

Glenpool Comprehensive Plan

Supplemental Report from Interim Update 2017

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NOTE:

Items with specific page numbers in the Table of Contents indicate pieces of the 2030 PLAN that were updated or added in 2017. All other plan content remains unchanged and is included in the Table of Contents to reflect the overall organization of the 2030 PLAN.

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Glenpool Comprehensive Plan

Supplemental Report from Interim Update 2017

During 2016, the City of Glenpool engaged a community planning consultant (Kendig Keast Collaborative of Sugar Land, Texas) to assist in reviewing, assessing and recommending interim updates to its Comprehensive Plan, as adopted in July 2010, given the pace of population growth and land development activity in recent years. As elaborated on later in this report, the City was also seeking a more effective plan framework to guide decision-making involving the future land use pattern in Glenpool. Local subconsultant Wallace Engineering provided project and meeting support, particularly for the utility infrastructure and transportation aspects of the report in coordination with key City staff.

This report serves as a supplement to the 2030 Comprehensive Plan, text and map, adopted on July 6, 2010 ("2030 PLAN"). The report identifies targeted plan updates based on the findings from the consultant evaluation, as well as the latest assessment of key community planning issues and needs in Glenpool through input from City officials and staff, residents and other local stakeholders during the initial phase of the update project. A project advisory committee also helped set priorities for the plan update effort, which were itemized in a memorandum to the City in December 2016, as presented and discussed during a joint workshop of City Council, Planning Commission and Advisory Committee members during the same timeframe.

It should be noted that another task assigned to the consultant team was to recommend updates to the City's zoning and subdivision regulations (City staff is updating the City's Engineering and Design Criteria and Standards For Construction of infrastructure improvements based on the updated 2030 PLAN and development regulations). Given the importance placed on the development regulations component of the project, the intent on the planning side was for the consultant to reference content in the 2030 PLAN that is still timely and on target and only add new or supplemental information where needed. Therefore, this supplemental report provides new information or adjustments to the 2030 PLAN content in the areas identified in the December memorandum cited above. In addition, City staff and the consultant team conferred on a better order and less redundant organization of content within the City's Comprehensive Plan. This will need to be pursued through the next major update of the 2030 PLAN as reworking of the overall document was beyond the scope of the interim update effort.

PART I: Introduction

The "2030 PLAN" Update

[No changes in this section]

The Original Planning Process

[No changes in this section]

Process for 2016-17 Interim Plan Review and Update

The 2016-17 plan evaluation and update process involved the steps and public/stakeholder engagement activities in the table below. The plan update effort was also informed by the results of the *Glenpool – A Vision for the Future* process that was conducted with participation from Glenpool leaders, various stakeholders and residents during late 2013 through early 2014. That process involved consideration of internal/external challenges and opportunities, and ideas and specific initiatives for building community in Glenpool in the years ahead.

Meetings / Activities	Outcomes
Existing City Phase	
<ul style="list-style-type: none"> › Joint Workshop 1 with City Council and Planning Commission (October 25, 2016). › Small-Group Listening Sessions (October 26-27). › Advisory Committee Meeting 1 (October 27). › Town Hall Meeting on Glenpool's Future (November 28). › Advisory Committee Meeting 2 (November 29). 	<ul style="list-style-type: none"> › Issues and Needs identification through Joint Workshop 1. › Meeting Highlights compilation from small-group sessions (included in Appendix to this report). › Meeting Highlights compilation from Advisory Committee Meeting 1 (in Appendix).
Meetings / Activities	Outcomes
Plan Direction Phase	
<ul style="list-style-type: none"> › Joint Workshop 2 with City Council and Planning Commission (December 15). 	<ul style="list-style-type: none"> › Existing City Overview and Plan Outline and Direction Memorandum for Joint Workshop 2.
Future City Phase	
<ul style="list-style-type: none"> › Advisory Committee Meeting 3 (January 23, 2017). › Advisory Committee Meeting 4 (March 2). <p>[Plus informal public/stakeholder discussions in the hour before Advisory Committee Meetings 3 and 4.]</p> <ul style="list-style-type: none"> › Joint Workshop 3 with City Council and Planning Commission (June 1). 	<ul style="list-style-type: none"> › Population Outlook handout (content incorporated into this report). › Future Land Use and Character handout as framework for new Comprehensive Plan map (content incorporated into this report).
Public Hearing and Official Consideration Phase	
<ul style="list-style-type: none"> › Public Open House (August 28) › Joint Public Hearing of City Council and Planning Commission regarding proposed Comprehensive Plan updates (August 28). › Planning Commission discussion and consideration of recommendations to City Council (September 11). › City Council discussion and consideration of adopting proposed Comprehensive Plan updates (September 18). 	<ul style="list-style-type: none"> › Hearing Draft version of this Supplemental Report. › Final Adopted Updates to the Comprehensive Plan.

Planning in Glenpool: A Local Perspective*[No changes in this section]***Areawide Planning***[No changes in this section]***The Planning Area***[No changes in this section]*

PART II: Elements of the 2030 PLAN

General	<i>[No changes in this section]</i>
Authority and Jurisdiction	<i>[No changes in this section]</i>
Conformance to the Comprehensive Plan	<i>[No changes in this section]</i>
Public Facilities and Utilities:	
Relationship to the Comprehensive Plan	<i>[No changes in this section]</i>

Zoning: Relationship to the Comprehensive Plan

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

The primary purpose of zoning regulations is the implementation of the 2030 PLAN. Prior to adopting and amending zoning regulations and zoning and rezoning of land, the actions taken must be evaluated for consistency with the land use designations shown in the 2030 PLAN. Provisions of the Zoning Code must not contradict the intent and purpose of the 2030 PLAN and must not preclude the realization of the goals, objectives and policies of the 2030 PLAN.

This does not mean that zoning districts must duplicate the nomenclature of land use categories exactly, but they should be compatible with the goals, objectives, policies and principles that describe the intent of the various land use categories as designated in the 2030 PLAN. Part IV of this plan includes a new 2030 PLAN Map, as updated since 2010 through the 2016-17 interim update process, and associated descriptions of the land use categories depicted on the Map. Also in Part IV, with the Map, is **Table 21, Future Land Use Designations Relative to Zoning Classifications**.

This table should be consulted by development applicants, City staff, and Planning Commission and City Council members for guidance as to whether a potential zoning action would be appropriate given the location and vicinity of the subject property. Some proposed zoning actions may be found clearly in accordance with the future land use and character envisioned through the 2030 PLAN (e.g., proposed Single-Family Low Density, RS-1, zoning in an area designated on the Comprehensive Plan Map for Suburban Residential use and character), or clearly not in accordance (e.g., proposed Multi-Family Medium Density, RM-2, zoning in an area designated for Estate Residential use and character). Along with the table information, applicants and others should consider all relevant goals, objectives and policies in the 2030 PLAN, including those for particular land use types and for specified areas (e.g., development-sensitive areas, neighborhoods, special districts, and corridors). When a proposed zoning action is deemed to be clearly inconsistent with plan guidance, then approval of the proposal would require a concurrent amendment to the 2030 PLAN.

In some cases the plan consistency determination will depend on the circumstances of the particular site and its vicinity, and judgment will also be necessary as to whether a proposed zoning action should require a concurrent plan amendment. If an existing zoning district or a rezoning request is neither the land use shown for the area by the 2030 PLAN nor a use which facilitates achievement of the planned use, then it must be determined whether the proposed zoning, if approved, would lead to uses that would still be compatible with the intended character of the surrounding area as contemplated by the 2030 PLAN.

The Official Zoning Map can properly vary from the 2030 PLAN in that the Zoning Map recognizes short-range on-the-ground conditions, whereas the 2030 PLAN recognizes long-range directions and aspirations. The Zoning Map is more detailed and specific than the 2030 PLAN. The 2030 PLAN is broad in its scope and is relatively static. The Zoning Map is designed to reflect how the 2030 PLAN is being implemented and to provide a basis for any change in actual conditions. Furthermore, at the time of adoption or amendment to the 2030 PLAN, there may be certain existing uses which are not in accordance with the 2030 PLAN, but may be of such small size, nature or location that their existence should not be recognized by zoning that is also not in accordance with the 2030 PLAN. If approved, such zoning should not be more extensive than is necessary to encompass said uses, these uses should not be expanded, and should be changed to be in accordance with the Plan as soon as feasible.

Changing conditions will make it necessary for the 2030 PLAN to be amended from time to time. The following general policy shall govern the consideration of and processing of amendments to this 2030 PLAN:

- It needs to be policy of the Glenpool Planning Commission and Glenpool City Council that, whenever a zoning or rezoning application in excess of 40 acres is submitted that is not in accordance with the 2030 PLAN, a request for an amendment to the 2030 PLAN will be submitted simultaneously with the zoning or rezoning application together with sufficient data and information necessary to support the application for the amendment.
- Upon approval of an application to amend the 2030 PLAN, the Glenpool Planning Commission shall consider the application for zoning or rezoning. A rezoning application will be considered by the Planning Commission regardless of the decision on the 2030 PLAN amendment.
- Upon completion of public hearings, the Glenpool Planning Commission will then forward its recommendation on the application for the amendment to the 2030 PLAN and its recommendation on the application for rezoning to the Glenpool City Council for final action.

The Planning Commission and City Council recognize that there will be times when it may be desirable to take action that is not in accordance with the 2030 PLAN based on changes in development patterns and physical facts that have occurred since adoption and prior to its regular update. Every effort should be made to bring the 2030 PLAN and the desired action into conformance with one another if doing so may be accomplished while preserving the integrity of the 2030 PLAN as a whole.

In sum, it is generally expected that zoning designations will conform to the goals, objectives and policies of the 2030 PLAN. Amendments of the 2030 PLAN in order to accommodate a zoning application will be rare and allowed only when such amendments further such goals, objectives and policies.

General Goals

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

The following general goals are officially adopted as a part of the 2030 PLAN and are presented without regard for priority. The goals of the 2030 PLAN shall be implemented and the Glenpool Planning Commission shall be involved in further detailed planning as necessary to achieve the goals, objectives and policies of the 2030 PLAN.

1. It is the overall goal of the 2030 PLAN that the City of Glenpool's physical development and revitalization of older areas occur only in accordance with this Comprehensive Plan and that the Plan be regularly updated to reflect the ever changing patterns of the growth and future development of the City of Glenpool.

2. The City of Glenpool intends to develop as a “full service” community with a distinct identity in which private and public interests are encouraged to aim for high-quality outcomes that are in harmony with the physical environment.
3. Land in Glenpool will be put to the highest and best use for which it is suited based upon the criteria identified in this 2030 PLAN.
4. The highest possible quality of life should be attained for Glenpool residents, including through the design and amenities of the neighborhoods in which they live, and by fostering a greater sense of community through more focal points and places where residents can gather.
5. The best possible living, economic and environmental standards should be achieved for the benefit of all Glenpool residents.
6. A coordinated and compatible arrangement of living, working, leisure and recreation areas should be developed in Glenpool so that it evolves into a more complete and full-service city in the years ahead.
7. Glenpool will emphasize well-managed growth, to be served with the best possible public services and facilities, public utilities and transportation system.
8. The aesthetic and natural environment of Glenpool should be protected and enhanced.
9. The nature and character of existing developed areas shall be stable, protected and enhanced and any development or redevelopment shall proceed only in an orderly manner.
10. The transition in land use types and intensities will be done in a manner that assures compatibility of, and buffering from, more intense uses with existing or planned less intense uses.
11. Glenpool should maximize opportunities to attract higher and continuing education facilities, as well as additional medical and other complementary uses drawn by the new St. Francis Health Complex.
12. A variety of economic opportunities for employment and investment should be available to all Glenpool residents, with the related goal of boosting the City's tax base to fund ongoing improvements and maintenance of all public investments.
13. A variety of living styles and housing options should be available for Glenpool residents, but the predominant living style of Glenpool should remain single-family residential.
14. The Glenpool Planning Commission should be involved in the development of mid-range and short-range plans and codes and regulations designed to achieve the purposes of the 2030 PLAN.
14. ~~The goals of the 2030 PLAN shall be implemented and the Glenpool Planning Commission shall be involved in further detailed planning as necessary to achieve the goals, objectives and policies of the 2030 PLAN.~~
15. It is intended that Glenpool coordinate the implementation of the 2030 PLAN and other planning efforts with the efforts of other governmental jurisdictions.
16. The officially adopted Capital Improvement Program, an element of this 2030 PLAN, should be the policy guide for the development of infrastructure for the City, and should be updated and revised on an annual basis to reflect the progress and changing needs of the City.
17. The portion of US Highway 75, Beeline Expressway/Okmulgee Expressway (US-75) within Glenpool should be improved and upgraded to interstate highway standards, and development along this corridor should be highway commercial, tourist, office, industrial and high-profile



medical/institutional uses in accordance with the 2030 PLAN. [The City recognizes the necessity and obstacles of cooperating with the Oklahoma Department of Transportation to achieve this goal.]

18. In order to address the changing conditions of land use and development, it is the goal of this 2030 PLAN that the Zoning Code and related development regulations be updated regularly to reflect the changing needs of land use and land development.
19. The north and south sides of 141st Street from US-75 east to the Elwood Avenue intersection shall be developed as the Central Business District (CBD) of Glenpool in accordance with the 2030 PLAN. In addition, portions of 141st Street further east to Lewis Avenue will be considered an extension of the CBD, as indicated on the 2030 PLAN Map by Special District 6.
20. Opportunities to improve the present drainage areas along US-75 shall be implemented in such a manner that they will become areas of natural beauty and enhance the appearance of this area to motorists traveling on the highway.

2030 PLAN Elements: Goals, Objectives and Policies

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

The goals, objectives, policies and standards for specific elements of the 2030 PLAN are set forth below.

