

TULSA METROPOLITAN AREA PLANNING COMMISSION
Minutes of Meeting No. 1945
Wednesday, September 22, 1993, 1:30 p.m.
City Council Room, Plaza Level, Tulsa Civic Center

Members Present	Members Absent	Staff Present	Others Present
Ballard	None	Brierre	Linker, Legal
Broussard		Gardner	Counsel
Carnes, 2nd Vice Chairman		Henderson	
Dick		Hester	
Doherty, Chairman		Jones	
Horner		Lasker	
Midget, Mayor's Designee		Matthews	
Neely		Peters	
Secretary			
Pace			
Parmeale, 1st Vice Chairman			
Wilson			

The notice and agenda of said meeting were posted in the Office of the City Clerk on Tuesday, September 21, 1993 at 1:24 p.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.

Minutes:

Approval of the minutes of September 8, 1993, Meeting No. 1943:

Mr. Neely noted the time of adjournment should be corrected to 2:31 p.m. rather than 1:31 p.m. as stated in the minutes. With this correction Mr. Neely moved approval.

On **MOTION** of **NEELY**, the TMAPC voted **9-0-0** (Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Ballard, Broussard "absent") to **APPROVE** the minutes of the meeting of September 8, 1993 Meeting No. 1943 as corrected.

REPORTS:

Comprehensive Plan Committee

Mr. Neely announced that the Comprehensive Plan Committee met at 11:30 today and deferred comment until the subject items are called on the agenda.

ZONING PUBLIC HEARING

Application No.: **PUD 431-A**

Applicant: Roy D. Johnsen

Location: Southwest corner of 101st Street South and Sheridan Road.

Date of Hearing: September 22, 1993

Presentation to TMAPC: Roy Johnsen

The applicant is proposing alterations in the size, permitted uses, permitted floor area and percent of landscaping in Parcels A, B, C, and D. Parcels E, F, and G of PUD 431 are unaffected by this major amendment.

Parcel A has the most changes proposed. Permitted uses would be expanded from restaurant and office uses to include drug store, pharmacy, ice cream store and retail trade. Floor area would be almost doubled from 7,200 SF to 13,500 SF. Building height would be lowered from 1½ stories to one-story. Landscaped area would be reduced from 18% to 10%. Finally, the size of Parcel A has been increased from 1.02 acres to 1.35 acres.

Parcel B is proposed to decrease in size from 0.86 acres to 0.72 acres and the floor area allowed would be reduced from 7,200 SF to 5,500 SF. Permitted uses are presently the same as Parcel A, but would be expanded to include dry cleaners, cleaning plant and retail trade. Landscaped area would be reduced from 13% to 10%.

Parcel C would be reduced in size from 0.915 acres to 0.894 acres. Permitted uses are presently the same as in Parcels A and B, and would be expanded to include retail trade. Landscaped area would be reduced from 11% to 10%.

In Parcels A, B, and C, restrictions on drive-in facilities and minimum building floor area for restaurant uses would be eliminated.

Parcel D would be reduced from 6.92 acres to 6.69 acres. The permitted floor area would be reduced by 4,600 SF, and Use Unit 12a uses would be eliminated from the entire parcel. The landscaped area for this parcel would remain at 8%.

Staff is generally supportive of the amendments with the following changes:

1. Since landscaping is being reduced in Parcels A, B, and C to the 10% now required in the PUD chapter, Parcel D's landscaping should be increased from 8% to 10%.
2. Dry cleaners are permitted a maximum of 3,000 SF of building floor area, if they are allowed by the underlying zoning.
3. For lots within Parcels A, B, and C the required off-street parking shall be on the lot containing the principal use.
4. Access to arterial streets should be limited to the points shown on the concept plan for PUD 431.
5. All existing conditions of PUD 431 should still apply unless specifically changed by PUD 431-A.

Staff finds the uses and intensities of development proposed to be in harmony with the spirit and intent of the Code. Based on the following conditions, Staff finds PUD 431-A to be: (1) consistent with the Comprehensive Plan; (2) in harmony with the existing and expected development of surrounding areas; (3) a unified treatment of the development possibilities of the site; and (4) consistent with the stated purposes and standards of the PUD Chapter of the Zoning Code.

Therefore, Staff recommends **APPROVAL** of PUD 431-A subject to the following conditions:

1. The requirements of PUD 431 shall apply, unless modified herein.

2. **Development Standards:**

Total Land Area (Net)	9.644
PARCEL A	
Land Area (Net)	1.349 acres
Permitted Uses	★Use Units 10, 11 12, 13 and 14.
Maximum Building Floor Area	13,500 SF
Maximum Building Height	28'
Maximum Stories	1 story

★Changes agreed to by Staff at TMAPC meeting.

Minimum Building Setbacks:
 from centerline of 101st 108'
 from centerline of Sheridan 100'
 from parcel boundary 10'

Parking Ratio* As required by the Tulsa Zoning Code.

Minimum Interior Landscaped Open Space 10% of net area, excluding landscaped right-of-way.

Other Bulk and Area Requirements As required within a CS Shopping District.

*All required off-street parking shall be on the lot containing the principal use.

PARCEL B

Net Area 0.894 acres

Use Units 10, 11, 12 and 14 and dry cleaner.

Maximum Building Floor Area 5,500 SF except for dry cleaner which shall be 3,000 SF.*

Maximum Building Height 28'

Maximum Stories 1 story

Minimum Building Setbacks:
 from centerline of Sheridan 100'
 from development area line 10'

Parking Ratio** As required by the Tulsa Zoning Code.

Minimum Interior Landscaped Open Space 10% of net area, excluding landscaped right-of-way.

Other Bulk and Area Requirements As required within a CS Shopping District.

*Dry cleaners may be 4,200 SF if BOA grants variance.

**All required off-street parking shall be on the lot containing the principal use.

PARCEL C

Net Area .8936 acres

Permitted Uses Use Units 10, 11, 12, and 14

Maximum Building Floor Area 7,200 SF

Minimum Floor Area 1,500 SF

Maximum Building Height 35'

Maximum Stories 1½

Minimum Building Setbacks:
from centerline of 101st 108'
from development area line 10'

Parking Ratio* As required by the Tulsa Zoning Code.

Minimum Interior Landscaped
Open Space 10% of net area,
excluding landscaped
right-of-way.

Other Bulk and Area Requirements As required within a
CS Shopping District.

*All required off-street parking shall be on the lot containing the principal use.

PARCEL D

Net Area 6.6859 acres

Permitted Uses ★As permitted by right
within a CS District
excluding uses included
within Use Unit 12A, dance
hall and liquor store
within the south 190 ft.

Maximum Floor Area 82,600 SF

Maximum Building Height 28'

Maximum Stories 1 story

★Changes agreed to by Staff at TMAPC meeting.

Minimum Building Setbacks:

from centerline of 101st	175'
from centerline of Sheridan	130'
from South development area line	40'
from West development area line	40'

Parking Ratio*

As required by the Tulsa Zoning Code.

Minimum Interior Landscaped Open Space

10% of net area, excluding landscaped right-of-way.

Other Bulk and Area Requirements

As required within a CS Shopping District.

*Required parking need not be located on the same lot as the principal use so long as the required parking is within Parcel D, an effective cross-parking agreement is established, and within the commercial lots within Parcel D there exists in the aggregate the required parking for each of the various permitted uses.

3. Direct access to 101st Street from Parcels A and C shall only be from one common drive located between A and C. Proposed access to Sheridan Road from Parcels A and B shall be approved by the City Traffic Engineer.★
4. No Zoning Clearance Permit shall be issued for a development area within the PUD until a Detail Site Plan for the development area, which includes all buildings and required parking, has been submitted to the TMAPC and approved as being in compliance with the approved PUD Development Standards.
5. A Detail Landscape Plan for each development area 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 and screening fences have been installed in accordance with the approved Landscape Plan for that development area 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.
6. No sign permits shall be issued for erection of a sign within a development area of the PUD until a Detail Sign Plan for that development area has been submitted to the TMAPC and approved as being in compliance with the approved PUD Development Standards.

★Changes agreed to by Staff at TMAPC meeting.

7. All trash, mechanical and equipment areas shall be screened from public view by persons standing at ground level.
8. The Department of Public Works or a Professional Engineer registered in the State of Oklahoma shall certify to the zoning officer that all required stormwater drainage structures and detention areas serving a development area have been installed in accordance with the approved plans prior to issuance of an occupancy permit.
9. No Building Permit shall be issued until the requirements of Section 1107E of the Zoning Code has been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the Restrictive Covenants the PUD conditions of approval, making the City beneficiary to said Covenants.

Mr. Gardner reviewed the changes made with the applicant's agreement.

Applicant's Comments

Roy Johnsen

Mr. Johnsen pointed out, regarding the cleaners, the ordinance indicates a 3,000 SF maximum under that particular use unit. He requested modification of the Staff recommendation that it state, "limited to 3,000 SF unless approved by the Board of Adjustment (BOA) if a variance is necessary".

Mr. Gardner advised that if the BOA approves a variance for the dry cleaners, Staff can support a 4,200 SF dry cleaners.

TMAPC Action; 10 members present:

On **MOTION** of **HORNER**, the TMAPC voted **10-0-0** (Broussard, Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Ballard "absent") to recommend **APPROVAL** of PUD 431-A as modified.

LEGAL DESCRIPTION

A tract within the NE/4, NE/4, of Section 27, T-18-N, R-13-E, Tulsa County, Oklahoma, more particularly described as the N/2, NE/4, NE/4, of said Section 27, and the N/2, S/2, NE/4, NE/4 of said Section, Less and Except the South 330' of the East 865' thereof, and Less and Except a tract beginning at the Northwest corner of said NE/4, NE/4; thence N 89°53'55"E along the north line of said NE/4, NE/4, 399' to a point, said point being 926.15' West of the Northeast corner of said NE/4, NE/4; thence S 00°00'43" W 660.53'; thence N 89°5 3'29" E 61.30'; thence due South 330' to a point said point being 865' West of the East line of said NE/4, NE/4; thence S 89°53'29" W 480.37' to a point on the west line of said NE/4, NE/4; thence N 00°00'46" E along said West line 990.58' to the Point of Beginning.

