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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.

8. 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 furthest 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 Regions 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 areas 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 it's 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

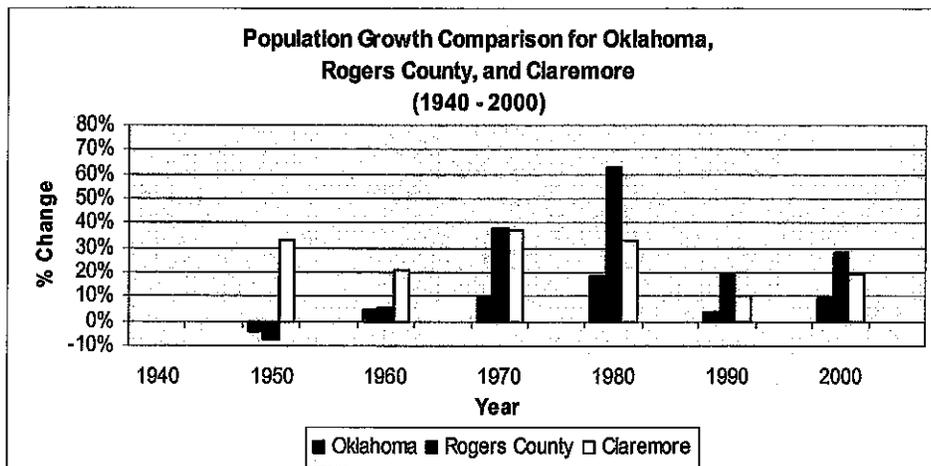
Population:

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

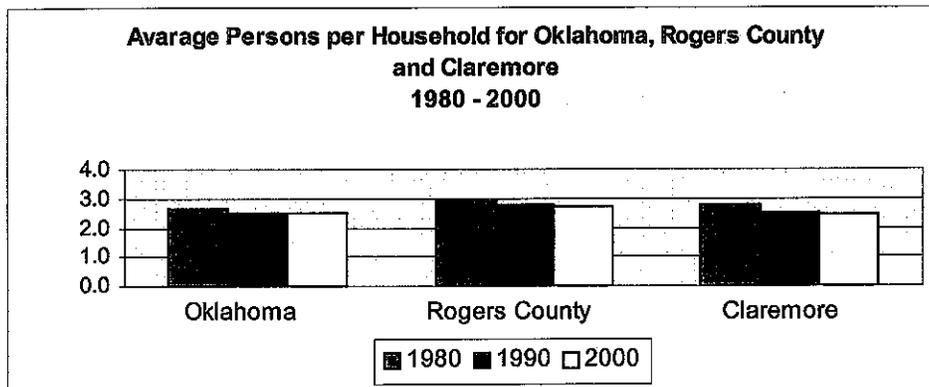


second highest population growth in the region increasing from 11,151 to 18,502. Bixby, Broken Arrow, and Jenks showed the next largest increase in population growth. The unincorporated portions of Rogers County may also have experienced large proportionate population gains.

***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:

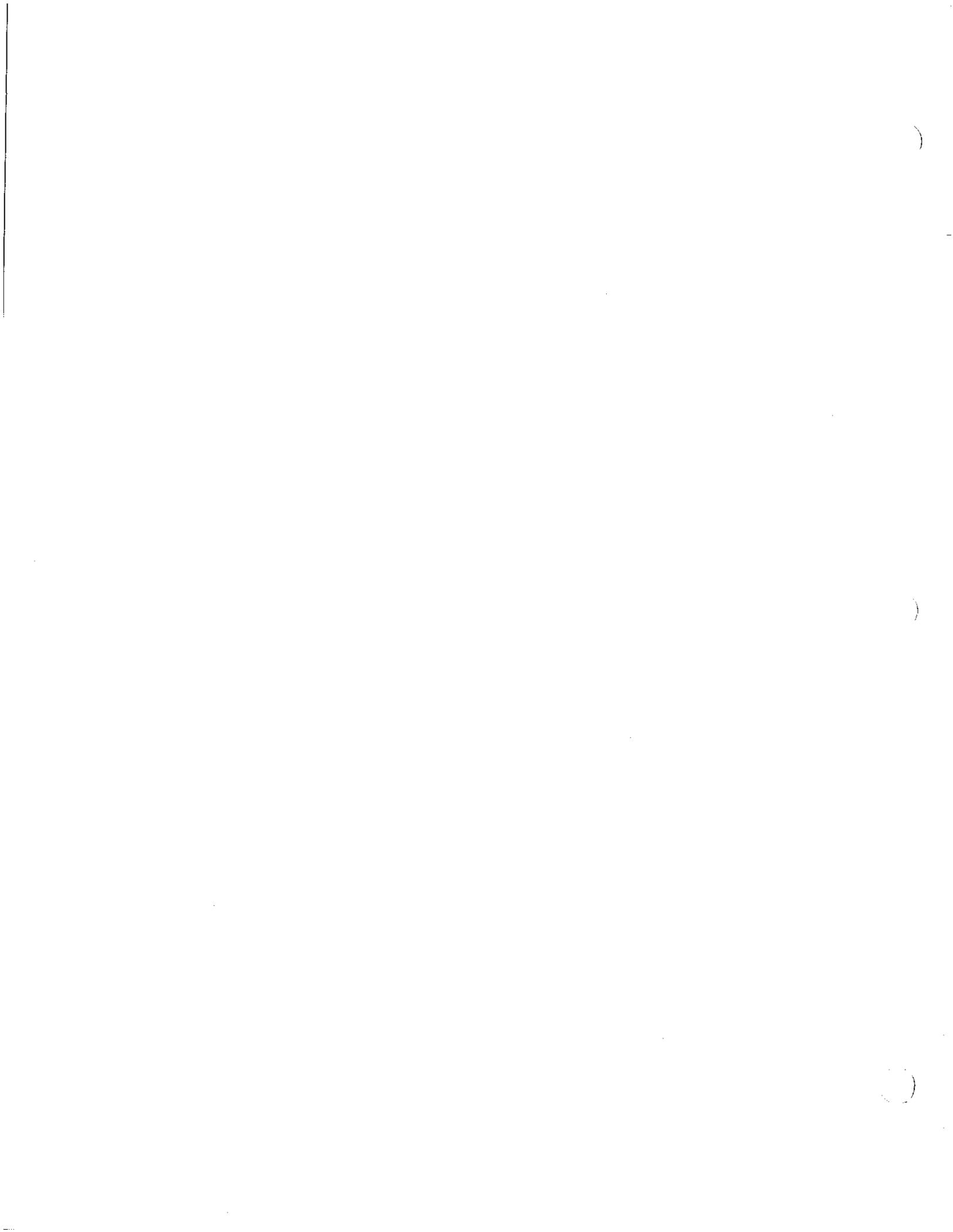
Nationally, the average number of persons per household declined between 1980 and 2000. During that same time period, the State of Oklahoma's average declined from 2.6 persons per household in 1980 to approximately 2.5 in 2000. The following table illustrates the trend in average persons per household 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%

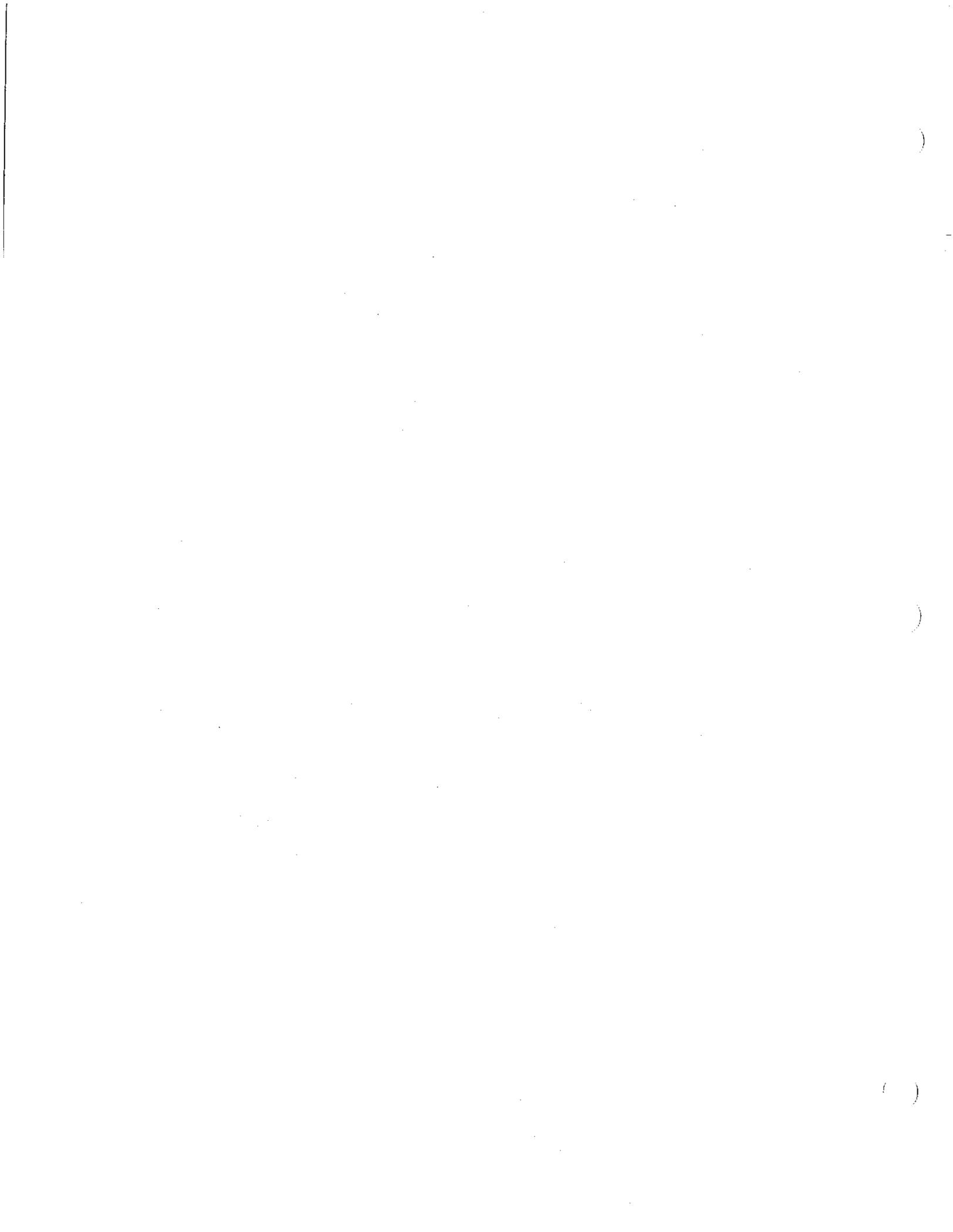
Between 1980 and 1990 males in Rogers County in the 55 - 64 age group experienced the greatest increase in population at 45.54%. The following decade, the greatest increase in population was experienced by the age group 65 years and older. During the same time periods, females in Rogers County in the 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.

