

## CHAPTER III - DRAFT 9\_29\_13

### GOALS, POLICIES AND OBJECTIVES OF THE 2030 PLAN

#### INTRODUCTION

The detailed goals, policies and objectives of the 2030 Plan have been developed based on extensive public input the main element of which was an Online Survey. However, input from public meetings and also initially from the materials developed by the City Council pertaining to a strategic planning exercise was used. For purposes of the 2030 Plan, the terms goal, policy and objective are defined as follows:

- A **Goal** is defined as a broad statement of what is desired to be accomplished.
- A **Policy** is defined and identified as the official procedures, guidelines and regulations that will be the basis for decision-making in the pursuit of implementing local goals.
- An **Objective** is defined and described as a specific course of action or accomplishment that is the intended result of the application of a particular goal and policy.

#### GOALS, POLICIES AND OBJECTIVES OF THE 2030 PLAN

The goals, policies and objectives of the 2030 Plan form the framework for development during the Planning Period. This Chapter presents the goals, policies and objectives of the following major elements of the 2030 Plan:

- Land Use
- Land Use Intensity
- Public Facilities
- Public Utilities
- Transportation
- Housing
- Economic Development
- Image and Appearance
- Quality of Life

**The summary of selected objectives for Growth and Development are presented in Chapter IV.**

## GOALS, POLICIES AND OBJECTIVES FOR LAND USE

The goals, policies and objectives of the 2030 Plan are expressed in both words and on a map referred to as the “comprehensive plan land use map” or “future land use map” which is presented in Chapter IV. The comprehensive plan land use map is not intended to have the specificity of a zoning map; a zoning map would be developed based on the application of the policies of the comprehensive plan. Therefore, the 2030 Plan is the expression of the desired patterns of development according to the **use of the land**. The following categories of land use have been designated in the 2030 Plan:

- Agriculture
- Residential
- Office
- Commercial
- Industrial
- Development Sensitive and Conservation Areas

### AGRICULTURAL AREA LAND USE

Significant portions of the land within the Planning Area are presently dedicated to agricultural uses and are otherwise undeveloped as for any urban or suburban purposes. It is likely that marginal agriculture lands and in particular areas adjacent to and abutting the developed areas of the City will be developed for urban purposes once public utilities become available. The timing of the extension of utilities into undeveloped areas is important; premature and unplanned development prior to development of the necessary public roads and utilities should be avoided.

#### **Agriculture Area Goals:**

1. Preserve and protect land used for agriculture in a manner that supports these elements during the predevelopment urbanization period.
2. Protect agricultural areas from premature development until a full range of public services is available.
3. Discourage wasteful scattering of non-agricultural development within agricultural areas.
4. Concentrate the development of Medium and High Intensity land uses within or in close proximity to the existing urbanized areas of the City.
5. Emphasize matters of compatibility of agriculture with abutting or adjacent residential areas.
6. Development of agriculture areas to residential or other non-agricultural uses should only take place in an orderly manner.

#### **Agricultural Area Policies:**

1. Consider the impact upon agricultural areas when planning the extension of urban services into agriculture areas.

2. Protect soil and water quality in agriculture areas from erosion, uncontrolled runoff, pollution and other problems sometimes associated with the initial stages of urban development or poor agricultural practices.
3. Support orderly transition in the development of agricultural areas to suburban and urban areas.

#### **Agricultural Area Objectives:**

1. Extend urban services into undeveloped areas only in an orderly manner to avoid sprawl development.
2. Establish a close working relationship with the Natural Resource Conservation Service (NRCS) to protect soil and water quality in agriculture areas from erosion, uncontrolled runoff, pollution and other problems associated with urban development or poor agricultural practices.
3. Plan for and implement the orderly transition of differing types of development of agricultural areas to suburban and urban areas.

### RESIDENTIAL AREA LAND USE

Residential land use includes areas where people live and maintain their single-family homes, duplexes, townhouses, condominiums and apartment units. According to a regional transportation survey done by INCOG entitled **CONNECTIONS 2035 Regional Transportation Plan Update** adopted in 2012:

- 78% of those responding stated that the appearance of the neighborhood was the most important consideration when selecting a place to live;
- 75% said access to medical care;
- 73% said cost of housing; and
- 67% each said quality of public schools and property taxes.

According to the results of the Online Survey (Long Form 01-15-13) as it pertained to the appearance of Sapulpa's neighborhoods:

- 34% said Needs Improvement;
- 26% said Adequate; and
- 27% said Good.

The majority of respondents to the Online Survey stated that the availability of houses for sale, the availability of rental housing and the overall condition of housing in Sapulpa was Good/Adequate. The Neighborhood Unit is the basic residential building block of the 2030 Plan for residential areas.

#### **Residential Area Goals:**

1. Support the Neighborhood Unit as the basic residential building block with convenient travel time and distance to employment centers, office and shopping areas, schools, community and recreational facilities, health care facilities, cultural areas and churches.

2. Create and maintain Medium and High Intensity residential areas which are well-served by public services and utilities.
3. Provide a variety of types of dwelling units which includes Affordable Housing to meet the needs of all citizens.
4. Assure the freedom of choice for all persons in the sale, rental or leasing of residential property without regard for race, sex, color, religion, national origin, handicap or familial status.
5. Maintain the existing housing stock in a safe and standard condition and where this is not presently the case, support proactive programs to rehabilitate and improve such areas or to remove derelict or deteriorated structures.
6. Promote the stability of existing and planned residential areas by addressing matters of compatibility between residential and non-residential uses and by planning for the orderly transition of land uses and intensities.
7. Support the concept of “Complete Streets” (roads, sidewalks, multi-use trails and public transit) in the development of residential areas.

**Residential Area Policies:**

1. Utilize the design and development principles of the Neighborhood Unit for residential development.
2. Design and develop sustainable residential areas with public services and proper transitioning from Medium or High Intensity non-residential land use by buffering with proper setbacks, open spaces and natural or man-made screening.
3. Enforce the Fair Housing Ordinance, City Code, Chapter 9 which prohibits any public or publicly-supported project or program that produces housing or restricts the sale or rent to anyone on the basis of race, sex, color, religion, national origin, handicap or familial status.
4. Support Affordable Housing initiatives and improvement programs for housing and infrastructure for low and moderate income persons.
5. Preserve the natural environment through the use of Low Impact Development (LID) and Green Building techniques to protect Development Sensitive and Conservation Areas.
6. Seek local, state and federal assistance and grants to conserve existing residential areas, to rehabilitate, arrest decline, remove dilapidated housing and maintain the integrity and livability of the existing housing stock and neighborhoods.
7. Encourage the use of the PUD Concept if Development Sensitive and Conservation Areas are to be developed limiting the intensity of development, reducing densities and incorporating the features of the natural environment where possible.
8. Discourage cut-through traffic patterns within residential areas.
9. Incorporate the “Complete Streets” concept (roads, sidewalks, bicycle and multi-use routes and public transit) into the review and approval process of all residential development proposals.
10. Administer a comprehensive building permit approval and inspection program in support of high quality residential development.
11. Provide the public with information on the minimum code standards for maintenance of private property as related to the storage of junk and derelict vehicles and proactively administer code enforcement where violations are found.

### **Residential Area Objectives:**

1. Develop residential areas based on the principles of the Neighborhood Concept.
2. Utilize proper buffering, setbacks, open spaces and natural or man-made screening in the design and development of sustainable residential areas transitioning from Medium or High Intensity non-residential land use including setbacks, open spaces and natural or man-made screening.
3. Support the Federal Fair Housing Act and City Code, Chapter 9 which prohibits any public or publicly-supported project or program which produces housing or restricts the sale or rent of housing to anyone on the basis of race, color sex, religion, national origin, handicap or familial status.
4. Offer Affordable Housing initiatives and improvement programs for housing and infrastructure for low and moderate income persons.
5. Utilize LID and Green Building techniques to protect Development Sensitive and Conservation Areas and preserve the natural environment.
6. Conserve existing residential areas, rehabilitate substandard structures, arrest decline, remove dilapidated housing and maintain the integrity and livability of the existing housing stock and neighborhoods.
7. Incorporate the natural environment into development encouraging the use of the PUD Concept for Development Sensitive and Conservation Areas limiting the intensity of development, and incorporating the features of the natural environment where possible.
8. Prohibit cut-through non-residential traffic patterns within residential areas by proper design and layout of internal neighborhood street patterns.
9. Design and build residential areas based on the “Complete Streets” concept for roads, sidewalks, bicycle and multi-use routes and public transit.
10. Support a comprehensive and user friendly building permit approval and inspection program in support of high quality residential development.
11. Include public information on the City’s webpage related to the minimum code standards for maintenance of private property such as pertaining to the mowing of grass and the storage of junk and derelict vehicles and to proactively administer code enforcement where violations are found.

### OFFICE AREA LAND USE

Office areas include medical, veterinary, general office, office professional, banking and insurance uses. City offices, the City Hall and the Creek County Courthouse and Creek County Collins Building are discussed under the section entitled “Public and Quasi-public facilities”. Office areas are often developed to form buffers and transitional areas between less intense and more intense uses.

### **Office Area Goals:**

1. Locate Office areas to be conveniently accessible from residential, commercial and industrial areas.
2. Buffer shopping and commercial areas from residential areas with well-designed and attractive office developments.

3. Office development should contribute positively to the appearance of the areas along major streets and on the perimeter of residential Neighborhoods by landscaping and proper signage.
4. Prevent Office uses and the associated non-residential traffic from encroaching or cutting through abutting residential Neighborhoods.

#### **Office Area Policies:**

1. Office areas should be well designed and conveniently located to serve City residents and businesses from across the Planning Area.
2. Office areas shall be screened, well landscaped and of a low-rise or lesser intensity when used as a buffer and transitional area between Medium and High Intensity areas and Low Intensity residential areas.
3. Protect residential areas from the encroachment of non-residential Office development and traffic.
4. Concentrate Office development in Special Districts, Activity Centers, Corridors, Gateways or Medium Intensity nodes at the intersection of major streets and highways in combination with other non-residential uses to avoid strip development.

#### **Office Area Objectives:**

1. Develop well designed and conveniently located Office areas to serve City residents and businesses.
2. Locate Office areas as buffers and transitional uses between Medium and High Intensity areas and adjacent or abutting Low Intensity residential areas which are screened and of a low-rise or lesser intensity.
3. Plan for the development of Office uses in Special Districts, Activity Centers, Corridors, Gateways or Medium Intensity nodes at the intersection of major streets and highways and in combination with other non-residential uses to avoid strip or spot development.

### COMMERCIAL AREA LAND USE

Commercial land use includes the retail commercial establishments and service areas that serve residents within the Planning Area. **The expansion of existing retail services was a major desire expressed by persons attending public participation meetings and completing the surveys during the Planning Process.** Population served and “rooftops” are always a major consideration for the support and development of retail Commercial in particular. According to the City’s webpage 118,555 persons (2009 data) live within the regular trade area of Sapulpa. The following goals, policies and objectives have been adopted for Commercial area land use:

#### **Commercial Area Goals:**

1. For the City to become a **destination** for retail shopping and other commercial services by having a major regional retail development in place.
2. To preserve the “**small town character**” of the City and the Central Business District (CBD) while diversifying the menu of retail services and increasing the amount of retail services available to City residents, visitors and tourists.

3. Develop a new/expanded diverse and economically healthy range of retail commercial uses to serve the needs of existing and future residents.
4. Provide increased opportunities for employment of local residents within the Planning Area.
5. Develop highway commercial and tourist commercial services along Route 66 and other major roads and highways that feature the historic and adjacent natural and physical environment.
6. Promote the development of the concept of a downtown master streetscape plan that includes multi-use provisions within the CBD and other Commercial areas for bicycle and pedestrian traffic with connections to the local and INCOG Regional Trails System.
7. Concentrate Commercial land uses within Special Districts or Activity Centers at the intersection of major streets and highways discouraging strip commercial or spot commercial development.
8. Support and enhance the historic character of the City's buildings and CBD as a basic economic resource to create a **sense of place** upon which to build tourism and entertainment venues for visitors as well as local residents.
9. Support development of the Route 66 Scenic Byway and Historic Route 66 as a transportation corridor as well as for an economic development and tourism resource.
10. Promote and publicize the diverse historic and cultural assets of the Planning Area and the City's historic CBD in particular.
11. Develop plans and programs that will increase the occupancy and use of many of the vacant second and third floors of the CBD buildings as office space or loft apartments.

#### **Commercial Area Policies:**

1. Support the continued success of existing local businesses while proactively attracting new retail and commercial activity.
2. Develop and implement plans and programs in support of the City becoming a **destination** for shopping, retail services and tourism with a major regional retail development in place.
3. Maintain the infrastructure supporting the CBD in a high quality state to support existing business and to encourage the location of new businesses.
4. Encourage career technical institutions and the Central Technology Center to closely coordinate with existing and potentially new businesses and employers and to provide programs to develop an expanded base of qualified local candidates for employment.
5. Promote and publicize that the City is "**open for business**" and "**business friendly**" based on strong positive relationships with existing business while reaching out to new businesses.
6. Develop the concept of a downtown master streetscape plan that includes multi-use provisions within the CBD and other Commercial areas for bicycle and pedestrian traffic with connections to the local and INCOG Regional Trails System.

