

**NOTICE
GLENPOOL CITY COUNCIL
REGULAR MEETING**

A Regular Session of the Glenpool City Council will be held at 6:30 p.m. on Monday, January 4, 2016, at Glenpool City Hall, City Council Chambers, 12205 S. Yukon Ave., 3rd Floor, Glenpool, Oklahoma.

The City Council welcomes comments from citizens of Glenpool who wish to address any item on the agenda. Speakers are requested to complete one of the forms located on the agenda table and return to the City Clerk PRIOR TO THE CALL TO ORDER

AGENDA

- A) Call to Order - Timothy Lee Fox, Mayor**
- B) Roll call, declaration of quorum – Susan White, City Clerk; Timothy Lee Fox, Mayor**
- C) Invocation – Aaron Hunter, Extreme Worship and Outreach**
- D) Pledge of Allegiance – Timothy Lee Fox, Mayor**
- E) Glenpool Conference Center Report – Lea Ann Reed, Conference Center Director**
- F) Community Development Report – Lynn Burrow, Community Development Director**
- G) Chamber of Commerce Report -- Kelly Fitzpatrick, Board Chairman**
- H) City Manager Report – Roger Kolman, City Manager**
- I) Mayor Report – Timothy Lee Fox, Mayor**
- J) Council Comments**
- K) Public Comments**
- L) Scheduled Business**
 - 1) Discussion and possible action to approve minutes from December 14, 2015 meetings.**
 - 2) Discussion and possible action to adopt Resolution No. 16-01-01, A Resolution Of The City Council Of The City Of Glenpool, Oklahoma For The Purpose Of Supporting Continuation By The Federal Government Of The Exemption From Taxation On Interest Earned On State And Municipal Bonds Necessary To Secure Affordable Financing For Public Services.
(Roger Kolman, City Manager)**
 - 3) Discussion and possible action to adopt Resolution No. 16-01-02, A Resolution Of The City Of Glenpool, Oklahoma, Signifying The City Council’s Endorsement Of The Tulsa Regional Chamber’s “2016 One Voice Legislative Agenda,” Establishing And Supporting State And**

Federal Legislative Priorities Concerning Items Of Mutual Municipal Interest That The Chamber Will Advocate To The Region's State And Federal Legislative Members.

(Roger Kolman, City Manager)

- 4) Discussion and possible action to approve and adopt Ordinance No. 713, An Ordinance Amending Ordinance No. 458, By Rezoning 8.302 Acres Of Certain Property Described Herein From Agriculture (AG) To Commercial General (CG) And 30.944 Acres Of That Same Certain Property Described Herein From Agriculture (AG) To Residential Single Family (RS-2), As Recommended By The Planning Commission Under Application GZ-251; And Repealing All Ordinances Or Parts Of Ordinances In Conflict Herewith; And Declaring An Emergency.
(Rick Malone, City Planner)
- 5) Discussion and possible action to adopt the Emergency Clause: Whereas, it being immediately necessary for the preservation of the peace, health, and safety of the City of Glenpool and the inhabitants thereof that the provisions of Ordinance No. 713 be put into full force and effect, more particularly that the Council take immediate action to facilitate the anticipated mixed commercial and residential uses planned for Special District 4, the SH-67 Corridor as set out in the Comprehensive Plan, an emergency is hereby declared to exist by reason whereof this Ordinance shall take effect and be in full force from and after its passage as provided by law.
(Lowell Peterson, City Attorney)
- 6) Discussion and possible action to approve and adopt Ordinance No. 714, An Ordinance Amending Ordinance No. 458, By Approving PUD #30 Overlay District, Repealing All Ordinances Or Parts Of Ordinances In Conflict Herewith; And Declaring An Emergency.
(Rick Malone, City Planner)
- 7) Discussion and possible action to adopt the Emergency Clause: Whereas, it being immediately necessary for the preservation of the peace, health, and safety of the City of Glenpool and the inhabitants thereof that the provisions of this Ordinance No. 714 be put into full force and effect, more particularly that the Council take immediate action to approve and adopt the Planned Unit Development proposed for property that has been rezoned in accordance with Ordinance No. 713, an emergency is hereby declared to exist by reason whereof this Ordinance shall take effect and be in full force from and after its passage as provided by law.
(Lowell Peterson, City Attorney)
- 8) Discussion and possible action to approve the Final Plat of Byers Company Addition, 4.945 acres located south of the SW corner of 171st Street and Union Ave.
(Rick Malone, City Planner)
- 9) Discussion and possible action to accept Audit of City of Glenpool financial statements by Arledge & Associates, P.C. for Fiscal Year Ending June 30, 2015.
(Julie Casteen, Finance Director)
- 10) Review of Traffic Impact Analysis for SH 75 between 151st and 161st Streets.
(Lynn Burrow, Community Development Director)
- 11) Discussion and possible action to enter into Executive Session.
(Timothy Fox, Mayor)

- 12) Executive Session for the purpose of conferring with one or more consultants to the City of Glenpool for purposes of conferring on matters pertaining to economic development, including the transfer of property, financing or the creation of a proposal to entice one or more businesses to locate within the corporate limits of the City of Glenpool, because public disclosure of the matter discussed would interfere with the development of products or services or public disclosure would violate the confidentiality of the business, pursuant to Title 25, § 307(C)(10) of the Oklahoma Statutes (Open Meeting Act).
(Lowell Peterson, City Attorney)
- 13) Discussion and possible action to reconvene in Regular Session.
(Timothy Fox, Mayor)

M) Adjournment

This notice and agenda was posted at Glenpool City Hall, 12205 S. Yukon Ave., Glenpool, Oklahoma, on _____, _____ at _____ am/pm.

Signed: _____
City Clerk



Glenpool Conference Center
12205 S. Yukon Ave.
PO Box 70
Glenpool, OK 74033

MEMORANDUM

TO: HONORABLE MAYOR and CITY COUNCIL

FROM: LEA ANN REED
CONFERENCE CENTER DIRECTOR

RE: CONFERENCE CENTER REPORT DECEMBER 2015

DATE: DECEMBER 21, 2015

BACKGROUND

The conference center hosted 25 events in the month of December including nine Christmas parties, seven corporate meetings, three weddings and two football banquets for Glenpool and Bixby high schools. One of the banquets held on December 6th was the Spread the Love Banquet for those less fortunate in our community to have a nice meal, door prizes, entertainment, dancing and pictures with Santa. We also hosted a gun and hunting land auction which was a success bringing in almost 200 bidders. The conference center revenue for the first half of the fiscal year is \$167,693.

The Glenpool Christmas Shoppe was held on December 14th & 15th and over a course of those two days, 150 families in our community were able to shop for 510 children this holiday season.

On January 3rd, the Glenpool Conference Center will have a booth in the Tulsa Wedding Show. We attend this show each year because we are able to visit with approximately 500 brides plus the show gives us great exposure through television commercials and print advertisements.

Tulsa native and 2015 American League Cy Young Award winner Dallas Keuchel will be the keynote speaker for this year's Oral Roberts University baseball Diamond Dinner on January 15th at our facility.

Upcoming Events:

Glenpool Chamber Annual Awards Banquet – January 22nd

Just Between Friends Sale – January 28th-31st

Greater Tulsa Indian Art Festival – February 4th-7th

Lea Ann Reed, Conference Center Director
Phone: 918-209-4632 | Fax: 918-209-4626
lreed@cityofglenpool.com
www.glenpoolconferencecenter.com









Community Development Director's Report

December 22, 2015

To: Glenpool City Council & Glenpool Utility Services Authority

Councilors and Board Members,

The following report highlights and summarizes the various activities that are currently being addressed and processed by the Community Development Department related to major public and private improvement and construction projects:

City/Public Related Activities and Projects:

Traffic Signalization Project – 121st Street & US Highway No. 75:

- A Pre-Construction Meeting was held October 6th at which time the start of construction was set for January 4, 2016.
- Contract duration is forty five (45) calendar days from the Notice-to-Proceed date.
- ODOT will administer the contracted work through completion.
- Project completion is estimated to be before February 21st, 2016.
- The City will be required to accept the new improvements for maintenance purposes upon final inspection and ODOT approval.

Glenpool Vision 2025 Project

Water Storage Facility and Supporting Waterline Installation: (The Cowan Group)

- The scope of work involved with this project generally consists of the engineering design, permitting, contracting, and construction of a new water storage structure (tower) and supporting infrastructure improvements necessary to augment the existing water system south of 151st Street. The tower is to be located on City owned property on 156th Street - approximately ¼ mile east of US Highway 75.
The project bid process has been completed with formal Bids received and publically read on November 20th.

- A formal Notice of Award was approved to be issued to Goins Enterprises, Inc. at the December 14th GUSA meeting.
- The Notice of Award was issued December 17th, 2015.
- A Request for Change Order was issued to Goins Enterprises December 18th, 2015 covering a proposed reduction in project cost by changing the water tower design from an all-steel structure to a composite style tower.
- It is anticipated that the final Construction Contract for the project between The City of Glenpool, GUSA, and Goins Enterprises will be issued early in January.
- Start of project construction is anticipated in January with completion predicted by December, 2016.

On-Going Private Development and/or Building Projects:

Mansfield Lane Residential Subdivision:

- Home Creations Building Company has submitted and received a total of thirty two (32) building permits in the addition.
- Currently, twelve (12) homes are under construction in various stages of completion.
- The City has issued fifteen (15) Certificates of Occupancy for completed homes.

Glen Abbey Addition: Phase II

- As of this date, the City Building Department has received, processed, and issued thirty five (35) building permits in this phase of the addition.
- Currently, there are a total of eight (8) homes under construction in various stages of completion.
- The City has issued twenty seven (27) Certificates of Occupancy for completed homes.

The Crossings at Glenpool: Phase V

- At this time there have been a total of forty (40) building permit applications received, processed, and issued on lots in this phase of the project.
- There are currently twelve (12) homes under construction in Phase V.
- The City has issued twenty eight (28) Certificates of Occupancy for completed homes.

Current Planning Department and Planning Commission Activity

- **Glenpool Medical Clinic:**
 1. This project is located in MonTapp Addition near 121st Street on the west side of Yukon Ave.

2. A Site Plan review application for the project was reviewed by the TAC in October and was reviewed and approved by the Planning Commission in November.
 3. A building permit and a site related earth-change permit were issued for the project on November 20th.
 4. Full project completion is scheduled for June, 2016
- **Sunoco Glenpool Butane Blending Facility:** (Submitted by SVT Energy Services, Inc.)
 1. This project is located at 127th Street on the east side of US Highway 75.
 2. The Conditional Final Subdivision Plat has been submitted to and reviewed by City Staff and was in turn reviewed by the T.A.C. on August 28th.
 3. The Conditional Final Subdivision Plat was reviewed and approved by the Planning Commission and the City Council in September.
 4. A Site Plan application was also reviewed and approved by the Planning Commission in September.
 5. The City Staff has received applications for site related Earth-Change and Floodplain Development Permits for this project. These applications are pending and waiting on approval of the various elements of the Site Plan application and supporting site improvement construction documents.
 - **Byers Company Addition:** (Commercial Development Submitted by Tanner Consulting)
 1. This project is located on the west side of Union Avenue at 173rd Street.
 2. A Conditional Final Subdivision Plat was reviewed and approved by the Planning Commission in August.
 3. A Site Plan application for the project was submitted to Staff and was also reviewed and approved by the Planning Commission in August.
 4. The Final Subdivision Plat for the project was submitted for review in November, approved by the Planning Commission on 12/14/15, and is set for City Council review at the January 19, 2016 meeting
 - **AutoZone:** (Commercial Project Submitted by Wallace Engineering)
 1. This project is located on the east side of Vancouver Ave. - immediately south of Starbucks and north of Santa Fe Steak House.
 2. Staff has received, processed, and issued a building permit, a site related earth-change permit, and a site plan approval for this facility.
 3. This facility is scheduled to be fully complete by approximately March 1, 2016
 - **Mansfield Lane, Blocks 5 thru 13:** (Residential Project Submitted by Summit Properties)
 1. This project is located immediately east and south of Phase I of Mansfield Lane Addition and also fronts onto 151st Street consisting of approximately 67 acres.
 2. Staff has received a request to re-zone the property from AG to RS-4 (GZ-250)
 3. The applicant has also submitted a Planned Unit Development Application to support the requested RS-4 zoning. (PUD No. 29) Due to errors in the legal description

- submitted in support of these applications, the project had to be re-advertised and is set for a public hearing at the January 11th, 2016 Planning Commission meeting.
4. Upon approval by the Planning Commission, the re-zoning and related PUD applications will be reviewed by the City Council on January 19th, 2016.
- **Rezoning GZ-252/PUD-31:**
Rausch Coleman requesting to rezone 20 acres located at the SW/corner of 126th Street and Vancouver Ave from AG to RS-4 in order to allow 68 lots that are proposed to be approximately 65' X 140' in size. This application will be reviewed by the Planning Commission on January 11th, 2016 and City Council on January 19th, 2016.
 - **Conditional Final Plat: Reeves Supercenter:**
This project involves a 10 acre tract located at the northeast corner of 161st & US 75. The Conditional Subdivision Plat and proposed site plan were reviewed by the TAC on December 18th, and will be considered by the Planning Commission at the January 11th meeting and by the City Council on January 19th, 2016.
 - **Conditional Final Plat: Myanmar Church:**
This project consists of a 10 acre tract located on 181st Street and is currently zoned AG. The subdivision plat is intended to support the conversion of an existing building structure previously used as the Cotton Creek Golf Course pro-shop as well as to allow the construction of a new church structure and related facilities. This application was reviewed by the TAC on December 18th, presented to the Planning Commission on January 11th, and reviewed by the City Council on January 19th, 2016.
 - **City of Glenpool Comprehensive Plan: Amendment application form, processing requirements, and associated application fee approval**
This newly created application form and related process will be brought to the City Council for review and approval in January, 2016..
 - **Requested Zoning Code Amendment:**
The City Planning Staff is requesting Planning Commission and City Council consideration to amend the current Zoning Code to allow gravel driveways to be utilized by projects located in AG Zoning Districts. This requested modification will be brought to the Planning Commission and City Council for review and approval in January, 2016.
 - **Requested Zoning Code Amendment:**
The City Planning Staff is requesting Planning Commission and City Council consideration to amend the current Zoning Code to allow minor amendments to the adopted code as opposed to amending the entire Zoning Code as is currently required. This requested Zoning Code Amendment will be presented to the Planning Commission and City Council for review and approval in January, 2016.

FUTURE DEVELOPMENT PROJECTS AWAITING INFORMATION FOR CITY PLANNING DEPARTMENT PROCESSING:

- CDBG Grant: (Senior Citizen Building A.D.A. rehabilitation)
Tulsa County has officially approved and executed the contract documents with the City of Glenpool. Currently, project construction documents and associated bid forms are being developed and finalized. It is anticipated that project bidding will occur during the month of January with bids received and a construction contract awarded by March 1st, 2016.
- ODOT Transportation Project Grant: (Sidewalk installation from Glenpool School property to the South County Recreation Center)
The final engineering services contract between the City and the selected design consultant was received from ODOT in November and is currently being reviewed by the City Attorney prior to presentation to, and execution by, the City Council in January, 2016.

Current Building Department Activities:

- A draft copy of the City's Stormwater Management Program has been prepared and is under Staff review. The Stormwater Management Program document and a Notice of Intent to discharge stormwater into the Waters of the U.S. (as defined by FEMA and the EPA) will be forwarded to the Oklahoma Department of Environmental Quality for their review, approval, and permitting during the first quarter of 2016.
- Commercial projects currently either fully or partially permitted for construction:
 1. Cotton Creek Mini Storage
 2. Sundown Marine South Side Industrial Park
 3. AutoZone (Southwest Crossroads)
 4. Glenpool Medical Clinic (MonTapp Addition)
 5. Saint Francis Health Systems Hospital project due to start construction in the first quarter of 2016.
- 135 residential building permits were issued in 2015 having a total valuation of \$14,756,533.00, and a total under-roof area of 274,788 s.f.
- 7 commercial building permits were issued in 2015 having a total valuation of \$3,139,459.00, and a total under roof area of 40,533 s.f.

Glenpool Residential and Commercial Building Permit Statistics – December, 2015:

- | | |
|--|----------|
| • New Residential Permits Issued in December 2015: | 14 Total |
| • New Commercial Permits Issued in December 2015: | -0- |

• Current Active Residential Permits:	64 Total
• Current Active Commercial Permits:	5 Total
• 2014 Residential Permits Issued thru December:	118 Total
• 2015 Residential Permits Issued thru December:	135 Total
• 2014 Commercial Permits Issued thru December:	11 Total
• 2015 Commercial Permits Issued thru December:	7 Total

Code Enforcement Department

General Departmental Information:

- The Code Enforcement Department enforces City adopted ordinances contained in the Glenpool Municipal Code as well as the provisions of the International Property Maintenance Code as adopted previously by City Ordinance.

Typical Issues Addressed by the Code Enforcement Department: (Public Nuisance)

- Junk, inoperable, and/or abandoned motor vehicles stored on private property.
- Trash/debris on private property.
- Excessively high grass on private property.
- Special Assessment letters issued to real estate lenders and closing companies.
- Filing and releasing mechanic liens with Tulsa County.
- Illegal vehicle parking in residential yards.
- Tree limbs that hang over a public street affecting visibility.
- Visual impairments by shrubs, vehicles, equipment, etc. that interfere with traffic flow.
- The bidding and hiring of contractors for nuisance abatement.
- Enforces Health & Safety Violations including:
 1. Health Department Restaurant regulation enforcement
 2. Residents and Businesses that are residing or doing business without water service
 3. Abandoned refrigerators/freezers
 4. Burned or demolished homes/structures
- Liquor licensing enforcement.
- Zoning and sign code violations.

Departmental Activity for the Month of December, 2015:

Total number of complaint calls received and investigated:	74
Total number of public nuisance cases open as of December 31, 2015:	45
New December cases being processed:	
• Calls reporting high grass and/or trash,	22
• Structures damaged by fire	-0-
• Vehicles illegally parked in the yard.	14

- Nuisance abatements performed by the City -0-
- Customer accounts reported by the Utility Department
as being in violation of having no water service in a residence 3
- Citations written for the Tulsa County Health Department related
to restaurant violations. -0-
- Illegally placed advertising signs 10

MINUTES

CITY COUNCIL MEETING

December 14, 2015

The Regular Session of the Glenpool City Council was held at 6:00 p.m., Glenpool City Hall, 3rd Floor, 12205 S. Yukon Ave, Glenpool, Oklahoma. Councilors present: Jennifer Ballew, Councilor; Patricia Agee, Councilor; Brandon Kearns, Councilor; Momodou Ceesay, Vice Mayor; and Tim Fox, Mayor.

Staff present: Roger Kolman, City Manager; Lowell Peterson, City Attorney; Susan White, City Clerk; Julie Casteen, Finance Director; Lynn Burrow, Community Development Director; Lea Ann Reed, Conference Center Director; Dennis Waller, Police Chief and Paul Newton, Fire Chief.

Also present were: Reverend Jason Yarbrough, Glenpool First Baptist Church, Kelly Fitzpatrick, Glenpool Chamber of Commerce Board Chairman, and Richard Oltmann, Blue Sky Technologies.

- A) Mayor Fox called the meeting to order at 6:00 p.m.**
- B) Susan White, City Clerk called the roll. Mayor Fox declared a quorum present.**
- C) Pastor Jason Yarbrough offered the Invocation.**
- D) Mayor Fox led the Pledge of Allegiance.**
- E) Glenpool Conference Center Report – Lea Ann Reed**
 - Lea Ann Reed highlighted past and upcoming events, including The Christmas Shoppe and the Family Movie Night. Mrs. Reed reported the Christmas Shoppe is expected to assist approximately 120 Glenpool families this year. Movie Night is scheduled for December 19 at 6:00 p.m. Church On The Move will host the event at the Glenpool Conference Center and will feature The Santa Clause movie.
- F) Community Development Report – Lynn Burrow, Community Development Director**
 - Lynn Burrow updated the City Council on the progress of various private and public construction projects throughout the city; an update on the number of residential and commercial building permits issued in November; as well as current activities in the Planning, Building, and Code Enforcement Departments.
- G) Chamber of Commerce Report -- Kelly Fitzpatrick, Board Chairman**
 - Mr. Fitzpatrick updated the Council on recent Chamber activities. He stressed the Chamber staff is diligently working on reorganization.
 - Mr. Fitzpatrick reminded the audience that a box has been placed in the Chamber lobby to collect items for the local food bank during the holiday season.
- H) City Manager Report – Roger Kolman, City Manager**
 - Mr. Kolman reported that the street striping in Southwest Crossroads Addition has been completed and at a cost significantly less than expected. He expects striping on 141st Street to commence sometime in late Summer 2016.

- He announced that the Utility Billing Department is hosting a drawing for a \$50 Wal-Mart gift card for customers that update their contact information before December 18. The card was donated by Mr. Kolman.
- Mr. Kolman expressed his thanks to the Glenpool employees whom volunteered their time to help with the Christmas Shoppe, benefiting families in the Glenpool community.

I) Mayor Report – Tim Fox, Mayor

- Mayor Fox reported that while attending the recent INCOG meeting, he was privileged to witness the unveiling of the Master Plan for an interconnecting pathway in Tulsa County. The path will extend throughout the metro area, including Glenpool.
- Mayor Fox and Vice Mayor Ceesay attended funeral services for Herman Alfred "Pistol" Bell. Mr. Bell was a founding member of the Glenpool Fire Department. Members of the Glenpool FD honored his life and contribution to Glenpool during the service.
- Mayor Fox expressed his appreciation to King of Kings Lutheran Church for hosting the live nativity, stating, "It is a great addition to our community." He also thanked Pastor Jason Yarbrough and those that helped with the Christmas Shoppe.

J) Council Comments

- Councilor Kearns reminded attendees that City Council meetings will begin at 6:30 p.m., effective January 4, 2016.

K) Public Comments

- None

L) Scheduled Business

1) Discussion and possible action to approve minutes from November 9, 2015 meeting.

MOTION: Councilor Agee moved, second by Vice Mayor Ceesay to approve minutes as presented.

FOR: Councilor Ballew; Vice-Mayor Ceesay; Mayor Fox; Councilor Agee; Councilor Kearns

AGAINST: None

Motion carried.

2) Discussion and possible action to approve/deny Tort Claim No. 201118-BD, Claimant: Royal Trip.

Lowell Peterson, City Attorney detailed the claimant's alleged damage due to a water leak from a city main line. The maintenance and repairs were conducted by Severn Trent a contractor of GUSA. Mr. Peterson explained the City and Trusts enjoy a statutory exemption from work performed by a contractor. He informed the Council that the city's insurance provider recommended denial based on that exemption. Mr. Peterson concurred with OMAG's recommendation.

MOTION: Councilor Kearns moved, second by Councilor Agee to deny Tort Claim No. 201118-BD.

FOR: Vice-Mayor Ceesay; Mayor Fox; Councilor Agee; Councilor Kearns; Councilor Ballew

AGAINST: None

Motion carried.

- 3) **Discussion and possible action to adopt Resolution No. 15-12-01, A Resolution Of The City Council Of Glenpool, Oklahoma For The Purpose Of Supporting The Governor's Task Force In Recommending The Tulsa Base Of The Oklahoma Air National Guard As The Optimum Location For The New F-35 Lightning II Fighter Aircraft Fleet; Acknowledging The 138th Fighter Wing, Located At Tulsa Air National Guard Base, As One Of The Premier Combat Units In The United States Air Force; And Urging The Pentagon To Station The Next Generation Of Fighter Aircraft At Tulsa.**

Mr. Kolman, City Manager briefly described the substance of the Resolution and recommended Council approval to support Tulsa as the location for the fleet of new F-35 Lightning II Fighter Aircraft.

MOTION: Councilor Agee moved, second by Vice Mayor Ceesay to adopt Resolution No. 15-12-01 as presented.

FOR: Mayor Fox; Councilor Agee; Councilor Kearns; Councilor Ballew; Vice-Mayor Ceesay

AGAINST: None

- 4) **Discussion and possible action to approve the purchase of hardware/software for network server replacement at a cost of \$16,626.95.**

Mr. Kolman introduced Richard Oltmann, Blue Sky Technologies to present the item and answer questions relevant to the acquisition of the recommended server replacement.

MOTION: Vice Mayor Ceesay moved, second by Councilor Agee to approve purchase of hardware/software for network server replacement at a cost of \$16,626.95.

FOR: Councilor Agee; Councilor Kearns; Councilor Ballew; Vice-Mayor Ceesay; Mayor Fox

AGAINST: None

- 5) **Discussion and possible action to approve the Sales and Use Tax Administration Agreement between the City of Glenpool and the Oklahoma Tax Commission.**

Julie Casteen, Finance Director presented the Agreement for approval. She pointed out the changes represented in the new document.

MOTION: Councilor Kearns moved, second by Councilor Agee to approve the Sales and Use Tax Administration Agreement as presented.

FOR: Councilor Kearns; Councilor Ballew; Vice-Mayor Ceesay; Mayor Fox; Councilor Agee

AGAINST: None

- 6) **Discussion and possible action to approve bid for construction of elevated water storage tower facility and related water system improvements to be located on property belonging to the City at 156th Street South, east of US Highway 75 and enter into a contract with Goins Enterprises, Inc. in an amount not to exceed \$2,202,414.00.**

Mr. Lynn Burrow, Community Development Director presented for approval the bid to construct an elevated water storage facility and related improvements. He shared that staff explored the consideration of an elevated tower vs. standpipe. Staff recommended approval of the bid from Goins Enterprises, Inc. to construct an elevated tower facility at the cost represented.

MOTION: Vice Mayor Ceesay moved, second by Councilor Agee to approve the bid with Goins Enterprises, Inc. in an amount not to exceed \$2,202,414.00.

FOR: Councilor Kearns; Councilor Ballew; Vice-Mayor Ceesay; Mayor Fox; Councilor Agee

AGAINST: None

7) Discussion and possible action to accept General Utility Easement dedication from Auto Zone Investment Corp.

Lynn Burrow, Community Development Director advised the Council that the Easement has been found to be compliant with the requirements of the site plan and recommended approval.

MOTION: Councilor Agee moved, second by Councilor Kearns to accept the General Utility Easement dedication as presented.

FOR: Councilor Ballew; Vice-Mayor Ceesay; Mayor Fox; Councilor Agee; Councilor Kearns

AGAINST: None

8) Discussion regarding concerns stated by Councilor Kearns with respect to a Council member having a contractual relationship with, and sitting on the board of, an entity with which the City has contracted for services and regarding possible violation(s) of the Glenpool City Council Code of Ethics and Policy Statement (the "Code of Ethics") and possible action to impose sanctions pursuant to Section 21 of the Code of Ethics.

Councilor Kearns delineated his concerns about Councilor Ballew holding an employment contract with the Chamber of Commerce, while the Chamber is engaged in a contract with the City. Following comments from Councilor Ballew and the rest of the Council, Mayor Fox invited a motion from the Council. A motion wasn't offered. The item died for lack of motion.

9) Discussion and review of the Agreement for an exchange of mutual benefits between the City of Glenpool and the Glenpool Chamber of Commerce, and possible action.

Mayor Fox requested that the Council discuss whether the employment of Councilor Ballew by the Chamber violates the Agreement between the City and the Chamber and if it is an inappropriate use of City funds.

MOTION: Mayor Fox moved to give the Chamber of Commerce a thirty day notice to vacate the Agreement because money is being exchanged between the Chamber and an elected official.

Motion died for lack of Second.

L) Adjournment.

- Meeting was adjourned at 7:48 p.m.

Date

Mayor

ATTEST:

City Clerk

RESOLUTION NO. 16-01-01

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENPOOL,
OKLAHOMA FOR THE PURPOSE OF SUPPORTING CONTINUATION BY
THE FEDERAL GOVERNMENT OF THE EXEMPTION FROM TAXATION
ON INTEREST EARNED ON STATE AND LOCAL GOVERNMENTAL
BONDS NECESSARY TO SECURE AFFORDABLE FINANCING FOR
PUBLIC SERVICES AND INFRASTRUCTURE**

WHEREAS, a fundamental purpose of tax-exempt financing is to enable local governments to determine the services needed in their respective communities and to raise capital to provide the required infrastructure, free from federal taxation on the interest earned on the bonds ; and

WHEREAS, tax-exempt financing allows state and local governments to borrow capital at much more favorable rates and terms than the market would require from similar taxable debt instruments, thus lowering the overall cost of the capital and resulting in savings passed on to the taxpayers of the state and local jurisdictions; and

WHEREAS, the exclusion of interest earned on state and local obligations from federal gross income is an important financing tool in a time when building and rebuilding infrastructure is required to meet federal mandates, thereby providing community growth that is critical to our nation's state and local economies; and

WHEREAS, the City of Glenpool, County of Tulsa, State of Oklahoma opposes efforts by Congress and the federal administration to eliminate or limit the use of tax-exempt bonds by state and local governments or to change the ability of investors to claim the exemption.

**THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENPOOL
THAT:**

This Resolution, presented to and approved by the Mayor and City Council of the City of Glenpool, expresses our support of the preservation of tax exempt financing and shall be submitted to the Municipal Electric Systems of Oklahoma ("MESO"). In support of our efforts, and on our behalf to advocate for continuing the tax-exempt status of state and local bonds, MESO will forward this Resolution to our Congressional Representatives and the federal administration.

CONSIDERED AND APPROVED by the City Council on the 4th day of January 2016.

Timothy Lee Fox, Mayor

Attest:

Susan White, City Clerk

Approved as to Form:

Lowell Peterson, City Attorney

RESOLUTION NO. 16-01-02 OF THE CITY OF GLENPOOL

A RESOLUTION OF THE CITY OF GLENPOOL, OKLAHOMA, SIGNIFYING THE CITY COUNCIL'S ENDORSEMENT OF THE TULSA REGIONAL CHAMBER'S "2016 ONEVOICE LEGISLATIVE AGENDA," ESTABLISHING AND SUPPORTING STATE AND FEDERAL LEGISLATIVE PRIORITIES CONCERNING ITEMS OF MUTUAL MUNICIPAL INTEREST THAT THE CHAMBER WILL ADVOCATE TO THE REGION'S STATE AND FEDERAL LEGISLATIVE MEMBERS

WHEREAS, the Tulsa Regional Chamber of Commerce, in conjunction with its 2015 annual summit of public and private community organizations, has prepared a list of ten legislative priorities at each of the State and Federal levels that represents a consensus of the groups and individuals attending the meeting; and

WHEREAS, the Chamber will promote these ten State and ten Federal legislative in the legislative chambers of the Oklahoma State and Federal governments as the "2016 Tulsa OneVoice Legislative Agenda;" and

WHEREAS, experience shows that lobbying efforts behind legislative proposals of positive interest to the City of Glenpool are more likely to be effective, and the measures more likely to be adopted, when presented as a unified front; and

WHEREAS, Federal priorities include support for: Selection of the Tulsa Air National Guard Base as an operating location for the F-35 Lightning II Fighter aircraft; Increased appropriations for the McClellan-Kerr Arkansas River Navigation System; Reauthorization of federal surface transportation programs; Passage of the Marketplace Fairness Act to ensure collection of online sales and use taxes; Efforts to expedite implementation of the Arkansas River Corridor Project; Continued and expanded funding for Graduate Medical Education/Residency Programs in Oklahoma; Flexibility in negotiations to grant a long-term reauthorization Oklahoma's waiver under Section 1115 of the Affordable Care Act for Insure Oklahoma; Reauthorization of the Elementary and Secondary Education Act and the Higher Education Act to fully fund federal mandates; Comprehensive immigration reform that secures our nation's borders while also empowering US business to retain talent from around the world; and Elimination of all federal restrictions on the export of domestically produced oil and gas; and

WHEREAS, State priorities include support for: Improving the ability of public schools to address the critical teacher shortage; Expanding Insure Oklahoma to reduce the number of uninsured Oklahomans; Building of the Gilcrease Expressway; Legislation to preserve and diversify sources of revenue available to municipalities; Sentencing reforms and rehabilitation programs to enable nonviolent offenders to reenter the workforce; Defending all existing road

funding and increasing funding for transportation strategy; Efforts to modernize comprehensively Oklahoma's adult beverage laws to encourage economic development; Expanding the healthcare workforce in urban and rural Oklahoma; Enhanced funding for in-patient and outpatient treatment programs for behavioral health and substance abuse services; and Simplification of Oklahoma's high school graduation requirements by replacing end of instruction testing with the ACT college readiness assessment.

WHEREAS, the City of Glenpool, as well as other metropolitan area cities, will benefit from the "2016 OneVoice Legislative Agenda" as more fully described in the attachment to this Resolution.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Glenpool THAT:

§ 1. The City of Glenpool hereby endorses the 2016 Tulsa Regional "OneVoice Legislative Agenda" as attached hereto and incorporated herein.

§ 2. A record of this Resolution shall be submitted to the Tulsa Regional Chamber as evidence of the City of Glenpool's support and the City of Glenpool's consent that the same shall be directed to all members of the Oklahoma legislature representing districts that include the City of Glenpool, and to all members of the Oklahoma Congressional delegation, and otherwise publicized in any manner deemed appropriate or necessary by the Tulsa Regional Chamber.

PASSED AND APPROVED by the City Council of the City of Glenpool this 4th day of January 2016.

Timothy Lee Fox, Mayor

ATTEST:

[SEAL]

Susan White, City Clerk

APPROVED AS TO FORM:

Lowell Peterson, City Attorney



2016 OneVoice Legislative Agenda

2016 State Priorities

- **Address the Teacher Shortage**

- › Improve the ability of Oklahoma's K-12 public schools to attract and retain effective teachers by increasing teacher pay, incentivizing education for new teachers, eliminating barriers for out-of-state teachers and returning retirees, and improving job satisfaction. Specifically, Oklahoma should increase its average teacher salary to a level competitive with surrounding states while exploring strategies to reform step pay increases. The state should also create a student loan debt forgiveness program; offer merit-based tuition waivers for aspiring teachers; add flexibility and affordability in obtaining teaching certifications; offer extra support for English Language Learner and special education teachers; and review statutes on teacher-student ratios. Oklahoma's ability to fill its growing teacher shortage with quality, effective teachers is crucial to the college and career success of its students and the sustainability of its workforce.

- **Expand Insure Oklahoma**

- › Expand Insure Oklahoma to reduce the number of uninsured Oklahomans by accepting federal funds. This will create a healthier workforce, which is paramount to an economically viable Oklahoma.

- **Gilcrease Expressway**

- › Support the building of the Gilcrease Expressway, in particular the Arkansas River Bridge through a funding partnership with the City of Tulsa, Tulsa County, Oklahoma Department of Transportation, Oklahoma Turnpike Authority and tribal governments to expedite this long overdue transportation system.

- **Municipal Funding Diversification**

- › Support legislation to preserve and diversify sources of revenue available to municipalities. Key initiatives include preserving and strengthening cities' authority to promote economic development activities within their borders; and supporting collaborative efforts by municipalities and telecommunications companies to identify a solution that reforms, upgrades, and funds 9-1-1 public safety services delivered by municipalities.

- **Criminal Justice Reform**

- › Support sentencing reforms and rehabilitation programs that enable nonviolent offenders to reenter the workforce faster and reduce the financial strain on Oklahoma's criminal justice system. Overly-punitive measures for drug users and other nonviolent offenders have given Oklahoma one of the nation's highest incarceration rates, contributing to workforce shortages, harming economic growth and overburdening taxpayers. A stronger focus on rehabilitation would reduce recidivism, lessen the



2016 OneVoice Legislative Agenda

burden on prisons and safety net programs and enable more ex-offenders to contribute meaningfully to Oklahoma's economy.

- **Defend Existing Road Funding and Dedicate Motor Vehicle Fees**
 - › Defend all existing road funding; prevent any diversion of monies; and support increased funding for transportation by developing an adequate, comprehensive funding strategy and financing plan to broaden the sources of funds and increase the total amount going to transportation statewide to support the Oklahoma Department of Transportation's Eight Year Plan, the County Improvement for Roads and Bridges Five Year Plan, the municipal Street and Alley Fund, and the expedited construction of Oklahoma's planned weigh stations. Support moving the remaining twenty-five percent of motor vehicle fees, which currently go into the state general revenue fund, to transportation priority areas which may include state highways, city and county roads and bridges, and public transit.
- **Modernizing Oklahoma's Adult Beverage Laws**
 - › Support efforts to comprehensively modernize Oklahoma's adult beverage laws to encourage economic development and job growth, meet market demand from our state's citizens, and create a competitive marketplace for Oklahoma's businesses. Specific measures should include: eliminating the distinction between low-point beer and stronger beer; permitting consumers to purchase beer and wine 7 days a week; and allowing direct-to-consumer sales for small brewers, wineries and distilleries to promote industry competition and growth.
- **Healthcare Workforce expansion**
 - › Expand the healthcare workforce in urban and rural Oklahoma through the following means: 1) fully fund Physician Manpower Training Commission programs, including FQHC-based Teaching Health Center primary care residency programs; 2) expand the Oklahoma Hospital Residency Training Act to include community based training following the Teaching Health Center model; 3) utilize all available state and federal resources for existing Teaching Health Center residency programs; and 4) support reforms that will allow Nurse Practitioners and Physician Assistants with appropriate levels of training and experience to practice to the full extent of their license without the physical presence of a supervising physician.
- **Fund Behavioral Health and Substance Abuse Services**
 - › Support enhanced funding for both in-patient and out-patient treatment programs for behavioral health and substance abuse services. This should include funding for the Oklahoma Department of Mental Health and Substance Abuse Services' "Smart on Crime" initiative to reduce the need for incarceration by identifying and treating behavioral health and substance abuse issues at early diversion points within the criminal justice system.



2016 OneVoice Legislative Agenda

- **Simplify Graduation Requirements**

- › Simplify and strengthen Oklahoma's high school graduation requirements by replacing state-mandated end of instruction assessments with the ACT, while including multiple indicators of student success. This would reduce students' testing burden, allowing more time for classroom instruction; save costs for families, schools and the state; and align graduation requirements with a nationally-benchmarked measurement of student success that meets college and career expectations.



