



# **THE GLENPOOL**

## **2030 PLAN**

# **THE 2030 PLAN**

(GLENPOOL COMPREHENSIVE PLAN 1999-2020 UPDATE)

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# **ACKNOWLEDGEMENTS**

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The City Council established the 2030 PLAN Update Steering Committee. The Council appointed Mayor J. Shayne, Keith Robinson, Vice-Mayor and all the members of the Glenpool Planning to the Update Steering Committee.

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## PART I

# INTRODUCTION

### THE “2030 PLAN” UPDATE

This document is an update to the original Glenpool Comprehensive Plan 1999-2020. The Mayor and City Council, at the start of the process to update this plan, identified two members from the City Council, All members of the Planning Commission/Board of Adjustment and City Department Heads as members of the Comprehensive Plan Update Steering Committee. The Committee also initiated discussions, posed questions to staff and elected officials present at such meetings, and forged the goals, objections and policies included in this comprehensive plan. This Committee has been a key element in the success of the planning process and has been acknowledged in the opening pages of this plan document. They have consistently challenged the staff with their comments and questions and added important insight throughout the process. The adoption of the 2030 PLAN will be reviewed in two public hearings by the Planning Commission and a final public hearing by the City Council.

### THE ORIGINAL PLANNING PROCESS

The planning process in Glenpool, Oklahoma, consists of the formulation and blending of the mandates of the public and the needs of the private sector for services into a physical development plan for the short, mid and long range. Part I of this comprehensive planning process provides an introduction to planning in a general sense, a statement of the planning process in the Glenpool perspective and, finally, an explanation of how the local planning process is set in an areawide and regional perspective. The basic elements of any such planning process, whether for a city for a town or a business, consists of the following major elements:

An inventory of resources;

An analysis of the inventory and identification of assets and resources as compared to needs;

A plan developed to address the needs and to improve upon, add to or develop entirely new public resources. Develop strategies for how to achieve the realization of the plan including regulatory (in the public sense) and fiscal (such as local funds, fees for services, taxes, loans or grants from other levels of governments);

An important element of the planning progress is to develop a forum aimed at assuring wide public participation throughout the planning process. A citizen participation element is a vital part of any plan strategy that must be developed at the outset of the preparation of the plan, and then maintained to assure that all of the affected interests and needs are brought to the forefront, discussed and addressed by the plan. In some cases, this participation is not always automatic, and the input

must be actively sought out. Often, documented to give the final plan a comprehensive character and one that also is the result of giving consideration to the widest possible cross-section of perspectives and participation. If this element of the planning process is successful, it will assure that the planning process is a very public process, and is one that the community is aware of. This allows going on, as opposed to finding out about the plan during the final series of public hearings before the Planning Commission.

The planning process is one that takes considerable time, and is not typically done in less than a year, even if a plan is to receive only a minor update. A series of input and visioning meetings, meetings with community clubs and organizations as well as meetings with the various interest groups in the city and staff departments with the city, county, state or federal government and with the local planning commission and city council must be conducted. The product of these meetings is one that is constantly refined and, in some cases, reviewed and refined further by the local planning committee, planning commission and city council, into a series of goals, objectives and policies that become the basis of the finished comprehensive plan.

## **PLANNING IN GLENPOOL: A LOCAL PERSPECTIVE**

In Glenpool, the City Council is the final authority on matters of policy relating to comprehensive land use planning. The City Council appoints the Planning Commission and Board of Adjustment to address planning and zoning matters as set out in Oklahoma State Law. This aspect of planning, the regulatory side, is typically the side of planning with which the general public is the most familiar. The regulatory side of the Comprehensive Plan is established by the policies in the comprehensive land use plan, zoning codes, subdivision regulations, engineering design criteria for public infrastructure, building and related codes. However, there is also a fiscal side of planning that relates to how the City spends its money on capital improvements, such as streets, water, wastewater, storm drainage, parks, police, fire, emergency services, public buildings, etc., that also has a great impact on how the implementation of the comprehensive plan is realized in Glenpool. The blueprint for the fiscal side of the Plan is the Capital Improvements Program (CIP) developed in 2006 will be adopted as a part of the 2030 PLAN.

The public was invited and encouraged to participate in the Capital Improvement Planning process in a series of public meetings that resulted in adoption of the Capital Improvement Plan. A general goal of the planning process is an informed citizenry which can evaluate the needs of the City when they are presented by the City Council such as for approval of bond issues or sales taxes for major public facilities. The groundwork for such decisions is effectively established if the citizenry itself has contributed to identifying such needs during the comprehensive planning process.

## **AREAWIDE PLANNING**

Many of the needs and opportunities to expand upon local development, whether physical or economic, are impacted by measures that extend beyond local boundaries and require cooperation between cities and towns, the county, state and various federal agencies. Glenpool has been most active in seeking opportunities to address the regional aspects of local programs by its active and on-going participation in Indian Nations Council of Governments (INCOG) -- a regional planning agency. The past successes of INCOG are directly attributable to the voluntary active participation of its local member governments in pooling human, financial and physical resources to reduce duplication of efforts and thus increase the efficiency of its members and the overall efficiency of the region.

Glenpool has availed itself of community planning and economic development services, comprehensive planning, transportation planning, development coordination, environmental and engineering services, research and data, mapping and graphics and public safety coordination through its membership and participation in INCOG. In addition to the basic menus of regional services, Glenpool has also participated in the Coalition of Tulsa Area Governments (CTAG) and the Metropolitan Environmental Trust.

In many cases, coordination beyond the City boundaries has been in the form of cooperative local approaches with the abutting cities of Jenks and Bixby in securing the development of needed local transportation facilities such as SH-67 from US-75 to US-64 and working with the Oklahoma Department of Transportation in the early planning stages of improvement and realignment of US-75. These cities have also launch local cooperative initiatives to improve economic development in the southern portions of Tulsa County by attracting jobs to existing local industrial areas, and even to develop such future joint facilities as would further this goal.

## **THE PLANNING AREA**

The Planning Area for this Comprehensive Plan includes those areas presently annexed into the incorporated area, and those areas included within the annexation fenceline. Areas included in the annexation fenceline are those areas into which Glenpool is expected to grow. This Comprehensive Plan includes the physical development and land use plans for the incorporated and unincorporated areas within the annexation fenceline. Regarding the unincorporated areas, special coordination between the City of Glenpool and Tulsa County will be necessary to assure open lines of communication, coordination and expectations regarding future physical development. At the completion of this process and adoption of the Plan by the City, the Plan for the unincorporated areas of Tulsa County within the Glenpool annexation fenceline will be presented to the Board of Commissioners of Tulsa County for their review and approval.

## **PART II**

### **ELEMENTS OF THE 2030 PLAN**

#### **GENERAL**

The 2030 PLAN has been officially adopted by the City of Glenpool to serve as the general policy guide for future physical and economic development of the City based on present and future needs. The City is built by an essential partnership of public agencies and private enterprise. The policies set forth herein in written and graphic form are to guide the physical development decisions of that partnership of public and private interests.

#### **AUTHORITY AND JURISDICTION**

The authority for the 2030 PLAN is expressed in Title 11, Section 45-103 of the Oklahoma State Statutes. Under these Statutes, the Glenpool Planning Commission does investigate, study and hold public hearings, and recommend to the Glenpool City Council the adoption of the 2030 PLAN for the development and betterment of the City of Glenpool.

#### **CONFORMANCE TO THE COMPREHENSIVE PLAN**

The 2030 PLAN is the official master plan for the physical development of the City of Glenpool. Decisions concerning the development of the physical environment of the City are to be made in accordance with the 2030 PLAN. Such decisions are made in the provision of public improvements, services, and facilities and in the establishment, use and enforcement of the Zoning Code, Subdivision Regulations, Engineering Design Criteria, Building Code, Capital Improvement Program (CIP) and other codes and ordinances relating to development of the physical environment.

#### **PUBLIC FACILITIES AND UTILITIES: RELATIONSHIP TO THE COMPREHENSIVE PLAN**

The short, mid and long-range general policies for guiding public improvements that serve the City of Glenpool are set forth in CIP which is an element of the 2030 PLAN. Improvement plans and proposals of a type embraced within the 2030 PLAN should first be submitted to the Planning Commission for review, written comment and recommendation prior to submission, authorization, or construction upon final approval by the City Council. According to Oklahoma State Statutes, the CIP and included projects must be in accordance with the locally adopted comprehensive plan. Public facilities and utilities are identified in the CIP of the City that is officially adopted as an element of this 2030 PLAN.

## ZONING: RELATIONSHIP TO THE COMPREHENSIVE PLAN

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 based on the land use designations shown in the 2030 PLAN. Provisions of the Zoning Code must not contradict the intent 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 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 and intensities as designated in the 2030 PLAN. The three degrees of relationship to the 2030 PLAN text that may exist between zoning districts and designated land use categories are as follows:

The zoning district and 2030 PLAN category are in accordance. An existing zoning district or a rezoning request which if implemented, would directly contribute to achieving the objective established for the area and would clearly be in accordance with the 2030 PLAN. If the Plan category for an area were Low-Intensity Residential, a proposal to rezone the area to an RS-3 Residential Single-Family District would be in accordance with the 2030 PLAN. Approval of the proposal would not require an amendment to the 2030 PLAN.

The zoning district and 2030 PLAN category may be found to be in accordance under certain circumstances. 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 prevents achievement of the planned use, then it must be determined whether the proposed land use, if implemented, would be compatible with the surrounding area in the manner contemplated by the 2030 PLAN. An RD Residential Duplex District used as a transitional use between a Low-Intensity area and adjacent higher intensity areas would be an example of a district that could be held in accordance with the Low-Intensity Plan category. However, the same RD zoning district contemplated for a large area in the center of a Low-Intensity residential neighborhood would not be in accordance with the Low-Intensity Plan category. Therefore, if the proposal is found to be in accordance with the 2030 PLAN, an amendment to the Plan may or may not be necessary.

The zoning district and 2030 PLAN category are not in accordance. An existing zoning district or a rezoning request is not in accordance with the 2030 PLAN if, when implemented, it would prevent the achievement of the objectives shown for the area by the Comprehensive Plan. That is, if the 2030 PLAN category for an area is Low-Intensity, a proposal to rezone the area to a High-Intensity IH (Heavy Industrial District) would not be in accordance with the 2030 PLAN and approval. Approval of the proposal would require an amendment to the 2030 PLAN. The relationship of zoning to the Comprehensive Plan is summarized in the "Matrix" which is included as Table 20 in the 2030 PLAN text.

The Official Zoning Map can properly vary from the 2030 PLAN in that it recognizes short-range conditions, whereas the 2030 PLAN recognizes long-range conditions. The Zoning Map is also more detailed and specific than the 2030 PLAN. 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 major 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 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 these situations should occur.



## GENERAL GOALS

The following general goals are officially adopted as a part of the 2030 PLAN and are presented without regard for priority.

1. It is the overall goal of the 2030 PLAN that the City of Glenpool's physical development 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 is intended to develop with a separate identity in which private and public interests are encouraged to develop in harmony with the physical environment.
3. Land in Glenpool is intended to 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.
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 and recreation areas should be developed in Glenpool.
7. Glenpool should 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 should be done only in a manner that assures compatibility of more intense uses with existing or planned less intense uses.
11. Maximize opportunities to attract a Tulsa Community College (TCC) campus, a Tulsa Technology Center (TTC) campus and a full service hospital to meet the growing needs of the City.
12. A variety of economic opportunities for employment and investment should be available to all Glenpool residents.
13. A variety of living styles should be available for Glenpool residents, but the predominant living style of Glenpool should remain single-family residential.

14. The goals of the 2030 PLAN shall be implemented and the Glenpool Planning Commission shall be involved in further detailed planning as necessary in order to achieve the goals, objectives, and policies of the 2030 PLAN.
15. 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.
16. It is intended that Glenpool coordinate the implementation of the 2030 PLAN and other planning efforts with the efforts of other governmental jurisdictions.
17. 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.
18. The US Highway 75, Beeline Expressway/Glenpool Expressway (US-75), should be improved and upgraded to interstate highway standards and development along this corridor should be highway commercial, tourist and industrial in accordance with the 2030 PLAN.
19. In order to properly 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.
20. The North and South side of 141<sup>st</sup> Street from US-75 east to Peoria Avenue shall be developed as the Central Business District of Glenpool in accordance with the 2030 PLAN. In addition the South side of 141<sup>st</sup> Street between Peoria
21. 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

The goals, objectives, policies and standards for specific elements of the 2030 PLAN are set forth below. The basic elements within which those goals, objectives, policies and standards are considered are as follows:

- LAND USE
- LAND USE INTENSITY
- PUBLIC FACILITIES
- PUBLIC UTILITIES
- TRANSPORTATION

## 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 intensity of the land. Land use designations are categorized broadly by type as follows:

- Agricultural
- Residential
- Office
- Commercial
- Industrial
- Recreation and Open Space
- Public and Quasi-Public
- Development Sensitive Areas

The goals, objectives, policies and standards for each land use category are presented in this section. Land use intensities are discussed in the next section.

**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 will 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:

### Agricultural Area Goals:

1. Maintain and preserve those areas for which the most appropriate use is agricultural production.
2. Protect agricultural areas from premature, unplanned urbanization until a full range of public facilities, services and utilities is available, and to discourage wasteful scattering of development within agricultural areas.
3. Emphasize matters of compatibility and order with regard to the transition of land uses between agricultural and other land use, particularly residential.

### Agricultural Area Objectives:

1. Encourage agribusiness as an industry in the community.
2. Encourage urban development of areas within the Coal Creek Watershed contiguous to urban services.

### Agricultural Area Policies:

1. Assistance to the City in the development of the necessary public utilities and facilities to support urbanization of agricultural lands should be sought from various federal and state agencies.
2. The impact upon and preservation of agricultural activities will be taken into consideration prior to the extension or provision of urban services in these areas.
3. The utilization of sound agricultural and soil management practices will be encouraged with available assistance provided by the various federal and state agencies.
4. Assistance in the preservation and protection of agricultural areas shall be sought from the various state and federal agencies making such services available to the public and private sector.
5. Development controls shall include means to address the prevention of soil erosion, uncontrolled runoff and other problems sometimes associated with the initial stages of the development process or poor agricultural cultivation practices.

RESIDENTIAL AREA LAND USE. This category of land use consists of areas in which people live and maintain their homes. Residential uses include single-family homes, duplexes, townhouses, apartment units, and manufactured/modular/mobile homes. The neighborhood is the basic unit of planning for residential areas. Residential living units should be located within quiet, safe, and attractive neighborhoods that provide convenient and safe pedestrian or other access to an elementary school, churches, and recreation areas. Residential areas should be located within convenient travel time and distance to employment centers, office and shopping areas, and community and recreational, educational and cultural areas.

### Residential Area Goals:

1. Ensure that existing and future residential neighborhoods be stable, safe, comfortable, and quiet and that the neighborhood unit continue to be the basic element of all types of residential areas.
2. Provide a variety of dwelling unit types and densities in the residential areas to meet the needs of all citizens.
3. Support the freedom of choice for any person in the sale, rental or leasing of any residential property in any location in Glenpool without regard for age, race, color, sex, religion, physical/mental abilities or national origin.

4. Ensure that standard and adequate housing be made available to all citizens and that the existing housing stock be maintained in a safe and standard condition.
5. Encourage the formation of homeowners and neighborhood associations.
6. Enhance the safety of the residents of Glenpool by the formation of neighborhood watch organizations and community policing programs supported by the City.
7. Promote the stability of existing and planned residential neighborhoods by consciously addressing matters of compatibility between residential and nonresidential uses giving due regard to the transition of land uses and intensities and using buffering as well as Planned Unit Development (PUD) concepts.

#### Residential Area Objectives:

1. Conserve existing and future residential areas by eliminating and preventing the spread of blight through the use of code enforcement and other- programs.
2. Preserve the character of residential areas by preventing the intrusion and encroachment of incompatible nonresidential uses.
3. Promote the design of local streets so as to discourage nonresidential traffic from cutting through residential neighborhoods.
4. Upgrade as needed and maintain at a high level all public facilities and utilities in existing residential areas.
5. Enforce existing regulations and codes in order to preserve, enhance, and stabilize the quality of life in existing and future residential areas and to maintain the quality of existing housing stock.

#### Residential Area Policies:

1. Local, state, and federal grants should be sought and utilized whenever feasible and appropriate to supplement local programs aimed at conserving existing residential areas, and maintaining the existing housing stock and neighborhood utility systems.
2. Residential areas should be designed and developed in such a manner as to be buffered from multi-family, medium intensity office, commercial and industrial uses by increased setbacks, open spaces and natural or man-made screening.
3. Residential development within areas subject to periodic flooding shall ~~will~~ be discouraged and regulated in accordance with local, state and federal regulations.
4. New residential development will be designed, developed, and constructed in a manner that preserves the natural environment and enhances the environmental quality of residential areas. Careful regard shall be given to protecting Development-Sensitive Areas, such as forested areas, drainage-

ways, and scenic vistas and to utilizing the contours of the land in site development.

5. The design of local streets shall be reviewed during the subdivision process to assure that street patterns discourage non-local traffic within residential neighborhoods.
6. Abandoned and deteriorating housing structures should be secured and rehabilitated whenever feasible and appropriate, or be cleared.
7. Residential manufactured home parks shall be screened from abutting, conventionally constructed single-family residential uses.
8. The Neighborhood Concept, page II-25, shall be utilized in the design and development of residential areas.
9. The Property Maintenance Code shall be enforced by the City to assure the provision of safe and standard housing to all Glenpool residents.
10. No public or publicly supported project shall be undertaken which produces housing that is restricted from sale to anyone on the basis of age, race, color, sex, religion, physical/mental abilities or national origin.
11. To educate the general public on the minimum code standards for maintenance of private property such as for mowing, cleaning and removal of junk, disabled or derelict vehicles or other nuisances.

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 or Activity Centers (as discussed later in this Plan) at or near the intersection of arterial streets throughout the City.
2. Encourage development of well designed office use areas, ensuring that they function as buffers between less intense land uses, such as residential, and more intense uses, such as shopping and commercial areas.
3. Encourage well-landscaped office to improve the appearance of the development and contribute positively to the overall appearance and image of the community.
4. Design and locate office use areas to form between low-intensity residential uses and low to medium intensity non-residential uses.

5. Continue to develop and improve Special District 1, 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.”

#### Office Area Objectives:

1. Continue to make areas adjacent to the soon to be vacated City Hall in Special District 1 to be a focus on Low to Medium Intensity development and redevelopment for public uses, commercial, church, and office uses.
2. Require adequate off-street parking for office areas to avoid parking by office patrons spilling over into adjacent and abutting residential areas.
3. Develop various levels of intensity to allow for medium or higher intensity office uses to be appropriately located away from 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.

#### Office Area Policies:

1. Office areas should be well-designed and conveniently located to serve Glenpool residents from across the City.
2. All office areas, and such areas abutting residential areas, in particular, shall be well landscaped and of a low-rise or lesser intensity and used as buffer and transitional areas of land use from areas of higher intensity to areas of lower intensity.
3. Special District 1, and the adjacent areas should continue and develop and encourage redevelopment with due consideration being given to the close proximity and stability of the abutting residential neighborhoods.
4. Each development within Office Area(s) shall provide adequate parking to ensure that patrons are not required to park on adjacent or nearby residential streets.
5. Office development should be concentrated in Activity Centers adjacent to the intersection of arterial streets along with other non-residential uses. Traffic, to or from office areas, shall be discouraged from cutting through residential areas.

**COMMERCIAL AREA LAND USE.** This category of land use includes the retail and service commercial establishments located within the Glenpool area.

### Commercial Areas Goals:

1. Concentrate commercial activities within Activity Centers in planned integrated shopping centers, conveniently situated throughout the Planning Area.
2. Discourage strip commercial development, except that which is especially designed, planned, and located on major roads that could be permitted upon approval of a PUD in a Special District or in an Activity Center.
3. Design and develop an economically healthy range of commercial uses the needs of existing and future Glenpool area residents.

Encourage the opportunities for highway commercial and tourist commercial services along frontage roads to be developed for US-75, making improvements to the physical and natural environment to enhance the attractiveness of this area.

### Commercial Areas Objectives:

1. Concentrate and cluster commercial and office land uses at arterial street intersections in Activity Centers as designated in this 2030 PLAN.
2. Establish the area east of US-75 along 141st Street and west of Peoria and on the South side of 141<sup>st</sup> 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 District 5 in the 2030 PLAN.
3. Develop commercial and office land use sites of appropriate size and in accordance with existing zoning and subdivision regulations in order to assure convenient and safe ingress and egress, and to avoid inadequate parking, crowding, blighting and other problems which can hamper the vitality of commercial enterprises and other non-commercial activities abutting or in close proximity to such uses.
4. Avoid spot commercial zoning.
5. Avoid strip commercial zoning. Strip commercial zoning is not considered to be in accordance with the 2030 PLAN.
6. Reduce scattered commercial locations throughout the Glenpool Planning Area through normal attrition and market-driven redevelopment during the Planning Period.

### Commercial Area Policies:

1. Commercial uses should be located so as to provide the best access to the population they are intended to serve.



2. Existing zoning and subdivision regulations shall be used to implement the 2030 PLAN for commercial development to be updated periodically.
3. Along SH-67 (151<sup>st</sup>) between 33<sup>rd</sup> West Avenue to Lewis Avenue to the east, (SH-67 Corridor) commercial Uses shall be encouraged to develop as PUD's.
4. The scattering of unplanned commercial uses should be discouraged by encouraging development in these areas as provided for by the 2030 PLAN.
5. A variety of sites for diversified environmentally sound commercial uses be available in the Glenpool area and that sites be conveniently accessible to the work force and major transportation facilities such as US-75 and SH-67 (151<sup>st</sup>).
6. Highway and tourist commercial development should be concentrated in the US-75 corridor as shown on the 2030 PLAN.
7. Commercial property abutting residential areas shall be required to provide screening fences, landscaping, buffering, setbacks, lighting modification and exterior noise reduction measures designed to reduce negative impacts and nuisances to the residential areas. Improvements should be sought in existing problem situations whenever permits are requested for expansion or alterations.
8. Sign regulations shall be administered to reduce visual clutter and improve the overall appearance of the streetscape and image of the City.
9. Spot zoning and/or strip commercial development will not be considered in accordance with the 2030 PLAN.
10. Low intensity office uses will be utilized to act as buffers between single-family residential and nonresidential uses when multifamily residential uses are not appropriate.
11. Legal non-conforming commercial uses may not expand unless in accordance with the Glenpool Zoning Code. Upon termination of operation of such uses, it is intended that redevelopment occur only in accordance with the Zoning Code and this Comprehensive Plan.

**INDUSTRIAL AREA LAND USE.** Industrial areas form basic employment centers for Glenpool and surrounding areas. Because of the external impact such uses have on abutting areas and the special needs such areas often present for services (transportation and access, water and sewer services, etc.) planning for the location of industrial areas is particularly important.

### Industrial Area Goals:

1. Make certain that industrial areas and districts have accessibility to a balanced transportation network consisting of highways, air, potential rail and transit transportation modes providing efficient and economic movement of people and goods.
2. Encourage industrial businesses that will be taken for the expansion of US-75 to relocate within Glenpool in publicly or privately developed industrial parks.
2. Encourage the City to actively seek opportunities to expand its economic and industrial bases with clean industries that will afford local residents the opportunity for employment.

### Industrial Area Objectives:

1. Preserve and protect those sites exhibiting desirable characteristics for industrial development from encroachment by incompatible uses.
2. Make certain that any industry having an adverse impact on the environment locating in the Glenpool area take those actions necessary to bring that industry into conformance with local, state, and federal environmental standards, prior to locating in Glenpool.
3. Encourage public and privately planned and developed industrial parks that cluster industrial sites in the Glenpool area.
4. Encourage the City of Glenpool to make effective use of the Industrial Trust Authority- to encourage the identification of potential industrial sites and to develop planned industrial parks, taking advantage of such financing methods as revenue bonds and state and federal economic development grants in order to attract industry to the Glenpool area.

### Industrial Area Policies:

1. Industrial sites and facilities shall be designed, developed and constructed so as to maximize open space between less intensive adjacent uses and to provide visual screening, particularly through the use of natural features and foliage whenever feasible and appropriate.
2. Industrial traffic shall utilize land areas adjacent to the US-75 from frontage roads and other streets specifically designed for heavy vehicle traffic.
3. Industrial districts adjacent to neighborhoods should be separated from low intensity uses by appropriate Medium or Low Intensity uses and buffers.
4. State and federal grant moneys shall be pursued to provide the necessary public infrastructure to encourage industry to locate in the Glenpool Planning Area.
5. Detailed planning and engineering studies shall be conducted for the development of Special District 2. Industrial PUDs are recommended for the

northern portion of this District which is located east of US-75 between 131<sup>st</sup> and 141<sup>st</sup> Streets and west of Coal Creek, including the City's Wastewater Treatment Facility.

**RECREATION AND OPEN SPACE AREAS.** Recreation and open space areas, natural and man-made, add significantly to the quality of life of all Glenpool residents. Such facilities shall be developed on a neighborhood and community scale and also be incorporated as buffers between dissimilar land uses.

Recreation and Open Space Area Goals:

1. Provide lands for parks, playgrounds, play fields, community parks and regional parks that meet the active and passive recreational needs of all age groups and are located for convenient access by varying age groups and user populations.
2. Provide public and private open space areas that preserve significant natural features, enhance the visual character of Glenpool, buffer adverse effects of certain land uses, and serve conservation purposes.
3. Develop open space along drainageways and in floodplain areas to form ribbons of open space through the community for pedestrian and other trails and serve a dual purpose of providing park areas along with addressing floodplain requirements.
4. Protect Development-Sensitive Areas that would lend themselves to natural open space amenities.
5. Develop soccer fields throughout the community as well as baseball fields.
6. Expand Black Gold Park as an organized and passive facility.
7. Develop Morris Park as a passive recreational facility.
8. Develop city owned 120 acres at 161<sup>st</sup> Street and Elwood into ball fields, cemetery and retail activities.

Recreation and Open Space Area Objectives:

1. Maintain and evaluate existing and planned parks to assure levels of service in relationship to need.
2. Provide new recreation areas and facilities as new neighborhoods are developed while maintaining existing parks.
3. Capitalize on opportunities for a variety of organized and informal recreation activities for all ages.

Recreation and Open Space Area Policies:

1. A system of parks, recreation and open space will be maintained and developed as depicted on the Glenpool 2030 PLAN map.
2. Black Gold Park will be fully developed and maintained as a community park. Possible facilities should also include the provision of competition level horseshoe pitching areas to attract tournaments and competitions to the City.
3. Relocate Lambert Park with the expansion of US-75 and work with the private sector to develop it with the Ida Glenn well site museum.
4. Public and private park land will be provided for neighborhoods during the development process through implementation of the Subdivision Regulations. Minimum land area standards established in the 2030 PLAN will be utilized in the acquisition and development of the various types of parks.
5. Neighborhood recreation areas will be centrally located to serve area residents.
6. The development of recreation and open space facilities will be coordinated with the floodplain management program.
7. Funding from private foundations, businesses, local, state and federal entities and other grant moneys will be secured, where available, to assist in the development of recreational lands.
8. Adequate parking shall be provided as a part of the development of recreational facilities.

**PUBLIC AND QUASI-PUBLIC AREAS.** Public and quasi-public areas form the basic support elements for surrounding residential, business or other areas. These areas are identified on the 2030 PLAN as locations for schools, city halls, fire and police stations, libraries, post offices and public utility facilities.

Public and Quasi-Public Area Goals:

1. Provide and locate sufficient lands for meeting the varying public and quasi-public area needs.
2. Conveniently locate public and quasi-public to the residential and business areas they serve.
3. Ensure that activities related to public and quasi-public uses do not negatively impact abutting less intense uses.
4. Encourage the development of an oil museum to commemorate the local and regional significance of the Glenn Oil Field discovery.

Public and Quasi-Public Area Objectives:

1. Locate public and quasi-public uses so as not to adversely impact less intense surrounding land uses.
2. Acquire public lands in accordance with policies outlined in the 2030 PLAN and sufficiently in advance of development as is feasible and appropriate.
3. Encourage major quasi-public areas to have high visibility and be clustered and centrally located.

#### Public and Quasi-Public Area Policies

1. The Glenpool City Hall and Conference Center, the Bonnie Chapman Community Center, the Multipurpose Public-Safety Complex be maintained as the major public land areas for City facilities and shall be expanded as necessary.
2. Other community, non-municipal public facilities should be encouraged to locate in Special District 1 adjacent to the current Black Gold Park.
3. Neighborhood and multi-neighborhood serving public lands will be located in Type-1 or Type-2 Activity Centers.
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.
5. Glenpool shall maintain and expand the Black Gold Park Community Facility.
6. Participate in the development of the Tulsa County Community Center on Peoria, north of 141<sup>st</sup> Street.

DEVELOPMENT-SENSITIVE AREAS. Development-Sensitive Areas are identified on the 2030 PLAN as areas, which if developed, deserve special attention. A Development-Sensitive Area designation may be superimposed over high, medium, low, or rural-residential area land use. Development-Sensitive Areas are characterized by:

1. Frequent flooding (as defined by the Federal Emergency Management Agency).
2. Development of with erosive soils as determined from Natural Resource Conservation Service (NRCS) topographic maps and US Department of Agriculture Conservation Service data shall be regulated in accordance with the Subdivision Regulations.

3. Unique environmental qualities such as wildlife habitat, forested areas or areas with special aesthetic qualities.
4. 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:

1. Recognize those areas requiring special attention during the development process due to topography, drainage, soils, slopes or other physical or natural features present on the land.
2. Encourage the respect of the natural environment and that public safety be maintained as development occurs within Development-Sensitive Areas.
3. Identify and preserve those areas or areas of the natural and/or man-made environment which should be studied in detail in order to ~~insure~~ ensure that public safety and welfare is maintained as development occurs.
4. Use of PUD overlay zoning classification for any development in Development-Sensitive Areas is encouraged.

#### Development-Sensitive Area Objectives:

1. Encourage the preservation of the natural environment to enhance the quality of life and improve the health and safety of the area residents.
2. Restrict development in Development-Sensitive Areas to preserve, protect and enhance the natural features present.

#### Development-Sensitive Area Policies:

1. Conservation of Development-Sensitive Areas shall be encouraged where feasible through:
  - Private Donations of such lands;
  - Limited Public Acquisition;
  - Utilization of the PUD Supplemental Zoning District;
  - Floodplain Zoning;
  - Compliance with federal, state and local safety regulations;
  - Incorporation of Development-Sensitive Areas into the Recreation and Open Space element of the Plan; and
  - Minimum structural improvement of natural features during the development process.

2. Environmental review of major projects should be emphasized.
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.

## LAND USE INTENSITY: GOALS, OBJECTIVES AND POLICIES

Intensity designations are applied to all land use categories and are described by density or concentration of activity. The different levels of planned intensities are designed to relate the function placed on the land to the level of public facilities, services and utilities available to the land. Intensity is a measure of the level of activity and traffic generated by a particular land use. Thus, a higher intensity use would require a higher level of public services (utilities, streets, etc.) than medium and low intensity uses would require.