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ZONING PUBLIC HEARING

Application No.: **PUD 502/Z-6416** Present Zoning: RS-2
Applicant: Richard Braselton Proposed Zoning: OL/PUD
Location: Northeast corner of Lewis Avenue and 53rd Street South.
Date of Hearing: September 22, 1993
Presentation to TMAPC: Richard Braselton

Z-6416

Relationship to the Comprehensive Plan:

The District 18 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, designates the subject as Low Intensity - Linear Development Area.

According to the Zoning Matrix, the requested OL/PUD may be found in accordance with the Plan Map.

Staff Recommendation

Site Analysis: The subject tract is approximately 0.8 acres in size and is located at the northeast corner of 53rd Street S. and S. Lewis Avenue. It is steeply sloping to the west and non-wooded. There is a vacant single-family home on the property and the tract is zoned RS-2.

Surrounding Area Analysis: The subject tract is abutted on the north by a single-family home which was approved for a variance for office use by the Board of Adjustment and is zoned RS-2; to the south and east by single-family homes, zoned RS-2; and to the west by an office complex, zoned OL.

Zoning and BOA Historical Summary: The subject tract was zoned RS-2 in June 1970 and has not been considered for rezoning since that time.

Conclusion: OL zoning may be found to be in accordance with the plan which will be based on the standards and requirements established by the accompanying PUD.

Therefore, Staff recommends **APPROVAL** of Z-6416 upon approval of PUD 502.

PUD 502

The applicant is proposing an office development for the 0.8 acre site. Zoning case Z-6416 accompanies this PUD and is a request to change the zoning from RS-2 to OL. There is presently a vacant residence on the tract which would be removed. A two-story office building containing approximately 12,800 SF would be built in its place.

Staff finds the uses and intensities of development proposed to be in harmony with the spirit and intent of the Code. Based on the following conditions, Staff finds PUD 502 to be: (1) consistent with the Comprehensive Plan; (2) in harmony with the existing and expected development of surrounding areas; (3) a unified treatment of the development possibilities of the site; and (4) consistent with the stated purposes and standards of the PUD Chapter of the Zoning Code.

Therefore, Staff recommends **APPROVAL** of PUD 502 subject to the following conditions:

1. The applicant's Outline Development Plan and Text be made a condition of approval, unless modified herein.

2. **Development Standards:**

Land Area (Gross)	45,651 SF
(Net)	31,734 SF

Permitted Uses	Use Unit 11
Maximum Building Floor Area	13,000 SF

Minimum Building Setbacks	
From centerline of Lewis	100'
From centerline of 53rd Street	50'
From east boundary	50'
From north boundary	10'

Maximum Building Height	2 stories, but not over 35'
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**Minimum Parking Area Setback
from East and South Boundaries**

5'

Minimum Landscaped Open Space (net)

15%

3. One business sign shall be permitted. It shall not exceed 32 SF of display surface area. If a ground sign, it shall not exceed 8' in height and shall be placed on the Lewis Avenue frontage. If a wall sign is used, it shall be on the west facing wall of the building.
4. The office building shall be of a residential architectural style similar to that proposed in the conceptual plan submitted with the PUD.
5. A 6' screening fence with masonry columns shall be provided along the east boundary to screen residential areas and along the south side to screen any parking areas on the east 100' of the tract except for driveway opening.
6. No Zoning Clearance Permit shall be issued within the PUD until a Detail Site Plan, which includes all buildings and required parking, has been submitted to the TMAPC and approved as being in compliance with the approved PUD Development Standards.
7. A Detail Landscape Plan 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 and screening fences have 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.
8. No sign permits shall be issued for erection of a sign within the PUD until a Detail Sign Plan has been submitted to the TMAPC and approved as being in compliance with the approved PUD Development Standards.
9. All trash, mechanical and equipment areas shall be screened from public view by persons standing at ground level.
10. All parking lot lighting shall be directed downward and away from adjacent residential areas. Light standards shall be limited to a maximum height of 10 feet within the east 150' of the PUD.

11. The Department of Public Works or a Professional Engineer registered in the State of Oklahoma shall certify to the zoning officer that all required stormwater drainage structures and detention areas have been installed in accordance with the approved plans prior to issuance of an occupancy permit.
12. No Building Permit shall be issued until the requirements of Section 1107E of the Zoning Code has been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the Restrictive Covenants the PUD conditions of approval, making the City beneficiary to said covenants.
13. Subject to review and approval of conditions as recommended by the Technical Advisory Committee.

Staff Comments

Mr. Gardner informed that when TAC reviewed the concept plan, there was concern expressed over turn-around ability in the front area of the subject site.

Applicant's Comments

Rick Braselton

5319 South Lewis

Mr. Braselton presented an illustration of the proposed development for the subject site.

Interested Parties

John Randolph

5248 S. Atlanta Ave. 74105

Mr. Randolph, President of the Lewiscrest Neighborhood Association, revealed that the Association does not object to the PUD as submitted, but wants to ensure that adequate drainage is installed. He detailed drainage problems the area is experiencing and expressed concern that the proposed 32-space parking lot may increase the existing drainage problem to the east. Mr. Randolph expressed concern that the proposed entrance to the parking lot on the east side is planned to access 53rd Street, adding to an already-existing heavy traffic load.

It was determined that the City Engineer provided a condition addressing the drainage issue to accommodate concerns Mr. Randolph expressed.

Regarding access to 53rd Street, Mr. Gardner noted that the Planning Commission can require, in the detail site plan phase, that access coming from the parking lot be slanted to the southwest, which would discourage traffic from turning left onto 53rd Street.

There was discussion among the Planning Commissioners as to whether the office use would generate much traffic in the interior section and whether to impose limits of no access. Chairman Doherty declared that the Planning Commission will do all they can to

discourage through-traffic into the neighborhood on 53rd Street at site plan review.

There was discussion over consideration of control of access to 53rd Street and drainage from the proposed parking lot (these issues to be addressed in the platting and detail site plan review).

TMAPC Action; 10 members present:

On **MOTION** of **CARNES**, the TMAPC voted **10-0-0** (Broussard, Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Ballard "absent") to recommend **APPROVAL** of PUD 502 and Z-6416 for OL as recommended by Staff, noting that during Site Plan Review, access to 53rd Street and drainage will be considered.

LEGAL DESCRIPTION

The East 226.67' of the West 276.67' of the South Half of the South Half of the Southwest Quarter of the Northwest Quarter of the Northwest Quarter of Section 32, Township 19 North, Range 13 East of the Indian Base and Meridian, Tulsa County, State of Oklahoma according to the U. S. Government survey thereof.

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ZONING PUBLIC HEARING

Application No.: **Z-6417** Present Zoning: RS-3
Applicant: Elizabeth Paris Proposed Zoning: IL
Location: East of the northeast corner of N. Kingston Avenue and
East Zion Street.
Date of Hearing: September 22, 1993
Presentation to TMAPC: Elizabeth Paris

Relationship to the Comprehensive Plan:

The District 16 Plan, a part of the Comprehensive Plan for the Tulsa Metropolitan Area, designates the subject property Low Intensity - Residential.

According to the Zoning Matrix, the requested IL District is not in accordance with the Plan Map.

Staff Recommendation:

Site Analysis: The subject tract is approximately 1.1 acres in size and is located east of the northeast corner of N. Kingston Avenue and East Zion Street. It is non-wooded and flat. There is presently an automobile storage business on the property and it is zoned RS-3.

Surrounding Area Analysis: The subject tract is abutted on the north and northeast by the Gilcrease Expressway, zoned RS-3; to the south by vacant land, zoned RS-3 and to the west by single-family mobile homes, zoned RS-3.

Zoning and BOA Historical Summary: In 1990 a 5-acre tract located in the northwest corner and the southwest corner was considered for rezoning to IL. The northwest corner was approved for IL with the southwest remaining RS-3. At that time TMAPC established Zion Ave. as being the zoning line separating the RS-3 from further industrial uses until a study was completed for the area. In 1988 IL zoning was approved on three lots located on the southwest corner of E. Apache St. and N. Kingston Ave. from RS-3.

Conclusion: The area has a significant amount of industrial zoning which is contrary to the Comprehensive Plan for Low Intensity Residential Use. However, history indicates approval was granted for rezoning of property on the north side of Zion which established a zoning line for industrial use in this area.

Therefore, Staff can recommend **APPROVAL** of IL zoning for Z-6417 and recommends an alteration of the Comprehensive Plan in this area if the rezoning request is approved.

Applicant's Comments

Elizabeth C. Paris
Brumley, Bishop & Paris

601 South Boulder, Suite 604 74119

Ms. Paris, attorney for the applicant, explained that the applicant purchased the property with a nonconforming grandfathered industrial use existing on it and is currently using the property for storage of abandoned vehicles picked up from the expressway system. She presented photographs of the subject property where the vehicles are stored and gave a detailed description of the property and surrounding area. Ms. Paris pointed out sites located near the subject property which are zoned IL and CS.

In response to Mr. Parmele's question as to whether the property is presently being used as a salvage, Ms. Paris responded that there is no salvage on site and it is used strictly for storage. She informed that IL would not permit a salvage operation and determined that this property is probably Use Unit 23, storage not elsewhere classified.

In response to Mr. Midget's question regarding the length of time vehicles are stored, Ms. Paris informed that the contract with the State of Oklahoma requires that the vehicles be held for thirty days at which time a ten-day notice must be issued before the vehicles can be sold or removed.

Interested Parties

Pandora and Hugh Parsons
Teri and Bill Pack
Tim Glenn

6010 East Apache 74115
2465 North Maplewood Ave. 74115
6219 East Young Place. 74115

The above-listed individuals made the following comments expressing opposition to the business existing at this location.

