

CLAREMORE 2040

COMPREHENSIVE PLAN

The Existing City • Adopted March 18, 2019





TABLE OF CONTENTS

Introduction

Purpose.....	8
Guiding Change.....	8
Benefits.....	8
Approach (Existing City - Future City).....	9
Claremore Setting and Context.....	10

Sidebars

Planning Authority.....	9
-------------------------	---

Figures

Figure 1, Historical Timeline.....	10
Figure 2, Claremore Community Profile.....	12

Maps

Map 1, Regional Context.....	11
------------------------------	----

Land Use and Development

Existing Land Use Patterns.....	16
Paths.....	18
Nodes.....	20
Districts.....	22
Edges.....	24
Natural Edges.....	24
Landmarks.....	26
Historic and Cultural Assets.....	30
Current Allocation of Land Use Types.....	32
Housing Stock and Conditions.....	36
The Affordability Equation.....	37

Sidebars

Opportunities, Challenges, Major Accomplishments, Relevant Plans/For More Information.....	39
--	----

Tables

Table 1, Existing Land Use Areas.....	32
Table 2, Current Allocation of Zoning Districts.....	34
Table 3, Monthly Housing Cost Capacity of Households.....	38
Table 4, Income to Value Comparison and Rental Costs (2016).....	38
Table 5, Affordable Home Ownership.....	38
Table 6, Monthly Housing Cost Capacity of Households.....	38

Figures

Figure 3, Housing Types.....	36
Figure 4, Age of Housing Stock.....	37
Figure 5, Median Household Income.....	37

Maps

Map 2, Claremore Paths Diagram.....	19
Map 3, Claremore Nodes Diagram.....	21
Map 4, Claremore Districts Diagram.....	23
Map 5, Claremore Edges Diagram.....	25
Map 6, Claremore Landmarks Diagram.....	27
Map 7, Downtown District.....	30
Map 8, Existing Land Use.....	following page 32
Map 9, Zoning.....	following page 34

Transportation

Transportation.....	42
Regional Context.....	42
Tulsa Port of Catoosa.....	42
Traffic Conditions and Trends.....	42
Road System in Claremore.....	43
Railroads.....	45
Active and Planned Transportation Projects.....	45
Active Transportation.....	49
Pedestrian Infrastructure.....	50
Transit.....	50

Sidebars

Trails and Active Living as a Community Priority.....	49
Opportunities, Challenges, Major Accomplishments, Relevant Plans/For More Information.....	51

Figures

Figure 6, Relationship Between Mobility and Land Access.....	44
Figure 7, Commute Pattern.....	49

Maps

Map 10, Annual Average Daily Traffic, 2016.....	42
Map 11, Density of Highway Crashes.....	43
Map 12, Claremore Master Streets Plans.....	43
Map 13, Proposed Alignment of Highway 20.....	46
Map 14, Railroads.....	following page 46
Map 15, Transportation Legacy Projects.....	48
Map 16, Claremore Trails System.....	50
Map 17, Proposed Trail Extension East Side of Claremore Lake.....	51
Map 18, Existing Sidewalks.....	52

Growth Capacity

Growth History and Trends and Factors Influencing Growth Pattern.....	54
Growth Opportunities and Constraints.....	54
Annexation.....	56
Existing Development Policies and Regulations.....	57
Condition and Capacity of Existing Infrastructure.....	58
Emergency Services.....	59

Sidebars

Opportunities, Challenges, Major Accomplishments, Relevant Plans/For More Information.....	62
--	----

Tables

Table 7, Claremore Population 1980-2016.....	54
Table 8, Annexations Occurring Since 2006 Comprehensive Plan.....	57

Maps

Map 19, Percent Change in Population by County.....	54
Map 20, Growth.....	following page 54
Map 21, A Map from Growth Mapping Exercise at Town Hall Event.....	56
Map 22, Utilities.....	following page 58
Map 23, Existing Drainage Basins.....	60

Economic Development

Claremore's Economic Indicators.....	64
Existing Properties.....	66
Major Employers.....	68
Taxes.....	68

Sidebars

Claremore Collective.....	69
Opportunities, Challenges, Major Accomplishments, Relevant Plans/For More Information.....	70

Tables

Table 9, Location Quotients, Rogers County.....	65
Table 10, Top Employers, City of Claremore.....	68

Figures

Figure 8, Local Industry Breakdown by Employer.....	64
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Maps

Map 24, Available Commercial and Industrial Properties in Claremore (as of June 2018).....	66
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Recreation and Amenities

Existing Park System and Recreational Facilities.....	72
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Sidebars

Opportunities, Challenges, Major Accomplishments, Relevant Plans/For More Information.....	81
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Maps

Map 25, Existing Park Locations and Service Areas.....	following page 76
Map 26, Trails within Rogers State University Nature Preserve.....	79
Map 27, Location of Recommended Park Improvements from 2008 Parks Master Plan.....	80



Introduction



Purpose

This report provides background information about Claremore as it is today. This information is presented in topic areas relevant to the City's Comprehensive Plan for Claremore's physical growth and development. This report also highlights key planning considerations for the years ahead, which will set the stage for the Comprehensive Plan in terms of community needs and desires for the next 20 years, through 2040. This report content is based on initial background studies to date by the City's community planning consultant, Kendig Keast Collaborative (of Sugar Land, Texas), as well as leadership and community input received to this point. The report also points readers to other sources for more detailed information to ensure the brevity of this documents and to avoid duplication of available reports and profiles of Claremore.

Guiding Change

Planning is concerned with the future. Whether linear or iterative, planning is a process composed of a series of conceptual phases related to one another in an orderly fashion. It usually begins with establishing a series of actionable, programmatic objectives – what is it we are trying to accomplish? Objectives are then framed by a series of underlying premises, assumptions or conditions, based on an understanding of key issues pertaining to the community within which the plan is being developed – what factors must we consider that will prevent or enable reaching our objectives, and within what timeframe? Having defined objectives and outlined planning premises, policies and strategies are formulated, the implementation of which will accomplish the desired results. Alternative plans of action may be developed and carefully evaluated, to determine the best course of action. Operational plans reflecting commitments to process, time and resource expenditures are developed to then carry out the program of activities.

Benefits

As discussed, a comprehensive plan is a long-range (20 years), community-based, policy document that lays the groundwork for how communities can take charge of, invest in, and realize their future.

COMPREHENSIVE PLANS:

- Provide public officials with a greater understanding of existing conditions in their community, and the larger trends and forces that are impacting growth and development (or lack thereof); and a long-term outlook at the potential consequences of land use, infrastructure, and other decisions.
- Establish priorities for implementation strategies and actions to achieve preferred outcomes.
- Place communities in favorable positions when pursuing and securing grants and capital partnerships.
- Offer an opportunity for constructive and meaningful public input, education, and engagement through a variety of forums; including one-on-one meetings, focus groups, town hall-style community workshops, and surveys.
- Provide policy guidance and legally defensible basis for effective and implementable land development regulations.
- Provide a framework to enable local officials to make better-informed decisions based upon a coordinated plan to guide the orderly growth and development of their community.
- Provide the umbrella for weaving together a series of small area plans, through which greater synergies can be created.

Engaging in a local comprehensive planning process will enable the City of Claremore to have a greater measure of control over its future and the opportunities and challenges that change will bring. Planning will enable the City to proactively manage future growth and development / redevelopment as opposed to reacting to development proposals on a case-by-case basis without adequate and necessary consideration of community-wide issues. The City of Claremore's last Comprehensive Plan was completed in 2006 and was a joint plan covering both the City of Claremore and Rogers County.

Planning Authority

The State of Oklahoma states that a comprehensive plan is to be used when creating municipal regulations. Therefore, the Plan text and maps are a necessity since these documents establish a rational basis for legislative action. Section 103 of Article 43, Title 11, states:

“Municipal regulations as to buildings, structures and land shall be made in accordance with a comprehensive plan and be designed to accomplish any of the following objectives:

- To lessen congestion in the streets;
- To secure safety from fire, panic and other dangers;
- To promote health and the general welfare, including the peace and quality of life of the district;
- To provide adequate light and air;
- To prevent the overcrowding of land;
- To promote historical preservation;
- To avoid undue concentration of population; or
- To facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

The regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality. The governing body shall provide the manner in which regulations, restriction and district boundaries shall be determined, established and enforced, and amended, supplemented or changed.”¹

Approach (Existing City – Future City)

The Plan focuses first on providing a snapshot of existing conditions, through the lens of multiple plan elements, and culminates in this report. The Existing City report of the Comprehensive Plan summarizes existing conditions as well as the status of the strategies and recommendations found within the several plans and studies developed by the City - what has been implemented, and what have been the barriers to implementation. This approach to existing conditions analysis avoids the common pitfalls of analyzing plan elements in isolation, and covers all of the plan elements together, to further understand the inter-relationships between natural and constructed systems; rather than a more traditional approach, which results in siloing existing conditions, and then preferred, future conditions, into specific chapters.

This report includes a discussion about the City’s history, location and physical characteristics and highlights the City’s demographic composition and trends. A summary of key indicators, from the latest available U.S. Census data (including the 2010 U.S. Census and the 2012-2016 American Community Survey 5-Year Estimates) and other sources, illustrate historical and current conditions and context relevant to the Comprehensive Plan. A series of demographically similar “comparison communities” have been used throughout the comprehensive planning process to evaluate the results of varying municipal planning, regulatory, and other practices to determine relevance and applicability to the City of Claremore.

Comprehensive plans are future-oriented, and prescribe policies that are intended to advance a set of preferred conditions. As such, The Future City component and its implementation strategies, programs, and projects will be the focus of Claremore’s Comprehensive Plan. The Future City portion of the Comprehensive Plan includes recommended strategies, programs and initiatives, actions and projects for accommodating growth, development and redevelopment of the City’s neighborhoods, districts and corridors, while preserving community character, enhancing quality of life, and improving economic well-being.

¹ Oklahoma State Statutes, Title 11, Article 43, Section 101

Claremore Setting and Context

The City of Claremore is the county seat of Rogers County and is located in northeastern Oklahoma in the Ozark Mountain foothills. The City is part of the greater Tulsa metropolitan area. Claremore is located at the convergence of Route 66 and Highways 88 and 20, is adjacent to Interstate 44 (Will Rogers Turnpike), and is home to Rogers State University.

As shown in Map 1, *Regional Context*, Claremore is located approximately 30 miles northeast of the City of Tulsa in “Green Country” a nickname reflecting the region’s hills, lakes, and green vegetation. Claremore is accessible via the Claremore Regional Airport and Tulsa International Airport. Two railways, the Union Pacific Railroad and the Burlington Northern Santa Fe Railroad, transverse the city. The current City Limit boundaries encompass a total area of approximately 15 square miles.

According to the 2010 U.S. Census, Claremore has a population of 18,581, with a 2016 population estimate of 19,069. Claremore is the largest incorporated city in Rogers County. See Figure 2, *Claremore Community Profile* on the following pages.

Claremore lies 602 feet above sea level and has an average temperature range of 46-70 degrees and an average rainfall of 39 inches a year. Given its location in the Ozark Mountain Foothills, Claremore is home to a range of recreation ranging from water-related activities on Lake Claremore to mountain bike trails.

Claremore is well-positioned to capitalize on market-based opportunities in the region. The expressed concern of current residents is for quality future redevelopment and new development of housing and retail opportunities within Claremore. This redevelopment and development should take into consideration community character, recreational amenities, cultural opportunities, Claremore’s rich history (refer to Figure 1, *Historical Timeline* on this page), and be based in market realities.

Figure 1, Historical Timeline

1800s

- 1879** Will Rogers, Claremore’s most famous resident, is born.
- 1883** Claremore incorporated as Claremore, Indian Territory, under Cherokee law.
- 1893** Claremore Daily Progress established.

1900s

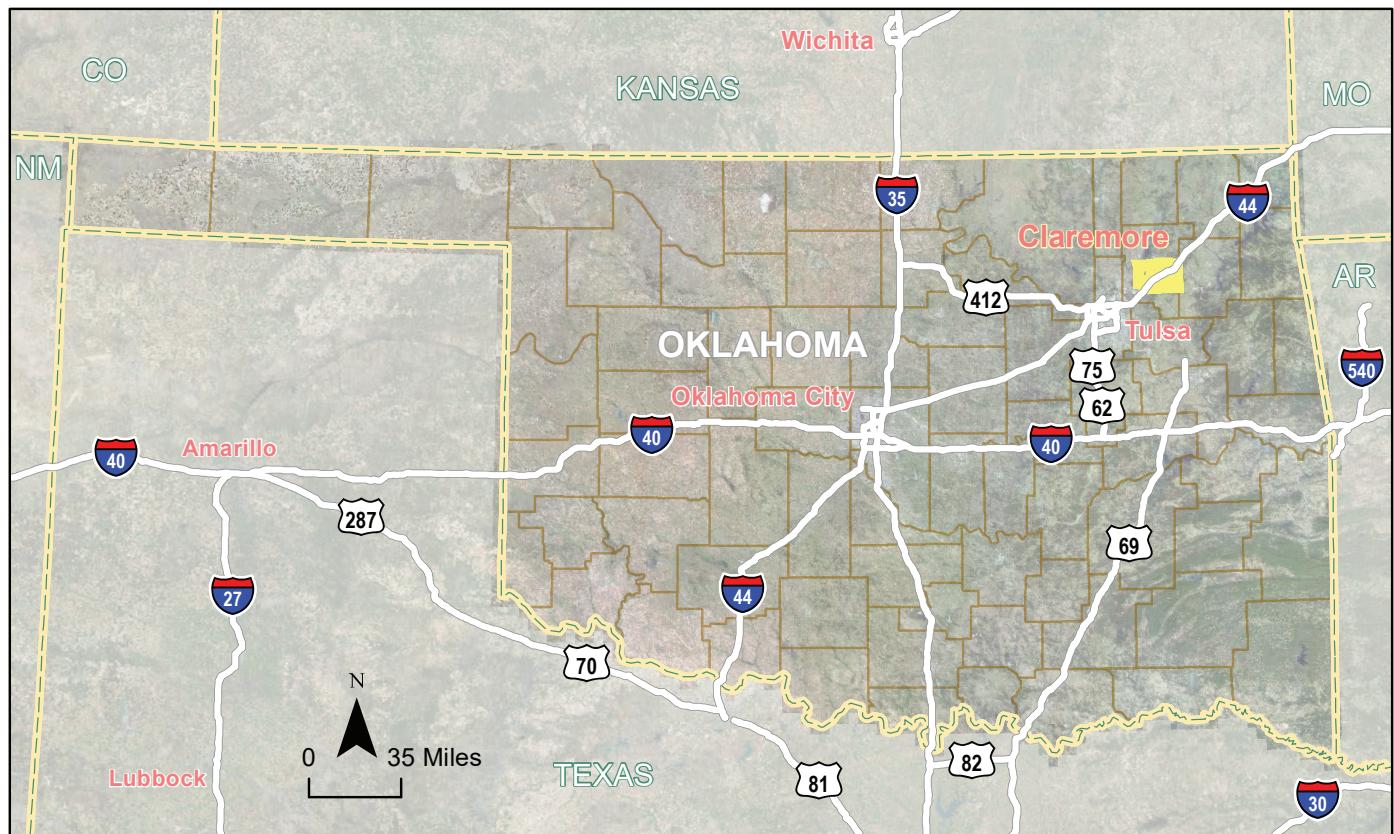
- 1903** George Eaton’s ill-fated oil drilling venture leads to the discovery of a large artesian well, spurring a bath mineral water house industry in Claremore. Claremore incorporated for a second time.
- 1909** Rogers State University founded.
- 1911** City Hall is built.
- 1926** Route 66 designated through Claremore, leading to economic growth.
- 1935** Will Rogers Memorial Museum grounds donated to the City after Will Rogers’ death.
- 1937** Construction of the Rogers County courthouse begins.
- 1963** The City of Claremore – Rogers County Metropolitan Area Planning Commission created.
- 1999** Claremore Recreation Center Opens. Claremore Expo Center Opens.

2000s

- 2002** Claremore Main Street, a nonprofit dedicated to the revitalization of Downtown Claremore, is formed.
- 2006** Claremore – Rogers County Comprehensive Plan adopted.
- 2016** Historic Downtown Claremore is added to the National Register of Historic Places.
- 2017** Claremore Dreams 2025 Strategic Planning Process launched.
- 2018** Comprehensive Plan Process launched.