### General Intensity Goals, Objectives and Policies:

#### Intensity Goals:

1. Provide a variety of land use intensities according to compatibility and public service systems capacity.
2. Allow compatible land use intensities to be located in conjunction with each other and to establish and maintain a continuity of similar land use intensities.

#### Intensity Objectives:

1. Allow high intensity uses, requiring direct access and visibility, only along major arterial streets.
2. Provide medium intensity uses that require less direct access and lower visibility at the intersections of arterial street systems in Activity Centers.
3. Separate low intensity uses from more intense land uses and buffer them from the undesirable land use impacts of high or medium intensity uses.
4. Preserve rural-residential intensity uses in the outer portions of the Glenpool Planning Area, where fewer public services are available or physical conditions restrict urban development.

#### Intensity Policies:

1. The 2030 PLAN depicts desired land use intensities and development patterns to the year 2030.

2. Areas designated rural-residential intensity may be transitional and may be redeveloped to greater than rural-residential intensity upon the availability of public services and in accordance with the goals, objectives and policies of the 2030 PLAN.
3. Low intensity residential uses will be preserved in Glenpool and its Planning Area. The Planning Area is designated as those areas presently included within the Glenpool City limits and those un-incorporated areas included within the annexation fence-line.
4. Medium and High intensity uses will not be allowed within or to encroach upon existing low intensity residential areas.
5. Medium intensity residential uses should act as buffers between low intensity residential uses and higher intensity uses.
6. Land use intensities depicted on the 2030 PLAN Map are expressed as follows:
  - a. Nonresidential Intensities are expressed in terms of floor area ratios (FAR) defined as follows: A mathematical expression determined by dividing the floor area of a building by the area of the lot on which it is located.
  - b. Residential Intensities are expressed in terms of the maximum number of dwelling units per gross acre. Gross acre includes all land available for development without exclusions for public or private nonresidential uses.

## LAND USE INTENSITY CATEGORIES

This section of the 2030 PLAN will discuss, define and designate various areas of intensity in the following terms:

- General intensity categories-high, medium, low, and rural-residential;
- Neighborhoods;
- Activity Centers;
- Special Districts; and
- Transportation Corridors.

**GENERAL INTENSITIES.** The 2030 PLAN classifies general land use intensities as follows:

**High Intensity.** High Intensity areas are those areas presenting the greatest impact on the subject and abutting areas. These areas require the highest accessibility possible, a high level of services, and should be separated from less intense areas by medium intensity areas and/or buffering or physical features. The zoning classifications that may be appropriate in specific areas are dependent upon many factors, including adjacent uses and specific site considerations. High intensity



zoning classifications include RM-2, CG, IL, IM and IH. Much of Glenpool's high intensity industrial uses are devoted to petroleum storage facilities along US-75 between 121<sup>st</sup> and 141<sup>st</sup> Streets. Continued industrial development as shown on the 2030 PLAN map is encouraged.

**Medium Intensity.** Medium Intensity areas are those areas of moderate activity and physical impact. These areas require a high level of accessibility and services and are found at the intersection of arterial streets in Activity Centers. Medium Intensity uses are used as transitional uses between High and Low Intensity areas. Zoning classifications that may be included in these areas include RD, RM-1, OL, OM and CS. Medium Intensity uses are planned to continue to develop in the CBD along 141<sup>st</sup> Street between US-75 and Elwood.

**Low Intensity.** Low Intensity areas are areas of reduced activity characterized as living areas for residential and related activities and uses. Good accessibility and services are necessary. Zoning classifications included in this intensity category are the AG, RE and RS districts. Expansion of low intensity residential development is planned to continue in the Coal Creek Drainage Basin and will extend into other watersheds as public utilities are extended.

**Rural-Residential Intensity.** Rural-Residential Intensity areas are non-urban areas or large lot residential, rural and agricultural development. These areas are found on the edge of urban development. Development in these areas is often transitional and may proceed in the interim before facilities and services are available for the support of even low intensity development (e.g. - large lot residential). Zoning in these areas may include the AG and RE categories.

Intensity of land use is expressed in this Plan in terms of floor area ratio (FAR) for nonresidential development and density (dwelling units per acre) for residential users as follows:

<u>Intensity</u>	<u>Floor Area Ratio Nonresidential</u>	<u>Units/Acre Residential/Maximum</u>
High Intensity	0.75	24 maximum
Medium Intensity	0.50	16 maximum
Low Intensity	-	5.2 maximum
Rural-Residential Intensity	-	1.5 maximum

NOTE: It is recommended that an RM-3 Zoning district be added to the Zoning code that would permit 24 units per acre and that the permitted intensities in RM-1 and RM-2 be increased IN Transportation Corridors.

## NEIGHBORHOODS

Neighborhoods are those existing and planned areas which characteristically have a predominantly single-family residential base with supportive business or retail uses located at the periphery. A typical boundary for neighborhoods in the 2030 PLAN would be an arterial street with connections from internal neighborhoods spaces

along residential collector streets. A Neighborhood Concept plan is shown in Figure 3.

### Neighborhoods Planning Policies

Neighborhoods are those land areas that are developed outside of Corridors, Activity Centers, and Special Districts. These areas are bounded by arterial streets, corridors, freeways, major physical features or major jurisdictional boundaries. Neighborhoods are characterized as follows:

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 intensity separating Low-Intensity residential areas from adjacent High or Medium-Intensity areas 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.

2. All uses within Neighborhoods should back or side on any adjacent arterial street and be screened, landscaped and/or otherwise buffered from traffic.
3. Interior minor street patterns should be designed and developed through the use of cul-de-sacs and curvilinear layout to encourage quiet, safe, and low volume localized traffic movement. Access to residential property should, whenever possible, be from minor streets.
4. Open space provisions should relate to significant natural features and form a part of an overall open space system and pedestrian connections to the rest of the Neighborhood and to adjacent Activity Centers.
5. Recreation facilities should relate to the education facilities and open space system serving the Neighborhood.
6. Public and quasi-public facilities serving Neighborhoods and along arterial streets should be located on the Neighborhood periphery, preferably at the intersections of arterial and collector streets.
7. Sidewalks shall be included within residential Neighborhoods for pedestrian safety.

Homeowner associations shall be created to assure private maintenance of common areas and facilities.

### ACTIVITY CENTERS

Criteria for determining the appropriateness of uses and intensities in an Activity Centers are as follows:

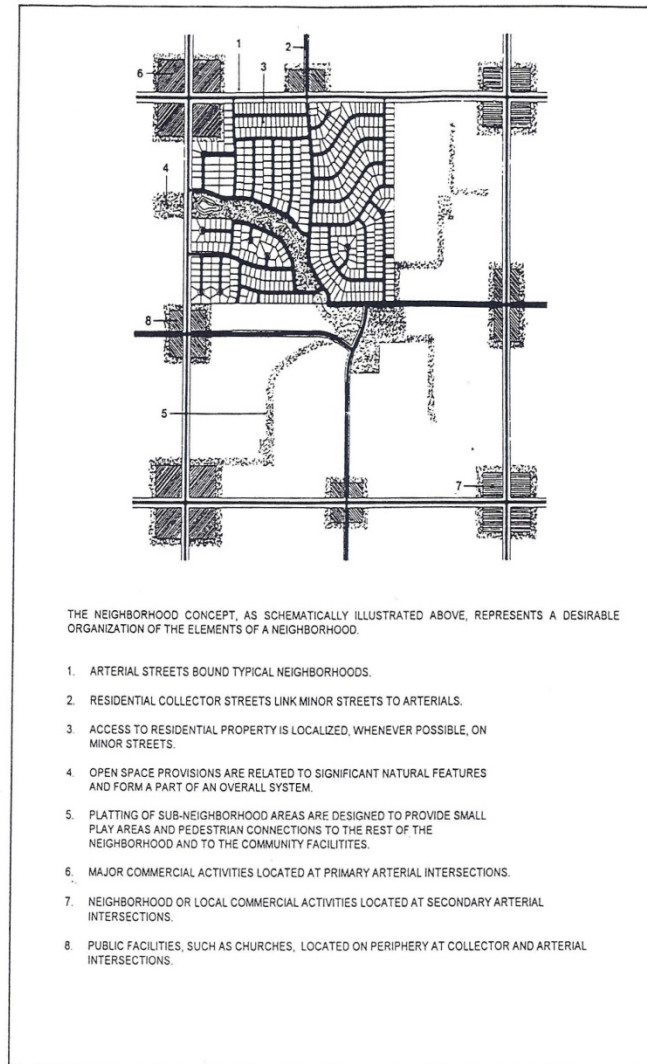
1. Development around various types of arterial street intersections should be consistent with the type and capacity of related roadways, with the capacity of soils and other physical features to support types of development, and with the existing or planned availability of public facilities and utilities.
2. Community shopping and service activities should be located at the intersection of primary arterial streets with other primary or secondary arterial streets.
3. Convenience service activities for Neighborhoods should be located at the intersection of secondary arterial streets.
4. Development of Activity Centers should be designed to be compatible with surrounding neighborhoods. A transition or buffer area should be provided between medium or high intensity uses at Activity Centers and surrounding neighborhoods.
5. The design standards for Type 1, Type 2 or Type 3 Activity Centers are as follows:
  - a. Type 1 Activity Centers include land located at the intersection of two (2) secondary arterial streets or land at the intersection of an arterial bounding a corridor and intersecting a freeway (see Figure 2). The total land area allocated to this Activity Center is forty (40) acres, 10 acres distributed to each intersection corner. Each ten (10) acre tract should be of a square configuration. Medium-Intensity zoning classifications that may be included are RD, RM-1, OL, and CS. Convenience shopping facilities should also be located in Type 1 Activity Centers.
  - b. Type 2 Activity Centers include land located at the intersection of primary arterial streets with secondary arterial streets (see Figure 2). The total land allocated to this Activity Center is sixty (60) acres, fifteen (15) acres distributed to each intersection corner. Each 15 (15) acre tract should be of a square configuration. Medium-Intensity zoning classifications that may be included are RD, RM-1, OL and CS. Community shopping facilities and convenience stores should be allowed at these locations. PUD's are encouraged for RM-2 and CG uses.
  - c. Type 3 Activity Centers include land located at the intersection of two (2) primary arterial streets (see Figure 2). The total land allocation to this Activity Center is Eighty (80) acres, 20 acres to each intersection corner. Each 20 acre tract should be of a square configuration. Medium-Intensity zoning classifications that may be included in a Type 3 Activity Center are RD, RM-1, OL or CS. PUD's are encouraged for RM-2 and CG uses.
  - d. In all types of Activity Centers, AG, RE, RS, RD and OL zoning classifications may be included.

- e. In all types of Activity Centers, access will be limited to only right turn access within 125 feet of the arterial intersections.
- f. In all types of Activity Centers, two (2) acres of less than Medium-Intensity zoning classifications may be substituted for each one (1) acre of Medium-Intensity zoning classification allocated to a corner.

For example: A Type 1 Activity Center could be 10 acres of CS or 6 acres of CS and 4 acres of OL.

**FIGURE 3**

**NEIGHBORHOOD CONCEPT**





## SPECIAL DISTRICTS (See Part IV for expanded descriptions)

Special Districts are portions of the urban area, such as areas in and around office district or central business district that require special consideration for planning and development. These areas are designated Special Districts due to unique characteristics, development patterns, or influences on adjacent areas. Six (6) Special Districts have been identified on the 2030 PLAN and are briefly discussed in this section. The boundaries of the Special Districts are shown on the 2030 PLAN map and are as follow:

Special District 1: Old Towne Business District. This area is located east of US-75 at 146<sup>th</sup> and Broadway and includes the current City Hall, a church, private offices, small businesses and single family dwellings. Black Gold Park is also included within this District. Special District 1 extends to the alley east of Broadway from the alley south of 146<sup>th</sup> Street and north to 141<sup>st</sup> Street.

Special District 2: East of US 75 from 131<sup>st</sup> to 141<sup>st</sup> Street - Commercial, Industrial and Development Sensitive Areas. Special District 2 includes approximately 80 acres located between US-75 and the western edge of the 100-year floodplain of Coal Creek. Special characteristics include a large percentage of the land within the floodplain, accessibility to US-75, potential for development in certain areas due to the proximity of US 75, and excellent natural buffering from lower intensity uses on the east. The Glenpool Wastewater Treatment Plant is included in Special District 2.

Special District 3: Oil and Gas Exploration and Low Intensity Development. Special District 3 is situated along the western edge of the Planning Area from one-half mile south of 121<sup>st</sup> Street to 151<sup>st</sup> Street and includes extensive oil production and related activities. The area is typified by producing oil or gas wells, plugged or abandoned wells, shallow transmission lines and similar oil-related facilities. Development proposals must consider these limitations and demonstrate how each proposal will address the environmental and other development constraints that are present.

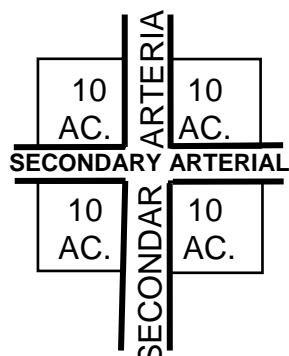
Special District 4: 151<sup>st</sup> (SH-67) from East of US-75 to Elwood Avenue. (This District has been has been renamed and moved to a Corridor component as the “US-67 Corridor.”)

Special District 5: The Central Business District. Special District 5 is planned to be the new Central Business District (CBD) of Glenpool. The CBD is located along 141<sup>st</sup> Street east of US-75 and extends easterly to the Elwood corner. The improvement of 141<sup>st</sup> Street and trend in retail and office development along 141<sup>st</sup> supports this plan.

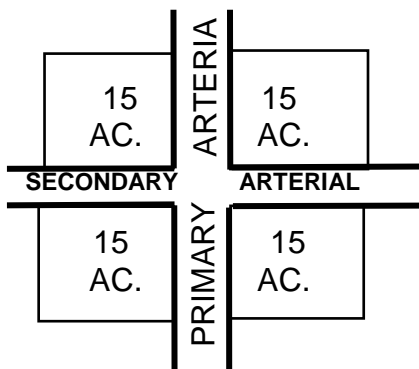
Special District 6: Extended 141<sup>st</sup> Street District. This is an extension of Special District 5.

## CONFIGURATION OF TYPE 1, 2 AND 3 ACTIVITY CENTERS

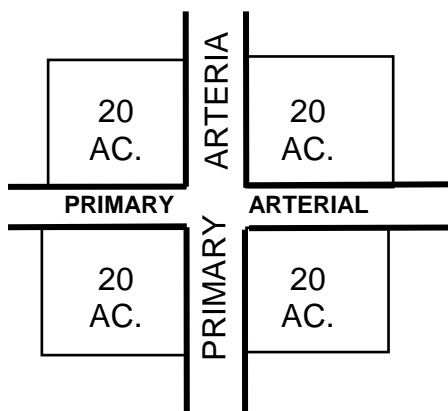
FIGURE 2



TYPE 1 ACTIVITY CENTER



TYPE 2 ACTIVITY CENTER



TYPE 3 ACTIVITY CENTER



## CORRIDORS

Corridors are defined as specific areas located along a major transportation corridor that contain major employment and region serving functions in concert with a relatively high residential base. Corridor development proposals must demonstrate consideration of abutting and adjacent planned and existing uses, which in some cases, may be medium or even low intensity. The basic characteristics of Corridors are as follows (see Figure 1):

1. Developed areas including those that are more intense in nature, which should have high exposure and convenient access to high-speed metropolitan transportation facilities.
2. Multifunctional grouping of land uses which are interrelated by internal vehicular and pedestrian traffic systems, and connected ultimately to a metropolitan-wide transit system.
3. Corridor collector streets should have appropriate access to primary and secondary arterial streets. All tracts within Corridors should have access to corridor collector streets.

Corridors should have a maximum depth of 1,320 feet from the adjacent expressway.

Within Corridors, all development should incorporate frontage roads, setbacks, buffering between uses, and other separations to be compatible with Low Intensity development that is present or planned in abutting or adjacent areas.

The portion of the US-75 expressway corridor that has been designated for special planning consideration is the US-75 Corridor from 151<sup>st</sup> Street (SH-67) to 201<sup>st</sup> Street as well as SH-67 (151<sup>st</sup> Street) from 33<sup>rd</sup> West Avenue East to Lewis Avenue.

Corridors along US-75 and along SH-67: In accordance with the criteria outlined above, the major corridors for transportation and development in Glenpool are located along US-75 from 151<sup>st</sup> Street (SH-67) on the north to 201<sup>st</sup> Street on the south and along SH-67 (151<sup>st</sup> Street) from 33<sup>rd</sup> West Avenue on the west and Lewis Avenue on the east. The configuration of this Corridor designation is shown on the 2030 PLAN map.

On March 16, 1998, the Glenpool City Council adopted Resolution No. 98-0103 in support of a modified US-75 Alternative 1-A alignment as shown in Figure 7. No schedule for funding or construction of this new alignment has been approved at the time of publication of the 2030 PLAN. Therefore, land use considerations relevant to such actions should be developed when a schedule for funding and construction becomes available. In accordance with plans to upgrade US-75 to expressway standards, a separate and current project distinguished from the Alternate 1-A modified project, the following 2030 PLAN scenario is adopted:

Access to and from the highway and across the highway will be allowed only in accordance with federal and state standards;

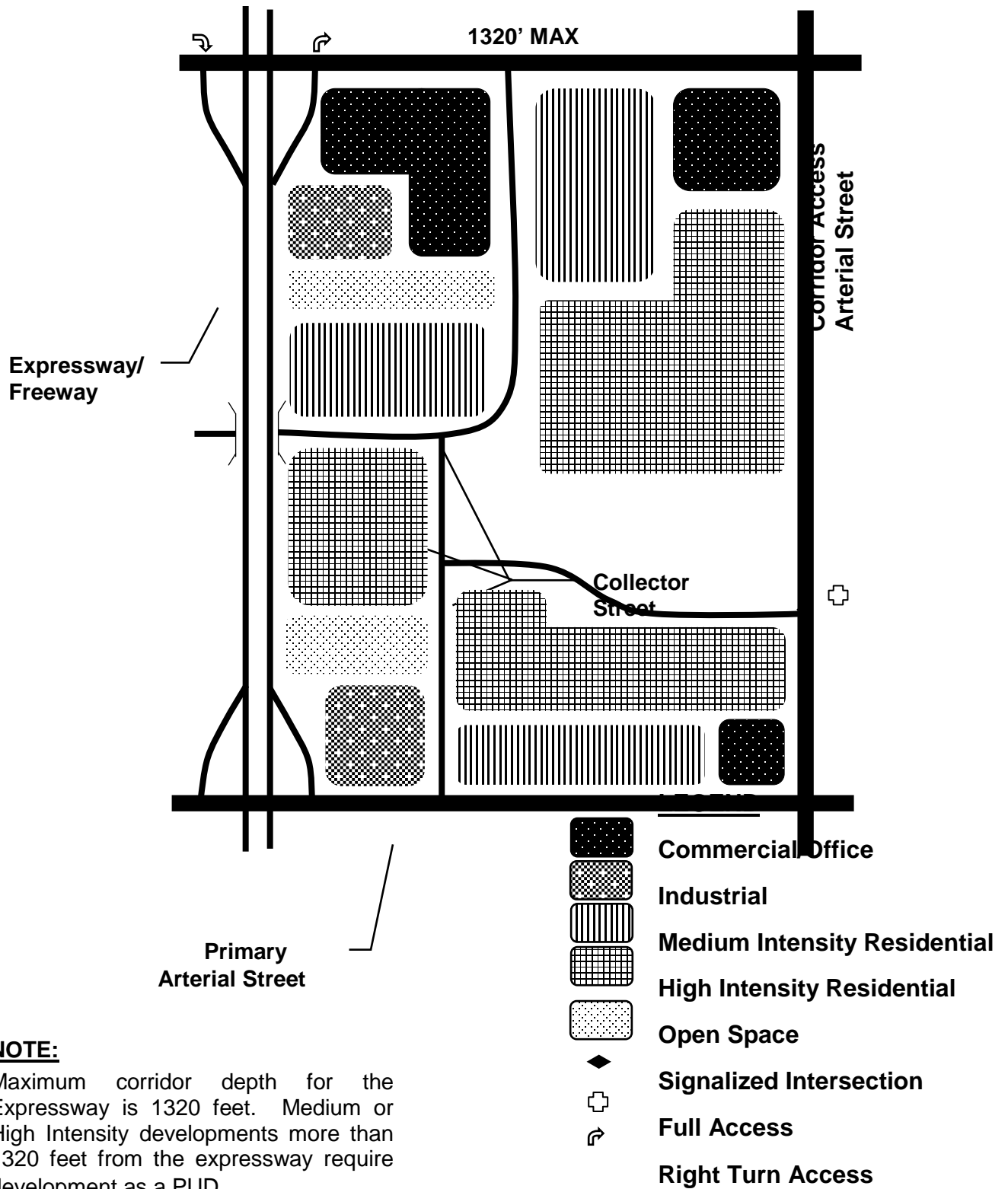
Access to land fronting the highway will be from frontage roads which will be developed only in limited part by the federal project; and

All development in this Corridor is strongly encouraged to dedicate and construct frontage roads simultaneously with development.

Presently, the majority of the Corridors area is lacking in public water and sewer service required for development and extensions of the City system are long and expensive. Pressures to develop in this area for residential, commercial and even industrial development are already becoming great due to the availability of land and the price of such land making it even more attractive. The following policies shall be applied to development proposals in the US-75 and US-67 Corridors:

1. Light and medium industrial development shall be limited to those areas west of US-75 with buffering and setbacks on the west for a smooth transition to abutting existing and planned Low Intensity Residential development.
2. Medium Intensity Commercial development shall be limited only to the Activity Centers.
3. Industrial uses east of US-75 and SH-67 east of US-75 are discouraged.
4. Development proposals must include provision of City services, water and sewer in particular. Typically, developers will seek City participation in such projects. Cost sharing projects should be based on detailed policies and funds determined to be available either locally or from grants or loans from state or federal agencies. In some cases, it may be possible to attract grant funds for economic development for utilities or roadways to support new development. Privately Funded Public Improvements agreements are encouraged to help developers with reimbursement for excess capacity facilities.
5. Lands located east of the US-75 Corridor are planned for Low Intensity uses with Medium Intensity Type 3 Activity Centers (20 acres per corner) located at the intersections of the east/west arterial with US-75 and north/south arterials with US-67. Development proposals for Medium Intensity Commercial development outside of planned Activity Centers shall encourage submittal of a PUD, to access requirements for ingress and egress, frontage roads, buffering and setbacks from lesser intense uses
6. Lesser intense office or multifamily uses should buffer the periphery of the Activity Center from abutting planned Low Intensity Residential areas.

PROTOTYPE CORRIDOR AND  
COLLECTOR STREET SYSTEM  
FIGURE 3



## **PART III**

### **BASIS FOR THE 2030 PLAN**

#### **INTRODUCTION**

This section of the 2030 Plan describes the planning process was updated and sets forth the basic studies made of the Glenpool Planning Area's physical features which includes environmental considerations, natural physical features, and man-made physical features. Land use is discussed in the final part of this section of the 2030 Plan. These studies and processes, along with the basic demographic and economic data included in preceding parts of this Plan study, have become the basis for projections that were made for Glenpool's present and future physical development needs to the year 2030.

Initially, the Comprehensive Plan 1999-2020 goals, objectives, policies and standards were updated over a period of several months using a modified "visioning" technique. This update, was done by the Comprehensive Plan Update Committee composed of the members of the Planning Commission, City Council and Department Heads. and working with the Glenpool Planning Commission. The following major development determinants are discussed in this section:

- **Physical Features**
- **Public Facilities**
- **Public Safety**
- **Public Utilities**
- **Transportation**
- **Economic Development**

#### **PHYSICAL FEATURES**

Within the Glenpool Planning Area there exists a variety of physical features which determine the nature of development that occurs. A proposed commercial site, while seemingly appropriate by virtue of its location near the intersection of major arterial streets, may hold severe problems for development if slopes are so great that adequate traffic circulation is prevented. The purpose of this element of the 2030 Plan is to identify the impact of the physical features outlined above on development. The following physical features are discussed in the section that follows:

- Environmental Considerations
- Natural Physical Features
- Man-Made Physical Features
- Existing Generalized Land Use

## ENVIRONMENTAL CONSIDERATIONS

The Planning Area extends from 121<sup>st</sup> Street on the north to 201<sup>st</sup> Street on the south and from the Tulsa County/Creek County line (33<sup>rd</sup> West Avenue) east to Lewis. Its contours vary from level to relatively steep hillsides. The landscape is marked with evidence of existing and past oil production, especially west of US-75 where some of the richest oil fields in the state were first discovered. The site of the original well that marked the discovery of this rich oil field is identified by an historical marker adjacent to the northwest corner of 141<sup>st</sup> and US-75. Signs have been placed along US-75 and SH-67 which states: "Welcome to The City of Glenpool." From 1979 to 2000, eleven (11) square miles were added to the Glenpool Planning Area for an increase of 65%. The Planning Area in March 2004 includes *10 square* miles of incorporated area and 28 square miles within the annexation fence line.

The Planning Area abuts the Jenks annexation fence line and corporate limits on the north. On the east the Planning Area boundary abuts the westernmost portion of the Bixby annexation fence line. The area between Glenpool and Bixby remains largely open agricultural lands, with the exception of two **(2)** residential developments which exist one mile east of the Glenpool annexation fence line and corporate limits. Since 1979, the Glenpool annexation fence line and south boundary has been extended south from 181<sup>st</sup> to 201<sup>st</sup> Street to surround the Town of Mounds and east from Peoria to Lewis between 131<sup>st</sup> to 201<sup>st</sup> Street. These particular areas are also largely agricultural and undeveloped; however, three (3) residential subdivisions, Eden South, Saddleback Estates and Windsong Meadows have been developed in Glenpool south of 151<sup>st</sup> Street.

Overall, the Planning Area is characterized by great contrast in topography with smaller isolated areas of relatively steep topography to the southwest and east in the upper reaches of the Posey Creek Watershed.

### Air Quality

The Glenpool area air quality is generally very good. The primary pollutant, ozone, is not generated by local sources would require the presence of oxides of nitrogen (produced by any type of burning), hydrocarbons and very warm air. The majority of ozone issues are to be found where larger concentrations of vehicular traffic and industry are located. Accordingly, rises in ambient ozone may be seen to occur in the summer when more warm sunshine is present, and during periods when prevailing southerly winds are replaced by winds from the north. Presently, the ozone monitor in Glenpool is the lowest of the Tulsa Metropolitan area.

Other air pollutants include hydrocarbons that may be attributed to petroleum tank farms in the northern portion of the Planning Area. Carbon monoxide is also generated to a small extent by automobile usage along US-75. The INCOG Region has developed an aggressive program to maintain compliance with the air quality standards set by the Environmental Protection Agency and Glenpool is an active participant in that process.

## **Water Quality**

Drainage Basins - Parts of four (4) drainage basins are present in the Planning Area. The bulk of the urbanized Planning Area is drained by Coal Creek which runs north to its confluence with Polecat Creek in Jenks. Approximately ten (10) square miles of the Planning Area is in the Coal Creek basin. Approximately 13 square miles is drained by tributaries of Duck Creek to the south, four (4) square miles by Posey Creek to the east, and approximately one (1) square mile by a tributary of Polecat Creek to the west.

Specific water quality information for all but Polecat Creek is difficult to isolate, except for broad statements regarding potential sources of pollution. In the case of Polecat Creek, a 1977 report indicated that water quality is fair to good.

It should be noted that Glenpool is drained only by tributaries to Polecat Creek and Duck Creek to the south and that the information provided above is not directly transferable to other streams which drain the Planning Area. Potential local sources of pollution exist mainly in intermittent discharges of salt water or other pollutants associated with oil production in the area. Occasional reports of this nature have been received by the Oklahoma Department of Environmental Quality. The other local sources of potential water pollutant local source is wastewater discharge from Glenpool's sewage treatment plant.

Drinking Water – Glenpool purchases treated water from the City of Tulsa's Regional Metropolitan Utility Authority (RMUA). There are a 37 years remaining on a 40-year contract with the RMUA. Glenpool may want to look into an alternative water source and the commensurate funding to accommodate an expanded supply system.

## **Noise**

The primary generator of noise within the Planning Area is US-75 and noise associated with oil production in the western portion of the Planning Area. With these exceptions the entire Planning Area enjoys a relatively noise free environment. The northeastern quadrant lies within one of the flight patterns for the Riverside Airport, but the minimum allowable altitude for approaching aircraft at this location is such that a substantial noise buffer in the form of distance is provided.

## **Climate**

The study area lies in a region characterized by moderate winters and comparatively long summers with relatively high temperatures. The mean annual temperature is about 60 degrees Fahrenheit with record extremes ranging from -16 degrees Fahrenheit to 115 degrees Fahrenheit. The normal average monthly high temperature of about 82 degrees occurs in July and the normal average monthly low temperature of about 34 degrees occurs in January. The summer rains usually occur as thunderstorms of short duration and limited extent, but with intense rainfall. The winter rains are generally of low intensities but cover large areas and are of

several days duration. Normal annual precipitation in the area is about 42 inches. May is normally the wettest month and January is the driest. The maximum annual precipitation was about 70 inches in 1973 and the minimum was about 23 inches in 1956. The normal annual snowfall is 9.1 inches with the heaviest snowfall of 2.8 inches occurring in January. Nearly 62 percent of the precipitation occurs during the growing season, being April through September. The study area is in a region with prevailing southerly winds.

### **Vegetation, Fish and Wildlife**

A comprehensive survey of the specific vegetation, fish and wildlife found in this region of the state, including the Planning Area, is summarized below. Detailed information regarding this matter is found in the report, "Environmental Inventory of Existing Conditions", published July, 1977, by INCOG.

### **Vegetation, Fish and Wildlife**

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Flora of the Area – Natural vegetation falls into three (3) major vegetation types: Bluestem prairie, Postoak-blackjack forest, and floodplain forest. Disturbance of these areas by farming, grazing, burning and land development has permitted the invasion of several species of plants which are not common to the natural plant communities. No endangered species are known within the regional Planning Area.

Fishes – There are 72 species of fish found in the larger regional Planning Area. None are endemic to the area and none are endangered, although several species have become rare in the last 20 years mainly because of man's activities along the Arkansas River.

Birds – There are about 300 species of birds that inhabit the Planning Area at some time or another of which about 50 species are permanent. Endangered species whose range includes the Planning Area are the Southern Bald Eagle and possibly the Peregrine Falcon.

Mammals – At least 56 species of mammals inhabit the regional Planning Area, with at least 31 species considered to be widespread throughout the region. Some species are rare in their occurrence but are commonly found elsewhere in the region.

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, companion vocational-technical facility, Expansion  
Environmental Considerations Significance to Planning

As an area that combines the advantages of a rural lifestyle, good accessibility to urban service services, and abundant natural resources, the Planning Area can expect to experience continued growth. New growth should be guided and occur in harmony with the environment in order to preserve these advantages. Environmental problems associated with and experienced by older, urbanized cities, can be avoided or mitigated through area planning and management efforts included as adopted goals, and policies, and objectives of the 2030 Plan.

## NATURAL PHYSICAL FEATURES

This section describes naturally occurring physical features that greatly affect and shape urban development. Area drainage basins, soils and slopes are discussed as well as their significance to development.

