

TULSA METROPOLITAN AREA PLANNING COMMISSION
Minutes of Meeting No. 1581
Wednesday, November 20, 1985, 1:30 p.m.
City Commission Room, Plaza Level, Tulsa Civic Center

MEMBERS PRESENT	MEMBERS ABSENT	STAFF PRESENT	OTHERS PRESENT
Carnes		Brierre	Linker, Legal
Connery		Compton	Counsel
Doherty		Frank	
Draughon		Gardner	
Harris		Lasker	
Kempe, Chairman		Setters	
Paddock, Secretary		Wilmoth	
VanFossen			
Wilson, 1st Vice-Chairman			
Woodard			
Young			

The notice and agenda of said meeting were posted in the Office of the City Auditor on Tuesday, November 19, 1985 at 1:17 p.m., as well as in the Reception Area of the INCOG offices.

After declaring a quorum present, Chairman Kempe called the meeting to order at 1:36 p.m.

MINUTES:

Approval of Minutes of November 6, 1985, Meeting No. 1579:

On **MOTION** of **CONNERY**, the Planning Commission voted **10-0-1** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; Paddock, "abstaining"; (none "absent") to **APPROVE** the **Minutes of November 6, 1985, Meeting No. 1579.**

REPORTS:

Report of Receipts and Deposits:

On **MOTION** of **WILSON**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent") to **APPROVE** the **Report of Receipts and Deposits** for the month ended **October 31, 1985.**

Chairman's Report:

Chairman Kempe introduced new Planning Commissioner Mr. Jim Doherty. Mr. Doherty, appointed by County Commissioner John Selph, will fill the position left vacant by Ms. Betty Higgins for the unexpired term which will end January 18, 1987.

SUBDIVISIONS:

PRELIMINARY APPROVAL:

Eleventh Street Storage (694) NE/c East 11th St. & South Mingo (CS, OL)

Mr. Wilmoth advised this case was approved by the Board of Adjustment (BOA #13770) on November 7, 1985. The Technical Advisory Committee (TAC) voted to recommend approval of the preliminary plat, subject to the following conditions:

- 1) Utility easements shall meet the approval of the utilities. Coordinate the Subsurface Committee, if underground plant is planned. Show additional easements as required. Existing easement should be tied to or related to property and/or lot lines.
- 2) Pavement or landscape repair within restricted water line, sewer line, or utility easements as a result of water or sewer line repairs due to breaks and failures, shall be borne by the owner of the lot(s).
- 3) A request for a Privately Financed Public Improvement (PFPI) shall be submitted to the City Engineer. (If required for drainage.)
- 4) Paving and/or drainage plans shall be approved by Stormwater Management and City Engineer, including storm drainage and detention design (and Earth Change Permit, where applicable), subject to criteria approved by City Commission.
- 5) All adjacent streets and intersections and/or widths thereof shall be shown on final plat. (Identify 8th and 9th Streets in dashed lines for reference.)
- 6) Limits of Access shall be shown on the plat as approved by City and/or Traffic Engineer.
- 7) It is recommended that the applicant and/or his engineer or developer coordinate with the Tulsa City/County Health Department for solid waste disposal, particularly during the construction phase and/or clearing of the project. Burning of solid waste is prohibited.
- 8) A Corporation Commission letter (or Certificate of Nondevelopment) shall be submitted concerning any oil and/or gas wells before plat is released. (A building line shall be shown on plat on any wells not officially plugged.)

Eleventh Street Storage Center - Cont'd

- 9) A "letter of assurance" regarding installation of improvements shall be submitted prior to release of final plat, including documents required under Section 3.6(5) of Subdivision Regulations.
- 10) All (other) Subdivision Regulations shall be met prior to release of final plat.
- 11) All conditions of approval made by BOA case #13770 applicable to plat shall be met prior to release of final plat by the TMAPC.

On **MOTION** of **CARNES**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **APPROVE** the **Preliminary Plat for Eleventh Street Storage Center**, as recommended by Staff.

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FINAL APPROVAL & RELEASE:

Stonecreek III (784) NE/c 73rd and South Mingo (C0)

Crown Pointe (PUD #393) (2183) East 97th & South Knoxville Ave. (RS-1)

On **MOTION** of **WOODARD**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **APPROVE** the **Final Plat and Release of Stonecreek III and Crown Pointe**, as recommended by Staff.

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EXTENSION OF APPROVAL: (one year recommended)

Woodside Village II (PUD #306) (2083) 93rd & South Florence Ave. (RS-3)

Quail Ridge II (PUD #221B) (2894) East 44th & South 135th East Avenue
(RM-1, RD, RS-3)

On **MOTION** of **VANFOSEN**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **APPROVE** the **Extension of One Year for Plat Approval of Woodside Village II and Quail Ridge II**.

LOT SPLITS FOR RATIFICATION OF PRIOR APPROVAL:

L-16571 (294) Amber
L-16572 (2792) Snow
L-16568 (3093) Bowen
L-16569 (693) Wiley

On **MOTION** of **PADDOCK**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **APPROVE** the above **Lot Splits for Ratification of Prior Approval**, as recommended by Staff.

CONTINUED ZONING PUBLIC HEARING:

Application No: **City of Tulsa: Master Drainage Plans**
Z-6052 Mingo Creek
Z-6057 Red Fork/Cherry Creek
Z-6060 Cooley Creek
Z-6063 Vensel Creek

Comments & Discussion:

Mayor Young advised the City Commission seeks to have these cases withdrawn upon adoption of the new Master Watershed Ordinance.

TMAPC ACTION: 11 members present

On **MOTION** of **YOUNG**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **APPROVE** the **Withdrawal of Master Drainage Plan Applications Z-6052, Z-6057, Z-6060 and Z-6063**, and consideration of these Master Drainage Plans at a later date, as recommended by Staff.

