

CLAREMORE- ROGERS COUNTY COMPREHENSIVE PLAN: 2025

This Planning Study Has Been Prepared For and Under
the Jurisdiction of the City of Claremore- Rogers County Metropolitan
Area Planning Commission

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CLAREMORE/ROGERS COUNTY COMPREHENSIVE PLAN

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OVERVIEW AND PURPOSE

A. AUTHORITY

This update to the City of Claremore-Rogers County Metropolitan Area Plan (horizon year 2025) has been requested by and prepared for the City Council of the City of Claremore, Oklahoma, and the Commissioners of Rogers County, Oklahoma.

The update has been adopted by the Claremore Metropolitan Area Planning Commission (CMAPC) under the statutory authority set forth in Title 19, Oklahoma Statutes, Section 866.10. It has been approved in accordance with the procedures for amending a Comprehensive Plan as outlined in the above referenced statute. Proper public notice has been given and public hearings have been held before the CMAPC, the City Council and the County Commissioners.

A 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. 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 Region
- Recommend techniques to implement the Vision

This Comprehensive Plan provides a bird's eye or large scale view of the area in the year 2025. Instruments such as the Zoning Code, Subdivision Regulations, and Capital Improvements Plan are the day to day tools that implement the policies about growth. [Please refer to Appendix B for a discussion of the ways that these other documents implement the Comprehensive Plan.]

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.

B. THE 1980 COMPREHENSIVE PLAN:

The 1980 Comprehensive Plan was prepared in August and was adopted in September of that year. The area included in the Plan was the area under the jurisdiction of the CMAPC at that time. That area included portions of Rogers County and Claremore that were:

- South of 156th East Avenue and west of 369th East Avenue.
- Between Highway 412 and 21st Street South
- Between 369th East Avenue and 417th East Avenue.

The scope of the 1980 Plan was primarily focused on Land Use. It described itself as being a “...guide to the area’s physical development by providing specific policies and articulating goals. It is a general statement of community aspirations, intended to achieve basic goal ends...” Those ends included:

- *Creating a functional, healthful and viable physical environment as a setting for activities in the Claremore-Rogers County Metropolitan Area;*
- *Guiding the implementation of planning area-wide physical development policies; and*
- *Bringing technical knowledge to bear on the decision making process.*

C. THE NEED FOR A PLAN UPDATE

Growth: Claremore and Rogers County have experienced significant change since 1980. Much of the change has been directly related to the amount, volume and type of growth that has occurred here. One significant factor has been the “oil bust”, of the early 80’s forcing local economies to diversify.

Diversification widens the variety of industrial and employment types. It creates transportation, land use, and support service (to name a few) issues that are not typically associated with an oil-based economy. Therefore the Plan for growth must change accordingly.

Population, transportation, and employment patterns have changed since 1980. Growth to the north, east and northeast of the Tulsa Metro Area has accelerated. Many area residents look to live outside of that major metropolitan area but near enough to enjoy its employment, recreation, and cultural opportunities. This trend continues and is now impacting Rogers County.

There is an increasing need for land that is appropriate to site light and moderate intensity industrial uses. Very little industrial land remains in Tulsa and the areas to the north and the east. This has caused Tulsa to annex nearly 3,000 acres of land in Wagoner County that was previously part of the Fair Oaks Community.

This trend toward potential industrial uses in Wagoner and Rogers County creates employment opportunity that is typically followed by residential and commercial growth.

Another significant trend is the ever increasing use of barge transportation on the McClellan – Kerr and, therefore, at the 2,000 acre Port of Catoosa. This growth will necessitate that the 300 foot wide channel be completed from Muskogee to Catoosa. Upon completion, tow standard twelve barge tows will then be able to pass one another. Today, one of the tows must await passage of the other using of the three standby areas along the 50 mile section between the two Port Cities. The Rivers and Harbors Act of 1946 authorized a 300 foot wide channel from the Mississippi River to the Port of Catoosa.

New Information: A significant amount of data has been developed in the last 20 years. This includes Census information, growth projections, and studies done by and for local groups. Examples are:

- The report of the Chamber of Commerce Quality of Life Committee,
- The visioning work done by the Oklahoma Community Institute
- The Economic Development Assessment and Target Industry Analysis
- The Regional Sewer Study
- The Tulsa Metro and Claremore Trails Master Plans
- The Claremore Railroad Overpass Study.

Attitudes about Growth: Attitudes toward growth have changed. Claremore, the individual communities within the County and the County itself are actively embracing residential, commercial, and industrial development, a change from a previous “slow growth” mind set. The communities currently believe that care should be taken to preserve and encourage the local history, flavor, and character of the area but that the economic, social, and cultural benefits of expansion outweigh the risks that are associated with change.

Attitudes about the Plan: The existing Plan addresses the future of the Plan Area by arranging physical growth. Since 1980 it has become clear that the needs of the Area reach beyond the physical location of land use to include social, educational, cultural, and economic concerns. The Plan is now seen as a primary tool in documenting growth policy and in influencing and creating community character from a large range of perspectives.

One of the common concerns about Comprehensive Plans is that they address such detailed and complex information that they become a technical document, unusable by Boards, Staff and the public. Two of the factors that contribute to this condition are format and tone. The CMAPC has worked diligently to create a new model for the Claremore / Rogers County Comprehensive Plan, with the goal of preparing a Plan that is understandable and used in day to day decision making.

This Comprehensive Plan Update (2025) has been prepared to respond to the changes that have occurred in the region over the past 20 years and to use that information to prepare for the future.

See Section E 9 Page A 49.

D. WHAT IS THE CLAREMORE / ROGERS COUNTY PLAN?

The Claremore / Rogers County Comprehensive Plan is:

- A policy document that provides a strategy and recommended arrangement for growth, based on a picture of what quality life in the area would be like in 2025.
- A document that helps the Planning Commission act proactively to recommend changes to the City Council and County Commission regarding the type, amount and location of growth.
- A document that helps the Planning Commission recommend appropriate action to the City Council and County Commission 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 as source of general information and guidance for growth decisions related to physical and economic growth in the City of Claremore and in the western portion of 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.

The Plan is intended as a working tool and should be amended often. It is flexible and should be revised every year as understanding of the area grows, new information becomes available and growth decisions are made. The Plan, the Land Use Map, the Zoning Code and the Zoning Map should be revised at least once a year to ensure compliance.

See Appendix B Section D4.

The Plan has been prepared by gathering statistical information and by identifying the commonly held goals that are related to growth in the area. It has been adopted through a public hearing process and should be used by decision makers, City and County staff, school districts and health officials, developers, the public at large and all those interested in the growth of the area.

The Comprehensive Plan is:

- Long Range
- Comprehensive
- General

Long Range: The Comprehensive Plan forms a picture of what the Planning Area might be like in the year 2025 (also called the horizon year). The Future Land Use Map, shows what land use in the Region might look like at that time. [See *Exhibit 4.4 for future land use in the City and Exhibit 4.9 for future land use in the County.*] To create the picture of the Planning Area in 2025 the Plan makes assumptions based on information such as:

- Past demographic and economic trends and current statistical data
- Past physical growth patterns and known factors that will influence growth like potential new highways, planned sanitary sewer expansions or new school and health facilities
- Plans for the future by organizations like the City, County, Chamber
- The goals of the residents and business community

See Appendix A, Existing Condition, Appendix C Long Term Measures to Implement the Vision.

Comprehensive: The Plan identifies a wide range of physical, economic and social factors that work together to influence growth. This information is presented in text, tables and maps. Types of information include:

- Demographic Information such as Census Data
See Appendix A.
- Goals or Vision Statements that have been through a public process and represent a wide range of public opinion. These include physical and economic goals and opinions on issues such as community character and quality of life
See Chapter 3.
- Textual information that describes proposed plans for physical improvements like streets and sanitary sewers
See Chapter 3.
- Issues that may constrain or encourage growth like congestion at rail crossings, lack of affordable housing or the potential for new highways or a health center.
- Maps of physical features such as rocky soil or flood prone areas
See Appendix D.
- Maps of land use information such as land currently zoned for commercial development
See Chapter 4 Exhibits.
- Recommendations for factors to be considered when making growth decisions
See Chapter 5.
- Recommendations for long term ways to achieve the Vision
See Appendix C.

General: After identifying a range of factors and information that influence growth the Plan combines them to create and document a Vision of the area as it might look in the

year 2025. This area under the jurisdiction of the CMAPC is over 400 square miles in size. While the area within the City of Claremore may be handled with greater detail than the areas that lie in the County, neither of them can be addressed on a parcel by parcel basis by this Plan.

Therefore, the Comprehensive Plan makes recommendations that are tools to guide decisions over a wide range of areas, with differing existing conditions and differing types of development proposals. The ultimate purpose is to achieve the Vision. The Comprehensive Plan:

- Makes land use and circulation recommendations and presents them on a map
- Gives recommendations for items that should be considered when reviewing development proposals
- Gives recommendations for additional long term efforts such as written guidelines and methods to track cumulative development impacts
See Appendix C.
- Gives recommendations for attracting and locating the types of growth that will implement the vision described in the Comprehensive Plan.

E. 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 Capital Improvements Plan is sometimes added to this group.
See Appendix B Section D 1&2.

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 a map that illustrates Land Use in the Region in 2025
- 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 (as is the City Code) and provides strict standards for development in each of the various zoning categories within the City and 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 Map graphically represents the various zoning designations within the City and 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.

Example: the Land Use Map included in the Plan represents land use in various parts of the City and County in the year 2025 as defined by the discussions that led to the preparation/adoption of the Plan. When the Land Use Map is not detailed enough for the decision required at the zoning level, the written policies that describe the desired relationship between the uses will provide guidance.

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 City and 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.

F. THE AREA COVERED BY THE PLAN:

The area or Region covered by this Comprehensive Plan is the City of Claremore and that area of Rogers County that is within the jurisdiction of the Claremore Metropolitan Area Planning Commission. The Plan encompasses approximately 400 square miles.

Within that area the City of Claremore encompasses approximately 12 square miles; the area within the Claremore fenceline includes nearly 130 square miles.

The Claremore/Rogers County Comprehensive Plan is broken down into four areas within the City (north, south, east and west) and four within the County (north, south, east and west). Please refer to Chapter 4, Section D for descriptions of City and County “quadrants”.

CONTENT, ORGANIZATION AND USE

A. OVERVIEW

This Chapter describes the contents of the Comprehensive Plan, gives an overview of its organization and discusses ways to use it. It describes the core Chapters, the Appendices, the functions of each and the ways that they work together to guide growth and / or review development proposals.

B. CONTENT AND ORGANIZATION

The Plan is broken into five chapters. These include:

1. Overview
2. Content, Organization and Use
3. Basis for the Land Use Plan
4. Land Use Plan and Special Districts
5. Development Review Guidelines

It also includes Appendices.

- A. Existing Conditions
- B. Implementation, Amendments and Updates
- C. Long Term Methods to Implement the Vision

Chapter 1, Overview: Discusses the authority to adopt a Comprehensive Plan, describes a Comprehensive Plan, the 1980 Plan and the need for an update. It describes the relationship to other documents and identifies the geographical area covered by the Plan.

Chapter 2, Content, Organization, and Use: Describes the elements and organization of the Plan, provides core Chapter descriptions and outlines ways to use the Comprehensive Plan.

Chapter 3, Basis for the Land Use Plan: Provides a broad background of factors that influence growth in the Region. It discusses issues such as demographic trends, physical conditions and proposed infrastructure.

Chapter 4, Land Use Plan and Special Districts: Provides a recommended arrangement for land uses and intensity of uses that represents the Vision for the Region.

Chapter 5, Development Review Guidelines: Provides a summary of the Vision (statements of belief, goals) and recommends specific criteria by which to review development projects to achieve those goals.

Appendix A, Existing Conditions: Provides the complete range of information compiled in existing conditions research. Creates a history of growth trends, a current “snapshot” of the Region and a look into the future.

Appendix B, Implementation, Amendments and Updates: Provides a discussion of the Comprehensive Plan’s relationship to companion codes like the Zoning Code and Subdivision Regulations. Includes guidelines and recommendations for updating and amending the Plan to keep it current and useful.

Appendix C, Long Term Methods to Implement the Vision: Provides the complete Vision broken into goals, objectives and policies. Includes recommendations for long range studies and formation of groups and organizations to track, study and guide growth. Examples include mechanisms to track cumulative growth, long term amendments to companion codes and the creation and utilization of groups such as the Arts and Education Councils.

C. CORE CHAPTER DESCRIPTIONS

Chapter 3, Basis for the Land Use Plan:

Chapter 3 provides a summary of existing information and establishes the setting for the Comprehensive Plan. This Chapter includes four types of information that are the core of the document or the “Basis for the Land Use Plan”. These four groups of information are:

- Statements of Belief and Vision
- Summary Statements: Goals of the Land Use Plan
- Policies That Drive The Land Use Plan
- Conditions That Drive The Land Use Plan – The purpose of this section is to provide physical information, past and current trends, and to identify existing plans for the future. It identifies potentials and challenges and creates the background that puts Chapter 4, The Plan in context. The Chapter provides a summary of the information on:
 - Demographic information such as number of persons and households, income, and ethnic make-up. It also provides information on employment.
 - Physical Condition. Elements such as topography, soils types, vegetation, and areas of flooding.
 - Land Use and Zoning. The location of residential, commercial, industrial, governmental, and recreational uses.

- Transportation. Streets, arterials, highways, expressways, and trails.
- Economic Base. Discussions of retail sales, tourism, manufacturing, and employment.
- Community Character. A discussion on the community's view of itself, its hopes for the future, points of interest, and the way in which it relates to its history.

A Comprehensive Plan is a source of general information but it does not include all available data or provide detailed analysis of that information. *For additional information on the Existing Condition please refer to Appendix A.*

Chapter 4, Land Use Plan and Special Districts:

Chapter 4, The Plan, provides a physical picture of the Vision for the Region between now and 2025, based on the conditions that are identified in Chapter 3. The Plan breaks the City and the County into quadrants and identifies the land uses and the intensities of use that are recommended in each. It identifies Special Districts along high growth corridors and recommends uses and intensities of use that are appropriate for those Districts. The Chapter also provides matrices and information that:

- Compare and match land use and intensity of use
- Compare zoning districts with land use intensity *
- Summarizes and describes zoning districts*

** The Claremore / Rogers County Zoning Code be revised. The revised format should be modeled after the Tulsa Metropolitan Area Zoning Code. Please refer to Chapter 4, Matrix 2, Page 4-61 for a comparison of the designation for districts in each Code.*

Chapter 5, Development Review Guidelines:

Chapter 5 takes the visioning work and links it with measures that the Planning Commission can use to review development proposals. Chapter 5 is the primary tool to evaluate development and to compare it to the Vision for the Region.

The Vision has been organized into eight goal groups. For the complete listing of goals, objectives and policies in each group please refer to Appendix C.

Chapter 5 identifies beliefs and statements of Vision, broken into the eight separate goal groups. It provides summary statements of the objectives and recommends review measures that can be used to test a development proposal.

D. HOW TO USE THE COMPREHENSIVE PLAN

A Comprehensive Plan can be used in two primary ways. It can be used by the Planning Commission to help make growth related recommendations to the City Council and the County Commissioners. It can also be used as a tool to direct and guide review of development and other growth related requests. *See Chapter 3 Section C.*

The Comprehensive Plan documents the existing condition, documents policies about growth and makes recommendations about a preferred future. Generally speaking the Planning Commission will make a recommendation in one of three ways:

- The Commission will test a proposal that affects the physical form of the City or Region or it will test an idea that changes the policies or procedures regarding growth. It will make a recommendation that implements some form of that proposal.
- The Commission will identify a basic need in the Region. Examples include new ways to address employment or housing needs, physical areas of the City or Region toward which to direct new growth and ways to grow the Downtown or Arts Districts.

A Tool to Proactively Guide Growth

One of the roles of the Planning Commission is to provide recommendations to the County Commissioners and to the City Council on issues that will proactively direct growth. State law indicates that the Commission can make recommendations at its own initiative or at the request of the County Commissioners or City Councilors. Examples of the types of issues that might be considered include a regional sewer system, improvements to major traffic ways and recommended areas for capital improvement expenditures.

When the Planning Commission is preparing a recommendation it should:

- Review existing information (Appendix A) that is relevant to the issue. Demographics, physical factors such as flooding or rock, existing zoning and land use in the area and existing infrastructure are all important.
- Review the Vision for the Region (Chapter 3, Section D and Appendix C). How does the contemplated action implement the Vision? Does it clarify the Vision or indicate a need for a revision?
- Review the Policies for Growth and the Conditions That Direct The Plan (Chapter 3, Sections F&G). Does the proposed action complement these Policies and flow out of the existing Conditions? Do the Policies and Conditions shed light on an appropriate course of action to address the need that has been identified?
- Review the recommended Land Use Plan (Chapter 4). How does the proposed action fit with and / or impact the recommended Land Uses? Should the Land Use Plan be amended or should the proposed action be revised?
- Review proposed and / or anticipated infrastructure improvements (Chapter 3, Sections H-K). How do the proposed improvements and the proposed action work together? Do proposed improvements help clarify a correct course of action?

A Tool to Review Development and Land Use Requests

The Planning Commission will provide recommendations to the County Commissioners and to the City Council growth proposals that have been initiated by others. The Comprehensive Plan will be used regularly to guide the review of these development proposals. Proposals can be initiated by a wide range of interest groups that include:

- Residential developers and home builders
- Commercial developers
- Employers / Manufacturers
- Educational Institutions
- Local groups such as Downtown Merchants or Economic Development Groups
- The City or County
- Arts and Cultural Organizations

While the Comprehensive Plan is a valuable policy tool it is not a regulatory document like the Zoning Code. The purpose of the Comprehensive Plan is to guide the decision making process. Generally speaking that process will have one of four outcomes:

- The proposal is in conformance with Plan
- The proposal is not in conformance with the Plan but can be modified to be in substantial conformance
- The proposal is not in conformance with the Plan but there is substantial evidence that the Plan should be modified
- The proposal is not in conformance with the Plan and there is substantial evidence that the Plan should not be modified. The proposal must be modified or it should be denied.

See Appendix B Section D3

When the Planning Commission (and its staff) is reviewing a development proposal to make a recommendation to the City Council or County Commissioners it should move through review from the general to the specific. The review process might look as follows:

- Review the proposal thoroughly to determine the location of the development, the configuration of the parcel and the type of land use being proposed
- Review the maps of existing conditions – are there physical factors to be considered. Is there infrastructure in the area? Are there safety implications if there is not?
- Review the Basis for the Plan (Chapter 3). Are there policies or goals that relate to, are implemented by or are hindered by this proposal? Is there infrastructure proposed for the area?
- Review the Beliefs Vision and Goals for the future (Chapter 3 & Appendix C). Does one of the eight goal groups speak to this proposal. Does the proposal implement the

stated goals? Does the proposal fall within acceptable limits with regard to impacting adjoining uses and / or the environment?

- Use the review guidelines from the applicable goal group as appropriate (Chapter 5).
- Review the recommended Land Use and Intensity for the area (Chapter 4). Does the proposed project conform to the recommended land use pattern at appropriate intensity? If not, is there a compelling reason to consider amending the Land Use Map?
- If the Land Use and the intensity appear to be appropriate, review the land use / intensity / zoning matrices to determine if the requested zoning allows appropriate types and intensities of use.

A Tool to Identify Techniques to Implement the Vision

Appendices B and C define and recommend ways to implement the Comprehensive Plan and the Vision. Appendix B describes “current planning” tools and techniques such as Zoning Code and Subdivision Regulation revisions and Capital Improvement Plan updates.

Appendix C defines and discusses the Long Range Vision for the Region in complete detail. It provides “forward planning” tools that can and should be implemented over time.

The Planning Commission should refer to these two appendices as tools. Appendix B and Appendix C are intended to help start discussions and form recommendations for ways to implement the Comprehensive Plan which in turn implements the Vision.

BASIS FOR THE LAND USE PLAN

A. CHAPTER CONTENT and ORGANIZATION:

This Chapter provides the background information that is the base for the Land Use Plan that is presented in Chapter 4. It identifies the philosophical basis for the Plan, the existing growth pressures and the planned improvements. It summarizes the existing conditions in the Region. The existing conditions include a wide range of info from demographics to physical factors to land use and zoning. *See Appendix A for a complete discussion of the Existing Conditions.*

The Vision for the Region is summarized into eight (8) goal statements which provide consistent organization throughout this document. *See Section D Page 3.6.* Section E provides general policy statements that apply to a wide range of land use decisions. It also provides general information about Special Districts and provides policy statements regarding Annexation.

The Chapter is organized as follows:

SECTION	PAGE
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B. OVERVIEW AND PURPOSE:

This Chapter describes the reasoning behind and the basis for the Land Use Plan. It is important for two reasons:

- It helps users of this document understand the reasons behind the proposed pattern of physical growth
- It helps the Planning Commission and its Staff identify the goals of and purpose for growth, useful as a tool to review applications for proposed development

The Chapter walks the user through seven elements that work together to form the basis for the Land Use Plan. Those seven elements are broken into 7 sections as follows:

- Section D: Belief and Vision -- this section documents what the Region's residents believe about the City and County and what do they see for the future
- Section E: Goals of The Land Use Plan -- this section takes the belief and vision and focuses it into one goal statement for each of the eight goal groups.
- Section F: Policies That Drive the Land Use Plan -- this section provides specific land use policies that are aimed at implementing the goals. They provide specific statements about the purposes of growth. The section makes general statements about growth and addresses 5 types of land use:
 - Agricultural
 - Residential
 - Commercial
 - Industrial
 - Open Space and Recreational
- It also provides policy statements for the purpose and use of Special Districts and Annexation.
- Section G: Conditions That Drive the Land Use Plan -- this section highlights a range of existing conditions in the County. *See Section G of Contents, Page 3.2 for a list of topics.* This information provides a picture of the forces that affect current growth patterns and land use. It should be used as one of the tools that help to determine strengths, weaknesses, and future patterns. When reviewing development proposal the Commission and its Staff should recognize some of the impacts that the proposal might have on the existing conditions. Are those impacts working toward implementing the vision for and goals of the Region?
- Section H: Currently Proposed Transportation Improvements -- this section provides information on City and County plans for future improvements to the transportation system. The goal of this section over time is to be the place where all proposed transportation improvements, from State Highways to local streets to trails and bus stops are recorded.

- Section I: Recommended Transportation Improvements: this section documents transportation improvements that are recommended by the Planning Commission, within the area of the Commission's jurisdiction.
- Section J: Current Sanitary Sewer Improvements -- this section documents sanitary sewer improvements that are known at this time. It focuses on the Regional Sewer Plant. Over time the goal for this section is to include information from the various Rural Districts around the Region.

C. USING THIS CHAPTER

The Planning Commission performs two primary functions. Those two functions are to:

- Proactively provide recommendations and conduct studies to direct future growth with the goal of improving quality of life and economic vitality.
- Review proposal for new development.

When preparing a recommendation for future growth and before reviewing a particular development proposal the Commission and its Staff should review this Chapter to:

- Familiarize themselves with the philosophy behind the location of land uses and their relationships throughout in the Region
- Familiarize themselves with the ways that land use decisions can implement the goals for the Region
- Familiarize themselves with the core growth pressures and conditions that impact the Region.

In addition, the development community and the Region's residents and business owners should review this Chapter to understand the Commission's basis for decision making.

When gathering information to review a specific development proposal the Commission members should review this Chapter to:

- Ensure that the proposal is philosophically compatible with the Region's growth goals and directions
- Identify ways that the proposal might partner with existing and future development to implement the growth goals and directions
- Identify the relationship of the proposal to the known growth forces and directions in the Region. Does it implement or work with the preferred direction for growth. Does it start new trends or is it a result of a new trend?

- Identify relationships between the proposal and proposed / funded infrastructure improvements.
- Review the philosophical direction for growth to determine whether it is compatible with the realities of market forces and public opinion.

See Chapter 2 Section D and Chapter 4 Section C.

THREE TYPES OF REVIEW:

The Commission reviews a proposal from three basic perspectives. These are:

- **Philosophical:** Does the proposed project “fit” with the residents of the residents of the Region? Does its quality and character address their needs and goals based on their age, their education, the ration of males to females, their income?
- **Operational:** Does the proposed type of housing or employment or recreation or office space fit? How does it fit into the comprehensive picture for the Region? Is this use overbuilt for the demographic profile of the residents? Does it clearly meet a need? Does it complement existing trends, create a desired change in an existing trend or hinder a desired trend?
- **Physical:** Does the proposed use work in the proposed location? Is there or will there be enough access? Are there sufficient utilities, power, water, sewer? Does the area percolate? Does it flood? Will it expose existing residents or its own users to harm?

RELATIONSHIP TO APPENDIX A: Existing Conditions:

The information in this Chapter is supplemented and supported by the complete version of the Existing Conditions that are found in Appendix A. That Appendix should be reviewed for a more complete understanding of the range of factors that affect growth in the Region. It should be used to trigger and respond to questions such as:

- Does the proposed project address the needs of the residents? For example, if household sizes are down, female heads of households are up, does the proposal address the housing needs of the changing market?
- Does the proposed project efficiently use the existing infrastructure? For example, if the project is in an area that has rail or port access, will it utilize that access?
- Does the proposed land use utilize the skills and education of the residents or does it require skills and education that are not well matched to the levels and types available locally?
- Does the proposed project take into account existing physical factors such as flooding, significant tree growth or slow percolation rates and shallow bedrock? Does the proposal meet a need in the Region or does it primarily benefit a particular property owner?

As noted above, this Chapter provides information to the public, those that are new to the area, the development community and the Commission. Its purpose is to provide the basis for a general understanding of the Region. It is a reminder to the Commission of the variety of issues and information that should be evaluated in each growth decision.

D. STATEMENTS OF BELIEF AND VISION:

These statements summarize the information that came out of the Visioning Sessions that were sponsored by the Oklahoma Department of Commerce and Design Works. These statements begin to clarify the philosophy of growth in the Region. They are the basis for Goals, Policies and Objectives that are the basis for the Land Use Plan. The Statements have been broken into eight (8) groups. The eight groups form the basic organizational structure that is carried through the document.

1. COMMUNITY BEAUTIFICATION:

Core Belief:

- A beautiful community is the result of a safe, attractive, and enjoyable living environment made accessible to all.

Vision:

- City and County entrances, greenways, parks, curbsides, and right-of-ways are well maintained. They reflect a strong sense of community pride. Private, public, and business property owners all contribute to the overall city image with consistent, appropriate signage, frontage, and well-maintained buildings.

2. ECONOMIC DEVELOPMENT, EMPLOYMENT AND TOURISM:

Core Belief:

- Economic and employment diversity are keys to community stability and growth.

Vision:

- The Region has a strong economic foundation. It attracts businesses that provide environmentally clean, high quality jobs. It also welcomes and provides appropriate areas for environmentally responsible manufacturing uses. Appropriate signage, pleasing street frontages, and well-maintained buildings are the norm.

3. HOUSING:

Core Belief:

- Quality, affordable housing is a right of all citizens

Vision:

- The Claremore/Rogers County Region provides a wide range of safe, clean, and aesthetically pleasing housing styles and types with something that is affordable for all residents. Housing is linked to work, school, recreation, shopping, health care, and other activities by a system of vehicular and non-vehicular routes. Travel routes and transportation services are accessible to all.

4. INFRASTRUCTURE:

Core Belief:

- Dependable, efficient infrastructure is essential to quality community life and planned growth.

Vision:

- The Claremore/Rogers County Region has high quality, efficient, and expandable infrastructure. It enjoys a well laid-out and maintained road system (streets, highways, overpasses, and thoroughfares). It also enjoys dependable utilities (electric, gas, sewer, and water), city services (parks and leisure facilities) and contracted services (high-tech cable and phone access).

5. CULTURE, RECREATION AND ENTERTAINMENT:

Core Belief:

- Culture and entertainment are the special assets that enhance the community's overall quality of life.

Vision:

- The Claremore/Rogers County Region is characterized as a university community with unique cultural and entertainment opportunities that embrace the past and present. The community offers the organizational support, facilities, and desire to provide residents and visitors access to a wide range of fine arts, museums, recreation, history, concerts, and rodeos.

6. EDUCATION:

Core Belief:

- Quality education provides the foundation for success.

Vision:

- The Claremore/Rogers County Region provides superior education opportunities for all citizens from early childhood. This includes pre-school and elementary education, public and private secondary education, career, technical and vocational education, and university degree programs. Claremore offers educational programs and facilities that exceed state and national standards.

7. HEALTH CARE:

Core Belief:

- Quality healthcare is a right of all citizens.

Vision:

- The Claremore/Rogers County Region is recognized as a center for healthcare providers and facilities where all citizens can receive quality, affordable healthcare services. Claremore is the core of a region that values and provides numerous opportunities for maintaining and then improving the wellness of community members.

8. COMMUNITY VALUES:

Core Belief:

- Shared ethics and values make a strong family-oriented community.

Vision:

- Claremore/Rogers County is made up of family-oriented communities that enable every individual to reach their full potential. The communities work together for continuous improvement and treat each other with dignity and respect. They promote strong, nurturing families and a service-oriented government. The communities and the County provide all citizens access to necessary social services.

E. GOALS OF THE LAND USE PLAN:

The following statements focus the Statements of Belief and Vision into the Goal Statement for each of the eight goal groups. These Goal Statements are the basis for the specific Goals, Objectives and Policies that are the true basis for the Land Use Plan. See *Appendix C for full discussion of goals, objectives and policies*, and *Chapter 5 for Development Review Guidelines*.

- 1. Community Beautification:** Development and the natural environment should work together. Significant natural features should be protected. Recreation opportunities should be preserved and enhanced in the City and County, particularly for youth. The three elements of land use will work together to create a pleasing visual environment. They are:
 - Physical form of the structures that house a land use
 - Function of the structures that house a land use
 - Quantity of structures that house a particular land use
- 2. Economic Development and Employment:** Sufficient land area should be made available for a wide range of commercial and industrial uses. These uses will ensure future jobs, economic stability and growth. Decisions to create area for these uses should protect valuable agricultural resources and character. Impacts to the

environment, to existing infrastructure and services and to adjacent land uses should be balanced with the benefits of and the need for economic growth.

3. **Housing:** Housing should be made available in quantities and types that create affordable options for persons from a wide range of incomes. Impacts to the environment and to existing infrastructure should be balanced with the need to provide housing for area residents. Housing should be linked to employment by a variety of transportation methods.
4. **Infrastructure:** Circulation and utilities should be safe, reliable and efficient. Multi-modal opportunities such as the Port of Catoosa should be pursued. Land use approvals should be coordinated with roadway and transmission system (public and private utilities) extensions. Governmental plans for expansion should be coordinated with pressures of the market.
5. **Culture, Entertainment and Recreation:** These are primary character building elements of the Region's personality. Sufficient area should be made available for Culture and Entertainment Uses. This includes high intensity recreational uses. These uses will occur in core areas and in Special Districts along Highways. They may occur in outlying areas as appropriate. Decisions to create area for these uses should balance the benefits of these uses with their impacts to existing land use in adjacent areas.
6. **Education:** Sufficient land area will be available so that all residents can enjoy visible and accessible education facilities, at all levels. Safe access will be balanced with significant visibility and these uses will be accessed by pedestrian / bicycle and public transportation routes. Educational facilities are an important element of the image or personality of the region. The traffic levels generated by adjacent uses will not adversely impact these uses.
7. **Health Care and Community Services:** Sufficient usable land area will be available to create a core of health care facilities of sufficient size to serve the residents of the Region. These facilities will be easily accessible and highly visible. They will be protected from negative impacts created by future adjoining uses.
8. **Community Values:** Sufficient land area will be made available for community service uses (libraries, fire and police stations) and for quasi public uses such as churches and community clubs and organizations. These uses will be woven into fabric of the community and will be located adjacent to a variety of land uses. They are compatible with residential uses and are accessible by a variety of transportation methods.

F. POLICIES THAT DRIVE THE LAND USE PLAN:

The following Policy Statements are based on the statements of Belief, Vision and Goals. From Sections D and E these Statements answer the question "What is our policy regarding -----? " They should be used when reviewing growth proposals or contemplating other actions that will direct growth.

GENERAL:

- Growth will be concentrated in and around existing communities and along the existing major circulation routes.
- The City of Claremore will continue in its role as the core of the County. Commercial uses, employment, culture, education and health care will be concentrated there. Manufacturing, recreation and housing are uses that will spread through the Region, particularly in the south.
- Commercial growth will occur and is appropriate in the Hwy 169, Hwy 88 and Hwy 20 Corridors.
- Growth in Rogers County will be fiscally efficient, fiscally responsible and will pay its fair share.
- The development review and approval process will identify the fiscal and quality of life benefits to the Region and compare them to the increased cost of maintenance and services such as police, fire, schools and health care.
- Infrastructure extensions will be efficient and will be a part of a coordinated program of expansion. The cost of system expansion and maintenance will be compared with a project's benefit to the Region or the City. Benefits will combine a range of economic and quality of life factors as determined by the Planning Commission and its Staff.
- Development along highways and major arterial streets will not result in numerous curb cuts that slow down traffic and otherwise impair the capacity of these important circulation routes.
- Expansion that opens comprehensive areas (such as a drainage basin) to development will be encouraged. Expansion that primarily benefits an individual parcel or tract will be discouraged. Piecemeal expansions will be limited.
- Developing a high tech, "clean industry" base is an important goal. Attracting responsible medium and heavy industries that comply with reasonable environmental standards is also important. Expansion and support of educational facilities will be part of and complement the effort to attract industry and employment.

- A country lifestyle will continue to be important. Therefore, large lots for residential use should be available.
- Preservation of agricultural land and natural features such as water ways, flood plains, significant tree stands and steeper slopes is also important. It should be balanced with the need to increase the overall population to attract commercial businesses.
- Higher density development will be encouraged in appropriate locations throughout the Region. Purposes of higher density are to ensure affordable housing and to facilitate the balance between the competing priorities of open space preservation, large lot development and population increase.
- The future annexation plans of each community will be presented and considered in Regional growth discussions. Discussions will include the community's plans for future infrastructure service. Individual communities will coordinate their growth plans with County and Rural Service Districts.

LAND USE:

Agricultural Land Uses: *See Goal Group 1B*

- Agricultural will continue to be an important part of the Rogers County lifestyle and economy. New development should be sensitive to the existence of high quality soil and preserve it for future agricultural use.
- Agribusiness will be encouraged in the County; land use decisions should consider the long term relationship of on-going agriculture uses and the impacts of the proposed development type.
- Infrastructure expansion should not be encouraged in areas that are considered viable for long term agriculture.
- Land for agricultural use should be preserved in contiguous areas that are of sufficient size to ensure viability.
- Agricultural lands should be used as a method to maintain a "green belt" around individual communities. The green belts should define the area of development, encourage compact and efficient infrastructure expansion and limit "sprawl".

Residential Land Uses: *See Goal Group 3*

- The Region will maintain a country character and will provide sufficient numbers of homes to accommodate desired population increases. Current levels of affordable housing will be maintained and increased. .

- Higher densities of housing will be located at the core of existing communities; densities will decrease with distance from the community core. Higher densities of housing may also occur in Special Districts along major circulation routes in areas of higher intensity land uses.
- Attached homes and multi family housing of both for-sale and for-rent types will be allowed and encouraged in Claremore and more densely populated portions of the Region. These housing types will be integrated into Region as a whole rather than concentrated in specific geographic locations.
- Mobile homes, now known as manufactured housing, are acknowledged as a viable affordable housing type and will be allowed in the region under closely controlled conditions, in accordance with the zoning code.
- The cumulative impacts of large lots on individual septic tanks will be considered, taking into account the Region's generally moderate percolation rates.

Commercial Land Uses: *See Goal Group 2*

- The Region will continue to provide opportunities for community scale commercial uses and location(s) for regional commercial centers.
- Neighborhood scale uses provide for day to day needs and are located near the groups of residences that they serve. These uses in the City should follow traditional development patterns, near the residences that they serve, along arterial streets and in Special Districts. In the County they should be located at arterial street and section line intersections.
- Community wide commercial uses should be encouraged along the "in-town" portions of state highways through the City of Claremore to support the health of the City core
- Regional centers create a wide range of local choices and facilitate local purchase of large items such as appliances and electronics. They create sufficient energy to attract uses such as sit-down restaurants and movie theaters.
- Regional scale commercial uses should be located in proximity to the intersection of State and /or Interstate Highways. These high intensity areas are desirable in appropriate locations along transportation corridors because they increase sales tax and provide stable employment for some segments of the work force.

Industrial Land Uses: *See Goal Group 2, See also Chapter 3 Section K.*

- Medium and High intensity industrial uses should be located primarily in areas of existing similar uses with efficient access to major transportation routes.

- Opportunities for industrial development along the McClellan- Kerr navigation channel should be protected and optimized to help insure the successful expansion of the waterway between Muskogee and Catoosa from 150 to 300 feet in width.
- A large proportionate share of land in the Region is designated for industrial uses. Future industrial users should be encouraged to locate in and adjacent to areas that are currently designated for industrial use.
- Industrial uses within City limits should be predominantly high tech, assembly or light manufacturing uses and should be located in proximity to existing industrial uses, away from the downtown core.

Open Space and Recreation Land Uses: *See Goal Group 5C*

- Preservation of significant open space is important. Significant natural features such as rock outcrops, significant tree stands, vegetation that is specific to this part of Oklahoma or ridgelines that silhouette against the horizon should be preserved. A coordinated system of visible open space should be created and preserved, particularly within view of transportation corridors. This type of preservation is important to maintain the “country character” of the Region.
- Known animal migratory corridors should be preserved to minimize negative impacts to the animal population and to lessen contact with humans. This protects both humans and animals.
- Open spaces should be a part of each new development, particularly those that tie in to a definable open space system.
- Natural, active and passive recreation should be encouraged and preserved. Natural recreation includes activities such as hiking, hunting and fishing, bird watching, boating and mountain biking. Active recreation includes facilities such as sports fields and playgrounds for children. Passive recreation includes developed areas for activities such as picnicking and sitting on a bench.
- Open space and recreation is important to the Region’s quality of life and is an important component for the well-being of the Region’s youth. New developments should participate in creating outdoor opportunities for new and existing residents.
- Sufficient quantities of open space and recreational area are important to the economic well being of the Region because they attract visitors and residents to the area.

SPECIAL DISTRICTS: See Chapter 4, Section D page 30 (City) page 47 (County)

General:

- Special Districts will be designated in areas of significant and complex growth pressure, primarily in high traffic transportation corridors. See *Exhibits 4.5 & 4.10*.
- Special Districts will be the subject of further studies which will create individual development standards for each District. The studies will also identify appropriate types of additional review by District. This information will be adopted as part of the Zoning Code.
- Special Districts are appropriate for Mixed-Use Development and higher density / intensity development.
- Special Districts are appropriate locations for alternative development standards, allowing variations such as increased height, increased lot coverage or reduced parking requirements.

Downtown District:

- Downtown Claremore is the location of the County seat and is a primary link to the Region's history. Strong downtowns are vital to the Region. They are character builders, the appropriate core area for higher intensity development and centers for cultural opportunities.
- Mixed and higher density / intensity uses should be encouraged in the Downtown, sometimes on the same lot. Government and office uses should also be expanded and encouraged, strengthening Claremore's core as the primary governmental center in the County.
- This and the University / Arts District will have the tallest structures and highest floor area ratios in the Region.
- Highway oriented or large scale, vehicle oriented commercial uses should not be encouraged in the downtown core. Redevelopment and intensification of development between Route 66 and the Union Pacific Rail Line should be encouraged.
- Uses and physical configurations that require large contiguous parking fields should be discouraged, shared use of existing lots should be encouraged. The potential for future parking garages or structures over parking should be considered.
- The District will be pedestrian friendly with strong pedestrian linkages and buildings, not parking adjacent to the street.

- A strong link visual and pedestrian / bicycle oriented circulation link should be created between the downtown area and the RSU / Will Rogers Memorial which form the prime node of the University Arts District.

University / Arts District:

- The University / Arts District will be the primary arts and entertainment district in the Region. It and the Downtown District will be the primary cultural, historic and education districts in the Region.
- The District will encourage mixed uses throughout. A significant number of lots in the district will include more than one use.
- The District will be pedestrian friendly with strong pedestrian linkages and buildings, not parking adjacent to the street. It will be connected to the Downtown District with strong pedestrian and bicycle linkages.
- Residential uses in the District will be those that appropriate for high areas. Noise, light and activity may be characteristics of the District given its entertainment and youthful flavor.

Transportation Corridor Districts:

- Transportation Corridor Districts will guide and facilitate development along major transportation routes. Development in these Corridors:
 - Is critical to the economic health of the Region
 - Is a primary factor in creating the image or character of the Region
 - Should balance the need for economic growth with the need to protect residential quality of life in areas adjacent to the Corridor
- Efficient circulation will be ensured in Corridor Districts. New development in these corridors will not unnecessarily impede the function of the Corridor which is primarily to carry vehicle traffic. Access onto the major street will be limited and internal circulation between parcels along the major street will be ensured.
- Higher intensity, vehicle oriented and visitor serving sales uses should be predominant. "Clean" or high tech employment and higher intensity residential uses may be appropriate.

ANNEXATION:

- Areas of high and moderate growth pressures will be considered for annexation, particularly when they are located in areas adjacent to the existing City limits. "Leapfrog" or "panhandle" annexation will not be encouraged.

- Annexation will be used to "square off" municipal boundaries and attract commercial and employment related development through the extension of municipal services, particularly along arterial streets.
- Annexation will be pursued in a phased program that is related to the improvements anticipated by the Capital Improvement Program.
- Fence lines will be located and sized to form an accurate and defensible boundary for the ultimate City limits.
- Communities within the Region should work together and with the County to establish and agree to a defined system of fence lines.

G. EXISTING CONDITIONS THAT DIRECT THE PLAN:

The Chapter 4 Plan for Land Use and Circulation in the Region and in the City of Claremore has been built on following statistical and factual information:

See Appendix A for the complete text of the conditions.

Source: INCOG

LOCATION AND ACCESS:

- Rogers County is located in the northeast portion of the State of Oklahoma, northeast of the Tulsa Metropolitan Area (TMA). Rogers and Tulsa County share a border; Rogers County also shares a border with Wagoner County to the South. Downtown Claremore is located in the central portion of the County, approximately 10 miles from the southern border and approximately 30 miles from downtown Tulsa.
- Rogers County has excellent vehicle access, being crisscrossed by a number of regional and interstate vehicle transportation routes. State Highways 88, 20 and 66 intersect in the City of Claremore. Interstate 44 runs just east of the City.
- The County is linked to the interstate railway system via 275 miles of railroad track that providing access U. S. and international markets and to multi-modal connections. The Port of Catoosa is the nation's furthest inland port, connecting the County to the Mississippi River, Gulf of Mexico, and Great Lakes; more than 2.5 million tons of freight move through the port yearly. Tulsa International Airport and Claremore Municipal Airport provide long haul movement of passengers and air-cargo. There are approximately 350 miles of off-road and 220 miles of on-road trails planned for the planning area, providing bicycle and pedestrian linkages.

PHYSICAL FACTORS:

- Most portions of Rogers County are gently rolling with slopes ranging between 1% and 8%. The majority of the Planning Area is made up of pasture and rangeland, with limited cropland and forest areas. Prime farmland, lands with Class I and II soils types, comprises about ----- acres in the Planning Area.
- A number of creeks and drainage ways flow through the County, the largest being the Verdigris River, creating significant areas prone to flooding.
- Soils in many parts of the County have slow to moderate percolation rates and are not well suited for septic tank use. Depth to bedrock varies by location; it is not a significant constraint in most areas of the Planning Area.

ZONING AND LAND USE:

- A large part of the land in the Region outside City boundaries is zoned for Agriculture uses. This is particularly true in the northwest portion of the County, north of the City of Oologah.
- Approximately 21,000 acres of land in Rogers County is designated for residential use in a wide range of densities, the majority of which is located in and around urbanized cities and towns.
- Approximately 11,000 acres of land in Rogers County are designated for Industrial or Heavy Industry use, the majority of which is located at or near the Port of Catoosa, the Claremore Industrial Park, and the Claremore Airport Industrial Park.
- Approximately 1,600 acres of land in Rogers County are designated for Commercial use. Regional Commercial uses are concentrated along major transportation corridors. Community Commercial uses are generally located within city limits and in the downtown core.
- Open Space, Parks and Recreation and Mining account for a small portion of the land within the County.

POPULATION AND GROWTH RATE IN THE REGION:

- The State of Oklahoma grew at a rate of 10 % or approximately 350,000 persons in the 1990's and by approximately 4% in the 80's, a decade marked by the oil bust. During those two periods the County and City and grew significantly faster than the state, 28% (90's) and 19% (80's) for the County and 19.5% and 10% for the City.
- Rogers County's population totaled 70,641 in the year 2000. Claremore's population totaled 15,873. Between 1980 and 2000, population in the County rose by 24,205 persons (34.3%) and Claremore's population increased by 10,498 persons (23.9%) in the same period. Since 1990, Rogers County has been one of the fastest growing counties in the state with Claremore being one of the fastest growing cities.

- Department of Commerce and INCOG projections indicate that growth in the Region will continue to at a slightly faster annual rate than the City; a stable rate of approximately 1.3% or approximately 35,000 persons per year. This growth rate is a significant factor in projecting growth rates for individual regions within the state. Significant increases in growth of an individual Region will occur at the expense of other Regions in the State rather than as a result of a large influx of population from other areas in the nation. Estimated County population in 2025 will be approximately 93, 600 persons.
- Department of Commerce and INCOG projections indicate that growth in the City of Claremore will continue at a little over 1% per year with a 2025 population of approximately 19,851 persons within the current city limits. The projections indicate that growth in Rogers County and the City of Claremore will continue, but not at the same pace as in the 90's. However, growth in the first five years of the decade may be exceeding projections. This will be the subject of additional study.
- The Region's proportionate share of state growth will continue to increase. However, it should be noted that total state population in 2000 was 3,450,654, having increased approximately 425,000 persons since 1980. Total County growth from 1980 to 2000 was approximately 24,000 persons and total City growth in the same period was about 3,800 persons. The Region's growth will be tied in many ways to the state's success in economic development / employment attraction. Department of Commerce projections indicated that the Region is not expected to experience a significant change in historic growth trends during the current planning period, through the year 2025.

AGE AND ETHNICITY:

- The City and County are aging. As of 2000 Rogers County's median age is 36.2 years, up from 30.3 years in 1980 and Claremore's is 35.7 years, up from 30.4 in 1980. The 45 – 54 and 65 and older age ranges show the greatest increases.
- The City and County demonstrate a varied ethnic makeup, primarily Caucasian, African Americans, American Indian, Eskimo, or Aleut; and Asian. Caucasians continue to make up the majority of the population in the plan area.

PRIMARY AREAS OF ANTICIPATED GROWTH:

- A primary area of growth will be in the South County, influenced by continued Port expansion, industrial development in the City of Tulsa (Wagoner County, formerly the City of Fair Oaks) and the availability of less expensive housing. The 3,300 acre Stone Canyon Development will create traffic impacts and commercial pressure in the area between Hwy 266 and Interstate 44.
- As growth moves north and east from the City of Owasso it will follow Hwy 20 east of Collinsville.

- Current growth pressure in the Owasso area will move north along Hwy 169 toward Oologah. Significant pressure will have to build to jump over the flood prone areas north of Collinsville
- As growth reaches Oologah it will tend toward the east along Hwy 88. This pattern should be encouraged, strengthening the tie between Oologah and Claremore, retaining sales tax dollars in Rogers County.
- The Will Rogers's birthplace and Memorial should play an important part in directing and encouraging growth in this Corridor.
- A Regional Sewer System will be implemented with a new plant on the Verdigris River south of Verdigris. The backbone line to the plant will open a new drainage basin, encouraging development on the east side of Hwy 66, in the area south and east of Claremore and Verdigris, between Hwy's 66 and 88. Some parts of this area are prone to flooding.
- In the event that Chelsea and Foyil become part of the system, new sewer will encourage development to the north and act as a catalyst to bring that area into the jurisdiction of the CMAPC.
- The intersection of the proposed realignment of Hwy 20 and Hwy 66 will become a Regional Commercial center, particularly if Hwy 88 is extended to the south to meet Hwy 20 as anticipated. This center will increase growth pressure along Hwy 20 and between the proposed Hwy 88 alignment and Hwy 66.
- The area along Hwy 20 to the east of Claremore will see increased growth pressure due in large part to expanded activities at Will Rogers Downs and Hwy improvements / widening by ODOT.

EMPLOYMENT, INCOME AND EDUCATION:

- **Employers:** Rogers County's employment base is built on government and education; service, finance/insurance/real estate; and, manufacturing. City of Claremore employment trends mirror the County with wholesale and retail trades being of greater importance than the service trades and professions.
- Claremore is the primary trade center for Rogers County. A significant number of jobs are within the manufacturing and service sectors, Rogers State University, Claremore Regional Hospital and the City of Claremore are significant public or quasi-public employers. The total number of persons in the labor force of Rogers County and the City of Claremore has increased over the past 20 years. At the same time the total number of unemployed has decreased.

The primary employment types for Rogers County as a whole are:

- government and education (22.3%)
- service, finance, insurance and real estate (20.6%);
- manufacturing (17.5%)
- wholesale and retail trades (14.5%)

- public utilities and transportation (10.9%)

The primary employment types for Claremore residents are:

- government and education (26.4%)
- manufacturing (17.7%)
- wholesale and retail trade (15.5%)
- domestic services and self employed (12.6%)
- service, finance, insurance and real estate (12.3%)

Only 4.2% of all residents list Farming, (with Fishing, Forestry and mining) as their primary source of employment.

- **Median Income:** Median household incomes increased County wide from \$18,540 in 1980 to \$44,471 in 2000 (58.3%). Median household incomes increased in the City from \$23,483 in 1990 to \$34,457 in 2000 (31.8%). Income kept pace with housing cost over the past 2 decades.
- **Education:** The median level of education has increased to 13.0 years County-wide and 13.4 years in the City of Claremore. This fact combined with a shift from manufacturing toward government and management jobs combined with an aging of the population indicates that character of the area is slowly changing from rural to suburban.
- It is anticipated that education levels and the median age will continue to increase throughout the planning period. The demand for skilled technical, managerial / professional and government /education positions will also increase. The demand for unskilled labor will continue to decrease except in the areas of food service and hospitality.

HOUSING: *See Goal Group 3*

- The number of persons per home is currently at about 2.7 in Rogers County and approximately 2.4 in Claremore. In 2000 there were 27,476 housing units in the County with 6,784 of those in the City of Claremore. Based on 2025 population estimates (93,600) and the number of persons per dwelling there is a County-wide need for approximately 7,200 homes. Approximately 1,500 of those units will be needed in the City of Claremore. These totals should include a mix of lot sizes and housing types including homes for rent and manufactured dwellings.
- The land area required to accommodate those units can be predicted based on policies regarding appropriate densities. As an example, at a average density of 2.5 units per acre (larger lot sizes in the county densities blended with smaller "in-town" sizes) the total acreage needed for residential growth is approximately 2700 acres.
- **Housing Availability and Price:** In 2000 there were approximately 27,476 available housing units in Rogers County with approximately 6,784 homes

available in the City. Occupancy is approximately 93%. The median home price in Rogers County in 2000 was \$94,100; Claremore's was \$79,200.

- During the same period, median rents in the County increased from \$226 to \$480 (53%) and from \$228 to \$514 (55.6%) in the City. Median value of homes increased in the County from \$46,600 in 1980 to \$94,100 in 2000 (27.3%). Median values in Claremore jumped from \$53,000 in 1990 to \$79,200 in 2000 (33.1%). 1980 data is unavailable.
- **Persons per Household:** The number of persons per household (pph) is declining in both the City and County, reflecting a nationwide trend.
- Rogers County's average pph declined from 2.9 (1980) to 2.7 (2000) persons with Claremore's averages declining from 2.8 to 2.4 persons during the same period. Male/female proportions are changing with females now comprising approximately 51% of the County's population and 53% of the City's.
- **Values:** The rise in home values may outpace the rise in income during the planning period. This fact, combined with decrease in household size and increase in median age will trigger a demand for smaller home sizes and additional rental housing. Demand for traditional single family housing will remain stable, in keeping with the "Country feel" of the Region.

COMMERCIAL LAND USES: *See Goal Group 2*

- There are approximately 205 acres zoned for Community Commercial use in the City of Claremore (3.7% of the City's 5501 acres). Approximately 547 acres are zoned for Regional Commercial use (9.9%) Approximately 13.6 % of the City's total area is commercially zoned.
- The national average for similar sized communities is approximately 10 %. Based on total available acres there does not appear to be a need to actively work to increase the total acreage that is available for commercial zoning.
- The location of existing commercial zoning should be reviewed for usability and desirability. Sites that may not be viable for commercial uses should be considered for rezoning to other land use categories.
- The potential of the usable and desirable sites should be maximized, they should be used efficiently.
- Review of proposals for new commercial zoning should include a clear understanding of the overall stock of available commercial zoned sites. New commercial zonings should be balanced with rezoning of existing marginal and unbuilt commercial properties to a more appropriate and useful designation. The Commission and its Staff should work with property owners of less desirable commercial properties to find an appropriate and satisfactory designation.

- Approximately 296 acres (.1% of 239,775 acres) are zoned for Community Commercial use in the County. Approximately 1337 acres (.6%) are zoned for Regional Commercial uses. Commercially zoned property totals .7% of the total area of the County, which falls within national averages for counties of similar characteristics. This figure, particularly when adjusted for the northern portion of the County which is largely undeveloped, appears to indicate that there is not a need for the County to actively pursue commercial zoning.
- The potential realignment and intersection of Hwy's 20 and 88 and the new interchange configuration between Hwy 66 and I-44 has the potential to become a Regional commercial destination which will significantly impact buying and travel habits. If this area develops as proposed, Hwy 20 will become a very significant east / west Regional link. See *Chapter 4, Section D (Southwest District) and Exhibit E.3.*

INDUSTRIAL LAND USES: See Goal Group 2

- There are currently 3706 acres (1.5%) zoned for Heavy Industrial use in Rogers County. An additional 7372 acres (3.1%) are zoned for Industrial use for a total area of 11,078 acres. 4.6% of the County is zoned for industrial use. This figure is much larger when adjusted for the northern portion of the county which is largely undeveloped. Current national averages approximate 10% for large cities (over 100,000) and 7% for communities under 100,000.
- The past 50 years have seen a national shift in the proportional amount of land allocated to industrial use. That proportion has been declining based in part on the economic shift from manufacturing and other heavy industry to high tech and service industries. However, in Rogers County, the Port of Catoosa and other lands along the McClellan-Kerr Arkansas River Navigation System continue to grow and prosper.
- These figures and trends appear to indicate that there is not a current need for the County to actively pursue additional industrial zoning except at the Port of Catoosa and along the McClellan-Kerr. As with commercially zoned properties in the City of Claremore, the location of industrial zoned property in the County should be assessed for viability. Zoning of additional properties to the industrial designation should be balanced with an understanding of a possible need to rezone existing unused industrial properties to a more appropriate and useful designation.
- The City of Claremore currently has acres zoned for industrial development. This figure is significantly higher than the national average of 7% and appears to indicate that there is not a need for the City to actively pursue additional industrial zoning.

RECREATIONAL LAND USES: *See Goal Group 5,C.*

- National accepted averages for recreational space are approximately 1 acre for every 100 persons. Given the current County population of approximately 70,000 persons, 700 acres should be provided county wide. Approximately 160 acres should be provided in the City of Claremore.

PUBLIC UTILITIES, SEWER, WATER AND ELECTRICITY:

- Sanitary Sewer is provided by the City of Claremore within the city limits of Claremore and by Rural District # 1 in some of the unincorporated area south of the City. A Regional Sewer Study has recently been completed, studying the area between Chelsea in the north and Catoosa in the south. The study recommends the relocation of the Claremore plant to a point south of the City on the banks of the Vedigris River. The remainder of the unincorporated area of the County operates on individual septic systems.
- The City of Claremore and a number of Rural Water Districts provide potable water. The supply is projected to meet development needs until at least the year 2050 although the City has been experiencing some siltation in Lake Claremore which is a primary source for City water. The existing distribution system covers the major portion of the Planning Area. *See Exhibits D 6 and D 19.*
- The City of Claremore provides power in the City limits and the surrounding area, purchasing power from the Grand River Dam Authority. The Authority provides the majority of power in the remainder of the County. Streets in the County are maintained by the County, the Oklahoma Department of Transportation maintains state highways. This Comprehensive Plan will serve as the basis for the County's first Major Street and Highway Plan.

EDUCATION, HEALTH CARE AND EMERGENCY SERVICES: *See Goal Groups 6 and 7*

- The City and County offer a full range of educational, health and public safety facilities and services. The educational system in the planning area serves a range of students and their needs through a variety of programs.
- Claremore, Sequoyah, Oologah, Verdigris and Inola Public Schools offer K-12 education within their respective communities and in the adjacent portions of the County. Rogers State University and Northeast Technology Center offer vocational, undergraduate, and graduate programs.
- Claremore Regional Health Center, Claremore Indian Hospital, Oklahoma Veterans Center, Rogers County Health Department, and private physicians provide healthcare services. The Regional Health Center is in the process of relocating to the northern portion of the City, just east of Highway 66.

- Police protection is provided by the City of Claremore, Rogers County Sheriff's Office, and the Oklahoma Highway Patrol.
- Fire protection is provided by the City of Claremore Fire Department, and a number of volunteer fire departments throughout the planning area.
- Recreational facilities within the plan area include neighborhood playground parks, community parks, area-wide parks, and regional parks.
- Claremore is the hub of the County's cultural facilities and events which include art shows, musical events, and museums.

H. CURRENTLY PROPOSED TRANSPORTATION IMPROVEMENTS:

CITY OF CLAREMORE:

See Goal Group 4

The following are currently proposed roadway improvements in and around the City of Claremore. These proposed improvements should be considered and their status discussed with the Claremore Public Works Department during any discussion of development in these areas. Future development should be encouraged to coordinate with the location and phasing of these improvements.

<u>STREET</u>	<u>PROPOSED ACTIONS</u>
Archer:	Hwy 20 east to JM Davis Widen to 4 lanes Reconfigure intersection at JM Davis
Blue Starr:	Hwy 88 east to Sioux Widen to 4 lanes, add interchange (w / overpass) at JM Davis / Route 66 Signalize at Hwy 88
Chambers:	Blue Starr south to Archer Widen to 4 lanes
Clubhouse:	Extend South to King Road 4 lanes
Country Club:	Clubhouse Road east to Muskogee Ave Widen to 4 lanes
DuPont:	Connect to JM Davis, eliminate 1 st Street Widen to 3 lanes

Flint Road:	I-44 east to Hwy 88 Widen to 4 lanes
Frederick:	Route 66 south to Flint Road Widen to 4 lanes
Hwy 88:	Lowry to Blue Starr Widen to 4 lanes Reroute around the south side of RSU to meet Clubhouse Road Extend south to meet Hwy 20 Widen to 4 lanes between Route 66 and I-44
Hwy 20:	West for 3 miles to S 4110 Widen to 4 lanes Signalize at Clubhouse Road
King Road:	South Haven east to Route 66 Widen to 4 lanes
Lowry Road:	Hwy 88 east to Route 66 Widen to 4 lanes
Moretz:	Archer to King Urban Collector
Muskogee Ave:	Hwy 88 south to Flint Road Widen to 4 lanes
Sioux :	South from Lowry to Hwy 20 Expand to 4 lanes

(Source: Claremore Public Works, INCOG and ODOT)

ROGERS COUNTY:

The following are currently proposed roadway improvements in Rogers County. These proposed improvements should be considered and their status discussed with the Rogers County Public Works Department, INCOG and/or ODOT during any discussion of development in these areas. Future development should be encouraged to coordinate with the location and phasing of these improvements.

WHERE	AT	WHAT	DOLLAR AMOUNT	WHEN
US 169 from Talala, N to Nowata C/L		Right of Way	\$1,198,000	
SH-66: Bridge at Mossey Creek and Unnamed Creek SW of Claremore		Right of Way	\$207,000	
SH-66: Bridge at Mossey Creek and Unnamed Creek SW of Claremore		Utilities	\$13,000	
SH-20: Over Verdigris River, 6.9 miles E of the Tulsa County Line		Bridge Painting	\$572,000	
SH-66: From Just N of SH-28 S. JCT., EXT. N. 0.83 miles in Chelsea		Safety Improvements	\$603,000	
SH-266: At the Port of Catoosa	North Entrance	Intersection Mod. & Traf. Signals	\$655,000	
US 169 from Talala, N to Nowata C/L		Utilities	\$2,003,000	
SH-66: Bridge at Mossey Creek and Unnamed Creek SW of Claremore		Bridge and Approaches	\$2,347,000	
SH-20: Claremore Bypass New Alignment from Interchange	SH-66 to I-44 (4lane)	Utilities	\$2,099,000	
SH-88 from 8.1 miles NW of US-412 into Claremore		Right of way	\$853,000	
SH-88 from 8.1 miles NW of US-412 into Claremore		Utilities	\$1,426,000	
SH-88 from Will Rogers Memorial Extend S 1.2 miles to SH-20 Bypass		Right of Way	\$18,500,000	
SH-88 from Will Rogers Memorial Extend S 1.2 miles	to SH-20 Bypass	Utilities	\$433,000	

WHERE	AT	WHAT	DOLLAR AMOUNT	WHEN
I-44: 193 rd Street Interchange		Right of Way	\$14,238,000	
SH-20: Interchange(New alignment for SH-20) And SH-66	Claremore Bypass(4 Lane)	Right of Way	\$1,328,000	
SH-20: Interchange (new alignment for SH-20) and SH-66	Claremore Bypass(4 Lane)	Utilities	\$1,665,000	
I-44: 193 rd Street Interchange		Utilities	\$7,598,000	
US 169 from Talala, N to Nowata C/L		Grading, Drainage, Bridge and Surface	\$11,300,000	
I-44: 193 rd Street Interchange in the City of Tulsa (SH-167)		Interchange	\$12,200,000	
I-44: Interchange at 163 rd Street in the City of Tulsa		Right of Way	\$4,000,000	
I-44: Interchange at 163 rd Street		Utilities	\$1,100,000	
SH-66: Over Verdigris River & Road under	3.5 miles N of I-44	Utilities	\$120,000	
I-44: Eastbound & Westbound Bridges	177 th East Ave. (Lynn Lane)	Right of Way	\$4,000,000	
I-44: Eastbound and Westbound Bridges	177 th East Ave. (Lynn Lane)	Utilities	\$1,000,000	
SH-20: Claremore Bypass on new alignment from Interchange	SH-66 to I-44 (4Lane)	Grade and Drain	\$7,100,000	
SH-20: Claremore Bypass on New Alignment from Interchange	SH-66 to I-44 (4Lane)	Surface	\$8,500,000	
SH-66 Over Pryor Creek Approx. 0.9 miles NE of JCT of SH-66/SH-28		Right of Way	\$300,000	
SH-66 Over Pryor Creek Approx. 0.9 miles NE of JCT of SH-66/SH-28		Utilities	\$220,000	

WHERE	AT	WHAT	DOLLAR AMOUNT	WHEN
SH-88 Over Dog Creek Approx. 1.5 miles S of JCT of SH-88/ SH-66		Right of Way	\$310,000	
SH-88 Over Dog Creek Approx. 1.5 Miles S of JCT of SH-88/SH-66		Utilities	\$220,000	
SH-412P: Over Verdigris River Overflow, 6.5 Miles E of Tulsa		Bridge & Approaches	\$2,500,000	
SH-412P: Over Verdigris River Overflow, 7.1 Miles E of Tulsa		Bridge and Approaches	\$2,500,000	
SH-20: Interchange (New Alignment for SH-20 and SH-66)	Claremore Bypass (4 Lane)	Grade and Drain	\$3,068,000	
SH-20: Interchange (New Alignment for SH-20 and SH-66)	At Claremore Bypass (4 Lane)	Surface	\$4,490,000	
SH-66 Over Verdigris River and Road Under, 3.5 Miles N of I-44		Bridge and Approaches	\$3,500,000	
I-44: Eastbound & Westbound Bridges	At 177 th East Ave. (Lynn Lane)	Bridge and Approaches	\$8,000,000	
SH-88 Over Dog Creek Approx. 1.5 Miles S of JCT of SH-88/ SH-66		Bridge and Approaches	\$1,900,000	
I-44: Interchange	163 rd Street	Interchange	\$16,900,000	
SH-66 Over Pryor Creek Approx. .9 Miles NE of JCT of SH-66/ SH-28		Bridge and Approaches	\$2,040,000	
SH-66: Under SH-266		Grade, Drain & Surface	\$125,000	
SH- 20: Claremore Bypass New Alignment from Interchange	SH-66 to I-44 (4 lane)	Grade and Drain	\$7,100,000	
SH-20: Claremore Bypass New Alignment from Interchange	SH-66 to I-44 (4 lane)	Surface	\$8,500,000	

WHERE	AT	WHAT	DOLLAR AMOUNT	WHEN
SH-66: Over Pryor Creek Approx. 0.9 miles NE of JCT	SH-66/SH-28	Right of Way	\$300,000	
SH-66: Over Pryor Creek Approx 0.9 miles NE of JCT	SH-66/SH-28	Utilities	\$220,000	
SH-88: Over Dog Creek Approx. 1.5 miles S of JCT	SH-88/SH-66	Right of Way	\$310,000	
SH-88: Over Dog Creek Approx. 1.5 miles S of JCT	SH-88/SH-66	Utilities	\$220,000	
SH-412P: Over Verdigris River, Overflow, 6.5 Miles E of Tulsa	CL	Bridge & Approaches	\$2,500,000	
SH- 412P: Over Verdigris River, Overflow, 7.1 miles E of Tulsa	CL	Bridge and Approaches	\$2,500,000	

I. RECOMMENDED TRANSPORTATION IMPROVEMENTS:

CITY OF CLAREMORE

Route 66 / Blue Starr Intersection: Traffic congestion in Claremore's Downtown area is frequent, caused in large part by the number of trains that run through the downtown area. After evaluating 2003 grade separation study, the City Council determined that the Blue Starr / Union Pacific Railroad crossing was the preferred location for a grade separation. The new improvement would allow a grade separated crossing from the east side of Hwy 66 to the west side of the Railroad. Construction of this interchange should be pursued to relieve congestion in the Downtown Area. Federal funding has been designated for the project.

Alternatives such as an update to the Blue Starr overpass project, underpasses or an elevated roadway are being studied to address the perceived need for grade separated crossings and quiet zones on both the Burlington Northern Santa Fe and Union Pacific tracks. Core issues are traffic congestion and emergency service response time.

Hwy 88, Will Rogers Memorial to Hwy 20: The ultimate alignment of Hwy 88 through the City of Claremore has been the object of significant discussion. Currently the Hwy enters the City in the northwest at the Will Rogers Memorial and follows Will Rogers Boulevard into the Downtown core of the City before making its way to the east and the south toward the town of Inola. An alternative alignment has been identified that directs

the Hwy to south, intersecting Hwy 20 just west of Hwy 66. This or a similar alignment should be pursued. The new alignment would relieve the downtown area of additional traffic loads and direct traffic from the east to the area recommended for the Region's commercial center. *See Exhibit E.3.*

ROGERS COUNTY

Hwy 88, Oologah to Claremore: Growth will move north along Hwy 169 to Oologah causing increased traffic between Oologah and Claremore on Hwy 88. The Highway should be improved to 4 lanes with existing curve radii modified for safety as required. That portion of Hwy 88 that is not currently under the jurisdiction of the Planning Commission should be brought into its jurisdiction and into the Transportation Management Area.

Hwy 20, Rogers County Line to Hwy 66: This route is the major connection between Hwy 169 and Route 66, particularly between Claremore and Owasso. Hwy 20 should be improved to 4 lanes from the Rogers County line to Hwy 66 as currently proposed by ODOT. This improvement should include realignment to the location south of the City of Claremore and connect to the approved interchange with Hwy 66. *See Exhibit E.3.*

Port Area Improvements: Circulation to and around the Port of Catoosa should be improved. SH 266 from US 169 to SH 66 should be widened to four lanes as should SH 167 from I-44 to SH 266.

J. CURRENT SANITARY SEWER IMPROVEMENTS:

See Goal Group 4

In early 2004 Claremore voters approved a 25 million dollar bond issue to construct a regional waste water plant on Dog Creek, just above the Verdigris River. The new plant would be a tertiary plant with capacity in the range of 4.1 to 4.5 million gallons per day, expandable to 5.5 to 6.0 mgd.

Expansion of the plant will depend to some extent on the completion of a regional system, built to serve the needs Inola, Chelsea, and Foyil. Cost for a plant to serve all systems is currently estimated at approximately \$35,000,000. The cost for a plant to serve Claremore and Rural District #1 has been estimated to be between \$22,000,000 and \$25,000,000.

The proposed system will extend a 36" main south along Dog Creek to the new plant location. It will also include a 12" interception along Otter Creek from Hwy 88 west to the location of the new plant. A 15' built by Rural District #1 line will run from Hwy 66 east to the new plant location.

Additional capacity will facilitate growth in the Region. The new interceptors in the area south and east of Claremore and Verdigris and between those communities and Hwy 88 will open that drainage basin and encourage growth in that area.

If future interceptors are extended north along Hwy 66 to Foyil and Chelsea they will encourage growth along the Hwy and in those areas that drain to it. If sanitary sewer is extended to the north the Planning Commission should work to extend its jurisdiction into that part of Rogers County to ensure consistent quality of development.

K. STRENGTHS, WEAKNESSES AND TARGET INDUSTRIES:

In the year 2000 Lockwood Greene Consulting was commissioned to prepare an Economic Development Assessment and Target Industry Analysis. Lockwood Greene Consulting prepared the analysis, completing the work in March, 2001. The report characterizes strength and weakness as follows:

Strength: a significant asset for promoting economic growth and job creation in the area.

Weakness: a significant limitation potentially constraining future growth and development or a critical deficiency in a key location factor.

The report identified the following as strengths:

- Market Access – distance to major metropolitan areas such as Kansas City and Dallas, equidistant between coasts
- Ground Transportation – road, rail and water transport
- Employers / Economic Base – good diversification reducing the effect of economic cycles. Strong population growth and growth in manufacturing.
- Local Airport – Claremore Regional Airport
- Air Service – Proximity to Tulsa International Airport
- Labor Productivity and Work Ethic – favorable absenteeism and turnover rates. Relatively high levels of educational attainment.
- Post Secondary Educational Training and Resources – Northeast Technology Center, Rogers State University
- K-12 Education -- Positive reports, relatively high test scores
- Quality of Life -- Cost of living is low, Housing costs are low compared to other test areas. (However, needs starter homes, spec houses and lower income housing)
- Quality of Life – Small Town America, clean air, low crime levels, well developed recreation facilities, stable economy, low unemployment, wide range of community activities.
- Healthcare – Quality healthcare at Claremore Regional Hospital, Claremore Indian Hospital and in the Tulsa metro area.
- Tourism Resources – Will Rogers Memorial, JM Davis, Expo Center, Route 66

- Community Leadership – energy commitment and involvement

The report identified the following as weaknesses:

- Utilities – electric deregulation, natural gas prices, average water availability, sewage facilities at capacity (being addressed)
- Road Congestion – Downtown Claremore, roads nearing capacity, roads and rails conflict
- Labor Availability – Amount of skilled labor is relatively tight

Lockwood Greene performed Target Industry Analysis. The following criteria were used when screening and selecting industry groups:

- How well the locational requirements of the businesses and industries match up with the strengths and weaknesses of the area.
- Synergy with or linkages to existing industries in the area
- Consistency with the goals, objectives, expressed values and preferences of the community
- Businesses which increase the overall diversity of the local economy
- Worker skill and wage rates
- Current and future growth rates, both regionally and nationally

The following factors were taken into account when selecting the initial list of preliminary target industry candidates:

- The cost and availability of utility services. Industries were selected that will avoid undue impacts on the water and sewer capacity and those that would fine the cost of utilities less attractive in Claremore / Rogers County.
- The large number of workers that commute out of the County for employment. The industries selected include service sector companies offering higher than average wages attractive to workers currently employed in similar jobs in Tulsa.
- A strong existing industry presence as well as significant recent growth in the Tulsa metro area
- Opportunity to diversify the local economy, building on the strong manufacturing base as well as the significant non-manufacturing growth in the region.

The top Target Industry Clusters are as follows:

Manufacturing Industries

- Rubber and Plastics Products
- Flat Glass and Structural Clay Products
- Primary and Fabricated Metals Products
- Transportation Equipment
- Industrial, Commercial and Electric Machinery and Equipment
- Electrical Apparatus

Transportation and Services

- Transportation Arrangement Services
- Computer Related Services
- Medical Laboratories
- Back Office Operations and Call Centers

LAND USE PLAN and SPECIAL DISTRICTS

A. CHAPTER CONTENT and ORGANIZATION:

This Chapter recommends a physical arrangement for growth. It has been based on the elements of Chapter 3: Basis for the Land Use Plan and works together with Chapter 5: Development Review Guidelines. Growth proposals can be initiated by a private land owner, a developer or the City or County.

The Chapter divides the City and the County into four Planning Quadrants. See *City Overview page 4.10 and County Overview page 4.25 for the boundaries of these Planning Quadrants*. Using these Planning Quadrants, it describes the future growth patterns of the City and County. It relates Land Use Intensity to Zoning and describes Special Districts.

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SECTIONS DESCRIBED

Section C, Using This Chapter: *See Page 4.6* Discusses ways to use The Plan. It defines the relationship between Land Use, Intensity and Zoning and defines and describes land uses that are of Low, Medium and High Intensities of Use.

Section D, The Plan: For Growth *see Page 4.10* Describes Land Use and Intensity by quadrant. It is divided by City and County, and breaks the description of the Land Use pattern of each into Residential, Commercial and Industrial uses. It also describes the Special Districts that are located in each quadrant

Sections E and F, Matrices and Zoning Districts Summary: *See Pages 4.59 and 4.65* Provide matrices and tables that tie land use, intensity and the Zoning Ordinance together

- Matrix 1 compares Land Use and Intensity *See Page 4.59*
- Matrix 2 compares zoning categories from the existing and proposed Zoning Codes *See Page 4.61*
- Matrix 3 compares zoning and appropriate intensities of use *See Page 4.63*

Section G: Zoning District Summaries Provides a summary of the types of uses allowed in each Zoning Category *See Page 4.65*

- Matrix 4 provides lot size, density and coverage by zoning category, from the Zoning Ordinance. *See Page 4.67*

MAPS IN THIS CHAPTER:

Maps for recommended Intensity and Land Use are included at the end of this Chapter.

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B. OVERVIEW AND PURPOSE:

The Comprehensive Plan is a policy document and a general guide for decision making. It is the core of the group of documents (Comprehensive Plan, Zoning Code, Subdivision Regulations, Capital Improvement Plan) that guide development. This Plan creates a picture of what the Region will look like in 2025, based on the information that was gathered while the document was being prepared.

This Chapter describes and displays recommended Land Uses and Intensities of use in text, maps and matrices. The Chapter defines the relationships between Intensity of Use, Land Use and Zoning. It briefly describes the character of the City and County by quadrant.

The Chapter:

- Uses the existing physical, demographic and economic conditions described in Chapter 3 and Appendix A as a starting point.
- Focuses on the physical aspects of growth such as land uses and transportation routes (vehicular, pedestrian and bicycle).
- Uses maps to illustrate future land use in the City and County.
- Includes information that can be used by Staff and the Planning Commission when they prepare recommendations for future Capital Improvement Plan budgets.
- Can be used to test and evaluate the accuracy and feasibility of the Vision and the Goals For The Future
- Describes and locates special districts.
- Recommends ways to achieve the character of the special districts.
- Identifies and clarifies the relationship between land use, intensity and zoning.
- Recommends:
 - A land use arrangement
 - Appropriate intensities of use
 - A circulation system (to be used as the basis for a Major street and Highway Plan)

This Chapter uses sound planning theory to establish a land use plan and circulation system that responds to and implements the eight stated goals for the Region See *Appendix C*. However, the Planning Commission will need to amend the Plan often See

Appendix B to include new information that refines the picture of the preferred future. Examples of times that the Plan should be amended include:

- New Region-Wide impacts like new highway improvements, regional sewer systems or the large scale employers.
- Proposed development that is not in strict conformance with the Plan but that benefits the immediately adjacent area and the community at large. Physical impacts, quality of life and economic improvements (costs and revenues) should be considered.

C. USING THIS CHAPTER:

See Chapter 2, Section D and Chapter 3, Section C.

Most development proposals include three primary elements.

1. A proposal to create or change a Land Use
2. A proposal for intensity of use (impacts) within the proposed Land Use
3. A proposal for a Zoning Designation that will allow the proposed land use at the proposed intensity.

Each designation allows a range of related uses and cannot be limited to a single use without another document such as a Development Plan or PUD.

When the Planning Commission receives a development proposal that creates or changes Land Use and proposes a Zoning Change each member should consider several primary questions:

1. How does the proposal compare to and implement the Goals for the Region?
See the eight goal groups of Appendix C.
2. How does the proposal relate to nearby land uses and intensity of use?
3. How does it relate to the recommended land use and intensity of use pattern that is described and then mapped in this Chapter?
4. What impacts will the proposal have on economics (consider infrastructure and service needs and maintenance, sales tax, jobs) quality of life and the environment? *See Appendix C, Group 1, Goal B, Group 2, Goal A and Goal 8.*

For Guidelines to Review Development please see Chapter 5.

REVIEW THE PROPOSED USE AND ITS INTENSITY:

When a land use change is requested, both the use and the intensity of the use should be studied. The more “intense” a use the more impacts it creates. See *Intensity Described, Below*. Next, the appropriate zoning designation should be identified.

For example, a commercial use might be appropriate but the intensity of that use may or may not be appropriate, creating traffic, noise or other similar impacts. To ensure that the approval of particular zoning designation (each designation allows a range of uses) does not create the potential for inappropriate intensity the Commission may employ a variety of techniques. These various techniques may include plans such as a Planned Unit Development, Development Plan, or Special District Plan and should be identified in the Zoning Code. *For more information on Special Districts see Special Districts described below.*

REFER TO THE LAND USE MAPS:

This Chapter includes Future Land Use Maps for the City of Claremore and for Rogers County. These maps are a guide to help evaluate and locate appropriate use and intensity of use for future development. The maps are broken into a range of land uses and three categories of intensity within each Land Use. The categories are Low, Medium and High. Special Districts have been introduced in areas of High Growth pressure. See *Exhibits 4.4 and 4.9*

Maps in this Chapter also show current Land Use Categories and Zoning Districts. The current Residential, Commercial and Industrial Land Use categories are broken into the three intensities of use, Low Medium and High. Descriptions of appropriate Land Use within each Special District can be found in Section D of this Chapter See *Page 4.22*

Land uses were selected based on the:

- Need for and demand on public utilities, services and infrastructure;
- Compatibility with other adjacent uses, both existing and anticipated
- Ability to transition between less and more intense uses
- Impacts on the natural environment

The intensity categories have been identified based on factors such as:

- Existing land use
- Availability of infrastructure
- Existing and anticipated growth patterns
- Anticipated land uses.

See Using the Maps and Matrices, Page 4.9, below.

INTENSITY DESCRIBED:

As noted above, development decisions are based on Land Use and Intensity. Zoning Districts are the specific tool that allows a specific range of uses with specific intensity. For example CG (General Commercial) uses are more “intense” than CN (Neighborhood Commercial) uses although both Districts allow commercial use. This section describes the three levels of intensity which in turn provides understanding of the rationale for the pattern of the Land Use Map.

Low Intensity Use: This level of use is primarily indicated in areas that are appropriate for single family homes, agriculture, parks, open space and similar uses with a low infrastructure to land area ratio. These areas have arterial streets on the perimeter and are directly served by residential level streets or future streets. Because of their sensitive nature and the tendency for children to be in these areas they should be protected from vehicular traffic generators and significant transportation corridors. The edges of these areas should be protected. Medium intensity uses can form an appropriate transition and buffer.

Medium Intensity Use: This level of use is primarily located along existing transportation corridors at significant intersections and in and around existing commercial and industrial districts. Uses in this designation generate pedestrian and vehicular traffic, noise, light and other impacts generally associated with shopping, entertainment, office, recreation or multi-family living activities. Medium intensity use areas can successfully be used to buffer low intensity uses from significant impacts. Less intense medium intensity uses can buffer low intensity areas from more intense medium intensity uses. Medium intensity uses have greater need for and use of infrastructure and utilities and greater need to move vehicles and provide parking space for them.

High Intensity Use: This level of use is indicated in those areas which generate high vehicular traffic volumes, large numbers of users, noise, possible pollution and dense development. Highways, Industrial areas, Claremore’s Central Business District, the University / Arts District and areas of resource extraction are examples of areas where certain types of High Intensity uses are appropriate. These areas should be separated from lower intensity residential or sensitive properties so that they will have minimal physical, economic or quality of life impacts. Utilities need to be of adequate size, capacity and condition to facilitate the use and provide appropriate levels of service. An example is adequate water sources to provide sufficient fire protection and support for manufacturing. .

SPECIAL DISTRICTS DESCRIBED:

These Districts have been introduced as a tool to address the issues that occur in areas that are subject to high growth pressure or that have a special character. These Districts are typically appropriate for a mix of Land Uses, a condition that requires special types of review. The Zoning Code identifies the items that should be reviewed for development in these Districts and the appropriate level of review. It also identifies the types of plans and information that should accompany a development proposal in a Special District.

The Zoning Code will be amended over time to include design standards that are prepared specifically for each of these areas.

There are eight (8) Special Districts that are located entirely within the City of Claremore. These Districts are broken into two groups, Transportation Corridor Districts and Special Use Districts.

There are ten (10) Special Districts that are located along primary Region-Wide transportation corridors throughout Rogers County.

See Pages 4.13 and 4.35 for a listing of the individual Districts. Please refer to Section D, Page 4.22 (City) and 4.46 (County) for a description of the Special Districts.

USING THE MAPS AND MATRICES:

Land Use, Zoning and Special District Maps are located at the end of this Chapter, organized by City *Exhibits 4.1 - 4.5* and County *Exhibits 4.6 to 4.10*.

Land Use Maps:

- Represent Current and Future Land Use Identify the appropriate Intensities of Use and the appropriate Land Use
- Should be compared to the Current Zoning Map *See Exhibits 4.2 and 4.6*
- Are one criteria for future zoning decisions

These maps represent Intensity and general Land Use types in the City and the County. Exhibits 4.2 and 4.7 show Current Land Use, based on Current zoning. Exhibits 4.3 and 4.8 show Future Land Use. To translate a land use into a zoning designation, refer to the Matrices as described below. When a zoning designation is assigned it specifically identifies the particular land uses that will be allowed on that particular parcel of land.

Zoning Maps: The maps included in this Chapter represent the Current Zoning designations in the City and the County *See Exhibits 4.3 and 4.8. See Section G, Page 4.65 for a summary description of the uses that are allowed in each Zoning Designation.*

Land Use Compatibility Matrix: *See Matrix 1, Page 59.* This matrix identifies the kinds of Land Uses that can be considered compatible with each of the three intensity levels (low, medium, high)

Zoning and Appropriate Intensity Matrix: *See Matrix 3, Page 63.* This matrix identifies the Zoning Designations that can be considered compatible with each of the three intensity levels.

Section F describes the characteristics of particular zoning categories, drawing information from the Zoning Ordinance. These descriptions and matrices summarize information the uses allowed by and the characteristics of the Zoning Designations, tying development requests for Land Use to the character of a particular Zone that can be used to appropriately implement the request.

These matrices and summaries should be considered as guides and explanations and should not be used as the sole source to determine proper land use.

A number of combinations of intensity and land use may be compatible with adjacent land use and zoning categories. Therefore, the Vision for the City and the Region See Appendix C and Chapter 3, the Guidelines To Review Development Proposals See Chapter 5 and The Basis for The Plan See Chapter 3 should be used as a reference to assist in land use determinations on a case by case basis.

Current Zoning and Land Use Map Inconsistencies: In some cases, Current Zoning may be found to be inconsistent with the Land Use Map. When this occurs, zoning the Zoning Map and the Land Use Map should be brought into conformance. "Down zoning" or de-intensification is not recommended except with the consent of the land owner. Intensity does not always equate to value. For example, the value of medium intensity properties in a developing area may exceed the value of properties that are zoned for high intensity use in an area that is developing slowly.

