

TULSA METROPOLITAN AREA PLANNING COMMISSION
Minutes of Meeting No. 1655
Wednesday, **June 24, 1987**, 1:30 p.m.
City Commission Room, Plaza Level, Tulsa Civic Center

MEMBERS PRESENT	MEMBERS ABSENT	STAFF PRESENT	OTHERS PRESENT
Carnes	Crawford	Frank	Linker, Legal
Doherty, 2nd Vice- Chairman	Kempe	Gardner	Counsel
Draughon	Paddock	Lasker	
Parmeale, Chairman	Rice	Matthews	
Selph		Setters	
VanFossen, Secretary		Wilmoth	
Wilson			
Woodard			

The notice and agenda of said meeting were posted in the Office of the City Auditor on Tuesday, June 23, 1987 at 10:00 a.m., as well as in the Reception Area of the INCOG offices.

After declaring a quorum present, Chairman Parmeale called the meeting to order at 1:32 p.m.

MINUTES:

Approval of Minutes of June 10, 1987, Meeting #1653:

On **MOTION** of **CARNES**, the Planning Commission voted **6-0-2** (Carnes, Draughon, Parmeale, Selph, VanFossen, Woodard, "aye"; no "nays"; Doherty, Wilson, "abstaining"; Crawford, Kempe, Paddock, Rice, "absent") to **APPROVE** the **Minutes of June 10, 1987, Meeting #1653**.

REPORTS: (none)

ZONING PUBLIC HEARING

Application No.: Z-6162 Present Zoning: RS-1
Applicant: Williams Proposed Zoning: OL
Location: West side of South Sheridan Road at East 85th Place
Size of Tract: 4 acres, more or less
Date of Hearing: June 24, 1987
Continuance Requested to: July 22, 1987

TMAPC ACTION: 8 members present

On **MOTION** of **WILSON**, the Planning Commission voted **8-0-0** (Carnes, Doherty, Draughon, Parmele, Selph, VanFossen, Wilson, Woodard, "aye"; no "nays"; no "abstentions"; Crawford, Kempe, Paddock, Rice, "absent") to **CONTINUE Consideration of Z-6162 Williams** until Wednesday, **July 22, 1987** at 1:30 p.m. In the City Commission Room, City Hall, Tulsa Civic Center.

* * * * *

Application No.: Z-6163 Present Zoning: OL/CS
Applicant: Snow Proposed Zoning: CS
Location: South of the SW/c of South Peoria and East 53rd Street
Size of Tract: .41 acres, more or less
Date of Hearing: June 24, 1987
Presentation to TMAPC by: Gerald Snow, 820 N. Lynn Lane, Catoosa (234-3187)

Relationship to the Comprehensive Plan:

The District 18 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, designates the subject property Medium Intensity - Commercial and Corridor.

According to the "Matrix Illustrating District Plan Map Categories Relationship to Zoning Districts", the requested CS District is in accordance with the Plan Map.

Staff Recommendation:

Site Analysis: The subject tract is approximately .41 acres in size and is located south of the southwest corner of East 53rd Street South and South Peoria Avenue. It is nonwooded, flat, contains a car wash and is zoned OL and CS.

Surrounding Area Analysis: The tract is abutted on the north by a service station, zoned CS; on the east across Peoria by a drive through convenience store, zoned CS; on the south by a bake shop, zoned CS; and on the west by residential single-family uses, zoned RS-3.

Zoning and BOA Historical Summary: Commercial zoning has been permitted along South Peoria Avenue.

Z-6164 Cannon - Cont'd

Staff Recommendation:

Site Analysis: The subject tract is 4.91 acres in size and is located north of the northwest corner of East 61st Street and South 107th East Avenue. It is partially wooded, flat, and is partially developed for residential and partially vacant.

Surrounding Area Analysis: The tract is abutted on the north, south and east across South 107th East Avenue by similar residential uses, zoned RS-3 and IL; and on the west by the proposed Mingo Valley Expressway zoned RS-3.

Zoning and BOA Historical Summary: Several recent rezoning cases have been approved along South 107th East Avenue changing the zoning to IL.

Conclusion: As mentioned in previous zoning cases, the area north of East 61st Street South and east of the proposed Mingo Valley Expressway is in transition to industrial. The request represents an orderly transition which is consistent with the Development Guidelines and Comprehensive Plan.

Therefore, Staff recommends **APPROVAL** of IL zoning for Z-6164 as requested.

Comments & Discussion:

In reply to Ms. Wilson, Mr. Gardner clarified that the property to the east of the subject was zoned industrial, and as best as he could recall, the property to the north, while zoned RS-3, was abandoned residential property.

Applicant's Comments:

Mr. David Cannon advised his intent for the zoning request was to put a development on the property dealing with a helicopter service business, which would be relocated to this site.

Mr. Cannon stated that the most of the helicopter to be repaired were brought in and out on trailers, although there was to be a helicopter landing pad. He reviewed the plot plan showing the helicopter approach path, which has also been submitted to the Federal Aviation Administration.

In reply to Ms. Wilson, Mr. Cannon explained that the helicopter service business was currently in leased space of only 3,000 square feet, and relocating the business to the new site would offer 5,300 square feet of floor area. Mr. Cannon added that the new building was custom designed for this type of business. He advised that there were less than six helicopter landing/take-offs per week. In reply to Mr. VanFossen, Mr. Cannon stated the applicant was aware of the screening fence requirements, as well as being aware of the necessary BOA Special Exception for the landing pad.

Interested Parties:

Ms. Betty Buckles (5630 South 107th East Avenue) stated that, while not opposed to the rezoning, she requested hours of operation be restricted to 7:00 a.m. to 7:00 p.m., Monday through Saturday. If the hours could not be restricted, she requested the rezoning be denied. Chairman Parmele explained that the TMAPC could only act on the rezoning of the property, and the BOA was the agency that would hear the application for permitted use of the helicopter landing site, and could impose restricted hours. Mr. Gardner commented that the residents within 300' would be notified of the BOA hearing and could submit their petitions at that time.

Applicant's Comments:

Mr. Draughon voiced concerns as to the safety hazards associated with helicopter operations. He also stated that, due to the DSM comments, he could not support this zoning change as he felt it would add to the flooding down Mingo. Mr. Selph stated he felt the interested parties had a legitimate concern and this would be addressed by another board.

TMAPC ACTION: 8 members present

On **MOTION** of **VANFOSSEN**, the Planning Commission voted **7-1-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, Woodard, "aye"; Draughon, "nay"; no "abstentions"; Crawford, Kempe, Paddock, Rice, "absent") to **APPROVE Z-6164 Cannon for IL zoning**, as recommended by Staff.

Legal Description:

A part of Lot 2, Block 2, GOLDEN VALLEY ADDITION, to the City of Tulsa consisting of: Beginning at the northeast corner a distance of 301.03' west; thence south a distance of 162.53'; thence east a distance of 319.76'; thence north a distance of 161.48' to the POB; AND

A part of Lot 3, Block 2, GOLDEN VALLEY ADDITION, to the City of Tulsa consisting of: Beginning at the northeast corner a distance of 319.76' west; thence south a distance of 162.53'; thence east a distance of 338.49'; thence north a distance of 161.48' to the POB; AND

A part of Lot 4, Block 2, GOLDEN VALLEY ADDITION, to the City of Tulsa consisting of: Beginning at the northeast corner a distance of 339.49' west; thence south a distance of 161.47'; thence east a distance of 337.89'; thence north a distance of 161.48' to the POB; AND

A part of Lot 5, Block 2, GOLDEN VALLEY ADDITION, to the City of Tulsa consisting of: Beginning at the northeast corner a distance of 337.89' west; thence south a distance of 161.47'; thence east a distance of 337.28'; thence north a distance of 161.48' to the POB.

As a matter of clarification, this is the eastern portion of the above mentioned tracts. The western portion of these tracts is the right-of-way for the Mingo Valley Expressway and all being located in the County of Tulsa, State of Oklahoma.

* * * * *

Application No.: Z-6165 Present Zoning: RM-2
Applicant: Brown Proposed Zoning: IL
Location: East of the NE/c of East Admiral Place & Quincy Avenue
Size of Tract: .14 acres, more or less
Date of Hearing: June 24, 1987
Presentation to TMAPC by: Mr. Alfred Brown, 1603 South Delaware (583-1144)

Relationship to the Comprehensive Plan:

The District 3 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, designates the subject property High Intensity - No Specific Land Use.

According to the "Matrix Illustrating District Plan Map Categories Relationship to Zoning Districts", the requested IL District is in accordance with the Plan Map.

Staff Recommendation:

Site Analysis: The subject tract is approximately .14 acres in size and is located east of the northeast corner of East Admiral Place and Quincy Avenue. It is partially wooded, flat, vacant, and is zoned RM-2.

Surrounding Area Analysis: The tract is abutted on the north by industrial uses, zoned IM; and on the east, west and south across Admiral Place by single-family dwellings, zoned RM-2.

Zoning and BOA Historical Summary: The two previous cases approved for IL zoning have been located on the perimeter of a block. A similar request was denied due to its interior block location.

Conclusion: The Staff recommendation for Z-5570 stated that redevelopment to industrial should occur on the perimeter first, in order to lessen any negative impacts to the remaining residences; Staff continues to hold to this policy. The subject tract is surrounded on three sides by single-family dwellings which must be considered during the transition of this area from residential to industrial.

Therefore, Staff recommends **DENIAL** of IL zoning for Z-6165 as requested.

Applicant's Comments:

Mr. Alfred Brown stated his intent, should the zoning be approved, was to install a metal prefab storage building. Mr. Carnes inquired if this applicant could go to the BOA to obtain permission for a storage building. Mr. Gardner advised that any type of a building would require a use variance.

Z-6165 Brown - Cont'd

Interested Parties:

Ms. Clifflie Schausten (1427 East Admiral Place), the adjacent property owner, stated she was not aware of what the applicant intended to build, but she was concerned about any business that would make excessive noise.

Comments & Discussion:

Mr. Gardner commented that, should the zoning be approved, there were no assurances as to what type of use would be established; however, there was a building setback requirement from residentially zoned areas. He added that, more than likely, there would be a requirement to go the BOA to use this property. Mr. Gardner acknowledged the long range plan for this property was to develop industrial. However, Staff's concern was the location being in the middle of the block with residents on three sides, as opposed to being on the end of the block.

Mr. VanFossen stated that if this were on the corner or a part of a package with the entire block being developed he would be in favor of the request. But, as this was located in the middle of the block, he could not recommend approval. Therefore, he moved for denial as recommended by Staff. Chairman Parmele, agreeing with Mr. VanFossen, stated he felt this area was in transition, but starting in the middle and working out was inappropriate.

TMAPC ACTION: 8 members present

On **MOTION** of **VANFOSSEN**, the Planning Commission voted **8-0-0** (Carnes, Doherty, Draughon, Parmele, Selph, VanFossen, Wilson, Woodard, "aye"; no "nays"; no "abstentions"; Crawford, Kempe, Paddock, Rice, "absent") to **DENY IL zoning for Z-6165 Brown**, as recommended by Staff.

SUBDIVISIONS:

FINAL PLAT APPROVAL & RELEASE:

Braum's Second (2803) SE/c of Woodrow Place & North Harvard (CS)

On **MOTION** of **WOODARD**, the Planning Commission voted **8-0-0** (Carnes, Doherty, Draughon, Parmele, Selph, VanFossen, Wilson, Woodard, "aye"; no "nays"; no "abstentions"; Crawford, Kempe, Paddock, Rice, "absent") to **APPROVE the Final Plat of Braum's Second** and release same as having met all conditions of approval.

OTHER BUSINESS:

PUD 347-2: S and E of the SE/c of West 61st Street & South 27th West Avenue

Staff Recommendation: Minor Amendment for Building Setbacks, Including Waiver of the Subdivision Regulations

PUD 347 is 28.9 acres in size and is located south and east of the southeast corner of West 61st Street and South 27th West Avenue. The initial amendment to this development (PUD 347-1) was approved by the TMAPC to decrease the number of dwelling units, and reduce the overall density by increasing the minimum lot size. A preliminary plat, "Fairway Park Amended", has been filed.

At the time PUD 347-1 was submitted the applicant indicated that a proposal was being made to the City of Tulsa that private streets within the development (which were presently in place) be accepted as public streets. This included basically cul-de-sac type streets only. Setbacks were established by PUD 347-1 as follows:

Minimum Yard Signs:

Side Yard	5' one side; 5' other side
Front Yard Abutting a Public Street	20'
Front Yard Abutting a Private Street	20' with garage 15' without garage (PUD 347-2 proposed to increase this setback to 18')

A condition of City acceptance of the private streets which is being discussed is that a 15' right-of-way, plus a 10' roadway easement be dedicated for street purposes, and that an 18' utility easement be granted on the various lots abutting these streets. Note that a vehicle parked on the lot would also be parked on the 10' roadway easement, and the 18' utility easement, even though the setbacks from the street right-of-way and property line would be met. If the building setback was measured from the edge of the pavement, PUD 347-2 would be more restrictive than PUD 347-1.

Staff had a plot plan prepared illustrating how houses and vehicles would be sited and respectively parked around a cul-de-sac in order to make a determination as to the feasibility of this proposal. The results of the Technical Advisory Committee reviews (6/11/87, 5/14/87 and 5/28/87) are inconclusive at this point. Staff plans additional discussions with the applicant and City departments prior to the June 17, 1987 TMAPC meeting. If the matter continues to be unresolved, a recommendation to continue this item until June 24, 1987 will be presented.

June 24, 1987: Reference is made to the letter dated June 17, 1987 from William H. Thomas, P.E. to Robert Parmele, Chairman, TMAPC (Subject: PUD 347-1).

PUD 347-2 Morgan - Cont'd

It is understood that additional information will be forthcoming from the City Engineer's Office on this matter; however, it is not available at the publication of this agenda. A more complete Staff analysis will be prepared when this information is received. Staff would note at this point that the ultimate decision on acceptance of the private streets can only be made by the City Commission at the time the final plat is presented.

Revised: June 24, 1987

The letter dated June 17, 1987 from the Traffic Engineer to the TMAPC Chairman was received at the last meeting. Since that meeting, discussions between the TMAPC Staff and Charles Hardt, City Engineer have confirmed that on an administrative basis, the City Staff will support dedication of the private streets to the City conditioned upon removal of islands presently constructed in the private streets. The conditions in the June 17, 1987 letter are also conditions of acceptance, including, but not limited to a 25' setback from the property line for garages on all the private streets to be dedicated. A 20' setback for houses, permitting no car parking or driveways between the house and street would also be required.

Staff would note that a significant portion of the streets in this subdivision are, in fact, private streets constructed and in place. The precedent of public acceptance of private streets for maintenance is a major policy issue and is being requested by the developer since the lender is concerned about the practicality of a homeowners association in this instance being able to provide continued, long term maintenance of streets and other private facilities held in common. Staff agrees with the lender's assessment of private streets in subdivisions containing small lots and modest priced houses, and would note for the record that the Commission should discourage private streets for these types of developments in the future. We recommend that the TMAPC and City Commission review and approve this amendment, thereby answering the policy questions, before the platting procedures occur.

Therefore, Staff would support the position of the City Engineer and Traffic Engineer with the condition that PUD 347-2, subject to TMAPC approval of the requested waivers of the Subdivision Regulations, requires approval by the City Commission and as follows:

- 1) Subject to approval of recommendation by the Technical Advisory Committee by the TMAPC concerning technical details of the preliminary and final plat, and in particular the recommendation of the City Engineer.
- 2) That any such future proposals for dedication of existing private streets to the public in PUD's require approval of the City or County Commission as appropriate.

PUD 347-2 Morgan - Cont'd

3) That the applicant's Outline Development Plan and Plat exhibit be made a condition of approval, unless modified herein.

