

AMENDED
**TULSA METROPOLITAN AREA PLANNING
COMMISSION**
Meeting No. 2789
March 6, 2019, 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:

Director's Report:

Review TMAPC Receipts for the month of January 2019

CONSENT AGENDA:

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

1. **The Crossing at Battle Creek, Phase III** (CD 6) Final Plat, Location: East of South 145th East Avenue at East 36th Place South
2. **Z-7083-SP-2a Eric P. Nelson** (CD 2) Location: Northeast corner of West 91st Street and Highway 75 requesting a **Corridor Minor amendment** to add School uses as an allowable use within the Corridor.

PUBLIC HEARINGS:

3. **Ernest Childers VA Clinic** (CD 7) Preliminary Plat, Location: Northeast corner of East 91st Street South and South Mingo Road (Related to Accelerated Release of Building Permit) (Continued from February 6, 2019 and February 20,2019) (**Applicant requests continuance to March 20, 2019**)
4. **Ernest Childers VA Clinic** (CD 7) Authorization for Accelerated Release of Building Permit, Location: Northeast corner of East 91st Street South and South Mingo Road (Related to Preliminary Plat) (Continued from February 6, 2019 and February 20,2019) (**Applicant requests continuance to March 20, 2019**)
5. **MPD-2 Nathan Cross** (CD 1) Location: West and north of the northwest corner of West Edison Street and North 41st West Avenue requesting a Master Plan Development for private street mixed use community (Continued from February 20, 2019) (**Staff requests a continuance to March 20, 2019**)
6. **The Concord** (CD 6) Preliminary Plat, Location: Southwest corner of East 31st Street South and South 177th East Avenue
7. **Z-7466 Lou Reynolds** (CD 1) Location: South and West of the southwest corner of East 36th Street North and North Yale Avenue requesting rezoning from **IL and AG** to **IH** (Continued from January 2, 2019, January 16, 2019, February 6, 2019 and February 20, 2019)
8. **CZ-484 Stuart Van De Wiele** (County) Location: West of the northwest corner of East 56th Street North and Highway 75 requesting rezoning from **AG to IL** to permit a pipe, valve and fitting distributor facility (**Related to PUD-853**)
9. **PUD-853 Stuart Van De Wiele** (County) Location: West of the northwest corner of East 56th Street North and Highway 75 requesting PUD to permit a pipe, valve and fitting distributor facility (**Related to CZ-484**)
10. **CZ-483 Jason Trotter** (County) Location: East of the southeast corner of Highway 51 and South 161st West Avenue requesting rezoning from **AG to CG** to permit a boat storage facility
11. **Z-7468 John Miggins** (CD 4) Location: East of the Southeast corner of East Admiral Place and North Pittsburg Avenue requesting rezoning from **CH to IL with an optional development plan** (Continued from February 6, 2019)
12. **Z-7471 Crystal Keller** (CD 2) Location: East of the southeast corner of South 33rd West Avenue and West 81st Street South requesting rezoning from **AG to RS-1 with optional development plan**
13. **CPA-80** Consider adoption of the **Crutchfield Small Area Plan** as an amendment to the Tulsa Comprehensive Plan.

14. Consider a motion and vote to enter Executive Session pursuant to Title 25 O.S. Section 307(B)(4) to discuss pending litigation in case of Wilson et al v. TMAPC et al, Tulsa County District Court Case No. CV-2019-00013, for the purpose of allowing confidential communications between a public body and its attorney concerning a pending claim, investigation, or litigation.
15. Leave Executive Session on discussion of pending litigation in case Wilson et al v. TMAPC et al, Tulsa County District Court Case No. CV-2019-00013 for the purpose of taking any appropriate related actions.

OTHER BUSINESS

16. 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 Tulsa Planning Office, INCOG. Ringing/sound on all cell phones 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 January 2019

	----- Current Period -----				----- Year To Date -----			
	ITEM	CITY	COUNTY	TOTAL RECEIVED	ITEM	CITY	COUNTY	TOTAL RECEIVED
ZONING								
Zoning Letters	16	\$825.00	\$825.00	\$1,650.00	77	3,937.50	3,937.50	\$7,875.00
Zoning	13	6,550.00	6,550.00	13,100.00	46	22,725.00	22,725.00	45,450.00
Plan Reviews	12	1,225.00	1,225.00	2,450.00	117	13,325.00	13,325.00	26,650.00
Refunds		0.00	0.00	0.00		(450.00)	(450.00)	(900.00)
NSF		0.00	0.00	0.00		0.00	0.00	0.00
		<u>\$8,600.00</u>	<u>\$8,600.00</u>	<u>\$17,200.00</u>		<u>\$39,537.50</u>	<u>\$39,537.50</u>	<u>\$79,075.00</u>
LAND DIVISION								
Minor Subdivision	0	\$0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
Preliminary Plats	5	3,000.00	3,000.00	6,000.00	16	\$9,600.00	\$9,600.00	19,200.00
Final Plats	2	900.00	900.00	1,800.00	7	\$3,150.00	\$3,150.00	6,300.00
Development Reg. Compliance	0	0.00	0.00	0.00	0	\$0.00	\$0.00	0.00
Lot Splits	6	450.00	450.00	900.00	35	\$3,075.00	\$3,075.00	6,150.00
Lot Line Adjustment	16	1,200.00	1,200.00	2,400.00	57	\$4,175.00	\$4,175.00	8,350.00
Other	1	250.00	250.00	500.00	11	\$1,325.00	\$1,325.00	2,650.00
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>\$5,800.00</u>	<u>\$5,800.00</u>	<u>\$11,600.00</u>		<u>\$21,325.00</u>	<u>\$21,325.00</u>	<u>\$42,650.00</u>
TMAPC COMP								
Comp Plan Admendment	1	\$325.00	\$0.00	\$325.00	2	\$625.00	\$0.00	\$625.00
Refund		<u>\$0.00</u>		<u>\$0.00</u>		<u>(\$300.00)</u>	<u>\$0.00</u>	<u>(\$300.00)</u>
		<u>\$325.00</u>	<u>\$0.00</u>	<u>\$325.00</u>		<u>\$325.00</u>	<u>\$0.00</u>	<u>\$325.00</u>
BOARDS OF ADJUSTMENT								
Fees	18	\$6,100.00	\$900.00	\$7,000.00	137	\$39,500.00	\$10,750.00	\$50,250.00
Refunds		(500.00)	0.00	(\$500.00)		(\$2,250.00)	(\$1,350.00)	(3,600.00)
NSF Check		0.00	0.00	\$0.00		\$0.00	(\$500.00)	(500.00)
		<u>\$5,600.00</u>	<u>\$900.00</u>	<u>\$6,500.00</u>		<u>\$37,250.00</u>	<u>\$8,900.00</u>	<u>\$46,150.00</u>
TOTAL		\$20,325.00	\$15,300.00	\$35,625.00		\$98,437.50	\$69,762.50	\$168,200.00
LESS WAIVED FEES *		(\$260.42)	\$0.00	(\$260.42)		(\$2,191.39)	\$0.00	(\$2,191.39)
GRAND TOTALS		<u>\$20,064.58</u>	<u>\$15,300.00</u>	<u>\$35,364.58</u>		<u>\$96,246.11</u>	<u>\$69,762.50</u>	<u>\$166,008.61</u>

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

JANUARY 2019 receipt comparison

	JAN. 2019	DEC. 2018	JAN. 2018
Zoning Letters	16	3	7
Zoning	13	3	7
Plan Reviews	12	11	22
Minor Subdivisions	0	0	0
Preliminary Plats	5	0	1
Final Plats	2	1	2
Development Regulations Compliance (includes plat waivers prior to 5/10/2018)	0	0	4
Lots Splits	6	4	12
Lot Line Adjustments (includes lot combinations prior to 5/10/2018)	16	6	6
Other	1	1	0
Comp Plan Amendments	1	0	0



Tulsa Metropolitan Area
Planning Commission

Case : The Crossing at Battle Creek,
Phase III

Hearing Date: March 6, 2019

Case Report Prepared by:

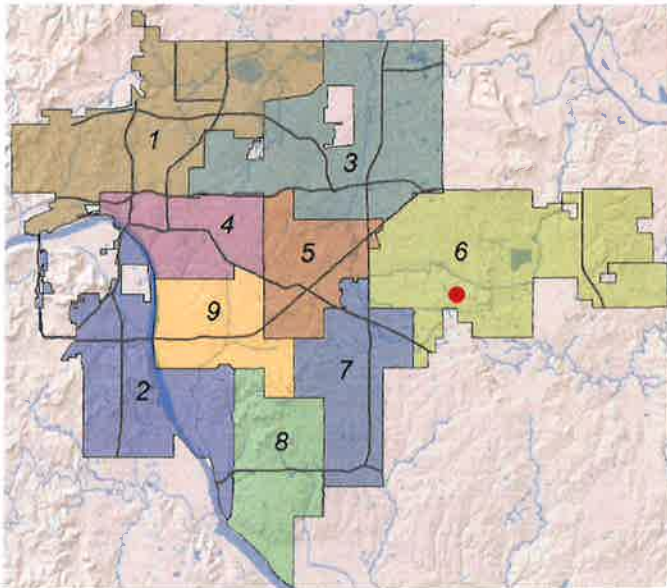
Nathan Foster

Owner and Applicant Information:

Applicant: Kyle Sewell, Crafton Tull

Owner: RC Battle Creek, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Final Plat

Location: East of South 145th East Avenue
at East 36th Place South

56 lots, 3 blocks, 12.37 ± acres

Zoning: RS-3

Staff Recommendation:

Staff recommends **approval** of the final
plat

City Council District: 6

Councilor Name: Connie Dodson

County Commission District: 1

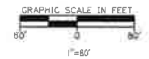
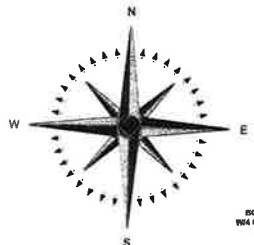
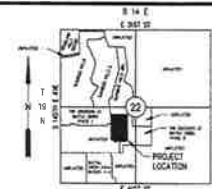
Commissioner Name: Stan Sallee

EXHIBITS: Final Plat

1,1

THE CROSSING AT BATTLE CREEK, PHASE III

A PART OF THE SW/4 OF SECTION 22, TOWNSHIP 19 NORTH, RANGE 14 EAST, INDIAN BASE & MERIDIAN
A SUBDIVISION IN THE CITY OF TULSA, TULSA COUNTY, STATE OF OKLAHOMA
12.37 ACRES, 3 BLOCKS & 56 LOTS



Block	Lot	Square Feet	Acres
BLOCK 13	LOT 1	8,170.52	187.01 AC.
	LOT 2	7,154.15	163.42 AC.
	LOT 3	7,154.15	163.42 AC.
	LOT 4	7,154.15	163.42 AC.
	LOT 5	7,154.15	163.42 AC.
	LOT 6	7,154.15	163.42 AC.
	LOT 7	7,154.15	163.42 AC.
	LOT 8	7,154.15	163.42 AC.
	LOT 9	7,154.15	163.42 AC.
	LOT 10	7,154.15	163.42 AC.
	LOT 11	7,154.15	163.42 AC.
	LOT 12	7,154.15	163.42 AC.
	LOT 13	7,154.15	163.42 AC.
	LOT 14	8,170.52	187.01 AC.
BLOCK 14	LOT 1	8,866.11	202.24 AC.
	LOT 2	7,559.15	173.11 AC.
	LOT 3	7,559.15	173.11 AC.
	LOT 4	7,559.15	173.11 AC.
	LOT 5	7,559.15	173.11 AC.
	LOT 6	7,559.15	173.11 AC.
	LOT 7	7,559.15	173.11 AC.
	LOT 8	7,559.15	173.11 AC.
	LOT 9	7,559.15	173.11 AC.
	LOT 10	7,559.15	173.11 AC.
	LOT 11	7,559.15	173.11 AC.
	LOT 12	7,559.15	173.11 AC.
	LOT 13	7,559.15	173.11 AC.
	LOT 14	8,866.11	202.24 AC.

FINAL PLAT
ENDORSEMENT OF APPROVAL
Tulsa Metropolitan Area Planning Commission
Approved Date: _____

TAPAC/BOCC
CITY ENGINEER
Council of the City of Tulsa, Oklahoma
Approved Date: _____

CHAIRMAN

MAYOR

ATLANTA CITY CLERK
CITY ATTORNEY

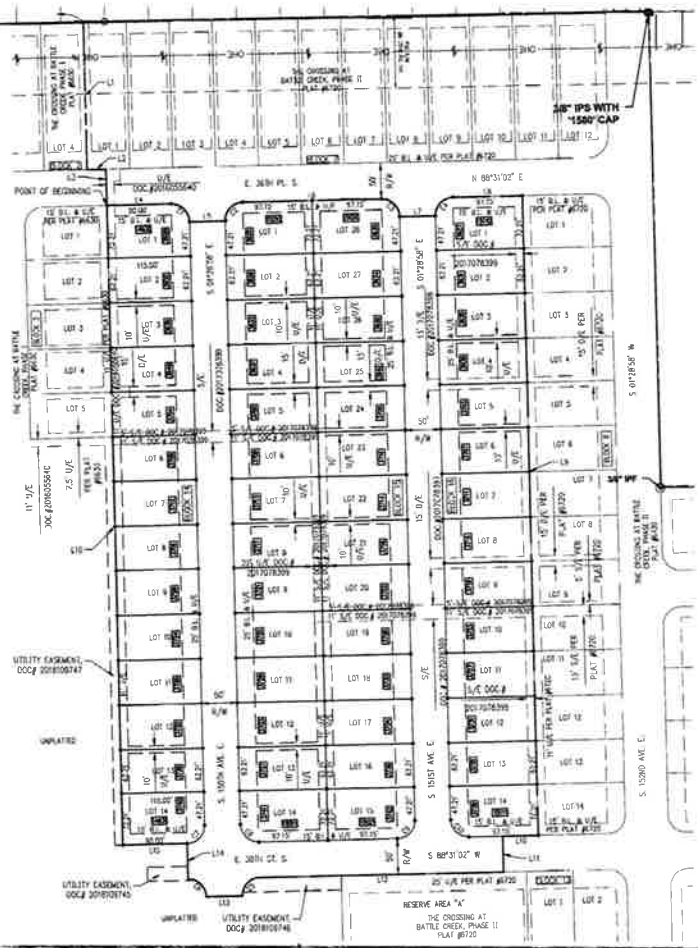
The approval of this final plat will expire one year from the date of City Council approval if not filed at the Office of the County Clerk before that date.

STATE OF OKLAHOMA
COUNTY OF TULSA

I, Michael Mills, Tulsa County Clerk, in and for the County and State above named, do hereby certify that the foregoing is a true and correct copy of a like instrument now on file in my office.

Dated this _____ day of _____, 20____.
Tulsa, Oklahoma
Tulsa County Clerk

Curve #	Station	Radius	Chord	Delta	Chord Bearing	Length
1	1+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
2	1+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
3	2+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
4	2+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
5	3+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
6	3+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
7	4+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
8	4+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
9	5+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
10	5+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
11	6+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
12	6+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
13	7+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
14	7+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
15	8+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
16	8+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
17	9+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
18	9+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
19	10+00.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00
20	10+50.00	100.00	100.00	90.00	N 00° 00' 00" E	100.00



OWNER:
RC BATTLE CREEK, LLC
P.O. BOX 10666
FAYETTEVILLE, AR 72703
(479) 455-2025

ENGINEER/SURVEYOR:
CRAFTON TULL & ASSOCIATES
1516 KENTWELL, PO 22947
220 E. 8TH STREET
TULSA, OK 74119
(918) 584-0247
ETUL@CRAFTONTULL.COM

JEREMY A. LAWSON, PLS 1488
46 BRADLEY COVE ROAD
MUSSELVILLE, AR 72602
(479) 478-8244
JEREMY.LAWSON@CRAFTONTULL.COM

CERTIFICATE OF AUTHORIZATION:
CA 973 (PE/LS) EXPIRES 6/30/2020

MONUMENTATION:
3/4" IRON PINS TO BE SET AT ALL PROPERTY CORNERS UNLESS OTHERWISE NOTED.

BASIS OF BEARING:
THE BEARINGS SHOWN HEREON ARE BASED ON N 88°31'42" E ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER (SW/4) OF SECTION TWENTY-TWO (22), TOWNSHIP NINETEEN (19) NORTH, RANGE FOURTEEN (14) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE 5001, NAD 83.

BENCHMARK:
ADS MONUMENT "3"
5/8" REBAR-1 1/2" ALUMINUM CAP-RUSH-IMPRESSED
"3" SET IN CONCRETE, SET N.W. CORNER OF 40ST ST AND 143RD E. AVE.
NAD 1983 DATUM
ELEVATION=748.14

NOTE:
ALL STREETS SHOWN ARE PUBLIC.
THE OWNER OF EACH LOT SHALL BE REQUIRED TO BUILD SIDEWALKS ALONG STREET FRONTAGE.
ALL ROADWAY RIGHT-OF-WAYS AND EASEMENTS ARE DEDICATED BY THIS PLAT.

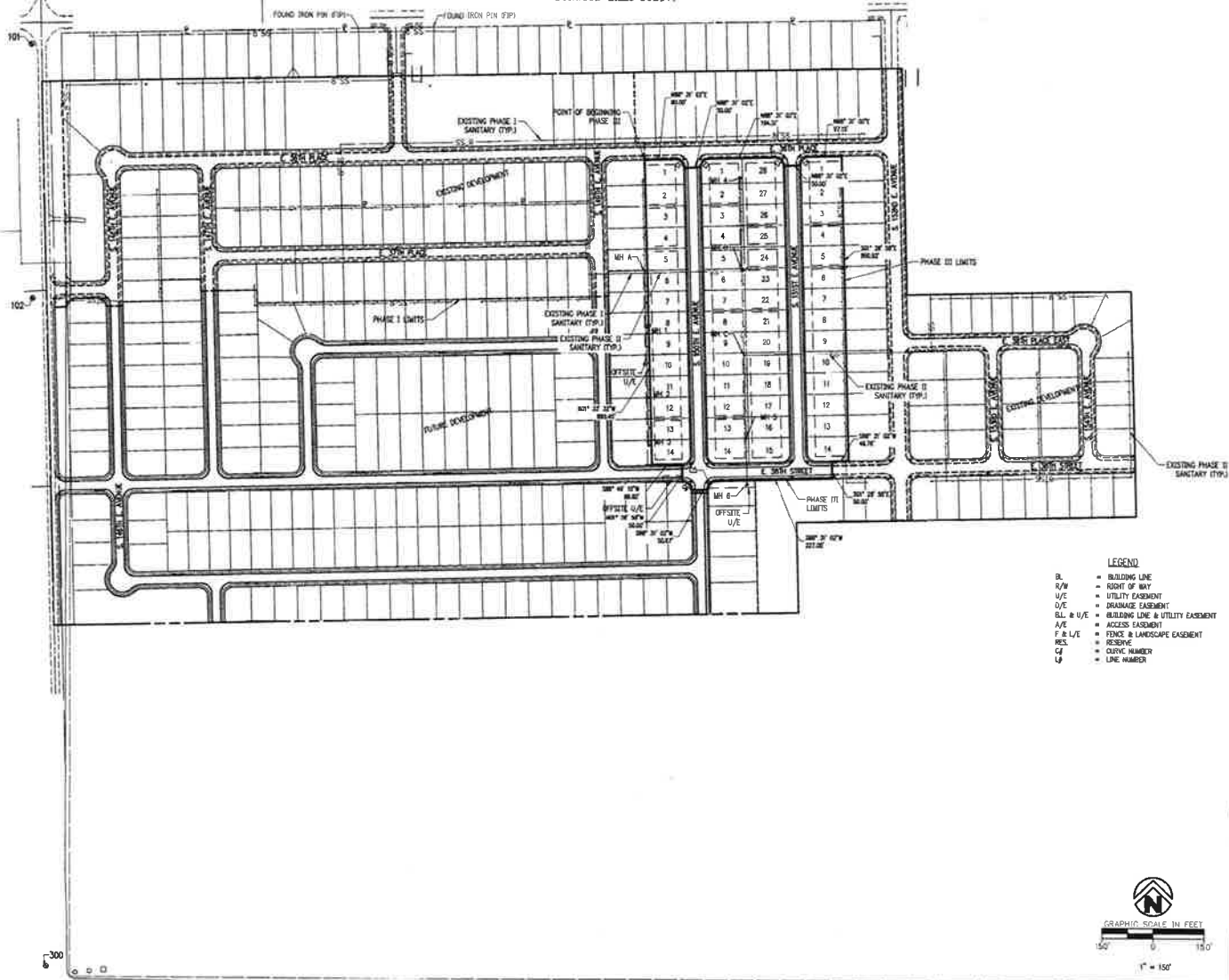
ADDRESSES SHOWN ON THIS PLAT ARE ACCURATE AT THE TIME THE PLAT WAS FILED. ADDRESSES ARE SUBJECT TO CHANGE AND SHOULD NEVER BE RELIED ON IN PLACE OF THE LEGAL DESCRIPTION.

DRAFT FINAL COPY

CA 973 (PE/LS) EXPIRES 6/30/2020
THE CROSSING AT BATTLE CREEK, PHASE III
SHEET 1 OF 2
PREPARED DATE: JANUARY 28, 2019

1.2

SUNWOOD HILLS SUBDV.



- LEGEND**
- BL = BUILDING LINE
 - R/W = RIGHT OF WAY
 - U/E = UTILITY EASEMENT
 - D/E = DRAINAGE EASEMENT
 - BL & U/E = BUILDING LINE & UTILITY EASEMENT
 - A/E = ACCESS EASEMENT
 - F & L/E = FENCE & LANDSCAPE EASEMENT
 - RESL = RESERVE
 - C# = CURVE NUMBER
 - L# = LINE NUMBER

STRUCTURE TABLE		
STRUCTURE NAME	COORDINATES	RDM ELEVATION
MH 1	NORTHING 411215.74 EASTING 2615027.21	758.14
MH 2	NORTHING 411523.18 EASTING 2615532.01	775.89
MH 3	NORTHING 410889.01 EASTING 2615535.65	776.67
MH 4	NORTHING 411873.48 EASTING 2615852.62	768.31
MH 5	NORTHING 410872.23 EASTING 2615522.32	777.50
MH 6	NORTHING 410776.67 EASTING 2615823.81	774.48
MH A	NORTHING 411384.81 EASTING 2615222.58	765.24
MH B	NORTHING 411402.24 EASTING 2615822.11	766.36
MH C	NORTHING 411143.49 EASTING 2615816.08	772.03

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	39.27	25.00'	90°00'00"	S44° 28' 58"E	35.36'
C2	39.27	25.00'	90°00'00"	N43° 31' 02"E	35.36'
C3	39.27	25.00'	90°00'00"	S44° 28' 58"E	35.36'
C4	39.27	25.00'	90°00'00"	N43° 31' 02"E	35.36'
C5	39.27	25.00'	90°00'00"	S43° 31' 02"W	35.36'
C6	39.27	25.00'	90°00'00"	N44° 28' 58"W	35.36'

CONTROL POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
101	412047.85	261370.28	781.38	PERMANENT CONTROL POINT
102	411310.58	261376.77	758.38	PERMANENT CONTROL POINT
300	408266.48	2613784.29	748.04	FOUND GPS MONUMENT

ALL POINTS ARE IN NAVD 1988 DATUM VERTICAL AND NAD 83 HORIZONTAL.

ALL CONSTRUCTION TO BE IN STRICT ACCORDANCE WITH THE CURRENT CITY OF TULSA STANDARDS AND SPECIFICATIONS.

BMCH MARK #101 IS LOCATED AT THE INTERSECTION OF 145TH AVENUE AND 30TH STREET. 3/8" IRON PIN WITH RED CAP STAMPED "C.T.A. CONTROL".

BMCH MARK #102 IS LOCATED AT THE INTERSECTION OF 145TH AVENUE AND 37TH STREET. 3/8" IRON PIN WITH RED CAP STAMPED "C.T.A. CONTROL".

BMCH MARK #300 IS ADS 3 LOCATED N.W. OF 41ST AND 145TH E AVENUE. 5/8" BENCH 1-1/2" ALUMINUM CAP FLUSH STAMPED "C" SET IN CONCRETE.

BMCH MARK #4 IS LOCATED S.W. OF THE INTERSECTION OF 31ST ST. AND 145TH E. AVE. 3/8" BENCH 1-1/2" ALUMINUM CAP FLUSH STAMPED "C" SET IN CONCRETE.



APPROVED FOR IDP PERMIT ONLY

MICHAEL LING, PE DATE: _____
 INFRASTRUCTURE DEVELOPMENT MANAGER
 CITY OF TULSA



SURVEY DATA SHEET			
THE CROSSING AT BATTLE CREEK PHASE III			
IDP #9122			
CITY OF TULSA, OKLAHOMA			
PLAN & DESIGN PROVIDED BY: Crafton Tull <small>2023 PROFESSIONAL ENGINEER #118001471 TULSA, OKLAHOMA</small>			
REVISIONS	BY	DATE	PLAN SCALE: 1" = 150' SECTIONS SURVEY: 1" = 1" = 100' PROFILE SCALE: HORIZONTAL: 1" = 100' VERTICAL: 1" = 5' FIELD NOTES: REFERENCED:
			DESIGNED BY: _____ CHECKED BY: _____ DATE: _____
			FILE NUMBER: _____ DRAWING: _____ SHEET NUMBER: 42 OF 42 SHEETS



h.1



Case Number: Z-7083-SP-2a
Minor Amendment

Hearing Date: March 6, 2019

Case Report Prepared by:

Jay Hoyt

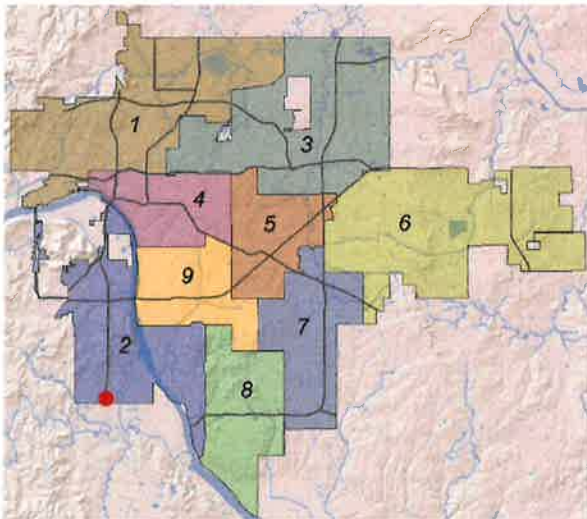
Owner and Applicant Information:

Applicant: Eric P. Nelson

Property Owner: Independent School District No. 5 of Tulsa Co, AKA Jenks Public Schools

Location Map:

(shown with City Council Districts)



Applicant Proposal:

Concept summary: Corridor Minor amendment to add School uses as an allowable use within the Corridor.

Gross Land Area: 12.4 acres

Location: NEC of US Hwy 75 and W 91st St S

Zoning:

Existing Zoning: CO

Proposed Zoning: No Change

Comprehensive Plan:

Land Use Map: New Neighborhood

Growth and Stability Map: Growth

Staff Recommendation:

Staff recommends **approval**

Staff Data:

TRS: 8214

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

SECTION I: Z-7083-SP-2a Minor Amendment

STAFF RECOMMENDATION

Amendment Request: Modify the Corridor Plan to add school uses as an allowable use within the Corridor.

The current Corridor Development standards allow commercial uses and outdoor advertising on this lot, but do not allow school uses. The applicant is proposing to add school uses to the allowable uses in order to facilitate possible future expansion of Jenks West Elementary School. The school does not have a proposed site plan, at this time.

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

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

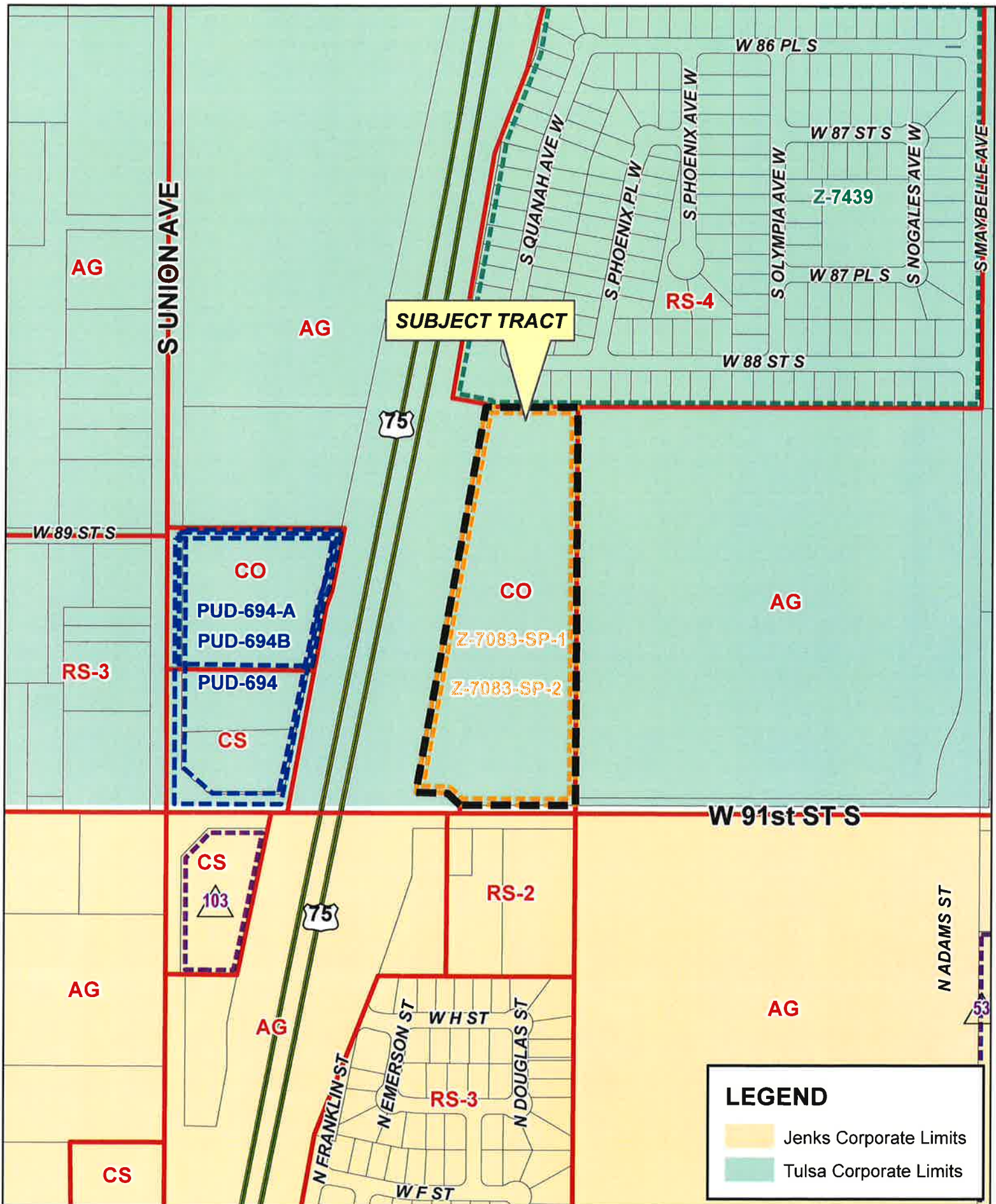
Staff has reviewed the request and determined:

- 1) The requested amendment does not represent a significant departure from the approved development standards in the Corridor Development Plan.
- 2) All remaining development standards defined in Z-7083-SP-2 shall remain in effect.

Exhibits included with staff recommendation:

INCOG zoning case map
INCOG aerial photo

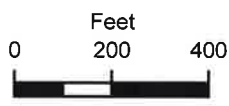
With considerations listed above, staff recommends **approval** of the minor amendment request to add School uses as an allowable use within the Corridor.



SUBJECT TRACT

LEGEND

- Jenks Corporate Limits
- Tulsa Corporate Limits



Z-7083-SP-2a

18-12 14

2.3



Subject Tract

Z-7083-SP-2a

18-12 14

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

Aerial Photo Date: February 2018



Sawyer, Kim

Items 344

From: Foster, Nathan
Sent: Thursday, February 28, 2019 8:31 AM
To: Sawyer, Kim
Subject: Continuance - Ernest Childers VA Clinic Items

Kim,

The applicant is requesting a continuance on the Ernest Childers VA Clinic Preliminary Plat and Accelerated Release request to the TMAPC meeting on March 20th. An additional request is being added to the application that will require a new public notice.

Let me know if you need anything else!

Nathan Foster
Senior Planner
Tulsa Planning Office
918.579.9481
nfoster@incog.org



3.1 +
4.1

Item 5

Sawyer, Kim

From: Wilkerson, Dwayne
Sent: Thursday, February 28, 2019 8:43 AM
To: Sawyer, Kim
Cc: Scott Pardee; pcrabtree@crabtreegroupinc.com; 'Erick Sack'
Subject: MPD-2

Kim,

Staff request a continuance to the March 20th planning commission meeting for MPD-2.

INCOG
Dwayne Wilkerson, ASLA, RLA
Assistant Director Land Development Services
2 West Second Street | Suite 800
Tulsa OK, 74103
dwilkerson@incog.org
918-579-9475



Tulsa Metropolitan Area
Planning Commission

Case : The Concord

Hearing Date: March 6, 2019

Case Report Prepared by:

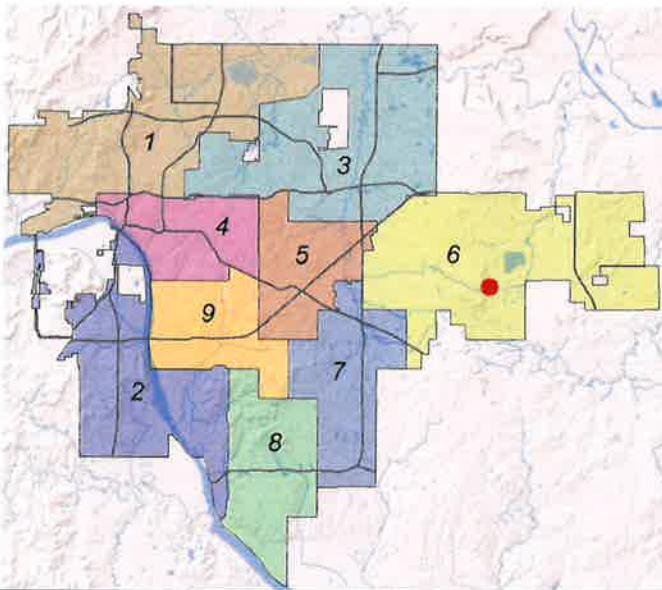
Nathan Foster

Owner and Applicant Information:

Applicant: JR Donelson

Owner: Flattop Development, LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Preliminary Plat

404 lots, 57 blocks, 117 ± acres

Location: Southwest corner of East 31st
Street South and South 177th East Avenue

Subdivision to be completed in 3 phases.

Zoning:

Current: AG (Agriculture)

Proposed: MPD-1 (Master Planned
Development)

Staff Recommendation:

Staff recommends **approval** of the
preliminary plat

City Council District: 6

Councilor Name: Connie Dodson

County Commission District: 1

Commissioner Name: Stan Sallee

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

6.1

PRELIMINARY SUBDIVISION PLAT

The Concord - (CD 6)

Southwest corner of East 31st Street South and South 177th East Avenue

This plat consists of 404 lots, 57 blocks on 117 ± acres.

The Technical Advisory Committee (TAC) met on February 21st, 2019 and provided the following conditions:

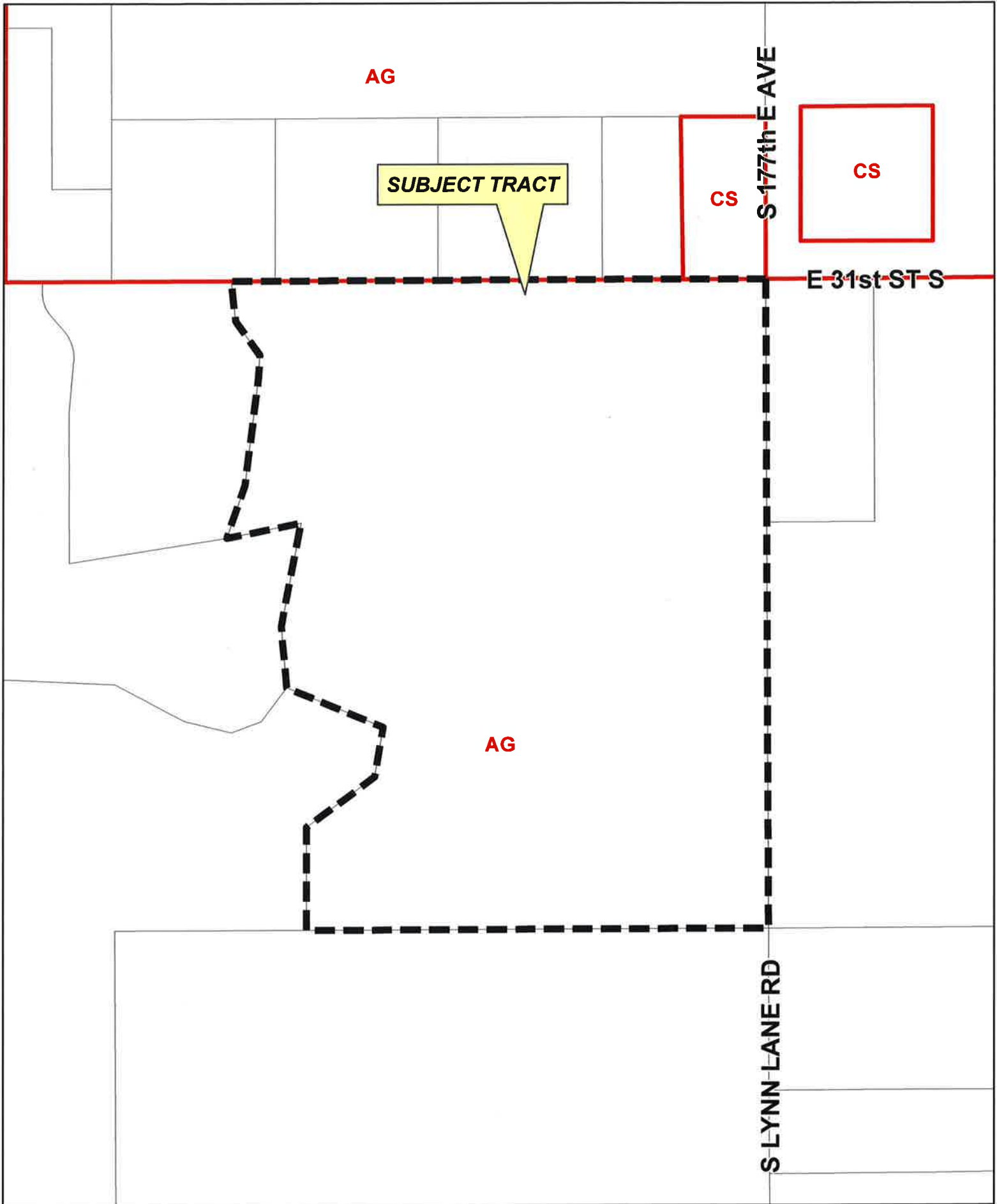
- 1. Zoning:** The property is zoned AG (Agriculture). A Master Planned Development (MPD-1) was presented to TMAPC on February 20th, 2019. TMAPC voted 7-0-0 to recommend approval of the MPD to City Council. The lots proposed on the preliminary plat conform to the proposed MPD. MPD-1 must be approved and effective prior to the approval of a final plat.
- 2. Addressing:** City of Tulsa addresses and public street names must be assigned and affixed to the face of the final plat along with address disclaimer.
- 3. Transportation & Traffic:** Label all adjacent right-of-way with recording information and appropriate dimensions. If right-of-way is to be dedicated by this plat, indicate "by plat". Correct dimensions for limits of no access along East 31st Street and South 177th East Avenue. Provide a 25' corner clip at the intersection of East 31st Street and South 177th East Avenue. Sidewalks are required to be installed on both sides of all public streets within the subdivision as well as East 31st Street South and South 177th East Avenue. Sidewalk language must be included in the deed of dedication. All streets must comply with Section 503 and appendix D of the International Fire Code, 2015 edition.
- 4. Sewer:** A public sanitary sewer extension is required to provide service to the proposed subdivision. Infrastructure Development Plans (IDP) must be submitted and approved prior to approval of the final plat. Easements required by Development Services must be affixed to the face of the plat including any offsite easements required to bring service to the site. Correct covenant language and remove references to "Public Works".
- 5. Water:** Water mainline extensions are required to serve the proposed subdivision. Infrastructure Development Plans (IDP) must be submitted and approved prior to approval of the final plat. Easements required by Development Services must be affixed to the face of the plat. Correct covenant language and remove references to "Public Works".
- 6. Engineering Graphics:** Submit a subdivision control data sheet with final plat. Add all platted boundaries to the location map and label all other property unplatted. Label the subject property as "site" or "project location". Number all lots shown on the face of the plat. Include total number of reserve areas under "Subdivision Statistics". Under the basis of bearing heading include the coordinate system used and provide a bearing angle associated with this plat. Graphically show all pins found or set that are

6.2

associated with this plat. Label Point of Beginning (POB) and Point of Commencement (POC). Tie plat to a section corner, half-section, or quarter section. Provide surveyor CA information and renewal date. Add signature block for official signature.

7. **Stormwater, Drainage, & Floodplain:** Multiple areas of City regulatory floodplain exist on the subject lot and are required to be delineated on the final plat. All floodplain areas are required to be contained within an overland drainage easement. Infrastructure Development Plans (IDP) are required for drainage and stormwater plans. Onsite detention pond, outflow pipe, and any storm sewer which conveys offsite storm water discharges are required to be placed in proper easements. Correct covenant language and remove references to "Public Works".
8. **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.



AG

SUBJECT TRACT

CS

CS

S 177th E AVE

E 31st ST S

AG

S LYNN LANE RD



CONCORD

19-14 23

6.4

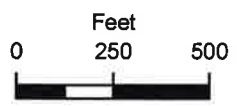




S 177th E AVE

E 31st ST S

S LYNN LANE RD



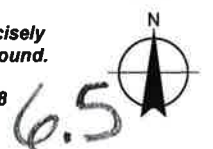
Subject Tract

CONCORD

19-14 23

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

Aerial Photo Date: February 2018



**SUBJECT TRACT
LAND USE PLAN
NEW NEIGHBORHOOD &
NEIGHBORHOOD CENTER**

S 177th E AVE

E 31st ST S

S LYNN LANE RD

Land Use Plan Categories

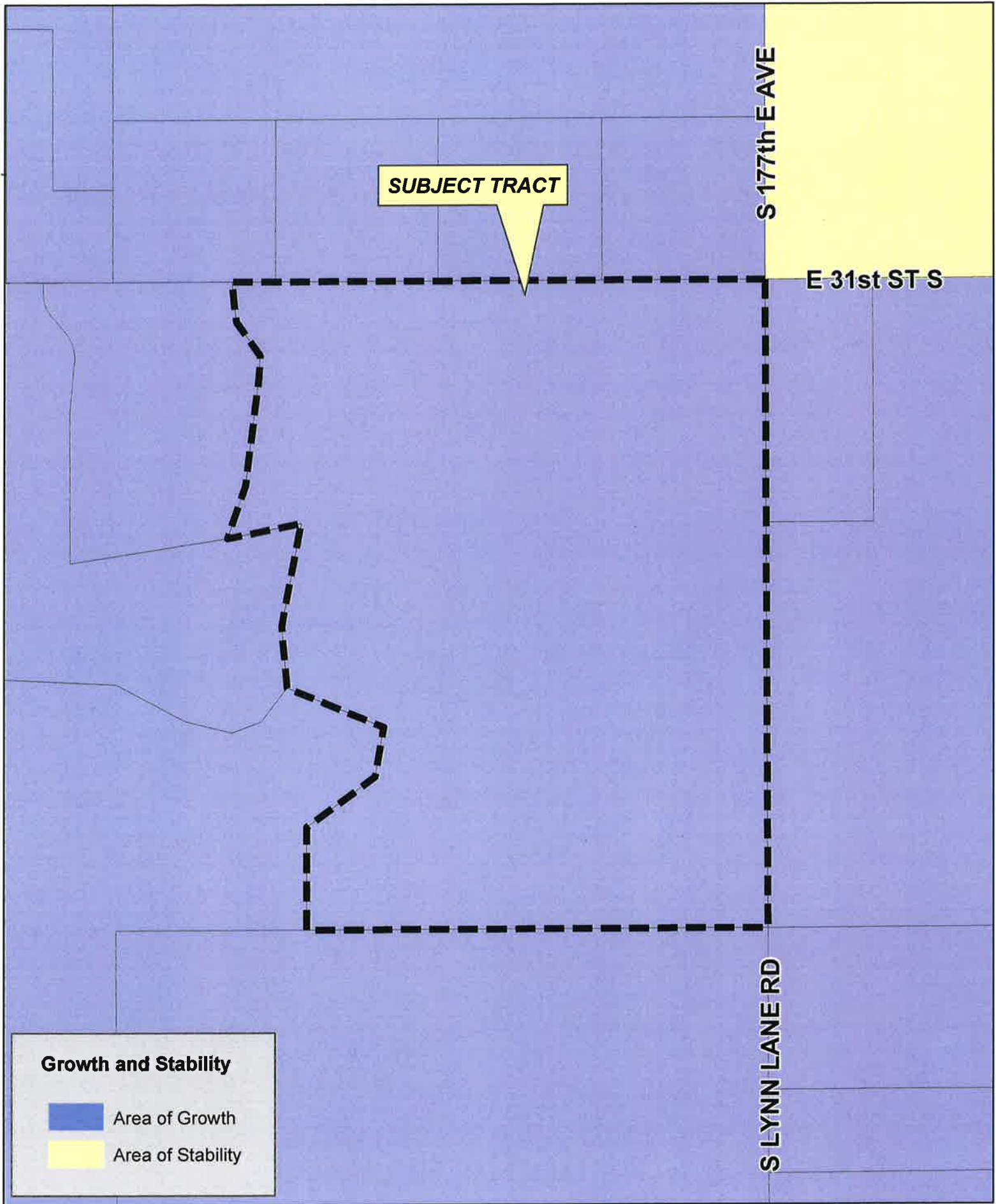
 Downtown	 Neighborhood Center
 Downtown Neighborhood	 Employment
 Main Street	 New Neighborhood
 Mixed-Use Corridor	 Existing Neighborhood
 Regional Center	 Park and Open Space
 Town Center	 Arkansas River Corridor



CONCORD

19-14 23





SUBJECT TRACT

S 177th E AVE

E 31st ST S

S LYNN LANE RD

Growth and Stability



Area of Growth



Area of Stability



CONCORD

19-14 23



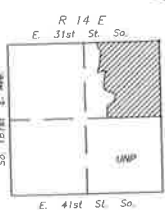
PRELIMINARY PLAT
CONCORD

ENGINEER/SURVEYOR:
J.R. DONELSON, INC.
12820 SO. MEMORIAL DRIVE
OFFICE 100
BIBBY, OKLAHOMA 74009
PHONE: 918-394-3030
C.A. NO. 3611
EXP. DATE: 6-30-2017
EMAIL: JRDONELSON@SICOMMAIL.COM

OWNER:
SIXTHDAY PROPERTIES
P.O. BOX 52856
TULSA, OKLAHOMA 74157
PHONE: 918-521-3923
CONTACT: JARED ANDERSON
EMAIL: JARED@SIXTHDAYPROPERTIES.COM

A SUBDIVISION IN THE NE 1/4 OF SECTION 23, T-19-N,
R-14-E OF THE INDIAN BASE AND MERIDIAN, CITY OF
TULSA, TULSA COUNTY, STATE OF OKLAHOMA.

