

TMAPC

February 19, 2014

The 6th Street Infill Plan Amendments

Item: Consider adoption of a Resolution amending The 6th Street Infill Plan of the Tulsa Comprehensive Plan to supersede Resolution No. 2662:915 as adopted on November 20, 2013.

Background: Subsequent to the TMAPC adoption of The 6th Street Infill Plan amendments on November 20, 2013, the amendments were transmitted to City Council (See **Attachment I**, TMAPC adopted Map 11/20/13). Oklahoma Statutes, Title 19, Section 863.7, provides City Council the following options regarding plan amendments:

“The council ... may approve the plan in whole or in part, or return the plan or any portion thereof to the commission for further consideration.”

The 6th Street Infill Plan amendments were presented to City Council on January 30, 2014 for consideration. The Council unanimously voted to send the entirety of The 6th Street Infill Plan amendments back to the TMAPC with two suggested map revisions.

The two suggested map changes are identified on **Attachment II** of this report and are as follows:










- 1) **South of E. 4th St. and west of S. Peoria Ave.** – This suggested revision is to change the designation on the land use map (and related subarea maps) to *Auto-Oriented Commercial*. As a result of a scrivener’s error, the applicant’s map extended the *Redevelopment* subarea one block east where it did not previously exist. The original land use map showed this area as *Mixed Use Infill* and it was the applicant’s intent that this be changed to the *Auto-Oriented Commercial* subarea.
- 2) **E. 11th St. between S. Troost Ave. and S. Peoria Ave.** – This suggested revision is to return the land use map designation (and related subarea maps) on E. 11th St. between S. Troost Ave. and S. Peoria Ave. to the *Mixed Use Infill* subarea, as it was on the original land use map. This change was a negotiated item between the applicant and the District Councilor during the City Council review process.

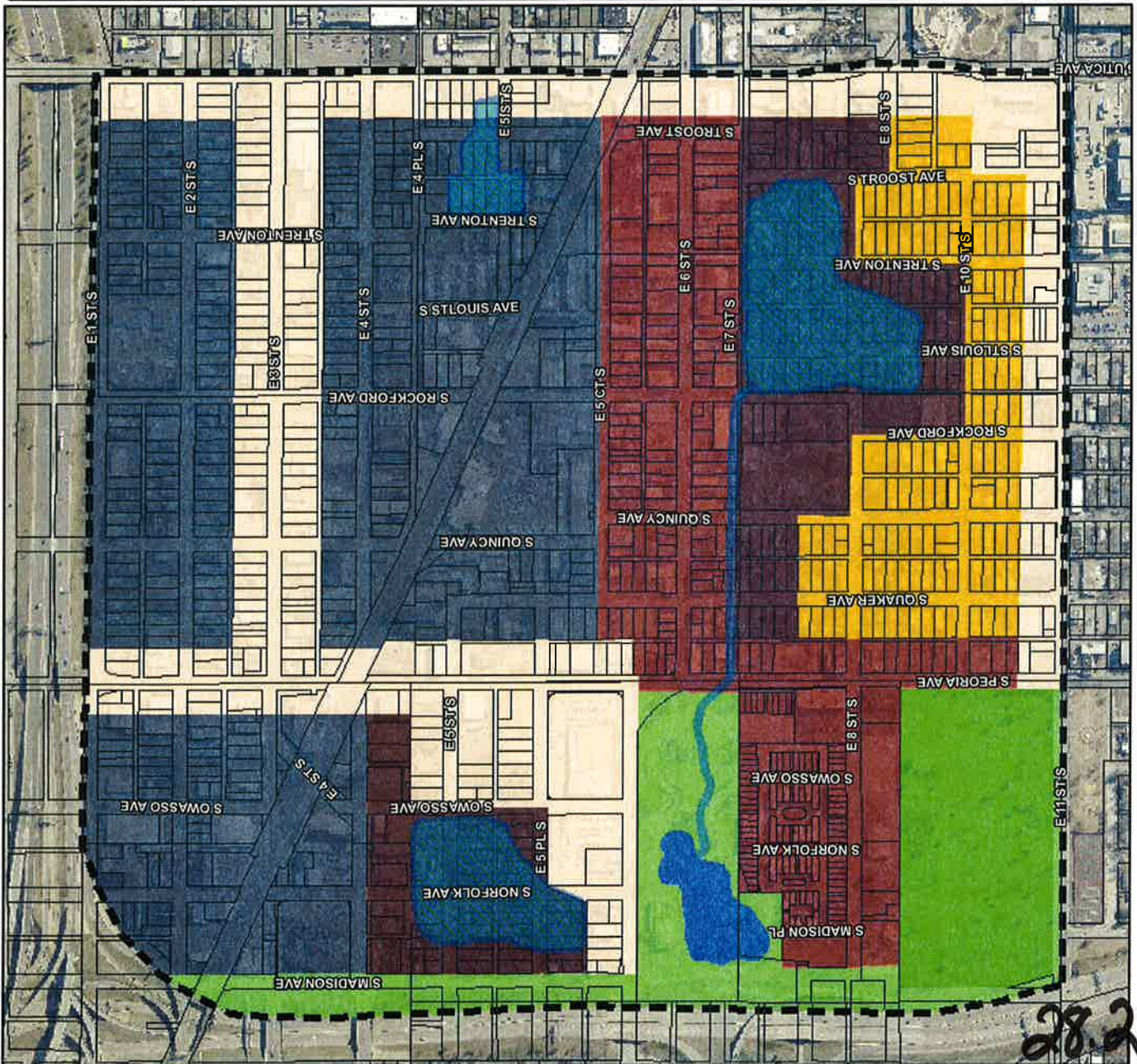
Staff Recommendation: Adopt attached Resolution superseding Resolution No. 2662:915.



