INTER-COOPERATIVE AGREEMENT
FISCAL YEAR 2010 THRU 2011

THIS INTER-COOPERATIVE AGREEMENT, made this 20 day of September, 2010, by and between the City of Sapulpa, State of Oklahoma ("City") and the Board of County Commissioners of Creek County, State of Oklahoma ("Board").

W I T N E S S E T H

WHEREAS, 70 O.S. Section 1001 et. seq., authorizes local governmental units to enter into agreements for joint and/or cooperative action; **and**

WHEREAS, 11 O.S. Section 22-101 and 19 O.S. Section 1 permits incorporated municipalities and counties within the State of Oklahoma to make contracts for the exercise of their corporate and administrative powers to provide services and facilities in a manner and pursuant to a form of governmental organization that will best accord with geographic, economic, population and other factors influencing the needs and development of local communities; **and**

WHEREAS, the City and Board, being entitled to avail themselves of these statutory provisions, hereby deem it advisable for the Board to participate in the Comprehensive Planning Services and presently do so via the Sapulpa Metropolitan Area Planning Commission in accordance with O.S Title 19 Section 866 with the City.

NOW THEREFORE, in consideration of the mutual covenants and premises contained herein, the City and Board do hereby agree as follows:

1. The City of Sapulpa is updating the Sapulpa Comprehensive Plan (to be referred to as Plan Sapulpa); and

2. The plan is intended to manage growth and is intended to be a practical guide for making decisions on specific land use and development issues within the City's Annexation Fence-line; and

3. Plan Sapulpa will help to prioritize governmental actions in the face of limited resources and can help public and private sectors to work in concert to built a better future for the Sapulpa Metropolitan Area; and

4. The plan's study area included portions of unincorporated County within the City's Annexation Fence-line; and

5. Cooperative planning is in the best interest public interest for both the County and the City, in particular for the unincorporated areas that lay within City's annexation fence-line; and

6. The County agrees to participate in the development and preparation of said Plan and will cooperatively provide staff support and assistance from the Creek County Staff; and

7. The County agrees to assist with the cost of materials for in house publication of materials for the public hearing and document; and

8. The term of this Agreement shall be from year to year commencing on July 1, 2010 and continue in force until terminated by either party to the Agreement;

PROVIDED, HOWEVER, that this Inter-Cooperative Agreement may be terminated by either party by furnishing a thirty (30) day written notice of said termination.

AGREED TO AND ADOPTED by the Sapulpa City Council at its regular meeting held on the 20th day of September, 2010.

Doug Haught,
Mayor, City of Sapulpa

ATTEST:

Shirley Burzio, City Clerk 9-20-2010

AGREED TO AND ADOPTED by the Board of County Commissioners of Creek County, Oklahoma on the 20 day of Sept, 2010.

Board of Commissioners
Creek County, Oklahoma

Johnny Burke, Chairman

Dana Hudgins, Vice-Chairman

Roger Boomer, Member

ATTEST:

Janelle Diehl, County Clerk

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS
OF CREEK COUNTY, OKLAHOMA AUTHORIZING CITY -
COUNTY PLANNING STUDIES

WHEREAS, Creek County, Oklahoma, desires to have developed (or extended) a comprehensive county plan for the County of Creek, including a comprehensive land use plan with implementing zoning ordinance and subdivision regulations, a major streets and highways plan, a public favilities program and other related elements of a comprehensive county plan, and

WHEREAS, The Oklahoma Industrial Development and Parks Department has been designated by the "Oklahoma Resources Development Act of 1965" as the official state agency through which federal funds may be obtained to match city funds, under the provisions of the Federal Housing Act of 1954, the said Oklahoma Industrial Development and Parks Department being responsible for administering and supervising such planning work,

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF CREEK COUNTY, OKLAHOMA:

That the Oklahoma Industrial Development and Parks Department, be and it is hereby, requested to assist Creek County, Oklahoma in obtaining federal funds to be matched with monies to be budgeted by the County for such planning work for the fiscal year(s) 1966 - 1967 and that the County of Creek, Oklahoma, through its duly authorized officers, enter into a contract with the said Oklahoma Industrial Development and Parks Department for the development of a comprehensive county plan by some competent agency in the field of county planning, which agency shall be mutually agreeable to both parties to such contract, such planning work to be performed under the administration and supervision of the Oklahoma Industrial Development and Parks Department.

DATED this 21st day of March, 1966.

BOARD OF COUNTY COMMISSIONERS
CREEK COUNTY, OKLAHOMA

W. T. Smith - Chairman

R. D. Copeland - Member

A. W. Weaver - Member

ATTEST:

Leo Bruce, County Clerk
Creek County, Oklahoma

89 10446

89-41

A RESOLUTION AMENDING
THE SAPULPA AREA COMPREHENSIVE PLAN 2010

WHEREAS, the Sapulpa Metropolitan Area Planning Commission voted to recommend to the Board of County Commissioners that the Sapulpa Metropolitan Area Comprehensive Plan, 1988-2010, be amended .

WHEREAS, for thee public health, safety and welfare of the residents of Creek County within the fenceline of the City of Sapulpa, it has become necessary to make the following amendments to said Comprehensive Plan:

1. To designate that part of Section 24, T18N, R11E, lying East of the TSU Railroad ROW as Medium Intensity Industrial on the Land Use Plan (maps 12 & 13), and that:

2. Brown St. be removed from the Major Street and Highway Plan of the Land Use Plan (maps 12 & 13) and that Hill St. (shown as Hastain on the map) be designated as the secondary collector intersecting with Highway 66.

NOW, on this 5 of Sept., 1989, the Board of County Commissioners being in regular session and after being fully advised approve the amendments as recommended.

STATE OF OKLAHOMA
COUNTY OF CREEK
THIS INSTRUMENT WAS FILED
FOR RECORD ON
SEP - 5 1989
11:20 o'clock A.M. and duly recorded in
Book 253 Page 753
ROMA LEE BRANHAM, County Clerk
By [signature] Deputy

BOARD OF COUNTY COMMISSIONERS
CREEK COUNTY, OKLAHOMA

Darrel L. Newman, Chairman

Roger Boomer, Vice-Chairman

W.T. Smith, Member

ATTEST:

Roma Lee Branham, County Clerk

Office Copy

THE SAPULPA COMPREHENSIVE PLAN 1988-2005

THE
CITY
OF
SAPULPA
OKLAHOMA

THE
SAPULPA COMPREHENSIVE PLAN
1988-2005

Prepared For

THE SAPULPA PLANNING COMMISSION

AND

THE SAPULPA CITY COUNCIL

Prepared By

The Community Planning Division

Of

Incog

ACKNOWLEDGEMENTS

SAPULPA METROPOLITAN AREA PLANNING COMMISSION

Wendell Bookout
Larry Griffin
Bill Hefner
Les Hughes
Basker Johnson
Steve Keeton
Darrell Newman
Clyde Sellers
Bill Taylor
Gretchen White

SAPULPA CITY COMMISSION

Mayor, Carol McMasters
Wilma Hollier
Steven Keeton
Charles Lacey
Phil McCormack
Vice-Mayor, Howard Brown
Ja Ella Vanatta
Larry O'Neal
Jess Powell
Dr. Robert White

CREEK COUNTY COMMISSION

Roger Boomer
Darrel Newman
W. T. Smith

SAPULPA PLANNING COMMITTEE

Gary Boyle
Howard Brown
Steve Compton
Pete Egan
Harry Freeman
Tim Hershberger
Dane Matthews
Carol McMasters
Jess Powell
Greg Pugmire
Jane Seaba
Ron Smith
Jay Stump

INCOG STAFF

Shirley Lastinger
Jan Reid
Tom Jurney
Leneta Dyer

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A RESOLUTION ADOPTING
AN UPDATED COMPREHENSIVE PLAN
FOR THE SAPULPA METROPOLITAN AREA

WHEREAS, the City of Sapulpa adopted a Comprehensive Plan to guide the orderly growth and development of the community.

WHEREAS, the Comprehensive Plan should be periodically reviewed and continually amended to meet the changing needs of the Sapulpa population; and

WHEREAS, the Comprehensive Plan serves as the overall policy document which guides decisions concerning land use, growth, utilities, and planning within the City of Sapulpa: and

WHEREAS, the planning process followed to update the 1988 Sapulpa Plan has included input from the general citizenry, input from an advisory Planning Committee, the recommendation of the Sapulpa Metropolitan Area Planning Commission after holding Public Hearings on the Plan Update, and the approval of the City Commission; and

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAPULPA, OKLAHOMA, that the Sapulpa Comprehensive Plan is hereby amended to with one volume being entitled "The Sapulpa Metropolitan Area Plan 1988-2010".

APPROVED this 7th day of March, 1988.

Carol McMasters
Carol McMasters, Mayor

ATTEST:

Shirley Burzio
Shirley Burzio, City Clerk

APPROVED AS TO FORM:

C. M. Gibson
Mike Gibson, City Attorney

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

CREEK COUNTY, OKLAHOMA

88 - 44

WHEREAS, the Sapulpa Metropolitan Area Planning Commission voted to recommend to the Board of County Commissioners that the Sapulpa Metropolitan Area Comprehensive Plan, 1988 - 2010, be approved.

WHEREAS, for the public health, safety and welfare of the residents of Creek County within the fenceline of the City of Sapulpa, it will be benefical to have a Comprehensive Plan to guide the Zoning and Planning decisions of the Board and of the SMAPC.

NOW, on this 8th day of August, 1988, the Board of County Commissioners being in regular session and after being fully advised approve the plan as requested.

BOARD OF COUNTY COMMISSIONERS
CREEK COUNTY, OKLAHOMA

Darrel L. Newman, Chairman

Roger Boomer, Vice-Chairman

W. T. Smith, Member

ATTEST:

Roma Lee Branham, County Clerk

Chapter I

AN INTRODUCTION TO THE MASTER PLAN

Purpose of Plan

The purpose of the Comprehensive Master Plan is to provide for orderly and coordinated physical development of Sapulpa's 72 square mile (map 1) fence line, referred to hereinafter as the "planning area". It addresses present and future needs; encourages the conservation and protection of natural resources; promotes the general health, safety, and welfare of area citizens, and provides a format that will best utilize public and private funds.

Statutory Authority for the Plan

This plan is adopted under the provisions set forth in Oklahoma Statutes Chapter 19, Section 866.10, Metropolitan Comprehensive Plan. It can be amended after notice and public hearings by the governing bodies under those same statutes.

Description of the Plan

The plan is the official planning policy document of the Sapulpa Metropolitan Area Planning Commission, the Sapulpa City Commission and the Creek County Commission. It represents the efforts of the Sapulpa Master Plan committee, composed of City and Creek County representatives, the planning staff of the Indian Nations Council of Governments, the City-County planner, members of the Sapulpa Metropolitan Area Planning Commission (SMAPC) and City and County Commissioners.

The SMAPC is responsible for reviewing and making recommendations on or from the Comprehensive Master Plan, which must receive final approval from the City and County Commissions before becoming official policy. The SMAPC shall review the plan annually to determine if changing conditions in the planning area necessitate amendments to the Plan.

Who Should Use The Plan

The Comprehensive Master Plan is intended to be used by the City Commission, City Board of Adjustment, Creek County Board of Adjustment, Creek County Commission, Sapulpa Metropolitan Area Planning Commission, City departments and agencies, and private citizens. It is intended to be used as a guide for legislative land use decisions and as a reference to indicate needed policy changes. It should also serve as evidence of the City's and the County's commitment to protect existing development.

In addition, the document provides necessary information to other units of local, state and federal government to ensure coordination of planning and development programs. The Comprehensive Master Plan should provide individual citizens and members of the business community with sufficient information to facilitate planning, to protect existing development, and to indicate new areas of opportunity for private action.

Current Regulatory Framework for the Planning Area

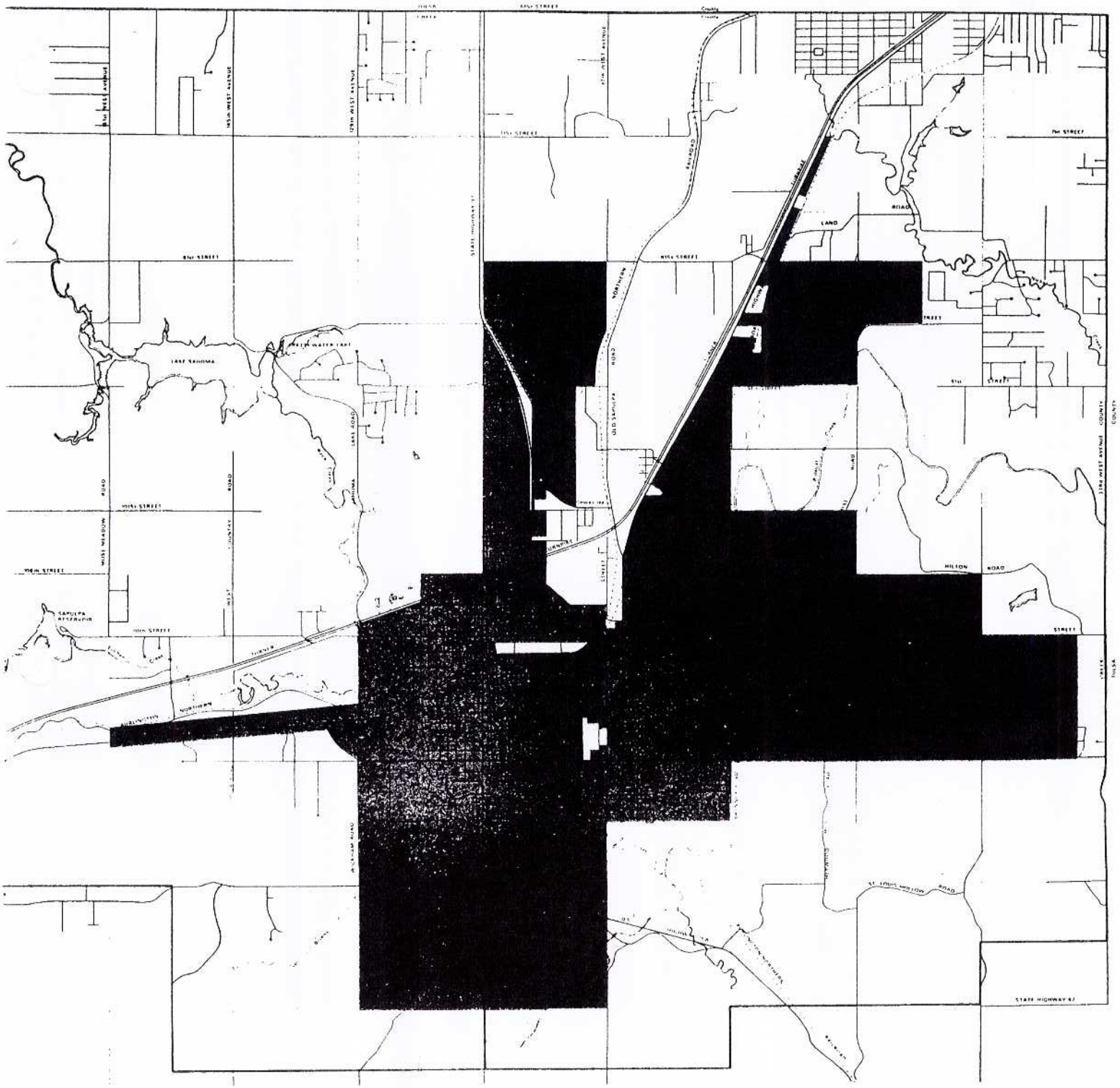
Presently, the planning area is under the jurisdiction of the Sapulpa Metropolitan Area Planning Commission (SMAPC) established in the early 1960s. Zoning and Subdivision Regulations set forth development requirements for all unincorporated areas and the City of Sapulpa.

A City-County planner provides full-time planning services for the area and also serves as the staff person for the SMAPC. All rezonings of property and all subdivisions of tracts into parcels of less than ten acres are reviewed by the SMAPC. The SMAPC is a recommending body and, therefore, final decisions on land use rest with the County Commission for unincorporated areas, and with the City Commission for areas within the City of Sapulpa. The City and County both have established Boards of Adjustment. Their role is to review variances, requests for interpretations of the code, and special use permits as set forth under the zoning regulations.

The City employs a full-time building inspector who provides inspections in the city limits under uniform building and housing codes adopted by the City. There are no codes or similar service in the unincorporated portions of the planning area. As a result, there are no construction standards or inspections performed by public officials on any construction outside the city limits of Sapulpa.

Current Problems in Regulation of the Planning Area

The lack of a building permit system and inspection system in the unincorporated portions of the planning area contribute to a problem in the county with tracking changes in land use, which would typically be discovered at the time of application for a building permit. Therefore, much activity occurs in unincorporated areas which is in violation of land use regulations. The above occurrences, coupled with the absence of an enforcement officer, allow unchecked zoning violations to expand beyond reasonable limits. As a result, concentrations of salvage yards, incompatible commercial/industrial development, and unplatted subdivisions are chronic and unresolved problems in the unincorporated planning area.



PLANNING AREA

SAPULPA COMPREHENSIVE PLAN

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Chapter II

PLANNING AREA ANALYSIS AND FEATURES

Physical Characteristics of Planning Area

General Description

The planning area for the Sapulpa Comprehensive Master Plan is illustrated in Map I. It is a seventy-two (72) square mile tract of land which is bounded on the north by Tulsa County at 61st Street, on the east by Tulsa County at 33rd West Avenue, on the south by 141st Street and on the west by 177th West Avenue. These boundaries also serve as the City of Sapulpa's "fence line", an area where a city may annex unincorporated land by ordinance, if a parcel is surrounded on three sides by the corporate city limits. Within this planning area, limits approximately 18 square miles are included in Sapulpa's Corporate limits with the remainder being unincorporated Creek County.

Topography

Creek County lies entirely in the Sandstone Hills region. Surface rocks are sandstones and shales of Pennsylvania age. These generally dip to the west and northwest at a very low angle, but the general dip is often interrupted by gentle folding which produces structure favorable to oil and gas accumulations. The surface is rough, with the sandstone forming steep escarpments above the valleys, which are mostly cut out in the shale formations.

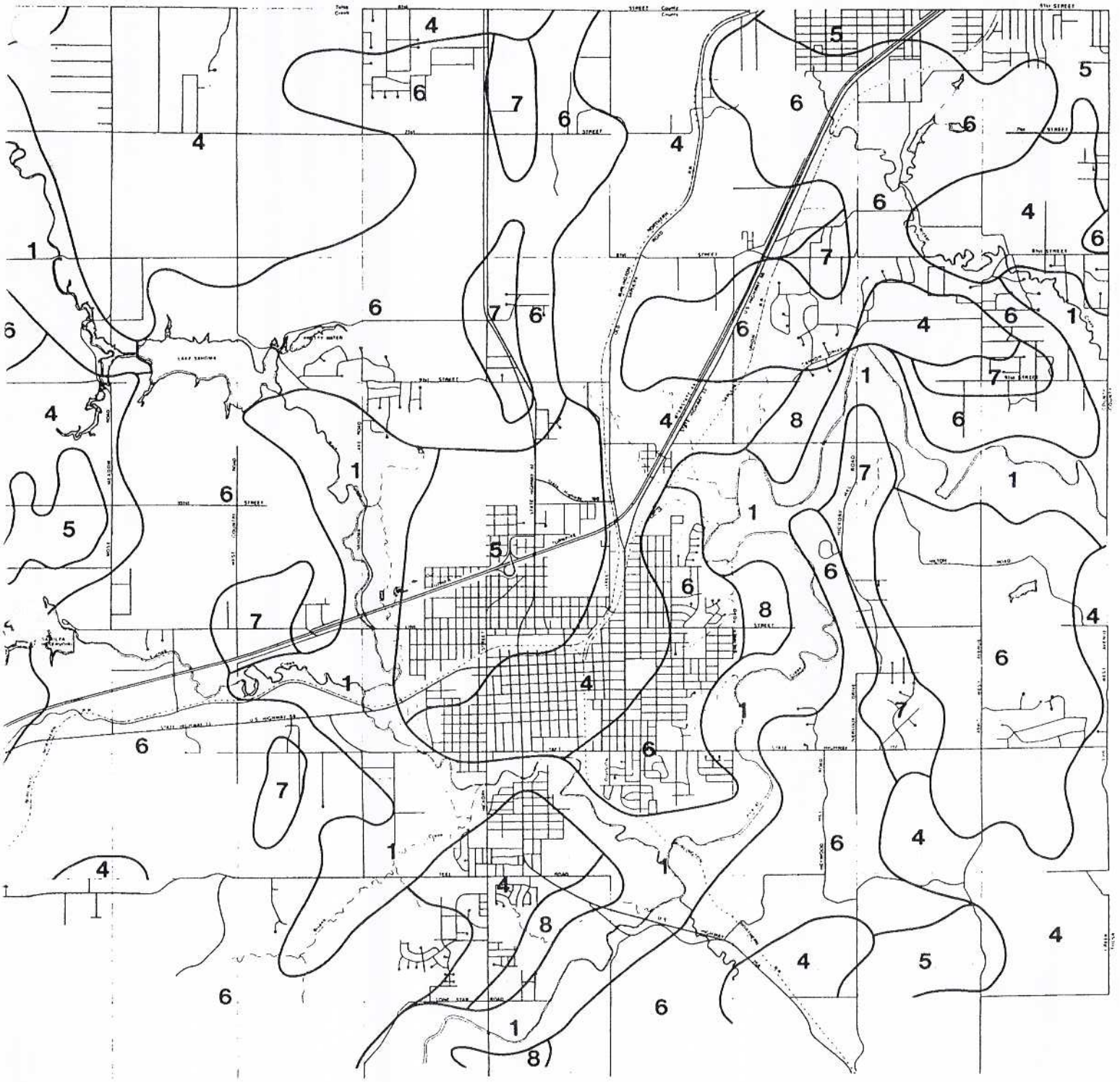
Soils

There are six primary soils in the seventy square mile planning area. The most frequently identified soils which dominate the area are the Darnell and Niotaze soils and the Dennis, Okema and Carytown loams. A soils map and detailed soil survey interpretations are found at Map 2.

Generally 30-35 square miles, or almost 50%, of the planning area are the Darnell and Niotaze soils. These are not conducive to septic systems, lagoons, sanitary land fills or roadfill. In addition, residential development on these soils is severely limited due to the underlying sandstone.

The Dennis, Okema and Carytown loams cover about 15 square miles, or approximately 20%, of the planning area. These soils are very clayey and percolate slowly. They, therefore, are also not conducive to septic systems, sanitary land fills or roadfill. The shrink-swell factor is severe and as a result, these soils contribute to the deterioration of the road surfaces. In comparing the soils information with a map prepared by the Creek County Health Department illustrating areas of chronic septic system malfunctions, it is obvious that the Okema, Carytown and Dennis loams do not provide compatible soils for individual waste disposal systems in urbanized residential subdivisions.

Mason Silt loam is also present in the planning area. Most of this soil type is located in the floodplain areas. These deep, well drained, per-



GENERAL SOILS
SAPULPA COMPREHENSIVE PLAN

1. MASON–RADLEY–WYNONA
4. DENNIS–CARYTOWN–OKEMAH
5. ERAM–COWETA–BATES
6. NIOTAZE–DARNELL–NEWALLA
7. STEPHENVILLE–DARNELL
8. KONAWA
9. DOUGHERTY–EUFAULA

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meable soils follow Rock and Polecat Creeks and cover much of the area classified as 100 year floodplain in the fenceline. These areas are unsuited for residential construction and should be maintained as agricultural or recreational land.

Generally, soil information is a valuable development tool that has not been utilized to its maximum potential in the planning area. A reference to the detailed information in Appendix 1 will provide users with more specific scientific information.

Drainage

The planning area's primary drainage basin is Polecat Creek and its tributaries which flow east to its confluence with the Arkansas River near Jenks. The watershed terrain is generally hilly to gently rolling except in the lower reaches which lie in the Arkansas River floodplain in Tulsa County. The vegetative cover is mostly scrub oak and/or native grass.

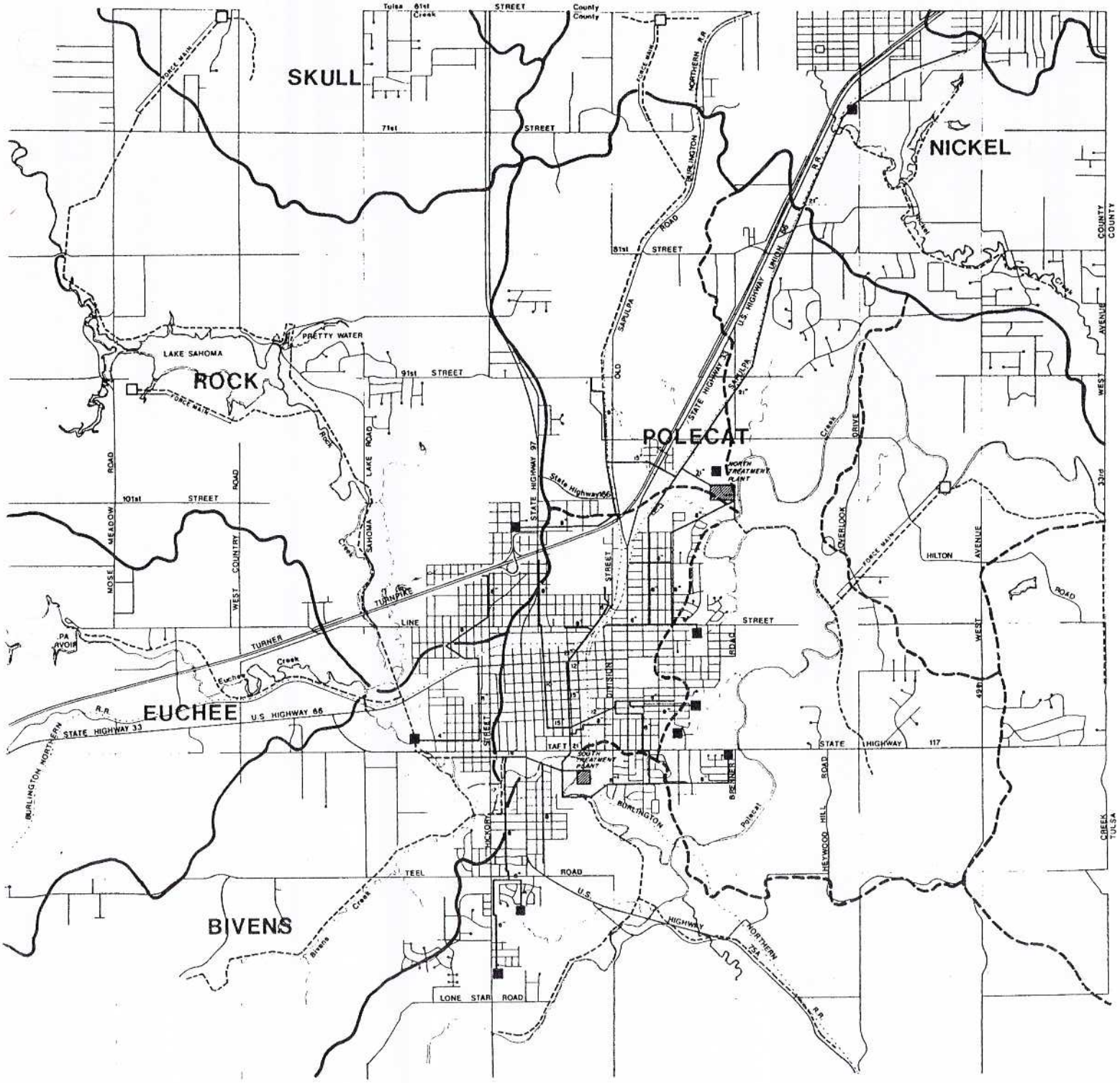
Map 3 illustrates drainage basins represented in the plan. At this time, there are no major drainage studies that specifically address the entire seventy square mile planning area. There have been several site specific reports in the city limits including the most recent, Liberty School Basin Drainage Study, partly funded by Community Development Block Grant funds. It details storm drainage problems in the northeastern neighborhoods of Sapulpa lying east of Mission Street and north of Dewey Avenue.

Rock Creek is a major tributary of Polecat Creek located primarily in the eastern half of the planning area. It drains 71 square miles, and flows into Polecat Creek at Sapulpa. Lake Sahoma and Lake Sapulpa are located on Polecat Creek tributaries west of Sapulpa. These provide water for the city, but neither has flood control storage capacity. The watershed for Rock Creek is generally hilly and the stream bed slope is approximately 5 feet per mile near the mouth. It flows in a southeasterly direction south of the city to its confluence with Polecat Creek, southeast of Sapulpa. Biven Creek southwest of Sapulpa also joins Rock Creek near the western city limits. It has a drainage area of approximately 5 square miles.