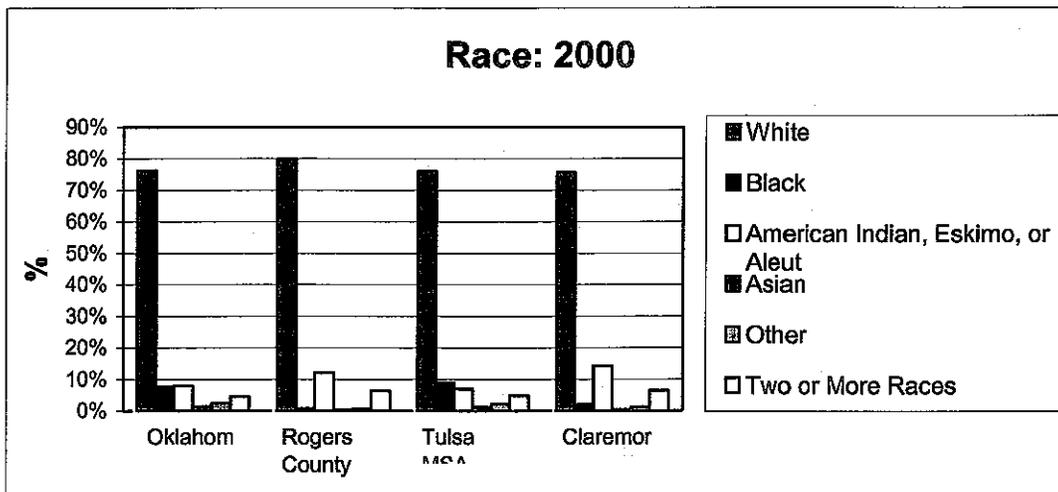
As of 2000, whites make up the majority of the population in the State of Oklahoma, Tulsa MSA, and City of Claremore representing approximately 76% of the population. In Rogers County the proportion of Whites is slightly higher, at approximately 80%.



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:

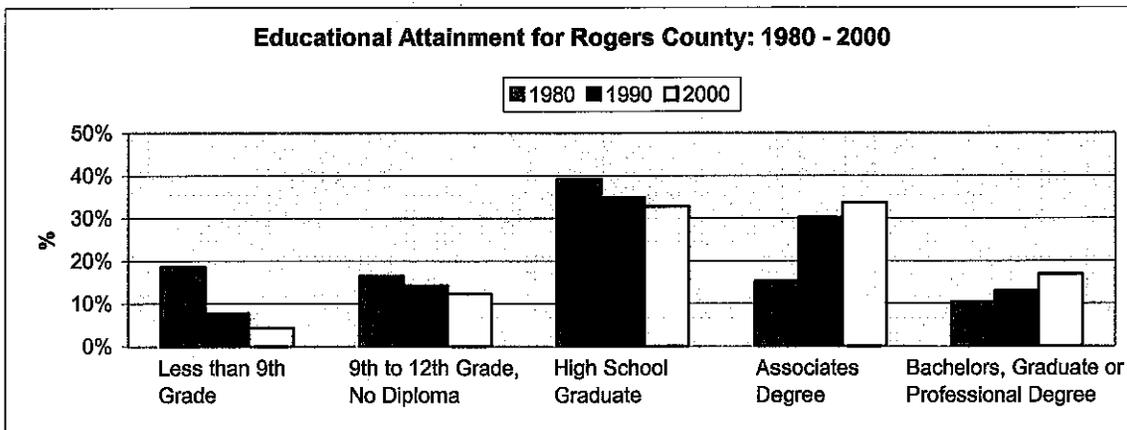
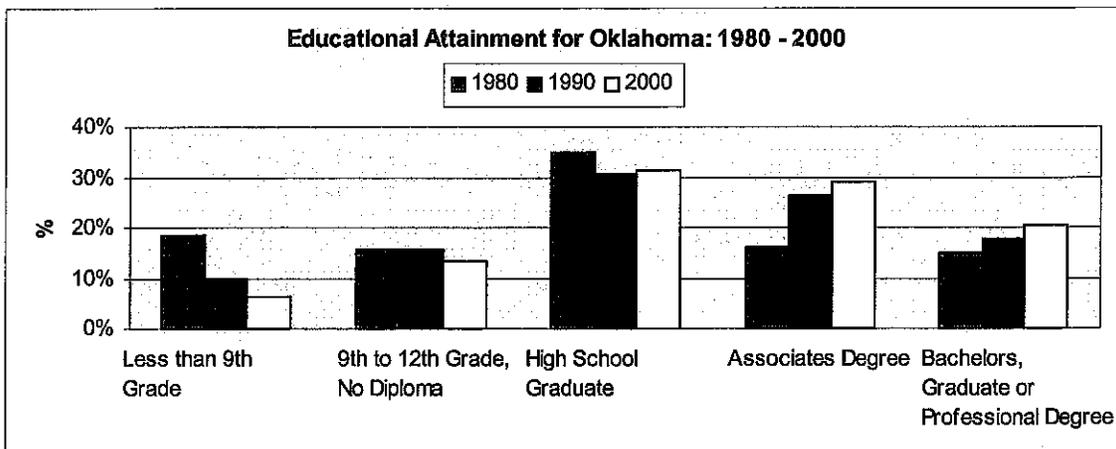
In 1980 the median number of school years completed by persons 25 years and over in the State of Oklahoma, Rogers County, and City of Claremore averaged 12.4 years; in 1990 that number rose to an average of 12.8 years. In 2000, the median number of school years