Map 1, Regional Context



Source: City of Claremore, KKC, USDA (Aerial Imagery)

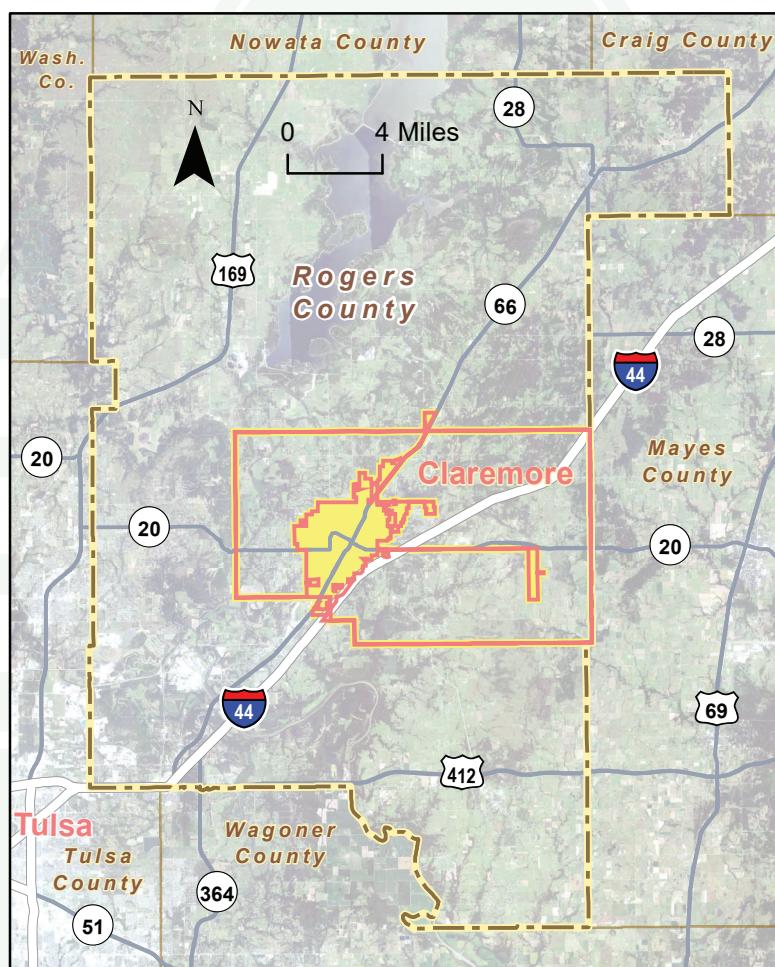
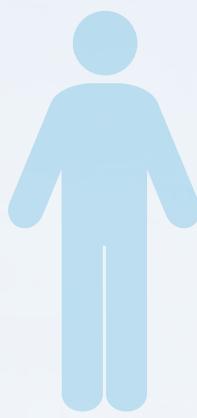
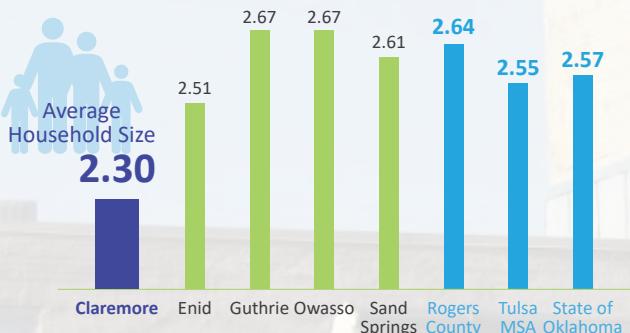
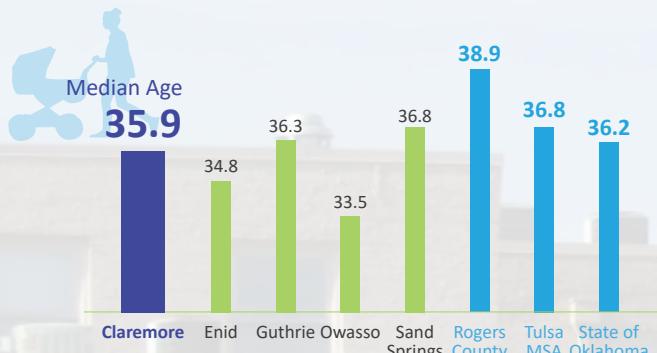


Figure 2, Claremore Community Profile*

*Data in this section primarily involves Census statistics as a starting point before other, more customized data sources for Claremore were investigated later in the process.
Sources: U.S. Census Bureau, 2012-2016 American Community Survey (ACS) and OnTheMap Data, 2015.

Population

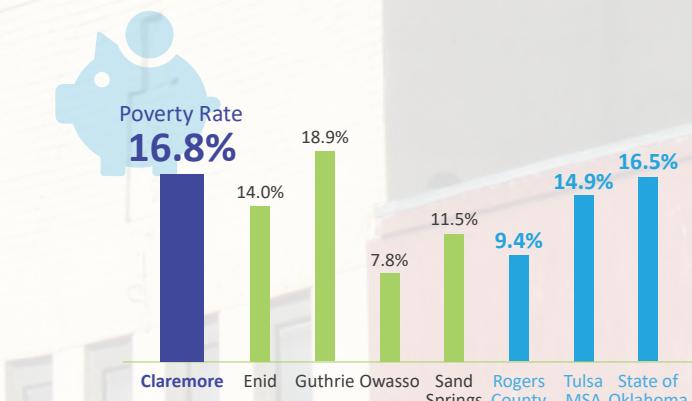
Claremore, Oklahoma, has a median age (35.9) slightly lower than the State's median age of 36.2. Of the comparison communities, only Enid and Owasso also have median ages lower than the State's. Claremore's average household size (2.3) is the smallest of all comparison communities.

**Income**

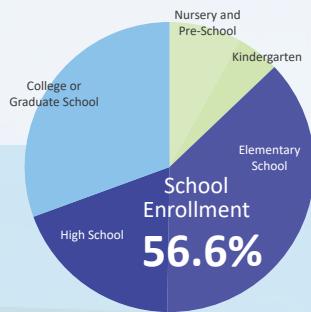
With a median household income of \$40,206, residents in Claremore make roughly 83.6 percent of the State median income (\$48,038). When benchmarked against comparison communities, Claremore has the lowest median household income. This may indicate certain competitive disadvantages in attracting prospective businesses and residents to the area.



Claremore's poverty rate of 16.8 percent is similar to the statewide rate of 16.5 percent. The poverty rate in Claremore is higher than that of all the comparison communities with the exception of Guthrie (18.9 percent).



Education

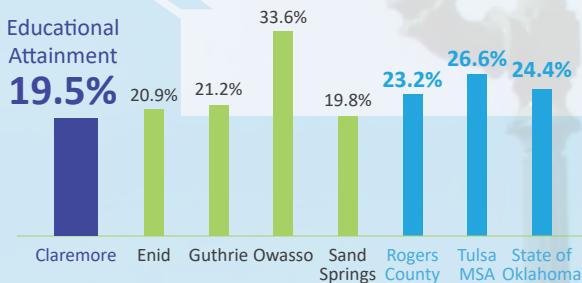


The majority of the Claremore population enrolled in a school is made up of elementary through high school students (56.6 percent).

This high percentage reinforces the notion and importance of tying local economic development efforts to workforce pipelines. Slightly over 30 percent of school enrollment is at the college or graduate school level, reflecting the presence of institutions of higher learning in and near Claremore.

Approximately 19.5 percent of individuals over the age of 25 in Claremore have earned a bachelor's degree or higher.

Among all comparison communities, this is the lowest. Claremore's percentage is also lower than the State's (24.4 percent).

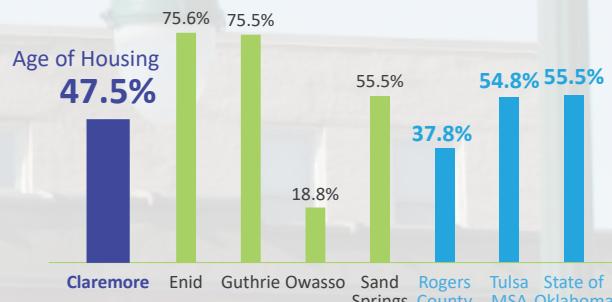


Housing

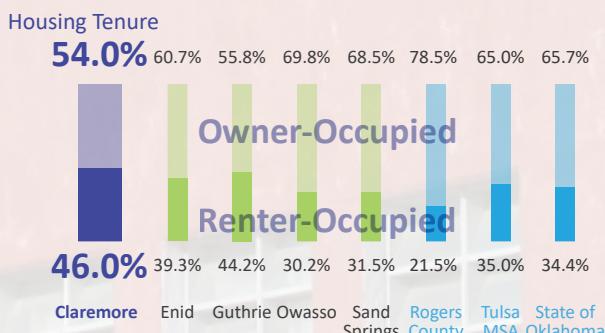


The Median of Value of Homes in Claremore (\$119,000) is similar to the State median value of homes (\$121,000), but below the median value of homes in several of the benchmark communities, including Rogers County (\$148,600).

Age of Housing. The number of older homes (constructed in 1979 or earlier) in Claremore is 47.5 percent, which means that many homes are approaching at least thirty years. While the age of the structure does not necessarily correlate to present-day condition, it underscores the importance of infill redevelopment, rehabilitation programs, infrastructure improvements, and other assistance to ensure these neighborhoods are sustainable. The State average is 55.5 percent of homes constructed before 1980, which indicates that Claremore has had a higher than average number of newer homes constructed.



Housing Tenure. Currently, Claremore's percentage of renter-occupied units is 46 percent, above the state-wide average of 34.3 percent, and the highest among benchmarked communities. The City will need to continue to monitor this percentage to ensure that there is a variety of housing types at various price points available to further economic development.



Rental and Owner Vacancies in Claremore are low, which is an indicator of high demand for housing in the community. The rental vacancy rate (4.9 percent) is the lowest among the comparison communities and significantly lower than the State average of 8 percent.



Figure 2, Claremore Community Profile (continued)

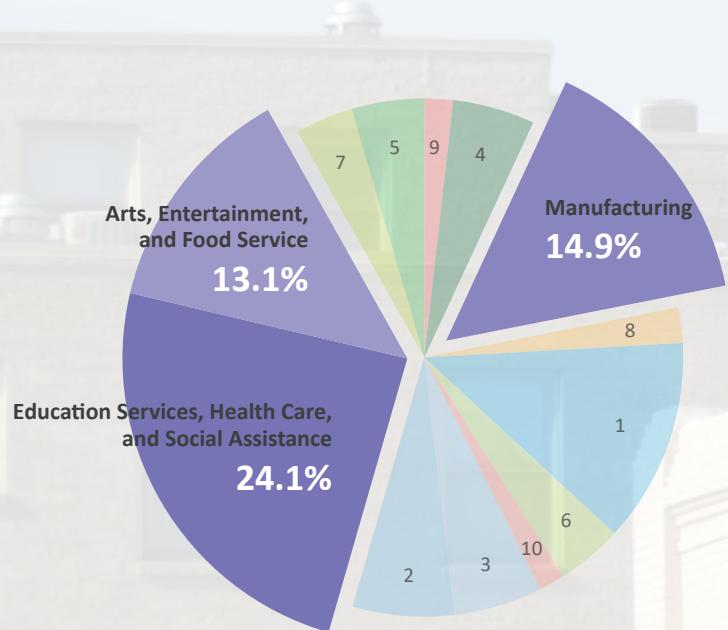
Sources: U.S. Census Bureau, 2012-2016 American Community Survey (ACS) and OnTheMap Data, 2015.

Employment

The **Average Commute** to work for those living in Claremore is approximately 21 minutes. Claremore's average commute time is similar both the State average and the other benchmarked communities.



The Educational Services, Health Care, and Social Assistance industries are the largest employers in Claremore, employing approximately 24.1 percent of the eligible population. The second and third largest employers, respectively, are Manufacturing (14.9 percent) and Arts, Entertainment, and Food Service (13.1 percent).



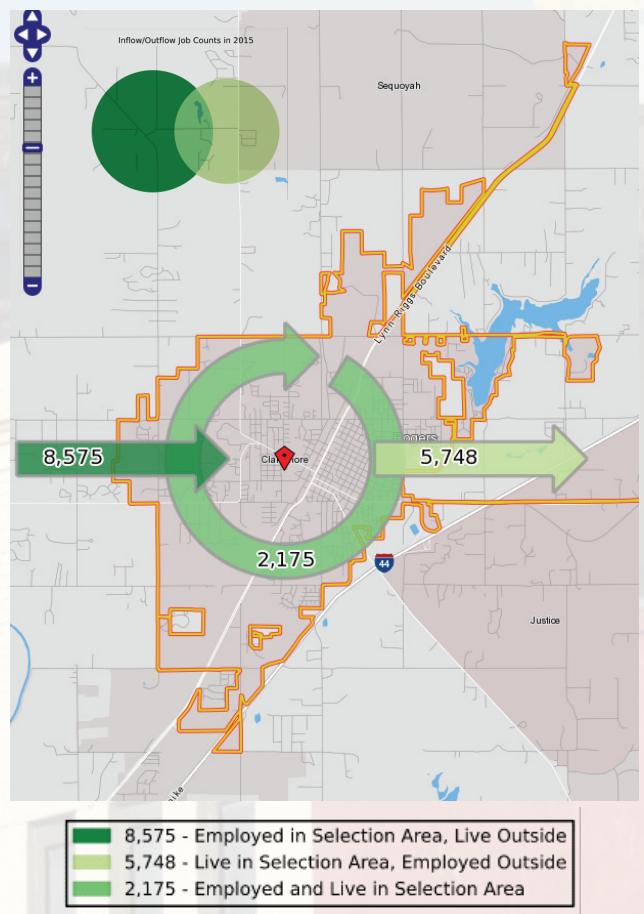
1. Retail Trade, 12.7%
2. Professional, Administrative, and Management, 6.3%
3. Finance and Insurance, Real Estate, 5.5%
4. Construction, 5.1%
5. Public Administration, 4.5%
6. Transportation, Warehousing, and Utilities, 4.1%
7. Other Services, 3.6%
8. Wholesale Trade, 2.2%
9. Agriculture, Forestry, Fishing, Hunting and Mining, 1.8%
10. Information, 1.6%

The **Unemployment Rate** of Claremore (6.2 percent) is similar to the State's unemployment rate of 6 percent. Unemployment rates are generally low both in Claremore and among all the benchmarked communities, indicating a strong local and regional economy.



Increased housing and employment opportunities will encourage current and prospective residents to live, work, and play in Claremore. Of the 10,750 jobs located in Claremore, 79.7 percent of these employees live outside the City Limits. This presents a significant leakage that could be captured with increased housing opportunities.

Inflow and Outflow of Jobs, 2015



Land Use and Development



Existing Land Use Patterns

Prior to assessing the potential for new development, it is essential to have an understanding of the current land use and physical landscape in Claremore. As part of assessing the physical scenario for community planning in Claremore, the project consultants in conjunction with the plan's advisory committee, prepared a series of diagrams that focus on five core elements as identified by Kevin Lynch, a renowned urban planner and keen observer of effective community design:

1. **Paths** - Routes by which residents and visitors reach destinations and/or move across and through a community. Paths are an important part of a community's "skeleton."
2. **Nodes** - Significant destinations or activity centers that attract people and generate outbound trips.
3. **Districts** - Identifiable areas within a community set apart by a distinct character. People sense they are entering/leaving a district as they move along paths. Nodes and/or landmarks are often focal points within districts.
4. **Edges** - A distinct physical break point within or at the perimeter of a community. Edges are sometimes barriers that disrupt community cohesion. Incompatible "edge conditions" are a key focus of urban planning and zoning.
5. **Landmarks** - Visual elements that draw the eye and help to orient residents and visitors. A community may become known for one or a few key landmarks. Some are landmarks because they are unique, some because of their size and visibility, and some for both reasons.





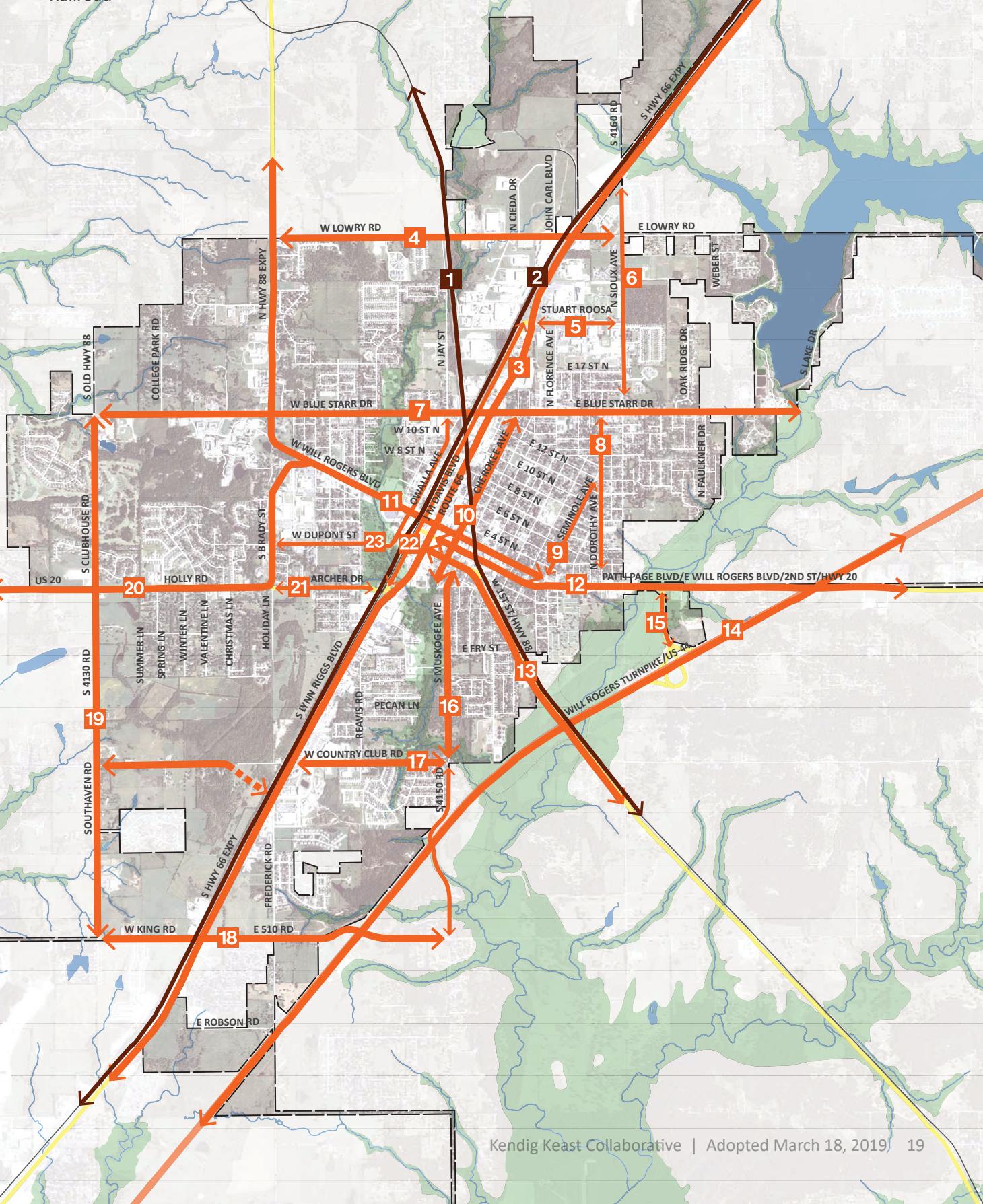
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Paths