ACCURACY OF MAPPING DETAIL:

Because of the size of the unincorporated study area the intensity categories and land uses have been indicated by general area. They are not indicated at a parcel to parcel level of detail. Additional study should be performed beginning with areas of high growth pressure to determine the exact boundaries for Land Use and Intensity of Use. The intent of this Plan is to locate boundaries in the unincorporated areas of the County along Section, ½ and ¼ Section boundaries.

In the City of Claremore intensity and land use boundaries should be defined by parcel boundaries. Exact land use boundaries should be analyzed and defined on a project by project basis.

REVISED ZONING CODE CATEGORIES:

During the preparation of this Comprehensive Plan the current Zoning Code has been reviewed and discussed from two perspectives. The first perspective is the Code's relationship to the recommended land use pattern and the second is the Code's ease of comprehension and use. As a result of these discussions, the Planning Commission has recommended that Code be revised, using the Tulsa Metropolitan Area Code as a model.

The revised Code should reduce the number of zoning categories and rename them to conform to the categories of the Code that is used across the Tulsa Metro Area. Lot sizes, densities and coverage should remain consistent with the existing Code and be reviewed at the time that the existing Code is revised.

Comparing the Codes: See Matrix 2 Page 4.61 compares designations from the current code with recommended designations for a revised code.

D. THE PLAN FOR GROWTH:

CITY OF CLAREMORE

OVERVIEW

The Plan for Growth in the City of Claremore builds on existing land use patterns and incorporates anticipated new growth areas. Traditionally, higher intensities of use have been located along primary transportation corridors and in the downtown area. These primary transportation corridors are:

- Hwy 66 from the south to the north
- Will Rogers Blvd (Hwy's 20 and 88)
- Hwy 20 on the east side of downtown

The Plan also addresses areas of growth pressure:

- The Blue Starr Drive Corridor
- The area immediately east of Rogers State University. *See the University / Arts Special District, CD. 7, Page 4.30*
- The area in the southern portion of the City town near the proposed intersection of Hwy 20 and Hwy 66. It includes the potential Hwy 88 connection. *See the Southwest Special District, CD.8, Page 4.31*

For purposes of this Plan the City has been divided into four (4) quadrants:

1. Northwest Quadrant: North of Archer Street and West of the Burlington Northern. *See Page 4.13*
2. Northeast Quadrant: North of Will Rogers Boulevard, east of the Burlington Northern Railroad. *See Page 4.15.*
3. Southeast Quadrant: South of Will Rogers Boulevard and east of the Burlington Northern Railroad. *See Page 4.18.*
4. Southwest Quadrant: South of Archer Street and West of the Burlington Northern Railroad: *See Page 4.20*

Existing Growth Pattern

Claremore's historic downtown is located east of the Hwy 66 in the area bounded by 4th Street and Patti Page Boulevards, from Hwy 66 to the Union Pacific Railroad Tracks. From that point it continues east between Will Rogers Boulevard and the alley behind 4th Street, bounded by Chickasaw Ave in the east.

The primary commercial area includes the area along Hwy 66 through the City limits and the area from Hwy 66 west along Hwy 88 (Will Rogers Blvd) to Rogers State University. East of Town, Hwy 20 is an established commercial area. The City has recently expressed interest in annexing and revitalizing this area and extending it to the east. *See Hwy 20 Special District, RD.3, Page 4.49.*

The City's primary industrial area is located north of Hwy 88 along Hwy 66. Sufficient land is available for growth in this area and no significant industrial expansion is anticipated.

The traditional City has been primarily residential outside the downtown office core, the highway corridors and the industrial area. This pattern will continue through the planning period with the exception of the "Special Districts" as described below. The City is largely built out to the north and east. Areas available for residential expansion are primarily to the south and west.

New Growth Areas

Much of the new growth in the City is anticipated to tend toward the south for a number of reasons:

- Existing growth pressure along the Highway 66 area near Verdigris and Catoosa
- Potential growth of Fair Oaks and East Tulsa (particularly job inducing)
- The potential realignment of Hwy 20 and Hwy 88. The intersection of Hwy 20, Hwy 66 and Hwy 88 is an area with potential for significant growth.
- The relocation of the Sanitary Sewer Treatment plant to the south on at the Verdigris. The backbone line along Dog Creek will open the drainage basin to development
- Available land and infrastructure compared to the north and east.

Growth will also:

- Move north along Hwy 66 responding to annexation and the new medical complex.
- Accelerate to the east along Hwy 20 to Will Rogers Downs, responding to Highway widening, a potential for sales tax producing growth in this area and relaxation of gambling restrictions.

Redevelopment will occur:

- In the downtown area and in the area near Rogers State University.

For additional discussion of anticipated growth pressures and direction please refer to Chapter 3, Sections F&G and Appendix A, Section D.

Special Districts

Special Districts have been established for areas that are subject to special growth pressures and therefore require more specific development standards. A Special District

is typically characterized by mixed use of medium and high intensity and special design standards. Proposed projects in the Special Districts will be reviewed per the Standards of that particular Special District which will be included as a Chapter in the Zoning Code.

Eight Special Districts have been introduced within the City limits. They are divided into Districts along Transportation Corridors and Districts in Areas of Special Use. They are identified as follows:

Transportation Corridors Districts:

Claremore District

- (CD.1) Will Rogers Boulevard
- (CD.2) Blue Starr Drive
- (CD.3) Hwy 66
- (CD.4) Hwy 88

Special Use Districts:

- (CD.5) Downtown District
- (CD.6) University / Arts District
- (CD.7) South West District

DESCRIPTIONS OF LAND USE BY QUADRANT

The Future Land Use Plan for the City See *Exhibit 4.4* addresses development within the current City limits. The Map shows a built out City limits with higher intensity corridors along travel routes and in Special Districts. Low intensity residential development extends from currently developed areas to the City boundary. The Map provides higher intensity areas for entertainment, recreation employment and retail space. It also responds to the perceived need for housing.

1. NORTHWEST QUADRANT

(north of Archer Street and West of the Burlington Northern Railroad):

The Northeast Quadrant of the City includes Rogers State University and the Will Rogers Museum. It includes two significant access routes, Hwy 20 and Hwy 88 and a significant local Arterial, Blue Starr Drive. Blue Starr is a local route for trips between Hwy 66 and Hwy 88, avoiding the Will Rogers Corridor. This Quadrant includes the City's primary industrial area. The remainder of the quadrant is primarily residential, including mobile homes, apartments, duplexes and single family residences of a variety of sizes.

Much of the quadrant bounded by Brady, Blue Starr, the Railroad and Archer is comprised of older, smaller housing types, many of which are candidates for redevelopment.

Special Districts: Portions of Districts: C.1 (Will Rogers Corridor), C.2 (Blue Starr Drive, C.4 (Hwy 88), C.5 (Downtown District), and the entirety of C.6 (University Arts District) are located in the Northwest Quadrant. They are described at the end of this section. See *Page 4.22 for descriptions of Special Districts in the City.*

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity. Section 4C describes intensity.

Residential Uses:

- Low intensity residential development is appropriate north of Archer to the limits of Special District C.6, the University Arts District. It is also appropriate west of Clubhouse and north of Blue Starr Drive. It may be included in the University Arts district although medium and possibly some high density development is preferred within the District boundaries.
- Medium intensity (primarily attached and multi family) residential development is appropriate north of Blue Starr Drive and within the University /Arts District. The purpose of medium intensity development at this location is to buffer University uses and impacts from potential single family, lower intensity use further to the north. Transition to medium intensity residential development is also appropriate in the Blue Starr Corridor, to the east. Medium intensity residential development may be appropriate adjacent to the industrial area in the east.
- Small lot single family, attached for-sale duplexes, townhomes / condominiums and apartments are appropriate in University Arts District. High intensity residential development may be appropriate.

See Goal Group 3: Housing. Chapters 3 and 5, Appendix C.

Commercial Uses:

- Low intensity commercial development is appropriate at the intersection of Archer and Clubhouse and at the intersection of Brady and Holly. It may also be appropriate in the Blue Starr Corridor, in the University Arts District and in the northern reaches of Hwy 88.
- Medium intensity commercial use is appropriate in the University Arts District, particularly along Will Rogers Boulevard. It is also appropriate along Hwy 88 in the area just north and west of the Blue Starr intersection.

See Goal Group 2: Economic Development, Employment and Tourism, Chapters 3 and 5, Appendix C. Also See Goal Group 1: Community Beautification.

Industrial Uses:

Medium intensity Industrial uses are appropriate in the area adjacent to the existing industrial use.

2. NORTHEAST QUADRANT

(north of Will Rogers Boulevard, east of the Burlington Northern Railroad

The Northeast Quadrant of the City is the location of the historical core which creates its particularly character. It contains "downtown", government offices, and the large majority of the historical neighborhoods of the City. The Belvedere Mansion is located in here. It also includes the high school and the primary outdoor recreation facilities in the City, serving soccer, softball, baseball and Claremore Lake.

This Quadrant also includes the existing medical district which is concentrated around the Regional Hospital at the corner of Blue Starr and Florence. The newly annexed area north of the City (Lowery, Sioux, Route 66 area) provides room for a concentration of medical uses which may over time change the use of the Blue Starr Drive Corridor and draw medical use off of the corridor and to the north.

This quadrant also includes the corridor which connects the Downtown area with the I-44 interchange. The City is currently focusing on revitalizing the corridor and extending the connection east to Will Rogers Downs. The newly annexed area east of the City will seek to maximize the opportunity that has been provided by the widening of Hwy 20 to the east.

Special Districts: Portions of Districts CD.1 (Will Rogers Corridor), CD.2 (Blue Starr Drive), CD.3 (Hwy 66), and CD.5 (Downtown District) are located here.

See Page 4.22 for descriptions of the Special Districts in the City.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Residential Uses:

- Low intensity residential use is appropriate north and east of the downtown core. The primary undeveloped area is toward the northeast near Claremore Lake. The majority of the neighborhoods in the core have been well maintained. Neighborhoods to the east are newer. The Blue Starr corridor east of Sioux Avenue toward the lake should maintain a predominantly residential feel. Redevelopment with new single family homes and /or whole sale renovation, while appropriate near the core, will be minimal. Low intensity residential use is allowed in the Downtown Special District, (CD.5) but is not preferred.
- Medium and high intensity residential uses (typically townhomes and / or apartments) should increase with proximity to the downtown core. Mixed use is encouraged with apartments or lofts units above retail commercial or office uses.
- Medium and high intensity residential uses are appropriate in the Hwy 20 corridor. *See Hwy 20 Special District RD.4.*

See Goal Group 3: Housing. Chapters 3 and 5, Appendix C.

Commercial Uses:

- Commercial and office pressure has built over time in the Blue Starr Corridor, created to some extent by the concentration of medical offices at the corner of Blue Starr and Florence. This pressure is expected to ease to some extent with annexation along Hwy 66 and the location of the new office park north of Lowry and adjacent to the Highway. Low intensity commercial and office uses may be appropriate and should be considered on a case by case basis along the Blue Starr corridor in Special District CD.2 from Hwy 66 to Sioux Avenue.
- Low intensity commercial uses are appropriate along the Will Rogers Corridor between the downtown core and I-44. Medium intensity uses may be appropriate and should be considered on a case by case basis. Character building, sales tax revenue, shopping opportunities and impact to adjacent residential neighborhoods should be considered in any request for a medium intensity use. Driveway openings onto the corridor should be minimized by using techniques such as “ganged access drives. This corridor is the primary access route into the City from I-44. Therefore, Special District standards should be enforced to ensure that commercial development in this corridor makes a positive first impact.
- Low and medium intensity commercial uses are appropriate along Hwy 20 east of I-44. This recently annexed corridor is intended to transition to a primary sales tax producer over time. Higher density housing such as attached single family homes and Multi-family development are appropriate as a buffer between the commercial uses and larger single family residences. *See Goal Group 3: Housing, Goal E.*
- Medium intensity commercial and office use exists at the corner of Sioux and Blue Starr, primarily as part of the Regional Medical Center. Expansion of this commercial “node” should not be encouraged, protecting the character of the existing residential neighborhoods. Medium intensity office and commercial uses that do not negatively impact medical facilities will be appropriate near the new Medical Park, from the intersection of Sioux and Lowery to Hwy 66.
- Some types of high intensity commercial and office uses are appropriate in the downtown core. Examples include multi story office and government buildings, retail uses on multiple floors and uses that cater to on – street and other types of remote parking in a walking environment. These uses should respect the historic character of the core. Big box or vehicle intensive uses are not appropriate. Franchised uses should be adapted to support and encourage the Claremore character.
- Impacts to vehicular circulation and access along Hwy 66 and Will Rogers Boulevards and at the intersections along Hwy 66 in the core should be considered.

- Vehicle related high intensity commercial uses are appropriate along the Hwy 66 Corridor. Community character, shopping opportunity, and sales tax revenue are the primary considerations.

See Goal Group 2: Economic Development, Employment and Tourism, Chapters 3 and 5, and Appendix C, Page D. Also See Goal Group 1 Community Beautification.

Industrial Uses:

- Industrial uses are present along the east side of Hwy 66. Manufacturing and other medium and high impact industrial uses should not be expanded or located in this area. Business and research parks or other types of clean industry may be appropriate and should be considered on a case by case basis.

See Goal Group 2, Economic Development, Employment and Tourism Page 5.13 for additional review criteria. See 2A.2 and 2A.5 as examples.

3. SOUTHEAST QUADRANT

(south of Will Rogers Boulevard and east of the Burlington Northern Railroad)

The southeast portion of the City is primarily comprised of single family residences on smaller, "in town" lots. It includes Hwy 88 which exits the downtown area as an extension to 1st Street and runs southeast to Inola. It also includes Hwy 66 in the west. The existing sanitary sewer plant is located south of Kelly Court. See *Community Facilities, Exhibit D5*. It will be replaced by the new Regional Plant, located on Dog Creek. See *Page 3-27*.

Significant portions of the residential neighborhoods in the area south of Will Rogers Blvd and East of Muskogee Avenue have been inadequately maintained and should become candidates for renovation. Residential growth is anticipated throughout the southeast part of this quadrant.

This quadrant includes Claremore's primary commercial district, lined up along the east side of Hwy 66. These uses are served by and take their access from the Highway. The potential interface between the commercial area and residential uses to the east should be reviewed on a case by case basis.

Special Districts: Portions of Districts CD.1 (Will Rogers Corridor), CD.3, (Hwy 66 Corridor), CD.5 (Downtown District) and CD.4. (Highway 88) are located in the Southeast quadrant and are described at the end of this section.

See Page 4.22 for descriptions of the Special Districts in the City.

Please See Matrix 1, Page 4.59 for to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Residential:

- Low intensity residential uses are appropriate in and adjacent to existing neighborhoods throughout the eastern and southern portions of the area.
- Medium intensity residential use is appropriate in the area east of Highway 66 and west of Muskogee Avenue. Medium intensity residential use may be appropriate in other parts of the Area and should be considered on a case by case basis, particularly in the case of a potential redevelopment. Medium intensity residential uses may be used to buffer low intensity residential neighborhoods from the uses in the Hwy 66 Special District Corridors. See *Goal Group 3: Housing, Goal E, Pages 5.27 and D.29*.

See Goal Group 3: Housing. Chapter 5, and Appendix C.

Commercial Uses:

- Low intensity retail and office uses are appropriate in the Hwy 88 Corridor. Development proposals in this corridor should be carefully considered in light of the potential improvement to Hwy 88 south to Inola. These decisions should also consider the impact of a potential realignment to Hwy 88 on the

west side of Hwy 66. See *Exhibit E.3*. That realignment may have the effect of removing the State Highway designation in this Area, north of Flint Road. If the State Highway designation is removed it will in turn affect the uses that are appropriate the northeastern stretch of the Highway as it enters the City on the east. Any project that requests for intensification of use should be reviewed with this potential future in mind.

- Vehicle oriented high intensity commercial uses are appropriate along Hwy 66. Curb cuts should be minimized. Character and revenue producing impacts should be considered as priorities. .
- Low intensity commercial use is appropriate along the north side of Country Club Drive from the intersection with Muskogee to the west.
- Low intensity office uses may be appropriate in transition areas between corridors and residential neighborhoods and should be considered on a case by case basis. Traffic impacts should be avoided.

See Goal Group 2: Economic Development, Employment and Tourism, Chapter 5, and Appendix C. Also See Goal Group 1: Community Beautification Chapter 5, and Appendix C.

Industrial Uses:

Industrial uses are not appropriate in the Corridor.

4. SOUTHWEST QUADRANT

(south of Archer Street and west of the Burlington Northern Railroad):

The Southwest portion of the City includes a portion of the Hwy 66 Special District, (CD.3) single family land use and the largest contiguous area of undeveloped property inside the City limits. This quadrant has the potential to be the primary growth area in the City, with Regional impacts, pending the realignment of Hwy 20 and possibly Hwy 88. See *Exhibit D.3*. The realignment of these Highways will potentially result in their intersection, west of Hwy 66 and north of King Road. If the realignment occurs, the close proximity of three State Highways is anticipated to create an area that could become a primary commercial area in the Region.

The relationship of the medium and high intensity uses in the Special Districts and the existing and future residential uses north of Country Club Drive should be reviewed on a project by project and cumulative basis.

Special Districts: A portion of District CD.3 (Hwy 66 Corridor) and the entirety of CD.7 (Southwest District) are located in the Southwest quadrant and described at the end of this section.

See Page 4.22 for descriptions of the Special Districts in the City.

Please See Matrix 1, Page 4.59 for to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Residential Uses:

Low intensity residential uses are appropriate in the mile section between Holly and Country Club, west of Brady / Frederick.

Medium intensity residential uses are appropriate as buffers along the west and north sides of the Hwy 66 and Southwest Special Districts.

See Goal Group 3: Housing. Chapter 5, and Appendix C.

Commercial Uses:

- Low intensity commercial use may be appropriate along the south side of Holly Street and should be reviewed on a project by project basis. Preservation of the character of the residential neighborhood south of Holly Street should take precedence.
- High intensity use is appropriate in the Hwy 66 and Southwest Special Districts. Highway commercial, entertainment, recreation and large scale retail (big box) stores are appropriate in these locations. Special District standards should be enforced to ensure that the character of this high intensity development is consistent with the Region's emphasis on quality life style. Four sided architecture and shaded areas to reduce the heat impacts of "parking fields" are examples of recommended design considerations.

See Goal Group 2: Economic Development, Employment and Tourism, Chapter 5, and Appendix C. Also See Goal Group 1: Community Beautification Chapter 5, and Appendix C.

Industrial Uses:

- Low intensity industrial uses such as business and research parks may be appropriate in the Special District. Warehousing or other similar low impact use may be appropriate. Industrial uses should be screened from highway corridors. Structures should minimize visual impacts.

See Goal Group 2, Economic Development, Employment and Tourism Page 5.11 for additional review criteria. See 2A.2 and 2A.5 as examples.

SPECIAL DISTRICTS
(Refer to Exhibit 4.5)

Claremore Transportation Corridor Districts:

(CD.1) Will Rogers Corridor

Will Rogers Boulevard links Rogers State University (RSU) and the Will Rogers Memorial in the west with Hwy 66, Downtown and I-44 in the east. This corridor is a primary east / west collector, is substantially built out and is punctuated by views to RSU in the west and the Will Rogers Hotel at the intersection with Hwy 66. This Corridor links Hwy 88 in the west with Hwy 20 in the east which provides through access to Mayes County. The corridor has two important functions: It is the primary access into Claremore from the east and it serves as "Main Street". The Special District runs from Hwy 88 in the west to I-44 in the east.

Significant improvements to the street and the curbs have recently been completed in the area west of Highway 66. New improvements are planned in the downtown core. East of downtown, between the intersection with Patti Page Boulevard and the I-44 interchange development tends toward a state of mild disrepair. Overall, the corridor continues to be an underdeveloped resource as a link between the school, the hotel / downtown and I-44.

To enhance the corridor's image building / revenue producing capability the following should be considered as part of the Will Rogers Boulevard Special district.

- Intensification of use should be encouraged in the corridor. Two and three story buildings should be encouraged. Pedestrian and bicycle links should be created between RSU and Downtown.
- A phased, funded improvements program should be considered. This program should identify existing areas for landscaping improvements and areas for future improvements that might be negotiated upon redevelopment. Future street improvements, utility under grounding where possible, and improvements to existing signage should be considered. New development in this Corridor should contribute to corridor improvements.
- Retail commercial (sales tax producing) uses should be considered as a preferred use for parcels facing the Boulevard. Signage, landscaping, parking and visible building materials and orientation to the street should be reviewed for visual impacts to the travel corridor. Redevelopment of existing commercial areas should be reviewed for compatibility with pedestrian friendly planning standards. Large parking "fields" are not encouraged.
- A "Front Door" and a "Main Street" mentality should be adopted. Orientation to the east should not be overlooked.
- Multi family and/or higher intensity residential uses should be considered as appropriate residential uses adjacent to commercial uses.

- A comprehensive approach to development of parcels fronting the Boulevard should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.
- Office uses are acceptable development types, particularly as second floor uses.
- Single Family residential projects are not appropriate adjacent to the Boulevard.
- Industrial uses, including business parks, should be discouraged.
- New development should be reviewed to ensure compatibility with existing development and the historic context. It should support an image of new vitality with respect for the past.
- Projects in the Downtown Special District or the University / Culture and Arts District should be reviewed under the standards of those districts. *Zoning Code will be revised to include special districts.*

(CD.2) Blue Starr Corridor:

The Blue Starr Corridor is a primary link between the east and west portions of the City. A significant level of traffic uses the corridor between Hwy 88 and Hwy 66 and between Hwy 66 and the residential areas near Claremore Lake. Blue Starr is an area in transition; it includes a range of residential, office, commercial, light industrial and recreational uses, from mobile homes to the Regional Hospital to the American Legion Baseball Stadium with churches sprinkled in.

Blue Starr is shown as a trail link between RSU / the Will Rogers Memorial and Claremore Lake. See *Exhibits D4 and D5*. Other factors that may influence and encourage growth in this Corridor include the proposed interchange / overpass at the Burlington Northern Rail Line / Hwy 66, proposed signalization at Hwy 88 and proposed widening between Hwy 88 Sioux Avenue. *Chapter 3, Section H*.

Light industrial uses are also located near the intersection with Hwy 66. This important Corridor also forms the northern boundary of the University / Arts District.

In the future the Corridor may have a "split personality". Uses that may be appropriate west of Hwy 66 may not be appropriate east of Hwy 66. In the past, significant traffic levels have been present all along the Corridor from Hwy 88 to Florence Avenue.

A concentration of Medical office space at the Florence / Blue Starr intersection has clustered around the Regional Hospital at that location. Reduced, but still significant levels of traffic are present east of Florence, between it and Sioux Avenue.

The American Legion baseball field is located there. Sioux Avenue is also a primary route for residents heading north to school facilities and sports facilities.

The creation of the new office park north of Lowry Road, between Sioux and Hwy 66 will, over time, significantly impact traffic patterns in this area as medical facilities move to the north. This location is in keeping with the Comprehensive Plan policies of locating public facilities along primary transportation routes. See *Goal Group 4: Infrastructure, Facilities and Services, Goals 4C and 4D. Particularly Objectives 4C.2 and 4D.4.*

This change to traffic patterns will impact future land use on the east side of Hwy 66. Overall, three specific areas of character are anticipated to emerge and should be encouraged along the Corridor. Moving from west to east:

- Hwy 88 to approximately Chambers Avenue -- the hillside area. This area is residential in nature and is anticipated to remain that way, taking advantage of the views to the east and the south.
- Chambers Avenue to Hwy 66. This segment will include a mix of uses including office, commercial and some light industrial space.
- Hwy 66 to approximately Sioux Avenue. This segment will include commercial uses near Hwy 66 and in various locations along its length. It will also include a variety of office uses.
- The area east of Sioux Avenue is primarily residential, includes a number of existing neighborhoods and continues to be one of the City's most desirable residential locations. It is outside the Special District and should remain residential in character.

Growth pressures east of Hwy 66 are anticipated to diminish with distance from it. These pressures are anticipated to increase west of Hwy 66, particularly in the event of a grade separated railroad crossing at this location.

Review of new projects will center around an appropriate transition between existing residential and proposed commercial, office and service uses.

To appropriately protect the existing residential character and support the Corridor's transportation and revenue producing capability the following should be considered as part of the Blue Starr Special District:

- Low intensity office and commercial uses are appropriate in the eastern portion of the corridor. See *Goal Groups 1 and 2, Chapter 5, and Appendix C.*
- Medium intensity residential uses may be appropriate in the eastern portion of the Corridor. See *Goal Group 3, Chapter 5, and Appendix C.*
- Medium intensity commercial, office and residential uses are appropriate on the east side of Hwy 66, near the intersection.
- Medium intensity commercial, office and industrial uses area appropriate on the west side of Hwy 66, near the intersection. Medium intensity residential

uses may be appropriate and should be reviewed on a case by case basis. Revenue producing uses should have precedence near the intersection.

- Low intensity office and commercial uses may be appropriate in the area west of Chambers Avenue and should be reviewed on a case by case basis.
- New projects should minimize additional curb cuts and should not create traffic impacts adjacent residential streets.
- Two story structures adjacent to Blue Starr are appropriate. Second floors should not view into residences or yards.
- Colors and materials should complement existing residential neighborhoods. Loading areas and trash receptacles should be screened from residential uses.
- New development along the Corridor should participate in trail construction and Right of Way improvements.
- A phased, funded improvements program should be considered. This program should identify existing areas for landscaping improvements and areas for future improvements that might be negotiated upon redevelopment. Future street improvements, utility undergrounding where possible, and improvements to existing signage should be considered.

(CD.3) Hwy 66 Corridor:

The Hwy 66 Corridor is the primary image building and revenue producing corridor through the central portion of the county, bisecting the City of Claremore. The intersection of Will Rogers Boulevard and Hwy 66 can be considered as the “core” of the City.

This corridor has historic, nationwide roots. Locally, it serves as primary access to most of the City's significant number commercial and industrial areas. It travels through a variety of development conditions from vacant and agricultural lands and links the Claremore Core with the core areas of Catoosa, Verdigris, Foyil and Chelsea. (Chelsea and Foyil are outside the current study area).

Most of the east side of Hwy 66 is built out from Country Club Drive to the north. Both sides of the Highway are built out from Archer Street north. South of Archer the west side of the Highway is intermittently developed, primarily because of difficulty crossing the Burlington Northern Railroad which parallels the Highway. Much of the Highway south of Archer includes large parkways on either side of the travel way with a large center median. North of Archer the Hwy takes on the feel of an urban arterial with minimal landscaping and multiple access points on either side.

Signage, landscaping, lighting and building materials are inconsistent in this Corridor. Significant emphasis should be placed on consistency and quality in rural, suburban and urban conditions.

At this time Hwy 66 is the most visible and primary revenue producing roadway in the City. The Highway should continue to act as a revenue producer and should maintain its historic roots, particularly in the downtown area. To protect and enhance the corridor's image building / revenue producing capability the following should be considered when reviewing development proposals that are within the Hwy 66 Special District.

- A phased, funded improvements program should be considered. This program should include landscaping, street improvements, utility under grounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in the Corridor Improvements program.
- Medium and high intensity retail commercial (sales tax producing) uses should be considered as preferred uses. Signage, landscaping, parking and visible building materials and orientation to the street should be reviewed for visual impacts to the travel corridor.
- Medium and high intensity residential uses should be considered as appropriate residential uses adjacent to commercial uses, creating a buffer between commercial and low intensity residential uses.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.
- Medium and high intensity office uses are acceptable development types. Multi story structures (to four stories) may be appropriate.
- Mixed uses are appropriate on one lot and / or in one structure.
- Single Family residential projects are visually appropriate but should be reviewed in light of the loss of revenue producing property.
- Industrial uses should be discouraged on parcels directly adjacent to the Highway. Additional review should occur for industrial proposals to ensure screening and use of appropriate building materials.
- Medical and office uses are appropriate in the northern portions of the City limits. High intensity / high impact uses may be appropriate in the area north of Lowery Drive, subject to compatibility with medical care uses.
- Projects proposed for Claremore's core area should be reviewed to ensure compatibility with existing development, historic context and support of the image of new vitality with respect for the past.

- Projects in the area of the Downtown Special District should be reviewed under the standards of that district.

(CD.4) Hwy 88 Corridor:

Highway 88 is a primary east / west collector in the central portion of the County, linking Oologah and Highway 169 in the west with the City of Claremore in the east. The Highway is also a primary north / south collector linking Claremore with the City of Inola in the southeast, crossing I-44 and Hwy 412 along the way.

The Highway meets Will Rogers Boulevard in the western portion of the City of Claremore, follows it to Lynn Riggs (Highway 66), turns south to 1st Street and turns east, running to the southeast toward Inola. Because of this circuitous route through Claremore Highway 88 has been the subject of significant realignment studies. A preferred realignment for the Highway would take it due south at the bend in Will Rogers Boulevard and continue south to intersect the proposed realignment of Hwy 20. See *Exhibit D4*. Improvements and realignment are subject to finding appropriate funding sources.

The Highway 88 Corridor in the City of Claremore is located from Lowery Road the north to Blue Starr Drive in the west and from the limits of the Downtown Special District to the City limits in the east. See *Exhibit 4.5*

These two conditions differ significantly. In the west, Hwy 88 is bounded on the west by large parcels with scattered residential, ag and commercial development and church use. Residential development predominates on the east side of the Highway. In the east, Highway 88 is bounded by residential uses to the west and the Union Pacific Railroad to the east.

To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 88 Special District.

West:

- Light intensity retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major collectors. Medium intensity commercial should be considered. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Light and medium intensity office uses are appropriate.
- Highest intensity uses should be concentrated at intersections with major county wide collectors.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.
- Primary access from the Highway into single family additions should be minimized.
- Existing residential development should be respected.
- Manufacturing and Industrial uses should be not be allowed in the corridor.

East:

- Low intensity office and commercial uses may be appropriate.
- Parcels between the Highway and the 1st residential street to the west may be considered for intensification of use.
- Existing residential development should be respected.
- Manufacturing and Industrial uses should be not be allowed in the corridor.
- Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor and to the adjacent residential uses.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points.

Claremore Special Use Districts:

(CD.5) Downtown District:

The boundaries of this district are Owalla Avenue in the west, Choctaw Avenue in the east, 5th Street in the north and Claremore Street in the south. See *Exhibit 4.5*. This area encompasses the core of the City and includes:

- A mix of uses (retail, office and residential space) in an urban form (zero setbacks, on-street parking)
- government facilities such as City Hall, police and fire stations and the County Courthouse
- State Highways (66, 88 and 20) and their attendant commercial uses
- The Burlington Northern and Union Pacific rail lines
- The primary intersection in Claremore
- The Historic Core (Will Rogers Boulevard)
- Residential districts which include a range of homes sizes and types in a range of conditions

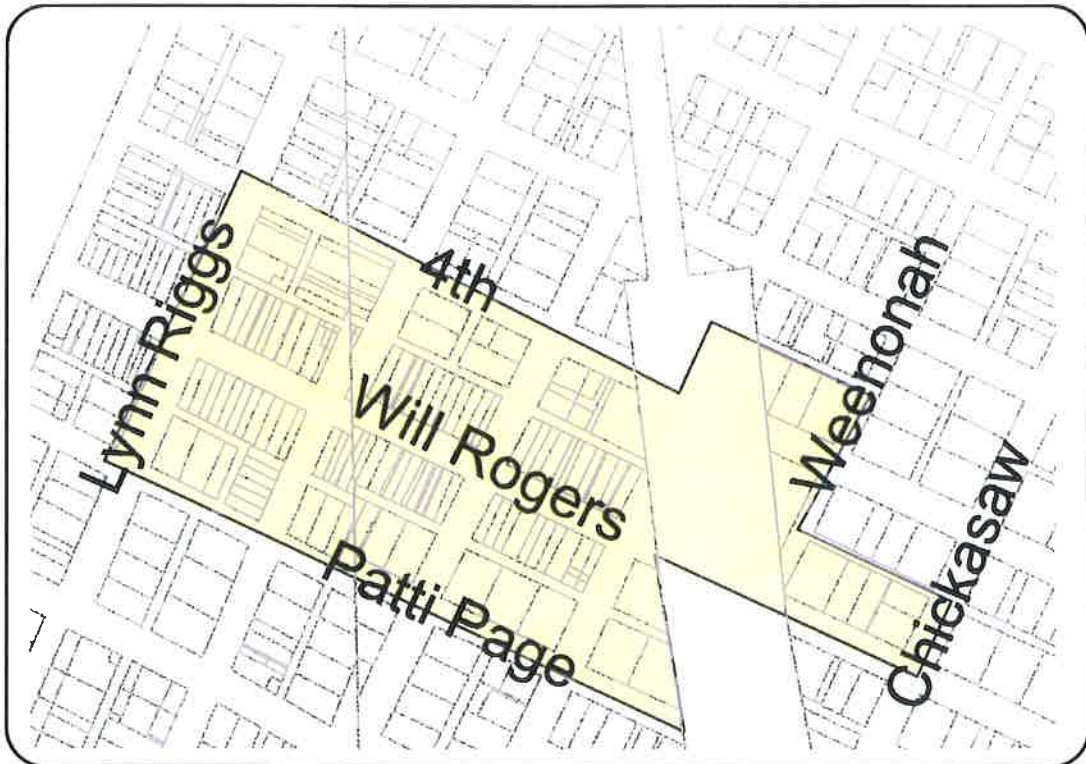
This District and the areas immediately adjacent to it contain Claremore's primary historic examples. They are in turn a primary visual link to the Region's past. Because the City of Claremore recognizes the need to preserve the heritage of the Community it has created a Claremore Historic District within the Downtown Special District. The boundaries of the Claremore Historic District are as follows:

Beginning at the corner of Lynn Riggs Boulevard and Patti Page Boulevard; from and along Patti Page Boulevard to the east main track of the Burlington Northern Santa Fe Railroad; along said track to its crossing at Will Rogers Boulevard; along Will Rogers Boulevard to Weewonah Avenue; along Weewonah Avenue to the first property line currently used as alleyway and following said boundary to Chickasaw Avenue; along Chickasaw Avenue to the first alleyway then following said alleyway North to Weenonah Avenue; along Weenonah to the east to the next preceding alleyway; through said alleyway to the track of the Burlington Northern Santa Fe Railroad; along said track to the west to Fourth Street; along Fourth Street to Lynn Riggs Boulevard; along Lynn Riggs Boulevard to the west to meet the point of beginning. See *Exhibit 4.1, Page 4.30*

To protect and enhance the District's image building and revenue producing capabilities and its established neighborhoods the following should be considered as part of the Downtown Special District, which includes the Claremore Historical District.

- Medium and high intensity uses commercial and office use is appropriate. Mixed use (commercial, office, residential) on single parcels should be encouraged. The Zoning Code should be refined to clearly give direction to proposed mixed use projects.

EXHIBIT 4.1
City of Claremore Historic District



- A phased, funded improvements program should be considered that includes landscaping, street/sidewalk/curb improvements and street furniture such as lighting and benches. This program should work with and complement the ongoing Main Street effort. New development should participate in these improvements.
- Intensification, including increased height, is encouraged.
- Pedestrian orientation should be encouraged as part each new project.
- Single family residential or industrial uses are not appropriate.
- Specific design standards for new and reconditioned structures should be defined in all new proposals.
- Medium and high density residential uses are appropriate in the areas immediately adjacent to the mixed use core and should be considered in residential areas near the core that are candidates for redevelopment.
- Cultural and Artistic uses should be encouraged. *See Goal Group 5, Chapter 5, and Appendix C.*
- Established residential neighborhood character should be protected.
- New structures should relate in color, style, mass and material to the historic context. *See Goal Group 1, Goal 1.C, and Goal Group 8, Goal 8B.*

(CD.6) University / Arts District:

The boundaries of this district are Clubhouse Road in the west, Blue Starr Drive in the north, Chambers Avenue in the east and Parkwood Drive / Driftwood Drive and Dupont Street in the south. At Chambers Street the District includes a small area south to Cedar Street and west to Moore Avenue. This District has three existing anchors, the Will Rogers Museum and Memorial, the Rogers State University (RSU) campus and the Expo / Super Recreation Center

The District contains significant open space and land owned by the University in the west and significant area of older housing in the south and east, much of which is candidate for redevelopment.

To utilize the District's potential to create a University atmosphere in Claremore and to become a core area for pursuit of the Visual and Performing Arts the following should be considered as part of the Downtown Special district.

- Medium and high intensity uses and mixed use (commercial, office, residential) on single parcels should be encouraged. The Zoning Code should be refined to clearly give direction to proposed mixed use projects.

- Commercial recreational uses and parks and community facilities are appropriate.
- Specific design standards for new and reconditioned structures should be defined
- Specific standards for pedestrian oriented development along Will Rogers Boulevard should be defined and included in the Special Districts Chapter of the Zoning Code. Until that time each new development should identify the ways that it is oriented to pedestrians.
- Entertainment and performance/assembly uses should be encouraged.
- Higher density residential uses are appropriate in this district and should be considered in existing residential areas that are candidates for redevelopment.
- Low and medium intensity neighborhood commercial and service uses should be encouraged along DuPont.
- Manufacturing and Industrial uses are not appropriate.
- District specific standards for higher density development should be considered and included in the Zoning Code. Examples include reduced street widths, reduced setbacks, increased height, floor area and coverage.
- A specific plan for development should be prepared that ensures bicycle and pedestrian access between the University and the downtown area and ties it to the Master Trails Plan.

(CD.7) Southwest District:

The District is bounded by Southaven Road in the west, Country Club Drive in the north, the Burlington Northern Railway in the east and King Road in the south.

This area has the potential to be the primary retail and entertainment center in the County with the proposed improvements to Country Club Drive and King Road and the proposed realignment of Hwy 20 to loop around the south end of the City.

To guide and direct the coordinated and pleasing development of this district and to encourage its revenue producing capability the following should be considered as part of the Southwest District.

- Specific standards for development in this District should be included in the Zoning Code. Those standards should address the visual and operational issues associated with high volume, vehicle oriented commercial development, including signage.

- Standards should address the relationships of commercial uses with high density, vehicle-oriented residential use.
- Large scale commercial uses such as major retailers should be encouraged
- Entertainment uses such as movie theaters and eating establishments should be encouraged along with overnight stay facilities.
- Higher density residential uses should be encouraged.
- Single family residential projects should not be encouraged.
- Manufacturing or industrial projects should not be encouraged.
- A phased, funded improvements program should be considered. This program should identify means to accomplish the proposed streets improvements program for this area. It should provide for infrastructure undergrounding of utilities and landscaping

ROGERS COUNTY

Overview

The Plan for growth for unincorporated area of Rogers County builds on existing land use patterns. The highest intensities of use have traditionally been located along the primary transportation corridors which include a number of state highways. Other areas of high intensity use are in the area surrounding the Port of Catoosa and near various mining operations. See *Exhibit F.11* these patterns will continue.

The Plan identifies nine (9) Special Districts that are located along primary Region-Wide transportation corridors. The nine districts are as follows:

Regional District (RD) .1	Route 66 Corridor	45
RD.2	Hwy 169 Corridor	46
RD.3	Hwy 20 Corridor	47
RD.4	Hwy 20 Corridor (East)	48
RD.5	Hwy 88 Corridor	49
RD.6	Hwy 266 Corridor	52
RD.7	Hwy 167 Corridor	54
RD.8	McLelland Kerr-Corridor	55
RD.9	Hwy 412 Corridor	55
RD.10	I-44 Corridor	56

For purposes of this Plan the County has been divided into four (4) quadrants:

1. Northwest Quadrant: West of Lake Oollogah and North of Hwy. See *Page 4.35*
2. Northeast Quadrant: East of Lone Elm (S4130) and North of Hwy 20. See *Page 4.38*.
3. Southeast Quadrant: East of Hwy 66 and South of Hwy 20. See *Page 4. 40*.
4. Southwest Quadrant: West of Hwy 66 and South of Hwy 20. See *Page 4.42*

New Growth Areas

New growth in the County will tend toward the southwest and the northwest for a number of reasons:

- Existing growth pressure along the Highway 66 area near Verdigris and Catoosa
- The potential for industrial development (jobs) in Fair Oaks in northwest Tulsa County
- The potential realignment of Hwy 20 and Hwy 88. The intersection of Hwy 20 and Hwy 66 is an area with potential for significant growth.

- The relocation of the Sanitary Sewer Treatment plant to the south on at the Verdigris. The backbone line along Dog Creek will open the drainage basin to development
- Lack of available land and infrastructure to the north and east.

Residential growth continues to move north along Hwy 169 as land prices continue to rise in the southern portion of the County. Commercial growth may follow, particularly along the Hwy 169 Corridor.

Growth pressure is also present along Hwy 20 to the east. The City of Claremore has recently considered annexation along Hwy 20 to Will Rogers Downs and the Regional Airport. Statewide relaxation of gambling laws may fuel expansion of the race track and new growth to the east.

A Planned Unit Development of significant size, Stone Canyon, has been approved in the southwest portion of the County. The project is approximately 3,300 acres in size, includes a maximum of 5,491 homes at build out and is bounded by 145th East Avenue in the west, 76th Street North in the north, 193rd East Avenue in the east and Hwy 266 (port Road) in the south. This development proposes residential and commercial land use, maintains some mining use and will create traffic pressure along Hwy 266, particularly at the intersection with 193rd East Avenue. It will increase the need for commercial development in and around the City of Catoosa and the Port.

For additional discussion of anticipated growth pressures and direction please refer to Chapter 3, Section G.

DESCRIPTIONS OF LAND USE BY QUADRANT

1. NORTHWEST QUADRANT

(west of Lake Oologah and north of Hwy 20)

This quadrant includes one of the primary growth corridors in the county, the US 169 Corridor north of the City of Owasso. As land becomes more expensive in the Owasso area growth will naturally travel up the transportation corridor toward the town of Oologah. Flood prone areas along the Caney River serve as a barrier to development and will act to “bottle it up” until the pressure is great enough to leap the barrier and move toward Rogers County and Oologah.

The western portion of Rogers County is experiencing residential growth moving east out of Collinsville, some of which is moving north of Hwy 20. As land values increase in the southern portion of the County growth pressure will increase toward Oologah. At Oologah, will continue north and will turn to the east, following Hwy 88 and existing infrastructure. Improvements to Hwy 88 should be considered to accommodate potential traffic increase between Oologah and Claremore.

This quadrant will continue to experience single family residential growth and will require infrastructure upgrades.

Special Districts: Portions of District RD.3 (Highway 20 Corridor) and RD.4 (Hwy 88 Corridor) and the entirety of RD. 2 (169 Corridor) are located in the Northwest quadrant and described at the end of this section. See *Page 4.45 for descriptions of Special Districts in the County.*

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- The agriculture land use districts protect agricultural uses and limit the expansion of growth. The purpose of this limitation is to ensure efficiency of infrastructure use and to increase the ability to maintain it. Agricultural land uses are indicted in the northwest portion of the County, generally north of E410.
- They are also generally located in:
 - the area more one (1) mile north of Hwy 20
 - the area more than two (2) miles east of the County boundary
 - the area more than two (2) miles south of Hwy 169
 - the area more than two (2) miles west of Hwy 88 as it heads south into Claremore.
- Proposals for growth in agricultural areas are not encouraged during this planning period. Proposals should be reviewed in a detailed manner and

should include special benefits such as employment or housing of a type unavailable elsewhere in the Region. These benefits should be reviewed in light of required infrastructure expansion and potential growth impacts in a remote area. Changes in use from the agriculture district require a Comprehensive Plan amendment prior change in zoning designation. Specific requirements for amendment are described in Appendix B, Implementation.

See Objective 1B.3, and Objective 8D.3, Chapter 5, and Appendix C, Also Chapter 3 Section F, Page 3.11.

Residential Uses:

- Low intensity residential uses are appropriate in the Northwest Quadrant. These uses should be concentrated in relatively close proximity to existing development to ensure efficient use of infrastructure. “Leap frog” development should be discouraged. *See Basis for the Plan, Chapter 3 Page 3.11 See Objective 3D.3, Chapter 5, and Appendix C.*
- Expansion of residential land use during the planning period should generally be limited to the area in the first mile north of Hwy 20, the area within two (2) miles of the County’s western border and, the area within (two) 2 miles of Hwy 169.
- Low intensity residential growth is appropriate east of the Town of Oologah, between it and Lake Oologah.
- Low intensity residential growth is appropriate west of Oologah along East 410 (Crusher), in the first mile north and south to Hwy 169.
- Medium intensity residential use is appropriate in Special Districts and at the edge of Special Districts as a transition between the District and Low Intensity Residential use. *See Goal Group 3: Housing, Goal E, Chapter 5, and Appendix C.*

Commercial Uses:

- Low intensity commercial use is appropriate in the Special District along Hwy 20 (RD.3) and should be reviewed subject to the specific requirements of that District as outlined in the Zoning Ordinance. Medium intensity commercial use may be appropriate at arterial street intersections.
- Medium intensity commercial uses are appropriate in the Hwy 88 Corridor (RD.4) and should be reviewed subject to the specific requirements of that District as outlined in the Zoning Ordinance.

- Medium intensity commercial uses may also be appropriate along the 169 Corridor, north of the Town of Oologah, between it and Talala. Development in this corridor should not be “leap frog” in nature and should not outpace available infrastructure. Infrastructure should not be extended to serve a single development. *See Basis for the Plan, Chapter 3 Page 3.11. See Objective 3D.3, Chapter 5, and Appendix C.* Development proposals should be reviewed subject to the specific requirements of the Special District as outlined in the Zoning Ordinance.
- Medium and High intensity commercial uses are appropriate in the Hwy 169 Corridor (RD.2) and should be reviewed subject to the requirements of that District.

Industrial Uses:

- Low intensity Industrial use (business and Research Park, clean or high tech industry) may be appropriate in areas between the existing AEP plant (south of Hwy 88) and Hwy 88 or between it and Hwy 169. These areas are within Special Districts RD.2 and RD.4 and proposed development in these areas should be reviewed subject to the requirements of those Districts, as outlined in the Zoning Ordinance.
- Research Park and Light Industrial Uses may be appropriate along Hwy 20, east of I-44, particularly in the area of the Airport Industrial Park.

2. NORTHEAST QUADRANT

(east of Lone Elm (S4130 and north of Hwy 20)

This Quadrant includes portions of the County located on the west, north and east sides of the City of Claremore. There are currently no primary growth regions located in this quadrant. However, if the towns of Foyil and Chelsea are able to fund connection to the Regional Sewer System the Hwy 66 Corridor north of Claremore has the potential to become a significant growth area. The City of Claremore has recently annexed area adjacent to Hwy 20, extending east to Will Rogers Downs. Growth in the City along the Hwy and in the area of the Downs may trigger adjacent growth in the County.

Special Districts: Portions of Districts RD.1 (Highway 66 Corridor), RD.3 (Highway 20 Corridor) RD.4 (Hwy 88 Corridor) and RD. 8 (Hwy 44 Corridor) are located in the Northeast quadrant and described at the end of this section. See Page 4.45 for descriptions of Special Districts in the County.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- Agricultural land use is recommended as a limit to growth along the northern boundary of the Planning Commission's jurisdiction. The purposes of this limit are to ensure efficient use of infrastructure, deter leap frog development and deter development in areas outside the jurisdiction of the Commission and the Building Inspector.

See Objective 1B.3, Objective 8D.3 and Chapter 5, and Appendix C. See Also Basis for the Plan, Chapter 3, Section F Page A.7 and Objective 3D.3.

Residential Uses:

- Low intensity residential uses are appropriate outside the Special Districts in the remainder of the area. Intensity should decrease with distance from the Claremore boundary.
- Medium intensity residential uses may be appropriate in Special Districts and at the edge of the Districts as a transition into low intensity residential uses. *See Goal Group 3: Housing, Goal E.*
- Medium intensity residential uses are appropriate in the first mile north of Hwy 20 and adjacent to the west boundary of the City of Claremore which is the University / Arts District. .
- Medium and high intensity residential uses are appropriate in the Hwy 20 corridor. *See Hwy 20 Special District RD.4.*

Commercial Uses:

- Low intensity commercial uses may be appropriate along Hwy 20, west of Claremore. Future realignment of Hwy 20 should be part of any development review in this area. If Hwy 20 is realigned to the south commercial uses will be less appropriate along the previous Hwy alignment and should be reviewed on a case by case basis. *See Hwy 20 (RD.3), Page 4.48.*
- Low and Medium intensity commercial uses are appropriate in the Special Districts along the Hwy 88 and Hwy 66 corridors and in the Hwy 20 corridor east of Claremore. Proposed development in these areas should be reviewed subject to the requirements of those Districts, as outlined in the Zoning Ordinance.
- High intensity commercial uses are appropriate in Special District 9 (I-44 Corridor) and should be reviewed subject to the requirements of that District.

Industrial Uses:

- Low intensity industrial uses such as research and development or clean industry may be appropriate in the Hwy 66 corridor subject to the provisions of Special District RD.1.
- Low and Medium intensity industrial uses may be appropriate in the I-44 corridor, given its interstate status. These uses are subject to the provisions of Special District RD.9.
- Low and Medium intensity industrial uses are appropriate in the area in and adjacent to the Claremore Regional Airport. *See RD 3, Page 4.49*

See Basis for the Plan, Chapter 3, Section F.

3. SOUTHEAST QUADRANT **(east of Hwy 66 and south of Hwy 20)**

This Quadrant includes Hwy 66 and I-44 which are the major north / south collectors in the Region, the soon-to-be- widened Hwy 88 link between Claremore and Inola, and the area adjacent to the Fair Oaks Community and the US 412 Corridor. It also includes the location of the new Regional Sewer Treatment Facility at the confluence of Dog Creek and the Verdigris River. As mentioned previously, this facility and the backbone line that will feed it may become a significant growth inducing factor in the area between the Town of Verdigris and Hwy 88.

Inola is experiencing growth. The Community sees its future development as extending west along Apache Street and North along the Hwy 88 Corridor. Hwy 88 north of Inola is not within the jurisdiction of the Planning Commission. See *Exhibit 4.9*.

The McLelland-Kerr Navigation Channel Special District is (RD.7) included in this quadrant. The Channel intersects Hwy 412 at Port 33, just west of Inola. This area could be a significant industrial growth area if infrastructure were to be extended to it. The area lies to the east of the community of Fair Oaks. If Fair Oaks were to attract large scale industrial use, infrastructure from that area could be extended to the east creating significant industrial development from Port 33 to the Port of Catoosa.

The vacant area between the new Creek Turnpike alignment and Hwy 66 (including that portion of the former Turnpike alignment that has been taken out of service) should be the focus of additional study. The City of Catoosa and the Oklahoma Turnpike Authority have expressed interest in the development of that area.

Other items of note:

- Large portions of this quadrant are not included in any Rural Water or Fire District. See *Exhibits E.4 and E.5*.
- Areas near the Verdigris River are subject to flooding. See *Exhibit E.6*.
- Soils south of Verdigris on the west side of Dog Creek are very slow to perc. This condition continues on the south side of the Verdigris River. These areas appear to require sanitary sewer -- conditions do not appear to support septic systems. See *Exhibit E.9*.
- Soils are rich in organic matter along Dog Creek and the Verdigris River. See *Exhibit E.12*

Special Districts: Portions of District RD.3 (Highway 20 Corridor), RD.4 (Hwy 88 Corridor) and RD. 8 (Hwy 44 Corridor) are located in this quadrant. RD.7 (McLelland Kerr Navigation Channel) and RD.8 (Highway 412 Corridor) and entirely within the Southeast quadrant. Special Districts are described at the end of this section.

See Page 4.45 for descriptions of Special Districts in the County.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- Agricultural land use is recommended in the area between the Navigation Channel and the eastern boundary of the Planning Commission jurisdiction, South of Yocham and north of the Hwy 412 Special District. The purpose of this district is to ensure efficient infrastructure expansion and limit leapfrog development in the Dog Creek basin and in the area north of Hwy 412.

See Objective 1B.3, Objective 8D.3, and also Basis for the Plan, Chapter 3, Section F, and Objective 3D.3, Chapter 3 and Appendix C.

Residential Uses:

- Low intensity residential uses are appropriate in the areas:
 - Between the I-44 Corridor (Special District 9) and the eastern boundary of the Planning Commission jurisdiction
 - In the area between the I-44 and Hwy 88 Corridors (Special Districts 8 and 4) and north of the Verdigris River
 - In the area west of Inola and south of 11th Street
- Medium intensity residential uses are appropriate in the I-44, Hwy 66 and Hwy 412 Corridors. They may be appropriate in the Hwy 88 Corridor.
- Medium intensity residential uses are also appropriate:
 - In the Navigation Channel Corridor (Special District 7)
 - In the area within two (2) miles south of the I-44 / Hwy 88 intersection
 - In the area south and west of the Navigation Channel Corridor and north of the Hwy 412 Corridor
- Medium intensity residential uses may also be appropriate in areas immediately adjacent to Special Districts, used as a buffer between uses in the District and the adjoining low intensity residential uses. *See Goal Group 3: Housing, Goal E. Chapter 3, Section F, Chapter 5, and Appendix C*

Commercial Uses:

- Low intensity commercial uses are appropriate in the area on the south side of 11th street west of Inola.
- Medium intensity commercial uses are appropriate in the Hwy 66, I-44 Hwy 88 and Hwy 412 Corridors. Proposed commercial development in these areas should be reviewed subject to the requirements of those Districts, as outlined in the Zoning Ordinance.

- High intensity commercial uses are appropriate in the Hwy 412 corridors, subject to the requirements of those Special Districts, as outlined in the Zoning Ordinance.
See Exhibits 4.9 and 4.10.

Industrial Uses:

- Low and medium intensity industrial uses may be appropriate in the I-44 and Hwy 412 Corridors, subject to the requirements of those Special Districts as outlined in the Zoning Ordinance.
- Medium intensity residential uses are appropriate in the areas:
 - South of E560, east to the Navigation Channel
 - Within the curve of the Channel between it and N4140, south to Hwy 412
 - On the east side of the Channel, south of E570, west of N 4160
 - In Special District 7

4. SOUTHWEST QUADRANT **(west of Hwy 66 and south of Hwy 20)**

This Quadrant is experiencing two primary types of growth. The first is Industrial growth around Port of Catoosa, the second is residential growth moving east out of Collinsville and north of Hwy 266 (Stone Canyon). Future growth inducers may be new development in Fair Oaks and east Tulsa.

Significant quarry operations are located in the area north of Hwy 266 with a quarry north of 66th Street North and west of 161st East Avenue. The relationship of quarry operations and nearby residential areas should be the subject of additional study.

The Catoosa Comprehensive Plan indicates mining use in the areas north of Pine Street and south of 36th Street North, between 145th East Avenue and 161st East Avenue.

Other items of note:

- The Southern portion of the quadrant is not served by a rural Fire Department. *See Exhibit E.5*
- Areas near Hwy 266 and 167 are subject to flooding. *See Exhibit E.6.*
- Bedrock (largely limestone) tends to be near the surface. This increases the cost of development, particularly new infrastructure extensions. This also supports mining operations. *See Exhibit E.8., Exhibit E.11, Exhibit 4.7.*
- Soils south in the Valley Park region and in the Hwy 167 Corridor are very slow to perc. These areas appear to require sanitary sewer -- conditions do not appear to support septic systems. *See Exhibit E.9.*
- There is a high concentration of oil and gas wells near the western boundary, north of Hwy 266. *See Exhibit E.10*
- The 3,300 acre Stone Canyon mixed use PUD will add traffic and commercial pressure onto Hwy 266 and 193rd East Avenue, particularly in the area near the intersection of these two primary travelways.

Special Districts: Portions of Districts SD.1 (Highway 66 Corridor), SD.5 (Highway 266 Corridor) SD.6 (Hwy 167 Corridor) SD. 8 (Hwy 412 Corridor) and SD. 9 (Hwy 44 Corridor) are located in the Southwest quadrant and described at the end of this section.

See Page 4.33 for descriptions of Special Districts in the County.

Please See Matrix 1, Page 4.59 to compare land use and intensity. Matrix 3, Page 4.63 compares zoning and intensity.

Agriculture Uses:

- Agricultural land is recommended to remain in the area from Hwy 266 north to 66th Street north. Primary purposes of this agricultural area are to focus industrial development near the port and protect the residential areas north of 66th Street north.
- Proposals for new industrial development may be appropriate in this area but should be evaluated in light of:
 - other areas nearer the port that are available for industrial development
 - potential impacts to residential areas to the north
 - existing available infrastructure

Residential Uses:

- Low intensity residential uses are appropriate in the area south of Hwy 20 and north of 66th Street north from the Rogers County boundary east to 193rd Street East.
- Medium intensity residential uses may be appropriate in the Hwy 66 or 266 / 167 Corridors or along Hwy 20. Medium intensity uses may also be appropriate as a transition from Special District uses to low intensity single family uses. See *Goal Group 3: Housing, Goal E. Chapter 5, and Appendix C*

Commercial Uses:

Low intensity commercial uses are appropriate in the Hwy 20 Corridor.

- These uses are subject to the provisions of Special District 3. Low intensity commercial uses are also appropriate at the intersection of section line streets in the residential growth area east of Collinsville. Appropriate intersections include 108th and 161, 108th and 193rd, 88th and 161st and 88th and 193rd
- Low and medium intensity commercial uses are appropriate in the Hwy 66, Hwy 266 and Hwy 167 Corridors and will be subject to the standards for Special Districts in those corridors as outlined in the Zoning Ordinance.
- Medium intensity commercial may be appropriate at the intersection of 98th and 193rd; this intersection is centrally located in the area of anticipated residential development.

Industrial Uses:

- Low intensity industrial uses are appropriate in the Special Districts along the Hwy 66, Hwy 167 and Hwy 266 Corridors and will be subject to the standards of those Special Districts. Uses visible from the Hwy should be screened and oriented to minimize view impacts. Business and Research or low impact clean industry is appropriate.
- Medium intensity residential use may be appropriate in the Hwy 66 and Hwy 266 / 167 Corridors. Medium intensity uses in these areas are subject to the standards of the Special Districts and should be reviewed on a case by case basis to minimize impacts to motorists and to adjacent and agricultural uses.
- Medium intensity industrial uses are appropriate in the area south of E540th, east of the Navigation Channel and west of Hwy 66.
- High intensity industrial uses are appropriate in the area on the east side of the Navigation Channel, south of Hwy 266 and north of E540th. They are also appropriate in the area west of the Navigation Channel, south of Hwy 266 and east of Hwy 167, north of Apache.

SPECIAL DISTRICTS

(See Exhibit 4-10)

Region Wide Transportation Corridors

(RD.1) Hwy 66 Corridor:

The Hwy 66 Corridor is the primary image building and revenue producing corridor through the central portion of the county. The Hwy leaves Hwy 412 at Catoosa and travels north through the County, existing in the northeast corner.

This corridor has historic roots, serves as a primary transportation route to a number of commercial and industrial areas and travels through a variety of development conditions from vacant and ag lands to the core areas of Catoosa, Verdigris, Claremore, Foyil and Chelsea. *(Chelsea and Foyil are outside the current study area)*. The Corridor is part of the nationally known Route 66 and as such offers significant potential as a character builder, offering culture unique to the Region, nostalgia and a vision for the future. This potential of this resource should not be underestimated and should not be damaged by haphazard or profit based development that does not respect the policy of balance.

See Goal Group 1, Goal C, Chapter 5, and Appendix C.

To protect and enhance the corridor's image building / revenue producing capability the following should be considered as part of the Hwy 66 Special district.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*
- Retail commercial (sales tax producing) uses should be considered as a preferred use. Signage, landscaping, parking and visible building materials and orientation to the street should be reviewed for visual impacts to the travel corridor. Intensity of use should grow with proximity to signalized intersections and / or interchanges with other major highways.
- Commercial sites should be developed in a cooperative or comprehensive basis to provide visibility for a number of individual establishments. Strip development and individual, leapfrog site development is discouraged.
- Medium and high intensity residential uses should be considered as appropriate residential uses adjacent to commercial uses.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.

- Office uses are acceptable development types, particularly as a second story use.
- Single Family residential projects are visually appropriate but should be reviewed in light of the loss of revenue producing property, impacts to individual homeowners and resistance to future higher intensity development.
- Industrial uses should be discouraged on parcels directly adjacent to the Highway. Additional review should occur for industrial proposals to ensure screening and use of appropriate building materials.

(RD.2) Hwy 169 Corridor:

The Highway 169 Corridor is the primary transportation route in the northern and western portion of the Region, running out the Tulsa Metro area, through Collinsville, into Rogers County, to Oologah and north to the Kansas Border.

Growth pressure is growing south of the Caney River. As land prices increase in Tulsa County the pressure is driving development across the flood prone areas and into Rogers County. Most of the area adjacent to Hwy 169 is agriculturally oriented. New projects have tended to be built on individual basis, unrelated to other structures along the Hwy. Growth is also beginning to move north out of Oologah, toward Talala. Access and infrastructure are two of the major elements that affect the location of new development which should be concentrated at major intersections.

To protect the corridor's transportation function and it's revenue producing capability while creating a positive, comprehensive image for this portion of the Region the following should be considered as part of the Highway 169 Special District.

- Higher intensity uses should be concentrated at signalized intersections and at intersections with significant section line roads.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options.
- Single family additions should not directly access the Highway but should take access from an east / west arterial street.
- Retail commercial (sales tax producing) uses should be considered as a preferred use. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor. *See Objectives 1A.4, Objective 1.D.1, and Objective 2C.3, Chapter 5, and Appendix C.*
- Industrial uses in the corridor may be appropriate adjacent to existing industrial or heavy agriculture (storage) use, utilizing the existing rail line.

Building orientation and screening should be reviewed during the approval process. See *Objective 2A.2*.

- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility under grounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. See *Goal Group 2, Objective 2C.3*.

(RD.3) Hwy 20 Corridor:

Highway 20 is a primary east / west collector in the County, linking Owasso and Highway 169 with Claremore. This Highway has been the subject of significant study and will be rerouted to the south of Claremore, intersecting Hwy 66 at approximately Country Club Road. New interchanges and a connection are proposed for area between Hwy 66 and I – 44. The Highway currently includes significant stretches in the County and City. This Special District includes the area between South Brady in the east and the Rogers County limits in the west.

This Highway has been the subject of significant growth pressure in the western portion of the Region, most of which consists of residential single family development. The new loop around the southern portion of the City will be a significant growth inducer and has the potential to impact downtown Claremore. The area of the Hwy 20 / Hwy 88 / Route 66 intersection and interchange is addressed in the Southwest Special District (CD.7) See *Page 4.3 and Exhibit 4.5*.

To protect the corridor's transportation function, respect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image for this portion of the Region the following should be considered as part of the Highway 20 Special District.

- Retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with significant north / south section line roads. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Higher intensity uses (commercial, office, higher intensity residential) should be concentrated at significant intersections. Mixed use and two to three story buildings may be appropriate.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.
- Single family additions should not directly access the Highway but should take access from an east / west arterial street.

- Uses along Hwy 20 in the mile west of Clubhouse Road should respect and complement the existing residential development. Low intensity commercial uses may be appropriate. Development should respect and anticipate the upcoming realignment -- the eastern portion of the Hwy be removed from State Hwy status.
- Industrial uses in the corridor are not appropriate.
- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. See *Goal Group 2, Objective 2C.3, Chapter 5, and Appendix C.*

(RD.4) Hwy 20 Corridor: (East)

Hwy 20 is a primary east / west connector, located in the central portion of the County, linking Claremore to Collinsville and Hwy 169 in the west. Hwy 20 also provides direct access east out of Claremore, across I-44, past Will Rogers Downs and the Regional Airport and into Mayes County.

The proposed alignment for Highway 20 in the west will take it south of the City limits, around the west side of Claremore. Uses along the current Hwy 20 alignment in the western portion of the City are addressed in CD. 6, University / Arts District See *page 4-24 and Exhibit 4-4.*

Therefore, the Hwy 20 Special District in the City of Claremore is located from I-44 in the west to Will Rogers Downs and 419th East Avenue in the east. See *Exhibit 4.10.* It includes the majority of the newly annexed area. The area east of the Downs to the Mayes County line is not included in the jurisdiction of the Planning Commission; therefore that portion of Highway is not included in a Special District. See *CD, 1 Will Rogers Boulevard, Page 4.22 for the area west of I-44.*

The City Council has identified this Corridor as having significant sales tax generating potential, based in part on the current construction efforts which will widen the Highway to 4 lanes to the County line. Another growth factor is the legalization of gaming at the Downs which will draw significant tourist traffic.

Highway 20 east of I-44 exhibits a variety of commercial, storage and light manufacturing endeavors. It passes through significant areas of agricultural use. Used car lots, salvage yards, Tiawah schools with bus storage, churches, a funeral home, car repair, mini-storage, convenience stores/ gas stations and auction are some of the uses along the route. Until recently this area was under the jurisdiction of Rogers County. The City of Claremore should work strongly to encourage consistency of quality and style in signage, landscaping, building facades and site orientation / setbacks.

Therefore, to protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its

revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 20 Special District.

- Medium and high intensity retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major collectors (section line roads) and adjacent to existing similar uses. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Medium and high intensity residential uses may be appropriate, particularly as buffers for existing residential areas.
- The highest intensity uses should be concentrated at intersections with major county wide collectors.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.
- Primary access from the Highway into single family additions should be minimized.
- Existing residential development should be respected; however, higher intensity uses are appropriate. The primary purposes of the Corridor are as a primary travel way and as a sales-tax producer.
- Medium intensity manufacturing and Industrial uses may be allowed in the corridor in areas adjacent to existing industrial development, particularly near the Regional Airport. High visibility areas should be reserved for use by sales tax producing commercial uses. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- An equestrian theme should be encouraged as should efforts to tie the Downs with the equestrian events at the Expo Center.

(RD.5) Hwy 88 Corridor:

Highway 88 is a primary east / west collector in the central portion of the County, linking Oologah and Highway 169 in the west with the City of Claremore. Hwy's 169 and 88 meet in Oologah. This is the primary access route to Lake Oologah from east and west. It is also the primary access to the Will Rogers birth place.

The Highway is two lanes and curved through most of its length between Oologah and Claremore. Approximately 5 miles of the Hwy travel through lands that are not currently within the jurisdiction of the Planning Commission. See *Exhibit 4.10*.

Uses along Hwy 88 between Oologah and Claremore are primarily agriculture related and residential. Small, low intensity commercial uses area present at the area near the

access to Lake Oologah. The AEP power plant is located on the south side of the Hwy near Hwy 169.

As traffic increases the pressure to widen the Hwy to 4 lanes will increase. See Page 3.19. The primary constraints to this widening are the radii on the existing curves and the dam at the Lake. Hwy 88 runs across the top of the dam -- a two lane section of roadway.

South of Claremore the Highway is a primary north / south collector linking Claremore with the City of Inola in the southeast, crossing I-44 and Hwy 412 along the way. The area is primarily agricultural with some residential development and scattered commercial uses at some intersections with section line roads. The uses range from welding shops to storage. A failed store and gas station are located north of 252nd Street North. The Union Pacific Railroad is located parallel to the east side of the Hwy, constraining access and use. A small cluster of development is located east of the Hwy at Taiwah.

Special District RD.4 has been broken into two segments. The west segment is located from the Oologah city limits to the Claremore city limits in the west. The east segment is located from the Claremore city limits to the limits of the Planning Commission jurisdiction the east. The limits of the Planning Commission jurisdiction is currently located approximately three miles north of the Inola Corporate limits.

West (Oologah to Claremore)

To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 88 Special District.

- Retail commercial (sales tax producing) and other medium intensity uses should be considered as a preferred use at primary intersections, particularly in the Lake Oologah area and near the interchange with Hwy 169. Two and three story structures are encouraged. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Medium intensity uses should be grouped. They may be appropriate at intersections along the portion of roadway near the western borders of the City of Claremore. See *Goal Group 4B efficient infrastructure*.
- Land Development patterns near the dam should slow traffic flows. Alternatives should be explored, including groupings of medium intensity use and appropriate traffic control devices.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Primary access from the Highway into single family additions should be minimized.
- Existing residential development should be respected. However, future residential growth should be limited in the Corridor.
- Manufacturing and Industrial uses should be allowed in the corridor in areas adjacent to existing industrial development. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

East (Claremore to Planning Commission jurisdiction limits)

This area may experience growth pressure related to the construction of the Regional Sewer Plant on Dog Creek. *See Pages 3.27, A.30.*

This fact, coupled with the planned widening of the Hwy from Claremore to Inola could create growth in the area and traffic on the Hwy. New development should be "clustered" at section line roads and near existing development.

To protect the corridor's transportation function, guide future development of it's large areas of vacant land, protect the existing residential development, utilize it's revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 88 Special District.

- Retail commercial (sales tax producing) and other medium intensity uses should be considered as a preferred use at primary intersections, particularly near Tiawah and at Section Line Roads that provide access into new, sewerred residential developments to the west. Two and three story structures are encouraged. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.
- Primary access from the Highway into single family additions should be minimized.
- Existing residential development should be respected. However, future residential growth should be limited in the Corridor.

- Manufacturing and Industrial uses should not be allowed in the corridor. However, uses that serve agriculture and / or utilize the existing rail line may be considered on a case by case basis. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Fire safety and percolation rates should be considered with any new development proposals in this Corridor. *See Other Items of Note, Page 4.40.*
- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

(RD.6) Hwy 266 Corridor:

Hwy 266 is a primary east / west travel route, connecting Tulsa to the Port of Catoosa. Hwy 266 also provides connection from the Port east to Hwy 66 and to I-44. This Hwy has two types of character west and east of the Port. Therefore, the two are treated separately.

West (Rogers County Line to the Port of Catoosa)

In this area Hwy 266 is bounded by low lying, potentially flood prone lands *See Exhibit E.6* with the rail line running parallel to its southerly right of way. Hills and slopes are located along significant sections adjacent to the northern right of way. Most of the area is vacant, some with significant tree growth due to the water. A significant amount of truck traffic is present due to the connection to the Port. The Tulsa water plant lies on the north side of the Hwy as a quarry. It should be noted that quarry operations are located approximately 1 mile north of the Hwy, approximately ½ mile east of the County line. Truck traffic from these areas is significant along the Hwy. Residential development is not present.

To protect the corridor's transportation function, guide future development of its large areas of vacant land, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 266 Special District.

- Retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major county wide collectors such as Hwy 167. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.

- Manufacturing and Industrial uses should be allowed and encouraged in the corridor, taking full advantage of the existing rail line and the proximity to the Port.
- Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Residential development should be restricted.
- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3, Chapter 5, Appendix C.*

East (Port of Catoosa to I-44)

This area is characterized by agriculture and large lot residential development on the north side of the Hwy and a variety of manufacturing uses on the south side of the Hwy, Backing up to the Port, on the west side of the Verdigris. Rail is present on the west side of the Verdigris, residential development increases with proximity to Hwy 66.

- Agriculture and residential development should be respected and protected on the north side of the Hwy.
- Medium intensity commercial development may be appropriate at primary intersections along the north side.
- Medium intensity manufacturing and industrial uses are appropriate on the south side of the Hwy west of the Verdigris. These uses should utilize the Port and the rail line as resources.
- Light manufacturing and support uses are appropriate on the east side of the Verdigris. These uses will be served by truck.
- Medium intensity commercial and residential uses are appropriate near the industrial use and should be used as a buffer between it and lower intensity single family residential use to the east. *See Goal Group 3: Housing, Goal E, Chapter 5, Appendix C.*
- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. *See Goal Group 2, Objective 2C.3.*

- Low intensity single family residential use may be appropriate adjacent to similar intensity near Hwy 66.

(RD.7) Hwy 167 Corridor:

Hwy 167 is the northerly extension of 193rd East Avenue, the arterial street that forms the boundary between Tulsa and Wagoner Counties. The Hwy is the prime access road from Hwy 244 to the Port of Catoosa and lies within the Catoosa Town Limits from Hwy 244 to E 560th Street North, it lies within the jurisdiction of Rogers County north of that point. The Town limits closely approximate the limits of the floodplain associated with Bird Creek.

Hwy 167 in the County is paralleled by Bird Creek on the west and the Burlington Northern Railroad on the east. Development along the Hwy is scattered to the west. It is generally of construction support, equipment sales or storage in nature and is generally located in metal buildings without façade enhancements.

To protect the corridor's transportation function, guide future development of its large areas of vacant land, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 167 Special District.

- Retail commercial (sales tax producing) uses should be considered as a preferred use at intersections with major county wide collectors. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. Frontage roads or access onto joint access drives at property lines are options to be explored.
- Manufacturing, Industrial uses and support uses should be allowed and encouraged in the corridor, taking full advantage of the existing rail line and the proximity to the Port.
- Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Residential development should be restricted. Medium and intensity development may be appropriate.
- A phased, funded improvements program should be considered. This program should include coordinated landscaping at interchanges and primary intersections, street improvements, utility undergrounding where possible, and improvements to existing signage with removal where appropriate. New development should participate in improvements. See *Goal Group 2, Objective 2C.3, Chapter 5, Appendix C.*

(RD.8) McClellan-Kerr Corridor:

The McClellan-Kerr Navigation Channel is one of Northeastern Oklahoma's primary resources. Current uses should be enhanced and future uses should be protected.

To ensure the corridor's revenue producing capability while minimizing impacts to surrounding areas the following should be considered as part of the McClellan-Kerr Special district. This district runs along both sides of the channel through the length of the Region.

- Preferred uses in the corridor include industry and manufacturing related uses. Those uses that require channel access or that support uses that require channel access are preferred.
- Single family additions are not considered appropriate in or adjacent to the corridor.
- Proposals for new development should be reviewed for compatibility with existing adjacent development, per the standards of the Special District.
- Air and water quality protection and preservation of agricultural uses are important considerations. The Special District should include review measures to ensure appropriate levels of impact.

(RD.9) Hwy 412 Corridor:

Hwy 412 is part of the interstate system. It connects Rogers County to Tulsa and points west and connects the County to Arkansas and points east. This Hwy is the primary view into the County for travelers moving east and west.

In the western portion of the County the County line is just south of the Highway at Archer Street. A portion of the community of Fair Oaks sits on the north side of the Highway; its eastern boundary is South 4110 East Avenue. East of Fair Oaks the area is primarily open and used for grazing. A new large lot addition is present at South 4130 East Avenue. Opportunities to exit the Highway are few. Port 33 and a Fertilizer plant sit on the north side of the Hwy at the McClellan-Kerr Navigation channel.

East of the channel and South of the Hwy Rogers County expands to the south. Development intensifies with proximity to Inola, mixing residential and AG uses

To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 412 Special District.

- A comprehensive approach to development of parcels fronting the Highway should be considered to limit the number of access points. The Oklahoma Department of Transportation (ODOT) should be consulted to determine the

standards for access onto the Highway and the potential for additional interchanges. Parcels should abut and be accessed off of frontage roads.

- Retail commercial and service uses should be considered at existing access points. Development at these locations should be subject to traffic analysis to determine the safety impacts of additional vehicles entering and exiting the highway. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Residential uses should be considered in the vicinity of existing access points. Outdoor storage should be screened from the Highway.
- Development at these locations should be subject to traffic analysis to determine the safety impacts of additional vehicles entering and exiting the highway.
- Existing residential development should be respected.
- Manufacturing and Industrial uses should be allowed in the corridor in areas adjacent to existing industrial development. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor. Outdoor storage should be screened. Salvage yards should be prohibited.
- The eastern limit of the Planning Commission's jurisdiction is South 4190 East Avenue on the north side of the Highway. This jurisdiction should be expanded to South 4220 East Avenue, similar to the current limit on the south side of the Highway.

(RD.10) Hwy 44 Corridor:

I-44 is a part of the Interstate Highway System, connecting Tulsa with Joplin, Missouri and points east. This corridor is currently characterized through Rogers County by large flood prone areas and areas of open space, grazing land and homes on large acreage. The area at the intersection of I-44, Hwy 66 and Hwy 412 is an exception. Intersections with arterial streets or highways able to accommodate large volumes of traffic are few.

However, the corridor faces future growth pressure given the volume of traffic that moves through it. To protect the corridor's transportation function, guide future development of its large areas of vacant land, protect the existing residential development, utilize its revenue producing capability and create a positive, comprehensive image the following should be considered as part of the Highway 412 Special District.

- A comprehensive approach to development of parcels fronting the Highway should be considered and will be connected to the development of the regional arterial street system. These parcels will be accessed via that arterial

system. Direct access to the Highway will not be allowed limit the number of access points. Parcels can abut and be accessed off of frontage roads.

- Commercial and service uses that serve the traveling public are the preferred uses and should be considered at existing and future intersections with arterials or other highways. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor.
- Medium and high intensity residential uses may be considered in the vicinity of intersections with arterials and other highways. Outdoor may be considered but is not preferred. Storage should be screened from the Highway.
- Existing residential development should be respected.
- Manufacturing and Industrial uses may be allowed in the corridor in areas that are adjacent to existing industrial development or that are screened by existing vegetation or topography. Signage, landscaping, parking and visible building materials and orientation to the Highway should be reviewed for visual impacts to the travel corridor. Outdoor storage should be screened. Salvage yards should be prohibited.

E: MATRICES: LAND USE, INTENSITY and ZONING

This Section compares and provides information about Land Use, Intensity and Zoning. It provides 4 matrices:

- Comparison of Land Use and Intensity of Use
- Comparison of Proposed and Existing Zoning Districts
- Comparison of Zoning and Intensity
- Lot Sizes, Lot Coverage and Density by Zoning District

It also provides a descriptive summary of the types of uses that are allowed in each Zoning District.

Please refer to Section C: Use (Page 4-6) for a discussion of the relationships between Land Use, Intensity of Use and Zoning Districts

MATRIX 1: LAND USE and INTENSITY

LAND USE	LOW INTENSITY	MEDIUM INTENSITY	HIGH INTENSITY
RESIDENTIAL			
Single Family	X		
Duplex	o	X	
Multi Family	o	X	X
Manufactured Home	X	o	
COMMERCIAL			
Neighborhood	X	o	
General Retail and Shopping	o	X	o
Service and Entertainment	o	X	o
Highway		o	X
Recreation	o	o	X
Office		X	X
INDUSTRIAL			
Light		X	
Medium		o	X
Heavy			X
PUBLIC			

Neighborhood Park	X		
Elementary School	X	o	
Secondary School	o	X	
College / University		X	X
City Facilities / Courthouse		X	X
Hospital		X	X
QUASI PUBLIC			
Church	o	X	X
Theater / Performing Arts		X	X
Lodge		X	X

MATRIX 2: COMPARISON OF EXISTING and PROPOSED ZONING

EXISTING ZONING DESIGNATION	PROPOSED ZONING DESIGNATION
AGRICULTURE	AGRICULTURE
AG (Agriculture General)	AG (Agriculture General)
AO (Agriculture Open Space)	AO (Agriculture Open Space)
AR (Agriculture Residential)	AR (Agriculture Residential)
AI (Agriculture Industrial)	AI (Agriculture Industrial)
RESIDENTIAL	RESIDENTIAL
RS-60 Single Family Country Living	RE Residential Estate Density
RS-60 CL Single Family Low Density	RE
RS-40 Single Family Low Medium	RE
RS-40 CL Low Medium Country Living	RE (cl) w / Country Living Standards
RS-30 Single Family Medium	RS-1 Single Family Low Density
RS-25 Single Family Medium	RS-1 Single Family Low Density
RS-25 CL Medium Country Living	RS-1 (cl) w/ Country Living Standards
RS-20 Single Family Medium	RS-1
RS- 10 Single Family High Medium	RS-2 Single Family, Medium Density
RS-6 Single Family High Density	RS-3 Single Family, High Density
	RS-4 Single Family, Urban Density
	RD Duplex
	RT Townhome
RST - 60 Manufactured Home Low	RMHE Manuf. Home Estate Density
RST - 40 Manuf. Home Low Medium	RMHE
RST - 25 Manufactured Home Medium	RMHE-1 Manuf. Home, Low Density
RST- 20 Manufactured Home Medium	RMHE-1
RST- 10 Manuf. Home High Medium	RMHE-2 Manuf. Home, Medium Density
RST – 6 Manufactured Home High	RMHE-3 Manuf. Home, High Density
	RMHS Manuf. Home Subdivision
RM – 6 Multi-Family Low Density	RM-0 Multi-Family, Low Density
RM - 4 Multi- Family Low Medium	RM-1 Multi-Family, Medium Density
RM - 2.5 Multi-Family High Medium	RM-2 Multi-Family, High Density
RM – 1.5 Multi-Family High Density	RM-3 Multi-Family, Urban Density
RT Manufactured Home Park	See RMHS
OFFICE	
OL Office Light Intensity District	OL Office Light Intensity District
OM Office Medium Intensity	OM Office Medium Intensity
OH Office High Intensity	OH Office High Intensity

**EXISTING ZONING
DESIGNATION**

**PROPOSED ZONING
DESIGNATION**

COMMERCIAL		
C-1	Local Shopping District	CS Shopping Center
C-2	Community Shopping District	CG General Commercial
C-3	Central Business District	CBD Central Business District
C-4	Central Service District	CH Commercial High Intensity
C-5	Highway Commercial District	CH Commercial High Intensity
SR	SCIENTIFIC RESEARCH AND DEVELOPMENT	SR SCIENTIFIC RESEARCH AND DEVELOPMENT
INDUSTRIAL		INDUSTRIAL
I-1	Restricted Industrial	See SR
I-2	Light Industrial	I-L Light Industrial
I-3	Medium Industrial	I-M Medium Industrial
I-4	Heavy Industrial	I-H Heavy Industrial
SD	SPECIAL DISTRICT	SD SPECIAL DISTRICT
PUD PLANNED UNIT DEVELOPMENT		PUD PLANNED UNIT DEVELOPMENT
M	MINING	M MINING
P	PARKING	P PARKING

MATRIX 3: ZONING and APPROPRIATE INTENSITY MATRIX

EXISTING ZONING CATEGORY	LOW	MEDIUM	HIGH
AGRICULTURE			
AG (Agriculture General)	X	o	
AO (Agriculture Open Space)	X	X	
AR (Agriculture Residential)	X	o	
AI (Agriculture Industrial)		o	X
RESIDENTIAL			
RE Residential Estate Density	X		
RE (cl) w/ Country Living Standards	X		
RS-1 Single Family Low Density	X		
RS-1 (cl) w/ Country Living Standards	X		
RS-2 Single Family Medium Density	X	o	
RS-3 Single Family High Density	X	o	
RS-4 Single Family Urban Density	X	X	
RD Duplex	o		
RT Townhome			
RMHE Manuf. Home Estate Density	X		
RMH-1 Manuf. Home Low Density	X		
RMH-2 Manuf. Home Medium Density	o	o	
RMH-3 Manuf. Home High Density	o	X	
RMHS Manuf. Home Subdivision	o	X	
RM-0 Multi-Family Low Density	o	X	
RM-1 Multi-Family Medium Density	o	X	
RM-2 Multi-Family High Medium		X	
RM-3 Multi-Family Urban Density		X	o
OFFICE			
OL Office Light Intensity District	X	o	
OM Office Medium Intensity	o	X	
OH Office High Intensity		X	X

ZONING CATEGORY**LOW
INTENSITY****MEDIUM
INTENSITY****HIGH
INTENSITY**

COMMERCIAL				
CS	Shopping Center	X	o	
CG	General Commercial	o	X	
CBD	Central Business District		X	X
CH	Commercial High Intensity		o	X
SR	SCIENTIFIC RESEARCH AND DEVELOPMENT		X	X
INDUSTRIAL				
I-L	Light Industrial		X	
I-M	Medium Industrial		X	X
I-H	Heavy Industrial			X
SD	SPECIAL DISTRICT		X	X
M	MINING			X
P	PARKING			

F. ZONING DISTRICTS SUMMARY DESCRIPTIONS

The following descriptions summarize and define the types of uses allowed in the range of proposed zoning categories. Please refer to Matrix 3 for comparison to the existing zoning designations.

