

TULSA METROPOLITAN AREA PLANNING COMMISSION
Minutes of Meeting No. 1941
Wednesday, August 25, 1993, 1:30 p.m.
City Council Room, Plaza Level, Tulsa Civic Center

Members Present	Members Absent	Staff Present	Others Present
Ballard	Dick	Brierre	Linker, Legal
Broussard	Pace	Gardner	Counsel
Carnes, 2nd Vice Chairman		Henderson	
Doherty, Chairman		Hester	
Horner		Lasker	
Midget, Mayor's Designee		Matthews	
Neely		Stump	
Neely Secretary			
Parmele, 1st Vice Chairman			
Wilson			

The notice and agenda of said meeting were posted in the Office of the City Clerk on Tuesday, August 24, 1993 at 11:00 a.m., as well as in the Reception Area of the INCOG offices.

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

~~Chairman Doherty took the Chairman's Report out of order.~~

REPORTS:

Chairman's Report:

Chairman Doherty recognized County Commissioner John Selph for a presentation.

Commissioner Selph announced that each year the Oklahoma Chapter of the American Planning Association (APA) honors an outstanding citizen as Citizen Planner of the Year. He disclosed that only in the second time in the history of this organization has the APA selected a Tulsan for this prestigious award. He informed that recipients are private citizens who give their time and talent to plan for their cities and counties. Chairman Selph announced that Marilyn Wilson is the recipient of the Oklahoma APA Citizen Planner of the Year for 1993, and will be recognized at an awards banquet in September.

Minutes:

Approval of the minutes of August 11, 1993, Meeting No. 1939:

On **MOTION** of **HORNER**, the TMAPC voted **8-0-1** (Ballard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; Broussard "abstaining"; Dick, Pace "absent") to **APPROVE** the minutes of the meeting of August 11, 1993 Meeting No. 1939.

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SUBDIVISIONS:

FINAL APPROVAL AND RELEASE:

Lexington (3383) (PD-26) (CD-8)
South Yale at East 112th Street South

Staff Comments

Mr. Stump advised that all releases have been received and Staff was recommending approval.

TMAPC Action; 9 members present:

On **MOTION** of **HORNER**, the TMAPC voted **9-0-0** (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to **APPROVE** the Final Plat of Lexington and **RELEASE** same as having met all conditions of approval as recommended by Staff.

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ZONING PUBLIC HEARING

Application No.: **Z-6344-SP-3** Present Zoning: CO
Applicant: Gale Plummer Proposed Zoning: CO
Location: Corridor Site Plan - North 140' of Lot 2, Block 1,
Langenkamp Addition, east side of 107th East Avenue South
of 61st Street South.
Date of Hearing: August 26, 1993

The applicant is proposing an office/warehouse building containing 3,600 SF of office space and 3,500 SF of warehouse space in the first phase. In the second phase the warehouse area would be expanded to 8,950 SF. The proposed use is a computer and copier supply business which has its sales staff based at this location, and has a truck delivering the supplies to customers from this warehouse. The exterior of the office portion of the building

would be faced in stucco and brick, and the warehouse would have a metal exterior.

Staff recommends **APPROVAL** of the site plan subject to the following conditions:

1. All non-handicapped parking spaces shall be at least 9' X 20' in size.
2. A Detail Landscape Plan complying with the requirements of the draft landscape ordinance or a landscape ordinance, if adopted by City Council, shall be submitted to the TMAPC for review and approval. A landscape architect registered in the State of Oklahoma shall certify to the zoning officer that all required landscaping has been installed in accordance with the approved Landscape Plan prior to issuance of an Occupancy Permit. The landscaping materials required under the approved Plan shall be maintained and replaced as needed, as a continuing condition of the granting of an Occupancy Permit.
3. No ground signs are permitted. Wall signs shall only be permitted on the west side of the building and shall not exceed 1 SF of display surface area per lineal foot of building wall to which they are affixed. No sign permit shall be issued for erection of a sign until a sign plan has been submitted and approved by TMAPC.

There were no interested parties in attendance.

TMAPC Action; 9 members present:

On **MOTION** of **CARNES**, the TMAPC voted **9-0-0** (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to recommend **APPROVAL** of Z-6344-SP-3 Corridor Site Plan as recommended by Staff.

LEGAL DESCRIPTION

Lot 3, Block 1, Fred C. Langenkamp Addition

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Application No.: **Z-6411:** Present Zoning: AG
Applicant: Adrian Smith Proposed Zoning: RS-1
Location: South and East of the Southeast corner of 101st Street
South and South Yale Avenue.
Date of Hearing: August 25, 1993

Relationship to the Comprehensive Plan:

The District 26 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, designates the area as Special District 2 - Sump Area.

According to the Zoning "Matrix Illustrating District Plan Map Categories Relationship to Zoning Districts", the requested RS-1 is in accordance with the Plan Map.

Staff Comments:

Site Analysis: The subject tract is approximately 40 acres in size and is located south and east of the southeast corner of 106th Street South and South Erie Avenue. It is flat, nonwooded, gently sloping and is vacant.

Surrounding Area Analysis: The tract is abutted on the northwest by a detention pond, zoned RS-1; to the northeast by single-family homes, zoned RS-2; to the west by single-family homes, zoned RS-1; to the south by vacant property, zoned RS-2 and PUD 494 and to the south and southeast by vacant property, zoned AG.

Zoning and BOA Historical Summary: The history of zoning actions in this area indicates that both RS-1 and RS-2 with a PUD development are occurring in this area.

Conclusion: The proposed Residential Single-Family Low Density District, RS-1, may be found in accordance with the Comprehensive Plan and would produce a development density similar to that which has been approved in the past. The Comprehensive Plan Development Policies of this Special District recommend low intensity residential zoning and should depend on and be consistent with the ability of the sanitary sewer systems to accommodate them.

Therefore, Staff recommends **APPROVAL** of RS-1.

Mr. Neely asked if there was problem with posting since the application was advertised as rezoning to RS-2.

Mr. Linker advised that since this is substantial compliance, he did not believe there would be any problem.

There were no interested parties present.

TMAPC Action; 9 members present:

On MOTION of CARNES, the TMAPC voted 9-0-0 (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to recommend APPROVAL of Z-6411 for RS-1 zoning.