Floodplain

The only flood control structure directly affecting the planning area drainage basin is the Heyburn Dam and Lake located approximately 10-12 miles west of the City of Sapulpa. It was constructed in 1950 by the U.S. Army Corps of Engineers and is located at river mile 48.6 on Polecat Creek. The flood control storage of Heyburn Lake is equal to about 7.5 inches of runoff from the upstream drainage area, and this provides storage for the runoff somewhat greater than that resulting from a 100 year storm.

The 100 year floodplains within the planning area are associated with Polecat, Skull, Biven, Euchee, Rock and Nickel Creeks. Most of this land lies east, south, and west of the urbanized area. As also indicated, however, some of the 100-year floodplain lies more specifically in the southwestern portion of Sapulpa, north and south of Highway 117, (Taft Avenue), between Hickory Street and Maple Street, on Rock Creek. This area is the site of intense commercial development. FHC, Inc. has prepared a back-water analy-



EXISTING AND PROPOSED SANITARY SEWER IMPROVEMENTS

SAPULPA COMPREHENSIVE PLAN

- ----- PROPOSED SANITARY SEWER OUTFALL LINES
- —— EXISTING SANITARY SEWER PRIMARY LINES
- □ PROPOSED LIFT STATIONS
- ■ EXISTING LIFT STATIONS
- ▬▬ MAJOR DRAINAGE BASIN
- ▬▬ MINOR DRAINAGE BASIN

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sis of this commercial area to determine what impact development has had on the floodplain. In June, 1976 a detailed floodplain study analyzed Polecat Creek. Information gathered for this study concentrated on the east edge of Sapulpa and also included land east of Highway 75 towards Jenks. Both studies should be used to guide future development in the eastern half of the planning area.

In the unincorporated areas, there are several subdivisions which have platted lots in the 100 year floodplain. Field observations in some of these subdivisions identified severe erosion due to heavy rains and rapid stream flows. As a result, private property owners are losing usable lot space. In fact, there are occasions where structures are in jeopardy due to failing concrete foundations.

FEMA mapping for the City of Sapulpa (pre 1985 area) has greater detail than the FEMA maps for the county. The city maps include areas of flood hazard, 100 year flood elevations and boundaries of the flood way. The maps for the unincorporated portion of the county show only estimated areas of flood hazard.

In summary, the floodplain has and will continue to be a major consideration when reviewing residential and commercial/industrial development. Approximately one-half of the seventy square mile planning area has portions of land in the 100 year floodplain. As a result, both the City of Sapulpa and Creek County are participants in the federal flood insurance programs. Mapping provided by the federal government guides developers and policy makers on land use decisions in the area.

Public Property in the Planning Area

Public Buildings

Downtown Sapulpa is the location of the Creek County Courthouse and jail. It is in close proximity to the Department of Human Services, and the newly constructed Sapulpa City Hall. The police station is directly north of city hall and houses the jail facilities and law enforcement offices.

There are three fire stations located in the city limits of Sapulpa, their 37 full-time employees provide services within the majority of the planning area. Two of the three station houses are located in downtown Sapulpa with the third in the southern portion of town. Equipment includes five class A pumpers, an aerial ladder truck, and a two thousand gallon water tanker. The fire rating for Sapulpa's Fire District is a 5.

The Sapulpa public library was built in 1918 and has a modern addition built in 1969, that provides public meeting space. It provides the planning area with traditional library services and has volumes totalling 42,000. A unique offering of the library is a complete U.S. Census of the entire United States for 1850 and 1900. This, along with additional historic collections, provides one of the most outstanding research facilities for geneology in eastern Oklahoma. There are 5 full-time employees and a governing library board that oversees the facility. The 1986 budget was $145,000. In that year additional parking facilities, weatherization of the structure, and an expansion of the office facilities were accomplished.

Sapulpa has two community centers: the Senior Center, located at the intersection of Taft and Bixby Street, and Booker T. Washington community center, located at the intersection of Line and Grey Streets. The Senior Citizen Center provides daily noon time meals for seniors as well as recreational programs that allow seniors to participate in a wide range of activities specifically suited for their needs. A senior citizen bus enables many area seniors to utilize the center on a regular basis. Booker T. Washington Community Center is especially utilized by Sapulpa's black community. The structure was renovated in the 1970s with federal funds from a Community Development Block Grant. Originally, the facility served as Sapulpa's black high school; therefore, the building has significant historical value. Indoor recreational games and a gym provide daily users with a variety of activities most suited to school age children.

Infrastructure

Water System

The water system in the planning area is diverse. There are several rural water districts providing water in the unincorporated portions of the planning area (see map 4). In the city limits, water is supplied by the City of Sapulpa from Lake Sahoma and is also available from the City of Tulsa. Storage is provided by both above and below ground storage tanks. A new 2 million gallon above ground tank was recently completed in southwest Sapulpa bringing the City's total storage capacity to 8+ million gallons.

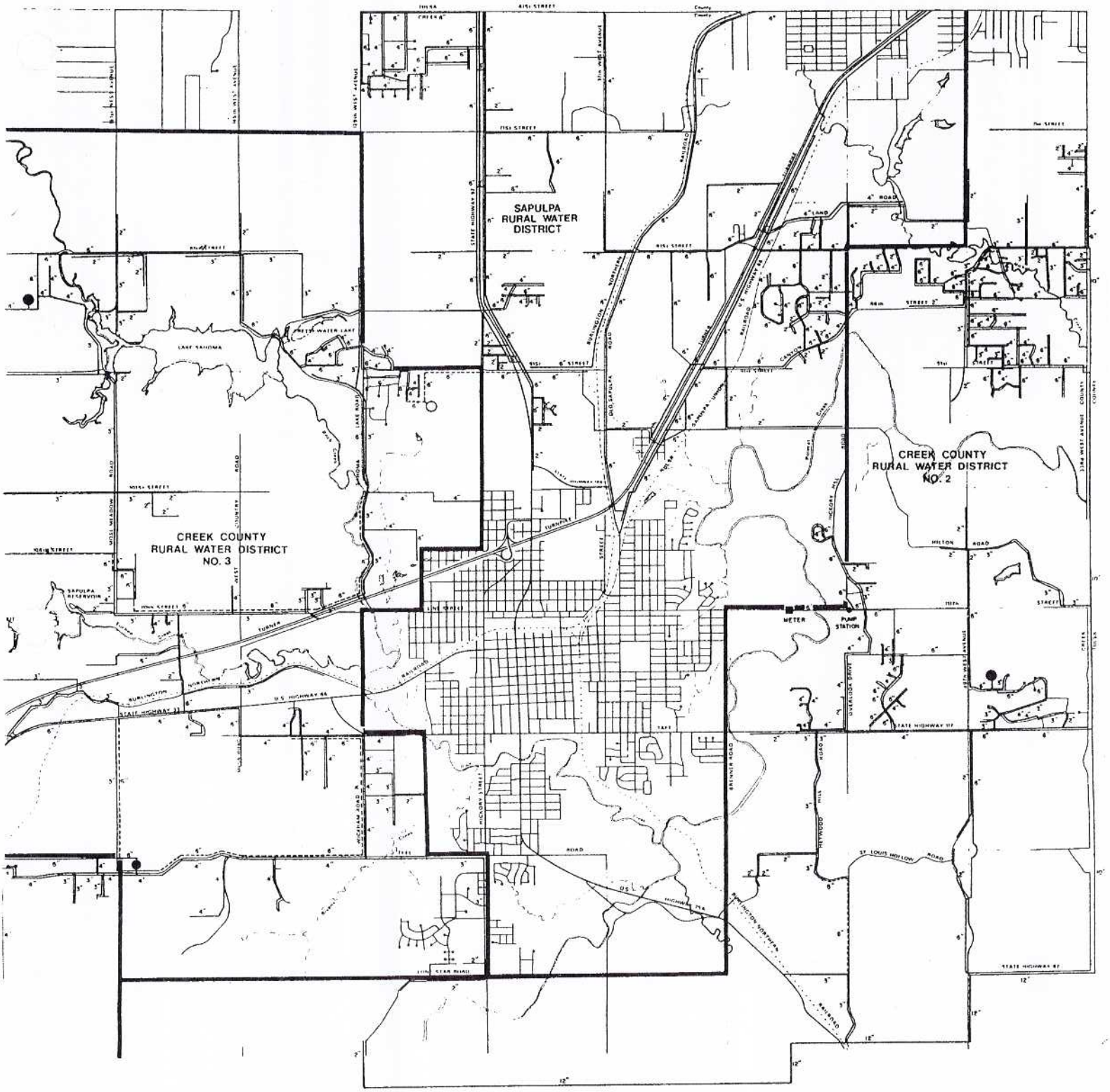
The water treatment plant is located on Rock Creek. Its peak daily capacity is 5.5 million gallons, a limit frequently reached on extremely hot days in summer.

The Sapulpa water system is typical of cities its age, in that many lines are old and undersized with new additions placing a demand on a system that was not designed to meet present day needs. There have been some 24" lines added to the system but overall needs have been addressed with a maintenance approach. The city has adopted a schedule of water line replacement for the 1980s that sets priorities for each quadrant of the city. The distribution system contains water lines which range in size from 1" to 24" inches in diameter (see map 5).

Sewer Systems

The existing City of Sapulpa sewage collection system serves the pre-1985 Sapulpa city limits, (see map 6). The Tanaha sewer collection system, a rural sewer district, provides collection services for the Oakhurst area, located in the northeast corner of Creek County, (see map 3). All other sewage is collected and treated in private lagoons or septic systems, approved by the Creek County Health Department.

Two publicly owned sewage treatment facilities serve the collection area. The northeast plant treats sewage collected in the north and east portions in the city, and the Tanaha area. This plant uses an extended aeration process to achieve secondary treatment of the wastewater. The design flow of the plant is 1.5 million gallons per day. The discharge is made to Polecat Creek, a tributary of the Arkansas River.



RURAL WATER FACILITIES

SAPULPA COMPREHENSIVE PLAN

EXISTING		PROPOSED
———	WATER LINES	- - - - -
●	WATER STORAGE FACILITY	○
▬▬	RURAL WATER BOUNDARY	

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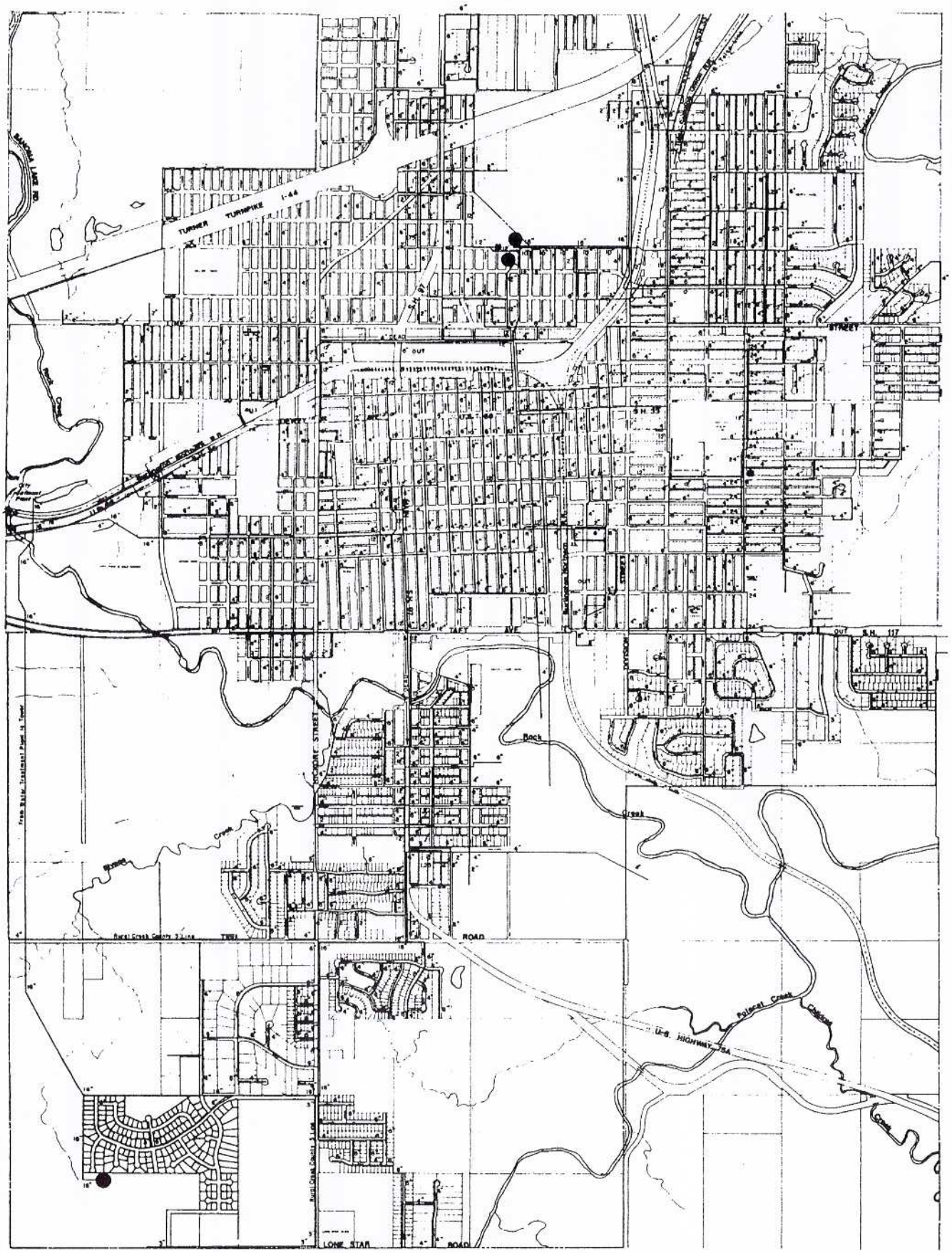

URBANIZED WATER FACILITIES

SAPULPA COMPREHENSIVE PLAN

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—— WATER LINES

● WATER STORAGE FACILITIES

■ BOOSTER PUMP

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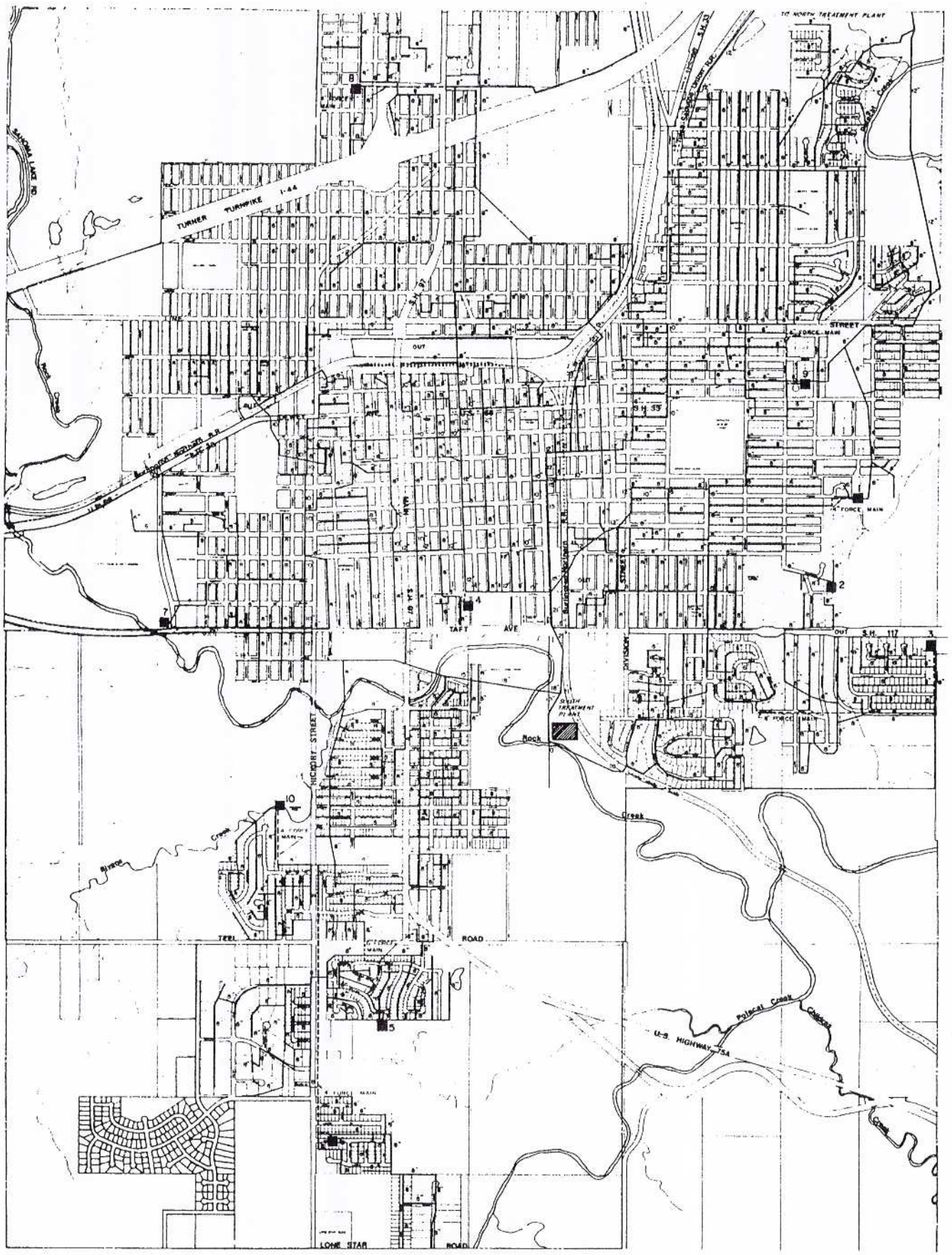

URBANIZED SEWER FACILITIES

SAPULPA COMPREHENSIVE PLAN

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SEWER LINES

0" SEWER LINE SIZE

LIFT STATION

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The south plant treats sewage from the southern and western areas of Sapulpa. The facility uses extended aeration and trickling filter process to treat wastewater to the secondary level. Discharge is made to Rock Creek, a tributary of Polecat Creek. The plant's design flow is 1.5 million gallons per day.

It is expected that both treatment facilities will be required to upgrade their treatment levels to meet recently revised Oklahoma Water Quality Standards. The level of treatment required by these new standards has not yet been determined, pending further evaluation in stream characteristics.

Solid Waste

Solid waste in the planning area is collected and disposed of by private operators. There are no multi-purpose landfills for municipal waste in the area, but there are several construction and demolition landfills that are regulated by the Oklahoma State Department of Health. Unfortunately, it appears the lack of available solid waste disposal sites has lead to a significant amount of promiscuous dumping at unauthorized sites and on public roadways throughout the planning area. The County will be evaluated for a regional sanitary land fill site as facilities are considered in the next three to five years. The City of Sapulpa is currently calculating sites and making plans for a "convenience center", a location in the urban area where citizens can temporarily dump the solid waste and then the City will truck it to the permanent landfill site.

Parks

The City of Sapulpa currently has 15 parks, totaling 366.42 acres. The school system possess an additional 22.5 acres of recreational space. Parks range from tot lots to large baseball facilities. An 18 hole golf course operated by the City provides the planning area with a recreation facility that draws from Creek and adjacent counties. A Park and Recreation Board appointed by the mayor oversees future planning for Sapulpa parks.

Lake Sahoma and Pretty Water Lake, also owned and operated by the city, provide the planning area with boating, fishing, and hunting opportunities. The lakes have benefitted from federal and state grant programs from which funds were used to build a covered fishing dock, picnic and restroom facilities in the early 1980s. Sapulpa was included in a 1981 Regional Park Plan prepared by INCOG. That document is referenced in the Bibliography, and provides additional information on Sapulpa parks.

A fifty acre county fairground facility is located south of Sapulpa outside the planning area. It has two barns, a banquet facility, and an indoor arena with seating capacity for one thousand spectators. The Oklahoma State University Extension office is also on this site.

Storm Water Drainage

Sapulpa's stormwater drainage system provides traditional methods of disposing of run-off. Curb and gutter is located in much of the original town and naturally diverts stormwater to area creeks and tributaries. In

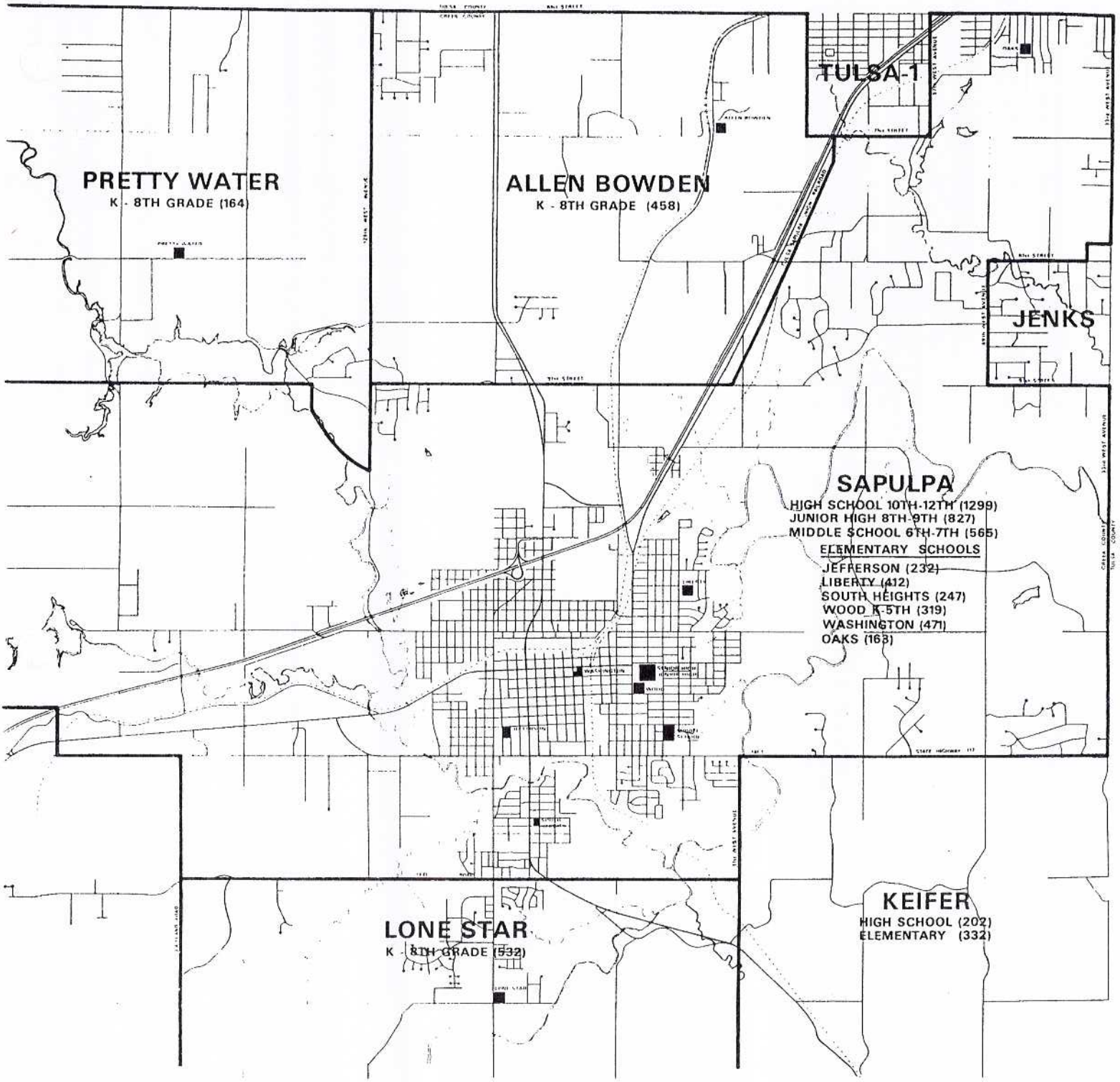
newly platted subdivisions, curb and gutter is mandatory where plats develop lots having a total area of less than one acre. If the lots are one acre or larger, open drainage ditches may provide the principle means of drainage. These ditches are common in the urbanized and non-urbanized portions of the planning area, and usually provide 3 to 1 slope and utilize a 12" to 18" culvert pipe to facilitate flow under roads and driveways. The County and City both utilize more massive drainage structures where the topography requires it.

The ditch drainage system utilized in much of the planning area can be very effective in its capacity to carry run-off. Poor maintenance of ditches by public and private parties, though, has contributed to a very substandard drainage system in many of Sapulpa's older developments. Site specific drainage studies and subsequent improvements have occurred in the last several years and hopefully will provide the framework for future improvements.

Schools

The planning area is served by four independent school districts. Those districts provide facilities for children from kindergarten through twelfth grade. The districts are Jenks, Tulsa, Sapulpa No. 33, and Kiefer. Independent District #33, Sapulpa, has three dependent districts who utilize Sapulpa's High School facility, thereby creating a dependent status, not providing their own secondary facilities nine through twelve. The total enrollment for Independent District 33 is 4549, as of 1986.

The Kiefer school district has a High School enrollment of 202 and an elementary school enrollment of 332. (Map 7 illustrates school district boundaries).



SCHOOL DISTRICTS

SAPULPA COMPREHENSIVE PLAN

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Table 1

SAPULPA PUBLIC SCHOOLS ENROLLMENT, 1986

High School	1,299
Junior High School	827
Middle School	565
Bartlett	14
Jefferson	232
Liberty	412
Oakridge	163
South Heights	247
Washington	471
Woodlawn	319
TOTAL	4,549

Source: Sapulpa Public Schools, 1986.

Dependent Area Schools, 1986

Pretty Water	164
Allen Bowden	458
Lone Star	532

Independent

Kiefer	534
Tulsa Public Schools	186*

*plus a small number of transfer and special education students.

Sapulpa is the location of the Central Oklahoma area Vo-Tech facility that serves 300 students from Sapulpa High School and high schools in nearby Kiefer, Kellyville, and Mounds. Juniors and Seniors attend classes at this campus half days throughout the school year. Instruction is given in such trades as secretarial skills, data processing, carpentry, and health sciences. Adult education courses are also offered in business and medical careers.

Transportation Networks in the Planning Area

Roadways

The planning area is interlaced with railroads, section line roads, state highways, interstate highways and city streets. There is a significant diversity of rights-of-way, surfaces, conditions, maintenance needs, and traffic flow.

There are approximately seventy square miles in the planning area. Typically each mile section has a section line road on its perimeter. In the

unincorporated sectors of the planning area, these provide the primary means of access to residential property. Historically, section lines were designated on a county by county basis as determined in the original Land Act. Creek County's designated right-of-way for section lines is 49.5'. When the County adopted subdivision regulations in the 1960s, a provision for 60' right-of-way was established for platted subdivisions. As a result, right-of-way varies according to where and when they were established. The majority of existing Creek County section roads and future acquisition of right-of-way in undeveloped areas is 49.5' with a 22' driving surface of crushed rock or asphalt with bar ditches for drainage. Maintenance of these section roads are the responsibility of the Creek County Commission unless the road has been annexed into the city. In addition any subdivision located in the planning area must provide streets that meet the standard requirements set out in the Subdivision Regulations. Private roads within platted subdivisions are discouraged, and must meet the above minimum design standards and establish a 60' right-of-way. These private roads should only be found in areas zoned PUD (Planned Unit Development).

The above network of section line roads intersects with State Highways 33, 66, 97, 117 and 75A. State highways provide paved two lane or four lane service to Sand Springs, Drumright, Bristow, Kiefer, Kellyville, Sapulpa, Mannford and southern Tulsa. Maintenance of these state roadways is provided by the Oklahoma Highway Department.

Interstate Highway 44, also known as the Turner Turnpike, is located in the northwestern quadrant of the planning area. It is the major four lane divided highway connecting Oklahoma City and Tulsa and also serves as a major national highway connecting east to west. Presently it is a controlled access toll road with several exits including Sapulpa and Tulsa, with a new commuter gate planned for FY 87-88 to be located near the junction of Highways 33 and 66. This highway extends northeast, into Missouri.

Within the urbanized sectors of the planning area, the street system is a typical grid pattern, established by platting procedures in the early 1900s. Much of Sapulpa has curb and gutter with 60' rights-of-way and paved streets. There are many neighborhoods in the northern and southern areas of town though, that have only bar ditches and narrow paved streets.

At this time Highway 33/66 is a main highway through the heart of Sapulpa's central business district. Truck and automobile traffic utilize this roadway to travel between western Creek County and Tulsa. Congestion caused by heavy traffic makes the downtown less suitable for local retail traffic and pedestrians. In the 1970s a southern bypass route was constructed to carry traffic south of downtown from Highway 33/66 to Highway 117. This bypass skirts the city golf course at the city limits, and does draw traffic away from downtown. It especially carries west to east traffic that is destined to connect to Highway 75A to Kiefer or Highway 75 to Okmulgee and points southeast of Creek County.

The Line Street overpass proposed for the northern perimeter of Sapulpa will provide additional relief to the downtown. It will connect Highway 97 (Main Street) with Highway 66 (Mission Street) which goes north to Tulsa. In addition it will provide Sapulpa with another railroad overpass

for emergency vehicles on the north side of town.

