

TULSA METROPOLITAN AREA PLANNING COMMISSION
MINUTES of Meeting No. 1387
Wednesday, December 16, 1981, 1:30 p.m.
Langenheim Auditorium, City Hall
Tulsa Civic Center

MEMBERS PRESENT	MEMBERS ABSENT	STAFF PRESENT	OTHERS PRESENT
Eller Higgins Holliday, Secretary Kempe, 2nd Vice- Chairman C. Young, Chairman T. Young	Freeman Gardner Parmele Petty Inhofe	Brierre Chisum Compton Gardner Kane Lasker Wilmoth	Linker, Legal Department

The notice and agenda of said meeting were posted in the Office of the City Auditor, Room 919, City Hall, on Tuesday, December 15, 1981, at 12:30 p.m., as well as the Reception Area of the INCOG Offices.

Chairman C. Young called the meeting to order at 1:50 p.m. and declared a quorum present.

MINUTES:

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to approve the minutes of November 25, 1981 (No. 1384).

REPORTS:

Receipts and Deposits:

On MOTION of ELLER, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to approve the report on Receipts and Deposits for the month ended November, 1981.

Director's Report:

Resolution Amending The District 24 Plan A Part Of The Comprehensive Plan For The Tulsa Metropolitan Area (No. 1387:548), and

Resolution To Adopt The Mingo Creek Master Drainage Plan For The Tributaries Between I-44 And The Broken Arrow Expressway A Part Of The Comprehensive Plan For The Tulsa Metropolitan Area (No. 1387:549); as follows:

A RESOLUTION
AMENDING THE DISTRICT 24 PLAN A PART
OF THE COMPREHENSIVE PLAN FOR THE
TULSA METROPOLITAN AREA

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

WHEREAS, The Tulsa Metropolitan Area Planning Commission is required to prepare, adopt and amend, as needed in whole or in part, an Official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and

WHEREAS, On the 25th day of August, 1976, this Commission did call a public hearing for the purpose of considering the District 24 Plan and Public Notice of such meeting was duly given as required by laws; and

WHEREAS, The Public Hearings were held on the 15th day of September, 1976; the 13th day of October, 1976; the 27th day of October, 1976; the 10th day of November, 1976; and the 24th day of November, 1976; and

WHEREAS, On the 1st day of December, 1976, this Commission did adopt by Resolution No. 1140:446 the District 24 Plan, pages 24-7 through 24-25 and the District 24 Plan Map as a part of the Comprehensive Plan of the Tulsa Metropolitan Area; and

WHEREAS, On the 4th day of March, 1977, the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, did consider Resolution 1140:446, for the purpose of approving the District 24 Plan as adopted by the Tulsa Metropolitan Area Planning Commission, and approved the District 24 Plan; and

WHEREAS, On the 22nd day of February, 1977, the Board of County Commissioners of Tulsa County, Oklahoma, did consider Resolution 1140:446, for the purpose of approving the District 24 Plan as adopted by the Tulsa Metropolitan Area Planning Commission, and approved the District 24 Plan; and

WHEREAS, On the 9th day of December, 1981, this Commission did hold a Public Hearing for the purpose of considering an amendment to the District 24 Plan Map and Text and Public Notice of such meeting was duly given as required by law; and

WHEREAS, After due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863 to modify its previously adopted District 24 Plan as follows:

Comprehensive Plan Text:

3.2 66th Street Special District

66th Street North between Peoria Avenue and the floodplain near Lewis Avenue is defined as a Special District. This area has been developed as a mixture of commercial and residential uses

Resolution No. 1387:548 (continued)

and is considered an extension of the Turley business community. 66th Street serves as convenient access to the Cherokee Freeway.

3.2.1 General Goal

Create an extension of the Turley business district to meet the commercial needs of the area.

3.2.2 Development Objectives

3.2.2.1 Allow, preserve and promote the development of efficient light commercial and office facilities within designated boundaries.

3.2.2.2 Maximize the compatibility of these developments with surrounding land uses.

3.2.2.3 Maintain a controlled and orderly transition from the existing to proposed uses.

3.2.3 Development Policies

Zoning and development shall occur in the following manner:

3.2.3.1 Allow existing commercial uses to seek appropriate zoning (does not include Home Occupation).

3.2.3.2 Require that tracts requesting commercial rezoning be contiguous to commercially zoned tracts within the Peoria Special District or contiguous to commercially zoned tracts within the 66th Street Special District.

3.2.3.3 Encourage Home Occupations, as special exceptions, through the Board of Adjustment.

3.2.3.4 Require that properties which are rezoned meet the Bulk and Area Requirements of the applicable zoning district.

Comprehensive Plan Map:

The Special District boundaries are delineated on the attached map (Exhibit "A").

