

BOARD OF COUNTY COMMISSIONERS,
ROGERS COUNTY, OKLAHOMA
RESOLUTION NUMBER: 2024- 38

WHEREAS, A Resolution Approving and Adopting an Updated Official Comprehensive Plan of Rogers County, Oklahoma, as directed by The State of Oklahoma, State Statutes, Title 19-866.10 Metropolitan Planning Commission, authorize the Board of County Commissioners and City of Claremore-Rogers County Metropolitan Area Planning Commission to adopt an official comprehensive plan for the county; and

WHEREAS, the Board of County Commissioners has previously approved an official comprehensive plan (the "Existing Comprehensive Plan") in 1967, 1972, 1980, 2006; and

WHEREAS, the City of Claremore-Rogers County Metropolitan Area Planning Commission has recently worked to update the existing Comprehensive Plan. A copy of the updated Comprehensive Plan, Imagine Rogers County Comprehensive Plan, is attached hereto and incorporated herein as Exhibit "A" and has been submitted by the City of Claremore-Rogers County Metropolitan Area Planning Commission for its consideration and recommendation thereon; and

WHEREAS, work on the Updated Comprehensive Plan was kicked off in June 2021, and was followed by a branding exercise in 2021, data collection and analysis of previous plans, a community visioning exercise in 2022 and 2023, and multiple meetings of a steering committee that aided in drafting of the Plan;

WHEREAS, the City of Claremore-Rogers County Metropolitan Area Planning Commission held a 2 public hearings to consider the content of the Updated Comprehensive Plan on April 18, 2023 and June 20, 2023, at which time all persons present were given an opportunity to be heard regarding the content of the Updated Comprehensive Plan; and a public notice for both public hearings was given in the form required by State law; and whereby on August 15, 2023, the City of Claremore – Rogers County Metropolitan Area Planning Commission voted 5-0 in favor of recommending for approval the Imagine Rogers County Comprehensive Plan; and

WHEREAS, the City of Claremore-Rogers County Metropolitan Area Planning Commission has filed its report of findings and recommendations regarding the Updated Comprehensive Plan with the Board of County Commissioners, have taken said report's findings and recommendations under advisement, and have incorporated by reference said report of findings and recommendations into this Resolution.

WHEREAS, this resolution shall be in full force and effect from and after its adoption and approval as provided by law.

ADOPTED this 21st day of August 2023 pursuant to a roll call vote as follows:

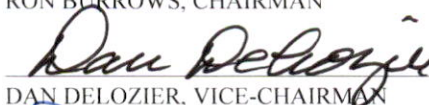


ATTEST:


JEANNE M. HEIDLAGE, COUNTY CLERK

BOARD OF COUNTY COMMISSIONERS; ROGERS
COUNTY, OKLAHOMA


RON BURROWS, CHAIRMAN


DAN DELOZIER, VICE-CHAIRMAN


STEVE HENDRIX, MEMBER

The Rogers County Comprehensive Plan, Imagine Rogers County, was updated and approved on the 15th, of August 2023 by the City of Claremore – Rogers County Metropolitan Area Planning Commission.



Rogers County Commissioners

Dan DeLozier	District 1
Steve Hendrix	District 2
Ron Burrows	District 3

2023 Planning Commission Board Members.

<u>City Appointees</u>	<u>County Appointees</u>
Dolphus Chancy	Brian Green
Stephani Freeman	Joan Mayes
	Zach Oliver
	Ron Lillie

County Staff

Missy Richardson	Director
Brittany Senters	Deputy Director
Randy Jones	Deputy Director

Professional Services

Place Strategies

Board of County Commissioners
Adopted by Resolution #

Date: August 21, 2023
Date: August 21, 2023

A handwritten signature in blue ink, appearing to be "Ron Burrows", written over a horizontal line.

Chairman, Ron Burrows, Board of Commissioners

Approved By the Board of County Commissioners of Rogers County, Oklahoma, This _____

Day of 21st August, 2023.

A handwritten signature in black ink, appearing to be "Jeanne Heidlage", written over a horizontal line.

Jeanne Heidlage, County Clerk



City of Claremore-Rogers County Metropolitan Area Planning Commission Board

Stephani Freeman, Chairman, Brian Green, Vice Chairman,
Dolphus Chancy, Joan Mayes, Ron Lillie, Zach Oliver

200 S. Lynn Riggs Blvd · Claremore, Oklahoma 74017 · Office (918) 923-4874

Re: Imagine Rogers County Comprehensive Plan

On the 17th day of April, 2023, the Board of County Commissioners of Rogers County took a stand against federal overreach by approving Resolution 2023-181, A Resolution Opposing the Federal Government's 30x30 Land Preservation Goal. The Planning Commission desires to join with the Board of County Commissioners and the people of Rogers County in opposing Section 216 of Executive Order 14008, the federal 30x30 Initiative, and the rebranded "America the Beautiful Initiative."

Attacks on private land ownership do not end at the borders of this county. Outside groups are attacking the very foundation of life, liberty and property in America. Joining with the people of Rogers County, the Planning Commission would further object to any ideology that promotes limitations or restrictions on private land ownership. This includes United Nations Resolution 70/1 - Transforming our world: the 2030 Agenda for Sustainable Development, smart city initiatives, and other similar plans.

The Imagine Rogers County Comprehensive Plan is a cooperative effort between the Planning Commission and the people of Rogers County. Protecting these bedrock principles now and into the future is at the core of this document. The Imagine Rogers County Comprehensive Plan demonstrates the Planning Commission's commitment to the freedom and prosperity of Rogers County and its citizens.

The Planning Commission, embodied in the Imagine Rogers County Comprehensive Plan, expresses its support of the continued private ownership of land in Rogers County. The Imagine Rogers County Comprehensive Plan is intended to protect and preserve the private use of land in support of life, liberty, and the pursuit of happiness in accordance with the principles of the Declaration of Independence, the Constitution of the United States, and the Oklahoma Constitution.

Stephani Freeman Brian Green 08-18-23

Stephani Freeman
Chairman

Date 8-18-23

Brian Green
Vice Chairman

Date

Joan Mayer 8-18-2023

Joan Mayes

Date

Dolphus Chancy

Date

Ron Lillie 8/18/23

Ron Lillie

Date

Zach Oliver

Date

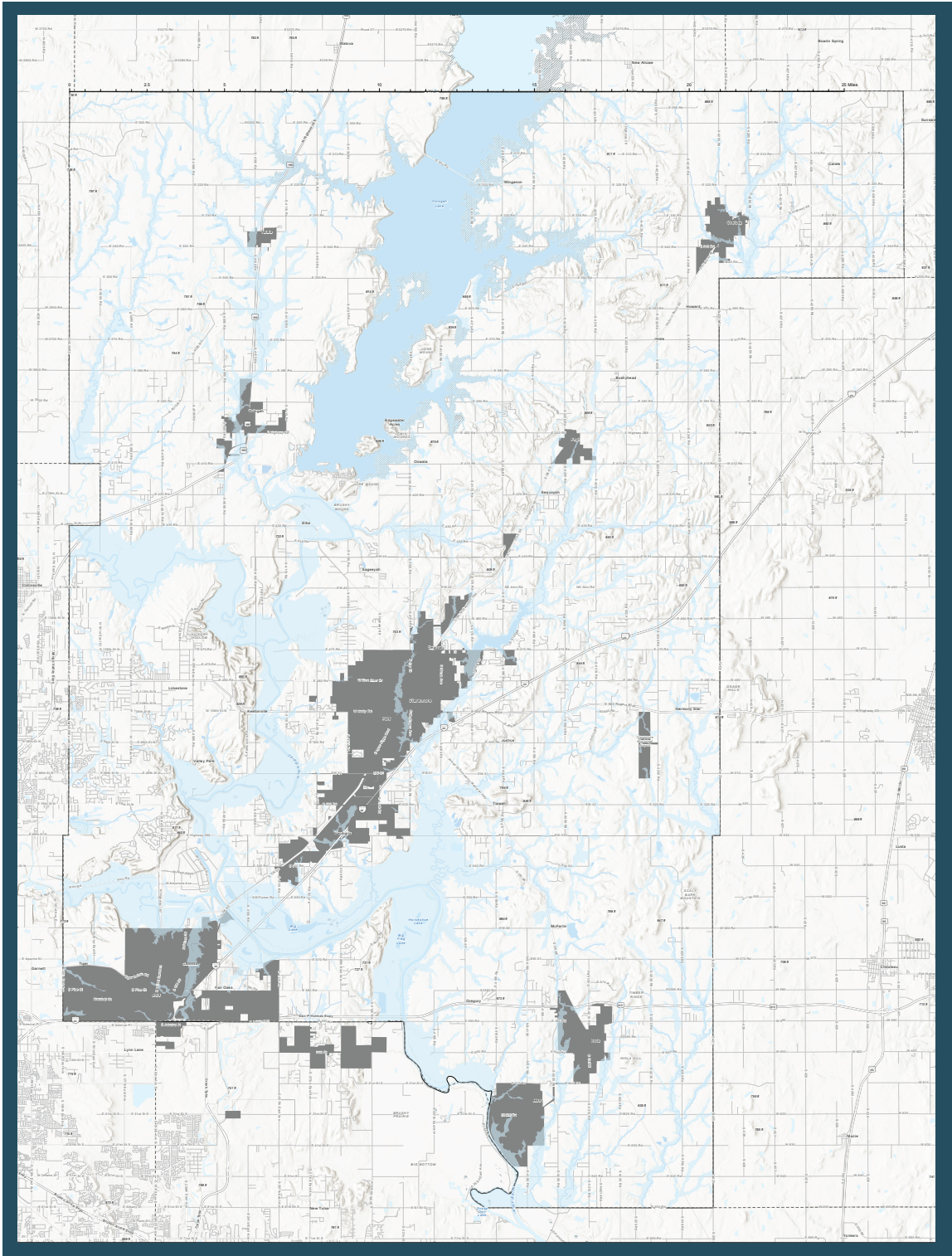
IMAGINE ROGERS COUNTY

COMPREHENSIVE PLAN



ADOPTED 8/21/2023

IMAGINE ROGERS COUNTY





INTRODUCTION

Imagine Rogers County is a plan that incorporates the input of many individuals in all communities within Rogers County. This comprehensive plan embodies the goals and commitments to maintaining and enhancing the quality of life in the County.

CREDITS

The Imagine Rogers County planning process was initiated by the Rogers County Commission and the Planning Commission Department.

Their desire to understand community needs, goals of their constituents, and establish a better working relationship with cities and towns of the County, led to this investment in the future of Rogers County.

Support and participation by many representatives from the various communities of Rogers County, led to the results in this plan.

OUR STATEMENT

This comprehensive plan is intended to be an amendable document in accordance with state law, built by input from the community. As the County develops and accomplishes tasks, noting those milestones should be documented in the Plan.

This plan is a policy guide and should be seen as the intent of the people that live in Rogers County, how the county relates to its cities and towns, and how major improvements should be rationalized within each county district.

Questions related to the Imagine Rogers County Comprehensive Plan can be directed to Planning Commission Department Staff.

CONTACT US

Rogers County Planning Commission
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Web : rogerscounty.org/planning

IN THIS UPDATE

This update to the Rogers County Metropolitan Area Plan has been requested by and prepared for the Commissioners of Rogers County, Oklahoma under the statutory authority set forth in Title 19, Oklahoma Statutes, Section 866.10. It has been prepared in accordance with the procedures for amending a Comprehensive Plan as outlined in the above referenced statute.

This Comprehensive Plan is a policy level document. As a policy document it does not carry the weight of a Code such as the Zoning Code or Subdivision Regulations which are adopted by Ordinance. The primary purposes of the Comprehensive Plan are to:

- Document attitudes toward and visions for growth;
- Recommend guidelines that can be used when making growth decisions and reviewing development proposals;
- Recommend land use patterns;
- Document the Vision for the County; and
- Recommend techniques to implement the Vision.

This Comprehensive Plan provides a bird's eye or large scale view of the area. Instruments such as the Zoning Code, Subdivision Regulations, and Capital Improvements Plan are the day to day tools that implement the policies about growth.

Typically, State Statute does not require that communities adopt a Comprehensive Plan nor does it require that a community align each growth decision with the guidelines described in the Plan. However, it is strongly recommended that the Comprehensive Plan and the Zoning Code be amended as needed so that land use and zoning remain in compliance.

Rogers County has had a Comprehensive Plan since the inception of the Port of Catoosa in 1967, and has used the Comprehensive Plan to guide land use decisions for the Planning Commission since that time.

What is Imagine Rogers County Comprehensive Plan?

The Imagine Rogers County Comprehensive Plan is:

- A policy document that provides a strategy and recommended arrangement for growth.
- A document that helps the Planning Commission act proactively to recommend Changes to the Board of County Commissioners regarding the type, amount and location of growth.
- A document that helps the Planning Commission recommend appropriate action to the Board of County Commissioners when responding to proposals for new development.
- A document that helps the Planning Commission make recommendations for capital investment in infrastructure.
- A document that does not have the regulatory power of a document such as the Zoning Code that is adopted by Ordinance.
- Intended to be used as source of general information and guidance for growth decisions related to physical and economic growth in Rogers County.
- Intended to help guide a range of efforts that are not land use related but that work toward improved quality of life across the Region.

How the comprehensive plan relates to other documents

The Comprehensive Plan is the most general of the three primary documents that guide growth in the region. Those three documents are the:

- Comprehensive Plan
- Zoning Code
- Subdivision Regulations

The Comprehensive Plan - The policy document that gives the “global” view of the future of the Region. It:

- Provides existing facts and figures
- Documents the future that the Region would like to achieve
- Includes policies that should be utilized when growth decisions are being made
- Gives recommendations for items that should be included when an application for change in Land Use is received
- Provides recommendations for future studies, processing techniques and changes to existing codes
- Provides recommendations for proactive measures that decision makers can take to direct growth.

Zoning Code - The Zoning Code is a regulatory document that is adopted by Ordinance and provides strict standards for development in each of the various zoning categories within the Planning Commission area of the County. It provides:

- Building setbacks
- Height standards
- Lot sizes, lot coverage and density limits
- Descriptions for special districts which carry specific development standards.

It also provides guidelines that are to be followed when amending a zoning district and it defines the land uses that are allowed within each district. The Zoning Maps graphically represents the various zoning designations within the Planning Commission area of the County.

Decisions regarding a possible change to the standards within a district should be based on the direct and indirect policies that are defined in the Comprehensive Plan.

Subdivision Regulations - Once a use is approved (either by being allowed in the existing zoning district or by rezoning the parcel to a district that allows the use) the Subdivision Regulations give guidance regarding division of property. The Regulations:

- focus on ensuring that each parcel has adequate access to street, sewer, water, and storm drain infrastructure.
- establish a process that provides review of the subject project and the impacts of that project on the surrounding area
- define information required on tract maps
- define the process that is used to approve a map and plans that ensures construction in conformance with approved standards

The Capital Improvements Plan (CIP) - The CIP is a document that guides decision makers when contemplating expenditures for a variety of competing capital items. When addressing the growth and development of the County the CIP can be an indicator of whether or not a particular land use and accompanying zoning designation is appropriate, based on the time frame in which infrastructure to the area is scheduled for funding.

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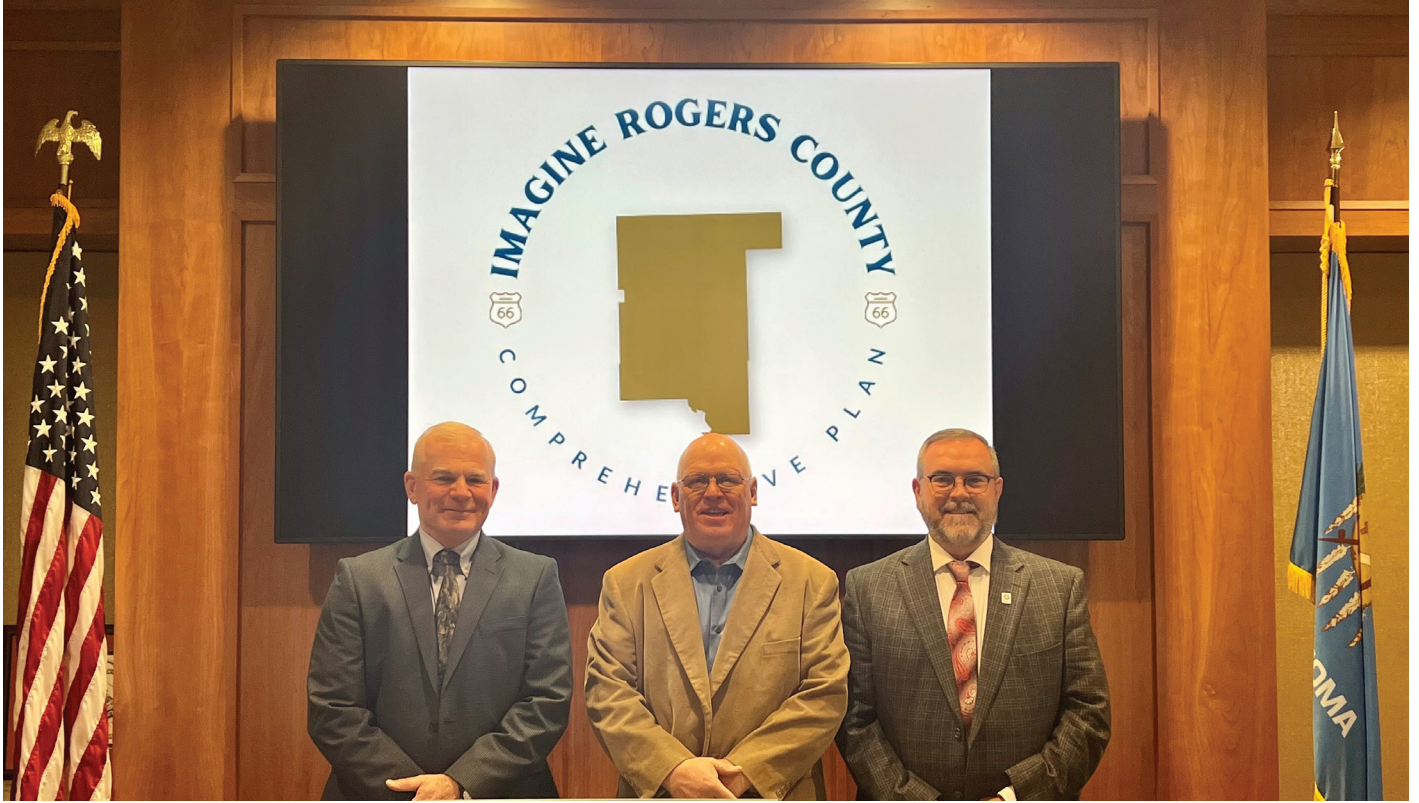
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LETTER FROM THE COMMISSIONERS

Rogers County, as a community, continues to grow and bring innovations through housing, employment, and industry. As we look towards the next twenty years, this Imagine Rogers County Comprehensive Plan directs our attention to the needs of our current and future residents while promoting our natural and cultural heritage.

From the inception of this process, our leadership, staff, and consultants have worked to understand all areas of our county and to create a plan that reflects our communities' core values and lifestyles. In partnership with our local communities, we have created this plan that focuses on preserving our cultural and rural lifestyle, strengthening our quality of life, and promoting continued collaboration for a better Rogers County.

We still have work to do because a plan is only as good as the actions that work to implement it. For this reason, we

have already moved to enhance the tourism climate by promoting the Rogers County Tourism Cooperative, focused on enhancing the tourism environment for our US Route 66 centennial. We continue to work with our economic development and institutional partners to maintain the quality of jobs, education, and infrastructure.

As we continue over the next twenty years to use this roadmap for physical and system improvements, we encourage our residents and partners to continue to guide us and be champions for this plan, helping us to activate our projects through volunteering, participating in events, and letting us know your concerns.

We look forward to working with you to continue our commitment to making Rogers County a destination for all who enjoy this place we call home.

Steve Hendrix

Dan Delozier

Ron Burrows

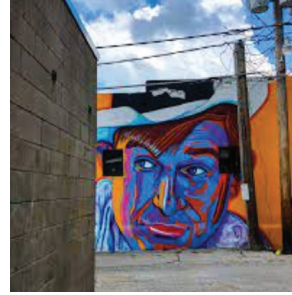
COMPREHENSIVE PLAN ADVISORY COMMITTEE



CATOOSA



CHELSEA



CLAREMORE



FOYIL



INOLA



OOLOGAH



TALALA



VERDIGRIS



CHEROKEE NATION



CIEDA



TULSA PORTS



RCDA

PLANNING TEAM





imagine
[ih-maj-in]

VERB: to form a mental image of



SECTION 01

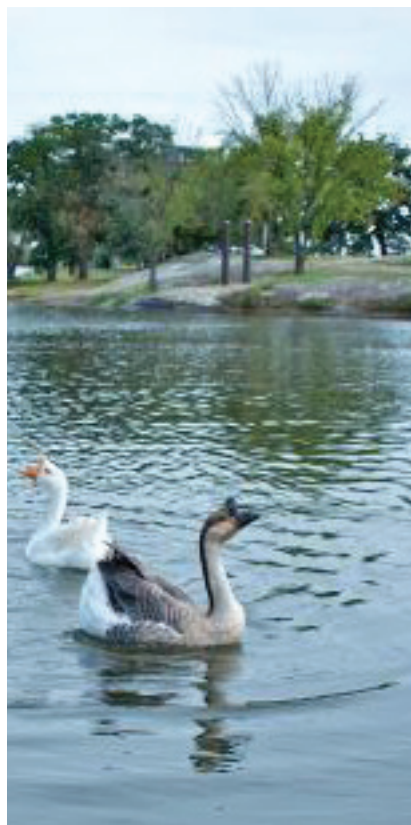
COMMUNITY-DRIVEN FOUNDATION

The foundation of the overall direction for Imagine Rogers County is based on specific components which were derived from the public engagement process.

The **core values** are those key attributes that make Rogers County unique and are evident today. The **guiding principles** were derived from the core values and validated by the Comprehensive Plan Advisory Committee (CPAC) with consideration of the core values. These provide the structural support and guidance for the vision described in this plan.

The core values and guiding principles filter through the analysis, recommendations, and implementation strategies featured in this plan.

CORE VALUES OF THE COMMUNITY



The natural environment, lakes, farms, countryside and small town feel have been a guiding light in development of guiding principles. A consistent comment from stakeholders has been to manage growth, without losing the rural feel of Rogers County.

A series of key phrases and elements were consistently received throughout the engagement process. The lives of many new and established residents have resonated around the small-town feel and rural characteristics found in Rogers County.

This can be seen through the fondest memories of those who grew up in Rogers County or the key phrases people would use to describe Rogers County. Included on the adjacent page are word clouds of those words and phrases.

The desire to remain rural often runs counter to other popular perspectives of maintaining higher standards of amenities, economic growth and promoting new job creation. However, for Rogers County, there is potential to meet the needs of this economic prosperity while maintaining the long-term protection of the rural environment.

Managed growth in partnership with the towns and cities within the County allows for a harmonious blend of these two competing goals. The key to this realized vision is denoting where development is appropriate and where it is not when it comes to sensitive and cherished locations in the County. The advanced presence of water and floodplain offer rigid boundaries, where access to utilities in rural areas could be more robust to support

local sales tax needs. These types of improvements depend greatly on funding availability and are currently paid for by developments or planned expansions by rural water and sewer districts.