Legend

6th St. Infill Plan

-  **Redevelopment**
 Large-scale, residential/mixed-use infill developments
-  **Planned Flood Control**
 New urban parks that provide flood control when needed
-  **Existing Flood Control**
 New urban parks that provide flood control when needed
-  **Residential Revitalization**
 Restoration of existing housing, introduction of small-scale, diverse, compatible infill
-  **Mixed Use Infill**
 Residential, Commercial, Office, Manufacturing, Warehousing, Reuse of existing structures, smaller-scale, compatible infill.
-  **Auto-Oriented Commercial**
 Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region.
-  **Manufacturing Warehousing**
 Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities
-  **Park**
 non-flood control park areas and trails
-  **Cemetery**



28.2

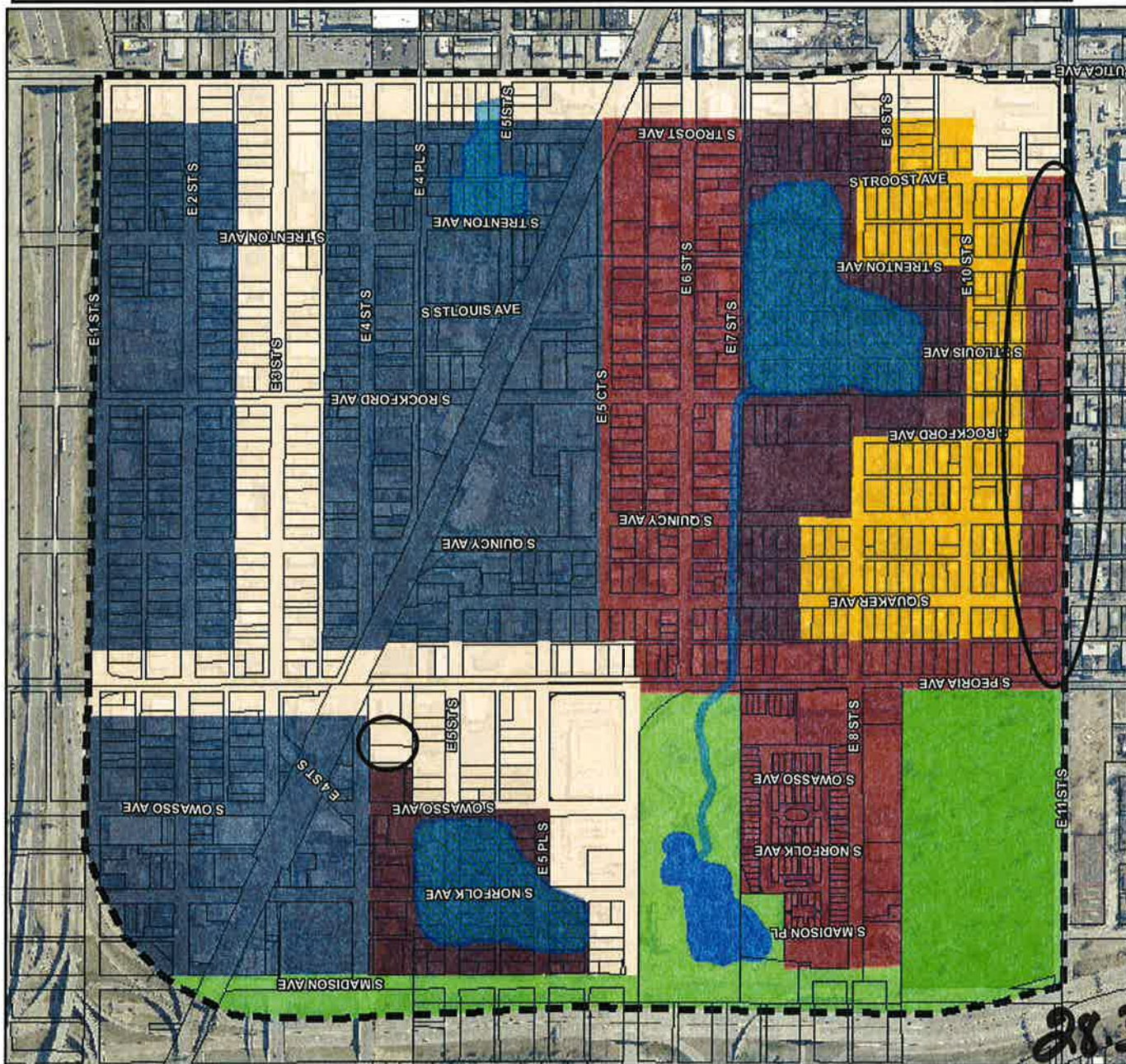
Attachment II Council's Suggested Map Revisions 1/30/14



