

TULSA METROPOLITAN AREA PLANNING COMMISSION

Minutes of Meeting No. 2263

Wednesday, January 24, 2001, 1:30 p.m.

Francis Campbell City Council Room

Plaza Level, Tulsa Civic Center

Members Present	Members Absent	Staff Present	Others Present
Boyle	Hill	Beach	Boulden, Legal
Carnes		Bruce	Counsel
Harmon		Dunlap	
Horner		Huntsinger	
Jackson		Matthews	
Ledford		Stump	
Midget		Lasker	
Pace		Brierre	
Selph		Armer	
Westervelt			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Monday, January 22, 2001 at 8:45 a.m., posted in the Office of the City Clerk at 8:21 a.m., as well as in the office of the County Clerk at 8:20 a.m.

After declaring a quorum present, Chair Westervelt called the meeting to order at 1:30 p.m.

Minutes:

Approval of the minutes of January 3, 2001 Meeting No. 2263

On **MOTION** of **BOYLE** the TMAPC voted **9-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Pace, Selph, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Midget "absent") to **APPROVE** the minutes of the meeting of January 3, 2001 Meeting No. 2263.

CONTINUED ITEMS:

APPLICATION NO.: Z-6797

Applicant: Steve Coder

Location: South side of I-244 between North Garnett and North 129th East Avenue

IL TO RMH

(PD-5) (CD-6)

TMAPC Comments:

Mr. Westervelt stated that the applicant has requested a continuance to April 4, 2001.

There were no interested parties wishing to speak.

TMAPC Action; 9 members present:

On **MOTION** of **BOYLE**, the TMAPC voted **9-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Pace, Selph, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Midget "absent") to **CONTINUE** Z-6797 to April 4, 2001 at 1:30 p.m.

REPORTS:

Mr. Midget in at 1:31 p.m.

Chairman's Reports:

Elect Chairman Emeritus

Mr. Westervelt stated that there were many familiar faces present today. As important as the recommendations that the Planning Commission make as part of the legislative process of the Zoning Code, none are more important than the matter that is before the Planning Commission today. This is a tremendous opportunity for the Planning Commission to thank one of the past members for his thankless service. Mr. Westervelt turned the election over to Mr. Gary Boyle, 1st Vice Chair.

Mr. Boyle stated that it was his pleasure and distinct honor to bring this matter before this very experienced and very knowledgeable group of people, including former members of the Planning Commission and a wide representation of all of the people who regularly practice and come before the Planning Commission. The Planning Commission is honored by the presence of Mr. Jim Doherty today, who is present at the Planning Commission's request to receive an honor that the Planning Commission has never bestowed on anyone. The Planning Commission has been very fortunate to have the opportunity to work with Mr. Doherty for many years and to be inspired, not just by his public service and many years of faithful attendance, hard work and devotion to the public good on the Planning Commission, but more recently by his courage in the face of significant adversity. All of the Planning Commissioners, and speaking for the rest of the City, have been honored to work with and beside Mr. Doherty, as well as be inspired by Mr. Doherty's devotion and courage at this very difficult time.

TMAPC Action; 10 members present:

On **MOTION** of **BOYLE**, second by **WESTERVELT**, TMAPC voted **10-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Midget, Pace, Selph, Westervelt "aye"; no "nays"; none "abstaining"; Hill "absent") to **ELECT BY ACCLAMATION** Mr. Jim Doherty to the office of Chairman Emeritus of the Tulsa Metropolitan Area Planning Commission.

Mr. Westervelt stated that it was a great honor to have the opportunity to present this remembrance to Jim Doherty. This remembrance has been provided by a number of anonymous donors that care for Jim Doherty very much. Mr. Westervelt further stated that he was very proud to know Jim Doherty.

Mr. Westervelt presented Mr. Doherty with a Steuben crystal pillar designating him "Jim Doherty, Chairman Emeritus TMAPC".

Mr. Doherty stated that he would like to thank everyone for the honor of being elected Chairman Emeritus TMAPC. He further stated that he served with everyone on the Planning Commission and has much admiration for everyone for making the system work, in spite of so much adversity and controversy. The City benefits from the work that the Planning Commission does and he is proud to have been associated with the Planning Commission and the City over the years. Mr. Doherty concluded by requesting the Planning Commission to keep the system working.

Mr. Boyle assured Mr. Doherty that the Planning Commission would continue the current system. Mr. Boyle stated that the Planning Commission would know that it was Jim's inspiration that keeps the Planning Commission going from week to week.

Mr. Doherty received a standing ovation from the Planning Commission, staff and attendees of the TMAPC meeting.

Committee Reports:

Budget and Work Program Committee

Mr. Stump reported that the committee met before the TMAPC meeting today in order to review draft recommendations on the Work Program for FY 2002. There were a number of alterations and changes, as well as ranking. These recommendations will be forwarded onto the City on January 31, 2001 as a draft Work Program. Mr. Stump indicated that the Work Program for FY 2002 would be brought before the Planning Commission for adoption in February.

Mr. Westervelt stated that he would like to thank everyone who responded to the memo requesting input for the Work Program FY 2002.

Director's Report:

Mr. Stump reported that there are two final plats on the City Council agenda for Thursday, January 25, 2001.

Mr. Midget out at 1:35 p.m.

SUBDIVISIONS

FINAL PLAT:

Woodfield Village – (3483) (PD-26) (CD-8)
Southeast corner of 111th Street and Sheridan

Staff Recommendation:

Mr. Bruce stated that all release letters are in and everything is in order. Staff recommends approval of the final plat for Woodfield Village.

There were no interested parties wishing to speak.

TMAPC Action; 9 members present:

On **MOTION** of **HORNER** TMAPC voted **9-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Pace, Selph, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Midget "absent") to **APPROVE** the final plat for Woodfield Village as recommended by staff.

Mr. Selph out at 1:42 p.m.

First Priority Bank - (2683) (PD-26) (CD-8)
Northwest corner East 106th Street & South Memorial Drive

Staff Recommendation:

This plat consists of one lot in one block on 1.89 acres. It will be developed under PUD 619 as a bank. The preliminary plat was approved March 15, 2000.

All releases are in and the plat is in order. Legal Department review has been done but the required changes have not yet been included in the covenants. Staff recommends **APPROVAL** of the final plat, subject to revisions to the final covenants. Staff will not release the final plat for signatures or recording until this condition is satisfied.

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **HORNER** TMAPC voted **8-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Pace, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Midget, Selph "absent") to **APPROVE** of the final plat for First Priority Bank, subject to revisions to the final covenants as recommended by staff.

Crown Colony (3314)

(PD-15) (County)

East of southeast corner of East 76th Street and North 129th East Avenue

Staff Recommendation:

This plat consists of 46 lots and one reserve in four blocks on 14.03 acres in unincorporated Tulsa County. The property is being developed for single-family residential use. The Preliminary Plat was approved December 1, 1999 and approval expired December 1, 2000.

Numerous issues raised by the County Engineer and the utility providers have been resolved satisfactorily. All releases are in and the plat is in order. Staff recommends **APPROVAL** of the reinstatement of the preliminary plat and of the final plat.

There were no interested parties wishing to speak.

TMAPC Action; 8 members present:

On **MOTION** of **HORNER** TMAPC voted **8-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Pace, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Midget, Selph "absent") to **APPROVE** the reinstatement of the preliminary plat and the final plat for Crown Colony as recommended by staff.

