



Tulsa Metropolitan Area Planning Commission

Submit applications to planning@cityoftulsa.org

Case No: MPD-6

Related Case: _____

Property & Request Information

- ☐ Rezoning ☒ MPD ☐ CO ☐ ODP ☐ SA ☐ Major Amendment ☐ Minor Amendment
☐ Site Plan ☐ Landscape Plan ☐ Sign Plan ☐ AC ☐ Minor Revision ☐ CPA

Address or Descriptive Location: 41ST STREET TO ADMIRAL AND CREEK TURNPIKE TO MIDWAY (257TH EAST AVE)

Legal Description: _____

Tract Size: ± 5,878 acres

SEE ATTACHED

Current Zoning: AG

Proposed Zoning: MPD

Current Use: AG

Proposed Use: MIXED USE

Current Land Use Plan Designation: MULTIPLE

Proposed Land Use Plan Designation: MPD Multiple

Request Details:

Rezone from AG to MPD-6

Applicant Information

Name: FAIR OAKS RANCH, LLC & ROB-WAL, LLC

Address: 901 N FOREST RIDGE BLVD

City, State, ZIP: BROKEN ARROW, OK 74014

Phone: (918) 357-2787

Email: J.ROBSON@FORESTRIDGE.COM

Property Owner Information

Name: FAIR OAKS RANCH, LLC & ROB-WAL, LLC

Address: 901 N FOREST RIDGE BLVD

City, State, ZIP: BROKEN ARROW, OK 74014

Phone: (918) 357-2787

Email: J.ROBSON@FORESTRIDGE.COM

Does the property owner consent to this application? ☒ Y ☐ N

What is the applicant's relationship to the property owner? SAME

Required Submittals

- **Legal Description of the Property** – Email to planning@cityoftulsa.org.
- **Fees** – An application is not complete until all fees are paid.
View fees at tulsaplanning.org/apply.
- **Applicable exhibits** – View requirements at tulsaplanning.org/apply
- **Disclosures & Agreements** (see the following pages)

Fees (staff use only)

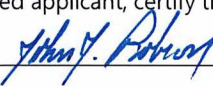
No refunds will be issued after notification has been given.
Make checks payable to City of Tulsa.

Total Due: \$ 2,200

Date Paid: 4/22/25

Applicant Signature

I, the undersigned applicant, certify that the information in this application and in the required submittals is true and correct.

Signature:  Date: 4-22-25

Staff Use

Received By: AC Date Filed: 4/22/25 TMAPC Date: 6/4/25 Council District: 6

Associations: _____

TMAPC Action: _____

Action/Vote: _____ Date: _____

Action/Vote: _____ Date: _____

Resolution: _____ Date: _____

Council Action: _____

Action/Vote: _____ Date: _____

Action/Vote: _____ Date: _____

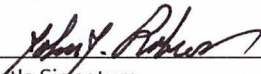
Ordinance: _____ Date: _____

Platting / Subdivision Conformance Review

For the purposes of providing a proper arrangement of streets and assuring the adequacy of open spaces for traffic, utilities, and access of emergency vehicles, commensurate with the intensification of land use customarily incident to a change of zoning, a platting requirement or subdivision conformance review is established as follows:

For any land which has been rezoned to a zoning classification upon application of a private party or for any land which has been granted a special exception by the Board of Adjustment to permit those uses expressly stated in Section 70.080-B.2.b of the City of Tulsa Zoning Code, no building permit or zoning clearance permit shall be issued until that portion of the tract on which the permit is sought has been included within a subdivision plat or replat, or a subdivision conformance review as the case may be, submitted to and approved by the Planning Commission, and filed of record in the office of the County Clerk where the property is situated.

I hereby certify that I have read and understand the above requirements and that I will plat, replat or comply with standards set by the subdivision conformance review for the subject property.


Applicant's Signature

Date

Mailing Authorization

I authorize City of Tulsa staff to obtain property owners' names and addresses as required for this application. I understand that City staff will use county assessor data to ascertain the names and addresses of the property owners and that this data may not reflect recent ownership changes.

For valuable consideration duly received and acknowledged, I hereby release and forever discharge the City of Tulsa, its agents and successors from any actual or potential cause of action, suit or proceeding brought by me, my agents or assigns, based on the names and addresses obtained by City staff as required in this application.


Applicant's Signature

4-22-25
Date

Neighbor Communications

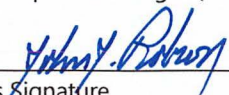
1. Communicating plans with neighboring residents as early as possible is critical to the success of a project.

Early, open, and respectful dialogue is helpful to:

- a. educate applicants and neighbors about one another's interests;
- b. resolve issues in a manner that respects those interests; and
- c. identify unresolved issues before initiation of formal public hearings.

2. Applicants are encouraged to submit a summary of their neighbor communication activities at or before the first required public hearing. The recommended content of such summaries is as follows:

- a. Efforts to notify neighbors about the proposal (how and when notification occurred, and who was notified);
- b. How information about the proposal was shared with neighbors (mailings, workshops, meetings, open houses, fliers, door-to-door handouts, etc.);
- c. Who was involved in the discussions;
- d. Suggestions and concerns raised by neighbors; and
- e. What specific changes (if any) were considered and/or made as a result of the neighbor communications.


Applicant's Signature

4-22-25
Date

MPD, CO, PUD Applications

For any project where a development plan is provided, whether required or optional, the applicant must provide a complete statement of intent. The statement shall be included in the submittal packet and must provide specific answers to the following concepts.

- 1) Identify why the proposed development cannot be implemented with any of the other applicable zoning regulations.
- 2) Provide specific information outlining how the development plan will result in a project that is consistent with the City's adopted comprehensive plans that affect the site. This may include the Tulsa Comprehensive Plan, small area plans, sector plans, special studies or other documents that help guide future development in the City of Tulsa.
- 3) Include details identifying how the development plan will provide a greater public benefit than could be achieved using conventional zoning regulations.

Please attach your statement of intent separately and include any illustrations or text to support your request. Please sign below to indicate that you understand and have read this.


Applicant's Signature

4-22-25
Date

SA Applications

For applications requesting a Special Area (SA) Overlay, the applicant must provide a statement of intent as part of the submittal packet.

The statement must provide responses to the following items:

- 1) Identify the desired outcomes of the proposed Overlay that cannot be achieved through other zoning tools.
- 2) Describe how the proposed overlay meets at least one of the purposes, as stated in Section 20.030-B.1.
 - a. Protects unique development, building or land use patterns in residential, commercial or mixed-use areas when such patterns are not adequately addressed by applicable zoning regulations;
 - b. Promote reinvestment and redevelopment in residential, commercial or mixed-use areas where change is desired and when existing zoning regulations hinder achievement of the desired change; or
 - c. Help implement neighborhood plans or planning studies.

Staff may require additional information to support your request prior to the final draft of the Overlay.

Please attach your statement of intent separately and include any illustrations or text to support your request.

Applicant's Signature

Date

All of the following Sections are in Township 19 North Range 15 East, Wagoner County, State of Oklahoma:

Section 3: All

Section 4: The W/2 & SE/4 & E/2 of NE/4 of NE/4 & SW/4 of NE/4 of NE/4 & S/2 of NE/4 & NW/4 of NE/4

Section 5: The E 1,700' of NE/4 & E 1,700' of S/2 of S/2 & S/2 of S/2 of NE/4 of SE/4

Section 7: The NW/4 of NE/4 & SE/4 of NE/4 & W 25 acres of NE/4 of NE/4

Section 8: The E 1,700' of E/2

Section 9: All

Section 10: The W/2 & SE/4

Section 14: The SW/4

Section 15: The N/2 & SW/4 & N/2 of SE/4 & SE/4 of SE/4 & W/2 of SW/4 of SE/4

Section 16: All

Section 17: All

Section 18: SE/4

Section 20: NE/4

Section 21: All

Section 22: W/2 & W/2 of SE/4

Section 23: NW/4

Less and except the following, all of which lies within the City Limits of the Town of Fair Oaks:

a Continuous 70' strip or parcel of land beginning at the NE corner of Section 3 and ending at the SW corner of Section 23

AND

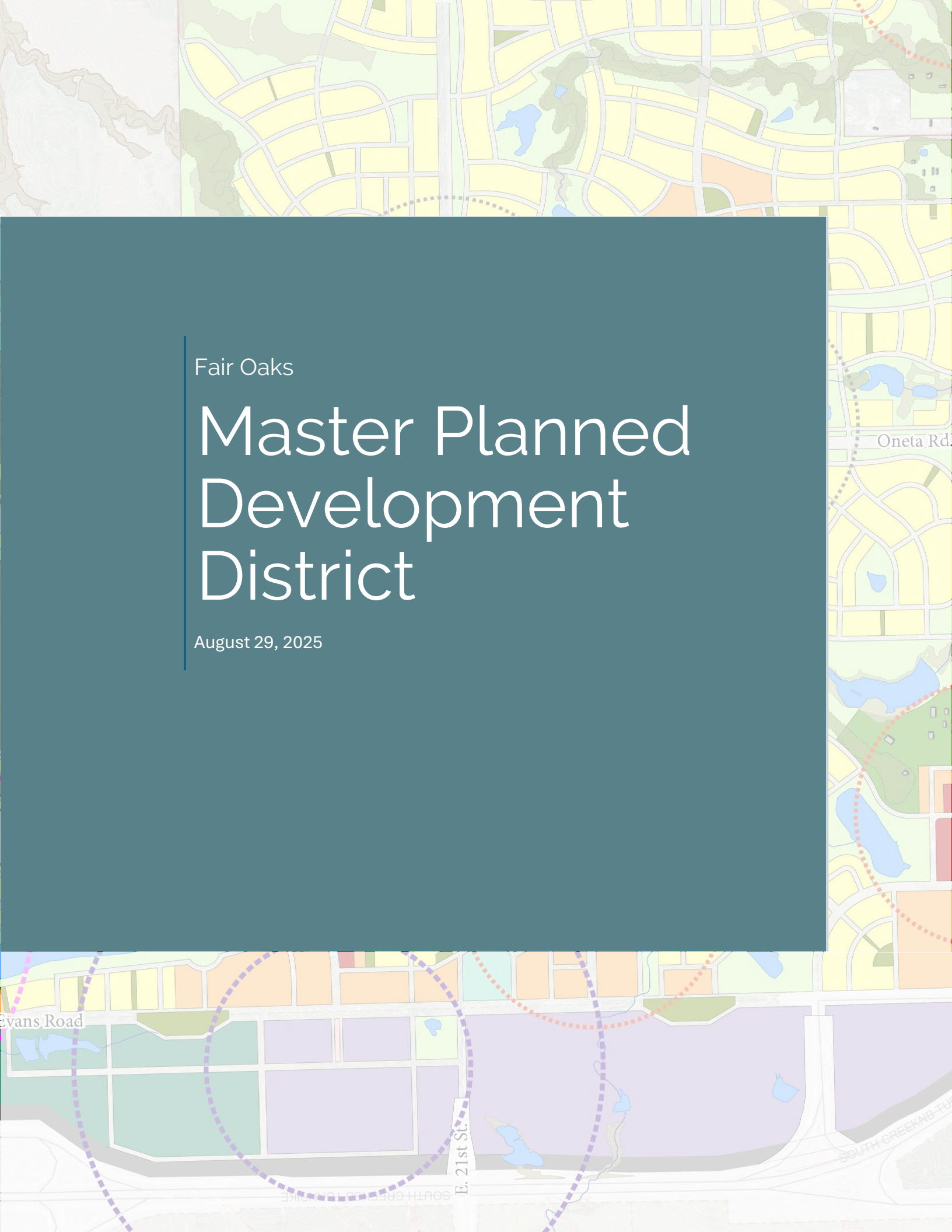
a 20' continuous Strip or parcel of land centered beginning at the SW corner of the SW of Section 10 then, West to the SE corner of the NW of Section 16 then south ending at the SW corner of the NW of SE of SW

AND

the S/2 of SW of SE and the S/2 of SE of SW Section 16

AND

the N/2 of NE of NW and the N/2 of NW of NE Section 21,

The background of the slide is a map of the Fair Oaks area. A large, dark teal rectangular overlay covers the left and center portions of the map. The map shows various colored zones (yellow, green, orange, purple) and street layouts. Labels on the map include 'Oneta Rd.' in the upper right, 'Evans Road' on the left, and 'E. 21st St.' at the bottom center. A red dotted line and a purple dashed line are also visible on the map.

Fair Oaks

Master Planned Development District

August 29, 2025

Table of Contents

Section 1. Introduction	2
1.1. Development Overview	2
1.2. MPD District Boundary	3
Section 2. MPD Purpose and Intent	4
2.1. Goals	4
2.2. Conformance with Master Plan Development Criteria	4
Section 3. Administration	5
3.1. Applicability	5
3.2. Site Plans	5
3.3. Nonconformities	5
3.4. Amendments	5
Section 4. Master Development Plan	7
4.1. Land Use Plan	8
4.2. Development Area Plan	9
4.3. Street Network Plan	11
4.4. Open Space and Mobility Plan	12
Section 5. Site Standards	13
5.1. MPD Development Program	13
5.2. Open Space Program:	13
5.3. Use Provisions:	14
5.4. Allowed Uses	15
5.5. Supplemental Use Regulations:	20
Section 6. Development Area Standards	24
6.1. Building Types	24
6.2. Lot and Building Design Criteria	24
6.3. Development Area Profiles	29
Section 7. Transportation Development Standards	35
7.1. Transportation and Access	35
7.2. Facade Design Standards for New Construction	54
7.3. Parking	54
7.4. Landscaping and Fencing	55
7.5. Other Relevant Regulations	56

Section 1. Introduction

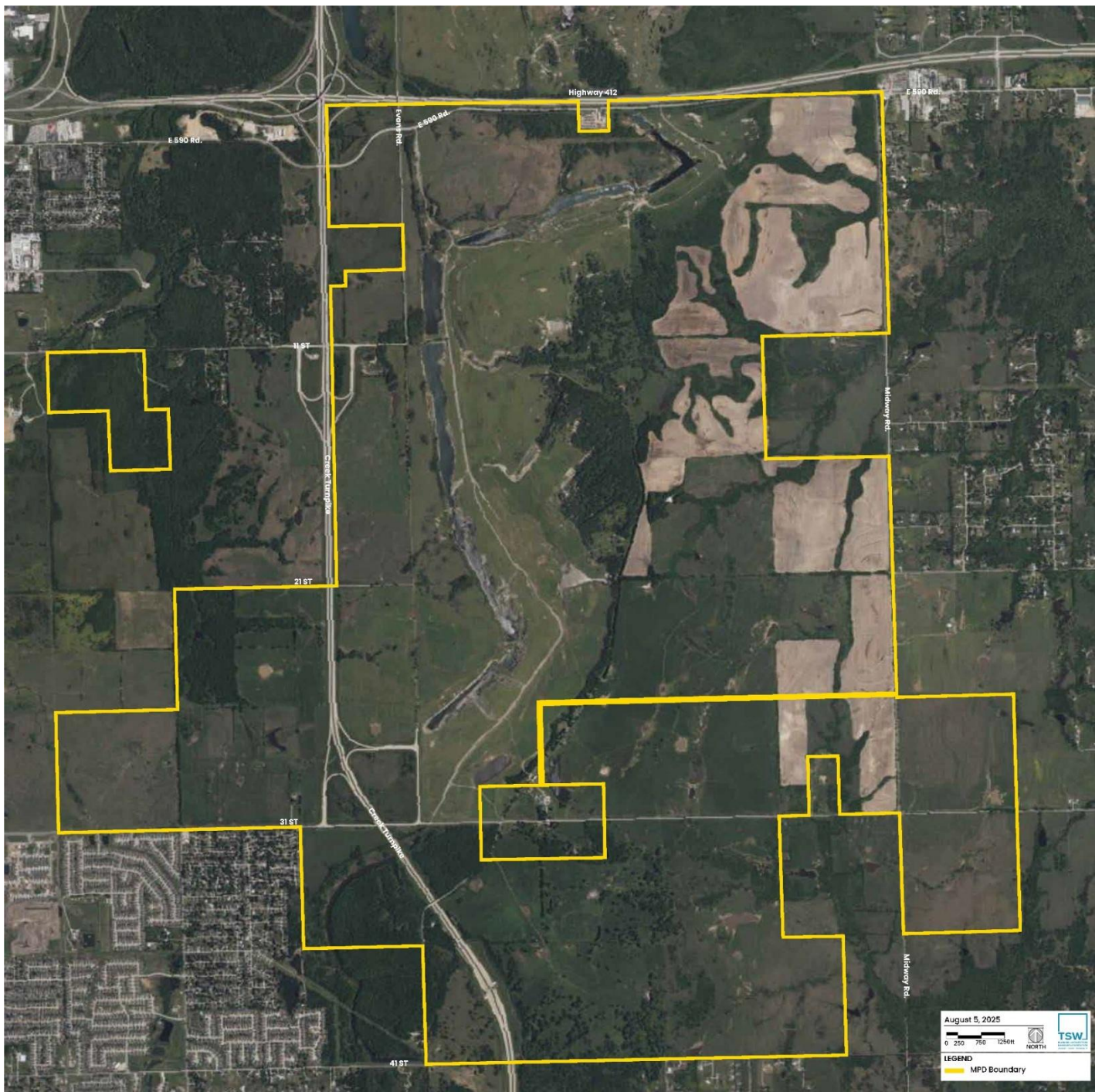
1.1. Development Overview

The Fair Oaks Master Planned Development District (MPD) is a 6,229-acre community with a core area generally bound by Highway 412 on the north, Midway Road on the east, E. 41st Street on the south, and the Creek Turnpike on the west with area extending west of the Creek Turnpike between 21st Street and 31st Street. The full boundary of the MPD is shown on Exhibit 1 on the following page. It is the intent of the Fair Oaks MPD to be developed incrementally over time with a variety of land uses, with industrial/employment parks, retail centers, mixed-use development, residential, and recreation. The vision of the Fair Oaks development plan is to become a full-service regional mixed-use center that blends the site's rich history with elements of new urbanist design, including:

- A. Quality, human-scale design,
- B. Main street-style commercial areas,
- C. Housing suitable for a variety of lifestyles and price points,
- D. Streets designed for walking and biking,
- E. Sustainable infrastructure,
- F. Accessible public spaces, and
- G. Recreational and open space amenities.