2016 OneVoice Legislative Agenda

2016 Federal Priorities

- **Position Tulsa for F-35 Operations**

- › Support the Tulsa Air National Guard Base in positioning the 138th Fighter Wing for selection as an operating location for the next generation fighter aircraft, the F-35 Lightning II. With an economic impact of more than \$530 million to the community, the base employs more than 1,200 citizen soldiers and plays a key role in the defense of this nation and the continued vibrancy of the Tulsa region's economy.

- **McClellan-Kerr Arkansas River Navigation System**

- › Support increased appropriations for the McClellan-Kerr Arkansas River Navigation System (MKARNS) to overcome the approximate \$100 million in critical maintenance backlog projects which, per definition of the Corps of Engineers, have a greater than 50% chance of failure within the next five years. A single failure threatens to shut down the full navigational system causing severe economic hardship for the businesses and consumers in Oklahoma who rely on the system. The economic impact to Oklahoma's economy from such a shutdown is estimated to be \$2 million per day. Additionally, support efforts to establish an emergency response mechanism whereby industry, stakeholders, or States can assist in addressing an infrastructure failure on the waterway through public/private partnerships with the goal of reestablishing navigation as soon as possible.

- **Multi-Year Surface Transportation Reauthorization**

- › Support the reauthorization of federal surface transportation programs (MAP-21), including robust measures to permanently and adequately fund the Highway Trust Fund and continued flexibility for a coordinated local- and state-based decision-making process. The economic success of our country relies upon the strength of our transportation infrastructure. States must have long-term predictability in planning to meet their infrastructure needs, and a sustainably funded Highway Trust Fund is critical to providing that infrastructure security. Of key importance are the following regional high-priority projects: widening of I-44 from I-244 east to the Will Rogers Turnpike; widening I-44 from the Arkansas River west to I-244 (Red Fork Expressway); expansion of U.S. 169 to six lanes north to State Highway 20; construction of a four-lane Port Road on Highway 266 from U.S. 169 to the Port of Catoosa, and from the Port of Catoosa to I-44; expansion of US-75 to six lanes from State Highway 11 to State Highway 67; and the implementation of high-priority transit corridors.

- **Collection of Online Sales/Use Taxes**

- › Support passage of the Marketplace Fairness Act or other federal legislation which will ensure that the sales and use taxes already owed from online purchases are fairly and effectively reported, collected, and remitted.



2016 OneVoice Legislative Agenda

- **Arkansas River Corridor Development**
 - › Support efforts to expedite the implementation of the Arkansas River Corridor Project for river infrastructure improvements. Allow federal match credit to be accrued for state and local expenditures in order to advance construction activity while preserving the Tulsa region's access to future federal funding for this federally authorized project.
- **Graduate Medical Education**
 - › Support continued and expanded funding for Graduate Medical Education/Residency Programs through the following efforts: (1) restore full funding and establish permanency to the Teaching Health Center program in both rural and urban areas; (2) remove the cap on Medicare DGME and IME-funded positions; (3) and reallocate unused residency slots from other states to existing residency/fellowship programs, including THC programs, in Oklahoma with priority in current physician shortage areas.
- **Long-term Insure Oklahoma Waiver Reauthorization**
 - › Encourage flexibility in negotiations to grant a long-term reauthorization of Oklahoma's Section 1115 waiver for Insure Oklahoma. Uncertainty in the long-term future of Insure Oklahoma has hurt enrollment and resulted in the exclusion of thousands of Oklahomans who would be eligible for coverage even under current requirements.
- **ESEA and HEA**
 - › Support the reauthorization of the Elementary Secondary Education Act (ESEA) and the Higher Education Act (HEA) and fully fund federal mandates.
- **Federal Immigration Reform**
 - › Support comprehensive immigration reform that enables the U.S. to attract the best and brightest talent from around the world. Steps should be taken to secure borders and establish reasonable, affordable and efficient visa policies that empower American businesses to hire essential workers and remove barriers for top talent to work in the U.S. Oppose further state legislation related to immigration reform.
- **Eliminate Restrictions on Oil and Gas Exports**
 - › Eliminate all federal restrictions on the export of domestically produced oil and gas. U.S. oil and gas production has grown significantly, but the current export restriction places an artificial ceiling on their growth. The export of oil and gas would provide a positive trade benefit to the U.S. economy, while strengthening domestic oil producers against their foreign competitors.

MEMORANDUM

TO: GLENPOOL CITY COUNCIL

FROM: RICK MALONE, CITY PLANNER

RE: GZ-251: Request from Lou Reynolds with the law firm of Eller Detrich has submitted a rezoning application to rezone a 39.24 acre tract from AG to CG & RS-2. This tract is located at the northwest corner of 151st Street (Hwy 67) and Elwood Ave.

DATE: January 4th. 2016

BACKGROUND:

Mr. Reynolds has requested to rezone a 39.24 acre tract at the northwest corner of 151st Street (Hwy 67) and S. Elwood Ave. This request to rezone 8.302 acres from AG to CG and 30.944 acres from AG to RS-2. This tract is proposed to be divided into commercial storefronts adjacent to 151st Street, mini-storage to be used as a buffer between commercial and 85' wide gated/restricted access residential subdivision on the north. For comparison: The Crossings lots are 65' wide, Pecan Estates lots are 75' wide. There is a companion PUD #30 on the agenda tonight to compliment this case as well.

- Along SH-67 (151st) between 33rd West Avenue to Lewis Avenue to the east, (SH-67 Corridor) commercial Uses shall be encouraged to develop as PUD's.
- A variety of sites for diversified environmentally sound commercial uses be available in the Glenpool area and that sites be conveniently accessible to the work force and major transportation facilities such as US-75 and SH-67 (151st).
- The four-lane widening of SH-67 (151st Street) from US-75 east to Bixby was completed in 1998 and completed in 2003 to the west to Kiefer.

COMPREHENSIVE PLAN/ZONING:

The *Glenpool Comprehensive Plan* provides the basis for the City's zoning policy. This property is in the "Special District 4. 151st Street (Sh-67) From 33rd W. Ave. east Of US-75 to extend eastward to Lewis Avenue and has been re-designated as SH-67 Corridor." The proposed use is in conformance with the comprehensive plan.

ACCESS:

The property is currently accessed from 151th Street (SH-67) on the southern boundary, Elwood Ave on the eastern boundary and a stub street from The Crossings at Glenpool Phase 1.

SERVICES:

The property currently has access to all City of Glenpool utility services, but they will have to be extended to service the subject tract.

SURROUNDING LAND USES:

- North: AG: vacant land and The Crossings at Glenpool Phase 2.
- East: AG: Vacant undeveloped land and CS on the northeast corner of 151st & Elwood Ave.
- West: RS-3: The Crossings at Glenpool Phase 5
- South: AG: Vacant undeveloped land, outside the city limits of Glenpool, Tulsa County.

DEVELOPMENT REQUIREMENTS:

Section 260. Platting requirement: "For any land which has been rezoned upon application of a private party... No building permit shall be issued until that portion of the tract on which the permit is sought has been included within a subdivision plat or replat". This property is proposed to be platted as Mansfield Lane Blocks 7-13.

- **SPECIAL DISTRICT 4:**

151ST STREET (SH-67) FROM 33RD W. AVE. EAST OF US-75 TO EXTENDS EASTWARD TO LEWIS AVENUE AND HAS BEEN RE-DESIGNATED AS SH-67 CORRIDOR.

The SH-67 Corridor District is recommended for those areas immediately north and south of 151st Street (SH-67) east of 33rd W. Ave. to Lewis Avenue in which Medium-Intensity land uses would be in accordance with the 2030 Plan. The configuration of SH-67 Corridor is shown on the 2030 Plan map. This particular area is prime for Medium-Intensity development, but will require strict controls on access to and from the highway while consideration is given to the impact of Medium-Intensity development upon adjacent and abutting lands. Shared access points between developments and frontage roads to restrict access from lands abutting SH-67 should also be required. Access across the median should continue to be restricted to only those median cuts that are presently constructed and that will likely be signalized in the future. The criteria for developing in accordance with the 2030 Plan for Special District 4 is as follows:

- A. PUDs will be encouraged for Medium-Intensity development to reduce the impact of such zoning and to properly regulate the location of high traffic generators. In no case shall Medium Intensity zoning exceed a depth of 300 feet from the centerline of SH-67. Proposed PUDs shall include conceptual site plans that demonstrate the compatibility of internal land use relationships. Site plan, sign plan, and landscape plan review and approval by the Glenpool Planning Commission and City Council shall be required prior to issuance of a building permit. Said plans shall be in substantial compliance with the approved provisions of the PUD and shall be in compliance with all other applicable ordinances and regulations of the City of Glenpool, including, but not necessarily limited to the following:
1. Assurance of compatibility of proposed land uses with adjacent and abutting planned uses.
 2. Strip commercial zoning shall be avoided.
 3. Small parcels shall be assembled to result in a more orderly pattern of development with improved points of ingress and egress along SH-67.
 4. Variances to the minimum lot width requirements of the Zoning Code shall be avoided to prevent a fragmented and incremental approach to development.
 5. Through-traffic into adjacent Low-Intensity residential districts shall be discouraged by designing collector streets which will not function as direct avenues of neighborhood cut-through for nonresidential or other nonlocal traffic.
 6. Parking within medium intensity developments shall be screened or otherwise buffered from abutting residential areas and arterial streets by a combination of opaque fences and vegetative screening that will be a condition of approval of the PUD and shall be maintained as a continuing condition of occupancy and use of the land.
 7. Setbacks, buffer areas and arrangement of land uses shall be used in combination with screening to improve compatibility with adjacent existing and planned low intensity uses.
 8. The granting of medium intensity zoning within a PUD shall be conditioned upon the area of each such request providing its own buffer with any existing or planned low intensity uses. More specifically, requests for medium intensity zoning shall include areas of more restrictive zoning and planned land uses on its periphery.
 9. Signage controls shall be established as a condition of approval of the PUD to assure a uniform advertising character and appearance throughout the developments and to reduce the impact of such signs on adjacent on abutting uses, while guarding against visual clutter, to provide increased safety to the traveling public.
 10. Development-sensitive areas, including existing vegetation, water courses, floodplains, and topography, shall be shown on all PUD proposals and given special attention in the PUD design. Minimum structural

- solutions to drainage problems are preferred, with the private property owner retaining the ownership and responsibility for maintenance of drainage and related facilities.
11. Medium-Intensity uses outside the intersection Activity Center shall be limited to a maximum depth of 500 feet as measured from the centerline of SH-67. Consideration may be given to proposals that exceed that depth only if it can be shown to the satisfaction of the City Council that any negative impact of such zoning will be mitigated by the controls included in the PUD and access to said development will be directly or by frontage roads to SH-67.
 12. The expansion or granting of new Medium-Intensity zoning shall be done only in an orderly manner in accordance with the provisions of this Special District and the 2030 Plan.
- B. The integrity of the Major Street and Highway Plan shall be preserved and traffic carrying capacity of SH-67 and the affected arterials in this Special District protected as follows:
1. The use of frontage roads and mutual access easements along SH-67 and the major arterials in this Special District shall be required for all developments.
 2. The granting of curb cuts, median cuts and traffic signals shall be restricted to only those needed to address the requirements of the PUD and otherwise as permitted by the Oklahoma Department of Transportation.
 3. Private access points to SH-67 and adjacent arterial streets shall be consolidated and limited in such a manner as to provide the maximum degree of safety to the traveling public while recognizing the needs for access from abutting developments.
 4. Private parking areas that require mutual access ways shall be designed to facilitate the development of the subject and abutting tracts.
 5. Ingress and egress to Medium-Intensity areas shall be planned in such a manner as to not mix or utilize those minor or local streets that provide access to abutting and adjacent low intensity areas. Access to minor or local streets from Medium- Intensity areas in this Special District is not considered to be in accordance with the provisions or intent of this Special District.

Staff Recommendation:

The staff recommends approval based on the rezoning is in conformance with the Glenpool 2030 Comprehensive Plan, Special District #4/ SH-67 CORRIDOR and current zoning patterns.

Planning Commission:

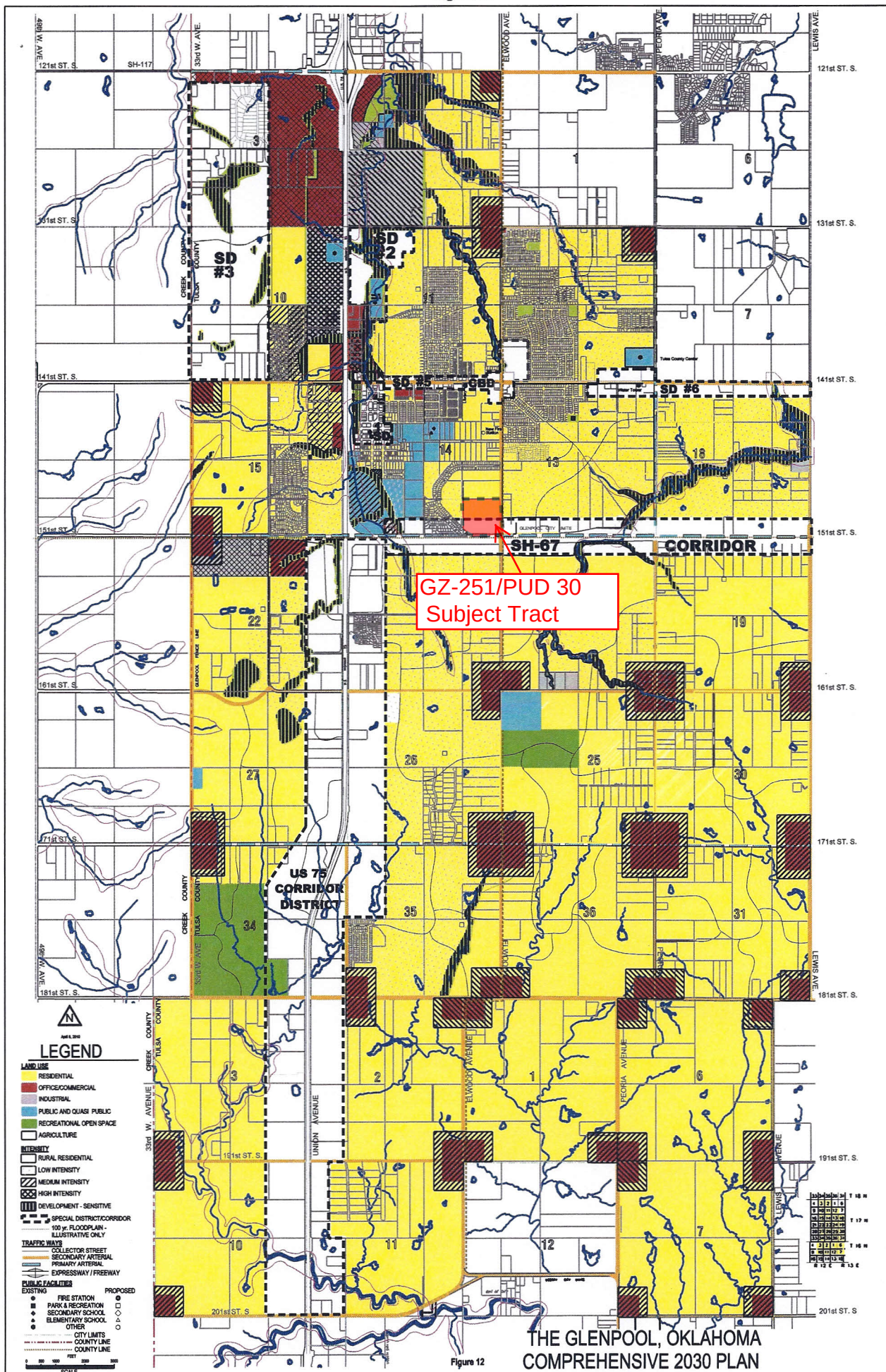
12/14/15 The Planning Commission reviewed this case and after consideration voted 5-0 to recommend APPROVAL to the City Council.

Attachments:

1. Case Map
2. 2030 Comprehensive Plan (subject tract area)



Figure 12



CITY OF GLENPOOL PLANNING COMMISSION**[X] ZONING [] PUD [] PUD AMENDMENT**CASE NUMBER GZ- 251

12205 S. Yukon Ave - Glenpool, Oklahoma 74033 - (918) 209-4610 - FAX (918) 209-4611

www.glenpoolonline.com**APPLICATION INFORMATION**RECEIVED BY: _____ DATE FILED: 11/06/15 TAC DATE: _____ PC DATE: 12/14/15 CITY COUNCIL DATE: _____☐ RES ☐ NON-RES ☒ COMBO RELATED ZONING OR PUD #: 30 BUILDING PERMIT APPLICATION NUMBER _____

[] GLENPOOL CITY LIMITS NEIGHBORHOOD ASSOCIATIONS: _____

SUBJECT PROPERTY INFORMATIONADDRESS OR DESCRIPTIVE LOCATION: See Exhibit "A" attached hereto. TRACT SIZE: 8.302 ACLEGAL DESCRIPTION: See Exhibit "B" attached hereto.PRESENT USE: Vacant PRESENT ZONING: AG - Agriculture District**INFORMATION ABOUT YOUR PROPOSAL**PROPOSED NEW ZONING: CG DEV. AREAS AFFECTED BY PUD AMENDMENT: _____ PUD PROPOSAL ATTACHED ☒ Y ☐ NPROPOSED USE: Commercial General NATURE OF PUD AMENDMENT: _____

APPLICANT INFORMATION		PROPERTY OWNER INFORMATION	
NAME	<u>Lou Reynolds</u>	NAME	<u>Trustees of the Amended Robert L. Horner Revocable Trust c/o Lou Reynolds</u>
ADDRESS	<u>2727 East 21st Street, Suite 200</u>	ADDRESS	<u>2727 East 21st Street, Suite 200</u>
CITY, ST, ZIP	<u>Tulsa, Oklahoma 74114</u>	CITY, ST, ZIP	<u>Tulsa Oklahoma 74114</u>
DAYTIME PHONE	<u>(918) 747-8900</u>	DAYTIME PHONE	<u>(918) 747-8900</u>
EMAIL	<u>rlreynolds@ellerdetrich.com</u>	EMAIL	<u>rlreynolds@ellerdetrich.com</u>
FAX	<u>(918) 392-9415</u>	FAX	<u>(918) 392-9415</u>
I, THE UNDERSIGNED APPLICANT, CERTIFY THAT THE INFORMATION ON THIS APPLICATION IS TRUE AND CORRECT.			
SIGNATURE & DATE: 		November 6, 2015	

DOES OWNER CONSENT TO THIS APPLICATION ☒ Y ☐ N. WHAT IS APPLICANT'S RELATIONSHIP TO OWNER? Lawyer for Purchaser**APPLICATION FEES**

BASE APPLICATION FEE	\$		<u>400⁰⁰</u>
ADDITIONAL FEE	ACRES x SLIDING FEE =	\$	APPLICATION SUBTOTAL \$
NEWSPAPER PUBLICATION TO BE BILLED TO APPLICANT		\$	
SIGNS	\$50 X <u>2</u> =	\$	<u>100⁰⁰</u>
300' PROPERTY OWNERS MAILING & POSTAGE	\$1.00 per Name =	\$	NOTICE SUBTOTAL \$
RECEIPT NUMBER:		TOTAL AMOUNT DUE	\$ <u>500⁰⁰</u>

APPLICATION FEES IN WHOLE OR PART WILL NOT BE REFUNDED AFTER NOTIFICATION HAS BEEN GIVEN.

DISPOSITION

STAFF RECOMMENDATION:	
PC RECOMMENDATION:	PC ACTION DATE/VOTE:
CITY COUNCIL ACTION DATE/VOTE	ORDINANCE NO:
PLAT NAME	PLAT WAIVER [] Y [] N

PLATTING REQUIREMENT

For the purposes of providing a proper arrangement of streets and assuring the adequacy of open spaces for traffic, utilities, and access of emergency vehicles, commensurate with the intensification of land use customarily incident to a change of zoning, a platting requirement is established as follows:

For any land which has been rezoned to a zoning classification other than AG upon application of a private party or for any land which has been granted a special exception by the Board of Adjustment as enumerated within Use Units 2, 4, 5, 8, and 20, no building permit or zoning clearance permit shall be issued until that portion of the tract on which the permit is sought has been included within a subdivision plat or replat, as the case may be, submitted to and approved by the Planning Commission, and filed of record in the office of the County Clerk where the property is situated. Provided that the Planning Commission, pursuant to their exclusive jurisdiction of subdivision plats, may remove the platting requirement upon a determination that the above stated purposes have been achieved by previous platting or could not be achieved by a plat or replat.

I hereby certify that I have read and understand the above requirements and that I will plat, replat or have the platting requirements waived for the subject property in case number PUD 30.


Applicant's Signature

November 6, 2015
Date

Glenpool Planning Commission Case Number: PUD 30

- Technical Advisory Committee (TAC) Meeting Date: _____ Friday, _____ 10:00 a.m.

Glenpool Community Development Conference Room
Glenpool City Hall/Conference Center 2nd Floor
12205 South Yukon Ave, Glenpool, Oklahoma 74033

- Glenpool Planning Commission: Date: _____ Monday, _____ 6:30 p.m.

Glenpool City Council Chambers
Glenpool City Hall/Conference Center 3rd Floor
12205 South Yukon Ave, Glenpool, Oklahoma 74033

- Glenpool City Council: Date: _____ Monday, _____ 7:00 p.m.

Glenpool City Council Chambers
Glenpool City Hall/Conference Center 3rd Floor
12205 South Yukon Ave, Glenpool, Oklahoma 74033

A person knowledgeable of the application and the property must attend the meetings listed above to represent the application. Site Plans and development proposals should be submitted at the time of application. Photos or renderings may be presented at the hearing.

EXHIBIT "B"

15086

South Tract

A TRACT OF LAND THAT IS PART OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (S/2 SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

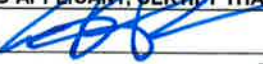
BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE SOUTH 88°48'03" WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER FOR A DISTANCE OF 1176.41 FEET; THENCE NORTH 1°11'58" WEST, DEPARTING SAID SOUTH LINE AND ALONG THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), FOR A DISTANCE OF 163.83 FEET; THENCE NORTH 44°10'59" WEST, CONTINUING ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 186.15 FEET; THENCE NORTH 88°48'03" EAST FOR A DISTANCE OF 1303.75 FEET TO A POINT ON THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 361,627 SQUARE FEET, OR 8.302 ACRES.

CITY OF GLENPOOL PLANNING COMMISSION**[x] ZONING [] PUD [] PUD AMENDMENT**CASE NUMBER GZ-

12205 S. Yukon Ave - Glenpool, Oklahoma 74033 - (918) 209-4610 - FAX (918) 209-4611

www.glenpoolonline.com**APPLICATION INFORMATION**RECEIVED BY: _____ DATE FILED: 11/06/15 TAC DATE: _____ PC DATE: _____ CITY COUNCIL DATE: _____☐ RES ☐ NON-RES ☒ COMBO RELATED ZONING OR PUD #: 30 BUILDING PERMIT APPLICATION NUMBER _____☐ GLENPOOL CITY LIMITS NEIGHBORHOOD ASSOCIATIONS: _____**SUBJECT PROPERTY INFORMATION**ADDRESS OR DESCRIPTIVE LOCATION: See Exhibit "A" attached hereto. TRACT SIZE: 30.944 ACLEGAL DESCRIPTION: See Exhibit "B" attached hereto.PRESENT USE: Vacant PRESENT ZONING: AG - Agriculture District**INFORMATION ABOUT YOUR PROPOSAL**PROPOSED NEW ZONING: RS-2 DEV. AREAS AFFECTED BY PUD AMENDMENT: _____ PUD PROPOSAL ATTACHED ☒ Y ☐ NPROPOSED USE: Single Family Neighborhood NATURE OF PUD AMENDMENT: _____

APPLICANT INFORMATION		PROPERTY OWNER INFORMATION	
NAME	<u>Lou Reynolds</u>	NAME	<u>Trustees of the Amended Robert L. Horner Revocable Trust c/o Lou Reynolds</u>
ADDRESS	<u>2727 East 21st Street, Suite 200</u>	ADDRESS	<u>2727 East 21st Street, Suite 200</u>
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FAX	<u>(918) 392-9415</u>	FAX	<u>(918) 392-9415</u>
I, THE UNDERSIGNED APPLICANT, CERTIFY THAT THE INFORMATION ON THIS APPLICATION IS TRUE AND CORRECT.			
SIGNATURE & DATE: 		November 6, 2015	

DOES OWNER CONSENT TO THIS APPLICATION ☒ Y ☐ N. WHAT IS APPLICANT'S RELATIONSHIP TO OWNER? Lawyer for Purchaser

APPLICATION FEES			
BASE APPLICATION FEE		\$	
ADDITIONAL FEE	ACRES x SLIDING FEE =	\$	APPLICATION SUBTOTAL \$
NEWSPAPER PUBLICATION TO BE BILLED TO APPLICANT		\$	
SIGNS	\$50 X =	\$	
300' PROPERTY OWNERS MAILING & POSTAGE	\$1.00 per Name =	\$	NOTICE SUBTOTAL \$
RECEIPT NUMBER:		TOTAL AMOUNT DUE	\$

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DISPOSITION

STAFF RECOMMENDATION:	
PC RECOMMENDATION:	PC ACTION DATE/VOTE:
CITY COUNCIL ACTION DATE/VOTE	ORDINANCE NO:
PLAT NAME	PLAT WAIVER ☐ Y ☐ N

EXHIBIT "B"

15086

North Tract

A TRACT OF LAND THAT IS PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE NORTH 1°07'05" WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 88°48'03" WEST, DEPARTING SAID EAST LINE, FOR A DISTANCE OF 1303.75 FEET TO A POINT ON THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), THENCE NORTH 44°10'59" WEST ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 22.92 FEET TO A POINT ON WEST LINE OF THE SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 1°07'28" WEST, ALONG SAID WEST LINE, FOR A DISTANCE OF 1004.84 FEET TO A POINT AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 88°47'42" EAST, ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1319.51 FEET TO A POINT AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1021.74 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 1,347,922 SQUARE FEET, OR 30.944 ACRES.

ORDINANCE NO. 713

AN ORDINANCE AMENDING ORDINANCE NO. 458, BY REZONING 8.302 ACRES OF CERTAIN PROPERTY DESCRIBED HEREIN FROM AGRICULTURE (AG) TO COMMERCIAL GENERAL (CG) AND 30.944 ACRES OF THAT SAME CERTAIN PROPERTY DESCRIBED HEREIN FROM AGRICULTURE (AG) TO RESIDENTIAL SINGLE FAMILY (RS-2), AS RECOMMENDED BY THE PLANNING COMMISSION UNDER APPLICATION GZ-251; AND REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HERewith; AND DECLARING AN EMERGENCY

WHEREAS, the City of Glenpool Planning Commission has reviewed Application GZ-251 for a rezone of the property described herein and found that the proposed zone change is consistent with the Glenpool Comprehensive Plan and current zoning patterns; and

WHEREAS, the City Council has reviewed the Application and considered the comments of staff, and has concluded that the Council agrees with the recommendation of the Planning Commission.

THEREFORE, BE IT ORDAINED by the City Council for the City of Glenpool, Oklahoma:

SECTION 1: That the zoning classification of the following described property situated in the City of Glenpool, Tulsa County, State of Oklahoma, *to wit*:

A 39.246-acre tract of land at the northwest corner of 151st Street (Hwy 67) and S. Elwood Avenue in the City of Glenpool, composed of:

A certain 8.302-acre portion of said tract more particularly described as the "South Tract" on Exhibit A hereto, be amended from AG (Agricultural) to CG (Commercial General); and

A certain 30.944-acre portion of said tract more particularly described as the "North Tract" on Exhibit B hereto, be amended from AG (Agricultural) to RS-2 (Residential Single-Family, density level 2).

The foregoing 39.246-acre tract of land, including the 8.302-acre portion described on Exhibit A and the 30.944-acre portion described on Exhibit B, is depicted pictorially at Exhibit C hereto. In the event of a conflict between either of the legal descriptions at Exhibits A and B and the pictorial depiction at Exhibit C, the legal descriptions shall control.

SECTION 2: That all ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

PASSED AND APPROVED by the City Council of the City of Glenpool this 4th day of January 2016.

Timothy Lee Fox, Mayor

Attest:

Susan White, City Clerk

Approved as to Form:

Lowell Peterson, City Attorney

EXHIBIT "A"

South Tract

A TRACT OF LAND THAT IS PART OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (S/2 SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE SOUTH 88°48'03" WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER FOR A DISTANCE OF 1176.41 FEET; THENCE NORTH 1°11'58" WEST, DEPARTING SAID SOUTH LINE AND ALONG THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), FOR A DISTANCE OF 163.83 FEET; THENCE NORTH 44°10'59" WEST, CONTINUING ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 186.15 FEET; THENCE NORTH 88°48'03" EAST FOR A DISTANCE OF 1303.75 FEET TO A POINT ON THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 361,627 SQUARE FEET, OR 8.302 ACRES.

EXHIBIT "B"

North Tract

A TRACT OF LAND THAT IS PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE NORTH 1°07'05" WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 88°48'03" WEST, DEPARTING SAID EAST LINE, FOR A DISTANCE OF 1303.75 FEET TO A POINT ON THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), THENCE NORTH 44°10'59" WEST ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 22.92 FEET TO A POINT ON WEST LINE OF THE SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 1°07'28" WEST, ALONG SAID WEST LINE, FOR A DISTANCE OF 1004.84 FEET TO A POINT AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 88°47'42" EAST, ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1319.51 FEET TO A POINT AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1021.74 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 1,347,922 SQUARE FEET, OR 30.944 ACRES.

EXHIBIT "C"

[Insert the graphic depiction at Page 4 of the Staff Memo going to Council.]

Emergency Clause

WHEREAS, it being immediately necessary for the preservation of the peace, health, and safety of the City of Glenpool and the inhabitants thereof that the provisions of Ordinance No. 713, "An Ordinance Amending Ordinance No. 458, By Rezoning 8.302 Acres Of Certain Property Described Herein From Agriculture (AG) To Commercial General (CG) And 30.944 Acres Of That Same Certain Property Described Herein From Agriculture (AG) To Residential Single Family (RS-2), As Recommended By The Planning Commission Under Application GZ-251; And Repealing All Ordinances Or Parts Of Ordinances In Conflict Herewith; And Declaring An Emergency," be put into full force and effect, more particularly that the Council take immediate action to facilitate the anticipated mixed commercial and residential uses planned for Special District 4, the SH-67 Corridor as set out in the Comprehensive Plan, an emergency is hereby declared to exist by reason whereof this Ordinance shall take effect and be in full force from and after its passage as provided by law.

PASSED and the Emergency Clause ruled upon separately and approved this 4th day of January 2016.

Timothy Lee Fox, Mayor

Attest:

Susan White, City Clerk

Approved as to Form:

Lowell Peterson, City Attorney

MEMORANDUM

TO: GLENPOOL CITY COUNCIL

FROM: RICK MALONE, CITY PLANNER

RE: PUD-30: Lou Reynolds with the law firm of Eller Detrich has submitted a PUD application to cover 39.24 acres (with accompanying zoning case GZ-251) in order to allow three development areas that include a Commercial Center, Ministorage facility and single family residential subdivision. This tract is located at the northwest corner of 151st Street (Hwy 67) and Elwood Ave.

DATE: JANUARY 4th. 2016

BACKGROUND:

Mr. Reynolds has requested a PUD application for a 39.24 acre tract at the northwest corner of 151st Street (Hwy 67) and S. Elwood Ave. This request includes 8.302 acres of CG zoning to be spread over 19.2 acres and 20 acres of RS-2 zoning to allow a single family residential subdivision. This tract is proposed to be divided into commercial storefronts adjacent to 151st Street, mini-storage to be used as a buffer between commercial and the residential subdivision on the north.

COMPREHENSIVE PLAN/ZONING:

The *Glenpool Comprehensive Plan* provides the basis for the City's zoning policy. This property is in the "SPECIAL DISTRICT 4. 151st Street (Sh-67) From 33rd W. Ave. east Of US-75 to extend eastward to Lewis Avenue and has been re-designated as SH-67 CORRIDOR." *The proposed use is in conformance with the comprehensive plan.*

ACCESS:

The property is currently accessed from 151th Street (SH-67) on the southern boundary, Elwood Ave on the eastern boundary and a stub street from The Crossings at Glenpool Phase 1.

SERVICES:

The property currently has access to all City of Glenpool utility services, but they will have to be extended to service the subject tract.

SURROUNDING LAND USES:

- North: AG: vacant land and The Crossings at Glenpool Phase 2.(65' wide lots)
- East: AG: Vacant undeveloped land and CS on the northeast corner of 151st & Elwood Ave.
- West: RS-3:The Crossings at Glenpool Phase 5 (65' wide lots)
- South: AG:Vacant undeveloped land, outside the city limits of Glenpool, Tulsa County.

For comparison: The Crossings lots are 65' wide, Pecan Estates lots are 75' wide.

- Along SH-67 (151st) between 33rd West Avenue to Lewis Avenue to the east, (SH-67 Corridor) commercial Uses shall be encouraged to develop as PUD's.
- The four-lane widening of SH-67 (151st Street) from US-75 east to Bixby was completed in 1998 and completed in 2003 to the west to Kiefer.

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

The SH-67 Corridor District is recommended for those areas immediately north and south of 151st Street (SH-67) east of 33rd W. Ave. to Lewis Avenue in which Medium-Intensity land uses would be in accordance with the 2030 Plan. The configuration of SH-67 Corridor is shown on the 2030 Plan map. This particular area is prime for Medium-Intensity development, but will require strict controls on access to and from the highway while consideration is given to the impact of Medium-Intensity development upon adjacent and abutting lands. Shared access points between developments and frontage roads to restrict access from lands abutting SH-67 should also be required. Access across the median should continue to be restricted to only those median cuts that are presently constructed and that will likely be signalized in the future. The criteria for developing in accordance with the 2030 Plan for Special District 4 is as follows:

- A. **PUDs will be encouraged for Medium-Intensity development to reduce the impact of such zoning and to properly regulate the location of high traffic generators. In no case shall Medium Intensity zoning exceed a depth of 300 feet from the centerline of SH-67.** Proposed PUDs shall include conceptual site plans that demonstrate the compatibility of internal land use relationships. Site plan, sign plan, and landscape plan review and approval by the Glenpool Planning Commission and City Council shall be required prior to issuance of a building permit. Said plans shall be in substantial compliance with the approved provisions of the PUD and shall be in compliance with all other applicable ordinances and regulations of the City of Glenpool, including, but not necessarily limited to the following:
1. Assurance of compatibility of proposed land uses with adjacent and abutting planned uses.
 2. Strip commercial zoning shall be avoided.
 3. Small parcels shall be assembled to result in a more orderly pattern of development with improved points of ingress and egress along SH-67.
 4. Variances to the minimum lot width requirements of the Zoning Code shall be avoided to prevent a fragmented and incremental approach to development.
 5. Through-traffic into adjacent Low-Intensity residential districts shall be discouraged by designing collector streets which will not function as direct avenues of neighborhood cut-through for nonresidential or other nonlocal traffic.
 6. Parking within medium intensity developments shall be screened or otherwise buffered from abutting residential areas and arterial streets by a combination of opaque fences and vegetative screening that will be a condition of approval of the PUD and shall be maintained as a continuing condition of occupancy and use of the land.
 7. Setbacks, buffer areas and arrangement of land uses shall be used in combination with screening to improve compatibility with adjacent existing and planned low intensity uses.
 8. The granting of medium intensity zoning within a PUD shall be conditioned upon the area of each such request providing its own buffer with any existing or planned low intensity uses. More specifically, requests for medium intensity zoning shall include areas of more restrictive zoning and planned land uses on its periphery.
 9. Signage controls shall be established as a condition of approval of the PUD to assure a uniform advertising character and appearance throughout the developments and to reduce the impact of such signs on adjacent on abutting uses, while guarding against visual clutter, to provide increased safety to the traveling public.
 10. Development-sensitive areas, including existing vegetation, water courses, floodplains, and topography, shall be shown on all PUD proposals and given special attention in the PUD design. Minimum structural solutions to drainage problems are preferred, with the private property owner retaining the ownership and responsibility for maintenance of drainage and related facilities.
 11. Medium-Intensity uses outside the intersection Activity Center shall be limited to a maximum depth of 500 feet as measured from the centerline of SH-67. Consideration may be given to proposals that exceed that depth only if it can be shown to the satisfaction of the City Council that any negative impact of such zoning will be mitigated by the controls included in the PUD and access to said development will be directly or by frontage roads to SH-67.

12. The expansion or granting of new Medium-Intensity zoning shall be done only in an orderly manner in accordance with the provisions of this Special District and the 2030 Plan.
- B. The integrity of the Major Street and Highway Plan shall be preserved and traffic carrying capacity of SH-67 and the affected arterials in this Special District protected as follows:
1. The use of frontage roads and mutual access easements along SH-67 and the major arterials in this Special District shall be required for all developments.
 2. The granting of curb cuts, median cuts and traffic signals shall be restricted to only those needed to address the requirements of the PUD and otherwise as permitted by the Oklahoma Department of Transportation.
 3. Private access points to SH-67 and adjacent arterial streets shall be consolidated and limited in such a manner as to provide the maximum degree of safety to the traveling public while recognizing the needs for access from abutting developments.
 4. Private parking areas that require mutual access ways shall be designed to facilitate the development of the subject and abutting tracts.
 5. Ingress and egress to Medium-Intensity areas shall be planned in such a manner as to not mix or utilize those minor or local streets that provide access to abutting and adjacent low intensity areas. Access to minor or local streets from Medium- Intensity areas in this Special District is not considered to be in accordance with the provisions or intent of this Special District.