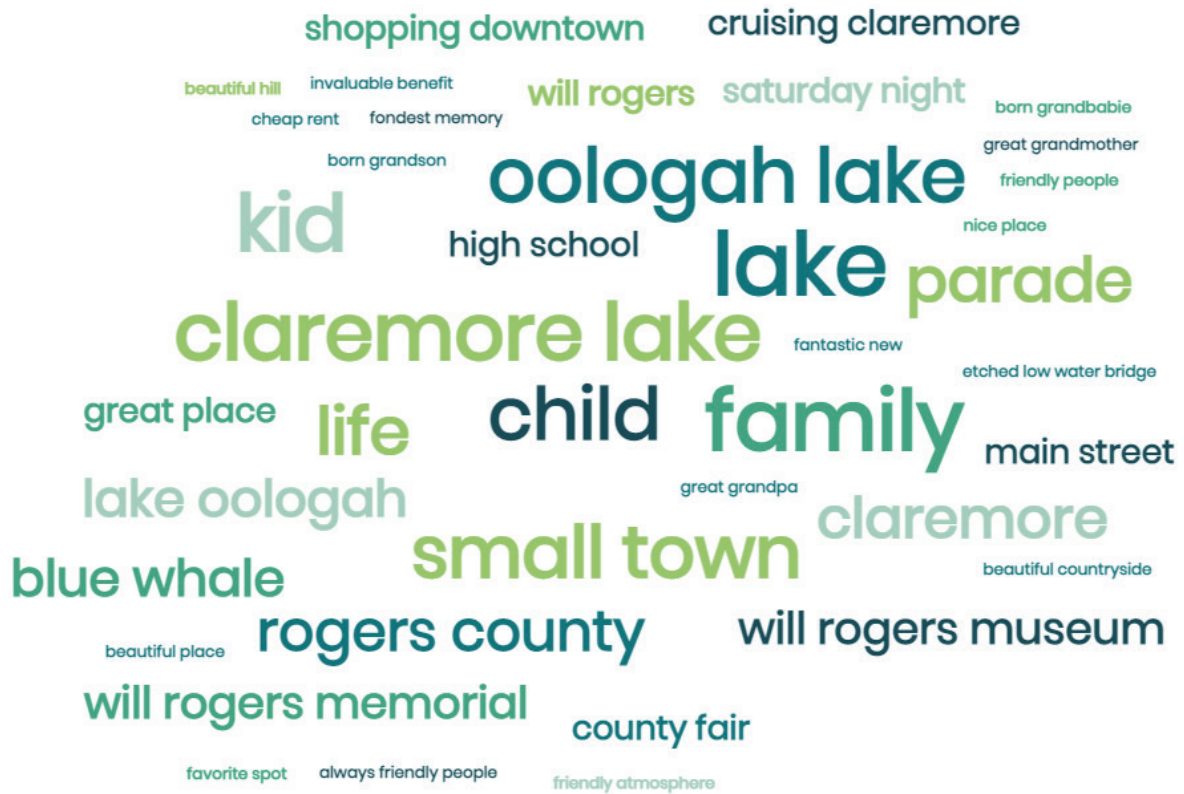
Ultimately, this Comprehensive Plan uses the community's input, phrases, words, and directives to guide the plan's principles. The people of Rogers County, the relevance to the employment industries in the region, and the location all impact market trends.

The key partners in the region, Cherokee Nation, Tulsa Ports, cities and towns, economic development agencies, Indian Nations Council of Government (INCOG), Oklahoma Department of Transportation (ODOT), and the many non-profits, private businesses, residents, and volunteers all have an impact on how Rogers County will perform in the future.

Holding to the Core Values will help sustain a basis of understanding why the guiding principles were shaped into their current form and why recommendations for future development all use keywords and phrases that resonate with the community values.

The Core Values are the community's words for why they identify with Rogers County and call it home.

Fondest Memory



Key Phrases





ED GALLOWAY TOTEM POLE PARK - FOYIL

Photo: Page from Green Country Guide, Sherry Robinson

GUIDING PRINCIPLES



Preserve and respect our cultural history and rural lifestyle for the next generation while allowing for change to address new challenges and opportunities.



Strengthen quality of life by enhancing economic opportunities, providing recreational options, supporting rural housing, and planning for critical infrastructure.



Provide and continue a collaborative environment for the county, its residents, organizations, and visitors.

Building from the multicultural and storied history of Rogers County, the guiding principles are intended to be the sounding board for how decisions are tested in the future.

The cultural history and rural/agricultural lifestyle of Rogers County must be preserved for future generations, even as the county evolves to take advantage of new opportunities. Like the Cherokee Nation plans for the next seven generations, the residents of Rogers County must adopt this mindset to manage growth and expectations.

Strengthening the quality of life is not a one-size-fits-all principle because each values their quality of life dif-

ferently. Seeking to provide options for many individuals as it relates to housing, recreation and employment, and seeking to maintain the rural environment all fit into the quality of life in Rogers County.

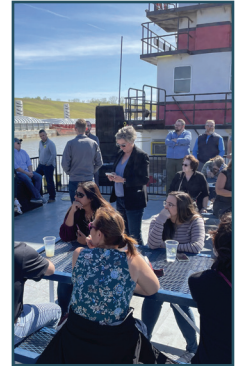
Continuing to provide excellence in collaboration among existing and future organizations that help the county function and maintain infrastructure will be essential to Rogers County's continued success.

As ventures in different industries, such as tourism, are expanded, the county must make sure that the message of why the investment is being made is transparent and within the parameters of the guiding principles.

The Guiding Principles were derived from the Core Values and through review and dialogue between the CPAC members.

These principles are reflected in the mapping, recommendations and implementation of the Imagine Rogers County Comprehensive Plan.

Engagement + Outreach Events





SECTION 02

ENGAGEMENT + OUTREACH

Most of the outreach and engagement for this process was used to activate places and better understand the local communities we worked with through this process.

From local chuck wagon chili at Will Rogers Birthplace Ranch to burgers and hot dogs at the Blue Whale of Catoosa, the engagement process featured the local communities of Rogers County. The Imagine Rogers County process required commitments from local representatives to help plan, program, and organize a local event that identified with their way of life. The communities were challenged to identify catalytic economic projects to test and propose for potential partnerships and funding. And our community partners participated in advisory committee meetings where we tested ideas, and they communicated concerns in their communities.

Our communities were joined by local economic development groups regularly involved with each of them. Still, they were able to meet, greet and socialize with the leadership of these organizations. The plan tested systems of thought, processes, and organizations by asking tough questions, strategizing goals, and prioritizing outcomes for Rogers County over the next 20 years.

ENGAGEMENT BEYOND MEETINGS



Activating places was an approach the planning team undertook to better understand the people in Rogers County. The team was able to understand how the system of engagement works. The key element is how they all work together for common success, whether that is financial, social or a mix of both.

With any comprehensive plan, it's essential to see the community through the eyes of the locals. The activation process for this initiative looked to the CPAC and each district to help develop and create a unique event tailored around showcasing their community.

Those events led to a series of educational programs tailored around the future needs of the local communities, then recommendations from the observations and research of the team.

By building from experiences, the plan can see how Rogers County fits into the local lives of its residents and what focus the County should have in improving the quality of life for each

community, uniquely towards their needs and focus.

With each of these activations, local discussions on things they love that they wish could be better and big

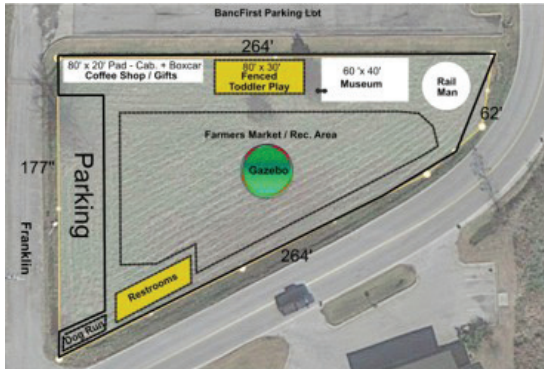
ideas for the future were shared and documented. In addition, there were prizes to be won and financial support for local businesses with each event.



Engagements and Activations Timeline

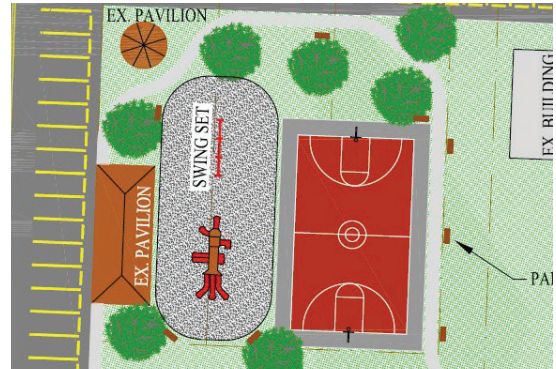


Economic Development Catalytic Projects



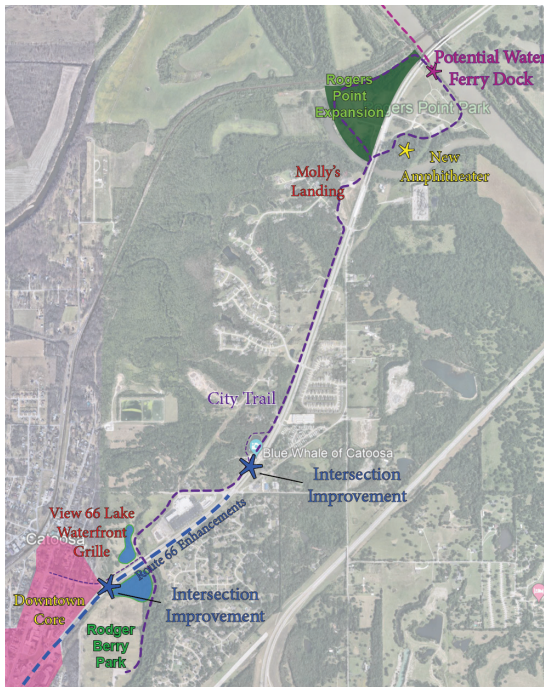
Verdigris "City Center"

Caboose Coffee Shop
Verdigris museum and gathering place



Talala Downtown Park

Enhancements for Activation
Bringing attention to Talala's main street



Catoosa Route 66 Gateway

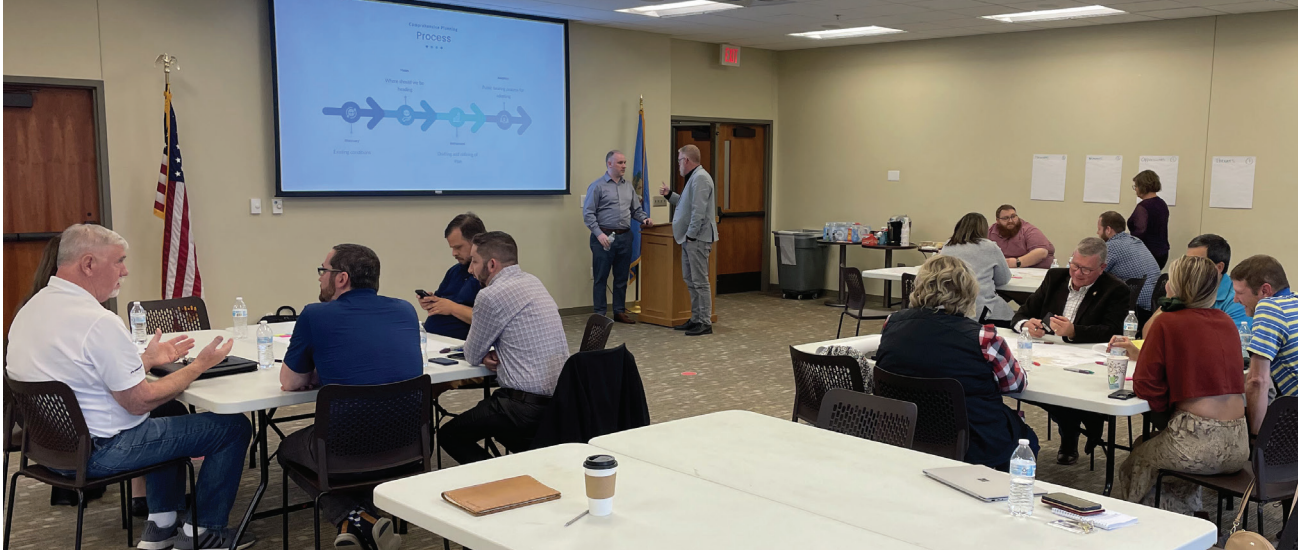
Trail to connect Catoosa parks to Old Town
Ferry to connect Tulsa Ports to food options



Claremore Muskogee St Curve Development

New Downtown Plaza, expand public parking
Entice development with new housing types

Coordinated efforts of the Comprehensive Plan Advisory Committee (CPAC) engaged representatives from local communities and organization leadership to align the guiding principles, learn more about each other and establish working relationships for long-term success.



"I think this was the first time that all of Rogers County communities were able to sit in one room and get to know each other."

Kandy Damron, Mayor of Talala

Meeting with the CPAC were held in different locations, rotating between districts throughout the process. Typically sites were with local establishments to provide financial support locally and allow CPAC members to experience different environments in a less formal atmosphere.

Through meetings with the CPAC, participants were:

- Challenged to understand their neighborhoods and districts and the areas of other participants in Rogers County. This was crucial for understanding the variety of issues that Rogers County staff and Commissions see and hear about.

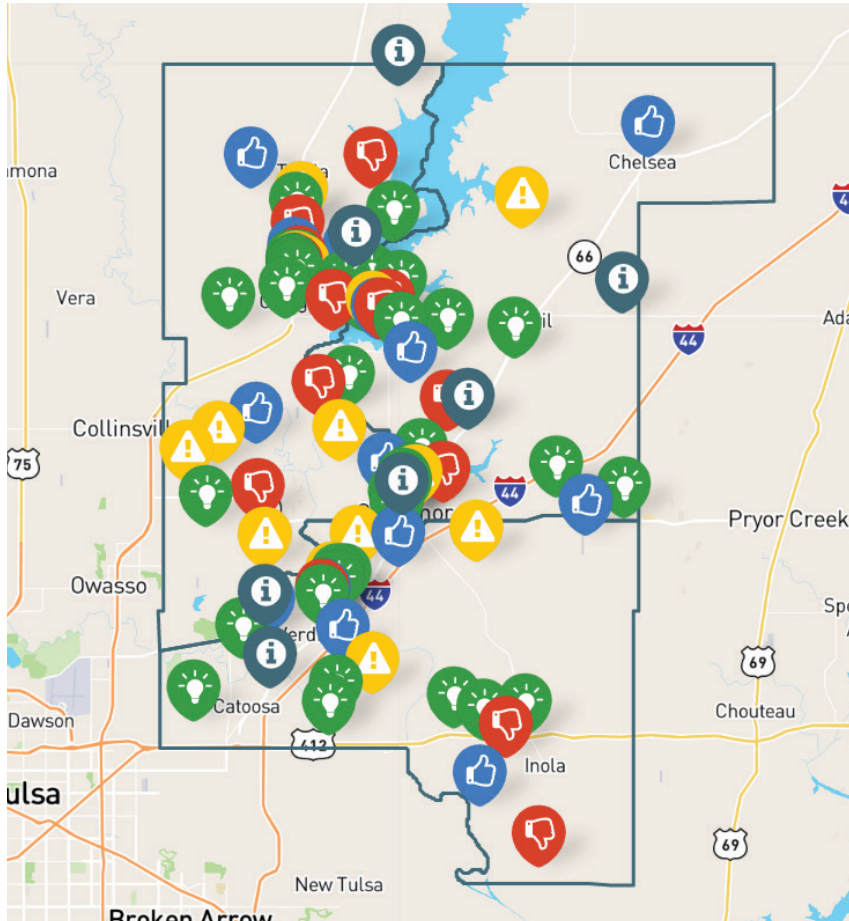
- Coordinated to represent their community as the group reviewed the guiding principles and core values.
- Responded and validated the existing conditions in the State of the County report.
- Planned and supported a community event that represented the character of the environment and what folks do for fun.
- Presented ideas for catalytic projects to learn how economic development agencies in the county look at projects and provide funding to support local projects.

- Reviewed and commented on draft submittals, plans, and presentation materials.

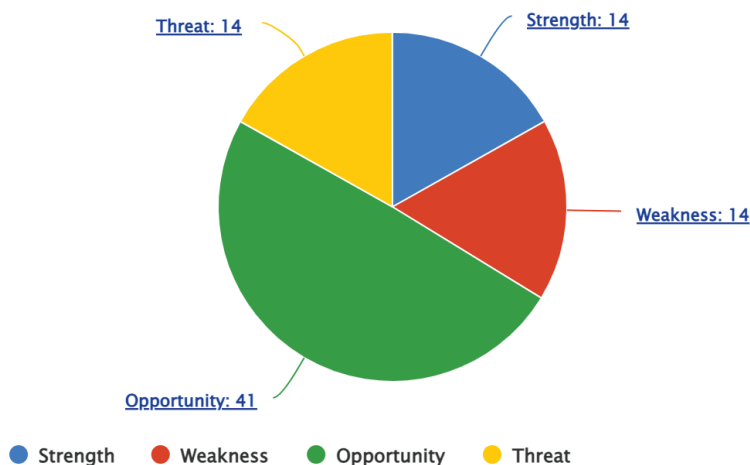
Guidance from the CPAC was integral to the recommendations and strategies presented in this plan, the engagement process, and general engagement with various communities. All public meetings and presentations were followed with digital Zoom presentations, which were recorded and saved to the project website.

The level of transparency with each step of this engagement process was essential to the commissioners, CPAC, and staff support of this plan.

COMMUNITY INPUT



Category Totals



Digital Engagement made available for the general public and also allowed individuals to like other peoples comments.

The heat map to the right shows the concentration of input from the community, and it shows that there were some comments received from many corners of the County.

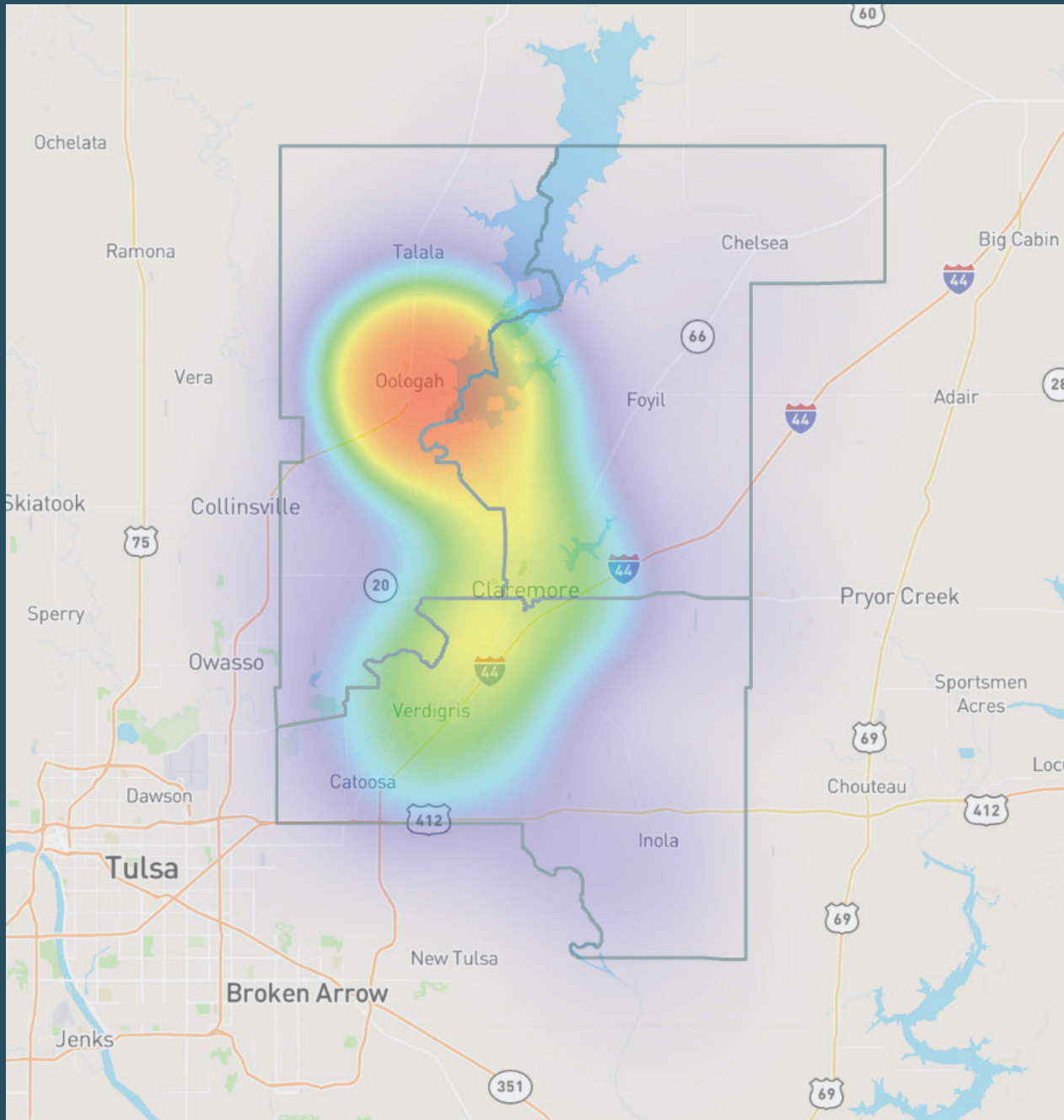
Numerous feedback loops were categorized into Strengths, Weaknesses, Opportunities, and Threats to understand where citizens were concerned about issues and where they thought big ideas could occur.

The following pages detail some of the expressive comments on the interactive map and through our sessions with stakeholders during community events.

Generally, respondents focused on opportunities, many of which were oriented around food and family entertainment. Many thought the idea of trails and connecting between cities was fruitful and would add a unique amenity to the area.

Though the number of responses and input was higher in some communities, comments were received from each town and city in Rogers County.

Interactive Map Responses Heat Map



Survey and Comment Responses

Trail to connect
Talala and Oologah

Lots of redevelopment
opportunities along old
highway 169

Food trucks in the core
somewhere to start
getting more options
for eating

Recreation center would
be a great opportunity
for people of all ages to
hangout

Incubator spaces that
lower the bar of entry for
local businesses

Lots of agriculture but
no farm to fork
establishments

Lacking high speed inter-
net for working at home
opportunities

Keep rural character out-
side of the towns

Lacking family friendly programming

Hawthorne Bluff a great opportunity with amazing views

Traffic being induced by the growth happening in this area of the county

Currently very limited access to fresh food and groceries

Abandoned railroad could be a great opportunity to create a trail connection to Claremore

Trails mostly for horse-back riding but a great strength, could be more!

Need to use the lake more

We need sidewalk gates at railroad crossings





SECTION 03

LAND USE + DEVELOPMENT

As a growing county in Oklahoma, Rogers County has prioritized thinking towards the future by preserving existing identity, enhancing critical infrastructure, and managing growth through effective land use.

The Land Use + Development Section of the Imagine Rogers Comprehensive Plan will dive into discuss the existing land use distribution of the county, the new Future Land Use Plan, and its applicability, all weighed regarding the community vision.

The existing land use informs us of the development types within the county or lack thereof. This is important to understand to effectively create a policy that aligns with the established fabric. The existing land use also educates us on what development types the current policy and codes have promoted over time to assess the direction for the future.

A Future Land Use Plan is, by definition, a plan to guide land use decisions through zoning and subdivision codes. While not a regulatory tool, it is a policy tool used daily by county staff, developers, and elected officials. The Imagine Rogers County Comprehensive Plan will shift the way this plan has typically worked to allow for more context-sensitive decisions based on the area of the County.

The applicability element of this section is focused on implementation and how the plan should be used and interpreted.