Drainage Basins – In 1981, the City prepared the present Master Drainage Plan that included basically only the Coal Creek Drainage Basin. The total area presently included within the four (4) drainage basins is shown in Table 1, and on Figure 4. A major need for the City is to update the 1981 Master Drainage Plan to address each of the four (4) drainage basins. Changes in the annexation fence line since 1979 have caused the area included within the Duck Creek Drainage Basin to increase by almost four times from 4.49 to 13.03 square miles or 46.7 percent of the Planning Area. Duck Creek drains the most southerly portions of the Planning Area. The next largest drainage basin is Coal Creek with an area of 9.79 miles or 35.1 percent of the Planning Area. The Coal Creek Drainage Basin configuration is basically unchanged in area since 1979 and lies in the most central part of the Planning Area. That portion of Polecat Creek which drains the western and northerly parts of the Planning Area is unchanged in the unincorporated area since 1979 and lies west of the US-75 Highway east of the Creek County line. The central and eastern part of the Planning Area is drained by Posey Creek. This area has been increased from 1.92 to 4.19 square miles by extension of the annexation fence line from Peoria to Lewis on the east and to 201<sup>st</sup> Street on the south.

TABLE 1

### GLENPOOL PLANNING AREA DRAINAGE BASINS

Basin	<u>Approximate Area Drained</u>		% of Total Planning Area
	Acres	Square Miles	
Coal Creek	6,264	9.79	35.1
Duck Creek	8,342	13.03	46.7
Polecat Creek	560	.87	3.1
Posey Creek	<u>2,684</u>	<u>4.19</u>	<u>15.1</u>
TOTAL	17,850	27.88	100.0

Figure 4 also shows the existing limits of the regulatory floodplain as established by the latest Federal Insurance Administration's Flood Hazard Area Boundary maps.



With the exception of undeveloped portions of Coal Creek north of 141<sup>st</sup> Street, the Planning Area has experienced very minor problems with flooding. It should be noted that the majority of the Planning Area lies relatively high in each of the four (4) drainage basins, thereby reducing the problems of periodic flooding. Nevertheless, continued urbanization will cause greater surface runoff within each of the basins and care must be taken to insure that all future development occur only in accordance with adopted floodplain regulations.

### **Drainage Basin Significance to Planning**

Drainage basins are helpful in determining the location of storm and sanitary sewer systems for efficient gravity flow. Drainage basins determine the best placement of gravity-flow sanitary sewer systems and lift stations needed to service areas outside of the gravity flow service area of the sanitary sewer system.

Land along streams in the path of watershed runoff should be conserved in order to dispose of storm water.

Development within floodplain areas must be done in accordance with adopted regulations and not contribute to area flooding problems already present.

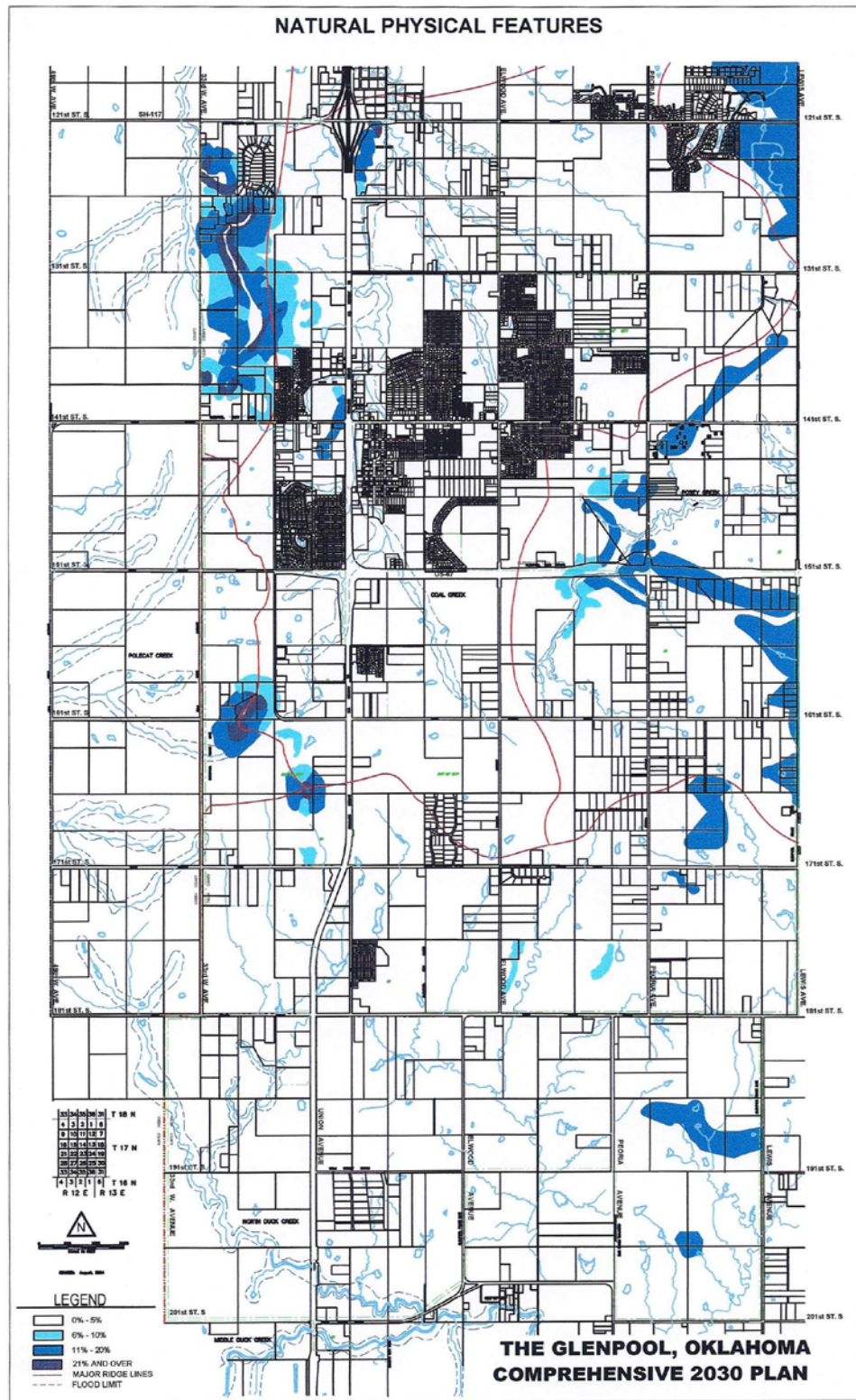
With the exception of areas which lie within the Duck and Posey Creek Drainage Basins, almost the entire area within the present corporate limits lies within the Coal Creek Drainage Basin. Portions of the Posey Creek and Coal Creek basins lying downstream from the wastewater treatment plant could be served by force mains.

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1. Drainage basins are helpful in determining the location of storm and sanitary sewer systems for efficient gravity flow.
2. Drainage basins determine the best placement of gravity-flow sanitary sewer systems and lift stations needed to service areas outside of the gravity flow service area of the sanitary sewer system.
3. Land along streams in the path of watershed runoff should be conserved in order to dispose of storm water.
4. Development in floodplain areas must be done in accordance with adopted regulations and not contribute to area flooding problems already present.
5. With the exception of areas which lie within the Duck and Posey Creek Drainage Basins, almost the entire area within the present corporate limits lies within the Coal Creek Drainage Basin. Portions of the Posey Creek and Coal Creek basins lying downstream from the wastewater treatment plant could be served by force mains.

6. The southern and western portions of the Planning Area lying within the Duck Creek and Polecat Creek basins will likely continue to use on-site disposal systems except for those areas which would sewer to the Eden South Addition lift station and then be transported by force main north to the wastewater treatment plant.
7. Development on non-gravity sewer systems is a most expensive proposition for developers and the City and should be avoided.

FIGURE 4



## TABLE 2

### SOILS ASSOCIATIONS: GLENPOOL, OKLAHOMA

#### DEEP TO MODERATELY DEEP, LOAMY, WELL DRAINED TO SOMEWHAT POORLY DRAINED SOILS ON UPLANDS

1. Dennis – Bates association: Deep and moderately deep, very gently sloping through sloping, moderately well drained or well drained, loamy soils that have loamy or clayey subsoil over clayey sediments or sandstone; on uplands.
2. Okemah – Parsons association: Deep nearly level, moderately well drained and somewhat poorly drained, loamy soils that have a loamy or clayey subsoil.

#### DEEP, LOAMY OR CLAYEY, WELL DRAINED TO POORLY DRAINED SOILS ON FLOODPLAINS

3. Osage – Wynona association: Deep, nearly level, poorly drained and some-what poorly drained, loamy or clayey soils that have a loamy or clayey subsoil over loamy or clayey sediments; on floodplains.

#### SHALLOW TO DEEP, LOAMY OR GRAVELLY TO STONY LOAMY, SOMEWHAT EXCESSIVELY DRAINED TO SOMEWHAT POORLY DRAINED SOILS ON UPLANDS

4. Coweta – Eram association: Shallow to deep, very gently sloping through moderately steep, somewhat excessively drained to moderately well drained, loamy soils that have a loamy or clayey subsoil over shale or sandstone; on uplands.
5. Niotzæ – Darnell association: Moderately deep to shallow, gently sloping through steep, somewhat poorly drained or somewhat excessively drained, gravelly to stony, loamy soils that have a gravelly to stony, clayey or loamy subsoil over shale or sandstone; on uplands.

Texture refers to the surface layer unless otherwise noted. See Figure 5 2-map.

Note: Each area outlined on figure consists of more than one type of soil. The map is thus meant for general planning rather than a basis for decisions on the use of specific tracts.

Source: U.S. Department of Agriculture, Natural Resource Conservation Service General Soil Map, Tulsa County, Oklahoma, compiled in 1976.

1. Generally, the Planning Area is composed of soils which offer a variety of limitations to non-agricultural uses. There is a relatively small amount of soils whose limitations are considered slight. The bulk of the soils with moderate to slight limitations are found largely in the eastern sections of the Planning Area from 121<sup>st</sup>

Street south to 141<sup>st</sup> Street then south on a line parallel with a ridge line between Posey and Coal Creek.

2. Almost one-half of the area west of US-75 contain soils which offer severe limitations. Problems of excessive shrink-swell, slope and depth to rock must be overcome if this area is to develop. It should be noted that development in many areas west of US-75 may also be complicated by problems of slope and relatively intense oil production. Residential development at urban densities may be less well-suited in many of these areas than would be other nonresidential uses such as light industrial.

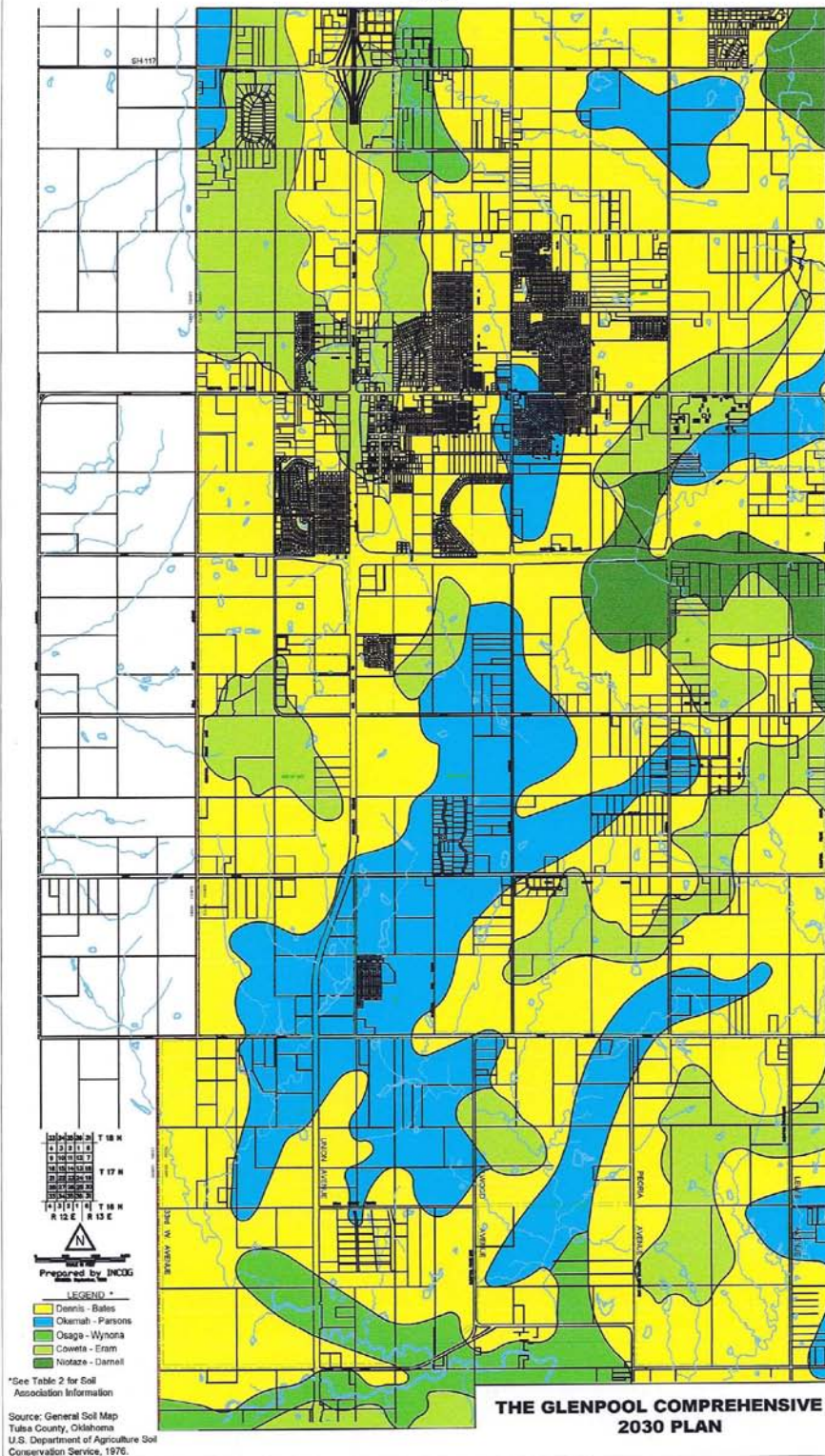
3. With the exception of extremely low-lying areas, the north-south tier of one mile sections lying east of but adjacent to US-75 appear to offer the least objectionable soil limitations for residential development. Approximately three-fourths of the area within this tier of sections is composed of soils with moderate to slight limitations ranging from poor permeability to moderate shrink-swell.

4. That portion of the Posey Creek Watershed lying within the Planning Area is composed of soils with severe, moderate and slight limitations. As this watershed also contains considerable problems with regard to excessive slope, care must be taken to design around these natural features.



# SOILS SUITABILITY RATINGS

Figure 5





**TABLE 3****GLENPOOL PLANNING AREA SOIL LIMITATIONS**

## Soil Groups and Limitations

	<u>Severe</u>	<u>Moderate</u>	<u>Slight</u>	<u>Total</u>
Total Planning Area				
Acres	6,426	10,710	714	17,850
%	36	60	4	100
Coal Creek				
Acres	2,192	3,633	429	6,264
%	35	58	7	100
Duck Creek				
Acres	2,586	5,673	83	8,342
%	31	68	1	100
Polecat Creek				
Acres	196	364	0	560
%	35	65	0	100
Polecat Creek				
Acres	1,449	1,208	27	2,684
%	54	45	1	100

Source: Community Planning, TMAPC estimates based on U.S.D.A. Soil Conservation Service, Soil Survey for Tulsa County, 1980.

Percentage area factors for Soil Groups for areas added to the Planning Area since 1979 are unchanged from the 1999 – 2020 Plan.

In summary, although there is a substantial percentage of soils with severe limitations within the Planning Area, they do not appear in localized concentrations so numerous as to be an insurmountable obstacle to urbanization. All development must consider soils and other natural features and be designed to recognize and take place in such a manner that the limitations posed by soils are properly addressed.

**Slopes**

The topography of the Planning Area is generally characterized by gently rolling prairies, occasionally accentuated by localized areas of relatively rugged terrain with substantial contrasts in elevation. Over 90% of the Planning Area has slopes of between 0% and 5%. Considering the limitations posed by slopes alone, slopes between 0% and 10% are suitable for the majority of land activities. In some cases, such slopes may represent areas of little relief which often drain poorly.



However, this is not the case in the Glenpool Planning Area which is characterized by adequate drainage and still averaging over 90% of the land area with slopes as described above. The good drainage is largely attributed to the area's location at the confluence of the headwaters of four (4) different drainage systems.

Areas of relatively rugged topography exist at four (4) locations within the Planning Area. The first lies between the Tulsa County/Creek County line and US-75 from 121<sup>st</sup> Street to 141<sup>st</sup> Street. This is an area of prominent hills and has 177.5 acres with slopes between 11% and 20% and 69 acres with slopes that exceed 20% (see Figure 4). Slopes of 11% to 20% have moderate limitations for industrial land uses. However, such lands are good for residential development when properly designed. Slopes greater than 20% are considered to be severe in their limitations to development. Development of these lands requires extremely careful engineering and construction techniques and is quite expensive to develop.

The second area of substantial relief is relatively small and lies just south and east of the intersection of 121<sup>st</sup> and US-75. It contains 39 acres of slopes between 11% and 20% and two (2) acres of slopes greater than 20%.

The Posey Creek Watershed contains an area of slightly milder relief and includes some areas with between 11% and 20% slopes. Areas in the eastern portion of the Planning Area located west of Lewis and lying between 151<sup>st</sup> (SH-67) and 161<sup>st</sup> also present significant areas of steep slopes and are referred to locally as Applegate Hill.

Finally, lying on the ridge lines separating the Coal, Polecat and Duck Creek Watersheds are two hills known as Twin Mounds with 63 acres of 11% to 20% slopes and 25 acres of slopes greater than 20%.

#### Slopes Significance to Planning

Slopes greatly impact the location of large-scale industrial projects, major streets and highways—construction and maintenance, extension and construction of water lines, storage tanks, sewage treatment facilities, preservation of scenic areas, development sensitive areas and erosion control. All development should take into consideration the limitation of slopes, as well as the careful preservation of environmentally unique and development sensitive areas.

### **MAN-MADE PHYSICAL FEATURES**

Man-Made Features which influence development include the following categories: major streets and highways, energy transmission and mining activities, and large land holdings. These physical features are shown on the Man-Made Physical Features Map, Figure 6, and are discussed below.

## Major Streets and Highways

Although it is difficult to single out one specific man-made feature which has the greatest impact upon development, the major street and highway system is regarded as a key element which provides for the movement of goods and services essential to the community's growth and economic development. The major street and highway system is also the basis for land use planning and determination for location of special districts, activity centers and expressway corridors. The major roadways in the area are depicted on the Man-Made Features Map. US-75 runs north and south through the length of the Planning Area and represents one of the main man-made features impacting area development. US-75 provides excellent access between the City of Tulsa and Glenpool. US-75 also divides the Planning Area into two sections, each with distinct planning characteristics. At the time of drafting of this Comprehensive Plan, the City had adopted Resolution No. 98-0103 expressing local preference for realignment of US-75 west of the present alignment from 121<sup>st</sup> South to 151<sup>st</sup> Street as shown on Figure 7. This alignment would significantly impact the City's only existing industrial park located just north and west of the intersection of 141<sup>st</sup> Street and US-75. In this general area, the present north bound lanes would become the eastern two-way frontage road between 121<sup>st</sup> and 141<sup>st</sup> Streets and there would be no direct access to US-75 from 131<sup>st</sup> Street.

If constructed, this project would upgrade US-75 to expressway standards giving access at 151<sup>st</sup> (SH-67), 141<sup>st</sup> and 121<sup>st</sup> (SH 117) and eliminate present access at 146<sup>th</sup> and 131<sup>st</sup> as mentioned above. The construction of a frontage road and improved circulation along the east side of US-75 between 131<sup>st</sup> and 141<sup>st</sup> would be a positive impact on the development of Special District 2. Other frontage roads along the realigned US-75 would be required to be constructed by private development. The preliminary plan for access from 141<sup>st</sup> Street would be by a bridge over US-75.

Presently, the US-75 project is not on the federal or state construction program and must go through several study phases even prior to being eligible for programming. This Plan identifies the US-75 upgrade as a positive factor and Glenpool will continue to participate in the planning and alignment process to assure the maximum positive options for local access and circulation while reducing the negative impact on existing development. US-75 will create a major expressway corridor the length of the Planning Area which will offer maximum potential for mixed-use development likely to range from light industrial and highway commercial on the west with commercial and residential uses on the east.

In addition to US-75, there are two state highways running east and west through the Planning Area which are also designated as primary arterials on the Major Street and Highway Plan. State Highway 117 (121<sup>st</sup> Street) forms the northern boundary of the Planning Area. A full interchange exists at SH-117 and US-75 with access as far south as 126<sup>th</sup> Street along US-75. State Highway 67 (151<sup>st</sup> Street) bisects the approximate middle of the Planning Area and connects US-75 on the west to US 64 on the east in Bixby. State Highway 67 is also designated as primary arterial on the Major Street and Highway Plan (MSHP) from Bixby on the east to Kiefer on the

west. Other primary arterial streets on the present Major Street and Highway Plan are Peoria from SH-67 on the south to Jenks on the north, the Creek Turnpike, and 171<sup>st</sup> Street from the western Glenpool limits to US-64 on the east in Bixby. A grade separated interchange at US-75 and 181<sup>st</sup> Street South needs to be added to the MSHP.

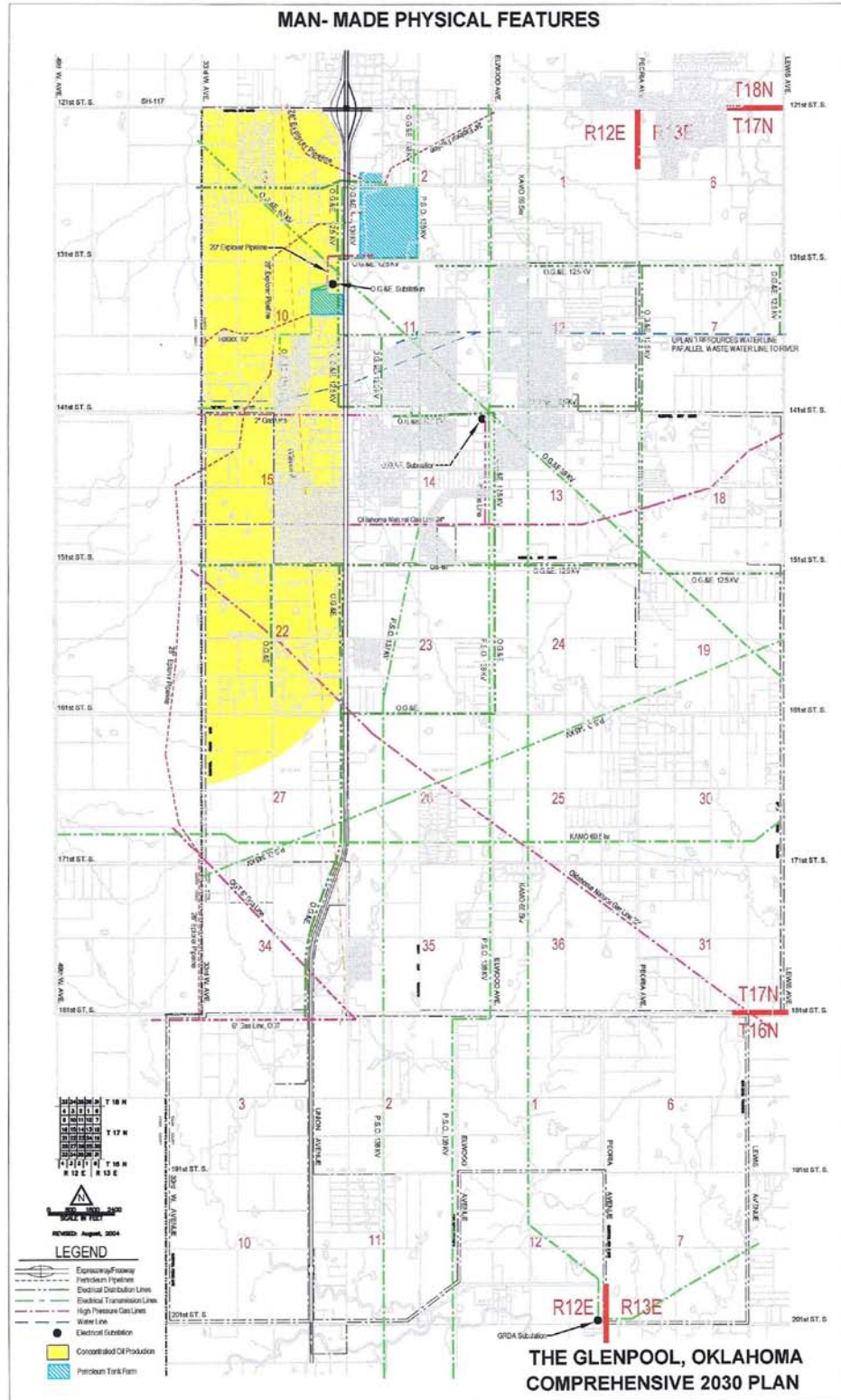
The balance of the section line roads are planned as secondary arterials and form a strong grid framework upon which to construct and improve streets to move people and goods. In 1992, the Tulsa Metropolitan Area Planning Commission accepted an Outer Loop Study that showed a “conceptual corridor” for an east-west expressway between 161<sup>st</sup> and 171<sup>st</sup> Streets. This corridor was not shown on the 2020 Foresight Long Range Transportation Plan for the INCOG region.

The arterials proposed for the traffic ways element are based on utilization of the section line and county road grid system. Most of the arterials are not presently constructed at the recommended street standards set forth in the MSHP since the need for additional capacity has not been reached in those areas. However, right-of-way should be set aside and acquired during the development process in accordance with the MSHP for future expansion of the roadway when traffic volumes warrant such expansion. It is not recommended that section line roads be developed to the Plan standards until area growth and traffic volumes warrant such expansion. Careful coordination with the region’s street and highway plans will assure compatibility of the City’s MSHP with that of surrounding jurisdictions. It is anticipated that the construction of US-75 south from the metropolitan area and, in particular, possible realignment of the segment between 131<sup>st</sup> and 151<sup>st</sup> (SH-67), could take place in this Planning Period. This will be a major highway construction project that will assure the safety and convenience of the traveling public, as well as provide access to and from Glenpool that will be vital to its growth and economic development. The specific policies regarding these matters are set forth in the transportation policies section of the 2030 Plan and the application and implementation of these policies is depicted on the 2030 Plan map. The impact of this construction on the Glenpool Industrial Park will be significant and should be offset by planning of industrial areas and industrial parks within the City to relocate these businesses locally and preserve these jobs. This highway project will also require relocation of Lambert Park to one of the planned neighborhood park designations shown on the 2030 Plan.

#### Trafficways Significance to Planning

1. The existing and planned system of trafficways provides access between working and living areas.
2. The type of trafficways available are the basis for the type and intensity of land uses than can develop.

Figure 6

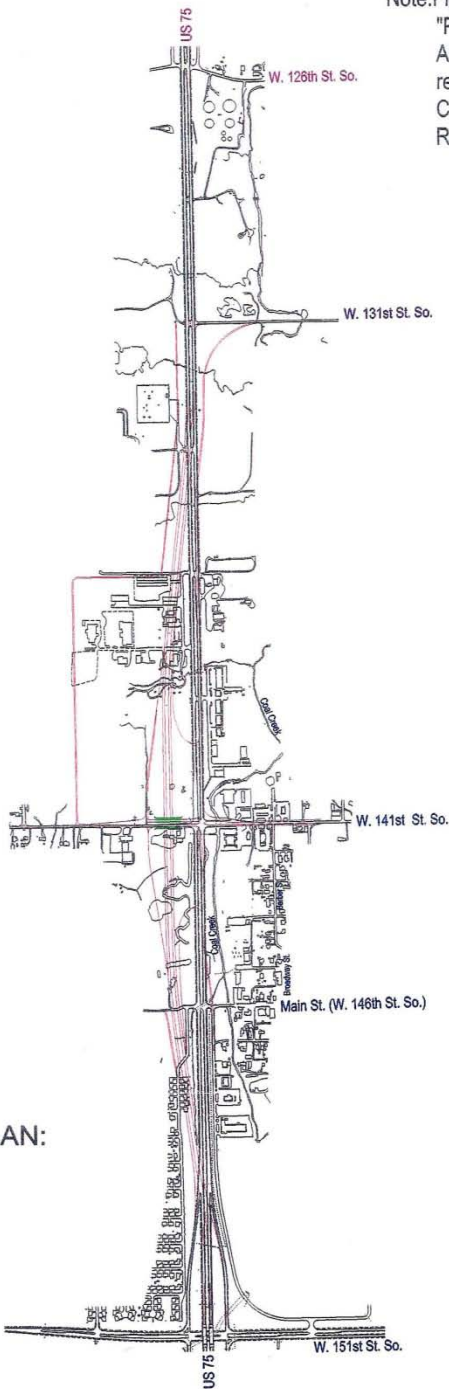
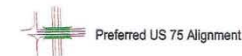


# Realignment of US 75 Between 131st and 151st Street

Figure 7

Note: Figure 7 shows the "Preferred Alignment Alternate 1A" as recommended by the City Council:  
Resolution No. 98-0103

## LEGEND



THE GLENPOOL  
COMPREHENSIVE PLAN:  
1999 - 2020

Source: Major Investment Study  
for the Oklahoma Department of  
Transportation.  
Proposed by the  
Benham Group, Inc., 1999

3. The trafficway system forms connections to cities within the region as well as to US, state, local turnpikes and the interstate highway networks.
4. Movement systems for goods and people are principal shapers of city form. Trafficways can be used as tools to guide and stage the development and growth of an area when properly considered, planned and developed. Premature or strip development along arterials can eliminate or significantly impact the effectiveness of these roadways to function in a proper manner.
5. Trafficways, such as US-75 and SH-67, can be planned to serve as effective buffers between major land use types.

### Energy Transmission and Mining Activities

Electric Transmission – There are five (5) major high voltage transmission lines within the Planning Area. The largest is a 345 KV line, owned by American Electric Power-Public Service Company of Oklahoma (AEP-PSO) which runs just south of 171<sup>st</sup> Street and the Creek County Line in a northeasterly direction to 161<sup>st</sup> Street and Peoria Avenue. There are three (3) 138 KV lines within the Planning Area. Oklahoma Gas and Electric (OG&E) Company maintains one such line running north and east from its substation, which is located one-fourth mile south of 131<sup>st</sup> and west of US-75. There are two (2) AEP-PSO 138 KV lines running north and south through the Planning Area, one along the west side of Elwood Avenue and the other along the half-section west of Elwood Avenue. Finally, OG&E has a 69 KV line in the northern section of the Planning Area running from one-fourth mile south of 121<sup>st</sup> Street and the Tulsa County/Creek County Line, southeast of 151<sup>st</sup> Street and Peoria Avenue. In addition to transmission lines, the Man-Made Physical Features Map (Figure 3 6) shows a number of high-voltage distribution lines within the area, as well as two (2) OG&E electric substations.