A new expressway, the Creek Expressway is also proposed for the study area in the Tulsa Metropolitan Area Transportation Study (TMATS). Under its proposed configuration, the expressway would extend from its junction with the Mingo Valley Expressway in eastern Tulsa at 96th Street, westward across Tulsa, curving south through Jenks to 101st Street, then link with Interstate Highway 44 (I-44) north of Sapulpa. The TMATS also suggested that Turner Turnpike gate be moved further west to the vicinity of the State Highway 33 crossing. In the meantime, the city should continue to press for expansion of the new gate to a full four directional gate. The junction of the Creek Expressway and I-44 would presumably be at a free gate; that is, with no tolls assessed. The Oklahoma Department of Transportation has recently committed to funding an environmental statement and functional design of the Creek Expressway. As work continues on the design and engineering for this roadway, community input from Sapulpa will be solicited.

Rail Service

The planning area is served by two freight carrying railroad lines. The Tulsa-Sapulpa Union Railway company operates a 10 mile single tract that serves a 350 acre industrial park in the northeast quarter of the planning area and runs into Tulsa county. This line connects to the Burlington Northern and the Union Pacific lines, but is a privately owned company that is part of the national interstate railroad system.

The second major rail service is the nation-wide service of Burlington Northern (BNRR). They provide a more extensive network than Tulsa-Sapulpa Union Railroad. BNRR services Sapulpa to Tulsa with two main lines and operates west beyond the Creek county line into Payne county and beyond to trans-continental locations. Additionally, the tracks go south through Kiefer to Okmulgee county, and beyond, to intersect with BNRR's national railroad systems.

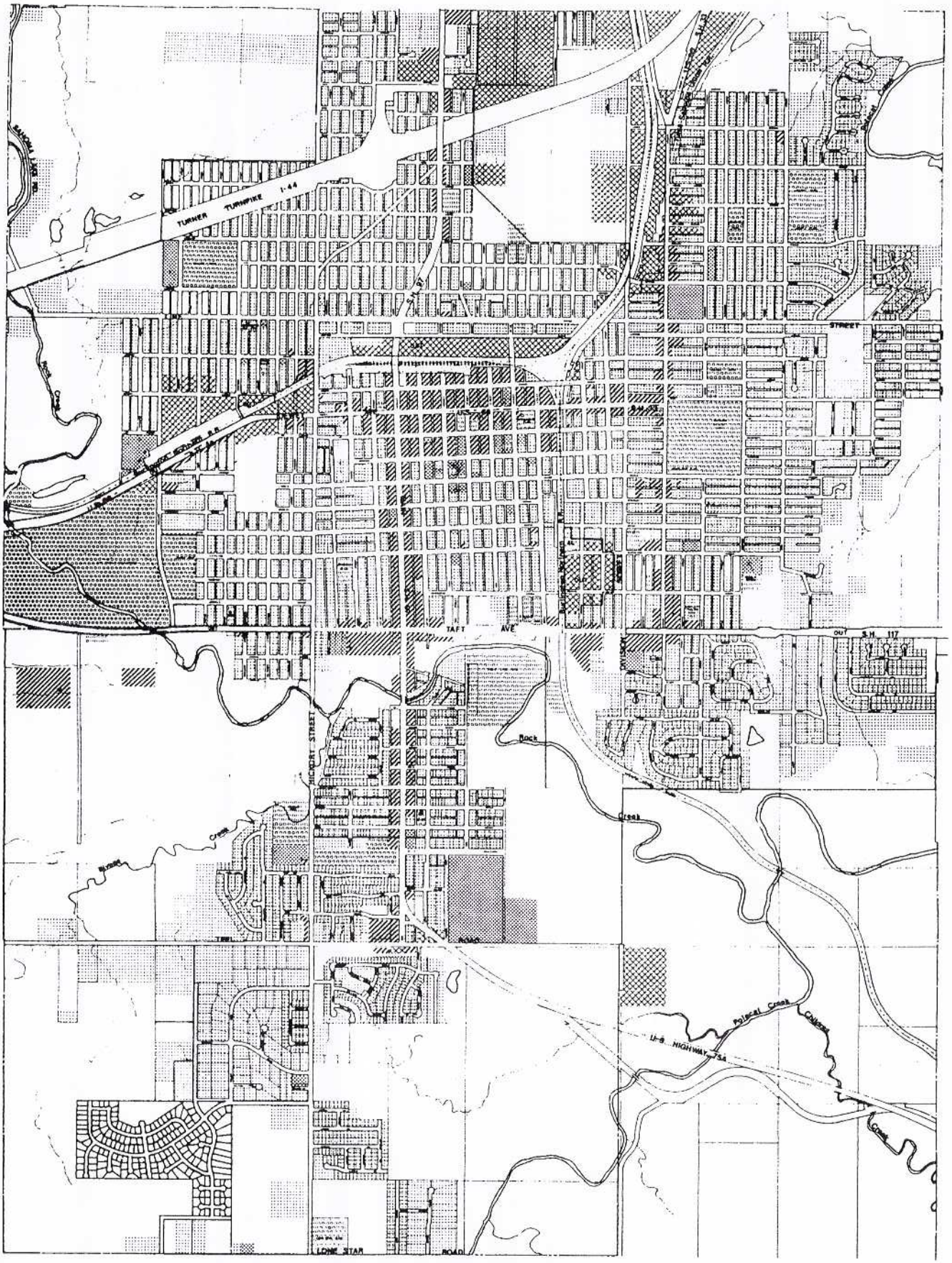
Private Development in the Planning Area

The existing land use for the city and planning area is shown on maps 8 and 9.

Commercial Uses

The central business district (CBD) of Sapulpa is located in the heart of the City in the Original Town Plat. A concentration of turn of the century structures dominates Dewey and Hobson Avenues, the main east/west thoroughfares through downtown.

In the Fall of 1985, Historic Downtowns was published by INCOG. It noted that there were approximately 105 commercial structures of potentially historic value. Seventy of those were recommended as nominations to the Oklahoma Landmarks Inventory. There were 28 buildings worthy of consideration for nomination to the National Register of Historic Places, and two are already on the National Register.



URBANIZED LAND USE

SAPULPA COMPREHENSIVE PLAN

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC
- RURAL RESIDENTIAL/VACANT
- QUASI PUBLIC

N

0 1320 2640 5280

SCALE IN FEET

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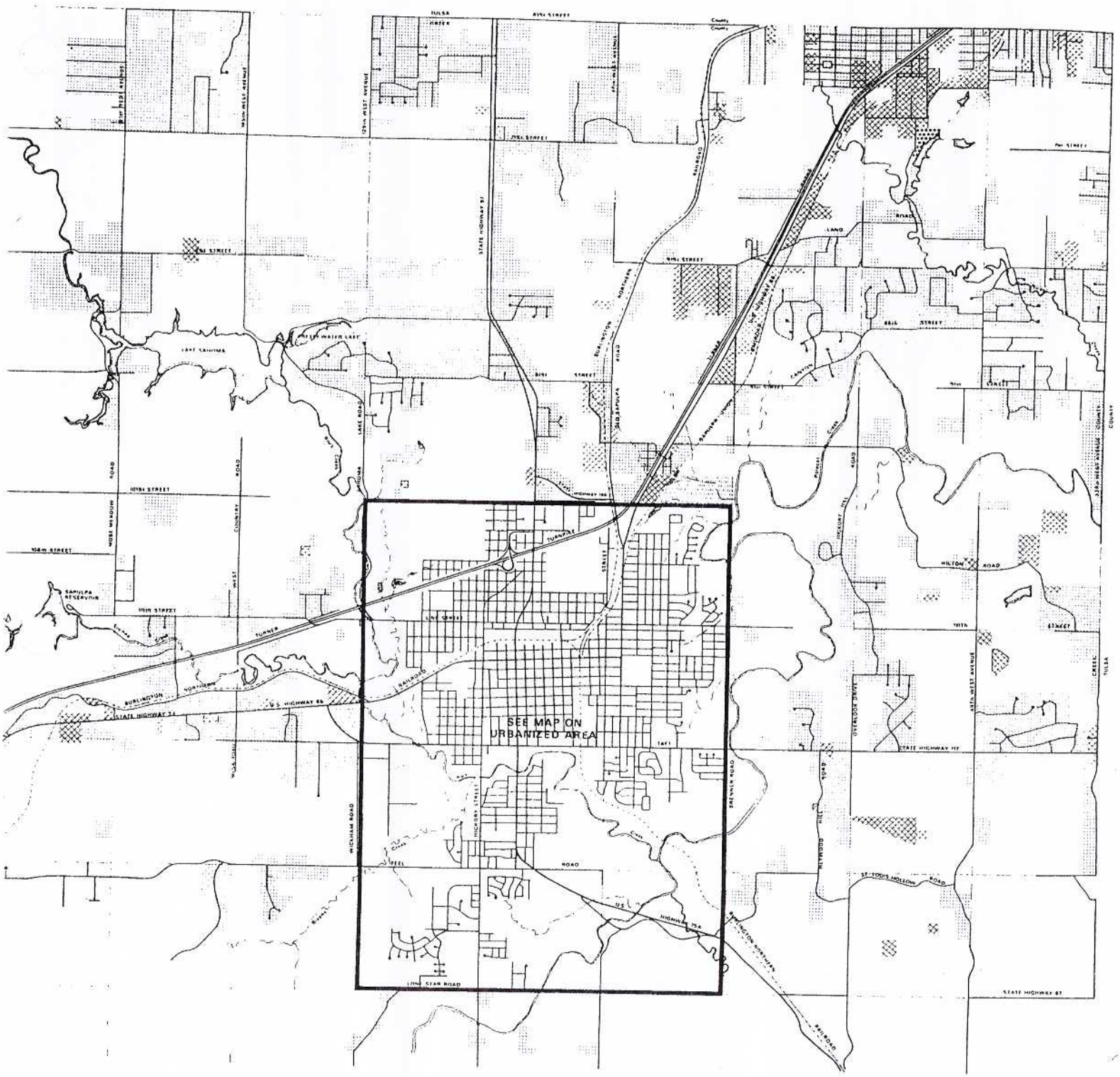

EXISTING LAND USE
SAPULPA COMPREHENSIVE PLAN

- RESIDENTIAL
- COMMERCIAL-INDUSTRIAL
- PUBLIC
- RURAL RESIDENTIAL/VACANT
- QUASI PUBLIC

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In addition to the central business district, Sapulpa and the surrounding planning area have many highway commercial strip shopping centers. Shopping centers such as Rock Creek Center at the intersection of Taft and Main Streets with Walmart as the main attraction, and Creek Hills Mall at the intersection of Taft and Mission provide a variety of shops and office uses.

Beyond the city limits on Highway 66 between Sapulpa and Tulsa, are numerous commercial uses. Retail shops and restaurants are clearly geared to the high volume of highway traffic that utilizes this road daily. Although there are other major highways to the north such as Highway 97, which goes to Sand Springs and State Highways 33 and 66 to the west, which go to Drumright, Bristow and Oklahoma City, commercial development on these roadways is not significant and is only sparsely located.

Industrial Uses

Major industry in the planning area is located on single site parcels and in large industrial parks. The Chamber of Commerce lists approximately 100 industrial concerns. One of the larger industrial parks, Parthenia, is located in the northeastern quadrant of the planning area, containing approximately 350 acres. Much of this industrial park fronts on Highway 66 between Sapulpa and Tulsa. In addition, the Tulsa-Sapulpa-Union Railway passes directly through the acreage providing approximately two miles of rail service. Light and heavy industrial concerns have been located in this park since the 1960s and there is still additional space available. Another sizeable tract is the Blackwell-Sellers industrial area, a 77 acre tract located in the northwest quadrant of the planning area. It was designed in the early 1970s and is served by Land Road, an improved county section line road, west of Hwy. 66 and the Turner Turnpike. It is not served by rail service, and is near capacity.

The above industrial parks are examples of those located in the unincorporated portions of the planning area. Within the City of Sapulpa are several other major industries. Liberty Glass and Indiana Glass provide jobs for approximately 900 employees. Both are surrounded by the city limits but are not actually within the city corporate boundaries. The primary reason for this is their ability to provide in-house inspection services, which are usually stricter than city inspection. Furthermore, the City receives increased revenue by charging them higher non-municipal water rates.

There are numerous unincorporated smaller industrial parcels located within the City of Sapulpa. Most of these are situated north of the central business district adjacent to railroad right-of-way along Jackson and Line Streets, and Highway 97. These industrial uses have been suitably located to diminish negative impacts on adjacent non-industrial uses. In most instances, they are separated from residential neighborhoods by railroad rights-of-way or major highways. In addition, many industrial buildings are located directly on Highway 66 connecting Sapulpa to Tulsa. This provides good access to the tracts and also reduces the mixing of residential and industrial uses, as residential subdivisions are not located directly on this five lane highway.

In general, industrial development in the planning area has been diverse. Oil related businesses are present, but do not singularly dominate the industrial base. Table 2 shows employment projections for Creek County through the year 2030. It fairly illustrates the diversity found in the planning area relative to industrial employment.

Table 2

EMPLOYMENT PROJECTIONS, INCOG REGION
YEAR 1985-2030

CREEK COUNTY

	1985	1990	1995	2000	2005	2030
Mining	1,033	920	825	728	680	441
Construction	909	949	974	998	1,008	1,058
Manufacturing	3,127	3,509	3,834	4,159	4,319	5,117
Transportation	707	761	805	849	866	953
Trade	3,320	3,472	3,634	3,796	3,856	4,154
Fire	471	521	557	592	609	695
Services	2,643	2,981	3,236	3,491	3,611	4,209
Other	2,320	2,417	2,488	2,558	2,582	2,704
Total	14,440	15,530	16,352	17,171	17,531	19,331

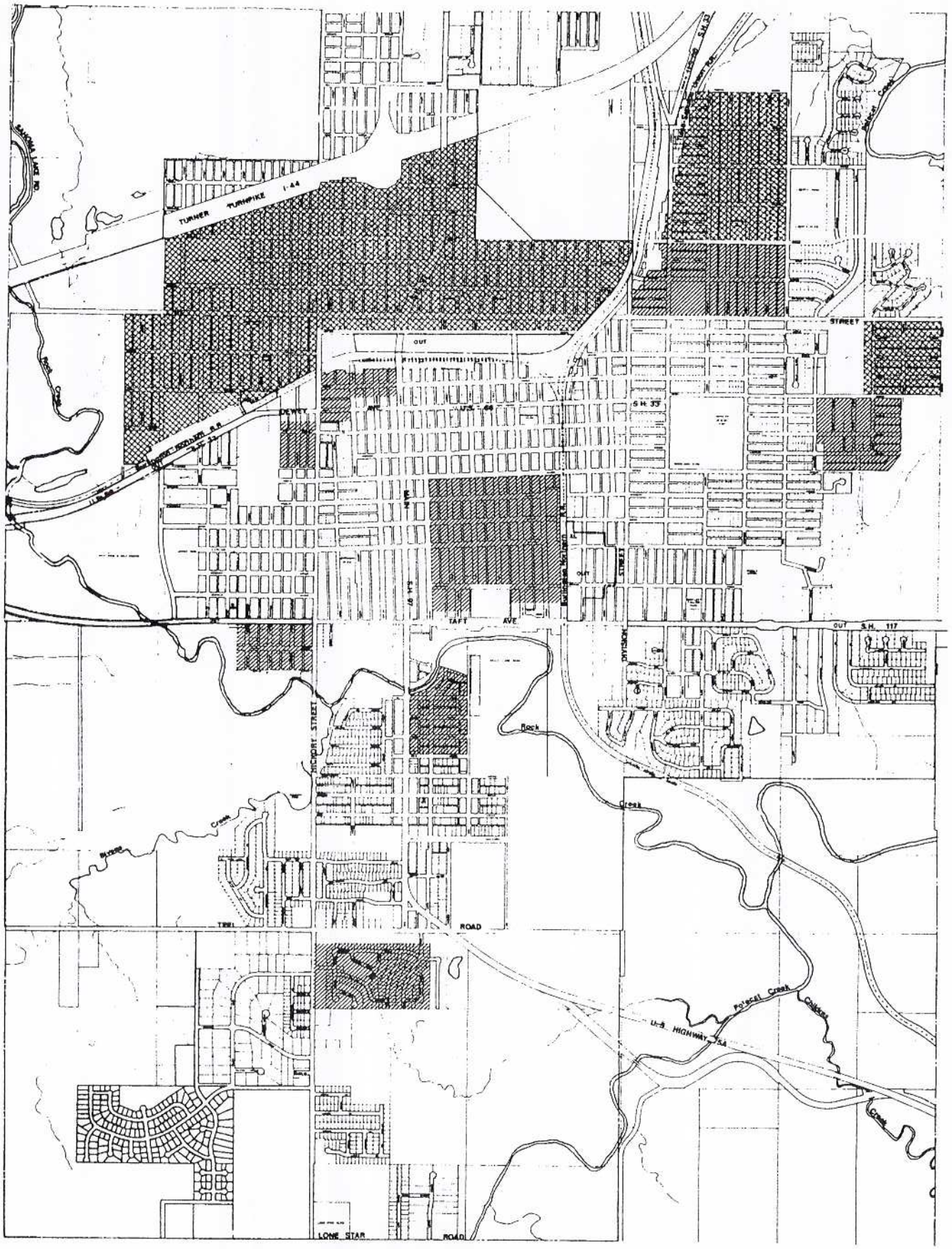
Source: INCOG Regional Industrial Land Use Plan Year 2000 (July, 1984).

Residential Uses

According to the 1986 INCOG Housing Survey, there are a total of 10,176 housing units in the Sapulpa area. It notes that 8,769 of these units or 86% are single-family detached homes. Forty-six are single family attached units such as duplexes, townhouses, or condominiums. Five hundred fifty three or 5% of the total units are multi-family. The majority of the multi-family units are located within the city limits of Sapulpa.

An additional 37 unit subsidized elderly housing project, Bethel Manor was constructed in the city in the Winter of 1986, with phase II currently under application for an additional 27 units. Finally, the survey indicates that there are 808 mobile homes in the general vicinity of Sapulpa, or 8% of the housing stock. These homes are located in mobile home parks, on rural acreage tracts, and intermixed in the older platted areas of Sapulpa on single lots. Additional mobile homes in the City are presently prohibited unless located within a mobile home park of 5 acres or more.

The City of Sapulpa has a variety of residential lot sizes. In the older platted portions of the City, homes of 40 years or older are typically located on 50 foot wide tracts with 120-150 feet of depth. An alley on the rear lot line provides public utility right-of-way for power lines and refuse collection. Several of these older neighborhoods received Community Development Block Grants in the late 1970s and the 1980s.



URBANIZED HOUSING CONDITIONS

SAPULPA COMPREHENSIVE PLAN

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PREVIOUS HSG REHAB GRANT RECIPIENT

POTENTIAL HSG REHAB GRANT AREAS

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Approximately 4 million dollars has been expended over a ten year period to rehabilitate homes, repair streets, replace water lines and improve drainage systems. Those neighborhoods targeted for funds were determined by the city to be areas of concentrated blight and substandard public improvements. Map 10 illustrates these areas.

As part of a continuing effort by the city to upgrade the quality of the residential living environment, a housing condition survey is conducted periodically to identify areas of most need. A survey of older neighborhoods experiencing property maintenance problems was conducted in the Fall of 1986, (map 10). Major problems identified were poor maintenance of residential homes and property, vacant and/or dilapidated residential buildings, substandard public improvements such as deteriorated street surfaces, poor storm water drainage facilities, and the general appearance of the neighborhood on a block by block basis. Each item was given a significance factor and those neighborhoods that totaled the highest were determined to be areas with chronic substandard living conditions. This information is utilized to guide policy decisions by the city on the expenditure of public monies for code enforcement, housing rehabilitation, and redevelopment. It is evident through their continued participation in state and federal programs, the city is committed to upgrading neighborhoods through these redevelopment techniques.

The unincorporated portions of the planning area are more difficult to analyze due to sparsely located residential development. The county has identified an area of concentrated blight in the Oakhurst community on the Tulsa-Creek County line north of Sapulpa. A community development block grant funded voluntary housing repairs and public improvements in that neighborhood in 1985-86. In addition, the county initiated a zoning code enforcement effort in the area to eliminate the negative impacts of the numerous auto salvage operations within Oakhurst. Continued monitoring in this particular community will need to occur until the health and safety hazards have been mitigated.

The Oakridge neighborhood in the northeast quarter of the planning area is another example of the County's effort to upgrade unincorporated neighborhoods. A department of Economic and Community Affairs grant combined with FHA funds and local contributions provided the Oakridge property owners association monies to install a public sewer system for 264 homes. The neighborhood had experienced chronic open sewage problems in the past. The installation of sewer lines will substantially reduce these health hazards. After completion of the sewer lines the County will re-surface neighborhood streets, and possibly more funds will be sought from the state for additional redevelopment needs.

Newer subdivisions in the planning area have platted tracts with a larger lot area. Instead of the traditional grid pattern, these developments have utilized cul-de-sacs and varied street designs to enhance the aesthetic appeal of the neighborhoods. Where city sewer is available, subdivisions typically have curb and gutter streets, with parcels sized less than one acre. In the non-urbanized portions of the planning area, curb and gutter streets are less common and bar ditches are more frequently used. Tracts are usually one and two acres in area to accommodate private septic systems.

Platting activity in the planning area has decreased since 1980. In that year there were 8 residential plats filed with 241 lots. Table 2 illustrates activity in the last seven years.

Table 3

SUBDIVISION ACTIVITY PLANNING AREA

Year	Plats	Number of Lots
1980	8	241
1981	1	22
1982	-	-
1983	1	48
1984	1	53
1985	3	256 (164 of these lots were replats)
1986	3	217

Field checks indicate that there are many vacant lots within platted subdivisions. Therefore, the market pressure for additional platted areas appears to be diminishing.

In summary, there are numerous options available to residents whether they are low income, first time home buyers, elderly, or those with unlimited financial resources. The planning area has a broad-range of living environments for Creek County residents.

Non-Physical Characteristics of the Planning Area

Demographic Profile

The 1980 population of Sapulpa consisted of a total of 15,853 persons. Fifty-three percent of the residents were female. By race whites comprised of 85.7% of the total population, blacks comprised 6.7%, American Indians comprised 7.0% and .5 were classified as "others".

There were 5,942 households in 1980 in Sapulpa, 4,512 of which were families. This means the number of persons per household was 2.62. Married persons comprised 64.5% of the population aged 15 and older. Single persons comprised 15.2% of the population over 15. Widowed persons comprised 11.0% of the population over 15. Seven and eight tenths (7.8) of Sapulpa residents over 15 were divorced and 1.3% over 15 were separated. There were 1,276 persons under 5 years old in Sapulpa in 1980, 8.0% of the population. Persons aged from 5 to 17 years old comprised 19.1% of the population while 56.3% were aged 18 to 64 years for 15% of Sapulpa residents.

Population

Analysis and projection of population play important roles in planning decisions which affect a community. Population size and characteristics

help determine the level of demand for future facilities and indicate the future presence or absence of growth.

Population Trends and Projections

Sapulpa's population has had a steady increase since 1900, when it had a population of 891, with the exception of 1930, when there was a 9.5% decrease from the 1920 population. The increase is moderate, but is expected to continue into the next century (see Table 5).

Table 4

DEMOGRAPHIC PROFILE OF SAPULPA CITY AND CREEK COUNTY, 1980

	Sapulpa		Creek County	
	Number	Percent	Number	Percent
Population				
Total	15,853	100%	59,016	100.0
White	13,592	85.7%	53,068	89.9
Black	1,060	6.7%	2,129	3.6
American Indian	1,113	7.0	3,500	5.9
Other	88	.5	319	0.6
Under 5 years old	1,276	8.0	4,628	7.8
5-17 years old	3,278	19.1	13,576	23.0
18-64 year old	8,922	56.3	33,762	57.2
65 years old	2,377	15.0	7,050	11.9
Income[1]				
Median Family	17,026		17,497	
Median Household	14,632		15,340	
Families with Income below $10,000		23.9		23.1
Families with Income above $34,999		8.6		9.5
Families below poverty level		10.6		9.7
Marital Staus of Persons Ages 15 and Older				
Total	12,078	100.0	44,185	100.0
Single	1,839	15.2	7,186	16.3
Now Married (except separated)	7,791	64.5	30,186	68.3
Separated	169	1.3	465	1.0
Widowed	1,334	11.0	3,669	8.3
Divorced	945	7.8	2,679	6.1
School Graduates[2]				
High School		57.4		58.4
College		10.0		8.7
Unemployed Persons Ages 16 and Older		4.2		4.0
Mean Persons per Household		2.62		2.81
Fertility Ratio[3]		3.41	517	

[1] 1979 data figures.
[2] Inclusive of 25 years and over.
[3] Number of children under 5 years of age per 1,000 women aged 15-49.

Table 5

POPULATION TRENDS IN SAPULPA, CREEK COUNTY AND OKLAHOMA

Year	Oklahoma	% Change	Creek County	% Change	Sapulpa	% Change
1910	1,657,155	-	26,223	-	8,283	-
1920	2,028,283	22.39	62,480	138.26	11,634	40.5
1930	2,396,040	18.13	64,115	2.61	10,533	9.5
1940	2,336,434	2.48	55,503	13.43	12,249	16.3
1950	2,223,351	4.83	43,143	33.26	13,031	6.4
1960	2,328,284	4.71	40,495	6.13	14,282	9.6
1970	2,559,299	9.91	45,532	12.43	15,159	6.1
1980	3,025,290	18.21	59,016	22.84	15,853	4.6
1985	3,300,400	9.09	67,406	14.21	15,833	-0.1
1986	3,305,000	.14	N/A	N/A	18,302	15.5*
1987	N/A	N/A	69,300	N/A	18,352	.27

*A large annexation took place during this time period.

Source: U.S. Bureau of the Census. INCOG Population Estimates.

Between 1980 and the horizon year 2005, population within the Sapulpa fenceline is expected to increase from approximately 26,000 to slightly more than 36,000. Corresponding, the total number of households in the fenceline is expected to increase from over 9,000 to over 12,000. These are approximately 36% increases, as indicated on Table 3.

Table 6

POPULATION AND HOUSEHOLDS, 1980 AND 2005

1980		2005		Change 1980-2005	
Population	Households	Population	Households	Population	House-holds
26,528	9,295	36,652	12,641	36.2%	36.0%

Source: U.S. Bureau of the Census and INCOG Population Projections.

Population Characteristics

Three characteristics of the population are important in determining the development potential of a community. The characteristics are age composition, median family income, and educational attainment. They indicate the potential population available to participate in the work force, and

also define what community facilities will be necessary to support the population.

Age and Sex Composition

In 1980, the median age of Sapulpa residents was 31.8, a little higher than the Creek County median age of 30.8 or the state median age of 30.1. The median age of females in Sapulpa was 33.6, while the median age of males was 29.9.

Family Income

The median income of families residing in Sapulpa in 1979 was $17,026. This is very close to the median income for all of Creek County which was $17,497 and the state wide median income of $17,668.

In 1979, 24% of Sapulpa families had incomes below $10,000, compared with 23% of all Creek County families. Eight and six tenths (8.6%) of Sapulpa families had incomes above $34,999 compared with 9.5% of Creek County residents. Ten and six tenths (10.6%) of Sapulpa families lived below the poverty level, compared witn 9.7% of Creek County and Oklahoma residents.

The 1979 mean income of all families in Sapulpa was $19,164. The mean income of black families was $12,198, 36% below the city wide mean income Ten and six tenths (10.6%) of all Sapulpa residents had incomes below the poverty level in 1979.

Educational Attainment

In 1970, the median number of school years completed by Sapulpa residents was 11.2 years. In comparison, Creek County residents had completed 10.5 years of school and Oklahoma residents had completed 12.1 school years. By 1980 the median number of school years completed by Sapulpa residents had risen to 12.2. The number of school years completed by Creek County residents had also risen to 12.2 years, while the state-wide median had increased to 12.5 school years. Fifty-seven and four tenths (57.4%) of the Sapulpa population had completed high school and 10.0% were college graduates. In 1980, high school graduates in Creek County comprised 58.4% of the population and college graduates comprised 8.7%. Within the state, 66% were high school graduates and 15% were college graduates.