EXISTING CONDITIONS

Rogers County is mainly rural, and the vast majority of existing land uses are agriculture and ranching. However, this has recently been disrupted because of the large-scale marijuana growing and dispensaries that have been decriminalized within recent years. As a result, Rogers County has had to adapt and plan for the increase in the infrastructure needs of these new uses.

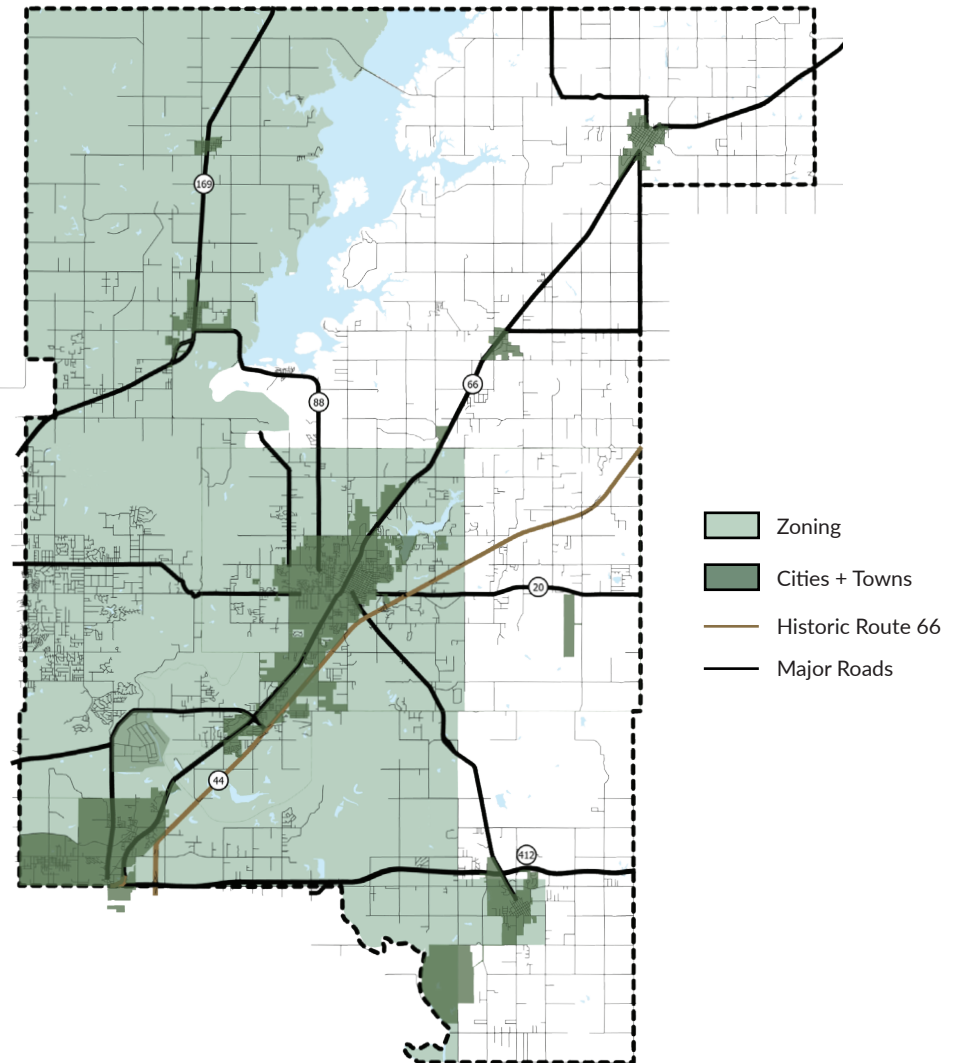
Rogers County boasts natural features, including Oologah Lake, Verdigris River, and several critical cultural landmarks to the land's history. Unfortunately, the water bodies within Rogers County make much of the area undevelopable due to floodplains and floodways.

Currently, the most extensive land use designated by the Future Land Use Plan is Agriculture, with 46% of the planning commission area of Rogers County (unincorporated areas).

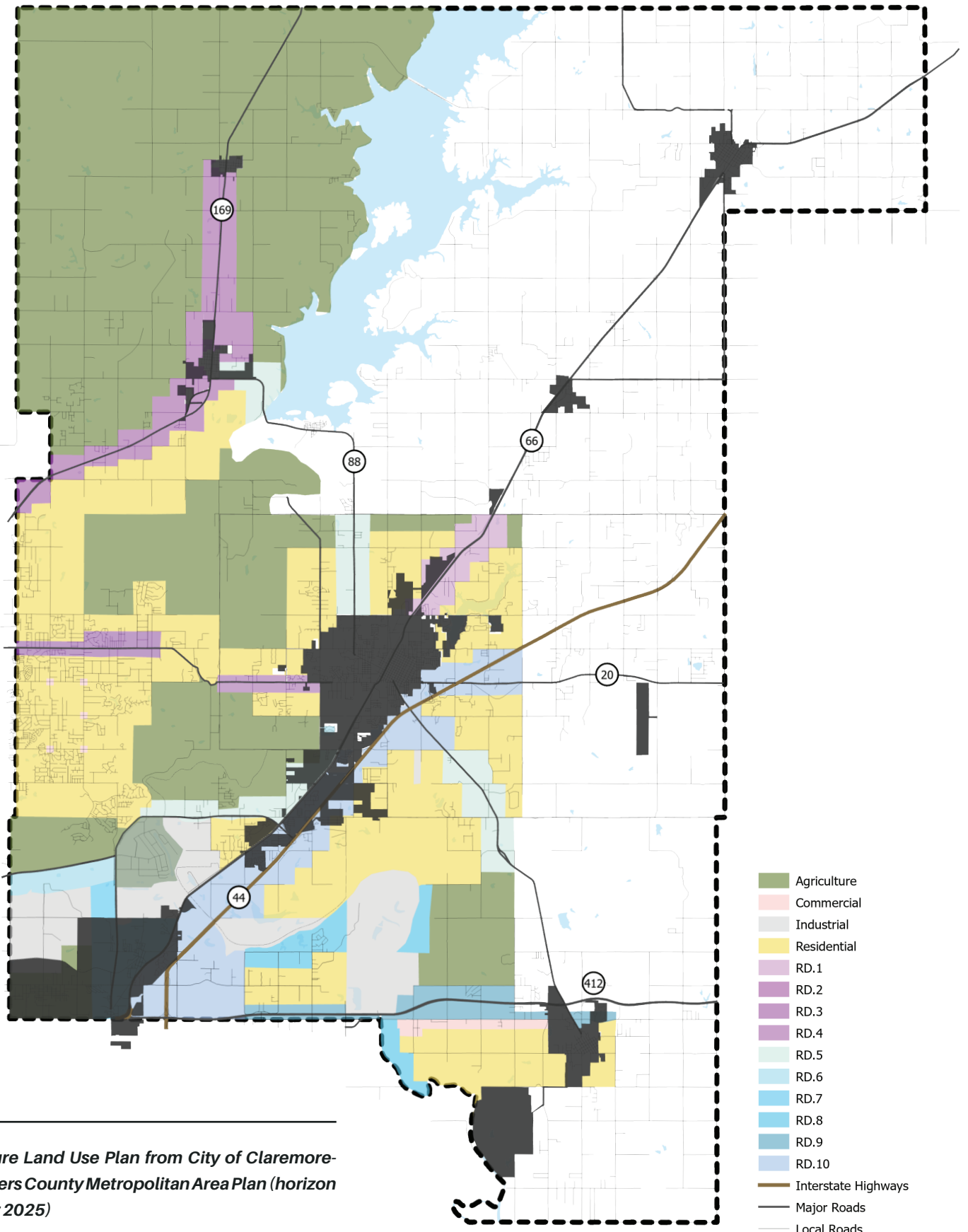
As the Tulsa Metropolitan area grows, development pressure will continue to spill over into Rogers County, which makes it vital to plan for the future and preserve maintain its rural nature and beauty.

Commercial and industrial uses typically use have extensive infrastructure needs and logistically make sense within towns and cities that can accommodate those needs more readily.

Land use in Rogers County is unique within the state and the nation, which creates opportunities for new approaches. Of the 711 square miles that make up the county, approximately 47% is unincorporated county areas under zoning and land use jurisdiction. Another 46% is unincorporated county areas without land use applicability. The remaining 7% makes up incorporated municipalities that include cities and towns.

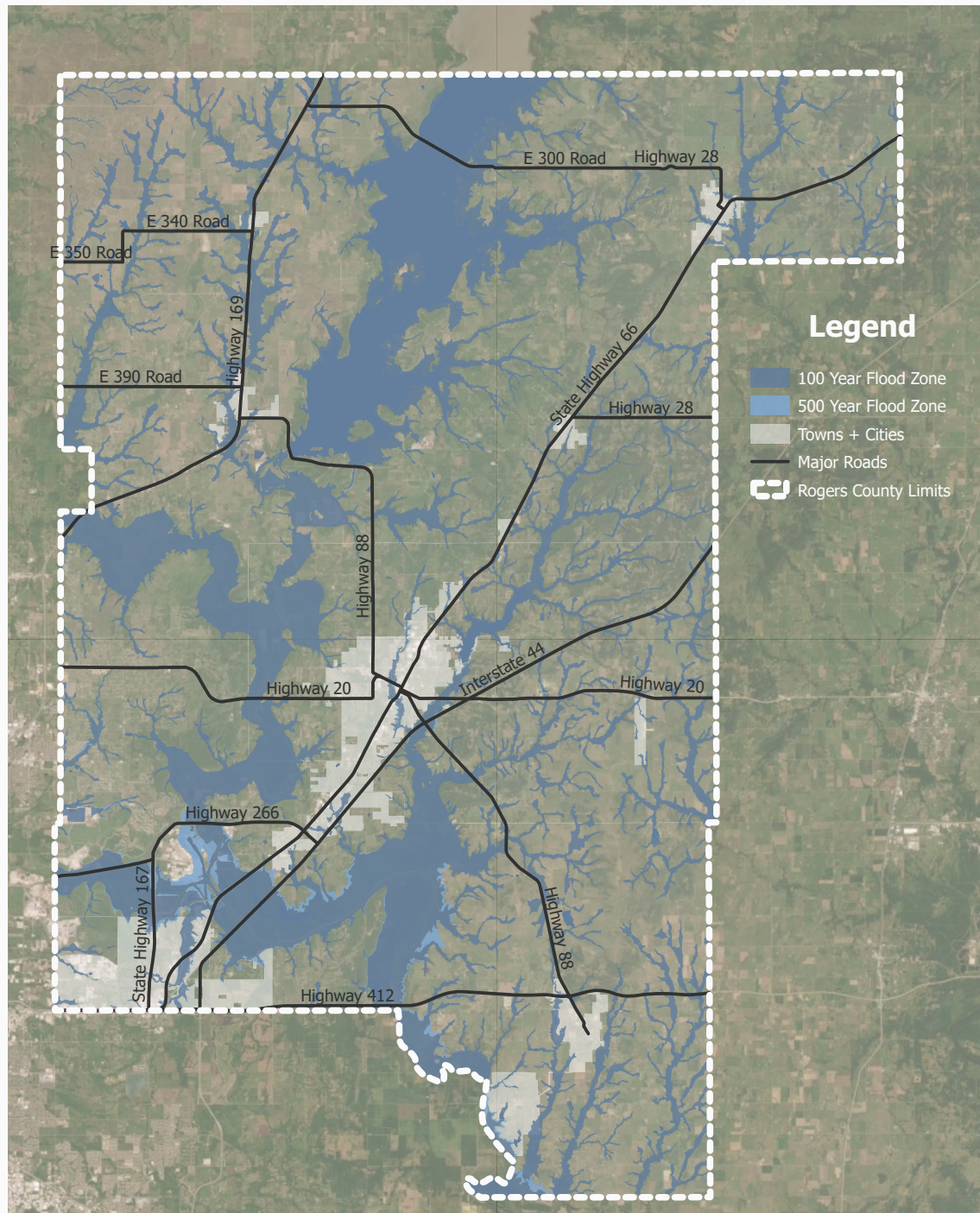


IMAGINE ROGERS COUNTY



*Future Land Use Plan from City of Claremore-
Rogers County Metropolitan Area Plan (horizon
year 2025)*

IMAGINE ROGERS COUNTY



Flood Zones are a reality within Rogers County and can limit development. These zones are also a significant element regarding the county's rural nature. Using these zones more effectively and maintaining flow within the region provides environmental benefits as well as quality-of-life and economic development benefits.

A large portion of the county (approximately 15%) comprises floodplain areas within the 100-year flood zone. These areas can change over time with climate adaptation and development through Letters of Map Revision (LOMRs). Therefore, this letter from FEMA will modify the flood zone map that FEMA maintains to adjust for any warranted changes.

The map to the left portrays the flood zones within Rogers County.

The Oologah Lake and Verdigris River are important water bodies that provide outdoor recreational opportunities and functional barge travel for major companies through the Port of Catoosa and the Port of Inola. These major ports are the most northern inland ports open year-round nationwide. The importance of these ports to the region is vital and also a significant component of the zoning authority that allows Rogers County to have planning regulations to protect the waterways that are important to the port and the national supply chain system.

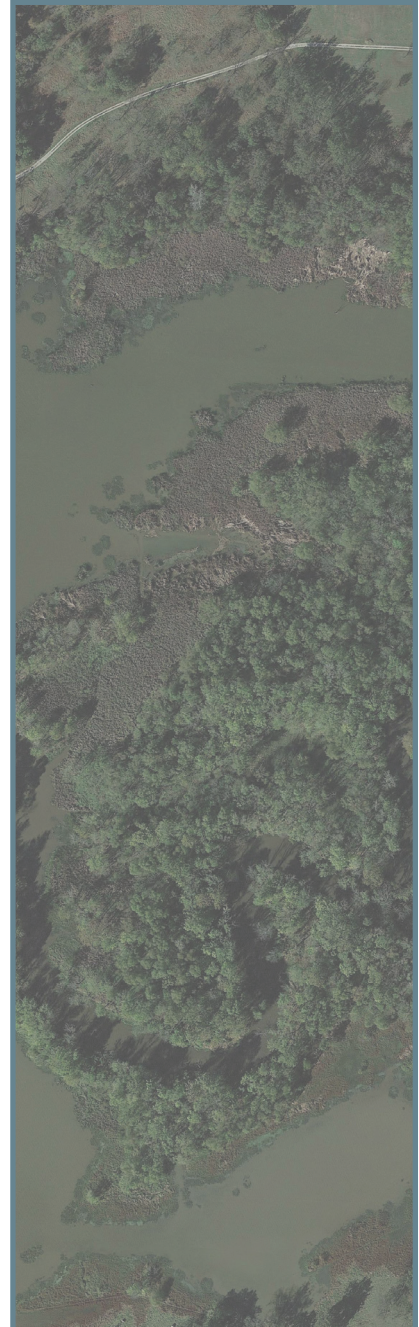
These significant floodways and flood zones create an opportunity to enhance the undeveloped rural nature of the county and create an identity that can be juxtaposed with the urban Tulsa Metro.

Flood zone areas typically denote where and how development can occur. However, other ways exist to use these areas while maintaining their critical intent. Noninvasive outdoor recreational areas, farming, and ranching are excellent examples of this opportunity.

Treatments that utilize the natural beauty of these natural areas increase outdoor recreational opportunities, establish the rural and native identity of the county, and create a higher economic development floor with quality-of-life amenities that are not burdened on the development itself.

Rogers County has abundant natural wetland areas that make up most flood zones; planning for these areas is essential for exemplary implementation. Each area within the county has a different context ranging from development pressure, natural wildlife areas, natural amenities, and existing or proposed trails. These differentiate the approach each part of the county takes in bolstering the appeal that makes it unique.

These areas are defined as Planning Areas.

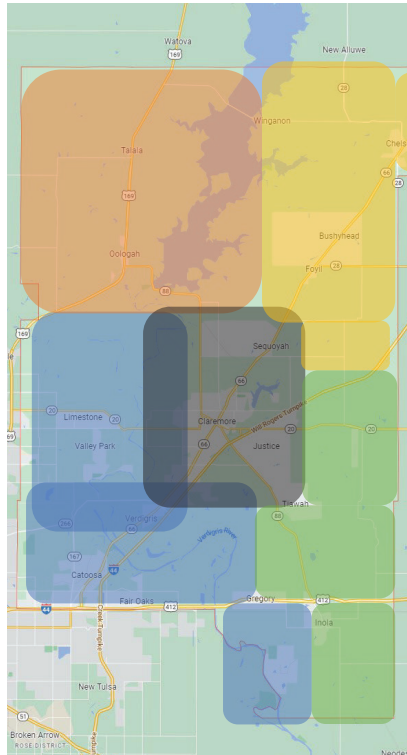


PLANNING AREAS

Identifying planning areas began with the engagement of multiple stakeholders, a diverse advisory committee, and community events. Using the information collected, rough boundaries were drawn according to the experiences and functionality of an area. Effectively creating smaller areas within the county that were aligned with common factors.

Each area works together and has its nucleus and individual identity. Therefore, using macro categories to explore what each area is facing or lacking better informs the land use needs and demands. The areas on the adjacent page were then drawn onto the map and given specific boundaries according to landmarks, roadways, and natural boundaries.

Previously, the Future Land Use Plan had been organized according to major corridors. However, the same roadways would have different contexts depending on where the stretch lay within Rogers County. With this plan, new place types focused on human experiences and land uses start to encourage local municipality participation at the smaller area level. This helps to break down the 711 square miles of the county into more manageable segments for decisions.



Each planning area will define its range of development and appropriate context for residential, commercial, and industrial. For example, an area that abuts Tulsa, such as River Valley, will have different priorities in land use, transportation, and economics than Cherokee Plains which is starting to create its own experiences through Chelsea and its downtown revitalization.

New Take on Future Land Use

Each planning area will define the intensity of land use which can be referenced with the zoning matrix addendum.

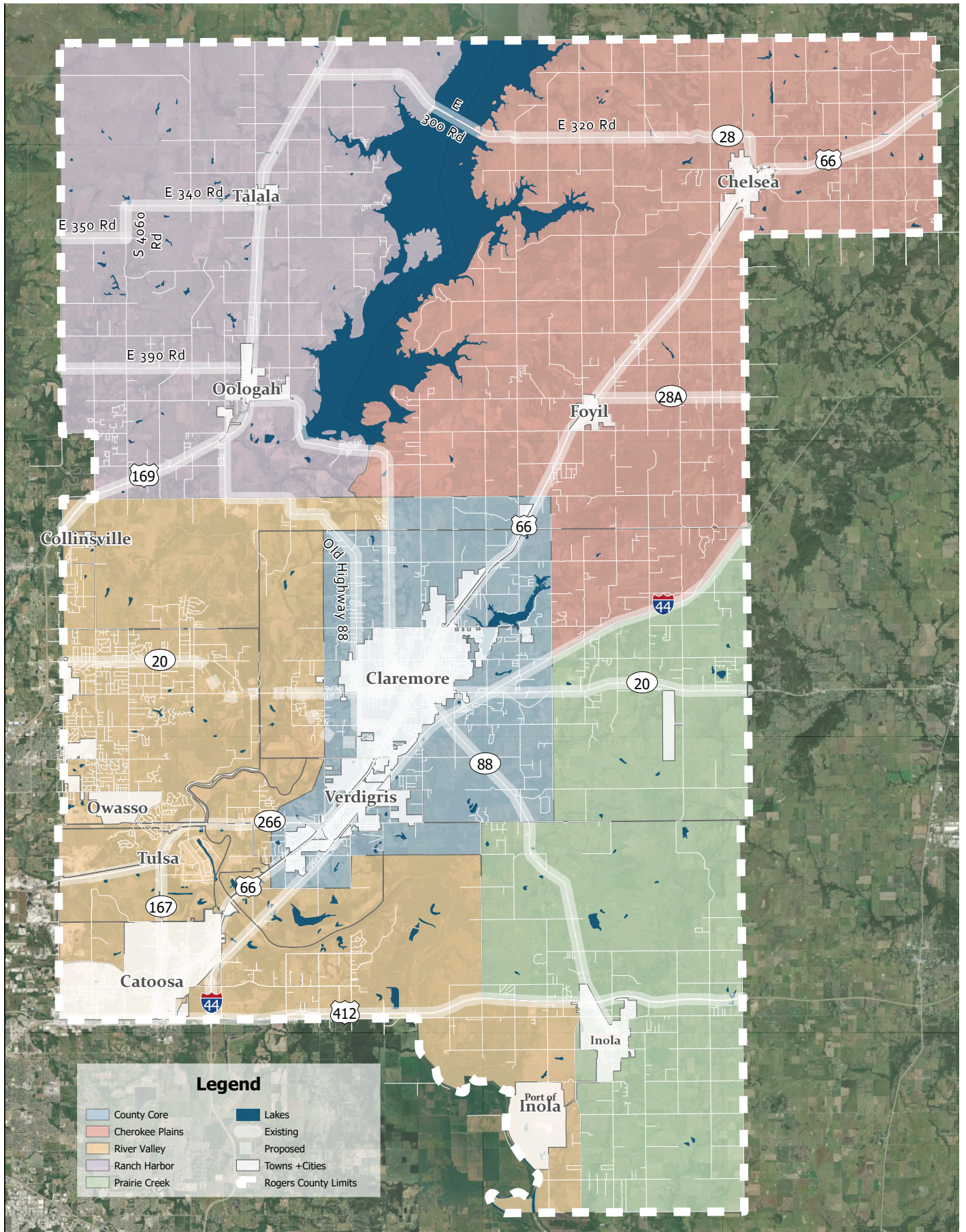


Along with a range of development, each area will define its purpose and intent, which will help individual towns start with their own planning needs.

This approach invites the continued refinement of the cities and towns within the areas with their long-term planning, which, in turn, helps the county with its priorities.



IMAGINE ROGERS COUNTY



COUNTY CORE



The County Core is described as the general Claremore and Verdigris surrounding area. This area makes up the middle of the county and is the only area without a border with another county. Therefore, many county functions can be found centrally within this region, and most of the boundaries are within the Claremore/Verdigris fence line.

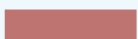
As the centerpiece of Rogers County, this region has essential connectivity and land use elements. As a result, some of the highest density ranges will be within this area.

County Core is a mix of historical and modern features that creates an individual identity. This unique element is a separator from other areas and counties based on Native American tourism, ranching heritage, and rich cultural history.