N=41418.5224
E=262449.5187
NE 1/4 CORNER NE 1/4
SEC 23, T-19-N, R-14-E



SECTION 23
LOCATION MAP
SCALE: 1" = 2000'

SUBDIVISION CONTAINS
AREA = 117.888 Acres
TOTAL NO. LOTS: 409; BLOCKS: 27
DECEMBER 26, 2018
C.CONCORD.PRELIMINARY.PLA122518

LEGEND

C	CENTER LINE
B.L.	BUILDING LINE
U/E	UTILITY EASEMENT
R.O.W.	RIGHT OF WAY
O.D.E.	OVERLAND DRAINAGE EASEMENT
F.O.D.	FOUND EASEMENT
ESMT	EASEMENT
A.O.	ACCESS OPENING
L.V.A.	LIMITS OF NO ACCESS
NW/4	NORTHWEST QUARTER
PL	PLATE
UNPLATTED	UNPLATTED
RES	RESERVE

- NOTES:**
- 1 BASIS FOR BEARINGS:
THE BASIS FOR BEARINGS IS THE EAST LINE OF THE NE 1/4 OF SECTION 23, T-19-N, R-14-E SHOWN AS AN ASSUMED BEARING S 01°26'13"E. USED OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE 1983, NORTH AMERICAN DATUM 1983 (NAD83), (SECTION 3.3.3(d))
 - 2 THIS PLAT MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF LICENSED PROFESSIONAL ENGINEERS AND SURVEYORS.
 - 3 3/8" IRON PINS WERE EITHER FOUND OR SET AT EACH PROPERTY CORNER

UNPLATTED

MOST NORTHERN LINE OF A MAJOR TRANSMISSION LINE IS APPROX. 15' SOUTH OF THE SOUTH PROPERTY LINE.

Tulsa Metropolitan Area Planning Commission Approved Date: _____	ATTEST: CITY CLERK
TAMP/MCOG	
City of Tulsa, Oklahoma Approved Date: _____	CITY ATTORNEY
CHAIRMAN	

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.

6.8

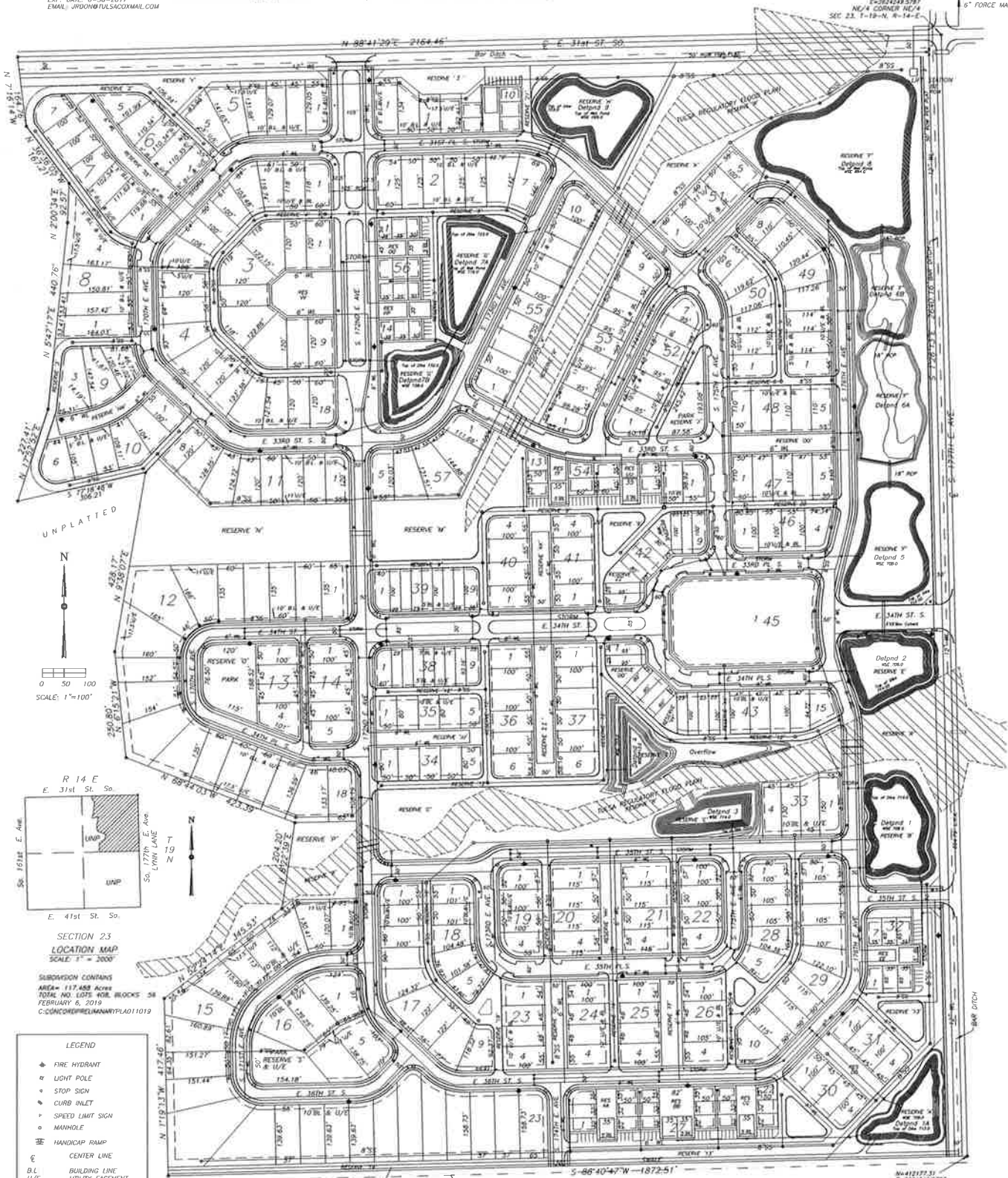
CONCEPTUAL UTILITY PLAN
CONCORD

ENGINEER/SURVEYOR:
JR DONELSON, INC.
12820 SO. MEMORIAL DRIVE
OFFICE 100
BIXBY, OKLAHOMA 74008
PHONE: 918-394-3030
C.A. NO. 5611
EXP. DATE: 6-30-2017
EMAIL: JRDON@TULSAOK.COM

OWNER:
FLATION DEVELOPMENT, LLC
P.O. BOX 52556
TULSA, OKLAHOMA 74152
PHONE: 918-521-3923
CONTACT: MAREK ANDERSON
EMAIL: JAREK@GATEWAYPROPERTIES.COM

A SUBDIVISION IN THE NE/4 OF SECTION 23, T-19-N,
R-14-E OF THE INDIAN BASE AND MERIDIAN, CITY OF
TULSA, TULSA COUNTY, STATE OF OKLAHOMA.

8" FORCE MA



- LEGEND**
- ◆ FIRE HYDRANT
 - LIGHT POLE
 - STOP SIGN
 - CURB INLET
 - SPEED LIMIT SIGN
 - HAWKLE
 - ▬ HANDBICAP RAMP
 - CENTER LINE
 - B.L. BUILDING LINE
 - U/E UTILITY EASEMENT
 - R.O.W. RIGHT OF WAY
 - O.D.E. OVERLAND DRAINAGE EASEMENT
 - FND FOUND
 - ESMT EASEMENT
 - A.O. ACCESS OPENING
 - L.I.A. LIMITS OF WAY ACCESS
 - HW/4 NORTHWEST QUARTER
 - PL PLACE
 - UNP UNPLATTED
 - RES RESERVE
 - RESERVE '19' PRIVATE DRIVE ALLEY
 - RESERVE '1' RESERVE FOR DETENTION/PARK
 - RESERVE 'A1' RESERVE FOR GREENBELT

- NOTES:
1. BASIS FOR BEARINGS: THE BASIS FOR BEARINGS IS THE EAST LINE OF THE NE/4 OF SECTION 23, T-19-N, R-14-E SHOWN AS AN ASSUMED BEARING S 81°28'13"E. USED OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE 3501, NORTH AMERICAN DATUM 1983 (NAD83). (SECTION 3.3 3(d))
 2. THIS PLAT MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND SURVEYORS.
 3. 3/8" IRON PINS WERE EITHER FOUND OR SET AT EACH PROPERTY CORNER.
 4. ALL RESERVE AREAS WILL BE DESIGNATED ALSO AS A GENERAL UTILITY EASEMENT.

FINAL PLAT		INDEPENDENT OF APPROVAL	
Size Wetland Area Planning Commission	Approval Date	MAYOR	
TRAP/NECO		ATRES: CITY CLERK	
CITY ENGINEER		CITY ATTORNEY	
Council of the City of Tulsa, Oklahoma	Approval Date	The approval of this Final Plat will require one year from the date of City Council approval of all filed in the Office of the County Clerk before this date.	
CHAIRMAN			

CONCORD
FEBRUARY 6, 2019
SHEET 1 OF 1
6.9



Tulsa Metropolitan Area Planning Commission

Case Number: Z-7466

Hearing Date: March 6, 2019

Staff continuance from January 2nd, 16th, Feb 6th, and 16th, 2019

Case Report Prepared by:

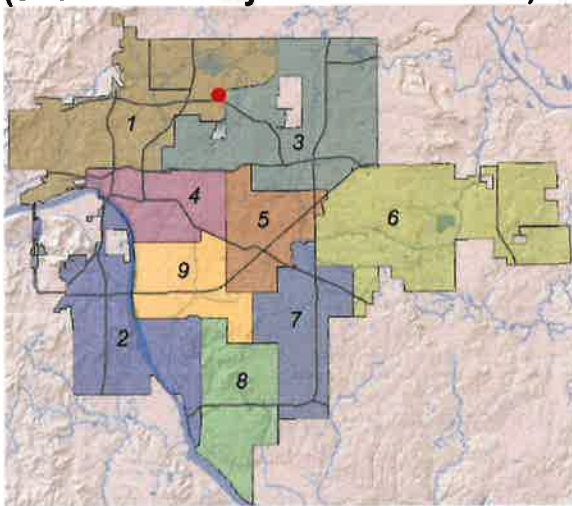
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Lou Reynolds

Property Owner: HEATER SPECIALISTS LLC

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: industrial moderate intensity

Proposed Use: industrial moderate intensity

Concept summary: Continued growth of this facility is beyond the normal IL zoning use categories. Staff has received confirmation that the HSI is allowed by right in an IM zoning district

Tract Size: 97 ± acres

Location: South and West of the southwest corner of East 36th Street North & North Yale Avenue

Zoning:

Existing Zoning: IL/ AG

Proposed Zoning: IM

Comprehensive Plan:

Land Use Map: Employment

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends denial of IH zoning however IM zoning is recommended for approval.

Staff Data:

TRS: 0321

CZM: 29

Atlas: 437

City Council District: 1

Councilor Name: Vanessa Hall-Harper

County Commission District: 1

Commissioner Name: Stan Sallee

SECTION I: Z-7466

DEVELOPMENT CONCEPT:

Continued expansion of the existing industrial use may not comply with IL zoning that is on the site.

EXHIBITS:

INCOG Case map

INCOG Aerial

Tulsa Comprehensive Plan Land Use Map (Local)

Tulsa Comprehensive Plan Land Use Map (Surrounding area)

Tulsa Comprehensive Plan Areas of Stability and Growth Map

IH zoning map.

Historic Zoning Map when parcel was zoned in 1973.

Applicant Exhibits:

Zoning Exhibit "A.2"

DETAILED STAFF RECOMMENDATION:

The applicant for case Z-7466 has requested IH zoning. IH zoning is the most intensive and environmentally objectionable zoning allowed in Tulsa and can typically be associated with oil refineries, mining, cement plants and other uses that may constitute substantial adverse land use or environmental impacts and hazards and,

IH zoning is only available on approximately 2% of the land area of the City of Tulsa. The industrial uses surrounding Z-7466 are classified as light and moderate industrial uses. Uses that are allowed in IH zoning districts are not consistent with the expected development in the surrounding area and,

Much of the surrounding property was an abandoned coal strip mine and City dump that is now being use for industrial uses that fall within the IL and IM zoning categories. The comprehensive plan encourages aggregation of existing industrial areas but does not provide guidance on where future heavy industrial should be in Tulsa. The comprehensive plan recognizes that the heaviest industrial uses are expected to be on the periphery of Tulsa and possibly not in Tulsa at all but encourages regional coordination and,

The city zoning code enforcement does not have any records of use violations for the existing business that is located in IL an IM districts within this application boundary, so we must conclude that the existing business are working well within IM zoning classifications and,

IH and IM zoning are both consistent with the Employment land use vision identified the Tulsa Comprehensive Plan however IH zoning is not compatible with the surrounding properties and,

The building permit office has reviewed the facility operations and determined that IM zoning is appropriate for this use is compatible with the expected development in this area therefore,

Staff recommends denial of Z-7466 to rezone property from IL,AG/ to IH, however staff recommends approval to rezone the property to IM.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary:

7.2

Excerpts from the Economic Development priorities section of the Comprehensive Plan:

“Industrial development is an important component of a strong economy. Industrial firms provide high-paying jobs, and produce goods for export, bringing new money into the local economy. It can be challenging however, to provide adequate land for industrial uses. In the past these firms required lots of space on flat affordable land and needed be located away from residential commercial areas, as they often generate noise, heavy truck traffic and air pollution. With modern pollution laws and other regulations, the line between industrial uses and other commercial uses is blurred. Industrial uses have an increasing need for high accessibility, visibility, and multimodal transportation connections.

Staff has met with the building permit office and determined that this facility could also be supported through the special exception process at the Board of Adjustment.

Land Use Vision:

Land Use Plan map designation: Employment

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

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

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 affects industrial expansion.

Trail System Master Plan Considerations: None

7.3

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is the headquarters for a large energy equipment manufacturing company that transports, manufactures and assembles large equipment for the energy sector. The site is covered by several large warehouse style buildings and ships assembled and partially assembled heat exchangers across the nation. The site appears to be constructed on top of a coal strip mine and has recently purchased the former Mohawk Steel Plant facility. Much of the large assembly is done at their assembly operation located at the Port of Catoosa.

Environmental Considerations: None that would be affected further industrial expansion.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
Toledo Avenue	Residential Collector	60 feet	2
East 36 th Street North	Secondary Arterial	100 feet	2
North Yale Avenue	Primary Arterial / Residential Collector near 36 th Street	120 feet 60 feet	2
Gilcrease Expressway Ramps on and off expressway from N. Yale	Expressway	As needed	4+ divided highway

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	AG	New Neighborhood	Growth	Large single family residential parcels
East	IL	Employment	Growth	vacant
South	IL	Employment	Growth	Light industrial uses
West	RS-3 and AG	New neighborhood	Growth	Vacant residential subdivision with no infrastructure

SECTION III: Relevant Zoning History

7.4

ZONING ORDINANCE:

Ordinance number 14704 dated March 11, 1980, established zoning on a portion of the subject property.

Ordinance number 14325 dated December 5, 1978, established zoning on a portion of the subject property.

Ordinance number 12802 dated April 24, 1973, established zoning on a portion of the subject property.

Subject Property:

BOA-16734 July 1994: The Board of Adjustment **approved** a *variance* of the required number of parking spaces from 45 to 10 (Section 1225.D) subject to the use remaining an equipment manufacturing business; subject to the execution of a tie contract between the subject property and the lot containing the business offices (across the street), on property located east of the northeast corner of the Gilcrease Expressway and North Pittsburg Avenue; on a parcel within the subject tract.

Z-5369 March 1980: All concurred in **approval** of a request for *rezoning* a tract of land from AG to IL on property located south of the southeast corner of East 36th Street North and North Pittsburg Avenue; this is part of the subject property. (Ordinance #14704)

Z-5071 December 1978: All concurred in **approval** of a request for *rezoning* a 2.97± acre tract of land from AG to IL on property located north of the northwest corner of the Gilcrease Expressway and North Toledo Avenue; this is part of the subject property. (Ordinance #14325)

BOA-8457 January 1975: The Board of Adjustment **approved** a *special exception* to permit the operation of a welding shop for fabrication of oil field equipment units, separators and heaters, in an IL district, on property located north and east of the northeast corner of the Gilcrease Expressway and North Pittsburg Avenue; on a parcel within the subject tract.

Z-4340 April 1973: All concurred in **approval** of a request for *rezoning* a tract of land from AG to IL on property located south of the southeast corner of East 36th Street North and North Pittsburg Avenue; this is part of the subject property. (Ordinance #12802)

Surrounding Property:

BOA-20816 December 2008: The Board of Adjustment **approved** a *special exception* to allow (Use Unit 26) indoor sand blasting operation in an IL district, on property located at the southeast corner of the Gilcrease Expressway and North Pittsburg Avenue.

Z-6637 June 1998: All concurred in **denial** of a request for *rezoning* an 8.7± acre tract of land from IL to IH on property located south of the southwest corner of East 36th Street North and North Yale Avenue.

BOA-14679 December 1987: The Board of Adjustment **denied** a *special exception* to allow for an existing landfill in an IL zoned district; finding that the landfill has been in operation for a number of years and has proved to be incompatible with the area, on property located south of the southeast corner of East 36th Street North and North Yale Avenue.

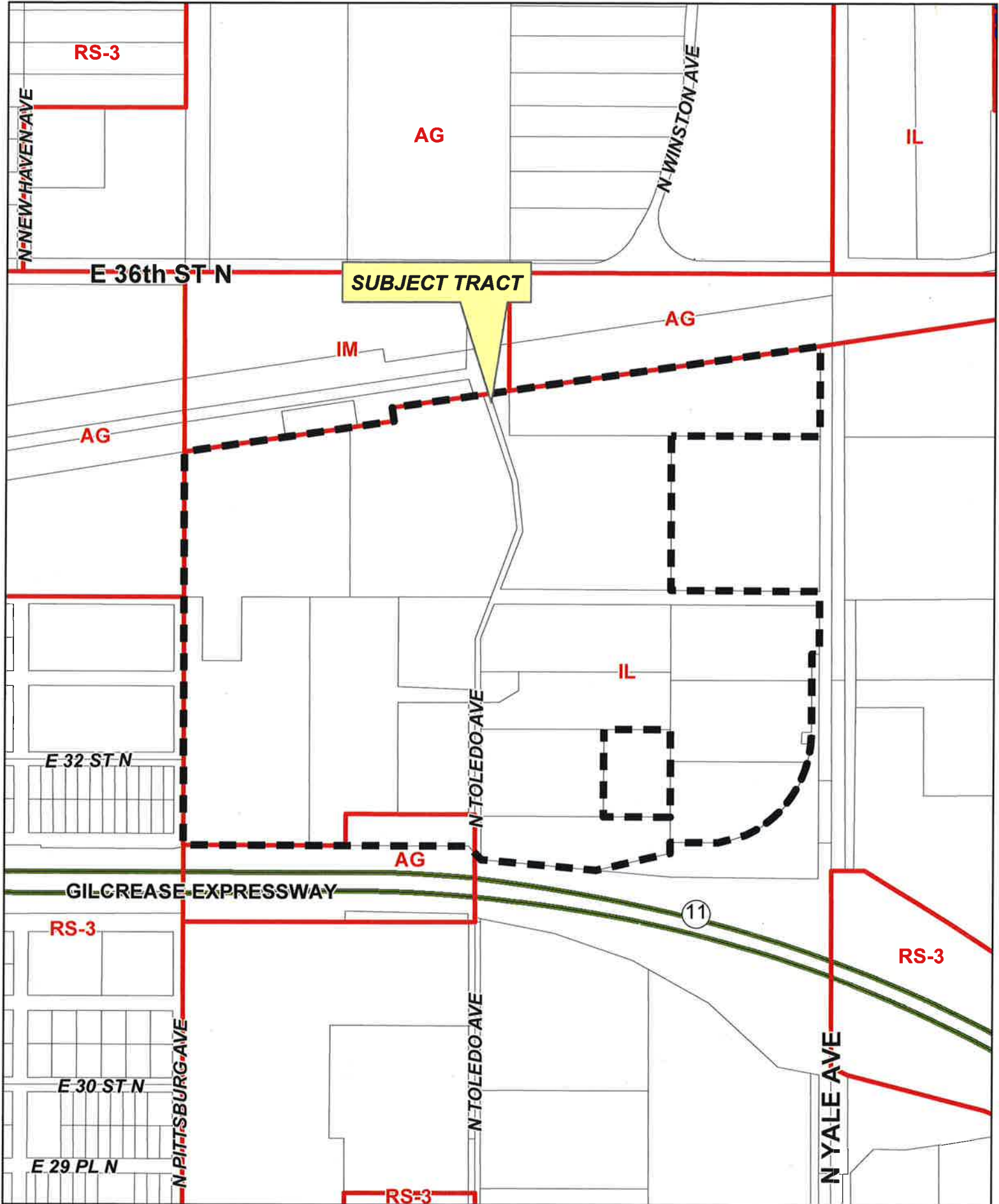
Z-5548 July 1981: All concurred in **approval** of a request for *rezoning* a tract of land from AG to IL on property located on the southeast corner of the Gilcrease Expressway and North Pittsburg Avenue.

7.5

IM zoning on property located on the southeast corner of East 36th Street North and North Pittsburg Avenue appears to have been zoned IM with Ordinance number 11809 on June 26, 1970. Maps from April 4, 1971 and February 7, 1973 both indicate that the property was already zoned IM at that time.

12/19/2018 1:30 PM

7.6



SUBJECT TRACT

Z-7466



20-13 21





N NEW HAVEN AVE

N WINSTON AVE

E 36th ST N

E 32 ST N

N TOLEDO AVE

GILCREASE EXPRESSWAY

11

E 30 ST N

N TOLEDO AVE

E 29 PL N

N PITTSBURG AVE

N YALE AVE



Subject Tract

Z-7466

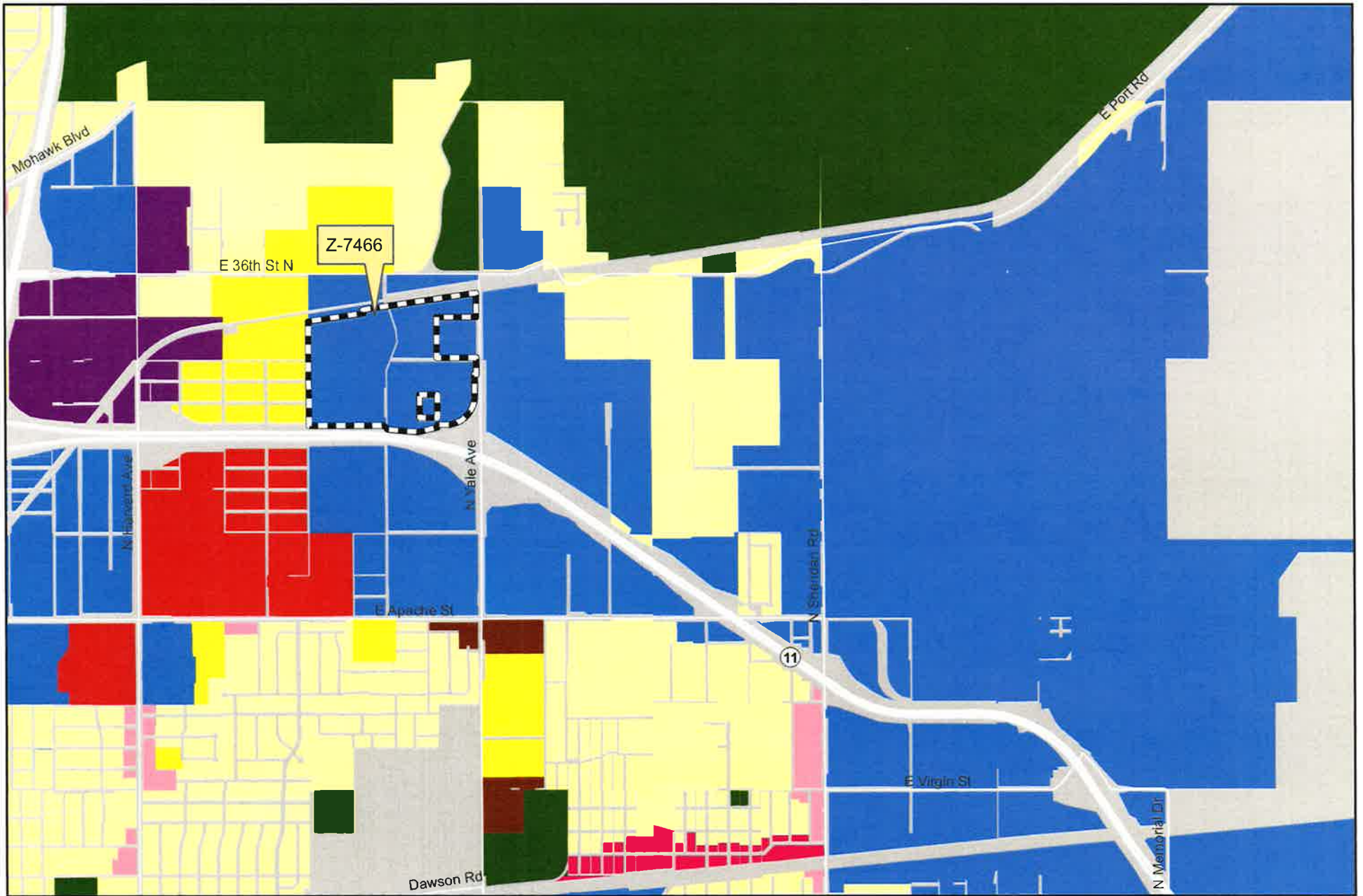
20-13 21

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

Aerial Photo Date: February 2018

7.8

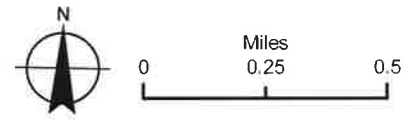




Land Use Plan

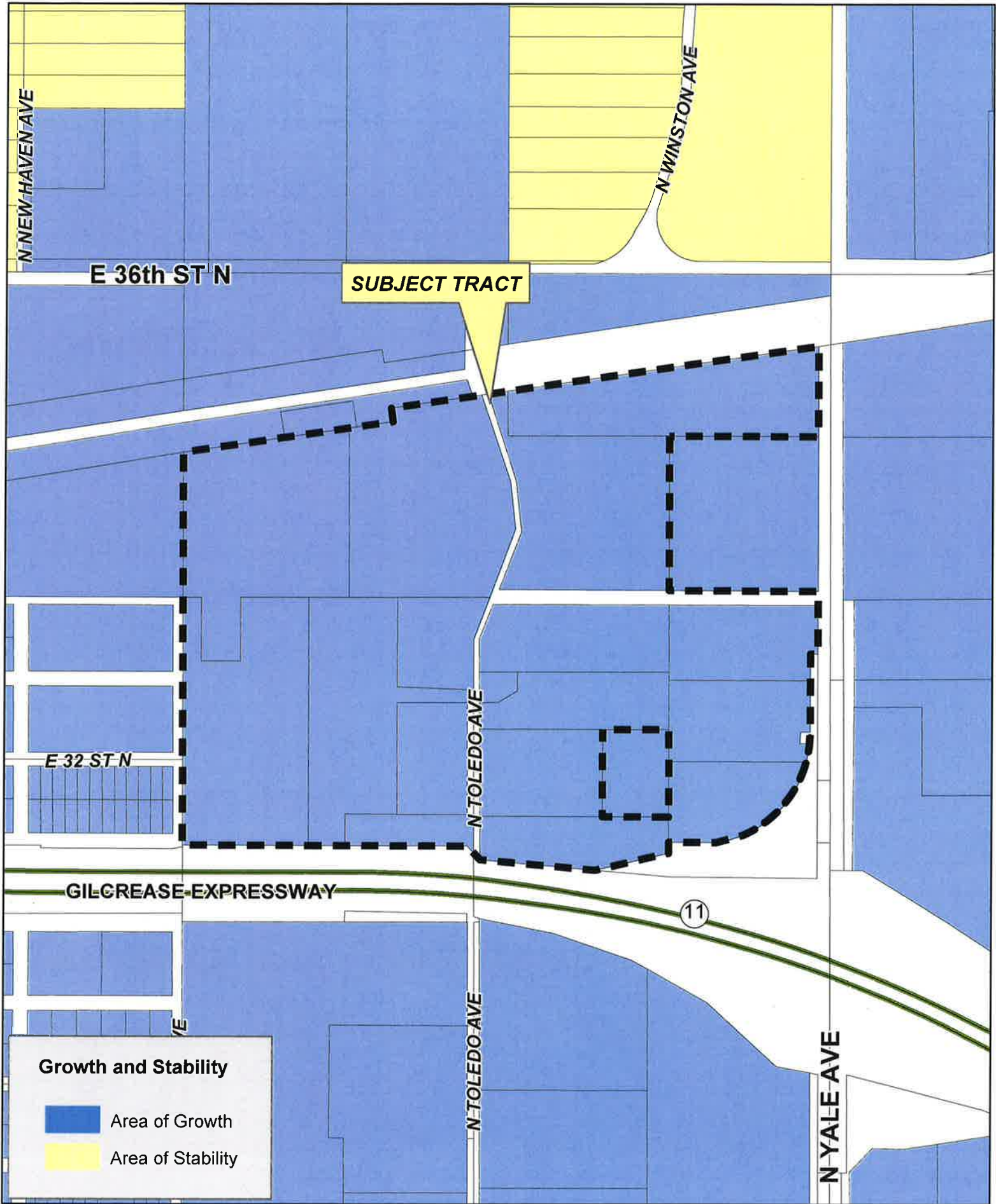
- | | | | |
|---|--|---|---|
|  Downtown |  Mixed-Use Corridor |  Neighborhood Center |  Existing Neighborhood |
|  Downtown Neighborhood |  Regional Center |  Employment |  Park and Open Space |
|  Main Street |  Town Center |  New Neighborhood |  Arkansas River Corridor |

Subject Tract



Prepared by INCOG 12/26/2018

6.2

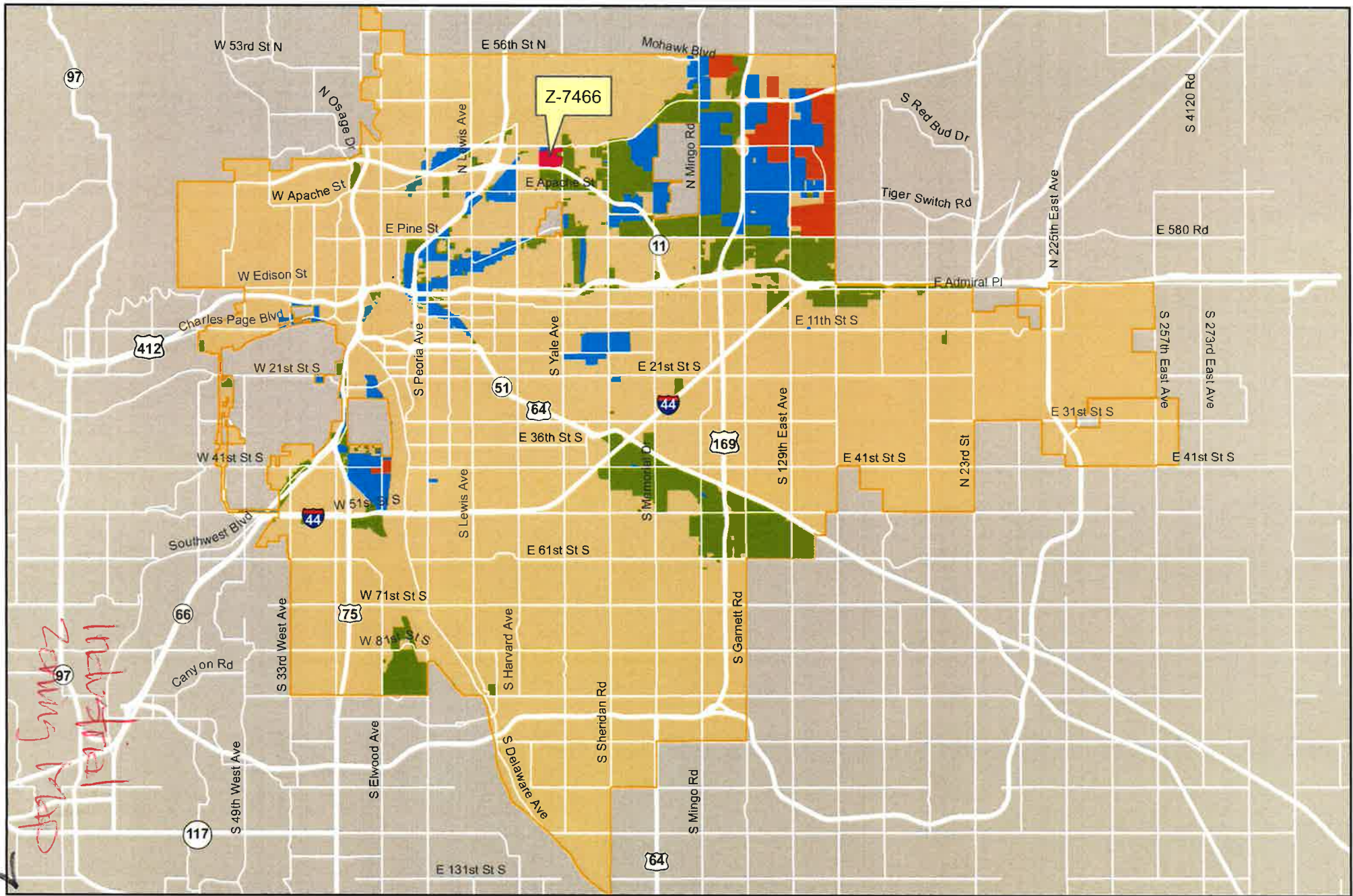


Z-7466

20-13 21

7.10





Zoning

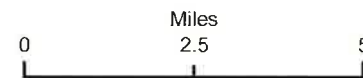
- IH (1,961 acres/1.7% of Tulsa)
- IM (6,461 acres/5.7% of Tulsa)
- IL (9,998 acres/8.7% of Tulsa)

Subject Tract

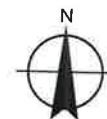
- Z-7466

Corporate Limits

- City of Tulsa



Prepared by INCOG 12/17/2018



RS-3

204 AG 204

AG
254

EAST 36th STREET NORTH

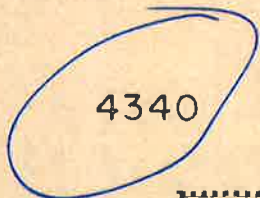
BUILDING

5094
AG

IM

324 AG

*C.C. App. IL
on entire tract
except 150' on
the West. 3-13-73*



4340

*P.C. App. IM on
north portion,
and IL on South
Portion, except
150' on west to
remain AG.
2-7-73*

IL

YALE AVENUE NORTH

EAST 33rd STREET

RS-3

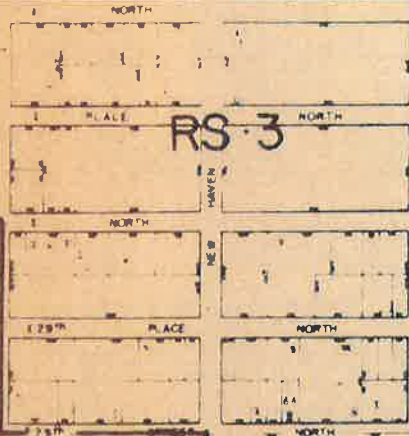
GILCREASE EXPRESSWAY

784

AG

RS-3

304



104
IL

IL

AG

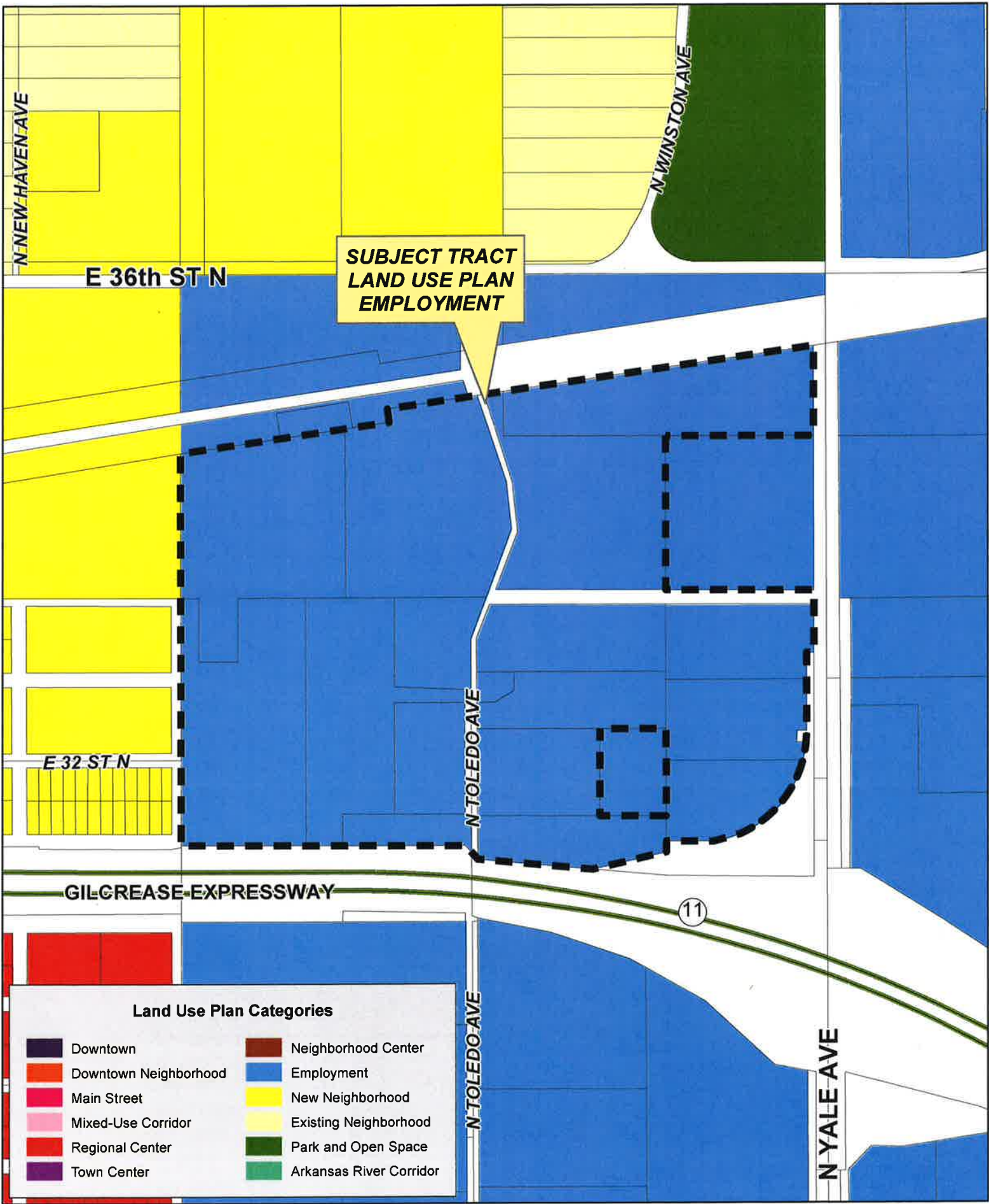
RS-3 204

Historic Zoning Map

7.12

204

103



**SUBJECT TRACT
LAND USE PLAN
EMPLOYMENT**

Z-7466

20-13 21

7.13

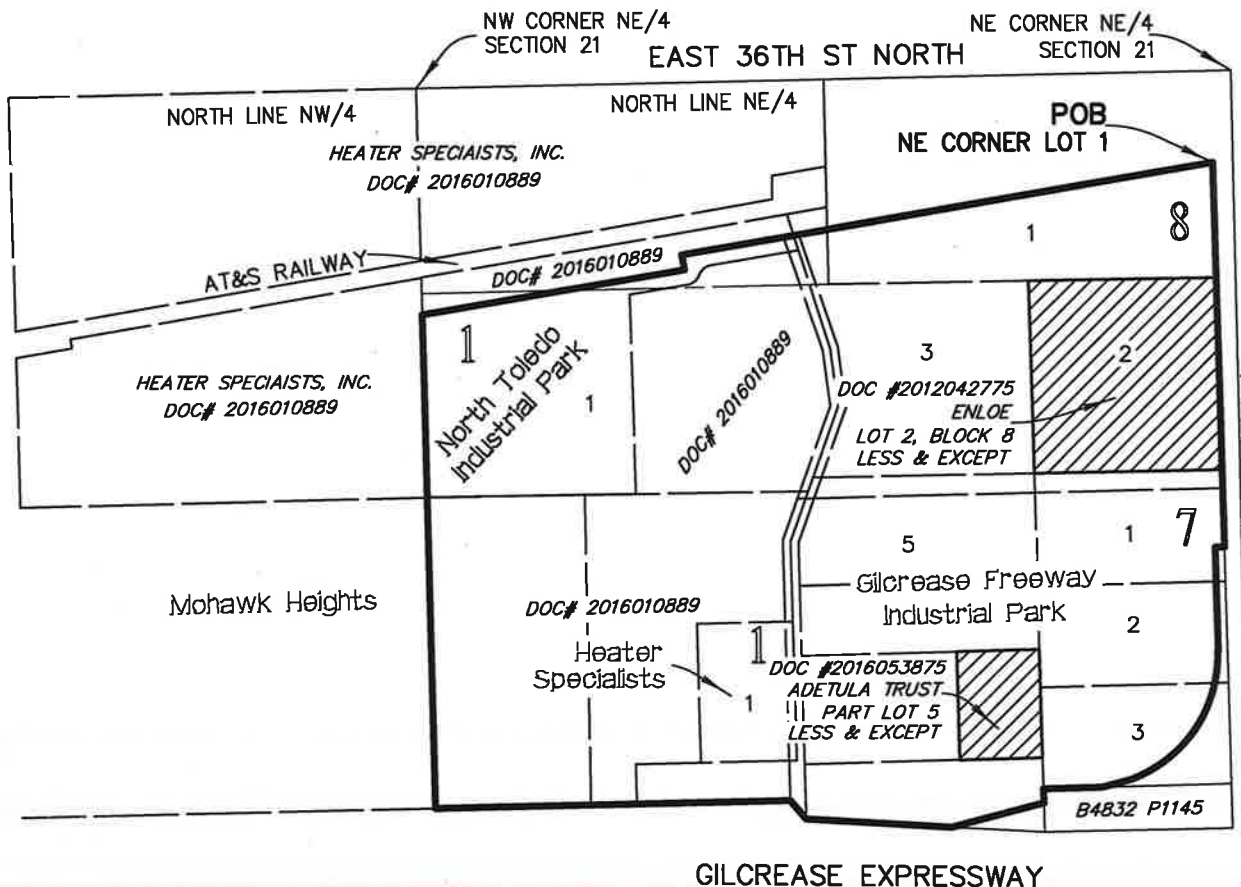
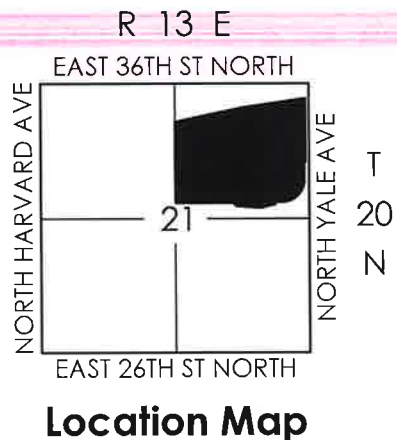


Exhibit "A.2"

Heater Specialists, Inc. Zoning Exhibit



NORTH
NOT TO SCALE



LEGEND

AT&S ATCHINSON, TOPEKA & SANTA FE
B BOOK
DOC DOCUMENT
P PAGE

THE ILLUSTRATION SHOWN HEREON IS INTENDED TO DEPICT THE LAND DESCRIPTION TO WHICH IT IS ATTACHED AND DOES NOT REPRESENT A LAND OR BOUNDARY SURVEY PLAT AS DEFINED BY THE BOARD OF LICENSURE FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS FOR THE STATE OF OKLAHOMA.