NOW, THEREFORE, BE IT RESOLVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION that the foregoing amendment to the District 24 Plan, be and is hereby adopted as parts of the District 24 Plan, a part of the Comprehensive Plan of the Tulsa Metropolitan Area.

BE IT FURTHER RESOLVED THAT upon approval and adoption hereof by the Tulsa Metropolitan Area Planning Commission, this Resolution be certified to the Board of Commissioners of the City of Tulsa, Oklahoma, and to the Board of County Commissioners of Tulsa County, Oklahoma, for approval and thereafter, that it be filed as public record in the Office of the County Clerk, Tulsa County, Oklahoma.

APPROVED and ADOPTED THIS 16th DAY OF DECEMBER, 1981.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to adopt this Resolution No. 1387:548 and that it be forwarded to the City Commission and the County

A RESOLUTION
TO ADOPT THE MINGO CREEK MASTER DRAINAGE PLAN
FOR THE TRIBUTARIES BETWEEN I-44 AND THE
BROKEN ARROW EXPRESSWAY A PART
OF THE COMPREHENSIVE PLAN FOR THE
TULSA METROPOLITAN AREA

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

WHEREAS, The Tulsa Metropolitan Area Planning Commission is required to prepare, adopt and amend, as needed in whole or in part, an Official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and

WHEREAS, On the 11th day of November, 1981, this Commission did call a public hearing for the purpose of considering the Mingo Creek Master Drainage Plan for the Tributaries between I-44 and the Broken Arrow Expressway and Public Notice of such meeting was duly given as required by law; and

WHEREAS, A Public Hearing was held on the 9th day of December, 1981; and this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to adopt the Mingo Creek Master Drainage Plan, for the Tributaries between I-44 and the Broken Arrow Expressway, and specifically "Section 9 - Open Space Planning", pages 9-1 through 9-27.

NOW, THEREFORE, BE IT RESOLVED BY THE TULSA METROPOLITAN AREA PLANNING COMMISSION that the Mingo Creek Master Drainage Plan for the Tributaries between I-44 and the Broken Arrow Expressway be and is hereby adopted as part of the Comprehensive Plan of the Tulsa Metropolitan Area, and filed as public record in the Office of the County Clerk, Tulsa County, Oklahoma.

BE IT FURTHER RESOLVED THAT upon approval and adoption hereof by the Tulsa Metropolitan Area Planning Commission, this Resolution be certified to the Board of City Commissioners of the City of Tulsa, Oklahoma, and to the Board of County Commissioners of Tulsa County, Oklahoma, for approval and thereafter, that it be filed as public record in the Office of the County Clerk, Tulsa County, Oklahoma.

APPROVED AND ADOPTED THIS 16th DAY OF DECEMBER, 1981.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to adopt this Resolution No. 1387:549 and that it be forwarded to the City Commission and the County Commission for public hearing and adoption.

PUBLIC HEARING:

Public Hearing to Consider Amending the Major Street and Highway Plan, a Part of the Comprehensive Master Plan for the Development of the Tulsa Metropolitan Area.

Public Hearing was opened to consider amending the Major Street and Highway Plan. Richard Brierre of the INCOG Staff explained that the Major Street and Highway Plan for the City and County of Tulsa identifies an Expressway south of the Inner-Dispersion Loop along the Midland Valley Railroad right-of-way and existing Riverside Drive south to the proposed Creek Expressway (approximately 96th Street) on the east side of the Arkansas River. The State Department of Transportation deleted the proposed Riverside Expressway from the State Highway Plan nearly a dozen years ago. The Riverside Corridor Study Committee, involving representation from a wide variety of interest groups (City Commission, County Commission, Traffic Engineering, City Engineering, Tulsa City-County Health Department, River Parks, and GTC), was formed several years ago to study traffic alternatives for the Riverside Corridor. The Committee's recommendation has been presented to the Transportation Policy Committee, the principal public policy advisory committee for transportation in the area, composed of local elected officials and representation of the various transportation modes. The Transportation Policy Committee requested that the Planning Commission schedule this Public Hearing to consider eliminating, (1) the designation of the Riverside Expressway from the Major Street and Highway Plan from the Inner-Dispersion Loop south to 31st Street along the old Midland Valley Railroad right-of-way, (2) designating a parkway along the existing Riverside Drive from Denver to the Midland Valley Railroad right-of-way and (3) changing the expressway designation to a parkway along the remaining corridor south to 81st Street. The Transportation Policy Committee did not address the designation of the proposed Riverside facility from 81st Street south to the proposed interchange with the Creek Expressway (96th Street). This recommendation is only in conceptual form at this point. There is a need for detailed studies to determine the exact right-of-way and appropriate standards necessary for a parkway in this particular corridor that would be compatible with existing uses in the area and provide the necessary facility to move the projected traffic.