1.2. MPD District Boundary

Exhibit 1. Fair Oaks MPD Boundary Map



Section 2. MPD Purpose and Intent

2.1. Goals

The Fair Oaks MPD has been prepared with the following goals:

- A. To establish baseline standards that support innovative site planning consistent with City of Tulsa policies and the Fair Oaks master plan vision.
- B. To provide an appropriate level of flexibility for the project to develop incrementally over the long term and in response to future market conditions.
- C. To establish standards that can be efficiently administered by the City of Tulsa.

2.2. Conformance with Master Plan Development Criteria

The Fair Oaks MPD reflects a vision that aligns with the purpose and intent of a Master Planned Development district as outlined in Section 25.070-A and the supplemental review criteria of 25.070-D2 in the City of Tulsa Zoning Ordinance (ZO) through the following:

A. Variety in Housing Types and Mixed Use Development Patterns.

The vision includes a range of housing options suitable for diverse lifestyles and income levels. The Fair Oaks MPD emphasizes a compact, mixed-use development pattern where residential, commercial, and open space areas are integrated to promote community interaction and convenience.

B. Transportation Network and Non-Motorized Travel

The Fair Oaks MPD incorporates a transportation network designed for safe and efficient motorized and non-motorized travel. Pedestrian-friendly streets, biking lanes, and multi-purpose trail connectivity to residential areas are prioritized to encourage alternative modes of transportation.

C. Open Space Amenities and Natural Resource Features

The MPD emphasizes the incorporation of open space amenities and the preservation of natural resource features. Existing natural elements such as wooded areas, water bodies, and wildlife habitats are retained and enhanced, providing recreational opportunities, contributing to the area's ecological richness, and promoting long-term sustainability.

D. Compliance with Comprehensive Plans and Development Plans

The Fair Oaks MPD is intended to be an implementation tool of the Fair Oaks Master Plan, Fair Oaks Comprehensive Plan, and City of Tulsa Comprehensive Plan (as adopted on June 14, 2023). It also complies with the MPD district provisions outlined in Section 25.070 (ZO), ensuring consistency with adopted plans.

E. Public Benefits and Community Interest

The development is designed to provide public benefits that exceed those achievable under conventional zoning standards. These include a mix of housing options, sustainable practices, enhanced public spaces, and economic opportunities that contribute to the well-being of residents and the surrounding community.

In summary, the Fair Oaks MPD meets the purpose and intent of a Master Planned Development District as outlined in the City of Tulsa Zoning Ordinance by fostering a vibrant, sustainable, and inclusive community that preserves its natural resources, embraces modern design principles, and enhances the quality of life for future residents and visitors.

Section 3. Administration

3.1. Applicability

The City of Tulsa Subdivision Regulations (adopted on February 21, 2018 and as amended) and Zoning Ordinance (adopted on November 5, 2015 and as amended) apply in the MPD, except as expressly set out within the MPD.

3.2. Site Plans

Due to the long-term development horizon, the requirement for the filing of a site plan in this MPD is extended. A complete application for site plan approval must be filed within 10 years of the date of MPD approval. The site plan can be a portion of the MPD area. An application for site plan approval is not required for the entire MPD area within a specified time frame.

3.3. Nonconformities

Nonconformities that exist within the MPD are governed by the regulations of Chapter 80 (ZO).

3.4. Amendments

Except as otherwise expressly stated, the MPD may only be amended in accordance with the following procedures:

A. Zoning Map Amendment

Amendments that expand or reduce the exterior boundary of the MPD or terminate the MPD must be processed in accordance with the zoning map amendment procedures of Section 70.030 (ZO).

B. Major Development Plan Amendment

1. Any amendment to an approved development plan that is not authorized as a minor amendment must be processed as a new development plan following the development plan approval procedures of Section 70.040 (ZO), including all requirements for fees, notices, and hearings.
2. The following is a non-exhaustive list of changes that may be considered major development plan amendments:

- i. Modifications to the circulation system that include:
 - a. A reduction or increase in the number of 4-lane roads within the MPD;
 - b. An intensity increase of a planned lower classification road to become a 4-lane road;
 - c. Movement of a MPD-regulated street a distance greater than 300 feet from its location shown in an online geodatabase map provided to the City of Tulsa.
- 3. In those cases where the city council has expressly imposed a condition more restrictive than recommended by the planning commission, any amendment of that city council-imposed condition must be reviewed and approved by the city council.

C. Minor Development Plan Amendment

- 1. The non-exhaustive list of changes that may be considered as minor amendments in Section 70.040-I (ZO) is modified in this MPD to include the following:
 - i. Any deviation expressly authorized at the time of development plan approval;
 - ii. Limitation or elimination of previously approved uses, provided the character of the development is not substantially altered;
 - iii. Changes reducing the number of permitted dwelling units, the amount of nonresidential floor area or the area covered by buildings or paved areas;
 - iv. Increases in the number of dwelling units, provided the increase is not more than 15% of the maximum number of dwelling units shown in Section 5.1, A (MPD);
 - v. Increases in permitted nonresidential floor area, provided the increase is not more than 15% of the maximum floor area shown in Section 5.1, A (MPD);
 - vi. Changes in structure heights, building setbacks, lot widths, or frontages if not increased or decreased by more than 5 feet of the limit;
 - vii. Changes in percentage of yard or building coverage if not increased or decreased by more than 15% of the limit;
 - viii. Adjustment of internal development area boundaries are allowed by the developer of Fair Oaks, provided the allocation of land for any particular development area is not adjusted by more than 20% of the respective development area at the date of MPD adoption;
 - ix. Modification of the internal circulation system, provided the system is not substantially altered in design, configuration or location or as listed in Section 4.3 (MPD).
 - x. Changes in points of access, provided the traffic design and capacity are not substantially altered;
 - xi. Modifications to building height or block length in the development area design standards for public, civic, and institutional uses.

2. Notice of the planning commission's public hearing on a minor amendment request must be provided at least 10 days in advance of the hearing by mailed written notice to all owners of property within a 300-foot radius of the exterior boundary of the subject property requesting the minor amendment.

D. Sketch Plan

1. Prior to submitting a preliminary plat, a sketch plan must be prepared and submitted to the City of Tulsa Planning Office for review. The sketch plan shall show the following:
 - i. Sketch plan location, acreage, boundary, scale and north arrow;
 - ii. Designation and descriptions of the street sections to be used in the street network;
 - iii. Planned open space and parks and their locations and uses;
 - iv. Layout of parcels (lots) that will be subdivided as part of the subsequent platting process;
 - v. Land use designations, acreage and boundaries;
 - vi. Estimated number of dwelling units;
 - vii. Trail and walkway systems;
 - viii. Waterways and water bodies; and
 - ix. Estimated phasing schedule

A predevelopment meeting must be scheduled with the City of Tulsa Office to review the sketch plan.

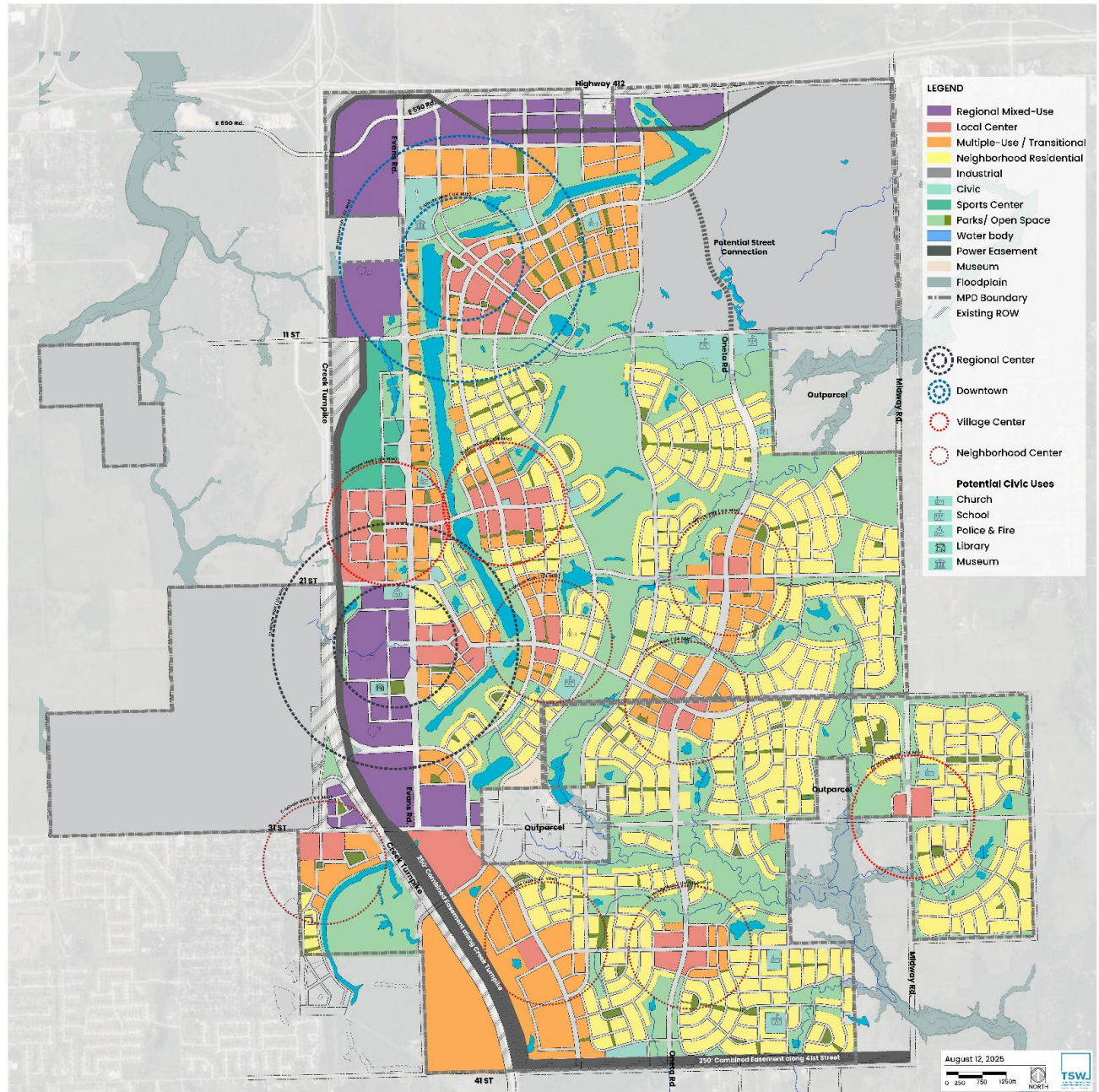
Section 4. Master Development Plan

To ensure the intended development pattern is achieved over the long term, the MPD development hereby adopts the Fair Oaks MPD Land Use Plan, Development Area Plan, Street Network Plan, and Open Space as described below.

4.1. Fair Oaks MPD Land Use Plan

The Land Use Plan helps to balance environment, economic, and social needs by guiding the allocation of land. It establishes the framework and design intent of the development areas and reflects how land uses should transition and relate to each other. The Land Use Plan is intended to be a guide for land use and density.

Exhibit 2. Fair Oaks Land Use Plan

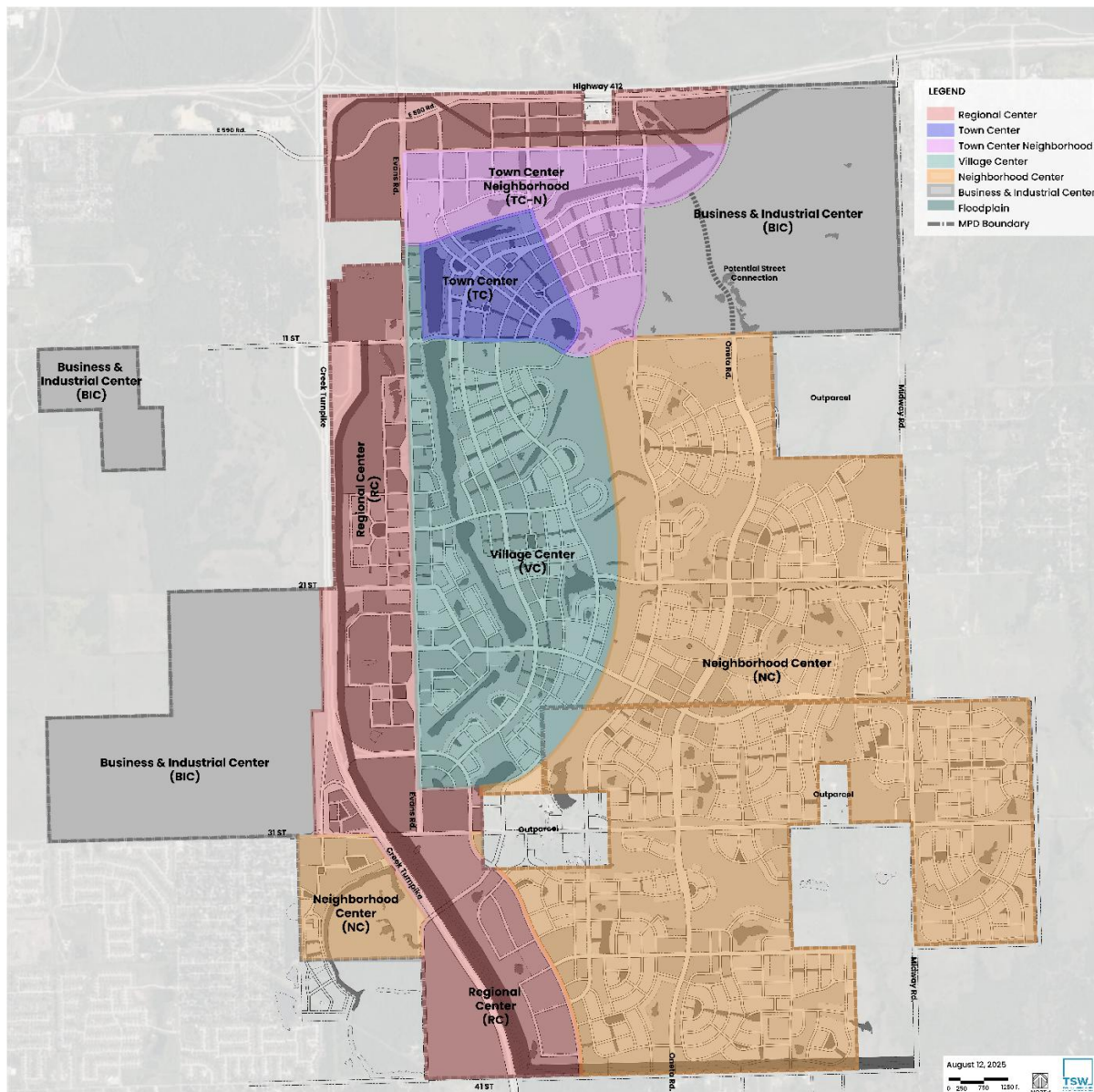


4.2. Development Area Plan

The Development Area Plan delineates development areas that determine the site, lot, and building standards. The development areas aid in efficient land use planning and promote a cohesive, organized layout.

To successfully develop a large-scale project over the long term, a challenge exists to identify the various factors influencing current and future lifestyles and economic conditions, allowing for proper anticipation and planning. Therefore, this MPD allows the development area designations to be modified before platting or site plan approval to align with the economic conditions present at the time of filing an application for development, provided the allocation of land for any particular development area is not adjusted by more than 10% of the respective development area at the date of MPD adoption.

Exhibit 3a. Development Area Plan

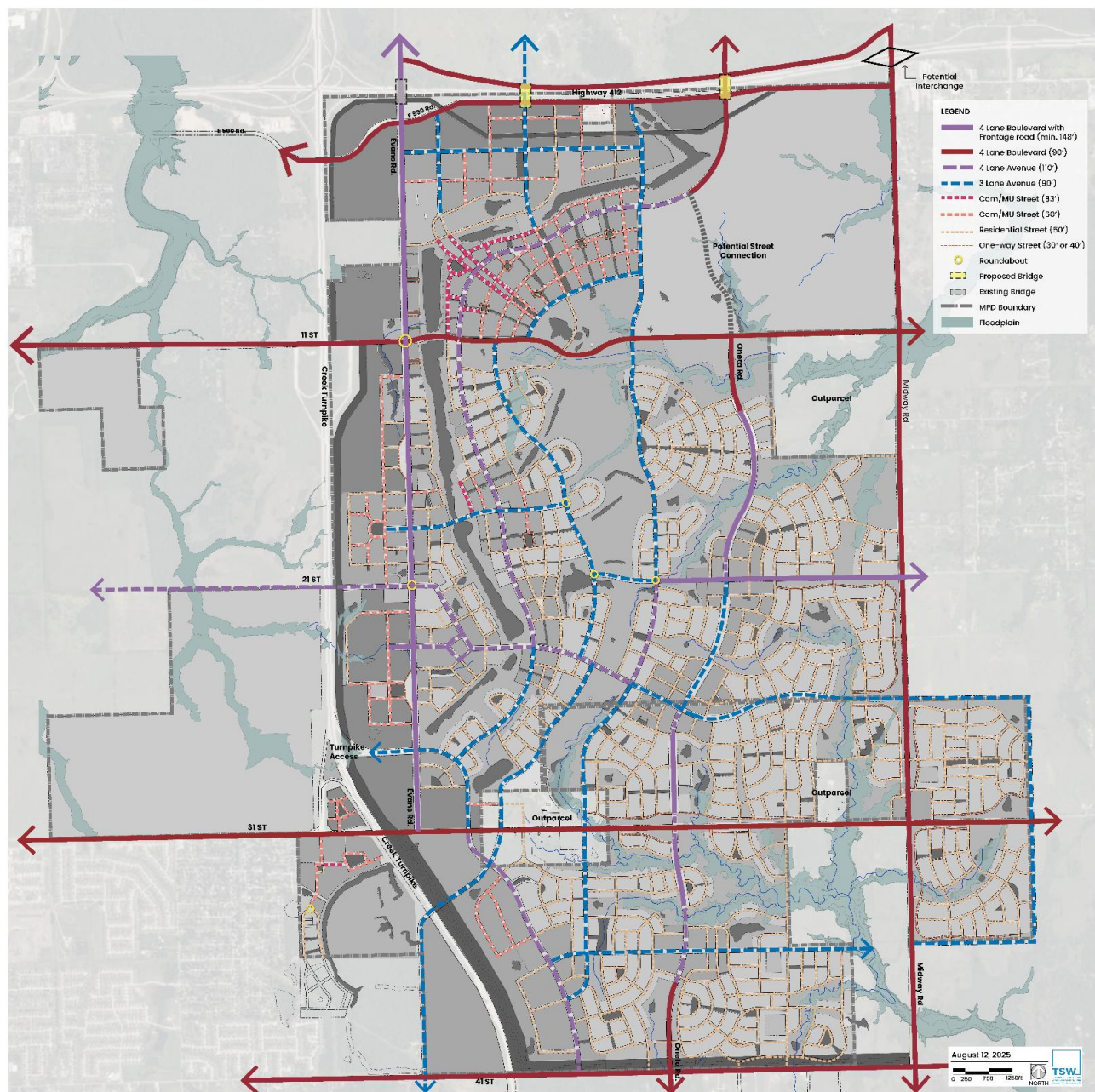


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4.3. Street Network Plan

At the time of this MPD creation, most streets and roadways do not exist within the MPD boundary. The Street Network Plan is included to aid in planning for transportation infrastructure, including roads, alleys, sidewalks, and bike lanes. This ensures efficient connectivity within the development and with surrounding areas. The Street Network Plan designates the street types and the planned layout for MPD-regulated streets. MPD-regulated streets are shown in an online geodatabase map on the City of Tulsa's website. The non-MPD-regulated streets are illustrative and reflect the intent of the design.