4) **Development Standards** and building setbacks be established as follows per PUD 347-2: *

Land Area (Gross):	28.9 acres
(Net):	23.5 acres
Present Zoning:	RS-3 and RM-T (unchanged)
Permitted Uses:	Detached single-family residences
Maximum Number Dwelling Units:	132
Land Area Per Dwelling Unit:	9,537 sf average overall
Minimum Lot Area:	4,500 sf average overall
Average Lot Area:	7,755 sf
Minimum Lot Width:	50' **
Minimum Lot Depth:	90'
Minimum Yard Sizes:	
Side Yard	5' one side; 5' other side
Front Yard Abutting Public Street with 50' R/W	20'
Front Yard Abutting a Public Street with less than 50' R/W	25' with garage; 20' for house with no vehicle parking permitted within this setback
Rear Yard	15' no portion of a dwelling permitted on a utility easement
Minimum Livability Space per Dwelling Unit:	4,000 sf average
Maximum Building Height:	35' ***

* Construction on lots not meeting these standards requires approval of a minor amendment and Detail Site Plan by the TMAPC.

** Pie-shaped lots on cul-de-sacs or other irregular lots are permitted to be less than 50' wide.

*** Applicant proposed 26', but Staff recommends 35' which is consistent with RS-3 standards and consistent with a recent amendment to the Zoning Code for measuring building height.

5) That signs shall meet the requirements of Section 420.2(d) (2) of the Zoning Code. Approval of a Detail Sign Plan by the TMAPC shall be required prior to construction of any permanent signs.

6) Subject to review and approval of conditions, as recommended by the Technical Advisory Committee.

- 7) That no Building Permit shall be issued until the requirements of Section 260 of the Zoning Code has been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the Restrictive Covenants the PUD conditions of approval, making the City of Tulsa beneficiary to said Covenants.
- 8) Approval of the Final Plat shall satisfy the requirement for Detail Site Plan approval by the TMAPC (except as noted in the "Development Standards" above) unless the entrances to the development will be marked with decorative walls, or landscaped areas. In those cases Detail Site Plan and Detail Landscape Plan approval shall be required by the TMAPC prior to construction of said facilities.

It should be noted that the applicant has submitted standards for dwelling sizes and garage requirements. Staff finds the minimums to be consistent with area development, but does not make them a condition of approval herein.

Staff would be supportive of early transmittal of this item to the City Commission with concurrence of the TMAPC.

Comments & Discussion:

Mr. Frank advised receipt of a memo from Mr. Charles Hardt, City Engineer, advising concurrence with changing the private streets to public streets, subject to the following conditions:

- a) Remove the existing islands and pave the island areas in a proper manner; and
- b) Provide a 25' garage setback as a minimum for each lot.

Mr. Frank also suggested that, although listed as a minor amendment, the TMAPC might consider referring this on to the City Commission due to the the private/public street issue.

In reply to Chairman Parmele, the applicant stated he had no problems with the conditions of the Staff recommendation. Mr. Wilmoth verified that the TMAPC was not being asked to approve the plat at this time.

Mr. Carnes confirmed with Staff that the 4,500 square feet of minimum lot area was an overall average. In regard to Mr. Hardt's letter, Ms. Wilson verified that with the garage setback this would not allow a circle drive. Mr. Frank stated that this would not be allowed on the 20 foot dimension, and added that the letter from the City Engineer was a part of the Staff recommendation. Ms. Wilson asked if this type of development might be some sort of a trend for the future, i.e. where the private streets were already constructed. Mr. Frank stated that the issue Staff was raising was that small lot developments with modest priced homes, private streets, common open spaces and homeowners' associations were not really too feasible.

Mr. Draughon stated concern as to the noncommittal position of the Technical Advisory Committee (TAC). Mr. Wilmoth commented this was similar to a waiver of the Major Street and Highway Plan, in that the TAC never offers an affirmative to waive the Major Street and Highway Plan. He pointed out that the TAC had reviewed this at three previous meetings, and would be reviewing the plat in the future. Mr. Gardner added that, physically, the Commission was dealing with existing conditions and the alternative would be to let the land lay as is with the streets improved with no houses being constructed. He cautioned the Commission that, in the future, should this type application be the rule rather than the exception, the the TMAPC should not approve any PUD's with small lot development because, physically, they would most likely not work as homeowners' associations were usually not willing or able financially to maintain the private streets as is done in larger lot developments.

Mr. VanFossen moved for approval of the Staff recommendation, as well as early transmittal of the TMAPC minutes. Mr. Doherty stated he felt that if the developer had good reason for private streets in the beginning, then that reason should still stand, and he was not comfortable with taking less than standard city streets and "throwing" them to the City for maintenance. In response to Mr. Doherty's comment, Mr. VanFossen remarked that a good portion of private streets were granted due to security reasons, such a security gates, etc.

TMAPC ACTION: 8 members present

On **MOTION** of **VANFOSSEN**, the Planning Commission voted **5-3-0** (Carnes, Parmele, Selph, VanFossen, Woodard, "aye"; Doherty, Draughon, Wilson, "nay"; no "abstentions"; Crawford, Kempe, Paddock, Rice, "absent") to **APPROVE** the **Minor Amendment for Building Setback, Including Waiver of the Subdivision Regulations pertaining to street width and cul-de-sac radius for PUD 347-2**, subject to the conditions as recommended by Staff and the City Engineer; and to **APPROVE** early transmittal of these minutes to the City Commission.

* * * * *

PUD 288-4: Lot 7, Block 1, Eight Acres Addition

Staff Recommendation: Minor Amendment to Building Setbacks & Yard Requirement

The subject tract is described as Lot 7, Block 1, Eight Acres Addition and has RS-1 underlying zoning. All streets in this addition are curvi-linear and private. The tract is pie-shaped, irregular and has a 30' building line on the front with a 15' and 10' utility easement on each side. The house will be located on a diagonal on the lot which causes difficulty in meeting building line and yard requirements. Only minor encroachments will be made and Staff is supportive of waiving the rear yard requirement per the plot plan.

PUD 288-4 Morgan - Cont'd

Therefore, Staff recommends APPROVAL of PUD 288-4 per the submitted plot plan, noting that no portion of the dwelling unit is permitted to encroach upon the utility easements.

TMAPC ACTION: 7 members present

On **MOTION** of **WILSON**, the Planning Commission voted **7-0-0** (Carnes, Doherty, Draughon, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Kempe, Paddock, Rice, Woodard, "absent") to **APPROVE** the **Minor Amendment for PUD 288-4**, as recommended by Staff.

* * * * *

PUD 405: South of the SW/c of East 91st Street & South Memorial Drive

Staff Recommendation: Detail Sign Plan

The subject tract is located south of the southwest corner of East 91st Street and South Memorial Drive and is included in Development Area 1-A of PUD 405. This development area has been approved for the sale of new and used automobiles and has been developed for several automobile dealerships for which ground and monument signs have been requested. One monument sign and six ground signs are proposed to be located along Memorial, East 91st and 92nd Streets.

The signs are designed with a coordinated style of materials and architecture, and display surface areas and sign heights are in accordance with the Development Standards of PUD 405. Therefore, Staff recommends APPROVAL of the proposed monument and ground signs as follows:

- 1) Subject to the submitted plans and locational drawings.
- 2) That no portion of a sign be located over a public right-of-way. Further, that no portion of a sign be constructed on a public or private utility easement without the prior concurrence of any affected agency.

Comments & Discussion:

Mr. Frank advised Staff had received this date revisions to the Sign Plan; therefore, he suggested a continuance of this application until July 8, 1987.

TMAPC ACTION: 7 members present

On **MOTION** of **DOHERTY**, the Planning Commission voted **7-0-0** (Carnes, Doherty, Draughon, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Kempe, Paddock, Rice, Woodard, "absent") to **CONTINUE Consideration of the Detail Sign Plan for PUD 405 Marina** until Wednesday, **July 8, 1987** at 1:30 p.m. in the City Commission Room, City Hall, Tulsa Civic Center. (see Additional Comments)

Additional Comments and Discussion:

At the end of the public hearing portion of the TMAPC meeting, Mr. Frank commented that the applicant had a time problem with an upcoming grand opening, and there was one sign of the seven submitted that met all of the development standards, and which Staff could support. Mr. Frank asked the Commission to reconsider the continuance vote in order to assist the applicant.

TMAPC ACTION: 6 members present

On **MOTION** of **CARNES**, the Planning Commission voted **6-0-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Draughon, Kempe, Paddock, Rice, Woodard, "absent") to **RECONSIDER** the previous TMAPC vote on the Detail Sign Plan for PUD 405 Marina.

TMAPC ACTION: 6 members present

On **MOTION** of **CARNES**, the Planning Commission voted **6-0-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Draughon, Kempe, Paddock, Rice, Woodard, "absent") to **APPROVE** the **Detail Sign Plan (the main sign only)** to **PUD 405 Marina**, as recommended by Staff, and **CONTINUE** action on the remaining six signs until Wednesday, July 8, 1987.

PUBLIC HEARING:

PUBLIC HEARING TO CONSIDER APPROVAL OF AMENDMENTS TO PARTS OF THE COMPREHENSIVE MASTER PLAN, BEING THE METROPOLITAN DEVELOPMENT GUIDELINES, ZONING MATRIX, DISTRICT 18 PLAN MAP AND TEXT, PERTAINING TO ESTABLISHMENT OF SPECIAL CONSIDERATION AREAS FOR LOW AND MEDIUM INTENSITY DEVELOPMENT, POLICIES FOR IMPLEMENTING CORRIDOR ZONING, REDEFINING SPECIAL DISTRICTS AND RELATED MATTERS.

Comments & Discussion: Development Guidelines

Mr. Gardner reviewed the amendments and the suggested modifications to the Development Guidelines. He commented these changes were needed to update the Guidelines and were based, in part, on the changing physical circumstances in some areas of the City. Mr. Gardner briefed the Commission on Staff's recommendations as to low and medium intensity special consideration areas (see attached).

Interested Parties:

Mr. William D. Hunt (6004 East 62nd Street), a representative from the **Hidden Valley Homeowner's Association**, voiced strong concerns as to encroachment of development into the residential areas along 61st and Sheridan. He specifically mentioned problems associated with the Shadow Mountain Institute and concerns about any future expansion of this facility. In regard to the special consideration areas, Mr. Hunt stated he felt this was just another way to get special exceptions and variances, and the neighborhood was against these kinds of changes. Mr. Hunt submitted petitions from those in the Homeowner's Association protesting the redefining of special districts, stating they felt "such proposals to be regressive in nature, inconsistent with development guidelines upon which area property owners have specifically relied in the past and inherently injurious to established residential neighborhoods and property values".

Mr. Gardner advised the Shadow Mountain Institute was a Use Unit 5, which required a BOA Special Exception even in an OL district. He added that the adoption of the Development Guidelines would not permit any privileges to Shadow Mountain as they would still be required to go to the BOA, and that in the future any use would require a PUD.

Mr. Charles Norman, Attorney (909 Kennedy Building), commented as to some housekeeping type suggestions. Page 8 (Nodes), Item 1: Insert the word "planned" before the word "capacity" in order to be consistent with other practices. Page 9 (Subdistricts - Intensities), Item 2: Change verbiage from "may also be allowed" to "is allowed". Also add the RM-T classification to the RD category as relates to this item. Page 15 (Special Districts - Criteria): Change the word "repel"; "discourage" was suggested, i.e. "...may also discourage a wide range...". In regard to the criteria under Medium Intensity Special Consideration Areas, Mr. Norman suggested using the wording of item #3 as a preface to items #3 and

PUD 405 Marina - Cont'd

Additional Comments and Discussion:

At the end of the public hearing portion of the TMAPC meeting, Mr. Frank commented that the applicant had a time problem with an upcoming grand opening, and there was one sign of the seven submitted that met all of the development standards, and which Staff could support. Mr. Frank asked the Commission to reconsider the continuance vote in order to assist the applicant.

TMAPC ACTION: 6 members present

On **MOTION** of **CARNES**, the Planning Commission voted **6-0-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Draughon, Kempe, Paddock, Rice, Woodard, "absent") to **RECONSIDER** the previous TMAPC vote on the Detail Sign Plan for PUD 405 Marina.

TMAPC ACTION: 6 members present

On **MOTION** of **CARNES**, the Planning Commission voted **6-0-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Draughon, Kempe, Paddock, Rice, Woodard, "absent") to **APPROVE** the **Detail Sign Plan (the main sign only) to PUD 405 Marina**, as recommended by Staff, and **CONTINUE** action on the remaining six signs until Wednesday, July 8, 1987.

PUBLIC HEARING:

PUBLIC HEARING TO CONSIDER APPROVAL OF AMENDMENTS TO PARTS OF THE COMPREHENSIVE MASTER PLAN, BEING THE METROPOLITAN DEVELOPMENT GUIDELINES, ZONING MATRIX, DISTRICT 18 PLAN MAP AND TEXT, PERTAINING TO ESTABLISHMENT OF SPECIAL CONSIDERATION AREAS FOR LOW AND MEDIUM INTENSITY DEVELOPMENT, POLICIES FOR IMPLEMENTING CORRIDOR ZONING, REDEFINING SPECIAL DISTRICTS AND RELATED MATTERS.

Comments & Discussion: Development Guidelines

Mr. Gardner reviewed the amendments and the suggested modifications to the Development Guidelines. He commented these changes were needed to update the Guidelines and were based, in part, on the changing physical circumstances in some areas of the City. Mr. Gardner briefed the Commission on Staff's recommendations as to low and medium intensity special consideration areas (see attached).

Interested Parties:

Mr. William D. Hunt (6004 East 62nd Street), a representative from the **Hidden Valley Homeowner's Association**, voiced strong concerns as to encroachment of development into the residential areas along 61st and Sheridan. He specifically mentioned problems associated with the Shadow Mountain Institute and concerns about any future expansion of this facility. In regard to the special consideration areas, Mr. Hunt stated he felt this was just another way to get special exceptions and variances, and the neighborhood was against these kinds of changes. Mr. Hunt submitted petitions from those in the Homeowner's Association protesting the redefining of special districts, stating they felt "such proposals to be regressive in nature, inconsistent with development guidelines upon which area property owners have specifically relied in the past and inherently injurious to established residential neighborhoods and property values".

Mr. Gardner advised the Shadow Mountain Institute was a Use Unit 5, which required a BOA Special Exception even in an OL district. He added that the adoption of the Development Guidelines would not permit any privileges to Shadow Mountain as they would still be required to go to the BOA, and that in the future any use would require a PUD.

Mr. Charles Norman, Attorney (909 Kennedy Building), commented as to some housekeeping type suggestions. Page 8 (Nodes), Item 1: Insert the word "planned" before the word "capacity" in order to be consistent with other practices. Page 9 (Subdistricts - Intensities), Item 2: Change verbiage from "may also be allowed" to "is allowed". Also add the RM-T classification to the RD category as relates to this item. Page 15 (Special Districts - Criteria): Change the word "repel"; "discourage" was suggested, i.e. "...may also discourage a wide range...". In regard to the criteria under Medium Intensity Special Consideration Areas, Mr. Norman suggested using the wording of Item #3 as a preface to Items #3 and

PUBLIC HEARING - Cont'd

#4 in the criteria for Low Intensity Special Consideration Areas. Mr. Gardner commented that this had been mentioned in the Committee review session just prior to this public hearing. Mr. Norman also suggested changing the Floor Area Ratio (FAR) from a maximum of 1.25 to 2.00 FAR (page 10, Intensities).