Betsy Horowitz, 305 East 19th Street, encouraged the Commission to approve this request to designate Riverside as a parkway.

Audrey Roop, 1632 South Denver Avenue, asked for a definition of parkway. Tom Kane of the INCOG Staff explained that a definition was drawn up by a sub-committee of the Transportation Technical Advisory Committee which called for a minimum of 150' of right-of-way, 6, twelve-foot lanes with a 20-foot median separating the lanes, 10' breakdown lanes, 4' sidewalks and room for lighting standards. The primary difference between an expressway and a parkway is that the expressway standards require 300 feet of right-of-way. Mrs. Roop was in favor of taking the expressway designation away, but was concerned with the median because of the possibility of taking private land along Riverside Drive. The consensus of Mrs. Roop's neighborhood is that a 4' concrete median be installed rather than a beautifully landscaped area if it meant private property would not be taken. She is also concerned about what will happen at Riverside Drive and Denver Avenue.

Public Hearing to Consider Amending the Major Street and Highway Plan
(continued)

Richard Brierre advised that the recommendation of the Policy Committee was to designate a parkway from Denver Avenue, south to 81st Street. The detailed alignment would require further study and the Commission would have to direct the City Engineer and the Traffic Engineer to begin detailed studies.

Bill Thomas, City Traffic Engineer, explained that the City will begin improvements shortly on the replacement of the 21st bridge and related equipment to the intersections at 21st Street and Boulder Avenue and Riverside Drive. The design will allow for 6 future lanes south of 21st Street and 4 lanes north of 21st Street. Whether the area to the south is expressway or parkway is not important at this point. Six lanes can be installed within the existing right-of-way. In the interim, the loop will merge into the existing four-lane section and a lane will be dropped north-bound at 21st. Mr. Thomas advised that a high-capacity roadway of some type is needed along the River as far south as 96th Street. He will not argue against an expressway north of I-44 because getting the interchange at 31st and 41st Streets would be extremely difficult today. However, south of I-44 he felt it would be a mistake to take the expressway off the map because the major developments at 81st Street and Lewis Avenue and 61st Street and Yale Avenue will be generating a tremendous amount of traffic north to I-44. Mr. Thomas advised that a transportation home interview study was currently being conducted and requested that the proposed changes to the Plan be tabled until the study is complete, and the roadway and traffic assignments made to see what the needs are and what they will be 20 years from now in the area. Commissioner Kempe asked when the study would be completed, and Mr. Thomas thought the data would be available by April or May.

Richard Brierre continued by stating that the Transportation Planning process involves a number of computer models that are used to project traffic counts into the future. The transportation studies in the Tulsa area have been run-off data from the 1963 home interview survey. As part of this year's work program, we are conducting a major survey research program where approximately 1,400 households will be interviewed to determine travel habits, demographic characteristics, perceptions of the transit system and views on a variety of transportation policy issues. The data collection in this effort should be completed in March or April. The data derived from that survey will be utilized after some analysis to examine system alternatives and to update the overall Transportation Plan. The process is time consuming and may take approximately 18 months. The action of the Policy Committee was preceded by the appointment of the Riverside Corridor Study Committee representing various interest groups that examined alternatives and took into account existing traffic counts and traffic projections. Their recommendation for a parkway was made to the City Commission and referred back to the Transportation Policy Advisory Committee and the Technical Advisory Committee. The Technical Advisory Committee appointed an ad hoc committee to define the standards for a parkway.

A recommendation was presented by the ad hoc committee; however, the Technical Advisory Committee took no action. The Transportation Policy Committee has expressed a concern about the inconsistency between the various plans since the State Plan has no expressway in this corridor and the local plan calls for an expressway. Therefore, this change had been requested. Alternatives will be investigated as the Transportation plans

Public Hearing to Consider Amending the Major Street and Highway Plan
(continued)

are updated. The Policy Committee did not feel, however, that this action could wait the 18 months it would take to update the Plan.

Bill Thomas pointed out that the Transportation Technical Committee had not acted on this recommendation and he thought action should be tabled until the study was completed. Commissioner Holliday asked Mr. Thomas if he felt the study would have an impact on the decision the Commission was considering. Mr. Thomas responded that the study would be a very good tool in determining what the needs would be.