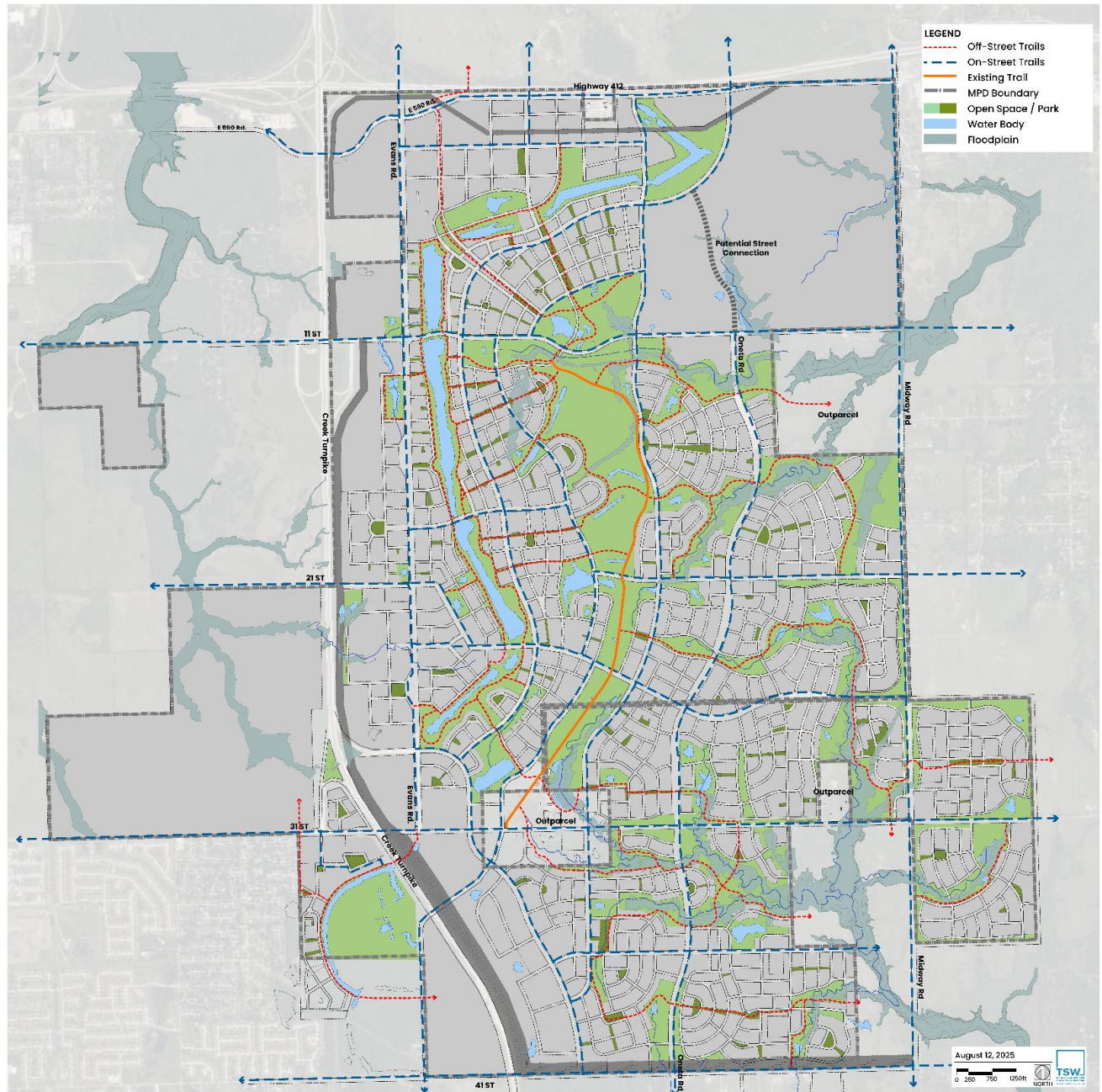
Exhibit 4. Street Network Plan



4.4. Open Space and Mobility Plan

The Open Space and Mobility Plan allows for the identification and preservation of key green areas, parks, and recreational zones within the MPD to help maintain a balance between developed areas and natural environments, promoting sustainability and quality of life.

Exhibit 5. Open Space and Mobility Plan



Section 5. Site Standards

5.1. MPD Development Program

A. Development Area Summary.

Development areas are designated within this MPD to set specific standards within certain portions of the district. The statistical summary provided below outlines the estimated acreage and percent of the total MPD area that is devoted to each development area as reflected in Exhibit 3. Development Area Plan:

Development Area	Number of acres (gross)	Percent of total MPD area
Regional Center	1,147.9	18.2%
Town Center	169.5	2.7%
Town Center-Neighborhood	337.1	5.4%
Village Center	890.3	14.1%
Neighborhood Center	2,525.9	40.1%
Business and Industrial Center	1,228.7	19.5%

5.2. Open Space Program:

A. Purpose

The parks and open space program support development of a range of active and passive recreation spaces, including but not limited to parks, playgrounds, and trails, within the MPD. This program also supports the protection of natural resources and environmentally sensitive areas.

B. Design Standards

- Open Space Requirement.** This MPD is designed to create a regional open space amenity. Accordingly, all areas designated as "Open Ppace" on Exhibit 5. Open Space and Mobility Plan shall be provided for this purpose. All required open space is also shown in the online geodatabase map available on the City of Tulsa's website.
 - Individual lots, blocks, or phases within the project will not be subject to the City of Tulsa's open space requirements on an individual basis. However, to promote variety and accessibility, the inclusion of smaller parks and open space areas throughout the development is encouraged.
- Open Space and Trail Network Arrangement**

The arrangement of open space and off-street trail network in new developments shall make provision for the continuation of existing and planned open space and off-street bike networks in adjoining areas by the Open Space and Mobility Plan.

3. Trails

Trails, where constructed, must be designed to meet the following standards:

- i. Trails must provide a minimum width of 10 feet. Where different modes of transportation are provided as separate facilities (such as a dedicated bike lane adjacent and parallel to the trail), the minimum width of the trail may be reduced to 6 feet.
 - ii. Trails must be constructed of a hard, durable surface, unless designed as a natural trail amenity, and must shed water to prevent standing puddles on their surface.
 - iii. Trails, where constructed, must be located to allow for connection to other trail systems in the city.
1. **Public Access Required Open Space.** A perpetual public access easement must be recorded in the county clerk's office for all required open space designated on Exhibit 5. Open Space and Mobility Plan Map prior to subdividing or platting property within the MPD. or trail that is designated on Exhibit 5. Open Space and Mobility Plan Map.
 2. **Trails.** A perpetual public access easement must be recorded in the county clerk's office for all trails reflected on Exhibit 5. Open Space and Mobility Plan Map at the time of platting for each phase of development in which the trail amenity is located.

C. Uses

Parks, common open space, gardens, playfields (other than golf courses), game courts, playgrounds, paved pedestrian spaces, and trails are allowed and may be used for pedestrian, bicycle, equestrian, and non-motorized recreation. Trails may further be used for emergency and/or maintenance public vehicle access. Portions of trails may be set aside and restricted to equestrian or other specific users, so long as a continuous trail route is available to pedestrians and cyclists.

D. Ownership and Maintenance

Provisions for the ownership and maintenance of common open space as designated on Exhibit 5. Open Space and Mobility Plan to ensure its continuity, conservation, and maintenance must be incorporated in the subdivision plat or in covenants recorded in the county clerk's office.

5.3. Use Provisions:

A. Use Categories and Definitions

Use categories and definitions are in accordance with the Zoning Ordinance (as adopted on November 5, 2015 and amended on March 13, 2025) with the addition of the following use within the low-impact manufacturing and industry use subcategory:

1. Artisan Workshop

i. Defined

A facility whose primary use is the shared or individual use of hand-operated tools for the manufacturing of products or parts, including their design, processing, fabrication, assembly, treatment and packaging. Craft manufacturing may also include the incidental storage, sale, and distribution of said products or parts. Craft manufacturing specifically includes, but is not limited to, the manufacturing of electronic goods, food and bakery products, non-alcoholic beverages, printmaking, household appliances, leather products, jewelry and clothing, metalwork, furniture, glass or ceramics, and paper.

5.4. Allowed Uses

A. Principal Uses

Principal uses are allowed in development areas in accordance with Table 1: Allowed Use by Development Area.

1. Permitted Uses: Uses identified with a "P" are permitted as-of-right in the subject development area, subject to compliance with any supplemental regulations identified in the final column of Table 1 and with all other applicable regulations the Zoning Ordinance, except as otherwise expressly stated.
2. Special Exception Uses: Uses identified with an "S" may be allowed if reviewed and approved in accordance with the special exception procedures of Section 70.120 (ZO). Special exception uses are subject to compliance with any supplemental regulations identified in the final column of Table 1 and with all other applicable regulations the Zoning Ordinance, except as otherwise expressly stated.
3. Prohibited Uses: Uses identified with an "-" are expressly prohibited. Uses that are not listed in Table 1 and that cannot be reasonably interpreted to fall within any defined use category are also prohibited.
4. Supplemental Regulations: The "supplemental regulations" column of Table 1 identifies additional City of Tulsa Zoning Ordinance regulations that apply to some uses. Unless otherwise expressly stated, compliance with these regulations is required regardless of whether the use is permitted as-of-right or requires special exception approval.

B. Accessory Uses

Accessory Uses: Accessory uses, such as home occupations, are not regulated by the Table 1. Customary accessory uses are allowed in conjunction with principal uses permitted by right or by special exception, subject to compliance with all applicable accessory use regulations of Chapter 41.

Table 1: Allowed Use by Development Area (If in allowed building type identified in Table 2)

Uses	Development Areas						Supplemental Regulations
	RC	TC	TC-N	VC	NC	BIC	
Agricultural							
Animal Husbandry	-	-	-	-	-	-	Section 40.090, ZO
Community Garden	P	P	P	P	P	P	
Farm, Market or Community-Supported	P	-	-	-	-	-	
Horticulture Nursery	P	-	-	-	-	-	
Medical Marijuana Grower Operation	-	-	-	-	-	-	
Residential							
Household Living							
Single Household	P [1]	P [1]	P [1]	P [1]	P [1]	-	
Two Households on Single Lot	P [1]	P [1]	P [1]	P [1]	P [1]	-	
Three or More Households on Single Lot	P [1]	P [1]	P [1]	P [1]	P [1]	-	
Group Living							
Assisted Living Facility	P	S	S	P	P	-	Section 40.100, ZO
Community Group Home	P	P	P	P	P	-	
Convent/Monastery/Novitiate	P	P	P	P	S	-	
Elderly/Retirement Center	P	P	P	P	P	-	
Fraternity/Sorority	P	P	P	P	-	-	Section 40.130, ZO
Homeless Center	S	S	S	S	S	S	
Life Care Retirement Center	P	P	P	P	P	-	
Re-entry Facility	S	S	S	S	S	S	
Residential Treatment Center	S	S	S	S	S	S	Section 40.130, ZO
Rooming/Boarding House	P	P	P	P	-	-	
Shelter, Emergency and Protective	S	S	S	S	S	S	Section 40.130, ZO
Transitional Living Center	S	S	S	S	S	S	Section 40.130, ZO
Public, Civic, and Institutional							
Airport	-	-	-	-	-	S	
Cemetery	-	S	S	S	S	S	
College/University	P	P	S	P	P	S	Section 5.5, E, MPD
Day Care (Home, Center)	P	P	S	P	P	S	
Fraternal Organization	P	P	S	P	P	S	
Government Service	P	P	S	P	P	S	
Hospital	P	S	S	S	S	S	
Library, Museum, or Cultural Center	P	P	S	P	P	P	
Natural Resource Preservation	P	P	P	P	P	P	
Parks and Recreation	P	P	P	P	P	P	
Postal Services	P	P	S	P	P	S	
Religious Assembly	P	P	S	P	P	S	

Uses	Development Areas						Supplemental Regulations
	RC	TC	TC-N	VC	NC	BIC	
Safety Service	P	P	S	P	P	P	
School	S	P	S	P	P	S	
Utilities and Public Service Facility							
Minor	P	P	P	P	P	P	
Major	S	S	S	S	S	S	
Wireless Communication Facility							Section 40.420, ZO
Freestanding Tower	S	S	S	S	S	P	
Building or Tower-mounted Antenna	P	P	P	P	P	P	
Commercial							
Animal Service							Section 40.020, ZO
Boarding or Shelter	P	-	-	P	-	P	
Grooming	P	P	-	P	P	P	
Veterinary	P	P	-	P	P	P	
Assembly and Entertainment							
Indoor Gun Club	S	-	-	-	-	S	
Other Indoor							
Small (up to 250 persons capacity)	P	P	S	P	P	P	
Large (>250 persons capacity)	P	S	-	P	S	S	
Outdoor Gun Club	S	-	-	-	-	S	
Other Outdoor	S	S	-	S	S	S	
Broadcast or Recording Studio	P	P	-	P	-	P	
Commercial Service							
Building Service	P	S	-	P	-	P	
Business Support Service	P	P	-	P	-	P	
Consumer Maintenance/Repair Service	P	P	-	P	P	P	
Personal Improvement Service	P	P	P	P	P	-	
Research Service	P	P	-	P	-	P	Section 40.225, ZO
Financial Services (except as below)	P	P	-	P	P	P	
Personal credit establishment	P	-	-	-	-	P	
Funeral or Mortuary Service	P	-	-	P	P	P	
Lodging							
Bed & Breakfast	P	P	S	P	P	S	Section 40.060, ZO
Short-term Rental	P	P	P	P	P	P	Section 40.375, ZO
Campgrounds and RV Parks	P	-	-	P	P	P	Section 5.5, D, MPD
Hotel/Motel	P	P	S	P	P	S	
Office							
Business or Professional Office	P	P		P	P	P	
Medical, Dental, or Health Practitioner Office	P	P	S	P	P	P	

Uses	Development Areas						Supplemental Regulations
	RC	TC	TC-N	VC	NC	BIC	
Plasma Center	P	P	-	P	-	P	Section 40.300, ZO
Parking, Non-accessory	P	P	-	P	P	P	
Restaurants and Bars							
Restaurant	P	P	-	P	P	P	Section 40.330, ZO
Bar (except as below)	P	P	-	P	P	S	Section 40.050, ZO & as modified Section 5.5, C, MPD
Brewpub	P	P	-	P	P	S	Section 40.050, ZO & as modified Section 5.5, C, MPD
Retail Sales	P	P	P	P	P	-	Section 40.340, ZO & Section 5.5, F, MPD
Building Supplies and Equipment	P	-	-	-	-	P	
Consumer Shopping and Goods	P	P	-	P	P	P	
Convenience Goods	P	P	-	P	P	P	
Grocery Store	P	P	-	P	P	P	
Small Box Discount Store	P	P	-	P	P	P	
Medical Marijuana Dispensary	-	-	-	-	-	-	
Self-service Storage Facility	P	P	-	P	-	P	Section 5.5, G, MPD
Sexually Oriented Business Establishment	-	-	-	-	-	-	
Studio, Artist, or Instructional Service	P	P	-	P	P	P	
Trade School	P	P	-	-	-	P	
Vehicle Sales and Services							Section 5.5, H, MPD
Commercial vehicle repair/maintenance	P	-	-	-	-	P	
Truck Stop	P	-	-	-	-	P	
Commercial vehicle sales and rentals	P	-	-	-	-	P	
Fueling Station	P	-	-	S	S	P	
Personal Vehicle Repair and Maintenance	P	-	-	P	-	P	
Personal Vehicle Sales and Rentals	P	-	-	-	-	P	
Vehicle Part and Supply Sales	P	P	-	P	-	P	
Vehicle Body and Paint	S	-	-	-	-	P	

Uses	Development Areas						Supplemental Regulations
	RC	TC	TC-N	VC	NC	BIC	
Finishing Shop							
Wholesale, Distribution, & Storage							
Equip. & Materials Storage Outdoor	-	-	-	-	-	P	
Trucking and Transportation Terminal	-	-	-	-	-	P	
Warehouse	-	-	-	-	-	P	
Wholesale Sales and Distribution	-	-	-	-	-	P	
Industrial							
Artisan Workshop	P	P	-	P	-	P	Section 5.5, B, MPD
Low-impact Manufacturing & Industrial	P	-	-	-	-	P	
Moderate-impact Manufacturing & Industrial	-	-	-	-	-	P	
High-impact Manufacturing & Industrial	-	-	-	-	-	-	
Mining or Mineral Processing	-	-	-	-	-	S	
Junk or Salvage Yard	-	-	-	-	-	-	
Recycling							
Construction or Demolition Debris	-	-	-	-	-	S	
Consumer material drop-off station	-	-	-	P	-	P	
Consumer Material Processing	P	-	-	-	-	P	
Other							
Drive-in or Drive-through Facility (as a component of an allowed use)	P	-	-	S	S	S	
Oil or Gas Well	W	-	-	S	S	S	Section 40.270, ZO

[1] Accessory dwelling units are allowed by right on a lot occupied by a single household, two households on single lot, and three or more households on single lot. The supplemental regulations for accessory structures are in Section 5.5, A of this MPD.