Gas Transmission – The second major type of energy transmission facility within the Planning Area is natural gas transmission lines. There are five (5) high pressure gas lines within the Planning Area, all operated by Oklahoma Natural Gas Company. The largest is a 30" line running east and west and generally lying one-fourth mile north of 151<sup>st</sup> Street. A 22" line runs from one-fourth mile south of 141<sup>st</sup> Street and the Tulsa County line, southeasterly to Peoria Avenue at a point approximately one-half mile north of 181<sup>st</sup> Street. A 14" line lies on a diagonal across the southwestern most section of the Planning Area and a 4" line runs along the west side of Elwood Avenue from one-fourth mile north of 151<sup>st</sup>, north to 141<sup>st</sup> Street. Finally, there is a 2" line running along the south side of 141<sup>st</sup> Street from the Tulsa County line to the alley between Barber and Broadway Streets.

Liquid Petroleum Transmission – The third type of energy transmission facility is liquid petroleum lines and storage facilities. There are five (5) major oil transmission lines and two (2) major storage facilities within the Planning Area. Explorer Pipeline Company operates a 28" line running from the western edge of their tank farm at 131<sup>st</sup> Street and US -5, along an irregular south by southwesterly route for the full length of the Planning Area. This line exists in the area at a point about three-

eighths mile south of 141<sup>st</sup> Street and the Tulsa County line. A 28" line leaves the northern edge of the Explorer Tank Farm and travels in a northwesterly direction to a point approximately one-half mile west of 121<sup>st</sup> Street and US-75. A 24" line exists at the northern boundary of the tank farm and travels northeasterly until it leaves the area at 121<sup>st</sup> Street and Elwood Avenue. Finally, Explorer maintains a 20" line running from the south edge of the tank farm, west across US-75 and then south into the Oklahoma Gas and Electric Company facility, then runs from the western edge of the their southwesterly to the Creek County line approximately one-half mile north of 141<sup>st</sup> Street.

Mining Activities – Mining activities, especially oil and gas production, have long been an established feature within the Glenpool area; indeed, the name "Glenpool" recalls the original oil field discovered in the early 1900's. Though production in the area has declined since the early boom days, substantial production still occurs in an area west of the US-75 from the vicinity of Twin Mounds and 161<sup>st</sup> Street on the south, to the northern boundary of the Planning Area. The Man-Made Features Map (Figure 6) shows the area outlined above as an area where development constraints may be anticipated due to intermittent concentrations of oil and gas wells, injection wells, and shallow pipelines. The 2030 Plan map also designates this area as Special District 3. The location and extent of specific facilities can best be determined by consulting an area geologist, well records and field checking actual areas of interest, or Oklahoma Corporation Commission records.

#### Energy Transmission and Mining Activities Significance to Planning

Existing high-voltage overhead transmission lines and their right-of-way are significant in the aesthetic impact they have on an area, and in their potential dual purpose use as rights-of-way for bikeways and pedestrianways and other utilities.

Accessibility to energy sources, such as transmission lines, is valuable in locating large scale industrial development.

Development in areas where oil and gas fields exist presents some problems, and oil and gas wells must have proper access and oil wells must be properly capped, if abandoned or no longer used.

Development over existing oil and gas pipelines and their rights-of-way is greatly restricted and often not prohibited by City regulations and agreements with original landowners.

Construction of major trafficway improvements under transmission lines and over pipelines is often difficult and more expensive than conventional improvements.

**EXISTING GENERALIZED LAND USE** A general understanding of Glenpool and the Planning Area may be gleaned by studying its current land use and development pattern. The Existing Generalized Land Use Map (Figure 8) shows the **current** pattern of development and the land use. Development is concentrated in and around the original town site of Glenpool and in areas to the east both north and

south of 141<sup>st</sup> Street between Elwood and Peoria, between 126<sup>th</sup> Street and 151<sup>st</sup> Street, and along US-75. These lands are presently concentrated in the Coal Creek Drainage Basin. The platted lands planned in the late 1970's and early 1980's has been developed and built upon. Glenpool has extended both its corporate limits and annexation fence line since 1999. The majority of these lands being platted for development and the inventory of platted lots is estimated at 375 lots in 12 subdivisions. Included in the vacant-agricultural category is the area of concentrated oil production west of US-75, and between 121<sup>st</sup> Street and 161<sup>st</sup> Street South. The area between 121<sup>st</sup> and 141<sup>st</sup> is designated as Special District 3 and is included in this category due to its use in farming, ranching, and oil production. The industrial impact from oil and gas drilling on those areas is significant, however, the visual impact on the present uses is less than might be expected. Additionally, many of the wells have been shut down and verification of proper plugging should be from the Oklahoma Corporation Commission or other such records.

The second highest category of land use is residential development that includes single-family, multi-family and manufactured home development. Close behind in area land use are industrial uses. This category includes petroleum tank farms, associated oil industry operations (excluding production or mining) and other industrial development. The largest public land use holding is shown for the Glenpool School Campus located at the center of the Planning Area between 141<sup>st</sup> and 151<sup>st</sup> Streets. The remaining uses depicted include commercial and office, public schools and quasi-public (e.g., churches), and park and recreation-open space development. These uses continue to utilize only a small portion of the developed land, although, recent commercial and office development activity along 141<sup>st</sup> Street east of US-75 is significant and expected to continue in the form of a new Central Business District (Special District 5) extending as far east as Lewis Avenue.

Industrial development and interest is being demonstrated along US-75, particularly south and west of 151<sup>st</sup> Street. It is expected that this trend will continue, especially as utilities are extended into this area. As pointed out earlier, development is also continued to be expected in the Coal Creek Drainage Basin. The 2030 Plan presents a proposed corridor treatment for the US-75 expressway from 151<sup>st</sup> Street (SH-67) on the north to 181<sup>st</sup> Street on the south.

#### Land Use Significance to Planning

1. All existing development patterns and activity point to increasing development of the Planning Area, particularly in the Coal Creek Watershed.
2. US-75 will dominate higher intensity land use development patterns due to its high accessibility and visibility in the short and mid-term.
3. The petroleum intensive land uses will restrict urban residential development in certain areas such as Special District 3 in particular.



4. Existing and planned land use patterns will help guide decisions with regard to private and public decisions on location of residential, commercial and office, industrial and public and quasi-public land uses, and the preservation of Development-Sensitive Areas.
5. The proper interrelationship and transition between various land uses is critical to the continued enhancement and functional relationship of Glenpool and the Planning Area's vitality and desirability as a place to work, live, and play.
6. Understanding of existing and planned land use will support the preparation and planning for and the maximum use of needed public facilities and utilities to meet community needs.
8. Understanding and giving proper policy guidelines to the uses and mixes of land uses as well as the density and intensity of such uses will promote future proper land use planning, design and development which is the major goal of the 2030 Plan.
9. The timing of the extension of public utilities and construction of infrastructure is a critical factor in determining orderly development which allows the City of Glenpool to economically service and maintain developed as well as developing areas.

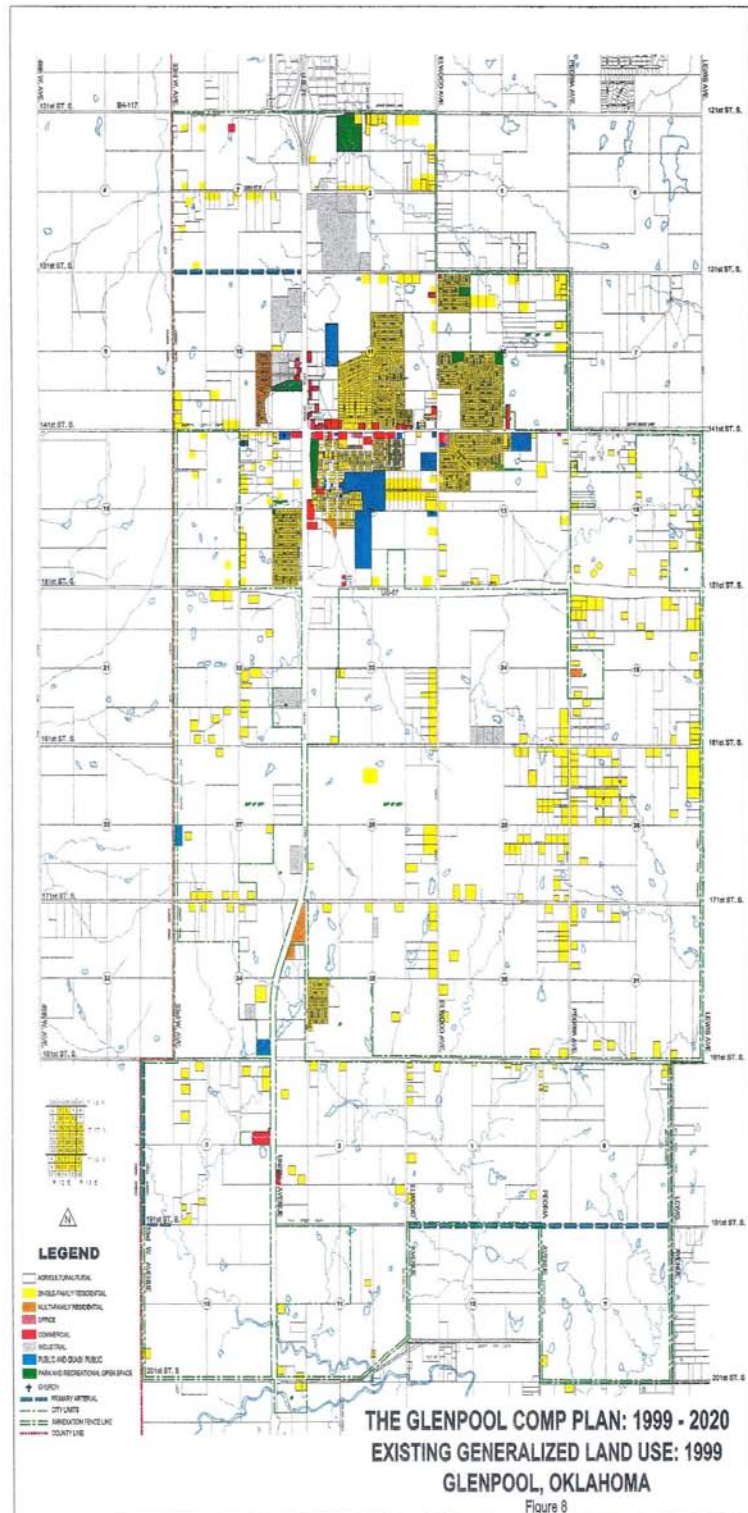
## **PUBLIC FACILITIES**

### **GENERAL**

This element of the Plan includes goals, objectives, and policies for the following public facilities: recreation and open space, education, libraries, social services-health, public safety, flood-storm drainage and solid waste. These facilities are owned by the citizens and include those things required by citizens to have a better place to live. The general locations of needed public facilities to the year 2030 are shown on 2030 Plan.

#### **Public Facilities General Goal:**

1. It is intended that efficient, adequate public facilities and services be maintained and provided for existing and future residents.



2. Necessary public facilities shall be identified in the Capital Improvement Program (CIP).
3. The program for capital needs shall be reviewed annually at the time of fiscal planning for the new budget and as otherwise needed.
4. Funding from federal, state and other sources shall be combined with local revenues to meet the public facility needs of Glenpool.

#### Public Facilities General Objectives:

1. Existing public facilities will be maintained and improved to meet the needs of area citizens and businesses.
2. Secure resources for future public facilities in advance of need when feasible and appropriate in order to reduce public costs.
3. Public improvements necessary to support private development shall be implemented simultaneously with said development and at the cost of the private developer.

#### Public Facilities General Policies:

1. Coordination between Glenpool City departments and other public agencies and governmental jurisdictions regarding planning and development will be maintained and improved as needed.
2. Planning and budgeting for public facilities will be an ongoing process and accomplished through the maintenance and implementation of the CIP.
3. The costs for public facilities necessitated by private development shall be borne by that development.

### RECREATION AND OPEN SPACE

#### Recreation-Open Space Goals:

1. A high quality system of public and private park, recreation, and open space facilities should be provided for active and passive purposes.
2. Private parks, if provided, shall be maintained by homeowners associations as required by covenants under a Planned Unit Development.
3. Improvements to floodplain areas shall be done in such a manner as to preserve open space and natural amenities as much as feasible.

4. A wide range of conveniently located recreational areas, parks, pedestrian/ bicycle trails and open spaces that enhance the quality of urban life and meet the increasing leisure time needs of all residents shall be provided.
5. Maintain and develop a comprehensive park system that provides a variety of active and passive, organized and unorganized, year-round recreational opportunities accessible to all residents.
6. Support the ongoing maintenance of park facilities and parkland, whether in an improved or natural state, for the continued enjoyment, aesthetic beauty and pleasure of all residents.
7. The provision of quality public recreation opportunities in the most cost-effective manner possible through the coordination of all public recreation activities.
8. Preserve significant natural, scenic, agricultural and/or development-sensitive areas in order to enhance the beauty of the area, to conserve natural features, to preserve needed open space, to buffer different land uses, and to provide unique recreational opportunities.

#### Recreation and Open Space Objectives:

1. Existing parks will be maintained and upgraded.
2. New parks will be developed and coordinated with the development of open space systems and flood-storm drainage management.
3. Provide a sufficient number of conveniently located playfields, neighborhood parks and community parks of sufficient size with facilities to serve a diverse population.
4. Maintain existing and newly-developing park-lands in a condition that is attractive, aesthetically pleasing and safe in accordance with the nature and intended utilization of such areas.
5. Develop existing and future parks so that each is safe, aesthetically pleasing and to meet the recreational needs of the users.
6. Coordinate the acquisition of land for neighborhood, community and area parks with the desire to preserve the environment and other public land acquisition.
7. Encourage the provision, development, maintenance and improvement of recreational opportunities through joint ventures between the public and private sectors.

8. Require the private sector to provide open spaces and recreational opportunities with new developments where appropriate to reduce this burden on the City.
9. Explore the mechanisms to ensure the accessibility, both visually and physically, of existing and future park-lands.
10. Encourage corporations, civic clubs, organizations and voluntary citizen action to assist in acquiring, developing, maintaining and/or improving parklands and facilities.
11. Explore alternative funding methods that could provide quality recreational experiences and enjoyment in a cost-effective manner.
12. Develop a plan for continuous capital financing of park, recreation and related facilities to enable effective, viable planning, development and maintenance in the short and long-term.
13. Provide facilities, buildings, trails and recreational programs to meet the unique needs of special populations such as people who are elderly or disabled.

#### Recreation and Open Space Policies:

1. The major drainageways of Coal Creek and its tributaries will be utilized as the connecting portions of an overall open space program. Flora and forested areas adjacent to these drainageways will be preserved and incorporated into the design of new development and neighborhoods whenever feasible and appropriate.
2. Neighborhood parks should be conveniently located to enhance public safety and should be accessible by pedestrian and bicycle traffic, as well as by automobile, in each existing and newly-developing residential area-of the City.
3. Community and area parks should be located along arterial streets in order to more conveniently serve the population and to reduce any potential negative impacts on the adjacent neighborhood.
4. Access to existing and future parks should be assured through the development process, zoning and/or financing and development of adjacent roadways.
5. The Posey Creek Floodplain should be preserved and maintained as public or private open space in its natural state.
6. Pedestrian and bike paths will be encouraged to be provided in open space systems in newly developing areas.

7. Park-land should be purchased in advance of projected need, in order to be acquired at the lowest cost to the taxpayer.
8. Improve, expand and upgrade facilities at all existing parks in the system and develop land and appropriate facilities at existing undeveloped parks.
9. Design parks, trails, facilities and buildings to meet the unique recreational needs of and to be accessible to special populations such as the elderly or disabled.
10. The multiple use of facilities such as sports fields, outdoor courts and indoor courts should be encouraged in order to achieve the maximum potential of a given facility at the lowest cost to the taxpayers.
11. A system of pedestrian and bicycle trails should be developed to connect as many parks and other public facilities (e.g., libraries and schools) within Glenpool, and to adjacent communities, and to the INCOG Master Trials Plan facilities.
12. Pedestrian/bicycle trails, for recreational purposes and as an alternative means of transportation, should be located along major drainageways wherever possible.
13. The cost and benefits of all land donations should be analyzed prior to their acceptance as part of the City's park system.
14. Lambert Park will be relocated with the realignment of US-75. The new location should be more accessible to the population using the facility.
15. The historical significance of the original discovery well for the Glenn Oilfield should be recognized by a historical marker on US-75 and a new museum commemorating the historical significance of this site and area.
16. The new Tulsa County Community Center should be expanded as needed during the long-term of the Planning Period.
17. Assistance from private foundations, local, state and federal governments will be secured whenever feasible and available to develop the park, recreation and open space system.
18. A competition level horseshoe pitching facility should be constructed in Black Gold Park.
19. Develop youth soccer facilities.

Standards for development of parks shall be as follows:

**TABLE 4**  
**STANDARDS FOR PARK AND RECREATION FACILITIES**

Type of Area	Acres Per 1000 Population	Ideal	Size of Site (Acres) Minimum	Radius of Area Served (Miles)
Playgrounds	1.5	4	2	0.25
Neighborhood Parks	2.0	10	5	0.25
Playfields	1.5	15	10	1
Community Parks	3.0	50	15	2.0
Total area for all not less than 10 acres per 1,000 population (national Std.)				

## **EDUCATIONAL AREAS**

### Education Goal:

It is intended that a balanced program and physical facilities plan be provided to meet the educational needs of the community including the attraction and construct a major vocational-technical and college branch facility to Glenpool in a K through 14 program.

### Education Objectives:

1. The City of Glenpool will coordinate with the Glenpool School District in the construction of educational facilities and the necessary public infrastructure and utilities.
2. Elementary schools will be located within the existing Unified Campus Facility.
3. Educational facilities will be sited so as to protect them from encroachment by incompatible uses.
4. To plan for and support the construction of major vocational and college-level educational facility as a part of the Unified Campus.

## Education Policies:

1. The site for the Unified Campus Facility will be as set forth on the Glenpool Comprehensive Plan Map including the recent addition to the campus at the northeast corner of US-75 and SH-67.
2. Elementary, middle and high schools will be maintained and developed at the existing unified campus location.
3. To pursue opportunities to extend sewer service and develop solutions to traffic management needs in an around the Unified Campus Facility.
4. To seek opportunities and partners with the respective agencies, seeking public and private funding, for a major vocational and college-level academic facility in Glenpool.

## **LIBRARY**

### GENERAL

The 2030 PLAN has been officially adopted by the City of Glenpool to serve as the general policy guide for future physical and economic development of the City based on present and future needs. The City is built by an essential partnership of public agencies and private enterprise. The policies set forth herein in written and graphic form are to guide the physical development decisions of that partnership of public and private interests.

### Library Goals:

1. To provide library services into the 21<sup>st</sup> century by evolving with the new technologies to provide information in the format most convenient for the customer.
2. To continue to provide knowledgeable and trained staff to assist customers in filling their information needs.
3. To continue to offer strong children's and youth programming to encourage reading and use of libraries for future generations.
4. To provide a clean, comfortable, and inviting atmosphere to attract customers and make them feel welcome.

### Library Objectives:

The Glenpool Library will be maintained with expanded services provided as the community grows. The community branch library facility, its services and library



collection is funded by the budget for the library system funded by property taxes assessed on real property in Tulsa County.

#### Library Policies:

The new Glenpool Library will continue to receive the support of the City in the future development of an expanded program of library services for Glenpool residents.

### **SOCIAL SERVICES/HEALTH**

#### Social Services/Health Goals:

1. To secure the highest possible level of personal and social health for all Glenpool residents and to provide every citizen information and means necessary to maintain and participate in a continuing health program. The physical environment itself should be conducive to good health.
2. The general goal of social concern is to encourage the development of a sense of common purposes in matters of general community interest among the citizenry by providing:
  - a. Opportunities for all Glenpool residents to participate in City affairs.
  - b. Adequate and equal public facilities and services.
  - c. Equal opportunities for housing, education, employment, and justice.
  - d. Adequate welfare and social services.
3. The general goal of health concerns is to support the development of a healthier citizenry as follows:
  - a. Promote community benefits of local public health efforts.
  - b. Promote awareness of community health-related problems and issues.
  - c. Insure all citizens an access to comprehensive health programs by engaging in coalition building, and fostering public-private partnerships which promote health and wellness.
4. To promote and develop a major regional medical facility in Glenpool.

#### Social Services/Health Objectives:

1. To provide adequate facilities to house the health and social programs needed for the Glenpool Planning Area with a view toward enhanced programs of education and regional facilities being in Glenpool or in the south metropolitan area for improved access by Glenpool residents.

2. To utilize the services of the Tulsa County Health Department to the maximum benefit of Glenpool residents.
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:

1. The Glenpool Senior Citizens/Community Center will be available to serve the multi-purpose social and health related needs of the community.
2. A Comprehensive program of public and private health services should be made available to Glenpool residents of all ages.
3. The need for local day care facility standards shall be enforced as provided at the local and other governmental levels.
4. To cooperate on a City/County basis to publicize health and social programs and improve access to such programs by an enhanced flow of information as well as seeking physical facilities in closer proximity to the City.
5. Seek and promote public and private support for construction of a major regional healthcare facility in Glenpool.

**PUBLIC SAFETY: POLICE, FIRE, EMERGENCY MANAGEMENT AND EMERGENCY MEDICAL SERVICES**

Public Safety Goals:

1. To maintain up-to-date effective, highly trained and motivated police, fire, ambulance and other emergency response services.
2. Continue to support a responsive court and jail system.
3. Continue to support and develop a meaningful public safety and fire prevention program in the public school system as well as for business, commercial and residential property owners.
4. Improved traffic safety for pedestrians and motorists.
5. To maintain and upgrade civil defense programs, including the citywide storm siren warning system and hazard mitigation program that is coordinated with the local area police, fire, ambulance and other emergency services.
6. To maintain and the Emergency Operations Center.

### Public Safety Objectives:

1. To provide efficient and sound police protection to Glenpool residents, and to maintain and strengthen the coordination of the Glenpool police operations and activities with other local, county and state law enforcement agencies.
2. To provide efficient and sound fire protection to Glenpool and the fire service area residents. To maintain and strengthen the coordination of the full time and volunteer fire protection programs, and maintain these services at high level of readiness.
3. To maintain an efficient and sound emergency response medical service and first responder program for Glenpool area residents by strengthening the coordination of such activities with the local police and fire departments and with other communities, by supporting the first responder system, The continued and efficient operation of the E911 system, and the implementation of the Glenpool Hazard Mitigation Plan.
4. Support a code enforcement program including building inspections, nuisance abatements, fire and crime prevention, and neighborhood watch.
5. Continue to support and encourage community policing programs.
6. An efficient building inspection and enforcement program will be provided to insure the sound construction of Glenpool area structures for the public's health and safety.
7. Continue the annual fire prevention program in area schools and businesses.

### Public Safety Policies:

1. Police facility and equipment needs will continue to be maintained and capital programs implemented for replacement and updating of equipment as needed and as funds become available.
2. Fire equipment will be maintained and new equipment purchased as needed and as funds become available.
3. Ambulance, emergency medical facility equipment, and first responder needs will be maintained at a high level of readiness with up-to-date programs and services.
4. The Emergency Operations Center and Emergency Management Program shall be maintained in a high state of readiness.
5. Adequate facilities and personnel will be provided to implement an efficient building and code enforcement program.

6. Emphasis in the area of public safety (police and fire) will be placed upon programs of education and prevention to reduce the risks and hazards to Glenpool residents.
7. The Glenpool Hazard Mitigation Plan will be incorporated into the operation of all City departments.

## **PUBLIC UTILITIES**

This element of the 2030 Plan includes the goals, objectives, and policies and for water and sewer utilities, flood-storm drainage and solid waste/recycling services of Glenpool. The general location of water and sewer improvements for Glenpool to the year 2030 are depicted on the Water Distribution System map and the Sanitary Sewer Facilities map, Figures 15 and 16 respectively. The needs in this important area are addressed in the CIP, which needs to be an officially adopted element of the **2030 Plan**.

## **WATER**

### Water Goals:

1. A high quality of safe and adequate water service for domestic needs and fire protection shall be provided to meet the existing and future needs of Glenpool residents in a sound, reliable, efficient, and economical manner.
2. New and replacement water facilities should be programmed in advance based on existing and future needs.

### Water Objectives:

1. An adequate, safe and reliable supply of potable water shall be provided for domestic needs and fire protection in Glenpool.
2. The existing water system shall be maintained and upgraded as needed.
3. New water systems will be designed and constructed to meet future needs and all local, state and federal requirements.

### Water Policies:

1. Adequate municipal water service for domestic and emergency purposes shall be provided.
2. Glenpool should maintain existing water service with the City of Tulsa as its primary source of potable water.
3. New and replacement water services shall be designed and constructed to provide adequate fire protection.

4. Water system design requirements set forth in the Glenpool Subdivision Regulations and Engineering Design Criteria shall be applied to provide sound development standards and to assure that all new development in Glenpool will be provided adequate water service.
5. Water system improvements will be provided in advance of development, to encourage growth and to minimize inconvenience and cost of installation.
6. Existing areas with inadequate water facilities will be identified and included in future water system improvement programs.
6. Local, state and federal assistance will be secured, whenever feasible and available, to plan, design and construct new and replacement water system improvements.

## **WASTEWATER**

### Wastewater Goals:

1. The City's municipal wastewater treatment plant shall be operated in accordance with all of the provisions of the National Pollutant Discharge Elimination System (NPDES).
2. To maintain the wastewater treatment plant and system to meet all local, state and federal requirements in the early part of the planning period.
3. Develop a facilities plan in the Duck Creek Basin.

### Wastewater Objectives:

1. Public sewer systems will be installed in all areas of Glenpool as needed for the provision of municipal wastewater collection and disposal for all urban development.
2. To minimize development on property using on-site disposal systems where public sewer service is available or where soil conditions or population density per acre is unsuitable. Development shall be required to extend and connect to the City system.
3. Maintain a system of wastewater treatment and disposal that is in conformance with all state and federal permitting requirements by operating the collection, treatment and discharge system in the most efficient, safe and economical manner.
4. Make modifications when necessary to sewer system design requirements set forth in the Glenpool Subdivision Regulations and Engineering Design Criteria

to provide sound development standards and to assure that all new development in Glenpool will be provided adequate sewer service.

5. Treated wastewater should continue to be discharged to the Arkansas River to minimize impacts on Coal Creek and to provide economical capacity for future growth.

#### Wastewater Policies:

1. All municipal and other sanitary sewer discharges shall be in compliance with the conditions of issuance of the City's NPDES permit.
2. All urban development in Glenpool will be provided adequate sewer service in accordance with city, state and federal requirements.
3. Existing areas with inadequate sewer facilities will be identified and included in future improvement programs or grant programs where feasible and appropriate.
4. Local, state and federal assistance will be secured, whenever feasible, to plan, design, and construct new and replacement sewer system improvements.
5. The sewage collection system should be designed and constructed whenever possible as a gravity flow system to assure economy of operation and maintenance.
6. Development of the Glenpool sewage system will be focused in the Coal Creek watershed.
7. The Subdivision Regulations and Engineering Design Criteria requirements for wastewater facilities shall be updated as necessary to assure that all development is done in a cost-effective and up-to-date manner.

## **FLOOD-STORM DRAINAGE**

#### Flood-Storm Drainage Goal:

1. Proper flood control and storm drainage facilities and measures be provided to safeguard the citizenry from the hazards of flooding, erosion, siltation, and standing water.
2. Facilities shall be planned, designed and constructed, as needed, throughout the City to safely convey storm drainage and alleviate flooding problems.

#### Flood-Storm Drainage Objectives:

1. Continue to participate in the National Flood Insurance Program and administer local and federal related regulations as necessary.
2. Implement the Hazard Mitigation Plan for flood control and storm drainage and incorporate solutions and necessary drainage facilities into the overall open space system.
3. Safeguard Glenpool from flooding of local creeks based on availability of public easements, engineering designs and construction of needed improvements.

Flood-Storm Drainage Policies:

1. Utilize the Glenpool Master Drainage Plan as a basis for determination of needed projects and update this Plan as necessary.
2. Glenpool shall continue to regulate and control development within areas subject to flooding and shall utilize local regulations in flood prone areas as the basis for the floodplain management program.
3. All new development shall be in conformance with the Flood Damage Prevention Ordinance.
4. Discourage new residential development in areas subject to periodic flooding.
5. Public utilities will not be provided in areas subject to flooding unless it is determined to be in the best interest of the public health, safety and general welfare.
6. Flood and storm drainage projects should be undertaken to remedy any existing flooding problems with particular consideration given to all of Coal Creek north of 151st Street.
7. When any land is being developed, construction undertaken, or public improvements installed upstream of a previously developed area, it shall be required that measures be taken to avoid any increase in storm water flow rate and velocity. In the alternative, and if on-site detention or other methods are not practical, the developer shall be required to demonstrate that the receiving stream can accommodate the flows in its natural state from the entire watershed if it develops to the intensity shown in adopted public plans.
8. Local, state and federal assistance should be secured in the planning, design, and construction of community flood control and storm drainage facilities.
9. Integrate the local floodplain management program into the local and regional trails and open-space program.

## **SOLID WASTE**

### Solid Waste Goal:

It is intended that citizens be provided with a safe and efficient service for solid waste disposal and recycling.

### Solid Waste Objective:

Solid waste disposal and recycling programs shall be efficient and environmentally sound.

### Solid Waste Policies:

1. Continue to contract for solid waste pick-up and disposal unless this option becomes economically or environmentally unsound and impractical.
2. Solid waste operations in the Glenpool Planning Area shall meet all local, state and federal health, safety, and environmental requirements.
3. Continue to seek long-term solutions for solid waste and recycling programs on a local and regional basis.

## **TRANSPORTATION**

This element of the 2030 Plan includes roadways, bicycle and pedestrian paths, public transportation, air travel and rail. The Major Street and Highway Plan map, an official element of the 2030 Plan, depicts the roadways that will be necessary for full development of the Glenpool Planning Area. Transportation elements of the 2030 Plan include roadways, bicycle and pedestrian paths, transit and rail.

### General Goal:

To provide an integrated and efficient transportation system that will move people and goods rapidly, safely and efficiently throughout the Glenpool Planning Area and connect to regional and national systems.

### General Objectives:

Implement a full range of transportation alternatives for citizens in the Glenpool Planning Area.

### General Policies:

1. The Glenpool Major Street and Highway Plan shall function as the standard for development of Glenpool streets.



2. Transportation planning for Glenpool shall be done on a local basis and coordinated on a regional basis through the INCOG Long Range Transportation Plan.

## ROADWAYS

### Roadway Goal:

To provide a safe and efficient street and highway system in the Glenpool Planning Area.

### Roadway Objectives:

1. To provide the proper level of accessibility and service for each land use and activity.
2. To identify substandard streets within Glenpool for inclusion in future CIP initiatives.
3. To eliminate through traffic within residential areas.
4. To improve US-75 to expressway standards, recognizing the need for access by existing and future development, in accordance with locally preferred alignments as shown on the Glenpool Major Street and Highway Plan.
5. To protect the traffic carrying capacity of SH-67/151<sup>st</sup> Street by controlling development and access along this highway as required by the provisions of the SH-67 Corridor.