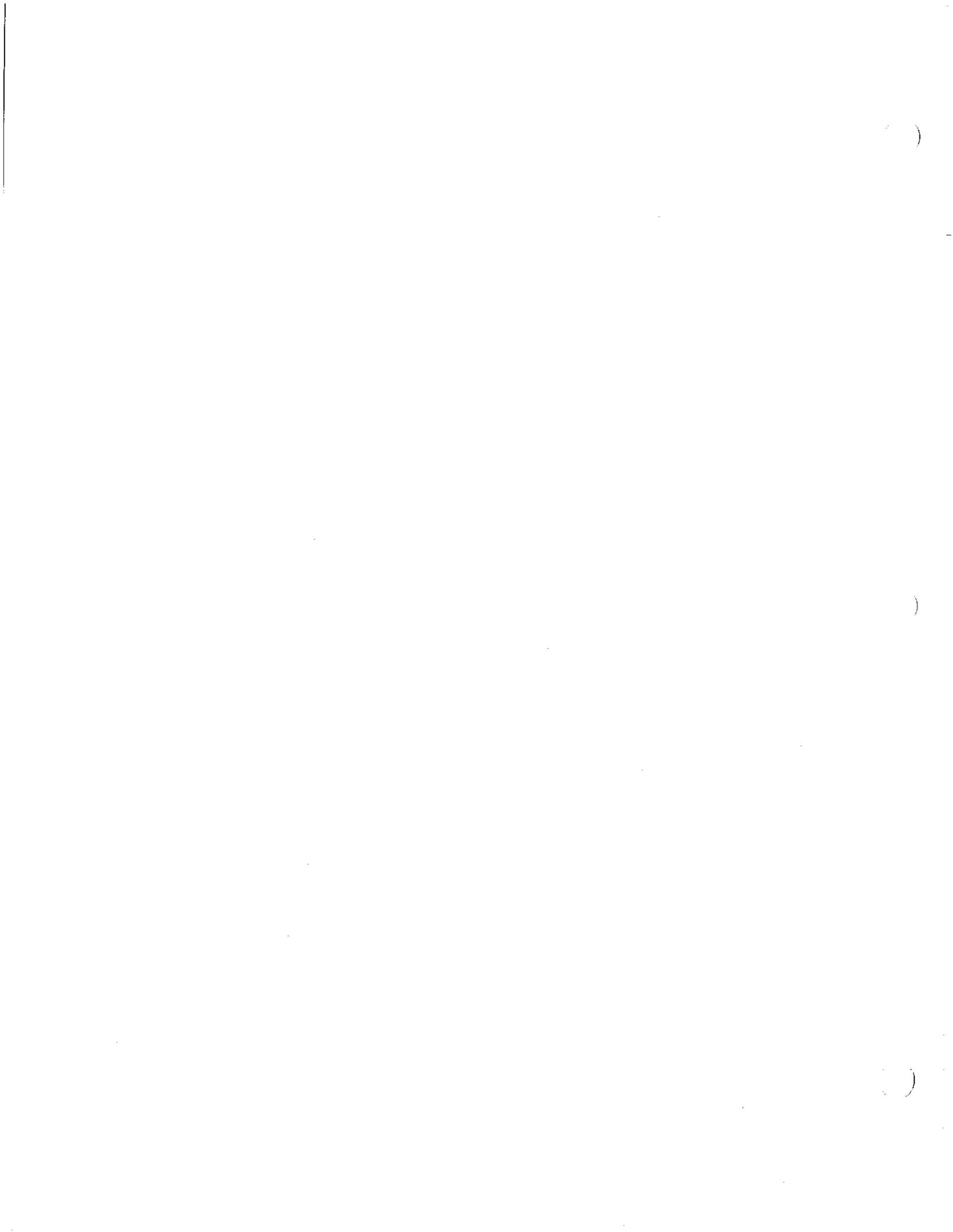


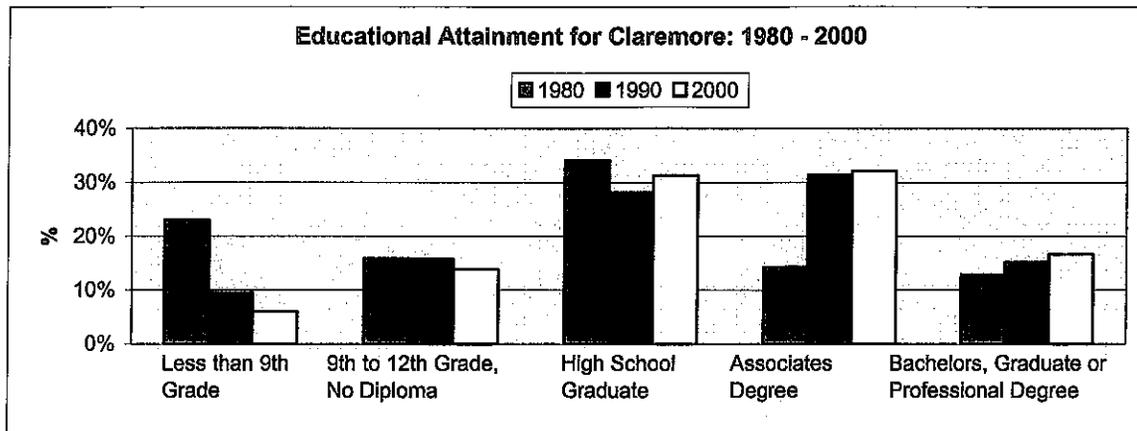
completed in the City of Claremore was 13.4 years; the State and Rogers County followed with 13.0 years each.

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.







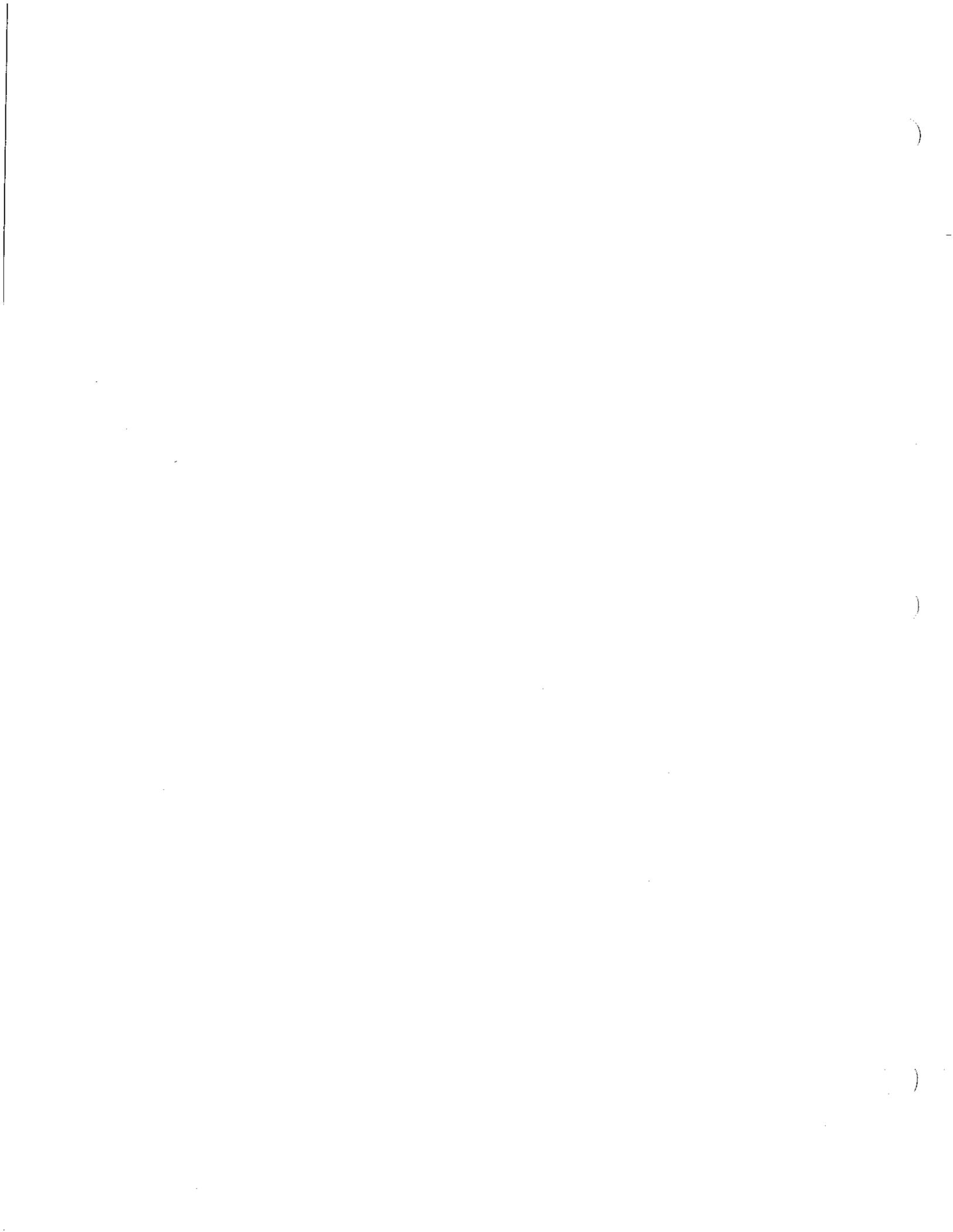
Summary: Trends indicate the general population is becoming better educated. The proportion of the population that has completed some college is increasing. If trends continue, it can be anticipated that an increasingly educated population will increase the need for higher paying jobs, upper end housing, 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.

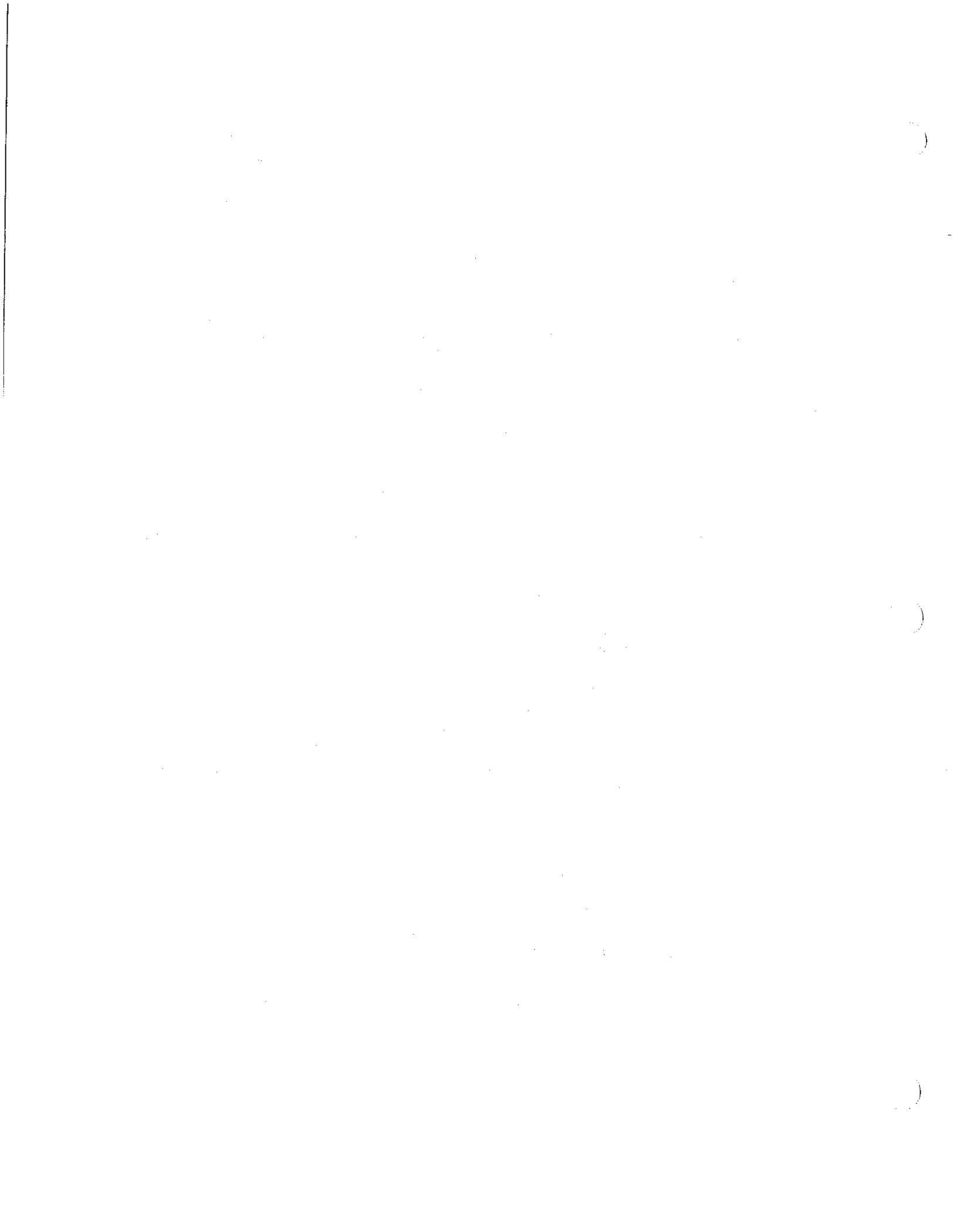
Tourism - Claremore has several significant tourism resources including Route 66, the Will Rogers Memorial Museum, and the J.M. Davis Arms and Historical Museum; all of which have national significance. The Expo Center attracts events and activities.