5.5. Supplemental Use Regulations:

A. Accessory Dwelling Unit

Accessory Dwelling Units (ADUs) are clearly incidental and/or subordinate to the primary structure.

1. Permitted Locations

Accessory Dwelling Units (ADUs) are permitted by right in all development areas contained within the MPD.

2. Maximum Height

The maximum allowable height for accessory dwelling units is two stories and less than the height of the principal structure.

3. Accessory Dwelling Unit Size

The total aggregate floor area of all accessory dwelling units may not exceed the floor area of the principal residential structure.

4. Setbacks

The setbacks for accessory dwelling units are the same as the principal structure with the exception that the rear setback is reduced to two (2) feet when abutting an alley.

B. Artisan Workshop

1. The following use standards apply to artisan workshops in the VC and TC development areas:
 - i. No individual establishment may exceed 4,000 square feet of floor area.
 - ii. No equipment or process may be used that creates, without limitation, noise, dust, vibration, glare, fumes, odors, or electrical interference detectable to the normal human senses, off the premises.

C. Bars

1. The supplemental use regulations for bars, except accessory use bars, are subject to Section 40.050-A (ZO) with the following exceptions:
 - i. There is no minimum separation distance between a public entrance door or a portion of any outdoor seating/dining area and lots used for residential purposes or where residential use is permitted.
 - ii. When a bar is located on property abutting a lot used for residential purposes, a screening wall or fence is only required if parking is located between the principal structure and the abutting property line.

D. Campgrounds and RV Parks

1. Campgrounds and RV parks are intended to be developed in harmony with natural features and park uses, enhancing recreational opportunities and preserving the natural landscape.
2. Campgrounds and RV parks must be located within or adjacent to designated park areas, nature reserves, or other protected natural features.
3. The design must include public access points to natural features, such as observation points and hiking trails.

E. Day Cares

1. General

Outdoor child play equipment may not be located or stored in the street yard.

2. Family Child Care Homes

Family child care homes must be licensed by the State of Oklahoma

Applicants for family child care homes must obtain a zoning clearance permit and a certificate of occupancy before commencing operation.

Family child care homes may provide care and supervision for the number of children authorized under the state license, up to a maximum of 12 children.

When a family child care home is not abutting a street intersection, signs advertising a Family Child Care home are prohibited.

When a family child care home is not abutting a street intersection, no exterior building alterations or site modifications may be made that would change the residential character of the premises.

F. Retail Stores, Large

1. Applicability

Large retail stores (50,000 square feet or greater) shall conform to the standards listed in this Subsection.

2. Vehicular Access

No large retail store shall be located on a public right-of-way or private street less than four lanes (two in each direction) on at least one side of the property.

3. Expansion

Any building expanded to a footprint exceeding 50,000 square feet to be used as a large retail store shall comply with the provisions of this subsection.

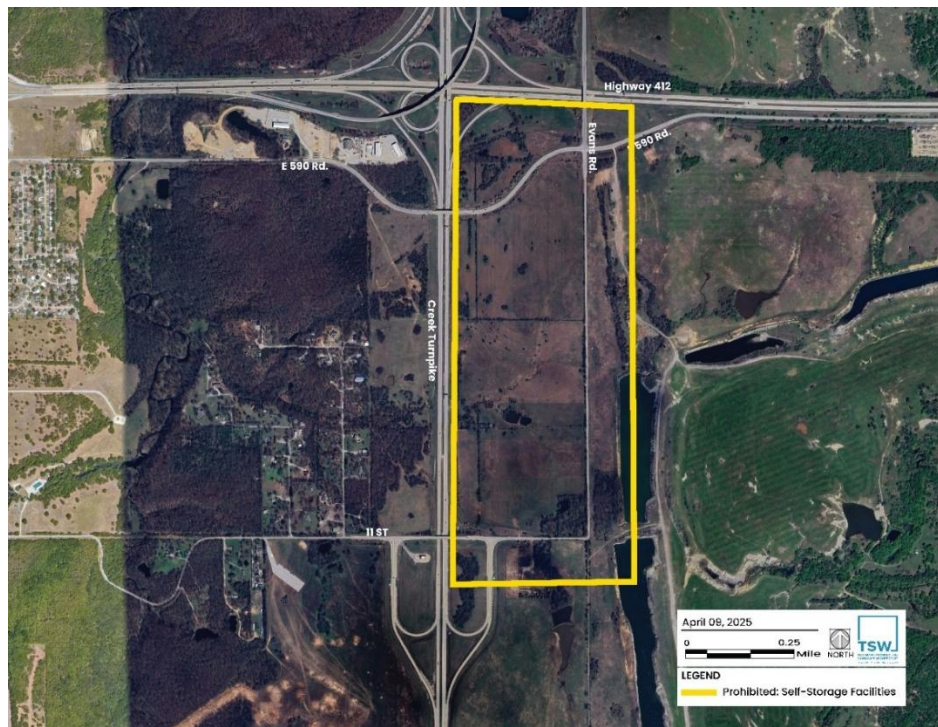
G. Self-Storage Facilities

1. General Provisions

- i. Self-storage facilities must be designed as multi-story buildings in the Town Center and Village Center development areas. The ground floor along the street frontage must be occupied by active uses, such as retail, office or other commercial space.
- ii. A screening fence or masonry wall is required along all lot lines adjacent to self-storage facilities in the Regional Center development area. Required screening fences and walls must be at least 8 feet in height. If buildings are masonry, the building wall can serve as the screening wall, provided that no entries to storage units may be viewed from outside of the property. The screening fence/wall requirements of this section do not apply to climate-controlled self-storage buildings in which self-storage spaces are accessed only from within the building.
- iii. No activities other than storage and pick-up and deposit of stored materials are allowed within the storage units.

2. Specific Provisions

- i. Self-storage facilities must meet the following provisions in all development areas with the exception of the Business and Industrial Development Area which is exempt from this section.
- ii. Self-storage facilities are prohibited between the Creek Turnpike, Highway 412, 500 feet east of Evans Road, and 500 feet south of 11th Street. as depicted in the map below:



- iii. A self-storage facility shall be set back a minimum of 250 away from any boulevard, avenue, arterial street or limited access highway right-of-way.
- iv. Self-storage facilities shall be part of mixed-use developments to create a more vibrant and active streetscape. The portion of a development devoted to self-storage use shall not exceed 50% of the area of the site. No provisions in this MPD prohibit self-storage facilities from occupying their own lot.
- v. Exterior building walls visible from streets and abutting lots must be of masonry construction, using brick, stone, stucco, or concrete tilt-up panels. Corrugated steel or standard (smooth) concrete block exterior walls are not permitted on these walls.
- vi. Access doors to drive-up style storage units may not be visible at ground-level from abutting uses in areas designated as neighborhood residential, multiple-use/transitional, or local center in Exhibit 2. Land Use Plan or from abutting street rights-of-way.
- vii. The storage of flammable liquids, highly combustible, explosive materials or hazardous chemicals is prohibited.
- viii. No outdoor (open-air) storage of any kind is allowed that is visible at ground level from abutting property or from any street rights-of-way.

H. Vehicle Sales and Service

- 1. Whenever a vehicle sales and service use is located on a lot abutting a residential use, a screening wall or fence must be provided along the common lot line in accordance with the F1 screening fence or wall standards of Section 65.070-C (ZO).
- 2. Whenever commercial or personal vehicle sales or rentals are within 300 feet of a residential use, off-street parking and vehicle display areas must comply with the parking area design standards of Section 55.090 (ZO).

Section 6. Development Area Standards

6.1. Building Types

A. Definitions

Building types are defined by Section 35.010 (ZO) with the addition of the following building types established and described below:

1. **Neighborhood Commercial**

Neighborhood commercial is a principal building intended to accommodate small-scale commercial uses that serve nearby residential neighborhoods. The building is occupied primarily by non-residential uses and does not exceed 10,000 square feet.

2. **Urban Commercial**

Urban commercial is a principal building intended to accommodate urban-scale commercial uses that serve the region. The building is occupied primarily by non-residential uses and does not exceed 20,000 square feet.

3. **Large Commercial**

Large commercial is a principal building intended to accommodate large-scale commercial uses that serve many surrounding neighborhoods, visitors, and workers. The building is occupied solely by non-residential uses and is over 20,000 square feet.

4. **Industrial/General Commercial**

An industrial/general commercial building is a principal building occupied primarily by industrial uses or commercial uses allowed in the BIC development area.

B. Allowed Building Types by Development Area

The table of building type regulations by development area is provided in **Table 2** on the following page.

6.2. Lot and Building Design Criteria

Lot and Building Design Criteria are outlined in **Table 3**, designating the minimum design standards for development in the MPD. Table 3 is provided as on the following pages.

Table 2: Allowed Building Types by Development Area

USE CATEGORY Subcategory Specific use Building Types	Development Areas						Supplemental Regulations
	RC	TC	TC-N	VC	NC	BIC	
Residential							
Household Living							
Single household							
Detached House	-	-	P [2]	P	P	-	
Townhouse	P	P	P	P	P	-	
Mixed-Use Building	P	P	P	P	P	-	
Two households on single lot							
Duplex	-	-	P	P	P	-	
Mixed-Use Building	P	P	P	P	P	-	
Three or more households on single lot							
Cottage House Development	-	-	P	P	P	-	Sec. 40.110 (ZO)
Multi-Unit House	P	P	P	P	P	-	Sec. 40.250 (ZO)
Apartment/Condo	P	P	P	P	P	-	
Mixed-Use Building	P	P	P	P	P	-	
Non-Residential							
Open Space	P	P	P	P	P	P	
Civic/Institutional	P	P	P	P	P	-	
Neighborhood Commercial	P	P	P	P	P	-	
Urban Commercial	P	P	-	P	-	-	
Large Commercial	P	-	-	-	-	-	
Industrial	P	-	-	-	-	P	

P = Permitted **-** = Prohibited

[1] Supplemental NC Regulations

- a) Household living building types categories (except mixed-use buildings) are prohibited in commercial nodes. A commercial node is defined as street intersections where both streets are 3-lane or 4-lane roads.
- b) Mixed-use, neighborhood commercial, and civic/institutional are allowed at street intersections and adjacent to existing non-residential use.
- c) Apartments/condos are limited to 12 dwelling units per lot.

[2] Detached House

- d) Single household with detached house are only allowed on small lots and standard lots in accordance with Lot and Building Design Criteria

Table 3. Lot and Building Design Criteria

ATTACHMENT A						
Table 3: Lot and Building Design Criteria: Household Living						
Standard	Detached House				Townhouse	
	Estate Lot	Large Lot	Standard Lot	Small Lot		
Minimum Lot Area (sq. ft.)	13,500	6,900	4,000	2,500	1,200	
Lot Width (ft.)	100 (Min.)	75 (Min.)	40 (Min.); 74 (Max)	30 (Min.); 39 (Max)	16 (Min.)	
Minimum Street Frontage (feet) ⁽¹⁾	30	30	30	30	60 (development, not per unit)	
Maximum Building Coverage	40%	45%	55%	70%	90%	
Building Setbacks (feet)	Street [a]	20 (Min.)	10 (Min.); 20 (Max)	10 (Min.); 15 (Max)	5 (Min.); 15 (Max)	
	Side	5 (Min.)	5 (Min.)	5 (Min.)	0 (internal) 5 (end-units)	
	Rear	25 (Min.)	Garages and Accessory Dwelling Units (ADUs): 2' (Min.) garage setback All Other Structures: 20 (Min.)	Garages and ADUs: 2' (Min.) garage setback All Other Structures: 20 (Min.)	Garages and ADUs: 2' (Min.) garage setback All Other Structures: 20 (Min.)	
Garage, Parking Lot, and Access Placement	- Parking spaces may be accessed by alley, rear-loaded drive, side, or front drive - Front-loaded garages may be max. 40% of primary façade, and must be recessed a minimum of 5' behind the primary façade	- Parking spaces may be accessed by alley, rear-loaded drive, side, or front drive - Front-loaded garages may be max. 40% of primary façade, and must be recessed a minimum of 5' behind the primary façade	- Parking spaces must be accessed by alley or rear-loaded drive if one is present or proposed - If one is not present, parking spaces may be accessed by rear-loaded drive, side or front drive - No parking between the primary structure and the street - Front-loaded garages must be recessed a minimum of 30' from a primary street lot line - Driveways may be no wider than 10' for a depth of 30' from the primary street lot line	Parking spaces must be accessed by alley, rear-loaded drive, or side drive	- Parking spaces must be accessed by alley or rear-loaded drive if one is present or proposed - If one is not present, parking spaces may be accessed by rear-loaded drive, side or front drive	
Street-Facing/Pedestrian Entrance	Required	Required	Required	Street or common green-facing pedestrian entrances required. If fronting on a common green space, minimum street frontage applies to common green space frontage	Street or common green-facing pedestrian entrances required. If fronting on a common green space, minimum street frontage applies to common green space frontage	

[1] Porches and awnings may encroach beyond street setback area by 2'.

Table 3: Lot and Building Design Criteria: Household Living						
	Duplex	Cottage House Development	Multi-Unit House	Apartment/Condo	Mixed-Use Building	
Minimum Lot Area (sq. ft.)	4,500	10,000	4,000	7,500	2,500	
Minimum Lot Width (ft.)	35	75	40	50	25	
Minimum Street Frontage (feet)	30	100	30	30	20	
Maximum Building Coverage	65%	-	65%	60%	N/A	
Building Setbacks (feet)	Street [1]	10 (Min.); 20 (Max)	10 (Min.); 20 (Max)	10 (Min) - Town Center Development Area and VC: 2 (Min); 12 (Max)	10 (Min); 20 (Max) - Town Center and Village Center Development Areas: 2 (Min); 12 (Max)	
	Side	5 (Min)	5 (Min)	- Town Center Development Area: 0 (Min) - Other Permitted Development Areas: 10 (Min)	0 (Min)	
	Rear	- Garages and ADUs: 2' (Min) garage setback - All Other Structures: 20 (Min)	- Garages and ADUs: 2' (Min) garage setback - All Other Structures: 20 (Min)	- Garages and ADUs: 2' (Min) garage setback - All Other Structures: 20 (Min)	- Garages and ADUs: 2' (Min) garage setback - All Other Structures: 20 (Min)	
	Supplemental Provisions	N/A	N/A	Min. separation between detached buildings on the same parcel determined by the International Fire Code	N/A	
Garage, Parking Lot, and Access Placement	- Parking spaces for a minimum of 1 residential unit must be accessed by alley or side drive. - Parking spaces for the second residential unit may be accessed by alley, side, or front drive. - Front-loaded garages may be max. 45% of primary façade, and must be recessed a minimum of 5' behind the primary façade	- Parking spaces may be accessed by alley, side, or front drive. - Parking areas shall not be located between buildings and the street.	- Parking spaces must be accessed by alley side if alley is present. - Outdoor surface parking may not be located between the principal building and the street.	- Parking spaces must be accessed by alley side if alley is present. - Parking areas shall not be located between buildings and the street. - Side area parking lots must be a minimum of 10' further than the building setback. Side area parking shall never be located on a block corner.	- Unless fully below grade, parking areas shall not be located between buildings and street. - Side area parking lots shall not project in front of the building façade. Side area parking shall never be located on a block corner. - The ground floor of street-facing parking structures must be screened by inhabited space	
Street-Facing/Pedestrian Entrances	Required	Cottage houses must be oriented to and have a main entry onto a courtyard or common open space area that is accessible by all residents in the cottage house development, provided that cottage houses on lots abutting minor streets must have their front building elevation facing the street, including a building entrance, with a second entrance facing a courtyard or common open space area. The common open space must have a min. 18' width and 20' depth.	- Required - Up to two building entrances visible from the street is allowed	Required	Required	

[1] Porches and awnings may encroach beyond street setback area by 2'.

Table 3: Lot and Building Design Criteria: Non-Residential					
	Civic/Institutional	Neighborhood Commercial	Urban Commercial	Large Commercial	Industrial/General Commercial
Minimum Lot Area (sq. ft.)	N/A	3,500	3,500	10,000	N/A
Minimum Lot Width (ft.)	25	25	25	25	N/A
Minimum Street Frontage (feet)	20	20	20	20	50
Minimum Frontage Buildout	N/A	40%	80%	N/A	N/A
Building Setbacks (feet)	Street [a]	0	0 (Min.); 12 (Max.)	- Town Center Development Area: 2 (Min.); 12 (Max.) - Other Permitted Development Areas: 10 (Min.)	10 (Min.)
	Side	0 (Min.)	0 (Min.)	30' (Min.) from property used or designated as neighborhood residential or multiple-use/transitional in the Land Use Plan	30' (Min.) from property used or designated as neighborhood residential, multiple-use/transitional, or local center in the Land Use Plan
	Rear	- No Alley or Rear Drive: 20' (Min.) - Abutting Alley or Rear Drive: 2' (Min.)	2'	30' from property used or designated as neighborhood residential, multiple-use/transitional in the Land Use Plan	30' from property used or designated as neighborhood residential, multiple-use/transitional, or local center in the Land Use Plan
Garage, Parking Lot, and Access Placement	N/A	- Unless fully below grade, parking areas shall not be located between buildings and street - Side area parking lots shall not project in front of the building facade. Side area parking shall not be located on a block corner.	- Unless fully below grade, parking areas shall not be located between buildings and street - Side area parking lots shall not project in front of the building facade. Side area parking shall never be located on a block corner. - The ground floor of street-facing parking structures shall be screened by inhabited space, landscaping, or other architectural features.	Max. of one double-loaded parking aisle (2 parking bays) is permitted between the building and street right-of-way	N/A
Street-Facing/Pedestrian Entrances	Yes	Yes	Yes	Yes	No

[a] Porches and awnings may encroach beyond street setback area by 2'.