OTHER BUSINESS:

APPLICATION NO.: PUD-405-H

DETAIL SITE PLAN

Applicant: Wayne Albery

(PD-18) (CD-2)

Location: South of southwest corner of East 91st Street and South Memorial Drive

Staff Recommendation:

The applicant is requesting detail site plan approval for South Pointe Chevrolet on Lots 5 and 6, Block 2, 9100 Memorial. The use proposed is in conformance with the approved Planned Unit Development for the site.

Two service structures are to be added to the existing showroom and office buildings. The total allowable square footage of floor area per the approved PUD of 48,051 square feet will then be utilized.

Staff recommends **APPROVAL** of the site plan as submitted as it meets the approved development standards for PUD-405-H.

There were no interested parties wishing to speak.

The applicant indicated his agreement with staff's recommendation.

TMAPC Action; 8 members present:

On **MOTION** of **HORNER** TMAPC voted **8-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Pace, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Midget, Selph "absent") to **APPROVE** the detail site plan for PUD-405-H as recommended by staff.

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Mr. Midget in at 1:41 p.m.

Mr. Selph in at 1:41 p.m.

APPLICATION NO.: PUD-542

Applicant: TMAPC

(PD-18) (CD-8)

Location: West of Sheridan at 86th Street

Staff Recommendation:

PUD-542 was approved by the City Council in April 1996. The PUD was approved per TMAPC recommendation. The permitted use in the PUD is single-family residential and at the urging of residents west of the PUD, a condition was recommended by TMAPC and approved by the City Council, that 86th Street remain closed to through traffic until 30 units had been completed in order to avoid construction trucks going through the subdivision to the west. As of this date, five units have been completed or under construction. Staff has received a

request from Cathy Moore, who lives in the area to the west, to open 86th Street and we have also received a memo from Mark Brown, City of Tulsa Traffic Operations Manager, requesting the same. Legal has reviewed the request and has advised staff that a minor amendment would be required to open 86th Street before 30 units are completed.

Therefore, staff recommends that TMAPC initiate a minor amendment to PUD-542 in order to open East 86th Street South to through traffic.

TMAPC Comments:

Mr. Boyle asked staff if the Planning Commission would become the applicant. In response, Mr. Dunlap answered affirmatively.

Mr. Boyle asked if the minor amendment would go through the usual notices and timing as any other minor amendment application. Mr. Boyle further asked if the action today is strictly to decide if the Planning Commission is in favor of submitting a minor amendment application for PUD-542. In response, Mr. Dunlap answered affirmatively.

There were no interested parties wishing to speak.

TMAPC Action; 10 members present:

On **MOTION** of **CARNES** TMAPC voted **10-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Midget, Pace, Selph, Westervelt "aye"; no "nays"; none "abstaining"; Hill "absent") to **APPROVE** the request for TMAPC to initiate a minor amendment for PUD-542 in order to open 86th Street as recommended by staff.

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Amendments to Restrictive Covenants/Deed of Dedication for Sunchase II
Lot 2, Block 1, Sunchase II, PUD-557-A and Corridor Site Plan Z-5620-SP-11

Staff Recommendation:

The amendments to the restrictive covenants that implement PUD-557-A and Corridor Site Plan Z-5620-SP-11 have been reviewed by staff and it has been found that they conform to the approved standards. Therefore staff recommends **APPROVAL** of the amendments to the deed of dedication and restrictive covenants amending PUD-557-A and Corridor Site Plan Z-5620-SP-11.

There were no interested parties wishing to speak.

TMAPC Action; 10 members present:

On **MOTION** of **HORNER** TMAPC voted **10-0-0** (Boyle, Carnes, Harmon, Horner, Jackson, Ledford, Midget, Pace, Selph, Westervelt "aye"; no "nays"; none "abstaining"; Hill "absent") to recommend **APPROVAL** of the amendments to restrictive covenants/deed of dedication for Sunchase II as recommended by staff.

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PUBLIC HEARING TO CONSIDER AMENDING THE DISTRICT PLAN MAPS AND/OR TEXTS, ALL PARTS OF THE COMPREHENSIVE PLAN FOR THE TULSA METROPOLITAN AREA

Consider Amending the District Plan Maps and/or Texts for the following Planning Districts: 6, 7 and 18, all parts of the Comprehensive Plan for the Tulsa Metropolitan Area, as they relate to Houston Avenue south of the Inner Dispersal Loop and Riverside Drive areas of the plans.

TMAPC Comments:

Mr. Westervelt stated that there are numerous interested parties wishing to speak. He explained that the time for each speaker would be limited to three minutes; however, those who would like to pool their time, the speaker's time will be extended. He indicated that staff will first make a presentation and then the Planning Commission will hear the interested parties wishing to speak.

Staff Recommendation:

DRAFT TMAPC RESONSE TO THE TULSA CITY COUNCIL

1. That the Major Street and Highway Plan be amended to designate Riverside Drive from 21st Street to I-44 as a four-lane Scenic Parkway based on the attached roadway cross-section (Exhibit A-5) and that Riverside Drive from 21st Street to Houston Avenue continue to be classified as a four-lane Secondary Arterial.
2. That a new Conceptual/Functional Plan be developed by the City of Tulsa Public Works Department for Riverside Drive from I-44 to Houston Avenue based on the Major Street and Highway Plan classifications as described in #1 above, giving due consideration to the 1994 Task Force Report's 25 Specific Refinements (Exhibit A-6) to the 1993 Conceptual Plan.
3. That the Riverside Drive intersection with Houston Avenue remain a T-intersection, thus eliminating the proposed sweeping roadway curve, and any significant encroachment into existing park land, by amending the Comprehensive Plan to eliminate references to the 1993 Conceptual Plan for the portion of Riverside Drive from Southwest Boulevard to 21st Street including Houston Avenue.

4. That all Task Force recommended trail and roadway connections from downtown Tulsa to the Arkansas River be considered in conjunction with the proposed "Downtown Tulsa/Arkansas River Pedestrian Connection Study" for which funds have been reserved and that the recommendations of the completed Study be reflected in the Comprehensive Plan.
5. That the new Conceptual/Functional Plan be included in the Capital Improvement Program as a High Priority Project and upon the completion of the new Conceptual/Functional Plan, necessary Comprehensive Plan changes be adopted.
6. That Ordinance # 18117 ("the Bartlett Ordinance") regarding stand-alone voter propositions for funding improvements to Riverside Drive be repealed.

The Task Force has adopted twenty-five specific refinements to the 1993 Plan:

1. Sequencing. Prior to considering implementation of the six-lane configuration for Riverside Drive, widen the existing four lanes with shoulders within an overall pavement width of 80 feet to 100 feet east of the existing west curb line. Add acceleration, deceleration and left-hand turn lanes at the primary intersections. The Task Force believes these improvements ought to be considered at 31st, 36th, 41st Streets, 45th Place and I-44. The Task Force believes that current traffic on Riverside Drive can move efficiently and safely in this configuration for many years.
Comment –Left-turn lanes have been added at 31st and 41st Streets. Acceleration, deceleration and left-turn lanes have been added at I-44. Recommend new conceptual/functional plan for Riverside Drive from 21st to I-44 based on new four-lane divided parkway design with left-turn lanes at mile and half-mile intersections (31st, 36th, 41st, 45th PI) and traffic signals at 31st and 41st.
2. Move the pedestrian trails along Houston to Galveston. The Galveston location for the trail will enhance the safety of park and trail users dramatically by moving the pedestrians farther from the road and by exposing the pedestrians to traffic at a lower speed. The Galveston trail should be located on the east and west sides of Galveston between 12th and 14th Place.
Comment – Recommend deferring decision on Galveston trail pending completion of proposed Downtown Tulsa/Arkansas River Pedestrian Connection Study.

