS AND CODES AND OSHA STANDARDS.
- CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRAMP DOORS, PROPOSED BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS.
- ALL CURB DIMENSIONS AND RADII ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL PAVEMENT MARKINGS DIMENSIONS FACE OF CURB UNLESS OTHERWISE NOTED.
- ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
- ALL CURB/SIDEWALK/HANDICAP RAMP DESIGNS SHALL CONFORM TO ADA STANDARDS OR LOCAL RESTRICTIVE CODES, WHICHEVER IS MORE RESTRICTIVE.
- CONTRACTOR SHALL ENSURE ALL NECESSARY PERMITS ARE OBTAINED PRIOR TO CONSTRUCTION START.
- CONTRACTOR SHALL MATCH NEW CURB AND CURTIN, CONCRETE, AND PAVEMENT TO EXISTING IN GRADE AND ALIGNMENT.
- CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALK, DRIVEWAYS, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIALS TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.



SPEEDY SPLASH
310 W 71ST ST S
TULSA, OK 74128

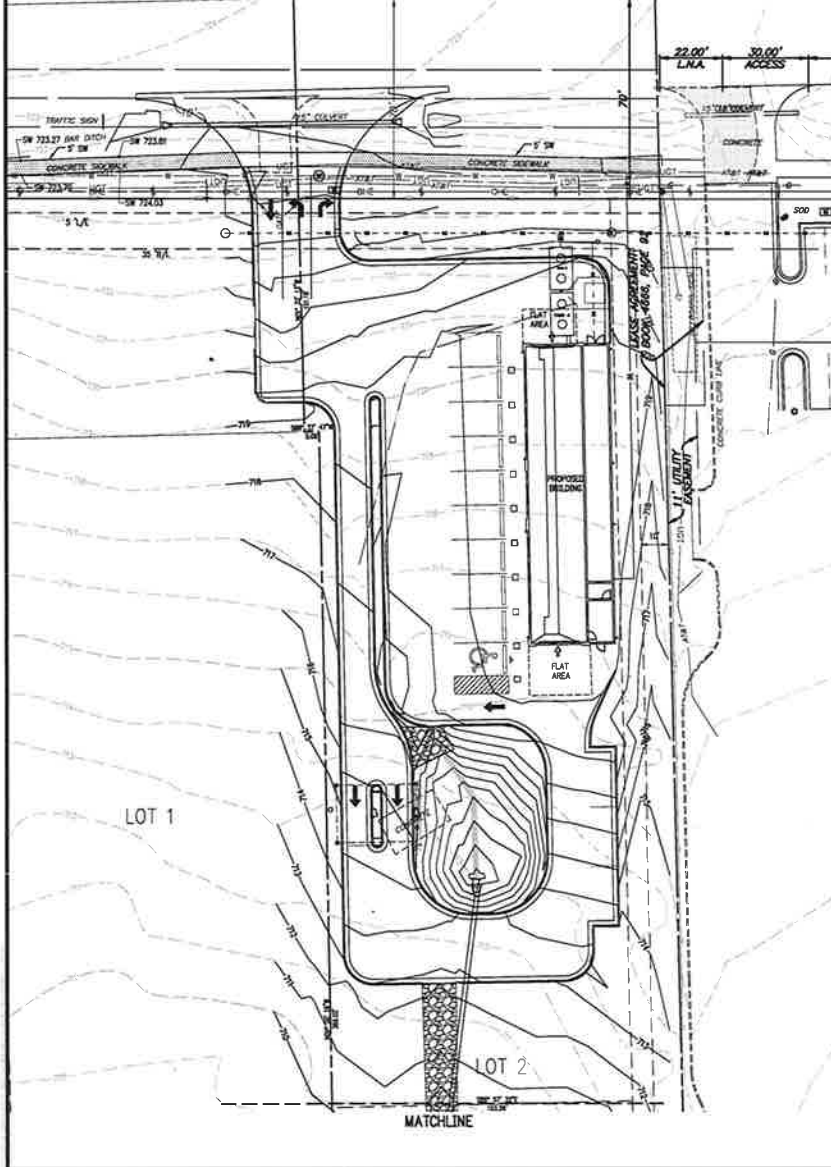


SITE PLAN

C-102

EST 71ST STREET SOUTH

NORTH LINE NW/4, SECTION 12, T-18-N, R-12-E



GRADING AND DRAINAGE NOTES

1. THE DESIGN, INSPECTION AND CERTIFICATION OF ANY RETAINING WALL SHOWN OR REFERENCED HEREIN, INCLUDING BUT NOT LIMITED TO, SEGMENTAL, RETAINING WALLS, MASS GRAVITY WALLS, CANTON WALLS, ETC., GREATER THAN FORTY-EIGHT INCHES IN HEIGHT, SHALL BE BY OTHERS. ANY RETAINING WALLS SHOWN OR REFERENCED HEREIN SHALL BE FOR COORDINATION OF THE WALL LOCATION AND ELEVATIONS ONLY.
2. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING AND PROVIDING SEPARATE AND INDEPENDENT RETAINING WALL DESIGN, INSPECTIONS, AND CERTIFICATIONS BY A REGISTERED PROFESSIONAL ENGINEER OTHER THAN CRAFTON TULL. THIS SHALL ALSO APPLY TO ANY ASSOCIATED AND NECESSARY PUBLIC SAFETY DEVICES INCLUDING, BUT NOT LIMITED TO, PEDESTRIAN SAFETY RAILS.
3. THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES ON SITE OR IN RIGHT-OF-WAY. ALL UTILITIES MUST BE LOCATED PRIOR TO GRADING START.
4. ALL WORK SHALL BE DONE IN STRICT ACCORDANCE WITH THE PROJECT SPECIFICATIONS.
5. ALL CUT OR FILL SLOPES SHALL BE A MAX 3:1 SLOPE ON FLATTER UNLESS OTHERWISE NOTED.
6. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
7. ALL STORM SEWER PIPE CONNECTIONS TO STRUCTURES SHALL BE CREATED TO ASSURE CONNECTION AT STRUCTURE IS WATER-TIGHT. ALL STORM SEWER STRUCTURES SHALL HAVE A SMOOTH UNIFORM POLYESTER MANDRA INVERT FROM INVERT IN TO INVERT OUT.
8. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC LOADS AND BE INSTALLED ACCORDINGLY WIDE IN PAVED AND TRAFFIC AREAS.
9. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH THE PAVEMENT AND SHALL HAVE TRAFFIC SEATING RINGS AND COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 1" ABOVE FINISH GRADE. CURB ELEVATION ASSOCIATED WITH EACH INDIVIDUAL LOT OR PARCEL OR AS REQUIRED BY LOCAL AND STATE CODES.
10. SITE GRADING SHALL NOT PROCEED UNTIL APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN INSTALLED. THE CONTRACTOR SHALL ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE GENERAL NOTES PERMIT AND THE SWPPP FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
11. ALL UNPAVED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL TO FINAL GRADE. REFER TO THE LANDSCAPE PLAN.
12. TOPOGRAPHIC INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON PLANS, CONTACT ENGINEER IMMEDIATELY.
13. THE CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS THROUGHOUT ALL PHASES OF CONSTRUCTION.
14. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PROPOSED BUILDING DIMENSIONS AND EXACT UTILITY ENTRANCE LOCATIONS.
15. THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS AND SPECIFICATIONS.
16. EXISTING DRAINAGE STRUCTURES TO BE INSPECTED AND REPAIRED AS NEEDED, AND EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
17. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
18. CONTRACTOR SHALL MAINTAIN ALL EXISTING PARKING, SIDEWALKS, DRIVES, ETC. CLEAR AND FREE FROM ANY CONSTRUCTION ACTIVITY AND/OR MATERIAL TO ENSURE EASY AND SAFE PEDESTRIAN AND VEHICULAR TRAFFIC TO AND FROM THE SITE.
19. IF NET AREAS ARE ENCOUNTERED ON-SITE THE CONTRACTOR SHALL COORDINATE WITH THE GEOLOGICAL ENGINEER FOR THE DESIGN AND REPLACEMENT OF A FRESH DRAIN SYSTEM.
20. CRAFTON TULL & ASSOCIATES, INC. (CTAI) HAS NOT NECESSARILY ESTABLISHED VARIOUS FLOOR ELEVATIONS FOR EACH INDIVIDUAL BUILDING OR LOT IN THIS SUBDIVISION. WHEN A MINIMUM BUILDING FLOOR ELEVATION HAS BEEN ESTABLISHED AND NOTED, THE ULTIMATE RESPONSIBILITY FOR THE PROPER GRADING OF EACH INDIVIDUAL LOT OR PARCEL, SHALL REST WITH THE LOT'S OWNER. TYPICALLY, THE MINIMUM FINISH FLOOR ELEVATIONS SHOULD BE AT LEAST TWELVE INCHES (12") ABOVE THE FINISHED TOP OF STREET CURB ELEVATION ASSOCIATED WITH EACH INDIVIDUAL LOT OR PARCEL OR AS REQUIRED BY LOCAL AND STATE CODES.

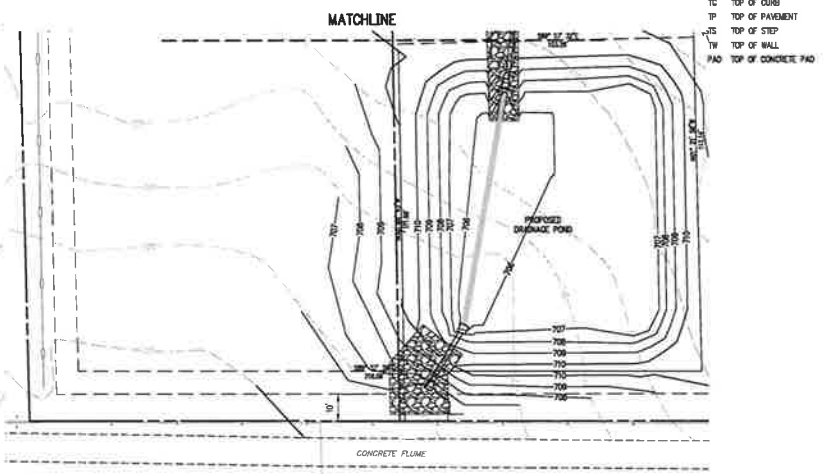


GRADING PLAN DETAILS

- A JUNCTION BOX
- B FLARED END SECTION
- C AREA INLET
- D CURB INLET
- E DRAIN BASIN WITH RISER
- F SIDEWALK FLUSH WITH PAVEMENT
- G 4" CURBED LANDSCAPE ISLAND

LEGEND

- BS BOTTOM STEP
- BW BOTTOM OF WALL
- EG EXISTING GRADE
- FF FINISHED FLOOR
- FG FINISHED GRADE
- E ELEVATION
- TC TOP OF CURB
- G GUTTER
- HP HIGH POINT
- LP LOW POINT
- SW SIDEWALK
- TC TOP OF CURB
- TP TOP OF PAVEMENT
- TS TOP OF STEP
- TW TOP OF WALL
- PAO TOP OF CONCRETE PAO



SPEEDY SPLASH
310 W 71ST ST S
TULSA, OK 74132

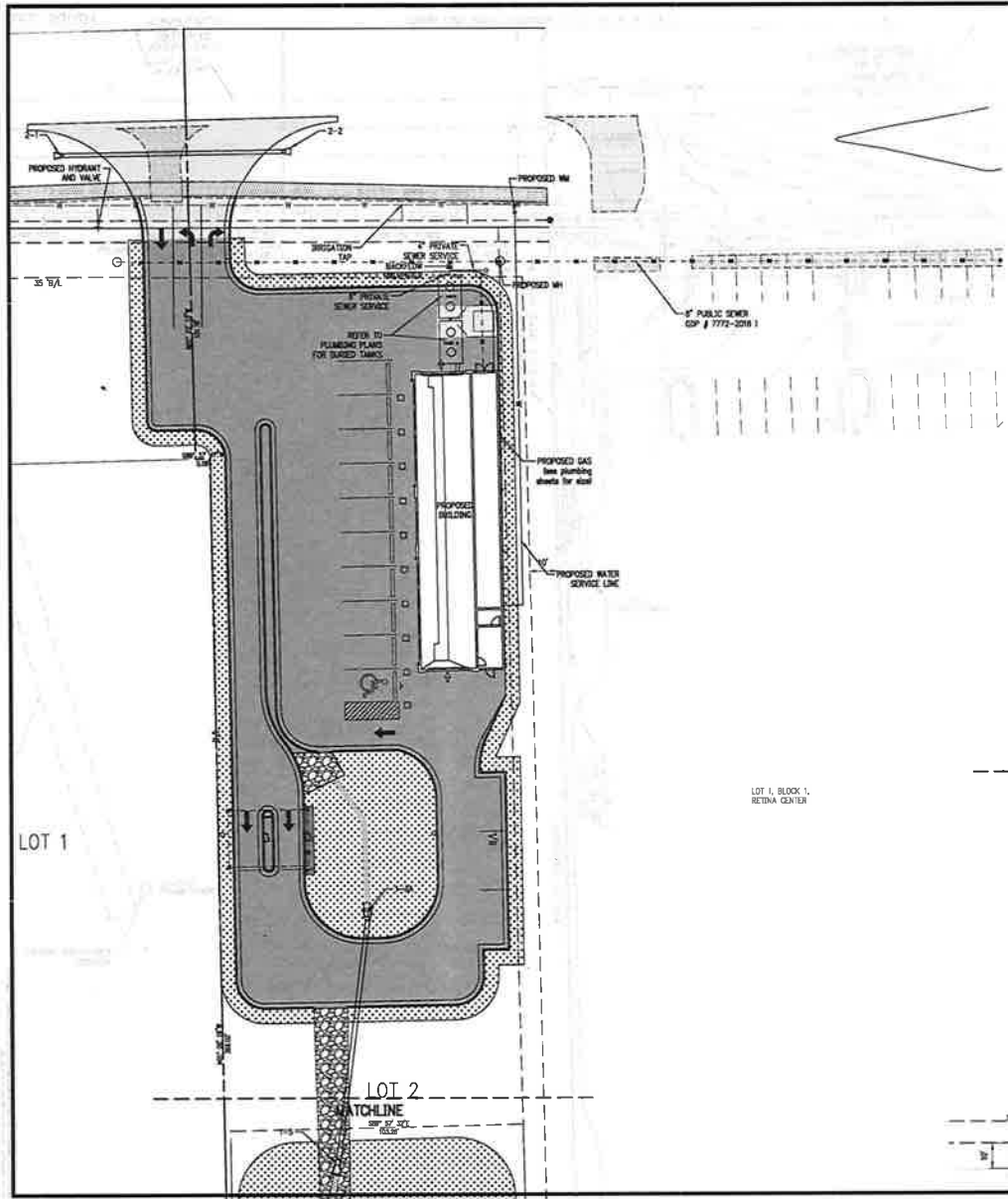
This document, and the designs and drawings incorporated herein, are the property of Crafton Tull & Associates, Inc., and it is to be used only in whole or in part for the project without the written authorization of Crafton Tull & Associates, Inc.



GRADING PLAN

C-103

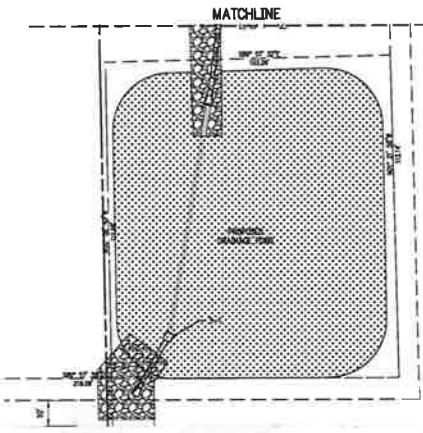
3.12



UTILITY NOTES

1. THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CONTACT THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF EXISTING UTILITIES WITHIN THE WORK ZONE.
2. CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES' INSPECTORS 72 HOURS BEFORE CONNECTING TO ANY EXISTING FACILITIES. CONTRACTOR SHALL COORDINATE AND SCHEDULE TIE-INS/CONNECTIONS WITH ALL UTILITY COMPANIES.
3. ALL UNDERGROUND LINES SHALL BE INSTALLED, INSPECTED, AND APPROVED PRIOR TO BACKFILLING.
4. ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CITIES AND/OR UTILITY COMPANIES SHALL BE PERFORMED PRIOR TO ANNOUNCED BUILDING POSSESSION AND THE FINAL CONNECTION OF SERVICE.
5. GENERAL CONTRACTOR IS TO COORDINATE WITH APPROPRIATE UTILITY COMPANIES PRIOR TO CONSTRUCTION, ADJUSTMENT, OR RELOCATION OF EXISTING UTILITIES.
6. BURST BLOCKING SHALL BE PROVIDED AT ALL BENDS, TEES, AND FIRE HYDRANTS.
7. DIMENSIONS SHOWN ARE TO CENTERLINE OF PIPE OR FITTING. MINIMUM HORIZONTAL SEPARATION BETWEEN WATERLINES AND SANITARY/STORM SEWERS SHALL BE AT LEAST TEN FEET. WHERE WATERLINES CROSS SANITARY SEWERS, THE WATERLINE SHALL BE PLACED ABOVE THE SEWER WITH A MINIMUM VERTICAL SEPARATION, OUTSIDE-TO-OUTSIDE, OF 18 1/2". IF IT IS NOT POSSIBLE TO CONFORM TO THESE DIMENSIONS OR DEFINED PLACEMENT, THE WATERLINE SHALL BE ENCASED IN WATERPROOF PIPE WITH SEALED WATER-TIGHT JOINTS EXTENDING AT LEAST TEN FEET EITHER SIDE OF THE CROSSING.
8. THE CONTRACTOR SHALL INCLUDE IN THE BID PRICE ALL MATERIAL AND LABOR ASSOCIATED WITH THE TESTING OF THE WATER AND SEWER LINES REQUIRED BY THE LOCAL AND/OR STATE AGENCIES.
9. TIPS OF EXISTING MANHOLES SHALL BE RAISED AS NECESSARY TO BE FLUSH WITH FINISHED PAVEMENT ELEVATIONS, AND MANHOLES IN UNPAVED AREAS TO BE 1" ABOVE FINISHED GROUND ELEVATIONS WITH WATER TIGHT LIDS.
10. ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL REGULATIONS.
11. REFER TO BUILDING PLANS FOR SITE LIGHTING AND ELECTRICAL PLAN.
12. ALL MATERIALS, CONSTRUCTION, AND INSPECTION FOR WATER AND SANITARY SEWER LINES SHALL BE FOR THE SPECIFICATIONS OF THE APPROPRIATE AGENCY.
13. THE CONTRACTOR SHALL COORDINATE WITH THE FIRE DEPARTMENT AND THE WATER COMPANY TO PLAN THE IMPROVEMENTS TO THE WATER MAINS AND TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE THROUGHOUT THE PROJECT. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING ANY REQUIRED WATER MAIN SHUT-OFFS WITH THE WATER COMPANY DURING CONSTRUCTION. ALL COSTS ASSOCIATED WITH WATERMAIN SHUT-OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO ADDITIONAL COMPENSATION WILL BE PROVIDED.
14. DAMAGE TO ALL EXISTING FACILITIES DESIGNATED TO REMAIN SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
15. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SIDEWALKS, SIDEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS, AND EXACT UTILITY ENTRANCE LOCATIONS.
16. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TAP AND TIE ON FEES REQUIRED AS WELL AS COSTS OF UNDERGROUND SERVICE CONNECTIONS TO THE BUILDING.
17. GENERAL CONTRACTOR SHALL PROVIDE ALL CONDUITS AS SHOWN ON THE PLANS, VERIFY LOCATION OF UTILITY TIE-INS, AND PROVIDE MINIMUM COVER INSIDE THE CONDUIT.
18. THE CONTRACTOR SHALL INCLUDE IN BID PRICE THE DAILY RECORD KEEPING OF THE RECORD CONDITION OF ALL OF THE UNDERGROUND UTILITIES, CONSTRUCTION STAKE-OUT, PREPARATION OF THE NECESSARY/PREIUD WATER AND SEWER RECORD CHANGINGS TO BE SUBMITTED, AND ALL OTHER INFORMATION REQUIRED FOR OBTAINING PERMITS AND RELEASE OF BONDS.
19. AS ORDERING STATE AUTHORIZED SALES ACTIVITY WITHIN SIX FEET OF HIGH VOLTAGE OVERHEAD LINE OR CONDUIT PROHIBITED. NO PERSON, FIRM, CORPORATION OR ASSOCIATION SHALL, INDIVIDUALLY OR THROUGH AN AGENT OR EMPLOYEE AND NO PERSON AS AN AGENT OR EMPLOYEE OF ANY PERSON, FIRM, CORPORATION OR ASSOCIATION, SHALL POSITION OR PERMIT ANY AGENT OR EMPLOYEE TO PERFORM ANY FUNCTION OR ACTIVITY UPON ANY LAND, BUILDING, HIGHWAY, OR OTHER PREMISES, WHEN IT IS POSSIBLE DURING THE PERFORMANCE OF SUCH ACTIVITY FOR ANY PERSON OR EMPLOYEE ENGAGED IN PERFORMING WORK CONNECTED WITH OR RELATED TO SUCH FUNCTION OR ACTIVITY TO MOVE TO OR TO BE PLACED IN A POSITION WITHIN SIX (6) FEET OF ANY HIGH VOLTAGE OVERHEAD ELECTRICAL LINE OR CONDUIT, OR WHEN IT IS POSSIBLE FOR ANY PART OF ANY TOOL, EQUIPMENT, MACHINERY OR MATERIAL TO BE USED BY ANY SUCH PERSON OR EMPLOYEE TO BE BROUGHT WITHIN SIX (6) FEET OF ANY SUCH OVERHEAD HIGH VOLTAGE LINE OR CONDUIT THROUGH ANY LATERAL, VERTICAL, OR SHOCKING MOTION DURING THE PERFORMANCE OF SUCH FUNCTION OR ACTIVITY.

LOT 1, BLOCK 1, RETINA CENTER



3.13



Tulsa Metropolitan Area
Planning Commission

Case Number: CZ-480

Hearing Date: November 7, 2018

Case Report Prepared by:

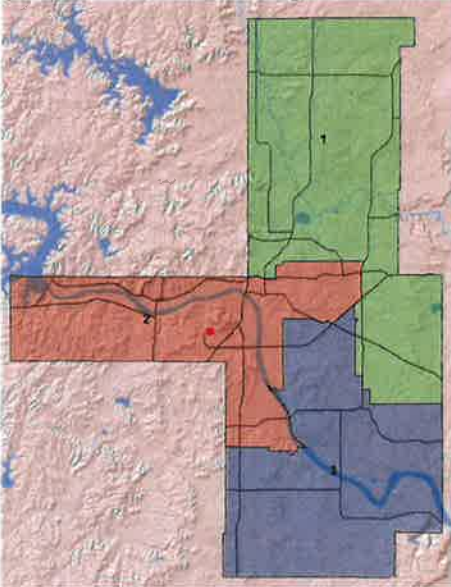
Jay Hoyt

Owner and Applicant Information:

Applicant: Mark Harper

Property Owner: CODY/MORGAN LLC

Location Map:
(shown with County Commission Districts)



Applicant Proposal:

Present Use: vacant

Proposed Use: industrial uses

Concept summary: Rezone from CS to IH to permit industrial uses

Tract Size: 1.53 ± acres

Location: Northwest corner of West 41st Street South & South 49th West Avenue

Zoning:

Existing Zoning: CS

Proposed Zoning: IH

Comprehensive Plan:

Land Use Map: N/A

Stability and Growth Map: N/A

Staff Recommendation:

Staff recommends denial.

Staff Data:

TRS: 9220

CZM: 45

Atlas: n/a

County Commission District: 2

Commissioner Name: Karen Keith

4.1

SECTION I: CZ-480

DEVELOPMENT CONCEPT: To rezone the subject property from CS to IH in order to permit industrial uses on the site.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)

DETAILED STAFF RECOMMENDATION:

The site has single-family residential lots immediately to the north and west as well as to the northeast across S 49th W Ave. These sites could be negatively impacted by IH uses that would be allowed on this site, if approved. There do not appear to be any other IH intensity uses in the immediate area.

If approved, a screening wall or fence would be required along the lot lines in common with abutting R zoned districts.

IH zoning could be injurious to the existing proximate properties and;

IH zoning is not consistent with the anticipated future development pattern of the surrounding property therefore;

Staff recommends Denial of CZ-480 to rezone property from CS to IH.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

***Staff Summary:** This area is outside of the City of Tulsa Comprehensive Plan area. The site is located within the Tulsa County District 9 Plan, which designates this site as Medium Density Corridor and does not anticipate IH zoning.*

This site is within the study area for the Berryhill Small Area planning process that should be complete in January 2019. The preliminary findings from that process indicate that industrial uses should be limited to areas south and west of this site. The current, CS, zoning classification would be compatible with the preliminary findings which seem to promote low-density, commercial development along W 41st St S, between S 61st W Ave and S 47th W Ave.

Land Use Vision:

Land Use Plan map designation: N/A

Areas of Stability and Growth designation: N/A

Transportation Vision:

Major Street and Highway Plan: Both W 41st St S and S 49th W Ave are Secondary Arterials

Trail System Master Plan Considerations: None

4.2

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site is currently vacant land.*

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
W 41 st St S	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

<u>Location</u>	<u>Existing Zoning</u>	<u>Existing Land Use Designation</u>	<u>Area of Stability or Growth</u>	<u>Existing Use</u>
North	RS	N/A	N/A	Single-Family
South	CS	N/A	N/A	Vacant
East	CS	N/A	N/A	Commercial
West	RS	N/A	N/A	Single-Family

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 13788 dated February 4, 1977, established zoning for the subject property.

Subject Property:

CBOA-1100 August 1992: The Board of Adjustment **approved** a *special exception* to permit a flea market in a CS zoned district; and a *variance* of the all-weather surface parking, on property located at the northwest corner of West 41st Street South and South 49th West Avenue.

Z-4946 February 1977: All concurred in **approval** of a request for *rezoning* a 1.52± acre tract of land from RS-1 to CS on property located at the northwest corner of West 41st Street South and South 49th West Avenue. (Ordinance #13788 which amended 11821 dated June 26, 1970.)

Surrounding Property:

4.3

CBOA-2612 January 2017: The Board of Adjustment **approved** a *special exception* to allow auto repair and service in a CS district; and a *variance* of the screening requirement along the north lot line, on property located at the northeast corner of West 41st Street South and South 49th West Avenue.

CBOA-2352 November 2009: The Board of Adjustment **approved** a *special exception* to permit a church use (Use Unit 5) in an IL district (Section 910), on property located at 5010 West 41st Street South, west of the southwest corner of West 41st Street South and South 49th West Avenue.

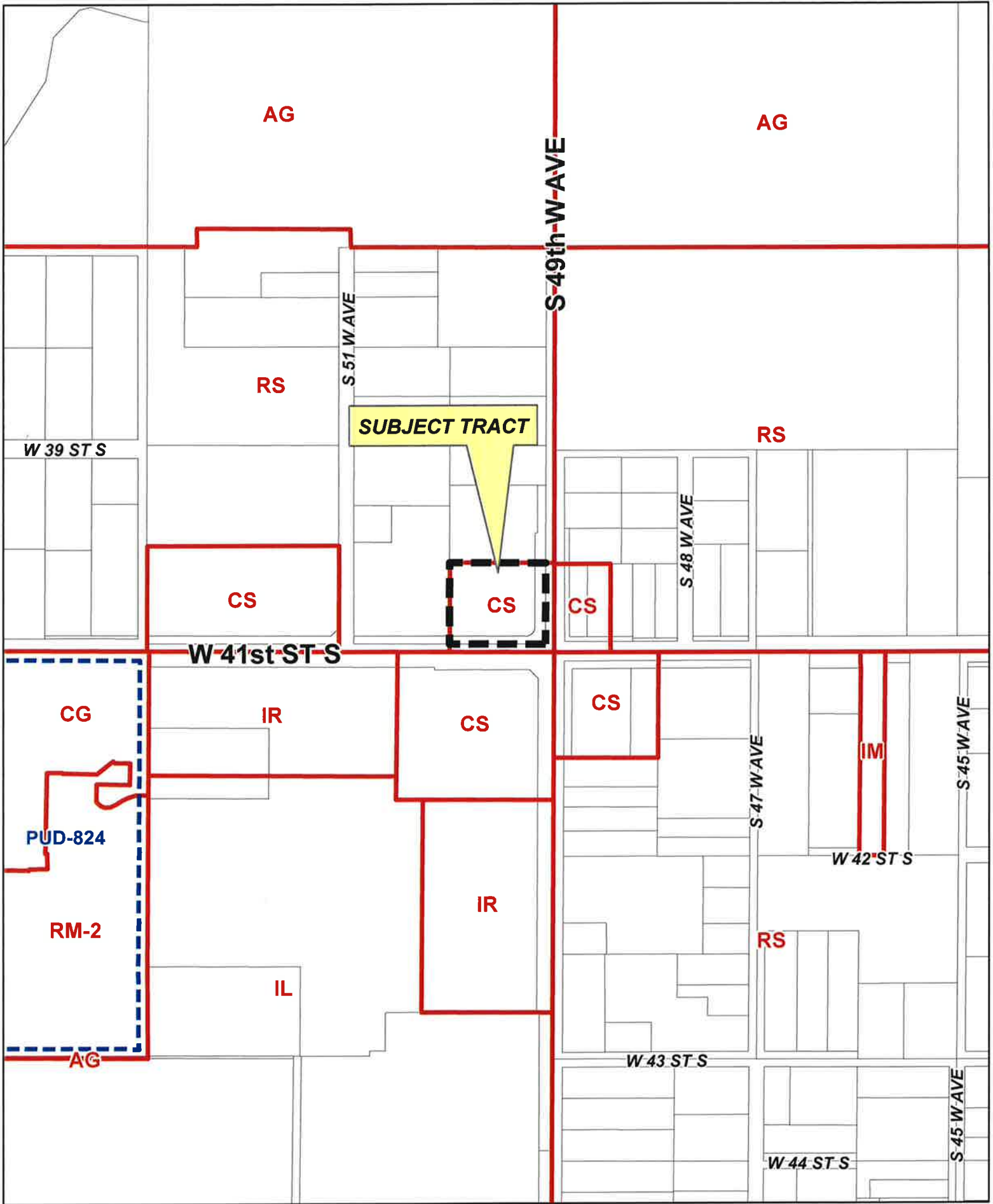
CBOA-2090 April 2004: The Board of Adjustment **approved** a *special exception* to permit an electrical contracting business in the CS district and **denied** a *special exception* to allow a gravel parking lot, on property located at the southeast corner of West 41st Street South and South 49th West Avenue.

CZ-327 August 2003: All concurred in **approval** of a request for *rezoning* a 13.53± acre tract of land from IR to IL for future light industrial uses on property located south and west of the southwest corner of West 41st Street South and South 49th West Avenue.

CZ-162 January 1988: All concurred in **approval** of a request for *rezoning* a 40± acre tract of land from AG to CS/IR/IL for commercial and light industrial, on property located on the southwest corner of W. 41st St. and S. 49th W. Ave.

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4.4



SUBJECT TRACT

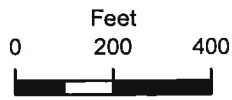


CZ-480

19-12 20

4.5





 Subject Tract

CZ-480

19-12 20

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

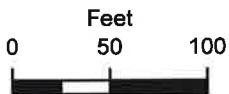
Aerial Photo Date: February 2018





S 49th W AVE

W 41st ST S



 Subject Tract

CZ-480
19-12 20

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

Aerial Photo Date: February 2018

4.7





Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7457

Hearing Date: November 7, 2018

Case Report Prepared by:

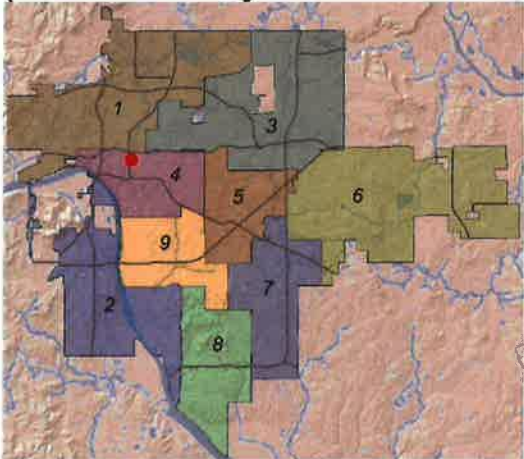
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Tulsa City Council

Property Owner: PRESLEY, MATTHEW

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Residential

Proposed Use: Mixed Use

Concept summary: Mixed use zoning from the City Council initiated request to support mixed use development in the area near the 6th and Peoria Bus Rapid Transit Station

Tract Size: 0.16 ± acres

Location: Northeast corner of East 5th Place South & South Norfolk Avenue

Zoning:

Existing Zoning: RM-2

Proposed Zoning: MX1-U-U

Comprehensive Plan:

Land Use Map: Downtown Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 9201

CZM: 36

Atlas: 8

City Council District: 4

Councilor Name: Blake Ewing

County Commission District: 2

Commissioner Name: Karen Keith

5.1

SECTION I: Z-7457

DEVELOPMENT CONCEPT: Applicant was notified by the City Council that he was inside the Bus Rapid Transit Mixed Use incentive area. He is taking advantage of the rezoning opportunity.

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
- Bus Rapid Transit Incentive Map

DETAILED STAFF RECOMMENDATION:

MX1 zoning is the least intensive MX district and is consistent with the downtown neighborhood land use designation and,

This site is part of the planned storm water detention improvement area in the Pearl District. However that detention facility is years away from implementation and,

MX1-U Zoning was recommended in the Bus Rapid Transit Study at this location and,

MX1-U-U is considered non-injurious to surrounding property owners therefore,

Staff recommends **Approval** of Z-7457 to rezone property from RM-2/ to MX1-U-U.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The planning effort on this area of Tulsa has been extensive. The current Small Area Plan and the Tulsa Comprehensive Plan supports the rezoning request for a high intensity development that MX1-U-U would allow. MX1-U-U zoning does not have a maximum floor area ratio, building heights or building setbacks. Many of these uses and the unlimited floor area are generally consistent with the Downtown Neighborhood vision in the Comprehensive Plan and the Auto Oriented Commercial designation in the 6th Street Infill Plan.

Land Use Vision:

Land Use Plan map designation: The site is completely inside the Downtown Neighborhood designation.

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

Areas of Stability and Growth designation: The site is completely inside the Area of Growth designation.

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:

East 5th Street South and South Norfolk Avenue are not illustrated on the major street and highway plan. 5th Street South connects to Peoria just east of this site where transit riders can connect to the Bus Transit system on Peoria approximately two blocks from the is site.

RELATIONSHIP TO THE SMALL AREA PLAN: (PEARL DISTRICT – 6TH STREET INFILL PLAN)

Small Area Plan Land Use Vision:

The site is completely included an Auto Oriented Commercial District defined in the 6th Street Infill Plan which was amended in April 2014. This Auto Oriented Commercial District was originally mixed use infill supporting the anticipated public investment in the regional detention facility. This site appears to be located in the planned storm water detention area however it is consistent with the Bus Rapid Transit system study supporting mixed use development.

The Auto Oriented Commercial district is defined as “Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region”

Small Area Plan-6th Street Infill Plan Land Use Map:

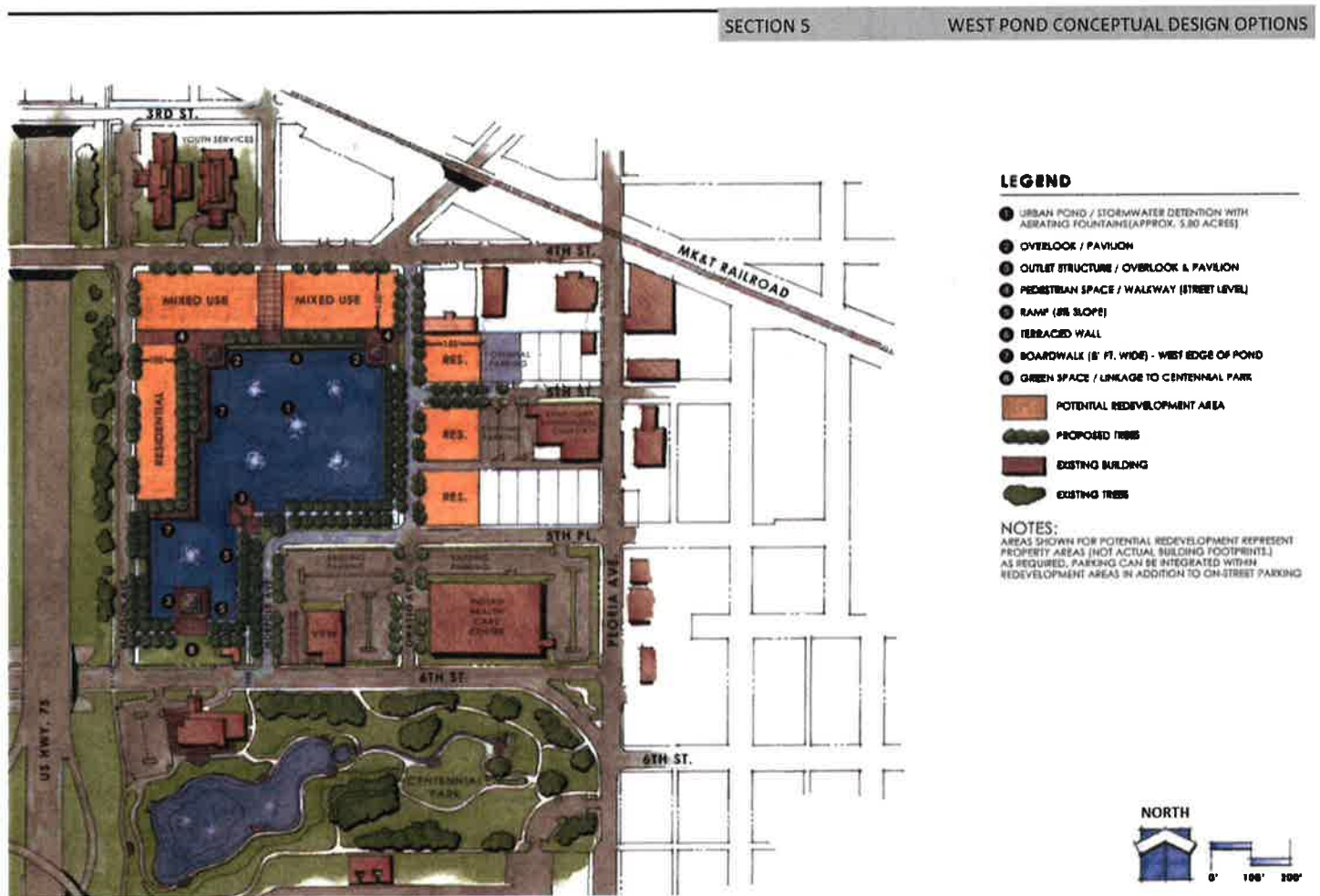
Latest amendments approved by Tulsa City Council approved 4/3/2014 indicate that this site is included in the Auto Oriented commercial area. That area is broadly defined as a commercial, office, high-intensity residential institutional, manufacturing and warehousing area which is usually located on primary arterial streets and highways. This economic model depends on vehicular access and visitors from throughout the region.

Special District Considerations:

Z-7447 is adjacent to the Regional Detention facility identified as the West Pearl Detention facility included in the March 2010 Elm Creek / 6th Street Drainage, Detention and Conveyance Plan. Within that plan a large detention facility was proposed with funding provided by several sources including a Vision 2025 funding package.

Concepts included in the 6th Street Conveyance plan provided images that proposed development of a regional detention facility west of this site could affect future site development. Concept 2 as illustrated below is currently the most desirable option as identified for the West Pond in the Elm Creek conceptual Design report dated March 2018.

Concept Plan #2:



West Pond - Option 2

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The existing structure on the site is a mixed use building with a single family residential component with commercial style frontage on the façade facing S. Norfolk.

5.4

Street view from intersection of S. Norfolk at East 5th Street:



Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Norfolk	None	50 feet	2
East 5 th Street South	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	RM-2	Downtown Neighborhood	Growth	Empty lot
East	RM-2	Downtown	Growth	Detached house

		Neighborhood		
South	CH	Downtown Neighborhood	Growth	Surface parking lot
West	RM-2	Downtown Neighborhood	Growth	Empty lot

SECTION III: Relevant Zoning History

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

Subject Property:

BOA-1888 March 1947: The Board of Adjustment approved permission to extend a nonconforming use on Lot 7, Block 7, Central Park Place Addition, recommending that extension be limited to a one-story addition not to exceed 14' x 23' in size, to be used for expansion of grocery business currently in operation, on property located at the northeast corner of East 5th Place South & South Norfolk Avenue, the subject property.