7. Discourage strip commercial or spot commercial development by concentrating Commercial land uses within Special Districts, Activity Centers, Corridors and Gateways to the City.
8. Enhance the historic character of the CBD as an economic resource that contributes to the unique **sense of place** in accordance with the Historic District provisions of City codes.
9. Develop the Route 66 Scenic Byway as a transportation corridor and an economic development/tourism resource kept free of the clutter of outdoor advertising signs.
10. Discourage leapfrog or unplanned commercial development and uses throughout the Planning Area and avoid spot commercial or strip commercial zoning.
11. Administer sign regulations to remove clutter and improve the safety and appearance of Commercial and business areas.
12. Mitigate the impact of Commercial development upon residential areas by using screening fences, landscaping, setbacks, preservation of open spaces and natural areas where possible, including modification of exterior lighting and noise reduction.
13. Proactively support implementation of plans and programs that will result in increased occupancy and use of many of the now vacant second and third floors of the CBD buildings.

#### **Commercial Area Objectives:**

1. Attract new retail and commercial activity and support the continued success of existing local businesses.
2. Implement measures to make Sapulpa a retail/commercial **destination** for local retail and tourism based on programs of sustainable and balanced growth with a major regional retail development in place.
3. Create a Business Improvement District (BID) to maintain the infrastructure in the CBD in a high quality state to support existing business as well as to encourage the location of new businesses.
4. Increase the opportunities for employment of local residents in coordination and cooperation with the Central Technology Center closely coordinating with existing and potentially new businesses and employers to develop an expanded base of qualified local candidates.
5. Develop multi-media marketing campaigns promoting and publicizing that the City is “**open for business**” based on strong positive relationships with existing business and reaching out to new businesses.
6. Seek public and private funding to implement a downtown master streetscape plan that includes multi-use provisions within the CBD and other Commercial areas for bicycle and pedestrian traffic with connections to the local and INCOG Regional Trails System.
7. Concentrate Commercial land uses within Special Districts, Activity Centers, Corridors and Gateways to the City to discourage strip commercial or spot commercial development.
8. Comprehensively administer the Historic District provisions of City codes to enhance the historic character of the CBD as an economic resource that contributes to a **small town** character and **sense of place**.



9. Enhance the Route 66 Scenic Byway transportation corridor as an economic development/tourism resource by keeping it free of the clutter of outdoor commercial advertising signs.
10. Assure the highest and best use of all land by avoiding spot commercial, strip commercial, leapfrog or other unplanned commercial development.
11. Remove clutter and improve the safety and appearance of Commercial areas by the comprehensive administration of sign regulations.
12. Require screening fences, increased setbacks, landscaping and the preservation of open spaces and natural areas where possible to include the modification of exterior lighting and noise reduction to mitigate any negative impact from Commercial development upon abutting or adjacent less intense uses.
13. Increase the occupancy and use of many of the now vacant second and third floors of the CBD buildings in cooperation and coordination with property owners and area businesses.

### INDUSTRIAL AREA LAND USE

Industrial areas form basic local and regional centers for employment and investment. Planning for the development of industrial areas is particularly important because of the external impact such uses can have on abutting less intensely developed areas. Industrial areas also present special needs for public and private services such as access and transportation, water, natural gas, solid waste disposal, electric services, sanitary and stormwater services.

#### **Industrial Area Goals:**

1. Support the Sapulpa Industrial Foundation and the Creek County Industrial Authority in plans and programs for industrial and economic development by supporting strong measures of public and private coordination and communication.
2. Incorporate the regional economic development goals of the Comprehensive Economic Development Strategy (CEDS) with the local economic development strategies.
3. Develop Industrial areas with good accessibility and access to a balanced transportation network of interstate and state highways, air and water, rail and transit transportation modes for the safe and efficient movement of people and goods.
4. Locate region-serving industries and employment centers within planned industrial parks and business parks.
5. Expand the economic, employment and industrial base with clean and environmentally-friendly industries that will offer area residents the opportunity for local employment and investment.
6. Provide opportunities for the continued and complete development of local industrial parks to assure the highest and best use of land.
7. Support and encourage the development of opportunities for training in partnership with local industries and the Central Technology Center.
8. Avoid "smoke stack" industrial uses that would negatively impact the natural and man-made environment.

### **Industrial Area Policies:**

1. Maintain strong lines of communication and coordination with the Sapulpa Industrial Foundation and the Creek County Industrial Authority as it regards opportunities for plans and programs for industrial and economic development.
2. Support implementation of the industrial and economic development strategies of the CEDS.
3. Set aside areas for future development as Industrial Special Districts and business and industrial parks.
4. Protect industrially planned areas from the adjacent or abutting location of Low Intensity uses to assure the highest and best use of the land and compatibility with adjacent uses.
5. Support the location of clean and environmentally-friendly industries and the expansion of the economic, employment and industrial base to afford increased opportunities for local employment and investment.
6. Support and encourage the development of opportunities for job training in partnership with the Central Technology Center.
7. Publicize that Sapulpa is “**open for business**” and “**business friendly**” by supporting existing industrial development and expansion while encouraging the location of new industrial activities.
8. Seek state and federal grant monies or funding from private foundations to assist in providing the necessary public infrastructure for expanded and new industrial development.
9. Adopt and maintain standards for the proper treatment and regulation of industrial wastes to protect the quality of the environment.

### **Industrial Area Objectives:**

1. Increase the opportunities for industrial and economic development by maintaining strong lines of communication and coordination with the Sapulpa Industrial Foundation and the Creek County Industrial Authority.
2. Implement the industrial and economic development strategies of the CEDS.
3. Designate areas for future development as Industrial Special Districts and business and industrial parks for the location of region-serving industries and employment centers.
4. Protect industrially planned areas from the adjacent or abutting location of Low Intensity uses to assure the highest and best use of Industrial land or land with the potential for Industrial development from the encroachment of Low Intensity uses in the abutting and adjacent areas.
5. Attract clean and environmentally-friendly industries in support of the expansion of the economic, employment and industrial base while affording increased opportunities for local employment and investment.
6. Partner with the Central Technology Center and local business and industry for expanded opportunities for training and employment of local residents.
7. Develop strong marketing programs publicizing that Sapulpa is “**open for business**” and “**business friendly**” by supporting existing industrial development and expansion while encouraging the location of new industrial activities.

8. Plan ahead to design and build the necessary public infrastructure for expanded and new industrial development seeking all available state and federal grant monies or funding from private foundations while allowing for the long lead time required for such improvements.
9. Maintain compliance with federal, state and local regulations to protect the quality of the environment by properly disposing of industrial wastes.

## DEVELOPMENT SENSITIVE AND CONSERVATION AREAS

Development Sensitive and Conservation Areas require special attention to properly preserve natural areas and address environmental concerns of flooding, severe topography, mining, past or present intense oil and gas production, contaminated soils, steep slopes or erodible soil types. A Development Sensitive and Conservation Area designation may be superimposed over High, Medium, or Low Intensity land use designations. Areas included within the FEMA Zone A 100 year floodplain should be designated as Development Sensitive and Conservation Areas are characterized by:

1. Areas subject to frequent flooding as defined by the Federal Emergency Management Agency (FEMA) and shown on the City and County Flood Insurance Rate Maps (FIRM).
2. Slopes in excess of 15 percent and/or erodible soils as determined from Natural Resource Conservation Service (NRCS) topographic, soils and geologic maps.
3. Natural areas having unique environmental qualities, wildlife and wildlife habitat, flora and fauna, forested areas, wetlands, or areas with special aesthetic qualities, views, vistas and overlooks.
4. Areas where development involves special considerations of public safety such as floodplain areas, areas of past intense oil and gas production, strip mining, airport approach zones, closed landfills, sewage lagoons or contaminated sites.

### **Development Sensitive and Conservation Area Goals:**

1. Identify, protect and preserve Development Sensitive and Conservation Areas during the Planning Process such as areas characterized by steep slopes and topography, floodplain/drainage areas, wetlands, soils, or other physical or natural features.
2. Respect the natural environment and maintain the public safety for the pre-development and post-development phases.
3. Perform detailed studies of Development Sensitive and Conservation Areas and preserve unique areas of the natural and/or man-made environment, which should be preserved and protected if development takes place.
4. Recommend and encourage the use of the PUD Concept to allow development only at reduced intensities within Development Sensitive and Conservation Areas.
5. Preserve and maintain those areas in their natural state which have historic, cultural, architectural, archaeological or geological significance.

### **Development Sensitive and Conservation Area Policies:**

1. Protect and preserve Development Sensitive and Conservation Areas.

2. Require detailed environmental review of major projects during the development review and permitting process.
3. Allow development in Development Sensitive and Conservation Areas only at reduced intensities and incorporate those natural features into the development where possible and feasible.
4. Preserve and maintain those buildings and areas that have historic, cultural, architectural or archaeological significance for future generations.

**Development Sensitive and Conservation Area Objectives:**

1. Incorporate the following measures into strategies for preserving and protecting Development Sensitive and Conservation Areas:
  - Private donations or limited public acquisition.
  - Utilization of the PUD Concept or Supplemental Zoning District for reduced development intensities.
  - Compliance with federal, state and local safety regulations such as floodplain programs.
  - Incorporation of Development Sensitive Areas and Conservation Areas into the Parks, Recreation, Trails and Open Space Plan.
  - Minimum structural improvement of natural features during the development process.
2. Expand the development review and permitting process for major projects to include detailed review of environmental factors.
3. Incorporate natural features found in Development Sensitive and Conservation Areas into development with reduced intensities and densities, (LID or PUD) if development is allowed and where feasible and appropriate.
4. Implement strategies to preserve and maintain those buildings and areas that have historic, cultural, architectural, or archaeological significance for future generations.

**GOALS, POLICIES AND OBJECTIVES FOR LAND USE INTENSITY**

Different levels of Land Use Intensity are required to support the population of the City and Planning Area, to relate the functions placed on the land to each other and to the existing or new infrastructure planned to be available during the Planning Period. **Land Use Intensity is described as the measure of the level of activity connected with the various land use activities.** Typically, a “High Intensity” industrial or commercial use would require a higher level of public services and infrastructure than would a Medium Intensity industrial or commercial use; a High Intensity use would also have a greater impact on the surrounding area than a Medium Intensity use. Agricultural Areas are the areas of lowest intensity land use. However, High Intensity areas also merit protection from Low Intensity areas and each of these Intensity areas require areas of transition to exist and operate at their full potential. The list of land use intensity designations for the 2030 Plan is shown on the future land use maps presented in Chapter IV.

This section of the 2030 Plan presents the following classifications of Land Use Intensity:

- High Intensity
- Medium Intensity
- Low Intensity
- Agricultural Areas
- Development Sensitive and Conservation Areas
- Neighborhoods
- Activity Centers
- Special Districts
- Mixed Use Development Areas
- Open Space
- Corridors and Gateways

#### HIGH INTENSITY LAND USE

**High Intensity** areas are areas of the **greatest and most intense activity** requiring the highest level of accessibility and services while being buffered and transitioned from less intense areas by location of Medium Intensity areas, screening, buffering and preservation of open space or natural physical features. The zoning classifications that may be included in High Intensity areas depends on the existing land use. High Intensity areas should be located only in the more urbanized and developed parts of the City and Planning Area along interstate or state highways, or in Industrial Parks or Special Districts.

#### MEDIUM INTENSITY LAND USE

**Medium Intensity** land use should be located only at the intersection of major roads or highways, in Special Districts, in Activity Centers or in Corridors planned and set aside for such development and use Medium Intensity areas may be used as transitional uses between High and Low Intensity areas.

#### LOW INTENSITY LAND USE

**Low Intensity** Residential areas should be planned in conjunction with parks or schools as the basic building block for Neighborhoods with good accessibility to governmental and financial services, transportation, health care facilities, schools and libraries.

#### AGRICULTURE INTENSITY LAND USE

The development of Agriculture areas should be planned only upon the provision of public and private utilities in conjunction only with orderly development. However, the preservation of portions of the areas of **Agriculture Intensity** is important and adds to the diversity of the character of development during of the Planning Period. It is also important that certain of these areas may have their highest and best use as Agriculture and should be preserved and protected for that use throughout the Planning Period.

## DEVELOPMENT SENSITIVE AND CONSERVATION AREAS

**Development Sensitive and Conservation Areas** are areas of the natural or man-made environment within which the public safety and benefit is protected prior to allowing development. Development Sensitive and Conservation Areas are characterized by:

1. Areas subject to frequent flooding as defined by the Federal Emergency Management Agency (FEMA) and shown on the City and County Flood Insurance Rate Maps (FIRM).
2. Slopes in excess of 15 percent and/or erodible soils as determined from Natural Resource Conservation Service (NRCS) topographic, soils and geologic maps.
3. Unique environmental qualities of natural areas, wildlife and wildlife habitat, flora and fauna, forested areas, wetlands, or areas with special aesthetic qualities, views, vistas and overlooks.
4. Areas where development involves special considerations of public safety such as floodplain areas, areas of past or present intense oil and gas production, strip mining, airport approach zones, closed landfills, sewage lagoons or contaminated sites.
5. Land where development or redevelopment involves special consideration of preserving significant historic, architectural, archaeological or geographical features.