Table 7

SELECTED POPULATION CHARACTERISTICS FOR SAPULPA, CREEK COUNTY AND THE STATE OF OKLAHOMA, 1980

	Median Age	Median School Years Completed	Median Family Income
Sapulpa	31.8	12.2	$17,026
Creek County	30.8	12.2	$17,497
Oklahoma	30.1	12.5	$17,668

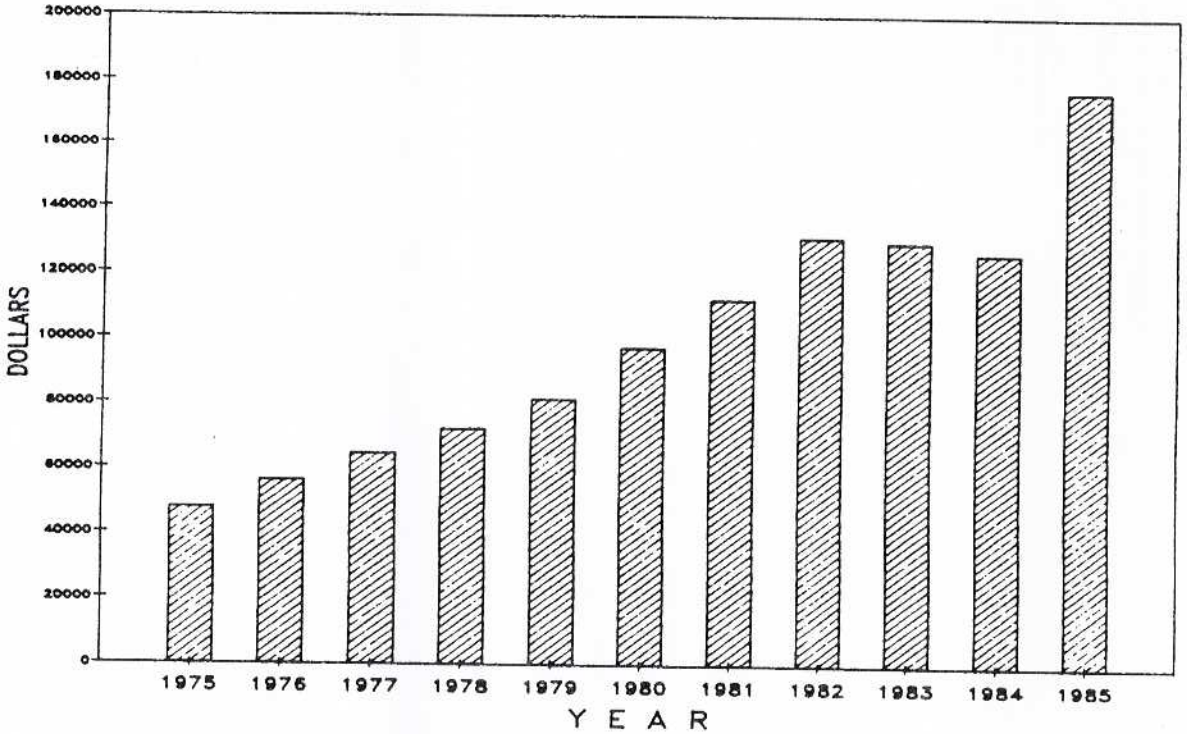
Source: U.S. Bureau of the Census, 1980.

Retail Sales

The retail sales volume for Creek County has increased steadily since 1975, from 48 million to 132 million. Peak retail sales revenues of 127 million were collected in 1975 as shown in graph A. The City of Sapulpa's retail sales make up about an average of 60% of Creek County's overall retail sales.

GRAPH A

RETAIL SALES



Source: Center of Economic & Management Research, U. of Oklahoma

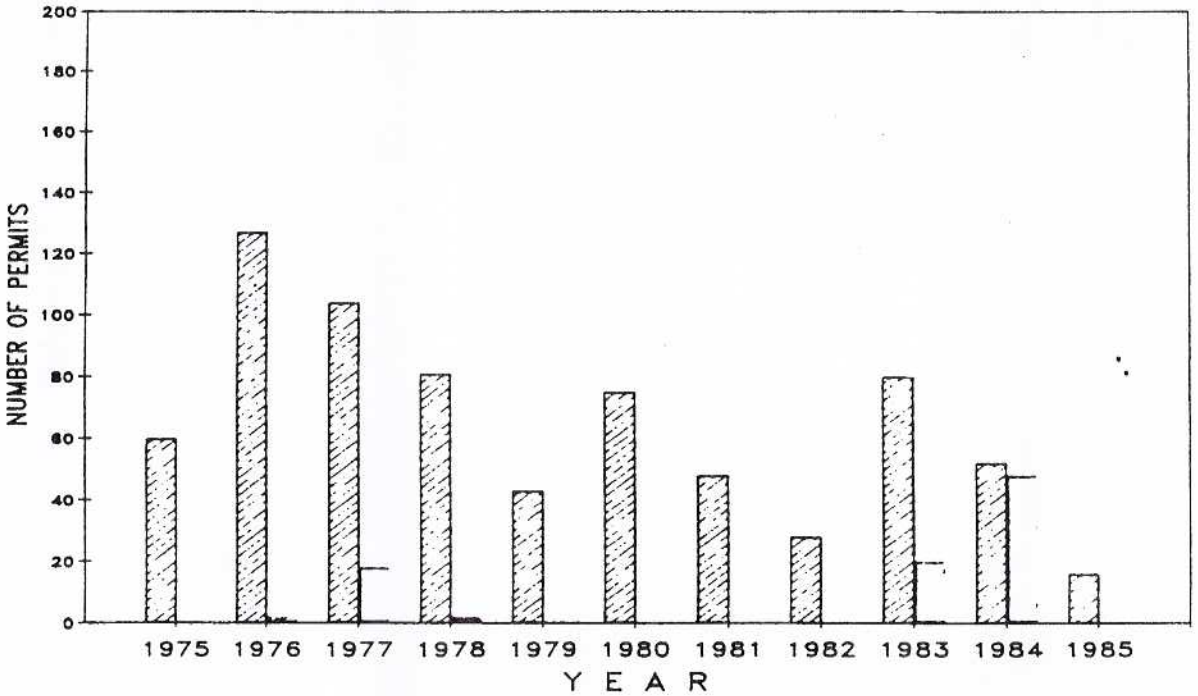
Building Permits

The number of building permits issued per year in the last 12 years peaked in 1976 with 127 permits, as illustrated in graph B. Since that year, the number of permits has generally declined, with average number of permits per year for the last 10 years being 55. This decline is representative of the flat real estate and economic times pervasive throughout the Tulsa area.

GRAPH B

RESIDENTIAL PERMITS

SINGLE FAMILY & MULTI-FAMILY

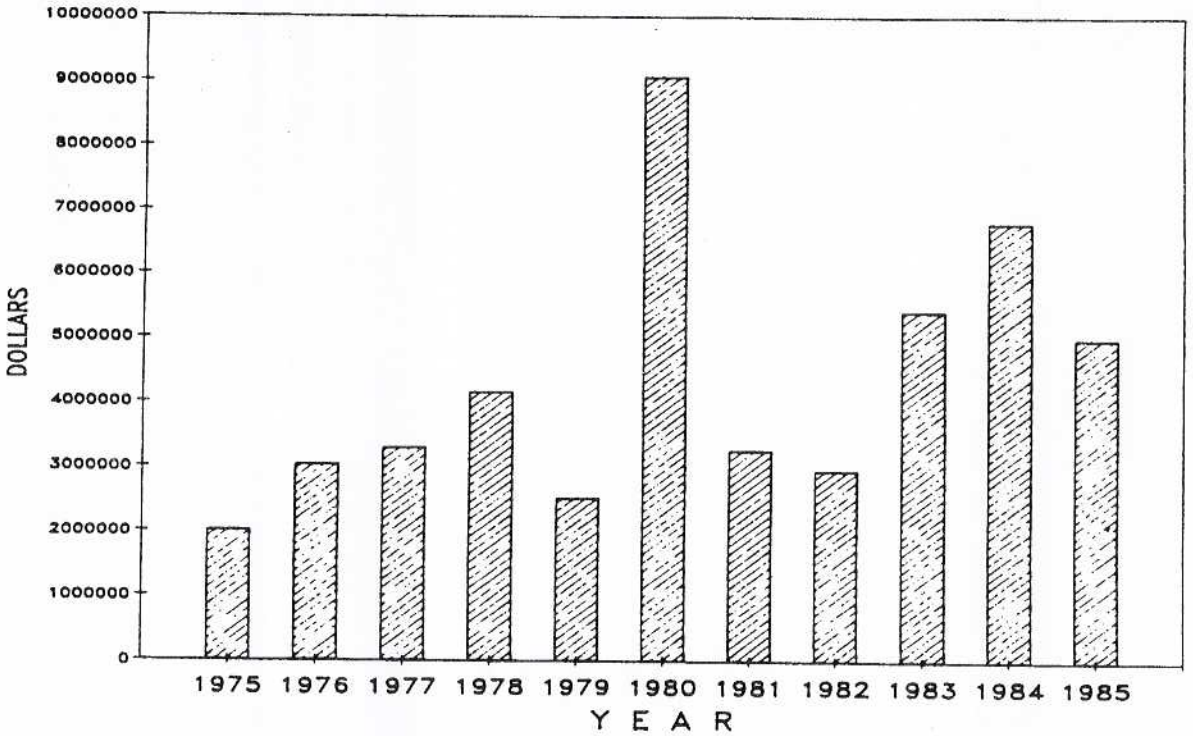


Source: Center of Economic & Management Research, U. of Oklahoma

The value of building permits over the last 10 years is reflected in illustration C. Variation has been moderate except for 1980 when permit value rose to an all time high of $9,081,000, an almost 360% increase from 1979.

GRAPH C

BUILDING PERMITS



Source: Center of Economic & Management Research, U. of Oklahoma

Housing Vacancy Survey

The Tulsa MSA Housing Vacancy Survey is conducted on a yearly basis. The latest available information, however, is for 1985. This survey is conducted by the U.S. Postal Service under guidelines established by the Federal Home Loan Bank Board. The survey includes information on the number and vacancy of single-family (detacned and attached), multi-family, and mobile home dwelling units, in the Tulsa MSA, comprising Creek, Osage, Rogers, Tulsa and Wagoner Counties.

The data in the table below are presented by zip code area for Sapulpa and Creek County. The zip code data on number of dwelling units are appropriate for market analysis in any given year, but must be used with caution in a trend analysis because of survey consistencies. For example, zip code boundaries change periodically, thereby altering particular areas of housing unit coverage.

Another inconsistency pertains to bulk mail delivery. Housing units receiving bulk mail delivery are not surveyed. As a result, housing complexes such as mobile home parks and apartment buildings that convert to such delivery are not consistently represented over the duration of the survey.

For comparison, the following vacancies were found for the Tulsa MSA. The vacancy rate for all housing types for the Tulsa MSA was 6.4%. By housing type, the single-family detached vacancy rate was 4.0%, while the single-family attached vacancy rate was 11.0%. The multi-family vacancy rate was 14.0%, and the mobile home vacancy rate was 5.4%. Vacancy rates exhibited considerable variation by county. For all housing types, the vacancy rate ranged from a low of 3.1% in Osage County to a high of 6.8% in Tulsa County. For single-family detached housing, the vacancy rate ranged from a low of 2.9% in Osage County to a high of 4.5% in Wagoner County. Single-Family attached housing had vacancy rates ranging from a low of 2.0% in Creek County to a high of 17.2% in Wagoner County. For multi-family housing, the vacancy rate ranged from a low of 4.5% in Osage County to a high of 14.3% in Tulsa County. Finally, for mobile homes, the vacancy rate ranged from a low of 2.7% in Creek County to a high of 12.7% in Wagoner County.

Table 8

TULSA MSA HOUSING VACANCY SURVEY: ALL HOUSING TYPES, 1985

		ALL HOUSING TYPES				
SURVEY AREA	ZIP CODE	TOTAL UNITS	USED	VACANT NEW	TOTAL	UNDER CONSTRUCTION
Tulsa MSA		281,115	16,577	1,411	17,988	1,191
CREEK COUNTY		15,162	526	32	558	48
Sapulpa	74066	10,176	356	28	384	33
NE Planning Area	74131	1,359	29	2	31	0
	74132*	1,945	98	23	121	6

TULSA MSA HOUSING VACANCY SURVEY: SINGLE-FAMILY DETACHED UNITS, 1985

		SINGLE-FAMILY DETACHED UNITS				
SURVEY AREA	ZIP CODE	TOTAL UNITS	USED	VACANT NEW	TOTAL	UNDER CONSTRUCTION
Tulsa MSA		201,066	7,146	908	8,054	636
CREEK COUNTY		12,692	439	32	471	48
Sapulpa	74066	8,769	296	28	324	33
NE Planning Area	74131	1,060	29	2	31	0
	74132	1,594	61	7	68	6

TULSA MSA HOUSING VACANCY SURVEY: SINGLE-FAMILY ATTACHED UNITS, 1985

		SINGLE-FAMILY ATTACHED UNITS				
SURVEY AREA	ZIP CODE	TOTAL UNITS	USED	VACANT NEW	TOTAL	UNDER CONSTRUCTION
Tulsa MSA		10,687	935	239	1,174	39
CREEK COUNTY		252	5	0	5	0
Sapulpa	74066	46	0	0	0	0
NE Planning Area	74131	0	0	0	0	0
	74132	62	4	16	20	0

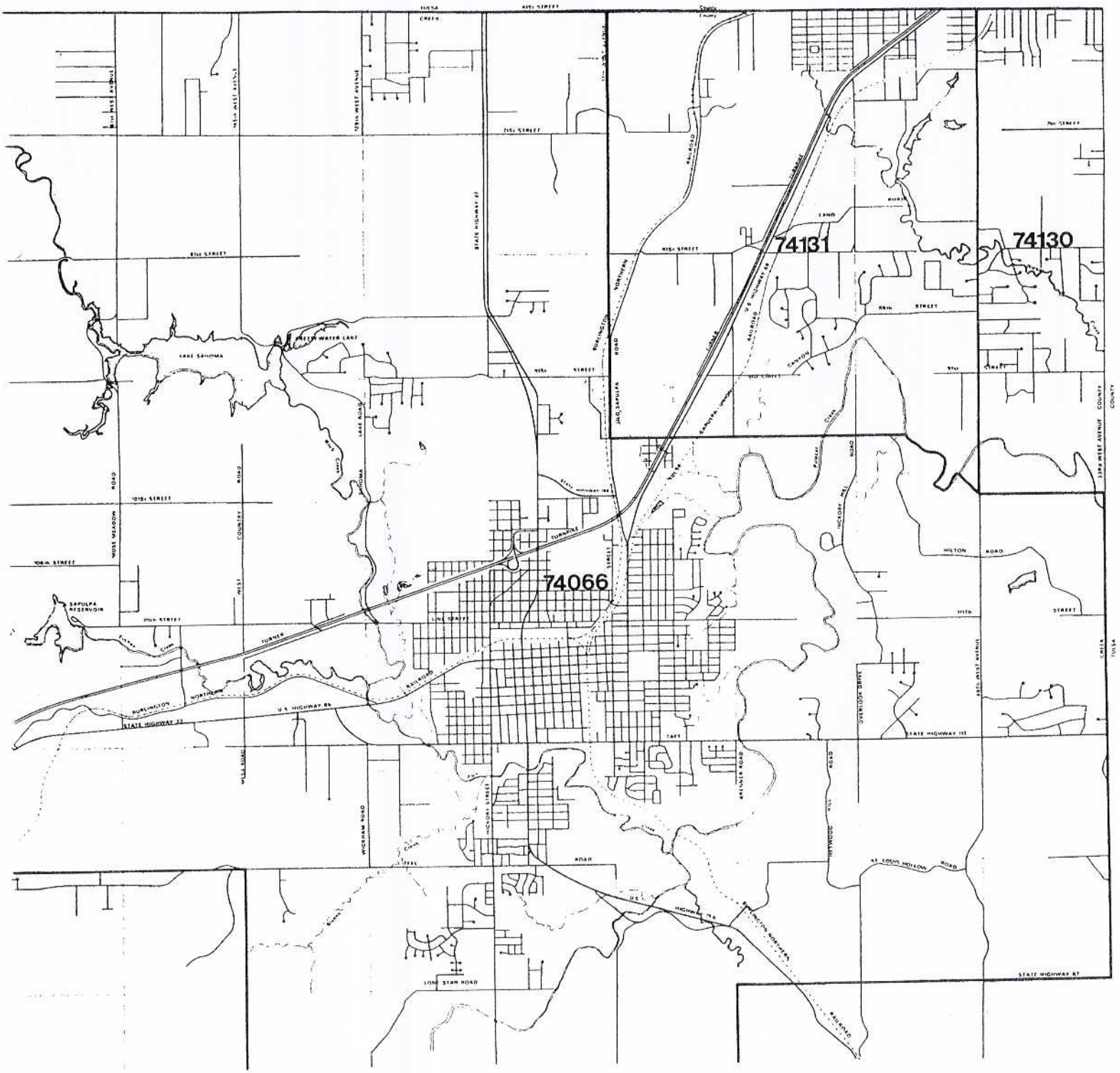
TULSA MSA HOUSING VACANCY SURVEY: MULTI-FAMILY UNITS, 1985

		MULTI-FAMILY UNITS				
SURVEY AREA	ZIP CODE	TOTAL UNITS	USED	VACANT NEW	TOTAL	UNDER CONSTRUCTION
Tulsa MSA		58,260	7,899	264	8,163	516
CREEK COUNTY		856	45	0	45	0
Sapulpa	74066	553	31	0	31	0
NE Planning Area	74131	0	0	0	0	0
	74132*	228	33	0	33	

TULSA MSA HOUSING VACANCY SURVEY: MOBILE HOMES, 1985

	MOBILE HOMES		
SURVEY AREA	ZIP CODE	TOTAL UNITS	VACANT USED
Tulsa MSA		11,102	597
CREEK COUNTY		1,362	37
Sapulpa	74066	808	29
NE Planning Area	74131	299	0
	74132*	61	0

*74132 is only to 33rd West Ave., actually to Arkansas River east, past Highway 75.



ZIP-CODES
SAPULPA COMPREHENSIVE PLAN

N

Prepared By
INDIAN NATIONS COUNCIL OF GOVERNMENTS

Citizen Impressions of The Planning Area

The Master Plan committee collectively identified numerous assets, issues, and problems commonly characterizing the planning area. They are not in any priority ranking. In general, these three categories set the framework for the development of the master plan. Their inclusion in the plan will be most helpful in understanding the perspective of Sapulpa area citizens regarding land use planning. Some of the problems, were singled out throughout the plan development as more chronic and pervasive than others. In particular, the lack of zoning code enforcement and staff in the unincorporated portions of the area was a primary concern and was consistently discussed in the establishment of the goals and policies sections of the residential and implementation portions of the plan. In addition, comments regarding the negative impact of development in the floodplain were frequently expressed and considered in the development of residential and commercial goals and policies.

Assets

The following are among the items noted by the Planning Team as assets enjoyed by Sapulpa, Creek County, or both.

- Location near Tulsa--this makes it covenient for those who work or shop in Tulsa, and also makes it accessible to visitors. This.item received strong emphasis from the Team.

- People are friendly--residents know each other.

- Road network connection--the area is accessible from the Turner Turnpike (I-44) and the highway system, making it a good location for industry.

- Rich history--Sapulpa has a historic and interesting past.

- Schools system--the area emphasizes educational excellence, and that attracts young families.

- Unique commercial sector--the central business district is in a square, and contains many thriving businesses.

- Housing diversity--a mix of housing types and sizes are available within the area.

- Civic involvement--many civic organizations are active within the area.

- Banking resources--the area supports a number of banks and other local financial institutions.

- County seat--Sapulpa, as the seat of Creek County, is the location of county government offices and services.

- Creek County Industrial Authority--this entity is responsible for much of the area's industrial development and redevelopment.

.Diversely populated neighborhoods--residents represent a mix of ages, races, and other characteristics.

·Small-town atmosphere--the area is friendly and familiar.

·Industrial area--the existing area is viable, easily accessed and well-served by utilities.

·Core of civic concern--the area has a group of civic-minded and concerned residents.

·Daily newspaper--Sapulpa has a good daily newspaper.

·Many parks--the city offers a number of well-maintained and equipped recreational opportunities.

·Good medical facilities--in addition to Bartlett Memorial Hospital, a number of clinics and medical offices are in the area.

·Good library--Sapulpa has a good library, in numbers of volumes, equipment, and other facilities.

·Many churches--over 70 churches are located in the area.

·Livestock show--the area sponsors an annual livestock show that is well-publicized and attracts people from many different areas.

·Christmas parade--the yearly holiday parade is very popular and well-attended.

·Progressive and active government--city and county governments are forward-thinking and vigorous.

·INCOG membership--a number of benefits have come from the city and county's memberships in this voluntary organization.

·Elderly housing project--the second phase of a housing development for senior citizens completed in the Winter of 1986 is now underway.

·Senior citizen activities--a variety of services and opportunities for activities are sponsored for the elderly.

·Workshop--facilities for the physically and mentally handicapped which have been established for area residents.

Issues

Several items were noted by the Planning Team as having current importance for Sapulpa and Creek County. Among those discussed were the following:

·Coordinated efforts between governmental units.

·Enforcement--or lack thereof, of codes and regulations due to lack of funds, staffing, and emphasis.

- Turnpike gate--its location has influenced and limited development patterns and land uses within the community.

- Attraction of services--the Team felt that the area should make efforts to attract more service industry in order to broaden its economic base and offer more to its residents.

- Strip zoning--the impacts of this on traffic flow and access were discussed at some length.

- Protection of arterial streets--to enhance traffic flow and access; maintenance and repair needs were also noted.

- Clean air--mentioned was the need to maintain it, while also encouraging new industry.

- Better public relations--the area needs more visibility and a more positive image, the team believed.

Problems

Acknowledging that every community has its own particular problems, the Planning Team indicated the following as characteristic of Sapulpa, Creek County, or both.

- The zoning system and lack of enforcement of the zoning ordinance--the zoning code seems to be often ignored and/or violated. Moreover, efforts to enforce it and other codes have been lax. The code should be more readily followed, and resources for enforcement provided. This item was heavily emphasized.

- Lack of awareness of development regulations--similar to the previous item, codes, and regulations that pertain to development are not well-publicized or easily understood.

- There are no long-range plans for sewer service in the area.

- Water and sewer systems--some are inadequate; additionally, a number of rural water districts serve much of the area, and the community has little or no control over the standards for construction and service capacity.

- Flooding--a number of drainageways have been blocked, resulting in flooding during and following heavy rains.

- Lack of multi-family housing--the community does not offer a sufficient number of apartments.

- The city lacks regulations for plannned unit development, a viable development option.

- A concentration of blighted housing--this area needs rehabilitation.

- Lack of street signs--in areas both inside and outside the City of Sapulpa, roads are not well-marked or otherwise identified.

Chapter III

GOALS AND POLICIES

The goals and policies set forth in this chapter were established by the master plan committee, staff, city and county commissions, and citizen input. They represent concerns for orderly growth, a quality living environment, and efficient management of public and private resources in the planning area.

A goal is a general statement which identifies a desired objective whereas a policy is a more specific statement which sets forth the manner and procedures by which that goal may be accomplished. Frequently, a goal and policy may be an indistinguishable. Hopefully, the method utilized in this chapter will provide a useful format for those involved in planning for the Sapulpa area.

Public Improvements

Goals

a. An adequate supply of potable water should be available at reasonable cost to all areas of the community.

b. An acceptable level of treatment should be maintained for all sewage discharged within the planning area.

c. The development and expansion, as necessary of public water and sewer systems within the planning area are encouraged.

d. Sites for solid waste disposal should be reviewed by the local commission to secure approved areas for sanitary land fills.

e. Adequate storm drainage facilities should be maintained and developed in the planning area.

f. It is intended that fire and police stations be located and adequately equipped to provide protection of life and property in all parts of the community, while remaining lean and efficient.

Policies

a. New water and sewer lines should be of adequate size to support projected development. To encourage developers to provide these larger lines an incentive system such as a payback program should be investigated.

b. Non-residential development should be informed of all industrial pretreatment requirements.

c. Water and sewer service should be extended in an orderly, efficient fashion to encourage compact development.

d. The Stormwater Advisory Council should complete their work and prepare a comprehensive flood damage prevention policy.

e. Drainage improvements and/or retention facilities of surface water should be considered for low lying areas and floodplains to mitigate drainage on private and public property.

f. The economic and topograhpical feasibility of extending water and sewer lines should be considered in an area's suitablity for development.

g. Emphasis to maintain a higher profile for the public works divisions of the city organizations.

h. Adequate storm drainage facilities should be part of all subdivision design, planned development, street construction or improvement, or any other development that may affect storm drainage patterns.

i. Where feasible, natural drainageways should be maintained and protected from filling or otner unapproved alterations.

j. Coordination and cooperation among the area's Rural Water and Sewer Districts are encouraged, in order to better serve the residents. This should occur for raw development planning and for correction of standards for infrastructure development.

k. Solid waste disposal should be by such means that solid waste does not detract from the appearance of the community.

l. The careful location of fire stations shall be determined by the city and fire department management. Modern equipment and well trained personnel are essential components of this system. Special attention should be given to consolidation and/or proliferation of stations on a scheduled basis.

Parks

Goals

a. Develop and upgrade existing park system.

b. Maximize joint facilities by locating and developing elementary and secondary school recreation areas adjacent to neighborhood park facilities.

c. Explore alternatives to reduce vandalism. (Neighborhood watch programs, curfews, increased police surveillance, immediate repair of vandalism).

d. Explore feasibility of utilizing church recreational facilities for all members of the community.

e. Encourage civic organizations to acquire, develop, maintain, and upgrade recreational opportunities.

f. Amend the subdivision regulations to require a cash donation from developers in the planning area to fund improvements to area parks and recreation facilities.

g. Explore the possibility of divesting the city of dilapidated, unused, city parks. These could be sold for private redevelopment, and funds channeled into other more viable park development.

h. Explore passive recreational alternatives for the city's closed sanitary landfill such as the development of a natural area with jogging paths and a low density picnic area.

i. Consider the purchase of closed schools such as Garfield and Sacred Heart to be redeveloped for community centers.

j. Explore a joint venture between the city, county and school system for a major sports complex for the area youth's recreational needs including all organized sports activities.

k. Redesign of the city golf course and identify adjacent areas that can be utilized for expansion/redevelopment and adopt a land use development plan for the course.

l. Explore varied recreational opportunities for Lake Sahoma and Pretty Water Lake by devising a multi-use recreational system for public property around the lake.

m. Maintain a park and recreation department that is under the direction of a professional park and recreation director to direct areawide activities and maintenance of facilities.

n. Develop an area park plan consistent with regional goals and capital improvements plans of the governing bodies.

Policies

a. Expand Kelly Lane Park encompassing Rock Creek to the northeast.

b. Require park development fees from developers who plat property in the planning area.

c. The City should continue to pursue state and federal grant money to fund improvements to area parks.

d. As land becomes annexed to the city, the Park and Recreation Board should assess the park and recreation needs of newly annexed areas.

e. The City should evaluate the value of their recreational services annually to assure that leagues, outside organizations, and area constituents for example, golf course users are contributing a fair share of the cost of maintaining and operating planning area facilities.

Schools

Goals

a. Plan land use and administer zoning regulations in ways that benefit schools and that complement their redevelopment and expansion plans.

b. Protect existing school sites by discouraging incompatible development on adjacent tracts and in adjacent neighborhoods.

c. Encourage the joint use of school facilities and other public facilities for educational, recreational, and cultural purposes.

Policies

a. Address zoning changes in the vicinity of existing schools relative to the impact on daily users of school facilities. Strive to avoid additional traffic congestion which create hazards for young pedestrians going to and from schools.

b. Assist in providing public improvements such as vehicular and pedestrian access to schools by designing roadways with side walks that provide safe access to school children, and an adequate road surface for buses.

Transportation

Goals

a. Develop an efficient street and highway network within the area to move people and goods safely, quickly and economically.

b. Provide a variety of transportation modes to accommodate the needs of the traveling public. Such as inter city bus system with Tulsa or Sand Springs.

c. The planning area transportation network should be developed in coordination with Tulsa Metropolitan Area Transportation Study (TMAPTS) and the city's adopted major thoroughfare plan which is supported by earmarked sales tax for capital improvement.

d. Develop strict policy for the area relating to I-44 and the Creek Expressway. Use all regional and state forums to lobby for the Sapulpa perspective.

Policies

a. Construct streets to acceptable engineering standards in order to insure consistency and quality and to minimize public expenditures for maintenance and repair.

b. Coordinate the Sapulpa Transportation Plan with the Tulsa Metropolitan Area Transportation Study (TMATS) to insure that thoroughfares within the planning area connect correctly with and continue neighboring thoroughfares in the metropolitan area.

c. Discourage annexation into the Sapulpa city limits of any new subdivision street until it is in conformance with city street standards.

d. Encourage the construction of handicapped accessible sidewalks particularly along thoroughfares, within commercial areas, and between schools and surrounding residential areas.

e. Provide or insure proper street access to all parcels of land to protect the public's health, safety and well being.

f. Acquire rights-of-way and easements for anticipated thoroughfares prior to or during the land development process to minimize land acquisition costs.

g. Locate apartment, office, commercial and industrial uses near high capacity transportation systems such as railway and freeway systems or near the intersections of major collectors.

h. Encourage warning signalization at the intersections of streets and railroads and encourage the maintenance of railroad facilities.

i. Closely scrutinize strip commercial development along major streets and state highways. Where strip commercial development is allowed, limit curb cuts along major streets and highways and encourage access roads to facilitate safer traffic movement. In the alternative, promote the use of five lane city streets and five lane state highways where strip commercial development must be allowed and access roads are not practical.

j. Discourage through and commercial traffic in residential areas and encourage non-residential traffic to use major streets.

k. Discourage the fronting of homes onto collector and primary streets.

l. Encourage the moving of the turnpike terminus from its present Creek County line location to the intersection of state highway 33 and the Turner Turnpike, making I-44 a free road from Hwy. 33 to Tulsa.

m. Discourage the use of private road easement as primary access to residential tracts.