4.13

t

Tanner Consulting LLC

5323 SOUTH LEWIS AVENUE, TULSA OKLAHOMA 74105-6539 | 918 745 9929



Tulsa Metropolitan Area
Planning Commission

Case Number: CZ-484
Related to Case PUD-853

Hearing Date: 3/6/2019 1:30 PM

Case Report Prepared by:

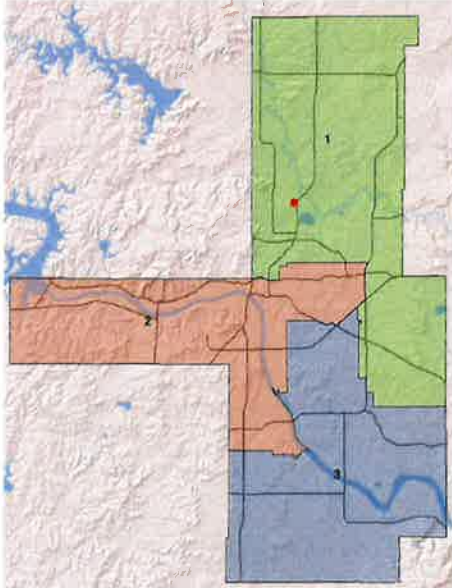
Jay Hoyt

Owner and Applicant Information:

Applicant: Stuart Van De Wiele

Property Owner: DAIL, MARGARET LAUSEN EST

Location Map:
(shown with County Commission Districts)



Applicant Proposal:

Present Use: vacant

Proposed Use: Pipe, Valve and Fitting Distributor Facility

Concept summary: Rezone from AG to IL along with a PUD overlay to permit a pipe, valve and fitting distributor facility

Tract Size: 67.97 ± acres

Location:

West of the NW/c E 56th St & Hwy 75

Zoning:

Existing Zoning: AG

Proposed Zoning: IL

Comprehensive Plan:

Land Use Map: N/A

Stability and Growth Map: N/A

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 197

CZM: 22

Atlas: N/A

County Commission District: 1

Commissioner Name: Stan Sallee

8.1

SECTION I: CZ-484

DEVELOPMENT CONCEPT: Rezone from AG to IL/PUD-853 to permit a pipe, valve and fitting distributor facility. The development is intended to follow the standards of proposed PUD-853 as well as those of the proposed underlying IL district not covered by the PUD.

EXHIBITS:

INCOG Case map
INCOG Aerial

DETAILED STAFF RECOMMENDATION:

IL zoning in conjunction with a PUD overlay is non injurious to the existing proximate properties and;

Is consistent with the anticipated future development pattern of the surrounding property;

And is consistent with the Tulsa County Zoning Code, therefore;

Staff recommends Approval of case CZ-484 to rezone property from AG to IL

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: This area is outside of the City of Tulsa Comprehensive Plan area. The subject lots are within the Medium and Low Intensity designations of the Tulsa County District 24 plan.

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: East 56th St North is a Secondary Arterial

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently undeveloped, forested land without existing structures.

8.2

Environmental Considerations: A small area of Tulsa County 100 year floodplain exists in the Northeast corner of the lot. This area also contains FEMA Floodway, Zone AE. The applicant will need to work with Tulsa County if development is intended for the floodplain portion of the site.

Streets:

Exist. Access	MSHP Design	MSHP R/W	Exist. # Lanes
East 56 th St North	Secondary Arterial	100 Feet	2

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS/AG	N/A	N/A	Agricultural / Industrial / Single-Family
South	RS-3/AG (City of Tulsa)	Parks & Open Space / New Neighborhood	Growth	Single-Family / Skate Park
East	AG	N/A	N/A	Hwy 75
West	AG	N/A	N/A	Radio Antenna

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Resolution number 98254 dated September 15, 1980 established zoning for the subject property.

Subject Property: *No relevant history*

Surrounding Property:

BOA-20464-A January 2010: The Board of Adjustment **approved** the *plans* submitted for lighting and landscaping of the skate park, noting there is no amplification of sound planned; provided that all parking will be asphalt with concrete curb and gutters; lighting will be shielded down and away so as to light the parking and activity areas only; this approval is for a skate park only and does not include a BMX bike park planned south of the skate park, per plans as shown on pages 2.5, 2.6, 2.7, and 2.8 of the agenda packet. On property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

BOA-20464 June 2007: The Board of Adjustment **approved** a *special exception* to permit park use in an AG district and a modification of a previously approved plan to permit an expansion of Mohawk Park, with conditions on the property west of Hwy 75 that there be a six-foot chain link fence around the proposed skateboard park; all lighting and amplified sound systems be directed away from the residential areas to the west and south; future submittal of lighting, landscape, and amplified sound plans to the Board of Adjustment before final approval. On property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

BOA-20193 February 2006: The Board of Adjustment **approved** an *amendment* of the previously approved Mohawk Park master plan and a Special Exception to permit a public park to expand Mohawk Park, less and except the two airport parcels and the west half of the proposed soccer fields, pending the amended legal description and map from staff at the next meeting March 14, 2006, on property located at the Southeast and Southwest corners of East 56th Street North and Hwy 75.

Z-6909 September 2003: All concurred in **approval** of a request for *rezoning* a 4.62+ acre tract of land from RS-3 to AG on property located East of the Southeast corner of North Birmingham Avenue and East 56th Street North.

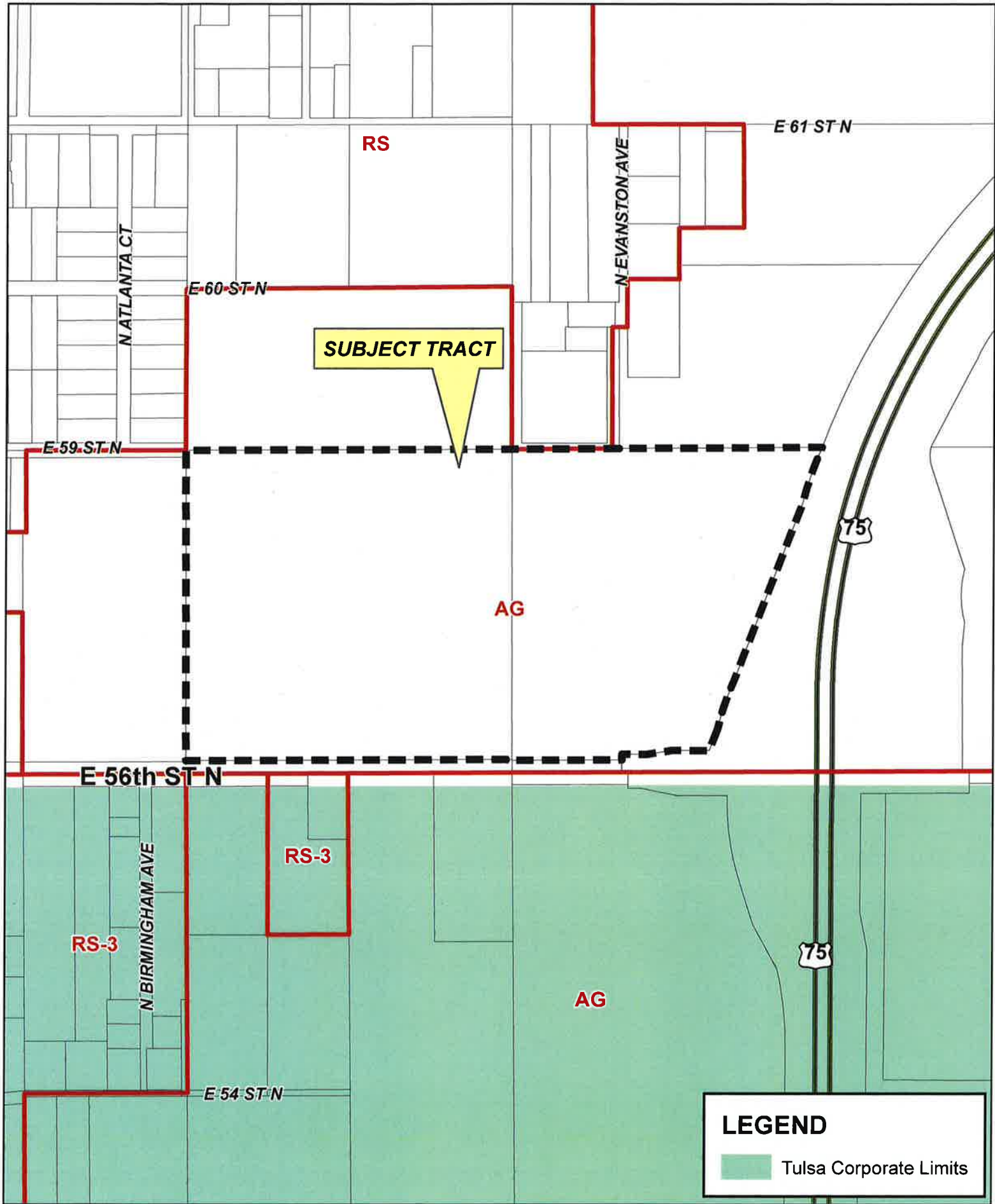
CBOA-01927 February 2002: The Board of Adjustment **approved** a *special exception* to permit the installation of two AM radio towers, on property located East of the Southeast corner of North Lewis Avenue East & East 59th Street North.

BOA-17509 September 1996: The Board of Adjustment **denied** a *special exception* to allow a 150' telecommunications tower in an AG district, on property located East of the Northeast corner of North Birmingham Avenue & East 54th Street North.

BOA-9766 December 1977: The Board of Adjustment **approved** a *special exception* to use property for a public park. Improvements will consist of the following: Nature center, interpretive building, shelter, observation towers, parking, group camping site, outdoor conference area and foot trail in an AG district; as presented; and subject to the approval of the building elevation by the City Engineer to be filed with the Board of Adjustment and subject of the building moratorium waiver by the City Commission on a portion of the subject property (480 acres). Property located at Southeast and Southwest corners of East 56th Street and Hwy 75.

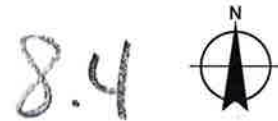
CBOA-00204 June 1982: The Board of Adjustment **approved** a *special exception* to allow a sanitary landfill in an AG District, subject to the County Engineer's requirements, subject to the Tulsa City-County Health Department, for a period of three years, on property located at the Southeast corner of East 61st Street North and Hwy 75.

CBOA-00008 October 1980: The Board of Adjustment **approved** a *variance* to permit oil and gas wells and related storage tanks within 1320 ft. from an incorporated area on property located at the Northeast corner of East 56th Street North and Hwy 75.



CZ-484

20-13 05





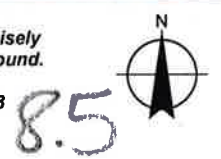
 Subject Tract

CZ-484

20-13 05

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

Aerial Photo Date: February 2018





Tulsa Metropolitan Area
Planning Commission

Case Number: PUD-853
Related to Case CZ-484

Hearing Date: March 6, 2019

Case Report Prepared by:

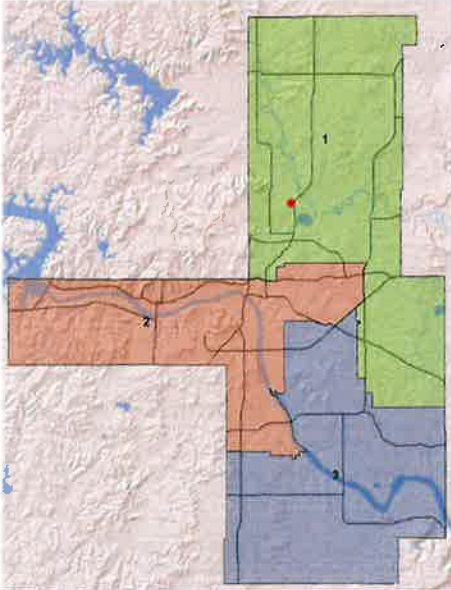
Jay Hoyt

Owner and Applicant Information:

Applicant: Stuart Van De Wiele

Property Owner: DAIL, MARGARET LAUSEN EST

Location Map:
(shown with County Commission Districts)



Applicant Proposal:

Present Use: vacant

Proposed Use: Pipe Fitting

Concept summary: Rezone from AG to IL along with a PUD overlay to permit a pipe, valve and fitting distributor facility

Tract Size: 67.97 ± acres

Location: W. of NW/c of E. 56th St. & HWY 75

Zoning:

Existing Zoning: AG

Proposed Zoning: IL/PUD-853

Comprehensive Plan:

Land Use Map: N/A

Stability and Growth Map: N/A

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 197

CZM: 22

Atlas:

County Commission District: 1

Commissioner Name: Stan Sallee

9.1

SECTION I: PUD-853

DEVELOPMENT CONCEPT: Rezone from AG to IL/PUD-853 to permit a pipe, valve and fitting distributor facility. The development is intended to follow the standards of proposed PUD-853 as well as those of the proposed underlying IL district not covered by the PUD.

EXHIBITS:

INCOG Case map

INCOG Aerial

Applicant Exhibits:

Applicant PUD Exhibits

DETAILED STAFF RECOMMENDATION:

PUD-853 is non injurious to the existing proximate properties and;

PUD-853 is consistent with the anticipated future development pattern of the surrounding property;

PUD-853 is consistent with the PUD chapter of the Tulsa County Zoning Code, therefore;

Staff recommends Approval of PUD-853 to rezone property from AG to IL/PUD-853.

Development Standards

- Land Area: 2,960,773 Square Feet (67.97 acres)
- Permitted Uses: Manufacturing, wholesaling, warehousing. All activities under Use Units 1, 11, 14, 15, 21, 23, and 25.
- Parking / Driving Surfaces: All areas intended for driving or parking of pedestrian vehicles (i.e. employee and customer parking) shall be impervious surface such as concrete or asphalt. Pipe and equipment laydown, delivery and loading areas may be gravel or similar materials.
- Signs: All signage to be in compliance with the Tulsa County Zoning Code, including Section 1130.2(B) thereof.
- Lighting: Any exterior lighting shall be shielded down and away from all abutting tracts, including U.S. Highway 75. Any outdoor lighting fixtures on the Property shall not exceed twenty feet (20') in height.
- Building Placement: The principal use building (office building) shall be located within two hundred feet (200') feet of the south property line. Only surface parking, landscaping, signage, and similar customary office building features may be located between the principal use building (office building) and the south property line. Any other buildings (warehousing, fabrication, etc.) shall be located no closer to the south property line than the principal use building (office building) described above.
- Landscaping / Screening: The southern property line of the Property shall be landscaped along the 56th Street North right-of-way in general conformity with the edge treatment standards set forth in the Tulsa County Zoning Code. No pipe or equipment laydown areas shall be located within fifty feet (50') of the planned right-of-way of 56th Street North. No Pipe or equipment laydown areas shall be within fifty feet (50') of the north or west boundaries of the

9.2

proposed PUD and any such areas, within the PUD, shall be screened by either (a) a screening wall or fence or (b) as an alternative to such requirements, by natural vegetation and/ or berms not less than twenty feet (20') in width or less than 8 feet in height in accordance with a landscaping / screening plan approved by INCOG staff.

Street Connectivity:

To the extent that the Property is later split in to multiple tracts to be developed as smaller lots then a street system addressing not only internal traffic flow but also connectivity to the adjacent parcels will be required.

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: This area is outside of the City of Tulsa Comprehensive Plan area. The subject lots are within the Medium and Low Intensity designations of the Tulsa County District 24 plan.

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: East 56th St North is a Secondary Arterial

Trail System Master Plan Considerations: None

Small Area Plan: None

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The site is currently undeveloped, forested land without existing structures.

Environmental Considerations: A small area of Tulsa County 100 year floodplain exists in the Northeast corner of the lot. This area also contains FEMA Floodway, Zone AE. The applicant will need to work with Tulsa County if development is intended for the floodplain portion of the site.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP RW</u>	<u>Exist. # Lanes</u>
East 56 th St North	Secondary Arterial	100 Feet	2

9.3

Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS/AG	N/A	N/A	Agricultural / Industrial / Single-Family
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9.4

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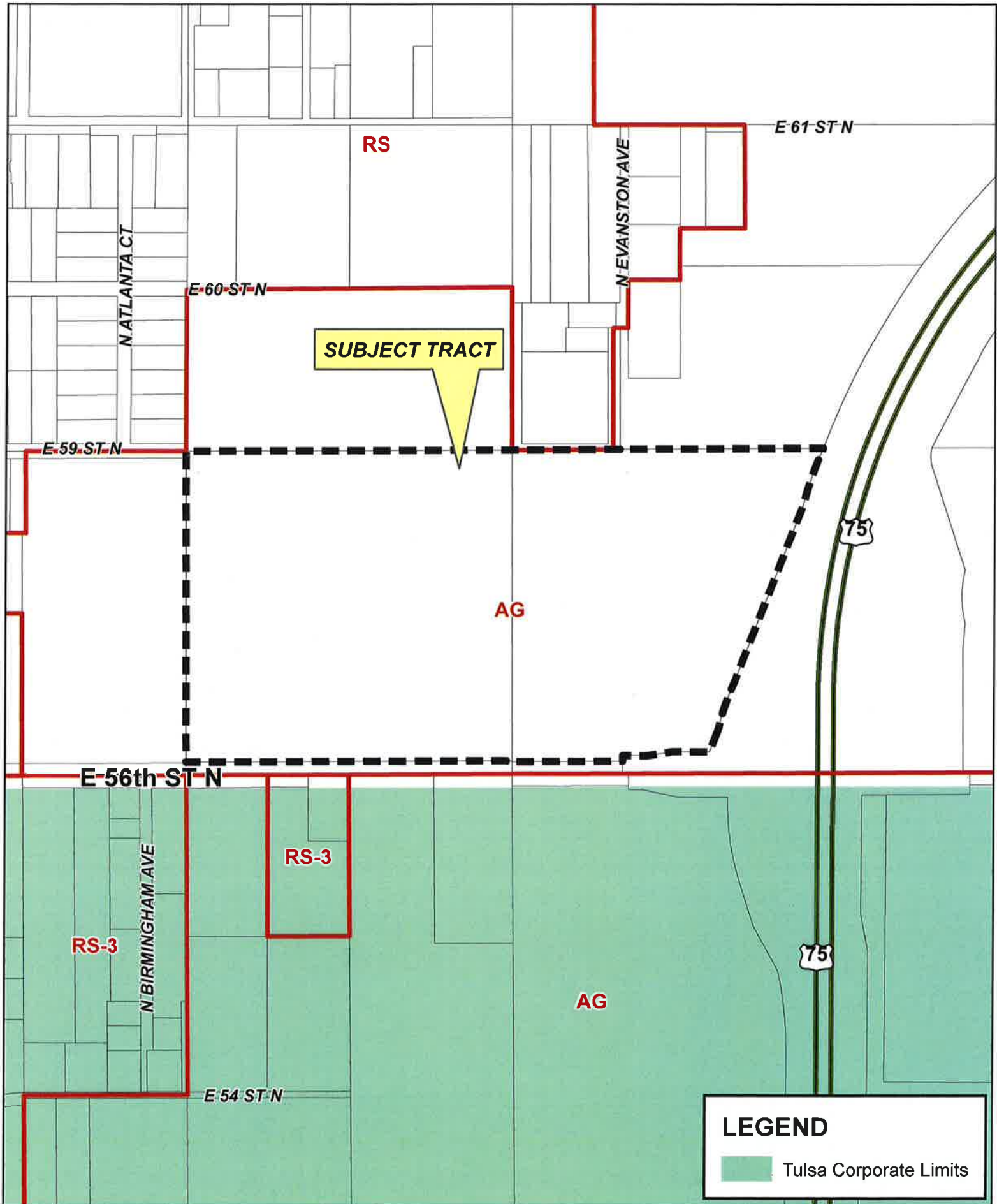
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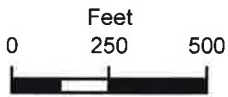
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LEGEND

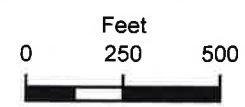
Tulsa Corporate Limits



PUD-853

20-13 05





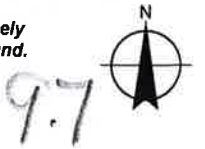
 Subject Tract

PUD-853

20-13 05

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

Aerial Photo Date: February 2018



**PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. _____)**

JANUARY, 2019

**PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. _____)**

JANUARY, 2019

TABLE OF CONTENTS

Development Concept..... 3

Development Standards..... 4

Legal Description..... 5

PUD Property Exhibits and Conceptual Site Plan..... 6

9.9

**PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. _____)**

DEVELOPMENT CONCEPT

7SGreenwood LLC (the “Developer”) is under contract to acquire two (2) adjoining parcels of real estate described on Exhibit “A” attached hereto (collectively, the “Property”) and intends on developing the Property as a single parcel (the “Development”).

The Development is intended to be used as a pipe, valve and fitting distributor facility at which the tenant (an affiliate of the Developer) will buy oilfield related goods and material in bulk from mills, importers, and master distributors and sell them same to fabricators and other supply houses. The tenant will warehouse and store products that get broken down into smaller quantities for shipment. Areas of the Property will be used as outdoor storage / pipeyard. Pipe and materials will either ship as-is or will be cut to length. All value added services, such as cutting, beveling and kitting/packaging, are performed indoors. While not currently planned, other light manufacturing activities such as welding or fabrication may also occur on the Property in one or more of the buildings to be constructed as part of the Development.

A conceptual plan of the property is as shown on Exhibit “B” (Conceptual Site Plan) and the location of the Property is shown on Exhibit “C” (Location of Property).

The subject property is zoned Agriculture (AG) and the Developer has requested that the Property be rezoned as Industrial Light (IL) subject to the Development Standards contained in this Planned Unit Development No. _____.

Given the planned use of the Property, the development patterns of the surrounding area, and the existing connectivity of 56th Street North to U.S. Highway 75, the collector street shown on an existing Major Street and Highway Plan through the middle of the Property (from the north to 56th Street North) would appear to be unnecessary. Accordingly, at the time of the platting of the Property, the Developer intends to request a waiver of the Major Street and Highway Plan to alleviate the potential bifurcation of the Property.

To the extent that the Property is, in the future, annexed into the City of Tulsa, the Developer would request that the zoning and development standards approved as part of this application remain in effect as part of such annexation.

9.10

**PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. ____)**

DEVELOPMENT STANDARDS

- LAND AREA:** 2,960,773 Square Feet (67.97 acres)
- PERMITTED USES:** Manufacturing, wholesaling, warehousing. All activities under Use Units 1, 11, 14, 15, 21, 23, and 25.
- PARKING/DRIVING SURFACES:** All areas intended for driving or parking of pedestrian vehicles (i.e. employee and customer parking) shall be impervious surface such as concrete or asphalt. Pipe and equipment laydown, delivery and loading areas may be gravel or similar materials.
- SIGNS:** All signage to be in compliance with the Tulsa County Zoning Code, including Section 1130.2(B) thereof.
- LIGHTING:** Any exterior lighting shall be shielded down and away from all abutting tracts, including U.S. Highway 75. Any outdoor lighting fixtures on the Property shall not exceed twenty feet (20') in height.
- BUILDING PLACEMENT:** The principal use building (office building) shall be located within two hundred feet (200') feet of the south property line. Only surface parking, landscaping, signage, and similar customary office building features may be located between the principal use building (office building) and the south property line. Any other buildings (warehousing, fabrication, etc.) shall be located no closer to the south property line than the principal use building (office building) described above.
- LANDSCAPING/SCREENING:** The southern property line of the Property shall be landscaped along the 56th Street North right-of-way in general conformity with the edge treatment standards set forth in the City of Tulsa Zoning Code. No pipe or equipment laydown areas shall be located within fifty feet (50') of the driving surface of 56th Street North. Any portion of a pipe or equipment laydown area which is within fifty feet (50') of the north property line shall be screened by either (a) a screening wall or fence (as described in Section 1225.3(B)) or (b) as an alternative to such Section 1225.3(B) requirements, by natural vegetation and/ or berms not less than twenty feet (20') in width in accordance with a landscaping / screening plan approved by INCOG staff.
- STREET CONNECTIVITY:** To the extent that the Property is later split in to multiple tracts to be developed as smaller lots then a street system addressing not only internal traffic flow but also connectivity to the adjacent parcels will be required.

9.11

**PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. ___)**

Legal Description

The Southeast Quarter (SE ¼) of the Southwest Quarter (SW ¼), of Section Five (5), Township Twenty (20) North, Range Thirteen (13) East, Tulsa, Tulsa County, Oklahoma, and containing 40 acres + or -.

and

The Southwest Quarter of the Southeast Quarter (SW¼ SE¼), of Section Five (5), Township Twenty (20) North, Range Thirteen (13) East, Tulsa County, Tulsa County, State of Oklahoma, according to the U.S. Government Survey thereof, LESS AND EXCEPT the Cherokee Expressway and LESS AND EXCEPT East 56th Street North.

**PLANNED UNIT DEVELOPMENT
(TULSA COUNTY PUD NO. __)**

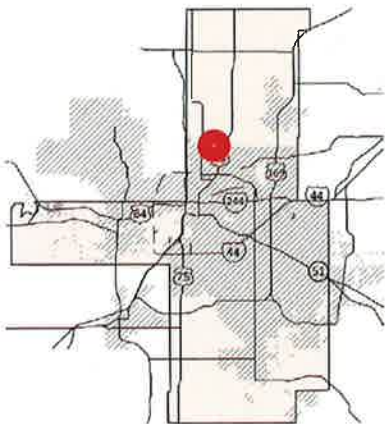
Property Exhibits and Conceptual Site Plan

[to come]

PUD-853

Lee Supply

APPROXIMATELY 67.97 ACRES
TULSA, OKLAHOMA



JANUARY 2019

OWNER:
7SGREENWOOD LLC
821 E INDEPENDENCE ST
TULSA, OK 74106

CONSULTANT:
TANNER CONSULTING LLC
c/o RICKY JONES
5323 S LEWIS AVE
TULSA, OK 74105
RICKY@TANNERBAITSHOP.COM

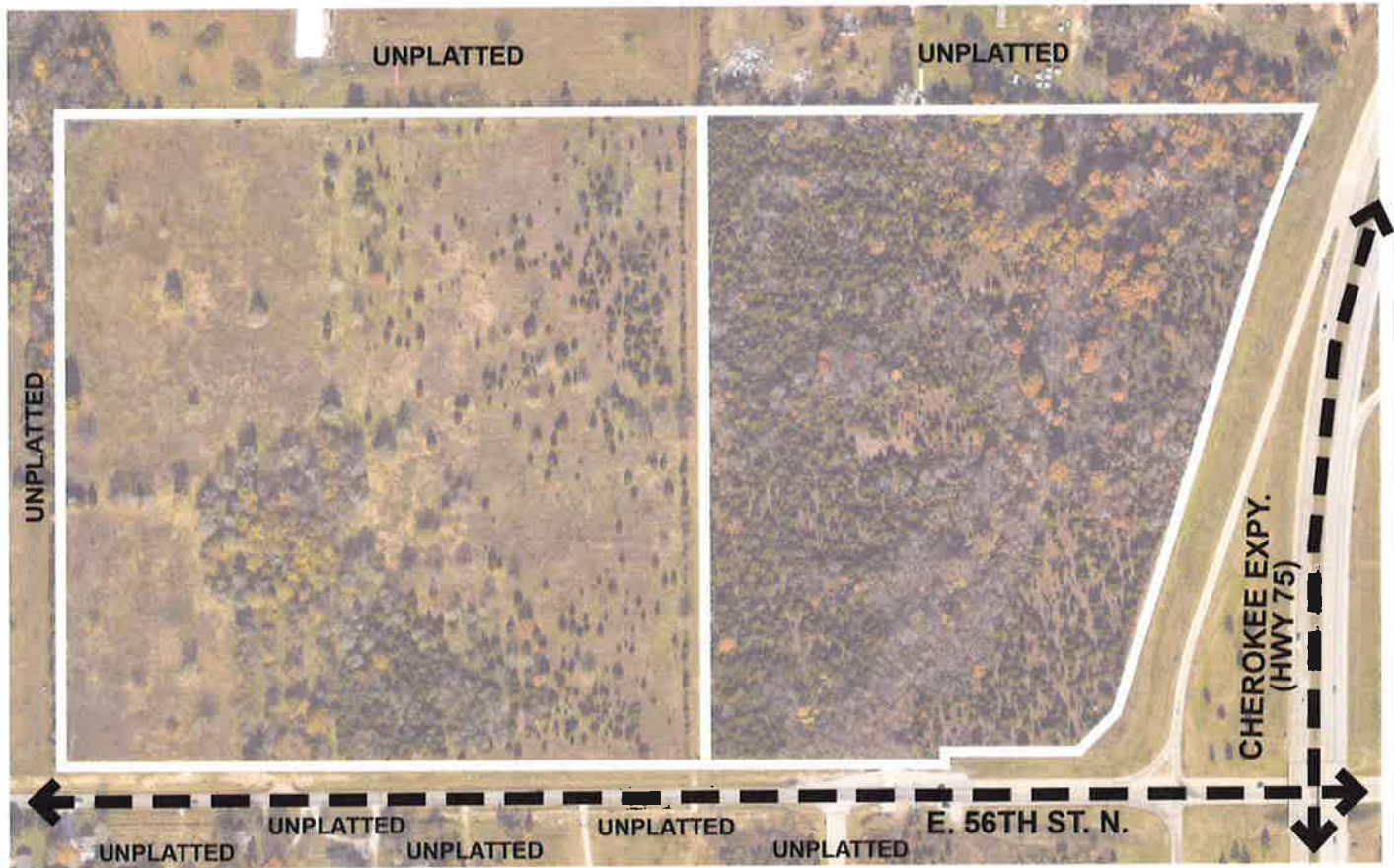
9.14

PUD-853

Lee Supply

EXHIBIT A

AERIAL PHOTOGRAPHY & BOUNDARY DEPICTION
WITH BOUNDARY DEPICTION AND ADJACENT DEVELOPMENTS LABELED

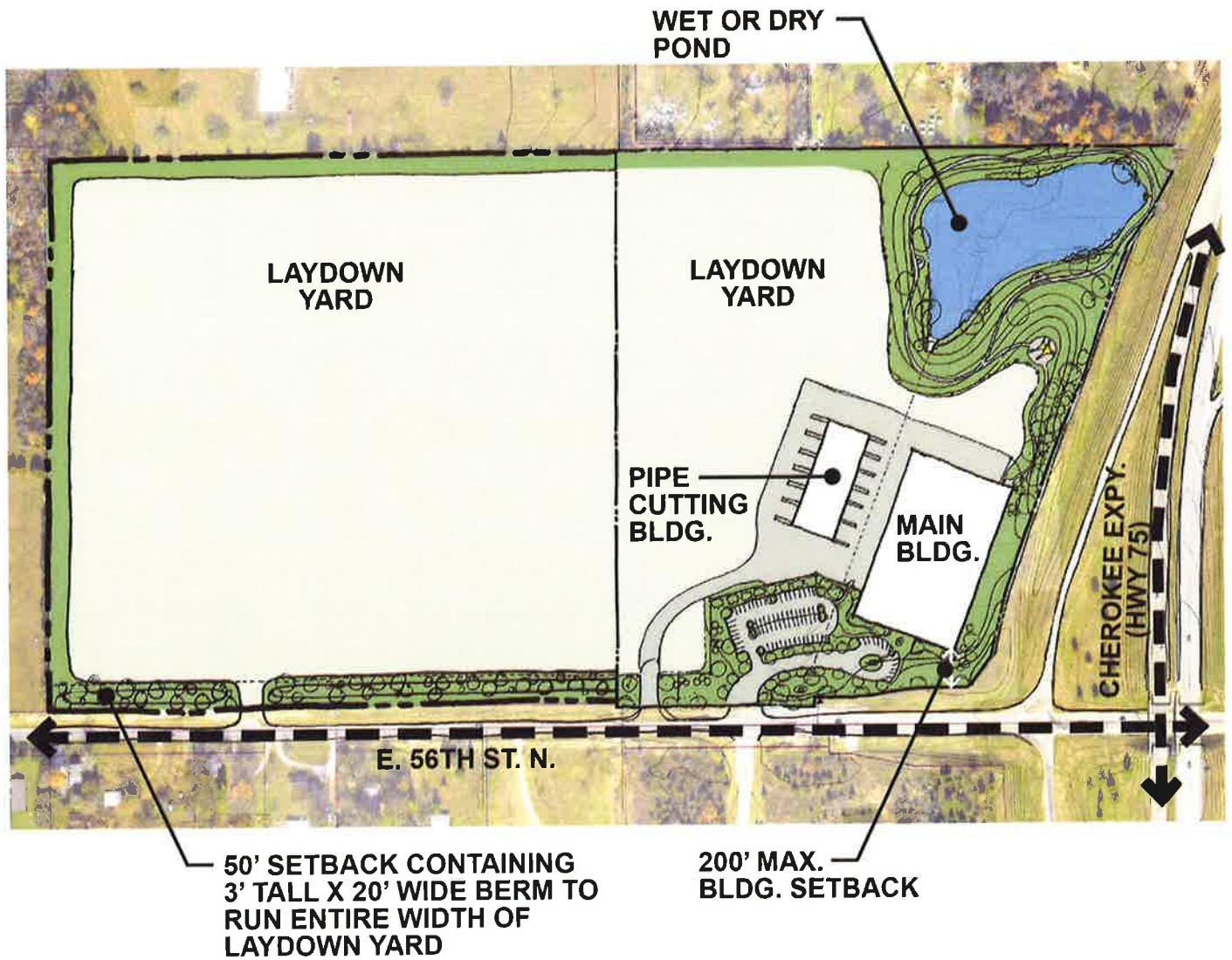


9.15

Lee Supply

EXHIBIT B

CONCEPTUAL SITE PLAN
CONCEPTUAL LAYOUT SHOWN AS OF JANUARY 18, 2018



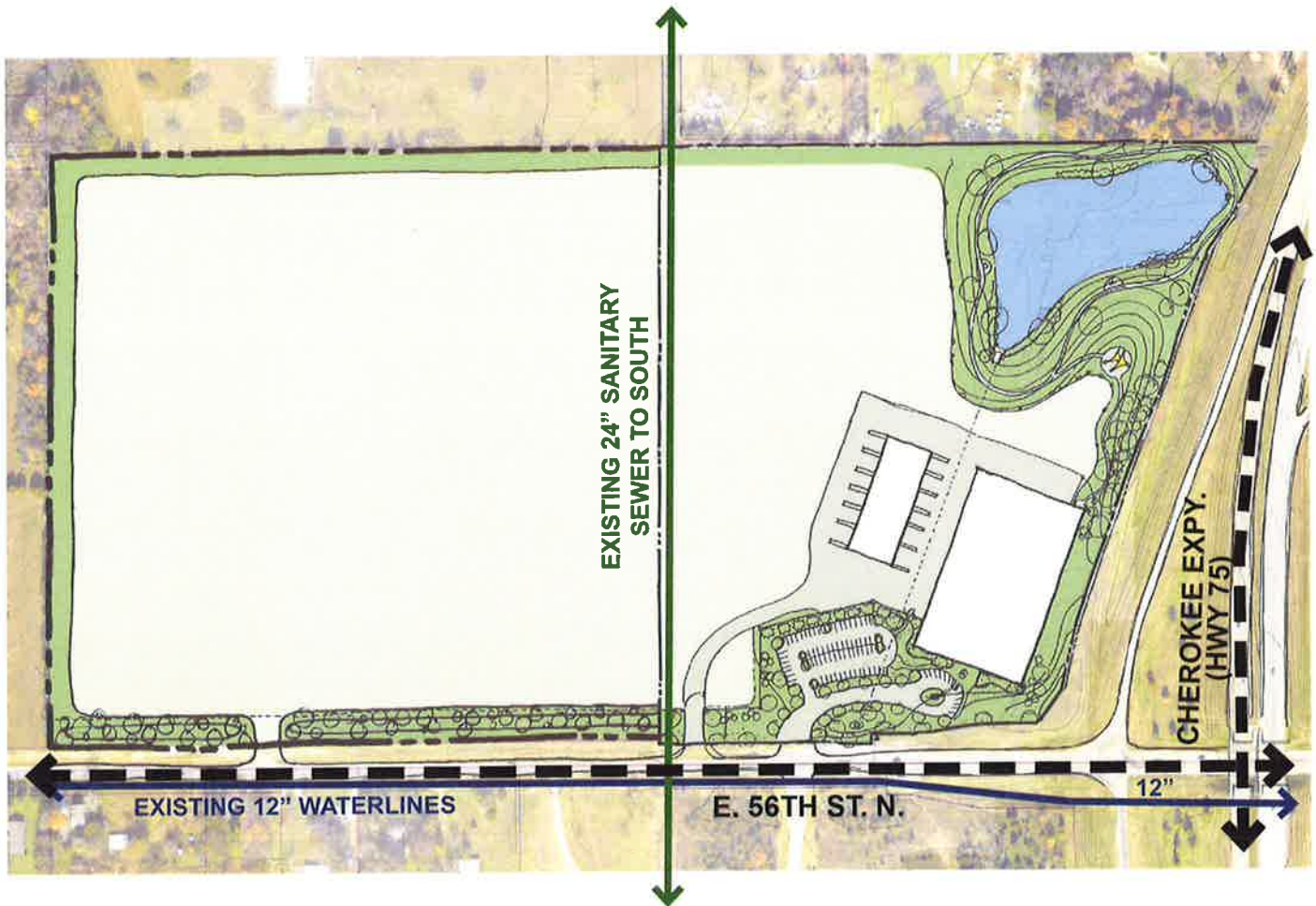
9.16

Lee Supply

EXHIBIT C

EXISTING UTILITIES

CONCEPTUAL LAYOUT SHOWN AS OF JANUARY 18, 2018
EXISTING UTILITIES LOCATED FROM CITY OF TULSA INCOG



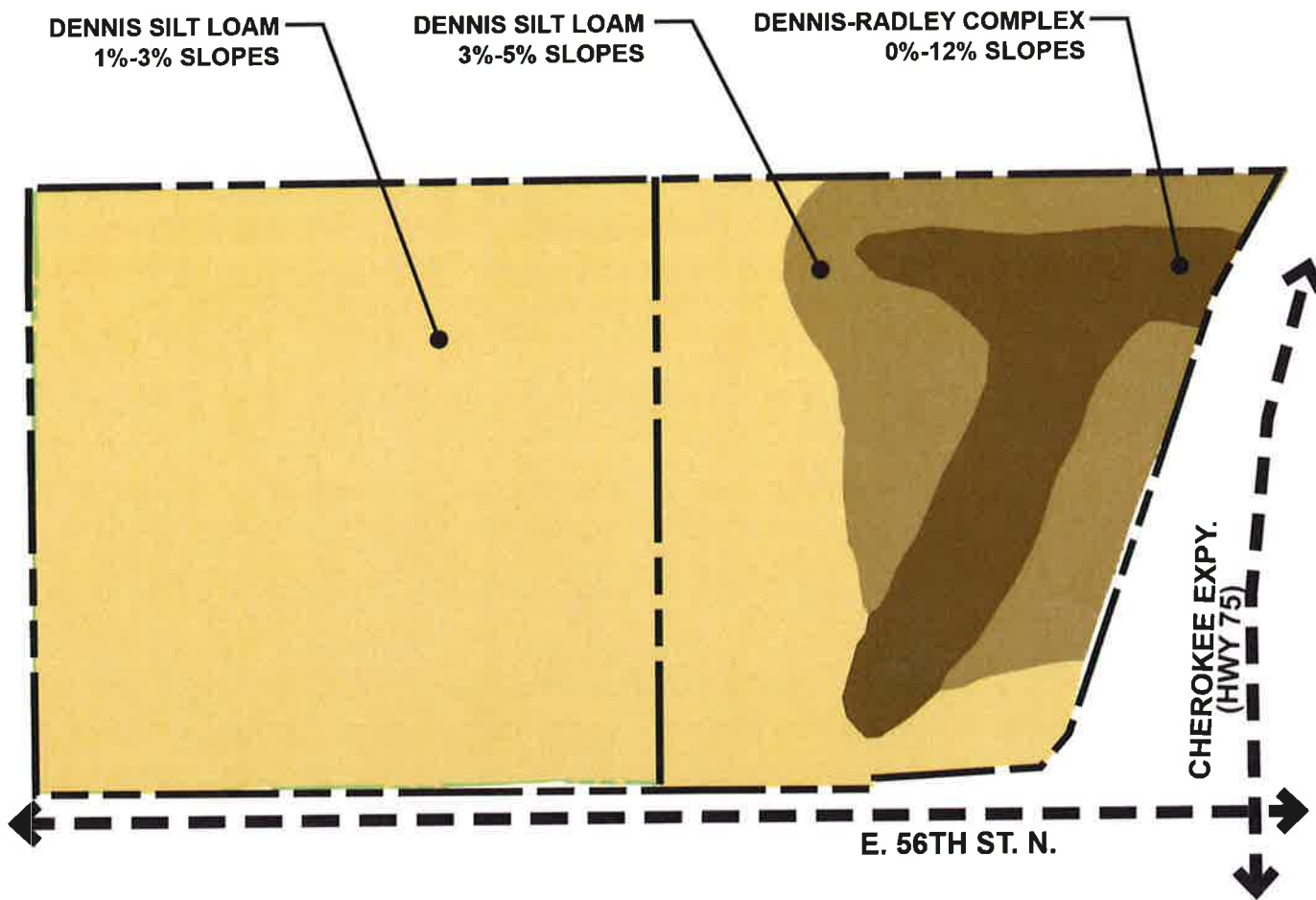
9.17

Lee Supply

EXHIBIT D

EXISTING SOILS

SOIL DATA FROM USDA WEB SOIL SURVEY, ACCESSED JANUARY 18, 2018



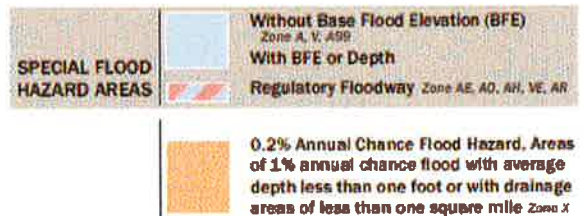
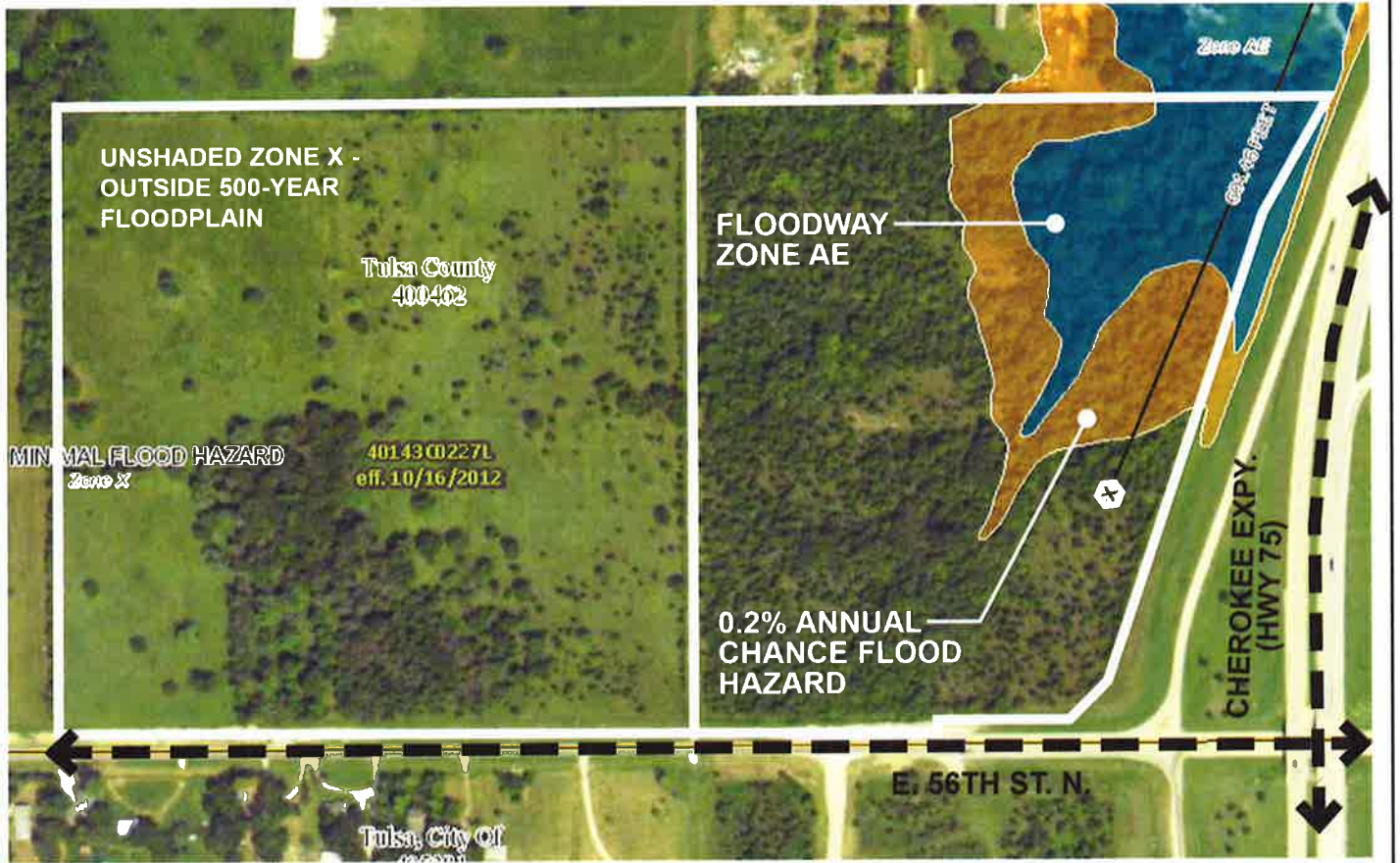
9.18