### Roadway Policies:

1. Amend the Major Street and Highway Plan to reflect any new or proposed changes, including the grade separations for US-75 at 141<sup>st</sup> Street and 181<sup>st</sup> street.
2. Amend, update and refine as necessary, the Glenpool Subdivision Regulations related to street improvement standards.
3. Restrict or mitigate through traffic in residential areas by rerouting or by implementing traffic calming techniques, as desired by the neighborhood.
4. Pursue efforts to improve the flow of traffic along US-75, while preserving business and industrial parks along the expressway corridor within the Glenpool Planning Area.
5. Identify alternate sites and relocate industrial and commercial facilities impacted by future improvements to US-75 within Glenpool.

6. Maintain the capacity and integrity of existing transportation corridors by controlling access and the development of incompatible land uses.
7. Secure local, state and federal funds to construct new and replacement facilities, as well as to maintain and improve existing roads.
8. Control private drives and access along arterial streets to preserve the flow of the traffic and avoid congestion.

## TRAFFIC OPERATION AND SAFETY STANDARDS

Traffic Operation and Safety Standards are developed to ensure that turning movements to and from a site proposed for rezoning or development do not impair and endanger the flow of traffic on freeways, arterials and collector streets serving the site, or at the interchange ramp and arterial intersection areas. To accommodate proper turning movements to maintain traffic flow and safety, the following access standards are established:

1. Do not allow access within 125 feet from the end of an expressway interchange ramp, 300 feet from the center point of a primary intersection, and 200 feet from the center point of a secondary intersection only upon approval by the Oklahoma Department of Transportation.
2. A right turn collector lane can be built into the proposed site between 600 feet and 1,000 feet from the end of the interchange ramp on a primary or secondary arterial. Special alteration of existing freeway or interchange designs including collector lanes, frontage roads, and right turn crossover ramps will require specific analysis and Oklahoma Department of Transportation approval.
3. Right turn driveway cuts must be located no closer than 1,000 feet from the end of an interchange ramp and are permitted beyond 300 feet from the primary arterial intersection midpoint and similarly 200 feet on secondary arterials.

**TABLE 5**  
**ACCESS POINT STANDARDS**

Type Roadway	<u>Distance (Feet) From Intersection Point</u>				
	No Access Permitted <sup>1</sup>	Right Turn Lane Only	Right Turn Driveway Cut	Full Access- Right & Left Turn Driveway Cut	Minimum Spacing Between Driveway Cuts in Full Access Area
Expressway	600	600 to 1,000	Beyond 1,000	2,500	300
Primary Arterial	300	Not Required	300	125	1,000 <sup>2</sup>
Secondary Arterial	200	Not Required	200	125	

<sup>1</sup>Within this dimension access is permitted only upon approval of the Oklahoma Department of Transportation.

<sup>2</sup>300 feet between driveways is the minimum required on all roadways except for feeder arterials where 1,000 feet minimum spacing is required.

4. The first point of full access, along arterial roadways, for left and right turn driveway cuts, is permitted 2,500 feet from the end of an interchange ramp and 125 feet from both primary and secondary intersection mid-points.
5. The minimum spacing between driveway cuts is 1,000 feet on any arterial which coincides as a freeway roadway and 300 feet minimum spacing on all primary, secondary and collector streets.
6. Table 5 summarizes recommended Access Point Standards for the various types of roadways as follows:

## **BICYCLE AND PEDESTRIAN PATHS**

### **Bicycle and Pedestrian Paths Goals:**

1. To provide bicycle and pedestrian paths as an alternative mode of transportation in residential areas, with connections to work and recreation areas on a City-wide and area-wide basis.
2. To provide linkages from local trails with the INCOG Master Trails Plan and System.

### **Bicycle and Pedestrian Paths Objectives:**

1. Develop bicycle and pedestrian facilities in conjunction with the development of new subdivisions, and add bicycle and pedestrian paths as appropriate and feasible in developed parts of the Glenpool Planning Area.
2. Develop integrated pedestrian paths linking schools, neighborhoods and shopping areas.
3. To link the City-wide trail components with the trails planned and constructed in accordance with the INCOG Master Trails Plan.

### **Bicycle and Pedestrian Paths Policies:**

1. Assure that roadway and subdivision design incorporates provisions for bicycle and pedestrian paths.
2. Link residential neighborhoods to schools and shopping areas along facilities designed as open space areas along creeks or roadways in conjunction with improvements to floodplains in particular.
3. To seek funding from state and federal agencies to expand the Citywide trails plan and system with the INCOG Master Trails Plan.
4. To coordinate and incorporate the local trails program into the open-space and floodplain management program.

## **TRANSIT**

### **Transit Goals:**

To develop a safe, efficient and accessible public transportation system for all citizens.

### Transit Objectives:

1. Promote affordable public transportation to the general public and in particular to persons who are disabled or elderly.
2. Promote transit service to major commercial and employment centers in and adjacent to Glenpool.

### Transit Policies:

1. Investigate the feasibility of express transit service to Activity Centers in the Glenpool area.
2. Investigate the feasibility of special transportation services for persons who are elderly or disabled in Glenpool.

## **RAIL**

### Rail Goal:

Design, develop and maintain rail facilities in the Planning Area to meet the needs of Glenpool citizens and businesses.

### Rail Objectives:

To promote good access to area rail facilities from Glenpool for area businesses and industries.

### Rail Policies:

To seek to improve access to area and regional rail facilities for Glenpool business and industry.

## **ECONOMIC DEVELOPMENT**

Recognizing that Economic Development is the tool that provides for the creation of jobs, revenue and opportunities for Glenpool citizens to live, work, seek services, enjoy recreational activities, experience quality education and health care within the community:

### Economic Development Goals:

1. To seek new businesses, services, facilities and employment opportunities that will increase the quality of life for Glenpool citizens, support growth in Glenpool and further the goal of being a full-service community.
2. To promote the development of existing business and industry within the community and the region.

3. To promote additional housing development in appropriately zoned areas.
4. To prepare and maintain current demographic and business attraction statistics and information for the purpose of identifying opportunities for growth and attracting appropriate entities to fill those needs.
5. To foster a professional, streamlined approach to development that will make Glenpool a preferred location for new businesses.
6. To proactively develop the infrastructure and transportation system of the City to support planned growth in residential, industrial and commercial areas.
7. To continue to advocate for secondary educational opportunities and vocational-technical training facilities in Glenpool including the proposed K-14 integrated campus in partnership with Glenpool Public Schools and Tulsa Community College.
8. To seek the location of a major health center in this area to serve Glenpool and surrounding communities.
9. To increase the visibility of the community for residential, commercial and industrial development through continued marketing and cooperative efforts with landowners, developers, business groups and authorities.

#### Economic Development Objectives:

1. The city will utilize professional economic development services as appropriate to assist City Staff and the City Council in formulating and implementing economic development strategies, incentives and activities.
2. The Glenpool Municipal Industrial Development Trust Authority will continue to develop and recommend to City Council policy regarding industrial development.
3. The city will work in cooperation with other public organizations such as the Glenpool Chamber of Commerce and other area chambers, Tulsa County Commissioners, and various local, private and regional organizations to promote economic development as appropriate.
4. The city will seek to utilize public-private partnerships and appropriate incentives to encourage economic development in Glenpool within the goal of becoming a full-service community.
5. The city will seek to attract and develop businesses that require professional or technical skills that would encourage younger local residents to live and work in Glenpool after completing their education.

6. To promote the demographic, business and quality of life indicators which make Glenpool an attractive location for new residents and new businesses.
7. The city will continue to identify gaps in the services, amenities and business types in Glenpool and will seek to rectify those gaps through attracting new businesses, services, or through community development.
8. To support the need and continue to improve transportation access such as upgrading of US-75 to expressway standards and building full interchanges and 141<sup>st</sup> and 181<sup>st</sup> Streets south.
9. To develop frontage roads along expressways and state highways and an internal network of high capacity arterial streets by widening to a three (3) or four (4) or five (5) lane configuration in accordance with the Major Street and Highway Plan.
10. Ensure city water, sewer and other infrastructure planning is growth-focused and adequate to support future business and development needs.

#### Economic Development Policies:

1. To maintain current data to support economic development activities and to make that data available to private companies or entities to encourage development.
2. To promote economic growth and the expansion of commercial development in commercial areas and as planned along major streets already functioning as commercial or industrial corridors.
3. To promote economic growth and development by planning for infrastructure to support the development and expansion of public and private industrial parks.
4. To foster a positive public image of the community through community development and local, regional and national public relations, marketing and attraction efforts.
5. To encourage mixed-use development in transitional areas between existing commercial and residential areas and in new development plans.
6. To promote economic growth and development within all Special Districts in accordance with the **2030** Plan.
7. To promote growth by seeking public and private funds to meet the needs of business and industry for public infrastructure.
8. To improve procedures, policies or processes that unnecessarily impede or complicate development.

## **PART IV**

# **DESCRIPTION OF ELEMENTS OF THE 2030 PLAN**

### **INTRODUCTION**

Glenpool and the Glenpool Planning Area constitute an area of steady growth and exceptional opportunities and 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 is rural with some suburban development between Glenpool and Tulsa. The western City limit is generally 33<sup>rd</sup> 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 development has taken place in the last five years along SH-117 in Glenpool with commercial facilities, retail sales and services, and a new residential subdivision.

The urbanizing area of Glenpool is located basically between 121<sup>st</sup> Street on the north and 201<sup>st</sup> Street on the south and between US-75 and Elwood Avenue in the Coal Creek Drainage Basin. Most of the Coal Creek Drainage Basin has been provided or is capable of being provided public water and a gravity sewer system. Posey, Polecat and Duck Creeks drain the balance of the Planning Area. These natural and man-made physical features, together with existing and planned development patterns, present Glenpool the opportunity to further develop as a viable urban community in the metropolitan area and northeast Oklahoma.

A number of other factors contribute to the bright outlook for Glenpool's future, as follows:

Originally an oil "boomtown", Glenpool has a recent history of serving as 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 along the I-44/Turner Turnpike. Glenpool is also seeking to attract industrial growth and business as a part of its economic development program.

Growth in the Glenpool area is expected to continue at a steady rate due to its location on US-75 and SH-67, and available public water and sewer. US-75 will continue to be a major factor in the area's growth and land use patterns and realignment of the roadway and related improvements will increase this potential even more. The City will continue to grow in a linear fashion within its primary drainage and service area within the Coal Creek Watershed.

The Glenpool Planning Area is strengthened as a specific market area for commercial development with some industrial development along US-75.



Residential growth in Glenpool and in southwest Tulsa and eastern Creek County continues to be strong. Retail and service enterprises in Glenpool continue to be developed, and are supported by the area's growing population.

The socio-economic mix of Glenpool is a positive force in support of business and economic growth, which is also supported by a well-educated labor force.

The availability of land for development supports growth in the business and residential parts of the community.

The absence of the nearby cosmopolitan urban environment of Tulsa and small but progressive town image of Glenpool also supports residential growth as projected in the 2030 Plan. In turn, the residential growth will support business and retail growth for Glenpool residents and growth in industrial jobs will provide employment opportunities within convenient driving distances.

The following elements of the 2030 Plan describe the purposes sought in the comprehensive plan goals, objectives, policies and standards. Future development is discussed in terms of land use development patterns and desired land use intensities for Glenpool and as follows:

- Land Use
- Demography and Economy
- Public and Quasi-Public Facilities
- Public Utilities
- Transportation
- Economic Development
- Special Districts
- The Glenpool, Oklahoma Comprehensive Plan: 2030

## LAND USE

This portion of the 2030 Plan deals with various uses of land area planned for the Glenpool Planning Area that include agricultural, residential, office/commercial, industrial, recreation-open space, development-sensitive areas, and public and quasi-public areas.

## 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 2030 Plan map shows that the vast majority of the residential land is to be Low Intensity single family in nature. Multi-family residential development is shown along major transportation corridors, around the Central Business District, and at the intersection of arterial streets as transitional uses between commercial uses located in Type 1, 2, or 3 Activity Centers. Use of multi-family residential development is also proposed where appropriate as a buffer between single family uses and higher intensity uses within the Glenpool Central Business District (CBD), along US-75, and in the Activity Centers.

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. 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. 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 CBD and Special District 5, along 141<sup>st</sup>, will continue to be the principal commercial, office, retail and service center in Glenpool and is to be maintained and enhanced as a primary business activity area. Continued improvement of public and private properties along 141<sup>st</sup> 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 (151<sup>st</sup> Street) to support sub-regional scale retail and commercial development. 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. It is the strong policy of the 2030 Plan that strip commercial and spot commercial zoning not be allowed to occur.

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 131<sup>st</sup> and 141<sup>st</sup> 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 Glenpool Planning Area. Industrial development is also planned west of US-75 in the designated US-75 Corridor Plan. An industrial area is also planned as a part of Special District 2 as shown on the 2030 Plan Map.

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

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. The local trails system should also be linked with the system of regional trails shown on the INCOG Master Trails 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. The Glenpool Municipal Complex 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 Activity Centers or at the intersection of arterial and collector streets. It is anticipated that the Glenpool School Campus will continue to expand south to 151<sup>st</sup> Street.

Along with the new City Hall and Conference Center, Police and Fire Complex, the Tulsa County Community Center will be a centerpiece of community activity and public space in the years to come. 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.

## **DEMOGRAPHY AND ECONOMY**

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](http://www.glenpoolonline.com).

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.

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.

**Table 6**

<i>Population Growth of Cities And Counties in the INCOG Region 1980-2000</i>					
	Population			% 1990-2000	Average Growth 1990-2000
Community	1980	1990	2000		
Bixby	6,969	9,502	13,336	40.35%	4.00%
Broken Arrow	35,761	58,082	74,859	28.89%	2.90%
Catoosa	1,772	3,133	5,449	73.92%	7.40%
Claremore	12,085	13,280	15,873	19.53%	2.00%
Collinsville	3,556	3,612	4,077	12.87%	1.30%
Coweta	4,554	6,159	7,139	15.91%	1.60%
<b>Glenpool</b>	<b>2,706</b>	<b>6,688</b>	<b>8,123</b>	<b>21.46%</b>	<b>2.10%</b>
Jenks	5,876	7,484	9,557	27.70%	2.80%
Owasso	6,149	11,151	18,502	65.92%	6.60%
Sand Springs	13,246	15,339	17,451	13.77%	1.40%
Sapulpa	15,853	18,074	19,166	6.04%	0.60%
Skiatook	3,596	4,910	5,396	9.90%	1.00%
Tulsa	360,919	367,302	393,049	7.01%	0.70%
Creek County	59,210	60,915	67,367	10.59%	1.10%
Osage County	39,327	41,645	44,437	6.70%	0.70%
Rogers County	46,436	55,170	70,641	28.04%	2.80%
Tulsa County	470,593	503,341	563,299	11.91%	1.20%
Wagoner County	41,801	47,883	57,491	20.07%	2.00%

Source: U.S. Bureau of the Census

Table 7

**Population Growth Comparison for Oklahoma,  
Tulsa MSA, Tulsa County and Glenpool: 1940 - 2000**

Year	Oklahoma	% Change	Tulsa MSA	% Change	Tulsa County	% Change	Glenpool	% Change
1940	2,336,434		333,088		193,363		284	
1950	2,233,351	-4.41%	364,173	9.33%	251,686	30.16%	280	-1.41%
1960	2,328,284	4.25%	455,261	25.01%	346,038	37.49%	353	26.07%
1970	2,559,463	9.93%	527,533	15.87%	401,663	16.07%	770	118.13%
1980	3,025,266	18.20%	657,173	24.57%	470,593	17.16%	2,706	251.43%
1990	3,145,576	3.98%	708,954	7.88%	503,341	6.96%	6,688	147.15%
2000	3,450,654	9.70%	803,235	13.30%	563,299	11.91%	8,123	21.46%

Source: Oklahoma Department of Commerce

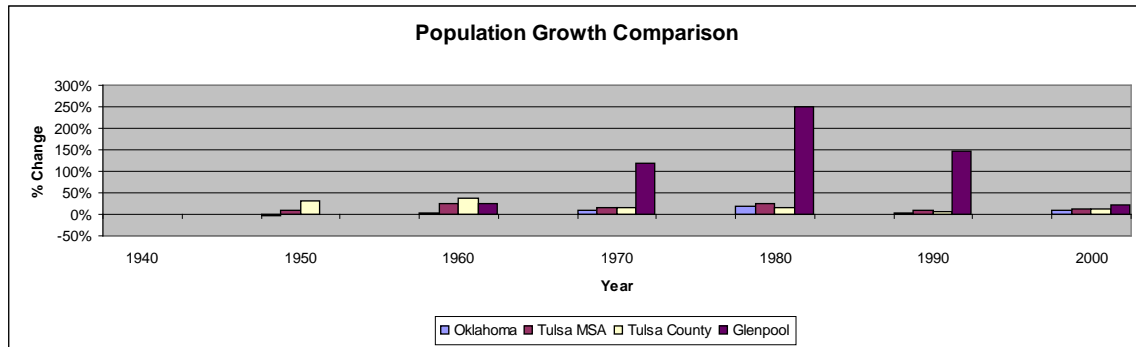


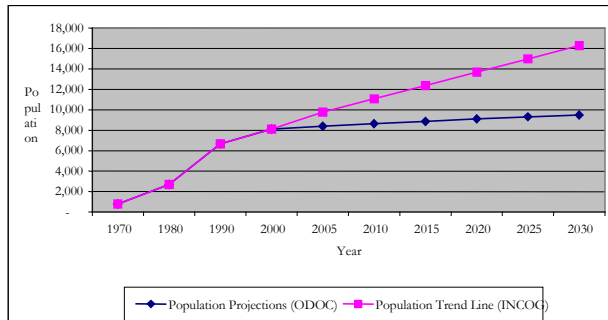
Table 8

**Glenpool and Tulsa MSA Population Projections  
1970 - 2030**

Glenpool Population		
Year	Population Projections (ODOC) 1970 - 2030	Population Trend Line (INCOG) 1970-2030
1970	770	770
1980	2,706	2,706
1990	6,688	6,688
2000	8,123	8,123
2005	8,390	9,780
2010	8,640	11,082
2015	8,880	12,384
2020	9,110	13,686
2025	9,320	14,988
2030	9,500	16,290

Population Projections source: Oklahoma Dept. of Commerce, 2002

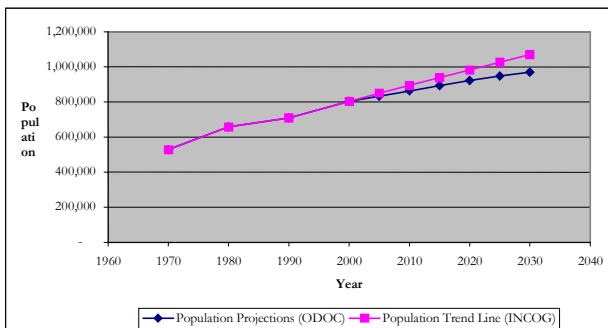
Population trend line source: INCOG 2003



Tulsa MSA Population		
Year	Population Projections (ODOC) 1970 - 2030	Population Trend Line (INCOG) 1970-2030
1970	527,533	527,533
1980	657,173	657,173
1990	708,954	708,954
2000	803,235	803,235
2005	833,600	850,001
2010	863,500	893,946
2015	893,500	937,890
2020	922,000	981,834
2025	947,800	1,025,779
2030	970,400	1,069,723

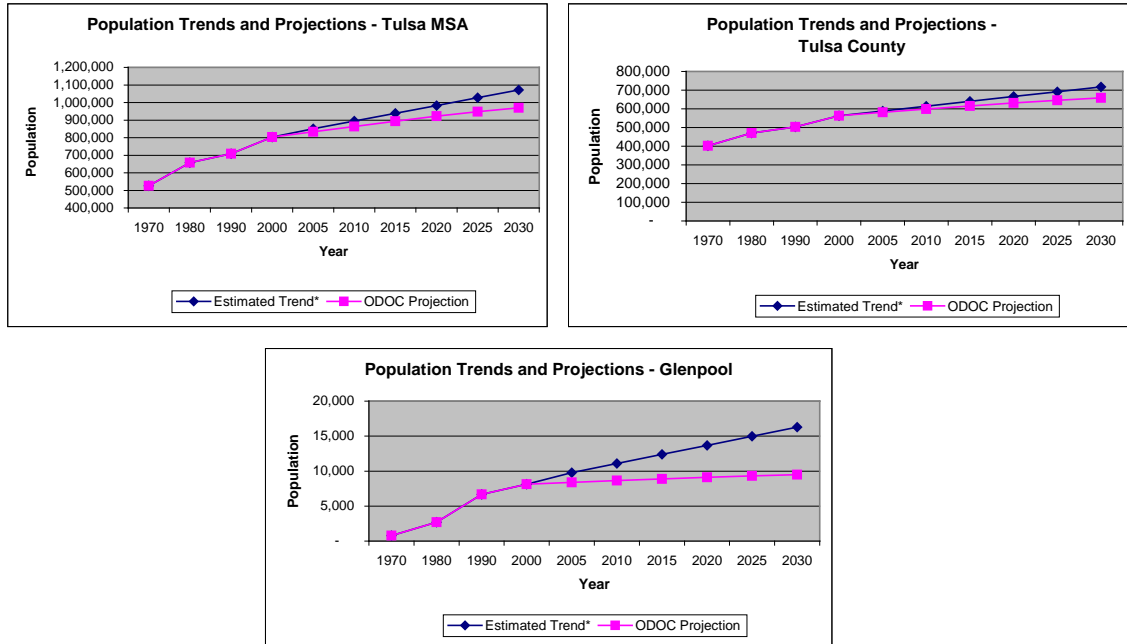
Population Projections source: Oklahoma Dept. of Commerce, November 2002

Population trend line source: INCOG 2003



**Table 9**

*Population Trends & Projections:  
Tulsa MSA, Tulsa County, & Glenpool  
1970 - 2030*



Population Age characteristics are presented in Tables 10 and 11 for Tulsa County and Glenpool. Each table has a population pyramid that follows which graphically presents the tabular information. Chief among Age comparisons is that of Median Age which in 1990 was 32.6 years for Tulsa County and 28.0 years for Glenpool. By 2000, the Median Age had risen to 34.4 for the County and 29.8 for Glenpool. This reflects an expected trend across the nation where the vast majority of county and city populations are characterized by an increase in the Median Age. In the local case, it is shown that Glenpool is aging at a slightly more rapid rate (6.4%) than the County (5.5%). Table 11 population pyramids for Glenpool demonstrate a population from 1990 to 2000 that has aged most significantly in the upper bracket being ages 45-54, a stark contrast from the 1980 – 1990 data.

Table 10

**Tulsa County Population Pyramid:  
1980 - 2000**

Age Groups	Males			% Growth Males 1980-1990	% Growth Males 1990-2000	Females			% Growth Females 1980-1990	% Growth Females 1990-2000	Total			% Growth Total Pop. 1980-1990	% Growth Total Pop. 1990-2000	% of Total Population		
	1980	1990	2000			1980	1990	2000			1980	1990	2000			1980	1990	2000
	1980-1990	1990-2000	1980-1990			1980-1990	1990-2000	1980-1990			1980-1990	1990-2000	1980-1990			1980	1990	2000
65 and Older	17,376	22,471	26,153	29.32%	16.39%	29,256	35,756	40,582	22.22%	13.50%	46,632	58,227	66,735	24.86%	14.61%	9.9%	11.6%	11.8%
55 - 64	19,713	19,438	21,411	-1.40%	10.15%	22,313	22,734	24,437	1.89%	7.49%	42,026	42,172	45,848	0.35%	8.72%	8.9%	8.4%	8.1%
45 - 54	22,960	24,227	36,589	5.52%	51.03%	25,421	26,370	38,964	3.73%	47.76%	48,381	50,597	75,553	4.58%	49.32%	10.3%	10.1%	13.4%
35 - 44	26,816	38,635	43,624	44.07%	12.91%	27,863	40,306	44,896	44.66%	11.39%	54,679	78,941	88,520	44.37%	12.13%	11.6%	15.7%	15.7%
25 - 34	42,677	45,147	41,619	5.79%	-7.81%	43,251	46,069	40,947	6.52%	-11.12%	85,928	91,216	82,566	6.15%	-9.48%	18.3%	18.1%	14.7%
15 - 24	43,069	35,247	40,745	-18.16%	15.60%	43,875	34,960	39,636	-20.32%	13.38%	86,944	70,207	80,381	-19.25%	14.49%	18.5%	13.9%	14.3%
5 - 14	35,693	37,462	41,868	4.96%	11.76%	33,992	35,684	40,394	4.98%	13.20%	69,685	73,146	82,262	4.97%	12.46%	14.8%	14.5%	14.6%
0 - 4	18,670	19,778	21,221	5.93%	7.30%	17,648	19,057	20,213	7.98%	6.07%	36,318	38,835	41,434	6.93%	6.69%	7.7%	7.7%	7.4%
<b>Totals</b>	<b>226,974</b>	<b>242,405</b>	<b>273,230</b>			<b>243,619</b>	<b>260,936</b>	<b>290,069</b>			<b>470,593</b>	<b>503,341</b>	<b>563,299</b>			<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

**Median Age**

1980 = 30.8 1990 = 32.6 2000 = 34.4

Source: U.S. Bureau of the Census, 1980, 1990 & 2000

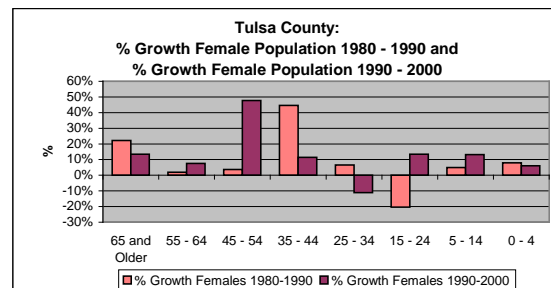
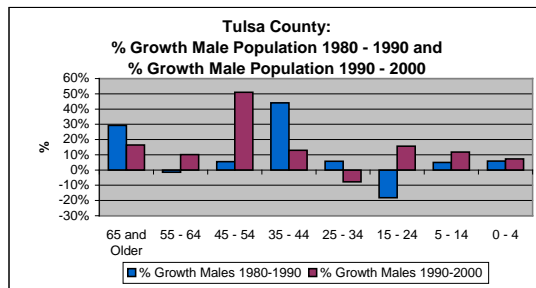


Table 10: Graphs

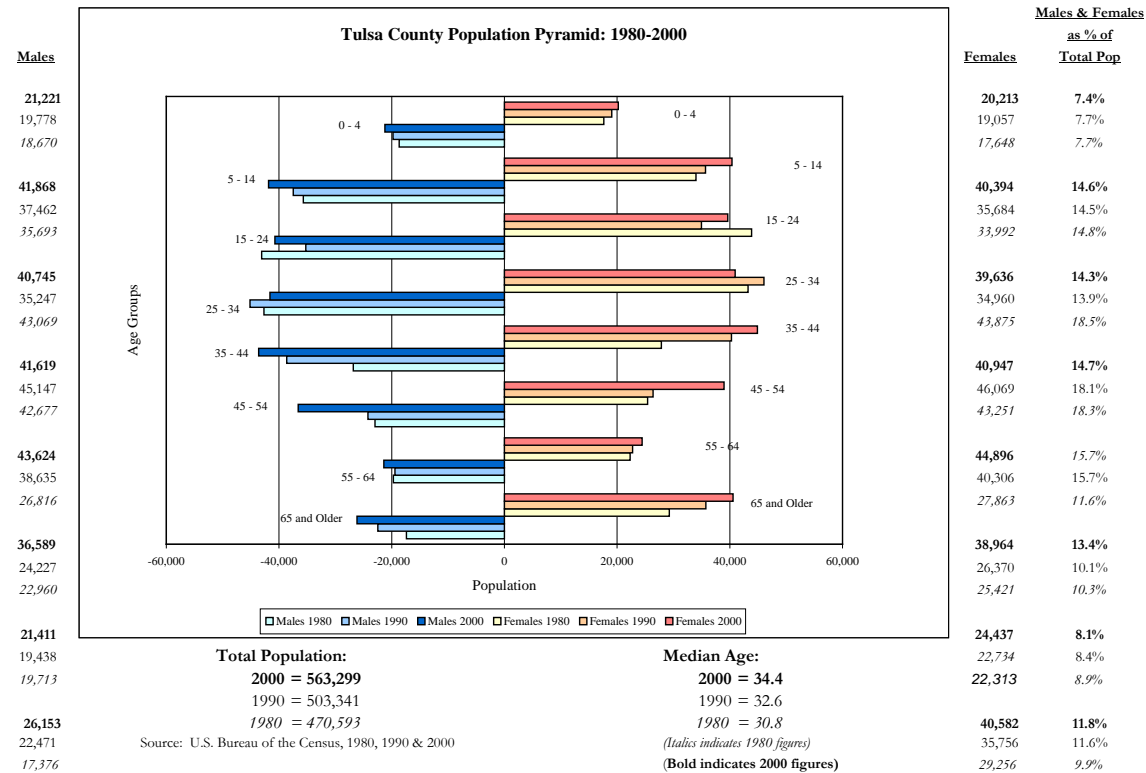




Table 11

Glenpool Population Pyramid: 1980 - 2000														
Age Groups	Males			% Growth Males 1980-1990	% Growth Males 1990-2000	Females			% Growth Females 1980-1990	% Growth Females 1990-2000	Totals			% of Total Population 1980 1990 2000
	1980	1990	2000			1980	1990	2000			1980	1990	2000	
65 and Older	45	127	166	182.22%	30.71%	61	212	297	247.54%	40.09%	106	339	463	3.9% 5.1% 5.7%
55 - 64	55	128	200	132.73%	56.25%	57	144	246	152.63%	70.83%	112	272	446	4.1% 4.1% 5.5%
45 - 54	69	227	469	228.99%	106.61%	84	236	449	180.95%	90.25%	153	463	918	5.7% 6.9% 11.3%
35 - 44	129	564	707	337.21%	25.35%	130	571	814	339.23%	42.56%	259	1,135	1,521	9.6% 17.0% 18.7%
25 - 34	323	691	643	113.93%	-6.95%	327	830	716	153.82%	-13.73%	650	1,521	1,359	24.0% 22.7% 16.7%
15 - 24	209	426	547	103.83%	28.40%	262	468	579	78.63%	23.72%	471	894	1,126	17.4% 13.4% 13.9%
5 - 14	276	689	776	149.64%	12.63%	298	676	784	126.85%	15.98%	574	1,365	1,560	21.2% 20.4% 19.2%
0 - 4	186	332	346	78.49%	4.22%	195	367	384	88.21%	4.63%	381	699	730	14.1% 10.5% 9.0%
Totals	1,292	3,184	3,854			1,414	3,504	4,269			2,706	6,688	8,123	100.0% 100.0% 100.0%

Median Age:

1980 = 24.0      1990 = 28.0      2000 = 29.8

Source: U.S. Bureau of the Census, 1980, 1990 &amp; 2000

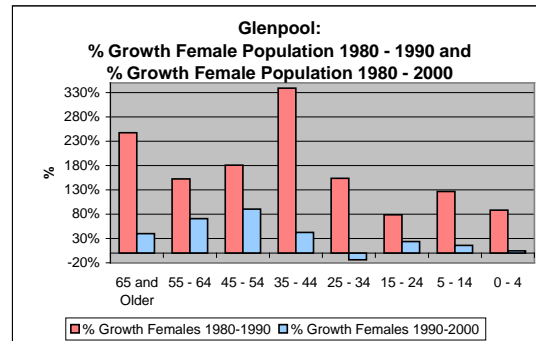
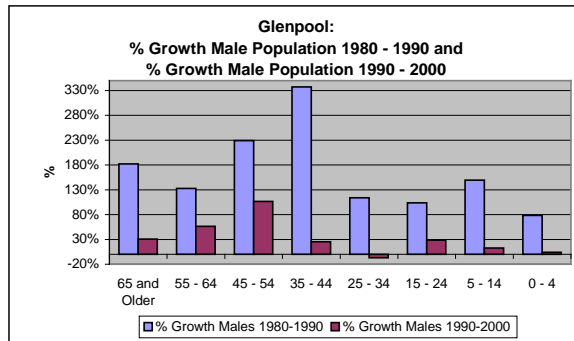
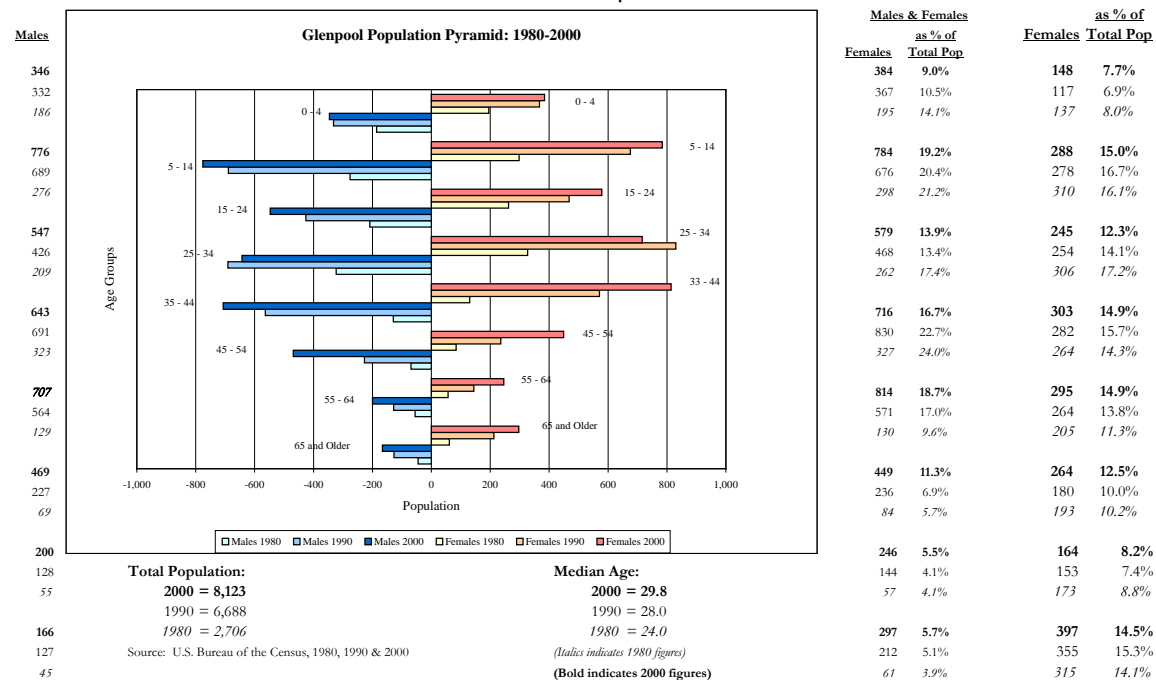


Table 11: Graphs



The characteristics of Births and Death rates for Glenpool and Tulsa County are shown in Table 12 for the years 1993 through 1998. Throughout the noted period,

the County and City demonstrated similar trends in number of births and deaths. From 1993 to 1995, the number of births in both the County and City decreased, but increased from 1996 to 1998. With respect to the number of deaths in the County and Glenpool, by 1998 Tulsa County saw a 7% increase in deaths; while the Glenpool's rate remained considerably lower (2.6%).