3. Extend refined Galveston trail. The trail on Galveston as depicted in the 1993 Plan should be extended from 14th Place to Riverside and 15th Street and should be further extended to cross Riverside Drive at grade at that point. The pedestrian crossing should comply with all ADA regulations and should include advance-warning signs for motorists. In addition, to save cost and remain consistent, the trail leading east on 15th Street in the 1993 Plan should be deleted.

Comment – The suggestions should be considered in the proposed Downtown Tulsa/Arkansas River Pedestrian Connection Study

4. Improve River Parks trail north of Houston. The existing trail on the west side of Riverside Drive that extends from Houston to Southwest Boulevard should be improved with a ramp that conforms to ADA standards on the north side of Riverside Drive at Southwest Boulevard. The trail should be reconfigured to continue on Southwest Boulevard to 12th Street and turn east to connect with the trail shown in the 1993 Plan, which originates at Center Plaza. The 12th Street trail crossing at grade should be protected by pedestrian lane striping and advance warning signs similar to those proposed for the extended crossing of Galveston at Riverside drive.

Comment – Trail improvements at Southwest Boulevard have been made as a part of the reconstruction of Riverside Drive from Southwest Boulevard to Houston Ave. Other suggestions should be considered in the proposed Downtown Tulsa/Arkansas River Pedestrian Connection Study

5. Add adequate pedestrian access from 15th Street to Denver. The Task Force believes that the ability of residents in the neighborhood of the Pythian Apartments to use the park would be assured by installation of an all-weather sidewalk from Pythian Manor to Denver along the east side of Riverside Drive. Failing installation of a sidewalk, DPW should provide some method for residents of Pythian Apartments to access River Parks. To increase the safety of disabled users all signals in this area should be upgraded to ADA standards.

Comment – Recommendation should be considered by City of Tulsa Public Works Department.

6. Maintain Riverside Drive with two lanes north of Denver. This would encourage use of Denver as a downtown connector and help to preserve the character of the neighborhoods to the north. Decreased traffic to the north would also improve the safety of pedestrians and drivers. Pedestrian use of the park and safety will be improved by the addition of a pedestrian crossing on the north side of the intersection.

Comment – The recently adopted 2025 Long-range Transportation Plan reflects a two-lane roadway on Riverside Drive north of Denver Avenue.

7. Maintain Houston as a two-lane residential street. The Task Force believes that expanding this street to four lanes would be detrimental to the neighborhood, which is already isolated by the physical constraints of 12th Street and Riverside Drive. The existing street should be resurfaced and improved.

Comment - The recently adopted 2025 Long-range Transportation Plan reflects a two-lane roadway on Houston Avenue.

8. Improve Riverside Drive north of Houston. The Task Force believes that Riverside Drive north of Houston should be resurfaced and modernized as part of the 1993 Plan. This would permit additional traffic to access downtown using Riverside Drive north of Houston to Southwest Boulevard.

Comment – Riverside Drive north of Houston Avenue has recently been reconstructed.

9. Improve traffic flow on Boulder and Denver. In order to allow traffic to move more smoothly and safely from Riverside Drive into downtown and in order to preserve as much of the flavor of the Houston Neighborhood as possible, the Task Force believes that connectors to downtown other than Houston should also be improved as a part of the 1993 Plan.

- a. Boulder: Traffic signals at 21st and Boulder should be adjusted to allow a more efficient flow of traffic off of Riverside drive and into the downtown area. The Task Force also believes that parking on Boulder should be eliminated, especially during rush hour periods. This is the most cost effective method to improve traffic flow.
- b. Denver: The Task Force believes that the flow of traffic from Denver into downtown can be improved by straightening the curvature of Denver, widening the street to the extent possible within existing right-of-way and eliminating driveways with access to Denver for those residents and businesses that can relocate their driveways to other streets. Fourteenth Street access to Denver should be closed.

Comment –Roadway improvements, parking and traffic signal timing issues should be reviewed by the City of Tulsa Public works Department.

10. Avoid encroachment into the park at Houston. The Task Force recommends that the street configuration at Houston remain unchanged except that a right turn lane be constructed on the east side which will permit north bound vehicles to turn right onto Houston. This will permit northbound traffic on Riverside toward Southwest Boulevard to proceed at normal speed. Maintain the stop sign for Houston traffic turning onto Riverside Drive. The final design of this intersection should not impact the River Parks, the Spotlight Theater, the McBirney Mansion or the grounds of either property.

Comment –The Comprehensive Plan should be amended to delete the

references to the 1993 Conceptual Plan for Houston Avenue and Riverside Drive north of 21st Street. This action would eliminate the encroachment into the park at Houston Avenue.

11. Decrease the distance required for pedestrians to access the park. In general, pedestrian access, east and west side trail systems and signalized crossings should be located in such a way that pedestrians are not required to walk more than one-half mile along Riverside Drive to reach a safe crossing.

Comment – Consistent with design recommendations for new conceptual/functional plan described previously.

12. Leave Woodward Boulevard open. 25th and 26th Streets and 26th Place should be closed due to the Midland Valley Railroad crossing between Boston and Cincinnati. The Task Force believes that these changes will enhance access to Riverside Drive from the surrounding neighborhood.

Comment – Specific street closings should be addressed in a new conceptual/functional plan with neighborhood input

13. Leave 34th and 35th Streets open. This will allow traffic flows from Brookside to move efficiently onto Riverside Drive in accordance with the recently adopted Brookside Plan.

Comment - Specific street closings should be addressed in a new conceptual/functional plan with neighborhood input.

14. All closed streets should include a pedestrian public way. This would ensure that pedestrians only are still permitted access to the River Parks through the closed streets.

Comment – Specific street closings should be considered in a new conceptual/functional plan with neighborhood input. Pedestrian access can be included in new conceptual/functional plan.

15. Add a collector street south of I-44. The Task Force believes that convenient access to Riverside Drive can be enhanced for the residents south of I-44 by adding a collector or access street connecting the closed side streets on the east side of Riverside Drive. The collector street would allow traffic to flow from the neighborhoods onto Riverside Drive efficiently and without unnecessary negative impact on the flow of traffic on Riverside Drive. The Task Force has depicted its intent on Exhibit B.

Comment – Side street access to Riverside Drive south of I-44 has been reconfigured as a part of construction of left-turn lanes and traffic signal installation at I-44. Task Force recommendations should be considered

further in new conceptual/functional plan.

16. Land acquisition guidelines:

- a. Those houses that cannot reconfigure their driveways to avoid connecting with Riverside Drive should be acquired by the City.
- b. The city should acquire future right-of-way for the ultimate design of Riverside Drive as funds become available and as properties become available on the open market. Land acquired in this manner should be used as open areas and turnouts where appropriate in the interim.
- c. Land acquired in this manner should be used to compensate those apartments and other buildings, which lose parking or other property as a result of street widening. Other property so acquired could be used to increase the available parkland.

Comment – Eliminating direct driveway to Riverside Drive should be one of design parameters for new conceptual/functional plan. “Acquiring future right-of-way for ultimate design of Riverside Drive” requires development of new conceptual/functional/functional plan to determine specific right-of-way requirements.

17. Preserve the historical integrity of the neighborhoods. The 1993 Plan potentially impacts several historic neighborhoods which the Task Force believes should be preserved. To this end, destruction or adverse impact on any neighborhood that is listed in the 1993 Tulsa Preservation Update should be approved in advance by the Tulsa Preservation Commission.

Comment – Neighborhood preservation should be a guiding principle in development of new conceptual/functional plan.