Mr. Norman stated his major concern was centered around the changes to the Corridor District, specifically right-of-way being acquired as a criterion and development condition (pages 9 & 10 of the Guidelines). He commented he felt that, if a property owner was made to hold development until the right-of-way was acquired, that this would essentially be abandoning the concept of the Corridor District, the purpose of which is to encourage people to locate higher intensities next to expressways. Mr. Norman referred to the Mingo Valley Expressway in this regard, and pointed out that planning, design, acquisition and construction of our expressway system has taken over 25 years; therefore, his concern as to the time frames involved and asking people to hold development. Mr. VanFossen commented he had some concern as to allowing high intensity development in an area that would possibly not end up with a proposed or planned expressway. Discussion followed on this topic among the Commission members and Mr. Norman, with references made to problems associated with the Creek Expressway, Mingo Valley Expressway, Riverside Expressway, etc.

Ms. Wilson asked Mr. Norman to comment as to his opinion on the special consideration areas being referred to as low and medium, and if he felt there would be any benefit initiating this in the City planning process. Mr. Norman stated he felt this was a positive proposal by the Staff and was one that recognized existing conditions and would prevent applicants from having to come before the TMAPC, as is currently done, to ask for this recognition of the physical facts.

Mr. Terry Young (PO Box 3351), reinforced comments and concerns expressed by Mr. Norman. In regard to the Corridor District, he stated it appeared the dilemma was in definitions of proposed, planned and existing expressways, and that some additional study might be needed on what exactly was meant by Corridor.

Mr. Gordon Miller (6751 South 71st East Avenue) advised he was concerned as to how the plan would affect the arterial streets, especially Sheridan Avenue between 61st and 71st. He questioned how the proposed amendments would make the situation better for the residents, and not just the commercial developers.

Referring to a map of the area, Mr. Gardner pointed out that there was only 800' of frontage not already developed, and the amendments to the District 18 Plan encourage the use of PUD's. He stated that, obviously, the physical facts call for some recognition of what has developed and what will be developed in order to regulate it to be compatible with what was already there. Mr. VanFossen added that the intent of this study and

PUBLIC HEARING - Cont'd

the reason the TMAPC is involved with this issue is to assure it does have purpose for the individual as well as the developer, one purpose being a clear understanding from both parties of what is expected and/or permitted. Mr. VanFossen commented that in the past the Commission has yielded, due to the lack of controls in many areas of the city.

Mr. Jim Biddick (5735 East 63rd Place) voiced concerns that the citizen was being left out, and that this would provide additional avenues for developers to continually reapply just to wear the citizens down. He also agreed with the previous comments as to the congested traffic along Sheridan.

Mrs. Ray Cosby (8705 East 21st) stated she feared the proposed amendment would allow strip zoning. Mrs. Cosby reviewed information she and her husband had submitted to the Commissioners supporting this concern.

Mr. Howard Greiner (6411 South Kingston) suggested an Environmental Impact Statement be done for the area along Sheridan between 61st and 71st before continuing with this study, and voiced concern about the rezoning of the residential areas. Chairman Parmele reiterated that no zoning was being changed at this time and the proposed amendments only suggested areas that may be considered for zoning at some point in the future.

Mr. A.J. Solow (10400 South Memorial), former District 26 Chairman, mentioned concerns with the low and medium intensity areas in this district. He was informed that the District 26 Comprehensive Plan amendments would be reviewed at the public hearing on July 8, 1987. Mr. Solow agreed to hold his comments until that time.

Additional Comments and Discussion:

Mr. Draughon commented that due to importance of the Development Guidelines, he felt the TMAPC should postpone voting on the proposed changes in order to give the absent TMAPC members the opportunity to state their comments and recommendations. Mr. Doherty stated he would feel more comfortable seeing a final draft, with the modifications suggested at the Committee meeting and this hearing, before voting. Therefore, he concurred a continuance would be in order. Mr. VanFossen suggested continuing this portion to the July 8th public hearing. Chairman Parmele agreed, and asked that the Legal Department review the final draft prior to the July 8th hearing.

Discussion centered on the issue of wording for the Corridor District Issue, i.e. right-of-way acquisition. Mr. Carnes stated that, with the work that has been done on this matter over the past three years, he felt the Commission should go with the wording as suggested by Staff. Therefore, he moved for the wording as relates to right-of-way acquisition remain as proposed by Staff. Mr. Doherty agreed, in that he felt too much caution was better than not enough, and he was comfortable with the language as proposed. Ms. Wilson commented on the high intensity uses being reviewed at the Detail Site Plan stage.

PUBLIC HEARING - Cont'd

Chairman Parmele recognized Terry Young for comment. Mr. Young stated that there may be some additional considerations submitted prior to the July 8th hearing; therefore, the Commission may not want to lock themselves with a vote today. Chairman Parmele commented that he would prefer to have no motions on this particular item at this time, as he felt some further refinement might be in order before the July 8th hearing. He added that the Staff had a very good idea of what the Commission's thinking was on this, and he felt a motion was not needed at this time. After discussion, Mr. Carnes withdrew his motion. Mr. Gardner interpreted the Commission's feeling that the Corridor issue, while not totally resolved, still left the Commission with problems as to how to award zoning where it might affect the ultimate outcome of acquiring land.

Mr. Roy Johnsen (324 Main Mall), Attorney, asked if there was some directive to the Staff to deal with the issue of those areas that had already been zoned Corridor with development pending. Chairman Parmele commented that he had previously suggested a modification to the wording so that it would not affect these areas. Mr. Gardner stated that maybe the wording should be "high intensity corridor development". Mr. Johnsen pointed out that, if the development somehow did not meet the corridor standards, then it would revert back to a subdistrict, which meant single-family. He stated there were a number of corridors zoned where the expressway right-of-way had not yet been acquired, but the existing development patterns were such that to limit them to single-family development would be totally unreasonable. The Commission and Staff agreed to review the wording on this issue.

Comments & Discussion: District 18 Comprehensive Plan & Text

Mr. Gardner reviewed the areas under consideration for low and medium intensity designations in District 18 and the proposed text amendments (see attached).

In regard to development impact fees, as mentioned in item 2.a of the medium intensity text, Chairman Parmele stated he did not feel this was the appropriate time to discuss this as it relates to the District 18 Plan. He agreed this was an issue that needed some study, but not at this particular time. Mr. Doherty commented that, while not opposed to an impact fee, he was opposed to applying it specifically to District 18, as he felt it was bad timing. Mr. Carnes recommended this particular item or section be deleted pending discussion at a later date. Ms. Wilson questioned when or where was the appropriate time or place to bring up this issue, as it did need to be addressed. General discussion followed on the topic of development impact fees, with Mr. Parmele, Mr. Doherty, Mr. Carnes, Mr. VanFossen and Mr. Selph generally in agreement that now was not the appropriate time and further study might be in order before imposing fees on a specific district. Mr. Doherty, therefore, moved to delete paragraph 2.a dealing with impact fees from the medium intensity text of the District 18 Comprehensive Plan amendments under consideration this date. Ms. Wilson and Mr. Draughon both agreed with including this

PUBLIC HEARING - Cont'd

provision at this time to initiate an impact fee process. After discussion of the motion, Mr. Doherty amended the motion to include a directive to Staff to explore the possibility of impact fees for discussion at the July 8th hearing.

Mr. Terry Young pointed out that, from a procedural standpoint, fees were decided by the City Commission and usually resulted in an ordinance. Therefore, he stated that discussion of the need for fees at this level was inappropriate, and the question should be posed to the City Commission. He added that, during his term as Mayor, there was a committee appointed to determine whether there would be development impact fees, but that committee had not yet submitted its report. Mr. Young stated that, from his experience with this Commission, there appeared to be a tendency to not approve requests until there was an authority that covered the entire City to support the request so as to not set a precedent. He commented that this was a very similar circumstance, and he felt it inappropriate to suggest applying a fee to only this area.

Mr. Doherty agreed that the City Commission was the proper authority to offer final approval on fees, but he pointed out that any group could initiate a request for such fees, and it was entirely appropriate for this agency to provide that initiative. Ms. Wilson, as a member of the task force appointed by Mayor Young, advised that the committee did deliberate for many months and a final report was submitted to the Mayor's office. This report was also reviewed by and received approval from the various committees of the Chamber of Commerce, which were in favor of the impact fees.

TMAPC ACTION: 7 members present

On **MOTION** of **DOHERTY**, the Planning Commission voted **5-2-0** (Carnes, Doherty, Parmele, Selph, VanFossen, "aye"; Draughon, Wilson, "nay"; no "abstentions"; Crawford, Kempe, Paddock, Rice, Woodard, "absent") to **DELETE** paragraph 2.a, dealing with development impact fees, from the medium intensity text of the District 18 Comprehensive Plan amendments.

Additional Comments and Discussion:

Mr. William Hunt, regarding the 61st and Sheridan area, reiterated that the 270 signatures on the petitions he submitted opposed the proposed changes, but they were in favor of the text wording which required PUD's. He requested the Commission consider that these amendments might be an avenue for their opponents (developers) to take advantage of the residents, and he asked that the Commission not give them that opportunity.

Mr. VanFossen questioned what difference might be made, in the future, if this particular area was not included as a special consideration area. Chairman Parmele pointed out that one of the major concerns of the residents was the Shadow Mountain Institute, and as mentioned earlier, even under the present zoning of RS a Use Unit 5 was allowed by exception, and was allowed by right under RM zoning. The proposal for considering

PUBLIC HEARING - Cont'd

this a low intensity area would not grant any more rights than currently allowed, and might even permit fewer rights. Mr. Carnes pointed out that a developer can now, by right, build small lot homes, whereas if the area were zoned for office, it would offer monetary and aesthetic protection to the residents. Mr. Carnes commended Staff on their efforts on this particular proposal. Discussion continued on this topic, with the Commissioners offering assurances that the proposals were worded to offer protection to the residents by encouraging the use of the PUD process. Mr. Jim Biddick reiterated his concerns about any further development in this 800' area along Sheridan, and stated that if the proposals, in any way, granted an opportunity to develop property, then he would be against this.

Mr. VanFossen moved that this portion of the District 18 proposal, South Sheridan (west side) between East 62nd and 70th Streets, be withdrawn from consideration as a low intensity special consideration area, as he was having a problem with it since the area was not developed. Mr. Doherty stated he felt this would be a severe mistake, as the neighborhood stood to suffer more in the long run should this be withdrawn. Mr. Carnes agreed with Mr. Doherty, as he felt the Staff was offering the neighborhood protection, as opposed to leaving it open without controls. Chairman Parmele agreed with Mr. Doherty and Mr. Carnes, in that the amendments offered additional future protection for the 800' not presently developed. Ms. Wilson concurred with Mr. VanFossen as she was not sure that this would, indeed, offer protection.

Chairman Parmele asked Legal whether the deletion of this area from consideration would be a fair action and no penalize some else; or, could the TMAPC arbitrarily say that this area would not be considered at this time. Mr. Linker advised that, even if the proposal were not accepted, the TMAPC could refuse to permit OL zoning without an accompanying PUD, and protection could still be given. However, he could not indicate whether, legally, this would have an affect on Shadow Mountain. After continued general discussion, with Mr. Gardner clarifying Staff's position and recommendation that was written to offer protection, Mr. VanFossen withdrew his motion. Mr. Gardner suggested an alternative would be to continue the portion dealing with District 18 until the public hearing on July 8, 1987, therefore, offering additional time for study and review.

In response to comments made by the interested parties, Mr. Doherty stressed that this was not a proposal to change any zoning, and the Commission was just being asked to flag areas for consideration. Mr. Linker advised this was a problem that Legal has had in these kinds of procedures, because it raises the question "how far do you go with your plan and where do you come in with your zoning". Mr. Linker commented that Legal felt it would be enough if the Commission just had the general guidelines and not the plan map, since the map has sometimes confused the issue in court cases.

PUBLIC HEARING - Cont'd

Mr. Doherty moved that further consideration on this matter be continued until July 8, 1987. Chairman Parmele advised he had received a letter from the Department of Stormwater Management expressing their concerns, and this would be distributed to the Commission for review.

TMAPC ACTION: 6 members present

On **MOTION** of **DOHERTY**, the Planning Commission voted **6-0-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Draughon, Kempe, Paddock, Rice, Woodard, "absent") to **CONTINUE** Consideration of the Public Hearing relating the to District 18 Comprehensive Plan Amendments pertaining to establishment of Special Consideration Areas until Wednesday, **July 8, 1987** at 1:30 p.m. in the City Commission Room, City Hall, Tulsa Civic Center.

TMAPC ACTION: 6 members present

On **MOTION** of **DOHERTY**, the Planning Commission voted **6-0-0** (Carnes, Doherty, Parmele, Selph, VanFossen, Wilson, "aye"; no "nays"; no "abstentions"; Crawford, Draughon, Kempe, Paddock, Rice, Woodard, "absent") to **CONTINUE** Consideration of the Public Hearing relating the to Amendments to the Zoning Matrix until Wednesday, **July 8, 1987** at 1:30 p.m. In the City Commission Room, City Hall, Tulsa Civic Center.

There being no further business, the Chairman declared the meeting adjourned at 4:47 p.m.

Date Approved 7-8-87

Ray J. Doherty
Chairman

ATTEST:

James R. Doherty
Acting Secretary



METROPOLITAN DEVELOPMENT GUIDELINES

Part of the Comprehensive Plan
for the
Tulsa Metropolitan Area

June 24, 1987

Tulsa Metropolitan Area Planning Commission
(TMAPC)

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and
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INTRODUCTION

The Metropolitan Development Guidelines consist of four elements: Development District Goal and Objectives, Functional Area Goals and Objectives, Development District Concept, and Development District Implementation Policy. The Development Guidelines are intended to provide increased efficiency and consistency in the decision making process. They are directed toward the issues of the quality of development and the living environment, and are essentially neutral in regard to the Balanced Metropolitan Growth Policy. They should not be interpreted as a land use plan or as a zoning code, but rather as a framework or guide within which sound planning, zoning, subdivision, investment and building decisions can be made by individuals and public officials and agencies. It is intended that, in the application of the Development Guidelines, an evaluation of existing conditions, including land uses, existing zoning and site characteristics, shall be considered.

DEVELOPMENT DISTRICT GOAL AND OBJECTIVES

GENERAL GOAL

Provide a quality living environment (housing, working, shopping and leisure) for all residents in a diversified community, so that every citizen has available a choice of a variety of lifestyles, and in a manner which will maintain or improve the quality of the natural and manmade environment.

GENERAL OBJECTIVE

Guide the metropolitan area's physical growth so that it may become an even more pleasant, desirable and attractive place in which to live, work and play in an area offering stabilized development, good living and working conditions, and a sound economic base and tax structure; and to assure maximum benefit to the people from public expenditures and private investment, through economical employment of resources, prevention of duplication and waste, and enhancement of property value.

DEVELOPMENT OBJECTIVES

1. Develop a flexible framework for decision making responsive to change, in order to maintain long-term viability and continuity in metropolitan development policy.
2. Differentiate and classify components of the metropolitan area so that a more rational approach to land use planning can be effectuated.
3. Locate various intensities of development in accordance with manmade and natural systems.
4. Recognize existing high intensity areas established within the metropolitan area, and place additional uses of this type in optimum locations.
5. Develop areas only to the intensity that will not overload or overcrowd the planned public services and facilities.
6. Develop areas considering slope, soil, rock, vegetation and natural drainage characteristics.
7. Encourage quality development by the use of more responsive development tools, e.g. Planned Unit Development (PUD), site plan review, etc.
8. Initiate a major effort to make zoning a positive force in metropolitan development, rather than a negative one.
9. Develop reasonable planning standards for site design.

FUNCTIONAL AREA GOALS AND OBJECTIVES

RESIDENTIAL

GOAL:

Provide safe, quiet, healthy and economically viable neighborhoods throughout the metropolitan area.

OBJECTIVES:

1. Provide a variety of housing types throughout the metropolitan area, ranging from highly urban to a suburban environment.
2. Aggregate neighborhoods into larger areas of compatible development that permit a wider range of public services and facilities.
3. Provide for safe pedestrian and vehicular circulation in residential neighborhoods.