Private Improvements

Goals and policies for the use of private property: Residential, Commercial and Industrial uses.

Residential Goals

a. To ensure a pleasant and safe living environment through adequate code enforcement, encouragement of property repair and maintenance, and the provision of a variety of housing types in a range of costs and locations.

b. Housing should be situated in locations with convenient pedestrian and vehicular access to schools, shopping and employment.

c. Discourage concentrations of residential development in areas having low levels of public services, unsuitable soils, or steep slopes (greater than 15 percent).

d. Stabilize property values by encouraging sound neighborhood development and redevelopment.

e. Protect the residential areas from incompatible non-residential land uses and heavy traffic by the use of buffer strips, site design, and conformance to the goals and policies expressed in the plan.

f. Prohibit the construction of new residential homes in the 100 year floodplain unless built in conformance with adopted local and federal floodplain guidelines.

g. Plan and develop new residential areas within the spirit and intent of the Subdivision and Zoning Regulations.

Residential Policies

a. A diversity of housing types including apartments, mobile homes, and other single-family units should be encouraged within the community to accommodate a broad range of incomes, tastes, and other needs.

b. Infill development is encouraged where appropriate and possible to more fully utilize the existing public investment in utilities, facilities and services.

c. Within neighborhoods, high density residential areas should be located adjacent to major thoroughfares, parks, offices or shopping facilities.

d. In general, subdividers in the planning area should be required to install streets, water, sanitary sewerage, and storm drainage facilities in new subdivisions in accordance with adopted public improvement specifications set forth by the City and County.

e. In general, the higher the planned density of a residential area, the higher the standards should be for streets, drainage facilities, surface water management and sidewalks serving such area.

f. State and federal funding for residential development, rehabilitation, and redevelopment should be sought by the city and county in the form of block grants, federal or state housing subsidizes, and federal or state low interest loans. These funds should be channeled into locations where there are identified concentrations of substandard housing and inadequate public improvements.

g. A development permitting system should be established in the unincorporated planning area.

h. Residential housing codes should be implemented and enforced in the unincorporated planning area to address blight and the unhealthy living environment created by residents who do not maintain property in a manner consistent with acceptable and customary practices.

i. Residential developments of four lots or more should be located on public streets. The use of private easements as the primary means of access to residential lots should be discouraged.

j. Where rear yards abut high traffic roadways, they should be effectively screened by developers from adverse effects of sight and sound.

k. Public utility and street lighting wires and cables should be placed underground where feasible.

l. The integrity of existing neighborhoods should be maintained by locating commercial developments at the edge or periphery of residential developments rather than in the interior.

m. Multi-family residential development should be located near commercial districts and on secondary thoroughfares or collector streets within residential areas so as not to create heavy traffic on low density residential streets. A buffer, such as a park, school or other mitigating feature, should be encouraged between multi-family or mobile home developments and conventional single-family dwellings.

n. Mobile homes should be located in mobile home parks, mobile home subdivisions, or on rural acreage. Mobile home parks and mobile home subdivisions should be located on arterial or collector streets within residential areas and be sufficiently buffered from conventional dwelling units by landscaping, parks, schools, etc. They should be excluded from land located in the 100 year floodplain.

o. Oil and gas activity should be prohibited within 150 feet of any residential structure, and should be rendered inaccessible by means of an impenetrable fence or wall.

Commercial Goals

a. Encourage the maintenance, revitalization, and redevelopment of the central business district (CBD) and other commercial areas, as appropriate.

b. Minimize the possible undesirable effects of commercial encroachment on nearby residential areas.

c. Encourage the development of diversified commercial activity in order to maintain a sound balance of goods and services for the community and its trade area.

d. Locate commercial uses where there are existing compatible community facilities such as municipal, county and state service facilities, (i.e., city hall, post office, health department). Encourage concentrations of above to aid those who have limited mobility

and limited transportation opportunities, such as the elderly and physically handicapped.

e. Provide increased employment and investment opportunities for the people of the area.

f. Locate commercial uses where they do not complicate existing traffic flow or create congestion that infringes on the safe movement of urban and rural traffic.

g. At the earliest opportunity, a plan for revitalization of the central business district should be prepared.

h. Truck traffic in the CBD should be limited to the daily needs of local merchants.

i. Store owners in the CBD should be encouraged to emphasize the original features of their structures. Modernization of store fronts and signage should not detract from the original architectural design of these turn of the century buildings.

j. The central business district should be protected as the commercial, financial, and governmental center of the community.

k. Commercial nodes should not be located on sites that will create difficult access due to severe slopes or other natural features that would hinder the visibility of traffic movement safely in and out of the site.

l. Commercial development and associated uses in the floodway should be prohibited. Development in the 100 year floodplain should be closely scrutinized and only proceed under strict adherence to local and federal flood management regulations.

Commercial Policies

a. Downtown alleys and rear access areas should be well maintained. Strict code enforcement downtown should be encouraged to eliminate debris and visual blight.

b. In order to ensure safe traffic flow in new strip commercial areas, the number of curb cuts on major arterials should be limited.

c. In general, strip commercial development should be discouraged. When allowed, such development should be restricted to the areas designated on the Plan Map. (Maps 12 and 13).

d. A bypass connecting major highways should be located on Line Street and be supplemented by load restrictions on downtown streets to discourage heavy traffic through the CBD.

e. Neighborhood Shopping Centers are intended to be concentrated and compatible. They should be placed in locations of sufficient size to provide adequate paved off-street parking for customers and

employees. They should be oriented and designed to protect and buffer adjacent land uses, and to provide safe and convenient access.

f. Where economically feasible, historical residential structures located on major thoroughfares such as Main and Mission Street should be converted to light commercial and office uses. Parking should be located in the rear, accessible by existing alleys. This encourages the redevelopment of some of Sapulpa's more historic housing, and therefore discourages destruction of the original residential neighborhoods of the Original Town.

g. Solid opaque screening between commercial and residential uses shall be required in all circumstances to reduce the negative impact of non-residential uses on existing residential development. The location of a commercial use directly adjacent to an existing residential development will be closely scrutinized for the negative impacts it may create.

h. Landscape buffers between commercial and residential and between commercial property lines and adjacent street right-of-way should be required.

Industrial Goals

a. To encourage the provision of a variety of sites for industrial development and redevelopment that will serve as employment centers and enhance and diversity the community's economic base.

b. Future development within the Sapulpa community should be in accord with the adopted INCOG Regional Industrial Land Use Plan.

c. Minimize or eliminate the possible undesirable effects of industrial development on nearby commercial and residential areas.

d. Public improvements should be provided to industrial sites to encourage industrial development. State and federal grants or loans should be sought to subsidize the cost of these improvements, which should be principally borne by the developer.

e. Industrial parks should be encouraged to concentrate compatible uses for efficient development of facilities, close to suitable transportation.

Industrial Policies

a. Adequate access should be provided to all existing and proposed industrial areas to ensure their viability and safety. Traffic from industrial areas should not be routed through existing residential or commercial areas. Developers should be responsible or share in the initial expense of providing access to new industrial developments.

b. Industry will be classified into light and heavy uses. The distinction between the two is based on the external effects generated by

each use, including the amount of smoke, noise, odor, dust, traffic, blast and vibration produced beyond the boundaries of the site on which the establishment is located.

c. The Light Industrial designation is intended primarily for light manufacturing, plants and warehousing uses which are so conducted that there are no external or minimal effects on other area properties. Activity is to be conducted within enclosed structures, and outside storage of material is to be minimal and well-screened. Light industrial areas can serve as transition zones between heavier industrial uses and non-industrial development such as commercial or multi-family. Access to these sites should be provided by primary thoroughfares.

d. Heavy industrial uses should ordinarily be located adjacent to railways and major highways. It is anticipated that heavy industrial uses could create adverse effects on surrounding properties, and therefore, they should not be located adjacent to residential, commercial, or public uses such as parks or schools. Intense heavy industrial developments such as foundries, sand and gravel production, trucking terminals or processing plants shall be developed only with strict conformance to zoning and environmental regulations, and master plan goals and policies.

e. Industrial sites should be a variety of sizes on well-drained land, preferably not in excess of five percent (5%) slope, with capabilities of being developed easily and economically.

f. Automobile wrecking and other salvage establishments and similar necessary uses of land should be so controlled as to minimize their adverse effect on the appearance of the community, through such means as screening both by natural and man-made devices.

Land Use Management and Implementation

Goals

a. To encourage a diversity of land uses in locations compatible with each other and with the natural environment, which will enhance the community's economic base and stability.

b. To obtain compact and consistent development, avoiding undesirable large, vacant gaps in the built-up areas, thus reducing utility extension costs and the costs to local government.

c. To help assure all new development will meet minimum standards of platting, construction and environmental concerns.

d. To encourage the redevelopment of blighted areas in the residential, commercial, and industrial-portions of the community through the use of private and public funds.

e. To obtain the best possible relationship of the various types of land use to one another and to transportation facilities, from the standpoint of efficiency, convenience and attractiveness.

f. To designate and protect sufficient land to meet the metropolitan areas anticipated needs for each broad type of land (agricultural, residential, commercial and industrial) through the ensuing 15 years.

g. To establish a development permitting system for unincorporated portions of the planning area to reduce incompatible uses of land.

h. To establish minimum housing codes for existing and new residential structures in the unincorporated portions of the planning area, thereby encouraging a safe and decent living environment for the residents.

i. To establish a floodplain district which will coincide with the existing zoning classifications and place citizens and developers on notice that those areas will receive greater scrutiny from the commission, when reviewed for rezoning.

j. To adopt a long range growth plan that will aid the city in pursuing orderly annexation of unincorporated areas of the county.

k. To provide adequate professional staffing for the enforcement of regulatory provisions in the planning area.

l. To provide revised zoning and subdivision regulations that are clearly and concisely written and that address the contemporary problems and demands of the planning area.

m. To guide development of land uses in a manner that is most efficient and compatible with the natural features of the planning area including hills, lakes, floodplains and other topographical features.

n. To provide a special study of the planning area to address the problems of blight and establish a plan to eliminate these negative features through appropriate legal action utilizing the health department, district attorney's office and county commission.

o. To prepare a capital improvements plan for the planning area encompassing needs for 5-6 years.

Policies

a. Development of incompatible adjacent land uses is discouraged. Existing incompatible uses should be mitigated through buffering, and screening for aesthetic and noise control. Guidelines should be established for expansion, redevelopment and/or termination of nonconforming uses and illegal uses.

b. In designating future areas for urban development, encouragement should be given to growth in those directions which utilize the public water and sanitary sewer system most efficiently and which are most feasible for proper drainage. Thereby restricting

any negative impact of surface water drainage on adjacent existing developments.

c. The master plan, zoning and subdivision regulations and other guidelines adopted for the planning area should be updated and utilized by all commissions and boards to encourage continuity, and ensure compliance with sound planning principles.

d. Citizen participation and active community involvement is encouraged in the planning, implementation, and plan update process.

e. The plan should be examined annually to determine if the planning needs of the area are still being served. Major re-evaluations should occur at five-year intervals to determine if a general update is warranted.

f. Review procedures should be developed and followed for all proposed subdivisions, lot splits, and PUDs. Such review should examine access, easements, utilities, drainage, site placement, inspection for compliance, and any other appropriate considerations.

g. Proposed development and subsequent public improvements should be scrutinized to conformance to the master plan and capital improvements plan.

Chapter IV

IMPLEMENTATION OF THE PLAN

The revised and adopted Comprehensive Master Plan is a general guide for the orderly growth of the planning area. However, since most growth is facilitated through the private sector, further tools are necessary to give specific requirements and regulations to that growth and development.

Chapter 19 ss 866 of the Oklahoma State Statute gives us those tools by enabling the formation of a metropolitan area Planning Commision. The Planning Commission can then develop zoning codes, subdivision regulations and housing codes to guide them in their review of all rezoning and subdivision proposals in the planning area. This review procedure encourages efficient and orderly growth within the framework established by the master plan.

Zoning Code

The Comprehensive Master Plan sets forth policies for the development of land in the planning area. The Zoning Code establishes detailed regulations governing the uses to which land may be put within the planning area and sets forth the conditions under which the land may be used. The Comprehensive Master Plan establishes long-range development goals. Zoning, on the other hand, is concerned primarily with the way in which land is used now and in the comparatively near future. For example, land which is presently in residential use, but which is indicated on the plan to be used ultimately for commercial purposes, may be currently zoned for residential purposes. As the need for commercial development approaches, upon the request of the owner, the zoning may be changed from residential to commercial. Using the Land Use matrix (table 9) each zoning request will fall into one of the following categories:

(1) Zoning district and plan are in accordance;

(2) Zoning district and plan may be found in accordance under certain circumstances;

(3) Zoning district and plan are not in accordance;

These relationships should serve as guides to determine if a proposed zoning classification is in accordance with the Comprehensive Plan, but cannot be relied upon as the sole basis for making decisions on rezoning applications.

Some variances between the Plan map and zoning map are to be expected. This is due to the long-term, and hence general nature of the Plan, in contrast to the short-term nature of zoning. The Plan map indicates an end-state at some horizon year, while the zoning map indicates land use conditions that are appropriate now. As rezonings occur, the zoning map should, under ideal conditions and all other things being equal, evolve into a semblance of the Plan map. Therefore, where variances exist, the Plan does not recommend changing zoning classifications to conform. These parcels are simply considered non-conforming in relation to the Plan.

Subdivision Regulations

Subdivision Regulations govern the manner in which land may be subdivided, by establishing minimum design and improvement standards with which a subdivider must comply before land can be platted, developed and sold. The regulations also outline the responsibilities between the subdivider and local units of government for providing improvements.

Creek County and the City of Sapulpa have approved subdivision regulations applying to the Sapulpa Metropolitan Area - that is, the area within the City of Sapulpa and the unincorporated portions of Creek County. All subdivision of land in Creek County must be approved by the Sapulpa Metropolitan Area Planning Commission before being recorded by the County Clerk as provided by state statute.

Housing and Building Codes

The City of Sapulpa operates under the standards of a uniform housing code and a building code administered by a full-time building inspector. These codes provide a regulatory framework for residential, and non-residential standards and inspections. Furthermore, the housing code sets minimum standards for habitability of residential structures.

The County has not adopted a permitting system or building or housing codes, although state statutes set forth the procedure and opportunity for the county to do so. As a result, residential and non-residential development in the unincorporated area is not subject to electrical, plumbing, or structural standards and inspections. Since much of the area's future construction is expected to occur in unincorporated areas, the need for building and housing standards and inspections is undisputable. The lack of standards and inspections may lead to the construction of substandard structures and the potentially hazardous occupancy of those structures.

Regulatory and Code Summary

Building and housing codes, along with zoning and subdivision regulations provide essential tools for implementing the master plan. If the county does not avail itself of a building permit system, it will be difficult to carry forth the spirit and intent of the master plan. In addition, adequate staffing to monitor the unincorporated portions of the planning area is necessary to provide the support system that will make this reasonable level of control operate. Voluntary compliance of zoning and subdivision regulations has not worked in Creek County as evidenced by the many flagrant abuses and the misuses of land. The next logical step, therefore, is to initiate a building code and permitting system, to be followed by a housing code at a later date. A feasibility study on establishing codes and staffing the proposal should be considered by the County in 1987.

The Land Use Plan

The Land Use Plan (maps 12 & 13) is the prime component of the Comprehensive Master Plan. It graphically illustrates many of the physical features of the planning area such as flood plains, public lands, parks

and open spaces. Most importantly, it shows the Major Street and Highway Plan, which is discussed in the next section, and the proposed Land Use Plan.

The proposed Land Use Plan indicates the pattern of residential, commercial and industrial development as well as the intensities of that development for the year 2010. The intensity categories of low, medium and high are superimposed over the use categories of residential, commercial and industrial conformance of all zoning change proposals to this plan should protect the quality and safety of residential areas while encouraging a healthy economy by providing sufficient area for vital industrial and commercial development.

Residential

The majority of the land in the planning area is designated as low intensity residential. Single family homes are the highest intensity use that should be allowed in this designation. Those areas designated as medium intensity residential should allow duplexes, townhouses and other very low multifamily projects. Those areas designated as high intensity residential, which are often used to buffer residential from commercial should allow high intensity multifamily and perhaps mobile home parks.

Commercial

Land between retail and service areas and residential areas and residential land in transition is designated as low intensity commercial. This designation should allow offices and other low traffic commercial uses. The majority of the commercially planned land in the planning area is designated as medium intensity commercial. In the urbanized part of the planning area this includes the land adjacent to all of the highways and interstates. In the rural area, this includes a 10 acre note at many intersections of section line roads where the traffic can be easily handled. The uses allowed in this designation would include all retail uses as well as many low intensity trades and services. Very little land is designated as high intensity commercial. This would include high traffic commercial uses which are likely to have nighttime hours, and automotive uses or others that produce loud noises or noxious odors. Only land which is well buffered from residential areas was designated as high intensity commercial.

Industrial

The industrial areas are clustered around the Tulsa-Sapulpa Union Railroad tracks, the Burlington-Northern Railroad tracks, and existing industrial areas such as Liberty Glass, Indiana Glass and and International Metals. The only area designated light industry is the land on either side of Line Street between Main Street (Highway 97) and the BNRR tracks. This designation should include industrial research facilities and other industries that are conducted entirely with enclosed buildings and have no noxious noise or odor associated with them. The bulk of the industrially planned land is designated as medium industry. This designation should include small fabrication shops and other industrial uses that have low noise and odor levels. Internationals Metals and the surrounding

industrial land north of the Turner Turnpike (I-44) is designated as high industrial. This would include those industrial uses that have outdoor facilities and that may emit noise and odor.

Special Districts

Special District 2 is an area originally platted for residential use, but it never fully developed. Probably because of slope problems, the roads were never completed and much of the areas is vacant. The majority of the housing that is there is in poor condition. Its location between two industrially planned areas makes an it unlikely location for residential development and there is not enough traffic for commercial development. The existing homes need to be protected. Therefore, in this area, development of full blocks at a time should be encouraged, spot zoning of one or two lots at a time should be discouraged. Any comprehensive plan by a developer for the entire special district or for a large part of the district that recognizes the special character of the area should be considered.

Special District 1 is the Central Business District. It is designated as a Special District because it is the only area in the planning area where on-site parking should not be required and where 0 lot lines for commercial buildings should be considered. Retail trade should be highly encouraged in this area while trades and services are allowed, but not necessarily desired.

Transportation Plan

A Major Street and Highway Plan map was prepared for the planning area which establishes the rights-of-way required for future development included on (maps 12 and 13).

The Turner Turnpike, with a 300 feet right-of-way, passes through the planning area connecting Tulsa with Oklahoma City and points beyond. This divided four lane highway has a paved surface consisting of four, twelve foot driving lanes. (As per standards Oklahoma Highway Department and Oklahoma Department of Transportation).

Primary thoroughfares are considered major roadways requiring a 120 feet right-of-way with separated roadways of 2-3 lanes. Their purpose is to carry large volumes of daily traffic to various points in the planning area. Mission Street, Dewey Avenue, and Main Street are all considered to be primary thoroughfares. These thoroughfares also carry traffic between Sapulpa, Tulsa, Jenks and Sand Springs as they become state maintained hignways outside the city limits.

Secondary thoroughfares are minor roadways requiring a 100 feet of right-of-way. They typically are separated by a double yellow stripe with four, twelve foot driving lanes or have a center lane of thirteen feet for turning. They are designed to carry traffic relatively shorter distances than primary thoroughfares. In addition, they often define neighborhoods by serving as their primary access. Line Street, South Hickory Street, and Teel Road are good examples. Old Highway 66 north of Sapulpa serves as a secondary thoroughfare as the 33rd West Avenue and 61st Street on the

perimeter of Creek County. These thoroughfares intersect and connect primary roadways such as Taft Street (State Highway 117), Mission Street, (State Highway 66), and Main Street (State Highway 97).

Collector streets move and distribute traffic from residential or local streets to primary and secondary thoroughfares. They are characterized by low speed traffic and easy access points. They are distinguishable from secondary thoroughfares in that they exchange traffic with them, and call for a smaller right-of-way of 80 feet. An example of a collector street is Bryan Street, which services neighborhoods in the southwest part of the city and provides an east/west connection to Mission Street and Main Street. Watchorn Street is another example of a collector street. It serves to connect the northeast and northwest portions of the city and moves traffic between the neighborhoods and the downtown area.

Although the unincorporated portions of the planning area are less populated than the City of Sapulpa, standardization of roadways is similar. For example, platted subdivisions use collectors, which are usually section line roads to provide primary access to interior platted residential streets. Secondary thoroughfares are improved County section line roads that connect with primary thoroughfares. Eighty First Street and other east/west secondary thoroghfares connect collectors with Highway 97 and Highway 66.

Residential collector streets are ideally sixty foot right-of-way with a 36 foot paved driving surface. Within the City of Sapulpa and in the unincorporated areas of Creek County, they serve residential neighborhoods daily traffic and serve as primary access to residential tracts.

Commercial collectors are also a valuable asset to an urbanized area and require an 80 feet right-of-way. A forty to sixty foot paving surface is called for depending on the number of lanes desired and whether or not on street parking is designated. Hobson Avenue is an example of commercial collector. It serves businesses on each side and also moves traffic through the downtown to intersecting Highway 97 and also into residential neighborhoods.

Capital Improvements and the Plan

A capital improvement is any major non-recurring expenditure or any expenditure for physical facilities of government. Included are costs for land acquisition, construction of buildings or structures, major alterations to existing buildings, street and utility line construction or expansion, fixed equipment or major mobile equipment and landscaping or similar expenditures.

The following projects should be included in the City of Sapulpa's CIP that the city and county should prepare at a later date:

Cemetery - New building - South Heights, addition to existing shop, and development of new lots - North Heights.

Law Enforcement - "Holding" jail facility with county, alarm system.

Fire Station - Snorkle truck 12,500 gallon pumper (2), service testing facility, grass rig, hazardous chemical clothing, alarm system, consolidation of stations 1 and 2, location of new northeast station.

Infrastructure - Water - 2 mgd expansion to treatment plant, Skiatook raw water supply, 250,000 gallon storage tank at Greyson and Valley View,

Sewer - New treatment plant #3 south of Rock Creek, outfall lines to newly annexed areas.

Stormwater Management - Annual improvements, master drainage plan, drainage improvements, at Line and Division to Mission.

Parks - Concession stand at Lake Sahoma, caretaker housing at Lake Sahoma, golf course improvements.

Streets - Line Street, Highway 117/Taft, street widening.

Community Centers - Expansion of senior citizens center.

County Improvements - County building expansions, replacement of 8 existing bridges in the county, county road Millfay to Shamrock.

These projects including dates and estimated costs should be included in a CIP which should then be updated annually to keep it on course.

Debt retirement should also be considered in order to assess debt capacity, as well as the current tax burden, and the effect of the proposed improvements upon each of these.

The CIP prepared for the master plan is a scaled down version of a more complete capital improvements plan that the city will prepare at a later date. The following reflects generalized planning for improvements, which is essential for the implementation of the master plan. Decisions on the placement of fire stations, extensions of sewer lines, and other growth related improvements are suitably addressed in the framework of a master plan.

It would be desirable for the planning commission working with the city and county, rural water and school districts, and other public representations to prepare a comprehensive five year capital improvement program covering all units of government in the planning area and to revise this plan annually. This format would make it easier for taxpayers, developers, utility companies, and other citizens to know what improvements are being proposed for the planning area when they are to be accomplished and how they will be financed.

Figure 9

Land Use Matrix

	A-1	A-2	R-1	R-2	R-3	R-4	RMH-1	RMH-2	C-1	C-2	I-1	I-2
Low Residential	+	+	+	-	-	0	-	-	-	-	-	-
Medium Residential	+	-	+	+	0	0	0	-	-	-	-	-
High Residential	-	-	-	+	+	+	+	+	0	-	-	-
Low Commercial	-	-	-	0	+	+	-	-	+	-	-	-
Medium Commercial	-	-	-	-	0	+	-	-	+	+	-	-
High Commercial	-	-	-	-	-	0	-	-	+	+	0	-
Low Industrial	-	-	-	-	-	-	-	-	+	+	+	-
Medium Industrial	-	-	-	-	-	-	-	-	+	+	+	0
High Industrial	-	-	-	-	-	-	-	-	+	+	+	+

+ This zoning district <u>is</u> appropriate in this land use and intensity category.

- This zoning district <u>is not</u> appropriate in this land use and intensity category.

0 This zoning district <u>maybe</u> appropriate in this land use and intensity category.

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

CREEK COUNTY, OKLAHOMA

04 16024 2004 – 79

A RESOLUTION AMENDING THE COMPREHENSIVE PLAN FOR CREEK COUNTY WITHIN THE SAPULPA METROPOLITAN AREA

WHEREAS, Pursuant to Title 19, Oklahoma Statutes, Section 866 et seq., the Creek County Board of County Commissioners did, by Resolution 88-44 on the 8th day of August, 1988, adopt a Comprehensive Plan for the unincorporated areas of Creek County within the Sapulpa Metropolitan Area, which was filed of record in the Office of the County Clerk, Creek County, Oklahoma, all according to law; and

WHEREAS, Pursuant to Title 19, Oklahoma Statutes, Section 866 et seq., the Creek County Board of County Commissioners did, by Resolution 2004-28 on the 1st day of March, 2004, amend the Comprehensive Plan Maps and Text for the unincorporated areas of Creek County within the Sapulpa Metropolitan Area by adopting the *Sapulpa Major Street and Highway Plan: 2025* which includes the *Sapulpa and Creek County Trails Master Plan* and said amended Maps and Text were filed of record in the Office of the County Clerk, Creek County, Oklahoma, all according to law; and

WHEREAS, the SMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Sapulpa Metropolitan Area; and

WHEREAS, a Public Hearing was held on the 28th day of September, 2004, and after due study and deliberation, the SMAPC deemed it advisable and in keeping with the purpose of the SMAPC, as set forth in Title 19, Oklahoma Statutes, Section 866.10, to amend the *Sapulpa and Creek County Trails Master Plan* Map, attached hereto and made a part hereof.

NOW, THEREFORE, BE IT RESOLVED that the *Sapulpa and Creek County Trails Master Plan* Map amendments, as attached hereto and made a part hereof, be and are hereby adopted as part of the Comprehensive Plan for the unincorporated areas of Creek County within the Sapulpa Metropolitan Area.

BE IT FURTHER RESOLVED THAT this Resolution shall take effect and be in force immediately.

APPROVED AND ADOPTED by the Board of Commissioners of Creek County, Oklahoma this 4th Day of October, 2004.