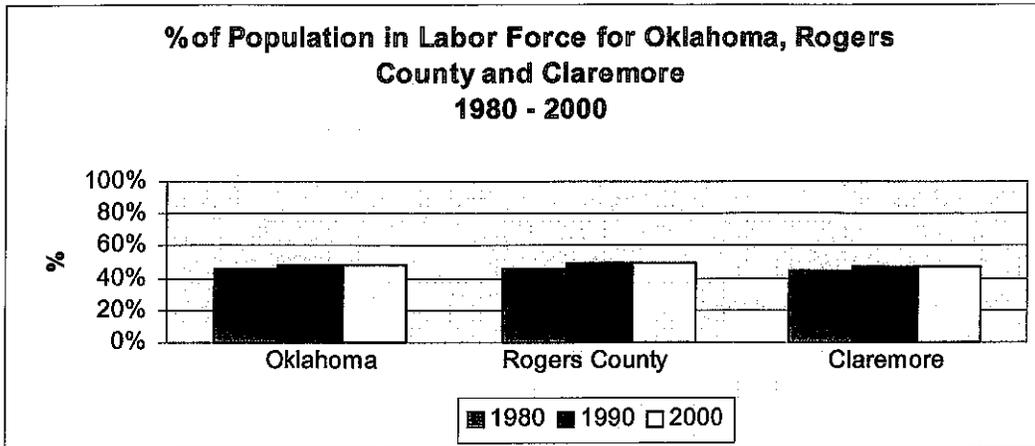
Historically, economic growth for the area has been slow and steady. In an effort to stimulate and encourage economic growth, the Center for Economic and Community Development at Rogers State University was created. The Center encourages collaborative efforts to promote economic development in Rogers 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.

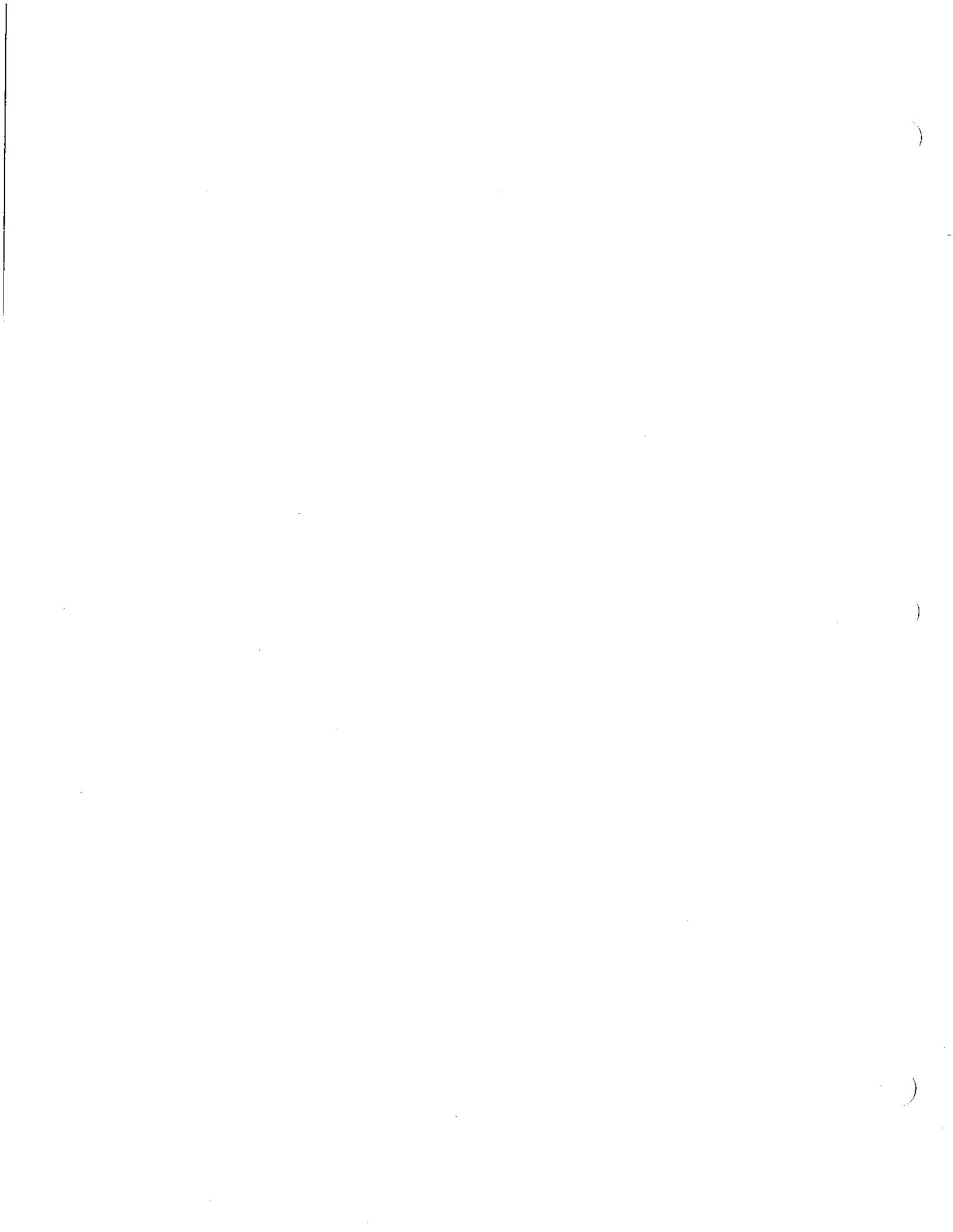


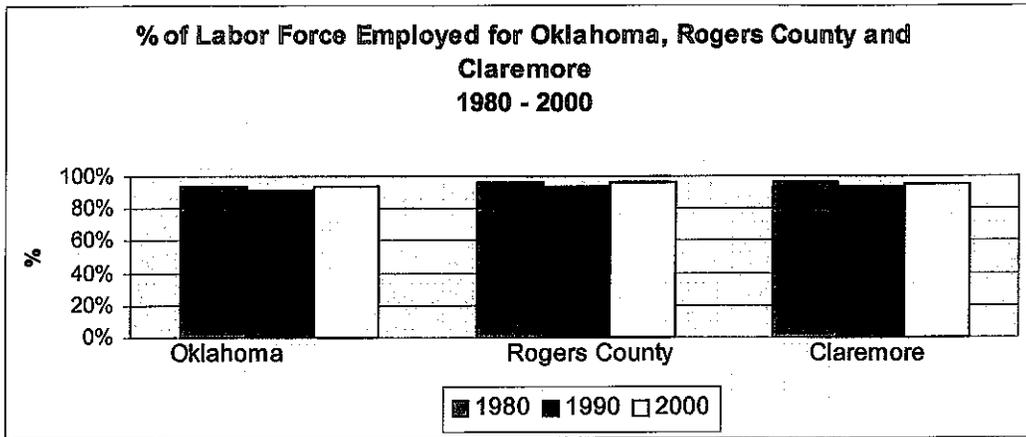


In 1980, 93.8% of the State's available labor force was gainfully employed. Similarly, in Rogers County and the City of Claremore 96.1% and 95.8% were employed, respectively. The proportion of the employed labor force decreased slightly for all three jurisdictions between 1980 and 1990 (approximately 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.

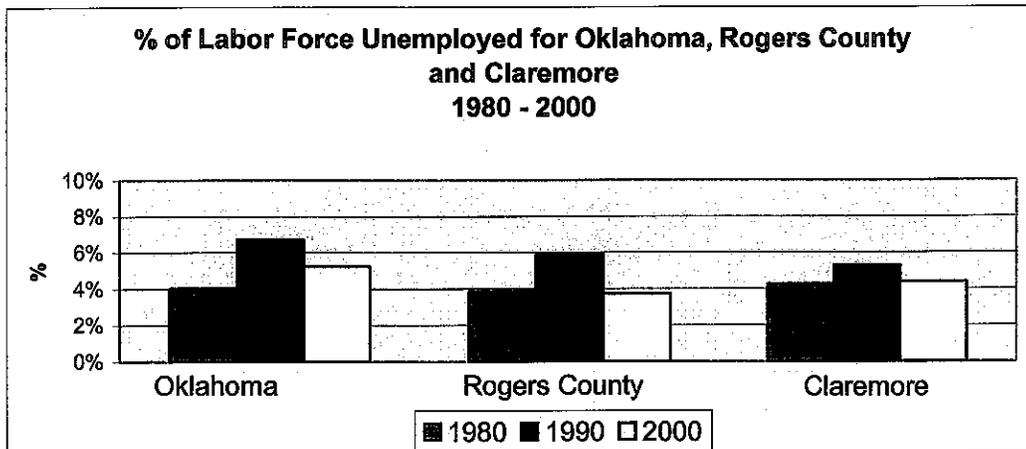
Between 1990 and 2000, the State's employment rate rebounded with a 13% increase in actual numbers and a 2% gain. The overall increase in the actual number of employed persons at the State level from 1980 to 2000 was 20%. At the same time, the actual number of employed persons in Rogers County rose 27%. 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.