Mrs. Roop wanted to emphasize her concerns about Denver, which is now four-lane. The Comprehensive Planning Team originally planned that Denver could be four-lane one way in the morning and four-lane in the opposite direction of an evening and still carry the traffic it needed. She would like for the Commission to consider this alternative.

Mr. Jim Owens, 2301 South Boston Avenue, is a member of the Mapleridge Board of Trustees and explained that the Association endorses a parkway designation down to 91st Street. He expressed concern about right-of-way requirements and would like the Technical Committee to look into a 5-lane system with no median and the middle lane be reversible for morning and evening rush hour traffic. People at 21st and Riverside are concerned about losing their houses.

Tom Manhart, 2703 Riverside Drive, was mainly concerned about the effect of this corridor on the usage of River Parks. He is more interested in the quality of life in Tulsa and feels the planners of the City have made concessions in the past to preserve the high quality. He is afraid the Park access will be cut off with this parkway designation. He questioned whether trucks would be permitted on a parkway and was curious how the parkway can be funneled through the area.

Mr. James H. Price with the Metropolitan Tulsa Chamber of Commerce felt that precautions should be observed in whatever deliberations are made regarding this corridor. This organization urges continued designation of the Midland Valley Railroad right-of-way as a possible future right-of-way for the extension of Riverside Expressway or Parkway. Through bad experience, the City has learned the hazards of losing designated street right-of-way and the bureaucratic problems associated with developing new alignments when projects become viable. The Chamber has long supported the proposed Riverside Expressway and still believes that, in view of Tulsa's inadequate north-south traffic moving capabilities, this would be the best means of correcting the deficiency. He recognizes that because of court action this will not be possible and will support the proposed parkway with limited access, although this alternative will not provide all the desired volume capacity. However, it would be a decided improvement over the present facility.

Harold Miller, City Engineer, explained that the City had to make a decision prior to any change in the official Plan as to what would be done in the redecking of the 21st Street bridge. Plans are to remove the bridge down to the haunch of the arch, come back up with a new bridge similar to the new 11th Street bridge and at the same time take the opportunity to improve the interchange on the east side. Through studies made by the Traffic Engineering Department, it was determined that no purpose would be served

Public Hearing to Consider Amending the Major Street and Highway Plan
(continued)

by taking 6 lanes from 21st Street North because of the routes to downtown on Denver and Houston. However, it was his thinking that access could be improved into Riverside by divided roadway and that was designed. At the time River Parks was initially designed, there was a four-lane divided section preliminarily laid out between Houston and 21st and the Park was developed accordingly. Therefore, construction plans are being fitted into that reserved right-of-way. Recognizing that there will never be an expressway from 21st Street, at least to 51st, it was found that 6 lanes could be stubbed out from the proposed project south for future development with a 14' median in deference to the right-of-way. This would be a combination of expressway and parkway, since both are needed and are vital to the community. The Engineering Department came in with a bare structural design on the roadway since the consultant had to meet the letting schedule committed with the 5-year Sales Tax. The improvement would be to 22nd or 23rd Street and then transition to what is there now. Later, there will have to be a decision made as to what happens south. With reference to the right-of-way acquisition, there is one private individual involved in right-of-way acquisition. The balance of the right-of-way is owned by the Jaycees and we are in the process of making land swaps with them for this property. The schedule is for bids to be taken in January. The main river bridge and the interchange improvements are tentatively scheduled for July of 1983. Mr. Miller agrees that this is a beautiful City and he is here by choice but the problems of the entire City have to be considered. Traffic is stagnated along the 51st Street corridor line and the only solution is to develop an east-west movement south of 51st Street to the Okmulgee Expressway and for a Riverside facility to go downtown or out to 81st and Lewis, which will be a heavy traffic generator. He feels the demand for a solution to the traffic problem will be intensified and will change what has been studied in the past, especially since the City of Faith has been built. He can easily endorse a facility below a freeway standard from 51st Street North, as long as it is known that this will not completely solve the traffic problem to the level that a freeway would. From 51st Street South, he feels it is very desirable to have an expressway. The right-of-way is in hand from 51st Street to 71st Street for a freeway, with the exception of one tract and hopes to have that funded in July of 1982. Acquisition has been acquired for a freeway from 71st Street North. A parkway can be put in this; however, a freeway could also be put there if that is more desirable after all the facts have been considered. From 71st Street South, there is virtually nothing that will have to be acquired. One of the major problems is the intersection at 81st Street and another tremendous problem is the 96th Street bridge to Jenks. He feels the facility could be taken to 96th Street and interchanged. From 96th Street South, it can be dropped back to a primary arterial.