Lee Supply

EXHIBIT E

FEMA FLOODPLAIN MAP

FLOODPLAIN DATA REFLECTS FEMA FIRM PANEL NO. 40143C0227L, EFFECTIVE 10/16/2012



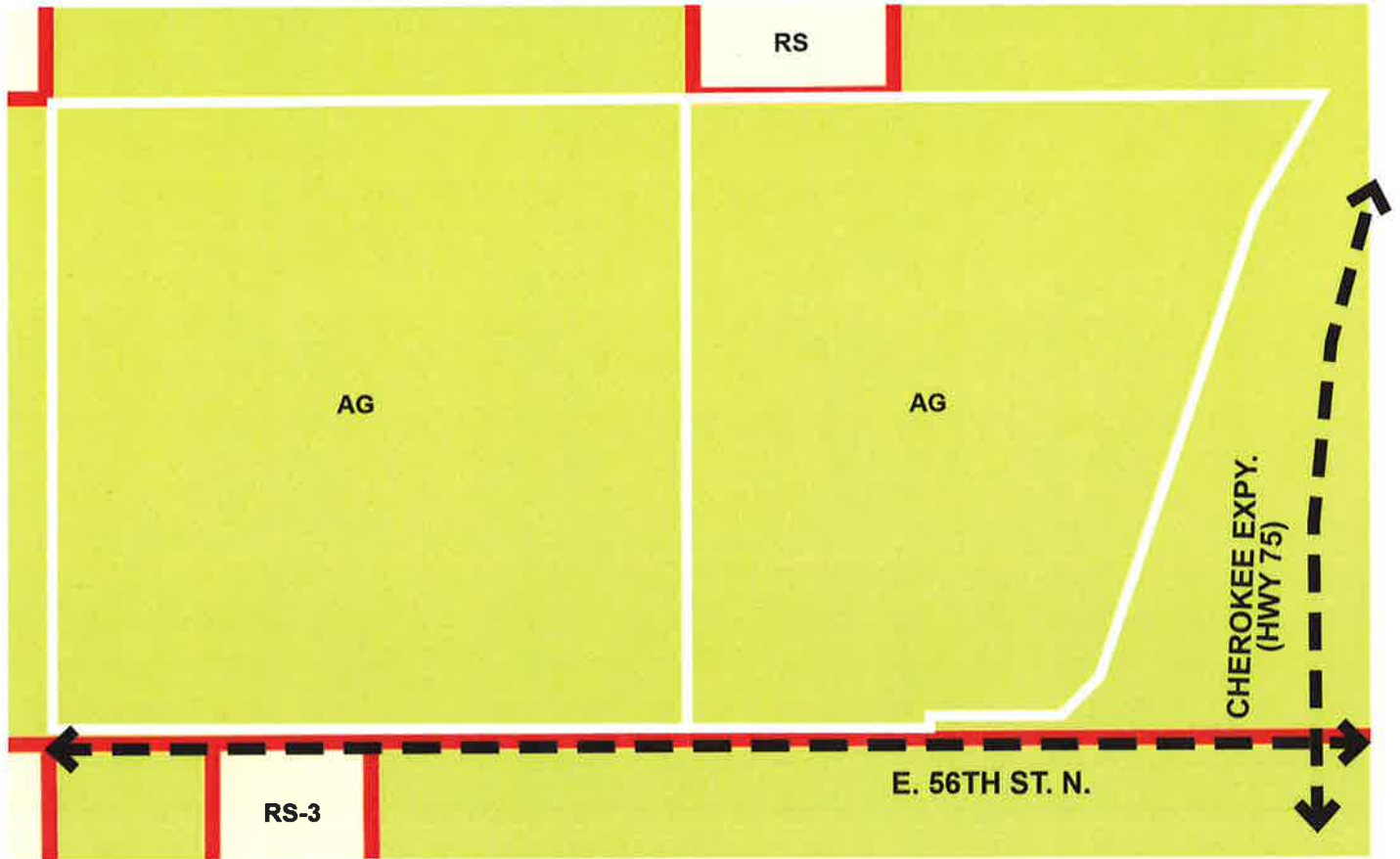
9.19

Lee Supply

EXHIBIT F

EXISTING ZONING MAP

DATA OBTAINED FROM INCOG GIS, ACCESSED JANUARY 18, 2018



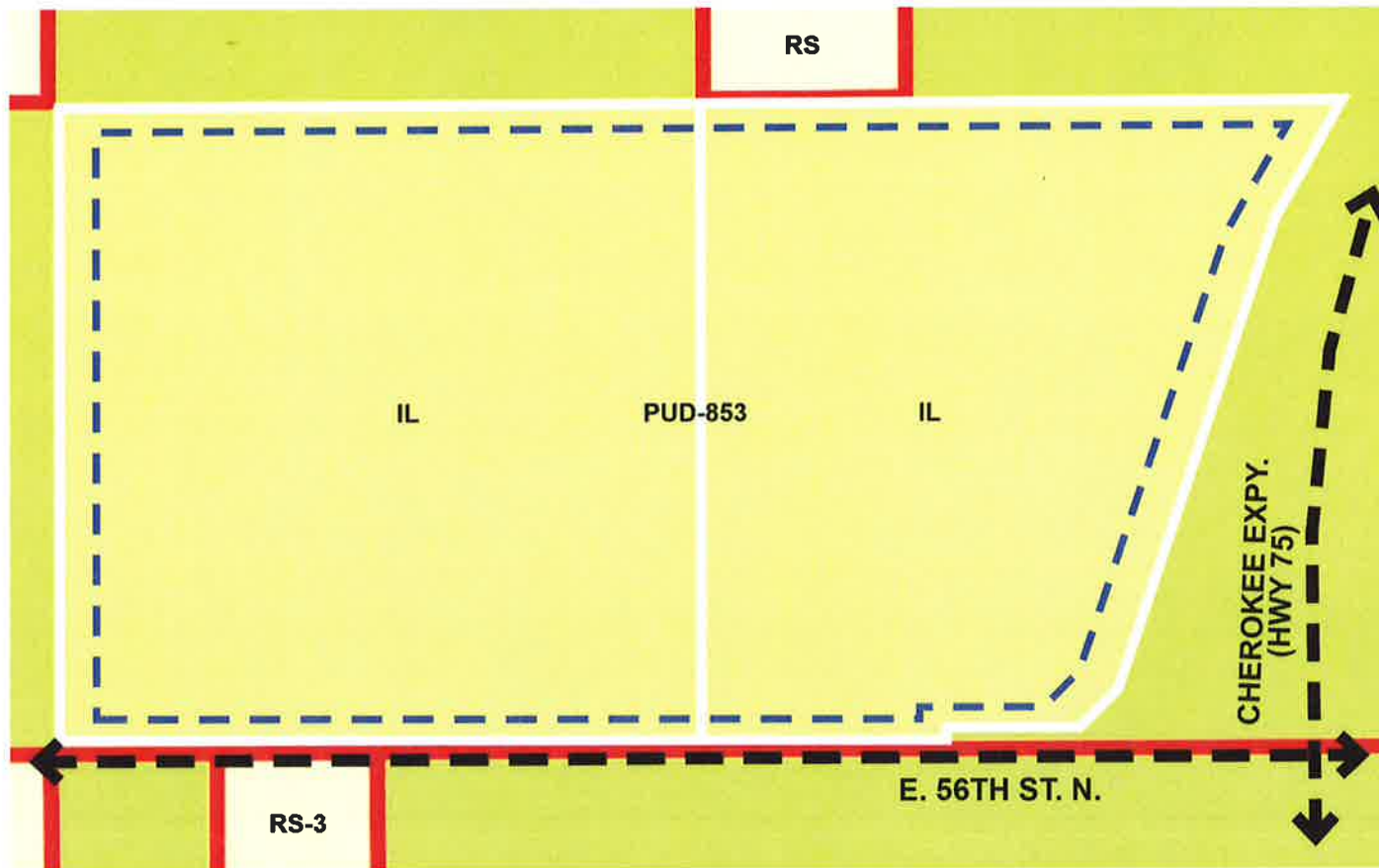
PUD-853

Lee Supply

EXHIBIT G

PROPOSED ZONING MAP

DATA OBTAINED AND MODIFIED FROM INCOG GIS, ACCESSED JANUARY 18, 2018



09.29



Tulsa Metropolitan Area
Planning Commission

Case Number: CZ-483

Hearing Date: March 6, 2019

Case Report Prepared by:

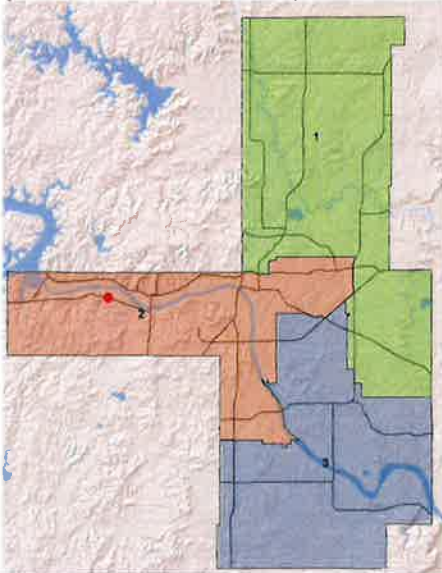
Jay Hoyt

Owner and Applicant Information:

Applicant: Jason Trotter

Property Owner: NEAR BY STORAGE LLC

**Location Map:
(shown with County Commission Districts)**



Applicant Proposal:

Present Use: Boat storage - nonconforming

Proposed Use: Boat storage

Concept summary: Rezone from AG to CG to permit a boat storage facility.

Tract Size: 0.93 ± acres

Location: East of the southeast corner of Highway 51 & South 161st West Avenue

Zoning:

Existing Zoning: AG

Proposed Zoning: CG

Comprehensive Plan:

Land Use Map: N/A

Stability and Growth Map: N/A

Staff Recommendation:

Staff recommends approval.

Staff Data:

TRS: 9108

CZM: 34

Atlas: n/a

County Commission District: 2

Commissioner Name: Karen Keith

10.1

SECTION I: CZ-483

DEVELOPMENT CONCEPT: The applicant proposes to rezone the subject lots from AG to CG to permit a boat storage facility. The site has been used for boat storage since 1970. The proposed rezoning would bring the facilities use into compliance with the Tulsa County Zoning Code. Commercial zoning currently exists immediately to the east of the site as well as industrial zoning within a mile east of the site.

EXHIBITS:

- INCOG Case map
- INCOG Aerial (small scale)
- INCOG Aerial (large scale)
- Applicant Site Sketch

DETAILED STAFF RECOMMENDATION:

CG zoning is non injurious to the existing proximate properties and;

Is consistent with the anticipated future development pattern of the surrounding property;

And is consistent with the Tulsa County Zoning Code, therefore;

Staff recommends Approval of case CZ-483 to rezone property from AG to CG

SECTION II: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: CZ-483 is located within the Sand Springs fence line along Highway 51. According to the Sand Springs 2030 Comprehensive Plan, the Land Use Designation is Residential. It abuts property to the east which has a Commercial Land Use Designation. The parcel has been used for boat storage since 1970.

Land Use Vision:

Land Use Plan map designation: Residential (Sand Springs 2030 Comprehensive Plan)

Areas of Stability and Growth designation: n/a

Transportation Vision:

Major Street and Highway Plan: Highway 51 is designated as a Primary Arterial

Trail System Master Plan Considerations: None

10.2

Small Area Plan: N/A

Special District Considerations: None

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site currently contains a boat storage facility that has been in operation since 1970.*

Environmental Considerations: The site is located within the Tulsa County 100 year floodplain. The applicant will need to work with Tulsa County to mitigate any issues with development in the floodplain.

Streets:

<u>Exist. Access</u>	<u>MSHP Design</u>	<u>MSHP R/W</u>	<u>Exist. # Lanes</u>
Highway 51	Primary Arterial	120 feet	4

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	AG	N/A	N/A	Hwy 51
South	AG	N/A	N/A	Vacant/Single-Family
East	CS	N/A	N/A	Vacant
West	AG	N/A	N/A	Private Garage

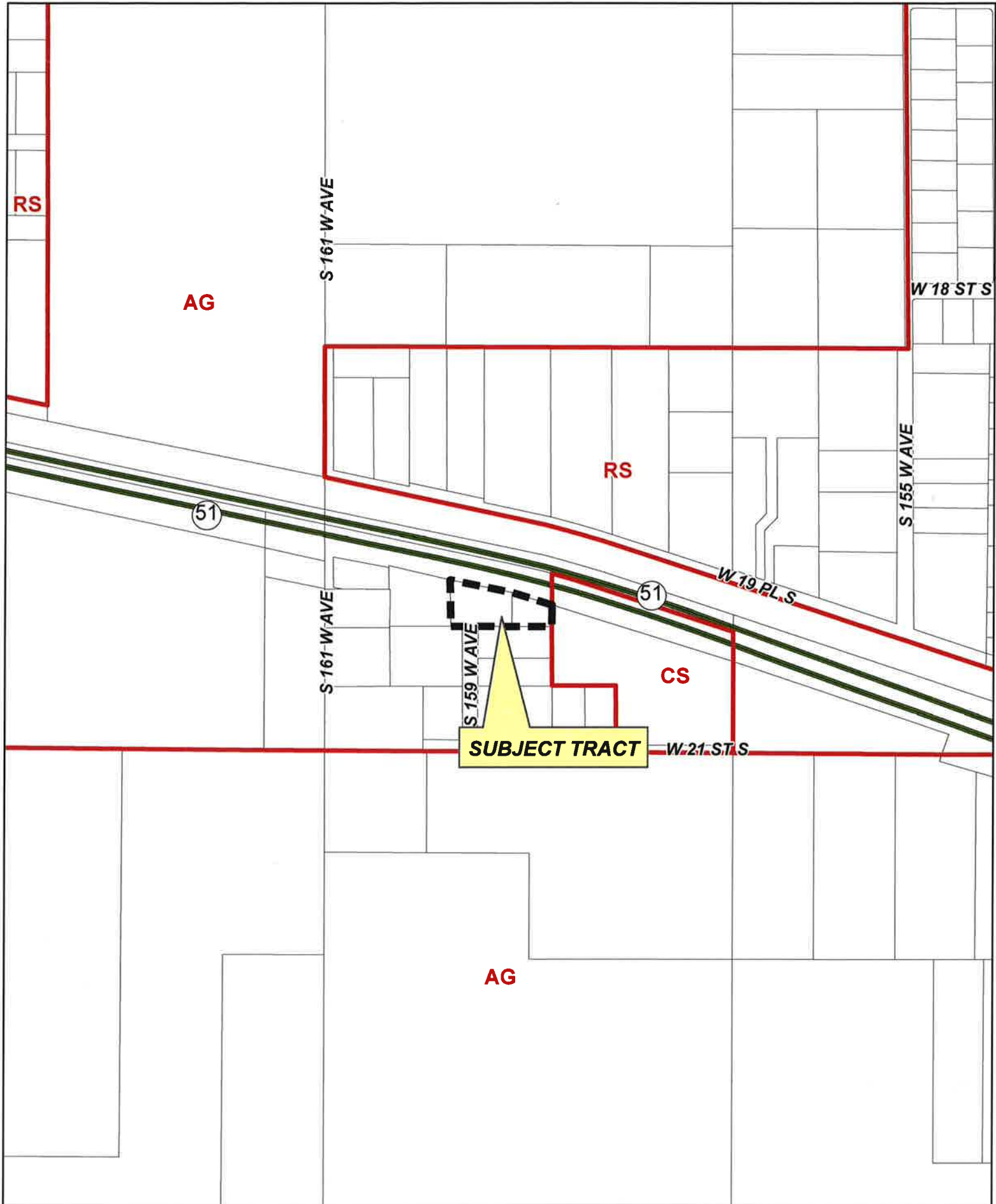
SECTION III: Relevant Zoning History

ZONING ORDINANCE: Resolution number 98254 dated September 15, 1980 established zoning for the subject property.

Subject Property: No relevant history

Surrounding Property: No relevant history


10.3



CZ-483

19-11 08



10.4 



51

S 161 WAVE

W 18 ST S

S 155 WAVE

W 19 PL S

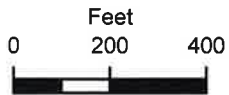
51

S 161 WAVE



S 159 WAVE

W 21 ST S



 Subject Tract

CZ-483

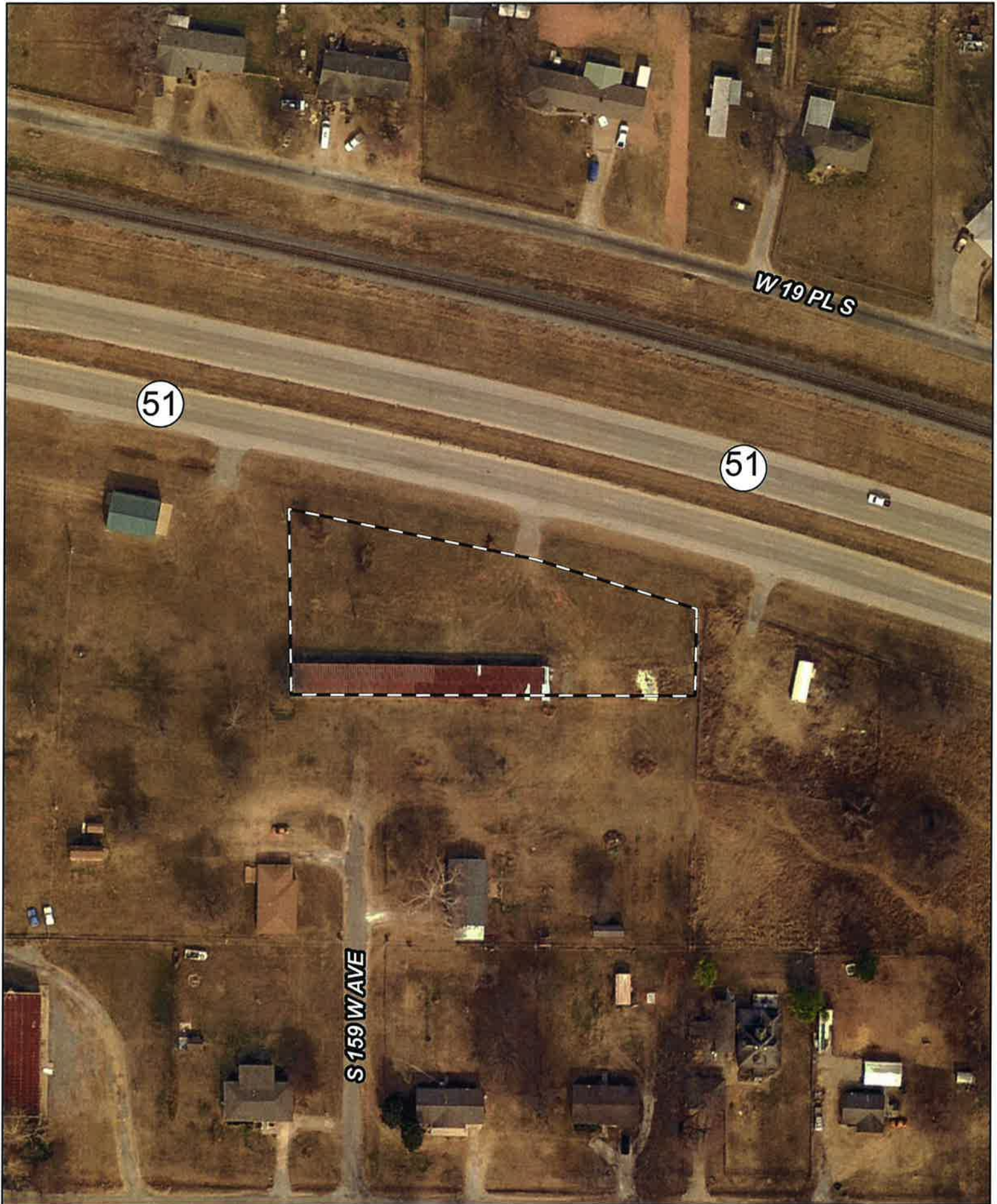
19-11 08

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

Aerial Photo Date: February 2018

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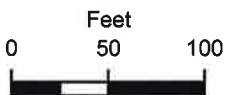


51

51

W 19 PLS

S 159 WAVE



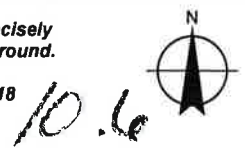
Subject Tract

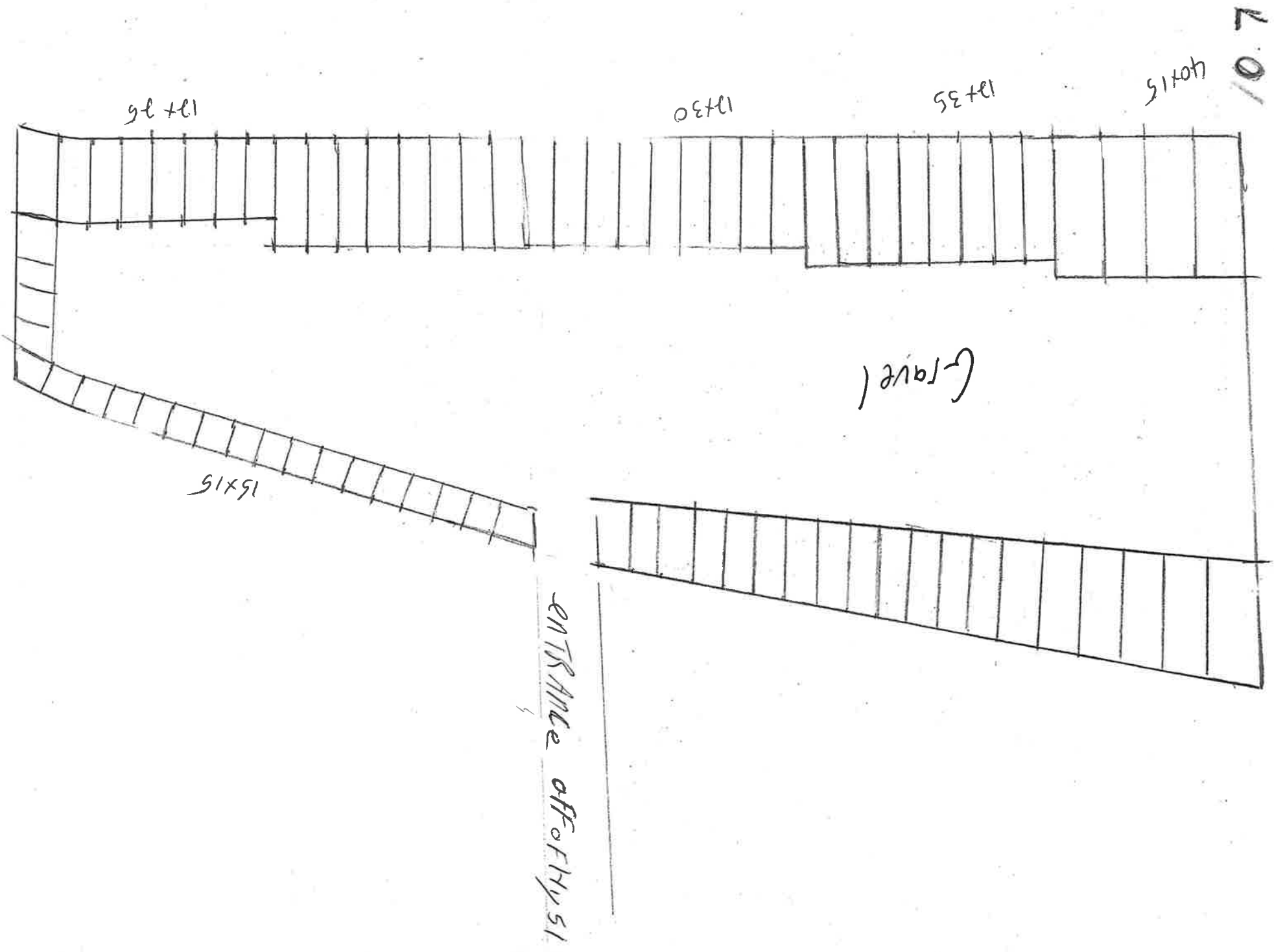
CZ-483

19-11 08

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

Aerial Photo Date: February 2018







Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7468 with optional development plan

Hearing Date: March 6, 2019
Continuance from February 6, 2019

Case Report Prepared by:

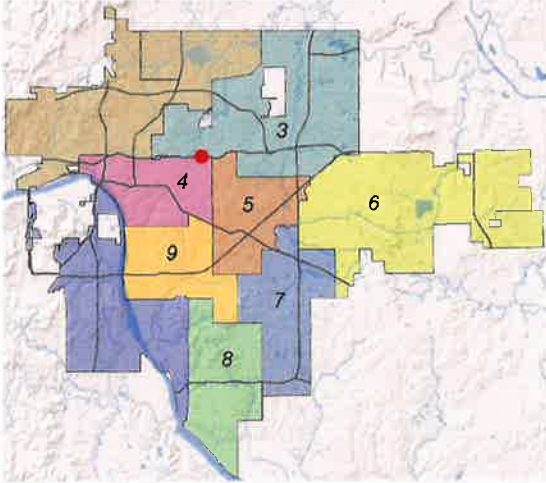
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: John Miggins

Property Owner: MIGGINS, JOHN C

Location Map:
(shown with City Council Districts)



Applicant Proposal:

Present Use: Commerical

Proposed Use: IL for a Horticulture Nursery

Concept summary: Applicant has only provided a concept statement that he plans to develop the site as a horticulture nursery.

Tract Size: 0.62 ± acres

Location: East of the southeast corner of East Admiral Place & North Pittsburg Avenue

Zoning:

Existing Zoning: CH

Proposed Zoning: IL with optional development plan

Comprehensive Plan:

Land Use Map: Main Street

Stability and Growth Map: Area of Growth

Staff Recommendation:

Staff recommends approval of IL zoning but only with the optional development plan standards identified in Section II.

Staff Data:

TRS: 9304

CZM: 37

Atlas:

City Council District: 4

Councilor Name: Kara Joy McKee

County Commission District: 2

Commissioner Name: Karen Keith

11.1

SECTION I: Z-7468

DEVELOPMENT CONCEPT:

Applicant has noted on his plan to combine all 5 lots into a single parcel. The parcels can be combined with or without the rezoning approval.

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:
 - Submittal #1
 - Submittal #2
 - Survey

DETAILED STAFF RECOMMENDATION:

IL zoning without a development plan is not consistent with the Main Street Land Use designation in the comprehensive plan and,

Uses that may be allowed in an IL district without a development plan are not consistent with the Sequoyah implementation plan and,

IL zoning allows low-impact manufacturing and industry uses that may be considered injurious to the proximate properties and,

IL zoning allows low-impact manufacturing and industry uses that are not consistent with the expected development of the surrounding properties however,

The optional development plan outlined in Section II prohibits uses in the Industrial Use Category uses and,

All other uses and residential building types allowed in Section II are consistent with the expected main street land use designation of the comprehensive plan and,

The uses allowed in the optional development plan are considered non-injurious to the proximate properties therefore,

Staff recommends approval of Z-7468 to rezone property from CH to IL but only with the optional development plans standards outlined below.

SECTION II: OPTIONAL DEVELOPMENT PLAN STANDARDS

Z-7468 with the optional development plan standards will conform to the provisions of the Tulsa Zoning Code for development in an IL district and its supplemental regulations except as further refined below. All uses categories, subcategories or specific uses and residential building types that are not listed in the following permitted uses categories are prohibited:

PERMITTED USE CATEGORY

1.2

A) RESIDENTIAL (see allowed residential building types below)

Household Living

Three or more households on single lot

Group Living

Assisted living facility

Community group home

Elderly/retirement center

Room/boardings house

B) PUBLIC, CIVIC, AND INSTITUTIONAL

College or University

Library or Cultural Exhibit

Parks and recreation

Religious Assembly

Safety Service

C) COMMERCIAL

Animal Service (includes all specific uses)

Assembly and entertainment

Other indoor

(small up to 250-person capacity)

Broadcast or Recording Studio

Commercial Service (includes all permitted specific uses)

Financial Services (includes all permitted specific uses)

Office (includes all specific uses)

Parking, Non-accessory

Restaurants and Bars (includes all permitted specific uses)

Retail Sales (includes all permitted specific uses)

Studio, Artist, or Instructional Service

Trade School

Vehicle Sales and Service

Personal vehicle repair and maintenance

Personal vehicle sales and rentals

Vehicle part and supply sales

Vehicle body and paint finishing shop

D) WHOLESALE, DISTRIBUTION AND STORAGE

Warehouse

Wholesale Sales and Distribution

E) AGRICULTURAL

Community Garden

Farm, Market or Community-supported

Horticulture Nursery (not allowed in the north 70 feet of the development plan area)

F) OTHER

Off-Premise Outdoor Advertising Signs

RESIDENTIAL BUILDING TYPES

A) Household Living

Three or more households on single lot

Multi-unit House

Apartment / Condo

11.3

Mixed-use building
Vertical Mixed-use building

SECTION III: Supporting Documentation

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

Staff Summary: Main Street land use vision does not include light industrial uses the building setbacks and density are consistent with the main street vision. The optional development plan allows only those uses, supplemental regulations and lot and building regulations that are consistent with the Main Street designation.

Land Use Vision:

Land Use Plan map designation: Main Street

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.

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 except the secondary arterial designation

Trail System Master Plan Considerations: None

Small Area Plan: Sequoyah Area Neighborhood Implementation Plan (Effective May 2007)

This location is considered a major activity center:

11.4

Major Activity Centers include Admiral Place corridor, Salvation Army Boys and Girls Club, and neighborhood churches. Such centers are generally thought of as urban areas that include concentrations of business, commercial and other uses which draw a large number of people from the region on a daily basis.

Most of the recommendations outlined in the implementation plan are public improvement strategies to help encourage redevelopment

This implementation plan was completed prior to the current City of Tulsa Comprehensive Plan and does not align itself with the current land use designations for the area.

Special District Considerations: None except recommended public improvements outlined in the Sequoyah Neighborhood Implementation Plan.

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: The existing site is a mix of several small buildings historically used as an auto repair shop with gravel parking areas..

Snippet from northeast looking south west toward site.



Environmental Considerations: None that would affect site redevelopment

Streets:

Exist. Access	MSHP Design	MSHP R/W	Exist. # Lanes
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11.5

East Admiral Place	Secondary Arterial	100 feet	4 with center turn lane
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Utilities:

The subject tract has municipal water and sewer available.

Surrounding Properties:

Location	Existing Zoning	Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-3 w/ RT 66 overlay	Parks and open space	Stability	Cemetery across E. Admiral
East	CH w/ RT66 overlay	Main street	Growth	Commercial use
South (across expressway)	RS-3	Existing Neighborhood	Stability)	Detached house
West	CH w/ RT 66 overlay	Main Street	Growth	Commercial

SECTION III: Relevant Zoning History

ZONING ORDINANCE: Ordinance number 11815 dated June 26, 1970, established zoning for the subject property.

Subject Property: No relevant history

Surrounding Property:

BOA-21285 June 2011: The Board of Adjustment **approved** a *variance* of the paving requirement for a permitted automobile storage yard in a CH District (Section 1303.D), on property located south and east of the southeast corner of East Admiral Place and South Pittsburg Avenue.

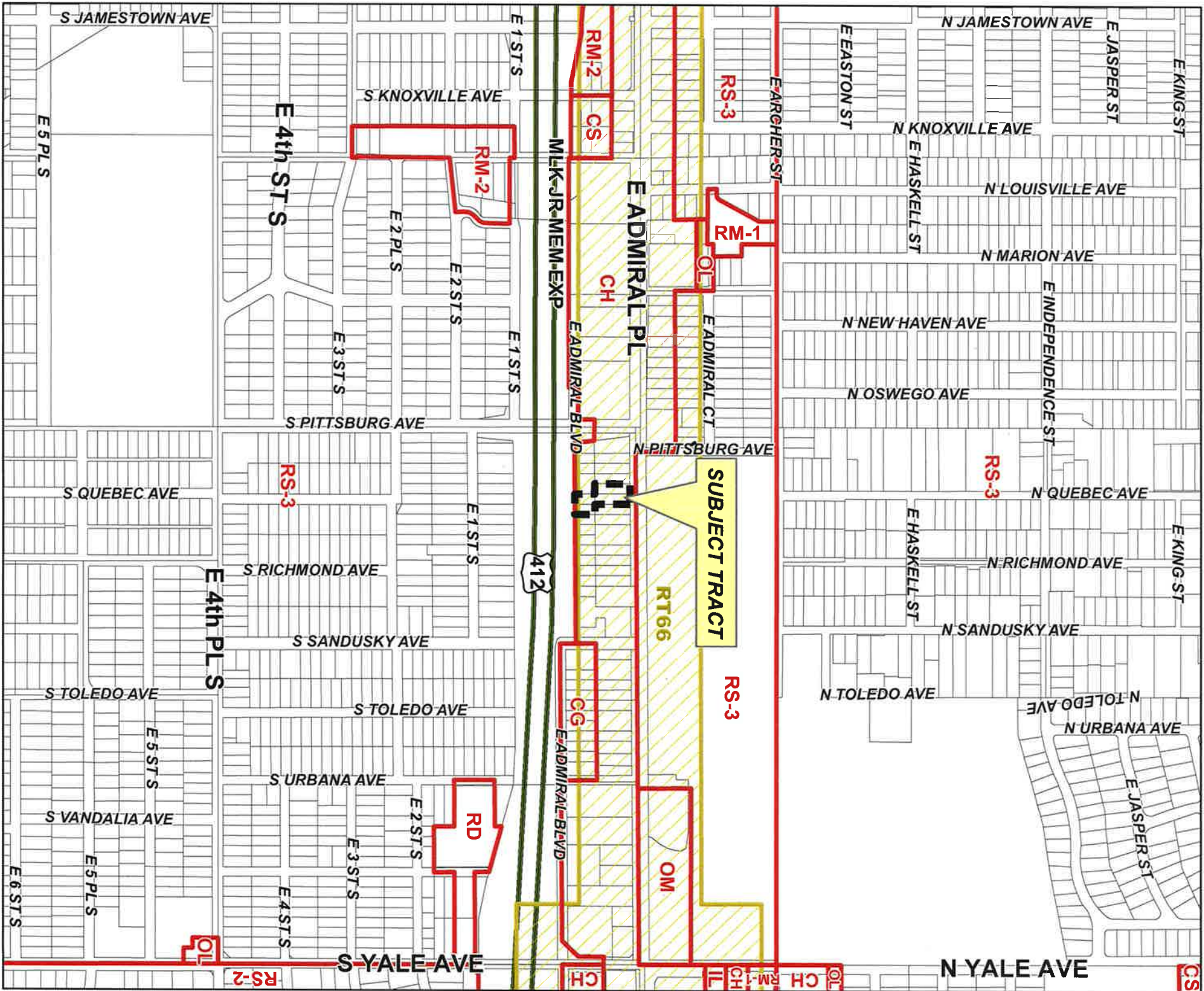
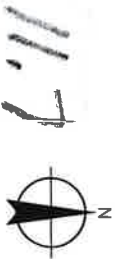
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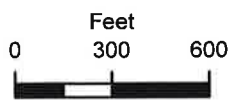
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Z-7468

19-1304





 Subject Tract

Z-7468

19-13 04

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

Aerial Photo Date: February 2018

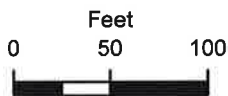




N PITTSBURG AVE

E ADMIRAL PL

MLK JR MEM EXP



Subject Tract

Z-7468

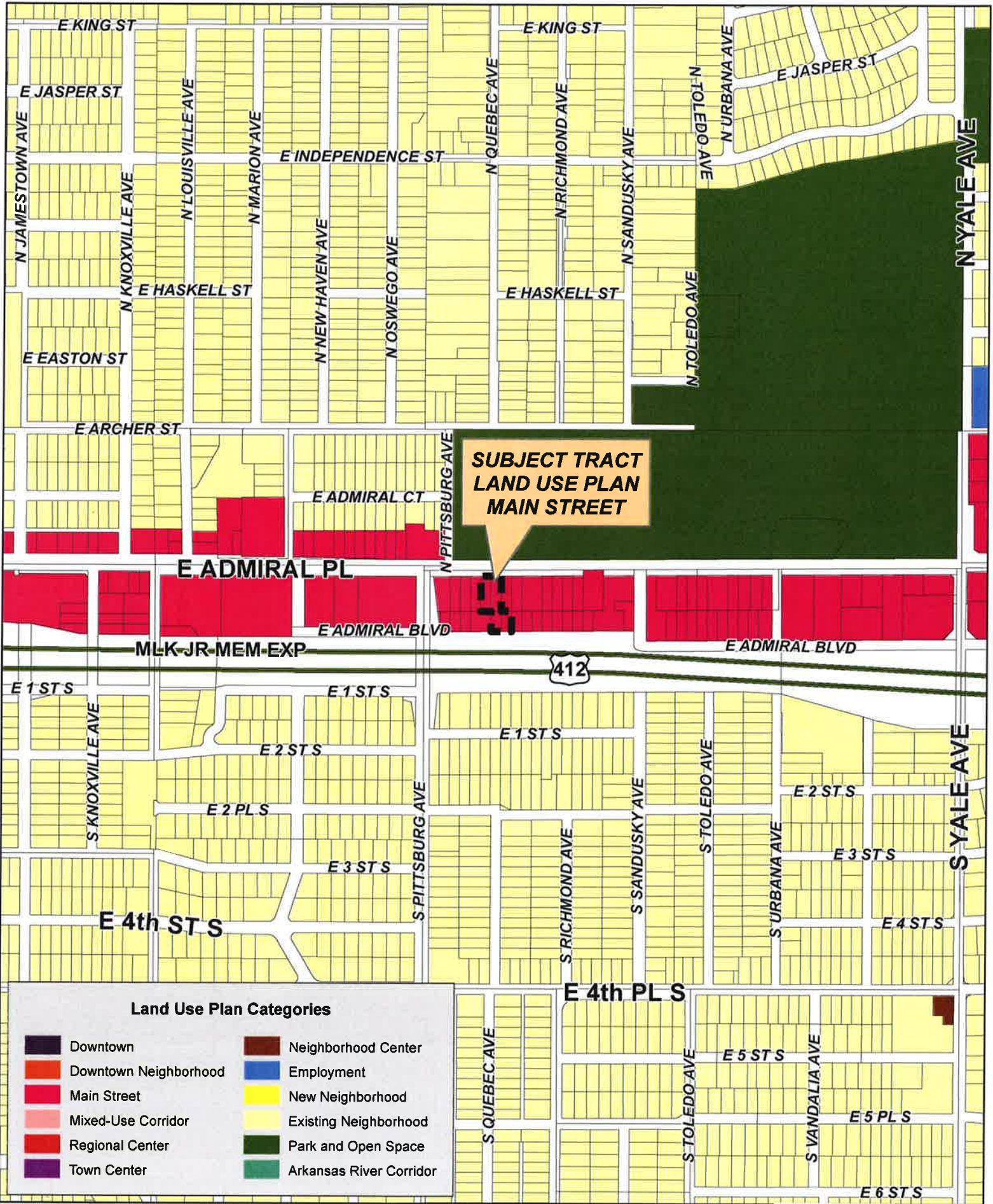
19-13 04

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

Aerial Photo Date: February 2018

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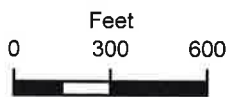
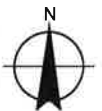


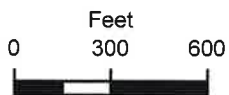
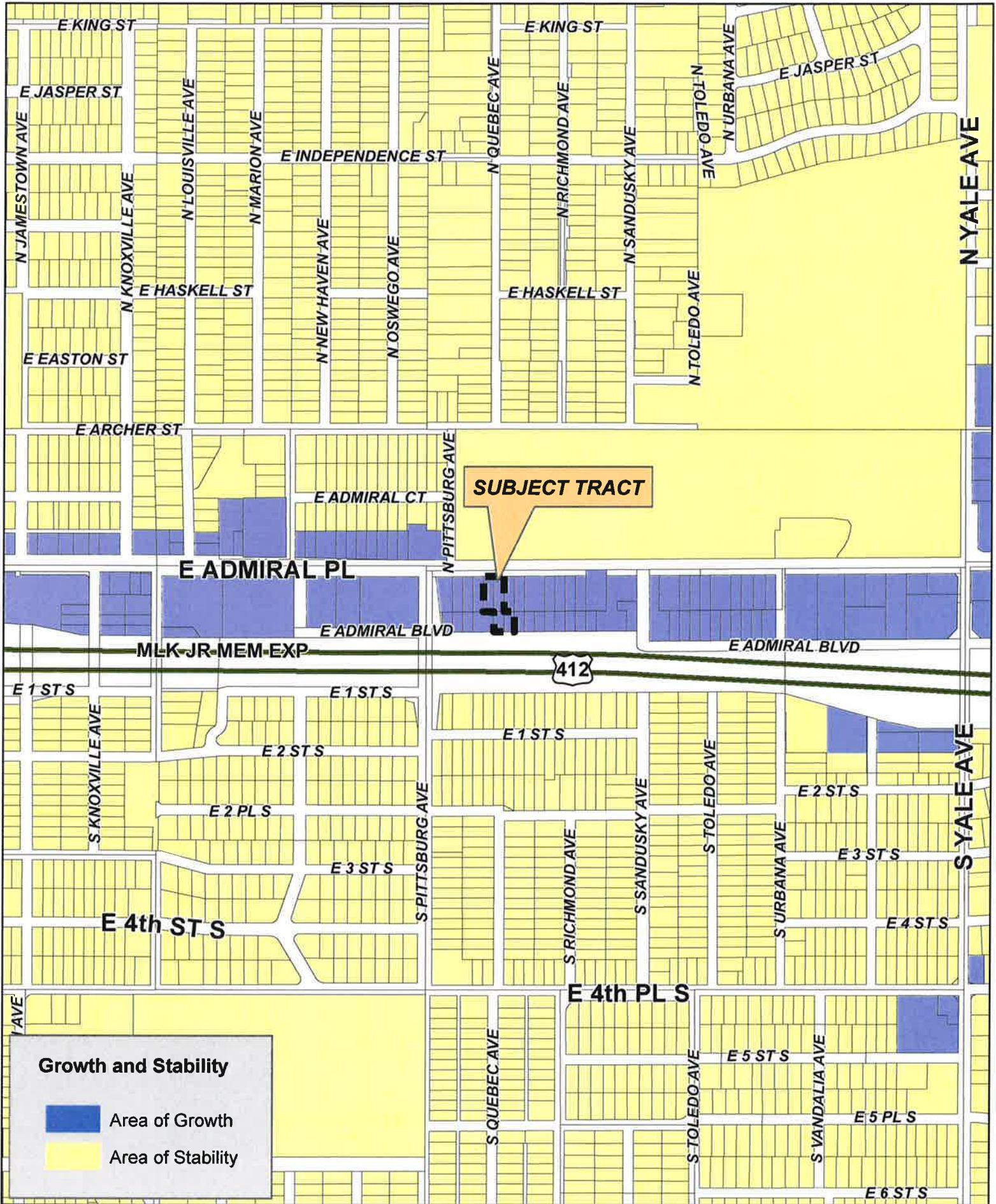
**SUBJECT TRACT
LAND USE PLAN
MAIN STREET**

Z-7468

19-13 04

11.10





Z-7468

19-13 04



Applications submitted # 1

~~through request~~ 5 lots all zoned CH requesting lot line adjustment and rezoning to Industrial light with optional development plan

Subdivision: RODGERS HGTS SUB Legal: LT 5 LESS N29.25 TO CITY BLK 1 Section: 04 Township: 19 Range: 13	Subdivision: RODGERS HGTS SUB Legal: LT 6 BK 1 LESS N. 29.25 TO CITY Section: 04 Township: 19 Range: 13	Subdivision: RODGERS HGTS SUB Legal: LT 6 BK 1 LESS N. 29.25 TO CITY Section: 04 Township: 19 Range: 13
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4122 E. Admiral pl
CH zoning

4124 East Admiral place
CH Zoning

4128 East Admiral place
CH zoning

John Miggins 918-521-6223

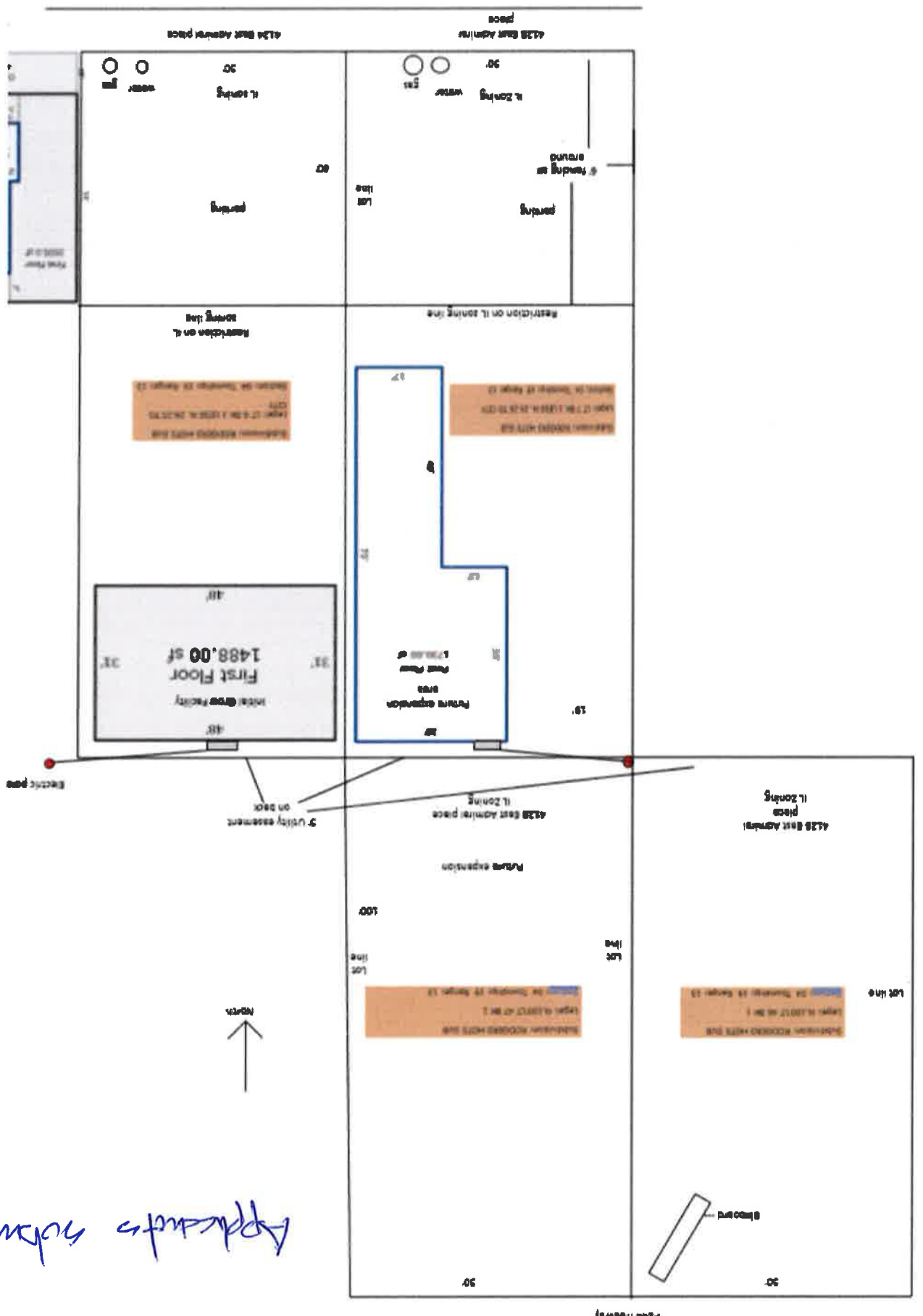


Lot line adjustment seeking to combine these three lots into one address as 4128 East Admiral place
Rezone all 5 to Industrial light

11.12

11.13

4124 and 4128 East Avenue Place Site Plan



Applicants Submittal # 2



Tulsa Metropolitan Area
Planning Commission

Case Number: Z-7471 with optional development plan

Hearing Date: March 6th, 2019

Case Report Prepared by:

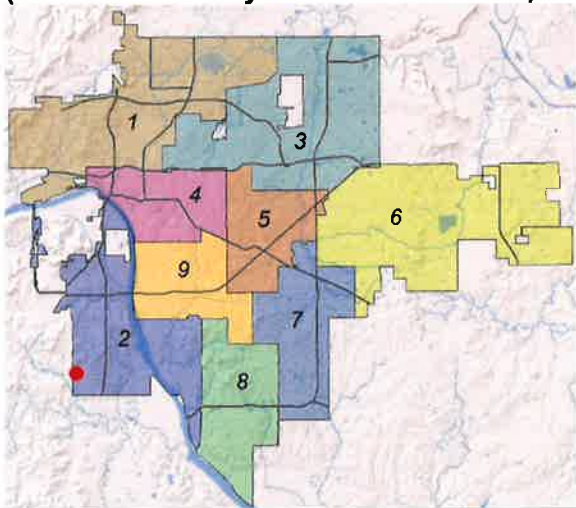
Dwayne Wilkerson

Owner and Applicant Information:

Applicant: Wallace Engineering / Crystal Keller

Property Owner: Estates of Copper Creek LLC

**Location Map:
(shown with City Council Districts)**



Applicant Proposal:

Present Use: vacant

Proposed Use: residential

Concept summary: Rezoning request for single family residential development. The streets will be public streets

Tract Size: 14.69 + acres

Location: E of SE/c of S. 33rd W. Ave. & W. 81st St. S.

