





# RESOLUTIONS

Date Prepared:



Dept: **TMAPC**

Reso Type **OTHER**



Pln  
Dist

Addtn

TMA  
PC #

Coun  
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## RESOLUTION

### TULSA METROPOLITAN AREA PLANNING COMMISSION

#### Resolution No.: 2662:915

A RESOLUTION OF THE TULSA METROPOLITAN AREA PLANNING COMMISSION, PURSUANT TO TITLE 19 OKLAHOMA STATUTES, SECTION 863.7; AMENDING THE TULSA COMPREHENSIVE PLAN BY ADOPTING AMENDMENTS TO THE 6<sup>TH</sup> STREET INFILL PLAN.

WHEREAS, the Tulsa Metropolitan Area Planning Commission is required to prepare, adopt and amend, as needed, a master plan, also known as a comprehensive plan, for the Tulsa metropolitan area, in accord with Title 19 Oklahoma Statutes, Section 863.7; and

WHEREAS, the purpose of such a comprehensive plan is to bring about coordinated physical development of an area in accord with present and future needs and is developed so as to conserve the natural resources of an area, to ensure the efficient expenditure of public funds, and to promote the health, safety, convenience, prosperity, and general welfare of the people of the area; and

WHEREAS, pursuant to Title 19 Oklahoma Statutes, Section 863.7, the Tulsa Metropolitan Area Planning Commission did, by Resolution on the 29th of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law, and which has been subsequently amended; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission did, by Resolution on 2<sup>nd</sup> of November, 2005, adopt The 6<sup>th</sup> Street Infill Plan as part of the District Four Plan Map and Text, both parts of the Comprehensive Plan of the Tulsa Metropolitan Area. The Plan was subsequently approved by the Tulsa City Council on the 5<sup>th</sup> of January, 2006.

WHEREAS, the Tulsa Metropolitan Area Planning Commission did, by Resolution on the 6th of July 2010, adopt an amendment to the Comprehensive Plan for the Tulsa Metropolitan Area, which pertains only to those areas within the incorporated City limits of the City of Tulsa, known as the Tulsa Comprehensive Plan, which was subsequently approved by the Tulsa City Council on the 22<sup>nd</sup> of July 2010, all according to law, and which has been subsequently amended; and

WHEREAS, The Sixth Street Infill Plan was recognized in the Tulsa Comprehensive Plan as an existing neighborhood plan that should continue to serve the role of guiding development decisions in the area; and

WHEREAS, a public hearing was held on November 6, 2013 and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19 Oklahoma Statutes, Section 863.7, to adopt amendments to The Sixth Street Infill Plan, as hereafter described.

**CPA-19:** Amend boundaries of the Plan area and subareas on The 6<sup>th</sup> Street Infill Plan land use map; and

**CPA-20:** Reconcile titles and boundaries of subareas to conform to The 6<sup>th</sup> Street Infill Plan land use map; and

**CPA-21:** Amend text in The 6<sup>th</sup> Street Infill Plan regarding street closures, parking, housing and subarea descriptions.

NOW THEREFORE, BE IT RESOLVED, by the Tulsa Metropolitan Area Planning Commission:

Section 1. That The Sixth Street Infill Plan, part of the Tulsa Comprehensive Plan, as adopted by the Tulsa Metropolitan Area Planning Commission on July 6, 2010 and as amended from time to time, shall be and is hereby amended.

Section 2. That a true and correct copy of the amendments are attached to this Resolution.

Section 3. That upon adoption by the Tulsa Metropolitan Area Planning Commission, this Resolution shall be transmitted and submitted to the City Council of the City of Tulsa for its consideration, action and requested approval within forty-five (45) days of its submission.

Section 4. That upon approval by the Tulsa City Council, or should the City Council fail to act upon this amendment to the Tulsa Comprehensive Plan within forty-five (45) days of its submission, it shall be deemed approved with the status of an official plan and immediately have full force and effect.

ADOPTED on this 6th day of November, 2013, by a majority of the full membership of the Tulsa Metropolitan Area Planning Commission, including its *ex officio* members.

  
Joshua Walker, Chairman  
Tulsa Metropolitan Area Planning Commission

ATTEST:

  
Michael Covey, Secretary  
Tulsa Metropolitan Area Planning Commission

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**ATTESTATION AND CERTIFICATION  
TULSA METROPOLITAN AREA PLANNING COMMISSION**

STATE OF OKLAHOMA )  
                              )      ss.  
COUNTY OF TULSA  )

To The City Clerk of the City of Tulsa and the County Clerk of Tulsa County:

I, Joshua Walker, Chairman of the Tulsa Metropolitan Area Planning Commission, certify on this 6<sup>th</sup> day of November, 2013 that the foregoing Resolution and amendment to the Tulsa Comprehensive Plan attached to this Resolution are a true and correct copy of the Resolution and amendment to the Tulsa Comprehensive Plan as adopted by the Tulsa Metropolitan Area Planning Commission.

  
Joshua Walker, Chairman  
Tulsa Metropolitan Area Planning Commission

Subscribed and sworn to before me on this 30<sup>th</sup> day of November 2013.



  
Notary Public

My Commission Expires: \_\_\_\_\_

Commission No.: \_\_\_\_\_

**APPROVAL OF THE TULSA CITY COUNCIL**

APPROVED by the City Council of the City of Tulsa, Oklahoma on this \_\_\_\_\_ day of \_\_\_\_\_ 2013.

\_\_\_\_\_  
David Patrick, Chairman of the City Council

APPROVED AS TO FORM:

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

**ATTESTATION AND CERTIFICATION  
CITY COUNCIL OF THE CITY OF TULSA**

STATE OF OKLAHOMA )  
                              )      ss.  
COUNTY OF TULSA    )

To The City Clerk of the City of Tulsa and the County Clerk of Tulsa County:

I, David Patrick, Chairman of the City Council of the City of Tulsa, Oklahoma certify on this \_\_\_\_\_ day of \_\_\_\_\_ 2013 that the foregoing Resolution and amendment to the Tulsa Comprehensive Plan attached to this Resolution are a true and correct copy of the Resolution and amendment to the Tulsa Comprehensive Plan as approved by the City Council of the City of Tulsa.

\_\_\_\_\_  
David Patrick, Chairman of the City Council

Subscribed and sworn to before me on this \_\_\_\_\_ day of \_\_\_\_\_ 2013.

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

Commission No.: \_\_\_\_\_

**CPA-19**

Amend boundaries of the Plan area and subareas on  
The 6<sup>th</sup> Street Infill Plan land use map  
as attached



# Legend

## 6th St. Infill Plan


 **Redevelopment**  
Large-scale, residential/mixed-use infill developments


 **Planned Flood Control**  
New urban parks that provide flood control when needed

 **Existing Flood Control**  
New urban parks that provide flood control when needed

 **Residential Revitalization**  
Restoration of existing housing, introduction of small-scale, diverse, compatible infill

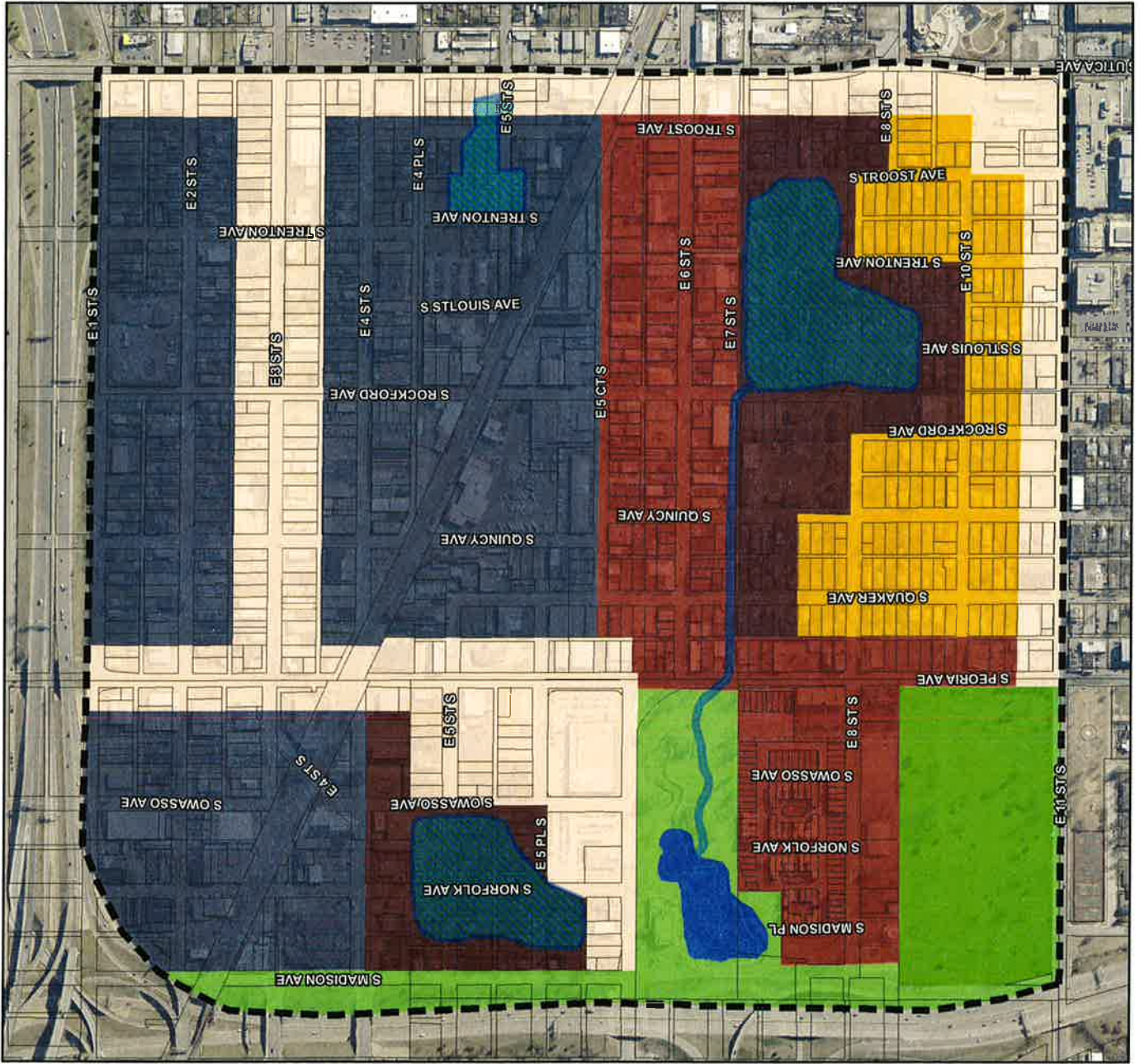
 **Mixed Use Infill**  
Residential, Commercial, Office, Manufacturing, Warehousing, Reuse of existing structures, smaller-scale, compatible infill.