LAND USE

The 2030 PLAN designates desired development patterns for Glenpool and the environs within the planning area according to the use of the land and the intended character of areas in which particular land uses occur. Land use designations are initially categorized by basic type as follows:

- Agricultural
- Residential
- Office
- Commercial
- Industrial

This section also addresses several other categories that help establish the physical framework of the community:

- Recreation and Open Space Areas
- Public and Quasi-Public Areas
- Development-Sensitive Areas

Public parks, facilities and open spaces, along with privately-owned places of public assembly (i.e., "quasi-public" gathering places such as churches and theaters), sometimes provide separation and transitions between incompatible land use types and intensities. Development-sensitive areas may constrain nearly all land uses or certain types, and include delineated floodplains, wetlands and sensitive wildlife habitats, as well as areas with relatively steep slopes, past or ongoing oil/gas extraction, or soils not conducive for urban development.

The goals, objectives, policies and standards for each land use and community framework type are presented in this section. The next section, Character of Land Use and Development, places these basic

land use considerations within the broader context of the “community character” spectrum. The character spectrum ranges from natural and largely rural settings to more suburban, auto-oriented and urban environments found within most cities. Land use identifies only the function that is placed on a piece of property, such as a retail store. The character perspective focuses on whether the retail store is located at a rural crossroads, in a suburban shopping center, or in a “Main Street” downtown setting, to ensure the land use is situated and designed to match—and not conflict with—the area character.

AGRICULTURAL AREA LAND USE. Significant portions of the land included within the existing corporate limits and particularly within the annexation fence line of Glenpool are presently devoted to agricultural uses. It is anticipated that much of this land may eventually be developed for urban purposes. However, it is important that these lands be protected from premature and unplanned development. It is the intent of the 2030 PLAN that these areas become developed at the point in time when a full range of public services and utilities becomes available. The goals, objectives and policies for agricultural land are as follows:

[NOTE: No change in Agricultural Area Goals or Objectives.]

Agricultural Area Policies

1. Assistance to the City in the development of the necessary public utilities and facilities to support urbanization of previous agricultural lands, where appropriate and desired, should be sought from various federal and state agencies.

[NOTE: No other change in Agricultural Area Policies.]

RESIDENTIAL AREA LAND USE.

Residential Area Goals

2. Provide a variety of dwelling unit types, sizes, densities and price points in the residential areas to meet the needs of all citizens.

[NOTE: No other change in Residential Area Goals or Objectives.]

Residential Area Policies

2. Residential areas should be designed and developed in such a manner as to be buffered from any incompatible or more intensive use types, including more intensive residential uses, by increased setbacks, open spaces and natural or man-made screening.

[NOTE: No other change in Residential Area Policies.]

OFFICE AREA LAND USE. Office areas and uses should generally be located along major streets and form acceptable buffers between other less intense land uses, typically residential, and more intense nonresidential uses, such as commercial and shopping areas. ~~Special District 1, includes the soon to be vacated City Hall and Black Gold Park. Adjacent public uses include commercial, office, church and residential areas is of particular importance in the 2030 PLAN.~~

Office Area Goals

1. Conveniently distinguish office areas from residential and commercial areas and situate office areas in Special Districts, along Corridors, or at or near the intersection of arterial streets throughout the City.

4. Design and locate office use areas to form buffers between primarily single-family residential areas and areas with mostly commercial and other nonresidential uses.
5. Continue to develop and improve Special District 1 (Old Towne Business District), as described above, and expand it in an orderly manner in accordance with the 2030 PLAN. No office uses shall be allowed to encroach into abutting residential areas along the perimeter of Special District 1 unless the office use is in an existing structure. ~~The Board of Adjustment may approve the conversion of an existing structure as a qualified “use exception.”~~

[NOTE: No other change in Office Area Goals.]

Office Area Objectives

1. Continue to focus areas within Special District 1 near the US-75 and 141st Street intersection on uses appropriate to this relatively busy location of the city, including redevelopment for public, commercial, church, and office uses.
3. The relative scale and intensity of office uses should be consistent with that of nearby uses, with particular regard for any adjacent or proximate low intensity residential development.
4. Locate office uses at the periphery of nonresidential uses which are concentrated at the intersections of arterial streets ~~within Activity Centers (page II-21)~~ to increase the effectiveness of such areas becoming buffers and transitional areas as well as preventing such uses from stripping out along the City's major streets.

[NOTE: No other change in Office Area Objectives, and no change in Policies.]

COMMERCIAL AREA LAND USE.

Commercial Area Goals

1. Concentrate commercial activities near highway interchanges and key intersections along arterial roadways, preferably in planned integrated shopping centers, conveniently situated in appropriate parts of the Planning Area near adequate clusters of residential population that can support such commercial uses.

[NOTE: No other change in Commercial Area Goals.]

Commercial Area Objectives

2. Establish the area east of US-75 along 141st Street and west of Peoria and on the South side of 141st Street from Peoria to Lewis as the Central Business District (CBD) of the City, based on recent developments, and in particular the widening, landscaping and other improvements to 141st Street. This area is also referred to as Special Districts 5 and 6 in the 2030 PLAN.

[NOTE: No other change in Commercial Area Objectives, and no change in Policies.]

INDUSTRIAL AREA LAND USE.

Industrial Area Policies

3. When locating industrial uses adjacent to residential areas, and only when this is unavoidable, the industrial should be separated by appropriate transitional uses (e.g., light commercial or office) and buffers.

[NOTE: No change in Industrial Area Goals or Objectives, and no other change in Industrial Area Policies.]

RECREATIONAL AND OPEN SPACE AREAS.

Recreational and Open Space Area Goals

8. ~~Develop city owned 120 acres at 161st Street and Elwood into ball fields, cemetery and retail activities.~~

[NOTE: No other change in Recreational and Open Space Area Goals, and no change in Objectives or Policies.]

PUBLIC AND QUASI-PUBLIC AREAS.

[NOTE: No change in Public and Quasi-Public Area Goals or Objectives.]

Public and Quasi-Public Area Policies

3. ~~Public uses serving residential areas and quasi-public uses should be located at or near the intersection of arterial streets or in other concentrations of mixed-use development within the city. In some instances, quasi-public uses should locate at intersections of arterial and collector streets.~~

4. ~~Quasi public lands should be located in Type 1 or Type 2 Activity Centers. In some instances, such uses should locate at intersections of arterial and collector streets.~~

6. ~~Participate in the development of the Tulsa County Community Center on Peoria, north of 141st Street.~~

[NOTE: No other change in Public and Quasi-Public Area Policies.]

DEVELOPMENT-SENSITIVE AREAS. Locations within the existing corporate limits or within the annexation fence line of Glenpool may be recognized as Development-Sensitive Areas. Development-Sensitive Areas are those which, if proposed for development, deserve special attention, and may be characterized by one or more of the following:

- Frequent flooding (as defined by the Federal Emergency Management Agency).
- Erosive soils as determined from Natural Resource Conservation Service (NRCS) topographic maps and US Department of Agriculture Conservation Service data.
- Unique environmental qualities such as wildlife habitat, forested areas or areas with special aesthetic qualities.
- Areas where development involves special considerations of public safety such as areas of intense oil production, either past or present, airport approach zones, or sewage treatment facilities.

Development-Sensitive Area Goals

4. ~~Use of a Planned Unit Development (PUD) overlay zoning classification for any development in Development-Sensitive Areas should be encouraged.~~

[NOTE: No other change in Development-Sensitive Area Goals, and no change in Objectives.]

Development-Sensitive Area Policies

3. ~~Intensity within Development Sensitive Areas will generally be one half of the base intensity, unless the developer utilizes the PUD supplemental zoning district provisions. Upon review of a site plan, as a part of the PUD procedures, it may be determined that the full allocation of intensity is appropriate.~~



[NOTE: No other change in Development-Sensitive Area Policies.]

CHARACTER OF LAND USE AND DEVELOPMENT

NOTE: This new section replaces, in their entirety, the previous sections titled: Land Use Intensity: Goals, Objectives and Policies; and Land Use Intensity Categories.

The version of the 2030 PLAN adopted in 2010, in the section titled Land Use Intensity: Goals, Objectives and Policies, correctly identified the intensity of land use as a central focus of community planning. The intensity of residential land use is stated in terms of housing density (dwelling units per acre). Nonresidential use intensity is quantified by “floor area ratio,” which is the amount of built area (square feet of floor space within buildings) placed on a site relative to the land area of the site. Varying levels of land use intensity have different implications for public services and street and utility infrastructure. The 2030 PLAN established a framework of High, Medium and Low Intensity areas, which were then displayed geographically on the 2030 PLAN Map.

Official and public discussions during the 2016-17 interim update effort indicated some concern that the 2030 PLAN Map and related plan narrative either were not specific enough to guide decision-making, or were too difficult to interpret due to uncertainty about the meaning—and implications—of the land use intensity discussion in the plan. For some, this was most concerning in that they saw Glenpool’s recent growth surge as leading to a proliferation of relatively dense subdivisions, with minimal open space set-asides or amenities for residents, and in close proximity to properties with less intensive residential use. A related concern was the need for Glenpool to begin drawing more residential development at higher price points and with varied housing sizes and types to accommodate new and “move-up” buyers seeking more than entry-level housing.

For example, the 2030 PLAN originally related the Residential Estate (RE) district and all of the Residential Single-Family (RS) districts in the City’s zoning regulations to areas designated on the 2030 PLAN Map as Low Intensity, even though the minimum required lot areas in these districts range from one acre (43,560 square feet) in RE to 9,000 square feet (approximately 1/5 of an acre) in RS-3. A new RS-4 district was later added to the regulations, with a 7,800 square foot minimum lot size, and was also applied to areas shown as Low Intensity on the 2030 PLAN Map.

The effects of land use intensity are expanded upon and categorized further, below, as this list captures many of the aspirations and concerns expressed during the 2016-17 plan evaluation and update process:

Infrastructure and Public Service Effects

- Traffic generation.
- Water and wastewater service demands.
- Storm water management needs.
- Public safety service call volumes (and extended service areas to cover for police, fire and emergency medical services).
- Parkland need relative to population size and location.
- Entire range of basic public services (e.g., trash collection/disposal, libraries, etc.).
- Public school enrollment.

Physical and Ecological Effects

- Altered drainage patterns and potential increases in the volume and velocity of storm water runoff, as well as water quality changes in receiving streams and water bodies.



- More land surfaces converted to building footprints and related circulation drives and parking areas for automobiles.
- Reduction in undeveloped open space or land in rural use, which, along with the drainage effects above, can also contribute to the “heat island effect” experienced in urban and suburban areas.

Economic and Market Effects

- Greater quantity and concentration of residential “rooftops” to support higher-level retail, restaurants and services.
- Larger population base to support certain recreational programming (e.g., youth sports leagues), leisure/entertainment activities, cultural facilities and offerings, etc.—the components of “a more complete city” that leaders and residents in many communities (including Glenpool) hope to become over time.
- Higher school enrollments that can move a school district to a higher classification and potentially lead to upgraded facilities and becoming more competitive in teacher and administrator recruiting and retention.

The cumulative effect from this extent and variety of change can be trepidation about how a community is already changing or is likely to change in the future—both benefitting from but also dealing with the side effects of population growth and urbanization.

Beyond the physical and fiscal factors above, for some it comes down to witnessing the gradual transition from a largely rural context to more suburban and urban forms of land use, with the resulting sense of greater concentration of people, more paved surfaces, and a general loss of open space relative to developed land and managed landscapes.

Greater Emphasis on Community and Development Character Going Forward

This interim update of the 2030 PLAN shifts Glenpool’s approach to land use planning and growth guidance so that it builds more on the concept of **community character**, which treats development intensity as only one component of character. A character-based approach looks beyond the basic use of land (residential, commercial, industrial, public) to consider the placement and design of buildings and the associated planning of sites, as well as of entire neighborhoods, districts and roadway corridors. Whether new development or redevelopment, and whether private or public construction, the pattern of land use—including its intensity, appearance and physical arrangement on the landscape—

determines the character and contributes to the image of the entire community over the long term. This approach allows the formulation of standards within the City’s development regulations to achieve the

Elevating Character in Land Use Planning

A **character focus** highlights the range of settings in which land uses can occur within communities, from the most rural to the most urban. Community character accounts for the physical traits one can see in an area which contribute to its “look and feel.”

A character-based approach focuses on a broader conception of development “intensity,” which encompasses the density and layout of residential development; the scale and form of nonresidential development; and the amount of building and pavement coverage (impervious cover) relative to the extent of open space and natural vegetation or landscaping. How the automobile is accommodated is a key factor in distinguishing character types, including street design, parking, and the resulting arrangement of buildings on sites.

It is this combination of basic land use and the characteristics of the use that more accurately determines the real compatibility and quality of development, as opposed to land use alone. Aesthetic enhancements such as the design of buildings, landscaping and screening, sign control, and site amenities also contribute to enhanced community character.



desired character in newly developing areas, redevelopment and infill areas, and areas where a more rural atmosphere is deemed most appropriate for the long term.

Part IV of this plan includes a new 2030 PLAN Map, as updated since 2010 through the 2016-17 interim update process, and associated descriptions of the land use and character categories depicted on the map. Included later in Part IV is Table 21, Future Land Use Designations Relative to Zoning Classifications. This table relates the land use and character designations to the zoning districts in the City's zoning regulations. It also replaces the previous Land Use Plan Matrix in the 2010 plan that focused on linking the zoning districts to areas of Low, Medium and High Intensity land use on the previous 2030 PLAN Map.

Neighborhoods

Neighborhoods Planning Policies

1. The AG, RE and RS zoning classifications may be included within the Neighborhood. In some instances RD and RM-1 may be allowed within the Neighborhood as a transitional residential zoning type to buffer primarily single-family residential areas from more intensive multi-family residential use or from commercial, office or other nonresidential activity, or where specific site constraints or unusual conditions warrant and RD or RM-1 zoning. Where RM-1 is not appropriate, OL may be allowed.

[NOTE: No other change in Neighborhoods section.]

Activity Centers

Through the 2016-17 interim plan update process, the concept of "Activity Centers" as elaborated on in the 2030 PLAN was downplayed based on market and locational considerations, leading to removal of this designation from the 2030 PLAN Map as well. Instead, broader reliance on the Neighborhood Concept was emphasized for determining appropriate locations of higher-density housing types and nonresidential uses relative to core neighborhood areas, as illustrated by and consistent with the points itemized under Figure 3, Neighborhood Concept.