18. Relocate the east side trail. The trail located on the east side of Riverside Drive in the 1993 Plan should be moved a safe distance from the road. The Task Force believes this is necessary to insure the safety of park users. The final trail design should insure a connection to Johnson Park.

Comment - Should be addressed in new conceptual/functional plan.

19. Trails should be a safe distance from the curb line. This will ensure the safety of park users and pedestrians without the need for unattractive automobile barriers. To the extent that the trail must be located close to the curb line, the Plan should provide for unobtrusive barriers similar to those proposed in the Immediate Needs section of this Report.

Comment - Should be included in new conceptual/functional plan.

20. Add a pedestrian crossing south of 1-44. The Task Force believes that pedestrians should have a safe and convenient method of accessing the River Parks from the east side of Riverside drive south of 51st Street. The intersection with the 1-44 ramp just south of 51st Street would be the most convenient location for a crossing. This crossing should be protected by a traffic signal which would allow safe pedestrian crossing.

Comment – Pedestrian crossings have been provided at I-44 signals. Better connections to these crossings should be provided with east side trail and/or sidewalks.

21. Delete the pedestrian underpass at 49th Street. The Task Force believes that the underpass will present significant safety risks especially to young children who will likely be attracted by it. The underpass should be replaced by a crossing at grade level north of 1-44 at the proposed stoplight. The size of the center median should be reduced at this location.

Comment – 49th St. underpass appears unnecessary with pedestrian crossing at I-44 signal.

22. Move the proposed trail near 49th Street. The proposed trail which reaches down to the lower riverbank from approximately 49th Street to 1-44 should be moved back to the east and elevated by wooden bridges where necessary to keep the trail in view of the roadway. The city should consider including a split trail using a piered wood bridge over the lower riverbank and an improved trail on the upper bank to add capacity.

Comment – The trail and roadway were moved as a part of the construction of the left-turn lanes at I-44. The trail is not on the lower riverbank, but remains visible from the roadway.

23. Include landscaping on the east side. The park and trail portion of the 1993 Plan on the east side of Riverside Drive should include landscaping, appropriate park furniture, drinking fountains and restrooms at appropriate locations.

Comment - Should be included in new conceptual/functional plan.

24. Separate trails for pedestrian and bicycle traffic. Pedestrian traffic should be separated from bicycle traffic on all trails and paths included in the Plan. River Parks Authority should consider adding trails to the existing park trail system to make this separation possible.

Comment – Consistent with recently adopted Regional Trail Master Plan which calls for dual trail along heavily used River Parks trail to add capacity and minimize user conflict. Should be included in new conceptual/functional plan.

25. Consider future plans for I-44. In preparing the final design of Riverside Drive at I-44, the City should consider future plans of the Oklahoma Department of Transportation for improvements to I-44. Any opportunity to move the roadway east, away from the riverbank, should be taken in conjunction with the ODOT project.

Comment – Should be considered in new conceptual/functional plan to the extent possible. Engineering design for I-44 improvements have not been initiated by ODOT nor have improvements been programmed (scheduled) by ODOT for I-44 from the Arkansas River to Yale Avenue despite numerous requests from the City of Tulsa and INCOG.

Mr. Brierre, INCOG, 201 West 5th, Suite 600, Tulsa, Oklahoma 74103, stated that on August 9, 2000, the City Council unanimously approved a resolution directing INCOG/TMAPC to review and evaluate the 1993 Conceptual Plan for Riverside Drive and Houston Avenue and the 1994 report of the Riverside Functional Design Task Force.

Mr. Brierre cited the history of the 1993 Conceptual Plan and the 1994 report of the Riverside Functional Design Task Force.

Mr. Brierre explained that INCOG has submitted a summary of the Task Force study and the Conceptual Plan to the Planning Commission members, which compares and contrast the two documents. For a variety of reasons the traffic projections that the 1993 Conceptual Plan were based on were more robust than the most recent traffic projections that were completed last year and are the basis for the Long Range Projection Plan that projects roadway needs throughout the metropolitan area to the year 2025.

Mr. Brierre stated that the previous versions of the Long Range Plan calls for a six-lane roadway or a special traffic-way on Riverside Drive from 21st Street to I-44. The recently-adopted Long Range Transportation Plan identifies a four-lane divided parkway as being adequate to handle the projected traffic through the year 2025. In responding to the City Council request, a staff prepared draft summary regarding Comprehensive Plan issues has been prepared and distributed to TMAPC.

Mr. Brierre reminded the Planning Commission that the Comprehensive Plan reflects the long-term development policy of the city. It should be noted that the adopted Comprehensive Plan for the city currently reflects a planned six-lane roadway classified as a "special traffic-way on the Major Street and Highway Plan for Riverside Drive south of 21st Street to I-44. Mr. Brierre read the draft TMAPC response to the Tulsa City Council regarding Comprehensive Plan issues related to Riverside Drive.

Mr. Brierre stated that the action before the Planning Commission today is a response to the City Council, to their request for comments, review, and recommendations by TMAPC. Any subsequent Comprehensive Plan or Major Street and Highway Plan amendments would come to the Planning Commission as separate action items being specifically drafted for that purpose. The purpose today is to consider and respond to the City Council at their request. Mr. Brierre acknowledged that a number of letters have been received and distributed to the Planning Commission regarding Riverside Drive (Exhibit A-1).

TMAPC Comments:

Mr. Westervelt asked Mr. Brierre what existing conditions currently exist with the '93 Plan and the '94 Task Force Recommendations. Mr. Westervelt asked Mr. Brierre to describe a roadway cross-section. In response, Mr. Brierre stated that the purpose of a cross-section is to show the typical roadway that can be used in the development process to reserve and protect right-of-way for the ultimate construction of a facility based upon its classification on the Major Street and Highway Plan. Mr. Brierre stated that it is easier when one is dealing with an arterial street that has been set out on a grid system of major streets every mile. Mr. Brierre commented that Riverside Drive right-of-way is currently a varied amount of land between the current roadway surface, the Arkansas River and adjacent neighborhoods. Mr. Brierre stated that there is a tight ribbon of land between the riverbank, which accommodates a trail, then falls off quickly into the roadway surface that is a curb section at this point (Blair property and the 23rd Street bridge). Mr. Brierre indicated that at some point there would be a transition to a roadway with shoulders as a recommended cross-section (Exhibit A-5).

Mr. Westervelt asked Mr. Brierre what the current roadway cross-section is where the new proposal would replace. In response, Mr. Brierre stated that he understands that the roadway, curb to curb, is 44 feet without medians. Mr. Brierre further stated that the Major Street and Highway Plan for this special traffic-way identifies a roadway to be constructed within an 80- to 100-foot width.

Mr. Westervelt asked Mr. Brierre if the '93 Plan and '94 Task Force address the right-of-way width through the corridor. In response, Mr. Brierre stated that both documents contain a specific reference to 80 to 100 feet. Mr. Brierre explained that the Major Street and Highway Plan is a plan for the protection of the right-of-way for ultimate development. Mr. Brierre reminded the Planning Commission that the Comprehensive Plan and the Major Street and Highway Plan talk about the ultimate plan for the city.