OTHER BUSINESS:

PUD #341-A

Staff Recommendation - Amendment to the Deed of Dedication

The applicant has submitted an amended Deed of Dedication to accomplish the changes approved by the TMAPC in accordance with PUD #341-A. The Staff has reviewed the document.

Staff recommends **APPROVAL** of the amendments to the Deed of Dedication subject to approval of the City of Tulsa Legal Staff and subject to the following language being placed in the section on "Minimum Number of Off-Street Parking Spaces: Lot 1 - 58; Lot 2 - 58; and Lot 3 - 36."

PUD #341-A - Cont'd

TMAPC ACTION: 11 members present

On **MOTION** of **CARNES**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent") to **APPROVE** the **Amendment to the Deed of Dedication for PUD #341-A**, as recommended by Staff.

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PUD #320-2

South and East of 81st Street & Delaware

Staff Recommendation - Minor Amendment to Allow Approval of the Fencing Plan and Approval of the Detail Fence Plan

The subject tract is approximately 16.05 acres in size and located south of the southeast corner of 81st Street and South Delaware Avenue. It is wooded and contains a private club, swimming pool, tennis courts and picnic tables. It has been approved for a 119 unit single-family attached condominium complex.

The Staff has reviewed the applicant's fence plan and compared it to the Outline Development Plan and have identified an area of minor concern. The eastern boundary of the fence plan is constructed with masonry and wood, and not completely masonry as presented in the Development Plan. However, the fence will provide visual separation as originally indicated. The remainder of the fence plan calls for a standard six foot high wood screening fence along the north and south boundaries, and a four foot high decorative fence with earthen berms and extensive landscape along the western boundary.

The Staff has determined that the request is minor in nature and, therefore, recommends APPROVAL of the fence plan, subject to APPROVAL of the minor amendment and the submitted fence plans.

NOTE: Notice of the minor amendment has been given to abutting property owners.

Interested Parties:

Mr. Bob Davis, 8228 South College, requested the type of fence be changed from totally brick to brick with wood. Mr. Davis presented a letter signed by the abutting property owners stating displeasure with the height of the proposed fence. The homeowners suggested the fence be masonry and wood 6'6" tall with 7'6" pillars.

Comments & Discussion:

Mr. Frank suggested continuing this case to allow time to thoroughly review the plan and concerns of the property owners.

On **MOTION** of **WILSON**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughton, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent") to **CONTINUE Consideration of PUD #320-2** until Wednesday, **November 27, 1985** at 1:30 p.m. in the City Commission Room, City Hall, Tulsa Civic Center.

PUBLIC HEARING:

NOTICE TO THE PUBLIC OF A HEARING TO CONSIDER AMENDING THE MAJOR STREET AND HIGHWAY PLAN, A PART OF THE COMPREHENSIVE MASTER PLAN FOR DEVELOPMENT OF THE TULSA METROPOLITAN AREA.

The Plan Map amendments under consideration were:

- A. Delete the expressway classification for the Mingo Valley Expressway from East 91st Street South and west to South Memorial Drive;
- B. Delete the expressway classification for the Creek Expressway from South Memorial Drive west to the Arkansas River and then continuing south and west through Jenks to the Tulsa/Creek County Line north of West 121st Street (S.H. 117);
- C. Delete the primary arterial classification from South Yale Avenue from East 91st Street to East 96th Street;
- D. Delete the secondary arterial classification from South Harvard Avenue from East 91st Street to East 96th Street;
- E. Delete the primary arterial classification for East 121st Street from the Riverside Parkway east to South 193rd East Avenue;
- F. Delete the secondary arterial classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;
- G. Delete the parkway designation from Riverside from approximately East 101st Street to East 121 Street;
- H. Designate the expressway classification for the Mingo Valley Expressway from East 91st Street extending south and east to approximately East 121st Street then east to South 161st East Avenue (South Elm Place);

Public Hearing - Cont'd

- I. Designate the expressway classification for the Creek Expressway from the Mingo Valley Expressway at approximately East 121st Street South to approximately East 126th Street and South Memorial Drive, then west along East 126th Street to the east bank of the Arkansas River, then north along the east bank of the Arkansas River to approximately East 101st Street, then west along 101st Street to the Tulsa/Creek County Line;
- J. Designate the secondary arterial classification for South Yale Avenue from East 91st Street to East 96th Street;
- K. Designate the residential collector classification for South Harvard Avenue from East 91st Street to East 96th Street;
- L. Designate the secondary arterial classification for East 121st Street from the proposed Creek Expressway alignment along the east bank of the Arkansas River east to South 193rd East Avenue;
- M. Designate the parkway classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;
- N. Designate the secondary arterial classification for South Main Street from 21st Street (Morrow Road) to Broadway Street in Sand Springs;
- O. Designate the secondary arterial classification for Broadway Street from Main Street to McKinley Avenue in Sand Springs;
- P. Designate the secondary arterial classification for North McKinley Avenue from Broadway Street to 12th Street in Sand Springs;
- Q. Designate the secondary arterial classification for North 49th West Avenue from Edison Street to 86th Street North;
- R. Designate the primary arterial classification for 86th Street North from Cincinnati to the Osage Expressway north of Delaware Creek;
- S. Designate the secondary arterial classification for 101st East Avenue from 21st Street South to 31st Street South.

Comments & Discussion:

Chairman Kempe asked those in attendance who wished to speak to the Commission to sign in. Mr. Lasker explained the process for making changes to the Plan. The recommendations are submitted by the Tulsa Metropolitan Area Transportation Policy Committee to the TMAPC for action before going to the Tulsa City and County Commissions.