John Maycar of 1 East 26th Place, urged the Commission to consider what is right for the citizens of Tulsa and feels the interview survey is flimsy. He felt the City Engineers should be more involved and was in favor of continuing the hearing.

Ansley Perrault, 1619 South Carson Avenue, owns property at 75th Street and Quincy Avenue. He would like to do something with his land but cannot with the present plan. If the project is not funded, then it should not be on the map. The landowners need relief.

Public Hearing to Consider Amending the Major Street and Highway Plan
(continued)

Marsha Manhart, 2403 Riverside Drive, felt that two resolutions were under discussion, one of which is the dead issue of the Midland Valley Railroad right-of-way and the other is the proposed amendment to the Riverside Drive Parkway. She urged the Commission to vote on the issue that has been on the books since 1965, and start thinking about the future.

Bill Nash, who is the State Transportation Commissioner, observed that there are too many variables for anyone to predict what will happen in the future with the Riverside corridor. He felt any action that this Commission or any other Commission would take to stymie possible solutions for the future, would be a mistake. Traffic volumes on Riverside are not unbearable today but the volumes will continue to grow at a steady, rapid pace as the City grows. There is no urgency to do anything immediately since there is no crisis today. He urged the Commission to withhold any action until the studies indicated by the Staff and Mr. Miller are completed.

Commissioner T. Young did not feel the information that will be obtained from the home interview survey would change the situation. He feels the time has come for a solution to this problem.

Commissioner C. Young agreed with taking the Midland Valley Railroad right-of-way designation off the expressway, that Denver to 22nd Street be four-lane, that there be 6 lanes from 22nd Street to 51st Street and that the designation be changed to parkway, but 51st Street to 71st Street remain an expressway designation.

On MOTION of T. YOUNG, the Planning Commission voted 3-3-0 (Eller, Kempe, T. Young "aye"; Higgins, Holliday, C. Young, "nay"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to approve the recommendation of the Transportation Policy Committee.

Commissioner Higgins stated that she is in favor of the project but felt the expressway designation should be kept from 51st Street to 71st Street.

Later in the meeting, after additional business has transpired, it was brought to the Board's attention that the issue discussed in the public hearing would not be forwarded to the City or County Commissions since the vote was split. A majority vote of the membership is needed for this to be forwarded.

Commissioner T. Young informed the Board that alternate routes are being considered for the outer loop. Two of the options being considered do not include the extension of the Creek Expressway beyond Memorial Drive. Therefore, the junction that would make extension of the Expressway south of 51st Street logical would not exist.

Commissioner Kempe felt that relief is needed now and could support the parkway designation with the Policy Committee recommendation.

Commissioner C. Young reminded the Commission that without a majority vote, the expressway designation would remain because this Commission would have no recommendation to forward.

Commissioner Kempe suggested that the public hearing be kept open and that the issue go back to the Comprehensive Plan Steering Committee for consideration of the additional information presented to them and a recommendation

Public Hearing to Consider Amending the Major Street and Highway Plan
(continued)

be brought back to this Commission.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") that the right-of-way for the Midland Valley Railroad be deleted from the Major Street and Highway Plan.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") that Riverside Drive from the junction of the Midland Valley right-of-way to 51st Street have expressway designation deleted from the Major Street and Highway Plan.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to designate Riverside Drive from I-44 (or 51st Street bridge) to Denver Avenue as a Parkway, meeting the definition of a parkway as previously defined by the subcommittee of the Transportation Technical Committee.

SUBDIVISIONS:

MPSI CENTRE (PUD #270) (1483) West side of South Memorial Drive, South of 81st Street (OL, RM-1)

COVENTRY ADDITION (1794) SW corner of 28th Street and South 129th East Avenue (RM-1)

The Staff advised the Commission that these plats were complete, all letters of approval had been received, and final approval and release was recommended.

On MOTION of ELLER, the Planning Commission voted 6-0-0 (Eller, T. Young, C. Young, Higgins, Kempe, Holliday, "aye"; no "nays"; no "abstentions"; Gardner, Freeman, Parmele, Petty, Inhofe, "absent") to approve the final plat of MPSI Centre and release same as having met all conditions of approval.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, T. Young, C. Young, Higgins, Kempe, Holliday, "aye"; no "nays"; no "abstentions"; Gardner, Freeman, Parmele, Petty, Inhofe, "absent") to approve the final plat of Coventry and release same as having met all conditions of approval.

