



# **Tulsa County Comprehensive Land Use Plan 2035**

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## INTRODUCTION

The Comprehensive Land Use Plan describes the long-term vision for Tulsa County. It contains common goals that guide development within the unincorporated areas of the county. Most of the unincorporated areas exist within the fencelines of the eleven municipalities (Bixby, Broken Arrow, Collinsville, Glenpool, Jenks, Owasso, Sand Springs, Sapulpa, Skiatook, Sperry, and Tulsa) located in Tulsa County.

The municipalities' Land Use Plans, with the exception of Tulsa, include all land within their fencelines even though the unincorporated areas are not within their jurisdictions. This is done with the thought that properties in the unincorporated areas may someday be annexed into the municipality. This gives the city the opportunity to offer their perspective on the design and development of the land within their fenceline prior to annexation.

The Tulsa County Comprehensive Land Use Plan will consist of a compilation of the Land Use Plans adopted by municipalities in Tulsa County and the area plans for the remaining unincorporated areas in Tulsa County. It is anticipated that the plans will be adopted by TMAPC and the Tulsa County Board of County Commissioners.

*“Growth is inevitable and desirable, but destruction of community character is not. The question is not whether your part of the world is going to change. The question is how.”*

Edward McMahon

## APPROACH

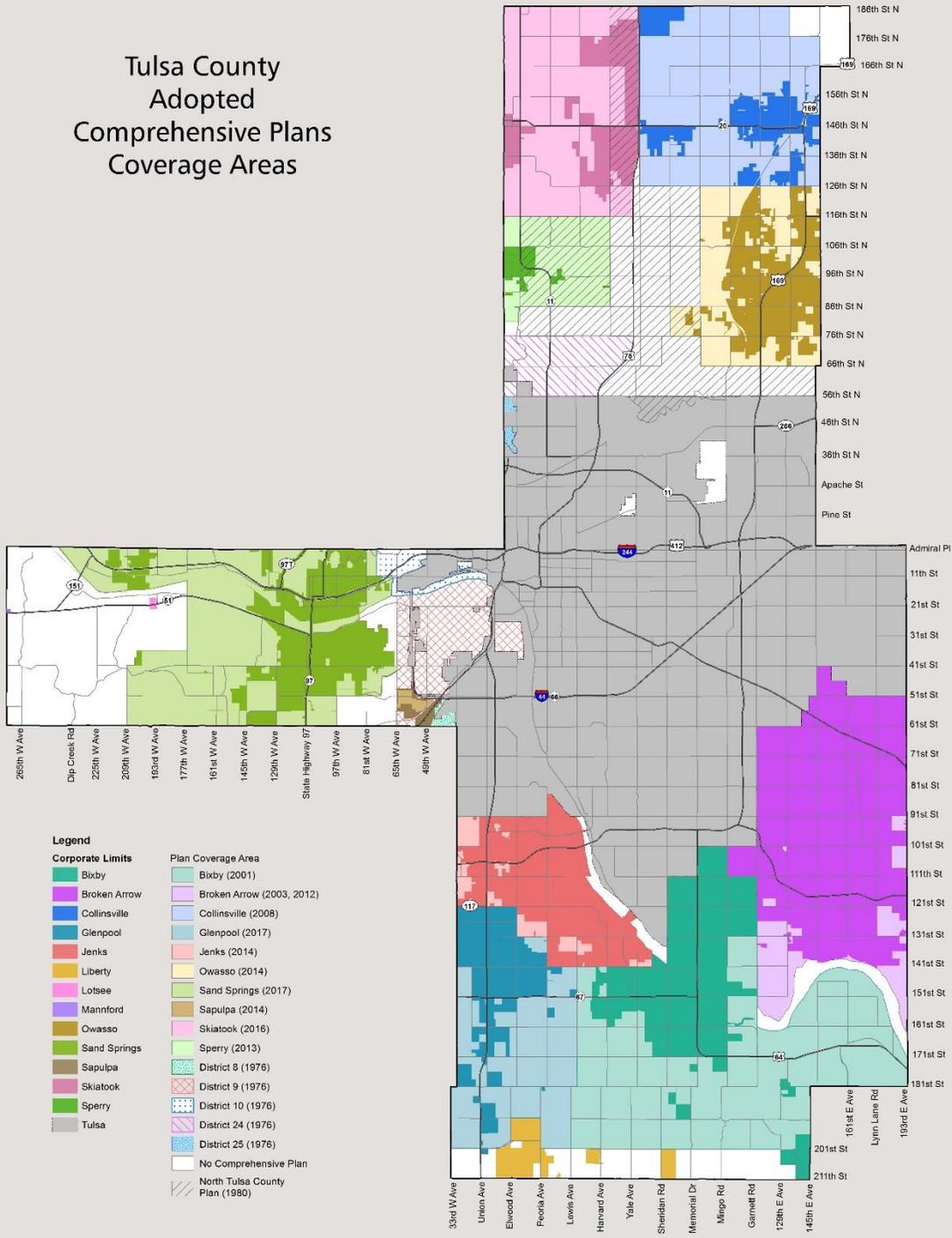
Historically, Tulsa County communities would submit their Comprehensive Plans to TMAPC for adoption so that they might be considered in land use decisions in surrounding unincorporated areas by TMAPC and Tulsa County. The adopted plans were then used as a guide to inform decision makers when planning for the physical development of the unincorporated areas of Tulsa County. Unfortunately, the practice of adopting these community Comprehensive Plans as they were updated fell by the wayside in recent years. The existing “District Plans” have also become outdated and they are no longer a true representation of the community’s desires.

In 2018, Tulsa County recognized the need to have an adopted Comprehensive Land Use Plan for the unincorporated areas of Tulsa County and to update or establish plans as necessary for the remainder of Tulsa County.

The first step is to determine if each municipality has a current Land Use Plan. If so, then a Comprehensive Land Use Map and the accompanying Land Use Designations of the unincorporated areas within the municipality’s fenceline will be prepared for adoption. The municipalities with fencelines in Tulsa County include the following: Bixby, Broken Arrow, Collinsville, Glenpool, Jenks, Owasso, Sand Springs, Sapulpa, Skiatook, Sperry, and Tulsa.

The remaining plan coverage areas are either covered under dated District Plans from the 1970s and 1980s, the North Tulsa County Plan (1980), or gap areas that were never covered by a Comprehensive Plan. These areas of Tulsa County will be addressed through the development of new Land Use Plans. The process will include input from planning commissioners, stakeholders, and community members to obtain perspectives on the range of problems, issues, concerns, and opportunities. It will involve holding public meetings to present the draft plans and gather input. The final area Land Use Plans will be presented to the public for consideration before the adoption process begins.

# Tulsa County Adopted Comprehensive Plans Coverage Areas



Date: 6/24/2019

## POPULATION DATA

| Population, Unincorporated<br>Portions within Corporate<br>Limit Boundaries<br>(Tulsa County Portions only) |             | Population,<br>Incorporated<br>Areas |
|---|-------------|--------------------------------------|
|   | 2010 Census | 2010 Census                          |
| Bixby   | 2,574       | 20,884                               |
| Broken Arrow  | 1,745       | 98,850                               |
| Collinsville  | 3,840       | 5,606                                |
| Glenpool  | 1,033       | 10,808                               |
| Jenks   | 531         | 16,924                               |
| Owasso  | 2,974       | 28,915                               |
| Sand Springs  | 6,005       | 18,906                               |
| Skiatook  | 1,270       | 20,544                               |
| Sperry  | 696         | 1,206                                |

Source: Demographics Now - Summary Age by Sex Summary Report  
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# Municipality: Bixby

(Facts obtained through information published in *Bixby 2030 Our Vision. Our Future.*)

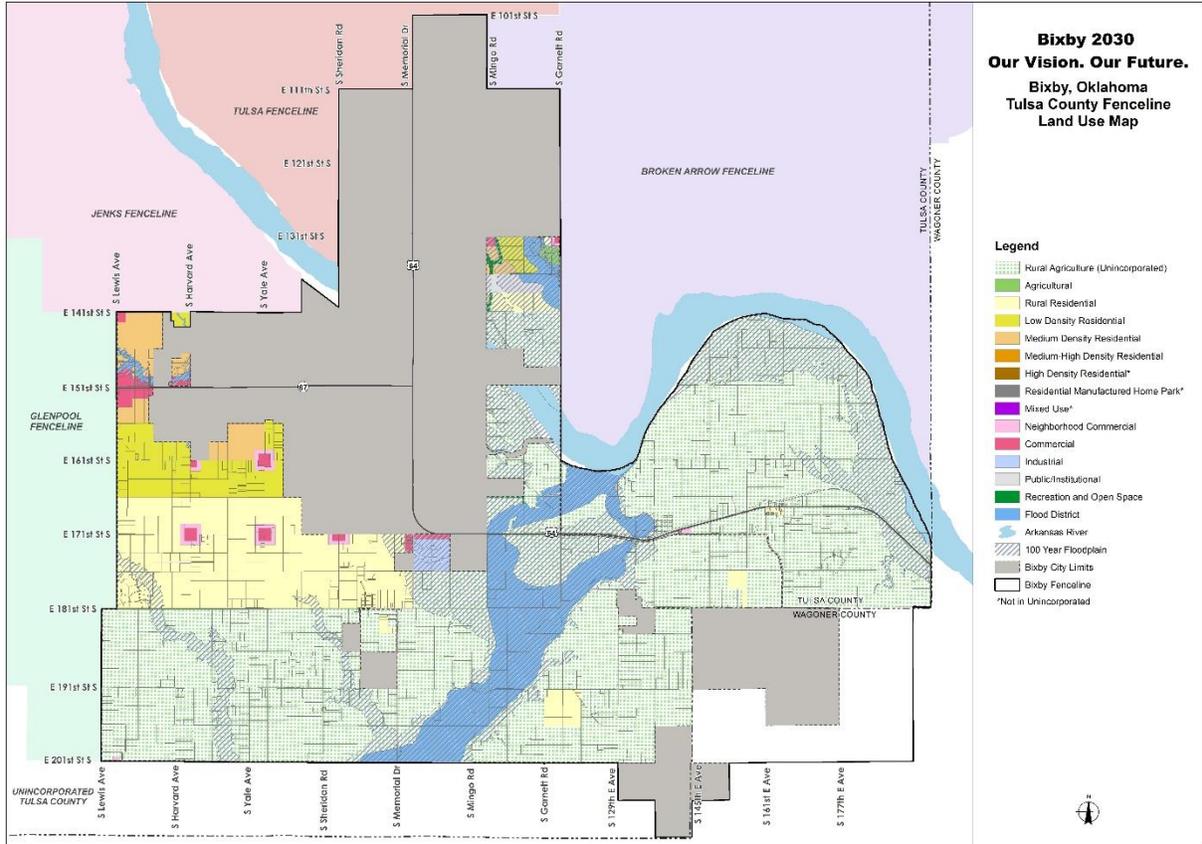
## INTRODUCTION

Bixby's Comprehensive Plan, *Bixby 2030 Our Vision. Our Future.*, provides a blueprint for growth and development. It was adopted January 14, 2019, (Ordinance Number 2267). Bixby is one of Oklahoma's fastest growing communities and that growth is expected to continue into the future as the Tulsa region expands. The Plan follows the City of Bixby's fenceline which includes unincorporated areas of Tulsa County. A city's fenceline is an area preserved for future annexation by virtue of a narrow annexation strip which encloses the area of municipal influence and prevents annexation by other cities.

