

TMAPC

November 6, 2013

The 6th Street Infill Plan Amendments

Item: Consideration of adoption of *The 6th 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 *6th 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 6th 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 6th 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. 2nd Street and E. 1st Street where the Auto-Oriented Commercial subarea currently exists.** Staff recommends approval of extending the *Manufacturing Warehousing* subarea into this area primarily because East 1st 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 6th 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.

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 11th 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~~ 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 6th 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. 11th 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. 11th 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. 6th 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:

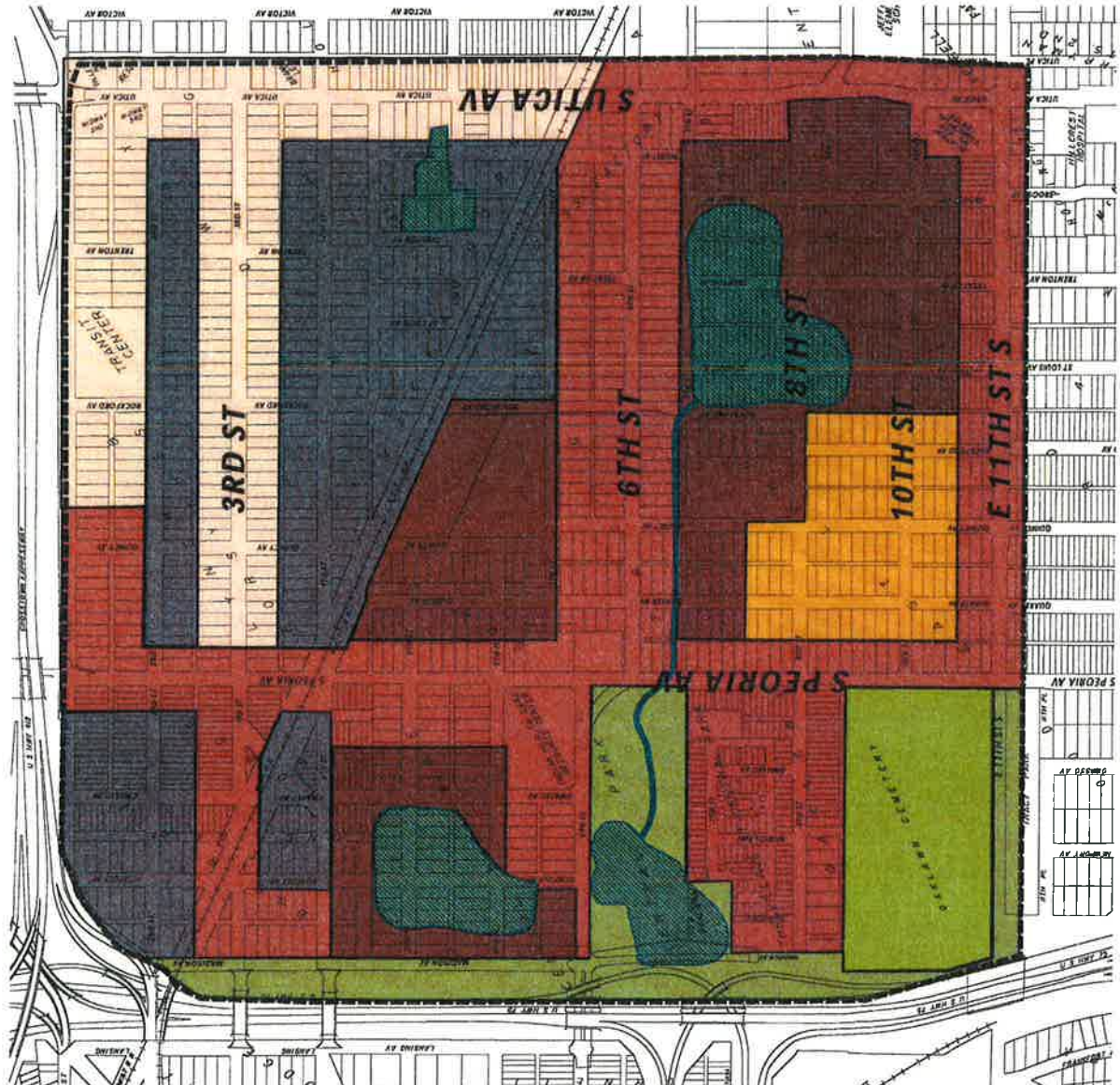
- Adding the word "diverse" to the definition of the *Residential Revitalization* subarea;
- Adding a definition for *Auto-Oriented Commercial* subarea as: "Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. 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.

Attachment I The 6th Street Infill Plan Map

Legend:

- Redevelopment**
Large-scale, residential/mixed-use infill developments
- Residential Revitalization**
Restoration of existing housing, introduction of small-scale compatible infill
- Mixed Use Infill**
Residential, Commercial, Office, Manufacturing Warehousing. Reuse of existing structures, smaller-scale compatible, high-quality infill.
- Auto-Oriented Commercial**
- Manufacturing Warehousing**
- Flood Control**
New urban parks that provide flood control when needed
- Park**
non-flood control park areas and trails
- Cemetery**











27.8

Attachment II Applicant's Request

MANUFACTURING WAREHOUSING I-244 FRONTAGE

Legend:

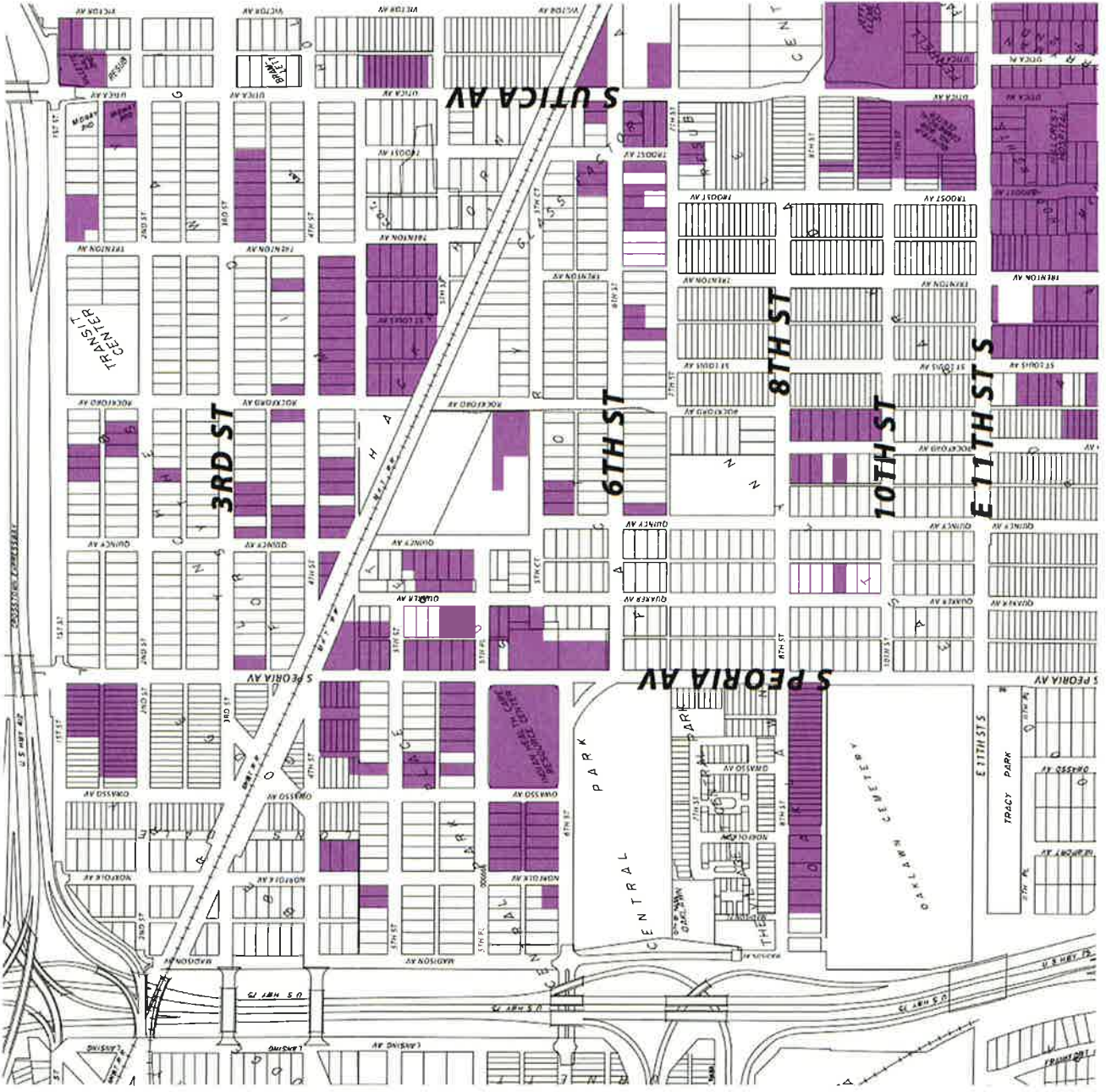
-  **Redevelopment**
Large-scale, redeveloped use with developments.
-  **Residential Revitalization**
Restoration of existing housing, introduction of small-scale, diverse, compatible infill.
-  **Mixed Use Infill**
Residential, Commercial, Office, Manufacturing, Warehousing. Retain of existing structures, smaller-scale, compatible, infill.
-  **Auto-Oriented Commercial**
Commercial, Office, high-intensity Residential, Institutional, Manufacturing, and Warehousing; economic model depends on vehicular access and visitors on a regional basis, usually located on primary arterial streets and highways.
-  **Manufacturing Warehousing**
Manufacturing, Warehousing, and industrial uses; assembly and distribution facilities.
-  **Flood Control**
Near urban parks that provide flood control when needed.
-  **Park**
Non-flood control park areas and trails.
-  **Cemetery**