Mayor Young advised there were two distinct issues encompassed within one of the recommendations (K4A). One issue is to move the expressway one-half mile north (from 96th Street to 91st Street) and change the designation from an expressway to a parkway. The parkway designation would mean the City of Tulsa could maintain control of the funding for the parkway under the Capital Improvements Program (CIP) and control the

Public Hearing - Cont'd

time frame for construction. An expressway designation requires the City to purchase the right-of-way and the State would build the expressway in their own time frame. Mayor Young continued by explaining the other element of K4A, which he stated has been substantially misinterpreted, as moving the Creek Expressway to 126th. Mayor Young stated the second issue was that there will be the need for an outer loop, which will not serve local traffic, but will be an interstate similar to Skelly Drive or the Crosstown Expressway. Mayor Young stated this is a futuristic proposal, general in nature, and this is a new expressway, not the relocation of any existing proposed expressway.

Commissioner J.D. Metcalfe, Streets & Public Property, presented information from W.R. Holway Engineering which examined the various cost elements of the proposals. Commissioner Metcalfe stated agreement with Mayor Young that there were two separate problems to consider. Commissioner Metcalfe asked the Commission to look at the revised cost figures for East 96th Street as an expressway (K2) at \$35.8 million; and East 91st Street as a parkway (K4A) at \$27.4 million. Based on information from the City Engineering Department, Commissioner Metcalfe advised that if East 91st was constructed fully as a six-lane parkway, the estimated total cost would be \$32 million. Commissioner Metcalfe also reviewed the cost per mile figures (\$6.6 million for K2 and \$6.9 million for K4A), and stated to the Commission the need to consider the ability to save time and cut years, which would be allowed with the K4A plan.

As requested by Mr. VanFossen, Commissioner Metcalfe reviewed the cost/volume figures. Mr. VanFossen also inquired as to the statements indicating the the parkway would carry as much traffic as the expressway. Commissioner Metcalfe clarified the 91st parkway would carry traffic as indicated by projections to the year 2005, but it will not carry as much as an expressway. Mr. VanFossen followed by asking why consider building a parkway for \$32 million if we can build an expressway for \$35 million. Commissioner Metcalfe explained that, with an expressway, there would be 300' of right-of-way, and interchanges at each major intersection; but with a parkway there is generally 150' right-of-way and intersections at grade rather than overpasses. Mayor Young commented that an expressway is a multi-jurisdictional plan, and a parkway is single-jurisdictional and will be controlled by the City of Tulsa to connect with City of Tulsa roadways. In reply to Mr. VanFossen, Mayor Young confirmed the costs shown in the study included only the area from the Arkansas River east, i.e. from the Mingo Valley Expressway to the Arkansas River.

Ms. Wilson asked Commissioner Metcalfe to estimate how quickly the City of Tulsa and surrounding communities would purchase right-of-way down 126th Street, if approved. Commissioner Metcalfe stated that, as of now, the City of Tulsa does not have any funding to purchase right-of-way, therefore, a funding source would have to be identified. Ms. Wilson added that, if the proposed expressway line were to move, it would be just another dotted line for, perhaps, the next 10 - 15 years, if ever

Public Hearing - Cont'd

Franklin felt it would be very injurious to impact the homes already in the 96th Street area of Tulsa with an expressway. The impact on the number of homes would be less at the 126th location. Chairman Kempe, being on the Planning Commission when Mill Creek II was constructed, stated the TMAPC still struggles with undeveloped expressways and has been advised on several occasions by the Legal Department that the Planning Commission cannot prohibit building on rights-of-way until the City has been able to acquire the land. When asked to comment, Mr. Franklin stated this seems to lead to an impasse, since the situation appears to be unworkable. Mr. Franklin, feeling that planning expressways without buying them is wrong, supported the Mayor's efforts in trying to establish a more aggressive approach to right-of-way acquisitions, instead of buying an expressway two or three miles at a time.

Mr. Paddock complimented Mr. Franklin on speaking on the development history of his projects in the City of Tulsa, as it indicated how government officials can undercut the Comprehensive Plan and the Major Street and Highway Plan Map by just putting "dotted lines" on a map. Ms. Wilson questioned planning an expressway at 126th as accomplishing anything if the City does not have the funds to acquire rights-of-way, as this could be repeating the problems along 96th Street.

Mayor Young informed he was on the Planning Commission in 1978 and the TMAPC had been advised at that time the expressway would never be built at 96th Street. Mayor Young stated he led those opposed to putting "dotted lines" on a subdivision plat for proposed expressways, and still opposes this procedure, as it is not a planned expressway until the right-of-way has been obtained.

Mr. Carnes stated the 126th Street issue was moot, as the meeting started off by addressing the issue of moving the expressway from 96th and designating 91st a parkway. Mr. VanFossen remarked that, due to the way it was advertised, the 126th Street issue was anticipated to be discussed, not only by the public and the news media, but by some of the TMAPC members. Mr. Woodard agreed with Mr. Carnes that the meeting commenced by addressing the 96th versus 91st Street issue, not 126th. At this point, Chairman Kempe advised that item "I" of the public notice did indicate 126th Street as a location for the Creek Expressway.

Mr. Gary B. Neely

12635 South 119th East Avenue

Mr. Neely advised he had called TMATS and was told that 126th Street would definitely be discussed as an expressway alternate. Mr. Neely proceeded by reading from a brochure issued by the U.S. Department of Agriculture which addressed building highways through flood plain areas. Mr. Neely stated the proposed expressway, as indicated on the map for the K4A plan, does go through a flood plain. Also of concern to Mr. Neely was the possibility that an expressway in south Tulsa might be a toll road, as the building of a toll road does not require environmental

Public Hearing - Cont'd

impact studies. Mr. Neely mentioned a discussion with the Oklahoma Turnpike Authority where he was informed a member of this Commission had an appointment with that office. Mr. Neely advised he also discussed this issue with the Dallas EPA office and they indicated there would be water problems. Mr. Neely submitted copies of the **Flood Plain Management** brochure to the Planning Commission.

