

CHAPTER VI – DRAFT 9_26_13

MAINTAINING THE 2030 PLAN AND COMPLETION OF RELATED ELEMENTS

The 2030 Future Land Use Plan is included within this text and shown graphically on the 2030 Future Land Use Map – **Map 32**, the 2030 Major Street and Highway Plan Map – **Map 33**, and the 2030 Future Sapulpa/Creek County Master Trails Plan – **Map 34**. The 2030 Plan has now been prepared to be adopted by the SMAPC and City Council and presentation to Creek County and Tulsa County could still be pending.

Planning is a process which continues long after adoption of the 2030 Plan and throughout the Planning Period. The future planning process may also include preparation and adoption of future elements related to land use development policy; in the case of the related elements and now that the land use part of the planning process is complete, the attention could again be turned to work on the strategic plan while the Parks Department completes the Sapulpa Park Plan (2030) Parks, Recreation, Trails and Open Spaces Plan and detailed plans are prepared for Special Districts.

For the 2030 Plan to be effective and meaningful it must become a tool in the everyday business of the current planning activities. The existence of the 2030 Plan must be well-known in the public and private sector as a land use policy guide to the future development of the City and Planning Area.

The 2030 Plan should be evaluated and updated on a regular basis with continuing citizen participation as an important element of that process. Effective citizen participation is based on transparency and an open and broadly-based decision-making process pertaining to the development of plans for physical development combined with selection of preferred methods of funding. The official policy of the City and those governments adopting the 2030 Plan is as follows:

It is the official policy of the City and those governments adopting the 2030 Plan that land use decisions will not be made which are contrary to the adopted 2030 Plan. If or when applications are submitted that are not in accordance with the intent of the 2030 Plan, public hearings will be held by the respective planning commission to consider amending the 2030 Plan. However, it is recognized that the 2030 Plan is a guide for public policy and is not considered to be written in stone. It is also recognized that it will likely be necessary to make changes and adjustments to the 2030 Plan throughout the Planning Period to assure its continued integrity and viability.

Processing requests for plan amendments as they are received should allow a current check of the adopted planning policies; however, such incremental changes which result in major policy shifts should be avoided. A case-by-case approach to this process is a recommended first approach to keeping the 2030 Plan current and viable.

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The INCOG Regional Transportation Plan Update: 2032 (INCOG 2032 Plan) is revised every three (3) to five (5) years. The Connections: 2035 Regional Transportation Plan is the most current Plan adopted December 13, 2013. This new revision to the INCOG 2032 Plan will provide the City with a comprehensive body of the latest demographic, employment and transportation data; **it was this INCOG data that formed an important foundation for the 2030 Plan.** The INCOG Regional Mobility planning process is a comprehensive combination of updates of the base data and public participation on a local and regional basis. The INCOG 2035 Plan process and the INCOG Regional Mobility planning processes should be incorporated into the City's planning process as a basis for the planned timing of such updates and local/City incorporation of the results. **Therefore:**

The first major overview of the base data for the 2030 Plan should take place and be based upon Connections: 2035 Regional Transportation Plan. Elements of the 2035 Plan should be assimilated into the local/City planning program as they become available.

An important part of the success of the Planning Process will be continuation of the Referral Process by the City Planning Staff to determine any trends in development within or in close proximity to the Planning Area. **Therefore:**

The referral of planning and development applications prior to public hearing will continue with those jurisdictions within the Planning Area and with those jurisdictions abutting or in close proximity to the Planning Area. However, no local application will be delayed pending the results of such input unless any delay is agreed to by the applicant or formally requested by the jurisdiction receiving that referral.

Cataloging of the results of referrals is recommended to track any changes in development patterns that may not be reflected on adopted comprehensive plans. These data could also be an indicator of the currency of the 2030 Plan.

The major basis for the land use and transportation elements of the 2030 Plan is also the demographic and economic data from the 2010 US Decennial Census with historical data as far back as 1940 and the American Community Survey (ACS). The data gathering for the 2020 US Decennial Census has already begun. The ACS provides data annually with grouping of annual results to form trends over periods of years. Future annual estimates of population and cohorts of that population will also be available throughout the Planning Period from the ODOC and INCOG. **Therefore:**

The results of updated demographic, population and employment data will be monitored such as for total population, age, gender and ethnicity for comparison to base data used for the 2030 Plan to determine trends which might not be consistent with those projected. If such trends are determined, the need for an update of the 2030 Plan will be assessed.

In summary and in accordance with the official goals, policies and objectives of the 2030 Plan, it is recommended that the following measures be put in place to keep the 2030 Plan current and viable:

- It is the official policy that land use decisions will not be made which are contrary to the adopted 2030 Plan. If or when applications are submitted that are not in accordance with the 2030 Plan, public hearings will be held to consider amending the 2030 Plan. However, it is recognized that the 2030 Plan is a guide for public land use policy and is not considered to be written in stone. It is also recognized that it will likely be necessary to make changes and adjustments to the 2030 Plan throughout the Planning Period to assure its continued integrity and viability.
- Prepare an annual report and recommendation on each requested zoning amendment, how the request conformed to the 2030 Plan and Matrix, what the recommendation of the SMAPC was and the final action by the City Council.
- The current Zoning Code, Subdivision Regulations and Development Regulations should be reviewed by the end of the short term of the Planning Period and a comprehensive listing made of any recommended changes, including preparing a plan of action to consider and make any necessary changes.
- Subsequent to the initial review, all development regulations should be reviewed on a regular basis for any necessary changes.
- Prepare an Annual Report summarizing public planning actions and development activity taking place in the previous year such as the number of zoning cases, Board of Adjustment cases, lot splits, plats and building permits.
- Based on the Annual Report, recommendations for any necessary updates of the 2030 Plan should be prepared and submitted to the SMAPC and City Council.
- Citizen involvement and transparency of all planning processes should be encouraged throughout the Planning Period and included as an important element of the maintenance and implementation of the 2030 Plan.
- The 2030 Plan should be reviewed every two (2) to three (3) years in light of rezoning, platting and development activity. Growth and development trends, particularly those not anticipated, and progress on the CIP process should also be noted to determine if updates are needed prior to the two (2) to three (3) year timeframe. Major updates to the 2030 Plan are only anticipated to be necessary every five (5) years or possibly in conjunction the update and publication of the INCOG Long Range Transportation Plan every three (3) years.