There is constant commotion occurring at the subject property. Vehicular traffic and gun shots have been heard.

Residents expressed concern over aesthetics of the subject property.

Vehicles are being parked in the yard of a nearby house.

Pictures of the subject property were submitted by a resident residing near the property.

Residents cited instances of traffic congestion due to wreckers towing vehicles to the subject property.

Area residents cited instances where vehicles have been held on the subject property for longer than thirty days.

Residents declared that their property values have dropped as a result of the business being conducted at the subject property.

Residents advised that the business is open seven days a week, with business being conducted on a 24-hour basis.

The subject tract is surrounded by residential neighborhoods, and IL zoning will encroach into their neighborhoods.

Area residents informed that the subject property is being used as a junk yard.

Concern was expressed over the safety of school children with the wrecker activity at the subject property. Area residents detailed instances of recklessness involving the wrecker drivers.

One resident declared that the business draws an undesirable element to the neighborhood.

One resident advised that Code Enforcement has been notified of complaints from area residents regarding the existing business.

Chairman Doherty reminded interested parties that under consideration is not whether a salvage yard should be allowed at the subject property, but rather whether the property should be zoned IL.

Applicant's Rebuttal

Ms. Paris declared that the applicant is being charged with transgressions of the previous owner who had the property for approximately thirty years and had it for heavy industrial use. The present owner purchased the property one year ago, and Ms. Paris detailed the improvements she has made to the property; i.e., removal of abandoned junk, cutting down weeds, etc. Ms. Paris informed that the property is cleaner than it ever has been. The house on the property is being used as rental property, and Ms. Paris pointed out that the applicant cannot regulate the traffic of the tenant occupying the house. She pointed out that there is presently five acres within 200' of the subject property zoned IL. Ms. Paris denied that the property is being used as a salvage, and noted that there are no blow-torches or dismantling of vehicles on the property to support those claims. She noted that the applicant also has several personal vehicles parked on the property.

Ms. Paris answered questions from the Planning Commission regarding the procedure for holding and disposing of unclaimed vehicles and the number of vehicles which can be stored on the property.

TMAPC Review Session

In response to Ms. Pace's question, Mr. Gardner explained that IL zoning would permit storage not elsewhere classified, but if it came under the definition of junk or salvage, it would not be permitted. He reviewed the definition of salvage or junk yard.

Chairman Doherty reminded the Planning Commission that the question before them is to determine whether this property is suitable for IL zoning, and not whether this use is suitable for the property.

Mr. Carnes moved for denial.

Mr. Parmele noted that an IL application was recently approved to the west of the subject property, and from a land use standpoint, he believes that IL zoning is appropriate. He noted that screening requirements of IL zoning may alleviate some of the existing problems. He acknowledged that the property's use may not be legal, but that is not the Planning Commission's decision to make.

Mr. Midget deemed that the proposed rezoning for the subject property is not appropriate and supported denying the application.

Chairman Doherty reiterated that the decision before the Planning Commission is to decide whether IL zoning is appropriate for the subject property, and not specific uses applied for in a zoning change. He pointed out that IL zoning was granted approximately 200' from the subject property.

There was debate among the Planning Commission over consistency with past actions.

Mr. Broussard supported IL zoning and given the history of the property, he failed to see how impact on the neighborhood will be changed by an IL classification. He questioned whether the storage of vehicles complies with IL zoning.

In response to a question from Mr. Horner, Mr. Linker advised that in his opinion there are physical facts in the area which support granting of the application.

TMAPC Action; 11 members present:

On **MOTION** of **CARNES**, the TMAPC voted **7-4-0** (Ballard, Carnes, Dick, Horner, Midget, Pace, Wilson "aye"; Broussard, Doherty, Neely, Parmele "nays"; no "abstentions"; none "absent") to recommend **DENIAL** of Z-6417 for IL zoning.

LEGAL DESCRIPTION

Beginning 355.86' S NWC W/2 E/2 E/2 NW NE, thence East 165.10', thence North 196.24', Northwest 197.69', thence South 306.03' to the POB, and Beginning 354.92' S NEC E/2 E/2 E/2 NW NE, thence West 165.06, thence North 196.24', thence Southeast 198.03', thence South 86.26' to the POB and Beginning 268.66' South of NWC NE NE, thence Southeasterly 116.00', thence Southwesterly 26.5', thence West 81.8'. thence North 76.84' to the POB, Section 27, T-20-N, R-13-E, City of Tulsa, Tulsa County, State of Oklahoma.

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ZONING PUBLIC HEARING

Application No.: **PUD 503** Present Zoning: RS-1
Applicant: Charles E. Norman Proposed Zoning:
Location: West side of Yale Avenue at 99th Street South.
Date of Hearing: September 22, 1993
Presentation to TMAPC:

The applicant is proposing a private-street, single-family residential subdivision on four acres. It will contain five dwellings, one of which is existing. Zoning case Z-6405 recently rezoned the subject property RS-1. The applicant is proposing a minimum lot size of 22,000 SF.

Staff finds the uses and intensities of development proposed to be in harmony with the spirit and intent of the Code. Based on the following conditions, Staff finds PUD 503 to be: (1) consistent with the Comprehensive Plan; (2) in harmony with the existing and expected development of surrounding areas; (3) a unified treatment of the development possibilities of the site; and (4) consistent with the stated purposes and standards of the PUD Chapter of the Zoning Code.

Therefore, Staff recommends **APPROVAL** of PUD 503 subject to the following conditions:

1. The applicant's Outline Development Plan and Text be made a condition of approval, unless modified herein.

2. **Development Standards:**

Land Area (Gross)	4.67 acres
(Net)	4.15 acres

Permitted Uses	Use Unit 6 and customary accessory uses.
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Maximum Number of Dwelling Units	5
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Minimum Lot Size	22,000 SF
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Minimum Livability Space Per Lot	12,000 SF
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Minimum Required Yards	
Front	30'
Side	10'
Rear	25'
Yard abutting Yale Avenue	35'

Maximum Building Height	35'
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Minimum Off-Street Parking

At least two enclosed off-street parking spaces per dwelling unit and a total of at least six off-street parking spaces per dwelling unit, four of which may be provided in driveways or common parking areas.

3. A homeowners association shall be created and vested with sufficient authority and financial resources to properly maintain all common areas, including any stormwater detention areas and private streets within the PUD.
4. All private roadways shall be a minimum of 22' in width, measured face-to-face of curb. All curbs, gutters, base and paving materials used shall be of a quality and thickness which meets the City of Tulsa standards for a minor residential public street. The maximum vertical grade of private streets shall be 10 percent. A minimum roadway easement of 30' shall be provided on all private streets.

5. No Building Permit shall be issued until the requirements of Section 1107E of the Zoning Code has been satisfied and approved by the TMAPC and filed of record in the County Clerk's office, incorporating within the Restrictive covenants the PUD conditions of approval, making the City beneficiary to said Covenants.
6. Subject to review and approval of conditions as recommended by the Technical Advisory Committee.

There were no interested parties in attendance at the TMAPC meeting.

TMAPC Action; 11 members present:

On **MOTION** of **DICK**, the TMAPC voted **11-0-0** (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; "absent") to recommend **APPROVAL** of PUD 503 as recommended by Staff.

LEGAL DESCRIPTION

A part of the SE/4, SE/4 of Section 21, T-18-N-, R-13-E, Tulsa County, Oklahoma, being more particularly described by metes and bounds as follows, to-wit: Commencing at the southeast corner of said SE/4, SE/4; thence N 0°10'55" E along the Easterly line thereof a distance of 792.17' to the Point of Beginning; thence N 89°59'20" W a distance of 455.76'; thence N 0°10'54" E a distance of 446.22'; thence S 89°54'44" E a distance of 455.76' to the Easterly line of said SE/4, SE/4; thence S 0°10'55" W along the Easterly line thereof a distance of 445.65' to the Point.

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OTHER BUSINESS

PUD-316-2: Minor Amendment - southwest corner of 94th Street South and 88th East Avenue, Lot 13, Block 6, Oak Leaf II.

The applicant is requesting a reduction in the required livability space from 4,000 SF to 3,870 SF. Staff is supportive of the request because the standards for minimum lot size were changed from a minimum of 6,900 SF to 6,380 SF by the TMAPC meeting at which this PUD was considered. This lot is one of those smaller lots that were approved, but the livability space requirement remained at 4,000 SF for all lots. Since minimum lot size was reduced, Staff believes it is reasonable to reduce minimum livability space and therefore recommends **APPROVAL** of PUD-316-2.

TMAPC Action; 11 members present:

On **MOTION** of **MIDGET**, the TMAPC voted **11-0-0** (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; "absent") to **APPROVE** PUD 316-2 Minor Amendment as recommended by Staff.

* * * * *

PUD-281 Sack

(PD-18) (CD-8)

W. side of Mingo Rd. at 65th St. S.
Amendments to Deed of Dedication

Chairman Doherty announced a request for continuance of this item to October 6, 1993. There were no interested parties present.

TMAPC Action; 11 members present:

On **MOTION** of **WILSON**, the TMAPC voted **11-0-0** (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; "absent") to **CONTINUE** PUD 281 to October 6, 1993.

* * * * *

PUD 179 Certificate of Dedication

Woodland Hills South, a single-family addition within the City of Tulsa, Tulsa County, requests that TMAPC approve an amendment to the Restrictive Covenants to which the City of Tulsa is made beneficiary in accordance with Chapter 11 Planned Unit Development of the Tulsa Zoning Code (Title 42 TRO).

Woodland Homeowners Association, Inc. is requesting that item 6 of the covenants, which prohibits asphalt composition roof materials at present, be amended to read:

6a. Material. All houses, garages, and buildings of any kind must have a roof covering of wood shingles; wood shakes; "wood look" masonry composition shakes; wood composition shakes; "wood look" asphalt composition shingles not be less than 340 lb. material or "wood look" aluminum shingles.

b. Color. Aluminum or composition shingles and shakes shall have a weathered-wood color.