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

 **Manufacturing Warehousing**  
Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities

 **Park**  
non-flood control park areas and trails

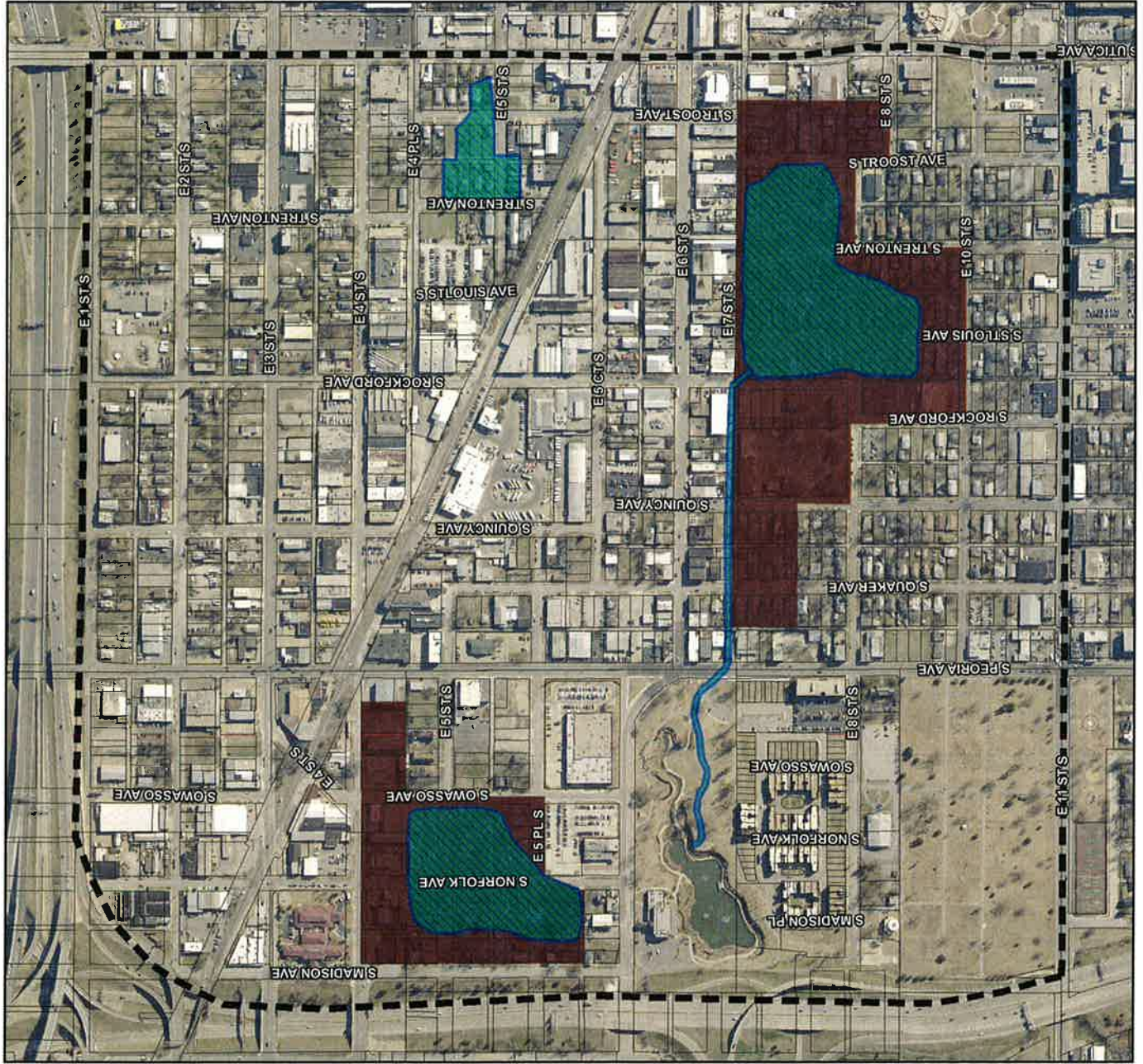
 **Cemetery**





**CPA-20**

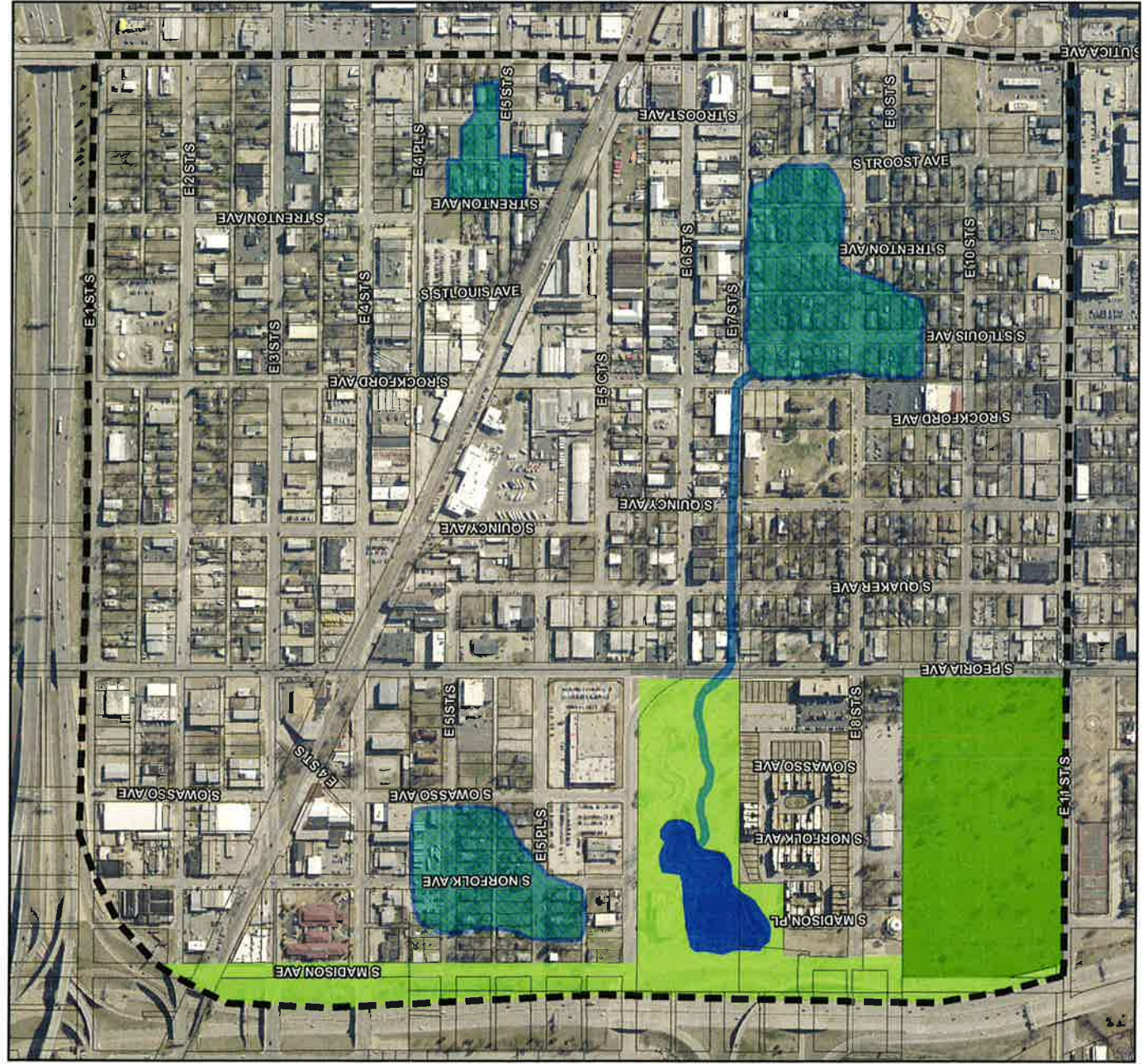
Reconcile titles and boundaries of subareas to conform to  
The 6<sup>th</sup> Street Infill Plan land use map  
as attached



### Legend

-  Redevelopment  
Large-scale, residential/mixed-use infill developments
-  Planned Flood Control  
New urban parks that provide flood control when needed