Chapter 11 PLANNED UNIT DEVELOPMENTS

11-11-1: DESCRIPTION:

11-11-2: PURPOSES:

11-11-3: GENERAL PROVISIONS:

11-11-4: USES PERMITTED:

11-11-5: BULK AND AREA REQUIREMENTS:

11-11-6: PERIMETER REQUIREMENTS:

11-11-7: OFF STREET PARKING AND LOADING:

11-11-8: ADMINISTRATION OF PLANNED UNIT DEVELOPMENT:

11-11-1: DESCRIPTION:

A planned unit development is an alternative to conventional development where the particular tract is under common ownership or control, and a detailed plan (outline development plan) for the development of the tract as a unit is proposed and submitted for public review. The supplemental zoning district PUD must be approved by the city council as a prerequisite to the planned unit development. (Ord. 665, 9-17-2012)

11-11-2: PURPOSES:

The purposes of the planned unit development are to:

- A. Permit innovative land development while maintaining appropriate limitation on the character and intensity of use and assuring compatibility with adjoining and proximate properties;
- B. Permit flexibility within the development to best utilize the unique physical features of the particular site;
- C. Provide and preserve meaningful open space; and
- D. Achieve a continuity of function and design within the development. (Ord. 665, 9-17-2012)

11-11-3: GENERAL PROVISIONS:

A planned unit development is permitted on tracts having the supplemental district designation PUD. In every instance, the PUD is to be reviewed as to the proposed location and character of the uses and the unified treatment of the development of the tract. The regulations of the general zoning district or districts remain applicable except as specifically modified pursuant to the provisions of this chapter. No modification of use or bulk and area requirements of the applicable general use district or districts shall be permitted unless a subdivision plat incorporating the provisions and requirements of this chapter is reviewed by the planning commission and approved by the city council and filed of record in the Tulsa County clerk's office. (Ord. 665, 9-17-2012; amd. 2013 Code)

11-11-4: USES PERMITTED:

A. Principal Uses: The development may consist of one or more of the uses (except uses contained within section 11-12-21, use unit 21 of this title) permitted by right or exception within the general zoning district or districts within which the planned unit development is located; provided, that: 1) if any part of the planned unit development is located within a residential district, the permitted uses may additionally include one or more of the dwelling types contained in use unit 6, single-family dwelling; use unit 7, duplex dwelling; and use unit 8, multi-family dwelling and similar uses (sections 11-12-6, 11-12-7 and 11-12-8, respectively, of this title); 2) that section 11-12-9, "Use Unit 9, Manufactured Housing", of this title, is a permitted use only within the planned unit developments which are located in whole or in part in an RMH district. The permitted uses may be allocated within the development irrespective of the general zoning district boundaries.

B. Accessory Uses:

Accessory uses customarily incident to the principal uses within the PUD are permitted.

Accessory commercial: In addition to accessory uses customarily incidental to a permitted principal residential use, accessory use, accessory commercial facilities may be included within the residential portion of a PUD in accordance with the following standards:

11-11-5: BULK AND AREA REQUIREMENTS:

A. Intensity of Use: It is the intent of this title that the aggregate intensity of use within the planned unit development remain substantially the same as that which would be permitted if the area were developed conventionally, but that within the development, the intensity may be reallocated irrespective of the general zoning district boundaries.

1. Residential Intensity:

a. The residential intensity shall not exceed a maximum number of dwelling units computed as follows:

Maximum number of permitted dwelling units = gross area* of property located within a residential district divided by minimum land area per dwelling unit permitted in the applicable use district.

*For the purposes of intensity computations, "gross area" shall be the sum of all land areas in the PUD used for residential dwellings, plus all residential open space or recreational areas which are not used to meet the public parks and open space requirements of section 12-5-10 of this code.

b. The minimum land area per dwelling unit, for the purpose of the computation described in subsection A1a of this section, shall be the least restrictive minimum land area per dwelling unit permitted in the applicable district as set forth in sections 11-7-4-1 and 11-7-4-2 of this title. Each six hundred (600) square feet of a quasi-dwelling, such as a care home, shall constitute a dwelling unit. If the PUD is within two (2) or more residential districts, the permitted density shall be the sum of the permitted dwelling units computed separately for the gross area within each district. For a PUD located totally within a residential district or districts, the area, for the purposes of the computation described in subsection A1a of this section, shall be reduced by the area or areas designated for any principal use other than dwellings, quasi-dwellings and residential open space and areas.

2. Nonresidential Intensity:

a. The nonresidential intensity shall not exceed a maximum permitted floor area computed as follows:

Maximum permitted floor area = gross area* of property located within a nonresidential district multiplied (x) by the floor area ratio permitted either by right or exception within the bulk and area requirements of the applicable use district; except, where a floor area ratio is not specified, a floor area of 0.75 shall apply.

*For the purposes of intensity computations, "gross area" shall be the sum of all land areas in the PUD used for residential dwellings, plus all residential open space or recreational areas which are not used to meet the public parks and open space requirements of section 12-5-10 of this code.

b. The intensity of use of a PUD located within two (2) or more zoning districts of the following differing general classifications: residential, office, commercial and industrial, shall be separately calculated and allocated within the planned unit development by said general classification.

B. Minimum Lot Width And Lot Area: Within a PUD, a minimum lot size requirement of eight hundred (800) square feet shall apply to lots utilized for dwelling purposes. A minimum lot width requirement of twenty feet (20') shall apply to lots utilized for dwelling purposes. When, however, lot areas or widths are less than

would be required by the underlying zoning district, special design features such as building design, screening walls or fences, and/or zero lot line placement shall be incorporated in the PUD to assure as much or more privacy and separation as would be achieved by complying with standard lot area and width requirements.

C. Livability Space:

1. Within a PUD, livability space shall be provided in an aggregate amount of not less than the amount of livability space required by the applicable use district (section 11-7-4-1 of this title) for conventional development of a comparable number of dwelling units. Required livability space shall be provided on the lot containing the dwelling unit or units on which computed, or in common areas. It is expected that a minimum of thirty five percent (35%) of the required livability space will be in common areas, which are maintained by a homeowners' association or the city. At least one-half (1/2) of the required common area shall be in the form of improved active or passive recreation areas. The site's major natural amenities, for example, unusual rock, outcroppings, groves of trees, ravines, ponds and streambeds, should be incorporated into the common areas. Common livability space shall be designed and located so as to be accessible to the dwelling units it is intended to serve.
2. Provisions for the ownership and maintenance of common livability space as will ensure its continuity and conservation shall be incorporated in the subdivision plat, in compliance with the provisions of subsection 11-11-8E of this chapter.

D. Building Height And Yards: Within a PUD, the planning commission shall prescribe building height limitations and minimum yards, which shall be incorporated within the subdivision plat in compliance with the provisions of subsection 11-11-8E of this chapter.

E. Environmental Design: The flexibility of design allowed in a PUD must be used to minimize any adverse impacts the development might produce on existing vegetation, scenic points, waterways, wildlife or other natural or community assets. The design should also preserve watercourses and floodplains in their natural state and minimize the amount of grading necessitated by the construction of roads, utilities, drainage structures and buildings, particularly in hilly areas. A detailed landscaping plan showing the spacing, sizes and specific types of landscaping materials shall be submitted along with the detailed site plan required by the planning commission. (Ord. 665, 9-17-2012)

11-11-6: PERIMETER REQUIREMENTS:

The planning commission shall prescribe perimeter requirements for screening, landscaping, and setbacks, as are necessary to assure compatibility with adjoining and proximate properties, which shall be incorporated within the subdivision plat in compliance with the provisions of subsection 11-11-8E of this chapter. (Ord. 665, 9-17-2012)

11-11-7: OFF STREET PARKING AND LOADING:

Off street parking and loading spaces shall be provided as specified in the applicable use units and in conformance with the requirements of chapter 13 of this title. Required spaces may be provided on the lot containing the uses for which it is intended to serve or in common areas. Common parking area shall be designed and located so as to be accessible to the uses it is intended to serve. Provisions for the ownership and maintenance of common parking space, as will ensure its continuity and conservation, shall be incorporated in the subdivision plat, in compliance with the provisions of subsection 11-11-8E of this chapter. (Ord. 665, 9-17-2012)

11-11-8: ADMINISTRATION OF PLANNED UNIT DEVELOPMENT:

- A. General Requirements: Any person, corporation, partnership, or association, or combination thereof, owning or possessing a property right or interest in or to a tract of land may make application for the supplemental district designation PUD. Such application shall be accompanied by an outline development plan processed in the manner set forth in subsections B, C and D of this section. An application for the supplemental district designation PUD may be processed simultaneously with an application for an amendment to the general zoning district and made contingent upon approval of said application. (Ord. 665, 9-17-2012)

- B. Application and Outline Development Plan: An application for a planned unit development shall be filed with the planning commission. The application shall be accompanied by a fee. Such fee shall not include advertising and sign costs, which shall be billed to the applicant. The application shall be in such form and content as the planning commission may, by resolution, establish; provided, that eighteen (18) copies of an outline development plan shall accompany the filing of the application. The outline development plan shall consist of maps and text which contain: (Ord. 665, 9-17-2012; amd. 2013 Code)
1. A site plan reflecting:
 - a. Proposed location of uses, including off street parking, open spaces and public uses.
 - b. Development standards for location, height, setback and size of buildings and other structures.
 - c. Public and private vehicular and pedestrian circulation.
 - d. The approximate intensity of residential uses expressed in number of dwelling units and the approximate intensity of nonresidential uses expressed in floor area allocated to each identifiable segment of the planned unit development.
 - e. Proposed screening and landscaping.
 - f. Proposed location, height and size of any ground sign.
 - g. Sufficient surrounding area to demonstrate the relationship of the PUD to adjoining uses, both existing and proposed.
 - h. Finished topography.
 2. Existing topographic character of the land including identification of floodplain areas, treed areas, slope analysis and soil analysis.
 3. An explanation of the character of the PUD.
 4. The expected schedule of development.
 5. The planning commission may relate elevations and perspective drawings of the proposed buildings as part of required detailed site plan review.
 6. Detailed landscaping plan. (Ord. 665, 9-17-2012)
- C. Public Hearing And Planning Commission Action:
1. The planning commission, upon the filing of an application for the supplemental district designation PUD, shall set the matter for public hearing and give twenty (20) days' notice thereof by publication in a newspaper of general circulation in the city, and twenty (20) days' notice by the posting of a sign or signs on the property. Within sixty (60) days after the filing of an application, the planning commission shall conduct the public hearing and shall determine: (Ord. 665, 9-17-2012; amd. 2013 Code)
 - a. Whether the PUD is consistent with the comprehensive plan.
 - b. Whether the PUD harmonizes with the existing and expected development of surrounding areas.
 - c. Whether the PUD is a unified treatment of the development possibilities of the project site.
 - d. Whether the PUD is consistent with the stated purposes and standards of this chapter.
 2. The planning commission shall forward its recommendation, the application, and the outline development plan to the city council for further hearing as provided in subsection D of this section.
- D. City Council Action: Upon receipt of the application, outline development plan, and planning commission recommendation, the city council shall hold a hearing, review the outline development plan and approve, disapprove, modify, or return the outline development plan to the planning commission for further consideration. Upon approval, the zoning map shall be amended to reflect the supplemental designation PUD, and the applicant shall be authorized to process a subdivision plat incorporating the provisions of the outline development plan.
- E. Planned Unit Development Subdivision Plat: A planned unit development subdivision plat shall be filed with the planning commission and shall be processed in accordance with the subdivision regulations and, in addition to the requirements of the subdivision regulations, shall include:
1. Details as to the location of uses and street arrangement.
 2. Provisions for the ownership and maintenance of the common open space as will reasonably ensure its continuity and conservation. Open space may be dedicated to a private association or to the public; provided, that a dedication to the public shall not be accepted without the approval of the city council.
 3. Such covenants as will reasonably ensure the continued compliance with the approved outline development plan. The planning commission may require covenants which provide for detailed site plan review and approval by said designated authority (homeowners' association, developer, etc.) prior to the

issuance of any building permits within the PUD. In order that the public interest may be protected, the city shall be made beneficiary of covenants pertaining to such matters as location of uses, height of structures, setbacks, screening, and access. Such covenants shall provide that the city may enforce compliance therewith, and shall further provide that amendment to such covenants shall require the approval of the planning commission and the filing of record of a written amendment to the covenants, endorsed by the planning commission.

F. Issuance of Building Permits: After the filing of an approved PUD subdivision plat and notice thereof to the building official, no building permits shall be issued on lands within the PUD except in accordance with the approved plat and outline development plan. A building permit for a freestanding or separate commercial structure within a PUD containing no commercial zoning shall not be issued until building permits have been issued for at least one-half (1/2) of the number of dwelling units on which the authorization of the commercial use is based.

G. Amendments: Minor changes in the PUD may be authorized upon approval by the planning commission and city council, which may direct the processing of an amended subdivision plat incorporating such changes, so long as substantial compliance is maintained with the outline development plan and the purposes and standards of the PUD provisions thereof. Changes, which would represent a significant departure from the outline development plat, shall require compliance with the notice and procedural requirements of an original planned unit development.

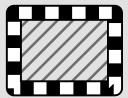
H. Abandonment: Abandonment of a planned unit development shall require city council approval, after recommendation by the planning commission, of an application for amendment to the zoning map repealing the supplemental designation of PUD. Upon final action authorizing the abandonment of the planned unit development, no building permit shall be issued except in accordance with the restrictions and limitations of the general zoning district or districts. (Ord. 665, 9-17-2012)

Staff Recommendation:

The staff recommends that this PUD be approved subject to the staff comments because the development is in conformance with the Glenpool 2030 Comprehensive Plan, Special District #4/ SH-67 CORRIDOR and current development patterns.

Attachments:

1. Case Map
2. 2030 Comprehensive Plan (subject tract area)
3. PUD 30 text redlined.



Subject
Tract



300'
Radius

STR
14-17-12

GZ-251/PUD 30



GLENPOOL CENTER SOUTH

**West 151st Street (Highway 67) and
South Elwood Avenue
Glenpool, Oklahoma**

PUD 30

November 2015

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

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LIST OF EXHIBITS

<u>Exhibit "A"</u>	-- Aerial Photography and Boundary Depiction
<u>Exhibit "B"</u>	-- Conceptual Site and Circulation Plan
<u>Exhibit "C"</u>	-- Comprehensive Plan Map
<u>Exhibit "D"</u>	-- Existing Zoning Map
<u>Exhibit "E"</u>	-- Proposed Zoning Map
<u>Exhibit "F"</u>	-- Existing Topography and FEMA Floodplain Map
<u>Exhibit "G"</u>	-- Existing and Proposed Utility Plan
<u>Exhibit "H"</u>	-- Existing Soils
<u>Exhibit "I"</u>	-- Project Legal Description

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

I. DEVELOPMENT CONCEPT

The Project is located north and west of the northeast corner of West 151st Street South (Highway 67) and South Elwood Avenue.

An Aerial Photograph with the Project boundary depicted is attached hereto as Exhibit "A".

The Project is planned with three (3) development areas. These development areas have been named Development Area "A", Development Area "B" and Development Area "C".

Development Area "A" contains approximately 8.3 (Gross) acres and is planned as a commercial center in which the Permitted Uses allow a wide range of retail and personal service uses to accommodate convenience, neighborhood and community needs.

Development Area "B" contains approximately 10.9 (Gross) acres and is planned as a ministorage with approximately 80,000 SF of facilities. Development Area "B" is further intended to establish a buffer between the proposed residential part of the Project to the north as well as the residential development to the west of the Project.

Development Area "C" contains approximately 20 (Gross) acres and is planned as a residential single family development. Additionally, the PUD Development Standards will allow the opportunity for Development Area "C" to be developed with up to 60 lots that may be gated and contain private streets.

The Development Standards for each of these Development Areas are in Section II and Section III, below.

A Conceptual Site and Circulation Plan for the Project is attached hereto as Exhibit "B".

Access for the Project will be from both West 151st Street and South Elwood Avenue. The Project will not have direct access into the residential neighborhood to the west. Development Area "C" (the residential portion of the Project) will have access to the residential neighborhood to the north; however, such access may be gated with crash gates for emergency vehicles if Development Area "C" is developed with private streets.

A Conceptual Site and Circulation Plan for the Project is attached hereto as Exhibit "B".

The Project is identified in the City of Glenpool "2030 Plan" Update as being within "Special District 4" and designated as the "SH-67 Corridor District". Special District 4 classifies these areas immediately north and south of West 151st Street (SH-67) and east of South 33rd West Avenue to South Lewis Avenue as "Medium-Intensity Land Uses". Additionally, Special District 4 recommends Plan Unit Developments in order to reduce the impact of such zoning and to properly regulate the location of high traffic generators. The Project as regulated by PUD 30 is in compliance with the "2030 Plan" and the provisions of "Special District 4".

A map of the Comprehensive Plan for the area within the Project is attached hereto as Exhibit "C".

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

The Project is currently zoned AG - Agricultural District.

A copy of the Existing Zoning Map for the Project is attached hereto as Exhibit "D".

The Project will need to be rezoned to CG – Commercial General District and RS-2 – Residential Single Family Medium Density District in order to support PUD 30.

A map with the Proposed Zoning for the Project is attached hereto as Exhibit "E".

Water, sanitary sewer, electric, gas, telephone and cable television are either currently available on the site or can be readily extended as needed.

Storm water runoff from the Project will generally drain to on-site detention facilities. The number, size and location of detention facilities will be determined during the engineering phase of the project and approved by the City of Glenpool.

Storm water from the roof of the buildings within Development Area "A" and Development Area "B" will be collected into gutters and piped underground to the detention facility.

No fee in lieu of detention is necessary for the Project.

The Existing Topography and FEMA Flood Plain Map for the Project is attached hereto as Exhibit "F".

The drainage plan for the Project is shown on the Existing and Proposed Utility Plan attached hereto as Exhibit "G".

Existing Soils are depicted on Exhibit "H" attached hereto.

The Project Legal Description is attached hereto as Exhibit "I".

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

II. DEVELOPMENT STANDARDS

DEVELOPMENT AREA "A"

NET AREA (Gross): Approximately 8.3 Acres

PERMITTED USES:

Uses permitted in Use Unit 1 – Area-Wide Uses by Right; Limited to Storm Water Detention Facility, Open Space and Landscaping Buffering; Use Unit 10 – Off-Street Parking; Use Unit 11 – Offices and Studios; Use Unit 12 – Eating Establishments Other Than Drive-ins; Use Unit 13 – Convenience Goods and Services; Use Unit 14 – Shopping Goods and Services; and Use Unit 15 – Other Trades and Services; and Uses customarily accessory to the Principal Permitted Uses.

MAXIMUM BUILDING FLOOR AREA:	8.3acres x 43,560sf per acre=361,548sf divided by 50%maximum floor area ratio = 180,774sf allowable spread over Area A and B.	180,774SF Total 75,000 SF 105,774SF Balance
MINIMUM LOT FRONTAGE:		200 FT 100FT
MAXIMUM BUILDING HEIGHT:		35 FT* *26'

*Architectural elements (elements extending above roofline) up to 10 FT for unoccupied architectural features shall be subject to Detail Site Plan approval.

OFF-STREET PARKING:

As permitted by the applicable Use Unit of the Glenpool Zoning Code ***plus 2 feet of setback for each 1 foot building height exceeding 15 feet if the abutting property is within an RE, RS, RD, or RMT District.**

MINIMUM BUILDING SETBACKS:

From the north boundary	50 FT OK
From the east boundary	75 FT 100'
From the south boundary	80 FT 110'
From the west boundary	75 FT 15'
Internal boundary	-0- FT

For purposes of calculating the street yard, the building setback on West 151st Street and South Elwood Avenue shall be considered fifty feet (50 FT). **Per City of Glenpool Landape Requirements**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

(DEVELOPMENT AREA “A”, Continued)

MINIMUM LANDSCAPE AREA:

A minimum of ten percent (10%) of the total net area of each lot shall be improved as internal landscape open space in accordance with the provisions of the Landscape Chapter of the Glenpool Zoning Code. **Frontage and perimeter: 15% of the street yard minimum 10' wide**

SIGNS:

BUSINESS SIGNS:

West 151st Street:

One (1) ground sign shall be permitted on each lot with frontage on West 151st Street with a maximum of 200 SF of display surface area and 15 FT in height.

1.5 sf of display area per each linear foot of street frontage, no single

South Elwood Avenue:

sign shall exceed 300sf. 50' Height

One (1) ground sign shall be permitted on each lot with frontage on South Elwood Avenue with a maximum of 200 SF of display surface area and 15 FT in height.

1 sf of display area per each linear foot of street frontage, no single sign

WALL SIGNS:

shall exceed 180sf. 30' Height

Wall signs are not to exceed two square feet (2 SF) of display surface area per lineal foot of building to which attached. The length of the wall sign shall not exceed seventy-five percent (75%) of the frontage of the building. **1.5SF of display surface per lineal foot of building.**

No wall signs shall be permitted on the westerly face or the northerly face of any building wall within one hundred fifty feet (150 FT) of the west boundary of Development Area “A”.

PROJECT SIGNS: ?

West 151st Street:

One (1) project sign located along West 151st Street may be used to advertise the businesses in the Project with a maximum of 400 SF of display surface area and 15 FT in height; provided such sign shall not be located within two hundred fifty feet (250 FT) of the west boundary of Development Area “A”. **1.5 sf of display area per each linear foot of street**

frontage, no single sign shall exceed 300sf, 50'

South Elwood Avenue:

Height

One (1) project sign located along South Elwood Avenue may be used to advertise the businesses in the Project with a maximum of 400 SF of display surface area and 15 FT in height. **1 sf of display area per each linear foot of street frontage, no single sign shall exceed 180sf, 30' Height**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

(DEVELOPMENT AREA “A”, Continued)

LANDSCAPE AND SCREENING BUFFER:

A minimum twenty foot (20 FT) wide landscape and screening buffer shall be located along the west boundary of the Development Area “A” as shown on Exhibit “B”.

10' required.

A minimum six foot (6 FT) wooden screening fence shall be located along the west boundary of Development Area “A”. **Required per zoning code**

The landscape features within the Development Area “A” shall be maintained in accordance with the requirements of the Landscape Chapter of the Glenpool Zoning Code. **OK**

LIGHTING:

Within the west fifty feet (50 FT) of the Development Area “A”, light standards shall not exceed fifteen feet (15) FT in height; within the remainder of Development Area “A”, light standards shall not exceed twenty-five feet (25 FT) in height. **0 foot candle at property line.**

All light standards, including building-mounted, shall be hooded and directed downward and away from the west boundary of Development Area “A”. Shielding of outdoor lighting shall be designed so as to prevent the light producing element or reflector of the light fixture from being visible to a person standing at ground level in adjacent residential areas. Consideration of topography must be considered in such calculations.

**OK, SITE
PHOTOMETRICS
REQUIRED AT SITE
PLAN**

TRASH, MECHANICAL AND EQUIPMENT AREAS:

All trash, mechanical and equipment areas (excluding utility service transformers, pedestals or other equipment provided by franchise utility providers), including building-mounted, shall be screened from public view in such a manner that such areas cannot be seen by persons standing at ground level. **OK**

Trash dumpsters shall be screened by masonry construction with steel frame doors. The door shall be covered with appropriate covering containing a minimum of ninety-five percent (95%) opacity to the gate frame. **OK**

NO OUTSIDE STORAGE:

There shall be no outside storage of recycling material, trash or similar materials outside of a screened receptacle, nor shall trucks or trailer trucks be parked unless they are actively being loaded or unloaded. Truck trailers and shipping containers shall not be used for storage. **OK**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

DEVELOPMENT AREA “B”

NET AREA (Gross): Approximately 10.9 Acres

PERMITTED USES:

Uses permitted in Use Unit 1 – Area-Wide Uses by Right; Limited to Storm Water Detention Facility, Open Space and Landscaping Buffering; Use Unit 17 – Automobile and Allied Services, Limited to Ministorage, including living quarters for an on-site manager and Uses customarily accessory to the Principal Permitted Uses.

MAXIMUM BUILDING FLOOR AREA:

105,774SF
80,000 SF

MINIMUM LOT FRONTAGE:

25,774SF Balance
250 FT **100'**

MAXIMUM BUILDING HEIGHT:

One Story* **N/A**

*Architectural elements (elements extending above roofline) up to 10 FT for unoccupied architectural features shall be subject to Detail Site Plan approval.

OFF-STREET PARKING:

As permitted by the applicable Use Unit of the Glenpool Zoning Code. **OK**

MINIMUM BUILDING SETBACKS:

From the north boundary	50 FT OK
From the east boundary	75 FT 100'
From the south boundary	30 FT 110'
From the west boundary	100 FT 15*
Internal boundary	-0- FT

For purposes of calculating the street yard, the building setback on South Elwood Avenue shall be considered fifty feet (50 FT). **50' + 50" from centerline of Secondary Arterial Elwood Ave.**

OUTDOOR STORAGE:

Outside storage, including automobiles, boats or trailers is prohibited. **OK**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

(DEVELOPMENT AREA “B”, Continued)

MINIMUM LANDSCAPE AREA:

A minimum of ten percent (10%) of the total net area of each lot shall be improved as internal landscape open space in accordance with the provisions of the Landscape Chapter of the Glenpool Zoning Code. **PER LANDSCAPE CHAPTER OF THE GLENPOOL ZONING CODE.**

SIGNS:

BUSINESS SIGNS:

One (1) ground sign shall be permitted on each lot with frontage on South Elwood Avenue with a maximum of 100 SF of display surface area and 15 FT in height. **SAME AS AREA A**

WALL SIGNS:

Wall signs shall be permitted only on the easterly walls of buildings fronting on South Elwood Avenue not to exceed one square foot (1 SF) of display surface area per lineal foot of building to which attached. The length of the wall sign shall not exceed fifty percent (50%) of the frontage of the building. **SAME AS AREA A**

LANDSCAPE AND SCREENING BUFFER:

A minimum fifty foot (50 FT) wide landscape and screening buffer shall be located along the west boundary of Development Area “B” and a minimum fifty foot (50 FT) wide landscape and screening buffer shall be located along the north boundary of Development Area “B” as shown on Exhibit “B” attached hereto. Detention facilities may be located within the landscape buffers. **SAME AS AREA A**

A minimum six foot (6 FT) wooden screening fence shall be located along the west boundary of Development Area “B”. **OK**

The landscape features within Development Area “B” shall be maintained in accordance with the requirements of the Landscape Chapter of the Glenpool Zoning Code. **OK**

LIGHTING:

Within the west fifty feet (50 FT) of the Development Area “B”, all light standards shall not exceed fifteen feet (15) FT in height; within the remainder of Development Area “B”, light standards shall not exceed twenty feet (20 FT) in height. **OK**

All light standards, including building-mounted, shall be hooded and directed downward and away from the west and north boundaries of Development Area “B”. Shielding of outdoor lighting shall be designed so as to prevent the light producing element or reflector of the light fixture from being visible to a person standing at ground level in adjacent residential areas. Consideration of topography must be considered in such calculations. **OK, SIT PHOTOMETRICS REQUIRED DURING SITE PLAN REVIEW.**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

(DEVELOPMENT AREA “B”, Continued)

TRASH, MECHANICAL AND EQUIPMENT AREAS:

All trash, mechanical and equipment areas (excluding utility service transformers, pedestals or other equipment provided by franchise utility providers), including building-mounted, shall be screened from public view in such a manner that such areas cannot be seen by persons standing at ground level. **OK**

Trash dumpsters shall be screened by masonry construction with steel frame doors. The door shall be covered with appropriate covering containing a minimum of ninety-five percent (95%) opacity to the gate frame. **OK**

NO OUTSIDE STORAGE:

There shall be no outside storage of recycling material, trash or similar materials outside of a screened receptacle, nor shall trucks or trailer trucks be parked unless they are actively being loaded or unloaded. Truck trailers and shipping containers shall not be used for storage. **OK**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

DEVELOPMENT AREA “C”

NET AREA (Gross): Approximately 20 Acres

PERMITTED USES:

Uses permitted in Use Unit 1 – Area-Wide Uses by Right; Limited to Storm Water Detention Facility, Open Space and Landscaping Buffering; Use Unit 6 – Single-Family Dwelling, along with Customary and Accessory Uses, including but not limited to Detached Accessory Buildings, Gated Entry, Entry Monuments, Landscaped Entries, Sidewalks, Signage, Security Gatehouse, Clubhouse and Related Recreational Facilities, Project Sales Office, Park and Open Spaces, Playground and Related Recreational Facilities, Maintenance Facilities, Common Parking Areas, Trails and Walkways and Uses customarily accessory to the Principal Permitted Uses.

MAXIMUM NUMBER OF LOTS: **70 DU MAX , 55 SHOWN ON CONCEPT PLAN** 60

MINIMUM LOT WIDTH: **85' MINIMUM LOT WIDTH IN RS-2** 65 FT*

*Except for cul-de-sac lots which have a minimum lot frontage of thirty feet (30 FT).

MINIMUM LOT AREA: **11,000SF BY CODE** 6,900 SF

MAXIMUM BUILDING HEIGHT:

Residential structures	35 FT OK
Non-residential structures on residential lots	20 FT
Non-residential structures in Reserve Areas	25 FT

LIVABILITY SPACE PER DWELLING UNIT: **6,000SF BY CODE** 5,000 SF

MINIMUM YARD REQUIREMENTS:

EXTERNAL BOUNDARIES:

From the right-of-way line abutting South Elwood Avenue	25 FT/ 35'
From the north boundary line	20 FT 25'
From the south boundary line	20 FT
From the west boundary line	20 FT

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
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(DEVELOPMENT AREA “C”, Continued)

INTERNAL BOUNDARIES:

Front yard setbacks	25 FT 30'
Side yard setbacks	5 FT 5' & 10'
Rear yard setbacks	20 FT OK

Detached accessory buildings shall comply with the minimum yard requirements for principal structures.

PRIVATE STREETS:

Minimum width 30 FT of Right-of-Way with 26 FT of Paving **50' R/W**

ENTRY GATES:

Entry gates shall meet the requirements of the City of Glenpool Subdivision Regulations.

SIGNS:

Entry identification signage shall be permitted with a maximum surface display area of forty-eight square feet (48 SF) for each side of the entrance from South Elwood Avenue. Total entry identification signage at such entry shall not exceed ninety-six square feet (96 SF) of surface display area. **32SF Max.**

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

III. GENERAL PROVISIONS

A. ACCESS AND CIRCULATION:

Access to the Project will be from West 151st Street (HW 67) and South Elwood Avenue. The Project will not have any direct access to the residential development to the West. Development Area "C" will have access, which access may be gated with crash gates for emergency vehicles, if Development Area "C" is developed with private streets, to the residential neighborhood to the north thereof as shown on the Conceptual Site and Circulation Plan attached hereto as Exhibit "B".

B. TOPOGRAPHY:

The Project Topography is shown on the Existing Topography and FEMA Flood Plain Map for the Project attached hereto as Exhibit "F". The site falls generally from south to north.

The site topography falls from approximately seven hundred fifty-five feet (755 FT) above mean sea level at the highest point to approximately seven hundred forty-one feet (741 FT) above mean seal level at the lowest point.

SOILS:

The USDA Web Soil Survey was used to identify the soil types and possible constraints to development. Soils on the site include Dennis Silt Loam, Okemah Silt Loam and Dennis Pharaoh Complex, which soil types are shown on Exhibit "H", Existing Soils, attached hereto. Soils shall be stabilized within the areas of building and parking lot construction in accordance with geotechnical report recommendations. Existing Soils are depicted on Exhibit "H" attached hereto.

C. UTILITIES:

WATER:

A twelve inch (12 IN) water line is located at the southwest corner of the subject tract and will be extended along the full frontage of both West 151st Street (HW 67) and South Elwood Avenue.

SANITARY SEWER:

An eight inch (8 IN) gravity sanitary sewer is located rear yards of The Crossing At Glenpool Phase I which will proved a connection point to the subject tact.

GLENPOOL CENTER SOUTH
West 151st Street (Highway 67) and South Elwood Avenue
Glenpool, Oklahoma
PUD 30

OTHER UTILITIES:

Other utilities, including electric, gas, telephone and cable television are currently available at or on the site.

The existing utilities are shown on Exhibit "G" – Conceptual Utility and Drainage Plan attached hereto.

D. DRAINAGE:

The proposed and existing drainage is shown on Exhibit "G" – Conceptual Utility Plan attached hereto.

E. SITE PLAN REVIEW:

No building permits shall be issued for any building within the Project until a Detail Site Plan and Detail Landscape Plan have been submitted to the Glenpool Planning Commission and approved as being in compliance with the Development Standards of PUD 30.

F. SCHEDULE OF DEVELOPMENT:

Development of the Project is expected to be in phases and begin in the Spring of 2016, with Development Area "B" being developed first. Development of any Development Area may only begin after approval of a Detail Site Plan and the platting of such Development Area in accordance with the Development Standards of PUD 30

