

## **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.

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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 Vedigris River south of Vedigris. 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.

<b><u>STREET</u></b>	<b><u>PROPOSED ACTIONS</u></b>
<b>Archer:</b>	Hwy 20 east to JM Davis Widen to 4 lanes Reconfigure intersection at JM Davis
<b>Blue Starr:</b>	Hwy 88 east to Sioux Widen to 4 lanes, add interchange (w / overpass) at JM Davis / Route 66 Signalize at Hwy 88
<b>Chambers:</b>	Blue Starr south to Archer Widen to 4 lanes
<b>Clubhouse:</b>	Extend South to King Road 4 lanes
<b>Country Club:</b>	Clubhouse Road east to Muskogee Ave Widen to 4 lanes
<b>DuPont:</b>	Connect to JM Davis, eliminate 1 <sup>st</sup> 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 <sup>rd</sup> 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 <sup>rd</sup> 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 <sup>rd</sup> Street Interchange in the City of Tulsa (SH-167)		Interchange	\$12,200,000	
I-44: Interchange at 163 <sup>rd</sup> Street in the City of Tulsa		Right of Way	\$4,000,000	
I-44: Interchange at 163 <sup>rd</sup> 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 <sup>th</sup> East Ave. (Lynn Lane)	Right of Way	\$4,000,000	
I-44: Eastbound and Westbound Bridges	177 <sup>th</sup> 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 <sup>th</sup> 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 <sup>rd</sup> 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 Roger's 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