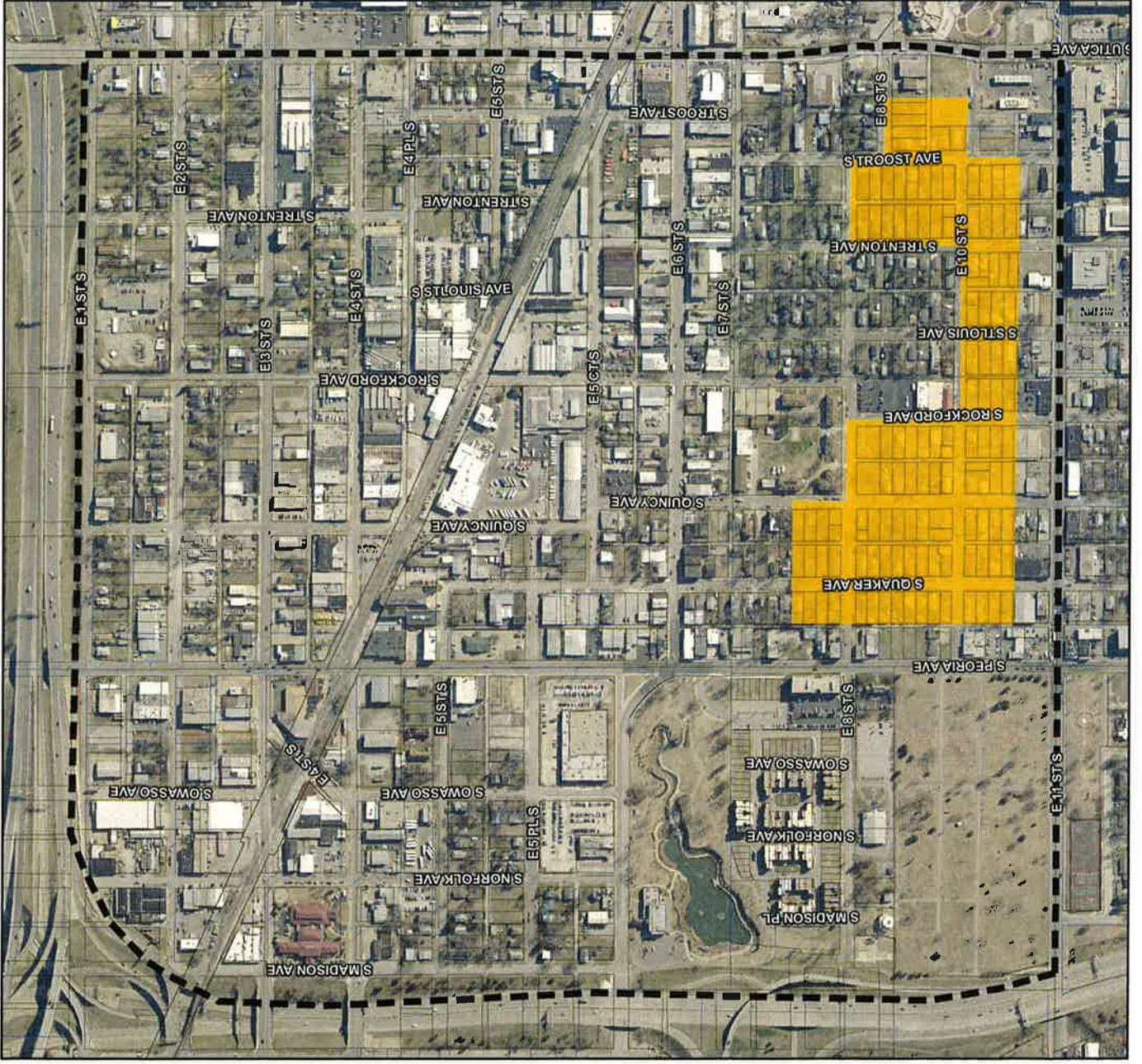




### Legend

- Cemetery
- Planned Flood Control  
New urban parks that provide flood control when needed
- Existing Flood Control  
New urban parks that provide flood control when needed
- Park  
non-flood control park areas and trails

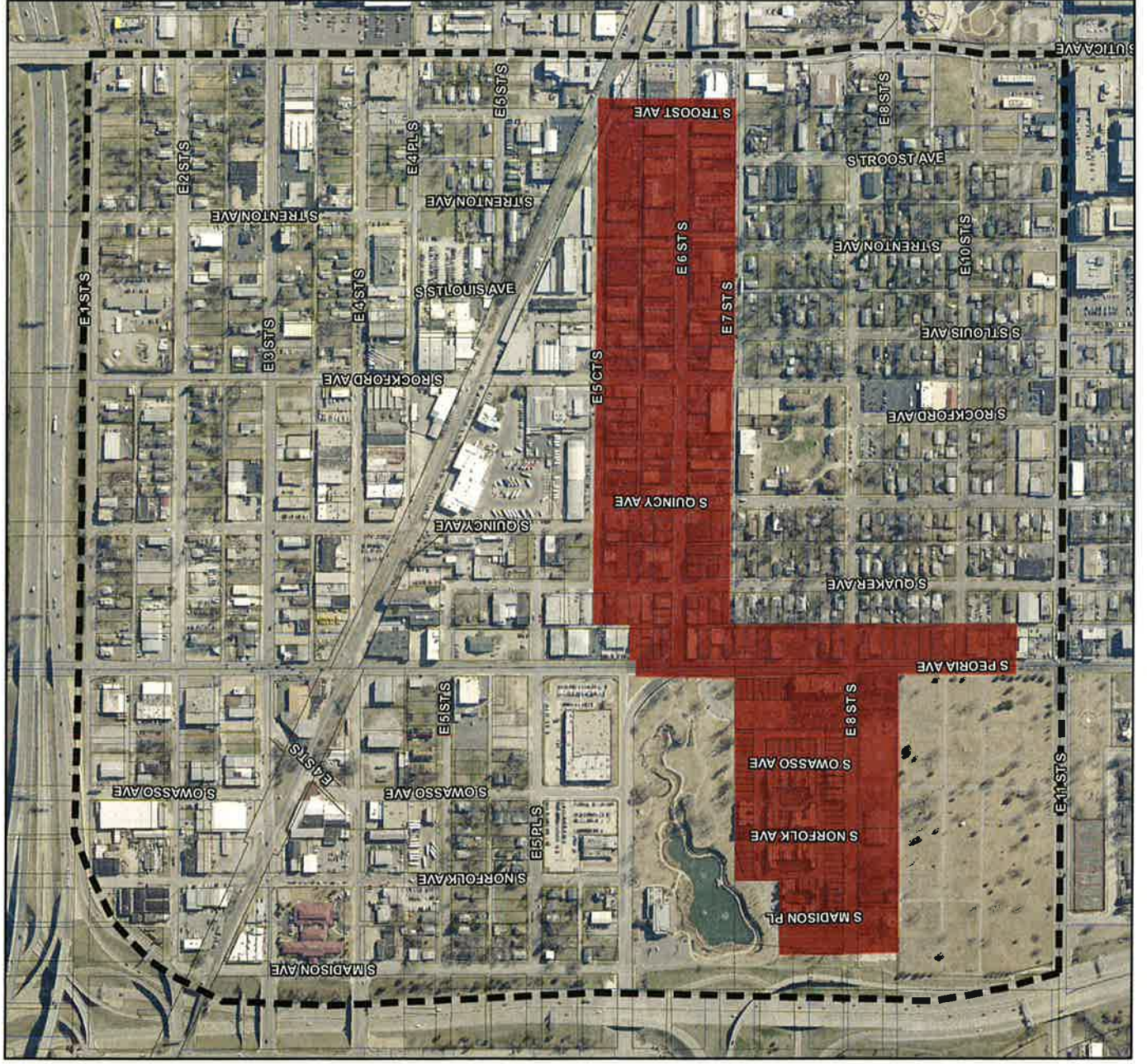




### Legend

- Residential Revitalization  
Restoration of existing housing, introduction of small-scale, diverse, compatible infill

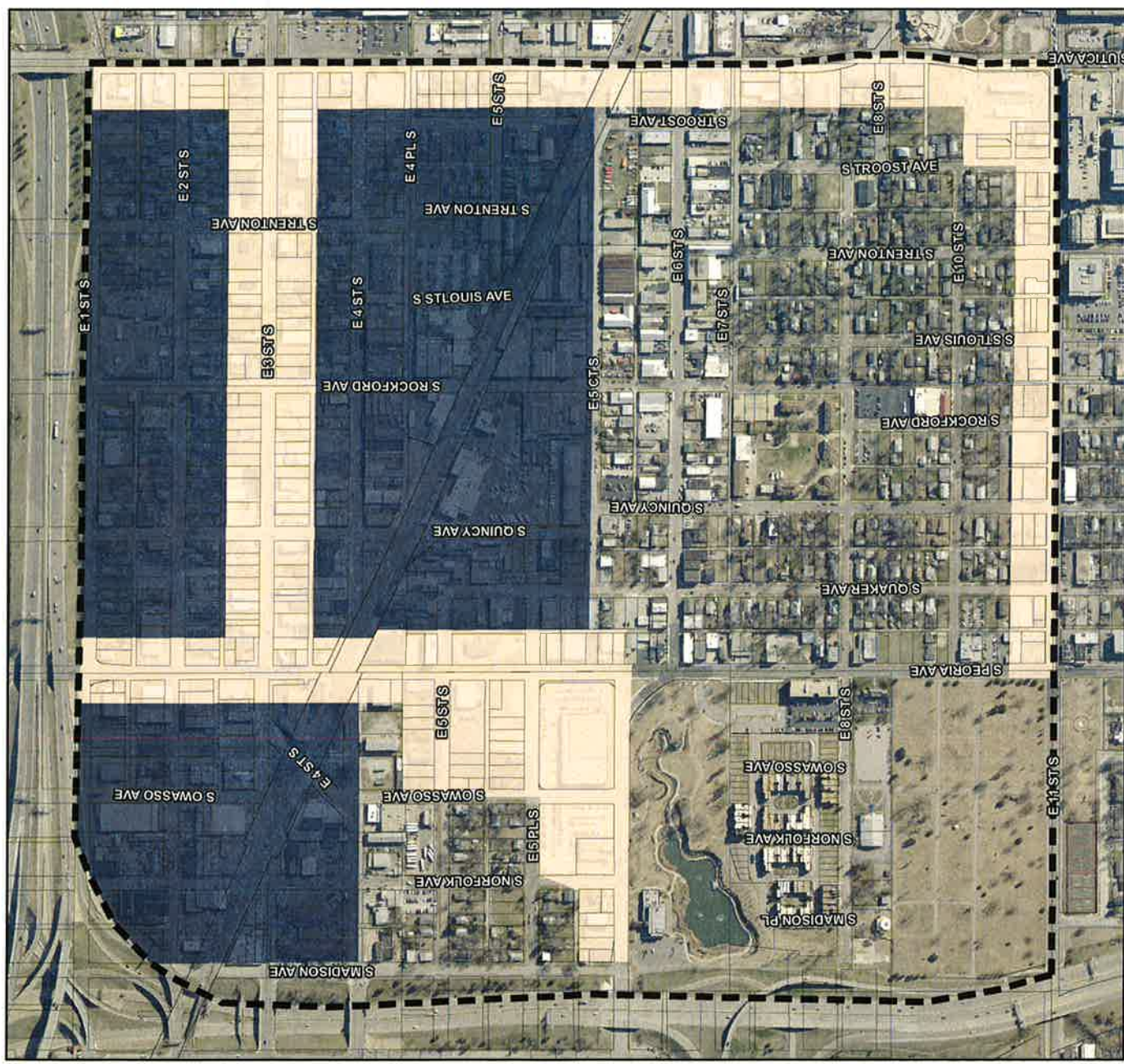




### Legend

- Mixed Use Infill
- Residential, Commercial, Office, Manufacturing,
- Warehousing, Reuse of existing structures,
- smaller-scale, compatible infill.