The Certificate of Dedication provides that with a majority of the owners of the lots within the subdivision in agreement, the Restrictive Covenants may be amended with TMAPC approval. Therefore, Staff recommends **APPROVAL** subject to the necessary signature of a majority of the lot owners and approved as to form by the City Attorney.

The applicant was in attendance and indicated approval with Staff recommendation.

There were no interested parties in attendance.

TMAPC Action; 11 members present:

On **MOTION** of **HORNER**, the TMAPC voted **10-0-0** (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Midget "absent") to **APPROVE** PUD 179 Amendment to Certificate of Dedication as recommended by Staff.

* * * * *

TMAPC Policy:

Consider adopting an amendment to Section 1.K. of the TMAPC Rule of Procedure to establish a policy for duplex property owners within TMAPC initiated rezoning areas per the blanket zoning study.

Staff Comments

Ms. Peters had earlier distributed the following policy statement regarding TMAPC-initiated rezoning and related assistance to affected property owners:

"In TMAPC-initiated rezoning in neighborhoods identified in the Rezoning of Blanket-Zoned Areas Study (June 1990), the TMAPC will assist duplex owners who need to make application to the Board of Adjustment (BOA) when:

the owner of an existing duplex is required to obtain, for any reason (such as a building permit or refinancing), BOA approval.

TMAPC will also request a one-time application fee waiver of the BOA. Fees to publish legal notices in a newspaper will remain the responsibility of property owners."

TMAPC Comments

Mr. Parmele announced that at the September 15, 1993 in committee work session, the Rules and Regulations Committee voted unanimously to recommend approval of the above-stated policy.

TMAPC Action; 10 members present:

On **MOTION** of **PARMELE**, the TMAPC voted **10-0-0** (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Midget "absent") to **ADOPT** an amendment to Section 1.K of the TMAPC Rules of Procedure to establish a policy for duplex property owners within TMAPC-initiated rezoning areas per the blanket zoning study.

* * * * *

Tax Incentive Financing:

Determine if designating Planning District One as a Tax Incentive area as recommended by The Downtown Tax Incentive Plan is in conformance with the Comprehensive Plan for the Tulsa Metropolitan Area.

TMAPC Comments

Mr. Neely announced that at the work session of the Comprehensive Plan Committee of September 15, 1993, the committee voted unanimously to find it in accordance with the Comprehensive Plan and the Committee recommended approval.

TMAPC Action; 10 members present:

On MOTION of CARNES, the TMAPC voted 9-0-1 (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Pace, Parmele, Wilson "aye"; no "nays"; Neely "abstaining"; Midget "absent") to APPROVE designating Planning District One as a Tax Incentive area as recommended by the Downtown Tax Incentive Plan and finding it in CONFORMANCE with the Comprehensive Plan for the Tulsa Metropolitan Area.

* * * * *

PUD-215: Revised Detail Sign Plan - Creekwood Apartments - south of southwest corner of Memorial Drive and 81st Street South - Development Area C.

The applicant is proposing to replace the existing ground sign for the Creekwood Apartments on Memorial Drive with a larger sign in the same location. The new sign is within the 58.6 SF allowed on the Memorial Drive frontage and will not obstruct the vision of cars entering Memorial at that point. Therefore, Staff recommends APPROVAL of the Revised Sign Plan.

There were no interested parties in attendance.

TMAPC Action; 10 members present:

On MOTION of PARMELE, the TMAPC voted 10-0-0 (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Midget "absent") to APPROVE PUD 215 Revised Detail Sign Plan as recommended by Staff.

* * * * *

FINAL APPROVAL AND RELEASE:

Cojac (3094) (PD-18) (CD-5)
SW/c E. 41st St. & US 169

(CS)

Staff Comments

Mr. Gardner advised that all releases have been received and Staff recommends final approval and release.

TMAPC Action; 10 members present:

On MOTION of , the TMAPC voted 10-0-0 (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; Midget "absent") to APPROVE the Final Plat of Cojac and RELEASE same as having met all conditions of approval as recommended by Staff.

* * * * *

CONTINUED 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 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.

TMAPC Comments

Chairman Doherty announced that the Planning Commission would dispense with the Staff presentation since those present have seen the conceptual plan in detail. He advised that Mr. John Johnson, Chairman of the 1985 Task Force which developed the 1985 changes to the Comprehensive Plan, has been invited to address the Planning Commission to supply background information and progress on the work that his committee began approximately eight years ago.

John Johnson

2909 East 56th Court

Mr. Johnson, Chairman of the Arkansas River Corridor Task Force, appointed by former Mayor Terry Young in November of 1984, reported that the committee met from November 1984 to late April 1985, with their report presented on May 2, 1985. He informed that the report gained support of the Metropolitan Tulsa Chamber of Commerce, River Parks Authority, and finally made its way, in substance, into plans of all Planning Districts from I-44 to downtown Tulsa. These were adopted by TMAPC, and approved by the Tulsa City Commission as amendments to the Comprehensive Plan. In preparing to address the

TMAPC, Mr. Johnson reread the report and reviewed all materials considered, his notes and minutes of the meetings, and he carefully reviewed the 1993 Conceptual Plan. He concluded that the 1993 proposal is consistent with and is what was contemplated by the 1985 report. Mr. Johnson informed of the Committee's concern for integrity, safety, and livability, of both the park on the west and the neighborhood on the east in attempting to develop a roadway which would be compatible. Mr. Johnson informed that the Committee left development of a concept design plan to the City. He detailed why the proposal is what the Committee had in mind at the time of their report. The Committee was especially concerned over the traffic count projections. Because the Committee did not want to go forward too quickly with improving the existing roadway any more than necessary, a phased improvement program was proposed. What they thought might be acceptable for an intermediate period were left-turn lanes, acceleration/deceleration lanes and limited access points to Riverside Drive, which were proposed as the first phase. However, they realized that, even with those improvements, the traffic counts would dictate a divided roadway. Mr. Johnson noted that since 1984, hardly any work has been done to the road. He emphasized that he is speaking only for himself, and it appears to him that, with the passage of time and increase of traffic count, phase two, which is a six-lane wide roadway has been reached. Mr. Johnson concluded that if the traffic count went from 23,000 in 1985 to 32,400 in 1991, then before the road is constructed the traffic count will increase by another 10% to 15%. He concludes that the Planning Commission is compelled, if they are going to follow the 1985 plan, to go forward with rights-of-way that will allow for the six-lane road, but he believes the traffic count will force the issue to the six-laning that the Comprehensive Plan refers to. Mr. Johnson disclosed that the roadway was not intended to be an expressway or main thoroughfare with speeding traffic, but rather a marriage of park and transportation. He relayed that the Committee was very sensitive regarding concerns of the park and neighborhood, but recognized that there was a way to build the roadway to accommodate the interests of both while alleviating a very serious and growing traffic problem of the city. Mr. Johnson, as Chairman of that Committee, informed that he was instrumental in writing that report and believes the 1993 plan is not only compatible, but is what the Task Force contemplated, and urged the Planning Commission to adopt it.

Chairman Doherty announced that the Comprehensive Plan Committee met today and a number of refinements were made; Staff has prepared the final draft of the proposed Comprehensive Plan amendments to implement the 1993 Riverside Parkway Plan.

Staff Comments

Mr. Brierre announced that since August, four public meetings have been conducted in Planning Districts 6, 7, 18, and 26, two meetings held with the District 6 Planning Team Chair and Co-Chair, and including Councilor Bartlett. He informed that the 1985 Arkansas River Corridor Task Force Report, as well as the Comprehensive Plan, envisioned that a conceptual design plan would be developed.

Mr. Brierre deemed that the issue before the Planning Commission is whether the 1993 Conceptual Plan fulfills the intent of developing that conceptual design plan. He informed that former Planning Commissioner Bob Paddock, who was a member of the 1985 Arkansas River Task Force, believes that the proposed conceptual plan meets the essence of the 1985 Study. Mr. Brierre called attention to the letter from the River Parks Authority, and noted that the Comprehensive Plan calls for that Board to review any changes to Riverside. Mr. Brierre read the following from the River Parks letter:

"The River Parks Authority has reviewed the proposed Riverside Parkway Plan and believes that its adoption will result in the enhancement of recreational facilities through the creation of additional trails and public areas while improving public access to the River Parks system. We recommend that the TMAPC approve the appropriate changes to the Major Street and Highway Plan and the respective District Plans in accordance with the proposed July 1993 Riverside Parkway Plan."

Mr. Brierre noted that the items before the Planning Commission relate to two subjects, the Major Street and Highway Plan (MSHP) and the District Plans' portions of the Comprehensive Plan. He read the proposed changes to the MSHP as follows:

Changing the designation of Riverside Drive from 21st Street to Houston from a Special Trafficway to Secondary Arterial, which would be a four-lane roadway.

Changing the classification of Riverside Drive from Houston Avenue to 11th Street from a Special Trafficway to a Residential Collector of two lanes.

Changing the designation of Houston Avenue from the Inner Dispersal Loop to Riverside Drive from a Residential Collector to a four-lane Secondary Arterial.

Mr. Brierre advised that there are no changes proposed to the classification of Riverside Drive from 21st Street to I-44, since it is presently on the MSHP as a Special Trafficway which was intended to ultimately be a six-lane facility. He informed that the other action on the MSHP would be to adopt a right-of-way standard depicting the cross-section of that Special Trafficway.