Ms. Wilson commented that each of the three location options for the expressway cross some flood plain lands. Mr. Neely stated the 126th location would have a greater amount of water. Mayor Young advised that, in order to remain eligible for flood plain insurance, all cities must adhere to Federal regulations in regard to flood plain management. No such roadway could be built by a City, State or Federal agency without coming into compliance with these regulations.

Ms. Sara Davenport

5202 East 121st Street South

While residing in the Tulsa City limits, Ms. Davenport advised she was on Bixby utilities, phone and postal service. Ms. Davenport reported she obtained information from the Soil Conservation Service to compare the alignments of the different proposals. Ms. Davenport inquired if there might be reasons why an environmental impact study had not been conducted in the 126th Street area. Mayor Young advised that, while not afraid to conduct an EPA study for the 121st/126th alignments, they are trying to avoid the length of time required for one in the 91st/96th area.

Mr. Charles R. Payne

6408 East 95th Place

Mr. Payne stated 96th is an area where an expressway is going to impact a large number of homes. Mr. Payne felt it was a clear cut choice and suggested the Commission drive down 91st Street and down 96th Street and settle this traffic issue now, then make a decision regarding any outer loops at some time in the future. In reply to Mr. VanFossen, Mr. Payne commented he was not aware of any proposed expressway when he purchased his home in south Tulsa.

Mr. Jim Murray

9627 South Sandusky

Representing Hunter's Point Association, Mr. Murray stated he was registering the protests of the residents who own homes adjacent to the 96th alignment. Mr. Murray requested K4A be adopted to move the 96th Corridor by making 91st Street a parkway.

Mr. Mike Tudor

9630 South Sandusky

Mr. Tudor stated he felt the parkway designation at 91st Street would solve traffic problems now and we would not have to wait several years for an expressway, toll road, etc. Mr. Tudor stated he had attended two TMATS committee meetings and felt those committees were having some confusion and difficulty in their decision making process, as they did inquire about alternatives.

Public Hearing - Cont'd

built. The Mayor agreed with this by stating we have a proposed the City of Tulsa does not have any funding to purchase right-of-way, therefore, a funding source would have to be identified. Ms. Wilson added that, if the proposed expressway line were to move, it would be just another dotted line for, perhaps, the next 10 - 15 years, if ever built. The Mayor agreed with this by stating we have a proposed expressway at 96th and we would have a proposed expressway in the vicinity of 118th to 126th with the time frame being several years. Ms. Wilson stated she has not heard or read any underlying reason why we are wanting to move the 96th designation. Commissioner Metcalfe stated one consideration is solving traffic congestion in south Tulsa; the other consideration is recognition that, as a growing community, we are in need of a south outer loop. Commissioner Metcalfe remarked he felt K4A properly addressed both of these concerns. Mayor Young again stressed the need to separate the issues, and stated the reason for proposing the change from 96th to 91st is for local control of the project.

Mr. Connery inquired as to why the data (from W.R. Holway) was not released earlier as it would have been beneficial to the interested parties in attendance. Commissioner Metcalfe advised the information was just received by his office this date, and it was basically presented with the same format as used at the October 10th TMATS meeting. Mayor Young added there was a discrepancy in the previous right-of-way figures from ODOT (used at the October 10th meeting) and W.R. Holway was asked to do a revised study. Mr. VanFossen further compared the figures of the two plans and inquired if any information was available with reference to the economic impact on businesses and property owners in the subject areas. Commissioner Metcalfe replied they do not have that information at this time.

Mr. Carnes inquired as to when the City could start buying the right-of-way for the widening of 91st Street. Commissioner Metcalfe commented the City did not presently have a funding source for 91st, but they would be able to get that project on the CIP roster for the next funding issue. Mayor Young advised the City could obtain right-of-way dedications as early as 1986.

Public Hearing - Cont'd

Interested Parties:

Ms. Linda Shaddock

4200 East 111th Street

Ms. Shaddock began by stating if the District #26 land use plans had been followed, there would be no meeting today. The residents in the 96th Street area were told the expressway would never be built, and Ms. Shaddock was curious as to who provided this information. Ms. Shaddock continued by commenting she felt changing the route of the Creek Expressway would only compound existing problems. She also felt it inappropriate to have further studies, as the previous studies made indicated 96th as the most cost effective and efficient to move Tulsa traffic.

Mayor Young asked Ms. Shaddock if she was aware the City of Jenks amended its Comprehensive Plan in 1978 to delete the original alignment of the Creek Expressway as it passes through Jenks. In 1979, the Major Street and Highway Plan was amended to align the Creek Expressway as called for in the Jenks Comprehensive Plan.

Mr. Joe Williams

12602 South Garnett

Mr. Williams stated opposition to the proposed realignment of the expressway to the 126th Street area. Mr. Williams attended the meeting of residents in Bixby where 1,000 plus signatures were presented opposing the 126th location. Mr. Williams suggested an environmental impact study be conducted before anything further is done on the expressway.

Mr. Wallace G. (Ben) Franklin

823 East Main, Jenks

As the developer who platted Mill Creek Pond, Mr. Franklin reviewed past meetings with Mayor Inhoffe, Bill Nash of the Transportation Commission, and other City agencies where he had been told on several occasions the expressway at 96th Street would never be built. Mr. Franklin commented on the disclaimer placed on previous plats submitted for Mill Creek II, which was conditional for approval, and stated he had informed his clients of the proposed expressway. Mr. Franklin also advised the Commission of a proposal for trading land, with the approval and support of the Park Board. Mr. Franklin stated he wanted to trade some land he owned in the 121st Street area, for a portion of land in the 96th Street area that was to be used for Hunter Park. Mr. Franklin also offered to put in the streets and assist in the development of the park area. He stated the project fell apart at the TMAPC hearing as TMAPC advised the City had purchased that land for expressway purposes. Mr. Franklin stated he would like to think the Park Board acted with integrity and does not want to think the Park Board bought expressway right-of-way land with money the citizens thought was going to be used for park land.