6.3. Development Area Profiles

Profiles for each development area that include the development area purpose, allowed building types, and design standards are provided on pages 29-34.

A. Regional Center (RC) Development Area

1. Purpose

- i. The Regional Center designation is primarily located along the Creek Turnpike and Highway 412 and is generally intended to provide the greatest variety of building types while establishing walkability.
- ii. The following are typical characteristics of the Regional Center:
 - a. Large-scale and medium-scale commercial, mixed-use, and/or multi-family
 - b. Buildings located on larger lots and city blocks in a connected format
 - c. Coordinated to facilitate vehicular and pedestrian access from nearby neighborhoods
 - d. Landscaped to be attractive and provide appropriate buffering to residential uses
 - e. Parking is primarily situated behind primary buildings although limited parking is allowed in front of buildings per Table 3.

2. Allowed Building Types

- Large Commercial
- Urban Commercial
- Neighborhood Commercial
- Mixed-Use Building
- Civic/Institutional
- Apartments/Condos
- Multi-Unit House
- Townhouse
- Open Space

3. Development Area Standards

RC Development Area Standards	
Building Height (max.)	
90'	
Block Length (max.)	
1,600'	
■ Block lengths over 1,000' require a mid-block crossing	

B. Town Center (TC) Development Area

1. Purpose

- i. The Town Center designation is established to promote the development of a downtown as a high-intensity, connected, and walkable urban center for the Fair Oaks community and the region.
- ii. The following are typical characteristics of the Town Center:
 - a. A mixture of commercial, mixed-use, and apartments with active building frontages set close to the sidewalk.
 - b. Attached buildings forming a continuous street wall.
 - c. Pedestrian-oriented scale with sidewalks and street trees.

2. Allowed Building Types

- Urban Commercial
- Neighborhood Commercial
- Mixed-Use Building
- Civic/Institutional
- Apartments/Condos
- Multi-Unit House
- Townhouse
- Open Space

3. Development Area Standards

TC Development Area Standards
Building Height (max.)
95'
Block Length (max.)
500'

C. Town Center-Neighborhood (TC-N) Development Area

1. Purpose

- i. The Town Center-Neighborhood designation is established to promote the development of a higher-intensity residential neighborhood with seamless integration with the downtown.
- ii. The following are typical characteristics of TC-R1:
 - a. A mixture of residential building types with modest setbacks and inviting building frontages along city blocks.
 - b. Vehicle access from alleys or side drives.
 - c. Pedestrian-oriented scale with sidewalks and street trees.

2. Allowed Building Type

- Neighborhood Commercial
- Mixed-Use Building
- Civic/Institutional
- Apartments/Condos
- Cottage House Development
- Multi-Unit House
- Duplex
- Townhouse
- Small Lot Single-Family Detached
- Standard Lot Single-Family Detached
- Open Space

3. Development Area Standards

TC-N Development Area Standards
Building Height (max.)
3 stories or 50'
Block Length (max.)
500'

D. Village Center (VC) Development Area

1. Purpose

- i. The Village Center designation is established to promote higher intensity, village centers, typically located within $\frac{1}{4}$ walk sheds from intersections of major streets and near the regional center and town center.
- ii. The following are typical characteristics of VC:
 - a. A mixture of commercial retail, professional offices, and dwelling units located in townhouses, apartments/condos, and in upper stories of rear of mixed-use buildings.
 - b. Buildings with active building frontages set at or close to the sidewalk.
 - c. Pedestrian-oriented scale with sidewalks and trees.

2. Allowed Building Types

- Urban Commercial
- Neighborhood Commercial
- Mixed-Use Building
- Civic/Institutional
- Apartments/Condos
- Cottage House Development
- Multi-Unit House
- Duplex
- Townhouse
- Small Lot Single-Family Detached
- Standard Lot Single-Family Detached
- Open Space

3. Development Area Standards

VC Development Area Standards
Building Height (max.)
60'
Block Length (max.)
600'

E. Neighborhood Center (NC) Development Area

1. Purpose

- i. The Neighborhood Center designation is established to enhance and support a full range of housing types, higher intensity neighborhood centers within $\frac{1}{4}$ walk sheds of major street intersections, and small-scale commercial uses at local street intersections.
- ii. The following are typical characteristics of NC:
 - a. A mixture of commercial and mixed-use at neighborhood centers, low intensity residential up to apartments/condos near neighborhood centers, and small-scale commercial at local street intersections.
 - b. Pedestrian-oriented scale with sidewalks and trees.

2. Allowed Building Types

- Neighborhood Commercial
- Mixed-Use Building
- Civic/Institutional
- Apartments/Condos
- Cottage House Development
- Multi-Unit House
- Duplex
- Townhouse
- Small Lot Single-Family Detached
- Standard Lot Single-Family Detached
- Large Lot Single-Family Detached
- Estate Lot Single-Family Detached
- Open Space

3. Development Area Standards

NC Development Area Standards
Building Height (max.)
45'
Block Length (max.)
600'

F. Business & Industrial (BIC) Development Area

1. Purpose

- i. The Business & Industrial designation is established to provide a location for low to medium intensity industrial uses near Highway 412.
- ii. The following are typical characteristics of the BIC:
 - a. Office/warehouse, distribution, wholesale assembly, and manufacturing or processing facilities that may require substantial amounts of outdoor storage or operations.
 - b. Uses typically generate heavy traffic.
 - c. Buildings located on larger lots on bigger city blocks
 - d. Landscaped to be attractive and provide appropriate buffering to other uses.

2. Allowed Building Types

- Industrial/General Commercial
- Open Space

3. Development Area Standards

BIC Development Area Standards
Building Height (max.)
-
Block Length (max.)
-

Section 7. Transportation Development Standards

7.1. Transportation and Access

A. Purpose

The Fair Oaks Master Plan has been planned using design principles that place an emphasis on creating walkable, bikeable, and pedestrian friendly designed streets. The relationship between the design of a transportation facility/street (ie: how wide its lanes are, how often it accommodates driveways, whether it has on-street parking, whether it has street trees, etc.) and the land uses it serves, is critical to the success of a walkable community. Well-designed streets set the stage for many dimensions of community life and can have a profound effect on the image and identity of a neighborhood. The City of Tulsa's Comprehensive Plans seeks to implement a context sensitive solutions approach to transportation infrastructure with the resolution and adoption of the City of Tulsa Complete Streets Procedural Manual by the City Council and Mayor of Tulsa on February 2, 2012.

"That in the interest of fully implementing the transportation elements of the Comprehensive Plan, it is the consensus of this Council and the advice of this council, that future street projects in the City of Tulsa should be planned, designed, and operated, when possible, in accordance with accepted recommended best practices for Context Sensitive Solutions, as outlined by the Institute of Transportation Engineers in Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, as amended and/or updated, to provide for a balanced, responsible, and equitable way to accommodate all users including pedestrians, bicyclists, public transit riders, freight providers, emergency responders, and motorists."

B. Street Types and Standards

To align with the city's adopted policies and long-range planning goals, the design of all streets and transportation facilities within the Fair Oaks MPD boundaries shall refer to the Street Network Plan shown in Exhibit 4: for placement/alignment of future streets. Prior to beginning detailed engineering plans, the Street Standards shown in Table 4, Exhibits 6-16 Illustrative Street Sections, and the City of Tulsa's Complete Streets Manual shall be a first point of reference to determine the horizontal layout of all roadways.

The design elements of streets must meet or exceed the minimum design criteria, standards and/or regulations of the City of Tulsa, Oklahoma Department of Transportation (ODOT), Federal Highway Administration (FHWA), Manual on Uniform Traffic Control Devices (MUTCD), Public Right-of-Way Accessibility Guidelines (PROWAG), American Association of State Highway and Transportation Officials (AASHTO) Geometric Design and Roadside Design Guide, and Oklahoma Department of Environmental Quality (ODEQ).

C. Online Geodatabase Map

MPD-regulated streets are shown in the online geodatabase map available on the City of Tulsa's website and must be located within 300 feet of the alignment shown on that map. Streets that are not MPD-regulated are illustrative only and are intended to convey the overall design concept.

D. Alley and Urban Residential Street Standard

All Street designs that include utilities, street trees within the right-of-way, and/or utilize an alley shall be governed by street standards STD 726 A, STD 726 B, and STD 727A, as approved by City of Tulsa Engineering in March of 2024 (see exhibit 17 for reference). These standards establish the standards for utility placement within a public street right-of-way, the use of street trees within the public right-of-way, and the design of rear alleys for residential development.

Exhibit 4. Street Network Plan

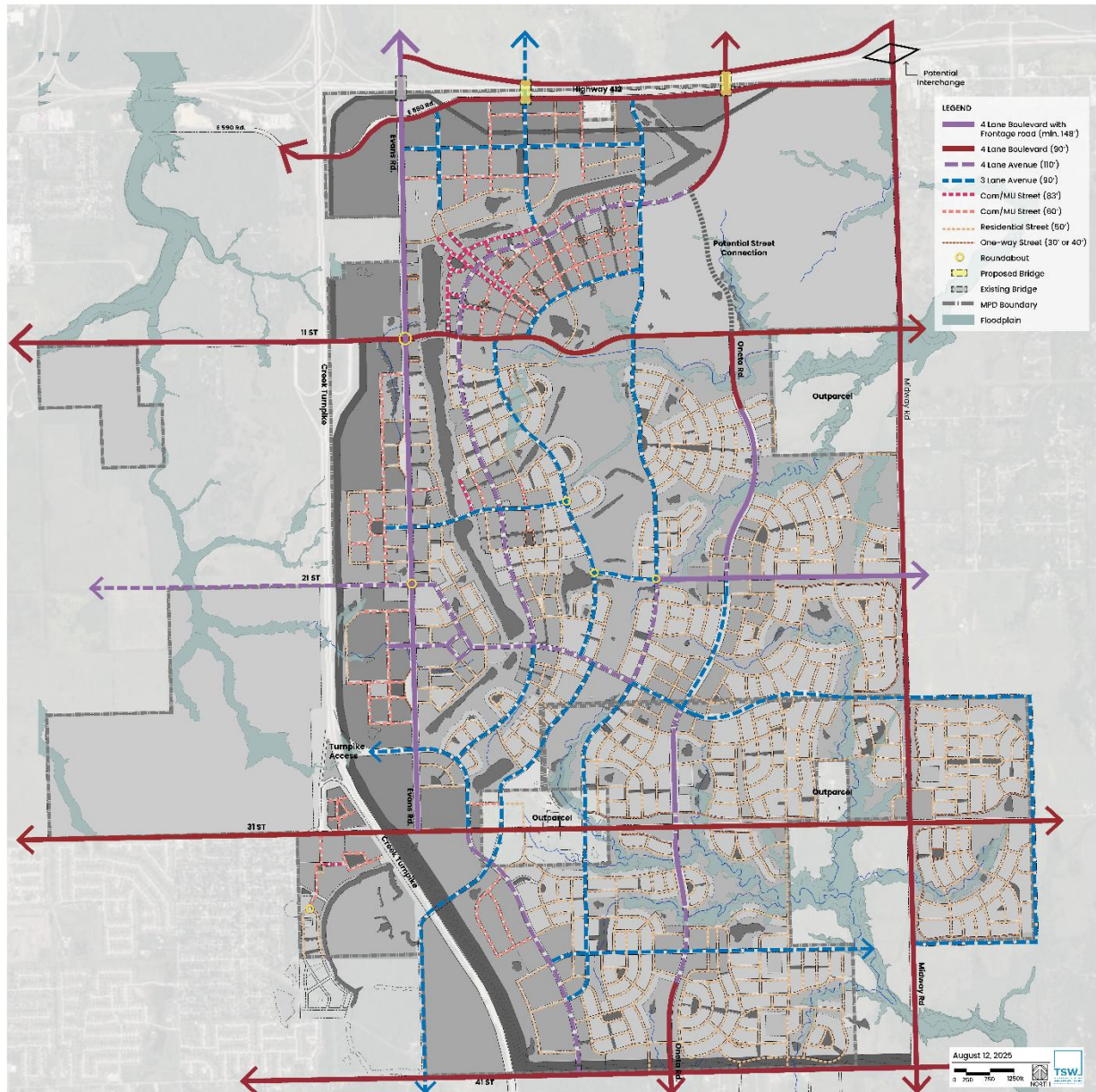


Table 4. Street Standards Table

ATTACHMENT B Table 4: Street Standards Table The standards are intended to reflect the design intent of the illustrative street sections in this MPD											
Street Name	AVE-C4/C3-148	AVE-C4-110	AVE-C3-110	BLVD-90	AVE-C4-90	AVE-C3-90	ST-C4-83	ST-C4/C3-60	ST-C3-50 (1)	ST-C3-50 (2)	AL-25-15
Description	4-lane avenue	4-lane avenue	4-lane avenue	4-lane boulevard	3-lane avenue	3-lane avenue	2-lane street	2-lane street	2-lane street	2-lane yield street	Alley
Intended location	Major arterial roads	Major arterials going through commercial and mixed-use areas	Major arterials going through residential areas	Major section road	Minor arterials going through commercial and mixed-use areas	Minor arterials going through residential areas	Mixed-use or commercial streets with higher parking needs	Mixed-use or commercial streets in activity centers	Typical residential street	Yield street with no designated on-street parking	Where alleys are provided
ROW width	148 ft.	110 ft.	110 ft.	90 ft.	90 ft.	90 ft.	83 ft.	60 ft.	50 ft.	50 ft.	25 ft.
Travel lane width	11 ft.	11 ft. outside lanes; 10 ft. inside lanes	11 ft. outside lanes; 10 ft. inside lanes	11 ft.	10.5 ft.	11 ft.	11 ft.	10 ft.	10 ft.	24 ft.	15 ft.
Typical section	116 ft.	72 ft.	72 ft.	58 ft.	51 ft.	52 ft.	60 ft.	36 ft.	27 ft.	24 ft.	15 ft.
Number of travel lanes	4 primary travel lanes; up to 2 frontage road travel lanes	4	4	4	2	2	2	2	2	1	1
Frontage road	Up to 2 one-way frontage roads; N/A for suburban or rural areas	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Median width	Center 14 ft.; Between primary and frontage road 10 ft.	14 ft.	14 ft.	14 ft.	14 ft.	14 ft.	N/A	N/A	N/A	N/A	N/A
On-street parking	8 ft. for parallel parking (two sides) along frontage roads	8 ft. for parallel parking (two sides)	8 ft. for parallel parking (two sides)	N/A	8 ft. for parallel parking (two sides)	8 ft. for parallel parking (two sides)	19 ft. for angled parking (two sides)	8 ft. for parallel parking (two sides)	7 ft. for parallel parking (one side)	N/A	N/A
Landscaping	6 ft. between on-street parking and sidewalk/ multi-use path + 12 ft. total	5 ft. located adjacent to sidewalks + 10 ft. total	6.5 ft. between on-street parking and sidewalk/ multi-use path + 13 ft. total	6 ft. between travel lane and sidewalk/ multi-use path + 12 ft. total	5 ft. (one side) 5.5 ft. (one side) located adjacent to sidewalks + 10.5 ft. total	6.5 ft. between on-street parking and sidewalk/ multi-use path + 13 ft. total	5.5 ft. between on-street parking and sidewalk + 11 ft. total	6 ft. between on-street parking and sidewalk + 12 ft. total	6.5 ft. between on-street parking and sidewalk + 13 ft. total	6 ft. between street and sidewalk + 12 ft. total	5 ft. on both sides + 10 ft. total
Planter buffer	N/A	N/A	2.5 ft. at the outer edges of ROW (two sides)	N/A	N/A	2.5 ft. at the outer edges of ROW (two sides)	N/A	N/A	N/A	2 ft. at the outer edges of ROW (two sides)	N/A
Landscape trees	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	Per Central Business District requirements	N/A
Sidewalk	6 ft. (one side) at the outer edge of ROW	6 ft. (two sides) at the outer edges of ROW	6 ft. (one side) between landscape and planter buffer	6 ft. (one side) at the outer edge of ROW	6 ft. (one side) between landscape and planter buffer	6 ft. (one side) between landscape and planter buffer	6 ft. at the outer edge of ROW (two sides)	6 ft. at the outer edge of ROW (two sides)	5 ft. (Two sides)	5 ft. (Two sides)	N/A
Multi-use trail	14 ft. (one side) at the outer edge of ROW	14 ft. (one side) between landscape and on-street parking	14 ft. (one side) between landscape and planter buffer	14 ft. (one side) at the outer edge of ROW	14 ft. (one side)	14 ft. (one side) between landscape and planter buffer	N/A	N/A	N/A	N/A	N/A
Curb	6 in.	6 in.	6 in.	6 in.	6 in.	6 in.	6 in.	6 in.	6 in.	6 in.	6 in.
Engineering criteria	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standards & STD 726B General Notes & Utility Placement	Per current city standard & STD 726-7A

Exhibit 6. BLVD-90

Fair Oaks Street Sections

BLVD -90

4-Lane Boulevard: major arterial section road with no on-street parking. No reverse frontage development may be allowed.