Urban development of Development Sensitive and Conservation Areas is generally discouraged and these areas should be preserved and protected in perpetuity for their present uses or for agriculture, parks, open space and natural areas. Prior to allowing development detailed analysis and planning proposals should be required to describe how any negative impacts upon those sensitive factors present will be mitigated.

## NEIGHBORHOODS

**A Neighborhood is characterized as a predominantly residential living area;** however, such areas may or may not be incorporated into the City. The proximity of homes to each other can lend meaning and a **sense of place** and belonging within the City or in areas outside the City. The Neighborhood Unit is the basic Low Intensity and Low Density residential planning and building block. Residential areas should be planned and developed based on the Neighborhood concept with consideration of developing a very unique Neighborhood formed by the residents of the upper floors of the buildings within the CDB due to their living in close proximity to each other, reacting to one another during daily commutes or shopping, eating at a restaurant or simply taking a stroll along Dewey Street. The boundaries of Neighborhoods may include major roads and highways or physical features such as a lake or creek.

## ACTIVITY CENTERS

Medium Intensity development should be planned in **Activity Centers** at designated intersections of major roads or highways. Activity Centers are classified as Type 1, 2 or 3, depending upon the classification of the road or highway according to the MSHP;

differing areas (Type 1–20 acres; Type 2-40 acres; Type 3-60 acres) of Medium Intensity Land Use may be planned. Not all major intersections are designated as Activity Centers and zoning for any new Activity Center designation should not take place until the required public services are available and only then in accordance with the 2030 Plan.

### SPECIAL DISTRICTS

Medium and High Intensity development should be planned in **Special Districts** for industrial and business districts, business parks and airports; as development proposals are received the detailed requirements of the Special District should be formulated.

### MIXED USE DEVELOPMENT AREA

Areas designated as Mixed Use Development Areas on the 2030 Plan are located in various parts of the City and Planning Area. A Mixed Use Development Area may be characterized as large or small areas partially developed with no prospect of further development, as an area completely developed but in serious decline, or areas which have been developed as single-family residential which now exist as small islands surrounded by large areas of Medium or High Intensity uses. The majority of these areas were designated as “Commercial/Industrial” on the 2005 Plan. Certain of these areas are experiencing decline in value and desirability for the current use and redevelopment to a higher intensity, for example single-family residential to townhouses or perhaps even apartments combined with improvements in the infrastructure, would be a way to arrest any further decline within the policies of the 2030 Plan. A major redevelopment policy for Mixed Use Development Areas is the redevelopment be orderly and not pose an even greater threat to the remaining value of such an area. In the past rezoning has been allowed; however, the rezoning allowed would be considered spot zoning and was not in accordance with the 2005 Plan. The designation as a Mixed Use Development Area is not a blank check in support of any submitted rezoning or redevelopment proposal and must be based on orderly redevelopment, be consistent with any established trend in redevelopment, be compatible with existing uses in combination with any necessary improvements to support the new development.

### OPEN SPACE

Open Space areas contribute in a major positive way to the quality of life and to the livability of the City and Planning Area. Open Space areas would typically abut areas designated as Development Sensitive and Conservation Areas and could be formed by expansion upon such areas already designated as a floodplain; upon public purchase Open Space areas could offer opportunities for active or passive recreation, multi-use trails, outdoor amphitheaters and natural areas .

### CORRIDORS AND GATEWAYS

**Corridors** are designated areas located along expressways and major highways and may include **Gateways** at the major points of entrance to the City and Planning Area.

Corridors should provide areas for the location of major employment and region serving businesses and industries or concentrations and clustering of such uses. **Gateways** should be located at major entrances to the City and Planning Area and be improved to be attractive while conveying a positive first impression.

A Corridor area may also be an area along a highway designated as a “Scenic Byway” to be protected from unregulated commercial development and sign clutter in the Corridor Management Plan such as for the Oklahoma Route 66 Scenic Byway, which travels through the Planning Area.

The “C” in Corridor does not specifically mean only Commercial or Medium or High Intensity non-residential uses nor is it in accordance with the 2030 Plan to strip or spot zone Corridor areas along these highways for commercial uses. Corridors often provide unique views, vistas and overlooks along local roadways that become tourist attractions and economic resources as would be expected along the Oklahoma Route 66 Scenic Byway.

## **PUBLIC FACILITIES**

Public facilities are basic support elements of the City and Planning Area. High quality and up to date Public Facilities are required for the continuing health, safety, welfare and quality of life of all residents and visitors. The goals, policies and objectives of the 2030 Plan for the following categories of Public Facilities are included in the sections that follow:

- Public Facilities
- Parks, Recreation, Trails and Open Space
- Public Safety: Law Enforcement, Fire, Emergency Medical Services and Multi-hazard Mitigation
- Education and Schools

## **PUBLIC FACILITIES**

### **Public Facility Goals**

1. Maintain the location of the City Hall, Central Fire Station, Headquarters Police Station, Municipal Court, Sapulpa Parks Department and Senior Centers, Bartlett-Carnegie City of Sapulpa Library, Creek County Courthouse and Creek County \*Collins Building and Creek County Emergency Medical Services within and/or within close proximity to the CBD.
2. Maintain the Booker T. Washington Recreation and Community Center in a high quality condition and continue to support the programs and outreach provided to the City and community.
3. Maintain a comprehensive capital improvement infrastructure, public facilities and fiscal plan to best serve the needs and interests of the public and private sector.
4. Continue to network with the Sapulpa Industrial Foundation and Sapulpa Chamber of Commerce in identifying, planning and developing Public Facilities and services.



5. Maintain the Public Facilities which serve the CBD in a high quality state in support of the vitality and sustainability of this unique and historic area.
6. Seek broad public participation in the location, planning, design and development of the City's Public Facilities to include decisions about preferred funding mechanisms.
7. Locate Public Facilities to have high visibility and to be conveniently accessible to all residents, businesses, industries and tourists.
8. Identify and preserve sufficient lands for public and quasi-public areas and facilities in advance of need to secure the best possible locations at a reduced cost to the public.
9. Provide a high quality of City services and utilities to existing developed areas and to extend services into growth areas in an orderly manner.
10. Support the Sapulpa Parks Department in its program of maintaining and developing parks, recreation, trails and open space areas.
11. Plan to develop the Route 66 Scenic Byways Corridor Management Plan during the Planning Period.
12. Plan for the development of an emergency shelter facility and a sports complex.
13. Plan for the development of a performing arts center and community theater.
14. Plan for the development of an out-door amphitheater.

**Public Facility Policies:**

1. Integrate a comprehensive Public Facility capital infrastructure and fiscal plan into the annual budgeting process to address the long term capital needs of the City, adopting such plans as elements of the 2030 Plan.
2. Seek broad public input about funding preferences for the costs of maintaining and supporting existing Public Facilities as well as when initiating new such programs and facilities.
3. Plan for the optimal location of new or expanded Public Facilities far in advance of need to protect and preserve the best locations, to set aside sufficient lands and to reduce the future cost of such land to the public.
4. Pro-actively network with other public and quasi-public agencies in identifying, planning and developing Public Facilities and services.
5. Maintain and develop the parks, recreation, trails and open space facilities in support of a high quality of life and livability for all City residents and visitors.
6. Preserve the viability and sustainability of the CBD by a high level of maintenance and upkeep of the area's Public Facilities and infrastructure.
7. Communicate and coordinate the use of the City's Public Facilities with Creek and Tulsa County, area school districts and other public and private agencies for the convenience of those served and for the most cost-effective expenditure of public and quasi-public funds.
8. Mitigate any negative impacts from Public Facilities upon abutting and adjacent public and private areas.
9. Support the Sapulpa Historical Museum in documenting and making available to the public the record of the historical and cultural character of the City and Planning Area.

10. Avoid prematurely extending public services (roads and utilities in particular) into undeveloped areas in the best interests of the City and its residents and to support and encourage development of land for its highest and best use.
11. Prepare, adopt and expand capital infrastructure and fiscal plans in support of the development of high quality sustainable City services and utilities for developed as well as developing areas.
12. Maintain the public infrastructure within the CBD in a high quality state to support to and enhance the sustainability, viability, attractiveness and value of this area.
13. Secure the optimum location and land area for Public Facilities well in advance of need and at a reduced cost to the public.
14. Provide convenient and easy access for local residents and user groups to Public Facilities within the City and Planning Area.
15. Improve and maintain the compatibility of Public Facilities with surrounding areas by buffering, screening and proper setbacks from adjacent and less intense uses.
16. Study the feasibility of the development of a senior center/emergency shelter and develop a new City-wide sports complex with construction as funds are available.
17. Preserve and commemorate the record of local and regional events of historical significance within the Sapulpa Historical Museum.
18. Pursue those actions, programs and funding to implement the Route 66 Scenic Byways Corridor Management Plan during and throughout the Planning Period.
19. Support the livability and sustainability of developed areas by maintenance and improvement of Public Facilities.
20. Develop plans for a performing arts center, community theater and out-door amphitheater.
21. Communicate and coordinate the use of the City's public and quasi- public facilities with Creek and Tulsa County, area school districts and other public and private agencies for the convenience of those served and for the most cost-effective expenditure of public and quasi-public funds.

**Public Facility Objectives:**

1. Expand the annual budgeting process, if and/or as needed, to include listing of the long-term capital needs of the City, adopting such plans as elements of the 2030 Plan and integrating a comprehensive public facility capital infrastructure and fiscal plan into the fiscal and land use planning process.
2. Seek broad public input about funding preferences for the costs of maintaining and supporting existing Public Facilities as well when developing funding programs for new or expanded Public Facilities.
3. Plan for the optimal location of new or expanded Public Facilities far in advance of need to protect and preserve the best locations, to set aside sufficient lands and to reduce the future cost of such land to the public.
4. Identify, plan and develop Public Facilities and services in coordination and cooperation with other public and quasi-public agencies.
5. Support a high quality of life and livability for all City residents and visitors by maintaining and developing parks, recreation, trails and open space facilities.

6. Provide a high level of maintenance and upkeep of the CBD to assure the viability, sustainability, attractiveness and values of the area's Public Facilities and infrastructure.
7. Coordinate the use of the City's Public Facilities with Creek and Tulsa County, area school districts, and other public and private agencies for the convenience of those served and to assure the most cost-effective expenditure of public and quasi-public funds.
8. Mitigate any negative impacts from construction of Public Facilities to include buffering, screening, proper setbacks and noise abatement.
9. Preserve and record events of historical significance and culture about the City and Planning Area with the Sapulpa Historical Museum.
10. Extend roads and utilities into undeveloped areas in an orderly manner to encourage development of land for its highest and best use and to avoid premature sprawl development.
11. Develop a high quality and sustainable table of City services and utilities for developed as well as developing areas based on comprehensive infrastructure and capital planning.
12. Locate public areas within the City and Planning Area with convenient and easy access for local residents and user groups.
13. Support the full development of a senior center/emergency shelter and a City-wide sports complex with construction proceeding as funds are available.
14. Proactively pursue those actions, programs and funding initiatives for implementation of the Route 66 Scenic Byways Corridor Management Plan during and throughout the Planning Period.
15. Support the livability and sustainability of developed areas by the maintenance and improvement of Public Facilities and infrastructure.
16. Complete feasibility studies for a performing arts center, community theater and outdoor amphitheater.
17. Coordinate the use of the City's public and quasi- public facilities with Creek and Tulsa County, area school districts, and other public and private agencies for the convenience of those served, for the most cost-effective expenditure of public and quasi-public funds and to avoid duplication of efforts.

## PARKS, RECREATION, TRAILS AND OPEN SPACE AREAS

Natural and man-made recreation and open space areas contribute significantly to the quality of life, image, livability and natural beauty of the City and Planning Area. Natural and man-made recreation and open space areas also add to the economic development potential for tourism and recreation activities for residents and visitors. Sahoma Lake and Pretty Water Lake provide area residents and visitors alike with unique and very special opportunities for active and passive recreation activities. Annual trout fishing tournaments held by the Sapulpa Parks Department attract large numbers of visitors as does the City's organized sports programs for softball, soccer and football.

### **Parks, Recreation, Trails and Open Space Area Goals:**

1. Provide a viable and diverse system of parks, recreation, trails and open space areas to enhance the quality of life and the livability of the City and Planning Area.
2. Become a local, regional and national **destination** for tourism and recreation.
3. Identify and protect areas which have the potential for public and private parks, recreation, trails and open space for the future enjoyment of residents, visitors and tourists.
4. Preserve significant natural features in the undeveloped state or to incorporate such features into development plans where possible and utilize such areas as buffers between less intense and more intense uses.
5. Preserve natural open space areas around Sahoma Lake and Pretty Water Lake allowing only passive recreational uses such as camping and pedestrian trails where appropriate.
6. Incorporate the natural open space around area lakes, along the streams and in floodplain areas into ribbons of open space for multi-use trails with both on-street and off-street routes.
7. Link parks, recreation, trails and open space areas to local public and private areas such as schools and libraries with connections to the INCOG Regional Trails System.
8. Protect Development Sensitive and Conservation Areas that would lend themselves to natural open space amenities and incorporate such areas into public and private development plans and proposals encouraging LID.
9. Provide active and passive recreational activities and programs for all ages giving special consideration to the recreational needs of the elderly, persons with disabilities and low income households.