27.9

PEARL BUSINESS & PROPERTY OWNER ASSOCIATION MEMBERSHIP MAP

MEMBERS












27.10

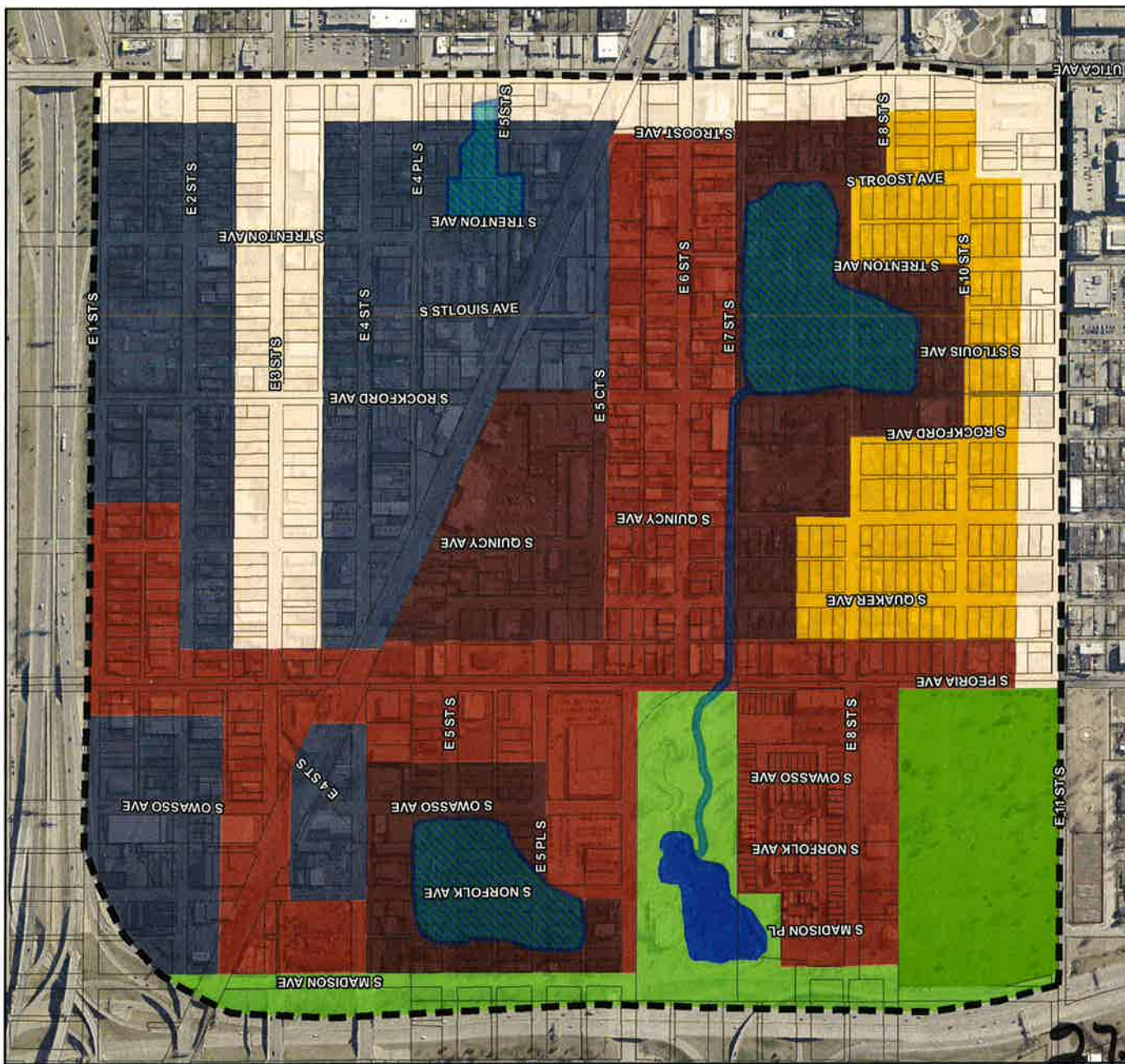
Attachment III Staff Recommendation



Legend

Revised 6th St. Infill Plan Map



-  **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**

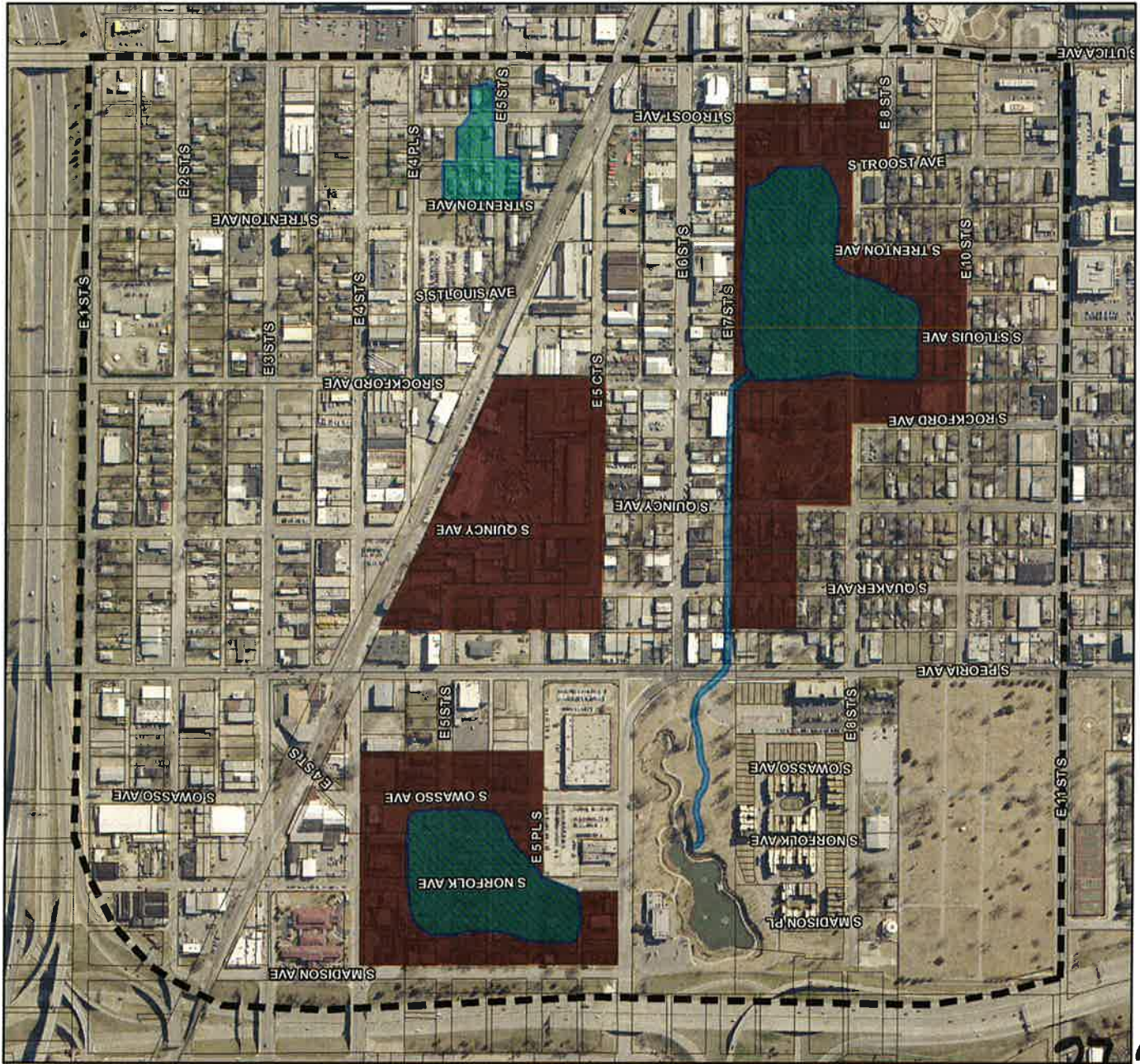


1122



Legend





-  Redevelopment
Large-scale, residential/mixed-use infill developments
-  Planned Flood Control
Large-scale, residential/mixed-use infill developments

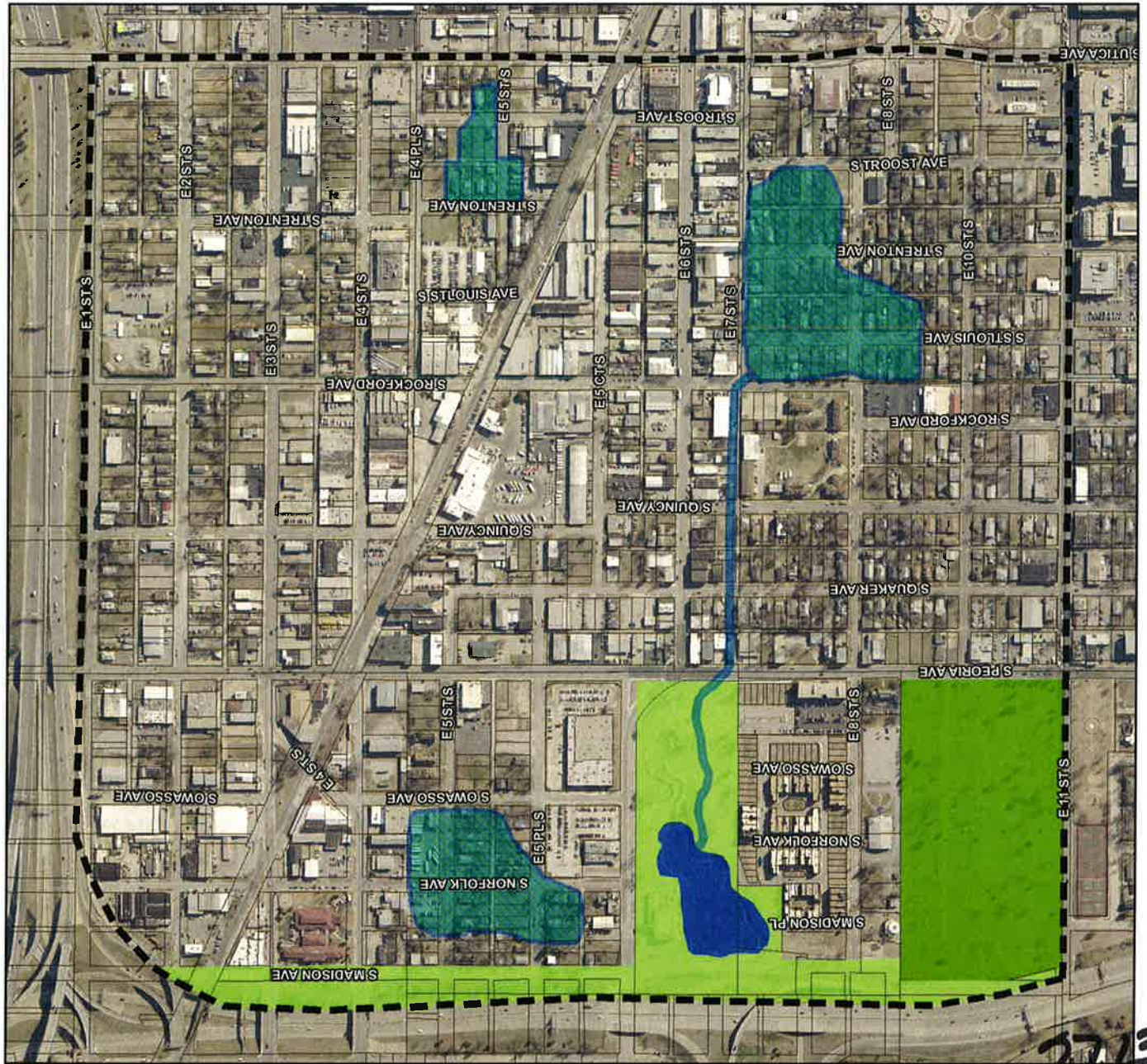


27.2

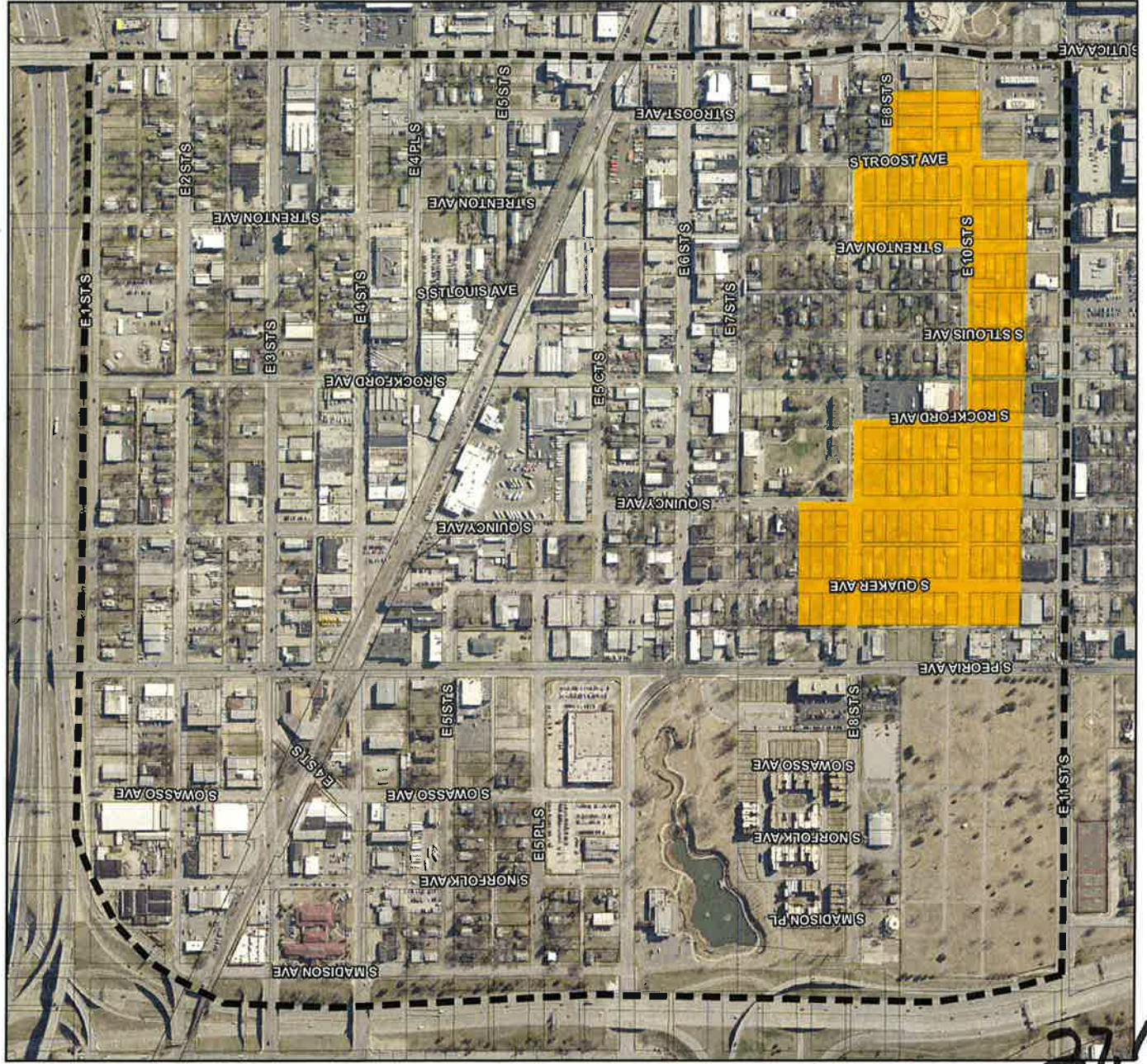


Legend

-  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



2713



Legend

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



27.14

Huntsinger, Barbara

From: Josh Ritchey [joshritchey@gmail.com]
Sent: Friday, September 20, 2013 7:53 PM
To: Huntsinger, Barbara
Subject: Pearl District Advice

Good Evening Ms. Huntsinger,

I'm not sure if this is the appropriate channel, but I'd like to be able to write, call, or meet with the members of the TMAPC. Are you able to distribute this email to them? Is there any process for setting up informal meetings to discuss plans for the neighborhood?