LEGAL DESCRIPTION

The West Half of the Northwest Quarter of the Southeast Quarter and the East Half of the Northeast Quarter of the Southwest Quarter of Section 27, T-18-N, R-13-E, Tulsa County, State of Oklahoma, according to the U. S. Government Survey thereof.

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ZONING PUBLIC HEARING

Application No.: Z-6412 Present Zoning: RS-3
Applicant: Jim Stephens Proposed Zoning: PK
Location: East of SE/c of 35th Street & South Peoria.
Date of Hearing: August 25, 1993

Chairman Doherty announced that the applicant is requesting continuance on this item.

There were no interested parties present.

TMAPC Action; 9 members present:

On MOTION of CARNES, the TMAPC voted 9-0-0 (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to CONTINUE Z-6412 to October 6, 1993.

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ZONING PUBLIC HEARING

Application No.: Z-6310-SP-1 Present Zoning: CO
Applicant: Adrian Smith Proposed Zoning: CO
Location: NW/c of East 51st Street & South Pittsburg
Date of Hearing: August 25, 1993

Chairman Doherty announced that the applicant is requesting continuance to September 1, 1993.

There were no interested parties present.

TMAPC Action; 9 members present:

On MOTION of MIDGET, the TMAPC voted 9-0-0 (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to CONTINUE Z-6310-SP-1 to September 1, 1993.

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PUD-288-12: Minor Amendment and Detail Site Plan - 2660 South Birmingham Place (Lot 1, Block 1, Eight Acres).

The applicant is requesting a reduction in the required rear yard abutting 27th Place from 35' to 25'. The garage is the portion of the building which will encroach on the required yard. The PUD established that required yards could be reduced by TMAPC after review of the site plan on each lot. Yards abutting a street have been reduced to as little as 25' on lots north of this lot, and the TMAPC approved a 3' reduction on the lot immediately to the south. Therefore, Staff recommends APPROVAL of PUD-288-12 as requested and if approved, Staff recommends APPROVAL of the Detail Site Plan.

There were no interested parties in attendance.

TMAPC Action; 9 members present:

On MOTION of PARMELE, the TMAPC voted 9-0-0 (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to APPROVE PUD-288-11 Minor Amendment and Detail Site Plan as recommended by Staff.

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PUD-468: Detail Landscape Plan - Applebee's Restaurant - Development Area 6 - west of the southwest corner of 71st Street South and Mingo Road.

Staff has reviewed the proposed landscape plan for Applebee's on Lot 8 and the west 34.23' of Lot 7, Block 1, Sam's Center. The plan generally agrees with the PUD conditions and the draft landscape ordinance, with the exception that the parking facing the 71st Street frontage is not totally screened from the street, and 20 parking spaces are not within 50' of a landscaped area containing a tree. Those 20 spaces are within 50' of landscaped areas, but they do not contain a tree. In Staff's opinion, this plan meets the intent of the PUD and should be APPROVED with the following condition:

No shrubs should be planted within 2', nor trees within 3', of the curb of the front of a parking space.

TMAPC Action; 9 members present:

On MOTION of CARNES, the TMAPC voted 9-0-0 (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to APPROVE PUD-468 Landscape Plan as recommended by Staff.

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PUD-257 Detail Sign Plan - southeast corner of Columbia Place and 51st Street South.

Chairman Doherty announced that the applicant is requesting continuance of this item to September 1, 1993 and noted that the request is not timely.

There were no interested parties present.

TMAPC Action; 9 members present:

On MOTION of PARMELE, the TMAPC voted 9-0-0 (Ballard, Broussard, Carnes, Doherty, Horner, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Dick, Pace "absent") to CONTINUE PUD-257 to September 1, 1993.

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PUBLIC HEARING:

To amend the Tulsa City-County Major Street & Highway Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, as regards The Riverside Parkway: A Conceptual Plan for Riverside Drive & Houston Avenue (Final Report, July 1993.); Resolutions.

AND

To amend the Districts 6, 7, and 18 Plan Maps & Texts, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, as regards The Riverside Parkway: A Conceptual Plan for Riverside Drive & Houston Avenue (Final Report, July 1993.); Resolutions.

Chairman's Comments

Chairman Doherty reminded interested parties of the Planning Commission's limited role in the Riverside proposal. He informed that it was the Planning Commission's job to oversee the Major Street and Highway Plan (MSHP) and the Comprehensive Plan. Chairman Doherty disclosed that if amendments are required to these plans, the Planning Commission will make those recommendations to the City Council. He noted that details such as engineering specifications and traffic lights are typically not addressed by the Comprehensive Plan and MSHP. Chairman Doherty declared that the Planning Commission does not intend to become involved in any micro-management of the project, nor are they in a position to recommend any priority; it is up to elected officials to prioritize and determine funding. Chairman Doherty informed that where any part of this proposal impinges on the Comprehensive Plan, its effect on surrounding neighborhoods, its effect on Riverside Park and on the transportation system for Tulsa, the Planning Commission will address any concerns voiced. Chairman Doherty divulged that the Planning Commission does not intend to make a recommendation today. He announced that there will be four district night-time neighborhood meetings over the next month to receive input and to accommodate individuals who are unable to attend daytime meetings. Chairman Doherty announced that the Planning Commission intends to recess today's public hearing to September 22, 1993.

Comments

Mr. Charles Hardt, Director of Public Works, gave a detailed overview of the Riverside Parkway Proposal. He advised that this process started with the 1985 Task Force which identified Riverside as a Special Trafficway, and in keeping with that plan, planners have built on these recommendations. He advised that there are three main diverse interests involved in this proposal, (1) park users, (2) neighborhood access, and (3) commuters. Mr. Hardt advised that in the process, no one interest was promoted over the exclusive use of any other specific interest, and a compromise plan was developed. He detailed efforts made to identify initial funding in early stages of developing that proposal. Mr. Hardt reported that in the 1991 sales tax package, funding of \$2 million for Riverside was made available for left-turn lanes at three primary locations, 31st and 41st Streets and the two access ramps

at I-44, and to provide additional funding for the beginning of acquisition of those homes that had driveways accessing Riverside. However, he acknowledged that in the process, a specific plan was lacking. Mr. Hardt advised that the current proposal addresses specific commitments to various projects, i.e. landscaping and trails. This project is a conceptual project with enough detail to allow answers to specific questions; however, he cautioned that it is not an ultimate design project.