1. Union Pacific Railroad – The Union Pacific (UP) Railroad runs through Claremore on a northwest to southeast diagonal, providing a major freight route.
2. BNSF Railroad – The BNSF Railroad runs through Claremore on a northeast to southwest diagonal, providing a major freight route.
3. Route 66 – Primary north/south corridor through Claremore and the primary retail and commercial corridor.
4. Lowry Road – An east/west street crossing through the industrial district and connecting Highway 88 to Route 66.
5. Stuart Roosa – An east/west street connecting the education district to Route 66 and North Sioux Avenue.
6. North Sioux Avenue/South 4160 Road – A north/south street connecting the education district to Route 66 and Blue Starr Drive.
7. Blue Starr Drive – A primary east/west arterial through the City, connecting Rogers State University on the west to the industrial district and points east.
8. Dorothy Avenue – North/south street on the eastern edge of downtown that connects Blue Starr Drive and Will Rogers Boulevard.
9. Seminole Avenue – Northeast to southwest diagonal street that acts as an edge in Downtown Claremore.
10. Cherokee Avenue – Primary north/south street through Downtown Claremore.
11. West Will Rogers Boulevard/Highway 88 – Primary corridor through Claremore, crossing Route 66, terminating at Patti Page Boulevard/East Will Rogers Boulevard in Downtown Claremore.
12. Patti Page Boulevard/East Will Rogers Boulevard/2nd Street/Highway 20 – East/west corridor beginning at Route 66 and continuing east as Highway 20.
13. West 1st Street/Highway 88 – East/west corridor in Downtown Claremore that continues as Highway 88 toward Inola.
14. Will Rogers Turnpike/US-44 – Major interstate that connects Claremore and Tulsa.
15. Turnpike Gate – Access road that connects Will Rogers Boulevard to The Will Rogers Turnpike/US-44.
16. Muskogee Avenue – North/south street that connects south of downtown to US-44.
17. West Country Club Road – East/west street that connects Muskogee Avenue to Route 66 and points to the west.
18. West King Road/East 510 Road – East/west street that is a southern edge to the City and connects Route 66 and US-44.
19. Southaven Road/South 4130 Road/Clubhouse Road – North/south corridor that acts as a western edge to the City.
20. Highway 20/Holly Road/South Brady Street/South 4140 Road/East 490 Road – Highway 20 from the west enters Claremore and jogs up to meet Highway 88.
21. Archer Drive – Short east/west street connecting Highway 20 to J.M. Davis Boulevard.
22. J.M. Davis Boulevard – North/south corridor that runs parallel to Route 66 and the railroad.
23. West Dupont Street/Owalla Avenue – Connects Brady Street (Highway 20) to Blue Starr Drive.

Map 2, Claremore Paths Diagram

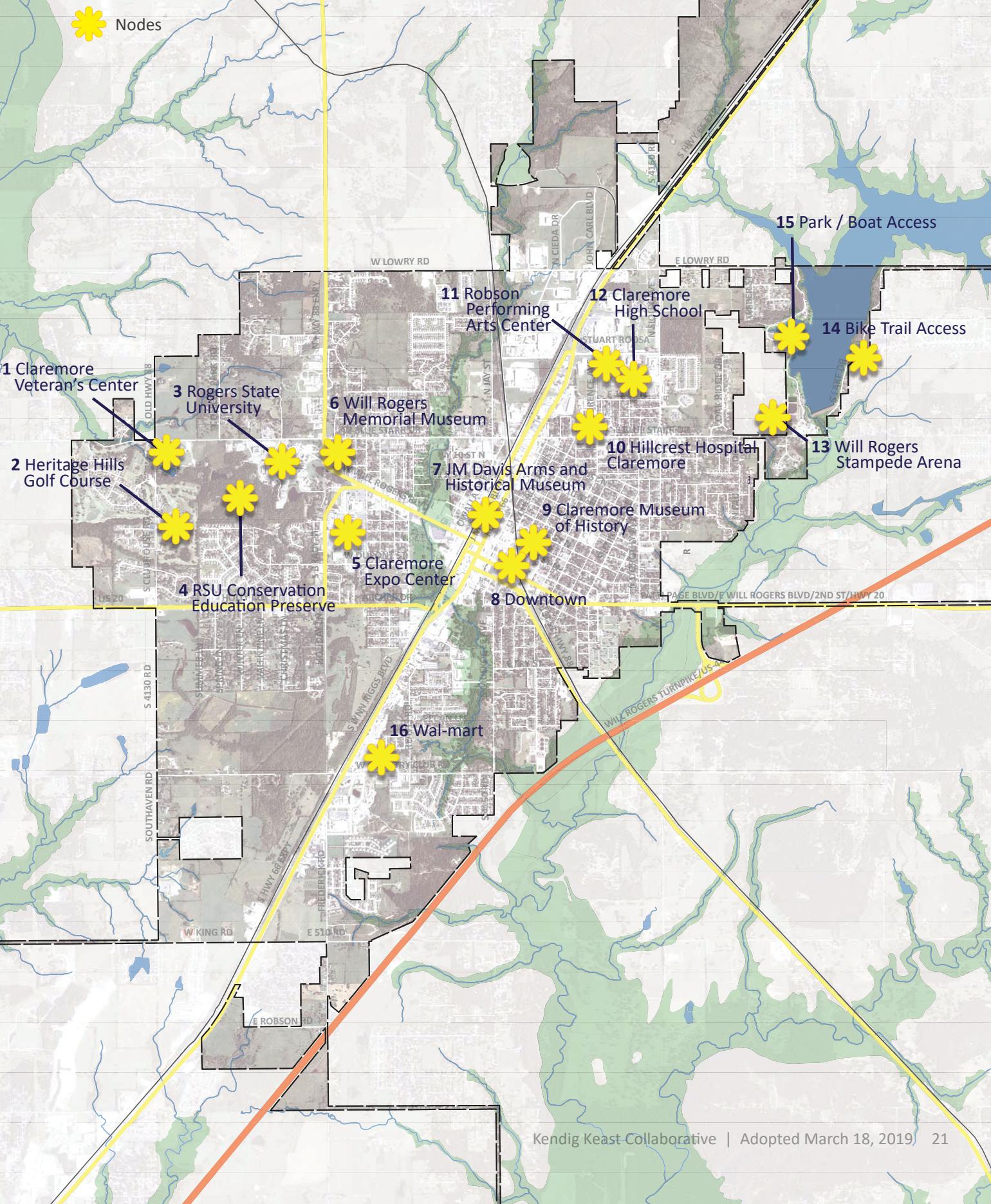
- Road
- Railroad



Nodes

1. Claremore Veteran's Center – Facility serving veterans run by the Oklahoma Department of Veteran Affairs.
2. Heritage Hills Golf Course – An 18-hole public golf course operated under the Rogers County Public Facilities Authority.
3. Rogers State University – Public four-year regional university with approximately 4,000 students.
4. Rogers State University Conservation Education Preserve – A 120-acre nature preserve and outdoor classroom includes trails and wildlife viewing areas.
5. Claremore Expo Center – Located on 55 acres, the Expo Center hosts indoor and outdoor events throughout the year.
6. Will Rogers Memorial Museum – Home to the world's largest collection of Will Rogers memorabilia and his entire collection of writings.
7. J.M. Davis Arms and Historical Museum – Museum with historic weapons and a large firearms collection.
8. Downtown – Historic Downtown Claremore is listed on the National Register of Historic Places and is a center of activity within Claremore.
9. Claremore Museum of History – Museum located in Downtown Claremore that showcases the history of Claremore.
10. Hillcrest Hospital Claremore and Claremore Indian Hospital – Two major medical facilities in Claremore. The Claremore Indian Hospital is part of the Indian Health Service, the Federal Health Program for American Indians and Alaska Natives.
11. Robson Performing Arts Center – Performing arts venue for the Claremore Public Schools.
12. Claremore High School – Located off of Stuart Roosa, Claremore High School, and its associated athletic facilities, is a hub of student activity.
13. Will Rogers Stampede Arena – Located off of Blue Starr Drive near Lake Claremore, the arena is home to the annual Will Rogers Stampede Rodeo.
14. Bike Trail Access - Trailhead to mountain bike trails located at Lake Claremore.
15. Park/Boat Access – Primary access point to Lake Claremore.
16. Walmart – Major big box retailer located along Route 66 and Country Club Road.

Map 3, Claremore Nodes Diagram



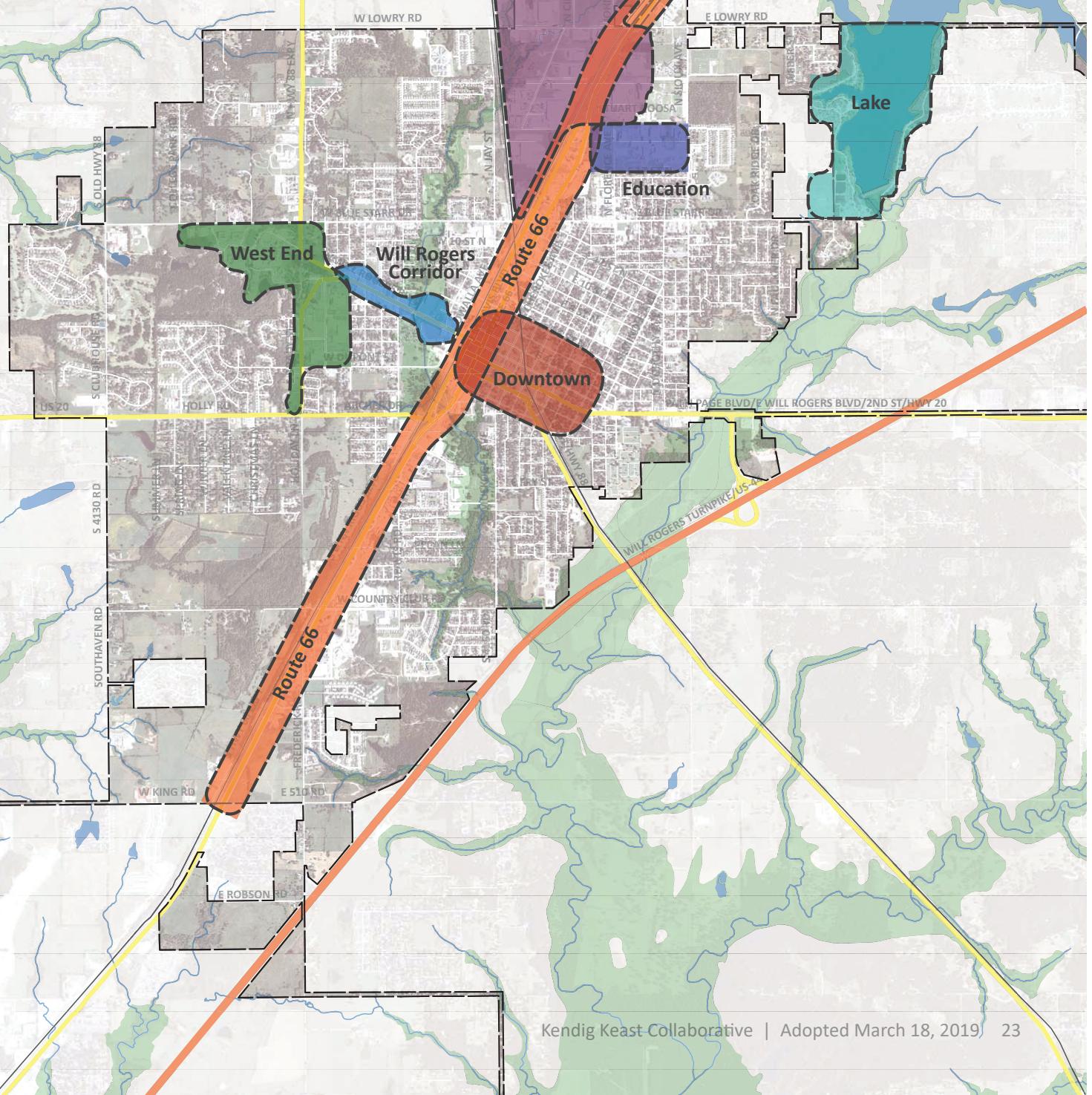
Districts

1. Education District – Claremore High School (and associated athletic facilities), Will Rogers Junior High School, Roosa Elementary, Robson Performing Arts Center, and Will Rogers Library are all located in close proximity and together create a district with a high level of student activity.
2. Downtown District – The downtown area of Claremore has a distinct character and is on the National Register of Historic Places. The downtown area is the site of many community events and programming.
3. Industrial District – Multiple industrial facilities with multi-modal freight access are located in this district.
4. West End District – Site of Rogers State University, Claremore Expo Center, Claremore Recreation Center, and Claremore Indian Hospital.
5. Route 66 Corridor District – Entire length of Route 66 that passes through the Claremore City Limits. Route 66 is the primary commercial corridor in Claremore.
6. Will Rogers Corridor District – Will Rogers Boulevard, between Rogers State University and Owalla Drive, is another primary commercial corridor in Claremore.
7. Lake District – Lake Claremore, and the recreational facilities surrounding it, including mountain bike trails and boat access points, form a district.



Map 4, Claremore Districts Diagram

Districts



Edges

1. West King Road/East 510 Road – This represents the southern edge of the City, with the City of Verdigris beginning to the south. There is a small portion of the City Limits south of West King Road/East 510 Road, but no significant development.
2. Southaven Road/South 4130 Road/South Clubhouse Road/Northaven Road – This represents the western edge of the City. There is a small portion of the City Limits west of South 4130 Road, including the Heritage Hills Golf Course.
3. West Blue Starr Drive/East Blue Starr Drive – Blue Starr Drive acts as an internal edge within the City.
4. Railroads – The Union Pacific and BNSF railroads that run through (and intersect) in Claremore act as internal edges, making crossing various parts of the City a challenge at times.
5. Seminole Avenue – This street is an internal edge within the historic downtown area.
6. Lake Claremore – The lake acts as the northeastern edge of the City.
7. Will Rogers Turnpike (US-44) – The turnpike act as the southeastern edge of the City.

Natural Edges

1. Creeks
2. Floodplain Area
3. Drainage Basin break points (ridge lines)



Landmarks

1. Will Rogers Hotel – Historic landmark located at the intersection of Will Rogers Boulevard and Route 66.
2. Rogers State University - Public four-year regional university with approximately 4,000 students.
3. Hammett House – A family-style restaurant located near Rogers State University that has been in business since 1969.
4. Lake Claremore – Claremore Lake Park was developed in 1929 with the completion of the dam. The park is located on 1,200 acres off of East Blue Starr Drive.
5. Belvidere Mansion – Located in downtown Claremore, the Historic Belvidere Mansion was constructed in 1907 and is open for self-guided tours.
6. Will Rogers Memorial Museum - Home to the world's largest collection of Will Rogers memorabilia and his entire collection of writings.
7. J.M. Davis Arms and Historical Museum - Museum with historic weapons and a large firearms collection.
8. Rogers County Courthouse – Located in downtown Claremore, the County Courthouse is where Rogers County government offices are located.
9. Claremore Indian Hospital - The Claremore Indian Hospital is part of the Indian Health Service, the Federal Health Program for American Indians and Alaska Natives.
10. Water Storage with City Logo – Located west of Route 66, approximately across from the Walmart, the water storage facility prominently displays the Claremore city logo.
11. Robson Performing Arts Center- Performing arts venue for the Claremore Public Schools.
12. Northeast Tech Center (NTC) Claremore Campus – Serving about 200 adult and high-school students, the NTC Claremore Campus opened in 2009.
13. Claremore High School - Located off of Stuart Roosa, Claremore High School, and its associated athletic facilities, is a hub of student activity.



Map 6, Claremore Landmarks Diagram

Landmark

12

2

6

3

9

1

7

11 13

4

10

5

In a city with a zoning ordinance, such as Claremore, the current development outcomes reflect land use decisions guided both by development regulations and the local and regional marketplace. This section discusses land use as a means of understanding development and growth trends in Claremore. Existing land use is divided into categories and described in terms of type, location, and physical characteristics. The location and extent of land uses in a community affect property values, neighborhood stability, traffic flow, character, and economic development opportunities.

MAJOR RETAIL LOCATIONS

- Downtown Claremore** - Located east of Highway 66, bounded by 4th Street and Patti Page Boulevards, from Route 66 to the Union Pacific Railroad, then continuing east between Will Rogers Boulevard and

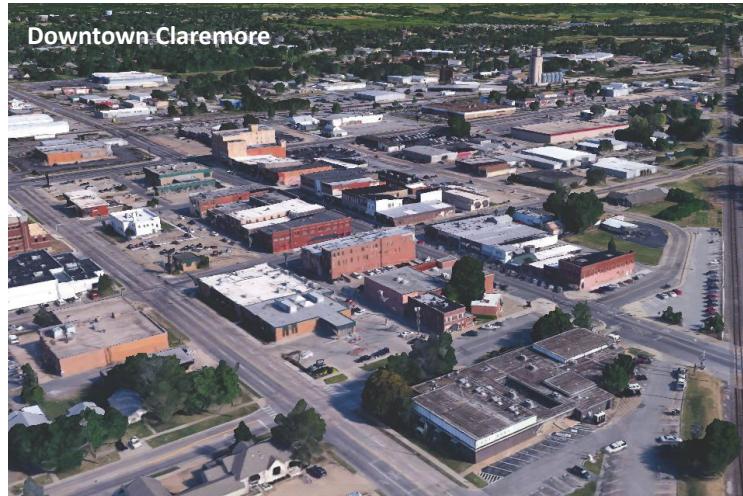


Image Source: Collective Voice Strategic Plan

Route 66 Corridor



Image Source: KKC.

the alley behind 4th street, bounded by Chickasaw Avenue on the east. Downtown has a range of uses including retail, entertainment and restaurants, residential, and office. Retail uses in downtown are primarily boutique and/or local shops as opposed to big box stores.