Zoning:

Existing Zoning: AG

Proposed Zoning: RS-1 with optional development plan

Comprehensive Plan:

Small Area Plan: West Highlands Small Area Plan

Land Use Map: Existing Neighborhood

Stability and Growth Map: Area of Stability

Staff Recommendation:

Staff recommends approval for RS-1 zoning with the optional development plan as outlined in Section II of the following report.

Staff does not support the details in the optional development plan identified in the February 27, 2019 letter attached.

Staff Data:

TRS: 8215

CZM: 51

Atlas: 0

City Council District: 2

Councilor Name: Jeannie Cue

County Commission District: 2

Commissioner Name: Karen Keith

12.1

SECTION I: Z-7421

DEVELOPMENT CONCEPT:

The applicant has requested rezoning to allow large lot single-family residential development. The minimum lot size is 0.48 acres in size. The streets will be public and are configured to allow future connectivity to abutting parcels. During the plat process the developer will be required to establish some type of property owner’s association to manage maintenance of common open space for storm water detention areas, public open space and possible entrance features. One of the private deed restrictions is expected to require houses to be separated by at least 30 feet.

EXHIBITS:

- INCOG Case map
- INCOG Aerial
- Tulsa Comprehensive Plan Land Use Map
- Tulsa Comprehensive Plan Areas of Stability and Growth Map
- Applicant Optional Development Plan:
 - Applicants Letter dated February 27th (optional development plan text)
 - Conceptual Plan

SECTION II: Optional Development Plan Standards

Z-7471 with the optional development plan standards will conform to the provision of the Tulsa Zoning Code for development in an RS-2 zoning district and all its supplemental regulations except as further refined below:

Uses allowed:

- A. Permitted Uses: The subject property may only be used as follows:
 - a. Residential Use category
 - i. Single Household
- B. Public, Civic and Institutional
 - a. Natural Resource Preservation
 - b. Minor Utilities and Public Service Facilities

Residential building types allowed: The subject property may only be used as follows:

- A. Single Household
 - a. Detached House

Lot and Building Regulations:

Minimum Lot Area:	21,000 square feet (.48 acres)
Minimum Average Lot Width:	100 feet
Minimum Street Frontage	30 feet
Minimum Building Setbacks	
Street	
Arterial	35 feet
Other streets	35 feet*
Side (Interior)	10 feet
Rear	25 feet
Minimum open space per lot	10,000 square feet
Maximum building height	35 feet

12.2

*For detached houses and accessory buildings on corner lots street setbacks for non-arterial streets shall also be 35 feet.

DETAILED STAFF RECOMMENDATION:

Z-7471 request RS-1 zoning with an optional development plan for a residential development with public streets and a single household in a detached house. Single family residential uses in this location are consistent with the Existing Neighborhood land use designation in the Comprehensive Plan and in the West Highlands Small Area Plan and,

Single family residential uses are consistent with the land use vision of the West Highlands Small Area Plan however the density allowed by RS-1 zoning with the optional development plan outlined above is contradictory to the rural residential uses recommended by the West Highlands Small area plan and has consistently been considered injurious to the surrounding property owners and,

RS-1 zoning with the optional development plan at this specific location may not be consistent with the provisions identified in an Area of Stability as outlined in the Tulsa Comprehensive Plan, however the optional development plan provides standards for wider side yards and larger front setbacks that are consistent with the large lot neighborhood character expected in the small area plan and,

RS-1 zoning with the optional development plan standards allows a lot density that may still not be consistent with the existing land use pattern in the area. That pattern was established years ago without sanitary sewer availability but the existing zoning in those areas would allow property to be developed with RS-3 lots with a minimum of 6900 square feet when connected to a sanitary sewer system. The City of Tulsa has recently completed sanitary sewer construction south of this site that would allow much greater density on property that is currently zoned RS-3 and,

The lot setbacks and building regulations included in the optional development plan meet or exceed the standards defined in a RS-1 zoning which is consistent with the optional development plan limitations allowed in the Tulsa Zoning Code therefore,

Staff recommends approval of Z-7421 to rezone property from AG to RS-1 with the optional development plan outlined in Section II.

SECTION III: Supporting Documentation

Bulk and Area Summary chart illustrating differences in zoning categories

Zoning category	Lot Area (sq. ft.)	Lot width (ft.)	Street Setback (ft.)	Rear Setback (ft.)	Side Setback (ft.)	Open Space (sq. ft)
Z-7421 RS-1 w/ODP	21,000	100	35	25	15/15	10,000
RS-1	13,500	100	30	25	5/5	7,000
AG	87,120	200	25	40	10/5	None required
RE	22,500	150	35	25	15	12,000
RS-2	13,500	100	30	25	5/5	5,000
RS-3	6,900	60	25	20	5/5	4,000

RELATIONSHIP TO THE COMPREHENSIVE PLAN:

12.3

Staff Summary: *Within the West Highlands Small Area plan a development concept illustrates a single family residential development with a variety of lot sizes, greenspace wildlife corridor for local fauna and a perimeter greenspace buffer that summarize the goals for a context sensitive neighborhood. Without using an optional development plan or recommending a larger lot zoning designation staff does not have any regulatory method to support the visioning concepts illustrated in the plan.*

Land Use Vision:

Land Use Plan map designation: Existing Neighborhood

The Existing Residential Neighborhood category is intended to preserve and enhance Tulsa's existing single-family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code. In cooperation with the existing community, the city should make improvements to sidewalks, bicycle routes, and transit so residents can better access parks, schools, churches, and other civic amenities.

Areas of Stability and Growth designation: Area of Stability

The Areas of Stability includes approximately 75% of the city's total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability.

The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life.

Transportation Vision:

Major Street and Highway Plan: None that would affect site development

Trail System Master Plan Considerations: None that affect site development

Small Area Plan: West Highlands Small Area Plan (Adopted 2014)

The recommendations of the small area plan include many references to supporting residential single family uses within a rural context and a rural residential zoning use. Revisions to the Tulsa Zoning Code have not implemented those concepts.

Special District Considerations: None except those design considerations recommended in the West Highlands Small Area Plan

Historic Preservation Overlay: None

DESCRIPTION OF EXISTING CONDITIONS:

Staff Summary: *The site abuts property on the south that does not have a public connection to any street. The preliminary plat will require stub street construction that will allow access to*

12.4

the arterial streets anticipating future development. Street connectivity is an important consideration in the West Highlands Small Area Plan and in the Tulsa Comprehensive Plan.

The density illustrated on the conceptual plan can only be supported by a connection to a public sewer system.

Environmental Considerations: The southwest corner of the site is included in the City of Tulsa regulatory floodplain. Development of that portion of the tract will require adequate engineering analysis during the design process to meet or exceed City standards for development in the floodplain.

Streets:

Exist. Access	MSHP Design	MSHP RW	Exist. # Lanes
West 81 st Street South	Secondary Arterial	100 feet	2

Utilities:

The subject tract has municipal water available.

A City of Tulsa sanitary sewer extension will be required to serve this site from approximately ½ mile south of the south boundary of the site.

Surrounding Properties:

Location	Existing Zoning	Existing Land Use Designation	Area of Stability or Growth	Existing Use
North	RS-3	Existing Neighborhood	Stability	Large lot single family homes
East	AG	Existing Neighborhood	Stability	One single family home
South	AG	Existing Neighborhood	Stability	Undeveloped
West	RS-3	Existing Neighborhood	Stability	Single family homes

SECTION IV: Relevant Zoning History

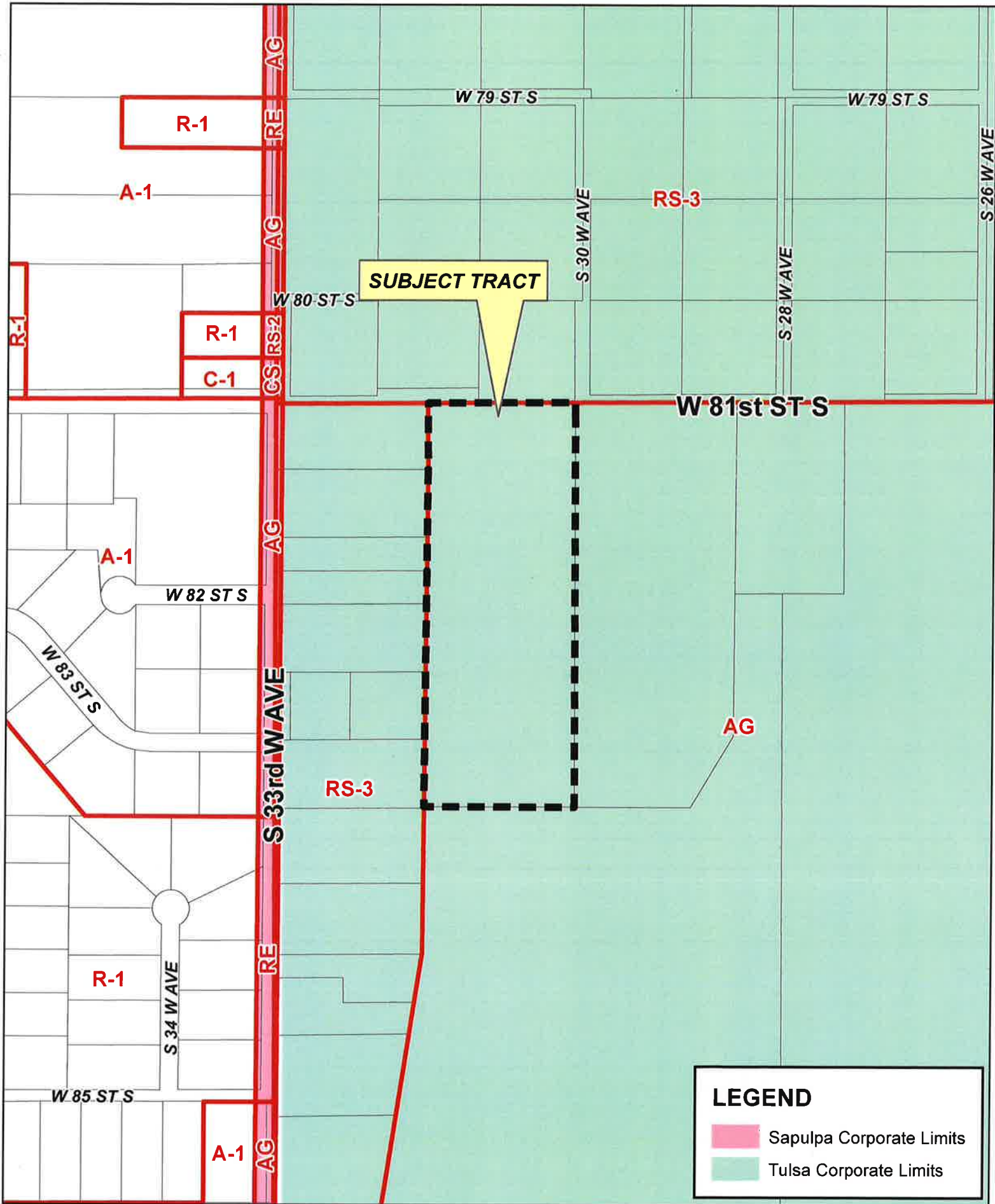
ZONING ORDINANCE: Ordinance number 11827 dated June 26, 1970, established zoning for the subject property.

Subject Property:

Z-7446 July 2018: All concurred in **denial** of a request for *rezoning* a 14.69± acre tract of land from AG to RS-1 on property located East of the Southeast corner of West 81st Street South & South 33rd West Avenue, the subject property. The planning commission vote was 4 votes to approve and 5 votes to deny a proposal to allow 13,500 square foot lots.

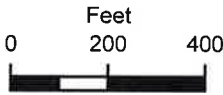
Z-7421 February 2018: All concurred in **denial** of a request for *rezoning* a 14.69± acre tract of land from AG to RS-2 on property located east of the southeast corner of West 81st Street South & South 33rd West Avenue, the subject property.

12.5



LEGEND

- Sapulpa Corporate Limits
- Tulsa Corporate Limits

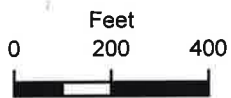


18-12 15

Z-7471
with Optional
Development Plan

12.60





 Subject Tract

18-12 15

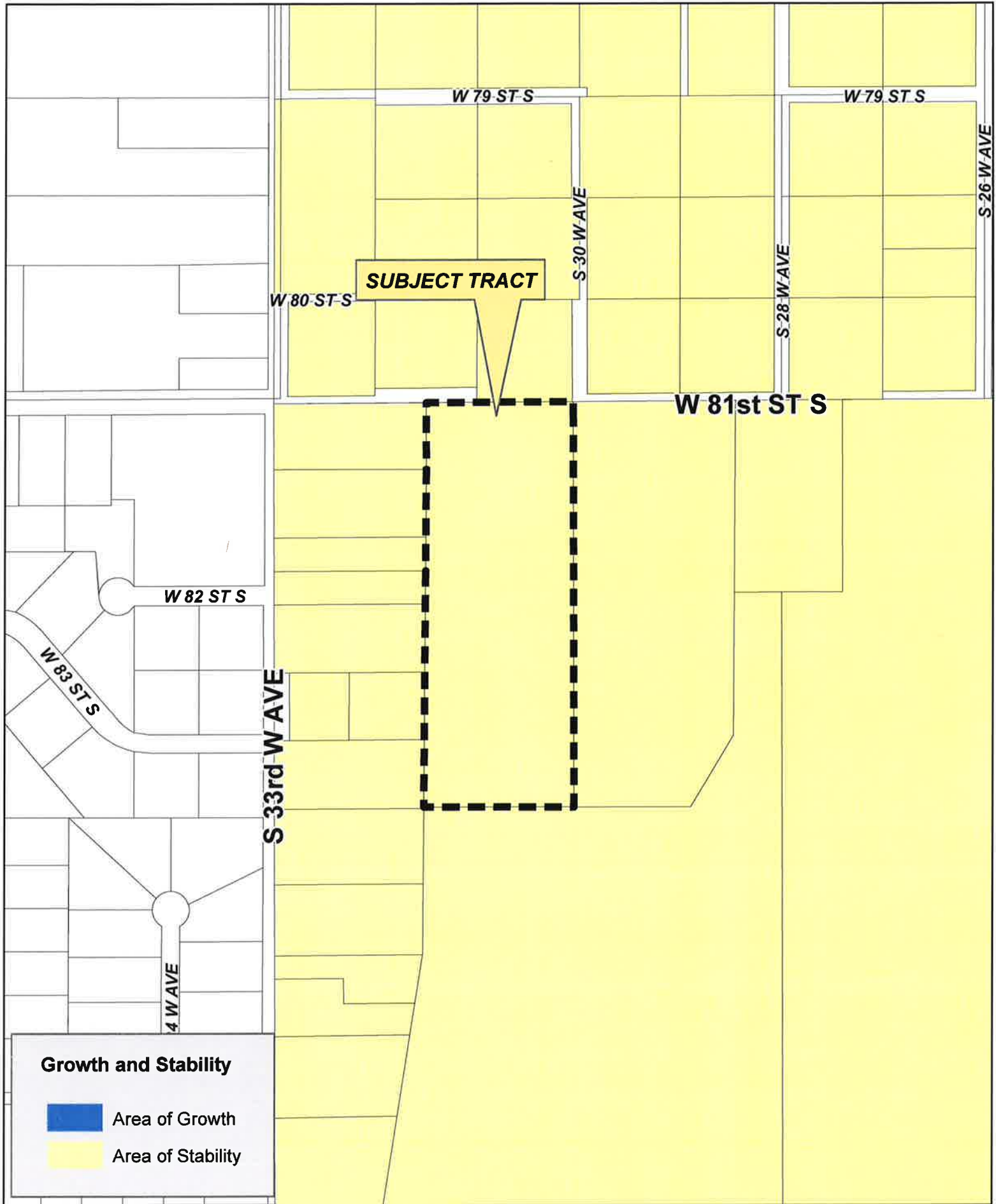
Z-7471 with Optional Development Plan

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

Aerial Photo Date: February 2018



12.7



Growth and Stability

- Area of Growth
- Area of Stability



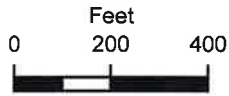
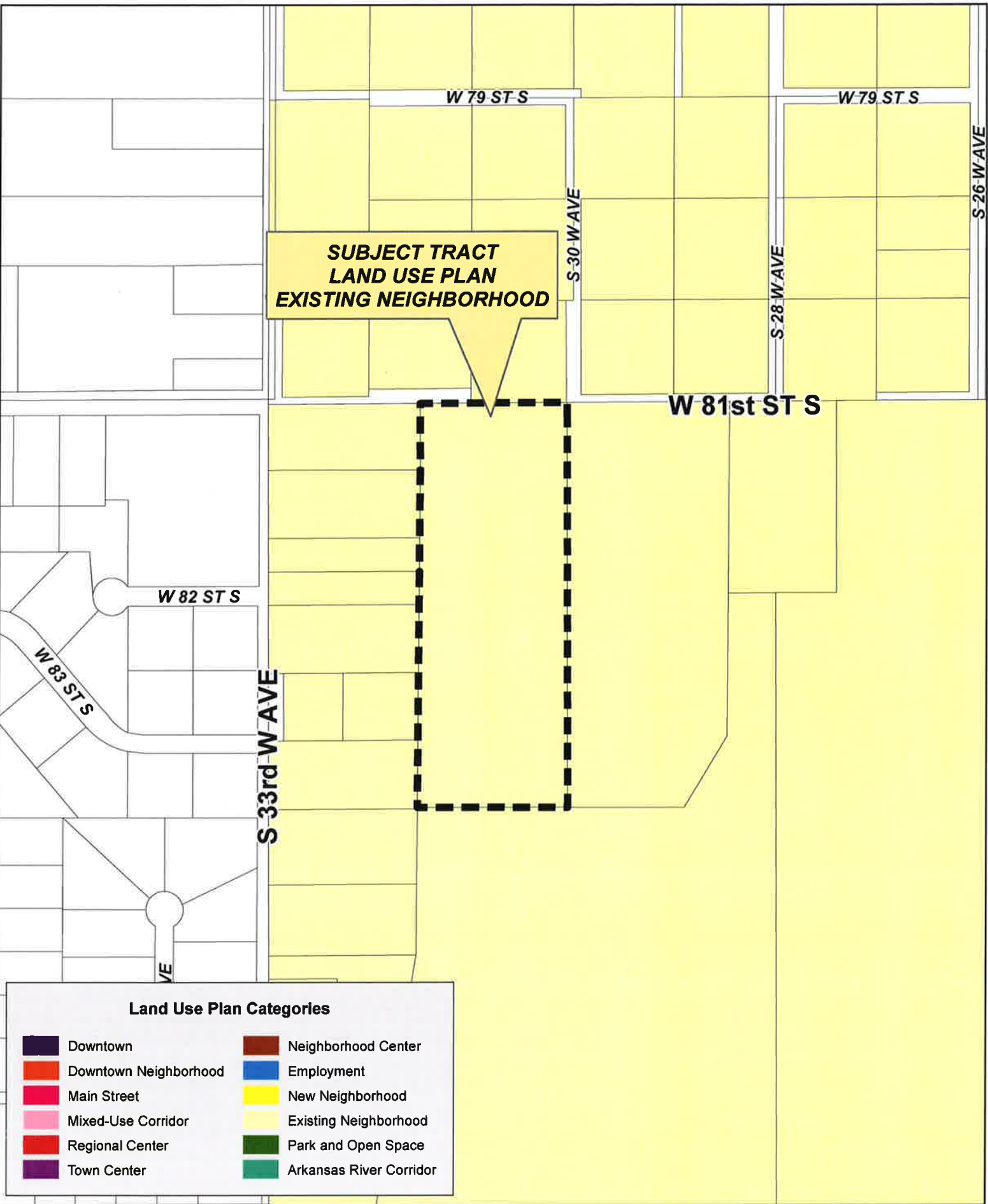
18-12 15

**Z-7471
with Optional
Development Plan**

12.8



**SUBJECT TRACT
LAND USE PLAN
EXISTING NEIGHBORHOOD**



18-12 15

**Z-7471
with Optional
Development Plan**

12.9





February 27, 2019

Tulsa Metropolitan Area Planning Commission
c/o Mr. Dwayne Wilkerson, Assistant Director of Land Development
INCOG
2 West 2nd Street; Suite 800
Tulsa, Oklahoma 74103

RE: Subject: Optional Development Plan
Subject Site: Copper Creek Residential Subdivision, Tulsa, Oklahoma (Z-7446)
Wallace Project No. 1740117

Dear Mr. Wilkerson:

Please find enclosed our proposed concept for the Optional Development Plan for the uses anticipated and the standards suggested for the proposed subdivision located southeast of the West 81st Street South and South 33rd West Avenue.

We propose to submit this Concept (attached) for an Optional Development Plan with the applications for rezone from AG to RS-1 with an optional development plan. Our intent is to work with INCOG to formalize the concept as it is being submitted to run concurrently with an application for rezone from AG and RS-1 with an optional development plan.

DEVELOPMENT CONCEPT

The anticipated zoning with allowed uses do not change.

The anticipated use is residential. The overall plan is to develop the property with 1/2 acre lots. It is the intention of the applicant to zone the property RS-1 with an optional development plan to allow for the development of larger lots than allowed by RS-1 zoning while allowing for minimum lot widths that do not meet the minimum lot widths required by RE zoning.

The subdivision will be RS-1 with a minimum lot area of 21,780 sq. ft. which is larger than the minimum area required by the zoning code of (13,500 sq. ft.). The subdivision will also exceed the minimum required (5 ft.) side setbacks with an average of 15 ft. side setback (30 ft. minimum between dwelling structures) which will require lots to have a south-entry garage or a front entry (depending on specific lot width) and a total lot width of 110 sq. ft. versus the required minimum of (100 ft.).

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

12.10

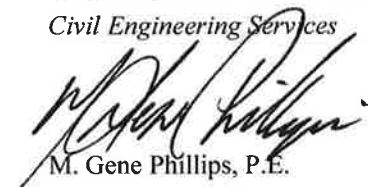
In aligning with the West Highlands/Tulsa Hills Small Area Plan stated goals and priorities, we plan to do the following:

- Per Priority 1 Goal 2 of the Recommendations:
 - Provide housing options
 - Develop approximately 20 lots with the minimum square footage being 21,780 sq. ft.
 - Ensure the construction/footpaths/sidewalks to connect areas within and outside of neighborhoods in all new single-family subdivisions.
 - Provide a sidewalk along W. 81st S. St. and along both sides of the streets throughout the subdivision.
 - Provide walking trails throughout the subdivision to connect areas within and outside the subdivision.
- Per Priority 1 Goal 3 of the Recommendations:
 - Provide on-site well-maintained amenities such as gyms, pools, attractive landscaping and/or open space.
 - Provide and protect open space and plan attractive landscaping
- Per Priority 2 Goal 5 of the Recommendations:
 - Improve park and open space amenities
 - Provide park and open space amenities within the subdivision.
- Per Priority 2 Goal 6 of the Recommendations:
 - Improve flood control
 - Provide detention pond designed to meet City of Tulsa design criteria.

We appreciate the opportunity to work with INCOG staff on this optional development plan. Please do not hesitate to contact me if you have any questions or need to discuss items in more detail. We want the best plan to meet our clients anticipated development requirements while serving the surrounding community's growing need for neighborhoods with amenities.

Sincerely,

WALLACE ENGINEERING • STRUCTURAL CONSULTANTS, INC.
Civil Engineering Services



M. Gene Phillips, P.E.
Principal

Copies: File

12.11



February 27, 2019

Tulsa Metropolitan Area Planning Commission
c/o Mr. Dwayne Wilkerson, Assistant Director of Land Development
INCOG
2 West 2nd Street; Suite 800
Tulsa, Oklahoma 74103

RE: Subject: Optional Development Plan
Subject Site: Copper Creek Residential Subdivision, Tulsa, Oklahoma (Z-7446)
Wallace Project No. 1740117

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DEVELOPMENT CONCEPT

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The anticipated use is residential. The overall plan is to develop the property with 1/2 acre lots. It is the intention of the applicant to zone the property RS-1 with an optional development plan to allow for the development of larger lots than allowed by RS-1 zoning while allowing for minimum lot widths that do not meet the minimum lot widths required by RE zoning.

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

12.12


In aligning with the West Highlands/Tulsa Hills Small Area Plan stated goals and priorities, we plan to do the following:

- Per Priority 1 Goal 2 of the Recommendations:
 - Provide housing options
 - Develop approximately 20 lots with the minimum square footage being 21,780 sq. ft.
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 - Provide park and open space amenities within the subdivision.
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 - Improve flood control
 - Provide detention pond designed to meet City of Tulsa design criteria.

We appreciate the opportunity to work with INCOG staff on this optional development plan. Please do not hesitate to contact me if you have any questions or need to discuss items in more detail. We want the best plan to meet our clients anticipated development requirements while serving the surrounding community's growing need for neighborhoods with amenities.

Sincerely,

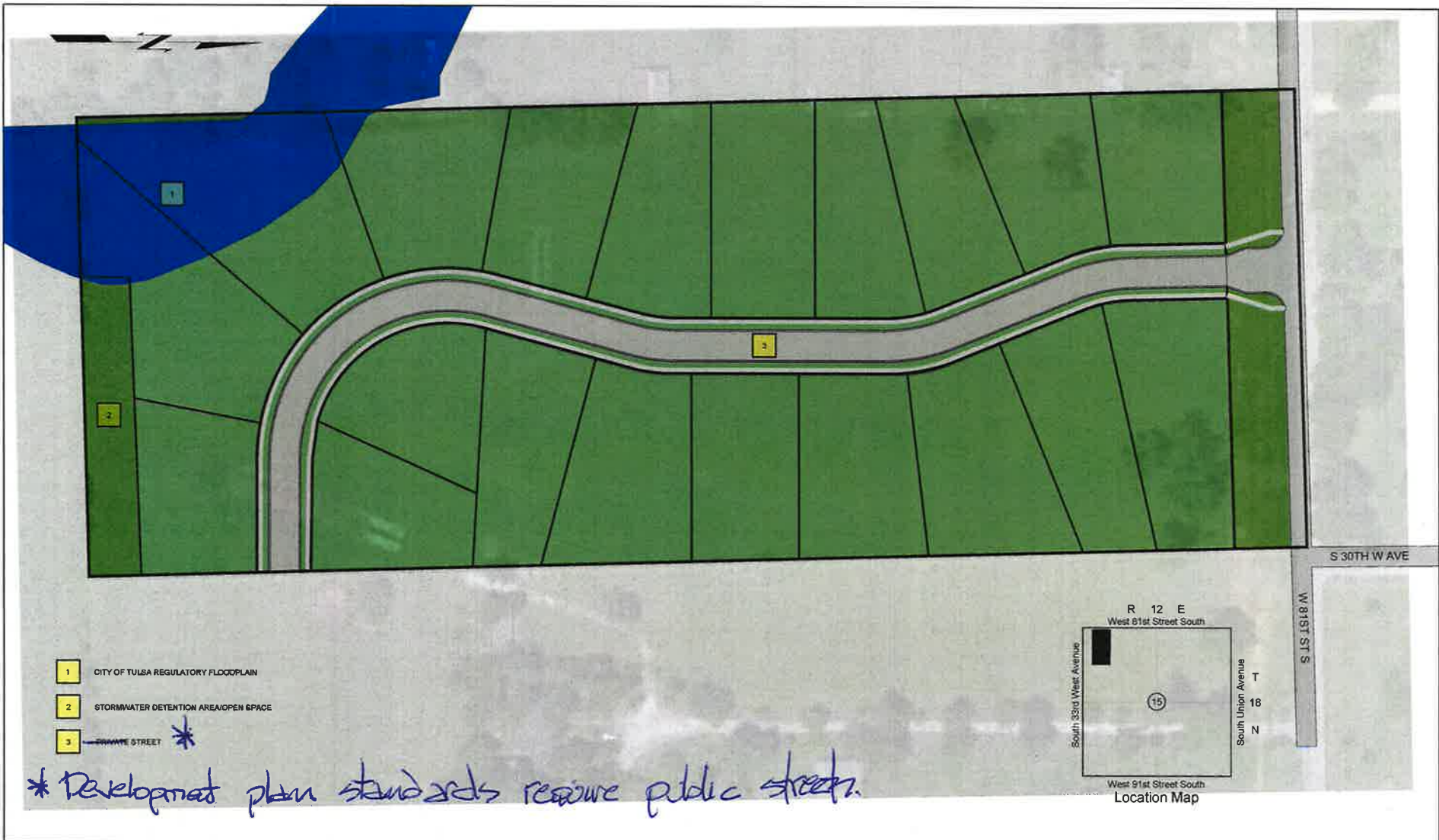
WALLACE ENGINEERING • STRUCTURAL CONSULTANTS, INC.
Civil Engineering Services



M. Gene Phillips, P.E.
Principal

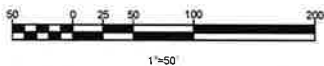
Copies: File

12.13



COPPER CREEK SUBDIVISION

CONCEPTUAL SITE PLAN - CONCEPT 2



WILLACE CONSULTING
 ARCHITECTURE, ENGINEERING, PLANNING
 1000 WEST 10TH STREET
 TULSA, OKLAHOMA 74103
 TEL: 918.438.1111
 WWW.WILLACECONSULTING.COM

Sawyer, Kim

2-7471

From: Russ Hargrove <hargrove.russ@gmail.com>
Sent: Wednesday, February 27, 2019 2:10 PM
To: Sawyer, Kim
Subject: Fwd: Copper Creek

Russ Hargrove, CPL
918-808-5101
hargrove.russ@gmail.com

----- Forwarded message -----

From: Russ Hargrove <hargrove.russ@gmail.com>
Date: Wed, Feb 27, 2019 at 2:04 PM
Subject: Fwd: Copper Creek
To:

Kim,
Attached please find a copy of my email correspondence with Councilor Cue regarding the hearing set for 3/6/19 before the planning commission for the proposed Copper Oak Residential Development to be located near the intersection of West 81st Street South and South 33rd West Avenue (District 2).
Please make sure a copy of my email supporting the application is sent to the planning commission.
Thank you and best regards,
Russ

Russ Hargrove, CPL
Paygrove Properties, LLC
918-808-5101
hargrove.russ@gmail.com

----- Forwarded message -----

From: Russ Hargrove <hargrove.russ@gmail.com>
Date: Wed, Feb 27, 2019 at 11:31 AM
Subject: Re: Copper Creek
To: (DIST2) Cue, Jeannie <dist2@tulsacouncil.org>

Councilor Cue,
Thank you for your fast response.
I am a property owner in District 2 and do live very close to Copper Creek in Jenks.
As you know the Jenks City Limits is contiguous to District 2 and one mile to the south of Copper Creek.
The proposed residential development is within the Jenks School District creating an overlap with the Jenks community in this part of District 2.
This planned quality development would benefit Jenks Public Schools in addition to benefiting the neighborhood.
Thank you for your consideration.

12.15

All the best,
Russ
Russ Hargrove, CPL
Paygrove Properties, LLC
918-808-5101
hargrove.russ@gmail.com

On Wed, Feb 27, 2019 at 5:46 AM (DIST2) Cue, Jeannie <dist2@tulsacouncil.org> wrote:

Thank you for your input. Do you live in
Dist 2?

Thank you
Jeannie Cue

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: Russ Hargrove <hargrove.russ@gmail.com>
Date: 2/26/19 10:16 PM (GMT-06:00)
To: "(DIST2) Cue, Jeannie" <dist2@tulsacouncil.org>
Subject: Copper Creek

Councilor Cue,
Please refer to the referenced proposed residential subdivision near West 81st Street and South 33rd West Avenue. I am very familiar with other quality residential properties constructed by Key Homebuilders and believe this planned subdivision would only enhance the neighborhood. As a property owner of a nearby residential property at 8936 South Union Avenue, I am in favor of this excellent addition to the community and respectfully request your support of this planned development.
Best regards,
Russ Hargrove

Russ Hargrove, CPL
Paygrove Properties, LLC
918-808-5101
hargrove.russ@gmail.com

TMAPC Public Hearing Staff Report
March 6, 2019
CPA-80, Crutchfield Small Area Plan

- A. Item for consideration:** Consider adoption of the **Crutchfield Small Area Plan** as an amendment to the Tulsa Comprehensive Plan.

Location: The Crutchfield Neighborhood plan boundary encompasses one square mile, approximately 640 acers, located northeast of the Inner Dispersal Loop (I-244) and downtown Tulsa. Bordered on the north by Pine Street, Utica Avenue to the east, Highway 75 on the west and Admiral Place on the south.

- B. Related Plans:** The existing Crutchfield Neighborhood Revitalization Master Plan will be superseded by the adoption of this Small Area Plan. The Crutchfield Sector Plan will be implemented in tandem with the strategies and goals of this Small Area Plan.
- C. Background:** The Tulsa Development Authority and the City of Tulsa engaged the services of Fregonese Associates, a planning and design firm that partnered with Tharp Planning Group and DRW Planning Studio to develop a Small Area Plan and Sector Plan for the Crutchfield Neighborhood. The Sector Plan, previously presented to the TMAPC and recommended to be in conformance with the Comprehensive Plan, is a specific tool guiding the actions of the Tulsa Development Authority (TDA) to make strategic investments that create desired change in the Crutchfield Neighborhood. The purpose of both Plans is to provide clear and updated guidance for investment decisions, but also other catalytic actions necessary to address anticipated needs of the neighborhood on the immediate and long-term horizons. Both Plans were guided by feedback from the Citizens Advisory Team (CAT), Community Design Workshop, and other public engagement.

Preparation of the Crutchfield Small Area Plan followed the small area planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and will further assist in facilitating neighborhood stabilization, infill housing development, job creation, public infrastructure upgrades, parks and open space enhancements.

This Small Area Plan's coordination with the recently completed efforts of the Crutchfield Sector 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.

D. Conformance with the Tulsa Comprehensive Plan:

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

1. Land Use Map

The Crutchfield Small Area Plan recommends the following land use designations from the **Tulsa Comprehensive Plan**.

Downtown Neighborhood

The **Downtown Neighborhood** land use category is reflective of the area's established character and proximity to downtown. These areas are primarily pedestrian-oriented and are well connected to the Downtown Core via local transit. They feature neighborhood-scale parks and open spaces.

Existing Neighborhood

The **Existing Neighborhood** category is intended to preserve and enhance Tulsa's existing single-family neighborhoods. Development activities in those areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code.

Main Street

Main Street categories 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. Parking is provided on-street, small private off-street lots or structures. This is a recommended Land Use change along Peoria Avenue, Independence Street between Peoria Avenue and Hwy 75, and for Archer Street between Peoria Avenue and Hwy 75.

Employment

Employment Area uses are intended to focus on commercial activities such as offices, warehousing, light manufacturing and information technology. The northeastern and southern portions of the Plan area are among the city's most active centrally located industrial lands. These areas have been historically industrial and are anticipated to remain so in the future. The area currently designated Town Center is an active employment land use and will likely remain employment. It is recommended that the Land Use designation be changed from Town Center to Employment.

Mixed-Use Corridor

Sections of Utica Avenue and Latimer Street in the northeast portions of the Plan area are designated **Mixed-Use Corridor**. Mixed-Use Corridors pair high capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort are emphasized and buildings along the corridor are built to the sidewalk with windows, storefronts and active ground floors.

Town Center

Town Centers are medium scale, one to five story mixed-use areas intended to serve areas of neighborhoods other than Neighborhood Centers, with retail, dining, and services and employment. They can include apartments, condominiums, and townhouses with small lot single-family homes on the edges. A Town Center also may contain offices that employ nearby residents. The area currently designated as Town Center is active employment and likely to remain employment for the next 10 – 20 years. It is therefore recommended that the Land Use be changed from Town Center to Employment.

2. Areas of Stability and Growth Map

The Crutchfield Small Area Plan uses the “Areas of Stability” and “Area of Growth” designations from the **Tulsa Comprehensive Plan**.

The Areas of Stability includes approximately 75% of the city's total parcels. Existing residential neighborhoods, where change is expected to be minimal, make up a large proportion of the Areas of Stability. The ideal for the Areas of Stability is to identify and maintain the valued character of an area while accommodating the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects. The concept of stability and growth is specifically designed to enhance the unique qualities of older neighborhoods that are looking for new ways to preserve their character and quality of life. The Comprehensive Plan designate only two parcels in Crutchfield as Areas of Stability: Bullette Park and Crutchfield Park.

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. The Comprehensive Plan designates most of the Crutchfield neighborhood as an Area of Growth.

3. Comprehensive Plan Priorities and Recommendations

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 Small Area Plan. Therefore, the Crutchfield Small Area Plan is in accordance with the Tulsa Comprehensive Plan.

- E. Staff Recommendation:** Staff recommends that TMAPC adopt the Crutchfield Small Area Plan as an amendment to the Tulsa Comprehensive Plan.

Attachment:

- Crutchfield Small Area Plan

Crutchfield Small Area Plan

TULSA PLANNING OFFICE



15.8



Prepared by:

City of Tulsa & Tulsa Planning Office
2 West 2nd Street | Tulsa, OK 74103

*[https://cityoftulsa.org/government/departments/
planning/current-projects/small-area-and-land-
use-plans/crutchfield-small-area-plan-update/](https://cityoftulsa.org/government/departments/planning/current-projects/small-area-and-land-use-plans/crutchfield-small-area-plan-update/)*

With assistance from:

Fregonese Associates
Tharp Planning Group
DRW Planning Studio

Published 2019



CITY OF TULSA

G. T. Bynum, Mayor 2016 – present)

TULSA CITY COUNCIL

- District 1 Vanessa Hall-Harper
- District 2 Jeannie Cue
- District 3 Crista Patrick
- District 4 Kara Joy McKee
- District 5 Cass Fahler
- District 6 Connie Dodson
- District 7 Lori Decter Wright
- District 8 Phil Lakin
- District 9 Ben Kimbro

PLANNING DEPARTMENT

CITY STAFF

- Dawn Warrick, Planning and Development Director
- Theron Warlick, Senior Planner
- Dennis Whitaker, Planner II
- Addison Spradlin, Planner I
- Philip Berry, Planner III
- Leon Davis, Real Estate Development Project Manager
- JT Paganelli, Planner I

CITIZEN ADVISORY TEAM (CAT)

- Tony Bluford
- Weldon Bowman
- Matthew Brainard
- Manuel Garcia
- Joanna Giddens
- Julie Nelkorn
- John Nelkorn
- Ebony Petty
- Everett Treat

**TULSA METROPOLITAN AREA
PLANNING COMMISSION (TMAPC)**

- Michael Covey, Chair
- Joshua Walker, 1st Vice Chair
- Ted A. Reeds, II, 2nd Vice Chair
- John Shivel
- Joshua Ritchey
- Mike Fretz
- Keith McArtor
- Margaret (Peggy) Millikin, Secretary
- John Fothergill, Tulsa County Commissioners' Designee
- Nick Doctor, Mayor's Designee

**INDIAN NATIONS
COUNCIL OF GOVERNMENTS (INCOG)**

- Susan Miller, AICP, Director, Tulsa Planning Office

CONSULTANT TEAM

- Fregonese Associates
- Tharp Planning Group
- DRW Planning Studio

About this Document

This policy document is also a record of the public process used to develop the Crutchfield Small Area Plan. As a planning guide for many community stakeholders - citizens, property owners, investors, Planning Commissioners and elected officials – it follows the small area planning process prescribed in PLANiTULSA, the Tulsa Comprehensive Plan, and is organized into two main sections: Executive Summary (with reference to implementation matrix) and The Plan.

The Executive Summary and details of the Implementation Matrix were adopted by the Tulsa Metropolitan Area Planning Commission (TMAPC) on DATE, and approved by the Tulsa City Council on DATE.

Hyperlinks to external sources are provided as an appendix and have been intentionally excluded from the text for ease of maintenance.

Executive Summary

The Executive Summary highlights the planning process, including the Vision Statement and Guiding Principles developed by stakeholders, and key local issues that resulted in policy recommendations. By planning category, the Implementation Matrix reflects those recommendations, summarizes actionable items for capital improvements and supports policy decisions deemed necessary to implement the plan's Vision.