GLENPOOL CENTER SOUTH

EXHIBIT A

AERIAL PHOTOGRAPHY & BOUNDARY DEPICTION
WITH ADJACENT DEVELOPMENTS LABELED



A

GLENPOOL CENTER SOUTH

EXHIBIT B

CONCEPTUAL SITE & CIRCULATION PLAN

SITE LAYOUT IS SUBJECT TO CHANGE - SHOWN AS EXISTED ON 10/27/2015



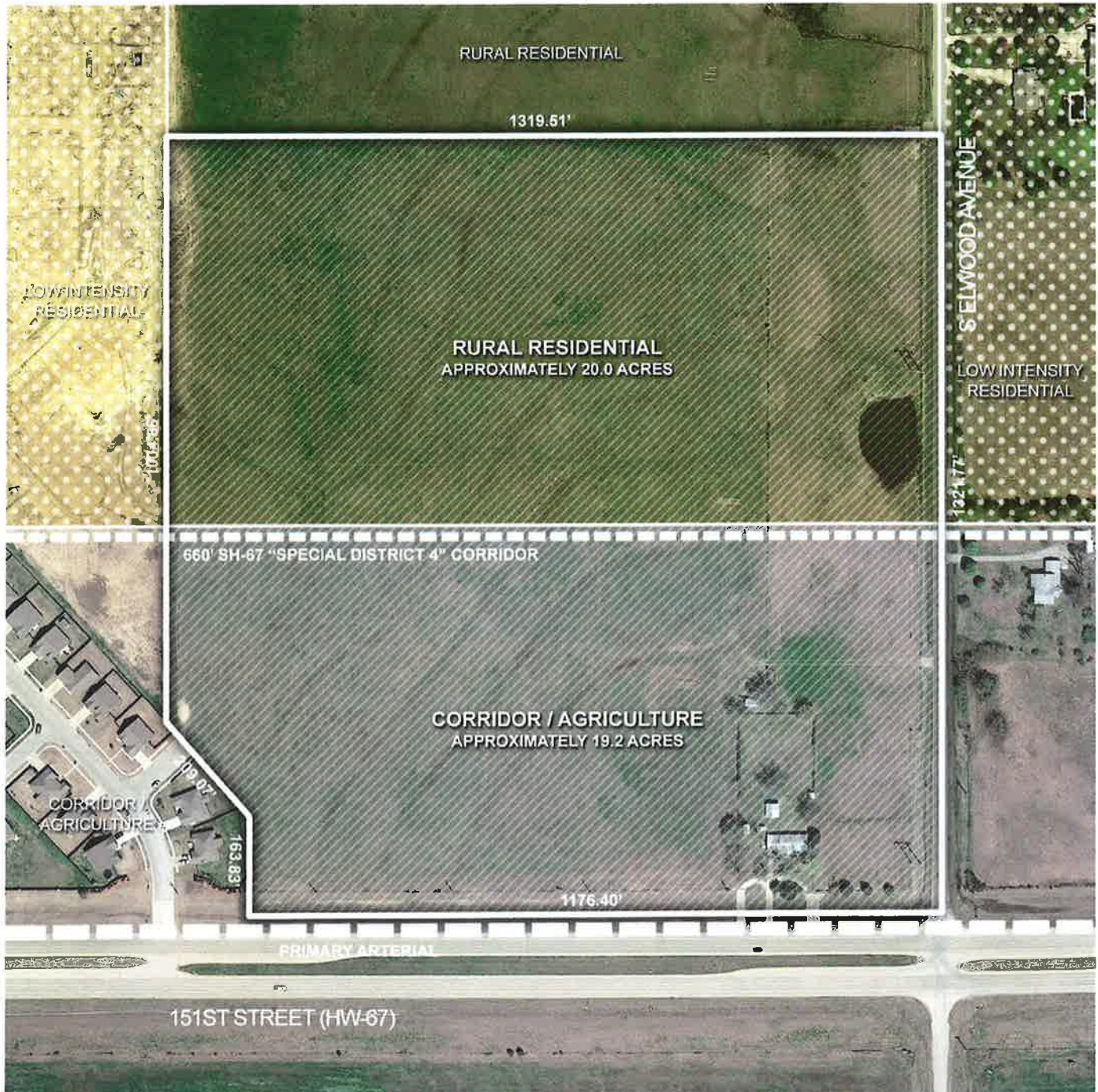
B

GLENPOOL CENTER SOUTH

EXHIBIT C

COMPREHENSIVE PLAN MAP

DATA FROM CITY OF GLENPOOL 2030 COMPREHENSIVE PLAN



C

GLENPOOL CENTER SOUTH

EXHIBIT D

EXISTING ZONING MAP

DATA OBTAINED FROM INCOG ZONING GIS, OBTAINED 10/27/2015



D



GLENPOOL CENTER SOUTH

EXHIBIT E

PROPOSED ZONING MAP

DATA OBTAINED FROM INCOG ZONING GIS, OBTAINED 10/27/2015



E

GLENPOOL CENTER SOUTH

EXHIBIT F

EXISTING TOPOGRAPHY & FEMA FLOODPLAIN MAP
FEMA FLOOD INSURANCE RATE MAP PANEL NO.40143C0428L, EFFECTIVE 10/16/2012



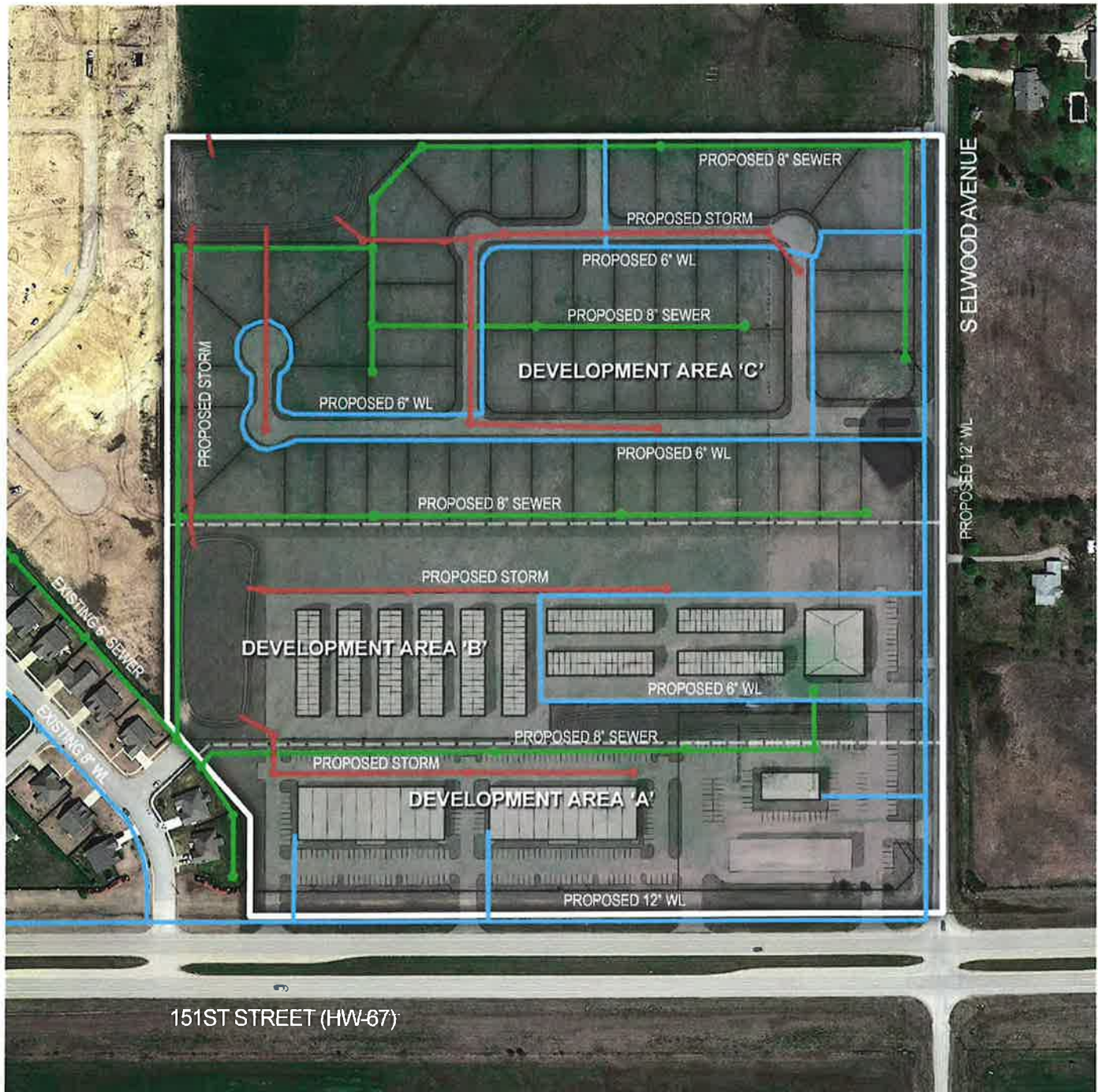
F

GLENPOOL CENTER SOUTH

EXHIBIT G

EXISTING & PROPOSED UTILITY PLAN

EXISTING UTILITIES IN PART LOCATED FROM CITY OF GLENPOOL ATLASES



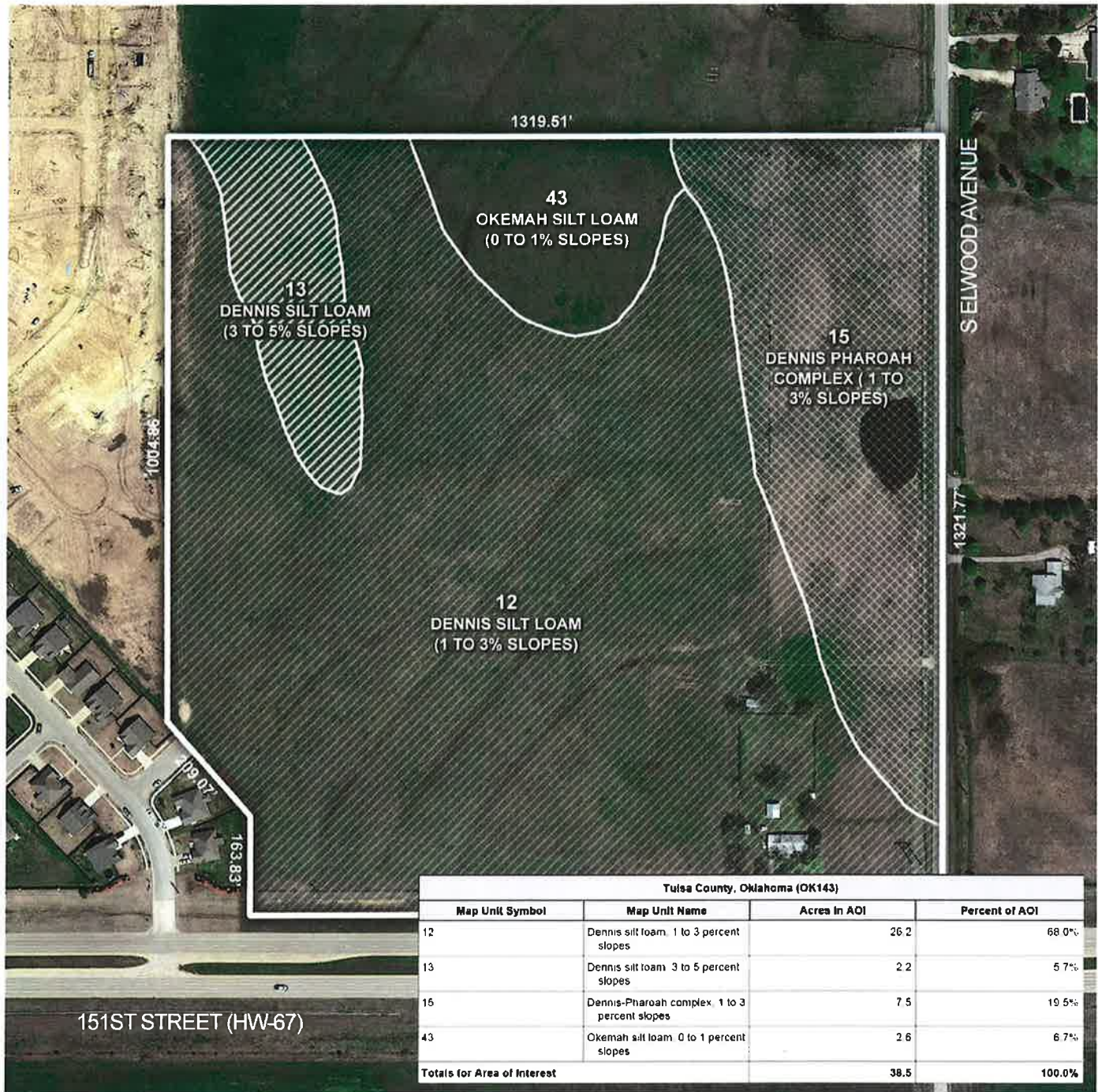
G

GLENPOOL CENTER SOUTH

EXHIBIT H

EXISTING SOILS

SOIL DATA FROM USDA WEB SOIL SURVEY, ACCESSED 10/27/2015



H



GLENPOOL CENTER SOUTH

EXHIBIT I

PROJECT LEGAL DESCRIPTION

DESCRIPTION

A TRACT OF LAND THAT IS PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE SOUTH 88°48'03" WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER FOR A DISTANCE OF 1176.41 FEET; THENCE NORTH 1°11'58" WEST, DEPARTING SAID SOUTH LINE AND ALONG THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), FOR A DISTANCE OF 163.83 FEET; THENCE NORTH 44°10'59" WEST, CONTINUING ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 209.07 FEET TO A POINT ON THE WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 14; THENCE; THENCE NORTH 1°07'28" WEST, ALONG SAID WEST LINE, FOR A DISTANCE OF 1004.84 FEET TO A POINT AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 88°47'42" EAST, ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1319.51 FEET TO A POINT AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1321.74 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 1,709,549 SQUARE FEET, OR 39.246 ACRES.

ORDINANCE NO. 714

AN ORDINANCE AMENDING ORDINANCE NO. 458, APPROVING PUD #30 OVERLAY DISTRICT, REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT HEREWITH; AND DECLARING AN EMERGENCY.

WHEREAS, the City Council of Glenpool has adopted Ordinance No. 713, "An Ordinance Amending Ordinance No. 458, By Rezoning 8.302 Acres Of Certain Property Described Herein From Agriculture (AG) To Commercial General (CG) And 30.944 Acres Of That Same Certain Property Described Herein From Agriculture (AG) To Residential Single Family (RS-2)," as a necessary prerequisite for approving and adopting this PUD Ordinance No. 714 and

WHEREAS, the City Council has reviewed the Application and considered the comments of staff, and has concluded that the Council agrees with the recommendation of the Planning Commission.

THEREFORE BE IT ORDAINED by the City Council for the City of Glenpool, Oklahoma:

SECTION 1: That the PUD Overlay District of the following described property situated in the City of Glenpool, Tulsa County, State of Oklahoma, *to wit*:

A 39.246-acre tract of land at the northwest corner of 151st Street (Hwy 67) and S. Elwood Avenue in the City of Glenpool, composed of:

A certain 8.302-acre portion of said tract more particularly described as the "South Tract" on Exhibit A hereto, that has been amended from AG (Agricultural) to CG (Commercial General); and

A certain 30.944-acre portion of said tract more particularly described as the "North Tract" on Exhibit B hereto, that has been amended from AG (Agricultural) to RS-2 (Residential Single-Family, density level 2).

The foregoing 39.246-acre tract of land that is the subject of this PUD, including the 8.302-acre portion described on Exhibit A and the 30.944-acre portion described on Exhibit B, is depicted pictorially at Exhibit C hereto. In the event of a conflict between either of the legal descriptions at Exhibits A and B and the pictorial depiction at Exhibit C, the legal descriptions shall control.

Be approved as PUD #30 in accordance with all applicable regulations of the City of Glenpool.

SECTION 2: That all ordinances or parts of ordinances in conflict herewith be and the same are hereby repealed.

PASSED AND APPROVED by the City Council of the City of Glenpool this 4th day of January 2016.

Timothy Lee Fox, Mayor

Attest:

Susan White, City Clerk

Approved as to Form:

Lowell Peterson, City Attorney

EXHIBIT "A"

South Tract

A TRACT OF LAND THAT IS PART OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (S/2 SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE SOUTH 88°48'03" WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER FOR A DISTANCE OF 1176.41 FEET; THENCE NORTH 1°11'58" WEST, DEPARTING SAID SOUTH LINE AND ALONG THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), FOR A DISTANCE OF 163.83 FEET; THENCE NORTH 44°10'59" WEST, CONTINUING ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 186.15 FEET; THENCE NORTH 88°48'03" EAST FOR A DISTANCE OF 1303.75 FEET TO A POINT ON THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINING 361,627 SQUARE FEET, OR 8.302 ACRES.

EXHIBIT "B"

North Tract

A TRACT OF LAND THAT IS PART OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER (SE/4 SE/4) OF SECTION FOURTEEN (14), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN BASE AND MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 17; THENCE NORTH 1°07'05" WEST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 300.00 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 88°48'03" WEST, DEPARTING SAID EAST LINE, FOR A DISTANCE OF 1303.75 FEET TO A POINT ON THE EASTERLY LINE OF "THE CROSSING AT GLENPOOL PHASE I" CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF (PLAT NO. 6067), THENCE NORTH 44°10'59" WEST ALONG SAID EASTERLY LINE, FOR A DISTANCE OF 22.92 FEET TO A POINT ON WEST LINE OF THE SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 1°07'28" WEST, ALONG SAID WEST LINE, FOR A DISTANCE OF 1004.84 FEET TO A POINT AT THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE NORTH 88°47'42" EAST, ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1319.51 FEET TO A POINT AT THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH 1°07'05" EAST, ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, FOR A DISTANCE OF 1021.74 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINING 1,347,922 SQUARE FEET, OR 30.944 ACRES.

EXHIBIT "C"

[Insert the graphic depiction

Emergency Clause

WHEREAS, it being immediately necessary for the preservation of the peace, health, and safety of the City of Glenpool and the inhabitants thereof that the provisions of this Ordinance No. 714, "An Ordinance Amending Ordinance No. 458, Approving PUD #30 Overlay District, Repealing All Ordinances Or Parts Of Ordinances In Conflict Herewith; And Declaring An Emergency," be put into full force and effect, more particularly that the Council take immediate action to approve and adopt the Planned Unit Development proposed for property that has been rezoned in accordance with Ordinance No. 713, an emergency is hereby declared to exist by reason whereof this Ordinance shall take effect and be in full force from and after its passage as provided by law.

PASSED and the Emergency Clause ruled upon separately and approved this 4th day of January 2016.

Timothy Lee Fox, Mayor

Attest:

Susan White, City Clerk

Approved as to Form:

Lowell Peterson, City Attorney

TO: GLENPOOL CITY COUNCIL
FROM: RICK MALONE, CITY PLANNER
RE: STAFF RECOMMENDATION
FINAL PLAT OF "BYERS COMPANY ADDITION"
DATE: JANUARY 4th 2016

BACKGROUND:

Ricky Jones with Tanner Consulting LLC, representing D.P Byers Company LLC has submitted a final plat for review for 4.945 acres located south of the sw/corner of 171st street and Union Ave.

PUBLIC NOTIFICATION:

Notices were sent out notifying the abutting property owners of the Planning Commission meeting for review of the Plat as required by the Glenpool Subdivision Regulations.

ZONING:

This property is zoned CG (Commercial General) and the lot size and density are consistent with the underlying zoning.

TAC MEETING:

- The TAC meeting was held on 11/20/15 and the plat and construction drawings were reviewed for conformance with the Glenpool Subdivision Regulations and Glenpool Zoning Code. After review they were determined to be in general compliance,
- This property was zoned CG by virtue of GZ-231 which was approved by the Planning Commission 6/11/10, City Council on 6/21/10 and ordinance #636 changed the zoning, but this tract was never platted.
- They will be utilizing the existing water and sewer service abutting this property.
- The utility plans were reviewed and all necessary utilities and easements are adequate to service this site.
- An Earth Change permit has been submitted and has been approved and released.
- Water line plans & Engineering report and permit application required, submitted and approved. ODEQ approval required.
- Sanitary Sewer Plans required. Received ODEQ approval required
- Grading & Erosion Control (SWP3) required. Received, Approved
- Hydrology Report required. Received
- ODEQ NOI required. Received
- Need draft pond for fire protection with Auto-fill waterline for pond.

RECOMMENDATION:

Staff recommends approval of the FINAL PLAT OF "BYERS COMPANY ADDITION" subject to the conditions of the Staff and TAC review of November 20th, 2015.

PLANNING COMMISSION:

December 14th, 2015, the Glenpool Planning Commission reviewed the Final Plat of Byers Company Addition and with a vote of 5-0 recommends APPROVAL.

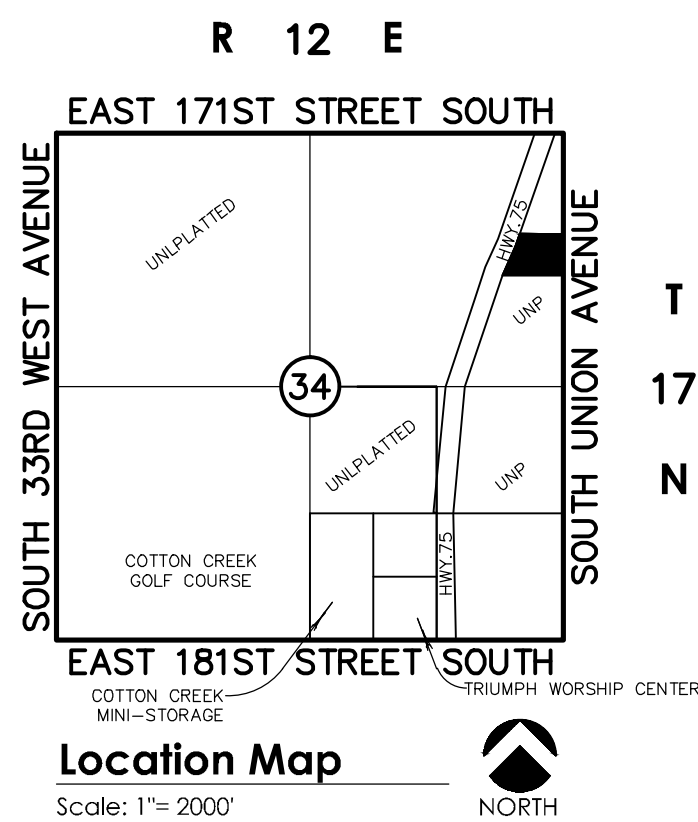
ATTACHMENTS:

1. Case Map
2. FINAL PLAT OF "BYERS COMPANY ADDITION".



Byers Company Addition

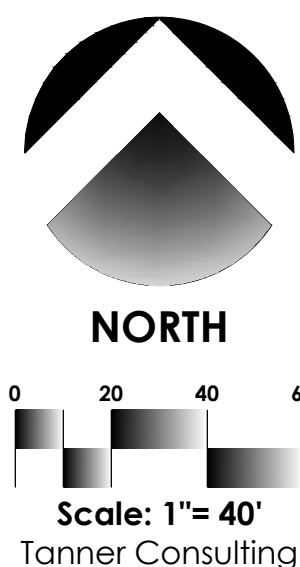
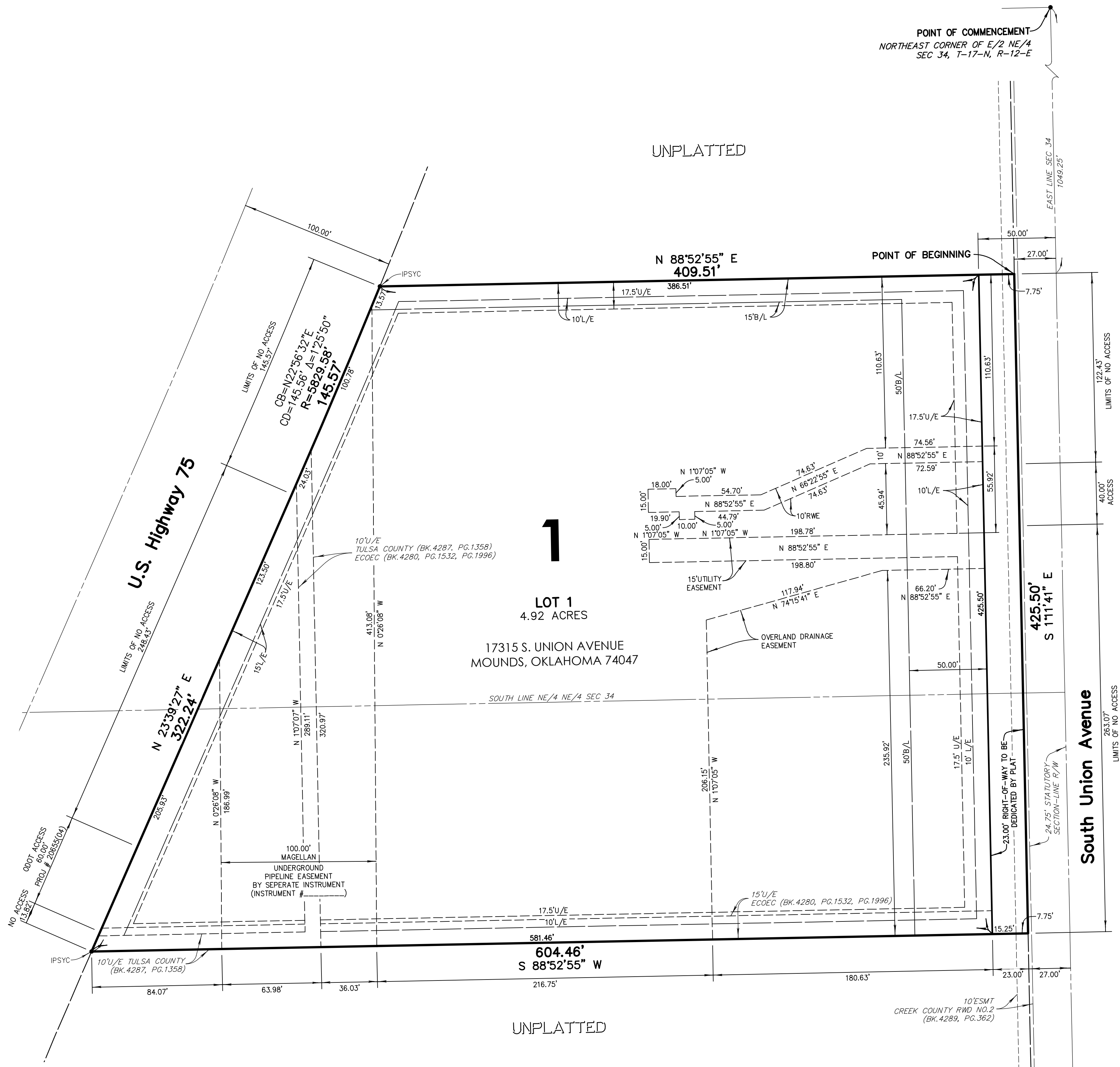
PART OF THE EAST HALF OF THE NORTHEAST QUARTER (E/2 NE/4) OF SECTION THIRTY-FOUR (34)
TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST, OF THE INDIAN MERIDIAN
A SUBDIVISION IN THE CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA



SUBDIVISION CONSISTS OF
ONE (1) LOT IN ONE (1) BLOCK
GROSS SUBDIVISION AREA: 4.945 ACRES

OWNER:
D. P. Byers Company, LLC
AN OKLAHOMA LIMITED LIABILITY COMPANY
CONTACT: BO BYERS
11842 South 33rd West Avenue
Sapulpa, Oklahoma 74066 Phone:
(888)692-4901

SURVEYOR/ENGINEER:
Tanner Consulting, L.L.C.
DAN E. TANNER, P.L.S. NO. 1435
OK CA NO. 2661, EXPIRES 6/30/2017
5323 South Lewis Avenue
Tulsa, Oklahoma 74105
Phone: (918)745-9929



Legend	
ACC	ACCESS
BK PG	BOOK & PAGE
B/L	BUILDING LINE
CB	CHORD BEARING
CD	CHORD DISTANCE
ESMT	EASEMENT
IPF	IRON PIN FOUND
IPSYC	IRON PIN SET, YELLOW CAP
L	LENGTH
L/E	LANDSCAPE EASEMENT
LNA	LIMITS OF NO ACCESS
NF	NAIL FOUND
ODE	OVERLAND DRAINAGE EASEMENT
R	RADIUS
R/W	RIGHT-OF-WAY
RWD	RURAL WATER DISTRICT
RWE	RESTRICTED WATERLINE EASEMENT
SEC	SECTION
U/E	UTILITY EASEMENT

Notes:

- THIS PLAT MEETS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING AS ADOPTED BY THE OKLAHOMA STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS.
- PROPERTY CORNERS LABELED "IPSYC" HEREON ARE SET 3/8" IRON REBAR WITH YELLOW CAP STAMPED "TANNER RLS 1435" UNLESS OTHERWISE NOTED.
- THE BEARINGS SHOWN HEREON ARE BASED UPON THE OKLAHOMA STATE PLANE COORDINATE SYSTEM, NORTH ZONE (3501), NORTH AMERICAN DATUM (NAD 83).
- ACCESS AT THE TIME OF PLATTING WAS PROVIDED BY SOUTH UNION AVENUE BY VIRTUE OF RIGHT OF WAY DEDICATED BY THIS PLAT.

Byers Company Addition

PART OF THE EAST HALF OF THE NORTHEAST QUARTER (E/2 NE/4) OF SECTION THIRTY-FOUR (34)
TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST, OF THE INDIAN MERIDIAN
A SUBDIVISION IN THE CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA

DEED OF DEDICATION AND RESTRICTIVE COVENANTS

KNOW ALL MEN BY THESE PRESENTS:
THAT D. P. BYERS COMPANY, L.L.C., AN OKLAHOMA LIMITED LIABILITY COMPANY IS THE OWNER OF THE FOLLOWING DESCRIBED LAND SITUATED IN THE CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, TO-WIT:

A TRACT OF LAND THAT IS A PART OF THE EAST HALF OF THE NORTHEAST QUARTER (E/2 NE/4) OF SECTION THIRTY-FOUR (34), TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST, OF THE INDIAN MERIDIAN, TULSA COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE UNITED STATES GOVERNMENT SURVEY THEREOF, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF SECTION 34; THENCE SOUTH 1°11'41" EAST AND ALONG THE EAST LINE OF SAID NE/4 FOR A DISTANCE OF 1,049.25 FEET; THENCE SOUTH 88°52'55" WEST AND PARALLEL WITH THE SOUTH LINE OF THE NE/4 NE/4 FOR A DISTANCE OF 27.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 1°11'41" EAST AND PARALLEL WITH SAID EAST LINE FOR A DISTANCE OF 425.50 FEET; THENCE SOUTH 88°52'55" WEST AND PARALLEL WITH SAID SOUTH LINE FOR A DISTANCE OF 604.46 FEET TO A POINT ON THE PRESENT EASTERLY RIGHT-OF-WAY LINE OF US HIGHWAY 75; THENCE ALONG SAID RIGHT-OF-WAY FOR THE FOLLOWING TWO COURSES; NORTH 23°39'27" EAST FOR A DISTANCE OF 322.24 FEET; THENCE ALONG A 5829.58 FOOT RADIUS CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 1°25'50"; A CHORD BEARING OF NORTH 22°56'32" EAST, A CHORD DISTANCE OF 145.56 FEET, FOR AN ARC DISTANCE OF 145.57 FEET; THENCE NORTH 88°52'55" EAST AND PARALLEL WITH SAID SOUTH LINE FOR A DISTANCE OF 409.51 FEET TO THE POINT OF BEGINNING;

SAID TRACT CONTAINING 215,385 SQUARE FEET OR 4.945 ACRES.

AND THAT D. P. BYERS COMPANY, L.L.C., HERINAFTER REFERRED TO AS "OWNER", HAS CAUSED THE ABOVE DESCRIBED LAND TO BE SURVEYED, STAKED, PLATTED AND SUBDIVIDED INTO ONE LOT, ONE BLOCK IN CONFORMITY WITH THE ACCOMPANYING PLAT IN THE CITY OF GLENPOOL, TULSA COUNTY, OKLAHOMA; AND THE OWNER HAS GIVEN TO SAID PLAT THE NAME OF "BYERS COMPANY ADDITION", A SUBDIVISION IN THE CITY OF GLENPOOL, OKLAHOMA, TULSA COUNTY, OKLAHOMA (WHenever THE WORD "SUBDIVISION" APPEARS HEREIN THE SAME SHALL CONCLUSIVELY BE DEEMED TO MEAN "BYERS COMPANY ADDITION" UNLESS THE CONTEXT CLEARLY DICTATES OTHERWISE. LIKEWISE, WHENEVER THE WORD "CITY" APPEARS HEREIN THE SAME SHALL CONCLUSIVELY BE DEEMED TO MEAN THE CITY OF GLENPOOL, TULSA COUNTY, OKLAHOMA, UNLESS THE CONTEXT CLEARLY DICTATES OTHERWISE.

SECTION I. PUBLIC STREETS AND UTILITY EASEMENTS

A. PUBLIC STREETS, EASEMENTS AND UTILITIES:

THE OWNER HEREBY DEDICATES TO THE PUBLIC THE STREET RIGHTS-OF-WAY DEPICTED ON THE ACCOMPANYING PLAT. THE OWNER FURTHER DEDICATES TO THE PUBLIC THE UTILITY EASEMENTS DESIGNATED AS "U/E" OR "UTILITY EASEMENT" FOR THE SEVERAL PURPOSES OF CONSTRUCTING, MAINTAINING, OPERATING, REPAIRING, REPLACING, AND/OR REMOVING ANY AND ALL PUBLIC UTILITIES, INCLUDING STORM SEWERS, SANITARY SEWERS, TELEPHONE AND COMMUNICATION LINES, ELECTRIC POWER LINES AND TRANSFORMERS, GAS LINES, WATER LINES AND CABLE TELEVISION LINES, TOGETHER WITH ALL FITTINGS, INCLUDING THE POLES, WIRES, CONDUITS, PIPES, VALVES, METERS, MANHOLES AND EQUIPMENT FOR EACH OF SUCH FACILITIES AND ANY OTHER APPURTENANCES THERETO, WITH THE RIGHTS OF INGRESS AND EGRESS AND UPON THE UTILITY EASEMENTS FOR THE USES AND PURPOSES STATED, PROVIDED THE OWNER RESERVES THE RIGHT TO CONSTRUCT, MAINTAIN, OPERATE, LAY AND REPAIR OR REPLACE WATER LINES AND SEWER LINES, TOGETHER WITH THE RIGHT OF INGRESS AND EGRESS FOR SUCH CONSTRUCTION, MAINTENANCE, OPERATION, LAYING, REPAIRING AND RE-LAYING OVER, ACROSS AND ALONG ALL OF THE UTILITY EASEMENTS DEPICTED ON THE PLAT, FOR THE PURPOSE OF FURNISHING WATER AND/OR SEWER SERVICES TO AREAS DEPICTED ON THE PLAT. THE OWNER HEREIN IMPOSES A RESTRICTIVE COVENANT, WHICH COVENANT SHALL BE BINDING ON THE OWNER AND SHALL BE ENFORCEABLE BY THE CITY OF GLENPOOL, OKLAHOMA, AND BY THE SUPPLIER OF ANY AFFECTED UTILITY SERVICE, THAT WITHIN THE UTILITY EASEMENTS DEPICTED ON THE ACCOMPANY PLAT NO BUILDING, STRUCTURE OR OTHER ABOVE OR BELOW GROUND OBSTRUCTION THAT INTERFERES WITH STATED USES AND PURPOSES OF THE UTILITY EASEMENTS SHALL BE PLACED, ERECTED, INSTALLED OR MAINTAINED, PROVIDED NOTHING HEREIN SHALL BE DEEMED TO PROHIBIT DRIVES, PARKING AREAS, CURBING, LANDSCAPING AND CUSTOMARY SCREENING FENCES WHICH DO NOT CONSTITUTE AN OBSTRUCTION.

B. UTILITY SERVICE:

- OVERHEAD LINES FOR THE SUPPLY OF ELECTRIC, TELEPHONE AND CABLE TELEVISION SERVICES MAY BE LOCATED WITHIN THE UTILITY EASEMENTS ALONG SOUTH UNION AVENUE. ELSEWHERE THROUGHOUT THE SUBDIVISION, ALL SUPPLY LINES INCLUDING ELECTRIC, TELEPHONE, CABLE TELEVISION AND GAS LINES SHALL BE LOCATED UNDERGROUND IN EASEMENTS DEDICATED FOR GENERAL UTILITY SERVICE AS DEPICTED ON THE ACCOMPANYING PLAT. SERVICE PEDESTALS AND TRANSFORMERS, AS SOURCES OF SUPPLY AT SECONDARY VOLTAGES, MAY ALSO BE LOCATED IN GENERAL UTILITY EASEMENTS.
- UNDERGROUND SERVICE CABLES AND GAS SERVICE LINES TO ALL STRUCTURES WITHIN THE SUBDIVISION MAY BE EXTENDED FROM THE NEAREST GAS MAIN, SERVICE PEDESTAL OR TRANSFORMER TO THE POINT OF USAGE DETERMINED BY THE LOCATION AND CONSTRUCTION OF SUCH STRUCTURE UPON THE LOT, PROVIDED UPON INSTALLATION OF A SERVICE CABLE OR GAS SERVICE LINE TO A PARTICULAR STRUCTURE, THE SUPPLIER OF SERVICE SHALL THEREAFTER BE DEEMED TO HAVE A DEFINITIVE, PERMANENT, EFFECTIVE AND NON-EXCLUSIVE EASEMENT ON THE LOT, COVERING A 5-FOOT STRIP EXTENDING 2.5-FEET ON EACH SIDE OF THE SERVICE CABLE OR LINE EXTENDING FROM THE GAS MAIN, SERVICE PEDESTAL OR TRANSFORMER TO THE SERVICE ENTRANCE ON THE STRUCTURE.
- THE SUPPLIER OF ELECTRIC, TELEPHONE, CABLE TELEVISION AND GAS SERVICE, THROUGH ITS AGENTS AND EMPLOYEES, SHALL AT ALL TIMES HAVE THE RIGHT OF ACCESS TO ALL UTILITY EASEMENTS SHOWN ON THE PLAT OR OTHERWISE PROVIDED FOR IN THIS DEED OF DEDICATION FOR THE PURPOSE OF INSTALLING, MAINTAINING, REMOVING OR REPLACING ANY PORTION OF THE UNDERGROUND ELECTRIC, TELEPHONE, CABLE TELEVISION OR GAS FACILITIES INSTALLED BY THE SUPPLIER OF THE UTILITY SERVICE.
- THE OWNER OF THE SUBDIVISION SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE UNDERGROUND SERVICE FACILITIES LOCATED ON THE OWNER'S LOT AND SHALL PREVENT THE ALTERATION OF GRADE OR ANY OTHER CONSTRUCTION ACTIVITY WHICH WOULD INTERFERE WITH THE ELECTRIC, TELEPHONE, CABLE TELEVISION OR GAS FACILITIES. EACH SUPPLIER OF THESE SERVICES SHALL BE RESPONSIBLE FOR ORDINARY MAINTENANCE OF UNDERGROUND FACILITIES, BUT THE OWNER OF THE LOT SHALL PAY FOR DAMAGE OR RELOCATION OF SUCH FACILITIES CAUSED OR NECESSITATED BY ACTS OF THE OWNER OF THE SUBDIVISION OR THE OWNER OF THE SUBDIVISION'S AGENTS OR CONTRACTORS.
- THE COVENANTS SET FORTH IN THIS SUBSECTION SHALL BE ENFORCEABLE BY EACH SUPPLIER OF THE ELECTRIC, TELEPHONE, CABLE TELEVISION OR GAS SERVICE AND THE OWNER OF THE LOT AGREES TO BE BOUND BY THESE COVENANTS.

6. GAS SERVICE :

- THE SUPPLIER OF GAS SERVICE THROUGH ITS AGENTS AND EMPLOYEES SHALL AT ALL TIMES HAVE THE RIGHT OF ACCESS TO ALL UTILITY EASEMENTS SHOWN ON THE PLAT OR AS OTHERWISE PROVIDED FOR IN THIS DEED OF DEDICATION FOR THE PURPOSE OF INSTALLING, REMOVING, REPAIRING, OR REPLACING ANY PORTION OF THE FACILITIES INSTALLED BY THE SUPPLIER OF GAS SERVICE.
- THE OWNER OF THE SUBDIVISION SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE UNDERGROUND GAS FACILITIES LOCATED IN THEIR SUBDIVISION AND SHALL PREVENT THE ALTERATION OF GRADE OR ANY OTHER CONSTRUCTION ACTIVITY WHICH WOULD INTERFERE WITH THE GAS SERVICE. THE SUPPLIER OF THE GAS SERVICE SHALL BE RESPONSIBLE FOR THE ORDINARY MAINTENANCE OF SAID FACILITIES, BUT THE OWNER OF THE SUBDIVISION SHALL PAY FOR DAMAGE OR RELOCATION OF FACILITIES CAUSED OR NECESSITATED BY ACTS OF THE OWNER OF THE SUBDIVISION, OR ITS AGENTS OR CONTRACTORS.
- THE FOREGOING COVENANTS SET FORTH IN THIS PARAGRAPH SHALL BE ENFORCEABLE BY THE SUPPLIER OF THE GAS SERVICE AND THE OWNER OF THE SUBDIVISION AGREES TO BE BOUND BY THESE COVENANTS.

C. WATER, SANITARY SEWER AND STORM SEWER SERVICE:

- THE OWNER OF THE SUBDIVISION SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE PUBLIC WATER MAINS, SANITARY SEWER MAINS AND STORM SEWERS LOCATED ON THE OWNER'S LOT.
- WITHIN THE UTILITY EASEMENTS, RESTRICTED WATERLINE, STORM SEWER AND DRAINAGE EASEMENTS DEPICTED ON THE ACCOMPANYING PLAT, THE ALTERATION OF GRADE FROM THE CONTOURS EXISTING UPON THE COMPLETION OF THE INSTALLATION OF A PUBLIC WATER MAIN, OR STORM SEWER OR ANY CONSTRUCTION ACTIVITY WHICH, IN THE JUDGMENT OF THE CITY OF GLENPOOL, OKLAHOMA, WOULD INTERFERE WITH PUBLIC WATER MAINS AND STORM SEWERS SHALL BE PROHIBITED, PROVIDED HOWEVER, NOTHING HEREIN SHALL BE DEEMED TO PROHIBIT DRIVES, PARKING AREAS, CURBING, LANDSCAPING, AND CUSTOMARY SCREENING FENCES AND WALLS THAT DO NOT CONSTITUTE AN OBSTRUCTION.
- THE CITY OF GLENPOOL, OKLAHOMA, OR ITS SUCCESSORS, SHALL BE RESPONSIBLE FOR ORDINARY MAINTENANCE OF PUBLIC WATER MAINS AND STORM SEWERS BUT THE OWNER OF THE SUBDIVISION SHALL PAY FOR DAMAGE OR RELOCATION OF SUCH FACILITIES CAUSED OR NECESSITATED BY ACTS OF THE OWNER OF THE SUBDIVISION, THEIR AGENTS OR CONTRACTORS.
- THE CITY OF GLENPOOL, OKLAHOMA, OR ITS SUCCESSORS, SHALL AT ALL TIMES HAVE RIGHT OF ACCESS TO ALL UTILITY EASEMENTS, RESTRICTED WATERLINE, STORM SEWER AND DRAINAGE EASEMENTS DEPICTED ON THE ACCOMPANYING PLAT, OR OTHERWISE PROVIDED FOR IN THIS DEED OF DEDICATION, FOR THE PURPOSE OF INSTALLING, MAINTAINING, REMOVING OR REPLACING ANY PORTION OF UNDERGROUND WATER, SANITARY SEWER OR STORM SEWER FACILITIES.
- THE FOREGOING COVENANTS SET FORTH IN THE ABOVE PARAGRAPHS SHALL BE ENFORCEABLE BY THE CITY OF GLENPOOL, OKLAHOMA, OR ITS SUCCESSORS, AND THE OWNER OF THE SUBDIVISION AGREES TO BE BOUND BY THESE COVENANTS.