# Legend

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

**Manufacturing Warehousing**  
Manufacturing, Warehousing, and Industrial uses; assembly  
and distribution facilities.



## CPA-21

Amendments to text in The 6<sup>th</sup> Street Infill Plan regarding street closures, parking, housing and subarea descriptions.

### **3. Recommended Changes in Development Policy, at page 14 of The 6<sup>th</sup> Street Infill Plan, is amended to read as follows:**

The purpose of this Plan, above all else, is to give a voice to the people of this neighborhood and allow them to share with others that this is a neighborhood with many assets, great vision, and significant potential. But to implement this plan, fundamental changes to the way we develop in Tulsa are needed. The objective of this plan is not to alter the development “status quo” for the entire City but merely to fine tune development policy in ways that support, rather than impede, the growth and redevelopment of this area. This Plan is not regulatory in nature, rather a guide for future regulations. The Plan should also act as a policy guide for development proposals; however, each development proposal must be evaluated on its own merit based on unique site conditions.

### **16.9 Street Alignment and Streetscaping, at page 70 of The 6<sup>th</sup> Street Infill Plan, is amended to read as follows:**

The 6th Street neighborhood is laid out on a grid pattern, with several local streets feeding into the arterial streets of 11th Street, 6th Street, Utica Avenue, and Peoria Avenue. The existing grid pattern efficiently promotes accessibility for both vehicles and pedestrians via many routes. As important, the rectangular blocks circumscribed by this grid provide an efficient starting point for the restoration and rebuilding of this neighborhood.

Some changes to the grid may be required to accommodate parks, ponds, paths, institutional, multifamily, and commercial uses and that this will involve the closing of some streets and introduction of a few new curvilinear streets. But it is hoped that these changes will be minimal. The streets should retain the characteristics of a traditional urban neighborhood in certain subareas. Provided however, street closures may be considered for larger-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds, and where the impact of street closure will be minimal.

#### **16.9.1.1.1, at page 71 of The 6<sup>th</sup> Street Infill Plan, is amended to read as follows:**

Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, street closures may be considered for larger-scale development or projects that require controlled access, creation of detention ponds, or where the impact of a street closure is minimal.

**16.2.4 Parking Philosophy, at page 59 of The 6<sup>th</sup> Street Infill Plan, is amended to read as follows:**

An area-wide parking strategy should at its core reflect the following understanding: Additional off-street parking will facilitate reuse of existing structures, and 2) On- street parking is beneficial for businesses, people in cars, and pedestrians (through indirect traffic calming effects). Generally, off-street parking areas should be located behind principal structures. Good design (access, landscaping, screening, setbacks, etc.) can provide an adequate buffer between commercial and abutting residential properties. Shared parking in a pedestrian-oriented, mixed-use area is an inherent design benefit. Commercial areas, residential developments, churches, and institutions, should work together to provide maximum efficiency and minimum amounts of land. Formal association among property owners is encouraged so that revenue and incentives can be focused on creating structured parking. There should be no reduction in required parking as specified in the Tulsa Zoning Code, unless a variance is granted by the Board of Adjustment, until such time as parking facilities or enhanced public transportation are available, or new incentives are included in the Tulsa Zoning Code.

**The subarea definitions for Residential Revitalization, Mixed Use Infill, Auto-Oriented Commercial and Manufacturing Warehousing on The 6<sup>th</sup> Street Infill Plan land use map, at page 84 of The 6<sup>th</sup> Street Infill Plan, is amended to read as follows:**

**Residential Revitalization**

Restoration of existing housing, introduction of small-scale, diverse, compatible infill

**Mixed Use Infill**

Residential, Commercial, Office, Manufacturing, Warehousing, Reuse of existing structures, smaller scale, compatible infill.

**Auto-Oriented Commercial**

Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region.

**Manufacturing Warehousing**

Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities.



**There were no interested parties wishing to speak.**

**TMAPC Action; 11 members present:**

On **MOTION** of **LEIGHTY**, TMAPC voted **3-8-0** (Leighty, Perkins, Stirling "aye"; Carnes, Covey, Dix, Edwards, Liotta, Midget, Shivel, Walker "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of the major amendment/corridor development plan per staff recommendation for PUD-531-A/Z-6034-SP-2.

**Motion Failed.**

**TMAPC Action; 11 members present:**

On **MOTION** of **MIDGET**, TMAPC voted **10-1-0** (Carnes, Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; Leighty "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of the major amendment/corridor development plan per staff recommendation, subject to allowing the final determination of the number and location of the bike racks be made at detail site plan for PUD-531-A/Z-6034-SP-2.

**Legal Description for PUD-531-A/Z-6034-SP-2:**

Lot 3, Block 1, Meadowbrook Chase, an addition to the City of Tulsa, Tulsa County, State of Oklahoma, according to the recorded plat thereof.

\* \* \* \* \*

**COMPREHENSIVE PLAN PUBLIC HEARINGS:**

**27. Consider Adoption of "The 6<sup>th</sup> Street Infill Plan" amendments**

**STAFF RECOMMENDATION:**

**Item:** Consideration of adoption of *The 6<sup>th</sup> Street Infill Plan* amendments

**Background:** In response to a February 1, 2013 amendment application to the 6th Street Infill Plan, TMAPC staff presented the items to the TMAPC at a February 20, 2013 Work Session. According to "Policies and Procedures and Code of Ethics of the Tulsa Metropolitan Area Planning Commission," such requests must be presented to the TMAPC who will determine whether to initiate the proposed amendment. The TMAPC considered eight (8) items for initiation at their March 6, 2013 meeting and voted to initiate five (5) of the amendments.

These five (5) were presented at an August 21, 2013, TMAPC Work Session for discussion. The Pearl District Business and Property Association voiced their intent to resubmit the three (3) proposed

amendments that were not previously initiated. As a result, TMAPC asked that all initiated items - the original five (5) plus any or all of the additional three (3) – be brought back together for a future public hearing.

On August 29, 2013, the Pearl District Business and Property Association made an official Comprehensive Plan Amendment Application for three (3) items. These proposed amendments items are similar, although not identical, to the items that were not initiated by TMAPC on March 6, 2013. On September 18, 2013, TMAPC voted to initiate the remaining three (3) amendments. At that meeting, the TMAPC expressed the desire for the Pearl District Business and Property Association and the Pearl District Association to meet and work toward agreement on amendments prior to the hearing date.

Since the September 18, 2013 TMAPC meeting, the Pearl District Business and Property Association and the Pearl District Association met and began working toward agreed upon definitions and subarea boundary alternatives. In addition, staff has worked with the applicant and received a revised map and definitions, including modifications to the *Residential Revitalization* and *Mixed Use Infill* subareas, as well as new definitions (where they did not previously exist) for the *Auto Oriented Commercial* and *Manufacturing Warehousing* subareas.

**Amendment Requests:** The following section outlines each amendment request submitted by the applicant as (a) and staff's recommendation as (b). Maps illustrating the original 6<sup>th</sup> Street Infill Plan Land Use Plan Map (Attachment I), the applicant's request (Attachment II); and staff recommendation (Attachment III) are at the end of this staff report.

**Amendment Request 1:**

(a) **Applicant's request:** Clean up inconsistencies between subarea maps and land use map on p. 84 of The 6<sup>th</sup> Street Infill Plan.

(b) **Staff recommends approval** of applicant's request to correct the inconsistencies by:

- Reconciling the boundaries and titles of the subarea maps with the land use map on p. 84 of *The 6<sup>th</sup> Street Infill Plan*; and
- Distinguishing between "existing" and "planned" flood control areas.

**Amendment Request 2:**

(a) **Applicant's request:** Amend the Plan and the Map so that all industrial zoned properties (IL and IM) be planned within the Industrial Subarea (Manufacturing Warehousing).

(b) **Staff recommends** extending the *Manufacturing Warehousing* subarea in the area between E. 2<sup>nd</sup> Street and E. 1<sup>st</sup> Street where the *Auto-Oriented Commercial* subarea currently exists. Staff recommends approval of extending the *Manufacturing Warehousing* subarea into this area primarily because East 1<sup>st</sup> Street in this location is a one-way (eastbound) street with limited access; therefore not ideal for the current *Auto-Oriented Commercial* subarea. Although a significant portion of this area is residential, it is isolated from any larger existing or future residential or mixed use area.

Staff recommends no increase in the other areas proposed for expansion of the *Manufacturing Warehousing* based on the need to reflect the vision for the future, not necessarily represented by the present zoning designation or land use. A portion of the proposed changes to increase the *Manufacturing Warehousing* subarea would result in a reduction of the *Mixed Use Infill* subarea, which is defined as “Residential, Commercial, Office, Manufacturing, Warehousing. Reuse of existing structures, smaller-scale, compatible, high-quality infill.” Therefore, manufacturing and warehousing uses in those areas are supported by the *Mixed Use infill* subarea. A change from *Mixed Use infill* area to a single use does not accomplish the vision of a mixed use community that supports the addition of future residential and commercial uses.

Earlier this year (2012), an extensive amount of mapping and field work was done by TMAPC and City of Tulsa Planning Department staff to prepare an Industrial Land Use Study with the purpose of evaluating the proposal to expand the Manufacturing Warehousing subarea. The existing *Manufacturing Warehousing* subarea (per Land Use Map in “*The 6<sup>th</sup> Street Infill Plan*”) and the proposed *Manufacturing Warehousing* designation were mapped to determine the area to be studied. The study area constituted the area proposed for expansion of the Manufacturing Warehousing designation and made up three distinct geographic areas. Staff evaluated several factors in the three (3) study areas including:

- Existing zoning on the properties;
- Land use classifications per the Property Assessor’s Office;
- Physical survey to confirm Property Assessor’s data; and
- Conformity of existing structures with existing Zoning Code front building setback requirements.