Mr. Brierre reviewed the following proposed revisions which include changes discussed at the Comprehensive Plan Committee earlier today:

September 22, 1993

Proposed Plan Amendments
District Plans for Planning Districts 6, 7, & 18

District 6

- 5.2.2.3 Eliminate the "Expressway" designation beginning at the southeast corner of the IDL and running along the abandoned Midland Valley Railroad right-of-way to Riverside Drive and south along the Drive to 51st Street I-44, and designate the ~~four-mile--stretch~~ portion of Riverside between ~~11th and 51st Streets~~ 21st Street and I-44 as a "Special Trafficway" meeting the parameters of the Arkansas River Corridor Special Study and the 1993 Conceptual Plan for Riverside Drive.
- 5.2.3.2 At such time that ~~the--improved--version--of--the~~ existing Riverside ~~Special-Trafficway~~ Drive is no longer able to adequately serve the traffic requirements, a new four-lane scenic trafficway should be constructed. The design and construction of the new roadway ~~shoud~~ shall be based on the July 1993 Conceptual Plan for Riverside Drive and observe the following criteria:
- A. The roadway pavement should be located to the east of the west curb line of the existing Riverside ~~Special-Trafficway~~ Drive, insofar as it is feasible. Divergence from the curb line should require compelling justification.
 - B. The overall roadway pavement width should generally not exceed 100 feet from curb to curb, nor be reduced to a width of less than 80 feet. A landscaped center median, ~~46 feet in width, should~~ shall be provided as an integral part of the roadway improvement as shown in the 1993 Conceptual Plan for Riverside Drive. The ultimate roadway design ~~shoud~~ shall accommodate ~~four~~ six lanes of moving traffic. ~~The design should provide the potential for adding two more driving lanes within the center median area.~~ The design for the construction of improvements to Riverside Drive should ensure that the new roadway surface is at approximately the same elevation as the present roadway.

The project---should special trafficway improvement shall be accomplished in accordance with a---"Concept--Design--Plan" the 1993 Conceptual Plan for Riverside Drive reflecting a high degree of sensitivity to each segment of the proposed roadway expansion.

- C. Landscaping and buffering should shall be accomplished along the park, the adjacent neighborhoods and within the center median of the roadway. Trees removed in the construction process shall be replaced on a 4:1 or greater ratio resulting in a substantially greater number of trees that will reach a greater mass at maturity. No roadway improvements shall be accomplished without construction of landscaping improvements and other planned amenities (trails, pedestrian passageways, screening walls, etc.) designed to complement the same area. Landscaping plans for all phases of the planned improvements shall be reviewed by the River Parks Authority and the Urban Forester.

5.2.3.3 ~~If after completion of the new four-lane Riverside Trafficway additional capacity is needed to serve the travel demand, an array of transportation alternatives should be considered. Included among the alternatives should be:~~

~~A. The addition of two driving lanes within the median.~~

~~B. Capacity improvements to parallel arterial streets and/or expressways.~~

~~C. Establishment of a mass transit program or facility which might reduce overall vehicular volume.~~

The Mayor and City Council shall consider a phased implementation (roadway segments and number of lanes) of the 1993 Conceptual Plan for Riverside Drive. Preparation of functional (engineering) plans and acquisition of the ultimate right-of-way and tie-off of side streets required for implementing the plan should be given top priority in any phasing sequence.

- 5.2.3.4 Any proposed change in roadway designation or standards of Riverside Special Trafficway between ~~11th Street and 51st Street~~ **21st Street and I-44** shall require review by the River Parks Authority prior to a hearing by the Tulsa Metropolitan Area Planning Commission.

District 7

- 3.2.6 The recommendations of the Arkansas River Corridor Study **and the 1993 Conceptual Plan for Riverside Drive** will be implemented as appropriate within Area B approximately south of 18th Street along Riverside Drive.

- 5.2.2.4 Planning of Riverside Drive **should be included** as part of the planning for River Parks, and improvement of the Drive **should be** in accordance with the River Parks Plan. Within District 7, Riverside ~~should~~ **shall** be developed as **indicated on the Major Street and Highway Plan--a--Special Trafficway**, in accord with the recommendations of the Arkansas River Corridor Plan **and the 1993 Conceptual Plan for Riverside Drive**, and in a phased roadway improvement program.

- 5.2.2.5 At such time that Riverside Drive is no longer able to adequately serve the traffic requirements, a new scenic trafficway should be constructed. The design and construction of the new roadway shall be based on the July 1993 Conceptual Plan for Riverside Drive and observe the following criteria:

- A. The roadway pavement should be located to the east of the west curb line of the existing Riverside Drive, insofar as it is feasible. Divergence from the curb line should require compelling justification.
- B. The overall roadway pavement width should generally not exceed 100 feet from curb to curb, nor be reduced to a width of less than 80 feet. A landscaped center median shall be provided as an integral part of the roadway improvement as shown in the 1993 Conceptual Plan for Riverside Drive. The ultimate roadway design shall accommodate six lanes of moving traffic. The design for the construction of improvements to Riverside Drive should ensure that the new roadway surface is at approximately the same elevation as the present roadway.

The special trafficway improvement shall be accomplished in accordance with the 1993 Conceptual Plan for Riverside Drive reflecting a high degree of sensitivity to each segment of the proposed roadway expansion.

- C. Landscaping and buffering shall be accomplished along the park, the adjacent neighborhoods and within the center median of the roadway. Trees removed in the construction process shall be replaced on a 4:1 or greater ratio resulting in a substantially greater number of trees that will reach a greater mass at maturity. No roadway improvements shall be accomplished without construction of landscaping improvements and other planned amenities (trails, pedestrian passageways, screening walls, etc.) designed to complement the same area. Landscaping plans for all phases of the planned improvements shall be reviewed by the River Parks Authority and the Urban Forester.

5-2-2-5 - 5-2-2-10 Renumber to 5.2.2.6 - 5.2.2.11

- 5.3.2.1 The providing of walkways and bikeways along Riverside Drive within the District, in accordance with the plan for the River Parks, the adopted **Parks, Recreation and Open Space Plan, and ~~Park and Recreation--Plan--and~~ the Arkansas River Corridor Study, and the 1993 Conceptual Plan for Riverside Drive.**

- 6.2.2.2 A pedestrianway and/or bikeway that is compatible with the neighborhood character ~~should~~ **shall** be developed as a linkage between the CBD and River Parks, as recommended in the adopted **Park, and Recreation and Open Space Plan, and the Arkansas River Corridor Plan and the 1993 Conceptual Plan for Riverside Drive.**

District 18

- 6.2.3.2 A large portion of the land lying between the Arkansas River and the proposed Riverside **Expressway Parkway** from 61st Street to 91st Street will be either acquired for public use by fee simple donations, easements or other means by the City for use by the River Parks Authority in developing a park system along the Arkansas River.

Mr. Brierre recounted that in the public meeting process a number of issues were raised. These were concern over whether phasing would be allowed, whether four lanes on the new roadway would be adequate and that six lanes might not be necessary; desire for

guarantees that if roadway improvements were completed, landscaping would be planted as a part of that process and that funds not be exhausted before their completion; concerns about improving storm drainage and not creating problems of flooding in adjacent neighborhoods; concerns that roadway elevations be approximately the same as the present roadway; desire to encourage use of public transit and discourage truck traffic; to ensure that any additional land acquired beyond what is needed for the roadway be used for park purposes; and the issue of tree removal. Many of those issues are mentioned in the text for the Comprehensive Plan, while some of those issues go beyond the purview and authority of the Planning Commission. Similar to the process the Planning Commission followed relating to the Creek Turnpike, Staff has drafted a resolution that makes twelve additional recommendations to the City Council and Mayor from the Planning Commission. Mr. Brierre then reviewed the following:

BE IT FURTHER RESOLVED THAT it is the recommendation of the Commission that the following policies be pursued by the City of Tulsa and its various departments, the City Council and other entities in the plan implementation process, specifically relating to improvements to Riverside Drive and Houston Avenue:

1. The City Council include in any and all ordinances providing funding (such as bond issues or sales tax funding) for implementation of the July 1993 Conceptual Plan specific and separate budget line items for landscaping and other amenities such as screening walls, trails, and parking.
2. The City of Tulsa Sales Tax Overview Committee provide oversight to ensure that the budgeted funding for landscaping and other amenities be expended for only those purposes.
3. The City of Tulsa discourage and prohibit, to the extent legally possible, large (tractor trailer) truck traffic on Riverside Drive.
4. The City of Tulsa should prohibit the use of Riverside Drive for transporting hazardous materials.
5. The engineering plans for the construction of improvements to Riverside Drive, including the design for pedestrian passageways and related amenities, should improve storm drainage and reduce the potential for upstream flooding.
6. The engineering plans for the construction of improvements to Riverside Drive should ensure that the new roadway surface is at approximately the same elevation as the present roadway.

7. The City of Tulsa should pursue actions to enhance availability and use of local public transit. The Metropolitan Tulsa Transit Authority should utilize Riverside Drive as an express service corridor to implement the recommendations of the Regional Mobility Plan. The parking lot design at 49th and Riverside should conveniently accommodate use as a park and ride lot for commuters and additional park and ride lots should be located along the Riverside Parkway south of I-44.
8. Public lands adjacent to the roadway east of Riverside Drive, as delineated in the 1993 Conceptual Plan, should be leased to a public entity, such as the River Parks Authority, for park land purposes.
9. The TMAPC formally notify the Metropolitan Tulsa Board of Realtors of the status of the 1993 Conceptual Plan for Riverside Drive and Houston Avenue and ask that the Board of Realtors communicate this information to its membership so that the home buying public can be fully aware of the proposed location of public improvements in the Riverside Corridor.
10. The City of Tulsa secure funds for advance right-of-way acquisition, particularly for hardship purposes, at the earliest possible opportunity.
11. The City of Tulsa submit the functional plans for improvements to Riverside Drive and Houston Avenue to the TMAPC for review for consistency with the Comprehensive Plan.
12. The City of Tulsa submit the functional plans for improvements to Riverside Drive and Houston Avenue to the Tulsa Preservation Commission for review.