REQUEST FOR WAIVER OF PLAT:

Z-5476 Steve Olsen (1292) SW corner of 15th Street and Denver Avenue

This item was continued from the previous meeting for a report from the Staff, which has been submitted as follows:

1. The property was rezoned from RM-2 to OL after approval of the Planning Commission on November 26, 1980 and the City Commission on January 20, 1981. (Ordinance #14965)
2. Board of Adjustment approval was granted on December 3, 1981, to permit enclosure of the front porches on the existing buildings. (Case #11730)
3. No building permit has been sought because no work that would require a building permit has been done. The applicant is obtaining all the necessary approvals and waivers before applying for a permit.
4. Applicant has assured the Staff and the Staff has verified with the Building Inspector that nothing has been done to date that would require a permit. Ordinary maintenance, painting, and other similar work does not require a building permit.
5. This applicant is proceeding in the proper sequence and the waiver of plat is the next step before applying for a permit.
6. It is recommended the waiver of plat be granted, subject to the conditions outlined by the T.A.C. on December 3, 1981, which were:
 - a. Approval of drainage plans in the permit process if any grading work is done; and
 - b. approval of access driveways by Traffic Engineer in the permit process.

Z-5476 (continued)

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to approve Waiver of Plat for Z-5476, Steve Olsen, subject to the conditions set out in the Staff report.

CONTINUED ZONING PUBLIC HEARING:

Z-5647 Carolyn Johnson (McQueen) South and East of 56th Street and 107th East Avenue (RS-3 to IL)

The applicant was not present.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to continue this Case Z-5647 to December 23, 1981, at 1:30 p.m., in Langenheim Auditorium, City Hall, Tulsa Civic Center.

Application No. PUD 273
Applicant: Stephen Turner (Ernst Property)
Location: 116 East 21st Street

Present Zoning: (RM-2 & RS-2)

Date of Application: October 29, 1981
Date of Hearing: December 16, 1981
Size of Tract: 1.10 acres

Presentation to TMAPC by: William B. Jones
Address: 201 West 5th Street

Phone: 581-8200

Staff Recommendation:

Planned Unit Development #273 is located at the southeast corner of 21st Street and the abandoned Midland Valley Railroad. The subject tract contains two, 4 unit apartment buildings located on the northern portion of the site and fronting onto 21st Street. The remainder of the tract is vacant, as is the abutting land to the north. To the northeast of the tract is Lee Elementary School and to the west and southwest is an abandoned railroad right-of-way containing a paved bicycle path. To the west, abutting the northern-half of the tract is multi-story apartments and on the southern portion medium intensity single-family residences. The tract is zoned a combination of RM-2 and RS-2 and the applicant is proposing to remodel the two, 4-unit existing structures on the front of the property and add an additional 8 townhouse units on the back portion. All units will be served by parking located in the center of the project.

The Staff reviewed the applicant's Conceptual Plan and Standards and find the proposal in keeping with the purposes and standards of the PUD Ordinance. Therefore, the Staff recommends APPROVAL, subject to the following conditions:

- (1) That the Conceptual Plan and Standards be made conditions of approval.
- (2) Development Standards:

Land Area:

Gross	30,211 square feet
Net	27,066 square feet

Permitted Uses:

Principal and Accessory uses
Permitted in RM-2 and RS-2.

Maximum Number of Dwelling Units:

Rehabilitated Structure	8 -- 1 bedroom
New Structure	8 -- 1 bedroom
TOTAL	16 -- 1 bedrooms

Maximum Building Height:

Rehabilitated Structures	Existing
New Structures	26 feet

Minimum Off-Street Parking:

Full Size	18 spaces
Compact Size	6 spaces
TOTAL	24 spaces

PUD #273 (continued)

Minimum Setbacks From Property Lines:

Rehabilitated Structures New Structures;	Existing
North	150 feet
East	20 feet*
West	10 feet*
Livability Space/D.U.	730 square feet (average)

*Because of the physical constraints caused by the exceptional narrowness of the southern portion of the subject tract, one unit located in said portion will be allowed a setback from the west property line of 2 feet and two units located in said portion will be allowed a setback from the east property line of 18 feet.

- (3) That access will be exclusively from 21st Street.
- (4) That a Detailed Site Plan meeting the graphical intent of the Conceptual Plan be approved prior to issuance of a building permit.
- (5) That a Detailed Landscape Plan be approved meeting the graphical intent of the Conceptual Plan, including a screening fence 6 feet in height located along the east property line beginning at a point 50 feet from the north property line, and shall be in place prior to occupancy of any of the 8 townhouse buildings.
- (6) That a subdivision plat be approved by the TMAPC, incorporating within the restrictive covenants the PUD conditions of approval, and the City of Tulsa be made beneficiary to such covenants and filed of record in the County Clerk's Office prior to issuance of a building permit.