**Table 12**

***Births and Deaths for Oklahoma, Tulsa County, and Glenpool: 1993 through 1998***

	1993		1994		1995		1996		1997		1998	
	Live Births	Deaths	Live Births	Deaths	Live Births	Deaths	Live Births	Deaths	Live Births	Deaths	Live Births	Deaths
<b>Oklahoma</b>	46,165	32,265	45,604	32,082	45,365	32,431	46,133	32,872	48,162	33,780	49,354	33,810
By Race:												
White	34,042	28,924	33,728	28,700	33,587	29,226	34,289	29,343	35,468	29,949	36,164	30,067
Black	5,336	2,058	5,192	2,050	5,030	1,989	5,035	2,099	5,483	2,160	5,604	2,065
American Indian	6,176	1,186	6,051	1,201	6,094	1,155	6,166	1,284	6,508	1,480	6,877	1,486
<b>Tulsa County</b>	8,635	4,558	8,215	4,666	8,068	4,708	8,166	4,768	8,724	4,774	9,137	4,888
By Race:												
White	6,188	3,988	5,949	4,047	5,925	4,159	6,001	4,179	6,282	4,181	6,631	4,290
Black	1,394	478	1,340	511	1,234	435	1,268	481	1,466	467	1,513	458
American Indian	934	75	788	89	799	108	778	95	837	112	849	122
<b>Glenpool</b>	129	38	121	41	115	43	148	50	153	44	139	39
By Race:												
White	101	33	90	34	88	36	113	45	115	39	113	36
Black	4	1	5	2	3	2	3	1	6	-	3	-
American Indian	24	4	26	5	24	5	32	4	32	5	23	3

Source: Oklahoma State Department of Health, "Oklahoma Health Statistics" 1993, 1994, 1995, 1996, 1997 & 1998

**Table 12: Graphs**

***Births and Deaths for Oklahoma, Tulsa County, and Glenpool: 1993 through 1998***

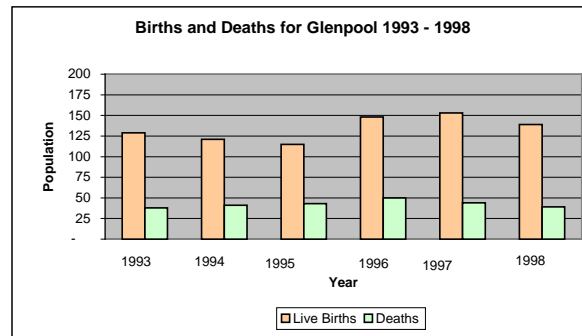
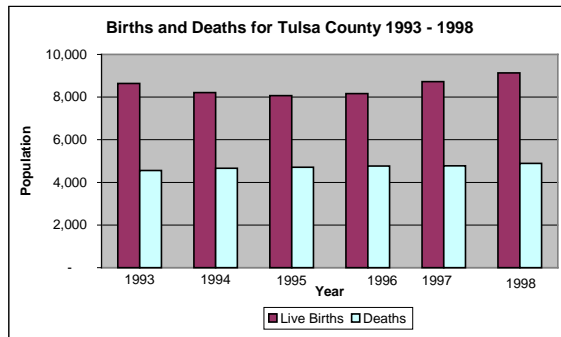
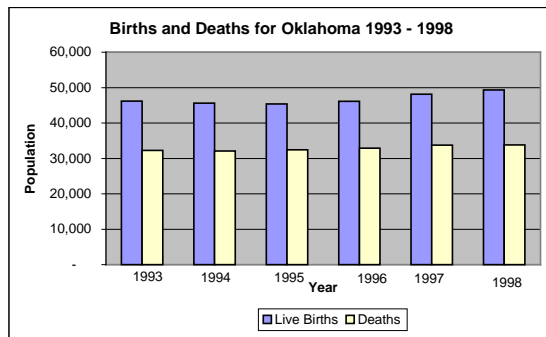


Table 13 presents the Population and Labor Force Summary for Tulsa County and Glenpool from 1980 – 2000. The growth in the 16 years and Older Population for Tulsa County was 12% and 28% for Glenpool. As would be expected, a larger percentage of the County population in 1990 and 2000 (76.5% and 76.6% respectively) was over 16 years and over as opposed to in Glenpool 67.6% and 70.2 % in 1990 and 2000 respectively. While Glenpool and the County labor force showed significant differences in 1990, these differences had almost evened out in 2000 and increased slightly higher by 2000. Data for Employed Persons as a Percent of the Labor Force in the mid-90% range would almost be indicative, as a percent only, to represent full employment. This assumption is borne out by the very low percentages that unemployed persons were of the labor force in both Glenpool and Tulsa County. When comparing the differences in unemployed percentages for 1990 and 2000 in the City and County, data for Glenpool showed a 34% decrease and for the County a 7.0 decrease. The Average Number of Persons Per Household remained the same for both groups (2.43 for Tulsa County and 2.91 for Glenpool) from 1990 to 2000.

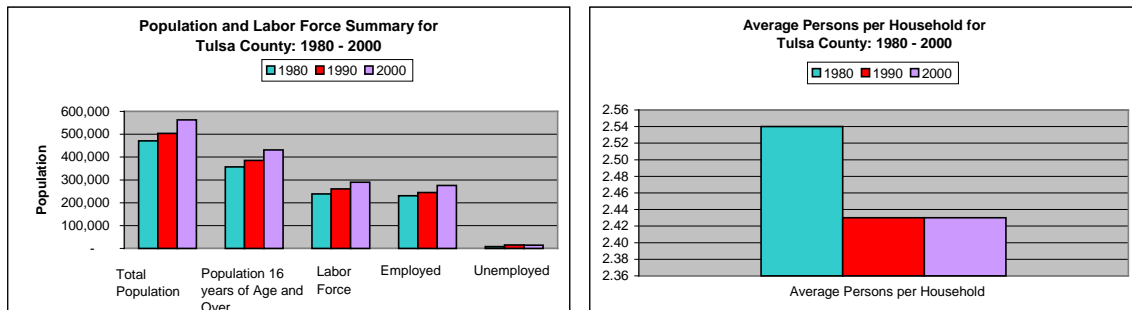
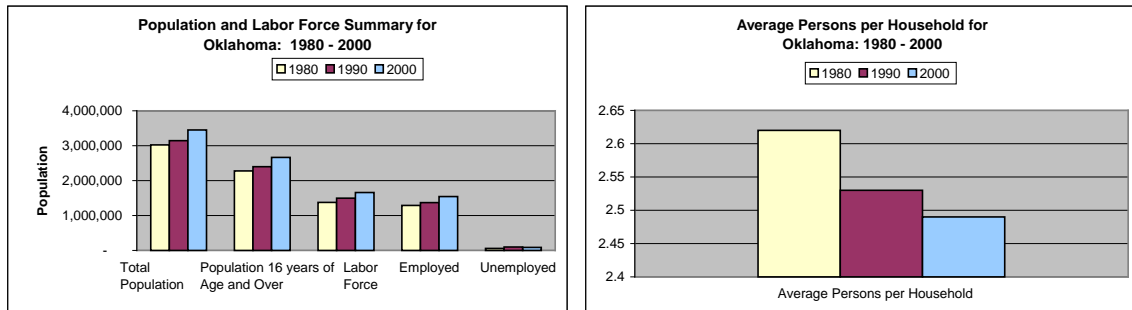
**Table 13**  
*Population, Labor Force Summary and Average Persons per Household for  
 Oklahoma, Tulsa County, and Glenpool:  
 1980 - 2000*

	Oklahoma			Tulsa County			Glenpool		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
<b>Total Population</b>	3,025,266	3,145,585	3,450,654	470,593	503,341	563,299	2,706	6,688	8,123
<b>Population 16 years of Age and Over</b>	2,280,128	2,397,696	2,665,966	357,102	384,911	431,656	1,704	4,455	5,700
<b>Percent of Population 16 years of Age and Over</b>	75.4%	76.2%	77.3%	75.9%	76.5%	76.6%	63.0%	66.6%	70.2%
<b>Labor Force (%) of Population</b>	1,373,403 45.4%	1,499,404 47.7%	1,656,087 48.0%	238,791 50.7%	260,462 51.7%	290,038 51.5%	1,211 44.8%	3,376 50.5%	4,433 54.6%
<b>Employed (%) of Labor Force</b>	1,287,857 93.8%	1,369,138 91.3%	1,545,296 93.3%	230,581 96.6%	244,911 94.0%	275,856 95.1%	1,163 96.0%	3,156 93.5%	4,288 96.7%
<b>Unemployed (%) of Labor Force</b>	55,209 4.0%	100,931 6.7%	86,832 5.2%	8,005 3.4%	14,829 5.7%	13,841 4.8%	48 4.0%	211 6.3%	139 3.1%
<b>Average Persons Per Household</b>	2.62	2.53	2.49	2.54	2.43	2.43	3.30	3.01	2.91

Source: U.S. Bureau of the Census, 1980, 1990 & 2000

Table 13: Graphs

*Population, Labor Force Summary and Average Persons per Household for  
Oklahoma, Tulsa County, and Glenpool:  
1980 - 2000*



*Population, Labor Force Summary and Average Persons per Household for  
Oklahoma, Tulsa County, and Glenpool:  
1980 - 2000*

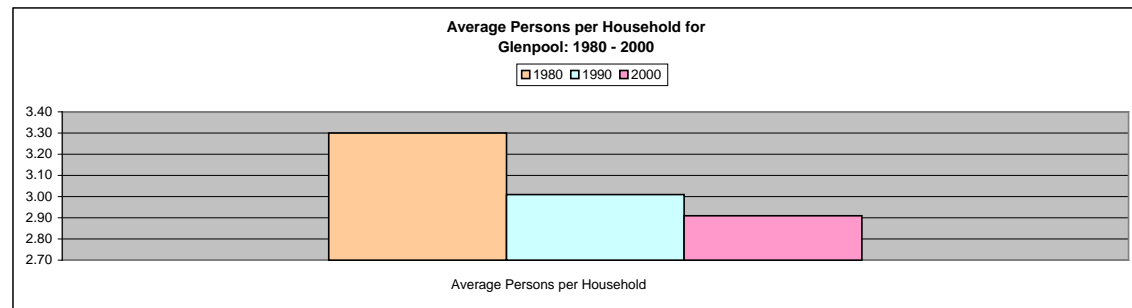
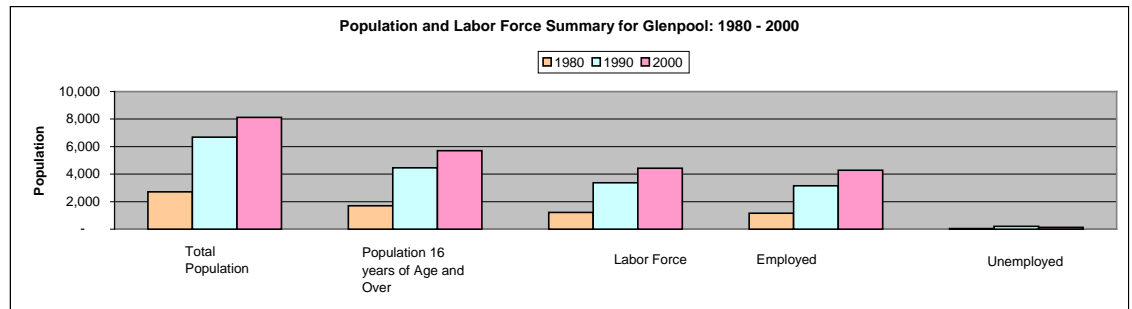


Table 14 shows city, county and state Household Income for 1980 – 2000. Note that income categories were restructured by the US Bureau of the Census in 1990 for the \$5,000 - \$7,499 bracket, which was folded into the next higher level. The 1990 to 2000 columns of each year indicate a major trend toward increased earnings from the lower and middle brackets ultimately into the \$50,000 or more bracket. County income in the \$50,000 or more, as a percentage from 1980, increased 97%. However, this increase as great as it is, compares to a 197% increase for Glenpool.

In 1980 to 1990 Median Household Income for Tulsa County had increased 60%, while Glenpool increased 44%. However, as Table 14 shows, Glenpool has seen a sharp rise in families with income totaling \$50,000 or more (40.71% in 2000 versus 17.32% in 1990). As indicative of the national trend, more families are making more money and having fewer children (see Table 13). Overall, the percentage of the population in Glenpool compared to Tulsa County making \$25,000 to \$34,999 or more was 77% and 68% respectively.

**Table 14**  
*Household Income for*  
*Oklahoma, Tulsa County, and Glenpool: 1980-2000*

Household Income for Oklahoma, Tulsa County, and Glenpool: 1980-2000																		
Income Group	Oklahoma						Tulsa County						Glenpool					
	1980		1990		2000		1980		1990		2000		1980		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Less than \$5,000	180,268	16.1%	97,831	8.4%	N/A	N/A	21,097	11.64%	13,123	6.47%	N/A	N/A	65	7.92%	70	3.21%	N/A	N/A
\$5,000 - \$7,499	104,652	9.4%	N/A	N/A	N/A	N/A	12,864	7.10%	N/A	N/A	N/A	N/A	33	4.02%	N/A	N/A	N/A	N/A
\$7,500 - \$9,999*	96,976	8.7%	152,521	13.1%	163,933	12.2%	13,769	7.59%	19,864	9.80%	20,922	9.22%	70	8.53%	110	5.04%	170	6.17%
\$10,000 - \$14,999	185,549	16.6%	135,987	11.7%	113,588	8.5%	28,786	15.88%	20,025	9.88%	16,350	7.20%	163	19.85%	141	6.46%	127	4.61%
\$15,000 - \$19,999	158,867	14.2%	128,863	11.1%	N/A	N/A	26,627	14.69%	20,078	9.90%	N/A	N/A	191	23.26%	N/A	N/A	N/A	N/A
\$20,000 - \$24,999*	130,597	11.7%	75,736	6.5%	219,392	16.3%	23,039	12.71%	19,475	9.60%	33,720	14.86%	146	17.78%	464	21.26%	345	12.52%
\$25,000 - \$34,999	149,510	13.4%	197,469	17.0%	201,133	15.0%	29,149	16.08%	33,356	16.45%	32,653	14.39%	110	13.40%	577	26.43%	399	14.48%
\$35,000 - \$49,999	73,299	6.6%	186,910	16.1%	230,286	17.1%	16,623	9.17%	34,222	16.88%	39,058	17.21%	36	4.38%	443	20.29%	593	21.52%
\$50,000 or more	38,473	3.4%	188,931	16.2%	415,174	30.9%	9,355	5.16%	42,620	21.02%	84,285	37.13%	7	0.85%	378	17.32%	1122	40.71%
Totals	1,118,191	100.0%	1,164,248	100.0%	1,343,506	100.0%	181,309	100.0%	202,763	100.0%	226,988	100.0%	821	100.0%	2,183	100.0%	2,756	100.0%
Median Household Income	\$ 14,750		\$ 23,577		\$ 33,400		\$ 17,443		\$ 23,795		\$ 38,213		\$ 16,968		\$ 29,927		\$ 43,209	
Source: U.S. Bureau of the Census, 1980, 1990 & 2000																		
*Population figures for 1990 are for \$5,000 to \$9,999 and \$15,000 to \$24,000																		
*Population figures for 2000 are for less than \$10,000 and \$15,000 to \$24,000																		

Table 14: Graphs

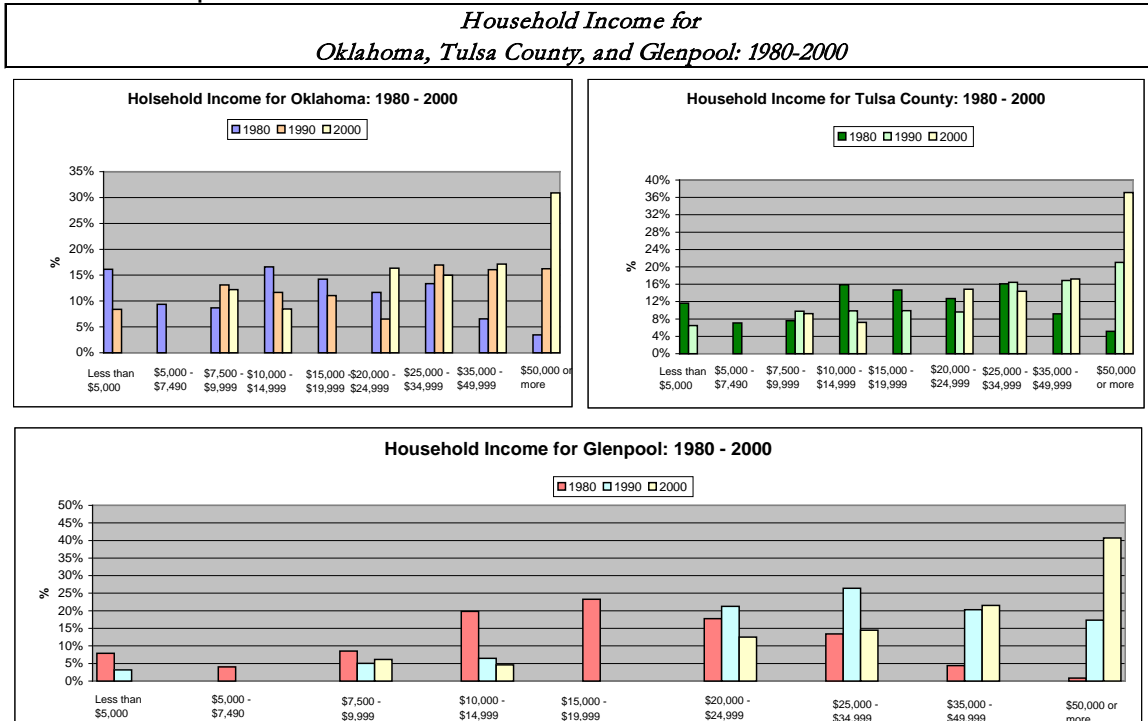


Table 15 presents data for 1980 to 2000 illustrating Educational Attainment for Persons 25 years and Older for Glenpool, Tulsa County and the State. Data for Tulsa County from 1990 to 2000 showed slight increases in the level of attainment for the associate's degree or some college with no bachelor's degree and beyond. The most notable increase is found in the associate's degree category showing an increase from 1990 to 2000 of 30.4% to 31.6%. These 1990 to 2000 categories also reflected higher levels of attainment for Glenpool, particularly in the bachelor's, graduate or professional degree and the median school years completed.

Table 15

**Educational Attainment**  
**Oklahoma, Tulsa County and Glenpool: 1980-2000**  
*(For those persons 25 years and over)*

Educational Attainment	Oklahoma						Tulsa County						Glenpool					
	1980		1990		2000		1980		1990		2000		1980		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Total	1,769,761	100.0%	1,995,424	100.0%	2,203,173	100.0%	277,646	100.0%	322,632	100.0%	359,386	100.0%	1,280	100.0%	3,735	100.0%	4,752	100.0%
Less than 9th Grade	324,970	18.4%	195,015	9.8%	134,976	6.1%	29,768	10.7%	17,401	5.4%	15,755	4.4%	121	9.5%	122	3.3%	166	3.5%
9th to 12th Grade, No diploma	277,314	15.7%	311,946	15.6%	292,257	13.3%	37,626	13.6%	41,540	12.9%	37,954	10.6%	213	16.6%	512	13.7%	520	10.9%
High School Graduate (includes equivalency)	615,290	34.8%	607,903	30.5%	693,607	31.5%	101,096	36.4%	89,073	27.6%	95,321	26.5%	635	49.6%	1,232	33.0%	1,549	32.6%
Associates Degree or some college with no bachelors degree	285,425	16.1%	525,591	26.3%	635,562	28.8%	54,563	19.7%	98,180	30.4%	113,660	31.6%	224	17.5%	1,219	32.6%	1,665	35.0%
Bachelors, Graduate or Professional Degree	266,762	15.1%	354,969	17.8%	446,771	20.3%	54,593	19.7%	76,438	23.7%	96,606	26.9%	87	6.8%	650	17.4%	852	17.9%
Median School Years Completed	12.5		12.8		13.0		12.7		13.1		13.3		12.5		13.0		13.1	

Source: U.S. Bureau of the Census, 1980, 1990 &amp; 2000

Table 15: Graphs

**Educational Attainment**  
**Oklahoma, Tulsa County and Glenpool: 1980-2000**  
*(For those persons 25 years and over)*

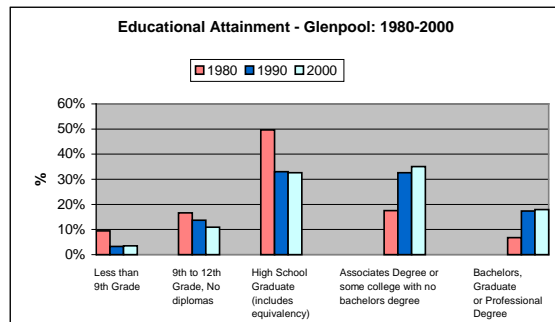
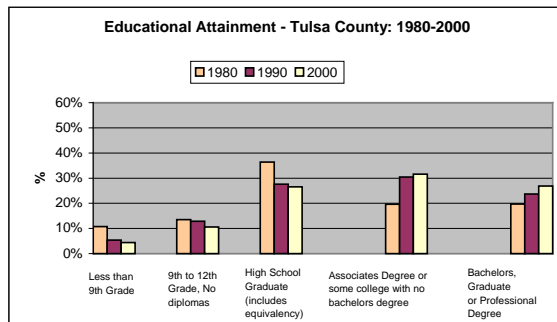
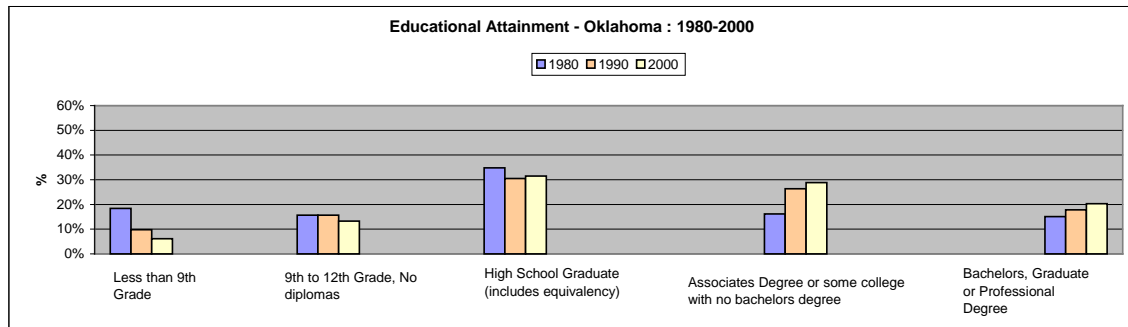


Table 16 reflects Employment by Industry 1980 to 2000 for Tulsa County, Glenpool and the State. Decreasing trends for both the County and Glenpool are shown in the Manufacturing, Wholesale and Retail Trade and Public Utilities. Increases are noted in the Construction and Government categories. As a percentage of Total Employed by Industry, Glenpool showed a greater number of employed in the Manufacturing, Construction, and Government categories in 2000 than the County. The largest percentage increase for Glenpool from 1990 to 2000 came in the Total Number of Persons Employed: a 30% increase for the City compared to a 12% increase for the County.