Identified in the 1985 Task Force Study was the need for something to be done to Riverside Drive. Mr. Hardt related that traffic counts and other factors have changed since the 1985 Task Force, which indicate the need to skip one phase of the recommended plan of going to a four-lane roadway within a six-lane right-of-way. In February, 1993 a conceptual plan was developed and presented at citizen group meetings where input was received. He advised that many of the requests were included in the final plan, and at the district meetings those specific changes will be discussed.

Mr. Hardt presented slides of the overall concept of the plan, indicating pedestrian access, lighted pedestrian underpasses, a creek crossing at Crow Creek providing unlimited access to pedestrians that meet the ADA wheelchair ramp requirements for individuals who are physically limited, etc. Other features include enhancement to the neighborhood with landscaping and screening walls which will blend with abutting properties. He noted that on the south side, Riverside is improved up to 56th Street and the proposal is for continuous trails for everything south of the existing pedestrian bridge for access along the east and west sides. He advised the concept ties off neighborhood streets into cul-de-sacs or connects abutting streets at every location other than the quarter-mile sections. At the quarter-mile sections, it is proposed to provide right-turn access only onto Riverside, and at the one-half mile section line, full left-turn access into the neighborhoods and southbound, but with no traffic signals. Each mile section will be traffic-signalized with pedestrian-marked crosswalks. North from 51st Street includes the first pedestrian underpass at 49th Street. Mr. Hardt advised that residential access has been eliminated, and berms and screening walls have been placed there. The only vehicular access to the parking lot is from Riverside. Mr. Hardt informed this is an example, at 41st Street, of how they tried to identify pedestrian access yet maintain traffic movement. He indicated where a marked pedestrian crosswalk on the south side of the intersections would be located, allowing minimal interruption of traffic movement. The southbound left-turn movement would not compete with individuals crossing on Riverside. He noted that unless the green light is called for, it would reduce the down-time on Riverside to the point where a minimal amount of disruption to the commuting interest and the people moving along Riverside would be experienced. A major change in the initial proposal is the request for placing more of the parking on the west side of Riverside. This was accomplished by providing a complete interchange, thereby expanding that parking lot so that vehicles northbound on Riverside can access the parking

lot on the west side of the road and have northbound access out of the park. This also provides pedestrian access at the same location.

Mr. Hardt commented on concerns raised by interested parties at meetings held regarding the proposal, and related in detail compromises made. He explained pedestrian access points, traffic movement, etc.

Mr. Hardt declared that the concept complies with the Task Force Plan to utilize the old Midland Valley Railroad right-of-way as a pedestrian trail. He highlighted how this would be accomplished and effects on surrounding areas. Mr. Hardt described in detail the proposed parking lots, layout of trails, etc. He advised that at public meetings, interested parties expressed desires to modify some street access onto Riverside. Mr. Hardt advised that they were able to comply with the request, with the exception of 26th Street, which they have left with a complete median access because of the neighborhood it serves to the east. The major difference in this plan and the 1985 plan is the treatment along Houston. He explained that this plan proposes Houston to be a four-lane secondary arterial with access to I-244. From Houston west, Riverside becomes a residential street.

Mr. Hardt highlighted the overall aspects of the plan. It contains 22 acres of increased park land; three additional miles of trail system along the east side; 300 additional parking spaces; \$2.7 million in landscaping, screening walls and parking areas; pedestrian/bicycle access on both sides; three new unrestricted lighted underpasses to complement the two existing overpasses; four new lighted at-grade crossings; and one additional free-flow access for pedestrians at Houston. He summarized that proposed are eight new, improved pedestrian accesses, and informed that this plan addresses the issue by providing signals and meets the needs of the neighborhood by providing the landscaping and amenities presented, such as entrances into the neighborhoods and treatment of screening walls, etc. Mr. Hardt declared that the Public Works Department deems this to comply with requirements of improving the neighborhood quality.

TMAPC Questions

Ms. Wilson asked the distance from the east curb line to the west curb line.

Mr. Hardt advised that in most instances it is 93', with one exception at approximately 49th Street, where the wide area (about 110') purchased by the State is flared, which creates a wider median north of I-44.

Mr. Parmele asked for a comparison of traffic capacity of Riverside, future projections and relationship to Highway 75.

Mr. Hardt presented a graph indicating traffic counts relating to 31st, 41st and 51st Streets and to I-44 crossings at Riverside. He

informed that the Task Force Study recommended phasing from four to six lanes. Since that time, there has been a steady increase of traffic to the point that, by 1986, the design capacity of the existing roadway was exceeded. Mr. Hardt advised that presently there is approximately 130% overload of Riverside. He disclosed projections for 2005 of 40,000 vehicles per day, making the system overloaded by 170%. He addressed questions as to the validity of the traffic counts, and acknowledged the preliminary data were taken in March of 1993. That information continues to indicate 30,000-plus vehicles per day. Mr. Hardt referred to the report provided and to traffic counts for Highway 75. He informed that Highway 75 and I-44 to I-244 is overloaded and will begin to show signs of overloading. Mr. Hardt concluded that the entire system into downtown is at or above-capacity at this time.

Mr. Neely asked Mr. Hardt to address the confusion on the ability to prohibit semi-trailer truck traffic on four lanes versus six lanes.

Mr. Hardt advised of the legal opinion issued in 1985 that dealt with interference of interstate commerce, which indicated that the only place traffic could be restricted is where there is an unsafe condition for overloading, such as a bridge which can be rated and posted, with testing of roadway structure to determine if it can handle the traffic.

Mr. Neely asked for Mr. Hardt's opinion on the study regarding reversible lanes. Mr. Hardt indicated that traffic counts show traffic is equal going both directions.

Mr. Hardt reported that the reversible lane issue was reviewed, and that there is significant movement in both directions, so that making it northbound in the morning and southbound in the evening would cause other movement of traffic to seek an alternate route. He detailed problems in other communities where, unless there is a limited-access facility to provide that kind of lane switching, people become confused and head into traffic. In meeting the needs of the neighborhoods, one of the complaints received, and the reason for placing traffic signals on the road at 31st and 41st Streets, was the desire for individuals wanting to enter Riverside during rush hour. That opportunity would not exist for one-directional-type traffic.

Mr. Midget asked if the pedestrian underpass would support truck traffic traveling over it.