- Route 66 corridor** - Commercial and retail establishments can be found along the length of Route 66, the primary commercial corridor through Claremore. The establishments are more auto-oriented than those found in downtown, with many strip centers and big box establishments.
- Will Rogers Boulevard** - Both east and west of Route 66, is another commercial and retail corridor within Claremore, with establishments such as the Ne-Mar shopping center lining the auto-oriented corridor.



Image Source: downtownclaremore.org

Will Rogers Boulevard



Image Source: KKC.

MAJOR PUBLIC USES

- Claremore Public Schools and Facilities (including Robson Performing Arts Center).
- Higher Education Facilities (Rogers State University and Northeast Tech Claremore campus).
- Rogers County Facilities.
- City Hall and other City facilities (including fire and police, Expo Center, Library).
- Park and Recreation areas (including Lake Claremore Park).

MAJOR INSTITUTIONAL USES

- Churches and religious facilities throughout the City.
- Cemeteries.

- Hospitals (Claremore Indian Hospital and Hillcrest Hospital Claremore).

INDUSTRIAL USES

- The primary industrial area is located north of Highway 88 along Route 66. This area contains major facilities such as Baker Hughes, Pelco Structural, and others.
- **Industrial Park** - The Claremore North Industrial and Business Development Park includes over 225 acres of industrial property and is home to a trans-modal rail facility. The industrial park is located near Lowry Road and Route 66. Much of the industrial park is currently undeveloped.

Robson Performing Arts Center



Image Source: moreclaremore.com

Route 66 Industrial Area



Image Source: Claremore Industrial Area youtube.com

Rogers State University



Image Source: rsu.edu

Claremore Industrial Park



Image Source: KKC

Historic and Cultural Assets

Claremore is a city with a rich history. Claremore has several museums within its City Limits, including the Will Rogers Memorial Museum, the J.M. Davis Arms and Historical Museum, and the Claremore Museum of History.

Claremore Main Street is part of the National Main Street program, administered in Oklahoma through the Department of Commerce's Main Street Center. Since 2002, Claremore Main Street has overseen \$20.3 million of reinvestments in Downtown, including 58

new businesses opening and 201 new jobs created. This reinvestment includes \$17 million in private sector dollars.

The City of Claremore has designated an historic district in the downtown core. The *2015 Claremore Main Street Strategic Plan* identifies a desire to expand the historic district to include the south side of 4th Street between Missouri Avenue and Muskogee Avenue. The *2017 Phase 3 Downtown Revitalization Expert Review and Recommendations of Downtown Claremore Plan* recommends a proposed Downtown District with boundaries (shaded in blue) that extend further than the historic district boundaries (outlined in red), as seen in Map 7.

Map 7, Downtown District

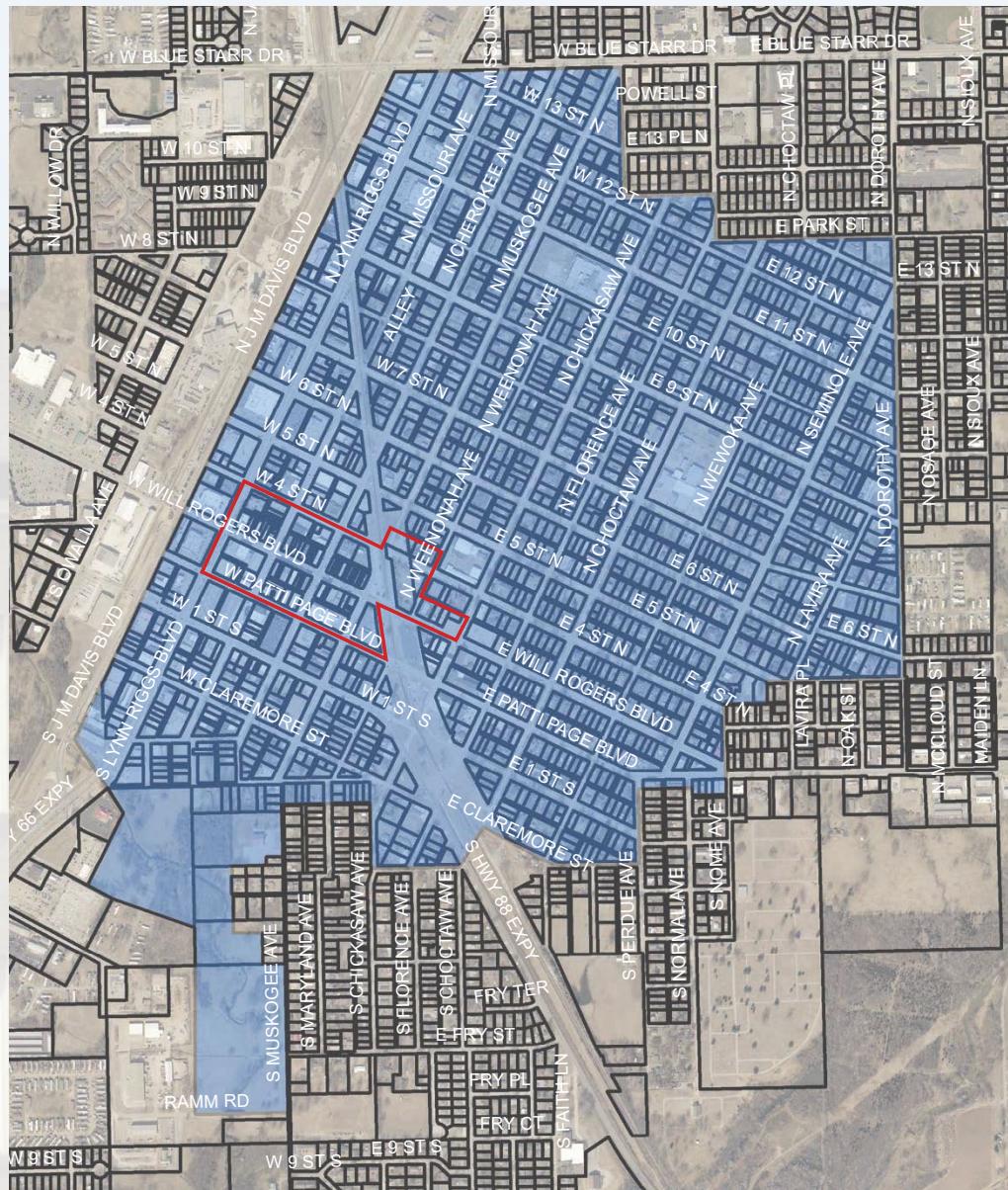


Image Source: Phase 3 Downtown Revitalization Expert Review and Recommendations of Downtown Claremore

In September 2016 the 300-500 block of Will Rogers Boulevard in Downtown Claremore gained listing on the National Register of Historic Places as a National Historic District.

A total of forty-four (44) buildings are included within the district. Of these, one was previously listed in the National Register of Historic Places (NRHP), the Will Rogers Hotel, 524 West Will Rogers Boulevard, NRIS #94001508, 1930.

As the nominating application details, “The Downtown Claremore Historic district has ties to the historic commercial activities in Claremore. The District is composed primarily of one and two-story commercial style buildings that date from the late 1890s through the

1930s. Overall, the buildings in the district are modest in size, style, materials, and ornamentation. The iconic six-story Will Rogers Hotel anchors the west end of the District. As the core of the central business district, this area has been the center of commercial development in Claremore from shortly after its founding in the 1880s to the present. The vast majority of the buildings were completed by the 1930s, with most commercial construction activity after this time being in the form of renovations. The buildings in the Downtown Claremore Historic District reflect the commercial growth of this community, growth spurred by transportation routes, transportation related activities and the bath house industry.”¹

¹ City of Claremore



Image Source: National Register of Historic Places

Current Allocation of Land Use Types

Displayed on Map 8, *Existing Land Use*, are the respective locations of major land use types in the City of Claremore:

- Parks and Open Space.
- Rural land (includes undeveloped and agricultural land).
- Residential uses (single family, multi-family, mobile home park, and residential estate).
- Commercial uses (retail, office, and services).
- Industrial uses (including utilities).
- Institutional and public uses (including schools and churches).

With the caveat that all the cited figures are approximations for general planning purposes, acreage data indicates that:

- Claremore has approximately 15.4 square miles within the City Limits (approximately 9,856 acres) Excluding the water body portion of Lake Claremore within the City Limits as well as Right-of-Way (ROW) (roads), the total approximate acreage within the City Limits is 8,234 acres. The Fence Line excluding the City Limits totals 70,863 acres. Total acreage with the area within the City Limits, the fence line, and unincorporated areas within the City Limits (enclaves) totals 80,912 acres.
- Of the land within City Limits, 15.2 percent is undeveloped and 18.8 percent is agricultural land. Floodplains affect land use to some extent, which reduces the remaining amount of developable acreage within the City.
- Currently 33.7 percent of land use in Claremore is residential (across all types of residential). 3.8 percent of land is industrial and 5.3 percent is commercial. 7.1 percent is parks or open space areas (excludes water body portion of Lake Claremore).

HOW DO LAND USE AND CHARACTER COMPARE?

This Plan elaborates on the common definition of land use to address the “look and feel” of development. Instead of only identifying how land is used, such as single or multifamily residential, commercial, or industrial designations, character also defines the intensity of development and the design features that contribute to its specific nature and appeal. It is this combination of land use and the site and building design attributes that determine the character of development.

Table 1, Existing Land Use Areas

Rural	3,186 acres
Cemetery	37 acres
Golf Course	177 acres
Commercial	357 acres
Commercial Office	58 acres
Duplex Residential	71 acres
Industrial	302 acres
Institutional	590 acres
Mixed Use	0.2 acres
Mobile Home Park	59 acres
Multi-Family Residential	79 acres
Park/Open Space	339 acres
Public/Semi-Public	214 acres
Residential Estate	693 acres
Single Family Residential	1,715 acres
Townhomes	5 acres
Utility	8 acres
Vacant	344 acres
TOTAL	
without Lake Claremore or Roads Right-of-Way	8,234

The City of Claremore-Rogers County Metropolitan Area Planning Commission is an eight-member board. Four of the members are appointed by the Claremore City Council and four members are appointed by the Board of Commissioners for Rogers County. The responsibilities of the joint planning commission include:

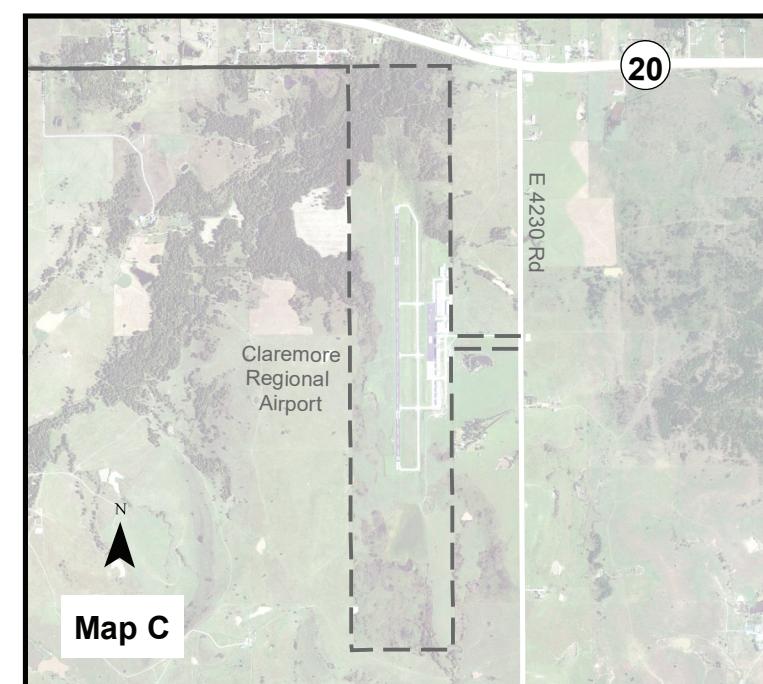
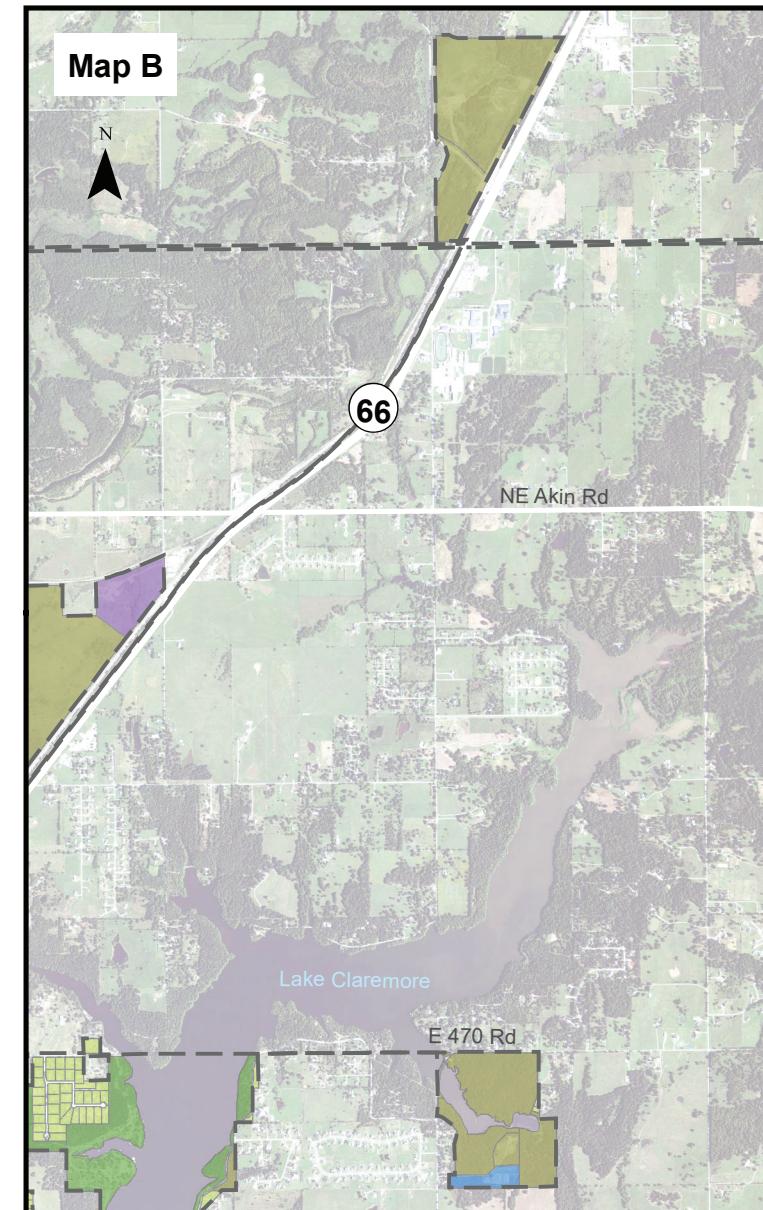
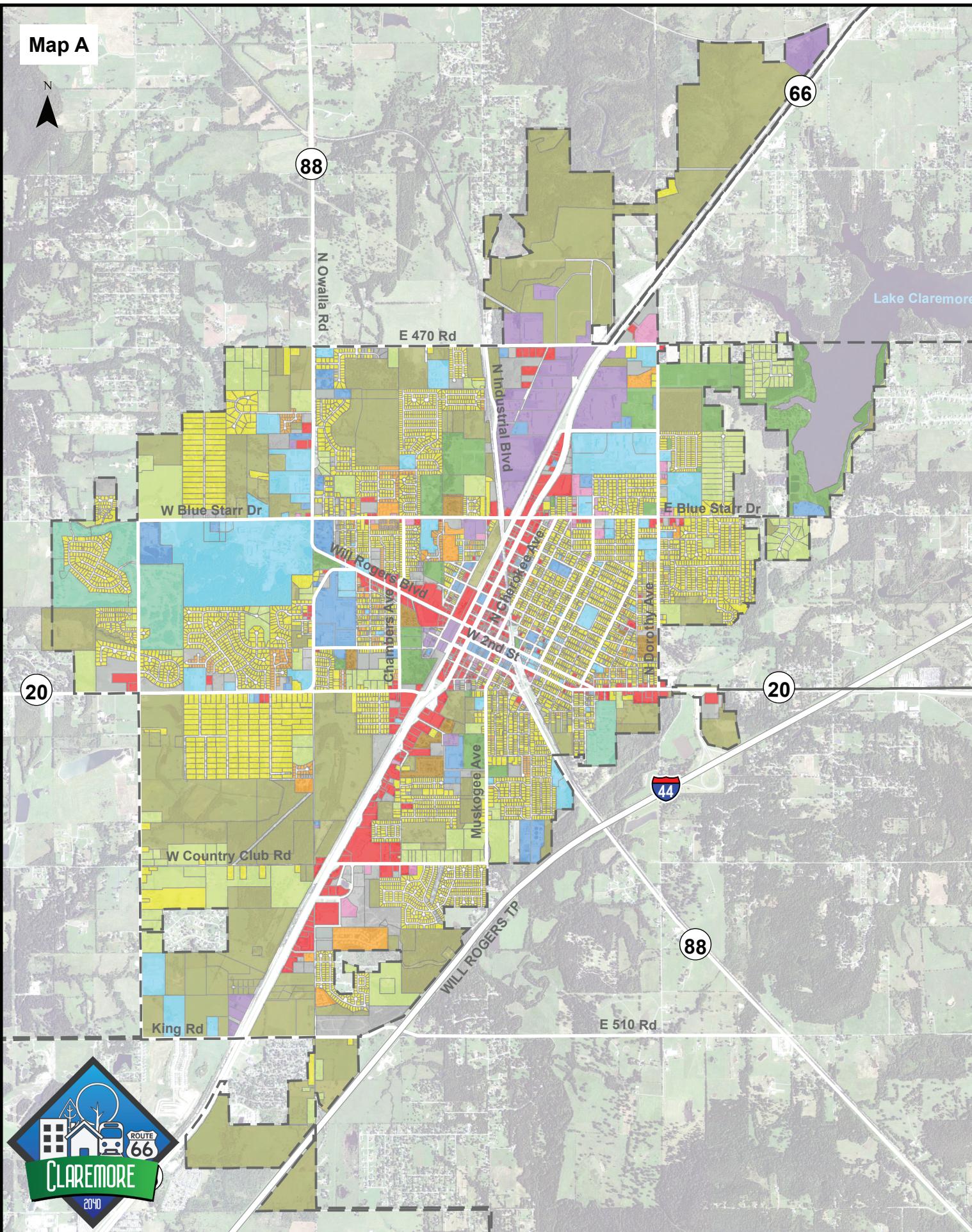
- Hold public hearings on amendments to the Comprehensive Plan and approve or deny an amendment, which is then subject to acceptance by the governing body.
- Hold public hearings on requests for Zoning Map or Zoning Ordinance text amendments and make recommendations to approve or deny requests.
- Review requests for approval of subdivision plats, replats and lot splits and approve with or without conditions.