In general, the findings showed:

- not all parcels within the study areas are zoned industrial;
- there is no set pattern of land use in any of the three (3) study areas; and
- Many non-residential buildings in the study areas do not meet the required building setbacks, thus are existing legal non-conforming structures.

This is clearly an area of transition, with no specific development pattern emerging at this time. There are some industrial uses, but the area is not currently dominated by industrial character.

**TMAPC COMMENTS:**

Mr. Dix stated that several months ago when the maps were discussed there were some property owners that had their properties were split by falling into one area or another. Mr. Dix asked if this issue has been resolved. Ms. Miller stated that she doesn't remember that issue. Ms. Miller further stated that is a plan and people do get caught up in little tiny parcel lines and it is really meant to represent the vision in a conceptual way. Mr. Dix asked what the property owner is supposed to do. Ms. Miller explained Mixed Use Infill and its uses, which allows manufacturing and warehousing. All of the manufacturing warehousing that is in the subject area is appropriate. Mr. Dix stated that the property owner may be okay regardless the fact that their property is split between two different uses. Ms. Miller stated that she doesn't believe that there is a problem anyway since this is a concept, a plan and it isn't a blueprint parcel line by parcel line kind of detail. Ms. Miller stated that this isn't a regulation.

**Amendment Request 3:**

- (a) **Applicant's request:** Amend the Map to remove all properties east of the center line of South Utica Avenue and south of the center line of East 11th Street South from the plan area.
- (b) **Staff recommends approval** of applicant's request to amend the map boundary to the centerline of South Utica Avenue and East 11<sup>th</sup> Street South.

**Amendment Request 4:**

- (a) **Applicant's request:** Amend Plan language regarding street closures, as proposed below:

***16.9 Street Alignment and Streetscaping***

"The 6th Street neighborhood is laid out on a grid pattern, with several local streets feeding into the arterial streets of 11th Street, 6th Street, Utica Avenue, and Peoria Avenue. The existing grid pattern efficiently promotes accessibility for both vehicles and pedestrians via many routes. As important, the rectangular blocks

circumscribed by this grid provide an efficient starting point for the restoration and rebuilding of this neighborhood.

The 6th Street Task Force acknowledges that some changes to the grid may be required to accommodate parks, ~~and~~ ponds, paths, ~~and community~~ institutional, multifamily, and commercial uses and that this ~~perhaps~~ will involve the closing of some streets and introduction of a few new curvilinear streets. But it is hoped that these changes will be minimal. The Task Force wants the streets to retain the characteristics of a traditional urban neighborhood in certain subareas, and does not want new street patterns to emulate the confusing maze of dead ends so often found in modern suburban neighborhoods. Street closures should be allowed to permit larger-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds, and where the impact of street closure will be minimal.”(page 70, 71)

**16.9.1.1.1** Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, when necessary for larger-scale development or projects that require controlled access, creation of detention ponds, or where the impact of a street closure is minimal, street closures should be allowed. (page 71)

(b) **Staff recommends alternative language:**

1) adding a broader clarification about the purpose of the Plan to address the applicant’s concern:

“This Plan is not regulatory in nature, rather a guide for future regulations. The Plan should also act as a policy guide for development proposals; however, each development proposal must be evaluated on its’ own merit based on unique site conditions.” (Add under “3. Recommended Changes in Development Policy” on page 14); and

2) adding a revised version of the applicant’s request:

“16.9.1.1.1 Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, where the impact of street closure is minimal, it may be appropriate for larger-scale development or creation of detention ponds.” (Page 70)

The applicant proposes modifications to *16.9 Street Alignment and Streetscaping*, which summarizes the 6th Street Task Force findings in the years leading to the Plan’s adoption in 2006. It is not appropriate or necessary to modify past findings at this time. When reviewing development proposals, staff consults plan

recommendations for guidance, not other narratives throughout the Plan.

Other Plan language in Section 16.9.1 (page 71), Goal 16.9.1.1.1 states: "Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained." The existing Plan language, as well as the proposed language, allows the flexibility to take into account situations where maintaining the grid system may not be feasible. It is the Form-Based Code that requires that the connectivity of the street grid, specifically intersection alignments, be maintained.

#### **Amendment Request 5: WITHDRAWN BY THE APPLICANT**

~~(a) **Applicant's request:** A form based code may not be appropriate in all of the plan area. Especially, a form based code that wastes land, limits and restricts parking, limits the size of building floor plates, on the one hand restricts building height along arterial streets and on the other require such buildings to be at least two (2) stories in height, permits buildings without any or even adequate parking, fails to recognize existing land uses, requires street walls and fails to recognize the importance of the automobile in the success and vitality of the Planned Area. Recommendation: Consider adopting an abbreviated and streamlined version of a form based code with concepts similar to those recently adopted City of Chicago for use along certain arterial streets. Such concepts would allow buildings to be build back from the street with pedestrian oriented features such as street walls and landscaping.~~

~~(b) **Staff recommends no change to The 6<sup>th</sup> Street Infill Plan** in response to this request since the request is to re-examine some of the details in the existing Form-Based code. City of Tulsa Planning staff has engaged a consultant to re-evaluate the Form-Based Code and draft an abbreviated version.~~

#### **Amendment Request 6**

(a) **Applicant's Request:** Amend the Map to provide that all of South Utica Avenue, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and I-244 frontage, be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).

(b) **Staff recommends approval of a portion** of the applicant's request – to include Utica Avenue south of railroad tracks and E. 11<sup>th</sup> Street between Utica Avenue and Peoria Avenue in the *Auto Oriented Commercial* subarea. These roadway segments are identified as Urban Arterials on the Major Street and Highway Plan and are on

the perimeter of the Plan area. In addition, E. 11<sup>th</sup> Street is Route 66, which was intended for heavy automobile travel.

Staff is not recommending approval of an *Auto-Oriented Commercial* subarea designation north of E. 6<sup>th</sup> Street on Peoria Avenue at this time since it is a key internal corridor adjacent to and connecting pedestrian areas. This could represent a major shift in intent of the vision of the Plan and staff would look to an agreement for that change by both the Pearl District Business and Property Association and the Pearl District Association.

**Amendment Request 7:**

- (a) **Applicant's Request:** Amend Plan language regarding parking as proposed below:

**16.2.4. Parking Philosophy**

“An area-wide parking strategy should at its core reflect the following understanding: 1) Additional off-street parking will facilitate reuse of existing structures, and 2) On- street parking is beneficial for businesses, people in cars, and pedestrians (through indirect traffic calming effects). Generally, in Mixed Use and Redevelopment subareas, off-street parking areas should be located behind principal structures. Good design (access, landscaping, screening, setbacks, etc.) can provide an adequate buffer between commercial and abutting residential properties. ~~Vast expanses of off-street parking are not appropriate for this neighborhood.~~ An inadequate supply of off-street parking is not appropriate for this or any neighborhood. Shared parking in a pedestrian-oriented, mixed-use area is an inherent design benefit. Commercial areas, residential developments, churches, and institutions, should work together to provide maximum efficiency and minimum amounts of land. Formal association among property owners is encouraged so that revenue and incentives can be focused on creating structured parking. There should be no reduction in required parking as specified in the Tulsa Zoning Code until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code. Until such time, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.” (Page 59)

- (b) **Staff recommends alternative language:**

- 1) adding a broader clarification about the purpose of the Plan to address the applicant's concern:

“This Plan is not regulatory in nature, rather a guide for future regulations. The Plan should also act as a

policy guide for development proposals; however, each development proposal must be evaluated on its' own merit based on unique site conditions." (Add under "3. Recommended Changes in Development Policy" on page 14); and

2) adding a revised version of the applicant's request:

#### **16.2.4 Parking Philosophy**

"An area-wide parking strategy should at its core reflect the following understanding: Additional off-street parking will facilitate reuse of existing structures, and 2) On- street parking is beneficial for businesses, people in cars, and pedestrians (through indirect traffic calming effects). Generally, off-street parking areas should be located behind principal structures. Good design (access, landscaping, screening, setbacks, etc.) can provide an adequate buffer between commercial and abutting residential properties. ~~Vast expanses of off-street parking are not appropriate for this neighborhood.~~ Shared parking in a pedestrian-oriented, mixed-use area is an inherent design benefit. Commercial areas, residential developments, churches, and institutions, should work together to provide maximum efficiency and minimum amounts of land. Formal association among property owners is encouraged so that revenue and incentives can be focused on creating structured parking. There should be no reduction in required parking as specified in the Tulsa Zoning Code, unless a variance is granted by the Board of Adjustment, until such time as parking facilities or enhanced public transportation are available, or new incentives are included in the Tulsa Zoning Code." (Page 59)

#### **Amendment Request 8:**

(a) **Applicant's Request:** Amend Plan map to expand the *Residential Revitalization* subarea to "*provide for more diverse housing types*" and revise/add definitions:

- Adding the word "diverse" to the definition of the *Residential Revitalization* subarea;
- Adding a definition for *Auto-Oriented Commercial* subarea as: "Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region."



- Adding a definition for *Manufacturing Warehousing* subarea as: “Manufacturing, Warehousing, and Industrial uses: assembly and distribution facilities.”
- Deleting the term “high quality” from the definition of *Mixed Use Infill* subarea, since it is the goal and understanding that all future development in the area meets that standard, not only that in the *Mixed Use Infill* subarea.

(b) **Staff recommends approval** of the applicant’s request to extend the *Residential Revitalization* subarea and revise/add land use definitions on the Plan map.

**TMAPC COMMENTS:**

Mr. Walker requested Ms. Miller to go back and go by the request numbers and in summary where the agreements are at this time.

- Request 1: Agree. Staff is in agreement with applicant’s request.
- Request 2: Partial agreement.
- Request 3: Approval.
- Request 4: Alternative language
- Request 5: Withdrawn by the applicant
- Request 6: Partial agreement.
- Request 7: Alternative language
- Request 8: Approval.

**INTERESTED PARTIES COMMENTS:**

Mr. Westervelt informed the Planning Commission that his group has different areas that they will present and requested that they be allowed to go in their order very quickly.