BOARD OF COUNTY COMMISSIONERS

ATTEST:

Betty Rentz

Betty Rentz, County Clerk

Johnny Burke, Chair

1880

CERTIFICATE OF TRUE COPY
STATE OF OKLAHOMA, COUNTY OF CREEK ss
I, JANELL DIEHL, County Clerk of Creek County, State of Oklahoma, do hereby certify that the foregoing instrument is a true and correct copy of the instrument herein set out as the same appears of record in this office in Book 550 Page 1880 – 1883

Witness my hand and seal at Sapulpa, Oklahoma, this 13th day Of Sept 2010 Janell Diehl, County Clerk

By J Howard Deputy

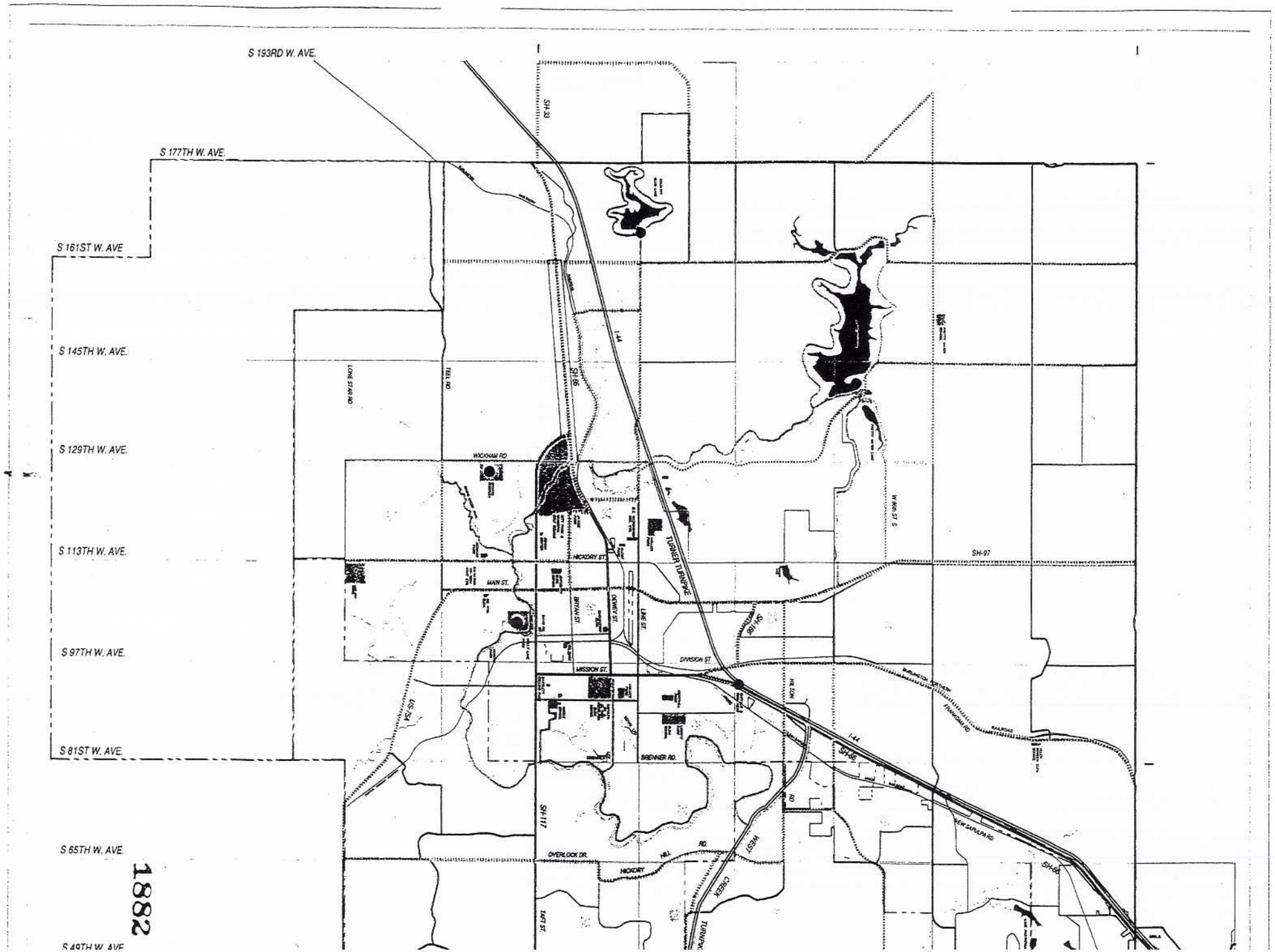
APPROVED AS TO FORM:

Dana B. Hudgins, Vice-Chair

District Attorney

Roger Boomer, Member

STATE OF OKLAHOMA COUNTY OF CREEK
This Instrument Was Filed for Record On
NOV - 5 2004
AT 10 40 O'CLOCK A M. AND RECORDED IN
BOOK 530 PAGE 1880-81
BETTY RENTZ, County Clerk
BY R. Weiss DEPUTY


S 193RD W. AVE.
S 177TH W. AVE.
S 161ST W. AVE
S 145TH W. AVE.
S 129TH W. AVE.
S 113TH W. AVE.
S 97TH W. AVE.
S 81ST W. AVE.
S 65TH W. AVE.
S 49TH W. AVE
SH-33
I-44
SH-66
TURNER TURNPIKE
SH-97
SH-117
WICKHAM RD.
HICKORY ST.
MAIN ST.
BRYAN ST.
DEWEY ST.
LINE ST.
DIVISION ST.
MISSION ST.
BRENNER RD.
OVERLOCK DR.
HICKORY
HILL
RD.
WEST
CREEK
TAFT ST.
LONE STAR RD
TEEL RD
US-75A
W 86th ST S
FRANKOMA RD
NEW SAPULPA RD
BURLINGTON NORTHERN
RAILROAD
1882

PROPOSED AMENDMENT SAPULPA AND CREEK COUNTY TRAILS MASTER PLAN

AN ELEMENT OF THE MSHP - 2025

W 61ST ST. S

W 71ST ST. S.

W 81ST ST. S.

W 91ST ST. S.

W 101ST ST. S.

W 111TH ST. S.

W 121ST ST. S.

W 131ST ST. S.

W 141ST ST. S.

W 151ST ST. S.

W 161ST ST. S.

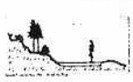
W 171ST ST. S.

S 33RD W. AVE.

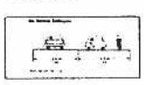
LEGEND

- ANNEXATION FENCELINE/CORPORATE LIMITS
- FREEWAY / EXPRESSWAY/ TURNPIKE
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- RESIDENTIAL COLLECTORS
- COMMERCIAL/INDUSTRIAL COLLECTOR
- RAILROADS
- ON - STREET TRAIL
- OFF - STREET TRAIL
- TRAIL - HEAD
- PARKS, SCHOOLS, AND LANDMARKS
- STREAMS

SAPULPA CITY TRAFFIC TRAIL CROSSECTIONS



TRAIL CROSS SECTION



ON STREET BIKE ROUTE CROSS SECTION

ON STREET PAVEMENT MARKING

SHARE THE ROAD SIGNAGE

ADOPTED.

Resolution No. 2004-28
Creek County Board of County Commissioners
Creek County, Oklahoma
March 1, 2004

Ordinance No. 2753
Mayor and City Council
City of Sapulpa, Oklahoma

N
W E
S

August 20, 2004

Prepared by:
INCOG

Basemap Updated
September 28, 2004

RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS

CREEK COUNTY, OKLAHOMA

STATE OF OKLAHOMA, CREEK COUNTY
Filed 4-13 20 04 at 8:30 o'clock
Book 532 Page 1865-1904
BETTY RENTZ, County Clerk, By R. Weir

04 5147

2004 – 28

A RESOLUTION AMENDING THE COMPREHENSIVE PLAN FOR CREEK COUNTY WITHIN THE SAPULPA METROPOLITAN AREA

WHEREAS, Pursuant to Title 19, Oklahoma Statutes, Section 866 et seq., the Creek County Board of County Commissioners did, by Resolution 88-44 on the 8th day of August, 1988, adopt a Comprehensive Plan for the unincorporated areas of Creek County within the Sapulpa Metropolitan Area, and was filed of record in the Office of the County Clerk, Creek County, Oklahoma, all according to law; and

WHEREAS, the SMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Sapulpa Metropolitan Area; and

WHEREAS, a Public Hearing was held on the 23rd day of February, 2004, and after due study and deliberation, the SMAPC deemed it advisable and in keeping with the purpose of the SMAPC, as set forth in Title 19, Oklahoma Statutes, Section 866.10, to adopt a *Major Street and Highway Plan – Revised Transportation Plan* Map and Text, the *Sapulpa Corridor and Gateway Development Plan* Map and Text, and the *Sapulpa Bicycle and Pedestrian Trails Plan* Map and Text, all attached hereto and all made a part hereof.

NOW, THEREFORE, BE IT RESOLVED that the *Major Street and Highway Plan – Revised Transportation Plan* Map and Text, the *Sapulpa Corridor and Gateway Development Plan* Map and Text, and the *Trails Master Plan* Map and Text, all as attached hereto and all made a part hereof, be and are hereby adopted as part of the Comprehensive Plan for the unincorporated areas of Creek County within the Sapulpa Metropolitan Area.

BE IT FURTHER RESOLVED THAT this Resolution shall take effect and be in force immediately.

APPROVED AND ADOPTED by the Board of Commissioners of Creek County, Oklahoma this 1st Day of March, 2004.

BOARD OF COUNTY COMMISSIONERS

ATTEST:

Johnny Burke, Chair

Betty Rentz, County Clerk

Dana B. Hudgins, Vice-Chair

APPROVED AS TO FORM:

District Attorney

Roger Boomer, Member

1865

CERTIFICATE OF TRUE COPY
STATE OF OKLAHOMA, COUNTY OF CREEK ss
JANELL DIEHL, County Clerk of Creek County, State of Oklahoma, do hereby certify that the foregoing instrument is a true and correct copy of instrument herein set out as the same appears of record in this office in Book 532 Page 1865-1904

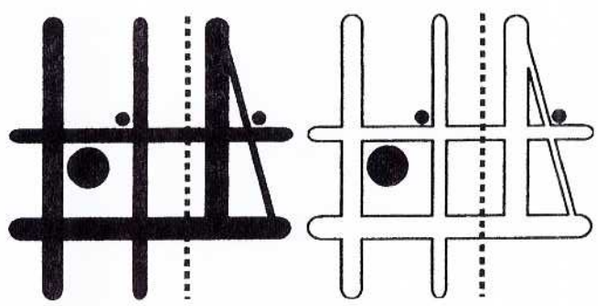
Witness my hand and seal at Sapulpa, Oklahoma, this 13th day of Sept 2010 Janell Diehl, County Clerk

Deputy

FINAL DRAFT

SAPULPA TRANSPORTATION PLAN

AN ELEMENT OF THE SAPULPA, OKLAHOMA COMPREHENSIVE PLAN: 2025



Prepared by

Transportation Planning Division
Indian Nations Council of Governments (INCOG)

for the

Urban & Community Development Department
City of Sapulpa
March 1, 2004

SAPULPA TRANSPORTATION PLAN: 2025

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INTRODUCTION

The 2025 Sapulpa, Oklahoma Transportation Plan: 2025 (Transportation Plan) is composed of the following two (2) major elements:

- Part A. Transportation System Inventory and Needs Assessment
- Part B. The Comprehensive Transportation System Plan: 2025 (Transportation Plan)

The Transportation System Inventory presented in Part A includes the selected elements of the transportation system upon which this assessment is based. The initial section is followed by a detailed discussion of the qualitative assessment of Sapulpa's transportation planning needs, a comprehensive overview of the existing local and regional transportation system, a vision statement for the system, and concludes with a statement of goals for transportation to the year 2025. The selected elements of the Sapulpa Transportation System include a background discussion of the Sapulpa Comprehensive Planning and Corporate (Area), and discussions of the roadways, railroads, bicycle and pedestrian system, and public transportation that serve this Area. The Area includes the incorporated area of the City of Sapulpa and the unincorporated area within the fenceline. The qualitative assessment of transportation planning needs examines the selected elements and also adds freight planning to the assessment. The existing transportation system is categorized by highway classifications, traffic counts, and accident locations and counts on local roadways. The vision statement and section on goals forms the basis for Part B, which presents in detail the Transportation Plan for Sapulpa and the Planning Area to the year 2025.

The Transportation Plan presented in Part B includes a comprehensive roadway planning component, a public transit transportation component, a bicycle and pedestrian system component, a freight movement plan that focuses on trucks, a section on funding needs and implementation, and a final section on evaluation and review of the Transportation Plan. The comprehensive roadway element introduces the Sapulpa Major Street and Highway Plan (MSHP), guidelines for development in transportation corridors, identifies major transportation gateways into the Sapulpa Transportation Planning Area, presents a near-term roadway improvement plan for roads and intersections, and concludes with recommended policies and principles for transportation planning for Sapulpa. Appendices 1 – 3 illustrate the data and information contained in this major section. The public transportation section discusses the local needs for access and transit services in the future. The bicycle and pedestrian system component includes discussions of the regional trails system and opportunities for local connections and additional trails for Sapulpa. The next section on freight movement focuses on truck routes. A detailed discussion of funding needs and opportunities for funding of local projects is followed by a final section and conclusion on evaluation and review of the Transportation Plan.

Part A. Transportation System Inventory and Needs Assessment

The transportation system inventory and needs assessment includes an introduction to the elements of the Transportation Plan, a general description of the Sapulpa Planning Area and Corporate area, a discussion of roadways, railroads, bicycle and pedestrian trails, and public transportation.

1.0 Elements of the Transportation Plan

The Transportation Plan serves as an integral component of the Sapulpa, Oklahoma Comprehensive Plan: 2025 (2025 Plan) guiding land use decisions and development, and it also serves as a near-term strategic plan that specifies ways to achieve the transportation objectives of the 2025 Plan.

1.1 General Description of the Sapulpa Planning and Corporate Area

The Planning Area includes the incorporated area of the City and the unincorporated areas within the annexation fenceline in Creek County. The incorporated areas of the City of Sapulpa are well served with a variety of roadway classification types ranging from expressways, primary and secondary arterials, collector streets, and minor local streets. In many cases, State and US highways coincide with the section line arterial grid system causing these roadways to serve local and well as through traffic. This combination of facilities creates a significant diversity among rights-of-way, surfaces, conditions, maintenance needs, and traffic flow. In some cases, the local and non-local traffic mixes in a manner that causes congestion that the roadway and intersection configuration is not designed to handle.

There are approximately 95 square miles included within the Planning Area. Typically, each mile section has a section line road around its perimeter; however, many section line roads do not connect due to various geographic conditions such as floodplains or topographic constraints, or the route of a major highway or expressway. This is the case locally with 49th West Avenue north of the Creek Turnpike and West 81st Street South between SH 97 the I-44/SH 66 alignment. Historically, the Original Land Act designated square mile section lines on a county-by-county basis and included statutory right-of-way (24.75 feet in the case of Creek County) along each side of the section line. Creek County adopted subdivision regulations in the 1960s, which specified additional minimum right-of-way widths and roadway improvement standards for County roadways. Today, the minimum right-of-way for a section line road in the City is 100 feet for a secondary arterial and 120 feet for a primary arterial. The roadway configuration of a secondary arterial in the City may be four (4) or five (5) lanes with six (6) lanes for a primary arterial.

1.2 Roadways

The Sapulpa Major Street and Highway Plan (MSHP) is shown in Appendix 1. The major local roadways form corridors and gateways in the City and Planning Area as shown in Appendix 2 on the Sapulpa Corridor and Gateway Development Map.

The West Creek Turnpike intersects SH 66 and connects to the I-44/Turner Turnpike just south of West 91st Street/Canyon Road in the central and eastern sector of the Planning Area and is shown on Appendix 2. This Turnpike connects to US 75 on the east and continues east on the Creek Turnpike route through Jenks, Tulsa and Broken Arrow, into Wagoner County south of Broken Arrow, forming an easterly connection to the I-44 Will Rogers Turnpike south of Claremore in Rogers County. Local access to the West Creek Turnpike is limited to split and directional interchanges at South 49th West Avenue and Hickory Hill Road.

Two (2) major roadways, SH 66 and SH 117/Taft, create four (4) main gateways into the City and Planning Area as shown on the Appendix 2 map. SH 66 parallels the I-44/Turner Turnpike and enters the City from the north and west. SH 117 enters the City from the east and coincides with Taft and 121st Street. Mixtures of industrial and heavy commercial land uses are found along SH 66 as one enters the Planning Area from the north. Much of the highway frontage along the north SH 66 entry remains in the unincorporated fenceline area of the City. The SH 117 corridor plan area is shown in Appendix 2. The SH 117 entry to the City from the east is also a mix of residential development, commercial and some heavy industrial uses in Creek County at the furthest east point east on the highway segment.

The SH 33/SH 66 entry from the south and west is more rural and undeveloped in character with a mixture of low-density residential uses, some commercial and industrial uses, and also the Municipal Golf Course at the intersection of SH 66 and SH 117/Taft. The SH 33/SH 66 Corridor Plan area is shown in Appendix 2.

SH 97 forms a major entry into the City from the north. Land use along the SH 97 corridor is a mix of residential and commercial and remains basically in the unincorporated part of the Planning Area. This roadway forms the major connection between Sapulpa and Sand Springs and the two cities have launched a cooperative detailed planning effort, along with Creek County, to assure orderly development in the corridor. The SH 97 Corridor Plan area and map is shown in Appendix 2.

The US 75A roadway connects to the most southern parts of the Planning Area at Main Street and Teel Road/131st Street. US 75A continues south three (3) miles and connects to Kiefer and SH 67/151st Street. Much of the area along US 75A is development sensitive on the 2025 Plan due to the floodplain of Polecat Creek and Childers Creek; however, opportunities for medium intensity development will be available for areas outside the floodplain. The US 75A Corridor Plan area and map is shown in Appendix 2.

1.3 Railroads

Two (2) freight-carrying railroad lines serve the Planning Area. The Tulsa-Sapulpa Union Railway Company operates a 10-mile single track that extends into Tulsa County and serves the 350-acre Otis Rule Industrial Park in the northeast quadrant of the Planning Area. The Tulsa-Sapulpa Union Railway Company line connects to the Burlington Northern/Santa Fe (BNSF) and the Union Pacific lines. The BNSF is a privately owned and locally based company that is part of the national interstate railroad system.

The second major rail service is the nation-wide BNSF, which provides more linkages into the national rail network, while the Tulsa-Sapulpa Union Railroad is primarily a local operator. BNSF serves the Sapulpa to Tulsa route with two (2) main lines and operates west beyond the Creek County line into Payne County and beyond to trans-continental locations. BNSF tracks also go south through Kiefer, to Okmulgee County and beyond, to intersect with BNSF's national railroad system.

A study by the State of Oklahoma has been completed to assess the potential of providing passenger Amtrak service between Tulsa and Oklahoma City. Such a route, if established, would likely pass through Sapulpa.

1.4 Bicycle and Pedestrian System

Sapulpa and INCOG adopted the regional Tulsa Transportation Management Area Trails Master Plan (Trails Plan) in the Spring of 1999. The Trails Plan includes numerous connections to local trails in the Sapulpa area and offers the potential to establish additional neighborhood linkages. Numerous opportunities to connect to the regional trails system exist in the Sapulpa Planning Area and the local trails plan has been expanded to take full advantage of these connections by proposing new combinations of local on and off-street trails. The Sapulpa Bicycle and Pedestrian Trails Plan Map is shown in Appendix 3.

1.5 Public Transportation

Currently there is no public transportation system that connects Sapulpa with any other part of the region, nor is there a local City transit system. Considering the transportation needs of an aging local and regional population, the transit needs of the physically handicapped, as well as those of younger populations, a thorough study of local transit needs should be conducted.

2.0 Qualitative Assessment of Transportation Planning Needs

The Qualitative Assessment of Transportation Planning Needs in Sapulpa is critical to Plan development. This section of the Transportation Plan describes the Qualitative Assessment with regard to the following components of the needs of the transportation system: planning, roadways, bicycle and pedestrian, and freight movement.

2.1 Planning Needs Assessment

The Sapulpa MSHP in Appendix 1 shows the hierarchical classification of roadways existing and planned in Sapulpa. The Sapulpa MSHP serves as a primary local long-range transportation planning guide that directs the ultimate development of roadways and is used when considering development of adjacent land. The MSHP shows roadway locations conceptually and specifies the planned right-of-way standards for major future roadways. Roadways on the MSHP are classified as follows: primary arterial/6-lanes, secondary and secondary arterial alternate/4- or 5-lanes, commercial/central business district/industrial collector, residential collector and residential minor streets. The MSHP specifies the location of existing and planned roadways for all major categories, but does not address the conceptual location of residential minor streets.

The MSHP is a long-range comprehensive roadway plan for the City of Sapulpa and its Planning Area. It defines the ultimate development of each major roadway currently planned along section line roads and in some cases, a collector street concept and alignment between the section lines. The capital improvement program (CIP) includes the prioritized near-term roadway and related transportation project needs; the Transportation Plan and CIP are adopted elements of the 2025 Plan. The Transportation Plan, in the short- and mid-term, serves as the linkage between current development and the long-term MSHP.

The 2025 Plan includes the overall Transportation Plan, the Sapulpa Bicycle and Pedestrian Trails Plan, the Transit Action Plan and the Freight Movement Plan, and describes a ten-year transportation action plan for the City and its Planning Area. Each of the Transportation Plan elements should be evaluated and revised at least once every five (5) years, corresponding with the update of the INCOG Long-Range Transportation Plan (LRTP). A major review and revision of the local Transportation Plan should take place with the completion of each US Decennial Census and update of the LRTP.

2.2 Roadway Needs

Sapulpa is served by SH 33, SH 66, SH 97, US 75A, SH 117, SH 166, the West Creek Turnpike and the I-44/Turner Turnpike. As noted above, many of the state and interstate highways in the Planning Area and in the City in particular form the backbone of the local arterial street network serving both local and through traffic. An advantage of having several state highways within the incorporated area is that the City is not responsible for roadway maintenance; however, the disadvantage of such a system is that state maintenance and needed improvements are lacking in several areas and the City is dependent on the Oklahoma Department of Transportation (ODOT) for any such roadway improvements. Intersection improvements to eliminate congestion and improve turning movements of large trucks are particularly needed at several major intersections of these highways in the City.

Presently, and as constructed, several major intersections that connect these State Highways to each other or to local City streets do not allow for the wide turning movements of large trucks. Intersection congestion is complicated by the development along the main streets, which for the most part is parcel based and encourages a proliferation of curb cuts and dangerous turning movements across on-coming traffic. Planned Unit Developments (PUDs) should be required for development along major streets in the designated corridors to better regulate the location of high traffic generating land uses, to combine mutual access points, and to reduce otherwise unrestricted entrances and exits. This combination of land use and traffic planning will also reduce dangerous left-turns movements across on-coming traffic that also creates congestion and unsafe conditions for motorists. The adopted Corridor Design Guidelines are shown in Appendix 2 along with the Sapulpa Corridor and Gateway Development Map.

2.3 Bicycle and Pedestrian Needs

Current bicycle and pedestrian linkages should be improved to better identify the on- and off-street bicycle route system in accordance with the Sapulpa Bicycle and Pedestrian Trails Plan map shown in Appendix 3.. Sapulpa has one trailhead facility that is located at Sahoma Lake that serves avid local and area bicyclists. Presently, most trail users must depend on un-designated and substandard routes to reach area lakes and recreational areas such as Sahoma Lake and Pretty Water Lake. Maps related to school zones and parks that have the heavier bicycle and pedestrian usage are available and can be improved for promoting safety and increased usage.

2.4 Public Transportation Needs

Some form of a public transit system is essential for the growing needs of Sapulpa area residents, and in particular, the needs of aging residents of the City. According to the 2000 US Census, approximately 13% of the Sapulpa residents are aged 65 and over. Critical needs such as for health care, and door-to-door transportation for seniors is not available. At this time the Metropolitan Tulsa Transit Authority does not serve the City of Sapulpa. The nearest transit location and connection for City residents to reach the metropolitan area for jobs, health care, education, shopping, and recreational opportunities is a downtown Tulsa connection eight (8) miles outside of the City.

2.5 Freight Planning

Freight Planning affects the City to a considerable extent. In addition to the expressway access via the I-44/Turner Turnpike and the newly opened West Creek Turnpike extension, the City has several transportation corridors that are used by both inter- and intra-regional freight carriers. Freight transportation on State Highways is unrestricted with regard to Time of Day or the load-carrying capacity. Freight transportation needs a comprehensive truck routing policy and coordination with ODOT in order to facilitate the safe and unobstructed transportation of goods to, from, and through the City. Increased and improved access to highways and railroads would make the City an even more attractive place for freight operations if more comprehensive planning for such activity is undertaken. Upgrading highway and railroad intersections, maintaining bridges and underpasses, developing freight friendly zones and seeking to maintain access to the Port of Catoosa for oversized loads can serve the City well in the long-term.

3.0 Existing Transportation System

3.1 Local, State and National Highways

Travel within the Planning Area is automobile dependent using major local roadways, which also serve as a primary part of the regional, State and national highway system. This local/regional mix in some cases causes dangerous congestion. Presently, non-local heavy truck traffic on SH 66 is routed through the Central Business District (CBD).

3.2 Traffic Counts

Regional connections, primarily involving State Highways classified locally as primary arterials, have the following average weekday traffic counts, which clearly indicate the significance of these thoroughfares:

Table 3.2. Traffic Counts on Highways in the Planning Area

Highway	Vehicles/Day (2002 Counts)
SH 66/SH 33 West of Sapulpa City Limits	9,000
SH 66 East of Sapulpa City Limits	19,855
SH 117/Taft East of Sapulpa City Limits	12,500
SH 97 North of Sapulpa City Limits	13,900
US 75A South of Sapulpa City limits	5,600

Source: Oklahoma Department of Transportation, Year 2000

North-south City streets classified as Secondary Arterials include Mission, Main and Hickory Street. Teel Road runs east/west, and connects to the local primary and secondary arterials. The Sapulpa MSHP is included in Appendix 1.

3.3 Accident Locations on Major Highways

The ODOT database identifies the location of major and residential intersections with the highest number of crashes. The primary cause of such crashes at major intersections is "Failure to Yield." Driver's education, improved signage, and vigorous traffic enforcement can all function to reduce the number of crashes and resulting personal injuries and property loss. Accident locations on major roadways are shown for 1999, 2000 and 2001 in the table below:

Table 3.3. Accident Locations on Area Major Highways: 1999, 2000 and 2001

Year	1999	2000	2001
Total Accidents	566	515	510
Accidents on Highways	404	378	352
Fatalities	4	4	2
Personal Injury Accidents	194	191	164
Property Damage Only	368	320	344
Peak two hours for Crashes	4 PM – 6 PM	4 PM – 6 PM	4 PM-6PM
Percent Crashes in Peak two hours	24%	22%	23%

The trend in overall accident reduction on major highways from 1999 to 2001 is most positive.

In the year 2000, more than 70% of the accidents that occurred on state highways resulted from "Failure to Yield." Also in the year 2000, "Improper Turn/Improper Action" made up for more than 45% of all crashes on area highways.

Local motorists have, by necessity, formed an unofficial network of collector streets through residential areas to avoid the congestion on major thoroughfares. The local street pattern in many of these areas is a grid that can easily be used to get from the northeast areas, for example the Sapulpa High School, to commercial and business areas to the southwest located along SH 117/Taft.

3.4 Accident Analysis

Selected items from the top 40 accident locations on City streets for 1999, 2000 and 2001 are as shown on the table below:

Table 3.4 Top 10 Accident Locations at City Street Intersections: 1999, 2000 and 2001

Intersection	2001 Rank	2000 Rank	1999 Rank
Hickory and Bryan	1	3	8
Mission and Line	2	*	*
Oklahoma and Teel	3	*	*
Wickham and Teel	4	4	40
Frankhoma and 91st	5	7	*
Hickory and Galaxy	6	*	*
Brown and James	7	*	*
Hickory and Garfield	8	*	*
Water and Bryan	9	10	7
Watchorn and Dewey	10	40	28

* Did not rank in the top 40

The accident analysis shows the likely result of the undesirable local-street traffic patterns discussed in Section 3.3, which should be addressed by stop signs, traffic calming techniques and vigorous traffic enforcement on the neighborhood streets. The above table also shows a serious increase in rank for all of these City intersections except Water and Bryan. These top 10 accident locations should be reviewed for improvements and increased traffic enforcement to address the hazards documented by these data. Most significantly, several of the above intersections were not even in the Top 40 in 1999 and made it into the Top 10 by 2001.

4.0 Vision Statement and Goals for Transportation

4.1 Vision Statement

The following "Vision Statement" is adopted for transportation planning and the Transportation Plan:

> Develop a safe, secure and efficient multi-modal transportation system that serves all residents of the City of Sapulpa and Planning Area, which promotes economic wellbeing and improves choice, access, and mobility for all people and goods movement.

4.2. Goals of Transportation

Based on the Vision Statement shown above and the Transportation System Inventory and Needs Assessment in Part A of this Plan, goals for transportation are established as follows:

- Improve the capacity for and safety of traffic flow on all local roadways
- Support and encourage economic development
- Enhance mobility for all transportation system users
- Pro-actively maintain and improve the local transportation system with a more effective local-State partnership to ensure preservation of transportation related assets
- Ensure the safety and security of all transportation system users
- Practice and integrate a program of sound land use and transportation policies, programs, and improvements to mitigate incompatibility and to build a more sustainable community
- Integrate the transportation and land use planning programs to assure a comprehensive approach to the development and redevelopment of the Planning Area.
- A short-term goal of the Transportation Plan is to open S. 49th West Avenue from the West Creek Turnpike on the south to West 91st Street South on the north and ultimately to West 61st Street South.
- To assure that development within the designated Corridors occurs in accordance with the adopted Corridor Design Guidelines.

Part B. The Comprehensive Transportation System Plan: 2025

The comprehensive Transportation Plan included in Part B addresses roadways, public transportation, bicycle and pedestrian transportation, freight movement, and recommendations for evaluation and review of the Transportation Plan and the 2025 Plan.

5.0 Comprehensive Roadway Plan Component

The recommendations of the Transportation Plan are based on the Vision Statement and Goals for Transportation as presented above. The major transportation components addressed in the Sapulpa Comprehensive Roadway Plan include:

1. Major Street and Highway Plan (MSHP): Appendix 1
2. Transportation Corridor Development Guidelines: Appendix 2
3. Transportation Gateways: Appendix 2
4. Sapulpa Bicycle Trails and Pedestrian Plan: Appendix 3
5. Near-term Roadway Improvement Plan
6. Policies for Transportation Planning

5.1 Major Street and Highway Plan (MSHP): Appendix 1

The MSHP is the guiding principle behind the Sapulpa Transportation Plan and is shown in Appendix 1. The roadway system shown on the MSHP provides the ultimate long-range framework for both transportation and land use development.