Adopted concepts and policies provide the basis for land use and development decisions for this portion of the city throughout the planning horizon of 10 to 20 years. Details including illustrations, images and analysis of existing data are presented in the Plan to provide background and context for how these recommendations were formulated but will not be cited as policy.

The Plan

The Plan's organizational structure is based on the process set forth in PLANiTULSA to develop Small Area Plans. Content from overlapping process steps may be addressed in more than one chapter of the Plan. Plan chapters include an inventory of existing conditions and relevant data, details of the community engagement process, and "Big Ideas" generated from consensus-building activities and the Visioning workshop, to provide a baseline from which to measure progress throughout the planning horizon.

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15.12



15,13

Part I: Executive Summary

Plan Summary

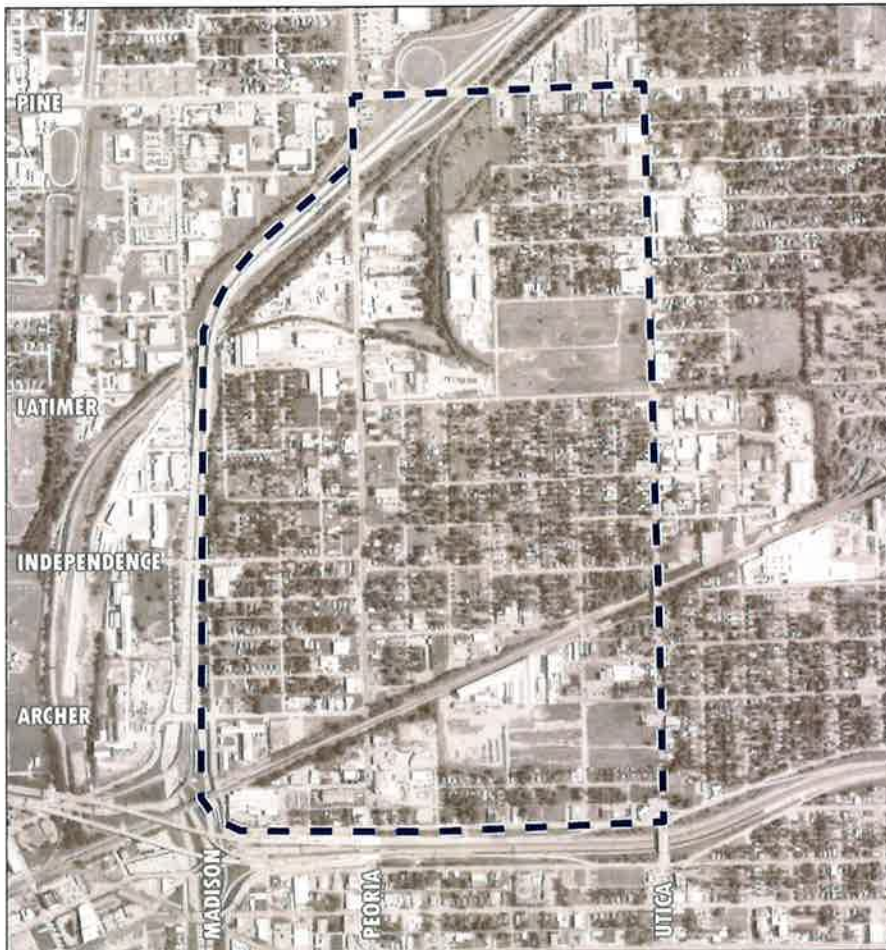
The Crutchfield Small Area Plan is a guide for the future development of this Tulsa neighborhood, located northeast of downtown, from I-244 to E. Pine Street, and Hwy 75 to N. Utica Ave. The planning process relied upon extensive resident and stakeholder participation, detailed research into the existing conditions within the plan area, and in-depth consideration of plan recommendations by area stakeholders, City of Tulsa departments and affiliated agencies.

The Crutchfield Small Area Plan supports future decisions related to land use, transportation,

housing, and economic development issues unique to the neighborhood. The plan also serves as a key strategy to implement the vision and goals of PLANiTULSA, the Tulsa Comprehensive Plan.

Through the small area planning process, issues and strategies were developed and vetted with the hands-on assistance of the Citizen Advisory Team (CAT), composed of residents and stakeholders. This plan will help guide citywide decision making; it is intended that TMAPC and the City Council will consider the Crutchfield Small Area Plan when evaluating zoning cases and development plans that affect the neighborhood. This plan will also inform decisions related to delivery of municipal services,

Map 1: Crutchfield Plan Area



Crutchfield

0 250 500 1,000 1,500 Feet

15.14

like public safety and water and sewer services, as well as capital investments in public infrastructure.

The look and feel of the Crutchfield neighborhood continue to reflect development patterns of the early 20th century. As one of Tulsa's earliest mixed-use neighborhoods, Crutchfield has a traditional street grid pattern that includes a mix of single-family residences and neighborhood scale retail, as well as substantial areas of industrial and other employment uses. Residential and commercial uses range in the current state of repair, from recently built Habitat for Humanity homes and well-maintained older homes to vacant lots and structures in disrepair.

Process

The small area planning process followed the six-step process prescribed in PLANiTULSA's appendix and in *A Guide to Small Area Planning*.

City Councilor Vanessa Hall-Harper (District 1) invited nine stakeholders with interests in Crutchfield to serve on the Citizen Advisory Team (CAT). The CAT remained engaged throughout the process by representing their constituents in the plan area, reviewing and validating key information, and crafting the Crutchfield vision statement and recommendations.

Technical Review extended the opportunity for relevant departments of the City of Tulsa and allied agencies to review, comment and clarify findings within the draft plan. Significant responses are reflected in the plan's narrative and recommendations and provided to the CAT for final review. With the CAT's consent and acceptance of a plan draft to forward to the Tulsa Metropolitan Area Planning Commission (TMAPC) for adoption, the CAT assumed the role of advocate for the plan's implementation.

At the conclusion of the active public participation phase, TMAPC considered plan recommendations in a public hearing. On INSERT

DATE HERE, TMAPC adopted the plan and forwarded recommendations to the Tulsa City Council for approval. With an effective date of [DATE], Council's approval amended the Tulsa Comprehensive Plan and the plan recommendations became the City of Tulsa's policy guide for planning and development within the Crutchfield plan area.

Land Use Designations

DOWNTOWN NEIGHBORHOOD

The Downtown Neighborhood land use category is reflective of the area's established residential character and proximity to downtown. 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.

EXISTING NEIGHBORHOOD

The Existing Neighborhood category is intended to preserve and enhance Tulsa's existing single-family neighborhoods. Development activities in these areas should be limited to the rehabilitation, improvement or replacement of existing homes, and small-scale infill projects, as permitted through clear and objective setback, height, and other development standards of the zoning code.

MAIN STREET

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. Parking is provided on street, small private off street lots, or in shared lots or structures.

EMPLOYMENT

Employment area is intended to focus on commercial activities such as office, warehousing, light manufacturing, and information technology. The northwestern and southern portions of the plan area are among the city's most active centrally located industrial lands. These areas have been historically industrial and are anticipated to remain so in the future.

MIXED-USE CORRIDOR

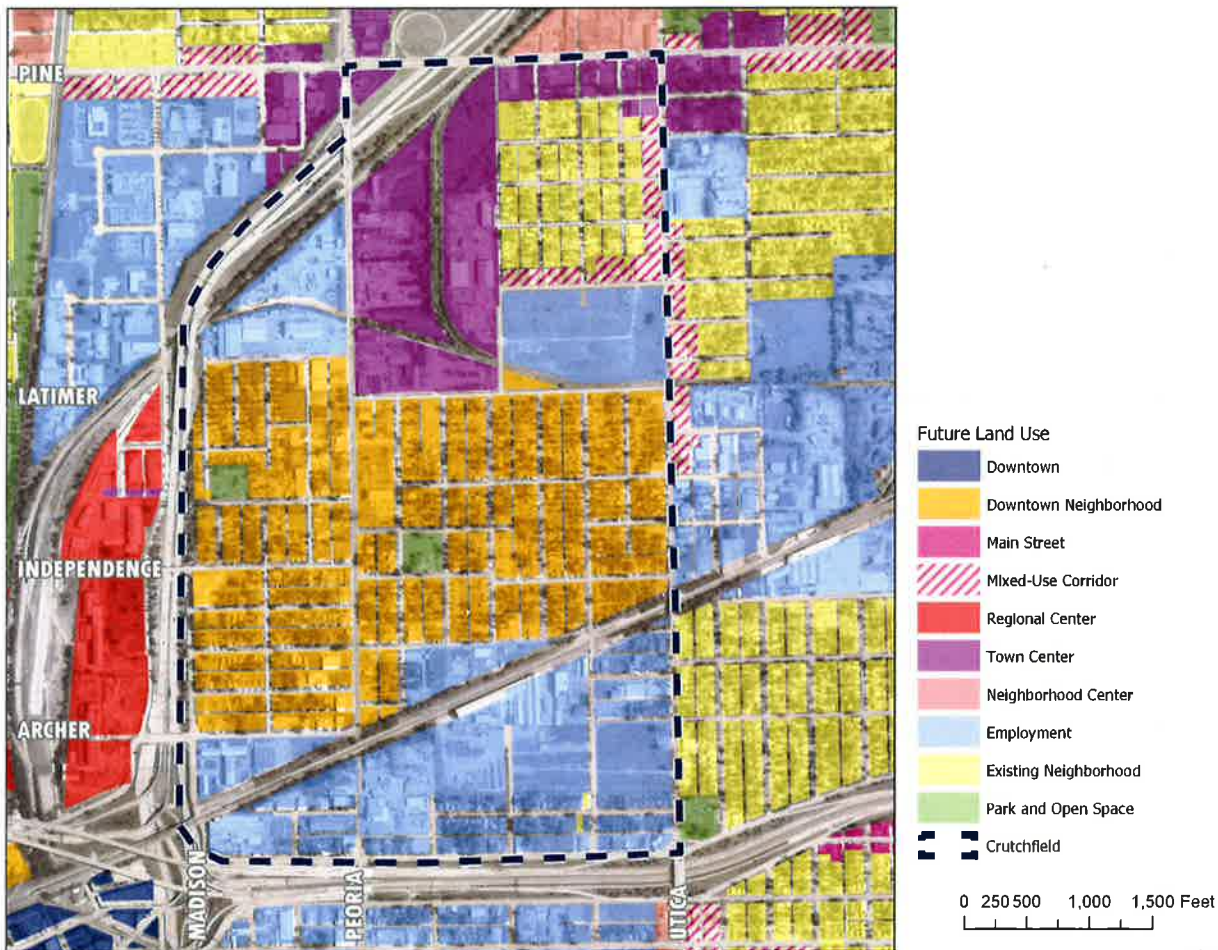
Sections of Utica and Latimer in the northeast portion of the study area are designated Mixed-Use Corridor. Mixed-Use Corridors pair high-capacity transportation facilities with housing, commercial, and employment uses. Pedestrian safety and comfort are

emphasized, and buildings along the corridors are built to the sidewalk, with windows, storefronts, and active ground-floor uses.

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.

Map 2: PLANITULSA Future Land Use



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Future Land Use Recommendations

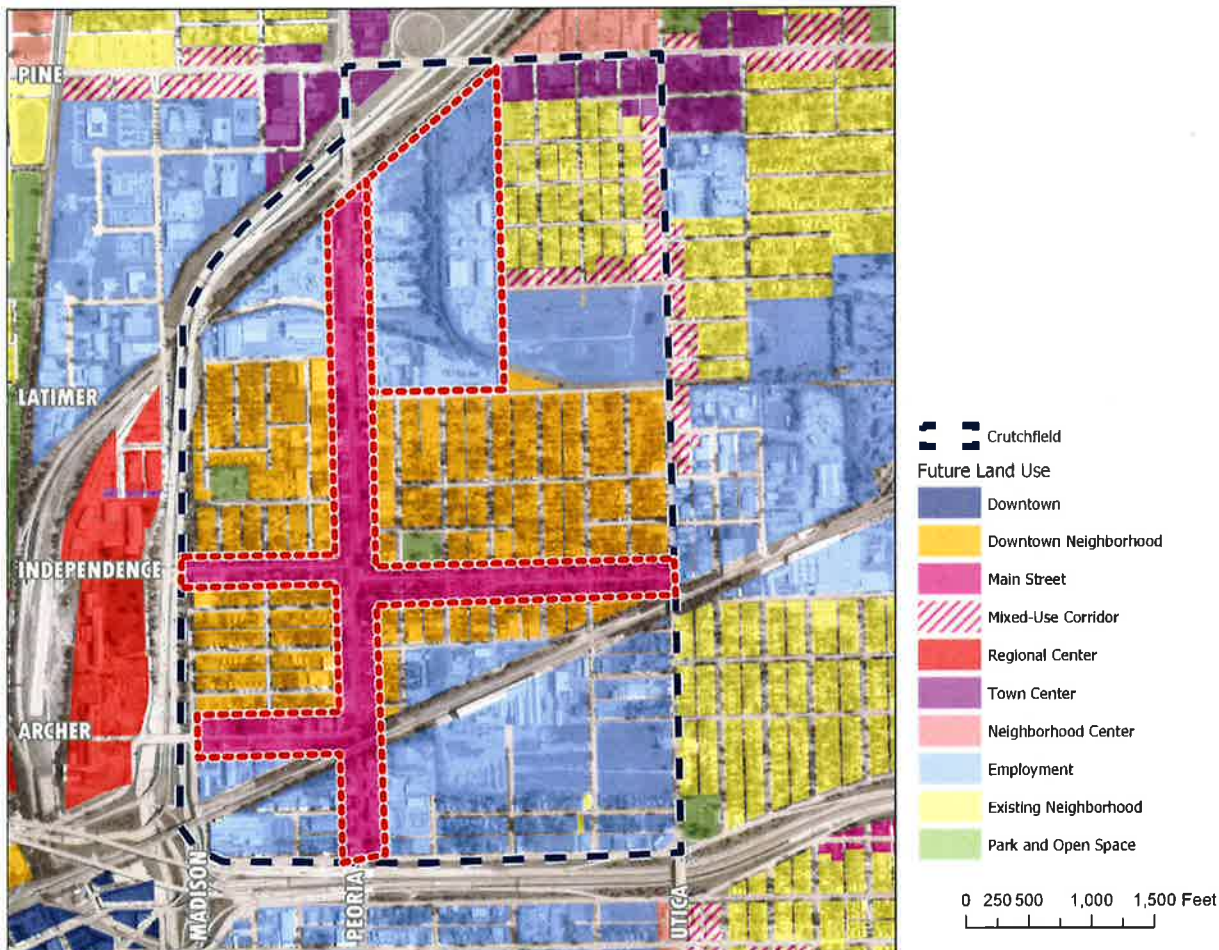
Throughout the planning process, the CAT discussed the need for redevelopment and infill development balanced with maintaining the neighborhood's character and identity. Due to this, few changes to the land use map are recommended as part of this plan. The recommended land use changes are shown in Map 3. Future Land Use Recommended Changes.

1. **EMPLOYMENT.** The area designated as Town Center in the PLANiTULSA land use map is currently active employment land and will likely remain employment for the next 10-20 years. In

respecting active current use, the future land use map should be changed from Town Center to Employment.

2. **MAIN STREET.** In recognizing the desired urban form for walkable transit-oriented mixed-use corridors, several key streets have been designated Main Street. Specifically, the properties along the Peoria corridor extending from I-244 to Pine Street, properties along Independence from Hwy 75 to Utica, and properties along Archer from Hwy 75 to Peoria should be changed to Main Street.

Map 3: Future Land Use Recommended Changes



Vision Statement

The future of Crutchfield is lively, welcoming, and well connected. The neighborhood attracts new residents and businesses and improves connections to neighboring areas. The neighborhood is known for its unique mix of quality housing choices, strong business, effective transportation, and safe and healthy options for walking and biking. Crutchfield continues to be a vibrant mixed-use neighborhood.

Crutchfield Small Area Plan Priorities

The Crutchfield Small Area Plan includes five priorities. Each priority has specific goals and implementation recommendations, which can be found in the Implementation Matrix.

- Priority 1:** Stabilize and revitalize existing residential areas, while preserving housing affordability and increasing housing choice.
- Priority 2:** Support compatible residential infill and reinvestment.
- Priority 3:** Improve corridors to support economic activity and improve mobility options.
- Priority 4:** Support development that increases employment and commercial opportunities.
- Priority 5:** Improve urban infrastructure to support health and wellness and catalyze development.

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Priority 1:

Stabilize and revitalize existing residential areas, while preserving housing affordability and increasing housing choice.

Goal 1 Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend amenities, connectivity, and housing options together.”

1.1 Review zoning requests to ensure that new uses enhance neighborhood stability.

1.2 Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.

Goal 2 Enhance neighborhood amenities.

2.1 Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric.

2.2 Encourage the development of public and private neighborhood-serving amenities in the neighborhood.

Goal 3 Address vacant and blighted properties.

3.1 Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.

3.2 Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation.

3.3 Work with Tulsa’s code enforcement program to ensure housing quality for the health, safety and well-being of residents. Consider approaches for public education on topics such as how to report code violations.

3.4 Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification.

3.5 Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance.

Goal 4 Provide appropriate buffering between residential areas and nearby employment land uses.

4.1 Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale.

Priority 2:

Support compatible residential infill and reinvestment.

Goal 5	Increase housing choices available in Crutchfield.
5.1	Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled "missing middle" (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.
5.2	Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood.
5.3	Encourage compatible, neighborhood-scale development that provides "missing middle" housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge and transition zones between residential and employment uses.
Goal 6	Maintain housing affordability.
6.1	Support infill housing that fits with the character of the neighborhood.
6.2	Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.
6.3	Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development.
6.4	Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.
6.5	Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.
6.6	Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.
6.7	Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa.
Goal 7	Improve park and open space amenities.
7.1	Prioritize safety improvements for Crutchfield's three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria.
7.2	Increase police presence to address safety concerns.
7.3	Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield.
7.4	Expand shaded areas with trees and picnic shelters.
7.5	Expand trails network to connect Crutchfield's parks to regional park and trail amenities.

Part I: Executive Summary

7.6 Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.

Goal 8 Integrate new construction with the natural environment and aesthetics of the neighborhood.

8.1 Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.

Goal 9 Improve flood control in Crutchfield.

9.1 Preserve natural drainage areas, including natural stream restoration and green space preservation.

9.2 Enforce storm water requirements for new developments.

9.3 Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.

Priority 3:

Improve corridors to support economic activity and improve mobility options.

Goal 10 Promote revitalization in Crutchfield that supports the plan's Vision and enhances the image of the neighborhood.

10.1 Encourage and support compatible commercial and mixed-use infill development.

10.2 Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.

10.3 Encourage transit-supportive development along Peoria, especially near future bus rapid transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.

10.4 Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.

10.5 Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.

10.6 Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the "street wall" to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.

Goal 11	Fund and implement planned pedestrian and bicycle improvements throughout the area.
11.1	Implement PLANiTULSA's Complete Streets policies for multi-modal corridors along Peoria and Utica.
11.2	Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).
11.3	Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.
11.4	Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.

Priority 4:

Support development that increases employment and commercial opportunities.

Goal 12	Activate large undeveloped tracts of land.
12.1	Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.
12.2	Re-establish block pattern as sites redevelop, working with land owners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.
12.3	Explore non-industrial uses if feasible based on clean-up standard for health and safety.
Goal 13	Improve commercial transportation access.
13.1	Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.
13.2	Fund and implement road improvements, especially on routes that support heavy truck traffic.
13.3	Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.
Goal 14	Work with residents and businesses to beautify Crutchfield.
14.1	Promptly address garbage and illegal dumping in the neighborhood.
14.2	Work with businesses in the area to contain refuse.
Goal 15	Ensure adequate parking supply using a shared parking approach in Crutchfield.
15.1	Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.
15.2	Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.

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Priority 5:

Improve urban infrastructure to support health and wellness and catalyze development.

Goal 16 Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.

- 16.1 Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent neighborhoods in all directions, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.
- 16.2 Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.
- 16.3 Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.
- 16.4 Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.
- 16.5 Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.
- 16.6 Design and fund entranceway/gateway features at key entrances and neighborhood identification throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.
- 16.7 Reevaluate curb cuts on arterials and main streets for access management.
- 16.8 Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.
- 16.9 Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.

Goal 17 Improve public infrastructure to catalyze private investment.

- 17.1 Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.
- 17.2 Explore options to relocate above ground electric power lines in alleys or underground.
- 17.3 Develop 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.
- 17.4 Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.

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Part II: The Plan

Chapter 1: Introduction

Implementing PLANiTULSA

Since the adoption of the Tulsa Comprehensive Plan (known as PLANiTULSA) in 2010, the City of Tulsa has developed and implemented a program to conduct small area planning in neighborhoods and districts across the city. Building on the efforts of the 2004 Crutchfield Neighborhood Revitalization Master Plan, the Crutchfield Small Area Plan establishes a community-based vision for the area, and addresses issues such as parks, amenities, mobility, long-term land uses, adjacency and other neighborhood compatibility standards. This plan recommends short- and long-term implementation measures and action items to realize the vision of a lively, welcoming, and well-connected mixed-use neighborhood. This plan supersedes the 2004 plan.

The City of Tulsa works with community stakeholders to develop small area plans that are based on community desires. Small area plans are adopted as amendments to the PLANiTULSA comprehensive plan and are key to implementing city-led initiatives across many agencies.

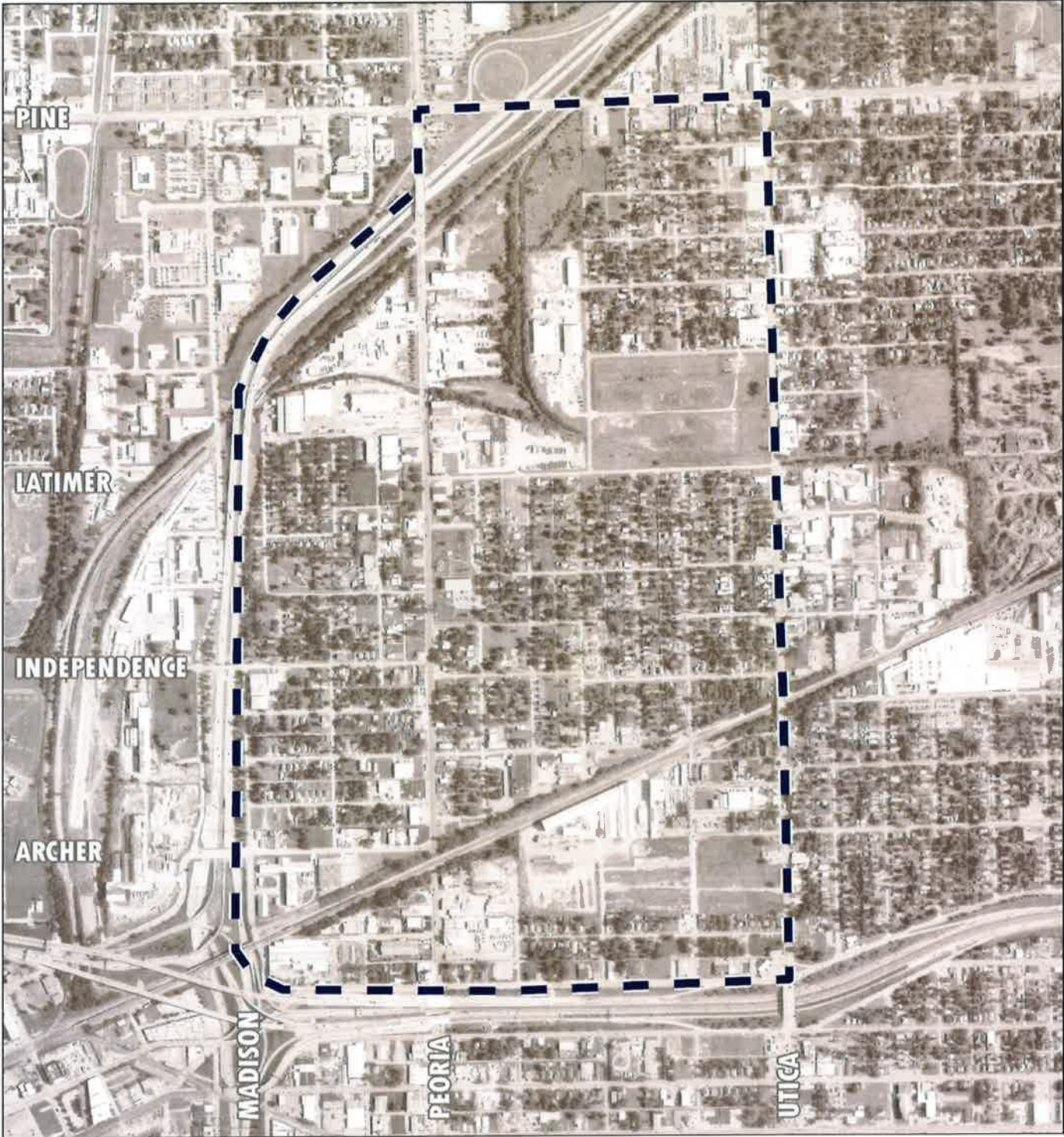
Boundary

The Crutchfield Small Area Plan area is located northeast of downtown Tulsa. It is bounded by Pine Street on the north, Utica Avenue on the east, Interstate 224 on the south, and Highway 75 on the west. The plan area boundary is larger than the 2004 plan area, now extending south past the railroad tracks to Admiral Boulevard.

Crutchfield at a Glance

The Crutchfield neighborhood of Tulsa, Oklahoma is located within walking distance to downtown but cordoned off by highways, rail lines, and other barriers. There is strong community interest in reinvestment in housing and employment, as well as improving and strengthening the physical links between Crutchfield and other neighborhoods that would bring more attention and provide more welcoming entrances to the area.

Map 4: Crutchfield Plan Area



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Chapter 2: Community Participation

Community Engagement Process

Step 1: Initiate

After Crutchfield was selected for a Small Area Plan Update, staff executed the INITIATE step to formally begin the planning process. All property owners within the boundary were notified that the planning process would begin. Staff contacted key stakeholders to serve on the Citizen Advisory Team, and staff began to gather data required for the plan.

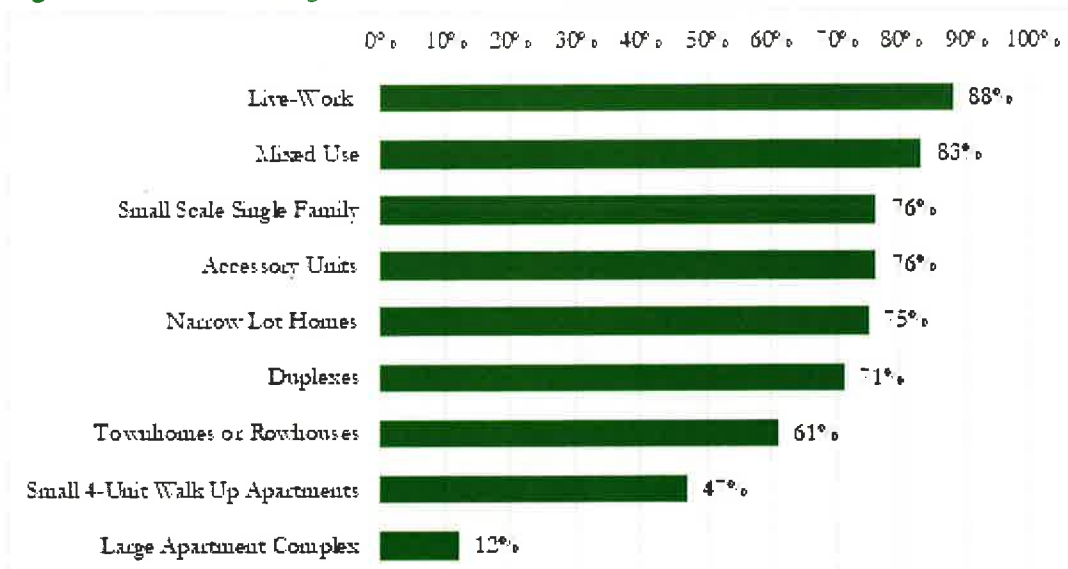
Step 2: Engage

This step began the process of community engagement. The initial meeting of the Citizen

Advisory Team (CAT) included orientation to the planning process, basic rules of engagement, and preliminary discussions about schedule commitments. The CAT was formed as a first line to communicate with community residents and stakeholders. The CAT helps to ensure that the Small Area Plan is aligned with the needs, aspirations, and concerns of the Crutchfield community.

The Small Area Plan Update Kick-Off event included an introduction to City staff and the staff from the consulting firms, a description of the Plan Update process, presentation of existing conditions and information from the previous Small Area Plan and the Sector Plan, and a mapping activity.

Figure 1. Desired Housing in Crutchfield



Source: May 2018 workshop polling results to the question, "Does this type of housing have a place in Crutchfield?" Results include responses of "Strongly Agree" or "Somewhat Agree."

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Step 3: Understand

The first public workshop was held in March 2018. Workshop attendees participated in a live polling activity, where they answered questions on neighborhood challenges and assets, and prioritized outcomes. The workshop also featured an interactive mapping exercise, where participants identified opportunities for new housing and businesses, community centers and services, and infrastructure upgrades.

A second workshop was held in May 2018, where attendees answered polling questions that focused on specific recommendations for housing, economic development, and improvements for parks, public spaces, and streetscapes. A mapping exercise allowed attendees to illustrate where in Crutchfield these improvements and investments were most needed.

In addition to learning from the Crutchfield community at the workshops, the project team conducted thorough existing conditions research. This research included touring the study area, studying prior planning efforts in the area, conducting a demographic analysis, and mapping community assets and infrastructure.

Step 4: Envision

The results of the workshops were presented at the second CAT meeting in June 2018. The CAT discussed the results and used them to draft an initial vision statement and goals for the SAP.

Step 5: Explore

After completing initial public outreach, existing conditions research, and discussing the vision and goals of the plan with the CAT, the project team drafted plan recommendations for Crutchfield. These recommendations were presented and discussed at the third CAT meeting, in September 2018.

After the CAT meeting, the project team refined

the plan recommendations. These recommendations were presented at an open house in October 2018. Attendees were able to see a presentation and posters on the recommendations and were invited to give feedback through discussions with the project team and written comments.

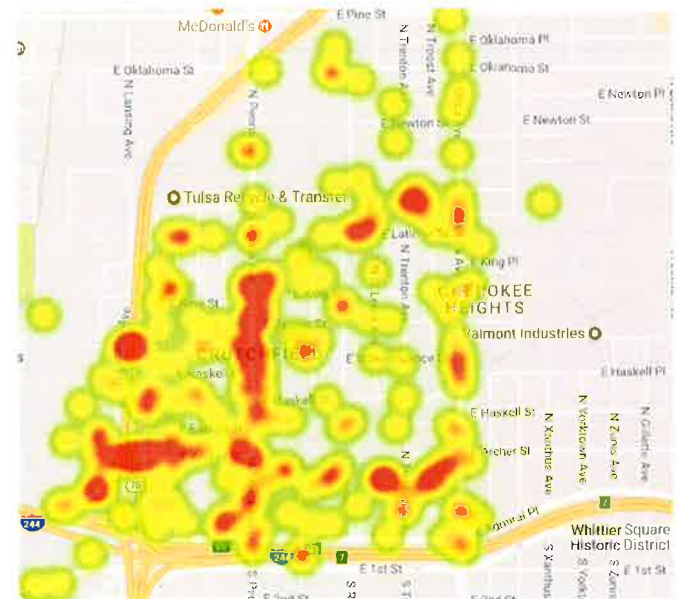
Step 6: Consent

Following the open house, the project team finalized the plan draft and provided the document for CAT and inter-agency review. At this step in the process, stakeholders arrived at consensus regarding the community's long-range vision, principles that would guide future decisions, and priority actions to implement key recommendations.

Plan Adoption

Plan adoption is the final step, wherein the formal written plan is submitted to the TMAPC for adoption, then forwarded to the City Council for approval. At the completion of this step, the Tulsa Comprehensive Plan is amended for this area of the City.

Workshop 1 Input: All Comments Received



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Chapter 3: Existing Conditions

Location and Context

The Crutchfield plan boundary encompasses 0.78 square miles, located northeast of downtown Tulsa. Bordered on the north by Pine Street, Highway 75 to the west, I-244 to the south, and Utica Avenue to the east, Crutchfield is centrally located and easily accessible.

The plan area's proximity to local amenities provides the neighborhood with access to downtown Tulsa in minutes, and highway connectivity provides ready access to the entire metropolitan area. Bus rapid transit will be coming soon to the Peoria corridor, providing a great link north and south along one of Tulsa's main thoroughfares. Additionally, recreational opportunities like the Helmzar Challenge Course and three neighborhood parks are convenient for Crutchfield residents.

Crutchfield is a historically mixed-use neighborhood, with residential, commercial, and industrial land uses in close proximity. Major industrial sites in the area include the Tulsa Recycle and Transfer Plant, Brainerd Chemical, Specialty Bakery, Airgas, and the former Dowell Schlumberger site, among many others. Although outside the study area, the former Evans Fintube site is located just west of the plan area across Highway 75; its future is a major consideration for Crutchfield, as it is the future site of the USA BMX headquarters, and redevelopment of the site could have a strong positive impact on the district if access across Highway 75 is improved. The area boasts a historic landmark, the Outsiders House Museum, which was featured in Francis Ford

Coppola's 1983 film *The Outsiders*.

Encircled by highways and crossed by railroad tracks, the Crutchfield neighborhood feels somewhat isolated from downtown and nearby neighborhoods. Given these conditions, quality placemaking could take place in the form of gateways and improved bike and pedestrian connections.

History

The majority of Crutchfield was first platted and developed between 1910 and 1917, with many more homes being built through the 1940s. Industrial and commercial sites, including heavy manufacturing, grew alongside this residential development, oftentimes expanding into residential neighborhoods as the businesses grew. These industrial uses benefitted from access to the nearby main rail line, and several spur lines were built to serve manufacturers in the area. Many employees of these businesses lived in the area and were able to walk to work.

Growth in Crutchfield slowed in the 1960s, and the area began to show signs of decline in the following decades, exacerbated by the oil bust of the early 1980s. In the 1990s, a neighborhood group was formed to address some of the neighborhood's immediate issues, such as deteriorated and vacant buildings, absentee landlords, code violations, crime, and vandalism. The neighborhood association eventually turned their attention towards long-range planning, playing an essential role in initiating and creating the 2004 Crutchfield Neighborhood Revitalization Master Plan.



The Outsiders House Museum, a historical landmark in Crutchfield



Crutchfield Parks and Ropes Course



An example of a house built by Habitat for Humanity

Part II: The Plan



Existing mixed residential and church



An example of a house built by Habitat for Humanity



Existing mixed residential and church



Bus stop at Peoria Ave and E King Pl

Public Facilities and Services

While there are few public facilities and services located within the Crutchfield plan boundary, Crutchfield's proximity to downtown and other central city neighborhoods allows residents access to many services available in those areas.

EDUCATION

There are no schools within the plan boundary. Crutchfield is split between three elementary school boundaries- Springdale, Sequoyah, and Emerson; and two junior/senior high school boundaries- McLain and Central. The Helmzar Challenge Course provides indoor and outdoor ropes courses, classroom activities, team building events, and is open to the public to rent by the public. Two higher education facilities, Langston University Tulsa and Oklahoma State University Tulsa are located just across Highway 75.

PUBLIC SAFETY – POLICE AND FIRE

Crutchfield is within the Gilcrease Division of the Tulsa Police Department. The Gilcrease Division includes Downtown Tulsa and extends to the west, east, and north to the Tulsa municipal boundaries.

Tulsa Fire Station 3 is located just outside of the plan area boundaries, on the southeast corner of Utica Avenue and Archer Street.

HEALTH AND MEDICAL SERVICES

While there are no major medical facilities in Crutchfield, two hospitals are located less than two miles from the study area – Hillcrest Medical Center and Oklahoma State University Medical Center.

Other Plans and Studies

PEORIA AVENUE BUS RAPID TRANSIT LAND USE STRATEGY (2017)

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.

PLANITULSA COMPREHENSIVE PLAN (2010)

PLANiTULSA is the first complete update of Tulsa's comprehensive plan since 1978. The plan guides the physical development of Tulsa over time through a set of goals and policies related to land use, housing, economic development, transportation, parks, trails, and open spaces. The 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. PLANiTULSA prescribes the development of small area plans to implement citywide objectives by addressing unique local issues in their plan areas.

CRUTCHFIELD NEIGHBORHOOD REVITALIZATION MASTER PLAN (2004)

In 2004, a community-led planning effort comprised of Crutchfield property owners, business owners, and residents, developed the Crutchfield Neighborhood Revitalization Master Plan to guide redevelopment of the neighborhood. Despite the planning effort, revitalization in Crutchfield has been slow between 2004 and 2018.

The 2004 plan envisions a Crutchfield that is “clean, economically viable, safe and secure.” To achieve this

vision, five plan goals were established:

1. Improve the Crutchfield Neighborhood Infrastructure and preserve the existing residential areas for residential use.
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.
3. Stabilize and improve housing market in the area and advocate the building of a new K-8 public school in the area.
4. Advocate for economic development, commercial revitalization and employment.
5. Identify ways in which the delivery of social service to the area can be improved.

Demographics

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 ACS 5-year estimate.

POPULATION AND RACE

Crutchfield had a population of 1,863 people. The majority of Crutchfield residents (61%) identify as Hispanic or Latino, a much larger percentage

Table 1. Total Population

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

than Tulsa as a whole (15%). There is a much lower percentage of White (Non-Hispanic) 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.

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%).

INCOME DISTRIBUTION

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, OWNERSHIP, AND VALUE

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 2016, 45% of houses in Tulsa were owner occupied compared to 35% in Crutchfield.

Table 2. Median House Value for All Owner- Occupied Housing Units

	2016
Tulsa	\$129,206
Crutchfield	\$39,212

Tables 1 and 2: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

The median house value in Crutchfield is only a third of that reported for the City: \$39,212 in 2016 compared to \$129,206 for the City.

Housing

OWNERSHIP TRENDS

Significantly fewer housing units in Crutchfield are owner occupied than in Tulsa as a whole. Only 35% of houses are owner occupied compared to 45% citywide. Owner occupied homes in the plan area have decreased from 53% in 1990.

HOUSING VACANCY

Housing unit vacancy, defined as the difference between the number of households living within the study area and the number of housing units located in that same area, has fluctuated greatly over the past twenty-five years. Both Tulsa and Crutchfield experienced some lowering of housing vacancy rates between 1990 and 2000. While the rates for Tulsa have continued to climb ever since, the rates for Crutchfield spiked in 2010 and decreased slightly by 2016. However, those rates are still almost double the rate for the City of Tulsa as a whole.

Figure 2. Housing Type

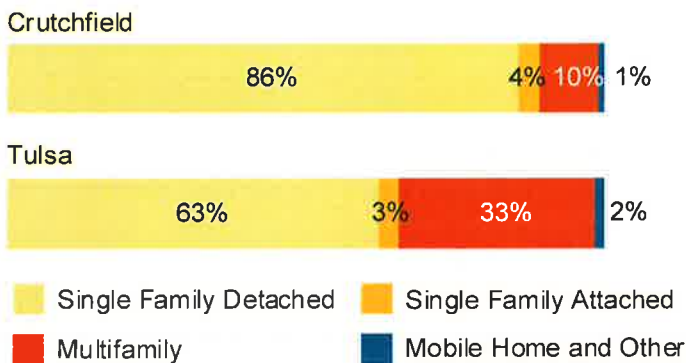


Table 3. Owner Occupied Units

	1990	2000	2010	2016
Tulsa	49%	51%	48%	45%
Crutchfield	53%	38%	33%	35%

Table 3: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

Table 4. Property Vacancy

	1990	2000	2010	2016
Tulsa	12%	8%	11%	12%
Crutchfield	29%	22%	28%	23%

Table 4: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

Part II: The Plan

Figure 3. Age

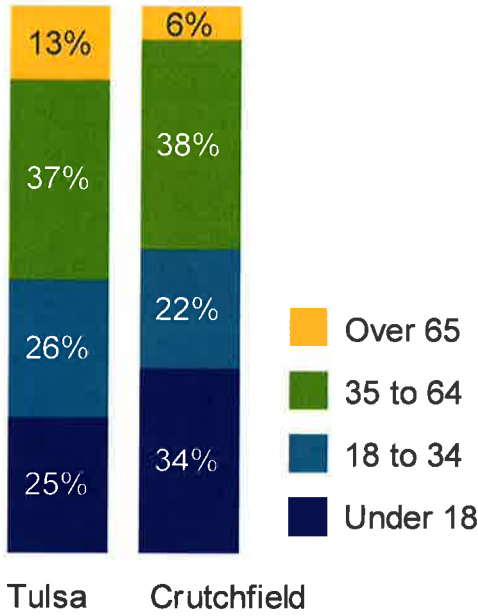


Figure 4. Median Household Income

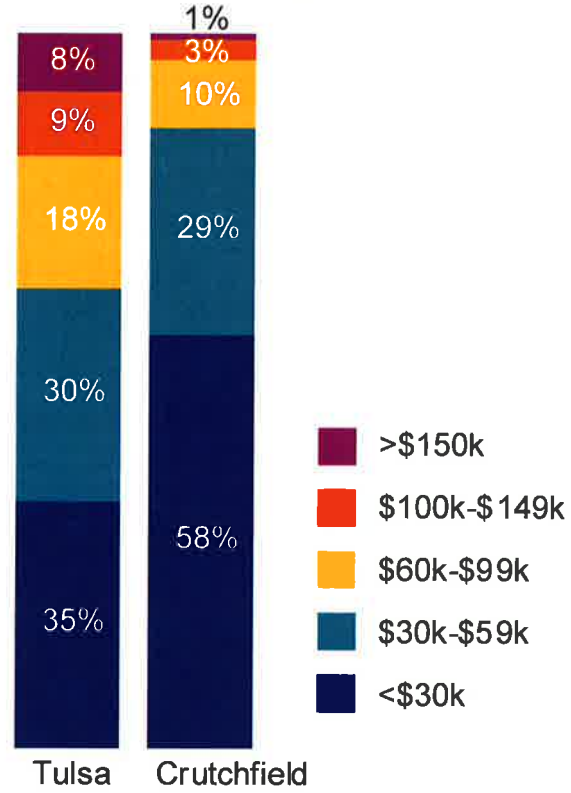
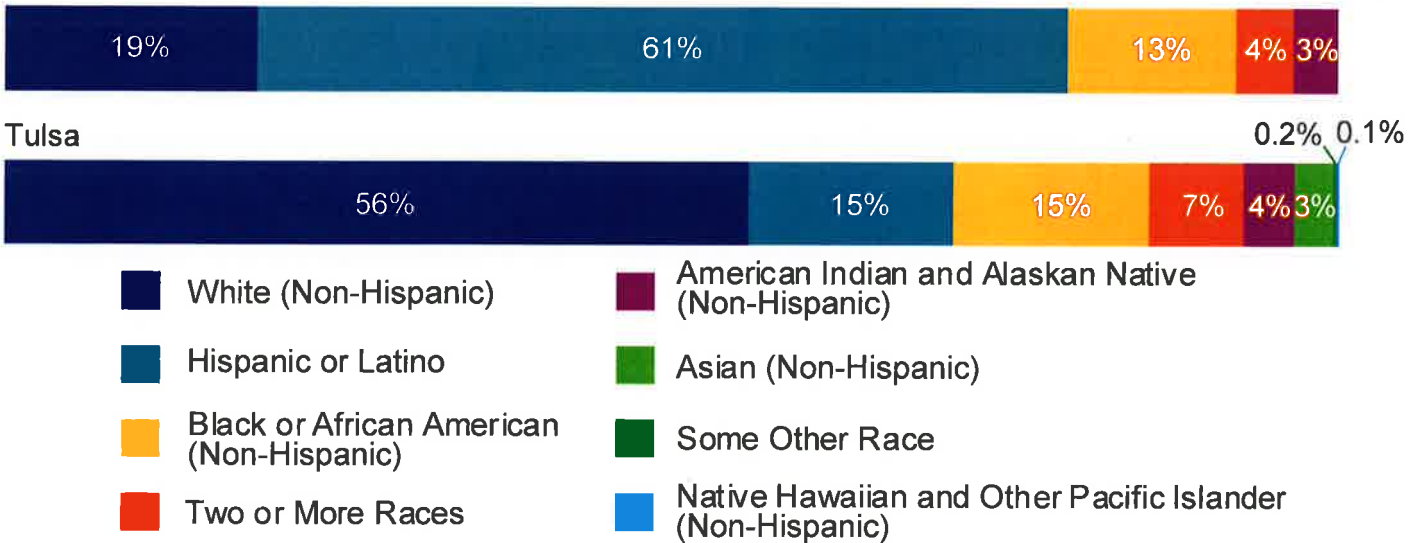


Figure 5. Race and Ethnicity
Crutchfield



Figures 2-5: Source US Decennial Census for 1990 and 2000 and the American Communities Survey (ACS, five-year estimates) for 2010 and 2016 via Social Explorer at block group level. Crutchfield defined as Block Group 1 of Census Tract 12.

NEIGHBORHOOD TRENDS

Blighted Physical Conditions

The Crutchfield neighborhood is a blighted area within the meaning of Oklahoma Urban Renewal Law. The Crutchfield Neighborhood Blight Study, completed in July 2018, details the blighting conditions that exist in the 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 several vacant parcels and abandoned structures.