Bixby is located approximately 20 miles south of downtown Tulsa. It is bordered by the cities of Tulsa, Jenks, Glenpool, and Broken Arrow. The community is bisected by the Arkansas River with the original town site located near the southern bank. Much of the new growth has occurred north of the river, toward the City of Tulsa. Memorial Drive is the primary commercial corridor north and south through the City of Bixby and contains the sole bridge over the Arkansas River connecting the north and south side of the City, as well as the only connection to the Creek Turnpike.

## PUBLIC INPUT

One of the most critical components of a comprehensive plan update is community engagement. Participation by a broad cross section of interests increases the likelihood that the plan's goals and policies will be based on community consensus, which increases the likelihood for successful plan implementation. Gaining community input was achieved through the following public engagement efforts: Stakeholder Interviews, Steering Committee Meetings, Community Kiosks, Informal Brochures, Project Website, Surveys, and Public Workshops.



| <b>DESIGNATION</b>  | <b>LAND USE DESCRIPTION – BIXBY 2030</b>   |
|---|--|
| <b>Rural Agriculture</b>  | The Rural Agriculture designation denotes areas within the City of Bixby’s fenceline, but not within the City limits, that have large tracts of land for agricultural purposes. Agricultural uses may also include large-lot detached residential, accessory agricultural uses and structures to support agricultural uses. Improvements in this designation should be low impact and retain the rural character of the area.  |
| <b>Agriculture</b>  | The Agriculture designation denotes areas within the City limits that have large tracts of land for agricultural purposes. Agricultural uses may also include large-lot detached residential, accessory agricultural uses and structures to support agricultural uses. Improvements in this designation should be low impact and retain the rural character of the area.   |
| <b>Rural Residential</b>  | The Rural Residential designation denotes areas that have large-lot detached residential development in natural / rural portions of the City. Development in this designation should retain the rural character of the area and will be relatively low in density. However, these areas should offer sufficient access to schools, parks, trails, and open spaces to maintain the quality of life in the rural setting, and may allow limited commercial uses that support the surrounding rural area. |
| <b>Low Density Residential</b>                                    | The Low Density Residential designation denotes areas on the fringe of the urbanized area of the City. Development in this designation should remain low in density and mostly consist of detached single-family units. Although, this designation may allow land uses that support neighborhood functions, such as parks and neighborhood scaled shops that are cohesive with the residential character.  |
| <b>Medium Density Residential</b>                                 | The Medium Density Residential designation denotes areas within Bixby where there is a sense of neighborhood cohesion. Medium Density Residential mostly consists of attached and detached single-family homes but may also include other integrated land uses that support the neighborhood, such as shops, religious institutions, small offices, and educational institutions that reflect the neighborhood’s character.  |
| <b>Medium-High Density Residential</b><br>(Not in Unincorporated) | The Medium-High Density Residential designation denotes areas where dense attached single-family dwellings and multi-family dwellings are permitted. Vehicular access to major roads, as well as pedestrian paths for enhanced walkability, should be a priority in these areas. Like Medium Density Residential, other land uses that support the neighborhood may be permitted in this designation.  |
| <b>High Density Residential</b><br>(Not in Unincorporated)        | The High Density Residential designation denotes areas that are suitable for multi-family residential units in multi-story buildings, such as apartments and condominiums. While vehicular access is needed in this designation, bikeability and walkability should also be highly prioritized.  |

| <b>DESIGNATION</b>  | <b>LAND USE DESCRIPTION – BIXBY 2030</b>   |
|---|--|
| <b>Residential<br/>Manufactured<br/>Home Park</b><br>(Not in<br>Unincorporated) | The Residential Manufactured Home Park designation denotes areas that currently have low density manufactured home developments. These dwellings should be compatible with the character of the surrounding neighborhoods and support open space and recreation.   |
| <b>Mixed Use</b><br>(Not in<br>Unincorporated)                                  | The Mixed Use designation denotes areas where multiple unrelated uses are permitted on a single lot, clustered together to create a dense, walkable, and active urban area. Multiple uses may be stacked vertically in a single structure, or horizontally in a well-planned fashion. These areas should be pedestrian-oriented and located at focal points within the City, such as Downtown. |
| <b>Neighborhood<br/>Commercial</b>  | The Neighborhood Commercial designation denotes areas that provide goods and services to meet the frequent shopping needs of residents. Development shall have access to major roads and provide opportunities for walking and biking from nearby residential areas.   |
| <b>Commercial</b>   | The Commercial designation denotes areas that create retail and commercial destinations for City residents, as well as others throughout the region. This designation may also support offices and business parks. Development shall have direct access to major roads and transit.  |
| <b>Industrial</b>   | The Industrial designation denotes areas where manufacturing operations, warehousing, and research and development facilities are permitted. Uses within this designation shall have direct vehicular access to major arterials and should be sufficiently buffered from residential uses.   |
| <b>Public /<br/>Institutional</b>   | The Public / Institutional designation denotes areas where public, cultural, and quasi-public uses are permitted to meet the needs of city residents, such as schools and civic uses.  |
| <b>Recreation and<br/>Open Space</b>  | The Recreation and Open Space designation denotes both active and passive recreational areas that are intended for public use and enjoyment, or areas that should be conserved as open space due to the existing natural features.   |
| <b>Flood District</b>   | The Flood District designation denotes areas within the flood plain where development is limited. Uses in the Flood District should have a low potential for flood damage and should not significantly impede the natural hydrologic system. Uses in this designation may include agriculture, recreation, and open space.   |

# Municipality: Collinsville

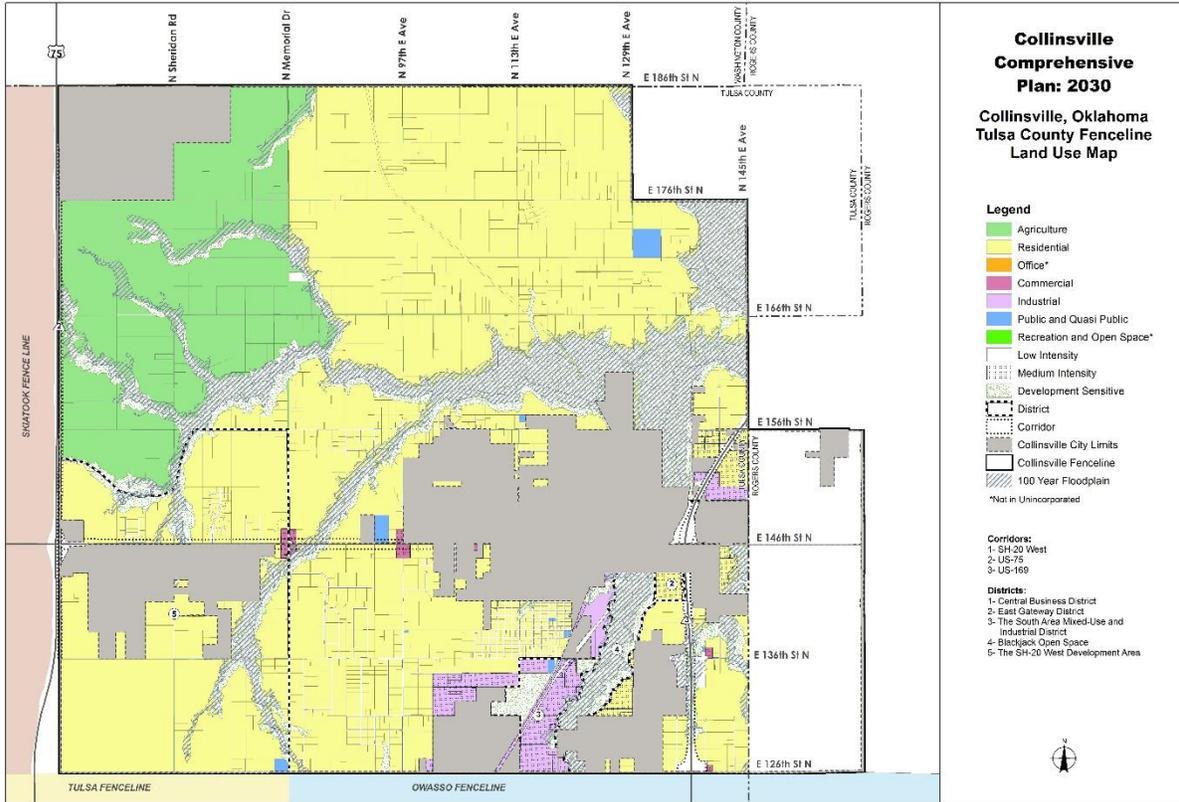
(Facts obtained through information published in *the Collinsville Comprehensive Plan 2030*.)

## INTRODUCTION

Collinsville is located in northeast Tulsa County and it extends to the east into Rogers County. The Collinsville Comprehensive Plan 2030 serves as the policy guide for the future physical and economic development of the City based on present and future needs. The Plan was adopted June 2008. The 2030 Plan provides a basis upon which effective, informed, and consistent policy decisions may take place in both the public and private sectors. It also provides public officials and residents with essential information about the City and its planning area. The planning area boundaries encompass the anticipated growth area of the City.