Source: City of Claremore

CLAREMORE 2040

COMPREHENSIVE PLAN

Map 8, Existing Land Use



Claremore City Limits

Existing Land Use

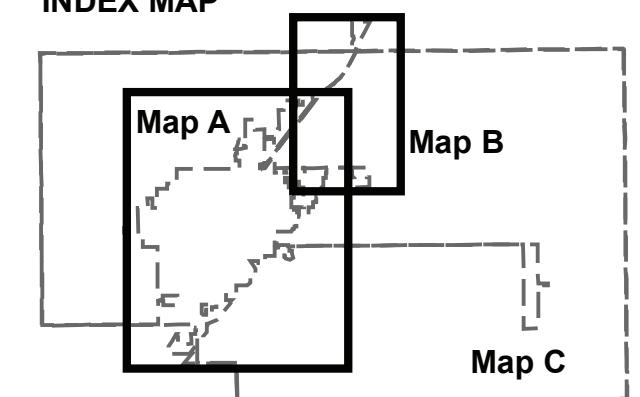
- Rural
- Park/Open Space
- Cemetery or Golf Course
- Residential Estate
- Single Family Residential
- Multi-Family Residential
- Mobile Home Park
- Institutional (Incl. Schools and Churches)
- Public / Semi-Public
- Mixed Use
- Commercial
- Commercial Office
- Industrial / Power Plant
- Vacant

SOURCES: City of Claremore, KKC, USDA
(Aerial Imagery)

0 7,500 Feet

All maps on page are the same scale.

INDEX MAP



A land use and character approach offers many benefits, including:

- Assurance as to the compatibility of adjacent development.
- Design flexibility to protect natural resources and valued open space.
- Predictable results in the development process.
- Ability to better plan for infrastructure needs.
- Planned development by right.
- Streamlined development process.
- Buffering that is commensurate with the level of impact on adjacent and abutting properties.

Ordinance, and Street Standards, among others.

A WORD ON ZONING

The City of Claremore's current Zoning Ordinance was adopted by the City of Claremore-Rogers County Metropolitan Area Planning Commission in 2000. Numerous zoning amendments have occurred since the original adoption. The Zoning Ordinance, which covers both the City of Claremore and portions of Rogers County, includes 24 Zoning Districts, one Agriculture District, twelve Residential Districts, three Office Districts, four Commercial Districts, and three Industrial Districts. According to the Zoning Ordinance, "Zoning is the regulation of the use of land. The Zoning Ordinance establishes specific land use regulations...The application of the Zoning Ordinance is a major means of achieving the goals of the Comprehensive Plan." Note that not all land inside the City Limits has a zoning classification so the total zoning acreage is different than the land use acreage.

CITY OF CLAREMORE DEVELOPMENT POLICIES

Development policies in the City of Claremore include Zoning, Subdivision Regulations, Sign Ordinance, Landscaping

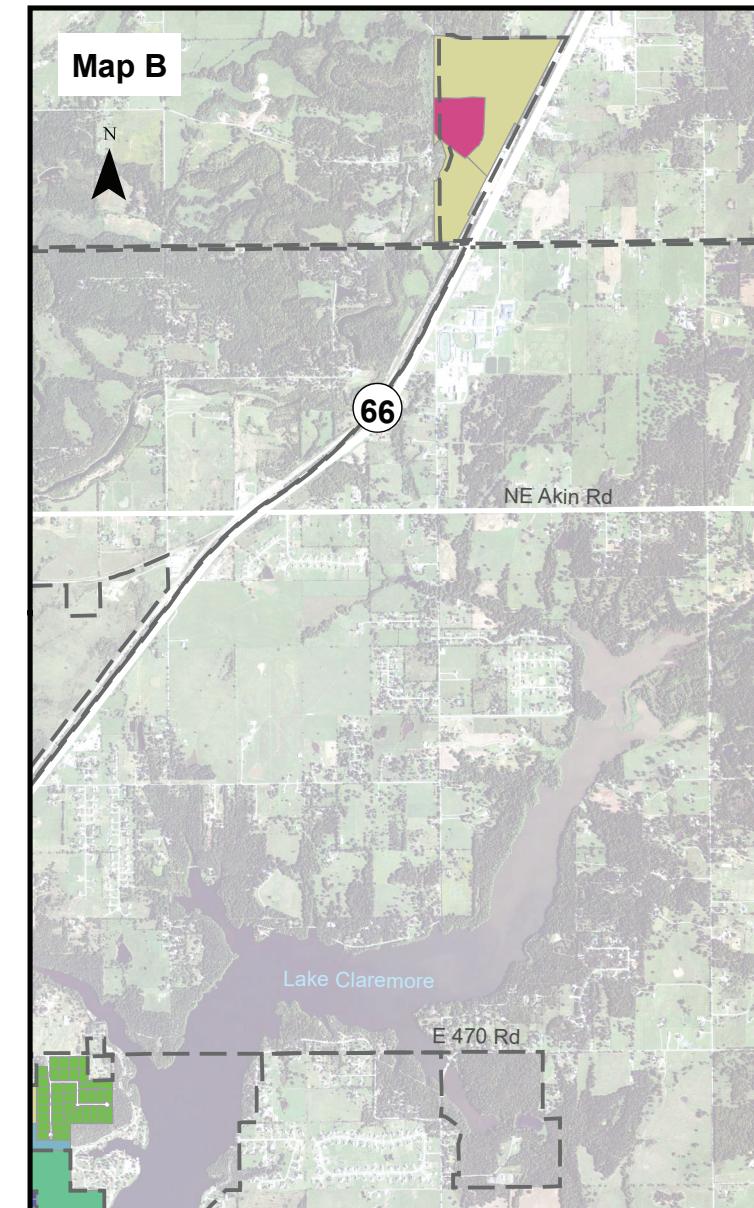
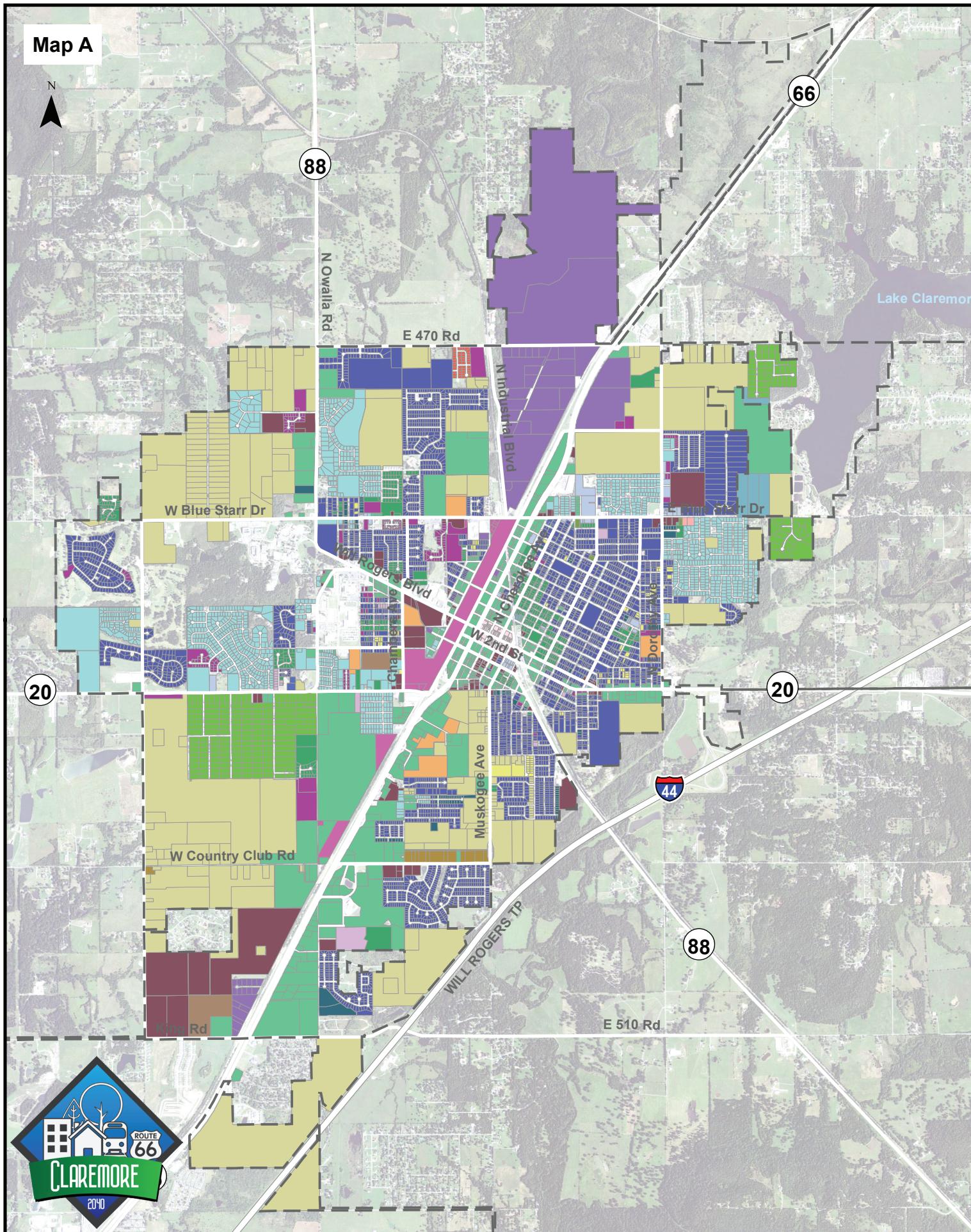
Table 2, Current Allocation of Zoning Districts

Zone Code	Zone Description	Acres	Percent
AG	General Agriculture	2,065.1	31.9%
CBD	Central Business District	10.5	0.2%
CG	General Commercial	313.1	4.8%
CH	High Intensity Commercial	822.7	12.7%
CS	Commercial Shopping Center	33.9	0.5%
IH	Heavy Industrial	21.9	0.3%
IL	Light Industrial	91.8	1.4%
IM	Moderate Industrial	703.7	10.9%
OH	High Intensity Office	2.1	0.0%
OL	Low Intensity Office	5.3	0.1%
OM	Medium Intensity Office	4.9	0.1%
OTHER	Other	35.6	0.5%
PUD	Planned Unit Development	39.6	0.6%
RD	Residential Duplex	24.7	0.4%
RE	Single Family Residential Estate	271.8	4.2%
RM0	Multi-Family Residential - Lowest Intensity	23.7	0.4%
RM1	Multi-Family Residential - Low Intensity	150.0	2.3%
RM2	Multi-Family Residential - Medium Intensity	44.5	0.7%
RM3	Multi-Family Residential - High Intensity	105.7	1.6%
RMH	Manufactured Homes	66.5	1.0%
RS-1	Single Family Residential - Low Intensity	24.8	0.4%
RS-2	Single Family Residential - Medium Intensity	562.2	8.7%
RS-3	Single Family Residential - High Intensity	1,036.5	16.0%
RT	Residential Townhomes	9.4	0.1%
Total		6,469.9	100.0%

CLAREMORE 2040

COMPREHENSIVE PLAN

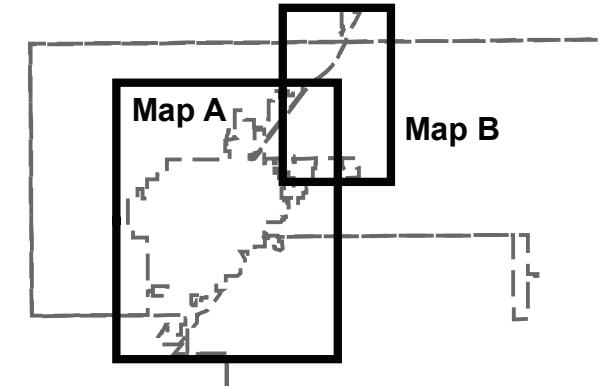
Map 9, Zoning



0 7,500 Feet

All maps on page are the same scale.

INDEX MAP



Claremore City Limits	
Zoning District	
AG - General Agricultural	
RE - Single Family Residential Estate	
RS-1 - Single Family Residential - Low Intensity	
RS-2 - Single Family Residential - Medium Intensity	
RS-3 - Single Family Residential - High Intensity	
RD - Residential Duplex	
RT - Residential Townhomes	
RM0 - Multi-Family Residential - Lowest Density	
RM1 - Multi-Family Residential - Low Density	
RM2 - Multi-Family Residential - Medium Density	
RM3 - Multi-Family Residential - High Density	
RMH - Manufactured Homes	
CG - General Commercial	
CS - Commercial Shopping Center	
CH - High Intensity Commercial	
OL - Low Intensity Office	
OM - Medium Intensity Office	
OH - High Intensity Office	
CBD - Central Business District	
IL - Light Industrial	
IM - Moderate Industrial	
IH - Heavy Industrial	
PUD - Planned Unit Development	
Other	

SOURCES: City of Claremore, KKC, USDA
(Aerial Imagery)

Housing Stock and Conditions

Claremore Area Housing Demand Study: The Claremore Industrial and Economic Development Authority (CIEDA) commissioned the Claremore Area Housing Demand Study in 2015. In the face of continued growth and business expansions, the housing demand study examined market conditions for single family and multi-family housing in Rogers County and Claremore and identified action and strategies that Claremore can take to help increase new single family and multifamily residential development.

Major findings from the Claremore Area Housing Demand Study include:

- There is increased demand for owner occupied housing in Rogers County. The supply of new single family for-sale homes in Claremore is somewhat limited.
- The multi-family and single-family rental market is experiencing substantial demand in Rogers County.
- The City of Claremore can be more competitive in satisfying a larger share of the county generated housing demand; for example, by making infrastructure such as roads, sewer, and water a priority for developable areas.

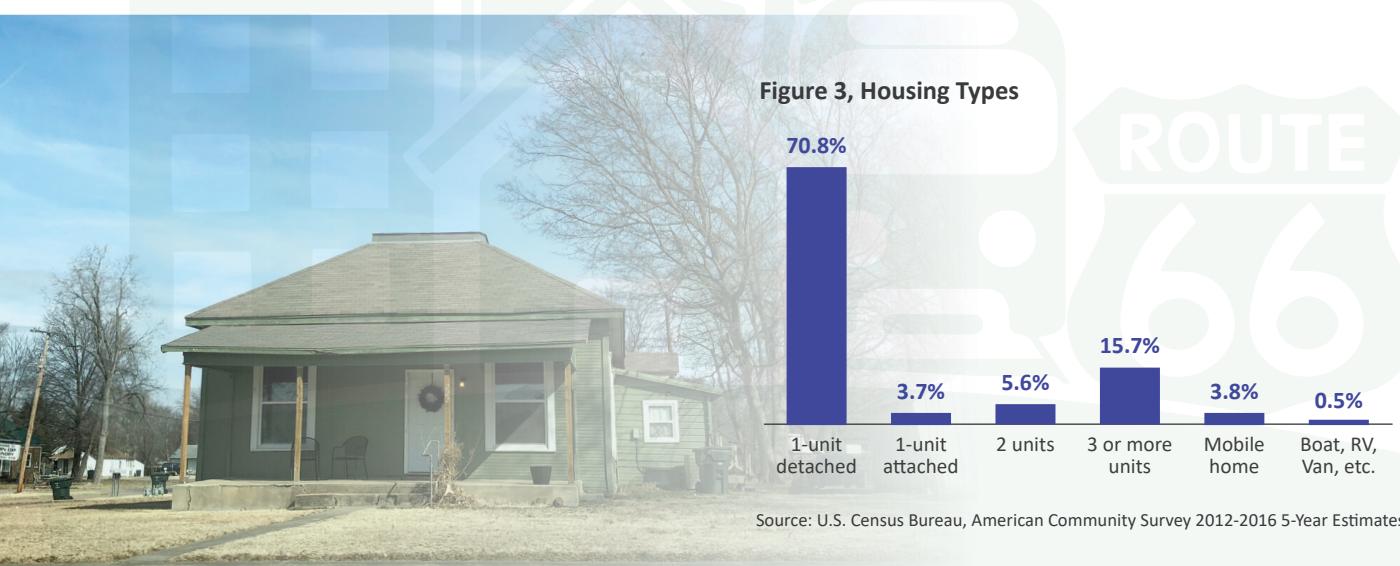
The opportunities for Claremore include:

- Construction of a higher quality Class A or B multifamily housing development, between 50 to 100 units.
- Construction of 50 to 100 units of rental housing aimed at the affordable housing market would also be expected to do well in Claremore.