EMPLOYMENT AND COMMERCE

GOAL:

Provide and promote an economically healthy range of commercial, industrial and office uses throughout the metropolitan area.

OBJECTIVES:

1. Group together industrial activities in areas and districts planned for industrial development.
2. Provide commercial areas of sufficient size and in locations which will conveniently serve the people of the area in relation to their needs.
3. Develop the Central Business District to accommodate a vast array of metropolitan administrative, governmental and cultural activities/services.

RECREATION AND OPEN SPACE

GOAL:

Provide a quality system of parks, recreation facilities and open space to serve the needs of the entire metropolitan area.

OBJECTIVES:

1. Utilize significant elements of the natural environment as part of the metropolitan open space/recreation system to provide, where possible, pleasant settings for parks and public facilities.

2. Provide large and small open spaces within the metropolitan area for active and passive use of leisure time.
3. Protect and enhance suitable natural features and resources for forests, flood control, adequate water supply, air quality improvement, wildlife habitats, natural vegetation and natural beauty.

TRANSPORTATION

GOAL:

Develop a balanced transportation system consisting of a variety of highways and air, rail, mass transit and water modes of travel to provide for safe, convenient and efficient movements of people, goods and services.

OBJECTIVES:

1. Locate the most intense business and residential developments close to high level transportation systems (freeways, railways and transit).
2. Design the transportation network for the safe movement of goods and people by minimizing conflict between vehicle and vehicle, and pedestrian and vehicle.
3. Maximize the interrelation between land use and transportation and, in particular, encourage development patterns compatible with the evolution of transit systems.

PUBLIC FACILITIES AND SERVICES

GOAL:

Provide and maintain a full range of public facilities and services at a level which fosters the health, safety and welfare of the residents.

OBJECTIVES:

1. Relate the size and distribution of public and private facilities to the nature of the services provided and the population served.
2. Provide various levels of cultural, educational and recreational facilities to serve the needs of all types of people.
3. Locate and design public facilities to be easily accessible to the people they serve, so that they can serve more than one purpose where feasible.

DEVELOPMENT DISTRICT CONCEPT

The Development District Concept (Figure 1, Page 6) is based on a division of the metropolitan area into carefully defined districts, corridors, nodes and subdistricts. Delineation of these elements is by intensity of land use based upon the public services and facilities they require. The varying capacities of different types of trafficways was used as the basic structuring element in relating land uses to intensity.

GENERAL CHARACTERISTICS

The fundamental components of this concept are the Development Districts. These are broad, multi-functional areas bounded by major trafficways, significant physical features or by jurisdictional boundaries. A Development District should have the following general characteristics:

1. Each district should be multi-functional in nature, contain a strong residential base and a wide range of services, uses and facilities.
2. High capacity transportation facilities should be maintained along edges of the districts and should be fed by arterial trafficways and other secondary systems from within the districts.
3. Uses that are more intense in nature should be located in corridors along the freeway edges with progressively less intensity of development as one penetrates the district.
4. A wide range of lifestyles and housing types, close to employment, recreation, education and shopping should be maintained in each district.
5. Future urbanization should continue to feature close integration of arterial streets, freeways and other forms of transit into the overall development process.
6. Policies should be directed toward eventual development of an efficient metropolitan transit system.
7. The use of PUD's should be encouraged throughout the Development Districts.
8. Existing land uses within the given Development Districts of the city should influence the type and intensity of use of undeveloped or redevelopment parcels within the area.

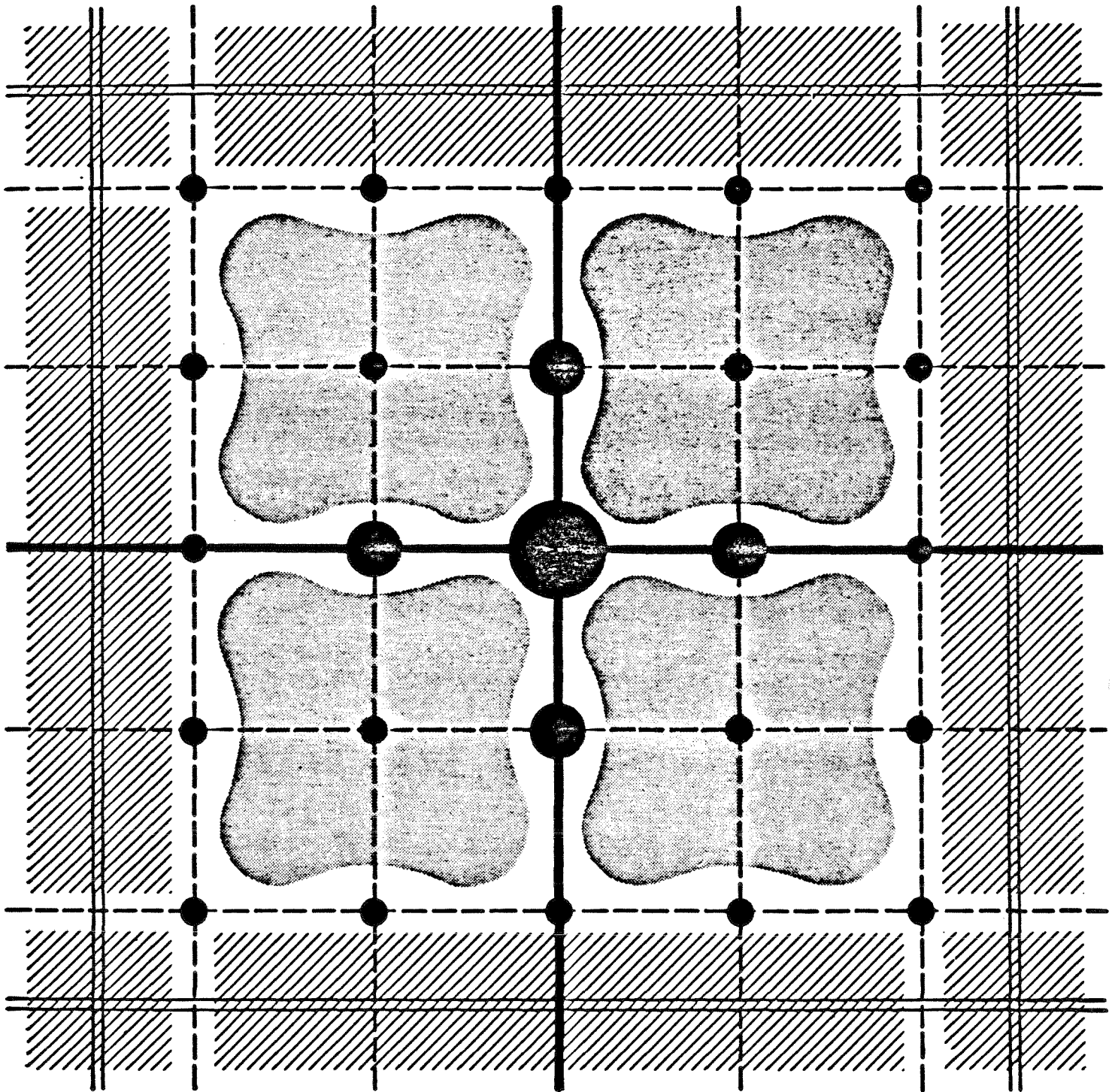








FIGURE 1
DEVELOPMENT DISTRICT CONCEPT

- | | | | | |
|---|---|---|---|------------------|
|  | Intensity Corridor |  | Freeway | |
| 60 Acres
40 Acres
20 Acres |  | Intensity Nodes |  | Primary Arterial |
|  | Subdistrict |  | Secondary Arterial | |

SUBDISTRICTS

Development Districts are divided by primary arterial streets into Subdistricts. The Subdistrict comprises, on the average, four square miles of lower intensity residential development with schools, churches, recreation areas and other necessary accompanying functions. The Subdistrict:

1. Clusters neighborhoods into a unit that facilitates a wider range of public services, such as a centrally located junior high school.
2. Should provide a portion of the basic population support for activities that locate within adjacent corridors.
3. Should be tied together by transportation and open space systems which provide for pedestrian linkages, and that de-emphasize through vehicular traffic.

CORRIDORS

Corridors are located along freeways and are to contain major employment and region-serving functions in concert with a relatively high density residential base. The basic characteristics of this component are:

1. Uses that are more intense in nature should have high exposure and convenient access to high capacity, metropolitan transportation facilities.
2. This multi-functional grouping of land uses should be interrelated by internal vehicular and pedestrian traffic systems, and the entire corridor should be ultimately connected to a metropolitan wide transit system.
3. Corridors should have appropriate access to primary and secondary arterial streets.
4. Corridors should have a maximum depth from the adjacent freeway.
5. Within corridors, the higher intensity development should be designed by utilization of setbacks, transitional uses, and other separations to be compatible with low intensity development.

NODES

Nodes are located throughout the Development Districts around the intersections of arterial streets. Depending upon the types of arterial streets involved, differing intensities of uses are permitted.

Nodes should have the following characteristics:

1. The intensities of development at arterial street intersections should be consistent with the type and capacity of the arterial streets.
2. Districts serving shopping and services activities should be located at the intersection of a primary/parkway arterial street with any other type of arterial street.
3. Convenience service activities for Subdistricts should be located at the intersection of secondary arterial streets.
4. Development of the nodes should be designed to be compatible with surrounding neighborhoods.

SPECIAL DISTRICTS

Certain parts of the metropolitan area, which include the Central Business District, industrial districts, airports, hospitals, universities and regional shopping centers, and Neighborhood Development Plans, are classified as Special Districts due to their unique land use characteristics, development patterns and influences on adjacent areas. The land uses in these Special Districts have locational and functional requirements that necessitate their being classified separately from the Development Districts.

SPECIAL CONSIDERATION AREAS

Identifiable parts of the metropolitan area which do not meet the criteria for designation as a node, corridor or special district, but are influenced by existing land uses within proximate special districts or corridors, or are influenced by existing linear zoning patterns to the extent that subdistrict development limitations are not appropriate. These parts of the metropolitan area may be designated within the District Comprehensive Plan as "Special Consideration Areas" within which certain modifications of intensity would be permitted. The permitted intensities are dependent upon several criteria enumerated in the Implementation Section.

DEVELOPMENT DISTRICT IMPLEMENTATION POLICY

To implement the Development District Concept, the following policies are established.

SUBDISTRICTS

The criteria, permitted intensity and development conditions of the Subdistricts are as follows:

CRITERIA:

Land areas that are outside of corridor nodes, special districts or special consideration areas.

INTENSITIES:

1. RE and all RS categories are permitted within the subdistricts.
2. A 300 foot deep strip of RD, RM-T and/or RM-O zoning may be allowed in the subdistricts as a transitional intensity separating the subdistrict from adjacent high or medium intensity areas. The RD zoning classification may also be allowed in the subdistricts in instances where, by reason of physical features (i.e. narrowness, shallowness, shape, topography, or other unusual situation, condition or circumstance to a particular property), the limiting of subdistrict development to RE and all RS categories, as set out in Subdistricts #1 is not merited.

DEVELOPMENT CONDITIONS:

Single-family uses within the subdistrict will back or side onto the major arterial street system.

CORRIDORS

The criteria, permitted intensities and development conditions of the Corridor are as follows:

CRITERIA:

Land situated adjacent to existing, programmed (right-of-way acquired) or planned expressways (freeways) will generally be considered to be within either a Subdistrict or a Node, as are other areas of the Development District. However, such land may be deemed appropriate for high intensity multi-functional uses. Such high intensity development will only be encouraged in these areas if the expressway is built or the right-of-way acquired, unless in the particular instance the configuration of the corridor or existing development has significantly impaired the accessibility to the corridor, or rendered the achievement of sound land use relationships

Impractical. Thus, in order for high intensity uses to occur, an application must first be made and granted placing a parcel in the Corridor District. Once a parcel has been designated as being in this zoning classification, high intensity development would only be allowed in compliance with an approved site plan. Additional criteria which apply are:

1. The arterial streets (parkway, primary and secondary) that bound land adjacent to expressways and intersect or interchange with expressways area designated as Freeway Access Arterial Streets (see Figure 2, page 11). The arterial streets (parkway, primary and secondary) that bound land adjacent to expressways and that do not intersect or interchange with an expressway are designated as Corridor Access Arterial Streets (see Figure 2, page 11).
2. In order that the capacity of the arterial street and expressway system may be maintained, access for a corridor development shall be principally from corridor collector streets.
3. No full movement access to the Corridor will be allowed along the freeway access arterial street within 600 feet of the arterial intersection, or within 600 feet of the centerline of the freeway ramp.
4. There should be a maximum of three collector intersections, with full movement access, allowed along any segment of the corridor access arterial street. A spacing standard of 1,000 feet between collector streets connecting with a corridor access arterial street should be used unless topography would prohibit meeting this standard.
5. The Corridor internal collector street system, as shown in Figure 2 (page 11), should provide access to all tracts. This system should intersect as near as possible to the midpoint of the freeway access arterial street where access restrictions permit.

INTENSITIES:

1. Permits consideration of all uses within all Use Units, EXCEPT the following: 3, 24, 25, 26 and 27.
2. Maximum permitted Floor Area Ratio (FAR) is 1.25; however, the actual approved floor area will depend upon the proposed development and the public infrastructure needed to serve the development when completed.

DEVELOPMENT CONDITIONS:

1. Only land situated adjacent to existing or programmed (right-of-way acquired) expressways and which are bounded by arterial streets will be considered for Corridor zoning and development.
2. The Corridor shall have a maximum land area of 3,000 square feet for every foot of expressway frontage.

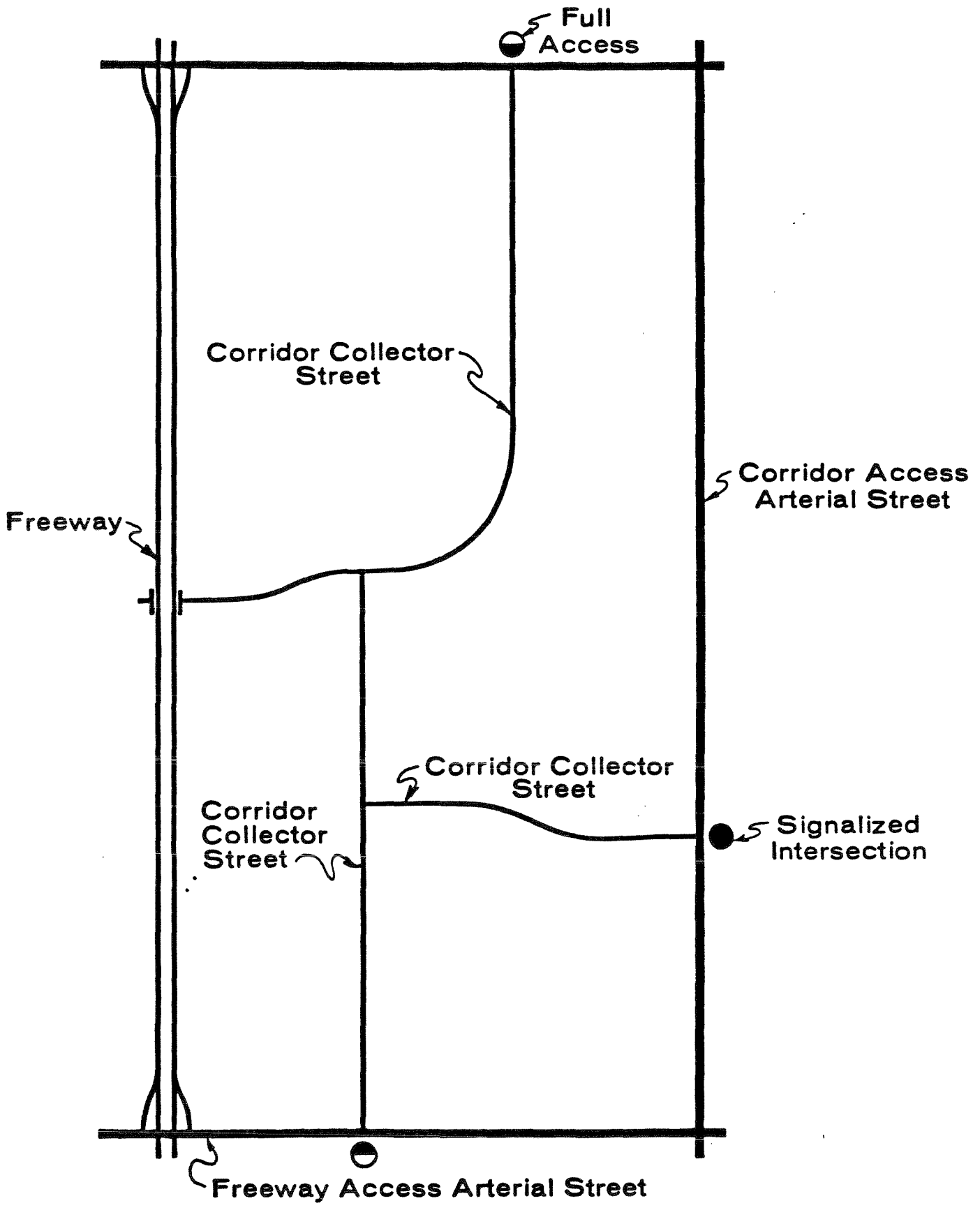


FIGURE 2
PROTOTYPE CORRIDOR COLLECTOR STREET SYSTEM

NODES

The land area allocated to each type of node is a basic figure which may be altered in consideration of existing development or site characteristics around the arterial intersections (see Figure 3, page 13). The criteria, permitted intensities and development conditions of the nodes are as follows:

CRITERIA: There are three basic types of nodes.