## PUBLIC PROCESS

The planning process for the update of the 2030 Plan was developed by the City Planning Staff and Planning Commission and formalized by the City Commission. Citizen participation in the planning process was sought in a variety of ways. General coverage was given in the local Collinsville News regarding the initiation and progress of the study. The Steering Committee was appointed by the City Commission and included elected and appointed officials and citizen representatives of the business and lay community. The committee hosted public forums and conducted an on-line public survey to solicit input on planning and land use related matters pertaining to the update.



| DESIGNATION   | LAND USE DESCRIPTION – COLLINSVILLE COMPREHENSIVE PLAN 2030   |
|---|---|
| Agricultural  | Significant portions of the land included within the existing corporate limits and particularly with the annexation fencelines that make up the Planning Area located within Tulsa and Rogers County are presently devoted to agricultural uses, including ranching and cattle. It is anticipated that much of this land will be developed for urban purposes once utilities become available; however, it is important that these lands be protected from premature and unplanned development that can occur prior to the necessary public infrastructure and utilities becoming available.                            |
| Residential   | Residential land use includes single-family homes, duplexes, townhouses, apartment units, and manufactured homes.   |
| Office<br>(Not in<br>Unincorporated)                          | Office areas include medical, dental, office and professional uses, and banking and insurance uses that should be located along major streets. Office areas for acceptable buffers between other less intense land uses, typically residential, and more intense uses, such as commercial and shopping areas.   |
| Commercial  | Commercial land use includes the retail and service commercial establishments and service areas located within the planning area.   |
| Industrial  | Industrial areas form basic employment and economic development centers for the residents of Collinsville and the planning area. The external impacts industrial uses have on abutting less-intense areas must be considered along with the special needs of industrial areas for access and transportation, water, sewer, and electric services.   |
| Public and<br>Quasi Public                                    | Public and quasi-public areas and facilities form the basic support elements for the surrounding residential, business, or other functional areas of the City and overall planning area. These areas are identified on the 2030 Plan as locations for schools, city halls, fire and police stations, emergency medical services, fairgrounds, post offices, and public works and utility facilities. Public utility facilities also include public works service garages and warehouses, water plants, sanitary sewer plants, storm water detention facilities and reserves, and electrical facilities and substations. |
| Recreation<br>and Open<br>Space<br>(Not in<br>Unincorporated) | Natural and man-made park and recreation areas and trails and open space areas enhance the livability and quality of life of all Collinsville residents.  |

| Intensity             | <b>INTENSITY DESCRIPTION – COLLINSVILLE COMPREHENSIVE PLAN 2030</b>  |
|-----------------------|--|
|                       | The 2030 Plan classifies development according to its land use and intensity of land use. Land Use designations include broad categories of types of land development. Intensity of designations are applied to all land use categories.   |
| Low Intensity         | <p>Low intensity areas are low activity living areas for residential and related activities and uses. Good accessibility and services are necessary and the proximity to schools, libraries and similar public and quasi-public areas and uses is important.</p> <p><b>Agriculture Intensity:</b> Areas located on the fringes of urban development characterized by farming, ranching, agriculture and similar rural uses. Agriculture areas are typically unplatted and may include tracts as small as 5 – 10 acres in size or as large as 80 to 160 acres in size. Agricultural areas are typically served by two lane section line roadways maintained by the respective county and are also areas that lack public services such as water or sanitary sewer. The zoning in areas described as having an Agricultural Intensity is AG (Agriculture) and the land use may include what is referred to as “county plats” with tracts of 10 acres or larger and private roadways.</p> <p><b>Neighborhoods:</b> The Neighborhood Unit is a sub-set of the Low Intensity category and is the basic residential planning unit. Neighborhoods include residential land use located outside of Corridors, Activity Centers, the CBD, and Special Districts. Neighborhoods may be bound by arterial streets, corridors, freeways, major natural or man-made physical features or major jurisdictional boundaries.</p> |
| Medium Intensity      | Medium Intensity areas are those areas of moderate activity and physical impact which may require a high level of accessibility and services, but which do not require the level of services necessary for High Intensity development. Medium Intensity uses may be planned at the intersection of arterial streets in Activity Centers and can be used as transitional uses between High and Low Intensity areas.   |
| High Intensity        | High Intensity areas are those areas of the greatest and most intense activity, which require the highest level of accessibility, a high level of services, and separation from less intense areas. Separation can be achieved through Medium Intensity areas, screening, buffering, or preservation of natural physical features.   |
| Development Sensitive | Development Sensitive areas are areas characterized by frequent flooding, contamination, slopes in excess of 15 percent, areas with erodible soils, areas having unique environmental qualities, areas where development involves special considerations of public safety, areas where development or redevelopment requires consideration of the preservation of historical, architectural and archaeological features. Generally, development in these areas is discouraged; however, if allowed, should only be allowed requiring the demonstration of measures that will be taken to offset the negative impacts and based on a PUD.   |

| Special Districts  | DISTRICT DESCRIPTION – COLLINSVILLE COMPREHENSIVE PLAN 2030  |
|--------------------|--|
|                    | <p>Special District are designated portions of the Planning Area, such as the CBD, which have special and unique characteristics, development patterns, a potential for High Intensity uses, or impacts on adjacent areas that must be mitigated by the development plan. Additional public and private detailed planning is recommended for Special Districts, such as requiring Detail Site Plans prior to issuance of building permits, or requiring PUDs with rezoning requests.</p> <p>Transition in intensity or density from higher to lower at the perimeter of a Special District should be accomplished within the Special District to prevent the unplanned spreading or encroachment of higher intensity uses located within the District into adjacent or abutting less intense or densely developed areas.</p> |
| Special District 1 | <i>The CBD: (not in unincorporated areas)</i>  |
| Special District 2 | <i>East Gateway District: It includes a portion of the area along Blackjack Creek in the Original Townsite. The area is generally bounded by 145<sup>th</sup> Street on the east, 5<sup>th</sup> or 129<sup>th</sup> Street on the west, and the alignment of East 141<sup>st</sup> Street North on the south.</i>   |
| Special District 3 | <i>The South Area Mixed-Use and Industrial District: It is the area south of Collinsville. It is bounded generally by Garnett Road/North 113<sup>th</sup> West Avenue on the west, East 126<sup>th</sup> Street on the south, East 136<sup>th</sup> Street on the north, and Blackjack Creek on the east.</i>  |
| Special District 4 | <i>The Blackjack Creek Open Space Reserve Recreation Area: It is located along the major tributary of Blackjack Creek and is bounded on the north by East 146<sup>th</sup> Street North, on the south by East 126<sup>th</sup> Street North, and includes the floodplain of Blackjack Creek.</i>   |
| Special District 5 | <i>The SH-20 West Development Areas: It is bounded on the west by US-75, on the south by East 126<sup>th</sup> Street, on the east by Memorial and on the north by the floodplain of Horsepen Creek.</i>   |

| <b>Corridors</b>    | <b>CORRIDOR DESCRIPTION – COLLINSVILLE COMPREHENSIVE PLAN 2030</b>   |
|---------------------|--|
|                     | <p>Corridors are defined as areas designated in the 2030 Plan that are located along state and US Highways, and expressways. They may contain major employment and region serving businesses and industries in concert with a relatively High or Medium Intensity residential base. The major characteristics of Corridor areas in the 2030 Plan are as follows:</p> <ol style="list-style-type: none"> <li>1. Includes uses that are more intense in nature, which should have high exposure and convenient access to high speed, regional, and metropolitan transportation facilities.</li> <li>2. Contains a multi-functional grouping of land uses interrelated by internal vehicular and pedestrian/bicycle networks that may be connected to a metropolitan and regional transit system.</li> <li>3. Has access to Primary and Secondary Arterials from internal Corridor Collector streets.</li> <li>4. Should have a maximum depth of 660 feet as measured from the centerline of the adjacent expressway or highway, the requirement for a PUD for Medium or High Intensity development greater than 660 feet from such centerline.</li> <li>5. Within Corridors, High and/or Medium Intensity development should be designed by using setbacks, buffering, and other separations to be compatible with any Low Intensity development that may be located within the Corridor or abutting the perimeter of the Corridor.</li> <li>6. Corridor areas may be developed for nonresidential or residential uses.</li> </ol> |
| SH-20 West Corridor | The SH-20 Corridor begins on the west at US-75 and 146 <sup>th</sup> Street and extends east to Memorial Drive.  |
| US-75 Corridor      | The US-75 Corridor is located east of US-75 and is bounded on the south by 126 <sup>th</sup> Street and on the north by 156 <sup>th</sup> Street.  |
| US-169 Corridor     | The US-169 Corridor is located 660 feet east and west of US-169 and is bounded on the south by 126 <sup>th</sup> Street North and on the north by 146 <sup>th</sup> Street North.  |

# Municipality: Glenpool

(Facts obtained through information published in *The Glenpool 2030 Plan - Interim Update 2017*.)

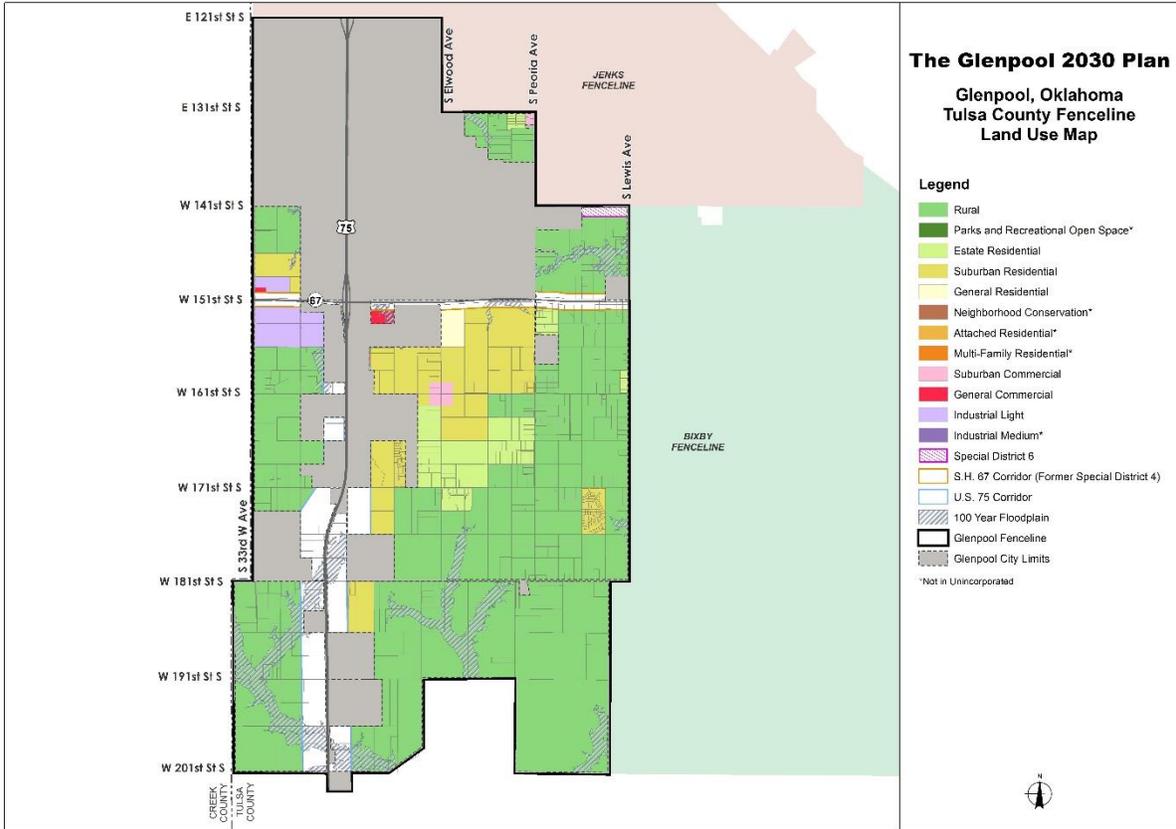
## INTRODUCTION

The Glenpool 2030 PLAN was officially adopted (Resolution Number 10-07-01) on July 6, 2010 with an Interim Update adopted (Resolution Number 17013) on November 14, 2017. The Comprehensive Plan is meant to serve as the general policy guide for future physical and economic development of the City based on present and future needs.