Mr. Hardt replied that presently there are no bridge structures where a load limit would be posted, since the one existing bridge is a pedestrian overhead passage. He advised that the restriction presently is vertical clearance. Mr. Hardt pointed out that there is no incentive for truck traffic to utilize Riverside.

Staff Recommendation

Rich Brierre gave background information on Riverside, noting that in 1984 the Planning Commission and City Commission deleted the Riverside Expressway from the Major Street and Highway Plan (MSHP). In 1985 the Planning Commission and City Commission designated Riverside Drive from 11th Street to 51st Street as a Special Trafficway for a six-lane roadway, and from I-44 south to 121st Street, it is designated as a Parkway, which is also a six-lane facility. He explained the difference in those designations. A Parkway, according to the MSHP, has a 150' right-of-way standard and a Special Trafficway did not have a standard adopted at the time it was designated, but was designated as a facility that would accommodate six lanes of traffic. The Special Trafficway designation came from the Arkansas River Corridor Study, completed in 1985. Mr. Brierre noted that a major recommendation of the Arkansas Corridor Study was to develop a concept design plan for Riverside Drive. He declared that the concept design plan is what was presented by Mr. Hardt. The transportation goal, which was identified in the Arkansas River Task Force Report, was for the development of a special scenic Riverside Trafficway from 11th to 51st Streets to serve present and future transportation needs, while minimizing impacts on the adjacent park and neighborhoods. Mr. Brierre affirmed that the proposal is consistent with the Long-Range Transportation Plan (LRTP), which identifies the need for a six-lane facility from 21st Street to I-44. He declared that the present roadway is overcapacity. The LRTP forecasts that Riverside Drive will have over 40,000 vehicles per day, making it one of the busiest streets in the city not on the expressway system by 2005. Alternatives to improving Riverside Drive have been discussed and studied over the last 20 years on numerous occasions. The Reversible Lane Study from 1984 concluded that it was not feasible for reversible lanes. Other alternatives suggested have been improving Highway 75 and connecting the southern portion of Riverside with it, which was also unfeasible due to lack of funds; enhancing bus service; car pooling and flex time. Any one of these alternatives will not alone solve the traffic problems forecast for Riverside and the overcapacity problem which exists.

Mr. Brierre then reviewed proposed plan amendments to the District Plans for Planning Districts 6, 7, 18 and the MSHP. Those for the MSHP are to adopt right-of-way standards for the Special Trafficway, downgrade Riverside Drive from a Special Trafficway to a secondary arterial north of 21st Street to Houston, downgrade Riverside to a two-lane residential collector north of Houston to 11th Street and upgrade Houston Avenue from a residential collector to a four-lane secondary arterial. There are no proposed changes to the MSHP from 21st Street to I-44. He then reviewed the proposed District Plan Amendments. Mr. Brierre noted the recommendation that the conceptual plan of 1993 be referenced as part of the Comprehensive Plan and be the concept plan for the Riverside Special District. Finally, he recommended that very specific and prescriptive language on phasing of improvements be modified. He advised that any project of this magnitude will need to be phased for it to be completed. Mr. Brierre related that the

Comprehensive Plan language today states that a four-lane divided roadway will be built first on a six-lane right-of-way, and whether this is the most logical phasing is up to the City Staff, City Council, and voters acting upon any capital requests put before them. He reiterated that the plan states that a six-lane facility is being proposed. Mr. Brierre noted that the correction in the District 18 Plan is changing a reference to Riverside Expressway.

Mr. Brierre reviewed issues the Planning Commission needs to consider for the MSHP and issues which are for the City departments to deal with.

TMAPC Questions

Mr. Midget asked if the 1985 traffic count was the primary reason for wanting to phase in the six-laning of Riverside.

Mr. Brierre advised that at that time traffic counts were declining, and that decline may have suggested to some that six lanes might never be needed, but the report clearly states that six lanes were planned.

Ms. Wilson noted that Riverside Parkway from 51st Street south is proposed for six-lanes with a minimum right-of-way of 150', and from 51st Street north it is already a Special Trafficway. That part is intended for six lanes also, but there are currently no right-of-way standards. She stated that the 1985 Arkansas River Task Force Report intended for a maximum of 100' for right-of-way standards. She informed that the Legal Department advised that a minimum needed to be in the language regarding right-of-way. Ms. Wilson asked what Staff's recommendation would be for minimum right-of-way.

Mr. Brierre informed that Staff sees the Riverside Drive Concept Plan as setting parameters for the right-of-way. He advised that, as Mr. Hardt indicated, for most of the right-of-way it is less than 100', and only near I-44, where the State has acquired significant land, is there a center median that exceeds this. There is more than 100' from curb to curb at this location.

Mr. Brierre advised that Staff views this proposal as consistent with the Arkansas River Task Force Study, and the proposal before the Planning Commission is to adopt a variable-width median with a six-lane cross-section for the MSHP, and specifically reference the concept plan that would be used in the development of functional plans for the roadway. He noted that the detail in the report would, in the event there is development activity, determine estimated right-of-way requirements.

Interested Parties

Darla Hall, City Councilor, District 2

Councilor Hall asked Mr. Hardt about predictions relating to traffic counts and noted that in years past the count declined. It is presently down from 1991. She questioned why predictions from 1993 indicate an increase and what determines the prediction that

traffic will increase. She felt that the downward trend on Riverside Drive will continue. She asked if the prediction is as a four-lane or six-lane roadway. Councilor Hall perceived that, should Riverside become six-lane, the traffic count will increase. She questioned if it would increase as dramatically as a four-lane roadway with shoulders and right-turn lanes and stop lights at 31st, 41st and 51st Streets.

Mr. Hardt replied that traffic counts presented are actual traffic counts that have occurred on the existing system, not on a six-lane projection. Projections made from 1993 to 2005 are a straight line. Mr. Hardt perceives the projections to be accurate and believes that traffic will continue to increase whether anything is done to the road or not. He cited examples of other areas in the City where this has been experienced. Mr. Hardt predicted continued deterioration in the ability to move traffic on Riverside if nothing is done. It is provided for and planned for, that traffic can be moved in a safe and environmentally-improved manner because there will be less congestion. He advised that this will be an enhancement to the neighborhood.

Councilor Hall voiced concern over excessive speeds which motorists currently travel along Riverside and foresaw that with six lanes, their rate of speed will increase even more.

Dewey Bartlett, City Councilor District

Councilor Bartlett congratulated Ms. Wilson upon being nominated as Citizen Planner of the Year.