I was unable to attend the meeting on Wednesday but I have now watched it online. I just can't understand what is happening with the 6th St Infill Plan.

There is no need to address the "this group said that, that group said this." None of that is important. The sides don't need to work anything out. There isn't anything to be worked out. The Pearl District Association and everyone that actually lives, eats, and works in the district wants the plan to stay the same. The applicants seemingly want to change the plan to suit their needs with no regard to the overall vision for the neighborhood or the needs of the residents and small business owners.

I am a life long Tulsan (graduate of Hale High School) and an attorney (Graduate of TU Law). I started my own business in 2008 and it has grown and grown to the point where I needed to move it out of our house and find a proper office.

My wife and I were very excited about the development in the Pearl District and once we found out about the Comprehensive Plan and the mixed use zoning along Peoria we started searching for property in the area.

In 2012 we purchased 4 lots at 5th and Peoria. We began developing the lots for a new business and converted the old building on the front lot into our mixed use home and office for my business. We love it here.

I can't understand why we are constantly hearing about one group (very small in numbers with very loud voices) trying to change everything. They are catered to as if they represent the majority of the neighborhood. They do not.

The commission never hears from our side because we all work. We work very hard. How can all the residents and small business owners in the pearl district come to the weekday afternoon meetings and ask the commission to please follow through on the plan they already agreed to and that we have all been relying on? How can we attend weekday afternoon meetings held by the Pearl District Business Association? We work during the day. We can't afford to hire lawyers to lobby on our behalf. We just have to trust that our best interests will be represented by our elected officials. We are ordinary people combining our efforts to build an extraordinary neighborhood.

So now here I am. I will adjust my work schedule to come to all of these meetings and make our opinions known. I never thought this would be necessary, but somehow all of these changes keep moving forward. Now these 3 amendments that basically create an entirely new plan are going to be considered.

FIVE QUICK POINTS

1) The mixed use infill plan is perfect as written. Everyone that is already here can keep doing what they are doing. If someone wants to buy up empty lots, they can develop those lots with respect to the plan. The plan is very diverse and allows for many types of new construction. It is not a restrictive plan in the least. Has anyone asked the applicants what the current plan actually prevents them from doing?

2) I am about to begin construction on a permanent structure for our new business. If my lots are changed to Auto oriented manufacturing then all development of this amazing area will stop, mine included. We will just have a vast sea of parking lots. I've convinced all of my college friends to move back here from Austin and Denver and now it looks like we just want to turn this URBAN area into a sprawling suburb. I don't want to live in the suburbs. My house is .8 miles from the Blue Dome! Eventually we should have enough development that you can't tell when you've left downtown and entered the pearl district. Why are we treating this urban area like a suburban industrial zone?

3) How much money does the city make on parking lots? Not much. Property taxes on all of these empty lots the huge companies are buying amount to nothing. They sit empty and collect broken glass bottle shards from vagrants. The houses they have bought and left to ruin are a haven for squatters and prostitution.

In the less than a year since we've been in the neighborhood all of the small businesses have developed and built and cleaned and IMPROVED!

I will have the math prepared by the next meeting, but a small multi-unit retail/housing development will make millions for the city over the same span of time one of the parking lots will make a few thousand.

4) Why would the current auto body shops want more auto oriented zoning? Do they want 10 more auto businesses competing with their business? Has anyone asked them? No one wants to take cars off of Peoria. More people in the area walking around, shopping, eating, and working makes the area safer and is great for the auto and industrial businesses.

5) Most Importantly, this is truly a special neighborhood. My wife and I are in this neighborhood 7 days a week, 24 hours a day. I eat here. I work here. I shop here. I live here. The applicants that want to change everything are here for 8 hours a day. 5 days a week (not including holidays). Then they drive back home and don't give my neighborhood another thought.

Can't we please listen to the people that LIVE here. Isn't our voice equally if not MORE valuable?

This is our neighborhood and we are so proud of the infill plan and the development that has already started. Please do not change the infill plan.

Thank you so much.

Looking forward to meeting all of you at the next meeting.

Josh

Joshua Ritchey
Live Event Trivia
1.888.7-TRIVIA to book
www.LiveEventTrivia.com

Huntsinger, Barbara

From: Julian Morgan [jemorgan5000@gmail.com]
Sent: Friday, September 20, 2013 10:50 PM
To: Huntsinger, Barbara

Hello,

My husband and I own 4 lots at the corner of 5th street and Peoria. The West half of our property is being used as an off leash dog park for the community. The building is our home and office for his business. I am also a board member of the Pearl District Association.

In the latest TMAPC hearing on the 6th Street Infill Plan, it was said that my husband and I did not respond to communications and cancelled scheduled meetings. That statement is false and bordering on slander.

I am a small business owner and my husband is an attorney. We make our living based on our reputation.

I don't completely understand the relevance of who didn't meet with who, etc however now I feel I need to defend myself.

Here is the actual timeline of my only interaction with the Pearl Business Association via Katy Brown:

9/1 - i filled out the generic info request on their website and asked "how much are dues and what is the process to become a member?"

9/4 - Katy brown emailed in response to my inquiry an invitation to coffee to discuss their organization. We set that meeting for 9/11.

9/11 - met kathy for coffee and she showed my husband and me the maps of what they proposed for the area. josh and i told her what we were envisioning for our property and why the pedestrian aspect is so important for our business. We said that we would like to attend one of their regular meetings.

9/15 - i emailed kathy to ask what time and where the next regular meeting was.

9/16 - She responded (and included thom) that it was that day at 11:30 at Indian Health. I wrote her that I would not be able to go to their meeting, but Thom would like to go if his work scheduled permitted it. Thom quickly replied that he would not be able to go because of work but was looking forward to attending them in the future. Daytime meetings are nearly impossible for my husband and I to attend because our Pearl Businesses are open during those times.

At Wednesday's meeting it was made to look like they reached out to us, set a special meeting for us and we cancelled. As you can see I reached out to them, met with Katy, and asked to attend one of their regularly scheduled meetings, and then was unable to attend their meeting.

This all seems petty to me, but again my reputation is something I take very seriously and I wanted to take a minute to clarify.

Thank you for your time,
Julian Morgan

Pearl District Improvements

Monday, October 14

3:00 pm

15th Floor, City Hall

TIF District Process

- Baseline value is set; everything above is captured and given back for public improvements. Includes both property and sales tax.
- Existing TIF for Pearl has expired and been closed out.
- Large property construction or large retail driver is beneficial.
- Pearl associations should create list of anything coming on the books, what development will be recurring; then sit down to discuss feasibility before application process.
- Associations will need to collaborate on priorities of projects.
- Dwain stated that now is the time to do this.

Homeless

- Community Service Council and Mental Health Association are working together on initiatives, but cannot do it without the help of the City and neighborhood.
- “Way Home for Tulsa” – outreach program for those on the streets.
- Panhandling – separate from homelessness. Majority of homeless do not panhandle. Most panhandlers have a home & job, this is additional income.
- Soon to own 25 housing properties in 16 neighborhoods. Goal is to move homeless from streets to shelters to homes.
- 6,500 people (men, women, & children) move through Tulsa shelters in a year.
- What we can do:
 - Send a rep to the CSC meetings.
 - Take a housing tour beforehand.

Prostitution / Drugs

- Struggle with the Pearl as it is a transient area. As Kendall Whittier neighborhood has been “cleaned up,” probable some of their issues have moved to Pearl.
- Prostitutes likely live in the neighborhood. Majority of activity is between 11th and 8th Streets, Trenton and Troost.
- Efforts have been made with search warrants where prostitutes live; most come back.
- Most drug, meth houses are between 2nd and 4th Streets.
- TPD currently makes two sweeps per week to address drunks and panhandlers. If police presence is consistence, it moves the problem.
- Boarded up buildings & houses – they are making entry from the rear. Stay alert and report any issues.
- Crime is down 7-8% from last year; larceny makes up majority of crime in District.
- What we can do:

27.20

- Report problems right away so TPD can address them. Call Crime Stoppers 918-596-COPS or Mayor's Action Line 918-596-2100.
- Establish neighborhood crime watch. Carol Bush can help set up. Carol and TPD will attend association meetings to provide information.

Code Enforcement / Neighborhood Clean Up

- Cleaning up neighborhoods starts with positive approach, changing mindsets.
- Crutchfield "A Brush with Kindness" – partnership between Tulsa Habitat for Humanity, City of Tulsa, Crutchfield Neighborhood Association, and Hilti. Postcards sent to all residents, neighbors helping neighbors. <http://www.tulsa Habitat.org/volunteer/brush-with-kindness/>
- Possible volunteers to help with clean-up efforts: faith-based organizations, TU students, high schools (mandatory service hours).
- Slum landlords sometimes need to be dealt with in creative manner ("interventions").
- What we can do:
 - Schedule clean-up day for spring (City dumpsters booked through end of 2013. Can get free dump pass in the meantime for special projects).
 - Coordinate date with animal control – they sweep area week before clean-up day to ensure area is safe from animals.
 - Send postcards to all residents and business owners in the Pearl. Laura Hendrix can provide labels or Word file with addresses.
 - Send press release to Tulsa World to let the city as well as Pearl residents/owners know of the event and the positive effect of these endeavors.
 - Get to know neighbors, help neighbors in need.

Animal Welfare

- Have not identified Pearl as problem – don't get many calls for our district.
- Have 6-7 officers for entire city. Strictly response based now.
- During Crutchfield clean up, went door to door to perform animal count, sterilization and shot check. Wrote 300 citations in June during these efforts.
- What we can do:
 - See a stray or aggressive animal, call Mayor's Action Line 918-596-2100. Emergency after hours, call 911.
 - Schedule sweep one week before Pearl clean-up day.

Lighting / Sidewalks

- New street lights on hold for now (3-5 years already). There are 300 locations for new lighting on waiting list now.
- Sidewalks are responsibility of landowner. Currently, large backlog of sidewalk issues with the City. Are ranked in order of importance – arterial vs. non-arterial, ADA, etc.
- What we can do:
 - Call Mayor's Action Line 918-596-2100 to add lighting needs to waiting list.
 - Contact AEP to report street light outages - (888) 218-3919 or

27.21

<https://www.psoklahoma.com/outages/report/StreetlightProblem.aspx>

- Call Mayor's Action Line 918-596-2100 to address issues with sidewalks, will be ranked and added to list.
- Photograph images of poor sidewalks, inventory list, send to City.

Alleyways

- Improved alleyways – owned by City.
- Unimproved alleyways – deeded back to property owners.
- What we can do:
 - Give Ron Teeters a heads up before clean-up day. Will coordinate clean-up of alley with our efforts.
 - Before clean-up efforts, coordinate drug education with TPD so volunteers know what to watch out for.
 - Work with neighbors, landlords to add PSO lights to alleyways.