Special Districts

[No changes in this section]

Corridors

The basic characteristics of Corridors are as follows (see Figure 1):

4. Corridors should be recognized as primary contributors to the image and perception of Glenpool, especially for visitors who see the community and form their impressions mainly from the vantage point of a vehicle while passing through on an area highway or arterial roadway. Given the relative visibility of frontage properties, both public and private development projects along high-profile Corridors should emphasize quality design and positively reinforce Glenpool's image.

When the 2030 PLAN was adopted in 2010, the majority of the Corridor areas were lacking in public water and sanitary sewer service required for development, and extensions of the City system are long and expensive. At the same time, pressures to develop in these areas for residential, commercial and even industrial development were already becoming great due to the availability of land, and with the price of such land making it even more attractive. Through the 2016-17 interim plan update, the Public Utilities section in Part IV of this amended plan now includes summary discussion of public

infrastructure improvements already accomplished and ongoing since 2010 and plans for the years ahead that are overcoming some of the development constraints cited above.

[NOTE: No other change in Corridors section.]

PART III: Basis for the 2030 PLAN

Introduction

[No changes in this section]

Physical Features

[No changes in this section]

Public Facilities**EDUCATIONAL AREAS**

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

Education Policies:

2. Elementary, middle and high schools will be maintained and developed at the existing unified campus location until such time as the Glenpool School District sees fit to consider location of some campuses or other district facilities away from the unified campus given the ongoing growth of the city. At the time of the 2016-17 interim update of the 2030 PLAN, the District was planning to construct a new elementary school northeast of the intersection of 141st Street and Elwood Avenue, along with potential relocation of other District functions to this location.

[NOTE: No other change in Education Policies.]

SOCIAL SERVICE/HEALTH

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

Social Services/Health Goals:

4. To attract further medical and complementary commercial and service uses to the area now that Glenpool will have a St. Francis Health Complex.

Social Services/Health Objectives:

3. To secure the development of a major regional medical healthcare facility in Glenpool during the mid or long term of the Planning Period.

Social Services/Health Policies:

5. Seek and promote public and private support for construction of a major regional healthcare facility in Glenpool.

[NOTE: No other change in Social Service/Health Goals, Objectives and Policies.]

Public Safety: Police, Fire, Emergency Management and Emergency Medical Services

[No changes in this section]

Public Utilities

[No changes in this section]

Transportation

[No changes in this section]

Economic Development

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

Economic Development Goals:

8. ~~To seek the location of a major health center in this area to serve Glenpool and surrounding communities.~~

[*NOTE: No other change in Economic Development Goals.*]

PART IV: Description of the Elements of the Plan

Introduction

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

Glenpool and the larger Glenpool Planning Area (meaning those unincorporated areas outside the city limits but within the scope of anticipated future annexation, commonly termed as the “fence line”) constitute a substantial space for steady growth, exceptional opportunities and unique characteristics. Physically, the area has developed as an autonomous community and is situated so that its community image and identity can be maintained and enhanced in the future. To the south are Duck Creek and Okmulgee County, to the east and northeast of the Planning Area are the communities of Bixby and Jenks. On the west are Keifer and Sapulpa in Creek County. The area north of Glenpool toward Creek Turnpike (SH-364) and beyond to the Tulsa Hills area continues to transition to suburban development, especially along and near the US-75 frontage. The western City limit is generally 33rd West Avenue, which is the county line between Tulsa and Creek County. This western area is presently largely rural with some industrial development for oil-related uses. Major nonresidential development in Glenpool has taken place in recent years along SH-117 (121st Street), especially near the US-75 interchange, and is emerging along SH-67 (151st Street) with construction initiated on the St. Francis Health Complex, as well as US-75 frontage properties south of SH-67. Development of single-family residential subdivisions continues primarily in the northeast area of the community to the east of US-75. New multi-family residential projects were completed west of US-75, across from the new City Hall and Conference Center, and at 146th Street.

The urbanizing area of Glenpool is located basically between 121st Street on the north and 201st Street on the south and between US-75 and Elwood Avenue in the Coal Creek Drainage Basin, although more development is occurring and anticipated east of Elwood. The relatively underdeveloped US-75 corridor from SH-67 (151st Street) south to 201st Street is incrementally being recognized and utilized for its commercial and light industrial potential.

[NOTE: Skips past unchanged Introduction text at this point.]

Originally an oil “boomtown”, during the early 20th Century, Glenpool experienced essentially no growth, and even periods of negative growth, after the oil fields quit production. However, since the 1970s, Glenpool has seen a resurgence of growth, becoming a bedroom community or living area for major employment centers in the Tulsa metropolitan area. This pattern is expected to continue due to the existing concentration of industrial development and employment centers in Tulsa southwest of the Arkansas River and along the I-44/Turner Turnpike. Glenpool is also seeking to attract industrial growth and business, as well as highway-oriented commercial and potential office development, as a part of its economic development program.

[NOTE: No change to other narrative within this Introduction.]

Land Use

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

The narrative in this section, as updated in places since adoption of the 2030 PLAN in 2010, follows from the overview of general types of land use in Part II and adds related policy considerations here:

Agricultural

Agricultural land areas are located in the periphery of the Glenpool Planning Area and are to be used as agricultural, agri-business, and large lot residential areas. Agricultural lands can appropriately be incorporated into the recreational-open space lands and development-sensitive areas due to the minimal impact of these uses on the land when proper soil management practices are used. Much of the inventory of agricultural land is being held for development until urban scale public utilities and transportation facilities become available.

Residential

A major goal of the 2030 PLAN is to preserve a high quality of life necessary to support a single-family residential life style. The updated 2030 PLAN Map shows that the vast majority of newly-developed residential land in the years ahead is to be lower-intensity single family in nature, in the Suburban and Estate Residential categories. Multi-family residential development is preferred along major transportation corridors, around the Central Business District or other mixed-use areas, and at the intersection of arterial streets and near US-75 as a transitional use and buffer between commercial and lower-intensity residential uses.

The 2030 PLAN supports the infill of development between existing subdivisions continuing a pattern of orderly growth and planned extension of public utilities. The lands adjacent to existing residential areas in Glenpool are intended to develop in accordance with the goals, policies and objectives of the 2030 PLAN to foster the most efficient and economical provisions of public facilities, services, and utilities.

Existing residential subdivisions on the perimeter of the presently urbanized areas are being built and new subdivisions should be provided for by the orderly extension of stub streets and existing utilities. Some new development in many areas of the city and adjacent unincorporated areas is expected to be very low intensity residential estates due to the lack of public utilities (which equates to the Estate Residential designation on the 2030 PLAN Map). The density of these areas may increase in the future as utilities become available.

An ongoing program of high quality maintenance of public infrastructure and code enforcement should be undertaken to support and improve the maintenance and value of the existing residential housing stock (which equates to the Neighborhood Conservation designation on the 2030 PLAN Map). Programs for housing rehabilitation should be pursued for low- and moderate-income persons residing in Glenpool to further support and maintain the quality of the existing housing stock.

Office/Commercial

The proposed Central Business District (CBD) and Special District 5, along 141st Street, will continue to be the principal commercial, office, retail and service centers in Glenpool and is to be maintained and enhanced as a primary business activity area. Continued improvement of public and private properties along 141st Street, between US-75 and Lewis Avenue, will enhance the vitality of this area. Significant areas of commercial zoning exist at the northeast corner of US-75 and SH-67 (151st Street) to support sub-regional scale retail and commercial development, in close proximity to the new St. Francis health complex at the southeast corner. Type 1 and 2 Activity Centers have been designated on the 2030 Plan map throughout the Planning Area. Commercial uses have also been planned in the US-75 Corridor District and other Special Districts as discussed in this section and shown on the 2030 PLAN Map, along with potential commercial expansion south from the Southwest Crossroads area along US-75. It is an insistent policy of the 2030 PLAN that strip commercial and spot commercial zoning be discouraged to the extent feasible. Commercial, office, retail and service uses should be focused at and near

intersections of arterial streets, with smaller-scale uses located convenient to nearby residential areas consistent with the Neighborhood Concept emphasized in this plan.

Special District 1, Old Towne, is a unique area wherein office and commercial uses will be combined. Careful and planned redevelopment, particularly along Broadway, will focus on the unique potential of this area in combining these office reuses in existing structures with an existing stable residential area in close proximity to the Glenpool School Campus.

The landscape and buffer chapter of the Zoning Code has been adopted to enforce compatibility between business and existing and planned residential uses, particularly along the periphery of Special District 5 and Special District 1.

Industrial

Industrial development provides the potential for local employment, which is a goal of the economic development element of the 2030 PLAN. The existing Glenpool Industrial Park is planned to remain, although it may be impacted by the realignment of US-75 between 131st and 141st Street. If that occurs, strong local actions should be taken to provide alternate industrial locations in accordance with the 2030 PLAN Map to relocate these industries within the Glenpool Planning Area. Industrial development is also planned and already occurring west of US-75 in the designated US-75 Corridor Plan. Areas around the western segment of US-67 (151st Street) are also now zoned for light industrial uses. The 2030 PLAN also envisioned potential industrial activity within Special District 2, but much of this district is in the floodplain around Coal Creek.

The development of a strong diversified industrial base for Glenpool is planned as a pre-requisite for the continued economic vitality of the community. Growth in the local industrial base will also ease the property tax burden of residential homeowners and provide local employment in close proximity to Glenpool residents.

Recreation and Open Space and Development-Sensitive Areas

Recreation and open space lands are depicted on the 2030 PLAN Map. Development-sensitive areas should be incorporated into the recreation-open space system. These areas can also be used in the development of pedestrianways and bikeway connections throughout individual neighborhoods and the community. In Special District 2, Coal Creek is planned to remain as a natural buffer between residential uses on the east and commercial/industrial development on the west. The recreation-open space system depicted on the 2030 PLAN Map incorporates neighborhood parks into the system. A system of linkages via trails is planned along drainageways to link parks and neighborhoods to business and community facilities. Development and maintenance of this system should be coordinated with the development and maintenance of the flood-storm drainage system for Coal Creek, as well as the other watersheds and drainage basins. As was reiterated and reinforced through leadership and public engagement activities for the 2016-17 interim update of this plan, the local trails system should also be linked with the system of regional trails shown on the INCOG Master Trails Plan. Also during 2017, construction began on sidewalk improvements to accommodate pedestrian circulation between the South County Recreation Center and the Glenpool School Campus, with funding from an Oklahoma Department of Transportation grant.

Through the interim update of the 2030 PLAN Map, properties southeast of the intersection of 161st Street and Elwood Avenue are no longer indicated for a potential major recreational facility investment by the City. However, while a multi-sports complex may not yet be a feasible option for Glenpool, the interim update process confirmed ongoing interest in this concept as part of making Glenpool a more complete city as residential and other growth continues in the years ahead. In the meantime, the

community is gaining a new Soccer Complex, which was under construction at Tulsa County's South County Recreation Center, on Peoria Avenue north of 141st Street, during the 2016-17 interim update of the 2030 PLAN.

Public and Quasi-Public

Major land areas are existing and designated for public and quasi-public use. The largest such area is presently dedicated to the Glenpool School Campus at the center of the Planning Area. Glenpool municipal facilities and the existing and proposed wastewater treatment facilities make up the balance of public land holdings. Quasi-public sites, such as for churches, public health facilities, etc., should be located within commercial and mixed-use areas or at the intersection of arterial and collector streets, which may be near the edges of residential areas consistent with the Neighborhood Concept. It is anticipated that the Glenpool School Campus will continue to expand south to 151st Street. Additionally, at the time of the 2016-17 interim update of the 2030 PLAN, the District was planning to construct a new elementary school northeast of the intersection of 141st Street and Elwood Avenue, along with potential relocation of other District functions to this location.

Along with Glenpool's new City Hall and Conference Center and the new Police and Fire Complex, Tulsa County's South County Recreation Center, on Peoria Avenue north of 141st Street, has added a new centerpiece of community activity and public space. Construction on the Soccer Complex addition to the Center was initiated during this interim plan update. New major public and quasi-public facilities, such as a health center, technology-vocational educational facility, community college and oil museum, are also included in the 2030 PLAN.

Long-awaited construction of the new St. Francis Health Complex, which began in 2017, marked a significant community accomplishment according to plan. However, funding challenges have limited hoped-for expansion of Tulsa Community College programs at its Glenpool campus, which remains a community priority along with the other future facility possibilities mentioned above.

Future Land Use and Character Designations

While the previous section focuses primarily on land use considerations, this section expands on this to describe the future land use and character designations shown on the updated City of Glenpool Comprehensive Plan Map (2030 PLAN Map), which is included at the end of this Part IV of the plan. The descriptions indicate the development types anticipated in each category, as well as the intended character of the areas in which these land uses occur and, in some cases, intermingle or end up near one another. Specific dimensional requirements and design standards for land development based on these designations are articulated through the City's implementing regulations (zoning and subdivision) as they currently exist and may be further amended over time based on this planning guidance. Table 21, at the end of Part IV of this plan, relates the land use and character designations on the updated 2030 PLAN Map to the zoning districts in the City's zoning regulations.

Rural

This designation consists of lands that are sparsely developed, with mainly agricultural and very low-density residential as the primary uses. This category provides its residents with the choice of relative seclusion within the countryside, and away from a more developed setting. Glenpool has extensive rural lands within its City limits relative to cities that have this mostly beyond their jurisdiction, except in areas that have been annexed for eventual development, or to preserve rural character through the protections afforded by agricultural zoning. Floodplain areas may also retain their rural character over the long term given their unsuitability for any intensive land development.



Development Types

- Agricultural uses
- Residential homesteads
- Public/institutional uses
- Parks and public spaces, nature preserves, and passive recreation areas

Characteristics

- Rural character from wide open landscapes, with minimal sense of enclosure and views to the horizon unbroken by buildings in most places.
- Scattered residential development on relatively large acreages, resulting in very high open space ratios and very low site coverage, and providing greater detachment from neighboring dwellings than in estate areas.
- Typically no centralized water or sanitary sewer service available. Also much greater reliance on natural drainage systems, except where altered significantly by agricultural operations or regional storm water management projects and/or infrastructure.
- Potential for conservation developments that further concentrate the overall development footprint through cluster designs, with increased open space set-aside to maintain the overall rural character and buffer adjacent properties. May also make alternative community wastewater treatment methods feasible to eliminate the need for individual on-site septic systems.