AGRICULTURE:

- AG** Areas likely to remain in agricultural use during the planning period
- AO** Agricultural areas to remain in open space. Used for buffering existing mining operations from future residential uses.
- AR** Agricultural areas likely to transition to residential uses
- AI** Agricultural areas likely to transition to industrial uses

RESIDENTIAL:

- RE** Single family homes in a large lot (estate) environment
- RE (cl)** Country Living standards
- RS-1** Single family homes in a large lot addition (sewer optional)
- RS-1(cl)** Country Living standards
- RS-2** Single family homes in sewerer additions
- RS-3** Single family homes in an in town addition
- RS-4** Single family homes in clusters or on small lots
- RD** Single family duplex homes
- RT** Single Family attached homes (townhomes) on separate lots
- RMHE** Manufactured homes on large lots in unincorporated areas
- RMH-1** Manufactured homes on mid-sized lots or non-sewered additions in unincorporated areas
- RMH-2** Manufactured homes in sewerer additions in unincorporated areas
- RMH-3** Manufactured homes on small lot additions in unincorporated areas
- RMHS** Manufactured home subdivision in the City of Claremore
- RM-0** Multi-family, for-rent units in three or four unit buildings in existing residential areas and / or along public streets
- RM-1** Multi-family, for-rent units in four to six unit buildings in planned developments using private streets
- RM-2** Multi-family, for-rent units typically with detached garages or carports
- RM-3** Multi-family, for-rent units with two stories over parking

For a list of uses allowed in the Residential Districts see Page 4-5 of the existing Zoning Ordinance

OFFICE:

- OL** Low intensity, personal service and personal scale office uses
- OM** Groupings of offices and community serving facilities such as health care offices and clinics
- OH** Multi-story office facilities

For a list of the uses allowed in the Office District refer to Page 5-2 of the Existing Zoning Ordinance.

COMMERCIAL:

- CS:** Local or neighborhood shopping, convenience stores and personal service establishments that cater to recurring needs.
- CG:** Regional and Community Shopping Centers
- CBD:** Central core retailing, services, business, finance services and offices
- CH:** High intensity commercial and light industrial activities in an "in-town" location.
Large scale "big box" retailers are appropriate here as are highway oriented, large scale facilities to attract trucks and truckers and the traveling public.
Large scale amusement facilities are appropriate.

For a list of uses permitted in the Commercial Districts see Page 6-4 of existing Zoning Ordinance

SCIENTIFIC RESEARCH:

- SD:** Scientific research facilities and related institutions

For a list of uses permitted in the Commercial Districts see Page 7-1 of the existing Zoning Ordinance

INDUSTRIAL:

- I-L:** Light Industrial. Administrative facilities, research institutions and specialized manufacturing plants, all free of noxious or objectionable environmental impacts
- I-M:** Medium Industrial. Manufacturing and assembly uses with moderately objectionable impacts.
- I-H:** Heavy or hazardous industry with significant impacts.

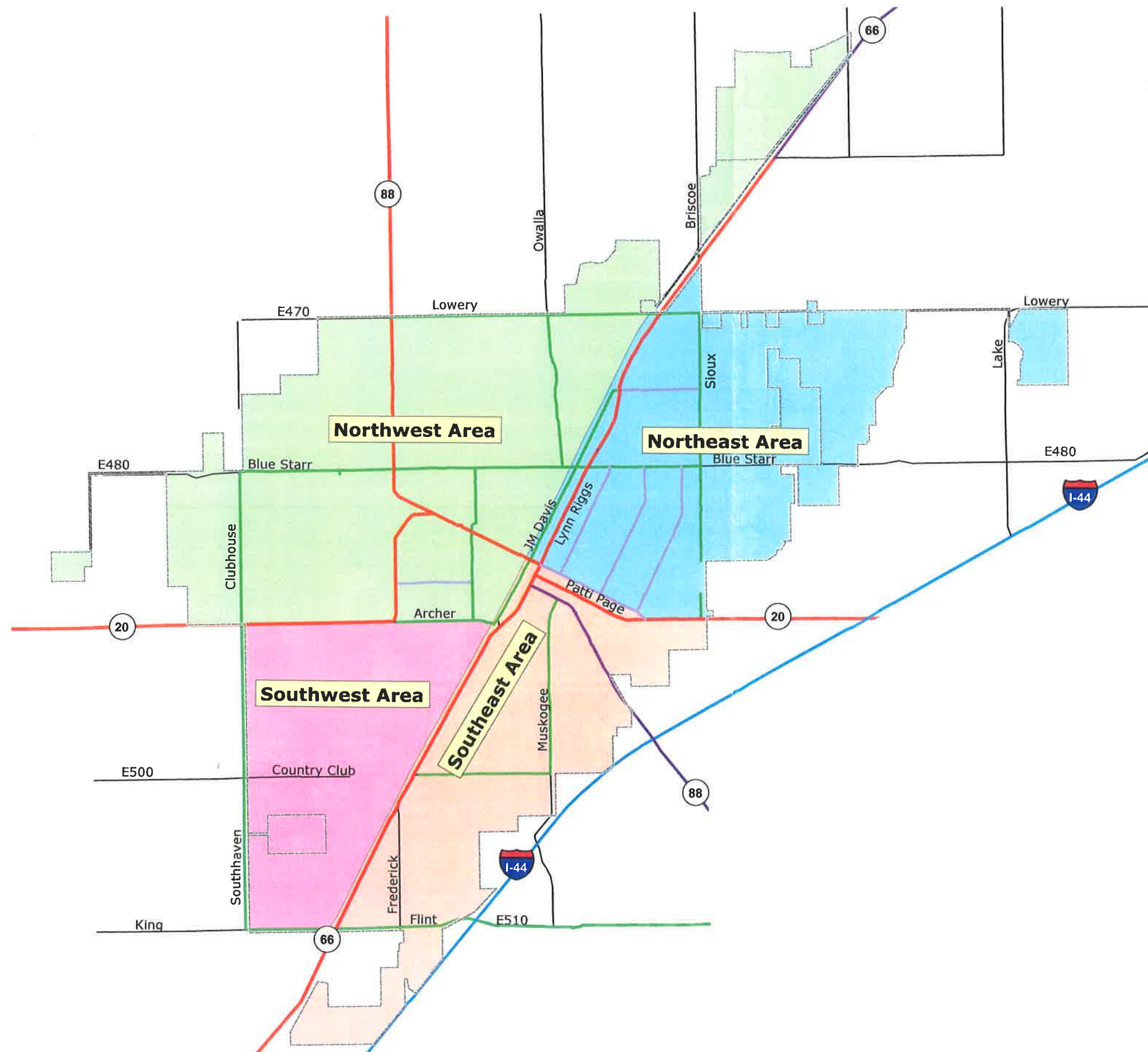
For a list of uses permitted in the Commercial Districts see Page 8-3 of the existing Zoning Ordinance

MATRIX 4: ZONING DISTRICTS – LOT SIZE, DENSITY and COVERAGE

TYPE	MINIMUM LOT SIZE	DENSITY	COVERAGE (FAR)
AGRICULTURE			
AG	10 acres	1 per 10 acres	---
AI	20 acres	1 per 20 acres	--
AR	2.5 acres	1 Manufactured Home per 10 acres	--
AR	2.5 acres	1 Single Family Home per 2.5 acres	--
AO	5 acres	N/A	--
			--
RESIDENTIAL			--
RE	40,000 sf	1.0 per acre	--
RS-1	20,000 sf	2.1 per acre	--
RS-2	10,000 sf	4.3 per acre	
RS-3	6,000 sf	7.2 per acre	
RS-4			
RMHE	40,000 sf	1.0 per acre	
RMH-1	20,000 sf	2.1 per acre	
RMH-2	10,000 sf	4.3 per acre	
RMH-3	6,000 sf	7.2 per acre	
RMHS			
RM-0	6,000 sf	7.2 per acre	
RM-1	4,000 sf	10.8 per acre	
RM-2	2,500 sf	17.4 per acre	
RM-3	2,000 sf	21.7 per acre	
OFFICE			
OL	--	--	.25
OM	--	--	.50
OH	10,000 sf	--	2.00
COMMERCIAL			
CS	--	--	0.3
CG	--	--	0.4
CBD	--	--	10.0
CH	--	--	6.0
C-5 (??)	--	--	0.5

TYPE	MINIMUM LOT SIZE	DENSITY	COVERAGE (FAR)
INDUSTRIAL			
I-L	30,000 sf	--	--
I-M	--	--	--
I-H	--	--	--

Exhibit 4.1 City Quadrants City of Claremore



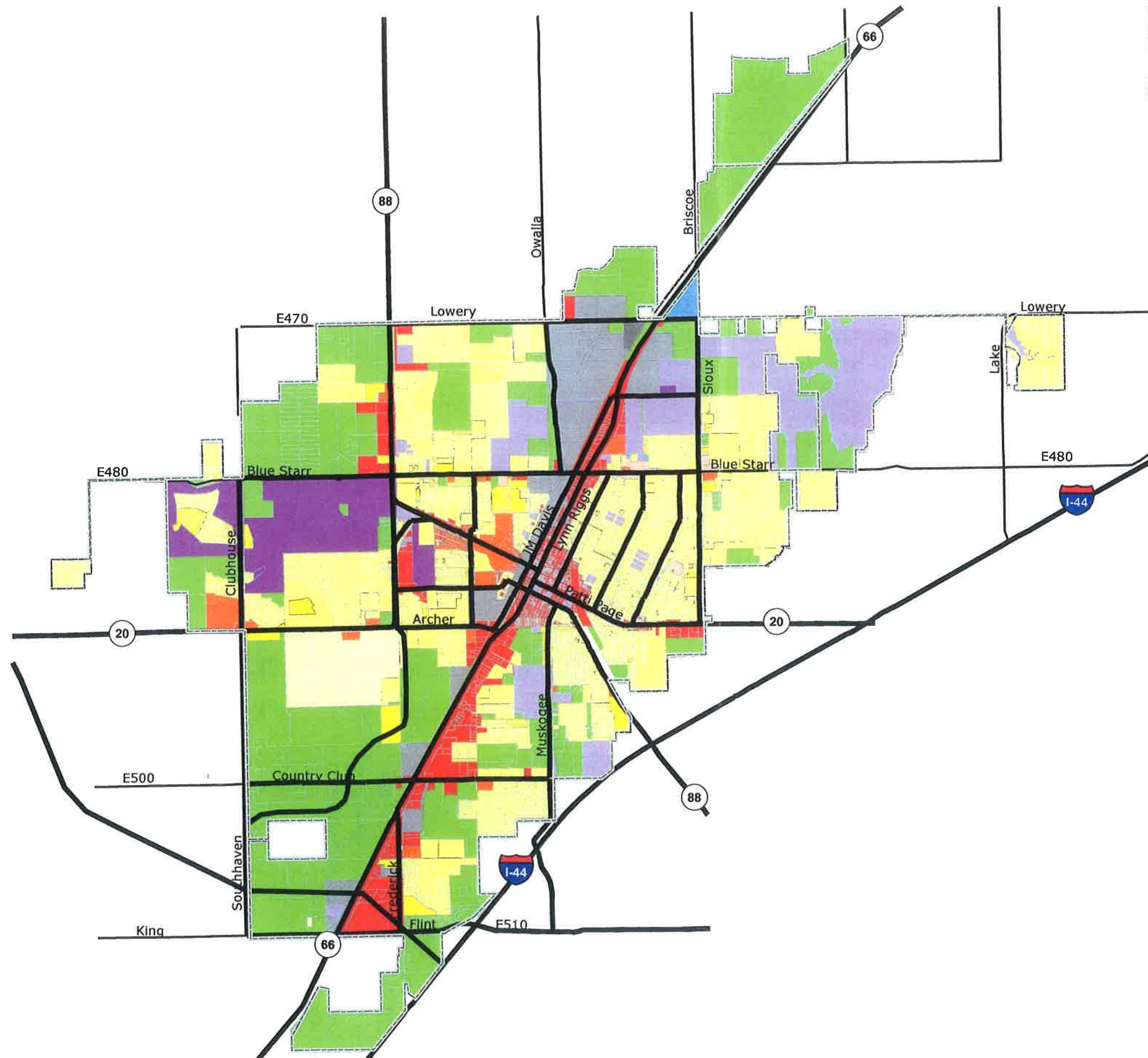
- Legend**
- City Limit**
- Quadrant**
- Northeast Area
 - Northwest Area
 - Southeast Area
 - Southwest Area
- Road Class**
- Interstate
 - Primary Arterial
 - Minor Arterial
 - Major Collector(state highway system)
 - Urban Collector
 - Major collector(county)
 - County Minor Collector
 - Major Streets



Miles
0 0.5 1

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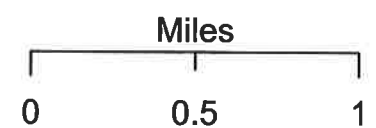
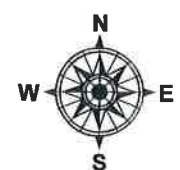
Exhibit 4.2 Current Land Use City of Claremore



Legend

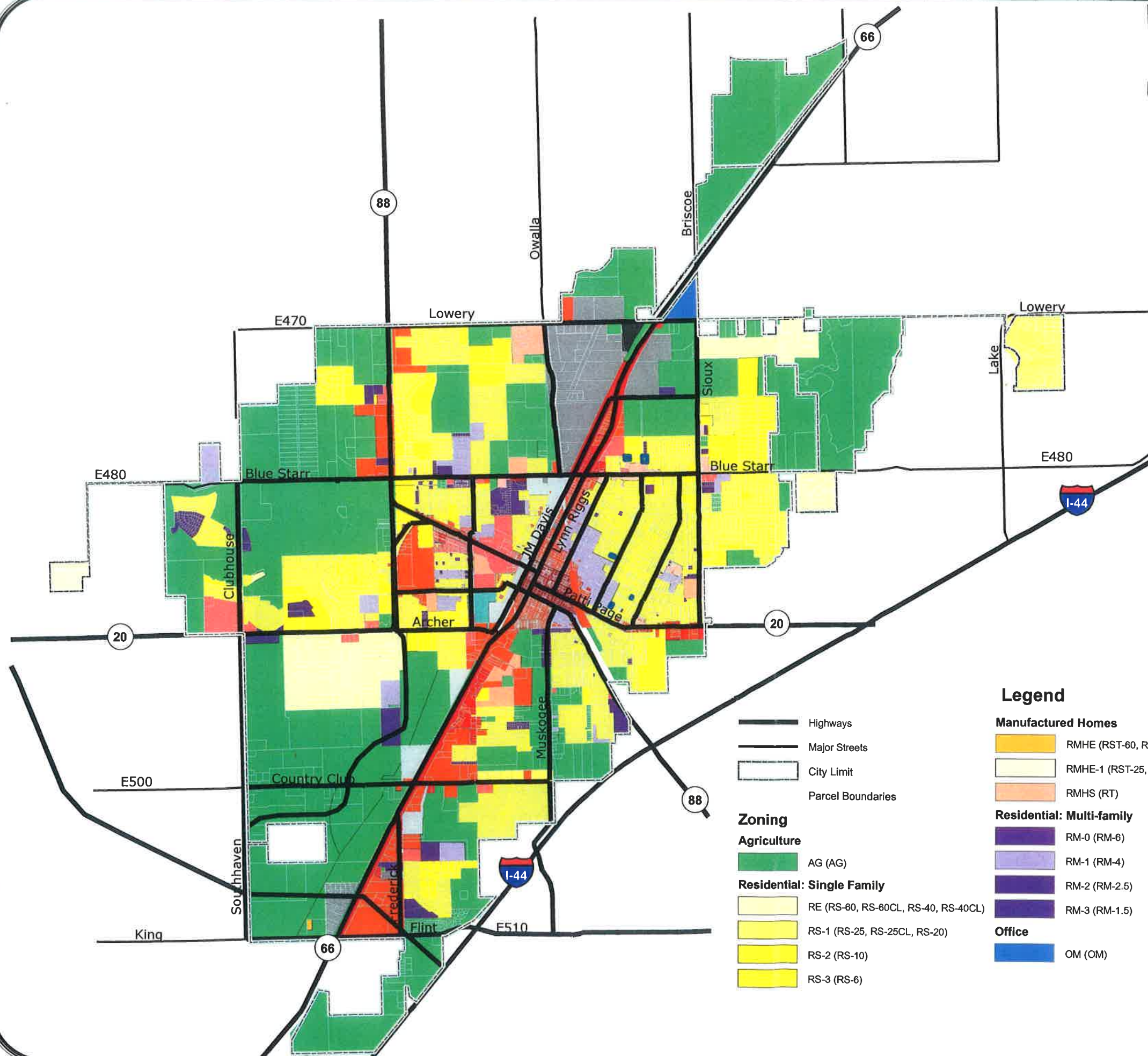
	Low Intensity	Medium Intensity	High Intensity
Agriculture			
Residential			
Commercial			
Office			
Industrial			
Special District			
Public Facility			
Quasi Public			

- Major Streets
- City Limit
- Parcel Boundaries
- Highways



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Exhibit 4.3 Current Zoning City of Claremore



- Highways
- Major Streets
- City Limit
- Parcel Boundaries

Zoning

Agriculture

AG (AG)

Residential: Single Family

RE (RS-60, RS-60CL, RS-40, RS-40CL)

RS-1 (RS-25, RS-25CL, RS-20)

RS-2 (RS-10)

RS-3 (RS-6)

Legend

Manufactured Homes

RMHE (RST-60, RST-40)

RMHE-1 (RST-25, RST-20)

RMHS (RT)

Residential: Multi-family

RM-0 (RM-6)

RM-1 (RM-4)

RM-2 (RM-2.5)

RM-3 (RM-1.5)

Office

OM (OM)

Commercial

CS (C-1)

CG (C-2)

CBD (C-3)

CH (C-4, C-5)

CN

Science and Research

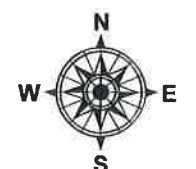
SR (I-1, SR)

Industrial

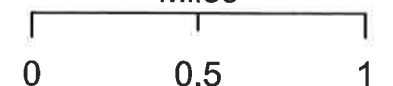
I-L (I-2)

I-M (I-3)

I-H (I-4)

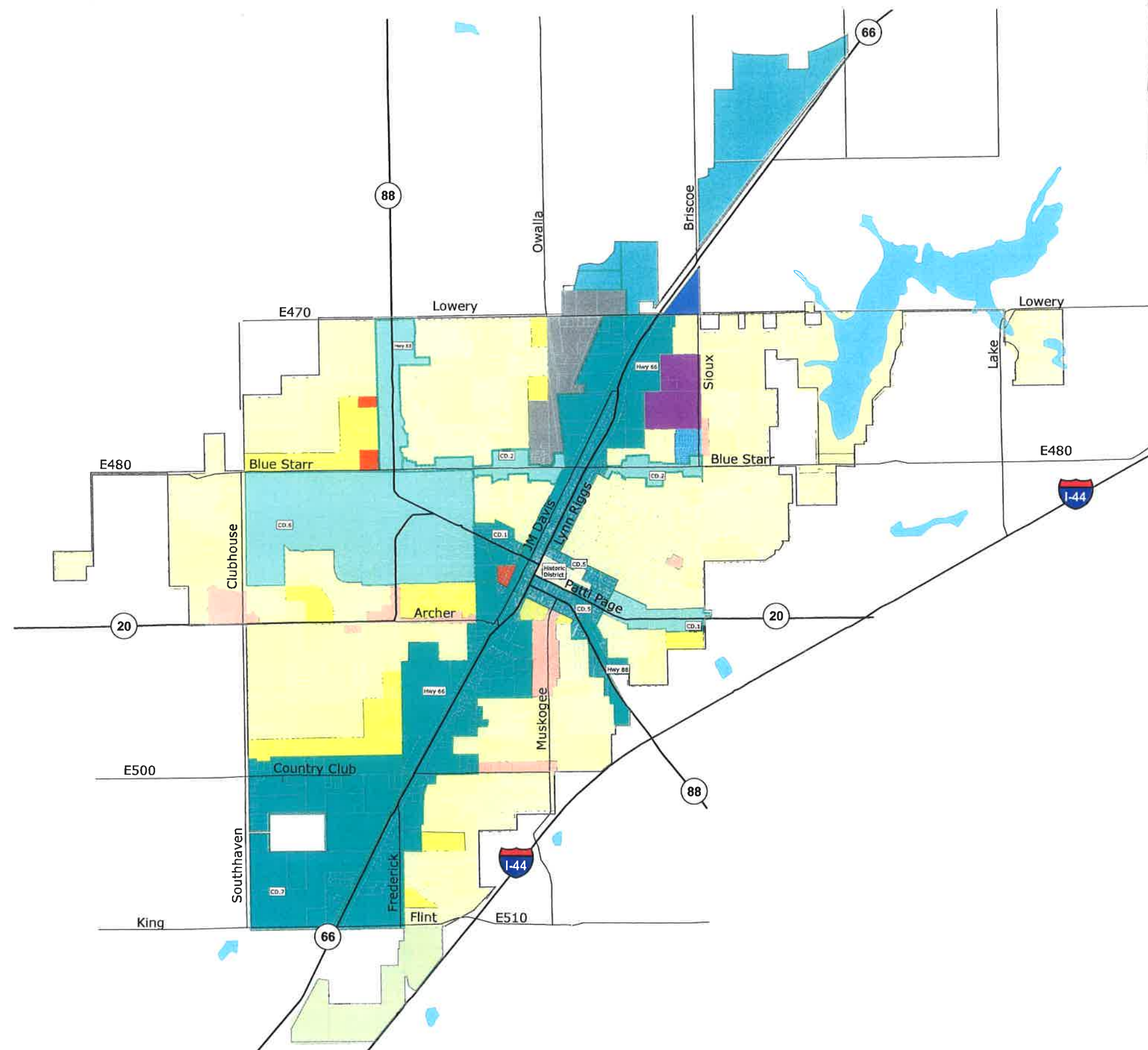


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Exhibit 4.4 Future Land Use City of Claremore



Legend

	Low Intensity	Medium Intensity	High Intensity
Agriculture			
Residential			
Commercial			
Office			
Industrial			
Special District			
Public Facility			
Quasi Public			

Special Districts

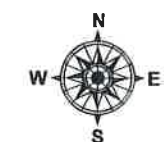
- CD.1 Will Rogers Boulevard
- CD.2 Blue Starr Drive
- CD.3 Hwy 66
- CD.4 Hwy 88
- CD.5 Downtown District
- CD.6 University/Arts District
- CD.7 Southwest District

Highways

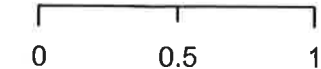
Major Streets

City Limit

Parcel Boundaries

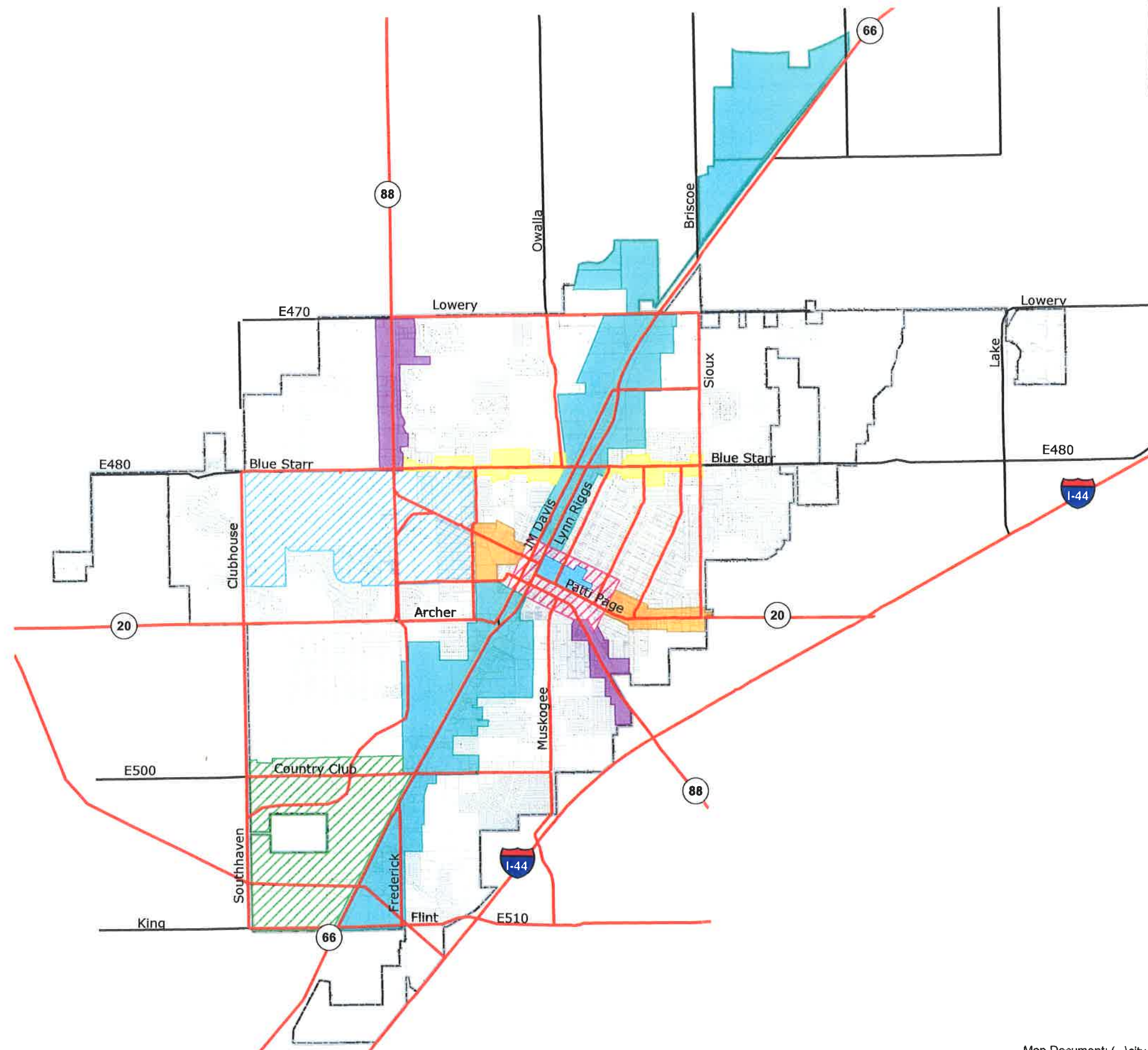


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Exhibit 4.5 Special Districts City of Claremore

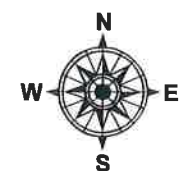


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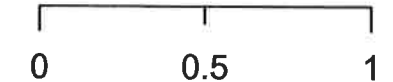
- Highways
- Major Streets
- Parcel Boundaries
- City Limit

Special Districts

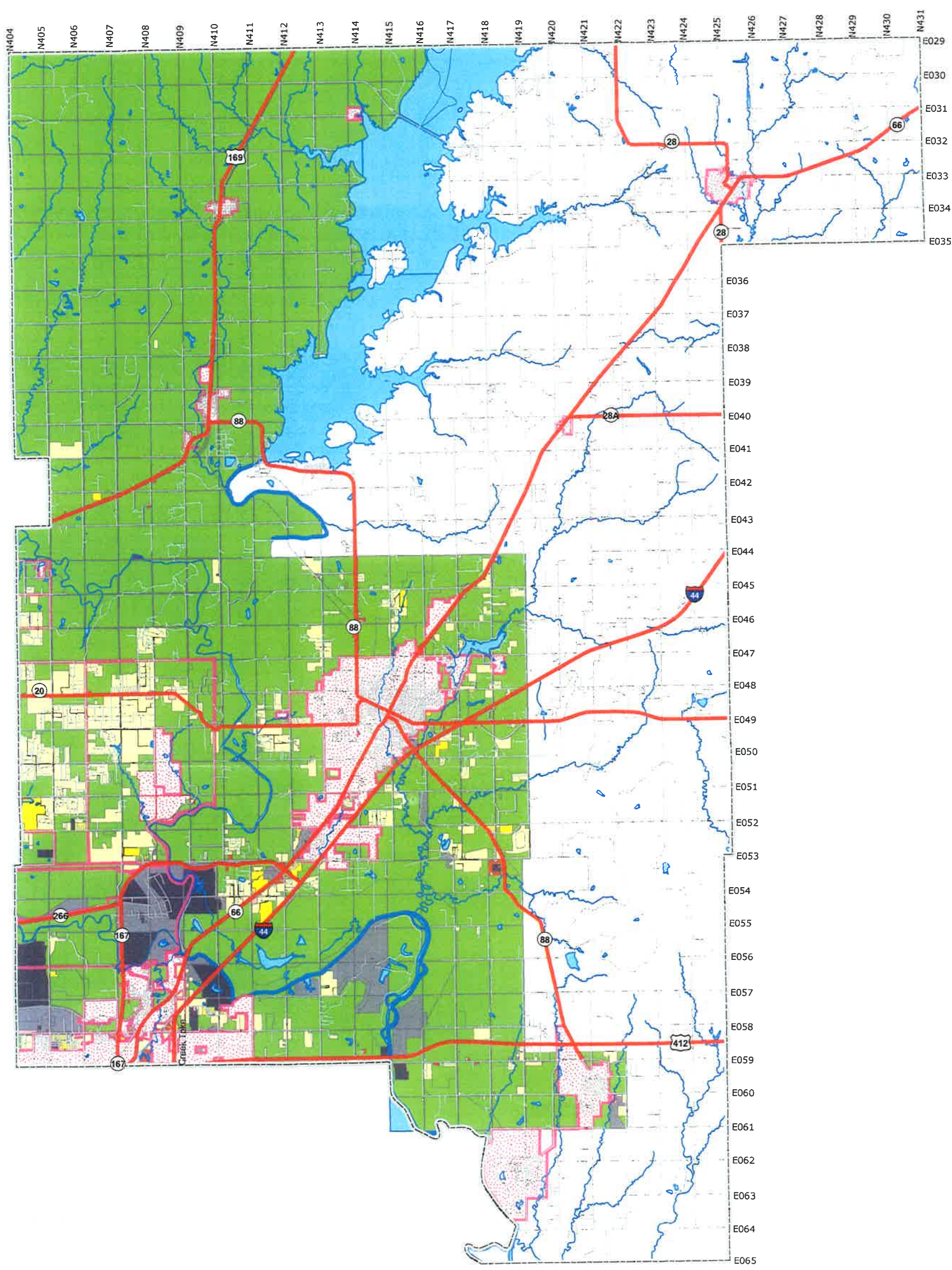
- CD.1 Will Rogers Boulevard
- CD.2 Blue Starr Drive
- CD.3 Hwy 66
- CD.4 Hwy 88
- CD.5 Downtown District
- CD.6 University/Arts District
- CD.7 Southwest District
- Claremore Historic District



Miles



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County Boundary

Streets

Lakes and Ponds

Streams and Creeks

Major Highways

Municipal Boundaries

Legend

Agriculture	Low Intensity	Medium Intensity	High Intensity
Residential			
Commercial			
Office			
Industrial			
Special District			
Public Facility			
Quasi Public			

Miles

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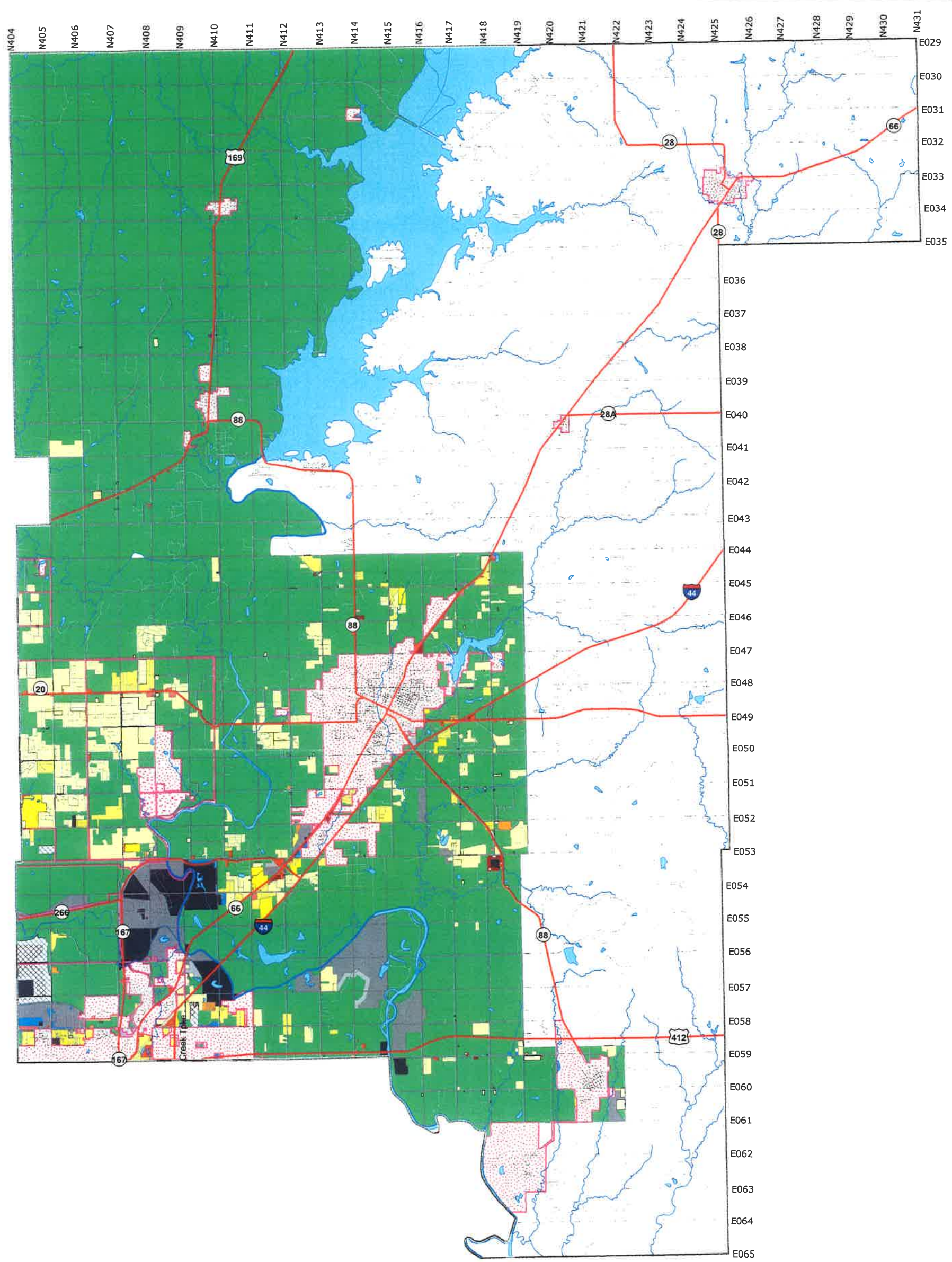
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Exhibit 4.7

Existing Land Use

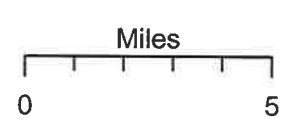
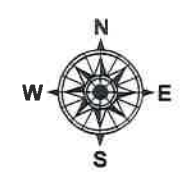
Claremore/Rogers County

Comprehensive Plan



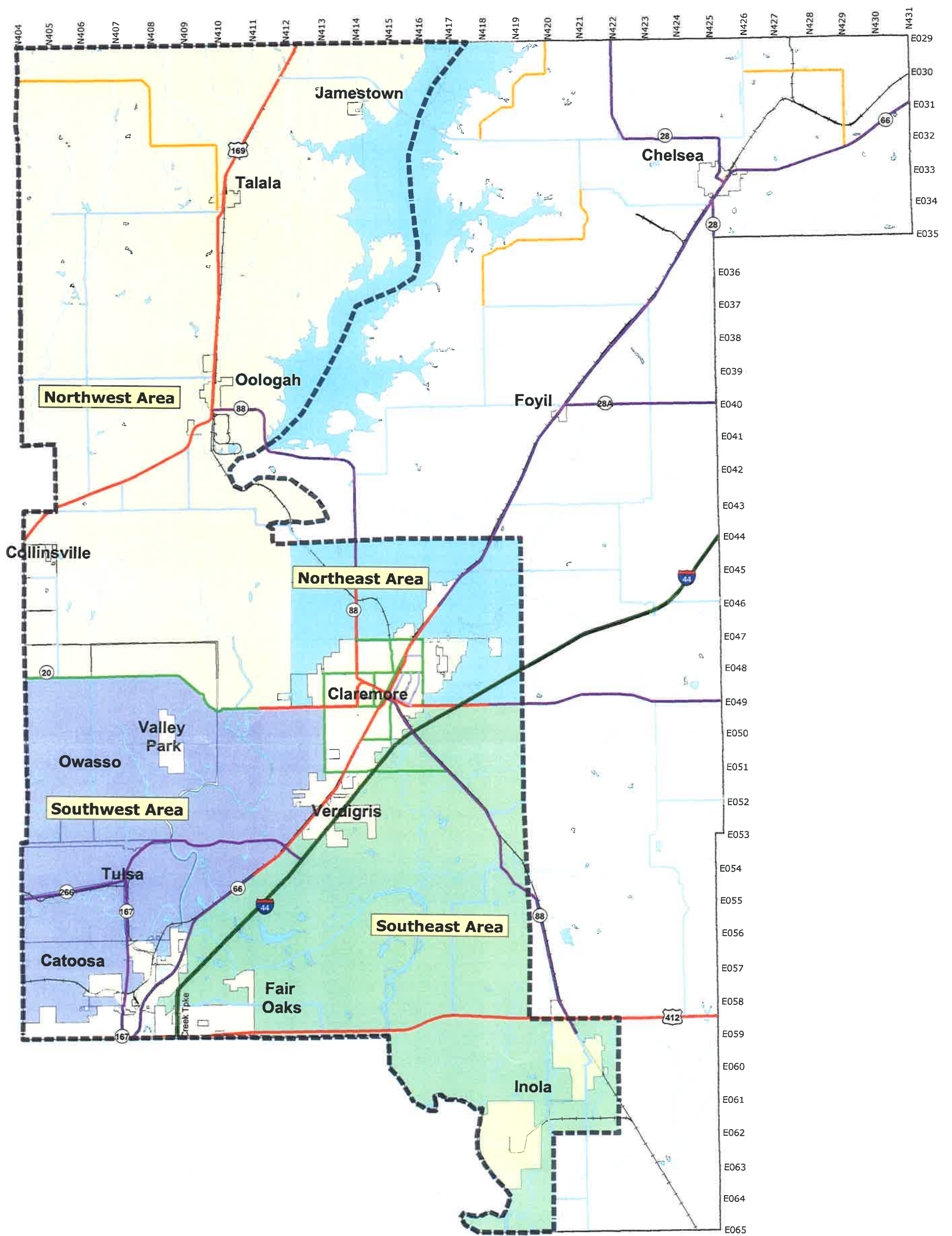
Legend

- | | | | |
|---|--|---|--|
| <ul style="list-style-type: none"> County Boundary Municipal Boundaries Major Highways Streets Streams and Creeks Lakes and Ponds | Agriculture <ul style="list-style-type: none"> AG (AG) Residential: Single Family <ul style="list-style-type: none"> RE (RS-60, RS-60CL, RS-40, RS-40CL) RS-1 (RS-25, RS-25CL, RS-20) RS-2 (RS-10) RS-3 (RS-6) Manufactured Homes <ul style="list-style-type: none"> RMHE (RST-60, RST-40) RMHE-1 (RST-25, RST-20) | Residential: Multi-family <ul style="list-style-type: none"> RM-0 (RM-6) RM-1 (RM-4) RM-2 (RM-2.5) RM-3 (RM-1.5) Commercial <ul style="list-style-type: none"> CN CS (C-1) CG (C2) | <ul style="list-style-type: none"> CBD (C-3) CH (C-4, C-5) Science and Research <ul style="list-style-type: none"> SR (I-1, SR) Industrial <ul style="list-style-type: none"> M (M) I-L (I-2) I-M (I-3) I-H (I-4) |
|---|--|---|--|



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Exhibit 4.8 Current Zoning Claremore/Rogers County Comprehensive Plan



Quadrants

- Northeast Quadrant
- Northwest Quadrant
- Southeast Quadrant
- Southwest Quadrant

Functional Class

- Interstate
- Primary Arterial
- Minor Arterial
- Major Collector(state system)
- Urban Collector
- Major collector(county)
- County Minor Collector
- Rail Lines
- Rivers and Streams

- Claremore metropolitan Planning Commission
- County Boundary
- Cities and Towns

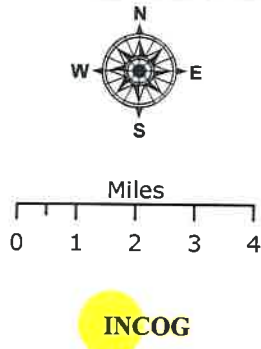


Exhibit 4.6 County Quadrants Claremore/Rogers County Comprehensive Plan

Source: State of Oklahoma Department of Transportation

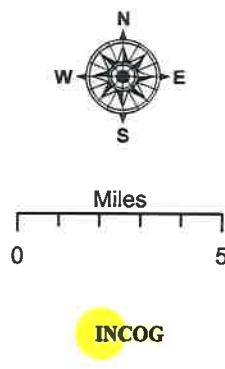
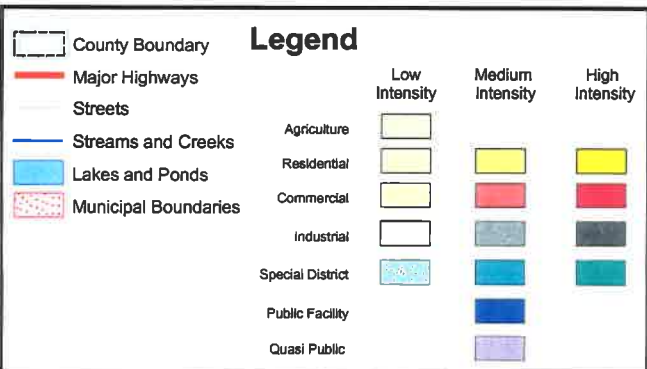
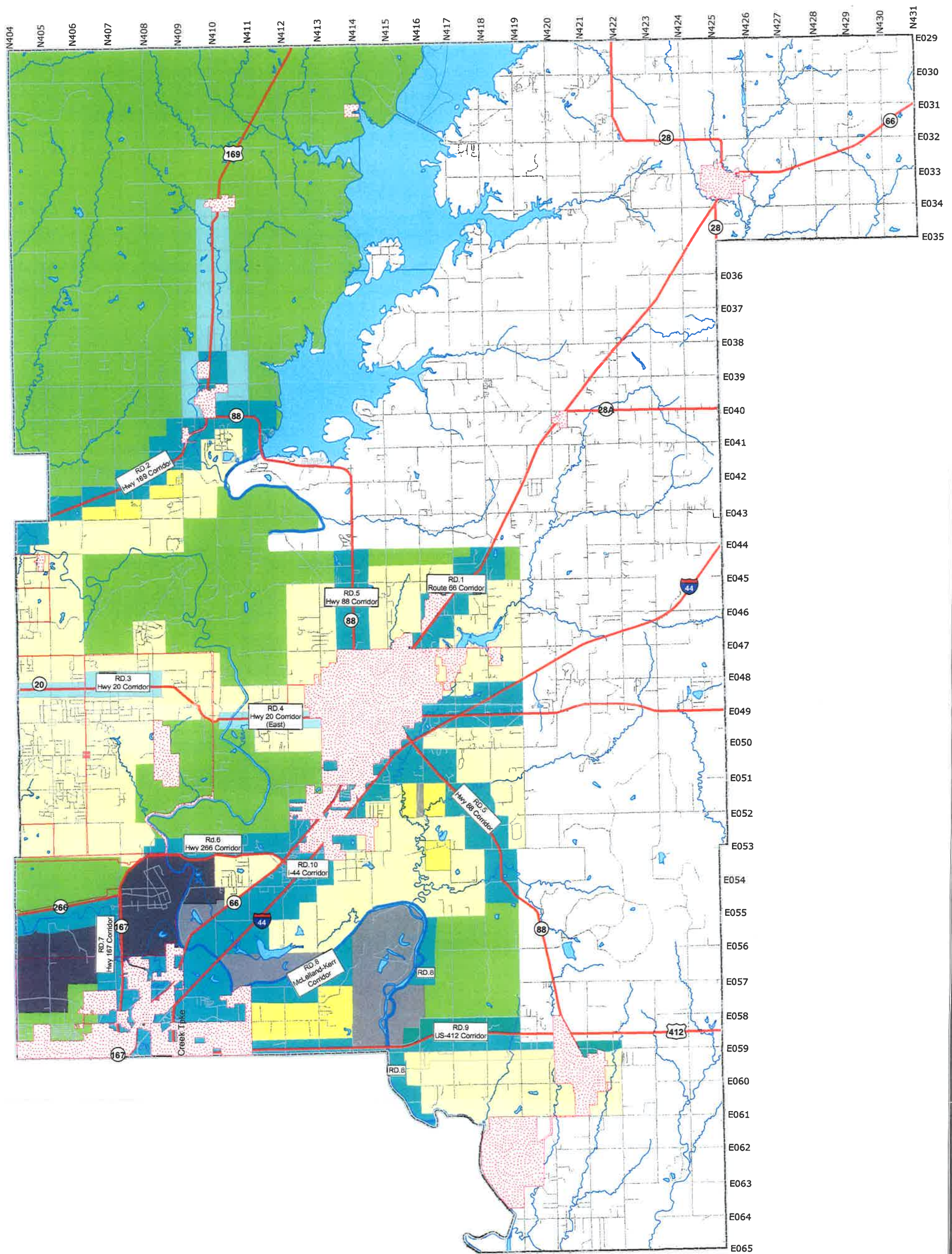
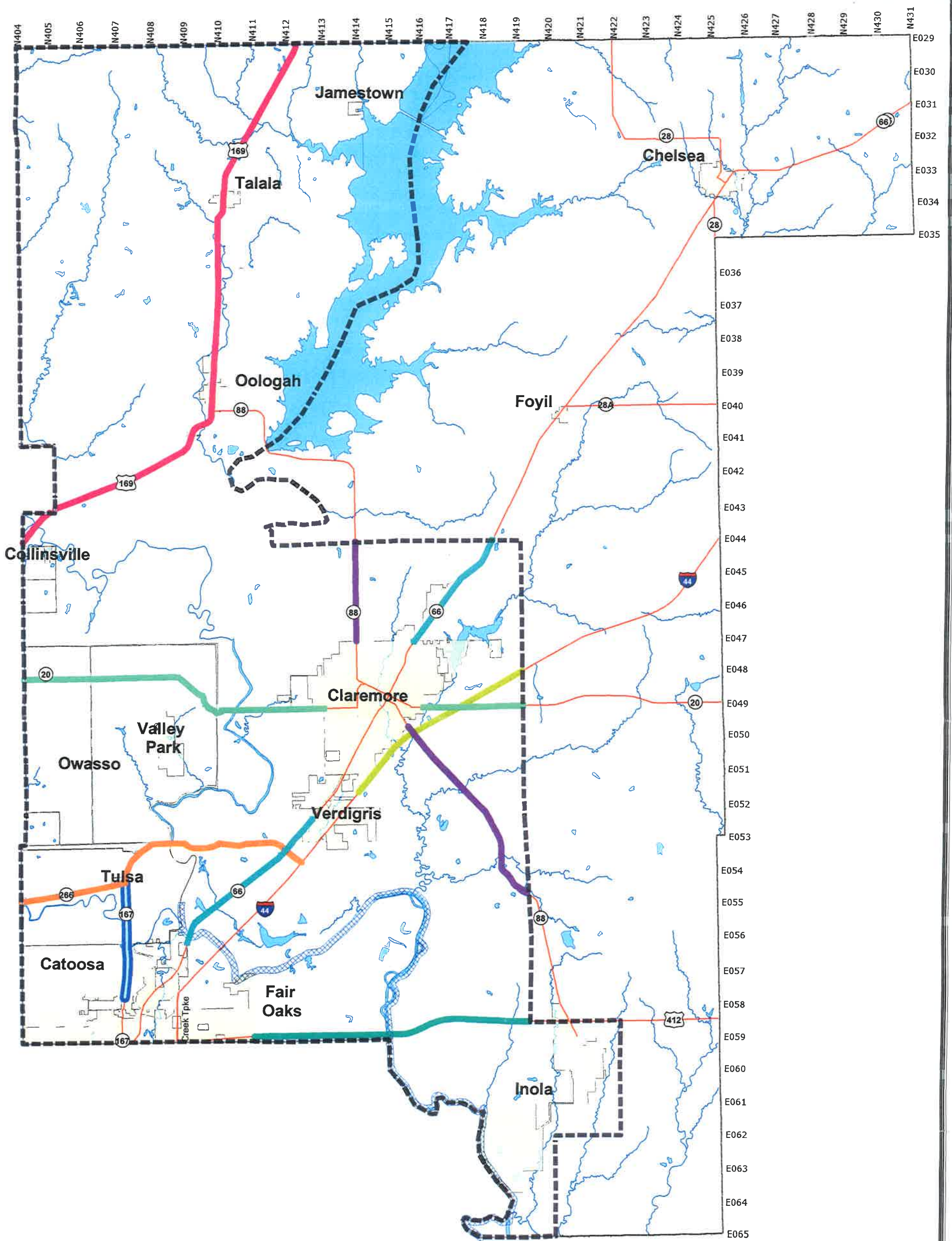
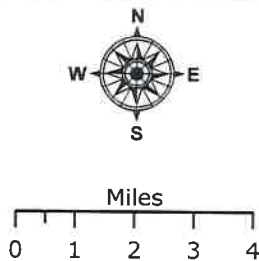


Exhibit 4.9
Future Land Use
Claremore/Rogers County
Comprehensive Plan



Legend

- | | |
|--|------------------------------|
| Claremore metropolitan Planning Commission | RD.1 Highway 66 Corridor |
| County Boundary | RD.2 Highway 169 Corridor |
| Cities and Towns | RD.3 Highway 20 Corridor |
| Streets and Roads | RD.5 Highway 88 Corridor |
| | RD.6 Highway 266 Corridor |
| | RD.7 Highway 167 Corridor |
| | RD.8 McLelland Kerr Corridor |
| | RD.9 Highway 412 Corridor |
| | RD.10 I-44 Corridor |



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Exhibit 4.10 Special Districts Claremore/Rogers County Comprehensive Plan

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DEVELOPMENT REVIEW GUIDELINES

A. CONTENT and ORGANIZATION:

This Chapter suggests review guidelines. The guidelines can be used to review development proposals and to review growth concepts that have been initiated by the Planning Commission and that are being considered for recommendation to the City Council and/or County Commissioners.

Section D organizes the review criteria into the eight Goal Groups as presented in Chapter 3. Each of the eight groups is broken into several goals, the purpose of which is to accomplish the Vision as recorded in Chapter 3. Each Goal is then refined by several Objectives whose purpose is to achieve the particular goal. For the purposes of this Chapter these objectives have been summarized. *See Appendix D for the complete text of the Objectives.* The eight goal groups are as follows:

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Several suggested guidelines are presented to accomplish each objective.

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4. Infrastructure

5.24 C.30

- Goal 4A: The Claremore/Rogers County Transportation System Shall Be Multi-Faceted, Accessible, Efficient, Modern, Friendly To The Environment And Well Maintained
- Goal 4B: Utility And Infrastructure Systems Shall Be Modern, Efficient, Cost-Effective And Well Maintained, With Sufficient Capacity For The Future
- Goal 4C: Community Facilities Shall Be Easy To Find, Accessible, Efficiently Used, Safe And Well Maintained, And Should Be Located And Sized To Meet The Needs Of The Citizens Of The Region
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5. Culture, Recreation and Entertainment

5.28 C.40

- Goal 5A: The Planning Area Shall Identify And Maximize Existing Cultural Resource
- Goal 5B: The Planning Area Shall Provide And Promote A Wide Range Of Cultural Opportunities In The Future
- Goal 5C: Opportunity Shall Be Provided Throughout The Region For Active And Passive Recreational Opportunities For Persons Of A Wide Range Of Interests, Income Ranges And Ages
- Goal 5D: The Planning Area Shall Identify And Attract A Range Of Entertainment Types For Persons With A Variety Of Interests, Income Ranges, And Ages, Consistent With The Regional Lifestyle

6. Education

5.33 C.50

- Goal 6A: Quality Education Shall Be Available To And Accessible By Residents Of A Wide Range Of Age Groups And Income Levels
- Goal 6B: The Education System Shall Be An Important Element Of Employee / Employer Attraction And Retention

- Goal 6C: Education Shall Be A Primary Component In Establishing And Maintaining The Regional Lifestyle And The Quality Of Life
- Goal 6D: Education In The Planning Area Shall Be Broad In Scope, Moving Beyond Formalized training To A Knowledge And Appreciation Of The History And Goals For The Area, For All Residents

7. Healthcare

5.37 C.59

- Goal 7A: Quality, Affordable Health Care Shall Be Available And Accessible For All Residents Of The Planning Area
- Goal 7B: Healthcare Facilities And The Healthcare System Shall Be A Primary Component In Establishing And Maintaining The Regional Lifestyle And The Quality Of Life
- Goal 7C: Healthcare Shall Be An Important Factor In Employer / Employee Attraction and Retention
- Goal 7D: Quality, Affordable and Available Veterinary Care Shall Be A Defining Characteristic Of The Planning Area

8. Community Values

5.40 C.65

- Goal 8A: Quality Growth Shall Be Encouraged And Responsibly Managed In The Planning Area
- Goal 8B: The Planning Area Shall Honor The Past And Welcome The Future
- Goal 8C: Values Common To Residents Of The Planning Area Including Hard Work and Self-Sufficiency Through Employment; Education, Cultural and Religious Understanding and Diversity, Health, And Family Values Shall Be Emphasized In Community Building Efforts

B. OVERVIEW AND PURPOSE:

This Chapter recommends development review guidelines that can be used as an aid to implement the Vision that is the basis for each Goal Group. *See Chapter 3, Pages 3.6 to 3.8.* Chapter 3 describes the basis for the plan, Chapter 4 presents the Land Use Plan and Chapter 5 suggests review guidelines to ensure that projects implement it.

Please refer to Appendix C for the complete and comprehensive version of the Goals, Objectives and Policies. The primary purpose of that Appendix is to provide a whole range of measures that can be implemented over time to achieve the long term (to 2025) goals of the Region.

C. USING THIS CHAPTER:

This Chapter is the companion document to Chapter 4 and should be used together with it to:

- Review proposals for development
- Make the decisions that guide the growth of the region

When a development proposal is received or when the Commission is *contemplating* guidelines for growth The Land Use Plan of Chapter 4 should be consulted to review the recommended intensity of use for that area and the recommended land use per the descriptions of that portion of the City or County. Then, the matrices of Chapter 4 should be consulted to determine if the proposed land use falls within the appropriate level of intensity.

In the case where the proposed land use complies with the recommended intensity, this Chapter should be consulted for items that should be considered as part of the project review.

In the case where the proposed land use does not comply with the recommended intensity this Chapter should be consulted to determine whether or not the proposed project implements the stated goals for the region. If it is determined that the project will implement the goals, the recommended intensity and/or land uses for that area should be amended using the amendment processes described in Appendix B.

Example. If a proposal for a particular type of commercial development is received the Staff and Commission should:

- Review Chapter 3 for beliefs and goals. Review Section F page 3.12 to review related policies.
- Review the Plan map to determine whether the intensity of use is appropriate in that particular location.

- Review The Plan text (Section D page 4.10) to determine the recommended character for that area.
- Review Chapter 5 for clearly related physical issues such as Infrastructure (Group 4), Community Beautification (Group 1) and Housing (Group 3)
- Review Chapter 5 for other related issues such as Economic Development and Employment (Group 2)
- Review Chapter 5 for potentially related issues such as Culture / Entertainment (Group 5) and Community Values (Group 8)

In summary, Chapter 4, *Land Use Plan and Special Districts* provides the recommended Intensity of Use, Land Use and the growth concept for an area. Chapter 5 gives guidelines for the types of items and issues that should be analyzed and discussed.

Please refer to Chapter 2, Section D: How to Use the Comprehensive Plan for a discussion of the roles of the Planning Commission in making growth decisions.

D: GOALS AND REVIEW GUIDELINES

Group One: Community Beautification

GOAL A: THE PLANNING AREA SHALL BE PHYSICALLY INVITING.

1A1: Maintain Property

- Proposals for new development should include a workable plan for their maintenance.
- Proposals that require the City or County to participate in their maintenance should include comments from the appropriate City or County Departments.

1A2: Protect and Enhance Landscaping

- Durable, low maintenance plant materials should be encouraged in each new development.
- Maintenance Associations should be established where appropriate to care for the ongoing maintenance of landscaping and open space.

1A3: Consider Visual Impacts

- All four sides of a development proposal (both property and structures) should be reviewed to assess their impact to existing and potential future uses on adjacent properties.
- New development should be oriented to shield views of operations such as maintenance, loading, manufacturing or storage from the street.
- Structures, landscaping and signage should relate in scale and style to adjacent development.

1A4: Use Landscaping to Create Character and Minimize Visual Impact

- Landscaping, fencing and setbacks should directly relate in size, scale and quality to their potential for negative impact.
- Natural screens that emphasize landscaping and setbacks are preferred.

1A5: Signs Should Be Consistent

- New development proposals should clearly indicate the way or ways that they conform to sign standards from the Zoning Code and /or other approved design standards.
- Proposals for new signs should identify the ways that the sign or signs relate to the historical character, country feel and / or quality lifestyle of the region.

GOAL B: THE PLANNING AREA SHALL DEMONSTRATE A BALANCE BETWEEN NATURE AND THE BUILT ENVIRONMENT.

1B1: Consider the Impacts

- Development proposals should identify potential impacts such as congested streets and intersections, drainage and tree removal, noise and dust. They should indicate the measures taken to minimize the impacts.
- The potential of a project to encourage additional development should be considered. Each development approval should consider the potential cumulative impacts in the area around that project. Positive and Negative Impacts should be considered.

1B2: Preserve and Enhance Open Space and Parks

- New development proposals should identify their potential impacts to adjacent parks and open spaces. Negative impacts should be minimized.
- New development proposals be reviewed in relationship to applicable Park and Recreation Plans.
- Development incentives should be considered for projects that propose methods of supporting and enhancing parks and open space.

1B3: Minimize Impacts to Usable Agricultural Land

- A discussion of existing and historic agricultural uses of the project site should be included for each development proposed in the AG district
- "Leapfrog" development should be avoided, particularly in areas of viable agriculture production.
- Viable agricultural land should be maintained in sizes and forms that are consistent with efficient production.

1B4: Integrate Natural Features and Landscaping

- Encourage development that identifies significant natural features (or views) and integrates them into its design concept.
- Encourage development that identifies and preserves sensitive resources.
- Encourage developments that benefit the general public with areas of significant landscaping. Concepts should identify and include plant materials that relate to and complement existing materials in the area.

GOAL C: NEW CONSTRUCTION IN THE PLANNING AREA SHALL BE CONSISTENT WITH THE “CHARACTER” AND “LIFESTYLE” OF THE AREA.

1C1: Relate Structures to Historic Context and/or Future Vision

- Development proposals should identify ways that the proposed structures enhance historic character and / or implement the vision for a quality future.
- New structures should include or relate to architectural elements from local history. Roof and second story treatments, façade openings and treatments and the structure’s relationship to the pedestrian should be considered.

1C2: Be Consistent With Surroundings

- New development should be appropriate to its location in intensity and style. It should complement existing development.
- Uses and development types should complement existing business and industry and support their growth.
- New development should implement the goals of both compact urban form and / or “country living” character.

1C3: Provide Safe and Efficient Infrastructure

- Development should facilitate and integrate with the planned and funded improvements programs within the Region.
- Encourage development that supports and /or helps to fund a region wide infrastructure system.
- Development should comply with minimum service and construction standards.

- New development should participate in its fair share of services and in the infrastructure required to serve it.

1C4: A Landscape, Sign and Land Use Program for Regional Entries, Major Transportation Routes and Major Intersections.

- Development proposals along major transportation routes and at major intersections are primary character builders. They should conform to the requirements of Special Districts See *Section D, Chapter 4*

GOAL D: METHODS OTHER THAN SIGNAGE SHALL BE USED TO HELP VISITORS AND RESIDENTS UNDERSTAND THE PATTERN AND ARRANGEMENT OF LAND USES IN THE PLANNING AREA.

1D1: Landscaping and Setbacks at Intersections and Arterials

- New development should include landscaping that is appropriate in density and scale for the type of streets / intersections and uses that it abuts. It should create appropriate visual impacts and minimize the negative impacts of adjoining uses.
- New development should include setbacks that are of sufficient width to create the appropriate visual impacts for type of streets that it abuts.
- New development that are located at major and secondary intersections should provide landscaping and setbacks that create the impression of a "gateway".
- Construction materials should be appropriate to and indicative of the type of land use. They should be appropriate to the type of adjacent street.
- New development proposals should include provisions landscape maintenance.

1D2: Group and Mix Land Uses

- The need for access and the ability to provide it should be considered when locating a use or group of uses.
- The need for visibility and the ability to provide it should be considered when locating a use or group of uses.
- Land use groups should encourage and create the benefits or "synergy" that typically occurs from clusters of complementary uses and users.

- Mixed-use development (primarily residential / commercial mixes) is most suitable and should be encouraged in the Downtown and University / Arts areas. *See Chapter 4, Section D.*

1D3: Vary Design Elements In Urban, Suburban, Rural Conditions.

- Density and intensity of development projects should decrease with distance from community centers.
- Design elements and materials in structures, lot coverage and heights should complement the local and adjacent historic urban, residential or agricultural patterns.
- Natural landscaping and open space should increase with distance from community centers.
- All development standards should promote visual quality and safety.

Group Two: Economic Development, Employment and Tourism

GOAL A: THE PLANNING AREA SHALL PROVIDE A GROWING AND STABLE ECONOMY, BALANCING ECONOMIC GROWTH WITH A QUALITY LIFESTYLE.

2A1: Consider Economic Growth From a Regional Perspective.

- Proposals for locating new economic generators such as commercial centers or manufacturers should be reviewed in the context of the whole Region. Examples of the types information that should be considered include:
 - The locations of other similar uses or use groups in the region
 - Existing and proposed access
 - Other infrastructure capability or needs
 - Available housing
 - Any known plans to attract that particular type of use group.
- Isolated, leapfrog or one of a kind development should be discouraged, particularly if plans for attracting that use group exist at one or more other locations in the Region.
- Development approvals should be documented on a Region – wide basis by land use type and location.

2A2: Consider Impacts of Industrial and Commercial Growth

- The impacts to existing infrastructure (streets, sewer, water, and storm drain) and the need for new improvements should be considered.
- The impacts to the “character” or “personality” of nearby communities should be considered.
- The impacts to housing, to existing patterns of commercial development and to community services should be considered.

2A3: Diversify and Increase Self Sufficiency

- Encourage development proposals that provide goods and services that are desired but not currently available in the Region.
- Existing goods and service providers should be encouraged to expand.
- Development approvals should group goods and service providers by similar type and near other types of uses that support and interact with them.

2A4: Balance Capital Improvement Spending

- Review development proposals with the intent to create and maintain a defined balance between new improvements and system maintenance.
- Development approvals should be implemented and be coordinated with Capital Improvement Planning efforts throughout the Region.
- Review development projects for the potential and willingness to work with and augment nearby Capital Improvement efforts.
- Encourage development proposals to participate in a needed upgrade or extension when they require upgrades to or extension of infrastructure that is beyond the scope of the current Capital Improvement Program.

2A5: Screen and Buffer Adjoining Uses and Roadways

- Industrial and commercial uses are important economic generators. However, they should not present an unsightly impact to the motoring public or negative impacts to adjacent uses, particularly those that are residential, educational or health related.
- The impacts to adjoining uses should be considered, quantified and addressed by development proposals. Impacts include noise, light, dust, odor, view and safety.

- Use landscaping, berms, fencing, setbacks and building orientation to shield unsightly areas. These measures should allow needed visibility for access and advertising.
- Compare development proposals to acceptable and unacceptable impacts. These impacts should clearly be defined by the Zoning Code and / or Special Districts.

2A6: Consider the Impacts to the Environment, Transportation, Services, and Infrastructure

- Communicate policy statements and previous development approvals that clarify and define the acceptable balance between economic growth and development impacts at pre-application meetings with potential developers.
- Review and consider the impacts of each new development as a part of the cumulative impact to the region.
- Consider and address impacts to water courses or sensitive species in areas that are near to or who drain into creeks. Impacts to significant trees or natural topographic features should also be considered.
- Consider and address impacts to streets, particularly those that are currently congested, in need of maintenance or improvements or heavily impacted by train traffic.
- Consider and address impacts to sewer and water plants and distribution systems.
- Consider and address impacts to fire, police, health, education and public service systems (i.e. libraries, refuse collection).

2A7: Consider Impacts to the Historical Core of a Nearby Community

- Projects should conform with any existing special district or historical overlay zones.
- Development should be consistent with the historical context and future vision for the community.
- Consider and address impacts to the ability to maintain core area infrastructure.
- Consider and balance impacts to the existing customer base with the creation of a new base. Also, consider changes in demand for new goods and services.

GOAL B: THE PLANNING AREA SHALL RETAIN AND ATTRACT A BROAD RANGE OF EMPLOYERS AND EMPLOYMENT WHILE TARGETING SPECIFIC EMPLOYMENT GROUPS

2B1: Implement a Coordinated Academic and Vocational Training System

- Encourage new development proposals that include space for education.
- Encourage new development proposals (particularly by potential employers) for uses that complement or are coordinated with the training goals of the academic / vocational system.

2B2: Develop Research Capabilities

- Encourage research and technology uses, particularly in existing areas that are designated for industrial use and /or those that are near to the University or other training centers.
- Encourage partnerships between the Educational system, a project proponent and the City's Capital Improvement program.

2B3: Expand and Maintain Infrastructure, Technology and Transportation Systems.

- Encourage development proposals by members of targeted industry groups. Users in those groups should cluster to maximize the efficiency of the infrastructure that is required to support those groups.
- Review all development proposals to determine their potential impact to the systems that are required to support the specifically targeted industries. Consider positive impacts such as potential partnerships and negative impacts such as a non-proportionate drain on infrastructure funding.
- New development should implement defined and specific strategies to develop the infrastructure capacities that are required to serve the target industries.

2B4: Streamline the Review, Approval and Construction Processes for Appropriate Land Uses

- Appropriate land uses in appropriate areas should be sufficiently addressed by existing codes and ordinances. Few, if any, additional conditions should be required.
- Staff and the Commission should coordinate as early as possible with City and /or County officials to inform them of any upcoming cases where

pending Capital Improvement Projects are a significant element of the success of the proposed development.

2B5: Assess Regional Strengths and Market Trends

- Development approvals should be tracked in a format that makes them usable as a part of an early assessment program.

2B6: Establish a Coordinated Regional Marketing Program to Attract New Employers

2B7: Actively Pursue Work Force Housing

- Encourage development proposals that include affordable components.
- Work Force Housing is appropriate in locations that are within easy access of employment centers, particularly those served by public transit or by non-vehicular alternatives.
- Encourage mixed use, emphasizing a residential component, particularly in the Downtown Core and the University / Arts District.
- A variety of higher density, more affordable housing choices should be located throughout the Region. Work Force housing should be integrated, not segregated.
- Housing may be an appropriate part of a high-tech or clean industry related development application.

2B8: Pursue Annexation to Provide Land and Infrastructure

- Encourage development proposals for commercial or industrial projects that include an annexation component.
- Discourage development proposals that are to be initiated and processed in the County and annexed to the City after approval. The City and County should coordinate to minimize such proposals.
- The Planning Commission should recommend new areas for annexation, based on growth trends, project approvals and Capital Improvement Planning.
- Discourage annexation requests for areas that will require significant infrastructure improvements and that are not proposed for near term Capital Improvement Funding.

2B9: Pursue Opportunities for Incubator Development

- Encourage development proposals that include an incubator element.
- Encourage home occupations that comply with the standards of the Zoning Code.
- Encourage incubator development near existing industrial and manufacturing use. It is appropriate in and around research uses.

2B10: Make a Range of Housing Choices Available

- Proposals for residential development should be efficient in their use of the land. They should be located adjacent to or near existing infrastructure.
- Densities should range toward the higher end of the appropriate zoning category. Affordable housing for the residents who work locally is an important goal and is helped by creating more housing.
- Residential development approvals should be tracked. The proportion of homes within particular price ranges should generally correspond to the proportion of families within the related income ranges.
- New housing approvals should seek to provide housing for underserved portions of the projected demographic make-up. This make-up should include the employees the target industry groups.

GOAL C: THE PLANNING AREA SHALL ESTABLISH ITS OWN IDENTITY AS A REGIONAL DESTINATION.

2C1: Identify and Promote Cultural, Recreational and Entertainment Opportunities.

2C2: Encourage Visitor Serving Facilities

- Encourage proposals that include cultural, recreational, entertainment, overnight stay and similar components. Appropriate locations are areas of high visibility and those that are near similar or higher intensity uses.
- Large scale visitor serving facilities should be located along high volume transportation routes and will be a significant element in the creation of Regional character. Quality and design should be addressed accordingly.
- Smaller scale visitor serving uses such as galleries, boutiques and jewelry stores should be grouped in districts to create the synergy that allows them to be successful.

2C4: The Claremore/Rogers County Region as a Commercial and Employment Center.

- Review commercial and employment related development proposals for their relationship to existing commercial and employment concentrations. New proposals should add to the perception of “critical mass”, that is, sustainable and growing areas of commerce and employment.
- Discourage leap frog or stand alone proposals unless the project has enough size to generate significant commercial or other employment related growth in that area.
- High quality commercial and business development should be located at visible locations, creating energy through vibrant and growing business and commercial centers.
- Encourage development proposals that help concentrate new use types. Existing sub-regional characteristics and concentrations of existing uses should be supported and protected.
- Proposed development should complement regional infrastructure improvement efforts.

GOAL D: THE CLAREMORE/ROGERS COUNTY REGION SHALL CONTINUE TO DEVELOP ITS RELATIONSHIP WITH THE TULSA METROPOLITAN AREA IN THE AREAS OF ECONOMICS, EMPLOYMENT, AND TOURISM.

2D1: Identify and Assess Strengths and Weaknesses, Relate Them to Tulsa

- Proposals for new development should improve upon the strengths of the Region.
- Proposals for new development that address the weaknesses of the Region should be located in areas of similar or related uses to ensure success.
- New development that fills a need of the Tulsa Metropolitan Area should be located in an area that is easily accessible from the Tulsa Metropolitan Area.

2D2: Cooperate with Tulsa Employer Attraction and Tourism Efforts

- New employment or tourism related developments should be located in areas that are easily accessible from the Tulsa Metropolitan Area.
- Review development for its ability to relate to, support and complement the use groups that are being targeted by the attraction efforts of both Regions.

2D3: Coordinate Transportation and Trail Infrastructure and Systems

- Review proposed development for its relationship to proposed Regional Transportation improvements. Discourage developments that require improvements not anticipated to occur in the short term. Encourage developments that partner with the proposed transportation and trail improvements.
- Encourage development that has the potential to attract State or Federal transportation funds.
- Encourage development that utilizes existing underutilized transportation resources, such as the Port of Catoosa.

Group Three: Housing

GOAL A: ALL HOUSING SHALL BE CONSTRUCTED TO ENHANCE THE IMMEDIATE NEIGHBORHOOD AND CONTRIBUTE TO A POSITIVE COMMUNITY ENVIRONMENT.

3A1: Construct With Durable, Quality Materials.

- Materials should be consistent in quality and appearance with the existing construction
- Architectural style, mass, height and lot coverage should respect and complement existing structures

3A2: Maintain and Protect the Value Property

- Inspections should ensure quality workmanship, materials and rapid progress to completion.
- Styles, sizes and /or colors of new construction should be similar to the existing adjacent structures.
- Yards and views of adjacent properties should be respected
- Orient unit and parking in new additions, multi-family developments and / or mobile home parks to minimize impacts.
- Utilize setbacks and landscaping liberally to separate single family housing from other higher density residential types.

- New residential development projects (not including a new phase of a previous approval) should not take primary access through an existing neighborhood.

3A3: Multi-family Residences Should Relate to Surrounding Residential Structures

- Multi-family residences should relate to and complement existing development in architectural style, roof lines, colors, features and quality.
- Review and approve colors and materials prior to issuing building permits.
- Encourage “Four sided” architecture, particularly where existing development views a particular façade.

3A4: Promote Opportunities to Revitalize Existing Houses

GOAL B: QUALITY, AFFORDABLE (WORK FORCE, ELDERLY) HOUSING SHALL BE MADE AVAILABLE FOR RESIDENTS FROM A WIDE RANGE OF INCOME AND AGE CATEGORIES

3B1: Integrate Affordable Housing throughout the Region

- Encourage new development proposals that include an affordable component.
- Affordable housing is appropriate in all areas when it includes proper measures to ensure compatibility with existing development. These measures may include screening, setbacks and / or color, materials and features.
- Higher density residential components may be appropriate in commercial areas or business parks

3B2: Streamline Approvals to Encourage Construction of Affordable Housing

- Staff and the Commission should prioritize review of projects that include a workforce element

3B3: Use Population Forecasts to Identify Changes in Needs

- Development proposals that include affordable components should provide a discussion, with demographic data, of the particular population segment that will benefit from the project.
- Staff should also provide the Commission information on housing needs within that particular population group.

3B4: Identify Current and Potential Barriers

- Clearly state City and County policies regarding affordable housing during each public hearing of a development proposal that includes affordable housing.
- Each proposal should clearly define the use of the term “affordable”. The proposed sales price or rental rates should be discussed.
- Illustration materials should be provided that clearly define the project. These can include color and materials boards, colored plan views of the project, photos of previous projects, etc. All information should be easily seen by the public.

GOAL C: ACCESS SHALL BE EASILY AVAILABLE BETWEEN HOUSING AND EDUCATION, EMPLOYMENT, RECREATION, SHOPPING, WORSHIP, HEALTH AND RECREATION CENTERS.

3C1: Create a Variety of Access and Transport Types

- New residential development should implement the Claremore Trails Plan and the Trails Plan for the Transportation Management Area.
- New residential development should include an internal pedestrian and bicycle system that connects to the Claremore and Regional systems.
- New development proposals should address the potential for future transit stops.

3C2: Identify Transportation Linkages and Improvements

- Proposals should identify the opportunities for bike lanes, pedestrian trails, new turning lanes, street widening and adjacent streets.
- Review proposals to define their place in the overall transportation network and to identify the primary transportation links that their residents might utilize. This information should be compared with existing infrastructure and

proposed plans for improvement. Opportunities for public transit should be noted.

3C3: Minimize Traffic Congestion

- New residential development should consider and facilitate access to employment, and should minimize congestion. New development should define its anticipated traffic impacts and any methods to minimize them, particularly the impacts to intersections and undersized arterial streets.
- Compare development proposals with the existing transportation system and with anticipated transportation system improvements. Encourage public / private partnerships to implement system improvements.
- New development should be located with an understanding of peak loads and their impacts to the existing system. Significant negative impacts should be avoided.
- Consider new development not only in terms of local impacts but in terms of the regional transportation system.

3C4: Consider Multiple Methods of Transportation

- Encourage new development that considers and facilitates multiple transportation modes. .

GOAL D: NEW CONSTRUCTION TO MEET HOUSING NEEDS SHALL BE BALANCED WITH THE ABILITY TO PROVIDE FACILITIES AND SERVICES AND WITH ITS IMPACT TO THE NATURAL ENVIRONMENT.

3D1: Disperse Housing Densities Throughout the Region.

- Encourage a general pattern of mixed use and mixed density throughout the City. Patterns in the County will tend to be more homogenous with commercial uses at major intersections.
- Higher density housing should buffer lower density housing from commercial or employment areas.
- Encourage mixed use should be encouraged in the downtown area and in the University / Arts district.
- Encourage new residential development that locates near existing infrastructure.

3D2: Coordinate with Planned Service and Facility Improvements.

- Consider impacts to services such as school, fire, police libraries and parks when reviewing residential development proposals. Significant overcrowding or degradation of service should be avoided.
- Encourage new development proposals that coordinate with programmed service and facility upgrades and expansion. City County, education and health care representatives should be consulted during the review process.

3D3: Discourage inefficient infrastructure and Services

- New development proposals should coordinate with planned infrastructure improvements.
- New development that requires significant sewer, water or street improvements should partner in those improvements.
- Discourage new development that is the primary beneficiary of new improvements for the foreseeable future.
- Encourage infill development and / or reuse of existing infrastructure.

3D4: Allow a Range of Housing and Land Use Densities to Efficiently Use Resources

- A “country feel” with larger lot sizes is important in the Region, as is efficient use of infrastructure and services. A range of lot sizes and densities should be encouraged. Visibility and visual impacts are important criteria in new development review as is the impact that the new development will have on the public’s perception of the area.
- Include the cumulative and long term impacts of septic systems in development review. Review new development in light of recent actions in the surrounding area. Discourage septic systems as an alternative to accelerate the development of an area planned for sanitary sewer.
- In general, the maximum lot size should be the minimum size required for percolation. In general, a density of three or four to the acre should be the minimum preferred in areas served by sanitary sewer.
- Attached housing and apartments should be encouraged in infill situations, particularly near commercial or higher intensity uses.

GOAL E: ALL FORMS OF HOUSING SHALL BE PROTECTED FROM IMPACTS OF MORE INTENSE LAND USE CATEGORIES

3E1: Buffer Residences from Negative Impacts

- Encourage new development that fits with existing uses in terms of scale, design and privacy.
- New development should identify the measures taken to protect the character of adjacent existing neighborhoods.
- New development should comply with all existing standards as outlined in the Zoning Code and any applicable special districts. These standards include fencing, landscaping, setback height and orientation standards. Design standards for lighting, facades and roofs should be included.

3E2: Mix Land Uses Appropriately

- Encourage development of small scale, neighborhood centers that serve local residents.
- Encourage new development that includes plazas, parks and other community meeting places.
- Encourage development that creates infill and mixed use, particularly as a redevelopment effort.
- Appropriate densities of residential uses can be located adjacent to commercial uses, arts, culture, recreation, health, education or Business Park / light manufacturing or government uses. Manufacturing and industrial uses should not be located adjacent to a residential use.

3E3: Transition Land Use to Prevent Significant Incompatibilities.

- Consider the intensity of use when mixing land uses. Higher intensity uses should be located toward the City core or major intersection with intensity lessening with distance from the core or intersection.
- Intensity of use is based on elements such as the floor area to lot area ratio, overall traffic generation, peak hour usage, light and noise impacts.

Group Four: Infrastructure, Facilities and Services

GOAL A: THE CLAREMORE/ROGERS COUNTY TRANSPORTATION SYSTEM SHALL BE MULTI-FACETED, ACCESSIBLE, EFFICIENT, MODERN, FRIENDLY TO THE ENVIRONMENT, AND WELL MAINTAINED.

4A1: Consider All Appropriate Modes of Transportation

- Encourage projects that integrate or support multi-modal transportation within the region or as connections to other regions. Projects that utilize or support the port or the airport are examples.
- Encourage projects that include links between different personal transportation modes such as personal vehicles, transit and trails.

4A2: Review System Conditions and Capacities

- Review street system conditions with each new development proposal. The information provided should include remaining capacity, condition, scheduled maintenance and any proposed improvements.
- New projects should partner in nearby Capital Improvement Projects.
- New project information should be accurately recorded for use in future CIP efforts.

4A3: Identify and Obtain Stable Revenue Sources

- New projects should identify ways in which they can be part of transportation funding solutions. Examples include economic development funds, ODOT paving for industrial users, Transportation Management Area funds by virtue of increased use on particular arterials or highways.

4A4: Coordinate Local and Regional Funding Sources and Improvements

- City, County and private transportation project funds should be coordinated and focused into specified areas of anticipated growth.
- Street improvements inside and outside a project should be coordinated to minimize mobilization costs and limit duplication.

4A5: Coordinate with the Transportation Management System

- Large development projects should coordinate with INCOG to identify their potential to attract state and federal funds and to ensure that impacts to the existing street system is accurately recorded.

GOAL B: UTILITY AND INFRASTRUCTURE SYSTEMS SHALL BE MODERN, EFFICIENT, COST-EFFECTIVE, AND WELL MAINTAINED, WITH SUFFICIENT CAPACITY FOR THE FUTURE.

4B1: Review Systems Conditions and Capacities

- Review water and sewer system conditions with each new development proposal. The information provided should include remaining capacity, condition, scheduled maintenance and any proposed improvements to transmission lines and plants.
- New projects should partner in nearby Capital Improvement Projects.
- New project information should be accurately recorded for use in future CIP efforts.

4B2: Coordinate Local and Regional Capital Improvement Programs

- City, Rural District and private project funds should be coordinated and focused into specified areas of anticipated growth.
- Utility improvements inside and outside a project should be coordinated to minimize mobilization costs and to limit duplication.
- Improvements should be performed to an agreed to set of standards.

4B3: Identify and Obtain Stable Revenue Sources

- New projects should identify ways in which they can be a partner in finding funding solutions for area utilities. Examples include economic development funds; REAP funds for infrastructure, CDBG funds.

4B4: Identify and Utilize Additional Intermittent Funding Sources

- Consider potential impact fees for large projects, particularly those that require significant infrastructure support such as large water or sewer users. Disproportionate use of the limited sanitary sewer capacity is an example of impacts to be avoided.

GOAL C: COMMUNITY FACILITIES SHALL BE EASY TO FIND, ACCESSIBLE, EFFICIENTLY USED, SAFE, AND WELL MAINTAINED, AND SHOULD BE LOCATED AND SIZED TO MEET THE NEEDS OF THE CITIZENS OF THE REGION.

4C1: Identify Community Facilities through Visual and Non-Visual Cues.

- Community facilities should be easy to identify by using tools such as signage, landscaping, building materials and visible locations throughout the region.
- Review new development proposals for their impact to the community facilities system.
- New development should participate in creating / expanding community facilities where appropriate. New development should ensure that community facilities are easily visible and identifiable.

4C2: Locate Visitor Serving Community Facilities near Primary Transportation Routes

- Review proposals for new development in high traffic corridors for their potential to partner with the public to build new community facilities. Some of these potential partnerships include a sale or donation of land, reduced construction costs or special financing and the joint use of structures.
- New development should explore fair and equitable ways to create appropriate public / private partnerships that enhance or maintain existing facilities.
- Review new development proposals in high visibility corridors adjacent to publicly owned sites for any efficiency in simultaneous construction. Mobilization of equipment is a primary construction cost.

4C3: Security Measures

- Community facilities should be sited and located so that they encourage and facilitate surveillance by the public and by security personnel.
- Parking lots and entrances and outdoor halls should be well lit.

4C4: Conduct Needs Assessment to Size Facilities

- Housing and commercial / industrial construction permits should be tracked.
- Entitlement approvals should be tracked.

- Compare new development proposals to a prioritized list of future improvements and proposed additions to community facilities in the region.

4C5: Identify and Obtain Stable Revenue Sources

- New projects should identify ways in which they can partner in funding and construction solutions for community facilities.

4C6: Pursue Joint Use Options

- New project proposals should identify the location and use of nearby existing facilities and should explore their joint use potential. Facilities that should be evaluated include those that are owned and operated by a single jurisdiction, by public / private partnerships and those that are used by more than one jurisdiction.
- New projects should consider their potential role in acquiring and developing new sites and facilities with the potential for joint use

GOAL D: COMMUNITY SERVICES SHALL BE EASY TO CONTACT, RESPONSIVE AND COMPREHENSIVE, AND SHOULD BE SUFFICIENT TO MEET THE NEEDS OF THE REGION.

4D1: Communicate Contact information for Community Services Departments

4D2: Conduct Needs Assessments

- New projects should identify potential opportunities to facilitate regional discussions among service providers, helping them to more accurately identify regional equipment and staffing needs.
- New projects should identify possible ways to work with providers in the region. They should identify opportunities for increased efficiency and should explore redistribution strategies for placing equipment and personnel.

4D3: Identify Stable Revenue Sources for Staffing and Equipment

Group Five: Culture, Recreation and Entertainment

GOAL A: THE PLANNING AREA SHALL IDENTIFY AND MAXIMIZE EXISTING CULTURAL RESOURCES.