As of July 2018, the City of Tulsa had plans to issue 105 demolition orders for structures in the

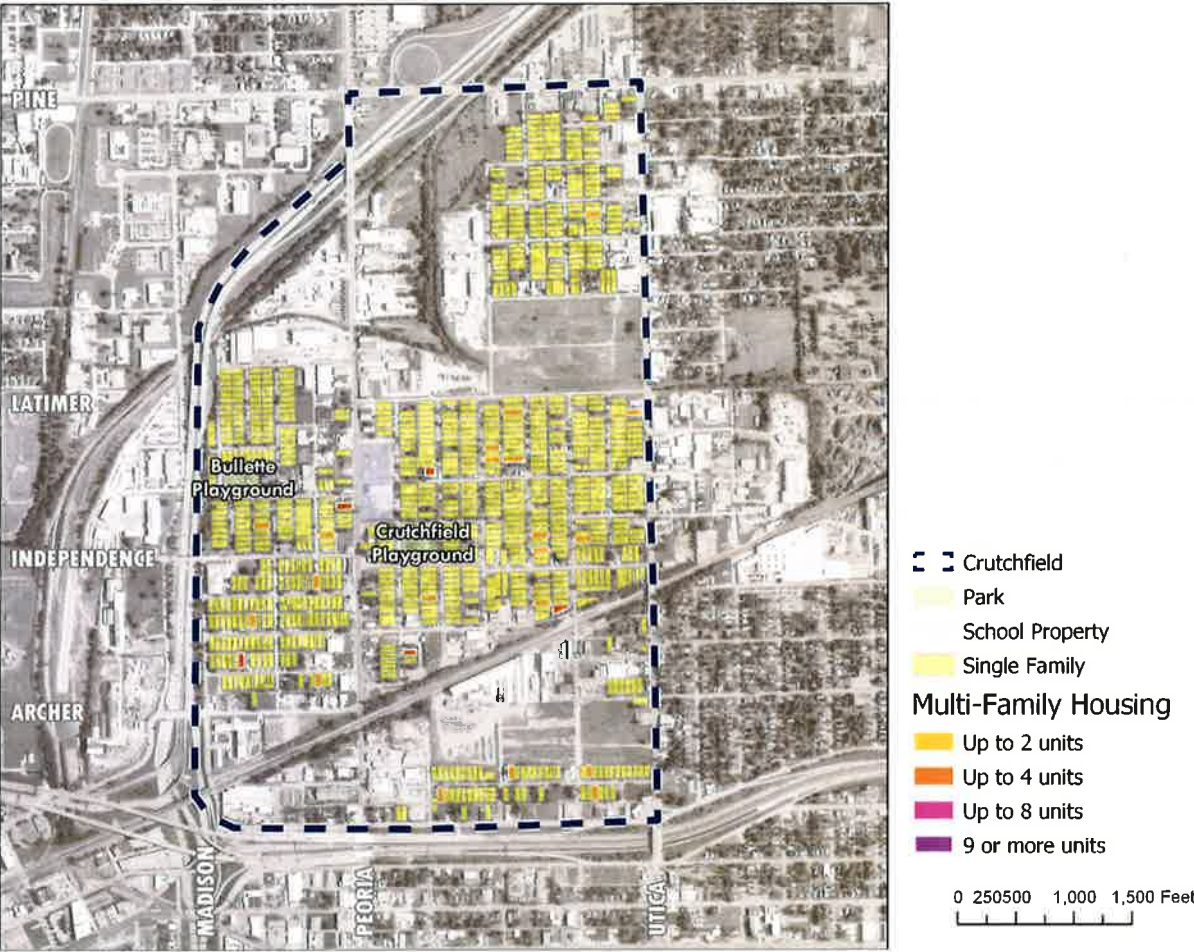
Crutchfield area within the following 12 months. Sidewalks along major arterials have major issues or are classified as dangerous. City officials and community members agree that Crutchfield will benefit from reinvestment and rehabilitation for the health and safety of the neighborhood.

Land Use

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.

Map 5. Housing Types



Part II: The Plan

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, adjacent to highways and rail lines.

VACANT PARCELS

There are several vacant parcels in the area, including large parcels within industrial areas, and many smaller vacant parcels within residential areas. These vacancies create opportunities for infill development that spur the creation of new homes and jobs within Crutchfield.

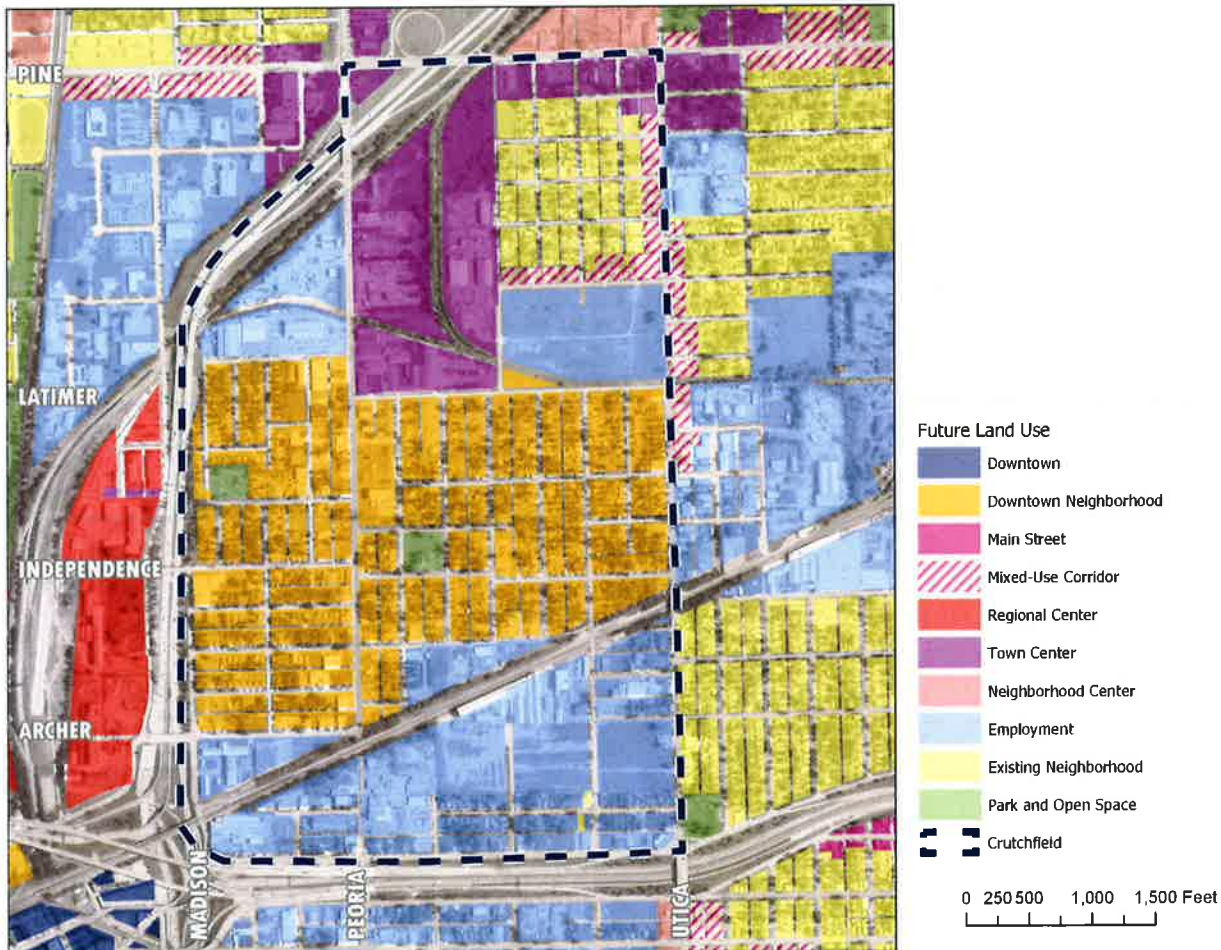
HISTORIC ASSETS

Crutchfield was first platted and developed just over a century ago, and there is a wealth of older building stock in the neighborhood. The area boasts one historic landmark, the Outsiders House Museum, which was featured in Francis Ford Coppola's 1983 film *The Outsiders*. The house is an attraction and draws visitors to the neighborhood.

COMPREHENSIVE PLAN LAND USE DESIGNATIONS

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:

Map 6. PLANiTULSA Future Land Use



Downtown Neighborhood 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 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 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.

Mixed-Use Corridor 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 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 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.

Main Street 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. Parking is provided on street, small private off street lots, or in shared lots or structures.

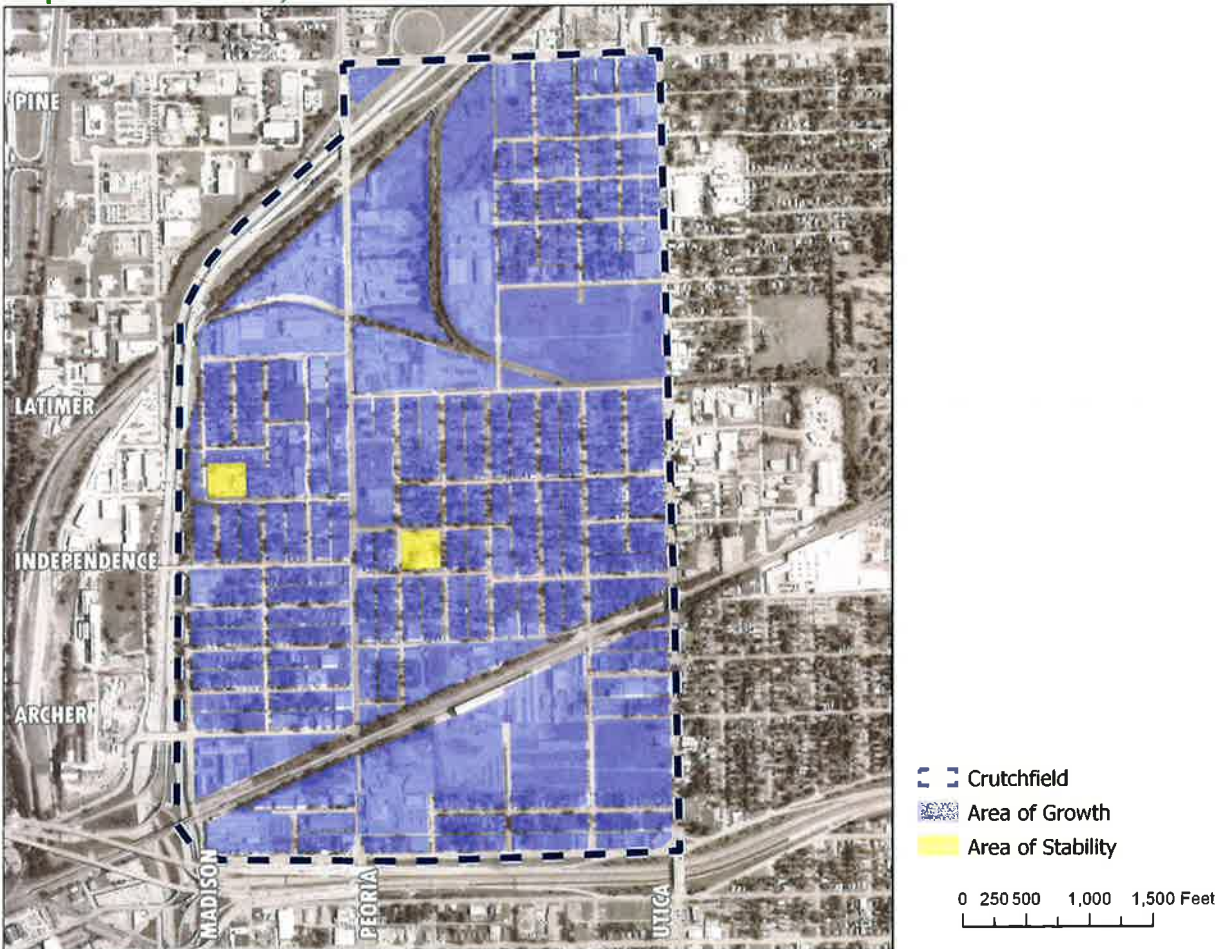
Part II: The Plan

AREAS OF STABILITY AND GROWTH

The Tulsa Comprehensive Plan includes city-wide designations of Areas of Stability and Growth, to show “where the majority of growth and investment should take place (growth) and which neighborhoods should remain substantially as they are (stability).”

The majority of Crutchfield is designated as an Area of Growth by the Comprehensive Plan. Only two parcels, Bullette Park and Crutchfield Park, are designated as Areas of Stability.

Map 7. Areas of Stability and Growth



ZONING

Zoning designations in Crutchfield reflect the mixed-use nature and history of the neighborhood. By area, Crutchfield is 38% residentially zoned, 6% office/commercial, and 56% industrial. With low- and medium-density multifamily zoning in place, a broad range of single-family and small scale “missing middle” density housing is permissible and aligns with the community’s vision for the area as a continued single-family neighborhood with mixed-use housing and live-work units incorporated along commercial corridors.

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.

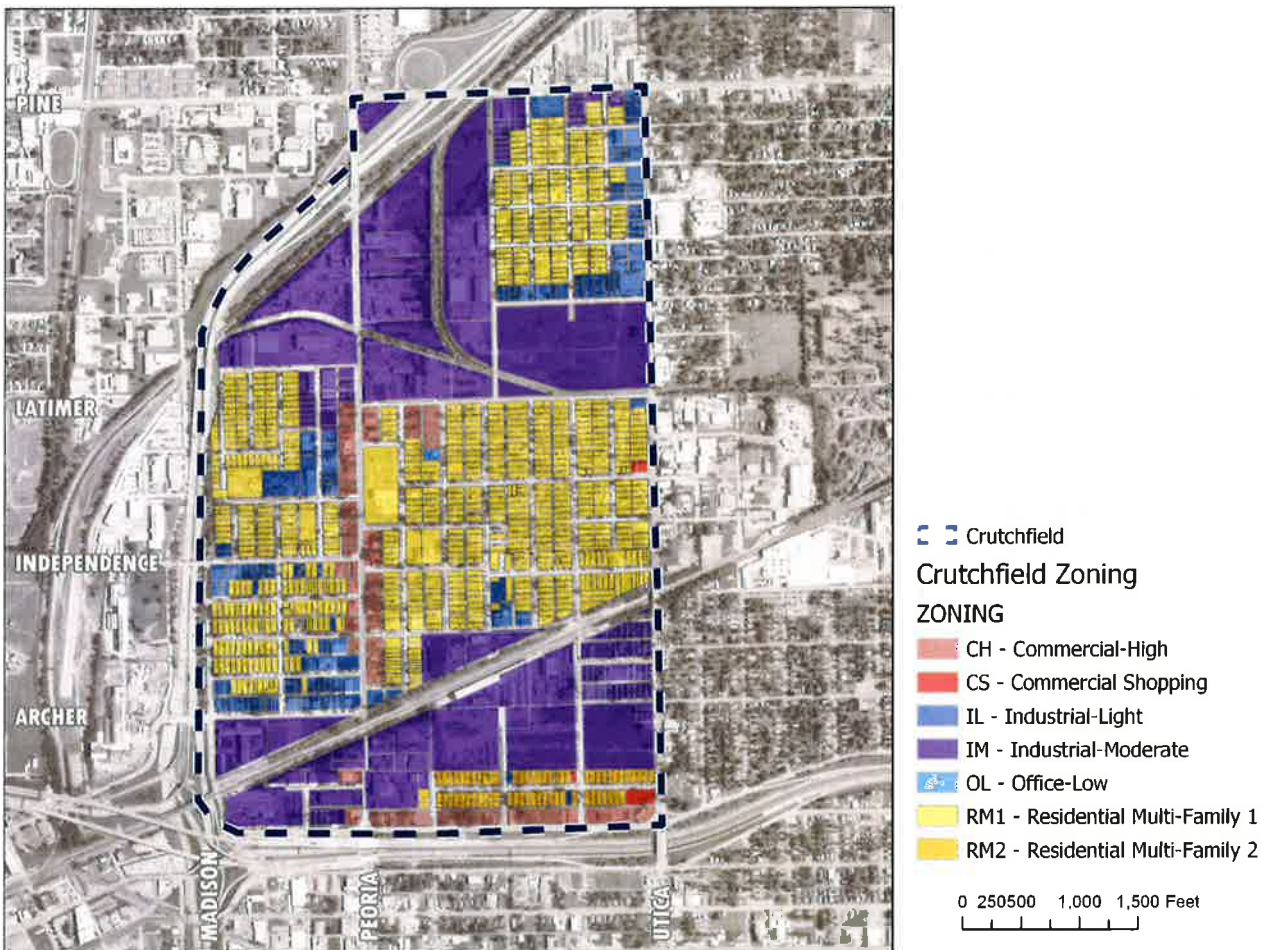
RM-2 – Residential Multifamily Medium Density (3%) RM-2 allows single-family homes, townhouses, duplexes, and apartments and condominiums at a maximum density of 39 units per acre.

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

Map 8. Zoning Map



Part II: The Plan

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.

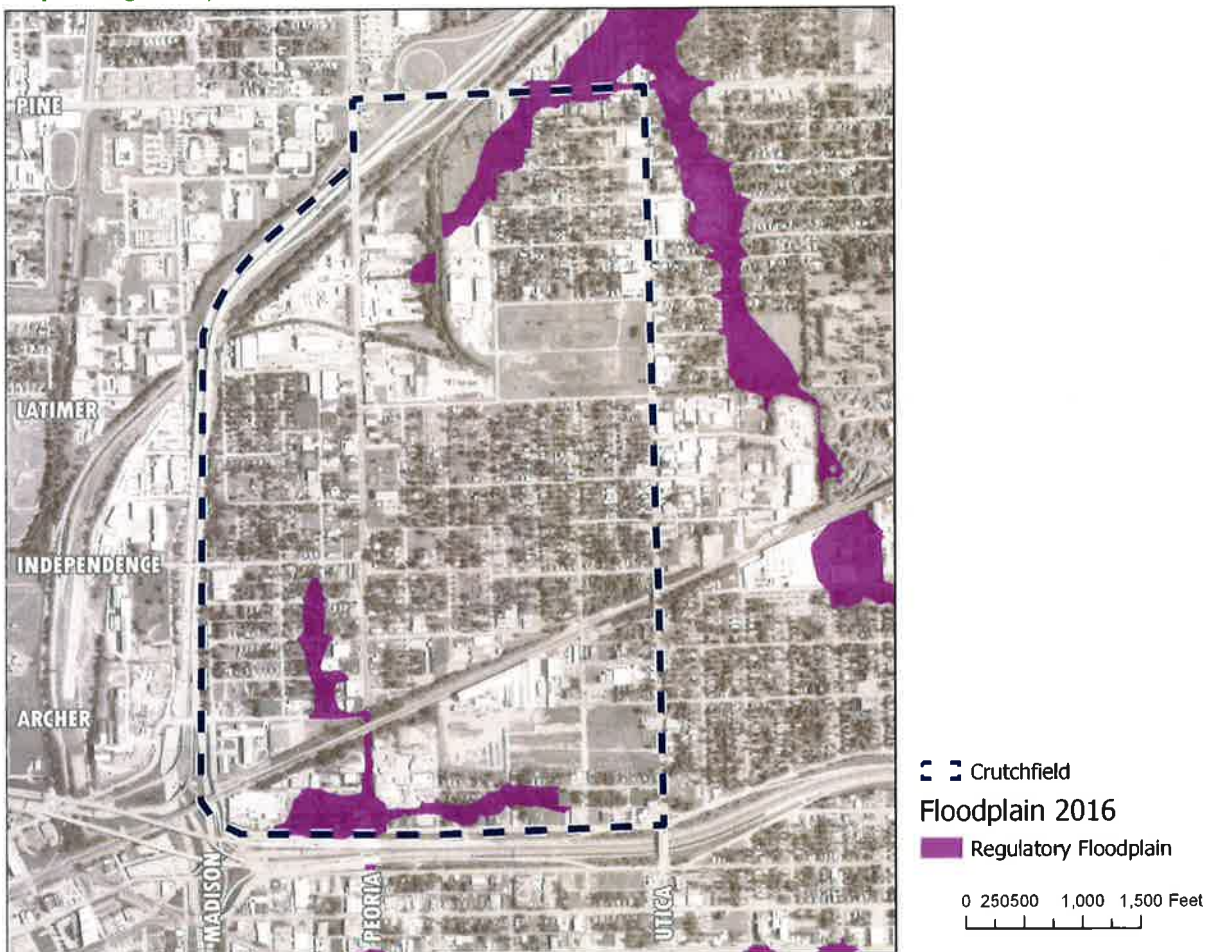
Environmental Features

Portions of Crutchfield lie within Tulsa’s regulatory floodplain. Many of the affected properties are industrial or vacant parcels in the northern and southern portions of the study area. Some residential parcels are also within the floodplain – areas along St. Louis Avenue in the north, and along Admiral Place, as well as between Peoria Avenue and Norfolk Avenue in the southeast portion of Crutchfield.

FLOOD MITIGATION AND STORMWATER INFRASTRUCTURE

Tulsa has experienced severe flooding throughout its history, sometimes resulting in casualties and widespread property damage. As a result, the city has been proactive in building and

Map 9. Regulatory Floodplain



maintaining comprehensive floodplain regulations and stormwater management infrastructure. In Crutchfield, there are areas of the neighborhood that retain standing water following rain, and many properties in the southern portion of the neighborhood within the regulatory floodplain. Continued coordination with City of Tulsa Engineering Services and Tulsa Development Authority will be necessary to acquire and develop properties for flood storage facilities.

Transportation

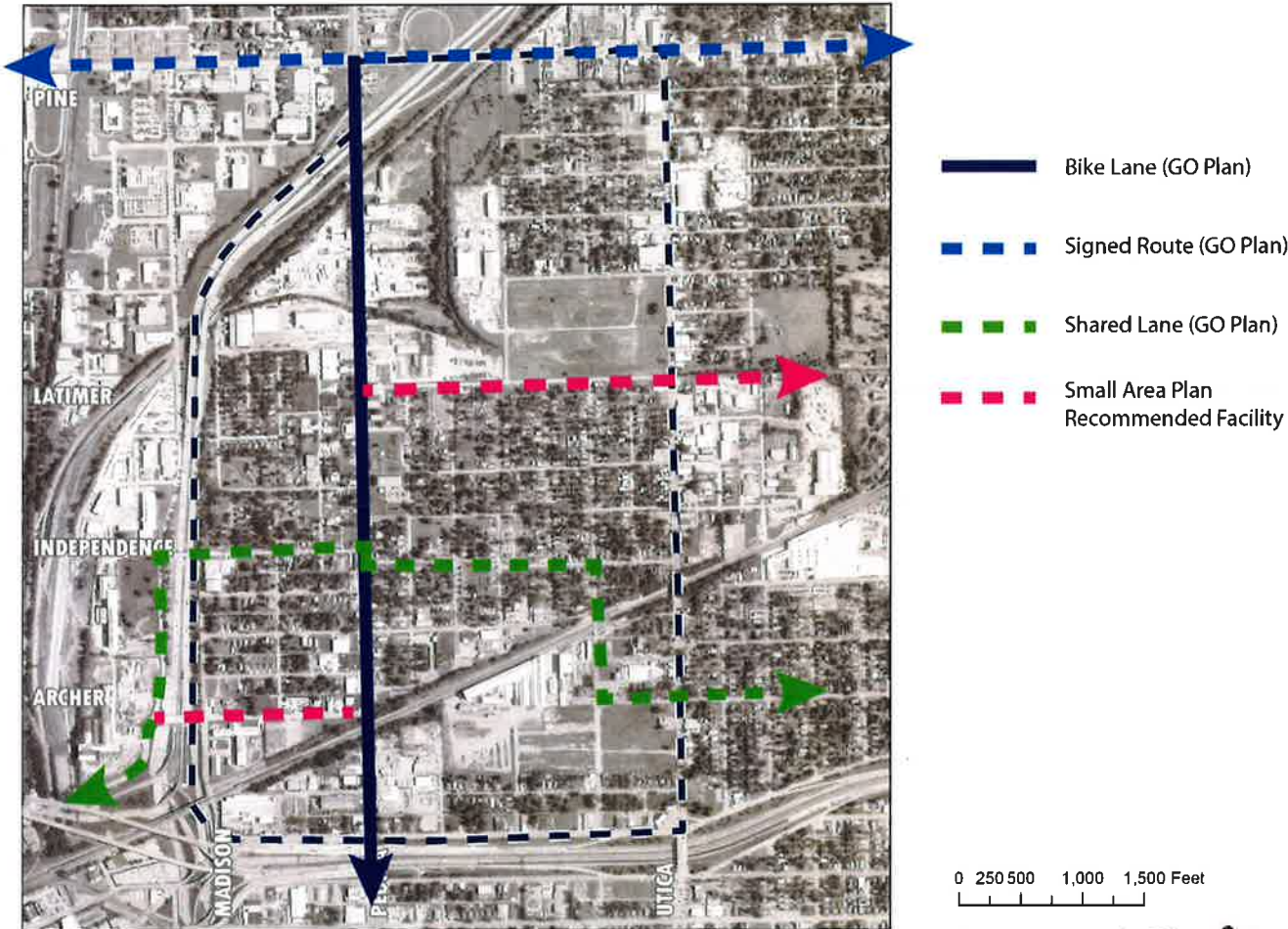
STREET DESIGNATIONS (CITY OF TULSA)

The Comprehensive Plan calls for a multi-modal street system in Tulsa. A multi-modal street system

balances the needs of all modes of travel, giving people the option to walk, bike, ride transit, or drive to their destinations. Comprehensive Plan street designations are Main Streets, Multi-Modal Streets, Commuter Streets, and Residential Collector Streets.

Two streets in Crutchfield, Peoria Avenue and Pine Street, are designated as Multi-Modal Corridors by the Comprehensive Plan. These streets are attractive for pedestrians and bicyclists because of landscaped medians and tree lawns. Multi-modal streets can have on-street parking and wide sidewalks depending on the type and intensity of adjacent commercial land uses. Transit dedicated lanes, bicycle lanes, landscaping and sidewalk width are higher priorities than the number of travel lanes on this type of street.

Map 10. Recommended Bicycle Facilities



MAJOR STREETS AND HIGHWAY PLAN (INCOG)

The Major Streets and Highway Plan's classifications are based on an analysis of rights-of-way standards in the region. This analysis is part of an inventory maintained by the Indian Nations Council of Governments (INCOG) and is an essential part of local transportation policy.

Crutchfield is served by two freeways, Interstate 244 and Highway 75. It is also served by several major streets: three urban arterials (Peoria Avenue, Utica Avenue, and Pine Street), one collector (Admiral Boulevard), and one residential collector (Latimer Street).

BIKE FACILITIES

The GO Plan, the Tulsa Regional Bicycle and Pedestrian Master Plan, was adopted in 2015. The plan establishes a comprehensive plan for bicycle and pedestrian improvements throughout the Tulsa region. It identifies barriers to active transportation experienced by community members, and proposes solutions including bicycle network recommendations, pedestrian design approaches, policy and funding recommendations, and design guidance. The vision of the plan is to make walking and biking appealing, safe, comfortable, and convenient for those using roads and trails in the Tulsa region.

Peoria Avenue was one of the most studied corridors for bicycle improvements in the GO Plan. The street provides access to neighborhoods, retail destinations, schools, parks, and places of worship from North Tulsa to South Tulsa. The plan recommends accommodating a bike lane through a four-lane to three-lane road diet on Peoria, beginning at Pine Street and running south through the Crutchfield study area to 15th Street. This recommendation and other bicycle facility improvements are important to consider when Peoria is redesigned for the planned bus rapid transit line.

Beyond Peoria Avenue, the GO Plan recommends

several improvements to bicycle and pedestrian infrastructure in the Crutchfield plan area. These recommendations include signed bicycle routes on Independence Street and portions of Trenton Avenue and Archer Street, sharrows (shared lane markings) on Pine Street, and a shared-use trail adjacent to the South Kansas & Oklahoma Railroad tracks.

Additional Bike Facilities

In addition to the bike routes called for in the GO Plan, bike facilities are needed along Archer between Lansing and Peoria and along Latimer, extending from Peoria east to Utica. This bike corridor could extend east along the abandoned rail corridor that runs parallel to Latimer east of Utica, connecting the neighborhoods and helping to create a network of bike facilities across the City.

PARKING AND ALLEYWAYS

Alleyways are present on many residential blocks in Crutchfield. They provide parking and access to residences. Alleyways in the plan area vary in condition, with most in need of cleanup and vegetation removal. In some locations, community members have indicated garbage removal is needed for mattresses and other large items left in the alleys. Alleyways are platted as public right-of-way. Currently, neighboring property owners are responsible for the maintenance and upkeep of alleyways. No system is in place to assist property owners with maintenance.

Alleys can provide a wealth of neighborhood benefits with investments in clean-up, planting, and ongoing maintenance. Alleys can provide a great alternate location for many types of urban infrastructure, such as electric poles and other utilities, garbage and recycling collection, and bioswales (facilities for sustainable stormwater capture and treatment).

The City should research options for piloting a green alleyway program in Crutchfield and other central neighborhoods facing stormwater and flooding issues. Green alleyways can include trees

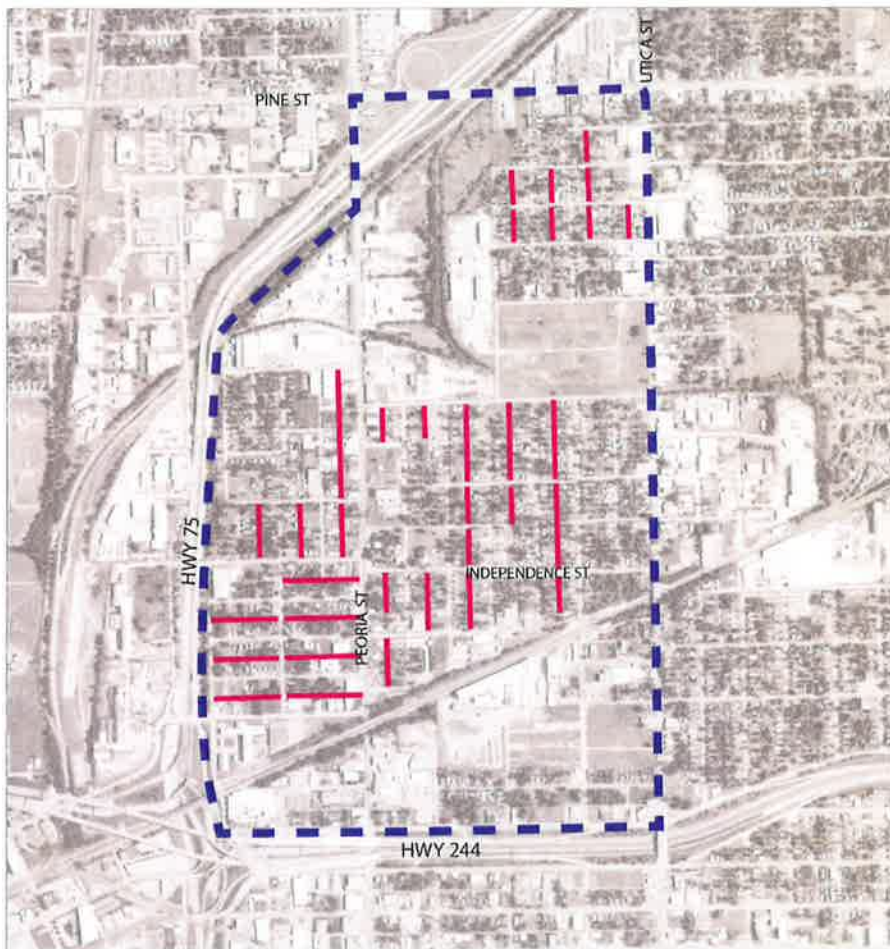
and light-colored paving to reduce urban heat island effect; pedestrian safety elements such as marked crossings, lighting and signage; native and drought-tolerant plants; and innovative stormwater management to improve water quality and reduce sewer load.

Parking in the neighborhood is sufficient to meet current needs, with on- and off-street spaces available throughout Crutchfield. Some narrow residential parcels do not have off-street parking, but on-street parking is readily available.

As Crutchfield experiences reinvestment in residential areas and along major commercial corridors of Peoria and Utica, a district or shared parking approach will be needed to ensure adequate

parking to serve new and growing businesses. A district parking program would allow multiple users access to shared parking facilities including off-street lots and/or structures. Parking management should include City-led communications and organizational support for a business or business and residential parking district. A local improvement district (LID) or business improvement district (BID) can be instrumental in advocating and deploying shared parking facilities and arrangements. The improvement district can also organize to provide signs for navigation and information (such as hours of use or other restrictions).

Map 11. Location of Alleys



— Alleys

0 250 500 1,000 1,500 Feet

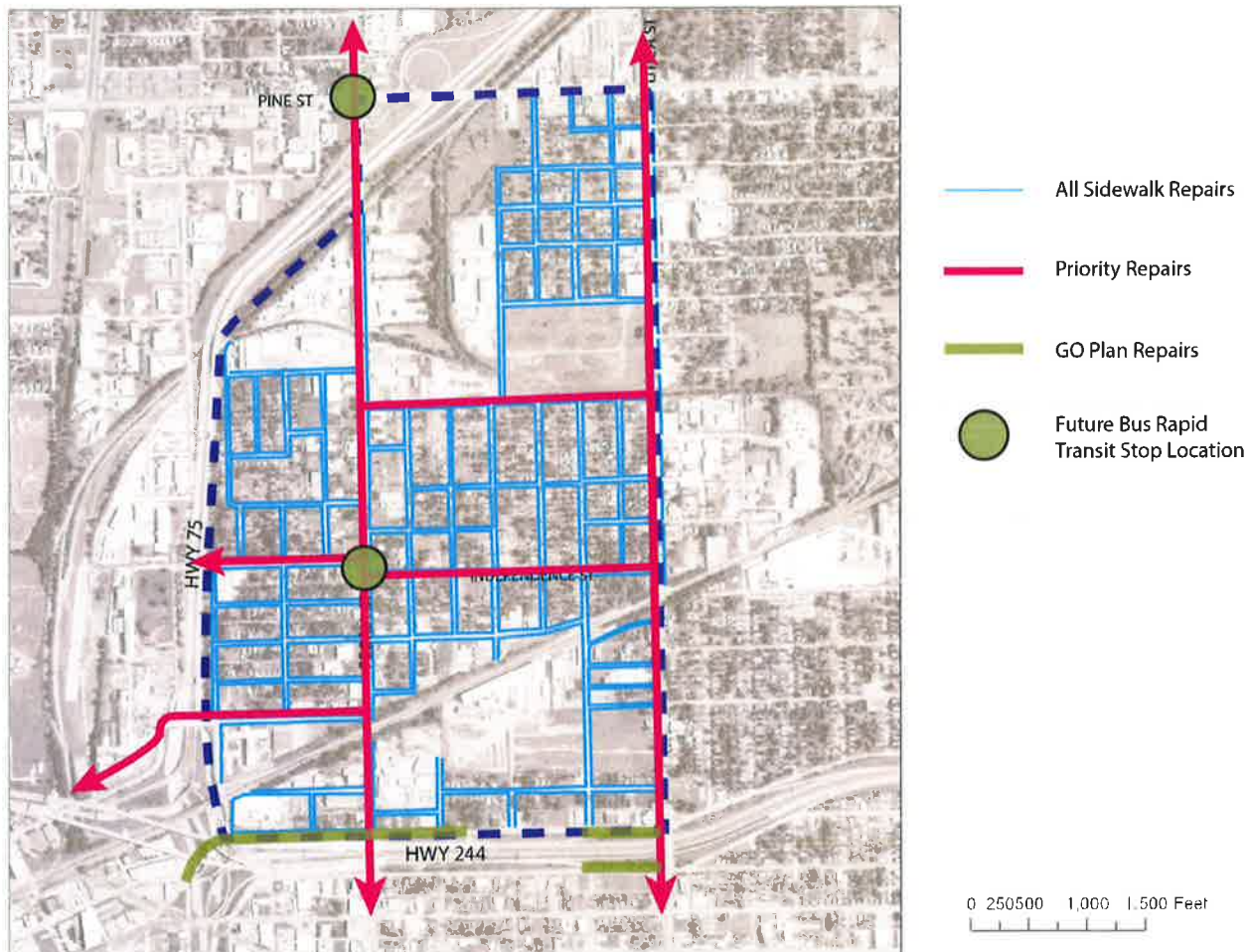
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Part II: The Plan

SIDEWALKS

An inventory of sidewalks along major arterials in the plan area revealed that sidewalks are in universally poor condition. Neighborhood streets are in similar condition; sidewalks in Crutchfield are either dangerously deteriorated or do not exist. Community and stakeholder input revealed strong consensus that sidewalk investments are a top priority. Sidewalk investments should be made on all streets in the study area. For the purpose of phasing and near-term action, priority should be given to sidewalk improvements on the key commercial corridors of Peoria and Utica, the “Main Street” designated streets of Independence and Archer, and along Latimer between Peoria and Utica.

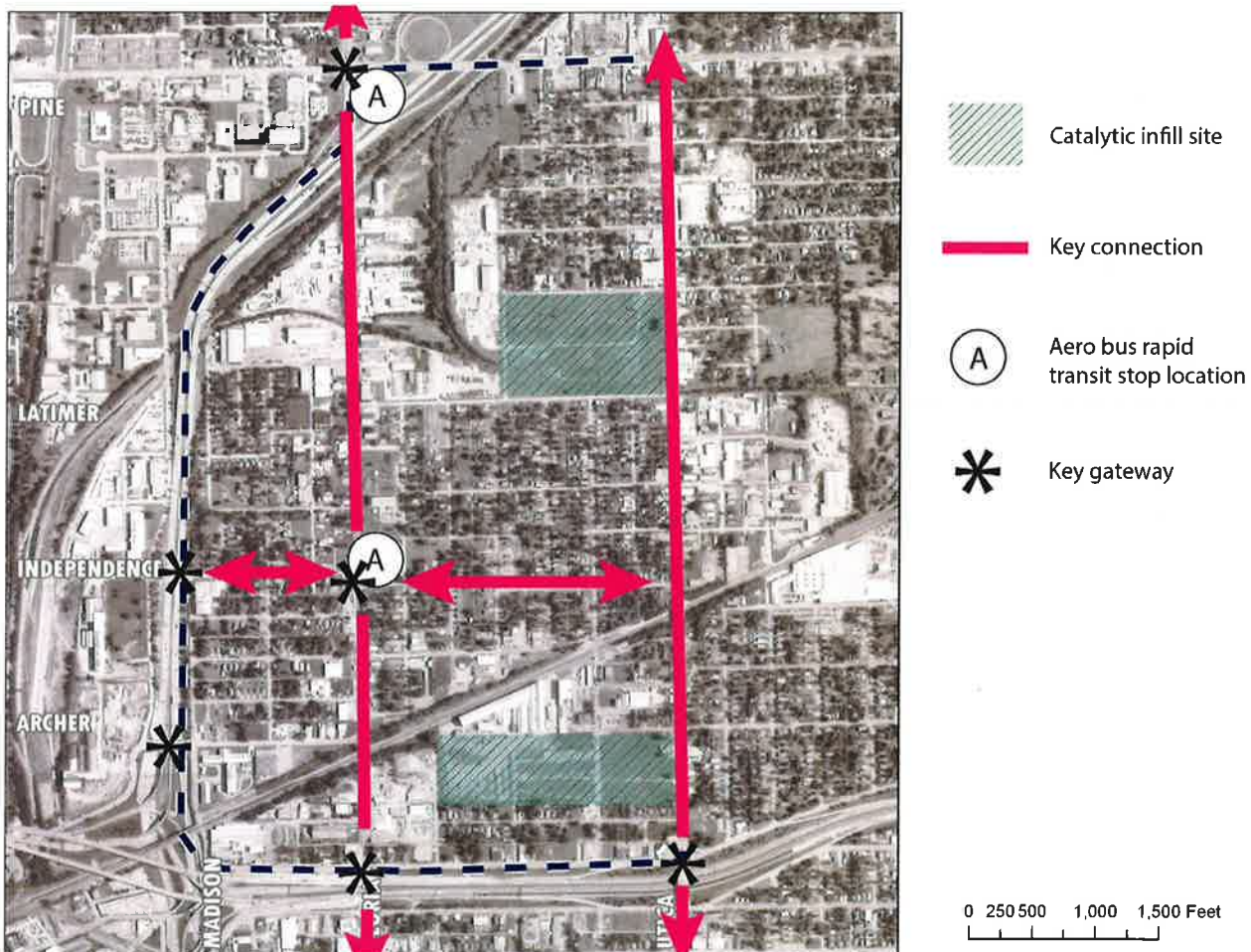
Map 12. Sidewalk Needs Maps



CONNECTIONS

Despite Crutchfield's proximity to downtown and other central city neighborhoods, connections to these areas are limited due to physical and social barriers created by freeways and rail lines located on the boundaries of the neighborhood. A few key streets provide connections between Crutchfield and nearby areas – Independence, Peoria and Archer. Convenient access to freeways allows residents and businesses to easily travel to destinations around the city and region. Peoria and Utica are the two key commercial corridors within Crutchfield.

Map 13. Connections



Part II: The Plan

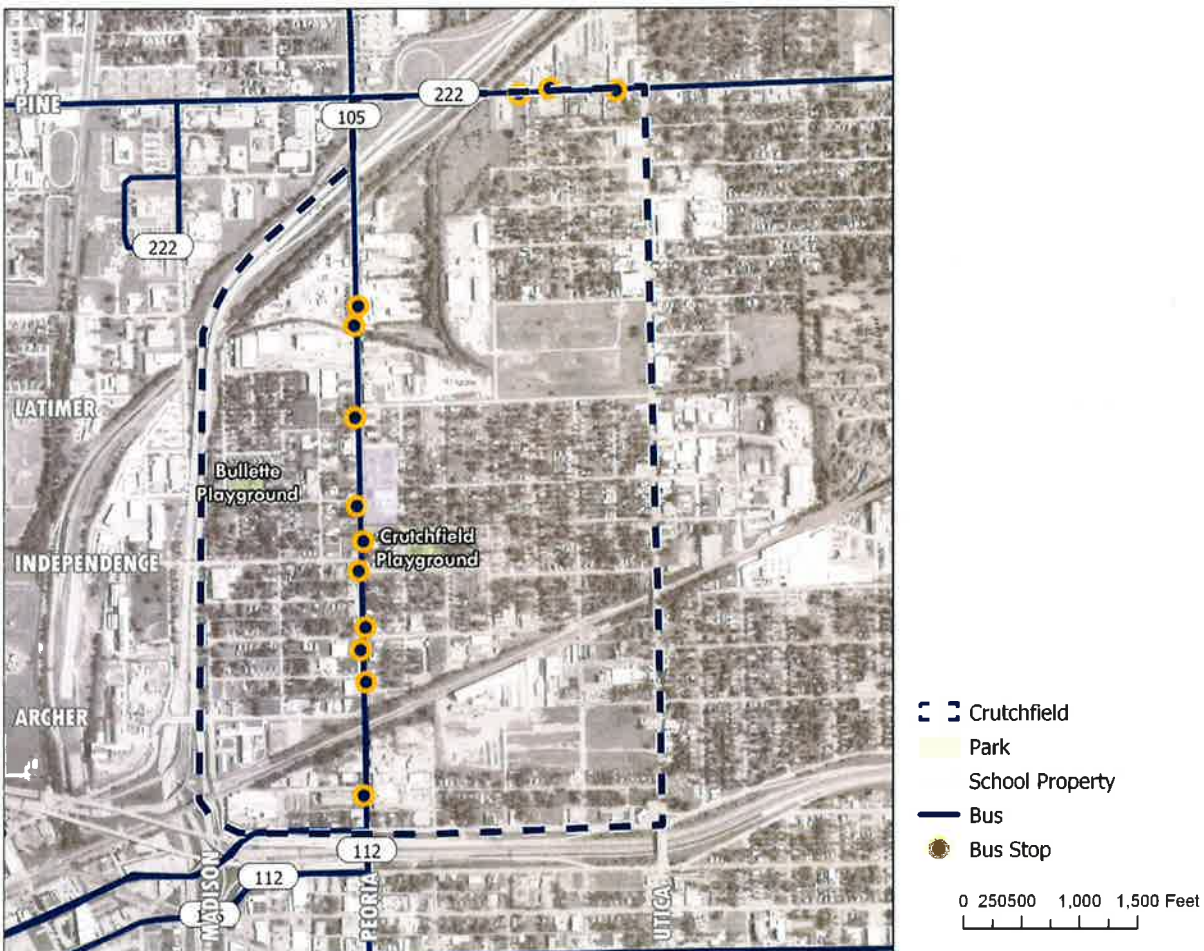
EXISTING BUS LINES

Crutchfield is currently served by Tulsa Transit Routes. Route 105 runs along Peoria, connecting Crutchfield to destinations as far north as 66th Street North in Turley, and as far south as 81st Street. Route 222 runs along Pine Street, providing connections to downtown, east to Garnett Road, and south to 41st Street.

PLANNED BRT

Tulsa's first Bus Rapid Transit (BRT) line is expected to begin service in late 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.

Map 14. Existing Transit Service



Public Utilities

The City of Tulsa provides water, sewer, and stormwater services to the area. Electricity is provided by Public Service Company of Oklahoma. Gas is provided by Oklahoma Natural Gas. Much of the existing water and sewer system dates from the initial development of this neighborhood nearly a century ago. Lack of sufficient water pressure has been noted by owners of new development, and this has been credited to an aging, leaky water system.