Councilor Bartlett expressed appreciation to Mr. Hardt and his Staff for the work that has gone into the proposal, but disclosed that more information is required before he can either support or oppose the Riverside proposal. Councilor Bartlett commented on issues raised by affected neighborhoods during the public hearings. He questioned the need for the changes being asked, and how they will affect the residents' quality of life. Councilor Bartlett advised that the 1985 Plan was a community-supported plan and received support of the River Parks Authority (RPA). He questioned whether RPA has expressed support of the current proposal. Councilor Bartlett urged the Planning Commission to consider the intent of those who originally proposed the concept in 1985. He questioned the traffic counts and whether decisions are based on the traffic counts. He advised the Planning Commission to proceed with caution and compared this proposal to the plan for the Creek Turnpike, which is a facility that was not necessarily wanted by some individuals, but was constructed in such a manner that was the least intrusive possible. Councilor Bartlett noted that \$2 million was spent on landscaping, 13,000 trees were planted, irrigation for some of the trees was provided as was maintenance; he declared that these are some of the things that must be in place in this proposed plan.

He averred that if a decision is made to construct a six-lane parkway, the group of leaders in place at that time will fulfill

the responsibilities imposed by the current administration. He wants to ensure that, should this proposal be approved, it will be constructed and funded as approved and that items will not be cut because of insufficient funding. Councilor Bartlett declared the importance of preserving the esthetics of this area. He asked the Planning Commission to consider if the plan is rational, necessary, does it make sense, is it wise, what is gained by making the change and what is lost. Councilor Bartlett declared that this area is the crown jewel of the district which he represents and also of the community. He encouraged the Planning Commission to not arrive at their decision in haste.

TMAPC Comments

Chairman Doherty addressed the efficiency of the park system for alternate transportation; i.e., with Ozone Alert days, the question of bicycles using the trail. He reported that currently bicycles are prohibited from Riverside Drive and are required to use the path at River Parks, which is increasingly a pedestrian path and not suited for bicycle traffic. He asked Mr. Hardt if there is provision for a shoulder to serve alternate transportation adjacent to the current roadway and if the current plan contemplates any provision of that nature.

Mr. Hardt advised that the plan has adequate width on both sides for bicycles off the roadway where they are not competing with motorized vehicles. He noted that opportunity is there at present on the west side of the trail, and could easily be expanded to accommodate pedestrians and bicycles.

Chairman Doherty informed that when pedestrians are using the trail, it impedes utilizing it as a commuting access for bicycles.

Mr. Hardt advised foreseeing no problem with paving a trail that was for bicycles and properly posted on either the east or west side. He disclosed that it does not allow for bicycle or pedestrian traffic adjacent to the roadway.

Ms. Wilson asked Mr. Hardt to address concerns regarding provisions being eliminated from the proposal, the uniqueness of the proposal and if there are other roadways in Tulsa which have been handled in this manner.

Mr. Hardt advised that there has never been a plan as detailed for any roadway previously presented, to the point of having a budget for each specific line item. He informed that the only way of having a more detailed plan is going through a design engineering contract. However, he noted that during the public hearing process, the City Council can be as specific on the budget items as desired by having line items in the ordinances that create these projects.

Interested Parties

Pamela A. Deatherage, Planning District 6 Chair
1516 E. 36th Street

74105

Cathy Voight, Planning District 6 Co-Chair
3145 S. Rockford

74105

Ms. Deatherage echoed concerns mentioned by Councilor Bartlett. She voiced concern that changes might be made to the Comprehensive Plan that could be taken out of context when implemented; i.e., landscaping, decorative fences and traffic lights. She urged that more study be given to the rewriting of the Comprehensive Plan and questioned whether any changes even need to be made to the Comprehensive Plan. Ms. Deatherage reported that in 1985, almost a full year was spent obtaining public input, and advised of approximately a 97% approval of the plan when implemented into the MSHP and Comprehensive Plan. Ms. Deatherage gave a history of changes made to Riverside Drive and the Comprehensive Plan. She voiced concern that funding will not be available and nothing will continue to be done to Riverside Drive with the present proposal. Ms. Deatherage suggested keeping the existing phased implementation. She cautioned against "leapfrogging" to a six-lane highway and urged retaining the phrase "Special Trafficway". Results from polling residents in her planning district indicates an overwhelming majority against the proposed change. She recounted concerns of historic preservation, property values and neighborhood preservation. Ms. Deatherage voiced support of retaining the existing plan which will help save neighborhoods that would be affected under the proposed plan. She advised that the Planning Commission may want to consider elimination of access to the Skelly Bypass off Riverside. Many property owners who purchased homes within the last two years have expressed receiving no notification of possible changes to Riverside Drive, and now their properties will be taken from them under the proposal. Ms. Deatherage presented overlays indicating what Riverside could look like with phased implementation.

Ms. Voight urged review of the 1985 Task Force transportation goal. She reviewed the objectives and policies of the Task Force and detailed the capacity determined for Riverside. Ms. Voight suggested that the 1985 Task Force knew that Riverside was over existing roadway capacity at that time.

Chairman Doherty suggested that Ms. Voight summarize the citations in written form for the Comprehensive Plan Committee to review.

Ms. Wilson disclosed that Riverside Drive from 51st Street south is presently designated a Parkway for six-lanes, and from 51st Street north is designated a special trafficway. She noted that today's public hearing is not to change those designations. Ms. Wilson advised that it was appropriate to review right-of-way standards which may be less than what is required by a Parkway, and to set right-of-way standards for the Special Trafficway.

Robert Holland, District 7 Planning Team Chair
1315 South Carson

Mr. Holland announced the location for the District briefing on September 7, at the First Methodist Church, 1115 South Boulder. He advised that interested parties will have opportunity to provide input and ask questions regarding proposed changes to the Comprehensive Plan.

Eric Bolusky, District 18 Planning Team Chair

1839 East 63rd Street 74130

Mr. Bolusky expressed support of changes to the Comprehensive Plan with regard to District 18. He proceeded to address right-of-way standards being developed. Mr. Bolusky declared that the planning process must also take into consideration River Parks. He divulged that the 1977 Voorhees Study of Riverside did not embrace any one recommendation, but rather recommended that the City Commission and citizens of Tulsa make the final decision. It was determined that from an engineering standpoint, Riverside Drive should have been a parkway; however, the final determination was that it should remain the same. He revealed that this was a political decision; the citizens of Tulsa want to accept a higher level of congestion on Riverside Drive to be able to preserve and not encroach upon River Parks.