- Continued construction of small unit rentals, particularly duplexes, should continue to do well in Claremore.
- Demand may exist for 100 to 200 single family homes to be built in Claremore over the next two years— depending significantly on several factors including how well Claremore is marketed to the Tulsa metro area, and how the supply of land and lots is made available. Moderately priced homes are expected to do particularly well, with two popular price point ranges: \$130,000 to \$175,000 for starter and workforce homes, and \$225,000 to \$275,000 for higher middle-income earners and commuters to Tulsa County seeking larger lots.
- Given the present availability of lots and the rate of homebuilding in the recent past, single family home construction is likely to continue to happen in small developments. Progress over the next two years should not only be measured by how many homes are built, but how well Claremore is developing its housing industry and improving its ability to respond to housing demand in the long term.

TYPE OF DWELLING UNITS

As of 2016 there are a total of 8,374 housing units in Claremore. Single-family detached units are the most prevalent type of dwelling units in Claremore, accounting for 70.8 percent of all dwelling units, refer to Figure 3. Multi-Family with three or more units is the next most prevalent type of dwelling unit in Claremore accounting for 15.7 percent of dwelling units. Duplexes (2-unit dwellings) make up 5.6 percent of the housing stock, with a total of 465 duplexes in the city. This is a small increase



from the number of duplexes in 2010 when there were 412 duplexes constituting 5.1 percent of the housing stock.

AGE OF HOUSING STOCK

The number of older homes (constructed in 1979 or earlier) in Claremore is 47.5 percent, which means that many homes are approaching at least 30 years, refer to Figure 4 on this page. While the age of the structure does not necessarily correlate to present-day condition, it underscores the importance of infill redevelopment, rehabilitation programs, infrastructure improvements, and other assistance to ensure these neighborhoods are sustainable. The statewide average is 55.5 percent of homes constructed before 1980, which indicates that Claremore has had a higher than average number of newer homes constructed.

SOME VACANCY IS GOOD – BUT NOT TOO MUCH

As of the U.S. Census Bureau's 2016 American Community Survey, the vacancy rate among ownership units was 2.1 percent, and 4.9 percent among rental units. A rule of thumb often used by economists is that five to eight percent is a "natural" vacancy level that promotes healthy functioning of the housing market, as well as supporting a community's economic development. When the vacancy rate is too low, demand for housing will push up rents and prices as consumers vie for scarce units. Conversely, when vacancy rates are higher, new and relocating households can be accommodated by the existing stock of housing, and new units are not necessary.

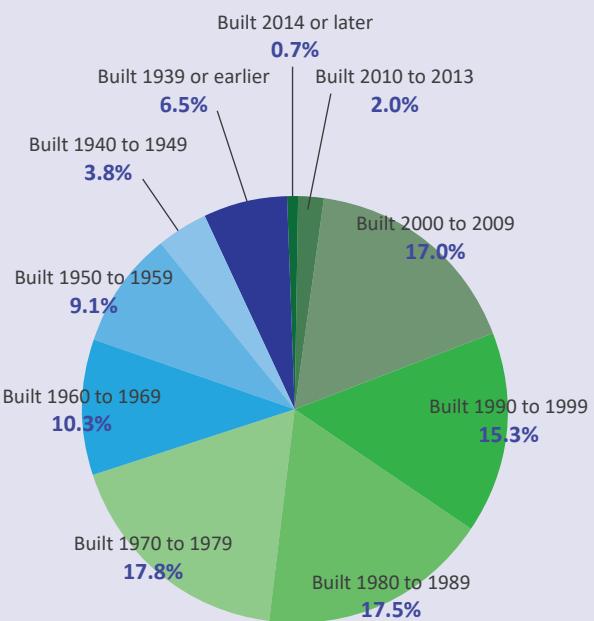
Among Claremore's housing stock, vacancy has remained very low in recent years, below the "natural" vacancy level. In 2010 the homeowner vacancy rate was 2.8 percent and the rental vacancy rate was 6.2 percent, indicating that the market has tightened even further since 2010.

The Affordability Equation

VALUE OF EXISTING HOMES

The median value of owner-occupied homes in Claremore in 2016 was \$119,000, which was an 11 percent increase over the 2010 median value of \$107,200. The largest percentage of homes, 35.4 percent, were valued in the \$100,000 - \$149,999 range. An additional 27.5 percent of owner-occupied homes are valued in the \$50,000 - \$99,999 range, for a total of 62.9 percent of owner-occupied homes in the \$50,000 to \$149,000 range.

Figure 4, Age of Housing Stock



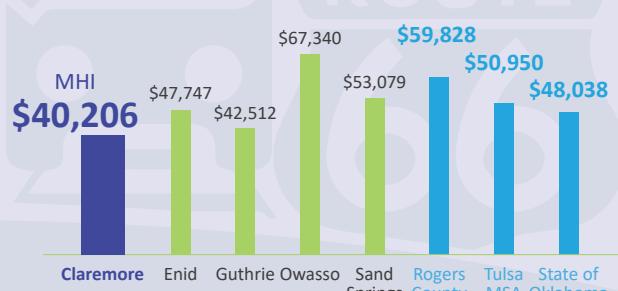
Source: U.S. Census Bureau, American Community Survey 2012-2016 5-Year Estimates

Along with home prices, income is the other essential factor that determines the 'affordability' of housing within a market area. The following indicators capture various aspects of the income picture in Claremore.

INCOME

The estimated 2016 median household income in Claremore was \$40,206, refer to Figure 5. This was lower than other benchmark communities, including Rogers County, the Tulsa MSA, and the state of Oklahoma. Residents in Claremore make roughly 67 percent of the County median household income of \$59,950.

Figure 5, Median Household Income



Source: U.S. Census Bureau, American Community Survey 2012-2016 5-Year Estimates

INCIDENCE OF POVERTY

In Claremore, the poverty rate is 16.8 percent, meaning that 16.8 percent of all individuals had incomes that put them below the federally-defined poverty level. The incidence of poverty has increased since 2010 when 12.7 percent of people in Claremore were below the poverty level. In 2016 the percentage of families below the poverty level was 12.1 percent, with 21.4 percent of all children under 18 years old below the poverty level. For those individuals 65 years and older the poverty rate in 2016 was 11.9 percent.

HOUSING RELATED EXPENDITURES

A common way of gauging housing affordability is to consider monthly owner costs relative to household income. Housing costs are typically considered unaffordable when they surpass 30 to 35 percent of household income. Given a median household income of \$40,206 in Claremore the median household income should aim to pay no more than \$1,005.15 monthly (30 percent) toward housing costs, with an absolute maximum of \$1,172.67 per month (35 percent). Detailed in Table 3, *Monthly Housing Cost Capacity of Households*, are the monthly 'affordability' (30 percent of income) amounts for households at various points above or below the area's median household income in 2016.

A traditional metric to evaluating whether a home is affordable to a homebuyer is by comparing their household income to the value of the home. An affordable, self-sustaining housing market, with adequate

Table 3, Monthly Housing Cost Capacity of Households

Percent of Median Household Income	Annual Income Amount	Affordable Monthly Housing Cost (30% of Income)
150%	\$60,309	\$1,507.73
125%	\$50,257.50	\$1,256.44
100%	\$40,206	\$1,005.15
75%	\$30,154.50	\$753.86
50%	\$20,103	\$502.58

Source: U.S. Census Bureau, American Community Survey 2012-2016 5-year estimates

value and revenues to support market-rate new construction typically exhibits a value to income ratio between 2.5 to 3.0. Ratios above 3.0 present significant affordability issues while ratios below 2.0 are significantly undervalued relative to income. See Tables 4 and 5 to understand Claremore's affordability.

In Claremore the affordability varies for renters and owners and also varies for owners with and without a mortgage. While Claremore's median gross rent (\$791) is in the middle of the benchmark communities and slightly higher than the statewide median gross rent of \$742, it has the highest percentage of renters (47 percent) paying more than 30 percent of their incomes toward housing cost. This data suggests that many renters in Claremore struggle with housing costs. In other communities although the rents are higher a lower percent of renters are paying more than 30 percent of income in rent.

Table 4, Income to Value Comparison and Rental Costs (2016)

Median Household Income	Median Home Value	Value/Income Ratio	Median Gross Rent	Rent as % of Income
\$40,206	\$119,000	2.95	\$791	23.6%

Table 5, Affordable Home Ownership

Maximum Home Price Affordable to Median HH Income	Minimum HH Income to Afford Median Price Single Family Home
\$134,020	\$35,700

Table 6, Monthly Housing Cost Capacity of Households

	Owners With Mortgage	Owners Without a Mortgage
Median Owner Costs	\$1,038	\$362
Percent of Owners Paying >30% of Income Toward Housing Costs	31.4%	10.8%

PROS AND CONS OF LOW RENT

Lower rents reduce housing costs for individuals and families who cannot afford to purchase a home or will not be in the area for long. However, consistently low rents can have some adverse effects on local housing conditions by:

- Potentially discouraging long-term maintenance of rental properties.
- Not sending a signal to the market to supply more new units.
- Potentially discouraging renters from making the leap to home ownership because of the gap in monthly cost.

For owner-occupied units (non-rental) in Claremore, 61.2 percent are housing units with a mortgage and 38.8 percent are housing units without a mortgage. The monthly housing costs are much lower for those housing units without a mortgage. For owners both with and without a mortgage the percent of owners paying more than 30 percent of their income toward housing costs is much lower than for renters, suggesting that housing affordability may primarily be a rental affordability issue rather than a home ownership affordability issue. Refer to Table 6.



Opportunities

- Significant university presence.
- Significant historic and cultural assets within City.
- Proximity to Tulsa metro region.
- Additional special area planning.

Challenges

- Housing supply at a variety of price points.
- City development regulations not necessarily resulting in desired land use outcomes.

Major Accomplishments in Recent Years

- Designation of Downtown Claremore to the National Register of Historic Places.
- Launch of 2018 Claremore Comprehensive Plan process.
- Downtown improvements and investments.

Relevant Plans/For More Information

- Claremore Area Housing Demand Study (2015)
- Claremore-Rogers County Comprehensive Plan (2006)
- City of Claremore Planning and Zoning Department: claremorecity.com
 - Claremore Zoning Map
 - City of Claremore-Rogers County Metropolitan Area Planning Commission
 - Claremore Development Regulations
- Claremore Main Street: DowntownClaremore.org
 - Main Street Strategic Plan (2015)
 - Phase 3 “Downtown Revitalization Expert Review and Recommendations of Downtown Claremore” (2017)



Transportation



Transportation

Land use planning and transportation planning influence one another. Mobility includes the movement of people and goods through a community via roadways, sidewalks, bike lanes, pathways, and transit facilities. The transportation section of the Comprehensive Plan assesses existing conditions in Claremore and determines key opportunities and challenges for future transportation and mobility.

Regional Context

Claremore is part of the Grand Gateway Regional Transportation Planning Organization (GGRTPO), which develops the Rogers County Long Range Transportation Plan (LRTP). The July 2017 LRTP, which covers the period of 2017-2040, included the following relevant transportation information for Claremore:

- The high volume of trains traveling through Claremore causes traffic congestion, delays, and noise and was the most frequent comment received during the LRTP plan process. The desire for a railroad overpass in Claremore was the number one ranked comment in the LRTP survey.
- High volume of truck traffic around Claremore Industrial Park.
- The Union Pacific and Burlington Northern Santa Fe (BNSF) railways intersect in Claremore and the number of trains are expected to double over the 25 years. Rail flows to, from, and within northeastern Oklahoma are expected to see strong growth as well, boosted by gains in exports from the Tulsa area to Arkansas and Missouri.
- By 2040, the annual freight volumes for the Union Pacific will be above capacity and the BNSF will be near capacity.

Claremore is also part of the Indian Nations Council of Governments (INCOG), which covers a five-county area that includes Rogers County. Coordinated transportation planning efforts have been occurring between INCOG and GGRTPO. INCOG's Connected 2045, Regional Transportation Plan contains the following relevant transportation information for Claremore:

- I-44/Will Rogers Turnpike from US-412 to Highway 20 in Claremore is recommended for roadway capacity improvements.
- A priority trail project is a sidepath along Route 66 from the Verdigris River to Will Rogers Boulevard.

Tulsa Port of Catoosa

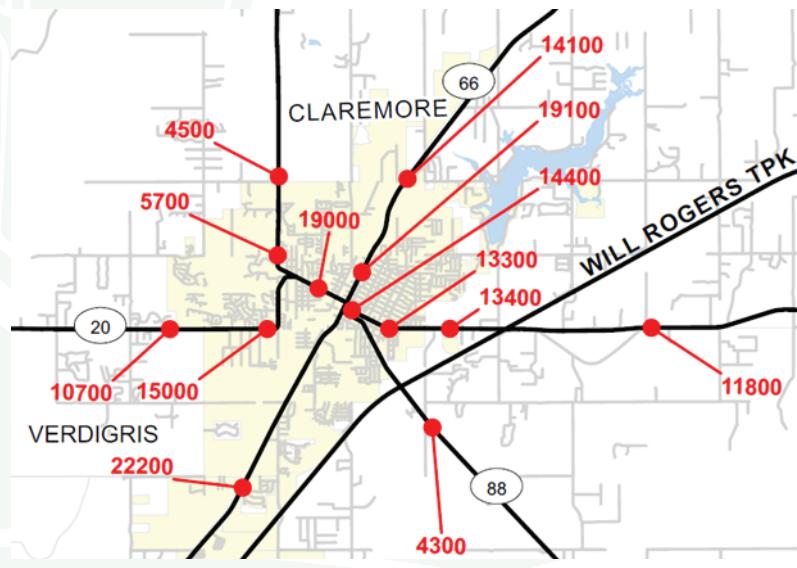
The Port of Catoosa is an inland port located at the head of navigation for the McClellan-Kerr Arkansas River Navigation System and is located approximately 12 miles southeast of Claremore. The Port of Catoosa is managed by the City of Tulsa-Rogers County Port Authority. The Port also has a 2,000-acre industrial park that is home to 70 companies, including oil and gas industry companies as well as many agricultural based companies. Over 3,000 people are employed at the Port complex and it is a major economic engine for the region. Cargo travels from the Port via barge, railroad, and truck.

Traffic Conditions and Trends

The Oklahoma Department of Transportation's (ODOT) 2016 map of Annual Average Daily Traffic (AADT) for Rogers County identifies the following:

- 19,100 AADT on Route 66 on the north side of Claremore.
- 22,200 AADT on Route 66 on the south side of Claremore.
- 19,000 AADT on Highway 88 near the center of Claremore.
- 14,400 AADT at the intersection of Route 66 and Highway 88.

Map 10: Annual Average Daily Traffic, 2016.

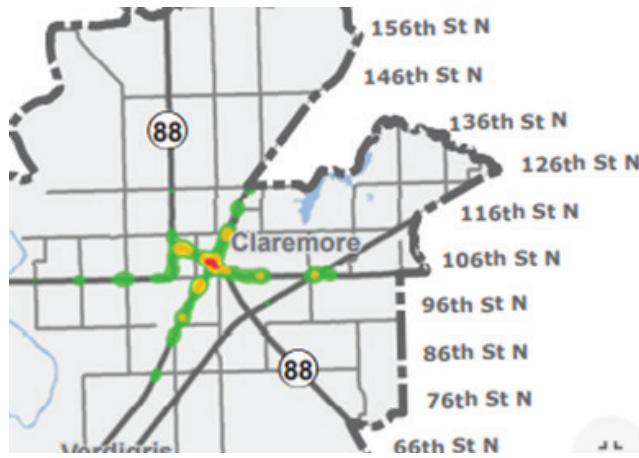


Source: ODOT, 2016.