Attendees:

Brooke Hamilton, PDBPOA
Joe Westervelt, PDBPOA
Katy Brown, PDBPOA
Julian Morgan, PDA

Dwain Midget, COT Community & Economic Development
Captain Robert Heidlage, TPD
Laura Hendrix, COT WIN
Bob Jackson, COT WIN
Kevin Cox, COT WIN
Tim Cartner, COT WIN
Jean Letcher, COT Tulsa Animal Welfare
Tracy Nyholm, COT Traffic Ops
Brent Stout, COT Engineering Services

Jim Lyall, Community Service Council
Mike Brose, Mental Health Assoc
Alex Aguilar, Mental Health Assoc

Miller, Susan

From: t.maximos.crowe@gmail.com on behalf of Thom Crowe [thom@indieemporium.com]
Sent: Tuesday, October 15, 2013 9:47 AM
To: Miller, Susan
Cc: Dave; Jamie Jamieson; Julian Morgan; Matt Eber; Donald Jessup; Rachel Navarro; Amanda Chea; Renee Nordholm
Subject: Re: 6th Street Infill Plan

Dear Susan

We have had great conversations with the Pearl District Business and Land Owners about the 6th Street Infill Plan and are really making some great steps working together. I understand that the TMAPC is looking to address these issues on November 6th and have a letter officially requesting postponing this hearing because we are working on drafting a response and some of our key members will not be able to attend the November 6th hearing. As much as we regret asking for the postponement, I would hate for some of those who have been a part of this process for over a decade to miss such an important meeting.

To Whom It May Concern,

The Pearl District Association has been meeting with the Pearl District Business and Land Owners Association to discuss issues in the area and to attempt to reach a consensus; we've made some great headway. The meetings have been positive, but we, the Pearl District Association, would like to request a delay to the November 6th hearing to afford our Board an additional two weeks to work and draft a response. We believe this additional time will give us an opportunity to reach a consensus so that we are not discussing and negotiating during the hearing. In addition, key members of the Pearl District Association, some of whom have dedicated countless hours over the last decade working on this plan, will not be in town on November 6th and since the 6th Street Infill Plan is so crucial to our community, we would like for them to be present.

By affording us the additional two weeks on the hearing, we will have time to draft a full response, give the PDBLO time to respond, and continue working together.

Sincerely,

Thom Crowe
President, Pearl District Association

Thom Crowe
Mobile: [918.346.5014](tel:918.346.5014) |
thom@indieemporium.com | twitter.com/thomcrowe



Please consider your environmental responsibility. Before printing this e-mail message, ask yourself whether you really need a hard copy.



Mr. Joe Westervelt, Ms. Katy Brown
Pearl District Business & Property Owners Association
325 East Quincy
Tulsa, Oklahoma 74120
Tuesday, October 15, 2013

Dear Mr. Westervelt,

Thank you for meeting with us on October 8th. We were encouraged by the progress we made.

Having discussed the issues within the Pearl District Association since the meeting the purpose of this letter is to follow up (i) on the points you made, and (ii) with a number of questions on the requests made in your group's various letters, including your proposed map amendments. We have taken time to explain our reasonings below too, which is why this letter is so long - hoping this helps to move the discussion forward.

First, to address the points you raised in the meeting that we were not able to discuss in any detail:

Non-conformance/Financing: You mentioned that the IHCR would have difficulty financing further expansion if it is 'legally non-conforming' to a new zoning (i.e. the form-based) Code. *Have any of your members had a problem securing a bank as a result of legal non-conformance?*

In any event the 6th St. Plan, which is the subject of the present discussion, has no effect on conformance to a Code, so this is not really relevant at this stage.

While the form-based code is secondary to the present discussion 'legal non-conformance' has posed no problems with Lenders or insurers for property owners and businesses in the Pearl District Association - at least one of whom has recently secured finance for expansions within a property that has been 'non-conforming' for decades.

Many Pearl District properties have been legally non-conforming since the introduction of zoning in the 1970s, and since 2000 not a single owner has ever mentioned to the PDA this being a problem for them. Further, when insurance and financing was raised as a possible problem a year or so ago alongside other objections to the form-based code, we asked around to see if anyone had had a problem, and they hadn't. We believe the issue was laid to rest at that time.

The form-based code: You urged us not to use the term 'form-based code' claiming that it is 'dead'. *How so?* The FBC was adopted as Title 42 (b) of the Zoning Code in April, 2011, and it has applied to a portion of the Pearl District ever since. Again, while the FBC is secondary to the present discussion it is necessary and central tool for the realization of the several, integrated and adopted plans that apply to

the Pearl District. It is a proven tool nationwide and is not something which Tulsa should fear. Even Owasso has adopted a form-based code.

It is also not something that has crept up on us unawares:

- The FBC was anticipated in the 1999 Infill Task Force Report (in which I understand you served on the Neighborhood Compatibility committee), which gave birth to the 6th St. Task Force, and which called for, among many other good things, 'planning and zoning policies which enhances residential neighborhoods'.¹
- Likewise the 2004 Elm Creek Master Drainage Plan Update references the integration of flood mitigation with the development of neighborhood plans for revitalization.
- The 2006 6th. Street Plan itself makes the case for a form-based code approach.²
- The 2010 Comprehensive Plan makes the case repeatedly for updating Tulsa's zoning and references the specific advantages to be gained for a FBC, and references form-based codes.
- INCOG's 2011 Regional Transit System Plan has important ramifications for compact, transit-oriented development such as that proposed in the 6th St. Plan.

Without the above integrated and carefully-wrought plans, it would be difficult for business owners to determine with any confidence whether to invest in the Pearl District.

The CoT Planning Department: You seemed keen that we exclude the City's Planning Department from our conversation. *Why is this?* It seems inappropriate to exclude the professionals whose role is to provide expert guidance to the TMAPC in fulfillment of its duties with regard to the Comprehensive Plan.

Parking (Your request no. 3) : Would you provide your rationale for the request to retain zoning's stringent parking requirements? We ask this because the PDA is regularly asked to support property owners seeking parking variances in order to be able to conduct their business. We have done so on each occasion and every such request has been granted by the BOA. There have been zero ill effects as a result of any of these variances. Quite the contrary, new, dynamic businesses have been able as a result to open up in the Pearl District. But it is time-consuming for PDA members and it is expensive for applicants. We see a lot of on-street parking places in the neighborhood too. We agree with your group that it is a good idea to plan to provide city-owned parking in the future, as (we hope) occupancy in the Pearl increases; which is why this is included in the 6th St. Plan.

Mass transit services are also scheduled for substantial improvement at Peoria Avenue, which will ease parking demand, particularly among young people and the elderly.

The only real beneficiaries of zoning's parking requirements seem to us to be attorneys paid to represent Variance applicants. It certainly wastes the time of the BOA Board members.

Does your group, like us, not find parking requirements to be an unnecessary intrusion into the operations of property owners?

Proposed Map Changes

Moving on to your group's proposed amendments to the Map that provides guidance for development in the Pearl, we have the following questions:

To change from 'commercial' to manufacturing' at 1st. St.: This street is very visible to the 70,000 or so people who drive along I244 every day, which presents a retail and commercial opportunity close to where the people in cars already are. *Why does your group seek to replace it with manufacturing, which requires no such visibility?* We note that your proposals also include the creation of more, so-called auto-oriented areas in places where there are far lower traffic counts *Could you explain this to us?*

To change the designation of 6th St east and south of Rockford from 'mixed use infill' to 'manufacturing': We much appreciated your agreement at the meeting that this area should remain as mixed use infill.

MTTA Area: You propose that the area around MTTA also revert to Manufacturing Warehousing. In developing the adopted Plan we identified this as a prime candidate for transit-oriented, residential development, given its location next to the BA railroad (for which the long-term plan anticipates substantial investment) and its ideal location for access to Peoria bus routes and to the proposed Bus Rapid Transit system on Peoria. At least one significant, current real estate listing close by favors the kind of housing solutions sought by the Plan.

A TOD would boost re-population, sharply increase City sales tax, property taxes and boost re-development of retail and other businesses in the surrounding area.

Could you explain why your group considers low-density manufacturing warehousing to be a better idea in a place for which substantial public investment is planned?

Residential Revitalization south of the East Pearl detention pond: Your group's amendment proposal for this area is for low-density residential development around and close to the east pond, whereas the current plan calls for much more compact, residential development. There is very little compact, walkable, residential development in Tulsa, and this project presents a prime opportunity to develop an affordable, mixed-income neighborhood around what will be a very distinctive, if not genuinely unique, urban waterway system. As a catalyst for redevelopment and re-population close to the city's core the opportunity here is unmatched. Again, a dense urban neighborhood will produce a much better return on taxpayers' dollars over the years - as well as providing urban housing of the sort preferred by many millennials, baby-boomers and seniors. So our question here is: *why would the City want to favor low density around a major public investment (in flood mitigation and in revitalization)?*

11th St.: The Plan calls for mixed use infill, but your group's proposal is that this be changed to 'auto-oriented' commercial.

11th Street has far less traffic than 1st St., for which your group states a preference for manufacturing, despite the fact that it has several times the amount of traffic that 11th St. does.

The Utica North small area plan sponsored by Hillcrest recommends mixed-use buildings, a traditional Main Street treatment on 11th St., buildings of up to four stories, stores at street level. It advocates

transit-friendly corridors and wide sidewalks. It makes recommendations for design guidelines too. All this indicates that a traditional, Main Street approach is entirely appropriate for this traditional, Route 66 thoroughfare. Further, 11th St is identified in the Comprehensive Plan as a priority for investment in a streetcar route, which would benefit - among others - Hillcrest patients, the businesses around it and the adjacent neighborhoods on all sides.

We note that a number of new businesses are moving into the 1920s, traditional, 'form'-based buildings on 11th St., and we are very encouraged by that. They are doing so in part *because of* the 6th St. Plan as it presently stands.

Would you explain the thinking behind your 'auto-oriented' proposal in the context of the above?

Your Proposal to change West Pearl Pond/Peoria/6th St to 'Auto-oriented Commercial' : This general area is destined for a stormwater detention pond akin to the East Pearl pond, and similarly compact housing around it, for all the same good reasons that apply to the East Pearl pond. Peoria Ave. lends itself to mixed use infill in what is a transit-oriented corridor adjacent to Downtown. In our view IHCR's apparent desire for a parking-dominated, low density 'campus' should not be preferred over the return on investment to be generated for tax-payers by a compact, healthy, walkable neighborhood in which IHCR could play a constructive, progressive and distinguished part. We would welcome that. Surely parking is a very inferior use of land around an expensive public amenity, offering little return on tax dollars. Can you explain to us how designating it as 'auto-oriented' suits the context, advances the Comprehensive Plan and provides a sustainable return on public investment associated with the pond, and how it advances the Plan's Vision?³

The area is already advancing towards mixed-use infill, aided by the traditional, 'form'-based design and placement of the 'plains commercial' buildings in the area, including the VFW, the Phoenix and others on 6th St. - not to mention the Village At Central Park which contains a wide range of homes in a traditional, walkable neighborhood. Importantly, 6th St. into Downtown has very little traffic indeed, so to designate it 'auto-centric' makes little sense, even in its current condition.

Street Closures: your group requested clarification of the 6th St Infill Plan's recommendations to retain the traditional urban grid and to avoid the closure of streets. The TMAPC has recognized the inappropriateness of closing streets, given that established urban design practice is to retain the permeability of neighborhood streets, to avoid culs de sac and superblocks - particularly where a healthy, walkable, urban neighborhood is the desired outcome. Could your group explain to us the reasons why IHCR could not fulfill its development plans within the existing grid system advocated by both the 6th St. Plan and more recently by the Utica North small area plan?

Affordable Housing: We seem to be on the same page as your group with regard to the need for affordable housing; which is why we are puzzled by the request for low density housing development around the east pond and by your group's proposal to sharply reduce both housing density (which is likely to push prices up) and to reduce the amount of land designated for housing, replacing it with auto-oriented commercial. We know that there is a real demand in Tulsa as elsewhere for affordable urban housing. Would you explain these apparent contradictions?

Definitions On the Map you propose:

- (i) **'Residential Revitalization'**: you propose adding the word 'diverse' to the term 'Residential Revitalization'. In itself we think the addition is fine, unless it is a code word intended to legitimize low-density, suburban-style development. Would you clarify the desired outcome in this request?
- (ii) **'Mixed-Use Infill'**: Your group deleted the word 'high quality' from the definition. We agree that the term is not particularly meaningful without a more specific reference point, but our view is that it does convey to property owners, investors and developers that the Plan is intended to foster a neighborhood of resilient, long-lasting, well-built and well-designed homes conducive to developing a much more urban setting in the future. Would you clarify your thoughts in proposing the deletion of this term?
- (iii) **'Auto-oriented Commercial'**: We agree that this is a very unsatisfactory term that is difficult to pin down. Your group has made a valiant effort to do so, though we see some problems in its inclusion of 'high-intensity housing' in what sounds like an unappetizing, noisy and unsafe - for the pedestrian - environment in which the interests of the person in a car are put first and foremost. The problem, we think, is that the words used in the proposed definition connote the aggressively suburban and hostile environment found, for example, at 71st and Memorial. On the other hand, looking at the words as proposed by your group, we can see a form-based code as delivering benefits to the person arriving by car at least as well as the suburban model - and more safely. It would also be much more compatible with the surrounding neighborhoods. We are happy, if you agree, to let the planners determine an appropriate definition.