Mr. Brierre reiterated that there are no changes to the MSHP for classification from 21st Street to I-44; the only action being considered is to add a right-of-way cross-section for the MSHP.

Interested Parties

Darla Hall, City Councilor

Councilor Hall expressed opposition to the proposed plan for the following reasons.

Six lanes will cause additional pollution to park users.

Six lanes will encourage excessive speeds on the roadway.

Widening of Houston Avenue will have adverse effects on the Spotlight Theater, a historical landmark which is very old and delicate.

It will remove existing trees.

Councilor Hall questioned the traffic projections and asked where the anticipated traffic will be coming from and going to. She

pointed out that downtown Tulsa is not experiencing a surge in development. In fact, everyone is moving away from the downtown area. Councilor Hall cited other areas in town where traffic projections proved to be incorrect. Councilor Hall acknowledged that there is a problem with pedestrians crossing Riverside to access River Parks, and that left-turn lanes and stop lights are needed. She voiced opposition to six-laning Riverside until such time as it is needed. She questioned why this plan is again brought to public hearing since the 1985 plan was considered complete.

Chairman Doherty explained that the Conceptual Plan presented is an extension of the 1985 Plan as a refinement and implementation of that plan. The amendments that the Planning Commission is undertaking and recommending further define the 1985 Plan, and stake boundaries and further prescribe the ultimate design of that roadway. He declared that the Comprehensive Plan does not recommend that the roadway be built initially as a six-lane roadway, but rather that the Mayor and City Council should consider a phased implementation, segments, number of lanes and determination of need.

Ms. Wilson advised that it was anticipated that additional recommendations would come forward since there is clearly nothing in the MSHP that showed right-of-way standards.

Art Fisher **1532 E. 50th Street 74105**
Mr. Fisher expressed opposition to the proposed plan and objected to City buy-out of private property along Riverside Drive. He then reviewed a letter he wrote to Charles Hardt, dated September 7, 1993, which is a part of the file of protest letters received. Mr. Fisher requested that this item be continued until such time as the questions asked in his letter are answered.

Charles Peterson **3950 South Madison Pl. 74105**
Mr. Peterson, President of the Brookside Neighborhood Association, reported on a membership poll taken over the six-laning of Riverside. The vote was more that 2:1 against the six lanes, indicating that the new plan is unnecessary and extravagant. He feels the left-turn lanes should be given a chance to ease traffic problems.

Pam Deatherage
Planning District 6 Chair
Ms. Deatherage advised that the individuals she represents would like to see verbiage included as to four lanes in the Comprehensive Plan. She also stated that as Chair of District 6, she is in agreement with all other proposed Plan changes.

Eric Bolusky

Planning District 18 Chair

Mr. Bolusky supported language indicating that the number of lanes would be decided, eventually, by the City Council and Mayor. He urged consideration be given to River Parks and adjoining neighborhoods as well as to road-carrying capacities. Mr. Bolusky questioned where the projected increase in traffic on Riverside Drive would come from, since there seems to be no development plans or potential for development which would vastly increase employment in the downtown area. He acknowledged that growth from UCT and TJC have added to traffic generated towards them; however, this traffic flow is not during peak hours.

David Thompson

Sierra Club

12515 East 37th St. 74146

Mr. Thompson, Conservation Chair for the Green Country Sierra Club, expressed concern over the effect this proposal will have on the River Parks system. He explained that the Sierra Club supports expansion of any park system, but not an expansion that includes a six-lane highway as part of the park. Mr. Thompson questioned the environmental impact the proposed improvements would have, where vehicles using Riverside would come from, the justification for spending money to rectify a traffic problem which exists for only two hours per day, whether a more efficient use of the existing roadway and mass transit improvements have been considered. He urged preservation of parks, green space and environmental quality. Mr. Thompson requested that the Planning Commission delay approval of the proposed plan until alternative plans, including the above-mentioned items, are put before the citizens of Tulsa.

Michael Bialas

3941 East 37th Pl. 74135

Mr. Bialas expressed opposition to the six-laning of Riverside due to excessive speeds which would be allowed on the roadway. He urged preservation of parks and believes the proposal is against that. Mr. Bialas believes that too much emphasis is placed on convenience for the automobile. He questioned why some of the traffic is not routed to Peoria Avenue. Mr. Bialas suggested lowering the speed limit on Riverside to protect pedestrians and perhaps discourage traffic using the roadway. He supports encouraging mass transit use. Mr. Bialas urged support of protecting existing trees.

Stacy Clark

12 East 26th Pl. 74114

Mr. Clark, Maple Ridge Board member, distributed results of a survey conducted among Maple Ridge residents. He noted that 78% are opposed to the proposed plan. Mr. Clark advised that residents are opposed to the cost and six-laning of the proposed project. He presented a statement from the Maple Ridge Homeowners Association detailing points of opposition and support which has been made a part of the file.

Mr. Clark, also Chairman of the Citizens Against Riverside Expressway, advised that this group encompasses Maple Ridge, the Brookside area, Houston Homeowners, and other associated homeowners

groups. He reviewed the American Institute of Architects (AIA) letter mailed to the Planning Commission September 8, 1993, which is a part of the Riverside file. He highlighted the following recommendations:

"To discourage heavier traffic noise and pollution, to protect the park users and preserve the scenic and historic integrity of Riverside Drive, we strongly recommend that the drive remain four lanes and improvements to the existing roadway be implemented in phases."

He reminded the Planning Commission that the individuals who drafted this letter are professional engineers and architects well-respected in their fields. He advised that this group also recommends that if Riverside Drive is maintained as a four-lane scenic roadway with traffic lights, then speed limits will be more easily controlled, and traffic loads may not require the widening of Houston Avenue. He urged preservation of River Parks.

Jim Norton

Downtown Tulsa Unlimited 201 West 5th Street, Ste. 450 74103
Mr. Norton, President of Downtown Tulsa Unlimited (DTU) and Planning District 1 Chair, advised that figures indicate that the downtown area is experiencing approximately a 200-employee increase per year. He informed that conversations with Mark Pritchard, MTTA, indicate that MTTA cannot currently use Riverside Drive. Only if it is expanded will they be able to make use of it and an expanded mass transit system be added to the City of Tulsa. Mr. Norton advised that planning efforts in District 1 and downtown consider transit a critical component and they are developing, along with the City of Tulsa, Mayor's Office and Chamber of Commerce, pertinent recommendations that will be coming before the Planning Commission. Finally, regarding River Parks, he advised that the River Parks Board unanimously endorsed the proposal. Mr. Norton reported that DTU's Board of Directors voted unanimously to endorse the Parkway Plan as presented.

Cathy Voight

3145 South Rockford Dr. 74105

Planning District 6 Co-Chair

Ms. Voight expressed opposition to six-laning Riverside Drive. She wants to ensure that when references are made to the 1993 Conceptual Plan, it is the roadway maps and not documentation set out by the Mayor's office.

Chairman Doherty declared that where reference is made to the 1993 Conceptual Plan for Riverside, reference is to the color drawings presented by the Public Works Department and not to the booklet handed out previously.

Ned Beattie

3405 South Trenton 74105

Mr. Beattie, resident of Planning District 6, pointed out that citizens at the four district meetings were all opposed to the six-laning of Riverside Drive. He took exception with statements made that the 1985 Arkansas River Task Force called for the ultimate

six-laning of Riverside as a parkway, and that the proposal is consistent with the Task Force Study. Mr. Beattie declared that the Task Force removed a six-lane parkway from the MSHP and added a special trafficway. He questioned why the proposed amendments deleted sections of the existing Comprehensive Plan if it complied with the plan.

Chairman Doherty explained that as the Conceptual Plan further refines sections of the existing plan, more specific language is added.

Mr. Beattie took issue with the language that six-laning Riverside fits the plan. He declared that to fit the Comprehensive Plan, Riverside Drive would have to be improved, which is being done by installing left turn lanes along with other improvements called for before it calls for six lanes. Mr. Beattie pointed out other alternatives which have not been given consideration. He noted that the MSHP calls for a Special Trafficway and not a six-lane roadway. Mr. Beattie took issue with statements that the existing roadway is over-capacity, and stated that actually the roadway is 20% under-capacity. He declared that the current plan does have right-of-way standards that are more acceptable to residents of the area than those being proposed today. Regarding improvement of Highway 75, he reported that it is presently being improved, as is Highway 67 between Bixby and Glenpool. Mr. Beattie declared that there are \$17 million of improvements funded to improve Highway 75 where it is not at interstate standards. He requested that no change be made to the District 6 Comprehensive Plan until existing recommendations are implemented.

Other Interested Parties

Mary Ellen O'Conner
Tom Dalton

15th & Riverside
3835 Riverside Drive 74105

TMAPC Comments

Chairman Doherty called attention to the letters of support for the proposal from River Parks Authority, DTU, Tulsa Preservation Commission, and Bob Vassar, representative of the Blair property.

Mr. Neely read the letter from Mr. Vassar into the record as follows:

"Reference is made to the captioned project in which the City proposes to construct a six-lane roadway along Riverside Drive.

Since the project would encroach upon property belonging to the Blair family, we, as their representatives, have studied the plan and offer the following:

Even though the possibility does exist of a higher noise level, considerable increase in traffic, years of construction inconveniences, etc., we do feel it is in the best interest of the City to offer our support of the project. Henceforth, there will be no opposition from the owner, provided the

development plans give the owner an opportunity to review ingress and egress to the Blair property.

The owner will work with the City in the design of the project and will seriously consider making the right-of-way available at a reduced or no cost, provided appropriate access to the Blair property is constructed to accommodate the future development of the tract."

TMAPC Review Session

Mr. Midget expressed appreciation for citizen input regarding this process and believes the proposal to be a good compromise. He feels that the integrity of the neighborhoods has been protected along with the River Parks area. Mr. Midget noted the importance that monies be made available for right-of-way acquisition before any part of the plan is undertaken.