### **Parks, Recreation, Trails and Open Space Area Policies:**

1. Complete the Sapulpa Parks, Recreation, Trails and Open Space Plan (Parks Plan).
2. Provide a sustainable, viable and diverse system of parks, recreation, trails and open space areas to enhance the quality of life and the livability of this area.
3. Become a local, regional and national **destination** for tourism and recreation by planning and building the improved and new facilities required to support such a goal while building upon those programs presently in place which have the potential for becoming destinations.
4. Identification and protection of areas with the potential for public and private parks, recreation, trails and open space as Development Sensitive and Conservation Areas for the present and future enjoyment of residents, visitors and tourists.
5. Incorporate preservation of natural features into the development review process and that such features should remain in the undeveloped state and/or be incorporated into development plans where possible by utilizing such areas as buffers between less intense and more intense uses.
6. Develop detailed plans for passive recreational uses along the shores of Sahoma Lake and Pretty Water Lake.
7. Seek funding for completion of the construction of the Pretty Water Lake Trail Loop.
8. Prepare and adopt an improvement program to support the detailed design and programming of construction of recreation facilities which incorporates the natural

open space around area lakes, along streams and in floodplain areas into a City-wide ribbon of open space for multi-use trails.

9. Plan and develop a network of parks, trails and open space areas connecting schools, libraries and other public and private activity areas to the INCOG Regional Trails System.
10. Encourage LID and reduced densities and intensities in Development Sensitive and Conservation Areas requiring a PUD and LID type development plan where appropriate to protect and preserve natural and open space amenities.
11. Encourage broad public participation and input into the planning, design and development of parks, recreation, trails and open space areas to provide active and passive recreational opportunities for all ages giving special consideration to the recreational needs of the elderly, persons with disabilities and low income households.

#### **Parks, Recreation, Trails and Open Space Area Objectives:**

1. Complete the Sapulpa Parks, Recreation, Trails and Open Space Plan (Parks Plan) in support of a sustainable, viable and diverse system of parks, recreation, trails and open space areas to enhance the quality of life and the livability of the City and Planning Area.
2. Expand upon those programs presently in place and build new programs which have the potential for becoming a local, regional and national **destination** for tourism and recreation.
3. Identify, preserve and protect Development Sensitive and Conservation Areas for public and private parks, recreation, trails and open space areas for enjoyment by present and future residents, visitors and tourists incorporating such areas into development where appropriate and feasible.
4. Plan and develop passive recreational areas along the shores of Sahoma Lake and Pretty Water Lake.
5. Complete construction of the Pretty Water Lake Trail Loop.
6. Adopt the Sapulpa Parks, Recreation, Trails and Open Space Plan as an element of the 2030 Plan upon completion to include a City-wide ribbon of open space for multi-use trails.
7. Connect the City's parks, recreation, open space and trails plan and program to the INCOG Regional Trails System.
8. Require a PUD type development plan and LID where appropriate to protect and preserve natural and open space amenities in Development Sensitive and Conservation Areas.
9. Provide a comprehensive plan and program for active and passive recreational opportunities for all ages, based on broad public participation and input giving special consideration to the recreational needs of the elderly, persons with disabilities and low income households.
10. Incorporate the stormwater management and floodplain mitigation program into the Parks, Recreation, Trails and Open Space program of the City.

PUBLIC SAFETY: LAW ENFORCEMENT, FIRE, EMERGENCY MEDICAL SERVICES  
AND MULTIT-HAZARD MITIGATION

**Public Safety: Law Enforcement, Fire and Emergency Medical Services and Multi-Hazard Mitigation Goals:**

1. Support area agencies and functions that protect the public health, safety and welfare by providing highly-trained law enforcement, firefighting and fire prevention, emergency medical services and protection from multi-hazards.
2. Develop a responsive municipal and district court system combined with programs of public education, crime prevention and improved traffic safety.
3. Incorporate elements of the adopted Multi-Hazard Mitigation Plan (such as flood damage prevention) into the public safety program and land use planning program with comprehensive programs of coordination and cooperation between the public and private sectors.
4. Proactively seek available funding from public and private sources to supplement scarce local dollars in support of public safety programs and services.

**Public Safety: Law Enforcement, Fire and Emergency Medical Services and Multi-Hazard Mitigation Policies:**

1. Provide a high quality of public safety functions and services to protect the public health, safety and welfare with highly-trained law enforcement, firefighting and fire prevention services, emergency medical services and protection from multi-hazard events.
2. Support development of a responsive municipal and district court system combined with programs of public education, crime prevention and improved traffic safety.
3. Implement comprehensive programs of coordination and cooperation between the public and private sectors from the Multi-hazard Mitigation Plan into the land use and transportation planning program.
4. Capture all available funding from public and private sources for public safety programs and services.

**Public Safety: Law Enforcement, Fire and Emergency Medical Services and Multi-Hazard Mitigation Objectives:**

1. Protect the public health, safety and welfare with highly-trained law enforcement, firefighting and fire prevention services, emergency medical services and protection from multi-hazard events.
2. Combine programs of public education, crime prevention, and improved traffic safety with a responsive municipal and district court system.
3. Incorporate the Multi-hazard Mitigation Plan into the land use and transportation planning program.
4. Proactively seek and support initiatives for public and private funding for public safety programs and services.

## EDUCATION AND SCHOOLS

### **Education and School Goals:**

1. Support a strong and continuing working relationship between the City and area school districts.
2. Support access to existing school locations with well-maintained roads and public infrastructure.
3. Shared use of City and school facilities where feasible and appropriate, in the best interests of school patrons and City residents to reduce the duplication of effort and cost to the public.
4. Create partnerships with the Central Technology Center in the implementation of programs supporting higher education, economic development and expanded training opportunities for local employment and investment.
5. Partner with regional colleges and/or junior colleges to locate satellite secondary educational facilities within the City and/or Planning Area.
6. Coordinate the City's public programs with those of the area school districts to share facilities where feasible and appropriate maximizing the public's use and resulting in reduced costs by avoiding unnecessary duplication.
7. Coordinate the location of public schools between the school system and the City to assure that the necessary public infrastructure and support facilities are in place and well-maintained.

### **Education and School Policies:**

1. Maximize opportunities to bring expanded local academic and career tech classes to the City and Planning Area.
2. Provide well-maintained and safe routes of travel within the City and Planning Area to the various school campuses.
3. Proactively participate with the officials of area school districts in the location of future educational facilities and incorporate such locations into the 2030 Plan.
4. Be an active partner with the Central Technology Center officials supporting the implementation of higher education programs for expanded opportunities for local employment and investment.
5. Advocate and support initiatives to locate secondary educational satellite facilities within the City and/or Planning Area.

### **Education and School Objectives:**

1. Coordinate with local academic and technological centers to network with area businesses and industry in order to provide curriculums for expanded training and employment of local residents.
2. Maintain safe routes of travel within the City and Planning Area to all school campuses in cooperation and coordination with local school officials.
3. Incorporate the planned location of future schools into the 2030 Plan in cooperation and coordination with local school officials.
4. Create increased opportunities for local employment and investment by being an active partner with the Central Technology Center and area business and industry.
5. Locate a secondary educational satellite facility within the City and/or Planning Area.

## **PUBLIC UTILITIES**

The City provides a “full service” menu of public utilities including potable water for domestic and emergency services, wastewater collection and treatment, floodplain regulation and management, and storm water drainage regulation and management. Solid waste collection is provided within the City by private haulers on a contractual basis; the City does not operate a sanitary landfill. The general location and service area of the City’s public utilities are shown on maps included and discussed in Chapter II. A current and comprehensive CIP and Master Plan for each of the City’s major public utility systems is a recommended element of the 2030 Plan. This section of the 2030 Plan presents the goals, policies and objectives for the following public utilities:

- Water System
- Wastewater System
- Electrical System
- Gas System
- Floodplain Management
- Stormwater Management
- Solid Waste Management

### **WATER SYSTEM**

Water is provided by the City, five (5) Rural Water Districts, the City of Sand Springs and the Tulsa Metropolitan Area Utility Authority within the Planning Area. Private water wells are also common on private property in the agriculture and rural areas. Strong measures of cooperation and communication are required between the City and the Rural Water Districts to assure that residents of the City and Planning Area receive the best possible and most dependable water service.

#### **Water System Goals:**

1. Provide a high quality potable water system for domestic and emergency needs which meets local, state and federal regulations in a cost effective, reliable, efficient and economical manner for existing and future needs.
2. Provide public water service for existing and developing areas in support of orderly growth and to operate the water utility in a cost-effective manner to provide revenues necessary to support other City services such as parks, police and fire.
3. Develop plans for new and replacement water facilities well in advance of need allowing for the long lead time required to design, fund and construct such systems.
4. Maintain and upgrade water supply, delivery and storage facilities as needed in order to assure a continued and adequate water supply for domestic and firefighting capabilities.
5. Complete water system studies to increase the future supply water and the capacity of the existing system to transport, treat and store water identifying new sources of water as needed to meet the future needs of the City and service area.



### **Water System Policies:**

1. Plan for an adequate supply of water for domestic and firefighting needs in all developed and developing areas.
2. Support comprehensive programs of maintenance and improvement to the water system to support the needs of area residents, businesses and industries.
3. Plan budgets for new and replacement water facilities well in advance of need allowing for the long lead time required to design, fund and construct such systems.
4. Consult with and contract with other public and private agencies if and as necessary to determine alternative sources of water supply for existing and future needs during the Planning Period.
5. Maintain and improve the water distribution system as necessary for existing needs and plan for the extension of the municipal system into developing areas not presently served by alternative sources.
6. Update and modify as necessary the water system design criteria to provide sound development standards and assure that all new development will be provided a high quality of water service and supply.
7. To provide water to customers in a cost effective manner allowing for rates to be reasonable and reflective of the cost of services while providing important revenues required for the support of other critical City services.
8. Secure local, state and federal assistance, whenever feasible and appropriate, to plan, design and construct new and replacement water system improvements.

### **Water System Objectives:**

1. Provide all developed and developing areas with an adequate supply of water for domestic and firefighting needs of area residents, businesses and industries.
2. Support the water needs of area residents, businesses and industries with a comprehensive program of maintenance and improvement of the water system.
3. Develop budgets and design plans for new and replacement water facilities well in advance of need allowing for the long lead time required to design, fund and construct such systems.
4. Determine alternative sources of water supply, if and/or as needed, for existing and future needs.
5. Plan for the extension of the municipal system into developing areas not presently served by alternative sources.
6. Assure that all new development will be provided with a high quality of water service and supply and modify, as necessary, the water system design criteria to comply with current ODEQ standards.
7. Establish and maintain fees for water service which are reasonable and reflective of the cost of services while providing important revenues required for the support of other critical City services.
8. Plan, design, and construct new and replacement water system improvements utilizing all available local, state and federal assistance.

## WASTEWATER SYSTEM

Public wastewater services are provided by the City and the Taneha Utilities Authority (Taneha); effluent collected by Taneha flows to the City's Wastewater Treatment Plant

(WWTP)for treatment. Private on-site septic systems are common on private property in agriculture and rural areas. Strong measures of cooperation and communication are required between the City and Taneha to assure that residents receive the best possible and most dependable public/private wastewater service.

**Wastewater Goals:**

1. Provide developed and developing areas public wastewater service in compliance with all local, state and federal regulations.
2. Develop plans for new and replacement wastewater facilities well in advance of need allowing for the long lead time required to design, fund and construct such systems.
3. Maintain and improve the wastewater system in developed areas at a high level while planning for expansion into the unincorporated portions of the Planning Area as growth takes place.
4. Develop new and replacement wastewater facilities based on existing and future needs in accordance with all local, state and federal regulations.
5. Provide capacity in the wastewater system for residential, commercial and industrial development to support continued growth and economic development during the Planning Period.
6. Operate the wastewater collection system as a gravity flow system while planning for variations of the gravity system when it is determined to be in the best interest of the City.
7. To provide wastewater services to customers at reasonable rates reflective of the cost of services while providing important revenues required for the support of other critical City services.

**Wastewater Policies:**

1. Operate the WWTP and system in accordance with the permitting provisions of the National Pollutant Discharge Elimination System (NPDES).
2. Plan for new and replacement wastewater facilities well in advance of need allowing for the long lead time required to design, fund and construct such systems.
3. Secure all available local, state and federal assistance to plan, design and construct new and replacement wastewater improvements, including upgrades the existing system.
4. Design and construct the wastewater collection system whenever possible as a gravity flow system to assure economy of construction, operation and maintenance, while identifying and planning for alternative systems where such systems are in the best public interest.
5. Provide service in a cost effective manner at rates which are reasonable and reflective of the cost of services while providing important revenues required for the support of other critical City services.

**Wastewater Objectives:**

1. Assure that public wastewater service is provided to developed and developing areas in accordance with all local, state and federal regulations and permits.
2. Implement the long range plans for new and replacement wastewater facilities as required to design, fund and construct such systems well in advance of need.

3. Plan, design and construct new and replacement wastewater improvements, including upgrades the existing system, utilizing all available local, state, and federal assistance.
4. Where possible, design and construct the wastewater collection system as a gravity flow system while identifying and planning for alternative systems where such systems are in the best public interest of the City.
5. Provide wastewater service in a cost effective manner at reasonable rates and reflective of the cost of services and which provide important revenues required for the support of other critical City services.