Better to work with frontage road going through urban development areas:
see BLVD-C4/C3-148

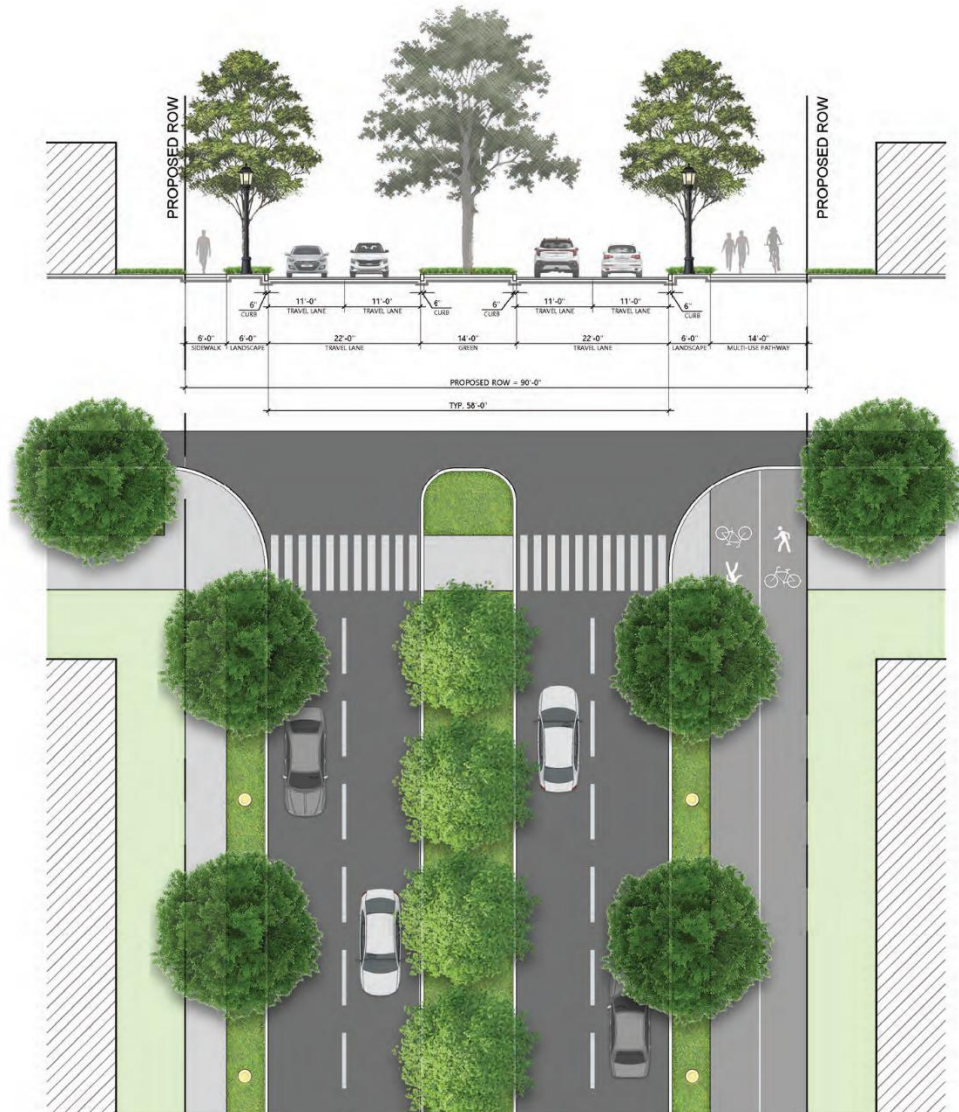


Exhibit 7. AVE-C4-110

Fair Oaks Street Sections

■■■■ AVE-C4-110

4-lane Avenue: major arterials going through commercial and mixed-use areas.

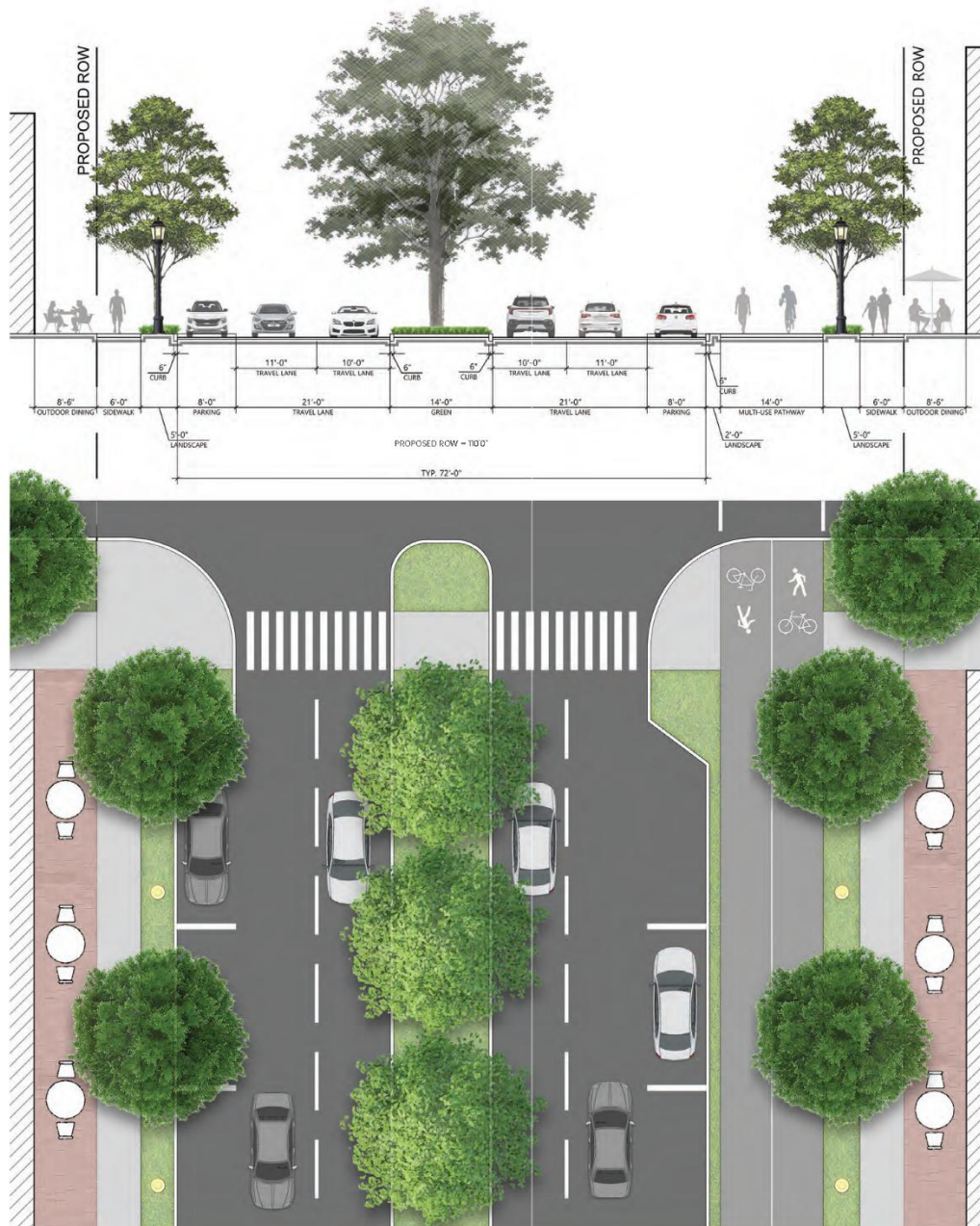


Exhibit 8. AVE-C4/c3-148

Fair Oaks Street Sections

AVE-C4/C3-148

4-lane Avenue: major arterial with one-way frontage road on one or both sides based on context.

Frontage road may not be necessary when going through suburban or rural areas: see previous BLVD-90 section.

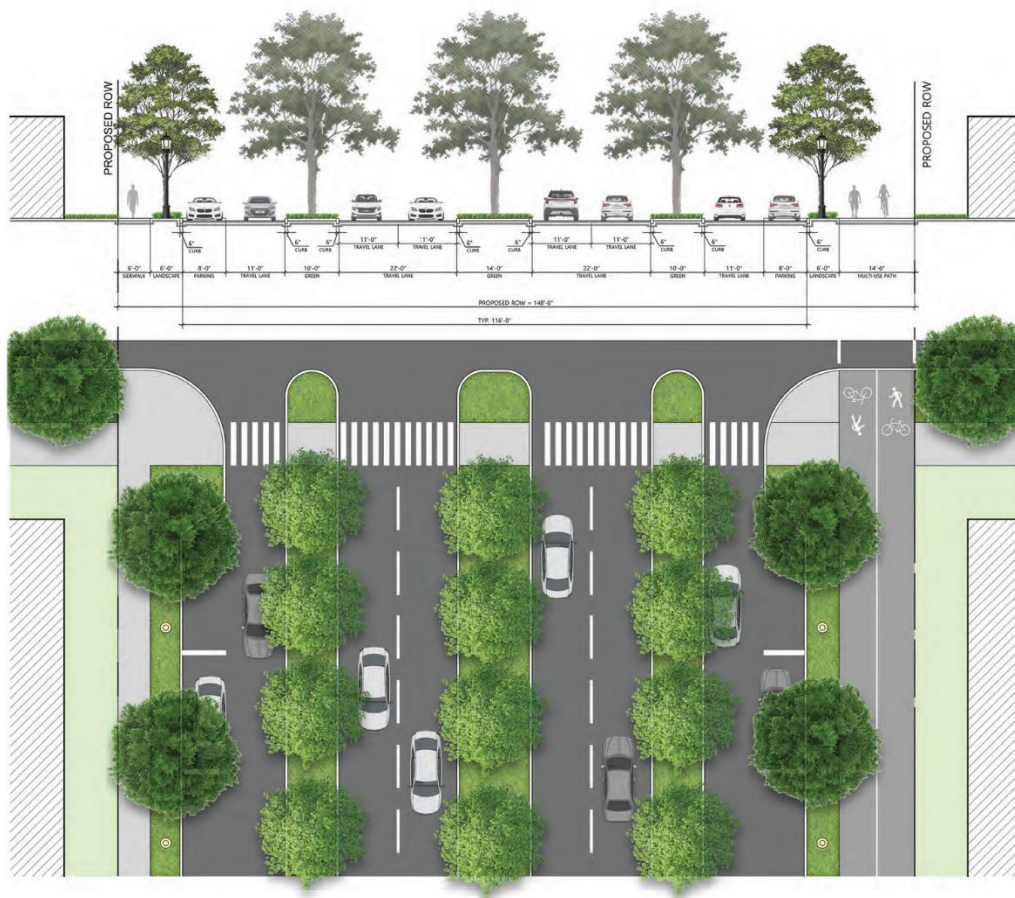


Exhibit 9. AVE-C3-110

Fair Oaks Street Sections

■■■■ AVE-C3-110

4-lane avenue: major arterials going through residential areas.

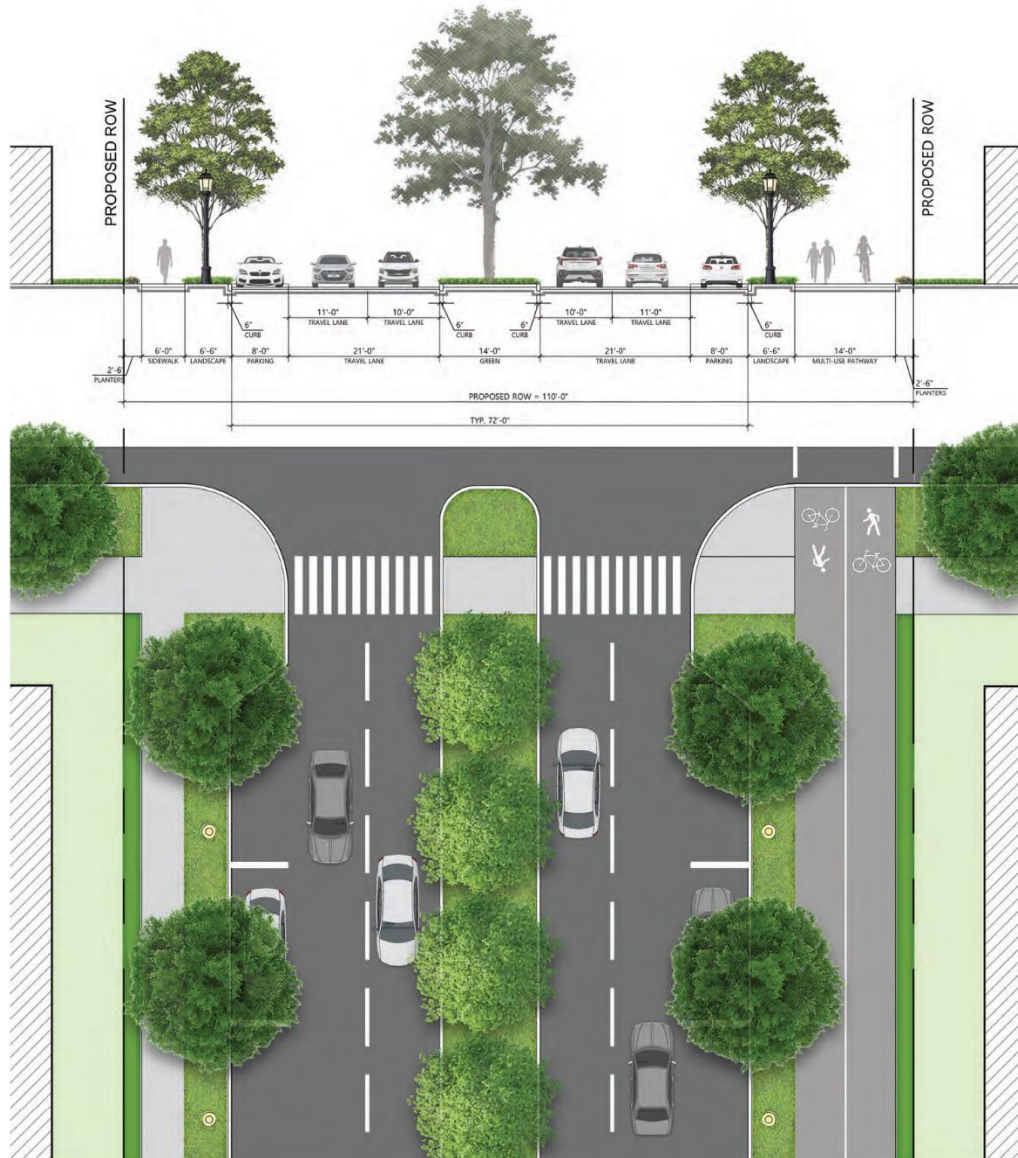


Exhibit 10. AVE-C4-90

Fair Oaks Street Sections

■■■■ AVE-C4-90

3-lane Avenue: minor arterials going through commercial and mixed-use areas.

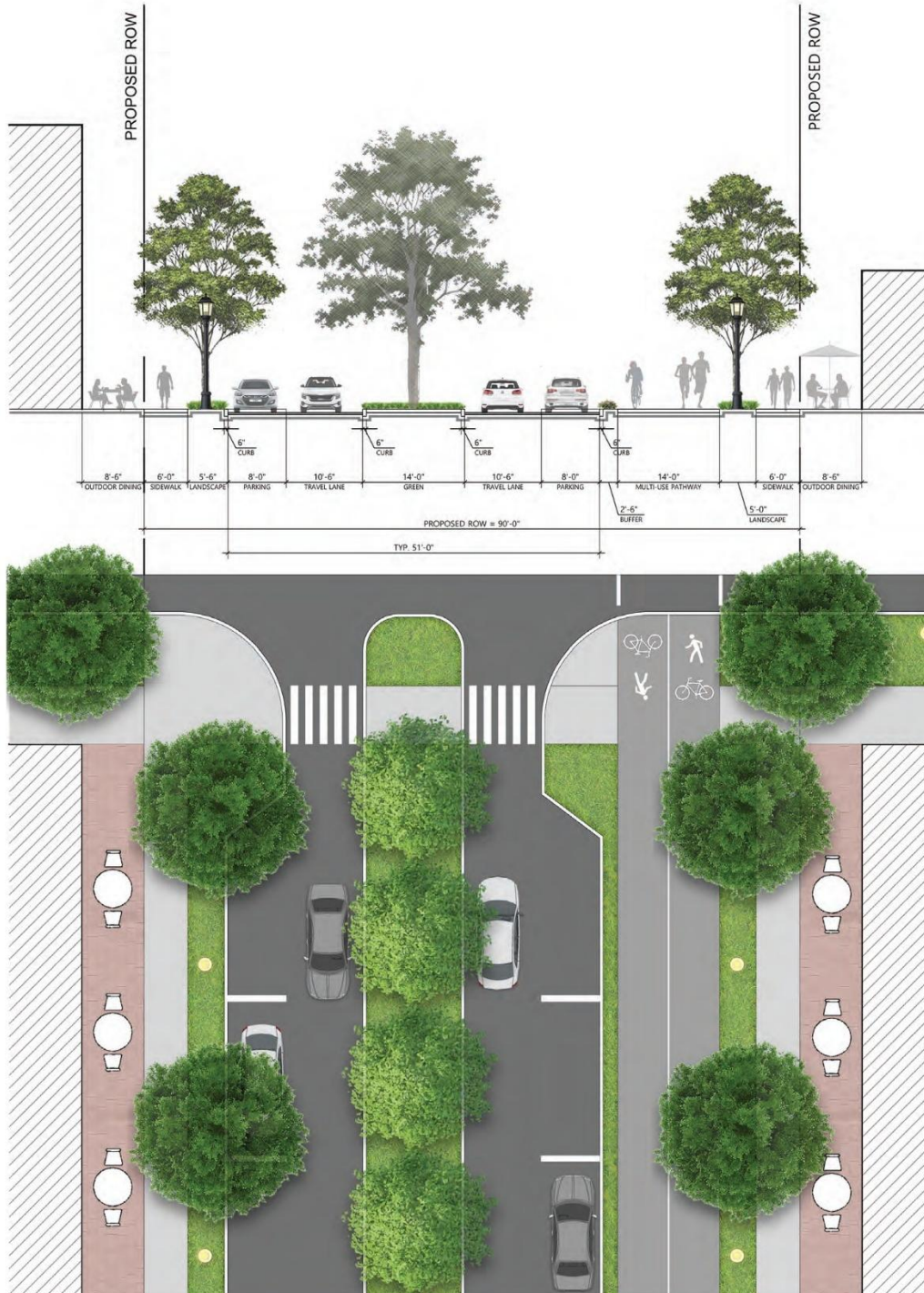


Exhibit 11. AVE-C3-90

Fair Oaks Street Sections

■■■■ AVE-C3-90

3-lane Avenue: minor arterials going through residential areas.