Surrounding Property:

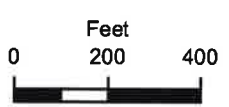
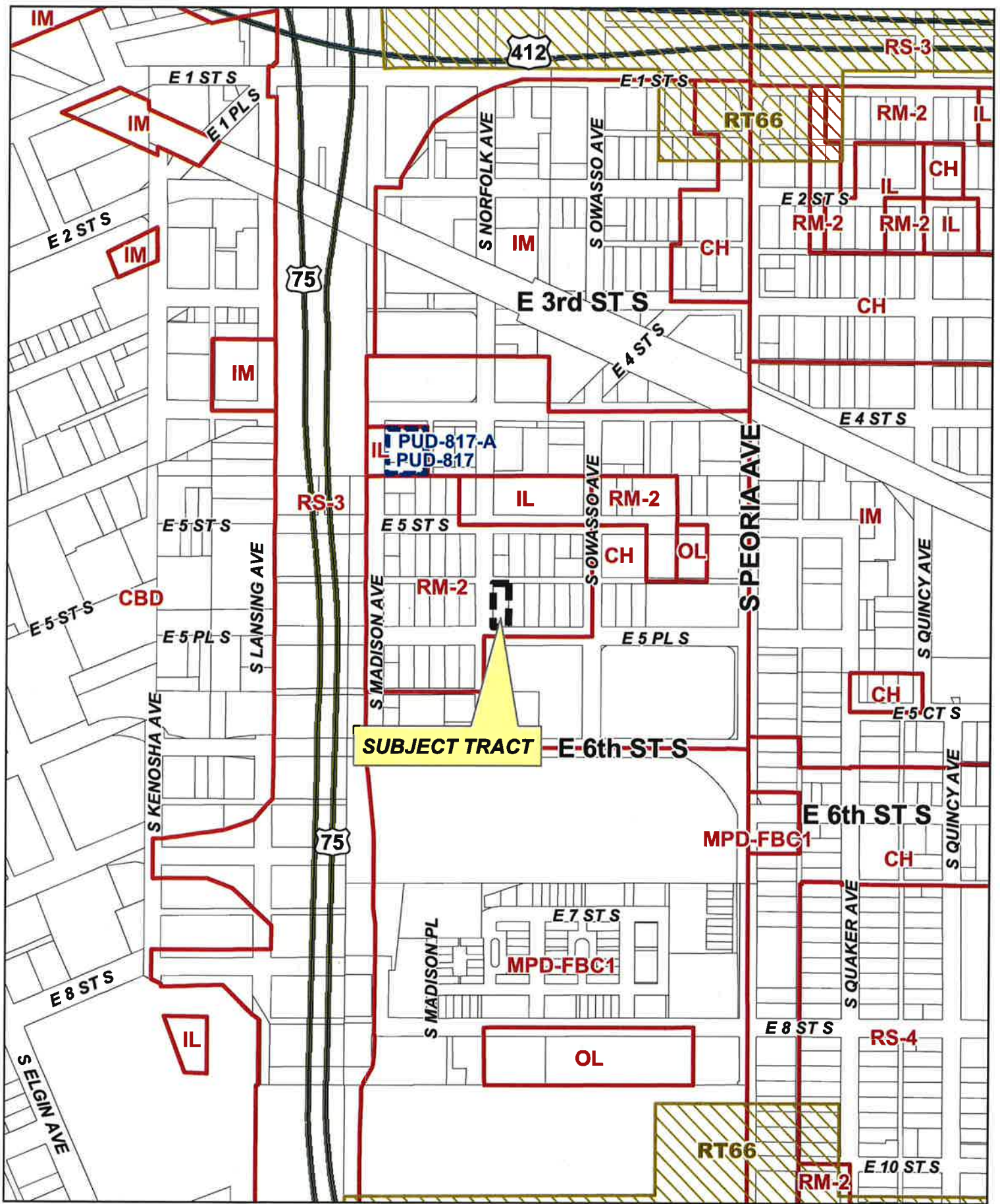
Z-7447 September 2018: All concurred in **approval** of a request for *rezoning* a .65± acre tract of land from OL/RM-2 to CH for a medical office, on property located on the southwest corner of South Peoria Avenue & East 5th Street South.

Z-7277 October 2014: All concurred in **approval** of a request for *rezoning* a .5± acre tract of land from CH to IL for a microbrewery, on property located southeast corner of East 4th St. South & South Madison Ave.

PUD-817 October 2014: All concurred in **approval** of a proposed *Planned Unit Development* on a .5± acre tract of land for uses allowed in a CH district and Use Unit 26, limited to a micro-brewery, on property located southeast corner of East 4th St. South & South Madison Ave.

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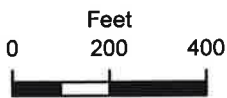


Z-7457

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Subject Tract

Z-7457

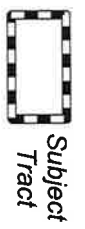
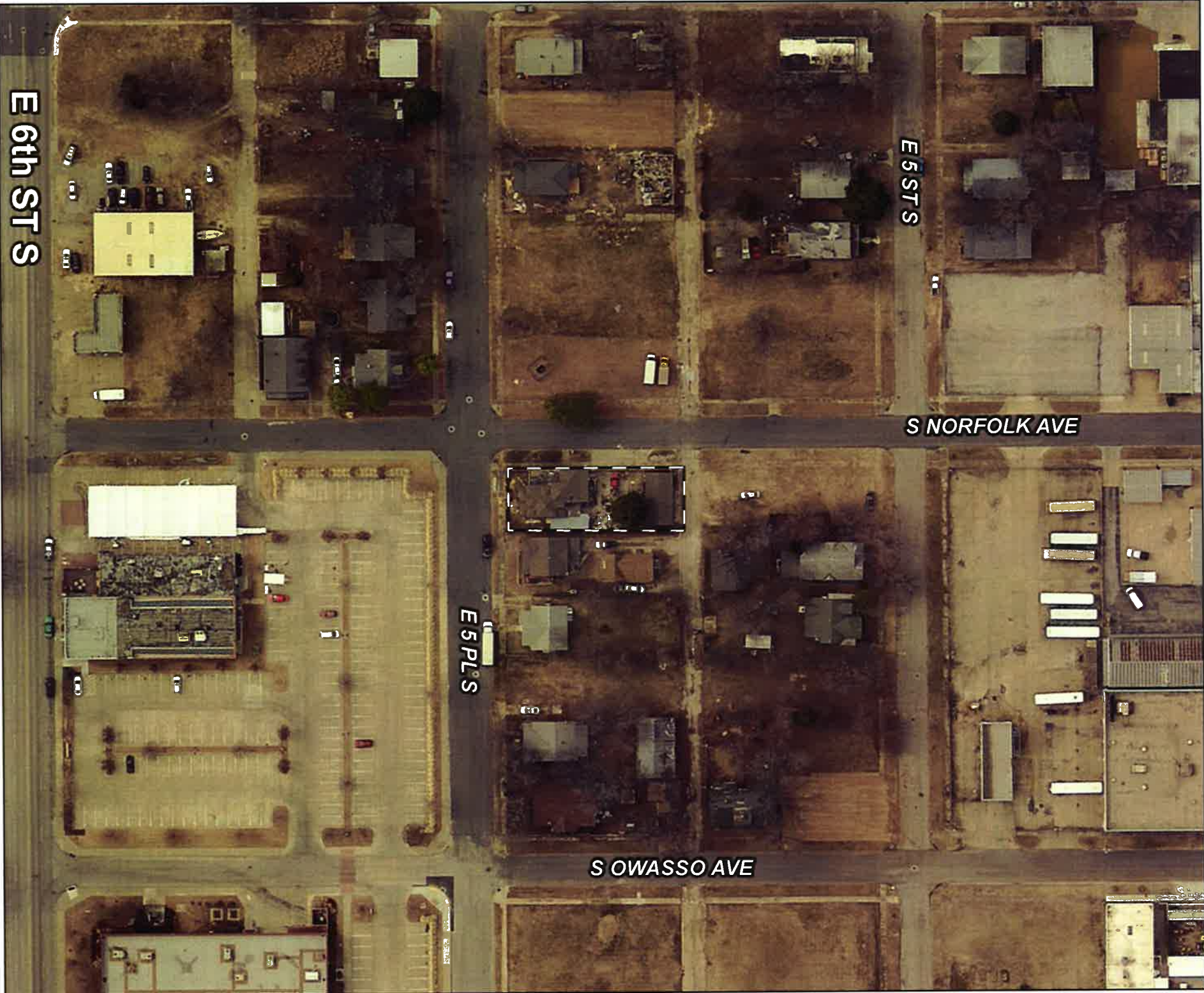
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Aerial Photo Date: February 2018

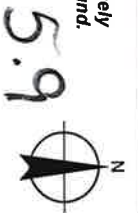
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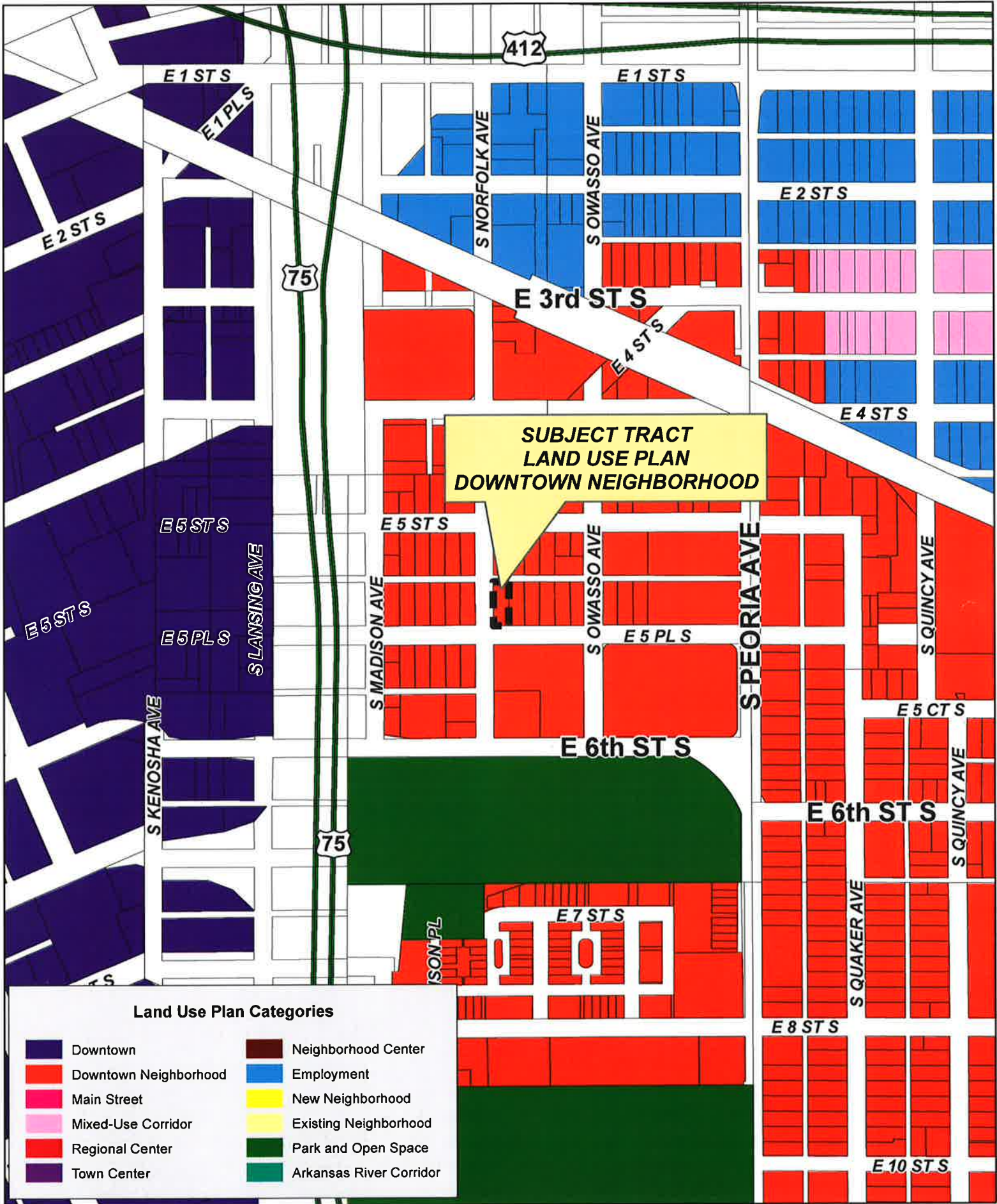


Z-7457
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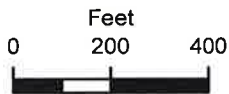
Note: Graphic overlays may not precisely align with physical features on the ground.
Aerial Photo Date: February 2018



5.9

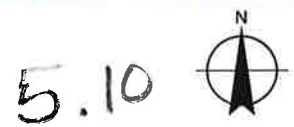


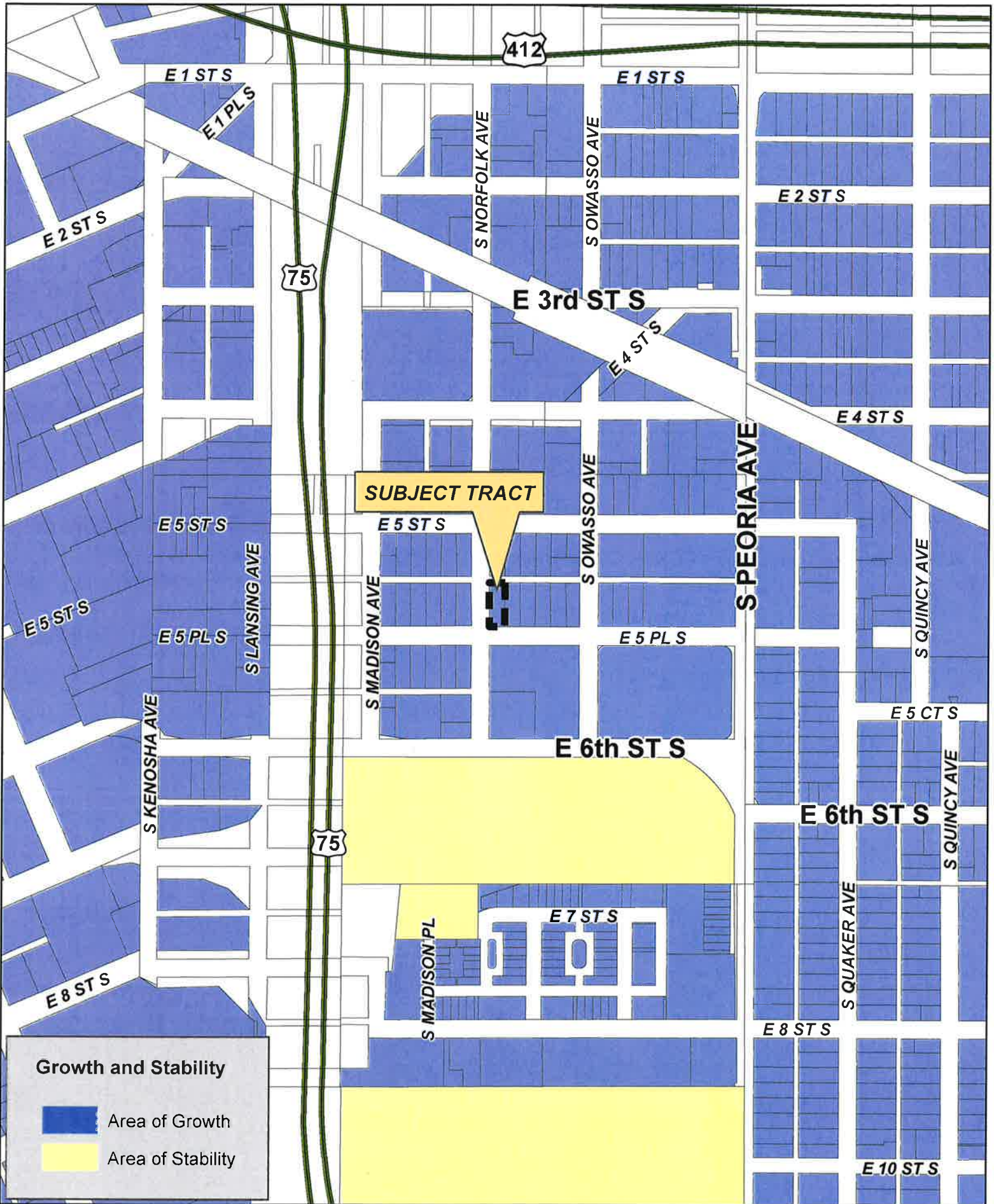
**SUBJECT TRACT
LAND USE PLAN
DOWNTOWN NEIGHBORHOOD**



Z-7457

19-12 01

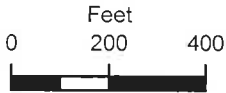
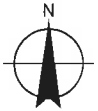


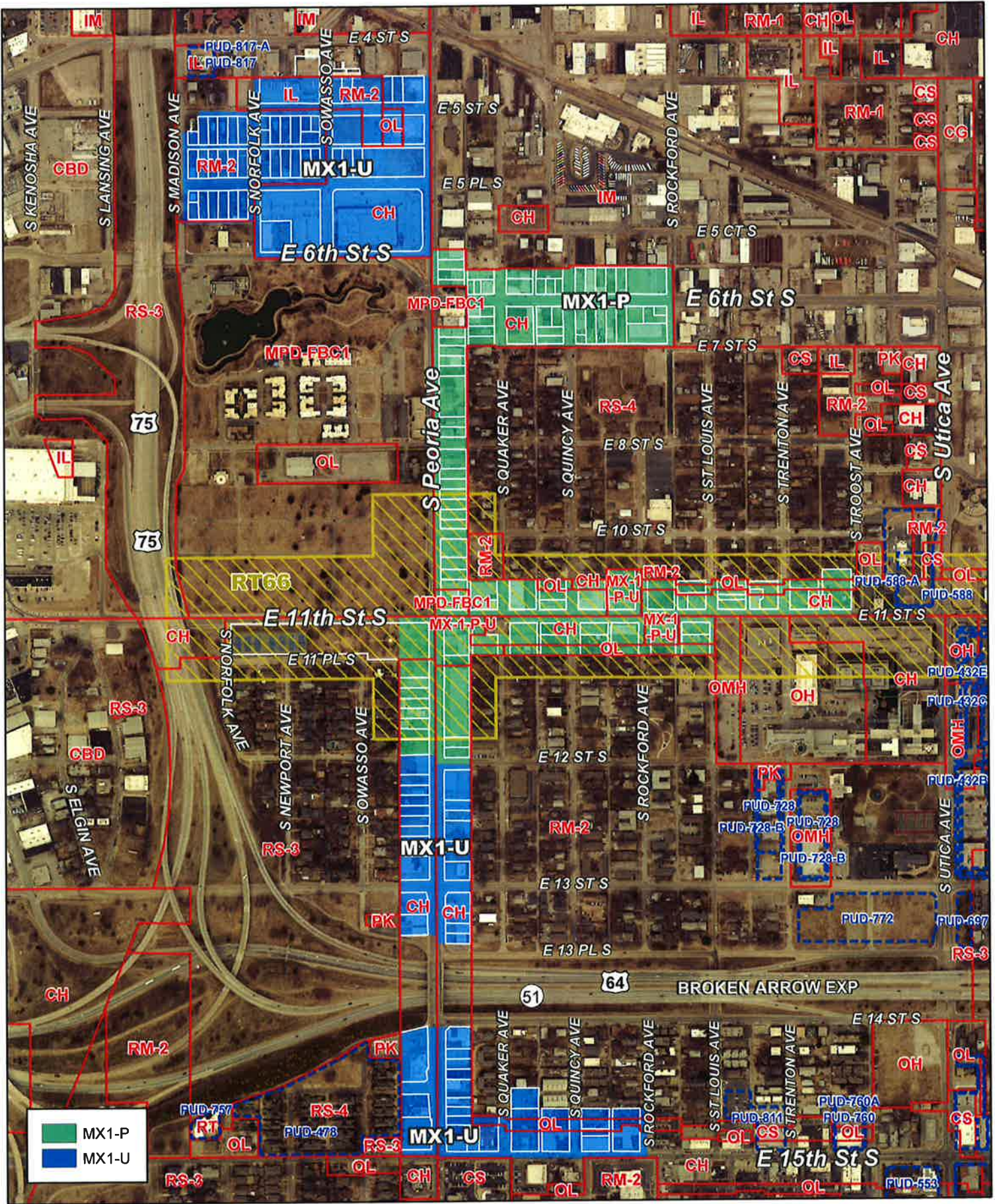


Z-7457

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5.11

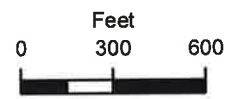




Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

11th Street



5.12



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7458

Hearing Date: November 7, 2018

Case Report Prepared by:

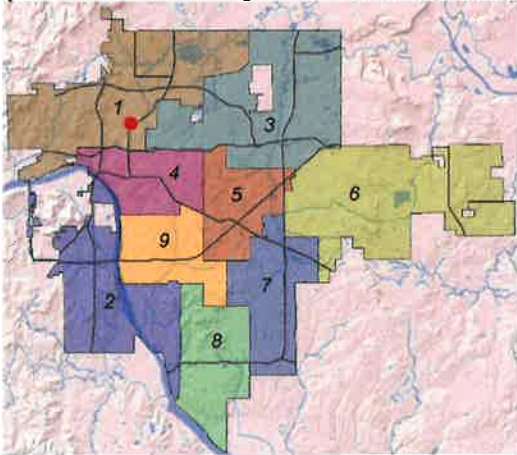
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Tulsa City Council c/oTerry McGee

Property Owner: MCGEE ENTERPRISES INC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: office

Proposed Use: Mixed-use

Concept summary: Clean up zoning for a building that has two zoning categories with Board of Adjustment special exceptions.

Tract Size: 0.25 ± acres

Location: South of the Southwest corner of East Pine Street & North Norfolk Avenue

Zoning:

Existing Zoning: RM-1,OL

Proposed Zoning:

MX1-U-U (staff recommends denial)

MX1-V-U (staff recommends approval)

Comprehensive Plan:

Land Use Map: Mixed-Use Corridor

Stability and Growth Map: Area of Growth

Staff Recommendation:

The existing building is not consistent with the build-to requirements for MX1-U-U however the existing building is consistent with the build-to requirements in an MX1-V-U district.

Staff recommends approval of MX-1-V-U.

Staff Data:

TRS: 158

CZM: 28

Atlas: 116

City Council District: 1

Councilor Name: Vanessa Hall-Harper

County Commission District: 1

Commissioner Name: Mike Craddock

6.1

SECTION I: Z-7458

DEVELOPMENT CONCEPT: Rezoning requested to provide consistency with the land use vision of the Comprehensive Plan and for consistency with the zoning code.

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
Tulsa Bus Rapid Transit Mixed Use zoning Initiative Map (Pine Street)
Applicant Exhibits:
None

DETAILED STAFF RECOMMENDATION:

The existing building was permitted with Board of Adjustment special exceptions on a tract with existing OL and RM-1 zoning. MX1-U-U was the original request however it was determined during review that the existing building did not set within the build-to zone requirements of that district therefore we recommended denial of MX1-U-U and approval of MX1-V-U.

MX1-V-U is non-injurious to the surrounding properties and,

MX1-V-U is consistent with the anticipated development pattern in the area and,

MX1-V-U is consistent with Mixed Use Corridor land use designation therefore,

Staff recommends **Approval** of Z-7458 to rezone property from CS, RM-1, OL/ to MX1-V-U.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Mixed use zoning is consistent with the anticipated Mixed-use Corridor land use designation. This site was also shown on the Bus Rapid Transit Study as an area that could be rezoned to MX1-U.

Land Use Vision:

Land Use Plan map designation: Mixed-Use Corridor

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

6.2

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: None

Major Street and Highway Plan: None

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District considerations: This site is included in the Healthy Neighborhoods Overlay. MX zoning allows small box discount stores however the provisions of the overlay district are not affected by this zoning classification.

This site was included in the voluntary MX rezoning Program for the Peoria Avenue BRT reauthorization dated August 29th, 2018.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *A two story residential style office building has been constructed on a parcel that is zoned OL and RM-1.*

Street view from southeast corner looking northwest:
(See next page)

6.3



Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
North Norfolk Avenue	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	CS	Mixed Use Corridor	Growth	Office
East	PUD-722, OL, RM-1	Neighborhood Center	Growth	YMCA
South	IL	Employment	Growth	Funeral home
West	CS	Mixed Use Center	Growth	Surface parking for church

SECTION III: Relevant Zoning History

6.4

ZONING ORDINANCE: Ordinance number 11918 dated September 1, 1970, established zoning for the subject property.

Subject Property:

BOA-19421 August 2002: The Board of Adjustment **approved** a *variance* to allow a two-story structure in an OL district, with the condition to meet the parking requirements, on property located south of the southwest corner of East Pine Street & North Norfolk Avenue, the subject property.

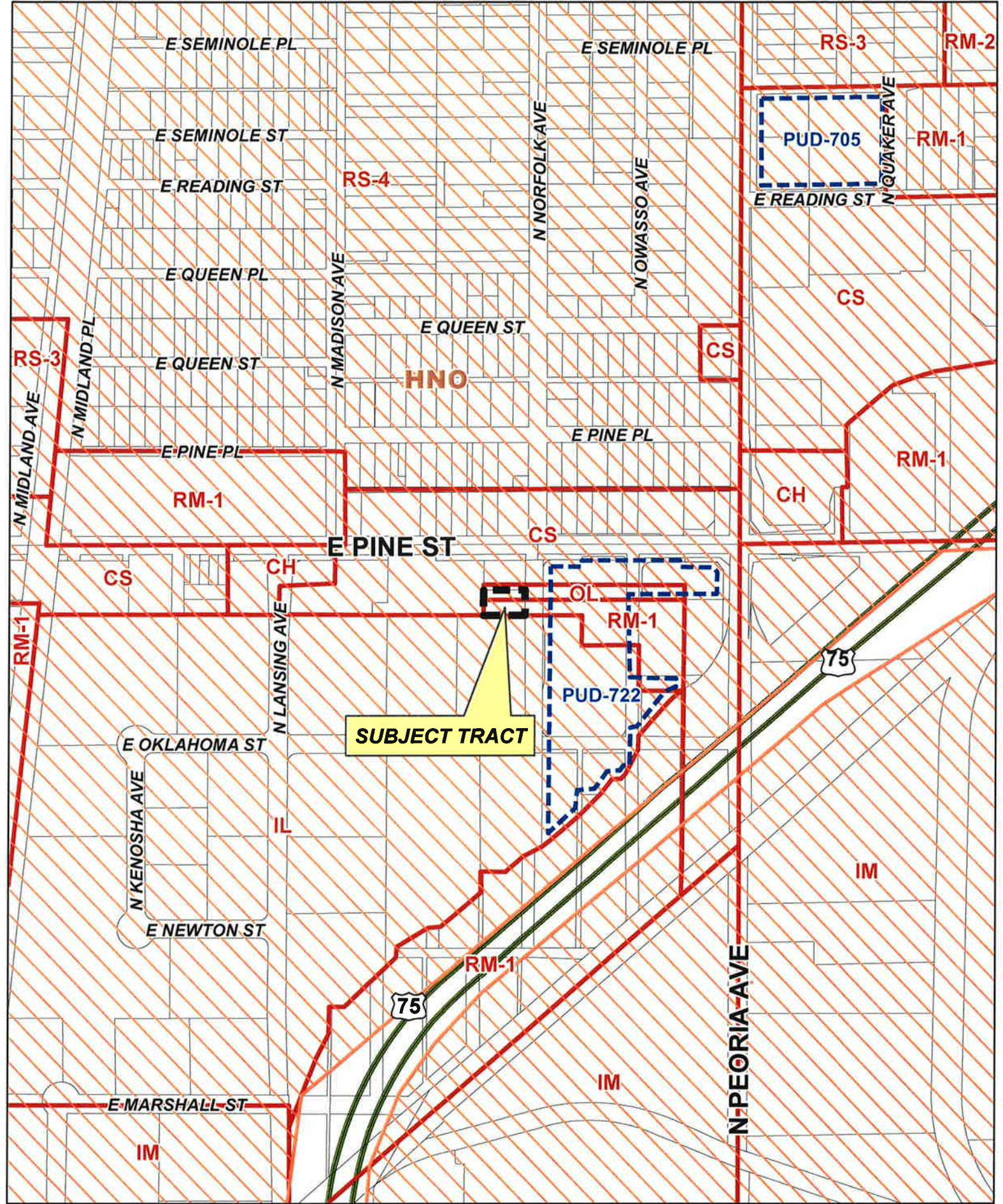
BOA-19195 September 2001: The Board of Adjustment **approved** a *special exception* to allow an office building (OL – Use Unit 11) to be built in an RM-1 area, on property located south of the southwest corner of East Pine Street & North Norfolk Avenue, the subject property.

Surrounding Property:

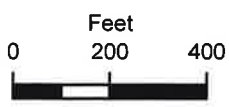
PUD-722 December 2005: All concurred in **approval** of a proposed *Planned Unit Development* on a 6.96± acre tract of land for a YMCA Community Center and Intergenerational Facility on property located west and south of the southwest corner of East Pine Street and North Peoria Avenue.

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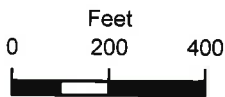
SUBJECT TRACT



Z-7458

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 Subject Tract

Z-7458

20-12 36

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

Aerial Photo Date: February 2018



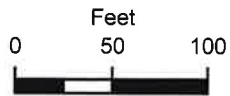
6.7



E PINE ST

N NORFOLK AVE

E OKLAHOMA ST



 **Subject Tract**

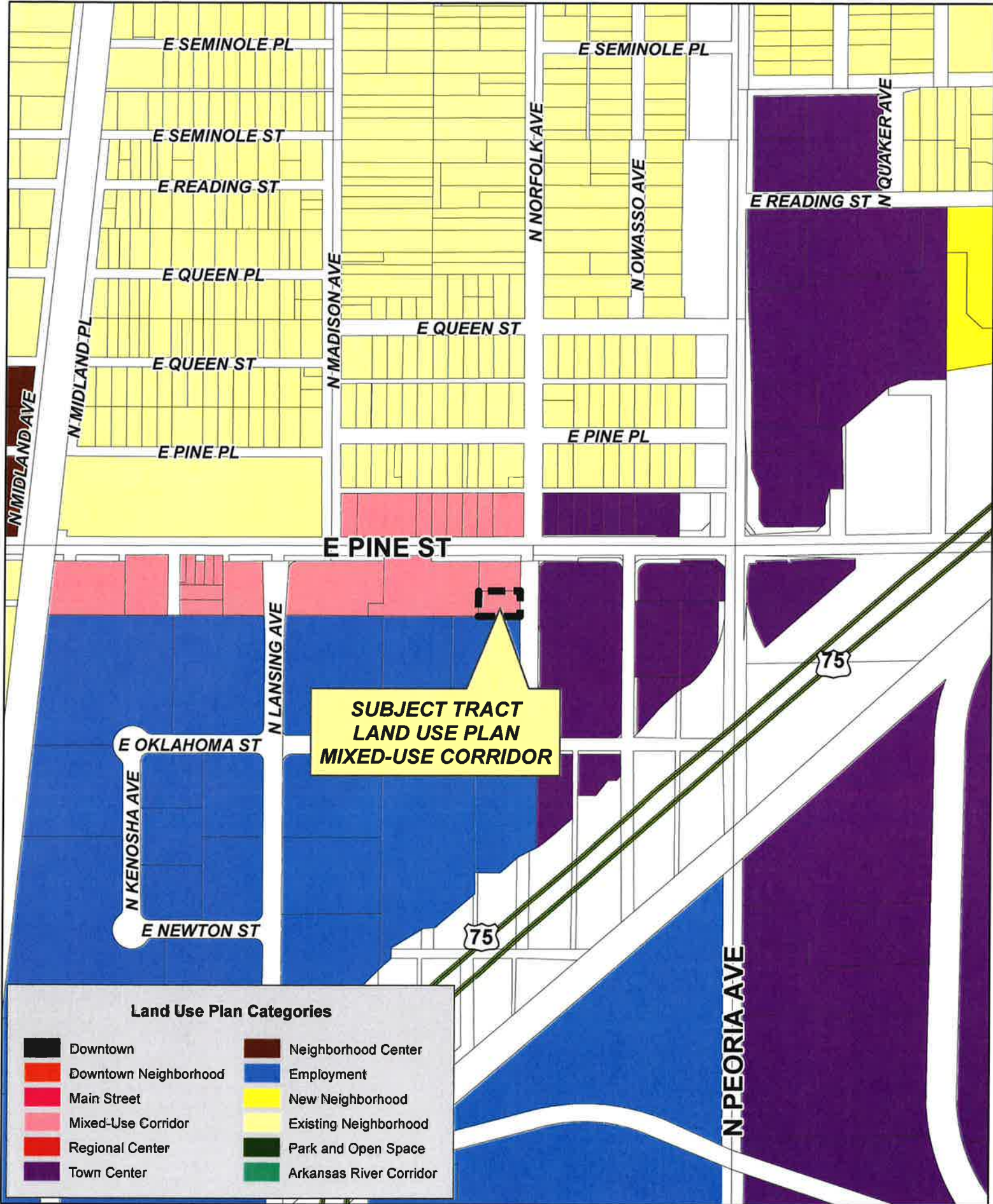
Z-7458

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

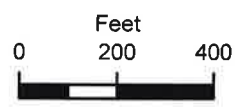
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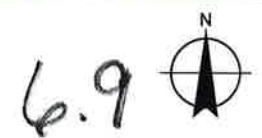
Land Use Plan Categories

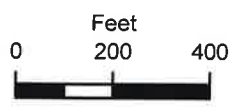
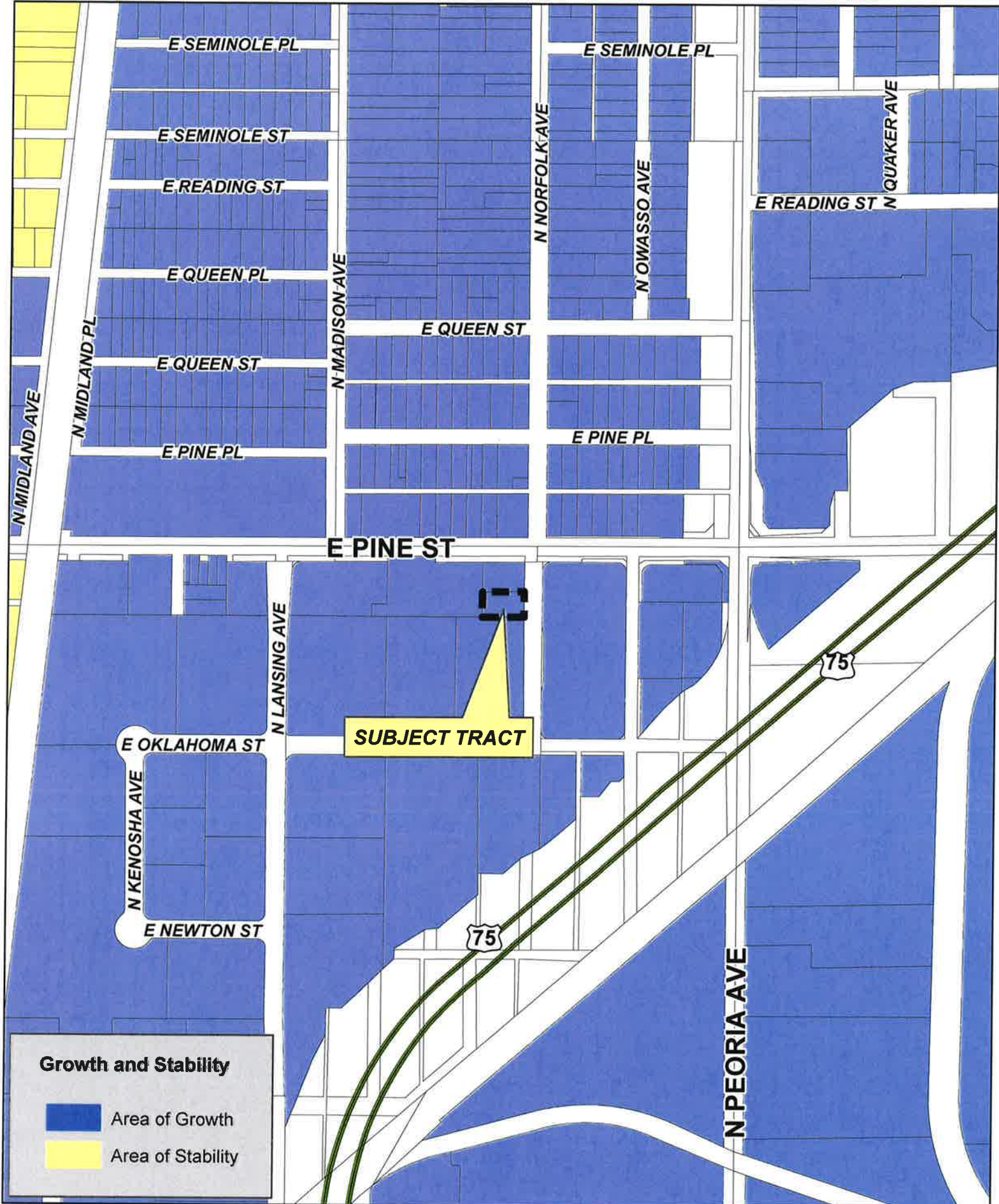
- | | |
|--|---|
|  Downtown |  Neighborhood Center |
|  Downtown Neighborhood |  Employment |
|  Main Street |  New Neighborhood |
|  Mixed-Use Corridor |  Existing Neighborhood |
|  Regional Center |  Park and Open Space |
|  Town Center |  Arkansas River Corridor |



Z-7458

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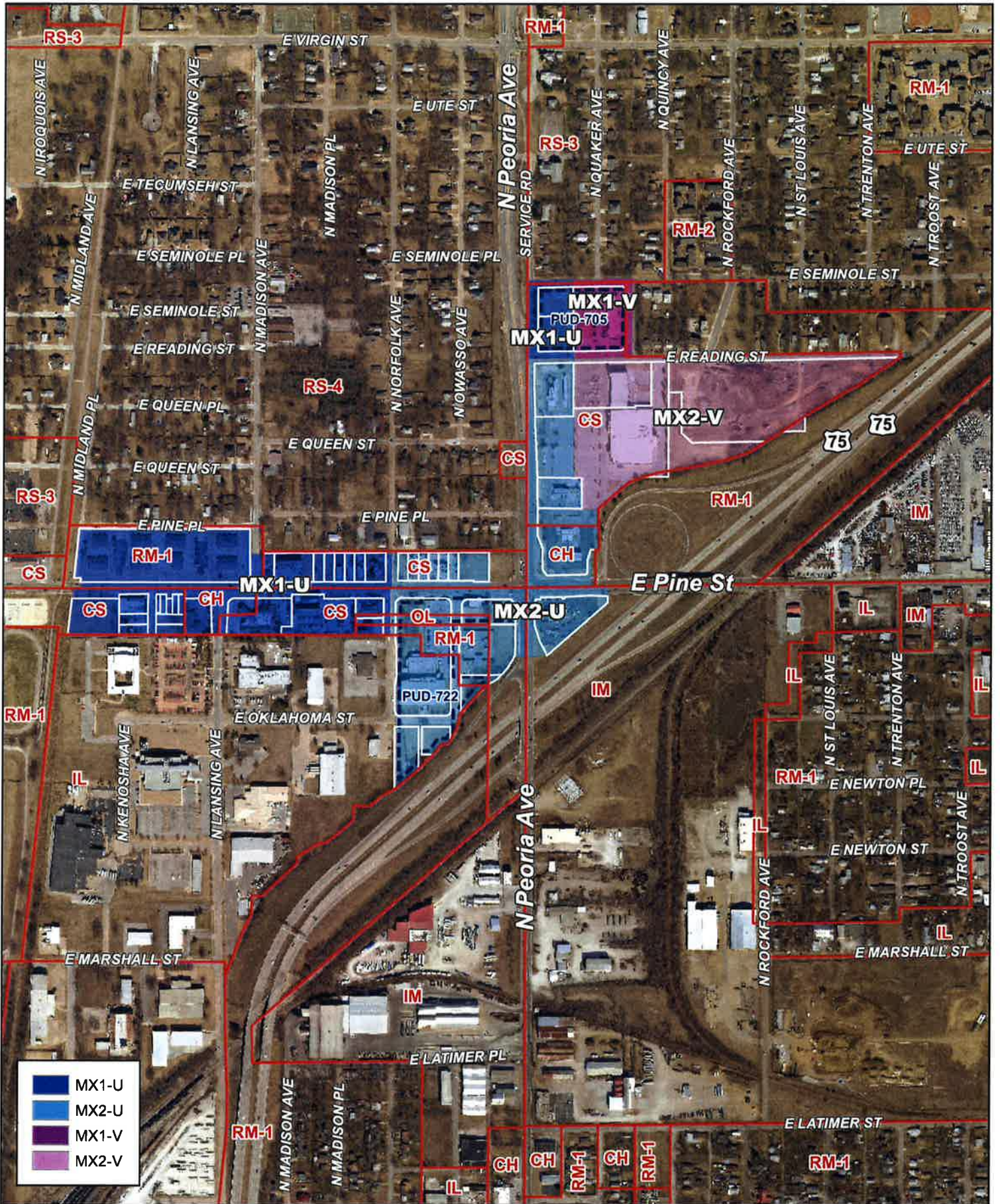




Z-7458

20-12 36

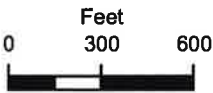




Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2016

Pine Street



6.11



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7459

Hearing Date: November 7, 2018

Case Report Prepared by:

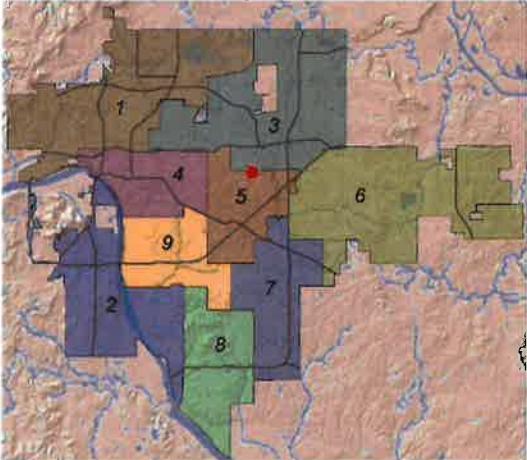
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Mirza Shahivand

Property Owner: SHAHIVAND, MIRZA

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Single Family Residential

Proposed Use: Commercial

Concept summary: Request for commercial zoning is supported by the Mixed-Use Corridor land use designation in the Comprehensive Plan

Tract Size: 1.13 ± acres

Location: South of southeast corner of East 11th Street South & South 79th East Avenue

Zoning:

Existing Zoning: RS-3

Proposed Zoning: CH

Comprehensive Plan:

Land Use Map: Mixed-Use Corridor, Town Center

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends denial of CH and approval of CS.

Staff Data:

TRS: 9311

CZM: 38

Atlas: 372

City Council District: 5

Councilor Name: Karen Gilbert

County Commission District: 2

Commissioner Name: Karen Keith

7.1

SECTION I: Z-7459

DEVELOPMENT CONCEPT:

Request for commercial zoning is supported by the mixed-use corridor land use designation in the Tulsa Comprehensive Plan. CH zoning was requested as a possible expansion of the CH zoning abutting the property adjacent to the north and east sides of 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-7459 requesting CH zoning is near the southern edge of a mixed-use corridor which supports commercial uses and,

CH zoning allows objectionable uses that are not consistent with the expected development pattern at this location and,

CH zoning allows uses that staff considers injurious to the single-family neighborhood south of the site however,

CS zoning allows uses and densities that are appropriate in a mixed-use corridor and are not injurious to the proximate properties and,

CS zoning is consistent with the expected development pattern in the area therefore,

Staff recommends Denial of Z-7459 to rezone property from RS-3/ to CH however, **staff recommends Approval of CS zoning.**

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Commercial zoning is consistent with the Mixed-Use Corridor land use designation.

Land Use Vision:

Land Use Plan map designation: Mixed-Use Corridor

A Mixed-Use Corridor is a plan category used in areas surrounding Tulsa's modern thoroughfares that pair high capacity transportation facilities with housing, commercial, and employment uses. The streets usually have four or more travel lanes, and sometimes additional lanes dedicated for transit and bicycle use. The pedestrian realm includes sidewalks separated from traffic by street trees, medians, and parallel parking strips. Pedestrian crossings are designed so they are highly visible and make use of the shortest path across a street. Buildings along Mixed-Use Corridors include windows and storefronts along the sidewalk, with automobile parking generally located on the side or behind. Off the main travel route, land uses

7.2

include multifamily housing, small lot, and townhouse developments, which step down intensities to integrate with single family neighborhoods.