Parks and Recreational Open Space

The locations of government-owned and maintained public parks, designed for both active and passive recreational enjoyment, are indicated on the 2030 PLAN Map. Some sites are developed with a variety of facilities and amenities (e.g., Black Gold Park) while others have limited improvements and will be developed over time or remain in a more natural state.



Development Types

- Public parks and open space
- Public trails
- Joint City-school park areas
- Public recreation areas (e.g., public golf courses)

Characteristics

- Public parkland theoretically will remain so in perpetuity compared to other public property and buildings that may transition to private ownership at some point.
- As with any public facility, park design, intensity of development, and planned uses/activities should match area character (e.g., public squares/plazas in urban downtowns relative to recreational play and sports-focused parks in suburban areas and nature-oriented parks for passive recreation in estate and rural areas).

Estate Residential

This designation is for areas that, due to public service limitations or prevailing rural character, should have limited development activity other than large-lot residential. Such areas provide a transition between a city's rural fringe and more urbanized in-city development patterns and intensities. Lots in this category typically range from one to three acres, which provides substantial openness and separation between individual dwellings.

Development Types

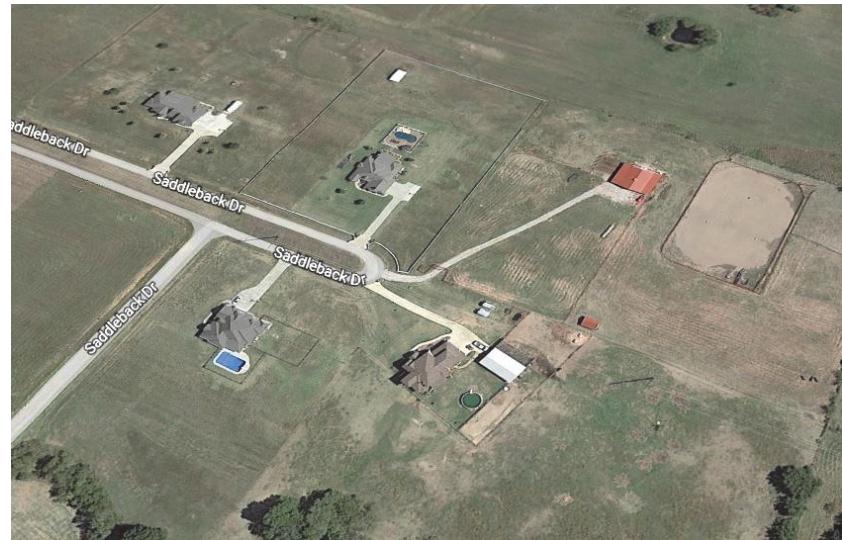
- Detached residential dwellings
- Subdivisions planned with an equestrian component (shared stable facilities and riding trails for residents)



- Public/institutional uses
- Parks and public spaces

Characteristics

- Transition between suburban and rural character areas, with further progression along the character spectrum toward rural environments where the landscape is visually dominant over structures.
- Still in suburban range of character spectrum but with larger lots (typically one acre or larger), especially where required by public health regulations to allow for both individual water wells and on-site septic systems on properties where centralized water and/or wastewater service is not available or feasible.
- One-acre lots are usually adequate in wooded areas to achieve visual screening of homes from streets and adjacent dwellings. Three-to five-acre lots may be needed to achieve and maintain true estate character in more open areas with less vegetation.



Suburban Residential

This designation is for residential areas where suburban character is established and preserved by achieving a balance between buildings and other site improvements relative to the degree of open space maintained within the neighborhood. This distinguishes suburban character areas from more auto-oriented residential areas where site coverage predominates relative to undeveloped space.



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COLLABORATIVE



Development Types

- Detached residential dwellings
- Planned developments that integrate other housing types (e.g., attached residential), with increased open space to preserve an overall suburban character
- Golf course subdivisions
- Public/institutional uses
- Parks and public spaces

Characteristics

- A larger baseline minimum lot size allows for deeper front yards and building setbacks and greater side separation between homes.
- Less noticeable accommodation of the automobile compared to more intensive auto-oriented residential areas, especially where driveways are on the side of homes rather than occupying a portion of the front yard space, and where garages are situated to the side or rear of the dwelling.
- Either through permitted-by-right development options or a Planned Unit Development (PUD) approval process, can promote land planning approaches that discourage “cookie cutter” subdivision designs and allow for smaller lot sizes than the baseline in exchange for greater open space set-aside, with the additional open space devoted to maintaining the suburban character and buffering adjacent properties and roads.
- May include a cluster development option that further concentrates the overall development footprint while providing the developer the same lot yield—or even a density bonus to incent conservation designs with an even higher open space ratio.
- More opportunity for natural and/or swale drainage (and storm water retention/absorption) relative to concentrated storm water conveyance in auto-oriented areas.

General Residential

This designation covers areas with predominantly single-family residential uses at typical in-city densities, often with limited open space set-asides or internal amenities for residents.

Development Types

- Detached residential dwellings
- Planned development, potentially with a mix of housing types and varying densities, subject to compatibility and open space standards
- Public/institutional uses



- Parks and public spaces

Characteristics

- Residential neighborhoods with less openness and separation between dwellings compared to Suburban Residential areas.
- Auto-oriented character, especially where driveways and front-loading garages dominate the front yard and building facades of homes. This can be offset by landscaping, “anti-monotony” standards that require varied dwelling appearance and floor plans on adjacent and nearby lots, and limitations on “cookie cutter” subdivision layouts characterized by straight streets and uniform lot sizes and arrangement.

Neighborhood Conservation

This designation is applied to established neighborhoods that are largely built-out and stable and where no significant change in development type or pattern is expected or desired. To implement a conservation strategy, the current zoning districts for these areas may warrant repurposing, and their uses and standards may require recalibration, to maintain the desired neighborhood character. This zoning approach is designed to “lock in” standards that reflect and reinforce how a neighborhood originally developed or has evolved over time, to preserve its existing, prevailing character. In other cases, a customized Neighborhood Conservation zone may serve to manage a neighborhood in transition, such as where older homes fronting on a perimeter street with increasing traffic volumes could be allowed to convert to small-scale office uses over time while still maintaining a residential character and appearance.



Development Types

- Detached residential dwellings and some attached housing types in particular neighborhoods
- Public/institutional uses
- Parks and public spaces

Characteristics

- Integrity of older, intact neighborhoods protected through customized Neighborhood Conservation zoning with standards that ensure no significant change in the development type or pattern and reinforce existing physical conditions (e.g., prevailing lot sizes, building setbacks, architectural elements such as front porches, etc.).
- Designed to preserve existing housing stock (and avoid excessive nonconformities and variance requests), and also to govern periodic infill and/or redevelopment activity within a neighborhood to ensure compatibility.



- Depending on the particular neighborhood, the customized zoning may provide for small-scale office or retail uses on vacant sites at the edge of the neighborhood or other appropriate locations.

Attached Residential

This designation provides a transition between residential areas comprised entirely of single-family detached dwellings and larger-scale multi-family residential properties.

Development Types

- Duplexes (two-family dwellings)
- Townhomes
- Patio homes and other small-lot housing types with common walls, including "zero lot line" developments where a home is situated directly at one side lot line, attached to an adjacent home on the adjoining lot



Characteristics

- Minimum lot sizes, building setbacks, and other zoning standards account for the need to align yard and open space requirements with relatively higher residential densities than found in most single-family detached residential areas.
- Site and dwelling design, including building and garage placement and orientation, should match area character in terms of whether the vicinity is more toward the suburban or auto-oriented range of the community character spectrum.

Multi-Family Residential

This designation involves areas devoted primarily to structures with multiple residential units, at a greater intensity (i.e., units per building or acre) than found in the Attached Residential category. Site design and open space standards may be applied to offset the relative density of this residential type, to ensure adequate recreational space on the site for residents, and to provide buffering and screening between this and less intensive residential uses. This use category can also provide a transition from primarily residential to mainly nonresidential areas.



Development Types

- Multi-unit attached residential in concentrated development, whether for rent (apartments) or ownership (condominiums)
- Public/institutional uses
- Parks and public spaces

Characteristics

- Auto-oriented character typically due to the extent of off-street parking needed. However, the auto-oriented appearance can be softened by perimeter and on-site landscaping, minimum spacing between buildings, site coverage limits, and on-site recreation or open space criteria.
- Multi-family residential can achieve—and blend in with—a suburban character if such standards and associated buffering requirements are set appropriately within the context of attached residential and/or single-family detached residential uses in the vicinity.
- May be limited to two or three stories outside of urban character areas, with setbacks and/or buffering also increased near less intensive residential uses for compatibility.
- May locate near medical facilities, parks and public services, shopping and transit stops if designed primarily for senior residents.

Suburban Commercial

This designation involves commercial developments, whether at a neighborhood or community scale, that stand apart from most auto-oriented contemporary development through reduced site coverage and other design elements that move a site into the suburban range of the community character spectrum relative to sites where “gray” spaces predominate over “green” and open spaces.



Development Types

- Range of commercial retail and service uses, at varying scales and intensities depending on the site
- Office (involving large and/or multi-story buildings or only small-scale office uses depending on the site), which may involve a medical or technology/research focus
- Planned development to accommodate custom site designs or mixing of uses in a suburban character setting
- Public/institutional uses
- Parks and public spaces



Characteristics

- Suburban character primarily from reduced site coverage relative to most auto-oriented commercial development.
- Especially at key community entries and along high-profile roadway corridors, may also involve other criteria to yield less intensive and more attractive development outcomes relative to auto-oriented areas, including higher standards for landscaping (along street frontages and within parking areas), signs, and building design.
- May exclude some auto-oriented uses that, by their very nature, cannot achieve a suburban character (e.g., car washes).
- Near residential properties and areas, the permitted scale and intensity of non-residential uses should be limited to ensure compatibility (including adequate buffering/screening, criteria for placement and orientation of buildings and parking areas, height limits, and residential-in-appearance architectural standards).
- More opportunity for natural and/or swale drainage (and storm water retention/absorption) versus concentrated storm water conveyance in auto-oriented areas.

General Commercial

This designation is for properties in commercial retail, office and service uses, primarily along portions of major roadway corridors within the community for high visibility and accessibility, but also in other locations to accommodate neighborhood-focused businesses.



Development Types

- “Strip” commercial centers along major roadways, with a range of uses, including those on high-profile “pad” sites along the roadway frontage
- “Big-box” commercial stores (e.g., groceries, appliances, clothing, etc.)
- Restaurant chains including various “fast food” and casual dining establishments
- Automobile service related enterprises (e.g., gas stations, automobile service/repair, car washes)
- Offices
- Hotels and motels



- Mixed-use developments
- Public/institutional uses
- Parks and public spaces

Characteristics

- Commercial areas with an auto-oriented character that have significant portions of development sites devoted to vehicular access drives, circulation routes, surface parking, and loading/delivery areas, making pavement the most prominent visual feature. This can be offset by enhanced building design, landscaping, reduced site coverage, well-designed signage, etc.
- Buildings typically set back toward rear of site to accommodate expansive parking areas in front, closest to passing traffic, resulting in less emphasis on architectural design in many cases.
- Development desire to maximize signage (number, size) to capitalize on site visibility to passing traffic.
- Often not conducive for access or on-site circulation by pedestrians or cyclists.

Industrial - Light and Medium

These designations accommodate uses that are intensive in terms of how “light” industrial and especially “medium” industrial activities can affect other nearby properties. This can include factors such as noise, vibration, light/glare, odor, truck traffic, and hours of operation, as well as the sheer scale and intensity of some types of industrial land use. Depending on the standards applied through development regulations, an industrial area can allow for a wide range of uses, from office/warehouse to wholesale, product assembly, and manufacturing. Some communities aim for a more aesthetic business or industrial “park” environment, with specific standards for building arrangement and orientation, building materials and design, extensive landscaping, and especially full screening of loading and outdoor activity/storage areas, if such external activity is even permitted. A campus feel may be further reinforced by private or public streetscape and design enhancements, including special signage at industrial area entries and key intersections, unified lighting design, water features, etc.



Light Industrial Development Types

- Warehousing
- Light manufacturing and/or processing/assembly
- Business parks
- Office use accessory to a primary industrial use
- Retail sales and services, including heavy commercial uses (e.g., RV sales, building supply)
- Public/institutional

Light Industrial Characteristics

- Typically auto-oriented character, although master-planned business or industrial park developments may feature a campus-style setting with reduced site coverage and increased open space; extensive landscaping of the development perimeter, and special streetscaping and design treatments at entries, key intersections and internal focal points; and enhanced building design, signage and screening standards, all of which may be controlled by private covenants and restrictions that exceed City ordinances and development standards.
- Potential for outdoor activity and storage, which should be screened where visible from public ways and residential areas.
- May involve significant truck traffic or direct rail service.
- On-site large-scale moving equipment in some cases.
- Potential for environmental impacts that may affect the proximity and type of adjacent uses, including particulate emissions, noise, vibrations, smells, etc., plus the risk of fire or explosion depending on the materials handled or processed.
- Certain intensive publicly-owned uses are best located within industrial areas (e.g., public works facilities, fleet maintenance, treatment plants, fire training).



Medium Industrial Development Types

- Manufacturing
- Oil and gas operations
- Office use accessory to a primary industrial use
- Public/institutional
- The sole permissible location for sexually-oriented businesses under some local regulations

Medium Industrial Characteristics

- Outdoor activity and larger visible structures and storage facilities, which are sometimes difficult to screen from neighboring properties aside from fencing, landscaping and/or berms along site perimeters.
- Higher volume of truck traffic, and sometimes direct rail service.
- On-site large scale moving and construction equipment in some cases.
- Environmental impacts expected that will affect the proximity and type of adjacent uses, including particulate emissions, noise, vibrations, lighting/glare, smells, etc., plus the risk of fire or explosion depending on the materials handled or processed.
- Often operate "24/7," which also requires adequate separation and buffering from any nearby residential areas.