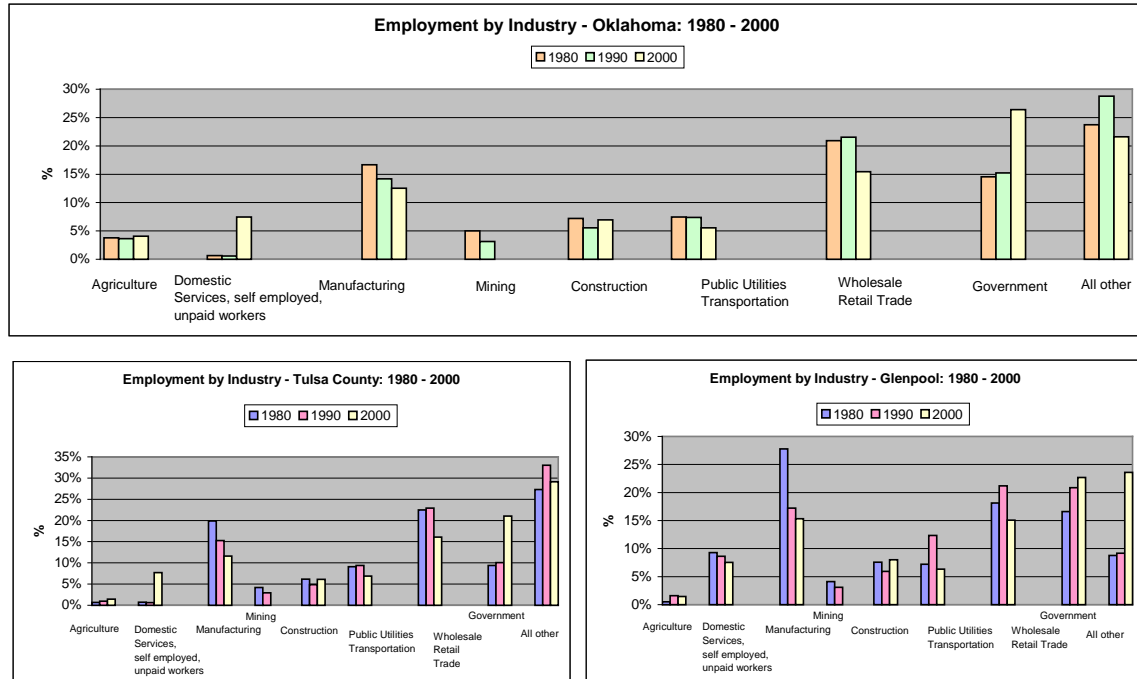
Table 16

<b>Employment by Industry</b> <b>Oklahoma, Tulsa County and Glenpool: 1980 - 2000</b>																		
Industry	Oklahoma						Tulsa County						Glenpool					
	1980		1990		2000		1980		1990		2000		1980		1990		2000	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Agriculture*	48,621	3.8%	49,681	3.6%	62,743	4.1%	1,557	0.68%	2,365	0.97%	3,954	1.43%	6	0.52%	50	1.58%	63	1.47%
Domestic Services, self employed and unpaid workers**	8,503	0.7%	8,089	0.6%	115,167	7.5%	1,701	0.74%	1,557	0.64%	21,214	7.69%	108	9.29%	272	8.62%	323	7.53%
Manufacturing	214,779	16.7%	194,191	14.2%	193,887	12.5%	45,891	19.90%	37,346	15.25%	31,964	11.59%	323	27.77%	543	17.21%	657	15.32%
Mining	64,690	5.0%	42,838	3.1%	-	-	9,647	4.18%	7,221	2.95%	-	-	48	4.13%	98	3.11%	-	-
Construction	92,856	7.2%	75,962	5.5%	107,302	6.9%	14,221	6.17%	11,869	4.85%	16,887	6.12%	88	7.57%	187	5.93%	344	8.02%
Public Utilities and Transportation	96,043	7.5%	101,051	7.4%	85,769	5.6%	21,011	9.11%	22,943	9.37%	19,015	6.89%	84	7.22%	390	12.36%	271	6.32%
Wholesale and Retail Trade	269,426	20.9%	294,999	21.5%	238,596	15.4%	51,893	22.51%	56,152	22.93%	44,398	16.09%	211	18.14%	669	21.20%	647	15.09%
Government***	187,356	14.5%	208,562	15.2%	407,917	26.4%	21,686	9.40%	24,600	10.04%	58,075	21.05%	193	16.60%	658	20.85%	972	22.67%
All Other****	305,583	23.7%	393,765	28.8%	333,915	21.6%	62,974	27.31%	80,858	33.02%	80,349	29.13%	102	8.77%	289	9.16%	1,011	23.58%
<b>Total Employed</b>	<b>1,287,857</b>	<b>100.0%</b>	<b>1,369,138</b>	<b>100.0%</b>	<b>1,545,296</b>	<b>100%</b>	<b>230,581</b>	<b>100%</b>	<b>244,911</b>	<b>100%</b>	<b>275,856</b>	<b>100%</b>	<b>1,163</b>	<b>100%</b>	<b>3,156</b>	<b>100%</b>	<b>4,288</b>	<b>100%</b>
*2000 Census includes Agriculture, forestry, fishing and hunting, and mining																		
**2000 Census includes arts, entertainmet, recreation, accomodation and food services																		
*** Includes Education: Elementary and Secondary Schools and Colleges; Other Educational Services																		
**** Includes Service Establishments and Finance, Insurance, Real Estate (FIRE).																		
Source: U.S. Bureau of the Census, 1980, 1990 & 2000																		



Table 16: Graphs

**Employment by Industry**  
**Oklahoma, Tulsa County and Glenpool: 1980 - 2000**



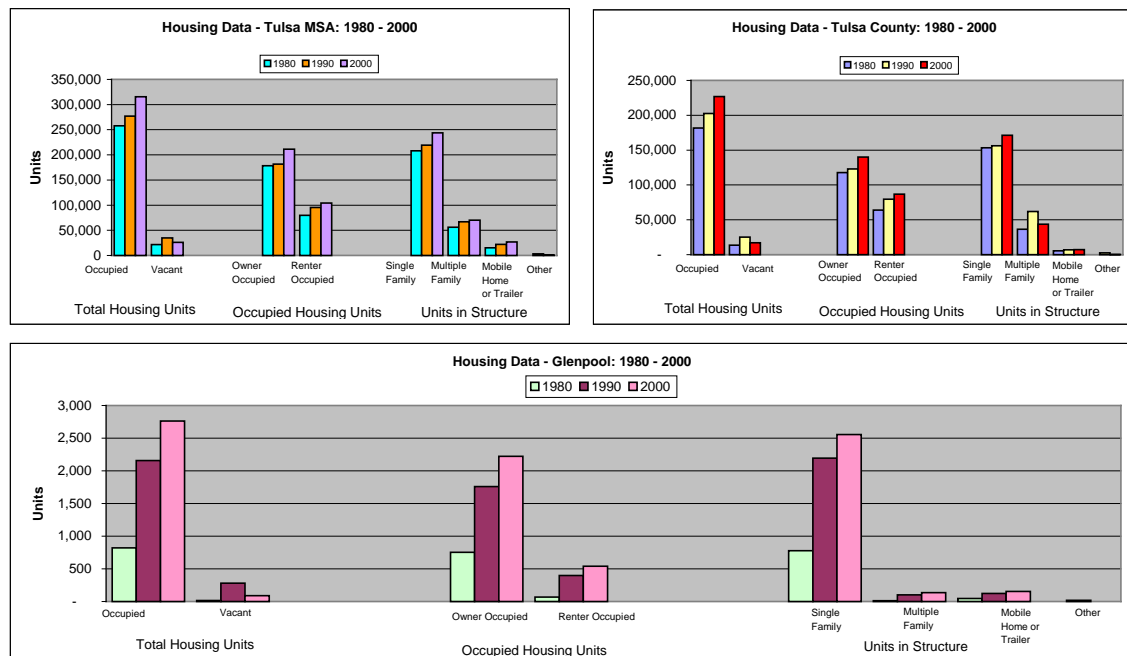
Housing Data is presented in Table 17 for 1990 to 2000 for Glenpool, Tulsa County and the Tulsa MSA. In Tulsa County, a 1990 vacancy rate of 12.5% for 1990 and 7.8% for 2000 existed. The 1990 vacancy rate for Glenpool was only 11.5% and decreased to 3.1% in 2000. This is significant when considering Total Housing Units for the City increased 16.9%, thus showing the stability of housing in the Glenpool real estate market. In the category of Owner and Renter occupied units, both the County and the City showed increases in the Renter Occupied categories. Glenpool showed a much higher rate for Owner Occupied structures, 81.6% and 78.5% in 1990 and 2000 respectively, compared to 60.7% and 57.8% for 1990 and 2000 respectively in the County. The single-family owner occupied unit continues to be the predominant living style in Glenpool; but decreased from 81.6% in 1990 to 78.5% in 2000. Median Gross Rent increased 277.0% in 1990 to 2000 in Glenpool as compared to only 42.6% in the County. Great differences in Median Value can be seen in Table 17 on base numbers as well as actual increases 1990 - 2000 which were 43.6% in the County and 49.3% in Glenpool.

**Table 17**  
**Housing Data**  
**Tulsa MSA, Tulsa County and Glenpool:**  
**1980 - 2000**

	Tulsa MSA			Tulsa County			Glenpool		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
<b>Total Housing Units</b>	279,502	311,890	341,415	195,449	227,834	243,953	834	2,437	2,849
<b>Occupied</b>	257,941	277,202	315,532	181,620	202,537	226,892	820	2,156	2,761
<b>Vacant</b>	21,561	34,688	25,883	13,742	25,297	17,061	14	281	88
<b>Occupied Housing Units</b>									
<b>Owner Occupied</b>	178,327	181,627	211,183	117,693	123,047	140,151	752	1,759	2,222
<b>Renter Occupied</b>	79,614	95,575	104,349	63,927	79,490	86,741	68	397	539
<b>Units in Structure</b>									
<b>Single Family</b>	208,257	219,387	243,635	153,278	156,375	171,346	777	2,194	2,555
<b>Multiple Family</b>	55,945	67,091	70,217	36,554	61,976	43,630	11	103	137
<b>Mobile Home/Trailer*</b>	15,300	22,118	26,729	5,530	6,943	7,304	46	123	153
<b>Other**</b>	N/A	3,294	834	N/A	2,540	307	N/A	17	-
<b>Median Gross Rent (Renter Occupied)</b>	\$ 238.00	\$ 359.00	\$ 508.00	\$ 211.00	\$ 364.00	\$ 520.00	\$ 143.00	\$ 165.00	\$ 622.00
<b>Median Value (Owner Occupied)</b>	\$ 43,200.00	\$ 58,800.00	\$ 85,500.00	\$ 45,700.00	\$ 60,600.00	\$ 87,000.00	\$ 40,500.00	\$ 48,100.00	\$ 71,800.00
<b>Units Lacking Plumbing</b>	3,661	1,989	1,384	1,672	895	884	10	6	15

Source: U.S. Bureau of the Census, 1980, 1990 & 2000  
 \* Mobile Home or Trailer includes single units manufactured and transported on wheels  
 \*\* Other includes Boat, RV, van, etc.

**Table 17: Graphs**  
**Housing Data**  
**Tulsa MSA, Tulsa County and Glenpool:**  
**1980 - 2000**



Tables 18 and 19 show the characteristics of Race for the Tulsa MSA, Tulsa County and Glenpool. In 1990, 2.8% of the Glenpool population that was Black compared to a Black population of 9.82% for Tulsa County and 8.14% for the Tulsa MSA. The American Indian, Eskimo, or Aleut group, which is statistically Glenpool's largest minority population, in 1990 and 2000 at 13.68% and 12.98% as compared to 5.05% and 5.25% in Tulsa County respectively and 6.82% and 6.98% in the Tulsa MSA. Increases were shown in the Asian and Other Races category for each of the areas surveyed from 1990 to 2000, although the numbers of persons in these categories is very small in Glenpool. The percentage for Whites remained fairly constant. The number of persons of the White race showed small declines from 1990 to 2000 in each area.

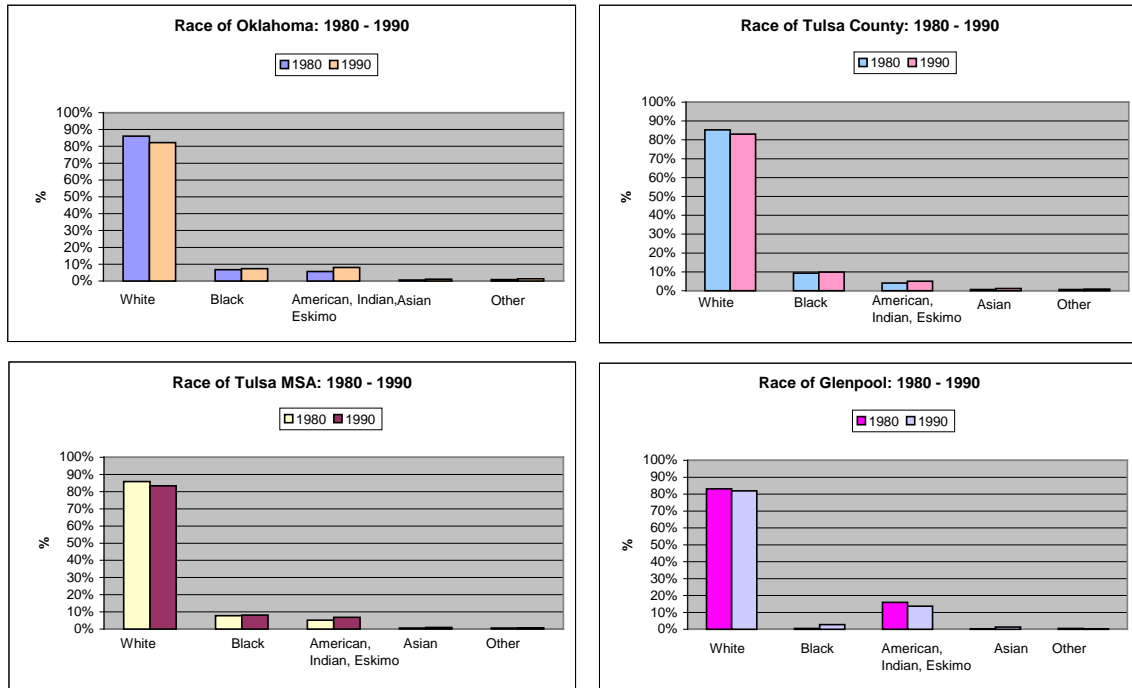
**Table 18**  
*Race of Oklahoma, Tulsa MSA, Tulsa County,  
and Glenpool: 1980-1990*

Race	Oklahoma				Tulsa County			
	1980		1990		1980		1990	
	No.	%	No.	%	No.	%	No.	%
White	2,603,063	86.04%	2,587,439	82.26%	401,508	85.32%	417,778	83.00%
Black	204,810	6.77%	232,244	7.38%	43,893	9.33%	49,433	9.82%
American Indian, Eskimo, or Aleut	171,224	5.66%	252,468	8.03%	19,043	4.05%	25,534	5.07%
Asian	19,765	0.65%	32,561	1.04%	3,267	0.69%	6,198	1.23%
Other	26,428	0.87%	40,873	1.30%	2,882	0.61%	4,398	0.87%
Total	3,025,290	100.00%	3,145,585	100.00%	470,593	100.00%	503,341	100.00%
Race	Tulsa MSA				Glenpool			
	1980		1990		1980		1990	
	No.	%	No.	%	No.	%	No.	%
White	564,452	85.89%	591,202	83.39%	2,248	83.07%	5,478	81.91%
Black	51,300	7.81%	57,683	8.14%	12	0.44%	187	2.80%
American Indian, Eskimo, or Aleut	34,170	5.20%	48,348	6.82%	431	15.93%	915	13.68%
Asian	3,610	0.55%	6,623	0.93%	2	0.07%	92	1.38%
Other	3,641	0.55%	5,098	0.72%	13	0.48%	16	0.24%
Total	657,173	100.00%	708,954	100.00%	2,706	100.00%	6,688	100.00%

Source: U.S. Bureau of the Census, 1980 & 1990

**Table 18: Graphs**

*Race of Oklahoma, Tulsa MSA, Tulsa County,  
and Glenpool: 1980-1990*



**Table 19**

*Race of Oklahoma, Tulsa MSA, Tulsa County,  
Glenpool: 2000*

Race	Oklahoma		Tulsa County		Tulsa MSA		Glenpool	
	2000		2000		2000		2000	
	No.	%	No.	%	No.	%	No.	%
<b>One Race</b>	<b>3,294,669</b>	<b>95.48%</b>	<b>538,511</b>	<b>95.60%</b>	<b>764,301</b>	<b>95.15%</b>	<b>7,639</b>	<b>94.04%</b>
White	2,628,434	76.17%	422,581	75.02%	610,244	75.97%	6,246	76.89%
Black	260,968	7.56%	61,656	10.95%	70,867	8.82%	184	2.27%
American Indian, Eskimo, or Aleut	275,602	7.99%	29,571	5.25%	56,090	6.98%	1,054	12.98%
Asian	46,767	1.36%	9,120	1.62%	9,926	1.24%	74	0.91%
Other	82,898	2.40%	15,583	2.77%	17,174	2.14%	81	1.00%
<b>Two or More Races</b>	<b>155,985</b>	<b>4.52%</b>	<b>24,788</b>	<b>4.40%</b>	<b>38,934</b>	<b>4.85%</b>	<b>484</b>	<b>5.96%</b>
<b>Total</b>	<b>3,450,654</b>	<b>100.00%</b>	<b>563,299</b>	<b>100.00%</b>	<b>803,235</b>	<b>100.00%</b>	<b>8,123</b>	<b>100.00%</b>
Hispanic	179,304	5.20%	33,616	5.97%	38,570	4.80%	271	3.34%

Source: U.S. Bureau of the Census, 2000

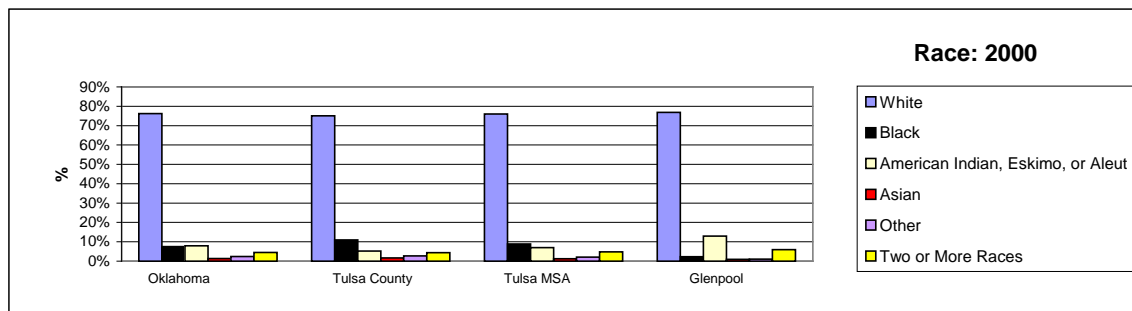


Table 20 represents forecasting data from the Metropolitan Transportation Update. The Transportation Area Zones containing the City of Glenpool through the 2030 Planning Period are contained as follows:

Table 20  
2030 forecast between 2000 & 2030  
Tulsa Metropolitan Area Transportation Study

TAZ #	Total Emp. 2000	Total Emp. 2030	Housing Units 2000	Population 2000	Population 2030
456	1,146	1,252	655	1,582	2,012
457	1,252	1,330	540	1,334	2,217
458	235	289	550	1,376	3,550
459	22	50	267	706	1,198
460	185	234	366	968	1,305
461	945	1,060	198	439	564
462	46	102	515	1,574	3,241
464 (0.5)	406	470	168	402	448
465 (0.5)	1,796	1,849	414	845	990
481	33	120	583	1,554	1,801
483 (0.5)	7	54	523	1,332	1,634
491 (.75)	347	450	401	1,107	2,296
Total	6,420	7,260	5,180	13,219	21,256

## **PUBLIC AND QUASI-PUBLIC FACILITIES**

This section includes the following public and quasi-public facilities as elements of the 2030 Plan: City Hall and municipal complex; recreation and open space; educational areas; libraries; social service-health; and public safety.

## CITY HALL

The present City Hall is part of the Municipal Complex located in Special District 1 at the southeast corner of 141st Street and US-75. The city administration offices and Chamber of Commerce presently occupy the first floor. The Tulsa Community College occupies the second floor. The city administrative offices will relocate to the new Conference Center at its completion

## RECREATION AND OPEN SPACE

Based on the projected year 2030 development patterns it is likely that Black Gold Park will be fully developed during the Planning Period. Improvements and a high level of maintenance to the park facilities and green areas along US-75 should continue to enhance this public view of travelling motorists on US-75 and provide a positive first impression of Glenpool. If the plan to realign US-75 is implemented, an alternate location for Lambert Park must be determined. Consideration should continue to be given to dedication of parkland as development occurs or fees be paid in-lieu-of dedication and the public-private partnership for park maintenance and improvement should be expanded. A park site should be selected from one or more of the high points shown on the Natural Physical Features Map (Figure 4) – possibly in conjunction with a water storage facility planned by the City in the southwest part of the Planning Area.

New parks should be connected, where feasible, through the recreation open space trails and linkage system. In addition to those facilities planned for the City, park and playground facilities should be provided in developing areas according to the 2030 Plan policies and recreation open space system program and the Tulsa County park and recreation system.

Table 21  
Existing Park Land in Glenpool

<u>Park Name</u>	<u>Location</u>	<u>Type</u>	<u>Area/Acres</u>
Morris	121 <sup>st</sup> and US-75	Community	54 acres
Lambert	138 <sup>th</sup> and US-75	Neighborhood	7 acres
Black Gold	144 <sup>th</sup> and US-75	Community	7 acres
Kendalwood II	144 <sup>th</sup> and Poplar	Neighborhood	2 acres
Rolling Meadows	146 <sup>th</sup> and US-75	Neighborhood	0.5 acres
Kendalwood IV	136 <sup>th</sup> and Popler Place	Neighborhood	<u>3 acres</u>
Total Area			73.5 acres

## EDUCATION

Education facilities are planned to continue to be located in conjunction with the existing and possibly expanded Glenpool School Campus. It is anticipated that expansion of the Campus will continue on the perimeter and improvements have now reached 151<sup>st</sup> Street (SH-67). A study of traffic patterns should be performed and measures developed to reduce the impact of school patrons on the residential uses in Special District 1. The opportunity to give a boulevard/landscape treatment to Fern Street south of 141<sup>st</sup> to the Campus should be explored.

Facilities for a community college campus and a vocational-technology school should also be pursued during the Planning Period. Glenpool citizens should also seek development of an Oil Museum to commemorate and recognize the areas major role in oil exploration and discovery.

## LIBRARIES

The Glenpool Library is part of the Tulsa City-County Library system serving the entire Tulsa County. The present building was completed in 1992 and has room to expand on its present site as the population of Glenpool and the surrounding area grow. The present location in the CBD ensures that the location is visible and accessible by future users in the area. This modern facility is planned to continue to provide the latest in library related services in response to the changing needs of the user population. Expansion of the facility will be based on increased population in the are and user statistics of the facility.

## 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. As in the previous planning period, future plans call for the construction of a stand-alone Glenpool health center 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

The Police and Fire Departments have moved to their new combined Public Safety facility at the Northwest of Elwood and 146<sup>th</sup> Street. This facility is adequate for the present urbanized area; however, a second sub-station will be needed with the continued development to the south.

## PUBLIC UTILITIES

This section discusses the following public utilities: water; sanitary sewer; flood-storm drainage; and solid waste.

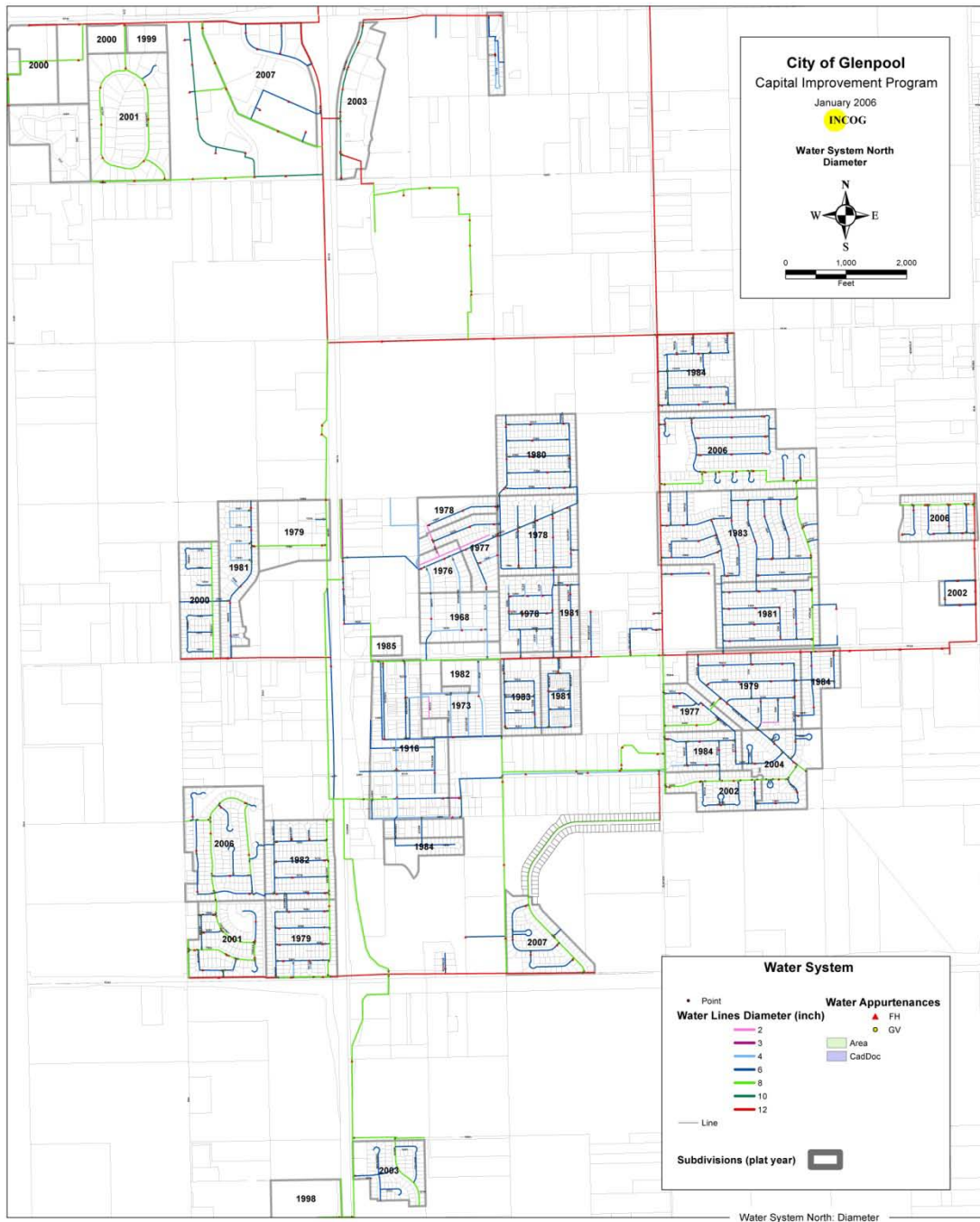
### WATER

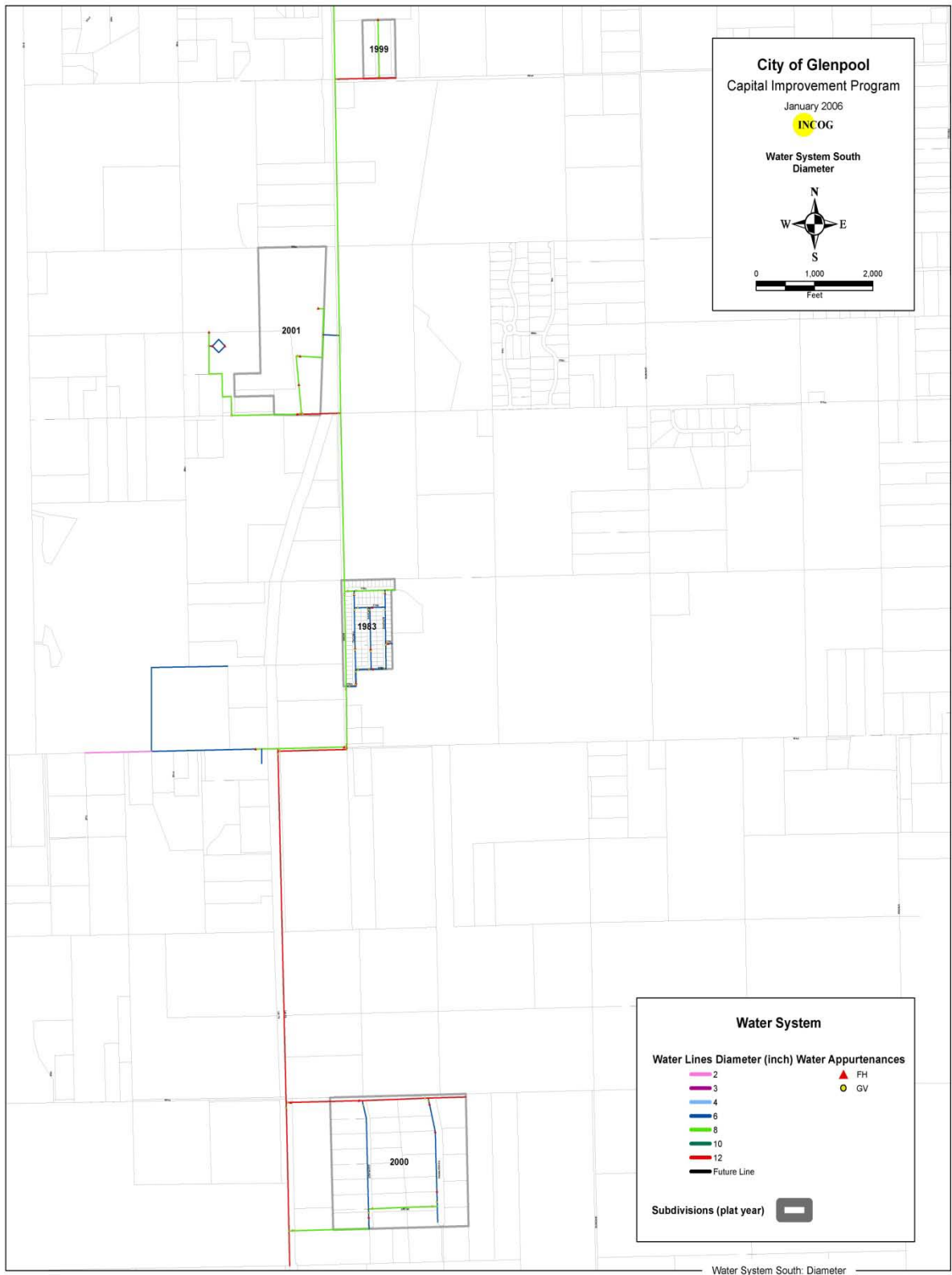
The existing water system is owned and operated by the Glenpool Utilities Services Authority (GUSA) and is shown on the map from the Capital Improvement Program (Figure 9). The CIP also shows the size, material, condition of each line, and priority for repair or replacement. There is presently no outstanding 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.

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 131<sup>st</sup> Street and Elwood Avenue, and 91<sup>st</sup> and Union. The Glenpool system also includes a one (1) million gallon storage tank located west of the southwest corner of Peoria and 141<sup>st</sup> 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. 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.

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.







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 around the perimeter of neighborhoods, 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.

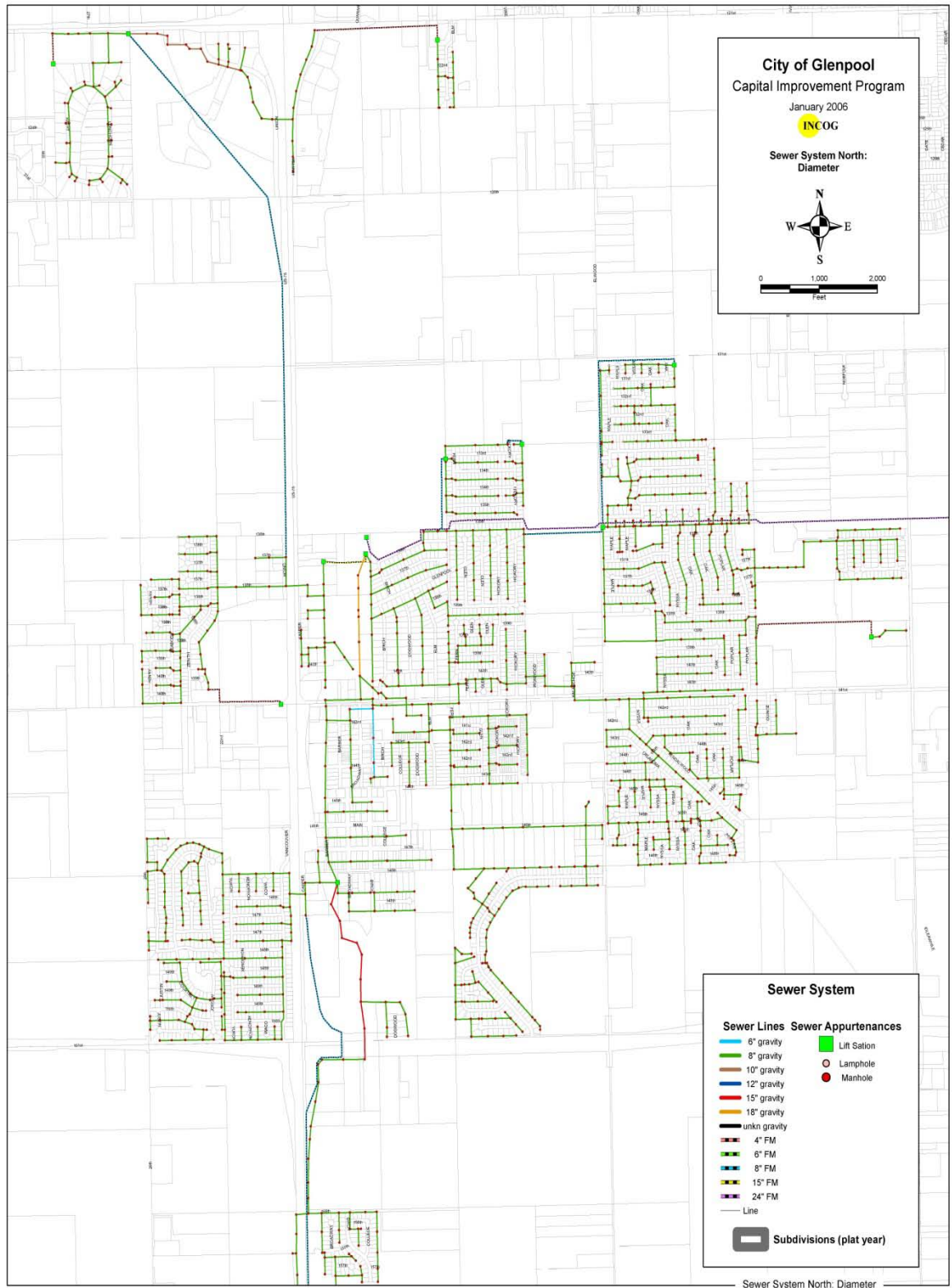
## WASTEWATER SYSTEM

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 lagoons located north and east of the intersection of US-75 and 141<sup>st</sup> Street. Major improvements to the physical plant have been made and the discharge of treated water has now been taken to the Arkansas River.