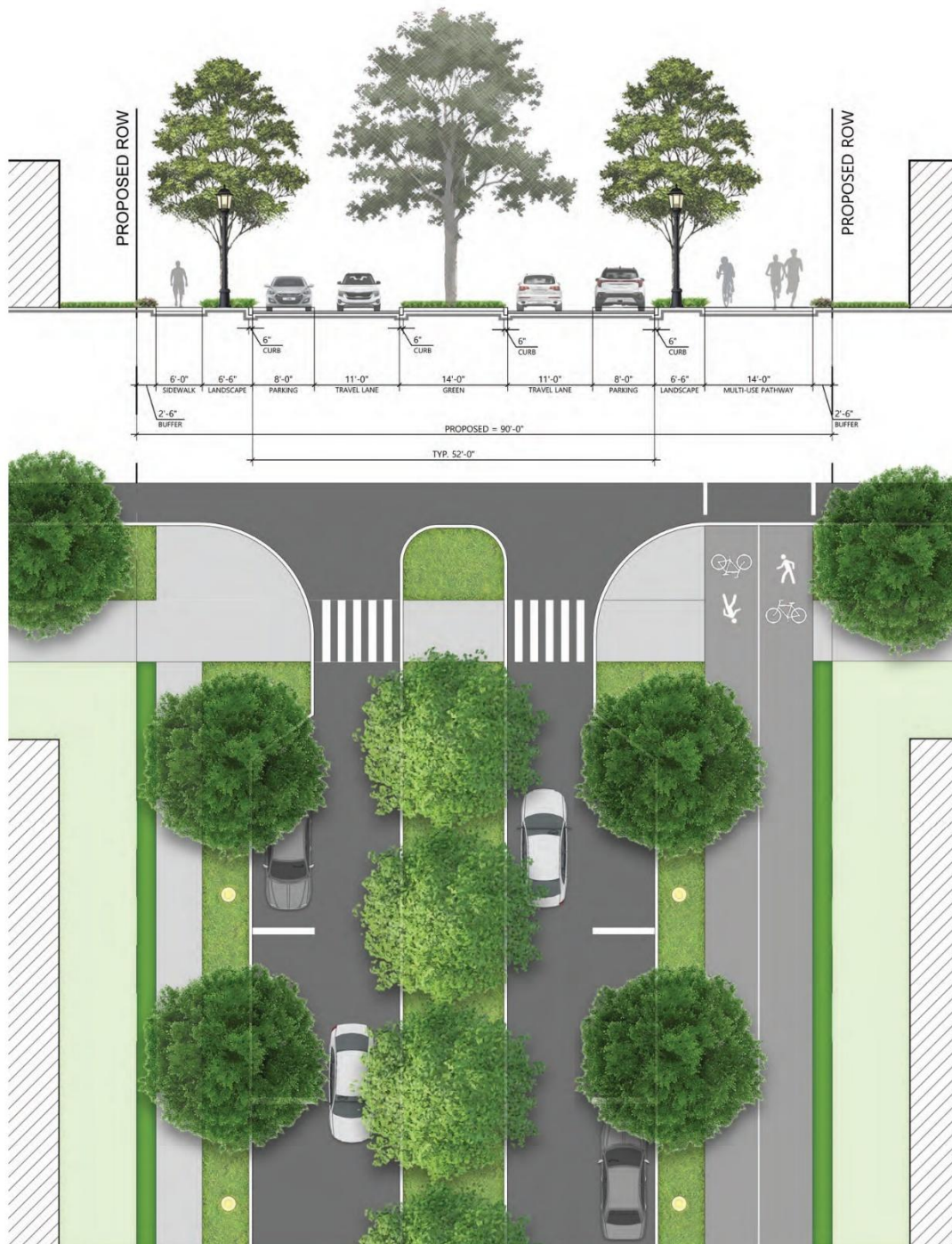


Exhibit 12. ST-C4-83

Fair Oaks Street Sections



ST-C4-83

2-lane Mixed-use or Commercial Streets in activity centers with higher parking need. This section also applies to downtown as two lane one-way street with parking on both sides.

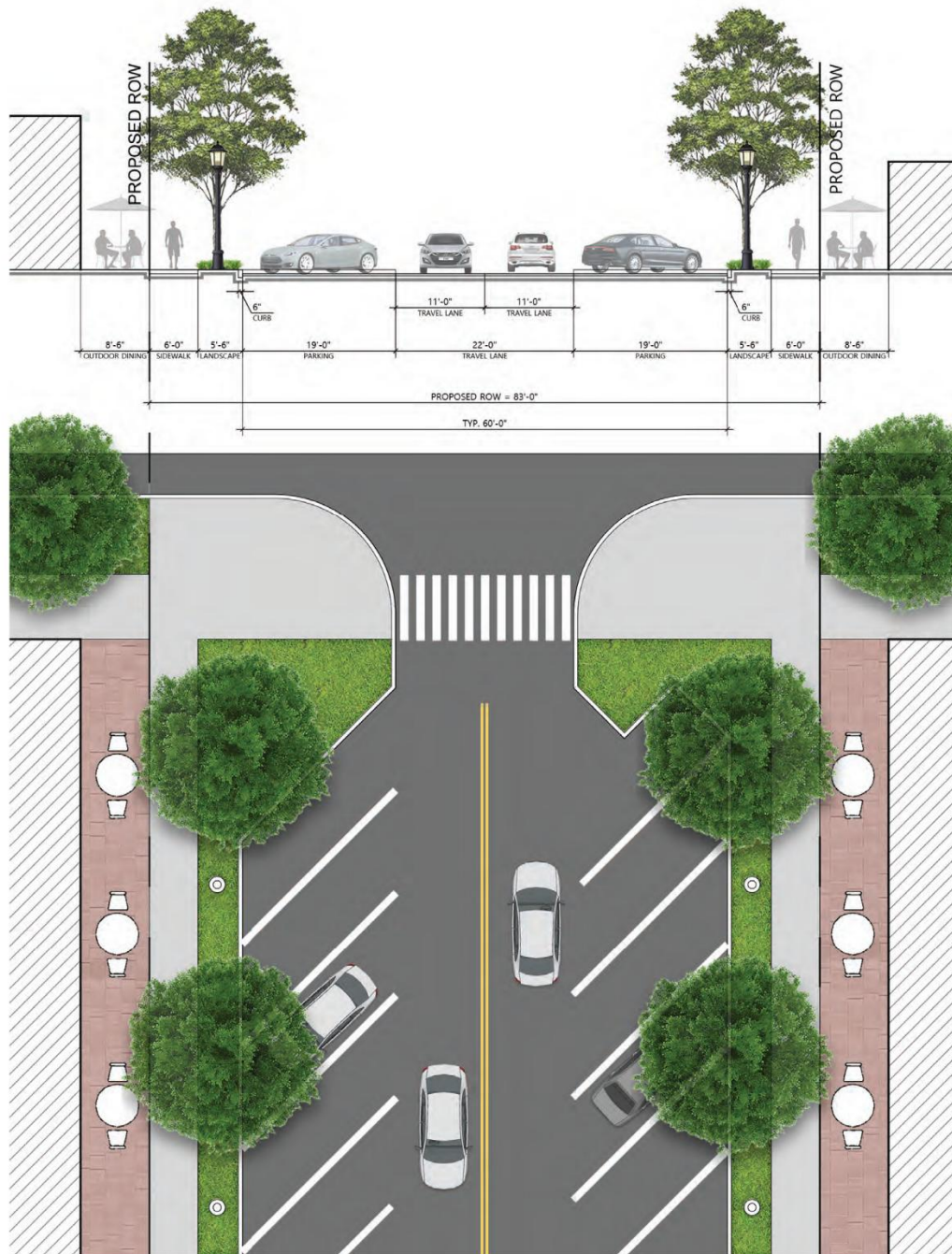


Exhibit 13. ST-C4/c3-60

Fair Oaks Street Sections

ST-C4/C3-60

2-lane Mixed-use or Commercial Streets in activity centers.