We look forward to hearing your group's thoughts on all the above points. Would you like to meet again to follow up?

Yours sincerely,



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Thom Crowe (President)

- cc. Julian Morgan (Secretary), Matt Eber (Vice-President), Lorenda Stetler (Treasurer),
- cc. Josh Butts, Jamie Jamieson, Donald Jessup, Rachel Navarro, Dave Strader, Michael Champlin (PDA Board members), Susan Miller (INCOG), Josh Walker (Chair, TMAPC), Dawn Warrick (City of Tulsa Planning Director)

¹ Report of the Infill Development Task Force: Summary (pp. 5-6), Land Use: Design (from p.13)

² 6th Street Infill Plan, pp. 12-14

³ "To reinvent the art of city life in Tulsa. To develop from the grass-roots an urban neighborhood that is diverse, intriguing and charming; that adapts to the new realities of the 21st Century and has the character, humanity and convenience of the best, traditional cities; that offers a radical and attractive alternative to suburban living; where it is possible to work, play and shop without recourse to a car; where neighbors work to foster good schools and safe, attractive streets and civic spaces; and where a vibrant, civic environment is matched by enlightened public policies. To do all this before it is too late."

Miller, Susan

From: Katy Brown [runslowgirl@gmail.com]
Sent: Friday, October 18, 2013 11:29 AM
To: Thom Crowe; Julian Morgan
Cc: Joe Westervelt; Miller, Susan
Subject: 6th Street Infill Plan - amendment items
Attachments: response to Thom Crowe 10-16-13.pdf; ATT00001.txt

Hi Thom and Julian,

Please see attached. Thought it would be best to simply include our response within your document. Our comments are in red.

Best regards,
Katy
>
>

27.29

Non-conformance/Financing: You mentioned that the IHCRRC would have difficulty financing further expansion if it is 'legally non-conforming' to a new zoning (i.e. the form-based) Code. Have any of your members had a problem securing a bank as a result of legal non-conformance?

In any event the 6th St. Plan, which is the subject of the present discussion, has no effect on conformance to a Code, so this is not really relevant at this stage.

While the form-based code is secondary to the present discussion 'legal non-conformance' has posed no problems with Lenders or insurers for property owners and businesses in the Pearl District Association - at least one of whom has recently secured finance for expansions within a property that has been 'non-conforming' for decades.

Many Pearl District properties have been legally non-conforming since the introduction of zoning in the 1970s, and since 2000 not a single owner has ever mentioned to the PDA this being a problem for them. Further, when insurance and financing was raised as a possible problem a year or so ago alongside other objections to the form-based code, we asked around to see if anyone had had a problem, and they hadn't. We believe the issue was laid to rest at that time.

Yes, this is an issue. In conversations IHCRRC has had with their lending institution, it has been determined that financing with cross collateralization of a non-conforming use is indeed a problem. Other business borrowers in our District face similar problems with non-conformity.

The form-based code: You urged us not to use the term 'form-based code' claiming that it is 'dead'. How so? The FBC was adopted as Title 42 (b) of the Zoning Code in April, 2011, and it has applied to a portion of the Pearl District ever since. Again, while the FBC is secondary to the present discussion it is necessary and central tool for the realization of the several, integrated and adopted plans that apply to the Pearl District. It is a proven tool nationwide and is not something which Tulsa should fear. Even Owasso has adopted a form-based code.

It is also not something that has crept up on us unawares:

- The FBC was anticipated in the 1999 Infill Task Force Report (in which I understand you served on the Neighborhood Compatibility committee), which gave birth to the 6th St. Task Force, and which called for, among many other good things, 'planning and zoning policies which enhances residential neighborhoods'.¹
- Likewise the 2004 Elm Creek Master Drainage Plan Update references the integration of flood mitigation with the development of neighborhood plans for revitalization.
- The 2006 6th. Street Plan itself makes the case for a form-based code approach.²
- The 2010 Comprehensive Plan makes the case repeatedly for updating Tulsa's zoning and references the specific advantages to be gained for a FBC, and references form-based codes.
- INCOG's 2011 Regional Transit System Plan has important ramifications for compact, transit-oriented development such as that proposed in the 6th St. Plan.

Without the above integrated and carefully-wrought plans, it would be difficult for business owners to determine with any confidence whether to invest in the Pearl District.

Form Based Code is not currently an issues with our 6th Street Infill Plan amendment items.

27.30

The CoT Planning Department: You seemed keen that we exclude the City's Planning Department from our conversation. Why is this? It seems inappropriate to exclude the professionals whose role is to provide expert guidance to the TMAPC in fulfillment of its duties with regard to the Comprehensive Plan.

We are the applicant in this process. The TMAPC has asked us to have discussions and see what consensus we can reach. They do not want to mediate, nor have they indicated they want the staff to mediate. This is clearly a matter between an applicant and interested parties.

Parking (Your request no. 3) : Would you provide your rationale for the request to retain zoning's stringent parking requirements? We ask this because the PDA is regularly asked to support property owners seeking parking variances in order to be able to conduct their business. We have done so on each occasion and every such request has been granted by the BOA. There have been zero ill effects as a result of any of these variances. Quite the contrary, new, dynamic businesses have been able as a result to open up in the Pearl District. But it is time-consuming for PDA members and it is expensive for applicants. We see a lot of on-street parking places in the neighborhood too. We agree with your group that it is a good idea to plan to provide city-owned parking in the future, as (we hope) occupancy in the Pearl increases; which is why this is included in the 6th St. Plan.

Mass transit services are also scheduled for substantial improvement at Peoria Avenue, which will ease parking demand, particularly among young people and the elderly.

The only real beneficiaries of zoning's parking requirements seem to us to be attorneys paid to represent Variance applicants. It certainly wastes the time of the BOA Board members.

Does your group, like us, not find parking requirements to be an unnecessary intrusion into the operations of property owners?

No. The Plan specifically states that there is not enough commercial parking in the Pearl. Our request is consistent with the Plan and our successful businesses have already experienced parking shortages.

Proposed Map Changes

Moving on to your group's proposed amendments to the Map that provides guidance for development in the Pearl, we have the following questions:

To change from 'commercial' to manufacturing' at 1st. St.: This street is very visible to the 70,000 or so people who drive along I244 every day, which presents a retail and commercial opportunity close to where the people in cars already are. Why does your group seek to replace it with manufacturing, which requires no such visibility? We note that your proposals also include the creation of more, so-called auto-oriented areas in places where there are far lower traffic counts Could you explain this to us?

The majority of businesses on 1st Street, a one-way frontage road, are IL. Additionally, one of our members recently purchased five lots that will be developed for IL purposes.

27.31

To change the designation of 6th St east and south of Rockford from 'mixed use infill' to 'manufacturing': We much appreciated your agreement at the meeting that this area should remain as mixed use infill.

I believe you meant "to change the designation from 'manufacturing' to 'mixed use infill'." I'm glad with clarification of the definitions we were able to accommodate you.

MTTA Area: You propose that the area around MTTA also revert to Manufacturing Warehousing. In developing the adopted Plan we identified this as a prime candidate for transit-oriented, residential development, given its location next to the BA railroad (for which the long-term plan anticipates substantial investment) and its ideal location for access to Peoria bus routes and to the proposed Bus Rapid Transit system on Peoria. At least one significant, current real estate listing close by favors the kind of housing solutions sought by the Plan.

A TOD would boost re-population, sharply increase City sales tax, property taxes and boost re-development of retail and other businesses in the surrounding area.

Could you explain why your group considers low-density manufacturing warehousing to be a better idea in a place for which substantial public investment is planned?

Because significant dollars have already been invested by business owners in this area and we want to encourage additional job growth here. There is a shortage of manufacturing and warehousing in the city limits near the employment base. We have been exporting warehousing and manufacturing jobs to the suburbs for too many years; we need to change that trend.

Residential Revitalization south of the East Pearl detention pond: Your group's amendment proposal for this area is for low-density residential development around and close to the east pond, whereas the current plan calls for much more compact, residential development. There is very little compact, walkable, residential development in Tulsa, and this project presents a prime opportunity to develop an affordable, mixed-income neighborhood around what will be a very distinctive, if not genuinely unique, urban waterway system. As a catalyst for redevelopment and re-population close to the city's core the opportunity here is unmatched. Again, a dense urban neighborhood will produce a much better return on taxpayers' dollars over the years - as well as providing urban housing of the sort preferred by many millennials, baby-boomers and seniors. So our question here is: why would the City want to favor low density around a major public investment (in flood mitigation and in revitalization)?

There is significant area for high density development around the ponds. We recognize the need for some lower density housing within the Plan, to allow for a broader market appeal. We believe we need a mixture of lower and higher density uses. There is enough high density zoning to last for many years.

11th St.: The Plan calls for mixed use infill, but your group's proposal is that this be changed to 'auto-oriented' commercial.

11th Street has far less traffic than 1st St., for which your group states a preference for manufacturing, despite the fact that it has several times the amount of traffic that 11th St. does.

That is not a fair comparison. First Street is a one-way service road, while 11th is a major arterial street. The 11th & Utica intersection alone sees 32,000 cars per day. Additionally, City Council has earmarked \$300,000 to redevelop 11th Street—Route 66, the "Mother Road." Staff report suggests this is not an unreasonable request.

27.32

The Utica North small area plan sponsored by Hillcrest recommends mixed-use buildings, a traditional Main Street treatment on 11th St., buildings of up to four stories, stores at street level. It advocates transit-friendly corridors and wide sidewalks. It makes recommendations for design guidelines too. All this indicates that a traditional, Main Street approach is entirely appropriate for this traditional, Route 66 thoroughfare. Further, 11th St is identified in the Comprehensive Plan as a priority for investment in a streetcar route, which would benefit - among others - Hillcrest patients, the businesses around it and the adjacent neighborhoods on all sides.

We note that a number of new businesses are moving into the 1920s, traditional, 'form'-based buildings on 11th St., and we are very encouraged by that. They are doing so in part *because of* the 6th St. Plan as it presently stands.

Would you explain the thinking behind your 'auto-oriented' proposal in the context of the above?

Because the majority of businesses along 11th Street rely on the automobile to bring people to their location. Additionally, Staff has suggested that this might be an option, and for all the reasons stated above.

Your Proposal to change West Pearl Pond/Peoria/6th St to 'Auto-oriented Commercial' : This general area is destined for a stormwater detention pond akin to the East Pearl pond, and similarly compact housing around it, for all the same good reasons that apply to the East Pearl pond. Peoria Ave. lends itself to mixed use infill in what is a transit-oriented corridor adjacent to Downtown. In our view IHCR's apparent desire for a parking-dominated, low density 'campus' should not be preferred over the return on investment to be generated for tax-payers by a compact, healthy, walkable neighborhood in which IHCR could play a constructive, progressive and distinguished part. We would welcome that. Surely parking is a very inferior use of land around an expensive public amenity, offering little return on tax dollars. Can you explain to us how designating it as 'auto-oriented' suits the context, advances the Comprehensive Plan and provides a sustainable return on public investment associated with the pond, and how it advances the Plan's Vision?³

It makes no sense to leave these auto-oriented businesses wrongly classified in the Plan. IHCR had nearly 130,000 patient visits this past year. Of those, less than 3% came by bus. Future plans are for a wellness center which will greatly increase the number of patients arriving via the automobile.

Regardless, the west pond's location and size has yet to be defined; it is merely illustrated on the map until funding is determined and plans developed.

The area is already advancing towards mixed-use infill, aided by the traditional, 'form'-based design and placement of the 'plains commercial' buildings in the area, including the VFW, the Phoenix and others on 6th St. - not to mention the Village At Central Park which contains a wide range of homes in a traditional, walkable neighborhood. Importantly, 6th St. into Downtown has very little traffic indeed, so to designate it 'auto-centric' makes little sense, even in its current condition.

Street Closures: your group requested clarification of the 6th St Infill Plan's recommendations to retain the traditional urban grid and to avoid the closure of streets. The TMAPC has recognized the inappropriateness of closing streets, given that established urban design practice is to retain the permeability of neighborhood streets, to avoid culs de sac and superblocks - particularly where a healthy, walkable, urban neighborhood is the desired outcome. Could your group explain to us the reasons why IHCRG could not fulfill its development plans within the existing grid system advocated by both the 6th St. Plan and more recently by the Utica North small area plan?