**Katy Brown**, IHCRC, 550 South Peoria, 74120, thanked the Planning Commission and Ms. Miller for all the time spent on this issue. The Pearl District Business Association submitted their presentation (Exhibit D-3). Ms. Brown stated that the Pearl District Business Association represents \$90 million dollars in the Pearl District and provide over 900 jobs and represent 25 Chamber members. Ms. Brown indicated that the association has continued to reach out to the Pearl District Homeowners Association and met with Julian Morgan and subsequent meetings with Tom Crowe and Julian Morgan to discuss the requests. Ms. Brown stated that there were some compromises on the Business Association side to meet the Pearl District Association needs. Ms. Brown commented that one of the requests was to changing 6<sup>th</sup> Street to mixed-use infill; they had a lot of heart burn with this. Ms. Brown listed the compromises that the Business Association made and indicated that the Pearl District Association had no flexibility to compromise with any of the items they discussed. Ms. Brown stated that one of the positive things that came out

of meeting with the Pearl District Association was that they met with the City staff and discussed cleaning up the subject area and making improvements in the Pearl and looking at the vision of what they would like the Pearl to look like. The City indicated that they would work with everyone in the district in these endeavors. Ms. Brown thanked Mr. Midget for setting up the meeting. Ms. Brown stated that the Business Association has met with staff and agree on many of the recommendations.

**TMAPC COMMENTS:**

Mr. Covey asked Ms. Brown if Ms. Miller accurately represent which amendments your group was in approval. Ms. Brown answered affirmatively. Mr. Covey asked if Ms. Brown knows where the Pearl District Association is in agreement on with the staff recommendation. Ms. Brown stated that she can't speak to that, but in the discussion with them we didn't get to an agreement with anything discussed.

**INTERESTED PARTIES COMMENTS:**

**Lou Reynolds**, 2727 East 21<sup>st</sup> Street, 74114, stated that his group is in agreement with Item 1. He explained that on Item 2 there isn't an agreement with the map regarding a triangle of land around Rockford, which should be industrial. Mr. Reynolds submitted a plan map that the business association is proposing (Exhibit D-4). Mr. Reynolds cited the businesses located within the triangle referenced in the map that would be considered industrial uses. Mr. Reynolds stated that there are no better uses than the current uses by the railroad tracks, residential will not move near railroad tracks.

**TMAPC COMMENTS:**

Mr. Walker stated that what Mr. Reynolds just stated is in direct conflict with the last paragraph of Item 2. Mr. Reynolds agreed.

Mr. Perkins asked if there isn't any reason why there couldn't be mixed-use within the triangle so that if someone wanted to live the subject area they could do so. Mr. Reynolds stated that he believes that they can live in the subject area if they want to. The businesses do not want people living in the subject area and then begin to complain about the noise and 24-hour operation. Mr. Reynolds further stated that he can't imagine why anyone would want to live next to Superior Linen, the bus barn, etc.

**INTERESTED PARTIES COMMENTS:**

**Joe Westervelt**, 1630 South Boston Avenue, 74119, stated that he will cover the street closure section, Item 4. Mr. Westervelt mentioned is experience before the City Council for the QuikTrip development on 11<sup>th</sup> and Utica and was informed that if the street was closed it would be breaking the law and violating the Plan. Mr. Westervelt indicated that he

would like to make sure that when someone reads the Plan that they do understand that it is permissible to close streets. The language is currently rather vague, even though the word is "should" instead of "shall". Mr. Westervelt cited several businesses in the subject area that have developed or expanded and needed street closures. Mr. Westervelt stated that he would like to thank Susan Miller for the amount of time she has spent with the Business Association and have accomplished a lot in the last three weeks. Mr. Westervelt indicated that Ms. Miller didn't want to change the historic language, but rather add some language and he believes that some of the historic language with the added language looks duplicitous or not clear. Mr. Westervelt stated that he would like to make sure that a large development isn't prevented from developing in the subject area due to the street closure issue and would like to make sure the language is clear and more concise.

Mr. Westervelt stated that the Business Association has withdrawn Item 5.

**TMAPC COMMENTS:**

Mr. Covey stated that staff is stating that the street closure has to be minimal first and if it is impactful than they do not get a street closure. Mr. Covey further stated that the Business Association doesn't want that to be a requirement. Mr. Westervelt stated that the normal process of street closures would determine whether or not it is a major impact.

Mr. Dix stated that he has a problem with staff's wording. Determining minimal impact can be subjective.

Mr. Westervelt stated that there is an opportunity for expansion in the subject area and he wouldn't want to discourage them from expanding within the subject area and he doesn't want the street closure to be the issue that prevents expansion.

Mr. Covey stated that he has a problem with the statement that starts with "the 6<sup>th</sup> Street Task Force acknowledges..." because obviously they are not acknowledging this. If the Planning Commissioner were to approve this language that part would have to be stricken. Mr. Westervelt stated wordsmithing that the Planning Commission need to clarify is certainly acceptable if the intent is understood.

**INTERESTED PARTIES COMMENTS:**

**Carmelita Skeeter**, CEO of Indian Healthcare Resource Center, 550 South Peoria, 74120, stated that the clinic serves medical, dental, optometry, alcohol and substance abuse, mental health, WIC and a wellness department.

Ms. Skeeter stated that she will be speaking to auto-oriented decisions that are being made. There are 135 staff members and located at the subject property since 1999. The clinic serves 160 Federally recognized tribes and serve 6,000 to 10,000 patients a month. Patients come by auto to the facility, they come by bus to the facility and there is a bus shelter for the patients, as well as bicycle racks for staff and patients, but most patients travel by auto. Ms. Skeeter indicated that the facility provides transportation for the patients. The automobile is very important to the care that is provided.

Ms. Skeeter stated that the Pearl District Association felt that the facility was a negative impact from the beginning and had to come to the Planning Commission to obtain approval to develop the property. The subject property was originally Longfellow School and was bordered up with graffiti all over it and drug paraphernalia. The school set empty for over 20 years. IHCRRC removed the school building and built a new 27,000 square foot clinic and since that time the clinic has expanded and is now over 50,000 square feet. The Pearl Association didn't want the facility in the subject area and lobbied against the purchase of the building because of the non-profit status. IHCRRC has tried to make friends with the association and has given money to help support the Farmer's Market and to help with the cleanup they had a few months ago. The IHCRRC has tried to be a good neighbor and allow any association or activity across the street to use the facility parking at night and weekends.

Ms. Skeeter stated that the facility is now looking at a blueprint for a wellness center on the north side of 5<sup>th</sup> Street. The IHCRRC has worked diligently to clean up the neighborhood. The IHCRRC will have removed two plus blocks of drug ridden homes that were falling down. The IHCRRC is a catalyst in the neighborhood and provides an excellent service.

**Jim Cameron**, IHCRRC, 550 South Peoria, 74120, stated that he will speak to the auto-oriented issue and there is no doubt that Peoria is an auto-oriented street. It is interesting that recently the Traffic and Transportation Department of the City of Tulsa has approved parking spaces on the east side of Peoria between 11<sup>th</sup> and 6<sup>th</sup> Street. Those parking spaces state that they are available 12 hours a day, 6:00 p.m. to 8:00 a.m. Between 6:00 p.m. and 11:00 a.m. the right-turn lane on Peoria is now used for parking. The point is that people need parking because they are driving the automobiles into the Pearl District to visit the Pearl District. Mr. Cameron cited several auto-oriented businesses along Peoria.

Mr. Cameron stated that the subject area is not mixed-use infill, which is the status that staff would like to place on it. All of the businesses along Peoria depend on vehicular access. Peoria Avenue is one of the major bus routes for MTTA. The Business Association is requesting that the

map be revised as submitted and use common sense to designate Peoria as an auto-oriented street. It is essential and is one of the most essential amendments.

**TMAPC COMMENTS:**

Mr. Midget asked Mr. Cameron if he is suggesting that the Planning Commission amend the Plan to allow auto-oriented designation from 6<sup>th</sup> Street to I-244 and the rest would remain the same until one reaches the intersection of 11<sup>th</sup> Street. Mr. Cameron agreed.

In response to Mr. Covey, Mr. Cameron cited the various properties that IHCRC own in the Pearl District.

Mr. Dix stated that he is struggling with the definition and what is being called auto-oriented. QuikTrip serves gas and one has to go there to get gas in their car, Sonic is a drive-in restaurant and one eats in their car, and McDonalds has a drive-through window which requires a car to go through. Mr. Dix asked Mr. Cameron how IHCRC should be defined as auto-oriented business. Mr. Cameron stated that they have a two-lane drive-through pharmacy for their patient's that is constantly busy.

**INTERESTED PARTIES COMMENTS:**

**Joe Westervelt**, 1630 South Boston Avenue, 74119, stated that he will be covering Item 7 and 8 as well. Mr. Westervelt indicated that the Business Association is in agreement with staff's recommendation for Items 7 and 8.

**TMAPC COMMENTS:**

Mr. Liotta asked Mr. Westervelt to give him an example of what diverse housing would look like in this definition. Mr. Westervelt stated that there are some single-family, duplexes, quad-plexes and to think one has to scrape everything down and build townhouses or something high density would wind up with 100's of years of zoning that can't be utilized because the market is not broad enough to absorb all of it at one time. Mr. Westervelt explained that he would like to see a mix of stock in the subject area.

**INTERESTED PARTIES COMMENTS:**

**Gail Runnels**, 10 East 3<sup>rd</sup> Street, 74103, stated that he would like to reaffirm the need to have solely manufacturing and industrial in the triangle area that has been discussed today. There has been mixed-use in the past with residences in the subject area, but they are all gone. The residences were either abandoned or torn down.

**Lorenda Stetler**, 2440 South St. Louis, 74114, representing the Pearl District Association and are in agreement with staff's recommendations.