## ELECTRICAL SYSTEMS

Public utility companies provide electric service to the City and residents of the Planning Area. The central City areas receive electric service from Oklahoma Gas and Electric (O. G. & E.) while the majority of the surrounding areas are served by AEP PSO, East Central Electric and Indian Electric. Electric companies are regulated by the Oklahoma Corporation Commission and operate locally based on franchises approved by voters in the respective areas. Electric companies commonly operate within rights-of-way and easements granted by the City or County; therefore, it is important that strong public/private measures of cooperation and communication are in place to assure that residents of the City and Planning Area receive the best possible and most dependable electric service in an economical, safe, efficient and reliable manner.

## GAS SYSTEMS

The majority of the natural gas service provided to the City and Planning Area is provided by the Oklahoma Natural Gas Company (ONG) while areas not having access to that system purchase propane from private companies which is stored on their private property. The central City areas are served by ONG. Natural gas and propane companies are regulated by the Oklahoma Corporation Commission; ONG operates locally based on a franchise approved by City voters. ONG commonly operates its underground system within rights-of-way and easements granted by the City or County; therefore, it is important that strong public/private measures of cooperation and communication are in place to assure that residents of the City and Planning Area receive the best possible and most dependable service in an economical, safe, efficient and reliable manner.

## FLOODPLAIN MANAGEMENT

The City and each County included within the Annexation Fenceline is responsible for floodplain management and regulation under the National Flood Insurance Program (NFIP). The City has adopted Master Drainage Plans which in some cases extend into unincorporated parts of the Planning Area as discussed in Chapter II. City and County staff also often share responsibilities in answering questions from the public about Flood Insurance Rate Maps (FIRM's) and whether a particular property is located within a Special Flood Hazard Area often referred to as "Zone A" or "AE" and the 100-year floodplain. The most current FEMA floodplain maps for the City and Creek County were adopted May, 2009. The regulations of the City and County each set a general

minimum requirement that construction with “Zone A” or “AE” and the 100-year floodplain shall be a minimum of 2’ above the Base Flood Elevation (BFE). Approval of Floodplain Development Permits by the City and/or Creek County is required for development within the Special Flood Hazard Area.

**Floodplain Management Goals:**

1. Plan and prioritize the projects and provisions of the adopted Master Drainage Plans in the best interests of the public safety and welfare of all residents as funds are available.
2. Provide proper flood control in conjunction with stormwater drainage facilities to safeguard the citizenry and their property from the hazards of flooding, erosion, siltation and standing water.
3. Integrate the floodplain management program into the Parks, Recreation, Trails and Open Space Plan and program in order to provide pedestrian and bicycle trail linkages and ribbons of open space along area creeks where feasible.
4. Preserve the natural features of floodplain areas (trees and vegetation in particular) incorporating them into the urban fabric adding value, beauty and livability and reducing development costs where feasible and appropriate by applying the principals of LID.

**Floodplain Management Policies:**

1. Designate flood-prone areas as Development Sensitive and Conservation Areas and allow development only in accordance with the adopted flood damage prevention regulations and permitting requirements.
2. Properly manage and regulate development within areas subject to flooding in accordance with local, state and federal regulations to protect area residents and property from the hazards of flooding.
3. Apply the principals of LID and PUD to development within Development Sensitive and Conservation Areas requiring reduced intensities and minimum structural solutions with development preserving natural features (trees and vegetation in particular) and incorporating them into the urban fabric adding beauty and livability while reducing the costs of development
4. Discourage the provision of public utilities for new development in areas subject to flooding unless it is determined to be in the best interests of the City and the public health, safety and general welfare is protected.
5. Implement the projects included within the adopted Master Drainage Plans in a timely manner and subject to funds available to remedy any existing creek flooding of developed areas.
6. Secure local, state and federal assistance, whenever feasible and appropriate, in the planning, design and construction of local flood control facilities.
7. Include the Multi-Hazard Mitigation Plan and its principals and policies as adopted elements of the 2030 Plan.

**Floodplain Management Objectives:**

1. Construct in phases the projects and provisions of the adopted Master Drainage Plans in the best interests of the public safety and welfare of all residents as funds are available.

2. Provide proper flood control in conjunction with stormwater drainage facilities to safeguard the citizenry and their property from the hazards of flooding, erosion, siltation, and standing water.
3. Integrate the floodplain management program into the Parks, Recreation, Trails and Open Space Plan and program in order to provide pedestrian and bicycle trail linkages and ribbons of open space along area creeks where feasible.
4. Preserve the natural features of floodplain areas (trees and vegetation in particular) incorporating them into the urban fabric adding value, beauty and livability, and reducing development costs where feasible and appropriate by applying the principals of LID.

## STORMWATER MANAGEMENT

The task and mission of the Stormwater Management program is to maintain the **quality of the stormwater runoff** within the City and Planning Area in a high quality manner and in accordance with mandated federal and state minimum requirements. The City and Creek County were issued a Stormwater Discharge Co-permit (Co-permit) from the ODEQ in 2006; under this Co-permit the County contracts with the City for staff services within the federally defined “Urbanized Area” of Creek County. The details of the elements of the Co-permit program were discussed in Chapter II. The City is also responsible for Urbanized Areas within the City limits in Tulsa County.

### **Stormwater Management Goals:**

1. Properly manage and regulate stormwater runoff from development in accordance with the federal, state, county and city regulations.
2. Implement the projects and provisions of the adopted Master Drainage Plans in the best interests of the public health, safety and welfare of all residents and as funds are available.
3. Maintain the quality of the stormwater runoff as required by the Co-Permit and in the best public interest and the public health safety and welfare of area residents.
4. Integrate the Stormwater Management program into the land use planning program, the Floodplain Management program and the Parks, Recreation, Trails and Open Space Plan and program for a more comprehensive approach to each.
5. Preserve the natural features of floodplain areas (trees and vegetation in particular) while addressing Stormwater Management BMP requirements to maintain water quality and incorporating the results into the urban fabric adding value, beauty and livability and reducing development costs by applying the principals of LID.
6. Apply the BMP’s of Stormwater Management in Development Sensitive and Conservation Areas for regulatory compliance and protection of the flora and fauna of the natural environment.

### **Stormwater Management Policies:**

1. Maintain compliance with the BMP’s of the Stormwater Discharge Co-permit issued for the City’s incorporated areas and the Creek County portion of the federally defined Urbanized Area.

2. Preserve the flora and fauna in Development Sensitive and Conservation Areas to maintain water quality and reduce erosion in accordance with local, state and federal regulations.
3. Apply Stormwater BMPs and the principals of LID within Development Sensitive and Conservation Areas requiring reduced intensities and minimum structural solutions if development is allowed.
4. Implement the projects included within Master Drainage Plans in a timely manner and as funds are available to protect water quality within developed and developing areas.
5. Proactively seek local, state and federal assistance, whenever feasible and appropriate, in the planning, design and construction of stormwater management facilities and programs.
6. Apply the principals of the Multi-Hazard Mitigation Plan and Floodplain Management Program within the BMPs of the Stormwater Management program to maximize the potential and results from each program.

**Stormwater Management Objectives:**

1. Maintain water quality and reduce erosion in accordance with local, state and federal regulations while preserving flora and fauna in Development Sensitive and Conservation Areas.
2. Require reduced intensities and minimum structural solutions for any development within Development Sensitive and Conservation Areas Stormwater based on BMPs and the principals of LID.
3. Implement the projects included within Master Drainage Plans in a timely manner and as funds are available.
4. Secure all available local, state, and federal assistance, whenever feasible and appropriate, in the planning, design, and construction of stormwater management facilities and programs.
5. Include within the BMPs of the Stormwater Management program the principals of the Multi-Hazard Mitigation Plan and Floodplain Management Program to maximize the potential and results from each program.

SOLID WASTE

Solid Waste service is contracted to private companies by the City. Presently, there are no Solid Waste (sanitary landfills) disposal sites located within the City. Only one site for the disposal of construction materials is located within the Planning Area north of the Creek Turnpike and west of South 33<sup>rd</sup> West Avenue. The major solid waste management function of the City is to assure the proper location of landfill facilities by administration of the Zoning Code.

**Solid Waste Goals:**

1. Assure the proper future location of solid waste disposal facilities in accordance with the policies of the 2030 Plan.
2. Adopt and administer land use and zoning regulations that properly regulate landfills and mitigate any negative impacts upon area properties and uses.

3. Cooperate with and support state and federal agencies that permit and regulate landfills and related operations.

**Solid Waste Policies:**

1. Implement and administer local land use planning, zoning and special permit processes to regulate the location of and to address, control and mitigate negative impacts of landfills and their operations on abutting and adjacent land.
2. Rezone areas for solid waste disposal only in accordance with the 2030 Plan.
3. Support local, state and federal agencies in the administration of their permitting and regulatory programs for collection and disposal of solid waste.

**Solid Waste Objectives:**

1. Locate solid waste disposal facilities only in accordance with the policies of the 2030 Plan in order to mitigate any negative impacts upon abutting and adjacent properties and uses.
2. Support state and federal agencies that permit and regulate landfills and related operations to assure compliance with all required local, state and federal regulations.

## **TRANSPORTATION**

The transportation element of the 2030 Plan includes transportation goals, policies and objectives for:

- General Transportation
- Trafficways
- Pedestrian Pathways and Multi-use trails
- Public and Rural transit
- Air Transportation
- Railway Transportation
- Water Transportation via the Tulsa Port of Catoosa

The 2025 MSHP on **Map 17** shows the existing and planned network of highways, major streets and roadways which are the basis for the existing and future development and land use planning. The success of the land use planning program is totally dependent upon the success of the transportation planning program. The INCOG Connections 2035 Regional Transportation Plan is the currently adopted transportation plan for the INCOG Region and the Transportation Management Area (TMA).

### **GENERAL TRANSPORTATION**

**General Transportation Goals:**

1. Focus all available resources on the maintenance and improvement of the roads and bridges which serve the City and its Planning Area.

2. Develop a multi-modal, integrated and efficient transportation system that safely and economically moves people and goods throughout all parts of the City and Planning Area.
3. Address the transportation needs of all residents and in particular the needs of the elderly, persons with disabilities and low income households.
4. Coordinate City transportation plans and programs with the regional transportation planning program of INCOG and other local, state and federal transportation planning and improvement programs.
5. Where needed, improve the appearance of transportation Corridors to include improvements to the streetscape and Gateway entrances to the City.
6. Reduce congestion on City streets.
7. Establish a balanced and overall City-wide system of pedestrian pathways and multi-use trails connecting areas of high and low activity, working areas, public facilities and schools and parks, assuring accessibility by the elderly, persons with disabilities and low income persons.
8. Develop a marketing plan and program for of the Oklahoma Route 66 Scenic Byway as a regional and national tourist attraction.

**General Transportation Policies:**

1. Assure that the City and Planning Area is provided with a well-maintained and high-quality transportation system of roadways, pedestrian pathways, multi-use trails and public and rural transit.
2. Form a public/private partnership for implementation of those plans and programs which address the special transportation needs of the elderly, persons with disabilities and low income households.
3. Participate with the INCOG Regional Transportation Program and coordinate balanced local transportation plans and programs with other local, county, state and federal programs.
4. Prepare and adopt plans and implement measures to make the streetscape within designated Corridors more aesthetically pleasing (such as removal of sign clutter, mowing of right-of-way, etc.) and to plan and implement measures to construct and improve the appearance of Gateways to the City.
5. Identify areas where traffic congestion is present within the City and develop plans and programs to mitigate and/or eliminate the problems.
6. Develop plans for the Route 66 Bicycle Trail to connect to the INCOG Route 66 Bicycle Trail and the INCOG Regional Trails System as an alternate means of transportation from home to work, to school and for recreation.
7. Develop recommendations found in the Oklahoma Route 66 Corridor Master Plan for the Oklahoma Route 66 Scenic Byway through the Planning Area.

**General Transportation Objectives:**

1. Provide the City and Planning Area with a well-maintained and multi-modal transportation system of roadways, pedestrian pathways, multi-use trails, and public and rural transit.



2. Address the special transportation needs of the elderly, persons with disabilities, and low income households by supporting a public/private partnership for implementation of the respective and related plans and programs.
3. Proactively coordinate local transportation plans and programs with other local, county, state and federal programs and in particular the INCOG Regional Transportation program.
4. Plan and implement public and private measures to improve the appearance of City's Gateways and Corridors to improve the appearance as well as the economic vitality of these areas by removal of sign clutter, mowing of right-of-way, and cleanup of trash and debris.
5. Develop plans and programs to identify, mitigate and/or eliminate traffic congestion for improved traffic safety and flow.
6. Plan and implement local connections from the Route 66 Bicycle Trail and the INCOG Route 66 Bicycle Trail to the INCOG Regional Trails System as alternate means of transportation from home to work, to school and for recreation.
7. Maintain and improve local roads and bridges at the highest level for the safety of motorists and in support of the business, commerce and industry of the City and its Planning Area.
8. Develop a multi-modal, integrated and efficient transportation system that safely and economically moves people and goods throughout all parts of the City and Planning Area.
9. Connect areas of high and low activity, working areas, public facilities, and schools and parks, assuring accessibility by the elderly, persons with disabilities and low income persons with a balanced and overall City-wide system of pedestrian pathways and multi-use trails.
10. Market the Oklahoma Route 66 Scenic Byway (Byway) as a regional and national tourist attraction.
11. Implement recommendations from the Oklahoma Route 66 Corridor Master Plan for the Byway through the Planning Area.