We strongly disagree with your group's position on this. We believe street closures are imperative to attracting larger-scale institutional type users. Streets will also need to be closed around the detention ponds to accommodate odd-sized tracts of ground and larger users.

Affordable Housing: We seem to be on the same page as your group with regard to the need for affordable housing; which is why we are puzzled by the request for low density housing development around the east pond and by your group's proposal to sharply reduce both housing density (which is likely to push prices up) and to reduce the amount of land designated for housing, replacing it with auto-oriented commercial. We know that there is a real demand in Tulsa as elsewhere for affordable urban housing. **Would you explain these apparent contradictions?**

There is no contradiction. Revitalization of existing properties is more often less expensive than building new. Additionally, having more housing types (diverse housing) will allow for more rapid housing development in our District.

(ii) **'Mixed-Use Infill':** Your group deleted the word 'high quality' from the definition. We agree that the term is not particularly meaningful without a more specific reference point, but our view is that it does convey to property owners, investors and developers that the Plan is intended to foster a neighborhood of resilient, long-lasting, well-built and well-designed homes conducive to developing a much more urban setting in the future. **Would you clarify your thoughts in proposing the deletion of this term?**

Diverse is clear as to its intended definition. There is room for all types of development in the Pearl.

Definitions On the Map you propose:

(i) **'Residential Revitalization':** you propose adding the word 'diverse' to the term 'Residential Revitalization'. In itself we think the addition is fine, unless it is a code word intended to legitimize low-density, suburban-style development. **Would you clarify the desired outcome in this request?**

Everything is assumed to be high quality. Leaving in this term suggests that other areas would be low quality development

(iii) **'Auto-oriented Commercial'**: We agree that this is a very unsatisfactory term that is difficult to pin down. Your group has made a valiant effort to do so, though we see some problems in its inclusion of 'high-intensity housing' in what sounds like an unappetizing, noisy and unsafe - for the pedestrian - environment in which the interests of the person in a car are put first and foremost. The problem, we think, is that the words used in the proposed definition connote the aggressively suburban and hostile environment found, for example, at 71st and Memorial. On the other hand, looking at the words as proposed by your group, we can see a form-based code as delivering benefits to the person arriving by car at least as well as the suburban model - and more safely. It would also be much more compatible with the surrounding neighborhoods. We are happy, if you agree, to let the planners determine an appropriate definition.

The definition is clear in our request and what we will be proposing to Staff.

We look forward to hearing your group's thoughts on all the above points. Would you like to meet again to follow up?

The overall context surrounding your questions seems to indicate the progress we hoped for in our meetings is not being achieved. We would be happy to meet with you again at any time between now and November 6th to discuss these items.

27.35

Pearl District Business & Property Owners Association
325 East Quincy
Tulsa, Oklahoma 74120
800-858-2651, Ext 260
918-582-0086 facsimile

October 18, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, Oklahoma 74103

Dear Chairman Walker:

As you are aware, the two Pearl Associations have been meeting to discuss proposed definitions as well as our amendment items to The 6th Street Infill Plan. While we were hopeful for a consensus, or at the least some common ground in regards to these items, realistically, this may not occur.

TMAPC does not require a consensus. In fact, as you know, the Commissioners are not always in agreement. We plan to continue meeting with and responding to the Pearl District Association, but it may likely come down to the Commissioners making the decisions during the November 6th hearing.

It is our understanding the PDA has requested an extension to the hearing date that was set at the October 2nd TMAPC meeting. We respectfully request that the Planning Commission keep the hearing date for November 6th for our amendment items to The 6th Street Infill Plan. It is time to get this behind everyone so we may get back to work growing our businesses and improving the Pearl.

Respectfully submitted,

PEARL DISTRICT BUSINESS
AND PROPERTY OWNERS ASSOCIATION, INC



Brooke Hamilton
President

27.34

Pearl District Business & Property Owners Association
325 East Quincy
Tulsa, Oklahoma 74120
800-858-2651, Ext 260
918-582-0086 facsimile

October 30, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, Oklahoma 74103

Dear Chairman Walker:

Please find attached letters from members of the Pearl District Business and Property Owners Association. Thank you for taking the time to read through each of these personal accounts of how the Plan affects our businesses.

As requested, we have been meeting with members of the Pearl District Association. We will be sharing our outreach results at the November 6th TMAPC hearing.

Attached you will find our current membership map, as well as our latest recommended 6th Street Infill Plan map. The Infill map includes our recommended definitions, which have been approved by Staff. Please note on the Infill map, with the new definitions, we offered to change, after listening to Staff and the PDA, the entire 6th Street corridor to Mixed Use, as a show of good faith and compromise.

Also attached is our recommended language given to staff regarding parking and street closures, where it should be inserted in the Plan, and some minimal text changes to these sections as shown.

We respectfully request you to make the following amendments to the Plan:

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill). (We have told Staff that Manufacturing/Warehousing or Auto-Oriented Commercial will be acceptable on I-244 frontage, given our current definitions.)
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time, any relief from parking

requirements should be obtained through processing a variance request through the Board of Adjustment.

- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

We are looking forward to a positive outcome at the November 6th hearing. Thank you all for your continued efforts to hear us and correct the Plan for the betterment of the Pearl District.

Respectfully submitted,

PEARL DISTRICT BUSINESS
AND PROPERTY OWNERS ASSOCIATION, INC

A handwritten signature in blue ink, appearing to read 'Brooke Hamilton', with a long horizontal flourish extending to the right.

Brooke Hamilton
President

Parking

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.~~

Street Closures

16.9

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, ponds, ~~and~~ 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.

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.~~



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1.800.858.2651 • 918.584.2651 • Fax 918.582.0086
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October 30, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, OK 74103

Dear Chairman Walker,

My name is Brooke Hamilton and I am the President at NPI, Nameplates Inc. Our third generation woman-owned business is celebrating our 40th anniversary this year. NPI manufactures chemically etched nameplates, as well as digital and screen printed products for heavy duty equipment, transportation, and aerospace. Our products are used for branding, safety/warnings and identification. We currently have 65 employees, 9 buildings, and 12 properties within the Pearl District.

I am currently the President of the Pearl District Business and Property Owners Association. This association was formed approximately two and a half years ago after our attempts to be heard as individuals were ignored by our District 4 City Councilman and staff at INCOG. I have been involved since inception, after learning of the plan to blanket our area with new zoning. It has been a journey to understand the language and terminology of what this Plan would mean if it had previously been accepted without understanding the consequences to our business.

I have attended all work sessions and meetings leading up to this point. This has been an eye opening experience...and I mean not one for the good. There is something wrong with what is going on! I have witnessed neighborhood associations speak out when they have a problem, they are recognized and heard. Even after all of this time it still feels as if INCOG and staff are ignoring us. Logically one could say that if this many people have a problem with what a few are requesting, then it is not a good idea. Without making the changes to the amendments as requested, NPI as well as members of our Association will be negatively affected. The future of how we do business is in your hands. I ask that you please amend the 6th Street Infill Plan.

I respectfully request that you help us protect our business by doing the following:

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.

27.40



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- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

The TMAPC has done an amazing job of listening and hearing that there is something more going on here. The incredible amount of time and effort that has been expelled on this subject matter has not gone unnoticed. Please know how much appreciation we have for the job you do.

With Respect,

Brooke Hamilton
President

27.41



**The Center For Individuals
With Physical Challenges**



TULSA

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Executive Director

October 29, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, Oklahoma 74103

Dear Chairman:

It is my pleasure to represent *The Center for Individuals with Physical Challenges* as a member of the Pearl District Business and Property Owner Association. We joined the Association approximately one year ago in an effort to be more educated and informed about matters concerning our neighborhood and fellow businesses, including other non-profit and human service entities, of which several of our Center Members rely on for services.

The Center for Individuals with Physical Challenges is a non-profit agency in Tulsa that has been in existence for over 56 years. The Center, as we are commonly known, is a community recreation center serving over 1,000 individuals with a variety of mobility, sensory and dexterity challenges. We also serve a large population of individuals that are at a high risk of developing a life-changing physical challenge – those with diabetes, arthritis, hypertension, obesity and heart disease. We offer them affordable opportunities for physical fitness, leisure and recreational interests, adaptive sports, wellness and health education and a social network with a support system.

We have been involved with the Association through the process of looking at various amendments and the impact on our neighborhood. We respectfully request that the following items be amended in The 6th Street Infill Plan.

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.



Partner Agency

27.42

The above mentioned amendments are all important; however, the one that impacts us most is bullet point #3, which removes properties east of the center line of Utica Avenue from the plan. As we are not formally a part of the Pearl District, this makes the most sense by excluding us from their requirements.

Since joining the Association, it has become apparent that there is way too much time being spent on the matters at hand, time that SHOULD NOT be spent this way when we all have businesses to run. Rather, we as business and property owners desperately need to get back to OUR business and for me that means getting back to the focus of serving our 1,000 Center Members, leading my 15 employees and 50+ volunteers and managing a \$1.5 million organization that is changing lives. It is evident that if these amendments are passed, we in fact COULD get back to the business at hand, rather than having to monitor the work of others to ensure we are being looked out for.

We thank you for the attention to this matter and ask that our website be referred to if needed: www.pearlbusinessassociation.com. If I personally can be of any further assistance, please do not hesitate to contact me at (918) 794-4509 or llong@tulsacenter.org.

Sincerely,

A handwritten signature in cursive script that reads "Lori A. Long". The signature is written in black ink and is positioned above the typed name and title.

Lori A. Long, MHR, CFRE
Executive Director

hillcrest

HealthCare System

October 29, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, Oklahoma 74103

Chairman Walker;

Hillcrest Medical Center has been serving Oklahomans with access to high-quality, compassionate and innovative health care from our location at 11th and Utica for more than 95 years.

Today, more than 3,000 employees work at Hillcrest Medical Center. Every day, we have approximately 400 inpatients, 130 emergency room visits and hundreds of outpatient visits, guests and vendors on our campus. We are one of Tulsa's largest employers and tax payers.

We are proud to be a part of midtown Tulsa. From relationships with our local neighborhood associations and businesses to the investment of the Utica Midtown North small area plan, we are actively engaged in creating a successful and vibrant community for the residents and businesses that call it home.

Hillcrest Medical Center joined the Pearl District Business and Property Owners Association in 2012 after receiving conflicting information regarding our campus' inclusion in the 6th Street Infill Plan. Like many members of the Association, we felt our concerns and the best interests of the community were continuously being overlooked and preference was being given to a vocal minority who support the Plan.

The purpose of this letter is to again ask that the 6th Street Infill Plan be corrected to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South.

We also ask that you 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).

The current guidelines of the 6th Street Infill Plan assigned to the these areas affect our ability to develop the Hillcrest campus while hampering heavy traffic in the area – specifically medical response vehicles traveling from I-244 to both Hillcrest Medical Center and St. John Hospital.

On behalf of the Pearl District Business and Property Owners Association, we also ask that you make the following amendments to the 6th Street Infill Plan:

- All industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are

27.44

provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.

- Provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

We believe the requested amendments to the 6th Street Infill Plan will lay the groundwork to ensure the Pearl District develops into a safe, successful and highly sought after area.

Sincerely,



Kevin Gross, Chief Executive Officer
Hillcrest HealthCare System

Hillcrest Federal Credit Union

1635 E. 11th Street

Tulsa, Ok 74120

918 579-7998

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Streets, Suite 800
Tulsa, Oklahoma 74103

Sir, Our credit union, which has been located at the corner of 11th and Utica since May, 2000, and as a member of the Pearl District Business & Property Owners Association, we are requesting that the following items be amended The 6th Street Infill Plan:

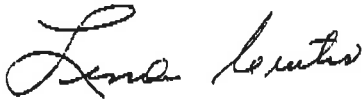
1. Amend the map to provide that all of South Utica Ave, all of East 11th Street South, South Peoria Avenue north of East 6th Street, and 1-24 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
2. All of the industrially zoned property is planned within the industrial and Mixed Use Subareas as per proposed plan map.
3. Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th St. South from the Plan area.
4. Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities of enhanced public transportation are available, or new incentives are include in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance Request through the Board of Adjustments.