Mr. VanFossen complimented Mr. Franklin on his developments in south Tulsa, and stated having a problem with designating another line down the road that is going to create the same problems. Mr. VanFossen stated he does not feel there has been enough study for a proper location. Mr.

Public Hearing - Cont'd

Mr. Tom Kane, of the INCOG Staff, reported the TMATS Technical Advisory Committee had the option of K2 or K4A and they reaffirmed the decision for K2 (96th). All members voted for K2 except the Bixby representative and INCOG abstained. Mr. Kane advised that, in the discussion following this vote, the members requested that, if their recommendation to the Transportation Policy Committee was not accepted, that a study be done on both 96th Street and 126th Street before the line be changed on the Major Street and Highway Plan.

Mr. Robert Hestorff

4603 East 97th Place

Mr. Hestorff complimented the efforts of the City Administration for their efforts to solve the traffic problems. Mr. Hestorff stated he felt 91st Street was the best alternative, as the proposed 96th Street expressway would disrupt too many homes in that area.

Mr. Mel Fergeson

12301 East 126th, Broken Arrow

Mr. Fergeson stated his reasons for strongly opposing the consideration of 126th as an expressway were mainly due to the prime agriculture land in this area and the water problems already present. Mr. Fergeson inquired as to the widening of Highway #67 in the Bixby area and was informed by Mayor Young the Major Street and Highway Plan for the year 2005 does consider expanding this highway to four lanes.

Mr. Louis Levy

5200 South Yale, Suite 100

Mr. Levy, representing people in the 9600 block of South Yale, stated he has attended several public meetings and hearings on this issue. Mr. Levy remarked that maybe a north/south expressway be considered instead of an east/west route, as an expressway at 96th has been formally and informally abandoned. Mr. Levy stated another option would be not to build an expressway at any time in the near future.

Mr. John Reidel

9550 South Yale

Mr. Reidel advised he has been in the 96th and Yale area for 35 years and for 28 years has had the expressway issue hanging over his head. Mr. Reidel questioned the validity of continuing to have the "dotted line" at 96th and asked for some relief.

Mr. Jerry Isaacs

4104 South Atlanta

Mr. Isaacs, representing the West of Main Group, stated he was speaking in regard to the issue of quality of planning for the City. Mr. Isaacs suggested to the Commission they weigh the issue of good planning for Tulsa and consider the dynamics of what is being covered for the City as a whole, not just one area. Mr. Isaacs advocated consideration of a north/south expressway and asked that reactions not be made to moving a line, but to quality.

Public Hearing - Cont'd

In reply to Mr. Doherty, Mr. Isaacs commented a super loop would move traffic away from the downtown area and effect the direction of City growth and he would like to see more balance. Chairman Kempe asked Mr. Isaacs if he would be in favor of any south alignment of an expressway. Mr. Issacs replied a parkway should be considered, but his group did not want to go on record as to a location for an expressway at 96th or 126th. The group just asks that a careful study be made.

Mr. Mike Yeats

1010 121st Street

Mr. Yeats suggested to the Commission that, if there is no feasible way to finance an expressway, vote against it, but do not keep putting a line on a map.

Mr. Dean Day

6350 East 98th Street

Mr. Day advised he was the Chairman of the District #26 Citizens Planning Team, and submitted a resolution prepared by that group asking that the proposed 96th Street Creek Expressway routing be removed from the Major Street and Highway Plan.

Mr. Rick Lucas

6441 East 95th Street

As Chairman of the District #18 Citizens Planning Team, Mr. Lucas submitted a comprehensive report with a resolution recommending the 96th Street alignment of the Creek Expressway be permanently removed from the Tulsa Metropolitan Area Long Range Transportation Plan. The resolution continued by stating, "the District #18 Team finds a proposed expressway along the 96th Street alignment from Memorial Drive west to the Arkansas River to be incompatible with the immediately surrounding area, inconsistent with the INCOG Regional Park and Recreation Plan and socially, economically and environmentally pejorative."

Mr. James H. Price

616 South Boston

Chairman Kempe read a letter from Mr. Price, who is the Vice President of Governmental Affairs Division of the Metropolitan Chamber of Commerce. Mr. Price's letter stated, "because several studies by local and state government leave many questions unanswered regarding the best route for the 91st - 101st Street expressway/parkway, we urge that an independent, professional study be undertaken to determine the most desirable route, including specific cost figures. We also urge that a detailed, independent, professional feasibility study be undertaken for the proposed toll road segment of the south Tulsa loop."

Mr. Charles Boatman

12606 South 119th East Avenue, Broken Arrow

Mr. Boatman voiced concerns over possible flooding that could be caused by an expressway. Mayor Young commented that drainage standards would be adhered to regardless of the expressway location and agreed that some past expressways may not have had the strictness of today's standards.

Public Hearing - Cont'd

Mr. Mike Murray

9411 South Gary

Mr. Murray stated he was President of the Creek Expressway Association which comprises most of the homeowners' groups between 91st - 101st and Memorial - Delaware. Mr. Murray stated that, as of July 1981, there was no mention of the Creek Expressway on his abstract or plat. Mr. Murray advised the minutes reflect that on November 5, 1981 the Transportation Policy Committee voted to delete the Creek Expressway from the Major Street and Highway Plan; on December 15, 1981 the TMAPC voted to support the action of the Policy Committee; and on January 15, 1982, the City Commission took up the deletion of the Creek Expressway and referred it to the Legal Department.