Mr. Bolusky commented on the congestion problems on Riverside Drive. He pointed out that by constructing turning bays at intersections, the practical capacity of Riverside Drive will be doubled by allowing vehicles to travel in both lanes without being concerned about stopping every few feet for turning vehicles. Mr. Bolusky revealed that River Parks can be saved, which is the overriding issue. The planning process should review the parkway/special trafficway along with the park to set a standard of four-lanes with turning bays. He advised that citizens of Tulsa feel that they can accept a certain level of congestion to keep River Parks as it currently is.

Jim Norton, District 1 Planning Team Chair, President of DTU
201 W. 5th Street, Ste 450 74119

Mr. Norton advised that Downtown Tulsa Unlimited (DTU) has questions regarding the proposed plan and expect to get to get answers at their September 10 Board of Directors meeting. They will then be prepared to make a recommendation to the Comprehensive Plan Committee. He noted that from a planning perspective, the proposal will increase the capacity of Riverside Drive, provide pedestrian access to River Parks by overpass or underpass, add trails on the east side which will be an asset and add parking. Mr. Norton concluded that with landscaping, hammerhead approaches and tie-backs on the streets, the City of Tulsa has made every effort to minimize impact on neighborhoods. He encouraged the Planning Commission to limit discussion and make determinations based on conformance to the Comprehensive Plan. Mr. Norton commended Mr. Hardt and his Staff for the work they have put into the proposal.

Herb Beattie

2445 East 36th St. 74105

Mr. Beattie acknowledged that there is a crisis on Riverside Drive and foresees it becoming worse if present trends continue. He stated that the City has avoided dealing with this issue since about 1987 when the current plan should have been implemented. He commended Mayor Savage for taking on this task.

Mr. Beattie stated that although he works for the Nature Conservancy, he does not represent them in statements he makes today. He advised that he is representing park users, neighborhoods and environmental groups; i.e. Sierra Club, Audubon Society, Earth Concerns and many others.

Mr. Beattie expressed opposition to the proposed plan. He related that he rides his bicycle from 36th Street and Lewis Avenue to downtown Tulsa every day, and he does not use River Parks because he is unable to access it from 36th Street. He chooses not to cross at the pedestrian bridge because he does not wish to breathe the exhaust on the trail immediately next to a four-lane drive. Mr. Beattie was treasurer and a member of the trustees of the River Parks Authority (RPA) in 1985 and foresaw this problem coming. He was also a member of the 1985 Task Force. He advised that the Task Force wanted to save River Parks and adopted a phased implementation plan. Mr. Beattie requested that the present plan be implemented, a strong commitment be made to the mass transit mobility plan developed by MTTA, a move be made toward market pricing in transportation and the Riverside Parkway proposal be rejected as presented today. He urged the Planning Commission to obtain an environmental impact assessment from an out-of-town disinterested agency.

Mr. Beattie commented on the ozone problems being experienced in Tulsa and stated that 70% of that problem is caused by automobiles. He cited the problems caused by ozone exceedences and other air pollution. Mr. Beattie reported that 86% of Tulsans go to work in a car with the driver alone. He declared that roadways such as the Riverside Parkway compete with mass transit, which will keep the demand high. Mr. Beattie advised that if motorists are forced to contend with congestion, it will encourage them to use mass transit. He cautioned that this proposal will destroy Brookside and River Parks. Mr. Beattie declared that engineers have been in charge of planning for Tulsa for too many years, and it is time for balanced planning. He explained that a policy for free-flowing traffic is not a policy for energy conservation. It creates greater car dependency in cities through progressively less dense, less centralized land use patterns, greater overall provisions for cars and diminishing viability for public transportation, walking and bicycling. He stated that to make roadway facilities it precludes alternatives to auto use. Mr. Beattie declared that to ease a congestion problem by speeding and increasing the flow of vehicles discourages uses such as housing and neighborhood services. It ultimately results in migration, longer trips and more congestion. He stated that land use planners, economists, psychologists and medical professionals should have input into the

process, yet engineers dominate in new construction projects. He advised that agencies and firms whose mission is to engineer new construction projects are not well-suited to ensure fair consideration to solutions that involve little or no construction.

Mr. Beattie expressed support for an improved four-lane road with left-turn lanes, exploring alternative methods of transportation, reducing the number of entrances to Riverside Drive, safe access to the park, and exploring Highway 75 as an alternative, all of which were recommended in 1985. None were implemented.

J.D. Metcalfe

1341 E. 26th Street 74114

Mr. Metcalfe, a daily user of Riverside Drive, expressed being familiar with the 1985 Task Force report, objectives and policies. Although he was not a member of the Task Force, he was involved in the process and supported the policies and objectives that resulted. Mr. Metcalfe advised that the July 1993 report builds on the 1985 report with the knowledge and understanding of those involved in that process, and that the 1985 was not implemented because of a change of Mayors and City Engineers. All of this and other things worked against implementation of its recommendations. Mr. Metcalfe expressed support for remarks made by Mr. Hardt and Mr. Brierre, and voiced support of the subject proposal, which he believes will improve traffic flow and access to the park, and will benefit downtown Tulsa.

Bob Paddock

2215 E. 25th Street 74114

Mr. Paddock, former member of the TMAPC, was its representative to the Arkansas River Corridor Task Force. This task force studied the Special Trafficway along Riverside Drive, and one concern was to ensure nothing was done to impair or destroy River Parks. It was hoped by their recommendation to improve and enhance River Parks as the crown jewel of Tulsa. Mr. Paddock informed that it was the responsibility of the Task Force to make recommendations as to design standards for the portion of Riverside Drive between Denver and I-44 which would maximize traffic flow during peak hours and minimize adverse impact on the surrounding environment. He reviewed recommendations made by the Task Force. Mr. Paddock pointed out that the Task Force Report stated that as traffic loads increase on the existing Riverside Drive, a phased roadway improvement program should be pursued to relieve traffic congestion. The Task Force recommended specific policies to guide the transportation planners and engineers. He commented on design standards, and noted the Task Force followed recommendations that the overall roadway pavement should generally not exceed 100' from curb to curb nor be reduced to a width of less than 80' with a landscaped median 46' wide. The roadway design should accommodate four lanes of moving traffic, but should provide the potential for adding two more driving lanes within the center median area. The report provided an array of transportation alternatives, two of which were the addition of two driving lanes within the median with capacity improvements to parallel arterial streets and/or expressways and the establishment of a mass transit program to reduce overall vehicular volume. His conclusion is that the