27.46

5. Provide more diverse housing types per proposed plan map.
6. Allow for street closures to permit larger scale projects and controlled access, such as the one for QuikTrip, which improved the entire corner of 11th and Utica as well as providing my credit union and El Rancho Grande with additional parking.

I would like to thank the Planning Commissioners for all their time and efforts.

Sincerely,



Linda Curtis, CEO

Hillcrest Federal Credit Union

27.47

INDIAN HEALTH CARE
RESOURCE CENTER OF TULSA

October 29, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, Oklahoma 74103

Dear Chairman Walker:

Indian Health Care Resource Center of Tulsa, Inc., (IHCRC), is a 501(c)(3) nonprofit, comprehensive health care facility, governed by a local volunteer Board of Trustees. IHCRC has been committed to improving the health status of Indian people living in the Tulsa metro area since 1976. Our urban Indian clinic provides medical, dental, optometry, pharmacy, mental health, and substance abuse treatment. Members of any federally recognized tribe and their children under the age of 18 are eligible to receive care. With a staff of more than 135 employees, IHCRC serves over 10,000 patient visits per month from over 160 federally recognized Indian tribes and nations.

When IHCRC purchased the old Longfellow School property for our original 27,000 SF building at our current location, we were told by many that we were "not welcome in the Pearl District." Fourteen years later, over \$12 million invested, and today's 50,000 SF facility, there is no denying that IHCRC has been a catalyst for development of and a cornerstone in the Pearl District.

IHCRC has been an active member of the Pearl District Business and Property Owners Association since its inception. We and others in our organization have spent countless hours and dollars researching, speaking, attending meetings, and making known our concerns. It is time for us to get back to our businesses.

We are asking you to:

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the Industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or

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(Choctaw)

550 South Peoria Avenue
Tulsa, OK 74120-3820
918.588.1900 f
918.582.6405 f
www.ihcrc.org

27.48

new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.

- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

IHCRC has been acquiring property to the north of the clinic for a number of years in preparation for development of a Wellness Center. We have begun meeting with our architect to discuss ideas and concepts. It is imperative that Peoria be planned as Auto Oriented Commercial. IHCRC had nearly 130,000 patient visits this past year. Of those, over 95% came by car.

Additionally, street closures need to be permitted to allow for large projects such as ours. As you may recall, IHCRC attempted, but was denied closing Owasso for one block. Now over 135 employees must cross this street at least two times per day, while the street simply ends at 6th Street.

Further, parking is and will continue to be an issue in the Pearl. We have all seen the problems that downtown, Brookside, and Cherry Street continue to face with this. The proposed language protects the business owners, allows the City to provide options if/when they become available, and allows property owners variances when needed.

We sincerely appreciate the time and effort you and the Planning Commission have spent on The 6th Street Infill Plan amendments. We are looking forward to a positive resolution at the November 6th hearing.

Please let one of us know if we may provide additional information or if you would like to tour our facility so you may see first-hand what IHCRC has done and is doing for the Pearl District. Carmelita may be reached at cskeeter@ihcrc.org or 918-382-1201. Jim may be reached at jimc@camglass.com or 918-622-6400.

Best regards,


Carmelita Skeeter
Chief Executive Officer
Citizen Nation Potawatomi


Jim Cameron
Vice President
IHCRC Board of Trustees



Mr. Joshua Walker
Tulsa Metropolitan Area Planning Commission
Williams Tower II
Two West 2nd Street, 800
Tulsa, OK 74103

Chairman Walker and Commissioners,

I am the owner of Johnson Body Shop located at 1701 East 7th Street. My family owned and operated business was founded in 1958, and since that time our auto body shop and corresponding properties have been located on or adjacent to the 6th street corridor.

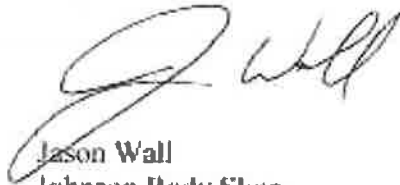
Approximately two years ago, I first became aware that my property may potentially be located within the Pearl District boundaries. This came as a surprise to me, as previous items I had viewed showed that my property was located just outside the Pearl District and within the Kendall Whittier District. Upon looking into the matter further, the proposed "Form Based Code" could have some long term unintended consequences to my property. I attended every INCOG and Tulsa Planning Department meeting and public hearing to better educate myself, and as a result, met with many other neighbors and stakeholders who had similar reservations about the new FBC, just as I had. The end result of the correspondence from many of my neighbors was the "Pearl District Business and Property Owners Association", which I am a member of.

I chose to join the association when it was immediately clear to me that the association, and all of its members, goal was not merely to defeat FBC expansion but to amend the code and the "6th Street Infill Plan" so that area development could continue without harm to any person within the district. All of the members of our association agreed that with just a few amendments the "6th Street Infill Plan" could be an instrument that fosters development in what is a truly diverse area. The proposed amendments will offer very common sense approaches that will bridge the gap between an auto dependent area to a non auto dependent area. Issues like removing a minimum parking requirement are fine when the infrastructure currently exists however, The Pearl District doesn't currently have any communal parking areas. Finding a solution to this potential problem in the planning stage could save a lot of money and grief down the road. There are currently several amendments to "6th Street Infill Plan" before the TMAPC that were drafted after much thought, input, and consideration from a majority of the actual stakeholders in the area. I respectfully ask the commission to approve those amendments.

27.50

I truly appreciate the patience, consideration, and diligence of the TMAPC and the neighborhood as a whole. It is my sincere desire to see all areas of the Pearl District succeed. An enormous amount of time and resources have been spent trying to decide how and in what way development should happen and I think with the passage of the proposed amendments the process can finally move forward. With the vast amount of innovative people that reside within the district, I am very excited to see what the future holds when the city, county, and neighborhood as a whole all work together.

Regards.

A handwritten signature in black ink, appearing to read "J. Wall". The signature is fluid and cursive, with a large initial "J" and a stylized "Wall".

Jason Wall
Johnson Body Shop
1701 East 7th Street
Tulsa, OK 74104

2751

CEDAR CANYON RANCH, LLC
1630 South Boston Avenue
Tulsa, Oklahoma 74119

October 29, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, OK 74103

Re: Pearl Comprehensive Plan Amendments

Dar Mr. Walker:

As you may be aware, my partners and I have owned the QuikTrip property at 11th & Utica for over 17 years. My partners and I got involved in this process some 2 ½ years ago when we discovered that we were in a new plan area. We have spent a significant amount of time over the last 2 ½ years to understand and suggest some necessary changes to The 6th Street Infill Plan, which was originally crafted without our input or involvement.

We would ask that the following items in our Comprehensive Plan be recommended for amendment:

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subarea as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code,

27.52

any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.

- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

The new QuikTrip facility just constructed was nearly turned down by City Council on premise that street closures were prohibited by The 6th Street Infill Plan. Our suggested language will insure this mistake is not made again in the future.

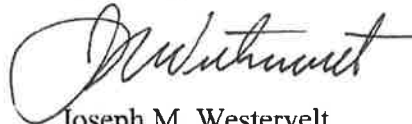
The auto-oriented request for Utica and 11th Street is necessary to remove the burden of not being in compliance with The 6th Street Infill Plan.

Additionally, as a business owner that has sufficient and required parking for our tenant, inclusion of the language regarding parking is important as well.

Please approve our requested amendments so that I might get back to work on my primary business. This 2 ½ year process has been very expensive and has taken valuable resources away from my business. Please let me get back to work!

Thank you for your consideration.

Sincerely,



Joseph M. Westervelt
Managing Partner
Cedar Canyon Ranch, LLC

JMW:dh

Cc: Cleive Dumas
Lola Dumas
Mary Armstrong



"Making Friends Through Service"

SHERRELL PAINT & BODY

537 South Peoria
Tulsa, Oklahoma 74120
Phone: 918-582-3763
Fax: 918-582-4428

October 29, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa Oklahoma 74103

My name is Vic Sherrell from Sherrell Paint & Body Inc.

We are a family owned and operated business, We have been in the business for over 54 years.

We have 10 employees, and we repair cars, vans, trucks when they have been in a crash,

We have 2 frame straightening machines with laser measuring systems, so that we can repair them back to factory spec's,

We also have 2 heated down draft paint booths that will bake the paint dry in about 45minutes

Also to stay as green as we can we switched our paint to PPG, water born paint. This move lowers the pollution output of our shop greatly.

As I said this is a family owned business my dad Len Sherrell is the founder of our shop and I literally grew up in this shop, In the Pearl District and have seen with my own eyes the changes in this part of the city. The 70's & through the 90's were pretty ugly around in this area.

We thought about moving to another area, but decided to stay, add on to our shop.

All done according to city building code.

I have been to most all of the Pearl District Business & Property Owners Association meetings and a member, and have been to most of the workshops the city planners have hosted, voted, and have been a very active and concerned member and citizen of the Pearl District. Helping with the proposed map changes in our area..

We are here to stay as you can tell by our 54 year history in this area.

I am requesting that the following items be amended in The 6th Street Infill Plan.

- Amend the map to provide that all of South Utica Ave, All of East 11th Street South, South Peoria Ave north of East 6th Street & I244 frontage be planned within the Highway Commercial Corridors Subarea (auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (mixed use infill) .
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.

27.54

- Correct the plan to remove all properties east of the centerline of South Utica Ave. and South of the centerline of east 11th Street South of the Plan area
- Amend the plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in zoning code, any relief from parking requirements should be obtained through processing a variance request through the board of adjustment.
- Revise the plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

If not changed this could adversely harm not only my business but, any auto related business in the Pearl District. Sherrell Paint & Body is an auto related business, our customers have there vehicles towed in by wrecker , they drive them to us and if they work or live close enough they will ride a bike or walk home from our shop. Under the proposed building code our shop will be non conforming , this is not acceptable because it has been conforming all these years, we went through great pains to build this shop so it would up to city building code.

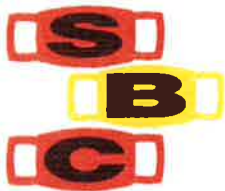
The way our shop is designed, it will never look like the proposed building codes.

Thank you for your taking your time to read my letter and you effort to try and please everyone , I must be getting back to my business now.

Vic Sherrell

Vic Sherrell V/P
Sherrell Paint & Body

2755



SKINNER BROS. COMPANY, INC.

THE MANUFACTURERS OF OIL FIELD EQUIPMENT
GENERAL OFFICES: 1317 EAST 5TH PLACE - TULSA, OK 74120
PHONES: 918-585-5708 / 1-800-722-6552
FAX: 918-599-8720

October 29, 2013

Mr. Josh Walker, Chairman TMAPC
2 West Second Street, Ste 800
Tulsa, OK 74103

Dear Mr. Walker,

Pearl District Proposed Amendments to the Sixth Street In-Fill Plan

As one of the owners of Skinner Bros. Company, Inc. since 1969, we have seen significant changes in our neighborhood over the years. Many dilapidated structures have been removed and much needed employee, customer parking and storage areas have been created to accommodate the cars and trucks bringing workers, vendors and customers to the many businesses—lots of which are fairly heavy manufacturing concerns—that populate the Pearl with over 1,000 jobs and millions of dollars of business traffic for inner city Tulsa. Those improvements have all been satisfactorily performed in Pearl under the historic Codes and exception rules.

Our business that employs 25 to 30 workers has enhanced its working environment at two corners of 5th Place and Quaker, but we need to create more off street parking and better big-truck dock access if adjacent land can be acquired to facilitate expansion of our manufacturing and warehousing activities.

(We certainly do not need restraints imposed that would limit our ability to provide more and better parking and heavy truck access for our ten to twenty daily deliveries and pick-ups by freight companies. It would also be counterproductive to our ability to remain in Pearl if we are not able, efficiently, to enlarge our manufacturing and warehousing areas with traditional construction techniques similar to our present construction and dock-high floor plates.)

As a charter member of the PDB&POA, we formed and have operated the new Pearl Association with an eye to clarifying and making more relevant to the existing neighborhood the original Sixth Street Infill Plan—that needs to be corrected and made more cognizant of what already exists in the various sub-neighborhoods (instead of wishful thinking that a quaint English town of the 18th century could magically be overlaid on industrial properties).

All six of our proposed Amendments need to be adopted—even if they may be modified in minor aspects. Particularly, (1) the perimeter streets (Utica, 11th Street, Peoria and the I-244 frontage road) as well as Sixth Street need to recognize the “Auto-Centric” nature of their intended use and the dependence that existing and planned uses require for vehicular access and parking; (2) the map needs to acknowledge the imperative of preserving the “Industrial and Mixed Use” subareas (as shown on our proposed plan

27.56

map) and not attempt to redirect huge blocks of present industrial use to future residential purposes. (3) For any significant larger scale project for any purpose, limited street, alley and public way closures and modifications may be necessary. (The other three plan elements being suggested are mentioned above or are fairly obvious.)