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 site development

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: Previously this property has been single family residential and is surrounded by commercial properties west, north and east.

Environmental Considerations: None

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
South 79 th East Avenue	None	50 feet	2 narrow lanes with out curb and gutter

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

7.3

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	CH with Route 66 overlay	Town Center	Growth	Commercial
East	CH with route 66 overlay	Mixed Use Corridor	Growth	Commercial
South	RS-3 and CS	Mixed Use Corridor	Growth	Single household / detached dwelling
West	CS	Mixed Use Corridor	Growth	Commercial

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11816 dated June 26, 1970, established zoning for the subject property.

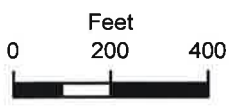
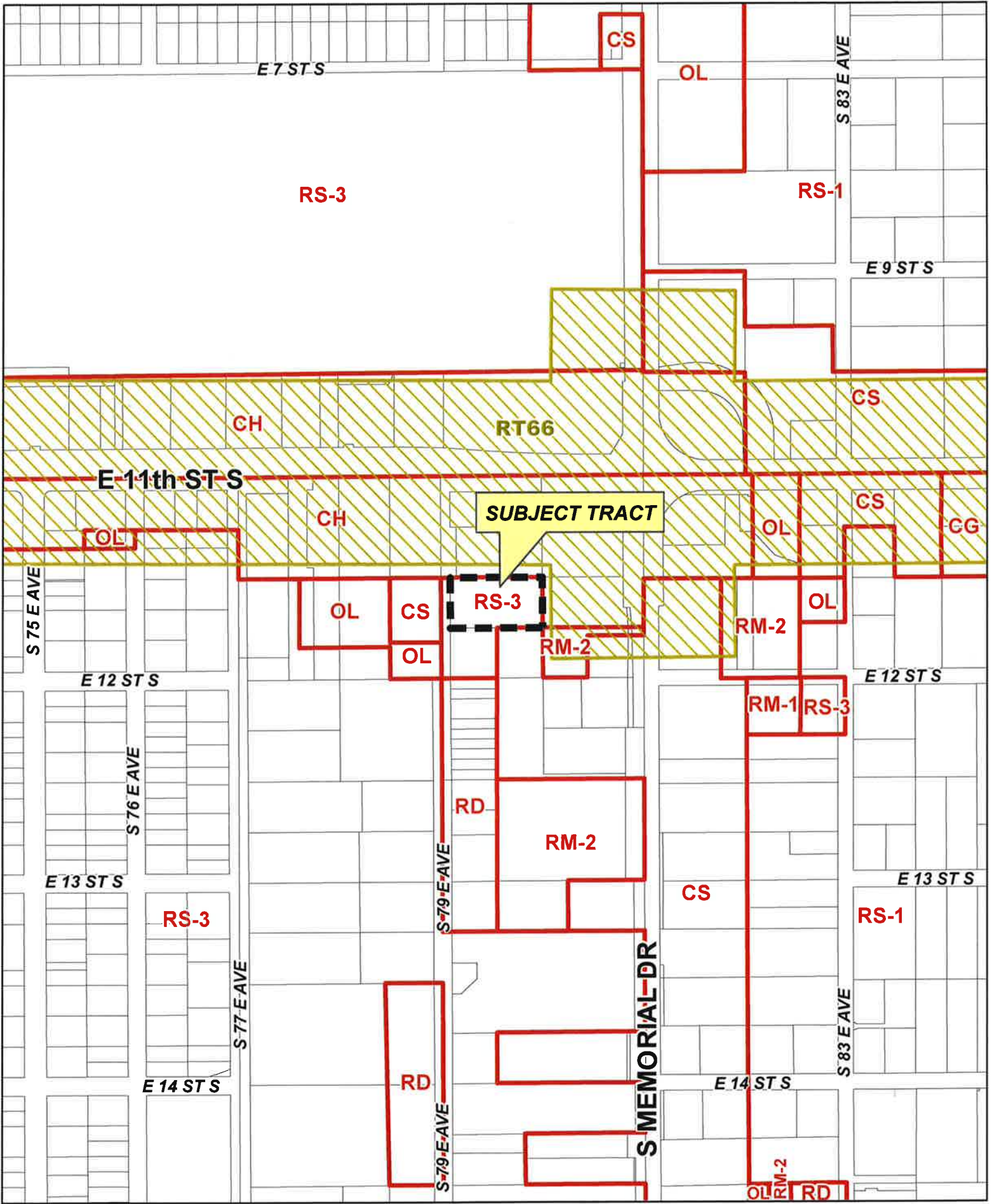
Subject Property: No relevant history

Surrounding Property:

Z-7153 May 2010: All concurred in **approval** of a request for *rezoning* a .56± acre tract of land from RS-3 to CS on property located south and west of the southwest corner of East 11th Street South and south Memorial Drive, abutting the subject property to the south.

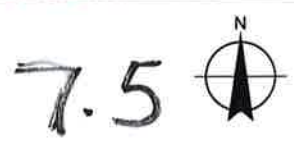
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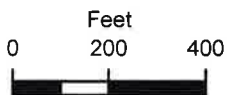
7.4



Z-7459

19-13 11





Subject
Tract

Z-7459

19-13 11

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

Aerial Photo Date: February 2018

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E 11th ST S

E 11th ST S

S79EAVE



Subject Tract

Z-7459

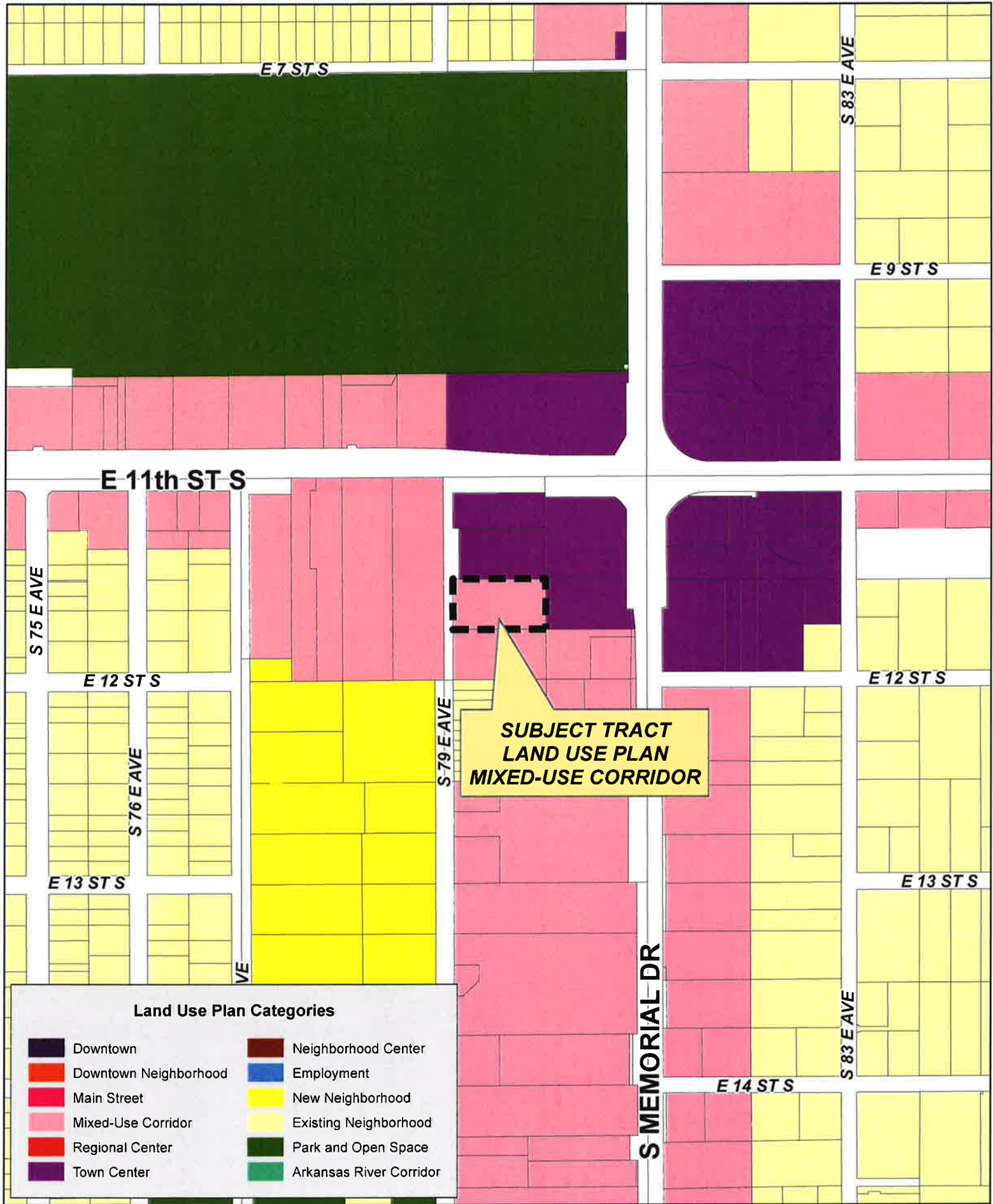
19-13 11

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

Aerial Photo Date: February 2018

7.7

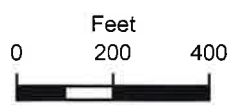




**SUBJECT TRACT
LAND USE PLAN
MIXED-USE CORRIDOR**

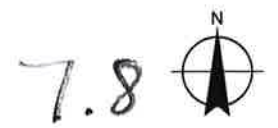
Land Use Plan Categories

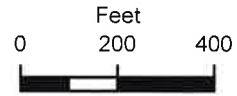
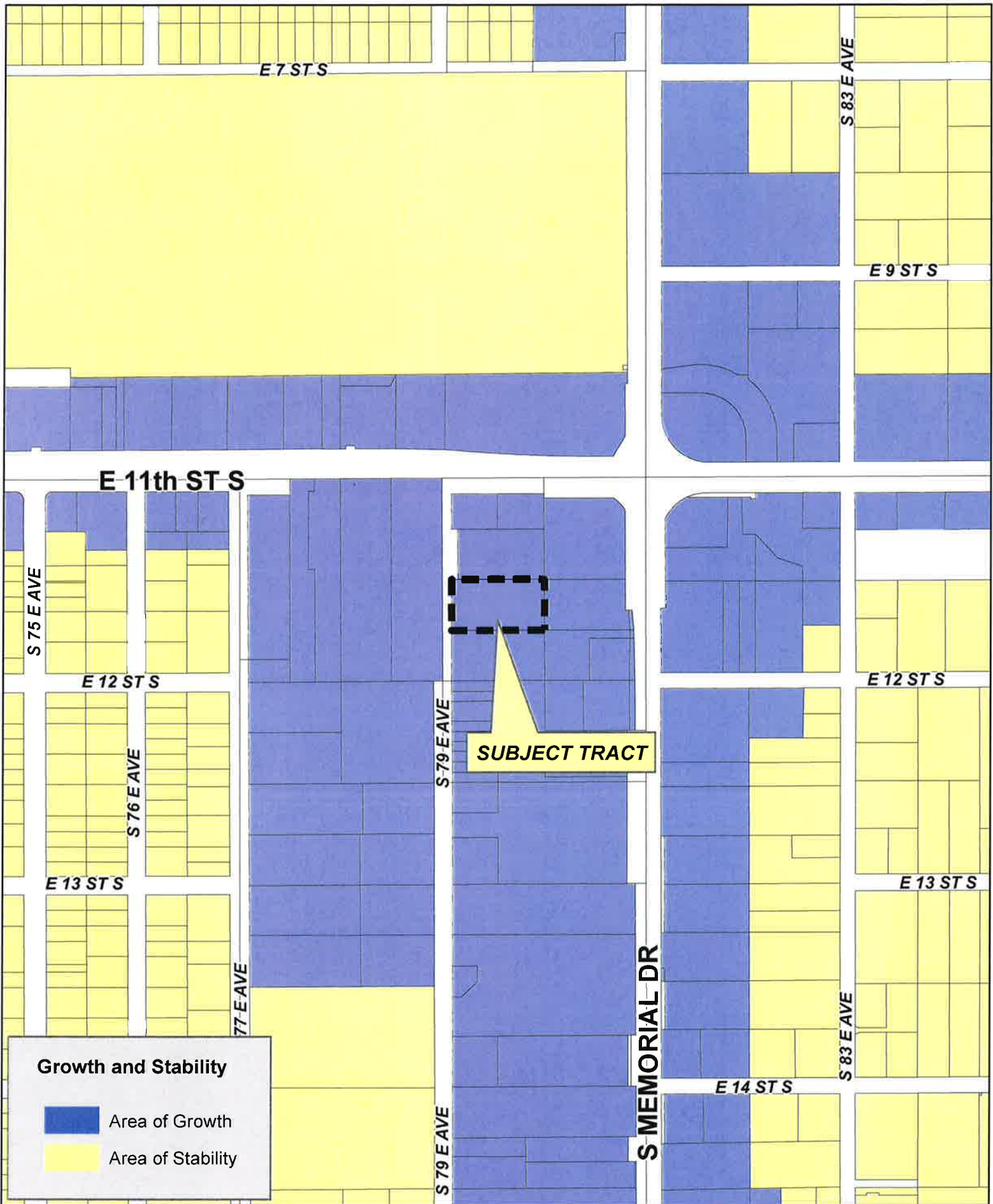
 Downtown	 Neighborhood Center
 Downtown Neighborhood	 Employment
 Main Street	 New Neighborhood
 Mixed-Use Corridor	 Existing Neighborhood
 Regional Center	 Park and Open Space
 Town Center	 Arkansas River Corridor



Z-7459

19-13 11





Z-7459

19-13 11





Tulsa Metropolitan Area Planning Commission

Case Number: Z-7460 with optional development plan. (Related to The Estates of Tulsa Hills preliminary plat.)

Hearing Date: November 7, 2018

Case Report Prepared by:

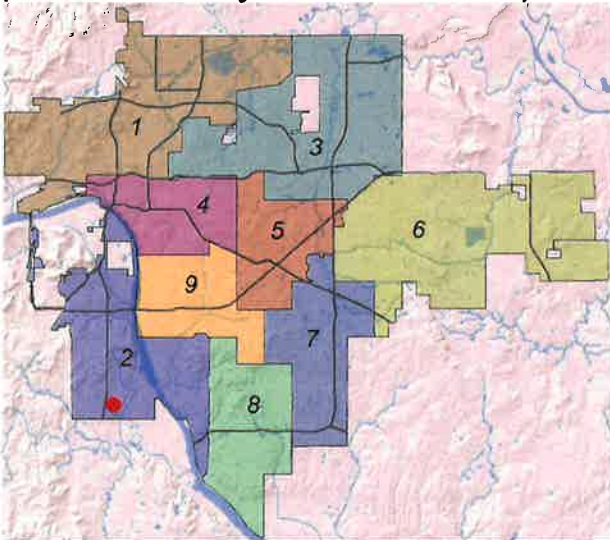
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Randy Branstetter

Property Owner: ESTATES AT TULSA HILLS LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: AG

Proposed Use: Private Street Gated Residential Subdivision

Concept summary: Rezone property to allow single family residential development and include an optional development plan to allow private streets and a gated subdivision greater than 20 acres.

Tract Size: 40 ± acres

Location: North of the northeast corner of West 91st Street South & South Maybelle Avenue

Zoning:

Existing Zoning: AG

Proposed Zoning: RS-1 with optional development plan for private streets.

Comprehensive Plan:

Land Use Map: New Neighborhood

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval of RS-1 with the optional development plan standards in Section II.

Staff Data:

TRS: 8214

CZM: 51

Atlas:

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

8.1

SECTION I: Z-7460

APPLICANTS DEVELOPMENT CONCEPT:

The Estates at Tulsa Hills is a proposed residential development submitted as an Optional Development Plan with underlying zoning of RS-1, pursuant to the provisions of the Tulsa Zoning Code. The site consists of approximately 40.4 acres located East of South Maybelle Avenue in between the blocks of 86th St S and 89th St S. The site is bounded on the north by agricultural land with cattle still being kept along with a private cemetery, on the west by Winchester Park Residential subdivision, on the South by several multiple acreage agricultural tracts (also with cattle) and on The East by a severe slope down to FEMA floodplain land. The development has approximately 1326 feet of frontage on the Right of Way for Maybelle Avenue.

The site has tree cover over approximately seventy five percent of the property and is characterized by rolling terrain. An existing pond accepts overland drainage from the West of the site and from the North of the site then drains to the South thru several agricultural acreages with ponds then eventually draining into Hagar Creek, which is a major drainageway, located to the East & Southeast of the site. Within the proposed development a new wet detention pond is proposed on the South border of the property to meet City of Tulsa stormwater control requirements and to maintain some of the natural beauty of the existing site.

The proposed, The Reserve at Tulsa Hills optional development plan would allow for a maximum of 43 single-family detached homes on an average lot size of almost three quarters of an acre. The Estates at Tulsa Hills will be a private gated neighborhood. The main access point will be derived from an entrance on South Maybelle Avenue. The subdivision will consist of a private street system located within a dedicated reserve area and utility easement. An emergency access point will be located at the southern portion of the subdivision with direct access to Maybelle Avenue. The private street system will flow through the development allowing the street system to take advantage of the site's natural physical characteristics. This will afford several the project homesites visual and pedestrian access to the adjacent wooded reserve areas located thru the middle of the project site.

Additionally, this project will extend Maybelle Avenue, South from its existing ending point about 86th St South all the way to connect to 91ST Street.

The Development Concept is designed to enable the creation of a residential development which will create harmony and continuity within the project itself. In addition, The Estates at Tulsa Hills is surrounded by a significant amount of native open space and floodplain, therefore

8.2

enhancing the marketability and desirability of the homes within the subdivision.

A Homeowners' Association is to be established at The Estates at Tulsa Hills, whose responsibilities will include the maintenance of the landscaped entries, private streets, perimeter fencing, and any common areas.

EXHIBITS:

INCOG Case map

INCOG Aerial

Tulsa Comprehensive Plan Land Use Map

Tulsa Comprehensive Plan Areas of Stability and Growth Map

Applicant Exhibits:

Concept Plan (Preliminary Plat for The Estates at Tulsa Hills)

SECTION II: Optional Development Plan Standards:

GENERAL PROVISIONS:

1. All uses, supplemental regulations, residential building types, lot and building regulations, and other relevant regulations shall conform with the provision of the Tulsa Zoning Code for development in an RS-1 zoning district.
2. The entire optional development plan may be served by private streets with a maximum land area of 40.4 +/- acres as defined in the legal description.

PRIVATE STREETS AND MAINTENANCE OBLIGATIONS FOR COMMON AREAS AND IMPROVEMENTS:

1. All lots within the subdivision shall include direct vehicular access to either a public street or a private street. All private streets shall be in a reserve area as defined on the face of the final plat.
2. All operations and maintenance responsibilities for improvements in reserve areas shall be assigned to a Home Owners Association. The reserve area language in the plat shall include provisions that provide common use and benefit of the owners of the residential lots, their guest and invitees for providing vehicular and pedestrian access to and from the various residential lots and to and from public streets.
3. Provisions shall be made to allow access to the City of Tulsa, the United States Postal Service, private parcel delivery services, public utility providing service to the subdivision and to any refuse collection service which provides service within the subdivision the right to enter and traverse the private street and to operate thereon all service, emergency and allow government vehicles including, but not limited to, police and fire vehicles and equipment.
4. Provisions shall be made to permit access for future vehicular and pedestrian connectivity as may be allowed by the Home Owners Association or as may be required by the City of Tulsa to allow abutting property owners, their guest and invitees, access from and to properties on the north, east and south abutting property through The Estates at Tulsa Hills.

8.3

5. Private streets and sidewalks abutting private streets shall be constructed to meet or exceed the City of Tulsa Engineering standards for minor residential streets and must satisfy the provisions of the Tulsa Metropolitan Area Subdivision and Development Regulations.
6. Private streets intersecting with public streets must have a vehicle turn around area before any entrance gate that allows a complete turnaround completely outside the street right of way of the intersecting public streets. Gate designs, security systems and access controls must be reviewed and approved by the technical advisory committee before installation.
7. Street improvements to South Maybelle Avenue meeting or exceeding the minimum standards of a residential collector street including its required sidewalks shall be completed from the current end of pavement on South Maybelle Avenue to 91st prior to issuing residential building permits.

PLATTING REQUIREMENT:

A final plat meeting or exceeding the minimum standards of the City of Tulsa shall be filed at the Tulsa County Courthouse prior to receipt of any residential building permit.

DETAILED STAFF RECOMMENDATION:

Z-7460 requesting RS-1 zoning is consistent with the new neighborhood land use designation of the Tulsa Comprehensive Plan and,

RS-1 zoning is consistent with the West Highlands small area plan desire for large lot development at this location and,

Staff supports single family residential development and intensities as requested by Z-7377 however the street network that is shown on the conceptual plan will not allow future connectivity North, East or South of this site. Staff recommends amending the conceptual plan provided to allow vehicular and pedestrian connectivity from the east and north and south.

RS-1 zoning is consistent with the expected development pattern in the area,

Staff recommends **Approval** of Z-7460 as outlined in Section I above.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: The Comprehensive Plan recognizes this site as a new neighborhood. RS-2 zoning is a compatible use in the New Neighborhood designation.

Land Use Plan map designation: New Neighborhood

“The New Neighborhood residential building block is comprised of a plan category by the same name. It 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

8.4

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: Extension of South Maybell from the south west corner of the site to South 91st Street has been required as part of the IDP plan process.

Trail System Master Plan Considerations: None

Small Area Plan: West Highlands Small Area Plan

The small area plan recognizes that this area is included in the Riverside airport traffic pattern zone where high-density development is discouraged. Also, the small area plan recognizes that homebuilders in the area should be aware of the noise impacts of the airport, and construct homes accordingly.

The West Highlands Small Area Plan recognizes this area as a New Neighborhood.

One of the many concepts identified in the small area plan includes large lot development with street and pedestrian connectivity.

One of the goals identified in the small area plan recommends the extension of South Maybelle Avenue from 81st to 91st as private development occurs.

Special District Considerations:

The Federal Aviation Administration will require language on the face of the plat to inform property owners that Jones/Riverside airport is near the area and they will be affected by the airport operations.

Historic Preservation Overlay: none

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is partially wooded with a mix of steep terrain and some grass pasture areas. The western third of the site is bisected by an intermittent creek that has existing ponds.

Environmental Considerations:

8.5

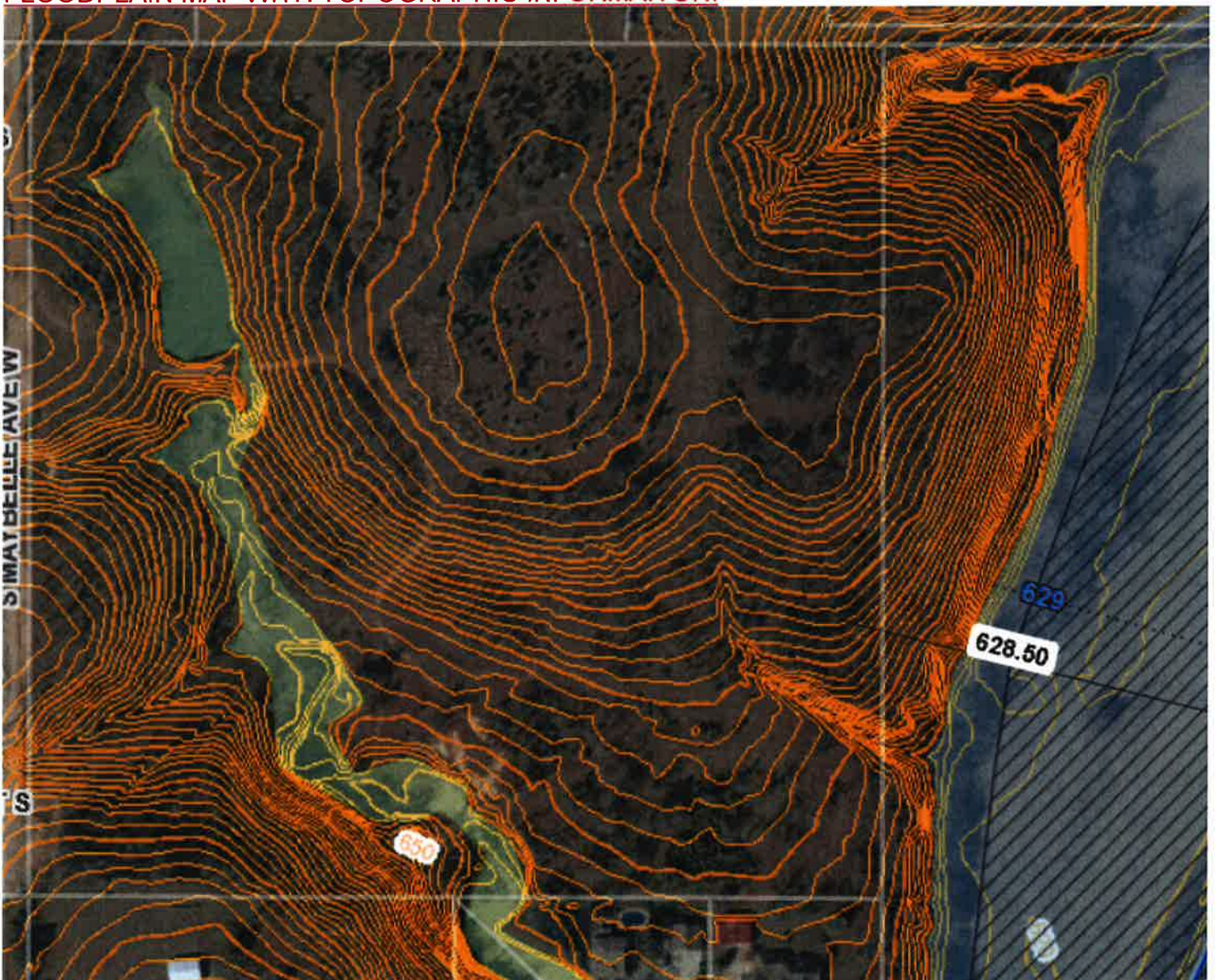
The flood plain area is a City of Tulsa Regulatory floodplain. The site is not affected by FEMA floodplain regulations. The terrain and floodplain area will impact building and street placement along with special considerations for utility locations.

The abutting properties on the north are accessed by private driveway agreements.

The property east has a small developable area above the floodplain that can only be accessed from West 91st approximately ½ mile south of the northeast corner of the boundary of this property. Access to that parcel is through a flood plain and flood way.

South of the south east corner of the site two homes have been constructed. Access to those homes is provided by a private drive through a FEMA flood plain. Vehicular access to those lots would be blocked during extreme flood events. Some alternative access to those homes should be a consideration as part of this project.

FLOODPLAIN MAP WITH TOPOGRAPHIC INFORMATION:



8.6

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
South Maybelle Avenue	Residential Collector	60 feet	2

Utilities:

The subject tract has municipal water and sewer available but only after current ongoing single family residential development west of the site is complete.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	AG	New Neighborhood	Growth	Single Family home
East	AG	Park and Open Space	Stability	Undeveloped
South	AG	New Neighborhood	Growth	Undeveloped
West	CO with single family residential and RS-3	New Neighborhood	Stability and Growth	Single Family residential and single family residential subdivision in the construction phase.

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11827 dated June 26, 1970, established zoning for the subject property.

Subject Property: No relevant history

Surrounding Property:

Z-7439 June 2018: All concurred in **approval** of a request for *rezoning* a 37.56± acre tract of land from RS-3 to RS-4 with an Optional Development Plan for a single-family residential subdivision on property located north of the northwest corner of West 91st Street South and West 91st Street South.

Z-7397 August 2017: All concurred in **approval** of a request for *rezoning* a 78± acre tract of land from AG/IL to AG/CG with an Optional Development Plan for office and commercial use on property located on the northwest corner of West 91st Street South and South Elwood Avenue.

Z-7377 April 2017: All concurred in **approval** of a request for *rezoning* a 3.39± acre tract of land from AG to RS-2 on property located south of the southeast corner of South Maybelle Avenue and West 81st Street South, abuts the subject property on the north.

Z-7259 April 2014: All concurred in **approval** of a request for *rezoning* a 48.5± acre tract of land from AG to RS-3 on property located north of the northwest corner of West 91st Street South and West 91st Street South.

8.7

Z-7164/ Z-7164-SP-1 March 2011: All concurred in **approval** of a request for *rezoning* and a request for a Corridor Development Plan on a 30+ acre tract of land for commercial mixed use development, The Walk at Tulsa Hills, on property located on the southeast corner of U.S. Highway 75 and West 81st Street

Z-7140/ Z-7140-SP-1 December 2009: All concurred in **approval** of a request for *rezoning* a 41+ acre tract of land from AG to CO and a Corridor Site Plan for residential use, garden and patio homes, on property located south of southwest corner of South Maybelle Avenue and West 81st Street and abutting south of subject property. The TMAPC recommended approval per staff recommendation and subject to adding Use Unit 1, to impose the additional buffer along the north end across to the detention pond. City Council approved the applications per TMAPC recommendation with condition of Maybelle getting upgraded in accordance with the Major Street and Highway Plan and per City of Tulsa design standards within the project limits, and resurfaced to 22' wide with improved borrow ditch from the northern boundary of the subdivision to West 81st Street, on property located north of the northwest corner of West 91st Street South and South Maybelle Avenue.

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Subject Tract

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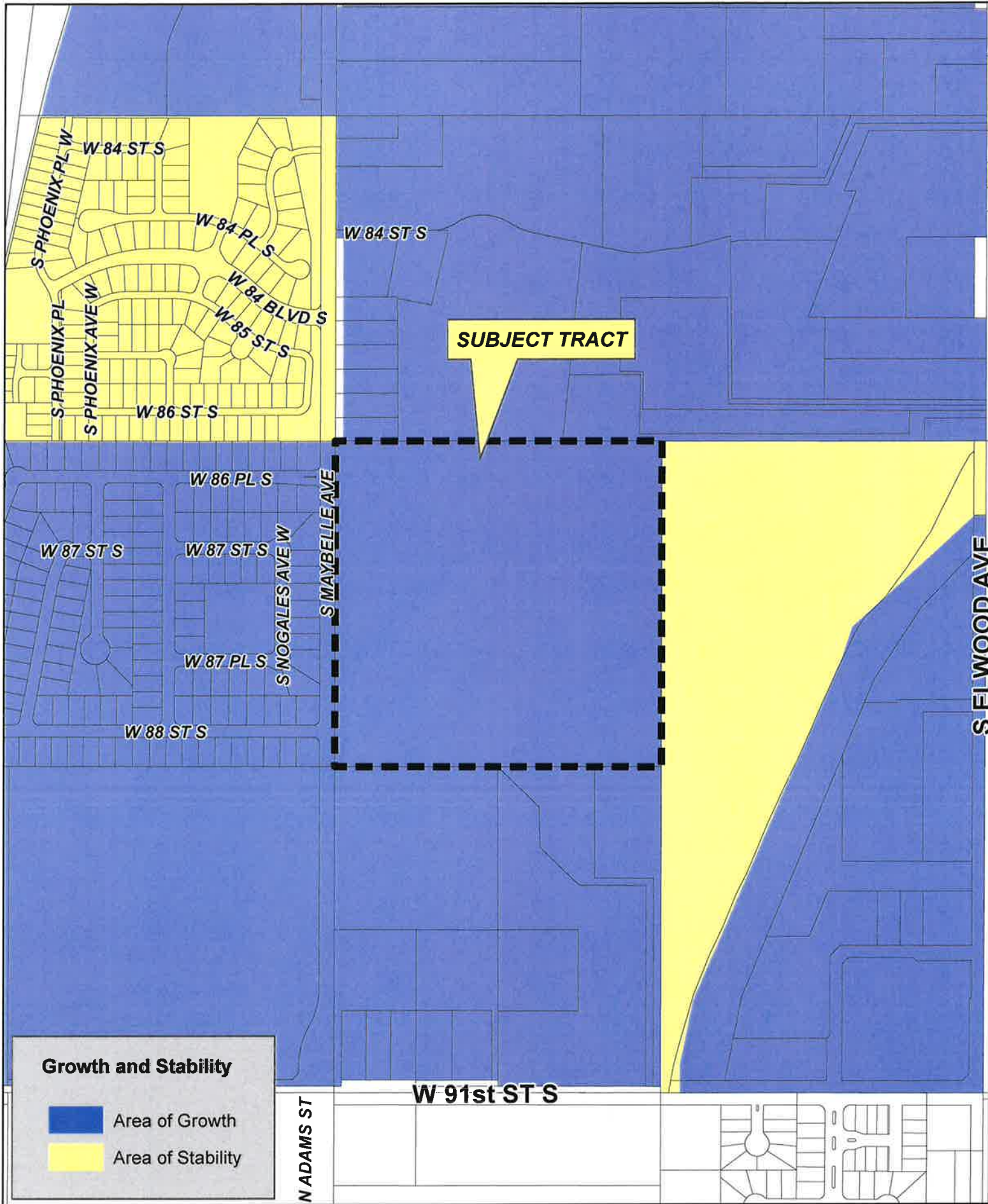
Z-7460 with Optional Development Plan

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

Aerial Photo Date: February 2018



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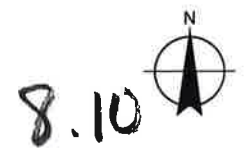
Growth and Stability

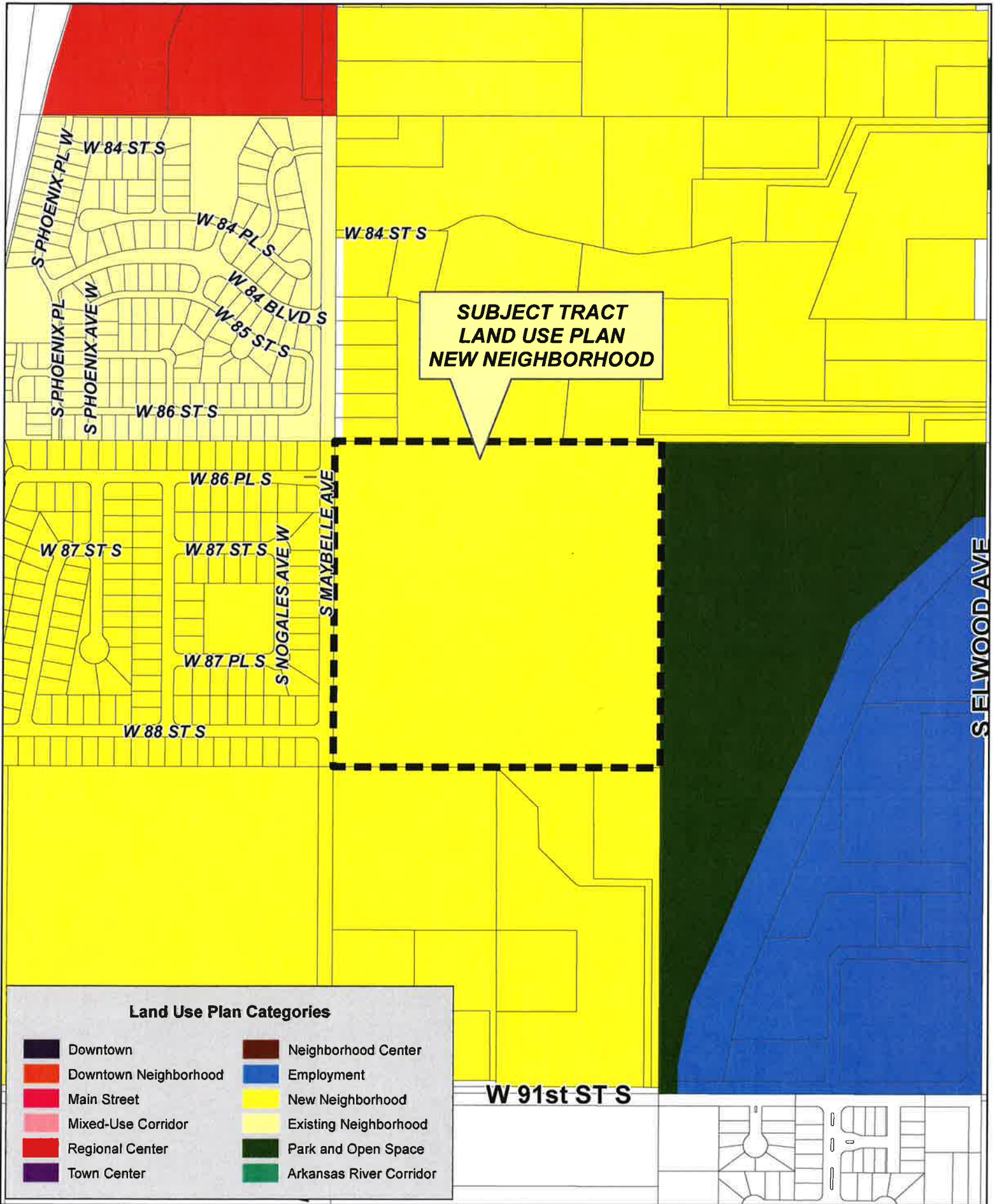
- Area of Growth
- Area of Stability



18-12 14

**Z-7460
with Optional
Development Plan**





**SUBJECT TRACT
LAND USE PLAN
NEW NEIGHBORHOOD**

Land Use Plan Categories

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



18-12 14

**Z-7460
with Optional
Development Plan**

8.11





Tulsa Metropolitan Area
Planning Commission

Case : The Estates at Tulsa Hills
(Related to Z-7460)

Hearing Date: November 7, 2018

Case Report Prepared by:

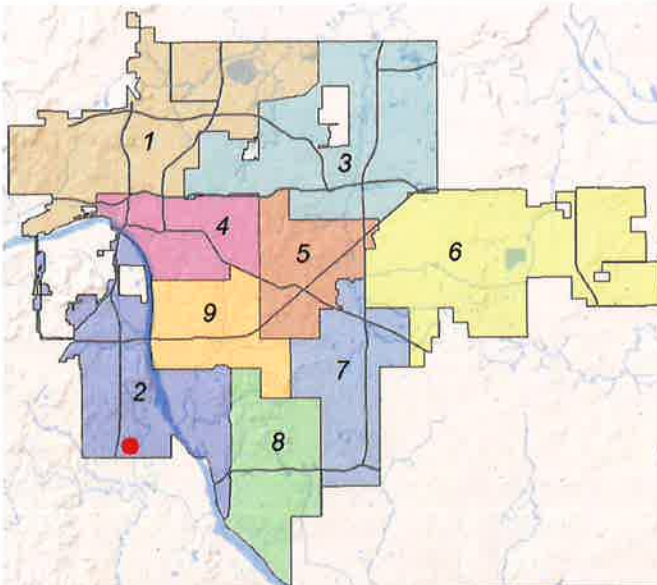
Nathan Foster

Owner and Applicant Information:

Applicant: Randy Branstetter

Owner: Estates at Tulsa Hills, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Preliminary Plat

39 lots, 3 blocks, 40.457 ± acres

Location: North of the northeast corner of
West 91st Street South and South
Maybelle Avenue

Zoning:

Current: AG (Agriculture)

Proposed: RS-1 with optional development
plan (Z-7460)

Staff Recommendation:

Staff recommends **approval** of the
preliminary plat

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

EXHIBITS: Site Map, Aerial, Land Use, Growth & Stability, Preliminary Plat

PRELIMINARY SUBDIVISION PLAT

The Estates at Tulsa Hills - (CD 2)

North of the northeast corner of West 91st Street South and South Maybelle Avenue

This plat consists of 39 lots, 3 blocks on 40.457 ± acres.

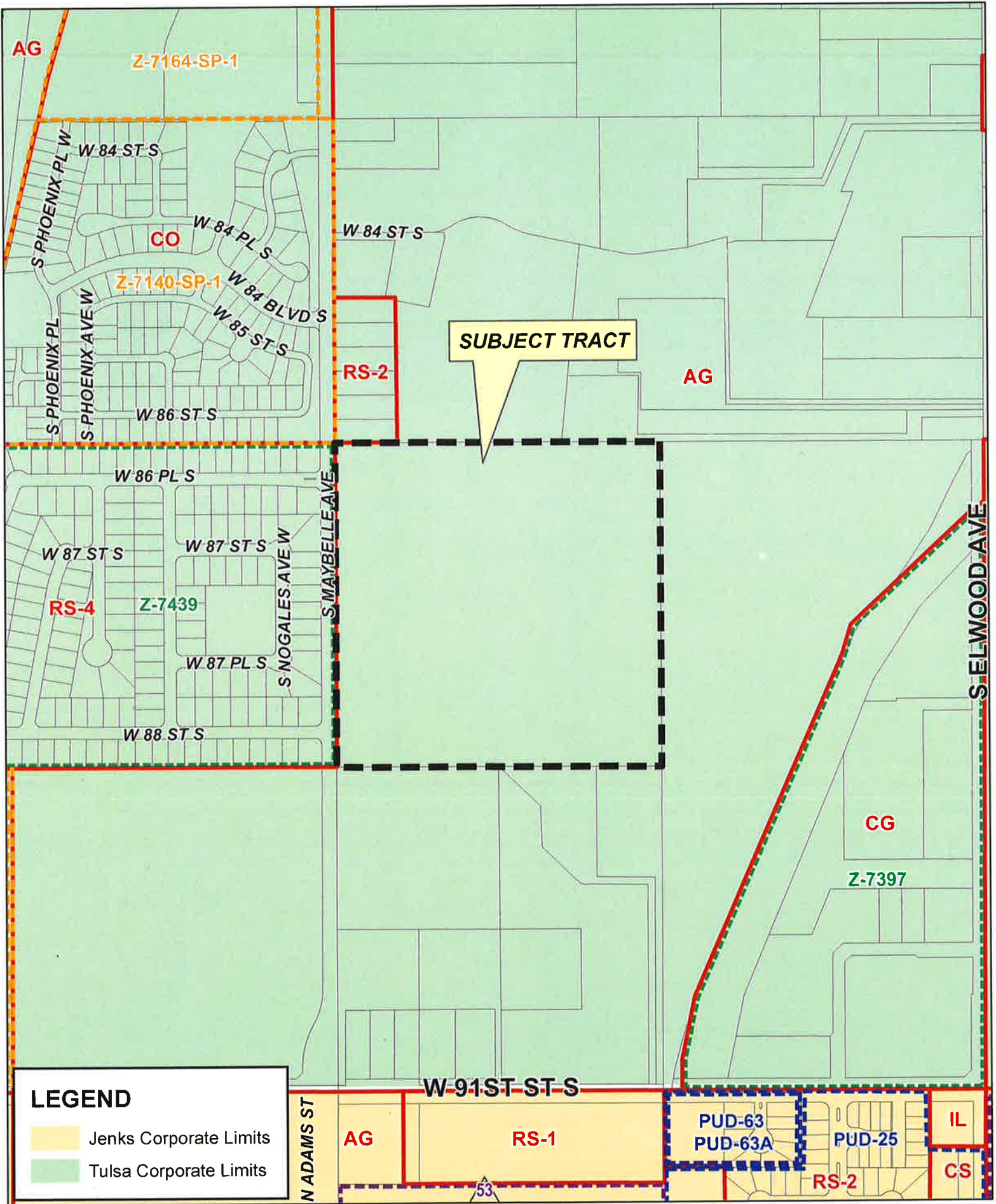
The Technical Advisory Committee (TAC) met on October 18th, 2018 and provided the following conditions:

1. **Zoning:** The property is currently zoned AG (Agriculture). Rezoning is being requested under (Z-7460) with an optional development plan to permit the use of private streets in the subdivision. The rezoning request must be approved and effective prior to the approval of a final plat.
2. **Addressing:** City of Tulsa addresses and street names must be assigned and affixed to the face of the final plat.
3. **Transportation & Traffic:** Subdivision & Development Regulations require call boxes to be located 60 feet from the curb line of the public street from which the private street is accessed. Vehicle turn-around is required before the entrance gate that allows passenger vehicles to complete a turn-around completely outside of the right-of-way of the intersecting public street. Current street layout eliminates the possibility of future connections to the north, east, and south. Properties to each side are isolated by floodplain and will need emergency access through the subdivision. Staff recommends extending reserves to the edge of the subdivision to serve as a possible future connection. As a requirement of this project, South Maybelle Avenue is required to connect to West 91st Street. IDP for both the Maybelle project and the site must be approved prior to approval of final plat. Limits of No Access must be provided along South Maybelle Avenue. Provide width of Maybelle right-of-way and include filing information.
4. **Sewer/Water:** Main line extensions are required to serve the subdivision. Easements must align with approved IDP plans.
6. **Engineering Graphics:** Submit subdivision control data sheet with the final plat submittal. Add "City of Tulsa" to the plat subtitle before Tulsa County. Ensure accuracy of point of beginning and point of commencement and correct spelling. Provide information for surveyor and engineer on the face of the plat including name, address, phone, email address, and CA number with renewal date. Update location map to reflect only platted property boundaries and label all other property as unplatted.
7. **Stormwater, Drainage, & Floodplain:** All drainage structures must be contained within easements. Overland drainage easements are required for any outflow to offsite areas. Covenant language must include HOA maintenance of all drainage easements as well as Reserve C.
8. **Utilities: Telephone, Electric, Gas, Cable, Pipeline, Others:** All utilities indicated to serve the site must provide a release prior to final plat approval.