D. RESTRICTED WATERLINE EASEMENT:

THE OWNER DOES HEREBY DEDICATE TO THE PUBLIC PERPETUAL EASEMENTS ON, OVER, AND ACROSS THOSE AREAS DEPICTED ON THE ACCOMPANYING PLAT AS "RESTRICTED WATERLINE EASEMENT" ("RWE") FOR THE PURPOSES OF CONSTRUCTING, MAINTAINING, OPERATING, REPAIRING, REPLACING, AND/OR REMOVING WATERLINES TOGETHER WITH ALL FITTINGS INCLUDING THE PIPES, VALVES, METERS AND EQUIPMENT AND OTHER APPURTENANCES THERETO TOGETHER WITH RIGHTS OF INGRESS AND EGRESS TO AND UPON THE EASEMENT FOR THE USES AND PURPOSES AFORESAID. PROVIDED HOWEVER, NOTHING HEREIN SHALL BE DEEMED TO PROHIBIT DRIVES, PARKING AREAS, CURBING, LANDSCAPING, AND CUSTOMARY SCREENING FENCES AND WALLS THAT DO NOT CONSTITUTE AN OBSTRUCTION.

E. LOT SURFACE DRAINAGE:

THE SUBDIVISION SHALL RECEIVE AND DRAIN, IN AN UNOBSTRUCTED MANNER, THE STORM WATER FROM LOTS AND DRAINAGE AREAS OF HIGHER ELEVATION. THE SUBDIVISION OWNER SHALL NOT CONSTRUCT OR PERMIT TO BE CONSTRUCTED ANY FENCING OR OTHER OBSTRUCTIONS WHICH WOULD IMPAIR THE DRAINAGE OF STORM AND SURFACE WATERS OVER AND ACROSS THE OWNER'S LOT. THE FOREGOING COVENANTS SET FORTH IN THIS PARAGRAPH SHALL BE ENFORCEABLE BY THE SUBDIVISION OWNER AND BY THE CITY OF GLENPOOL, OKLAHOMA.

F. PAVING AND LANDSCAPING WITHIN EASEMENTS:

THE OWNER OF THE SUBDIVISION DEPICTED ON THE ACCOMPANYING PLAT SHALL BE RESPONSIBLE FOR THE REPAIR OF DAMAGE TO LANDSCAPING AND PAVING OCCASIONED BY INSTALLATION OR NECESSARY MAINTENANCE OF UNDERGROUND WATER, SANITARY SEWER, STORM SEWER, NATURAL GAS, COMMUNICATION, CABLE TELEVISION OR ELECTRIC FACILITIES WITHIN THE EASEMENT AREAS DEPICTED UPON THE ACCOMPANYING PLAT, PROVIDED THE CITY OF GLENPOOL, OKLAHOMA, OR ITS SUCCESSORS, OR THE SUPPLIER OF THE UTILITY SERVICE SHALL USE REASONABLE CARE IN THE PERFORMANCE OF SUCH ACTIVITIES.

G. LIMITS OF NO ACCESS:

THE OWNER HEREBY RELINQUISHES RIGHTS OF VEHICULAR INGRESS OR EGRESS FROM ANY PORTION OF THE PROPERTY ADJACENT TO SOUTH UNION AVENUE WITHIN THE BOUNDS DESIGNATED AS "LIMITS OF NO ACCESS" (L.N.A.) ON THE ACCOMPANYING PLAT, WHICH "LIMITS OF NO ACCESS" MAY BE AMENDED OR RELEASED BY THE GLENPOOL PLANNING COMMISSION, OR ITS SUCCESSOR, AND WITH THE APPROVAL OF THE CITY OF GLENPOOL, OKLAHOMA, OR AS OTHERWISE PROVIDED BY THE STATUTES AND LAWS OF THE STATE OF OKLAHOMA PERTAINING THERETO, AND THE LIMITS OF NO ACCESS ABOVE ESTABLISHED SHALL BE ENFORCEABLE BY THE CITY OF GLENPOOL, OKLAHOMA.

THE OWNER HEREBY RELINQUISHES RIGHTS OF VEHICULAR INGRESS OR EGRESS FROM ANY PORTION OF THE PROPERTY ADJACENT TO U.S. HIGHWAY 75 WITHIN THE BOUNDS DESIGNATED AS "LIMITS OF NO ACCESS" (L.N.A.) ON THE ACCOMPANYING PLAT, WHICH "LIMITS OF NO ACCESS" MAY BE AMENDED OR RELEASED BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION (ODOT), AND WITH THE APPROVAL OF THE CITY OF GLENPOOL, OKLAHOMA, OR AS OTHERWISE PROVIDED BY THE STATUTES AND LAWS OF THE STATE OF OKLAHOMA PERTAINING THERETO, AND THE LIMITS OF NO ACCESS ABOVE ESTABLISHED SHALL BE ENFORCEABLE BY THE OKLAHOMA DEPARTMENT OF TRANSPORTATION.

H. OVERLAND DRAINAGE EASEMENT (ODE):

- THE OWNER DOES HEREBY DEDICATE TO THE PUBLIC A PERPETUAL EASEMENT ON, OVER, AND ACROSS THE PROPERTY DESIGNATED AND SHOWN ON THE ACCOMPANYING PLAT AS OVERLAND DRAINAGE EASEMENT (ODE) FOR THE PURPOSES OF PERMITTING THE FLOW, CONVEYANCE, RETENTION, DETENTION AND DISCHARGE OF STORMWATER RUNOFF FROM THE LOT AND FROM ADJACENT PROPERTIES NOT INCLUDED WITHIN THE LOT.
- DETENTION, RETENTION AND OTHER DRAINAGE FACILITIES LOCATED WITHIN THE OVERLAND DRAINAGE EASEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARDS AND SPECIFICATIONS APPROVED BY THE CITY OF GLENPOOL, OKLAHOMA.
- NO FENCE, WALL, BUILDING, OR OTHER OBSTRUCTION SHALL BE PLACED OR MAINTAINED IN THE OVERLAND DRAINAGE EASEMENT NOR SHALL THERE BE ANY ALTERATION OF GRADE IN SAID OVERLAND DRAINAGE EASEMENT UNLESS APPROVED BY THE CITY OF GLENPOOL, OKLAHOMA.
- DETENTION, RETENTION AND OTHER DRAINAGE FACILITIES SHALL BE MAINTAINED BY THE OWNER, TO THE EXTENT NECESSARY TO ACHIEVE THE INTENDED DRAINAGE, RETENTION AND DETENTION FUNCTIONS INCLUDING REPAIR OF APPURTENANCES AND REMOVAL OF OBSTRUCTIONS AND SILTATION AND THE OWNER SHALL PROVIDE CUSTOMARY GROUNDS MAINTENANCE WITHIN THE OVERLAND DRAINAGE EASEMENT IN ACCORDANCE WITH THE FOLLOWING MINIMUM STANDARDS:
 - GRASS AREAS SHALL BE MOWED (IN SEASON) AT REGULAR INTERVALS OF FOUR WEEKS, OR LESS.
 - CONCRETE APPURTENANCES SHALL BE MAINTAINED IN GOOD CONDITION AND REPLACED IF DAMAGED.
 - THE OVERLAND DRAINAGE EASEMENT SHALL BE KEPT FREE OF DEBRIS.
 - CLEANING OF SILTATION AND VEGETATION FROM CONCRETE CHANNELS SHALL BE PERFORMED TWICE YEARLY.
- LANDSCAPING, APPROVED BY THE CITY OF GLENPOOL, OKLAHOMA, SHALL BE ALLOWED WITHIN THE OVERLAND DRAINAGE EASEMENT.
- IN THE EVENT THE OWNER SHOULD FAIL TO PROPERLY MAINTAIN THE DETENTION, RETENTION AND OTHER DRAINAGE FACILITIES OR, IN THE EVENT OF THE PLACEMENT OF AN OBSTRUCTION WITHIN, OR THE ALTERATION OF GRADE WITHIN THE OVERLAND DRAINAGE EASEMENT, THE CITY OF GLENPOOL, OKLAHOMA, OR ITS DESIGNATED CONTRACTOR MAY ENTER AND PERFORM MAINTENANCE NECESSARY TO ACHIEVE THE INTENDED DRAINAGE FUNCTIONS AND MAY REMOVE ANY OBSTRUCTION OR CORRECT ANY ALTERATION OF GRADE, AND THE COSTS THEREOF SHALL BE PAID BY THE OWNER. IN THE EVENT THE OWNER FAILS TO PAY THE COSTS OF MAINTENANCE AFTER COMPLETION OF THE MAINTENANCE AND RECEIPT OF A STATEMENT OF COSTS, THE CITY OF GLENPOOL, OKLAHOMA, MAY FILE OF RECORD A COPY OF THE STATEMENT OF COSTS IN THE LAND RECORDS OF THE TULSA COUNTY CLERK, AND THEREAFTER THE COSTS SHALL BE A LIEN AGAINST THE LOT. A LIEN ESTABLISHED AS ABOVE PROVIDED MAY BE FORECLOSED BY THE CITY OF GLENPOOL, OKLAHOMA.

SECTION II. ENFORCEMENT, DURATION, AMENDMENT AND SEVERABILITY

A. ENFORCEMENT

THE RESTRICTIONS HEREIN SET FORTH ARE COVENANTS TO RUN WITH THE LAND AND SHALL BE BINDING UPON THE OWNER, ITS SUCCESSORS AND ASSIGNS. THE COVENANTS AND THE ENFORCEMENT RIGHTS PERTAINING THERETO, SHALL INURE TO THE BENEFIT OF AND SHALL BE ENFORCEABLE BY THE CITY OF GLENPOOL, OKLAHOMA. THE COVENANTS SHALL INURE TO THE BENEFIT OF ANY OWNER OF THE LOT, ITS SUCCESSORS AND ASSIGNS.

B. DURATION

THESE RESTRICTIONS, TO THE EXTENT PERMITTED BY APPLICABLE LAW, SHALL BE PERPETUAL BUT IN ANY EVENT SHALL BE IN FORCE AND EFFECT FOR A TERM OF NOT LESS THAT THIRTY (30) YEARS FROM THE DATE OF THE RECORDING OF THIS DEED OF DEDICATION UNLESS TERMINATED OR AMENDED AS HEREINAFTER PROVIDED.

C. AMENDMENT

THE COVENANTS CONTAINED WITHIN SECTION I. PUBLIC STREETS, EASEMENTS AND UTILITIES MAY BE AMENDED OR TERMINATED AT ANY TIME BY A WRITTEN INSTRUMENT SIGNED AND ACKNOWLEDGED BY THE OWNER OF THE LAND TO WHICH THE AMENDMENT OR TERMINATION IS TO BE APPLICABLE AND APPROVED BY THE GLENPOOL PLANNING COMMISSION, OR ITS SUCCESSORS, AND THE CITY OF GLENPOOL, OKLAHOMA. THE PROVISIONS OF ANY INSTRUMENT AMENDING OR TERMINATING COVENANTS AND RESTRICTIONS SHALL BE EFFECTIVE FROM AND AFTER THE DATE IT IS PROPERLY RECORDED.

D. SEVERABILITY

INVALIDATION OF ANY RESTRICTION SET FORTH HEREIN, OR ANY PART THEREOF, BY AN ORDER, JUDGMENT, OR DECREE OF ANY COURT, OR OTHERWISE, SHALL NOT INVALIDATE OR AFFECT ANY OF THE OTHER RESTRICTIONS OR ANY PART THEREOF AS SET FORTH HEREIN, WHICH SHALL REMAIN IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF, D. P. BYERS COMPANY, L.L.C., AN OKLAHOMA LIMITED LIABILITY COMPANY, HAS EXECUTED THIS INSTRUMENT ON THIS ____ DAY OF _____, 2015.

D. P. BYERS COMPANY, L.L.C., AN OKLAHOMA LIMITED LIABILITY COMPANY,

BY: _____, MANAGER

STATE OF OKLAHOMA)
) SS
COUNTY OF TULSA)

THIS INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS ____ DAY OF _____, 2015, BY _____, MANAGER.

MY COMMISSION EXPIRES: _____ NOTARY

CITY PLANNING COMMISSION APPROVAL

I HEREBY CERTIFY THAT THIS PLAT WAS APPROVED BY THE GLENPOOL PLANNING COMMISSION ON _____.

CHAIRPERSON, VICE CHAIRPERSON OR SECRETARY

CITY COUNCIL APPROVAL

I HEREBY CERTIFY THAT THIS PLAT WAS APPROVED BY THE GLENPOOL CITY COUNCIL ON _____.

MAYOR OR VICE MAYOR

CITY MANAGER APPROVAL

I HEREBY CERTIFY THAT THIS PLAT WAS APPROVED BY THE GLENPOOL CITY MANAGER ON _____.

CITY MANAGER

THIS APPROVAL SHALL NOT BE INTERPRETED TO MEAN STREETS, SANITARY SEWERS, STORM DRAINAGE OR OTHER UTILITIES ARE CONSTRUCTED AS SHOWN ON THIS PLAT.

CERTIFICATE OF SURVEY

I, DAN E. TANNER, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF OKLAHOMA, DO HEREBY CERTIFY THAT I HAVE CAREFULLY AND ACCURATELY SURVEYED, SUBDIVIDED, AND PLATTED THE TRACT OF LAND DESCRIBED ABOVE, AND THAT THE ACCOMPANYING PLAT IN THE CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA, IS A REPRESENTATION OF THE SURVEY MADE ON THE GROUND USING GENERALLY ACCEPTED PRACTICES AND MEETS OR EXCEEDS THE OKLAHOMA MINIMUM STANDARDS FOR THE PRACTICE OF LAND SURVEYING.

WITNESS MY HAND AND SEAL THIS ____ DAY OF _____, 2015

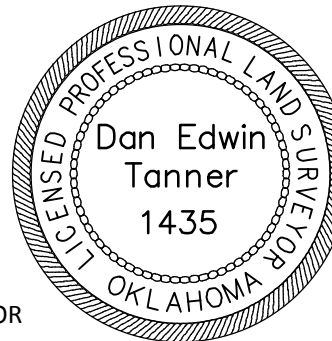
BY: _____
DAN E. TANNER
LICENSED PROFESSIONAL LAND SURVEYOR
OKLAHOMA NO. 1435

STATE OF OKLAHOMA)
) SS
COUNTY OF TULSA)

THE FOREGOING CERTIFICATE OF SURVEY WAS ACKNOWLEDGED BEFORE ME ON THIS ____ DAY OF _____, 2015, BY DAN E. TANNER, AS A LICENSED PROFESSIONAL LAND SURVEYOR.

03/08/2016
MY COMMISSION EXPIRES:

JENNIFER MILLER, NOTARY





Date: December 22, 2015

To: Honorable Mayor/Chairman and City Council/Trustees

From: Julie Casteen, Finance Director

Re: Receipt and Acceptance of the Audit of the City's financial statements by Arledge & Associates, P.C. for Fiscal Year Ending June 30, 2015

Background

Arledge & Associates has completed its audit of the financial activities of the City of Glenpool, the Glenpool Utility Service Authority and the Glenpool Area Emergency Medical Service District for the fiscal year ending June 30, 2015.

Staff Recommendation

Staff recommends acceptance of the audit.

Attachment

The audit report will be provided under separate cover.



MEMORANDUM

TO: HONORABLE MAYOR and CITY COUNCIL

FROM: LYNN BURROW, PE
COMMUNITY DEVELOPMENT DIRECTOR

RE: TRAFFIC IMPACT ANALYSIS
151st/161st STREET & US HIGHWAY 75 CORRIDORE

DATE: DECEMBER 22, 2015

BACKGROUND

This is a non-action item for Council consideration regarding the results of a certain engineering Traffic Impact Analysis (TIA) performed by Traffic Engineering Consultants, Inc. previously authorized by Council. The goal was to anticipate the impact of increased traffic resulting from future commercial and industrial development along certain areas either side of US Highway 75 between 151st Street and 161st Street. The attached TIA is addressed to the City of Glenpool as the contracting entity, and Ford Development Co., the Warren Foundation, and Champagne Metals, Inc. who have agreed to participate in the cost of the study and who will likely benefit from the various recommendations in the study related to future development and business expansion. The attached detailed study, report, and traffic related improvement design recommendations are a result of this analysis and are being presented by Mr. Jon Eshelman with Traffic Engineering Consultants, Inc.

Recommendation:

Staff Recommends Council review of the various elements in the TIA as related to existing and future traffic counts and the projected impact new development within the study area will have on future traffic and transportation infrastructure needs.

Attachments:

- A. Traffic Impact Analysis - Traffic Engineering Consultants, Inc.
- B. June 29th , Staff Report - City Council Presentation - Engineering Proposal



TRAFFIC ACCESS STUDY AND LONG-RANGE PLAN

**US 75 between 151st St & 161st St
Glenpool, Oklahoma**

DRAFT

Prepared for:
City of Glenpool
Saint Francis Health System
Ford Development Corporation
Champagne Metals
November 2015

Prepared by:
Traffic Engineering Consultants, Inc.

Jon H. Eshelman, P.E., PTOE
Oklahoma P.E. #10253
CA # 1160

Date

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1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained by the City of Glenpool, Saint Francis Health System, Ford Development Corporation, and Champagne Metals to perform a traffic impact and traffic access study for the US 75 corridor between 151st Street (SH 67) and 161st Street in Glenpool. The study was requested to determine the effects the currently proposed development would have on 151st Street and on US 75 and to develop an access plan that would serve the property on both sides of the highway in this mile in the near and distant future.

2.0 DEVELOPMENT PLAN

The study area is shown below. Highway access is currently provided by a stop sign controlled diamond interchange at 151st Street and by at-grade median openings with left turn lanes at 156th Street, 158th Street, and 161st Street.



The proposed development of the corridor is shown in **Figure 1** along with the assumed order of development. The Saint Francis Healthplex is shown as the first project. It is located in the southeast quadrant of the 151st Street interchange. The assumed second project is Phase 1 of the Crossroads South Retail Center. It is located in the southwest quadrant of the 151st Street interchange.

The third stage of development is assumed to include Phase 2 of the Crossroads South Retail Center, the Glenpool Retail Center on the east side of US 75, and the expansion of Champagne Metals and other businesses located on 158th Street west of US 75.

Figure 2 shows the site plan for the Saint Francis Healthplex. It consists of a multi-purpose health care facility with approximately 49,000 sf of floor area. It will not include in-patient care but does include emergency care and a variety of out-patient services. The only access to the site under this initial stage of development will be to 151st Street via Casper Street on the east side of the site.

Figure 3 shows the conceptual site plan for the Crossroads South Retail Center. The first phase was assumed to be 32 acres at a 15% floor area ratio which calculates to be 210,000 sf. The only access to the site under this initial phase of development will be to 151st Street via Yukon Avenue.

151st Street (SH 67) is a 4-lane divided roadway through the study area. It changes to a 4-lane undivided roadway a short distance west of Yukon Avenue.

US 75 is a 4-lane limited access highway with a grade-separated interchange at 151st Street and at-grade intersections at 156th Street, 158th Street, and 161st Street. South of 161st Street the at-grade intersections continue at a quarter mile spacing.

3.0 ACCESS CONCEPTS

US 75 is a full access controlled highway north of 126th Street. ODOT has long term plans to continue pushing south with access control and grade-separated interchanges on US 75. They have developed conceptual plans for the segment between 126th Street and 146th Street, but the funding and timing is unknown. This extension will close 6 median openings, 18 driveways or streets, and eliminate one traffic signal. If development as proposed continues south of 151st Street ODOT, in the very long term, will



FIGURE 1. Development Areas

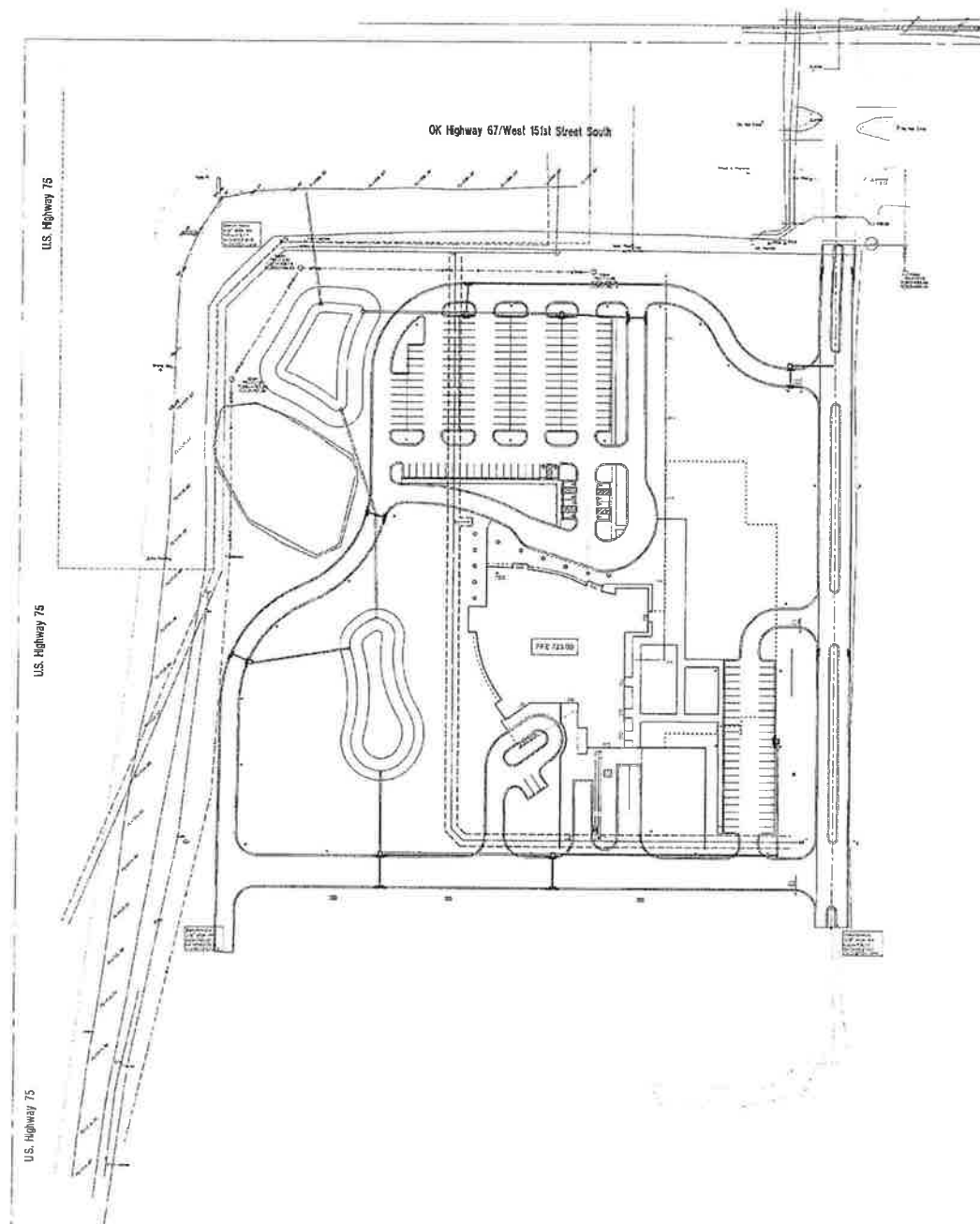


FIGURE 2. Saint Francis Healthplex

PART OF THE NORTHEAST QUARTER [NE/4] OF SECTION TWENTY-TWO (22)
TOWNSHIP SEVENTEEN (17) NORTH, RANGE TWELVE (12) EAST OF THE INDIAN MERIDIAN
AN ADDITION TO THE CITY OF GLENPOOL, TULSA COUNTY, STATE OF OKLAHOMA



TEC
A CLEAR DIRECTION

likely have to extend full access control to 161st Street or beyond. It appears at this point that is a strong possibility in the distant future and adopting a plan to address this issue would be a prudent action.

The access plan that is recommended is illustrated in **Figures 4-7**. They represent four stages of a plan that begins with current conditions and extends to full access control in the distant future.

3.1 Figure 4 shows the *Short Term Access* plan which is basically the current access conditions. The highway median opening at 156th Street serves the existing dead end street to the east. The highway median opening at 158th Street serves the existing dead end street to the west. The highway median opening at 161st Street serves this arterial street both east and west of US 75.

The Saint Francis Heathplex is served by Casper Street to 151st Street.

The Crossroads South Retail Center Phase 1 is served by Yukon Avenue to 151st Street.

3.2 Figure 5 shows the *Intermediate Term Access* plan. This stage extends Yukon Avenue southward through the Crossroads South Phase 2 development area to 156th Street and connects to US 75. It also extends Casper Street southward through the Glenpool Retail Center development area to 156th Street.

The highway intersection at 156th Street should be modified to physically prevent left turn or crossing movements from 156th Street. Left and right turns from the highway and right turns from 156th Street would still be permitted.

The highway intersection at 158th Street would be changed to a *Restricted Crossing U-Turn* intersection. This intersection type is also called a *J-Turn* intersection and will be discussed in detail later in the report. It is assumed at this point that the vacant residential tract of land on the east side of the highway at 158th Street will not construct an access to the highway at this point. Consequently, only one half of a *J-Turn* intersection will be required. This intersection will require exiting left turn vehicles to turn right first and then execute a U-turn at a new nearby median opening to go northbound on the highway.

The highway intersection at 161st Street would be modified to a full *J-Turn* intersection. Left turn or crossing maneuvers from 161st Street would first turn right and then execute a U-Turn at a new median opening nearby.



FIGURE 4. Short Term Access



FIGURE 5. Intermediate Term Access

3.3 **Figure 6** shows the *Long Term Access* plan. This stage extends both Yukon Avenue and Casper Street southward another half mile to 161st Street. These two streets in essence become parallel collector streets linking the development parcels on each side of the highway with each other and with the east/west arterial streets at each end. The at-grade highway intersections remain as previously described during this stage of development.

Broken lines in **Figure 6** show potential alternate alignments of these collector streets. Actually, the precise alignment of these streets is not critical. The fact that they connect between 151st Street and 161st Street and adequately serve all the development parcels in between is what is important.

The alternate alignment shown for Yukon Avenue on the west side of US 75 may not be acceptable to Champagne Metals. However, the alignment shown which pushes the collector street up against the highway right-of-way will result in an operational problem during this stage of the access plan. The problem occurs with the intersection of the collector road and 158th Street being very close (approx. 65') to the intersection of 158th Street and the highway. These very closely spaced intersections will at times cause interference to one another due to queuing of vehicles. This problem will be aggravated because of the regular use of these intersections by over-the-highway semi-tractor/trailer trucks. This issue, if it becomes hazardous, could be eliminated by removing the 158th Street connection to US 75 and diverting the 158th Street traffic to 151st Street or 161st Street via the collector road.

3.4 **Figure 7** shows the *Very Long Term Access* plan. This stage represents the situation when ODOT either removes the at-grade access at 156th Street or 158th Street or both due to crash experience and hazardous conditions or constructs an interchange at 161st Street and implements full access control in this mile.

The conceptual interchange shown at 161st Street does not imply this type or configuration of interchange will be constructed. It is merely shown as an example of a solution that would work well with the parallel collector road system. Other geometric forms are possible and design details will be developed based on conditions and constraints at the time design is undertaken.

Another potential access feature shown at this stage would be a bridge over US 75 at 156th Street. This would provide a significant benefit to the retail and other uses on both sides of the highway by improving access and circulation while at the same time relieving some traffic pressure on 151st Street.

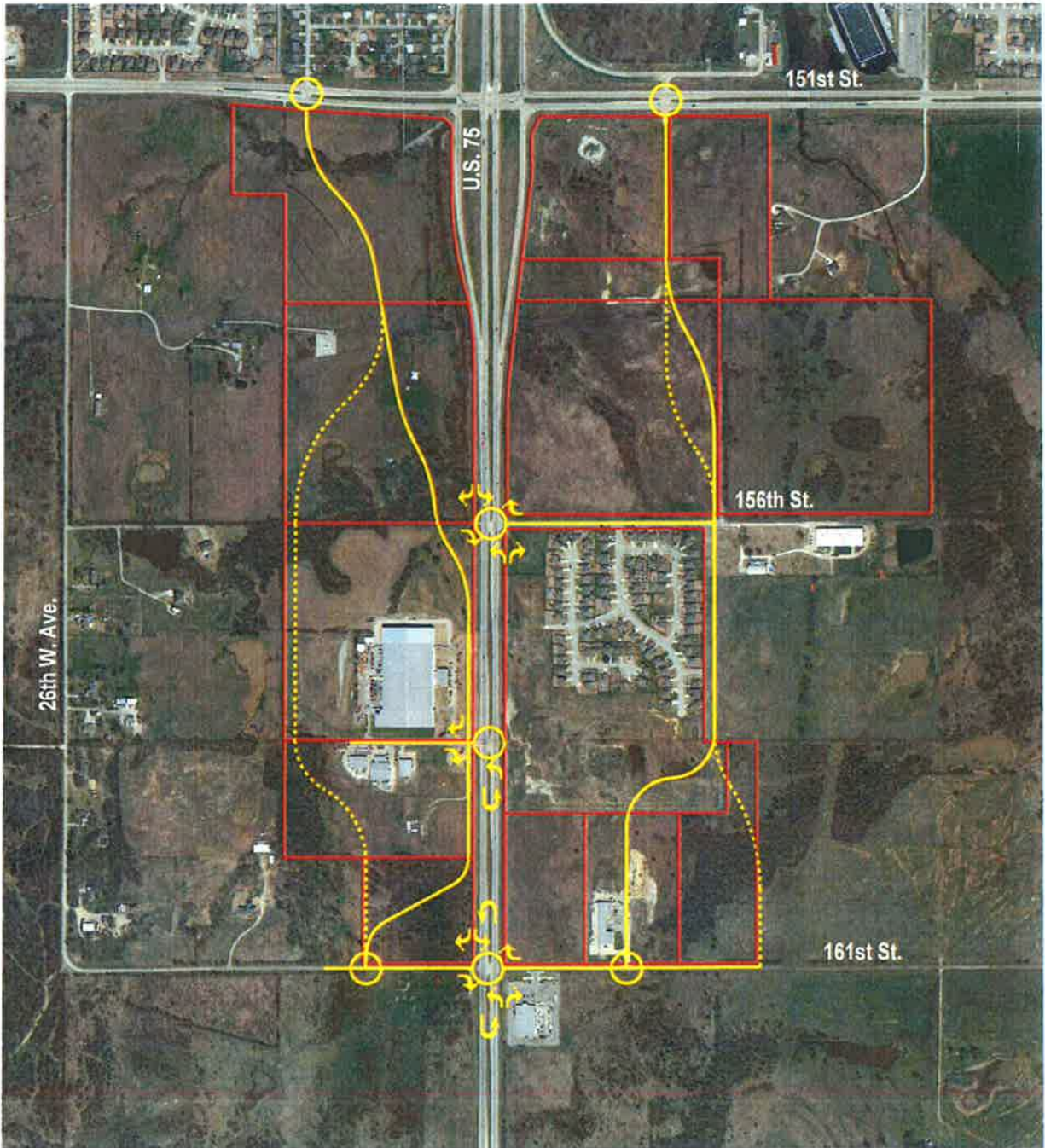


FIGURE 6. Long Term Access

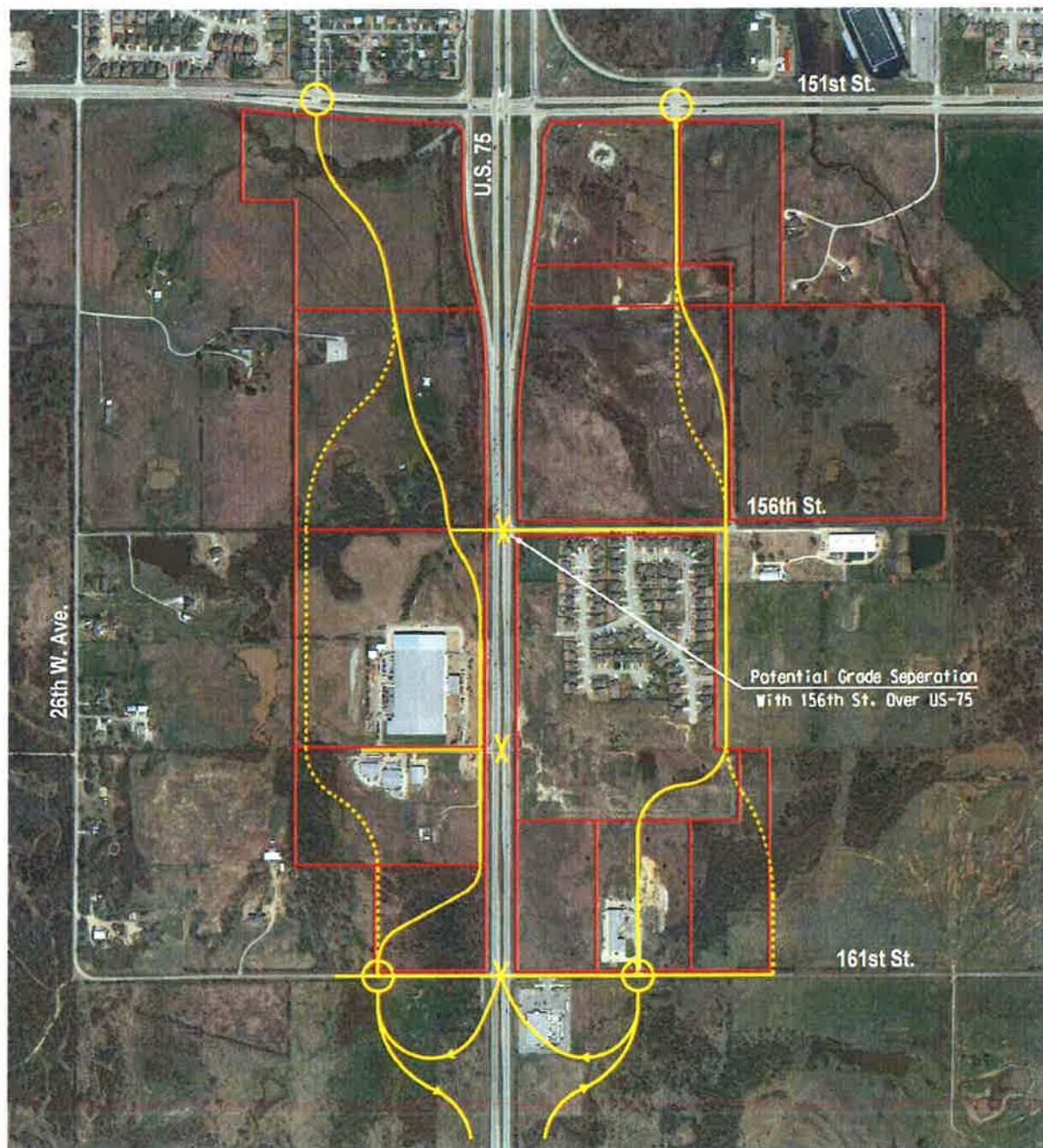


FIGURE 7. Very Long Term Access

4.0 TRAFFIC DATA COLLECTION

Current background traffic volumes were collected by TEC in the Fall of 2014 and the Summer of 2015. They are summarized in **Figure 8**. US 75 carries 33,000 vehicles per day (vpd) between 151st Street and 161st Street. SH 67 carries 9,000 vpd west of US 75 and 12,000 vpd east of US 75.

This study required projecting the 2015 background traffic to 2017, 2018 and 2021 for the various stages of development that were analyzed. A somewhat aggressive annual growth rate of 2% per year was used for each of these projections of background traffic. This growth rate seemed reasonable, however, given the current pace of development in the area.

Detailed printouts of all the 24-hour volume counts and intersection peak hour turning movement counts are provided in the appendix.

5.0 CURRENT TRAFFIC CONDITIONS

Four intersections on 151st Street and three intersections on US 75 were analyzed for both the a.m. and p.m. peak hour using the 2015 traffic volumes from **Figure 8**. Current lane configurations and traffic control were used in these analyses.

The capacity analyses were conducted using *Synchro 9.0* which is a software package for modeling and optimizing traffic signal timing at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual*. The *Highway Capacity Manual* is published by the Transportation Research Board of the National Research Council. This publication has been widely accepted throughout the U.S. as a guide for defining and solving transportation challenges. It is approved and distributed by the U.S. Department of Transportation, Federal Highway Administration.

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and

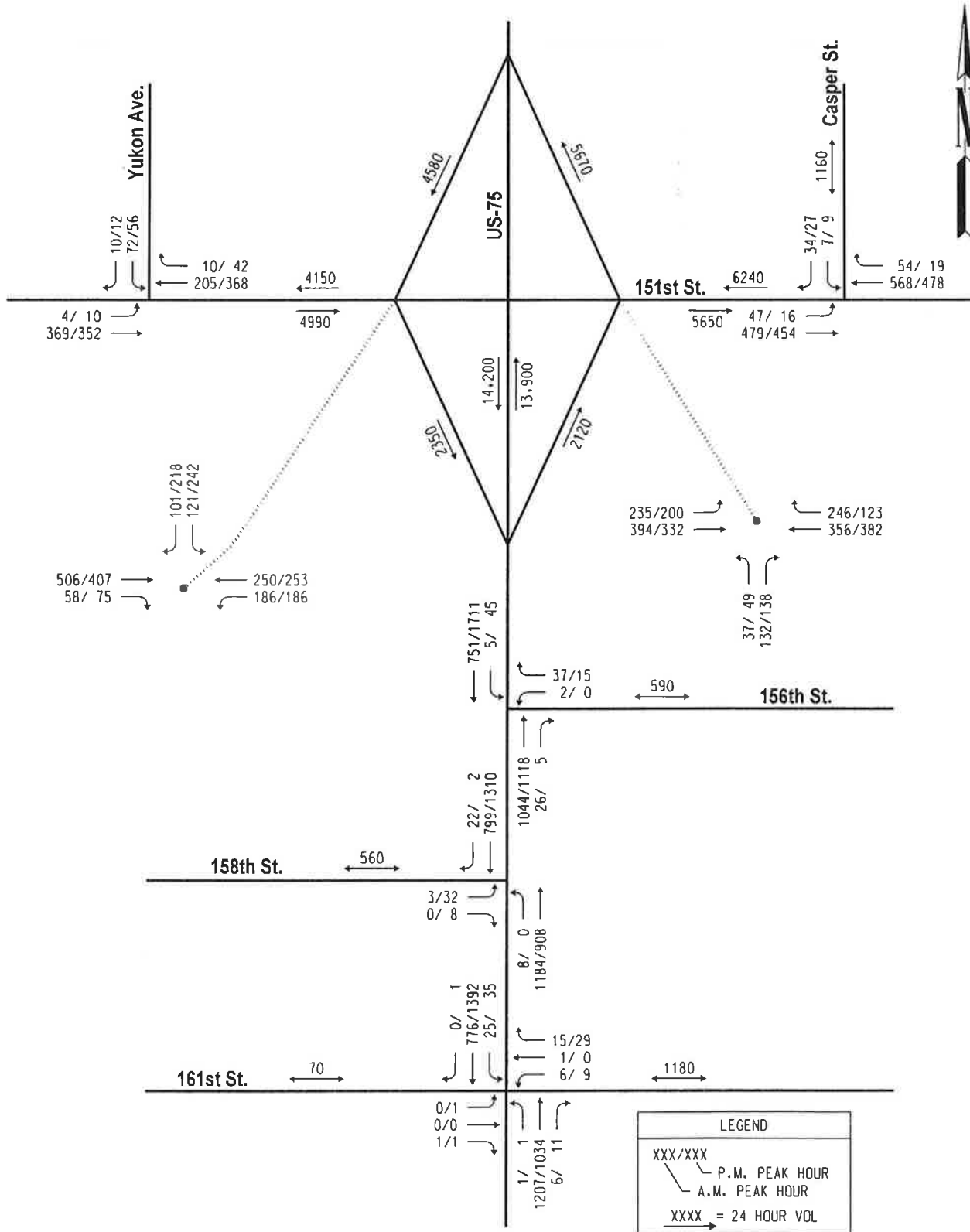


FIGURE 8. 2015 Background Traffic



convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from “A” to “F”, with level-of-service “A” representing the best operating conditions and level-of-service “F” the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The level-of-service criteria for signalized intersections are indicated below.