Demography and Economy

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

This section of the 2030 PLAN provides the basic data and analysis of the demographic and economic climate of Glenpool. Demographic and economic data are presented on a comparative basis for the State of Oklahoma, Tulsa County, the Tulsa MSA, and Glenpool, and as comparisons of Glenpool with area cities for purposes of tracking trends of growth. Sources of data as far back as 1940 in this section are from US Decennial Census, the Oklahoma Department of Commerce (ODOC) and from INCOG estimates using computerized trend projections. Both tabular and graphic data in the forms of charts and graphs are used to present the information upon which the analysis is based. A "Service Area Summary" is available at www.glenpoolonline.com.

At the time of the 2016-17 interim update of this plan, the newest available U.S. Census Bureau estimates for Glenpool, through 2015, included the following for a variety of pertinent community indicators:

- Median Age: 32.1 years
- Population Under Age 18: 3,559 (29.7%)
- Population Age 65 and Older: 935 persons (7.8%)
- Housing Units: 4,281 (with 85.2% of housing stock in single-family detached units, and 30% of all housing units built since 2000)
- Owner-Occupied Housing Units: 72.7% of all occupied housing units
- Owners that Moved into their House since 2010: 34.1% of occupied housing units
- Average Household Size: 2.85 persons in owner-occupied units, 3.26 in renter-occupied units
- Median Home Value: \$124,700 among all owner-occupied housing units
- Housing Units Free of a Mortgage: 17.8% of all owner-occupied housing units
- Median Rent: \$918 among all renter-occupied housing units
- Rental Units with 35% or More of Household Income toward Rent (affordability threshold): 32.6%
- Labor Force Participation: 6,297 (or 72.2% of persons age 16 and over)
- Employed Persons: 5,855 (or 93% of persons in labor force, for a 7% unemployment rate)



- Mean Travel Time to Work: 21.6 minutes for all workers age 16 and over (with 9% reported as carpooling, and 4% who reported working at home)
- Persons Age 25 or Older with Bachelor's Degree or Higher: 21.5% (with 90% having a high school diploma)
- Median Household Income: \$59,444
- Median Earnings for Workers: \$30,912
- Persons with Annual Income Below Federal Poverty Level: 11.9% (15.8% among persons under age 18, and 4.9% for persons age 65 and older)

~~Ranges of differences and differing methods of projections as undertaken in this section are useful in the area of population and demographic analyses. However, such analyses are but one of the tools on which to base planning for the future needs of Glenpool in the year 2030. Data in this section should continually be analyzed with actual figures from the year 2000 US Decennial Census and upcoming 2010 Census as well as the most up to date annual projections as made available from ODOC and the US Commerce Department. As a general rule, a higher level of accuracy can be expected in the short term. Low and high ranges of population estimates are useful in displaying a range of projections for use in planning for services, such as water or wastewater needs, where a higher projection may be desired as opposed to projections on the financial side of municipal needs where a more conservative projection may be more appropriate.~~

Population Outlook

Population projections are an important component of a long-range planning process. They help determine and quantify the demands that will be placed on public facilities and services based on the potential pace and scale of the community's physical growth. Projections reflect local, regional and even national and international trends and offer a basis to prepare for the future. However, forecasting population changes can be challenging, particularly for the long term, as it is impossible to account for all circumstances that may arise. Therefore, it will be important for the City to monitor population and economic growth continually to account for both short- and longer-term shifts that can influence development activity and growth trends in the community and larger region.

Alternative Growth Scenarios

Demographers caution that population projections become trickier as the geographic area gets smaller, making city-level population the most difficult to forecast. This is because local population change is strongly influenced by less predictable factors such as housing prices, individual location choices and commuting considerations, and availability of vacant land to develop. The extent and timing of annexation activity by the City must also be considered, especially when newly incorporated territory has existing residents and results in an instant increase in the citywide population total.

Adding to the forecasting challenge in Glenpool is the fact that the community has not added population at a steady pace over recent decades, as displayed in **Table 5.5, Glenpool Historical Population Growth Since 1970**. As some population projection methods extrapolate from past trends, Glenpool has no clear trend and, in recent years, has returned to a much higher population growth rate not seen since the 1980s.

TABLE 5.5: Glenpool Historical Population Growth Since 1970

Year	Population	# Added	CAGR*
1970	770	--	--
1980	2,706	1,936	13.4%
1990	6,688	3,982	9.5%
2000	8,123	1,435	2.0%
2010	10,808	2,685	2.9%
2015	13,225*	2,417	4.1%

* Soon before adoption of the 2017 interim update to the 2030 PLAN, the Census Bureau released a 2016 population estimate for Glenpool of 13,479.

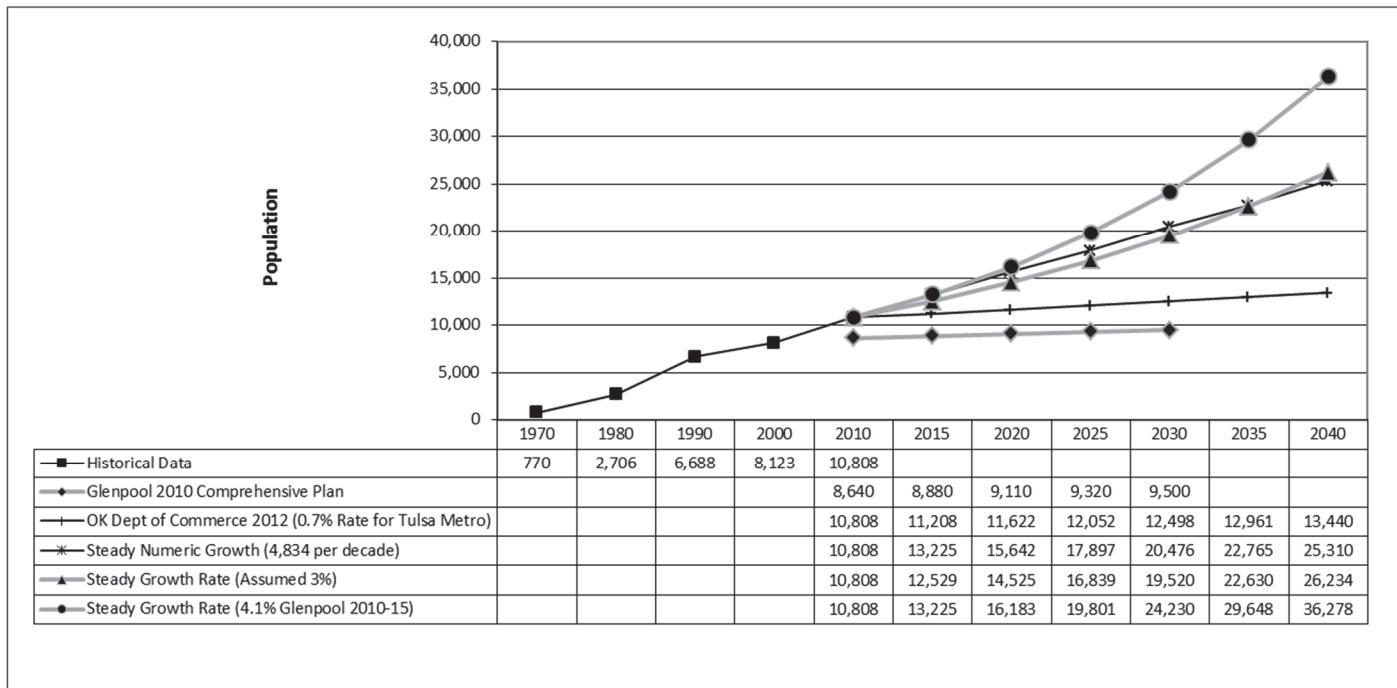
SOURCE: U.S. Census Bureau.

NOTE: Compound Annual Growth Rate (CAGR) indicates a steady rate of growth at which a quantity (population in this case) grew or is projected to grow over a defined time period. The actual year-to-year growth in prior or future years may be more volatile, but the CAGR identifies a smoother average rate over the entire time period.

For historical perspective, the last comprehensive planning process for Glenpool in 2010 relied on alternative projections that showed the city could grow from 8,640 residents that year to a population in 2030 as low as 9,500 (Oklahoma Department of Commerce from 2002), or potentially in the 16,300 range (INCOG from 2003), or to as much as 21,256 based on Glenpool's share of Tulsa metropolitan area projections for regional transportation planning purposes. All of these calculations were done before Census 2010 results were available. As it turned out, Glenpool's growth pace had already accelerated, resulting in an actual Census count of 10,808 in 2010. As a result, the projections in the previous plan were based on assumed population trends for Glenpool that were already below the actual growth pace. Additionally, the lowest projections reflected more conservative assumptions about future growth rates.

Displayed in the chart below is a comparison of several potential scenarios for population change in Glenpool over the next 20+ years. The projections build on the Census 2010 baseline of 10,808 persons and identify potential population levels in five-year increments out to 2040.

Glenpool Population Growth Scenarios Through 2040



Along with the numbers from the Glenpool 2030 PLAN for comparison, the other scenarios include, from lowest to highest potential growth:

Projection Based on Oklahoma Department of Commerce Regional Projection. The Department of Commerce generates very long-range projections through 2075 for counties statewide, as well as for key metropolitan areas including the Tulsa area. Such projections were last published in 2012. The Department projected that the Tulsa metropolitan area will grow from 937,478 residents in 2010 to just over 1.5 million in 2075. This means the area population will grow by 60 percent over the 65-year period, with the Tulsa area accounting for 27 percent of statewide population by 2075 relative to 25 percent in 2010. This yields a 0.7 percent Compound Annual Growth Rate (CAGR, see definition in footnote to Table 5.5 above). The projection line labeled Oklahoma Department of Commerce indicates, purely for comparison, the population increase that Glenpool would experience through 2040 if it grew at the same 0.7 percent CAGR assumed for the entire metropolitan area. This leads to a **2040 projection of 13,440 residents** and would mean 24.4 percent growth over the 30 years from 2010 to 2040. As it turns out, the newest available U.S. Census Bureau population estimate for Glenpool is 13,479 residents in 2016, which already surpasses the 2040 projection above, underscoring the recent growth surge Glenpool has seen. (The Department of Commerce expects that the Tulsa area and all of Oklahoma will experience slower long-term population growth as is anticipated for the entire nation given declining birth rates and other factors.)

[NOTE: The Indian Nation Council of Governments (INCOG) is in the process of updating its Regional Transportation Plan (RTP) to extend the planning horizon by five more years through 2040. Population projections prepared for the 2035 RTP had a 2005 base year and are no longer relevant to Glenpool given its increased growth rate in recent years.]

Steady Numeric Growth. This projection line in the chart is also purely for comparison as it reflects a "straight-line projection" method in which the community adds the same number of new residents to



its population each decade—4,834 persons—which is derived from recent growth since Census 2010. This type of linear growth projection results in a declining *rate* of growth over time as the same amount is being added to an ever-expanding base. The U.S. Census Bureau's 2015 population estimate indicated that Glenpool had a CAGR of 4.1 percent from 2010 to 2015. Under this projection scenario, the CAGR would decrease to 3.4 percent for the entire 10 years from 2010 to 2020 and continue declining to 2.7 percent for 2020-2030 and 2.1 percent for 2030-2040. This leads to a **2040 projection of 25,310 residents** and would mean 134 percent growth over the 30 years from 2010 to 2040. This is nearly double the outcome of the previous scenario tied to Oklahoma Department of Commerce projections for the Tulsa metropolitan area.

Steady Growth Rates. Rather than steady numerical growth, the two final scenarios involve an exponential growth method in which a constant *rate* of growth is assumed for projection purposes. This results in higher projections and is similar to the power of compound growth in a savings account over time; the interest (i.e., growth) rate may not change, but it is being applied to an ever-expanding balance, resulting in larger and larger interest earnings over time. The last projection line, labeled Steady Growth Rate (4.1% Glenpool 2010-15), indicates the population growth Glenpool would experience if it grew at the same CAGR of 4.1 percent that it did from 2010 to 2015. Other exponential growth scenarios can be considered simply by varying the CAGR assumption and plugging in a different growth rate than the 2010-15 rate. For comparison, the projection line labeled Steady Growth Rate (Assumed 3%) indicates the population growth that would result from a lower CAGR of three percent through 2040. The three percent scenario produces a **2040 projection of 26,234 residents** and would mean 143 percent growth over the 30 years from 2010 to 2040. If Glenpool were to maintain the 4.1 percent CAGR of recent years, this would yield a **2040 projection of 36,278 residents** and would represent 237 percent growth over the 30-year timeframe.

Bottom Line

It is wise for cities to think in terms of a range of potential growth rather than an absolute number given the uncertainty of any small-area forecast that extends beyond a few years. Given Glenpool's location at the southern edge of the Tulsa urbanized area and its growth prospects as a next logical extension of regional housing development and population absorption, it will be wise for Glenpool to focus on the projection scenarios above that yield the highest potential growth over the next several decades. Whether this trends toward a 2040 population that is closer to the mid-30,000s versus the mid-20,000s will depend on actual year-over-year land development activity, the City's ability to serve this pace of growth with adequate public infrastructure and services, and community values and preferences as to where growth occurs and at what intensity, which will ultimately translate into zoning policies and capital projects and public services planning.

Background Data from 2010 Comprehensive Plan Process

Table 6 shows population growth of cities in the Tulsa MSA from 1980 to 2000. Within that period, Glenpool did not only identify itself as one of the fastest growing cities in the Tulsa MSA, but demonstrated exceptional growth and stability compared to other cities with a population under 15,000. In 2000, the US Census reported a population of 8,123, a 21.46% change from 1990. Although the City has not grown as fast as it did in the 1980s (147.15%), its 2000 Census population and rate of growth still rank Glenpool in the top echelon of growing communities in both the County and the Tulsa MSA, and this steady growth is expected to continue into the near Planning Period.