## TRAFFICWAYS

### **Trafficways Goals:**

1. Assure that a safe, efficient and economical street and highway system is provided to serve the City and Planning Area in accordance with the adopted MSHP, the 2030 Plan and the INCOG Connections Regional Transportation Plan 2035.
2. Proactively seek state and federal funds to supplement local dollars to maintain and improve local roads and bridges in cooperation and coordination with Creek and Tulsa County.
3. Improve the streetscape and appearance of the following twelve (12) designated local Corridors:
  1. Taft /SH-117: 33<sup>rd</sup> West Avenue to Brenner Road/ South 81<sup>st</sup> West Avenue
  2. SH-97: West 61<sup>st</sup> Street South to West 101<sup>st</sup> Street South
  3. Historic Route SH- 66: Municipal Golf Course to South 177<sup>th</sup> West Avenue
  4. Sapulpa West Creek Turnpike
  5. South Main Redevelopment Corridor: SH-117/Taft to Teel Road
  6. US-75A: South of Teel on US 75-A

7. Teel Road: Main to Wickham
8. SH-66: 51<sup>st</sup> Street South along SH-66/New Sapulpa Road and Mission Street south to Dewey
9. Dewey: SH-66 and Mission west along Dewey to Main Street and SH-97
10. Mission Street: Intersection of SH-66 and Dewey south along Mission/SH-117 to Taft/SH-117
11. Wickham Road: Taft/SH-117 to Teel Road
12. Hickory Street: Taft/SH-117 to 141<sup>st</sup> Street
4. Improve the appearance of the following eight (8) designated Gateways to the City:
  1. Taft/SH-117 and 49<sup>th</sup> West Avenue
  2. 49<sup>th</sup> West Avenue and West Creek Turnpike
  3. SH-66/New Sapulpa Road and West Creek Turnpike
  4. SH- 97 and West 91<sup>st</sup> Street South
  5. SH-97 and I-44 (Turner Turnpike)
  6. SH-117 and SH-66/SH-33
  7. US-75 A South of Main Street
  8. I-44 and South 49<sup>th</sup> West Avenue
5. Assure that a safe, efficient and economical street and highway system is provided to serve the City and Planning Area in accordance with the adopted MSHP, the 2030 Plan and the INCOG Connections 2035 Regional Transportation Plan.
6. Establish public-private partnerships to plan design and build the trafficways to support the efficient, safe and effective movement of people and goods across and within the City and Planning Area along major roadways.
7. Support programs for the development of “Complete Streets” within residential areas.
8. Develop recommendations of the Oklahoma Route 66 Corridor Management Plan for the Byway through the Planning Area.

**Trafficways Policies:**

1. Proactively coordinate with other local jurisdictions while seeking assistance from state and federal agencies to construct new and replacement roadway facilities.
2. Maintain and improve local trafficways as needed to reduce congestion and to support the convenience and safety of local residents, businesses and economic development and tourism.
3. Amend the MSHP and the INCOG Connections 2035 Regional Transportation Plan as needed to reflect changes in local and regional development patterns and similar changes in other local and regional areas.
4. Update the City of Sapulpa Subdivision Regulations (Subdivision Regulations) and Engineering Design Criteria as necessary to better serve development and reflect changes in technology, design and construction practices for streets and roadways.
5. Preserve and maintain the traffic-carrying capacities of roadways and the safety of motorists by preventing strip and spot commercial development.
6. Coordinate with the Oklahoma Department of Transportation (ODOT) for the improvement of State and U.S. highways within the INCOG TMA, the City and Planning Area.
7. Support the completion of current and planned projects according to the MSHP Plan.

8. Ensure compliance with local, state and federal regulations for proper signage and outdoor advertising as noted in the Corridor Management Plan for Route 66.
9. Pursue those plans and actions to implement the Route 66 Bicycle Trail plan and program with connections to the INCOG Regional Trails System.
10. Improve the streetscape and appearance of the twelve (12) designated local Corridors as listed above based on the adopted Corridor Design Criteria to provide clear examples to developers, builders and the general public on the style, type and placement of new commercial buildings in combination with voluntary improvements by the property owners.
11. Improve the streetscape and appearance of the eight (8) designated local Gateways to the City as listed above based on adopted Corridor Design Criteria in combination with voluntary improvements by the property owners.

**Trafficways Objectives:**

1. Implement the principals of the adopted MSHP, the 2030 Plan and the INCOG Connections 2035 Regional Transportation Plan to assure that a safe, efficient and economical street and highway system is provided to serve the City and Planning Area.
2. Capture all available state and federal funds to reduce congestion on City streets and to supplement local dollars to maintain and improve local roads and bridges in cooperation and coordination with Creek and Tulsa County.
3. Prepare, adopt and prioritize plans to improve the streetscape and appearance of the twelve (12) designated local Corridors.
4. Prepare, adopt and prioritize plans to improve the appearance of the eight (8) designated Gateways to the City.
5. Plan, design and construct a safe, efficient and economical street and highway system to serve the movement of people and goods within and across the City and Planning Area in accordance with the adopted MSHP, the 2030 Plan and the INCOG Connections 2035 Regional Transportation Plan.
6. Develop streets within residential areas based on the concept of “Complete Streets”.
7. Implement the recommendations of the Oklahoma Route 66 Corridor Master Plan for the Byway through the Planning Area.

PEDESTRIAN PATHWAYS AND MULTI-USE TRAILS

**Pedestrian Pathways and Multi-use Trail Goals:**

1. Establish a balanced and overall City-wide system of pedestrian pathways and multi-use trails connecting areas of high and low activity, working areas, public facilities and schools and parks, assuring accessibility by the elderly, persons with disabilities and low income persons.
2. Pursue those plans and programs to complete the design, funding and construction of the Pretty Water Lake Trail.
3. Incorporate trail planning into the floodplain and stormwater management programs where feasible and appropriate.

4. Plan to develop the Oklahoma Route 66 Bicycle Trail to connect to the INCOG Regional Trails System.

#### **Pedestrian Pathways and Multi-use Trail Policies:**

1. Provide sidewalks, pedestrian pathways and multi-use trails and routes in residential areas to and from living and working areas to public facilities and non-residential high activity areas, where feasible and practical, as an appropriate and alternative means of transportation with linkages to the INCOG Regional Trails Plan and system.
2. Integrate, plan and program the pedestrian pathways and multi-use trails into the floodplain and stormwater management program.
3. Develop signage and designation for an on-street and off-street bicycle and multi-use trails route system to promote safety and increased usage.
4. Complete construction of the trail around Pretty Water Lake.
5. Seek funding for the implementation of the Oklahoma Route 66 Byway Bicycle Trail plan and program with connections to the INCOG Regional Trails System as an alternate means of transportation from home to work, to school and for recreation.

#### **Pedestrian Pathways and Multi-use Trail Objectives:**

1. Plan, design and construct a balanced system of on-street and off-street multi-use trails within ribbons of open space across the City which is accessible to all residents and in particular the elderly, low income and persons with disabilities.
2. Complete the design, funding and construction of the Pretty Water Lake Trail.
3. Expand and coordinate the floodplain and stormwater management programs with the trails and open space programs where feasible and appropriate.

### PUBLIC AND RURAL TRANSIT

#### **Public and Rural Transit Goals:**

1. Determine the feasibility and demand for expanded multi-modal local public and rural transit systems for the convenience and well-being of the general public, with particular consideration of the transit needs of the elderly, persons with disabilities and low income households.
2. Determine the feasibility, demand and level of service for expanded multi-modal local public and rural transit systems which would be responsive to the local demand while providing safe, convenient and economical access to local and regional employment centers, businesses, cultural, educational and health care facilities.
3. Promote the use of services provided by Cimarron Transit (the multi-modal local public and rural transit system, operated by the United Community Action Program), for the convenience and well-being of the general public, as to the particular use and transit needs of the elderly, persons with disabilities and low income households.

#### **Public and Rural Transit Policies:**

1. Focus on and study the public and rural transit needs of the elderly, persons with disabilities and low income households, proactively seeking funding and other

assistance from local, state and federal agencies to determine the feasibility and demand for the level of a multi-modal local public and rural transit service.

2. Determine the demand for expanded multi-modal local public and rural transit systems for the convenience and well-being of the general public, with particular consideration of the transit needs of the elderly, persons with disabilities and low income households and coordinate with Cimarron Transit programs.
3. Continue to pursue those programs and courses of action to meet the demand for a multi-modal local public and rural transit system which would be responsive to the anticipated local demand to provide safe, convenient and economical access to local and regional employment centers, businesses, cultural, educational and health care facilities.
4. Develop a community marketing program to promote and expand the use of services provided by Cimarron Transit (the multi-modal local public and rural transit system operated by United Community Action Program), for a public linkage with the Metropolitan Tulsa Transit Authority (MTTA) to provide access to the regional public transportation system.
5. Promote the use of services provided by Cimarron Transit to provide free public transit for Senior Citizens from the Sapulpa Senior Citizens Center or other central City locations to link with local and other major hospitals and health care facilities as well as shopping, and social trips in the metropolitan area by seeking public and private funding for continued service.
6. Pursue the Park and Ride public transit terminus for an express transit route to connect Sapulpa with downtown Tulsa using I-44 and I-244.

#### **Public and Rural Transit Objectives:**

1. Complete feasibility and demand study for the level of service for multi-modal local public and rural transit system for the convenience and well-being of the general public, with particular consideration of the transit needs of the elderly, persons with disabilities, and low income households.
2. Complete feasibility and demand study for expanded multi-modal local public and rural transit systems which would be responsive to the local demand while providing safe, convenient and economical access to local and regional employment centers, businesses, cultural, educational, and health care facilities.
3. Develop an aggressive marketing program in support of the services provided by Cimarron Transit (the multi-modal local public and rural transit system operated by the United Community Action Program) for the convenience and well-being of the general public, as to the particular use and transit needs of the elderly, persons with disabilities and low income households.
4. Continue to use the services provided by Cimarron Transit to provide free public transit from the Sapulpa Senior Citizens Center or other central City locations for Senior Citizens to link with local and other major hospitals and health care facilities in the metropolitan area, as well as shopping, and social trips seeking public and private financial support.
5. Identify a location for a Park and Ride public transit terminus for an express transit route to connect Sapulpa with downtown Tulsa using I-44 and I-244.

## AIR TRANSPORTATION

### **Air Transportation Goals:**

Provide local residents, businesses and industries with good access to the Tulsa International Airport (TUL) as well as to other local and area airports such as the Jones Riverside Airport in Jenks and the Pogue Airport in Sand Springs.

### **Air Transportation Policies:**

Maintain local major streets and highways in a high quality state to safely access and efficiently carry local residents and goods to and from the City and Planning Area to the TUL, as well as to other local and area airports such as the Jones Riverside Airport in Jenks and the Pogue Airport in Sand Springs.

### **Air Transportation Objectives:**

Promote safe, convenient, economical access to and from area airports to the City and Planning Area in support of economic development.

## RAIL TRANSPORTATION

### **Rail Transportation Goals:**

1. Coordinate with, communicate and support the Burlington Northern Santa Fe Railroad (BNSF) and the Tulsa Sapulpa Union Railroad (TSU) in the maintenance and expansion of rail service to local businesses and industries.
2. Develop any railroad rights-of-way which might be abandoned in the future for multi-use trails as feasible and appropriate.
3. Determine the demand for and feasibility of passenger rail service from Sapulpa and the Planning Area to Tulsa, Oklahoma City and other cities within the Tulsa Metropolitan Area (TMA).

### **Rail Transportation Goals Policies:**

1. Support the BNSF and the TSU in the maintenance and expansion of rail service to local businesses and industries.
2. Seek opportunities for public-private partnerships to develop abandoned railway rights-of-way for multi-use trails.
3. Pursue courses of action to determine the demand for and feasibility of passenger rail service from Sapulpa and the Planning Area to Tulsa, Oklahoma City other cities within the metro area.

### **Rail Transportation Objectives:**

1. Support the maintenance and expansion of rail service to local businesses and industries by putting in place programs of coordination and cooperation with the BNSF and TSU.
2. Plan and develop multi-use trails along any abandoned railroad rights-of-way as feasible and appropriate.
3. Complete feasibility studies for the demand for passenger rail service to the Tulsa, Oklahoma City, and other cities within the metro area.

## WATER TRANSPORTATION: THE TULSA PORT OF CATOOSA

The Tulsa Port of Catoosa (Port) is located in an Enterprise Zone in Rogers County approximately 25 minutes from the City at the head of the McClellan-Kerr Arkansas River Navigation System. The Port offers barge service on the ice-free river with flow levels controlled by the U.S. Army Corps of Engineers. The Port is located in a 2,000-acre industrial park with more than 4,000 employees. Manufactured goods and agricultural products are shipped from Oklahoma and surrounding states and to the rest of the world. The Port is the largest port of its kind in Oklahoma handling international cargo entering from the Gulf of Mexico traveling north along the Mississippi River, to the Arkansas River and then connecting to the McClellan-Kerr Arkansas River Navigation System. One eight-barge tow on the navigation channel, with each barge holding an average of 1,400 to 1,500 tons, is the equivalent of 480 semi-trailer trucks.