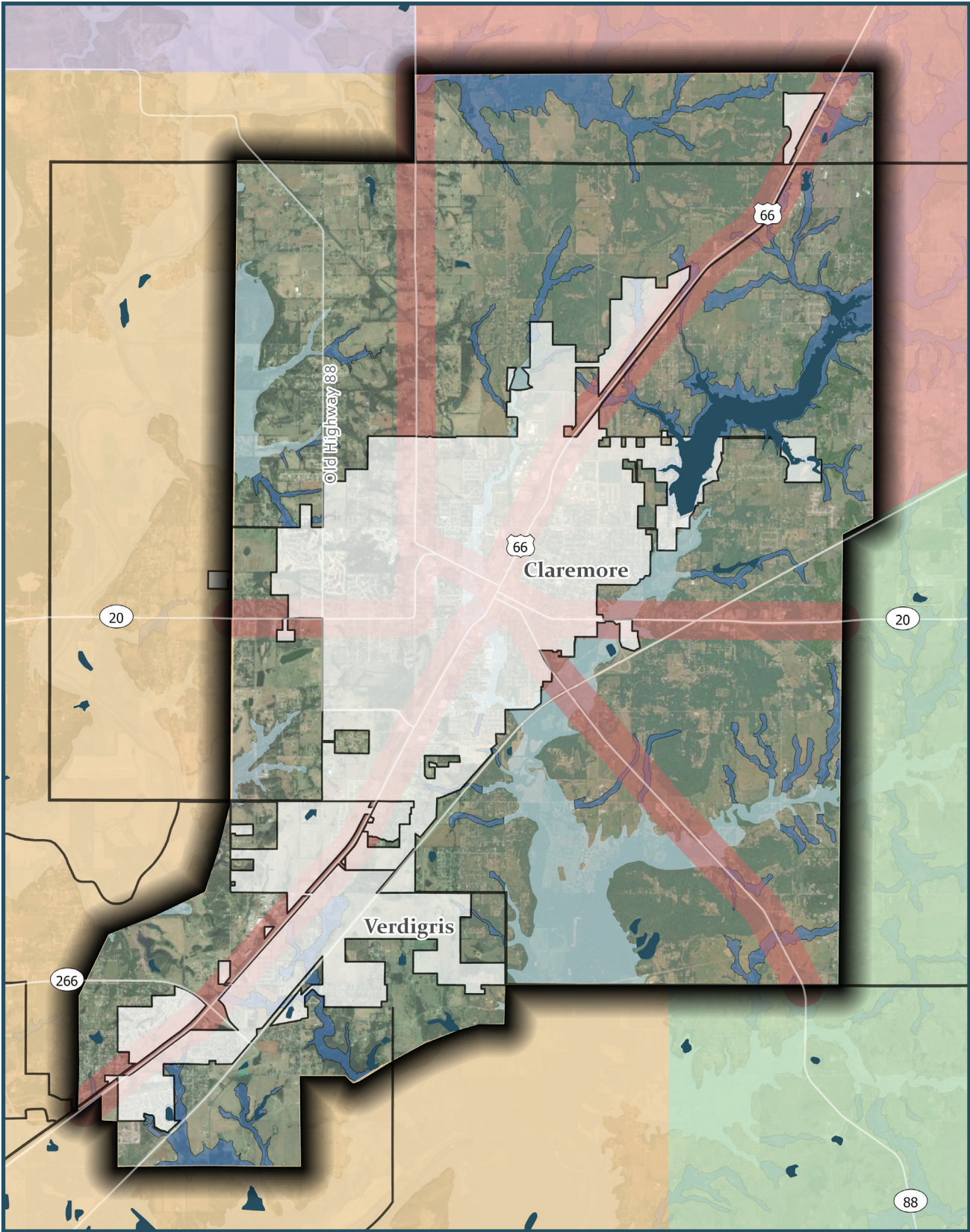
As Route 66 is celebrated, County Core has an opportunity to become a central node along the historic route. This section will look at the area from three perspectives: economics, environment, and culture.

Purpose + Intent

1. Establish a meaningful core that builds up Rogers County.
2. Manage development pressures from Tulsa and create compatible infrastructure within Claremore fence-line.
3. Preserve public natural resources and waterways that make up the area.



Higher intensity locations on the map are areas that are more likely to receive commercial or employment development. These areas also are more likely to have easier access to utilities.



IMAGINE ROGERS COUNTY



- Economic factors that deal with commercial, retail, and tourism demand and how to move those forward.
- Environment factors that address preservation of natural, green, and sensitive areas of the County.
- Culture factors that target residential living and quality of life elements of the County.



Economics

COUNTY CORE

Opportunities

County Presence

The County seat within County Core serves as an anchor for legal and municipal activity.

Major City and Amenities

Showcase the support of the County offices within the City of Claremore.

Major Educational Institutions

Grow and support higher education through mutual project support, to build retention for institutional students, alumni, and employees.

Historic Core

Support the design and aesthetics of the historic core of Claremore on County-owned property.

Route 66 Frontage

Support the implementation of the Mother Road reconstruction to support the core, traffic patterns and tourism retention.

Impacts

Destinations on Route 66

Maintain, protect, and enhance existing attractions to support Route 66 tourism along the corridor.



Aesthetic Improvements to Roadways

Enhancements along Route 66 within County Core to focus on walkability and reducing traffic speeds to support development.

Areas of Focus

Route 66 Frontage

Allow the frontage of Route 66 within the County to grow and enhance employment opportunities, to take advantage of retail and restaurant activity within towns and cities.

Highway 20 Frontage

Support and encourage gateways to cities, the county and towards significant attractions along the new alignment of the Highway 20 corridor.

Interstate 44 Frontage

Support and encourage greater intensity at intersections of Interstate 44.

County Facilities

Maximizing the use of existing land owned by the county will help maintain a stronger tax base, rather than expanding onto other property in County Core.

Commercial Industrial Intensity Range





Environment

COUNTY CORE

Opportunities

Enhancing Core Destinations

Respect and enhance destination context specifically on County-owned property through out the Core.

Farm and Ranch Conservation

Provide voluntary opportunities for farm and ranch conservation that supports the long-term preservation of rural character.

Impacts

Aesthetic Improvements of Roadways

County maintained roadways will need to take on the context of the development around it, and, where appropriate, walkability and bike connectivity in urban areas.

Access and Connectivity

Promote bike connectivity to key attractions and town and city centers in the county, along existing rights-of-way and rail easements, where available and feasible. Connect to US DOT Route 66 Bikeway, if applicable, and only along existing rights-of-way and rail easements.

Areas of Focus

Cat, Dog, and Panther Creek + Claremore Lake

Promote tourism and recreation, low-impact development.

Borders of River Valley and Prairie Creek

Partner with large acreage tract owners to determine appropriate mechanisms to maintain and enhance the rural edges of the County Core. Leverage existing Oklahoma state guidelines to preserve waterways from erosion.



Agriculture and Conservation Intensity Range





Culture

COUNTY CORE

Opportunities

Housing Growth in Coordination with Cities

Zoning and subdivision for housing within the "fence line" of Claremore and Verdigris should be compatible and potentially adopt the rules within the jurisdiction adjacent.

Soften Transitions Between Rural and Urban

As the areas between rural areas and city centers are developed, focus on neighborhoods adjusting their intensity to minimize impact of overbuilding in the rural areas.

Impacts

Enhanced Livability Close to Employment

Promoting denser housing development close to city centers, and less dense development further away from employment will support livability and reduce traffic impacts on county highways.

Preservation of Rural Environment Around the City

Per existing Oklahoma state guidelines prevent erosion of waterways and keep native trees for enhancement.

Areas of Focus

Between Verdigris and Claremore

A primary growth corridor for neighborhoods is between Verdigris and Claremore, where land is outside of floodplain and floodways.

Sequoyah

Coordination with housing additions in the Sequoyah area will help manage roadway and infrastructure improvements as these neighborhoods experience additional growth north of Downtown Claremore.

Residential Intensity Range

Low

Low Med

Med

Med High

High





CHEROKEE PLAINS



Ranching and agriculture businesses are typical, and maintaining these areas is a critical focal point of how the area works. The majority of this area does not fall under zoning regulations through the Planning Commission.

Historic Route 66 is a significant attraction for this area and the main transportation avenue for living, working, and recreation. Another major attraction for the area is Ed Galloway's Totem Pole Park along Highway 28A and adjacent to the Town of Foyil. While not directly on Historic Route 66, the Totem Pole Park is a standard deviation from this area's route.

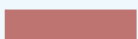
Cherokee Plains makes up the northeast area of Rogers County and includes the towns of Chelsea and Foyil. Boundaries for the area generally follow Interstate 44 on the south and Oologah lake on the west. This area borders three counties: Mayes, Craig, and Nowata.

This area is the primary entrance to the county from the northern states of Missouri and Kansas. It provides excellent open plain vistas that accentuate the type of landscape commonly found within the area.

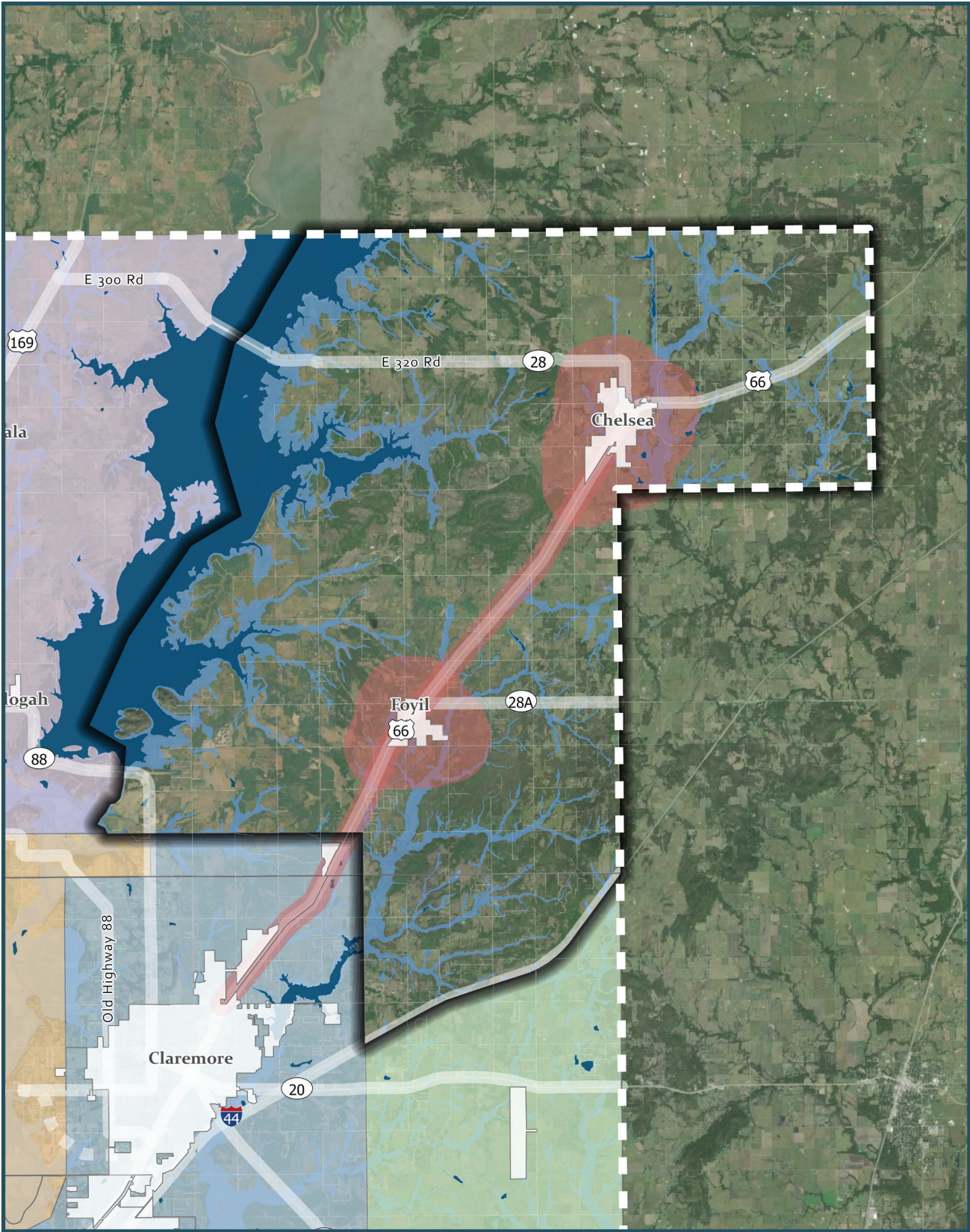
Chelsea is the area's center, but most residents will typically be employed in Claremore and commute along Route 66.

Purpose + Intent

1. Provide an established northern gateway to Rogers County.
2. Creating an enhanced community of living, working, and recreating.
3. Maintain the rural and small-town feel, while identifying and managing growth areas.



Higher intensity locations on the map are areas that are more likely to receive commercial or employment development. These areas also are more likely to have easier access to utilities.



IMAGINE ROGERS COUNTY



- Economic factors that deal with commercial, retail, and tourism demand and how to move those forward.
- Environment factors that address preservation of natural, green, and sensitive areas of the County.
- Culture factors that target residential living and quality of life elements of the County.

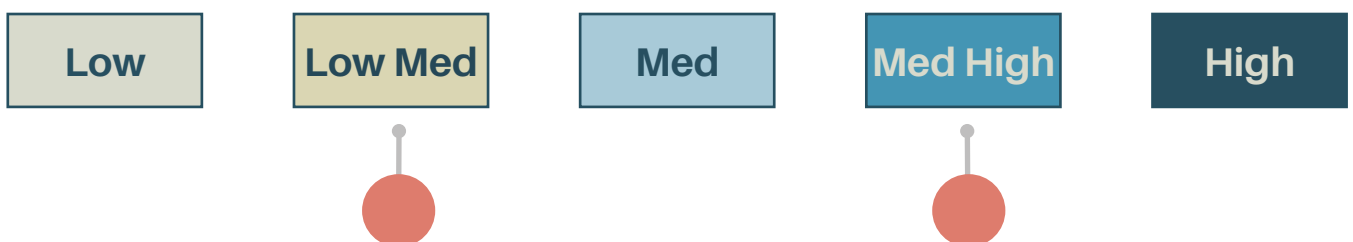


Economics

CHEROKEE PLAINS

Opportunities	Impacts	Areas of Focus
<p>Route 66 and Attractions Take advantage of the Mother Road to bring awareness, attract tourism dollars, and provide a larger identity for the Chelsea and Foyil communities.</p> <p>Downtown Chelsea Support the improvements of historic Chelsea by improving roadways to match the community vision of a walkable downtown.</p> <p>Proximity to Missouri and Kansas The northeast gateway of Cherokee Plains acts as an important connection to interstate tourism into the county.</p>	<p>Access to Historic Route 66 From Downtown Chelsea to the Totem Pole in Foyil, off-route 66 attractions need to be identified through wayfinding. Tourists need an invitation through development and gateways to identify a place worth exploring.</p> <p>Infrastructure Improvements To continue support of local communities, attention to sewer utilities to enhance commercial development options. This should be done in coordination with roadway improvements in the future.</p> <p>Enhancement of Individual Identity Route 66 corridor should reflect the context of the land, towns and cities as it enters and exits each community. This can be done by incorporating context sensitive amenities that build on the tourism of the Historic Route 66.</p>	<p>Around Towns Commercial improvements around towns and cities will be important for future sales tax as towns and cities support growth around them.</p> <p>Significant Intersections and Gateways Support and encourage gateways to cities, the county and towards significant attractions along the Historic Route 66 corridor.</p>

Commercial + Industrial Intensity Range





Environment

CHEROKEE PLAINS

Opportunities

Bikeways and Trails

Interconnectivity with USDOT bike trail system to Historic Core of towns and cities.

Farm and Ranch Incentives

Provide voluntary opportunities for farm and ranch promotion that supports the long-term endurance of rural character.

Impacts

Increased Recreational Opportunities

Interconnectivity will support a variety of tourism attractions from passive to active recreation along the Mother Road.

Program Development for Rural Feel

Develop subdivision rules that allow for more flexibility in lot sizes, while promoting the rural nature of land in the county.

Access and Connectivity

Promote bike connectivity to key attractions, town and city centers, and US DOT Route 66 Bikeway in the county, along existing rights-of-way and rail easements, where available and feasible.

Areas of Focus

Natural Streams and Waterways

Promote tourism and recreation, low-impact development.



Agriculture and Conservation Intensity Range

Low

Low Med

Med

Med High

High

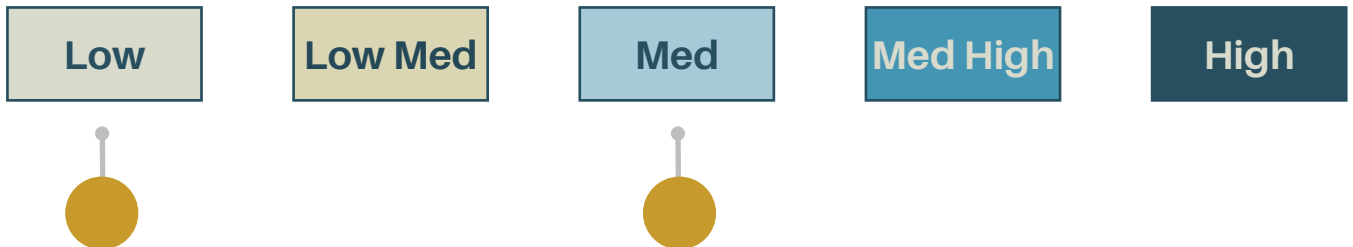




CHEROKEE PLAINS

Opportunities	Impacts	Areas of Focus
<p>Downtown Chelsea Participate and support the renovations of Downtown Chelsea by encouraging housing development in the county to connect to Downtown Chelsea.</p> <p>Tourist Attractions Direct roadway and mobility funds towards enhancements of existing attractions and the development of new attractions.</p> <p>Historical Significance Preserve and promote the history of places by making sure roadway design matches the context and walkability of historic places.</p> <p>Availability of Land Explore land preservation techniques that think through the long term implications of subdividing and developing within a rural area.</p> <p>Sense of Community Actively support local communities in maintaining their sense of community and identity .</p>	<p>Increased Livability Amenities Growth is coming to Rogers County, managing the growth by setting clear rules for development in the subdivision process will help to ease the burden of growth in the county.</p> <p>Infrastructure Improvements Encouraging sewer in developments within the fence line of towns and cities will support better managed growth in the county.</p>	<p>Areas Around Towns Focus on walking and biking facilities to, from, and around historic Main Streets in public right-of-way and in coordination with existing street network.</p>

Residential Intensity Range





RIVER VALLEY



River Valley makes up the Southwest corner of Rogers County and includes the City of Catoosa, the Port of Catoosa, and the Port of Inola.

This area is characterized and defined by the Verdigris River, which makes up many of the identities of the two ports.

This area represents the principal gateway from the urban Tulsa area and the international airport into Rogers County. River Valley also represents the beginning of the rural, outdoor nature activities that make Rogers County Special with Red Bud Valley Nature Preserve.

River Valley is situated alongside Tulsa and Wagoner Counties and experiences some of the highest development pressure in the County.

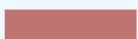
Historic Route 66 traverses through the area, and this segment includes one of the most iconic tourist attractions on the route, the Blue Whale of Catoosa.

Due to the large influx of traffic along Route 66 and its proximity to the Tulsa metro, this area will need to focus on infrastructure needs and adequately plan for more significant developments as opportunities arise.

The area's two ports, interstate highway, and rail lines also create a high-level transportation system for industrial and supply chain fulfillment industries that are only limited by the infrastructure to support commerce.

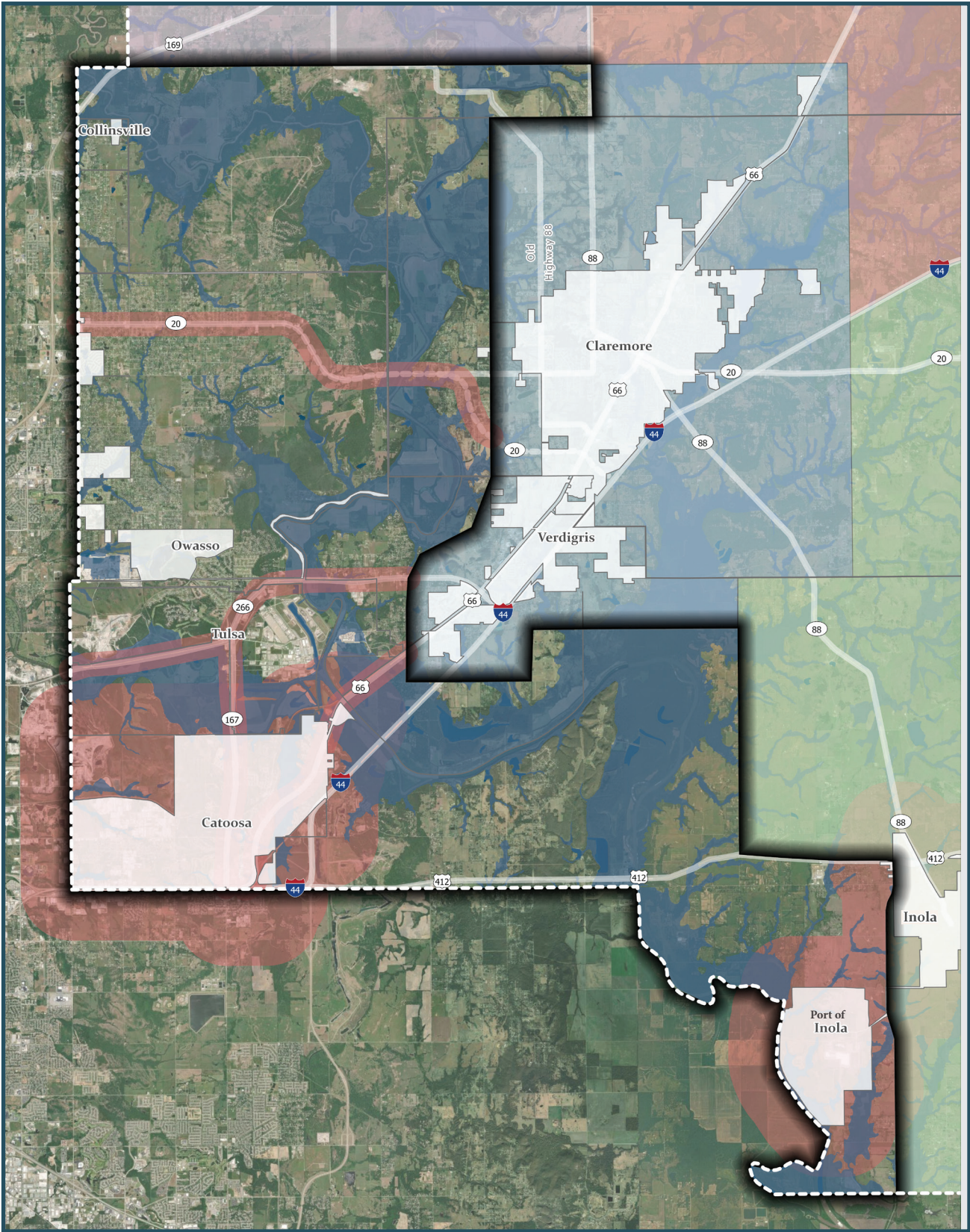
Purpose + Intent

1. Establish a meaningful gateway from Tulsa Metro to Rogers County
2. Manage development pressures from Tulsa and preserve individual identity.
3. Maintain natural resources and waterways that make up the area and explore recreational amenities.



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IMAGINE ROGERS COUNTY



IMAGINE ROGERS COUNTY



- Economic factors that deal with commercial, retail, and tourism demand and how to move those forward.
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- Culture factors that target residential living and quality of life elements of the County.



Economics

RIVER VALLEY

Opportunities	Impacts	Areas of Focus
<p>Port of Catoosa + Port of Inola Major land manager and collaborator in the area.</p> <p>Proximity of Tulsa A boon for residential and commercial growth.</p> <p>Major Tourist Attractions Support and build on attraction of the Hard Rock Casino, Blue Whale of Catoosa, and Historic Route 66.</p>	<p>Infrastructure Improvements To continue support of local communities, attention to sewer utilities to enhance commercial development options. This should be done in coordination with roadway improvements in the future.</p> <p>Floodplain Management Essential for this area, the floodplain can be a large impact if the erosion along the rivers and creeks are not managed appropriately.</p> <p>Access and Connectivity Promote bike connectivity to key attractions, town and city centers, and US DOT Route 66 Bikeway in the county, along existing rights-of-way and rail easements, where available and feasible.</p>	<p>Near Cities Support local cities and towns by directing sales tax generating companies closer to the municipal limits. Focus on high land value companies and employment within the county, outside of municipal boundaries.</p> <p>Along Highways Support and encourage gateways to cities, the county and towards significant attractions along the new alignment of the Highway 20 corridor, and existing Highway 169 corridor</p> <p>Historic Route 66 Allow the frontage of Route 66 within the County to grow and enhance employment opportunities, to take advantage of retail and restaurant activity within towns and cities.</p>

Commercial + Industrial Intensity Range



Environment

RIVER VALLEY

Opportunities

Prevent Erosion Along River and Creeks

Use innovative and traditional ideas to keep waters clean and prevent erosion.