NOTE: Based on these statements by Mr. Murray, a review of both the TMAPC and City Commission meeting minutes was made by the INCOG Staff. The actions described by Mr. Murray in fact pertain to the Riverside Expressway and **not** the Creek Expressway.

Discussion among the Commission members, Staff and Legal followed as to the merits of planned expressways and possible floodways being so noted on abstracts and/or plats for potential property buyers.

Ms. Peggy Boatman

12606 South 119th East Avenue, Broken Arrow

Ms. Boatman asked if it was true that an EPA study would not have to be made if a toll road was built in the 126th Street area. In reply, Mayor Young stated he felt there would be a study performed by some group for this purpose, although there was no guarantee it would have any value when completed. Ms. Boatman objected to the 126th Street designation and asked for a delay until a study could be made.

Mr. Carl Carnahan

12465 South 87th, Bixby

Mr. Carnahan asked the Commission to delay the vote until the figures are in on the Frye Drainage Ditch Plan. Mr. Carnahan also stated concerns the 126th Street designation would only add to the existing flood and drainage problems of this area.

Mr. Leonard Tetsworth

9218 South Lakewood

As President of the Sheridan South Homeowner's Association, Mr. Tetsworth wanted to go on record in endorsing the statements made by Mr. Rick Lucas as part of the District #18 Citizens Planning Team. Being in an area effected by both 91st and 96th, Mr. Tetsworth agreed it was a case of deciding the lesser of two evils.

Public Hearing - Cont'd

Additional Comments & Discussion:

Mr. Jerry Lasker advised the amendments to the Major Street and Highway Plan being considered are based on a long range plan and cover more than just where the Creek Expressway is to be located. This plan takes into account the north/south and east/west traffic problems, and recommends the Mingo Valley be extended and additional lanes be added and the Broken Arrow Expressway also have additional lanes added. Mr. Lasker suggested breaking the issue into two parts: those affected by a decision on the Creek Expressway and those not affected.

Mr. VanFossen advised the Comprehensive Plan Committee recommended those items not affected by the Creek Expressway be voted on at this time, specifically items D, K, N, O, P, Q, R and S. The Committee made no recommendation on the remaining items.

Commissioner Harris suggested acting on just the items addressed by the speakers and deferring the others. Chairman Kempe stated that notice was given to the public on all these matters. Mayor Young commented all the items come under the Major Street and Highway Plan and affect each other and should not be considered separately. Mr. VanFossen clarified the items recommended by the Comprehensive Plan Committee are those items north of 21st Street and have no relationship to those to the south. Ms. Wilson suggested acting on these items that are not controversial as they can be handled quickly.

Mr. Carnes made a motion to accept those items mentioned for approval by the Comprehensive Plan Committee. At this point, Commissioner Harris stated he did not feel it proper to call the items by letter and not have them mentioned and reviewed on the record (microphone). Mr. VanFossen stated agreement to Commissioner Harris' request for a review of the items being voted on in Mr. Carnes' motion. The following vote was taken without further explanation at this time.

TMAPC ACTION: 11 members present

On **MOTION** of **CARNES**, the Planning Commission voted **6-4-1** (Carnes, Doherty, Draughon, Wilson, Woodard, Young, "aye"; Connery, Kempe, Paddock, VanFossen, "nays"; Harris, "abstaining"; (none "absent")) to **ADOPT** those items as recommended by the Comprehensive Plan Committee, specifically:

- D. Delete the secondary arterial classification from South Harvard Avenue from East 91st Street to East 96th Street;
- K. Designate the residential collector classification for South Harvard Avenue from East 91st Street to East 96th Street;
- N. Designate the secondary arterial classification for South Main Street from 21st Street (Morrow Road) to Broadway Street in Sand Springs;

Public Hearing - Cont'd

- O. Designate the secondary arterial classification for Broadway Street from Main Street to McKinley Avenue in Sand Springs;
- P. Designate the secondary arterial classification for North McKinley Avenue from Broadway Street to 12th Street in Sand Springs;
- Q. Designate the secondary arterial classification for North 49th West Avenue from Edison Street to 86th Street North;
- R. Designate the primary arterial classification for 86th Street North from Cincinnati to the Osage Expressway north of Delaware Creek;
- S. Designate the secondary arterial classification for 101st East Avenue from 21st Street South to 31st Street South.

Mr. Lasker stated the remainder of the items was the difference between K2 and K4A, and advised that, from a technical standpoint, the Staff has run models on both plans and they both work to solve the traffic problems.

Mayor Young moved for approval of items A through C, E through J and L and M. Mayor Young also added a provision to undertake a study in conjunction with the proposed Oklahoma Turnpike Authority Study on a toll gate at the intersection of Highway #33 and the Turner Turnpike and to examine the traffic demand and the financial feasibility of extending the 126th Street roadway west to tie at the new State Highway #33 gate; also, from South 161st Street East to tie into the Will Rogers Turnpike.

Mr. Paddock stated, if item I was to be included in this motion, he would be abstaining, as he did not feel there was sufficient data and in-depth studies should be made on the economic and environmental impact. Mr. Paddock further stated if the deletion of the 96th Street expressway occurred, 91st should be designated as a parkway. But once this is done, it takes away any options between 96th versus 126th and 126th would be left in limbo.

Mr. Carnes asked the Mayor what difference it might make if item I was eliminated from his motion and continued with the vote on the other items. Mayor Young replied it would remove an important element of K4A.

Chairman Kempe stated difficulty supporting the motion and she would have to vote against it without the further studies requested. Mr. VanFossen agreed and commented that, although leaning toward the 91st Street parkway designation and deletion of the 96th Street expressway designation, he would like to see more time given for studies and data on all locations. Therefore, he would be abstaining.