Legend

6th St. Infill Plan

- Redevelopment**
Large-scale, residential/mixed-use infill developments
- Planned Flood Control**
New urban parks that provide flood control when needed
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Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities
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non-flood control park areas and trails
- Cemetery**



283

RESOLUTION

TULSA METROPOLITAN AREA PLANNING COMMISSION

Resolution No. 2668:917

A RESOLUTION OF THE TULSA METROPOLITAN AREA PLANNING COMMISSION, PURSUANT TO TITLE 19 OKLAHOMA STATUTES, SECTION 863.7; SUPERSEDING RESOLUTION NO.: 2662:915; AMENDING THE TULSA COMPREHENSIVE PLAN BY ADOPTING AMENDMENTS TO THE 6TH STREET INFILL PLAN

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

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

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

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

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

WHEREAS, The 6th Street Infill Plan was recognized in the Tulsa Comprehensive Plan as an existing neighborhood plan that should continue to serve the role of guiding development decisions in the area; and

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

WHEREAS, on November 20, 2013, this Commission approved Resolution No. 2662:915 adopting the amendments to The 6th Street Infill Plan and thereafter submitted the Resolution to the Tulsa City Council; and

WHEREAS, on January 30, 2014, the Tulsa City Council reviewed the amendments to the 6th Street Infill Plan included in Resolution No. 2662:915 and, as set forth in Title 19 Oklahoma Statutes, Section 863.7, voted to return the plan to the Commission for further consideration of two additional map amendments; and

WHEREAS, a public hearing was held by this Commission on February 19, 2014 and after due study and deliberation, this Commission deemed it advisable and in keeping with the purpose of this Commission, as set forth in Title 19 Oklahoma Statutes, Section 863.7, to adopt amendments to The 6th Street Infill Plan, as hereafter described:

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

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

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

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

Section 1. That this Resolution shall supersede Resolution No. 2662:915.

Section 2. That The 6th Street Infill Plan, part of the Tulsa Comprehensive Plan, as adopted by the Tulsa Metropolitan Area Planning Commission on July 6, 2010 and as amended from time to time, shall be and is hereby amended.

Section 3. That a true and correct copy of the amendments are attached to this Resolution.

Section 4. That upon adoption by the Tulsa Metropolitan Area Planning Commission, this Resolution shall be transmitted and submitted to the City Council of the

City of Tulsa for its consideration, action and requested approval within forty-five (45) days of its submission.

Section 5. That upon approval by the Tulsa City Council, or should the City Council fail to act upon this amendment to the Tulsa Comprehensive Plan within forty-five (45) days of its submission, it shall be deemed approved with the status of an official plan and immediately have full force and effect.