5A1: Identify and Promote Unique Culture and History

- Development proposals should demonstrate the ways in which the project complements and promotes the Region's unique identity
- Sites of culture and history should be identified, preserved and promoted
- New development should not preclude the development of previously planned cultural or historic projects.

5A2: Preserve and Enhance Existing Cultural Resources

- Development proposals should preserve any known American Indian or early settler sites, structures or artifacts.
- Development approvals should identify the actions to be taken if cultural sites or artifacts are encountered during construction.
- Development projects should identify opportunities for the City and /or County to partner with the project, particularly where new infrastructure or improvements could benefit both a cultural site and the proposed project

5A3: Support and Encourage Performing and Visual Arts Groups

- Encourage proposals that showcase visual or performance art or that allow artists to participate in their design, development and decoration.

5A4: Develop and Promote Opportunities for Artists of All Ages

- Review commercial and industrial development proposals for the potential to partner with the City / County and Arts groups to provide rehearsal / performance space.

5A5: Enhance and Support Existing Performance Facilities

- New development or redevelopment projects should identify, preserve and / or suitably replace existing on-site spaces that are currently being used for performance.

- Examine new development proposals for “economies of scale”. These are the potential for a public / private partnership to extend or improve infrastructure that serves both the project and any nearby performance centers.

GOAL B: THE PLANNING AREA SHALL PROVIDE AND PROMOTE A WIDE RANGE OF CULTURAL OPPORTUNITIES IN THE FUTURE.

5B1: Encourage Activities that Respect History and Respond to the Future

- Encourage development proposals that provide physical space for cultural activities in all commercial, core urban areas and in the Arts District.
- Encourage cultural facilities with significant impacts such as noise, odor, light, dust or long hours to locate in areas that minimize the impact. These can be in commercial or industrial areas or on large parcels in less populated areas.
- Development proposals that provide space for cultural activities in residential areas should balance the importance of cultural preservation with respect for the residential character of the neighborhood. In a question of priority the neighborhood character, even if varied, should predominate.

5B2: Encourage and Promote National and International Culture

- Facilities that provide space for large scale exhibits are an important part of the Region's identity.

5B3: Develop New Facilities for Artists and Art

- Encourage proposals for development of education or studio space in commercial areas, in the downtown core, and in the University / Arts district. The synergy between arts and entertainment should be utilized.
- Encourage development proposals that include joint, mixed use or public / private uses space. Reuse of unused public space should be encouraged.
- Encourage arts facilities with significant impacts such as noise, odor, light or long hours to locate in areas that minimize the impact. Appropriate locations include commercial or industrial areas or large parcels in less populated areas.
- Development proposals that provide space for arts activities in residential areas should balance the importance of art with a respect for the residential character of the neighborhood. In question of priority the neighborhood character, though varied, should predominate.

5B4: Develop New Gallery and Performance Space

- Encourage proposals for development of gallery and performance space in commercial areas, in the Downtown Core, and in the University / Arts district. The synergy between arts, entertainment and commercial growth should be utilized.
- Consider gallery and performance space as a strategic part of economic development and growth in quality of life
- Use of church and educational facilities as gallery or performance space in residential neighborhoods may be appropriate when balanced with the right to privacy of the surrounding homeowners.
- Agriculture buildings or industrial space may be appropriate for performance space.

5B5: Programs that support the growth of artists and art should be developed.

5B6: Identify Stable Revenue Sources

- New for-profit development in districts that contain groups of arts and education facilities should participate in their fair share support of infrastructure maintenance and improvement.
- Space that is used for public or non-profit arts education should participate in infrastructure maintenance and improvement at a rate that is appropriate for the amount of revenue they produce.

GOAL C. OPPORTUNITY SHALL BE PROVIDED THROUGHOUT THE REGION FOR ACTIVE AND PASSIVE RECREATIONAL OPPORTUNITIES FOR PERSONS OF A WIDE VARIETY OF INTERESTS, INCOME RANGES, AND AGES.

5C1: Enhance Maintain and Promote Recreational Facilities

- Protect existing recreational facilities from encroachment by other land uses.
- In a question of use conflict the previously existing use should enjoy the priority.
- In areas that include existing recreational facilities, proposals for new development should be reviewed for their impact on the facility and for the facility's impact on the proposed use.

- Entertainment facilities, particularly eating establishments, are appropriate and expected uses in areas near recreation facilities
- Streets in the area of recreation facilities should be improved to levels that are sufficient to support the anticipated levels of traffic to the recreation use.

5C2: Identify, Develop and Promote Recreational Opportunities

- New development should identify opportunities to enhance existing recreational opportunities and to create new ones
- Encourage new development that demonstrates awareness for the potential for public / private partnership. This partnership might include items such as infrastructure or access improvements or the improvement of an adjacent publicly owned parcel.
- Dedication for park land or fees-in-lieu should be explored with each new development proposal.

5C3: Address the Needs of Underserved User Groups

- Encourage new development that identifies underserved groups and participates in providing recreational opportunities for them. These groups may be defined by factors such as age, income levels and physical abilities.
- New development should identify and partner with existing City and County efforts aimed at serving the underserved.
- Encourage development that provides recreational facilities in unserved portions of the City or County.

5C4: Access Recreational Facilities by Vehicular and Non-Vehicular Routes.

- Encourage new development that recognizes and acts on its potential for trails connections to recreational facilities, to the trail system as defined in the Claremore Trails Plan and to the metro area system as defined by the Regional Trails Plan.
- New development should identify and act on opportunities to maintain and improve vehicular access to nearby recreational facilities.
- New development should not create traffic impacts that impair access to existing or proposed recreational facilities.

- Proposals for recreational facilities should consider traffic impacts and should clearly identify the impacts to surrounding uses. They should clearly identify site access routes and access points.

GOAL D: THE PLANNING AREA SHALL IDENTIFY AND ATTRACT A RANGE OF ENTERTAINMENT TYPES FOR PERSONS WITH A VARIETY OF INTERESTS, INCOME RANGES, AND AGES; CONSISTENT WITH THE REGIONAL LIFESTYLE.

5D1: Identify Entertainment Needs, Location Criteria, and Potential Sites

- Decisions regarding approval of entertainment uses should consider quality of life, the economic needs of the community and the impacts to the immediately surrounding area.
- Proposals for entertainment related uses should clearly identify the uses, the hours of operation, the parking requirements and the potential impacts to surrounding uses. Integrating entertainment into the community is important. Ways to mitigate negative impacts should be included.
- Entertainment uses should be clustered in higher intensity areas such as the University / Arts District, downtown or along highways and major arterials. Entertainment uses may be appropriate near higher density residential areas.
- Remote sites such as sites in agricultural areas can be appropriate with the appropriate safety provisions for traffic, fire and security.

5D2: Promote Regional Character with Location and Type of Use

- Proposals for entertainment use should clearly identify the factors that make the proposed location the appropriate location. This is particularly true in cases where the use may impact existing development.
- Review proposed uses for their impact to the character of the region. This can include the cumulative impact of the use as well as the visual / aesthetic impact of the use at the proposed location.

5D3: Attract and Encourage Entertainment

- Entertainment is recognized as a quality of life and character builder and as an economic generator. These factors should be balanced with the need to minimize impacts to adjacent uses.
- Growth and change are important elements of the future of the region. Entertainment is an important element of growth.

Group Six: Education

GOAL A: QUALITY EDUCATION SHALL BE AVAILABLE TO AND ACCESSIBLE BY RESIDENTS OF A WIDE RANGE OF AGE GROUPS AND INCOME LEVELS.

6A1: Provide Advanced and Specialized Educational Curriculums and Facilities Throughout the Planning Area.

- Encourage new development proposals that include multiple use facilities.
- Encourage proposals that coordinate or partner between government, business, and schools.

6A2: Affordable and Available Curriculums and Facilities

- Encourage new development proposals that reduce costs to education. Examples of potential cost reducing measures include sharing or partnering in traditional infrastructure such as sewer, water, streets or in hi tech infrastructure such as fiber.
- Encourage new development proposals that provide space for distance learning. These minimize the need for and cost of travel.
- Encourage development proposals that allow educational use of under-utilized facilities.

6A3: Compare Favorably with Statewide Opportunities

6A4: Identify and Maintain Stable Revenue Sources.

- Encourage land uses that increase tax base while using few, if any, educational resources in appropriate locations. These include commercial and manufacturing uses.

GOAL B: THE EDUCATIONAL SYSTEM SHALL BE AN IMPORTANT ELEMENT OF EMPLOYER / EMPLOYEE ATTRACTION AND RETENTION.

6B1: Strengthen and Emphasize Math, Science, and Technical-Related Curriculums

6B2: Refine Skills through Vocational Training

- Encourage development proposals for manufacturing and business park uses that include education space for Vocational, work study or similar opportunities.

6B3: Make Professional Development Opportunities Available and Affordable

- Encourage development that coordinates with proposed transportation networks to provide access to career development locations.

6B4: Promote Education Opportunities to Employers

- Development proposals that include educational components should be tracked so that the cumulative results are available to potential employers and workers.

GOAL C: EDUCATION SHALL BE A PRIMARY COMPONENT IN ESTABLISHING AND MAINTAINING THE REGIONAL LIFESTYLE AND THE QUALITY OF LIFE

6C1: Recognize Local and Regional Schools for Contributions to Personal and Professional Development

6C2: Achieve Social, Civic, Economic, and Environmental Objectives of the Region through Education

- New development should identify any ways that it promotes shared learning opportunities among businesses, universities, government, special interest, civic groups, and other community organizations.
- New development should identify any ways that it integrates education into the surrounding area. The purpose of the integration is to create and encourage a community culture that acknowledges, appreciates, encourages and supports an atmosphere of learning.

6C3: Emphasize Community-Oriented Activities

- Educational facilities are compatible with and should be located near other community and / or religious institutions to provide interface walking connections and potential interface.
- Educational facilities may be compatible with and might be located near seniors housing to provide walking connections and intergenerational interface.

6C4: Promote the Value and Importance of Health and a Sound Education

- Encourage education and physical fitness / sports / recreation facilities that create joint use facilities.
- Integrate fully operational, full service educational facilities into the land use fabric of the Region.

GOAL D: EDUCATION IN THE PLANNING AREA SHALL BE BROAD IN SCOPE, MOVING BEYOND FORMALIZED TRAINING TO A KNOWLEDGE AND APPRECIATION OF THE HISTORY AND GOALS OF THE AREA, FOR ALL RESIDENTS.

6D1: Expand Cultural and Historical Programs

- Encourage joint use between education, cultural events / facilities and non academic education such as regional and natural history.

6D2: Focus on Local History and Community-Based Programs

- Encourage shared facility cooperation between schools and community based programs of interest. These facilities should be on and off campus and the use should be reciprocal.

6D3: Promote Public Awareness of Local and Regional History and Goals and Opportunities for Civic Service

6D4: Promote Awareness of Local and Regional Events

- Encourage integration of employment, education and cultural land uses.

6D5: Introduce and Encourage Alternative Education Programs

- Encourage proposals for manufacturing, office or business park development to include facilities for evening classes and distance learning facilities.

GOAL E: EDUCATION IN THE PLANNING AREA SHALL INCLUDE PERSONAL ENRICHMENT OR “FUN LEARNING” OPPORTUNITIES, AVAILABLE TO ALL RESIDENTS

6E1: Locate Affordable Personal Interest Classes Throughout the Planning Area.

- Encourage development proposals that include a classroom element. These may include multi use or dedicated space in commercial, business, office or similar uses. They may also include available space in community centers in higher density residential developments. A proposal may also include an agreement with a nearby public or quasi-public (such as utility company) facility.
- Proposals for new development should integrate with and implement plans for trails and access to public and educational facilities.

6E2: Value Nontraditional Opportunities for Personal Enrichment

- Encourage development proposals to include outdoor education space and facilities and indoor / outdoor performance space. Example uses include nature trails and facilities.

6E3: Encourage Personal Development Activities and Classes

Group Seven: Health Care

GOAL A: QUALITY, AFFORDABLE HEALTHCARE SHALL BE AVAILABLE AND ACCESSIBLE FOR ALL RESIDENTS OF THE PLANNING AREA.

7A1: Make Local and Regional Healthcare Services and Facilities Visible and Known

- Health care facilities should be located in areas of high visibility and easy access
- Street and access improvements in the area of health care facilities should be a priority
- Community information signage should provide clear direction to health care facilities

7A2: Coordinate Low-cost, Quality Healthcare Programs with Effective Outreach Campaigns to Reach the Needy

7A3: Promote Preventative Healthcare Programs Healthy Lifestyles

- Park and recreation facilities and pedestrian and bicycle trails should be integrated throughout the region to create and encourage an active lifestyle character

7A4: Provide Disadvantaged Members the Community with Competent Low Cost Healthcare.

- Health care facilities should be eligible for a reduction in “fair share” costs of infrastructure improvements and maintenance, based on the cost and provision of their services to the disadvantaged

GOAL B: HEALTHCARE FACILITIES AND THE HEALTHCARE SYSTEM SHALL BE A PRIMARY COMPONENT IN ESTABLISHING AND MAINTAINING THE REGIONAL LIFESTYLE AND THE QUALITY OF LIFE.

7B1: Integrate Development and the Regional Healthcare System

- Consider the potential impacts of development on the health of the community and on the health of individuals.
- Review development proposals adjacent to and near health care facilities to determine their potential impact on patients.

- Consider potential surrounding land uses when locating new healthcare facilities. Noise, odor or dust generating impacts should be minimized.

7B2: Educate Patients about the Diverse Factors that may Impair Individual and Community Health

7B3: Healthy lifestyles and Quality, Available Healthcare, Are a Key to Quality of Life

- The location of health care facilities should be considered as a primary factor in the preparation of updates to the Major Street and Highway Plan.
- New Health Care facilities should be linked to the Regional Transportation system. Locate them near the travel ways identified in the Major Street and Highway Plan.

GOAL C: HEALTHCARE SHALL BE AN IMPORTANT FACTOR IN EMPLOYER / EMPLOYEE ATTRACTION AND RETENTION.

7C1: Make Quality Healthcare Visible to Employers and Workers.

- Healthcare facilities should be easily accessed from employment centers
- Health care facilities should be in visible, identifiable locations

7 C2: Emphasize and Enhance Healthy Lifestyles

- Encourage non-motorized connections that facilitate walking and bicycling between neighborhoods, communities, important facilities and sites.
- Encourage trails, playgrounds, fields, and parks to be included in new development.
- Encourage development that funds or implements a regional network of recreation opportunities.

7C3: Use Development to Help Meet the Overall Healthcare Needs

- Grouping healthcare services is one way to create visibility, identity and efficiency. Methods of transit and infrastructure can be efficiently "focused" on the grouped health related uses.

GOAL D: QUALITY, AFFORDABLE AND AVAILABLE VETERINARY CARE SHALL BE A DEFINING CHARACTERISTIC OF THE PLANNING AREA.

7D1: Streamline Approval Requirements for Facilities in Appropriate Locations.

- Relate noise and odor abatement requirements to the size of the parcel and the distance to non-residential land uses.
- Encourage and support veterinary care projects that are proposed in appropriate land use and zoning categories

7D2: Encourage Preventative Health Care Programs; Pursue Animal Health Care Subsidies

7D3: Review Potential Impacts to Animals

- Review development plans to determine the potential impacts or conflicts created by introducing domestic animals (such as dogs) into areas that are populated by animals that are raised or used for agricultural purposes.
- Review development plans to determine the impacts of commercial and industrial use on land that is adjacent to animals that are raised or used for agricultural purpose.

7D4: Emphasize Animal Healthcare Services

- Encourage proposals for animal healthcare services that are visible (near significant travel corridors) and that create a positive “country” image.

Group Eight: Community Values and Character

GOAL A: QUALITY GROWTH SHALL BE ENCOURAGED AND RESPONSIBLY MANAGED IN THE PLANNING AREA.

8A1: Emphasize Coordinated Growth Patterns to Build Community

- Coordinate regional planning policies and development location priorities with Capital Improvements Programs.
- Review development proposals from a comprehensive perspective to ensure that the cost of maintaining existing infrastructure and services and the cost of providing for new development is balanced.
- Encourage development in and / or near existing neighborhoods and communities. Minimize haphazard development patterns.

8A2: Encourage High Quality Development with Streamlined Review

- Encourage development that addresses visual and aesthetic elements, access to transportation alternatives, safety, convenience, and conservation of natural resources.
- Encourage development that incorporates energy conserving building criteria.

8A3: Collaborate to Create High Quality Development to Meet Resident's Expectations

- Encourage development that creates partnerships between the City, the County, the Developer and other public organizations.
- Encourage development that implements stated design or character objectives.
- New development should be of equal or superior design and functional quality to that of the adjacent and surrounding development. It should have positive visual and operational impacts on the area.

8A4: Incorporate Culturally Distinctive or Historically Significant Structures

- New development should incorporate demolition control and design compatibility standards in areas that are adjacent to important historic and cultural resources.
- Encourage new development that includes the reuse of historic buildings to provide a sense of connection with the past.
- New development should identify ways in which it emphasizes and preserves heritage resources of the Region.

GOAL B: THE PLANNING AREA SHALL HONOR THE PAST AND WELCOME THE FUTURE.

8B1: Respect the Culture and Historic Context and Innovate

- New development should identify the specific characteristics of the historical and cultural elements in architecture, site planning, and materials that it seeks to be compatible with.
- New development should identify any techniques used to integrate old and new architecture in its site planning. Design innovation that respects the past and leads into the future should be encouraged in new construction.

8B2: Evolve Regional and Community-Based Groups and Agencies with the Region's Changing Needs.

8B3: Reinforce the Vision for the Region.

- Assess new development proposals to determine the effectiveness of policies and programs in achieving the regional vision.
- Review new development to identify deficiencies or barriers that result in development projects or patterns that are inconsistent with the regional vision.
- New development should support and implement the aesthetic, economic, transportation, safety and quality of life goals and vision for the Region

GOAL C: VALUES COMMON TO RESIDENTS OF THE PLANNING AREA, INCLUDING HARD WORK AND SELF-SUFFICIENCY THROUGH EMPLOYMENT, EDUCATION, CULTURAL AND RELIGIOUS UNDERSTANDING, AND DIVERSITY, HEALTH AND FAMILY VALUES SHALL BE EMPHASIZED IN COMMUNITY-BUILDING EFFORTS.

8C1: Increase Personal Connections among Residents to Strengthen Community Cohesion.

- New development should provide the space for events where diverse types of community partnerships can interact and flourish.
- New residential development should provide spaces and be oriented to encourage individual families and residents of individual neighborhoods to hold and participate in neighborhood and community wide events.
- New commercial, public and quasi – public and employment uses should provide space for and be oriented toward public gathering. The uses should provide opportunity for easy visibility and access to these spaces.

8C2: Reinforce community values within the region

- Proposals for the development of public, recreational, service and religious facilities should demonstrate the role that the physical plant will play in furthering community values, interaction and understanding.
- Proposals for the development of public, recreational, service and religious facilities should demonstrate the ways that their physical plant and activities will impact and benefit their immediate neighbors, particularly residential uses.

8C3: Create Involvement in Community Affairs

- New development should demonstrate the ways in which its proposed uses, physical form and circulation pattern add to and benefit from the surrounding area and the community and Region as a whole.
- New development should demonstrate the ways that it encourages interaction between individuals and participation at a community scale.

EXISTING CONDITIONS

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B. OVERVIEW AND PURPOSE

This Appendix provides information that describes the Existing Condition in the Region. The primary purpose of this Appendix is to provide a baseline of information that can be used to project future conditions, evaluate development proposals and test new development policies proposed by the Planning Commission or other governmental Boards.

The Appendix provides information types such as demographics, physical features, land use, transportation, economics and utilities. It has been broken into 10 categories which include:

- Location
- Natural Features
- Transportation
- Land Use and Zoning
- Utilities and Infrastructure
- Development Trends
- Demographics
- Aesthetics and Design
- The Existing Comprehensive Plan
- Community Facilities and Quality of Life

The Appendix gives historical information, growth trends and development constraints. It summarizes each type of information at the end of each section, providing short analysis of how that particular information can be used to evaluate potential development.

This Appendix is intended to support Chapter 3 which describes the Basis for the Plan. It is supported by the Exhibits of Appendices D and E which illustrate physical features, transportation routes, sewer and water systems, fire and school districts and similar information in the City of Claremore and throughout the Region.

C. USING THE APPENDIX

Chapter 3 provides a philosophical Basis for the Plan and a summary of the factors that impact growth in the Region. Chapter 5 provides Guidelines to Review Development, describing the elements that should be included in reviewing growth proposals. This Appendix should be used to support those two Chapters. While no one source can provide all the information related to growth in the Region, this Appendix provides a comprehensive look at the various types of information that should be considered. It includes significant amounts of data and analysis. It is beneficial as an overview for those who are new to the Region and for those who direct its growth and build here.

This Appendix is the “nitty gritty” information where philosophy meets reality. It should be studied to gain a clear understanding of the existing conditions in the Region including history, trends, constraints and opportunities.

D. SUMMARY

Physical and Quality of Life Factors:

Rogers County is located in the northeast portion of the State of Oklahoma, northeast of the Tulsa Metropolitan Area (TMA). The City of Claremore is located in the central portion of the County, approximately 10 miles from the southern border.

Rogers County is fortunate to be crisscrossed by a number of regional and interstate vehicle transportation routes, several of which intersect in or are located nearby the City of Claremore. 275 miles of railroad track serve Rogers County providing access to United States and international markets and multi-modal connections. The Port of Catoosa connects the County to the Mississippi River, Gulf of Mexico, and Great Lakes; more than 2.5 million tons of freight move through the port yearly. Tulsa International Airport and Claremore Municipal Airport provide long haul movement of passengers and air-cargo. There are approximately 350 miles of off-road and 220 miles of on-road trails planned for the planning area, providing bicycle and pedestrian linkages.

Most portions of Rogers County are gently rolling with slopes ranging between 1% and 8%. The majority of the Planning Area is made up of pasture and rangeland, with limited cropland and forest areas. A number of creeks and drainage ways flow through the County, the largest being the Verdigris River, creating significant areas prone to flooding. Soils in many parts of the County have slow to moderate percolation rates and are not well suited for septic tank use. Depth to bedrock varies by location; it is not a significant constraint in most areas of the Planning Area.

Most of the land in the Planning Area, particularly in the northern portion of the County, carries an Agricultural zoning designation.

Approximately 23,500 acres of land in Rogers County is designated for residential use in a wide range of densities, the majority of which is located in and around urbanized cities and towns. Approximately 11,000 acres of land in Rogers County are designated for Industrial or Heavy Industry use, the majority of which is located at or near the Port of Catoosa, the Claremore Industrial Park, and the Claremore Airport Industrial Park. Approximately 1,600 acres of land in Rogers County are designated for Commercial use. Regional Commercial uses are concentrated along major transportation corridors. Community Commercial uses are generally located within city limits and in the downtown core. Open Space, Parks and Recreation and Mining account for a small portion of the land within the County.

Potable water is provided in the County by the City of Claremore and a number of Rural Water Districts and is projected to meet development needs until at least the year 2050. Existing water lines span the major portion of the Planning Area. Sanitary Sewer is provided by the City within the City of Claremore and by Rural District # -- in some of the unincorporated area south of the City. A Regional Sewer Study has recently been completed, studying the area between Chelsea in the north and Catoosa in the south. The remainder of the unincorporated area of the County operates on individual septic systems.

The City of Claremore provides power in the City limits and the surrounding area, purchasing power from the Grand River Dam Authority. The Authority provides the majority of power in

the remainder of the County. Streets in the County are maintained by the County, the Oklahoma Department of Transportation maintains state highways. This Comprehensive Plan will serve as the basis for the County's first Major Street and Highway Plan.

The City and County offer a full range of educational, health and public safety facilities and services. The educational system in the planning area serves a range of students and their needs through a variety of programs. Claremore, Sequoyah, Oologah, Verdigris and Inola Public Schools offer K-12 education within their respective communities and in the adjacent portions of the County. Rogers State University and Northeast Technology Center offer vocational, undergraduate, and graduate programs. Claremore Regional Health Center, Claremore Indian Hospital, Oklahoma Veterans Center, Rogers County Health Department, and private physicians provide healthcare services. Police protection is provided by the City of Claremore, Rogers County Sheriff's Office, and the Oklahoma Highway Patrol. Fire protection is provided by the City of Claremore fire department, and a number of volunteer fire departments throughout the planning area. Recreational facilities within the plan area include neighborhood playground parks, community parks, area-wide parks, and regional parks.

Claremore is the hub of the County's cultural facilities and events which include art shows, musical events, and museums.

Growth Facts and Trends:

Rogers County's population totaled 70,641 in the year 2000 with Claremore's population totaling 15,873. Between 1980 and 2000, population in the County rose by 24,205 persons (34.3%) with Claremore's population increasing by 10,498 persons (23.9%) in the same period. Since 1990, Rogers County has been one of the fastest growing counties in the state with Claremore being one of the fastest growing cities.

Reflecting a nationwide trend, the number of persons per household is declining in both the City and County. Rogers County's average declined from 2.9 (1980) to 2.7 (2000) persons per household with Claremore's averages declining from 2.8 to 2.4 persons per household during the same period. Male/female proportions are changing with females now comprising approximately 51% of the County's population and 53% of the City's.

The City and County are aging. As of 2000 Rogers County's median age is 36.2, up from 30.3 years in 1980 and Claremore's is 35.7 years, up from 30.4 in 1980. The 45 – 54 and 65 and older age ranges show the greatest increases.

The City and County demonstrate a varied ethnic makeup, primarily Caucasian, African Americans, American Indian, Eskimo, or Aleut; and Asian. Caucasians continue to make up the majority of the population in the plan area.

Levels of education are improving. In 2000, the median number of school years completed by residents of the City increased to 13.4 years with an average of 13.0 years being completed by County residents. The proportion of the population with less than a 9th grade education has decreased each decade while the proportion of the population with a college degree has increased.

Rogers County's employment structure is built on government and education; service, finance/insurance/real estate; and, manufacturing. City of Claremore employment trends

mirror the county with wholesale and retail trades being of greater importance than the service trades and professions. Claremore is the primary trade center for Rogers County with strong stable economic sectors including manufacturing, Rogers State University, Claremore Regional Hospital, and service-related activity. The number of persons in the labor force in Rogers County and the City of Claremore has increased over the past 20 years with the numbers unemployed decreasing.

The primary employment types for Rogers County as a whole are:

- government and education (22.3%)
- service, finance, insurance and real estate (20.6%);
- manufacturing (17.5%)
- wholesale and retail trades (14.5%)
- public utilities and transportation (10.9%)

Primary employment types for Claremore residents are:

- government and education (26.4%)
- manufacturing (17.7%)
- wholesale and retail trade (15.5%)
- domestic services and self employed (12.6%)
- service, finance, insurance and real estate (12.3%)

Only 4.2% of all residents list Farming, (with Fishing, Forestry and mining) as their primary source of employment. The 2000 median household income in Rogers County was \$44,471; Claremore's was \$34,547.

In 2000 there were approximately 27,476 available housing units in Rogers County with approximately 6,784 homes available in the City. Occupancy is approximately 93%. The median home price in Rogers County in 2000 was \$94,100; Claremore's was \$79,200.

Population:

The State of Oklahoma grew by approximately 10% in the decade of the 90's and by approximately 4% in the 80's, a decade marked by the oil bust. During those two periods the County and City grew significantly faster than the state, 28% (90's) and 19% (80's) for the County and 19.5% and 10% for the City.

These percentages show that the Region's proportionate share of state growth continues to increase. However, it should be noted that total County growth from 1980 to 2000 was approximately 24,000 persons; total City growth in the same period was about 3,800 persons. Total state population in 2000 was 3,450,654, an increase of approximately 425,000 persons since 1980. It should be remembered that the Region's growth will be tied to the state's success in economic development / employment attraction. It is not anticipated that the Region will experience a significant change in historic growth trends during the current planning period, through the year 2025.

Education and Employment:

The median level of education has increased to 13.0 years County-wide and 13.4 years in the City of Claremore. This fact combined with a shift from manufacturing toward government and management jobs combined with an aging of the population indicates that character of the area is slowly changing from rural to suburban.

It is anticipated that education levels and median age will continue to increase throughout the planning period as will the demand for skilled technical, managerial / professional and government / education positions. Demand for unskilled labor will continue to decrease excepting the areas of food service / hospitality.

Housing:

Persons per household has decreased to decrease County-wide, dropping from 2.9 in 1980 to 2.7 in 2000. In the City of Claremore the average dropped from 2.8 to 2.4. During the same period median rents in the County increased from \$226 to \$480 (53%) and from \$228 to \$514 (55.6%) in the City. Median value of homes increased in the County from \$46,600 in 1980 to \$94,100 in 2000 (27.3%). Median values in Claremore jumped from \$53,000 in 1990 to \$79,200 in 2000 (33.1%) (1980 data is unavailable).

Median household incomes increased County wide from \$18,540 in 1980 to \$44,471 in 2000 (58.3%). Median household incomes increased in the City from \$23,483 in 1990 to \$34,457 in 2000 (31.8%).

Income kept pace with housing cost over the past 2 decades.

It is anticipated that the rise in home values will outpace the rise in income during the planning period. This fact, combined with decrease in household size and increase in median age will trigger a demand for smaller home sizes and additional rental housing. Demand for traditional single family housing will remain stable, in keeping with the "Country feel" of the Region.

E. EXISTING CONDITIONS

1. Location

Rogers County is located in the northeast portion of the State of Oklahoma, northeast of the Tulsa Metropolitan Area (TMA). The City of Claremore is located in the northern portion of the southern half of the County, approximately 10 miles from the southern border of the County. It lies approximately midway between the east and west County boundaries. The City is approximately 50 miles from the Kansas border, 100 miles from the Arkansas border, and 90 miles from the Missouri border.

Claremore enjoys a centrally situated location in the United States, being nearly equidistant between the east and west coasts. Rogers County is bounded by Mayes County on the

east, Wagoner and Tulsa Counties on the South, Tulsa and Washington Counties on the west and the state of Kansas on the north.

This Plan includes approximately 400 square miles, the area under the jurisdiction of the Claremore Metropolitan Area Planning Commission. The Commission's jurisdiction is bounded in the north, south and west by the Roger's County boundary. In the east it is bounded by the centerline of Lake Oologah and contains the area south of Lowry Road, west of South 420th East Avenue to Highway 412. South of the Highway it includes the area west of South 422nd East Avenue south to 620th Street South. Between 620th Street and the Southern boundary of the County it includes the area west of South 422nd East Avenue.

2. Natural Features

Topography:

The topography of Rogers County can generally be characterized as gently rolling with slopes ranging between 1% and 8%. Slopes over 15% (areas with 15 feet of rise for every 100 feet of run) are rare. Steeper slopes can negatively impact development opportunities creating run off, erosion, slope instability, increased construction costs. Steep slopes are found mainly along the western bank of the Verdigris River south of Claremore and west of Verdigris and northeast of Claremore between Lake Oologah and Highway 66.

Summary: Steep slopes do not present a significant development constraint in Rogers County. Slopes should be analyzed on a project by project basis. Planning and design standards should be considered for areas with slope gradient over 20%.

Vegetation:

Vegetation in the Planning Area can be divided into four major categories: Rangeland, pasture, forest, and cropland. The majority of the Planning Area is made up of pasture and rangeland. Cropland is limited and forest areas are primarily confined to bottom land, flood plain areas, ridgelines and steep slopes. Rangeland is defined as native, unimproved grassland; pastureland includes vegetation that has been introduced to support grazing animals.

Summary: Existing vegetation does not present a significant constraint to development in the Planning Area. Impacts to existing trees and native vegetation should be analyzed on a project by project basis. The opportunity to record the location of significant trees and sensitive information in a database for use as a preservation tool should be considered.

Prime Farmland:

As with many parts of the state and nation, the loss of prime farmland is a concern in the Region and should be considered when reviewing development proposals. A US Department of Agriculture definition of prime farmland classifies it as land that "has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber and oilseed crops and is also available for these." Prime farmland typically includes Class I and II soils as defined by the Soils Conservation Service. These soils typically occur in areas whose gentle slope makes them prime candidates for development.

Summary: Given the size of the plan area, the loss of prime farmland does not currently present a significant constraint to development. Potential impacts to prime farmland should be analyzed on a project by project basis. Criteria and procedures for tracking agricultural land conversion should be considered and used as a tool for evaluating cumulative impact.

Sensitive Species:

Two endangered species and three threatened species are located in Rogers County (EPA Endangered Species Protection Program Database). They include: Interior Least Tern, Whooping Crane, Bald Eagle, Piping Plover, and Western Prairie Fringed Orchid. These species are located to the south and southeast of Claremore, close to the Verdigris and Arkansas Rivers.

Summary: Endangered or threatened species do not present a significant constraint to development. Development in or near known habitat, vegetated areas or natural drainage areas should be reviewed for potential impacts.

Drainage:

A number of natural drainage ways flow through the County including the Verdigris River, Caney River, Bird Creek, Cat Creek, and Dog Creek. Significant areas of flooding are associated with these drainage ways and are indicated on the Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA).

The Verdigris River, located in southwestern Rogers County, is a major waterway in the Tulsa Metropolitan Area, providing water to smaller communities and serving as the basis for the Kerr McLelland navigation channel. Lake Oologah, developed for domestic water use, sits astride the river channel approximately 6 miles northwest of the City of Claremore.

Cat Creek flows through the City of Claremore, meeting Dog Creek in the southeastern portion of the City. The Caney River flows southeast from the western boundary of the County to the Verdigris River.

Approximately 7 miles south of the City of Claremore the Port Of Catoosa sits at the head of the Kerr McLelland navigation channel providing access to the Mississippi River via the Arkansas River navigation system.

In addition to these rivers and creeks there are a number of ponds and lakes in the County including Claremore Lake located in the eastern portion of the City of Claremore.

A significant portion of the Planning Area is impacted by 100 year and 500 year floodplains. See *Exhibit E.6* These areas are found primarily along the Verdigris River, the edges of Lake Oologah and major creeks such as Tiawah and Dog Creeks.

Summary: The Port of Catoosa and Verdigris River offer excellent economic development and goods transportation opportunities. That should be protected. Uses of the waterways as an amenity should be promoted.

Development proposals in flood prone areas and adjacent to waterways should be reviewed to minimize flooding potential and to determine the potential impacts to the waterway as a resource.

Opportunities to review and implement existing drainage criteria, including planning and design standards should be considered.

Soils:

The primary considerations regarding soils types are stability, permeability, and level of saturation. Unstable soil can affect foundations and structural integrity; permeability and levels of saturation can affect the ability to use septic systems. Poor permeability and rapid saturation create health hazards related to surface effluent flows and ground water infiltration and therefore pose a potential constraint to development and should be analyzed on a project-by-project basis.

Soils in the majority of the County are not well suited for septic tank use with a moderate permeability rate of .6 – 2 inches per hour. Areas northeast and southeast of the City of Claremore, as well as east of the City of Chelsea, have a moderately rapid permeability rate of 2 – 6 inches per hour. Areas around Collinsville, Catoosa, and Fair Oaks as well as areas near the Verdigris River have very slow permeability rates of less than 0.06 as well as areas northwest of Claremore and northeast of Fair Oaks. Moderately slow permeability rates of .2 - .6 inches per hour are scattered across the county but occur more predominantly in the northern portion of the county.

Summary: Soils in the majority of the County are moderately to poorly suited for septic tank use. Development should be encouraged that implements regional sewer system improvements. The cumulative impacts septic system use and future housing needs should be explored. Provision of appropriate sewerage options may be a constraint to development.

Depth to Groundwater and Bedrock:

Shallow depth to bedrock can inhibit development by increasing utility and foundation costs. The three major categories reflecting depth are:

- Ten to twenty inches, considered a severe impact
- Twenty to forty inches considered possibly severe
- Forty to sixty inches considered potentially severe

Areas to the north and east of Claremore and south of the Verdigris River exhibit shallow bedrock, with significant area in the range of ten to forty inches. Three areas with depths of twenty to forty inches are: the area in the southwestern portion of the County; the area north and west of Claremore, between it and Collinsville; and the area around Tiawah. The area south and east of Claremore, between it and Inola, tends to be free of shallow bedrock.

Much of the Planning Area exhibits rock between four and sixty inches, particularly in the area north of Claremore and in the western portion of the County. Because the depth condition varies so greatly within the Region a general rule of thumb would include soils analysis on a project-by-project basis. It should be noted that much of the areas free of shallow bedrock is located in flood prone lands along river and creek basins.

Summary: Shallow depth to bedrock can be a significant development constraint, for foundations and infrastructure. Shallow bedrock depth may also creative drainage and percolation patterns for septic systems that negatively impact creeks and adjacent property owners. Soil tests should be performed on a project by project basis. Shallow bedrock may constrain development in some areas of the Region.

3. Transportation:

Vehicles and Trucks:

The County is served by a number of regional and interstate transportation routes, several of which intersect in the City of Claremore. The County's regional and interstate transportation routes include:

- **Highway 20**, running east/west through Claremore providing connections to Highway 88, Historic Route 66, and Interstate 44.
- **Will Rogers Turnpike (I-44)**, running southwest/northeast through the southern third of the County and south of the City of Claremore, it provides connections to Missouri, points east and direct access to the National Interstate System.

- **Historic Route 66**, running southwest/northeast through Chelsea, Foyil, Claremore, and Catoosa, it is the primary entry into the City of Claremore.
- **Highway 88**, running northwest/southeast through Oologah, Claremore, and Inola providing connections to Highway 169, Historic Route 66, Interstate 44, Highway 20, and Highway 412.
- **State Highway 167**, running north/south in the southwestern portion of the County from the Tulsa/Rogers County Line to Highway 266 southwest of Owasso.
- **State Highway 169**, running north/south in the western portion of the County through Talala and Oologah, connects the Tulsa area with the state of Kansas, near Coffeyville.
- **State Highway 266**, running east/west in the southwestern portion of the County from the Rogers County line through Owasso to Historic Route 66.
- **State Highway 412**, running along the Rogers County-Tulsa County border through Inola and Fair Oaks, provides connections to Arkansas and points east.

The City of Claremore is the meeting point of several principal arterials including Highway 20, Historic Route 66, and Highway 88. The majority of the north/south traffic through Claremore travel Route 66 through the center of the business district. Major east/west movement travels Will Rogers Boulevard through the center of the City. Primary departure and destination points for vehicular traffic are scattered across the City, with three areas of concentration: the central business district, the far west, and the far northeast areas of the City. Two rail lines also cross the City running northwest/southeast and northeast/southwest. Increased vehicular traffic and increased train traffic through the City has resulted in long delays and unreliable emergency access.

In response to the increasing traffic delays and congestion, the Claremore Railroad Overpass Feasibility Study (June, 2003) analyzed grade separated crossings in the City of Claremore between Country Club Drive and Blue Starr Drive. The Study analyzed five potential crossing sites at Blue Starr Drive, Will Rogers Boulevard, Dupont Avenue, Archer Drive, and Holiday Lane Extension. On April 14, 2003 the Claremore City Council chose Blue Starr Drive, Archer Drive, and Holiday Lane Extension for further consideration. The Blue Star Drive option is the technically preferred alternative based upon conceptual design, operational, cost, traffic, and environmental information. This option has been determined to be the least costly alternative, located near the Claremore Central Business District, and can span both the Union Pacific and Burlington Northern railroads.

Summary: *As the Region continues to grow and increase in population and employment, impacts to regional and interstate transportation routes will increase. Future development requests should be assessed on efficient use of the existing system and the individual and cumulative impacts to these transportation routes. Opportunities to establish and implement multi-modal transportation criteria, a regional infrastructure information base, and to coordinate with the larger Transportation Management Area (TMA), should be considered.*

Bicycle and Pedestrian:

The Tulsa Regional Trails network provides recommendations for building a network of approximately 300 miles of off-road trails and 200 miles of on-road linkages. Major portions of the proposed system are currently in place or construction has begun. These trails include:

- The River Parks Trails along the Arkansas River.
- The Mingo Trail tying into the Creek Turnpike Trail and extending north along the Mingo Valley Expressway.
- The Midland Valley Trail extending north from the Arkansas River to the Towns of Sperry and Skiatook.
- The SKO Trail, from the OSU Tulsa Campus, extending north to the Cities of Owasso and Collinsville.
- The Turnpike Trails located within 33 miles of right-of-way of the Oklahoma Transportation Authority.

The process of building this system began with the inclusion of the Trails Plan into the region's Long Range Transportation Plan and will continue with inclusion into local community's Comprehensive Plans; making the trails eligible for funding and development. The following connections are in the current plan and serve as the basis for future trail efforts in the Comprehensive Plan Area.

- An off-street trail along Port Road to the trail along Mingo Valley Expressway and beyond to other trails in the system such as the Mingo Creek Trail and the Mohawk Park linkages in Tulsa.
- An on-street linkage along SH-266 to the Will Rogers Turnpike.
- Trail along the Verdigris River.
- Trail along the extension of the Creek Turnpike and the Will Rogers Turnpike to the intersection with the Verdigris River.

In 2001 the City of Claremore petitioned to be, and was included within, the boundaries of the Tulsa Transportation Management Area. As part of this Management Area, Claremore is included in region-wide transportation planning efforts and is eligible for additional federal funding.

The City of Claremore Trails Master Plan facilitates the construction of trails in Claremore providing connections to major destinations within the city. A 52-mile network of citywide trail corridors, composed of off-road multi-purpose trails, and an additional 21-mile system of on-road linkages is proposed over the next 10-15 years. The following off-road trails are proposed under the current plan:

- The Country Club Trail runs through west Claremore extending from the intersection of Blue Starr Road and Club House Road, around the golf course, to the intersection of Club House Road and State Highway 20. Destinations served include Westside Elementary School.
- Cat Creek Trail runs through central Claremore beginning at the intersection of Cat Creek and the Missouri Pacific Railroad (east of Jay Street) and extending to the State Highway 20 Trail south of Country Club Road and east of Muskogee Avenue. Numerous destinations are served including schools, city offices, and parks.
- Dog Creek Trail runs through east Claremore extending from the intersection of Blue Starr Drive and Dog Creek (south of Claremore Lake) to the city's southwest fence line. Destinations served include the Career Advancement Training Center.
- East Claremore Lake Trail runs through northeast Claremore beginning at the city limits, running adjacent to Claremore Lake, and terminating at Blue Starr Drive near Dog Creek Trail.
- Holly Road Trail runs through west Claremore beginning at the intersection of Club House Road and Holly Road, running east where it connects with Rogers University Trail and State Highway 88 Trail. Destinations served include parks, city and county offices, and schools.
- Missouri Pacific RR Trail runs through north Claremore beginning at the intersection of Will Rogers Boulevard and Missouri Pacific Railroad extending southeast along the railroad right-of-way to the Claremore fence line. Numerous destinations are served including city offices, public facilities, schools, and parks.
- North Claremore Lake Trail runs through northeast Claremore, north and east of West Claremore Lake and connects to East Claremore Lake Trail. Destinations include Happy Lake.
- Rogers University Trail runs through west Claremore beginning at State Highway 88 (south of Blue Starr Drive) and running southwest with connections to Holly Road Trail and State Highway 88 Trail. Destinations served include recreation facilities, public facilities, schools, and parks.
- Route 66 Trail North runs through central Claremore from Blue Starr Drive (where it connects to Route 66 Trail South and Blue Starr Drive Linkage), extending northeast to the city's fence line and the Lowery Road Linkage. Destinations include schools and parks.
- Route 66 Trail South runs through central Claremore from the city's southwest fence line, northeast to Blue Starr Drive. Numerous destinations are served including public facilities, city and county offices, and parks.

- State Highway 20 Trail runs through south Claremore from Missouri Pacific RR Trail, west to the city's fence line. Destinations served include city offices and public facilities.
- State Highway 88 Trail runs through west Claremore from State Highway 20, north along the Highway 88 right-of-way. Numerous destinations are served including public services and facilities, parks, recreation facilities, and county offices.
- West Claremore Lake Trail runs through northeast Claremore from Blue Starr Drive, running north along Claremore Lake, to Lowery Road. Destinations include parks and recreational facilities.
- Will Rogers Turnpike Trail runs through south Claremore beginning at the intersection of the Muskogee Avenue Linkage and State Highway 20 Trail, southwest along the Will Rogers Turnpike.

The following on-road linkages are proposed under the current plan:

- 11th Street Linkage runs through central Claremore from the intersection of 11th Street and Cherokee Avenue to the Cherokee Avenue Linkage. Destinations include Central Elementary School.
- Blue Starr Drive Linkage runs through north Claremore from the intersection of Club House Road and Blue Starr Drive east. Numerous destinations are served including schools, public facilities, recreation facilities, and parks.
- Cherokee Avenue Linkage runs through central Claremore from intersection of Blue Starr Drive and Cherokee Avenue to Muskogee Avenue. Numerous destinations are served including schools, city and county offices, public facilities, recreation facilities, parks, and public services.
- Club House Road Linkage runs through west Claremore from the intersection of Blue Starr Road and Club House Road, south along Club House Road, terminating at the intersection of King Road and Southaven Road. Destinations include West Elementary School.
- Dupont Street Linkage runs through central Claremore from the intersection of Dupont Street and State Highway 88, east along Dupont Street. Numerous destinations are served including schools, city and county offices, public facilities, recreation facilities, parks, and public services.
- Florence Avenue Linkage runs through central Claremore beginning at the intersection of Blue Starr Drive and Florence Avenue, extending southwest along Florence Avenue. Several destinations are served including schools, city offices, parks, and recreation facilities.
- Lowery Road Linkage runs through north Claremore beginning at the intersection of Lowery Road and State Highway 88, extending east along Lowery Road.

Destinations include the Claremore Soccer Complex and Rogers County Child Guidance.

- Muskogee Avenue Linkage runs through south Claremore beginning at the intersection of 1st Street and Muskogee Avenue, extending south to the city's fence line. Numerous destinations are served including schools, city and county offices, public facilities, recreation facilities, parks, and public services.
- Seminole Avenue Linkage runs through central Claremore beginning at the intersection of Dorothy Avenue and Blue Starr Drive, extending south and west to connect with the 11th Street Linkage and Will Rogers Boulevard Linkage. Destinations served include parks, school, and public facilities.
- Sioux Avenue Linkage runs through northwest Claremore from the intersection of Lowery Road and Sioux Avenue, extending south to connect to the Blue Starr Drive Linkage. Destinations include parks, recreation facilities, schools, and public offices.
- Will Rogers Boulevard Linkage runs through east Claremore from the intersection of State Highway 88 and Blue Starr Drive, south and southeast along Will Rogers Boulevard. Numerous destinations are served including public services, city and county offices, schools, and parks.

Summary: The City of Claremore and Rogers County have established networks of pedestrian and bicycle trails throughout the plan area. A growing population and an increase in affordable housing will likely increase the need for pedestrian and bicycle transportation routes with links to transit. New development requests should meet pedestrian and bicyclist needs, and where feasible, provide connections between the networks. Individual and cumulative impacts to transportation routes should be considered.

Linking different transportation modes and establishing multi-modal transportation criteria, should be considered.

Rail:

Rail facilities in Rogers County serve Claremore providing access to United States and international markets as well as providing a connection between barges at the Port Of Catoosa and trucking facilities in southwest Tulsa. There are over 275 miles of track in the region with nearly 100,000 tons of freight being moved by rail daily. These facilities are owned by Burlington Northern (BNFS) and Union Pacific, the two Class I carriers in the County, and account for nearly 99% of freight origination and termination. The Burlington Northern line runs along the west side of Hwy 66, through the County, and provides a link to the Port of Catoosa through the City of Catoosa. The BNSF line runs northeast along Hwy 66 into Missouri, southwest to Tulsa, and to points to the south and west. The Union Pacific line parallels Highways 169 and 88 and links the County to southeast Arkansas and northern Kansas. Five short lines operate in the region and are typically used for short haul and switching operations.

Summary: *The Region's central geographic location and ample rail facilities provide excellent economic development and market access opportunities. Opportunities for encouraging economic development by creating linkages among different transportation modes, as well as establishing and implementing multi-modal transportation criteria, should be considered. Land Use decisions should protect access to and movement along rail lines.*

Intersections of railroads and highways are a continuing issue in the region because of the number of at-grade crossings. Private and public partnerships should be explored to create selected at grade crossings. Impacts to highways at railroad crossings should be considered in Land Use decisions.

Navigation Channel/Port:

The Port of Catoosa connects the County to the Mississippi River, Gulf of Mexico, and Great Lakes. It is the nation's furthestmost inland and ice free year round port and is located within a Foreign Trade Zone duty-free zone. More than 2.5 million tons of freight moves through the Port each year with the majority of movement being export. This connection has attracted the attention of a panel of *World Trade Magazine* judges, causing them to cite the Tulsa metro area as one of the top ten global metro areas in the nation. The Port is the head of the navigable waters of the 445-mile McClelland-Kerr Arkansas River Navigation System and is jointly owned by the City of Tulsa and Rogers County.

The Port channel is 1.5 miles long serving a 1,500-acre industrial park and providing access to the County's intermodal transportation system. Over thirty-five industries, manufacturing everything from fishing rods to fertilizer, are located within the complex. Intermodal capabilities and connections include batch switching service, pipelines, an in-port rail system, Class I rail service, highways, and close proximity to Tulsa International Airport. A five million bushel grain elevator and loading chutes enable the Port to serve as a major grain storage and shipping center.

Summary: *The Port of Catoosa should be the major manufacturing and warehousing facility in Northeast Oklahoma. As such, the majority of manufacturing and warehousing facilities in the Region should be concentrated in the area around the Port. Heavy manufacturing in the Region should be concentrated there. A Regional program to focus funding sources to develop the Port as a primary economic development engine should be considered. Rail and Highway improvements should support the heavy traffic needs of the Port. Land Use decisions in the Port area should protect it as a manufacturing center and protect future residents from the impacts of manufacturing.*

Air:

Tulsa International Airport is used primarily for long haul movement of passengers and air-cargo. The airport has three runways that are 10,000 feet, 7,700 feet and 6,100 feet in length. Airport facilities include passenger terminals for American, Continental, Delta,

Northwest, Southwest, TWA, and United Airlines. The top domestic destination cities include Cincinnati, Dallas, Denver, Memphis, and St. Louis. Principal international destinations include the United Kingdom, Canada, Mexico, Japan, and the Middle East. A separate all-cargo terminal is reserved for carriers that include UPS, Federal Express, Burlington Air Express, DHL Worldwide Express, and Emery Worldwide. A rail line controlled by Burlington Northern runs east/west along the southern boundary of the airport while an old Atchison Topeka and Santa Fe line runs along the north side. A spur from the Burlington line serves the manufacturing plants at the southwest corner of the airport. Currently there is no direct access from the railroad to the air terminal.

Claremore Municipal Airport is located seven miles east of the City of Claremore. It is a fully equipped business airport providing aviation related businesses a first class location and approximately 5,000 square feet of hangar space. The airport features a 4,000-foot runway with plans to extend the runway an additional 1,000 feet to accommodate jet aircraft. Instrument approaches, automated weather observation station, 24 hour lighting, jet fuel and avgas are available. Land adjoining the airport is designated for industrial park development with 525 acres and another 250 acres available for expansion. The site currently has limited utility capacity but has good highway, air, port, and rail access.

***Summary:** The proximity to capacity for the long haul movement of passengers and air cargo provides excellent economic development and market access opportunities. Opportunities to create linkages among different transportation modes that may enhance economic and market opportunities should be pursued. Land uses decisions along economically driven transportation links such as truck routes and railroads should consider and protect the purposes of those links.*

4. Land Use and Zoning

Residential:

Approximately 23,500 acres of land in the Region are designated for Residential use. Residential districts in the Region include:

- Residential Single Family (RS) lots from 60,000 to 6,000 square feet
- Residential Single Family (RST) Manufactured Home Lots from 60,000 to 6,000 square feet
- Residential Multi-Family (RMF) lots from 6,000 to 1,500 square feet
- Residential Single Family Manufactured Home Park (City of Claremore only).

Residential uses typically follow a pattern of higher density / smaller lot sizes in and around the Region's cities and towns. Claremore itself follows this development pattern with smaller lots / higher densities near the City core and larger lots near the City boundary.

Significant concentrations of Single Family Residential land use are found in the County along Highway 20 between Owasso and Claremore, east of Owasso near the western Rogers County line, and near and around the intersection of Highway 266 and Highway 66,

between it and Highway 44. The Stone Canyon Development (PUD), north and west of the intersection of Hwy 266 and 193rd East Avenue adds 2,600 acres, making it one of the largest residential developments in the state. A maximum of 5,491 homes could be built by build-out.

Residential Multi-Family (RMF) uses are generally located within or adjacent to corporate city limits.

Significant Areas of Manufactured Homes on larger lots are located in the vicinity of Highway 20 with concentrations of Manufactured Homes on smaller lots in the Highway 66 Corridor.

Housing in the Planning Area tends toward larger lots, a "country feel". Most homes in the County, including those in newer additions, are served by septic systems. Homes in the older portions of downtown Claremore were originally platted with 25' width and 140' depth. Most homes in the downtown area are located on more than one lot. Manufactured housing (mobile homes) are clustered in parks in the City and in mobile home subdivisions in the Hwy 66 Corridor. Manufactured housing also occurs on larger lots sprinkled throughout the region. In some instances newer manufactured homes have been placed as a quality form of less expensive housing, in other areas aging mobile homes are becoming a nuisance.

The core residential areas of the City of Claremore boast a variety of home sizes and styles ranging from large Green and Green and Craftsman style homes to small bungalows. Newer homes, built within the last 25 years, are primarily located in outlying areas of the City. Lots in these area range from less than 10,000 square feet for parcels served by sewer to lots of ½ acre to 2 acres for lots served by septic system.

Duplexes and apartments in the Plan Area tend to be older units scattered throughout the downtown area of Claremore. Apartments tend to be smaller structures, typically in four to eight unit combinations. Other newer multifamily housing is located in the Hwy 66 Corridor, south of Claremore.

The Agriculture District allows residential units. Significant AG R zoning is located throughout the Planning Area, particularly in the west and the south.

Summary: "Country feel" is important to the region and so is increased population and affordable housing. Infill, smaller lot subdivisions and multi-family housing should be explored. The cumulative impacts of large numbers of large lots including septic systems and loss of ag land should be considered. Plans to expand sewer systems coordinated. The impacts of manufactured housing and other land used on traditional residential areas should be considered in all new development proposals. The potential impacts of future industrial and commercial uses on currently proposed residential land use should be considered and land to be used for commercial / industrial uses protected.

Commercial:

Approximately 1,600 acres of land in the Region are designated for Commercial use. Commercial uses in the Region include:

- Community Commercial (CC)
- Regional Commercial (RC).
- Central Commercial (–) in the City of Claremore.

Community Commercial uses are generally located within the corporate city limits and include local shopping, convenience stores and personal service uses, primarily used by nearby residents. These uses also occur at major intersections in the County and tend toward convenience stores and personal services at those locations.

Community Commercial uses are located primarily along Will Rogers Boulevard to the west and east and Hwy 66 just north and south of the downtown area. Though of smaller scale than the Regional uses, these tend to be vehicle oriented (oriented toward motorist visibility and parking) and include restaurants, retail and service uses. Scattered commercial uses are occurring along Blue Star Road, these tend to be small scale and services uses such as beauty shops.

Regional Commercial uses are located along the Highways and arterials. They tend to be of high intensity and include those uses that are oriented to travelers. They are typically grouped around parking and include large scale retailers, franchise restaurants and entertainment. These uses draw consumers from the Region and to it.

Regional level uses occur primarily along Hwy 66 south of Claremore and are scattered along Highways 20, 88 and 169.

Central Commercial uses are concentrated in Claremore's historic core and are the primary location for business and finance uses, clustering around the City and County's government core. They include retail and personal services providers. A large concentration of antique stores is located in Claremore's core. Structures that house these uses are located adjacent to the sidewalk and are served by on-street parking or parking on adjacent lots. Available parking tends to be insufficient to serve the existing retail facilities.

Summary: Sales tax is a primary revenue producer for the City and County; therefore land currently designated for commercial use should be protected and developed. Entertainment uses should be encouraged. Growth corridors include Hwy 20, Hwy 169 and Hwy 66 between Catoosa and Claremore. Hwy 88 in the Inola area may be included. The Blue Starr corridor in Claremore is also experiencing growth pressure. Limits for commercial encroachment into established neighborhoods and commercial growth at major intersections should be explored. Downtown Claremore should be supported as the Regional business and finance center.

Industrial/Heavy Industry:

Approximately 11,000 acres of land in Rogers County are designated for Industrial or Heavy Industry use. The primary industrial and heavy industry areas in the County include the Port of Catoosa located on the McLellan-Kerr navigation channel, the Claremore

Industrial Park located in the northern portion of the City of Claremore, and the Claremore Airport Industrial Park located in the eastern portion of the City of Claremore adjacent to the Claremore Airport.

The Port of Catoosa can be accessed from Highway 412 (via State Highway 167) and Route 66 (via State Highway 266). The Port of Catoosa encompasses 2,000 acres and includes approximately 60 companies with 3,700 employees. Industry types include agricultural products, metal fabricators, liquid bulk storage facilities, chemical and allied products, port services and others such as warehousing, lumber, and building supplies.

The Claremore Industrial Park can be accessed via Industrial Boulevard off of Blue Starr at Route 66. It is located approximately 1 mile north of Highway 20 and 4 miles west of Interstate 44. The Claremore Industrial Park is approximately 460 acres in size and is approximately 85% developed; approximately 300 acres to the north of the park are available for expansion. Approximately 2,000 persons are employed there.

The Claremore Airport Industrial Park is located approximately two miles north of Hwy 20 and five miles east of Interstate 44. The Park encompasses approximately 525 acres in size and is approximately 15% developed; approximately 250 acres are available for expansion.

The Riverview Business Park is located approximately 2 1/2 miles east of the Port of Catoosa along State Hwy 266. Approximately 50 acres remain available for sale.

The area west of Catoosa between Pine Street and Hwy 167 Catoosa, is the site of industrial development, experiencing "infill" pressure between industrial uses (such as the concrete plant) in Tulsa County to the west and the Port of Catoosa in the east.

Summary: Significant area, sufficient for current needs, has been designated for industrial use. Capital improvements should target this area to ensure infrastructure (including transportation) sufficient to service potential users. Heavy industry should be concentrated in the southern and southwest portions of the Region, particularly around the Port. Land currently designated for industrial development should be protected and developed.

Agriculture and Open Space:

Approximately 193,000 acres of land in Rogers County are designated for Agricultural use. An additional 78 acres are designated for use as Open Space. Agricultural lands make up the majority of the Planning Area and generally comprise lands surrounding and outside of urbanized cities and towns. Lands designated as Open Space are generally located adjacent to the City of Claremore or within the vicinity. Primary agricultural uses are cattle grazing and hay / straw production. Smaller, family scale uses include raising horses and other livestock. Pecan orchards are present in the southern portion of the Region.

Summary: Agriculture production is not a primary revenue source in the Region. Ag lands are utilized on a family scale and are a primary contributor to the "Country Feel" of the Region. Ag lands should be preserved to maintain open space between communities. Large scale production is possible

given the excellent transportation network in the Region. Current growth pressures do not warrant significant encroachment into prime agricultural areas.

Parks and Recreation:

Approximately — acres of land in Rogers County are designated for Parks and Recreational use. Significant recreation facilities in the City of Claremore include Claremore Lake Park, Claremore Soccer Complex, and the Super Recreation Center. Significant countywide recreation areas include Lake Oologah.

Claremore Lake Park is the largest public recreation facility in the City of Claremore. The park encompasses approximately 1,200 acres and is located near the easterly city limits, north of Blue Starr Road.

The Claremore Soccer Complex, east of Sioux Avenue at Stuart Roosa, the Super Recreation Center located at Highway 20 and Dupont and the American Legion Park located at Sioux Avenue and Blue Starr Drive are prime examples of the City's emphasis on recreation for youth.

Jurisdictional responsibility for public outdoor recreational areas in the City is shared between the City of Claremore Park and Recreation Department and Claremore Public Schools. The City's recreational needs, goals, and policies are set forth in its Recreation Plan; policies include:

- Encourage continued development of the park system to accommodate the leisure time of residents and visitors.
- Encourage public entities to properly operate and maintain their properties and developments.
- Encourage dedication of parkland by subdivision developers.
- Acquire neighborhood parkland in conjunction with school site purchases to optimize use.
- Locate neighborhood parks near the center of urbanized residential uses.
- Program acquisition and development of neighborhood parks before land values escalate prohibitively and adequate parcels are unavailable.
- Encourage continued preservation of the integrity and uniqueness of Red Bud Valley Nature Center.
- Acquire and protect any state or nationally significant archeological sites within Rogers County.

Lake Oologah is located nine miles north of Claremore and features Oklahoma's largest sailboat marina, fishing, and public hunting areas.

Summary: *Recreation is an important element of the "Country Feel" character of the Region. The City of Claremore established a strong park and recreation program in the early 80's.*

The Region should explore ways to embrace a program modeled on the City's. New development proposals should be reviewed for "fair share" ways to implement a Region wide program. Recreational facility development should be coordinated with the Regions Trail Program.

Mining:

Approximately 1,200 acres of land in Rogers County are designated for mining use. The largest area of land used for mining is generally located in the southwestern portion of the County (adjacent to the western county limits), south and west of Highway 266 and Highway 167, respectively. Other areas designated for mining use are located east of Highway 44 near the southern county limits and east of Owasso between Highway 20 and Highway 266.

Summary: *That portion of the population employed in mining has steadily decreased over the last 20 years. Mining does not play a primary role in the County's economy. Requests for expanded operations should be carefully reviewed for impacts to highways and adjacent land uses, both existing and future. The potential for other land uses, with comparable revenue potential, should be evaluated. Compatible land uses should be identified.*

5. Utilities and Infrastructure

Water:

The County stores water in eight towers scattered across the county limits. Three treatment plant facilities serve the County including one near Oologah, on Highway 88 near Oologah, and near Chelsea. Existing water lines span the majority of the County; several water districts serve the Planning Area. These include the City of Claremore (within Claremore City limits), Rogers County Rural Water District #2 (north of Claremore), Rogers County Rural Water District #3 (east of Oologah), Rogers County Rural Water District #4 (northwestern Rogers County), Rogers County Rural Water District #5 (southwestern Rogers County), Rogers County Rural Water District #6 (southeastern Rogers County), Rogers County Rural Water District #7 (southeast of Foyil), Rogers County Rural Water District #8 (southeast of Claremore), Rogers County Rural Water District #9 (northeast of Claremore), Rogers County Rural Water District #13 (southwest of Chelsea), Mayes County Rural Water District #2 (north of Highway 412 and east of Highway 88), Mayes County Rural Water District #4 (south of Highway 20 near the eastern county limits), Mayes

County Rural Water District #5 (north of Chelsea), Nowata County Consolidated Rural Water District #1 (northwest of Chelsea) and Craig County Rural Water District #2 (east of Chelsea).

It is anticipated the city water supply, drawn from area reservoirs and lakes, will meet projected needs until at least the year 2050. A recent study indicates that Claremore's water rates are below average. The Water/Sewer Department recently completed several improvements to the water system including the installation of additional water lines, water taps, and lift station wet wells.

The water treatment plant produces approximately 4 million gallons of water per day. A three million gallon per day water treatment plant recently went into service. The addition of a one million gallon storage tank brings the City's current water storage capacity to approximately five million gallons of water. New pumps and a motor installed at Oologah Lake have increased capacity to supply water for treatment to keep the tanks filled.

Summary: *Generally, water supply does not present a significant constraint to development in the plan area. Water supply should be assessed on a project-by-project basis to ensure a long-term reliable water source remains. Opportunities for establishing and implementing a system to review availability and the condition of infrastructure, as well as mapping existing infrastructure, should be considered.*

Sewer:

There are two sewer service providers in the Planning Area. Rural District # 1 serves the area south of Claremore to Catoosa, including the town of Verdigris. The City of Claremore serves the area within the Claremore corporate limits. Each individual community within the County operates its own system.

The Spring 2003 Regional Wastewater Master Plan indicates that the Claremore system includes approximately 97 miles of line ranging from 6" to 36" and has 12 lift stations. It experiences wet weather overflows during periods of heavy rainfall. The plant has received multiple consent orders from the Oklahoma Department of Environmental Quality (ODEQ) to eliminate the overflow.

The existing plant is a single stage trickling filter plant with aerobic sludge digestion. It is currently rated fair by the Regional Plan. Average design flow is 2.35 mgd with peak hour design of 3.92 mgd. Current average dry weather flows are 2.56 mgd per hour.

Recent changes in water quality standards by the Oklahoma Water Resources Board will require changes in Water Quality Management Plan which will require discharge permits include more stringent limits upon their renewal. Claremore will be forced to make significant improvements in the quality of its discharge in the near future.

The Rogers County Rural Sewer District # 1 system consists of 8" and 10" lines with 8 lift stations. Approximately 1,000 customers are served with most of the service area lying between US Highway 66 and the Will Rogers Turnpike. 15 bypasses have been reported over the last 4 years but are without consent order.

To address the impending quality of discharge issues Claremore and Rogers County #1 have joined together with the communities of Inola, Chelsea and Foyil to study the possibility of a regional wastewater system. Chelsea and Foyil are not currently included in the Planning Area. This coalition has been organized as the Northeast Oklahoma Regional Utilities Authority.

The 2003 Regional Wastewater Master Plan proposes 4 alternatives. Each of the alternatives includes the construction of a new regional wastewater treatment plant south of Claremore, which will discharge to either the Verdigris River or to Dog Creek. The new plant would likely be an advanced secondary plant if discharged to the Verdigris and a tertiary plant if discharged to Dog Creek. The alternatives contemplate plant capacity in the range of 4.1 to 4.5 mgd expandable to 5.5 to 6.0 mgd depending on whether Inola, Chelsea, and Foyil join Claremore and Rural District #1 in treatment at the regional plant. Cost for a plant to serve all systems is currently estimated at approximately \$35,000,000 with cost for a plant to serve Claremore and Rural District #1 estimated to be between \$22,000,000 and \$25,000,000.

Summary: *Sewer treatment and plant capacity pose a potential constraint to development in the plan area. New development should be analyzed on a project-by-project basis to determine individual and cumulative impacts to the existing sewer treatment plant capacity. Opportunities for establishing and implementing a system to review availability and the condition of infrastructure, as well as mapping existing infrastructure, should be considered.*

Oil and Gas:

Oil wells are heavily located north of Claremore and east of Highway 44, as well as near Collinsville. Gas wells are located in the southern two-thirds of the County most heavily in the central portion of the County south of Owasso, southwest of Claremore, and near Collinsville. The central and southern portions of the County contain the majority of dry wells. Oklahoma Natural Gas Company provides natural gas service.

Summary: *The oil and gas industry is not significantly expanding in this portion of the state. Well records should be checked and abandoned wells properly capped prior to development in and around former oil fields.*

Electric:

The City of Claremore Electric Department maintains electric service for approximately 9,000 residential customers, 1,200 small business customers, and 120 large business customers within the City's corporate limits. Power is purchased wholesale from Grand River Dam Authority and resold through city lines. A recent study indicates that Claremore's electricity rates are below average for towns and cities with municipally owned electric.

Right of way maintenance for the 106 miles of electric distribution lines occurs on a three-year cycle which includes sweeping the service territory, clearing brush, trimming trees, and applying ground spray. Recent modifications to the system include the addition of six housing additions and the rehabilitation of the circuit breakers in the electric substations.

Summary: *The provision of electric service within the City does not present a significant constraint to development in the plan area. The provision of service should be analyzed on a project-by-project basis. Opportunities for establishing and implementing a system to review availability and the condition of infrastructure, as well as mapping existing infrastructure, should be considered.*

Infrastructure:

The Street Department maintains and upgrades all streets, alleys, storm water drainage, street markings, street signs, signals and sidewalks. Full time street sweeping and maintenance of grass areas on rights of way is also provided. A one-cent county road tax is used to maintain, improve and construct county roads.

The current road system is not capable of serving recent population increases. Traffic, congestion, and safety problems have arisen as a result of new construction, increased population, increased rail line use, and the conversion of the Will Rogers Turnpike to Interstate Highway status.

Summary: *Infrastructure needs will increase as the plan area grows and population increases. Infrastructure poses a potential constraint to development in the plan area. Impacts should be analyzed individually and cumulatively. Establishing a system to map, review availability, and determine the condition of infrastructure should be considered.*

6. Development Trends

Building permits:

The City of Claremore currently tracks building permit activity in three categories: residential, commercial, and industrial construction. The City does not at this time differentiate between remodels and new construction. Recent construction activity is as follows:

Add Claremore Data Here

Roger's County currently tracks all new construction permits together. The County does not track value of construction at this time. Recent trends indicate that permit activity is increasing.

Add Rogers County Data Here

Growth typically follows a three step process:

- Employers are enticed to an area by factors such as inexpensive land and a sizable, skilled labor force
- Home builders increase activity in the area to provide housing for new employees
- Retailers are attracted by the increase in client base

Employment Development:

Government and education is the primary employer in the County and City, followed by service and manufacturing in the County and manufacturing and wholesale / retail trade in the City. This indicates a shift since 1980 with the government and education employment sector increasing from 10.6% to 22.3% of the County workforce and 21.6% to 26.4% of the City workforce in the same period. The percentage of County employees engaged in manufacturing in the County dropped from 23.0% to 17.5% in the same period. The percentage of those employed in manufacturing and residing in the City also dropped, although at a reduced rate, from 19.8% to 17.7%. This indicates that new large scale manufacturing is not consistently moving to the area.

Residential Development:

Residential construction in and around Claremore occurs primarily in the areas south and east of town. Significant residential construction is also occurring in western part of the County in the Hwy 20 Corridor.

Residential development continues to focus on single family residential homes with typical lot sizes ranging from 6,000 to 10,000 square feet in the City. Lot sizes in the County typically range from ½ to 2 acres, influenced in large part by the country feel of the area and the minimum lot size required to support a septic system.

Commercial Development:

The primary area of commercial construction in the County is occurring along Hwy 66 between Catoosa and Claremore. Commercial pressure is also building along Hwy 169, south of Oologah.

7. Demographics

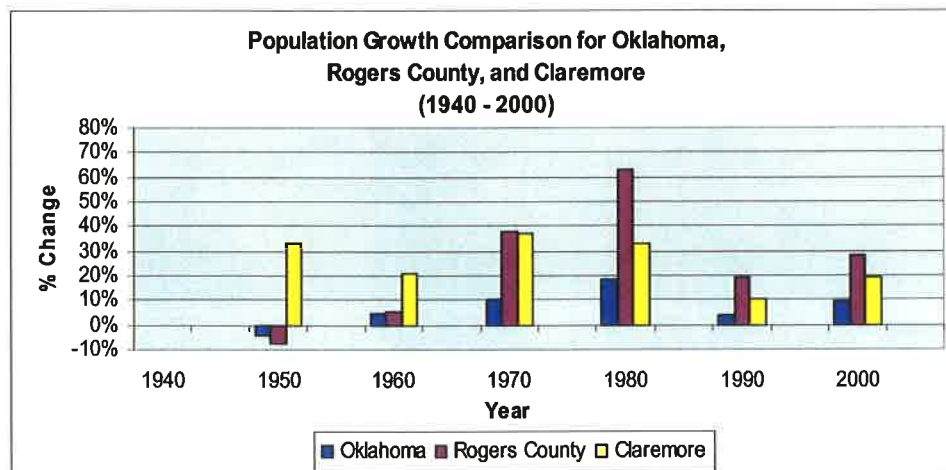
Population:

Since the 1950's the State of Oklahoma has experienced population growth; the most substantial growth occurred between 1970 and 1980 when the population leaped 18.2% from 2,559,463 to 3,025,266 residents. The State's population has continued to increase, although less rapidly, since that time. In 2000, the State's population was 3,450,654.

Rogers County has experienced similar population growth; the most substantial growth in recent decades occurred between 1960-1970 (37.89%) and 1970-1980 (63.36%). Between 1980 and 2000, Rogers County's population continued to increase, although less rapidly, growing from 46,436 to 70,641 an average annual increase of 2.8%. Rogers County showed the highest proportionate average annual increase of the five INCOG regional counties between 1980 and 2000. Tulsa County was second, with a 2% average annual increase.

Similar to Rogers County, the City of Claremore experienced the most substantial growth between 1960-1970 (36.83%) and 1970-1980 (33.04%). Between 1980 and 2000, Claremore continued to grow, experiencing a steady 2% annual increase in total population, from 12,085 to 15,873. The City's population grew by nearly one-fifth (19.53%) between 1990 and 2000, making its increase the seventh highest of the 13 cities in the INCOG region. By 2030, Claremore's population is projected to be 22,130.

In comparing population increases of the State of Oklahoma, Rogers County and Claremore for the 1980-2000 period, the State's total population grew nearly four percent (3.98%) between 1980 and 1990. Between 1990 and 2000, Oklahoma's population grew 9.7%. Rogers County total population increased 18.8% between 1980 and 1990, and slightly more than 28% during the 1990-2000 decade. Claremore's population increased nearly ten percent (9.9%) from 1980 to 1990, and nearly 20% (19.5%) between 1990 and 2000. Since 1990, Rogers County is one of the fastest growing counties, and Claremore is one of the fastest growing cities, in the state.



As a proportion of Rogers County's total population, Claremore's population has been decreasing slightly since 1980. In that year, Claremore's population was 26% of the total Rogers County population, and by 1990, its share had fallen to 24.1%. In 2000, its estimated share of the county population was 22.5%.

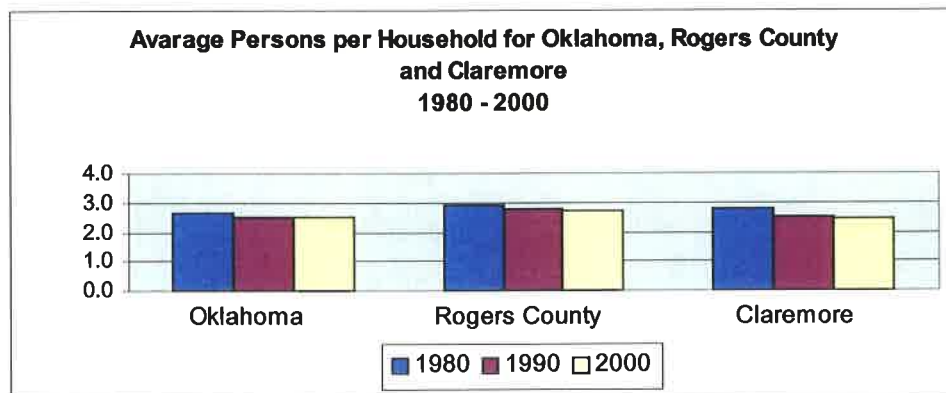
A portion of Claremore's decrease in share of total population, despite an increase in the community's population, may be attributed to large proportionate increases in population in other Rogers County communities. Each of the 13 cities in the INCOG region experienced a growth in population between 1990 and 2000. Of them, Catoosa experienced the greatest population growth for that decade, increasing 73.92%. Owasso experienced the

second highest population growth in the region increasing from 11,151 to 18,502. Bixby, Broken Arrow, and Jenks showed the next largest increase in population growth. The unincorporated portions of Rogers County may also have experienced large proportionate population gains.

Summary: *The population of Rogers County is increasing. Claremore's population, as well as other communities in Rogers County, is also increasing. Increases in population will require additional educational facilities, housing, and job availability. Opportunities for matching academic education and vocational training to employment opportunities, providing advanced and specialized curriculums, and utilizing population forecasts to identify housing needs should be considered.*

Population by Household:

Nationally, the average number of persons per household declined between 1980 and 2000. During that same time period, the State of Oklahoma's average declined from 2.6 persons per household in 1980 to approximately 2.5 in 2000. The following table illustrates the trend in average persons per household and indicates a decline between 1980 and 2000.



Summary: *The average number of persons per household is declining. A decreasing household size may affect housing types and sizes. Opportunities for utilizing population forecasts to identify housing needs including type, size, and price should be considered.*

Population by Gender:

In Rogers County, between 1980 and 2000, the ratio of males to females was approximately 49% to 51%. During the same time period, the proportion of males to the total population decreased slightly (49.6% - 49.4% between 1980-1990, and 49.4% - 49.2% between 1990-2000), while the proportion of females showed a slight corresponding increase (50.4% - 50.6% between 1980-1990, and 50.6% - 50.8% between 1990 - 2000).

In the City of Claremore, the proportion of males to females showed a similar trend in terms of total population. Between 1980 and 2000, males represented approximately 47% of the

total population while females comprised nearly 53%; this was true for each of the decades analyzed.

Summary: *Females are beginning to represent a greater proportion of the population than males. An increasingly female population may affect workforce availability and healthcare needs. Opportunities for matching academic education and vocational training to employment opportunities, providing advanced and specialized curriculums, and utilizing population forecasts to identify housing needs should be considered. Identifying, documenting, and distributing healthcare services through a regional information center as well as coordinate low cost, quality healthcare with community groups to reach those in need should be considered.*

Population by Age:

The median age in Rogers County increased steadily from 1980 to 2000 from 30.3 years, to 33.9 years in 1990, and 36.2 years in 2000. During the same period of time, the median age in Claremore increased from 30.4, to 33, and 35.7, respectively.

Between 1980 and 1990 the Rogers County population increased for every age group (0 to 4, 5 to 14, 25 to 34, 35 to 44, 45 to 54, 55 to 64, 65+) except the 15 to 24 year old age group, which showed declines in growth rates of approximately 4.5%. During the same period of time, the City of Claremore's population increased for every age range (0 to 4, 5 to 14, 25 to 34, 35 to 44, 55 to 64, 65+) except the 15 to 24 and 45 to 54 year old age groups. The 15 to 24 year old age group declined from 10% to 8.9% and the 45 to 54 year old age group declined from 17.8% to 13.9%. The following table summarizes the age of the population for both Rogers County and the City of Claremore.

**Population by Age:
Rogers County and Claremore**

Age Groups	Rogers County						City of Claremore					
	Total			% of Total Population			Total			% of Total Population		
	1980	1990	2000	1980	1990	2000	1980	1990	2000	1980	1990	2000
0 - 4	3,545	4,046	4,907	7.6%	7.3%	6.9%	1,726	2,049	2,684	14.3%	15.4%	16.9%
5 - 14	8,537	8,986	11,694	18.4%	16.3%	16.6%	1,072	1,187	1,270	8.9%	8.9%	8.0%
15 - 24	7,654	7,309	8,876	16.5%	13.2%	12.6%	1,212	1,188	1,875	10.0%	8.9%	11.8%
25 - 34	7,124	8,190	8,503	15.3%	14.8%	12.0%	1,251	1,827	2,271	10.4%	13.8%	14.3%
35 - 44	6,855	8,909	11,716	14.8%	16.1%	16.6%	1,838	2,132	2,105	15.2%	16.1%	13.3%
45 - 54	4,940	7,034	9,897	10.6%	12.7%	14.0%	2,151	1,841	2,142	17.8%	13.9%	13.5%
55 - 64	3,638	5,081	7,087	7.8%	9.2%	10.0%	1,843	2,006	2,370	15.3%	15.1%	14.9%
65 and Older	4,143	5,615	7,961	8.9%	10.2%	11.3%	992	1,050	1,156	8.2%	7.9%	7.3%
Totals	46,436	55,170	70,641	100.0%	100.0%	100.0%	12,085	13,280	15,873	100.0%	100.0%	100.0%

Between 1980 and 1990 males in Rogers County in the 55 - 64 age group experienced the greatest increase in population at 45.54%. The following decade, the greatest increase in population was experienced by the age group 65 years and older. During the same time periods, females in Rogers County in the 45 - 54 (1980-1990) and 65 years and older (1990-2000) experienced the greatest increase in population at 42.39% and 41.78%, respectively.

Summary: Rogers County's population is slightly older than Claremore's. Both populations are aging. An aging population will increase the need for public services and facilities (police, fire, recreation and leisure activities, etc.), healthcare, and affordable senior housing. Opportunities for assessing community facility needs, locating and identifying community facilities, identifying healthcare deficiencies, providing low cost quality healthcare, and utilizing population forecasts to identify changes in housing needs should be considered.

Race/Ethnicity:

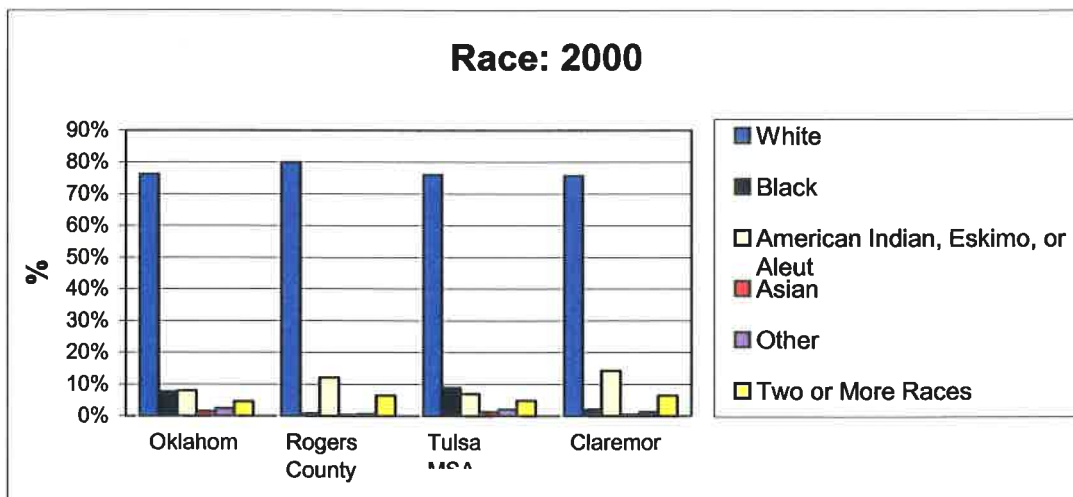
For consistency purposes the terms used in this section coincide with those used in the U.S. Census, realizing that other terms may be more politically correct.

As of 2000, whites make up the majority of the population in the State of Oklahoma, Tulsa MSA, and City of Claremore representing approximately 76% of the population. In Rogers County the proportion of Whites is slightly higher, at approximately 80%.

The Black population of these jurisdictions is more diverse accounting for 7.6% of the population in the State, 8.8% in the Tulsa MSA, 2% in the City of Claremore, and 0.7% in Rogers County.

American Indians (Eskimos or Aleuts, but primarily American Indians) accounted for nearly 8% of the State's total population, nearly 7% of the MSA's, more than 12% of Rogers County's and more than 14% of Claremore's. The Asian populations accounted for small percentages of each jurisdiction's total populations, ranging from less than one percent in Rogers County and Claremore to just over one percent in the State and Tulsa MSA. This is consistent with the national trend of Asian immigrants to settle in more urban areas, where employment opportunities are usually more readily available and other relatives/acquaintances may already reside. Similarly, the Hispanic populations were proportionately more represented in the State and MSA (5.2% and 4.8%, respectively) than in Rogers County (1.8%) or Claremore (3%).

The following table illustrates the ethnic composition of the State of Oklahoma, Tulsa MSA, Rogers County and City of Claremore.