Mr. Harmon asked how the current traffic load compares to the 1993 load when the Plan was first being developed. In response, Mr. Brierre stated that the traffic projections at the time were for traffic to exceed 40,000 cars a day by the year 2005. The most recent traffic counts for Riverside Drive indicated the highest traffic count south of I-44 near 71st Street intersection. North of I-44 the highest

traffic count is under 35,000 cars per day. In 1990 the traffic count between 21st and I-44 was 32,400 cars per day. In 1985 the highest traffic count north of I-44 was 23,000 cars per day. The 2025 forecast for north of I-44 is over 38,000 cars per day, but not as high as the forecast that had been previously developed that were the basis for the '93 Conceptual Plan. Mr. Harmon asked how much traffic a four-lane road such as this is expected to carry. In response, Mr. Brierre stated that a maximum load would depend upon the cross-section and the level of congestion. Mr. Brierre indicated that a four-lane parkway capacity at a Level of Service C capacity is 30,800 cars per day and the Level of Service D capacity is 39,600 cars per day.

Mr. Westervelt asked the reason for the recommendation of repealing Ordinance #18117 ("the Bartlett Ordinance"). In response, Mr. Brierre stated that this is a unique ordinance in the City of Tulsa and the only ordinance like it. Mr. Brierre explained that the ordinance calls for a separate stand-alone vote on funding improvements to Riverside Drive based upon the Conceptual Plan. Mr. Brierre indicated that there are a few caveats to the ordinance and there are varying interpretations of the ordinance regarding what it allows and what it does not allow. Mr. Brierre stated that Council legal staff indicates that there are some interpretations that the ordinance is limiting. Mr. Brierre commented that the ordinance is not imbedded in the Comprehensive Plan, but it is an issue that some feel has had a chilling effect on implementing the Comprehensive Plan.

Interested Parties Comments:

Charles Hardt, Director of Public Works, City of Tulsa, stated that the cross-sections indicating four lanes with shoulders allow for a much different design of roadway. He indicated that he endorses a four-lane road with shoulders and bar ditch drainage. The design with shoulders allows for the drainage to be channeled into the bar ditch and therefore the profile of the road can be more pleasant. The shoulders allow for a greater safety for a variety of reasons. He explained that stranded vehicles could pull to the side and move out of the traffic lane. Traffic officers could pull people over and this is actually a much safer means of dealing with speeding and other traffic violations. The shoulders also provide more distance between the traveling vehicle and the pedestrian. He explained that a shoulder allows a vehicle to recover better in the event that it should run off the road.

Mr. Hardt stated that the drainage is the major reason that the shoulder-and-drainage-ditch concept is a big benefit. The curb and guttered cross-section relies on the drainage being handled in a portion of the outside lane, which is susceptible to being blocked by leaves from the large tree growth.

Mr. Hardt stated that his recommendation would be to deal with the curbed and guttered cross-section (Exhibit A-6) only in the areas where there are very tight constraints and it is not feasible to do otherwise, and then try to get the more open cross-section (Exhibit A-5) with the shoulders and bar ditch drainage where

it allows greater capacity to open the roadway up. He indicated that this would give Riverside Drive the look and feel of a parkway.

TMAPC Comments:

Mr. Boyle asked Mr. Hardt if he endorses the proposal that the Planning Commission is looking at today. In response, Mr. Hardt stated that there is no compelling need for six lanes along Riverside Drive and he is in agreement with the proposal that is being considered today.

Mr. Harmon asked Mr. Hardt his opinion of using the median as a turn lane. In response, Mr. Hardt stated that the concept for the proposed road is for a four-lane roadway and not a five-lane roadway. The concept is more of a parkway atmosphere where there are reduced turning movements and restricted left-turn movements. Mr. Hardt stated that in order for this concept to work and have the parkway atmosphere, it is important to have restricted access from abutting properties, minimizing left-turns across the roadway.

Interested Parties Comments:

Councilor Pringle, City Council District 9, stated that the Planning Commission was directed by the City Council to revisit the 1993 Comprehensive Plan for Riverside Drive and the Functional Design Task Force Report of 1994 in order to find where there could be an agreement.

Councilor Pringle indicated that staff has produced an excellent full report which includes comments on the Task Force suggestions and at least one major change in designation.

Councilor Pringle stated that the parkway designation is appropriate for Riverside in his opinion. The footprint of the road has not changed in his opinion, after reviewing many pages of material and reviewing the tapes of the two Council meetings of 1993 and 1994, at which the Comprehensive Plan was amended and subsequently the Bartlett Ordinance was passed, and speaking to former Councilor Dewey Bartlett personally and the attorney who helped draft the ordinance.

Councilor Pringle stated that his agreement to work for the repeal of the Bartlett Ordinances was based upon his belief that there would be a new footprint, one that is less intrusive. He indicated that he approves of the plan and the designation as a parkway and hopes that others will agree with him. He never intended to work for the repeal of the ordinance if the proposal was for the same footprint.

Councilor Pringle concluded that the City Council saw a very good reason for the Bartlett Ordinance and it should not be repealed at this time. He reiterated that this is a good solid proposal and one that can move forward. He commented that he hopes for some considerable public discussion in the future regarding this

proposal. The public could examine the details of the proposal whenever those details are ready for dissemination. The renewal of the third penny sales tax is coming up for a vote in May and in his opinion the city cannot afford to let the Riverside issue intrude into that process. For that reason he avoided including any items involving Riverside into his list of suggestions for the 2001 renewal for his district.

Councilor Pringle thanked the staff and the Planning Commission for their work on this issue. He indicated that he would like to concur with the repeal of the Bartlett Ordinance, but he cannot find it in his heart or his conscience to do so. He stated that he looks forward to the public comment that he will hear today.

TMAPC Comments:

Mr. Boyle asked Councilor Pringle to clarify if he is in agreement with items one through five and in disagreement with item six. In response, Councilor Pringle agreed.

Mr. Boyle asked Councilor Pringle if he felt that items one through five are true to the '94 Task Force report. In response, Councilor Pringle stated that on the whole he does agree with the items one through five.

Mr. Boyle stated that his recollection of the Task Force report is that there is no mention of the Bartlett Ordinance one-way or the other. In response, Councilor Pringle stated that he thought it did mention the Bartlett Ordinance, but he is not sure.

Mr. Boyle stated that the question of whether to repeal or not to repeal the Bartlett Ordinance is to be decided at the City Council level and not by the Planning Commission. Mr. Boyle further stated that he wanted to make that understood so that the issue is not blown out of proportion and those present lose sight of today's purpose. In response, Councilor Pringle agreed with Mr. Boyle's statement. Councilor Pringle stated that he hopes that everyone can focus on the positive and go forward.

Mr. Westervelt stated that at the time of Councilor Pringle's first written statement together with the slightly modified statement that he read today, he did not have the opportunity to see the diminished footprint through the more sensitive areas. Mr. Westervelt commented that Councilor Pringle's statement was that his willingness to make any changes that would include an appeal of Ordinance #18117 had to do with the change in footprint. Mr. Westervelt commented that the new footprint is as new to Councilor Pringle, and he asked if now that Councilor Pringle has seen the new footprint, it has any impact based on his earlier comments regarding his position and the Ordinance. In response, Councilor Pringle stated that he envisioned the new footprint all the way along.