## HOUSING

The housing element sets forth strategies for the maintenance and provision of housing and reaffirms the guidelines presented above in the residential land use element for the provision of affordable, safe and standard housing. The housing stock of the City and Planning Area is generally considered to be in an Adequate/Good condition by respondents to the 2030 Plan Online Survey; however, a field analysis was not performed. A comprehensive housing evaluation includes consideration not only of the housing structures, but also the condition of the public infrastructure of residential areas, the make-up and condition of the private property and the level of maintenance and uses present in the surrounding environment.

The City has a building permit and inspection program that assures that residential construction is done in accordance with local building codes. The unincorporated parts of the Planning Area in Creek County are not subject to the requirements for a building permit and inspection program, while the unincorporated parts of the Planning Area in Tulsa County are subject to the requirements for building permits and inspections.

The housing goals, policies and objectives stated in this section are directly related to the public health, safety, welfare, educational, recreational, cultural and quality-of-life programs that contribute to the setting within the City and Planning Area into which housing is placed.

### **Housing Goals:**

1. Assure that residents of the City have access to safe, affordable and standard housing with programs for rehabilitation of substandard housing where possible and removal of derelict and deteriorating housing where rehabilitation is not possible.
2. Provide a variety of dwelling types, styles and costs to meet the needs of all residents of the City and Planning Area.
3. All residents shall have the freedom of choice as to location and residence.

4. Maintain the public infrastructure of residential neighborhoods at a high level to support the ongoing stability of the living environment and the economic vitality of the private and public investment in these areas.
5. Promote infill development and redevelopment in residential Neighborhoods as a strategy for revitalization and way of arresting any decline that might otherwise occur.
6. Administer zoning regulations and code enforcement programs to protect the value, integrity and investment of local residents in their homes and property.
7. Encourage and support voluntary programs of Neighborhood revitalization such as “fix up - paint up - clean up”.

### **Housing Policies:**

1. Aggressively seek private and public funding for the conservation of existing housing and the rehabilitation of substandard housing, while demolishing and removing housing that due to its deteriorated condition may not be rehabilitated.
2. Prohibit any program or plan that would promote the development of unsafe housing or contribute to the deterioration of the condition or value of the existing housing stock in residential Neighborhoods.
3. Pursue zoning and other code enforcement programs to support the continued integrity, stability, value, image and livability of residential Neighborhoods.
4. Enforce the City’s Fair Housing Code and not allow any public or publicly supported projects or programs which produces housing or restricts the sale or rental to anyone based on race, sex, color, religion, national origin, handicap or familial status.
5. Address, in particular, the needs of the disabled, senior citizens and those on fixed incomes in the formulation of housing assistance programs.
6. Expand and improve the housing opportunities for all residents and minimize the concentration of low and moderate income housing with emphasis on Affordable Housing programs.
7. Adopt and administer programs and policies that contribute to the construction of Affordable Housing.
8. Pursue the implementation of voluntary programs that could be conducted by the Homeowner’s Association to maintain and restore the economic vitality and attractiveness of the residential areas in the City and the Planning Area.

### **Housing Objectives:**

1. Secure private and public funding for the conservation of existing housing and the rehabilitation of substandard housing, while demolishing and removing dilapidated housing.
2. Protect against any program or plan that would promote the development of unsafe housing or contribute to the deterioration of the condition or value of the existing housing stock in residential Neighborhoods.
3. Support the continued integrity, stability, value and livability of residential Neighborhoods by administration of zoning and other code enforcement programs where appropriate.



4. Avoid participation in any public or publicly supported projects or programs which produce housing that restricts the sale or rental to anyone based on race, sex, color, religion, national origin, handicap or familial status.
5. Implement and support housing assistance programs which address in particular, the needs of the disabled, senior citizens and those on fixed incomes.
6. Minimize the concentration of low and moderate income housing and expand and improve the housing opportunities for all residents with emphasis on Affordable Housing programs.
7. Support and encourage local participation and voluntary programs to help “fix up – paint up- clean up” residential areas.

## **ECONOMIC DEVELOPMENT**

Formulation of successful economic strategies and economic development is the function of a coordinated effort between the public and private sector. In the City and Planning Area, the City’s Economic Development Department and Program, the Sapulpa Chamber of Commerce, Sapulpa Main Street, the Sapulpa Industrial Foundation and the Creek County Industrial Authority each perform important functions in support of economic development. The success of economic development depends upon developing and implementing initiatives to retain and support the expansion of existing business and industry while proactively attracting new business and industry.

As a part of the public participation process an Online Survey was developed and posted on a webpage hosted and maintained by INCOG – **77% responded that they were registered voters in the City.** A brief summary of the results (Long Form 01-15-13) pertaining to Economic Development is as follows:

1. 83% - Lived in Sapulpa more than 10 years
2. 77% - Registered voters in Sapulpa
3. Moved to Sapulpa because of
  - 57% - Longtime resident
  - 25% - Employment opportunities
  - 23% - Proximity to Tulsa Metro Area
  - 31% - Proximity to family
  - 22% - Small town atmosphere
4. 74% - Availability of housing for sale is Good/Adequate
5. 59%-Availability of housing for rental (single-family, duplex, apartments, condominium) is Good/Adequate
6. 67% - Quality of life in Sapulpa is Good/Adequate
7. 52% - Appearance of the CBD is Good/Adequate
8. 56% - Appearance of business areas outside the CBD is Good/Adequate
9. 56% - Appearance of residential areas is Good/Adequate
10. 41% - Gave quality of life in Sapulpa the highest rating
11. 32% - Shopped in the CBD once per week
12. Would shop more often in the CBD if

- 68% - More retail shops were available
  - 47% - More restaurants were available
  - 42% - More parking was available
  - 31% - Shops were open later during the week and on weekends
13. Which developments are important for the future of Sapulpa?
- 67% - Additional retail selections
  - 44% - Employment opportunities
  - 24% - Affordable Housing
  - 19% - Programs for youth
  - 17% - Increased recreational opportunities
  - 11% - Better schools
14. Our City needs more of which type of development:
- 84% - Retail shopping and restaurants
  - 54% - Hospitality and entertainment
  - 40% - Tourism and Route 66 emphasis
15. Our City needs which type of hospitality, entertainment and tourism activities
- 65% - Amphitheater and outdoor concerts and events
  - 62% - Dinner and local theater
  - 52% - Route 66 events
16. 52% - Our City's greatest public improvement need is streets and roads
17. 26% - If public funding is needed for public improvements it should come from a dedicated sales tax
18. Residential growth in the last 10 years
- 54% - About right
  - 41% - Too slow
19. Growth in retail/restaurant development in the last 10 years
- 16% - About right
  - 82% - Too slow
20. Growth in commercial development in the last 10 years
- 27% - About right
  - 71% - Too slow
21. If rail transportation was available with access to Tulsa, Oklahoma City and other locations in the metropolitan area how likely would you use it?
- 34% - Definitely support
  - 31% - Possibly support
22. 72% - Improving the City's infrastructure (streets, water, sanitary sewer, stormwater, parks/recreation) is Important for growth and development (highest ranking)
23. 92% - Maintain the appearance of a small town for growth and development
24. Sapulpa must do the following for economic development:
- 70% - Be pro-growth through quality development
  - 55% - Keep sales tax rates low
  - 33% - Keep the cost of City services low versus initiating development
  - 14% - Increase the taxes and/or fees for growth and development

25. The City must do the following to increase employment in Sapulpa
- 72% - Increase retail, commercial, entertainment opportunities
  - 69% - Increase the variety of employment opportunities
  - 30% - Increase the tourist opportunities through emphasizing Route 66
  - 12% - Increase educational advancement opportunities

### **Economic Development Goals:**

1. Enhance the historic character of the CBD as a place and point of attraction and retail services for residents and as a **destination** for visitors from across the nation along Historic Route 66.
2. Apply the “**open for business**” and “**business friendly**” approaches to economic development.
3. Become familiar with those goals included in the CEDS as growth and development opportunities occur that can be utilized for funding resources.
4. Create a public-private partnership with local and area businesses in support of a positive climate for the retention and expansion of existing business, as well as for the attraction of new business, industry and tourism.
5. Put in place academic/technology programs as needed for a locally-based and trained workforce in response to the needs of local and regional employers.
6. Construct and maintain the necessary public and private infrastructure to support existing, expanded and new economic development and growth in the local and regional economy.
7. Continue to market the advantages of Sapulpa as “Oklahoma’s most connected City”.
8. Support those courses of action for the City to become a destination for those seeking a quality living and working experience and for **recreation and tourism**.
9. Market the Oklahoma Route 66 Byway as an attraction to the Planning Area and a regional and national tourist **destination**.
10. Increase the vitality of the CBD by encouraging the expansion and utilization of vacant second and third floors for residential loft apartments, office and business uses.
11. Expand the economic, employment and industrial base with clean and environmentally-friendly industries that will offer area residents the opportunity for local employment and investment.
12. Put in place academic/technology programs as needed for a locally-based and trained workforce in response to the needs of local and regional employers.
13. Explore the feasibility of pursuing the design of a downtown master streetscape plan to accommodate pedestrians and bicyclists, provide ADA accessibility, lighting and landscaping.
14. Pursue the location of a satellite secondary education facility in the City or Planning Area.

### **Economic Development Policies:**

1. Develop and enhance the historic character of the CBD as a point of attraction providing unique retail and shopping opportunities for residents and as a

**destination** for visitors from across the nation along the Oklahoma Route 66 Scenic Byway.

2. Develop the Route 66 Bicycle Trail that links with the INCOG Regional Trails system as an alternate means of transportation to and from work.
3. Be pro-growth, “**open for business**” and “**business friendly**” by providing easy and convenient access to information with open channels of communication for prospective businesses and work with other local economic development organizations: Chamber of Commerce, Main Street, Sapulpa Industrial Foundation, and Creek County Industrial Foundation.
4. Maintain a “**small town**” character while supporting balanced and quality economic growth and development.
5. Provide incentives to encourage the development of businesses that will provide employment opportunities for local residents in the areas of hospitality, local theater, entertainment and in industrial and advanced manufacturing.
6. Create a positive climate for the retention and expansion of existing businesses as well as for the attraction of new retail business, industry and tourism.
7. Develop academic/technology programs for a locally-based and trained workforce in response to the needs of local and regional employers.
8. Develop industrial areas with good accessibility and access to a balanced transportation network of interstate and state highways, air and water, rail and transit transportation modes for the safe and efficient movement of people and goods.
9. Explore opportunities with owners of CBD properties to expand the utilization of vacant second and third floors for loft apartments, office and business uses.
10. Support the creation of a Business Improvement District (BID) for the CBD to enhance the appearance and expand the resources for the maintenance and improvement of the CBD.
11. Pursue implementation of regional economic development goals of the CEDS during the Planning Period.
12. Research and apply for all local, state and federal funding available to support continued and expanded economic development in the Planning Area.
13. Develop a downtown master streetscape plan to improve the conveyance of pedestrians and bicyclists as well as improve the appearance of the CBD.
14. Develop a working relationship with one or more secondary education facilities and explore locations for a satellite facility in the City or Planning Area.

#### **Economic Development Objectives:**

1. Create a **destination** in the historic CBD for visitors from across the nation as a point of attraction which provides a unique retail shopping opportunity along the Oklahoma Route 66 Scenic Byway.
2. Provide local links to the INCOG Regional Trails system from the Route 66 Bicycle Trail which can serve as an alternate means of transportation to and from work.
3. Be pro-growth and offer City programs which are pro-growth and convey that the City is “**open for business**” and “**business friendly**” by providing easy and convenient access to information with open channels of communication for prospective residents and businesses.

4. Supporting quality economic growth and development by creating a **sense of place** while maintaining a **small town** character.
5. Encourage the development of businesses that will provide employment opportunities for local residents in the areas of hospitality, local theater, and entertainment and in industrial and advanced manufacturing.
6. Maintain and support existing facilities for the retention and expansion of existing businesses as well as for the attraction of new retail business, industry and tourism.
7. Develop academic/technology programs to create a locally-based and trained workforce in response to the needs of local and regional employers in coordination and cooperation with local schools and the Central Technology Center.
8. Set aside and develop industrial areas and business parks with good accessibility and access to a balanced transportation network of interstate and state highways, air and water, rail and transit transportation modes for the safe and efficient movement of people and goods.
9. Expand the utilization of vacant second and third floors within the CBD for loft apartments, office and business uses in coordination and cooperation with property owners.
10. Support the creation of a Business Improvement District (BID) for the CBD to maintain and improve the vitality and historic integrity of the CBD.
11. Implement the CEDS goals for Sapulpa and the Planning Area to:
  - Ensure a healthy, attractive and sustainable environment, vibrant, thriving communities and a high quality of life for all the region's residents.
  - Foster a regional business climate that supports high quality private investment and job creation.
  - Ensure residents have better access to living wage jobs and employers have access to world class talent.
  - Harness and capitalize on the entrepreneurship and technology innovation assets in the region.
  - Advance the region's transportation infrastructure to meet the demands of a globally connected modern economy.
  - Proactively seek all available public and private local, state and federal funding available to support economic development in the City and Planning Area.
12. Seek public and private funding to implement the construction of the downtown master streetscape plan.
13. Seek public and private funding to locate a satellite secondary education facility in the City or Planning Area.