SIGNALIZED INTERSECTIONS

Level-of-Service	Control Delay per Vehicle (s/veh)
A	0-10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

The criteria for stop controlled or unsignalized intersections have different threshold values than do those for signalized intersections. A higher level of control delay has been determined to be acceptable at a signalized intersection for the same level-of-service. The level-of-service criteria for unsignalized intersections are indicated below.

UNSIGNALIZED INTERSECTIONS

Level-of-Service	Control Delay per Vehicle (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50



5.1 Capacity Analysis

The capacity analysis results are summarized in **Table 2.1** Levels-of-service (LOS) "A", "B", or "C" during peak hours are considered very good. LOS "D" during peak hours is considered acceptable. LOS "E" (highlighted in yellow) is considered undesirable. LOS "F" (highlighted in red) is considered unacceptable.

151st Street and the Southbound Ramps intersection operates at LOS "F" during both the a.m. and p.m. peak hour. The a.m. peak hour just barely falls into the LOS "F" category, but the p.m. peak hour is a severe LOS "F" under current conditions. A signal warrant analysis was conducted and the 8-Hour Warrant, the 4-Hour Warrant, and the Peak Hour Warrant were all satisfied under current traffic (printout provided in appendix).

Consideration could be given to installing multi-way STOP control at this intersection pending installation of a traffic signal. Testing this action indicates that in both peak hours the intersection would operate with an overall LOS "C" and with no individual movement lower than LOS "C".

151st Street and the Northbound Ramps intersection operates at LOS "E" in the a.m. peak hour.

158th Street and US 75 intersection operates at LOS "E" in the a.m. peak hour and LOS "F" in the p.m. peak hour.

161st Street and US 75 intersection operates at LOS "E" in the a.m. peak hour and LOS "F" in the p.m. peak hour.

TABLE 2.1
CAPACITY ANALYSIS SUMMARY

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Movement		Intersection			Movement		Intersection		
		Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Current Traffic and Intersection Control											
151st & Yukon	SB Stop	EBL	7.7	A	1.6	A	EBL	8.3	A	1.3	A
		SB	12.4	B			SB	14.7	B		
151st & SB Ramps	SB Stop	WBL	9.7	A	7.2	A	WBL	9.4	A	51.0	D
		SBL	10.7	C			SBL	10.7	C		
		SBR	9.6	A			SBR	10.5	B		
151st & NB Ramps	NB Stop	NBL	39.7	F	3.8	A	NBL	31.7	D	4.0	A
		NBR	10.6	B			NBR	10.3	B		
		EBL	10.3	B			EBL	9.5	A		
151st & Casper	SB Stop	EBL	9.2	A	0.8	A	EBL	8.6	A	0.6	A
		SB	13.0	B			SB	12.1	B		
156th & US-75	WB Stop	WB	15.5	C	0.4	A	WB	13.6	B	0.3	A
		SBL	11.1	B			SBL	11.9	B		
158th & US-75	FB Stop	NBL	9.8	A	0.1	A	NBL	na	na	2.0	A
		EB	40.4	F			EB	11.5	C		
161st & US-75	E/W Stops	NBL	9.6	A	0.6	A	NBL	13.3	B	1.0	A
		EB	11.2	D			EB	11.2	B		
		WB	42.3	F			WB	48.9	F		
		SBL	12.3	B			SBL	11.3	B		

Detailed printouts of all the capacity analysis calculations are provided in the appendix.

6.0 STAGE 1 DEVELOPMENT

Stage 1 development includes only the Saint Francis Healthplex.

6.1 Site Generated Trips

Projected site generated trips for various land uses are normally calculated by using trip generation rates from the *Trip Generation Manual* published by the Institute of Transportation Engineers. That was not such a straightforward process in this case because neither of the land uses available to choose from (Hospital or Clinic) was a good match to the services that would be provided at the Healthplex. Consequently, a hybrid rate was developed using the available data that is believed to reasonably estimate the entering and exiting trips for this facility. The results are shown in **Table 1.1**.

TABLE 1.1 (Healthplex)
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vph)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN
Trip Rate* Healthplex	NA	(sf)	31.45	3.15	3.77	0.75	0.25	116	38	0.25	0.75	46	139
	49,000	1,540	154	185									
Total			1,540	154	185								

The projected site generated trips are 1540 per day (770 vehicles entering and 770 vehicles exiting). During the a.m. peak hour the entering vehicles are 116 and the exiting vehicles are 38. During the p.m. peak hour the entering vehicles are 46 and the exiting vehicles are 139.

6.2 Trip Distribution

The estimated trip distribution percentages for the Healthplex are shown in **Figure 9**. They reflect basically 35% from the north on US 75, 25% from the south on US 75, 25% from the east on 151st Street and 15% from the west on 151st Street.

Figure 10 shows the Healthplex site generated traffic volumes for both peak hours.

Figure 11 shows the combined 2017 background traffic plus the Healthplex site generated traffic. These are the volumes used in the capacity analyses for this development stage.

6.3 Capacity Analysis

The capacity analysis results are summarized in **Table 2.2**

151st Street and the Southbound Ramps intersection is still LOS “F” as before, but now the a.m. peak hour is a severe LOS “F” and the p.m. peak hour is an extremely severe LOS “F”.

With multi-way STOP control at this intersection it would operate during both peak hours with an overall LOS “C”, but a few individual movements would slip to LOS “D”.

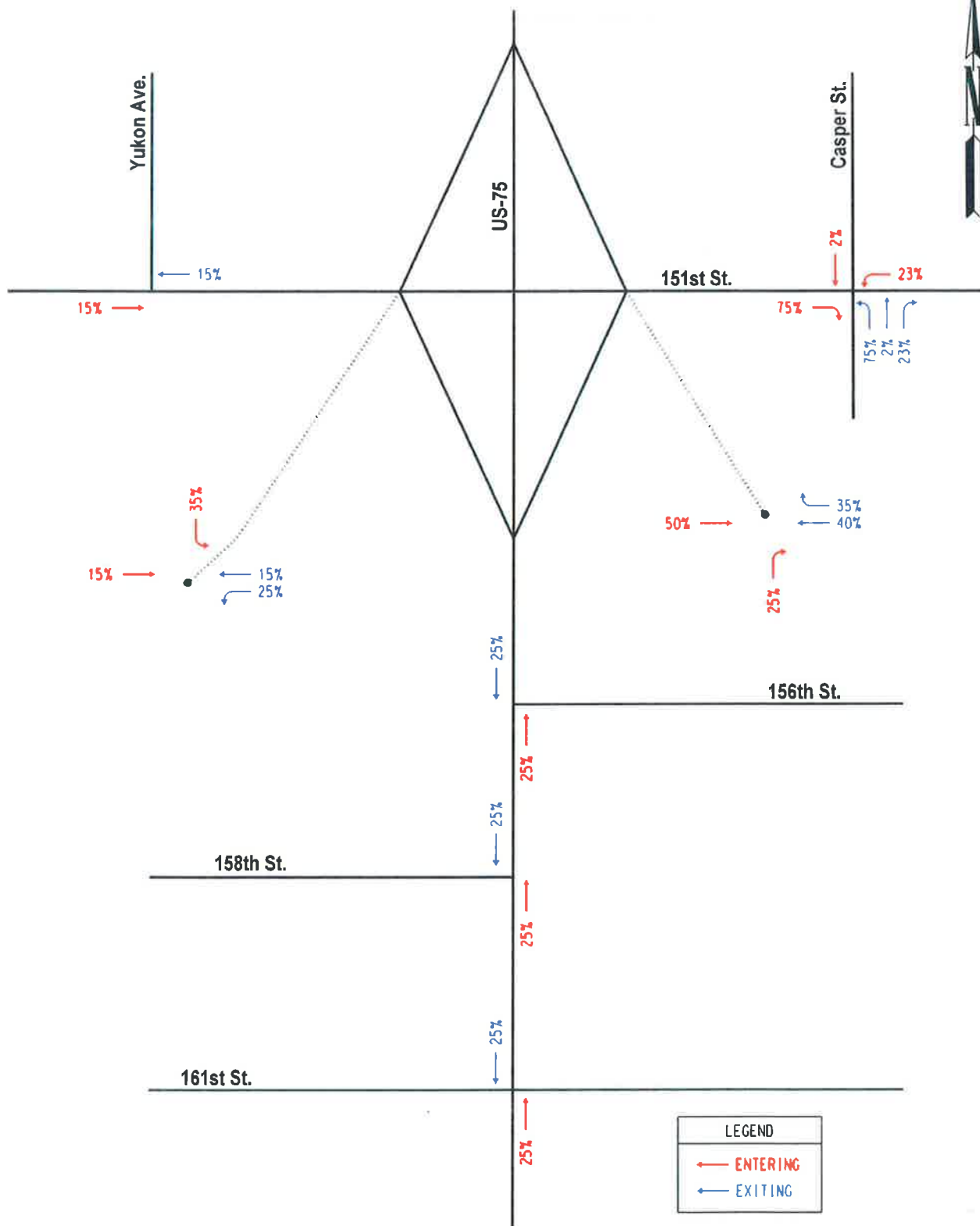


FIGURE 9. Healthplex Trip Distribution

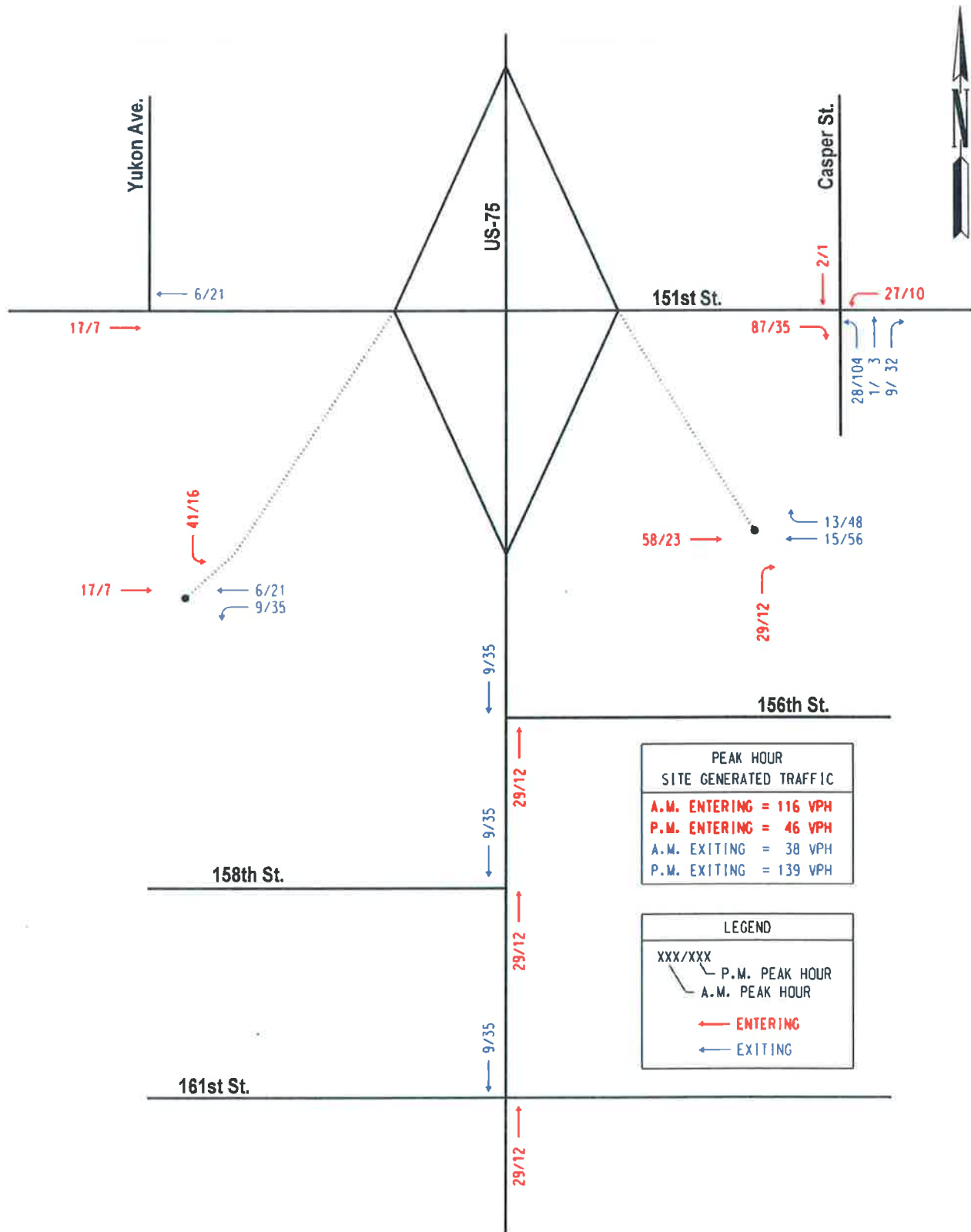


FIGURE 10. Healthplex Site Traffic

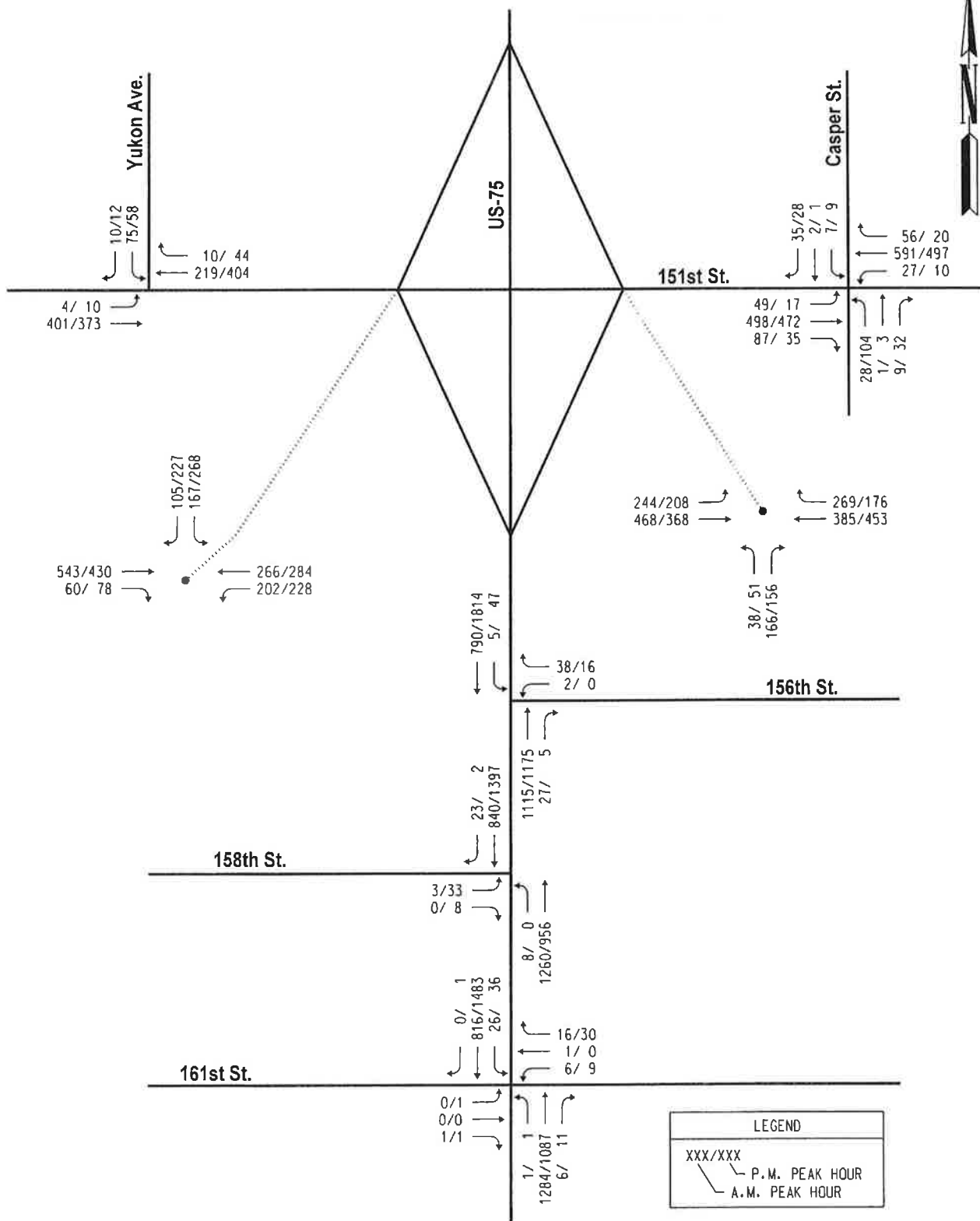


FIGURE 11. 2017 Combined Traffic (Healthplex)



151st Street and the Northbound Ramps intersection operates at LOS “F” during the a.m. peak hour and LOS “E” during the p.m. peak hour. The a.m. LOS “F”, however, is just barely over the delay threshold into LOS “F”.

158th Street and US 75 intersection has slightly higher average delays but still operates at LOS “E” in the a.m. peak hour and LOS “F” during the p.m. peak hour.

161st Street and US 75 intersection has slightly higher average delays and now slips over the threshold into LOS “F” in the a.m. peak hour. It continues as LOS “F” in the p.m. peak hour.

TABLE 2.2
CAPACITY ANALYSIS SUMMARY

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Movement		Intersection		LOS	Movement		Intersection		LOS
		Movement	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)		Movement	Delay (sec/veh)	Delay (sec/veh)	Delay (sec/veh)	
2017 Background Traffic - Healthplex Traffic with Current Intersection Control											
151st & Yukon	SB Stop	EBL	7.7	A	1.6	A	EBL	8.1	A	1.3	A
		SB	12.9	B			SB	15.7	C		
151st & SB Ramps	SB Stop	WBL	10.1	B	18.2	C	WBL	9.7	A	1.3	F
		SBL	12.3	C			SBL	10.1	B		
		SBR	9.7	A			SBR	10.8	B		
151st & NB Ramps	NB Stop	NBL	10.1	B	4.1	A	NBL	10.6	F	4.1	A
		NBR	11.4	B			NBR	10.6	B		
		EBL	10.8	B			EBL	10.3	B		
151st & Casper	N/S Stops	NBL	31.9	D	1.7	A	NBL	32.7	D	3.7	A
		NBT	31.5	D			NBT	23.2	C		
		NBR	10.0	B			NBR	10.1	B		
		EBL	9.1	A			EBL	8.6	A		
		WBL	8.6	A			WBL	8.5	A		
		SBL	20.8	D			SBL	21.3	C		
		SBT	31.7	D			SBT	23.0	C		
156th & US-75	WB Stop	WB	16.4	C	0.4	A	WB	14.0	B	0.3	A
		SBL	11.5	B			SBL	12.4	B		
158th & US-75	EB Stop	NBL	10.9	B	0.1	A	NBL	na	na	2.8	A
		EB	25.6	F			EB	20.5	F		
161st & US-75	E/W Stops	NBL	9.8	A	0.7	A	NBL	14.0	B	1.7	A
		EB	11.4	B			EB	11.5	C		
		WB	11.5	C			WB	11.5	C		
		SBL	12.9	B			SBL	11.6	B		

Detailed printouts of all the capacity analysis calculation are provided in the appendix.

7.0 STAGE 2 DEVELOPMENT

Stage 2 development includes the Saint Francis Healthplex plus the Crossroads South Phase 1 Retail Center.

7.1 Site Generated Trips

Projected site generated trips were calculated for the Crossroads South Phase 1 Retail Center by using the Shopping Center Land Use. The retail square footage was calculated by using 32 acres with a floor area ratio of 15%. This resulted in 210,000 sf. The results are shown in **Table 1.2**.

TABLE 1.2 (Crossroads South Phase 1)
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN
Trip Rate* Shopping Center	820	(sf) 210,000	52.38	1.17	4.69	0.62	0.38	152	93	0.48	0.52	473	512
Totals			11,000	245	985								

* Trip Rates from "TRIP GENERATION" 9th Edition, Institute of Transportation Engineers

The projected site generated trips are 11,000 per day (5,500 vehicles arriving and 5,500 vehicles leaving). During the a.m. peak hour 152 vehicles enter and 93 vehicles exit. During the p.m. peak hour 473 vehicles enter and 512 vehicles exit.

7.2 Trip Distribution

The estimated trip distribution percentages for the Crossroads South Phase 1 Retail Center are shown in **Figure 12**. They reflect basically 25% from the north on US 75, 25% from the south on US 75, 25% from the east on 151st Street, and 25% from the west on 151st Street.

Figure 13 shows the Crossroads South Phase 1 Retail Center site generated traffic volumes for both peak hours.

Figure 14 shows the combined 2018 background traffic plus the Healthplex site generated traffic plus the Crossroads South Phase 1 Retail Center site generated traffic. These are the volumes used in the capacity analysis for this development stage.

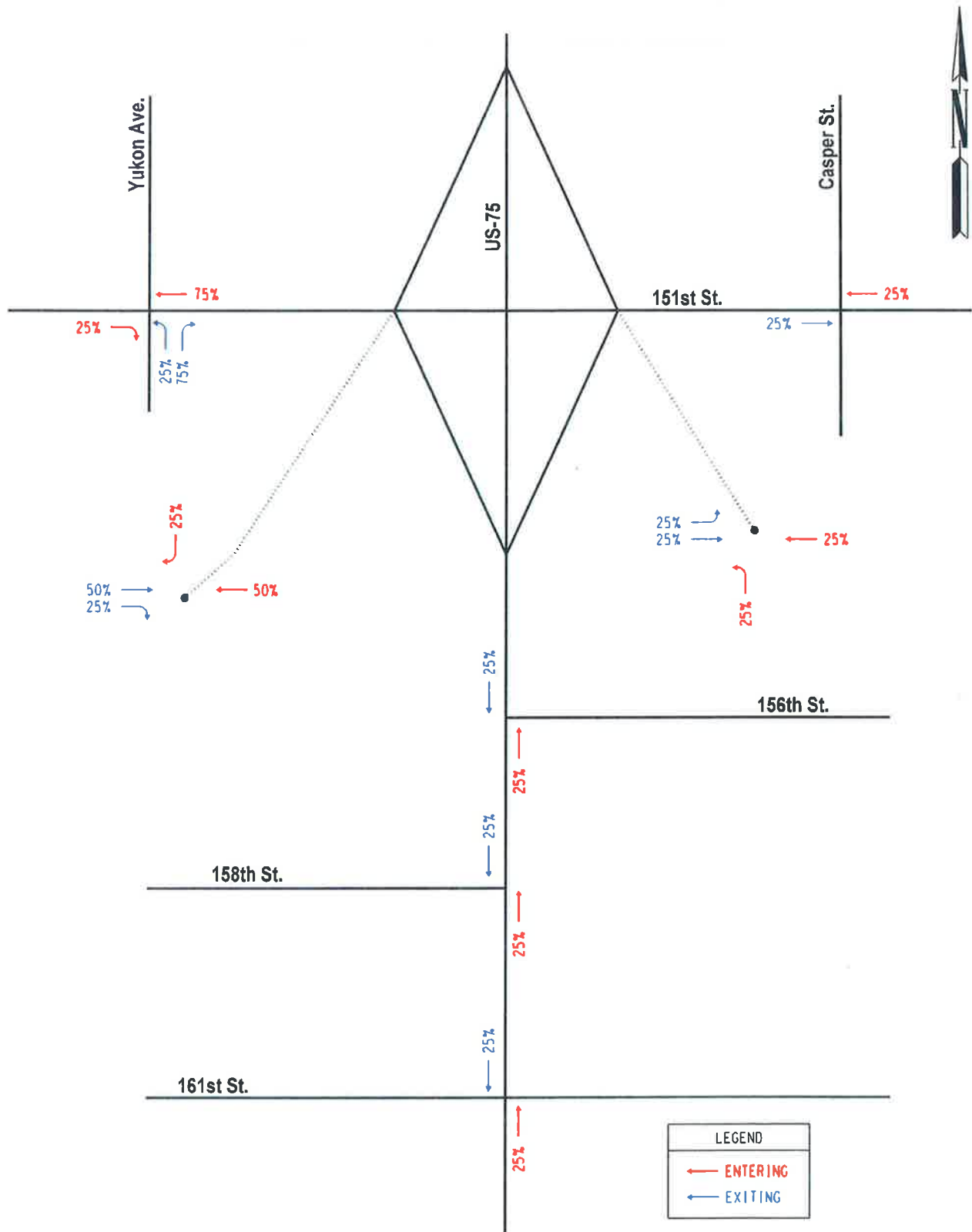


FIGURE 12. Crossroads South - Phase I Trip Distribution

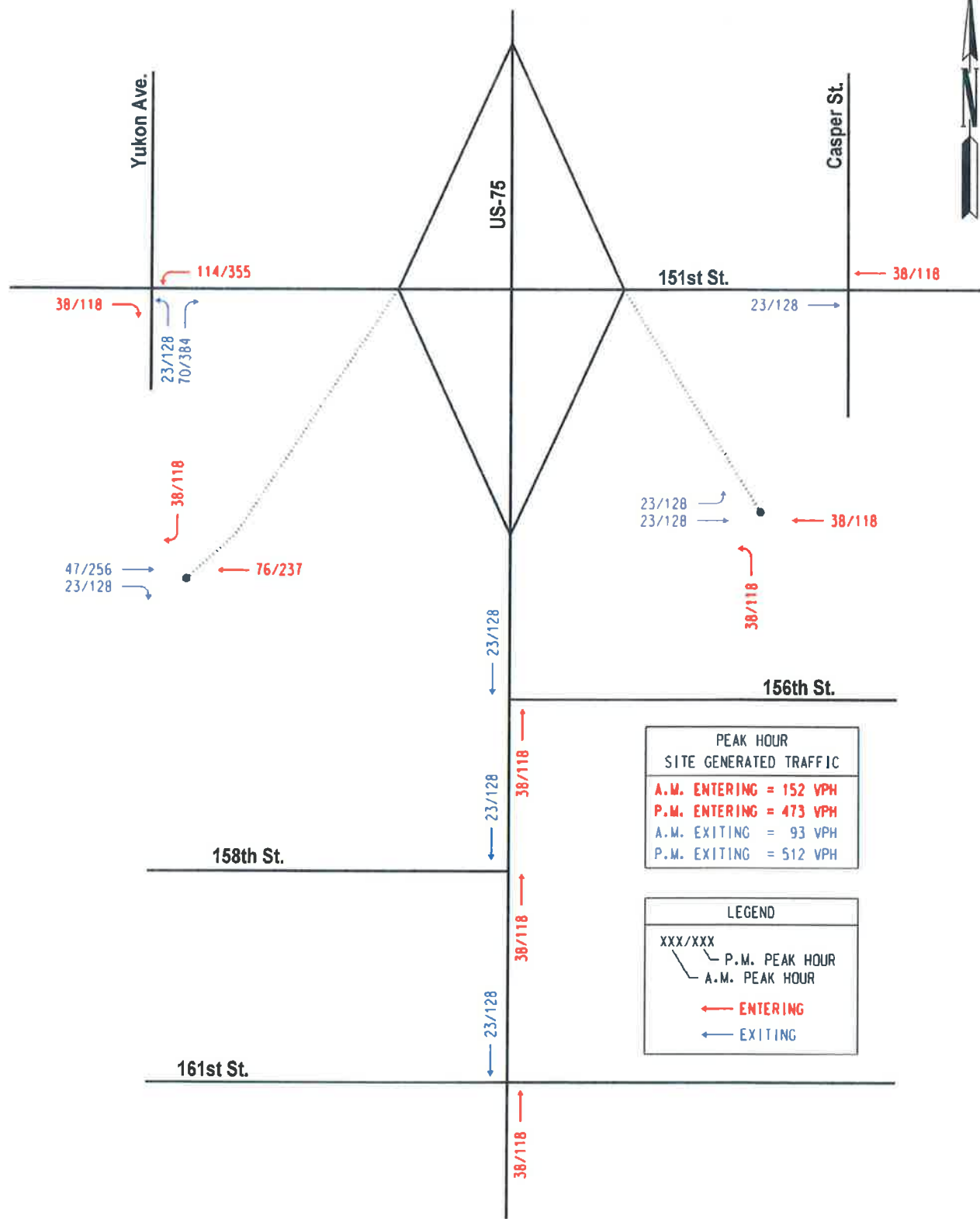


FIGURE 13. Crossroads South - Phase I
Site Traffic

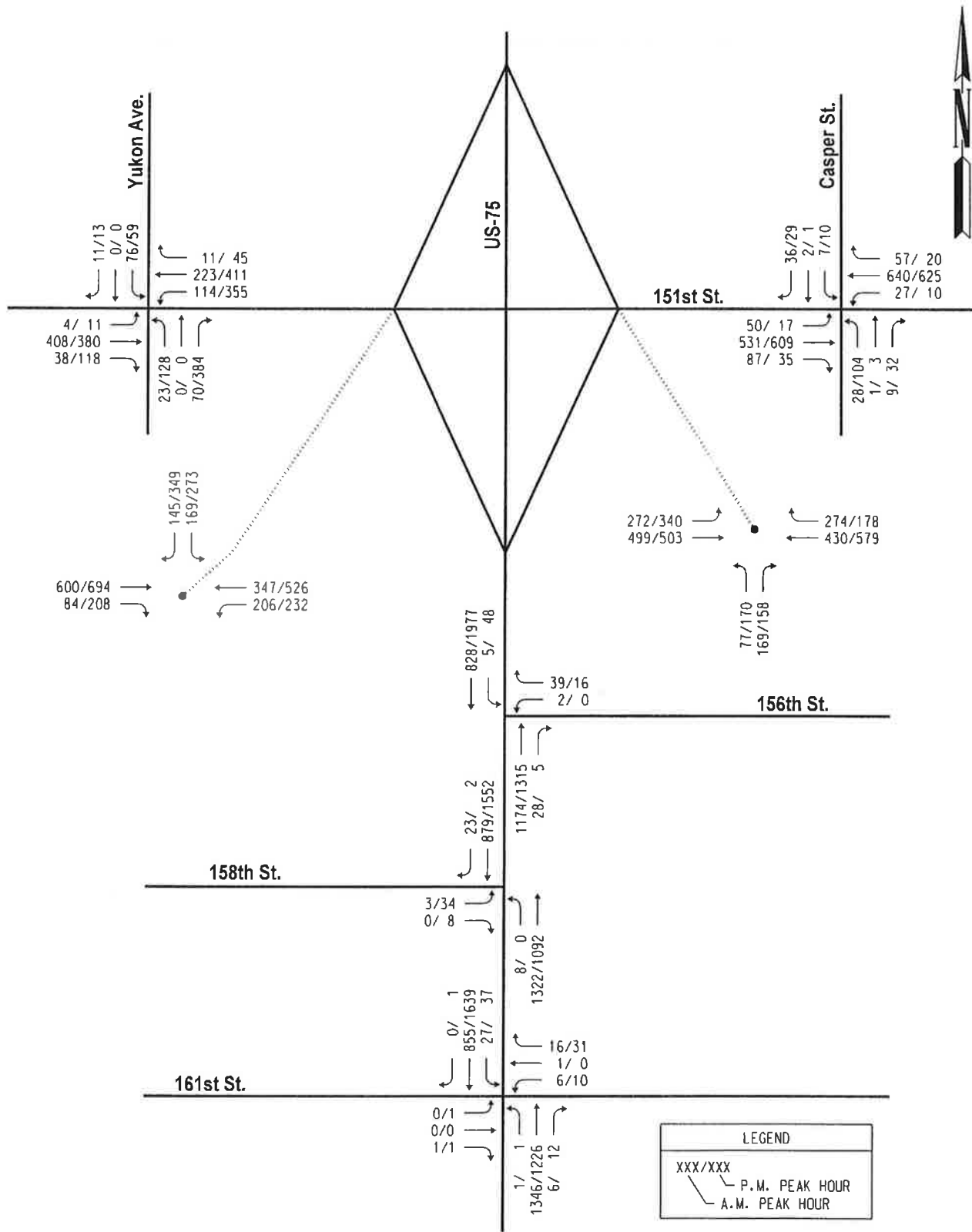


FIGURE 14. 2018 Combined Traffic
(Healthplex + CRS Phase 1)



7.3 Capacity Analysis

The capacity analysis results are summarized in **Table 2.3**.

151st Street and Yukon Avenue intersection would operate at LOS "D" during the a.m. peak hour but a severe LOS "F" during the p.m. peak hour.

151st Street and Southbound Ramps intersection would operate at an extremely severe LOS "F" during both peak hours.

With multi-way STOP control this intersection would operate during the a.m. peak hour with an overall LOS "D" and one LOS "F" movement. In the p.m. peak hour it would operate with an overall LOS "F" and four LOS "F" movements. Multi-way STOP control is no longer a viable option at this stage of development.

151st Street and the Northbound Ramps intersection would operate at a severe LOS "F" during both peak hours.

151st Street and Casper Street intersection would operate at LOS "E" during the a.m. peak hour and LOS "F" during the p.m. peak hour.

158th Street and US 75 intersection would operate at LOS "F" during both peak hours.

161st Street and US 75 intersection would operate at LOS "F" during both peak hours.

TABLE 2.3
CAPACITY ANALYSIS SUMMARY

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Movement		Intersection			Movement		Intersection		
		Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2018 Background Traffic + Healthplex Traffic + CR5 Phase 1 Traffic with Current Intersection Control											
151st & Yukon	N/S Stops	NBL	21.7	C	4.5	A	NBL	20.0	D	26.6	F
		NBR	10.1	B			NBR	14.3	B		
		EBL	7.8	A			EBL	8.4	A		
		WBL	8.6	A			WBL	9.8	A		
		SB	25.1	D			SB	22.0	F		
151st & SB Ramps	SB Stop	WBL	10.7	B	28.4	D	WBL	13.0	B	10.5	F
		SBL	22.0	F			SBL	22.0	F		
		SBR	10.4	B			SBR	15.7	C		
151st & NB Ramps	NB Stop	NBL	20.0	D	10.1	B	NBL	20.0	D	10.0	F
		NBR	11.6	B			NBR	11.5	B		
		EBL	11.5	B			EBL	13.2	B		
151st & Casper	N/S Stops	NBL	36.3	F	1.7	A	NBL	22.0	F	5.4	A
		NBT	35.3	F			NBT	32.3	D		
		NBR	10.2	B			NBR	10.7	B		
		EBL	9.3	A			EBL	9.0	A		
		WBL	8.7	A			WBL	9.0	A		
		SBL	32.2	D			SBL	29.3	D		
		SBT	35.6	F			SBT	31.9	D		
		SBR	10.9	B			SBR	10.8	B		
156th & US-75	WB Stop	WB	17.3	C	0.4	A	WB	15.2	C	0.3	A
		SBL	11.9	B			SBL	13.6	B		
158th & US-75	EB Stop	NBL	10.2	B	0.1	A	NBL	na	na	5.1	A
		EB	20.7	F			EB	20.7	F		
161st & US-75	E/W Stops	NBL	9.9	A	0.7	A	NBL	15.5	C	2.1	A
		EB	11.6	B			EB	15.5	C		
		WB	20.0	F			WB	20.0	F		
		SBL	13.5	B			SBL	12.7	B		

Detailed printouts of all the capacity analysis calculations are provided in the appendix.

8.0 STAGE 3 FULL DEVELOPMENT

Stage 3 development includes the Saint Francis Healthplex plus the Crossroads South Retail Center Phases 1 and 2 plus the Glenpool Retail Center plus the expansion of Champagne Metals and other businesses on 158th Street.

8.1 Site Generated Trips

8.1.1 Projected site generated trips were calculated for the Crossroads South Phase 2 Retail Center by using the Shopping Center land use. The retail square footage was calculated by using 30 acres with a floor area ratio of 10%. This resulted in 130,000 sf. The results are shown in **Table 1.3**.

TABLE 1.3 (Crossroads South Phase 2)
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN
Trip Rate*	820	(sf)	61.95	1.41	5.49	0.62	0.38	113	70	0.48	0.52	343	371
Shopping Center		130,000	8,054	183	714								
Totals		8,054	183	714									

* Trip Rates from "TRIP GENERATION" 9th Edition, Institute of Transportation Engineers

The projected site generated trips are 8,054 per day (4,027 vehicles arriving and 4,027 vehicles leaving). During the a.m. peak hour 113 vehicles enter and 70 vehicles exit. During the p.m. peak hour 34 vehicles enter and 371 vehicles exit.

- 8.1.2 Projected site generated trips were calculated for the Glenpool Retail Center by using the Shopping Center land use. The retail square footage was calculated by using 38 acres with a floor area ratio of 20%. This resulted in 330,000 sf. The results are shown in **Table 1.4**.