Mr. Westervelt stated that when Councilor Pringle arrived as a new Councilor and began dealing with land use issues, there were a number of times he visited the Planning Commission and discussed the consequences if certain things did or did not happen. Mr. Westervelt commented that this began a very good working relationship between the Planning Commission and Councilor Pringle's office. Mr. Westervelt stated that looking at the Riverside issues in a very similar way, if indeed the difference would be the fact that the Major Street and Highway Plan maintains its 100-foot right-of-way width, continues to hold a six-lane roadway versus the opportunity to indeed have a functional plan developed that would create this diminished cross-section, modify the MSHP and modify the Comprehensive Plan to eliminate the six-lanes. He asked if he would still prefer that the six-lanes remain, the '93 Plan and '94 report to remain and that Ordinance #19117 stay on the books as it is, or if he would prefer to consider having the Comprehensive Plan amended, having the MSHP changed and having the ordinance no longer encumbering this section of roadway. Mr. Westervelt stated that he is not asking Councilor Pringle to pass judgment of the intent of the ordinance, but all have recognized the chilling effect the ordinance has on improvements. Mr. Westervelt concluded by asking Councilor Pringle how he would view those choices if indeed it comes down to making them. In response, Councilor Pringle stated that, as an elected official, great deference has to be paid to former legislative actions, especially unanimous votes. Councilor Pringle commented that this is an issue that is very important to a lot of people and he would have to think long and hard about the repeal of the ordinance. Councilor Pringle indicated that he does not prefer to keep the six-lanes on the plan.

Mr. Midget asked Councilor Pringle if he considers the narrower cross-section a change in the footprint or just as a part of it. In response, Councilor Pringle stated that it is a change in the footprint.

Interested Parties Comments:

Dewey F. Bartlett, Jr., 1208 East 26th Street, Tulsa, Oklahoma 74114, presented a historical perspective and the intent of the "Bartlett Ordinance". He commented that he hates to hear that the ordinance has had a chilling effect (or legal opinion). He stated that if the Planning Commission would like a legal opinion of the ordinance's not having a chilling effect, he would be happy to provide it.

Mr. Bartlett stated that to him the intent of the ordinance is a very important part of this process. He indicated that he too reviewed the City Council tapes from 1993 and 1994. He commented that he made a specific statement several times that "...when the ordinance was put in effect it was not to impede growth and not to impede four specific things, 1) right-of-way acquisition, 2) reallocation and movement of utilities, 3) any activity that would be of the benefit of the public safety, and 4) not to be used as an excuse to impede actions that benefit the public safety.

Mr. Bartlett stated that the purpose of the amendment was to require a citywide vote upon the financing of an action that could have a very positive or negative effect upon Riverside Drive. He explained that if there had been a plan of action implemented without a citywide vote, he feels that the city would be doing the citizens a disservice. The amendment was to give the citizen's of Tulsa an opportunity to either say yes or no to a plan that affects the entire city. For a plan to be put in play without a vote from all of the citizens in Tulsa would not be a good idea. He reminded the Planning Commission that the City Council voted unanimously for the ordinance and the Mayor signed it into effect.

Mr. Bartlett commented that the footprint is the important thing and the footprint is how the road would lay in relation to the surrounding neighborhood and River Parks. The cross-section indicates how wide the roadway would be, but it does not show how wide it would be in relation to the land upon which it is going to go.

Mr. Bartlett concluded by stating that the intent of the ordinance was not to impede growth or the use of the City's resources to address public safety problems.

TMAPC Comments:

Mr. Westervelt stated that very regularly the Planning Commission sends unanimous recommendations to the City Council and frequently the Council and citizens do not like the Planning Commission decisions. He suggested not using the unanimous vote of the Council in 1993 as a benchmark for a successful ordinance or recommendation.

Mr. Westervelt asked Mr. Bartlett if there is any other roadway project, currently or in the past, in Tulsa where it takes an entire vote of the public to create improvements. In response, Mr. Bartlett stated that he does, insofar that it takes the citizens of Tulsa to vote on the temporary one-cent sales tax. In response, Mr. Westervelt stated that his question was for an individually-defined roadway project that has this type of requirement. In response, Mr. Bartlett stated that the City of Tulsa, does not; but the City of Broken Arrow, does. Mr. Bartlett explained that Broken Arrow passed a statute to allow the Creek Turnpike to extend through its borders. In response, Mr. Westervelt asked Mr. Bartlett if he would concede that in Tulsa, with regard to road projects, Riverside is the only one that requires a stand-alone vote by the citizens. In response, Mr. Bartlett agreed. Mr. Bartlett stated that when he developed the ordinance he was speaking for the entire City of Tulsa. Mr. Westervelt commented that Mr. Bartlett was speaking for his district and the entire City of Tulsa.

Mr. Midget asked Mr. Bartlett if he considered the footprint shown today to be a change from the original proposed in the '93 Conceptual Plan and '94 Task Force Report. In response, Mr. Bartlett stated that the footprint is a change from the proposed '93 Conceptual Plan and '94 Task Force report. Mr. Bartlett commented that the footprint proposed today is obviously much less concrete to

be laid down and that was the position of the people he was representing. Mr. Bartlett indicated that the footprint proposed today would be more favorable. Mr. Bartlett stated that this type of footprint would be appropriate for the entire length of Riverside Drive, but it should be shown how it would relate and it would be laid down on an aerial photograph.

Mr. Carnes asked Mr. Bartlett if the proposal would be attractive. In response, Mr. Bartlett agreed that it would be attractive, but he questioned if it was appropriate for that type of roadway to put on the existing Riverside Drive. Mr. Bartlett explained that the plans proposed in '93 and '94 would have a taking impact upon River Parks because a significant amount of land would be required and used by the footprint. Mr. Bartlett stated that whether the road is moved to the east or west, in his opinion, it is not necessary and it is still not necessary because of the flawed data that they used at that point. Mr. Bartlett commented that six lanes are not needed and the median and shoulders are not necessary either. Mr. Bartlett stated that it is not a matter of a visual effect, but of the amount of land taken from both residential uses and River Parks.

Mr. Carnes out at 2:46 p.m.

In response to Mr. Westervelt, Mr. Brierre stated that the '94 Task Force was very clear that there should be no encroachment west of the west curb line without compelling justification. Mr. Brierre explained that during the development of the '94 Report there was not a conceptual plan and no determinations of the exact amount of land that might be added or lost with respect to that. In response, Mr. Westervelt stated that since the '93 Plan indicated a net gain and the '94 Task Force was very sensitive to the west curb line, then it is assumed that the Task Force didn't further diminish the net park land by further limiting encroachment of the park. Mr. Brierre stated that he believes that to be a fair statement.

Ms. Pace asked Mr. Bartlett if he agreed with Mr. Hardt's proposal regarding shoulders versus curbs for safety reasons. In response, Mr. Bartlett stated that safety is one of the most important factors that should be dealt with. Mr. Bartlett explained that one of the things that did concern him is that no matter what the speed limit is posted, with four or six lanes being improved this much, people would automatically drive faster. Mr. Bartlett stated that it is naïve to think that people will drive the posted speed limit. Mr. Bartlett indicated that he does not agree with Mr. Hardt's proposal of shoulders instead of curbed streets.

Commissioner Selph out at 3:17 p.m.