Glenpool is located in the southwest portion of Tulsa County. Originally an oil “boomtown”, Glenpool has a recent history of serving as a bedroom community or living area for major employment centers in the Tulsa metropolitan area. Residential growth continues to be strong. The Glenpool Planning Area is strengthened as a specific market area for commercial development with some industrial development along US-75. The socio-economic mix of Glenpool is a positive force in support of business and economic growth.

## PUBLIC PROCESS

The updated plan and regulations all reflect community and leadership input obtained through a series of small-group discussion sessions, a community-wide Town Hall Meeting on Glenpool’s Future, work sessions with a City-appointed Project Advisory committee, joint workshops with City Council, Planning Commission and Advisory Committee members and public hearings before the Planning Commission and City Council prior to final adoption by Council.



| <b>DESIGNATION</b>  | <b>LAND USE DESCRIPTION – GLENPOOL 2030 PLAN</b>   |
|---|--|
| <b>Rural</b>  | The Rural designation consists of lands that are sparsely developed, with mainly agricultural and very low-density residential as the primary uses. This category provides its residents with the choice of relative seclusion within the countryside and away from a more developed setting. Glenpool has extensive rural lands within its City limits relative to cities that have this mostly beyond their jurisdiction, except in areas that have been annexed for eventual development, or to preserve rural character through the protections afforded by agricultural zoning. Floodplain areas may also retain their rural character over the long term given their unsuitability for any intensive land development.   |
| <b>Parks and Recreational Open Space</b><br>(Not in Unincorporated) | The locations of government-owned and maintained public parks, designed for both active and passive recreational enjoyment, are indicated on the 2030 PLAN Map. Some sites are developed with a variety of facilities and amenities (e.g., Black Gold Park) while others have limited improvements and will be developed over time or remain in a more natural state.  |
| <b>Estate Residential</b>   | This designation is for areas that, due to public service limitations or prevailing rural character, should have limited development activity other than large-lot residential. Such areas provide a transition between a city’s rural fringe and more urbanized in-city development patterns and intensities. Lots in this category typically range from one to three acres, which provides substantial openness and separation between individual dwellings.   |
| <b>Suburban Residential</b>   | This designation is for residential areas where suburban character is established and preserved by achieving a balance between buildings and other site improvements relative to the degree of open space maintained within the neighborhood. This distinguishes suburban character areas from more auto-oriented residential areas where site coverage predominates relative to undeveloped space.  |
| <b>General Residential</b>  | This designation covers areas with predominantly single-family residential uses at typical in-city densities, often with limited open space set-aside or internal amenities for residents.   |
| <b>Neighborhood Conservation</b><br>(Not in Unincorporated)         | This designation is applied to established neighborhoods that are largely built-out and stable and where no significant change in development type or pattern is expected or desired. To implement a conservation strategy, the current zoning districts for these areas may warrant repurposing, and their uses and standards may require recalibration, to maintain the desired neighborhood character. This zoning approach is designed to “lock in” standards that reflect and reinforce how a neighborhood originally developed or has evolved over time, to preserve its existing, prevailing character. In other cases, a customized Neighborhood Conservation zone may serve to manage a neighborhood in transition, such as where older homes fronting on a perimeter street with increasing traffic volumes could be allowed to convert to small-scale office uses over time while still maintaining a residential character and appearance. |

| <b>DESIGNATION</b>   | <b>LAND USE DESCRIPTION – GLENPOOL 2030 PLAN</b>   |
|--|--|
| <b>Attached Residential</b><br>(Not in Unincorporated)                               | This designation provides a transition between residential areas comprised entirely of single-family detached dwellings and larger-scale multi-family residential properties.  |
| <b>Multi-Family Residential</b><br>(Not in Unincorporated)                           | This designation involves areas devoted to structures with multiple residential units, at a greater intensity (i.e., units per building or acre) than found in the Attached Residential category. Site design and open space standards may be applied to offset the relative density of this residential type, to ensure adequate recreational space on the site for residents, and to provide buffering and screening between this and less intensive residential uses. This use category can also provide a transition from primarily residential to mainly nonresidential areas.  |
| <b>Suburban Commercial</b>   | This designation involves commercial developments, whether at a neighborhood or community scale, that stand apart from most auto-oriented contemporary development through reduced site coverage and other design elements that move a site into the suburban range of the community character spectrum relative to sites where “gray” spaces predominate over “green” and open spaces.  |
| <b>General Commercial</b>  | This designation is for properties in commercial retail, office, and service uses, primarily along portions of major roadway corridors within the community for high visibility and accessibility, but also in other locations to accommodate neighborhood-focused businesses.   |
| <b>Industrial - Light and Medium</b><br>(Industrial Medium is not in Unincorporated) | These designations accommodate uses that are intensive in terms of how “light” industrial and especially “medium” industrial activities can affect other nearby properties. This can include factors such as noise, vibration, light/glare, odor, truck traffic, and hours of operation, as well as the sheer scale and intensity of some types of industrial land use. Depending on the standards applied through development regulations, an industrial area can allow for a wide range of uses, from office/warehouse to wholesale, product assembly, and manufacturing. Some communities aim for a more aesthetic business or industrial “park” environment, with specific standards for building arrangement and orientation, building materials and design, extensive landscaping, and especially full screening of loading and outdoor activity/storage areas, if such external activity is even permitted. A campus feel may be further reinforced by private or public streetscape and design enhancements, including special signage at industrial area entries and key intersections, unified lighting design, water features, etc. |

|  |   |
|--|---|
| <p style="text-align: center;"><b>Special District 6</b></p> | <p>Special District 6 is a continuation of Special District 5 on 141<sup>st</sup> Street. The development criteria are the same as those for District 5.</p> <p><u>Special District 5. The Central Business District (CBD):</u><br/> The CBD, Special District 5, extends east from US-75 along 141<sup>st</sup> Street to the vicinity of Elwood Avenue. The configuration of Special District 5 is shown on the 2030 PLAN Map. The recent improvements of 141<sup>st</sup> Street from two (2) to three (3) lanes, with center turn lanes and sidewalks, support commercial/community serving business activity and development along this street. The County finished widening 141<sup>st</sup> Street to a three-lane facility from Elwood to Peoria since the time of the 2010 Plan update. The existing land use is a mix of office and commercial uses and undeveloped land. This area will continue to be one of the more important shopping and commercial areas in Glenpool during the planning period, along with the Southwest Crossroads area at US-75 and 121<sup>st</sup> Street and other emerging development elsewhere along US-75. New banks, a regional library, post office and several restaurants have been developed in the CBD in just the last few years. Planned improvements to US-75 will continue to focus attention on this gateway and entrance to Glenpool. Due to the immediate proximity of any such development in this area with abutting residential development to the north and south, screening and setbacks, plus buffering must be included and PUDs are encouraged. It is planned that residential development which fronts 141<sup>st</sup> Street be redeveloped to convenience commercial or office uses, while properties which rear or side onto 141<sup>st</sup> Street be redeveloped to convenience commercial or office uses, while properties which rear or side onto 141<sup>st</sup> Street shall remain residential.</p> <p>In order to focus and maintain attention on the CBD, the City and other partners should continue with efforts to brand the 141<sup>st</sup> Street corridor as “Black Gold Boulevard” and the CBD and Old Towne area as the “Black Gold District.” Further public and private improvements can build on streetscape enhancements already made along the corridor involving added landscaping, pedestrian-level period lighting, and winding pedestrian paths where room was available within the street right-of-way. Signage and a gateway/entrance from US-75 should also be considered to direct travelers to the retail and other services available in this area. Shared access points for ingress and egress along 141<sup>st</sup> Street should be required to reduce almost inevitable conflicts that can occur between commercial and office development and traffic on the roadway.</p> |
| <p style="text-align: center;"><b>US-75 Corridor</b></p>     | <p>The following is language from the 2017 Supplemental Report from the Interim Update of the Glenpool 2030 Plan:</p> <ul style="list-style-type: none"> <li>• <i>The relatively underdeveloped US-75 Corridor from SH-67 (151<sup>st</sup> Street) south to 201<sup>st</sup> Street is incrementally being recognized and utilized for its commercial and light industrial potential.</i></li> <li>• <i>Glenpool is also seeking to attract industrial growth and business, as well as highway-oriented commercial and potential office development, as a part of its economic development program.</i></li> </ul>   |



# Municipality: Jenks

(Facts obtained through information published in *The Jenks Comprehensive Plan 2015-2025*.)