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Employment:

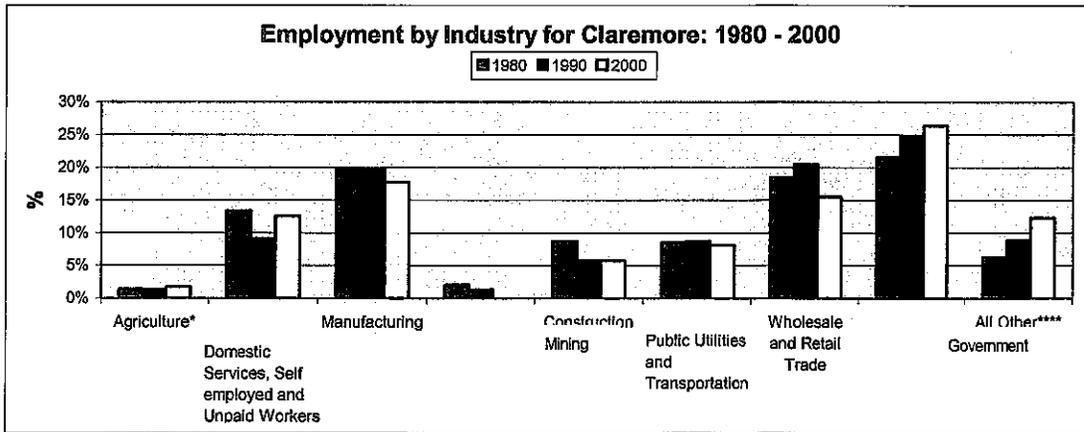
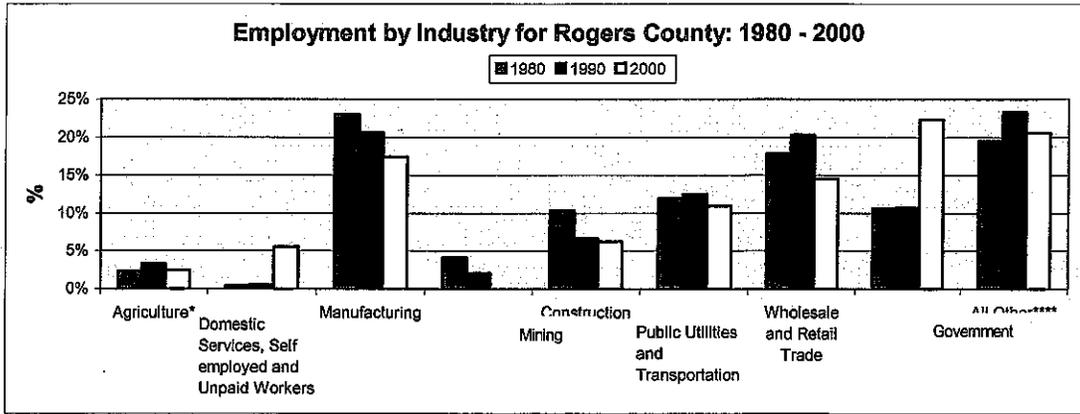
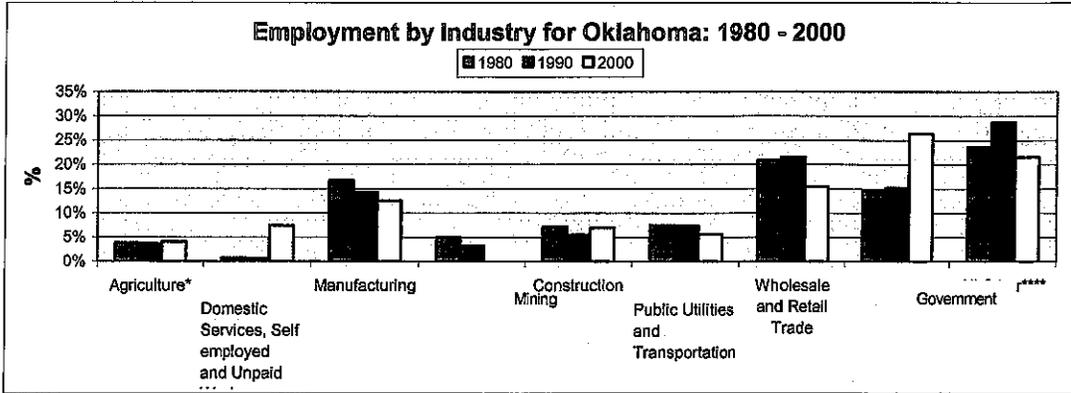
In 1980 the State's largest industry employers were other (305,583), wholesale and retail trade (269,426), and manufacturing (214,779). In 1990, industry employment trends shifted making the other (393,465), wholesale and retail trade (294,999), and government (208,562) industries the largest industry 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.

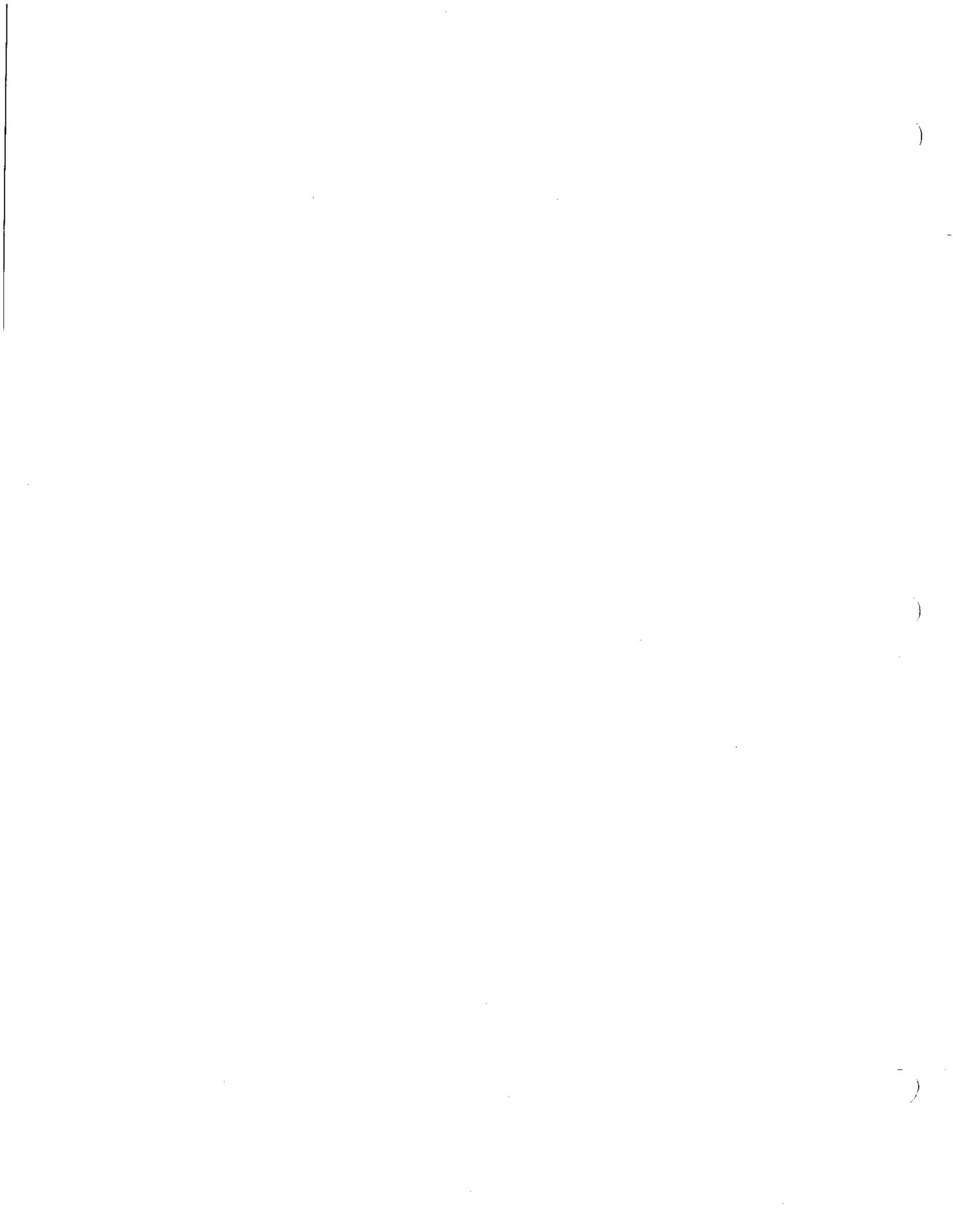
In 1980 the City of Claremore's largest industry employers were government (1,114), manufacturing (1,021), and wholesale and retail trade (954). In 1990, industry employment trends shifted slightly making the government (1,461), wholesale and retail trade (1,206), and manufacturing (1,163) industries 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.



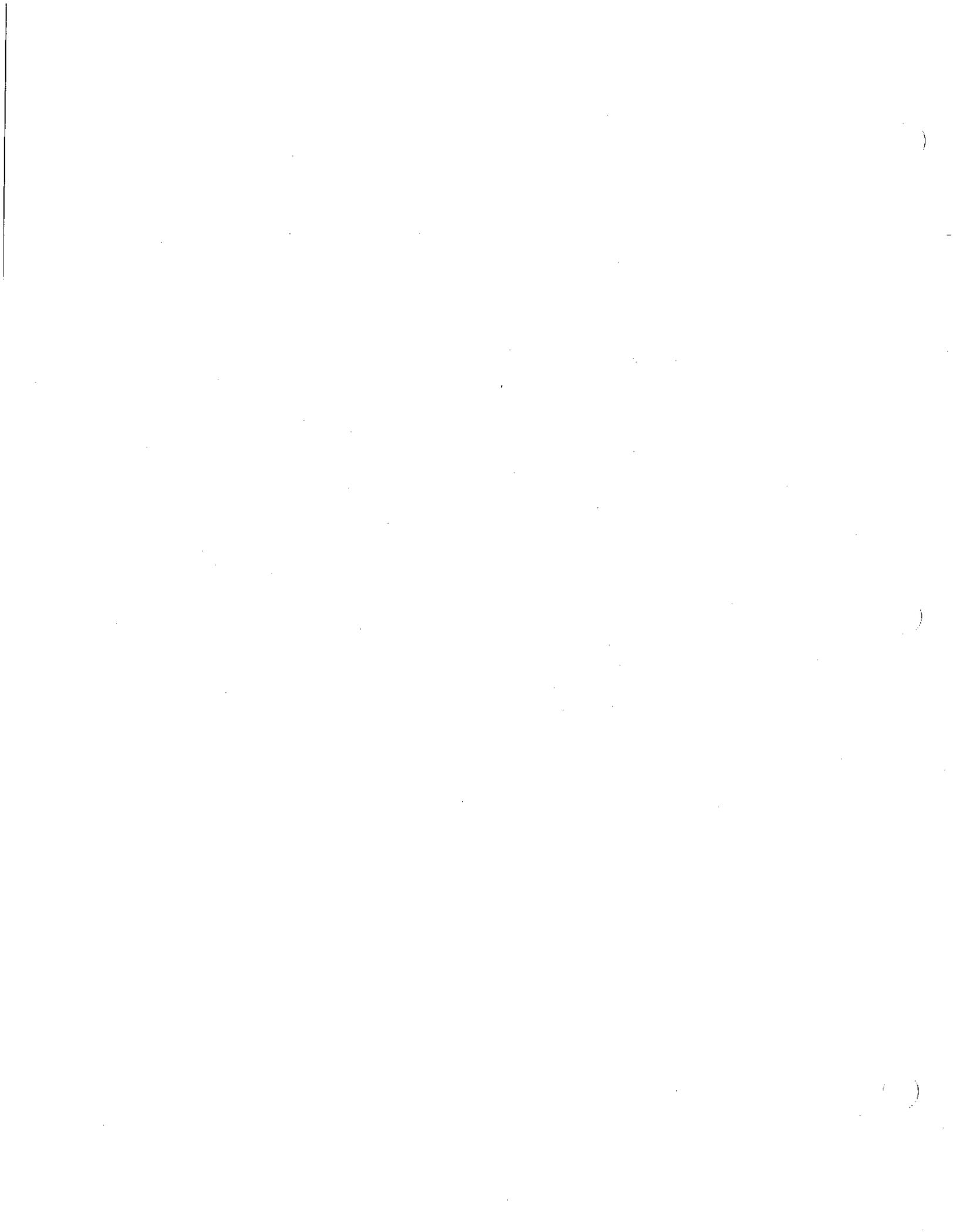
In 1980, the State's largest occupation groups were Administrative Support (212,040), Precision Production Craft and Repair (197,334), and Professional Specialty Occupations (143,246). In 1990, occupation group employment trends shifted toward Administrative Support (215,189), Professional Specialty 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).