Interested Parties:

Beth Fisher, representing Maple Ridge Homeowner's Association, 2221 South Madison, Tulsa, Oklahoma 74114; **Bonnie Henke**, 3449 South Atlanta Place, Tulsa, Oklahoma 74105; **Jim Norton**, Downtown Tulsa Unlimited (DTU), 321

South Boston, Tulsa, Oklahoma 74103; **Herb Beattie**, 3424 South Zunis Avenue, Tulsa, Oklahoma 74105; **Michael Bates**, representing the Mid-Town Coalition, 4727 East 23rd Street, Tulsa, Oklahoma 74114; **Jeannie Hale**, representing the Tulsa Sierra Club, 10962 South 241st West Avenue, Sapulpa, Oklahoma 74066, submitted Environment Study (A-3); **Mary Catherine, Roger & Meg Goodhead**, 12 East 25th Street, Tulsa, Oklahoma 74114; **Sammye Romine**, 112 East 26th Place, Tulsa, Oklahoma 74114; **Nancy Apgar**, representing the Brookside Neighborhood, 3914 South Norfolk, Tulsa, Oklahoma 74105 ; **Neal Scanlan**, 2657 South Boston Place, Tulsa, Oklahoma 74114; **Peter Michael**, 235 East 27th ,Tulsa, Oklahoma 74114; **John Arrington**, 2300 Riverside Drive, representing Riverside Unit Owner's Association, Tulsa, Oklahoma 74119; **Tom Dalton**, 3835 Riverside Drive, Tulsa, Oklahoma 74105; **Michael Sager**, 2703 Riverside, Tulsa, Oklahoma 74114; **Lloyd Hobbs**, (submitted Riverside Drive diagrams Exhibit A-4) 5846 South Hudson Place, Tulsa, Oklahoma 74135; **John Strong**, 2504 South Boston Place, Tulsa, Oklahoma 74114; **Bonnie Castillo**, 203 East 45th Court, Tulsa, Oklahoma 74105; **Janice Nicklas**, 122 East 25th, Tulsa, Oklahoma 74114; **Bob Pielsticker**, 2645 South Boston, Tulsa, Oklahoma 74114; **Charles Holiday**, representing Chalet Apartments, 39th and Riverside, Tulsa, Oklahoma; **Leisa McNulty**, representing American Institute of Architects, 3607 South Trenton, Tulsa, Oklahoma 74105; **Eleanor Irvin**, 1114 East 25th Street, Tulsa, Oklahoma 74114; **Barbro Cox**, 10 East 26th Street, Tulsa, Oklahoma 74105.

Interested Parties Comments:

Opposed to the repeal of the Bartlett Ordinance #18117; repealing the ordinance would take away the citizens' of Tulsa rights and voice; element of trust involved; DTU has no issues with the proposal except for one, which is that traffic lights at 31st and 41st Streets be left a continuous green during a.m. and p.m. rush hours; DTU has no problem with the right-turn lane onto Riverside Drive in the a.m., but would like to avoid the stoppage of incoming traffic in the morning and the afternoon for a left hand turn; there have been public safety issues along Riverside Drive for many years; community and parks are more important than a six-lane road; in 1978 the City of Tulsa, River Parks Authority and the Mayor of Tulsa made solemn pledges to the Federal Government, State Government and the private citizens that the land west of the curb line would be set aside in perpetuity for the purposes of outdoor recreation and not transportation; there needs to be a balance between traffic flow and the other things valued as a community, i.e., integrity of neighborhoods and usability of parklands; object to the widening of Riverside Drive and object to the repeal of the Bartlett Ordinance; Riverside Drive is a unique crown jewel; River Parks is used for health reasons, tourism and esthetics; River Parks serves as a buffer zone and has potential as an important wildlife corridor through the city; air quality would be adversely impacted if the Riverside Drive is widened; do not want to be cut off from Riverside by a huge wall and more traffic; many of the suggestions in the report are excellent, but they should be to improve River Parks and access to the park; build a parkway; need left-hand turns onto Riverside Drive; roadway should not be any wider than 80 feet; there should be citizen input regarding the cul-de-

sacs; reconsider widening the street and control the traffic rather than the traffic controlling the city; premature to act on something at this stage of planning; produce a new conceptual plan in order for the citizens to see what the proposal will look like; the proposal does not indicate the cost and how the improvements would be done; intersection at 51st Street and Riverside Drive should be changed or eliminated; should not take voters' rights away; there is no need for an expansion of the roadway, but should address some safety needs; closing off 25th, 26th and 26th Place and leaving Woodward Boulevard opened will close the outlets from the Riverside Addition by half, which doesn't seem to be very careful or thoughtful; opposed to expansion of the lanes because it would take residential property; attracting more traffic by widening Riverside will cause air quality issues; the acquisition process would be too costly; should take Riverside Park property instead of residential property; use the narrower alternative footprint; design Riverside Drive for people and not for cars; the park and residences should take precedent for the design criteria; the Bartlett Ordinance should be amended and the language cleaned up in order to have some of the safety improvements carried forth; more traffic would cause noise pollution; leave Riverside Drive as it is.

Interested Parties In Agreement with Report:

Pat Upton, 207 East 46th Street, Tulsa, Oklahoma 74105, stated that Riverside Drive has been ignored for several years. She indicated that the roadway is not safe and is too dangerous. Ms. Upton concluded that she would willingly lose her home in order to make the improvements and would relocate within the same area.

TMAPC Comments:

Mr. Westervelt asked Ms. Henke what element is there that is not trusted. In response, Ms. Henke stated that the trust that the ordinance was passed for would be intact before anything major was done on Riverside Drive beyond the things allowed in the Bartlett Ordinance. Ms. Henke indicated that the issues involving safety are allowed in the ordinance and can be done within the provisions of the ordinance. Ms. Henke stated that the proposal is beyond the safety issues and if it is worth the all of the time in planning, then it is certainly worth having the vote and the support of the entire City of Tulsa.

Mr. Boyle asked Ms. Henke if she supported items one through five. In response, Ms. Henke stated that she does not object to the plan.

Mr. Westervelt thanked the interested parties for coming to today's meeting and sharing their comments. He reiterated that the Planning Commission is responding to the City Council's request to revisit the Riverside Issues.

Mr. Boyle stated that he chaired the 1994 Task Force and he is firmly committed today as he was in late 1994 when the Task Force issued their final report to the wisdom of that Task Force's final report. He commented that the final report was

a compromised report and a good report. He believes that items one through five are consistent with the 1994 final report.

Mr. Boyle stated that he had a significant role in drafting Ordinance # 18117 and believes he knows what it states. The ordinance contemplates that the essence of item number one should be moved to one of the immediate public safety meetings as soon as feasible. The ordinance is either a legal or a practical hindrance to accomplishing item number one. It is consistent with the Task Force to recommend the repeal of the Bartlett Ordinance, understanding that he does not have a vote on the measure other than on the issue of whether to recommend that action to the City Council.

MOTION of BOYLE, and second by Midget, to recommend **ADOPTION** of the TMAPC response to the Tulsa City Council regarding the Comprehensive Plan issues related to Riverside Drive, items one through six.

TMAPC Comments:

Mr. Harmon stated that there are a lot of concerns about taking homes and the right-of-way. It would appear that a 70-foot right-of-way would work well. By limiting it to 70 feet there would be no intrusion on the east curb line.

Mr. Boyle stated that the Task Force spent an entire year meeting on these issues. The Task Force came up with the same suggestions that are before the Planning Commission today. He still agrees with the '94 final report and it was based on as much input as one could possibly have from the public, private sector and everyone concerned. Mr. Boyle concluded that he doesn't believe that the Planning Commission would be particularly well-served by opening that debate up again and revisiting it since it has already be done once.

Mr. Harmon asked why 80 feet was recommended. In response, Mr. Boyle stated that the wisdom of the Task Force was that the parkland should not be taken, which is west of the curb line. Mr. Harmon stated that he couldn't support the motion.

Ms. Pace stated that she agrees with Mr. Harmon regarding the width and without a wide median. She indicated that she approves of Mr. Hardt's proposal to have shoulders instead of curbs. Ms. Pace concluded that she will support the motion, but she does have a real problem with the excessive width of the proposal.