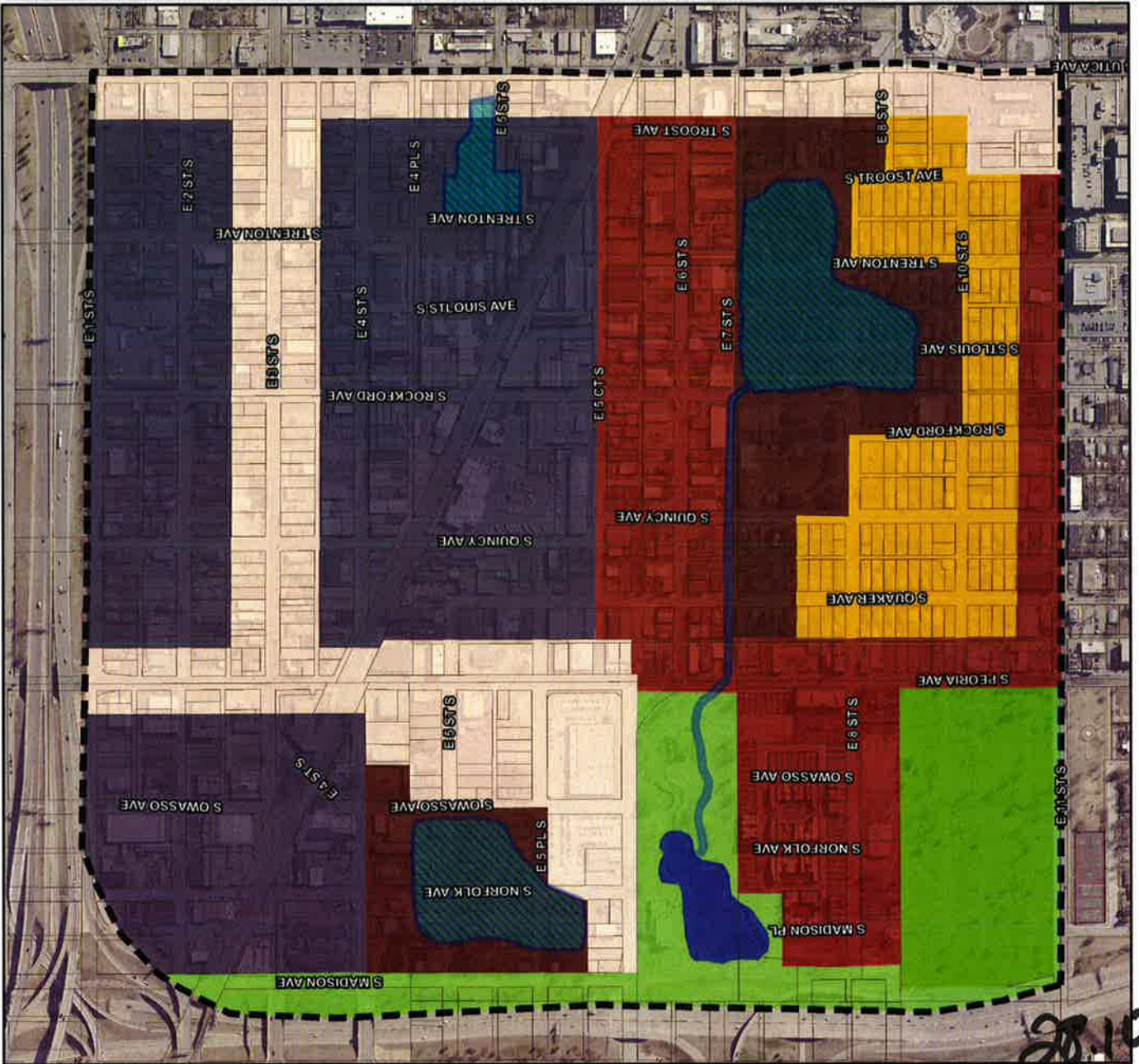
CPA-19
Amend boundaries of the Plan area and subareas on
The 6th Street Infill Plan land use map
as attached