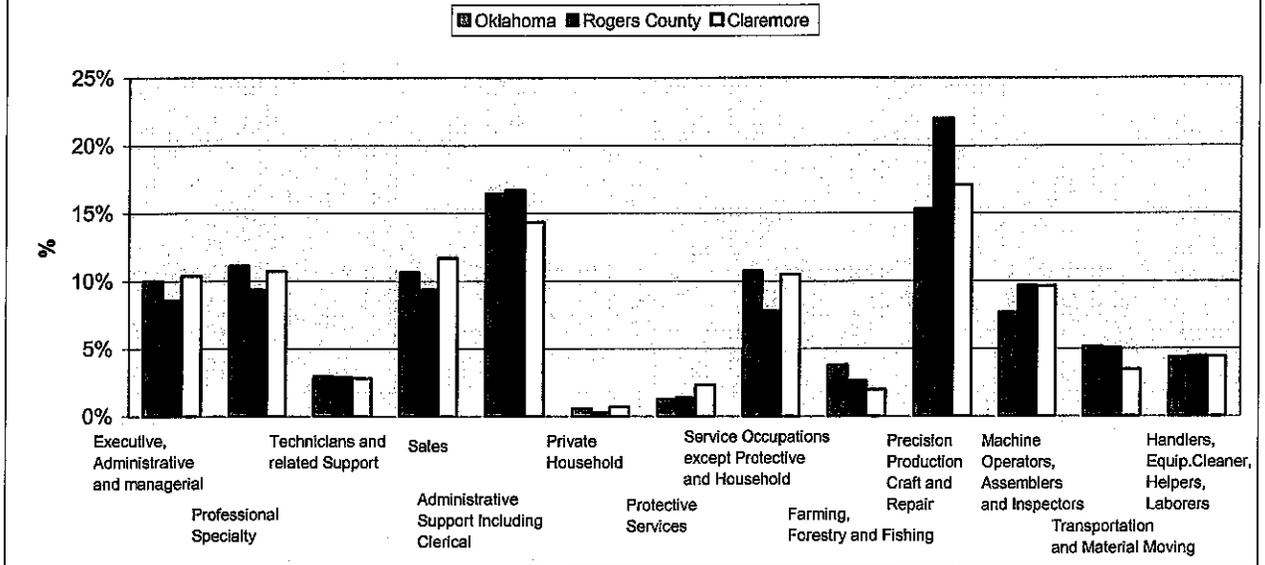
In 1980, the City's largest occupation groups were Precision Production Craft and Repair (882), Administrative Support (741), and Sales Occupations (605). In 1990, occupation group employment trends shifted toward Administrative Support (1,009), Precision Production Craft and Repair (834), and Professional Specialty Occupations (730).

All three jurisdictions experienced an increase in employment in the Administrative Support occupation group between 1980 and 1990.

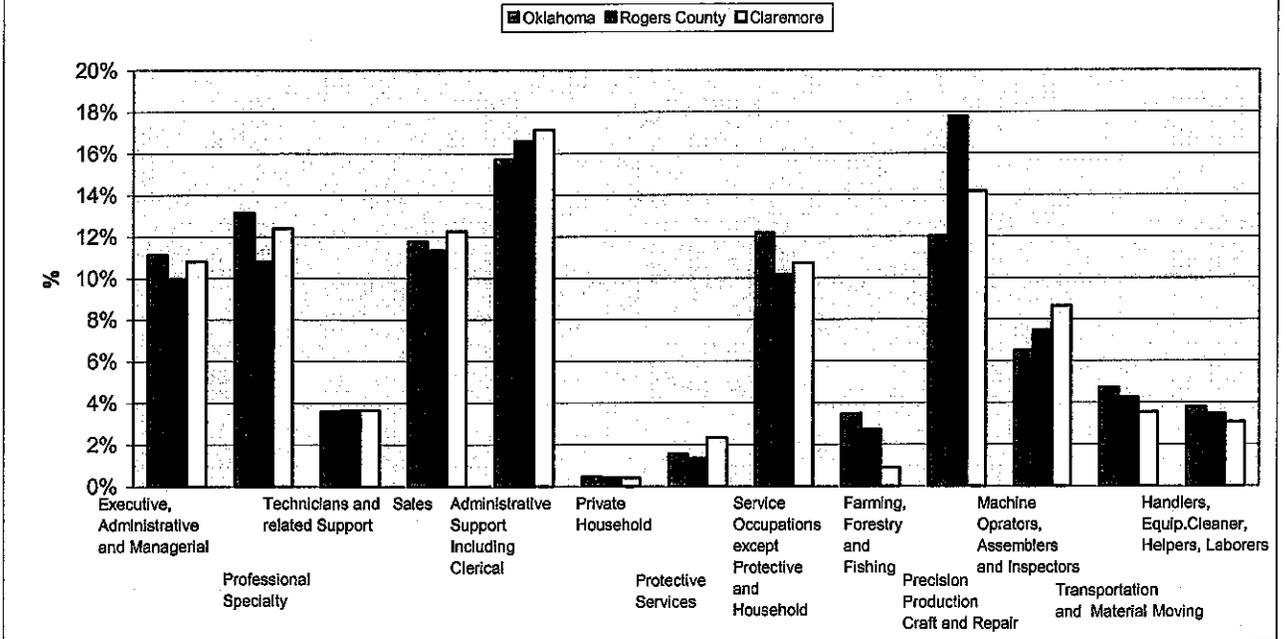
Proportionally, occupational groups grew slightly between 1980 and 1990 for all three jurisdictions in Executive, Administrative and Managerial, Professional Specialty, Sales, Service Occupations, and Machine Operators, Assemblers and Inspectors. In 2000, the State's highest occupational concentration 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.



Occupational Structure Trends for Oklahoma, Rogers County, and Claremore 1980



Occupational Structure Trends for Oklahoma, Rogers County, and Claremore 1990



Summary:



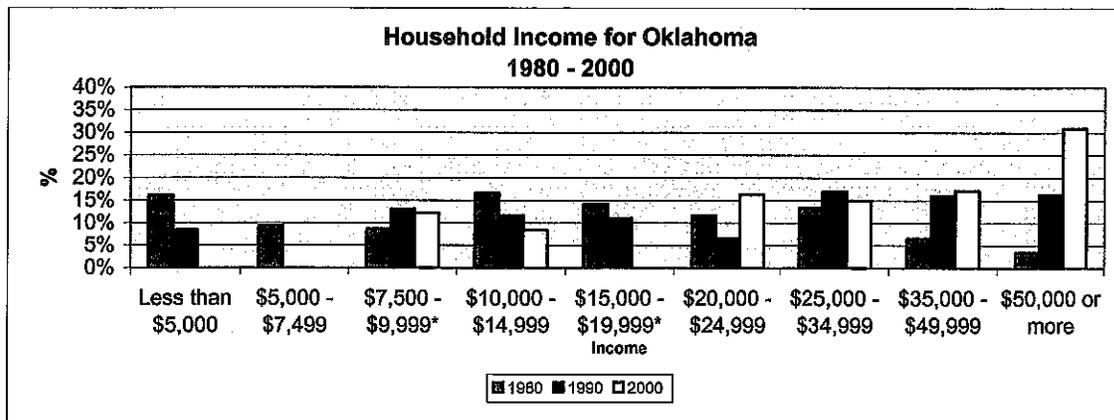
Income:

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.