Tables 7-9 reflect population trends and projections for Glenpool, Tulsa County, and the Tulsa MSA. ODOC's 2002 projections show Glenpool rising steadily to 8,390 in 2005 and 8,640 in 2010, an overall 6% increase, which is comparatively on par with the County's projected rate in the same period. However,

INCOG's estimates project a 36% overall change in City population and that Glenpool will reach 11,082 by 2010.

[NOTE: No other change in Demography and Economy section.]

Public and Quasi-Public Facilities

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

City Hall

Since the adoption of the 2030 PLAN in 2010, City Hall has moved from its former location within Special District 1, at US-75 and 141st Street, to its new location along with the Conference Center southwest of the US-75 interchange at SH-117 (121st Street). Tulsa Community College continues to make use of the former City Hall building.

Recreation and Open Space

[No changes in this section]

Education

Education facilities are generally planned to continue to be located in conjunction with the existing and possibly expanded Glenpool School Campus. However, at the time of the 2016-17 interim update of the 2030 PLAN, the District was planning to construct a new elementary school northeast of the intersection of 141st Street and Elwood Avenue, along with potential relocation of other District functions to this location.

Libraries

[No changes in this section]

Social Services/Health

The Glenpool Senior Citizens Center, formerly located in the Community Center, was founded to serve the multi-purpose needs of the Glenpool community. Since its inception in 1979, the Center has been heavily used by all age groups and has become a regular meeting place for various public and private organizations.

The Center is also used for various health-related clinics. At the time of the 2016-17 interim update process for this plan, construction was initiated on the St. Francis Health Complex, fulfilling a priority objective from previous planning to achieve a modern health services facility in Glenpool to serve a growing as well as aging population. The facility should be centrally located with adequate parking and modern facilities to provide Glenpool the latest in modern health services and programs. It will also be necessary to expand the physical space for senior-related services now provided by the Community Center. However, the latest trends in development have shown a rise in free-standing private medical offices. The need for a stand-alone health center for the community should be considered as a need in the mid-term of the Planning Period.

Public Safety

[No changes in this section]

Public Utilities

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

This section discusses the following public utilities: water, sanitary sewer, flood-storm drainage, and solid waste. Since 2010, the general direction of land development in Glenpool has trended more southward, with new institutional, commercial and industrial development projects occurring south of

151st Street and along the US-75 frontage. Generally, these new developments require extension of public infrastructure improvements into areas that either have no current facilities or where the existing public utilities are inadequate to provide service in an as-is or where-located condition.

Given Glenpool's growth pace and trends, top priorities for the City include:

- Starting in 2018, the design and construction of a third water storage facility and related infrastructure improvements.
- Starting in 2019, the design and permitting for the construction and implementation of a mechanical wastewater treatment facility.

Additionally, based on the 2016-17 interim update of this Comprehensive Plan, the City is again updating and enhancing its Engineering and Design Criteria and Standards For Construction, as was previously done in 2012. Storm water management in a growing and developing community will continue to be a focus of these updates.

Water

The existing water system is owned and operated by the Glenpool Utilities Services Authority (GUSA) and is shown on the map from the Capital Improvement Program (Figure 9). The CIP also shows the size, material, condition of each line, and priority for repair or replacement. There is presently no outstanding indebtedness on the water system. At the time of the update of the 2030 PLAN, a new water distribution CIP has been completed. A wastewater update is also under way and will be part of a combined water and CIP update. At the time of the 2016-17 interim plan update, City staff provided the following statistics on the water system:

- Approximately 4,500 total water meters including residential, commercial and industrial users.
- 85 gallons per day (GPD) of per capita water use, with no current users in Glenpool considered high water consumers.
- 800,000 GPD of average daily water use demand, covering all user types.
- 2 million GPD of peak daily water use demand, covering all user types.

Glenpool presently purchases treated water from the Regional Metropolitan Authority which also serves the City of Tulsa that is delivered from master meters located at 131st Street and Elwood Avenue, and 91st and Union. As long as the City of Tulsa is able to deliver treated water to Glenpool at reasonable rates, the purchase of treated water is the best and least costly option to secure water for Glenpool residents. Presently, improvements have been made to the Tulsa system which have increased the capacity of that system to where delivery to surrounding cities is likely to continue to be an option. Under a current 40-year agreement, Glenpool can receive up to nine million gallons of water per day.

The Glenpool system in 2010 included a one (1) million gallon storage tank located west of the southwest corner of Peoria and 141st Street. In 2016, the City commissioned an overall water distribution system study, which Cowan Group Engineers completed in 2016. One result of this study was a recommendation to install a new elevated water tower on 156th Street east of US-75. A new 500,000 gallon storage tower and related facilities were completed in 2016 at a total design and construction cost of approximately \$2.8 million. The study also identified numerous weaknesses in the current city-wide distribution network and recommended future capital improvement projects to address them. It is anticipated that additional storage and distribution system improvements and upgrades will be necessary in areas both east and west of US-75 south of 161st Street. The need for an additional storage tank in the southwest and developing area along US-75 needs to be addressed during

~~the Planning Period. Feasibility studies should be performed to identify a possible location and determine how such a storage tank would be connected to the system. The planned location of the storage tank is shown on the 2030 Plan Map.~~

Strategic plans for the Glenpool water system should include a “business plan” approach where water is purchased and sold at rates which also recognize the need to perform ongoing maintenance on the local system and extend lines as needed to support future growth. Major improvements to the system, such as large mains along section line roads will likely require issuance of revenue bonds and participation from private developers. The overall system should be a looped system with the cost related to private development paid for by the developers as the system is expanded.

At the time of the 2016-17 interim plan update, the City had recently initiated a second study of existing City-owned water system facilities in a more specific sub-area of Glenpool generally south of 161st Street on either side of US-75. This study will determine the need and appropriate location for a third elevated water storage tower and associated distribution system improvements as the southern area of the community develops in the near future.

Recommended standards for waterline sizes are as shown below and also must reflect the urban densities they are intended to serve:

1. Twelve (12) inch minimum diameter lines along section line roads and on both sides of US-75.
2. Eight (8) inch minimum diameter lines to cross-connect and loop the internal neighborhood and the section line grid system.
3. Six (6) inch minimum diameter line size for all other development.

All new multi-lot subdivision developments in Glenpool are generally required to extend public water and sanitary sewer services to serve the development, although on-site wastewater (“septic”) systems are necessary in some locations and with large-lot subdivisions.

Wastewater System

The existing wastewater treatment plant and collection system is owned and operated by GUSA and is shown on the map from the CIP (Figure 10). Revenue bonds were issued to construct the present wastewater treatment plant. The wastewater treatment system includes a lagoon located north and east of the intersection of US-75 and 141st Street. Major improvements to the physical plant have been made and the discharge of treated water has now been taken to the Arkansas River. At the time of the 2016-17 interim plan update, City staff provided the following statistics on the wastewater system:

- Approximately 4,500 total customers for City wastewater service.
- 70 gallons per day (GPD) of per capita wastewater generation (based on when the Glenpool population had reached 12,500 persons).
- 850,000 GPD of average daily flow relative to 1.49 million GPD of permitted daily treatment capacity (not including any water inflow and infiltration, or “I & I,” to the system).
- 1.35 million GPD of peak daily flow relative to the permitted daily treatment capacity (not including any “I & I” to the system).

Current customers in Glenpool do not include any unique generators whose wastewater requires pretreatment prior to entering the City’s treatment process, although this could be a factor in the future depending on the types of industrial or heavy commercial development that might occur. Also, to this point, Glenpool has not been involved in any local efforts to re-use treated effluent for “graywater” applications, such as for irrigation of public or other lands.



Capacity expansion and other improvements to Glenpool's existing wastewater treatment facility may be on the horizon as the current daily peak flow of 1.35 million GPD has reached the 90 percent threshold of the existing facility's permitted daily treatment capacity of 1.49 million GPD. The Move Glenpool Forward sales tax election, held and approved by Glenpool voters in 2016, included future funding for the design and permitting of a new mechanical wastewater treatment facility to be considered as a total replacement of the existing facility. Preliminary plans for a new facility indicate a tentative treatment capacity of approximately 2.5 million GPD, a likely cost in excess of \$20 million, and start of construction in approximately the 2020 timeframe.

The current treatment facility was permitted and modified in 2012 to add a breakpoint chlorination system to the existing aerated lagoon type treatment process. This upgrade involved design and improvement costs of more than \$3.7 million for the City. The modifications were necessary to address past Oklahoma Department of Environmental Quality (ODEQ) permit violations due to excessive ammonia content in the effluent discharged from the plant into the Arkansas River. Additional facility upgrades have been made more recently, involving the retrofitting of new forced air emitters to enable more efficient treatment and increase the amount of dissolved oxygen injected into the plant effluent prior to discharge.

Also in 2012, a new regional sanitary sewer lift station replacement project was completed with a pumping capacity of approximately 1,000 gallons per minute (GPM), at a total cost of approximately \$850,000. A second regional lift station upgrade project was completed in 2015 that increased the existing facility's pumping capacity to 600 GPM, at a total cost of approximately \$325,000. Numerous smaller existing lift station upgrade projects have been completed since 2010 that deal with pumping, electrical control, and remote monitoring systems, at a total cost exceeding \$300,000. At the time of this 2016-17 interim Comprehensive Plan update, the City was preparing to engage an engineering consultant to assist with planning and design of an expected total revamp and upgrade of another regional type lift station and an associated force main in anticipation of coming growth and land development in upstream areas of the community generally located south of 151st Street both east and west of US-75. It is anticipated that urbanization in the early part of the Planning Period will continue to occur in the Coal Creek Drainage Basin and begin to spread to the Posey Creek Basin as well. Presently, great interest is also being expressed in the far south areas of the City along or adjacent to US-75 which requires construction of lift stations and force mains—costly options for the public and private sector. According to the CIP, 11 lift stations should be replaced over the next 10 years.

Policies are recommended to be adopted by the City to assure that the increased cost of new development is borne by private developers and system users. It is recommended in the 2030 PLAN that the City utilize a "business plan" approach to operating the sanitary sewer system where rates and fees are reflective of the costs borne by the City associated with the operation, maintenance, and expansion of the system.

In rural and sparsely developed areas beyond the reach of current public wastewater service, ODEQ minimum lot size standards (generally one-half acre) must be met for use of on-site wastewater ("septic") systems, along with standards for soil percolation and the design, installation and maintenance of the individual treatment facilities. If the property is within 500 feet of a public sanitary sewer main, then connection must be made to the main line versus use of an individual system. Additional standards apply in such areas for minimum spacing of on-site wastewater systems, lift stations and other waste-related facilities from public and private water wells and surface water supplies, depending on the type of technology and soil conditions.

Flood-Storm Drainage

No major problem areas for flooding of developed properties were identified at the time the 2030 PLAN was adopted in 2010. Periodic updates to federal floodplain maps maintained by FEMA will illustrate how storm drainage patterns and management methods are evolving over time as Glenpool grows and urbanizes. Concern about avoiding more site-specific storm water runoff issues will factor into the pending update and enhancement of the City's Engineering and Design Criteria and Standards For Construction of public infrastructure improvements. Necessary drainage projects should continue to be identified and included in the CIP along with ongoing programs for maintenance of drainage channels and facilities. Available state or federal assistance should be considered and utilized in conjunction with available local funds for such improvements. Assistance should also be sought from Tulsa County as would be available to improve any existing drainage problems in adjacent unincorporated areas that impact incorporated areas.

Proposals for improving the drainage and storm water management in Coal Creek and along US-75 should be developed and accomplished in a timely fashion. The construction of the interchange at US-75 and 151st Street has channeled the Creek tributary and made significant additional land available for development that is presently zoned commercial. The City has implemented an aggressive program of maintaining existing drainage channels to reduce problems with flooding and also to eliminate unsightly growth of vegetation. This program should be continued and expanded as development occurs.

Development upstream in both the Coal and Posey Creek watersheds has the potential to increase runoff downstream and existing facilities could become overloaded. Areas which have never experienced high water problems could incur drainage problems with full upstream development and existing problems magnified unless local regulations are applied in an effective and consistent manner during the development process.

The 1981 Master Drainage Plan, in conjunction with the Subdivision Regulations, must be applied and implemented to help assure that future drainage improvements will be constructed in a coordinated manner and be of sufficient capacity to meet current as well as future drainage needs. The 1981 Master Drainage Plan addressed only a portion of the Coal Creek Drainage Basin and should be updated as development and annexation occurs in the other three (3) drainage basins. The Master Drainage Plan is a necessary prerequisite for the proper development of the area for all watersheds. Potential problems can be avoided through the planned and staged development of area drainage improvements based on a drainage plan for the ultimate development of the watersheds in order to assure acquisition of necessary right-of-ways and to require that all such facilities meet the adopted standards of the City. The Coal Creek watershed has been reevaluated in 2003 and depicts changes in flood areas based on new and/or more reliable data.

The City is a participating municipality under the National Flood Insurance Program (NFIP) and has adopted all of the regulations associated with this federal program that deal with property located within or adjacent to floodplain areas regulated by the Federal Emergency Management Agency (FEMA) or by local jurisdictions. Floodplain regulations pertain to developing land and building in these areas and establish overall guidelines for construction and development in such circumstances.

Solid Waste

[No changes in this section]

Transportation

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

In 2016, Glenpool voters approved the *Move Glenpool Forward* sales tax initiative, which enabled funding of the following specific arterial street and highway improvements as identified for the election:

- Widening and lane additions on 121st Street, between US-75 and Elwood Avenue.
- Widening and lane additions on Elwood Avenue, between 131st Street and 151st Street.
- Intersection widening and lane improvements on Elwood Avenue at 141st Street.
- Intersection widening and lane improvements on Elwood Avenue at 151st Street.
- Intersection traffic signalization at:
 - › 151st Street and Elwood Avenue.
 - › 151st Street and US-75.
 - › 141st Street and Elwood Avenue.
 - › 121st Street and Elwood Avenue.

Following the successful election, each project has an individual financial account for earmarking of funds as sales tax revenue is collected. The City will prioritize the projects as the revenue accumulates.