The Sapulpa MSHP shown in Appendix 1 is an adopted element of the 2025 Plan. Future improvements and extensions of the local street and roadway network must conform to the adopted MSHP and the Transportation Plan.

5.2 Transportation Corridor Development Guidelines

The guidelines adopted for the development of Transportation Corridors establish standards which guide transportation development with consideration of land use in a uniform manner with due consideration given to traffic impacts. Transportation Corridors are shown on the Sapulpa Corridor and Gateway Development Map in Appendix 2. The implementation of the guidelines for development in the selected Transportation Corridors is based on requirements for PUDs that include special consideration of land use, ingress and egress control, streetscape improvements and other measures to improve not only the safety and efficiency, but the appearance of the Transportation Corridor. The City has also adopted Corridor Design Guidelines, shown in Appendix 2, to address the functionality as well as the appearance of the Corridors.

The City has adopted policy guidelines for development of the major corridors shown below and included with the map in Appendix 2:

1. SH 117/Taft: 33rd West Avenue to Brenner
2. SH 97: West 61st Street South to West 101st Street South
3. Historic Route of SH 66: Municipal Golf Course to 177th West Avenue.
4. West Creek Turnpike.
5. South Main Redevelopment Corridor: SH 117/Taft to Teel Road
6. US 75A: South of Teel on US 75A – Future Corridor
7. Teel Road: Main to Wickham – Future Corridor
8. SH 66: 51st Street South to Taft
9. Hickory Street: SH 117 to 141st Street – Future Corridor
10. Wickham Road: Taft to Teel Road – Future Corridor

5.3 Transportation Gateways

Transportation Gateways within the Planning Area are intended to address the requirements for having safer and more efficient major intersections. The eight (8) Gateway intersections into the Sapulpa Planning Area are shown on the Appendix 2 map and are as follows:

1. Taft/State Highway 117 and 49th West Avenue
2. 49th West Avenue and West Creek Turnpike
3. State Highway 66/New Sapulpa Road and West Creek Turnpike
4. State Highway 97 and 91st Street South
5. State Highway 97 and Interstate 44 (Turner Turnpike)
6. State Highway 117 and State Highway 66/State Highway 33
7. US 75 A South of Main Street
8. I-44 and 49th West Avenue

Each gateway location is recommended for roadway and traffic signal improvements, signage, landscaping, visual landmarks, and improved traffic management devices.

5.4 Near-Term Roadway Improvement Plan

The Near-Term Roadway Improvement Plan is a plan for transportation actions and improvements during the next 5-10 years that focuses on critical needs and strategies that are not presently funded. The Near-Term Transportation Plan outlines the following recommended actions:

1. Plan for and construct the extension and improvement of South 49th West Avenue from the West Creek Turnpike north to connect to West 81st Street, and improve West 81st Street from west of the I-44/Turner Turnpike to SH 97 to four (4) lanes.

2. Design the SH 117/Taft Corridor between Hickory and Main as a five-lane section to allow center left-turn movements, increase the capacity of this roadway to better serve

area businesses, and recognize right-of-way constraints that would prohibit construction of a six (6)-lane roadway due to cost.

3. Recognize the complementary nature of land development and transportation system improvements and implement the growth corridor and gateway intersection improvements shown on the Sapulpa Corridor and Gateway Development Map in Appendix 2.

4. Improve the visibility and livability of the Planning Area by improving the major corridors and intersections identified in Appendix 2 making them safer, more efficient, and more attractive.

5. Improve the access to and from local areas served by the West Creek Turnpike (see Appendix 2) by redesigning the two (2) "split interchanges" full diamond interchanges and also redesign south frontage road from 49th to Hickory Hill Road. Currently, one of the most critical local links in the Tulsa Metropolitan Area, the West Creek Turnpike connecting the I-44/Turner Turnpike with the Creek, Muskogee and I-44/Turner/Will Rogers Turnpikes, does not provide sufficient local Sapulpa access to the mile section-line roadways in the eastern portions of Sapulpa and Creek County due to the split directional interchanges.

6. Employ Traffic Calming measures to reduce traffic and speed within residential areas by utilizing stop signs, speed humps, raised crosswalks, or other such measures as requested by the neighborhood. If such active measures are not acceptable to residents, passive measures such as densely planted vegetation, development of sidewalks and reducing posted speed limits along with designating such a street as a pedestrian or bicycle friendly roadway should be employed as passive traffic calming measures.

7. Explore alternative street needs to reduce cut-through non-neighborhood traffic to make neighborhood streets safer and reduce accidents and injuries at neighborhood intersections. Further study is recommended on widening Bryan Street at its intersections with Hickory and Mission to more efficiently accommodate left turns and improve traffic flow.

8. Improve the streetscape and signage on all of the Sapulpa Corridors as designated on the Corridor Plans shown in Appendix 2, and prioritize streetscape and signage projects based on existing and projected traffic volumes.

5.5 Policies for Transportation Planning

The major implementing prerequisite for recommendations coming from the Transportation Plan and the near-term actions identified above include developing a needs awareness among elected and administrative officials and public at large of the critical role played by transportation in assuring the quality and livability of the Sapulpa Planning Area. Therefore, the following policies and principles are adopted:

Policy 1

Plan for and implement the MSHP during the development and redevelopment of the Planning Area based on a local/State partnership; to better regulate the location of high traffic generators; to combine mutual access points and reduce otherwise unrestricted access and improve the safety for motorists along major streets by combining transportation and land use planning emphasizing the use of PUD.

Policy 2

In order to maintain an enhanced level of roadway aesthetics, landscaping, and maintenance along the Interstate and State highways serving Sapulpa, the City, ODOT and the OTA must jointly promote the Transportation Corridor and Gateway Development Guidelines shown in Appendix 2. ODOT should actively support Corridor Development and improve the safety and design of the Sapulpa Gateways in particular as shown in Appendix 2.

Policy 3

Work with the ODOT Rail Division and local railroads to develop an open dialogue and explore possible funding sources to improve the condition and safety of local rail crossings.

Policy 4

Maintain uniformity in all growth-corridor related policies with regard to development by emphasizing the use of PUD's. Development within Corridors and subsequent resolutions and ordinances of the City Council shall serve as guidance for any future land development targeted within the growth corridors as identified in Appendix 2.

Policy 5

Perform traffic counts at a minimum of once every two (2) years on all existing primary and secondary arterials to identify roadway needs and maintain an accident database for the City in order to identify high crash locations. In this regard, ODOT and OTA should be contacted on an annual basis to monitor traffic on the I-44/Turner Turnpike and West Creek Turnpike, and all state highways, in particular, those within the incorporated areas of the City.

Policy 6

All major transportation Gateways, Intersections and Corridors identified in the Transportation Plan and 2025 Plan should be developed based on the adopted Corridor Design Guidelines included in Appendix 2. Intersection and Gateway design should continue in accordance with the PUD principles in the Comprehensive Plan, Zoning Code, and Subdivision Regulations.

Policy 7

Initiate an action-oriented education and awareness program among elected officials, administrative staff, and business and lay people within the Planning Area of the "Near-Term" transportation needs.

Policy 8

Initiate a pilot project to support affordable public transit twice a week from the Sapulpa Senior Citizens Center or other central City location to link with local and other major hospitals and health care facilities in the metropolitan area.

Policy 9

Establish Sapulpa-based regional bicycle events utilizing the beautiful and natural landscape in the north and west parts of the Sapulpa area; in particular, in and around Sahoma Lake north to Keystone Lake. Furthermore, improvement of the connectivity of local and regional trails from Sapulpa north to Sand Springs along the SH 97 corridor is vital for area-wide outdoor recreational activities.

6.0 Public Transportation Component

6.1 Access to Transit in the Metropolitan Area

Presently, there is no connection with the regional Metropolitan Tulsa Transit Authority (MTTA) from Sapulpa. It is recommended that the Planning Area establish a public connection to the MTTA, particularly for its increasing elderly population, that could be combined with internal Sapulpa City transit options, which are also recommended for the City. Local-Regional transit linkages for the elderly and handicapped will increase their access to much needed transit services and reduce their dependence on charity and social service agencies for transit and transportation needs.

The MTTA Regional Mobility Plan was adopted as an element of the INCOG Regional 2025 Long Range Transportation, and shows two major transit connections serving and terminating in City of Sapulpa. One major route is planned to operate on SH 97 connecting the City of Sapulpa with City of Sand Springs. A second route connects the Sapulpa terminus with Jenks via the West Creek Turnpike. These proposals are based on a Timed Transfer concept at Sapulpa, Sand Springs and Jenks to connect with the regional public transportation system.

In addition, a Park-and-Ride location is planned in Sapulpa to support the public transit terminus. An express transit route is also planned to connect Sapulpa with downtown Tulsa using the I-44/Turner Turnpike and I-244.

Considering the long-range perspective of the above local and regional plans, it is also recommended that a short-range transit implementation plan be developed to serve the transit needs of the overall and special populations in the near term.

6.2 Senior Oriented Public Transit

An increasing number of senior citizens in the Planning Area depend on transit as noted above. More importantly, public transportation for senior citizens for medical and other trips should be a focus of all transit planning. It is recommended that a pilot project be explored to support affordable public transit twice a week from the Sapulpa Senior Citizens Center or other central City location to link with local and other major hospitals and health care facilities in the metropolitan area.

7.0 Bicycle and Pedestrian System Component

7.1 Regional Trail Connections

The Sapulpa Bicycle and Pedestrian Trails Plan is shown in Appendix 3. Existing routes primarily serve avid bicyclists and the trailhead at Sahoma Lake is equipped with basic amenities. It is recommended that Sapulpa-based regional bicycle events be established utilizing the beautiful and natural landscape in the north and west parts of the Sapulpa area. Further, it is recommended that the connectivity of local and regional trails be improved, in particular, that a trail system from Sapulpa north to Sand Springs generally located in and along the SH 97 Corridor be developed.

Local events involving a bicycle or a running component should be considered to bring more focus to alternative transportation modes offered by on- and off-street trails, as well as to help support the local Sapulpa economy. The Sapulpa Chamber of Commerce would be a key to involving local businesses in such events and to help in planning and organizing local and regional events. The SH 97 Corridor between Sapulpa and Sand Springs utilizing the CBD or the Sahoma Lake trailhead would be a viable route for local and regional bicycle rallies and running events.

7.2 Bicycle and Pedestrian Linkages

Several linkages are proposed with the on-street bike system and the proposed regional trail system as shown on Appendix 3. The local on-street system serves existing parks, schools and trailheads. Local-regional linkages with proper signage and trail maintenance will attract additional trail users and enhance the livability of the City of Sapulpa, Planning Area, and the region.

8.0 Freight Movement Plan: Truck Routes

Sapulpa is a major transportation center for many local and regional truck companies. The State and Interstate highway systems serve the local and regional trucking industry quite well. Through truck-traffic must be routed using more effective signage to alleviate congestion on major local streets and highways and to also improve safety on local streets and in the CBD. It is recommended that signage for truck routes within the City be reviewed and studied further for more efficient routing of through truck traffic on SH 66 away from the CBD and on Mission Street in particular.

Providing safe access to and through the CBD with proper signage is an integral part of Freight Movement Planning. SH 66, SH 97, US 75A and SH117/Taft are better suited for through truck-traffic than other more local roadways, such as Dewey in the CBD. More effective signage is needed to direct through truck traffic, and the entrances to the I-44/Turner and West Creek Turnpikes should also be clearly marked for trucks with regard to direction of travel.

9.0 Funding Needs and Implementation: Available Funding Opportunities

Due to the 2000 Census, the City is now included in the Tulsa Urbanized Area for transportation planning. The City can now compete for projects on a regional basis by selectively submitting for funding and actively participating in the Metropolitan Planning Organization process with INCOG. Funds are competitively distributed within the Tulsa Urbanized Area based on needs and the projects are solicited on a two-year cycle for consideration of funding. Funded projects are placed on the three-year Transportation Improvement Program (TIP).

The City may also pursue transportation enhancement funding through a program administered by ODOT on a two-year cycle. Several projects to enhance the livability based on the trails master plan and the Sapulpa trail linkages plan qualify for funding under these programs.

10.0 The Relationship of the Transportation Plan and Land Use Plan

The Transportation Plan establishes the framework upon which land use planning is built. This framework is expressed in terms of the classifications of highways and streets. The elements of the land Use Plan are established as follows and discussed in this section: development districts, corridors, subdistricts and neighborhoods, and nodes.

10.1 Development District

The fundamental component of the Land Use Plan is the development district. Development districts are broad, multi-functional areas bounded by freeways, significant physical features, and major arterial streets. Development Districts include such elements as corridor(s), Subdistricts and neighborhoods, and nodes. The general characteristics of a development district are:

1. Each district should be multi-functional in nature, contain a strong residential base and a variety of amenities and services.

2. High capacity transportation facilities and functions should be maintained along the edges of the districts and should be fed by arterial trafficways and other secondary systems from within the district.

3. Uses that are more intense/dense in nature should be located in corridors along the freeway edges with progressively less intensity/density of development as one penetrates the district.

4. A wide range of lifestyles and housing types, close to recreation, education and shopping, should be maintained in each district.

5. Future urbanization should feature close integration of arterial streets, freeways and transit into the overall development process.

6. The use of the PUD process is encouraged throughout the land use and transportation plan area and development districts and should be required for all medium and high intensity developments.

7. Existing land uses within the land use plan will influence the type, intensity and circulation systems of proposed development projects. Compatibility with existing land use is viewed as a major strategy governing undeveloped parcels.

8. Compatibility with the Major Street and Highway Plan for all new proposals should be a major factor influencing the type, location and intensity of proposed uses.

10.2 Corridors

Corridors are located along freeways and contain major employment and/or region-serving functions in concert with a relatively high-density residential base. For medium and high intensity uses the type and intensity of the proposed use is subject to the PUD review and approval process. The basic characteristics of corridors are as follows:

1. Uses that are more intense in nature should have high exposure and convenient access to high capacity, metropolitan transportation facilities.

2. The multi-functional grouping of land uses should be interrelated by internal vehicular and pedestrian traffic systems, and the entire corridor should be ultimately connected to a metropolitan wide transit system.

3. Corridors should have appropriate access to primary and secondary arterial streets.

4. Corridors should have a maximum depth of 1320 feet from the adjacent freeway, and PUDs are required for medium and high intensity beyond a depth of 660 feet.

5. Within corridors, the higher intensity development should be designed by utilization of setbacks, transitional uses, and other separations to be compatible with low intensity development.

6. The "C" in corridor should not be interpreted to exclusively refer to "commercial."

10.3 Subdistricts and Neighborhoods

Development districts are divided by highways and arterial streets into subdistricts and neighborhoods. Subdistricts comprise, on the average, one square mile of low/medium intensity residential development with schools, churches, recreation areas and other necessary accompanying functions. The general characteristics of a subdistrict or neighborhood are as follows:

1. Clusters of neighborhoods into a unit which facilitates a wider range of public services.

2. Provide a portion of the basic population support for activities that locate within adjacent corridors.

3. Areas tied together by transportation and open space systems which provide for bicycle or pedestrian trail linkages and street systems that discourages through vehicular traffic.

10.4 Nodes

Nodes are located throughout a development district around the intersections of arterial streets and generally form the preferred location for medium and high intensity development. Depending upon the types of arterial streets involved, differing amounts and types of uses are permitted. Nodes include the following characteristics:

1. The intensities of development at arterial street intersections should be consistent with the type and planned capacity of the arterial streets.

2. Districts serving shopping and service activities should be located at the intersection of a primary or secondary arterial street with any other type of arterial street.

3. Convenience service activities for subdistricts should be located at the intersection of secondary arterial streets.

4. Development of the nodes should be designed to be compatible with surrounding neighborhoods. Medium intensity developments in the node should be buffered from less intense residential development.

11.0 Conclusion: Transportation Plan Evaluation and Review

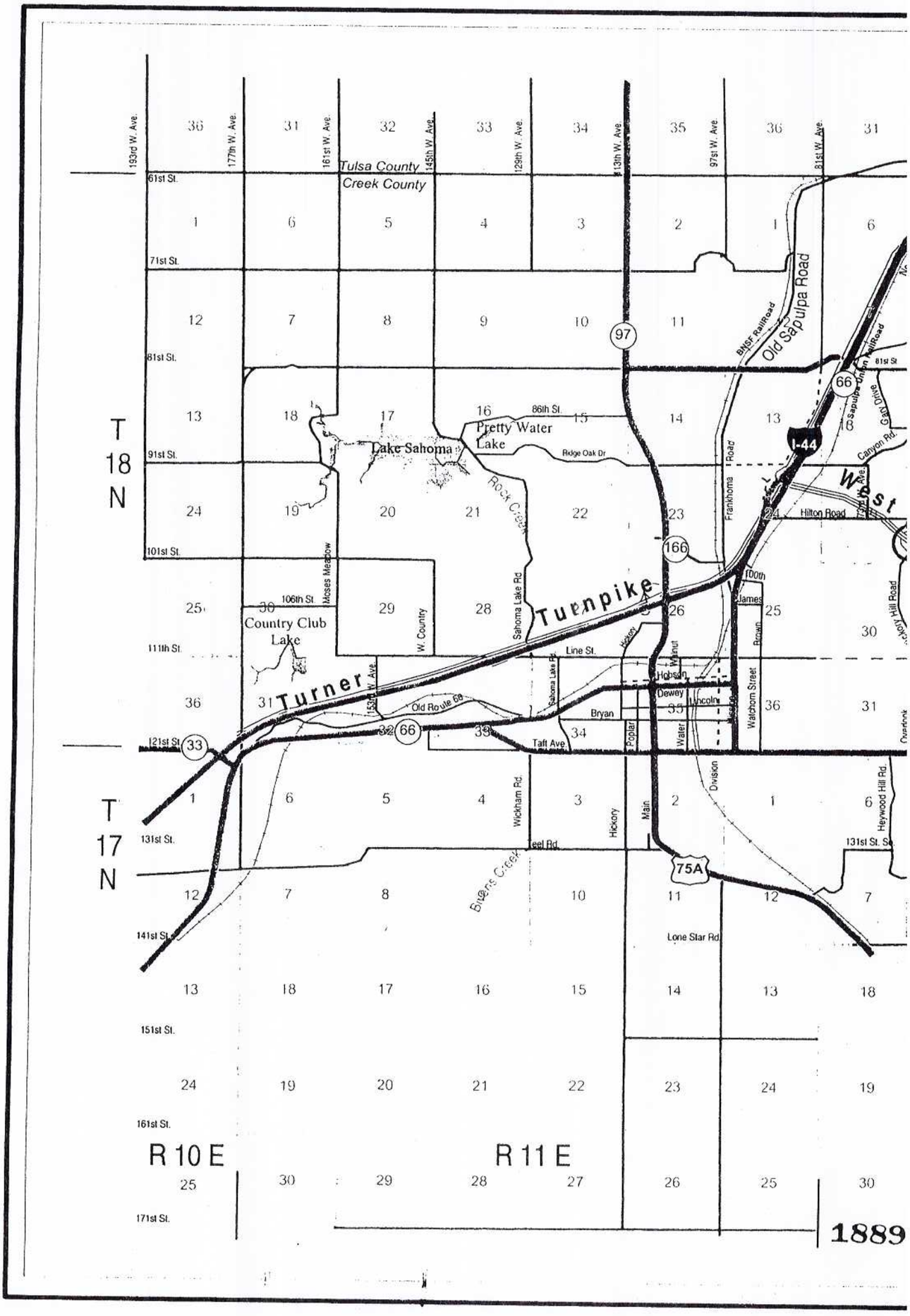
The Sapulpa Transportation Plan is a goal and policy oriented Transportation Plan and the respective elements need to be evaluated once every 3 - 5 years to assure the relevance and the applicability of the strategies and projects included in the adopted Transportation Plan. A reliable traffic counting program along with a good tracking mechanism for crashes for the City of Sapulpa are important support elements of the transportation planning program and process; traffic counts should be updated annually at key locations. Accident data should also be reviewed and become the basis for local enforcement and traffic management. It is also important to examine and track land use development and the impact of completed transportation improvements in support of a continuing and comprehensive transportation land use planning program.

APPENDIX 1

SAPULPA MAJOR STREET & HIGHWAY PLAN

MAP

1888



Tulsa County
Creek County
Old Sapulpa Road
Pretty Water Lake
Lake Sahoma
Country Club Lake
Turner Turnpike
Old Route 66
Rock Creek
Bivens Creek
Hilton Road
Canyon Rd.
Sahoma Lake Rd.
Wickham Rd.
Teel Rd.
Lone Star Rd.
Heywood Hill Rd.
Watchorn Street
Frankhoma Road
Moses Meadow
W. Country
Line St.
Taft Ave.
Bryan
Hobson
Dewey
Lincoln
Poplar
Main
Hickory
Division
Water
Walnut
Brown
James
100th
Ridge Oak Dr
86th St.
61st St.
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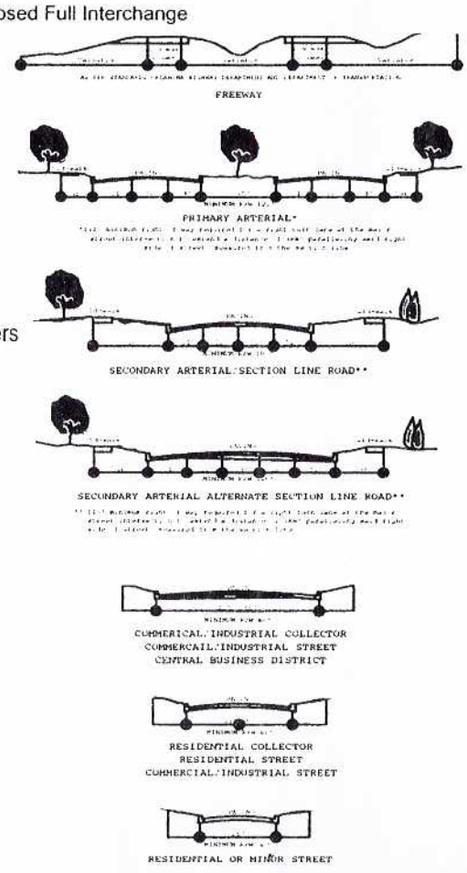
66
33
166
75A
I-44
1889

Sapulpa and Creek County, Oklahoma
Major Street And Highway Plan (MSHP)
Sapulpa, Oklahoma
Comprehensive Plan: 2025

Legend

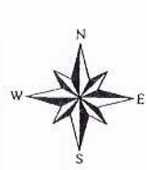
- Freeway/Expressway/Turnpike
- Primary Arterial
- Secondary Arterial
- Proposed Secondary Arterial
- Collector
- Commercial/Industrial Collector/CBD
- RailRoad
- Section Line
- Annexation Fence Line/Corporate Limits
- 66 State Highway
- I-44 Interstate Highway
- 75A U. S. Highway (Alternate)
- Proposed Full Interchange



ADOPTED:

Resolution No. _____
Creek County Board of County Commissioners
Creek County, Oklahoma
March 1, 2004

Resolution No. _____
Mayor and City Council
City of Sapulpa, Oklahoma
_____, 2004



www.INCOG.org
Indian Nations Council Of Governments
March 1, 2004

APPENDIX 2

SAPULPA CORRIDOR AND GATEWAY

DEVELOPMENT PLAN

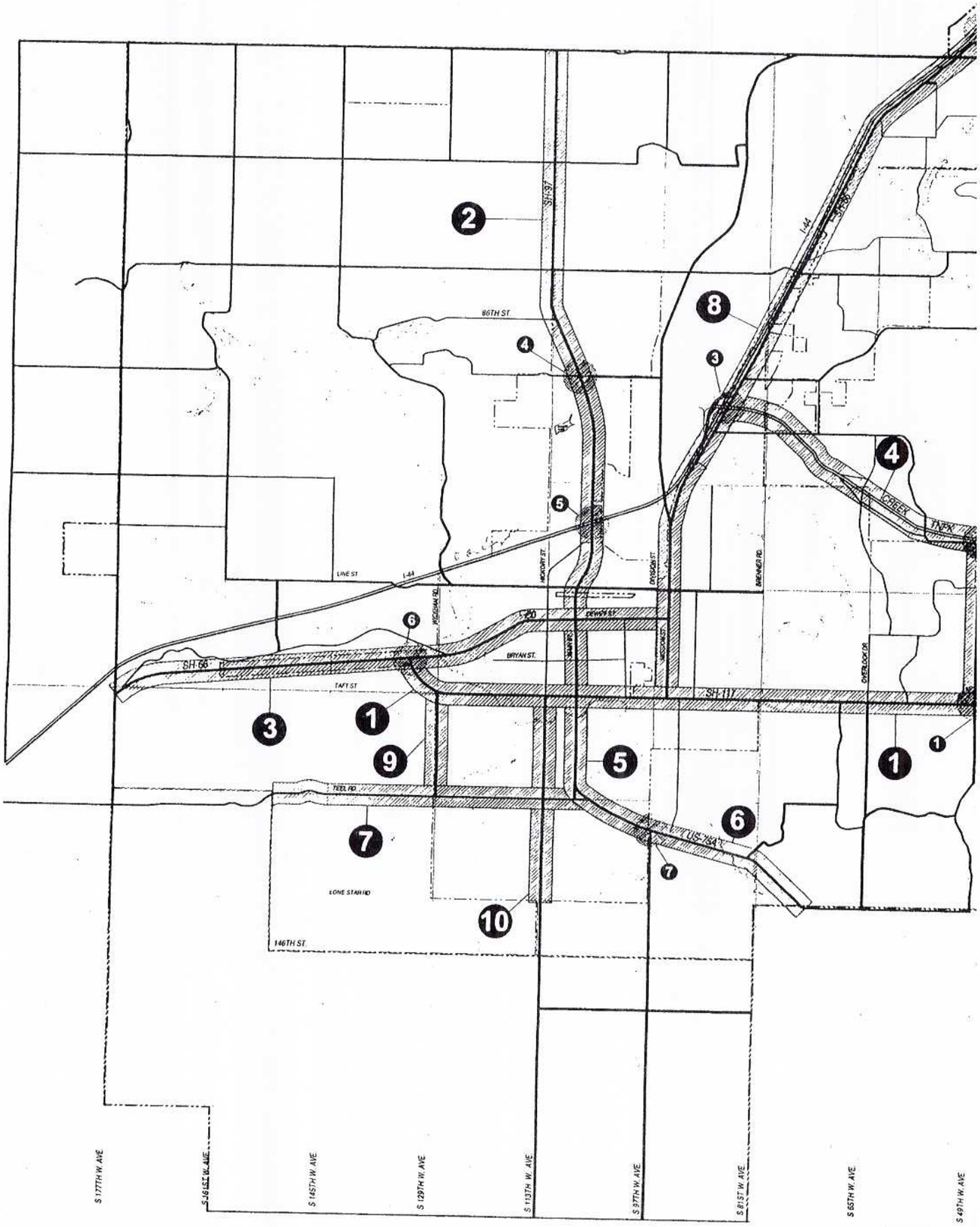
1. SAPULPA CORRIDOR AND GATEWAY

   DEVELOPMENT PLAN MAP

   AND

2. CORRIDOR DEVELOPMENT GUIDELINES
   PLANNING, ZONING & DEVELOPMENT
   SECTION 701-714
   ORDINANCE NO. 2370-A

1891



SH-97
I-44
86TH ST.
LINE ST.
I-44
HICKORY ST.
DIVISION ST.
BRENNER RD.
CREEK
TNPK
I-20
DEWEY ST.
BRYAN ST.
SH-66
TAFT ST.
SH-117
OVERLOOK DR.
TEEL RD.
US-754
LONE STAR RD.
146TH ST.
S 193RD W. AVE.
S 177TH W. AVE.
S 161ST W. AVE.
S 145TH W. AVE.
S 129TH W. AVE.
S 113TH W. AVE.
S 97TH W. AVE.
S 81ST W. AVE.
S 65TH W. AVE.
S 49TH W. AVE.

1892

SAPULPA CORRIDOR AND GATEWAY DEVELOPMENT MAP

PLANNING CORRIDORS

1. Taft/State Highway 117: 33rd West Avenue to Brenner Road
2. State Highway 97: 61st Street South to 101st Street South
3. Historic Route 66: Municipal Golf Course to 177th West Avenue
4. Sapulpa West Creek Turnpike
5. South Main Redevelopment Corridor: Taft to Teel Road on US Highway 75 Alternate
6. US Highway 75 Alternate: South of Teel Road on US Highway 75 Alternate
7. Teel Road (Future): Main to Wickham
8. State Highway 66: 51st Street South to Taft
9. Hickory Street: State Highway 117 to 141st Street
10. Wickham Road: Taft to Teel Road

GATEWAYS

1. Taft/State Highway 117 and 49th West Avenue
2. 49th West Avenue and West Creek Turnpike
3. State Highway 66/New Sapulpa Road and West Creek Turnpike
4. State Highway 97 and 91st Street South
5. State Highway 97 and Interstate 44 (Turner Turnpike)
6. State Highway 117 and State Highway 66/State Highway 33
7. US Highway 75 Alternate South of Main Street
8. I-44/State Highway 66 and 49th West Avenue

LEGEND

GATEWAY INTERSECTION

PLANNING CORRIDOR

ANNEXATION FENCELINE/CORPORATE LIMITS

FREEWAY / EXPRESSWAY/ TURNPIKE

PRIMARY ARTERIAL

SECONDARY ARTERIAL

RESIDENTIAL COLLECTOR

COMMERCIAL/INDUSTRIAL COLLECTOR

SECTION LINES

March 1, 2004

Planning, Zoning & Development

City Of Sapulpa Corridor Design Criteria

Section 12-701: Statement of Purpose

As the City of Sapulpa continues to grow, additional commercial development will be necessary to meet the ongoing demands of the citizenry. The quality of design incorporated into these new commercial developments will significantly effect the appearance, economic vitality, convenience and safety of the community.