9.2

Provide a Certificate of Records Search from the Oklahoma Corporation Commission to verify no oil & gas activity on the site.

Staff recommends **APPROVAL** of the preliminary subdivision plat subject to the conditions provided by TAC and all other requirements of the Subdivision and Development Regulations.



SUBJECT TRACT

LEGEND

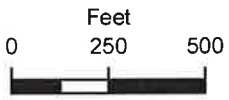
- Jenks Corporate Limits
- Tulsa Corporate Limits



THE ESTATES AT TULSA HILLS

18-12 14

9.4



Subject Tract

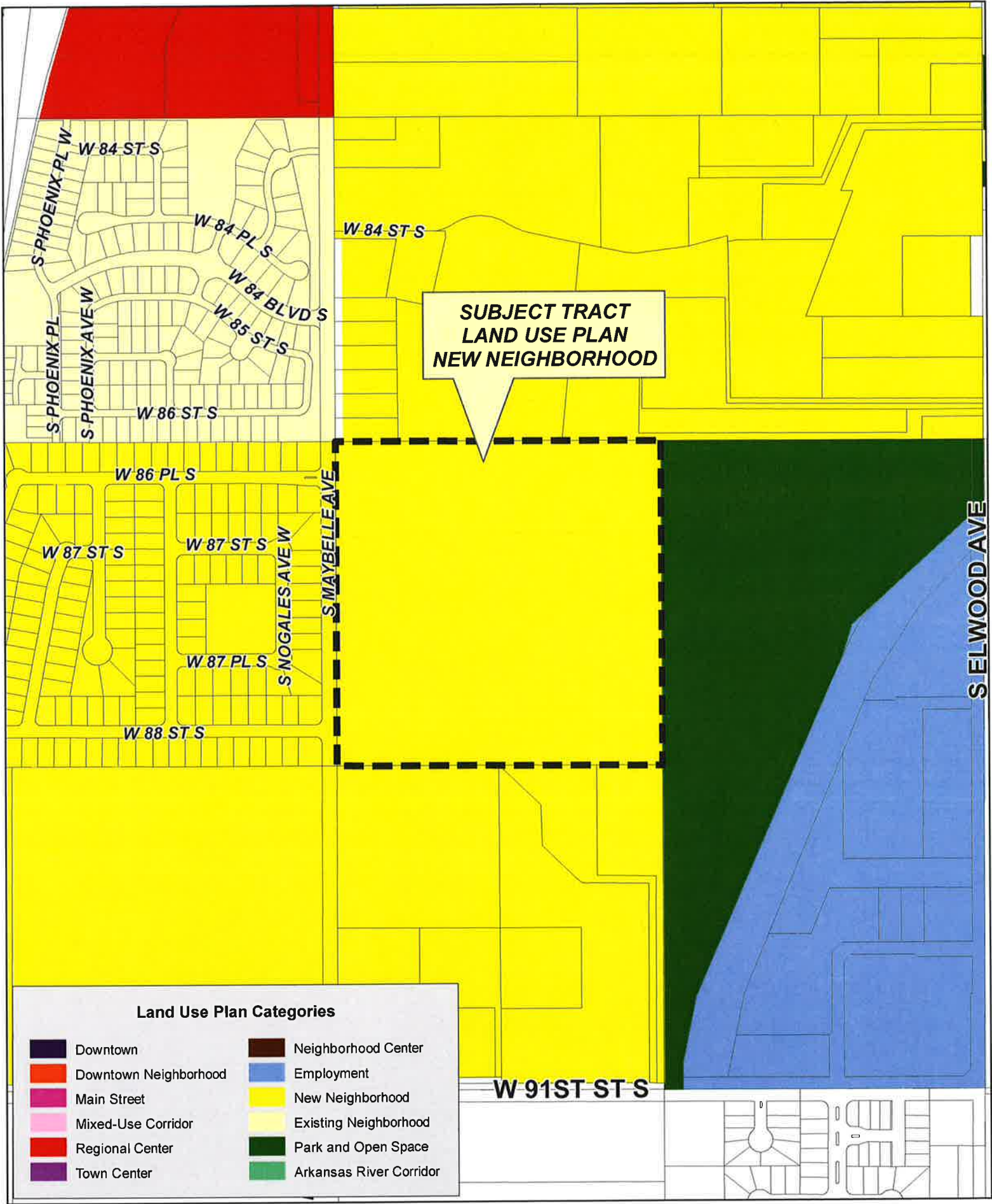
THE ESTATES AT TULSA HILLS

18-12 14

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

Aerial Photo Date: February 2018

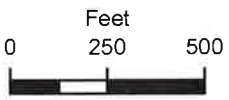
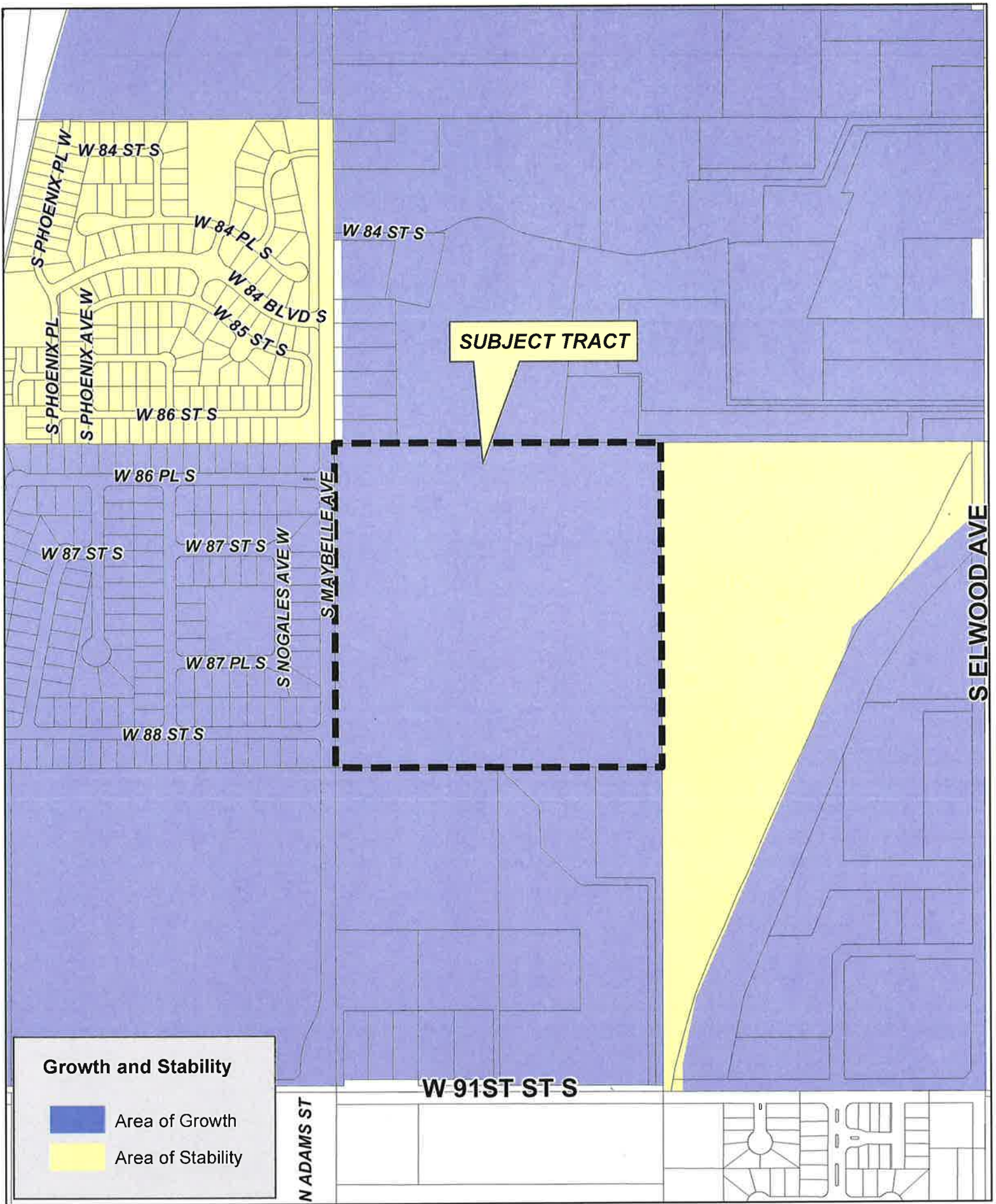




**THE ESTATES
AT TULSA HILLS**

18-12 14





Lot Area Table

AREA LABEL	AREA (ACRES)	AREA LABEL	AREA (ACRES)
BLOCK 1, LOT 01	0.710	BLOCK 2, LOT 01	1.170
BLOCK 1, LOT 02	0.880	BLOCK 2, LOT 02	1.214
BLOCK 1, LOT 03	0.949	BLOCK 2, LOT 03	0.791
BLOCK 1, LOT 04	0.986	BLOCK 2, LOT 04	0.936
BLOCK 1, LOT 05	0.918	BLOCK 2, LOT 05	0.700
BLOCK 1, LOT 06	0.919	BLOCK 2, LOT 06	0.818
BLOCK 1, LOT 07	0.814		
BLOCK 1, LOT 08	0.778		
BLOCK 1, LOT 09	0.884		
BLOCK 1, LOT 10	0.888		
BLOCK 1, LOT 11	1.065		
BLOCK 1, LOT 12	0.956		
BLOCK 1, LOT 13	1.369		
BLOCK 1, LOT 14	1.014		
BLOCK 1, LOT 15	1.077		
BLOCK 1, LOT 16	1.417		
BLOCK 1, LOT 17	0.736		
BLOCK 1, LOT 18	0.650		
BLOCK 1, LOT 19	0.591		
BLOCK 1, LOT 20	1.145		
BLOCK 1, LOT 21	0.845		
BLOCK 1, LOT 22	0.787		
BLOCK 1, LOT 23	0.914		
BLOCK 1, LOT 24	0.914		
BLOCK 1, LOT 25	0.986		
BLOCK 1, LOT 26	1.783		
BLOCK 1, LOT 27	1.008		

Curve Table

CURV	LENCH	RADIUS	DELTA	CHORD	CHORD	CHORD
1	125.80	215.00	87°37'30"	177.8751	24.01	178.25
2	48.24	135.00	20°28'27"	171.3872	47.88	123.51
3	44.49	155.00	18°52'28"	144.26	31.74	112.52
4	33.15	23.00	82°34'47"	39.7616	30.35	9.41
5	99.88	215.00	29°00'17"	204.8311	59.21	145.62
6	219.02	215.00	48°55'55"	50.2851	260.97	270.69
7	108.42	215.00	28°52'31"	189.7254	107.27	92.45
8	21.74	25.00	49°46'26"	18.8076	21.03	2.93
9	207.09	50.00	28°13'58"	211.953	54.02	157.93
10	28.91	25.00	89°34'43"	28.15	28.15	0.00
11	81.09	195.00	32°08'48"	187.3013	80.44	106.86
12	24.564	285.00	48°56'21"	507.721	236.29	271.43
13	30.44	85.00	30°43'32"	114.425	40.28	74.14
14	47.85	23.00	108°42'09"	45.2922	36.92	8.37
15	261.7	165.00	10°16'05"	507.0431	238.92	268.04
16	275.82	165.00	39°45'42"	411.5070	244.81	226.69
17	274.92	215.00	29°27'01"	292.0751	279.82	13.15
18	36.16	23.00	90°04'01"	45.4222	32.35	3.81
19	15.14	135.00	18°08'36"	137.2313	44.83	92.40
20	38.85	125.00	28°42'32"	111.386	33.42	77.96
21	250.06	50.00	28°34'52"	257.2453	58.07	199.17
22	11.90	27.00	121°42'18"	23.1081	11.80	0.10
23	55.18	165.00	18°09'38"	167.3013	54.92	10.26
24	59.00	23.00	103°03'03"	59.4291	59.43	0.00
25	174.00	23.00	21°14'02"	174.00	174.17	0.17
26	62.08	165.00	22°54'38"	177.2816	65.54	1.54
27	138.35	165.00	27°24'36"	162.9357	134.45	3.88
28	38.87	23.00	98°49'04"	38.4422	24.40	14.44
29	69.55	135.00	17°32'37"	163.2714	68.16	1.39
30	27.22	165.00	08°27'18"	167.3249	27.19	0.03
31	34.48	23.00	49°42'57"	34.3017	31.34	3.04
32	40.87	169.43	13°00'29"	168.9859	40.86	0.01
33	108.25	185.00	30°31'30"	122.0191	106.71	1.54
34	84.39	152.64	38°05'51"	185.6457	83.11	1.28
35	34.47	23.00	86°52'38"	34.4718	31.34	3.04
36	232.87	285.00	42°52'27"	270.758	238.61	4.14
37	225.67	135.00	85°16'47"	411.3620	200.30	21.06
38	218.69	135.00	32°44'52"	324.0711	193.48	25.21
39	42.52	152.64	11°46'02"	152.64	42.41	0.21
40	34.48	23.00	89°32'23"	34.5307	31.34	3.04
41	22.27	135.00	09°27'18"	137.2791	22.25	0.02

THE ESTATES AT TULSA HILLS

PART OF THE NORTH HALF OF THE SOUTHEAST QUARTER (N/2 SE/4), SECTION FOURTEEN (14), TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY.

Owner/Developer

The Estates at Tulsa Hills, L.L.C.
Nancy Branstetter, Manager
835 W. 75th
Tulsa, OK 74127
Phone: 918.651.5767

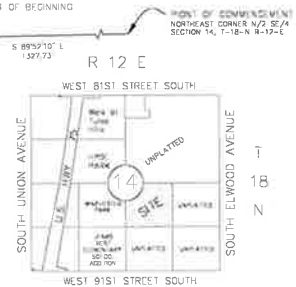
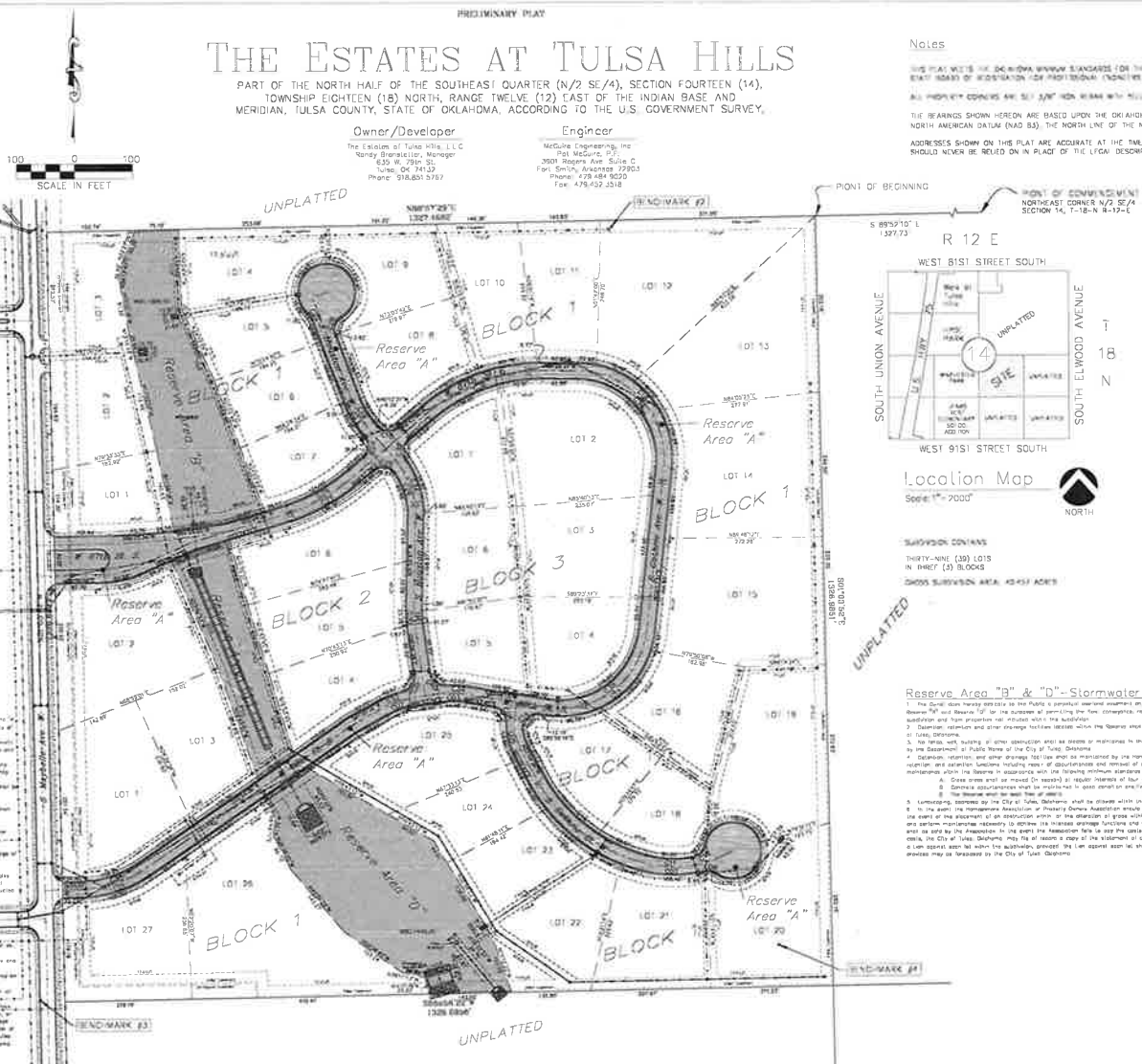
Engineer

McGuire Engineering, Inc.

P.O. McGuire, P.E.
3901 Rogers Ave. Suite C
Fort Smith, Arkansas 72503
Phone: 479.684.9320
Fax: 479.652.2316

Notes

THIS PLAN WILL BE DEEMED AN INSTRUMENT OF PRACTICE OF LAND SURVEYING AS ADOPTED BY THE DELIVERY OF THIS INSTRUMENT TO THE TULSA COUNTY RECORDS AND SHALL BE SUBJECT TO THE REGULATION OF THE BOARD OF SURVEYING AND MAPPING OF THE STATE OF OKLAHOMA. ALL PROPERTY COVERS ARE SET OUT HEREON WITH ALL NECESSARY CORRECTIONS AS TO THE BOUNDARIES SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM (83). THE NORTH LINE OF THE NORTHWEST QUARTER BEING N 88°54'54" E. ADDRESSES SHOWN ON THIS PLAN ARE ACCURATE AT THE TIME THE PLAN WAS FILED. ADDRESSES ARE SUBJECT TO CHANGE AND SHOULD NEVER BE RELIED ON IN PLACE OF THE LOCAL DESCRIPTION.



FINAL PLAT
ENDORSEMENT OF APPROVAL

City Engineer
City Clerk
Mayor
City Attorney

The approval of this Final Plat will expire one year from the date of City Council approval if not filed in the Office of the County Clerk before that date.

Reserve Area "A" - Private Streets
Reserve Area "A" - Overlay Drainage Easement

Reserve Area "B" & "D" - Stormwater Orientation Easement

CALL OUTS
EXISTING UNDERGROUND LINES HAVE BEEN SHOWN TO THE EXTENT KNOWN AND PLANS HAVE BEEN ADJUSTED TO THE EXISTING UTILITY OWNERS FOR VERIFICATION OF EXISTING LINES. BEFORE FIELDING CONTACT OKLAHOMA ONE-CALL 1.800.252.6848

SOUTHWESTERN BELL TELEPHONE COMPANY
CITY COMMUNICATIONS
OKLAHOMA NATURAL GAS COMPANY
AMERICAN ELECTRIC POWER COMPANY

BY	DATE	REVISION

City of Tulsa

ME McGuire Engineering, Inc.
3901 Rogers Ave. Suite C
Fort Smith, AR 72503
Tel: (479) 684-9320 Fax: (479) 652-2316

DRAWN BY: SLW
APPR. BY: POM
HORIZ. SCALE: 1"=80'
VERT. SCALE: N/A
DATE: Jul 2015
JOB NO:

IDP NUMBER: #7473
ATLAS PAGE NO: #1010
SHEET PXXX OF XX

APPROVED FOR IDP PERMIT ONLY

MICHAEL LING, PE
INFRASTRUCTURE DEVELOPMENT MANAGER
CITY OF TULSA

DATE

CONCEPTUAL UTILITY PLAN

THE ESTATES AT TULSA HILLS

PART OF THE NORTH HALF OF THE SOUTHEAST QUARTER (N/2 SE/4), SECTION FOURTEEN (14),
TOWNSHIP EIGHTEEN (18) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASIN AND
MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY.

Owner/Developer
The Estates at Tulsa Hills, LLC
Attn: Surveying Manager
635 W. 79th
Tulsa, OK 74127
Phone: 918.432.3322
Fax: 918.432.3322

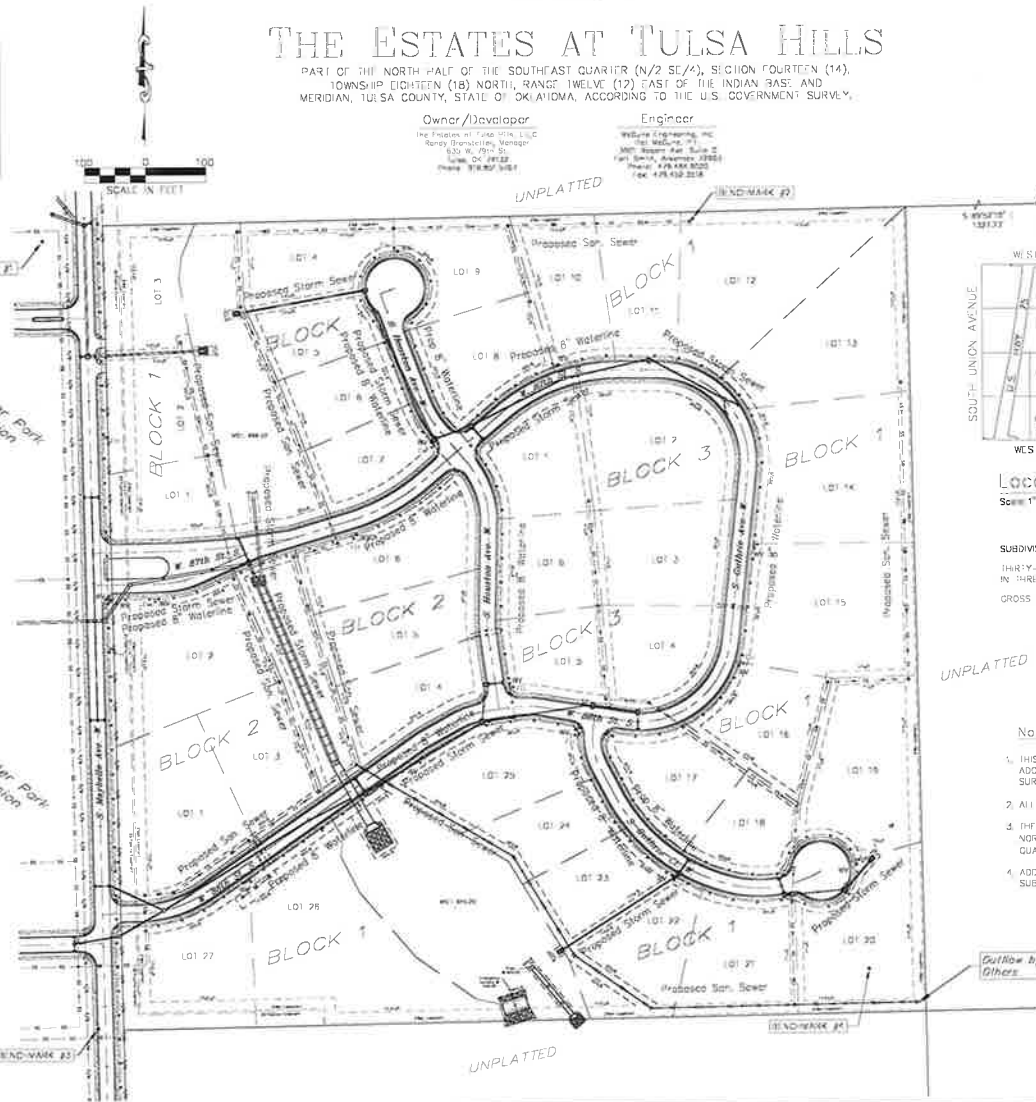
Engineer
McGuire Engineering, Inc.
401 West 10th Street
Tulsa, Oklahoma 74103
Phone: 918.432.3322
Fax: 918.432.3322

Lot Area Table

AREA LABEL	AREA (ACRES)	AREA LABEL	AREA (ACRES)
BLOCK 1, LOT 01	0.846	BLOCK 2, LOT 01	0.846
BLOCK 1, LOT 02	0.846	BLOCK 2, LOT 02	0.846
BLOCK 1, LOT 03	0.846	BLOCK 2, LOT 03	0.846
BLOCK 1, LOT 04	0.846	BLOCK 2, LOT 04	0.846
BLOCK 1, LOT 05	0.846	BLOCK 2, LOT 05	0.846
BLOCK 1, LOT 06	0.846	BLOCK 2, LOT 06	0.846
BLOCK 1, LOT 07	0.846	BLOCK 2, LOT 07	0.846
BLOCK 1, LOT 08	0.846	BLOCK 2, LOT 08	0.846
BLOCK 1, LOT 09	0.846	BLOCK 2, LOT 09	0.846
BLOCK 1, LOT 10	0.846	BLOCK 2, LOT 10	0.846
BLOCK 1, LOT 11	0.846	BLOCK 2, LOT 11	0.846
BLOCK 1, LOT 12	0.846	BLOCK 2, LOT 12	0.846
BLOCK 1, LOT 13	0.846	BLOCK 2, LOT 13	0.846
BLOCK 1, LOT 14	0.846	BLOCK 2, LOT 14	0.846
BLOCK 1, LOT 15	0.846	BLOCK 2, LOT 15	0.846
BLOCK 1, LOT 16	0.846	BLOCK 2, LOT 16	0.846
BLOCK 1, LOT 17	0.846	BLOCK 2, LOT 17	0.846
BLOCK 1, LOT 18	0.846	BLOCK 2, LOT 18	0.846
BLOCK 1, LOT 19	0.846	BLOCK 2, LOT 19	0.846
BLOCK 1, LOT 20	0.846	BLOCK 2, LOT 20	0.846
BLOCK 1, LOT 21	0.846	BLOCK 2, LOT 21	0.846
BLOCK 1, LOT 22	0.846	BLOCK 2, LOT 22	0.846
BLOCK 1, LOT 23	0.846	BLOCK 2, LOT 23	0.846
BLOCK 1, LOT 24	0.846	BLOCK 2, LOT 24	0.846
BLOCK 1, LOT 25	0.846	BLOCK 2, LOT 25	0.846
BLOCK 1, LOT 26	0.846	BLOCK 2, LOT 26	0.846
BLOCK 1, LOT 27	0.846	BLOCK 2, LOT 27	0.846
BLOCK 1, LOT 28	0.846	BLOCK 2, LOT 28	0.846
BLOCK 1, LOT 29	0.846	BLOCK 2, LOT 29	0.846
BLOCK 1, LOT 30	0.846	BLOCK 2, LOT 30	0.846
BLOCK 1, LOT 31	0.846	BLOCK 2, LOT 31	0.846
BLOCK 1, LOT 32	0.846	BLOCK 2, LOT 32	0.846

Curve Table

CHORD (ft)	ANGLE (deg)	RADIUS (ft)	CHORD BEG (ft)	CHORD END (ft)	CHORDS (ft)
129.80	719.00	01114.00	01114.00	01114.00	01114.00
48.74	135.00	2078.23	2078.23	2078.23	2078.23
44.68	135.00	1857.99	1857.99	1857.99	1857.99
43.10	23.00	6714.42	6714.42	6714.42	6714.42
59.89	115.00	2830.77	2830.77	2830.77	2830.77
249.02	215.00	4948.20	4948.20	4948.20	4948.20
108.42	215.00	2832.31	2832.31	2832.31	2832.31
21.74	50.00	2600.92	2600.92	2600.92	2600.92
207.09	50.00	2843.58	2843.58	2843.58	2843.58
79.51	75.00	4823.74	4823.74	4823.74	4823.74
81.03	75.00	4329.40	4329.40	4329.40	4329.40
24.64	285.00	4839.51	4839.51	4839.51	4839.51
40.41	85.00	2000.92	2000.92	2000.92	2000.92
42.85	23.00	10845.02	10845.02	10845.02	10845.02
267.7	165.00	4948.20	4948.20	4948.20	4948.20
275.87	165.00	4948.20	4948.20	4948.20	4948.20
224.22	315.00	4047.01	4047.01	4047.01	4047.01
46.15	23.00	10283.01	10283.01	10283.01	10283.01
45.14	135.00	1907.38	1907.38	1907.38	1907.38
56.85	74.31	4862.92	4862.92	4862.92	4862.92
200.06	50.00	28734.33	28734.33	28734.33	28734.33
11.90	27.00	2514.43	2514.43	2514.43	2514.43
55.18	165.00	1908.36	1908.36	1908.36	1908.36
38.05	23.00	10202.00	10202.00	10202.00	10202.00
124.00	135.00	3121.40	3121.40	3121.40	3121.40
60.58	165.00	2254.10	2254.10	2254.10	2254.10
56.59	365.00	2779.30	2779.30	2779.30	2779.30
38.87	23.00	10448.24	10448.24	10448.24	10448.24
59.55	135.00	2838.97	2838.97	2838.97	2838.97
59.22	165.00	2927.12	2927.12	2927.12	2927.12
34.48	23.00	10503.37	10503.37	10503.37	10503.37
40.97	168.43	1328.08	1328.08	1328.08	1328.08
108.25	185.00	3331.50	3331.50	3331.50	3331.50
54.48	155.00	3745.08	3745.08	3745.08	3745.08
34.47	23.00	10579.38	10579.38	10579.38	10579.38
222.87	285.00	4047.01	4047.01	4047.01	4047.01
725.64	135.00	4346.42	4346.42	4346.42	4346.42
218.58	135.00	3246.25	3246.25	3246.25	3246.25
42.53	165.00	1448.07	1448.07	1448.07	1448.07
34.48	23.00	10503.37	10503.37	10503.37	10503.37
22.27	135.00	4977.73	4977.73	4977.73	4977.73



Location Map
Scale 1" = 200'

SUBDIVISION CONTAINS:
THIRTY-NINE (39) LOTS
IN THREE (3) BLOCKS
GROSS SUBDIVISION AREA: 40.875 ACRES

Notes

- THIS PLAN MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
- ALL PROPERTY CORNERS ARE SET 3/8" IRON REBAR WITH YELLOW CAP UNLESS OTHERWISE NOTED.
- THE BEARINGS SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM (NAD 83), THE NORTH LINE OF THE NORTHWEST QUARTER BEING N 88°54' E.
- ADDRESSES SHOWN ON THIS PLAN ARE ACCURATE AT THE TIME THE PLAN WAS FILED. ADDRESSES ARE SUBJECT TO CHANGE AND SHOULD NEVER BE RELIED ON IN PLACE OF THE LEGAL DESCRIPTION.

FINAL PLAN
ENDORSEMENT OF APPROVAL

Tulsa Metropolitan Area Planning Commission

Approval Date: _____

_____ TMAPC/MCOO

_____ CITY ENGINEER

_____ Council of the City of Tulsa, Oklahoma

Approval Date: _____

_____ CHAIRMAN

_____ MAYOR

_____ ATTEST: CITY CLERK

_____ CITY ATTORNEY

The approval of this Final Plan will expire one year from the date of City Council approval if not filed in the Office of the County Clerk before that date.

APPROVED
FOR IDP PERMIT ONLY

MICHAEL LING, PE
INFRASTRUCTURE DEVELOPMENT MANAGER
CITY OF TULSA

DATE: _____



BY	DATE	REVISION

City of Tulsa

ME McGuire Engineering, Inc.
2000 Rogers Ave., Suite C
Fort Smith, AR 72401
Tel: (479) 454-9020 Fax: (479) 454-9018

DRAWN BY:	SLW
APPV. BY:	PDM
HORIZ. SCALE:	1"=100'
VERT. SCALE:	N/A
DATE:	SEP 2016
IDP NUMBER:	#1473
ATLAS PAGE NO.:	#010
SHEET TOTAL:	02

b.b



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7461

Hearing Date: November 7, 2018

Case Report Prepared by:

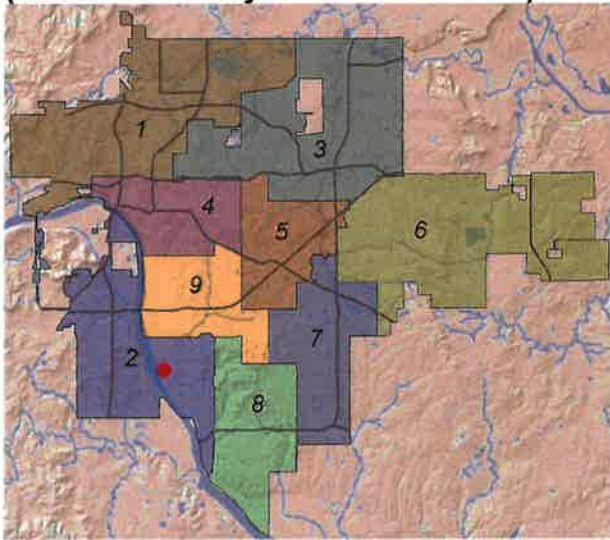
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Molly Jones

Property Owner: ROSS, MARY O FIDUCIARY

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: vacant

Proposed Use: townhome development

Concept summary: The north portion of this tract is zoned MX2-V-U, the south part is OM. Both zonings allow townhouse development but with different development standards. RT zoning for the entire tract will simplify development for anticipated townhouse development.

Tract Size: 4.79 ± acres

Location: South of southeast corner of East 71st Street South & South Quincy Avenue

Zoning:

Existing Zoning: OM, MX2-V-U

Proposed Zoning: RT

Comprehensive Plan:

Land Use Map: Town Center

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval of RT zoning.

Staff Data:

TRS: 8307

CZM: 52

Atlas: 1139

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

10.1

SECTION I: Z-7461

DEVELOPMENT CONCEPT:

The north and south parcels of this request both allow townhomes however the north parcel is zoned MX2-V-U and has different development standards than the south parcel which is zoned OM. In this instance the proposed development can be accommodated by RT zoning and the applicant has requested that zoning category for this 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:
 - Conceptual Plan Exhibit Z-1

DETAILED STAFF RECOMMENDATION:

Case Z-7461 request RT zoning is consistent with the expected development pattern in the area and,

RT zoning is not injurious to the surrounding property owners and,

RT zoning is consistent with the Town Center land use vision in the Tulsa Comprehensive Plan therefore,

Staff recommends **Approval of Z-7461** to rezone property from OM and MX2-V-U to RT.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Residential town home development as a life style community is consistent with the Town Center land use designation and the Area of Growth. The concept plan provided shows a building setback of 35 feet from Quincy. Staff notes that if RT zoning is approved the building setback from Quincy is 10 feet from the right of way line. Should the applicant choose to move the buildings closer to the street the building placement would be consistent with the Town Center Vision of the Town Center land use designation.

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

10.2

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: None that would affect site redevelopment. River parks and the associated trail is approximately 750 feet from the west boundary.

Major Street and Highway Plan:

Trail System Master Plan Considerations: The only public access to the trail from this site is from East 71st Street South. The south end of Quincy is currently constructed as a dead end street with no access to Riverside Drive or to the park and trail system. Staff suggest a street and trail connection to this site from the south end of Quincy.

Small Area Plan: None

Special District Considerations: None however it should be noted that the river corridor overlay east boundary is Quincy.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is generally flat with no known conditions that would affect site development.

Environmental Considerations: None that would affect site development

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
South Quincy single public access provided to East 71 st Street South. Quincy ends approximately ¼ mile south.	None	50 feet	2

Utilities:

The subject tract has municipal water and sewer available.

10.3

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RM-1 / PUD 357-A	Town Center	Growth	Vacant adjacent to north boundary Commercial retail further north in PUD 357-A
East	RM-1	Existing Neighborhood	Stability	Duplex
South	OM	Town Center	Growth	Family Medical Clinic
West	RS-2 / RDO-3	Arkansas River Corridor	Growth	Vacant

SECTION III: Relevant Zoning History

ZONING ORDINANCE:

Ordinance number 23865 dated February 17, 2018, established zoning for the northern parcel of the subject property.

Ordinance number 21682 dated November 19, 2007, established zoning for the southern parcel of the subject property.

Subject Property:

Z-7430 February 2018: All concurred in **approval** of a request for *rezoning* a 2.39± acre tract of land from OM to MX-2-V-U on property located south of the southeast corner of East 71st Street South and South Quincy Avenue.

Z-7074 November 2007: All concurred in **approval** of a request for rezoning a 11.97± acre tract of land from RS-2 and RS-4 to OM on property located south of the southeast corner of East 71st Street South and South Quincy Avenue; including the subject property.

Surrounding Property:

PUD-808 April 2014: All concurred in **approval** of a proposed Planned Unit Development on a 14± acre tract of land to provide a PUD overlay providing a cohesive framework for future development and to enhance the safety and flow of vehicular and pedestrian traffic through the existing St. John's Family Medical Center and Tulsa Police Department Riverside Division, on property located south of the southeast corner of South Riverside Drive and East 71st Street South.

Z-7066 September 2007: All concurred in **approval** of a request for rezoning a 4.78± acre tract of land from RS-2 to OM on property located on the northeast corner of East 75th Place South and South Riverside Parkway.

PUD-691-A October 2003: All concurred in **approval** of a proposed Major Amendment to PUD-691 on a 1.81± acre tract of land to permit a drive thru bank on property located south of the southeast corner of East 71st Street South and Riverside Parkway.

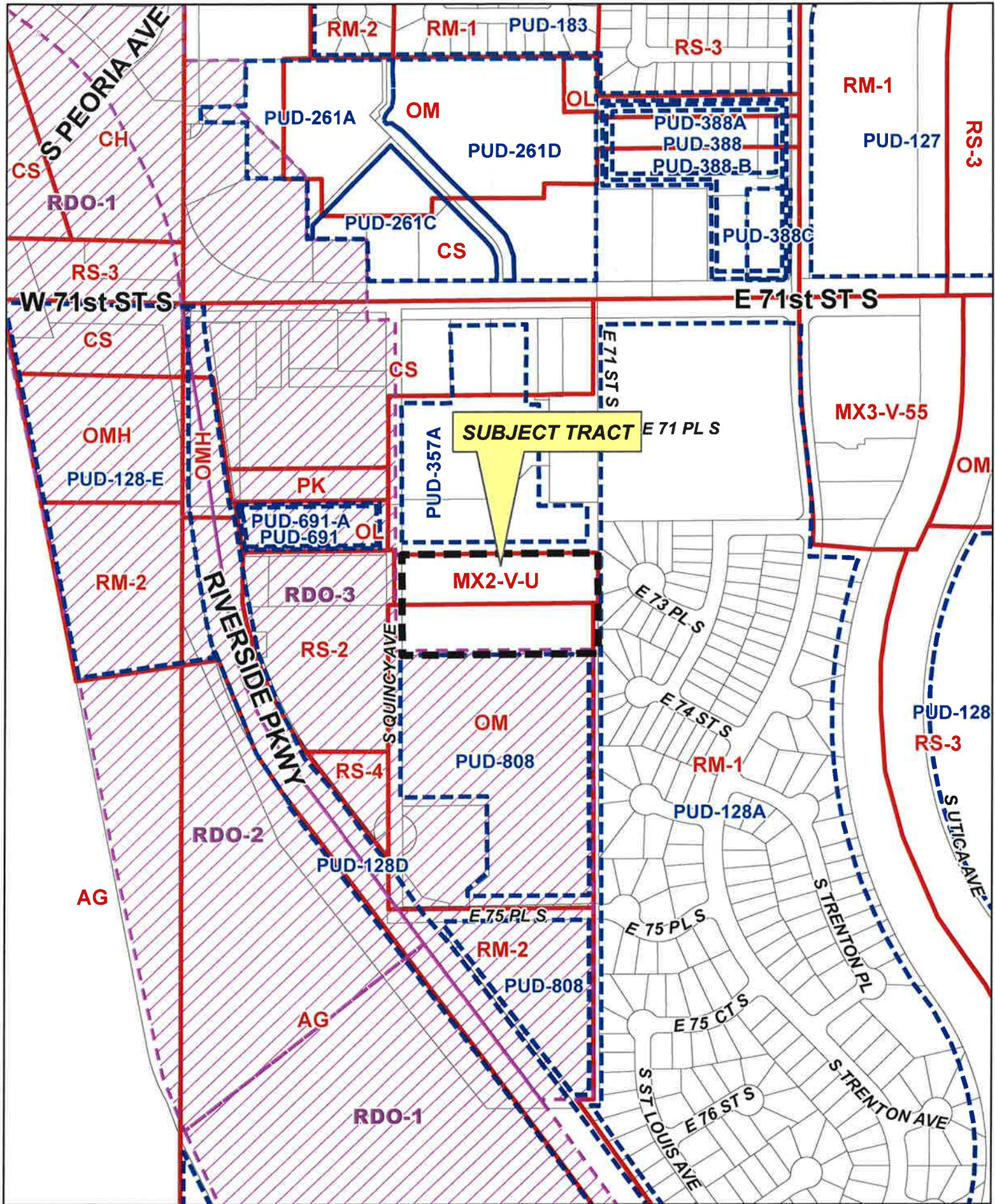
10.4

Z-6908 & PUD-691 October 2003: All concurred in **approval** of a request for rezoning a 1.81± acre tract of land from RS-2 to OL and a PUD on property located south of the southeast corner of East 71st Street South and South Riverside Parkway.