Trafficways

The trafficways element of MSHP and the 2030 PLAN was first adopted in 1974. The MSHP is the ultimate plan for a fully developed urbanized area. Major roadways planned to be constructed by a specific time period are identified in Connections 2035, the Regional Transportation Plan (RTP) 2030 Foresight: The Long Range Transportation Plan for the Tulsa Metropolitan Area (2030-LRTP) developed by INCOG and updated every five years. The MSHP provides further detail in the language of the Special Districts and designated US-75 Corridor so far as access and requirements for frontage roads.

Pedestrian-Ways and Bikeways

The development of pedestrian-ways and bikeways system should be coordinated with the recreational open space system shown on the 2030 PLAN. This system should include provisions for such use along streets as well as along open space and drainageways along creeks, and connect to existing and planned parks. Furthermore, a pedestrian-bike trails system should be incorporated into development proposals for future development. Pedestrian-ways should be provided in accordance with the requirements for sidewalk construction contained in the Subdivision Regulations. Local pedestrian-ways and bikeways should be coordinated with and connected to metropolitan-level projects advanced by the GO Plan, the Regional Bicycle/Pedestrian Master Plan adopted by INCOG in December 2015. The GO Plan includes a 10-page section specifically on community-level bicycle/pedestrian conditions and issues in Glenpool, and the Final Network map (next page) with recommended improvements. These potential bicycle/pedestrian improvements should be factored into the planning and design of public projects and private developments in the vicinity of each location on the GO Plan map.

Transit

[No changes in this section]

Air

[No changes in this section]

Rail

[No changes in this section]



Economic Development

NOTE: The content of this section within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

A major goal established in the 2030 PLAN is to continue to grow, develop and diversify the economic base of the City during the Planning Period and beyond. Glenpool has had success in attracting new industry and business in the last five years in a major way. New banks, restaurants, and retail business have come to Glenpool, many of which have located along 141st Street east of US-75 in the area designated as the CBD (Special District 5). A new post office and library have also been located along this segment of 141st Street and an Old Towne “office-theme district” (Special District 1) is recommended to connect to the CBD from south of Broadway. To reinforce the character and identity of this area, 141st is recommended to be renamed “Black Gold Boulevard”~~Main Street~~ and continued gateway and entrance improvements to the 141st Street entrance from US-75 are recommended. Extension of the three- lane improvement of 141st Street one mile further east to Peoria has also been completed since the 2010 update of the City’s Comprehensive Plan is proceeding. The realignment of US-75 and a bridge over the expressway at 141st Street into the CBD will further enhance the potential of this area.

[NOTE: Skips past unchanged text at this point.]

The continued expansion and maintenance of the City’s housing stock is a vital part of the economic expansion and growth of the City as is the sound base provided by the Glenpool School Campus K-14 facility located in the heart of the Planning Area. Related goals in this area include advocating the location of a secondary educational facility and a companion vocational-technical facility, expansion of the public schools to a K-14 program with the Tulsa Community College, ~~medical center~~ and an oil museum in Glenpool. Continued improvement of the local infrastructure, particularly water and wastewater, plus assuring a capacity for expansion is a basic requirement and platform for future growth and major economic development.

To increase the industrial base and presence, Glenpool should also seek establishment of a business/industrial park, ~~medical center, oil museum~~ and competitive level local recreational and cultural events, such as a horse shoe competition. In conjunction with the goals for growth and expansion of new business, Glenpool should also seek and aggressively support the growth of existing businesses by providing a continuing level of high quality municipal services and infrastructure and up-to-date development codes and regulations.

Special Districts

SPECIAL DISTRICT 1: OLD TOWNE - THE MAIN STREET OFFICE DISTRICT.

The Main Street Office District is sometimes referred to as the “Old Towne of Glenpool,” and is shown on the 2030 PLAN Map. The boundaries of Special District 1 extend along the northern edge of tracts abutting 141st from the north and includes all of the area along Broadway south of 141st Street to one-half block south of Main/146th and from east of US-75 along Main Street to College Street and to the Glenpool School Campus on the east. This area was previously the seat of the City government before the move to the new City Hall and Conference Center near US-75 south of SH 117 (121st Street), with the City leaving the prior City Hall to be taken over by Tulsa Community College. One of Glenpool’s largest churches is located at the northeast corner of Main and Broadway. The Glenpool School Campus is located on the east edge of Special District 1 with access from the west provided by Main, with 151st Street on the south. Primary access to the campus is from 141st being along Elm and Fern Street. Fern Street is presently signalized at 141st. The Campus currently includes Grades K-12 and all related administrative and support, sports and parking facilities. However, at the time of the 2016-17 interim



update of the 2030 PLAN, the District was planning to construct a new elementary school northeast of the intersection of 141st Street and Elwood Avenue, along with potential relocation of other District functions to this location. 145th Street affords access to the Black Gold Park, one of Glenpool's most used recreational areas on a year-round basis. Black Gold Park lies along the east-side of US-75 for one-half mile south of 141st Street. It is also visible from the entrance to Special District 1 from 146th Street and provides an attractive greenbelt impression of the City for commuters and tourists on US-75. A Veterans' Flag and Memorial Plaza has been constructed at the intersection of Broadway and 145th Street, and the US Post Office is located just south of the southeast corner of Broadway and 141st.

[NOTE: No other change in Special District 1 section, and no change in Special District 2 section.]

SPECIAL DISTRICT 3. OIL AND GAS EXPLORATION AND LOW INTENSITY DEVELOPMENT – ONE-HALF MILE SOUTH OF 121ST TO 141ST STREET EAST OF SOUTH 33RD WEST AVENUE.

Residential development has taken place in Special District 3 along 126th Street on tracts ranging from 2.5 acres to 10 acres. Residential construction includes some manufactured homes and large conventionally built residences. Several large tracts of 40 or 80 acres remain undeveloped in Special District 3. Absent the extension of City utilities into the area, development on tracts of 2.5, 5 or even 10 acres can be expected and would represent an extension of the current trend. Development proposals in Special District 3 must account for past oil and gas exploration and remaining related facilities and pipelines, where such activity occurred on or affected the property in question, and the lack of public water and sewer needed to support urban scale development. Medium Intensity development is planned to be a five (5) acre Type 1 Activity Center at the northeast and southeast corners of 141st Street with South 33rd West Avenue.

[NOTE: No other change in Special District 3 section.]

SPECIAL DISTRICT 4. 151ST STREET (SH-67) EXTENDING FROM 33RD W. AVE. TO AND CONTINUING EASTWARD TO LEWIS AVENUE. [HAS BEEN RE-DESIGNATED AS SH-67 CORRIDOR.]

The SH-67 Corridor District is recommended for those areas immediately north and south of 151st Street (SH-67) from just east of US-7533RD W. Ave. to Lewis Avenue in which Medium Intensity land uses would be in accordance with the 2030 Plan. The configuration of SH-67 Corridor is shown on the 2030 PLAN Map. This particular area is prime for highway-oriented nonresidential or mixed-use Medium Intensity development that can optimize use of high-profile frontage properties, but will require cooperation with the Oklahoma Department of Transportation to establish strict controls on access to and from the highway while consideration is given to the impact of such uses Medium Intensity development upon adjacent and abutting lands. Shared access points between developments and frontage roads to restrict access from lands abutting SH-67 should also be required. Access across the median should continue to be restricted to only those median cuts that are presently constructed and that will likely be signalized in the future. The criteria for developing in accordance with the 2030 PLAN for Special District 4 are as follows:

- A. PUDs will be encouraged for Medium Intensity developments of 40 acres or larger along the corridor to reduce the impact of potential commercial, office or light industrial such zoning and to properly regulate the location of high traffic generators. In no case shall Medium Intensity commercial, office or light industrial zoning exceed a depth of 300 feet from the property frontage along SH-67. Proposed PUDs shall include conceptual site plans that demonstrate the compatibility of internal land use relationships. Site plan, sign plan, and landscape plan review and approval by the Glenpool Planning Commission and City Council shall be required for PUDs prior to issuance of a building permit. Said plans shall be in substantial compliance with the approved provisions of the PUD and



shall be in compliance with all other applicable ordinances and regulations of the City of Glenpool, including, but not necessarily limited to the following:

5. Through-traffic into adjacent ~~Low-Intensity~~ residential districts shall be discouraged by designing collector streets which will not function as direct avenues of neighborhood cut-through for nonresidential or other nonlocal traffic.
6. Parking within ~~medium intensity~~ developments along the SH-67 Corridor shall be screened or otherwise buffered from abutting residential areas and arterial streets by a combination of opaque fences and vegetative screening that will be a condition of approval of the PUD and shall be maintained as a continuing condition of occupancy and use of the land.
7. Setbacks, buffer areas and arrangement of land uses shall be used in combination with screening to improve compatibility with adjacent existing and planned residential uses and less intense nonresidential uses~~low intensity uses~~.
8. The granting of nonresidential zoning to an area 40 acres or larger within a PUD along the corridor shall be conditioned upon the area of each such request providing its own buffer with any adjacent existing or planned residential uses and less intense nonresidential uses~~low intensity uses~~. More specifically, requests for nonresidential~~medium intensity~~ zoning involving 40 acres or more along the corridor shall include areas of more restrictive zoning and planned land uses on its periphery.
11. Areas of 40 acres or more that involve nonresidential or mixed~~Medium-Intensity~~ uses and are along the corridor but not adjacent or in close proximity to an arterial street intersection~~outside the intersection~~ Activity Center shall be limited to a maximum depth of 300 feet as measured from the property frontage along SH-67. Consideration may be given to proposals that exceed that depth only if it can be shown to the satisfaction of the City Council that any negative impact of such zoning will be mitigated by the controls included in the PUD and access to said development will be directly to or by frontage roads adjacent to SH-67.
12. The expansion or granting of new nonresidential~~Medium-Intensity~~ zoning to any area of 40 acres or more shall be done only in an orderly manner in accordance with the provisions of this Special District and the 2030 PLAN.
- B. The integrity of the MSHP shall be preserved and traffic carrying capacity of SH-67 and the affected arterials in this Special District protected as follows:
5. Ingress and egress to nonresidential or mixed-use developments involving 40 acres or more~~Medium-Intensity areas~~ shall be planned in such a manner as to not mix or utilize those minor or local streets that provide access to abutting and adjacent ~~low intensity~~ areas of existing and planned residential uses and/or less intense nonresidential uses. Access to minor or local streets from such developments~~Medium-Intensity areas~~ in this Special District is not considered to be in accordance with the provisions or intent of this Special District.

[NOTE: No other change in Special District 4 section.]

SPECIAL DISTRICT 5. THE CENTRAL BUSINESS DISTRICT (CBD)

The CBD, Special District 5, extends east from US-75 along 141st Street to the vicinity of Elwood Avenue. The configuration of Special District 5 is shown on the 2030 PLAN Map. The recent improvements of 141st Street from two (2) to three (3) lanes, with center turn lanes and sidewalks, support commercial/community serving business activity and development along this street. The County finished widening 141st Street to a three-lane facility from Elwood to Peoria since the time of the 2010 Plan update. The existing land use is a mix of office and commercial uses and undeveloped land. This area will

continue to be one of the more important the most major shopping and commercial areas in Glenpool during the planning period, along with the Southwest Crossroads area at US-75 and 121st Street and other emerging development elsewhere along US-75. New banks, a regional library, post office and several restaurants have been developed in the CBD in just the last few years. Planned improvements to US-75 will continue to focus attention on this gateway and entrance to Glenpool. Due to the immediate proximity of any such development in this area with abutting residential development to the north and south, screening and setbacks, plus buffering must be included and PUDs are encouraged. It is planned that residential development which fronts 141st Street be redeveloped to convenience commercial or office uses, while properties which rear or side onto 141st Street shall remain residential.

In order to focus and maintain attention on the CBD, the City and other partners should continue with efforts to brand the 141st Street corridor as "Black Gold Boulevard" and the CBD and Old Towne area as the "Black Gold District." consideration should be given to renaming of 141st as "Main Street" Further public and private improvements can build on streetscape enhancements already made along the corridor involving added landscaping, pedestrian-level period lighting, and winding pedestrian paths where room was available within the street right-of-way or possibly a "theme" or "appearance district" for public and private improvements. Signage and a gateway/entrance from US-75 should also be considered to direct travelers to the retail and other services available in this area. Shared access points for ingress and egress along 141st Street should be required to reduce almost inevitable conflicts that can occur between linear commercial and office development and traffic on the roadway.

SPECIAL DISTRICT 6. 141ST STREET EAST

Special District 6 is a continuation of Special District 5 on 141st Street. The development criteria are the same as those for District 5.

The Glenpool 2030 PLAN

NOTE: The content of this section within the Comprehensive Plan is entirely new as indicated by underscoring.

The 2016-17 interim review and update of the Glenpool 2030 PLAN, out of necessity, required preparation of a new Comprehensive Plan Map as the City was not in possession of the computer files for the "Figure 12" map in the plan version adopted in 2010. The interim review process also provided an opportunity to update the 2030 PLAN Map to reflect: (1) actual on-the-ground development outcomes since 2010, and (2) where zoning designations have evolved in certain locations relative to the plan map.

A Comprehensive Plan Map is intended to show the general pattern of uses already existing, anticipated and/or desired in and around the community over the horizon of the plan, which is typically 20 years. The map indicates the type of residential or nonresidential use expected to predominate in an area based on what is already on the ground and will likely remain or possibly evolve over time, as well as projected new development. Additionally, it is recognized that other complementary uses will also remain or emerge in each area of the city along with the predominant use types (e.g., small-scale retail and services near residential neighborhoods).

Specific locations are not yet known in some cases, such as for some future public facilities (e.g., schools, fire stations, parks, etc.), as well as places of worship, that often locate in or near primarily residential areas. Some uses are highly market-driven, with their timing and particular location dictated by the extent and pace of other types of development. This includes the typical trend of retail uses following residential "rooftops"—and typically locating at key roadway intersections. Plus the eventual emergence of multi-family development, the location and extent of which can be difficult to predict ahead of



housing market trends and cycles, and developer interest in whether, where and when to bring this product to market.