Mr. Neely announced that the Comprehensive Plan Committee voted unanimously to recommend that the Planning Commission adopt the Staff recommendation as presented herein.

Mr. Neely moved for approval of the proposed plan amendments to Districts 6, 7, and 18, and to the MSHP and the Resolutions subject to approval as to form by the Legal Department.

Ms. Wilson commented on the active participation of the Planning Commissioners as regards to seeking and hearing citizen input for the proposal. She noted that Item #11 stating that the City of Tulsa submit functional plans to the TMAPC to ensure that the proposal will be consistent with the Comprehensive Plan and will afford the Planning Commission the opportunity to ensure the proposal is carried out as the TMAPC envisioned.

Commissioner Dick declared the existing four lanes of Riverside Drive are inadequate. After much deliberation, he has concluded that not more than four lanes should be built until absolutely necessary. Commissioner Dick noted that before construction of the Creek Expressway, home-buyers were not aware of the proposed improvements and noted that safeguards have been made a part of this proposed plan. He shared concern over the Spotlight Theater and ensuring that its integrity be protected. Commissioner Dick conceded that it is impossible to replace 100-year old trees, and deemed that the proposed 4:1 ratio is a good effort to attempt to reduce the impact.

Chairman Doherty assured the Planning Commission that Councilor Bartlett has been involved in deliberations with the District Planning Teams and advised that it is the Councilor's intent to move to ordinance form the resolutions that will be transmitted. He noted that specific language detailing who will ultimately be making decisions regarding the proposal has been included. Chairman Doherty advised that it is appropriate for the Mayor and City Council to decide when and if any of the proposed segments are built. He believes it would be irresponsible to not provide the

mechanism in the Comprehensive Plan to provide ultimately for the future traffic needs of Tulsa.

Mr. Broussard advised that he is not convinced of an immediate need for Riverside Drive to be six lanes; however, the future may dictate such a need. After reviewing proposed amendments he believes the existing language will accommodate many of the questions and problems which might arise and provide sufficient checks and balances.

Ms. Pace shared concerns expressed over increased ozone levels and believes it to be the responsibility of the citizens to apply pressure for a mass transit system which is less polluting than a noisy bus. She noted that this is only the first step and citizens' voices will again be heard when this matter comes before the City Council and in voting on bond issues. Ms. Pace noted another issue is the safety of drivers using Riverside Drive.

Mr. Carnes noted, that with extra right-of-way, four lanes may suffice at this time. He expressed support of updating the Comprehensive Plan.

Mr. Horner voiced support of the proposed amendments.

Mr. Parmele declared that the Planning Commission went to great lengths to obtain citizen input by conducting district meetings. He voiced appreciation to the Public Works Department, INCOG Staff, and Planning Commission liaisons for attending the public meetings. Mr. Parmele believes the final document incorporates many concerns that were expressed at the public meetings. He advised that the 1985 Task Force called for a concept plan to be reviewed by the TMAPC, and TMAPC has been reviewing that plan and made suggestions and modifications. Mr. Parmele voiced support of the proposed amendments.

TMAPC Action; 11 members present:

On MOTION of NEELY, the TMAPC voted 11-0-0 (Ballard, Broussard, Carnes, Dick, Doherty, Horner, Midget, Neely, Pace, Parmele, Wilson "aye"; no "nays"; no "abstentions"; none "absent") to APPROVE Amendments to the Tulsa City-County Major Street and 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 APPROVE Amendments to 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; all subject to approval as to form by the Legal Department.

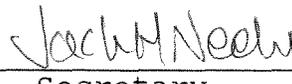
* * * * *

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

Date Approved: 10-6-93


Vice Chairman

ATTEST:


Secretary

A RESOLUTION CONTAINING RECOMMENDATIONS OF THE TMAPC
CONCERNING THE CONCEPTUAL PLAN FOR RIVERSIDE DRIVE AND
HOUSTON AVENUE, 1993

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

WHEREAS, the TMAPC 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 28th day of February, 1968 this Commission, by Resolution No. 696:289, did adopt the Major Street and Highway Plan Map as a part of the Comprehensive Plan for the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of August and the 22nd day of September, 1993, and 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 863.7, to modify its previously adopted Major Street and Highway Plan as indicated In Resolution No. 1945:742.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC that it is in the interest of the Commission that the following policies should be pursued by the City of Tulsa and its various departments, the City Council and other entities in the plan implementation process, specifically relating to improvements to Riverside Drive and Houston Avenue:

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

1. The City Council include in any and all ordinances providing funding (such as bond issues or sales tax funding) for implementation of the July 1993 Conceptual Plan specific and separate budget line items for landscaping and other amenities such as screening walls, trails, and parking.
2. The City of Tulsa Sales Tax Overview Committee provide oversight to ensure that the budgeted funding for landscaping and other amenities be expended for only those purposes.

3. The City of Tulsa discourage and prohibit, to the extent legally possible, large (tractor trailer) truck traffic on Riverside Drive.
4. The City of Tulsa should prohibit the use of Riverside Drive for transporting hazardous materials.
5. The engineering plans for the construction of improvements to Riverside Drive, including the design for pedestrian passageways and related amenities, should improve storm drainage and reduce the potential for upstream flooding.
6. The engineering plans for the construction of improvements to Riverside Drive should ensure that the new roadway surface is at approximately the same elevation as the present roadway.
7. The City of Tulsa should pursue actions to enhance availability and use of local public transit. The Metropolitan Tulsa Transit Authority should utilize Riverside Drive as an express service corridor to implement the recommendations of the Regional Mobility Plan. The parking lot design at 49th and Riverside should conveniently accommodate use as a park and ride lot for commuters and additional park and ride lots should be located along the Riverside Parkway south of I-44.
8. Public lands adjacent to the roadway east of Riverside Drive, as delineated in the 1993 Conceptual Plan, should be leased to a public entity, such as the River Parks Authority, for park land purposes.
9. The TMAPC formally notify the Metropolitan Tulsa Board of Realtors of the status of the 1993 Conceptual Plan for Riverside Drive and Houston Avenue and ask that the Board of Realtors communicate this information to its membership so that the home buying public can be fully aware of the proposed location of public improvements in the Riverside Corridor.
10. The City of Tulsa secure funds for advance right-of-way acquisition, particularly for hardship purposes, at the earliest possible opportunity.
11. The City of Tulsa submit the functional plans for improvements to Riverside Drive and Houston Avenue to the TMAPC for review for consistency with the Comprehensive Plan.
12. The City of Tulsa submit the functional plans for improvements to Riverside Drive and Houston Avenue to the Tulsa Preservation Commission for review.

APPROVED AND ADOPTED THIS ____ DAY OF _____, 1993.

TULSA METROPOLITAN AREA
PLANNING COMMISSION

By _____
Chairman

ATTEST:

Secretary

* * * * *

APPROVED AS TO FORM:

City Attorney

* * * * *

A RESOLUTION AMENDING
THE MAJOR STREET AND HIGHWAY PLAN MAP,
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 (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan of the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC 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 28th day of February, 1968, this Commission, by Resolution No. 696:289, did adopt the Major Street and Highway Plan Map as a part of the Comprehensive Plan for the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of August, 1993 and the 22nd day of September, 1993, and 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 863.7, to modify its previously adopted Major Street and Highway Plan Map for the Tulsa Metropolitan Area as follows.

Change the designation of Riverside from Special Trafficway to Secondary Arterial from 21st Street to Houston Avenue.

Change the designation of Riverside from Special Trafficway to Residential Collector from Houston Avenue to 11th Street.

Change the designation of Houston Avenue from Residential Collector to Secondary Arterial from Riverside Drive to the Inner Dispersal Loop.

Add Riverside Special Trafficway Standards cross-section to Map legend, as attached hereto as Exhibit A and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC that the amendments to the Major Street and Highway Plan Map for the Tulsa Metropolitan Area, as above set out and attached hereto as Exhibit A be and are hereby adopted as part of the Major Street and Highway Plan Map, a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

APPROVED AND ADOPTED THIS _____ DAY OF _____, 1993.

TULSA METROPOLITAN AREA
PLANNING COMMISSION

By _____
Chairman

ATTEST:

Secretary

APPROVED BY THE CITY COUNCIL OF THE CITY OF TULSA, OKLAHOMA
THIS _____ DAY OF _____, 1993.

Mayor

By _____
Council Chairman

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY
OF TULSA, OKLAHOMA, THIS _____ DAY OF _____, 1993.

County Clerk

By _____
Chairman

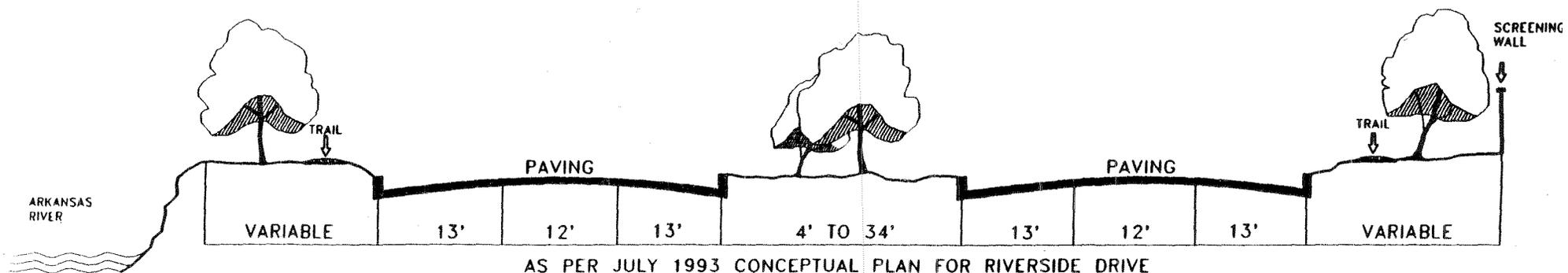
ATTEST:

APPROVED AS TO FORM:

County Clerk

Assistant District Attorney

EXHIBIT A



AS PER JULY 1993 CONCEPTUAL PLAN FOR RIVERSIDE DRIVE

SPECIAL TRAFFICWAY

A RESOLUTION AMENDING
THE DISTRICT 6 PLAN TEXT
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 (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC 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, by Resolution No. 1126:438, did adopt the District 6 Plan Map and Text as a part of the Comprehensive Plan of the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of August, 1993 and on the 22nd day of September, 1993, and 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 863.7, to modify its previously adopted District 6 Plan Text, as follows:

PLAN TEXT: Change the existing District 6 Plan text to read as follows, in the sections indicated.