Impacts

Life-Safety Improvements

Bridge crossings, waterway erosion and development within the floodplain with unregulated grading are potential impacts on life-safety and require greater attention during hazard events.

Access and Connectivity

Connectivity within River Valley is limited due to extensive waterways and floodplain.

Areas of Focus

Rivers, Creeks, and Floodways

Promote tourism and recreation, low-impact development to maintain and protect waterways.

Tulsa Ports

Partner with Tulsa Ports to amenitize the waterways and support interconnectivity between the Ports and the local communities.



Agriculture and Conservation Intensity Range

Low

Low Med

Med

Med High

High

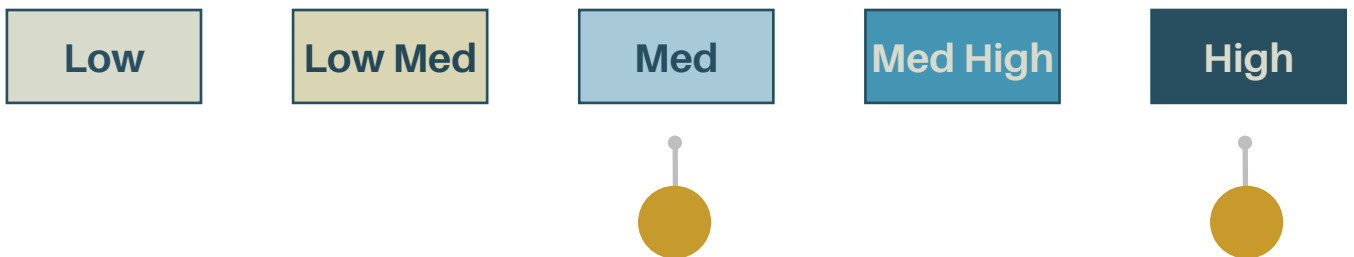




RIVER VALLEY

Opportunities	Impacts	Areas of Focus
<p>Unique Housing With Views of Open Space Great vistas within River Valley for unique housing.</p> <p>Major Employers in the Area Need for housing for employees is important as more employers are attracted to the area.</p> <p>Large Amount of Commuters Through This Area Provide opportunities for unique commercial experiences.</p> <p>Major Industrial & Institutional Financing Partners Leads to great collaboration for mutual benefit.</p>	<p>Erosion Prevention Use traditional and innovative ideas to keep waters clean and prevent erosion.</p> <p>Demand for More Residential With the natural beauty and adjacency to Tulsa, River Valley will continue to hold high demand for residential.</p> <p>Need for Quality-of-Life Amenities To support residential demand, additional priorities for amenities and public gathering spaces will be needed.</p> <p>Pressure on Development To support mobility, additional pressure on infrastructure, bridges, and utilities will be increased.</p>	<p>Redbud Valley A center for natural exploration within Rogers County. Support for expansion of this natural area is ideal.</p> <p>Owasso and Collinsville Primarily within Tulsa County, these cities are expanding into Rogers County and need collaborative planning and support as residential neighborhoods expand.</p> <p>Western Claremore A more natural area of Claremore, will be a strong focus as Highway 20 realignment is completed.</p>

Residential Intensity Range





RANCH HARBOR



Ranch Harbor makes up the Northwest quadrant of Rogers County and is defined by Highway 169 and Oologah Lake.

This area includes the towns of Oologah and Talala, as well as the iconic Will Rogers Birthplace Ranch. This area boasts one of the most diverse topography within the county. The landscape is made of ranching, agriculture plains, and rocky cliffs along Oologah Lake.

This area also contains the largest power supply and plant along Highway 169 and is an energy leader for northeast Oklahoma.

Lake Oologah contains many recreational amenities, but these can sometimes be difficult to access and find.

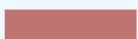
The lake has a marina, horse trail, Historic Will Rogers Ranch, dam recreational area, and wildlife management area.

One of the strongest assets for this area is the school district, which supports the towns of Oologah, Talala, and the surrounding area. The school district also creates a strong connection between the two towns that can be supported by more robust connectivity.

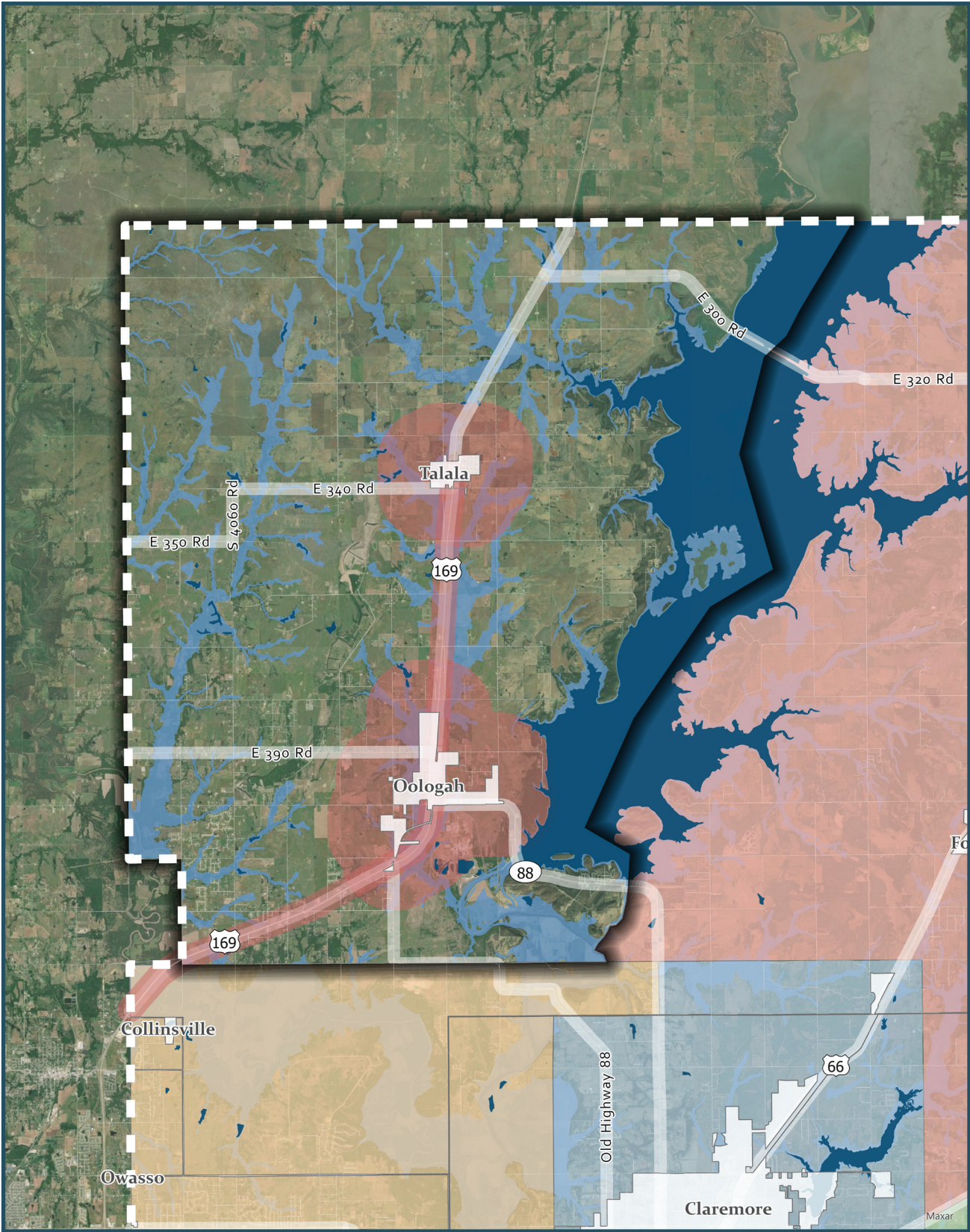
One of the biggest challenges to this area has been infrastructure to support growth, and it has historically been ideal for agriculture and ranching businesses. However, the area has seen recent pressure on the southwest side from Owasso and Collinsville, which have continued to grow.

Purpose + Intent

1. Focus on activating Oologah Lake as a recreational destination.
2. Support expansion of infrastructure to allow for more commercial growth in town limits.
3. Preserve the rural and small-town feel, while identifying and managing growth areas.



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IMAGINE ROGERS COUNTY



- Economic factors that deal with commercial, retail, and tourism demand and how to move those forward.
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- Culture factors that target residential living and quality of life elements of the County.



Economics

RANCH HARBOR

Opportunities	Impacts	Areas of Focus
<p>Oologah Lake Take advantage of this beautiful amenity to bring awareness, attract tourism dollars, and provide a larger identity for the Oologah and Talala communities.</p> <p>Highway 169 Partner with ODOT and Rogers County to make sure this roadway does not separate towns from the lake if expansion occurs in the future.</p> <p>Towns The unique history and character needs to be maintained, celebrated and enhanced along with future growth.</p>	<p>Off Route 66 Destination All improvements must focus on how to drive traffic off of Route 66.</p> <p>Infrastructure Improvements Move development closer to the lake, partner with key institutions (Cherokee Nation and Army Corps of Engineers), and improve utility infrastructure (water and sewer).</p>	<p>Connections Between Towns As communities grow, the physical connections between towns need to be enhanced with improved roads and walking and biking trails.</p> <p>Strategic Lakefront Areas Support and partner with Cherokee Nation on Rogers Birthplace Ranch enhancements.</p> <p>Nodes on 169 Key intersections should be used as gateways to towns and support crossings towards Oologah Lake.</p>

Commercial + Industrial Intensity Range





Environment

RANCH HARBOR

Opportunities

Oologah Lake

Tap into state funds to keep Oologah Lake clean and accessible.

Farm and Ranch Incentives

Provide voluntary opportunities for farms and ranches that supports the long-term endurance of rural character.

Flood Plain

Use traditional and innovative ideas that align with Oklahoma state guidelines to keep waters clean and provide recreation opportunities within Army Corp of Engineers property.

Impacts

Stormwater Hazard Mitigation

Carefully direct development to less hazardous areas to prevent damage and loss due to frequent flooding.

Waterway Enhancement

Support upkeep of the Army Corp of Engineers property along the lakeshore.

Protected Recreational Coordination

Incorporate county-wide recreation within the protected areas of the floodplain.

Access and Connectivity

Promote bike connectivity to key attractions, town and city centers, and US DOT Route 66 Bikeway in the county, along existing rights-of-way and rail easements, where available and feasible.

Areas of Focus

Along Waterfront, Natural Streams, and Waterways

Promote tourism and recreation, low-impact development to gain more access to the lake.



Agriculture and Conservation Intensity Range

Low

Low Med

Med

Med High

High



55





RANCH HARBOR

Opportunities	Impacts	Areas of Focus
<p>Will Rogers Birthplace Ranch Participate and support the master planning of the Will Rogers Birthplace Ranch.</p> <p>Tulsa Metro Expansion Actively communicate and outreach with City and County of Tulsa and INCOG to make sure impacts on Rogers County are mitigated.</p> <p>Recreational and Park Amenities Support the use and upkeep of Army Corp of Engineers property and waterways for recreation and tourism.</p>	<p>Managed Growth Growth is coming to Rogers County, managing the growth by setting clear rules for development in the subdivision process will help to ease the burden of growth in the county.</p> <p>Infrastructure Improvements Encouraging sewer in developments within the fence line of towns and cities will support better managed growth in the county.</p> <p>Access and Connectivity Local road connectivity between developments will reduce traffic on arterials and collector roadways.</p>	<p>South Reach of 169 Between Collinsville and Oologah is a major growth corridor for housing and activity.</p> <p>Around Towns Focus on walkability to, from and around historic Main Streets.</p> <p>Between Oologah and Talala Promote multi-modal connectivity between the towns, leveraging existing right-of-way where new infrastructure is required.</p>

Residential Intensity Range





PRAIRIE CREEK



Prairie Creek is the Southeast quadrant of Rogers County and includes the town of Inola and the Claremore Municipal Airport.

Boundaries for the area are generally between Interstate 44, Highway 88, and the county lines. Wagoner County borders this area to the South and Mayes County to the east.

The topography comprises gentle rolling hills, open plains used for agriculture, and ranching businesses for generations. In addition, the area contains various creeks that limit developable land but can create interesting places and connections.

Recent industrial manufacturing opportunities at the Port of Inola and Pryor have contributed to the development pressure within this area.

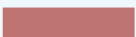
The announcements of large manufacturing campuses in the surrounding areas have increased housing and commercial demand. As a result, the area has been focused on infrastructure to support this demand better.

As the primary gateway from Northwest Arkansas, this area is poised to grow along the Highway 412 corridor, further supported by employers from Pryor commuting from Tulsa. In addition, establishing a sense of arrival along 412 can help a coordinated identity campaign for Rogers County.

Prairie Creek is the only area with air transportation within Rogers County but is currently underutilized.

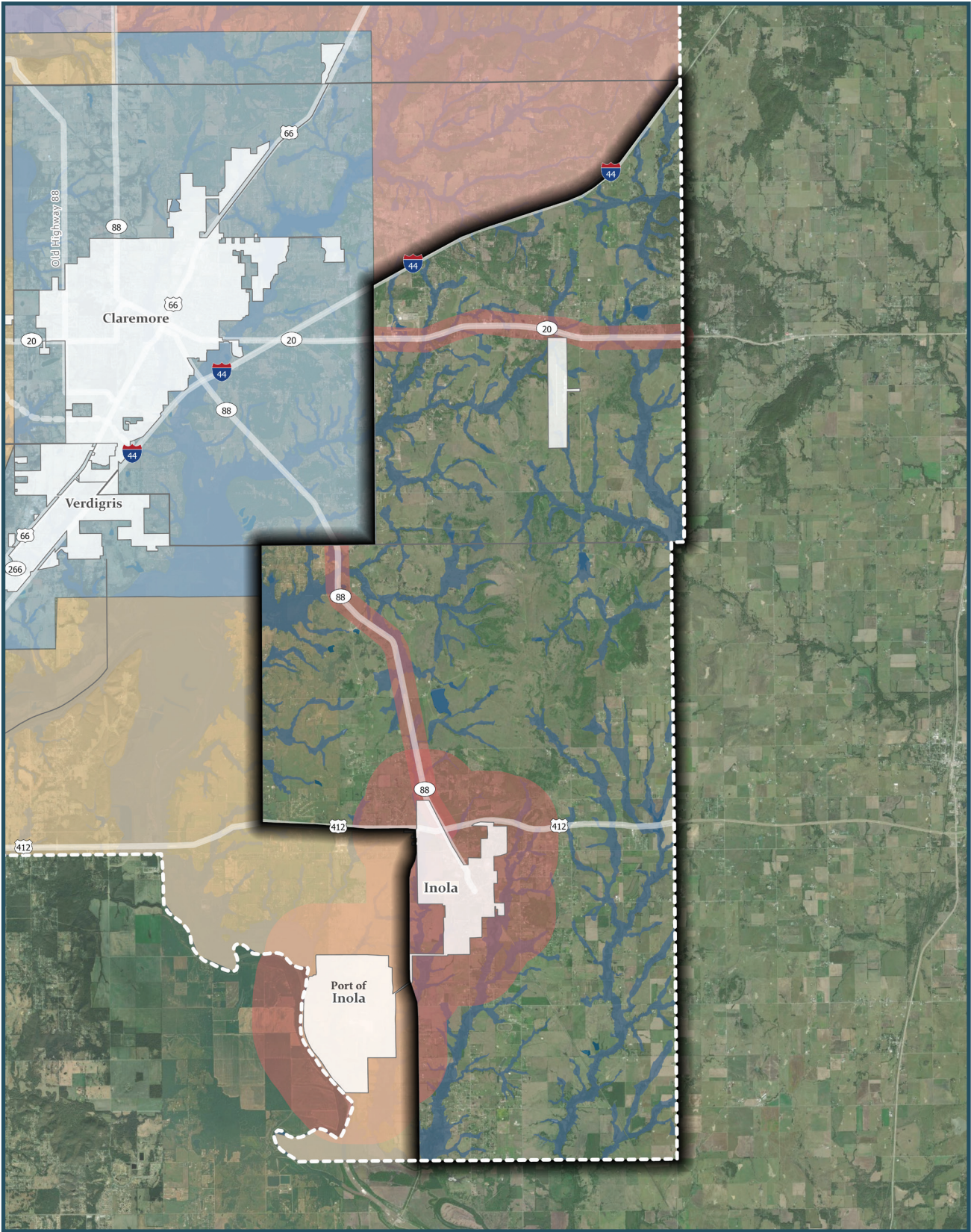
Purpose + Intent

1. Provide residential living within proximity to major employer hubs.
2. Establish area as a gateway to Rogers County from Northwest Arkansas.
3. Explore possible trail alignments that can better connect the area to the adjacent regions.



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IMAGINE ROGERS COUNTY



IMAGINE ROGERS COUNTY



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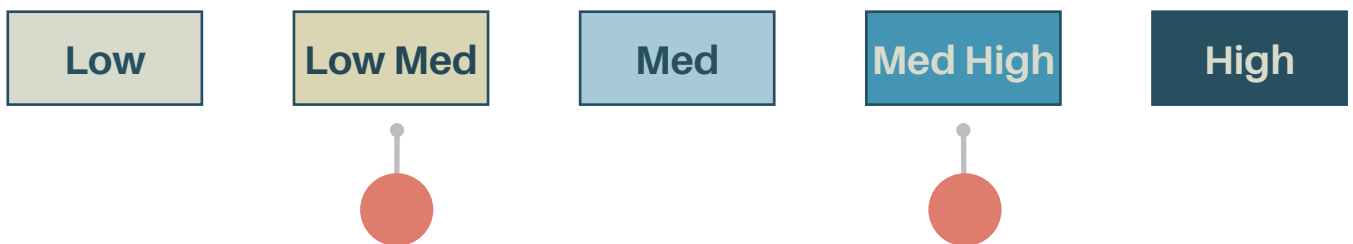


Economics

PRAIRIE CREEK

Opportunities	Impacts	Areas of Focus
<p>Proximity to Major Employers Major employers and collaborators in the area and in Pryor, Claremore and Port of Inola.</p> <p>Regional Airport Connection Claremore Regional Airport is an easy access for local air traffic.</p> <p>Inclusion of Major Corridors Highway 20 realignment, and future Interstate plans for Highway 412, makes this area ideal for interstate industries.</p>	<p>Infrastructure Pressure To continue support of local communities, attention to water and sewer utilities to enhance commercial development options. This should be done in coordination with roadway improvements in the future.</p>	<p>Around Inola Support local improvements by directing sales tax generating companies closer to the municipal limits. Focus on high land value companies and employment within the county.</p> <p>Improved Wayfinding for Economic Areas Support and encourage gateways to cities, the county and towards significant attractions along the new alignment of the Highway 20 corridor, and existing Highway 412 corridor.</p> <p>Surrounding the Airport and Port Areas Continue to promote industry and employment around regional airport and Tulsa Port locations for greater land value creation.</p>

Commercial + Industrial Intensity Range





Environment

PRAIRIE CREEK

Opportunities

Farm and Ranch Incentives

Provide voluntary opportunities for farm and ranch promotion that supports the long-term endurance of rural character.

Protect Open Space and Habitats for Wildlife

Along public creeks, maintain a natural buffer per Oklahoma State Guidelines to save natural waterways from erosion and encourage wildlife habitat preservation.

Impacts

Balance Growth and Protection of Large Open Areas

Transportation improvements in the area will place pressure for development within natural spaces which may conflict between economic growth and preserving rural character of the area.

Concentrated Development in Appropriate Areas

Strategic infrastructure placement and limitations can support concentrated growth and development, while maintaining open spaces.

Areas of Focus

Creeks and Floodways

Promote tourism and recreation, and consider low-impact development to maintain and protect waterways.



Agriculture and Conservation Intensity Range





Culture

PRAIRIE CREEK

Opportunities

Major Employers in the Area

Need for housing for employees is important as more employers are attracted to the area.

Large Amount of Commuters Through This Area

Provide opportunities for unique commercial experiences.

Impacts

Demand for More Residential

With the natural beauty, new infrastructure, and adjacency to Pryor, Prairie Creek will develop a high demand for residential.

Need for Quality-of-Life Amenities

To support residential demand, additional priorities for amenities and public gathering spaces will be required.

Pressure on Development

To support mobility, additional pressure on infrastructure and utilities will be increased.

Areas of Focus

Around Inola and Port of Inola

Opportunity with potential utility improvements between Inola and Port of Inola.

Highway 412

A direct connection to Northwest Arkansas, will be a strong focus as this roadway is redeveloped into an Interstate system.

Residential Intensity Range

Low

Low Med

Med

Med High

High





APPLICABILITY

Planning Areas are a new take on Future Land Uses but can better guide residents, businesses, and developers on how appropriate development should be for each property. A systematic approach is needed to apply these planning areas to everyday decisions.

Specific prompts will outline the right approach for consistent choices over time, depending on the decision's context.

Zoning

Each planning area evaluates land use intensity through the Economic, Environment, and Culture categories. These categories align to the four types of land uses as follows:

- Commercial/Industrial - Economic
- Conservation - Environment
- Agriculture - Environment
- Residential - Culture

Each zoning district has an intensity that dictates the appropriate development and type. The planning areas guide decision-makers in identifying those intensity ranges by providing a range of density through dwelling units per acre, open space percentage, or lot coverage requirements that can be used to successfully allocate an appropriate zoning district.

This framework allows flexibility with changing markets but gives enough guidance to enable developers to work without additional restrictions.



Subdivision

The subdivision code is the enforcement of land development that includes access for roads, water, and sewer to a property and is separate from land use regulations like zoning.

Appropriate infrastructure is a significant issue for the majority of the county, and the subdivision code can help address this with the help of the planning areas. Each area showcases areas of focus and the type of development suitable for those areas.

Rogers County continues to be one of the fastest growing counties in the State of Oklahoma, and the Tulsa Metropolitan Area continues to grow northeast towards Rogers County. This process will naturally build development pressure to accommodate the need for housing, retail, and employers.

This creates an unofficial map of priority areas for infrastructure needs that may arise with future growth. Using this map to guide the necessary improvements should be updated each year.

Capital Improvements Plan

Identifying locations within each area that are ready for development or safeguarded from development is a powerful method of coordinating improvements throughout the year.











SECTION 04

MOBILITY + CONNECTIVITY

Transportation is essential and can affect residents through their commute, business, or everyday life adventures. Transportation also is a critical infrastructure item that affects life safety, disaster mitigation, and emergency response times.

With the continued growth within Rogers County, there will be pressure on how residents and businesses move through the area. Effectively planning how mobility and connectivity can be improved is essential to continue to grow appropriately while maintaining as much of the rural character that makes the county special. With mindfulness of the long-term goals, improvements will be made preemptively to alleviate emergency issues that could thwart opportunities in the future.

In addition, transportation can be looked at through mobility and a connectivity perspective, and they can be distinctly different. While effectively moving through and around the county, having connection points that provide variety in routes can help make the county more resilient in times of emergency and more effective during typical commutes.

This chapter will look to plan a future for successful mobility throughout the county as well as establish secondary connections to expand routes and access to areas of the county worth visiting.

EXISTING CONDITIONS

The Mobility Plan is a long-range thoroughfare plan or Master Streets Plan that identifies the location and type of roadway facilities needed to meet projected long-term growth in Rogers County for the next 20 years.