Mr. Connery remarked he could not support the motion in its entirety as there were parts he did agree with, but also parts with which he did not agree, and he would also be abstaining.

Public Hearing - Cont'd

Mr. Doherty stated he felt the Commission owed it to the people along the 96th Corridor to make a definition as to the placement or nonplacement of an expressway. Mr. Doherty continued by stating the 91st Street parkway was a commendable idea, but he did not feel comfortable with designating another expressway route at this time given the history of these designations.

Commissioner Harris obtained clarification of the first motion and the items involved in the second motion. Mayor Young amended his motion to delete item I. Mr. Lasker requested item E be deleted along with item I as they are tied together. Therefore, Mayor Young also deleted item E from his motion, leaving items A, B, C, F, G, H, J, L and M in the amended motion.

Commissioner Harris again stated that someone should define what the alphabetical symbols represent. Mr. Linker stated preference to having these items read into the record for the purposes of those in attendance. Before continuing with the reading of these items, Mr. Lasker stated item L would also have to be removed from the motion as that item redesignates 121st Street. Mr. Lasker then read the following items:

- A. Delete the expressway classification for the Mingo Valley Expressway from East 91st Street South and west to South Memorial Drive;
- B. Delete the expressway classification for the Creek Expressway from South Memorial Drive west to the Arkansas River and then continuing south and west through Jenks to the Tulsa/Creek County Line north of West 121st Street (S.H. 117);
- C. Delete the primary arterial classification from South Yale Avenue from East 91st Street to East 96th Street;
- F. Delete the secondary arterial classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;
- G. Delete the parkway designation from Riverside from approximately East 101st Street to East 121 Street;

Discussion ensued as to including item G in this motion, with Mayor Young stating if items I and E were deleted, item G would need to be deleted from the motion. Mr. Lasker continued with reading the items:

- H. Designate the expressway classification for the Mingo Valley Expressway from East 91st Street extending south and east to approximately East 121st Street then east to South 161st East Avenue (South Elm Place);

Mr. Connery asked for clarification of item H. Mr. Paddock also questioned including item H in the motion. Mayor Young stated item H extends the Mingo Valley Expressway a certain distance and sends an expressway stub into the City of Broken Arrow. Mr. Connery stated opposition to placing dots on a map for an expressway that we cannot buy

Public Hearing - Cont'd

now and doing to 121st what has been done to 126th. Mr. Carnes remarked that this extension could assist in the north/south traffic problems and requested this item be left in the motion.

For the purpose of continued discussion, Mayor Young withdrew his motion. Mr. Draughon commented that, as confirmed by Staff, if any planning takes place in this area it is to be so noted in the County Clerk's office on the plats. Mr. Lasker informed that a good portion of this area is in Broken Arrow and Broken Arrow is in agreement with item H in regard to obtaining right-of-way. Mr. Connery withdrew his objection to item H.

Mr. Paddock inquired if item H would, in fact, be included when a new motion was made. Mayor Young advised his motion would not include item H. The Mayor continued by stating if the TMAPC felt the need to take the time to look at the concept of an outer loop and answer some of these questions, why not take the time to look at these other items. The items relating to a successful outer loop are items E, G, H, I and L. Therefore, Mayor Young made a motion to continue these items until July 30, 1986, during which time proper studies will be undertaken. Mr. VanFossen commented the motion has been changed to where he could support it.

TMAPC ACTION: 11 members present

On **MOTION** of **YOUNG**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent") to **CONTINUE** items E, G, H, I and L (listed below) until Wednesday, July 30, 1986, during which time proper studies will be undertaken.

- E. Delete the primary arterial classification for East 121st Street from the Riverside Parkway east to South 193rd East Avenue;
- G. Delete the parkway designation from Riverside from approximately East 101st Street to East 121 Street;
- H. Designate the expressway classification for the Mingo Valley Expressway from East 91st Street extending south and east to approximately East 121st Street then east to South 161st East Avenue (South Elm Place);
- I. Designate the expressway classification for the Creek Expressway from the Mingo Valley Expressway at approximately East 121st Street South to approximately East 126th Street and South Memorial Drive, then west along East 126th Street to the east bank of the Arkansas River, then north along the east bank of the Arkansas River to approximately East 101st Street, then west along 101st Street to the Tulsa/Creek County Line;
- L. Designate the secondary arterial classification for East 121st Street from the proposed Creek Expressway alignment along the east bank of the Arkansas River east to South 193rd East Avenue;

TMAPC ACTION: 11 members present

On **MOTION** of **YOUNG**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **ADOPT** Items A, B, C, F, J and M as listed below:

- A. Delete the expressway classification for the Mingo Valley Expressway from East 91st Street South and west to South Memorial Drive;
- B. Delete the expressway classification for the Creek Expressway from South Memorial Drive west to the Arkansas River and then continuing south and west through Jenks to the Tulsa/Creek County Line north of West 121st Street (S.H. 117);
- C. Delete the primary arterial classification from South Yale Avenue from East 91st Street to East 96th Street;
- F. Delete the secondary arterial classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;
- J. Designate the secondary arterial classification for South Yale Avenue from East 91st Street to East 96th Street;
- M. Designate the parkway classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;

Mayor Young commented some might have been confused on the items of the first vote and suggested reconsidering the vote on items D, K, N, O, P, Q, R and S. Mr. VanFossen stated agreement and he would change his vote. Mr. Lasker read the subject items for the record.