The City of Tulsa has a program for home repair assistance that is available to low- and moderate-income homeowners. Community Development Block Grant assistance may be available for sewer line replacement, emergency home repair or major home repairs. Homes must be owner-occupied to qualify. More information can be found by contacting the Mayor's action center or the Working In Neighborhoods (WIN) department.

Emergency home repairs may include replacing water heaters or other essential repairs under a

certain dollar amount. Major home repairs cannot exceed a certain dollar amount and must result in the residence being brought up to standard conditions.

As the area redevelops, the City of Tulsa should consider the potential for relocating existing utility poles either to alleys or underground and work with utilities to understand feasibility. Relocating utilities underground is often prohibitively expensive but may be an option when done concurrent to other significant infrastructure projects that require trenching or digging.

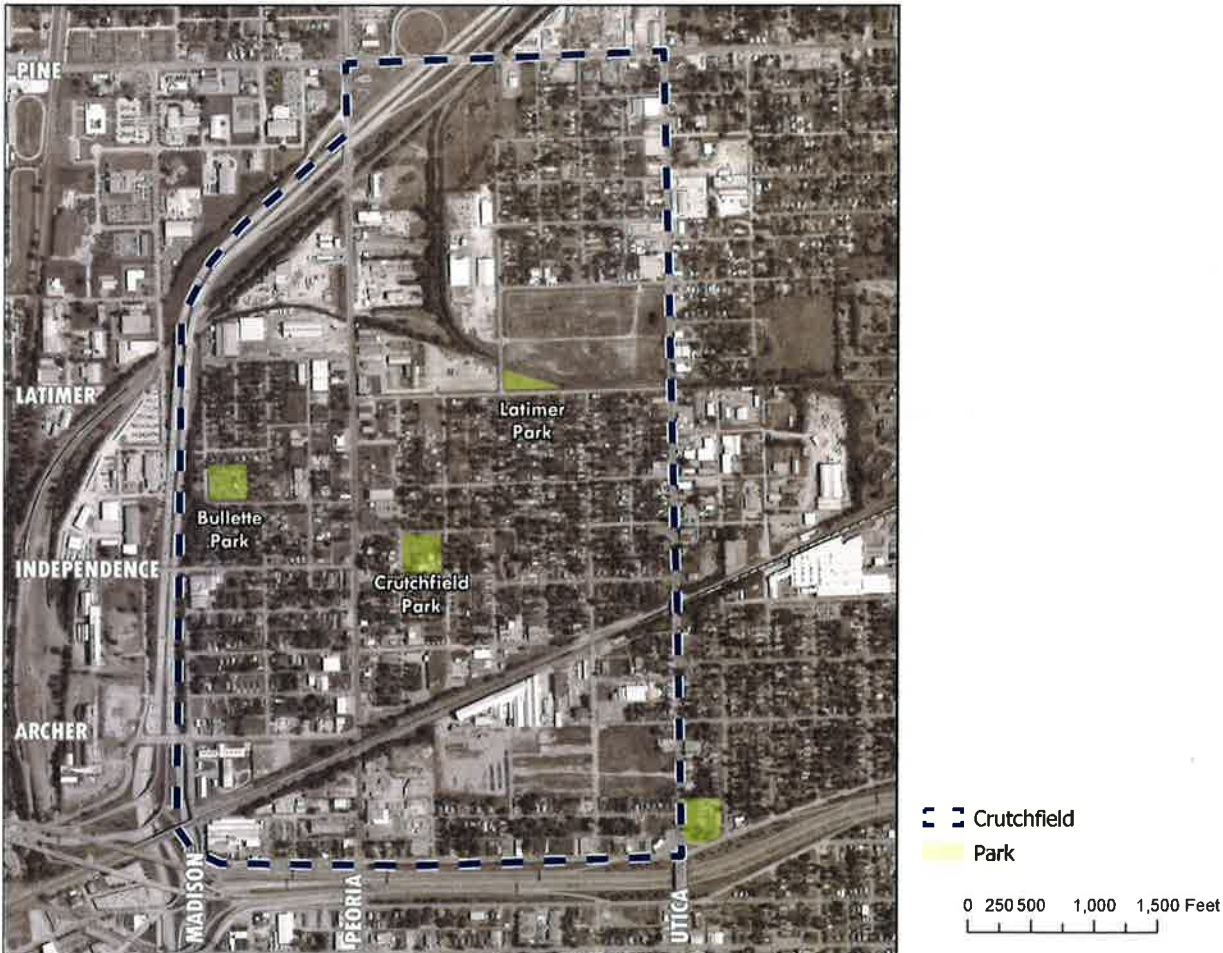
Parks, Trails, and Open Space

There are three existing parks in Crutchfield, including Crutchfield Park, Bullette Park, and Latimer Park. Bullette Park, at the corner of King Street and Madison Avenue, features picnic shelters, a playground, and basketball courts. Crutchfield Park, located at Independence Street and Quaker Avenue, has a splash pad, picnic shelters, basketball and baseball facilities, and a playground. The privately-developed and privately owned Latimer Park and playground is located on Latimer Street and Rockford Avenue. In addition, the former school site at Peoria and Jasper is now home to the Helmzar Challenge Course.

Based on public feedback, the parks in Crutchfield all need safety and security improvements, which should include improved lighting and increased police presence. Trees and shading were a close second request for all three parks.

There is community interest in finding space for a community garden in the Crutchfield neighborhood, and coordination with Tulsa Parks and Recreation could determine if there are feasible sites within existing parks in the area.

Map 15. Crutchfield Parks



Economic Development

EMPLOYMENT

Crutchfield has many active industrial and commercial employment sites, including Quick Service Steel, Brainerd Chemical, Trinity Containers, Topeca Coffee Roasters, Rockford Industrial Park, Machine Works LLC, and the Tulsa Recycle and Transfer Plant.

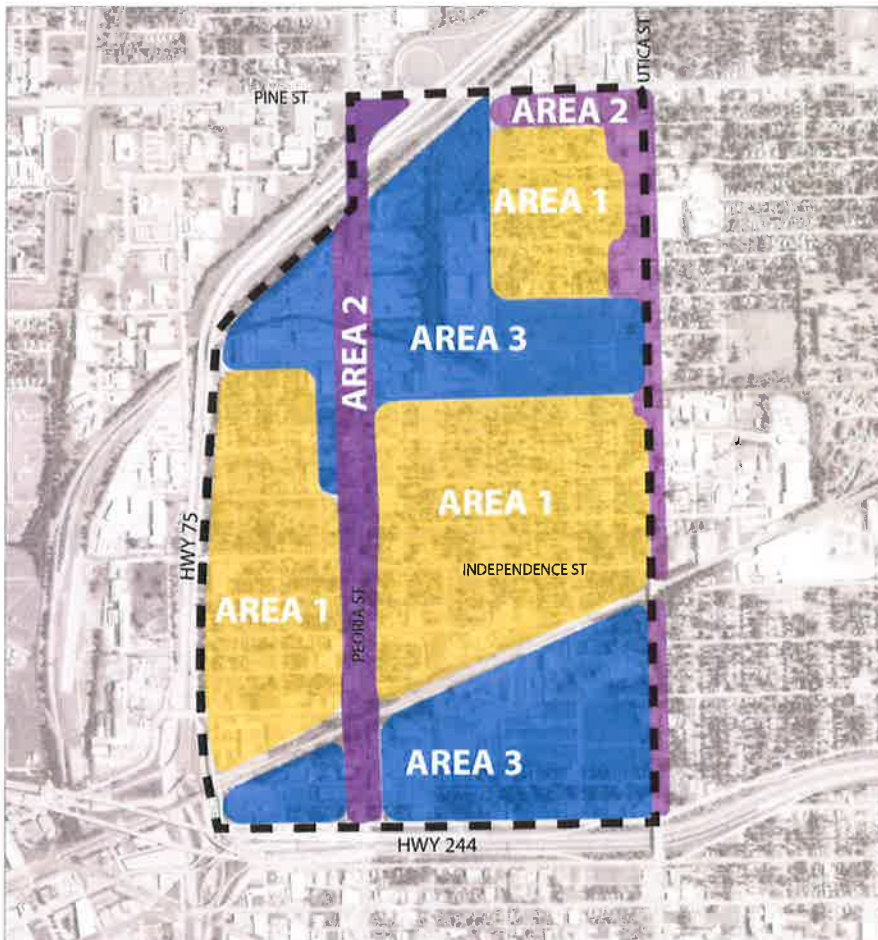
INFILL AND REDEVELOPMENT

There are many vacant parcels in the plan area. These range in size from standard residential lots to

large industrial-zoned sites. Many of these parcels, especially the larger sites and those located along commercial corridors, represent opportunity for infill development that supports increased employment and commercial services in Crutchfield.

As a central neighborhood that was initially platted and developed just over a century ago, infill and redevelopment will be critical to revitalization of the Crutchfield neighborhood. This Small Area Plan and the Crutchfield Sector Plan together form a development strategy for Crutchfield to attract new development.

Map 16. Investment Areas (from the Crutchfield Sector Plan)



AREA 1: Neighborhood

Stabilization and Infill

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

AREA 2: Corridor Improvements

Improve corridors to support economic activity and improve mobility options.

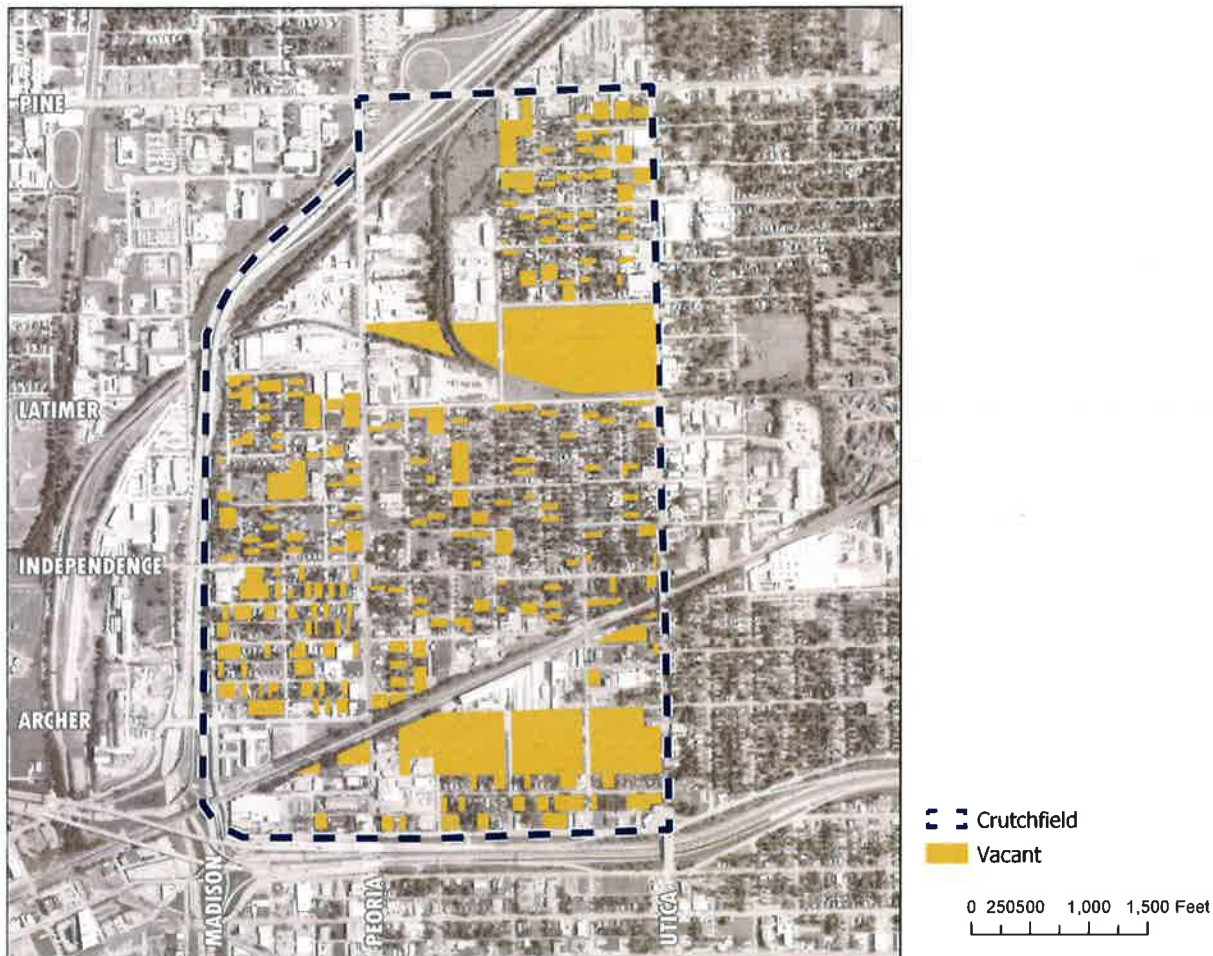
AREA 3: Employment Areas

Support development that increases employment and commercial opportunities.

Part II: The Plan

Infill and redevelopment can take the form of new housing on vacant lots, renovation or replacement of “main street” commercial buildings, as well as industrial reuse. Currently there are approximately 444 vacant parcels in the plan area (25.8% of total parcels). Given the proximity to downtown Tulsa and the availability of two major industrial infill sites with great highway and rail access, this creates a major opportunity for infill development in Crutchfield. The neighborhood can attract a full range of new development with the variety of land types available.

Map 17. Vacant Properties Map



Chapter 4: Building the Vision

The vision and priorities for Crutchfield that form the backbone of the Small Area Plan were developed in careful consultation with the community. Through three well-attended public events, in addition to regular meetings with the Community Advisory Team (CAT), the priorities became clear through discussion, interactive polling, and map-based activities.

Community Design Workshop Results

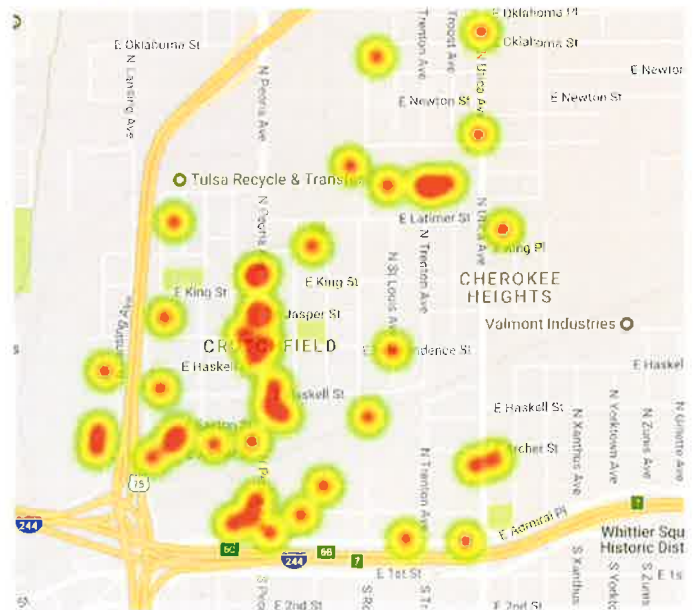
Two workshops were held during the planning process for Crutchfield, one associated with the Sector Plan and a second associated with this Small Area Plan. Both events yielded important community feedback that has formed the backbone of the plan concepts and priorities.

WORKSHOP 1 | MARCH 2018

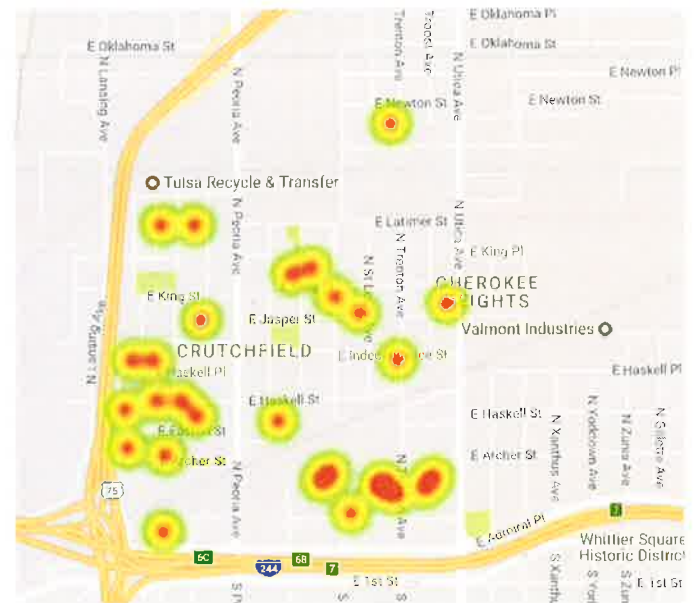
This workshop was associated with the Crutchfield Sector Plan, intended to gain input from the community regarding infill and redevelopment, public infrastructure needs, blight, and connections.

The event included interactive instant polling questions and a small group map-based design activity where participants used colored dot stickers and written feedback to indicate the types of desired place-based investments needed in the plan area.

Workshop 1 Input: New Development

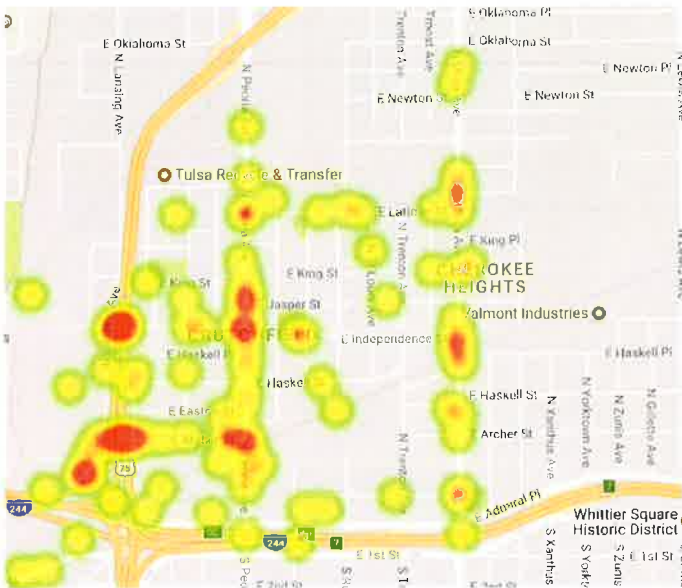


Workshop 1 Input: New Housing

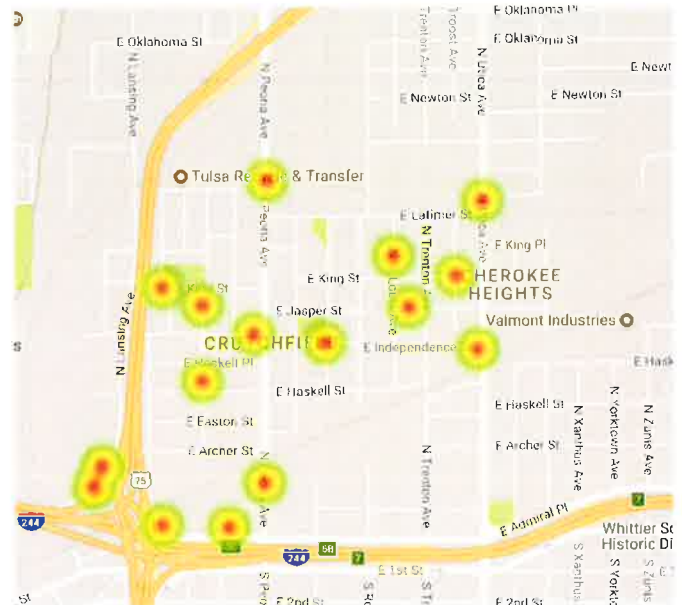


Part II: The Plan

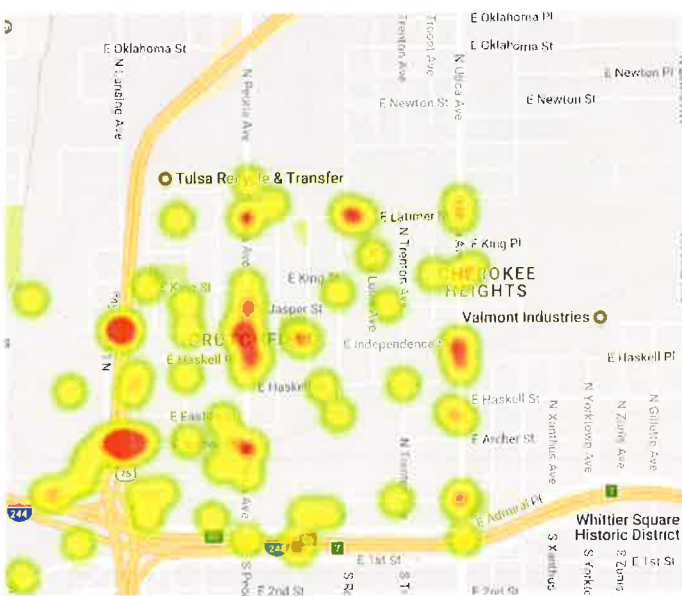
Workshop 1 Input: Active Transit



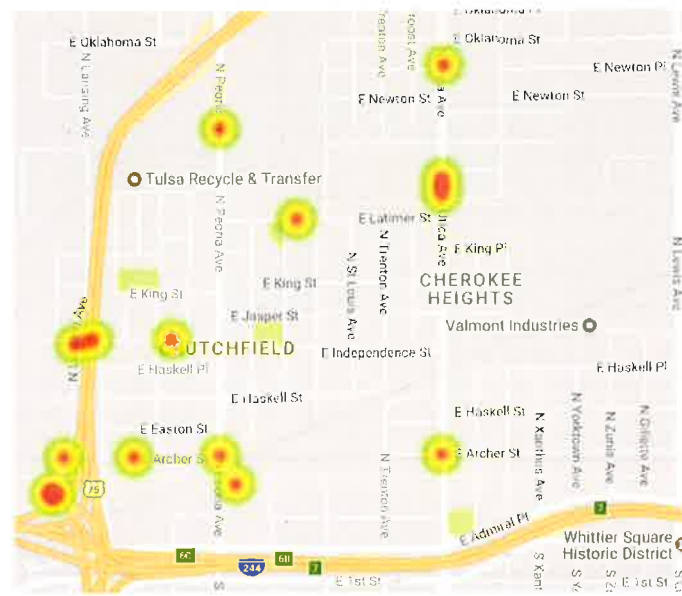
Workshop 1 Input: Street Lighting



Workshop 1 Input: Roadway Safety Needs



Workshop 1 Input: Bike Facility Needs



KEY TAKEAWAYS FROM WORKSHOP 1

- Location is Crutchfield's greatest asset (78% polling responses)
- Top priority for economic development should be to revitalize commercial properties (49%)
- Top priority for housing should be to address blighted properties (33%) and to maintain affordability (33%)

- Top priority infrastructure should be storefront façade improvements (29%)
- The most important outcome of this planning process would be to redevelop aging residential areas (38%)

WORKSHOP 2 | MAY 2018

The second workshop was associated with the Small Area Plan, intended to expand the depth of information gathered during the first workshop. Workshop 2 included interactive instant polling and a map-based small group discussion centered on six key topic areas: housing, facilities, commercial corridors, opportunity sites, streets and alleys, edges and transition areas, and parks.

KEY TAKEAWAYS FROM WORKSHOP 2**HOUSING**

- There is a lot of great housing stock in the area
- Strong desire to keep out apartments, namely large apartment complexes; mid-density housing such as townhomes, rowhouses, accessory dwelling units, and live-work units are acceptable if at an appropriate and fitting scale
- Need for more accountability and upkeep from landlords; some rental units are rented by the week; some are in very poor condition

FACILITIES

- Need for more “third places” like coffee shops, community spaces, libraries – places that are not home or work where people can hang out
- Desire for family friendly destinations: pool or aquatic center,

CORRIDORS

- Desire for 2-3 story development, could include residential above retail or office
- Commercial space for small-scale retail or boutiques
- Desire for grocery store, hardware store along Utica
- Desire for restaurants, brunch locations, cafes with sidewalk seating

OPPORTUNITY SITES

- Former Dowell-Schlumberger site could be a multi-purpose commercial building
- Archer site could be used for a sports complex

STREETS & ALLEYS

- Need for more focus along Archer, especially the connection to downtown
- Independence is a great street for local travel through the district – should have improved streetscaping and local serving commercial uses
- Strong need for better lighting and ADA access
- Safety concerns along Latimer and Independence – these streets connect between Peoria and Utica, and should be safe for walking and biking to travel within the neighborhood
- All local streets need to be repaired; Latimer is a travel route for heavy truck traffic going to and from the waste plant – asphalt street cannot handle the weight and should be upgraded to concrete

EDGES & TRANSITIONS

- Desire for greenway buffers on east-west connecting streets (Independence and Archer) to serve as connections to the regional trail network and safe routes for walking and biking
- Strong desire for increased tree planting for shade, beauty, and air and water quality improvements
- Heavy truck traffic on Latimer, Independence, and Peoria is a safety issue for pedestrians
- Need for careful transition from commercial corridors to the adjacent neighborhoods

15.54

PARKS

- Need for wayfinding signage along Peoria to let people know where the parks are
- Need for better lighting, shade trees or structures, safety features (fencing, police patrol, lighting)
- Desire for a water feature such as a splash pad or pool
- Desire for community garden space especially in northeast corner of Crutchfield

- All three neighborhood parks would benefit most from safety improvements, but also from more trees and a community garden

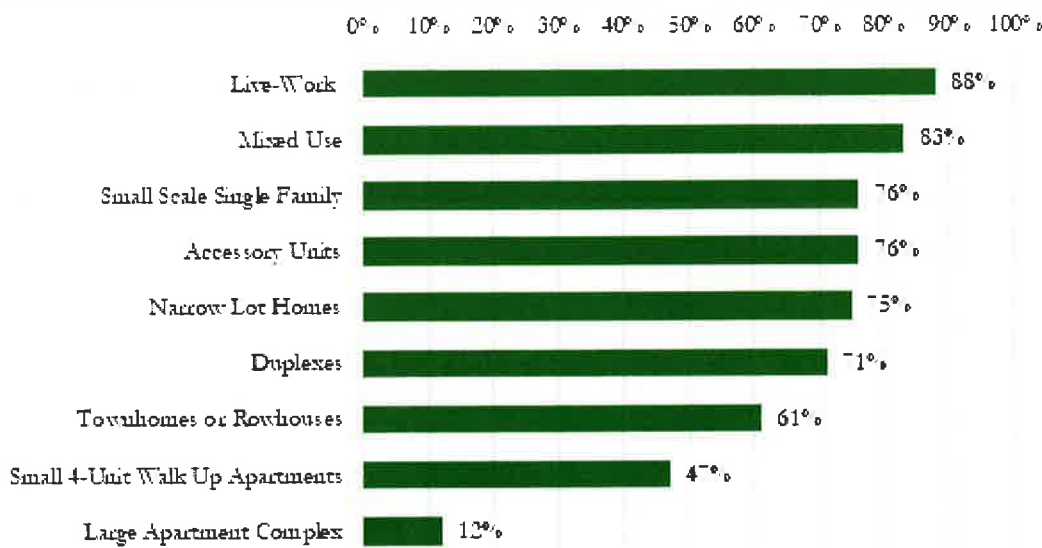
POLLING RESULTS FROM WORKSHOP 2

- Two top concerns: Neighborhood stability; Safety & security
- Best strategies to move forward: bolstering economic development and improving the housing market and residential areas
- Desire for grocery stores, restaurants and cafes, and retail shopping located along Peoria and Utica
- Desire for greater investment in pedestrian infrastructure such as sidewalk repair and widening

Open House

The Crutchfield open house was held in October 2018. The event included a brief presentation that explained the planning process to date and outlined the proposed Small Area Plan priorities and vision statement. A discussion-based poster session followed the presentation, including the proposed future land use map, vision statement, and the five plan priorities. Participants were invited to provide written or drawn comments and suggestions, and project team members were available to answer questions. Overall feedback was positive and constructive, helping to refine goals and actions. Comments received during the open house were incorporated into the development of the plan goals and strategies found in the following chapter.

Workshop 2 Results: Desired Housing in Crutchfield



Source: May 2018 workshop polling results to the question, "Does this type of housing have a place in Crutchfield?" Results include responses of "Strongly Agree" or "Somewhat Agree."

15.55

“Big Ideas” Core Concepts for the Crutchfield Vision

Based on input from the map-based workshop, interactive polling, and discussion questions, the following “big ideas” solidified as core concepts of the plan.



Residential reinvestment, rehabilitation and assistance



“Main Street” corridors along Peoria, Utica, Independence and Archer



Focus on key catalytic development sites



Strengthen identity with entrances and gateways



Invest in capital improvements for public infrastructure

15.56

Chapter 5: Vision for Crutchfield

The Tulsa Comprehensive Plan suggests that all small area plans should include a vision statement that articulates what the area should be in 10 to 20 years. A vision statement should be inclusive in its values, concisely written and positive in its outlook. This Chapter includes the Vision Statement and the Vision Map for Crutchfield detailing desired future land uses.

The Crutchfield Vision Statement was developed

through numerous discussions throughout the planning process. The Community Advisory Team (CAT) considered the 2004 neighborhood plan vision statement, prevalent themes from early polling, analysis of existing conditions, and themes identified in Vision Maps from the Visioning Workshop. The Vision Statement was presented to the CAT and subsequently at the October 2018 open house for feedback and comment.

Vision Statement

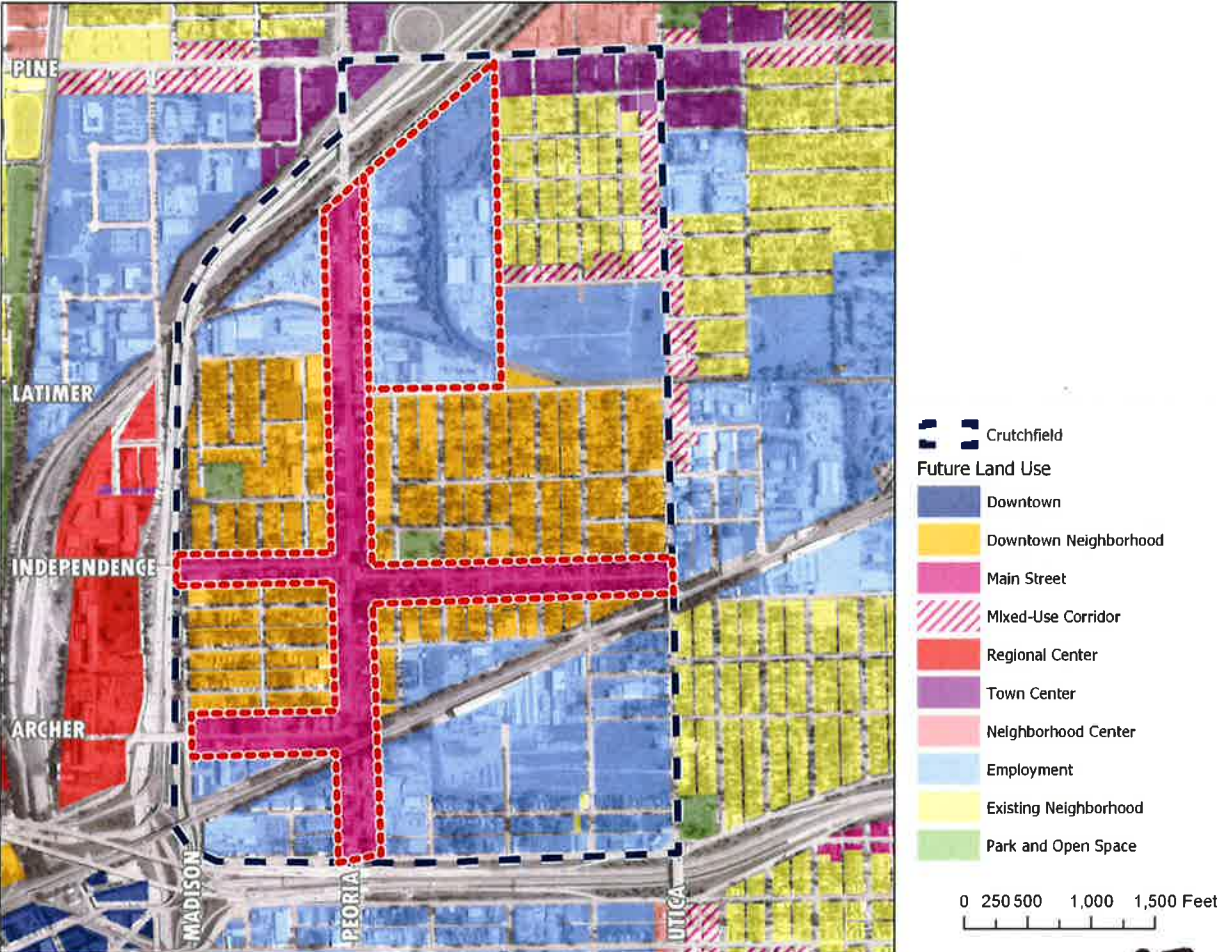
The future of Crutchfield is lively, welcoming, and well connected. The neighborhood attracts new residents and businesses and improves connections to neighboring areas. The neighborhood is known for its unique mix of quality housing choices, strong business, effective transportation, and safe and healthy options for walking and biking. Crutchfield continues to be a vibrant mixed-use neighborhood.

Land Use Recommendations

Throughout the planning process, the CAT discussed the need for redevelopment and infill development balanced with maintaining the neighborhood’s character and identity. Due to this, few changes to the land use map are recommended as part of this plan. The recommended land use changes are listed below and can be seen in Map 18. On the map, proposed changes are outlined with a red dashed line.

- 1. **EMPLOYMENT.** The area designated as Town Center in the PLANiTULSA future land use map is currently active employment land and will likely remain employment for the next 10-20 years. In respecting active current use, the future land use map should be changed from Town Center to Employment.
- 2. **MAIN STREET.** In recognizing the desired urban form for walkable transit-oriented mixed-use corridors, several key streets have been designated Main Street. Specifically, the properties along the Peoria corridor extending from I-244 to Pine Street, properties along Independence from Hwy 75 to Utica, and properties along Archer from Hwy 75 to Peoria should be changed to Main Street.

Map 18. Future Land Use Recommendations



Priorities, Goals and Implementation Measures

INTRODUCTION

The recommendations set forth in this section of the Crutchfield Small Area Plan are the means by which the vision is intended to be implemented. This chapter is organized into priorities, goals, and implementation measures.

PRIORITIES are topical areas that address the vision. They identify over-arching steps toward plan implementation.

GOALS are the general, attainable objectives of each priority.

IMPLEMENTATION MEASURES are policies, public/private partnerships or investments that help the plan area reach its identified goals.

Planning terms referred to within this chapter are defined as follows:

PLANiTULSA is also referred to as the “Tulsa Comprehensive Plan”

The PLANiTULSA land use categories (also called “building blocks”) identify appropriate future land use, transportation, employment and housing density and basic design characteristics of the area.

Current zoning classifications identify uses allowed by right. Future requests for zoning changes will be evaluated for their appropriateness relative to the land use categories adopted in this plan.

PRIORITY 1: STABILIZE AND REVITALIZE EXISTING RESIDENTIAL AREAS, WHILE PRESERVING HOUSING AFFORDABILITY AND INCREASING HOUSING CHOICE.

Goal 1: Promote development of complete neighborhoods, defined in the Comprehensive Plan (p. LU-18) as “neighborhoods that blend amenities, connectivity, and housing options together.”

- 1.1 Review zoning requests to ensure that new uses enhance neighborhood stability.
- 1.2 Continue to support fair housing and fight housing discrimination within Crutchfield through both private and public practices.

Goal 2: Enhance neighborhood amenities.

- 2.1 Preserve neighborhood assets, including affordable single-family housing stock; Main Street commercial buildings with storefronts along Peoria and Utica; neighborhood-scale commercial on local streets that is integrated into the neighborhood fabric.
- 2.2 Encourage the development of public and private neighborhood-serving amenities in the neighborhood.

Goal 3: Address vacant and blighted properties.

- 3.1 Work with Tulsa Development Authority to identify catalyst projects to address blight and develop vacant properties that achieve community objectives for a vibrant mixed-use neighborhood.
- 3.2 Work with Tulsa Development Authority to provide relocation assistance for residents displaced by condemnation
- 3.3 Work with Tulsa’s code enforcement program to ensure housing quality for the health, safety and well-being of residents. Consider approaches for public education on topics such as how to report code violations.

- 3.4 Encourage scheduled roll-off boxes (dumpsters) through Working in Neighborhoods (WIN) for free or low-cost waste removal to assist property owners with clean up and neighborhood beautification.
- 3.5 Address illegal dumping in residential areas with more frequent patrols, citations, and neighborhood cleanup assistance.

Goal 4: Provide appropriate buffering between residential areas and nearby employment land uses.

- 4.1 Promote a gradual transition in height and density between commercial and residential uses, and between residential uses of differing intensity or scale.

PRIORITY 2: SUPPORT COMPATIBLE RESIDENTIAL INFILL AND REINVESTMENT.

Goal 5: Increase housing choices available in Crutchfield.

- 5.1 Support the development of an expanded range of housing types, including single-family housing types such as cottage housing, clustered homes, and narrow-lot homes and appropriately scaled “missing middle” (mid-density) housing types such as townhomes, multi-unit houses (duplexes, triplexes, quads), live-work units, and accessory dwelling units.
- 5.2 Work with Tulsa Development Authority to acquire and sell properties to address blight, improve housing quality and safety, expand access to high quality affordable housing, and contribute to a vibrant mixed-use neighborhood.
- 5.3 Encourage compatible, neighborhood-scale development that provides “missing middle” housing types. Mixed-use residential development along major corridors, live-work units, and small-scale, visually compatible multi-unit houses are desirable in neighborhood edge

and transition zones between residential and employment uses.

Goal 6: Maintain housing affordability.

- 6.1 Support infill housing that fits with the character of the neighborhood.
- 6.2 Ensure small-scale infill housing is reviewed and permitted quickly and efficiently.
- 6.3 Consider creating a library of permit-ready building plans for desired infill housing types to expedite infill development.
- 6.4 Address any existing code barriers to infill development on narrow lots, such as modifications to on-site parking requirements or building setbacks.
- 6.5 Consider waiving or reducing development fees and providing expedited development review for developments that include affordable housing.
- 6.6 Provide resources for homeowners and potential buyers to help with repairs and rehabilitation. Connect residents to existing funding sources for assistance and work to expand available funds and funding streams.
- 6.7 Establish a grant or revolving loan fund to assist low-income and first-time homebuyers who wish to buy in Crutchfield. Explore partnership opportunities with Housing Partners of Tulsa.

Goal 7: Improve park and open space amenities.

- 7.1 Prioritize safety improvements for Crutchfield’s three parks (Crutchfield Park, Bullette Park and Latimer Park), to include improved lighting, sidewalk improvements, crossing improvements to access parks, directional signage from Peoria.
- 7.2 Increase police presence to address safety concerns.
- 7.3 Fund capital improvements (such as playgrounds, fencing, water features, shade structures) and recreational programming for parks in Crutchfield.
- 7.4 Expand shaded areas with trees and picnic

shelters.

- 7.5 Expand trails network to connect Crutchfield's parks to regional park and trail amenities.
- 7.6 Work with Tulsa Public Schools and Tulsa Police Department to ensure continued funding for programming and maintenance of the Helmzar Challenge Course.

Goal 8: Integrate new construction with the natural environment and aesthetics of the neighborhood.

- 8.1 Identify incentives to increase low-impact development (LID) practices for sustainable stormwater management.

Goal 9: Improve flood control in Crutchfield.

- 9.1 Preserve natural drainage areas, including natural stream restoration and green space preservation.
- 9.2 Enforce storm water requirements for new developments.
- 9.3 Work with Tulsa Development Authority to identify and acquire properties for flood storage and floodplain management. Sites could be used as park or open space.

PRIORITY 3: IMPROVE CORRIDORS TO SUPPORT ECONOMIC ACTIVITY AND IMPROVE MOBILITY OPTIONS.

Goal 10: Promote revitalization in Crutchfield that supports the plan's Vision and enhances the image of the neighborhood.

- 10.1 Encourage and support compatible commercial and mixed-use infill development.
- 10.2 Support façade restoration and preservation along Peoria and Utica. Identify funding for a grant program targeting façade improvements, with emphasis on assistance to local, small, or emerging businesses.
- 10.3 Encourage transit-supportive development along Peoria, especially near future bus rapid

transit stations at Independence and Pine Street. Possibilities include identifying incentives for transit-supportive commercial uses and providing voluntary zoning changes at no cost for properties within a quarter mile of transit stops.

- 10.4 Identify incentives to support convenient neighborhood-level business development, especially for neighborhood-serving uses such as grocery stores, corner stores, restaurants and cafes, child care, retail, personal and professional services.
- 10.5 Eliminate barriers to adaptive reuse by evaluating parking requirements, permitting fees, or other identified barriers.
- 10.6 Develop design guidelines for Main Street areas to ensure walkable design: encourage new construction is aligned with existing building setbacks to better define the "street wall" to encourage a supportive pedestrian environment; encourage ground-floor transparency and entrances facing the street; encourage or require new construction to have ground-floor windows and a street-facing entrance.

Goal 11: Fund and implement planned pedestrian and bicycle improvements throughout the area.

- 11.1 Implement PLANiTULSA's Complete Streets policies for multi-modal corridors along Peoria and Utica.
- 11.2 Implement the current Tulsa GO Plan recommendations for sidewalk infrastructure (along Admiral Blvd) and bike infrastructure (along Peoria, Pine, Archer, Lansing, and Independence).
- 11.3 Design and construct protected or dedicated bike lanes along Peoria Blvd to implement the current Tulsa GO Plan recommendations.
- 11.4 Design and construct well-marked pedestrian and bicycle crossings of Peoria at Independence and Latimer.

PRIORITY 4: SUPPORT DEVELOPMENT THAT INCREASES EMPLOYMENT AND COMMERCIAL OPPORTUNITIES.**Goal 12: Activate large undeveloped tracts of land.**

- 12.1 Encourage reuse of major vacant industrial infill sites. Maintain contact with current site owners and work proactively with the City's real estate and economic development team to move forward development projects that align with the vision for Crutchfield.
- 12.2 Re-establish block pattern as sites redevelop, working with land owners and developers to dedicate road right of way to extend existing streets, sidewalks and bike facilities and create connectivity through the site.
- 12.3 Explore non-industrial uses if feasible based on clean-up standard for health and safety.

Goal 13: Improve commercial transportation access.

- 13.1 Designate appropriate truck routes through Crutchfield. Communicate with businesses to ensure drivers use appropriate routes to avoid residential streets.
- 13.2 Fund and implement road improvements, especially on routes that support heavy truck traffic.
- 13.3 Encourage continued industrial use of Crutchfield's rail access as a viable asset for existing and potential future businesses in the district.

Goal 14: Work with residents and businesses to beautify Crutchfield.

- 14.1 Promptly address garbage and illegal dumping in the neighborhood.
- 14.2 Work with businesses in the area to contain refuse.

Goal 15: Ensure adequate parking supply using a**shared parking approach in Crutchfield.**

- 15.1 Work with businesses along Peoria and Utica to develop a shared parking approach to provide adequate parking as the corridors redevelop.
- 15.2 Identify potential sites for off-street shared parking lots, especially within walking distance to major destinations and Aero bus rapid transit station areas.

PRIORITY 5: IMPROVE URBAN INFRASTRUCTURE TO SUPPORT HEALTH AND WELLNESS AND CATALYZE DEVELOPMENT.**Goal 16: Improve physical infrastructure for walking and biking throughout the neighborhood and connections to other districts.**

- 16.1 Provide safe connections via appropriate sidewalk and roadway investments within Crutchfield, and from Crutchfield to adjacent neighborhoods in all directions, as well as improved walking and biking connections to downtown Tulsa. See Map 13 for key connections.
- 16.2 Update Tulsa GO Plan sidewalk gap map by including the main streets listed in the small area plan, Independence and Archer.
- 16.3 Fund and implement infill-supportive infrastructure, including sidewalks, alley improvements and streetscaping improvements.
- 16.4 Fund sidewalk improvements for the Peoria, Utica, Independence, Archer, Latimer, and Admiral at a minimum.
- 16.5 Improve connections to nearby districts or neighborhoods, including crossing Interstate-244 and Highway 75. Design and construct safety and security improvements for walking and biking access across Highway 75 at Archer and at Independence to better connect Crutchfield to downtown Tulsa.
- 16.6 Design and fund entranceway/gateway features at key entrances and neighborhood identification

throughout area. Specifically, gateways should be located at Archer crossing Highway 75, Independence crossing Highway 75, Peoria at I-244, and Utica at I-244.

- 16.7 Reevaluate curb cuts on arterials and main streets for access management.
- 16.8 Work with City of Tulsa Engineering to retrofit existing sidewalks and ramps on current arterial and planned main streets (Independence and Archer) for ADA compliance.
- 16.9 Create safe mid-block crossings on Utica and Peoria at transit stops, main streets and commercial areas to include continental striping and pedestrian activated signals.

and identify potential future needs for system replacement or sizing upgrades. Develop an approach for updates as Crutchfield continues to redevelop and attract new residents and businesses.

Goal 17: Improve public infrastructure to catalyze private investment.

- 17.1 Improve transit station areas along Peoria with addition of clear route signage at stop locations, seating, well-marked crossings, and optionally transit shelters, garbage receptacles, shade trees, public art, or murals.
- 17.2 Explore options to relocate above ground electric power lines in alleys or underground.
- 17.3 Develop 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.
- 17.4 Work with City of Tulsa Water and Sewer department to evaluate the current pipe systems