PUD-357-A December 1984: All concurred in **approval** of a proposed Major Amendment to PUD-357 on an 8.5± acre tract of land to increase commercial density on property located east of the southeast corner of East 71st Street South and South Quincy Avenue.

11/7/2018 1:30 PM

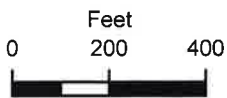
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Z-7461

18-13 07





 Subject Tract

Z-7461

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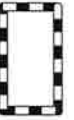
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Aerial Photo Date: February 2018





S QUINCY AVE



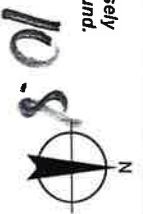
**Subject
Tract**

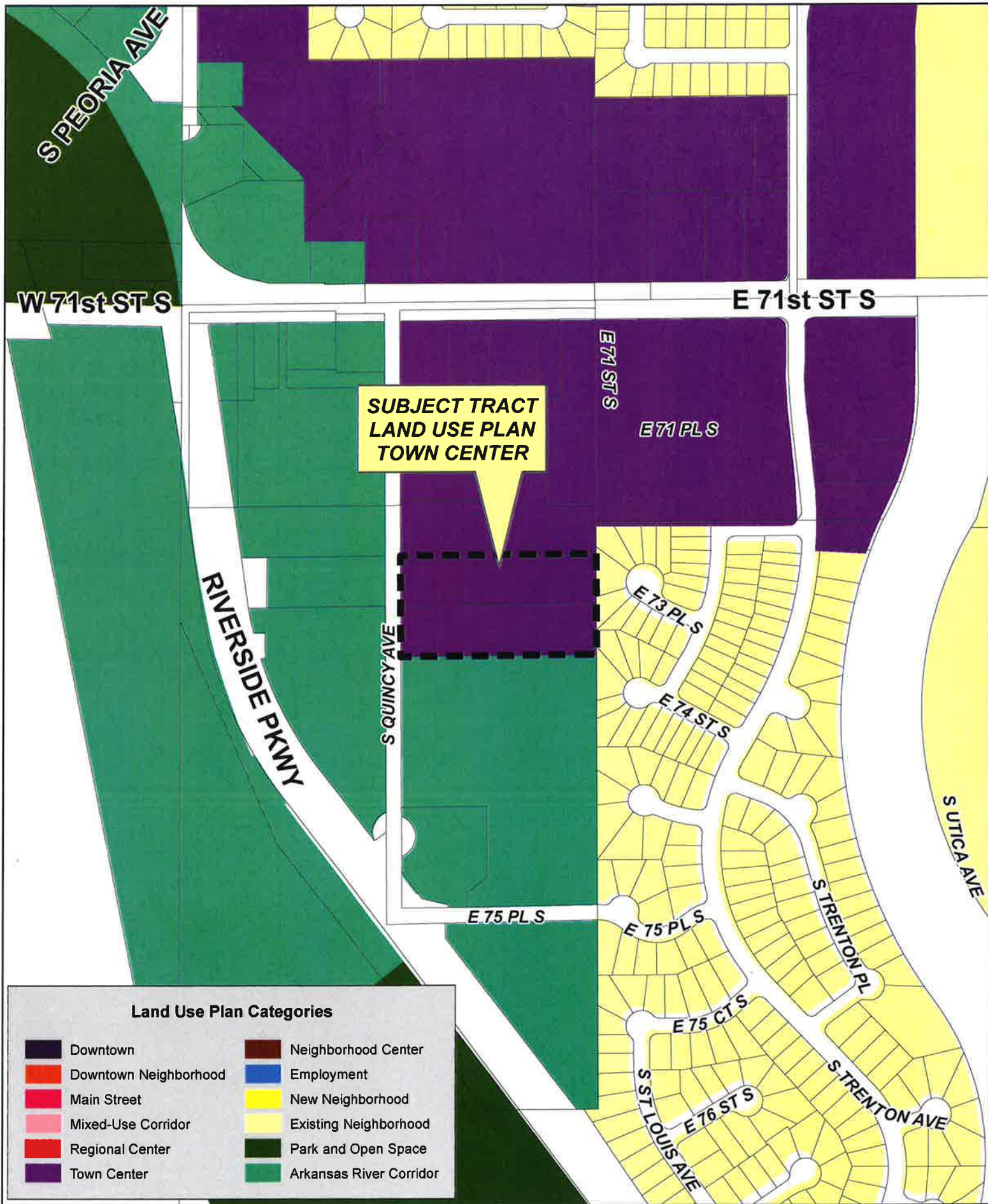
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Note: Graphic overlays may not precisely align with physical features on the ground.

Aerial Photo Date: February 2018

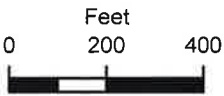




**SUBJECT TRACT
LAND USE PLAN
TOWN CENTER**

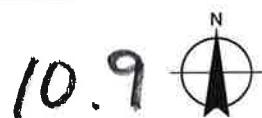
Land Use Plan Categories

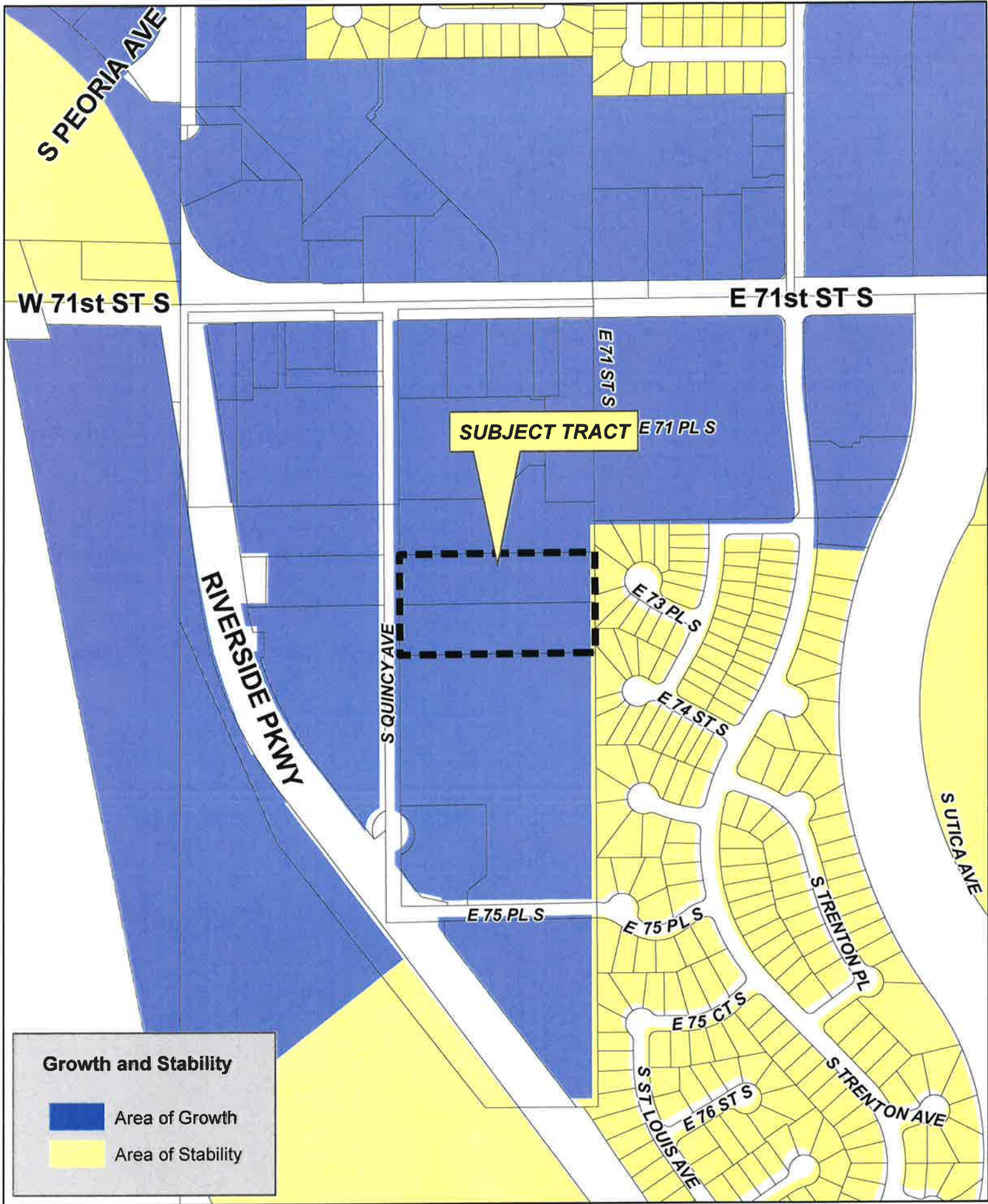
- | | |
|--|---|
|  Downtown |  Neighborhood Center |
|  Downtown Neighborhood |  Employment |
|  Main Street |  New Neighborhood |
|  Mixed-Use Corridor |  Existing Neighborhood |
|  Regional Center |  Park and Open Space |
|  Town Center |  Arkansas River Corridor |



Z-7461

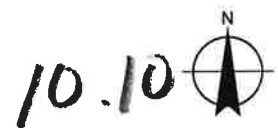
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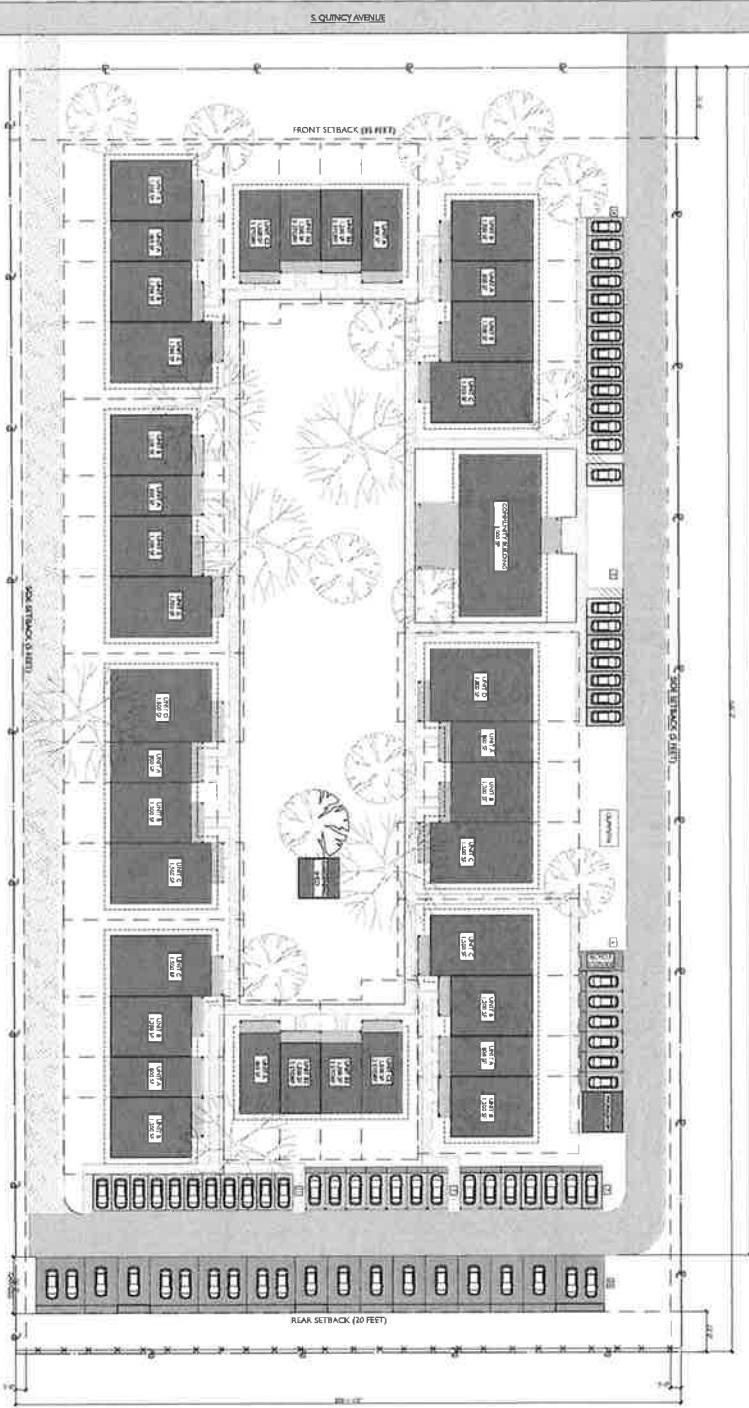
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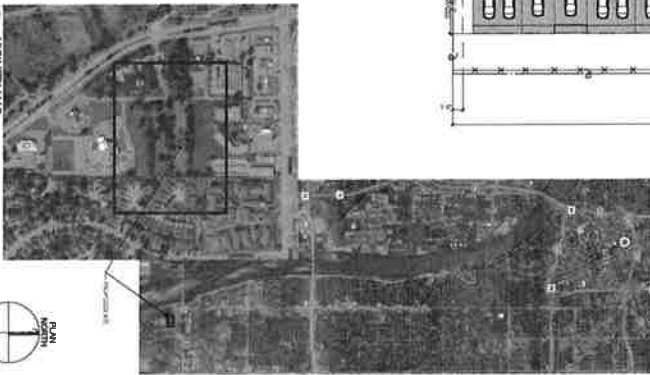


10.11

1 SITE PLAN
SCALE: 1" = 30'



2 VICINITY MAP
NOT TO SCALE



ZONING NOTES:

1. THE ZONING DISTRICT IS Z-1.

2. THE ZONING DISTRICT IS Z-1.

3. THE ZONING DISTRICT IS Z-1.

4. THE ZONING DISTRICT IS Z-1.

5. THE ZONING DISTRICT IS Z-1.

6. THE ZONING DISTRICT IS Z-1.

7. THE ZONING DISTRICT IS Z-1.

8. THE ZONING DISTRICT IS Z-1.

9. THE ZONING DISTRICT IS Z-1.

10. THE ZONING DISTRICT IS Z-1.

NO.	DATE	DESCRIPTION

DATE: 09/27/18

ZONING APPLICATION

Z-1

PROJECT INFORMATION:
GREEN COUNTRY COHOUSING
 7131 & 7141 S QUINCY AVENUE
 TULSA, OK 74136

OWNER INFORMATION:
GREEN COUNTRY COHOUSING
 PO BOX 33434
 TULSA, OK 74153-3434



CONSULTANTS

JONES DESIGN STUDIO
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 www.jonesdesignstudio.com

TMAPC Staff Report
November 7, 2018
Crutchfield Sector Plan

- A. Item for consideration:** Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the Crutchfield Sector Plan is in conformance with the Tulsa Comprehensive Plan and providing a recommendation to City Council.

The plan study area is bounded on the south by Admiral Boulevard; on the east by Utica Avenue; on the west by Highway 75 northward to Peoria Avenue to Pine Street; and on the north by Pine Street.

- B. Background:** The Tulsa Development Authority and the City of Tulsa engaged the services of Fregonese Associates, a planning and design firm, to develop a master plan for the Crutchfield Neighborhood Area. This Sector/Urban Renewal Plan is a tool to guide the actions of the Tulsa Development Authority (TDA) to make strategic investments that create desired change in the Crutchfield Neighborhood. The purpose of this plan is to provide clear and updated guidance for investment decisions and other catalytic actions necessary to address anticipated needs of the neighborhood on the immediate horizon. The Plan was guided by feedback from the Citizens Advisory Team (CAT), Community Design Workshop, the strategies and actions in the land advance goals from the existing 2004 Crutchfield Revitalization Master Plan.

The Crutchfield Sector/Urban Renewal Plan is prepared and adopted pursuant to the Oklahoma Urban Redevelopment Law, 11 O.S. 38 – 101, et seq. (“Act”). It creates a new urban renewal area in Tulsa’s Crutchfield neighborhood. Tools provided by the Act, coupled with appropriate financing support, will facilitate neighborhood stabilization, infill housing development, job creation, public infrastructure upgrades, parks and open space enhancements. This Plan coordinates with the concurrent efforts of the established Crutchfield Small Area Plan which further advances the effort and focus of the 2004 Crutchfield Neighborhood Revitalization Master Plan, establishes a community-based vision for the area, and address issues not covered, mobility, long term land use, adjacency and other neighborhood compatibility standards.

- C. Process:** This is a request for the Tulsa Metropolitan Area Planning Commission (TMAPC) to consider approving a recommendation to the Tulsa City Council adopting the Crutchfield Neighborhood Sector/Urban Renewal Plan prepared by Fregonese Associates, in accordance with TDA’s Policies and Procedures, Section 14.2, regarding the Approval Process. The following process requirements will be met:

- On September 6, 2018, the TDA Board of Commissioners reviewed and approved Resolution No. 6479, approving the Crutchfield Area Neighborhood Sector/Urban Renewal Plans.
- Prior to consideration, the Plan was submitted to the INCOG Staff for determination of conformity with the Tulsa Comprehensive Plan (PlaniTulsa) and submission by TMAPC of a written recommendation within 60 days of receipt of the Plans.
- Public notices regarding the date, time and place of the public meetings will be published in the Tulsa World, and posting of notice signs in the affected areas, each having a display area of 9 sq. ft. for a period of 15 successive days, including the day of the hearing, outlining the nature and scope of the proposed Plan.
- After public notice, Tulsa City Council will hold two public hearings.
- Adoption of a Resolution by the City Council that the area in question is blighted and appropriate for an urban renewal/sector plan project.

The plan also considered the following:

- Blighted Physical Conditions
- Existing Land Use
- Zoning
 - RM - -Residential Multi-family Low Density
 - RM-2 – Residential Multi-family Medium
 - OL – Office Low
 - CS – Commercial Shopping
- Past Planning Efforts
- 2004 Neighborhood Plan
- PlaniTulsa Comprehensive Plan
 - Downtown Neighborhood
 - Employment
 - Town Center
 - Mixed-Use Corridor
 - Existing Neighborhood
- Park and Open Space
- Peoria Avenue Bus Rapid Transit (BRT)
- Demographics Snapshot
- Community Workshops

D. Conformance with the Tulsa Comprehensive Plan:

The Crutchfield Sector Plan is in conformance with the following Priorities, Goal and Policies in the Comprehensive Plan.

LAND USE PRIORITY 3

Focus redevelopment, revitalization and enhancement programs on areas that have been severely economically disadvantaged.

Goal 8— Underutilized land in areas of growth is revitalized through targeted infill and reinvestment.

Goal 9— Tulsa North’s economy is at least as robust, sustainable and as stable as the remainder of Tulsa’s economy.

Policies to support this goal include:

9.1 Focus planning, reinvestment and rehabilitation programs in Goal 8 in the Tulsa North area to provide opportunities for residents and businesses to improve economic stability.

LAND USE PRIORITY 4

Maintain, stabilize and strengthen existing neighborhoods, making them places where new residents are attracted to live.

Goal 11— Residents in established neighborhoods have access to local commercial areas, schools, libraries, parks and open space areas within walking distance of their homes.

Goal 12— Residents in established neighborhoods have access to multiple modes of transportation.

Policies to support this goal include:

12.2 Leverage the benefits of urban design to create walking and biking transportation options in neighborhoods.

- Develop urban design guidelines for small area and neighborhood planning that encourage walkable mixed-use centers or main streets.
- Use Context Sensitive Solutions process to ensure that centers and corridors are designed to support transit riders.

Goal 13— Existing neighborhoods are stable and infill development revitalizes, preserves and enhances these urban areas. Policies to support this goal include:

13.1 Promote the unique characteristics of existing neighborhoods as key to the city’s long-term health and vitality.

- Maintain the desirability of existing neighborhoods through public and private investment.

Recognize adopted area/neighborhood plans in guiding development and zoning decisions.

- Encourage neighborhood-serving office, retail, or other non-residential uses to be located in residential community areas, primarily on significant roadways or at key intersections.
- Provide appropriate transitions between nonresidential uses and neighborhoods to protect stability and quality of life.
- Create and encourage the use of an infill and revitalization toolkit to help facilitate housing development in existing residential neighborhoods.
- Ensure that neighborhoods are served by and accessible to neighborhood commercial areas, parks, cultural areas and open space, libraries and schools. Encourage the development of these facilities in Small Area Plans.

Goal 14— *The city’s historic resources are protected and programs promote the reuse of this important cultural resource. Policies to support this goal include:*

14.1 Support the Tulsa Strategic Preservation Action Plan preservation objectives and actions.

14.2 Assure that Neighborhood Plans & Small Area Plans support preservation and revitalization objectives.

Transportation Priority 1

Provide a wide range of reliable transportation options so every Tulsan can efficiently get where they want to go

Goal 1—*All Tulsans have a variety of transportation options for getting around the city.*

Goal 2— *Tulsa has a sustainable network of roadways, trails and transit infrastructure that is well maintained and not a burden on future generations to operate. Policies to support this goal include:*

2.1 Adopt a network approach to transportation projects that focuses on connecting people to places — ultimately allowing places to become more intense centers of economic development.

Goal 12— *Tulsans can rely on a variety of transit options to take them to jobs, shopping and entertainment.*

Goal 13— *Pedestrians have easy access to jobs, shopping and recreation.*

Housing Priority 1

Promote Balanced Housing Across Tulsa

Goal 1— A robust mix of housing types and sizes are developed and provided in all parts of the city.

Goal 5— Tulsa’s existing housing inventory is revitalized, preserved and maintained.

Housing Priority 2

Ensure Housing Affordability for All Residents

Goal 7— Low-income and workforce affordable housing is available in neighborhoods across the city.

Goal 8— The combined cost of housing and transportation to Tulsa’s residents is reduced. Policies to support this goal include:

8.1 Coordinate planning of housing and public transportation with the goal of helping residents reduce housing and transportation costs to less than 48% of gross income.

Parks, Trails and Open Space Priority 5

Improve Access and Quality of Parks and Open Space

GOAL 12— Neighborhoods have adequate access to parks and open space areas. Policies to support this goal include:

12.1 Work with other government agencies and community partners to improve walkable access to parks and recreation opportunities throughout Tulsa.

12.2 Make parks desirable destinations for walking by providing comfort and convenience facilities, especially restrooms and drinking fountains, wherever possible and feasible.

12.3 Partner with schools, libraries and other public places to provide amenities close to homes.

12.4 Look for opportunities for trails in areas that currently have few or none and connect these areas to existing trails.

12.5 Provide trails and loop walks within existing parks.

12.6 Develop partnerships with utility companies for trail corridors.

12.7 Work with public agencies and community groups to ensure safe pedestrian corridors.

12.8 Provide trail links to specific destinations like schools.

12.9 Add and improve sidewalks through a sidewalk improvement program; prioritize areas based on adjacency to schools and community centers.

12.10 Connect existing undeveloped areas in parks with developed park areas.

12.11 Convert parts of exiting parks to more natural conditions, where feasible.

12.12 Create a series of Local Destination Parks throughout Tulsa.

12.13 Achieve appropriate levels of parks services for all parts of Tulsa.

12.14 Maintain existing facilities as appropriate.

- 12.15 Provide additional components in areas with relatively low levels of service.
12.16 Provide new parks and components as warranted by population growth and changing demographics.

Goal 13— *Partnerships and collaborative efforts support the management and provision of parks and open space.*

Goal 14— *Parks and recreational facilities are updated to address changing needs and desires. Policies to support this goal include:*

- 14.1 Add comfort and convenience features to parks.

As included above, the Tulsa Comprehensive Plan contains Priorities, Goals and Policies that have provided guidance regarding land use, transportation, housing, and open space for the strategies proposed in the Crutchfield Sector Plan. Therefore, the Crutchfield Sector Plan is in accordance with the Tulsa Comprehensive Plan.

E. Staff recommendation:

Staff recommends that the Tulsa Metropolitan Area Planning Commission adopt a resolution determining that the Crutchfield Sector Plan is in conformance with the Tulsa Comprehensive Plan and provide a recommendation of approval to City Council.

Attachments:

- Crutchfield Sector Plan

CRUTCHFIELD SECTOR PLAN

SEPTEMBER 2018



ACKNOWLEDGEMENTS

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11.10

EXECUTIVE SUMMARY

This Sector Plan is a tool to guide the actions of the Tulsa Development Authority (TDA) to make strategic investments that create desired change in the Crutchfield neighborhood. The purpose of the plan is to provide clear and updated guidance for investment decisions and other catalytic actions necessary to address anticipated needs of the neighborhood on the immediate horizon. Guided by feedback from the Advisory Committee and a community design workshop, the strategies and actions in this plan advance goals from the existing 2004 Crutchfield Revitalization Master Plan:

Goals of the 2004 Crutchfield Revitalization Master Plan

Goal 1: Improve the Crutchfield neighborhood infrastructure and preserve the existing residential areas for residential use.

Goal 2: Modify current land use practices to more closely reflect the existing uses and conditions within the neighborhood to infill on small lots and ensure compatible infill development in the future. Modify design and land use standards to support improved design as a means of protecting residential areas from incompatible commercial/ industrial uses.

Goal 3: Stabilize and improve the housing market in the area and advocate the building of a new K-8 public school in the area.

Goal 4: Advocate for economic development, commercial revitalization and employment.

Goal 5: Identify ways in which the delivery of social services to the area can be improved.


Each of these goals establish the big picture targets that must be achieved to realize the vision defined by the community through the Small Area Plan. This Sector Plan further defines strategies and actions to help support these goals. Strategies outline realistic objectives to guide plan implementation, while actions define specific steps necessary to successfully execute each strategy. This document links each strategy back to the goal or goals that it is facilitating. Given the development focus of this document, strategies do not focus on social service delivery outlined in Goal 5.

Through conversations with the Advisory Committee and additional community input, three geographic focus areas emerged: (1) Neighborhood Stabilization and Infill, (2) Corridor Improvements, and (3) Employment Areas. Within each of these focus areas are a set of investment strategies to guide development investment, development strategies to provide parameters for building and development, and supportive capital investment strategies which identify capital projects that are needed to support desired change.

FIGURE 1. CRUTCHFIELD SECTOR PLAN AREA



 Crutchfield

0 250 500 1,000 1,500 Feet


Boundary description: The southern boundary is Admiral Blvd.; the eastern boundary is Utica Ave.; the western boundary is Hwy 75 northward to Peoria Ave. and north along Peoria Ave. to Pine St.; the northern boundary is Pine St.

SECTOR PLAN PURPOSE AND PROCESS

Central neighborhoods in Tulsa are beginning to see redevelopment interest. This Crutchfield Sector Plan is intended to guide redevelopment and identify catalytic public infrastructure improvements that support desired development.

THE CRUTCHFIELD NEIGHBORHOOD

The Crutchfield neighborhood of Tulsa, Oklahoma, as shown in Figure 1, the Crutchfield Sector Plan Area (“Area”), is located within walking distance to downtown but cordoned off by highways and rail lines and other barriers. There is strong community interest in reinvestment improving and strengthening the physical links between Crutchfield and other neighborhoods that would bring more attention and provide more welcoming entrances to the area. With attention and strategic investment from the Tulsa Development Authority (and others), Crutchfield is in a position to become a destination district for housing and employment growth.

RELATIONSHIP TO URBAN RENEWAL

This Crutchfield Sector Plan (“Plan”) is prepared and adopted pursuant to the Oklahoma Urban Redevelopment Law, 11 O.S. 38-101, et seq. (“Act”). It creates a new urban renewal area in Tulsa’s Crutchfield neighborhood. Tools provided by the Act, coupled with appropriate financing support, will facilitate neighborhood stabilization, infill housing development, job creation, public infrastructure upgrades, and parks and open space enhancements.

This Plan will be undertaken as approved and authorized by The City of Tulsa. The principal activities will consist of acquisition as authorized

by this Plan and/or appropriate action of The City and redevelopment of existing structures and upon vacant properties. Administrative implementation, planning activities, developer outreach and recruitment for real estate redevelopment, job creation activities, and acquisition and disposition of property will be provided by the Tulsa Development Authority (“TDA”).

Urban Renewal Plans were originally prepared as part of the Neighborhood Program beginning in the late 1960’s. The Tulsa Development Authority is creating and/or updating Sector Plans in several neighborhoods to help guide their investment activities in burgeoning areas, including Crutchfield, Pearl District, and Crosbie Heights. Sector Plans for Unity Heritage Neighborhoods and Kendall-Whittier were completed in 2015.

RELATIONSHIP TO SMALL AREA PLAN

This Plan coordinates with the concurrent efforts to establish the Crutchfield Small Area Plan, which further advances the efforts and focus of the 2004 Crutchfield Neighborhood Revitalization Master Plan, establishes a community-based vision for the area, and addresses issues not covered in the Sector Plan, such as parks, amenities, mobility, long term land uses, adjacency and other neighborhood compatibility standards.

SECTOR PLAN STRATEGIES

AREA-WIDE STRATEGIES:

- Acquire and sell property to meet community objectives [Supports Goal 2]
- Ensure overall design and development quality [G2]
- Keep community engaged in redevelopment efforts

AREA 1 STRATEGIES: NEIGHBORHOOD STABILIZATION AND INFILL

Summary: Stabilize and revitalize the Crutchfield neighborhood, while preserving housing affordability and increasing housing choice.

Strategies:

- Focus investment to address issues relating to clouded or complicated titles to assist in redevelopment and reinvestment. [Supports Goal 3]
- Stem the impact of blighted properties [G3]
- Preserve neighborhood assets [G2, G3]
- Increase housing choice [G3]
- Maintain housing affordability [G3]
- Support appropriately located, neighborhood-scaled commercial development [G3, G4]
- Establish parameters to return TDA-owned land into use for private development [G3]
- Prioritize infrastructure to support residential development [G1]
- Invest in street repair throughout the neighborhood [G1]

- Improve walkability within the neighborhood [G1, G3]
- Enhance neighborhood amenities and green space [G1, G3]
- Improve connections to adjacent areas [G1]
- Provide traffic calming on Latimer and Independence [G1]

AREA 2 STRATEGIES: CORRIDOR IMPROVEMENTS

Summary: Improve corridors to support economic activity and improve mobility options.

Strategies:

- Encourage façade restoration and preservation [Supports Goal 2]
- Encourage transit supportive development within walking distance of Peoria Avenue [G2]
- Encourage innovative adaptive reuse of commercial and industrial buildings, as well as historic buildings [G2]
- Support infill development to create more walkable corridors [G2]
- Improve areas adjacent to proposed Bus Rapid Transit (BRT) stop to reinforce neighborhood identity [G2]
- Create a pedestrian-friendly public realm [G2]
- Improve gateways along each corridor to support neighborhood identity [G2]

AREA 3 STRATEGIES: EMPLOYMENT AREAS

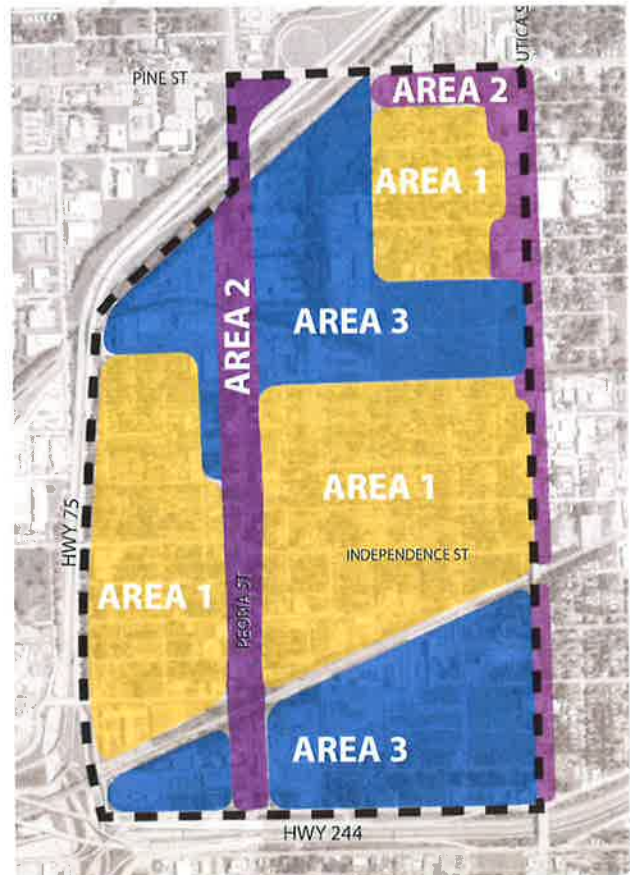
Summary: Support development that increases employment opportunities and commercial opportunities.

Strategies:

Invest in redevelopment opportunities to support employment [Supports Goal 4]

- Evaluate potential Tax Increment Finance (TIF) district for the area to support desired redevelopment fund improvements [G4]
- Activate large undeveloped tracts of land [G4]
- Require appropriate adjacency standards and buffering for adjacent residential uses [G2]
- Create commercial development guidelines [G2]
- Improve transportation access [G4]
- Keep community engaged in redevelopment efforts [G2]

FIGURE 2. INVESTMENT AREAS MAP



Housing

Parks &
Green Space

Infrastructure

Civic
Facilities

Commercial &
Industrial

2



11.16

BACKGROUND

EXISTING LAND USES AND PHYSICAL CONDITIONS

BLIGHTED PHYSICAL CONDITIONS

The Crutchfield neighborhood is a blighted area within the meaning of the Act. The Crutchfield Neighborhood Blight Study, completed in July 2018, details the blighting conditions that exist in the Sector Plan area. While parts of the Crutchfield area are well maintained homes and businesses, many buildings in Crutchfield have fallen into disrepair, and some structures are unsafe for habitation. There are a number of vacant parcels and abandoned structures. As of July 2018, the City of Tulsa had plans to issue 105 demolition orders for structures in the Crutchfield area within the following 12 months. Sidewalks along major arterials have major issues or are classified as dangerous. City officials and community members agree that Crutchfield will benefit from reinvestment and rehabilitation for the health and safety of the neighborhood.

EXISTING LAND USE

Crutchfield is not defined by any one land use; it is a truly mixed-use area, with single family and multi-family residential, commercial, and industrial uses all in close proximity. Residential uses are primarily in the middle and northeast of the study area. Residences are primarily single family, with some duplexes and smaller multi-family developments spread throughout.

Commercial uses line major arterials, such as Peoria Avenue and Utica Avenue. Industrial uses, including both light and heavy industrial, are located in the north and south of the study area, along interstates and rail spurs. There are three existing parks in Crutchfield – Bullette Playground, Crutchfield Playground, and the privately-developed Latimer Playground.

ZONING

RM-1 – Residential Multifamily Low Density (35%) RM-1 allows single family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 25 units per acre.

RM-2 – Residential Multifamily Medium Density (3%) RM-2 allows single family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 39 units per acre.

OL – Office-Low (1%) OL is primarily intended to facilitate the development and preservation of low-intensity office uses, such as business or professional offices or medical offices.

CS – Commercial Shopping (0.3%) CS is primarily intended to accommodate convenience, neighborhood, subcommunity, community, and regional shopping centers.

CH – Commercial-High (5%) CH is intended to accommodate high-intensity commercial uses in the core area of the city, encourage the use of properties and existing buildings along older commercial corridors, and to minimize encroachment on stable residential neighborhoods.

IL – Industrial-Light (8%) IL is intended to provide areas suitable for manufacturing, wholesaling, warehousing, and other industrial

activities that have few, if any, adverse land use or environmental impacts.

IM – Industrial-Moderate (48%) IM is intended to group together a wide range of industrial uses that may produce some moderate adverse land use or environmental impacts in terms of their operation and appearance.

PAST PLANNING EFFORTS

2004 NEIGHBORHOOD PLAN

In 2004, a group of Crutchfield property owners, business owners, and residents developed the Crutchfield Neighborhood Revitalization Plan. The plan envisions a Crutchfield that is “clean, economically viable, safe and secure.” To achieve this vision, five plan goals and objectives were created by Crutchfield community members, as detailed in the Executive Summary.

PLANITULSA COMPREHENSIVE PLAN

The PLANITULSA planning process created a vision for the City of Tulsa that reflects the needs and dreams of all citizens over a 20- to 30-year planning horizon. The Comprehensive Plan was adopted in July 2010. The PLANITULSA land use map is organized around building blocks and plan categories that distinguish land use characteristics with regard to location, transportation, land use mix, employment, and housing. Six of these plan categories are represented within the Crutchfield area:

Downtown Neighborhood (39%)

Neighborhoods located outside of, but tightly integrated with, the Downtown Core. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open space.

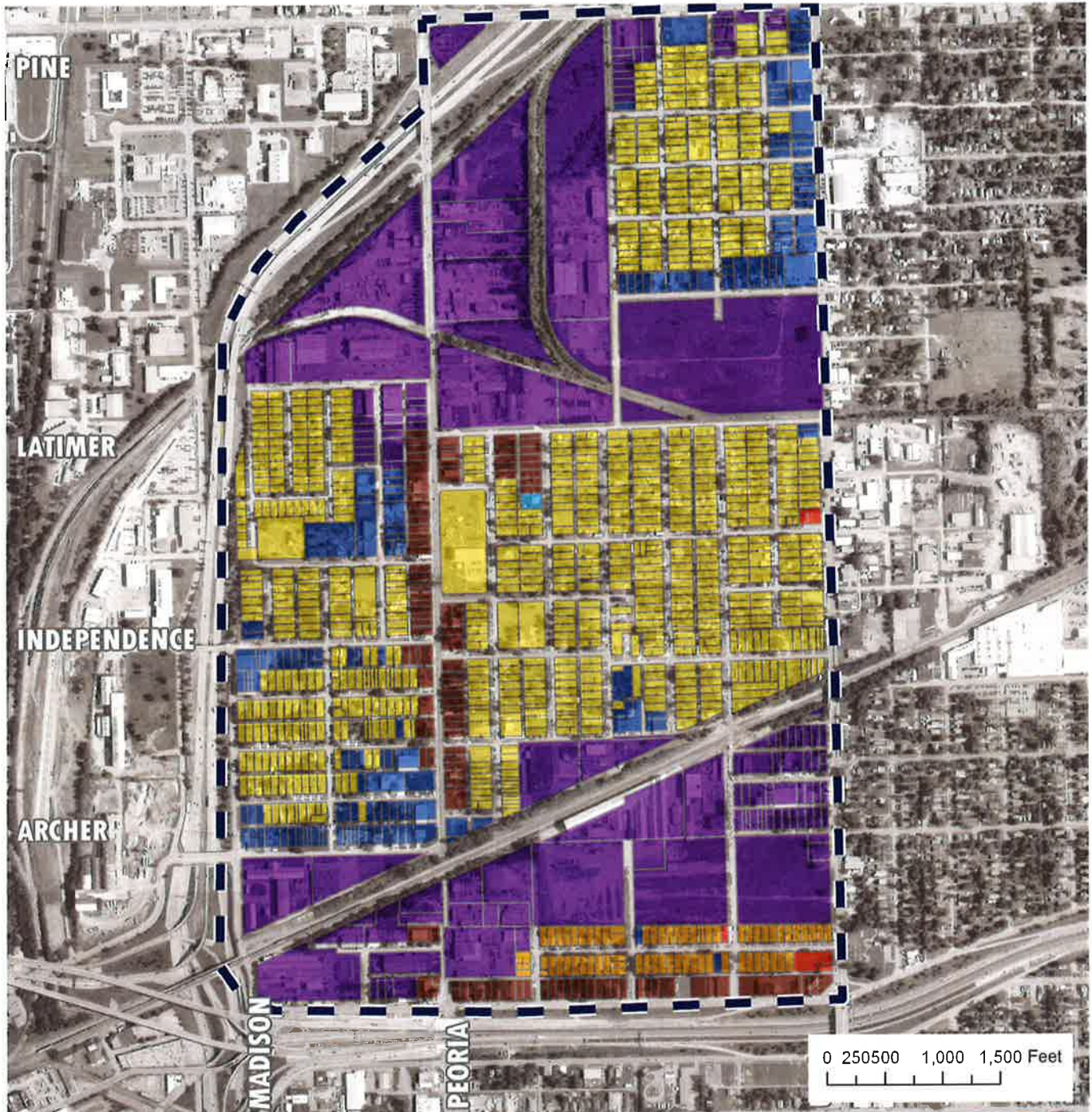
Employment (35%)

Employment areas contain office, warehousing, light manufacturing, and high tech uses. These areas require access to major arterials or interstates, and must accommodate truck traffic, along with rail in some instances. Screening and buffering is necessary when employment districts are located near residential uses.

Town Center (16%)

Town Centers are medium-scale mixed-use areas with retail, dining, services, and employment. Housing choices can include multifamily and townhouses, with small lot single family homes along the edges. Town Centers are the main transit hub for nearby neighborhoods and are pedestrian-oriented in their design.

FIGURE 3. ZONING MAP



Zoning

- CH - Commercial
- CS - Commercial

- IL - Industrial-Light
- IM - Industrial-Moderate
- OL - Office-Low

- RM1 - Multi-Family
- RM2 - Multi-Family
- Crutchfield

11.19

Mixed-Use Corridor (2%)

Mixed-Use Corridors pair high capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort is emphasized, and buildings along the corridors are built to the sidewalk, with windows, storefronts, and active ground floor uses.