The new 2030 PLAN Map is presented in two views. The first view focuses on future land use in the City's corporate limits and in unincorporated areas within Glenpool's annexation fence line. This view also shows the locations of the Special Districts and Corridor areas described in the 2030 PLAN text, as well as City parks, public schools and other key public facilities in Glenpool. The second view adds more reference detail, including alignments of primary and second arterial roadways from the City's Major Street and Highway Plan, and the generalized location and extent of 100-year floodplain areas as delineated by the Federal Emergency Management Agency (FEMA).

Table 21, below, relates the land use and character designations on the updated 2030 PLAN Map to the zoning districts in the City's zoning regulations. It also replaces the previous Land Use Plan Matrix in the 2010 version of the plan that focused on linking the zoning districts to areas of Low, Medium and High Intensity land use on the previous Comprehensive Plan Map.

TABLE 21: Future Land Use Designations Relative to Zoning Classifications

Future Land Use Designation	Mostly Closely Associated Zoning District(s)	Commentary
Rural	Agricultural (AG)	
Parks & Recreational Open Space	All but commercial and industrial districts	
Estate Residential	Residential Estate (RE)	Stands apart as a transitional character area between scattered residential uses in Rural character areas and more condensed subdivision layouts even in Suburban Residential character areas.
Suburban Residential	Single-Family Low Density (RS-1) Planned Unit Development (PUD)	Makes a distinction between more intensive General Residential character areas relative to Suburban Residential, with only RS-1 zoning considered appropriate for Suburban Residential areas. In contrast, the 2010 Comprehensive Plan equated all three RS zoning districts to "Low Intensity Residential."
General Residential	Single-Family Medium Density (RS-2) Single-Family High Density (RS-3) Residential Manufactured Home (RMH) Planned Unit Development (PUD)	
Neighborhood Conservation	<i>None currently</i>	The same residential zoning districts are currently applied to both contemporary new developments and to older, long-established neighborhoods.
Attached Residential	Duplex (RD) Multi-Family Townhouse (RMT) Planned Unit Development (PUD)	Makes a distinction between less intensive forms of attached housing, such as duplexes, patio homes and townhouses, relative to the most intensive forms—larger-scale and often multi-story apartment buildings—which are regulated by the RM zoning districts.
Multi-Family Residential	Multi-Family Low Density (RM-1) Multi-Family Medium Density (RM-2) Planned Unit Development (PUD)	
Suburban Commercial	Planned Unit Development (PUD)	The current zoning district options for commercial development will not necessarily produce a Suburban character outcome without the developer choosing to go beyond the minimum applicable standards.
General Commercial	Office Low Intensity (OL) Office Medium Intensity (OM) Commercial Shopping Center (CS) Commercial General (CG)	
Industrial - Light	Light Manufacturing Research and Development (IL)	A separate designation provided for the most intensive industrial uses allowed in the city as regulated by the IM zoning district.
Industrial – Medium	Industrial Moderate (IM)	

PART V: Implementation of the Comprehensive Plan

NOTE: The content of Part V within the Comprehensive Plan is adjusted as indicated (existing text in regular black font, and underscoring applied to new or revised text).

General

The final section of the Glenpool, Oklahoma Comprehensive Plan-2025 presents the tools for plan implementationof the 2030 Plan. Each decision made by the local government has the potential to contribute to the implementation of the 2030 PLAN. The specific tools discussed in this section include the following:

- Capital Improvement Program;
- Zoning Regulations;
- Subdivision Regulations and Engineering and Design Criteria and Standards For Construction;
- Annexation;
- Building and Housing Codes;
- Additional Detailed Planning;
- Planning for the Annexation Fence Line;
- Neighborhood Improvement Programs;
- Continued Citizen Participation; and
- Regular Updates of the 2030 PLAN.

As part of the 2016-17 interim plan update, City staff also identified examples of financing mechanisms the City has used since 2010 to accomplish needed public improvements and other community enhancements, including:

- Funds allocated to Glenpool projects from Tulsa County's **Vision 2025 sales tax initiative**, which was originally approved by voters in 2003. As of mid-2017, all of the *Vision 2025* funds allocated to Glenpool projects had been used or were being used for ongoing projects. *Vision 2025* was the primary funding source for the South County Soccer Complex that was under construction adjacent to, and as a part of improvements associated with, the South County Recreation Center owned and operated by Tulsa County. Also, the design and construction of the new elevated water storage tower on 156th Street, completed in 2016, was largely funded through *Vision 2025*. The rehabilitation of a regional sanitary sewer lift station along 121st Street, west of US-75, was also partially funded through the *Vision 2025* program.
- A **federal transportation grant** awarded to the City that was partially funding an \$800,000 local sidewalk construction project during 2017-18. The project will better accommodate pedestrian circulation generally along 141st Street between Elwood Avenue and Peoria Avenue, and providing connections with the South County Recreation Center on Peoria Avenue and the Glenpool School complex along Warrior Drive.
- Funds that will be generated by the City's creation, in January 2017, of Glenpool's first **Tax Increment Finance (TIF) district**. The district encompasses several properties prime for commercial development in an area generally south of 161st Street and east of US-75. Up to \$5 million of tax revenue to be generated within the district, over a base amount, is earmarked,

through a TIF agreement, for reimbursement to the developer for public infrastructure improvements that will be completed in conjunction with the private development.

Capital Improvement Program (CIP)

The importance of the CIP to the development of the City cannot be over-emphasized. In 1997, the City adopted a comprehensive CIP that addressed all areas of capital equipment, infrastructure and buildings owned by the City. The CIP is based on a program of priorities in the areas of general government, parks, public safety, transportation and utilities. Priorities range from needs that are of a mandatory basis that should be met immediately to those needs that are considered essential, desirable or deferrable. The CIP presents these needs on an annual basis for each of the first five (5) years and aggregates needs in years six (6) through ten (10). The basic element of the CIP is the inventory of the City's capital assets that is available in a computerized format. The inventory also includes a comprehensive analysis of the utility and street systems that includes interrelated graphic single-line maps and a non-graphic database. This CIP presents a "business plan" for the City and should be maintained and utilized as a tool of capital construction as well as reference at the time of budget preparation. The City should continue to update and maintain the CIP on an annual "rolling" basis, to remove the previous Year 1 from the plan, add priority projects for a new Year 5, and adjust the out-years to incorporate a new Year 10A major update of the 1997 CIP should be completed in the short term of the 2030 Planning Period.

Zoning Regulations

Zoning is the most obvious and publicly recognized tool of implementation of the Comprehensive Plan. Table 21, at the end of Part IV of this plan, relates the land use and character designations on the updated 2030 PLAN Map to the zoning districts in the City's zoning regulations. The relationship of the proposed land use categories in the 2030 Plan to zoning districts is shown on the Land Use Plan Matrix (Table 21). The 2030 Plan includes the Matrix of Intensity and Land Use Standards which is the basis for zoning decisions made by local officials. It is the policy of the City that zoning decisions will not be made in contradiction of the 2030 PLAN. It is also the policy of the City that the 2030 PLAN, as well as any changes in the physical facts of the subject area or the possibility of factors not considered or present at the time the 2030 PLAN was adopted, be considered as well. In those areas included within the annexation fence line of the City and in unincorporated Tulsa County, the City seeks to have the 2030 PLAN officially adopted by the Tulsa County Board of Commissioners in order that the decisions of the County contribute to growth in these areas in accordance with the policies, goals and objectives of the City of Glenpool. The use of the referral process for County planning and rezoning changes from the Tulsa Metropolitan Area Planning Commission should be continued to allow a partnership with Glenpool in zoning decisions recognizing that the County jurisdiction is final until said lands are annexed into the City.

Essential updates to the Zoning Regulations were adopted in 2017, in conjunction with the 2016-17 interim Comprehensive Plan update. As part of this update effort, a comprehensive re-organization of the regulations was also accomplished to improve user navigation and enable more efficient administration by City staff. A particular focus for the zoning update was to provide an enhanced policy framework for the consideration and approval of Planned Unit Developments (PUDs), especially for applications that propose relatively smaller lots for single-family residential development to ensure preservation of open space, resource protection, and adequate buffering and compatibility with adjacent land uses.

Subdivision Regulations and Engineering and Design Criteria and Standards For Construction

The exercise of subdivision control and engineering design standards is a fundamental part of development regulation and implementation of the 2030 PLAN. The Subdivision Regulations establish the process and minimum standards for development related improvements (streets, water, sewer, sidewalks, parks, open space, drainage, etc.) and the City's Engineering and Design Criteria and Standards For Construction set the detailed design requirements for such improvements. These regulations should be revised and updated on a regular basis to keep pace with changing development techniques and the standards included therein should be enforced throughout the process, from plan review to construction, by knowledgeable professionals and enforced by a rigorous inspection program in the field.

Targeted updates to the Subdivision Regulations were adopted in 2017, in conjunction with the 2016-17 interim Comprehensive Plan update. These updates added essential provisions to spell out and clarify respective responsibilities of developers and the City related to public infrastructure improvements that are planned through the City's platting and development approval processes, and later approved for dedication to the City for ongoing maintenance. Minor adjustments were also made to coincide with related amendments to the zoning regulations involving standards for and review and approval of Planned Unit Developments (PUDs). Additionally, based on the 2016-17 interim plan update and the amended zoning and subdivision regulations, the City is again updating and enhancing its Engineering and Design Criteria and Standards For Construction, as was previously done in 2012.

Annexation

[No changes in this section]

Building and Housing Codes

[No changes in this section]

Additional Detailed Planning

The basis for the land use and transportation elements of the 2030 PLAN is the demographic and economic data available only from the decennial~~2000~~ US Census with estimates and forecasts on an annual or semiannual basis from INCOG, the Oklahoma Department of Commerce, and the US Department of Commerce. A new decennial census will be taken in the year 2020~~10~~, which will contribute valuable new and detailed information about Glenpool, the Planning Area and this region overall. Every effort should be made to review the demographic and economic based data in the 2030 PLAN and later interim updates in light of the latest available information. These estimates and any projections should continue to be utilized now and after the data is available from one of the aforementioned sources to keep the City's Comprehensive~~2030~~ Plan current. INCOG also has a process whereby the population of area cities and towns is estimated on an annual basis, which should also continue to be considered.

Planning for the Annexation Fence Line

[No changes in this section]

Neighborhood Improvement Programs

Housing is a basic staple of economic development and quality living in Glenpool and neighborhoods are basic residential elements of the 2030 PLAN. Neighborhoods should continue to be well planned in accordance with the policies in the 2030 PLAN and programs continued in areas of code enforcement, infrastructure maintenance, neighborhood associations, and community policing programs, to assure quiet, stable existing and new living areas throughout the City. The 2016-17 interim Comprehensive Plan

update also introduced the concept of Neighborhood Conservation as a special land use designation on the 2030 PLAN Map and a potential zoning tool to consider for more targeted neighborhood protection and management of any infill or redevelopment activity in the City's original and oldest established residential areas. Glenpool should also supplement these local efforts with aggressive programs seeking federal or other assistance to provide funds to rehabilitate existing housing and assure that affordable, safe, and standard housing is available for all persons in the community.

Continued Citizen Involvement

A comprehensive plan is never the work of one individual, group or agency. It involves the collaboration and partnership between all persons interested in creating the best community possible. In 1999, the Mayor along with the City Council and Planning Commission/Board of Adjustment worked with members of the Glenpool business and residential communities in establishing a "Visioning Process," which served as the foundation for the Glenpool, Oklahoma Comprehensive Plan: 1999-2020. A similar process, Glenpool – A Vision for the Future, was conducted with participation from Glenpool leaders, various stakeholders and residents during late 2013 through early 2014. That process involved consideration of internal/external challenges and opportunities, and ideas and specific initiatives for building community in Glenpool in the years ahead.

In order for the 2030 PLAN to remain effective, it is paramount that citizen participation play a vital role in the updating process. As the 2030 PLAN is updated, the City of Glenpool should encourage public involvement by posting public notices, holding public hearings, and issuing news releases. Such means have proven effective in assuring that the planning process is structured as a very public process and that all affected interests and needs are brought to the forefront, discussed and addressed. For future major 2030 PLAN updates, comprehensive citizen participation, similar to the previous visioning processes is recommended. The table in Part I of this supplemental report highlights leadership and community engagement activities that informed the 2016-17 interim Comprehensive Plan update, with summaries of several such activities included as an appendix to this report. Several informal presentations and question-and-answer sessions were also completed with development community representatives during the process of developing zoning/subdivision regulation updates that were drafted concurrently with the interim plan update.

Regular Updates of the 2030 PLAN

It is especially important that the Comprehensive2030 Plan be updated on an annual basis for minor changes and given a major review and update every three (3) to five (5) years and not less than every ten (10) years. This is especially the case when new data from the latest US Decennial Census becomes available—which will next be in the early 2020s after Census 2020—and also in consideration of major updates in regional plans, such as the INCOG Regional Transportation Plan (RTP) that is updated every five years, with a next RTP update pending for 2020-2040 following INCOG's adoption of Connections 2035. The results of periodic RTP updates bear heavily on near-term transportation funding allocations and subsequent construction of streets in Glenpool and throughout the region. Population and demographic estimates and projections should also be reviewed as they become available and the policies of the City's Comprehensive2030 Plan reviewed in light of the most current information.

Planning is a process, ongoing and dynamic, that does not stop with the adoption and publication of a specific iteration of the Comprehensive2030 Plan. Comprehensive plans must truly be "living documents" to be used in daily decision-making by the public and private sectors to accomplish the purposes and plans set out for the community for the next several decades included in the Glenpool, Oklahoma Comprehensive Plan: 2030.

APPENDIX: Leadership and Community Engagement

The leadership and community engagement activities conducted in support of the 2016-17 interim Comprehensive Plan update included a series of small-group sessions and the first meeting of the project Advisory Committee. These particular activities occurred in October 2016 and involved “big picture” discussions of Glenpool’s recent community accomplishments, current issues and needs, and priorities for the years ahead. The summaries that follow capture the highlights from these discussions.