- 5.2.2.3 Eliminate the "Expressway" designation beginning at the southeast corner of the IDL and running along the abandoned Midland Valley Railroad right-of-way to Riverside Drive and south along the Drive to I-44, and designate the portion of Riverside between 21st Street and I-44 as a "Special Trafficway" meeting the parameters of the Arkansas River Corridor Special Study and the 1993 Conceptual Plan for Riverside Drive.
- 5.2.3.2 At such time that Riverside Drive is no longer able to adequately serve the traffic requirements, a new scenic trafficway should be constructed. The design and construction of the new roadway shall be based on the July 1993 Conceptual Plan for Riverside Drive and observe the following criteria:
- A. The roadway pavement should be located to the east of the west curb line of the existing Riverside Drive, insofar as it is feasible. Divergence from the curb line should require compelling justification.

- B. The overall roadway pavement width should generally not exceed 100 feet from curb to curb, nor be reduced to a width of less than 80 feet. A landscaped center median shall be provided as an integral part of the roadway improvement as shown in the 1993 Conceptual Plan for Riverside Drive. The ultimate roadway design shall accommodate six lanes of moving traffic. The design for the construction of improvements to Riverside Drive should ensure that the new roadway surface is at approximately the same elevation as the present roadway.

The special trafficway improvement shall be accomplished in accordance with the 1993 Conceptual Plan for Riverside Drive reflecting a high degree of sensitivity to each segment of the proposed roadway expansion.

- C. Landscaping and buffering shall be accomplished along the park, the adjacent neighborhoods and within the center median of the roadway. Trees removed in the construction process shall be replaced on a 4:1 or greater ratio resulting in a substantially greater number of trees that will reach a greater mass at maturity. No roadway improvements shall be accomplished without construction of landscaping improvements and other planned amenities (trails, pedestrian passageways, screening walls, etc.) designed to complement the same area. Landscaping plans for all phases of the planned improvements shall be reviewed by the River Parks Authority and the Urban Forester.

5.2.3.3 The Mayor and City Council shall consider a phased implementation (roadway segments and number of lanes) of the 1993 Conceptual Plan for Riverside Drive. Preparation of functional (engineering) plans and acquisition of the ultimate right-of-way and tie-off of side streets required for implementing the plan should be given top priority in any phasing sequence.

5.2.3.4 Any proposed change in roadway designation or standards of Riverside Special Trafficway between 21st Street and I-44 shall require review by the River Parks Authority prior to a hearing by the Tulsa Metropolitan Area Planning Commission.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendments to the District 6 Plan Text, as above set out be and are hereby adopted as part of the District 6 Plan, a part of the Comprehensive Plan of the Tulsa Metropolitan Area.

APPROVED AND ADOPTED THIS ____ DAY OF _____, 1993.

TULSA METROPOLITAN AREA
PLANNING COMMISSION

By _____
Chairman

ATTEST:

Secretary

APPROVED BY THE CITY COUNCIL OF THE CITY OF TULSA, OKLAHOMA
THIS ____ DAY OF _____, 1993.

Mayor

By _____
Council Chairman

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY
OF TULSA, OKLAHOMA, THIS ____ DAY OF _____, 1993.

ATTEST:

By _____
Chairman

APPROVED AS TO FORM:

County Clerk

Assistant District Attorney

A RESOLUTION AMENDING
THE DISTRICT 7 PLAN MAP AND TEXT,
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 (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC 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 14th day of January, 1976, this Commission, by Resolution No. 1095:414, did adopt the District 7 Plan Map and Text as a part of the Comprehensive Plan of the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of August, 1993 and on the 22nd day of September, 1993, and 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 863.7, to modify its previously adopted District 7 Plan Map and Text, as follows:

PLAN MAP: Change the designation of Riverside from Special Trafficway to Secondary Arterial from 21st Street to Houston Avenue.

Change the designation of Riverside from Special Trafficway to Residential Collector from Houston Avenue to 11th Street.

Change the designation of Houston Avenue from Residential Collector to Secondary Arterial from Riverside to the Inner Dispersal Loop.

PLAN TEXT: Change the text to read as indicated in the following sections.

- 3.2.6 The recommendations of the Arkansas River Corridor Study and the 1993 Conceptual Plan for Riverside Drive will be implemented as appropriate within Area B approximately south of 18th Street along Riverside Drive.

5.2.2.4 Planning of Riverside Drive should be included as part of the planning for River Parks, and improvement of the Drive should be in accordance with the River Parks Plan. Within District 7, Riverside shall be developed as indicated on the Major Street and Highway Plan, in accord with the recommendations of the Arkansas River Corridor Plan and the 1993 Conceptual Plan for Riverside Drive, and in a phased roadway improvement program.

5.2.2.5 At such time that Riverside Drive is no longer able to adequately serve the traffic requirements, a new scenic trafficway should be constructed. The design and construction of the new roadway shall be based on the July 1993 Conceptual Plan for Riverside Drive and observe the following criteria:

- A. The roadway pavement should be located to the east of the west curb line of the existing Riverside Drive, insofar as it is feasible. Divergence from the curb line should require compelling justification.
- B. The overall roadway pavement width should generally not exceed 100 feet from curb to curb, nor be reduced to a width of less than 80 feet. A landscaped center median shall be provided as an integral part of the roadway improvement as shown in the 1993 Conceptual Plan for Riverside Drive. The ultimate roadway design shall accommodate six lanes of moving traffic. The design for the construction of improvements to Riverside Drive should ensure that the new roadway surface is at approximately the same elevation as the present roadway.

The special trafficway improvement shall be accomplished in accordance with the 1993 Conceptual Plan for Riverside Drive reflecting a high degree of sensitivity to each segment of the proposed roadway expansion.

- C. Landscaping and buffering shall be accomplished along the park, the adjacent neighborhoods and within the center median of the roadway. Trees removed in the construction process shall be replaced on a 4:1 or greater ratio resulting in a substantially greater number of trees that will reach a greater mass at maturity. No roadway improvements shall be accomplished without construction of landscaping improvements and other planned amenities (trails, pedestrian passageways, screening walls, etc.) designed to complement the same area. Landscaping plans for all phases of the planned improvements shall be reviewed by the River Parks Authority and the Urban Forester.

Renumber existing 5.2.2.5 - 5.2.2.10 to 5.2.2.6 - 5.2.2.11.

- 5.3.2.1 The providing of walkways and bikeways along Riverside Drive within the District, in accordance with the plan for the River Parks, the adopted Parks, Recreation and Open Space Plan, the Arkansas River Corridor Study and the 1993 Conceptual Plan for Riverside Drive.
- 6.2.2.2 A pedestrianway and/or bikeway that is compatible with the neighborhood character shall be developed as a linkage between the CBD and River Parks, as recommended in the adopted Park, Recreation and Open Space Plan, the Arkansas River Corridor Plan and the 1993 Conceptual Plan for Riverside Drive.

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendments to the District 7 Plan Map and Text, as above set out be and are hereby adopted as part of the District 7 Plan, a part of the Comprehensive Plan of the Tulsa Metropolitan Area.

APPROVED AND ADOPTED THIS _____ DAY OF _____, 1993.

TULSA METROPOLITAN AREA
PLANNING COMMISSION

By _____
Chairman

ATTEST:

Secretary

APPROVED BY THE CITY COUNCIL OF THE CITY OF TULSA, OKLAHOMA THIS _____
DAY OF _____, 1993.

Mayor

By _____
Council Chairman

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF TULSA, OKLAHOMA, THIS _____ DAY OF _____, 1993.

By _____
Chairman

ATTEST:

APPROVED AS TO FORM:

County Clerk

Assistant District Attorney

A RESOLUTION AMENDING
THE DISTRICT 18 PLAN TEXT,
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 (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC 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 27th day of August, 1975, this Commission, by Resolution No. 1078:403, did adopt the District 18 Plan Map and Text as a part of the Comprehensive Plan of the Tulsa Metropolitan Area, which was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma; and

WHEREAS, a Public Hearing was held on the 25th day of August, 1993 and on the 22nd day of September, 1993, and 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 863.7, to modify its previously adopted District 18 Plan Text, as follows:

PLAN TEXT:

Change 6.2.3.2 to read, "A large portion of the land lying between the Arkansas River and the proposed Riverside Parkway from 61st Street to 91st Street will be either acquired for public use by fee simple donations, easements or other means by the City for use by the River Parks Authority in developing a park system along the Arkansas River."

NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the amendment to the District 18 Plan Text, as above set out is adopted as part of the District 18 Plan, a part of the Comprehensive Plan of the Tulsa Metropolitan Area.

APPROVED AND ADOPTED THIS _____ DAY OF _____, 1993.

TULSA METROPOLITAN AREA
PLANNING COMMISSION

By _____
Chairman

ATTEST:

Secretary

APPROVED BY THE CITY COUNCIL OF THE CITY OF TULSA, OKLAHOMA THIS _____
DAY OF _____, 1993.

Mayor

By _____
Council Chairman

ATTEST:

APPROVED AS TO FORM:

City Clerk

City Attorney

APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF THE COUNTY OF
TULSA, OKLAHOMA, THIS _____ DAY OF _____, 1993.

ATTEST:

By _____
Chairman

APPROVED AS TO FORM:

County Clerk

Assistant District Attorney