### **TMAPC COMMENTS:**

Mr. Covey asked Ms. Miller about the staff comment on Item 6 regarding the amendment could represent a major shift in the intent of the vision of the Plan. Mr. Covey asked if we are to the point that all of this could represent a major shift in the entire 6<sup>th</sup> Street Infill Plan. Ms. Miller stated that she felt that in the big picture/long term those things didn't really make a difference, but she does believe it is a shift if it goes to auto-oriented. Ms. Miller stated that she believes the requested amendment could make a difference. Mr. Covey stated that in all honesty he was surprised with some of staff's recommendation given staff's recommendation given on previous items in the past. Ms. Miller stated that she still believes that some of the language is not necessary because of the Plan, but she realizes that the applicant didn't have that comfort level. Mr. Covey stated that the map is looked at when one applies zoning to a certain area and that is where it does matter because someone will argue that their property is in this subarea versus another subarea. Ms. Miller stated that the boundaries do matter, but she doesn't believe that inch-by-inch on the property that it matter.

Mr. Midget stated that he would like to state that he appreciates all of the work that everyone has done. It is a major step forward to have the items that there is an agreement on and makes it easier for the Planning Commission to work through this. Mr. Midget commented that he needs to understand more clearly the industrial, Item 2. Mr. Midget stated that if one drives the area and looks at the area it is industrial and what is the reasoning for staff not wanting to extend it. Ms. Miller stated that the bottom line is that this is a long range plan. Ms. Miller further stated that long range plans sometimes are 20 years in the making, 30, 40 or 50 years and some are even beyond that. Ms. Miller reminded the Planning Commission that she wasn't here when the 6<sup>th</sup> Street Infill Plan was created, but that was the vision that in the long term, however long that may be. Plans are not drafted to reflect existing conditions; if they were there would be no need to plan. Ms. Miller concluded that the 6<sup>th</sup> Street Infill Plan reflects the long term vision. Ms. Miller explained that City staff and INCOG staff did a study to see if the subject area was a solid industrial area now and in the future and those aren't findings that they came up with. Mr. Midget stated that there was a wish to relocate the bus station that is located within the triangle area near 5<sup>th</sup> Street Court, but that hasn't happened. Mr. Midget explained that his main concern is the area just west of Peoria because he knows the area well and it is industrial and has been for many years.

Mr. Dix stated that he would really like to thank Susan and her staff for their willingness to bend. The Pearl District Association needs to bend and the Business Association needed to bend, as well as staff and it has been done and he applauds everyone. Mr. Dix further stated that he is

really concerned about the map and the reason for the concern is because the map is what developers look at when looking for a location. Ms. Miller stated that staff can look at those boundaries. Mr. Dix stated that he likes the map that the applicant has submitted (Exhibit D-4). Ms. Miller stated that if staff's recommended map bisects property so will the submitted map by the applicant. Mr. Dix stated that bisecting properties is an issue that can be resolved simply, but in a general configuration he really likes the applicant's map. Mr. Dix stated that he would support the applicant's map as an option rather than staff's map.

Mr. Walker stated that they will take each Item and vote on them individually.

**Item 1:**

**TMAPC Action; 10 members present:**

On **MOTION** of **MIDGET**, TMAPC voted **10-0-0** (Covey, Dix, Edwards, Leighty, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Carnes "absent") to recommend **APPROVAL** of Item 1: Clean up inconsistencies between subarea maps and land use map on page 84 of The 6<sup>th</sup> Street Infill Plan per staff recommendation.

**Item 2:**

Mr. Midget stated that he believes that the applicant's map is more of a compromise map and is cleaner for the industrial area. It captures the realities from now and 20 to 30 years from now.

Mr. Leighty stated that he supports staff's recommendation on this and he doesn't believe it needs to go beyond that. Mr. Leighty further stated that he likes what Ms. Miller said that plans are not drafted to reflect existing conditions and there is a vision and The 6<sup>th</sup> Street Infill Plan may not look like that today, but if it ever is going to look like that vision then there will have to be some changes made. Mr. Leighty commented that he believes that there has been a good deal of compromise on both sides and no one is going to win with a hard line and he supports staff's recommendation on this item.

Mr. Edwards asked if the motion is to ignore staff's map and accept the applicant's map. Mr. Midget stated that is his motion, but for clarification purposes, he doesn't see 1<sup>st</sup> Street as mixed-use infill and he doesn't see anything with the way it is and that is why he is supporting the applicant's proposal on the industrial.

**TMAPC Action; 10 members present:**

On **MOTION** of **MIDGET**, TMAPC voted **9-1-0** (Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; Leighty "nays"; none "abstaining"; Carnes "absent") to recommend **APPROVAL** to amend the

Plan and the Map so that all industrial zoned properties (IL and IM) be planned within the Industrial Subarea (Manufacturing Warehousing) per the applicant's request and map (Exhibit D-4).

**Item 3:**

Mr. Leighty stated that the reason this is being revisited is because there was a mistake made basically, which was a discrepancy between what the map stated and what the language stated. If the plan doesn't extend to both sides of the street it is a poor plan. Mr. Leighty asked who the Planning Commission is serving by approving this to stop at the center line of the street. It doesn't make any sense and he is opposed to it.

**TMAPC Action; 10 members present:**

On **MOTION** of **MIDGET**, TMAPC voted **9-1-0** (Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; Leighty "nays"; none "abstaining"; Carnes "absent") to recommend **APPROVAL** to amend the Map to remove all properties east of the center line of South Utica Avenue and south of the center line of East 11<sup>th</sup> Street South from the plan area per staff's recommendation.

**Item 4:**

Mr. Midget stated that he understands what both the Pearl District Association and staff are stating in terms of the street closures. Mr. Midget further stated that he thinks the big difference here is how do we get to the end and allow development to occur in the area when a street needs to be closed without seriously impacting the natural grid or the urban character of a neighborhood. Mr. Midget stated that he would like to see something that gives the Planning Commission an opportunity to consider it, as opposed to just automatically allowing it. Mr. Midget further stated that he doesn't believe it should be allowed just because, but he would like to be able to consider it and then make a determination whether a street should be closed. Mr. Midget feels that the language needs to be clarified.

Mr. Leighty stated that the QuikTrip is a good example, why do we need to change this, they got what they wanted. There is no need to change this and keep the Comprehensive Plan intact that we need to provide connectivity and maintain the street grid whenever possible. Why change that now, because it will only encourage more of this and in his view it would be inappropriate. Mr. Leighty commented that this has basically become a popularity contest. The Planning Commissioners that have been voting to support the developers and the people in the Pearl District Business and Property Association to the detriment to the Pearl District Association that have worked on this for years and years. Mr. Leighty stated that we are talking about ½ of 1% of the land area in the City of Tulsa. This one little area the City wants to try and do something and



have an experiment and reinvent a part of Tulsa that really needs something and the Commissioners are just ignoring the Planning Staff for both the City and INCOG to suit some people who are in business and most of them don't even live there and it is all about them. Mr. Leighty commented that he doesn't get it and he believes that nothing should be done to change anything to encourage people to think that closing streets is a good option.

Mr. Stirling stated that he is more comfortable with the alternative language that staff has provided. He believes that it does provide for the opportunity for street closure opportunities.

Mr. Walker suggested: "...street closures should be considered." Is this too broad? Mr. Midget stated that he could support that wording. Instead of minimal and instead of allowed. Ms. Miller suggested "may be allowed" to soften the "should".

Mr. Midget stated that he has trouble understanding how one would evaluate if a street closure would be minimal impact. Everything has to be taken into consideration. Mr. Midget stated that he can see a street closure in certain circumstances, but not in all.

Discussion ensued regarding the wording by the Planning Commissioners, staff and applicant.

Mr. Perkins moved to approve the applicant's request with the changes on 27.3 of the agenda packet; however, 16.9.1.1.1 the first one on page 27.4, starting at "however" reads as follows: However, when necessary for large scale developments or, projects that require controlled access, or the creation of detention ponds, street closure may be considered.

Mr. Covey requested a friendly amendment: Pg. 27.3: applicant's request: strike "The 6<sup>th</sup> Street Task Force acknowledges that" and begin with: Some changes to the grid and accept the rest of the language, but in the third sentence strike "The Task Force wants" and being "The streets should retain the characteristics of a traditional urban neighborhood in certain subareas, provided however, street closures may be considered for larger-scale developments and accept the rest of the language. Then moving to 16.9.1.1.1: starting at "However street closures may be considered for larger-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds."

Mr. Covey stated the following motion: Moved to approve the language of staff recommendation B.1. and under the applicant's language for 16.9., second paragraph read as follows: Some changes to the grid may be

required to accommodate parks, ponds, paths, institutional, multifamily and commercial uses and this will involve the closing of some streets and introduction of a few new curvilinear streets. But it is hoped that these changes will be minimal. The streets should retain the characteristics of a traditional urban neighborhood in certain subareas, provided however, street closures may be considered for large-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds, and where the impact of street closure will be minimal." 16.9.1.1.1: read as follows: Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, street closures may be considered for large scale developments or projects that require controlled access, creation of detention ponds or where the impact of a street closure is minimal.

Mr. Leighty asked what is wrong with 4.B.2. Mr. Walker stated that they don't like the word "minimal". Mr. Leighty stated that the Planning Commission should listen to their staff and the planning professionals. Mr. Leighty stated that he doesn't understand this. Mr. Leighty stated that the Planning Commission just can't wait to please these guys with everything that they want and it is incredible.

Mr. Dix seconded Mr. Covey's motion.

Mr. Perkin's would like to strike minimal. Mr. Covey stated that it is an "or" and not a requirement. If anyone brought a project forward and shows that it is minimal, then it could be considered and it is not a requirement. Mr. Perkins agreed.

**TMAPC Action; 10 members present:**

On **MOTION** of **COVEY**, TMAPC voted **9-1-0** (Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; Leighty "nays"; none "abstaining"; Carnes "absent") to recommend **APPROVAL** of Item 4 with the following language: **APPROVE** the language of staff recommendation B.1, **APPROVE** the applicant's language for 16.9., second paragraph as follows: Some changes to the grid may be required to accommodate parks, ponds, paths, institutional, multifamily and commercial uses and this will involve the closing of some streets and introduction of a few new curvilinear streets. But it is hoped that these changes will be minimal. The streets should retain the characteristics of a traditional urban neighborhood in certain subareas, provided however, street closures may be considered for large-scale developments or projects that require controlled access, efficient utilization of tracts created by the creation of detention ponds, and where the impact of street closure will be minimal." **APPROVE** 16.9.1.1.1, as follows: Whenever and wherever possible, the existing grid network of streets and sidewalks should be retained. However, street closures may be considered for large scale developments

or projects that require controlled access, creation of detention ponds or where the impact of a street closure is minimal.