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. Policies are recommended to be adopted by the City to assure that the increased cost of such development is borne by private developers and system users. According to the CIP, eleven (11) lift stations should be replaced over the next ten (10) years. 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.

## FLOOD-STORM DRAINAGE

No major problem areas for flooding of developed properties have been identified in the 2030 Plan. 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 151<sup>st</sup> 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.

## SOLID WASTE

Presently, the City does not operate a landfill and contracts with private haulers for trash pickup. Private haulers have been a most viable alternative for Glenpool up to the present and should continue as long as the private services can provide the level of service at a reasonable cost to Glenpool residents and businesses. Private service has kept the City from investing in the capital equipment and staff service necessary to support a city-owned and operated service – not to mention the necessity of securing a place to dispose of the trash. Presently, municipal or private services across the metropolitan area are not a function of size and some cities that are in the trash business are looking at options to privatize. Consideration should be given to provide city collection.

## TRANSPORTATION

The transportation element of the 2030 Plan is shown on Figure 11, Major Street and Highway Plan (MSHP), and also shown on the 2030 Plan map. In 1995, and 151<sup>st</sup> Street (see Figure 7). The preliminary project alignment will eliminate access from 131<sup>st</sup> to US-75 and reroute 131<sup>st</sup> traffic to a point just north of 141<sup>st</sup> Street. Contingent land use plans must be developed if this becomes a reality and plans should be made to relocate any displaced industries from the Glenpool Industrial Park within Glenpool.

The framework of the MSHP is the section line road system. Section line roads are classified as either primary arterials (six lanes) or secondary arterials (four lanes with or without center turn lanes). The MSHP shows the system of primary and secondary arterial streets. The standard for number of lanes and right-of-way for these arterials is established by the 2030 Plan, the MSHP and implemented by the Subdivision Regulations during the development process. The 1979-2000 Plan properly showed that:

The arterials proposed for the trafficways element are based on utilization of the county road grid system. Most of the county arterials are not presently constructed at the recommended street standards set forth in the 1974 MSHP since the need for additional capacity has not been reached in those areas. However, right-of-way should be set aside for future expansion when traffic volumes warrant such expansion. County road improvements should not be developed to Plan standards until area growth warrants such expansion. Careful coordination with the overall metropolitan region's street and highway plan is strongly encouraged. (The Glenpool, Oklahoma Comprehensive Plan:1979-2000, p. 53).

Also, since adoption of the 1979-2000 Plan, Peoria has been upgraded from a secondary arterial to a primary arterial from 131<sup>st</sup> to 151<sup>st</sup> (SH-67). 171<sup>st</sup> Street is also designated as a primary arterial from 33<sup>rd</sup> West Avenue (the Creek/Tulsa County line) east to connect to South Memorial/US 64 in Bixby. Construction of roadways by the year 2030, according to the LRTP, include four lane widening of 141<sup>st</sup> from Elwood to Peoria, Peoria is planned to be widened from south of the Creek Expressway to 151<sup>st</sup> Street during the Planning Period.

Glenpool issued general obligation bonds to finance the now completed widening of 141<sup>st</sup> Street from east of US-75 to Ironwood. The project included center turn lanes, sidewalks, and landscaping and provides excellent support and capacity for the retail and office development occurring in the CBD (Special District 5). The transportation element of the 2030 Plan includes:

- Trafficways;
- Pedestrian and Bikeways;
- Transit;

- Air; and
- Rail

## 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 shown on the 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.

Collector streets should not be designed or function as cut-through streets in residential neighborhoods. The four-lane widening of SH-67 (151<sup>st</sup> Street) from US-75 east to Bixby was completed in 1998 and completed in 2003 to the west to Kiefer. The Federal Transportation Administration and Oklahoma Department of Transportation have completed a major investment study that supports upgrading US-75 to expressway standards eliminating at grade crossings at 131<sup>st</sup> and 141<sup>st</sup> and requiring frontage roads for access along US-75. It is a City policy that frontage roads be required along US-75 as a condition of access to this expressway corridor. US-75 would also be realigned west of its present alignment between 121<sup>st</sup>

## 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 connected to the INCOG Master Trails Plan.

## TRANSIT

Opportunities for mass transit and access to the central portions of the region are presently available. A few local communities have subsidized local bus service; however, intra-community service is not presently available. Although no mass transit service is available to Glenpool residents, options and the need for such service should continue to be explored.



## AIR

The area expressway and interstate highway system provides excellent access for Glenpool residents and business to the Tulsa International Airport in Tulsa and the R. L. Jones Airport located in Jenks northeast of Glenpool. The distance between the R. L. Jones Airport and Glenpool presently poses no aircraft noise or other problems for Glenpool.

## RAIL

Although rail service is not directly available in Glenpool, it is available in close proximity. Rail service is available approximately three (3) miles west of Glenpool in Kiefer, approximately six (6) miles northwest in Sapulpa, and in the southwest Tulsa area approximately ten (10) miles to the northwest. Access to these services is readily available for ground transportation along state and interstate highways.

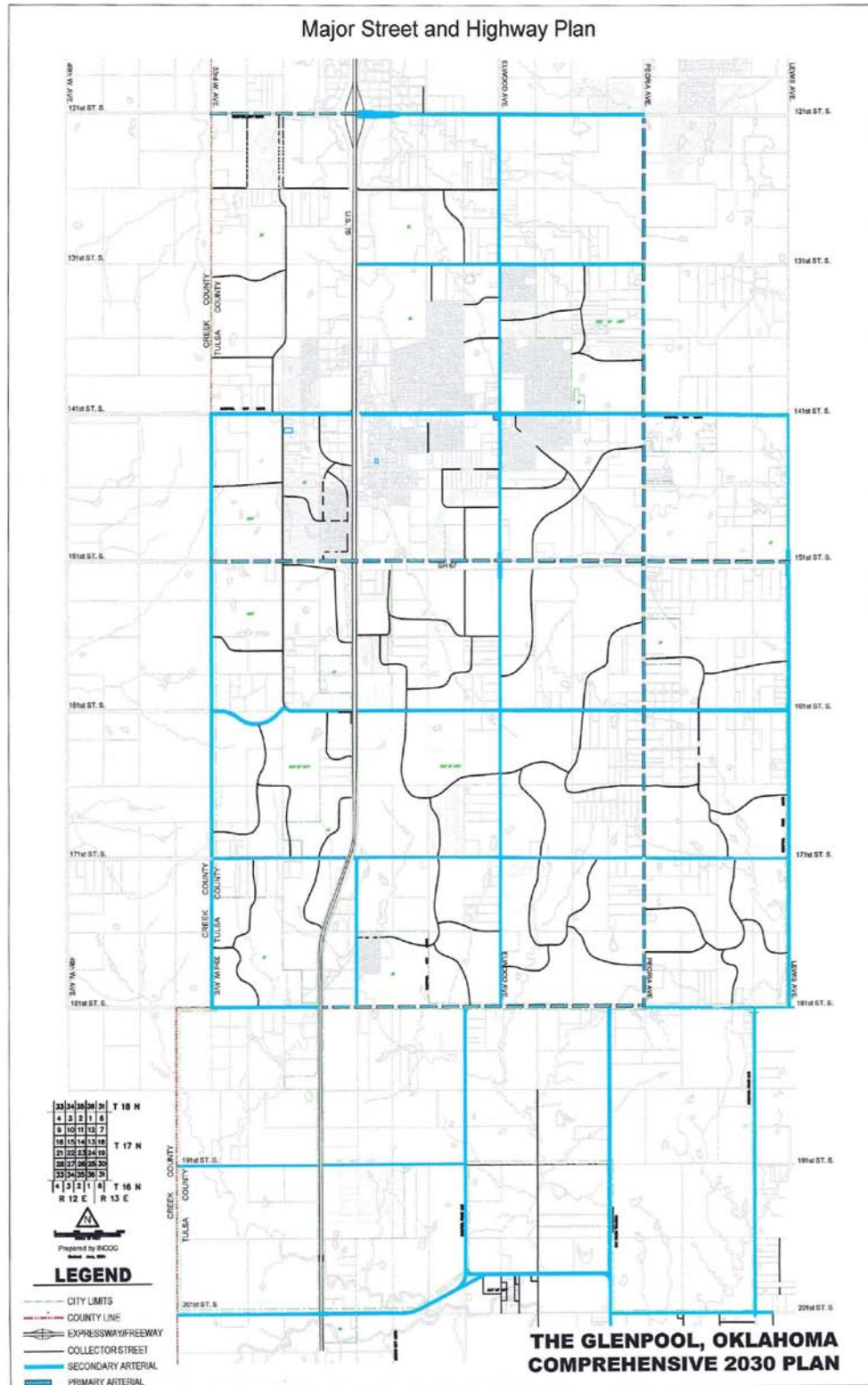
## ECONOMIC DEVELOPMENT

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 (5) years in a major way. New banks, restaurants, and retail business have come to Glenpool, many of which have located along 141<sup>st</sup> 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 141<sup>st</sup> 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, 141<sup>st</sup> is recommended to be renamed Main Street and continued gateway and entrance improvements to the 141<sup>st</sup> Street entrance from US-75 are recommended. Extension of the three (3) lane improvement of 141<sup>st</sup> Street one mile further east to Peoria is proceeding. The realignment of US-75 and a bridge over the expressway at 141<sup>st</sup> Street into the CBD will further enhance the potential of this area.

The impact of improvement of US-75 to expressway standards will increase the travel along this route, which will also increase the potential for transit and travel-related businesses (truck stops, hotels, motels, restaurants, etc.) along US-75. Continued development in the designated US-75 Corridor area from 151<sup>st</sup> to 191<sup>st</sup> will increase opportunities for local jobs and employment.

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, companion vocational-technical facility, Expansion

Figure 11



of the public schools to a K-14 program with the Tulsa Community College, medical center and 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

In this section of the 2030 Plan the planned land use intensities and characteristics of the six (6) Special Districts is described as follows:

### 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 141<sup>st</sup> from the north and includes all of the area along Broadway south of 141<sup>st</sup> Street to one-half block south of Main/146<sup>th</sup> and from east of US-75 along Main Street to College Street and to the Glenpool School Campus on the east. This area is currently the seat of the City government being the site of the City Hall. City Hall will move to the new Conference Center and City leaving the current 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 151<sup>st</sup> Street on the south. Primary access to the campus is from 141<sup>st</sup> being along Elm and Fern Street. Fern Street is presently signalized at 141<sup>st</sup>. The Campus currently includes Grades K-12 and all related administrative and support, sports and parking facilities. 145<sup>th</sup> 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 141<sup>st</sup> Street. It is also visible from the entrance to Special District 1 from 146<sup>th</sup> 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 145<sup>th</sup> Street, and the US Post Office is located just south of the southeast corner of Broadway and 141<sup>st</sup>.

Although no major rezoning has occurred in the interior of this area since the adoption of the last Comprehensive Plan, trends in redevelopment have been significant. Development at the entrance to this area at 141<sup>st</sup> Street from Broadway now comprises the western part of the newly developing CBD (Special District 5) and includes five (5) commercial enterprises and the Glenpool Branch Post Office. The First Baptist Church occupies the hub of the most central part of this eleven (11) block area and is located at the northeast corner of Broadway and Main. The Church has purchased and occupied a commercial/office center to the south of Main and continues to purchase land to the east toward the School Campus along Main Street. The School is expanding its campus toward the eastern boundary of Special District 1 and has purchased several additional parcels, one of which has been converted to a parking lot at the northwest corner of College and Main. Development along the entrance to this District from US-75 along Main Street is presently a mix of commercial and residential uses. The housing stock in this area varies widely in age; however, it is well-maintained overall with several relatively new infill homes having been built.

Based on trends in redevelopment of the CBD and Special District 1 and the adjacent areas, this area is planned to redevelop to more intense uses than the present single-family homes. Office and related non-commercial uses are planned to develop along Broadway in an orderly manner. Commercial uses must be limited to lots fronting 141<sup>st</sup> and located north of the Post Office. Office and related uses are planned for those areas fronting Broadway, and north and south of Main Street, east of US-75 in Special District 1. The present trend toward commercial development along Main east of US-75 is planned to be restricted to the most restrictive commercial districts and located only west of Broadway.

Redevelopment to school, church and municipal uses on the interior of Special District 1 is encouraged. In those cases where compatibility of new and existing uses is in question, Planned Unit Developments are encouraged to assure compatibility. Redevelopment of single-family areas to office use by remodeling of existing single family may be a viable alternative use versus duplex or townhouse. The office conversion can be developed using the powers of the Board of Adjustment's use exception authority. The board, as a quasi-judicial body, can regulate site design, parking and operation requirements for the individual projects. The existing Veterans' Plaza should be maintained as a focal point of community pride and remembrance. Redevelopment must also provide landscaping and screening as means of adding beauty and needed buffering to dissimilar uses. Special landscape treatment is presently required along Broadway by the landscape chapter of the Zoning Code. It is recommended that Broadway be improved with curb and gutter and sidewalks, landscaping and lighting to lend character and appeal to the redevelopment of this area. Active enforcement of City codes and ordinances is encouraged to assure that residential housing and values in this area are not allowed to deteriorate. A

detailed traffic study is recommended to seek solutions to reducing the impact of automobile and bus traffic to and from the School Campus in Special District 1.

## **SPECIAL DISTRICT 2. EAST OF US-75 FROM 131<sup>ST</sup> TO 141<sup>ST</sup> STREET – COMMERCIAL, INDUSTRIAL AND DEVELOPMENT – SENSITIVE AREAS.**

Special District 2 is located east of US-75 extending one-half mile south from 131<sup>st</sup> Street to 141<sup>st</sup> Street and basically west of Coal Creek and includes the present site of the Glenpool Wastewater Treatment Plant. The configuration of Special District 2 is shown on the 2030 Plan map. In the previous Comprehensive Plan, Special District 2 extended south to 141<sup>st</sup> Street; however, the most southerly area has been removed from the Special District designation based on improvements to the 100-year floodplain north of 141<sup>st</sup> Street and amendments to the Floodplain Maps pending approval with the Federal Emergency Management Agency. The area in the east half of this square mile should be developed for residential uses with extension of existing stub streets to the west. The Coal Creek area and floodplain will serve as a buffer from the commercial and industrial areas to the west along the western periphery of the planned low intensity development.

The majority of this approximately 80-acre area retains the “Development-Sensitive” designation due to the remaining floodplain areas along Coal Creek. Areas east of Coal Creek are also included in the 100-year floodplain; however, these areas could be developed if done so in accordance with adopted floodplain regulations. Under plans for improvements to US-75, 131<sup>st</sup> Street would no longer have access to US-75 except via a frontage road along the east side of US-75, running south from 131<sup>st</sup> Street to 141<sup>st</sup>. (see Figure 4). A mix of medium commercial and some heavy industrial land uses is planned west of Coal Creek and along US-75 with minimum structural improvements planned for the Creek, thus allowing it to function as a wide green belt and buffer area for residential uses to the east of Coal Creek. Access across Coal Creek at 140<sup>th</sup> Street from the residential area to US-75 is not planned due to the size and cost of necessary bridge structures and also due to the need to buffer and segregate the dissimilar uses and traffic. Buffering should be provided along the north and east sides of the Wastewater Treatment Plant and improvement of access to this area is encouraged to eliminate present access through the abutting residential area.

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

Special District 3 is located at the most westerly part of the Planning Area as shown on the 2030 Plan map. Special District 3 is bounded on the west by 33<sup>rd</sup> West Avenue (the Tulsa County/Creek County boundary) and extends from one-half mile south of 121<sup>st</sup> Street (SH-117) to 141<sup>st</sup> Street and one-half mile east of

33<sup>rd</sup> West Avenue. This area is characterized by producing oil and gas wells, plugged or abandoned wells, and is criss-crossed by a network of transmission lines as shown on the Man-Made Physical Features map (Figure 3). The circulation system includes most section line roads being open except 131<sup>st</sup> Street.

Residential development has taken place in Special District 3 along 126<sup>th</sup> 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 demonstrate consideration of the past oil and gas exploration and remaining related facilities and pipelines, 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 141<sup>st</sup> Street with South 33<sup>rd</sup> West Avenue.

**SPECIAL DISTRICT 4. 151<sup>ST</sup> STREET (SH-67) FROM 33<sup>RD</sup> W. AVE. EAST OF US-75 TO EXTENDS EASTWARD TO LEWIS AVENUE AND HAS BEEN RE-DESIGNATED AS SH-67 CORRIDOR.**

The SH-67 Corridor District is recommended for those areas immediately north and south of 151<sup>st</sup> Street (SH-67) east of 33<sup>rd</sup> 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 Medium-Intensity development, but will require strict controls on access to and from the highway while consideration is given to the impact of 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 is as follows:

- A. PUDs will be encouraged for Medium-Intensity development to reduce the impact of such zoning and to properly regulate the location of high traffic generators. In no case shall Medium Intensity zoning exceed a depth of 300 feet from the centerline of 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 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:

1. Assurance of compatibility of proposed land uses with adjacent and abutting planned uses.
2. Strip commercial zoning shall be avoided.
3. Small parcels shall be assembled to result in a more orderly pattern of development with improved points of ingress and egress along SH-67.
4. Variances to the minimum lot width requirements of the Zoning Code shall be avoided to prevent a fragmented and incremental approach to development.
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 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 low intensity uses.
8. The granting of medium intensity zoning within a PUD shall be conditioned upon the area of each such request providing its own buffer with any existing or planned low intensity uses. More specifically, requests for medium intensity zoning shall include areas of more restrictive zoning and planned land uses on its periphery.
9. Signage controls shall be established as a condition of approval of the PUD to assure a uniform advertising character and appearance throughout the developments and to reduce the impact of such signs on adjacent on abutting uses, while guarding against visual clutter, to provide increased safety to the traveling public.

10. Development-sensitive areas, including existing vegetation, water courses, floodplains, and topography, shall be shown on all PUD proposals and given special attention in the PUD design. Minimum structural solutions to drainage problems are preferred, with the private property owner retaining the ownership and responsibility for maintenance of drainage and related facilities.
  11. Medium-Intensity uses outside the intersection Activity Center shall be limited to a maximum depth of 500 feet as measured from the centerline of 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 or by frontage roads to SH-67.
  12. The expansion or granting of new Medium-Intensity zoning 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:
1. The use of frontage roads and mutual access easements along SH-67 and the major arterials in this Special District shall be required for all developments.
  2. The granting of curb cuts, median cuts and traffic signals shall be restricted to only those needed to address the requirements of the PUD and otherwise as permitted by the Oklahoma Department of Transportation.
  3. Private access points to SH-67 and adjacent arterial streets shall be consolidated and limited in such a manner as to provide the maximum degree of safety to the traveling public while recognizing the needs for access from abutting developments.
  4. Private parking areas that require mutual access ways shall be designed to facilitate the development of the subject and abutting tracts.
  5. Ingress and egress to 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. Access to minor or local streets from Medium- Intensity areas in



this Special District is not considered to be in accordance with the provisions or intent of this Special District.

#### SPECIAL DISTRICT 5. THE CENTRAL BUSINESS DISTRICT (CBD)

The CBD, Special District 5, extends east from US-75 along 141<sup>st</sup> Street to Lewis Avenue. The configuration of Special District 5 is shown on the 2030 Map. The recent improvements of 141<sup>st</sup> 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 is widening 141<sup>st</sup> Street to a three-lane facility from Elwood to Peoria at the time of this Plan update. The existing land use is a mix of office and commercial uses and undeveloped land. This area will continue to be the most major shopping and commercial area in Glenpool during the planning period. New banks, a regional library, post office and several restaurants have been developed 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 141<sup>st</sup> Street be redeveloped to convenience commercial or office uses, while properties which rear or side onto 141<sup>st</sup> Street shall remain residential.

In order to focus attention on the CBD, consideration should be given to renaming of 141<sup>st</sup> as “Main Street” and developing added landscaping, period lighting 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 141<sup>st</sup> 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. 141<sup>ST</sup> STREET EAST

Special District 6 is a continuation of Special District 5 on 141<sup>st</sup> Street. The development criteria is the same as District 6.

#### THE GLENPOOL 2030 PLAN

#### THE LAND USE PLAN MATRIX

It is the official policy of the City that the 2030 Plan be consistently applied using the Matrix (Table 21) as a guide and that the 2030 Plan be regularly updated to reflect changes brought about by future growth. The 2030 Plan is intended to be applicable to the incorporated areas and the unincorporated areas within the

annexation fenceline. Therefore, upon adoption by the City, the 2030 Plan should also be presented for consideration and adoption by the Tulsa Metropolitan Area Planning Commission (TMAPC) and the Tulsa County Board of Commissioners. Only upon adoption by TMAPC and Tulsa County will local policies become officially applicable to the future growth areas of the City which to a large extent are included only within the annexation fenceline.

The implementation of the 2030 Plan during the Planning Period will be a function of the consistent application and implementation of the various public plans and programs related to the short-term, as well as the long-term functioning of the City. Measures available to implement the Plan are discussed in the chapter that follows.

#### THE GLENPOOL, OKLAHOMA Comprehensive Plan

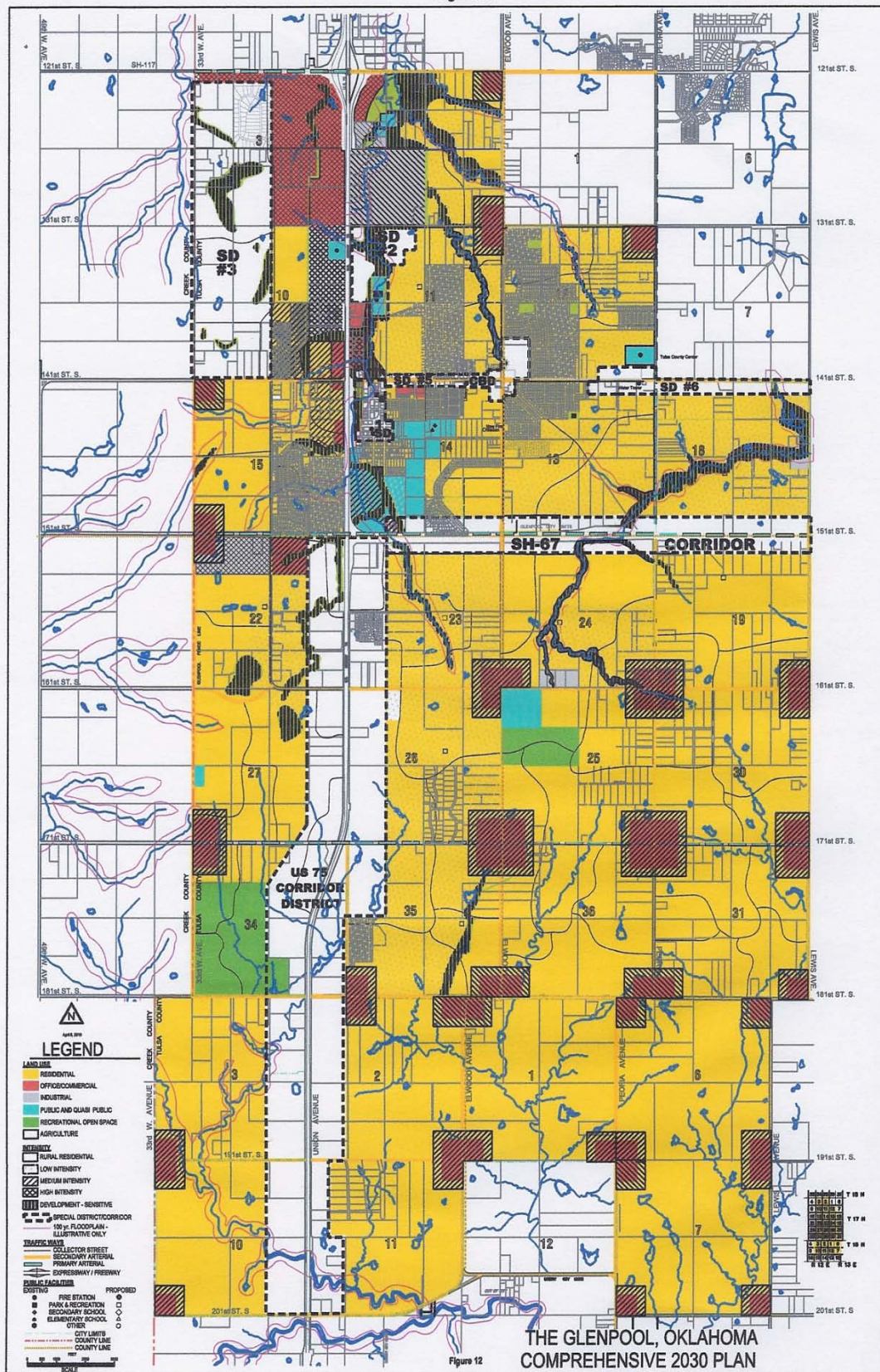
The Glenpool, Oklahoma Comprehensive Plan: 2030 Plan and Map is shown on Figure 12 and the Land Use Plan Matrix: Relationship of Zoning Districts to the Glenpool Comprehensive: 2030

TABLE 21  
LAND USE PLAN MATRIX

PLAN CATEGORIES	A G	R E	RS- 1	RS- 2	RS- 3	R D	RM T	RM- 1	RM- 2	RM- 3*	RM H	O L	O M	C S	C G	I L	I M	IH *
LOW-INTENSITY																		
LOW RESIDENTIAL	X	X	X	X	X	O	O	--	--	--	O	--	--	--	--	--	--	--
LOW COMMERCIAL/OFFICE	X	--	--	--	--	--	O	O	--	--	--	X	O	X	--	--	--	--
LOW INDUSTRIAL	X	--	--	--	--	--	--	--	--	--	--	X	X	O	X	X	--	--
MEDIUM-INTENSITY																		
MEDIUM RESIDENTIAL	X	X	X	X	X	X	X	X	O	O	O	--	--	--	--	--	--	--
MEDIUM COMMERCIAL/OFFICE	X	--	--	--	--	--	O	O	O	O	--	X	X	X	X	O	--	--
MEDIUM INDUSTRIAL	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	X	X	--
HIGH-INTENSITY																		
HIGH RESIDENTIAL	X	X	X	X	X	X	X	X	X	X	--	--	--	--	--	--	--	--
HIGH COMMERCIAL/OFFICE	X	--	--	--	--	--	O	O	O	O	--	X	X	X	X	O	--	--
HIGH INDUSTRIAL	X	--	--	--	--	--	--	--	--	--	--	X	X	O	O	X	X	X
OTHER INTENSITIES																		
AGRICULTURE	X	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DEVELOPMENT SENSITIVE	X	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O
PUBLIC	X	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O	O

X = Zoning District and Plan Category are in Accordance.  
O = Zoning District and Plan Category May Be Found in Accordance.  
-- = Zoning District and Plan Category are Not in Accordance.  
\* = Future Zoning District designation.

Figure 12





## PART V

### IMPLEMENTATION OF THE COMPREHENSIVE PLAN

#### GENERAL

The final section of the Glenpool, Oklahoma Comprehensive Plan: 2025 presents the tools for implementation of the 2030 Plan. Each decision made by the local government on a daily basis 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 Design Criteria;
- Annexation;
- Building and Housing Codes;
- Additional Detailed Planning;
- Planning for the Annexation Fenceline;
- Neighborhood Improvement Programs;
- Continued Citizen Participation; and
- Regular Updates of the 2030 Plan.

#### **CAPITAL IMPROVEMENT PROGRAM (CIP)**

The importance of the CIP to the development of the City can not 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. A 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. 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 fenceline 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.

## **SUBDIVISION REGULATIONS AND ENGINEERING DESIGN CRITERIA**

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 Engineering Design Criteria 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.

## **ANNEXATION**

Glenpool has established its incorporated areas which have been expanded from the previous 1979-2000 Plan. However, the City has significantly expanded its annexation fenceline by almost 70%. Much of the area within the annexation fenceline is presently rural, agricultural and vacant land and is included in drainage basins not easily served by public utilities for purposes of urban development. All of the area within the annexation fenceline is located within Tulsa County. The City should pursue a program of orderly annexation and extension of utilities and services in conjunction with future development as it occurs. The nature of "control" over areas within the annexation fenceline is consensual with Tulsa County until these lands are officially annexed into the City. It is preferable to the City that such lands, as they develop, utilize City utilities and be developed in accordance with City regulations prior to annexation into the City. The zoning of such annexed land should be reviewed prior to annexation and changed if or as needed to be in conformance with the 2030 Plan, while supporting any existing development.

## **BUILDING AND HOUSING CODES**

Building and construction-related codes include electrical, mechanical and plumbing codes that are the basis for plan review and final inspection and approval in the field. Code enforcement programs must be well funded and staffed to provide a comprehensive and rapid response to requests for service whether for review of plans in the office or calls for inspection in the field. A program of code enforcement must be thorough, balanced and ongoing to assure a high quality of construction and building. Housing codes are also considered to contribute to the quality of the living environment and must be enforced by designated local officials to be effective. Most such codes are available from subcontractor services (building code associations, etc.) and are updated on an annual basis. Glenpool must continue to review and keep its codes current and include the latest techniques and requirements in its overall program of code enforcement.

## **ADDITIONAL DETAILED PLANNING**

Plans and local codes by their nature present minimum standards for public and private development. The criteria established in the plans for designated expressway corridors, special districts and development-sensitive areas will require further detailed planning if development is to occur. This is especially the case for the area along Coal Creek in Special District 2 east of US 75 and between 131<sup>st</sup> and 141<sup>st</sup> Street. Such planning is typically accomplished by the use and requirement for a Planned Unit Development (PUD) as specified in several of the Special Districts identified in the Plan. PUDs can also be used to grant developers flexibility not present in conventional zoning districts, where

flexibility in arrangement of buildings, heights, floor areas, and further regulation of uses will assure compatibility with existing or planned adjacent uses.

The basis for the land use and transportation elements of the 2030 Plan is the demographic and economic data available only from the 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 2010, 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 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 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 FENCELINE**

The Planning Area for the 2030 Plan has included the incorporated area plus the area within the annexation fence line. The incorporated area of approximately 9 square miles compares to the unincorporated area within the annexation fence line of approximately 19.25 square miles. This planning process has resulted in a recommended plan for the annexation fence line and growth area of Glenpool, which must be presented to the Board of Commissioners of Tulsa County for their review and adoption as well. If the County adopts the recommendations in the 2030 Plan, it will then become the official basis for planning related decisions in this area and reinforce the current referral process for such matters. In those cases where the 2030 Plan is not specific within the annexation fence line, the City supports the County in utilizing the Metropolitan Development Guidelines adopted by the Tulsa Metropolitan Area Planning Commission.

## **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. 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. 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 “Visioning Process” is recommended.

## **REGULAR UPDATES OF THE 2030 PLAN**

It is especially important that the 2030 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 due to the data from the 2010 US Decennial Census becoming available in the early part of the planning period and also due to major updates in regional plans, such as the INCOG Long Range Transportation Planning (LRTP) every five (5) years. The results of the 2030 LRTP update will not be available until after the adoption of the 2030 Plan and bears heavily on funding 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 2030 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 the 2030 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 included in the Glenpool, Oklahoma Comprehensive Plan: 2030.