Type I Node: Type I Nodes are defined as the land located at the intersections of two secondary arterial streets. The total land area allocated to this node is 20 acres, distributed equally to each corner (five acres per corner). Each five acre tract is to be of a square configuration, 467 feet x 467 feet, measured from the centerline of the rights-of-way of the arterial streets.

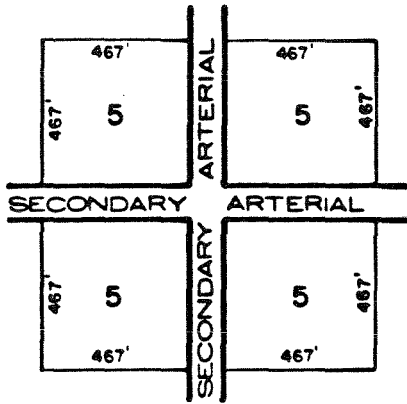
Type II Node: Type II Nodes are defined as the land located at the intersection of primary/parkway arterial streets with secondary arterial streets. The total land area allocated to this node is 40 acres, distributed equally to each corner (ten acres per corner). Each ten acre tract is to be of a square configuration, 660 feet x 660 feet, measured from the centerline of the rights-of-way of the arterial street.

Type III Node: Type III Nodes are defined as the land located at the intersection of the primary/parkway arterial streets. The total land area allocated to this node is 60 acres, distributed equally to each corner (15 acres per corner). Each 15 acre tract is to be of a square configuration, 808.5 feet x 808.5 feet, measured from the centerline of the rights-of-way of the arterial streets.

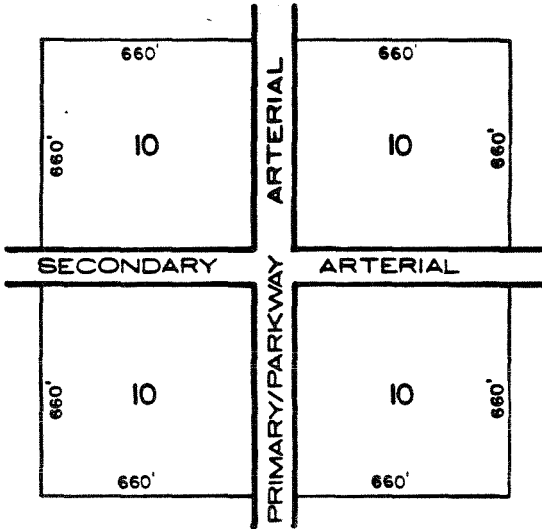
INTENSITY:

1. In all types of nodes the following zoning classifications may be permitted: all "R" zoning classifications EXCEPT RM-3; all "O" zoning classifications EXCEPT OH; and CS is permitted. In Types II and III Nodes, OMH, CG, IR and IL zoning classifications may also be permitted.
2. The land area allocated to each type of node is based on typical roadway capacities and trip generation characteristics of surrounding development, gross land use requirements and the need for a structuring of a hierarchy of land use intensities to support a range of lifestyles. The basic land allocations are made in terms of medium intensity development (CS, IR, OM and RM-2), and additional land for less-than-medium intensity (OL, RM-1, RM-0, RM-T and RD) may be included in the node. For less-than-medium intensity development, the amount of land available at a particular corner may be determined in the following manner:

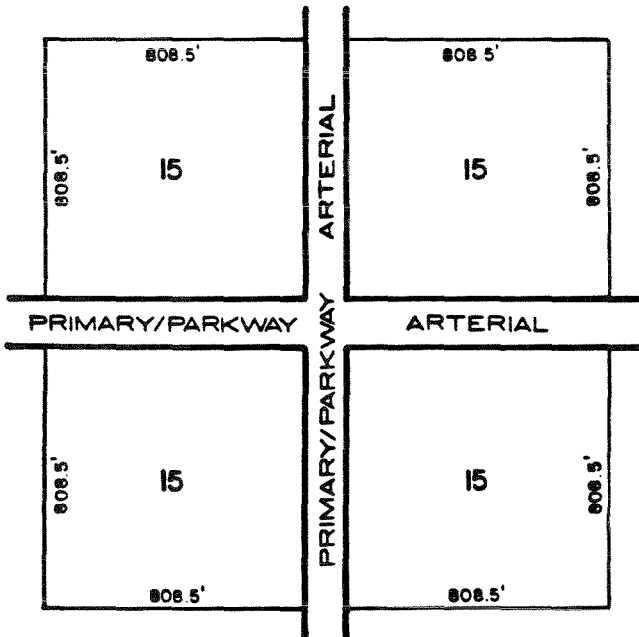
(Basic allo-		Amount of medium)		Land available
(cation to	Minus	Intensity devel-	x 2	for less-than-
(the corner		opment at corner)	=	medium intensity
				development



TYPE I NODE



TYPE II NODE



TYPE III NODE

**FIGURE 3
INTENSITY NODES CONFIGURATION**

Examples of potential development at nodes using this format would be:

- A Type I Node corner with no medium intensity development would allow ten acres of OL zoning.
 $(5 \text{ acres} - 0) \times 2 = 10 \text{ acres}$
- A Type II Node corner with five acres of proposed commercial development would also allow ten acres of RM-1 zoning.
 $(10 \text{ acres} - 5 \text{ acres}) \times 2 = 10 \text{ acres}$
- A Type III Node corner with twelve acres of proposed RM-2 zoning would allow six acres of RD zoning.
 $(15 \text{ acres} - 12 \text{ acres}) \times 2 = 6 \text{ acres}$

DEVELOPMENT CONDITIONS:

1. A transition and/or buffer shall be provided between medium intensity uses at nodes and the surrounding Subdistrict. In undeveloped areas, this transition may also include a 300 foot deep strip of RD, RM-T and/or RM-0 zoning in the Subdistrict immediately adjacent to the Node.
2. Access to nodes will be limited to only right turn access within 550 feet of primary or parkway arterial intersections.

SPECIAL DISTRICTS

The following land uses, as defined herein, are classified as Special Districts:

- Central Business District: The Central Business District (CBD) is the area bounded by the inner dispersal loop of Tulsa's expressway system.
- Industrial Districts: These areas are delineated and described in the INCOG Regional Industrial Land Use Plan (1984).
- Airports: Major interstate and intrastate transportation modes, as delineated in the adopted Airport Plan.
- Hospitals/Universities: Existing hospitals and universities.
- Regional Shopping Centers: Existing retail shopping facilities containing one million square feet or more of leasable floor area.
- Neighborhood Development Plan (NDP): Specific areas delineated as NDP areas by the Tulsa Development Authority (TDA), and approved by the Tulsa City Commission.

The criteria, permitted intensities and development conditions for Special Districts are:

CRITERIA:

Characteristics of land uses which are unique and influence surrounding uses because they attract, generate or require one or more of the following:

1. Intense traffic
2. Variety of specialized activities, i.e. emergency vehicles, entertainment events, etc.
3. Related or dependent uses
4. Specialized locational or operational characteristics
5. Special transportation requirements
6. Special planning needs, i.e. relocation, rehabilitation or redevelopment on a large scale.

Special Districts may also repel a wide range of less intense urban land uses.

INTENSITIES:

Any zoning classification could be found in accordance with the special district designations, provided the uses permitted by the zoning classification were consistent with the land use and other existing physical facts in the area, and supported by the policies of the District Comprehensive Plan.

DEVELOPMENT CONDITIONS:

1. Airports shall meet the development conditions as set forth in the adopted Airport Plan, augmented by the detailed plans for Planning Districts 5 and 16 and any subsequent plans prepared by the Airport Authority and adopted by the TMAPC.
2. Industrial districts shall meet the development conditions as set forth in the adopted INCOG Regional Industrial Land Use Plan (1984).
3. Regional shopping centers require one million square feet or more of leasable floor area.
4. NDP areas must be set forth as required by law and planned in detail by the TDA, or other entity, as designated.

SPECIAL CONSIDERATION AREAS

A description of low and medium intensity special consideration areas are as follows:

Low Intensity Special Consideration Area

CRITERIA:

1. Land must be designated a low intensity special consideration area by the District Comprehensive Plan Map and Text.
2. Land must be adjacent to an arterial street.
3. Established linear zoning patterns of OL, RM-1 or higher intensity extending 600 feet or more beyond the node.
4. Unique natural features, i.e. steep slopes, scenic views, sump areas, floodplain, soils, rock outcrop, etc.

INTENSITY:

1. Restricted to RE, RS, RD, RM-T, RM-0, RM-1 and OL zoning classifications.
2. Rezoning of frontage properties shall not exceed a maximum depth of 330 feet, measured from the centerline of the arterial street.

DEVELOPMENT CONDITIONS:

1. Rezoning to intensities exceeding the customary subdistrict intensities shall be accompanied by a PUD in order to assure appropriate development intensities and compatible land use relationships, unless the District Comprehensive Plan reflects that existing circumstances have removed the necessity of requiring PUD's.
2. Other conditions as enumerated by the District Comprehensive Plan.

Medium Intensity Special Consideration Area

CRITERIA:

1. Land must be designated a medium intensity special consideration area by the District Comprehensive Plan Map and Text.
2. Land must be adjacent to an arterial street.
3. Must possess one or both of the following established zoning and development patterns:

- a. Linear patterns of commercial or industrial zoning which extend 1,400 feet or more from the centerline of each arterial intersection node, resulting in less than 1/2 mile of arterial street frontage not already zoned commercial or industrial; or
- b. The entire area must be within one mile or less of a designated corridor and/or commercial/industrial special district which has been designated within the District Comprehensive Plan provided, however, that the area is not already zoned and developed as a low intensity residential subdistrict.

INTENSITY:

1. Permits RE, RS, RD, all RM zoning classifications EXCEPT RM-3; all "O" zoning classifications EXCEPT OH; and permits CS zoning.
2. Rezoning of frontage properties shall not exceed a maximum depth of 330 feet, measured from the centerline of the arterial street.
3. CG zoning may be granted, but only in areas where CH and/or IL zoning is already established.

DEVELOPMENT CONDITIONS:

1. Rezoning to intensities exceeding the customary subdistrict intensities shall be accompanied by a PUD in order to assure appropriate development intensities and compatible land use relationships, unless the District Comprehensive Plan reflects that existing circumstances have removed the necessity of requiring PUD's.
2. Other conditions as enumerated by the District Comprehensive Plan.



7. Low Intensity Special Consideration Area:

South Lewis Avenue between E. 52nd and 57th Streets. (District 18/CZM 47)

8. Low Intensity Special Consideration Area:

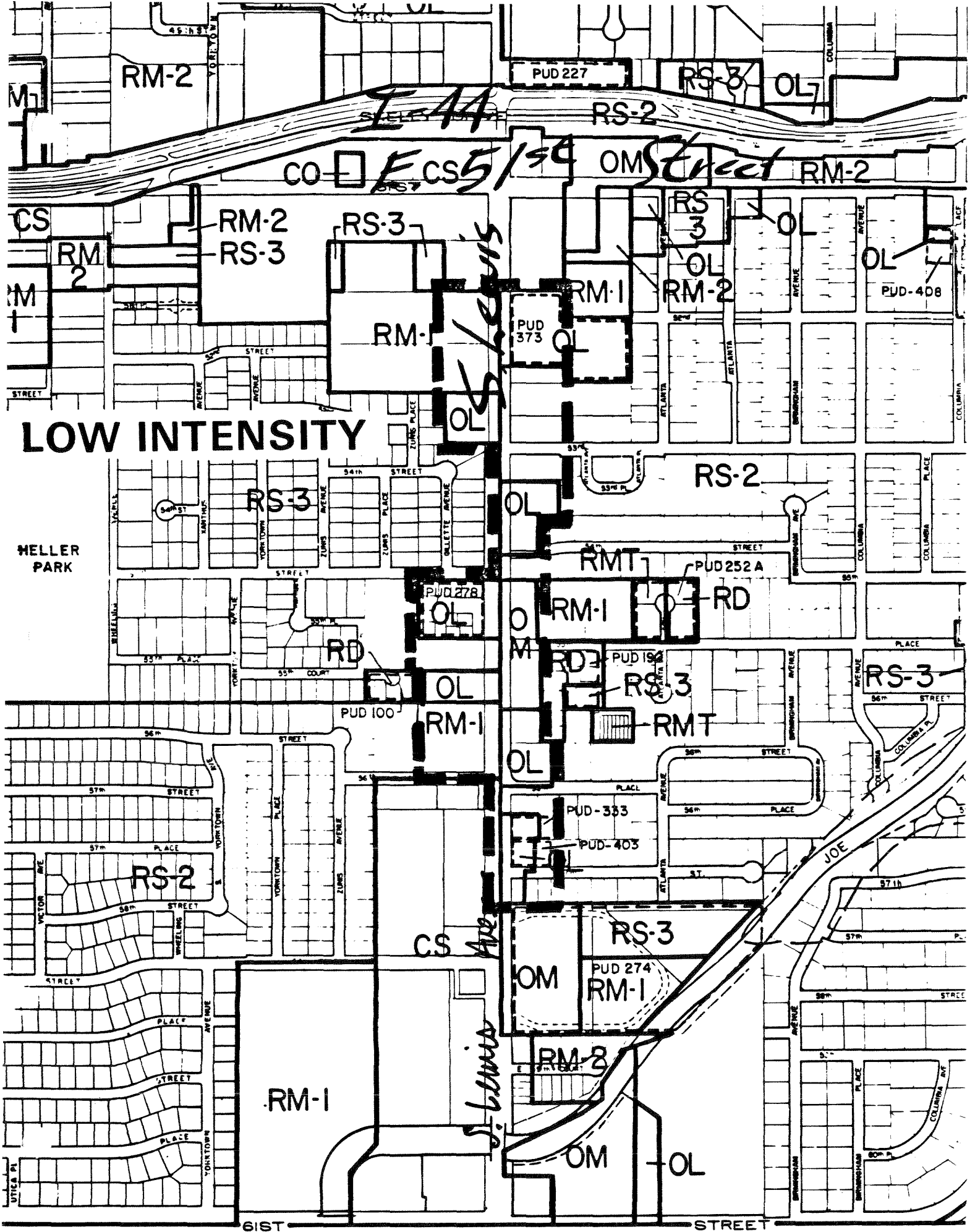
East 51st Street (south side) between S. Louisville and Toledo Avenues
(District 18/CZM 47)

Criteria and Requirements:

- (1) Planned Unit Developments are encouraged in order to minimize the impact of proposed uses on adjacent low intensity residential uses. Building setbacks, transitional uses, and other means of separation should be used to increase compatibility of uses with adjacent and abutting low intensity residential areas.
- (2) Encourage the assembly of small lots resulting in a more orderly development pattern and improved points of ingress and egress throughout this Area.
- (3) Encourage shared access drives.
- (4) Parking areas within the development shall be screened from abutting residential properties by screening fences.