It is not a list of construction projects. Still, it serves as a tool for Cities, County, and State to use in facilitating the preservation of future corridors for transportation system development as the need arises. The Mobility Plan is complementary to the Future Land Use Plan to work together to maximize the community's priorities.

The Mobility Plan is used when deciding priority roadway projects for maintenance and redesign. The Mobility Plan is also used in emergency county situations to provide access for emergency services during and after natural disasters or roadway collisions. In addition, economic development opportunities are shaped by the transportation access they have and commercial businesses look for high traffic volume roadways.

There are also Federal and State grant opportunities that use the adopted plans of communities to assess needs and commitment to projects through administrations. Having the priorities in this Mobility Plan adopted, helps in applications.

The current Master Streets Plan in the current comprehensive plan is shared with the City of Claremore

and includes all major roads within the County. Unfortunately, the current Master Streets Plan only focuses on roads that the County does not maintain. It also doesn't look at connectivity within Rogers County and to other towns and cities. Having multiple routes for accessing the counties' towns and cities are essential to create a more connected Rogers County.

The roadways and streets of Rogers County that make up the transportation network consist of a turnpike, US Highways, State Highways, and local

roads. In addition to surface transportation, Rogers County also boasts robust rail and inland port systems for large barges and freight.

This diverse transportation network allows Rogers County to continue to be a leader in economic development opportunities within the State of Oklahoma and at the national level.

For additional existing conditions information, see the Imagine Rogers County, State of the County Report.



IMAGINE ROGERS COUNTY



Regarding roadways and transportation in general, many designs, maintenance, and overall experience depend on the responsible entity for that roadway. These can vary widely from the federal government to the small towns that make up Rogers County. Understanding who is responsible is the first step in planning for the future.



Oklahoma Department of Transportation (ODOT)

The State Highways within Rogers County are administered and maintained by the Oklahoma Department of Transportation. Examples of roadways that fit under this category are State Highway 88 and 169. These roadways are the main arterials through the county and the main routes used for commerce and commuting.

ODOT also provides funding streams for the county and towns to use on capital improvements regarding the transportation network. For example, improved roadways on the local and county level can help alleviate traffic and bottlenecking at the state and federal levels.

Currently, the federal and state-level transportation departments have started to explore more multi-modal transportation options paired with vehicle transportation to diversify the way residents, businesses, and visitors interact with roadways and the places they visit.

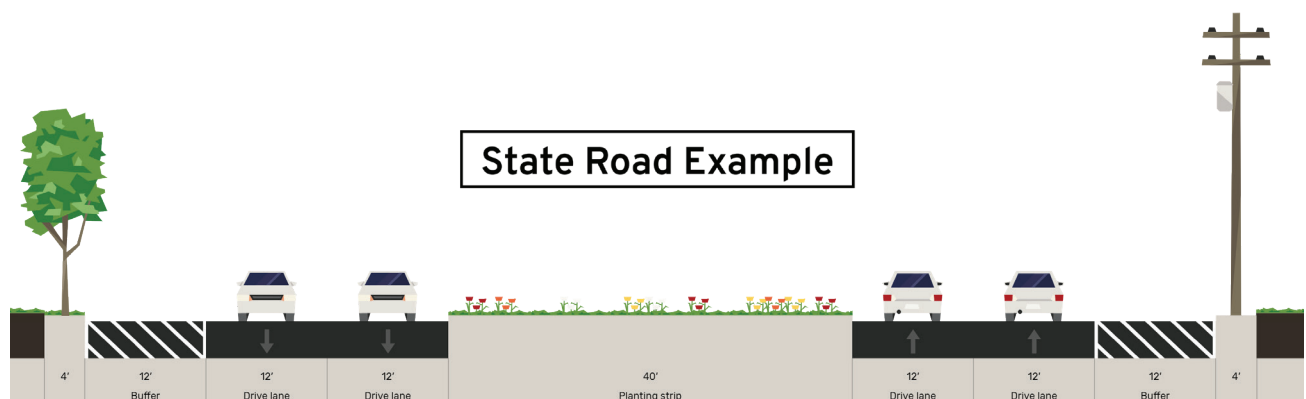
Federal Highway Administration (FHWA)

The US Highways and Expressways within the county, such as Will Rogers Turnpike and US Highway 412, are administered and built by the FHWA.

Federal Roadways are designed to move people and goods through the State of Oklahoma and connect major metropolitan areas across state borders.

The State Department of Transportation is typically in charge of maintaining these roadways with federal funding.

Municipalities have little control over these roadways but can work with ODOT to provide design feedback when the street impacts sensitive areas such as downtowns or historically sensitive neighborhoods.



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County Roadways

This roadway category is administered and maintained by Rogers County, funded through ad valorem taxes based on property value and sales tax. These streets can range from major highways to more minor gravel roads outside of towns and cities.

Rogers County also partners with smaller communities that don't have the resources to maintain their streets. County roadways are a significant element of area planning and dictate how the community moves around and how businesses perform logistically.

Towns, cities, and rural residents depend on functional county roadways to commute to work, drop off students at school, and shop for essential goods. Currently, the Master Thoroughfare Plan designates major and local roads but doesn't expand toward secondary access points for the community. The County Roadway network is an essential natural disaster emergency response system that

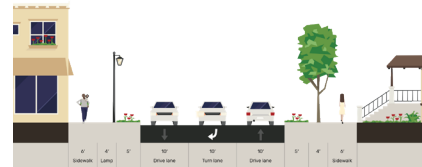
provides routes for adequate transportation for residents, businesses, and first responders.

Increased connectivity and access points can help alleviate response times by spreading traffic and allowing secondary access means for travelers that lessen the bottleneck experience.

Rogers County has the majority of the roadways in its network compared to other road management entities. As a result, it is crucial to prioritize street maintenance and improvements since they can take longer to address due to the larger workload and fewer county resources.

By helping municipalities manage and administer their roadways, the county can focus on the streets in its system more efficiently.

Town Road Example



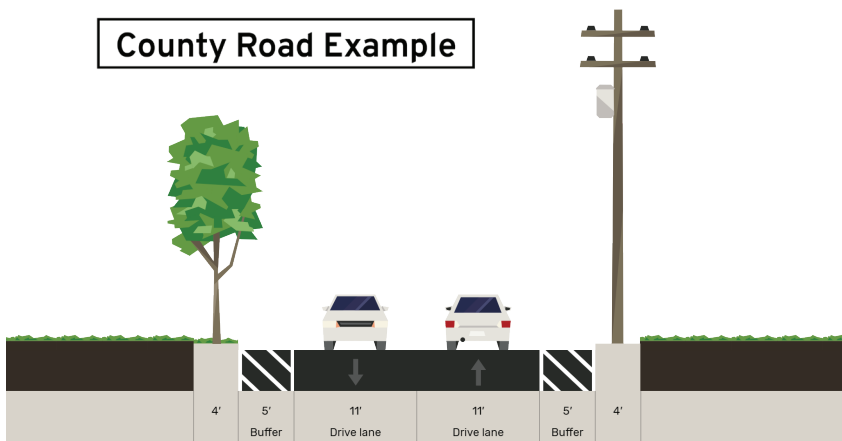
Local Towns and Cities within Rogers County

This roadway category is within the boundaries of the towns and cities that make up Rogers County. Towns and cities are the county's economic drivers due to the level of infrastructure they can provide.

Town streets are typically more complex regarding underground utilities, and a higher level of pedestrian amenities is included in some communities. Communities over 5,000 will often administer their streets, but smaller towns commonly contract with the county to provide support and technical assistance.

It is essential to consider connections and access points to these economic hubs to ensure the vitality of the communities. A complementary transportation network is part of this approach that ensures all levels are working efficiently.

County Road Example



MOBILITY PLAN

The Mobility Plan is a new look at the Master Streets Plan from the previous Comprehensive Plan that takes into consideration the overall best practices, engagement, and technical expertise of the county staff. Mobility and connectivity through the county are important to plan forward concerning everyday commuting, transportation freight, emergency response, and school routes.

The new Mobility Plan goes beyond connecting the towns and cities that make up the county. The more accessible connections available for the community's residents and businesses, the more benefits they will derive from faster commutes, less time lost in transport, and a better quality of life.

When considering the current Mobility Plan, many factors were consulted, including prioritizing current and easy connections, adding alternative routes, and mitigating emergency risks by having secondary access points to residential areas. These approaches can help provide long-term stability with multiple options for emergency responders, including medical, police, and fire, to access the residents that need them.

The Mobility Plan uses the guiding principles to guide the long-term goals of how the county should function in terms of mobility and connectivity.

Greater connectivity in Rogers County leads to more prosperous towns and



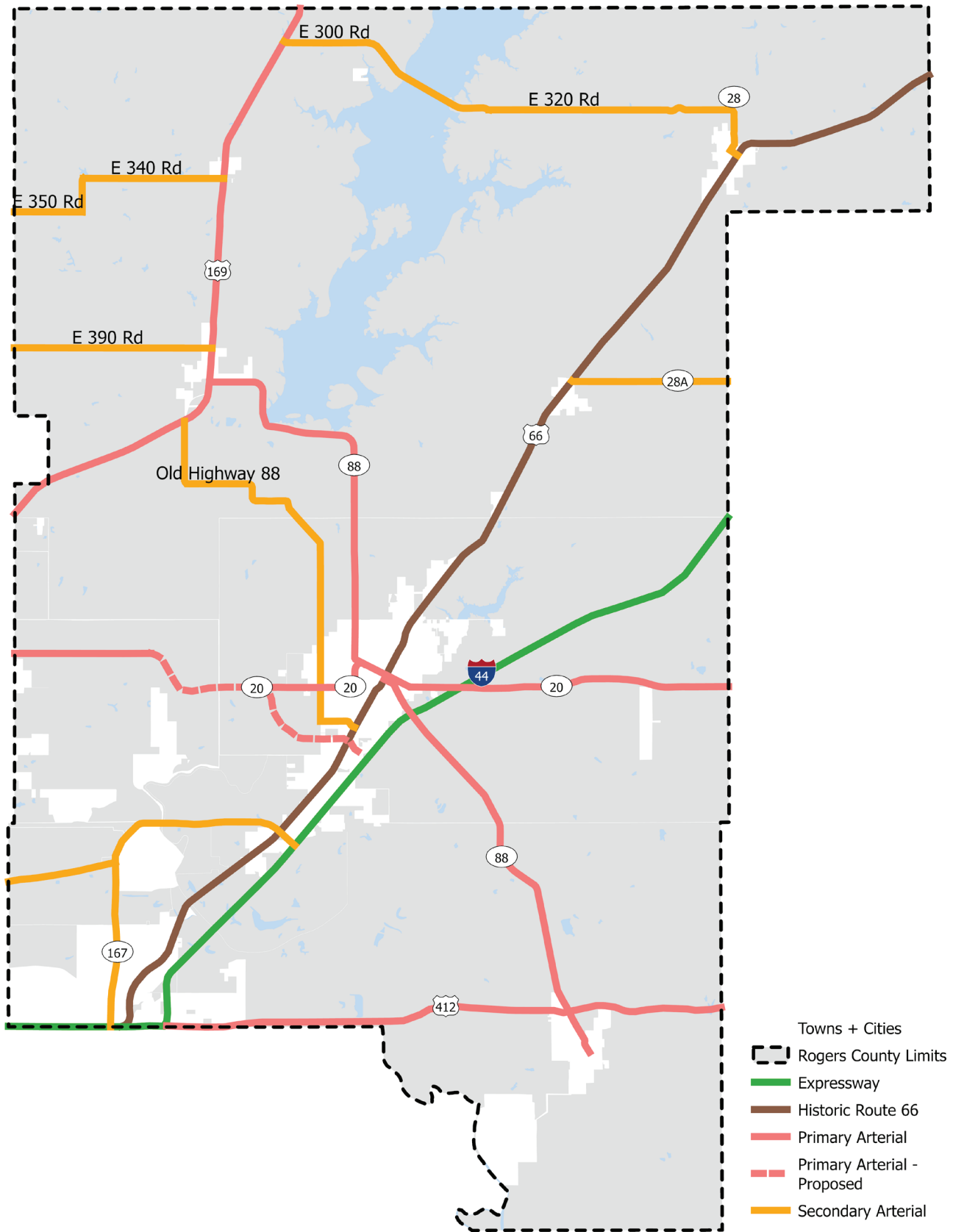
cities. As connections are enhanced, the county's unique amenities, food, and shopping hubs become accessible. This system provides an improved economic development opportunity for businesses to thrive within the county. In addition, easily accessible commercial, retail, and employment areas can allow residents to stay within the county longer and age in place.

One aspect of unique mobility and connectivity in Rogers County stems from the tourism industry and rich cultural history within the county. Historic Route 66, the Native American culture, continued ranching, and the extensive entertainment history in Rogers County provide different amenities and interactions along these roadways that affect how residents, businesses, and visitors function.

Enhanced opportunities for towns, cities, and county residents to expand their economic development reach and making it possible for residents to live in the county they love but not have to sacrifice in amenities within close proximity.

Ultimately, roadways have different contexts and purposes throughout the county; the Mobility Plan uses this to guide the transportation network with special conditions such as culture, history, and economic development.

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Roadway Classifications

The roadways that make up the Mobility Plan are important to interpreting this plan. Each classification has intentional functions that dictate how they should be used, maintained, and planned. The roadway classifications are historic route 66, primary arterial, secondary arterial, and expressways.

Historic Route 66

The cultural history of the “Mother Road” warrants a different approach to the roadway. This distinction could allow additional treatments not common for primary arterials, such as branding opportunities, welcome centers, and historical turnoff areas.

In addition to the amount of traffic that the roadway moves through the area,

it also attracts more people as a destination. Planning for this mix of use can help in functionality for the intended services.

Regional Functionality and Local Connectivity

Connecting the towns and cities of Rogers County is a major priority of the Mobility Plan. The Plan identifies the primary arterials in and out of the communities and secondary arterials that can provide alternative routes for commuting and emergency response situations. As capital improvements are planned, appropriate modifications can be made to the secondary routes.

This approach is also vital to the county’s resiliency when planning around

the amount of floodplain present throughout. In addition, roadways can be improved to mitigate hazards by flooding over time and provide transportation within the county and throughout the county.

The continued growth of the Tulsa Metropolitan Area will also continue to increase traffic and development in Rogers County, which can negatively impact the way residents currently interact with the roadway system. Diversifying the roadway system can help mitigate those development pressures over time.

Further connecting the towns and cities in Rogers County can also help maintain the largely rural nature of the existing landscape in the county by allowing development to happen within those limits and still being able to connect to the areas needed.

This higher intensity of residential in towns and cities also unlocks the economic impact of commercial, which contributes directly to the county budget through property and sales tax. This can create a favorable snowball effect that allows the county to have more funding for improvements.

The Mobility Plan (Master Streets Plan) is a long range guidance policy that establishes the priority of roadways and the main functions of those roadways so improvements over time can be made to further those objectives and implement the overall guiding principles of the community vision.

West Rogers County

The largest water body in Rogers County is in the Northwest region of the area, Oologah Lake. This water body creates a significant obstacle that separates the two smaller towns of Oologah and Talala from the rest of the county. In the previous version of the Master Streets Plan, only one identified major roadway connects this part of the county.

The Mobility Plan makes an effort to bring this side of the county into the core by establishing secondary connections. State Highway 88 had been the only connection with the Route 66 spine of the county. Now identified is a link on the north side of the county as well as Old Highway 88 and State Highway 169 towards Owasso.

Some of the significant industrial components of the county are located on the west side, and essential connection points can be paramount when dealing with traffic, natural disasters, and other potential hazards.

As more residential subdivisions continue to be constructed in Collinsville, Owasso, and Tulsa, the secondary connections will be essential mobility links.



East Rogers County

The east side of Rogers County is mostly without zoning authority, so predicting the type of development can be challenging. However, from a mobility perspective, Route 66 and Interstate 44 are the primary connections and spines through the area.

Route 66 accommodates a mix of tourists and a high volume of resident commuters daily. Residents from Chelsea, Foyil, and Inola typically commute to Claremore or Tulsa for work.

Interstate 44 is primarily used by travelers on their way to Tulsa or crossing Oklahoma and only sometimes stops in Rogers County because of the limited stops and exposures. In addition, expressways do not have many exits into the County and are meant for high-speed travel for long periods.

East Rogers County is the gateway from the Northwest Arkansas region and the gateway from the north along Historic Route 66, which impacts the amount of traffic those roadways can handle and should be designed to accommodate. However, Historic Route 66 should also be developed within its context in towns and cities to support pedestrian and bicycle activity as desired by local vision plans.

HISTORIC ROUTE 66

Historic Route 66 is the principal arterial through Rogers County; it is the most used highway by residents of the area and provides direct access to Tulsa, Catoosa, Claremore, Chelsea, Verdigris, and Foyil. Seventy percent of the towns and cities in Rogers County are situated along Historic Route 66 and use this route to commute to other towns and cities.

Due to the importance of this highway to the county for transportation functionality and the unique characteristics that separate it from other primary arterials, the roadway has its specific classification. This particular roadway classification identifies it as historical but also considers the tourism function that can include more gateway opportunities, historical markers, and stops along the roadway that are not common on other roads.

The primary function of this roadway is everyday commuting by the residents of Rogers County, but in addition

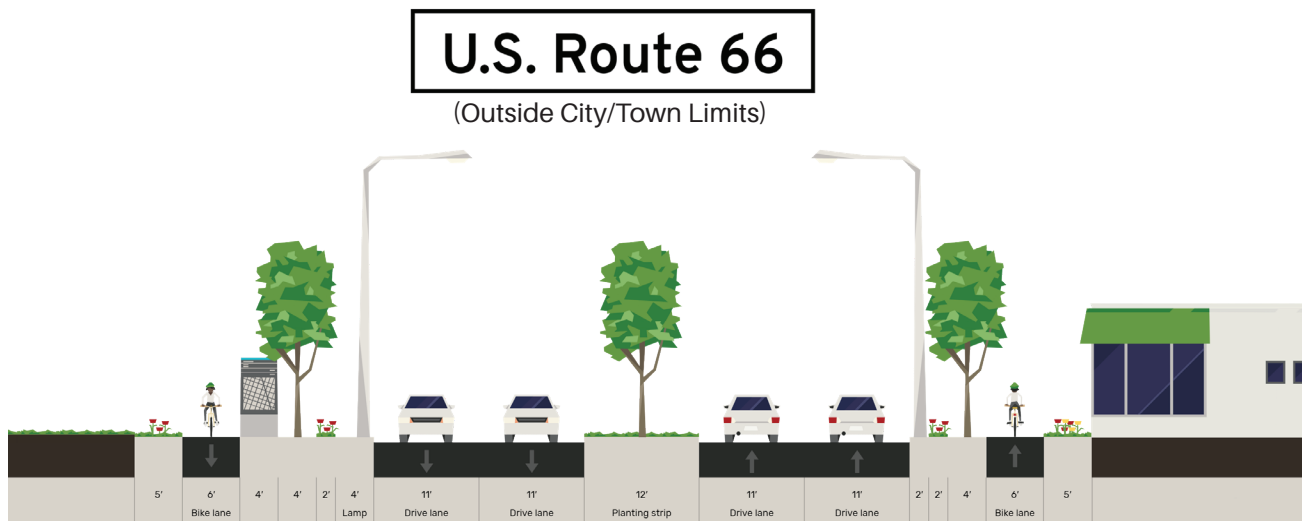
to this function, there are several tourism functions to this roadway. The national importance of this highway and its upcoming centennial anniversary means there will be more traffic and stops along this route, giving rise to opportunities for a direct impact on local sales tax generation.

In Rogers County alone, several iconic stops along the way include The Blue Whale of Catoosa, The Chelsea Route 66 underpass, and Downtown Claremore. The State of Oklahoma is also revitalizing the “Mother Road” by establishing a commission and funding to make capital improvements to the segment within Oklahoma. Rogers County has the longest segment of Route 66 within the State of Oklahoma and can benefit from these initiatives.

Creating more opportunities to interact with this iconic national roadway is encouraged and can spur more economic development opportunities within Rogers County when working

with the Oklahoma Department of Transportation. Most roads in Rogers County stem from Route 66, and those intersections are a focal point for creating better exchanges that make them user-friendly and efficient. In addition, bike routes along the Route 66 roadway are to be encouraged with the collaboration of the announced Oklahoma Route 66 Bike Trail.

While the roadway is maintained by the Oklahoma Department of Transportation, the Rogers County Comprehensive Plan supports the preferred cross section shown below in order to maximize the priorities established by the community and the overall functionality of the roadway that is used everyday by commuters.



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PRIMARY ARTERIALS

Primary Arterials are the regular commuter routes of the region and the most traveled roadways for residents and businesses. These routes are important arterials to economic development and residential and industrial commerce in Rogers County.

Maintenance and enhancements are the most visible along these routes, and obstacles significantly impact short- and long-term productivity. Therefore, priority for maintenance and upgrades should be focused on these primary arterials.

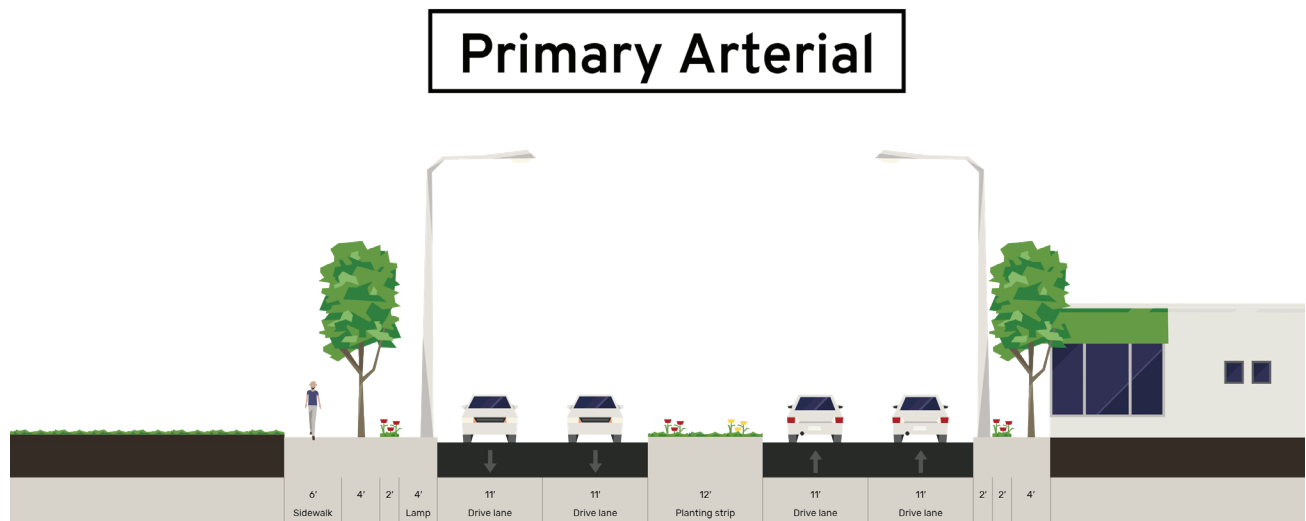
This roadway classification will accommodate a large amount of traffic volume and will have minimal interruptions such as curb cuts, stop lights, and other stops. Due to this reality, most business commerce is auto-oriented and has higher speeds to accommodate roadway classification.

Interruptions in normal traffic flow are felt visibly because of the nature of everyday usage. However, this can be challenging to manage because most of these primary arterials are governed by the ODOT. In addition, state roadways are a more extensive network spread across multiple counties, making it challenging to address issues in a rapid response, typically falling to Rogers County.