Existing Neighborhood (7%)

This plan category is intended to preserve and enhance existing single-family neighborhoods. Development should be limited to rehabilitation, improvement, or replacement of existing homes, with some small-scale infill. Improvements should be made to sidewalks, bike routes, and transit.

Park and Open Space (1%)

Parks and open spaces should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. These areas should be protected and promoted through targeted investments, public-private partnerships, and policy changes.

PEORIA AVENUE BUS RAPID TRANSIT

Tulsa's first Bus Rapid Transit (BRT) line is expected to begin service in 2019, and will run along Peoria Avenue, passing through Crutchfield. There are two planned stations in the study area – an enhanced station at Pine Street and Peoria Avenue, and a local station at Independence Street and Peoria Avenue. The 2017 Peoria Avenue BRT Land Use Framework details strategies and recommendations for land use and development, transit and connectivity, urban design, zoning, and economic development for each of the planned enhanced stations along the route. Recommendations for the Pine Street Station include a destination town center in the station area, improved pedestrian and bike facilities and connections, streetscape improvements, and potential zoning changes to mixed-use designations at key intersections.

Crutchfield is currently served by Tulsa Transit Route 105 along Peoria and Route 222 along Pine.

FIGURE 4 LEGEND



FIGURE 4. PLANITULSA FUTURE LAND USE

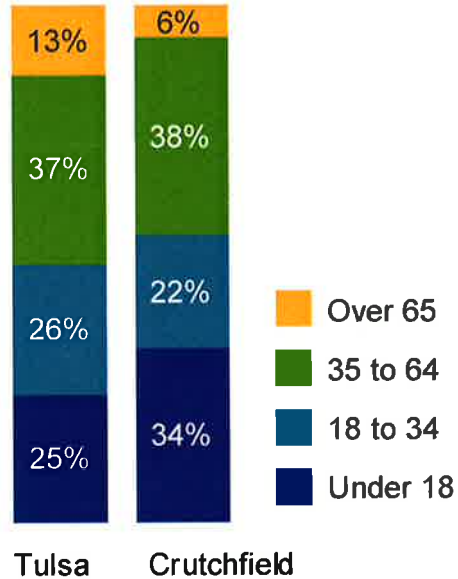


DEMOGRAPHIC SNAPSHOT

Total Population in 2016	
Tulsa	574,684
Crutchfield	1,893

AGE

Crutchfield is younger than Tulsa as a whole – one-third of residents in Crutchfield are younger than 18, compared to one-quarter of Tulsa residents. Additionally, the proportion of Crutchfield residents over 65 (6%) is lower than Tulsa overall (13%).

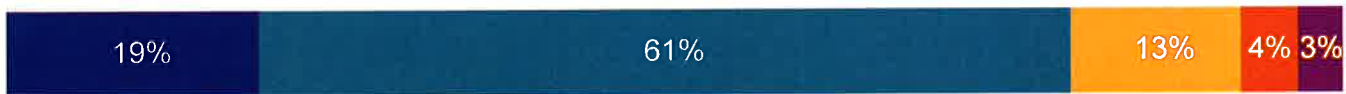


RACE/ETHNICITY

The majority of Crutchfield residents (61%) identify as Hispanic, a much larger percentage than Tulsa as a whole (15%). There is a much lower percentage of White residents in

Crutchfield (19%) than Tulsa (56%). The two geographies have similar percentages of Black or African American residents, Native American residents, and residents who identify as two or more races.

Crutchfield



Tulsa

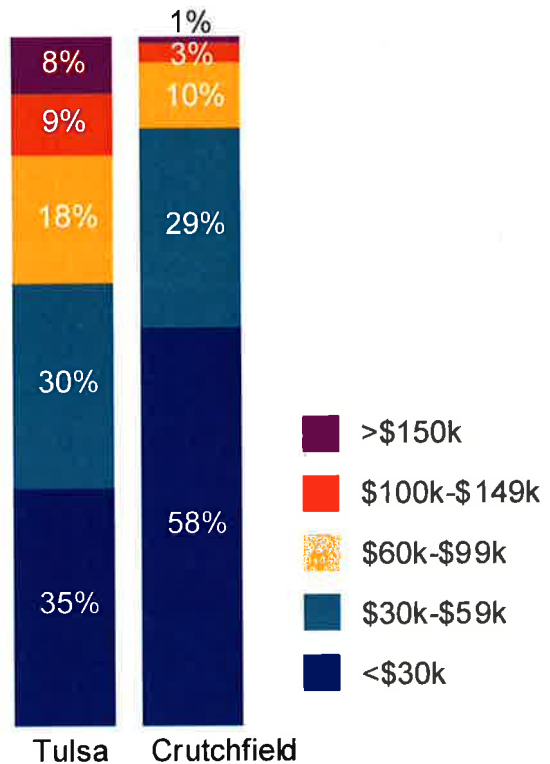


- White
- American Indian and Alaskan Native
- Hispanic
- Asian
- Black or African American
- Some Other Race
- Two or More Races
- Native Hawaiian and Other Pacific Islander

11.22

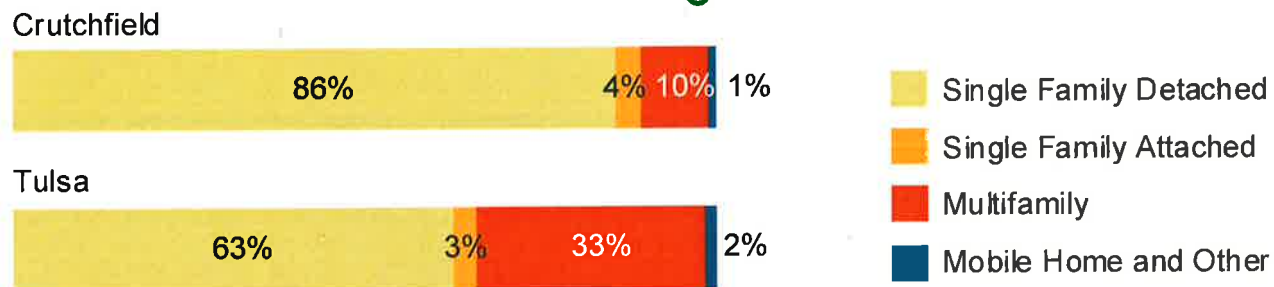
HOUSEHOLD INCOME

The median household income (MHI) in Crutchfield is \$26,424, only 61% of the MHI in Tulsa overall (\$43,045). More than half of Crutchfield households have incomes below \$30,000, and only 14% of households have incomes greater than \$60,000. In Tulsa, 35% of households earn less than \$30,000 per year, and 35% of households have incomes greater than \$60,000.



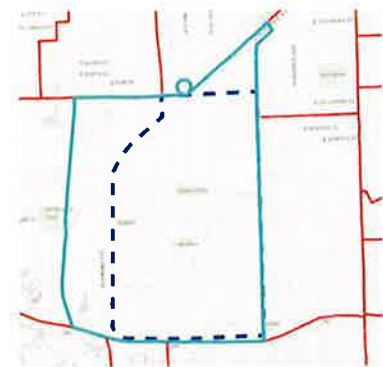
HOUSING MIX AND TENURE

The majority (86%) of residences in Crutchfield are detached single family homes. In Tulsa, detached single family homes make up 63% of housing. There is a smaller proportion of multifamily dwellings in Crutchfield (10%) than in Tulsa as a whole (33%). In both Crutchfield and Tulsa, there is an approximately 50/50 split between those who rent their homes and home owners, with a slightly higher percentage of renters in Crutchfield.



Crutchfield demographics were analyzed using Tulsa County, OK Census Tract 12, Block Group 1, the closest geographic fit to the Crutchfield study area boundaries. Data comes from US Census Bureau 2016 ACCS 5-year estimate.

— Census Tract 12
— Block Group 1
- - - Crutchfield Study Area



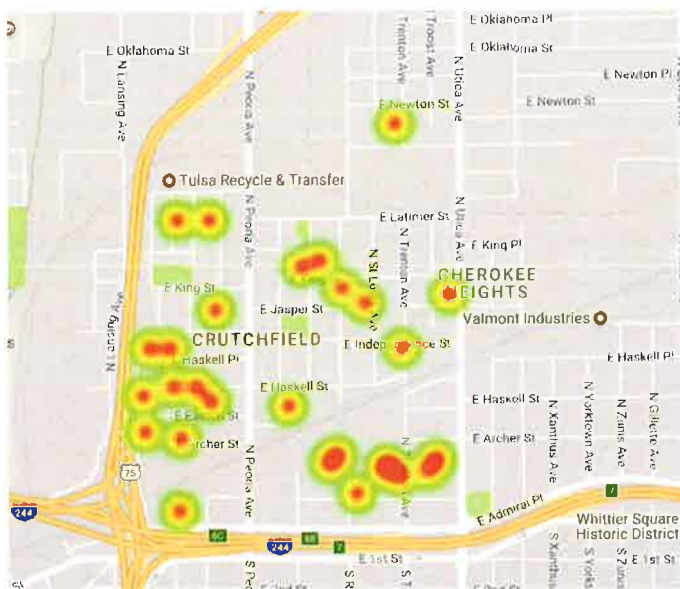
COMMUNITY WORKSHOPS

A community workshop was held on March 1st, 2018 in Crutchfield. 52 participants completed 7 workshop maps. The following maps show frequency of comments of community input on five topic areas. Each map includes community desires related to a combination of themes, listed alongside each map.

Key Takeaways:

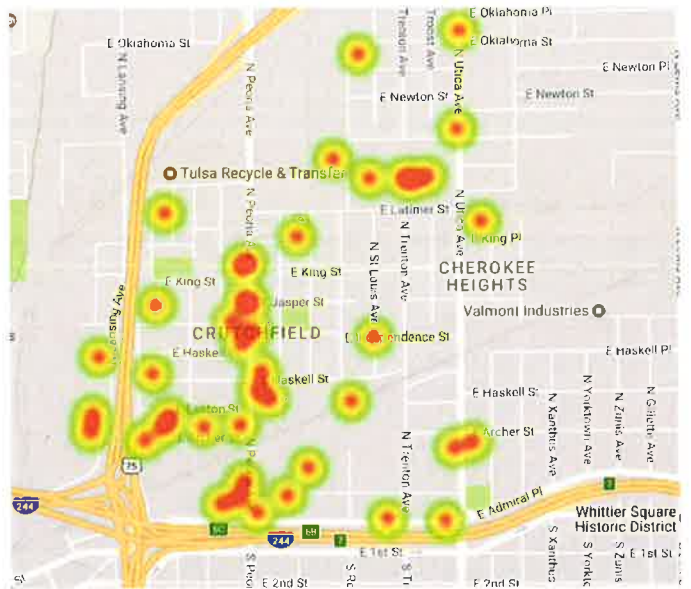
- ▶ Desire for increased **safety and lighting**, particularly along route connecting to downtown
- ▶ Desire for additional **community spaces and parks**
- ▶ Desire for **improvements** focused around the **intersection of Peoria and Independence**
- ▶ Interest in continuing **industrial uses** in the existing southern industrial areas closer to interstate
- ▶ Interest in **retail** along **Peoria and Utica**

FIGURE 5. HOUSING



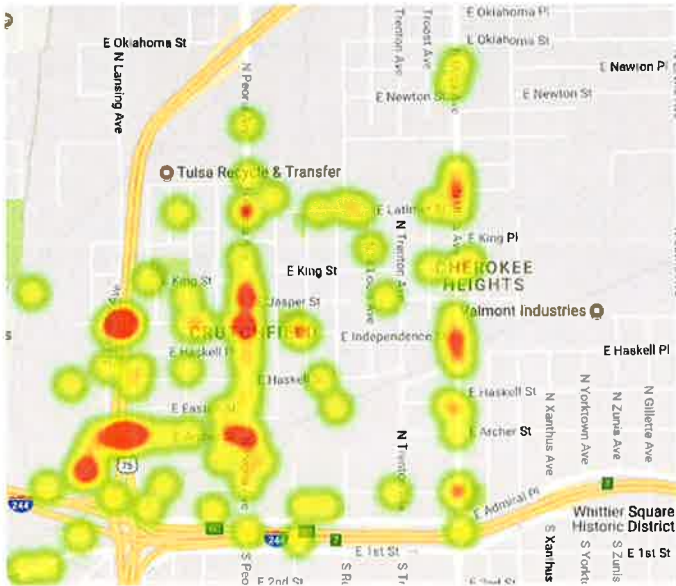
- SF-Residential
- Condos
- Townhomes

FIGURE 6. NEW DEVELOPMENT



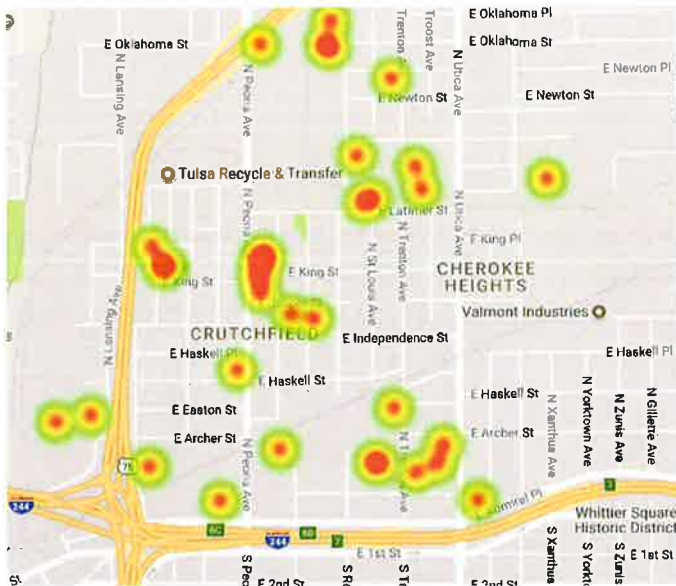
- Basic Services
- Commercial
- Development
- Mixed-Use Development
- Retail

FIGURE 7. ACTIVE TRANSIT



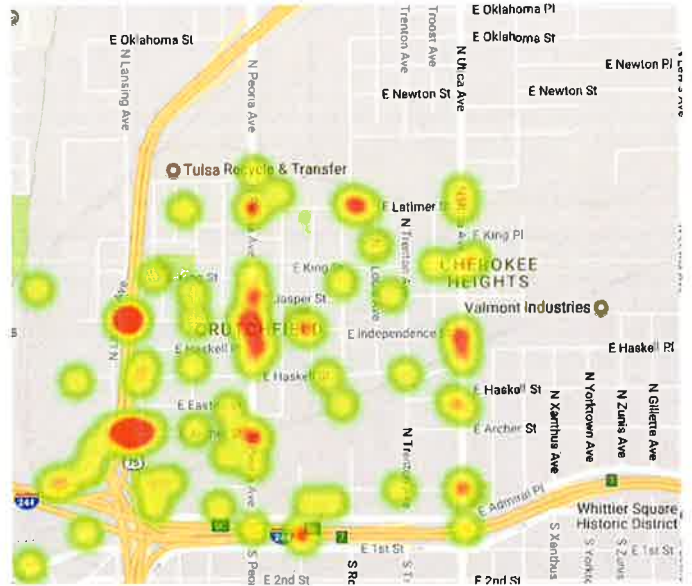
- Bike Lanes
- Sidewalk Improvements
- Crosswalks
- Enhanced Transit Facilities
- Safety Improvements
- Street/Pedestrian Lighting
- Transit Priority Lanes

FIGURE 8. COMMUNITY SPACES



- Historic Preservation
- Parks/Open Space
- Community Facilities

FIGURE 9. ROADWAY SAFETY



- Street/Pedestrian Lighting
- Safety Improvements
- Road Improvements
- New Traffic Signals
- Crosswalks
- Traffic Calming

11.25

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SA OK ♻️ TOPECA COFFEE ROASTERS ♻️

DYL

TOPECA
INSTRUMENTS
DIVISION
PROFESSIONAL COFFEE &
DRINK ASSESSMENT
BY APPOINTMENT ONLY

11.26

PROGRESS AND CHANGE

The 2004 Crutchfield Revitalization Master Plan contains five goals to achieve the community vision for the neighborhood, with numerous specific objectives for each. In the years since the plan was created, the City of Tulsa has initiated work and achieved many of these objectives. Following is an accounting of the City's progress from 2004 to 2018.

Goal 1: Improve the Crutchfield neighborhood infrastructure and preserve the existing residential areas for residential use.

NUMBER	ACTION	LEAD ENTITY AND STATUS	PROGRESS TO DATE
1.1	Streets: Repair all residential streets in area	City; On-going	Fix our streets and Improve our Tulsa campaigns; 2-year completion timeline
1.2	Sidewalks: Repair/replace sidewalks on Peoria Avenue and Utica Avenue. Repair and replace, add sidewalks as needed, focusing first on routes to schools and commercial areas.	City; On-going	2-year completion timeline
1.3	Water and Sewer: Repair, replace, upgrade to ensure that capacities are adequate to meet future growth (especially industrial) needs.	City Public Works; Initiated	Awaiting electric and gas; 2-year completion timeline
1.4	Electric and Natural Gas: Upgrade as necessary to meet expanding commercial and industrial needs	City and franchisees; Initiated, On-going	
1.5	Parks and Recreational areas: Improve and upgrade parks to better serve the community	City; On-going	Now managed through CIP
1.6	Public Safety: Improve streetlights and pedestrian crossings	City; On-going	Implemented minimum safety requirements
1.7	Improve Flood Protection: Address recurrent street flooding problem on Peoria below the Burlington Northern train bridge.	City; On-going	Two facilities have been installed that serve Crutchfield

1.8	Pursue the creation of an Urban Renewal Plan and Tax Increment Plan as a means of securing funding for infrastructure improvements in this area.	TDA; Completed	This plan, the Crutchfield Sector Plan, serves as the Urban Renewal Plan
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Goal 2: Modify land use and design standards to ensure compatible infill development.

NUMBER	ACTION	LEAD ENTITY AND STATUS	PROGRESS TO DATE
2.1	Allow for a mix of varied but compatible land uses in specifically designated areas.	City; On-going	On-going coordination between City, TDA and INCOG to ensure zoning compatibility
2.2	Compatibility within adjacent buildings: require high architectural standards including materials, pedestrian-oriented entrances	On-going	Managed through Neighborhood Association; applies primarily to existing development
2.3	Change setback requirements for commercial corridors to maintain edge on or near street edge	Not initiated	New zoning code (effective 1/1/2016) reduced minimum street setbacks for office, commercial and industrial districts to 10 feet. No requirements, but also no barriers if property owners want to build near the street.
2.4	Flexible parking requirements to encourage building reuse	Not initiated	New zoning code (effective 1/1/2016) significantly reduced parking requirements, specifically for the purposes of building reuse in CH districts.
2.5	Support continued use of alternative compliance plans for landscaping that does not meet code requirements.	INCOG; On-going	

Goal 3: Stabilize and improve the housing market; advocate for building a new K-8 public school.

NUMBER	ACTION	LEAD ENTITY AND STATUS	PROGRESS TO DATE
3.1	Advocate for new school to serve K-8 students	Resolved	New school planned west of the study area to include Crutchfield
3.2	Stabilize existing housing – increase awareness of existing programs provided by City and nonprofits	City; On-going	

3.3	Encourage new residential construction on vacant lots	TDA; On-going	
3.4	Continue blight removal	TDA, City; On-going	
3.5	Seek and develop public-private partnerships to fund and promote housing and public improvements. Develop an Urban Renewal Plan and Tax Increment Financing plan	Initiated	This Sector Plan will guide TDA's efforts in Crutchfield
3.6	Remove the Lowell School building and make land available for residential development (single family detached units)	Completed	Property repurposed as ropes course and indoor gym

Goal 4: Advocate for economic development, commercial revitalization and employment.

NUMBER	ACTION	LEAD ENTITY AND STATUS	PROGRESS TO DATE
4.1	Seek and develop public and private partnerships to fund and promote economic development	TDA, Mayors Office of Economic Development, City Grants Administration; Not initiated	
4.2	Identify and convert underutilized commercial sites for office, light manufacturing and small warehouse uses	TDA; Not initiated	
4.3	Remove Lowell School and make property available for commercial use	Completed	
4.4	Overcome barriers to private mortgage financing in this neighborhood	City; On-going	Encourage participation in aid and recovery programs

Goal 5: Identify ways in which the delivery of social service to the area can be improved.

NUMBER	ACTION	LEAD ENTITY AND STATUS	PROGRESS TO DATE
5.1	Develop partnerships with local agencies to address escalating neighborhood needs, resulting from a neighborhood with a growing population and diversity	City; Not initiated	

11.29

CARRYING THE GOALS FORWARD

This Sector Plan carries forward the goals from the 2004 plan with practical and actionable implementation steps that will guide the Tulsa Development Authority. The following demonstrates how the strategies of the Crutchfield Sector Plan furthers the community goals for the neighborhood. As the Area Plan is updated, this Sector Plan will be incorporated as an appendix of additional implementation steps specific to TDA.

Goal 1: Improve the Crutchfield neighborhood infrastructure and preserve the existing residential areas for residential use.

Sector Plan strategies to achieve Goal 1:

- Prioritize infrastructure to support residential development
- Invest in street repair throughout the neighborhood
- Improve walkability within the neighborhood
- Enhance neighborhood amenities and green space
- Improve connections to adjacent areas

Goal 2: Modify current land use practices to more closely reflect the existing uses and conditions within the neighborhood to infill on small lots and ensure compatible infill development in the future. Modify design and land use standards to support improved design as a means of protecting residential areas from incompatible commercial/industrial uses.

Sector Plan strategies to achieve Goal 2:

- Acquire and sell property to meet community objectives
- Preserve neighborhood assets
- Encourage façade restoration and preservation
- Encourage transit supportive development within walking distance of Peoria Avenue
- Encourage innovative adaptive reuse of commercial and industrial buildings, as well as historic buildings
- Support infill development to create more walkable corridors
- Improve areas adjacent to proposed Bus Rapid Transit (BRT) stop to reinforce neighborhood identity
- Create a pedestrian-friendly public realm
- Improve gateways along each corridor to support neighborhood identity
- Ensure appropriate adjacency standards and buffering for adjacent residential uses
- Create commercial development guidelines

Goal 3: Stabilize and improve housing market in the area and advocate the building of a new K-8 public school in the area.

Sector Plan strategies to achieve Goal 3:

- Establish parameters to return TDA-owned land into use for private development
- Focus investment to address issues relating to clouded or complicated titles to assist in redevelopment and reinvestment.
- Stem the impact of blighted properties
- Preserve neighborhood assets
- Increase housing choice
- Maintain housing affordability
- Support appropriately located, neighborhood-scaled commercial development
- Invest in street repair throughout the neighborhood
- Improve walkability within the neighborhood
- Enhance neighborhood amenities and green space

Goal 4: Advocate for economic development, commercial revitalization and employment.

Sector Plan strategies to achieve Goal 4:

- Support appropriately located, neighborhood-scaled commercial development
- Invest in redevelopment opportunities to support employment
- Evaluate potential Tax Increment Finance (TIF) district for the area to support desired redevelopment fund improvements
- Activate large undeveloped tracts of land
- Improve transportation access

Goal 5: Identify ways in which the delivery of social service to the area can be improved.

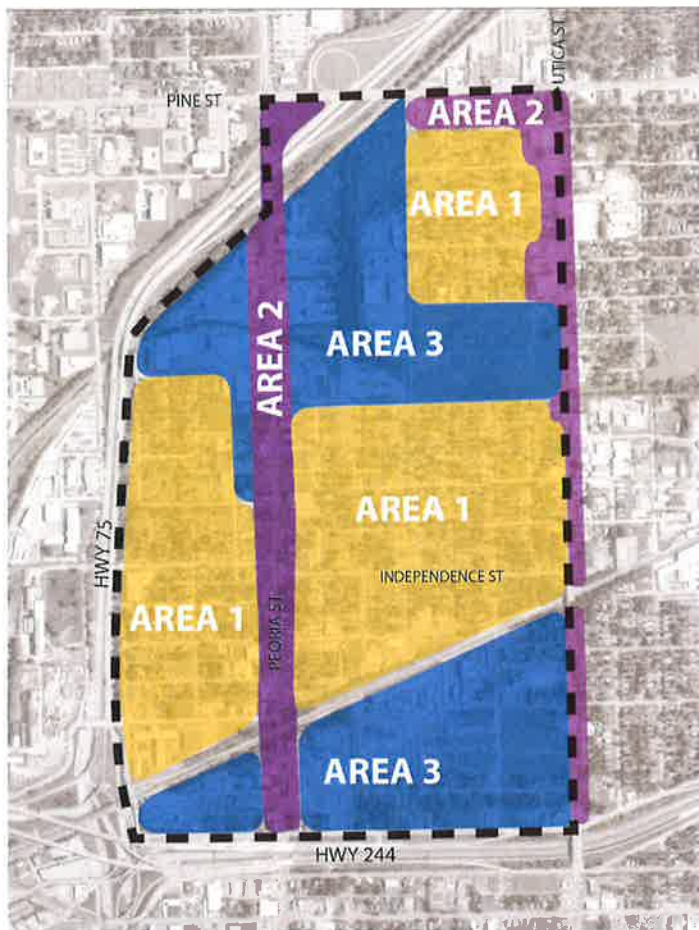
Given the development nature of this document, strategies do not focus on social service delivery.



11.32

IMPLEMENTATION

Implementation strategies in this plan are organized by three geographic focus areas. Each of these focus areas includes a set of investment strategies to guide development investment, development strategies to provide parameters for building and development, and supportive capital investment strategies which identify capital projects that are needed to support desired change.



▶ **AREA-WIDE STRATEGIES 28**

▶ **AREA 1: NEIGHBORHOOD STABILIZATION AND INFILL 30**

▶ **AREA 2: CORRIDOR IMPROVEMENTS 40**

▶ **AREA 3: EMPLOYMENT AREAS 44**

AREA-WIDE STRATEGIES

S01. Acquire and sell property to meet community objectives [G2]

This Plan grants TDA the authority to acquire and sell property to foster revitalization of the Crutchfield neighborhood.

TDA Actions:

- Undertake negotiation for the acquisition of property determined to be incompatible with approved redevelopment projects to better facilitate cohesive and comprehensive redevelopment. Seek to voluntarily acquire properties to create parcels capable of redevelopment adhering to detailed design guidelines established through the Small Area Plan and/or the objectives of this Sector Plan. Where necessary or advisable, exercise statutory authority powers for acquisition.
- Consult with City of Tulsa and INCOG in crafting development criteria or deed restrictions to support community goals when selling publicly owned properties. These restrictions could influence building design, buffering of uses, and/or affordability, among other considerations.

S02. Ensure overall design and development quality [Supports G2]

Guiding and monitoring development is a continuing effort. Ensuring that projects and investments are advancing the overall vision for Crutchfield requires clear guidance and thoughtful oversight.

TDA Actions:

- Recommend an overlay such that development agreements for properties receiving TDA assistance require adherence to detailed design guidelines.
- Coordinate with INCOG to ensure compatibility of design requirements with established and existing zoning and design requirements.
- Explore a collaborative design review process with INCOG and City of Tulsa for projects receiving TDA assistance to:
 - Ensure compliance with guidelines and objectives in this document, as well as potential development agreements, for projects receiving incentives.
 - Evaluate public projects, such as streetscape improvements and other public investment.
- Support the adoption of general design guidelines as part of the process to update the Crutchfield Small Area Plan.
- Require developments to adhere to design guidelines established through the Small Area Plan.
- Seek to voluntarily acquire properties to create parcels capable of redevelopment adhering to detailed design guidelines established through the Small Area Plan and/or the objectives of this Sector Plan.

S03. Keep community engaged in redevelopment efforts [G2]

As neighborhoods such as Crutchfield experience change, tensions inevitably arise between residents and development interests. Ongoing dialogue is necessary to ensure that the community's vision is being met, while also responding and adjusting to market changes.

TDA Actions:

- Partner with the City of Tulsa to support an ongoing dialogue through the following methods:
 - Hosting ongoing town halls focused on implementation efforts.
 - Providing opportunities for community input into major public design initiatives through public meetings.
 - Maintaining a website or newsletter that tracks development activity and markets significant changes on the horizon in the area.

AREA 1: NEIGHBORHOOD STABILIZATION AND INFILL

Summary: Stabilize and revitalize the Crutchfield neighborhood, while preserving housing affordability and increasing housing choice.

The Crutchfield neighborhood benefits from close proximity to downtown, easy access to regional highways, and a location on the proposed BRT line. Infill housing will benefit from these advantages as well, and given the amount of vacant land, there is a need to guide infill housing in a manner that will contribute to the quality and character of the neighborhood.

Community input during the Sector Planning process highlighted the opportunity to create a neighborhood that is attractive to a variety of household types, income levels and age groups. Continued housing affordability was raised as a common concern that should be addressed as development unfolds. These strategies focus on encouraging appropriate housing development and supporting neighborhood amenities that improve the quality of life for current and future residents.

INVESTMENT STRATEGIES

S04. Establish parameters to return TDA-owned land into use for private development [G3]

Land in public ownership is an asset that can be leveraged to make desired change happen in the neighborhood. The process for TDA to acquire and sell land that should be strategic and done in a manner that achieves broader plan objectives.

TDA Actions:

- Categorize publicly owned land that is available for redevelopment by type of desired development.
- Solicit assistance to developers of difficult sites (publicly or privately owned) where TDA can be a partner.

- Require private redevelopment of publicly owned lots adhere to development criteria outlined in this plan as a condition of sale.
- Prioritize redevelopment in focus areas in Map 1, while also considering other areas in Crutchfield Sector area as needed.
- Develop and implement an acquisition and improvement strategy for Crutchfield, targeting public or private investment to improve or acquire strategic properties.
- Seek to voluntarily acquire identified properties. Where necessary or advisable, exercise statutory authority powers for acquisition.

S05. Focus investment to address issues relating to clouded or complicated titles to assist in redevelopment and reinvestment. [Supports G3]

Complicated title issues often result in difficulty in real estate transactions due to the inability to locate owners or unclear ownership, which can inhibit or slow the redevelopment and revitalization process. Proactively addressing these issues can help to return more properties to productive use and strengthen the neighborhood.

TDA Actions:

- Support identifying and mapping properties with complex title issues as part of the Small Area Plan process and define which properties may be acquisition candidates.
- If mapped properties represent acquisition candidates, prioritize them for investment by TDA to return to productive use as a capital implementation step in the Small Area Plan.
- Seek to voluntarily acquire identified properties. Where necessary or advisable, exercise statutory authority powers for acquisition.

S06. Stem the impacts of blight [G3]

The Crutchfield Blight Study (2018) found evidence of blight as defined by Oklahoma Urban Renewal Law 11 O.S. § 38-101(8) due to vacancy, abandoned buildings, declining property values, demolition activity, and deteriorated public infrastructure. Blight, especially in the form of vacant and abandoned properties, can have a detrimental impact upon a neighborhood. Not only can they inhibit area

redevelopment, but they can also negatively impact property values and quality of life within a neighborhood. Successful development and investment will require that any issues of blight be identified and addressed in order to provide certainty to the market and encourage future reinvestment.

This Sector Plan serves as a link between local efforts through the TDA to address blight and improve the community and national programs, such as Community Development Block Grants, that are part of the suite of programs administered by the Department of Housing and Urban Development [HUD] with the objective of addressing blight.

TDA Actions:

- Develop and implement an acquisition and improvement strategy for Crutchfield targeting public or private investment to improve or acquire properties identified as blighted or located within areas identified as blighted, as part of a broader acquisition strategy.
- Maintain an annually updated inventory of vacant properties.
- Coordinate with City of Tulsa Code Enforcement to work cooperatively with property owners to educate them and address code violations.
- Evaluate and outline legal remedies to address blighted properties and areas within neighborhoods.
- Market lots for infill development of affordable housing to home-building community.

- Inventory vacant buildings in good repair and identify candidates that can be activated through temporary uses, such as community gardens.
- Establish tax foreclosure pipeline/land banking programming.
- Seek to voluntarily acquire properties that are vacant or abandoned.

S07. Preserve neighborhood assets [G2, G3]

Many things contribute to community character—open space, historic assets, street design. Identifying those elements within Crutchfield that contribute to the overall quality of the neighborhood and then working to protect them will help to maintain and enhance the overall character and quality of the neighborhood.

TDA Actions:

Support the small area’s recommendations to:

- Identify and map historic and other neighborhood assets within Crutchfield.
- Evaluate potential historic protection for the most significant historic assets where appropriate, looking specifically at the Fairgrounds property in the southwestern area of the neighborhood.
- Encourage the adaptive reuse of important assets through programs such as economic development grants for facade restoration, tax incentives for investment to stabilize and preserve historic properties.
- Encourage small scale commercial uses within neighborhoods by providing flexibility

for adaptive reuse of historic structures, while putting adjacency protections in place to limit impacts of uses.

DEVELOPMENT STRATEGIES

S08. Increase housing choice [G3]

Providing a range of innovative housing options can contribute to neighborhood character, and can also provide affordable housing options, as well as appeal to a range of household types and age ranges. Emphasis should be placed on housing types that are compatible with the single-family character of the area, with multi-family being limited to small-scale products that integrate into the neighborhood or as part of a mixed-use development on larger development sites, if appropriate.

TDA Actions:

- Support zoning regulations for the Crutchfield neighborhood to ensure a range of housing types is allowed (see table below).
- As part of the Small Area Plan, coordinate with INCOG and City of Tulsa to identify necessary zoning changes to support this mix of housing types.
- As part of the Small Area Plan Process, coordinate with INCOG and City of Tulsa to develop detailed design standards for housing types and evaluate for inclusion into zoning changes or require compliance with design criteria as a condition of receiving TDA funds.
- Fund pilot demonstration program to construct alternative housing types.

-
- Encourage development that maintains the existing block and street patterns.
 - Discourage large-scale multifamily development.
 - Seek to voluntarily acquire properties that are determined to be incompatible with an approved redevelopment project to better facilitate cohesive and comprehensive redevelopment.

TABLE 1. HOUSING TYPES APPROPRIATE FOR CRUTCHFIELD

Housing Type	Location Parameters	Development Characteristics
Traditional Single Family	Throughout Crutchfield	Front porches and parking to the rear
Skinny House	Existing narrow lots	Single-unit house. Generally on 25-foot wide lots with front porches and parking to the rear; one to one and half stories
Cottage Housing	Large tracts to accommodate 4-12 units, typically as a buffer	Single-unit house. Small footprint homes [400-1,000 sf]; required common open space; consolidated parking; front porches; one to one and a half stories
Duplex	Neighborhood edge or transition areas	Two-unit house. Has the overall look of a single-family home; parking to the rear; front porches; one or two stories
Multi-unit House (Triplex)	Neighborhood edge or transition areas	Three-unit house. Has the overall look of a single-family home; parking to the rear; front porches; generally two stories
Multi-unit House (Quadplex)	Neighborhood edge or transition areas	Four-unit house. Has the overall look of a single-family home with a single entrance to the structure; parking to the rear; generally two stories
Town Home	Along the edge of the neighborhood, busier streets, or lining neighborhood amenities such as parks and schools.	Doors oriented toward the street, with parking to the rear; developed in buildings consisting of 8 or fewer units; typically, 3 stories, with opportunities for roof decks
Live-Work Units	Along the edge of the neighborhood or busier streets,	Generally, 2-4 story structures, with the ground floor is occupied by office, retail or studio space for the inhabitant of the dwelling unit, generally located on upper floors; doors are oriented toward the street.
Accessory Dwelling Units	Throughout Crutchfield	Additional dwelling units generally in detached structures that are smaller in area than the main structure

11.40

Traditional



Skinny House



Cottage Housing



Duplex



Multi-unit House: Triplex



Multi-unit House: Quadplex



Town Home



Live-Work Units



Accessory Dwelling Units



Kol Peterson, Oregon Live

S09. Maintain housing affordability [G3]

As Crutchfield experiences redevelopment, one of the main concerns expressed by the community is ensuring that there are still affordable housing options. Balancing new development with maintaining affordability is a common challenge in neighborhoods poised to experience growth as Crutchfield is.

TDA Actions:

- Encourage development that includes affordable units for all TDA-supported residential projects.
- Work with city to evaluate waiving or reducing development fees, and take advantage of the City's expedited development review for affordable housing projects.
- Research low interest home loans or mortgage assistance programs available to households meeting affordability requirements.
- Use the Small Area Planning process to support housing affordability.
 - Develop a pattern book of approved plans for affordable development that are permit-ready.
 - Define a percentage of housing receiving TDA investment that is required to be affordable, and require that affordability be secured on the property for 15 years.

S10. Support appropriately located, neighborhood-scaled commercial development [G3, G4]

Crutchfield has a history and development pattern of integrated small scale commercial services and personal services distributed throughout the neighborhood. If executed appropriately, supporting this same development pattern going forward could provide for a unique and desirable neighborhood.

TDA Actions:

- Provide small business assistance to encourage entrepreneurs within the neighborhood.
- Provide public funding to encourage live-work opportunities.
- Encourage development regulations that support live-work development that is sensitive to the context of the neighborhood.

SUPPORTIVE CAPITAL INVESTMENT STRATEGIES

S11. Prioritize infrastructure to support residential development [G1]

One barrier to housing development is the expense associated with upgrading infrastructure so that it can support desired development because of age or capacity. Proactively investing in infrastructure improvements can reduce the cost burden on the development community and make desired redevelopment more likely to happen.

TDA Actions:

- Research development of a Green Alleyways Program in conjunction with the Engineering Services Department and the Streets and Stormwater Department. Green Alleyways can include light colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.
- Coordinate with franchise utilities to ensure utilities are modernized to meet demands of redevelopment, such as high-speed internet coverage throughout neighborhood.
- As an outcome of the Small Area Planning process, coordinate with the City of Tulsa to develop a capital improvement plan that outlines and prioritize necessary infrastructure replacement and upgrades, such as water/wastewater, as well as residential streets and alleys.

S12. Invest in street repair throughout the neighborhood

In addition to necessary upgrades in sidewalk infrastructure, street conditions were identified by the community as a priority.

TDA Actions:

- Work with Engineering Services to review and update the inventory of street conditions in the neighborhood.
- Identify priority residential streets for needed improvements.

- Ensure that street improvements are coordinated with other necessary utility upgrades in the area.

S13. Improve walkability within the neighborhood [G1, G3]

Walkability within the neighborhood is desired to improve the quality of life in the community, improve access to area destinations, and increase access to existing and planned transit.

TDA Actions:

- Update and maintain inventory of pedestrian infrastructure, including sidewalk locations and conditions, as well as pedestrian lighting.
- Prioritize investment in sidewalks to eliminate gaps and improve access to transit, local retail, and other neighborhood amenities.
- Increase pedestrian lighting as necessary throughout the neighborhood, coordinating with the City of Tulsa on implementation and funding.

S14. Enhance neighborhood amenities and green space [G1, G3]

The character and desirability of the housing stock is only one component contributing to desirability of a neighborhood. Amenities such as open space, bicycle infrastructure, and other community assets are integral parts of enhancing the quality of life in the neighborhood.

TDA Actions:

- Through the Small Area Planning process, support the development of an open space plan for the Crutchfield neighborhood that is consistent with the Parks Master Plan.
 - Develop a plan for and upgrade Bullette Playground and Crutchfield Park
 - Identify potential improvements to private open space, such as Latimer Playground.
 - Evaluate publicly owned land for properties that could provide additional open space opportunities.
 - Include an overall plan for bicycle connections through the area, and identify opportunities for implementation, consistent with GO Plan.
 - Explore use of unused railbeds as potential bicycle corridors.
- Work with stakeholders to develop a Capital Improvement Plan to fund neighborhood amenities, as part of the implementation component of the Small Area Plan.

S15. Improve connections to adjacent areas [G1]

Neighborhood connections exist along Archer and Independence crossing US 75 to the west. These provide connections to downtown and the proposed BMX headquarters project anticipated on the former Evans-Fintube sites. However, community members identified these crossings to improve safety and security for pedestrians and bicyclists. While these gateways extend beyond the boundaries of the Crutchfield neighborhood, improvements to these entrances will support the neighborhood through enhanced connectivity to downtown.

TDA Actions:

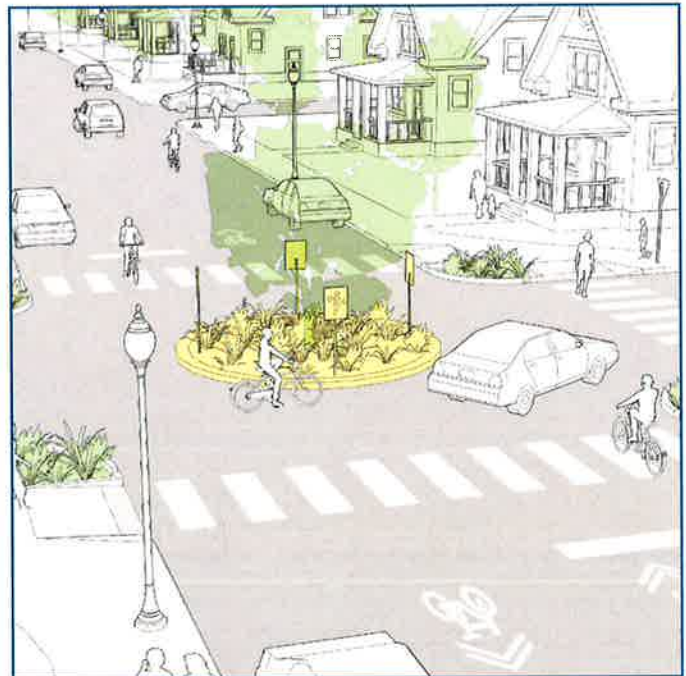
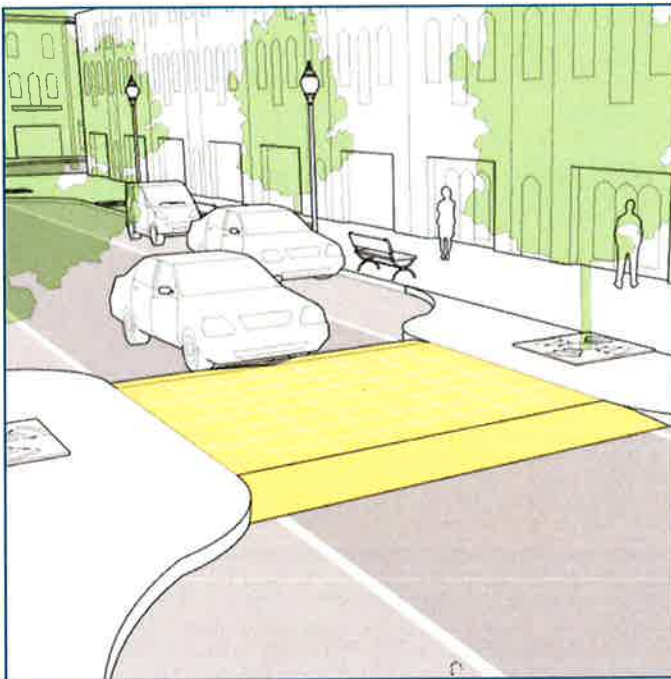
- Coordinate with ODOT to ensure safe, multi-modal access across US 75 at Independence Street and East Archer Street.
- Coordinate with the City of Tulsa to create an enhanced intersection design for the intersections of Independence Street at North Madison Avenue and East Archer Street at North Madison Avenue.
- Design and install neighborhood identity signage to be installed at major gateways into the area, including I-244 highway underpasses at Peoria and Utica.
- Explore opportunities to integrate public art or enhanced lighting for US 75 crossings at Independence Street and East Archer Street.