Mr. Midget stated that he concurs with Commissioner Boyle's comments regarding the final report. The Bartlett Amendment does impose a problem to implement any improvements whatsoever along Riverside Drive. The ordinance stated that any improvements financing has to come as a separate item before the people for a public vote. The city can't address any issues, even safety issues, unless the ordinance is repealed. The Bartlett Ordinance may have been

well-intended, but all of us know that sometimes well-intended acts can sometimes have bad results. In this instance there are no type of improvements that can be implemented along Riverside. Mr. Midget concluded that there isn't any kind of restriction like the Bartlett Ordinance placed on any other project in the City of Tulsa. Mr. Midget stated that he would recommend sending this back to the City Council and look at modifying or amending the Bartlett Ordinance.

Mr. Ledford stated that all of the items are important and it is important that the Planning Commission and the City Council focus on some of the issues that are going to flush out some of the problems that exist. He commented that a Conceptual/Functional Plan is very important. If the Bartlett Ordinance is responsible for keeping the project from moving forward, then it should be amended.

Mr. Westervelt stated that the Bartlett Amendment has had a chilling effect on his dialogue with a number of public officials and with Mr. Bartlett, Jr. as well. He explained that they disagree on its impact. The ordinance is unprecedented in the City's history and there is no pure democracy here. The public elects officials who are responsible for making these decisions for the public. When an individual vote is set up on an individual project in a city that has many districts, then the net effect is indeed a very chilling effect. Mr. Westervelt indicated that he would be supporting Mr. Boyle's motion. He concluded by thanking the interested parties for coming to today's meeting and giving their input.

TMAPC Action; 8 members present:

On **MOTION** of **BOYLE**, the TMAPC voted **7-1-0** (Boyle, Horner, Jackson, Ledford, Midget, Pace, Westervelt "aye"; Harmon "nay"; none "abstaining"; Carnes, Hill, Selph "absent") to recommend **ADOPTION** of the TMAPC response to the Tulsa City Council Regarding Comprehensive Plan issues related to Riverside Drive, items one through six, which incorporates the additional cross-section.

There being no further business, the Chairman declared the meeting adjourned at 4:15 p.m.

Date approved: _____

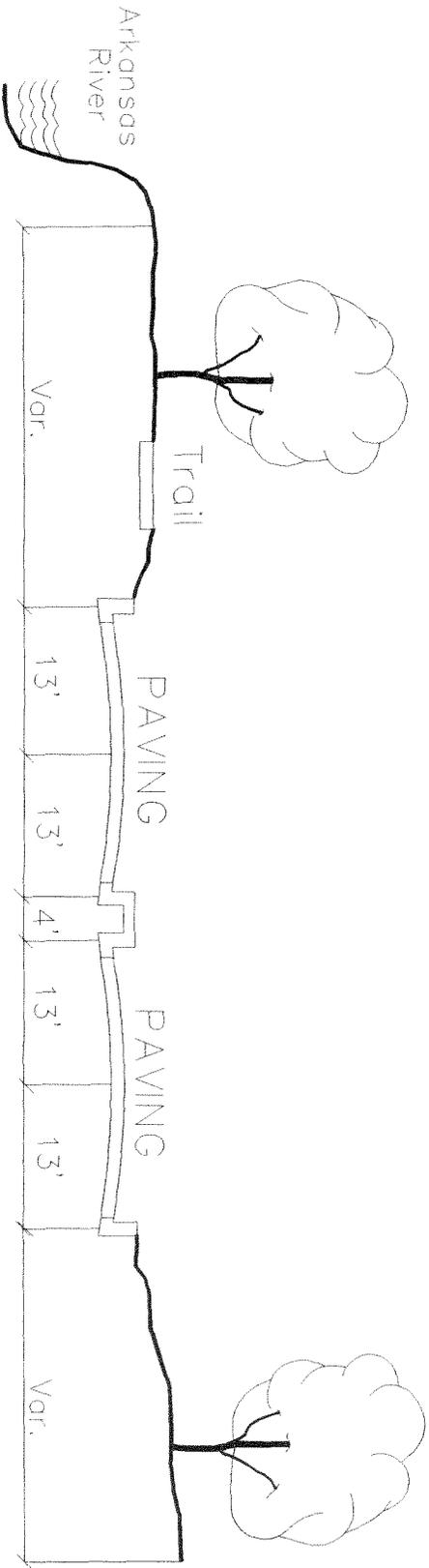


Chairman

ATTEST: _____



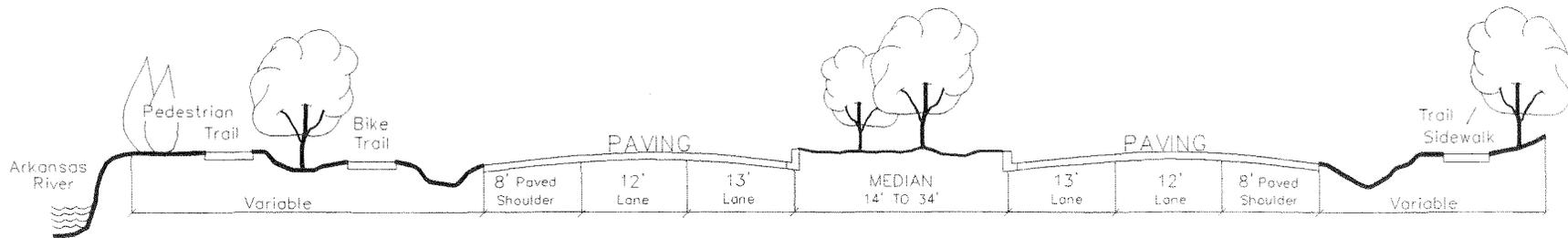
Secretary



SUGGESTED TRANSITIONAL CROSS-SECTION
TO RIVERSIDE DRIVE SCENIC PARKWAY

1-24-01 A-5
 [Faint text and stamp]

TRAFFICWAY RIGHT OF WAY STANDARDS



SUGGESTED
RIVERSIDE DRIVE SCENIC PARKWAY
TO REPLACE
SPECIAL TRAFFICWAY

STATE RECORD EXHIBIT - A-6
1-24-00
METROPOLITAN
DIVISION

TULSA METROPOLITAN AREA PLANNING COMMISSION

Minutes of Meeting No. 2262

Wednesday, January 17, 2001, 1:30 p.m.

Francis Campbell City Council Room

Plaza Level, Tulsa Civic Center

Members Present	Members Absent	Staff Present	Others Present
Boyle	Hill	Beach	Boulden, Legal
Carnes	Ledford	Dunlap	Counsel
Harmon	Selph	Huntsinger	
Horner		Stump	
Jackson			
Midget			
Pace			
Westervelt			

The notice and agenda of said meeting were posted in the Reception Area of the INCOG offices on Friday, January 12, 2000 at 9:50 a.m., posted in the Office of the City Clerk at 9:38 a.m., as well as in the office of the County Clerk at 9:33 a.m.

After declaring a quorum present, Chair Westervelt called the meeting to order at 1:30 p.m.

Minutes:

Approval of the minutes of December 6, 2000 Meeting No. 2259

On **MOTION** of **BOYLE** the TMAPC voted **6-0-0** (Boyle, Carnes, Harmon, Horner, Pace, Westervelt "aye"; no "nays"; none "abstaining"; Hill, Jackson, Ledford, Midget, Selph "absent") to **APPROVE** the minutes of the meeting of December 6, 2000 Meeting No. 2259.

Minutes:

Approval of the minutes of December 20, 2000 Meeting No. 2260

On **MOTION** of **BOYLE** the TMAPC voted **5-0-1** (Boyle, Carnes, Harmon, Horner, Pace "aye"; no "nays"; Westervelt "abstaining"; Hill, Jackson, Ledford, Midget, Selph "absent") to **APPROVE** the minutes of the meeting of December 20, 2000 Meeting No. 2260.