It has always been the City's policy to encourage and approve quality design and construction plans for new commercial developments in order to enhance the quality of life of our residents. It is the intent of these criteria and policies to provide clear examples to developers, builders and the general public on the style, type and placement of new commercial buildings to form an integrated system of design and efficiency.

In general, this document does not represent new development standards. Rather, it builds upon accepted standards and is an attempt to put into writing those standards to simplify development. Specifically, these criteria and requirements are intended to be used for the following purposes:

- To identify issues which commercial developers should address in preparing their plans.
- To clarify the standards which the City expects private development to meet.
- To assist Staff, SMAPC and City Council in the evaluation of proposed commercial projects.

These criteria will be applicable to all future zoning requests, final development plans, and building permit applications for all non-residential projects. However, it is recognized that not all of these criteria will apply in every case. The application of these criteria will vary somewhat from case-to-case depending upon the proposed project and the characteristics of the site. Where there is a question as to whether a particular Criteria should apply in a particular case, the developer shall be responsible for justifying any exceptions or variations in writing to the Urban Development Department for review.

It is important to note that these criteria are not necessarily an exhaustive listing of all City requirements. Each proposal must pay clear attention to the Zoning, Subdivision and Engineering Design Criteria before a project submittal can be entertained. Every developer is responsible for complying with all sections of the City of Sapulpa Municipal Code.

Section 12-702: Design Review Process

The design review is a comprehensive evaluation of those characteristics of a development that have an impact on neighboring properties and the community as a whole. The process makes a careful examination of a project's quality of site planning, conformance to the design criteria, zoning, landscaping, and important details such as traffic flow, signage and lighting.

The purpose is to ensure that every new development or addition to an existing development carefully considers the community context in which they take place. Every project proposal should make a conscientious effort to develop a compatible relationship to the building site, neighboring properties, and internal compatibility.

Developers and their designers are urged to carefully review these criteria, the Zoning and Subdivisions Regulations, Landscaping Ordinance and the Engineering Design Criteria before site planning and building design studies have begun.

Section 12-703: Applicability

These criteria are applicable to the designated corridors and gateways in the City of Sapulpa. The attached maps in Appendix A set forth the designated corridors and gateways within the City.

SECTION 12-704: ARCHITECTURAL CRITERIA

Each commercial center and project should create a unique and identifiable image for the community. The overall appearance of the project and the architectural elements and materials used should be consistent, including the development of pads sites (kiosks). The end result should be a project that is internally cohesive and architecturally compatible.

CRITERIA #1: *Develop a consistent architectural style consistent within the project and the community.*

All buildings within the commercial center should have common architectural styling. Material should be consistent, as well as windows, entrances, facades and roofing material and design.

CRITERIA #2: *The number, location, and design of independent pad sites shall reinforce, rather than obscure, the identity and function of the commercial center.*

Commercial centers which contain disproportionate numbers of outlying buildings on pad sites tend to have site development problems and are often perceived visually as being cluttered and confusing. It is important that pad sites be designed as an integral part of the whole commercial center in order to avoid problems relating to traffic flow, parking, landscaping, pedestrian travel, architectural compatibility and public perception. Preliminary development plans should indicate the location, footprint and type of each building, as well as related parking, through traffic ways and pedestrian circulation.

CRITERIA #3: *All project buildings including kiosks (pad site buildings) must be of similar building materials.*

To achieve unity between commercial center buildings and kiosks, it is required that similar exterior building materials be used throughout the project. The selection of building materials should be attractive, durable and have low maintenance requirements. *Where new buildings are being added to an existing commercial center, the new structures will be required to meet these criteria as well as match the architectural design of the existing center.*

To create an attractive sense of place and focal point for activity, exterior building materials and colors should contribute to a unified environment. Harmony with neighboring buildings is to be emphasized. Distinct building materials should dominate the entirety of the commercial center. The following are the approved materials to be used in the design of commercial center exteriors:

- Natural materials such as wood, brick, unpolished stone
- Cement plaster (stucco) or similar material
- Textured masonry with integral color
- Formed concrete with integral color and textured finish
- All sides viewable from a public street shall be covered in a material utilizing those referenced above.
- The material must be from ground to roof
- Roofing material and design must integrate into the overall material and color scheme

The following are the materials that are not approved:

- Large areas of glass, unless located at a pedestrian level store front
- Highly reflective or mirror-like materials that reflect glare into the surrounding environment. These materials should be used only in small areas for architectural details near the ground level
- High contrast color glazed masonry except for small areas of detail
- Glass curtain walls
- Synthetic materials made to resemble masonry
- Metal panels
- Exposed concrete masonry. Split faced concrete masonry units with integral color and texture may be used for portions of buildings, but is discourage as a primary exterior building material
- Plastic materials
- Continuous strips or bands of glass without interruption by mullions. The use of flush-mounted glass used in long horizontal patterns should be avoided.

Color

The use of color in buildings should seek an overall harmony and limited palette. Colors should be light and muted earth tones for basic surfaces with strong hues only as accents. Color is encouraged in detail and ornamentation.

Approved Colors Schemes:

- Light and muted earth tones, including off-whites such as ivory
- Natural brick, stone and wood tones
- Foreground surfaces and roofs: warm earth tones
- Accents: saturated and bright colors may be used in small areas for detail, ornamentation, doors and windows, stairs or other architectural features

Non-Approved Colors Schemes:

- Highly reflective colors that cause glare
- Large dark buildings or surfaces
- Large areas of dark glass
- Colors so dark or intense as to neutralize shadow patterns
- Saturated hues and bright colors except for use in small areas

Architectural detail and ornamentation that enrich buildings and exhibit craftsmanship are encouraged.

- Cornices, ornamental moldings, lamps and other architectural details that provide visual interest, shadow, contrast and color are encouraged. This is especially desirable at the pedestrian level. Details should be carefully integrated with the design concept of the building.

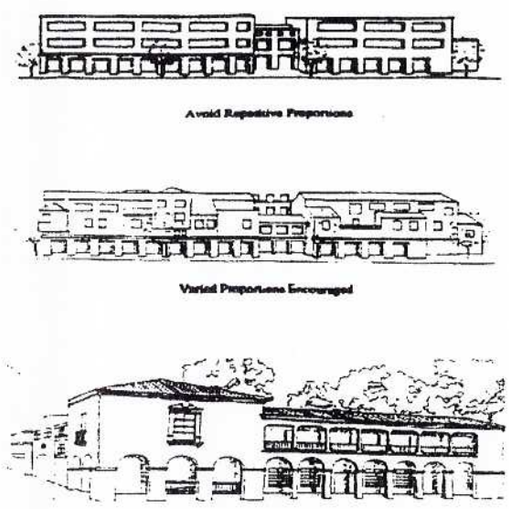
CRITERIA #4: *Design standards are to be applied to all areas of buildings that impact public view and transit systems.*

Approved exterior materials are to be applied to all building facings that are visible from public streets.

All building material(s) are to be from ground-to-roof. Roof material must match the color, texture and design of the building.

Proportion and Scale

Proportion is defined as the relationship between parts of a building or building element. Scale is the relationship of the building to human size. Varied proportions are desired in the design of building elevations. The scale of building elements, especially at the pedestrian level, should be kept intimate and close to human size with relatively small parts.



SECTION 12-705: DEVELOPMENT PATTERNS

Past experience has shown that random or uncontrolled urban development diminishes the sustainability and livability of a community. It is the intent of the City to encourage an orderly and logical pattern of development which is easily recognized by local residents, and which enhances the convenience and livability of Sapulpa and promotes economic viability of commercial centers. Due to their role as urban focal points, commercial centers are an obvious and important force in shaping the patterns of development. In addition to external relationships, the internal organization of a commercial center is highly important. The amount of foresight and consideration incorporated into the layout of a commercial center will often determine its ultimate success, economic viability and the long-term sustainability of the community.

CRITERIA #1: *Preliminary development plans for non-residential sites and commercial centers shall include full development of the site even where final development will be phased.*

The design issues inherent in non-residential developments are generally easier to resolve if the full context of the project at a particular location is dealt with as a unified whole, rather than split into a number of small, disjointed projects. Preliminary development plans should contain all contiguous land under the developer's control. Cooperative planning between adjacent property owners is encouraged.

Development plans should be submitted that are well thought out. Speculative plans cannot be properly assessed as to their full impact and benefit to the community. However, preliminary plans can be given a cursory review in an effort to solidify the planning process.

CRITERIA #2: *The design of a non-residential area or commercial center should reflect the opportunities and constraints created by the size, shape, topography and drainage patterns of the site.*

The quality of the site design is the most important measure of a project's impact on the community and will given first priority in the review process. Proposals should demonstrate sensitivity to the surrounding context and neighboring buildings.

The use of extensive grading or unusual site improvements (e.g. large amounts of fill, large retaining walls) to force a preconceived design onto a particular piece of property is discouraged. Modifying the design to fit the site results in a reduced potential for environmental problems, traffic congestion, and results in an increase potential for economic viability and an improved level of visual interest and variety.

CRITERIA #3: *The impact of non-residential projects on adjacent land uses shall be minimized by controlling building orientation, site design, landscaping, and architectural design.*

Due to its intensive nature, commercial centers have the potential to reduce the usefulness and value of adjacent land which is used less intensively. This potential can be minimized through creative buffering and site design techniques. Intensive uses should be separated and oriented away from less intensive uses. Intermediate intensity development, such as offices or multi-family, can be used as a land use buffer. Where large physical separation is not possible, the visual appearance of the building, amount, type and location of landscaping can often be used to soften the transition from commercial uses to other types of development. Fencing, walls and berms are to be viewed as integral parts of site proofing and separation techniques.

CRITERIA #4: *The circulation, utility, and storm drainage systems within a commercial center should be designed and constructed so that when the center is fully developed the resulting systems are logical and efficient.*

Although commercial centers can be developed in phases, it is important that infrastructure systems and site grading plans be designed to accommodate ultimate development rather than be the result of a series of piecemeal projects. In addition, on-site systems should be appropriately integrated with off-site systems and applicable design standards. Storm water run-off, for example, must be handled in a manner consistent with City standards and the capacities of other portions of the system within the watershed. Therefore, storm-water detention is viewed, as stated in the Zoning Regulations, as a requirement for all commercial/industrial centers.

CRITERIA # 5: *Develop a logical and ordered plan for the commercial center that creates an identifiable sense of place.*

The design of the commercial center should be logical enough so as to not disorient the customer. At the same time, it should create a recognizable image as a distinct place as opposed to a continuous retail strip. To achieve this goal, the following steps are recommended:

- Create in the plan a hierarchy of building mass
- Develop a clearly defined axis (or axes) for the site plan
- Create transition areas between parking areas and the entrances
- Avoid strictly linear or "strip commercial" layout

APPENDIX 3

SAPULPA BICYCLE AND PEDESTRIAN PLAN

1. SAPULPA BICYCLE AND PEDESTRIAN TRAILS MAP

2. THE WEST CREEK TURNPIKE TRAIL PLAN

AND THE POLECAT CREEK TRAIL PLAN

1901

2. West Creek Turnpike Trail and Polecat Creek Trail*

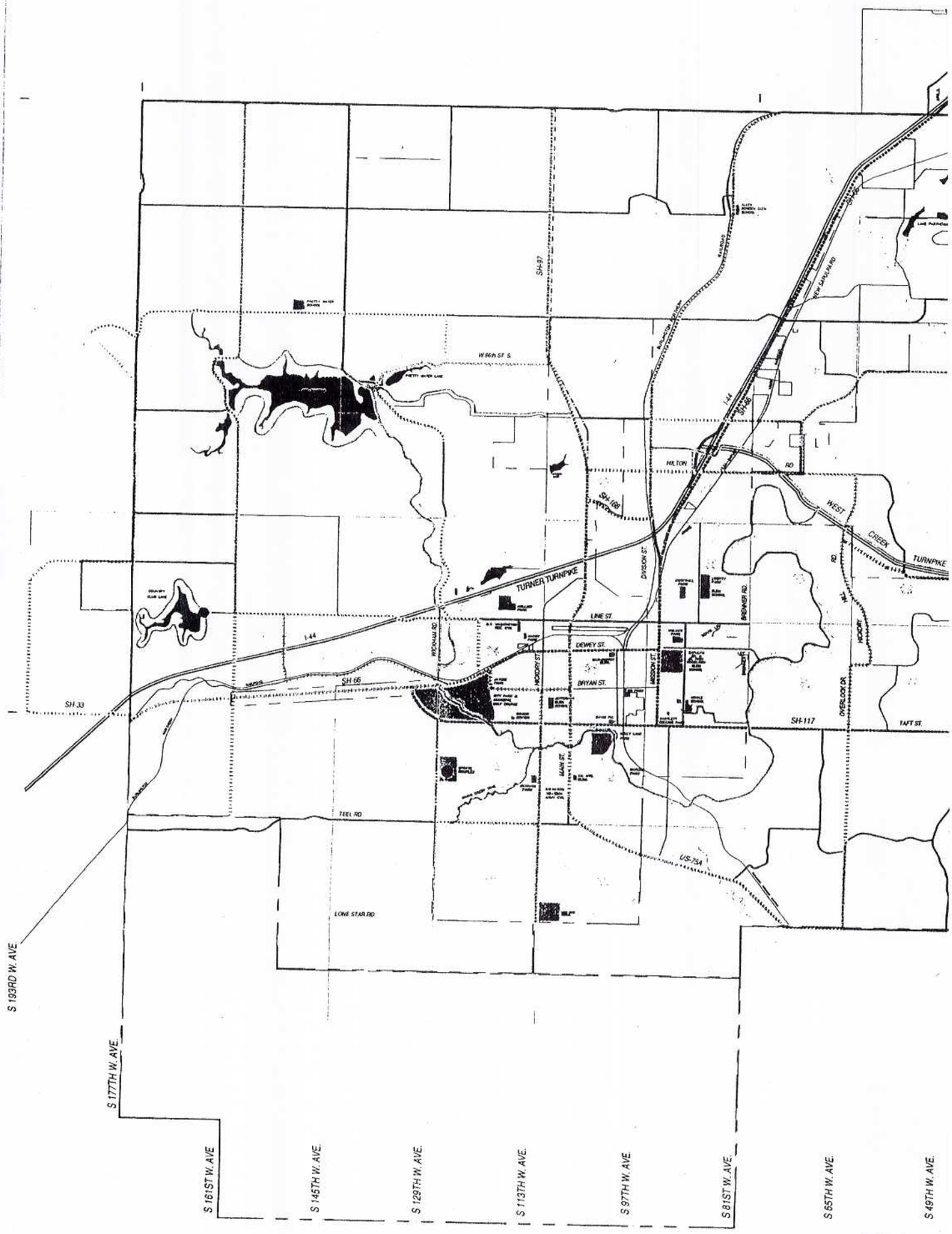
The planned West Creek Turnpike Trail (Trail) provides multiuse access between Sapulpa and Jenks while passing through three different jurisdictions including the City of Sapulpa, Creek County, and Tulsa County. The trail begins at the intersection of Historic Route 66 and the Creek Turnpike, 96th Street South on the northeast side of the City of Sapulpa and extends eastward along existing streets and the Creek West Turnpike right of way into Creek County (within the Sapulpa annexation fenceline) and eventually Tulsa County (within Jenks annexation fenceline) terminating on the west side of US 75 at Polecat Creek.

The total length of combined on street bikeways and multiuse trails is approximately 5.8 miles. The City of Sapulpa will be responsible for approximately 0.7 miles of on street bikeways, Creek County 2.6 miles of on street bikeways and 1.2 miles of multi use trail, Tulsa County 1.3 miles of multiuse trail. The Trail crosses from the City of Sapulpa City limits into Creek County as it travels east on 96th Street at the intersection of South 81st West Avenue and back across into the City of Sapulpa temporarily as 65th West Avenue crossing the Turnpike. After crossing over the Turnpike and entering the West Creek Turnpike frontage road, the Trail once again enters the Creek County and remains within its jurisdiction until the trail crosses into Tulsa County on the west side of South 33rd West Avenue. The remainder of the Trail continues to the east within Tulsa County.

The Trail provides a safe corridor suitable for the development of on street bikeways and multiuse trails and allows the opportunity for pedestrian and bicycle transportation, exercise and recreation. The area landscape and terrain offer the trail users many scenic and educational opportunities. Between Polecat Creek and South 49th West Avenue, the topographic elevation rises over 100 feet. The Trail travels on the north side of the Turnpike and offers spectacular views to the south overlooking an old growth natural area containing tall stands of virgin oak and cedar trees. The segment of Trail between 49th West Avenue and 33rd West Avenue traverses through a variety of green open spaces, divided by stands of trees. A wetlands area lying west of Highway 75 and north of the Turnpike marks the end of the Trail, and provides habitats for many species of birds and waterfowl. The planned Trail allows the citizens of Sapulpa and the surrounding communities opportunities not only to see but to safely experience these areas natural beauty from close range.

The Polecat Creek Trail is a proposed trail that connects Sapulpa to Lake Sahoma, which begins at the West Creek Turnpike Extension Trail east of the I-44 Turner Turnpike and extends south encircling Sapulpa along the Polecat Creek corridor to Lake Sahoma. The Polecat Creek Trail intersects the SH 97 linkage and the SH 75A linkage along the way. Destinations within Sapulpa include Kelley Lane Park, Davis Park, City Park, Reynolds Park, and the Senior Citizens Community Center.

* Source: INCOG Master Trails Plan



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DEWEY ST.
BRYAN ST.
WICKHAM RD
HICKORY ST
MISSION ST
BRENNER RD.
HICKORY
OVERLOOK DR
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MAIN ST.
TEEL RD
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S 97TH W. AVE.
S 81ST W. AVE.
S 65TH W. AVE.
S 49TH W. AVE.

1903

SAPULPA AND CREEK COUNTY TRAILS MASTER PLAN

AN ELEMENT OF THE MSHP - 2025

W 61ST ST. S

W 71ST ST. S.

W 81ST ST. S.

W 91ST ST. S.

W 101ST ST. S

W 111TH ST. S.

W 121ST ST. S.

W 131ST ST. S.

W 141ST ST. S.

W 151ST ST. S.

W 161ST ST. S.

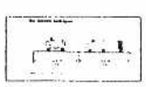
W 171ST ST. S.

LEGEND

- ANNEXATION FENCELINE/CORPORATE LIMITS
- FREEWAY / EXPRESSWAY/ TURNPIKE
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- RESIDENTIAL COLLECTORS
- COMMERCIAL/INDUSTRIAL COLLECTOR
- RAILROADS
- ON - STREET TRAIL
- OFF - STREET TRAIL
- TRAIL - HEAD
- PARKS, SCHOOLS, AND LANDMARKS
- STREAMS

SAPULPA CITY TRAFFIC TRAIL CROSSECTIONS

TRAIL CROSS SECTION



ON STREET BIKE ROUTE CROSS SECTION

ON STREET PAVEMENT MARKING

SHARE THE ROAD SIGNAGE

ADOPTED:

Resolution No. _____
Creek County Board of County Commissioners
Creek County, Oklahoma
March 1, 2004

Resolution No. _____
Mayor and City Council
City of Sapulpa, Oklahoma
_____, 2004

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March 1, 2004

Prepared by:
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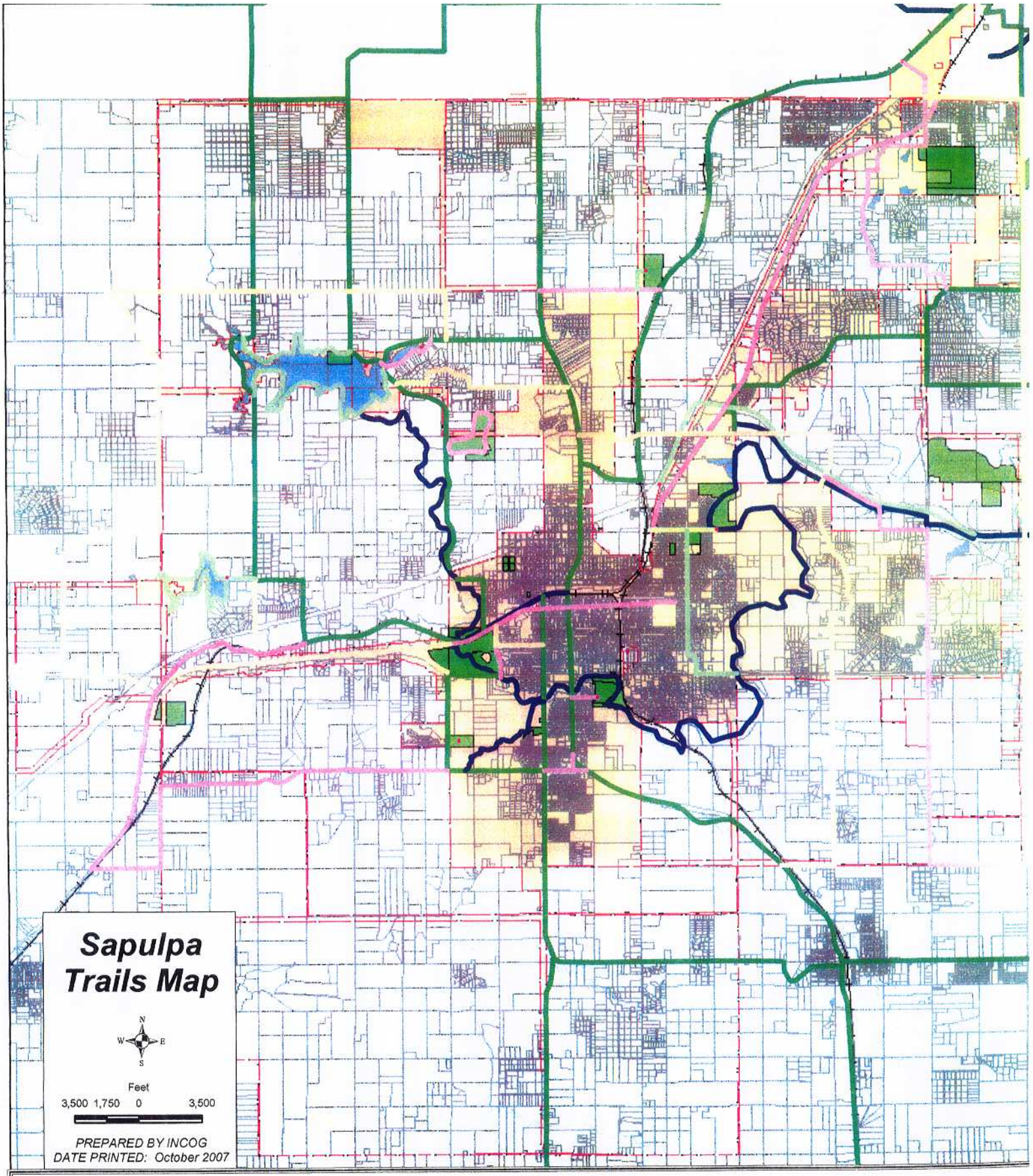
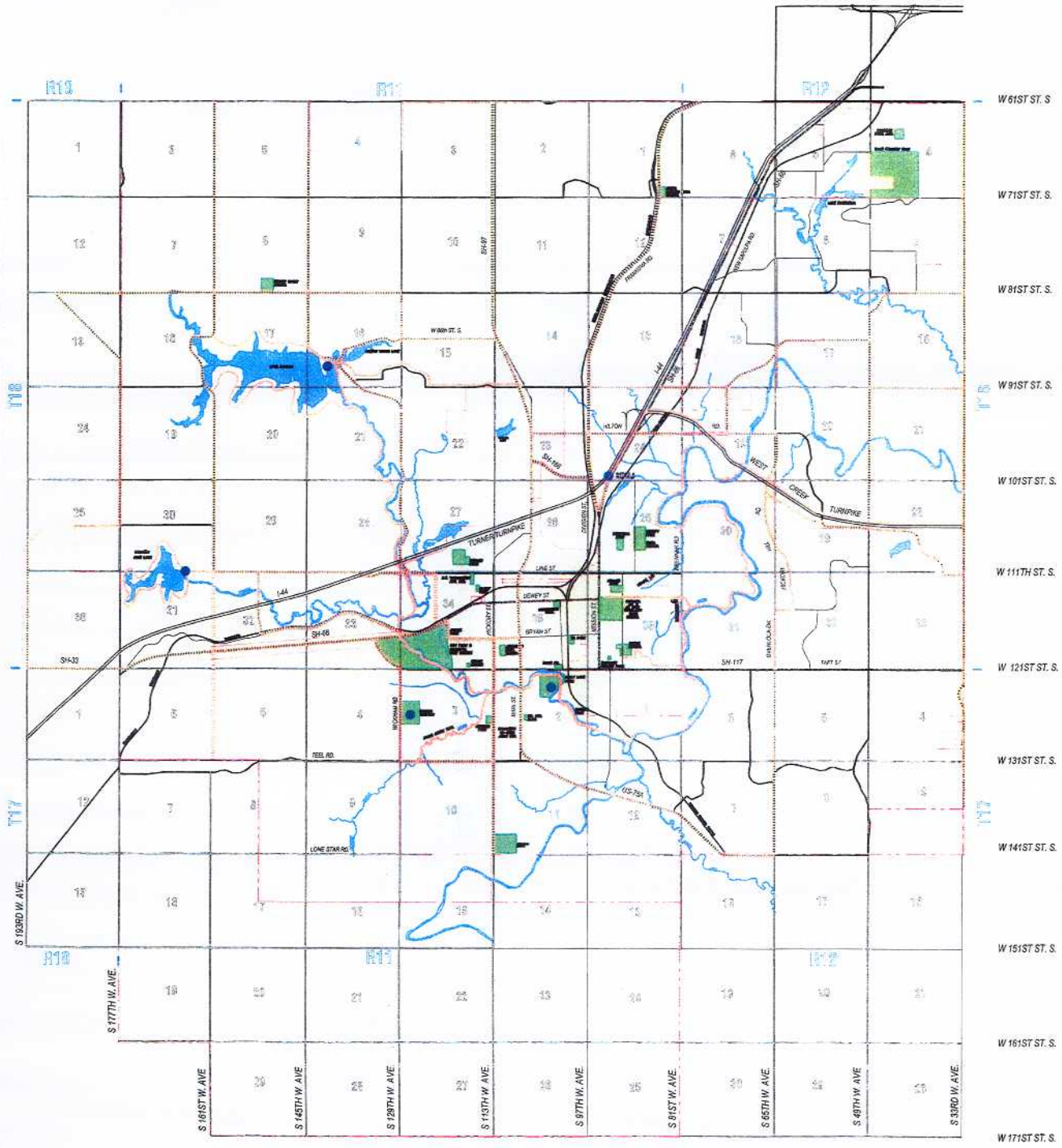


LEGEND

- ulpa Trails
- Off-Street Trail Proposed
- Off-Street Trail
- On-Street Trail; On-Street Trail; On-Street Trail
- On-Street Trail Proposed
- Trailhead
- Trails Mapped by Transportation
- Bikeway
- Multi-Use Trail
- Sidewalk
- Unknown
- Walking/ Hiking Trail
- SapulpaParks



SAPULPA AND CREEK COUNTY TRAILS MASTER PLAN

AN ELEMENT OF THE MSHP - 2025

LEGEND

- ANNEXATION FENCELINE/CORPORATE LIMITS
- FREEWAY / EXPRESSWAY/ TURNPIKE
- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- RESIDENTIAL COLLECTORS
- COMMERCIAL/INDUSTRIAL COLLECTOR
- RAILROADS
- ON - STREET TRAIL
- OFF - STREET TRAIL
- TRAIL - HEAD
- PARKS, SCHOOLS, AND LANDMARKS
- STREAMS

SAPULPA CITY TRAFFIC TRAIL CROSSECTIONS

TRAIL CROSS SECTION

ON STREET BIKE ROUTE CROSS SECTION

ON STREET PAVEMENT MARKING

SHARE THE ROAD SIGNAGE

ADOPTED/AMENDED:

Resolution No. _____
Creek County Board of County Commissioners
Creek County, Oklahoma
March 1, 2004

Ordinance No. _____
Mayor and City Council
City of Sapulpa, Oklahoma