**Item 5: Withdrawn by applicant.**

**Item 6:**

**Mr. Leighty out at 5:41 p.m.**

**TMAPC Action; 9 members present:**

On **MOTION** of **SHIVEL**, TMAPC voted **8-1-0** (Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Walker "aye"; Stirling "nays"; none "abstaining"; Carnes, Leighty "absent") to recommend **APPROVAL** to amend the map to provide that all of South Utica Avenue, all of East 11<sup>th</sup> Street South, South Peoria Avenue north of East 6<sup>th</sup> Street, and I-244 frontage, be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).

**Item 7:**

**TMAPC Action; 9 members present:**

On **MOTION** of **MIDGET**, TMAPC voted **9-0-0** (Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Carnes, Leighty "absent") to recommend **APPROVAL** to amend Plan language regarding parking per staff's alternative language and to strike the sentence "vast expanses of off-street parking area not appropriate for this neighborhood."

**Item 8:**

**TMAPC Action; 9 members present:**

On **MOTION** of **MIDGET**, TMAPC voted **9-0-0** (Covey, Dix, Edwards, Liotta, Midget, Perkins, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Carnes, Leighty "absent") to recommend **APPROVAL** to amend Plan map to expand the Residential Revitalization subarea to "provide for more diverse housing types" and revise/add definitions per staff recommendation.

**TMAPC COMMENTS:**

Mr. Liotta stated that he has been following The 6<sup>th</sup> Street Infill Plan and everything related to it and along the way he has been confused about some aspects of it. Mr. Liotta stated that he would like to thank everybody that was involved in putting together what was done today, because this is finally clarifying exactly what we are trying to do and this was a very good process, what we did today, in working out the conflicts and coming up with reasonable compromises. Mr. Liotta thanked Ms. Miller and her staff. Ms. Miller stated that it was just her. Mr. Liotta continued that he would

like to thank the folks on either side of the issue and thank everyone for coming together.

Mr. Edwards stated that he would like to commend the Planning staff because this was not an easy task and he is glad that he is on this side of the table. The work that Ms. Miller, Ms. Warrick, Mr. Wilkerson and everyone else that was involved and their patients that has been shown. Mr. Edwards stated that Planning Commission is very fortunate to have these people on staff and he commends them for all of the work they have done.

\* \* \* \* \*

## OTHER BUSINESS

### 28. Consider initiation of a Mixed-Use Institutional (MX-I) Zoning District as an implementation tool of the Utica Midtown Corridor Small Area Plan.

#### **STAFF RECOMMENDATION:**

**Item:** Consider initiation of a Mixed-Use Institutional (MX-I) Zoning District as an implementation tool of the Utica Midtown Corridor Small Area Plan.

**Background:** At the October 16, 2013 TMAPC Work Session, the City of Tulsa Planning staff presented the proposed Utica Midtown Corridor Small Area Plan and discussed the creation of a Mixed-Use Institutional (MXI) Zoning District as an implementation tool of Plan.

The Comprehensive Plan as adopted has several recommendations for maintaining and creating walkable urban neighborhoods at locations throughout the City of Tulsa. The specific building blocks recommended within the Utica Midtown Corridor Planning boundaries are:

- Residential areas north of 15<sup>th</sup> are planned as “Downtown Neighborhood”, which recommends medium to high-rise residential development that is “primarily pedestrian-oriented” with convenient access to both shopping and transit.
- The hospital campuses are planned as “Regional Centers”, which recommends “mid-rise mixed-use areas for large-scale employment, retail, and civic or educational uses.”
- And properties along Utica Corridor are planned as “Mixed Use”, which plans for building along the corridor that, “...include windows and storefronts along the sidewalk, with automobile parking located on the side or behind.”

**There were no interested parties wishing to speak.**

**The applicant indicated his agreement with staff's recommendation.**

**TMAPC Action; 8 members present:**

On **MOTION** of **COVEY**, TMAPC voted **8-0-0** (Covey, Dix, Edwards, Leighty, Liotta, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Carnes, Midget, Perkins "absent") to recommend **APPROVAL** of the RE zoning for CZ-429 per staff recommendation.

**Legal Description for CZ-429:**

THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER (NE/4 SE/4) AND THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER (E/2 SW/4 SE/4) AND THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE/4 SE/4) OF SECTION TWENTY-TWO (22), TOWNSHIP TWENTY-ONE (21) NORTH, RANGE THIRTEEN (13) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF.

\*\*\*\*\*

**16. Adopt Resolution setting forth amendments to The 6<sup>th</sup> Street Infill Plan which were adopted by TMAPC on November 6, 2013**

**STAFF RECOMMENDATION:**

A RESOLUTION OF THE TULSA METROPOLITAN AREA PLANNING COMMISSION, PURSUANT TO TITLE 19 OKLAHOMA STATUTES, SECTION 863.7; AMENDING THE TULSA COMPREHENSIVE PLAN BY ADOPTING AMENDMENTS TO THE 6<sup>TH</sup> STREET INFILL PLAN.

WHEREAS, the Tulsa Metropolitan Area Planning Commission is required to prepare, adopt and amend, as needed, a master plan, also known as a comprehensive plan, for the Tulsa metropolitan area, in accord with Title 19 Oklahoma Statutes, Section 863.7; and

WHEREAS, the purpose of such a comprehensive plan is to bring about coordinated physical development of an area in accord with present and future needs and is developed so as to conserve the natural resources of an area, to ensure the efficient expenditure

of public funds, and to promote the health, safety, convenience, prosperity, and general welfare of the people of the area; and

WHEREAS, pursuant to Title 19 Oklahoma Statutes, Section 863.7, the Tulsa Metropolitan Area Planning Commission did, by Resolution on the 29th of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law, and which has been subsequently amended; and

WHEREAS, the Tulsa Metropolitan Area Planning Commission did, by Resolution on 2<sup>nd</sup> of November, 2005, adopt The 6<sup>th</sup> Street Infill Plan as part of the District Four Plan Map and Text, both parts of the Comprehensive Plan of the Tulsa Metropolitan Area. The Plan was subsequently approved by the Tulsa City Council on the 5<sup>th</sup> of January, 2006.

WHEREAS, the Tulsa Metropolitan Area Planning Commission did, by Resolution on the 6th of July 2010, adopt an amendment to the Comprehensive Plan for the Tulsa Metropolitan Area, which pertains only to those areas within the incorporated City limits of the City of Tulsa, known as the Tulsa Comprehensive Plan, which was subsequently approved by the Tulsa City Council on the 22<sup>nd</sup> of July 2010, all according to law, and which has been subsequently amended; and

WHEREAS, The Sixth Street Infill Plan was recognized in the Tulsa Comprehensive Plan as an existing neighborhood plan that should continue to serve the role of guiding development decisions in the area; and

WHEREAS, a public hearing was held on November 6, 2013 and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19 Oklahoma Statutes, Section 863.7, to adopt amendments to The Sixth Street Infill Plan, as hereafter described.

**CPA-19:** Amend boundaries of the Plan area and subareas on The 6<sup>th</sup> Street Infill Plan land use map; and

**CPA-20:** Reconcile titles and boundaries of subareas to conform to The 6<sup>th</sup> Street Infill Plan land use map; and

**CPA-21:** Amend text in The 6<sup>th</sup> Street Infill Plan regarding street closures, parking, housing and subarea descriptions.

NOW THEREFORE, BE IT RESOLVED, by the Tulsa Metropolitan Area Planning Commission:

Section 1. That The Sixth Street Infill Plan, part of the Tulsa Comprehensive Plan, as adopted by the Tulsa Metropolitan Area Planning Commission on July 6, 2010 and as amended from time to time, shall be and is hereby amended.

Section 2. That a true and correct copy of the amendments are attached to this Resolution.

Section 3. That upon adoption by the Tulsa Metropolitan Area Planning Commission, this Resolution shall be transmitted and submitted to the City Council of the City of Tulsa for its consideration, action and requested approval within forty-five (45) days of its submission.

Section 4. That upon approval by the Tulsa City Council, or should the City Council fail to act upon this amendment to the Tulsa Comprehensive Plan within forty-five (45) days of its submission, it shall be deemed approved with the status of an official plan and immediately have full force and effect.

ADOPTED on this 6th day of November, 2013, by a majority of the full membership of the Tulsa Metropolitan Area Planning Commission, including its *ex officio* members.

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Joshua Walker, Chairman  
TMAPC

ATTEST:

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Michael Covey, Secretary  
Tulsa Metropolitan Area Planning Commission

**TMAPC COMMENTS:**

Mr. Leighty stated that he is opposed to this and hopes that the City Council turns this back. The Planning Commission didn't listen to the Planners and only listened to the applicant and it will have a long-term affect that will be detrimental to the vision of The 6<sup>th</sup> Street Infill Plan. There were considerations made that should have been made on a more long-term basis.

**There were no interested parties wishing to speak.**

**TMAPC Action; 8 members present:**

On **MOTION** of **COVEY**, TMAPC voted **7-1-0** (Covey, Dix, Edwards, Liotta, Shivel, Stirling, Walker "aye"; Leighty "nays"; none "abstaining"; Carnes, Midget, Perkins "absent") to recommend **APPROVAL** of the resolution setting forth amendments to The 6<sup>th</sup> Street Infill Plan which were adopted by TMAPC on November 6, 2013.

\* \* \* \* \*

**OTHER BUSINESS**

**17. Commissioners' Comments: None.**

\* \* \* \* \*

**TMAPC Action; 8 members present:**

On **MOTION** of **COVEY**, TMAPC voted **8-0-0** (Covey, Dix, Edwards, Leighty, Liotta, Shivel, Stirling, Walker "aye"; no "nays"; none "abstaining"; Carnes, Midget, Perkins "absent") to **ADJOURN** TMAPC meeting No. 2662.

\* \* \* \* \*

**ADJOURN**