Summary: *These trends indicate the majority of the population is white in the State of Oklahoma, Rogers County, Tulsa MSA, and City of Claremore. As the plan area continues to grow and diversify, this trend may vary slightly. Changing trends in the ethnicity of the plan area may require increased attention to educational and cultural facilities. Opportunities for identifying, documenting, and promoting cultural opportunities as well as identifying and exploring ties to other regions, states, and nations should be considered. Opportunities for linking cultural programs with existing educational curriculum should also be considered.*

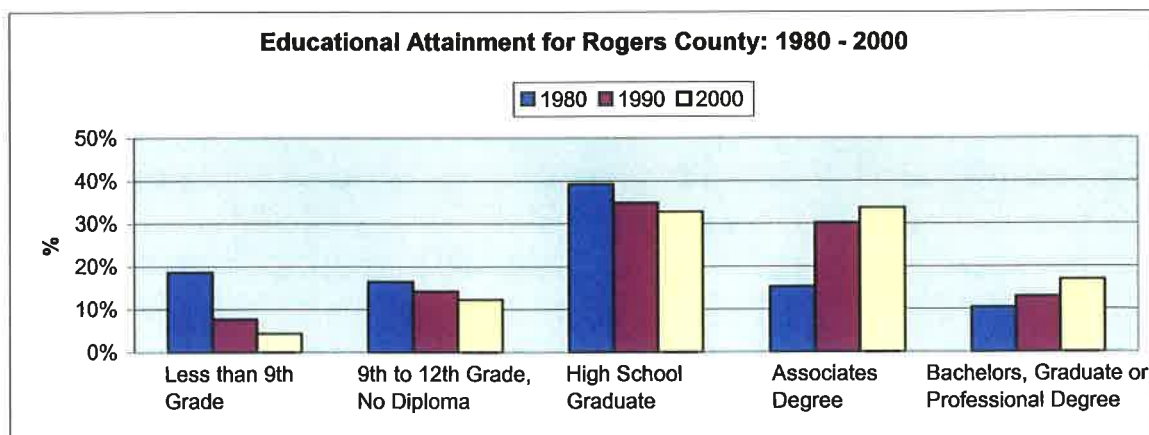
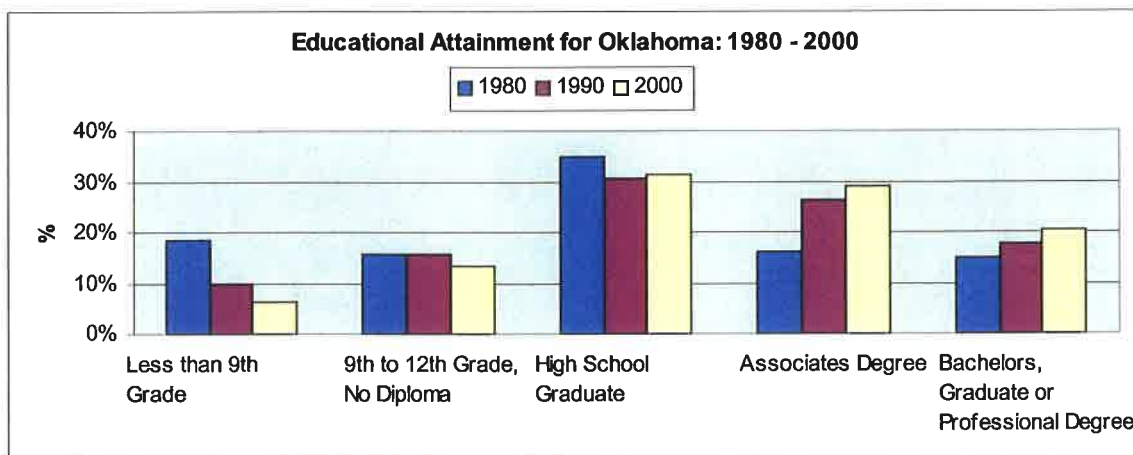
Education:

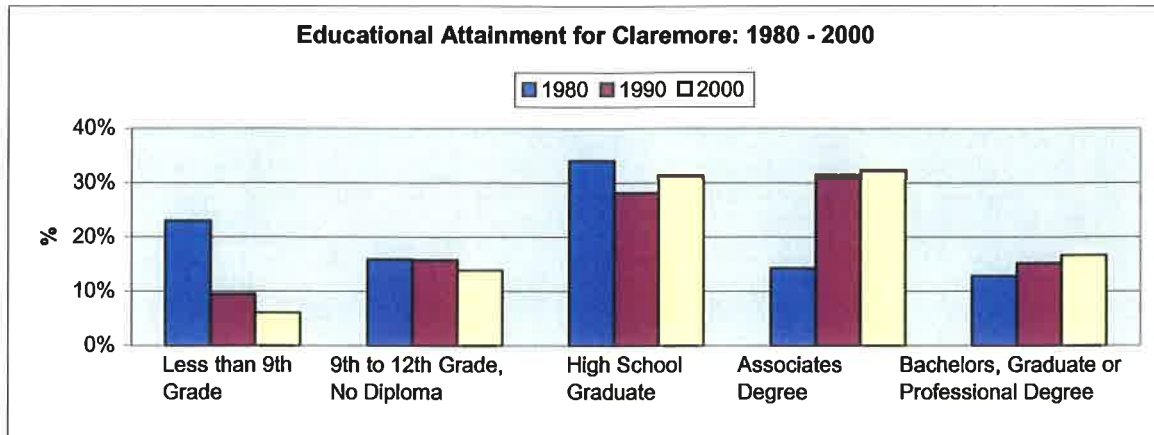
In 1980 the median number of school years completed by persons 25 years and over in the State of Oklahoma, Rogers County, and City of Claremore averaged 12.4 years; in 1990 that number rose to an average of 12.8 years. In 2000, the median number of school years

completed in the City of Claremore was 13.4 years; the State and Rogers County followed with 13.0 years each.

In terms of number of school years completed for each of the three jurisdictions, the trends indicate the proportion of the population with less than a 9th grade education is decreasing each decade while the proportion of the population with a college degree is increasing. Between 1980 and 2000, the percentage of the population having obtained a college degree in the State of Oklahoma increased from 15.1% to 20.3%. Similarly, during the same time period, Rogers County increased from 10.4% to 16.9% and Claremore increased from 12.8% to 16.6%. At the same time, the proportion of the population not having graduated from high school decreased overall, while the proportion with an associate's degree or some college increased. By 2000, 28.8% of Oklahoma's population, 33.7% of Rogers County, and 32.2% of Claremore's population had an associate's degree or some college. This trend may be the result of proportionately more students choosing to continue their education beyond high school graduation, either at a junior (community) college or a four-year institution.

The following tables illustrate the changing trends in educational levels in the State of Oklahoma, Rogers County and City of Claremore.





Summary: Trends indicate the general population is becoming better educated. The proportion of the population that has completed some college is increasing. If trends continue, it can be anticipated that an increasingly educated population will increase the need for higher paying jobs, upper end housing, and educational facilities. Opportunities for diversifying the area's economic base, attracting employers, coordinating academic education and vocational training, and providing a range of housing types should be considered.

Economy:

Rogers County's economic base is primarily concentrated in agriculture, petroleum, industry, and education. Claremore's status as the county seat, coupled with its excellent highway system connections, makes it the primary trade center for Rogers County. Claremore's existing economic base is resistant to the effects of fluctuating economic cycles because it is comprised of strong stable economic sectors including manufacturing, Rogers State University, Claremore Regional Hospital, and service-related activity. Twenty-six manufacturing firms, employing more than 2,500 people, make the city their home. Other major local industries include: International Tubular, a division of Tubular Products, manufacturers stainless steel tubing; Burgess Norton Mfg., a division of Amsted Industries, manufacturers of piston pins; F.C. Witt Associated LTD, manufacturers of plastic tank liners; Tulsa Refurbishment Operations repairs and refurbishes jet engine parts; HydroHoist manufacturers of dry boat docks; U.S. Marine, a division of Bayliner Marine Corp, manufacturers of boat trailers and windshields. Many local companies are located in the Claremore Industrial Park.

Claremore Regional Hospital, Claremore Public Health Service Hospital, and the Oklahoma Veterans Center are three of the areas largest non-manufacturing firms. Other large non-manufacturing firms are the public school system and the City of Claremore. The local business base features:

Retail - The local retail industry includes such giants as Wal-Mart and JC Penney Co. as well as many locally owned businesses and specialty shops located throughout the city.

Media - Claremore has a daily newspaper, the Claremore Daily Progress, with a circulation of 7,000. Four weekly newspapers serve surrounding communities. Radio listeners can enjoy KRSC 91.3 FM as well as many radio stations broadcasting from Tulsa that air a wide range of programs including sports, talk shows, and musical performances.

Financial - Three local banks serve the area: 1st Bank Claremore FSB, Grand Lake Bank, and RCB Bank; as well as Local America FSB, a regional bank.

Real Estate - Over 25 real estate companies handle the thousands of commercial and residential properties located in Claremore and Rogers County. Many offer services that help ensure an easy move for those transferring into the area.

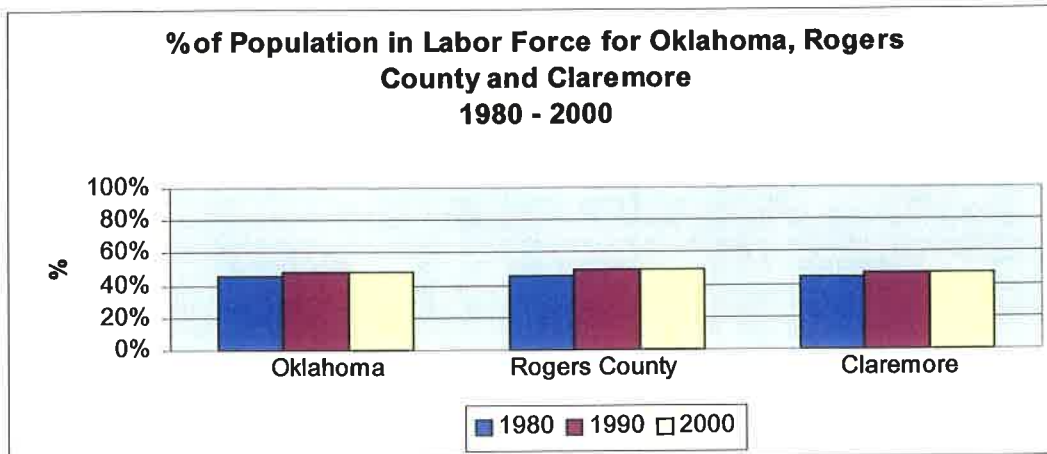
Tourism - Claremore has several significant tourism resources including Route 66, the Will Rogers Memorial Museum, and the J.M. Davis Arms and Historical Museum; all of which have national significance. The Expo Center attracts events and activities.

Historically, economic growth for the area has been slow and steady. In an effort to stimulate and encourage economic growth, the Center for Economic and Community Development at Rogers State University was created. The Center encourages collaborative efforts to promote economic development in Rogers County and the surrounding region by fostering economic development in northeastern Oklahoma, nurturing successful enterprises, expanding learning and research opportunities for Rogers State University, and establishing a regional resource center.

Summary: Claremore's large pool of manufacturing related labor should be considered a critical competitive advantage for attracting existing companies, prospects, and start-ups. Opportunities for increasing revenues associated with tourism may include revitalizing Route 66, the Claremore Central Business District and Will Rogers Boulevard. Ensuring a stable local economy in conjunction with an increasing population will likely increase the demand for housing and retail/commercial facilities. Opportunities for providing a range of housing types and land uses should be considered.

Labor force:

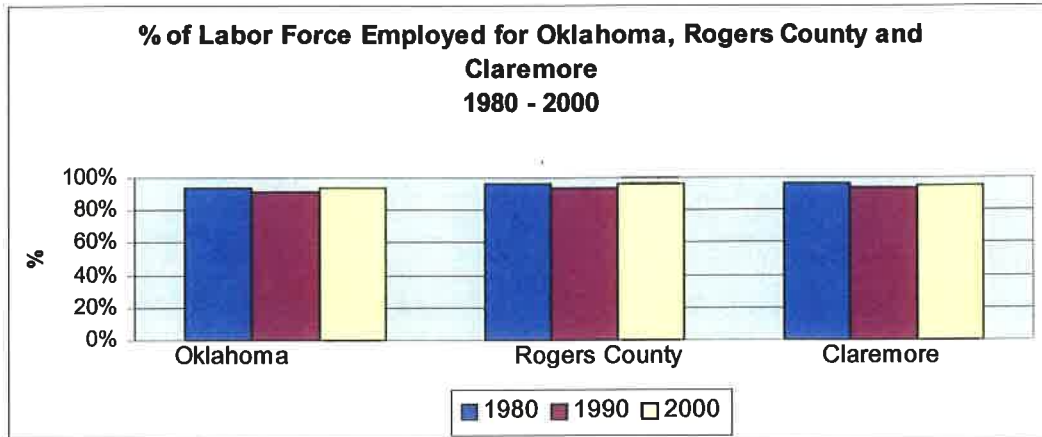
The labor force in the State of Oklahoma, Rogers County, and City of Claremore has been increasing in recent decades. In 1990, the labor force totaled 1,369,138 in the State of Oklahoma and 5,889 in the City of Claremore (approximately 47% of the total population), an increase of approximately 2.3% from 1980. In the same year Rogers County boasted a slightly larger labor force at 25,548 (approximately 49.4% of the total population), an increase of 4.2% over 1980 figures. Between 1990 and 2000, Rogers County and Claremore experienced slight decreases in proportion of their labor forces. The following table illustrates the percentage of the population in the labor force for the three jurisdictions.



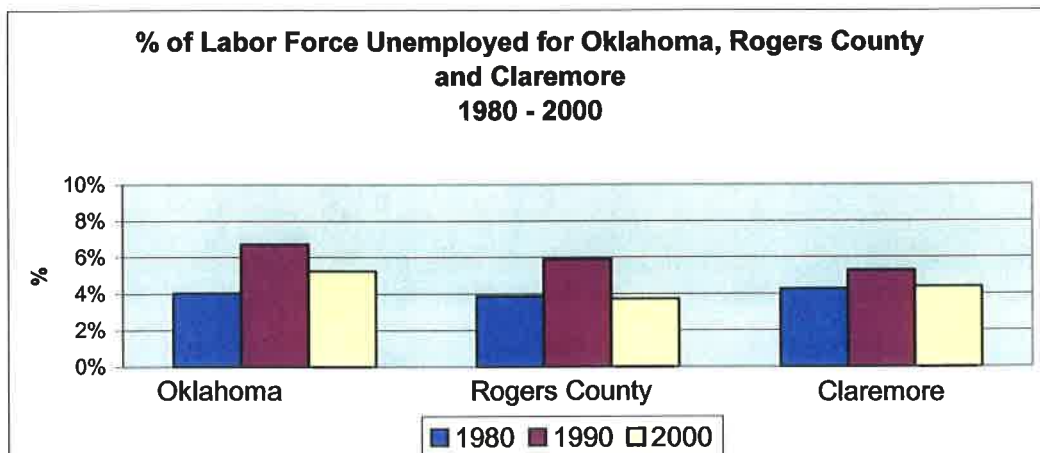
In 1980, 93.8% of the State's available labor force was gainfully employed. Similarly, in Rogers County and the City of Claremore 96.1% and 95.8% were employed, respectively. The proportion of the employed labor force decreased slightly for all three jurisdictions between 1980 and 1990 (approximately 1% - 2.5%) when effects of the oil bust of the early 1980's would have been reflected. Despite this proportional decrease, the actual number of persons in the labor force and employed persons in the labor force continued to increase during this time.

Between 1990 and 2000, the State's employment rate rebounded with a 13% increase in actual numbers and a 2% gain. The overall increase in the actual number of employed persons at the State level from 1980 to 2000 was 20%. At the same time, the actual number of employed persons in Rogers County rose 27%. The actual numbers then increased 30% from 1990 to 2000, a 2.5 percentage-point gain, or an overall increase of 65% in number of employed between 1980 and 2000. Between 1990 and 2000, the number of employed in the City of Claremore rose 20%, or slightly more than 1%.

In sum, while the numbers of employed persons in the labor force continued to rise in each of the three jurisdictions, they did not increase to the same degree as the number in the total labor force. This could be attributed to persons leaving employment or increased numbers entering the labor force, many of whom were not employed at the time of the survey. The following table illustrates the percentage of the labor force employed for the three jurisdictions.



Between 1980 and 1990 the unemployment rates for the State of Oklahoma and Rogers County (the absolute numbers of unemployed in the labor force) nearly doubled. During the same time period, unemployment rates in the City of Claremore increased 44%. As a proportion of the labor force, unemployment figures increased 1.1% - 2.7% between 1980 and 1990. In 1990, the State of Oklahoma had the highest unemployment rate at 6.7%, followed by Rogers County at 5.9%, and Claremore at 5.3%. These unemployment rates coincided with the decline in employment each jurisdiction experienced between 1980-1990. The following table illustrates the percentage of the labor force unemployed for the three jurisdictions.



Summary: Trends indicate the labor force is increasing in size, the numbers of employed persons in the labor force is rising, and unemployment rates are decreasing. If trends continue, it can be anticipated that the need for more jobs and housing will increase. Opportunities for diversifying the area's economic base, attracting employers, coordinating academic education and vocational training, and providing a range of housing types should be considered.

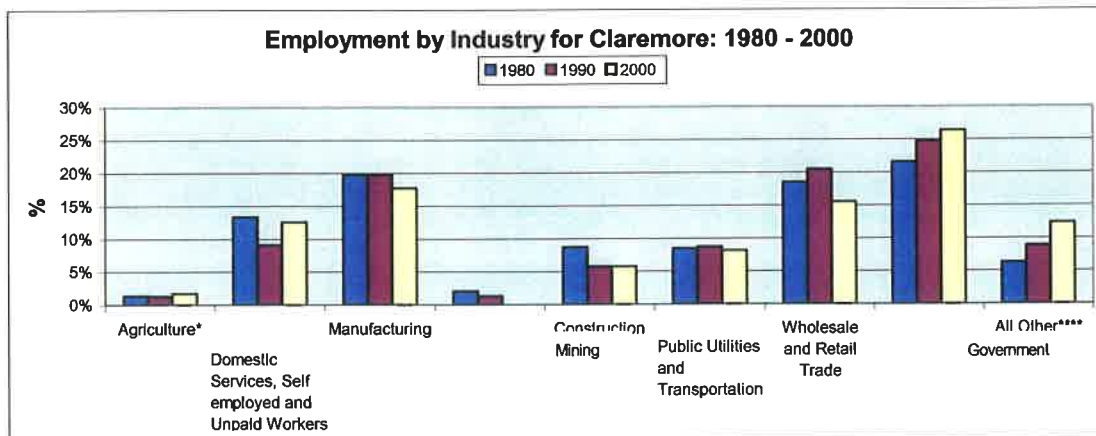
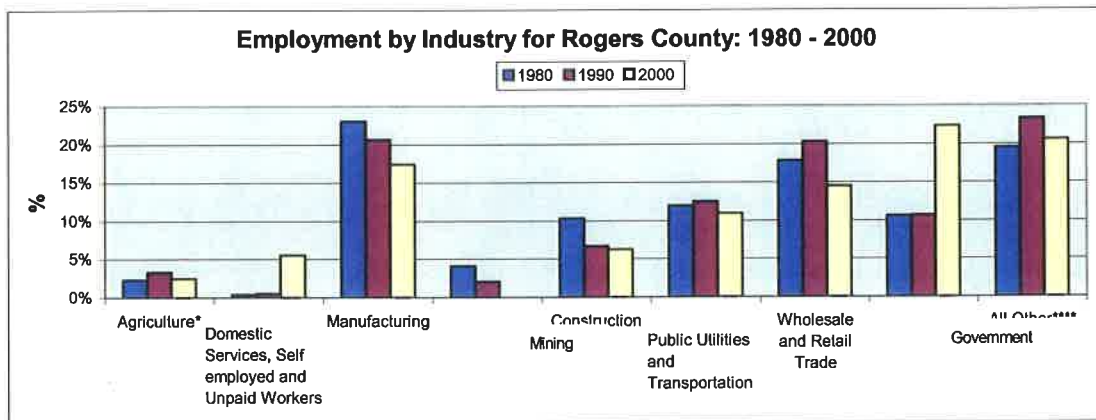
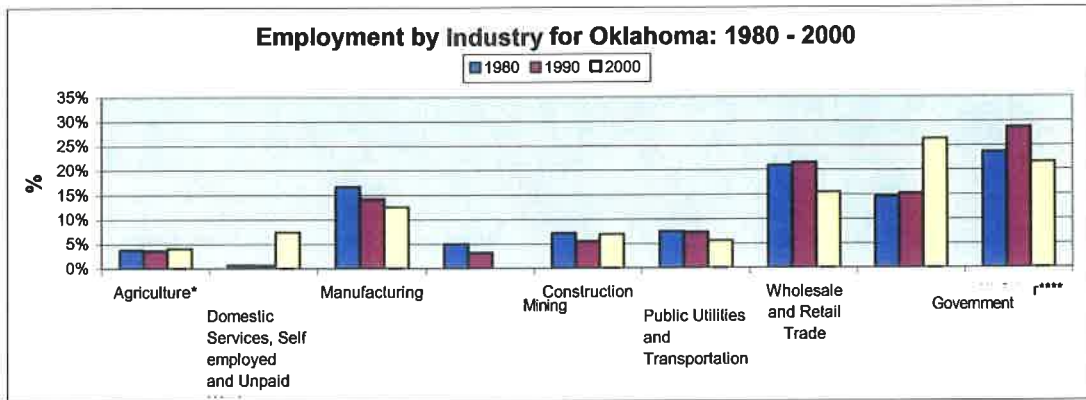
Employment:

In 1980 the State's largest industry employers were other (305,583), wholesale and retail trade (269,426), and manufacturing (214,779). In 1990, industry employment trends shifted making the other (393,465), wholesale and retail trade (294,999), and government (208,562) industries the largest industry employers in the State. Between 1980 and 1990, the State saw a shift in employment toward the agriculture, public utilities and transportation, wholesale and retail trade, government and other industries.

In 1980 Rogers County's largest industry employers were manufacturing (4,648), other (3,935), and wholesale and retail trade (3,599). In 1990, industry employment trends shifted making the other (5,962), manufacturing (5,275), and wholesale and retail trade (5,196) industries the largest industry employers in the County. Between 1980 and 1990, the County saw a shift in employment toward the agriculture, domestic services, manufacturing, public utilities and transportation, wholesale and retail trade, government and other industries. Today, the primary employers in Rogers County are in the agriculture, domestic services, manufacturing, mining, construction, public utilities, transportation, wholesale and retail trade, government, and other (including service establishments, finance, insurance and real estate) industries. Firms with the largest number of employees in Rogers County include U.S. Marine, UPCO Inc., Advance Research Chemicals, Allied Signal, Centerlift-Hughes, Worthington Cylinders, Erlanger Tubular Corp., GEA Rainey, Howmet, Nupar, Pro-Quip, Public Service Company and Terra Nitrogen. Other major employers in the County include public schools systems, universities, or hospitals.

In 1980 the City of Claremore's largest industry employers were government (1,114), manufacturing (1,021), and wholesale and retail trade (954). In 1990, industry employment trends shifted slightly making the government (1,461), wholesale and retail trade (1,206), and manufacturing (1,163) industries the largest industry employers in the City. Between 1980 and 1990, the City saw a shift in employment toward the agriculture, manufacturing, public utilities and transportation, wholesale and retail trade, government and other industries.

All three jurisdictions experienced an increase in employment in the agriculture, public utilities and transportation, wholesale and retail trade, government and other industries between 1980 and 1990. During the same time period, all three jurisdictions experienced a decrease in employment in the mining and construction industries. By 1990 other industries, including education was the largest industry employer in the State and Rogers County. That same year, government was the largest industry employer for the City of Claremore. By 2000, the State and Rogers County joined Claremore making government the largest industry employer. The following tables illustrate the trends in employment by industry for each of the three jurisdictions.



The largest occupational groups in the three jurisdictions include Professional Specialty Occupations, Sales Occupations, Administrative Support (including clerical), Service Occupations (except protective and household), Precision Production Craft and Repair, and Machine Operators, Assemblers and Inspectors. Between 1990 and 2000, statistical categories for occupation groups changed making exact comparisons difficult.

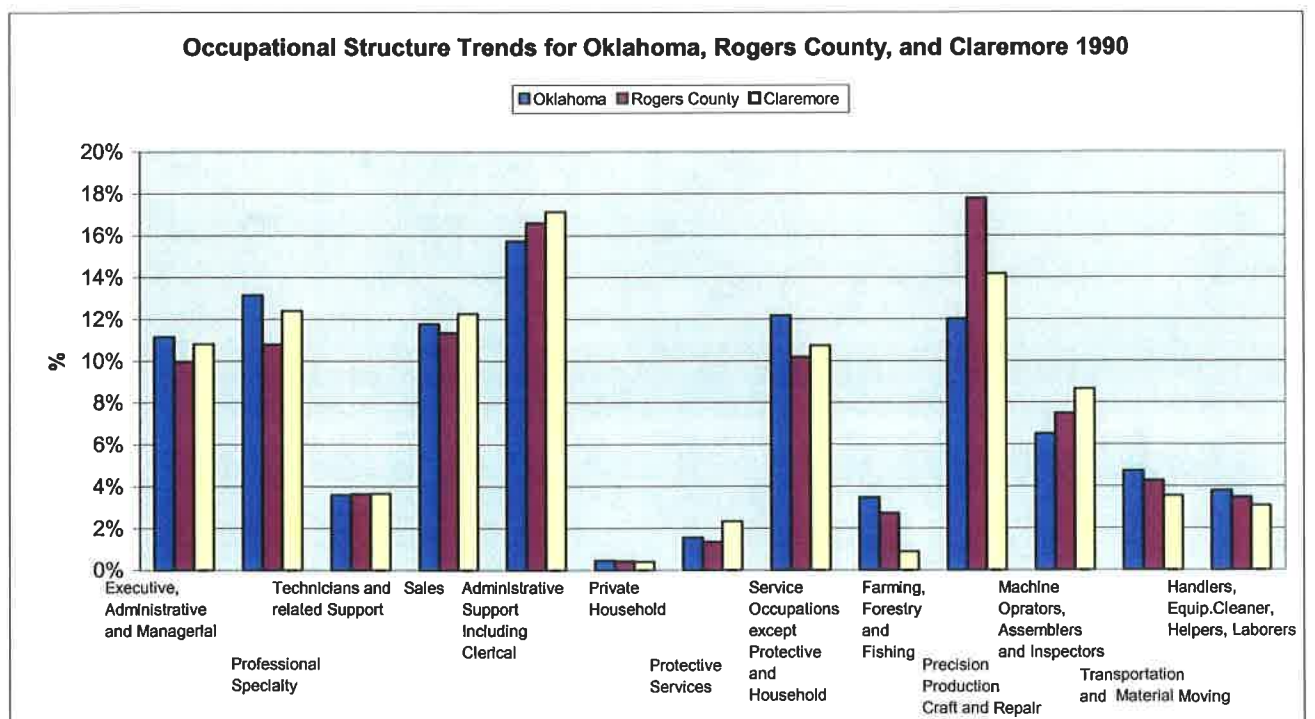
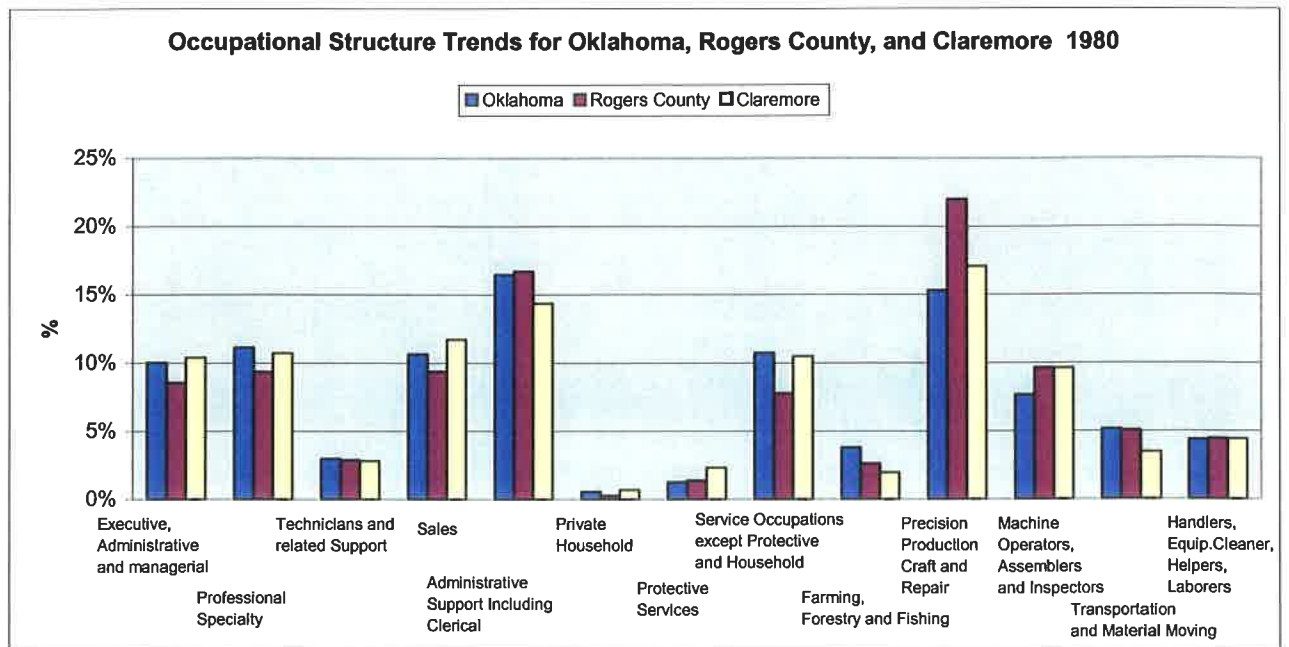
In 1980, the State's largest occupation groups were Administrative Support (212,040), Precision Production Craft and Repair (197,334), and Professional Specialty Occupations (143,246). In 1990, occupation group employment trends shifted toward Administrative Support (215,189), Professional Specialty Occupations (179,868), and Service Occupations (166,447).

In 1980, the County's largest occupation groups were Precision Production Craft and Repair (4,441), Administrative Support (3,369), and Machine Operators, Assemblers and Inspectors (1,943). In 1990, occupation group employment trends shifted toward Precision Production Craft and Repair (4,544), Administrative Support (4,239), and Sales Occupations (2,895).

In 1980, the City's largest occupation groups were Precision Production Craft and Repair (882), Administrative Support (741), and Sales Occupations (605). In 1990, occupation group employment trends shifted toward Administrative Support (1,009), Precision Production Craft and Repair (834), and Professional Specialty Occupations (730).

All three jurisdictions experienced an increase in employment in the Administrative Support occupation group between 1980 and 1990.

Proportionally, occupational groups grew slightly between 1980 and 1990 for all three jurisdictions in Executive, Administrative and Managerial, Professional Specialty, Sales, Service Occupations, and Machine Operators, Assemblers and Inspectors. In 2000, the State's highest occupational concentration was in Management, Professional and Related Occupations (30.29%), and both the County and Claremore trailed that slightly, with just under 30%. The next-highest concentration in all three jurisdictions was Sales and Office Occupations, which ranged from nearly 27% in the State to approximately 26% in County and Claremore. The lowest concentrations in all three jurisdictions were in Farming, Fishing and Forestry Occupations, in which the State had 0.89%, the County had 0.31% and Claremore had 0.13%. The following tables illustrate the trends in employment by industry for each of the three jurisdictions.



Summary:

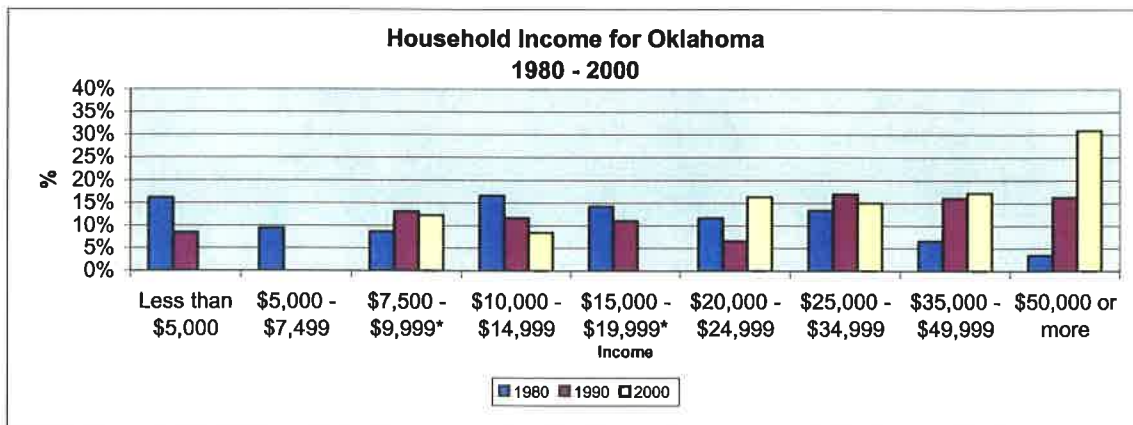
Income:

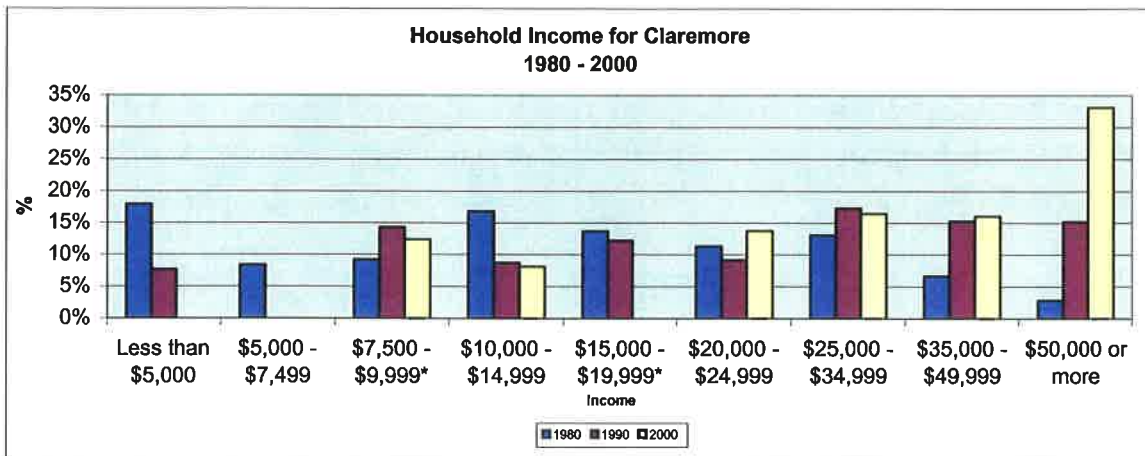
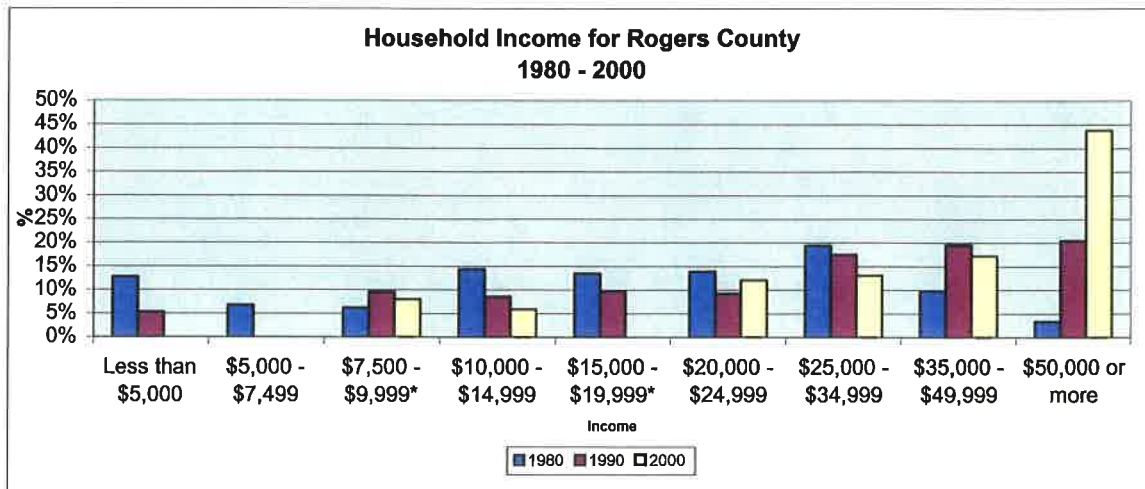
In general, the State of Oklahoma is suffering from the low growth of personal income when compared to the United States. Between 1980 and 2000 household incomes in the State of Oklahoma, Rogers County and City of Claremore generally increased. Rogers County consistently had the highest median household income of the three, ranging from \$18,540 in 1980, to \$29,389 in 1990, and \$44,471 in 2000.

For the first two decades, the State's median household income was higher than that of Claremore's at \$14,750 (1980) and \$23,577 (1990). In 2000, the State's median of \$33,400 was slightly lower than Claremore's at \$34,547. Claremore's median household income in 1980 and 1990 was the lowest of the three jurisdictions at \$14,305 and \$23,483, respectively.

Proportionally, in 1980 the State's largest proportion of households (16.6%) had median incomes in the \$10,000 to \$14,999 range. During the same decade Rogers County's largest proportion (19.4%) was in the \$25,000 to \$34,999 range, while the City of Claremore's largest proportion (16.8%) was in the same category as that of the State between \$10,000 to \$14,999.

By 1990 the largest proportion of household median incomes had all increased; the State and Claremore remained in the \$25,000 to \$34,999 range (each was approximately 17%). In Rogers County, by 1990, the largest proportion (20.5%) was in the \$50,000 or more range. In 2000 the highest proportion for all three jurisdictions was in the \$50,000 or more range (State of Oklahoma 30.9%, Rogers County 43.8%, and Claremore 33.1%).





Summary: Trends indicate household incomes in the State of Oklahoma, Rogers County, and City of Claremore are increasing; Rogers County consistently has the highest median household income of the three. If trends continue, it can be anticipated that the need for more owner occupied housing and upper end housing will increase. Opportunities for providing a range of housing types and identifying areas suitable for a given type should be considered.

Housing:

Between 1980 and 2000 the total available housing units in the State of Oklahoma, Rogers County and City of Claremore increased from 1,237,040 to 1,514,400, 16,954 to 27,476, and 4,874 to 6,784 respectively. During the same period of time the total occupied housing units, as a proportion of total units, of all three jurisdictions remained at approximately 90% (the State's proportion fell slightly to 86% between 1980 and 1990, perhaps reflecting the economic downturn of the early 1980's).

In Rogers County the total percentage of occupied units rose 1% per annum, from 92% in 1980, to 93% in 1990, and to 94% in 2000. Claremore's proportion of occupied units remained at 92% for the first two decades and rose to 93% by 2000.

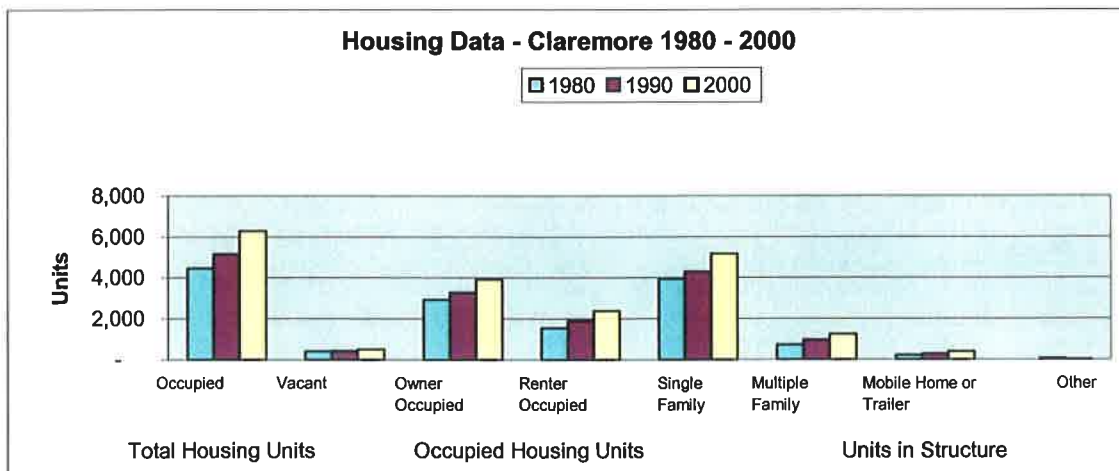
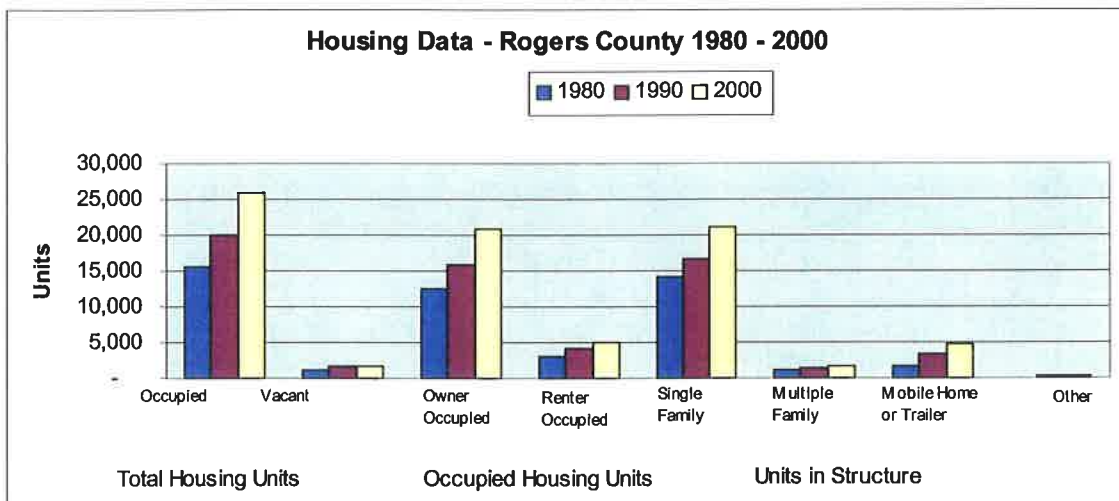
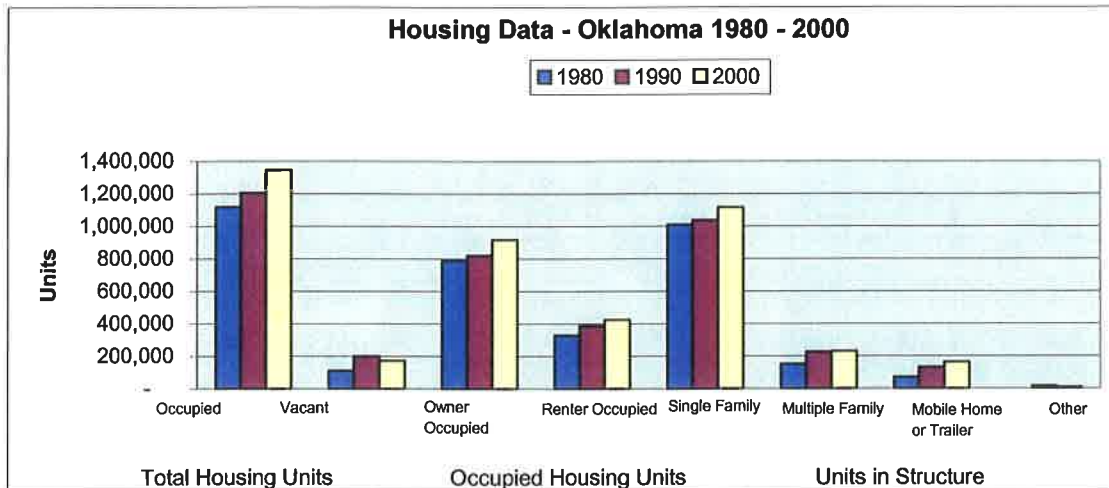
Owner occupancy was proportionately higher in Rogers County than in the City of Claremore or the State of Oklahoma; between 1980 and 2000 approximately 75% of all occupied units in Rogers County were owner occupied. In the City of Claremore the proportions were lower: 60% in 1980, and 58% in both 1990 and 2000. These figures are generally indicative of stable residential areas, a high level of housing maintenance, stable school populations and a relatively secure ad valorem tax base. The majority of the units in all three jurisdictions were single-family units.

As of July 1998 Oklahoma had the least expensive housing market for families who relocated from other parts of the country. During each of the three decades, the median value of owner-occupied housing was higher for Rogers County than for either of the other two jurisdictions. In 1980, Rogers County's median value of owner-occupied housing was \$46,600, compared with \$35,600 for the State. Figures for Claremore were not available. By 1990, the County's median had risen to \$63,600, while Claremore was \$53,000, and the State was \$48,100. In the final decade, Rogers County's median rose to \$94,100, Claremore's was \$79,200, and the State's trailed at \$70,700. The median home value for Claremore in 2001 was estimated at \$86,000. The average new home price in 2001 was approximately \$125,000.

Between 1980 and 2000 the median gross rent was slightly higher in Claremore than either the State or Rogers County. However, Rogers County's rental rate in 1990 was slightly higher than Claremore's for that decade at \$358 and \$356, respectively. By 2000, rents ranged from \$456 for the State, \$480 for the County, and \$514 for Claremore.

The proportion of housing vacancies increased in each of the jurisdictions during each of the three decades. For the State, the proportion nearly doubled between 1980 and 1990 to 200,364, and then declined slightly between 1990 and 2000 to 172,107. The percentage increases for the County and Claremore were less dramatic; in 2000 Rogers County had 1,752 vacant units and the City of Claremore had 501.

The following tables illustrate housing trends in the State of Oklahoma, Rogers County and the City of Claremore.



Summary: *New housing in several categories is needed in Rogers County. Between 2001 and 2005 it is anticipated approximately 2,200 new owner occupied housing units and 513 new rental units will be needed in Rogers County.*

The majority of these units are needed in Claremore (314 owner occupied; 191 rental) and Catoosa (232 owner occupied; 87 rental).

While the upper end of the market is currently being satisfied the lower end of the population, which requires rental and moderate cost ownership property, has a very limited product available. New market rate and affordable multi-family housing units are needed throughout Rogers County. Single-family housing demand is greatest below \$80,000 in the City of Claremore and rural areas. It is anticipated that as the number of white collar higher paid professionals increases, the need for upper end housing will also increase. Opportunities for providing a range of housing types and identifying areas suitable for a given type should be considered.

8. Aesthetics and Design

The City of Claremore-Rogers County Metropolitan Area Zoning Ordinance establishes general provisions and standards for the design of new projects, specifically pertaining to site design: lot size, height, setbacks, bulk, area, etc. The Zoning Ordinance also sets forth, in Chapter 12, requirements for trees and shrubs within incorporated areas.

Summary: No specific aesthetic and/or design guidelines or standards have been set forth for the plan area. Opportunities for establishing and implementing design guidelines for areas within the plan area should be considered.

9. The Existing Comprehensive Plan

The existing Comprehensive Plan “provides a framework of both public and private decision-making, as it lays out a general, but unified physical design of the City of Claremore and the unincorporated portion of the planning area. The plan is a general statement of community aspirations, intended to achieve certain basic ends including:

- Creating a functional, healthful and viable physical environment as a setting for activities in the Claremore Rogers County Metropolitan Area;
- Guiding the implementation of planning area-wide physical development policies; and
- Bringing technical knowledge to bear on the decision making process.”

Specifically, the Plan sets forth the following recommendations regarding transportation, utilities, and public facilities.

Transportation: The plan established roadway standards to be utilized when acquiring or designating right of way or constructing streets. Streets should be dedicated and improved in all subdivisions of land; private streets are not recommended. Adjoining subdivisions should be linked to provide ease of access; neighborhoods should be designed to utilize collector streets and eliminate through traffic.

Utilities: Low water pressure in some areas of the City needs to be remedied by the completion of loops in the system. The sanitary sewer system in the southeast quadrant of the City is undersized, deteriorated, or blocked. The existing wastewater treatment plant is near capacity and another facility is needed to serve the western portion of the community.

Public Facilities: New park sites of a minimum of five acres should be acquired through developer donation in the developing sections of the City. Red Bull Valley Nature Center should be protected from land use proposals in the vicinity to maintain its unique natural integrity. With increased development on the west side of the City new school sites should be acquired. Fire protection services should be extended to the west and south to serve developing areas.

The 1980 Comprehensive Plan also establishes specific goals that remain consistent with the current goals of the City and County and that are supported and encouraged by this update. The goals of the 1980 plan are divided into five groups, Administrative, Development, Land Use, Transportation and Public Facilities and Utilities. Those goals are included here:

Administrative:

- Provide efficient direction for future development through sound administration and adherence to adopted goals, policies and plans.
- Provide efficient and equitable administration of zoning and other regulatory tools for all property within the planning area.
- Develop and maintain clear, concise and consistent guidelines and administrative techniques regarding zoning and land use considerations, subdivision regulations, building permits, location and design decisions and related concerns within the planning area's jurisdiction.
- Direct the development of the various land use intensities in a manner to be most harmonious with the natural and man made conditions.
- Encourage citizen participation and community involvement in the planning and implementation process.

Development:

- Encourage the development of vacant land areas within the city limits, which are presently served by public utilities and facilities, with uses that are compatible with existing development.
- Identify, recognize and utilize the physical characteristics and natural features of the planning area to determine suitability areas for development and protect the public, health, safety and welfare.
- Encourage the preservation and enhancement of the natural resources and amenities of the planning area.
- Facilitate the systematic urbanization of land by encouraging the sequential development of utilities and public service.
- Coordinate the public and private proposals for land use, street improvements and utility extensions with the county and adjacent municipalities where common areas are involved.
- Direct the development of the various land use intensities in a manner to be most harmonious with the natural and man made conditions.

Land Use:**General**

- Provide for a diversity of residential, industrial, commercial, educational and recreational uses which will contribute to the economic base and stability of the community by appealing to a wide socio-economic population range.
- Provide policies which will lead to orderly growth and avoid the problems frequently caused by high density residential development and an over supply of commercial development.
- Resolve existing incompatible land use conflicts through encouragement of appropriate residential, commercial and industrial land use patterns and mixes.
- Encourage quality land uses and activities which are integrated into the image of the planning area.
- Require residential, commercial and industrial development in appropriate and adequate areas of the planning area.
- Provide for convenient and concentrated areas of commercial and support activities to adequately support the needs of the residents of the planning area.

Residential:

- Ensure a decent living environment in the city through a code enforcement program, the encouragement of maintenance activities, the revitalization of areas experiencing deterioration and dilapidation and the provision of an appropriate variety of housing types.
- Encourage residential development which takes advantage of the community's existing and planned infrastructures and facilities and which complements the city's work centers and shopping areas.

Commercial:

- Encourage a concentration of commercial activities at the intersection of major streets throughout the community.
- Discourage all strip commercial development.

Industrial:

- Provide a variety of sites for development of industries that will serve as employment centers and fortify the economic base of Claremore.
- Encourage industrial development in compatible and adequately served and sized areas of the community.
- Encourage the concentration of industrial activities and ensure adequate transportation and utility services.
- Discourage all strip commercial development.

Planned Unit Development:

- Provide flexibility in planning and development processes that will encourage unified design of large scale housing, commercial, industrial and institutional projects, and to permit a greater variety of functions which will encourage the achievement of the following:
 1. A maximum choice in the types of environment and living units available to the public.
 2. Open space and recreation areas
 3. A pattern of development which preserves trees and outstanding natural topographic and geological features and prevents soil erosion.
 4. A creative approach to the use of land and related physical development
 5. An efficient use of land resulting in smaller networks of utilities and streets, and therefore, lowering housing costs.

Transportation:

- Encourage the development and enhancement of safe, efficient and adequate transportation modes in the planning area.

- Establish a program for upgrading the street system where necessary to facilitate present and future development and provide for sound streets throughout the city.
- Coordinate with the Oklahoma Department of Transportation, the US Corps of Engineers, the Federal Aviation Administration, Board of County Commissioners, and City Council and other applicable agencies to ensure efficient utilization and compatible development of transportation facilities.
- Upgrade traffic thoroughfares in the planning area to safely and adequately serve the public needs.
- Channel intra-city traffic around the periphery of the community wherever possible, and provide routes for through traffic which will result in a minimum disruption to community facilities.
- Provide convenient access to the central business district and relieve congestion on the various neighborhood streets.

Public Facilities and Infrastructure:

- Provide adequate facilities to protect the public health, safety and welfare of the citizens of the planning area.
- Encourage quality public services and facilities that are properly maintained and respond to the needs of the planning area and its inhabitants
- Encourage the upgrading on existing facilities that serve the public
- Maximize the visual image of the planning area
- Continue to support existing educational and cultural opportunities in the City
- Provide an adequate supply of potable water at reasonable cost to all areas experiencing or planned for urban development
- Ensure an acceptable level of treatment of all sewage discharged into the streams in the planning area
- Encourage the expansion and development of all public sewage systems in all urban and urbanizing areas.

The Plan's concept for physical development is based on two elements; intensity of development and types of land use. The Plan organizes the Planning Area into areas of Low, Medium and High intensity use and then assigns land uses that are appropriate within each of those designations. Land Uses were assigned based on three considerations: a)

the demand of the use on the public utility and facility infrastructure; b) the impacts that the use would have on the natural environment; and c) the compatibility of the uses within the intensity category.

The 1980 Comprehensive Plan divides the City of Claremore into four sectors or study units. These sectors/study units can be described as follows:

Planning Area One: The northwest quadrant of the City bounded by the 1980 City limits on the north, the Burlington Northern Railroad on the east, and Hwy 88/Will Rogers Boulevard on the south and west.

Planning Area Two: The northeast quadrant bounded by the 1980 City limits on the north and east, Hwy 20 on the south, and the Railroad on the west.

Planning Area Three: The southeast quadrant, bounded by Hwy 20 on the north, the 1980 City limits on the east, Country Club Road on the south, and the Railroad on the west.

Planning Area Four: The southwest quadrant bounded by the 1980 City limits at Blue Starr Drive, and Hwy 88 on the north, the Railroad on the east, Country Club Road on the south and 273rd East Avenue on the west.

Intensities of Use:

The Plan anticipates high and medium intensities in the City to be concentrated along Route 66, Highway 20, and in the northeastern quadrant. Intensity is concentrated in around the downtown area and major facilities such as the Stuart-Roosa sports complex, the existing industrial park, RSU and the fairgrounds (site of the current Expo Center)

Higher intensity uses in the County are primarily concentrated around the Port and other areas designated for industrial development and Route 66. The Plan envisioned medium intensity nodes at the majority of the intersections of section line roads

Circulation:

The Plan identifies Hwy 66, Hwy 20 and Hwy 88 as the major arterial streets. It also identifies Lowry Road, Blue Starr Drive and Country Club Road as the minor east/west arterials and the section line road on the west, Owalla Avenue, Muskogee Avenue (to the north of Will Rogers) and Sioux Avenue as the minor north/south arterials.

Collector streets at the mid point in the section are encouraged and Country Club Road is to be improved and extended to the east to tie in with Sioux Avenue, forming a loop around the south end of the City.

10. Community Facilities and Quality of Life

Educational Facilities:

Claremore Public Schools - Claremore Public Schools is Rogers County's largest school district serving the educational needs of some 3,900 students. The district encompasses 35 square miles and includes three elementary schools (Roosa, Claremont, and Westside), one upper elementary school (Central Upper Elementary), one junior high building (Will Rogers Junior High), and one senior high school (Claremore High School). The district also has an alternative learning center (Don Crutchfield Learning Center) which houses special services, vo-tech, and child nutrition, a Vo-Ag building, athletic center, Project CEEP, football field, track area, and playground facilities.

With an average student/staff ratio of nineteen-to-one, Claremore schools give each student the best possible education. Progressive programs include an all-inclusive computer curriculum serving grades k-12; an English curriculum that encompasses all aspects of communication (listening, speaking, reading, and writing) at all levels; and a gifted and talented program for students in grades 1-12 which includes an Academic Bowl, Debate, and Math Club. A School - to - Work Transition Program and English as a second language program are also offered. Fourteen Advanced Placement Classes are available enabling students to earn college credits while attending high school. A mentoring program, Positive Adult Leadership (P.A.L.), is school based and available to students beginning at the fifth grade level.

In cooperation with Northeast Oklahoma Vocational-Technical School, located 10 miles east of the city, 20 training programs ranging from marketing to mechanics are available to Claremore students. The Vo-Tech offers adult education evening classes open to the public, at the Don Crutchfield Learning Center.

To supplement and enhance educational, community leaders formed the Claremore Public Schools Foundation. The organization raises funds and solicits donations to foster educational development and fund programs.

Rogers State University - Rogers State University, a 4-year institution, offers undergraduate and graduate programs, independent study, tele-courses at home, courses via a home computer, evening courses, short-term courses, regular daytime courses, and also coordinates with the major four-year colleges and universities in Oklahoma. The North Central Association of Colleges and Schools as well as the State Regents for Higher Education accredit Rogers State University. The University opens its doors to the community, offering professional enrichment, college credit, and "just-for-fun" classes in the evenings. A childcare facility and fitness club are also open for public use.

The Rogers State University Tulsa campus, Tulsa Community College, Oral Roberts University, Northeastern State University, Oklahoma State University, and University of Oklahoma lie within a three-hour drive of Claremore.

Northeast Technology Center – The Northeast Technology Center assists local businesses in the development of job skills and training.

The Technology Center offers full-time programs, a full range of short- term adult evening classes, and several business and industry related courses and services. In addition to the full-time programs offered, the Center develops and implements customized training programs for existing and new employers.

Summary: *The educational system in the plan area adequately serves a range of students and their needs through a variety of programs. With the anticipated population growth, educational facilities and programs will be impacted and future expansion of educational facilities in the plan area will be required. Future development requests should be assessed on the basis of individual and cumulative impacts to these facilities and programs.*

The continued investment into education facilities within the plan area will increase levels of academic achievement and improve the quality of available labor in the future. Expansion of Rogers State University will inject millions of dollars annually into the local economy as well as the capital construction program.

Public Services/Facilities:

Healthcare – County medical services are provided by the expanded Claremore Regional Health Center and the Claremore Indian Hospital, a federally operated institution. Claremore Regional Hospital is a fully accredited, acute-care hospital serving the citizens of Claremore and the surrounding area since 1955. The City has recently annexed area east of Hwy 66 and north of Lowry to provide space to accommodate increasing need.

A 200-bed Oklahoma Veterans Center facility provides comprehensive care for veterans. The Center is one of three such facilities in the state. The Public Health Service facility serves Native Americans listed on the roll of Indian heritage. General medical care provided includes dentistry, optometry, obstetrics, health education and other services.

A locally based ambulance company serves Claremore. Ambulance helicopters stand ready to transport patients in need of highly specialized care. At the Rogers County Health Department, Claremore residents can take advantage of an elder care program, women, infants and children (WIC) clinic, diabetic program, family planning information, immunization services and other programs.

Highly skilled physicians cover a wide range of medical specialties. Local practices include allergy, cardiology, dermatology, ENT (ear, nose and throat), family and general practice, internal medicine, obstetrics and gynecology, occupational medicine, oncology, ophthalmology, orthopedics and sports medicine, pediatrics, podiatry, psychiatry, psychology, senior medicine, surgery (general, vascular and critical care), and urology.

Fourteen dentists, an oral surgeon, three orthodontists, two opticians, eight optometrists, four chiropractors, eight pharmacies, two nursing homes, two assisted living facilities, and five home health services provide other medical and health care services. A full range of counseling, mental health, and special services are available in the community. Numerous physical fitness programs and classes are offered through Rogers University Claremore, the Claremore Parks and Recreation Department, and local health clubs.

Government – Claremore city government operates through a council/manager system. Eight city council members are elected to four-year terms. The mayor serves a four-year term and is elected from the population at large. The city-county planning commission ensures the orderly growth of Claremore and Rogers County. The city clerk, treasurer, police chief, personnel director, and street superintendent augment city operations.

Claremore city government is primarily financed through the sale of electricity, water, sewer and sanitation. Power is purchased wholesale from Grand River Dam Authority and resold through city lines. A three-cent city sales tax support streets, parks, police, fire maintenance, capital improvements, and the super recreation center/RV park/exposition hall complex. One cent of this tax, approximately \$1.5 million per year, is earmarked for permanent streets and alleys. The second cent of this tax is divided 20% for parks, 20% for police, 15% for the fire department maintenance and operations and 45% for capital improvements. The third cent covers the cost of building the new super recreation center/RV park/exposition hall complex. There is no city ad valorem (or real property) tax.

Police Protection – The city police department works in cooperation with the Rogers County Sheriff's Office and the Oklahoma Highway Patrol. The Claremore police department has 31 full-time state certified officers, sixteen dispatchers, and four animal control officers. Forty percent of these officers have ten or more years experience on the force. Officers participate in continuing education programs on a rotating basis completing state-sponsored and private courses to hone their skills.

The department offers the public a website www.claremorepolice.com to communicate with the department and access valuable information. The Police Department has a partnership with the Claremore Public Schools and a grant pending to provide a School Resource Officer on the campuses. To improve communication with seniors and provide greater services, events and programs, the department established the Serving Our Seniors (S.O.S.) program.

Other programs include an aggressive traffic enforcement plan, speed enforcement trailer, drug abuse prevention education, safety programs, and animal adoption program. Future plans for expansion include a new animal shelter, expanding the bicycle patrol program, and adding additional police officers.

Fire Protection – The Claremore fire department works in concert with other fire protection districts in Rogers County including the North West Rogers Fire District, Foyil Fire District, Limestone Fire District, Verdigris Fire District, and Tri-District. Thirty-seven full-time employees staff the Claremore Fire Department including the chief, administrative assistant, three battalion chiefs, nine captains, one fire marshal and one fire inspection officer.

Each of the fire department's three stations houses modern, advanced fire-fighting equipment, including three 1,250 gallon per minute and one 1,000 gallon per minute pumpers, a ladder truck, two rescue trucks, a water tanker truck, a hazmat truck, and the "Jaws of Life" to rescue persons pinned in vehicle wreckage.

The Claremore Fire Marshal performs building inspections, investigates fires, and coordinates hazardous materials information, guidelines, and procedures. The fire

department provides a variety of programs to educate citizens on fire safety, CPR, and first aid. In house training for firefighters includes Hazardous Materials Operations, Instructor Training, Emergency Medical Technician certification, rope rescue, auto extrication, confined space rescue, and other technical rescue training.

***Summary:** The public facilities and services offered in the plan area adequately serve the healthcare, government, police and fire protection needs of the area's residents. As the plan area continues to grow and increase in population, increased public facilities and services will be needed including additional fire and police protection services. Future development requests should be assessed on the basis of individual and cumulative impacts to these facilities and services.*

Recreational Facilities:

Claremore's recreational facilities system includes neighborhood playground parks, community parks, area-wide parks, and regional parks. Within these facilities are tot lots, play lots, and playgrounds. Fourteen city parks provide a variety of recreational opportunities and facilities for area citizens; these facilities are scattered throughout the City providing a wide range of recreational opportunities for facility users of all ages. The Parks and Recreation Board directs the 1,700 acre park system and has been named the nation's best citizen staffed park board in the past.

Lake Oologah, six miles north of Claremore, features Oklahoma's largest sailboat marina as well as camping and picnic facilities, an amphitheater, and nature and horseback trails. Bass, crappie and catfish abound for the fisherman - while public hunting areas contain herds of whitetail deer and other game such as quail, turkey, and geese. Eight other lakes lie within an hour's drive of Claremore, offering excellent fishing, boating, water-skiing, sailing, camping, and other recreational opportunities. For an in-town getaway, Claremore Lake is the perfect spot for some leisurely fishing or an afternoon picnic.

Sports-minded residents can play basketball, soccer, softball, and volleyball on community leagues or participate in activities ranging from archery to Zebra-watching. Public sports facilities include Heritage Hills 18-hole golf course, fourteen public parks, a municipal swimming pool, racquetball and tennis courts, exercise trails, and a recreation center. Claremore's Super Recreation Center is Claremore's premier fitness and family recreation facility; services include an eight lane competitive swimming pool, recreation/leisure, two basketball courts, walking/running tracks, two indoor tennis courts, two racquetball courts, basketball court, state of the art weight room, aerobics room, sand volleyball court, and child care.

Claremore's rodeo and equestrian events include the annual Will Rogers Stampede PRCA Rodeo and locally sponsored rodeos. Breed associations, equestrian organizations and 4-H clubs conduct a number of horse shows and contests. The Claremore Expo Center is also home to a wide variety of equestrian, rodeo and bull riding events.

Summary: *The recreational facilities in the plan area adequately serve a range of users and their recreational needs.*

As the plan area continues to grow and increase in population, recreational facilities and programs will be impacted. The continued enjoyment of Claremore's recreational facilities shall be encouraged by continuing to provide ample recreational opportunities, ensuring they are properly operated and maintained, ensuring dedication of additional parkland with new development and requiring recreational opportunities to meet established spatial and facility standards. As growth and development continues in the plan area, recreational facilities should be evaluated and provided in response to changing demands and user demographics. Future development requests should be assessed on the basis of individual and cumulative impacts to these facilities and programs.

Cultural Facilities:

The City offers a variety of cultural facilities and events including art shows, musical events, and museums. Claremore's own artist group sponsors a local art show; area arts and craft shows are frequently offered. Musical and concert opportunities include classical, jazz, choral, big bands, and ballet at concerts presented by the community concert series as well as the Claremore community chorus which performs several concerts a year.

Claremore also boasts several museums including the Will Rogers Memorial Museum, Lynn Riggs Memorial, and J.M. Davis Arms and Historical Museum. More than half a million people visit the Will Rogers Memorial Museum each year. In addition to eight galleries and a children's museum, the museum boasts theaters, inter-active TV, art, artifacts, memorabilia, saddles, photographs, and manuscripts. A modern 178-seat auditorium screens Will Rogers' story and films daily, and the research library is open by appointment.

The Lynn Riggs Memorial is a tribute to Lynn Riggs, the famous writer and playwright whose story "Green Grow the Lilacs" was adapted by Rodgers and Hammerstein into their famous musical Oklahoma! The museum features memorabilia from Riggs' life.

The J.M. Davis Arms and Historical Museum contains the world's largest collection of guns with over 20,000 on display. It is also the home for a large collection of John Rogers statuary, a stein collection, swords, saddles, Indian artifacts, World War I posters, and antique musical instruments.

The City also offers over forty area churches providing worship and fellowship for over sixteen denomination groups, and a synagogue located minutes away in Tulsa.

Summary: *The cultural facilities in the plan area adequately serve a range of users, both residents and tourists. As the plan area continues to grow and increase in population, cultural facilities and programs will be impacted. Future development requests should be assessed on the basis of individual and cumulative impacts to these facilities and programs.*

Quality of Life:

Combined the educational, recreational, cultural, and public services facilities offered in Claremore and Rogers County help comprise the quality of life in the area.

Perceptions of the services and facilities provided in the area help determine the perceived quality of life and are as noted below.

Education – All of the public school districts within Rogers County are fully accredited by the State of Oklahoma Department of Education. Public support for the schools is exceptional. All of the schools perform well above the national and state averages on standardized testing.

While the public schools offer successful educational programs, the availability of other programs should be increased. Suggestions for improving current services include the creation of new programs such as a services directory, early childhood and elementary programs, extended childcare services, career and school-to-work programs, and day sanctions programs.

The public generally feels school facilities and services are good in most areas of the plan area.

Health – Most of the healthcare needs of Rogers County are currently being met; residents praise the quality of healthcare services available in Claremore. Recruitment needs have been identified in the following areas: Family Practice, Cardiology, and Internal Medicine. Additional indigent care for psychiatric patients is needed; this service should be reviewed by a committee and additional psychiatric care options should be explored.

Religion – There are eighty-eight known houses of worship in the Claremore/Rogers County area, representing diversity in denomination, style, heritage, culture, and practice.

The Claremore Area Ministerial Alliance provides strong cooperation and communication among the houses of worship as well as care to the citizens and guests of the area.

To facilitate the provision of services, a clearinghouse should be established to assist with indigent care, keep an up-to-date data bank of those assisted, and create an accurate directory of houses of worship.

Community Beautification – Public comment indicates that the visual environment and physical appearance of the community should be addressed. Current concerns include, curb appeal, atmosphere, and neatness. Deteriorating buildings, inconsistent maintenance at town entrances, the size, amount and variation of signage as well as the presence of debris can negatively impact the community's image.

A plan for community beautification, (3 years recommended) with commitment from community, city, county and citizens, to positively influence attitudes of residents, newcomers, tourists and industrial prospects should be implemented. Existing community groups could lead the effort beginning with an evaluation of the community and the establishment of an improvement program.

Within Claremore's commercial areas, public perception is the area's cleanliness is fair. Building upkeep is fair. Zoning regulations are fair to poor and zoning code enforcement is generally poor to fair. The attractiveness of downtown is perceived to be fair and shopping hours are fair. Generally, the downtown and central business district is perceived to be in the most need of attention. It needs to be redeveloped/revitalized and buildings restored to their original attractiveness. It is the public's perception that it is the responsibility of individual residents and property owners to keep their property safe, clean, and attractive. Likewise, the city should have the power and responsibility of ensuring that property owners maintain their property in such a fashion. Beautification efforts should include the development of architectural standards to restore downtown buildings to their original look and enhance the downtown shopping area as well as a long range plan for public art in the parks and other public places. Plantings and landscaping can help to beautify the downtown area and gateways and increase aesthetic appeal.

Volunteers – Adequate volunteer services is an essential component of several organizations providing services in the community. Connecting volunteers with organizations is essential to an organization's success.

A list of volunteer organizations and clubs in the Claremore area should be readily accessible to newcomers and residents within the community wanting to volunteer. The list should connect the volunteer to the organization providing contact information.

Housing – The average price of a home in the Claremore area is \$105,000. Homes stay on the market an average of 51 days. Builders in the area are not competitive in price with Owasso and Tulsa; potential residents are moving to those areas.

Housing needs in Claremore include larger homes, homes close to shopping, starter homes, speculative homes, affordable retirement homes, rental property, and financial assisted living. Additional building will require availability of water and sewer lines.

Recreation and Leisure – Recreation and leisure activities are funded and addressed by the City of Claremore Park and Recreation Department, Park Board, and community groups. Recreation and leisure opportunities include the new Super Recreation Center, sports field development, and Claremore Area Wide Master Trails Plan. Other recreational activities include Country Club Bowling Lanes, Roller World, Heritage Hills Golf Course, the Nature Reserve, and youth activities.

The City Park and Recreation Department should maintain a network between recreation and leisure groups as well as the Chamber of Commerce.

The public generally feels public parks facilities and services are good and that the diversity of activities for all age groups at parks is fair to good.

Cultural Enrichment – A variety of events or activities which include cultural enrichment are provided by various organizations including the Claremore Public Schools, City of Claremore, Chamber of Commerce, Rogers State University, civic groups, and others. New cultural enrichment activities should arise from the addition of the new Expo.

An Arts and Humanities Council should be formed, in conjunction with the Park and Recreation Department, to coordinate cultural activities and events community wide. The

Council should be comprised of a diverse cross section of the groups and organizations currently providing activities and events, as well as interested individuals. See *Appendix C, Goal Group 5*.

The general public equates the City of Claremore with the Will Rogers Museum, Will Rogers Hotel and JM Davis Gun Museum as well as Rogers University. These sites are amongst the most popular destinations for residents when providing sightseeing tours to visitors.

Community Services – The primary community services provided in the area include ambulance, fire, and police protection services. Ambulance service is subsidized or provided by C.A.R.E. Fire services include fire suppression, EMS service, Hazard Material Response, Specialized Rescue Team, and Natural Disaster Response as well as public education and training. Claremore enjoys an ISO rating of four, one of the lowest in the state. The Rogers County Sheriff's office provides law enforcement in the county. The Sheriff's office is responsible for the jail, courthouse security, arrest warrants, and protective orders. The Oklahoma Highway Patrol currently assigns six state troopers to Rogers County. Claremore Police Department provides services to the city and dispatches both police and city services calls.

Current public perception is that police and fire protection facilities and services are good throughout the plan area. As the area continues to grow, the provision of adequate manpower will be imperative, especially for law enforcement and fire protection. Increased manpower decreases response time and ability to perform expected tasks. Safety is perceived to be good throughout the plan area. However, Claremore is perceived as having a vandalism problem.

Utilities & Infrastructure – The public generally feels storm water drainage is poor in the northeast, northwest, and central areas of the plan area with fair drainage in the southeast and southwest areas. Streets are generally perceived to be poor. Sidewalks and curbs are perceived to be in fair condition throughout the plan area. Water quality is perceived to be generally good to fair within the plan area. Traffic is perceived to be a problem requiring more controls, access and better public transportation.

Within Claremore's commercial areas, parking is generally perceived to be fair to poor in the plan area. Curbside appearance is generally perceived to be fair to poor in the plan area. Streets, roads, and state highways are perceived to be in the most need of attention within the plan area. Trains, train crossings and underpasses as well as traffic are also perceived to be in need of attention.

IMPLEMENTING, AMENDING AND UPDATING THE COMPREHENSIVE PLAN

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B. Overview and Purpose

The Comprehensive Plan is a policy document that describes the preferred future for the Region. Other regulatory documents provide more specific development standards, other actions can be used by the City and County to implement the goals / vision of the Plan.

The primary purpose of this Chapter is to provide information about some of the ways that a Comprehensive Plan can be implemented. To do that the Chapter describes and gives an overview of the regulatory documents and governmental actions that work together to implement the Comprehensive Plan.

Those documents are:

- The Zoning Ordinance
- The Zoning Map
- The Subdivision Regulations

See Section E.1

Governmental actions include:

- Code Enforcement
- Annexation
- Continued Planning Efforts
- A Capital Improvement Program, Municipal and County Budgets

See Section E.2

This Chapter also discusses reasons for amendments and recommends timing for amendments and updates to the range of documents.

See Section E.3

C. Using this Appendix

This Appendix gives basic descriptions of the purposes for / use of documents and actions that implement the Comprehensive Plan. When development proposals are being reviewed this Chapter should be used to more clearly understand the powers and purpose of each. For example, the description of the Comprehensive Plan / Zoning Ordinance provides a short list of the actions that the Commission should take as it compares proposed land use and intensity to zoning categories.

The Appendix should also be consulted when discussing the ways that actions like annexation, code enforcement or adoption of a Capital Improvements budget could implement a portion of the Plan. It should be consulted in combination with Appendix C which provides long term measures to implement the Plan. Some examples included Zoning Ordinance Revisions and Code Enforcement of existing Ordinances for items such as yard maintenance.

The need for potential amendments to the Comprehensive Plan will become evident as the Plan is put into use. Use of the Plan will also identify areas where the Zoning Ordinance, Subdivision Regulations or Capital Improvements budget should be revised. It can also help to identify areas that should be annexed into the City. This Chapter gives guidance regarding amendments to those documents and provides a short list of items that should be considered during annexation.

D. Implementation

The Comprehensive Plan is implemented when three primary decision making bodies make new decisions. They are:

- The City of Claremore-Rogers County Metropolitan Area Planning Commission
- The Claremore City Council
- The Board of Commissioners of Rogers County.

The Planning Commission makes decisions that are usually a recommendation to the City Council and / or the County Commissioners, depending on the location of the project.

The majority of these decisions will be in response to new development proposals that have been submitted by private organizations and individuals. Other decisions will be made as the Planning Commission makes recommendations and as the City Council and County Commissioners set policies as they search for appropriate ways to guide and encourage the direction and speed of physical growth.

When a decision is about to be made, the Comprehensive Plan should be used as a guide. While a decision is being made, the Comprehensive Plan should be reviewed to determine if the decision makes an amendment to the Plan appropriate.

The Comprehensive Plan gives direction and provides a framework for decision making. However, it is a policy document and does not have the power to dictate decisions that is given to a regulatory document that is adopted by Ordinance. The three primary regulatory documents that are used by the Planning Commission are the Zoning Ordinance, the Zoning Map and the Subdivision Regulations.

When a change in land use is being contemplated the three decision making bodies use the Zoning Ordinance and the Zoning Map.

When a parcel of land is to be subdivided the decision makers use the Subdivision Regulations. The regulations “put the legs” on the policy directions defined in The Comprehensive Plan. *See Section 1 Page B.10.* Other tools that can be used to implement the Comprehensive Plan include:

- The City Code
- Building and Fire Codes
- Capital Improvement Plans
- The General Budget

The Codes are regulatory documents that have legal power to direct actions. Direction for code enforcement and building inspection is found there.

The Capital Improvement Plan and the General Budget are fiscal documents that provide a picture of the amount of funding that is available for infrastructure maintenance and improvement. The Budget is the document that identifies the funds that are available in particular fiscal year for the range of government efforts.

The Capital Improvement Plan (CIP) is a planning tool that identifies the amounts of funding that should be made available in future years to accomplish specific infrastructure goals. The CIP has no funds of its own. The Budget and the CIP are tools that should be used by the Planning Commission as they review development proposals and prepare recommendations. The two documents help to assess the potential for infrastructure to be available to serve a proposed project.

1. Regulatory Documents

Regulatory documents are those that are adopted by Ordinance. Where the Comprehensive Plan sets a general direction, these documents provide specific criteria for accomplishing specific actions. The Planning Commission has the latitude to approve a project that may not completely conform with the Comprehensive Plan or that requires an amendment to the Comprehensive Plan.

The Commission has far less latitude with the Zoning Ordinance or Subdivision Regulations and must approve or deny projects based on the specific standards included in them.

This Section provides an overview of four regulatory documents, the Zoning Code, the Zoning Map, the Subdivision Regulations and the City Code, specifically as that Code applies to Code Enforcement.

ZONING ORDINANCE

Background:

A Zoning Ordinance (with Map) was adopted by the City of Claremore and Rogers County in 1971. It has authority in the Area that is under the jurisdiction of the Planning Commission. It was first revised in 1978 with several additional amendments have been made since that time. The most recent was begun in 1998. This significant revision was adopted by the Rogers County Board of Commissioners and the City of Claremore Mayor and City Council on August 1, 2000 and September 6, 2000 respectively. The Planning Commission has again directed Staff to revise the Zoning Code, this revision will use the model used by many communities in the Tulsa Metropolitan Area.

Overview:

The Zoning Ordinance defines specific development standards for a range of specific land use types. It addresses items such as:

- Setbacks
- Height limits
- Parking and circulation requirements
- Lot size and open space requirements
- Maximum floor area / lot coverage
- Signage
- Standards for ways that differing uses will relate to each other

The Ordinance organizes these standards by type of use. It also provides standards for Planned Developments and will include standards for Special Districts and for landscaping. Standards that direct design review to implement the intent and direction of the Comprehensive Plan will be added to the Zoning Ordinance or to a separate Design Guidelines document.

Use of the Comprehensive Plan / Zoning Ordinance:

When the Planning Commission receives an application for change in land use type it should:

- Review the application as outlined in Chapters 4 and 5 of the Comprehensive Plan to determine if the request is consistent with the goals and policies for the region
- Compare the request to the Future Land Use Map. *See Exhibit 4-3 and 4.7*
- Review the textual description of the appropriate Special Districts and / or Planning Area in Chapter 4.
- Compare the application to the use and intensity matrices located at the end of Chapter 4.
- Identify the zoning category proposed by the application
- Refer to the Zoning Ordinance to determine the potential impacts, the type and intensity of the requested zoning category at the subject site. Can the lot accommodate the parking, access setback and other requirements?
- Refer to the Zoning Map to review the zoning categories of adjacent parcels and the zoning patterns in the surrounding area.
- Determine the appropriateness of the requested zoning category and identify an alternative if needed.

The Planning Commission makes a decision and then recommends an action to the City Council or the County Commissioners. A zoning designation may not be changed without an official action by the Council or the County Commission.

ZONING MAP

Overview:

While the Zoning Ordinance provides standards for development by type, the Zoning Map is the document that graphically represents the approved zoning type on a parcel. Different uses are represented by different colors. The Map indicates approved zoning in the City and County. Parcels that have not been previously zoned carry an agricultural (AG) designation.

The City and the County are empowered by State Statute to initiate a change in zoning on a particular parcel with proper notice. However, it is not common practice in Oklahoma to change a zoning category when the change is not initiated by the owner.

Use:

The Zoning Map is the official document that records the approved zoning category on a particular lot. As such it should be amended with each approved change in zoning. *See Exhibit 4.2 and 4.6.*

When a request for change in land use is received the Map should be consulted. Some examples of the basic questions that the Commission should ask as it reviews the Map are:

- What is the current zoning on the particular parcel what use or uses does that zoning allow?
- What is the current zoning on adjacent / surrounding parcels and what uses do those zoning categories allow?
- How does the Zoning Map compare to the recommended Land Use map in Chapter 4?
- Are any patterns or trends apparent in the area? Do recent approvals work with or against those trends? How does the growth pattern compare to available infrastructure? *See Exhibits D6 and D8, Existing Sewer and Water.*
- Given the trends or patterns, does the request comply with the Comprehensive Plan policies such as :
 - Compatible adjacent land uses
 - Adequate infrastructure (street, sewer, water, storm drain) prior to new construction
 - Compact and efficient infrastructure expansion
 - Adequate provision for health and safety
 - Density and Intensity highest near communities and their core, lessening as it moves away from the core

SUBDIVISION REGULATIONS – Subdividing Real Property

Overview:

Subdivision Regulations were first adopted for the City of Claremore-Rogers County Metropolitan Area in 1971. In 1978, the original Subdivision Regulations were updated.

The Subdivision Regulations were most recently revised and adopted by the Rogers County Board of Commissioners and City of Claremore Mayor and City Council on August 1, 2000 and September 6, 2000 respectively.

The Subdivision Regulations provide standards that guide the subdivision of land and the provision of infrastructure to put a land use in the ground. They include:

- The process for mapping and subdividing land
- The standards for accuracy of the maps
- Design requirements for streets and alleys, lots and blocks, easements, flood plain areas, storm water detention, sanitary sewer disposal and water supply.
- The requirements for improvements and bonding
 - Definition of the financial responsibility of the applicant and of the City / County to provide the infrastructure, services and amenities that will be required to service the new development.

Some of the standards are tied to particular districts of the Zoning Ordinance. For example, street widths and the use of Country Living standards for subdivision in the County are specifically related to specific zoning districts. *See pages 4-6 and 4-8 of the Subdivision Regulations.*

Use:

Requests for a change in land use / zoning category are of two types; those on an existing legal lot of record and those that require subdivision of land to create a legal lot or lots.

If the request is on an existing legal lot the lot should be reviewed per the standards of the Zoning Ordinance to ensure that the use can be accommodated there. Then, the standards of the Subdivision Regulations should be reviewed to ensure that the lot is served or can be served by appropriate utilities and infrastructure.

If the request has been to change the use and category on a parcel that must be subdivided, the Subdivision Regulations should be reviewed to ensure that the underlying parcel can be subdivided in such a way as to accommodate the requested use. This is particularly true of land use / zoning changes to create new residential additions.

Some examples of the types of basic questions that the Commission should ask as it reviews the Subdivision Regulations are:

- Do the regulations have standards that are tied to this particular zoning district. For example, the Regulations prohibit the approval of a rural or country living subdivisions in areas that are not abutting an existing street of record.
- Is there currently sufficient access and infrastructure? Can the lot or lots be served if there is not? Should street dedications be required?
- Can the site support the required street widths and sanitary sewer requirements? Is septic a viable alternative at this location? Do the requested lot sizes require sanitary sewer?
- Is the site within a Master Wastewater Plan Area requiring the addition to be connected to sanitary sewer when it is available?
- Are there flooding conditions in the area? Is the land use appropriate near floodplain? Can required detention be adequately addressed?
- Who is the water purveyor? Can that purveyor provide a distribution system and amounts of water sufficient for adequate fire protection, day to day activities and yard maintenance?

CODE ENFORCEMENT

Overview:

Code Enforcement authority can be found in the zoning code, the building code and the city code. Enforcement is administered separately by the City and County within their respective jurisdictions. Code Enforcement implements the Comprehensive Plan by ensuring beauty and safety. See *Chapter 5, Goal Group 1 – Community Beautification*.

It also ensures that construction complies with standards (producing predictable impacts) expected by the Commission when a land use / zoning approval was granted.

Enforcement should work together with neighborhood improvement programs, and city and county beautification efforts to maintain local streets, utilities and infrastructure. Some of the common maintenance violations that have been identified through the Comprehensive Planning process include:

- **Maintenance of yards, lots and streetscapes:** Includes mowing and trimming vegetation to reduce fire hazards, preventing obstructions at street corners and drives and, reducing hazards to pedestrians, motorists, and adjacent properties.
- **Removal of trash and debris from yards and porches:** Includes items such as auto parts, appliances, building materials, and tree and shrubbery trimmings.

- Illegal storage of inoperable vehicles in yards
- Illegal parking of vehicles in yards: Includes parking on unpaved surfaces.
- Outdoor equipment storage: Includes storage of unused appliances and furnishings.
- Vacant and/or unsecured structures: Including unsafe and unsightly structures which function as an attractive nuisance or place and invite illegal activity.
- Illegal home businesses or home occupations.
- Illegal parking of commercial equipment: Includes heavy trucks, tractors, and utility trailers, or recreational vehicles in residential areas.
- Illegal fencing of residential yards: Includes use of opaque materials in excess of the permitted height.
- Illegal, unpermitted or oversized signage: Particularly in **arterial** street corridors such as Hwy 66.