Applicant's Comments:

Bill Jones was present to represent Mark Ernst, the owner of the property. The property is on the south side of 21st Street about midway between Boston and Cincinnati Avenues. The frontage is 110 feet on East 21st St. The Midland Valley Railroad is directly to the west and is presently being used for a jogging trail. The tract forms a triangle from 21st to the south and it is basically level. The property is in no type of flood zone. There are three single-family homes abutting the tract to the east and facing Cincinnati Avenue.

The proposed plan involves rehabilitation and new construction, which will allow them to make use of a tract that cannot be used without a PUD. There are two old apartment buildings presently on the tract with two garages in the rear. The garage will be removed and the two apartment buildings will be remodeled to include 4, 1-bedroom units in each building. Immediately south of the rehabilitated buildings will be parking to serve the entire tract. The new units will consist of 8 townhouse units, 2-story and 26' maximum height. The units will face the Midland Valley Railroad right-of-way property. Each townhouse will have a private entrance and courtyard. The distance from the back of the unit on the north is 35 feet and tapers to 20 feet from the corner of the southernmost unit. Next to the right-

PUD #273 (continued)

of-way, the setback starts at a minimum of only 3 feet and goes to a maximum distance of 15 feet.

The proposed plan differs from the Staff Recommendation in the size of the parking lot. The Staff recommends that, because of the size of the parking spaces, the parking lot be extended to the south and that the structures be moved south and east. The parking lot is required to accommodate 18 regular size cars and 6 compact cars; however, this design calls for 9 regular size spaces and 9 compact spaces. With the Staff Recommendation, the buildings shifted to the south would be closer to the single-family residences on the east. This would place 2 units within 15 feet of the east boundary line, instead of 20 feet. The south unit would be within 5 feet instead of 3 feet of the right-of-way property.

There is already a 6-foot screening fence planned for the west side of the property. This could be extended, as suggested in the Staff Recommendation, across the east and save the existing landscaping. The request for a detailed landscape plan and detailed site plan is agreeable.

Mr. Jones requested that the requirement for a plat be waived. This is less than an acre tract. There is no problem with limiting access to 21st Street and utilities are available.

Protestants: Everett Bradley
Daniel Howell

Address: 2134 South Cincinnati Avenue
2120 South Cincinnati Avenue

Protestant's Comments:

Everett Bradley, whose back yard is adjacent to this property, felt the concept is well conceived and is a good design. He feels it will work in the neighborhood. The original parking spaces will handle the parking if the Commission agrees that some of the cars will be compact, which is a reasonable assumption. He prefers the 20-foot setback on the side adjacent to the single-family residences.

Mr. Gardner explained that one of the main problems in reviewing the site plan was to meet the Zoning Code requirements for the parking lot. The Staff felt it was beneficial to have a parking lot that functioned, even if it meant shifting the units slightly. The difference between 15 feet and 20 feet is not that significant at that location.

Daniel Howell also lives adjacent to the property and commented that the original plat was that the parking lot would not be directly behind the single-family residences. He asked if the parking lot would be behind the first house with the Staff's Recommendation. He could live with the building behind his home, but not the parking lot.

Mr. Gardner replied that the parking lot would not be behind his property with either plan. If the parking lot does not function, then the project is not a good one, which is what the Staff is concerned about. He advised that the applicant needs to request a waiver of plat in writing so that it can be presented to the Technical Advisory Committee.

Applicant's Comments:

Mr. Jones had no more comments.

Special Discussion for the Record:

Chairman C. Young asked the Staff if the Zoning Code requirements for parking spaces could be waived and Mr. Gardner replied that the Board of Adjustment could consider a variance. Russell Linker agreed that the Board of Adjustment would have to consider this as a variance. Mr. Gardner further advised that the setback at the Midland Valley Railroad right-of-way property could be reduced to 2 feet which is the width of a sidewalk and that would make the setback next to the single-family residences 18 feet.

TMAPC Action: 6 members present.

On MOTION of T. YOUNG, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to recommend to the Board of City Commissioners that the following described property be approved for a PUD, with the modification that the setbacks on the south end would be 18 feet and 2 feet as minimum setbacks and the parking spaces be 75% standard and 25% compact as required by the Zoning Code:

A part of Lot 1, of Section 13, Township 19 North, Range 12 East of the Indian Base and Meridian, situated in Tulsa County, State of Okla., and more particularly described as follows, to wit: Beginning at a point on the East line of Said Lot 1, 30' South of the NW corner thereof; thence West parallel with the North line of Said Lot a distance of 110.50' to the Easterly line of the Right-of-Way of the Missouri-Pacific Railroad; then in a Southeasterly direction along the Easterly line of Right-of-Way along a curve to the left having a radius of 1,382.50' a distance of 152.08'; thence 86.57' to the East to the East line of Said Lot; thence North along the East line of Said Lot a distance of 150.14' to the point of beginning, according to the U. S. Government Survey thereof. Also known as 115 and 120 East 21st Street; and