TABLE 1.4 (Glenpool Retail)
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN
Trip Rate* Shopping Center	820	(sf) 330,000	41.72	0.98	4.04	0.62	0.38	200	123	0.48	0.52	640	693
Totals			14,756	323	1,333			200	123			640	693

* Trip Rates from "TRIP GENERATION" 9th Edition, Institute of Transportation Engineers

The projected site generated trips are 14,756 per day (7,378 vehicles arriving and 7,378 leaving). During the a.m. peak hour 200 vehicles enter and 123 vehicles exit. During the p.m. peak hour 640 vehicles enter and 693 vehicles exit.

8.1.3 Projected site generated trips were calculated for Champagne Metals and the other businesses on 158th Street based on actual 24-hour and peak hour traffic counts. The results are shown in **Table 1.5**.

TABLE 1.5 (Champagne Metals and Others)
PROJECTED SITE GENERATED TRAFFIC VOLUMES

Building Type (Land Use)	ITE Land Use Code	Approximate Gross Floor Area or Other	Avg. Weekday Vehicle Trip Ends			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Volume (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Volume (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
				(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN
Trip Rate* NA	NA	(sf)	NA	NA	NA	0.88	0.12	28	4	0.13	0.87	5	34
	NA	560	32	39									
Total			560	32	39			28	4			5	34

* Trips based on actual counts

The projected site generated trips are 560 per day (280 vehicles arriving and 280 vehicles leaving). During the a.m. peak hour 28 vehicles enter and 4 vehicles exit. During the p.m. peak hour 5 vehicles enter and 34 vehicles exit.

8.2 Trip Distribution

8.2.1 The estimated trip distribution percentages for the Crossroads South Phase 2 Retail Center are shown in **Figure 15**. They reflect basically 25% from the north on US 75, 25% from the south on US 75, 25% from the east on 151st Street, and 25% from the west on 151st Street.

Figure 16 shows the Crossroads South Phase 2 Retail Center site generated traffic volumes for both peak hours.

8.2.2 The estimated trip distribution percentages for the Glenpool Retail Center are shown in **Figure 17**. They reflect basically 25% from the north on US 75, 25% from the south on US 75, 25% from the east on 151st Street, and 25% from the west on 151st Street.

Figure 18 shows the Glenpool Retail Center site generated traffic volumes for both peak hours.

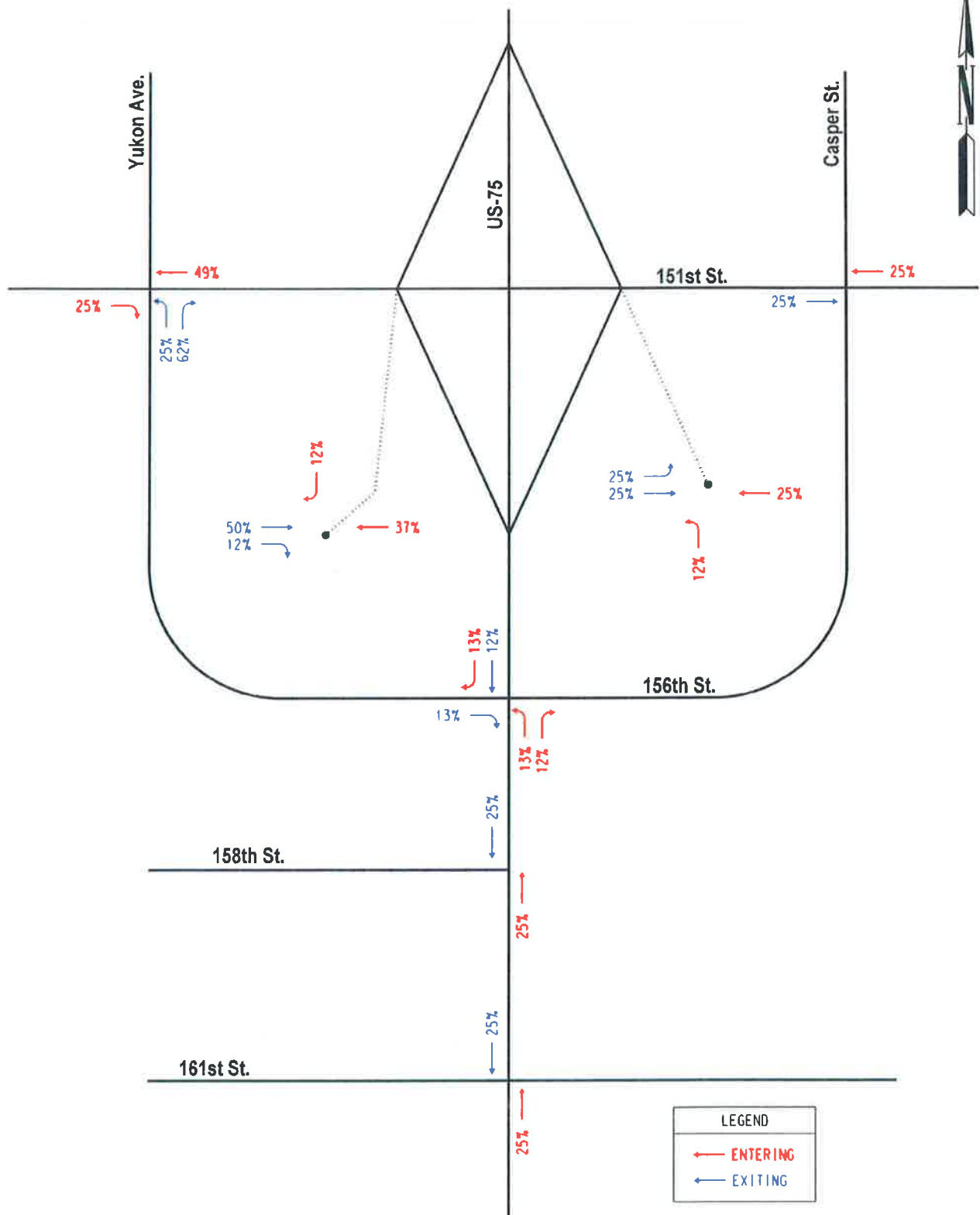


FIGURE 15. Crossroads South - Phase 2
Trip Distribution

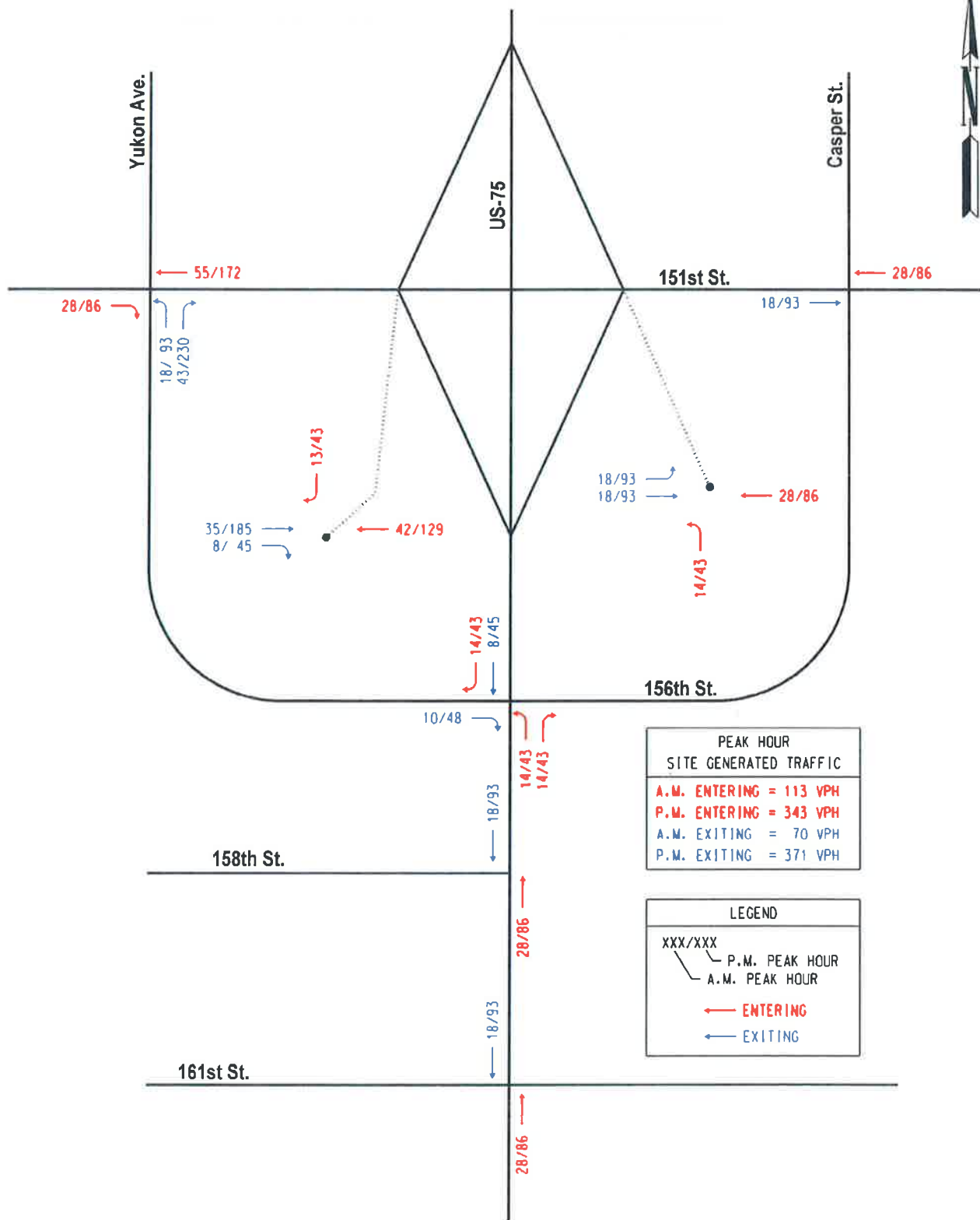


FIGURE 16. Crossroads South - Phase 2
Site Generated Traffic

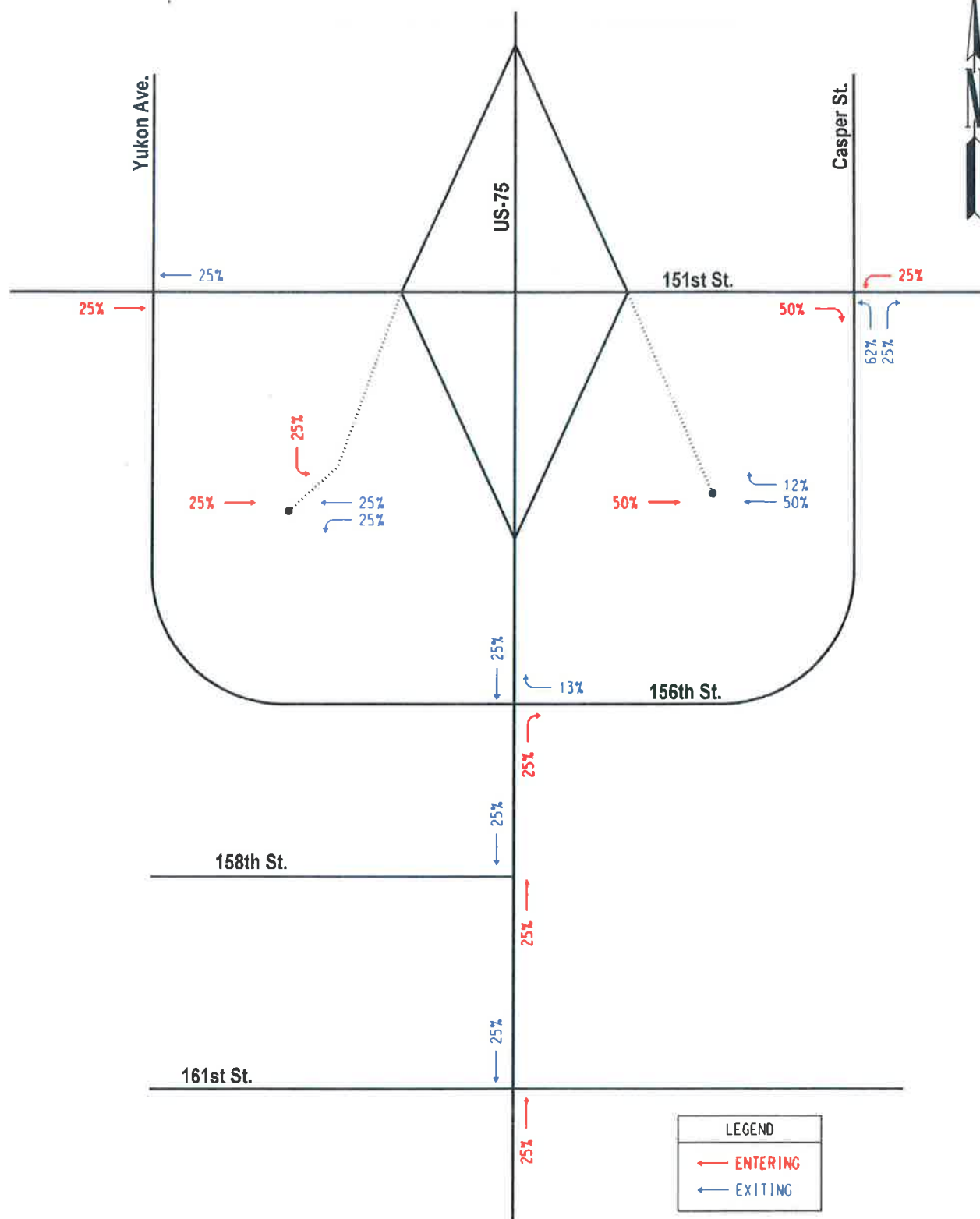


FIGURE 17. Glenpool Retail Trip Distribution

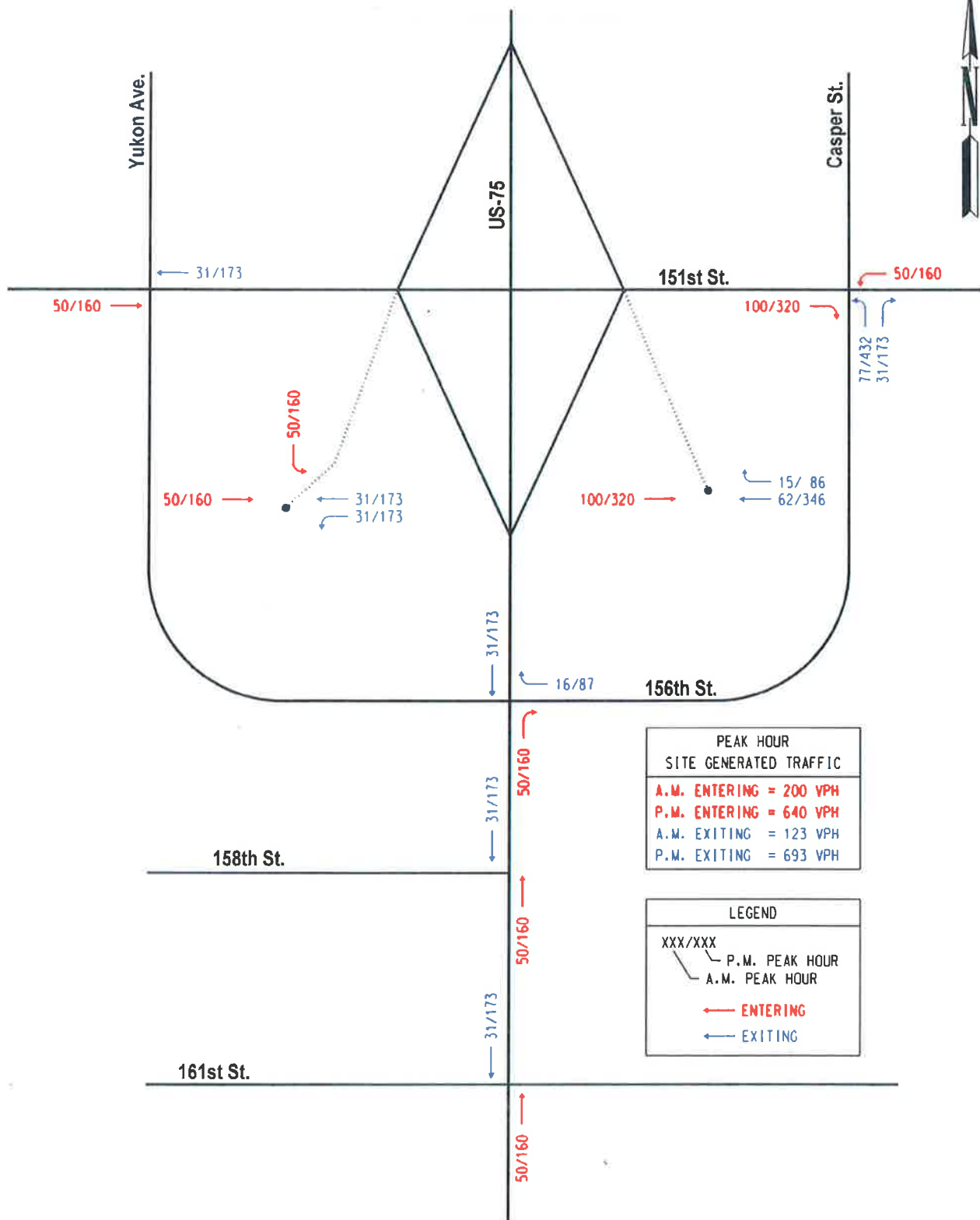


FIGURE 18. Glenpool Retail
Site Generated Traffic

- 8.2.3 The estimated trip distribution percentages for Champagne Metals and the other 158th Street businesses are shown in **Figure 19**. The reflect 60% from the north on US 75 and 40% from the south on US 75.

Figure 20 shows the Champagne Metals and other 158th Street businesses site generated traffic volumes for both peak hours.

- 8.2.4 **Figure 21** shows the combined 2021 background traffic plus full development site generated traffic. These are the volumes used in the final round of capacity analyses for the full development scenario.

8.3 *Capacity Analysis*

The capacity analysis results are summarized in **Table 2.4**.

151st Street and Yukon Avenue intersection would operate at LOS “E” during the a.m. peak hour but a severe LOS “F” during the p.m. peak hour.

151st Street and the Southbound Ramps intersection would operate at an extremely severe LOS “F” during both peak hours.

151st Street and the Northbound Ramps intersection would operate at a severe LOS “F” during both peak hours.

151st Street and Casper Street intersection would operate at an extremely severe LOS “F” during both peak hours.

156th Street and US 75 intersection would operate at LOS “C” in the a.m. peak hour and LOS “F” during the p.m. peak hour.

158th Street and US 75 intersection would operate at LOS “F” during both peak hours.

161st Street and US 75 intersection would operate at LOS “F” during both peak hours.

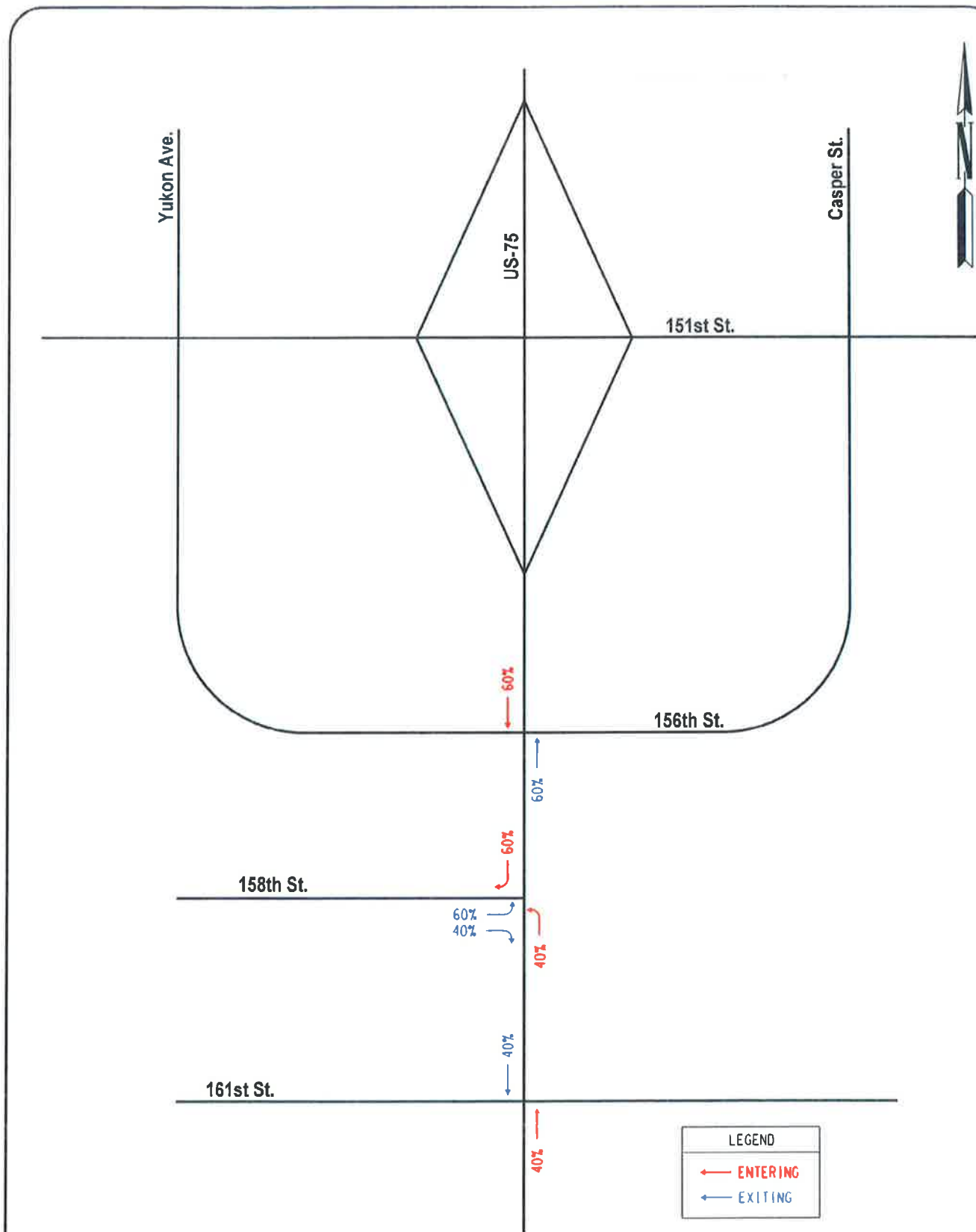


FIGURE 19. 158th St. Trip Distribution

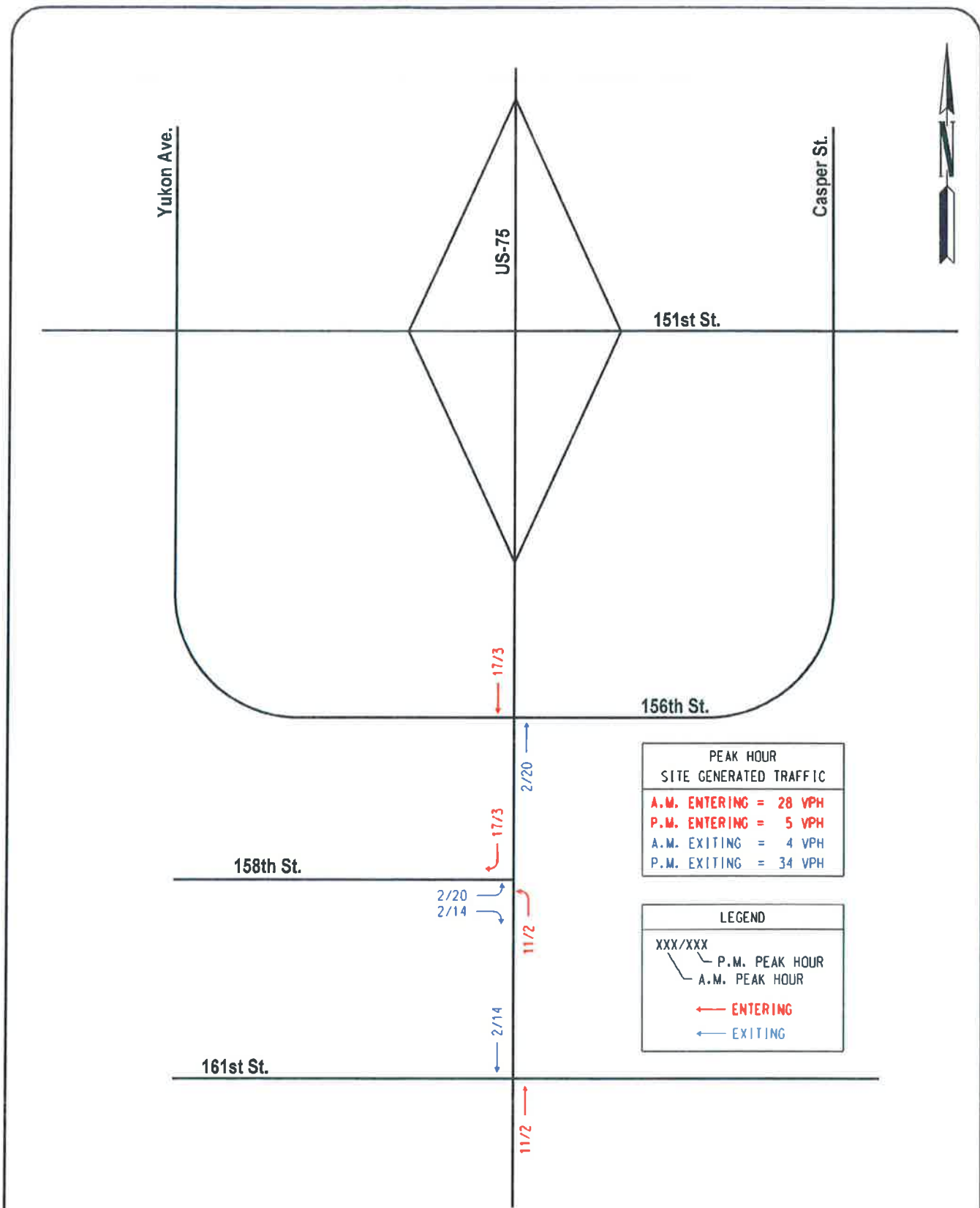


FIGURE 20. 158th St. Site Generated Traffic

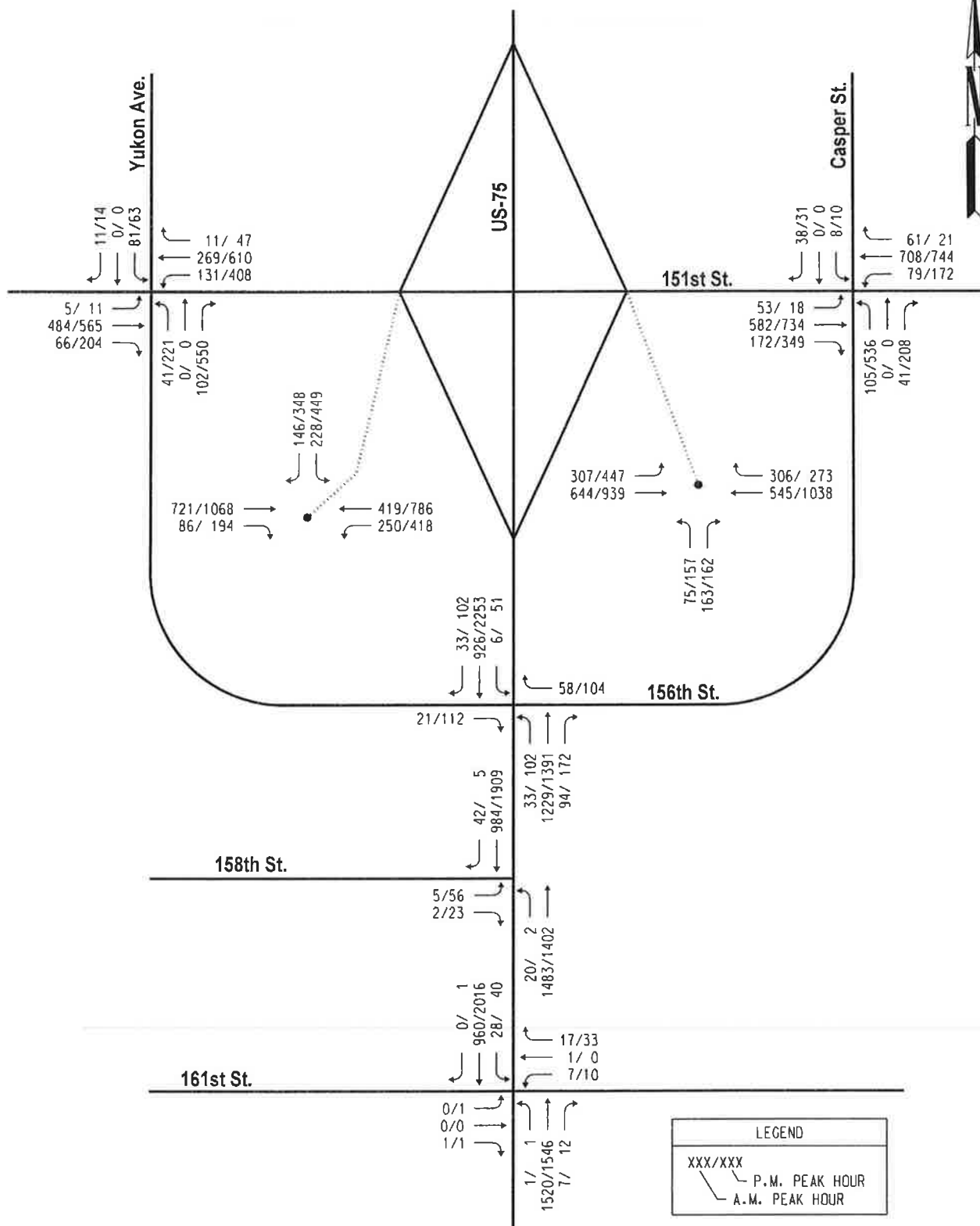


FIGURE 21. 2021 Combined Traffic
(Full Development)



TABLE 2.4
CAPACITY ANALYSIS SUMMARY

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Movement		Intersection			Movement		Intersection		
		Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Movement	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Full Development 2021 Traffic with Current Intersection Control											
151st & Yukon	N/S Stops	NBL	36.9	D	6.1	A	NBL	36.9	D	6.1	A
		NBR	10.8	B			NBR	34.5	D		
		EBL	7.9	A			EBL	9.1	A		
		WBL	9.0	A			WBL	11.9	B		
		SB	39.8	E			SB	39.8	E		
151st & SB Ramps	SB Stop	WBL	12.3	B	120.0	F	WBL	12.3	B	9.0	B
		SBL	21.1	C			SBL	21.1	C		
		SBR	10.8	B			SBR	22.4	C		
151st & NB Ramps	NB Stop	NBL	20.9	C	22.4	C	NBL	20.9	C	120.0	F
		NBR	12.7	B			NBR	15.8	C		
		EBL	13.0	B			EBL	13.1	B		
151st & Casper	N/S Stops	NBL	20.9	C	14.3	B	NBL	20.9	C	20.9	C
		NBR	10.7	B			NBR	14.6	B		
		EBL	9.6	A			EBL	9.5	A		
		WBL	9.2	A			WBL	10.7	B		
		SBL	20.9	C			SBL	12.4	B		
156th & US-75	E/W Stops	NBL	10.7	B	0.7	A	NBL	20.9	C	4.3	A
		EBR	12.5	B			EBR	16.1	C		
		WBR	16.7	C			WBR	22.5	C		
		SBL	12.8	B			SBL	15.8	C		
158th & US-75	EB Stop	NBL	11.0	B	0.2	A	NBL	18.8	C	46.3	F
		EB	15.2	C			EB	20.1	C		
161st & US-75	E/W Stops	NBL	10.4	B	1.3	A	NBL	20.2	C	9.7	A
		EB	12.2	B			EB	20.2	C		
		WB	15.2	C			WB	20.2	C		
		SBL	15.2	C			SBL	15.9	C		

Detailed printouts of all the capacity analysis calculations are provided in the appendix.

9.0 REQUIRED ROADWAY AND TRAFFIC CONTROL IMPROVEMENTS

A quick overview of the capacity analysis summaries in **Tables 2.1, 2.2, 2.3 and 2.4** reveals that each successive stage of development causes additional intersections to fall into LOS “F”.

- Current conditions LOS “F”
 - 151st Street and Southbound Ramps
 - 158th Street and US 75
 - 161st Street and US 75
- Saint Francis Healthplex
 - Add 151st Street and Northbound Ramps
- Crossroads South Phase I
 - Add 151st Street and Yukon Avenue
 - Add 151st Street and Casper Street
- Full Development
 - Add 156th Street and US 75



In the end all study intersections operate at LOS “F” unless roadway and traffic control improvements are provided. Consequently, each intersection was analyzed to determine the lane configuration and traffic control improvements that would be necessary to achieve acceptable levels-of-service in both peak hours.

Tables 2.5 shows the new levels-of-service with the needed improvements in place. All intersections on 151st Street operate at an overall LOS “C” or better with no individual movements lower than LOS “D”. The at-grade intersections on US 75 operate at LOS “D” or better except for 156th Street which still operates at LOS “F” for the northbound left turn and the eastbound right turn in the p.m. peak hour. There is no reasonable fix for this issue. Some of the drivers wanting to execute those turns during that time of day would choose an alternate route in order to avoid the long delays.

TABLE 2.5
CAPACITY ANALYSIS SUMMARY

Intersection	Type of Traffic Control	AM Peak Hour					PM Peak Hour				
		Movement		Intersection			Movement		Intersection		
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS		
Full Development 2021 Traffic with Improvements											
151st & Yukon	Signals	EBL	42.6	D	14.8	C	EBL	39.3	D	20.2	C
		EBT	14.5	B			EBT	22.4	C		
		EBR	9.4	A			EBR	11.7	B		
		WBL	19.0	B			WBL	24.5	C		
		WB	10.2	B			WB	13.5	B		
		NBL	18.5	B			NBL	31.7	C		
		NBR	14.6	B			NBR	16.9	B		
		SB	25.3	C			SB	39.8	D		
151st & SB Ramps	Signals	EBT	11.3	B	10.8	B	EBT	21.4	C	18.4	B
		EBR	8.8	A			EBR	12.7	B		
		WBL	16.7	B			WBL	33.4	C		
		WBT	3.4	A			WBT	5.2	A		
		SBL	16.6	B			SBL	23.2	C		
151st & NB Ramps	Signals	EBL	18.9	B	9.0	A	EBL	24.9	C	11.9	B
		EBT	2.9	A			EBT	2.8	A		
		WBT	9.0	A			WBT	12.9	B		
		WBR	10.1	B			WBR	10.2	B		
		NBL	16.2	B			NBL	26.3	C		
151st & Casper	Signals	EBL	9.8	A	13.0	B	EBL	14.3	B	19.4	B
		EBT	13.0	B			EBT	25.9	C		
		EBR	8.8	A			EBR	10.0	B		
		WBL	9.4	A			WBL	15.0	B		
		WBT	13.8	B			WBT	16.5	B		
		WBR	8.8	A			WBR	10.3	B		
		NBL	18.6	B			NBL	23.7	C		
		NDR	15.4	B			NDR	15.2	B		
		SBL	19.4	B			SBL	24.9	C		
		SBR	18.1	B			SBR	25.5	C		
156th & US-75	E/W Stops	NBL	10.7	B	0.7	A	NBL	22.5	C	4.3	A
		EBR	12.5	B			EBR	22.5	C		
		WBR	16.7	C			WBR	22.5	C		
		SBL	12.8	B			SBL	15.8	C		
158th & US-75	EB Stop	NBL	11.0	B	0.1	A	NBL	18.8	C	0.7	A
		EBR	12.7	B			EBR	30.2	D		
158th South U-Turn	Yield	SBU	14.3	B			SBU	14.7	B		
161st North U-Turn	Yield	NBU	10.6	B			NBU	21.4	C		
161st & US-75	E/W Stops	NBL	10.4	B	0.3	A	NBL	20.2	C	9.4	A
		EBR	12.2	B			EBR	22.5	C		
		WBR	17.6	C			WBR	18.9	C		
		SBL	15.2	C			SBL	15.9	C		
161st South U-Turn	Yield	SBU	14.4	B			SBU	14.7	B		

9.1 151st Street Corridor

Figure 22 graphically illustrates the roadway widening that would be required. Also, all four intersections must be signalized and included in a coordinated system. The signals at the two ramp intersections should be operated by a single diamond interchange controller and the signals at both of these intersections should be installed at the same time. Signals at Yukon Avenue and at Casper Street can be installed independently as the need arises.

- 151st Street under US 75 needs to be widened to 8 lanes (2 thru lanes and 2 left lanes in each direction). This will require cutting into the slope walls under the bridges on both sides of 151st Street, but the bridges themselves can remain as-is.
- The northbound and southbound off-ramp need to be widened to provide 2 left turn lanes and 1 right turn lane.
- The northbound and southbound on-ramps need to be widened to accept double left turns and then merge to a single lane before merging with the highway.
- An eastbound right turn lane at the southbound ramps intersection and a westbound right turn lane at the northbound ramp intersections need to be added.
- At Yukon Avenue a double westbound left turn needs to be constructed as well as an eastbound right turn lane.
- Yukon Avenue at 151st Street needs to be constructed with 2 southbound lanes, 1 northbound left turn lane, 1 northbound thru lane, and 2 northbound right turn lanes.
- At Casper Street eastbound and westbound right turn lanes need to be added. The eastbound and westbound left turn lanes need to be realigned so that opposing left turn vehicles do not block one another's view.
- Casper Street at 151st Street needs to be constructed with 1 southbound lane, 2 northbound left turn lanes, 1 northbound thru lane, and 1 northbound right turn lane. Casper Street on the north side of 151st Street should be constructed as a mirror image. The right-most left turn lane will be cross-hatched with pavement markings as long as STOP sign control is in use. When signals are installed the crosshatching will be removed and the double left turn operation will be effected.