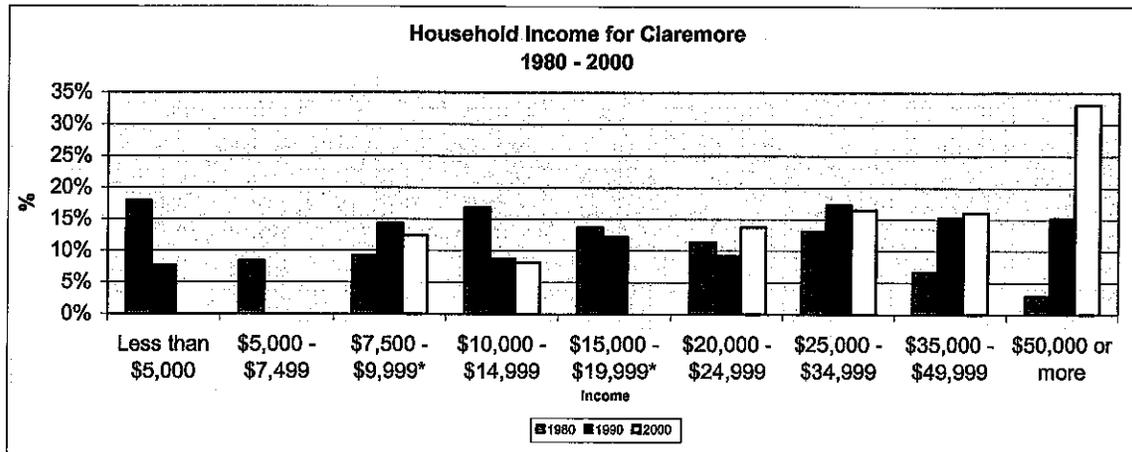
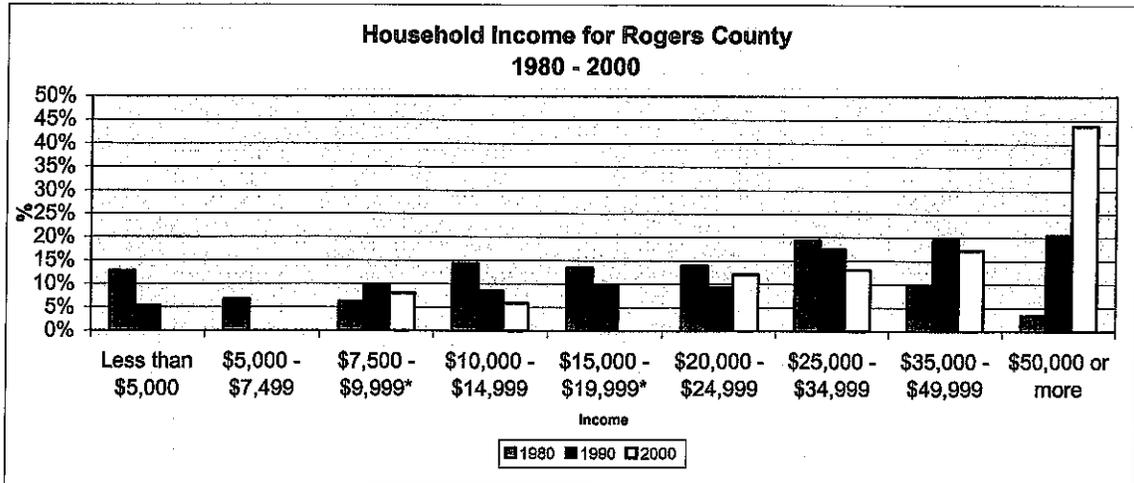
For the first two decades, the State's median household income was higher than that of Claremore's at \$14,750 (1980) and \$23,577 (1990). In 2000, the State's median of \$33,400 was slightly lower than Claremore's at \$34,547. Claremore's median household income in 1980 and 1990 was the lowest of the 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.

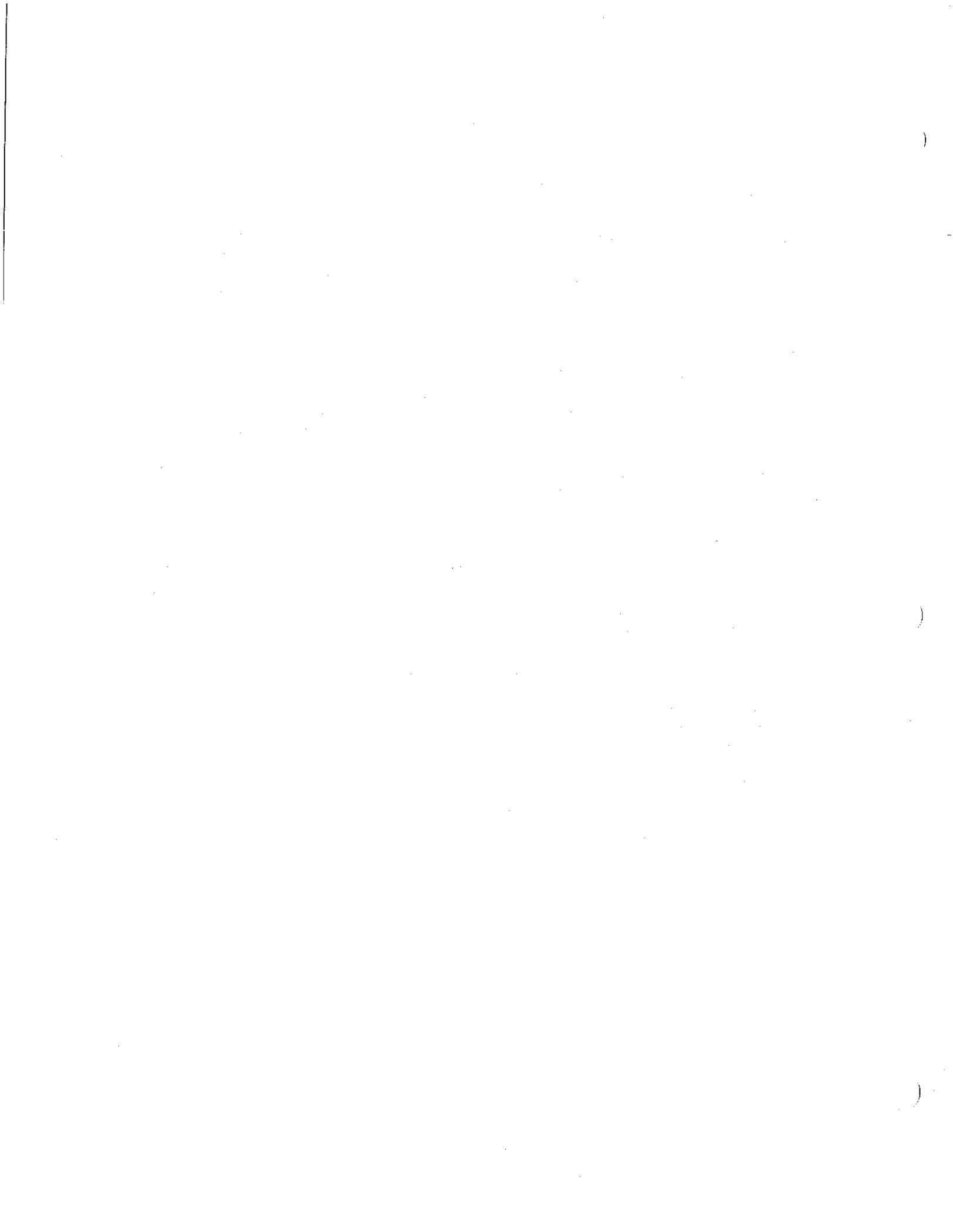
Owner occupancy was proportionately higher in Rogers County than in the City of Claremore or the State of Oklahoma; between 1980 and 2000 approximately 75% of all occupied units in Rogers County were owner occupied. In the City of Claremore the proportions were lower: 60% in 1980, and 58% in both 1990 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.

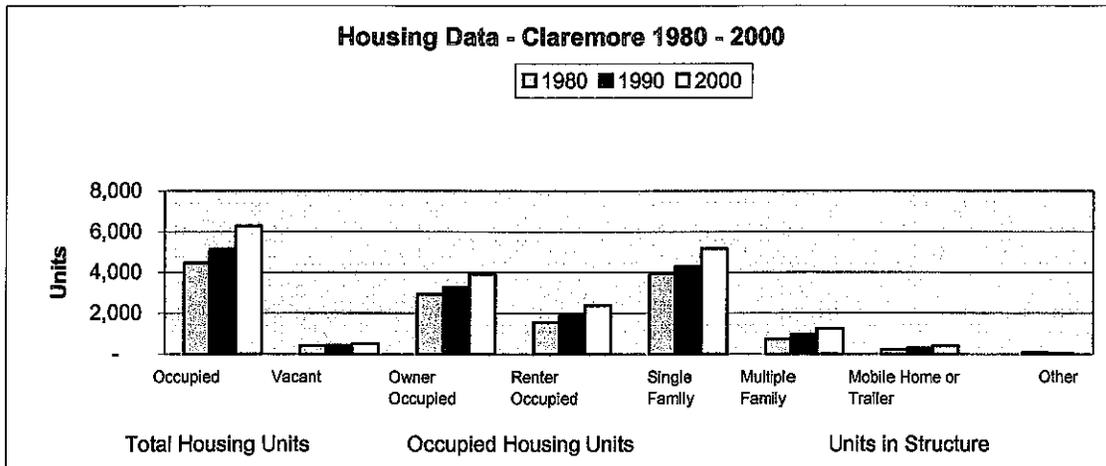
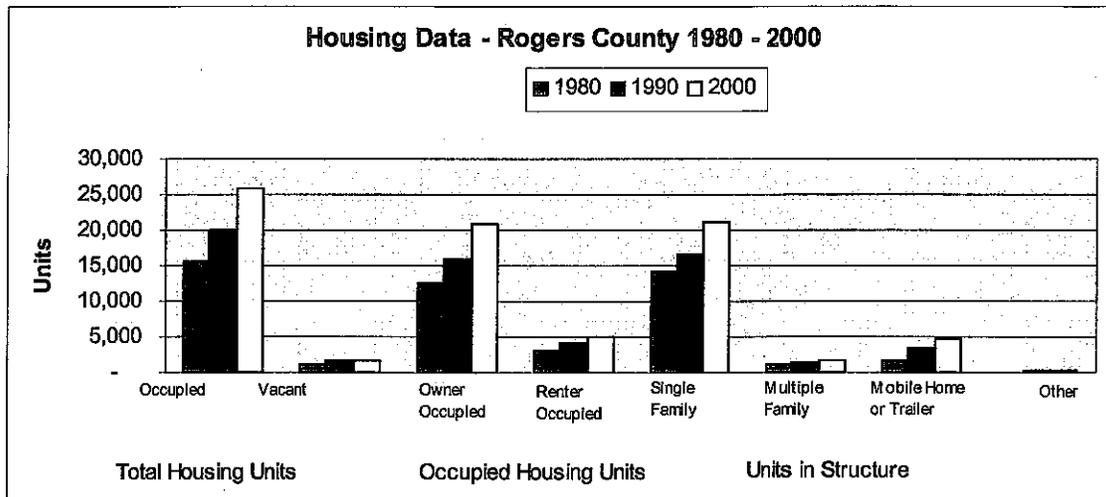
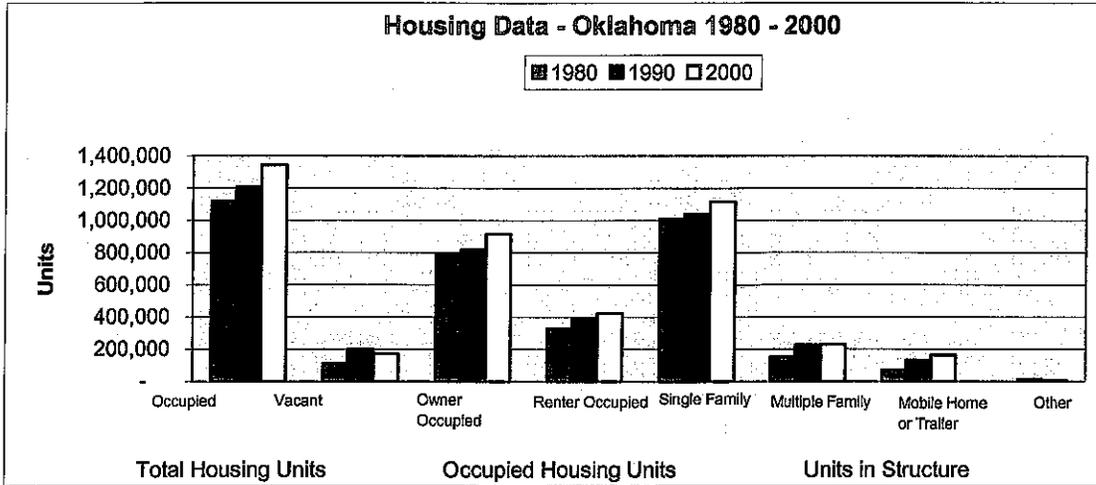
As of July 1998 Oklahoma had the least expensive housing market for families who relocated from other parts of the country. During each of the three decades, the median value of owner-occupied housing was higher for Rogers County than for either of the other two jurisdictions. In 1980, Rogers County's 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.