Safety: Map 11, Density of Highway Crashes, shows that there are several crash hotspots in Claremore, notably the intersection of Route 66 and US-88. Route 66, Will

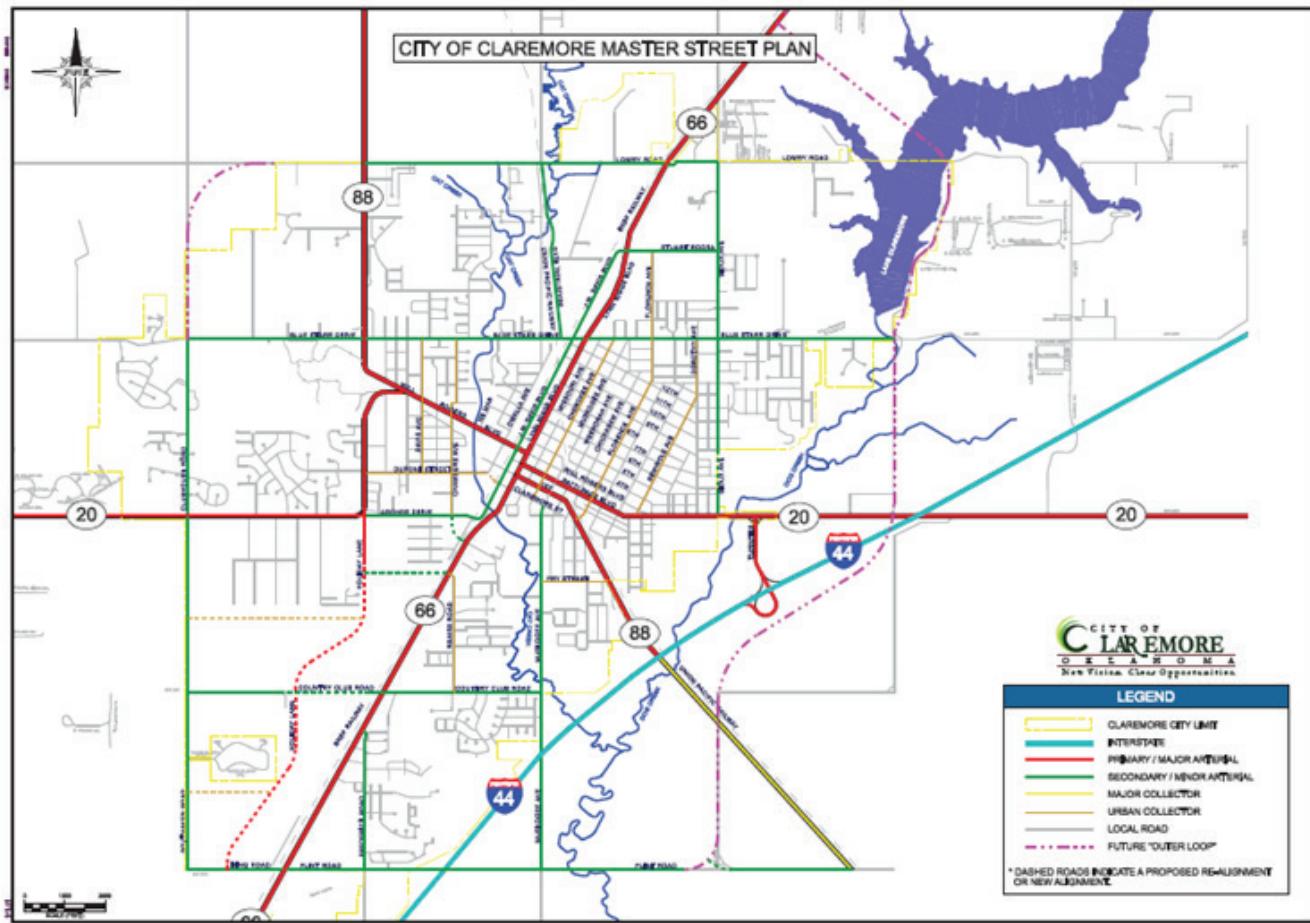
Rogers Boulevard, and Highway 20 also have experienced crashes. Safety at rail crossings was also expressed as a major concern during the LRTP process. Data on pedestrian and bicycle safety is not readily available.

Map 11: Density of Highway Crashes.



Source: Indian Nations Council of Governments

Map 12, Claremore Master Streets Plan



Source: City of Claremore

Road System in Claremore

Roads are categorized by their function, whether to serve a neighborhood or to move traffic from one side of a community to the other in a relatively short amount of time. Other factors in determining functional classification are the number of driving lanes, speed limits, and the number of property access points along the roadway. As seen in Map 12: Claremore Master Streets Plan, while the majority of roads within the City are classified as local roads, there are also a high number of urban collectors, major collectors, and secondary/minor arterials. Principal arterials include Route 66, Highway 20, and Highway 88. As design standards should vary based on the functional classification of the roadway, the City should continue to monitor and update the classification of roadways in the City as traffic levels continue to increase with increasing population.

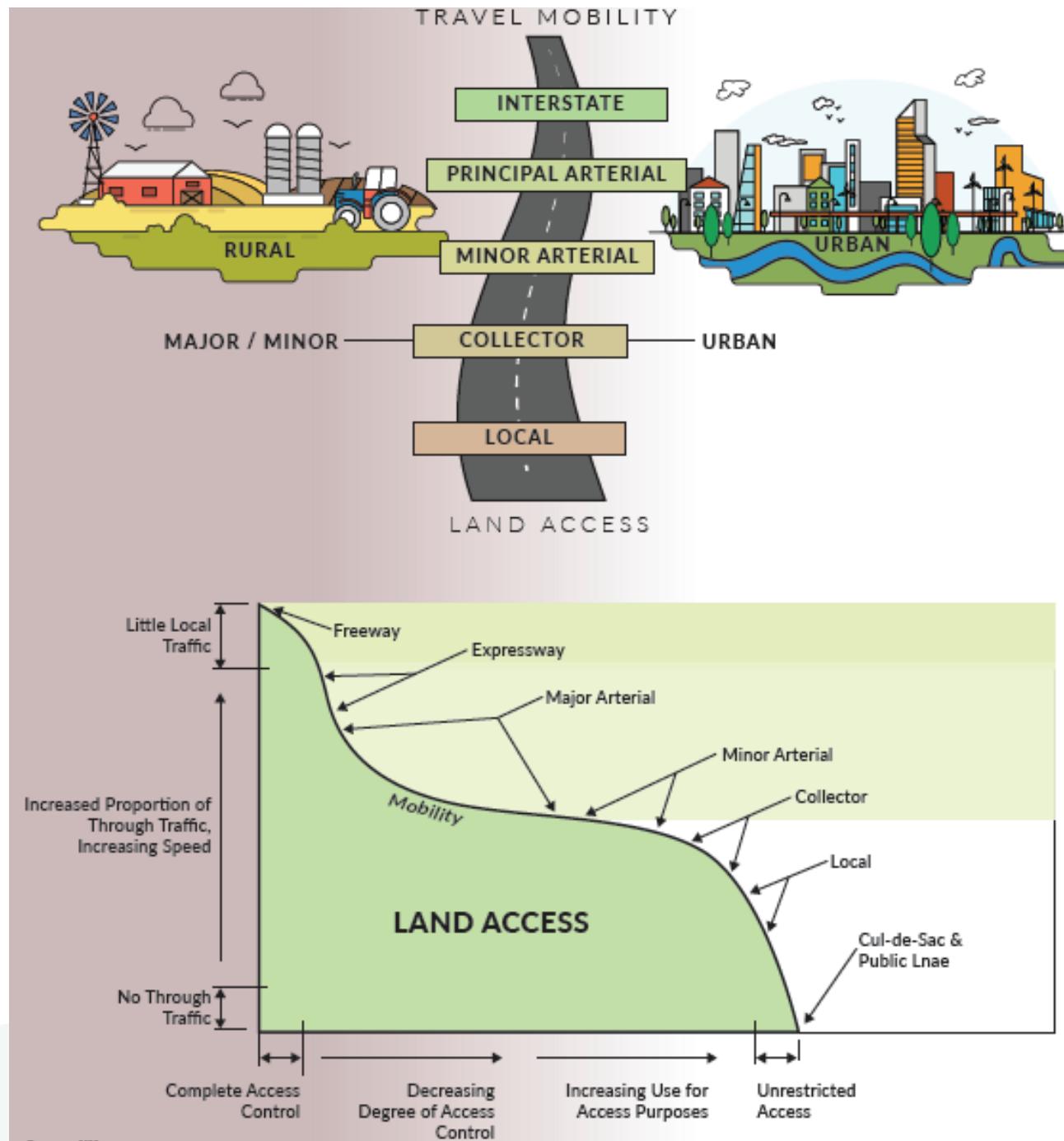
Claremore 2030 Master Streets Plan: The City of Claremore Master Streets Plan was developed in 2017 and is a Major Thoroughfare Plan for the City. The plan

designates the future street network of expressway, arterial, and collector streets. The intent of the plan is that as the City grows, the Master Streets Plan will provide a balance of arterial and collector streets (designed to carry larger volumes of traffic) with local streets.

The functional classification of roads range from local roads to interstates. As seen in **Figure 6, Relationship Between Mobility and Land Access**, as the functional classification of the road increases, the travel mobility

increases while the access decreases. For example, an interstate has controlled, limited access, only allowing motorists to enter and exit the facility at designated points. The interstate has a higher level of mobility (at least in its design – congestion is another matter), allowing higher speeds along the facility, as there is an increased proportion of through traffic. Minor arterials, collectors, and local streets have a high degree of access and are designed for lower levels of mobility.

Figure 6, Relationship Between Mobility and Land Access



Source: KKC

Route 66



Image Source: KKC.

Railroads

Two railroads run through City of Claremore. The BNSF railroad travels southwest/northeast alongside Route 66 and the Union Pacific railroad travels southeast/north coming into the City from the southeast along Highway 88. The BNSF railroad along Route 66 causes significant traffic flow problems by dividing the City in half with only seven at-grade crossings across the entire City. This barrier affects all drivers traveling along Highway 20 and Highway 88. Currently, the only crossings with railroad crossing arms are in highly populated areas. Railroad crossings at-grade without proper crossing arms create a major safety concern, especially within City Limits with heavy traffic flow.

As a result of the BNSF railroad and Route 66 running parallel through the City, most proposed overpasses are not feasible due to the long distance necessary for the span in order to cross the rail. The Oklahoma Department of Transportation plans to construct an overpass along with the rerouting of Highway 20 to the south of town. This improvement will help with movement from east/west, however, this improvement is significantly south of the City Center and will not be effective in reducing traffic congestion issues within the City.

The 2006 Comprehensive Plan identified the following rail issues and recommendations:

Route 66 / Blue Starr Drive Intersection: Traffic congestion in Claremore's Downtown area is frequent, caused in large part by the number of trains that run through the downtown area. After evaluating the 2003 grade separation study, the City Council determined that the Blue Starr Drive/Union Pacific Railroad crossing was

the preferred location for a grade separation. The new improvement would allow a grade separated crossing from the east side of Route 66 to the west side of the railroad. Construction of this interchange should be pursued to relieve congestion in the Downtown Area. Federal funding has been designated for the project. Alternatives such as an update to the Blue Starr Drive overpass project, underpasses or an elevated roadway are being studied to address the perceived need for grade separated crossings and quiet zones on both the Burlington Northern Sante Fe and Union Pacific tracks. Core issues are traffic congestion and emergency service response time.

Blue Starr Drive At-grade Railroad Crossing



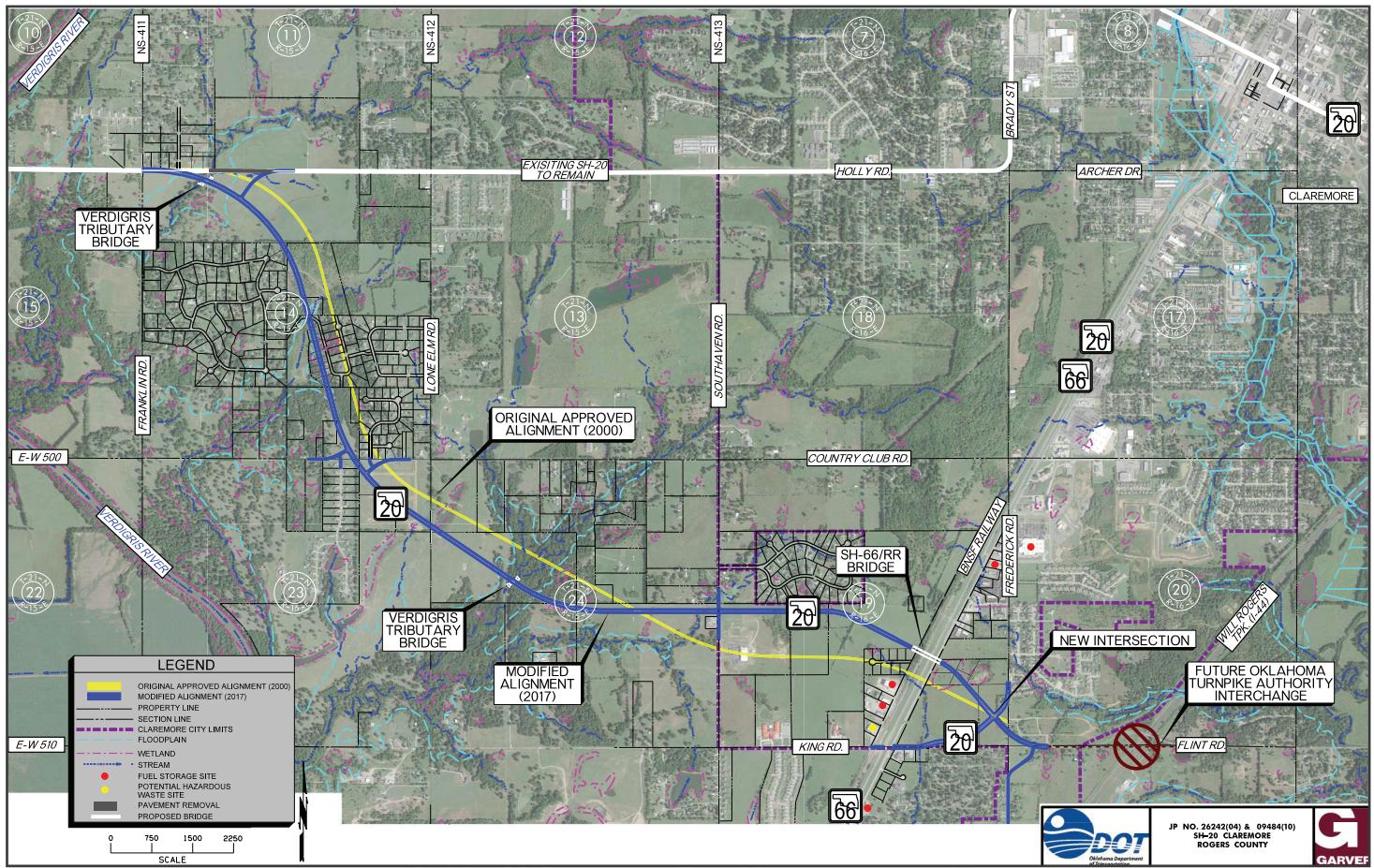
Image Source: KKC.

Active and Planned Transportation Projects

With the railroad and highway running next to each other, the City has found that traffic does not flow efficiently and effectively across one side of the town to the other. This problem will be addressed with the future planned improvements the City has laid out.

Such traffic improvements include the rerouting of Highway 20 as well as other projects such as lane additions and traffic signals. Highway 20 will be rerouted to connect to Highway 66 south of the City. This project will redirect highway traffic around the City rather than directly through Downtown as well as provide a railroad overpass to improve traffic flow in the south part of town. Construction on this project will begin in 2021.