### **IMAGE AND APPEARANCE**

As a part of the public participation process an Online Survey was developed and posted on a webpage hosted by INCOG – **77% responded that they were registered voters in the City**. A brief summary of the results (Long Form 01-15-13) pertaining to Image and Appearance is as follows:

1. 84% - Image and appearance of the City to Sapulpa residents is Excellent, Very Good, Good

2. 56% - Image and appearance of the City to people who do not live in Sapulpa is Excellent, Very Good, Good
3. 71% - Overall condition of housing in Sapulpa is Good, Adequate
4. 70% - Image and appearance of the CBD and Downtown is Good, Adequate
5. 56% - Image and appearance of Sapulpa's business areas outside the CBD and Downtown is Good, Adequate
6. 56% - Image and appearance of Sapulpa's residential areas is Good, Adequate
7. 80% - Image, appearance and availability of Sapulpa's parks is Good, Adequate
8. Sapulpa must do the following to improve the image and appearance of the City:
  - 55% - Improve the image and appearance of the City's residential Neighborhoods
  - 52% - Improve the image and appearance of business/commercial properties
  - 53% - Preserve the historic image, appearance and character of the CBD and Downtown
9. 46% - Improve the image and appearance of the City by assuring the stability and integrity of residential areas
10. 92% - Sapulpa should maintain the image, appearance and atmosphere of a small town through balanced growth

#### **Image and Appearance Goals:**

1. Avoid spot commercial development and urban sprawl by orderly extension of public infrastructure and utilities to developing areas.
2. Improve the image and appearance of the City by improving the appearance of the City's residential Neighborhoods.
3. Improve the image and appearance of the City by improving the appearance of the City's business/commercial properties.
4. Create a downtown master streetscape plan to improve the image and appearance of the City and to enhance the historic image and appearance/character of the CBD and Downtown as an important local and unique economic resource and asset and to provide bicycle and pedestrian safety and access.
5. Improve the image and appearance of the City by supporting measures which assure the stability and integrity of residential areas.
6. Improve and maintain the image, appearance and atmosphere of a **small town** by supporting quality balanced growth and development that creates a **sense of place**.
7. Maintain the appearance and condition of existing residential areas and the housing stock in a high quality manner.
8. Encourage the use of the PUD Concept and LID as means to offer incentives to local developers (such as increased intensities and densities) as well as to gain amenities in landscaping and construction of improvements and to better protect the natural environment.
9. Implement the provisions of the twelve (12) Corridors and eight (8) Gateways within and across the City and the Planning Areas as discussed previously in this Chapter.

#### **Image and Appearance Policies:**

1. Encourage and plan for commercial and business uses to be located at the intersection of major roads and highways in conjunction with the availability of public utilities to avoid unplanned spot commercial development and urban sprawl.

2. Improve the appearance of the City's residential Neighborhoods by "fix up - paint up - clean up" programs carried out Neighborhood and Homeowner Associations including code enforcement by the City as needed.
3. Improve the image and appearance of the City's business and commercial properties by removal of sign clutter and other actions by voluntary associations of property owners in "fix up – paint up – cleanup" programs with code enforcement by the City as needed.
4. Support the enhancement of the historic image, appearance and character of the CBD as an important local and unique economic resource and asset.
5. Implement a Downtown Streetscape Master Plan to improve the image and appearance of the CBD and to provide safe access for bicyclists and pedestrians.
6. Support measures of Neighborhood improvements for public infrastructure (streets, sidewalks, signage and drainage ways) and private property (removal of derelict structures) to assure the continued stability and integrity of residential Neighborhoods.
7. Plan and implement a program of sustainable and quality balanced growth and development while supporting a **small town** image that conveys a **sense of place**.
8. Encourage the use of the PUD Concept and LID as means to offer incentives to local developers such as increased intensities and densities.
9. Allow increased densities and intensities based on requirements for landscaping, screening, facade treatments, setbacks and incorporating features of the natural environment into development plans.
10. Stabilize and restore the value of declining-developed areas by encouraging mixed-use and infill redevelopment where feasible and appropriate.
11. Support programs for the cleaning of trash and junk from along major roads and highways and from within Neighborhoods.
12. Continue to support code enforcement programs to improve the maintenance, appearance and value of residential Neighborhoods and business property.
13. Conserve existing residential areas by eliminating and preventing the spread of blight using code enforcement, housing rehabilitation programs and other regulatory and voluntary programs while proactively seeking funds for housing improvements for low and moderate income persons.
14. Support, develop and implement measures to improve the twelve (12) designated Corridors and the eight (8) Gateways by combined programs of public, private and voluntary actions.

#### **Image and Appearance Objectives:**

1. Locate Medium Intensity commercial and business uses at the designated intersections of major roads and highways in conjunction with the availability of public utilities to avoid unplanned spot commercial development and urban sprawl.
2. Encourage property owners in the City's residential Neighborhoods to maintain and improve their appearance by supporting "fix up - paint up - clean up" programs carried out by Neighborhood and Homeowner Associations and include code

3. Encourage property owners in the City’s business and commercial areas to maintain and improve their appearance by supporting “fix up - paint up - clean up” programs and include code enforcement by the City as needed.
4. Encourage property owners in the City’s business and commercial areas to maintain and improve their appearance by supporting “fix up - paint up - clean up” programs and include code enforcement by the City as needed.
5. Remove sign clutter, trash, damaged awnings and other actions by voluntary associations of property owners to improve the image and appearance of the City’s business and commercial areas in conjunction with voluntary “fix up – paint up – cleanup” programs with code enforcement by the City as needed.
6. Preserve the historic image, appearance and character of the CBD as an important local and unique economic resource and asset along Historic Route 66.
7. Assure the stability, value and integrity of residential Neighborhoods by supporting Neighborhood preservation plans and programs for public infrastructure (streets, sidewalks, signage, and drainage ways) and private property (removal of derelict structures).
8. Support a **small town** image in combination with sustainable and quality balanced growth and development that creates a **sense of place**.
9. Offer the PUD development concept and encourage LID as incentives to local developers for increased intensities and densities, where appropriate, in combination with requirements for landscaping, screening, facade treatments, setbacks and incorporating features of the natural environment into development plans.
10. Plan for mixed-use and infill redevelopment, where feasible and appropriate, to stabilize and restore the value of declining-developed areas.
11. Clean trash and junk from along major roads and highways and from within Neighborhoods using public and private volunteer based programs.
12. Prevent the spread of blight using code enforcement, housing rehabilitation programs and other regulatory and voluntary programs while proactively seeking funds for housing improvements for low and moderate income persons.

## QUALITY OF LIFE

As a part of the public participation process an Online Survey was posted on a webpage hosted by INCOG. A brief summary of selected results (Long Form – 01-15-13) pertaining to Quality of Life is as follows:

1. 83% - Lived in Sapulpa more than 10 years
2. 77% - Registered voters in Sapulpa
3. Moved to Sapulpa because of
  - 57% - Longtime resident
  - 25% - Employment opportunities
  - 23% - Proximity to Tulsa Metro Area
  - 31% - Proximity to family
  - 22% - Small town atmosphere



4. 74% - Availability of housing for sale is Good, Adequate
5. 59% - Availability of a variety of rental housing (single-family, duplex, apartments, condos) is Good, Adequate
6. 67% - Quality of life in Sapulpa is Good, Adequate
7. 52% - Our City's greatest public improvement needs are streets and roads
8. 51% - Sidewalks on residential streets are Most Important, Important
9. 44% - Definitely support a system of City-wide trails for pedestrians and bicycles
10. 45% - Possibly support a system of City-wide trails for pedestrians and bicycles
11. Residential growth in the last 10 years
  - 54% - About right
  - 41% - Too slow
13. Growth in retail/restaurant development in the last 10 years
  - 16% - About right
  - 82% - Too slow
14. Growth in commercial development in the last 10 years
  - 27% - About right
  - 71% - Too slow
15. 71% - Land use planning is Important
16. 65% - Transportation planning is Important
17. 61% - Environmental planning is Important
18. 69% - Community development is Important (housing, education, neighborhood participation, grants)
19. 67% - Traffic signals on Dewey improve safety
20. Priority transportation issues
  - 62% - Street pavement and condition
  - 48% - Traffic signals and crosswalks
  - 42% - Sidewalks and trails
21. 72% - Improving the City's infrastructure is Important
22. 54% - Reducing traffic congestion is Important

### **Quality of Life Goals:**

1. Support the development and maintenance of a high quality of life for residents and visitors alike within the City and Planning Area.
2. Offer a variety of housing types and styles for purchase or rental, while encouraging development of Affordable Housing for low and moderate income residents.
3. Preserve the **small town** image of Sapulpa and **sense of place** through balanced growth while maintaining the public infrastructure in developed areas.
4. Maintain the quality of the public infrastructure, streets and roads in particular, in a high quality state for the safety and convenience of area residents, businesses and visitors.
5. Develop a system of City-wide trails for pedestrians and bicycles connecting to the INCOG Regional Trails System, including the Route 66 Bicycle Trail, for the convenience and enjoyment of residents and visitors.
6. Development of a variety of expanded retail services for residents and visitors.
7. Develop the Route 66 Scenic Byway through the City and Planning Area.

8. Preserve and enhance the historic character of the CBD for the enjoyment of residents and visitors and as an economic resource.
9. Support a coordinated approach to land use and transportation planning in the best public and private interests.
10. Encourage the involvement and participation of all area residents in the formulation and implementation of public plans and programs in order to build a strong sense of community and belonging, communication and understanding.
11. Formulate LID plans and programs for both the man-made and natural environment advocating measures of sustainability and environmentally friendly programs and practices that protect the quality of the land, air and water.
12. Support the development of "Complete Streets" (roads, sidewalks, multi-use pathways and routes and public transit) in the development of residential areas.

### **Quality of Life Policies:**

1. Develop and implement those public-private plans and programs in support of a high quality of life for residents and visitors alike within the City and Planning Area.
2. Encourage the development of Affordable Housing for low and moderate income residents in conjunction with a variety of housing types and styles for purchase or rental.
3. Assure the freedom of choice for all persons in the sale, rental or leasing of residential property without regard for race, sex, color, religion, national origin, handicap or familial status.
4. Support programs of quality and balanced growth within the City and Planning Area that will preserve the **small town** image and create a **sense of place**.
5. Protect the safety and convenience of area residents, businesses and visitors by maintaining public infrastructure, streets and roads in particular, in a high quality state.
6. Plan and develop a system of City-wide on-street and off-street and multi-use trails and ribbons of open space for pedestrians and bicycles connecting to the INCOG Regional Trails System and including the Route 66 Bicycle Trail for the convenience, health and enjoyment of residents and visitors.
7. Expand the variety of retail services for residents and visitors.
8. Adopt and emphasize local programs in support of Historic Route 66 for the enjoyment of residents and visitors to the City and Planning Area.
9. Support those plans and programs that will enhance the historic character of the CBD for the enjoyment of residents and visitors and as an economic resource for the City.
10. Plan for the growth and development of the City and Planning Area based on a coordinated public-private approach for land use and transportation planning.
11. Support a strong sense of community, communication and understanding by encouraging the involvement and participation of all area residents in the formulation and implementation of public plans and programs.
12. Incorporate environmentally friendly programs and practices into the development process to protect the quality of the land, air and water using the principles of LID.
13. Improve the quality of life in the City's residential neighborhoods by "fix up - paint up - clean up" programs carried out by voluntary Neighborhood associations including code enforcement by the City as needed.

14. Improve the quality of life in the City's business and commercial areas by removal of sign clutter and other actions by voluntary associations of property owners in "fix up – paint up – cleanup" programs with code enforcement by the City as needed.
15. Develop "Complete Streets" (roads, sidewalks, multi-use pathways and routes and public transit) in residential Neighborhoods (roads, sidewalks, multi-use pathways and routes and public transit) for the safety, convenience and enjoyment of residents.

**Quality of Life Objectives:**

1. Support public and private programs and activities for all ages such as recreation programs, festivals, community theater and local cultural and historic events.
2. Assure the freedom of choice for all persons in the sale, rental or leasing of residential property without regard for race, sex, color, religion, national origin, handicap or familial status.
3. Achieve quality and balanced growth that will preserve a **small town** image and **sense of place** while maintaining existing development.
4. Maintain public infrastructure, streets and roads in particular, in a high quality state thereby protecting the public safety and convenience of area residents, businesses and visitors.
5. Adopt and emphasize local programs in support of Historic Route 66 for the enjoyment of residents and visitors to the City and Planning Area.
6. Enhance and preserve the historic character of the CBD and Historic Route 66 as an economic resource for the City and for the enjoyment of residents and visitors.
7. Encourage the involvement and participation of all area residents in the formulation and implementation of public plans and programs by openness and transparency to build a strong sense of community and belonging, and communication and understanding.
8. Utilize the principles of LID incorporating environmentally friendly programs and practices into the development process to protect the quality of the land, air and water.
9. Implement "fix up - paint up - clean up" programs carried out by voluntary residential Neighborhood associations and include City code enforcement as needed.
10. Improve the appearance of the City's business and commercial areas by removal of sign clutter and other actions by voluntary associations of property owners in "fix up – paint up – cleanup" programs and include City code enforcement as needed.
11. Plan and develop a system of City-wide trails for pedestrians and bicycles connecting to the INCOG Regional Trails System to include the Route 66 Bicycle Trail, for the convenience, health and enjoyment of residents and visitors.