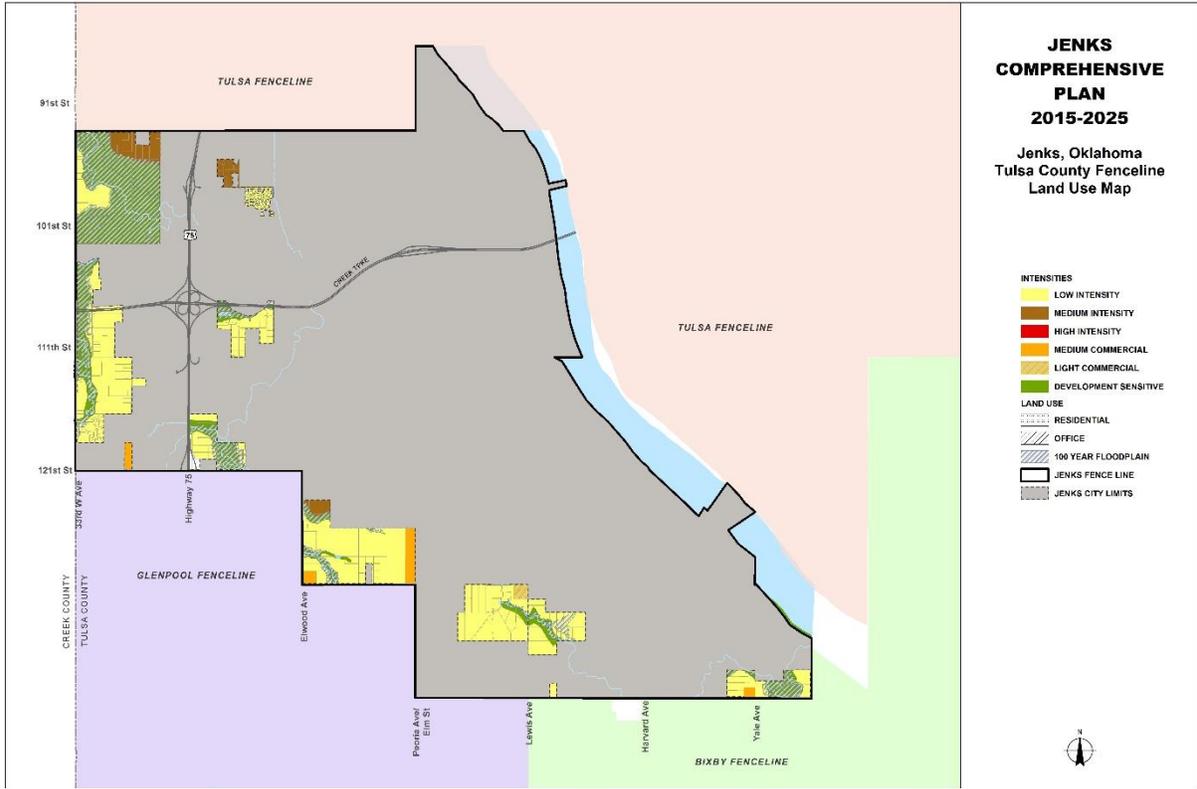
## INTRODUCTION

The Jenks Comprehensive Plan 2015-2025 was originally adopted December 18, 1978 and received the most recent update on September 2, 2014. The policies provided within the Comprehensive Plan provide a framework which individuals and public officials can make decisions that are consistent with the community's development objectives.

The City of Jenks is located in a growing metropolitan area and is developed adjacent to a primary natural feature – The Arkansas River. The River has played a significant role in the history of Jenks. At periodic intervals, the Arkansas River has reclaimed its natural floodplain and sent flood waters through the community. Two major flood control projects have permitted the City to peacefully coexist with the River.

## PUBLIC PROCESS

The Jenks Plan was prepared through a process which: a) public participation was sought and received, b) residents of the Jenks area of varied background and interests actively worked in preparation of the plan, and c) emphasis was on the formulation of a Comprehensive Plan that was workable and achievable.



| <b>DESIGNATION</b>           | <b>LAND USE DESCRIPTION – THE JENKS COMPREHENSIVE PLAN 2015 - 2025</b>  |
|------------------------------|---|
| <b>Low Intensity</b>         | Low Intensity is represented on the Plan Map by the darker yellow. The color covers all of the area within the areas of anticipated urbanization with the exception of those specified for medium intensity. The average residential density within the low intensity areas would be four dwelling units per acre. Low intensity commercial areas have been identified at various intersections where the need for commercial support of residential developments is still evident but not rising to a medium intensity level or a need for a buffer in transition to residential use has been identified Office zoning should be encouraged within buffer or transition situations.  |
| <b>Medium Intensity</b>      | Medium Intensity areas are shown on brown on the Plan Map. The boundaries correspond with the specific area designations and are intended to encourage continued commercial, industrial, and office vitality in the area. Other areas of medium intensity are shown along Elm Street, south of Main Street, to the levee on Polecat Creek and bordered by Koa Street on the west. Elm Street north of Main Street is designated Medium Intensity in recognition of the properties that are developed for residential use. The medium Intensity designation for this area is designed to support redevelopment of these properties to a commercial use. Industrial uses within this area may not be found compatible with the existing development patterns of the area. |
| <b>High Intensity</b>        | High Intensity is represented on the Plan Map by red. Non-residential floor area ratios exceed 75%. Residential dwelling units per acre range from 17 to 26. Existing High Intensity areas are primarily in the downtown area from Elm Street to the Arkansas River.  |
| <b>Medium Commercial</b>     | The Medium Commercial designation is designed to promote commercial development. The Medium Commercial designation is to provide aggregated areas that can provide commercial services and needs in support of the rapidly growing residential developments and transportation elements of the city.  |
| <b>Light Commercial</b>      | The LC District is designed to accommodate limited types of commercial and accessory uses by allowing low land area coverage especially suited to property with unique physical features or locations. (Defined in Jenks Zoning Code)   |
| <b>Development Sensitive</b> | The intensity designation shown in green on the Plan Map is Development Sensitive. These areas identify property subject to flooding as determined by the Flood Insurance Administration. The purpose of this designation is to specify which areas of the community need special regulatory devices to ensure the health, safety, and welfare of the community.  |

## LAND USE (Text from The Jenks Comprehensive Plan 2015 – 2025)

### 3.1 General

- 3.1.1 Establish logical relationships among areas of land use activities based on sound concepts of compatibility, and consistent with man-made and natural systems.

### 3.2 Intensities

- 3.2.1 Establish a system of land use regulations based on the intensity of land use rather than specific use to maintain internal flexibility within the system to adapt to changes in conditions.
- 3.2.2 For the purposes of this plan, three (3) levels of intensity have been established: low, medium and high. These intensity levels can be generally described as follows:

| Intensity Areas | Floor Area %<br>(for nonresidential uses)  | Dwelling units per Acre for net<br>area per tract (for residential<br>uses) |
|-----------------|--|---|
| Low             | 25% or less  | up to 4   |
| Medium          | 75% or less  | Up to 16  |
| High            | Over 75%   | Up to 26  |
|                 | The floor area of a building on a lot<br>divided by the lot area. (Floor area does<br>not include enclosed parking areas.) | Average density   |

### 3.3 Residential Areas

#### 3.3.1 Goal

Provide residential neighborhoods that are safe, pleasant, healthy, and well designed.

#### 3.3.2 Objectives

- 3.3.2.1 Provide existing and future residential areas with adequate and equitable public facilities.
- 3.3.2.2 Prevent the intrusion of inharmonious land uses into residential areas.
- 3.3.2.3 Protect and preserve existing housing stock to prevent the spread of blight. Promote sound residential development practices to protect area property values.
- 3.3.2.4 Provide for safe auto and pedestrian traffic in neighborhoods.

#### 3.3.3 Policies

- 3.3.3.1 Discourage through traffic in residential areas by providing major streets on the periphery of neighborhoods and by proper subdivision design.

- 3.3.3.2 Encourage the off-street parking of autos in residential neighborhoods to alleviate traffic congestion.
- 3.3.3.3 Allow no residential construction in floodplains, except as approved by Federal Emergency Management Agency guidelines.
- 3.3.3.4 Design residential subdivisions considering the topography of the site.
- 3.3.3.5 Require special design treatment of subdivisions in areas where slopes are greater than 15%.
- 3.3.3.6 Separate or buffer homes from non-residential uses such as schools, churches and businesses.
- 3.3.3.7 Avoid or limit residential development near airports, industrial areas, truck routes, trash dumps, or other land uses which may be hazardous to health of residents or detrimental to residential property values.
- 3.3.3.8 Locate multi-family uses near commercial areas and where infrastructure is sufficient for higher intensity uses.
- 3.3.3.9 Mobile, manufactured housing should have a buffer area of separation from conventional residential uses and must be designed and platted to conventional residential standards.
- 3.3.3.10 Medium intensity residential uses or less intense commercial uses such as office should be provided as a buffer between low intensity residential uses and high intensity commercial uses.
- 3.3.3.11 Medium intensity residential uses should be required to leave 10% of the land areas in the addition to natural vegetation. Dedication of park areas, open space or drainage easements may satisfy this requirement.
- 3.3.3.12 The Medium Intensity Plan Designation with a Single Family Residential Medium Density land use overlay is restricted to parcels that are identified as blighted, being less than 10 acres in size and located along section line roadways. The intent of the Comprehensive Plan to restrict the Single Family Residential Medium Density category to parcels meeting the blighted criteria is to promote cost effective developments of blighted properties which aides in the enhancement of area property values. Implementation of Medium Intensity – Single Family Residential will require a Plan Map Amendment acted on separately prior to a zoning approval unless already noted on the map.
- 3.3.3.13 Residential development of a greater density than RS-1 should have sidewalks.
- 3.3.3.14 New residential subdivision plats should provide open space for neighborhood recreation or adjoin open space with recreation nearby.

### 3.4 Commercial Areas

#### 3.4.1 **Goal**

Provide planned and concentrated areas that provide diverse goods and services in a convenient and efficient manner to eliminate the need for area residents to travel out of the area for commercial transactions.

#### 3.4.2 **Objectives**

- 3.4.2.1 Encourage the location and aggregation of compatible commercial uses where community facilities (especially transportation facilities) are capable of supporting those uses.
- 3.4.2.2 Eliminate the incursion of commercial uses into residential areas unless specifically outlined on the Plan Map.
- 3.4.2.3 Encourage measures designed to reduce harmful effects of commercial development to residential uses.

#### 3.4.3 **Policies**

- 3.4.3.1 Require or provide adequate accessibility and parking for existing and future commercial development.
- 3.4.3.2 Locate commercial uses either in the Central Business Area, at major street intersections, Riverfront Entertainment/Tourism District, or along extended arterial street frontages, buffered from residential areas by less intense uses, natural physical features, or sight screening.
- 3.4.3.3 Spot zoning for commercial uses should be strictly prohibited.
- 3.4.3.4 Commercial uses should not be allowed on parcels which are too small to provide adequate off-street parking (except in the Central Business District where alternate areas may be considered), adequate ingress and egress or proper screening from neighboring residential uses.
- 3.4.3.5 The size, location and type of signs in commercial areas should be regulated to improve the aesthetics of the area while recognizing the benefit of fixed signage for commercial uses.

### 3.5 Industrial Policies

#### 3.5.1 **Goal**

Encourage compatible industrial development that will make efficient utilization of the areas labor force, raw materials and transportation facilities, thereby stimulating employment and investment opportunities and stabilizing and diversifying the Jenks economic base.

#### 3.5.2 **Objectives**

- 3.5.2.1 Accommodate the planned growth of existing industry in the area.

- 3.5.2.2 Restrict or discourage industry that will significantly lower the quality of life in a particular area or the Jenks area as a whole.
- 3.5.2.3 Encourage the development of technologically advanced, environmentally compatible “clean” industry in the area.
- 3.5.2.4 Encourage the concentration of compatible industrial uses in industrial districts and encourage compatible industrial uses in other areas on sites containing a minimum of 40 acres as specific uses.

**3.5.3 Policies**

- 3.5.3.1 Provide adequate support facilities and services to industrial areas.
- 3.5.3.2 Limit industrial traffic to major streets or industrial collector streets.
- 3.5.3.3 Separate industrial areas from sensitive nonindustrial areas by the utilization of natural and man-made buffers such as expressways, topographic differential, floodplains, landscaping and screening fence.
- 3.5.3.4 Strive to attract industries which have low nuisance characteristics such as research and development laboratories, instrument and sporting goods manufacturing, food processing and printing.