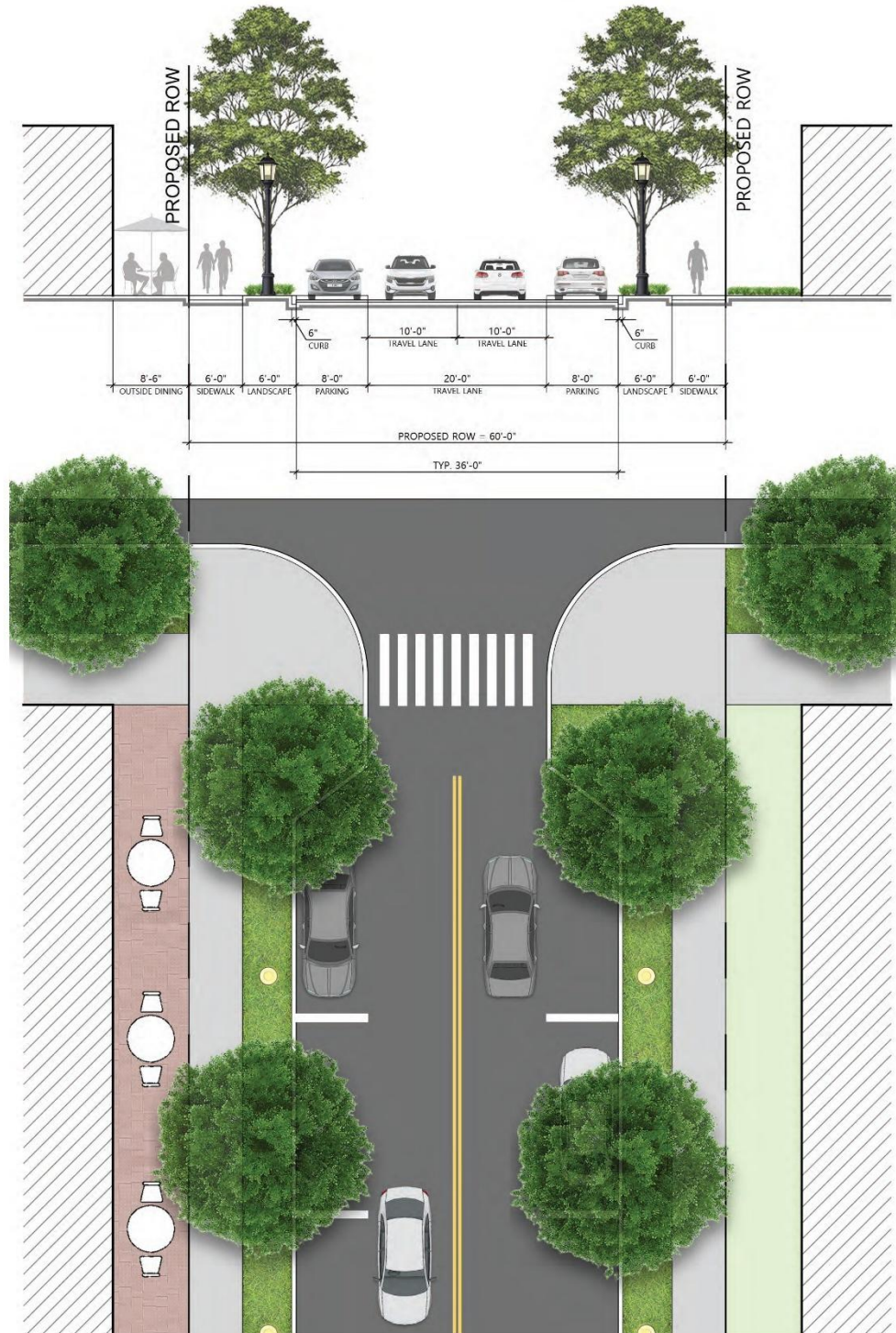


Exhibit 14. ST-C3-50

Fair Oaks Street Sections

— — — — — **ST-C3-50**

Typical 2-lane Residential Street

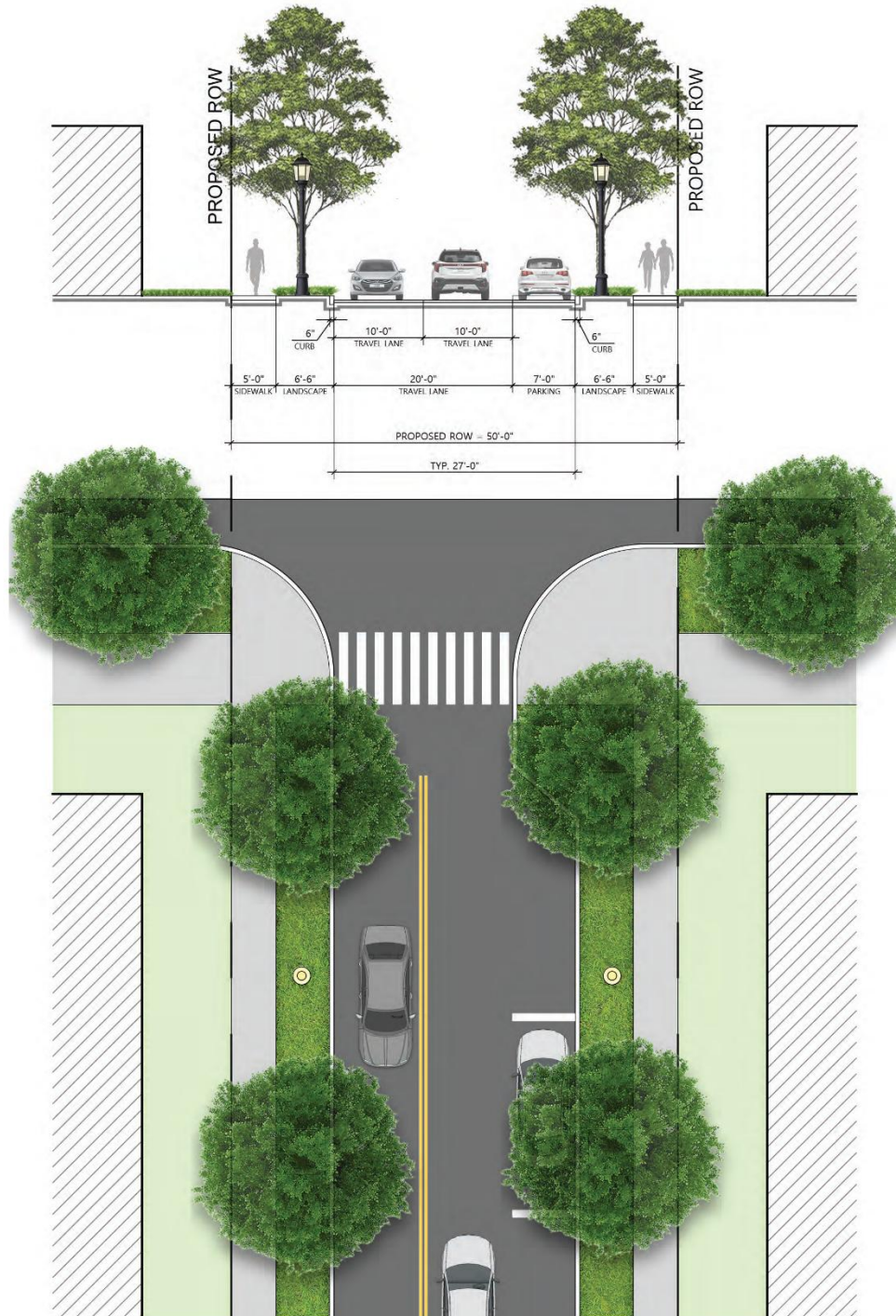


Exhibit 15. ST-C3-50

Fair Oaks Street Sections

ST-C3-50

2-lane Yield Street

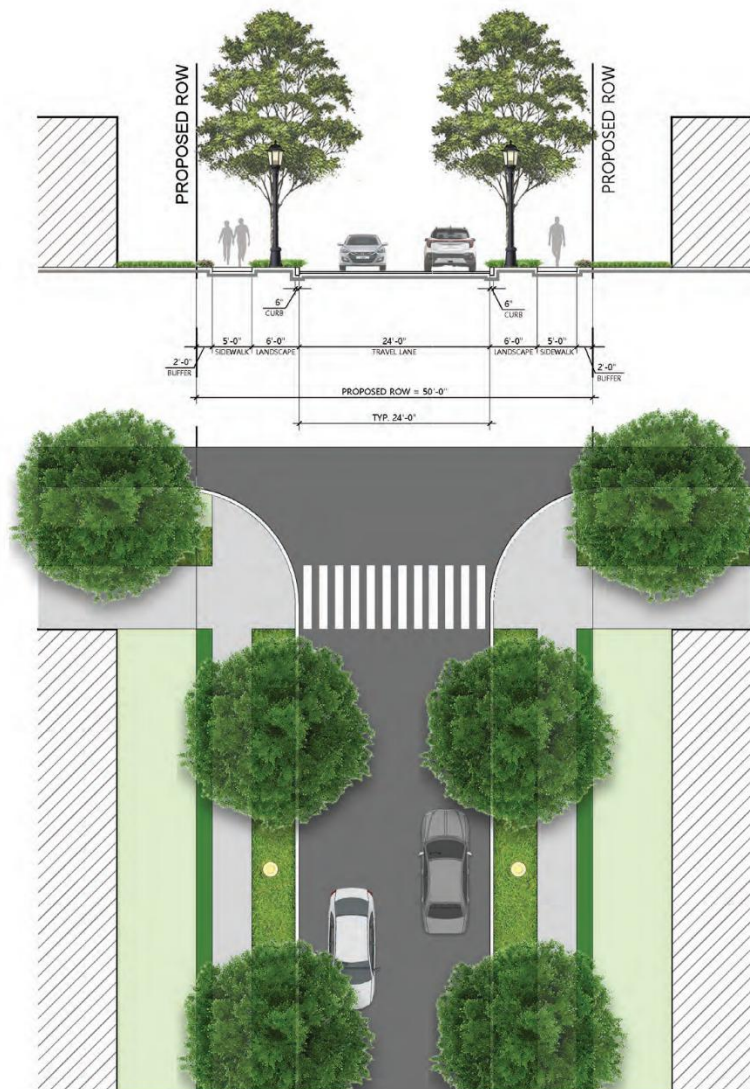


Exhibit 16. AL-25-15

Fair Oaks Street Sections

AL-25-15

Typical Alley Section

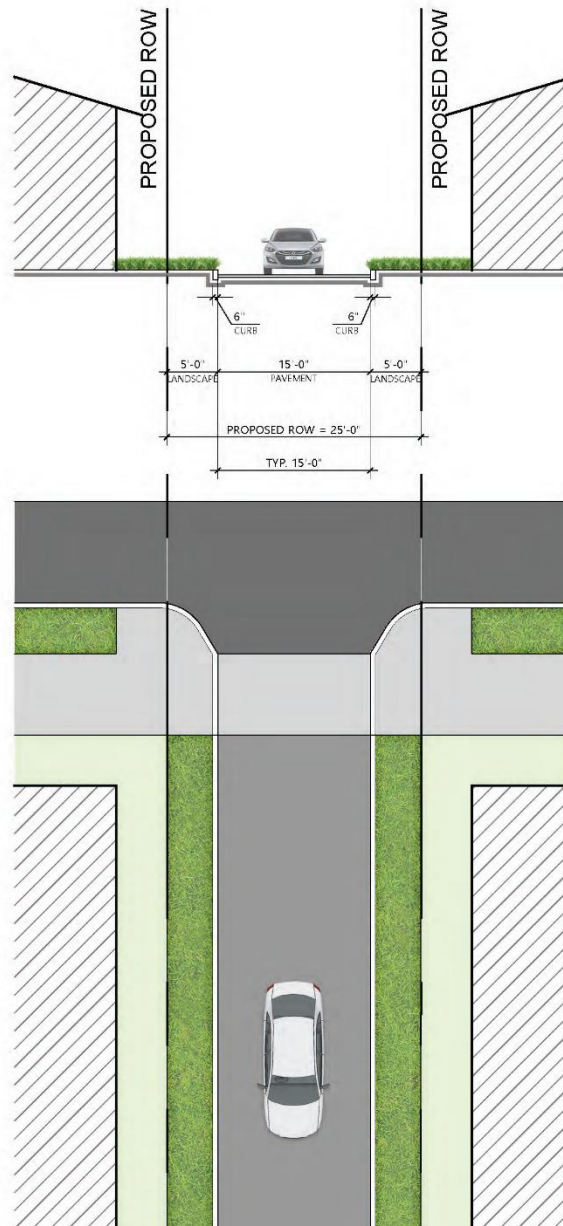
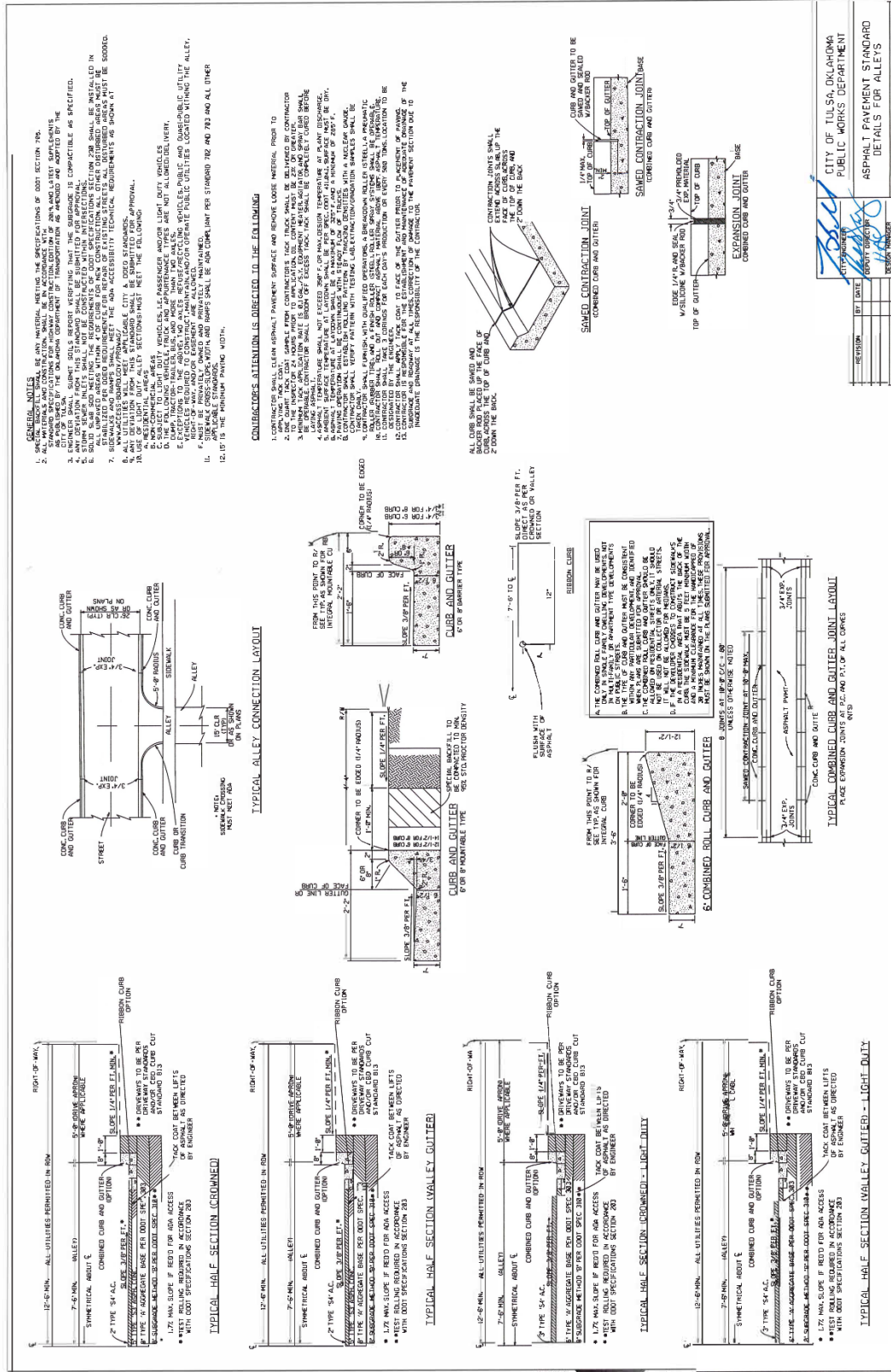
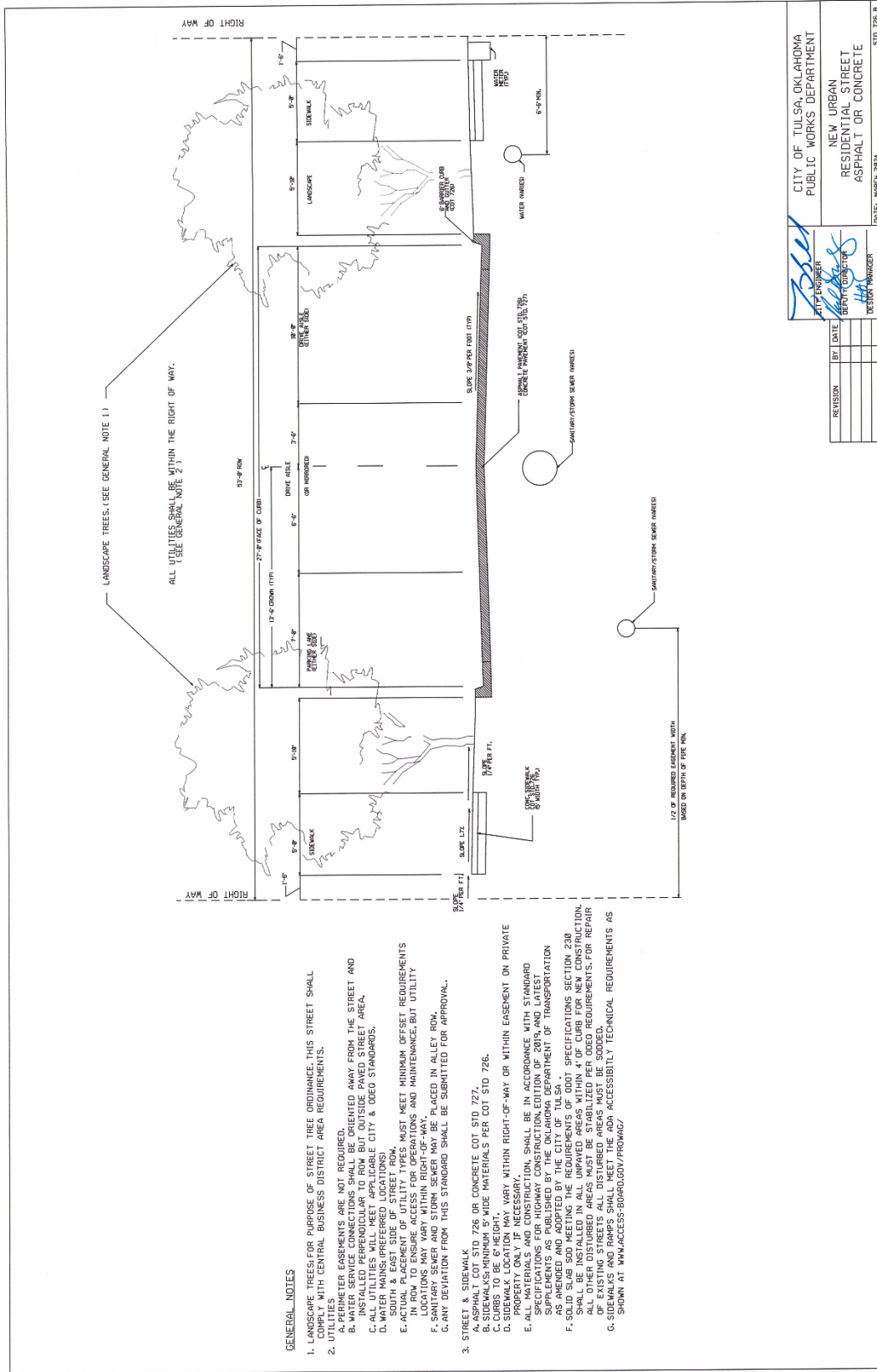


Exhibit 17. STD 726 A, STD 726 B, and STD 727A





E. Street Connectivity

1. Intent

Street layouts should have a clear order of well-connected roads that spread traffic across multiple streets to prevent congestion on main roads. In each residential area, the road system should allow safe, efficient, and easy movement for cars, bikes, and pedestrians, and offer plenty of ways to connect nearby neighborhoods, properties, and land uses. Local neighborhood streets should provide many direct routes to places like parks, schools, and shopping centers. These connections should link different developments together instead of creating barriers between them.

2. Connections to Vacant Land

- i. When new development is adjacent to vacant land, all streets, trails, and access ways shall extend through to the boundary lines of the area to provide for the connections to future subdivisions and meet transportation and access needs.
- ii. At least two (2) points of access shall be provided per half mile.

3. Alleys/Rear Drives

- i. To improve access, reduce street congestion, and enhance the aesthetic and functional quality of neighborhoods, alleys or rear drives are required in the design of subdivisions in the following development areas: Town Center, Town Center Neighborhood, and Village Center.

4. Cross-Access onto Adjacent Properties

All nonresidential development designed with vehicular access from the street shall be designed to allow for cross-access to adjacent properties to encourage shared parking and shared access points on public or private streets. When cross-access is deemed impractical by the land use administrator on the basis of topography, the presence of natural features, or vehicular safety factors, this requirement may be waived provided that bicycle and pedestrian connections are provided between adjacent developments or land uses. A cross access easement must be recorded prior to issuance of a building permit.

F. Access

1. Driveways Near Intersections

The centerline of driveways on a boulevard, avenue, arterial or collector street shall be located as far as the lot width permits from street intersections, and at least 250 feet away from the centerline of the intersecting street. Alleys and rear shared access drives are exempt from this standard.

2. Driveways Along Streets

For nonresidential and multi-family developments, the number of driveways per lot along boulevards and avenues shall not exceed one (1) per 250 feet of lot width. All curb cuts shall be spaced at least 250 feet apart, centerline-to-centerline. In addition,

the centerline of the access point shall either align with or be offset at least 200 feet from any access points on the opposite side of the arterial street when a raised or landscaped median is not present. Frontage roads are exempt from driveway separation requirements.

3. **Driveways Along Trails**

If nonresidential and multi-family development is proposed along an off-street multi-use trail, all curb cuts should be spaced 500 feet apart, centerline-to-centerline. If nonresidential and multi-family development is proposed along an on-street multi-use trail, all curb cuts should be spaced 250 feet apart, centerline-to-centerline.

4. **Local Residential Streets**

Platting single-family or two-family residential lots shall not have direct access to an arterial street. Whenever feasible, all single-family residential lots shall have direct access only from minor residential streets or alleys.

G. Standards for Pedestrian and Bikeway Facilities

1. **Sidewalks**

Sidewalks shall be installed on both sides of all streets and along the frontage of all new developments. Sidewalks and street trees along new urban residential streets shall comply with the City of Tulsa approved standard in Exhibit 17 which follows the Central Business District zoning street tree ordinance.

- i. Exemption: Internal private streets located within the BIC development area are exempt from the sidewalk installation requirement.

2. **On-site Pedestrian Walkways**

i. **Orientation**

Site plan shall be oriented to provide direct pedestrian access to:

- a. Connections to existing and planned street and trail networks
- b. Nearby destinations within one-quarter ($\frac{1}{4}$) mile, including schools, shopping areas, and community facilities; and
- c. Linkage points on adjacent parcels, including building entrances, transit stops, walkway easements, and signalized street crossings.

ii. **Connectivity Requirements**

On-site pedestrian walkways shall:

- a. Connect building entrances to one another; and
- b. Connect building entrances to public sidewalk connections and to existing or planned transit stops

3. **Bikeways**

Bikeways located on-street shall meet AASHTO standards at the time of construction.

7.2. Architectural Character and Design Standards

1. **Private Standards**

The intent of this development is to encourage new buildings that add visual interest, support a pedestrian-oriented environment, complement neighborhood character, and promote architectural variety. To ensure a high-quality built environment, architectural features within this MPD will be regulated through private design guidelines and architectural standards administered by a property owners' association, private design review committee, or other designated private entity. All architectural review and approval processes for private development shall be managed privately and documented through covenants, conditions, and restrictions or a similar binding instrument recorded with the property.

7.3. Parking

1. **Off-Street Parking**

i. **No Required Parking Minimum**

Off-street parking is not required within this MPD.

ii. **Parking Maximum**

Any use categorized as a "commercial" or "industrial" use in Table 1 of Section 5.4 (MPD), may provide no more than 100% of the minimum number of off-street vehicle parking spaces established in Table 55-1 of Section 55.020 (ZO).

iii. **Provided Off-Street Parking**

- a. Any off-street parking areas provided, even though not required, shall be developed in compliance with the standards set forth in Chapter 55 (ZO).
- b. Shared parking is allowed and encouraged.

2. **On-Street Parking**

- i. On-street parking is encouraged and most appropriate in the following street sections:
 - a. 4-lane avenue (AVE-C4/C3-148; AVE-C4-110; AVE-C3-110)
 - b. 3-lane avenue (AVE-C4-90; AVE-C3-90)
 - c. 2-lane street (ST-C4-83; ST-C4/C3-60; ST-C3-50(1))

7.4. Landscaping and Fencing

A. Applicability

The requirements of this Section 7.4 apply to properties outside of common open space and park areas.

B. Landscaping in Parking and Driveway Areas

The landscaping in parking and driveway areas is intended to create a public environment in which pedestrian safety, interest, and comfort are paramount. Therefore, parking areas that front public streets and pedestrian pathways shall be screened to minimize pedestrians' view of parked vehicles and the impact of vehicle headlights.

1. Parking lots and driveways that are located adjacent and parallel to a public street must be screened from the public right-of-way with landscaping, berms, fences, or walls a minimum of 3 feet in height measured from parking lot grade to a maximum of 4 feet in height.
2. Landscape islands, linear landscaping strips, bio-swales, or rain gardens must be provided in parking lots with 12 or more spaces. All landscape islands and strips shall have at least one tree.
3. Every parking space is required to be not more than 60 feet from a large canopy tree or 40 feet from a medium canopy tree, planted within a median, strip or island, measured from the trunk at planting.
4. Required size of landscape island and linear landscaping strips containing trees:
 - i. Within parking lots with non-porous surfaces: 130 square feet; 8 feet minimum width.
 - ii. Planted in structured soil: 64 square feet; 8 feet minimum width. The use of approved structural soils shall be limited to landscape islands and adjacent walkways and parking areas necessary for proper tree growth. Structural soils must not be used for fire lanes in parking areas.
 - iii. Within parking lots with approved porous surfaces for parking areas excluding fire lanes: 16 square feet. Tree trunks should be protected by wheel stops or other physical barriers excluding curbs.
 - iv. Linear landscaping strips are encouraged in lieu of landscaping islands where possible.

C. Fencing and Walls

1. Fences and walls in street yards may not be taller than 4 feet. Fences and walls in side yards that abut a non-alley right-of-way may not be taller than 4 feet. All other fences and walls may not be taller than 7 feet unless otherwise stated in this MPD.
2. Fences and walls must be constructed of permanent, durable materials, including but not limited to brick, stone, concrete, textile block, vinyl, wood, iron, or steel.

3. Fences and walls must not be constructed of, nor incorporate within their design, barbed wire, concertina wire, razor wire, electrically charged wire, railroad ties, split face concrete masonry units, scrap metal, tarps, recycled materials, and similar types of materials.
4. Any fencing located near trails or sidewalks shall be offset a minimum of 2 feet from the edge of the trail or sidewalk pavement surface.

7.5. Other Relevant Regulations

1. Uses and development in the MPD may be subject to other regulations and standards of the City of Tulsa Zoning Ordinance, including the following sections:
 - i. 10.050-A Nonconformities
 - ii. 10.050-B Accessory Uses and Structures
 - iii. 10.050-C Parking
 - iv. 10.050-D Signs
 - v. 10.050-E Landscaping and Screening
 - vi. 10.050-F Temporary Uses
 - vii. 10.050-G Outdoor Lighting