S16. Provide traffic calming on Latimer and Independence

East-west thoroughfares are limited in Crutchfield; however, both Latimer and Independence serve as cut-throughs for vehicular traffic. The volume and speed of traffic on both streets was identified by the community as a safety issue that needed to be addressed.

TDA Actions:

- Work with neighborhood representatives, business owners, and the City of Tulsa to develop a traffic calming plan for Independence and Latimer.
- Ensure that improvements are included as part of a capital budget for improvements to the area as part of the implementation process for the Small Area Plan.



11.45

AREA 2: CORRIDOR IMPROVEMENTS

Summary: Improve corridors to support economic activity and improve mobility options.

Two main corridors - Peoria Avenue and Utica Avenue - run through the Crutchfield neighborhood, connecting it to the neighborhoods north and the south.

These corridors serve not only as primary transportation routes, but also provide retail and service needs to area residents, as well as an opportunity to further shape the identity of the neighborhood through an improved public realm and redevelopment and adaptive reuse of structures along each corridor.

Peoria Avenue is the route for Tulsa's first Bus Rapid Transit (BRT) line, slated to begin operation in 2019. This further solidifies the importance and significance of this corridor. These strategies focus on improving the quality of experience and increasing economic activity along each corridor.

Additionally, Independence Street, Latimer Street, Archer Street and Admiral Boulevard are important east-west connections and should be planned to serve as key economic corridors as Crutchfield redevelops.

INVESTMENT STRATEGIES

S17. Encourage façade restoration and preservation [Supports G2]

Store fronts along portions of Peoria Avenue and Utica Avenue provide opportunities for economic development through adaptive reuse of existing buildings. The thoughtful revitalization of undervalued and under-utilized commercial structures along the main corridors within the neighborhood can help reshape the identity of the district.

TDA Actions:

- Support the Peoria Avenue Bus Rapid Transit (BRT) Land Use Framework Plan recommendations for façade restoration and improvements:
 - Inventory building facades that should

be prioritized for restoration and preservation.

- Establish funds to provide developer and property owner assistance to maintain the integrity of significant facades, through grants or low-interest loans.
- Establish criteria for participation in the program, including requirements for facade improvements, as well as protections to improved facades from future changes inconsistent with design criteria.
- Apply a similar approach to façade restoration and preservation along Utica Avenue

S18. Encourage transit supportive development within walking distance of Peoria Avenue [G2]

The development of Bus Rapid Transit along Peoria Avenue, will increase the significance of this corridor to the neighborhood and city as a whole. Making the most of this investment will require planning that ensures an active pedestrian environment and a mix of uses within walking distance of the proposed stop at Independence.

TDA Actions:

- Evaluate existing conditions and uses within ¼ mile and ½ mile of proposed BRT stop.
- Identify priority sites for infill residential development, and incentivize private investment in the development of these sites.
- Support requiring retail and other active uses along the ground floor of Peoria Avenue.
- Evaluate pedestrian and bicycle access to proposed BRT stops.
- Seek to voluntarily acquire priority sites for infill residential development through private investment. Where necessary or advisable, exercise statutory authority powers for acquisition.

S19. Encourage innovative adaptive reuse of commercial and industrial buildings, as well as historic buildings [G2]

Providing destinations and services to the residents of the area, as well as visitors can increase the marketability of the area for additional housing and improve the overall

image of the area. There is an existing stock of commercial buildings that can creatively be reimagined to introduce additional uses within the area.

TDA Actions:

- Inventory existing historic buildings along both corridors.
- Research potential tax credits and other benefits to adaptive reuse of historic buildings and market to existing owners.
- Support continued reductions to parking requirements for adaptive reuse of buildings along both corridors, and encourage shared parking among uses when appropriate.
- Improve areas in front of existing commercial structures with active outdoor uses such as seating and improved landscaping.
- Encourage upgrading or removing fencing along street edge and removing barbed wire.
- Partner with the city to convene a Code committee to identify and recommend innovative solutions to building code challenges to reuse buildings.

DEVELOPMENT STRATEGIES

S20. Support infill development to create more walkable corridors [G2]

Retrofitting commercial corridors to become more walkable is a multi-pronged process. In addition to strategic investment in the right-of-way to improve pedestrian comfort, adjacent development should also be responsive to the

pedestrian experience. In some commercial/ industrial corridors this can be a challenge, since the existing building stock was not designed with this in mind. However, innovative design solutions as part of an approach to adaptive reuse can improve the pedestrian environment while creating a unique character still rooted in the industrial past of the area.

TDA Actions:

- TDA should support development regulations such as a zoning overlay district that will apply to each corridor that achieve the following:
 - Develop infill guidelines that outline opportunities and best practices to retrofit existing commercial development
 - Define a wide sidewalk width for new development and redevelopment to ensure pedestrian comfort and safety along these high-traffic corridors
 - Ensure new commercial construction be brought out to the street edge to better define a street wall
 - Ensure new residential construction be sited along prevailing setback of the existing original housing stock
 - Require new construction to have a high-level of ground floor transparency and doors fronting the street
- Encourage investment in the adaptive reuse of commercial and industrial structures along Peoria Avenue and Utica Avenue that transitions buildings to retail and personal service uses.

SUPPORTIVE CAPITAL INVESTMENT STRATEGIES

S21. Improve areas adjacent to proposed Bus Rapid Transit (BRT) stop to reinforce neighborhood identity [G2]

Identify opportunities to build upon the proposed BRT stop design with adjacent amenities that build neighborhood identity.

TDA Actions:

- Integrate public art into areas adjacent to transit stops.
- Improve landscaping at both the Pine Street and Independence Street stations.
- Ensure sidewalk and bike facilities connect to the transit stop areas.

S22. Create a pedestrian-friendly public realm within the area and that connects to adjacent districts [G2]

In conjunction with an overall pedestrian plan for the Crutchfield area, street improvements should be designed to prioritize the pedestrian experience, particularly in close proximity to transit stops and other high traffic pedestrian destinations.

TDA Actions:

- Support the design and construction of streetscape improvements with wide sidewalks and amenities to support increased pedestrian mobility, improved access to proposed transit stops, and support bicycle infrastructure for both Peoria Avenue and Utica Avenue.

- Support improving Peoria streetscape in connection to the proposed BRT road diet (to 3 lanes), pedestrian refuge island, and landscaped median.
- Support improving Utica streetscape to create a cohesive corridor from the Pearl District to Pine.
- Support improving streetscapes of Archer Street (between Peoria and Madison) and of Admiral Boulevard (between Utica and Madison) to build an.
- Advocate to address safety concerns at Utica overpass over the rail line just south of Independence.
- Use existing public art program to integrate public art into streetscape improvements.
- Invest in or require through development process enhanced street furnishings to support people walking and biking.
- Coordinate with City to develop enhanced streetscaping and pedestrian friendly connection along Archer Street between Madison Street and Greenwood Avenue (outside the study area boundary, connecting to downtown).

to strengthen the identity of the neighborhood, create a welcoming entry into the community, and emphasize the connection to adjacent neighborhoods.

TDA Actions:

- Coordinate gateway and intersection improvements with enhanced BRT station design at Peoria Avenue and Pine Street.
- Coordinate with the City to develop an enhanced intersection design for Pine Street at Utica Avenue.
- Coordinate with ODOT to ensure safe, multi-modal access across I-244 at Peoria Avenue and Utica Avenue.
- Explore opportunities to integrate public art or enhanced lighting for I-244 crossings at Peoria Avenue and Utica Avenue, including signature public art that is visible from the highway.
- Coordinate with the City to develop an enhancement plan for the under passes under the railroad at Peoria Avenue and Utica Avenue.

S23. Improve gateways along each corridor to support neighborhood identity [G2]

Currently some entry points into the neighborhood are seen as a liability that detracts from the perception of the area due to undesirable activities or physical qualities of the place, particularly at the I-244 corridor. These gateways should be improved and enhanced

AREA 3: EMPLOYMENT AREAS

Summary: Support development that increases employment and commercial opportunities

Crutchfield has a history of having a balance between housing and employment uses. Anecdotes of the whistle blowing to signal time for residents to walk to work are part of the heritage of this area. This integrated mix of employment and residential uses was identified during the public outreach process as an asset to be maintained.

While presenting unique challenges regarding compatibility of land uses, the legacy of employment being within close proximity of housing can be leveraged to add to the appeal to this neighborhood if managed properly. These strategies focus on supporting economic development in the Crutchfield neighborhood based upon its unique past, and outlining approaches to dealing with the area's largest undeveloped tracts of land to create additional job opportunities.

INVESTMENT STRATEGIES

S24. Invest in redevelopment opportunities to support employment [Supports G4]

There is a unique opportunity to continue the heritage of integrated employment sites within the neighborhood, providing an increased commercial job base within close proximity to downtown.

TDA Actions:

- Coordinate with citywide market study currently underway to identify most appropriate commercial uses within the Crutchfield neighborhood.
- Empanel a working group of real estate professionals from a variety of disciplines to identify hurdles to redevelopment of commercial properties within the area
- Through the Small Area Planning process,

identify residential structures in areas slated to be transitioned to commercial uses over time.

- Coordinate with the City and Tulsa Metropolitan Area Planning Commission (TMAPC) to evaluate zoning code and recommend adjustments to allow temporary or transitory uses to support incremental change and bring increased activity to the area.
- Establish local or mobile presence of a business assistance center to aid in the start-up and running of small businesses and home-based businesses in the area.
- Seek to voluntarily acquire properties in areas slated to be transitioned to commercial uses.

S25. Evaluate potential Tax Increment Finance (TIF) district for the area to support desired redevelopment fund improvements [G4]

Tax Increment Financing could be a useful mechanism to encourage reinvestment in the area, while providing a revenue stream to fund necessary public improvements.

TDA Actions:

- Evaluate possible boundaries and forecast revenue generation potential of a TIF district.
- Coordinate with taxing jurisdictions regarding potential participation in a TIF district.
- Outline public improvements that could be funded through the TIF district.

S26. Activate large undeveloped tracts of land [G4]

Developing large vacant properties within Crutchfield can serve as a major catalyst for change in the neighborhood, while providing additional jobs as well as retail and service options.

TDA Actions:

- Coordinate with Small Area Planning Process to identify range of potential development scenarios.
- Work with property owners to define an incentive package tailored to the redevelopment of catalytic sites.
- Negotiate and execute development agreements that tie incentives to specific development performance on each site and its associated package of incentives.

DEVELOPMENT STRATEGIES

S27. Ensure appropriate adjacency standards and buffering for adjacent residential uses [G2]

A key to the successful integration of employment and residential uses is mitigating impacts of commercial uses upon nearby residential properties. Without these standards, negative impacts of commercial uses can be a destabilizing force within the neighborhoods.

TDA Actions:

- Through the Small Area Planning process support:
 - Reviewing existing fencing and screening standards and material requirements.
 - Identifying properties in need of improved fencing and screening, and consider assistance program to help property owners upgrade fencing.
 - Evaluate and support updating landscape requirements for commercial uses adjacent to residential uses.
 - Reviewing other impacts such as noise, odor, and those resulting from other onsite activities such as loading.
 - Encouraging prohibition of outdoor storage.



S28. Create commercial development guidelines [G2]

There is an opportunity in Crutchfield to cultivate a 21st Century approach to commercial and industrial development. Beyond mitigating negative impacts upon adjacent residential uses, guidelines for industrial and commercial developments should address environmental impacts, site design, access and loading, and scale.

TDA Actions:

- Coordinate with City of Tulsa on Low Impact Development Manual under development to

explore site management requirements that emphasizes best practices in stormwater management and reductions in impervious surface.

- Require developments to adhere to stormwater management best management practices as a condition of receiving TDA incentives.

SUPPORTIVE CAPITAL INVESTMENT STRATEGIES

S29. Improve transportation access [G4]

Part of any multi-modal solution in the Crutchfield neighborhood must consider commercial traffic necessary to support desired employment uses. Efforts to calm traffic and improve pedestrian safety must also ensure that trucks and other commercial traffic can maintain access to businesses within the community.

TDA Actions:

- Research reactivation or reuse of rail spurs through the neighborhood to support future employment center growth.
- Support maintaining truck access routes.
- Through the Small Area Plan process, support creating a palette of street cross-sections for local streets south of the railroad to support multi-modal access and improve pedestrian comfort in a mixed-use environment.



11.54

TMAPC Staff Report
November 7, 2018
11th & Lewis Corridor Project Plan

Item for consideration: Adopt a resolution of the Tulsa Metropolitan Area Planning Commission determining that the 11th and Lewis Corridor Project Plan is in conformance with the Tulsa Comprehensive Plan and recommending to the City of Tulsa the approval and adoption of the 11th and Lewis Corridor Project Plan.

- I. **Background:** As defined by the *Tulsa Comprehensive Plan*, a Tax Increment Financing District (TIF) is “a redevelopment tool used to provide dedicated funding within well-defined districts for public investments such as infrastructure improvements, by capturing the future increase in tax revenue generated by appreciation in property values as a result of those improvements.”

- II. **Development or Redevelopment Using Tax Increment Financing:** The Oklahoma Constitution authorizes special financing tools to assist with the development or redevelopment of areas determined by a city, town, or county to be unproductive, undeveloped, underdeveloped, or blighted. The Local Development Act provides those tools and guidelines limiting their use to areas where investment, development, and economic growth are difficult but possible if the Act is used.

One of the Act’s tools is tax increment financing, which allows a city, town or county to direct the apportionment of an increment of certain local taxes and fees to finance public project costs in order to stimulate development in the defined area. The sales tax increment is the portion of sales taxes collected each year that are generated by the project(s) in the increment district, as determined by a formula approved by the governing body. The increment district is established by the development and approval of a project plan, which specifies the project area, the boundaries of the increment district, the objectives for the project area, the activities to be carried out in furtherance of those objectives, and the costs.

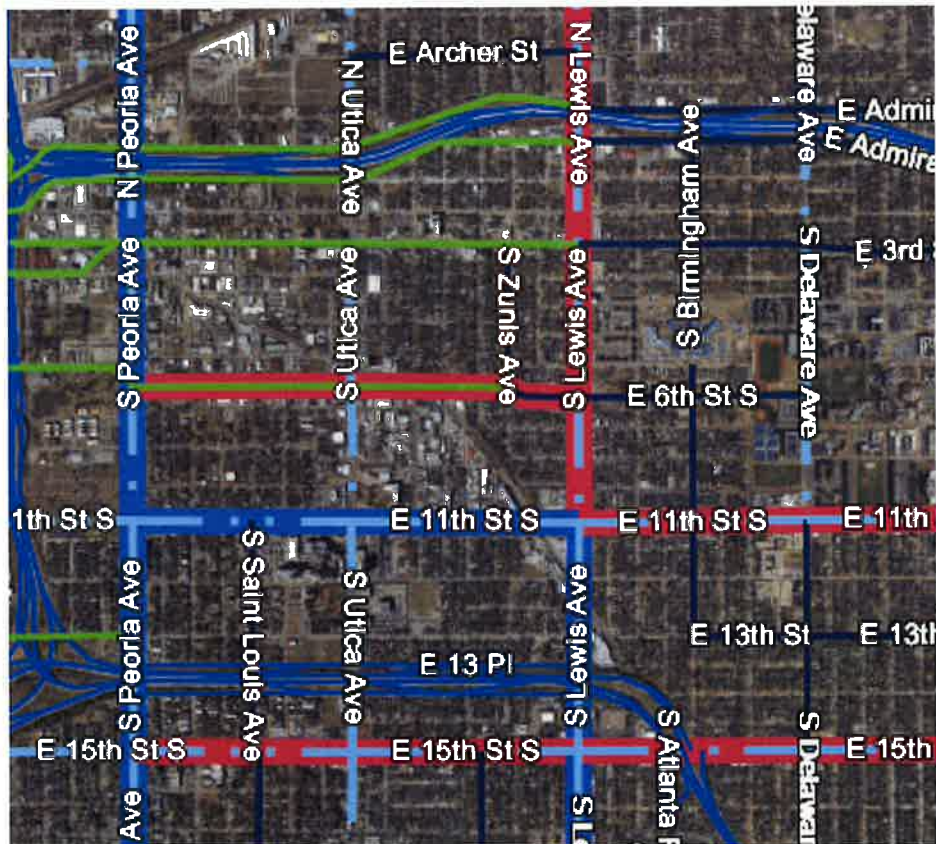
- III. The **11th & Lewis Corridor Project Plan** is generally located along East 11th Street between U.S. Highway 75 and South Delaware Avenue, and along South Lewis Avenue between East 16th Street and East Archer Avenue. The project plan consists of two increment districts from which increment is generated:
 INCREMENT DISTRICT A
 INCREMENT DISTRICT B
Full-size maps of both the project area and increment districts are included in the attachments.

IV. **Review of the 11th & Lewis Corridor Project Plan for Conformance with the Tulsa Comprehensive Plan:** Prior to submittal to City Council, the TMAPC is asked to review the Project Plan and adopt a resolution stating that the plan is in conformance with the adopted Tulsa Comprehensive Plan. Staff analysis will focus on three aspects of the *Tulsa Comprehensive Plan*:

- Major Street and Highway Plan
- Land Use Map
- Other Comprehensive Plan Priorities

A. Major Street and Highway Plan

The Major Street and Highway Plan (MSHP) classifies street segments in the Project Plan Area as Urban Arterials. East 11th Street South is designated a multi-modal corridor beginning at the IDL and extending east to South Lewis Avenue. South Lewis Avenue is designated as a Multi-modal Corridor beginning at the intersection of 11th & Lewis and extending south to East 15th Street. The portions of South Lewis Avenue extending north from the intersection of 11th & Lewis are designated Main Street as well as the portions of 11th Street extending east from the intersection of 11th & Lewis.



12.2

B. Comprehensive Plan – Land Use Designations

The primary land use designations in the Project Plan Area are Main Street, Mixed-Use Corridor, Downtown Neighborhood, Neighborhood Center, Park and Open Space (Tracy Park), and two major Regional Centers occupied by Hillcrest Medical and the University of Tulsa. A land use map of the applicable area is included with the attachments.

The land use designations of Main Street, Mixed-Use Corridor, Downtown Neighborhood, Neighborhood Center, Park and Open Space are found in the Project Plan Area. They are described in the *Tulsa Comprehensive Plan* as:

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

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

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

“Neighborhood Centers are small-scale, one to three story mixed-use areas intended to serve nearby neighborhoods with retail, dining, and services. They can include apartments, condominiums, and townhouses, with small lot single family homes at the

edges. These are pedestrian-oriented places served by transit, and visitors who drive can park once and walk to number of destinations.”

“*Parks and Open Space* are areas to be protected and promoted through the targeted investments, public-private partnerships, and policy changes identified in the Parks, Trails, and Open Space chapter. Zoning and other enforcement mechanisms will assure that recommendations are implemented. No park and/or open space exists alone: they should be understood as forming a network, connected by green infrastructure, a transportation system, and a trail system. Parks and open space should be connected with nearby institutions, such as schools or hospitals, if possible.”

The “Objectives” and “Statement of Principal Actions” in the 11th & Lewis Corridor Project Plan and supporting Increment Districts, City of Tulsa are fully consistent with the land use designations. The Project Plan and resulting revenues generated by the TIF will benefit the public realm, likely contributing to the pedestrian environment and public amenities.

C. Other Comprehensive Plan Priorities

The *Tulsa Comprehensive Plan* contains multiple priorities, goals and policies to promote economic development in order to attract investment, enhance the tax base, stimulate economic growth, and improve the quality of life in and around the City. Below are portions of the Comprehensive Plan (not all encompassing) that align with the objectives of the 11th & Lewis Corridor Project Plan and can be implemented through the benefits of the Project Plan.

Land Use Goal 3 of the Comprehensive Plan states: “New development is consistent with the PLANiTULSA building blocks.” Policies to support this goal include:

3.1 Promote pedestrian-friendly streetscapes by designing pedestrian-friendly streetscapes and encouraging new developments to provide pedestrian-oriented amenities and enhancements, including:

- Arcades, awnings and other architectural features to provide a human scale and offer protection from rain and the summer heat;
- Pedestrian plazas and green open space that offer interesting public places for people to enjoy the street experience. These should incorporate water features, sculptures, art or other architectural objects or focal points;
- Public art, benches, trash receptacles, bike racks and other amenities that enhance the quality of the pedestrian experience;
- Walkways and sidewalks that differentiate the pedestrian space from the auto realm;
- Pedestrian-oriented street lighting to increase the sense of safety and reduce the impact of light pollution;

- Trees and other landscaping to visually enhance the space as well as provide shade and a cooler microclimate. Native or drought resistant species should be encouraged;
 - Walkways leading directly to the street from building entrances;
 - Moving overhead wires to underground locations and relocating other utilities to the rear of the development to improve the area's appearance.
- 3.2 Encourage a balance of land uses within walking distance of each other.
- Create pedestrian-oriented, mixed-use campus areas that will serve student populations, faculty, and surrounding neighborhoods.
 - Build neighborhood facilities, such as schools, libraries and community centers, within walking distance of transit stations and homes.
- 3.3 Work with utility providers to increase options for street light fixtures that encourage walking and safety, to increase options for trees, and to resolve maintenance issues.
- 3.4 Allocate City funds and find other funding to enhance pedestrian amenities on streets in priority areas.
- 3.7 Enhance visual enjoyment of public spaces and art.
- Civic institutions and community events, such as street fairs, parades, farmers markets and live performances, all give Tulsa an important cultural and urban flair.

Land Use Goal 8 of the Comprehensive Plan states: "Underutilized land in areas of growth is revitalized through targeted infill and reinvestment" Policies to support this goal include:

- 8.1 Create a toolkit to promote desired infill and redevelopment. The toolkit should include the following items:
- Identify viable financial packages to develop funding strategies
 - Build public/private/nonprofit partnerships to create effective resources

Land Use Goal 14 of the Comprehensive Plan states: "The city's historic resources are protected and programs promote the reuse of this important cultural resource."

The stated goals and priorities of the Comprehensive Plan are echoed by the adopted Route 66 Master Plan and the Kendall Whittier sector plan which are applicable to portions of the project area.

V. Staff recommendation: Approval of the 11th & Lewis Corridor Project Plan finding it to be in conformance with the *Tulsa Comprehensive Plan* and recommending to the City of Tulsa the approval and adoption of the 11th & Lewis Corridor Project Plan.

VI. Attachments:

- 11th & Lewis Corridor Project Plan and supporting Increment Districts, City of Tulsa
- Full-size exhibits illustrating project area, increment districts, zoning, and land use designations

Adopted _____

**11TH AND LEWIS CORRIDOR
PROJECT PLAN
AND SUPPORTING INCREMENT DISTRICTS,
CITY OF TULSA**

PREPARED BY:

THE CITY OF TULSA, OKLAHOMA



WITH THE ASSISTANCE OF:

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Recommended by Review Committee

12.4

I. INTRODUCTION

The 11th and Lewis Corridor Project Plan is a project plan as defined under the Oklahoma Local Development Act, 62 O.S. §850, *et seq.*, and is referred to here as the “Project Plan.” The project is being undertaken by the City of Tulsa (“City”) in order to develop a key intersection along Route 66, achieve the City’s development objectives, improve the quality of life for its citizens, stimulate private investment, and enhance the tax base. Historic Route 66, “America’s Main Street,” runs through the heart of Tulsa and is an important asset the City desires to highlight through development opportunities. The Project Plan seeks to stimulate development of an intersection along Route 66. The increased popularity of Route 66, as well as the enhancement of public improvements throughout the area, allows for an opportunity to provide a significant public benefit and improvement to the quality of life for the residents of Tulsa.

At the heart of this project is the development of a mixed-use project including Tulsa’s first food hall, established by the Lobeck Taylor Family Foundation, including a food incubator program, supporting retail components, and the redevelopment of the long vacant Tulsa Welding School site into mixed-income apartments with mixed-use components and a parking structure. Key to the success of the private investment is enhanced streetscape and pedestrian safety improvements. This Project Plan is a critical element in fostering public-private partnerships to create the type of development that the City seeks but can achieve only by means of the financing tools available under the Oklahoma Local Development Act.

An increment district provides funding for public sector costs to stimulate private commercial development and provide improvements to and beautification of the area in order to create the quality development that the City contemplates. The project will be financed from a combination of public and private sources, including apportionment of ad valorem and sales tax increments from Increment District A and Increment District B, defined below.

II. BOUNDARIES OF PROJECT AREA AND INCREMENT DISTRICTS

The Project Area is the area in which project activities will take place and project expenditures may be made. The Project Area is generally located along East 11th Street between U.S. Highway 75 and S. Delaware Avenue, and along South Lewis Avenue between East 16th Street and East Archer Avenue.

The Increment Districts are the areas from which the increment is generated. The Project Plan establishes boundaries for two increment districts.

The first increment district is Increment District A. Increment District A will be assigned a number (e.g., Increment District No. 14) when it becomes effective by action of the Tulsa City Council as described in Section VI below and as required by §856(B)(3) of the Act. Increment District A is generally located between South Lewis Avenue and South Atlanta Avenue north of East 11th Street and between the railroad tracks and South Lewis Place south of East 11th Street.

The second increment district is Increment District B. Increment District B will be assigned a number (e.g., Increment District No. 15) when it becomes effective by action of the Tulsa City Council as described in Section VI below and as required by §856(B)(3) of the Act. Increment District B is generally bounded by S. Yorktown Avenue on the west, East 10th Street on the north, S. Lewis Avenue on the east, and East 11th Street on the south.

The Project Area is depicted on Exhibit A. The Project Area boundaries are described on Exhibit B. The Increment Districts are depicted on Exhibit C. Increment District A boundaries are described on Exhibit D. Increment District B boundaries are described on Exhibit E.

III. ELIGIBILITY OF PROJECT AREA

The portion of the Project Area including East 11th Street and north of East 11th Street is an enterprise area. A portion of Increment District A and all of Increment District B is an enterprise area. These areas lie within an enterprise zone, designated by the Oklahoma Department of Commerce to be in a disadvantaged portion of the City of Tulsa. All of the Project Area and the Increment Districts, including the portion of Increment District A south of East 11th Street, is a reinvestment area, as defined by the Act. Public improvements are required to serve as a catalyst to expand employment, to attract investment, and to preserve and enhance the tax base.

Investment, development, and economic growth in the area are difficult, but possible if the provisions of the Act are used. The Project Area and Increment Districts are unproductive, undeveloped, underdeveloped, or blighted within the meaning of Article 10, §6C of the Oklahoma Constitution, and suffers from conditions inhibiting development.

IV. OBJECTIVES

The purpose of the Project Plan and the supporting Increment Districts is to create an active, higher-density, and quality mixed-use development at a key intersection of Route 66, as described in Section I above. Incremental tax revenues apportioned from the Increment Districts will be used to pay the public costs of projects that support the following objectives:

A. To facilitate the development of the property at the intersection of East 11th Street and South Lewis Avenue.

B. To provide a funding mechanism for a substantial portion of the local public investment required to fund identified public infrastructure and enhanced public improvements for the Project Area.

C. To enhance pedestrian accessibility and safety within the Project Area.

D. To enhance the tax base and make possible investment, development, and economic growth that would otherwise be difficult without the project and the apportionment of incremental tax revenues.

E. To create destinations and capitalize on the tourist attraction of Route 66 to encourage private investment and activity.

F. To support the development of housing in a variety of types and with a range of prices, including housing that is affordable to residents with incomes at or below the area median.

V. STATEMENT OF PRINCIPAL ACTIONS

Implementation actions for the project, including all necessary, appropriate and supportive steps, will consist principally of the following:

A. Project planning, design and approval.

B. Leveraging private development, including residential, commercial, office, retail, entertainment, and mixed-use, pursuant to development or redevelopment agreements with Tulsa Industrial Authority, a public trust (“Authority”) or another public trust designed by the City.

C. Assisting the financing of other public development costs and facilities, including without limitation planning, financing, acquisition, construction, and long-term leasing or disposition of property and public facilities pursuant to development or redevelopment agreements with private developers or designated public entities, and providing for development of public or private facilities to be financed in whole or in part by apportioned tax increments from the Increment Districts created pursuant to this Project Plan.

D. Financing authorized project costs in support of economic development activities and investment to retain, attract, and expand quality employment within the Project Area.

E. Distribution of a portion of the ad valorem increment to Tulsa Public Schools (Independent School District I-1).

VI. ESTABLISHMENT OF INCREMENT DISTRICTS

A. This Project Plan establishes two Increment Districts, identified herein as Increment District A and Increment District B, both of which are ad valorem and sales tax increment districts.

INCREMENT DISTRICT A

The ad valorem increment shall be those ad valorem taxes from Increment District A in excess of the taxes produced by the base assessed value of Increment District A, as determined by the Tulsa County Assessor in accordance with Section 862 of the Act.

The sales tax increment shall be the undedicated portion of the City’s sales tax (currently, 2%) generated by all sales from new businesses in existence after May 31, 2018, in Increment District A that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof).

The increment of ad valorem and sales taxes from Increment District A shall be apportioned to pay Project Costs authorized by Section VIII of this Project Plan for a period not to exceed 25 fiscal years from the effective date of Increment District A, as provided by law, or the period required for the payment of such authorized Project Costs, whichever is less.

Increment District A shall commence as of the date determined by the Tulsa City Council in accordance with Section 856(B)(2) of the Act.

INCREMENT DISTRICT B

The ad valorem increment shall be those ad valorem taxes from Increment District B in excess of the taxes produced by the base assessed value of Increment District B, as determined by the Tulsa County Assessor in accordance with Section 862 of Act.

The sales tax increment shall be the undedicated portion of the City's sales tax (currently, 2%) generated by all sales from new businesses that open after commencement of Increment District B in Increment District B that are taxable under the sales tax code of Oklahoma (including all amendments thereto and revisions thereof).

The increment of ad valorem and sales taxes from Increment District B shall be apportioned to pay Project Costs authorized by Section VIII of this Project Plan for a period not to exceed 25 fiscal years after the creation of Increment District B by the City or the period required for the payment of such authorized Project Costs, whichever is less.

Increment District B shall commence as of the date determined by the Tulsa City Council in accordance with Section 856(B)(2) of the Act.

B. During each respective period of apportionment, the apportionment fund shall constitute funds of the Authority or an alternative entity authorized by the City and shall not constitute a part of the general fund to be appropriated annually by the City Council.

VII. PROJECT AND INCREMENT DISTRICTS AUTHORIZATIONS

A. The City is designated and authorized as the principal public entity to carry out and administer the provisions of this Project Plan and to exercise all powers necessary or appropriate thereto as provided in Section 854 of the Act.

B. The Authority, or another public entity designated by the City, is authorized and designated to carry out implementation actions for the project, including all necessary, appropriate, and supportive steps pursuant to one or more development or redevelopment agreements with one or more private developers and to provide assistance in development financing consistent with the provisions of such development and redevelopment agreements. Such public entity is also authorized and designated to carry out those provisions of the project related to issuance of bonds or notes as provided in Sections 854(B) and 863 of the Act, subject to approval of the governing body of the City of any specific notes or bonds. The Authority is authorized to assist in carrying out this Project Plan and to exercise all powers necessary or appropriate thereto pursuant to Section 854 of the Act, except for

approval of this Project Plan and those powers enumerated in paragraphs 1, 2, 3, 4, 7, 13 and 16 of Section 854. As a public entity designated by the City, the Authority, or another public entity designated by the City, is authorized to: (1) issue tax apportionment bonds or notes, or both; (2) pledge revenues from current and future fiscal years to repayment; (3) incur Project Costs pursuant to Section VIII of this Project Plan; (4) provide funds to or reimburse the City for the payment of Project Costs and other costs incurred in support of the implementation of the project; and (5) incur the cost of issuance of bonds for payment of such costs and to accumulate appropriate reserves, if any, in connection with them. As authorized in Section VI(B) above, during each respective period of apportionment, the apportionment fund shall constitute funds of the Authority or an alternative entity authorized by the City for that Increment District and shall not constitute a part of the general fund to be appropriated annually by the City Council.

C. The Chief of Economic Development, Kian Kamas, her successor in office, or another designee of the Mayor shall be the person in charge of implementation of the Project Plan in accordance with the provisions, authorizations, and respective delegations of responsibilities contained in this Project Plan.

D. Initiation of the consideration and approval process for development proposals seeking assistance in development financing within the Project Area shall be undertaken by City staff and Authority staff, acting under such procedures as each may prescribe from time to time. Prior to expenditure of funds from the Increment Districts established under this Project Plan, the proposed development and budgetary allocation of increment shall be considered by City and Authority staff. Any allocation of increment shall be pursuant to development or redevelopment agreements with private developers or designated public entities.

VIII. BUDGET OF ESTIMATED PROJECT COSTS TO BE FINANCED BY TAXES APPORTIONED FROM INCREMENT DISTRICTS IN THE PROJECT AREA

A. The Project Costs will be financed by the apportionment of ad valorem and sales tax increments from the Increment Districts. The Project Costs categories are:

Public Improvements and Infrastructure	\$11,000,000
Assistance in Development Financing	\$11,500,000
Contingency	\$ 500,000
Implementation and Administration	<u>\$ 675,000</u>
TOTAL Project Costs	\$23,675,000

Plus financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs, including, where authorized, interest on assistance in development financing. The Implementation and Administration Project Cost category includes general administrative and implementation costs of the City and other public entities charged with implementation of the Project Plan, and shall be funded by four percent (4%) of the annual ad valorem tax increments. Project Costs do not include the specific revenue source for Tulsa Public Schools described in Section VIII(C) below.

B. The tax increment revenues expected to be generated from the Increment Districts and authorized for payment of Project Costs within the Project Area are as follows:

Increment District A	\$ 8,350,000
Increment District B	<u>\$15,325,000</u>
TOTAL	\$23,675,000

Plus financing costs, costs of issuance, necessary or appropriate reserves, and interest on repayment of Project Costs, including, where authorized, interest on assistance in development financing.

C. Ten percent (10%) of the ad valorem increment from Increment District A and Increment District B shall be apportioned to Tulsa Public Schools (Independent School District I-1) on an ongoing basis as a specific revenue source for a public entity in the area in accordance with Section 853(9) of the Act to be utilized to enhance its programs, mission, and services. The educational objectives to be funded from such apportioned revenues constitute the Public Schools Enhancement Program. The Public Schools Enhancement Program includes the development of public school facilities and assistance for public school programs. During the effective lives of the Increment Districts, the ten percent (10%) ad valorem specific revenue source should provide Tulsa Public Schools with revenues ranging from \$4,000 annually in the near term and up to \$71,000 annually over the long term.

D. Assistance in Development Financing consists of public support provided to a private developer pursuant to a legally enforceable development or redevelopment agreement to ensure the delivery of the project or specific portions thereof. Assistance in development financing will be provided only for projects that are determined, in the City's discretion: (1) to meet the City's approved development goals and objectives for the Project Area, and (2) to provide adequate consideration and public benefit in return for the public investment.

E. Additional costs necessary or appropriate to implement this Project Plan that are to be financed by other than apportioned tax increments may be approved by the City at any time. The provisions of this Section VIII are not a limitation on project related costs to be financed by sources other than apportioned tax increments.

IX. FINANCING PLAN AND REVENUE SOURCES

A. Financing Plan. Some Project Costs, in anticipation of private investment, may be financed and funded by the City from apportioned tax increments or from sources other than apportioned tax increments, which may be reimbursed once increment is generated by the development within an Increment District. Private developers within the Project Area may be required to construct the necessary improvements for specific projects at their initial expense, and the financing of such private developments will be provided by private sources. Most Project Costs incurred in connection with the implementation of this Project Plan will be financed on a pay-as-you-go basis.

B. Financing Authorizations. The implementation of the Project Plan shall be financed in accordance with financial authorizations, including both fund and asset transfers, authorized from time to time by the City and/or the Authority, as appropriate.

C. Financing Revenue Sources. The revenue sources expected to finance Project Costs authorized by Section VIII are the portion of the increments attributable to investment and development within the Increment Districts. Project Costs will be paid by the City and/or the Authority. Increment generated from within the Increment Districts will provide the funding of Project Costs to be paid by the City and/or Authority.

D. Financial Reports and Audits. The development activities undertaken by the City, pursuant to this Project Plan, shall be accounted for and reported by the appropriate and necessary annual fiscal year audits and reports.

E. Other Necessary and Supporting Costs. The Authority, or another public entity designated by the City, is authorized to issue bonds and notes and to apply for and obtain grants from other sources for costs incurred or to be incurred in connection with the project and the construction of improvements therein in addition to Project Costs to be financed pursuant to Section VIII.

X. PRIVATE AND PUBLIC INVESTMENTS EXPECTED FOR THE PROJECT

A. Private and Public Investments Expected from the Project and Increment Districts. Given the scope of the project objectives, the density of the desired development, and the timeframe for implementation of the project, the total private investment of known developments is anticipated to exceed \$45,000,000 over the life of the Project Plan. Additional private investment is anticipated as growth in the area continues. These private investments are in addition to an estimated \$23,675,000 in aggregate public investment.

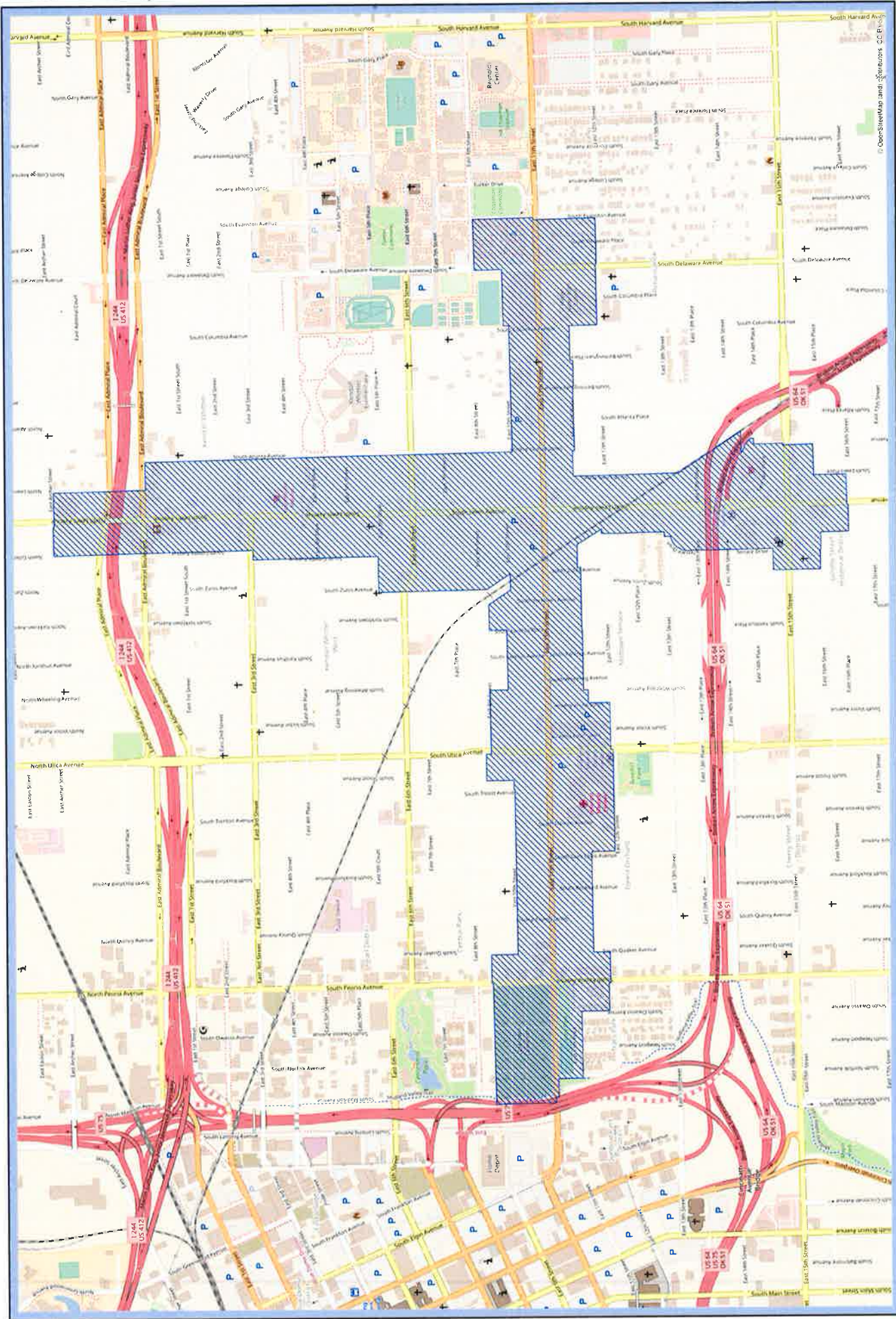
B. Public Revenue Estimated to Accrue from the Project and Increment Districts. The estimated incremental increases in ad valorem and sales tax revenue, which will serve as the revenue source for financing the Project Costs authorized by Section VIII, is the public revenue directly attributable to the project defined by establishment of the Increment Districts. Both the City and the State will experience increases in tax revenues that are not a part of the Increment Districts. Ad valorem taxing entities will experience additional revenues from increasing values of the Project Area and other property near the project.

The development anticipated by the project will not result in a measurable increase in demand for services by or in costs to the affected taxing entities. The impacts on business activities within the Increment Districts are positive. The economic benefits of the project for the City, the affected taxing jurisdictions, and business activities indicate positive financial impacts for the community as a whole. The aggregate impacts on the City from implementation of the Project Plan are positive and include the achievement of the objectives set forth in Section IV.

XI. LAND USE

Existing uses and conditions of real property in the Increment Districts are shown on the attached Exhibit F. A map showing the proposed improvements to and proposed uses of the real property in the Increment Districts are shown on the attached Exhibit G. No changes in the Comprehensive Plan are necessary to accommodate the project.