proposed plan appears to carry out the essential elements of the transportation goal and specific policies recommended by the Task Force more than eight years ago. Traffic signals at 31st and 41st Streets and pedestrian underpasses will increase the safety of persons accessing the park and control speed on Riverside without unduly delaying traffic. Mr. Paddock advised that, in view of the increase of traffic since the 1985 report, it seems appropriate and less costly to plan now for six lanes of traffic with left-turn bays and increased parking areas without a net loss of River Parks land. He advised that the rerouting of Riverside under the Midland Valley pedestrian bridge and tying off of side streets is a plus, and planned improvements at the downtown end of the trafficway and widening of Houston Avenue should speed up traffic flow and lessen congestion and traffic delays going into the downtown area. Mr. Paddock concluded by expressing support of the proposed plan.

Ms. Wilson asked a question regarding proposed right-of-way standards on the Special Trafficway and asked for his suggestions.

Mr. Paddock recommended retaining the designation of Special Trafficway, using the standards in the 1985 report. He referred to Mr. Hardt's mention that at the intersection of I-44 and Riverside there might be a need for 110' width, which he can support, but he suggested holding them to 100' total width.

Dorothy Watson

4108 South St. Louis 74105

Ms. Watson, Brookside Neighborhood Association President, advised of polling the association and that the majority are opposed to the six-lane Riverside Drive Plan. However, she stressed that they are not opposed to improvements on Riverside Drive. She reported that her group would like to see the phased implementation of the current plan. Ms. Watson declared that six lanes will be detrimental to neighborhoods and River Parks. She urged that an improved four-lane system be tried first. Ms. Watson stated that, if in the future there is need for further widening, a clean bill of health be issued regarding the Clean Air Act, and would like to have an environmental impact study showing there is no ill effect or what one might be to the neighborhood and park. She asked for assurance that alternatives to widening have been carefully considered and that there is an unquestioned need for six lanes before they are placed on Riverside. Ms. Watson questioned what "conceptual" means and asked the Planning Commission be careful with what it leaves the area open to, should a change to the Comprehensive Plan be made.

Mary Ellen O'Conner

1513 Riverside Drive 74119

River Park Place Homeowners Association

Ms. O'Conner requested that the Planning Commission reject proposed changes to District 7. She stated that Houston is bordered on the east bank by an apartment complex for low-income individuals and Pythian Manor which allows disabled individuals to own their homes, and River Park Place Condominiums, which is more than 75% owner-occupied. Ms. O'Conner advised of taking her own survey by walking the section from Houston to 21st Street, where she counted 45

mature trees which will be lost to the proposed plan. She also cautioned the Planning Commission to be careful about "conceptual" because specifics are lacking. Ms. O'Conner questioned the proposed 170% increase of traffic at Houston, where it would come from and where it would be directed. She declared that this route is not a convenient way into the major part of downtown. Ms. O'Conner noted that recommended changes planned between Houston and 21st Street will remove River Parks, leaving only a bike trail. She stated that those living in the northernmost part of the park do not consider the proposed plan an enhancement. It appears that they will lose their entire park on the north end and they do not feel the loss of the park is worth it.

Stacy Clark

23 East 26th Pl. 74114

Mr. Clark, President-Elect of the Maple Ridge Homeowners Association, is representing the association of approximately 1,450 families. He disclosed that an opinion poll was conducted in an attempt to ascertain feelings of those directly affected by the Riverside Plan. Mr. Clark relayed that 78% oppose the project as currently proposed. Major points of opposition to the plan are estimated cost of \$39.62 million is considered excessive for the proposed benefits, and six lanes on Riverside are considered excessive. A high percentage of residents want to see traffic routed down the Creek Turnpike to Highway 75 and into the city. Many residents suggested local, state and federal tax dollars be allocated to improve Highway 75 to accommodate traffic demands. Concern was voiced over the environmental impact to the park and neighborhoods adjacent to the proposed parkway. They felt increased truck and car traffic would significantly increase noise pollution and ozone levels in neighborhoods and for the citizens enjoying the park. He revealed that the proposed plan claims to add 22.2 acres of park land when it fails to mention the gain will be offset by additional 20 acres of concrete the city plans to add to the road bed.

He commented on the growing sense of distrust of promises made by officials regarding landscaping, brick walls, and esthetics that will not be here when the project is completed, and funding will not be available or will be forgotten. Mr. Clark detailed the points in the proposed plan which a majority of residents can support, including cul-de-sacs or dead-ending of all minor intersections along Riverside; increased pedestrian access to the park either by pedestrian overpasses, tunnels and/or traffic signals; left turn lanes at major intersections; straightening out the roadway and redesigning the pedestrian bridge at approximately 29th Street; and maintaining and enforcing current posted speed limits. Mr. Clark advised that the majority of Maple Ridge resident believe that by implementing these points, the City will save tax dollars, cause minimum disruption of Riverside Drive and park usage, maintain the current character of the park and help to eliminate the perceived traffic problems the city seeks to correct.

Frank Wolfe

2807 E. 1st Pl. 74104

Mr. Wolfe referred to the Art Deco structure designed by Bruce Goff on the southeast corner of Riverside and Houston which will be in jeopardy should Houston become a four-lane street. He advised that the Spotlight Theater has long been regarded as a Tulsa historical attraction, which has been in business for over 40 years and known world-wide. Mr. Wolfe voiced concern over the construction process which will limit access and parking and cause loss of the handicapped parking area. The right-of-way will come within two feet of the south corner of the building. He also expressed concern that, with the added traffic so close to the structure, it will cause damage to it. He questioned why Houston rather than Denver would be widened.

Michael Bialas

3941 East 37th Pl. 74135

Mr. Bialas, a new resident of Tulsa, expressed opposition to the proposal. He expressed concern over the ozone problem. Mr. Bialas sees no need to six-lane Riverside, as short of funds as government agencies are. He perceives that projects currently underway will help solve congestion problems. Mr. Bialas stated that left-turn lanes at 31st, 41st and I-44 with signals at I-44 north and south ramps will serve the commuter at a lower cost. He reminded the Planning Commission this problem addresses only a time period of two hours in the morning and evening. He questioned the need to spend \$40 million that is not available. Mr. Bialas urged keeping the river-front safe from pollution and destruction from the proposed plan.