2. Annexation, Continued Planning Efforts, Fiscal Planning

ANNEXATION PROGRAM

Annexation expands City boundaries and extends City services into the Region. The phased services program and the Capital Improvement Program should work together to identify areas that will be funded for infrastructure improvements. A phased infrastructure extension and maintenance program creates buildable area and is therefore an important tool in achieving and refining the vision of the Comprehensive Plan.

A small portion of the Region is presently incorporated. A little less than 13 square miles lies within the boundaries of the City of Claremore. The City and County should work together and the Planning Commission should take a lead role to study growth forces and the corresponding capital outlay requirements in the City and the Region.

The study should be a model for the communities in the Region and should:

- Provide information that guides the creation and implementation of a phased plan for annexing the area that is currently inside Claremore's fence line.
- Define the City's need(s) for annexation and the benefits of annexation. Prioritize the physical areas that address those needs
- Define the impacts and benefits to individual landowners and to residents of the City as a whole

- Provide policies for providing service, infrastructure and maintenance and for coordinating with existing providers
- Provide policies for communication with landowners within and adjacent to areas that are to be annexed
- Identify areas where the fence line might be extended, in anticipation of growth in adjacent areas.

CONTINUED PLANNING EFFORTS

The City and County employ planning staff and contract planning support to make recommendations to the Planning Commission. Staff also maintains current planning functions, reviews development applications and prepares and administers the Comprehensive Plan. The Planning Commission and its staff will:

- Use the Comprehensive Plan to review development proposals
- Test the Comprehensive Plan to determine its accuracy as new development is proposed
- Lead amendments to the Plan as needed.
- Use the Plan to initiate future efforts that guide the physical direction, volume, type and quality of growth.

A primary purpose of the Plan is to provide an accurate and clear picture of the preferred future for the Region. The goals of this clear picture are to create consistency in development review, minimize personal bias, reduce risk and time delays in development and reduce controversy.

It is critically important that day-to-day current and long range planning functions be tested against the future that is identified in the Plan. Ongoing planning efforts will be to:

- Study the makeup and trends of the community (such as income education, employment types, revenue sources and amounts, housing needs)
- Study the performance of the Plan as a development review guide and definer of growth policy
- Build links between approved capital funding plans and new growth
- Track development approvals and assess their potential impacts
- Define appropriate ways to guide structure and site design
- Fine tune the Zoning Code and Subdivision Regulations to work together to more completely complement the Comprehensive Plan

FISCAL PLANNING:

Two fiscal planning measures are keys to implementing the Comprehensive Plan. These are the Capital Improvement Program and the Municipal Budget.

Capital Improvement Program

A Capital Improvement Program is a Plan or target budget for capital expenditures over specified time frames. Typically the Plan will include one, three, five and ten year goal categories. Plans may be broken into yearly goals over a ten year time period.

Some of the primary items addressed by the Plan are infrastructure (water, sewer, streets, storm drain) and emergency equipment (fire, police, ambulance).

The City of Claremore adopted its first Capital Improvement Program (CIP) in 1971. This Plan recognized the Planning Commission as the review authority for all major capital improvements, in conformance with Oklahoma State Statutes. Capital projects are required to be in accordance with the Comprehensive Plan and to be approved by the Commission prior to implementation.

A major CIP update occurred in 1997. It adopted a comprehensive CIP based on the outline and format required by the Oklahoma Department of Commerce (ODOC). According to the guidelines of the ODOC, the CIP must receive a major update within three (3) years of its adoption. The first major update of the 1997 CIP was begun in 2004. The Claremore CIP projects 5 years into the future. It should be updated yearly and be part of the yearly budgeting cycle.

Use:

The CIP can be used to:

- Attract growth by providing new infrastructure for employers and housing
- Guide growth by focusing resources in particular areas of the Region at particular times
- Retain growth (and quality) by providing regularly scheduled maintenance

The City has maintained a program of rehabilitating and rebuilding its capital infrastructure, particularly water and sewer. Several key capital and infrastructure improvement programs have been identified during the Comprehensive Plan planning period with a goal to support existing development and encourage new development in the future. A \$25 million bond issue was passed in early 2004 to provide additional sewer capacity. This issue provides funds to construct a new facility that will be of sufficient size to serve as regional facility as identified in the 2003 study, if needed. The plant will be located on the Verdigris River, approximately 5 miles downstream of the existing facility.

Municipal and County Budgets

Where the Capital Improvements Program provides a plan for growth and maintenance, the Municipal and / or County Budget provides the funding. Therefore, it is a primary tool to implement the Comprehensive Plan and it can be directly impacted by the growth patterns that are recommended by the Comprehensive Plan.

Some of the ways that a Comprehensive Plan can impact a City or County budget are described as follows:

- Commercial growth creates sales tax which is the primary source of revenue for most jurisdictions.
- Industrial growth may generate sales tax and may generate revenue by water use. It also brings employees to the community who purchase goods and services
- Industrial and Commercial growth do not require schools or significant increases in emergency response personnel, they may require significant infrastructure upgrades.
- Residential growth is typically a break-even growth type at best. It requires large investments in infrastructure, schools, public facilities and service personnel. It does not on its own generate significant levels of sales tax. The majority of property or ad valorem tax is typically distributed between schools and County uses.
- Residential growth is important because it is a prerequisite for commercial development.

The City and County budget cycles run July 1 to June 30. Budgets are typically introduced by Staff in the spring with Council and County Commission approval being required by June 15.

3. Amendments

The needs and personality of a community and / or Region change over time. Policy and Regulatory documents should include standards that enable decision making bodies to make determinations that accurately reflect the character and will of the residents.

Amendments to the Comprehensive Plan should be part of an ongoing natural process of growth and change. Amendments to the Comprehensive Plan can be initiated by the Commission, its Staff, and individuals or by the City Council or County Commission.

Amendments are typically a relatively minor “mid-course correction”. They ensure that the Comprehensive Plan and the Zoning Ordinance, Zoning Map, Subdivision Regulations and Capital Improvement Program stay in alignment.

When a Regulatory document is revised it should be reviewed to determine potential impact to the Comprehensive Plan. The Plan and the Ordinance should be revised to reflect the change. Similarly, any revisions or amendments to the Comprehensive Plan should be reflected in the above-mentioned regulatory documents, where appropriate.

Changes to the Zoning Ordinance or Zoning Map will almost always impact the Comprehensive Plan. The Plan and the Code should be revised together. Amendments to an adopted Plan, Map or Regulation should be reviewed and acted upon by the Planning Commission in a public forum.

WHEN SHOULD AMENDMENTS OCCUR:

Comprehensive Plans

A Comprehensive Plan Amendment is a possibility each time that a land use decision is made, particularly in the short term as the updated Comprehensive Plan is tested.

The Comprehensive Plan is a policy document. When the Planning Commission is making a decision regarding a request for a change in land use / zoning it can make one of four determinations:

1. Find the request in conformance with the Comprehensive Plan and approve it.
2. Find the request in potential conformance with the Comprehensive Plan and approve it.
3. Find the request not to be in conformance with the Comprehensive Plan but approve it.
4. Find the request not to be in conformance with the Comprehensive Plan and deny it.

If the Commission finds 2 or 3 to be correct the Plan should be amended. Typically, the Commission's action would be to approve a zoning category that did not fit with the use and intensity matrix and land use map of Chapter 4. The goal is for the Comprehensive Plan and the Zoning Map to remain in conformance.

The Commission might also approve a zone change that did not fit in use or intensity with the textual description for the subject area. In most cases, these findings would be made either because the Comprehensive Plan did not accurately express the goals or vision for the subject area or because the goals and vision had changed.

There is no one right schedule for amending the Comprehensive Plan. However, the Plan should be amended often to remain active and relevant. Two purposes for amendment and two amendment schedules are common. The purposes for amendment are:

- Amend the Plan to address discrepancies between it and the Zoning Map
- Amend the Plan to revise Special Districts or other areas that are experiencing changes in growth pressure

Common schedules for amending the Plan are:

- Quarterly
- Upon reaching a specified number of discrepancies or a maximum period of time between changes

Zoning Ordinance

Typically, a Zoning Ordinance is not amended often. However, a particular element or elements of the Ordinance should be amended when it or they are identified periodically as being “out of step” with what is acceptable and appropriate in the community.

When an element or elements have been identified for amendment, it or they should be placed on a list for future updates. Changes to the Zoning Ordinance typically occur by topic or chapter in an update.

Zoning Map

The Zoning Map is a constantly changing document. It should be amended to reflect each new zoning action. The Zoning Map should be as current as possible. A common amendment technique is to make temporary changes to a copy of the Map. The official map is revised once or twice per calendar year. If the Map is computerized and staffing allows, it is recommended that the Map be revised monthly.

Subdivision Regulations

Subdivision Regulations, like the Zoning Ordinance are not amended often. When an element or element is periodically questioned or challenged it should be reviewed through a pre-determined process for appropriateness.

Capital Improvement Plan

The Capital Improvement Plan should be amended when:

- The amount of funding for a line item does not match the amount budgeted
- Costs of maintenance or improvements for an item do not match the amount of funding
- Maintenance or improvement of an item should be put off or accelerated

The Capital Improvement Plan should be amended as needed during the year to utilize yearly funding allocations as efficiently as possible. It should also be amended prior to the budget cycle to ensure that it accurately reflects need.

4. Updates

Updates are significant changes to a policy or regulatory document, to a Map or Plan. Amendments are relatively minor “mid-course corrections”. An Update is a significant change that is brought about by tracking and analysis of a number of Amendments.

Updates signify that a major change is needed. Changes of this magnitude typically fall into three categories:

- There has been a significant change in the Region’s attitude. Its Goals and Vision for its future have changed.
- There has been a significant change in growth rate or pattern.
- The Plan did not accurately represent the Goals of and Vision for the Region.

To ensure that the Vision for the Region is achieved and that the Goals, Objectives and Policies of the Comprehensive Plan are implemented this Plan recommends that the Planning Commission:

- Prepare a report and recommendation on each zoning amendment, subdivision plat, or similar land use and planning related matter to the City Council, which includes a determination of whether the proposal conforms to the Comprehensive Plan.
- Review local development regulations, the Zoning Ordinance, and Subdivision Regulations on a regular basis and make recommendations to the City Council for any necessary changes.
- Prepare an annual report summarizing public planning actions taken during the previous year and make recommendations to the City Council for updating the Comprehensive Plan.
- Review the Comprehensive Plan annually and undergo major updates every three (3) to five (5) years giving consideration to development trends and accomplishments of the adopted Plan.
- Annually review, and undergo a major update of the CIP every three (3) years, to ensure it is implementing the policies and objectives outlined in the Comprehensive Plan.
- Encourage citizen involvement throughout the comprehensive planning process, especially during the maintenance and implementation phase of the Comprehensive Plan.

LONG TERM MEASURES TO IMPLEMENT THE VISION

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B. Overview and Purpose

This Appendix provides the full and complete discussion of the Goals, Objectives and the Policies that define the Vision. It recommends many long range and complex efforts that can be used to implement the Comprehensive Plan from a variety of perspectives.

The Appendix is related to the Chapter 5 summary of the Vision. The purpose of that Chapter is to introduce each goal and abbreviate the objectives for day to day use. It adds two to four application review measures that the Planning Commission can use to implement each Objective.

This Appendix records the full text of the Objectives and recommends a list of long range policies. It should be reviewed as a resource, a “cook book” of planning and implementation tools to be referred to as an idea base.

Many of the policies require changes to regulatory documents, new review boards and new methods of approval tracking. These recommendations are not formal policy statements; they are open to interpretation and should be discussed in detail before being applied where appropriate.

C. Using This Appendix

This Appendix has been organized into the Eight Goal Groups that were introduced in Chapter 5. Those Goal Groups are:

Group	Page
1. Community Beautification	C - 6
2. Economic Development, Employment and Tourism	C - 13
3. Housing	C - 23
4. Infrastructure	C - 31
5. Culture and Entertainment	C - 38
6. Education	C - 46
7. Healthcare	C - 54
8. Community Values	C - 59

These eight groups have been broken in to goals A, B, C, etc. The goals are broken into Objectives which in turn are broken into policies.

Refer to the appropriate Goal Group to identify a range of possible actions to implement that particular goal.

A matrix has been provided at the end of the Appendix that correlates possible actions with particular goals.

D. Summary

A Goals and Implementation Action Summary has been included at the end of this Appendix. The purpose of the Summary is to provide one line Objective and Policy statements and to provide example cross references that connect related Objectives across the range of Goal Groups.

These one line statements are intended to provide concise action items that are recommended as potential ways to achieve the identified Objectives. Over 500 potential action items have been identified.

Items can be quickly cross-referenced in the summary. Then, the main body of Appendix C can be referenced to read the complete text of the Goals, Objectives and Policies.

Goal Groups

Group One: Community Beautification

GOAL A: THE PLANNING AREA SHALL BE PHYSICALLY INVITING

Objective 1A1: Public and private property (structures and land) should be well maintained

Policy 1: Use positive incentives such as awards to encourage property owners and users to keep up regular maintenance.

Policy 2: Identify funding sources for private property.

Recommendation: A revolving fund should be created that offers low interest rate loans for private property improvement projects, such as façade improvements or new durable plantings

Policy 3: Enforce existing City and County Code requirements for property maintenance.

Policy 4: Use community service programs for civil violations to clean up City and County streets and highway right-of-ways.

Objective 1A2: Natural vegetation and landscaped areas should be enhanced, protected and maintained

Policy 1: Review, and amend local codes as necessary to address landscape installation and maintenance standards.

Policy 2: Create programs for groups and organizations to “adopt” public right-of-ways for landscape planting and maintenance.

Policy 3: Ensure that durable, low maintenance plant materials are included in new development.

Recommendation: Enforce compliance with landscape code requirements.

Policy 4: Create incentive programs to provide for long-term maintenance of landscaped areas in new and existing developments.

Recommendation: Develop incentive programs such as reduced building permit fees and expedited permit processing.

Objective 1A3: The visual impacts of new development on adjacent properties and street corridors should be addressed in development plan review

Policy 1: Create a site plan review process for commercial and industrial proposals in sensitive areas.

Policy 2: Include graphics to illustrate, define and emphasize important issues in local codes/

Policy 3: Develop specific criteria and checklists to define the scope of development impact review. Impacts include items such as visual impacts.

Recommendation: Develop specific review and construction criteria that will be used particularly to minimize impacts between differing land uses.

Objective 1A4: Landscaping and screening should be used to create character and to minimize the visual impact of service and utility areas.

Policy 1: Create a list of recommended landscape materials for use in specific screening situations.

Policy 2: Consider the impacts of projects on areas that are not immediately adjacent to the project site. Determine specific standards for review and include them in the Zoning Ordinance or Design Manual.

Policy 3: Create standards and guidelines for ways of screening service and loading areas in new commercial and industrial development.

Recommendation: Standards and guidelines should include the types, size and details of appropriate landscaping and structural screening of unsightly areas to be used by developers and property owners.

Objective 1A5: Commercial, advertising and informational signs should be consistent in number, size, configuration and quality with the lifestyle of the region.

Policy1: Review, evaluate and amend current sign standards for monument, ground, building, and roof signs as needed. Enforce existing and new guidelines.

Policy 2: Create standards for temporary signs.

Policy 3: Create standards for billboards, including processes for approval and removal.

Policy 4: Create sign standards as part of Special Districts. See *Chapter 4 and Exhibit -----*.

GOAL B: THE PLANNING AREA SHALL DEMONSTRATE BALANCE BETWEEN NATURE AND THE BUILT ENVIRONMENT.

Objective 1B1: Impacts to air quality, traffic, watercourses, natural features, vegetation and groundwater should be reviewed with each proposed development.

Policy 1: Define significant and sensitive natural features. Map the location of these features in the Region in electronic format. Update the map as additional features are identified.

Policy 2: Create a cumulative impacts tracking system. Use the system to document the cumulative impacts of land use / zoning decisions such as traffic counts or storm water run off.

Recommendation: Use the tracking system to evaluate changes in the relationship between open space, agricultural land, recreational space and developed area.

Policy 3: Create ways to tie projected project impact to the level of review that the project application receives.

Policy 4: Create a hillside protection ordinance.

Recommendation: Use the ordinance as a tool to limit the amount of grading on ridgelines, steep slopes, and other visually prominent areas.

Policy 5: Identify maintenance needs at existing public open space area. Create public / private partnerships to better address those needs. .

Objective 1B2: Natural open space and parks should be preserved, enhanced, and well maintained.

Policy 1: Ensure that site drainage and detention are part of the landscaping concept for a development site. Review, evaluate and amend existing drainage and landscape plan review criteria as needed.

Policy 2: Review and Inventory public and private open spaces and parks. Document the size, facilities, and organization or department responsible for maintenance.

Policy 3: Create fair and equitable guidelines for private / public partnerships to finance and provide parks, open space, and landscaping.

Policy 4: Identify resources in the Capital Improvement Plan that can be used to implement the current Park Master Plan and to maintain existing open spaces, parks, and landscaping.

Objective 1B3: Development impacts to usable agricultural land, particularly land that is currently in production, should be minimized.

Policy 1: Evaluate and amend as needed the criteria and procedures that are used to review proposals to develop agricultural land with non-farm uses.

Policy 2: Minimize the cumulative reduction of agricultural productivity in the Region. .

Policy 3: Create a procedure to track and map the amount and location of agricultural land conversion in the Region.

Policy 4: Create criteria to evaluate project impacts on air quality, traffic, watercourses, natural features, vegetation, and groundwater.

Policy 5: Create a method of sharing development review and approval information throughout the Region. .

Objective 1B4: New development should incorporate existing significant natural features and should provide landscaped areas that use plant material that is appropriate to the area.

Policy 1: Create landscaping standards for new projects and redevelopment, especially in primary transportation corridors.

Policy 2: Create a list of approved plants and trees.

Policy 3: Define "important natural features". Create guidelines that describe how they will be identified in new development proposals.

GOAL C: NEW CONSTRUCTION IN THE PLANNING AREA SHALL BE CONSISTENT WITH THE "CHARACTER" AND "LIFESTYLE" OF THE AREA.

Objective 1C1: New structures should relate in style and mass to the historic context and/or the future vision of the region.

Policy1: Create design guidelines that define the height, bulk, and architectural styles which complement the common vision for "regional character".

Policy 2: Define design review standards and process for proposed commercial and industrial projects in highly visible areas.

Policy 3: Create Special District regulations that set cumulative limits for the bulk of structures in defined primary commercial areas and transportation corridors.

Policy 4: Create "Preservation Districts" to preserve the Region's heritage. Define development review criteria for those areas.

Policy 5: Standards for façade treatment in high traffic corridors should be explored.

Objective 1C2: New development should be of a density or intensity that is consistent with the historic context and future vision of the region.

Policy 1: Review, evaluate and amend as needed the floor area and use standards for the various intensities and densities of new development. Standards may vary by and should be appropriate to the location of the project.

Policy 2: Recruit uses and development types that complement existing businesses, industry and the Regional vision.

Policy 3: Review, evaluate and amend as needed the existing Residential development standards. Ensure that they support a compact urban form and that they respond to the historic context and future vision of the region.

Objective 1C3: New development should provide safe and efficient infrastructure that reflects the present and future needs of the community and region.

Policy 1: Create fair and equitable guidelines for City, County, Rural District, and developer participation in infrastructure development. Consider current and anticipated growth patterns in the City of Claremore and the Region as a whole.

Policy 2: Create a process to compare development applications with planned and funded improvements programs in the Region. Create ways for new development and planned programs to work together for implementation.

Policy 3: Create a regional infrastructure mapping system for use by decision makers, staff, and the development community.

Policy 4: Create a common set of minimum service and construction standards for all development projects within the Region.

GOAL D: METHODS OTHER THAN SIGNAGE SHALL BE USED TO HELP VISITORS AND RESIDENTS COMPREHEND THE PATTERN AND ARRANGEMENT OF LAND USES IN THE PLANNING AREA.

Objective 1D1: Landscaping and setbacks at intersections and along arterials should be used to indicate primary circulation routes and planned intensity of use.

Policy 1: Create standards that define the ways that visual landscaping and setback cues can indicate primary circulation routes and planned intensities of use.

Policy 2: Define and map a hierarchy of intersection types, with standardized landscaping and monument style signage.

Policy 3: Create a list of preferred plant materials, signage, screening, and wall material types for use along arterials and at intersections.

Policy 4: Create review criteria for landscaping, screening, and fencing projects that are proposed within a specified distance of particular intersections and arterials.

Policy 5: Define ways that private maintenance associations and the City or County can partner to maintain landscaping.

Objective 1D2: Similar land uses should be grouped, but not to the exclusion of mixed-use development.

Policy 1: Create a process to correctly locate land uses that considers both the need for and the availability of access and visibility. This is particularly important in high traffic corridors

Policy 2: Identify, promote and implement the benefits that can occur from proximity between related or “synergistic” land uses.

Policy 3: Identify appropriate locations for mixed-use development. Include these locations in standards for Special Districts. See *Chapter 4*.

Policy 4: Review, evaluate and amend the Zoning Ordinance as needed to encourage and allow a mix of uses on individual parcels in appropriate areas.

Objective 1D3: Design standards such as setbacks, parking requirements, lighting, and height limits should vary between urban, suburban, and rural conditions.

Policy 1: Create Region-wide standards that support and encourage higher intensity uses and structures in core areas and less intense uses and structures in outlying areas.

Recommendation: Adopt “intent” statements to guide the administration of the standards and include maps that define specific areas where the urban, suburban or rural standards are most appropriate.

Policy 2: Define, describe and map the specific areas where urban, suburban, or rural standards are most appropriate.

Policy 3: Create clear development review and approval criteria that encourage, support and direct orderly, phased redevelopment or “intensification of use”.

Goal Group Two: Economic Development, Employment and Tourism

GOAL A: THE PLANNING AREA SHALL PROVIDE A GROWING AND STABLE ECONOMY, BALANCING ECONOMIC GROWTH WITH A QUALITY LIFESTYLE.

Objective 2A1: Economic growth should be considered from a regional perspective.

Policy 1: Find ways for Economic Development groups and Communities to work together to establish and promote a Regional perspective.

Recommendation: The monthly mayor's meeting should lead this effort.

Policy 2: Develop a strategic plan for economic growth in the Region.

Recommendation: The Economic Development Office at RSU should lead this effort, in cooperation with the Oklahoma Department of Commerce.

Policy 3: Growth attraction efforts throughout the region should be communicated and catalogued.

Recommendation: The Economic Development Office at RSU should lead this effort in conjunction with the Claremore Industrial Economic Development Authority and the Rogers County Industrial Development Authority. The Economic Development Office should take a lead role in monitoring demographic trends. The Office should work closely with the Planning Commission.

Policy 4: Document development approvals in the Region and enter them in a Region wide database.

Objective 2A2: Growth inducement and potential impacts to nearby communities should be considered when reviewing new commercial and industrial development.

Policy 1: Consider impacts to existing infrastructure (streets, sewer, water and storm drain) and the need for new improvements.

Recommendation: Identify the appropriate use of development plan review for industrial or commercial projects. Include performance standards (e.g., noise, vibrations, lighting and traffic) to limit impacts to surrounding businesses and residential areas from adverse impacts.

Policy 2: Consider the impacts to the “character” or “personality” of nearby communities.

Policy 3: Consider the impacts to housing and commercial and community services.

Objective 2A3: The economic base will be diversified to include a full range of goods and service providers increasing regional self-sufficiency and decreasing reliance on the Tulsa Metro Area.

Policy 1: Identify the goods and services that are desired but not available in the region.

Policy 2: Identify reasonable expectations to meet the goods and services needs of the Region.

Policy 3: Identify appropriate locations for uses that meet the needs of desired goods and service providers. Amend the Comprehensive Plan Map as appropriate.

Policy 4: Encourage existing goods and service providers to expand.

Policy 5: Attract new providers who meet the needs and desires not met by existing providers.

Objective 2A4: Spending for new Capital Improvements that are intended to attract growth will be balanced with spending for maintenance and for the support of existing infrastructure and services.

Policy 1: Define an acceptable balance between growth attracting and maintenance related improvements should be defined.

Policy 2: Implement and coordinate individual Capital Improvement Planning efforts throughout the Region.

Policy 3: Compare growth trends with Capital Improvement Plans and infrastructure needs on a yearly basis.

Recommendation: Invest utility revenues in older neighborhoods for the short term to replace inadequate infrastructure.

Policy 4: Base infrastructure expenditures on and coordinate them with the Capital Improvement Plan(s).

Objective 2A5: Adjoining uses and roadways should be screened and buffered from impacts of new and commercial development.

Policy 1: Clearly define impacts that are acceptable and unacceptable in the City and County.

Recommendation: Clearly define potential negative impacts caused by commercial and industrial uses. Identify a range of acceptable actions to mitigate the impacts. Create standards for mitigating measures such as screening and landscape installation.

Policy 2: Create Special Districts and clearly define their boundaries. Include development standards in the Zoning Ordinance.

Recommendation: Clearly identify and enforce the impacts that are not desired / allowed along character building travel routes. Identify sensitive uses and the types of commercial and/or industrial impacts that are not appropriate in such areas. Define development review standards for these Districts.

Policy 3: Review and amend the Zoning Ordinance as needed to appropriately treat site, sign and landscape plan review.

Recommendation: Use site, sign, and landscape plan review for clearly defined types of commercial and industrial development proposals, in clearly defined areas.

Policy 4: Explore and define the relationship of development standards and economic growth.

Policy 5: Focus attraction efforts on commercial and industrial users that complement the City's and County's vision for overall quality of life.

Objective 2A6: The impacts to the environment, transportation, services, and infrastructure should be considered when reviewing new commercial and industrial development.

Policy 1: Define and communicate the acceptable balance between economic growth and development impacts. Refine the Comprehensive Plan to accurately present the balance.

Policy 2: Proactively encourage economic development as an integral part of the quality of life.

Policy 3: Track analysis of project impacts and project approvals on a regional basis.

Policy 4: Consider the impacts of each new development as part of the cumulative impact to the Region.

Recommendation: Use of development impacts as a primary decision making criteria. Identify specific measures that will minimize aesthetic, environmental or fiscal impacts. Use impact "thresholds" as a method to direct review and approval of commercial and industrial development proposals.

Objective 2A7: Impacts to the historical core of a nearby community will be considered when reviewing plans for new development.

Policy 1: Create and use historical overlay zones to preserve and encourage historical character.

Recommendation: Create historical overlay zones that identify specific review procedures for development proposals on sites within the zone.

Policy 2: Attract development that is consistent with the historical context and future vision for the community.

Recommendation: Explore the use of design and historic preservation standards to preserve the character of specific areas.

Policy 3: Consider impacts to the ability to maintain core area infrastructure.

Recommendation: Review the relationship of capital investments required to serve new development.

Policy 4: Consider impacts such as job creation, positive and negative changes in the customer base, and demand for new goods and services.

GOAL B. THE PLANNING AREA SHALL RETAIN AND ATTRACT A BROAD RANGE OF EMPLOYERS AND EMPLOYMENT WHILE TARGETING SPECIFIC EMPLOYMENT GROUPS.

Objective 2B1: A coordinated academic education and vocational training system should be implemented.

Policy 1: Identify and address the needs of existing and targeted employers and industries.

Recommendation: The Economic Development Office at RSU should lead this effort, coordinating with the University, Vo-Tech, the school district, CIEDA and RCIDA to ensure educational curriculum that meets these needs.

Policy 2: Develop and market a highly skilled labor force that is targeted toward the needs of existing and anticipated employers.

Policy 3: Coordinate the desired skills as expressed by industry with the appropriate educational levels and locations.

Policy 4: Monitor graduates to ensure that education provides appropriate skill levels.

Policy 5: Focus the Region's system of education on long-term potential such as knowledge- based industries.

Objective 2B2: Research capabilities should be developed in conjunction with the education system.

Policy 1: Develop a research / technology park that capitalizes on knowledge based economy and the strengths of the local educational system.

Recommendation: The Economic Development Office at RSU should lead the effort in identifying the research needs of existing and potential employers and making those needs known to the Educational Opportunities Committee, the City and the County.

Policy 2: Encourage the location of future research facilities through City and County land use decisions.

Policy 3: Promote research and technology transfer from the university.

Policy 4: Encourage innovation by training entrepreneurs and providing appropriate assistance to those entrepreneurs.

Objective 2B3: Infrastructure, technology, and transportation systems should be expanded and maintained

Policy 1: Identify the infrastructure and systems capacities necessary to support targeted industries and employment groups.

Policy 2: Identify potential funding sources for industry and employment related infrastructure maintenance and improvements.

Recommendation: Invest capital improvement resources and program funding to upgrade utility and technology infrastructure.

Policy 3: Develop and implement specific strategies to develop the required infrastructure capacities.

Objective 2B4: The review and approval process should be streamlined for appropriate land use and development applications in appropriate locations.

Policy 1: Adopt and implement procedures to simplify development review and approval for land uses that comply with the intent of the Comprehensive Plan.

Policy 2: Review and update the Zoning Ordinance as needed to enable appropriate expansion of existing industries.

Objective 2B5: Regional strengths and market trends should be periodically assessed to supplement and support the general education and marketing effort.

Policy 1: Prepare a yearly report that focuses on Regional trends in employment, education and retention of graduates.

Recommendation: The Economic Development Office at RSU should lead this effort.

Policy 2: Establish specific criteria for the strengths assessment.

Recommendation: This criteria should not exclude non-employment, quality of life information such as number of housing starts, median housing price, new land devoted to parks and new performing arts groups.

Policy 3: Coordinate the information in the Regional report with yearly reports produced by individual communities.

Policy 4: Emphasize and build on commerce and industry expertise that have a strong presence in and that are unique to the Region.

Policy 5: Expand the economic base should to include primary, secondary and tertiary industries

Objective 2B6: A coordinated regional marketing program should be established to promote existing capabilities and attract new employers.

Policy 1: Create a Region-wide Economic Development Office.

Recommendation: Cities in the region should participate in funding this effort on the basis of population. Use the RSU Office as the base for this effort.

Policy 2: Identify and track marketing efforts on a Region-wide basis.

Recommendation: The Region-wide Economic Development Office should lead this effort.

Policy 3: Use marketing materials to identify the strengths and economic goals of various areas in the Region and of the Region as a whole.

Policy 4: Match targeted industries and employers with the strengths, needs and goals of the various parts of the Region. Encourage them to locate based on existing strengths or “synergy” that relates to their needs.

Recommendation: The Economic Development Office should lead this effort.

Objective 2B7: Affordable housing should be actively pursued to provide local housing for potential employees.

Policy 1: Ensure an affordable housing supply.

Recommendation: These methods may include amending zoning district regulations; establishing incentive programs, density bonuses, and housing set-asides where legal; supporting non-profit developers in addressing special population needs; and providing support through non-profit agencies for the marketing and sale of affordable units.

Policy 2: Adopt and implement procedures to simplify and speed up development review and approval for affordable housing.

Policy 3: Encourage partnerships between public and private entities to create, preserve, and support affordable housing.

Recommendation: Local and regional housing advocacy groups and public and private for-profit and private non-profit entities should lead this effort.

Objective 2B8: The City of Claremore should pursue annexation as appropriate to provide land and provide infrastructure and services for potential commercial and industrial development.

Policy 1: Create goals, policies and methods to direct the orderly and logical annexation of land.

Policy 2: Annexation should be consistent with the vision for growth as outlined in the Comprehensive Plan and displayed on the Land Use Map.

Recommendation: Consider impacts on existing and planned public services, agricultural and open-space lands, and housing supplies for all economic levels.

Policy 3: Coordinate annexation policies with County goals and plans for the future.

Policy 4: Use a coordinated strategy for annexation to ensure sufficient usable land for expected commercial and industrial development.

GOAL C: THE PLANNING AREA SHALL ESTABLISH AN IDENTITY AS A SEPARATE REGIONAL DESTINATION.

Objective 2C1: Cultural, recreational and entertainment opportunities of the region should be formally identified and promoted in a coordinated campaign.

Policy 1: Create a cultural, recreational and entertainment identity for the Region.

Recommendation: The Arts Council, Economic Development Office and the History and Culture Task Force should lead this effort. The major objectives of the committee should be to define, identify, and promote regional cultural, recreational and entertainment opportunities.

Policy 2: Encourage related or similar groups to coordinate events and activities, giving them a regional flavor.

Policy 3: Consider the relationships of culture, entertainment and recreation and explore ways to use all promotional materials and events to market those relationships.

Policy 4: Promote the special character of the Region to surrounding regions.

Objective 2C2: Visitor serving facilities and services should be encouraged, promoted and developed.

Policy 1: Define all existing visitor serving facilities and identify the needs for additional facilities. Document existing facilities on a map included in the Comprehensive Plan.

Policy 2: Identify potential funding sources and present them with the need for support.

Policy 3: Create goals and policies for the number, types and locations of facilities.

Recommendation: The Arts Council and the Economic Development Office should take the lead in the above efforts.

Objective 2C3: A signage, landscape and land use program should be established for use at regional entries, along major transportation routes, and at major intersections.

Policy 1: Discuss and explore standards for landscaping at prominent sites throughout the Region.

Recommendation: Work toward approval by all jurisdictions in the Region.

Policy 2: Create and adopt a vision for appropriate land use types at key intersections, routes, and regional entries.

Objective 2C4: The Claremore/Rogers County Region should be a commercial and employment center.

Policy 1: Coordinate retail, commerce and employment attraction efforts on a regional level.

Policy 2: Define Region-wide resources and allocate them accordingly to achieve Region-wide goals.

Policy 3: Communicate and promote the region's commercial and employment characteristics.

Recommendation: The Economic Development Office should lead this effort.

GOAL D: THE CLAREMORE/ROGERS COUNTY REGION SHALL CONTINUE TO DEVELOP ITS RELATIONSHIP WITH THE TULSA METROPOLITAN AREA IN THE AREAS OF ECONOMICS, EMPLOYMENT, AND TOURISM.

Objective 2D1: Strengths and weaknesses of the region should be formally identified and assessed to determine their relationship with the strengths and weaknesses of the Tulsa Metropolitan Area.

Policy 1: Define criteria and identify strengths and weaknesses on an annual basis.

Recommendation: The Economic Development Office at RSU should lead this effort.

Policy 2: Compare the strengths and weaknesses of the Region with the characteristics of the Tulsa Metro Area.

Policy 3: Identify ways to maximize the strengths of the Region and to benefit from the strengths of the Tulsa Metro Area.

Objective 2D2: Employer attraction and tourism efforts will cooperate with the efforts of the Tulsa Metropolitan area.

Policy 1: Coordinate Regional Chamber of Commerce and Economic Development efforts with similar efforts of the Tulsa Metropolitan Area.

Policy 2: Marketing and Economic Development groups should communicate with and make regular recommendations to area decision makers on issues such as infrastructure funding, annexation and land use.

Objective 2D3: Transportation and trail infrastructure and systems should be coordinated with improvements and maintenance in the Tulsa Metropolitan Area.

Policy 1: Create a Regional Major Street and Highway Plan and request that INCOG adopt it as part of the transportation management plan.

Policy 2: Coordinate funding with other efforts in the Transportation Management Area.

Policy 3: Send City and County representatives to and participate in the Transportation Management Area Technical and Policy committee meetings, held at INCOG.

Policy 4: Include activities at the Port of Catoosa as an integral part of the transportation program efforts in the region.

Goal Group Three: Housing

GOAL A: ALL HOUSING SHALL BE CONSTRUCTED TO ENHANCE THE IMMEDIATE NEIGHBORHOOD AND CONTRIBUTE TO A POSITIVE COMMUNITY ENVIRONMENT.

Objective 3A1: New and redeveloped housing should be constructed with durable, quality materials and designed to sustain the attractive appearance of the neighborhood.

Policy 1: Create minimum development standards for high quality design and construction materials.

Policy 2: Create design guidelines that make recommendations for items such as types of construction materials, site design, form and massing of new development and redevelopment.

Policy 3: Develop specific, definable review criteria and procedures for evaluating residential development proposals.

Recommendation: Add the standards into the Zoning Ordinance and create a Design Manual that is a policy, not a regulatory document.

Objective 3A2: New construction should maintain and protect the value of the subject property and adjacent properties.

Policy 1: Develop policies for ways that new development should protect and optimize the use of public investments.

Policy 2: Ensure that adequate public facilities are provided or planned for at the time of new and expanded development.

Policy 3: Ensure that rezoning and development approvals are compatible with existing uses and that they adequately assess and address infrastructure capacity issues.

Objective 3A3: The design of multi-family residences should relate to surrounding residential structures and be constructed of high quality materials and design.

Policy 1: Create review criteria for development that considers the compatibility of construction style, the materials, and the site layout for both multi-family and attached single-family residences.

Policy 2: Create special procedures, criteria, and standards for any multi-family housing proposal that is adjacent to single-family residential development or zoning.

Recommendation: Add procedures and standards to the Zoning Ordinance; add review criteria and guidelines to the Design Manual.

Objective 3A4: Opportunities to revitalize existing houses should be promoted.

Policy 1: Establish and support housing rehabilitation programs, particularly in the downtown core. The CARD weatherization program is an example.

Policy 2: Identify funding and planning resources that could be invested to conserve and revitalize older neighborhoods. Make this information available to the public, particularly the development community.

Policy 3: Review and revise as appropriate the property maintenance ordinances that cover problem issues such as distressed structures, painting, and landscaping.

Policy 4: Identify, prepare and offer lots that are suited for redevelopment. The lots may be vacant or may be previously developed but they should be served with utilities.

Policy 5: Invest utility revenues to replace inadequate drainage, water, and sewer infrastructure in older neighborhoods.

Recommendation: The Planning Commission should annually study, report on and make recommendation regarding the health of older neighborhoods.

GOAL B: QUALITY, AFFORDABLE HOUSING SHALL BE MADE AVAILABLE FOR RESIDENTS FROM A WIDE RANGE OF INCOME AND AGE CATEGORIES

Objective 3B1: Affordable housing should be considered for integration into all new development and not be segregated into distinct areas or districts.

Policy 1: Create a definition of "Affordable Housing" that is appropriate for the purpose and intent of the City of Claremore and Rogers County.

Policy 2: Revise the zoning code to encourage an element of affordable housing in all new development projects.

Policy 3: Identify and use development incentives such as density bonuses, streamlined permitting and public participation in infrastructure for those housing proposals that provide a set minimum percentage of affordable housing.

Objective 3B2: Localities should encourage construction of affordable housing by streamlining development approval processes that increase affordable housing opportunities.

Policy 1: Create a process to prioritize the development proposals that meet a defined minimum percentage of affordable homes.

Policy 2: Review the Zoning Ordinance to encourage construction of affordable housing throughout the Region.

Policy 3: Define the density bonuses and simplified permit timelines in the Zoning Ordinance that can be offered to housing projects that include a defined percentage of affordable residences. Create a graduated program for increasing percentages of affordability.

Objective 3B3: Population forecasts should be used to identify changes in affordable housing needs, especially for growth in particular market segments, such as the elderly.

Policy 1: Consistently review Census Bureau and OK Dept of Commerce data to identify growth or other changes in the supply of affordable housing.

Policy 2: Periodically adjust plans and policies to address affordable housing needs, based upon the population forecasts.

Recommendation: The Planning Commission should annually study, report on and make recommendation regarding the state of Affordable Housing.

Objective 3B4: Current and potential barriers to new affordable housing opportunities should be identified and resolved.

Policy 1: Periodically review land use policies, procedures, zoning codes, ordinances, maps, and other regulations. Identify potential barriers to providing affordable housing.

Policy 2: Address barriers to affordable housing in a timely and efficient manner.

Recommendation: The Planning Commission should annually review and revise policies, procedures, maps and regulations.

GOAL C: ACCESS SHALL BE EASILY AVAILABLE BETWEEN HOUSING AND EDUCATION, EMPLOYMENT, RECREATION, SHOPPING, WORSHIP, HEALTH AND RECREATION CENTERS.

Objective 3C1: Viable means of access between destinations should include transportation by automobile, bicycle, transit, walking, and on-demand services (shuttle and dial-a-ride services).

Policy 1: Integrate transit and transit stops into design of future streets and developments. Ensure that transit and transit stops do not create conflict with personal and commerce related transportation.

Policy 2: Implement a public transit system that is cost-effective, efficient, and designed to induce strong ridership.

Policy 3: Conceptualize, design and identify viable multi-modal corridors.

Policy 4: Establish multi-modal corridors throughout the region. Prioritize street and streetscape investments in those corridors.

Policy 5: Expand the comprehensive bicycle and trails network. Create the regional system that connects to the Tulsa Metro Area system.

Policy 6: Encourage new development to be pedestrian-friendly. Accommodate safe, comfortable, and convenient walking.

Policy 7: Include pedestrian and bicycle improvements in future maintenance and upgrades of existing streets.

Objective 3C2: Development proposals should identify transportation linkages between existing and proposed uses.

Policy 1: Review transportation linkages in development approval processes.

Policy 2: Include connections between various transportation modes in new development.

Policy 3: Creating planning and design standards for sidewalks, walkways, transit stops, and bicycle lanes.

Recommendation: Add transportation related design standards and details in the Zoning Ordinance, Subdivision Regulations and Standard Plans as appropriate.

Objective 3C3: Major uses, such as employment centers and residential developments, should be planned with thought to minimizing future traffic congestion.

Policy 1: Creating a regional demand management program that works with area employers to reduce drive-alone commuting.

Policy 2: Encourage major uses to locate in the existing and planned transportation corridors that facilitate a range of transportation options.

Policy 3: Coordinate and compare land use approvals with the existing and anticipated transportation system on a regular basis.

Recommendation: The Planning Commission should annually study, report on and make recommendation regarding the state of transportation and traffic. This should include the potential impact of approved developments. Potential problem areas should be highlighted.

Objective 3C4: Multiple methods of transportation (walking, driving, bicycling, and transit) should be considered in development review processes.

Policy 1: Provide incentives for and reward development proposals that facilitate access by multiple modes of travel.

Policy 2: Identify and document the local and regional destinations and the activity centers that could benefit from access by transportation modes other than the automobile. Coordinate planning efforts to create alternative transportation methods to access these sites.

Policy 3: Create guidelines for large commercial and residential projects that provide multi modal connections with adjacent streets and uses. Minimize vehicular impacts to established neighborhoods.

GOAL D: NEW CONSTRUCTION TO MEET HOUSING NEEDS SHALL BE BALANCED WITH THE ABILITY TO PROVIDE FACILITIES AND SERVICES AND WITH THE IMPACT TO THE NATURAL ENVIRONMENT.

Objective 3D1: Housing should be dispersed through the Planning Area.

Policy 1: Create a review process that identifies the areas that are appropriate for a range of housing types. Include single-family, multi-family, and affordable homes.

Policy 2: Create a process to change land use designations and zoning categories as needed to facilitate development of appropriate housing types at the identified locations.

Policy 3: Encourage mixed-use developments in appropriate locations. Residential uses above commercial uses are an example of appropriate mixed use.

Recommendation: The Planning Commission should annually study, report on and make recommendation regarding the appropriate locations and goals / opportunities for new housing.

Objective 3D2: Planning efforts and development decisions should be coordinated with programmed service and facility improvements.

Policy 1: Support and encourage new development where services and facility improvements exist or are programmed for extension.

Policy 2: Identify and communicate the available sites and areas that are consistent with existing or programmed services and facilities.

Recommendation: The Planning Commission should annually study, report on and make recommendation regarding the relationship of development and available (planned and existing) infrastructure. This should be in conjunction with Capital Improvement Planning.

Objective 3D3: Leapfrog development patterns should be discouraged to prevent inefficient infrastructure investments and service provisions.

Policy 1: Support and encourage zoning / land use changes and development requests that work with and complement existing and programmed infrastructure. Discourage new development in areas where services and facilities do not exist.

Policy 2: Encourage and reward residential, commercial, and industrial uses that are proposed for appropriate locations.

Policy 3: Protect urban and rural development patterns and uses in appropriate locations with a Regional perspective.

Objective 3D4: A range of housing and land use densities should be allowed so as to efficiently utilize resources, including land, services, and infrastructure.

Policy 1: Identify areas of the city with underutilized infrastructure with underutilized capacity. Encourage densities and uses that can take advantage of the additional infrastructure and service capacities.

Policy 2: Coordinate the placement and design of parks, streetscapes, public buildings, commercial and industrial uses, and housing densities maximize the efficiency of existing and proposed infrastructure.

GOAL E: HOUSING SHALL BE PROTECTED FROM IMPACTS OF MORE INTENSE LAND USE CATEGORIES

Objective 3E1: In zones where differing land uses are neighboring, development standards should buffer residences from potential negative impacts.

Policy 1: Create and use compatibility standards that encourage and reward new development that fits with existing uses. Address scale, design and privacy.

Policy 2: Protect the character of existing residential neighborhoods. Review and revise the standards of the zoning ordinance as needed and identify existing “Neighborhoods”. Require careful site planning to locate compatible uses.

Objective 3E2: Land uses should be appropriately mixed but should not locate industrial or other high intensity development adjacent to residential neighborhoods.

Policy 1: Identify neighborhoods that are candidates to benefit from mixed-use and infill development.

Policy 2: Encourage development of small scale, neighborhood centers that serve local residents.

Policy 3: Encourage plazas, parks and other community meeting places in plans for new and redevelopment.

Policy 4: Amendments the Zoning Ordinance to allow and encourage mixed-use developments and mixed-use structures.

Policy 5: Identify the types of land uses that should be included in mixed-use development and the appropriate locations for those uses.

Objective 3E3: Land Use intensities should transition to prevent significant incompatibilities among neighboring uses.

Policy 1: Identify and communicate the compatible uses and the ranges of uses that are appropriate in each zoning designation.

Policy 2: Consider ways to clearly identify appropriate land use intensities and densities that complement existing streets and surrounding development.

Policy 3: Use the Zoning decisions to implement the Comprehensive Plan policy of intensity lessening with distance from community cores. Strengthen Zoning Ordinance standards that address and minimize the impacts of adjacent uses on each other.

Goal Group Four: Infrastructure, Facilities and Services

GOAL A: THE CLAREMORE/ROGERS COUNTY TRANSPORTATION SYSTEM SHALL BE MULTI-FACETED, ACCESSIBLE, EFFICIENT, MODERN, FRIENDLY TO THE ENVIRONMENT, AND WELL MAINTAINED.

Objective 4A1: Planning efforts should consider all modes of transportation, including personal transportation by automobile, transit, bicycling, walking, on-demand services (such as Dial-a-Ride), and regional-serving transport by rail, air, and ship.

Policy 1: Integrate multi-modal transportation criteria into development review processes. Consider both personal and regional connections.

Policy 2: Encourage several methods of access to a project site.

Policy 3: Create linkages among different transportation modes within the Region. Create linkages between it and other regions.

Objective 4A2: Current system conditions and capacities should be regularly reviewed for use in implementing local and regional Capital Improvement Programs.

Policy 1: Create a checklist of pertinent criteria for transportation infrastructure conditions and capacities for use when funding and implementing CIPs.

Policy 2: Create a regional infrastructure information base for use by local and regional agencies in decision-making processes.

Objective 4A3: Stable revenue sources should be identified and obtained.

Policy 1: Provide information to Regional decision makers and Staff regarding the yearly transportation funding process as administered by INCOG.

Policy 2: Pursue yearly grant sources such as TEA-21.

Policy 3: Create estimates of area-wide annual transportation resources. Review of City / County/ State budgets as part of that effort.

Policy 4: Create a tracking system to document transportation projects construction and their funding sources.

Policy 5: Analyze existing revenue sources and budgets to evaluate the potential for increases in yearly transportation funding.

Policy 6: Make transportation a priority. Evaluate existing revenue sources and budgets to identify ways to redirect funds into the system.

Objective 4A4: Local and Regional funding sources and improvements should be coordinated.

Policy 1: Review the Region's success in implementing portions of the Major Street and Highway Plan (MSHP) on a yearly basis. Make funding recommendations from that review.

Recommendation: A Transportation Committee should be established to lead this effort.

Policy 2: Track and communicate the amount of Region wide transportation funding. Use these funds cooperatively for common goals to improve efficiency.

Recommendation: A Transportation Committee should be established to lead this effort and ensure fair distribution of funds and projects, in conjunction with the Region's Cities and the County.

Policy 3: Create Regional priorities to maximize efficient use of transportation funds.

GOAL B: UTILITY AND INFRASTRUCTURE SYSTEMS SHALL BE MODERN, EFFICIENT, COST-EFFECTIVE, AND WELL MAINTAINED, WITH SUFFICIENT CAPACITY FOR THE FUTURE.

Objective 4B1: Current systems conditions and capacities should be regularly reviewed for use in implementing local and regional Capital Improvement Programs.

Policy 1: Review the availability and condition of infrastructure in conjunction with requests for changes in Land Use.

Policy 2: Track development approvals and to estimate their cumulative impact on infrastructure.

Recommendation: A Regional Infrastructure Committee should be established to lead this effort.

Policy 3: Map the various existing systems in the region and track their on-going improvements.

Policy 4: Regularly review the capacity and the condition of the regional system and evaluate its ability to implement the regional land use plan.

Policy 5: Update individual Capital Improvement Programs based on the information provided by the regular review.

Objective 4B2: Local and Regional Capital Improvement Programs (CIP's) should be coordinated.

Policy 1: Create a mechanism or group to coordinate information from individual City's CIP's with that of the County

Policy 2: Compare individual CIP's to each other and to the regional vision for growth contained in the Comprehensive Plan, the Major Street and Highway Plan and other regional documents such as the Regional Sewer Study.

Recommendation: A Regional Infrastructure Committee should be established to lead the above effort.

Objective 4B3: Stable revenue sources should be identified and obtained.

Policy 1: Work with organizations such as individual communities, rural districts, the County and INCOG to identify and document existing funding sources within the Region.

Policy 2: Identify additional funding sources and ways to increase operational efficiencies on a regional level. Sharing equipment is an example.

Recommendation: A Regional Infrastructure Committee should be established to lead the above efforts. These should include sources from public works authorities, general budgets and recurring grants.

Objective 4B4: Additional intermittent funding sources should be identified and utilized.

Policy 1: Work closely with organizations such as INCOG and the Oklahoma Department of Commerce to identify one-of-a-kind or intermittent funding sources.

Policy 2: Match funding sources to individual projects. Coordinate grant applications on a region-wide basis.

Recommendation: A Regional Infrastructure Committee should be established to lead the above efforts.

GOAL C: COMMUNITY FACILITIES SHALL BE EASY TO FIND, ACCESSIBLE, EFFICIENTLY USED, SAFE, AND WELL MAINTAINED, AND SHOULD BE LOCATED AND SIZED TO MEET THE NEEDS OF THE CITIZENS OF THE REGION.

Objective 4C1: The locations for Community Facilities should be identified through visual and non-visual cues.

Policy 1: Create Regional standards for ways to make new and existing community facilities easy to identify. Use tools such as signage, landscaping, building materials and locations. M

Policy 2: Create consistency among the locations and look of new and existing community facilities within the Region.

Recommendation: Communicate the standards and encourage communities in the Region to create consistency.

Policy 3: Use off-site visual clues to lead residents and visitors to community facilities. These clues may include signage, landscaping and the use of long range views and landmarks.

Objective 4C2: Visitor serving community facilities should be located near the primary transportation routes that are identified by the Major Street and Highway Plan.

Policy 1: Identify potential sites for facilities in the City of Claremore and in Rogers County. Review and inventory parcels currently owned by the City and County, and parcels that are currently vacant.

Recommendation: A Regional Community Facilities and Services Committee should be created to lead the effort in conjunction with the Regional Park and Recreation Committee.

Policy 2: Review new development proposals for their impact to the community facilities system.

Policy 3: Create fair and equitable ways to create appropriate public / private participation in facilities enhancement and maintenance.

Objective 4C3: Security measures should be in place to protect users and employees

Policy 1: Ensure safety at Community facilities. Safety features may include items such as lighting, visibility, accessibility and building security systems.

Policy 2: Site and locate facilities that encourage and facilitate surveillance by the public.

Objective 4C4: Regular needs assessments should be conducted and used as the basis for location and sizing of new facilities, as well as for identifying necessary improvements.

Policy 1: Annually review changes and growth in population, housing and commercial / industrial development.

Recommendation: The Community Facilities and Services Committee should lead this effort.

Policy 2: Track and communicate entitlement and permit approvals.

Policy 3: Prioritize future improvements and additions to community facilities in the region.

Recommendation: The Community Facilities and Services Committee should make annual recommendations to the City and County.

Objective 4C5: Stable revenue sources for maintenance and expansion should be identified and obtained.

Policy 1: Create better communication between organizations such as the City of Claremore, the County, the Park and Recreation Committee, individual communities and INCOG.

Policy 2: Document existing funding sources on a regional basis. Some of sources may include Capital Improvement Programs, other general budget items and recurring grants. Include this information in an Appendix in the Comprehensive Plan.

Policy 3: Build communication between local communities and the county so that they can work closely to identify additional sources of revenue and operational efficiencies.

Recommendation: These may include items such as bonding capacities, regional and joint use of facilities and user fees.

Policy 4: Identify existing city and county sites that might be sold to provide funds for new facilities and for maintenance.

Objective 4C6: Joint use options for Community Facilities should be pursued.

Policy 1: Identify the location and use of existing facilities and create criteria to evaluate the potential for their joint use. Evaluate facilities owned and operated by a single jurisdiction, by public / private partnerships and facilities used by more than one jurisdiction.

Recommendation: The Community Facilities and Services Committee should lead this effort.

Policy 2: Acquire and develop new sites and for joint use. .

GOAL D: COMMUNITY SERVICES SHALL BE EASY TO CONTACT, RESPONSIVE AND COMPREHENSIVE, AND SHOULD BE SUFFICIENT TO MEET THE NEEDS OF THE REGION.

Objective 4D1: Contact information for Community Services Departments should be well communicated.

Policy 1: Communicate community service provider contact information to the public.

Recommendation: The Regional Facilities and Services Committee (See 4.C.2.1) should lead this effort. Information prepared by the Committee should be available at each facility in the County and in the City of Claremore. Information should be available to individual Communities and their facilities at their request.

Policy 2: Designate a common contact point where individual providers can make their existing information available.

Policy 3: Fund on-going communication efforts.

Recommendation: The Regional Facilities and Services Committee (See 4.C.2.1) should provide an annual report on funding opportunities to the Planning Commission.

Policy 4: Make contact information available in Community welcome packets and at each facility in the City and County.

Objective 4D2: Regular needs assessments should be conducted and used as the basis for equipment and staffing decisions.

Policy 1: Facilitate regional discussions among service providers, helping them to more accurately identify regional equipment and staffing needs.

Recommendation: The Regional Facilities and Services Committee (See 4.C.2.1) should lead this effort.

Policy 2: Work with providers in the region to maximize efficiency by redistributing equipment and personnel.

Recommendation: The Regional Facilities and Services Committee (See 4.C.2.1) should lead this effort.

Objective 4D3: Stable revenue sources for staffing and equipment purchase and maintenance should be identified and maintained.

Policy 1: Create better communication among organizations such as the City of Claremore, the County, the Park and Recreation Committee, individual communities as requested and INCOG.

Policy 2: Document existing funding sources from around the region. Some of these sources may include sources from Capital Improvement Program, other general budget items and recurring grants.

Recommendation: The Community Facilities and Services Committee should lead this effort in conjunction with the City of Claremore, County, Park and Recreation Committee, individual communities (as requested) and INCOG.

Policy 3: Facilitate communication between individual communities and the county to identify additional sources of revenue and ways to increase operating efficiencies. Discussion may include bonding capacities, regional and joint use of personnel and equipment.

Policy 4: Work with service providers to review the condition of existing equipment. Identify the equipment that might be sold to provide funds for new equipment and for equipment maintenance.

Objective 4D4: Community Service facilities should be located near primary transportation routes as identified by the Major Street and Highway Plan

Policy 1: Identify available parcels along primary transportation routes.

Recommendation: The Community Facilities and Services Committee should lead this effort.

Policy 2: Work with project proponents to obtain facilities along primary transportation routes.

Policy 3: Identify funding sources for acquisition of appropriate parcels.

Recommendation: The Community Facilities and Services Committee should lead this effort.

Policy 4: Identify appropriate locations for Community Service Facilities on the Comprehensive Plan Land Use Map and area descriptions.

Goal Group Five: Culture, Recreation and Entertainment

GOAL A: THE PLANNING AREA SHALL IDENTIFY AND MAXIMIZE EXISTING CULTURAL RESOURCES.

Objective 5A1: Culture and history that is unique to the region should be identified and promoted.

Policy 1: Identify and document the primary characteristics and events that are unique to the region. Include them as an Appendix to the Comprehensive Plan. .

Recommendation: The City should take the lead in forming a History and Culture Task Force to accomplish this task. The document should be presented to area cities and the County for adoption.

Policy 2: Find ways for local and regional groups to work together on a campaign to promote the regional identity to businesses, tourism departments, and other agencies.

Recommendation: The History and Culture Task Force should be made up of representatives from groups and organizations whose day-to-day pursuits make them familiar with the culture and history of the region. The Task Force should work with the Economic Development Office, Chambers of Commerce, Oklahoma Department of Commerce, area cities, and the County to accomplish this task.

Objective 5A2: Existing cultural resources should be preserved and enhanced.

Policy 1: Approve, document and share short, mid, and long term actions to preserve and improve regionally and locally significant cultural resources. Make the document available to local and regional groups and agencies. Include this information as an Appendix to the Comprehensive Plan.

Policy 2: Create a cultural foundation that will act as the official agency for promoting the area's culture.

Policy 3: Appoint a Task Force to identify funding options for the protection and enhancement of cultural resources. Examples include participation in a portion of tourist related tax receipts, establishing donation boxes at each cultural site, and selling advertising in a cultural resources brochure.

Objective 5A3: Performing and visual arts groups should be identified supported and encouraged.

Policy 1: Document and disseminate lists of active existing performing and visual arts groups. These can include schools groups, church groups, professional and amateur for-profit and not-for-profit groups. .

Recommendation: This effort should be led by the Arts Council.

Policy 2: Create and fund a yearly promotional campaign that advertises performing and visual arts events. .

Recommendation: This effort should be led by the Arts Council in conjunction with the Economic Development Office, Chambers of Commerce, the Oklahoma Department of Commerce, state art programs, area cities and the County.

Policy 3: Catalogue available performance facilities and venues in the Planning Area, with availability schedules. Disseminate the information to community groups. Provide it to the media. Include the list as an Appendix to the Comprehensive Plan.

Policy 4: Create, document and publicize available low cost rehearsal, performance, and exhibition facilities. These facilities should be available for use by non-profit, amateur, school, and church groups.

Objective 5A4: Opportunities for the development of artists of all ages and levels of experience should be developed and promoted.

Policy 1: Identify and document existing and potential funding sources for teachers and facilities for training and performance.

Policy 2: Document and advertise the opportunities for training, performance, and exhibition both inside and outside the region.

Policy 3: Communicate opportunities for training and travel to patrons and to sponsors.

Objective 5A5: Existing performance facilities should be identified, enhanced and supported.

Policy 1: Identify existing performance facilities in the Region. Assess them for deficiencies or needs. Document the information and use it to determine the facilities that are candidates for inclusion in a maintenance / enhancement program. Record the information in an Appendix in the Comprehensive Plan.

Recommendation: This effort should be led by the Arts Council in conjunction with the Chambers of Commerce, Economic Development Office, City, and County. The Arts Council should establish cost/benefit criteria to determine potential for inclusion in a maintenance/enhancement program.

Policy 2: Identify funding sources and volunteer labor pools to maintain and enhance the facilities.

Recommendation: This effort should be led by the Arts Council.

Policy 3: Establish programs to maintain and enhance performance venues.

Recommendation: This effort should be led by the Arts Council in conjunction with experts such as the Home Builders Association.

GOAL B. THE PLANNING AREA SHALL PROVIDE AND PROMOTE A WIDE RANGE OF CULTURAL OPPORTUNITIES IN THE FUTURE.

Objective 5B1: Cultural activities that respect the historic context and respond to the future vision of the region should be encouraged and promoted.

Policy 1: Define and document the vision of the Region as it relates to protecting and enhancing regional history and culture. Cities in the Region and the County should participate in defining the vision and formally adopt it.

Recommendation: This effort should be led by representatives of the OCI Visioning Committee and the History and Culture Task Force.

Policy 2: Document and promote the existing range of cultural opportunities.

Recommendation: This effort should be led by the Task Force in conjunction with Chambers of Commerce, the Arts Council and the Claremore Parks and Recreation Department.

Policy 3: Make information on cultural activities and locations easily available to the public.

Objective 5B2: An appreciation and understanding of national and international culture should be encouraged and promoted.

Policy 1: Pursue and advertise opportunities for speakers and exhibits to be heard and seen in the Region.

Recommendation: This effort should be led by the History and Culture Task Force, in conjunction with RSU who should work closely with counterparts in the Tulsa Metro Area, OSU/OU Tulsa and TU.

Policy 2: Make the cultural opportunities of Tulsa, Kansas City, and Dallas known in the Region.

Policy 3: Identify and explore potential Regional ties to other states and nations.

Policy 4: Accommodate national and international exhibits and presentations that promote cultural opportunities. Link them to regional communications networks.

Recommendation: Provide space at the Port of Catoosa.

Policy 5: Pursue and encourage exhibits and performances that showcase international culture.

Recommendation: Utilize the Expo Center.

Objective 5B3: Facilities that support the growth of artists and art should be developed.

Policy 1: Identify and catalogue current sites that are appropriate for art oriented facilities and that are owned by the public.

Recommendation: The Arts Council should lead this effort.

Policy 2: Define the type and amount of needed space, such as arts education space. Review the inventory of available space and compare need with availability to the need for new facilities. Catalogue the information on need and availability as an Appendix in the Comprehensive Plan.

Recommendation: The Arts Council should lead this effort.

Policy 3: Explore the potential for public and quasi public entities to construct joint use facilities.

Recommendation: The Arts Council should lead this effort in conjunction with the City, RSU, the school district, and religious organizations.

Objective 5B4: Facilities that provide gallery and performance space should be developed.

Policy 1: Conduct an inventory of existing gallery and performance space. Document it in an Appendix in the Comprehensive Plan.

Recommendation: The Arts Council should lead this effort.

Policy 2: The current levels of use of such space, based in part on the inventory of numbers and types of existing performing and visual arts groups, should be determined.

Recommendation: The Arts Council should lead this effort.

Policy 3: Identify publicly owned or leased sites that may be appropriate for the construction of performance and gallery space.

Recommendation: The Arts Council should lead this effort in conjunction with cities in the area and County. The Arts Council should work in conjunction with the City, RSU, the school district, religious facilities, and the Cultural Foundation to explore the potential for construction of joint use facilities.

Policy 4: Explore and implement mechanisms to extend tax benefits to individual property owners who donate real property for the construction of galleries and performance centers.

Recommendation: The Arts Council should lead this effort.

Objective 5B5: Programs that support the growth of artists and art should be developed.

Policy 1: Existing organizations and groups should work together to identify the current and future needs of the arts community.

Policy 2: Identify and document existing arts programs, including the existing sources of funding. Include the information in an Appendix in the Comprehensive Plan.

Policy 3: Study and analyze arts programs from other areas of the state and nation for applicability in the Region.

Policy 4: Develop short, mid, and long-range goals for new programs and methods to enhance existing ones.

Recommendation: The Arts Council should lead the above efforts.

Objective 5B6: Stable sources of revenue for maintenance and expansion of facilities and for support of the arts should be identified.

Policy 1: Compare the information from the needs analysis with the characteristics and goals of potential funding resources. See *Objective B3, Policy 2*.

Recommendation: The Arts Council should lead this effort.

Policy 2: Explore the potential to use Capital Improvement Funds to construct arts facilities.

Recommendation: The Arts Council should lead this effort in conjunction with the City.

Policy 3: Determine the potential for a yearly funding of the arts facilities improvements program.

Recommendation: The Arts Council should lead this effort in conjunction with the school district and RSU.

Policy 4: Establish a yearly budget and corporate sponsor pool for art facilities maintenance and improvements.

Recommendation: The Arts Council should lead this effort in conjunction with the Chamber of Commerce and Economic Development Group at RSU.

GOAL C. OPPORTUNITY SHALL BE PROVIDED THROUGHOUT THE REGION FOR ACTIVE AND PASSIVE RECREATIONAL OPPORTUNITIES FOR PERSONS OF A WIDE VARIETY OF INTERESTS, INCOME RANGES, AND AGES.

Objective 5C1: Recreational facilities, particularly those for youth, should be enhanced, maintained, and promoted.

Policy 1: Review and update the Claremore Parks Master Plan and inventory of existing recreational facilities as needed.

Policy 2: Identify and document the numbers of teams and individuals using the existing facilities. Track and document City and Regional facilities use by local residents and by visitors from outside the Region.

Recommendation: The Claremore Parks Department should lead this effort in conjunction with local sports organizations

Policy 3: Explore the use of funding sources, such as capital improvement monies, to improve existing recreational facilities. Create and fund a County Recreation Department.

Recommendation: The City and County should lead this effort.

Policy 4: Identify maintenance needs at existing recreation areas and create a program to address them.

Policy 5: Form a Regional Parks and Recreation Oversight Committee.

Recommendation: The Claremore Park Department should lead this effort.

Policy 6: Design and implement a multi-faceted campaign to expand public knowledge of the variety, location and facilities present in the Region. Location maps and information about these facilities should be included in the Comprehensive Plan.

Recommendation: The Park and Recreation Committee should lead this effort.

Objective 5C2: Recreational opportunities should be identified, developed, and promoted.

Policy 1: Review all land in public ownership in the region for potential recreation use.

Recommendation: Include input from the Army Corps of Engineers and individual communities as available.

Policy 2: Analyze all existing recreational facilities for efficiency of use. Analyze both land and facilities.

Policy 3: Inventory and document vacant land that is available and appropriate for recreational uses including parks, sporting fields, courts, trails, and other facilities. Include this information in the Comprehensive Plan.

Policy 4: Study the concept of requiring dedication for park land or fees-in-lieu with each new development proposal.

Policy 5: Use data from the inventory effort as the basis to communicate the need to develop additional recreation opportunities.

Recommendation: The Park and Recreation Committee should lead this effort.

Objective 5C3: The needs of underserved user groups should be identified and addressed

Policy 1: Identify and document unmet recreational needs for persons of a variety of interests, ages, and incomes.

Policy 2: Identify and document potential recreation opportunities for underserved user groups, particularly youth. Develop cost estimates and make recommendations to include recreation facilities in the Capital Improvements Program.

Policy 3: Identify related funding sources that can be leveraged along with Capital Improvement Funds to enhance recreational opportunities for underserved groups.

Recommendation: The Park and Recreation Committee should lead the above effort.

GOAL D: THE PLANNING AREA SHALL IDENTIFY AND ATTRACT A RANGE OF ENTERTAINMENT TYPES FOR PERSONS WITH A VARIETY OF INTERESTS, INCOME RANGES, AND AGES; CONSISTENT WITH THE REGIONAL LIFESTYLE.

Objective 5D1: Current entertainment needs, location criteria, and potential sites should be formally identified.

Policy 1: Identify and catalogue current entertainment types and facilities. Discuss and estimate the need for additional space to accommodate each of the types.

Policy 2: Identify the types of locations that are suitable for various types of entertainment venues and the criteria that make the sites suitable.

Policy 3: Inventory vacant and available land and compare it to location criteria to identify potential entertainment centers that meet entertainment needs.

Objective 5D2: Future types and location criteria should be identified consistent with and promoting the emerging character of the region.

Policy 1: Identify desirable entertainment types that are lacking in the Region, based in part on the vision for the existing and future character.

Policy 2: Identify appropriate areas for the development of specific types of future entertainment facilities.

Policy 3: Review and amend the Zoning Ordinance as needed to specifically guide the placement and address the impacts of entertainment centers.

Objective 5D3: Approval policies and criteria should be consistent with the intent to attract and encourage entertainment.

Policy 1: Review and amend approval policies for entertainment uses as needed to ensure balance between attraction and impact on surrounding users and the environment.

Policy 2: Prepare standards in Special Districts that encourage and attract specific entertainment uses. Appropriate uses will change from District to District. For example those uses that are appropriate in the Southwest District may not be appropriate in the University / Arts or Downtown Districts.

Policy 3: Identify the physical needs of the types of entertainment identified in 2.D.2.1, policies should be geared accordingly.

Goal Group Six: Education

GOAL A: QUALITY EDUCATION SHALL BE AVAILABLE TO AND ACCESSIBLE BY RESIDENTS OF A WIDE RANGE OF AGE GROUPS AND INCOME LEVELS.

Objective 6A1: Opportunities to attend advanced and specialized educational curriculums and facilities should be widespread throughout the Planning Area.

Policy 1: Create and communicate the benefits and potential of a regional view of education in Rogers County.

Recommendation: The Planning Commission, in cooperation with educational leaders in the region, should take the lead in forming a Regional Educational Opportunities Committee with representatives from all districts in the Region.

Policy 2: Inventory sites in the Region where advanced and specialized curriculums take place. Identify potential sites for new facilities.

Policy 3: Identify sites in underserved areas where each type of educational institution (professional, academic, vocational, etc.) may expand classrooms and programs.

Policy 4: Encourage multiple use facilities by coordinating among governments, businesses, and schools.

Recommendation: The Educational Opportunities Committee should lead these efforts.

Objective 6A2: Advanced and specialized curriculums should be affordable to all area residents, including seniors, low-income persons, and non-traditional households.

Policy 1: Create an operational cooperation between such groups as RSU, Vo-Tech and Claremore Schools, Community Action Resource and Development, the Oklahoma Department of Commerce the Economic Development Office and INCOG to identify sources of funding.

Policy 2: Identify ways to partially subsidize advanced and specialized education programs so that needy residents can pursue interests and skill development.

Policy 3: Create cooperation between groups such as non-profit organizations, professional organizations, religious organizations, RSU and VO-Tech to identify potential volunteer and / or part time teachers.

Policy 4: Identify available underutilized facilities and schedule them at no or moderate cost.

Policy 5: Create a Regional information base that documents available facilities and their use.

Policy 6: Use distance learning. Work with educational institutions and the City and County's IT staff to understand sources of obtaining subsidized or recycled computers

Recommendation: The Educational Opportunities Committee should lead these efforts.

Objective 6A3: The range, number and quality of educational opportunities in the Planning Area should compare favorably with those of any region in the state.

Policy 1: Create and implement a method of categorizing, quantifying, and ranking the different types of educational opportunities that are available in the Region and the state.

Policy 2: Identify and document deficiencies in educational opportunities in the Region as compared to the state.

Policy 3: Create a strategic policy to bring needed educational types to the Region.

Policy 4: Obtaining a resolution supporting the strategic policy, approved by the City of Claremore, Rogers County and other communities in the Region.

Recommendation: The Educational Opportunities Committee should lead this effort.

Objective 6A4: Stable revenue sources for educational facilities and staff should be identified and maintained.

Policy 1: Identify and track available funding sources to finance educational facilities and staffing needs.

Policy 2: Identify current coordination between regional educational institutions and any opportunities to supplement those efforts. Assess and define the potential to establish regional educational goals.

Policy 3: Coordinate applications for funding and ensure that the applications work together for implementation of Regional education goals.

Recommendation: The Educational Opportunities Committee should lead this effort.

GOAL B: THE EDUCATIONAL SYSTEM SHALL BE AN IMPORTANT ELEMENT OF EMPLOYER/EMPLOYEE ATTRACTION AND RETENTION.

Objective B1: Math, science, and technical-related curriculums in primary and secondary schools should be strengthened and emphasized to stimulate early interest in professional development.

Policy 1: Identify and communicate the benefits of, need for and potential to establish a cooperative science, math, and technology high school to serve Rogers County.

Policy 2: Support and encourage lines of communication between school district, cities, and economic / business organizations.

Policy 3: Pursue internships for teachers with the private sector to build understanding and communication.

Recommendation: The Educational Opportunities Committee should lead this effort.

Objective 6B2: Vocational training, work-study programs, and other job-skills-training programs should continue to refine the skills and training needed by regional businesses.

Policy 1: Develop a range of employment partnerships between the private and public sectors to connect classroom training with necessary real world skills and experience.

Policy 2: Identify trends in business and the corresponding strengths and challenges in the educational system.

Policy 3: Implement a regular, joint public / private review of curriculums and courses to ensure that they are dynamic, continuously improved, and up-to-date.

Objective 6B3: Opportunities for professional development should be widely available to all members of the community, being both accessible and affordable.

Policy 1: Encourage schools, community groups, and professional associations to offer and expand career development courses throughout the Region.

Policy 2: Coordinate the locations for career development classes with the existing and proposed transportation networks.

Objective 6B4: The availability of opportunities to achieve quality, affordable, advanced education and training should be actively promoted to existing and prospective employers and workers.

Policy 1: Prepare and implement marketing and recruiting plans in coordination with the efforts at Rogers State University.

Policy 2: Identify linkages between career development programs, programs of study at colleges and universities, existing and target employment groups and related segments of the Regional economy.

Policy 3: Create and implement a public information campaign that promotes career development, planning and education and targets both residents and employers of the Region.

GOAL C: EDUCATION SHALL BE A PRIMARY COMPONENT IN ESTABLISHING AND MAINTAINING THE REGIONAL LIFESTYLE AND THE QUALITY OF LIFE

Objective 6C1: Local and regional schools should be recognized for the contributions to personal and professional development that enhance community-building objectives.

Policy 1: Create an annual event that recognizes and shows appreciation for the ways that local and Regional schools help to achieve the quality growth goals of the Region. Recognize individuals, organizations and schools.

Policy 2: Coordinate the community-building efforts of schools, professional associations, community groups, and Chambers of Commerce.

Objective 6C2: Education should be multi-disciplinary in nature, reflecting the interrelationships among social, civic, economic, and environmental objectives of the region.

Policy 1: Promote learning opportunities among businesses, universities, government, special interest, civic groups, and other community organizations.

Policy 2: Identify and encourage programs that promote and discuss the linkages between programs of study, subjects of interest and methods of application.

Policy 3: Encourage a community culture that acknowledges, appreciates, encourages and supports blends of different learning programs.

Objective 6C3: Education programs at all levels should emphasize community-oriented activities to strengthen personal associations and connections within the region.

Policy 1: Use the opportunities of the classroom to build connections with and among cultural, civic, religious, and secular groups.

Policy 2: Provide regular interface between students and public agency departments, such as police, commerce, agricultural, and community development.

Policy 3: Create opportunities for students to benefit from the knowledge of other generations.

Objective 6C4: The value and importance of a sound education to a healthy quality of life should be actively promoted and appreciated.

Policy 1: Identify, evaluate and communicate the levels of financial, physical, and human resources that are committed to local and regional educational objectives.

Policy 2: Communicate the value of having clearly identifiable and fully operational educational facilities woven into the land use fabric of the Region.

Policy 3: Identify and resolve deficiencies in facilities, resources, and curriculums.

Policy 4: Use of tools such as “appreciation” days to acknowledge the contributions of teachers, schools, students, and support staff to the local and Regional quality of life.

GOAL D: EDUCATION IN THE PLANNING AREA SHALL BE BROAD IN SCOPE, MOVING BEYOND FORMALIZED TRAINING TO A KNOWLEDGE AND APPRECIATION OF THE HISTORY AND GOALS OF THE AREA, FOR ALL RESIDENTS.

Objective 6D1: Schools should coordinate with local and regional community groups to expand cultural and historical programs of local and regional interest.

Policy 1: Use existing links and create new liaisons between schools and community-based groups to facilitate the exchange of ideas.

Policy 2: Link existing cultural programs in the Region with existing curriculums.

Policy 3: Develop interest in natural and cultural history such as joint (education and community group) programs and events. Identify and publicize significant natural and historic features in the Region.

Policy 4: Create a Culture and History Task Force that coordinates with school programs, identifies local and Regional resources and recommends areas of study.

Objective 6D2: All schools should offer opportunities for courses that focus on local history and other community-based programs of interest.

Policy 1: Offer lessons of local and regional relevance to augment and emphasize the relevance of traditional coursework.

Policy 2: Engage students in locally relevant issues, local and regional current events and subject matters during the school day.

Objective 6D3: Community outreach efforts should promote public awareness of and familiarity with local and regional history and goals, as well as opportunities to participate in civic and service organizations.

Policy 1: Identify and include community heritage and values in community outreach efforts.

Policy 2: Create collaboration between community organizations, agencies, and individuals to reinforce community awareness of local and regional events.

Policy 3: Identify and promote an annual slate of local civic events that commemorate local and regional history and traditions.

Objective 6D4: Businesses should promote awareness of local and regional events and issues to employees, reinforcing connections between places of work and the community at-large.

Policy 1: Provide information that employers can use to educate their employees about events and issues of local and regional interest.

Policy 2: Coordinate with business leaders and owners to identify realistic ways that their organization can participate in events and organizations in the community.

Policy 3: Create a communications system that informs business leaders of the existing and anticipated events.

Objective 6D5: Alternative education programs, such as distance learning, web-based / interactive classes, and professional enrichment courses, should be introduced and encouraged and should complement traditional educational curriculums.

Policy 1: Identify the alternative education programs with the most significant potential impact.

Policy 2: Create a speaker's bureau and teaching corps within the community to expand learning opportunities. Include underserved areas.

Policy 3: Actively promote alternatives for extended education. Alternative programs should be coordinated with and complement traditional curriculums.

Policy 4: Identify and catalogue potential locations for distance learning sites.

Recommendation: The Educational Opportunities Committee should lead this effort in conjunction with the Community Facilities and Services Committee.

GOAL E: EDUCATION IN THE PLANNING AREA SHALL INCLUDE PERSONAL ENRICHMENT OR “FUN LEARNING” OPPORTUNITIES, AVAILABLE TO ALL RESIDENTS.

Objective 6E1: Classes that satisfy personal aspirations and interests should be affordable and conveniently located throughout the Planning Area.

Policy 1: Recruit high-quality volunteer or minimum cost faculty and instructors that have diverse professional interests and teaching objectives.

Policy 2: Subsidize special interest program costs for low-income groups.

Policy 3: Encourage the expansion of special interest programs targeted to particular groups (elderly, youth, disabled, students, e.g.) into underserved locations.

Policy 4: Coordinate the location of classes with available facilities space throughout the Region.

Objective 6E2: Nontraditional opportunities for personal enrichment, such as nature walks, lectures, and performances should be valued as educating activities.

Policy 1: Work with existing groups, organizations and departments to identify potential locations for non-traditional learning activities. Identify ways to establish facilities in these locations. *See Chapter 5, Goal Group 7*

Recommendation: The Educational Opportunities Committee should lead this effort in conjunction with the Park and Recreation Committee, Community Facilities and Services Committee, Art Council and the City’s Park Department.

Policy 2: Identify and explore the range of potential topics. Some of them may include self-development, arts and crafts, local history and culture, wellness, and environmental studies.

Policy 3: Identify ways for schools to incorporate special interest and enrichment activities as supplements to their required curriculums.

Objective 6E3: Personal development activities and classes should be encouraged as life-enhancing ventures.

Policy 1: Promote and support policies and standards in the business, education and government sectors that affirm the value of activities that enrich individuals and the community.

Policy 2: Emphasize the value of continued education and goal achievement in work, family life, and play throughout the community and Region.

Recommendation: The Educational Opportunities Committee should lead this effort in conjunction with the Culture and History Task Force and the Park and Recreation Committee.

Goal Group Seven: Health Care

GOAL A: QUALITY, AFFORDABLE HEALTHCARE SHALL BE AVAILABLE AND ACCESSIBLE FOR ALL RESIDENTS OF THE PLANNING AREA.

Objective 7A1: Knowledge of local and regional healthcare services and facilities should be widespread.

Policy 1: Health care practices and policy in the Region should be documented and coordinated.

Policy 2: Identify and document the range and location of available healthcare services and facilities. These may include specialty services, emergency, and school-care facilities among others.

Policy 3: Create a regional information center that provides information on available healthcare services and facilities.

Policy 4: Create a public information program that provides healthcare information to regional residents. The campaign should include several mediums.

Recommendation: Create a Regional Health Care Committee to lead this effort.

Objective 7A2: Low-cost, quality healthcare programs should be coordinated with effective outreach campaigns to reach those in need

through community groups such as churches, service organizations, and referral services.

Policy 1: Create a database of local groups and organizations that offer assistance low cost healthcare and ways to refer users to the appropriate organization.

Policy 2: Create strong linkages between the regional healthcare information center, community groups, and affordable healthcare providers.

Policy 3: Support affordable healthcare programs that serve needy families.

Objective 7A3: Preventive healthcare programs and the importance of healthy lifestyles should be promoted.

Policy 1: Promote and support healthy lifestyles programs.

Policy 2: Include Health-maintenance classes as part of the “life-enhancing” curriculums.

Policy 3: Local governments should adopt statements of intent to promote healthy lifestyles and preventive health programs.

Objective 7A4: Disadvantaged members and families of the community should be able to receive competent healthcare for low cost.

Policy 1: Identify health-care deficient areas and populations of the community.

Policy 2: Identify the relationship of local and regional health care policies and affordable healthcare.

Policy 3: Address healthcare deficiencies and connect underserved community members with existing affordable healthcare.

Policy 4: Use rural care clinics and telemedicine to reduce the load on the Regional Facilities. Pursue grant funding for rural facilities.

GOAL B: HEALTHCARE FACILITIES AND THE HEALTHCARE SYSTEM SHALL BE A PRIMARY COMPONENT IN ESTABLISHING AND MAINTAINING THE REGIONAL LIFESTYLE AND THE QUALITY OF LIFE.

Objective 7B1: A comprehensive and integrated regional healthcare system should address all aspects of personal health, including physical, mental, and environmental.

Policy 1: Include all the factors that affect individual well being when identifying health care standards.

Policy 2: Consider both community and individual health in decision-making processes.

Policy 3: Review and revise local and regional land use policies as needed to minimize negative impacts and maximize positive impacts on healthcare objectives.

Policy 4: Refine local and regional land use policies to ensure support and implementation of regional healthcare objectives.

Objective 7B2: Healthcare providers should acknowledge and educate patients about the diversity of factors that may impair individual and community health, including lifestyle choices, traumatic events, work conditions, and stress.

Policy 1: Identify and adopt goals to improve healthcare communication between providers and patients.

Policy 2: Support and/or conduct health education forums in the region.

Policy 3: Revise existing curriculums to include healthcare education that expands knowledge and understanding of the factors that affect personal wellbeing and health.

Objective 7B3: Healthy lifestyles, and quality widespread availability of regional healthcare, will be recognized as key to the quality of life enjoyed in the region.

Policy 1: Identify linkages between personal well being and the availability of healthcare throughout the region.

Policy 2: Promote the availability of widespread quality healthcare as essential to the quality of life in the region.

Policy 3: Use the location of health care facilities as an important factor in preparing updates to the Major Street and Highway Plan. .

Policy 4: Link new Health Care facilities to the Regional Transportation system. Locate them along the travel ways identified in the Major Street and Highway Plan.

GOAL C: HEALTHCARE SHALL BE AN IMPORTANT FACTOR IN EMPLOYER / EMPLOYEE ATTRACTION AND RETENTION.

Objective 7C1: The widespread availability of quality and affordable healthcare should be actively promoted to existing and prospective employers and workers.

Policy 1: Promote the system information gathered in 6.A.1.1 on a regional basis.

Policy 2: Promote Healthcare outreach to prospective and existing employers and residents.

Recommendation: The Regional Health Care Committee should lead this effort. This information should identify and evaluate local and regional healthcare programs, facilities, services, and planned improvements.

Objective 7C2: Opportunities to enhance healthy lifestyles, such as active and passive recreational activities, should be emphasized.

Policy 1: Create, support and encourage non-motorized connections to facilitate walking and bicycling between neighborhoods, communities, important facilities and sites.

Policy 2: Provide incentives that promote the inclusion of trails, playgrounds, fields, and parks with new development.

Policy 3: Create a regional park plan, similar to the City of Claremore's Plan. The plan should include existing facilities, sites, and resources. It should plan for the development of new facilities, connections, and programs.