**3.6 Development Sensitive Areas**

**3.6.1 Goal**

Ensure that particular naturally vulnerable areas that 1) are subject to flooding, 2) have steep slopes or eroding soils, or 3) have unique environmental or aesthetic qualities, are respected and development of these areas is restricted to appropriate uses for the conditions and criteria of a specific site.

**3.6.2 Objectives**

- 3.6.2.1 Promote public awareness of areas unsafe for development.
- 3.6.2.2 Retain chosen natural sites for their aesthetic qualities.
- 3.6.2.3 Restrict development in areas that are naturally not suitable for construction or where construction would be harmful to the environment.
- 3.6.2.4 Identify areas that are suitable for certain nonresidential uses.

**3.6.3 Policies**

- 3.6.3.1 Residential development in floodplain areas should be prohibited, except as permitted for by FEMA regulations. Non-residential development in such areas should be restricted (see drainage policies).
- 3.6.3.2 The establishment of parks in floodplain areas should be encouraged to utilize areas likely to flood for recreational purposes.

- 3.6.3.3 Development Sensitive designated properties not within a Floodway district may be found suitable for commercial and light industrial uses. Generally, these uses would not require an outside storage component.
- 3.6.3.4 Development within areas designated as within a boundary of a 100-year floodplain should require that no adverse impact be produced to the floodplain by the development.
- 3.6.3.4 Excessive erosion of vulnerable soils by poor development practices should be discouraged.
- 3.6.3.5 The physical features of the Jenks area should be carefully evaluated, and development limited in those areas which are unsafe, on slopes of more than 15% or in flood areas with unacceptable risk levels that cannot be mitigated in accordance with FEMA and City of Jenks regulations.

### **3.7 Agricultural Areas**

#### **3.7.1 Goal**

Development in those areas that possess soil and other characteristics essential for agricultural production and propose an unacceptable level of risk with development of these lands due to floodplain characteristics should be restricted to that development which supports primary agricultural activities.

#### **3.7.2 Objectives**

- 3.7.2.1 Agriculture as an industry is encouraged near the community where residential, commercial and industrial uses are not appropriate or restricted.
- 3.7.2.2 Protect prime agricultural areas from premature, unplanned urbanization until a full range of public services and utilities are available.
- 3.7.2.3 Encourage urban forestry and other open space practices.

#### **3.7.3 Policies**

- 3.7.3.1 Encourage agricultural and recreation uses in the bottom-lands associated with the floodways of the Arkansas River and Polecat Creek.
- 3.7.3.2 Encourage improvement of public facilities serving people employed in the agriculture industry.
- 3.7.3.3 Encourage the conservation of soil through Soil Conservation Service programs and construction of shelter belts.

## **3.8 Recreation and Open Space Areas**

### **3.8.1 Goal**

Provide conveniently located open areas, recreation areas and parks to serve all area residents. Provide multi-purpose recreation areas that conserve significant natural features, buffer the adverse external effects of certain land uses and add to the beauty of the Jenks area.

### **3.8.2 Objectives**

- 3.8.2.1 Encourage public acquisition and private donation of recreation land in or near neighborhoods and along the Arkansas River.
- 3.8.2.2 Use parks and open space areas in conjunction with other land uses such as trails, drainage and utility easements, floodplains, and development sensitive areas.
- 3.8.2.3 Encourage quasi-public and/or private recreation compatible with public parks and open space areas.

### **3.8.3 Policies**

- 3.8.3.1 Locate large parks on major thoroughfares and provide access to smaller parks and open space areas. Where possible, connect parks and recreation areas together with multi-use trails, easements, and drainage ways.
- 3.8.3.2 Developers of residential subdivisions should provide a mandatory share of park land and/or fee for parks and open spaces.
- 3.8.3.3 Provide access to open space areas.
- 3.8.3.4 Public, quasi-public and/or private partnerships for recreational purpose should be encouraged.



# Municipality: Owasso

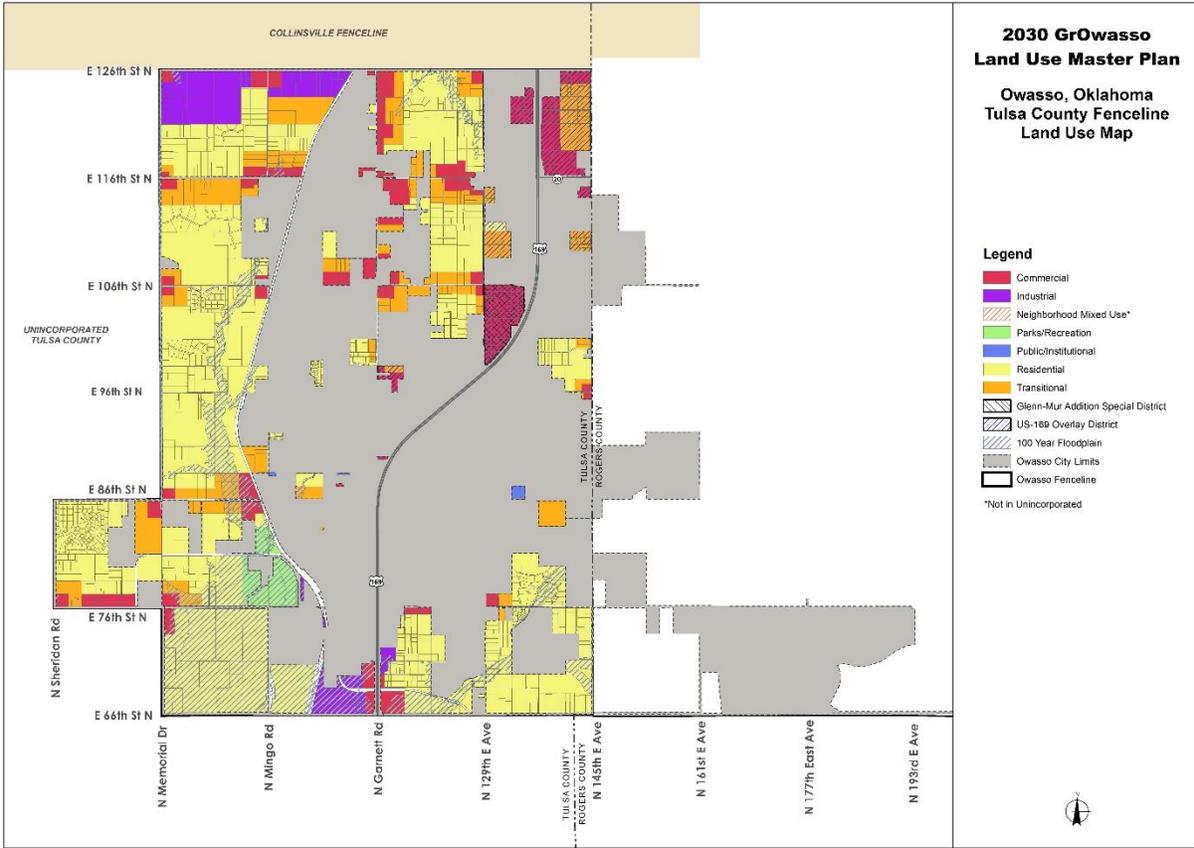
(Facts obtained through information published in *GrOwasso Land Use Master Plan*.)

## INTRODUCTION

Owasso's Comprehensive Plan, GrOwasso 2030 Land Use Master Plan, provides a blueprint for growth and development in the City of Owasso over the next 20 years. It was adopted by the Owasso City Council in 2014 (Resolution 2014-07) and then amended in 2016 and 2018. The City of Owasso is located just north of Tulsa, Oklahoma. It is in the northern portion of Tulsa County and the western portion of Rogers County.

## PUBLIC PROCESS

The GrOwasso Land Use Master Plan was based on extensive public outreach and input from a diverse steering committee representing a broad cross section of citizens in the community. One of the first planning elements of the plan was an online survey that was made available to Owasso citizens through the City website and Facebook page. The information collected was used to assist the steering committee with the identification of key issues and in the development of goals and action plan strategies.



| <b>DESIGNATION</b>                      | <b>LAND USE DESCRIPTION – OWASSO 2030 LAND USE MASTER PLAN</b>   |
|---|--|
| <b>Commercial</b>                       | <p>The Commercial Land Use District represents areas of retail trade and services. Typically, these areas are located around nodes of arterial street intersections or in some cases, at intersections of collectors and arterials. Commercial Districts can also be found in corridors that have an established commercial use pattern, such as the Smith Farm area, or highly visible areas, such as along US-169, SH-20, and 116<sup>th</sup> St. N. west of US-169. The Commercial District includes uses that range from small neighborhood convenience shopping areas, single free standing buildings, big box retailers, restaurants, automotive services centers, and other similar retail uses.</p> <p>Access is a key factor in the location of Commercial Districts. A site with poor access or that is difficult to get to is prone to fail; whereas a site with good and safe access will stand a better chance of survival. In general, the development of long commercial strips around the perimeters of square miles should be avoided as can present problems with access control. In all cases of commercial development, access management should be carefully controlled with design treatments such as mutual or shared access drives and cross connections easements or agreements.</p>   |
| <b>Industrial / Regional Employment</b> | <p>The Industrial/Regional Employment Land Use District represents the highest intensity of land use in Owasso. The Plan calls for industrial uses to be targeted around existing patterns of industrial activity, including: locations near S. 5th St. and Main St. east and west sides of US-169 south of 76th St. N. and near the existing quarry sites near 66th St. N. and 129th E. Ave. Most of Owasso’s current industrial activity includes light industrial uses, such as warehousing and storage and facilities and small manufacturing shops. It is expected that this trend will continue with perhaps targeted efforts for research and development facilities. Some higher intensity commercial uses may be appropriate in the Industrial/Regional Employment Use district. These may include more intensity auto and truck repair, truck rental facilities, lumber yard, etc., which are also found in the CH zoning district.</p> <p>The City of Collinsville has zoned several parcels industrial in an area north of 126th St. N. in the northwestern portion of the Owasso fenceline, and there are already some existing industrial businesses operating in this location. For this reason, the Plan shows a large area as Industrial/Regional Employment Districts just across the street from this emerging industrial area in Collinsville. Additionally, Owasso really does not have a lot of land area left in which to place small industrial users, so it made sense to show this area as Industrial/Regional Employment. With the new standards in the zoning code for landscaping and buffering in place, adequate protection for any nearby residential areas is enhanced.</p> |