- (5) Variances to lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development.

- (6) Development Sensitive Areas should be given special attention in the development process.

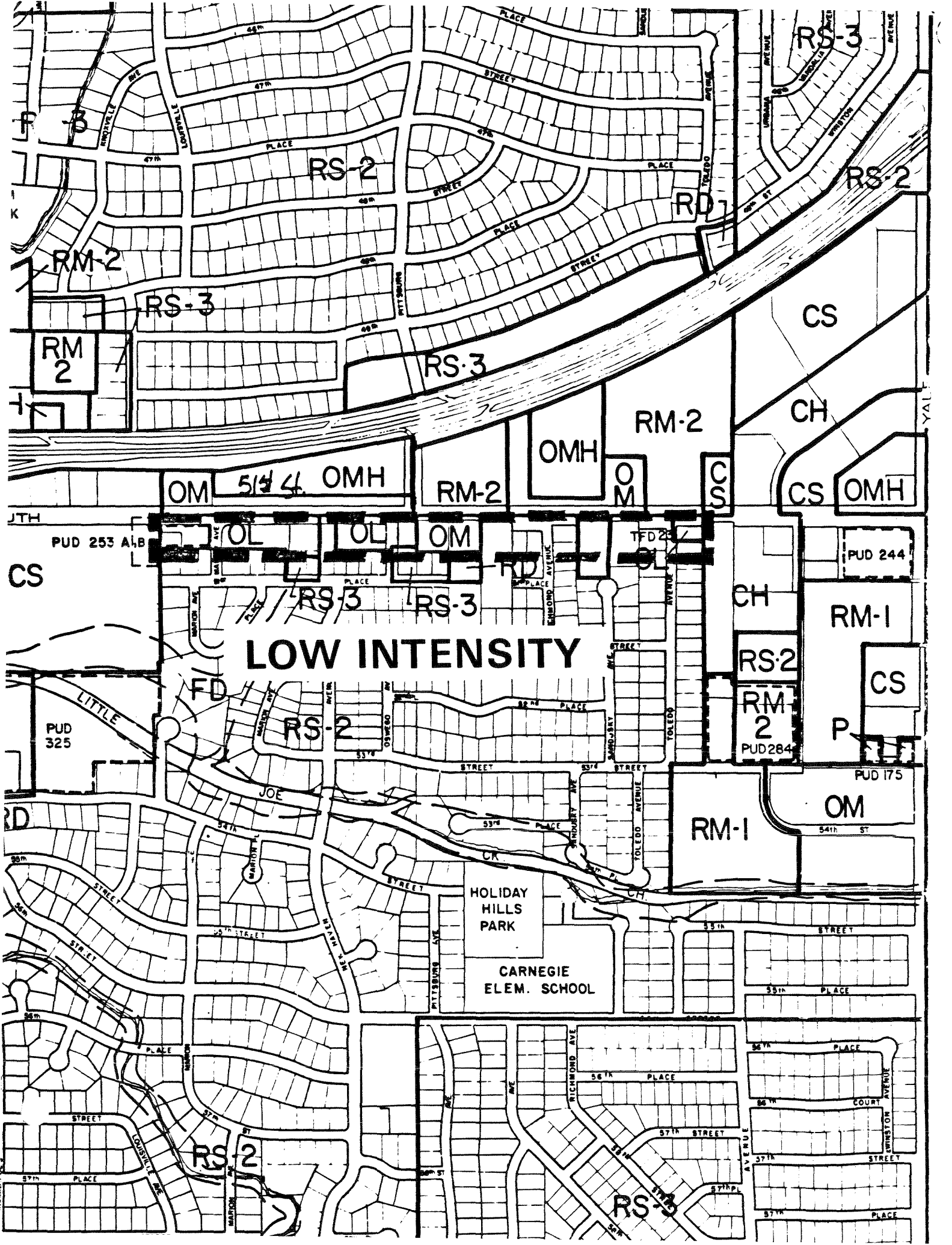


LOW INTENSITY

HELLER PARK

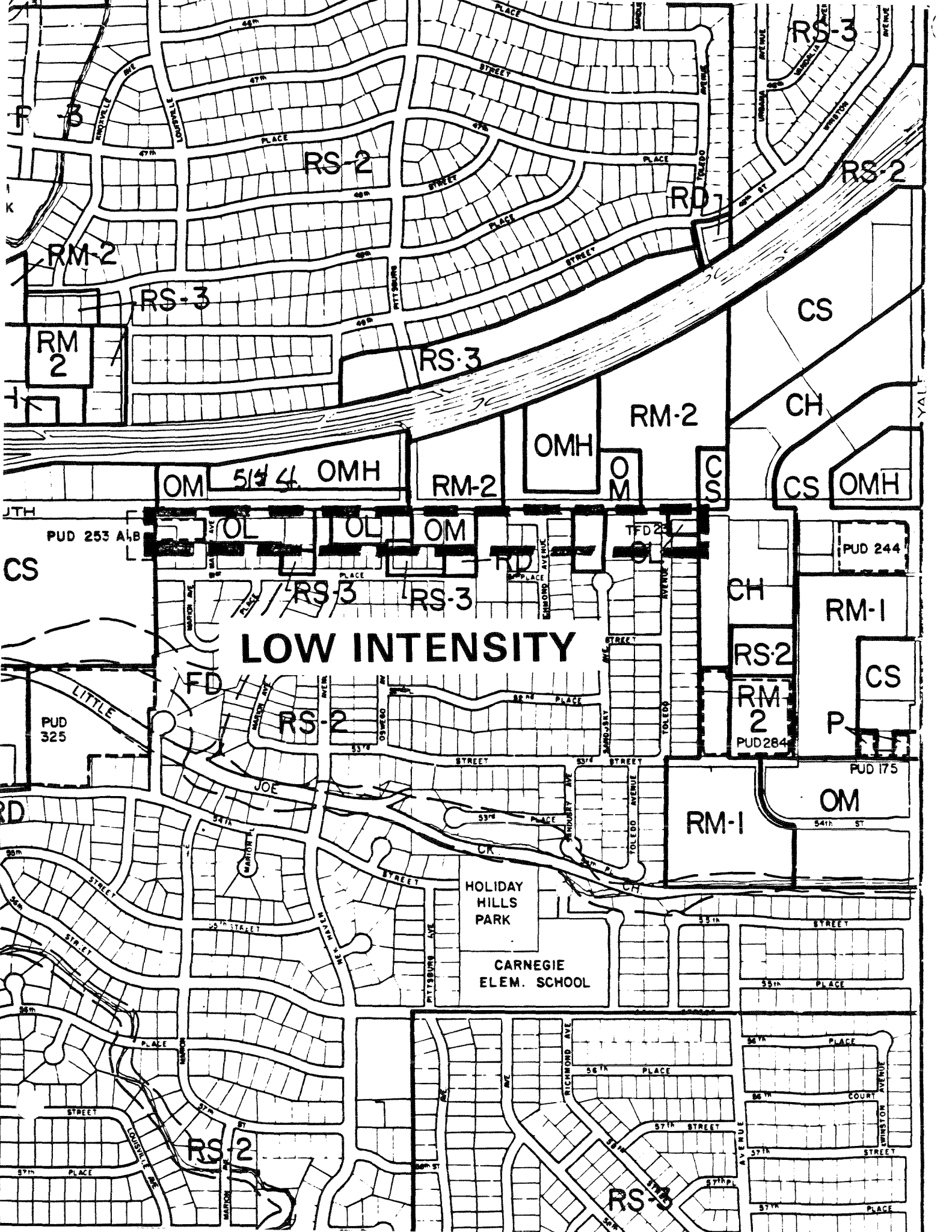
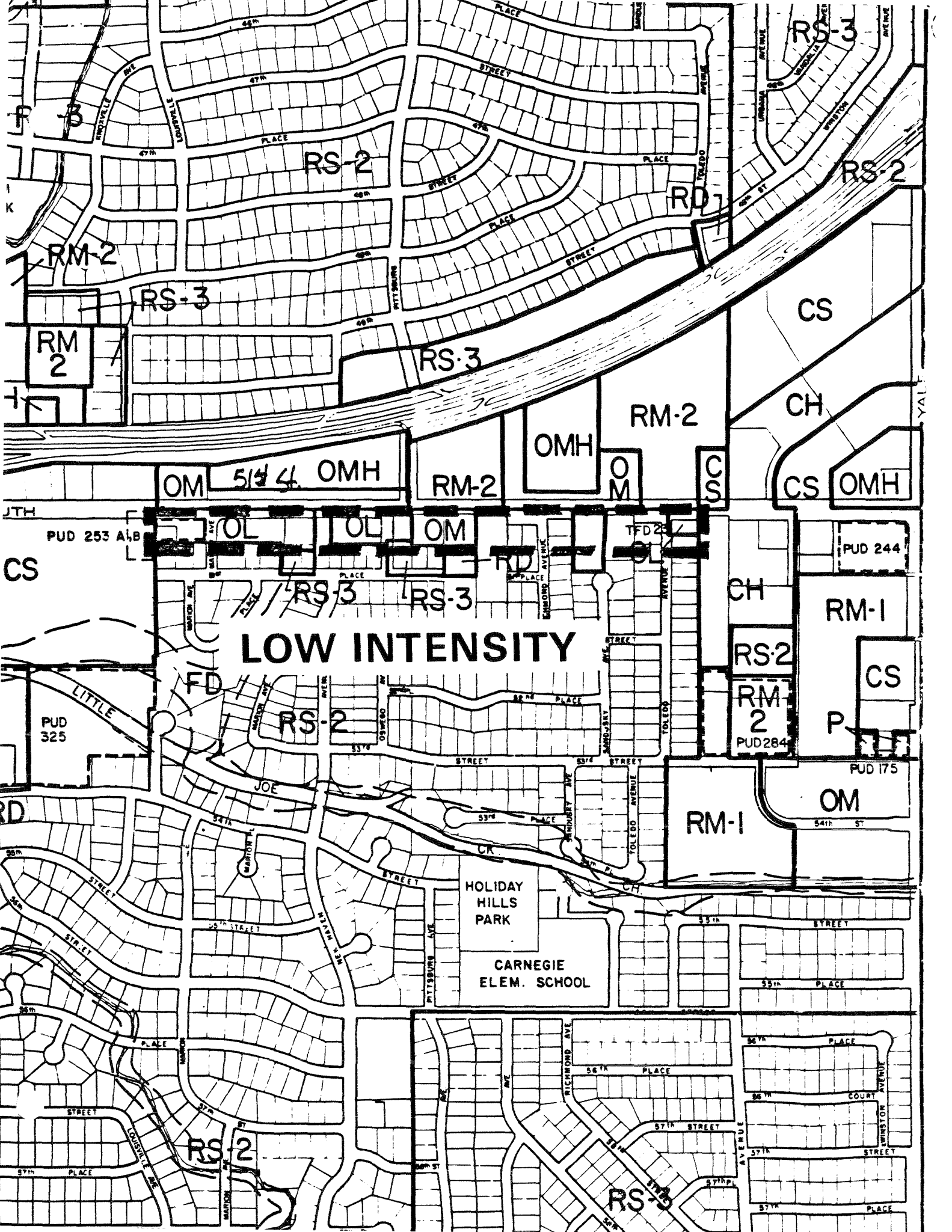
61ST

STREET



LOW INTENSITY

HOLIDAY HILLS PARK
CARNEGIE ELEM. SCHOOL





10. Low Intensity Special Consideration Area:

East 71st Street (north side) between Canton and Norwood.

(District 18/CZM 53)

NOTE: A PORTION OF THE RECOMMENDED AREA TO BE INCLUDED WILL BE REMOVED FROM SPECIAL DISTRICT 2 (IE., THAT AREA IMMEDIATELY ABUTTING THE EAST SIDE OF CANTON).

11. Low Intensity Special Consideration Area:

South Sheridan Road (west side) between E. 62nd and 70th Streets.

(District 18/CZM 53)

Criteria and Requirements:

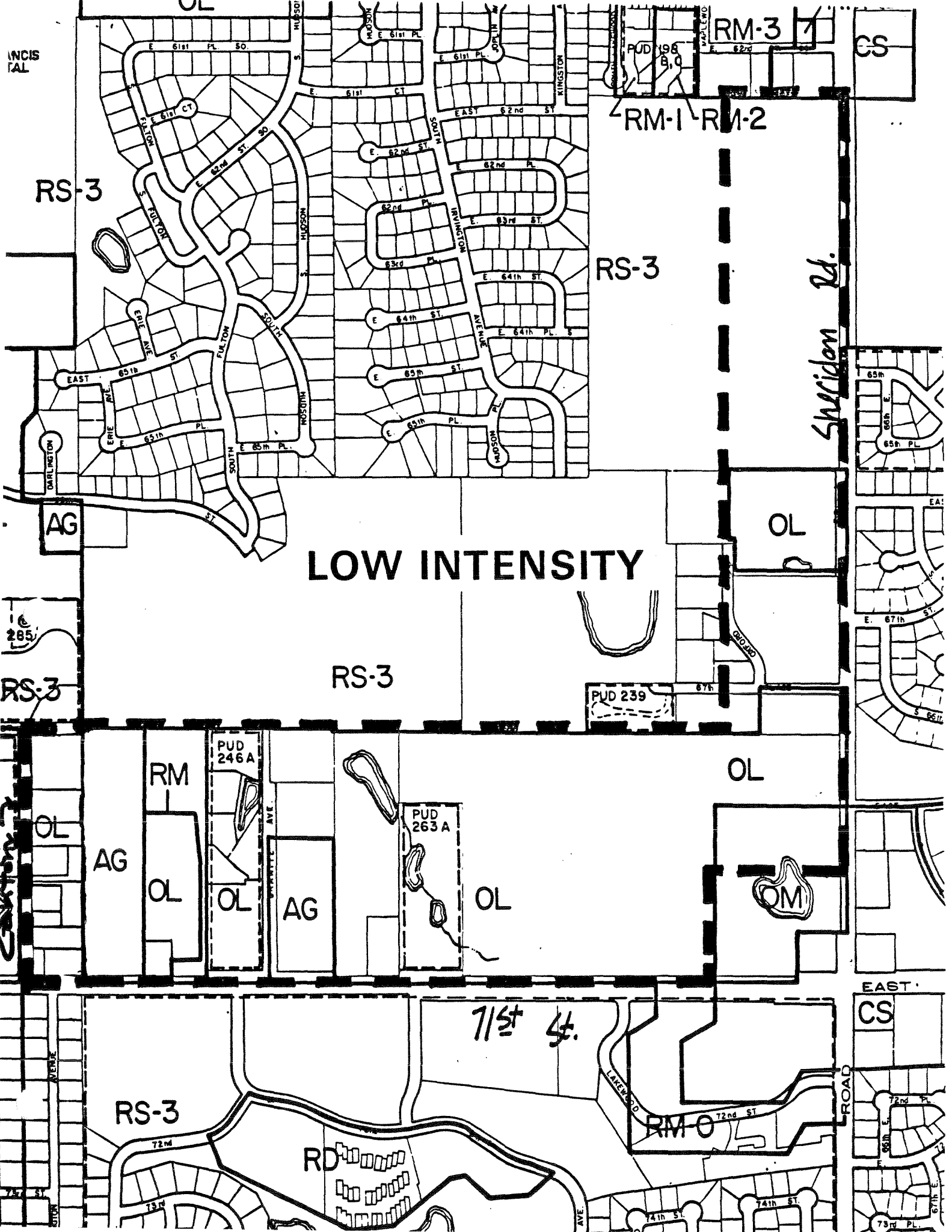
- (1) Planned Unit Developments will be required to reduce the impact of the underlying zoning in terms of intensity of development and to properly regulate the location of high traffic generators. Proposed PUD's shall include design considerations which address factors related to land use, including, but not limited to the following:
 - (a) Compatibility with proximate existing and planned uses.
 - (b) Strip development should be avoided by assembling small parcels, to result in a more orderly development pattern and improved points of ingress and egress throughout this Area.