9.2 US 75 Corridor

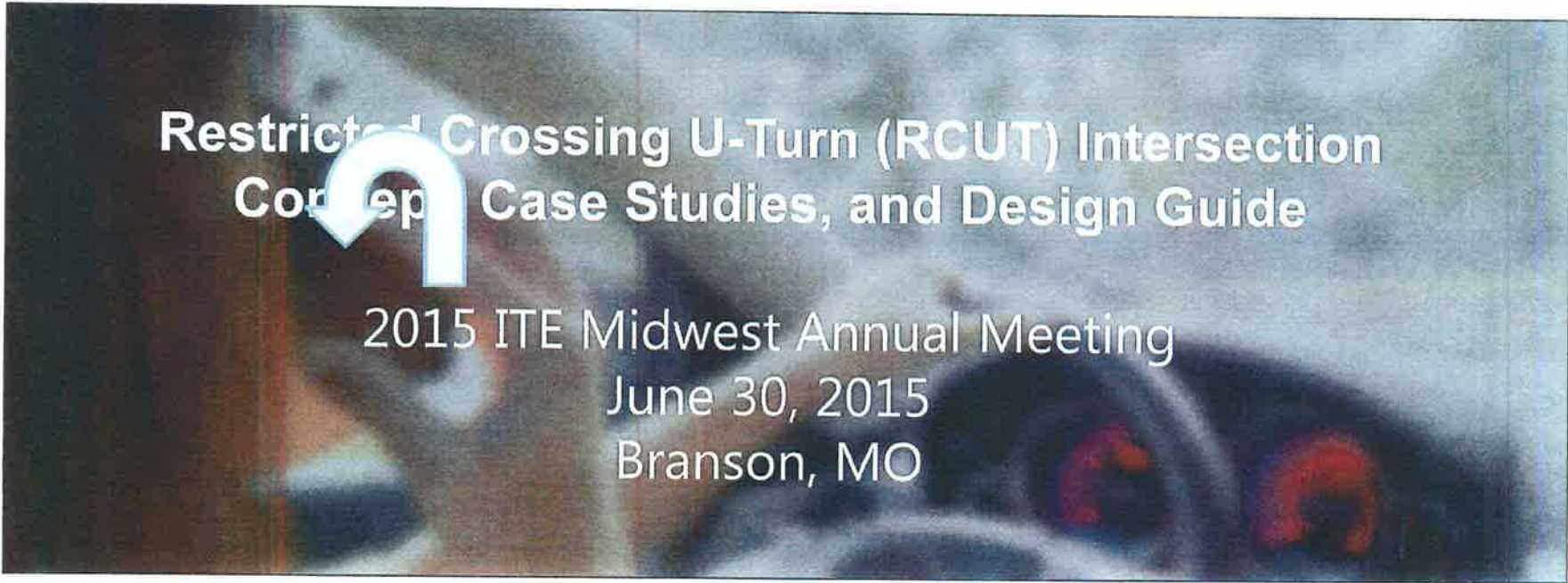
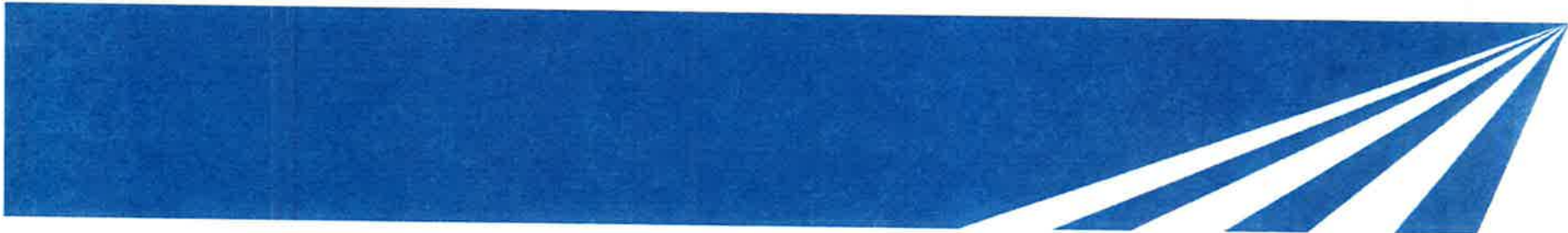
As mentioned earlier in section 3.2 of this report, certain changes to the at-grade intersections at 156th Street, 158th Street, and 161st Street will be required to improve their capacity and safety and prolong their life as viable access points.

- The 156th Street intersection should be modified in the “intermediate term” (when either the Crossroads South Phase 2 Retail Center or the Glenpool Retail Center is constructed) so that the crossing and left turn movements from 156th Street are physically blocked. The northbound and southbound left turn lanes would remain, but they should be realigned so that opposing left turn vehicles do not block one another’s view. Right turns to and from 156th Street would be allowed.
- The 158th Street intersection should be modified in the “intermediate term” to a Restricted Crossing U-Turn (J-Turn) intersection. This type of intersection is discussed in detail in section 10.0 of this report. It is a new intersection design that improves the capacity and safety of at-grade intersections on divided highways by preventing crossing and left turn movements from the side street. These movements are instead converted to right turn movements followed by U-Turn movements at a new downstream median opening. At this point is not expected that the residential tract of land opposite 158th Street on the east side of the highway will seek access to the highway so this intersection would be in essence be half of a J-Turn intersection. The current southbound left turn lane should be removed in order to prevent it from becoming a defacto U-Turn lane for 156th Street. It would be better for any 156th Street traffic that chooses to U-Turn to use the 158th Street U-Turn.
- The 161st Street intersection should be modified in the “intermediate term” to a full Restricted Crossing U-Turn (or J-Turn) intersection.

10.0 RESTRICTED CROSSING U-TURN (J-TURN) INTERSECTIONS

Restricted Crossing U-Turn (or J-Turn) intersections are being used across the country on divided highways that do not have full access control. Their advantages are they preserve the free-flow capacity of the highway (unlike traffic signals), they increase the capacity of the side road, they are effective in significantly reducing crashes, and they are relatively inexpensive to construct. Their disadvantage is they require the side road thru and left turn traffic to be re-routed some extra distance for their safety.

The following three pages are slides from a recent Federal Highway Administration presentation at a professional conference in Branson, Missouri. They illustrate an RCUT or J-Turn intersection in Minnesota with very clear and helpful aerial photos. Notice how the left turn lanes align so that opposing left turn vehicles do not block one another’s view of oncoming vehicles.



Restricted Crossing U-Turn (RCUT) Intersection Concept, Case Studies, and Design Guide

2015 ITE Midwest Annual Meeting
June 30, 2015
Branson, MO

Wei Zhang, Ph.D., P.E.

Program Manager, Intersection Safety R&D

HRDS-10, Office of Safety R&D – TFHRC

Tel: (202)493-3317

Email: wei.zhang@dot.gov



U.S. Department of Transportation
Federal Highway Administration

RCUT Concept



Credit: Bolton & Menk, Inc
RCUT at US 212 & MN
284/CR 53, Cologne, MN

RCUT W/O Right-Turn Acceleration Lane

US 212 & Mn 284/CR 53, MN



Credit: Bolton & Menk, Inc

The three pages after the FHWA slides are design details taken from the North Carolina Department of Transportation *Roadway Design Manual*. Notice the flaired shoulder at the U-Turn median opening designed to handle large trucks. Typically the U-Turn vehicle turns onto an added lane (often created from the shoulder) and accelerates while within this lane before merging onto the main highway lanes.

This intersection operates well for all types of vehicles, but especially for large trucks. A large truck wanting to make a left turn from the side road typically is too long to be able to make a two-stage left turn and temporarily shelter the truck within the width of the center median. Consequently, the driver must wait for a satisfactory gap in both directions of traffic simultaneously in order to execute a single-stage left turn. Normally this requires much longer delays, especially in peak traffic periods. Executing a right turn first and then a U-Turn typically requires less delay and has been shown to be safer.

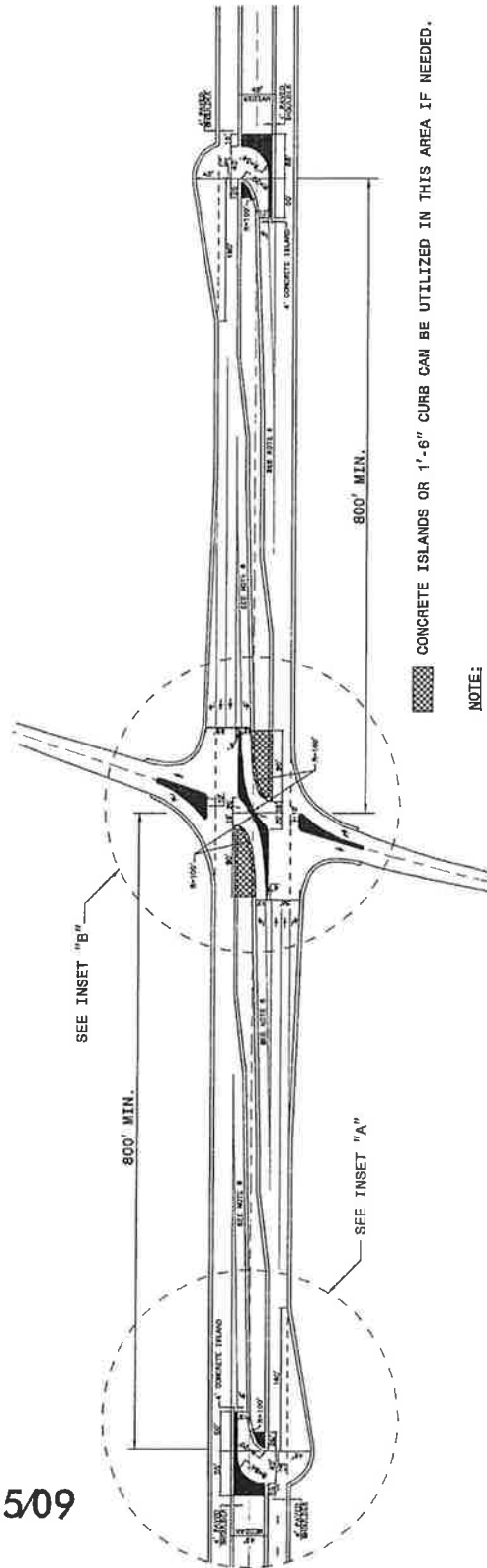
ODOT obviously would have to approve this modification, but they have allowed one to be constructed in northeast Oklahoma already on US 75 at the Cherokee Casino near Ramona south of Bartlesville. They have also considered one on SH 97 between Sapulpa and Sand Springs although we do not know their final decision on that location.

11.0 COLLECTOR STREET DESIGN

The parallel collector streets of Yukon Avenue and Casper Street should at a minimum be 3-lane streets with a center left turn lane. Yukon Avenue could be 5-lanes wide through the Crossroads South Retail Center if the entire half mile site is developed as presently proposed. In any case the extra lanes shown in **Figure 22** near 151st Street that are needed for intersection capacity must be provided on both Yukon and Casper.

Both collector streets should be structurally designed to carry a nominal number of local delivery semi-trucks. However, the collector street on the west side of US 75 could potentially carry a significant number of heavily loaded semi-trucks from Champagne Metals if the highway access and J-Turn intersection at 158th Street is removed at some point in the future. At that point all the semi-trucks entering and exiting Champagne Metals would be using the collector road.

DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS



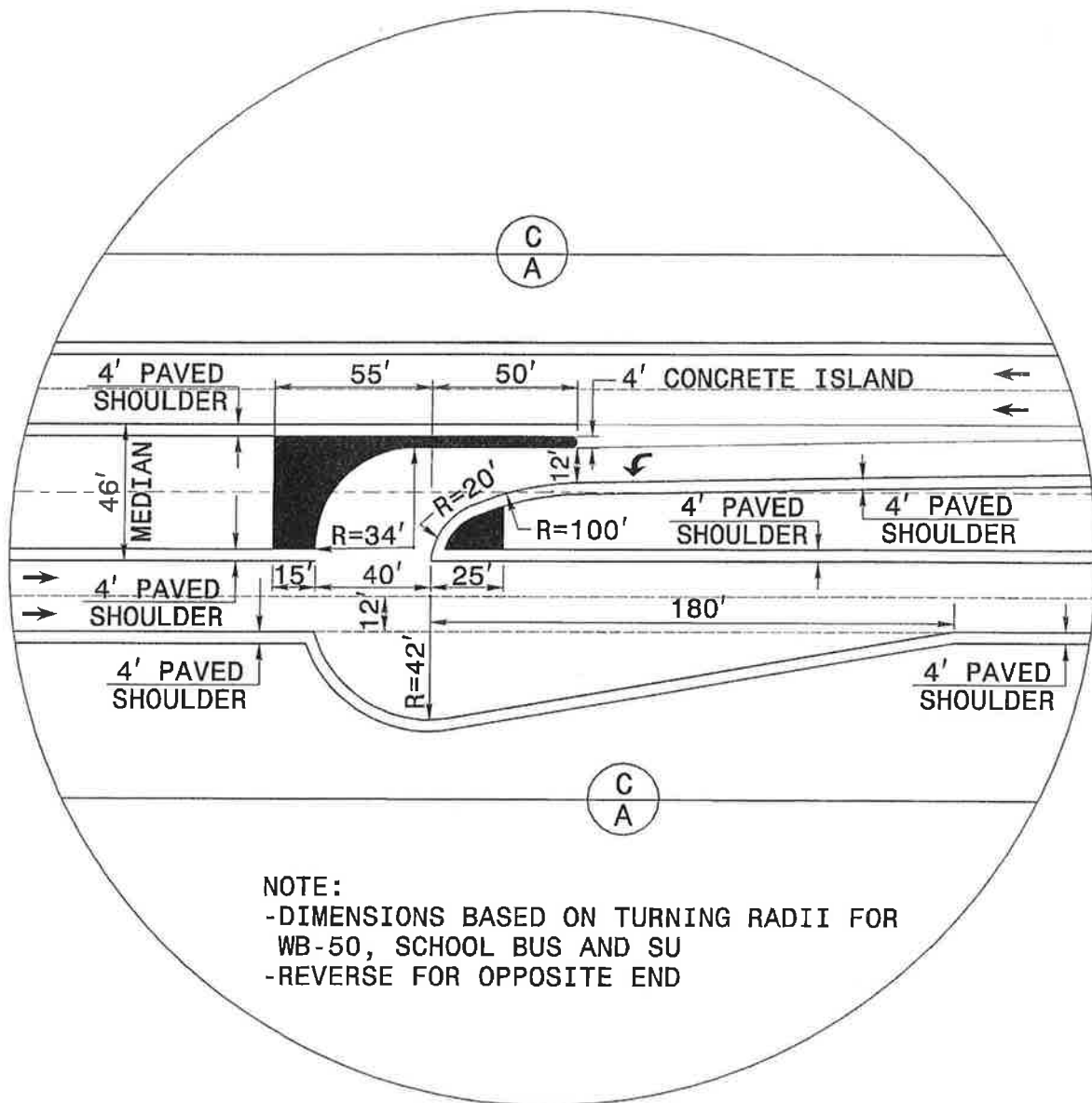
CONCRETE ISLANDS OR 1'-6" CURB CAN BE UTILIZED IN THIS AREA IF NEEDED.

PLAN

NOTE:

1. THIS DRAWING SHOWS A DESIGN FOR A 46' MEDIAN WITH 4' PAVED SHOULDERS (MEDIAN AND OUTSIDE) ASSUMING A 55 MPH POSTED SPEED. WHEN OTHER MEDIAN WIDTHS, PAVED SHOULDERS, AND POSTED SPEEDS ARE USED, ENGINEERING JUDGEMENT SHOULD BE USED TO ESTABLISH APPROPRIATE GEOMETRY.
2. AT -Y- LINES ONLY PASSENGER CAR U-TURNS ARE ACCOMMODATED.
3. DESIGN BULB OUTS TO ACCOMMODATE WB-50. IN AREAS WHERE THERE ARE R/W OR ENVIRONMENTAL CONSTRAINTS, BULB OUT DIMENSIONS MAY BE REDUCED.
4. ALL DIMENSIONS ARE SUBJECT TO FIELD CONDITIONS.
5. FULL CONTROL OF ACCESS SHOULD BE OBTAINED THROUGHOUT LIMITS OF THE BULB OUT ON BOTH SIDES OF ROADWAY.
6. USE 575' MINIMUM LENGTH FOR ALL LEFT TURN LANES (INCLUDES TAPER AND FULL STORAGE LENGTH).

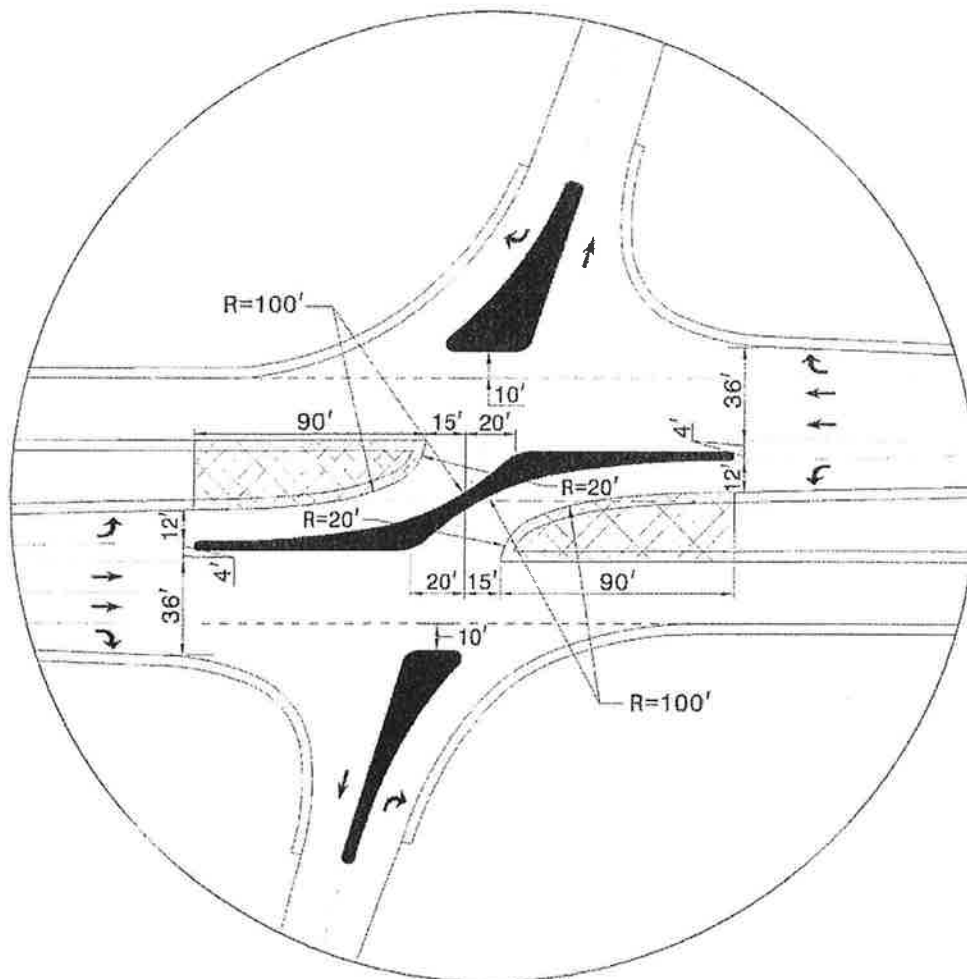
REV. DATE : 02/05/09
REV. NO. 6

**INSET "A"**

REV. DATE : 02/05/09
REV. NO. 6

INSET "B"

9 - 4

INSET "B"INSET "B"

REV. 4
REV. 12/01/05

12.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

- Under current conditions the STOP controlled intersection of 151st Street and the Southbound Ramps operates at LOS “F” during both the a.m. and p.m. peak hours. It currently satisfies the 8-Hour, 4-Hour and Peak Hour Signal Warrants. Consideration should be given to installing multi-way STOP control at this intersection pending installation of a traffic signal. The multi-way STOP would operate in both peak hours with an overall LOS “C” and with no individual movement lower than LOS “C”.
- Under current conditions both 158th Street and 161st Street at US 75 operate at LOS “E” in the a.m. peak hour and LOS “F” in the p.m. peak hour. The capacity and safety at both intersections would be significantly enhanced by the installation of a half J-Turn intersection at 158th Street and a full J-Turn intersection at 161st Street. The need and importance of these improvements will only increase over time as additional development occurs.
- Construction of the Saint Francis Healthplex causes the LOS “F” at the Southbound Ramps intersection to worsen and causes the Northbound Ramps intersection in the a.m. peak hour to just barely slip over the threshold into LOS “F”. The multi-way STOP control at the Southbound Ramps intersection would continue to operate at an overall LOS “C” during both peak hours, but a few individual movements would slip to LOS “D”.
- The intersection of 151st Street and Casper Street is projected to operate at LOS “D” during both peak hours after construction of the Saint Francis Healthplex assuming the lane configuration on the intersection approaches are constructed as recommended. Signals are not projected to be warranted at this stage of development.
- Adding the construction of the Crossroads South Phase 1 Retail Center to the development mix would cause 151st Street and Yukon Avenue to operate at a severe LOS “F” in the p.m. peak hour. Intersection improvements and the installation of a traffic signal would be required. At this point both ramp intersections would operate at LOS “F” during both peak hours. Even the multi-way STOP at the Southbound Ramp intersection would no longer be a viable option. 151st Street and Casper Street would also fall into LOS “F” during the p.m. peak hour and would require a traffic signal.
- The diamond interchange at 151st Street would also require signals at this stage of development, so that would mean signals at all four intersections. The diamond interchange signals should be controlled by a single controller, and signals should be installed at both intersections in a single project. All four signals should be included in a coordinated system.

- To accommodate full development widening improvements need to occur at the diamond interchange at 151st Street.
 1. 151st Street under US 75 needs to be widened to 8 lanes (2 thru lanes and 2 left turn lanes in each direction). It appears this can be accomplished under the existing bridges.
 2. The northbound and southbound off-ramps need to be widened to provide 2 left turn lanes and 1 right turn lane.
 3. The northbound and southbound on-ramps need to be widened to accept double left turns and then merge to a single lane before merging with the highway.
 4. An eastbound right turn lane at the Southbound Ramps intersection and a westbound right turn lane at the Northbound Ramps intersection needs to be added.
- Construction of either the Glenpool Retail Center or the Crossroads South Phase 2 Retail Center would trigger the need to modify the 156th Street intersection to prevent crossing or left turn movements from 156th Street.
- Construction of a half J-Turn intersection at 158th Street would provide immediate benefits today, but if Champagne Metals expands as they currently expect it will become imperative due to the increased number of semi-trucks that would exit the facility.
- Construction of a parallel system of collector streets on both sides of the highway for this entire mile is a worthwhile goal for the City of Glenpool to pursue as the best solution for the very long term scenario in which this mile of US 75 is converted to full access control.
- The addition of a 156th Street bridge over US 75 is a very long term project that is not required but would provide a significant benefit to the mixed uses in this corridor by improving circulation and access between the two sides of the highway. It would also provide some relief to the traffic pressure on 151st Street and 161st Street.
- The structural design of Yukon Avenue, the collector street on the west side of the highway, should consider the possibility that Champagne Metals could someday lose direct highway access and the only access for their traffic (including heavily loaded semi-trucks) would be via the collector street.

**NOTICE
GLENPOOL UTILITY SERVICE AUTHORITY
REGULAR MEETING**

A Regular Session of the Glenpool Utility Service Authority will begin at 6:30 p.m. immediately following the Glenpool City Council meeting, on Monday, January 4, 2016, at Glenpool City Hall, City Council Chambers, 12205 S. Yukon Ave., 3rd Floor, Glenpool, Oklahoma.

The following items are scheduled for consideration by the Authority at that time:

AGENDA

- A) Call to Order
- B) Roll call, declaration of quorum
- C) Public Works Director Report - Wes Richter, Director of Public Works
- D) Scheduled Business
 - 1) Discussion and possible action to approve minutes from December 14, 2015 meeting.
 - 2) Discussion and possible action to accept Audit of Glenpool Utility Service Authority financial statements by Arledge & Associates, P.C. for Fiscal Year Ending June 30, 2015.
(Julie Casteen, Trust Treasurer)
- E) Adjournment

This notice and agenda was posted at Glenpool City Hall, 12205 S. Yukon Ave., Glenpool, Oklahoma, on _____,
_____ at _____am/pm.

Signed: _____
Clerk



Public Works Director's Report

January 4, 2016

To: Glenpool Utility Services Authority Board Members,

The following report highlights and summarizes the various activities that are currently being addressed by the Public Works Department.

Waste Water Treatment Plant:

- Submitted Monthly DMR report to ODEQ there were no violations
- On December 21st 2015 Chad Keller from ODEQ inspected the Waste Water Treatment Plant There were no violations.
- 2 sewer backups: Both were on the customer's side.
- Repaired/Replaced 3 sewer manhole lids /rings located in the ditch on Union South of 171st which during a rain event the sewer system would receive a lot of ini.

Water Distribution:

- Meter reading started on November 30th.
- Meter reading was completed on December 14th.
- Total rereads for December were 188.
- 151 Service orders and 12 blue tags were issued by the Water Billing Dept.
- 4 New construction meters were set and 13 meter replacements.
- 178 Line locates were issued by call Okie.
- 11 Field work orders were issued.
- 11 Meter lock ups.

**MINUTES
GLENPOOL UTILITY SERVICES AUTHORITY
REGULAR SESSION
December 14, 2015**

The Regular Session of the Glenpool Utility Services Authority was held at 7:59 p.m., Glenpool City Hall. Trustees present: Jennifer Ballew; Momodou Ceesay; Tim Fox; Patricia Agee and Brandon Kearns.

Staff present: Roger Kolman, Trust Manager; Lowell Peterson, Trust Attorney; Susan White, Trust Secretary; Julie Casteen, Trust Treasurer; Lynn Burrow, Community Development Director and Wes Richter, Public Works Director.

A) Chairman Fox called the meeting to order at 7:59 p.m.

B) Susan White, Secretary called the roll and Chairman Fox declared a quorum present.

C) Public Works Director Report - Wes Richter

- Wes Richter reviewed various activities conducted by the Public Works Department during November.

D) Scheduled Business

1) Discussion and possible action to approve minutes from November 9, 2015 meeting.

MOTION: Vice Chairman Ceesay moved, second by Trustee Agee to approve minutes as presented.

FOR: Trustee Ballew; Vice Chairman Ceesay; Chairman Fox; Trustee Agee; Trustee Kearns

AGAINST: None

Motion carried.

2) Discussion and possible action to approve invoice from Severn Trent Environmental Services in the amount of \$122,435.65 for reimbursement of overages on 2014-2015 Maintenance and Materials budgets.

Lynn Burrow, Community Development Director presented the invoice, affirmed that the itemized expenses had been verified for accuracy, and recommended approval.

MOTION: Vice Chairman Ceesay moved, second by Trustee Agee to approve invoice and authorize payment.

FOR: Vice Chairman Ceesay; Chairman Fox; Trustee Agee; Trustee Kearns; Trustee Ballew

AGAINST: None

Motion carried.

3) Discussion and possible action to approve bid for construction of elevated water storage tower facility and related water system improvements to be located on property belonging to the City at 156th Street South, east of US Highway 75 and enter into a contract with Goins Enterprises, Inc. in an amount not to exceed \$2,202,414.00.

Mr. Burrow recommended the Board concur with action taken in the Glenpool City Council meeting associated with the Goins Enterprises bid proposal.

MOTION: Trustee Agee moved, second by Trustee Kearns to approve bid for water tower storage facility construction with Goins Enterprises, Inc.

FOR: Chairman Fox; Trustee Agee; Trustee Kearns; Trustee Ballew; Vice Chairman Ceesay

AGAINST: None

Motion carried.

4) Discussion and possible action to formally acknowledge receipt of ODEQ Permit to Construct No. WL000072150879.

MOTION: Vice Chairman Ceesay moved, second by Trustee Agee to acknowledge receipt of ODEQ Permit as presented.

FOR: Trustee Agee; Trustee Kearns; Trustee Ballew; Vice Chairman Ceesay; Chairman Fox

AGAINST: None

Motion carried.

- 5) **Discussion and possible action to approve the purchase and implementation of a mobile311/GIS system from Facility Dude in the amount of \$9,575.00 and to authorize the City Manager to execute all necessary documents.**

Roger Kolman, Trust Manager described attributes and expected improvements due to implementation of the proposed work order system. He recommended approval of purchase and implementation of product as presented.

MOTION: Trustee Kearns moved, second by Vice Chairman Ceesay to purchase Facility Dude product for \$9,575.00 and authorize City Manager to execute related documents

FOR: Trustee Kearns; Trustee Ballew; Vice Chairman Ceesay; Chairman Fox; Trustee Agee

AGAINST: None

Motion carried.

E) Adjournment.

- There being no further business, Chairman Fox declared the meeting adjourned at 8:28 p.m.

Date

Chairman

ATTEST:

Secretary

**NOTICE
GLENPOOL INDUSTRIAL AUTHORITY
MEETING**

A Regular Session of the Glenpool Industrial Authority will begin at 6:30 p.m. immediately following the Glenpool Utility Service Authority meeting, Monday, January 4, 2016, at Glenpool City Hall, City Council Chambers, 12205 S. Yukon, 3rd Floor, Glenpool, Oklahoma.

The following items are scheduled for consideration by the Authority at that time:

AGENDA

- A)** Call to Order.
- B)** Roll call, declaration of quorum.
- C)** Scheduled Business.
 - 1)** Discussion and possible action to approve minutes from December 14, 2015 meeting.
 - 2)** Discussion and possible action to accept Audit of Glenpool Industrial Authority financial statements by Arledge & Associates, P.C. for Fiscal Year Ending June 30, 2015.
(Julie Casteen, Trust Treasurer)
 - 3)** Discussion and possible action to enter into Executive Session.
(Timothy Fox, Chairman)
 - 4)** Executive Session for the purpose of discussing the purchase or appraisal of real property, provided that such executive session shall be limited to members of the Board of Trustees, the Trust Attorney and City staff, to the extent needed. No landowner, real estate salesperson, broker, developer or any other person who may profit directly or indirectly by a proposed transaction concerning real property which is under consideration may be present or participate in the executive session, pursuant to Title 25, § 307(D) of the Oklahoma Statutes (Open Meeting Act).
(Lowell Peterson, Trust Attorney)
 - 5)** Discussion and possible action to reconvene in Regular Session.
(Timothy Fox, Chairman)
 - 6)** Discussion and possible action with respect to matters discussed in Executive Session.
(Timothy Fox, Chairman)
- D)** Adjournment.

This notice and agenda was posted at Glenpool City Hall, 12205 S. Yukon Ave., Glenpool, Oklahoma,
on _____, _____ at _____ am/pm.

Signed: _____
City Clerk

MINUTES
GLENPOOL INDUSTRIAL AUTHORITY
December 14, 2015

The Regular Session of the Glenpool Industrial Authority was held at 8:28 p.m., Council Chambers, Glenpool City Hall. Trustees present: Jennifer Ballew; Momodou Ceesay; Tim Fox; Trish Agee and Brandon Kearns.

Staff present: Roger Kolman, Trust Manager; Lowell Peterson, Trust Attorney; Susan White, Trust Secretary and Julie Casteen, Trust Treasurer.

A) Tim Fox, Chairman called the meeting to order at 8:28 p.m.

B) Susan White, Secretary called the roll and Chairman Fox declared a quorum present.

C) Scheduled Business

1) Discussion and possible action to approve minutes from November 9, 2015 meeting.

MOTION: Vice Chairman Ceesay moved, second by Trustee Agee to approve minutes as presented.

FOR: Trustee Ballew, Vice Chairman Ceesay, Chairman Fox; Trustee Agee, Trustee Kearns

AGAINST: None

Motion carried.

D) Adjournment

- There being no further business, Chairman Fox declared the meeting adjourned at 8:30 p.m.

Date

Chairman

ATTEST:

Secretary

NOTICE
GLENPOOL AREA EMERGENCY MEDICAL SERVICE DISTRICT
REGULAR MEETING

A Regular Session of the Glenpool Area Emergency Medical Service District will begin at 6:30 p.m. immediately following the Glenpool Industrial Authority meeting, Monday, January 4, 2016, at Glenpool City Hall, City Council Chambers, 12205 S. Yukon Ave., 3rd Floor, Glenpool, Oklahoma.

The following items are scheduled for consideration at that time:

AGENDA

- A)** Call to Order
- B)** Roll call, declaration of quorum
- C)** District Administrator Report - Susan White, District Administrator
- D)** Scheduled Business
 - 1)** Discussion and possible action to approve minutes from December 14, 2015 meetings.
 - 2)** Discussion and possible action to accept Audit of GEMS financial statements by Arledge & Associates, P.C. for Fiscal Year Ending June 30, 2015.
(Julie Casteen, District Treasurer)
- E)** Adjournment.

This notice and agenda was posted at Glenpool City Hall, 12205 S. Yukon Ave., Glenpool, Oklahoma on _____, _____ at _____ am/pm.

Signed: _____
District Clerk/Secretary



Glenpool Area Emergency Medical Services District

12205 South Yukon Avenue
Glenpool, Oklahoma 74033

To: HONORABLE CHAIR AND GEMS DISTRICT BOARD MEMBERS
From: Susan White, District Administrator, Clerk/Secretary
Date: January 4, 2016
Subject: District Administrator Report

RFQ For Ambulance Service

Twelve RFQs were distributed on December 18. The deadline for Respondent submission is January 11, 2016. RFQs will be presented to the Evaluation Committee on January 12 for review. A recommendation to the Board and Board action to select one of the Respondents will appear on the February 1, 2016 agenda. Board action to enter into an Ambulance Service Agreement is slated for February 15. Effective date of the Agreement will be July 1, 2016, or earlier if necessary.

Current EMS Operations

First Responders from the Glenpool Fire Department are currently responding to each 911 call. Additional Fire Department personnel have been staffed to assure adequate coverage for both Fire and EMS related emergencies. EMSA has stationed an ambulance at the Fire Department to respond to Glenpool area emergencies. Other neighboring EMS agencies are responding to mutual aid calls as usual. We have not experienced any public complaints concerning the current process.

Status of Ambulance Station

EMS Plus has retrieved their personal property and vacated the building. The building is secured, new locks were installed and a broken window replaced. Utilities remain on and changed to reflect the City as the responsible party.

MINUTES
GLENPOOL AREA EMERGENCY MEDICAL SERVICE DISTRICT
REGULAR SESSION
December 14, 2015

The Regular Meeting of the Glenpool Area Emergency Medical Service District was held at 8:31 p.m., Council Chambers, Glenpool City Hall. Members present: Jennifer Ballew; Momodou Ceesay; Tim Fox; Patricia Agee and Brandon Kearns.

Staff present: Lowell Peterson, District Legal Counsel; Susan White, District Administrator, Clerk/Secretary; and Julie Casteen, District Treasurer. Roger Kolman, City Manager was also present.

A) Chairman Fox called the meeting to order at 8:31 p.m.

B) Secretary White called the roll and Chairman Fox declared a quorum present.

C) EMS Plus Activity Report - Josh Forrest, EMS Plus Operations Manager

- Mr. Forrest reviewed the November Activity Report. He reported that EMS Plus staff continues to take advantage of education opportunities. He commented on the very positive operational relationship with the Glenpool Fire Department.
- Mr. Forrest complimented the employees of EMS Plus for their dedication to excellent service. In response, Chairman Fox conveyed his deep appreciation for the employees and their commitment to serve the citizens of the Glenpool area.

D) District Administrator Report - Susan White, District Administrator

- Susan White alerted Board members that District staff has been meeting to discuss and draft a Request for Qualification (RFQ) which will be distributed to Ambulance providers later in the week. She further explained that staff has been planning for over a year to collect RFQs because it has been a number of years since the last solicitation for ambulance services.

E) Schedule Business

1) Discussion and possible action to approve minutes from November 9, 2015 meetings.

MOTION: Member Agee moved, second by Member Kearns to approve minutes as presented.

FOR: Member Ballew; Vice Chairman Ceesay; Chairman Fox; Member Agee; Member Kearns

AGAINST: None

Motion Carried

2) Discussion and possible action to appoint two Board members to serve on the RFQ Evaluation Committee.

Mrs. White, District Administrator explained the RFQ provides that an Evaluation Committee shall be created for the purpose of reviewing RFQs, possible interviews and scoring of respondents. The RFQ requires two members of the board to be seated on the Committee. Members Agee and Ballew volunteered to serve.

MOTION: Member Kearns moved, second by Vice Chairman Ceesay to appoint Members Agee and Ballew to serve on the Evaluation Committee.

FOR: Vice Chairman Ceesay; Chairman Fox; Member Agee; Member Kearns; Member Ballew

AGAINST: None

Motion Carried

3) Discussion and possible action to enter into Executive Session.

Lowell Peterson, District Attorney recommended the Board convene into Executive Session to discuss a possible investigation to ascertain if EMS Plus is capable of complying with the current Agreement with GEMS due to late developments and public report, and it would be most appropriate to discuss it in a confidential session.

MOTION: Member Agee moved, second by Member Kearns to convene into Executive Session for the purpose of discussing confidential communications between the Board and its attorney regarding an investigation of EMS Plus.

FOR: Chairman Fox; Member Agee; Member Kearns; Member Ballew; Vice Chairman Ceesay

AGAINST: None

Motion Carried

- 4) **Executive Session for the purpose of discussing confidential communications between the GEMS District Board and its attorney concerning a pending investigation into the operations of the GEMS Ambulance Service Provider, Emergency Medical Services Plus, LLC (“EMS PLUS”), and a potential claim or action with respect to the viability of EMS Plus and its compliance or non-compliance with the Ambulance Service Agreement provided for by Title 5, Chapter 2, Article A of the City Code of the City of Glenpool, made and entered into as of the 1st day of July 2015, by and among the City of Glenpool, EMS PLUS and the GEMS District, inasmuch as the District Board has been advised by its attorney that disclosure will seriously impair the ability of the District Board to conduct the pending investigation or process any resulting claim, litigation or proceeding, all as authorized by Sec. 307.B.4. of Title 25 of the Oklahoma Statutes (the Open Meeting Act).**

- 5) **Possible action to reconvene in Regular Session.**

MOTION: Member Agee moved, second by Vice Chairman Ceesay to reconvene into Regular Session.

FOR: Member Agee; Member Kearns; Member Ballew; Vice Chairman Ceesay; Chairman Fox

AGAINST: None

Motion Carried

F) Adjournment.

- There being no further business, the meeting was adjourned at 9:13 p.m.

Date

ATTEST:

Clerk/Secretary

Chairman