While these roadways are maintained and designed primarily by the State of Oklahoma, there is a public review and local municipality review of designs per federal guidelines, which can help give context to these roadways when documented through a vision plan. The Preferred Cross Section is a culmination of that engagement that can be used when coordinating with ODOT.

Rogers County is a rural county, and services such as police, fire, and medical are often shared between communities and range a large coverage area. This scenario makes primary arterials vital to the life safety of the community. Therefore, it should be prioritized in emergencies such as natural disasters or vehicular accidents that can impede traffic flow.

Primary Arterials are the life blood of mobility within Rogers County and are the main connections to the surrounding areas. These roadways also support the largest commercial businesses and the industrial employers within the region. Due to the variety of functions that these arterials handle, roadways are designed to accommodate large traffic.



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SECONDARY ARTERIALS

As the name suggests, the Secondary Arterial classification represents alternative routes that stem around primary arterials. These roadways can have a different traffic capacity than the primary arterials of the region. Still, they should be used to strategically expand the overall roadway network strategically, making it easier to diversify commutes.

Right-of-way widths can vary throughout the county but typically can be from 40 feet to 80 feet. The county maintains roadways in this classification with some exceptions, and there is extensive control over how these roadways can be maintained and designed.

The towns and cities within the county depend on these secondary traffic valves that alleviate vehicular flows from the primary arterials, which can make them more efficient.

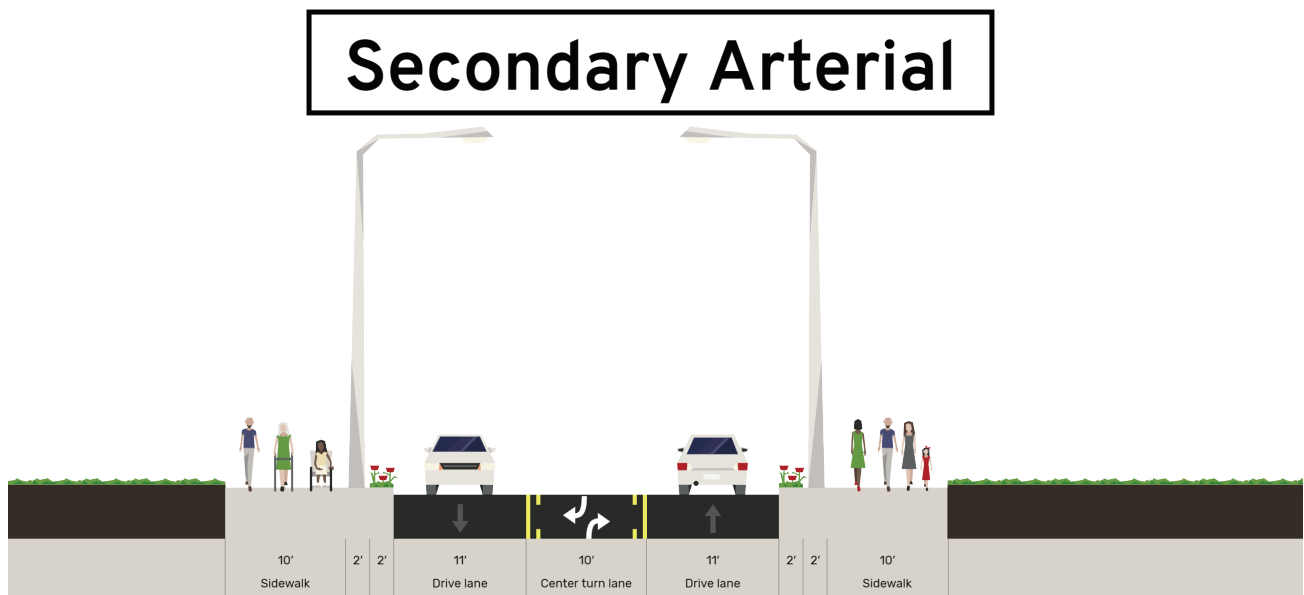
Due to the administrative oversight of these roadways and the smaller width, there is more opportunity to incorporate connections and alternative transportation designs. Potential features include bike trails, trailheads, sidewalks, and other additional infrastructure. However, these facilities should first be oriented closer to suburban and urban development areas.

Secondary arterials are essential roadways within the county because they are vital to emergency response. Often the primary arterial road can get bottlenecked or entirely blocked; in those cases, the secondary arterial must act as the primary arterial because the traffic will be redirected.

This classification can sometimes be faster than primary arterials, and many residents use them daily.

Examples of secondary arterials in Rogers County include Old Highway 88 and Highway 28. Due to the rural nature of Rogers County, some of these routes can have direct access through driveways and other intersections on these roadways.

Secondary Arterials are alternative routes that residents use and that are not as visible to every commuter but can sometimes be faster than primary arterials. They are also overflow traffic emergency valves that can direct vehicles through a different route.



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INTERSTATE HIGHWAYS

Interstate Highway is the largest and fastest roadway classification in Rogers County and is primarily used for travelers and industrial freight transportation. This type of roadway has minimal interruptions and intersections because the priority is to move vehicles as far and as fast as possible.

Interstate Highway 44 is the only roadway of this classification and runs parallel to Historic Route 66. The road runs from St. Louis, Missouri, to Wichita Falls, Texas. Rogers County makes up a large portion of the middle section of that roadway.

The overall right-of-way width ranges from 200 to 300 feet for these roadways. This right-of-way can also be a combination of property or easement maintained by the Federal Government and the State of Oklahoma.

This roadway classification can have the most impact on a community because it uses the most land and doesn't allow users of the roadway to interact with the community. This limits the number of dollars used within the county with the massive amount of traffic flowing through. This effectively uses more land that cannot be developed, minimizes the connections within the county, and mitigates the economic development impact that travelers can provide.

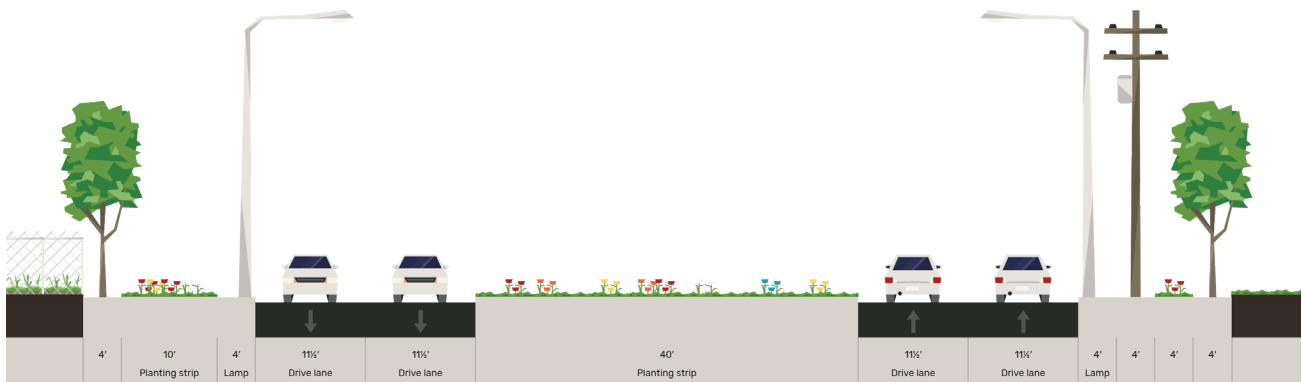
This type of roadway also doesn't change very often and makes it less possible for coordination between entities.

In Rogers County, there are three primary connections to Interstate Highway: Catoosa, Verdigris, and Claremore. Focusing on connecting the

communities to these meaningful connections can favor economic development and capture more traffic on this roadway.

The freight transportation system can also be evaluated to better connect with the industrial hubs in Rogers County, which include the Port of Catoosa, Port of Inola, and Claremore Industrial Park. In addition, the many independent manufacturing and other industrial complexes outside the hubs can be incorporated into the connection enhancements of the area.

Interstate Highway



IMAGINE ROGERS COUNTY



APPLICABILITY

The Mobility Plan is a guiding policy tool that can be implemented in several ways at varying levels.

Capital Improvements

Primarily, it maps high-level critical thinking on mobility and how residents and businesses get around the county. This critical thinking can uncover missing connections and vulnerable areas of the county that do not have enough connectivity to allow them to function and meet their needs.

Typically there are two to five (2-5) year plans, and this high-level view of the county gives decision-makers a great perspective on which roadways are used most often and which roads should be prioritized with improvements or repairs. Streets that are used more often and handle the most traffic will also deteriorate at a higher level and be more visible to the community.

Emergency Situations

Emergency response can significantly affect the transportation system through medical, police, and fire. The easier it is for them to reach the people that need them, the faster response time will support quality-of-life amenities for community residents.

Natural disasters can damage roadways infrastructure through flooding, storms, and tornadoes.

Multiple connection routes can help mitigate the effects of these unpredictable events. Secondary routes also



can help alleviate traffic overflows in daily occurrences such as vehicle accidents and breakdowns, which bottleneck roadways.

Efficient Transportation

Using secondary arterials and diversifying regular routes can affect traffic flows through the county and lead to fewer traffic delays.

Including multiple modes of transportation at the county level will not deter vehicle counts but can add to the overall modes of transport and add recreational opportunities that connect through loops. For example,

It is important to apply the Mobility Plan to every day decisions that move the guiding principles forward through mobility and connectivity in Rogers County. This approach can provide additional economic development, recreational, and transportation improvements through projects that were already slated to be done with state and federal funding.

loops of bike/hike trails can increase the likelihood that they will be used.

Recreational Opportunities

Maximizing the roadway infrastructure that already has right-of-way with recreational opportunities allows transportation improvements also to impact the quality of life and add additional recreational opportunities to under-served areas.

These bike/hiking trails can be used efficiently with roadway improvements.

IMAGINE ROGERS COUNTY









Photo: Verdigris River; Courtesy of Tommy Reeves



SECTION 05

NATURAL RESOURCES + TOURISM

Natural resources in Rogers County were traditionally valuable assets pulled from a mine. Now, the natural value of Rogers County's rural environment, iconic water bodies and inherent beauty are what is attracting greater value as it grows.

The once prime industry of coal, oil and gas production has decreased significantly in Rogers County. Today, the growing workforce economy is looking for natural resources that provide quality-of-life opportunities through housing, recreation and tourism.

Reflecting on the guiding principles, natural resources and open spaces are paramount to maintaining the cultural history and rural lifestyle in the County. As the Cherokee Nation think to future generations, so too should the community, as it looks to maintain the natural beauty of the land, take steps now for future generations.

This section presents three goals that outline the steps necessary to meet the guiding principles, establish a legacy of rural land preservation and support the community in its desire to manage the growth coming to Rogers County.

These goals are to:

- Maintain and protect the natural floodplain and rural lands of Rogers County from erosion, pollution and degradation.
- Protect existing and new development from flood damage.
- Work within existing easements and rights-of-way to access Oologah Lake to support tourism.

EXISTING CONDITIONS

Oklahomans instinctually understand the value of rural land. From indigenous tribes to those that work the land today understand that land is precious and its preservation is essential to the economy.

More residents are moving to Rogers County, seeking the rural respite from urban Tulsa. As the county population grows, the more land is used for housing development. River Valley is susceptible to growth implications, with subdivision growth from Owasso, Collinsville and Catoosa. This area is also the most impacted area of floodplain in the County.

As development continues, it will be necessary to maintain floodplain edges and plan for additional floodplain conflicts.

Year on year impact of Verdigris River erosion has been witnessed and documented through hazard mitigation filings and new reports. As land owners move closer to the floodplain with compact growth patterns, there will be more chances of property damage and flood insurance claims.

As a floodplain management representative for Oklahoma, Rogers County will need to focus on those opportunities to protect the edges of water bodies and streams, and other floodplain areas of the County.



Typically there are concerns having oversight of floodplain development in rural areas. A bigger concern is continued development upstream of communities creating more frequent flood issues for homes and properties that once had little to no issues before. With more growth, there is a need to have some oversight to protect existing farms and homes.

Floodplain managers of the county are required by the State of Oklahoma to oversee floodplain development permitting process and support the Federal Emergency Management Authority (FEMA) with maintaining

Past reports on land erosion along the Verdigris River have gained a spotlight as communities throughout the United States struggle with uncommon flooding and receding of water edges.

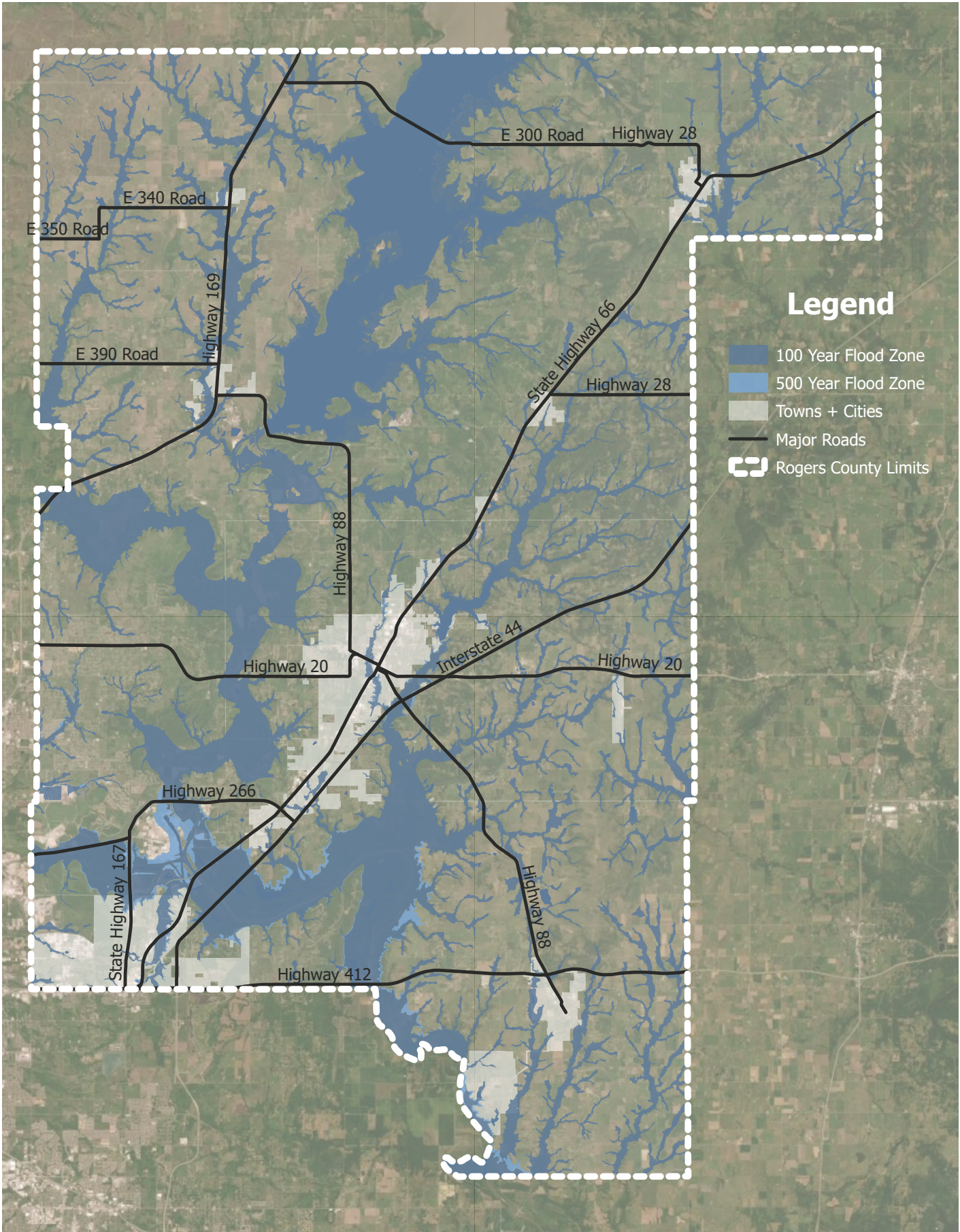
Education on natural shoreline and edge repairs will help mitigate near-term issues, while setting a standard for private and public floodplain treatment.

the safety and impacts to floodplain in their jurisdiction. Having this local support helps a property owner get special protections and support when there is a flood occurrence.

To meet the goals for natural resources and open spaces in Rogers County, the community should:

- Educate landowners and developers on appropriate floodplain management techniques appropriate for Rogers County and the water body or floodplain that they are in charge of protecting;
- Continue the Floodplain Development Permit (FDP) process in conformance with State of Oklahoma, FEMA, and US Army Corps of Engineers requirements; and
- Educate property owners on treatments of water's edge and erosion protection.

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NATURAL RESOURCES PLAN

The United States Department of Transportation is working on a national bikeway aligned with US Route 66. This bikeway will be a major advantage for Rogers County to build on the federal bike route and connect it to the local parks and trails planning efforts of its cities and towns.

The bikeway bypasses some of the major attractions, so there may be a desire to implement other trail connections in the county to help local towns and cities achieve their plans to access areas like the Verdigris River, Oologah Lake, various outdoor recreation areas, Redbud Valley Nature Preserve, and the main streets of cities and towns.



Since the pandemic, cycling and other outdoor trail usage has increased significantly.

Providing safe spaces to cycle for recreation or commuting adds to positive quality-of-life experiences.

TYPES OF RECREATION APPROPRIATE FOR ROGERS COUNTY INVESTMENT



Passive Recreation for pick up games, outdoor events, and enjoying time with family and friends in nature.

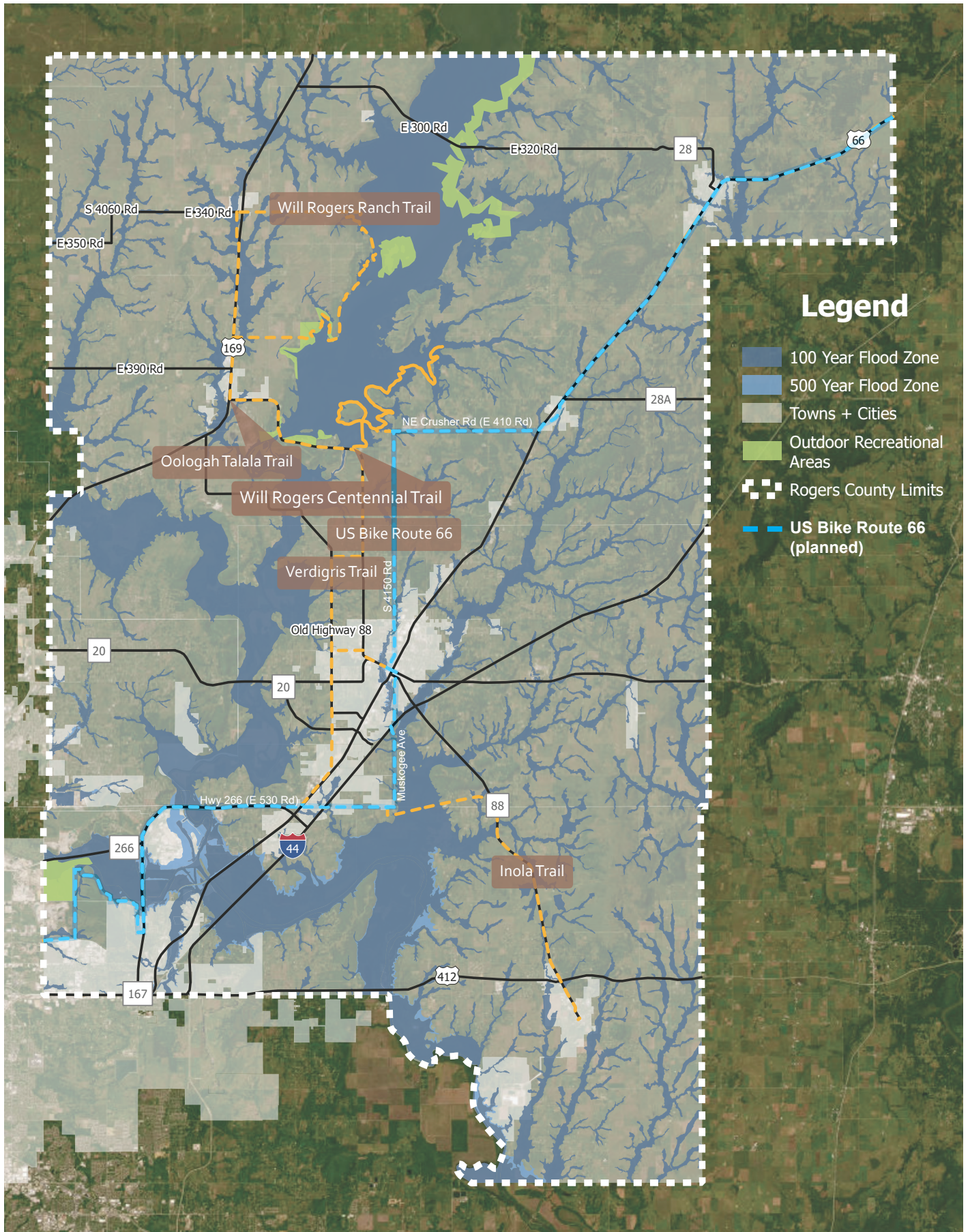


Game and wildlife sports, such as fishing and hunting, along areas of Oologah Lake.



Off-road hiking and exploration along waterways and within preservation areas of Oologah Lake and Verdigris River.

IMAGINE ROGERS COUNTY



Tourism is a leading element of economic development in Rogers County. As the centennial for Route 66 draws near, cities, counties and states are preparing for an influx of motor tourists. The State of Oklahoma has been laser focused on promoting the attraction and supporting communities that build off of their unique identifiers to support Route 66 tourism.



The Seven Wonders of Rogers County are staples of the traditionally quirky Route 66 attractions. From highlighting an American and Cherokee Nation icon Will Roger's Birthplace to a cement truck turned space capsule, there are many things to discover in Rogers County.

In order to see it all, one needs to get off of Route 66 and into each of the towns and cities of the County. Helping tourists find their way through signage, attraction maps and comfort-

able accommodations to allow them to "linger longer," Rogers County's cities and towns will need support to build up their mighty presence to the general public.

Working with the Rogers County Tourism Cooperative and Volunteers for Youth's TSET Healthy Living Program of Rogers County, will help develop a constructive plan for active tourism and a common wayfinding program in the County.

The tourism wayfinding program should use the coordinated vision plans for each community to engage their uniqueness and their goals for how tourism can help them build a presence in the county. Since sales tax drives the economies of the local municipalities, it will be essential to promote a shop local initiative as it pertains to guiding tourist dollars into the communities of Rogers County.

IMAGINE ROGERS COUNTY



Rogers County's Significant Tourism Attractions

APPLICABILITY

The application of natural resources and open space will be limited to conditions as new development occurs.

New Subdivision Development

As new subdivisions are implemented that contains floodplain, making sure that new structures within the floodplain do not occur or are limited. Looking at ways to capture flood water by private development techniques will help downstream property owners minimize flood impacts.

Existing Development

Educating on ways to repair eroding banks can be a supportive policy to assist property owners. Education on stabilization of the land and planting of the native plants and trees along the water's edge should be provided.

New Parks

All new parks or public spaces should help repair the floodplain system along major waterways and maintain the floodplain ecosystem within minor floodplain areas. The key will be to minimize structures and improvements within the floodplain, unless mitigation occurs to offset the impacts being created.

Existing Parks

Gradually, existing public parks should be improved to include native landscaping to maintain the rural environment and enhance the public spaces managed by public entities.