- (c) Through traffic into adjacent low intensity residential subdistricts shall be discouraged by designing collector streets which would not function as direct avenues of neighborhood cut-through.
- (d) Parking areas within the development should be screened from abutting residential properties and arterial streets by fences, peripheral berms and landscaping. Setbacks, transitional uses, and other separations shall be used to increase compatibility of uses with adjacent and abutting low intensity residential areas.
- (e) Variances to lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development.
- (f) Sign controls shall be established to assure a uniform character throughout this Area to guard against visual clutter and provide increased safety to the traveling public within public and private thoroughfares.
- (g) Development Sensitive Areas should be given special attention and indicated in all development proposals.
- h) The spreading of intensities permitted by the underlying zoning will be reviewed on a case-by-case basis, to ensure the maximum compatibility with existing and planned less intense uses.

(2) The integrity of the Major Street and Highway Plan should be preserved and traffic carrying capacity of abutting arterials protected as follows:

- (a) Restrict the granting of additional curb cuts, median cuts, or traffic signals beyond those presently planned.

- (b) Private access points to the major arterial and collector streets should be consolidated, limited and coordinated by the private and public sector. Private parking areas which require mutual access ways shall be designed to facilitate development of the subject tract and adjacent properties.



INCIS
TAL

RM-3

CS

RM-1 RM-2

RS-3

RS-3

Sheldon Rd.

LOW INTENSITY

OL

RS-3

RS-3

PUD 239

RM

OL

OL

AG

OL

PUD 246A

OL

AG

PUD 263A

OL

OM

71st St.

CS

RS-3

RD

RM-0

74th St

72nd

73rd

74th St

74th St

74th St

73rd Pl

74th Pl

75th Pl

12. Low Intensity Special Consideration Area:

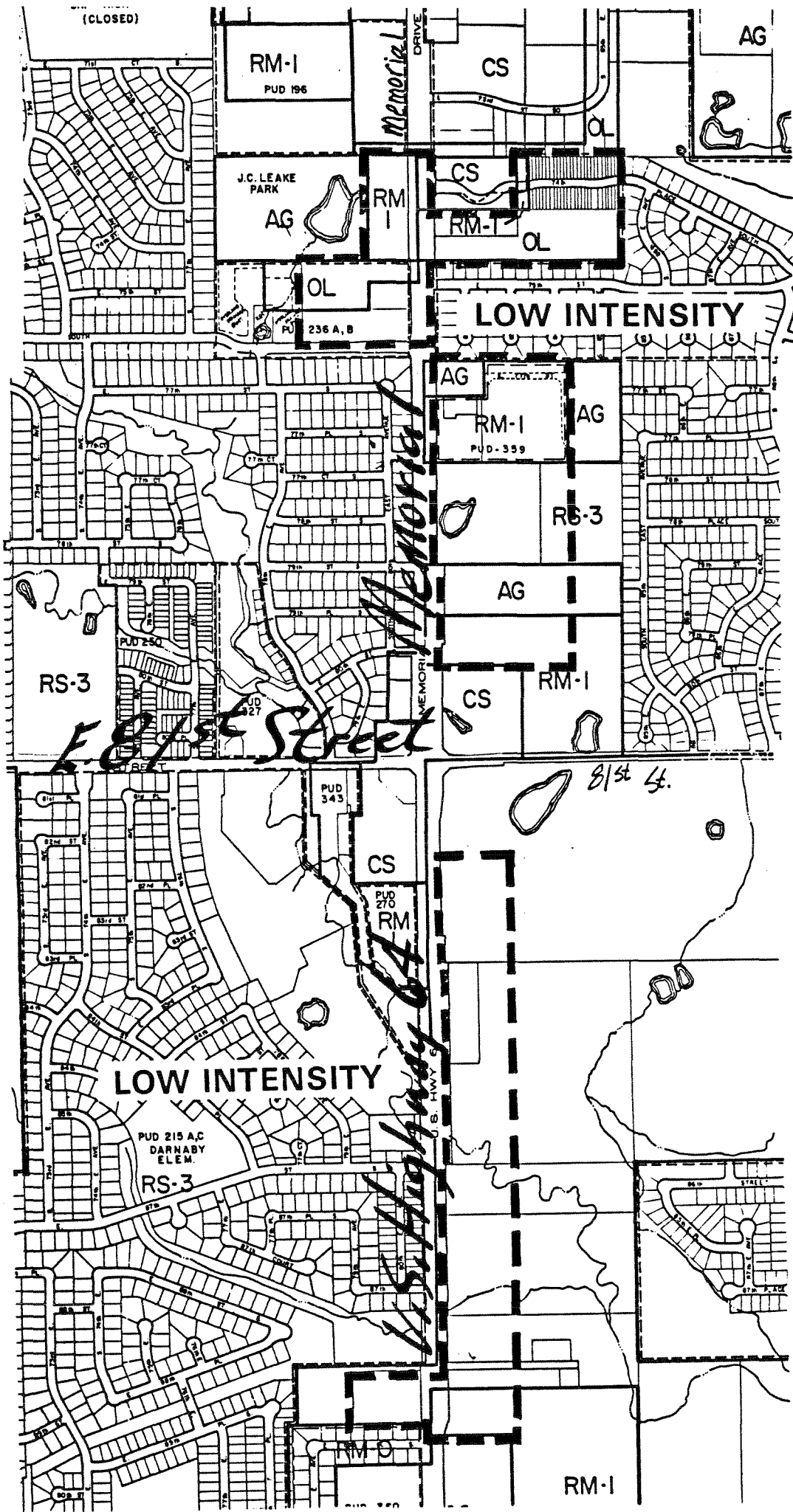
South Memorial Drive between E. 74th and 89th Streets.(District 18/CZM 53)

Criteria and Requirements:

(1) Planned Unit Developments will be required to reduce the impact of the underlying zoning in terms of intensity of development and to properly regulate the location of high traffic generators. Proposed PUD's shall include design considerations which address factors related to land use, including, but not limited to the following:

- (a) Compatibility with proximate existing and planned uses.
- (b) Strip development should be avoided by assembling small parcels, to result in a more orderly development pattern and improved points of ingress and egress throughout this Area.
- (c) Through traffic into adjacent low intensity residential subdistricts shall be discouraged by designing collector streets which would not function as direct avenues of neighborhood cut-through.
- (d) Parking areas within the development should be screened from abutting residential properties and arterial streets by fences, peripheral berms and landscaping. Setbacks, transitional uses, and other separations shall be used to increase compatibility of uses with adjacent and abutting low intensity residential areas.

- (e) Variances to lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development.
 - (f) Sign controls shall be established to assure a uniform character throughout this Area to guard against visual clutter and provide increased safety to the traveling public within public and private thoroughfares.
 - (g) Development Sensitive Areas should be given special attention and indicated in all development proposals.
 - h) The spreading of intensities permitted by the underlying zoning will be reviewed on a case-by-case basis, to ensure the maximum compatibility with existing and planned less intense uses.
- (2) The integrity of the Major Street and Highway Plan should be preserved and traffic carrying capacity of abutting arterials protected as follows:
- (a) Restrict the granting of additional curb cuts, median cuts, or traffic signals beyond those presently planned.
 - (b) Private access points to the major arterial and collector streets should be consolidated, limited and coordinated by the private and public sector. Private parking areas which require mutual access ways shall be designed to facilitate development of the subject tract and adjacent properties.



7. Medium Intensity Special Consideration Area:

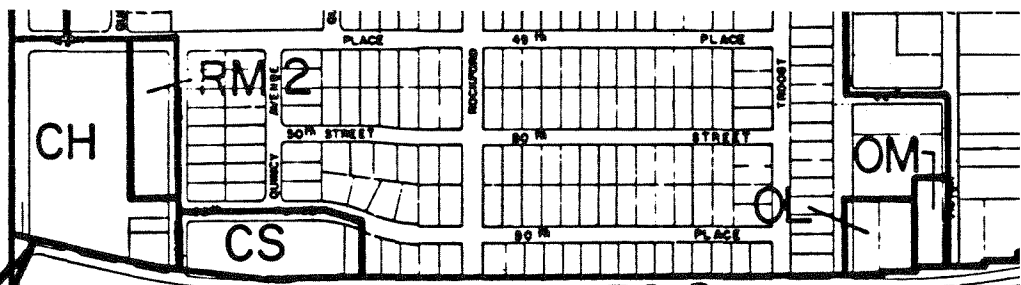
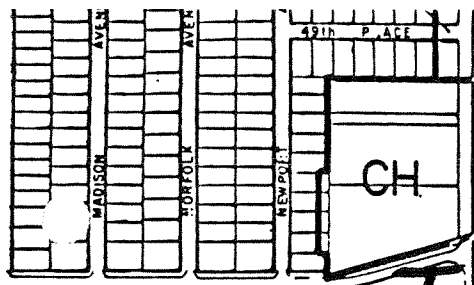
South Peoria between E. 52nd and 58th Streets.(District 18/ CZM 46 and 47)

Criteria and Requirements:

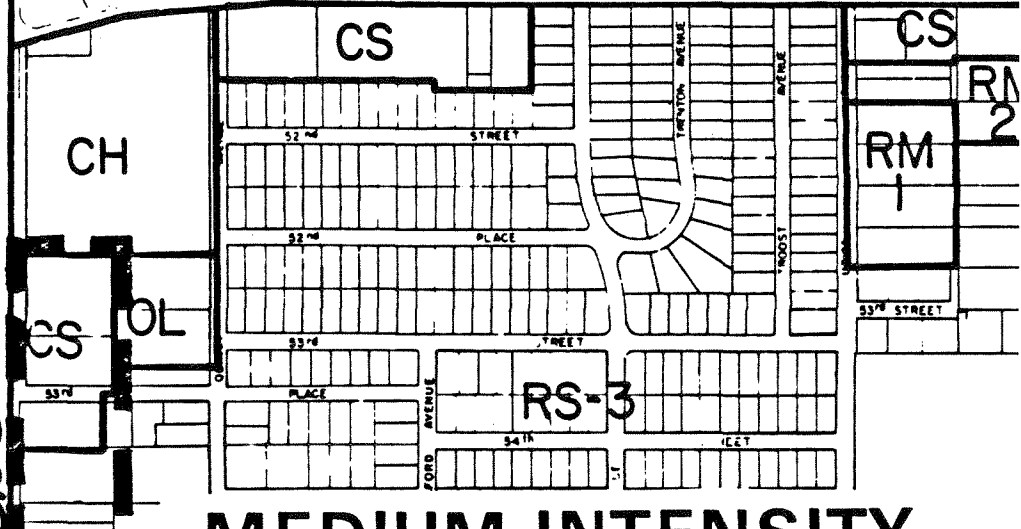
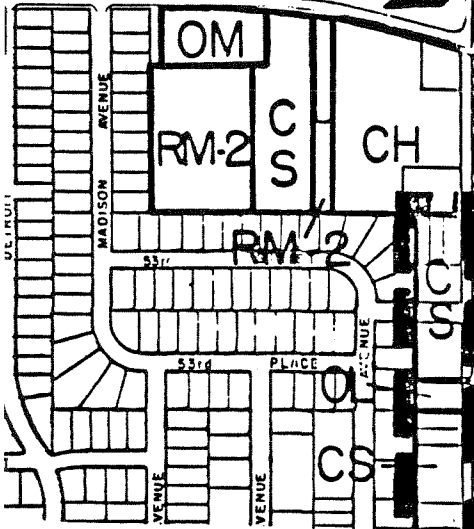
(1) Planned Unit Developments (PUD's) will be required to develop at medium intensity to reduce the impact of the underlying zoning in terms of intensity of development and to properly regulate the location of high traffic generators. Proposed medium intensity PUD's shall include design considerations which address factors related to land use, including, but not limited to the following:

- (a) Compatibility with proximate existing and planned uses.
- (b) Encourage the assembly of small parcels for the purposes of a more orderly development pattern and improved points of ingress and egress throughout this Area.
- (c) The medium intensity use designation within this Area excludes any industrial uses.
- (d) Parking areas within the development should be screened from abutting residential properties and arterial streets by fences, peripheral berms and landscaping. Setbacks, transitional uses, and other separations shall be used to increase compatibility of uses with adjacent and abutting low intensity residential areas.