A part of Lot 1, of Section 13, Township 19 North, Range 12 East of the Indian Base and Meridian, situated in Tulsa County, State of Okla., and more particularly described as follows, to wit: Beginning at a point on the East line of Said Lot 1, 180.14' South of the NE corner thereof; thence West parallel with the North line of Said Lot a distance of 86.57' to the Easterly line of the Right-of-Way of the Missouri-Pacific Railroad; then in a Southeasterly direction along the Easterly line of Right-of-Way along a curve to the left having a radius of 1,382.50' a distance of 280.37', to the point where said line intersects the East line of Said Lot; thence North along the East line of Said Lot a distance of 266.26' to the point of beginning, according to the U. S. Government Survey thereof.

OTHER BUSINESS:

PUD #166 (Minor Amendment) Enclave Condominiums 91st Street and Sheridan Road

Staff Recommendation:

Planned Unit Development #166 is located east of the southeast corner of 91st Street and Sheridan Road. The applicant wishes to decrease the density in Phase I of this project from 21 units to 18 units. This will be done in order to allow the units to go from attached units to detached units. The overall unit layout will remain the same and the private street pattern will remain the same.

The Staff feels this is a minor amendment and recommended APPROVAL as submitted.

On MOTION of KEMPE, the Planning Commission voted 6-0-0 (Eller, Higgins, Holliday, Kempe, C. Young, T. Young, "aye"; no "nays"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") that this Minor Amendment be approved per Staff Recommendation.


Z-5660 John Piercey (TURA) 1900 Block of South Jackson Avenue

Jim Bourey with the City Development Department requested that the hearing date for this zoning be heard two weeks early. This is the Westbank site and land that will be sold to Lincoln Properties. It was his Department's understanding that this entire tract was zoned OM and through the subdivision process it was found that approximately 250 feet on the southern tip is zoned AG. This request is to allow the subdivision process on this property to be processed with another TURA zoning case that has been approved to meet contract deadlines. Mr. Gardner advised that there is no problem on notice.

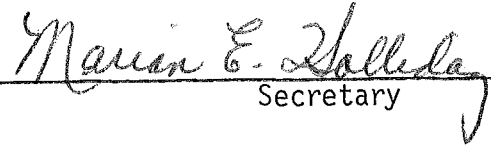
On MOTION of HOLLIDAY, the Planning Commission voted 5-1-0 (Eller, Higgins, Holliday, Kempe, C. Young, "aye"; T. Young "nay"; no "abstentions"; Freeman, Gardner, Parmele, Petty, Inhofe, "absent") to schedule Z-5660 for January 13, 1982, at 1:30 p.m. in Langenheim Auditorium, City Hall, Tulsa Civic Center.

There being no further business, the Chair adjourned the meeting at 4:00 p.m.

Date Approved January 20, 1982


Chairman

ATTEST:


Secretary

TMAPC RECEIPTS
MONTH OF NOVEMBER, 1981

ZONING

Zoning Fees	(15)	\$1,635.00	
Fee Waived	(0)		\$1,635.00

LAND DIVISION

Subdivision Preliminary			
Plats	(4)	\$ 200.00	
Subdivision Final Plats	(5)	251.00	
Lot-Splits	(15)	105.00	
Fee Waived	(0)		\$ 556.00

BOARD OF ADJUSTMENT

Board of Adjustment Fees	(54)	\$2,685.00	
Fee Waived	(0)		\$2,685.00
			\$4,876.00

DEPOSITORY TICKET

CITY RECEIPT

776	007805	\$ 850.00	
777	008279	1,266.00	
778	008703	1,705.00	
779	009140	1,175.00	
		\$4,996.00	
	*Less:	(120.00)	\$4,876.00

CITY BOARD OF ADJUSTMENT \$2,050.00

COUNTY BOARD OF ADJUSTMENT \$ 635.00

CITY SHARE \$1,095.50

COUNTY SHARE \$1,095.50

*Less: City Board of Adjustment Fee - Mike D. Moydell - \$35.00 - Receipt #28929 - Deposit #006867
City Board of Adjustment Fee - R. Toraby - \$35.00 - Receipt #28974 - Deposit #007548
Lot-Split Fee - James A. Williams - \$25.00 - Receipt #28961 - Dep. #004147
Zoning Application Fee - T. B. Hendrix - \$25.00 - Receipt #28774 - Deposit #004147