| <b>DESIGNATION</b>  | <b>LAND USE DESCRIPTION – OWASSO 2030 LAND USE MASTER PLAN</b>  |
|---|---|
| <p><b>Neighborhood Mixed-Use District</b><br/>(Not in Unincorporated)</p> | <p>The Plan identifies only one Neighborhood Mixed-Use District which is located in the far southeastern quadrant of the fenceline and is part of the Stone Canyon master planned community. This area is shown as a Neighborhood Mixed-Use District because it complements the approved development plan. When Stone Canyon was annexed into the City in 2008, it was approved in Rogers County as a Planned Unit Development. This approved development plan showed a large area as proposed mixed-use development. Therefore, the land use plan correspondingly shows this area with the Neighborhood Mixed-Use District. The very nature of these Districts is to allow them to evolve over time into an area made up of a mix of land uses, which affords people the opportunity to live, work, shop, and have immediate access to recreation facilities in one general area.</p> <p>The intent of the Neighborhood Mixed-Use District is to encourage a mixture of complementary uses that will function as an integrated center allowing for pedestrian connections between developments and uses. Additionally, identifying an area as a Neighborhood Mixed-Use District offers some degree of flexibility to the developer as to where and how they place the uses within the area due to changing market conditions.</p> <p>In the future, additional Neighborhood Mixed-Use Districts may be needed as the community grows and becomes more complex. However, it is recommended that future districts accompany small area plans that are more prescriptive in terms of uses and the physical characteristics of the development. Small area plans are more specific than Land Use Plans, and identify appropriate areas or parcels for housing, live/work units, commercial, and employment centers and can provide guidance for decision makers when reviewing development proposals located in these areas. Small area plans also provide another key component, which is the conceptual layout of an internal roadway network.</p> |

| DESIGNATION   | LAND USE DESCRIPTION – OWASSO 2030 LAND USE MASTER PLAN   |
|---|---|
| <p style="text-align: center;"><b>Parks /<br/>Recreational</b></p>                      | <p>Similar to the Public/Institutional/Quasi Public land use category, the Parks/Recreational category generally identifies land area already being used for public parks. The plan does not identify all of the private neighborhood parks, private golf course facilities, or other private recreational uses. In general, parks should be situated conveniently to allow access to all citizens in the community and be socially equitable. Currently, Owasso has 11 parks including the Skate Park located near the wastewater treatment plant south of the intersection of 76th St. N. and Main Street and Veterans Park, which has no amenities, on the north side of 86th St. North between US-169 and 129th E. Ave. The Bailey Ranch Golf Club is also identified on the Plan as being within the Parks/Recreational category.</p> <p>For the most part, Owasso citizens are geographically well served by park facilities with one notable exception, the northeastern part of the City. In this area, where there has been tremendous residential growth, there is no public park facility. However, several of the newer subdivisions have installed neighborhood parks maintained by private homeowners’ associations, which offers people in those particular neighborhoods a place to recreate and socialize. Public parks require local funding for operations and maintenance. Currently, the City is not fiscally able to take on or acquire additional park land as park budgets and personnel are typically stretched thin to maintain the current park land inventory. Additionally, suitable tracts of land are becoming more difficult to locate and the cost of acquisition is also a concern. While this plan may suggest locating property for a park in the northeast quadrant of the City, the cost of that and the long-term maintenance need to be carefully weighed against projected revenues.</p> <p>The Plan also shows a portion of the existing stone quarry located in the southern part of the planning area as recreational. Interviews with the landowner and quarry operator indicate that a portion of the quarry will be closed by 2016 and be allowed to fill with water for recreation purposes. For this reason, this area was designated for future park area. Significant private park areas with several amenity features, such as the one around the Three Lakes Subdivision, were also designated for park and recreational uses.</p> |
| <p style="text-align: center;"><b>Public /<br/>Institutional /<br/>Quasi Public</b></p> | <p>The Public/Institutional/Quasi Public land use category includes government and quasigovernmental facilities. Uses that may be found in this category include: hospitals, public buildings, schools, and/or utility substations.</p> <p>Since it is difficult to predict with any degree of certainty where public and institutional uses might locate, as many of them rely on land donations or acquisition using public dollars, the Plan does not specifically identify where future public uses might occur. Rather, the public uses shown on the plan exist and are dedicated for a specific public purpose.</p> <p>This category does not include churches, as they are permitted in residential, duplex, and multi-family zoning districts with a specific use permit and by right in the office and commercial zoning districts. While the plan may not specifically call out areas for future public uses, it does make a general recommendation for a certain public use. Past coverage area studies indicate that a fire station is needed in the northern portions of the City, but the specific site has not been identified. Therefore, the Plan recommends that property for a fire station be acquired in the northern portions of the City near the intersection of Garnett Road and 116th St. N. for the purposes of developing a fire station and training facility.</p>   |

| <b>DESIGNATION</b> | <b>LAND USE DESCRIPTION – OWASSO 2030 LAND USE MASTER PLAN</b>   |
|--------------------|--|
| <b>Residential</b> | <p>The Residential category represents the most predominant character of development in Owasso. This category typically is comprised of single-family neighborhoods of varying lot sizes and represents the lowest intensity of all the use categories. Dwelling unit densities within the Residential category generally range from 2 to 5 units per acre. In some locations, particularly the eastern portions of the fence line in Rogers County, density can be as little as 1 or fewer units per acre. Planned Unit Developments may also be found in the Residential land use category and may contain various intensities of residential housing. In most cases, the Residential use category is buffered from higher intensity uses such as Commercial with the Transitional use district.</p> <p>Sewer is the dependent variable in terms of the type of density the neighborhood may have. Densities within future developments within the Residential category will depend greatly on the availability of sanitary sewer service. Most of the higher density single family neighborhoods can be found west of 161st E. Ave. and this is due to availability of sanitary sewer service. Two major sewer improvements were recently completed or are currently underway since the previous plan update in 2007. One is the 76th St. Interceptor line which runs general east to west from Stone Canyon Elementary School to the middle of Section 33 (between 76th St. N. and 66th St. N and 129th E. Ave and 145th E. Ave.). This project will open the door for urban residential development in this corridor and in the Stone Canyon Planned Unit Development. Additionally, other existing neighborhoods can tie into this line to remove themselves from septic systems. The other major upgrade is the Ranch Creek sanitary sewer upgrade line which will increase sewer capacity west of US-169. This project generally follows Ranch Creek just west of the SKO Railroad tracks. Due to these improvements, it is reasonable to assume that higher density residential development might occur in both basins. Other areas of the fenceline area may not develop to densities any greater than 1 or 2 dwelling units per acre because of the expense of bringing sewer to these locations. As a result of the many variables involved, the Residential category was not broken apart into two different categories, such as rural or urban.</p> <p>Land availability is another key determinant associated with residential development. Large tracts of land with few physical constraints typically developed first. As the community ages, land becomes more challenging to develop and often has significant issues with large utility easements or physical features such as flood plain. In other cases, land assembly is required for multiple parcels to make a parcel large enough to economically develop. This is where Owasso finds itself in 2014; all of the easier to develop property suitable for residential development has been developed and generally what remains are the more challenging parcels.</p> <p>In some instances, duplexes or townhomes may be appropriate in the Residential land use category. Typically, this will be accomplished using the Planned Unit Development (PUD) approach for development applications. As the City grows, it becomes more urbanized and development becomes more complex. Therefore, more care needs to be taken when allowing higher density and more intense uses in developed areas. Considering this, duplex and townhome uses may be appropriate in some locations within the Residential land use district under certain conditions.</p> |

| <b>DESIGNATION</b>             | <b>LAND USE DESCRIPTION – OWASSO 2030 LAND USE MASTER PLAN</b>   |
|--------------------------------|--|
| <b>Transitional</b>            | <p>The Transitional Land Use District represents a transition zone from single-family residential development to non-residential development. Typical uses found in the transitional use zone include attached housing (e.g. duplexes, apartments, townhouses) and office uses. This district would not be suitable for multiple story office buildings if adjacent to single-family neighborhoods. Office areas within this district would include planned office complexes and single use office facilities.</p> <p>Transitional zones generally act as a buffer between higher intensity uses such as commercial and lower intensity uses such as single-family residential. Additionally, there is normally a connection to an arterial street from the Transitional District. Transitional Districts can also be integrated with planned unit developments as part of a larger neighborhood master plan.</p>  |
| <b>Glenn-Mur District</b>      | <p>This is a unique area in terms of actual current uses verses planned uses. The Glenn-Mur District is actually a platted subdivision which was developed mostly in the mid 1970s. It is comprised of mostly single-family homes on individual 2.3 acre lots. In 2008, the Owasso City Council approved a land use plan amendment changing the designation in this area from Residential to Commercial land use based on the neighbors in the development petitioning the City for the change. This area is not annexed into the City Limits and it was recommended in 2008 that annexation and subsequent zoning requests not be done in a piecemeal fashion but, rather, occur in larger increments. Therefore, the Owasso Comprehensive Plan, recommends that annexations shall occur in increments of no less than 9.2 acres to avoid small “spot” annexations within the entire District. Considering the lots in the Glenn-Mur Addition are generally 2.3 acres in size, annexation requests will typically involve four lots. The two exceptions to this may be at the intersection of 129<sup>th</sup> East Avenue and 106<sup>th</sup> Street North or at US-169 and 106<sup>th</sup> Street North as these are “hard” corner lot situations adjacent to two arterial streets and a major highway.</p> |
| <b>US 169 Overlay District</b> | <p>Adopted in 2012, the US-169 Overlay District is part of the official zoning map and zoning code of the City and acts as a supplement to the existing underlying zoning along a key economic corridor in the community. The Overlay promotes higher quality architecture and site design as well as prohibiting certain uses that would be detrimental to long term economic stability of the area. Properties covered by the Overlay are subject to certain development standards and criteria and the zoning code should be consulted for development projects within this area.</p>   |