On **MOTION** of **YOUNG**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent")) to **RECONSIDER** Items D, K, N, O, P, Q, R and S, as follows:

- D. Delete the secondary arterial classification from South Harvard Avenue from East 91st Street to East 96th Street;
- K. Designate the residential collector classification for South Harvard Avenue from East 91st Street to East 96th Street;
- N. Designate the secondary arterial classification for South Main Street from 21st Street (Morrow Road) to Broadway Street in Sand Springs;
- O. Designate the secondary arterial classification for Broadway Street from Main Street to McKinley Avenue in Sand Springs;
- P. Designate the secondary arterial classification for North McKinley Avenue from Broadway Street to 12th Street in Sand Springs;
- Q. Designate the secondary arterial classification for North 49th West Avenue from Edison Street to 86th Street North;

Public Hearing - Cont'd

- R. Designate the primary arterial classification for 86th Street North from Cincinnati to the Osage Expressway north of Delaware Creek;
- S. Designate the secondary arterial classification for 101st East Avenue from 21st Street South to 31st Street South.

Mr. Carnes made a motion for acceptance of these items. Mr. Doherty inquired of Staff the current designation of McKinley in regard to items N, O and P. Mr. Lasker informed McKinley was a collector street (in Sand Springs). Mr. Doherty stated he would be objecting if these three items were included in the vote as the City of Sand Springs has tried to avoid an arterial designation for these streets. Mr. Doherty stated the City Council of Sand Springs is trying to work with the State and County to get the traffic flow around town and this would lock in the traffic. Mr. Lasker advised these items would designate the subject streets as secondary arterials. In reply to Mayor Young, Mr. Doherty explained these streets were the current route of Highway #97. Ms. Wilson questioned how these were included if the City of Sand Springs is not supportive, and mentioned that the Sand Springs representative was not able to attend the October TMATS meeting. Mr. Richard Hall, representing Staff, commented that there has been nothing mentioned at the hearings for changes to the Major Street and Highway Plan about **not** changing these streets to secondary arterial. Mr. Doherty stated that there has been a lot of controversy on the Highway #97 realignment in the City of Sand Springs. Mayor Young advised he was in support of the City of Sand Springs and would not want to vote for something contrary to their position.

Chairman Kempe suggested continuing items N, O and P to July 30, 1986 as previously done with other items. Mr. Carnes amended his motion to adopt items D, K, Q, R and S, and continue items N, O and P until July 30, 1986. Commissioner Harris commented in regard to the streets inside the city limits of Sand Springs by asking the difference between secondary arterial and collector classifications. Commissioner Harris also inquired as to what effect action by this Commission would have on Sand Springs as he thought they had their own Planning Commission. Mayor Young advised this process was important in regard to the overall continuity of the Tulsa City/County Major Street and Highway Plan, but the City of Sand Springs should be allowed to make their own decision.

TMAPC ACTION: 11 members present

On **MOTION** of **CARNES**, the Planning Commission voted **11-0-0** (Carnes, Connery, Doherty, Draughon, Harris, Kempe, Paddock, Wilson, Woodard, VanFossen, Young, "aye"; no "nays"; no "abstentions"; (none "absent") to **ADOPT** items D, K, Q, R and S, and **CONTINUE** items N, O and P until July 30, 1986.

The following is a final summary of the actions taken on the Major Street and Highway Plan Amendments at the Public Hearing November 20, 1985:

* Approved

Continued to 7/30/86

- * A. Delete the expressway classification for the Mingo Valley Expressway from East 91st Street South and west to South Memorial Drive;
- * B. Delete the expressway classification for the Creek Expressway from South Memorial Drive west to the Arkansas River and then continuing south and west through Jenks to the Tulsa/Creek County Line north of West 121st Street (S.H. 117);
- * C. Delete the primary arterial classification from South Yale Avenue from East 91st Street to East 96th Street;
- * D. Delete the secondary arterial classification from South Harvard Avenue from East 91st Street to East 96th Street;
- # E. Delete the primary arterial classification for East 121st Street from the Riverside Parkway east to South 193rd East Avenue;
- * F. Delete the secondary arterial classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;
- # G. Delete the parkway designation from Riverside from approximately East 101st Street to East 121 Street;
- # H. Designate the expressway classification for the Mingo Valley Expressway from East 91st Street extending south and east to approximately East 121st Street then east to South 161st East Avenue (South Elm Place);
- # I. Designate the expressway classification for the Creek Expressway from the Mingo Valley Expressway at approximately East 121st Street South to approximately East 126th Street and South Memorial Drive, then west along East 126th Street to the east bank of the Arkansas River, then north along the east bank of the Arkansas River to approximately East 101st Street, then west along 101st Street to the Tulsa/Creek County Line;
- * J. Designate the secondary arterial classification for South Yale Avenue from East 91st Street to East 96th Street;
- * K. Designate the residential collector classification for South Harvard Avenue from East 91st Street to East 96th Street;
- # L. Designate the secondary arterial classification for East 121st Street from the proposed Creek Expressway alignment along the east bank of the Arkansas River east to South 193rd East Avenue;
- * M. Designate the parkway classification for East 91st Street from Riverside Parkway east to the Mingo Valley Expressway;
- # N. Designate the secondary arterial classification for South Main Street from 21st Street (Morrow Road) to Broadway Street in Sand Springs;

* Approved

Continued to 7/30/86

- # O. Designate the secondary arterial classification for Broadway Street from Main Street to McKinley Avenue in Sand Springs;
- # P. Designate the secondary arterial classification for North McKinley Avenue from Broadway Street to 12th Street in Sand Springs;
- * Q. Designate the secondary arterial classification for North 49th West Avenue from Edison Street to 86th Street North;
- * R. Designate the primary arterial classification for 86th Street North from Cincinnati to the Osage Expressway north of Delaware Creek;
- * S. Designate the secondary arterial classification for 101st East Avenue from 21st Street South to 31st Street South.

There being no further business, the Chairman declared the meeting adjourned at 7:15 p.m.

Date Approved December 11, 1985

Cherry Kempe
Chairman

ATTEST:

RBF Addock
Secretary