Legend

6th St. Infill Plan

-  **Redevelopment**
Large-scale, residential/mixed-use infill developments
-  **Planned Flood Control**
New urban parks that provide flood control when needed
-  **Existing Flood Control**
New urban parks that provide flood control when needed
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Restoration of existing housing, introduction of small-scale, diverse, compatible infill
-  **Mixed Use Infill**
Residential, Commercial, Office, Manufacturing, Warehousing. Reuse of existing structures, smaller-scale, compatible infill.
-  **Auto-Oriented Commercial**
Commercial, Office, high-intensity Residential, Institutional, Manufacturing and Warehousing; usually located on primary arterial streets & highways. This economic model depends on vehicular access and visitors from throughout the region.
-  **Manufacturing Warehousing**
Manufacturing, Warehousing, and Industrial uses; assembly and distribution facilities
-  **Park**
non-flood control park areas and trails
-  **Cemetery**



CPA-20
Reconcile titles and boundaries of subareas to conform to
The 6th Street Infill Plan land use map
as attached

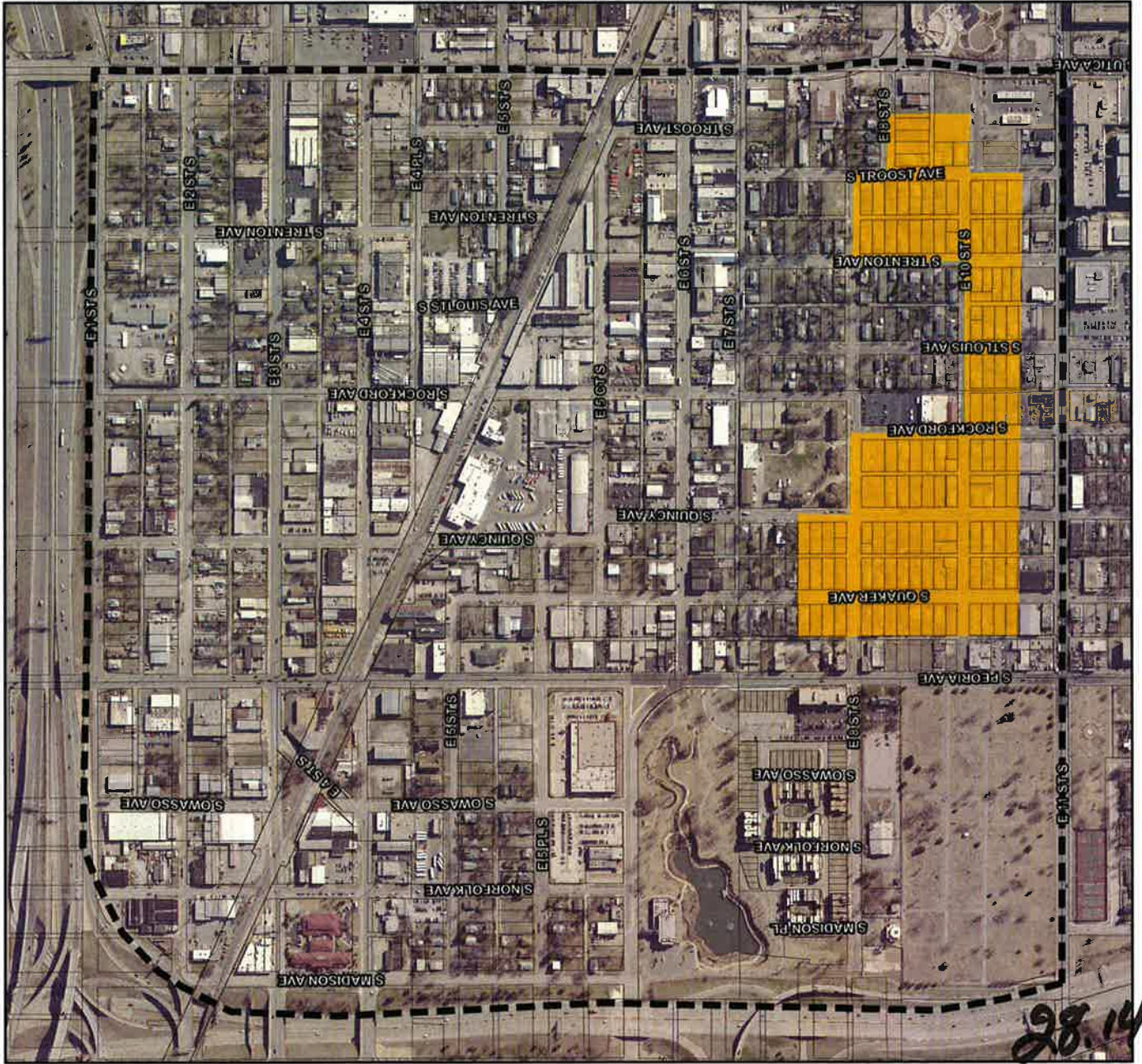
28.11

Legend

6th St. Infill Plan



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

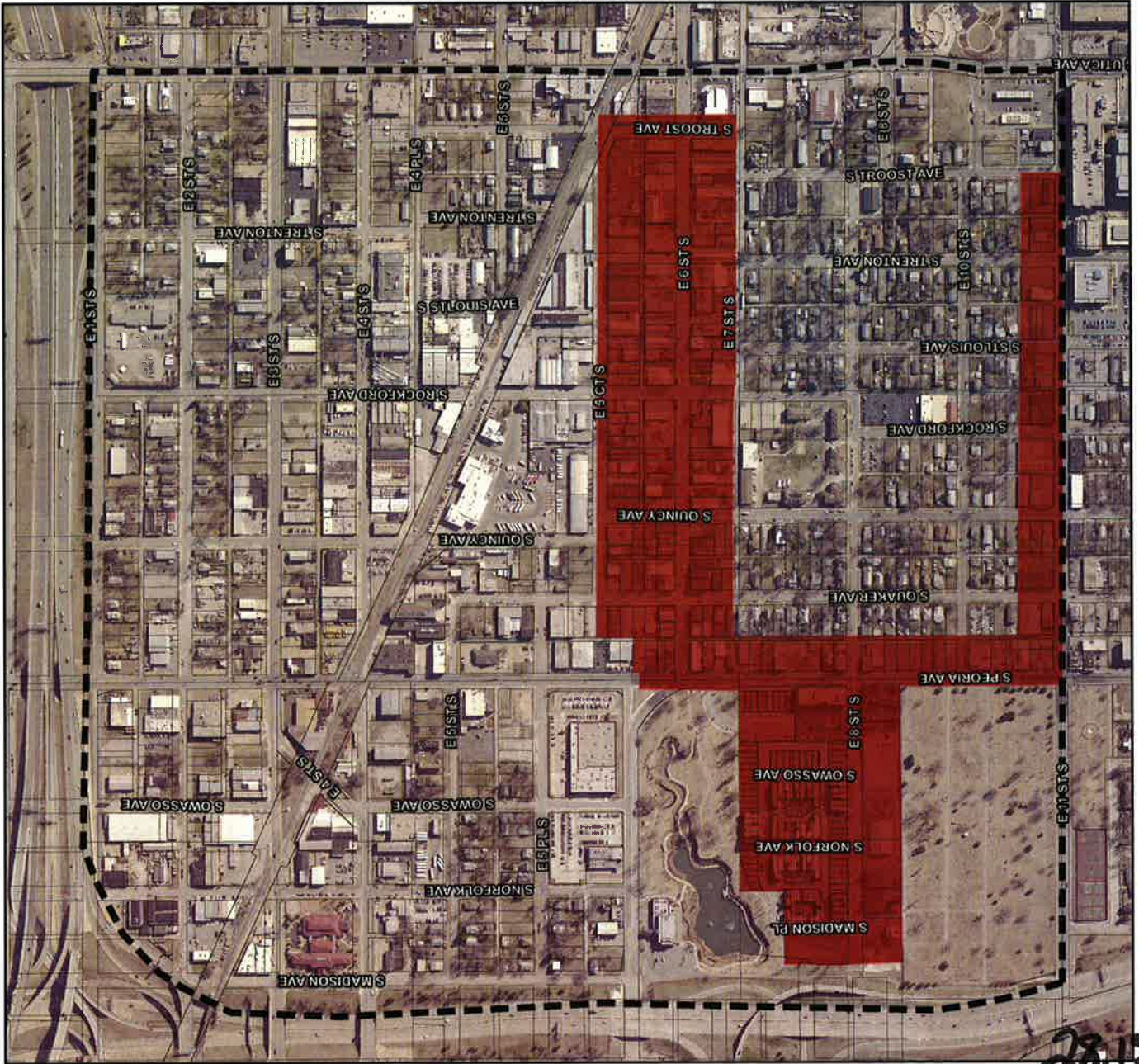


Legend

6th St. Infill Plan

 Mixed Use Infill

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



28.15

Legend

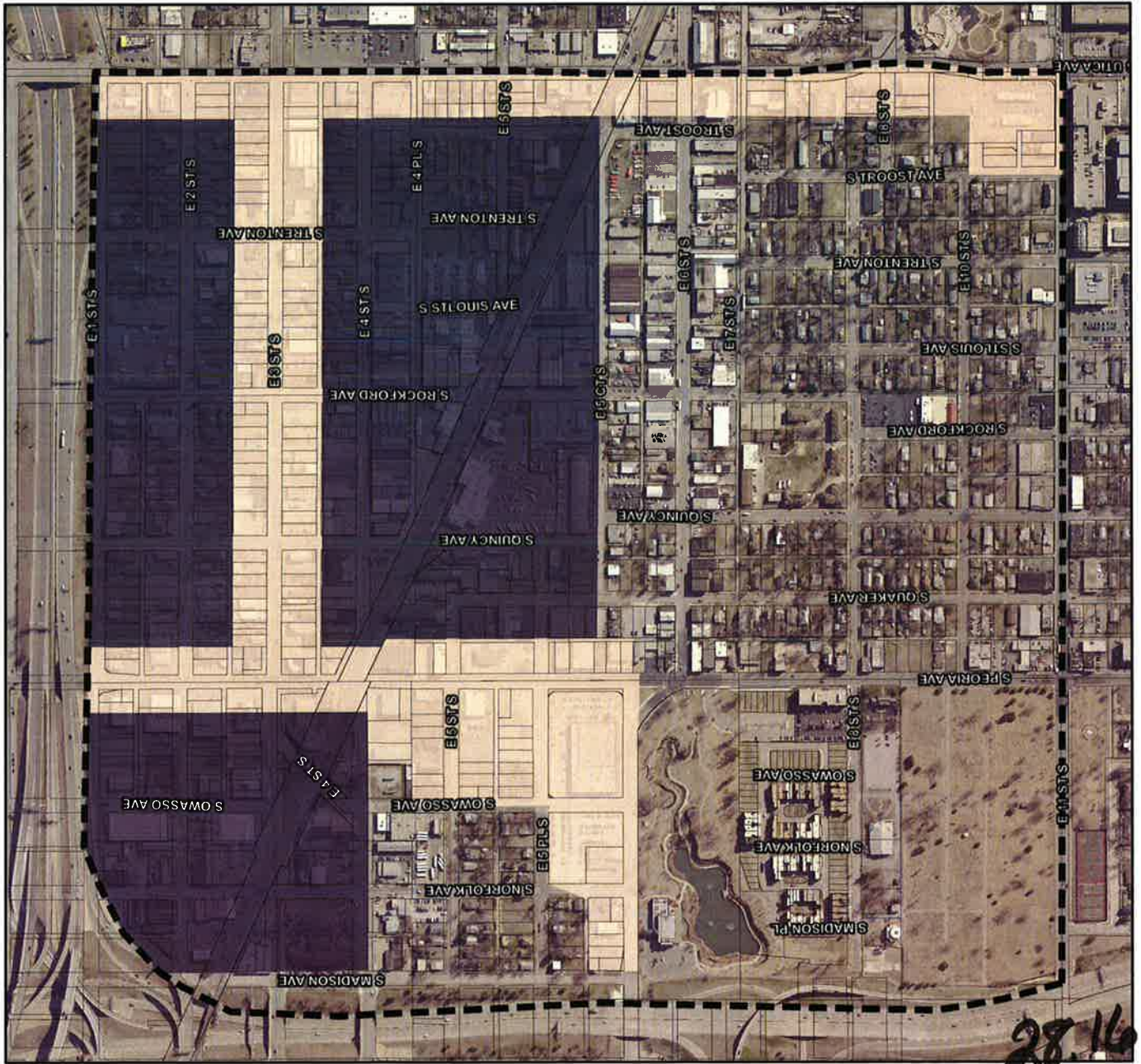
6th St. Infill Plan



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



28.16



CPA-21

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

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

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

16.9 Street Alignment and Streetscaping, at page 70 of The 6th Street Infill Plan, is amended to read as follows:

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

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

16.9.1.1.1, at page 71 of The 6th Street Infill Plan, is amended to read as follows:

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

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

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

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

Residential Revitalization

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

Mixed Use Infill

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

Auto-Oriented Commercial

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

Manufacturing Warehousing

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

28.18