Policy 4: Pursue private and public funding to create a regional network of recreation opportunities,

Objective 7C3: Efforts should be made to meet the overall healthcare needs of all residents.

Policy 1: Identify the impact of healthcare deficiencies on employee productivity and overall regional economy.

Policy 2: Initiate an annual campaign that promotes individual responsibility to ensure quality healthcare for all.

Policy 3: Communicate the locations and availability of healthcare resources to all citizens, especially the underserved segments of the population.

GOAL D: QUALITY, AFFORDABLE AND AVAILABLE VETERINARY CARE SHALL BE A DEFINING CHARACTERISTIC OF THE PLANNING AREA.

Objective 7D1: Approval requirements should be minimized for facilities proposed for appropriate locations.

Policy 1: Relate noise and odor abatement requirements to the size of the parcel and the distance to non-residential land uses.

Policy 2: Create a "fast track" process for veterinary care projects that fall within preferred locations as indicated in the Comprehensive Plan.

Objective 7D2: Preventative health care programs should be encouraged and animal health care subsidies pursued.

Policy 1: Create a region-wide low-cost program for preventive health animal care. Subsidies to veterinarians and animal care facilities should be considered.

Policy 2: Promote awareness of animal health issues through methods such as public information campaigns and community service bulletins.

Objective 7D3: Potential impacts to animals should be included in land use or development plan review.

Policy 1: Review development plans to determine the potential impacts or conflicts created by introducing domestic animals (such as dogs) into areas that are populated by animals raised or used for agricultural purposes.

Policy 2: Review development plans to determine the impacts of commercial and industrial use on land that is adjacent to animals raised or used for agricultural purpose.

Objective 7D4: Animal healthcare services should be promoted to encourage use, to emphasize the regional lifestyle and to attract new residents.

Policy 1: Include information from veterinarians and the agricultural community in the promotional literature for the region.

Policy 2: Promote the regional benefits of agricultural animal health, including their impacts on the health of both pets and humans.

Recommendation: The Regional Health Care Committee should lead the above effort.

Goal Group Eight: Community Values And Character

GOAL A: QUALITY GROWTH SHALL BE ENCOURAGED AND RESPONSIBLY MANAGED IN THE PLANNING AREA.

Objective 8A1: Planning efforts should emphasize coordinated growth patterns so that neighborhoods may evolve into distinctive communities.

Policy 1: Coordinate Capital Improvements Programs with regional planning policies and prioritized development locations.

Policy 2: Balance the cost of providing and maintaining infrastructure and services and the cost of infrastructure for new development.

Policy 3: Encourage development in and / or near existing neighborhoods and communities. Discourage haphazard development patterns.

Policy 4: Provide levels of public services that are appropriate for the level of growth (urban, rural, suburban) in the area.

Objective 8A2: Local agencies should establish an approval process that encourages the creation of high quality development.

Policy 1: Create, adopt and use design guidelines to foster good design principles. They should address visual/aesthetics, access to transportation alternatives, safety, convenience, and conservation of natural resources.

Policy 2: Provide incentives to incorporate energy conserving building criteria into development proposals.

Policy 3: Study the effectiveness of current development review criteria, procedures, and standards.

Policy 4: Resolve outstanding policy or procedural deficiencies.

Objective 8A3: The City, County, and the development community should collaborate to create high quality development in the region, in response to the development expectations of current and future residents.

Policy 1: Create a cross-jurisdictional, multi-disciplinary design coalition to create long-lasting design objectives, guidelines, and policies for the Region.

Recommendation: Subject areas should include streetscape design, civic design, park and open space design, infill compatibility, and standards for the different categories of use (residential, commercial, neighborhoods, etc.).

Policy 2: Create and adopt design standards and guidelines that define the Region's view of high quality development.

Objective 8A4: Culturally distinctive or historically significant structures should be preserved and incorporated into new development.

Policy 1: Create demolition control and design compatibility standards for areas that are adjacent to important historic and cultural resources.

Policy 2: Reuse historic buildings to provide a sense of connection with the past.

Policy 3: Review existing programs and implement new programs that emphasize and preserve heritage resources of the Region.

Policy 4: Adopt codes building and fire codes for specific areas that allow and encourage building reuse.

GOAL B: THE PLANNING AREA SHALL HONOR THE PAST AND WELCOME THE FUTURE.

Objective 8B1: New development should respect the existing cultural and historical context, yet be innovative in approach.

Policy 1: Identify the specific historical and cultural elements in architecture, site planning, and materials that are essential for new development to be compatible with.

Policy 2: Create and adopt guidelines that outline methods to harmoniously integrate old and new architecture and site planning. The guidelines should encourage design innovation for new construction.

Objective 8B2: Regional and community-based groups and agencies should evolve with the region's changing needs.

Policy 1: Community cultural, historic, and arts coalitions should maintain a pulse on evolving trends in the region.

Policy 2: Regularly assess the strengths and weaknesses of region wide goals, policies, and implementation programs.

Policy 3: Agencies and groups to should regularly assess their original purpose and the effectiveness of their programs.

Policy 3: New information, trends, and conditions in the Region should be documented with regular updates.

Recommendation: The Community Development Coalition, the History and Culture Task Force and the Arts Council should lead this effort in conjunction with Regional leaders and community groups.

Objective 8B3: Growth and development should reinforce the future vision of the region.

Policy 1: Regularly assess the effectiveness of policies and programs in achieving the regional vision.

Policy 2: Identify deficiencies or barriers that result in development projects or patterns that are inconsistent with the regional vision.

Policy 3: Address outstanding issues that hinder attainment of the Regional vision.

GOAL C: VALUES COMMON TO RESIDENTS OF THE PLANNING AREA, INCLUDING HARD WORK AND SELF-SUFFICIENCY THROUGH EMPLOYMENT, EDUCATION, CULTURAL AND RELIGIOUS UNDERSTANDING, AND DIVERSITY, HEALTH AND FAMILY VALUES SHALL BE EMPHASIZED IN COMMUNITY-BUILDING EFFORTS.

Objective 8C1: Community-building should increase opportunities to create personal connections among diverse residents to strengthen community cohesion.

Policy 1: Encourage existing community partnerships and create future partnerships to create opportunities for diverse interpersonal connections.

Policy 2: Establish events where diverse types of community partnerships can interact and flourish.

Policy 3: Encourage individual families and residents of individual neighborhoods to hold and participate in neighborhood and community wide events.

Objective 8C2: Activities of schools, churches, public agencies, service organizations, businesses and sports organizations should reinforce community values within the region.

Policy 1: Bring diverse community members together to share in events such as cultural celebrations, memorial festivities, and special occasions of local schools.

Policy 2: Create and encourage an atmosphere that emphasizes community spirit and camaraderie among neighbors, employees, and all residents.

Policy 3: Appoint a regional committee to serve as a facilities and information resource to support community event efforts in the region. See ----- *for information on facilities inventories*. The committee should also work to build group associations on a regional basis through special events and other community-building occasions.

Recommendation: This Committee should coordinate with the Public Facilities and Services Committee and the Park Department to identify and communicate the facilities available for these occasions.

Objective 8C3: Involvement in community affairs should be considered an admirable and responsible activity, beneficial in personal development and in quality of life.

Policy 1: Identify and promote the rewarding aspects of friendly communities and strong relationships among neighbors.

Policy 2: Promote the ties between activities such as voting, volunteering, and the work of community-based non-profits and their impacts on healthy community life.

GOALS and IMPLEMENTATION ACTION SUMMARY

GROUP ONE: COMMUNITY BEAUTIFICATION

GOAL A: THE PLANNING AREA SHALL BE PHYSICALLY INVITING

Related To

1A.1 Maintain Public and Private Structures and Land

3A4, 4C5, 4D4, 8A3

- Create an awards program for yard and structure maintenance
- Identify funding sources for yard and structure improvements
- Enforce Codes
-

Use Community Service Personnel and Programs

1A.2 Protect and Maintain Vegetation and Landscaping

2A5, 2C3

- Review and amend codes
- Create Adopt a Right of Way programs
- Create a plant list for durable, low maintenance plant materials
- Revise codes to ensure use of recommended materials
- Create incentive programs

1A.3 Address Visual Impacts on Travel Corridors In Plan Review

1D1, 2A5

- Create a site plan review process (use graphic examples)

1A.4 Use Landscaping and Screening to Minimize Impacts of Service and Utility Areas

3A2, 3E1

- Create a recommended plant list
- Create review standards for impacts to off-site areas
- Create screening guidelines and standards

1A.5 Make Signage Consistent

2C3, 4C1

- Review and amend signage

GOAL B: THE PLANNING AREA SHALL DEMONSTRATE BALANCE BETWEEN NATURE AND THE BUILT ENVIRONMENT

Related To

1B.1	Review Environmental Impacts with Each Development Application <ul style="list-style-type: none">• Define and Map sensitive features and resources• Track Cumulative Impacts• Revise Codes to tie level of review to projected impacts• Create a hillside development ordinances• Identify open space maintenance needs• Create public/private partnership to address maintenance needs	2A1, 5A2, 7B1, 8A2
1B.2	Preserve, Enhance and Maintain Natural Open Space and Parks <ul style="list-style-type: none">• Create landscaping standards at and around drainage ways and detention• Inventory and document public and private open spaces and parks• Identify the groups responsible for maintenance of each site• Create guidelines for public private partnerships (ex. fees in lieu)• Identify resources from CIP	5C1, 5C2, 7C2
1B.3	Minimize Impacts to Viable AG Land <ul style="list-style-type: none">• Amend standards for non-AG construction in prime AG land• Track area or approved projects in AG land• Track construction in AG land• Create criteria for environmental review	2A1, 5A1, 7D3
1B.4	Preserve Existing Features, Blend In Proposed Landscaping <ul style="list-style-type: none">• Identify important natural features• Create landscaping standards, particularly in transportation corridors• Create a recommended plant list	4C1, 8B1

GOAL C: NEW CONSTRUCTION IN THE PLANNING AREA SHALL BE CONSISTENT WITH THE CHARACTER AND LIFESTYLE OF THE AREA

Related To

1C.1 Relate New Structures to Historical Context and Vision for the Future

3A2, 8B1

- Create design guidelines and standards
- Create standards for Special Districts
- Create Preservation Districts

1C.2 Relate Density and Intensity to Historic Context

3E2, 8A1

- Review and amend floor area, coverage, use standards
- Recruit appropriate types of uses
- Review and amend residential development standards

1C.3 Provide Safe and Efficient Infrastructure

2A4, 3D3, 4B2

- Create guidelines for public/private participation
- Compare development approvals to planned / funded improvements
- Inventory and map existing infrastructure
- Create common service and construction standards

GOAL D: METHODS OTHER THAN SIGNAGE SHALL BE USED TO HELP VISITORS AND RESIDENTS COMPREHEND THE PATTERN AND ARRANGEMENT OF LAND USES IN THE PLANNING AREA

Related To

1D.1 Use Landscaping and Setbacks to Identify Primary Travel Routes, Intersections and Intensity

2C3, 3C3, 8A1

- Create standards for landscaping and setbacks
- Define and map a hierarchy of intersections and roadways
- Create a plant materials list
- Create guidelines for public/private participation

Related To

1 D.2 Group Land Uses While Not Excluding Mixed Use

3C3, 3D1, 3E2, 8A1

- Create guidelines to locate uses by need for access and visibility
- Identify synergistic benefits of related land use
- Identify appropriate locations for specific mixes of use
- Amend current codes to allow and encourage mixed use

1D.3 Match Design Review Standards To Existing Development Intensity

3b5D3, 7D3, 8A1, 8B3

- Identify and map the locations of existing Urban, Suburban and Rural areas
- Create standards that are appropriate for a range of existing conditions

GROUP TWO: ECONOMIC DEVELOPMENT EMPLOYMENT AND TOURISM

GOAL A: THE PLANNING AREA SHALL PROVIDE A GROWING AND STABLE ECONOMY, BALANCING ECONOMIC GROWTH WITH A QUALITY LIFE STYLE

Related To

- | | | |
|-------------|--|---|
| 2A.1 | Consider Growth from A Regional Perspective <ul style="list-style-type: none">• Have existing groups work together to establish the perspective• Develop a Strategic Plan• Catalogue and communicate the various growth efforts in the Region• Create a Region-wide data base for growth approvals | 1B3, 3C3, 4A4, 4B2, 7C3 |
| 2A.2 | Consider the Impacts of Commercial and Industrial Development on Nearby Communities <ul style="list-style-type: none">• Consider the impacts to existing infrastructure and the need for new infrastructure• Consider impacts to the preferred character or personality of the region• Consider impacts to housing, retail and community services | 3E3, 4B1, 8A1, 8B1 |
| 2A.3 | Diversify the Economic Base to Increase Self Sufficiency in the Region <ul style="list-style-type: none">• Identify the desired goods and services that are not available• Identify reasonable expectations to meet those desires• Identify appropriate locations for the desired land uses• Show the sites on the Comprehensive Plan Map accordingly on a regular basis• Encourage existing businesses to expand• Attract new goods and service providers | |
| 2A.4 | Balance Capital Improvements Spending Between Maintenance and New Improvements <ul style="list-style-type: none">• Define the acceptable balance• Implement and Coordinate Capital Improvement Plans (CIP) throughout the Region• Compare growth trends with CIP's on a yearly basis• Coordinate CIP's and actual infrastructure expenditures | 1C3, 2B8, 3D, 4A4, 4B1, 5B6, 8A1 |

Related To

2A.5 Screen and Buffer Existing Uses and Roads (Motorists) From Development Impacts

1A2, 1D1, 3E1

- Define the impacts that are acceptable in the City and in the County
- Create Special Districts
- Create standards for the Special Districts, include them in the Zoning Code
- Update site, sign and landscape standards as needed
- Define the relationship between development standards and economic growth
- Attract commerce and industry that will enhance the Region's quality of life

2A.6 Consider the Impacts of New Commerce and Industry to Transportation, Services and Infrastructure 2C4, 4B1, 8A1

- Define the relationship between development control and economic growth
- Actively encourage economic development as an integral part of quality of life
- Track project approvals and impacts on a Regional basis
- Track and analyze impacts on a cumulative basis

2A.7 Consider Impacts to the Historic Core of Nearby Communities

8B3

- Create and use historic overlay zones
- Attract and approve development consistent with the historical context
- Consider impacts that new development will have on core area infrastructure maintenance

GOAL B: THE PLANNING AREA SHALL RETAIN AND ATTRACT A BROAD RANGE OF EMPLOYERS AND EMPLOYMENT WHILE TARGETING SELECT EMPLOYMENT GROUPS.

Related To

2B.1 Coordinate the Academic and Vocational Systems

6B2, 6B4, 6E3

- Identify and address the needs of both the existing and targeted employers and industries
- Develop and market a skilled and targeted labor force
- Offer education that targets industry skill needs -- at the right locations
- Monitor graduates to evaluate the success of the educational system
- Focus education in the Region on skills with long term potential

		Related To
2B.2	Develop Research Capabilities that Complement the Educational System <ul style="list-style-type: none"> • Develop a research / technology park that capitalizes on Regional skills and education • Guide the location of a research /technology park by land use decisions • Help the University to communicate research and technology knowledge • Train and assist entrepreneurs 	6A1, 6E3
2B.3	Expand and Maintain Infrastructure, Technology and Transportation Systems <ul style="list-style-type: none"> • Identify the infrastructure and systems needed to support the target industries • Identify funding sources 	4A1, 4A3, 4B1, 4B3
2B.4	Streamline the Review and Approval Process <ul style="list-style-type: none"> • Simplify development review and approval for Land Uses that conform to Zoning / Comp Plan • Update codes to enable expansion of existing industries 	3B2, 7D1
2B.5	Assess Regional Strengths and Market Trends -- Compare with Education and Marketing <ul style="list-style-type: none"> • Establish the criteria for the assessment • Prepare a yearly report • Coordinate with similar reports from around the Region • Build on existing commerce and industry presence and strengths • Expand the economic base to include primary, secondary and tertiary industries. 	3B3
2B.6	Establish a Program to Market the Region <ul style="list-style-type: none"> • Create a Region wide Economic Development Office • Identify and track all marketing efforts in the Region • Define and market strengths from all areas of the Region • Match targeted industries with Regional strengths. Encourage them to locate geographically by those strengths. 	7A1
2B.7	Provide Affordable Housing to Attract Employers <ul style="list-style-type: none"> • Ensure an affordable housing supply through codes and incentives • Simplify and speed up development review • Encourage and Facilitate Public / Private partnerships 	3B2, 3B4

2B.8 Pursue Annexation to Create Areas for Commercial and Industrial Use in the City

2A4

- Create criteria to direct orderly and effective annexation
- Annex in a manner consistent with the City's vision for growth
- Coordinate annexation with County goals
- Annex areas for industrial commercial growth that are commensurate with expected City wide growth
- Annex in areas and quantities that can be served with infrastructure

GOAL C: THE PLANNING AREA SHALL ESTABLISH AN IDENTITY AS A SEPARATE REGIONAL DESTINATION

Related To

2C.1 Identify and Promote Cultural, Recreational and Entertainment Opportunities

2D2, 5A1, 5A3, 5B1, 5B2, 6B3, 7A2

- Use culture, recreation and entertainment to create an identity for the Region
- Encourage similar groups to coordinate
- Create interrelationships between culture, entertainment and recreation
- Promote Regional character to other regions

2C.2 Encourage and Promote Visitor Serving Facilities and Services

5A5, 5B4, 5D3, 7A2

- Identify, describe and map all facilities in the Region
- Identify funding sources
- Define goals for service and identify the number and location of needed facilities

2C.3 Establish a Plan for Signage, Landscape and Land Use in Highly Visible Areas

1A2, 1D1, 8A2

- Adopt standards for landscape and signs at visible locations
- Adopt standards for Land Use at visible locations

2C.4 Become a Commercial and Employment Center

2A6, 5A1, 6B2, 7C1

- Coordinate retail, commercial and employment efforts across the Region
- Define Regional resources and allocate them toward Regional goals
- Promote the Region's unique strengths and character

GOAL D: THE CLAREMORE / ROGERS COUNTY REGION SHALL CONTINUE TO DEVELOP ITS RELATIONSHIP WITH THE TULSA MTROPOLITAN AREA IN THE AREAS OF ECONOMICS, EMPLOYMENT AND TOURISM.

Related To

2D.1 Identify and Assess the Region's Strengths and Weaknesses, Compare them to Tulsa's

- Define the criteria
- Identify strengths and weaknesses annually
- Compare the Region with the Tulsa Metro area annually
- Maximize the Region's strengths and benefit from the Tulsa Metro Area

2D.2 Cooperate with Tulsa's Employer Attraction and Tourism Efforts

2C1, 5B2

- Identify Tulsa's efforts
- Coordinate Region Wide Chamber of Commerce and Economic Development efforts
- Communicate marketing and economic development recommendations to decision makers

2D.3 Coordinate Transportation and Trails Improvements and Maintenance with Tulsa's

4A1

- Create and adopt a Region wide Major Street and Highway Plan
- Coordinate funds and expenditures with similar efforts in the Transportation Management Area
- Participate in the Technical and Policy Meetings held at INCOG

GROUP THREE: HOUSING

GOAL A: ALL HOUSING SHALL BE CONSTRUCTED TO ENHANCE THE IMMEDIATE NEIGHBORHOOD AND CONTRIBUTE TO A POSITIVE COMMUNITY ENVIRONMENT

	Related To
3A.1 Construct all Housing with Durable, Quality, Attractive Materials <ul style="list-style-type: none">• Create minimum design and construction standards• Create design guidelines• Develop and enforce specific, definable review criteria	8A2
3A.2 Maintain and Protect Property Values <ul style="list-style-type: none">• Develop policies so that new develop protects / optimizes public investments• Provide or plan for adequate public facilities with each new development• Ensure that development approvals assess / address adequate infrastructure• Ensure that development approvals are compatible with existing development	1C1
3A.3 Relate Multi Family Residences to the Surrounding Area through Quality and Design <ul style="list-style-type: none">• Create structure and site review criteria• Create review standards for development adjacent to single family development or zoning	1D2
3A.4 Revitalize Existing Houses <ul style="list-style-type: none">• Establish and support rehabilitation, particularly in the downtown core• Identify funding and planning resources• Revise outdated or ineffective property maintenance regulations• Identify lots that are suited for redevelopment• Repair and replace inadequate infrastructure in older neighborhoods	1A1, 8A4

GOAL B: QUALITY AFFORDABLE HOUSING SHALL BE MADE AVAILABLE FOR RESIDENTS OF A WIDE RANGE OF INCOME AND AGE CATEGORIES.

Related To

3B.1 Consider Integrating Affordable Housing into All New Development

- Define “affordable housing” in the City and the County
- Revise the Zoning Code to encourage affordable housing
- Identify and implement incentives

3B.2 Encourage Affordable Housing by Streamlining Approval Processes

2B4, 2B7

- Define an acceptable minimum percentage of affordable homes in a development
- Create a process that prioritizes applications that meet the percentage
- Create density bonuses or other incentives
- Revise the Zoning Code

3B.3 Use Population Forecasts to Predict Needs

2B5, 4C4

- Review and Use Census Bureau and OK Department of Commerce info
- Identify changes in the types of people who need affordable housing
- Identify changes in the amount needed housing
- Review and adjust plans and policies to respond to changing needs

3B.4 Identify and Resolve Barriers to Affordable Housing

2B7, 8B3

- Review policies, procedures, codes and ordinances. Identify barriers.
- Address the identified barriers in a timely and efficient manner.

GOAL C: ACCESS SHALL BE EASILY AVAILABLE BETWEEN HOUSING AND EDUCATION, EMPLOYMENT, RECREATION, SHOPPING, WORSHIP, HEALTH AND RECREATION CENTERS

		Related To
3C.1	Include the Range of Transportation Options for Access between Destinations <ul style="list-style-type: none">• Integrate transit and transit stops into designs for new development• Implement an efficient, self-sustaining public transit system• Identify future multi-modal corridors• Establish multi-modal corridors. Identify them with enhanced landscaping• Expand the bicycle/trails network and connect it to the Tulsa Metro System• Encourage pedestrian friendly development• Include bicycle and pedestrian improvements in street upgrades	6A1, 7A4
3C.2	Identify Transportation Linkages in New Development Proposals <ul style="list-style-type: none">• Review development proposals for linkages• Include connections between different transportation types in new development• Create standards for sidewalks, trails, transit stops and bike lanes	
3C.3	Minimize Traffic Congestion Associated with New Development <ul style="list-style-type: none">• Create a regional demand management program in conjunction with area employers• Encourage major users to locate in existing / planned transportation corridors• Coordinate land use approvals with planned transport system improvements	1D1, 1D2, 2A1
3C.4	Review Development Projects for Multiple Methods of Transportation <ul style="list-style-type: none">• Provide incentives for development proposals that facilitate multiple modes of travel• Identify the primary local and regional destinations that benefit from non-auto access• Create guidelines for multi-modal access to and from large projects	4A1

GOAL D: NEW CONSTRUCTION TO MEET HOUSING NEEDS SHALL BE BALANCED WITH THE ABILITY TO PROVIDE FACILITIES AND SERVICES AND WITH THE IMPACT TO THE NATURAL ENVIRONMENT

		Related To
3D.1	Integrate a Range of Housing Types throughout the Planning Area <ul style="list-style-type: none">• Identify areas that are appropriate for each housing type• Provide incentives and change policies / codes as needed to match housing type to location• Encourage mixed use and higher density development in appropriate locations	1D2, 1D3
3D.2	Coordinate Planning Efforts and Development Decisions with Programmed Improvements <ul style="list-style-type: none">• Encourage new development near existing or programmed services and infrastructure• Identify and communicate areas that are near programmed services and infrastructure	1D3, 2A4, 4C4
3D.3	Discourage Leapfrog Development Patterns <ul style="list-style-type: none">• Support development proposals that complement planned land use and infrastructure patterns• Encourage land uses and intensities that are proposed for appropriate locations• Protect urban and rural development patterns -- think regionally	1C3, 1D3, 2A4, 8A1
3D.4	Allow a Range of Housing and Land Use Intensities to Efficiently Utilize Resources <ul style="list-style-type: none">• Identify areas with underutilized infrastructure capacities.• Encourage development in those areas• Coordinate the design and placement of individual uses to work together to maximize efficiency	1D3, 4B1

GOAL E: HOUSING SHALL BE PROTECTED FROM IMPACTS OF MORE INTENSE LAND USE CATEGORIES.

Related To

3E.1 Buffer Residences from Potential Negative Impacts

1A4, 2A5

- Create and use compatibility standards that emphasize incentives
- Identify existing “neighborhoods”
- Protect the character of existing neighborhoods through careful site design of new development

3E.2 Respect Existing Intensity When Mixing Land Uses

1C2, 1D2, 5D3

- Identify neighborhoods that can benefit from mixed use or higher intensity uses
- Encourage neighborhood commercial centers
- Include plazas, parks and neighborhood meeting places in plans for new, higher intensity development
- Create site and structure design guidelines for mixed-use developments and structures
- Identify the types of land uses that can be included in mixed use developments, by location

3E.3 Transition Land Use Intensities to Minimize Significant Incompatibilities

2A2, 5D3

- Clearly communicate the range of uses that are appropriate in each zoning designation
- Identify the land use intensities that complement street capacity and adjacent development
- Use Zoning to Implement the concept of intensity lessening as distance from City cores increases

GROUP FOUR: INFRASTRUCTURE, FACILITIES AND SERVICES

GOAL A: THE CLAREMORE / ROGERS COUNTY TRANSPORTATION SYSTEM SHALL BE MULTI-FACETED, ACCESSIBLE, EFFICIENT, MODERN, FRIENDLY TO THE ENVIRONMENT AND WELL MAINTAINED.

	Related To
4A.1 Consider All Modes of Transportation in Planning and in Development <ul style="list-style-type: none">• Integrate multi-modal transportation into new development• Access new development by multiple methods• Identify transportation nodes• Create linkages between nodes and with other Regions	2B3, 2D3, 3C4
4A.2 Review System Condition and Capacity for Use in Capital Improvement Plans <ul style="list-style-type: none">• Create a list of pertinent criteria• Create a regional infrastructure information base	4B1
4A.3 Identify and Obtain Stable Revenue Sources <ul style="list-style-type: none">• Track the yearly transportation funding process at INCOG• Report on the funding process to decision makers and Staff• Pursue yearly grant sources• Estimate Region wide resources• Identify and document funding sources for current construction• Estimate the potential for yearly increases in on-going sources• Make transportation a priority	2B3, 4B3
4A.4 Coordinate Funding Sources and Improvements throughout the Region <ul style="list-style-type: none">• Review implementation of the Major Street and Highway Plan on a yearly basis• Make funding recommendations from that review• Track total Region-wide funding resources• Prioritize and use the resources cooperatively	2A1, 2A4

GOAL B: UTILITY AND INFRASTRUCTURE SYSTEMS SHALL BE MODERN, EFFICIENT, COST- EFFECTIVE AND WELL MAINTAINED, WITH SUFFICIENT CAPACITY FOR THE FUTURE.

Related To

- | | | |
|-------------|--|--------------------------------|
| 4B.1 | Review Systems Conditions and Capacities Regularly for Comparison with the CIP <ul style="list-style-type: none">• Review condition and capacity with each application for zone / land use change• Track development approvals to estimate their cumulative impact• Map the various systems in the Region, track improvements• Regularly review the capacity and condition of the systems as a Region• Evaluate the systems' ability to implement the Regional Land Use Plan• Update individual Capital Improvement Programs based on this information | 2A2, 2A6, 2B3, 3D4, 4A1 |
| 4B.2 | Coordinate Local and Regional Capital Improvement Programs <ul style="list-style-type: none">• Create a mechanism to coordinate each City's CIP with the County's• Coordinate Rural District Improvement Plans with the Cities' and Countys'• Compare the information with the Land Use Plan• Compare the information with other Regional plans such as the Major Street and Highway Plan and the Regional Sewer Study | 1C3, 2A1 |
| 4B.3 | Identify and Obtain Stable Revenue Sources <ul style="list-style-type: none">• Work with organizations around the Region to identify existing sources• Identify additional funding sources. Use INCOG as a resource.• Function on a Regional basis. Region wide equipment sharing is an example. | 2B3, 4A3 |
| 4B.4 | Identify Occasional and/or Intermittent Funding Sources <ul style="list-style-type: none">• Work with INCOG and Dept of Commerce to identify one- time or similar sources• Match funding sources to individual projects• Coordinate grant applications on a Region wide basis | |

GOAL C: COMMUNITY FACILITIES WILL BE EASY TO FIND, ACCESSIBLE, EFFICIENTLY USED, SAFE, WELL MAINTAINED. THEY SHOULD BE LOCATED AND SIZED TO MEET THE PROJECTED NEEDS OF THE CITIZENS OF THE REGION.

Related To

4C.1 Identify Community Facilities with a System of Visual Cues

1A5, 1B4, 7A1

- Create Region- wide standards that define ways to easily identify Community Facilities
- Use tools such as signage, building materials and landscaping
- Create consistency in locations and siting
- Create consistency in materials and external features
- Use off site clues that lead to the facilities such as signage, landscaping and long range views
- Emphasize non-sign solutions

4C.2 Locate Visitor Serving Facilities near Primary Transportation Routes

5C2, 4D4, 7B3

- Identify potential sites in the City and the County
- Inventory publicly owned sites, particularly vacant sites
- Match the inventoried sites to the potential sites
- Review new development proposals for their impact to the facilities system
- Review new development along primary routes for potential to include facilities sites
- Negotiate with applicants to acquire potential sites
- Create fair ways to ensure private / public participation

4C.3 Place Security Measures to Protect Users and Employees

- Use features such as lighting, visibility and accessibility
- Site and locate facilities that facilitate surveillance

4C.4 Locate and Size Facilities Based on Regular Needs Assessment

3B3, 3D2, 7A4, 7B3

- Review changes and growth in population and development annually
- Track and analyze permit approvals on a regional basis
- Prioritize improvements to existing facilities and location of new facilities

Related To

4C.5 Identify and Obtain Stable Revenue Sources for Maintenance and Expansion

5B6

- Create communication between groups. Examples are the City, the City's Park / Recreation Department, the County, communities and INCOG
- Identify and document existing funding sources on a Region Wide basis
- Build communication between individual communities and the County

4C.6 Find Joint and / or Multiple Use Options for Community Facilities

5B3, 7A4

- Identify the location and use of existing facilities
- Create criteria to evaluate the potential of each facility for joint / multiple use
- Based on the above redevelop, develop and acquire sites

GOAL D: COMMUNITY SERVICES SHALL BE EASY TO CONTACT, RESPONSIVE AND COMPREHENSIVE. THEY SHOULD BE SUFFICIENT TO MEET THE NEEDS OF THE REGION.

Related To

4D.1 Make Contact Information Known

7A1

- Communicate provider information to the public. Make it a priority.
- Create a common "hub" where Region Wide information is available
- Fund communication efforts
- Include contact info in City welcome packets and at all Community Facilities

4D.2 Conduct Needs Assessments as Basis for Equipment and Staffing

- Create Region Wide discussions among all service providers
- Identify total Region Wide equipment and staffing needs
- Distribute Region Wide personnel according to need -- minimize duplication

	Action Type	Related To
4D.3 Identify and Maintain Stable Revenue Sources for Equipment and Staffing <ul style="list-style-type: none"> • Identify, document and quantify existing Region- wide funding sources • Facilitate discussions between communities, the County and all providers • Review the condition of equipment on a Region Wide basis. • Replace, share, trade and sell equipment on a Region Wide basis 		
4D.4 Locate Community Service Facilities along Primary Transportation Corridors <ul style="list-style-type: none"> • Identify primary corridors from the Major Street and Highway Plan • Identify available parcels along those routes • Identify publicly held parcels along those routes • Work with project applicants to obtain parcels along primary routes • Identify funding sources for land acquisition and construction • Document appropriate locations for Community Facilities on the Comprehensive Plan Land Use Map. 		4C2

GROUP FIVE: CULTURE, RECREATION AND ENTERTAINMENT

GOAL A: THE REGION SHALL IDENTIFY AND MAXIMIZE EXISTING CULTURAL RESOURCES.

Related To

- | | | |
|-------------|---|-------------------------------------|
| 5A.1 | Identify and Promote Culture and History that is Unique to the Region <ul style="list-style-type: none">• Identify and document primary characteristics and events.• Include them as an Appendix in the Comprehensive Plan• Create a Region Wide identity• Promote the identity to potential employers, businesses and tourism departments | 1B3, 2C1, 2C4, 6D1, 6D3, 8B3 |
| 5A.2 | Preserve and Enhance Existing Cultural Resources <ul style="list-style-type: none">• Identify local and Region Wide resources• Agree upon short, mid and long range preservation / improvement actions• Document the actions as an Appendix in the Comprehensive Plan• Create a Cultural Foundation• Appoint a Task Force to identify funding options | 1B1, 6D1 |
| 5A.3 | Identify, Support and Encourage Visual Arts Groups <ul style="list-style-type: none">• Identify and document the active groups on a Region Wide basis• Create and fund a yearly campaign to promote the groups• Catalogue available performance facilities with availability schedules• Communicate the information• Create, document and publicize available low cost rehearsal, performance and exhibition facilities. | 2C1, 6D1 |
| 5A.4 | Develop and Promote Opportunities for Artists of All Ages and Levels of Experience <ul style="list-style-type: none">• Identify and document existing and potential funding sources for teachers and facilities• Document and advertise Region Wide opportunities training, performance and exhibition• Communicate opportunities and needs to patrons and sponsors | |

	Action Type	Related To
5A.5 Identify, Enhance and Support Existing Performance Facilities <ul style="list-style-type: none"> Identify existing facilities and assess them for deficiencies or needs Document the information and determine candidates for maintenance /enhancement Identify funding sources and volunteer labor pools Establish programs for maintenance and enhancement 		2C2
GOAL B: THE REGION SHALL PROVIDE AND PROMOTE A WIDE RANGE OF CULTURAL OPPORTUNITIES IN THE FUTURE.		
		Related To
5B.1 Encourage and Promote Activities that Respect Historic Context and Future Vision <ul style="list-style-type: none"> Facilitate communication between communities and groups throughout the Region Define, document and adopt a vision for the Region Document and promote the existing range of cultural opportunities Communicate information on Region Wide cultural activities and locations 		2C1, 6E1, 8A4, 8B3
5B.2 Encourage and Promote an Appreciation of National and International Culture <ul style="list-style-type: none"> Pursue and advertise opportunities for speakers and exhibits Inform the Region's residents of opportunities in Tulsa, Kansas City, Little Rock and Dallas Identify and explore Regional ties to other states and nations Pursue and accommodate national and international exhibits / presentations Prioritize exhibits and performances that showcase international culture 		2C1, 2D2
5B.3 Develop Facilities that Support the Growth of Artists and Art <ul style="list-style-type: none"> Identify existing publicly owned facilities appropriate for training space Catalogue the facilities Define the type and amount of needed space, compare it to the inventory Document the findings in an Appendix in the Comprehensive Plan 		4C6

	Action Type	Related To
5B.4 Develop Facilities that Provide Gallery and Performance Space <ul style="list-style-type: none"> • Inventory existing gallery and performance space • Assess levels of use and the numbers and types of visual and performing arts groups on a Region Wide basis • Identify publicly owned or leased sites that may be appropriate • Document the information • Update annually • Explore and implement incentives such as tax benefits for patrons and property owners who donate real property 		2C2
5B.5 Develop Programs that Support the Growth of Artists and Art <ul style="list-style-type: none"> • Identify existing groups and facilitate communication • Facilitate group information sharing to identify current and future needs • Identify existing arts programs on a Region Wide basis • Identify all existing funding sources • Study and analyze arts programs from other areas in the state and nation • Identify applicable programs • Develop short, mid and long range goals to enhance existing programs and grow new ones on a Region Wide basis • Document the findings in an Appendix in the Comprehensive Plan 		8B2
5B.6 Identify Stable Sources of Revenue for Facilities and Programs <ul style="list-style-type: none"> • Identify potential funding sources and their goals • Compare the information from the needs analysis with those goals • Identify the potential to use Capital Improvement Funds for facilities • Establish a corporate sponsor pool • Establish a yearly target budget on a Region Wide basis 		2A4, 4C5, 6D4

GOAL C: OPPORTUNITY SHALL BE PROVIDED THROUGHOUT THE REGION FOR ACTIVE AND PASSIVE RECREATIONAL OPPORTUNITIES FOR PERSONS OF A WIDE VARIETY OF INTERESTS, INCOME RANGES AND AGES

Related To

5C.1 Enhance, Maintain and Promote Recreational Facilities, Particularly Those for Youth

1B2, 6E2

- Update the Claremore Parks Master Plan and facilities inventory as needed
- Identify and document the number of teams and individuals using the facilities
- Track and document City and Regional facilities use.
- Document use by residents and by visitors
- Explore the use of CIP funds to improve existing facilities
- Explore Fees-in-Lieu participation by new development
- Create and fund a County Park and Recreation Department
- Identify maintenance needs at existing facilities

5C.2 Identify, Develop and Promote Opportunities for Recreation

1B2, 4C2, 6E2, 7C2

- Identify all land in public ownership
- Review all publicly owned land for potential as a recreation site
- Analyze all existing recreational land and facilities for efficiency of use
- Document all vacant land that is available and appropriate for recreation use
- Include this information in an Appendix in the Comprehensive Plan
- Explore fees-in-lieu and dedication of land as a part of new development proposals
- Use the inventory as the basis from which to communicate the need and the potential

5C.3 Identify and Address the Needs of Underserved User Groups

- Identify and document all unmet recreational needs for all groups on a Region Wide basis
- Identify and document potential opportunities for all groups, particularly youth
- Develop cost estimates and explore the CIP as a funding source
- Identify additional resources that can be leverage with CIP funds

GOAL D: THE REGION SHALL IDENTIFY AND ATTRACT A RANGE OF ENTERTAINMENT TYPES FOR PERSONS WITH A VARIETY OF INTERESTS, INCOME RANGES AND AGES. THESE SHOULD BE CONSISTENT WITH THE REGIONAL LIFESTYLE.

Related To

5D.1 Identify Current Needs, Location Criteria and Potential Sites

- Identify and document current entertainment types and facilities
- Estimate the need for additional space to accommodate the demand for each
- Identify the criteria that makes a site suitable for each entertainment type
- Inventory vacant and available land and compare it to the needs inventory and location criteria
- Document the findings in an Appendix in the Comprehensive Plan
- Update annually

5D.2 Identify Future Needs, Location Criteria and Potential Sites

6A1

- Identify the desired types of sites that are not currently available, based on the vision for the future character of the Region
- Estimate the need for space to accommodate those types
- Identify the criteria that makes a site suitable for each entertainment type
- Inventory vacant and available land and compare it to the needs inventory and location criteria
- Document the findings in an Appendix in the Comprehensive Plan
- Update annually
- Review and amend the Zoning Ordinance to guide proper placement

5D.3 Make Approval Policies and Criteria Consistent with the Intent to Provide Entertainment

1D3, 2C2, 3E2, 3E3

- Review and amend policies and criteria as needed to ensure balance between attraction and impact
- Prepare standards in Special Districts to encourage / attract specific uses
- Identify the physical needs of the entertainment types and gear policies accordingly

GROUP SIX: EDUCATION

GOAL A: QUALITY EDUCATION SHALL BE AVAILABLE TO AND ACCESSIBLE BY RESIDENTS OF A WIDE RANGE OF AGE GROUPS AND INCOME LEVELS.

Related To

- 6A.1 Provide Opportunities to Attend Advanced and Specialized Education throughout the Region** 2B2, 3C1, 5D2, 6D5, 8C2
- Create and communicate the benefits of a Region Wide perspective
 - Inventory sites where advanced and specialized education takes place
 - Identify potential sites for new facilities
 - Identify sites in underserved areas that have potential to expand
 - Encourage multiple use facilities
- 6A.2 Provide Affordable Advanced and Specialized Curriculumms to all Area Residents** 6E1
- Create cooperation between existing groups and organizations to identify and document existing and potential sources of funding
 - Identify ways to provide partially subsidies for needy residents
 - Create cooperation among education and professional groups to identify potential volunteer and / or part time teachers
 - Identify available underutilized facilities. Schedule them at reduced cost
 - Create a Region Wide information base that tracks available facilities and their use
 - Implement distance learning
- 6A.3 Identify and Maintain Stable Revenue Sources**
- Identify and track available funding sources
 - Identify and enhance Regional Wide cooperation between educational institutions. Include the range of locations and levels.
 - Define Region Wide educational goals.
 - Coordinate application for funding and grants on a Region Wide basis to forward Region Wide goals
 - Document goals and funding sources in an Appendix in the Comprehensive Plan

GOAL B: THE EDUCATION SYSTEM SHALL BE AN IMPORTANT ELEMENT OF EMPLOYER / EMPLOYEE ATTRACTION AND RETENTION.

Related To

- | | | |
|-------------|--|-----------------|
| 6B.1 | Strengthen Math, Science and Technically Related Curriculums in Primary and Secondary Schools <ul style="list-style-type: none">• Identify and communicate the benefit of and need for a math, science and technology high school• Support and encourage communication between the school district, cities and business• Pursue internships / research opportunities for teachers in the private sector | |
| 6B.2 | Refine the Skills and Training Needed by Existing and Targeted Regional Businesses <ul style="list-style-type: none">• Utilize vocational training, work study and other jobs-skills training• Develop partnerships between education and business to connect the classroom to the work world• Identify trends in business.• Compare them to corresponding strengths/challenges in education• Implement a regular joint business / education review of curriculum | 2B1, 2C4 |
| 6B.3 | Provide Accessible and Affordable Opportunities for Professional Development <ul style="list-style-type: none">• Provide opportunities for all residents of the Region• Encourage all groups to expand their current career development courses• Coordinate the locations for courses with the existing and proposed transportation network | 2C1 |
| 6B.4 | Promote Available Opportunities to Existing and Prospective Employees and Employers <ul style="list-style-type: none">• Prepare and implement marketing and recruiting plans in conjunction with RSU• Identify links between career development programs, existing programs of study, employment groups and the Region's economy• Create and implement a public information campaign | 2B1 |

GOAL C: EDUCATION SHALL BE A PRIMARY COMPONENT IN ESTABLISHING AND MAINTAINING THE REGIONAL LIFESTYLE AND THE QUALITY OF LIFE.

Related To

6C.1 Recognize Schools for Contributions to Personal and Professional Development

8C2

- Create a yearly event that recognize individuals, organizations and schools
- Coordinate community building efforts of schools, professional organizations and economic development groups.

6C.2 Emphasize Community Oriented Activities at All Levels of Education

8C1

- Use the classroom to build ties between cultural, civic, religious and secular groups
- Provide regular interface between students and public agencies
- Create opportunities for students to benefit cross-generational knowledge

6C.4 Promote Appreciation for the Value of Education to a Healthy Quality of Life

- Identify the financial, physical and human resources that are devoted to education in the Region
- Define and Communicate the value of integrating educational facilities among other land uses
- Identify and resolve deficiencies in resources, facilities and curriculums
- Acknowledge the contribution of schools, teachers and support staff to the Quality of Life in the Region

GOAL D: EDUCATION IN THE REGION SHALL BE BROAD IN SCOPE. IT SHALL MOVE BEYOND FORMALIZED TRAINING TO A KNOWLEDGE AND APPRECIATION OF THE HISTORY AND GOALS OF THE AREA, FOR ALL RESIDENTS.

Related To

6D.1 Coordinate Schools and Community to Groups to Expand Cultural and Historical Programs

5A1, 5A3

- Facilitate the exchange of ideas between schools and community groups
- Link cultural programs with curriculums
- Identify natural and historic features in the Region
- Develop interest in natural and cultural history

	Action Type	Related To
6D.2	Use School Facilities to Offer Courses that Focus on Local History and Cultural Programs <ul style="list-style-type: none"> • Offer lessons of local and regional relevance to augment traditional courses • Engage students in discussing local issues during the school day 	
6D.3	Promote Local and Regional History and the Opportunities of Civic and Service Organizations <ul style="list-style-type: none"> • Identify the Region's heritage and values and include them in community outreach efforts • Create collaboration between community organizations, agencies and individuals • Identify and promote an annual slate of events that promote local and Regional history and traditions 	5A1
6D.4	Promote Local and Regional Events and Issues to Employees <ul style="list-style-type: none"> • Provide information for employers to distribute • Coordinate with the business community to identify realistic ways for businesses to participate in local events • Create a system to inform the business community of upcoming events 	5B6
6D.5	Introduce Alternative Education Programs to Complement Traditional Curriculum <ul style="list-style-type: none"> • Consider programs such as web based / long distance classes and professional enrichment courses • Identify the alternative programs with the greatest potential impact • Create a speaker's bureau • Promote alternatives • Identify and catalogue potential locations for distance learning 	6A1, 8C2

GOAL E: EDUCATION IN THE PLANNING AREA SHALL INCLUDE PERSONAL ENRICHMENT OR “FUN LEARNING OPPORTUNITIES, AVAILABLE TO ALL RESIDENTS.

Related To

- | | | |
|-------------|---|-----------------------------------|
| 6E.1 | Provide Affordable and Accessible Classes that Satisfy Personal Aspirations <ul style="list-style-type: none">• Recruit community minded high quality volunteer or minimum cost faculty from a variety of backgrounds• Subsidize program costs for needy residents• Expand special interest programs targeted to particular groups into underserved areas• Coordinate the location of classes with available facilities.• Refer to Appendix | 5B1, 6A2, 7A3, 7B2 |
| 6E.2 | Promote the Value of Non-Traditional Opportunities for Personal Enrichment as Education <ul style="list-style-type: none">• Promote the importance of activities such as nature walks, lectures and Culture performances• Work with existing groups, organizations and departments to identify potential locations for non-traditional activities• Identify the potential to establish facilities in these locations• Identify and explore the range of potential topics• Identify ways for schools to supplement required curriculums | 5C1, 5C2, 7A3, 7B2
7C2 |
| 6E.3 | Promote the Value of Personal Development Opportunities as Life Enhancement <ul style="list-style-type: none">• Promote and support policies and standards in business, education and government that affirm the individual• Emphasize the value of Personal Development to work, family, life and play | 2B1, 2B2, 7C2 |

GOAL A: QUALITY, AFFORDABLE HEALTH CARE SHALL BE AVAILABLE AND ACCESSIBLE FOR ALL RESIDENTS OF THE REGION.

7A.1	Promote Knowledge of Healthcare Facilities and Services in the Region	2B6, 4C1, 4D1, 7C3
	<ul style="list-style-type: none"> • Document and coordinate the Region's health care practices and policy • Identify and document the range and location of available services and facilities • Include them as an Appendix in the Comprehensive Plan • Create a Regional Information Center • Create a public information program, coordinated with similar efforts 	Info Programs
7A.2	Reach Those in Need by Coordinating with Other Community Outreach Efforts	2C1, 2C2, 8C2
	<ul style="list-style-type: none"> • Coordinate with churches, service organizations and referral services • Create a data base of related local groups and organizations • Include the information in an Appendix in the Comprehensive Plan • Create links between the information center, community groups and providers of affordable health care • Identify funding resources for healthcare programs that serve needy families 	
7A.3	Promote Preventative Healthcare Programs and a Healthy Lifestyle	6E1, 6E2
	<ul style="list-style-type: none"> • Include health maintenance as part of life enhancing curriculums • Encourage local governments to adopt statements of intent 	
7A.4	Provide Competent Low Cost Health Care to the Disadvantaged	3C1, 4C4, 4C6
	<ul style="list-style-type: none"> • Identify health care deficient locations and populations • Compare the cost of health care in the region to the ability to pay • Connect the needy with programs identified in 7A.2, above • Use rural care clinics and telemedicine • Pursue grant funding. Explore coordination with other grant writing efforts 	

GOAL B: HEALTHCARE FACILITIES AND THE HEALTHCARE SYSTEM SHALL BE A PRIMARY COMPONENT IN ESTABLISHING AND MAINTAINING THE REGIONAL LIFESTYLE AND QUALITY OF LIFE.

Related To

7B.1 Address All Aspects of Personal Health

1B1

- Include physical, mental and environmental health when identifying health care standards
- Consider individual and corporate health in the decision-making processes
- Review local and Region Wide land use policies to maximize positive impacts
- Refine policies as needed

7B.2 Educate Patients about Factors that Impair Individual and Community Health

6E1, 6E2

- Encourage healthcare providers to take the educational lead
- Identify and adopt goals to improve education and communication
- Support and conduct health care forums
- Revise existing curriculums

7B.3 Recognize Healthy Lifestyles and Available Care as Keys to the Region's Quality of Life

4C2, 4C4

- Identify links between personal well-being and available care
- Promote the availability of care as essential to Region wide Quality of Life
- Use health care locations in preparing and amending the Major Street and Highway Plan
- Link new facilities to the Regional Transportation System

GOAL C: HEALTHCARE SHALL BE AN IMPORTANT FACTOR IN EMPLOYER / EMPLOYEE ATTRACTING AND RETENTION.

Related To

7C.1 Promote Available Quality, Affordable Health Care

2C4

- Use the information gathered in 7A.1
- Coordinate with other efforts to promote the Region

7C.2 Provide Opportunities to Enhance Healthy Lifestyles

1B2, 5C2, 6E2, 6E3

- Emphasize passive and active recreational activities
- Create support and encourage non-motorized connections between uses
- Provide incentives to include trails / recreation facilities in new development
- Create a Region Wide plan for parks
- Pursue private and public funding

7C.3 Pursue Provision of the Overall Healthcare Needs of All Residents

2A1, 7A1

- Identify the impact of healthcare deficiencies on the Region's production and economy
- Initiate a yearly campaign emphasizing each individuals place in ensuring quality healthcare for all
- Communicate the locations and availability of healthcare resources to all

GOAL D: QUALITY, AFFORDABLE AND AVAILABLE VETERINARY CARE SHALL BE A DEFINING CHARACTERISTIC OF THE REGION

Related To

7D.1 Minimize Approval Requirements for Facilities Proposed for Appropriate Locations

2B4

- Relate development standards to the site and the surrounding uses
- Create a fast track for proposals that comply with the intent of the Comprehensive Plan

7D.2 Encourage Preventative Animal Health Care and Pursue Subsidies

- Create a Region Wide low cost program
- Consider ways to subsidize veterinarians animal care facilities

	Action Type	Related To
7D.3	Include Impacts to Animals in Development Plan Review	1B3
	<ul style="list-style-type: none"> • Review plans to determine the potential impacts of introducing domestic animals • Review plans to determine the impacts of commercial and industrial development 	
7D.4	Promote Animal Healthcare Services	
	<ul style="list-style-type: none"> • Encourage use and emphasize/promote the lifestyle of the Region • Include information from veterinarians and the agriculture community in promotional efforts • Promote the benefits of agricultural animal health 	

GROUP EIGHT: COMMUNITY VALUES AND CHARACTER

GOAL A: QUALITY GROWTH SHALL BE ENCOURAGED AND RESPONSIBLY MANAGED IN THE REGION.

Related To

- | | | |
|-------------|---|-------------------------------------|
| 8A.1 | Emphasize Coordinated Growth Patterns to Grow Neighborhoods into Communities <ul style="list-style-type: none">• Coordinate CIP's with Region Wide growth policies• Balance the cost of new infrastructure with the ability to maintain the existing infrastructure• Encourage development near existing development• Provide public facilities and services appropriate for projected growth | 1C2, 1D1, 2A2, 2A4, 2A6, 3D3 |
| 8A.2 | Establish Region Wide Approval Processes that Encourage High Quality Development <ul style="list-style-type: none">• Create, adopt and use design guidelines• Provide incentives to incorporate energy conserving criteria• Study the ability of the current development review process to implement a Region Wide Plan• Resolve policy or procedural deficiencies | 1B1, 2C3, 3A1 |
| 8A.3 | Create Collaboration between the City, County and the Development Community <ul style="list-style-type: none">• Create a cross jurisdictional, multi disciplinary, public/private design coalition• Create and adopt design standards that define and reflect the Region's views | |
| 8A.4 | Preserve and Incorporate Culturally Distinctive or Historically Significant Structures <ul style="list-style-type: none">• Create demolition control and design compatibility standards• Reuse historic buildings• Review existing programs, revise and implement new programs as needed• Adopt alternative building and fire codes that encourage reuse | 3A4, 5B1 |

GOAL B: THE REGION SHALL HONOR THE PAST AND WELCOME THE FUTURE

Related To

8B.1 Respect the Existing Cultural and Historic Context but Encourage Innovation

1B4, 1C1

- Identify the essential historic and cultural elements of architecture, materials and site planning.
- Create and adopt guidelines that integrate the old and the new
- Encourage new uses or combinations of historic elements

8B.2 Change with Changing Needs

5B5

- Encourage change and innovation by the Region's cultural, historic and arts coalitions
- Assess the strengths and weaknesses of Goals, Policies, Implementation
- Encourage Agencies to assess their purpose and effectiveness
- Document new trends and conditions in the Region

8B.3 Reinforce the Future Vision of the Region with Growth and Development

1D3, 3B4, 5A1

- Assess the ability of current policies and programs to direct growth
- Identify deficiencies that result in development patterns that are inconsistent with the vision
- Address outstanding issues that hinder the vision

GOAL C: VALUES THAT ARE COMMON TO RESIDENTS OF THE PLANNING AREA SHALL BE EMPHASIZED IN COMMUNITY BUILDING EFFORTS. THESE VALUES INCLUDE HARD WORK; SELF SUFFICIENCY THROUGH EMPLOYMENT; EDUCATION; RELIGIOUS UNDERSTANDING AND DIVERSITY; AND, HEALTH AND FAMILY VALUES.

Related To

8C.1 Increase Opportunities to Create Personal Connections among Residents

6C2

- Encourage partnerships among diverse community groups to facilitate diverse personal relationships
- Establish events that facilitate interaction between diverse groups
- Encourage families and individuals to participate in neighborhood, community and Region Wide events

8C.2 Reinforce Community Values

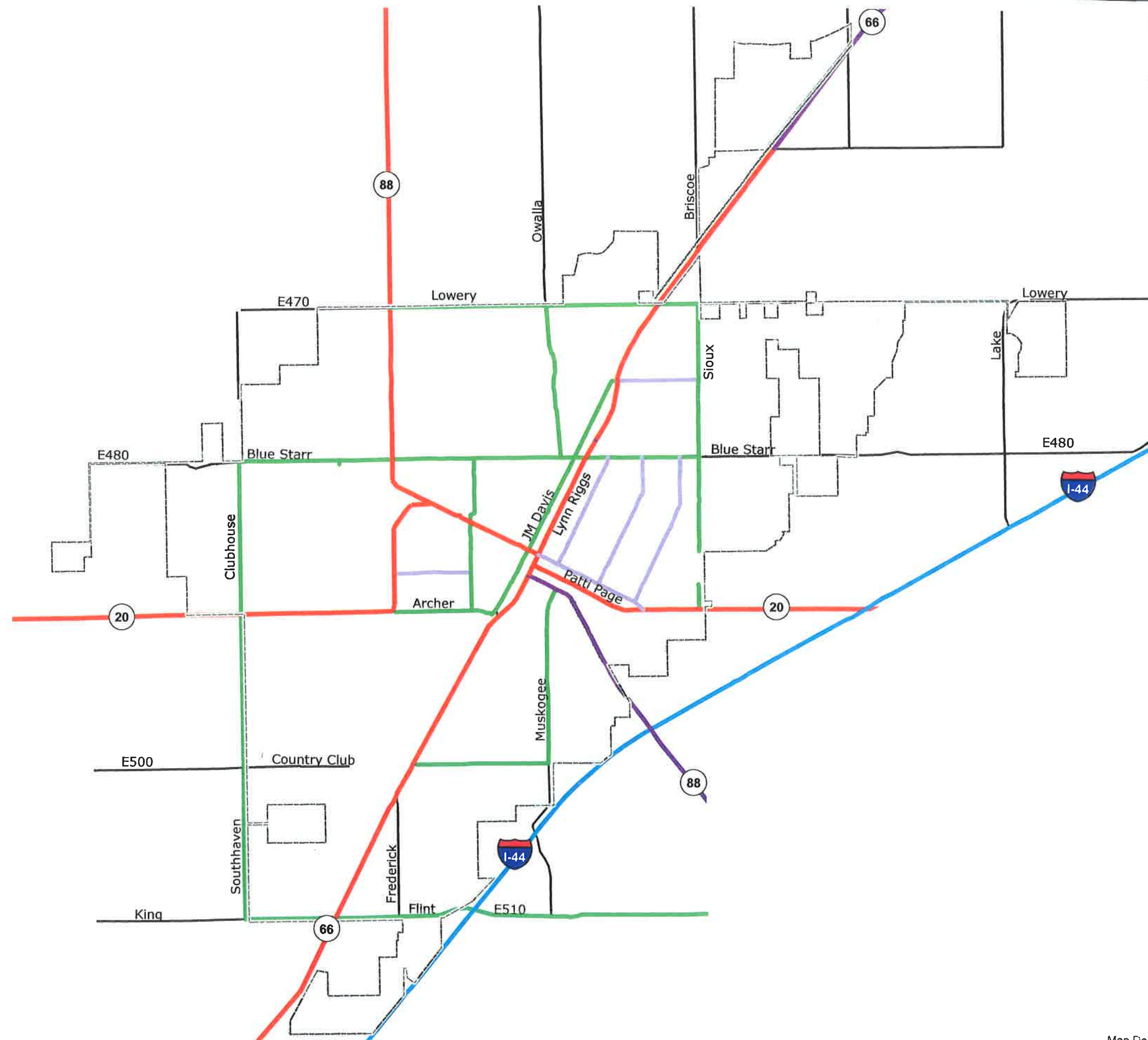
6A1, 6C1, 6D5, 7A2

- Use school, church, public agency, service, business, sports organization events
- Bring diverse community members together to share in events
- Create community spirit that emphasizes camaraderie
- Create public spaces to encourage these events
- Create incentives for new development to include public meeting space
- Create a Region Wide committee to support community event efforts

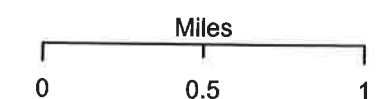
8C.3 Consider Community Involvement an Admirable Activity

- Identify and promote the rewarding aspects of friendly communities and strong relationships
- Promote ties between the range of community oriented activities

Exhibit D.1 Existing Roadways City of Claremore



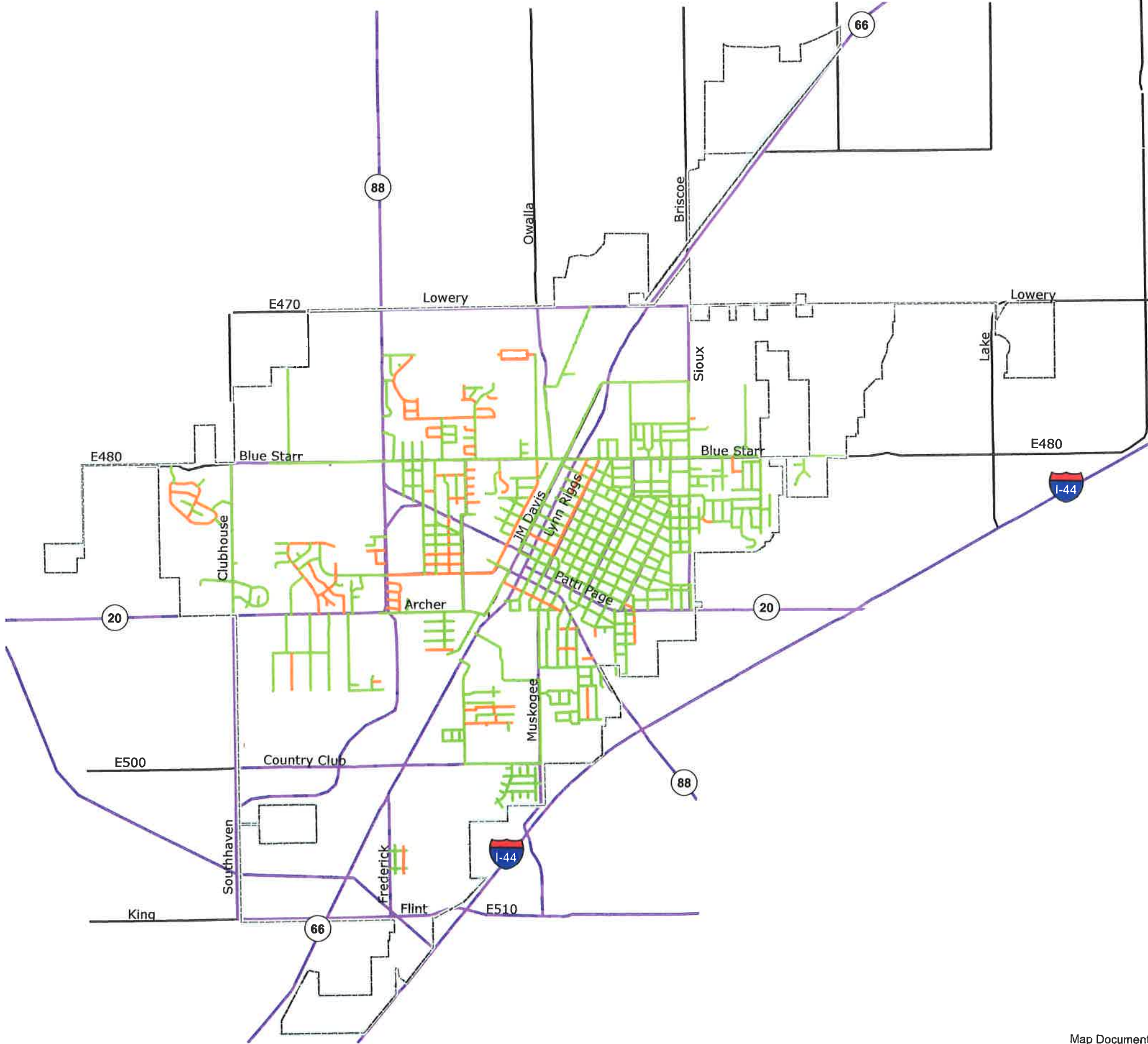
- Legend**
- City Limit
 - Parcel Boundaries
 - Major Streets
 - class**
 - Interstate
 - Primary Arterial
 - Minor Arterial
 - Major Collector(state highway system)
 - Urban Collector
 - Major collector(county)
 - County Minor Collector



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Exhibit D.2 Street Conditions City of Claremore

Source: 1998 City of Claremore
Capital Improvements Program



Legend

City Limit

Major Streets

Streets

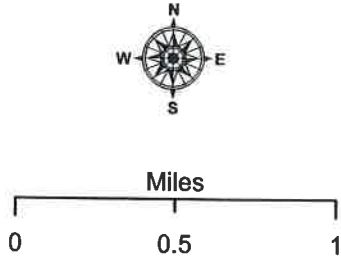
CONDITION

Patching or minor improvements

Satisfactory

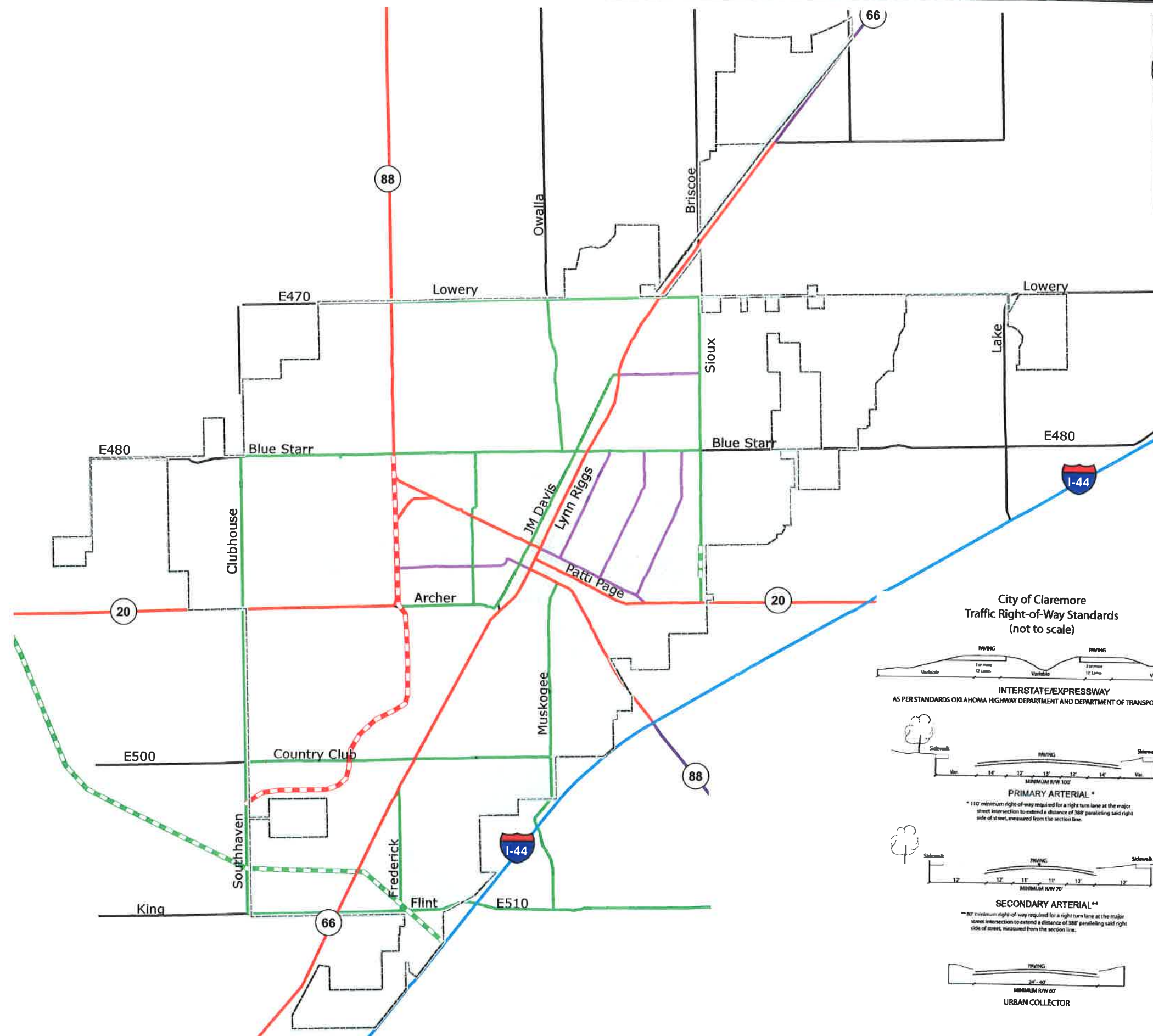
Parcel Boundaries

Highways



INCOG

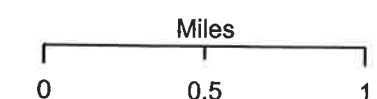
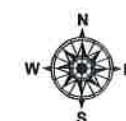
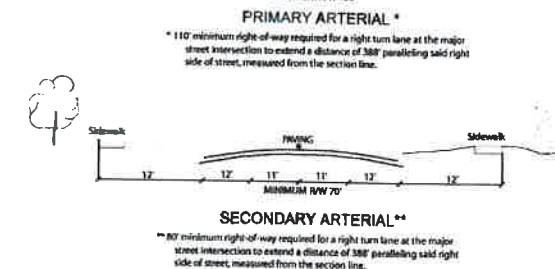
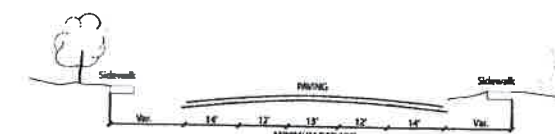
Exhibit D.3 Major Street and Highway Plan City of Claremore



Legend

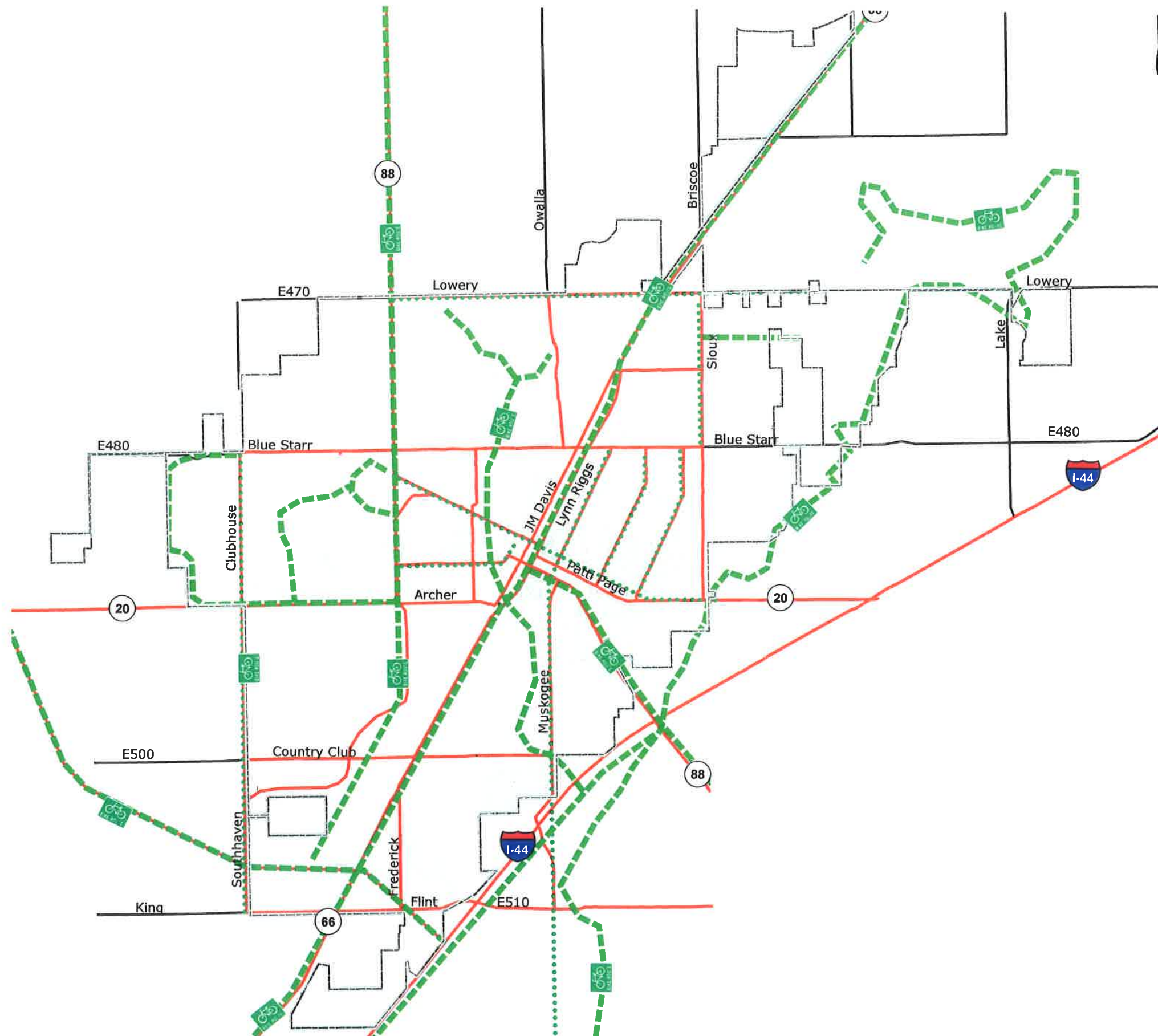
- City Limit
- Parcel Boundaries
- Interstate
- Primary Arterial
- Proposed Re-alignment(major arterial)
- Minor Arterial
- Proposed Re-alignment (minor arterial)
- Major Collector(state highway system)
- Urban Collector
- Major Collector(county)
- County Minor Collector
- Major Streets

City of Claremore Traffic Right-of-Way Standards (not to scale)









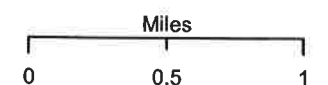
INCOG

Exhibit D.4 Trails and Linkages City of Claremore



Legend

-  City Limit
-  Parcel Boundaries
-  Linkage
-  Trail
-  Major Streets
-  Highways



INCOG

Exhibit D.5 Community Facilities City of Claremore

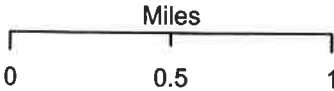
Source: 1998 City of Claremore
Capital Improvements Program

Legend

- City Limit
- Major Streets

Facilities

- | type | |
|-------------------|---------------------------|
| | city hall |
| | police |
| | fire |
| | library |
| | Administrative Facilities |
| | park facility |
| Parcel Boundaries | |
| | Cemetery |
| | Parks |
| | Highways |



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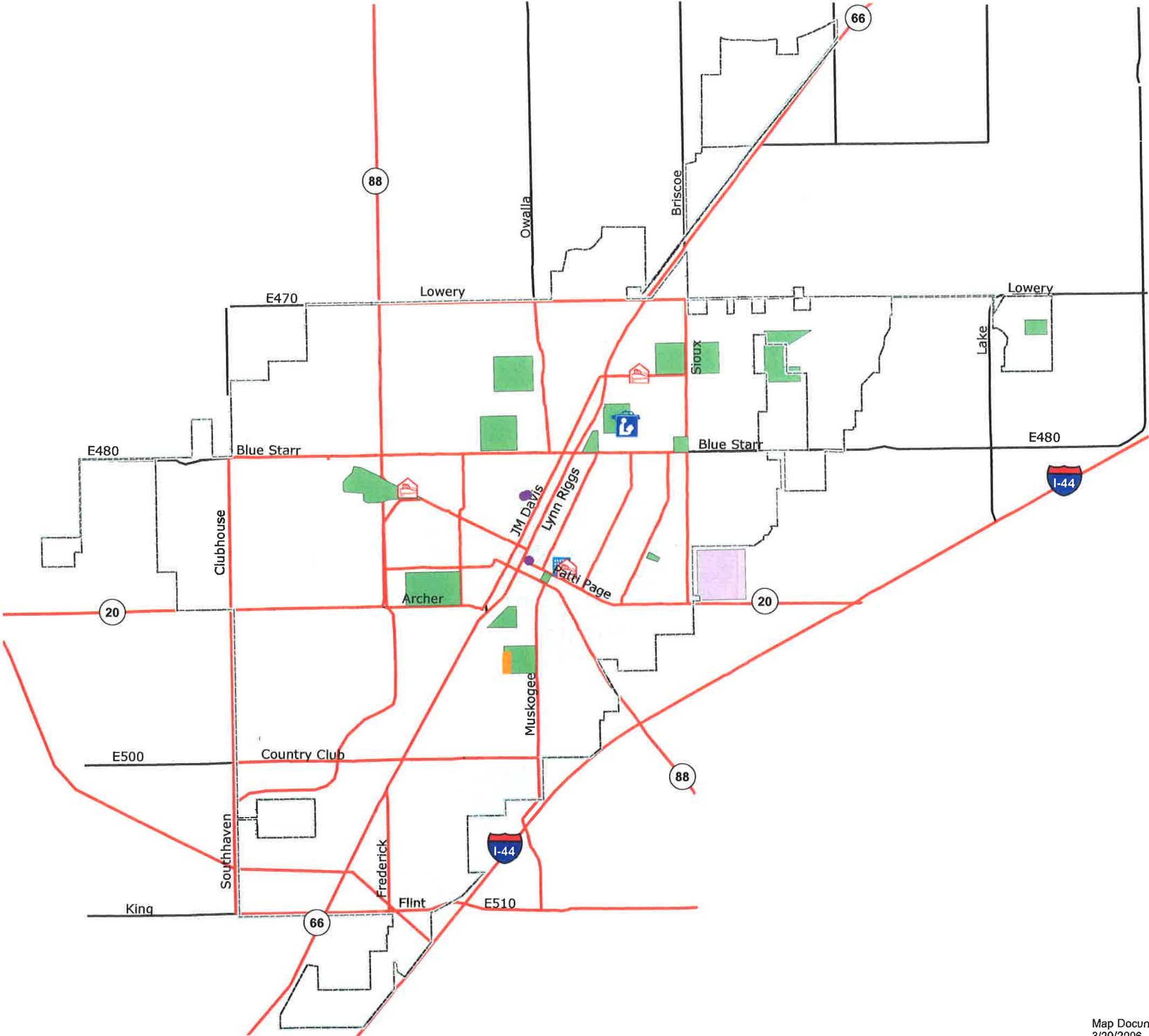
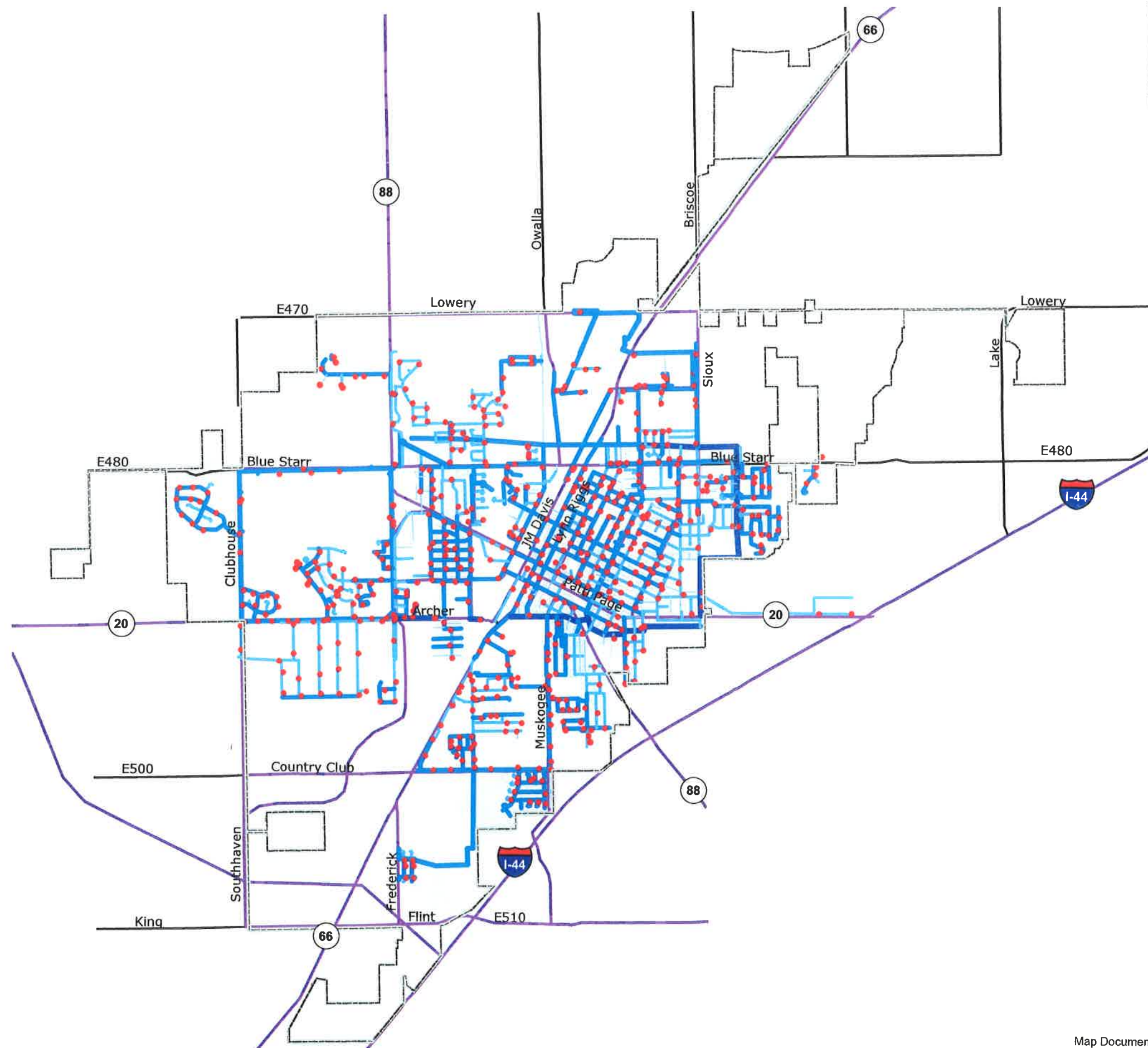


Exhibit D.6 Water System City of Claremore

Source: 1998 City of Claremore
Capital Improvements Program



Legend

- City Limit
- Major Streets
- Parcel Boundaries
- Fire hydrant

Water Lines

SIZE

- 1 to 3 inch
- 4 to 6 inch
- 8 inch
- 12 inch
- 16 inch



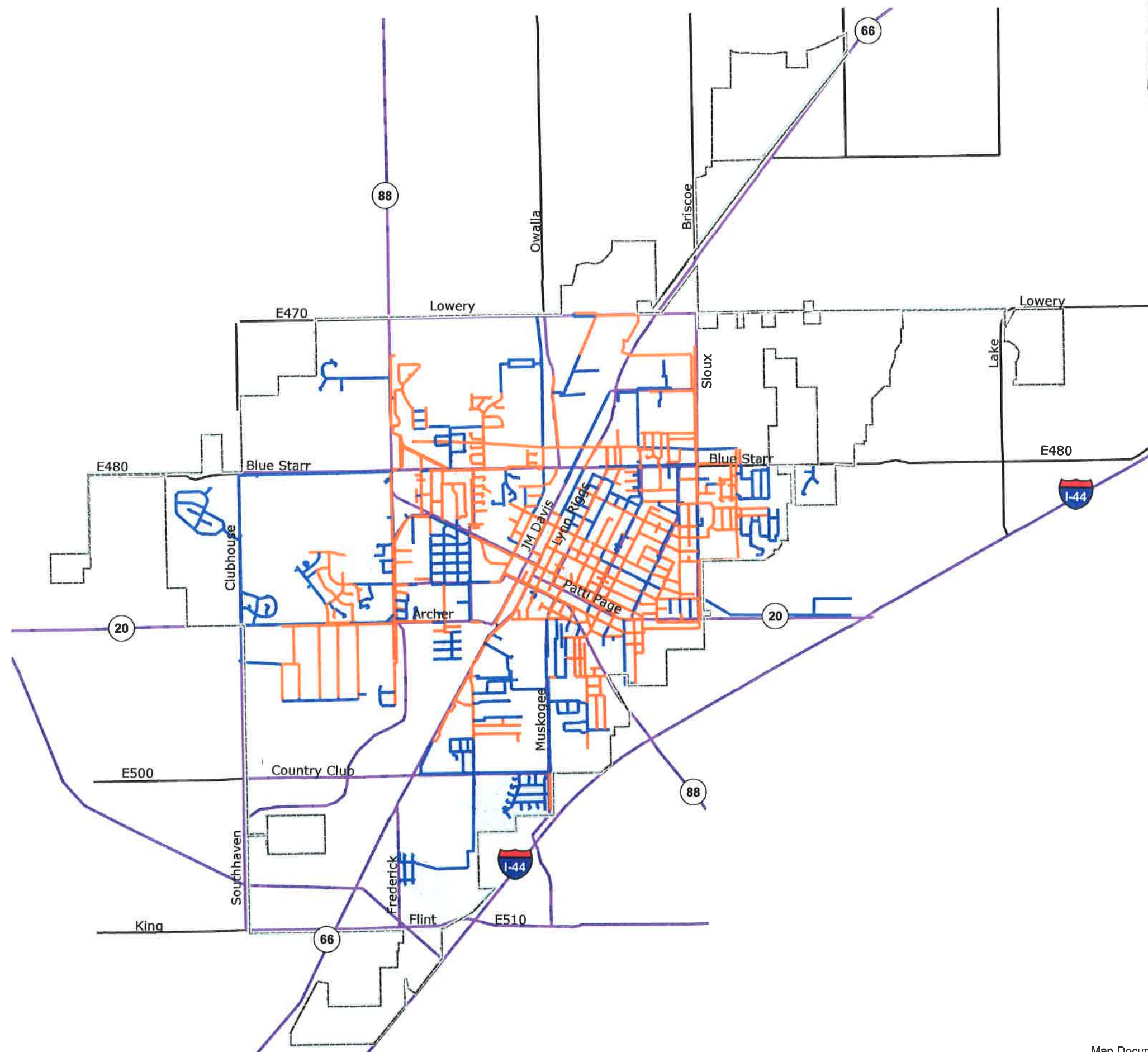
Miles

0 0.5 1







INCOG

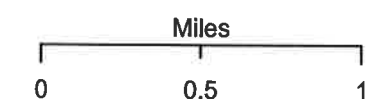
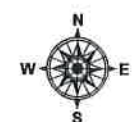
Exhibit D.7 Water System Conditions City of Claremore