Photo: Rural Farm Trail - Harvest, Argyle, Texas

Supporting Land Use

There are some influences that Natural Resources and Open Spaces do to support Land Use and Mobility within this Imagine Rogers County Plan. As higher intensity neighborhoods are built, developments will typically include amenities such as parks, trails, and open spaces for improving the neighborhood assets. This leads to higher standards in residential quality and provides for higher quality-of-life elements in the housing market.

Higher intensity developments make more sense closer to existing cities, where there is existing infrastructure needed to support the development. This also helps the rural nature of the County continue to be successful for the farm and ranch residents.

Supporting Mobility

New opportunities for trail systems along existing roadways will offer more recreation and alternative transportation options for those that choose to use the system. This should not be at the expense of ongoing roadway maintenance that is required.

There are currently no specific funds to build trail systems in the county. In the future, there may be grant programs to fund missing connections, and developments may desire trails in their master plans that need connections to their developments. The county can help with planning the appropriate public connections for the trails.

As existing roadways are improved, there should be a review by the engineers to determine whether a bike

connection is warranted and brought into the project or not. Choosing not to move forward with a trail connection can be attributed to lack of existing connections for the trail, lack of funding for the additional element and maintenance, or lack of support from the community. If needed, bikeway surveys and analysis can be done to support whether the trail is needed at that time.

Overall, the quality-of-life aspects of providing these options for residents creates a higher level of land value, and real taxable value, but only where it makes sense and funding is available to build and maintain the system successfully.

To implement many of these elements, adherence to the rules for floodplain development must be maintained. Ultimately, the active implementation of the rules will be an ongoing effort by County staff.



Photo: Oologah Lake; Courtesy of Recreation.gov



Photo: Infrastructure Construction in Rogers County from OCCEDB Website



SECTION 06

IMPLEMENTATION

Progress for the Imagine Rogers County Comprehensive Plan is measured by performance and implementation. Completion of the strategies in this section will support the continued movement toward success.

Just as crucial to completion is the continued evolution of the strategies to maintain a consistent workflow for elevating the quality of life in Rogers County. As short-term goals are completed, moving on to mid-term goals, and identifying other short-term goals to accomplish those will help move departments and the community forward.

The short-term strategies fit nicely into a strategic plan within an election cycle, explicitly focusing on elected officials' goals and how these strategies can empower individuals to act in coordination with the community's vision. To help maintain the short, mid, and long-term strategy, general, overarching strategies are included, and their frequency of completion should be strictly adhered to so that there is a means to pivot strategy if necessary.

With the implementation and actively moving strategies forward, this plan will be successful. In addition, generating and coordinating meetings with the community will support the continued communication of this plan and its relevance in decisions.

GOALS + STRATEGIES

Using the Comprehensive Plan to implement the vision of the community takes coordination, management and collaboration between multiple community partners.

The following tables highlight the short-term, mid-term, and long-term strategies for focusing limited County time and funding toward tangible outcomes for the community. As

these tasks are completed, marking them off and adjusting this section will be the way to continue to make progress over the lifespan of this comprehensive plan.



GENERAL

Overarching strategies will span the whole life of the comprehensive plan, and these focus on general procedures, such as regulation updates and research



SHORT TERM

Items that should be accomplished within the next five years to ensure that the appropriate mechanisms to activate this comprehensive plan are met



MID TERM

Strategies that span over the next ten years, focusing on building from short term strategies, and looking many years ahead for budgeting purposes



LONG TERM

These are strategies that lead the community towards the future that we envision. Decisions in the short and mid term should take these strategies into account to avoid derailing these future endeavors

TIME/COST LEGEND

Time/cost for implementation is relative to the timing of performing the strategy, but also depends on who is involved. Due to future values are unknown, an approach of \$ - Low, \$\$ - Medium, and \$\$\$ - High is used for relative time/cost compared to other strategies.

GENERAL STRATEGIES

General Strategies represent overarching guidance for continued success through all short-term, mid-term, and long-term programs. As County staff and elected officials shift over time, these strategies can help update the efforts and continue on the vision. This can also be used to adjust tactics or realign a program in case the appropriate fund-

ing, staffing, or implementation process has shifted. This can be due to the City receiving a grant, or not. It can also be used to adjust alignments with partner agencies, if their goals and strategies have adjusted. As the Imagine Rogers County Comprehensive Plan is implemented, there will be alignment adjustments and coordinated shifting over time.

General Strategies			
Strategy	Time Requirement	Cost	Partners
Perform annual updates of GIS maps, online and in this plan, to ensure development of infrastructure and city boundaries are continuously aligned in this document.	Moderate	\$	Assessors Office Planning Commission Local Cities + Towns
Perform amendments to the comprehensive plan to update maps accordingly.	Low	\$	Planning Commission
Develop a performance tracking system to highlight the work performed and support future comprehensive plan updates with data.	Low	\$	Planning Commission
Support and foster the creation of a Imagine Rogers County Implementation Group, made of the organizations from CPAC and any new partner departments or organizations that want to be involved.	Moderate	\$	CPAC Planning Commission Economic Development
Perform demographic updates every five (5) years to understand changes in the Rogers County community. Update those findings in the Imagine Rogers County Comprehensive Plan, as demographic update report attachments to the plan.	Low	\$	Planning Commission Market Economist
Record accomplishments in an annual report, showing the trends and conditions for development and educate other departments, communities and partners on progress.	Low	\$	Planning Commission County Commission
Coordinate, support and foster a local planning funding or services program to assist local cities and towns on their own planning and staffing needs.	Moderate	\$\$	County Commission Planning Commission

SHORT-TERM STRATEGIES (0-5 YEARS)

Short-term strategies cover the next 5 years, but are not limited to just these strategies. Additional important and emergency tasks develop every day, so often these tasks take a side step to those endeavors.

Keeping in mind that gradual implementation of short-term strategies help to realize the long-term vision on a quicker

pace. Having a County staff advocate in charge of implementing the comprehensive plan and other special projects will support continued implementation of these efforts. This can also be achieved by having a staff advocate that is in charge of a county-wide implementation group.

Short-Term Strategies			
Strategy	Time Requirement	Cost	Partners
Create or update and adopt development regulations to align with the goals and outcomes of this Imagine Rogers County Comprehensive Plan.			
Unified Development Code (Zoning and Subdivision) Update as needed after adoption	High	\$	Planning Commission
Engineering Design Criteria Manual Update as needed	Medium	\$	Engineering Public Works ODOT
Capital Improvement Plan Update annually	Medium	\$	All Departments
Economic Development Plan Update every two (2) years	Low	\$	Economic Development
Rogers County Strategic Plan Update every two (2) years	Low	\$	All Departments
Coordinate and support the development of the Rogers County Tourism Cooperative to help implement key tourism and economic attributes of this plan.	Low	\$	Rogers County Tourism Cooperative
Develop a brand and identity program that links all public facilities and wayfinding systems into a common brand, color scheme and material palette.	Medium	\$\$	All Departments Economic Development TSET
Assemble a system of coordination between County Clerk Office and Planning Commission to use subdivision code to support health and safety rules as it applies to development.	Low	S	Planning Commission County Clerk County Commission

Short-Term Strategies, cont.

Strategy	Time Requirement	Cost	Partners
Develop a system for review of roadway projects to assess the need for improved utilities and connections. Approach utility providers (private , semi-public, or public) about cost sharing to improve and extend utilities to cities and towns.	Medium	\$\$	Planning Commission Engineering Public Works County Commission Local Municipalities Rural Water/Sewer Internet Providers Energy Providers
Develop a design standard in coordination with local communities for walkable, pedestrian streets to be used where appropriate and in the city or town limits.	Medium	\$	Planning Commission Engineering Public Works Local Municipalities
Work with developers to align their visions for master plans to adhere to the goals and outcomes of this Imagine Rogers County Comprehensive Plan.	Low	\$	Planning Commission
Under the guidance of the brand and identity program, work with the Rogers County Tourism Cooperative and/or regional partners to develop a position to implement the wayfinding and branding program detailed in the plan.	High	\$\$	Planning Commission Rogers County Tourism Cooperative Economic Development
Celebrate the Centennial of Route 66 with activated programming and unique events for each community. Celebrate the initiatives that have brought a realized and successful economic development program to Rogers County.	Medium	\$	All Departments

MID-TERM STRATEGIES (5-10 YEARS)

Mid-term strategies build off the efforts in the short-term. These strategies allow for implementation of the more aggressive planning programs through fulfillment of construction of major infrastructure plans, implementing ideas and concepts, and improving on those short-term strate-

gies that were not completed. Ideally, with a five year update of the Imagine Rogers County Comprehensive Plan, these mid-term strategies will be folded into the short-term strategies and adjusted as needed.

Mid-Term Strategies			
Strategy	Time Requirement	Cost	Partners
Perform a five (5) year update to the Imagine Rogers County Comprehensive Plan	Medium	\$	Planning Commission County Commission
For any major alignment changes, update County development codes and manuals to reflect substantial changes to align with updated comprehensive plan.	Low	\$	Planning Commission Engineering Public Works
Continue to implement and install brand and identity program recommendations, specifically as it applies to trails improvements and tourism.	Medium	\$\$	All Departments EDC Developers
Work with local municipalities to implement local parks and trail plans and link segments to the US Route 66 Bikeway.	Low	\$\$	Planning Commission Engineering Developers Local Municipalities
Continue to work with developers to align their visions for master plans to adhere to the goals and outcomes of this Imagine Rogers County Comprehensive Plan.	Low	\$	Planning Commission Engineering

LONG-TERM STRATEGIES (10+ YEARS)

Long-term strategies are the progressive continuation of the Imagine Rogers County Comprehensive Plan. With each update, the long-term strategies should be used to fill in the strategies for short-term and mid-term time frames. As direction changes, or as build-out of the County is realized, new

long-term strategies can be introduced to guide County staff, the community, partner agencies, or decision-makers. These long term strategies are the fulfillment of the guiding principles.

Long-Term Strategies			
Strategy	Time Requirement	Cost	Partners
Perform a five (5) year update to the Imagine Rogers County Comprehensive Plan	Medium	\$	Planning Commission County Commission
For any major alignment changes, update City development codes and manuals to reflect substantial changes to align with updated comprehensive plan.	Low	\$	Planning Commission Engineering Public Works
Continue to implement and install brand and identity program recommendations, specifically as it applies to trails improvements and tourism.	Medium	\$\$	All Departments Economic Development Rogers County Tourism Cooperative
Work with developers to continue improving the access and connectivity throughout the County, following the Mobility Plan and Trails Plan.	Medium	\$\$\$	Planning Commission Engineering Local Municipalities
Continue to work with developers to align their visions for master plans to adhere to the goals and outcomes of this Imagine Rogers County Comprehensive Plan.	Low	\$	Planning Commission Engineering
Share successes in implementing a county-wide trail system that connects most public attractions and many city and town centers.	Low	\$	Planning Commission County Commission

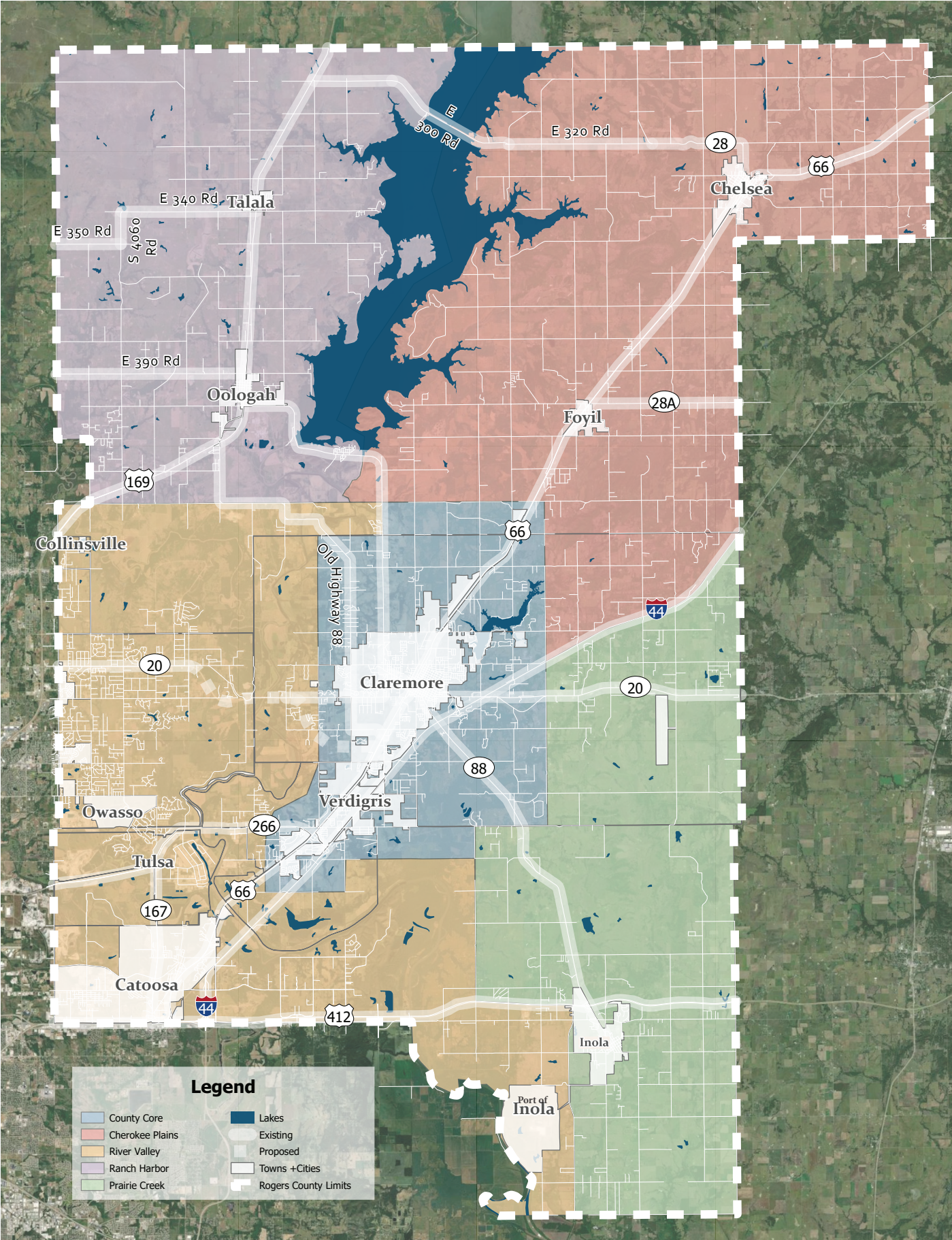
IMAGINE ROGERS COUNTY

COMPREHENSIVE PLAN



ADOPTED 8/21/2023

IMAGINE ROGERS COUNTY







































ZONING IMPLEMENTATION MATRIX




































Commercial and Industrial
Agriculture and Conservation
Residential

DISTRICT	LOW	LOW-MED	MED	MED-HIGH	HIGH
Agriculture Open Space (AO)	●	●	●	●	●
Agriculture General (AG)		●	●	●	
Agriculture Industrial (AI)	●	●			
Agriculture Residential (AR)	●	●			
Residential Single-Family Low Density (RS60)	●				
Residential Single-Family Doublewide Low Density Manufactured (RSTD60)	●				
Residential Single-Family Singlewide Low Density Manufactured (RSTS60)	●				
Residential Single-Family (RS40)	●	●			
Residential Single-Family Doublewide Low Medium Density Manufactured (RSTD40)	●	●			
Residential Single-Family Singlewide Low Medium Density Manufactured (RSTS40)	●	●			
Residential Single-Family 25	●	●	●		
Residential Single-Family Doublewide Medium Density Manufactured (RSTD25)	●	●	●		
Residential Single-Family Singlewide Medium Density Manufactured (RSTS25)	●	●	●		
Residential Single-Family 20 (RS20)	●	●	●		
Residential Single-Family 10 (RS10)	●	●	●		
Residential Single-Family 6 (RS6)	●	●	●		
Residential Single-Family Manufactured 60 (RST60)	●				
Residential Single-Family Manufactured 40 (RST40)	●	●			
Residential Single-Family Manufactured 25 (RST25)	●	●	●		

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DISTRICT	LOW	LOW-MED	MED	MED-HIGH	HIGH
Residential Single-Family Manufactured 20 (RST20)					
Residential Single-Family Manufactured 10 (RST10)					
Residential Single-Family Manufactured 6 (RST6)					
Residential Multi-Family 6 (RM6)					
Residential Multi-Family 4 (RM4)					
Residential Multi-Family 2.5 (RM2.5)					
Residential Multi-Family 1.5 (RM1.5)					
Residential Manufactured Home Park (RT)					
Office Light (OL)					
Office Medium (OM)					
Office Heavy (OH)					
Local Shopping (C-1)					
Community Shopping (C-2)					
Central Commercial (C-3)					
Central Service (C-4)					

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DISTRICT	LOW	LOW-MED	MED	MED-HIGH	HIGH
Highway Commercial (C-5)					
Scientific Research and Development (SR)					
Restricted Industrial (L-1)					
Light Industrial (L-2)					
Medium Industrial (L-3)					
Heavy Industrial (L-4)					
Mining (M)					
Parking (P)					
Flood Channel (F1)					
Flood Plain (F2)					
Planned Unit Development (PUD)					

GLOSSARY

Agricultural Land – Farmland and rural areas where agricultural activities are encouraged to maintain the county’s agricultural heritage and promote local food production.

Bike Trail – A bike trail, also known as a bicycle trail or bike path, is a designated route or corridor that is exclusively or primarily intended for use by bicycles, pedestrians, and other non-motorized users. Bike trails provide a safe and accessible recreational option separate from vehicular traffic, allowing individuals to travel, exercise, and enjoy the surrounding environment.

Gateway – A special marker, structure or signage along a street or parkway which is a heavily traveled entrance to an area. These gateways are used regularly present a visual impression of the area’s character to residents and visitors.

Multi-Modal Transportation – An approach that integrates multiple modes of transportation such as cars, bicycles, public transit, walking, shared mobility services, etc. as appropriate to provide efficient transportation options for people and goods.

Open Space – undeveloped or minimally developed land areas that are intentionally left free from intensive development to maintain their natural or rural characteristics, provide recreational opportunities, protect natural habitats, and enhance the overall quality of life for residents.

Stakeholder – any individual, group, organization, or entity that has a vested interest in the outcomes, goals, and decisions of this plan’s development and implementation. Stakeholders can be directly or indirectly affected by this plan and may have the ability to influence its success or be impacted by its results.

EXHIBIT OF RESOLUTION

RESOLUTION NO. 2023-181

A RESOLUTION OPPOSING THE FEDERAL GOVERNMENT'S 30 X 30 LAND PRESERVATION GOAL

WHEREAS, Rogers County is a legal and political subdivision of the State of Oklahoma for which the Board of County Commissioners (the "Board") is authorized to act. *See* OKLA. STAT. tit. 19, § 3; and

WHEREAS, the well-being, health, safety; welfare, economic condition, and culture of Rogers County, its businesses, and its citizens depend on private land ownership and the use of these resources; and

WHEREAS, many of Rogers County's businesses and its citizens are involved in or otherwise depend on industries that utilize private lands and their resources, including but not limited to, livestock grazing, crop production, water ownership and usage, mineral rights, oil and gas exploration and production, recreational industries, hunting/fishing and other outdoor recreation; and

WHEREAS, these industries are important components of the Oklahoma economy and are major contributors to the economic and social well-being of Rogers County and its citizens; and

WHEREAS, on January 27, 2021, President Joseph R. Biden, Jr., issued Executive Order 14008, entitled "Tackling the Climate Crisis at Home and Abroad" (86 Fed. Reg. 7,619); and

WHEREAS, in Section 216 of Executive Order 14008, President Biden directed the Secretary of the Interior, in consultation with the Secretary of Agriculture, Secretary of Commerce, Chairman of the Council of Environmental Quality, and the heads of other relevant agencies, to "submit a report . . . recommending steps that the United States should take, working with State, local, Tribal, and territorial governments, agricultural and forest landowners, fishermen, and other key stakeholders, to achieve the goal of conserving at least 30 percent of our [United States] lands and waters by 2030," unofficially called the "30 x 30" program. *See Id.*; and

WHEREAS, under the 30 x 30 program, an estimated 700 million acres of our Nation's lands would be set aside and permanently preserved in its natural state by 2030, preventing the productive use of these lands and their resources; and

WHEREAS, there is no constitutional or statutory authority for the President, the Department of the Interior, the Department of Agriculture, or any other federal agency to set aside and permanently preserve 30 percent of all land and water in the United States and no such authority is referenced in Executive Order 14008, making it null and void; and

WHEREAS, the goal of conserving at least 30 percent of the land and water in the United States is a public purpose not voted on or consented to by the people, Congress, or the Oklahoma Legislature; and

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WHEREAS, the 30 x 30 program seeks to replace the decision-making of independent Landowners who have been caring for their private property for generations without federal mandates and restrictions; and

WHEREAS, the Biden Administration has stated it will use all the tools in existing law to reach the 30 percent target by 2030, including conservation easements in perpetuity, the use of waters of the United States ("WOTUS"), federal conservation programs, National Heritage Areas, Wildlife Corridors, Endangered Species listings and critical habitat designations, and other similar programs; and

WHEREAS, placing private lands into permanent conservation status will cause dramatic and irreversible harm to the economy of Oklahoma, and counties, such as Rogers, whose citizens depend on private lands for their security and prosperity; and

WHEREAS, lands placed under permanent conservation easements reduce the value of that parcel of land while increasing the tax burden on other private landowners and industries to make up the property valuation difference; and

WHEREAS, federal conservation programs artificially drive up the cost of, and directly compete with, the working landowners who depend on the ability to lease or purchase those lands for the production of the food, fiber, energy and minerals our nation requires.

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

1. The Board opposes the 30 x 30 program, including its objective of permanently preserving at least 30 percent of the Nation's lands and waters in its natural state by 2030, or any similar program that will set aside and prevent the productive use of lands within our jurisdiction.
2. The Board further opposes the designation and use of lands in Rogers County to be included as a part of the "30 x 30" program, whether through easements, national heritage areas, wildlife preserves, wildlife corridors, open space, or other federal designations preventing the development and productive use of the resources on or within such lands.
3. The Board supports the continued private ownership of land in the County, recognizing the Nation's need for domestic sources of minerals, energy, timber, food, and fiber.
4. The Board recognizes and supports the State of Oklahoma laws governing water rights and water use and opposes any federal designation of waters and watercourses within the County that would impair or restrict water diversions and uses authorized under federal and/or Oklahoma Law.
5. The Board opposes and disagrees with using any public purpose, including but not limited to, global climate change, to set aside large tracts of land as preserves or open space to fulfill the 30 x 30 program's objectives.


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6. The Board also maintains that any lands or other rights that are acquired to fulfill the 30 x 30 program's objectives should be acquired only from willing sellers/landowners and for the payment of full and fair market value for all rights and interests acquired, and not through regulatory compulsion, and only after analyzing and considering the impacts of such land acquisitions on the well-being, health, safety, welfare, economy, and culture of Rogers County, its businesses, and its citizens.

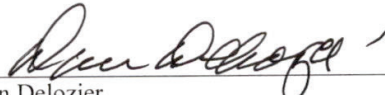
7. The Board requires that any transfer of conservation easements from land trusts to the federal government within their jurisdiction must have the consent of the Board of Commissioners.

8. The Board shall send a copy of this Resolution to the U.S. Departments of Interior and Agriculture, the Oklahoma Department of Agriculture, Oklahoma Attorney General, Governor Stitt and all other relevant Federal and State agencies.


PASSED AND APPROVED this 17th day of April, 2022.



Ron Burrows, Chairman
Commissioner, District 3



Dan DeLozier
Commissioner, District 1



Steve Hendrix
Commissioner, District 2



ATTEST: (Seal)



Jeanne M. Heidlage, County Clerk