Debra Barnes

2660 South Boston 74114

Mrs. Barnes questioned acquisition and clearance of property and disclosed the impact it will have on her family. She expressed opposition to the six-lane proposal of Riverside and to taking of her property. Ms. Barnes urged the Planning Commission to consider the impact the proposal will have on area property owners. She urged the balance of interest of park users, residential owners and commuters to not allow encroachment of property owners.

Jack Baker

6405 East 36th Street North 74115

District 16 Planning Team Chair

Mr. Baker urged that monies designated for improvement in Tulsa be spent equally. He stated North Tulsans want their needs addressed at the same level as those using Riverside. Mr. Baker asked that, during deliberations over Riverside, the Planning Commission not forget North Tulsa.

Tom Dalton

3835 Riverside 74105

Mr. Dalton commented on the evolution of Riverside Drive. He advised that the proposal fails to examine all of its effects and costs. This demonstrates a far-reaching concern about the manner in which decisions are made about major projects without a full understanding of their costs and effects. This leads to consequences neither intended nor anticipated, with costs far exceeding many of the perceived benefits of the project. Examples cited were failure to account for the cost of lost park land,

failure to account for secondary and longer term effects and balanced growth, mass transit and other projects are not served by this proposal. Mr. Dalton presented written comment to the Planning Commission.

Richard Robertson

2419 W. Oklahoma Pl. 74127

Mr. Robertson, President of Tulsa Spotlights, expressed concern over the property at Riverside and Houston. He noted that the widening of Houston is based on projected traffic flow, and that a jogging path is being added to the proposed four lanes coming up Houston. He questioned the need to acquire property to add a jogging path in that congested area.

Chairman Doherty advised that the 1985 Study referenced connecting the pedestrian pathways with downtown, which was a specific objective.

Mr. Robertson suggested that there may be alternate routes for the jogging path to go.

Ned Beattie

3405 South Trenton 74105

Mr. Beattie commented regarding the District 6 proposed changes. He took exception with Staff's interpretation of how the proposed amendments conform to the Comprehensive Plan and how the 1993 Study conforms to the 1985 additions. He questioned why deletions are being proposed to the District 6 Comprehensive Plan. Mr. Beattie questioned why 5.2.3.2.B. was stricken and not replaced with language regarding pavement width. He was concerned that no limits will be placed on the width. Mr. Beattie revealed that he would like to retain the present requirement of 100'.

Ms. Wilson pointed out that the right-of-way standard will be decided for a Special Trafficway which will address the width.

Mr. Beattie submitted that the 1993 plan is not in the intent or spirit of the 100' limitation, and to eliminate that limitation without replacing it with something specific is a grave error.

Mr. Brierre explained that the MSHP presently has no standard and the proposal is to adopt one that specifically references the 1993 conceptual plan for the basis of the right-of-way so that an approximate cross-section can be determined at any point along the corridor. This plan is more specific than in the current text of District 6. Mr. Brierre informed that the Conceptual Plan of 1993 is a specific plan that identifies the right-of-way for the entire corridor, to enable determination of exact width at any location.

Mr. Beattie declared that a specific 100' width is being traded for a concept that can be changed. He urged that the Planning Commission leave the District 6 Comprehensive Plan as stated.

Chairman Doherty requested that Mr. Beattie put his exact concerns in writing for the Planning Commission to review.

Mr. Beattie also took exception with striking 5.2.3.3. He questioned where the plan calls for the ultimate six-laning of Riverside. Mr. Beattie concluded with asking that the Planning Commission consider the pollution issue with regard to the proposal.

Harold B. Ward **7 East 26th St. 74114**
Mr. Ward recommended leaving Riverside Drive and Houston Avenue as they are now, returning to the original engineering plan, using the Midland Valley right-of-way from 31st Street to the Inner Dispersal Loop at 15th Street, and obtaining a reversal of the court order obtained by the Maple Ridge Association to block the City of Tulsa from using the Midland Valley right-of-way for road purposes. Mr. Ward commented on the possibility of flooding of the Arkansas River and the damage which could be done to new road construction due to low elevation.

Other Interested Parties

Laura Frossard	1154 East 61st Street	74136
Gerald d'Aquin	1957 East 35th Pl.	74105
Caroline Harper	1534 East 33rd St.	74105
Morris Hudson	220 West 17th Pl.	74119
Della Sheldon	1735 East 60th Street	74105
Randy Clark	8017 S. Sandusky	74136
Clint Kerr	129 East 33rd Pl.	74105
Tom Ward	3645 East 63rd Place	74136

The above-listed individuals were present, but did not address the Planning Commission.

TMAPC Action; 9 members present:

On **MOTION** of **NEELY**, the TMAPC voted **6-0-0** (Broussard, Doherty, Midget, Neely, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Ballard, Carnes, Dick, Horner, Pace "absent") to recommend **CONTINUANCE** of the public hearing to amend the Tulsa City-County Major Street & Highway Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, as regards The Riverside Parkway: A Conceptual Plan for Riverside Drive & Houston Avenue (Final Report, July 1993.); Resolutions to September 22, 1993 and request River Parks Authority to provide the Planning Commission with a recommendation on the 1993 Conceptual Plan.

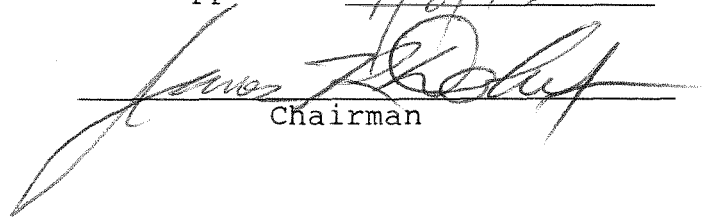
AND

To amend the District 6, 7, and 18 Plan Maps & Texts, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, as regards The Riverside Parkway: A Conceptual Plan for Riverside Drive & Houston Avenue (Final Report, July 1993.); Resolutions to September 22, 1993.

* * * * *


There being no further business, the Chairman declared the meeting adjourned at 5:00 p.m.

Date Approved: 9/8/93



Chairman

ATTEST:



Secretary