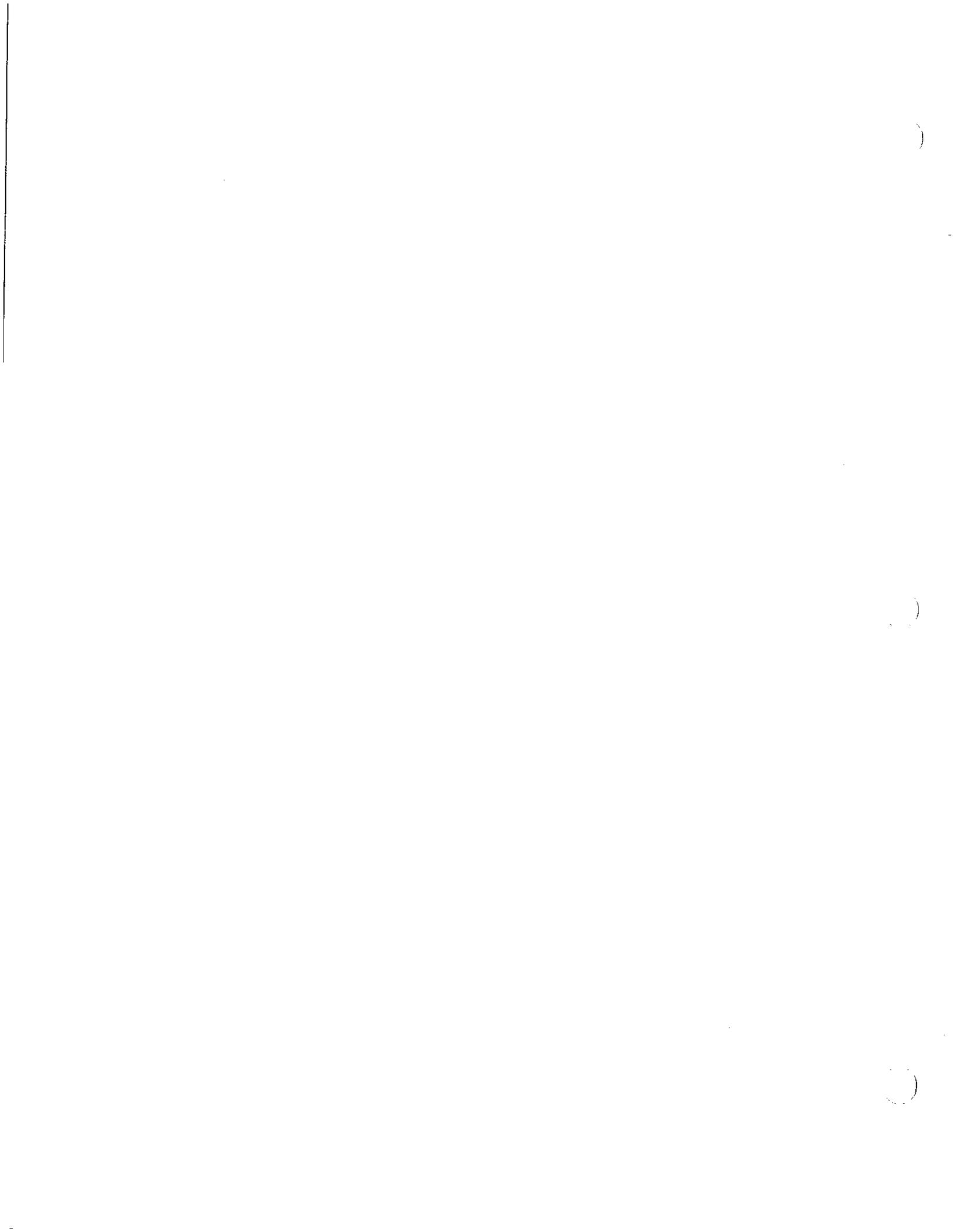
The proportion of housing vacancies increased in each of the jurisdictions during each of the three decades. For the State, the proportion nearly doubled between 1980 and 1990 to 200,364, and then declined slightly between 1990 and 2000 to 172,107. The percentage increases for the County and Claremore 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. Aesthetic and Design

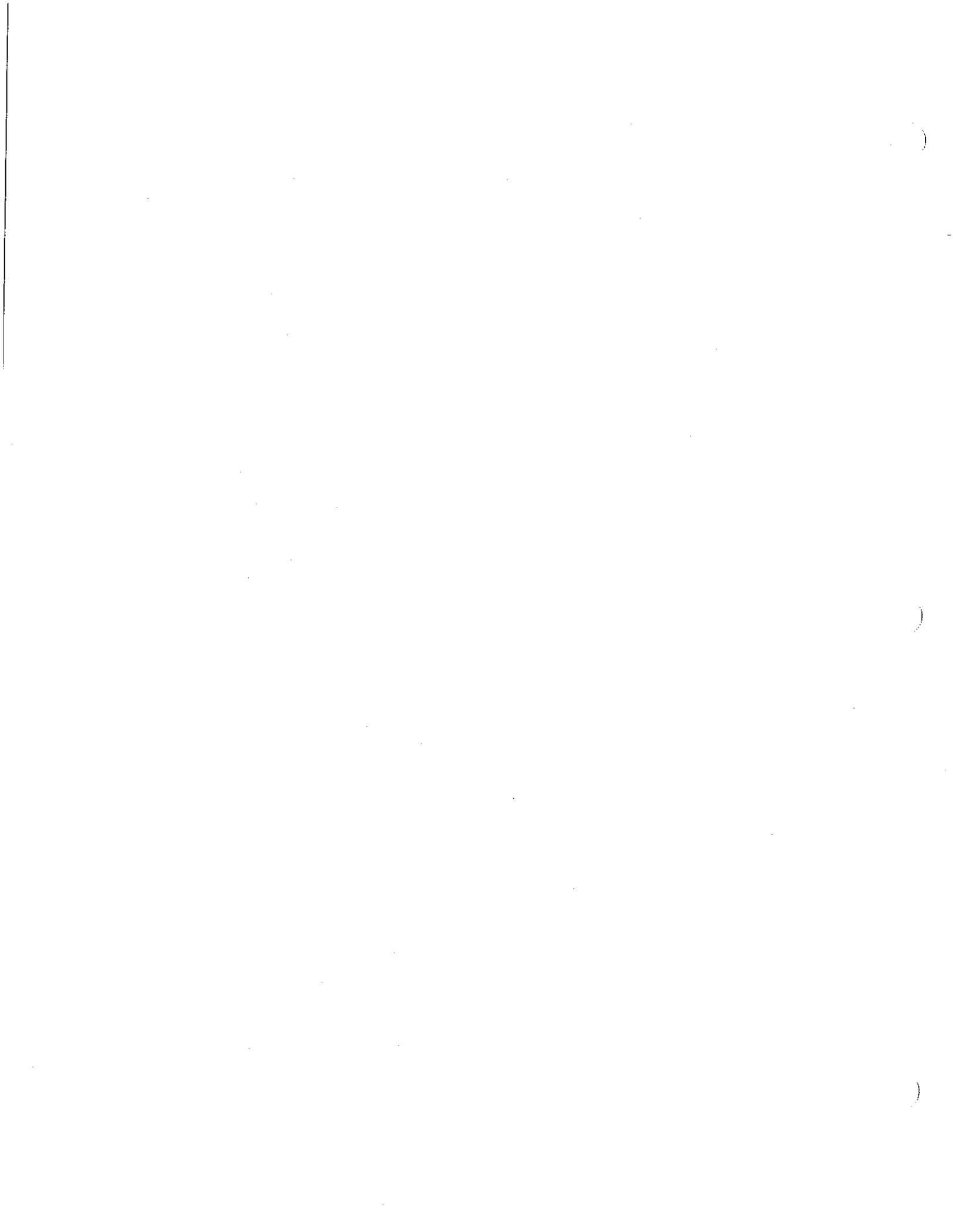
The City of Claremore-Rogers County Metropolitan Area Zoning Ordinance establishes general provisions and standards for the design of new projects, specifically pertaining to site design: lot size, height, setbacks, bulk, area, etc. The Zoning Ordinance also sets forth, in Chapter 12, requirements for 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.

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.