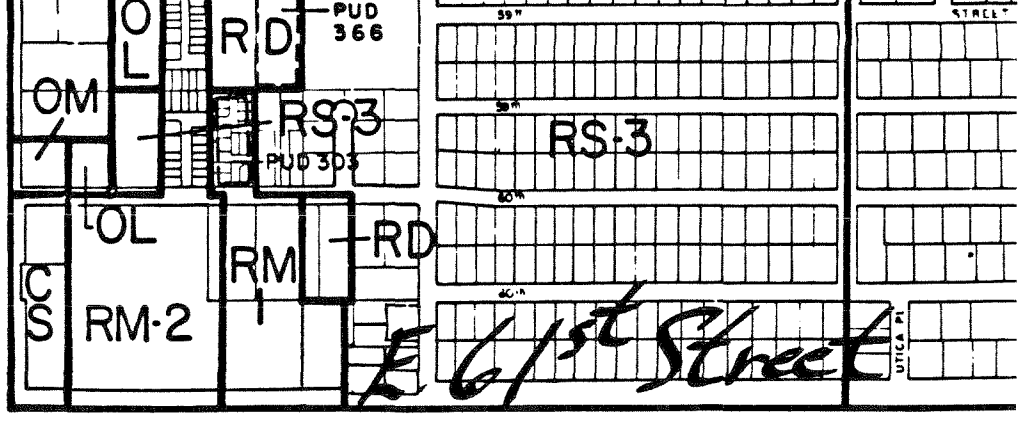
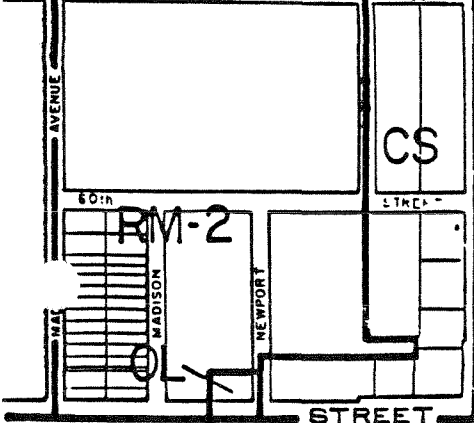
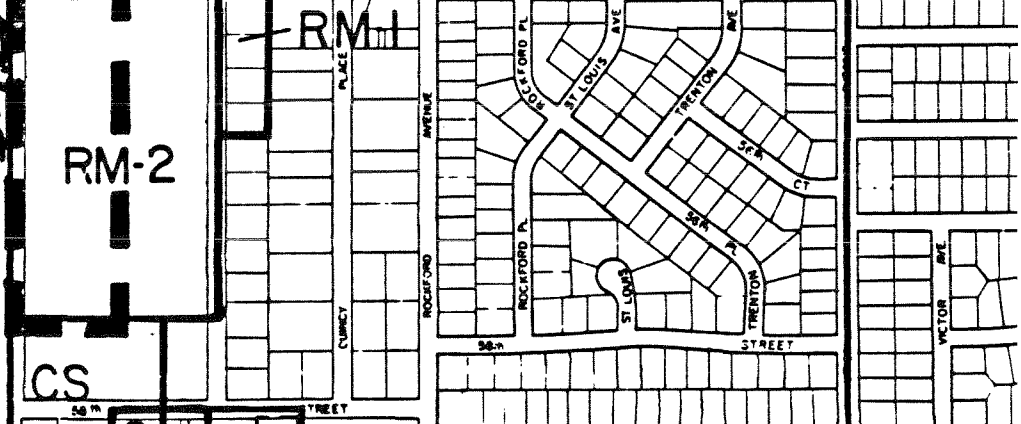
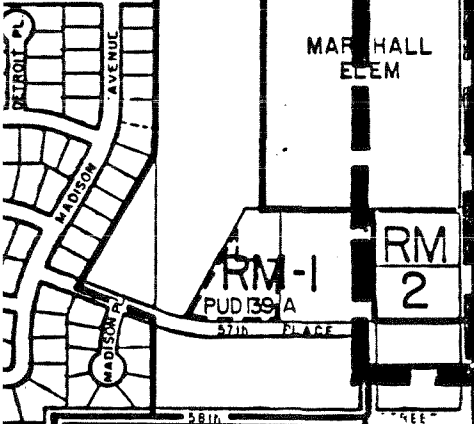
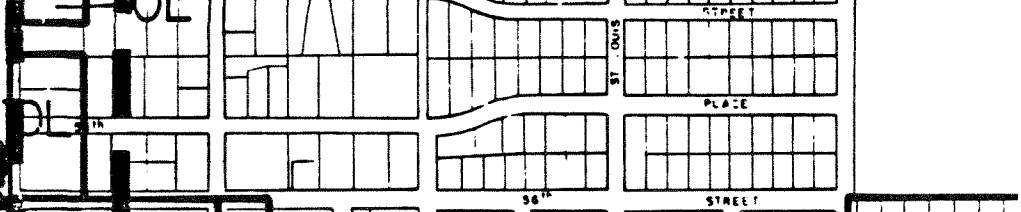
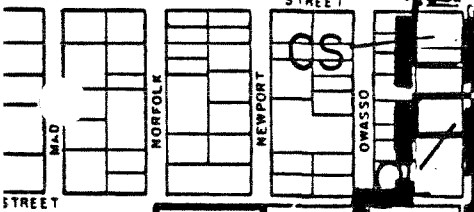
- (e) Variances of minimum lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development.
 - (f) Sign controls shall be established to assure a uniform character throughout this Area to guard against visual clutter and provide increased safety to the traveling public within public and private thoroughfares.
 - (g) The spreading of intensities permitted by the underlying zoning will be reviewed on a case-by-case basis, to insure maximum compatibility with existing and planned less intense uses.
- (2) The integrity of the Major Street and Highway Plan should be preserved and traffic carrying capacity of abutting arterials protected by limiting the number of curb cuts, encouraging mutual access easements, or shared points of ingress and egress where possible.



SKELLY DRIVE **RS-2**



DENSITY **MEDIUM INTENSITY** ...LLER PARK



S. Paria Avenue

E 61st Street

9. Medium Intensity Special Consideration Area:

E. 71st Street between Rockford and Yorktown Avenues. (District 18/CZM 52)

Criteria and Requirements:

(1) Planned Unit Developments (PUD's) will be required to develop at medium intensity to reduce the impact of the underlying zoning in terms of intensity of development and to properly regulate the location of high traffic generators. Proposed medium intensity PUD's shall include design considerations which address factors related to land use, including, but not limited to the following:

- (a) Compatibility with proximate existing and planned uses.
- (b) Strip commercial development should be avoided by assembling small parcels, resulting in a more orderly development pattern and improved points of ingress and egress throughout this Area.
- (c) Through traffic into adjacent low intensity residential subdistricts shall be discouraged by designing collector streets which would not function as direct avenues of neighborhood cut-through.
- (d) The medium intensity use designation within this Area excludes any industrial uses.

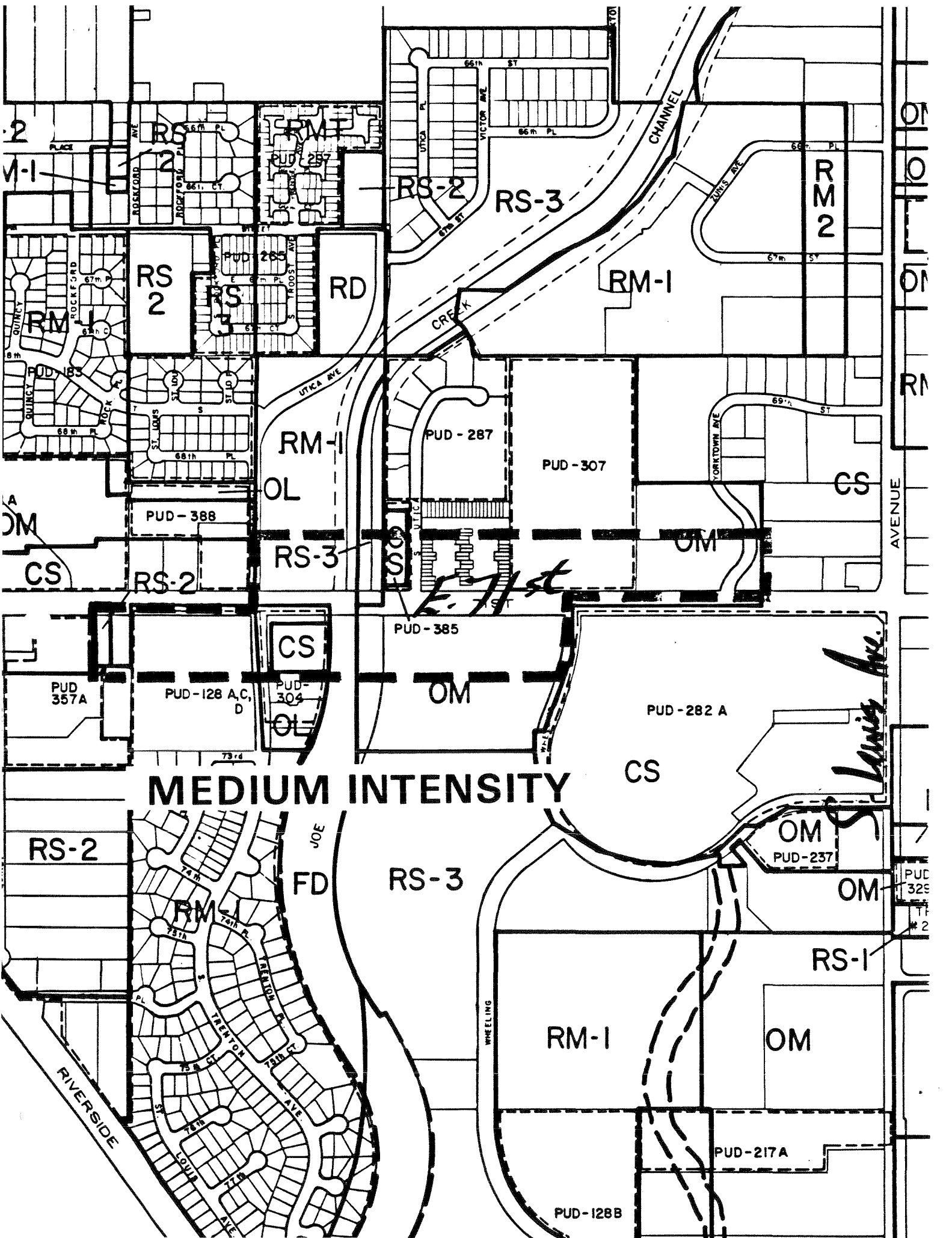
- (e) Parking areas within the development should be screened from abutting residential properties and arterial streets by fences, peripheral berms, and landscaping. Setbacks, transitional uses, and other separations shall be used to increase compatibility of uses with adjacent and abutting low intensity residential areas.
 - (f) Variances of minimum lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development.
 - (g) Sign controls shall be established to assure a uniform character throughout this Area to guard against visual clutter and provide increased safety to the traveling public within public and private thoroughfares.
 - (h) Development Sensitive Areas will be given special attention and will be highlighted in all development proposals.
 - (i) The spreading of intensities permitted by the underlying zoning will be reviewed on a case-by-case basis, to insure maximum compatibility with existing and planned less intense uses.
- (2) The integrity of the Major Street and Highway Plan should be preserved and traffic carrying capacity of abutting arterials protected as follows:

- (a) An integrated approach to development utilizing a system of frontage roads or internal collector roads and mutual access easements should be developed. If the projected traffic cannot be handled by service roads or internal collector roads, any additional costs for street improvements any additional water and sewer facilities that might be needed to meet development requirements over and above low intensity (subdistrict) development needs should be shared by the developer. Therefore, a development impact fee should be established for 71st Street between Rockford and Yorktown Avenues, except for the nodes, if the land is developed for retail usage. This fee could be assessed at the time a building permit is sought.

- (b) Restrict the granting of additional curb cuts, median cuts, or traffic signals beyond those presently planned.

- (c) Private access points to the major arterial and collector streets should be consolidated, limited and coordinated by the private and public sector. Private parking areas which require mutual access ways shall be designed to facilitate development of the subject tract and adjacent properties.





MEDIUM INTENSITY

Lewis Ave.

OM
OM
OM
RM
RM
AVENUE

PUD 325
TF #2

2
M-1

A
OM
CS

RS-2
RM

RIVERSIDE

RS-2 RS-3

RS 2 CS RD

RM-1

RM 2

RM-1

PUD - 287

PUD - 307

PUD - 388

OL

RS-3

OM

CS

RS-2

PUD - 385

OM

PUD 357A

PUD - 128 A,C, D

PUD - 304

OL

PUD - 282 A

CS

OM

PUD - 237

OM

RS-3

FD

RS-1

RM-1

OM

PUD - 217A

PUD - 128B

10. Medium Intensity Special Consideration Area:

E. 71st Street between S. 87th and 93rd E. Avenues. (District 18/ CZM 53)

Criteria and Requirements:

- (1) Planned Unit Developments (PUD's) will be required to develop at medium intensity to reduce the impact of the underlying zoning in terms of intensity of development and to properly regulate the location of high traffic generators. Proposed medium intensity PUD's shall include design considerations which address factors related to land use, including, but not limited to the following:
 - (a) Compatibility with proximate existing and planned uses.
 - (b) Strip commercial development should be avoided by assembling small parcels, resulting in a more orderly development pattern and improved points of ingress and egress throughout this Area.
 - (c) Through traffic into adjacent low intensity residential subdistricts shall be discouraged by designing collector streets which would not function as direct avenues of neighborhood cut-through.
 - (d) The medium intensity use designation within this Area excludes any industrial uses.

- (e) Parking areas within the development should be screened from abutting residential properties and arterial streets by fences, peripheral berms and landscaping. Setbacks, transitional uses, and other separations shall be used to increase compatibility of uses with adjacent and abutting low intensity residential areas.
 - (f) Variances of minimum lot width requirements of the Zoning Code should be discouraged to avoid a fragmented and incremental approach to development.
 - (g) Sign controls shall be established to assure a uniform character throughout this Area to guard against visual clutter and provide increased safety to the traveling public within public and private thoroughfares.
 - (h) Development Sensitive Areas should be given special attention and indicated in all development proposals.
 - (i) The spreading of intensities permitted by the underlying zoning will be reviewed on a case-by-case basis, to insure maximum compatibility with existing and planned less intense uses.
- (2) The integrity of the Major Street and Highway Plan should be preserved and traffic carrying capacity of abutting arterials protected as follows:

- (a) An integrated approach to development utilizing a system of frontage roads or internal collector roads and mutual access easements should be developed. If the projected traffic cannot be handled by service roads or internal collector roads, any additional costs for street improvements such as widening 71st Street to 8 lanes and any additional water and sewer facilities that might be needed to meet development requirements over and above low intensity (subdistrict) development needs should be shared by the developer. Therefore, a development impact fee should be established for 71st Street between Memorial Drive and the Mingo Valley Expressway, except for the nodes, if the land is developed for retail usage. This fee could be assessed at the time a building permit is sought.
- (b) Restrict the granting of additional curb cuts, median cuts, or traffic signals beyond those presently planned.
- (c) Private access points to the major arterial and collector streets should be consolidated, limited and coordinated by the private and public sector. Private parking areas which require mutual access ways shall be designed to facilitate development of the subject tract and adjacent properties.

Recommended text amendment:

Amend the Special District boundaries of Woodland Hills Mall to exclude the east portion zoned P Parking and let the Special Consideration Area apply to the South 330 feet. The attached map demonstrates this concept.

In the alternative, the Special District 3 - Woodland Hills Mall boundary could remain unchanged and verbage added to the text as follows:

3.3.10. Planned Unit Developments will be required for additional medium intensity retail development within Special District 3 where the District abuts East 71st Street and the Medium Intensity Special Consideration Area to the east and south of East 71st Street. The PUD requirements should be generally the same for these areas in Special District 3 as they are in the abutting and adjacent Medium Intensity Special Consideration Area, and be considered supplemental criteria to development policies presently in effect for Special District 3.

ZONING MATR. ILLUSTRATING DISTRICT PLAN MAP CATEGORIES RELATIONSHIP TO ZONING DISTRICTS

PLAN CATEGORIES	ZONING DISTRICTS																											
	AG	AG-R	RE	RS-1	RS-2	RS-3 (RS)	RD	RM-T	RM-0	RM-1	RM-2	RM-3	RMH	P	OL	OM	OMH	OH	CS	CO	CG	CH	CBD	IR	IL	IM	IH	
LOW INTENSITY *	+	+	+	+	+	+	0	0	0	0	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
Low-Residential	+	+	+	+	+	+	0	0	0	0	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Low-Corridor	+	+	+	+	+	+	0	0	0	0	-	-	0	0	0	-	-	-	-	-	+	-	-	-	-	-	-	-
MEDIUM INTENSITY *	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	0	-	+	-	-	-	-	-	0	0	-	-
Medium-Residential	+	+	+	+	+	+	+	+	+	+	+	-	+	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
Medium-Office	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	0	-	-	-	-	-	-	-	-	-	-	-
Medium-Commercial	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	0	-	+	-	0	-	-	-	-	-	-	-
Medium-Industrial	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	0	-	+	-	0	-	-	-	+	+	-	-
Medium-Corridor	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	0	-	+	+	0	-	-	-	0	0	-	-
HIGH INTENSITY *	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	+	0	+	-	0	0	0	0	0	0	0	0
High-Residential	+	+	+	+	+	+	+	+	+	+	+	0	+	+	0	0	0	-	+	-	-	-	-	-	0	0	-	-
High-Office	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	+	0	+	-	-	-	-	-	0	0	-	-
High-Commercial	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	+	0	+	-	+	0	0	0	0	0	-	-
High Industrial	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	+	0	+	-	0	0	0	0	+	+	+	0
High-Corridor	+	+	+	+	+	+	+	+	+	+	+	0	+	+	+	+	+	0	+	+	0	0	0	0	0	0	0	0
SPECIAL DISTRICT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPECIAL CONSIDERATION AREA																												
Low Intensity	+	+	+	+	+	+	0	0	0	0	-	-	-	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-
Medium Intensity	+	+	+	+	+	+	+	+	+	+	+	-	+	+	+	+	0	-	+	-	0	-	-	-	-	-	-	-
PUBLIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AGRICULTURAL	+	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

+ Zoning District and Plan Category are in Accordance

0 Zoning District and Plan Category May be found in Accordance

- Zoning District and Plan Category are Not in Accordance

*No Specific Land Use

DATE: 6-24-87