Source: 1998 City of Claremore
Capital Improvements Program



Legend

-  City Limit
-  Major Streets
-  Parcel Boundaries
- Water Lines**
- CONDITION**
-  Satisfactory
-  Needs Replacement
-  Highways






INCOG

Exhibit D.8 Sewer System City of Claremore





Source: 1998 City of Claremore
Capital Improvements Program

Legend

-  City Limit
-  Major Streets
-  Parcel Boundaries

Sewer Lines

Diameter

-  4 to 8 inch
-  10 to 15 inch
-  18 to 27 inch
-  30 to 36 inch

-  Manholes
-  Highways



Miles

0 0.5 1

INCOG

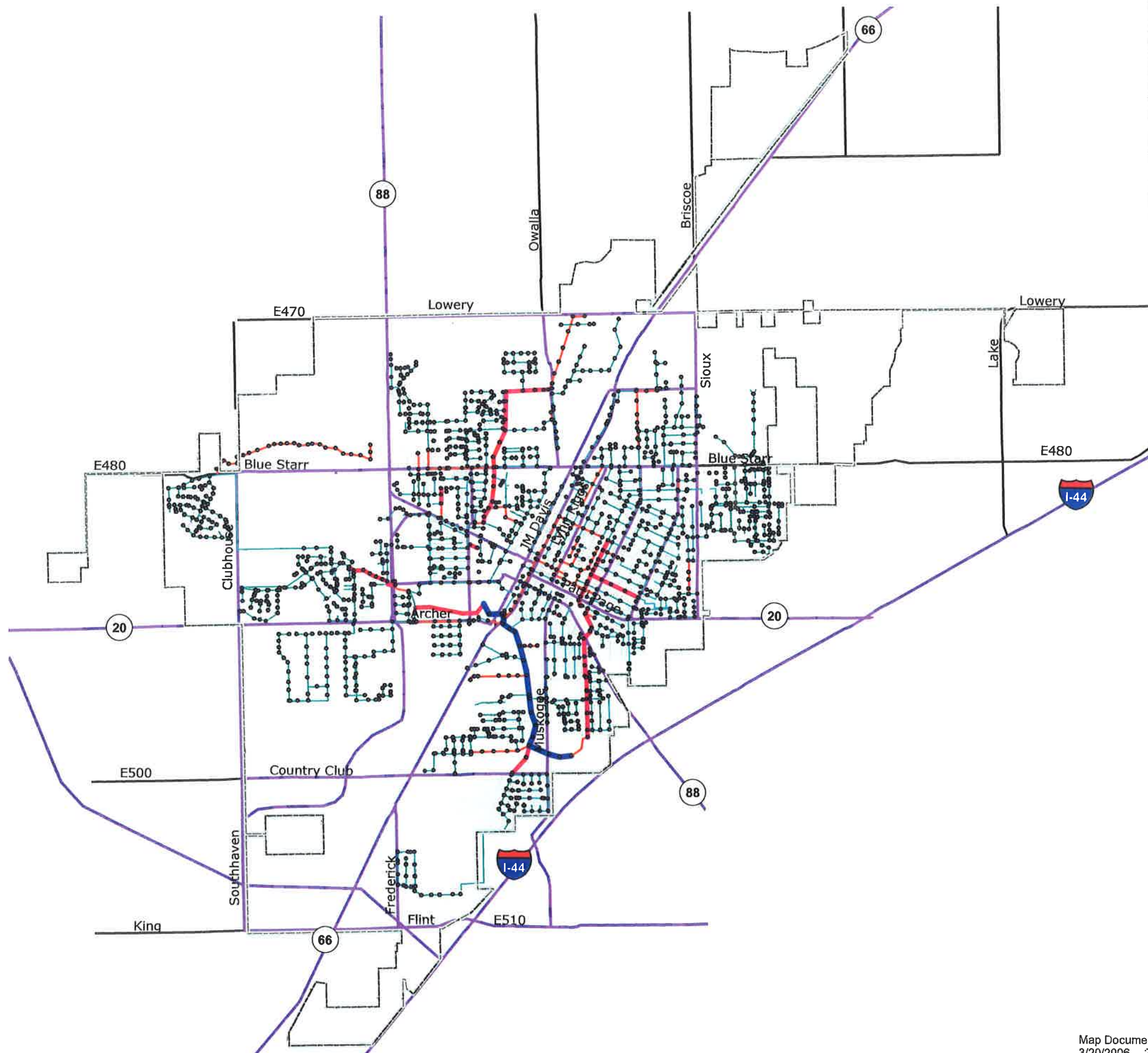
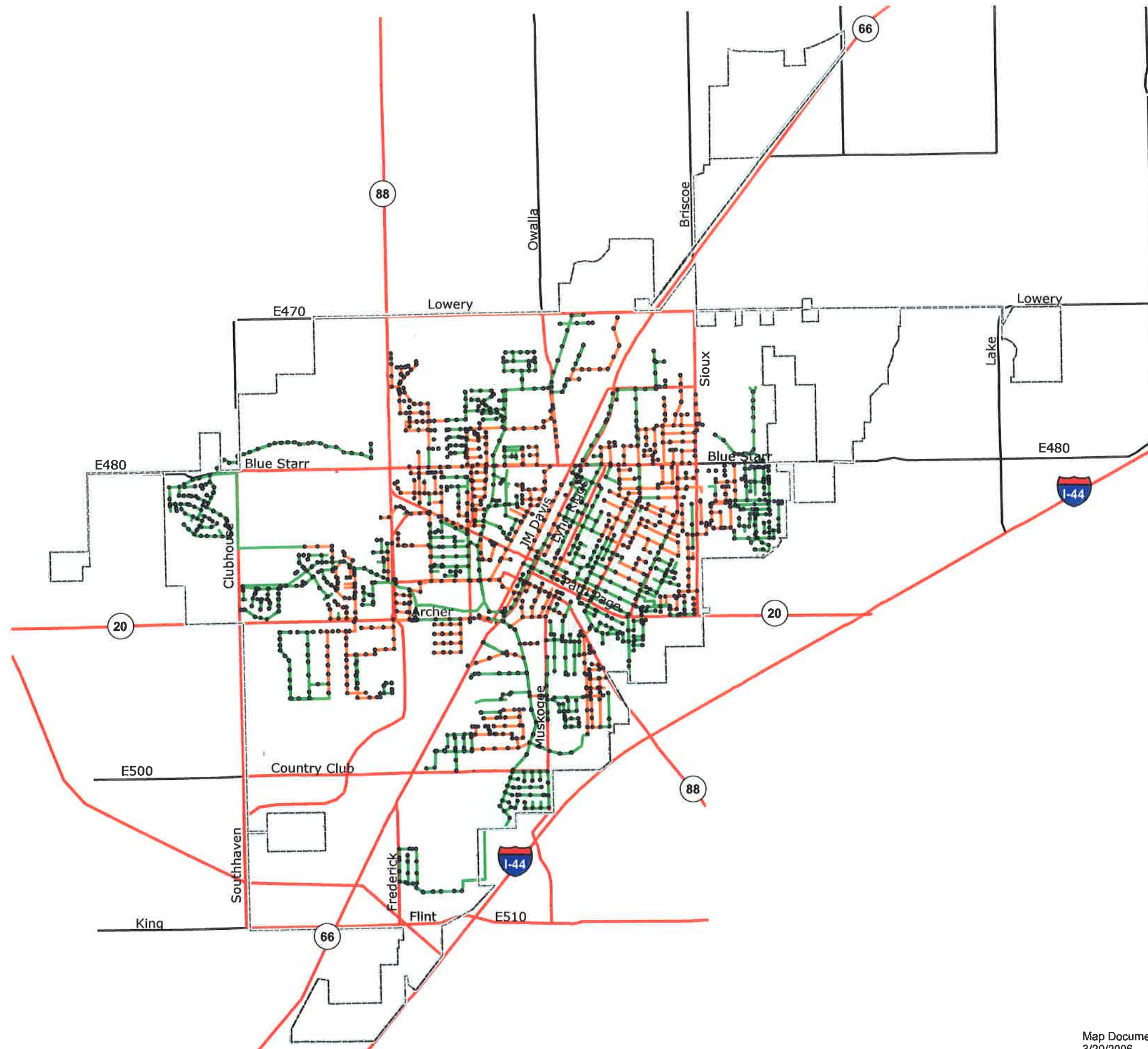


Exhibit D.9 Sewer System Conditions City of Claremore

Source: 1998 City of Claremore
Capital Improvements Program



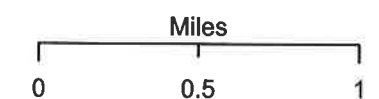
Legend

- City Limit
- Major Streets
- Parcel Boundaries
- Manholes

Sewer Lines

Conditions

- Satisfactory
- Need Repair
- Highways



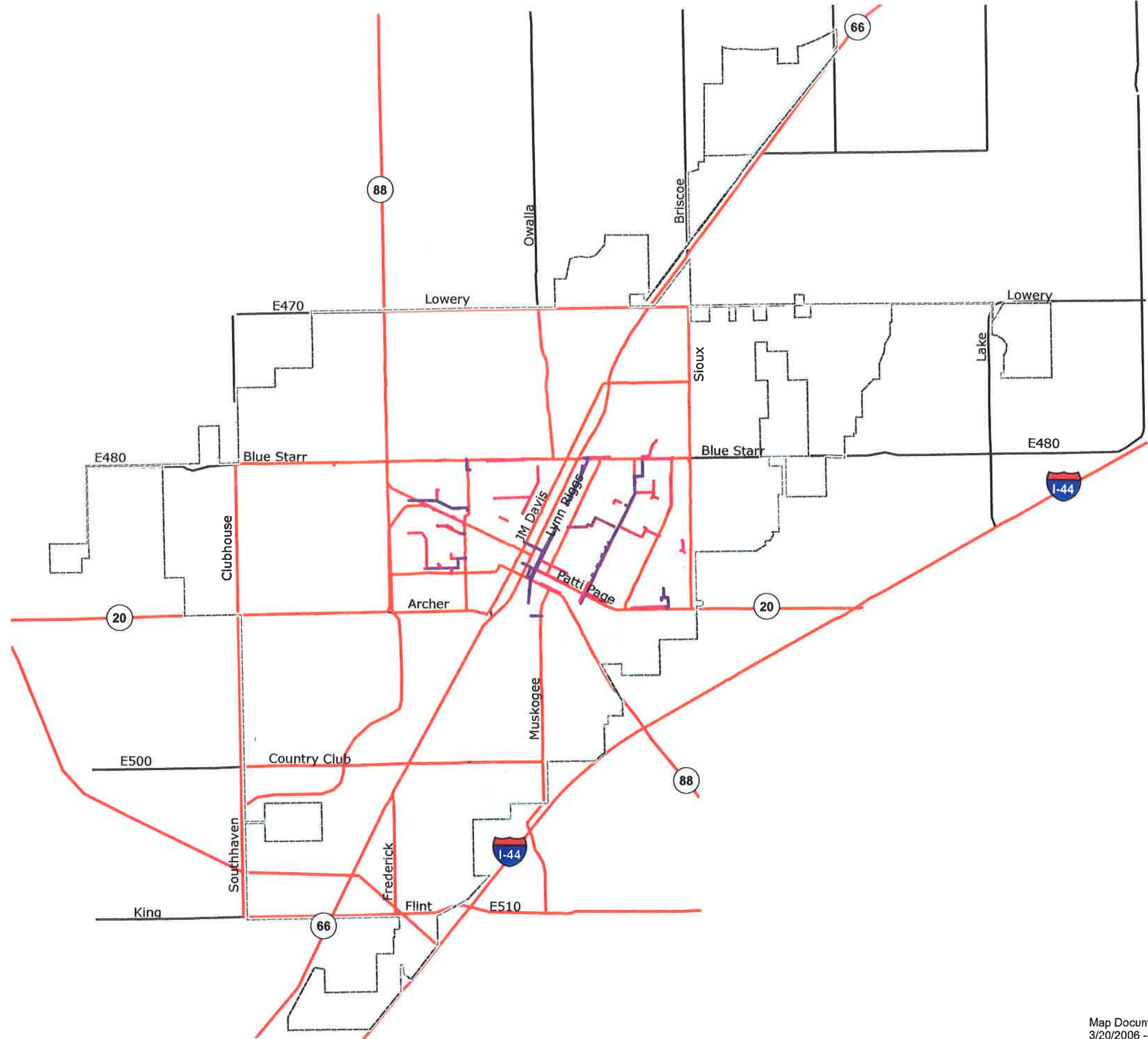
INCOG

Exhibit D.10

Storm Sewer System

City of Claremore

Source: 1998 City of Claremore
Capital Improvements Program

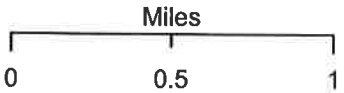


Legend

- City Limit
- Major Streets
- Parcel Boundaries

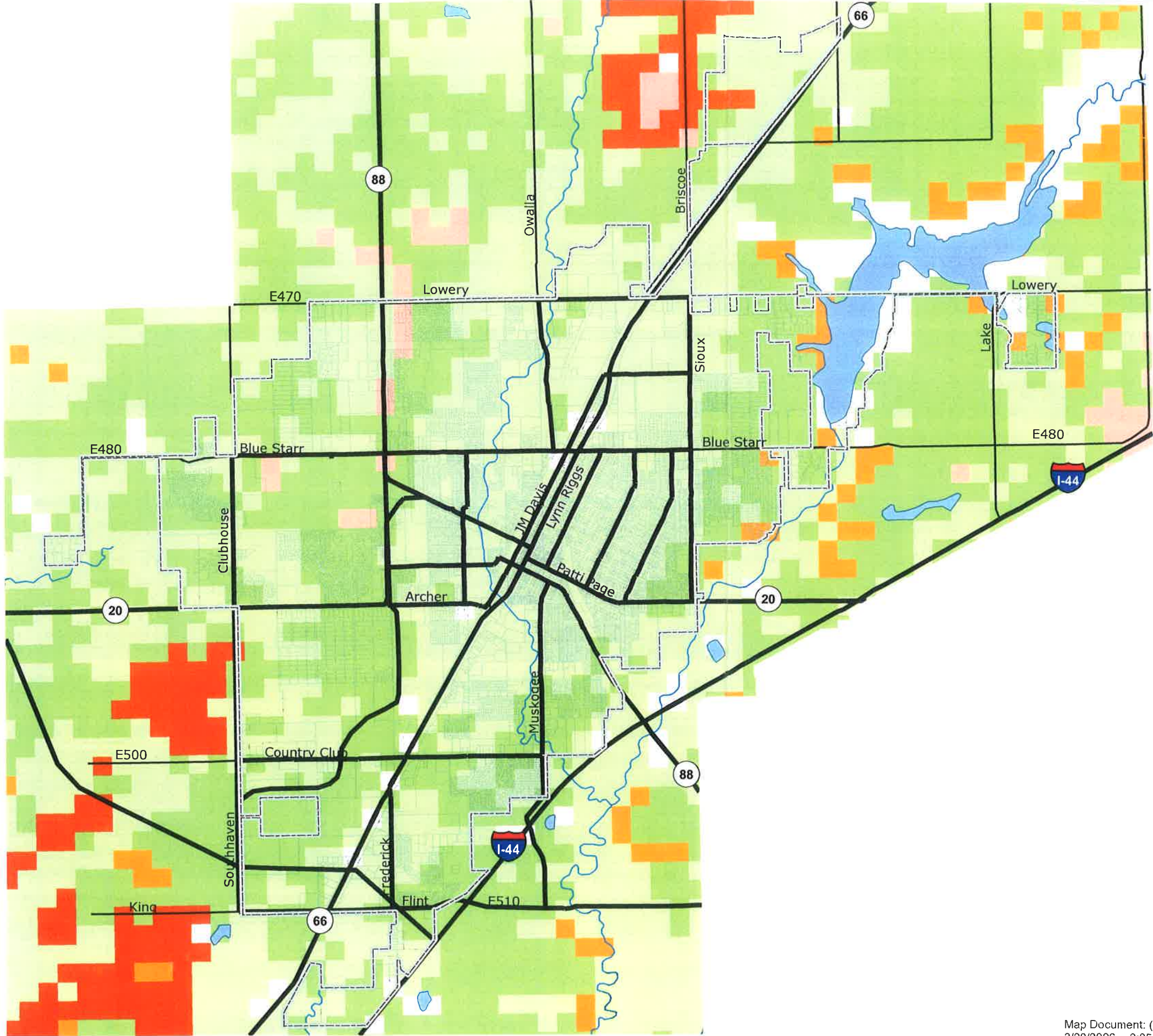
Storm Sewers

- Class of Pipe**
- Unspecified
 - Reinforced Concrete Pipe
 - Corrugated Metal Pipe
 - Reinforced Concrete Box
 - Highways



INCOG

Exhibit D.11 Slopes City of Claremore

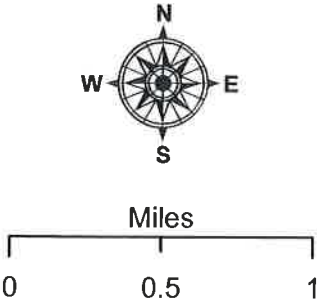


Legend

- Parcel Boundaries
- City Limits
- Major Streets
- Highways
- Creeks and Streams
- Lakes and Ponds

Slope

Slopes	
1 - 4	
4 - 8	
8 - 15	
15 - 20	
20 - 35	
35 - 65	



INCOG

Source: Natural Resources Conservation Service
MIADS Soil Data

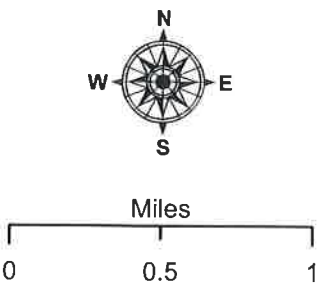
Exhibit D.12 Depth to Bedrock City of Claremore

Legend

- Parcel Boundaries
- City Limits
- Major Streets
- Highways
- Creeks and Streams
- Lakes and Ponds

Depth to Bedrock

inches	
3 - 4	
4 - 6	
6 - 10	
10 - 24	
24 - 30	
30 - 48	
48 - 60	



Source: Natrual Resources Conservation Service,
MIADS Soils Data

Exhibit D.13 Soil Permeability City of Claremore

Legend

Parcel Boundaries

City Limits

Major Streets

Highways

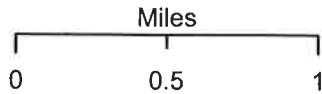
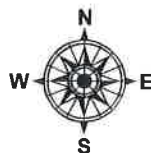
Creeks and Streams

Lakes and Ponds

Permeability

inches per hour

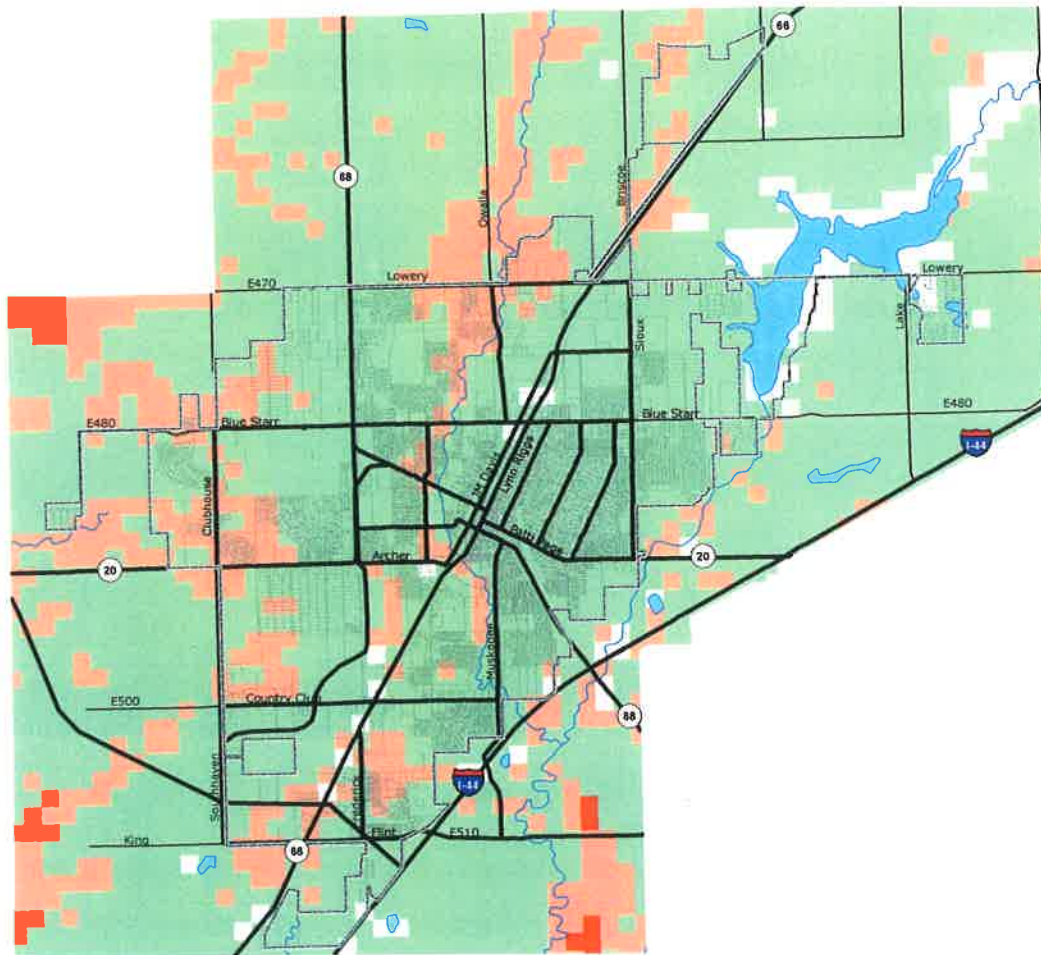
- 0.06 (very slow)
- 0.06 - 0.2 (slow)
- 0.2 - 0.6 (moderately slow)
- 0.6 - 2 (moderate)
- 2 - 6 (moderately rapid)
- 6 - 20 (rapid)



INCOG

Source: Natural Resources Conservation Service,
MIADS Soil Data

Exhibit D.14 **Shrink Swell Potential** City of Claremore

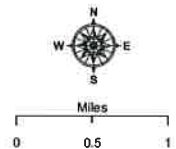


Legend

- City Limits
- Major Streets
- Highways
- Creeks and Streams
- Lakes and Ponds

Shrink Swell Potential **Value**

- HIGH
- LOW
- MODERATE
- VERY HIGH
- VERY LOW









INCOG

Source: Natural Resource Conservation Service,
 NIADS Soil Data




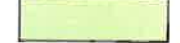


Exhibit D.15 Organic Matter City of Claremore

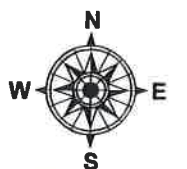
Legend

-  Parcel Boundaries
-  City Limits
-  Major Streets
-  Highways
-  Creeks and Streams
-  Lakes and Ponds

Organic Matter

Percent by weight

-  0.1 - 0.5
-  0.5 - 1
-  1 - 2
-  2 - 3
-  3 - 4
-  4 - 7



Miles
0 0.5 1

INCOG

Source: Natural Resource Conservation Service,
NIADS Soil Data

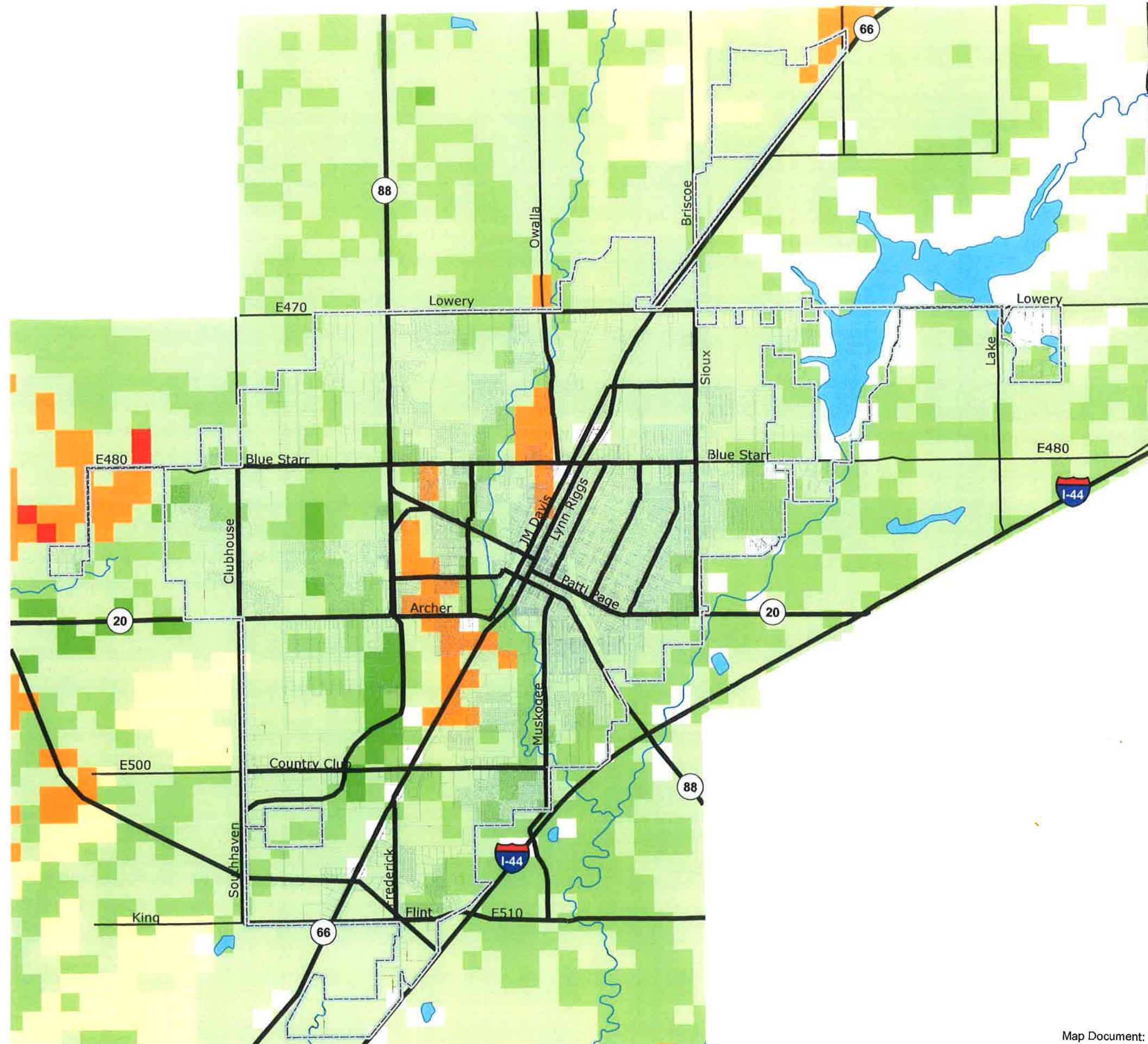














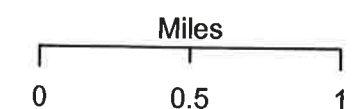
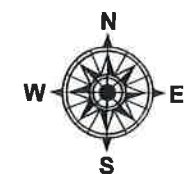


Exhibit D.16 Surface Mining , Oil and Gas Wells City of Claremore Legend

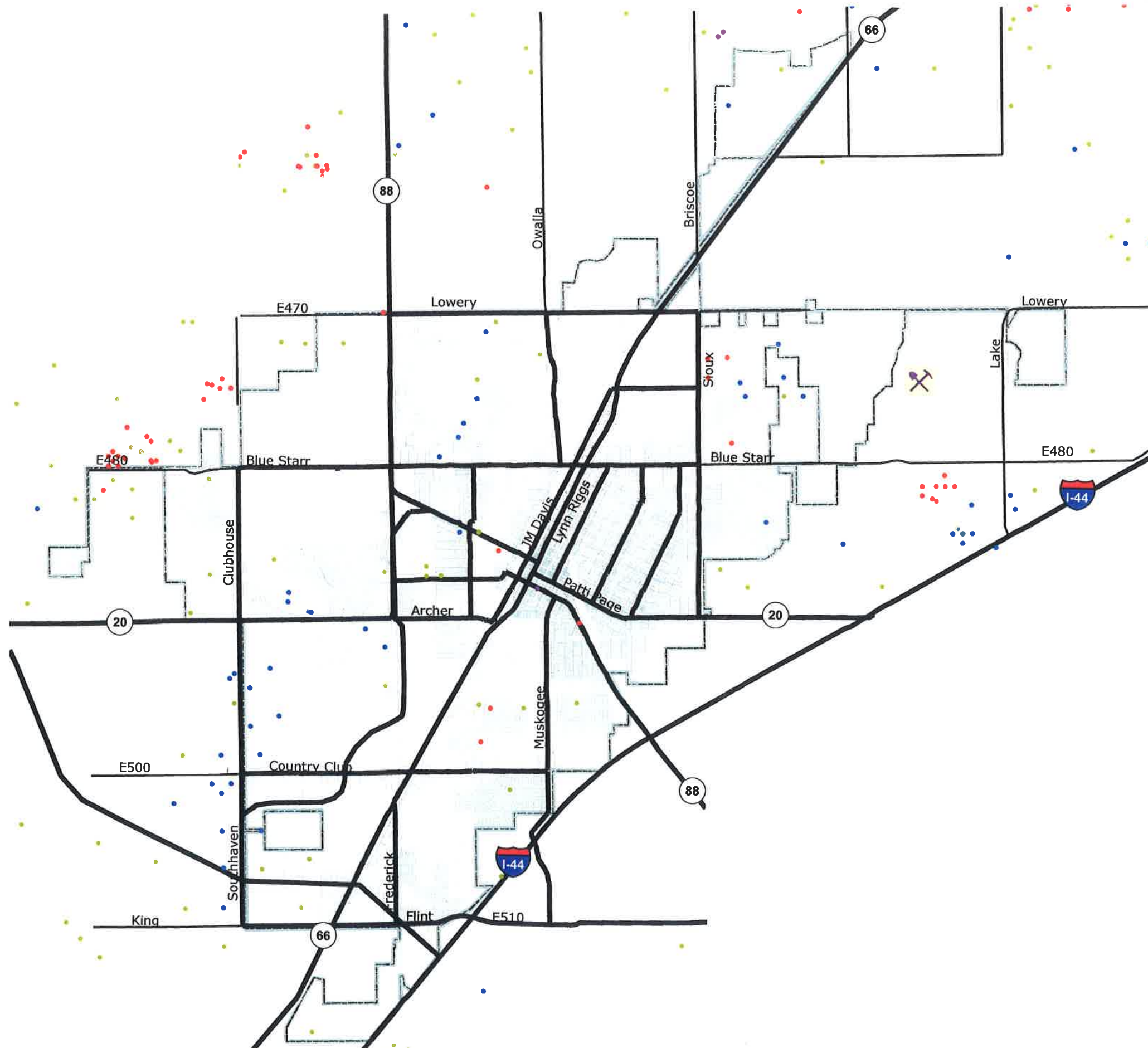
-  Highways
-  Major Streets
-  Parcel Boundaries

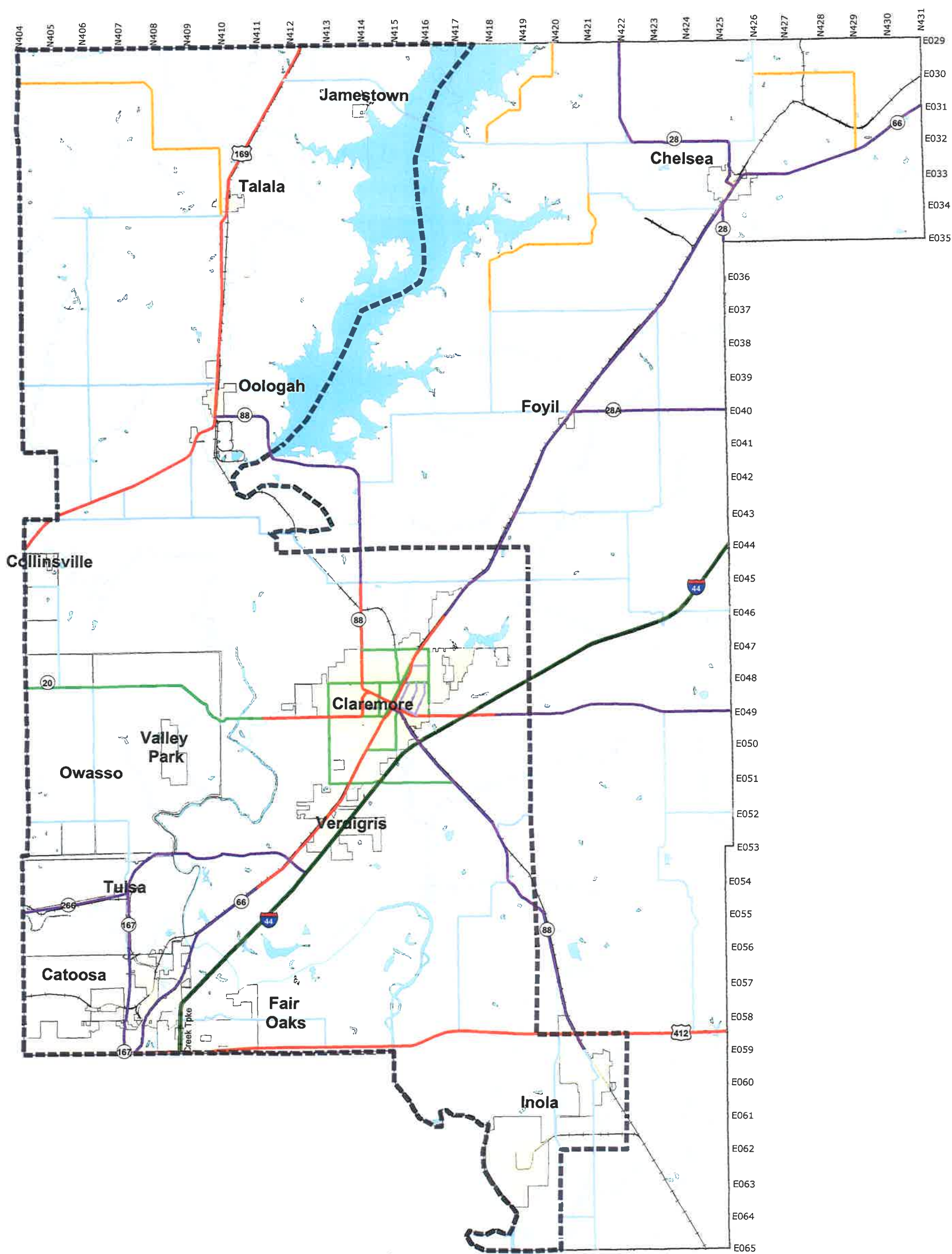
Oil and Gas Wells TYPE OF WELL

-  Oil Well
-  Dry Well
-  Gas Well
-  Injection Well
-  MO
-  J&A
-  MG
-  SUSP
-  MOG&C
-  City Limits
-  Coal Mine



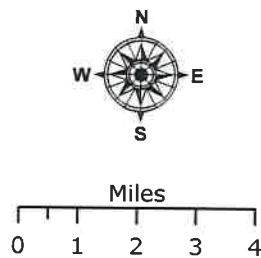
INCOG





Legend

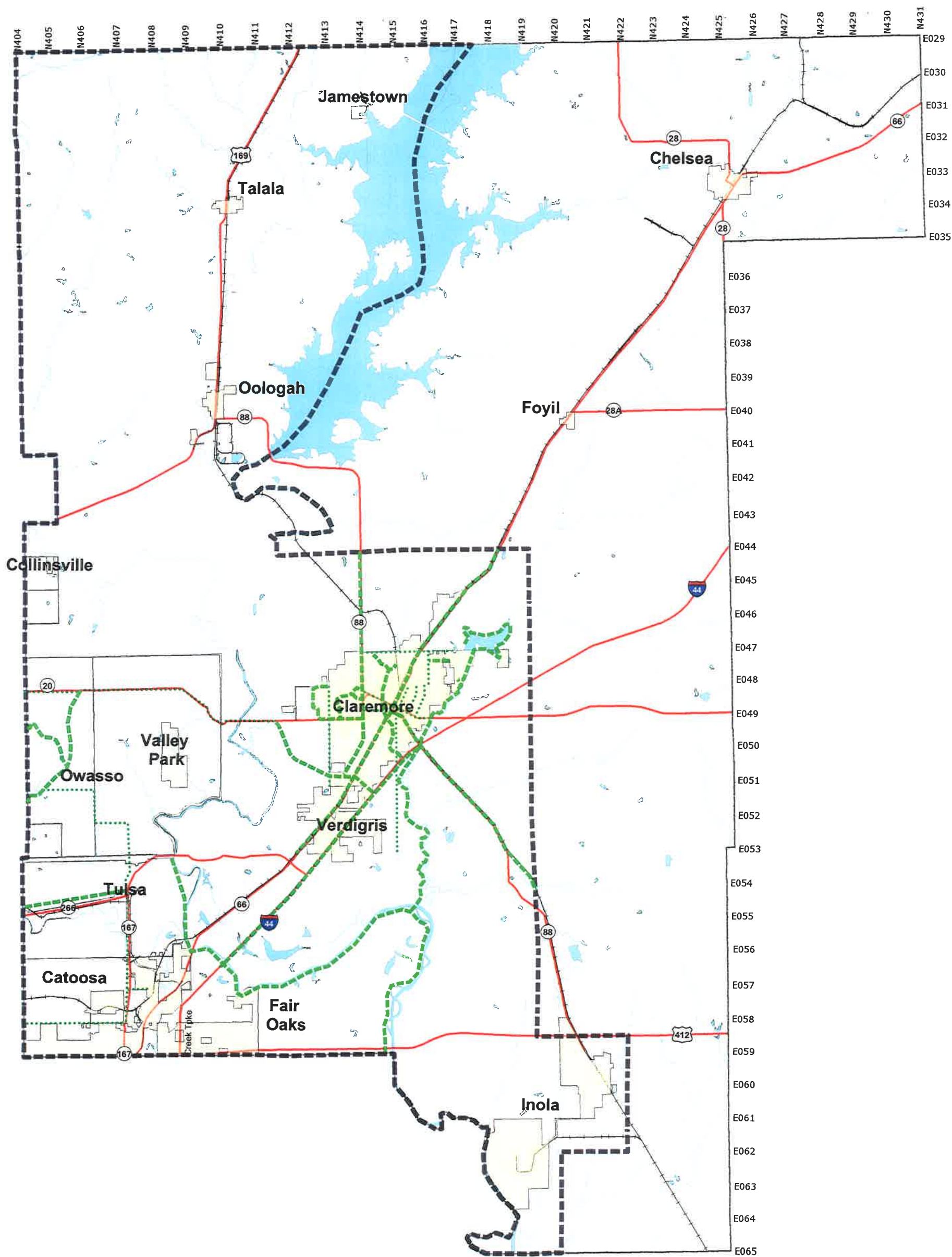
- Claremore metropolitan Planning Commission
- County Boundary
- Cities and Towns
- Rail Lines
- Streets and Roads
- Functional Class**
- Interstate
- Primary Arterial
- Minor Arterial
- Major Collector(state highway system)
- Urban Collector
- Major collector(county)
- County Minor Collector



INCOG

Exhibit E.1 Existing Roadways Claremore/Rogers County Comprehensive Plan

Source: State of Oklahoma Department of Transportation

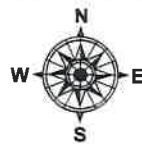


Legend

- Claremore metropolitan Planning Commission
- County Boundary
- Cities and Towns
- Rail Lines
- Streets and Roads
- Major Highways
- Lakes and Ponds
- Rivers & Streams

Trail Plan Elements

- Linkage
- - - - - Trail

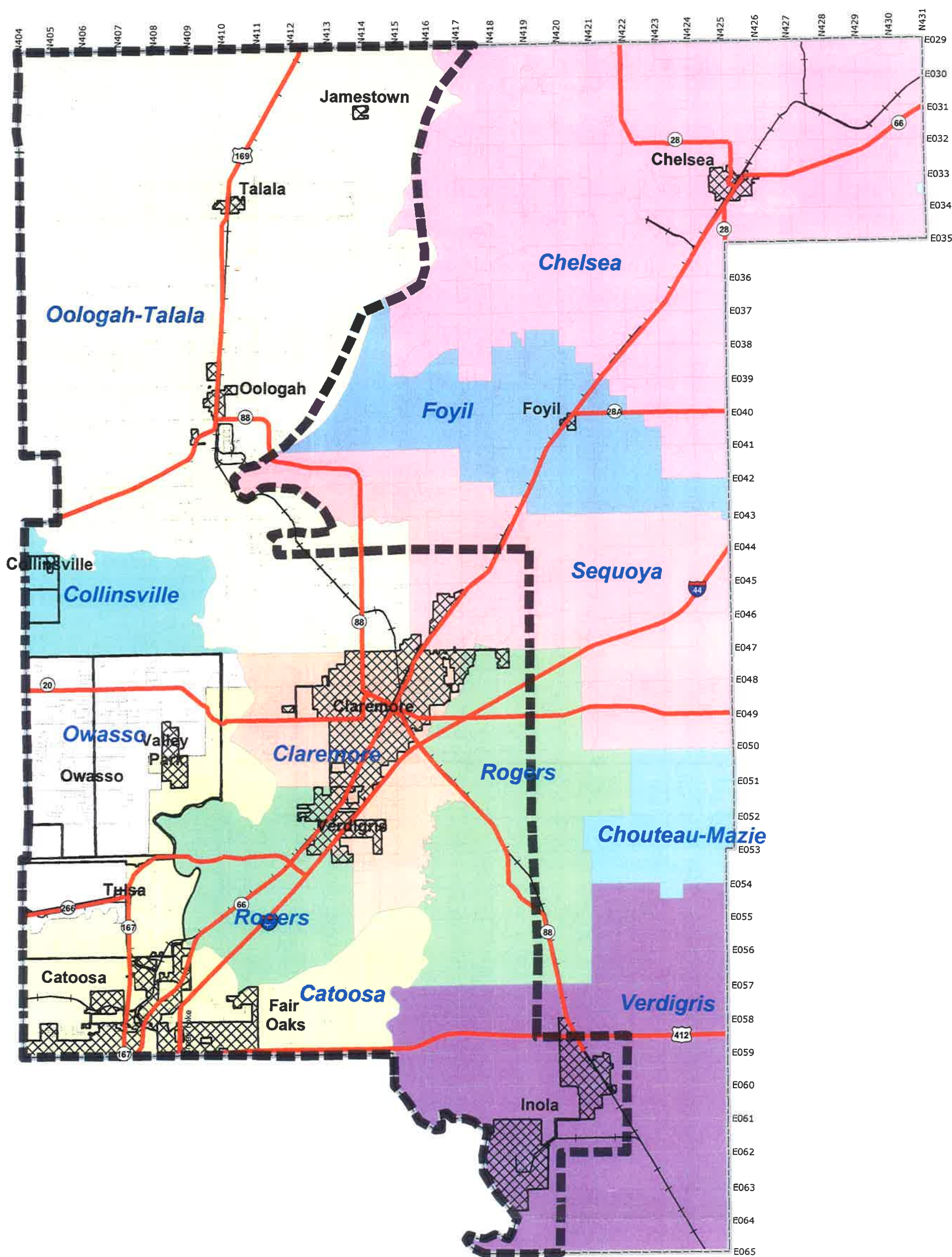


Miles
0 1 2 3 4

INCOG

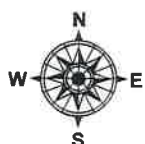
Exhibit E.2 Trails and Linkages Claremore/Rogers County Comprehensive Plan

Source: City of Claremore, LandPlan Consultants and State of Oklahoma Department of Transportation



Legend

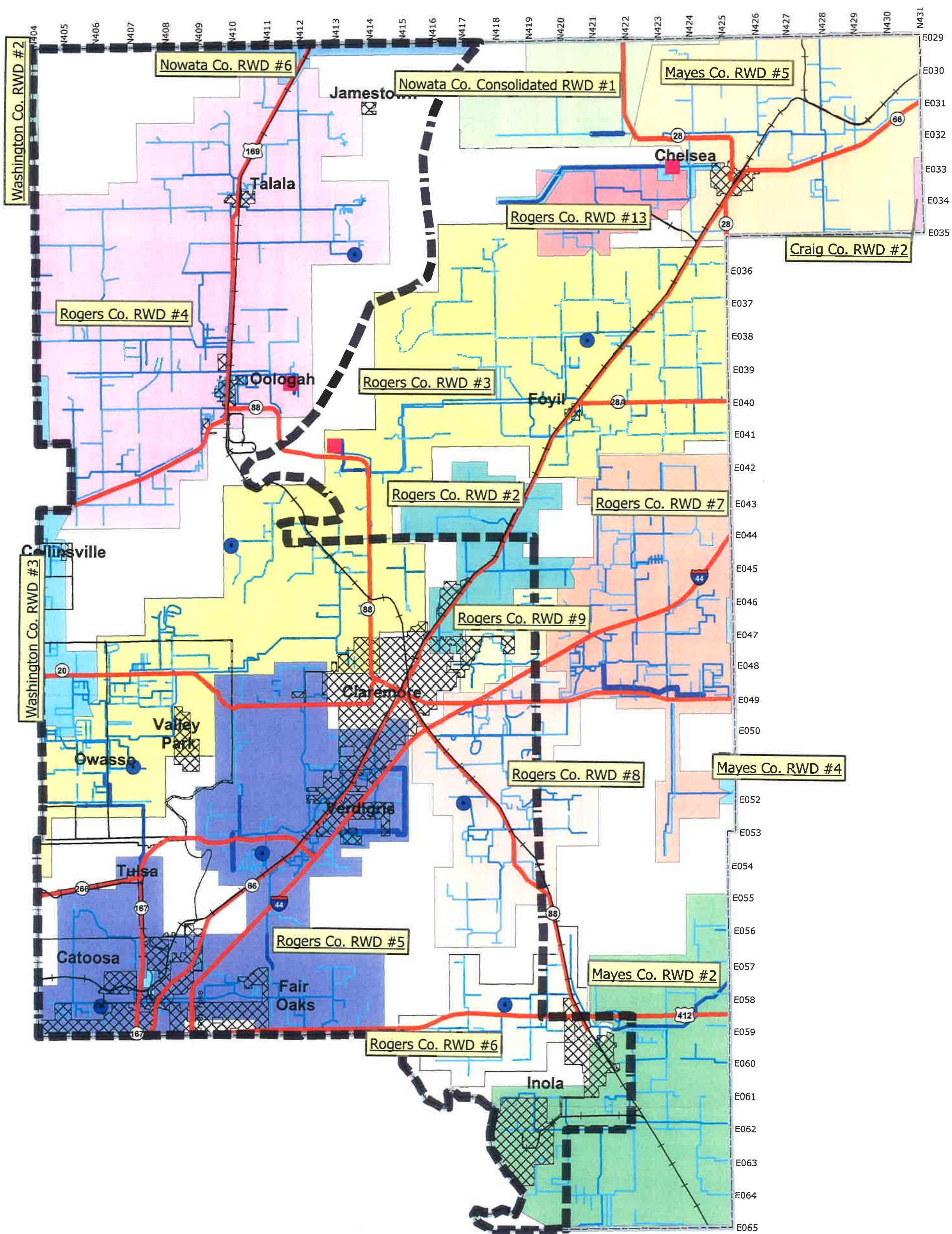
- County Boundary
- Streets & Roads
- Major Highways
- Rail Lines
- Claremore Metropolitan Area Planning Commission
- Cities & Towns
- School Districts



Miles
0 1 2 3 4

INCOG

Exhibit E.3 School Districts Claremore/Rogers County Comprehensive Plan



Legend

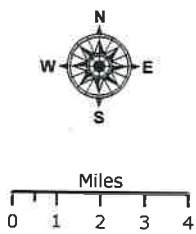
- County Boundary
- Streets & Roads
- Major Highways
- Rail Lines
- Claremore Metropolitan Planning Commission
- Cities & Towns
- Water Districts

FACILITY

- Treatment Plant
- Water Tower

PIPE SIZE

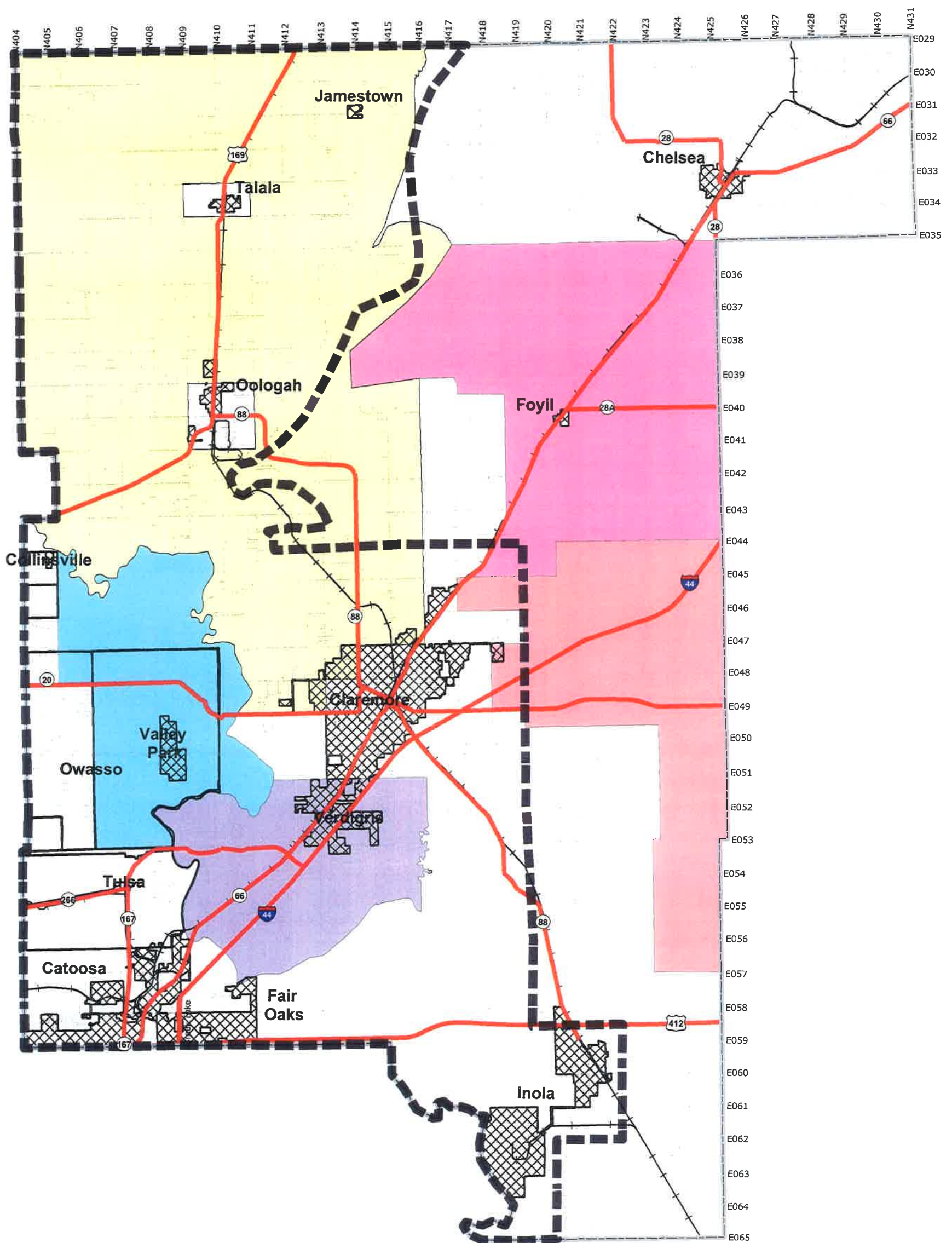
- 1 to 3 inches
- 4 to 8 inches
- 10 to 18 inches
- 35 inches



INCOG

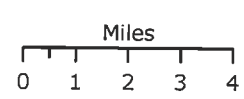
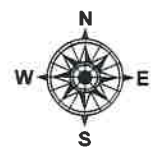
Exhibit E.4 **Rural Water Districts** **and Facilities** **Claremore/Rogers County** **Comprehensive Plan**

Source: Oklahoma Water Resources Board



Legend

- County Boundary
- Streets & Roads
- Major Highways
- Rail Lines
- Claremore Metropolitan Area Planning Commission
- Cities & Towns
- Fire Districts



INCOG

Exhibit E.5 Rural Fire Districts Claremore/Rogers County Comprehensive Plan

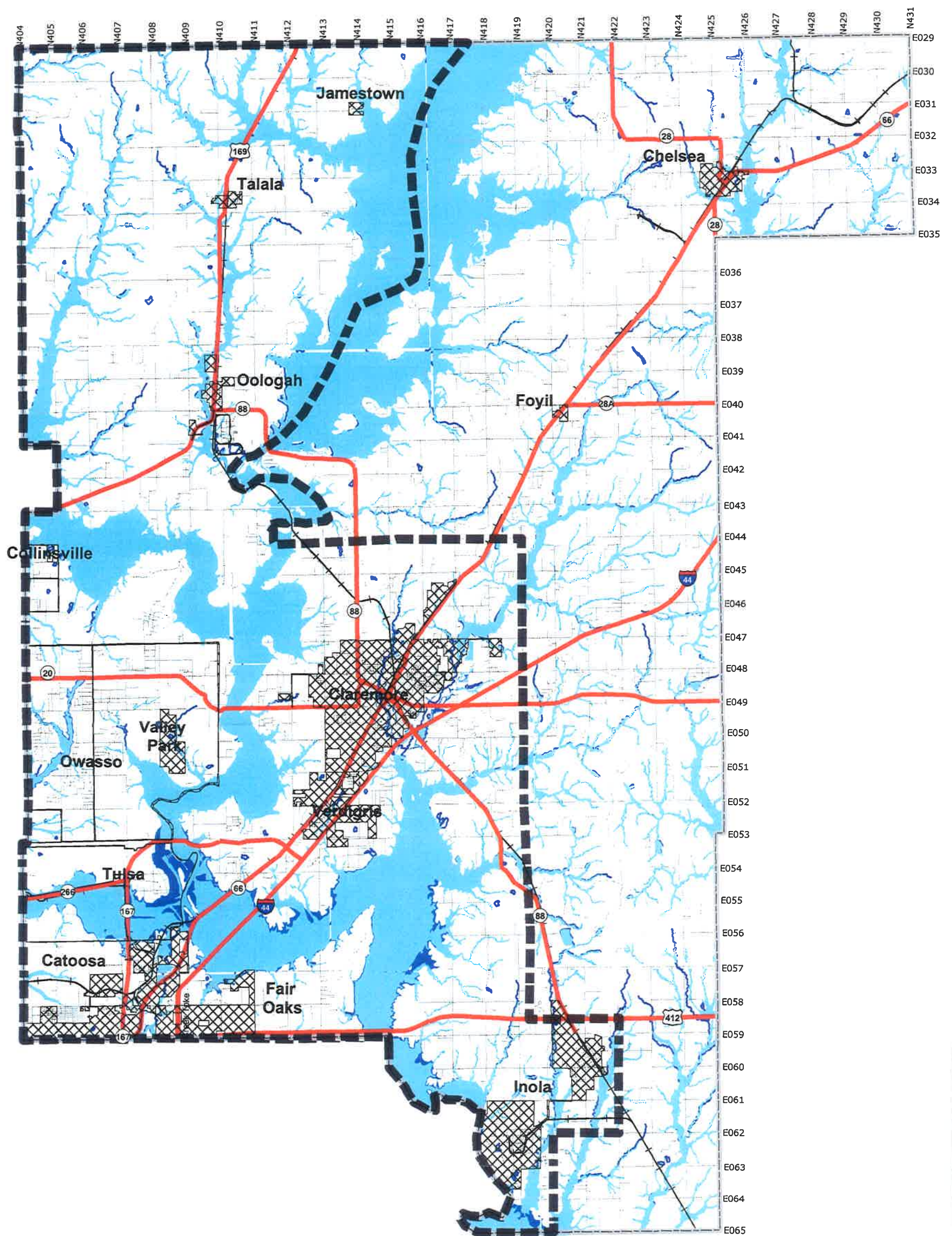
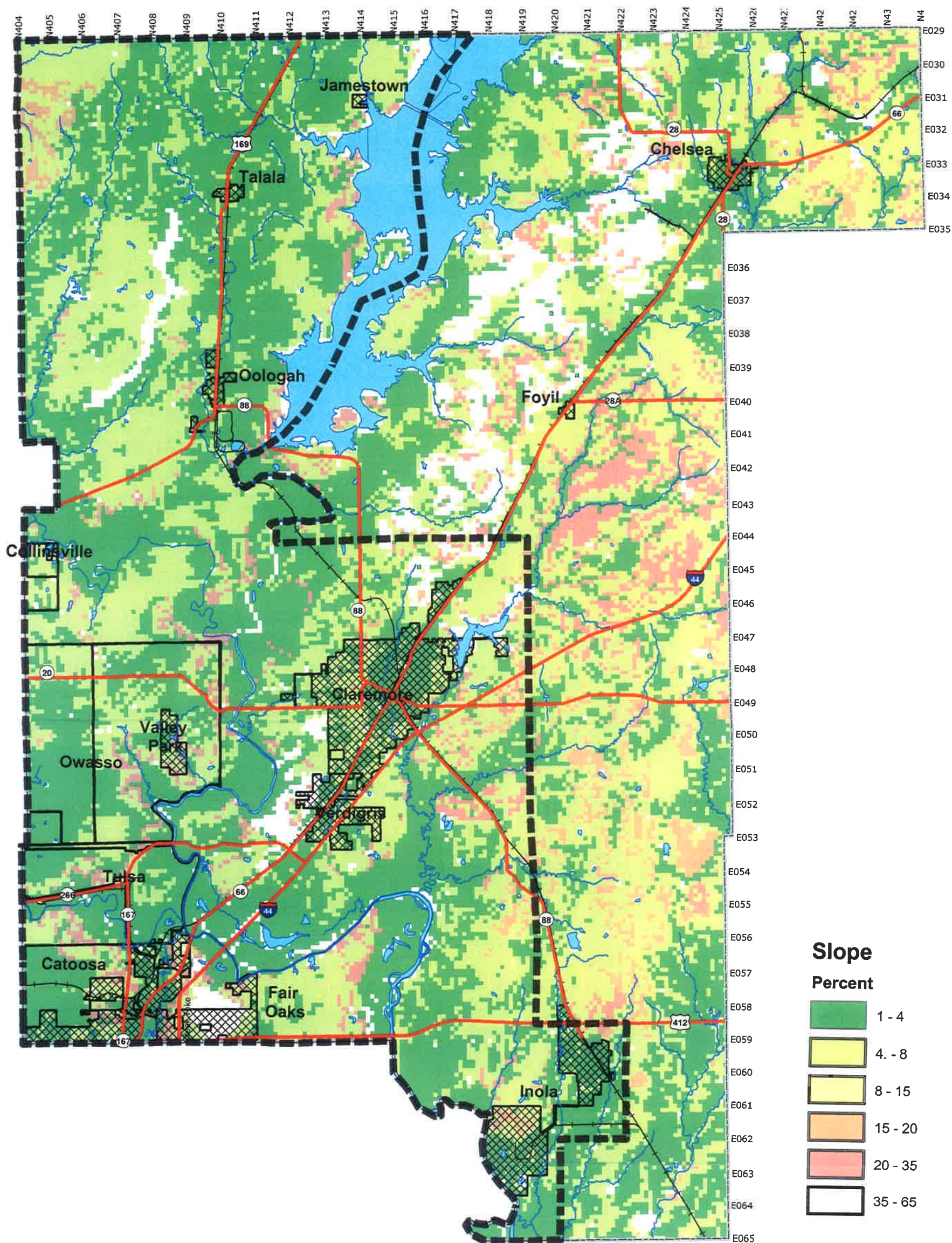


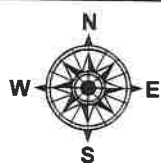
Exhibit E.6 Floodplains Claremore/Rogers County Comprehensive Plan

Source: FEMA



Legend

- County Boundary
- Claremore Metropolitan Planning Commission
- Streets & Roads
- Major Highways
- Rail Lines
- Cities & Towns
- Rivers & Streams

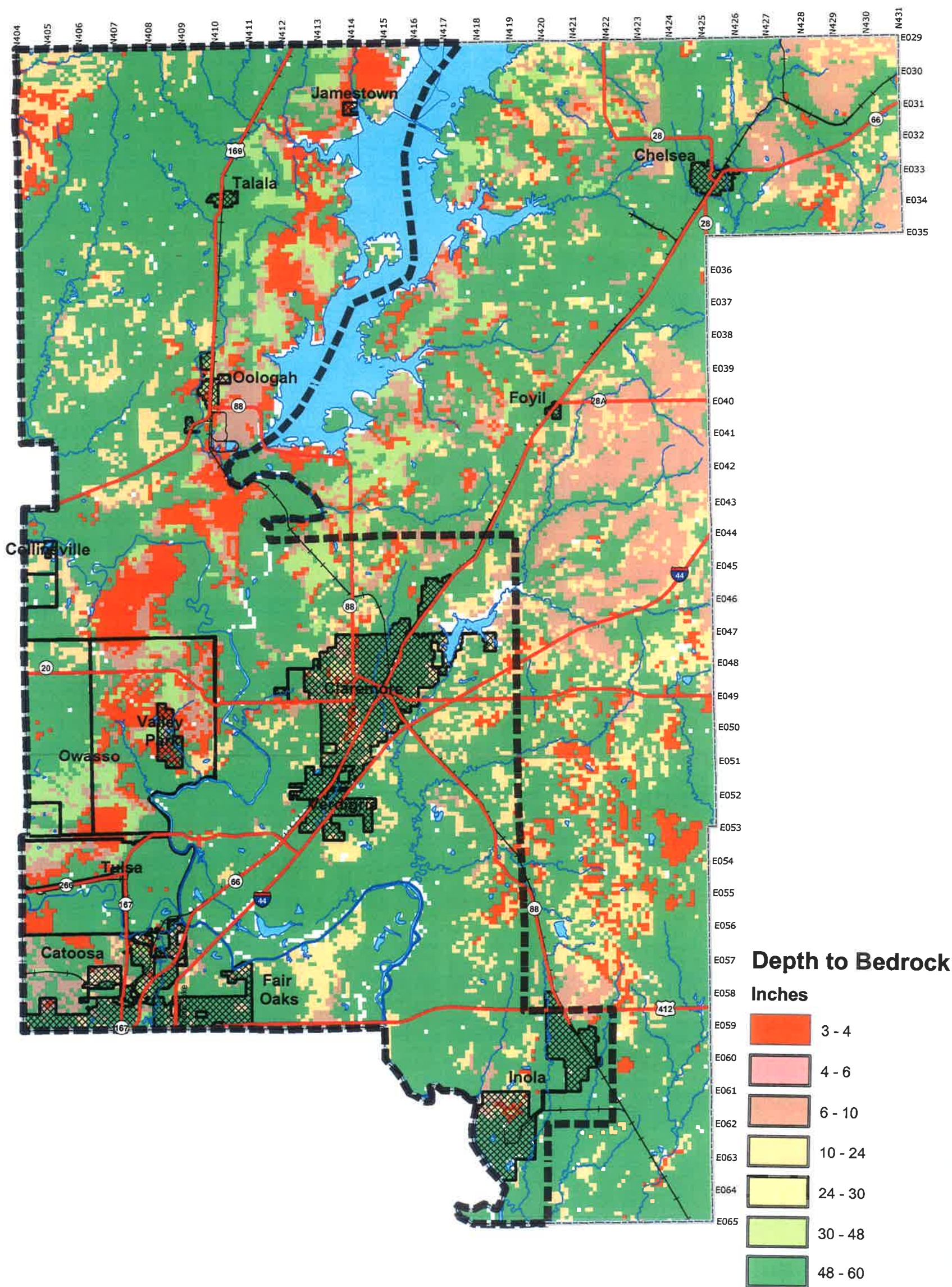


Miles
0 1 2 3 4 5

INCOG

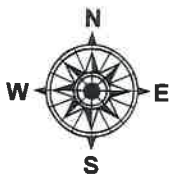
Exhibit E.7 Slopes Claremore/Rogers County Comprehensive Plan

Source: Natural Resources Conservation Service,
MIADS Soil Data



Legend

- County Boundary
- Claremore Metropolitan Planning Commission
- Streets & Roads
- Major Highways
- Rail Lines
- Cities & Towns
- Rivers & Streams

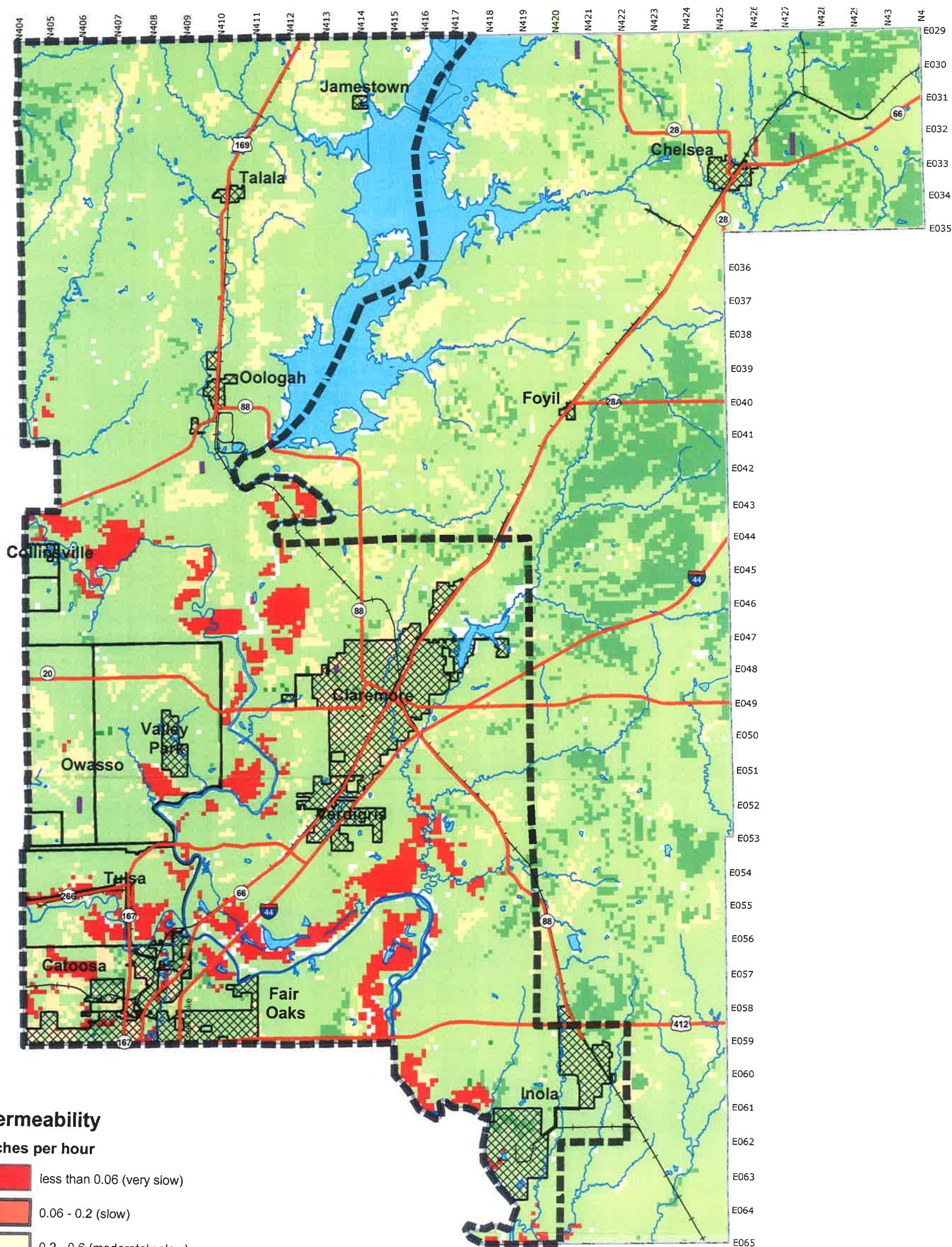


Miles
0 1 2 3 4 5

INCOG

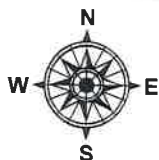
Exhibit E.8 Depth to Bedrock Claremore Rogers County Comprehensive Plan

Source: Natural Resources Conservation Service,
MIADS Soil Data



Legend

- County Boundary
- Claremore Metropolitan Planning Commission
- Streets & Roads
- Major Highways
- Rail Lines
- Cities & Towns
- Rivers & Streams

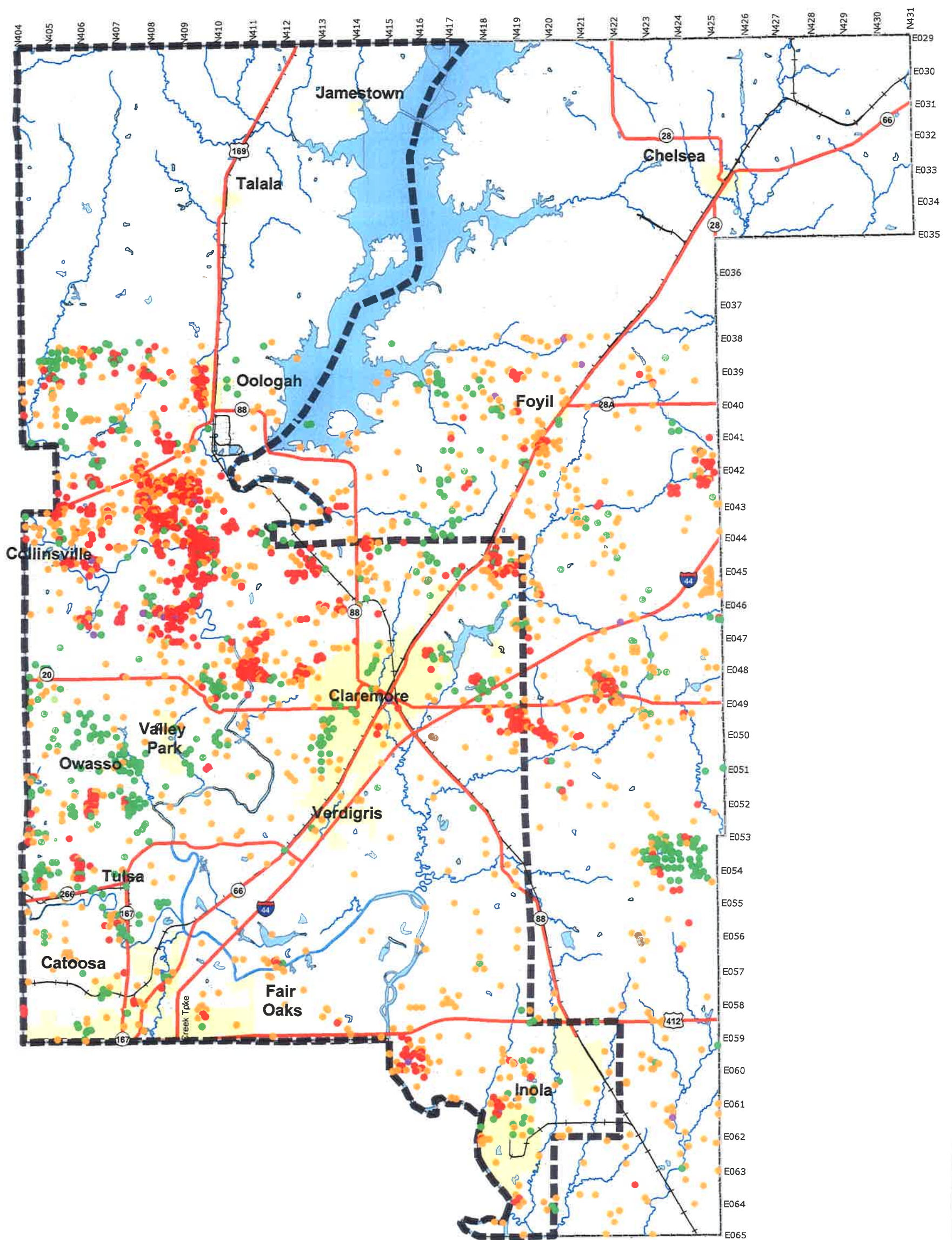


Miles
0 1 2 3 4 5

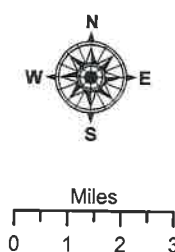
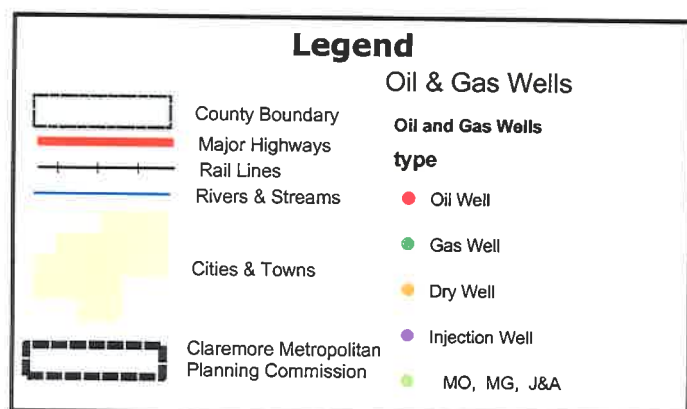
INCOG

Exhibit E.9 Soil Permeability Claremore/Rogers County Comprehensive Plan

Source: Natural Resources Conservation Service,
MIADS Soil Data



NOTE: Data not available for the
northern 1/4 of the county.



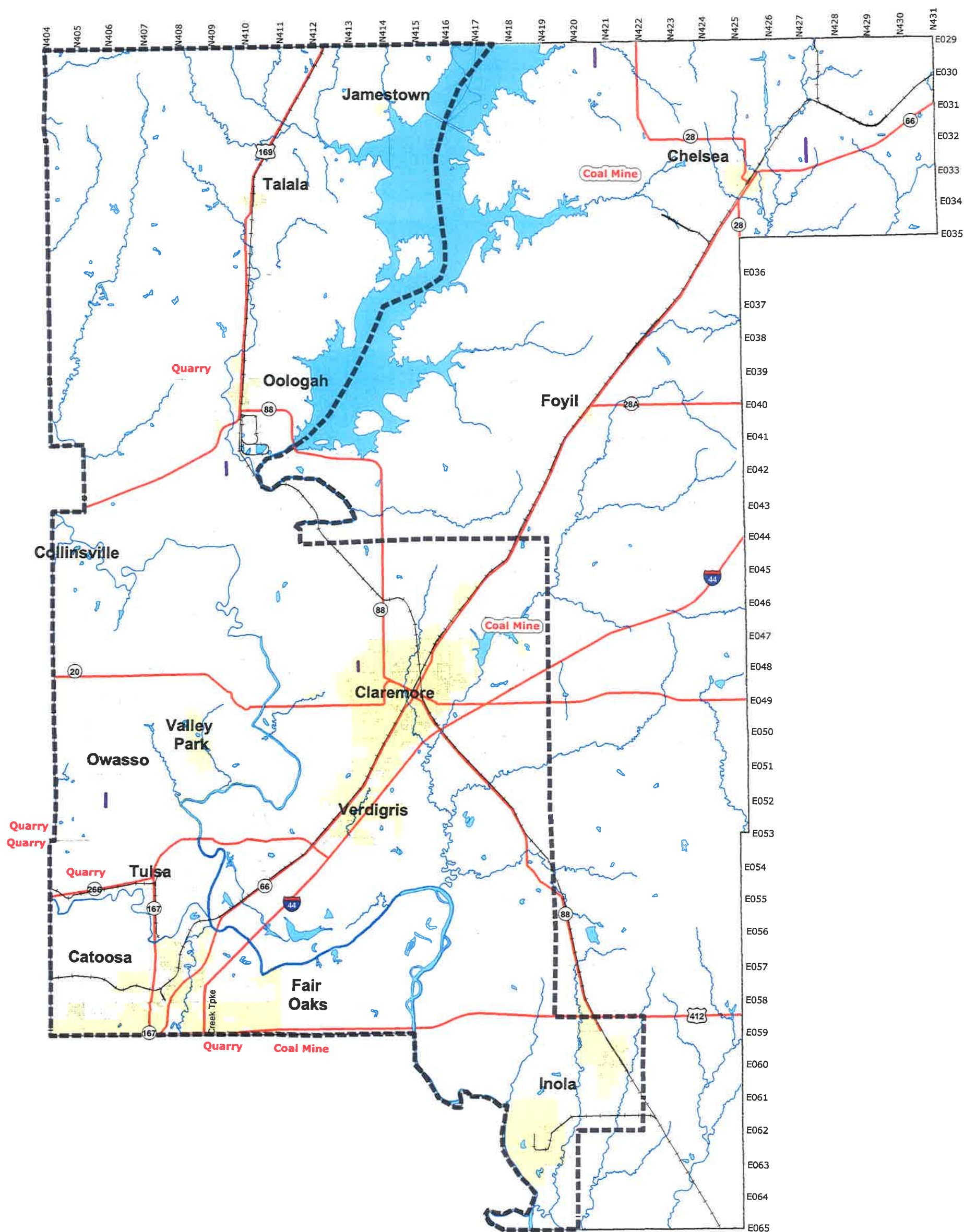
INCOG

Exhibit E.10

Oil and Gas Wells

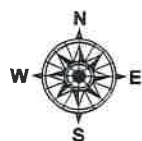
Claremore/Rogers County

Comprehensive Plan



Legend

- County Boundary
- Streets & Roads
- Major Highways
- Rail Lines
- Claremore Metropolitan Planning Commission
- Cities & Towns
- Rivers & Streams
- Airports

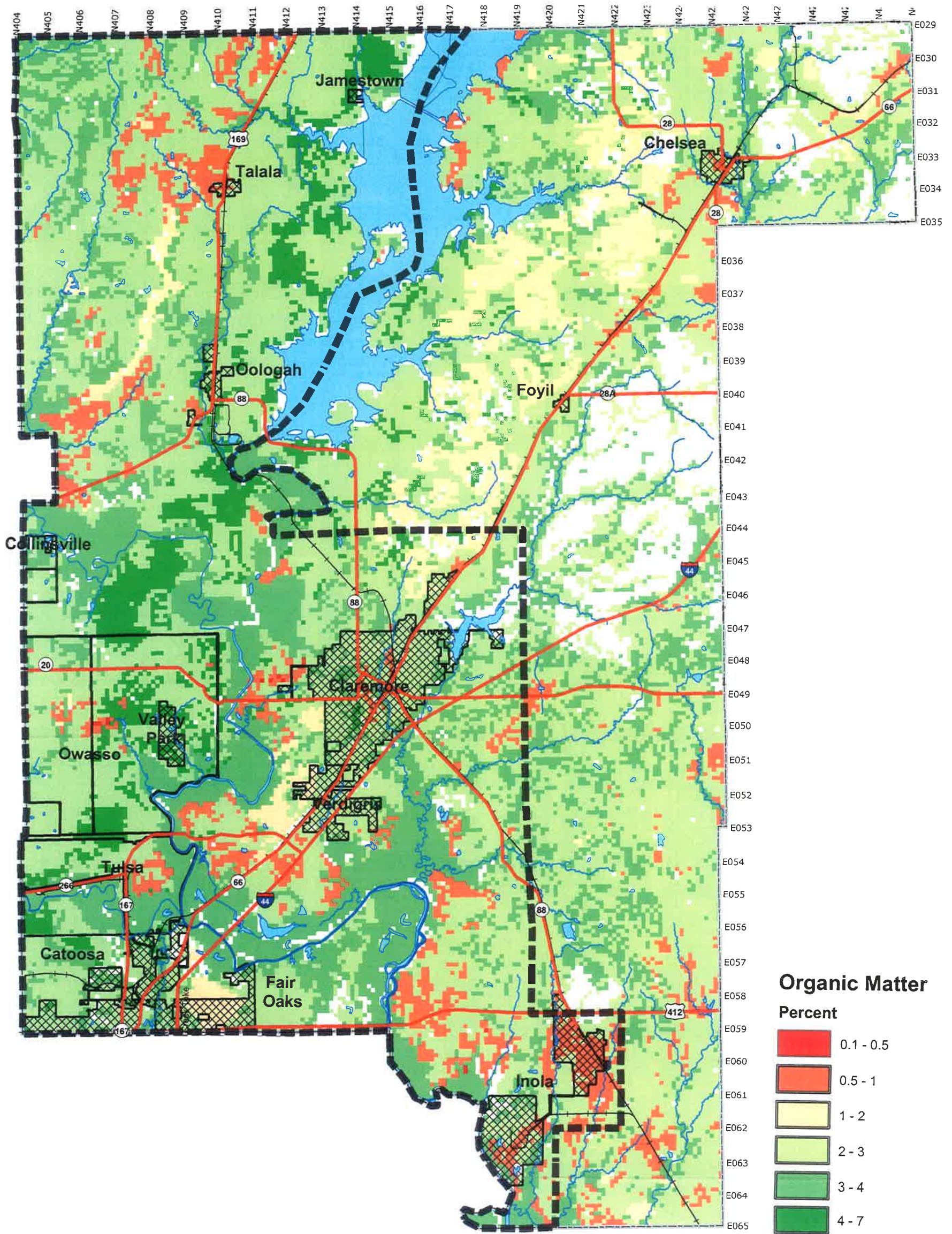


Miles
0 1 2 3 4

INCOG

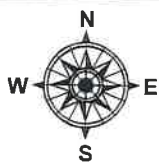
Exhibit E.11 Mining Facilities Claremore/Rogers County Comprehensive Plan

Source: EPA and USGS



Legend

- County Boundary
- Claremore Metropolitan Planning Commission
- Streets & Roads
- Major Highways
- Rail Lines
- Cities & Towns
- Rivers & Streams



Miles
0 1 2 3 4 5

INCOG

Exhibit E.12 Organic Matter Claremore/Rogers County Comprehensive Plan

Source: Natural Resources Conservation Service,
MIADS Soil Data

**CLAREMORE-ROGERS COUNTY COMPREHENSIVE PLAN: 2025
WORKS CITED**

1. Claremore Chamber of Commerce Quality of Life Committee Final Report June 2000 Prepared by Billie R. Ross, Ed.D. Co-Chairperson
2. The Plan City of Claremore-Rogers County Metropolitan Planning Area, Prepared by Braun Binion Barnard, Inc. Tulsa Oklahoma August 1980.
3. City of Claremore Annual Report to Citizens July 1, 2000 – June 30, 2001
4. City of Claremore- Rogers County Metropolitan Area Zoning Ordinance Prepared by INCOG adopted by Rogers County Board of Commissioners June 26, 2000 and the City of Claremore Mayor and City Council August 7, 2000.
5. Claremore, Oklahoma Economic Development Assessment Final Presentation, Lockwood Greene March 2001.
6. City of Claremore Electric Department Informational Bulletin prepared by Claremore Electric & Grand River Dam Authority.
7. City of Claremore Recreation Plan 1985-2000, Prepared by INCOG, March 1986.
8. <http://www.claremore.org>
9. Housing Market Analysis Real Estate Consultation, Rogers County Market Analysis, University of Oklahoma September 30, 2001.
10. Design Works Pre-Site Visit Survey Results
11. Will Rogers for the 21st Century by Joseph H. Carter
12. Center for Economic and Community Development Rogers State University Mission, Goals & Objectives
13. Economic Development Assessment City of Claremore, Oklahoma January 2001 Lockwood Greene Consulting.
14. <http://www.ohfa.org/>
15. http://busdev3.odoc5.odoc.state.ok.us/servlet/page?_pageid=1309&_dad=portal30&_schema=PORTAL30

16. http://www.claremorecity.com/new_page.asp?newpageid=1
17. City of Claremore Trails Master Plan, September 2001
18. 1980, 1990, 2000 US Bureau of the Census (INCOG)