The diligence of the Planning Commissioners to guide this process through many twists and turns and arrive at a helpful end product is greatly appreciated—you all are to be commended for repeatedly making even the most reluctant parts of the system be appropriately answerable to the TMAPC's legitimate requests for information, research, public involvement, and even awareness of economic consequences of the proposals put forth. (It's probably too much to ask that the wishes of the actual owner-operators of the Pearl premises be solicited and incorporated—based on the whole count of citizens involved—not simply trying to balance, as if equals, two neighborhood associations and ignore the demographics of each.)

Thank you, again, for your thoughtful consideration of the proposed amendments submitted by our Pearl District Business & Property Owners Association.

Yours very truly,

Skinner Bros. Company, Inc.

By


Gail R. Runnels, Vice President

27.57



Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 west Second Street, Suite 800
Tulsa, Oklahoma 74103

October 30, 2013

Dear Sirs,

I am Michael Tidwell, owner of Southern Sheet Metal Works, Inc. and a member of the Board of Adjustment for the City of Tulsa.

Southern Sheet Metal has been in my family for 109 years. We have been at this location at 2nd and Peoria since 1948. We occupy and own almost $\frac{1}{4}$ of a square block from 1st street to 2nd on the West side of Peoria.

We are in metal fabrication, stainless steel fabrication, Industrial ventilation fabrication and light manufacturing.

We employ around 25 people who work at this location on a daily basis.

We have an obvious interest in the Pearl District. Our property values are important to us as are our neighbors. We have no residential neighbors within 3 blocks west of Peoria to the IDL.

We believe the amendments to the 6th street Infill plan are very important to the community. We have been here 65 years and will continue to support the neighborhood.

We request the following items be amended in the 6th Street Infill Plan.

- 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 1-244 frontage be planned within the Highway Commercial Subarea (Auto-Oriented Commercial) and be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map



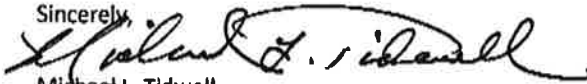
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map
- Allow from street closures to permit larger scale projects and controlled access

We believe the amendments will be a positive for our business allowing it to continue and to thrive.

Our group, the Pearl District Business and Property Owners Association has worked on this for several years. We have given it careful consideration and are confident in our decision.

I thank you for your time and effort and appreciate having the opportunity to voice my opinion.

Sincerely,



Michael L. Tidwell

President

27.59



October 29, 2013

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second Street, Suite 800
Tulsa, Oklahoma 74103

RE: Support of Proposed Amendments to the 6th Street Infill Plan

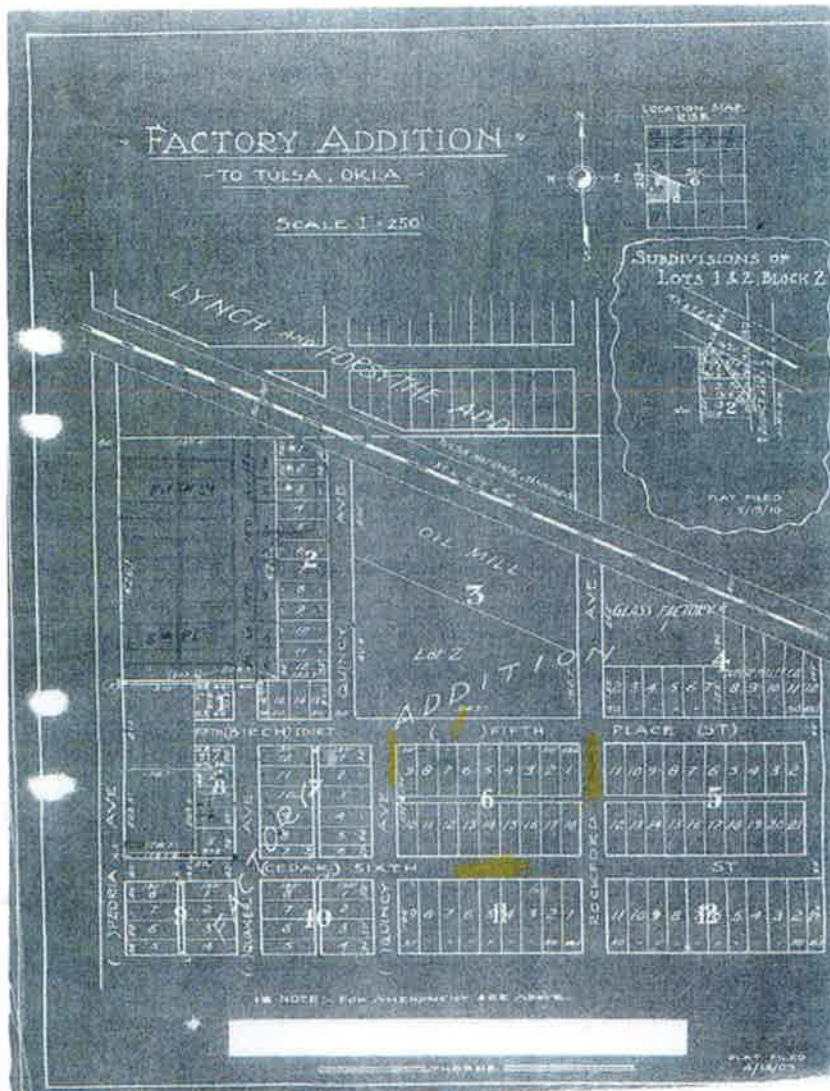
Dear Mr. Walker,

This letter is in support of the proposed amendments to the 6th street infill plan submitted by the Pearl District Business & Property Owners Association. This issue directly impacts our business, which has been a part of Tulsa and the Pearl for almost 50 years, and currently provides 120 full time jobs in the district.

Superior Linen Service is a TULSA based family business. We provide critical textile services to thousands of business in the region, as well as over 500 businesses in the city of Tulsa alone. Our customers cover almost all business segments, including the majority of hospitals and many healthcare providers in the city. Restaurants cannot serve meals, and hospitals cannot treat patients without the services we provide. We do not simply ship our products to our customers; we must provide these services daily, and on site. As such, it is critical we are located close to our customer base, yet we are the only textile service provider left which is based in the City of Tulsa. Most of our competition processes textiles from either out of state, or from over one hundred miles away. Being located out of the city puts our ability to provide critical business services at risk of road closures and transportation issues.

As it stands, the current 6th street infill plan lists our area as "Redevelopment". It makes it highly uncertain that we would be able to upgrade, modernize, and modify our facilities as will be necessary in the future to support our customers. We would have to follow the lead of the other textile companies and relocate outside the city. The plan itself (on page 23) discusses the trend of chasing business out of the city when it says: "*The "bigger, cheaper, faster" ethos of prosperous, post-war America has consolidated services in remote locations.*" We have been trying to avoid this trend by staying in the Pearl, despite the fact that doing so presents several challenges in regards to space and cost.

It is important to note that long before this area was called the ‘Pearl District’, it was an industrial area. The plat of the area filed in 1909 lists the area as the “FACTORY ADDITION” to the city of Tulsa, and the legal definition of our property for taxes is still listed as being in “Lot 2 Factory Addition”. Our area has been an industrial/manufacturing area since statehood, continues to be an industrial area, and we sincerely want it to stay an industrial area. The 6th Street plan even acknowledges this fact at the beginning. The 6th street infill plan states on page 24: “*The Vision for the neighborhood, as seen by those who live and work here, is a return to the old eclectic mix of housing, merchants, offices, and **industry**.*” Yet the implementation of the plan in our area will have the exact opposite effect of this vision in that it will continue the pushing out of current business and industry in favor of a new vision that does not provide the jobs and employment density required to support a vibrant economic area.



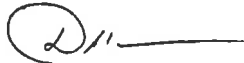
It is also important to note that this is not about existing business not wanting to spend the money to update their facilities and letting them run down. Superior Linen, like many of the members of the Pearl District Business Association, is spending significant sums on infrastructure and improvements. We have spent well over a million dollars on our facility alone in the past few years on new and updated equipment. Since 2010, Superior Linen has twice been listed on INC Magazine's list of the 5000 fastest growing private companies in the United States, one of very few Tulsa based companies to make that list. Other members of the Pearl Business Association have also spent significantly more than we have, and have made wonderful improvements with landscaping and signage. This is also not about preventing new business from entering the area. It is the exact opposite. The proposed amendments to the plan will still encourage new businesses to redevelop and thrive in the parts of the district that are available, while at the same time allowing the current businesses to continue.

In summary, I would request that the commission consider and approve the proposed amendments to the 6th Street Infill Plan. I want to thank the Planning Commission for all the time and effort it has spent on the district. I know everyone involved wants to see the district grow and prosper, perhaps no one more than us who have been maintaining active businesses here for decades.

Sincerely,

10/29/2013

X



Douglas R. Waldman
President



1629 E. 11th • Tulsa, OK 74120 • 918-584-0816

Mr. Josh Walker, Chairman
Tulsa Metropolitan Area Planning Commission
2 West Second St, Suite 800
Tulsa, Ok 74103

Mr. Walker,

El Rancho Grande is a full service restaurant that has been on the corner of 11th St. & Troost for 60 years. We have 15 employees.

We are members of the Pearl District Business & Property Owners Association and would like to request that the following items be amended in the 6th Street Infill Plan:

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.
- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

We are an auto-oriented business where basically all our customers drive from a distance to far to walk. Our parking lot project with QuikTrip is a perfect example of how a street closure can greatly improve flow, access and overall neighborhood aesthetics. Thank you in advance for your support for the business and property owners in the area. We hope to move progress forward and we can all get back to work running our business.

Sincerely,
John Walden

27.63

Runamuk Land Company

Lise Blevins-Inman
918-607-2163

1756 Utica Square
Tulsa, Oklahoma 74114

October 29, 2013

Joshua Walker, Chairman
Tulsa Metropolitan Area Planning Commission
Williams Tower II
Two West 2nd Street, Suite 800
Tulsa, OK 74103

Dear Chairman Walker,

As the owner of Runamuk Land Company and a founding member of the Pearl District Business & Property Owners Association, I appreciate the opportunity that members of the TMAPC have provided to address unsound parts of The 6th Street Infill Plan. The depth and breadth of the plan is so vast that it stands to reason that the enactment of such would require some level of amending.

Our families business in the area is in its infancy, however, based on our existing businesses we can assume with confidence that our staff will drive to work. With no other viable transportation options in Tulsa, the automobile will remain the dominate mode of transportation for the foreseeable future.

A revitalized Pearl District is an exciting concept. For this to occur, we cannot ignore the existence of the industrial and auto-centric businesses that are present in the Pearl District. My concern has been lack of consideration in the planning process for the continued development and integration of thriving industrial and auto-centric areas. In the absence of this, our association has addressed the areas of concern in the The 6th Street Infill Plan and provided solutions. The solutions, submitted in the form of amendments to the The 6th Street Infill Plan are as follows:

- 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 be removed from the Neighborhood Commercial Corridors Subarea (Mixed Use Infill).
- All of the industrially zoned property be planned within the Industrial and Mixed Use Subareas as per proposed plan map.

27.64

- Correct the Plan to remove all properties east of the centerline of South Utica Avenue and south of the centerline of East 11th Street South from the Plan area.
- Amend the Plan to provide that there be no reduction in required parking until such time as public parking facilities or enhanced public transportation are available, or new incentives are included in the zoning code, within the planned area. Until such time as public parking facilities or enhanced public transportation are provided, or new incentives are included in the zoning code, any relief from parking requirements should be obtained through processing a variance request through the Board of Adjustment.
- Revise the Plan to provide for more diverse housing types per proposed plan map.
- Allow for street closures to permit larger scale projects and controlled access.

Even with efforts to address them, there remain recognizable impasses between the parties that have an interest in the area. With no hope of a consensus, the onus falls to the members of the TMAPC to act with their vote in support of the submitted amendments providing the opportunity for us to begin to shift our energy and efforts to revitalization of our neighborhood. Therefore, I am respectfully requesting that the members of the Tulsa Metropolitan Area Planning Commission vote to accept all the submitted amendments to the The 6th Street Infill Plan.

Warmest Regards,



Lise Blewins- Inman