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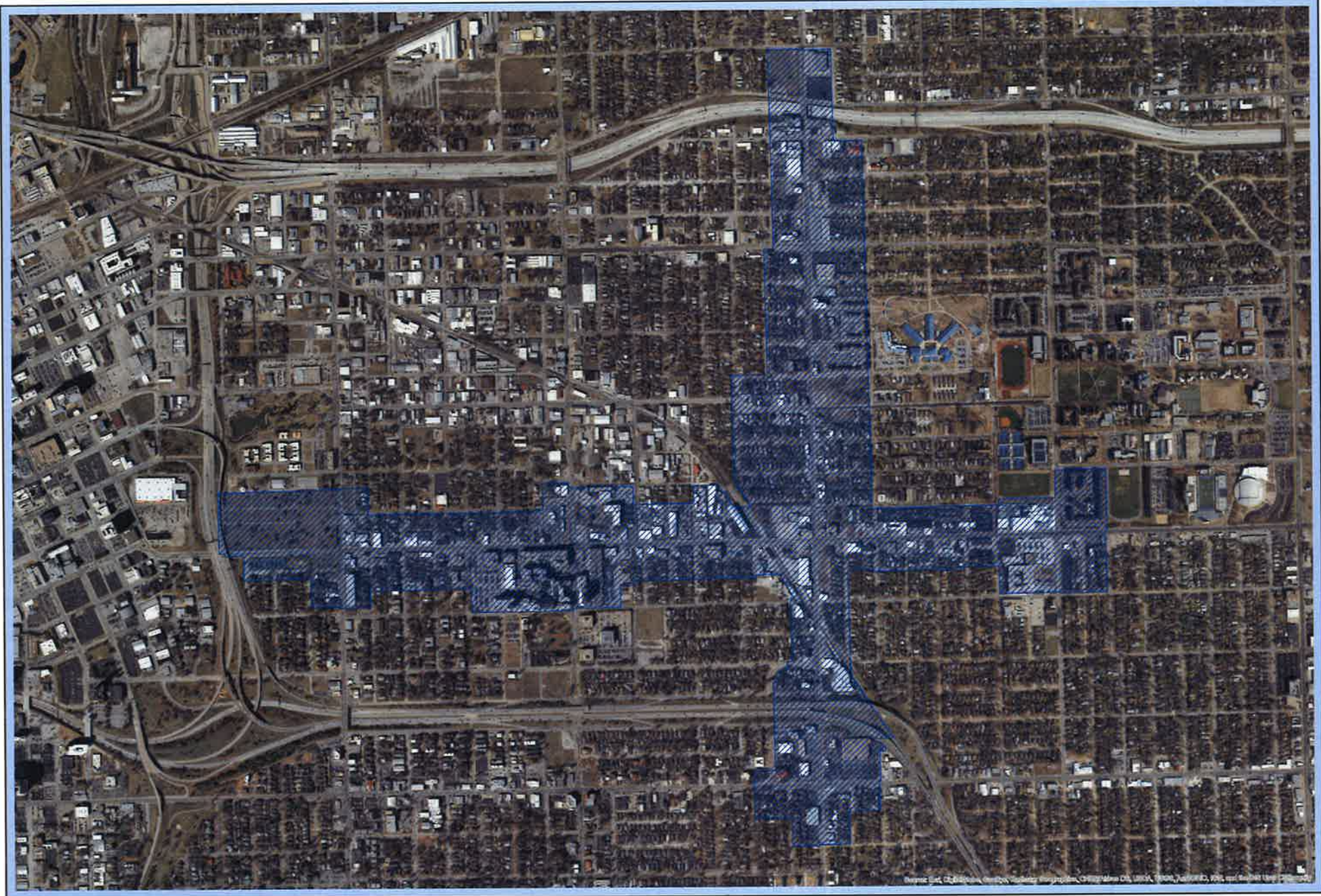


11th & Lewis Project Area Exhibit A



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12.14



11th & Lewis Project Area
Exhibit A



EXHIBIT B

Project Area Legal Description

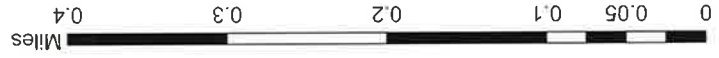
Beginning at the NW corner of Lot 50, Block 4, Eastland Addition, thence easterly along the northern boundary of Lots 50 and 1, Block 4 for 320 feet to the NE corner of Lot 1, Block 4, Eastland Addition. Thence southerly along the eastern boundary of said Lot 1, Block 4 for 12 feet to a point. Thence easterly for 64 feet to the NW corner of Lot 24, Block 1, Schlump Addition. Thence easterly along the northern boundary of Lots 24 and 1, of said Block 1 to the NE corner of Lot 1, Block 1, Schlump Addition. Thence easterly for 25 feet to a point on the centerline of N Lewis Pl. Thence south easterly along the centerline of N Lewis Pl for 650 feet to the NE corner of Lot 7, Block 4, East Highland Addition Resub B1. Thence southerly along the eastern boundaries of Lots 7 and 18, of said Block 4 to the SE corner of Lot 18, Block 4, East Highland Addition Resub B1. Thence southerly for 60 feet to the NE corner of Lot 7, Block 5, East Highland Addition Resub B1. Thence continuing easterly along the northern boundary of Lots 6 through 1, of said Block 5, to the NE corner of Lot 1, Block 5, East Highland Addition Resub B1 also known as the western right-of-way of S Atlanta Ave. Thence southerly along the western right-of-way of S Atlanta Ave for 4,005 feet to the NE corner of Lot 6, Block 4, Highlands Addition. Thence easterly 50 feet to the NW corner of Lot 1, Block 5, Highlands Addition. Thence easterly along the northern boundary of Lots 1 through 6, Block 5, for 611 feet to the NE corner of Lot 6, Block 5, Highlands Addition. Thence 50 feet to the NW corner of Lot 1, Block 12, Highlands Addition. Thence easterly along the northern boundary of Lots 1 through 6, of said Block 12, for 611 feet to the NE corner of Lot 6, Block 12, Highlands Addition. Thence easterly for 50 feet to the NW corner of Bama Addition, a Resub of Part of Block 13 Highlands Addition. Thence northerly for 60 feet to the northern right-of-way of E 10th St S and the SW corner of Lot 1, Block 1, University of Tulsa Blocks 1, 2 and 3 Addition. Thence easterly along the southern boundary of Lot 1, Block 1, University of Tulsa Blocks 1, 2 and 3 Addition for 611 feet to the SE corner of Lot 1, Block 1, University of Tulsa Blocks 1, 2 and 3 Addition. Thence northerly along the eastern boundary of Lot 1, Block 1, University of Tulsa Blocks 1, 2 and 3 Addition for 300 feet. Thence easterly 55 feet to the NW corner of Lot 1, Block 25, College Addition. Thence easterly along the northern boundary of Lots 1 through 10, Block 25, College Addition for 500 feet to the NE corner of Lot 10, Block 25, College Addition. Thence southerly along the eastern boundary of Lots 10 and 11, of said Block 25 and Lots 10 and 11, Block 26, College Addition for 662 feet to the SE corner of Lot 11, Block 26, College Addition. Thence westerly for 21 feet to a point on the southern boundary of Lot 11, Block 26, College Addition. Thence southerly for 61 feet to a point on the southern right-of-way for E 11th St S. Thence southerly along the western right-of-way of S Evanston Ave and the eastern boundary of Block 2, Signal Addition, for 610 feet to the SE corner of Lot 12, Block 2, Signal Addition. Thence along the southern boundary of Lots 12 and 13, Block 2 Signal Addition for 226 feet to the SW corner of Lot 13, Block 2, Signal Addition. Thence 50 feet to the SE corner of Lot 12, Block 3, Signal Addition. Thence along the southern boundary of Lots 12 and 13, Block 3, Signal Addition for 225 feet to the SW corner of Block 3, Signal Addition. Thence N 92°64'31" W for 8 feet to a point on the northern right-of-way for E 12th St S. Thence along the northern right-of-way of E 12th St S for 661 feet. Thence northerly along the eastern right-of-way of S Columbia Ave for 296 feet. Thence westerly for 60 feet to the SE corner of Lot 6, Block 2, Max Campbell Addition. Thence along the southern boundary of Lots 6 and Lots 21 of said Block 2 for 276 feet to the SW corner of Lot 21, Block 2, Max Campbell Addition. Thence westerly for 40 feet to a point on the eastern boundary of Lot 3, Block 3, Max Campbell Addition. Thence southerly for 30 feet to the SE corner of Lot 3, Block 3, Max Campbell Addition. Thence westerly along the southern

boundary of Lots 3 and 16, Block 3, Max Campbell Addition for 278 feet to the SW corner of Lot 16, Block 3, Max Campbell Addition. Thence northerly for 9 feet along the western boundary of Lot 16, Block 3, Max Campbell Addition. Thence westerly for 50 feet to the NE corner of Lot 5, Block 4, Amended Tulsa Square Addition. Thence westerly along the northern boundary of Blocks 4 and 3 of Amended Tulsa Square Addition to the NW corner of Lot 15, Block 3, Amended Tulsa Square Addition. Thence westerly 50 feet to a point on the eastern boundary of Lot 7, Block 1, Boswell's Addition, also being 23 feet south of the NE corner of Lot 7, Block 1, Boswell's Addition. Thence north along the eastern boundary of Lot 7, of said Block 1 for 23 feet to the NE corner of Lot 7, Block 1, Boswell's Addition. Thence westerly along the northern boundary of Lots 7 and 18, Block 1, Boswell's Addition for 276 feet to the NW corner of Lot 18, Block 1, Boswell's Addition. Thence southerly along the western boundary of Block 1, Boswell's Addition for 300 feet to the SW corner of Lot 13, Block 1, Boswell's Addition. Thence continuing in a southerly direction for 50 feet to the NW corner of Lot 24, Block 2, Boswell's Addition. Thence southerly along the western boundary of Block 2, Boswell's Addition for 500 feet to the SW corner of Lot 14, Block 2, Boswell's Addition. Thence southerly for 7 feet to a point on Lot 13, Block 2, Boswell's Addition. Thence southerly for 274 feet to a point on the western boundary of the railroad right-of-way. Thence continuing in a south easterly direction along the western right-of-way of the railroad for 816 feet. Thence westerly 248 feet to a point on the northern boundary of Lot 1, Block 1 Albertson's 2253 Addition. Thence S 63°20'40" E for 111.79 feet; thence S 51°17'53" E for 81.88 feet; thence S 0°05'30" W for 38.80 feet, thence N 90°00'00" W for 64.00 feet; thence S 0°06'30" W for 320.30 feet to the SE corner of Lot 1, Block 1, Albertson's 2253 Addition. Thence westerly for 16 feet to a point on the southern boundary of Lot 1, Block 1, Albertson's 2253 Addition. Thence southerly for 33 feet to a point on the northern boundary of Lot 1, Block 1, McDonnell's Subdivision L1-5 Glen Acres. Thence southerly along the eastern boundary of Lot 1, Block 1, McDonnell's Subdivision L1-5 Glen Acres for 252 feet to the SE corner of Lot 5, Block 1, McDonnell's Subdivision L1-5 Glen Acres. Thence westerly along the southern boundary of Lots 5 and 20, Block 1, McDonnell's Subdivision L1-5 Glen Acres for 282 feet to the SW corner of Lot 20, Block 1, McDonnell's Subdivision L1-5 Glen Acres. Thence westerly for 52 feet to a point on the eastern boundary of Lot 7, Block 2, McDonnell's Subdivision L1-5 Glen Acres. Thence southerly along the eastern boundary of Block 2, McDonnell's Subdivision L1-5 Glen Acres, for 350 feet to the SE corner of Lot 14, Block 2, McDonnell's Subdivision L1-5 Glen Acres. Thence westerly along the southern boundary of Lots 14 and 15, Block 2, McDonnell's Subdivision L1-5 Glen Acres for 273 feet to the SW corner of Lot 15, Block 2, McDonnell's Subdivision L1-5 Glen Acres. Thence westerly for 56 feet to a point on the eastern boundary of Lot 12, Block 1, Hopping's Addition, also being 11 feet north of the NE corner of Lot 13, Block 1, Hopping's Addition. Thence southerly along the eastern boundary of said Block 1 for 11 feet to the NE corner of Lot 13, Block 1, Hopping's Addition. Thence westerly along the northern boundary of Lots 13 and 22, Block 1, Hopping's Addition for 290 feet to the NW corner of Lot 22, Block 1, Hopping's Addition. Thence northerly along the western boundary of Lots 22 through 28, Block 1, Hopping's Addition for 300 feet to the NW corner of Lot 28, Block 1, Hopping's Addition. Thence westerly for 50 feet to the NE corner of Lot 7, Block 2, Hopping's Addition. Thence westerly along the northern boundary of Lot 7, of said Block 2 for 145 feet to the NW corner of Lot 7, Block 2, Hopping's Addition. Thence northerly along the western boundary of Lot 6, of said Block 2 for 9 feet to a point on the eastern boundary of Lot 1, Block 1, Seven Acres Place. Thence N 95°57'36" W for 207 feet. Thence northerly along the western boundary of Lot 1, Block 1, Seven Acres Place for 297 feet to the NW corner of Lot 1, Block 1, Seven Acres Place. Thence northerly for 60 feet to a point on the northern right-of-way of E 15th St S. Thence north westerly for 151 feet. Thence easterly for 154 feet to

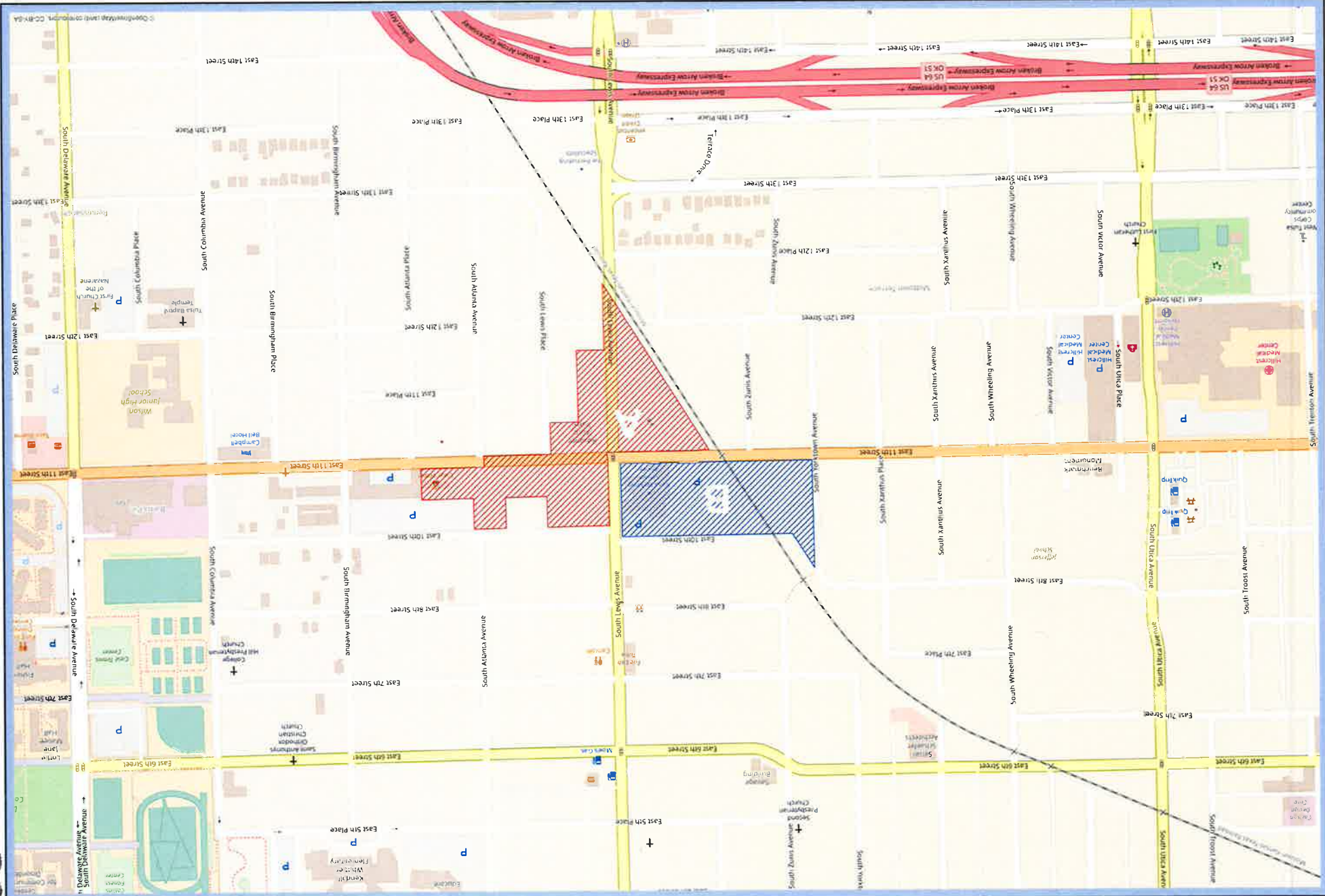
a point on the western boundary of Terrace Dr right-of-way. Thence easterly for 80 feet to a point on the western boundary Lot 6, Block 1, Terrace Drive Addition Resub L8 B4. Thence northerly for 6 feet to a point on the eastern boundary of Terrace Dr right-of-way. Thence northerly and north easterly along the eastern right-of-way of Terrace Dr and along the western boundary of Block 4, Terrace Drive Addition and Blocks 11 and 10, Terrace Drive Addition Resub B6 & L1-3 B4 for 1,193 feet to the NE corner of Lot 6, Block 10, Terrace Drive Addition Resub B6 & L1-3 B4. Thence northerly for 70 feet to the SW corner of Lot 27, Block 3, Terrace Drive Addition Amended Sub B2-3&7. Thence easterly along the southern boundary of said Lot 27 for 50 feet to the SE corner of Lot 27, Block 3, Terrace Drive Addition Amended Sub B2-3&7. Thence northerly along the western boundary of Lots 27 and 5, of said Block 3 and the eastern boundary of Lots 22 and 1, Block 2, Terrace Drive Addition Amended Sub B2-3&7 for 596 feet to the NE corner of Lot 1, Block 2, Terrace Drive Addition Amended Sub B2-3&7. Thence northerly for 80 feet to a point on the southern boundary of Block 1, M E Bailey Subdivision B1 Terrace Drive Addition, also being 14.77 feet from the SW corner of Lot 17, Block 1, M E Bailey Subdivision B1 Terrace Drive Addition. Thence easterly along the southern boundary of Lot 17, of said Block 1, for 50 feet to the NE corner of Lot 17, Block 1, M E Bailey Subdivision B1 Terrace Drive Addition. Thence N 32°63'41" W for 123.23 feet. Thence N 32°40'00" W for 29.65 feet. Thence N 32°43'18" W for 159.14 feet to a point on the boundary of Block 1, M E Bailey Subdivision B1 Terrace Drive Addition. Thence S 89°11'45" W for 120.51 feet. Thence S 89°14'02" W for 99.04 feet. Thence S 89°14'01" W for 30.63 feet to a point on the western boundary of said Block 1, also being 35 feet north of the NW corner of Lot 8, Block 1, M E Bailey Subdivision B1 Terrace Drive Addition. Thence south 35 feet to the NW corner of Lot 8, Block 1, M E Bailey Subdivision B1 Terrace Drive Addition. Thence westerly 50 feet to the NE corner of Lot 19, Block 1, Bell Addition. Thence westerly along the northern boundary of Lots 19 and 10, of said Block 1 and Lots 19 and 10, Block 2, Bell Addition, for 588 feet to a point on the eastern boundary of Lot 24, Block 3, Ridgedale Terrace 2nd Addition. Thence southerly along the eastern boundary of said Lot 24 for 5 feet to the NE corner of Lot 23, Block 3, Ridgedale Terrace 2nd Addition. Thence westerly along the northern boundary of Lots 23 and 12, Block 3 and Lots 23 and 12 Block 2 and Lot 9 Block 1, Ridgedale Terrace 2nd Addition for 654 feet to the NW corner of Lot 9, Block 1, Ridgedale Terrace 2nd Addition. Thence southerly along the western boundary of Lots 9 and 10, of said Block 1 for 50 feet to the NE corner of Lot 16, Block 1, Perryman Heights Addition. Thence westerly along the northern boundary of said Lot 16, Block 1 for 144 feet to the NW corner of Lot 16, Block 1, Perryman Heights Addition. Thence southerly along the western boundary of Lots 16, 15 and 14, of said Block 1 for 231 feet to the SW corner of Lot 14, Block 1, Perryman Heights Addition. Thence westerly along the northern right-of-way of E 12th St S for 184 feet to the eastern boundary of Perryman Heights 2nd Addition. Thence westerly along the southern boundary of Perryman Heights 2nd Addition for 328 feet to the SW corner of Perryman Heights 2nd Addition and part of the centerline right-of-way of S Utica Ave. Thence southerly for 25 feet to a point on the centerline of S Utica Ave right-of-way. Thence westerly for 25 feet to the SE corner of Lot 10, Block 1, McNulty Addition. Thence westerly along the southern boundary of Blocks 1 and 2, McNulty Addition and Blocks 2 and 3, Forest Park Addition Re-Amended for 1,079 feet to the SW corner of Lot 27, Block 3, Forest Park Addition Re-Amended. Thence northerly along the western boundary of Block 3 Forest Park Addition Re-Amended for 250 feet to the NW corner of Lot 17, Block 3, Forest Park Addition Re-Amended. Thence westerly for 53 feet to the NE corner of Lot 9, Block 4, Forest Park Addition Re-Amended. Thence westerly along the northern boundary of said Lot 9 for 140 feet to the NW corner of Lot 9, Block 4, Forest Park Addition Re-Amended. Thence north-westerly for 32 feet to the NE corner of Lot 17, Block 1, Orchard Addition. Thence westerly along the northern boundary of Lot

17, Block 1, and Lots 17 and 36, Block 2, and Lots 17 and 36, Block 3, Orchard Addition for 870 feet to the NE corner of Lot 17, Block 4, Orchard Addition. Thence southerly along the eastern boundaries of Lots 17 through 23, of said Block 4 for 175 feet to the NE corner of Lot 24, Block 4, Orchard Addition. Thence westerly along the northern boundary of Lots 24 and 29, of said Block 4 for 266 feet to the NW corner of Lot 29, Block 4, Orchard Addition. Thence westerly for 75 feet to a point on the eastern boundary of Lot 8, Block 4, Ridgewood Addition of Tracy Park Addition, also being 18 feet south of the NE corner of said Lot 8. Thence northerly for 18 feet to the NE corner of Lot 8, Block 4, Ridgewood Addition of Tracy Park Addition. Thence westerly along the northern boundary of Lots 8 and 10, of said Block 4 for 300 feet to the NW corner of Lot 10, Block 4, Ridgewood Addition of Tracy Park Addition. Thence northerly along the western boundary of said Block 4 for 300 feet to the NW corner of Lot 15, Block 4, Ridgewood Addition of Tracy Park Addition. Thence westerly for 60 feet to the SE corner of Lot 1, Block 3, Ridgewood Addition of Tracy Park Addition. Thence westerly along the northern boundary of Lots 2 and 15, Block 3 and Lots 2 and 15, Block 2 for 609 feet to the NW corner of Lot 15, Block 2, Ridgewood Addition of Tracy Park Addition. Thence S 89°05'49" W for 59.89 feet to a point on the eastern boundary of Lot 5, Block 1, Ridgewood Addition of Tracy Park Addition. Thence N 0°37'12" W along the western right-of-way boundary of S Norfolk Ave for 270 feet to the NE corner of Lot 1, Block 1, Ridgewood Addition of Tracy Park Addition. Thence S 88°52'18" W for 199.47 feet. Thence N 06°07'15" W for 30.24 feet to a point on the centerline of E 11th St S right-of-way. Thence S 88°48'36" W for 24.53 feet. Thence S 88°48'38" W for 32.60 feet. Thence S 89°02'40" W for 3.65 feet. Thence N 1°00'44" W for 28 feet. Thence N 0°52'20" W for 629.39 feet to a point on the southern boundary of Oaklawn Addition. Thence westerly along the southern boundary of Oaklawn Addition for 1,316 feet to the centerline of S Peoria Ave. Thence N 1°15'47" W along the centerline of S Peoria Ave for 13 feet. Thence N 89°11'50" E for 30 feet to the NW corner of Lot 13, Block 3, East Lynn Addition. Thence easterly along the northern boundary of Lots 13 and 4, Block 3, East Lynn Addition for 277 feet to the NE corner of Lot 4, Block 3, East Lynn Addition. Thence southerly along the eastern boundary of Block 3 for 295 feet to the NE corner of Lot 1, Block 10, East Lynn Addition. Thence easterly along the southern right-of-way of E 10th St and the northern boundary of Lots 14 and 1, Block 9, Lots 14 and 1, Block 8 and Lot 1, Block 7, East Lynn Addition for 867 feet to the NE corner of Lot 1, Block 7, East Lynn Addition. Thence easterly for 17 feet to the NW corner of Lot 1, Block 12, Park Dale Amended. Thence continuing easterly along the southern boundary of E 10th St S right-of-way and the northern boundary of Blocks 12, 11 and 10, Park Dale Amended for 850 feet to the NE corner of Lot 1, Block 10, Park Dale Amended. Thence N 89°13'55" E for 60.05 feet. Thence N 1°28'37" W for 9.9 feet. Thence easterly along the southern boundary of Lots 17 through 20, Block 8, Park Dale Amended for 100 feet to the SE corner of Lot 20, Block 8, Park Dale Amended. Thence northerly along the eastern boundary of Lots 20 and 13, Block 8 for 289 feet to the NE corner of Lot 13, Block 8, Park Dale Amended. Thence easterly along the northern boundary of Lots 13 through 1, of said Block 8 to the NE corner of Lot 1, Block 8, Park Dale Amended. Thence southerly along the eastern boundary of said Lot 1 for 55 feet to a point on the eastern boundary of Lot 1, Block 8, Park Dale Amended. Thence easterly along the southern boundary of E 8th St S right-of-way and the northern boundary of Block 1, Tulsa Recreation Center for the Physically Limited for 694 feet to the NE corner of Tulsa Recreation Center for the Physically Limited. Thence southerly along the eastern boundary of Tulsa Recreation Center for the Physically Limited for 200 feet to a point on the eastern boundary of Lot 2, Block 1, Tulsa Recreation Center for the Physically Limited. Thence easterly for 50 feet to the NW corner of Lot 8, Block 2, Clover Ridge Addition. Thence easterly along the northern boundary of Lots 8 and 17, of said Block 2 and Lot 8, Block 1, Clover Ridge

Addition for 476 feet to the NE corner of Lot 8, Block 1, Clover Ridge Addition. Thence easterly for 125 feet to a point on Lot 2, Block 2, Fleetwood Industrial Addition, also being 6 feet north of the SW corner of Lot 2, Block 2, Fleetwood Industrial Addition. Thence northerly along the western boundary of Lots 2 and 1, of said Block 2 for 194 feet to the NW corner of Lot 1, Block 2, Fleetwood Industrial Addition. Thence easterly along the northern boundary of said Block 2 for 243 feet to the NE corner of Lot 12, Block 2, Fleetwood Industrial Addition. Thence N 89°13'46" E for 39.63 feet to a point on the railroad right-of-way. Thence S 32°54'20" E along the western boundary of the railroad right-of-way for 29.64 feet. Thence S 33°05'06" E for 59.09 feet. Thence S 33°05'07" E for 152.73 feet. Thence S 33°05'07" E for 46.45 feet to a point on Lot 2, Block 3, Fleetwood Industrial Addition. Thence N 89°13'47" E for 177.48 feet to the NW corner of Lot 1, Block 1, Hillcrest Park Addition. Thence N 33°05'08" W for 48 feet. Thence N 33°05'03" W for 10.79 feet. Thence N 33°05'07" W for 156.71 feet. Thence N 33°05'02" W for 5.17 feet. Thence N 33°05'08" W for 19.09 feet. Thence N 33°05'07" W for 70.48 feet to the SE corner of Lot 8, Block 8, Hillcrest Addition. Thence northerly along the eastern boundary of Blocks 8, 9 and 10, Hillcrest Addition for 1,170 feet to a point on the eastern boundary of Lot 19, Block 10, Hillcrest Addition. Thence easterly along the northern boundary of E 5th Pl S and the southern boundary of Block 11 for 392 feet to the SW corner of Lot 8, Block 3, Hillcrest Addition. Thence northerly along the eastern boundary of S Gillette Ave and the western boundary of Blocks 3, 2 and 1, Hillcrest Addition, and Blocks 1 and 2, Hillcrest Ridge for 1,366 feet to the NW corner of Lot 14, Block 2, Hillcrest Ridge. Thence easterly along the northern boundary of Lot 14, of said Block 2 for 105 feet. Thence northwesterly for 55 feet to the SW corner of Lot 2, Block 5, Hillcrest Ridge. Thence northerly along the western boundary of S Gillette Ave right-of-way and the eastern boundary of Block 5, Hillcrest Ridge, and Blocks 8 and 1, Wakefield Addition, and Block 22 and Lots 8 through 10, Block 1, Gillette-Hall Addition for 1,306 feet to the NW corner of Lot 10, Block 1, Gillette-Hall Addition. Thence N 0°25'32" W for 341.71 feet. Thence N 1°37'17" W for 6.99 feet. Thence N 1°37'12" W for 24.97 feet. Thence N 1°37'15" W for 199.78 feet. Thence N 1°37'12" W for 24.97 feet. Thence N 1°37'15" W for 199.78 feet. Thence N 1°37'13" W for 20.75 feet to the NW corner of Lot 50, Block 4, Eastland Addition; also being the point-of-beginning.



11th & Lewis Increment Districts Exhibit C



12.22



11th & Lewis Increment Districts
Exhibit C



EXHIBIT D

Increment District A Legal Description

Beginning at the NW corner of Lot 1, Block 4, Highland Addition, thence easterly along the northern boundary of Lots 1 through 3 of said Block 4 for 303 feet to the NE corner of Lot 3, Block 4, Highland Addition. Thence southerly along the eastern boundary of Lot 3, Block 4, for 150 feet to the SE corner of Lot 3, Block 4, Highland Addition. Thence easterly along the southern boundary of Lots 4 and 5, of said Block 4 for 200 feet to the SE corner of Lot 5, Block 4, Highland Addition. Thence northerly along the eastern boundary of Lot 5, of said Block 4 for 150 feet to the NW corner of Lot 6, Block 4, Highland Addition. Thence easterly along the northern boundary of Lot 6, of said Block 4 for 106 feet to the NE corner of Lot 6, Block 4, Highland Addition. Thence easterly 50 feet to the NW corner of Lot 1, Block 5, Highland Addition. Thence southerly along the western boundary of Lot 1, of said Block 5 for 150 feet to the SW corner of Lot 1, Block 5, Highland Addition. Thence easterly along the southern boundary of Lots 1 through 3, of said Block 5 for 252 feet to a point on the northern boundary of Lot 10, Block 5, Highland Addition. Thence southerly along the E 50 feet of Lot 10, of said Block 5 for 150 feet to a point on the southern boundary of Lot 10, Block 5, Highland Addition, also being 50 feet from the SE corner of Lot 10, Block 5, Highland Addition. Thence westerly along the southern boundary of Lots 10 through 12, Block 5 and Lot 7, Block 4 Highland Addition for 309 feet to a point on the southern boundary of Lot 7, Block 4, Highland Addition, also being 6 feet from the SE corner of Lot 7, Block 4, Highland Addition. Thence S 1°12'58" E for 53 feet to the NE corner of Lot 1, Block 1, Boswell's Addition. Thence westerly along the northern boundary of Lots 1 and 24, of said Block 1 and the southern right-of-way of E 11th St S for 328 feet to the NE corner of Lot 1, Block 4, Boswell's Addition. Thence southerly along the eastern boundary of Lots 1 through 3, of said Block 4 for 153 feet to the NE corner of Lot 4, Block 4, Boswell's Addition. Thence westerly along the northern boundary of Lot 4, Block 4 for 138 feet to the NW corner of Lot 4, Block 4, Boswell's Addition. Thence southerly along the western boundary of Lots 4 through 10 for 348 feet to the NW corner of Lot 11, Block 4, Boswell's Addition. Thence westerly along the northern boundary of Lot 14, of said Block 4 for 134 feet to the NW corner of Lot 14, Block 4, Boswell's Addition. Thence southerly along the western boundary of Lots 14 and 13, of said Block 4, and Lots 10 and 11, Block 3 Boswell's Addition for 239 feet. Thence S 1°09'36" E for 87.76 feet. Thence N 32°14'53" W for 124.84 feet. Thence N 32°14'54" W for 370.32 feet. Thence N 32°30'31" W for 467.92 feet. Thence N 88°50'59" E for 44.53 feet. Thence N 32°19'40" W for 5.93 feet. Thence N 89°14'32" E for 457.75 feet. Thence N 6°21'40" W for 55.84 feet to the SW corner of Lot 12, Block 4, Highlands Addition. Thence northerly along the western boundary of Lots 12 and 1, Block 4, Highlands Addition for 301 feet to the NW corner of Lot 1, Block 4, Highland's Addition, also being the point of beginning.

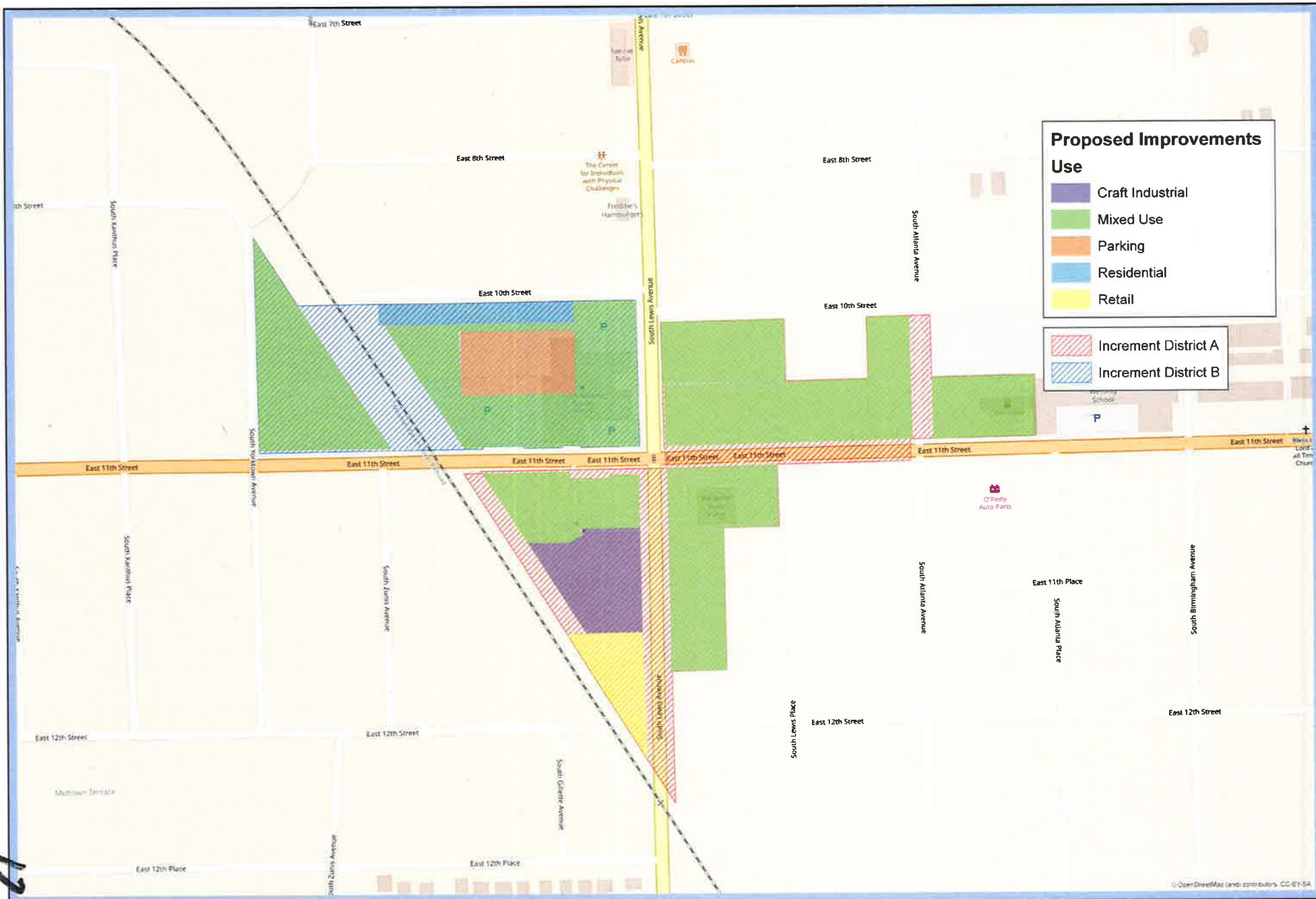
12.24

EXHIBIT E

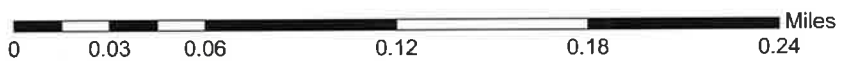
Increment District B Legal Description

Beginning at the NE corner of Lot 3, Block 1, Hillcrest Park Addition, thence easterly along the northern boundary of Lots 4 through 9 of said Block 1 for 435 feet to the NE corner of Lot 9, Block 1, Hillcrest Park Addition. Thence southerly along the eastern boundary of Lots 9 through 14, of said Block 1 for 357 feet to the SE corner of Lot 14, Block 1, Hillcrest Park Addition. Thence continuing along the southern boundary of Hillcrest Park Addition and the northern right-of-way of E 11th St S; S 89°13'47" W for 145.08 feet, thence N 1°16'22" W for 4.97 feet, thence S 89°13'15" W for 40.02 feet, thence S 89°13'20" W for 5 feet, thence S 1°16'29" E for 4.97 feet, thence S 89°13'45" W for 45.02 feet, thence S 89°13'47" W for 50.02 feet, thence N 1°16'29" W for 4.95 feet, thence S 89°13'14" W for 100 feet, thence S 1°16'16" E for 4.94 feet, thence S 89°13'44" W for 44.77 feet to a point on the eastern right-of-way of the railroad. Thence westerly for 177 feet to the SE corner of Lot 6, Block 3, Fleetwood Industrial Addition. Thence westerly along the southern boundary of Lots 6 and 5, of said Block 3 for 328 feet to the SW corner of Lot 5, Block 3, Fleetwood Industrial Center. Thence northerly along the western boundary of said Block 3 for 525 feet to the NW corner of Lot 1, Block 3, Fleetwood Industrial Addition. Thence S 33°05'07" E for 199 feet along the eastern boundary of said Block 3 for 199 feet to a point on Lot 2, Block 3, Fleetwood Industrial Addition. Thence N 89°13'47" E for 177 feet to the NW corner of Lot 1, Block 1, Hillcrest Park Addition. Thence continuing along the northern boundary of Lots 1 through 3, Hillcrest Park Addition for 217 feet to the NE corner of Lot 3, Block 1, Hillcrest Park Addition; also being the point of beginning.

12.25



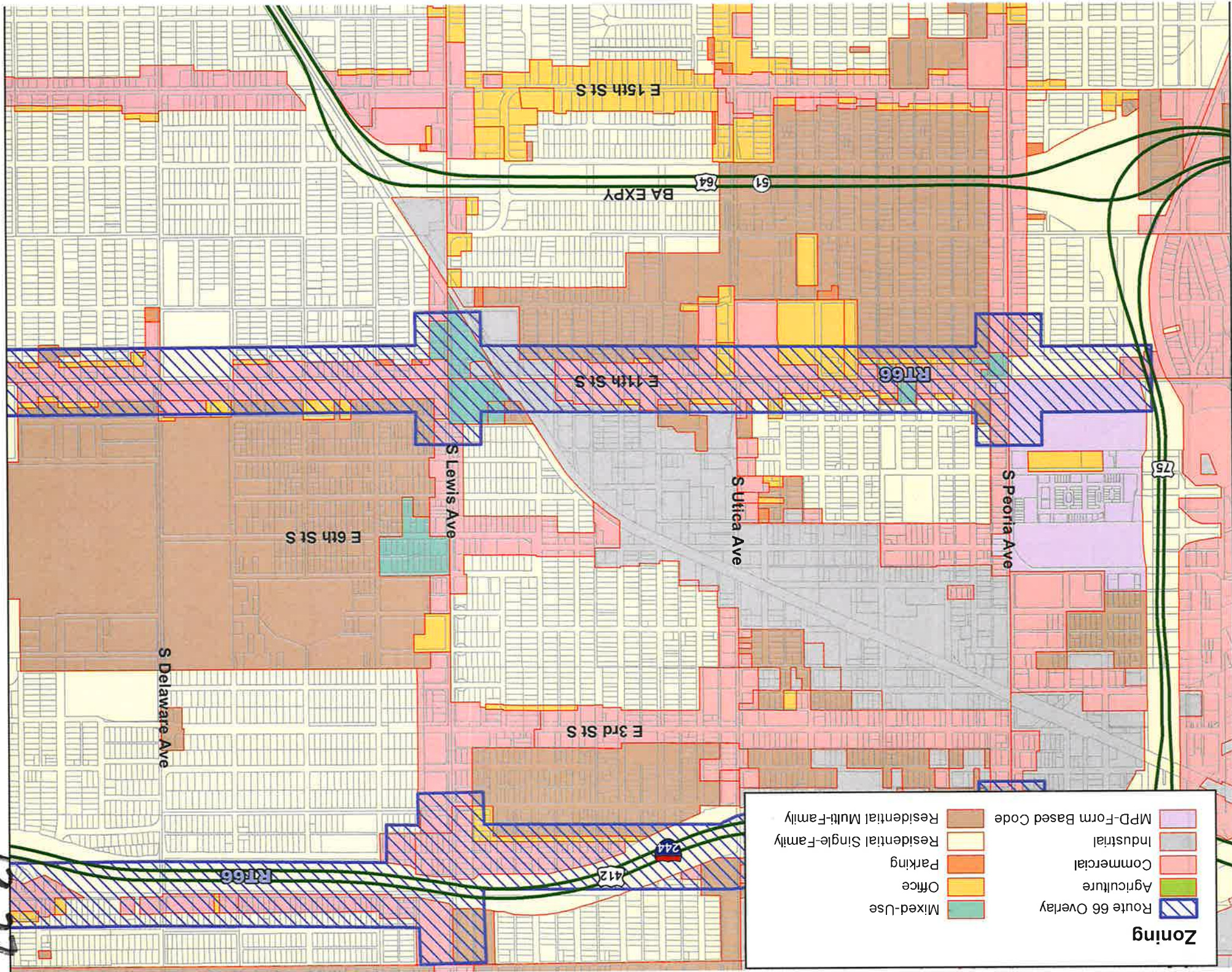
12.21c



11th & Lewis Proposed Use Exhibit G



12.27



Zoning

MPD-Form Based Code	Residential Multi-Family
Industrial	Residential Single-Family
Commercial	Parking
Agriculture	Office
Route 66 Overlay	Mixed-Use

82.28

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