# Municipality: Skiatook

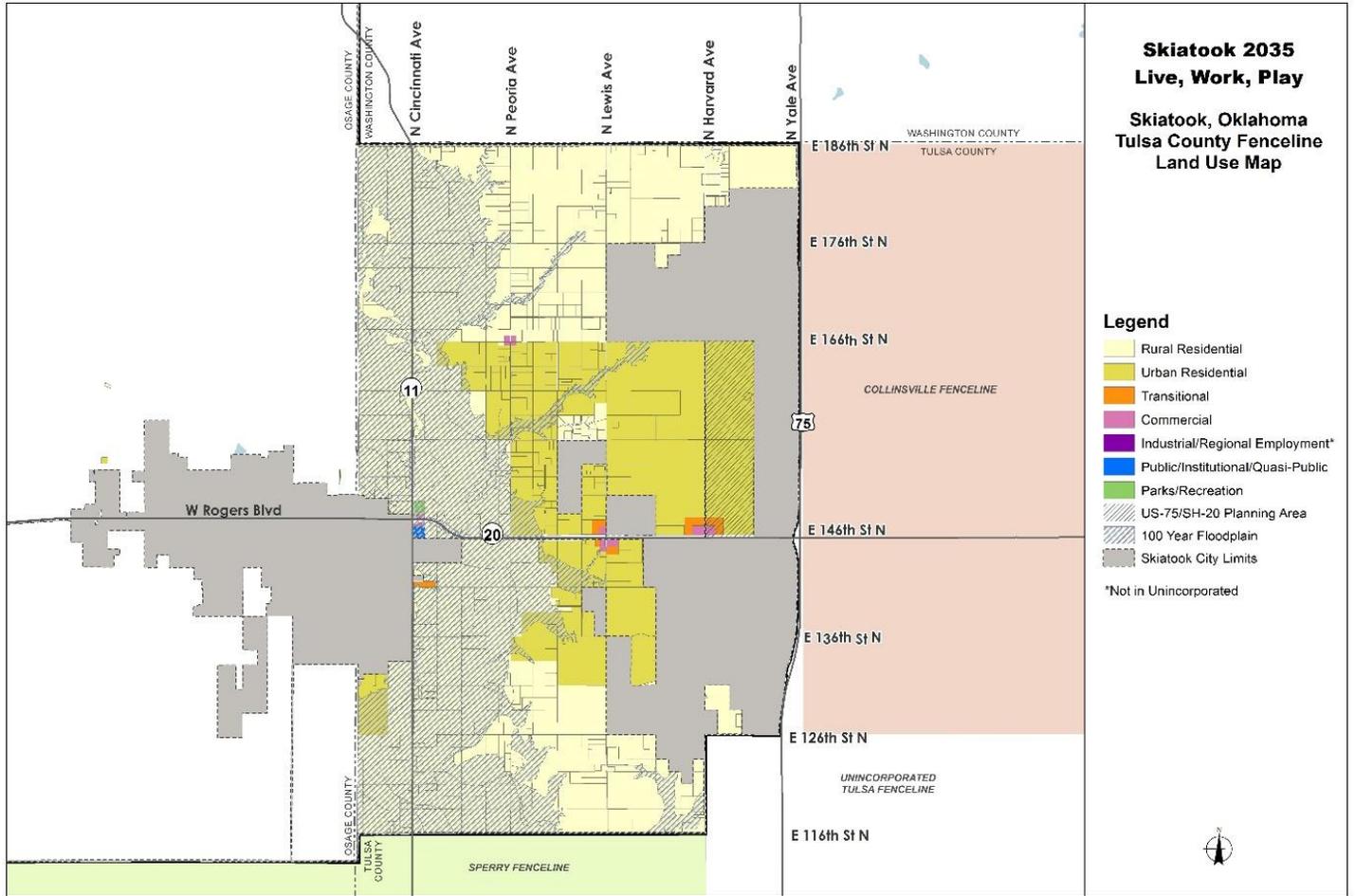
(Facts obtained through information published in *Skiatook 2035 Land Use Master Plan*.)

## INTRODUCTION

The Skiatook 2035 Plan, *Live, Work, Play - A Frontier of Possibilities*, provides a blueprint for growth and development over the next 20 years. It was adopted April 12, 2016 (Resolution 2016-10). The Plan consists of a land use plan map and a supporting text that contains general data, specific goals, action plans, and recommendations for land use and development in the City and surrounding unincorporated areas within the fenceline.

## PUBLIC PROCESS

Development of the Plan involved close coordination with the Skiatook Economic Development Authority (SEDA), which functioned as the steering committee for the project. SEDA is comprised of community stakeholders, elected officials, owners of local businesses, significant land holders, political leaders, and members of the real estate community. Additional information, utilized in the development of the Plan, was collected from the Skiatook Public Works and Community Development Departments. The Plan also coordinates with other adopted plans such as the Indian Nation Council of Government's (INCOG) Regional Trails Plan, and Transportation Master Plan.



| DESIGNATION   | LAND USE DESCRIPTION – SKIATOOK LAND USE MASTER PLAN  |
|---|---|
| <p style="text-align: center;"><b>Rural Residential</b></p> | <p>The Rural Residential category comprises low-density single-family home sites or development, either as part of a rural subdivision, homes on large multi-acre lots, or homes on large agricultural tracts. Rural residential developments would utilize septic or aerobic systems for managing wastewater and would be in areas where urban sewer services are not currently available or would likely not be available within the Plan horizon year. Density in the Rural Residential category would range from a minimum of ½ acre home sites up to potentially 50 or more acres per unit. Most development in this category would be found around Skiatook Lake, floodplain areas, or in the rolling landscape of Osage County where extension of sanitary sewer utility lines would be prohibitively expensive or infeasible. Additionally, rural home sites are a feature that makes the Skiatook area attractive to a portion of the population, and as such, these areas should be maintained and protected from urban encroachment.</p>   |
| <p style="text-align: center;"><b>Urban Residential</b></p> | <p>The Urban Residential category typically comprises single-family neighborhoods of varying lot sizes and represents single-family homes with the municipal sewerage service or the possibilities of such service. Dwelling unit densities within the Urban Residential category generally range from 2 to 5 units per acre. Planned Unit Developments may also be found in the Urban Residential and use category and may contain various intensities of residential housing. In most cases, the Urban Residential category is buffered from higher intensity uses such as Commercial with the Transitional use district.</p> <p>In some instances, duplexes, residential multi-family low density, or light office uses may be appropriate in this category. Typically, this will be accomplished using the Planned Unit Development (PUD) approach for development applications. As the City grows, it becomes more complex. Therefore, more care needs to be taken when allowing higher density and more intense uses in developed areas. Considering this, duplex, townhome, senior living, light office, or similar uses may be appropriate in some locations, especially as part of an integrated master planned development.</p> |
| <p style="text-align: center;"><b>Transitional</b></p>      | <p>The Transitional land use category represents a transition zone from single-family residential development to more intense development. Typical uses found in the transitional use zone include attached housing (e.g. duplexes, apartments, townhomes) and office uses. This district would not be suitable for multiple story office (2 or more stories) buildings if adjacent to single family neighborhoods unless compensatory setbacks were observed. Office areas within this district would include planned office campuses and single use office facilities.</p> <p>Transitional zones generally act as a buffer between higher intensity uses such as commercial, and lower intensity uses, such as single family residential, hence the name transitional district. Additionally, there is normally a direct connection to an arterial street from the transitional zone. Transitional zones can also be integrated with planned unit developments as part of a larger neighborhood master plan. Where possible, the Transitional category is shown in areas that act as a buffer between higher intensity uses and single-family neighborhoods.</p>  |

| DESIGNATION  | LAND USE DESCRIPTION – SKIATOOK LAND USE MASTER PLAN  |
|--|---|
| <p><b>Commercial</b></p>   | <p>The Commercial land use category represents areas of retail trade and services. Typically, these areas are located around nodes of arterial street intersections or in some cases at intersections of collectors and arterials. The corridor near and around US-75 and SH-20 have enormous potential to establish regionally significant commercial uses, such as an outlet mall or amusement park. The commercial use category includes uses that range from small neighborhood convenience shopping areas, single free-standing buildings, big box retailers, restaurants, automotive services centers, and other similar retail uses.</p>   |
| <p><b>Industrial /<br/>Regional<br/>Employment</b><br/>(Not in<br/>Unincorporated)</p> | <p>The Industrial/Regional Employment land use category represents the highest intensity of land use in Skiatook. This category envisions property that can be developed for high tech precision manufacturing, industrial services, and related businesses that would provide high quality jobs. The Plan identifies these uses around existing patterns of industrial activity and in areas that hold the potential for this type of use due to excellent transportation access to the surrounding region. These areas include locations adjacent to the Skiatook Airport and in the US-75/SH-20 Corridor District. Some higher intensity commercial uses may be appropriate in the Industrial/Regional Employment Use District. These may include more intense auto and truck repair, truck rental facilities, lumber yard, etc., which are also found in the CH zoning district. Highly visible uses should be developed with attractive architecture, landscaping, and employ screening of any outdoor storage areas</p> |
| <p><b>Public /<br/>Institutional /<br/>Quasi-Public</b></p>                            | <p>The Public/Institutional/Quasi-Public land use category includes government and quasi-governmental facilities. Uses that may be found in this category include hospitals, public buildings schools, and/or utilities. The Plan does not specifically identify where future public uses might occur; rather, the public uses shown on the plan are existing and dedicated for a specific public purpose. This category does not include places of worship or places of assembly, as they are permitted in multiple zoning districts. The Plan reflects locations of current public property but does not specify future public uses because it is difficult to predict where such uses may occur as many of them are dependent upon land donations or in some cases, condemnation.</p>  |
| <p><b>Parks /<br/>Recreational</b></p>   | <p>Similar to the Public/Institutional/Quasi-Public land use category, the Parks/Recreational category generally identifies land area already being used for public park uses. The Plan does not identify private neighborhood parks or other private recreational uses. In general, parks should be situated conveniently to allow access to all citizens in the community and be socially equitable. Skiatook is will served with park and recreational areas both within the City limits and those around Skiatook Lake, which includes John Zink Scout Ranch and other State Recreational Areas. Although the Plan does not directly depict them, areas adjacent to Hominy Creeks and Bird Creeks should be explored and ultimately protected for potential trail corridors. These areas would never be developed with urban type uses due to flooding issues but would make suitable corridors for recreational trails further augmenting existing trails in the community.</p>  |

| <b>DESIGNATION</b>                         | <b>LAND USE DESCRIPTION – SKIATOOK LAND USE MASTER PLAN</b>  |
|--|--|
| <b>US-75 / SH-20<br/>Corridor District</b> | <p>The Plan identifies a special planning area called the US-75 / SH-20 Corridor District, which is located on the west side of US-75 between 166<sup>th</sup> St. N. Due to its high growth potential, this area which is nearly 1,600 acres in size, is identified for regional types of development and employment generating business and industries. The Cherokee Industrial Park, which contains numerous manufacturing and IT related businesses, lies just 7 miles to the south of this location. Therefore, this corridor would provide excellent opportunities for ancillary supporting businesses. Because of its high visibility, the Plan encourages attractive architecture and site design to ensure the area maintains long term stability and high property values.</p> |

# Municipality: Sperry

## INTRODUCTION

Sperry is situated near the Tulsa-Osage County line in North Tulsa County. It is located along Highway 11 about nine miles north of downtown Tulsa and four miles south of Skiatook. Sperry incorporated in 1920.

According to the 2010 Census, the incorporated area of Sperry had a population of 1,206 with an additional 696 people residing in the unincorporated fenceline of Sperry within Tulsa County. On March 14, 2013, Sperry adopted a Comprehensive Growth Guide for the Town of Sperry, Oklahoma.