Map 13: Proposed Alignment of Highway 20



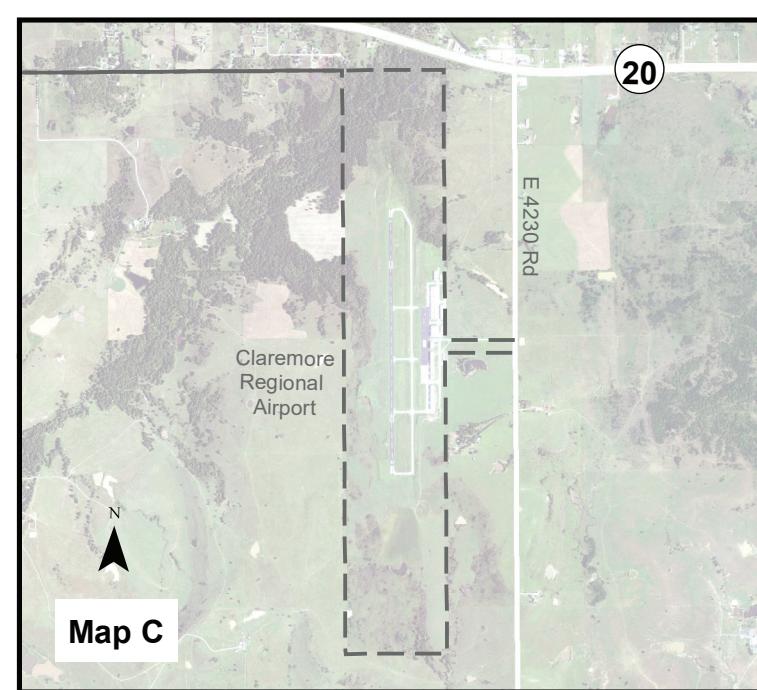
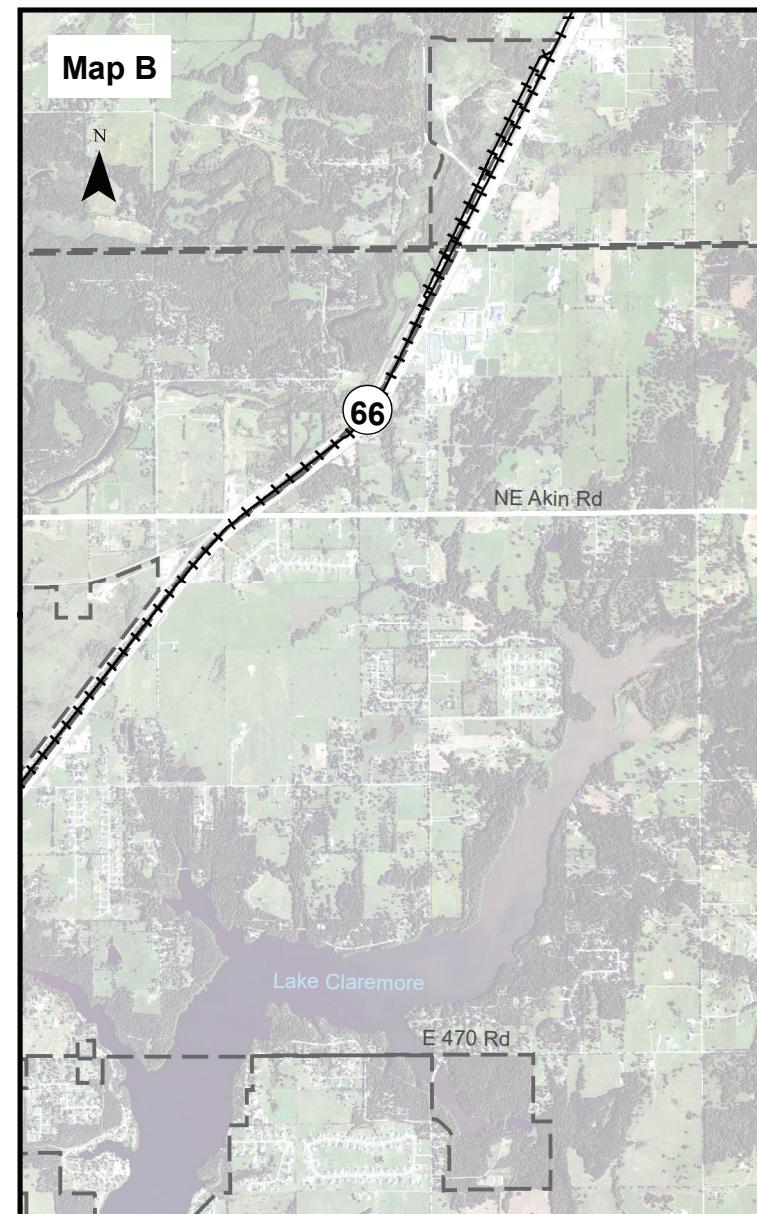
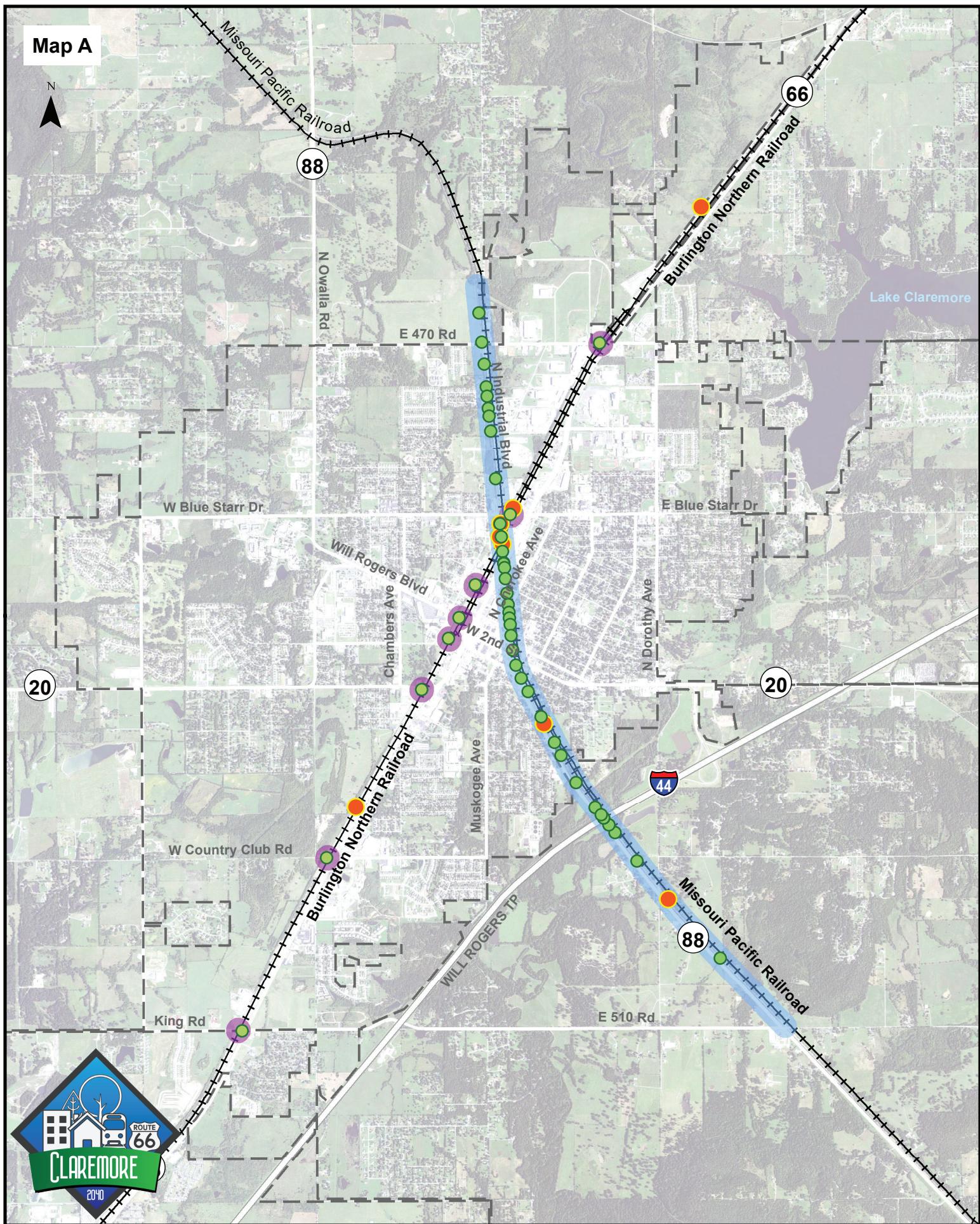
Source: ODOT, Garver

Large-scale transportation projects to improve mobility have been discussed for some time, with the 2006 Comprehensive Plan identifying **Highway 88, Will Rogers Memorial** to **Highway 20** as a significant future project, noting "The ultimate alignment of Highway 88 through the City of Claremore has been the object of significant discussion. Currently the Highway enters the City in the northwest at the Will Rogers Memorial and follows Will Rogers Boulevard into the Downtown core of the City before making its way to the east and the south toward the town of Inola. An alternative alignment has been identified that directs the Highway to the south, intersecting Highway 20 just west of Route 66. This or a similar alignment should be pursued. The new alignment would relieve the downtown area of additional traffic loads and direct traffic from the east to the area recommended for the region's commercial center."

CLAREMORE 2040

COMPREHENSIVE PLAN

Map 14, Railroads

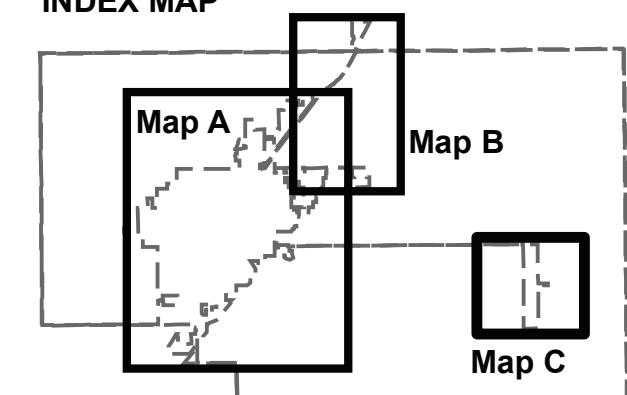


SOURCES: City of Claremore, KKC, USDA
(Aerial Imagery)

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All maps on page are the same scale.

INDEX MAP



There are currently discussions about the possibility of converting a portion of the Will Rogers Turnpike to Interstate Highway status. The City of Claremore currently has an annual transportation budget of \$3.8 million with approximately \$1.2 million being used for capital projects annually.

Claremore's 2015 Transportation Legacy Project contains a prioritized list of 15 transportation projects for the City of Claremore. These projects include:

- Country Club Road Connection.
- North/South Access Road (Archer Drive to Country Club Road).
- Southaven Road Widening (Highway 20 to Country Club Road).
- BNSF Quiet Zone.
- Union Pacific Quiet Zone.
- Blue Starr Drive Overpass.
- Southaven Road Widening (King Road to Country Club Road).
- Flint Road (Route 66 intersection).
- Frederick Road improvements.
- Clubhouse Road Widening (Blue Starr Drive to Highway 20).
- Lowry Road Widening (Blue Starr Drive to Highway 20).
- Blue Starr Drive Widening (Northaven Road to Highway 88).
- Sioux Ave Connection.
- Briscoe Way to Owalla Avenue Connection.

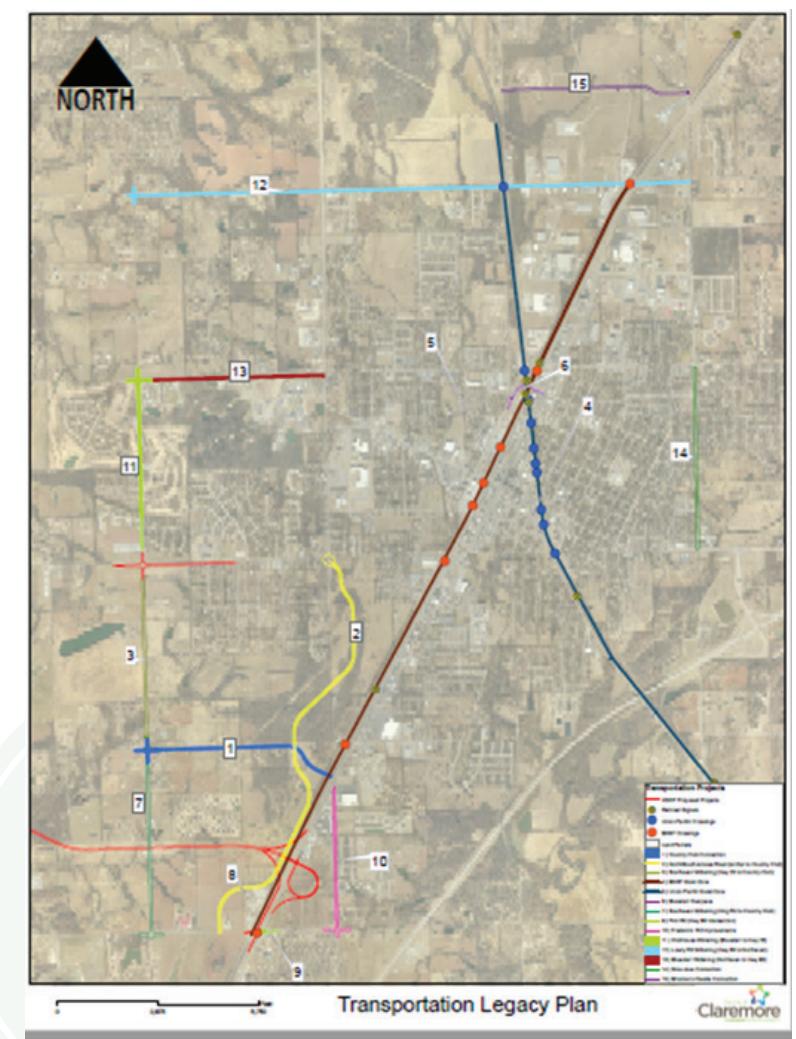
COMMUTE PATTERNS

The mean travel time to work for residents of Claremore is 21.1 minutes with 44 percent traveling less than 15 minutes to get to work.

Most workers in the City get to work by driving in their vehicle alone (85.6 percent), with an additional 8.6 percent carpooling in a vehicle. Only 0.1 percent of people reported using public transportation to get to work, and approximately 2.3 percent reported walking or bicycling to work. An additional 2.3 percent of workers reported working from home.

Another way of thinking about commuting is to examine how many people commute TO the City of Claremore

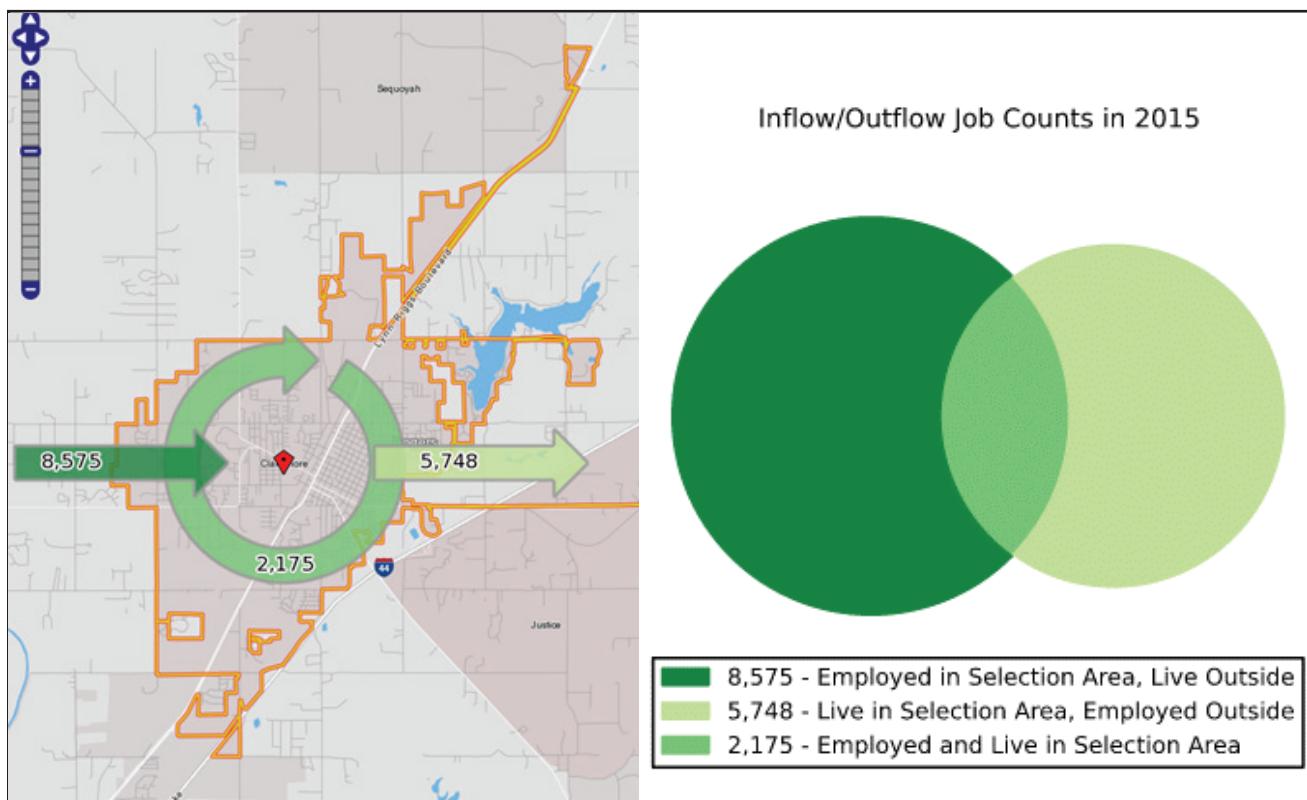
Map 15: Transportation Legacy Projects



Source: City of Claremore

and how many people commute FROM the City of Claremore. As seen in Figure 7, 79.7 percent of those who work in Claremore are commuting into Claremore from outside the City while 20.2 percent of those who work in Claremore also live in Claremore. 72.5 percent of those who are employed and live in the City of Claremore leave the City to go to work. This represents a significant leakage that could be captured with increased housing opportunities. Where people live and work can have a strong impact on congestion. Increased housing and employment opportunities will encourage current and prospective residents to live, work, and play in Claremore.

Figure 7: Commute Pattern



Source: U.S. Census Bureau, OntheMap, 2015.

Active Transportation

Transportation via walking and bicycling, or “active transportation” is increasingly recognized as an important component of a healthy lifestyle. Walking and bicycling to destinations is not frequently possible for longer distance trips but may be coupled with automobile or transit trips. Walking and bicycling are also popular for recreation, whether in a neighborhood or along nature paths or trails.

The City’s existing trail system, as seen in Map 16, currently consists of a trail loop that is 3.4 miles in length. The trail loop is composed of two sections of multi-use trail as well as two designated bikeways. There is a one-mile concrete trail at Claremore Lake Park and a one-mile asphalt multi-use trail near the Community Center and soccer fields (“Soccer Trail”). The on-street bikeways are on Sioux Avenue (.75 miles in length) and Blue Starr Drive (1 mile in length).



In addition to the City trails, ClaremoreTrails, a volunteer group, has added miles of trail over the past several years to the Claremore Mountain Bike Trail and Nature Walk along the east banks of Lake

Trails and Active Living as a Community Priority

The Claremore Collective 2016-2017 Young Professional Strategic Plan found that “A surprising outcome is the high priority placed upon a thriving outdoor culture that supports multiple trail networks, a comprehensive sidewalk for pedestrian traffic connecting neighborhoods to schools and Rogers State University to commercial districts, and further development of outdoor activities at Claremore Lake.”

Claremore. A more than 10-mile dirt tail, with five loops, is volunteer maintained by the Claremore chapter of Oklahoma Earthbike Fellowship.

In addition to the ClaremoreTrails volunteer group, there are other interested bicyclist groups within Claremore

Map 16: Claremore Trails System



Source: City of Claremore

such as the group of local riders that meets for weekly rides on Tuesdays and Thursdays March through November at the Downtown Claremore based bicycle shop Bikeabout Bicycles.



Source: Bikeabout-bicycles.com

The 1991 Claremore Master

Trails Plan identified a proposed system of 74 miles of trails, linking the City's school, parks, neighborhoods, jobs, shopping, and recreation areas. Completion of the trail system would meet the Master Trails Plan's goal of providing a trail within 0.25 miles of every home in Claremore. The proposed trail system contains a mix of 53 miles of off-road trails and 22 miles of on-road linkages.

As a part of the Claremore Collective's Strategic Plan a visioning effort was conducted that resulted in a map showing the potential location for future trail segments along Lake Claremore, as seen in Map 17.

Pedestrian Infrastructure

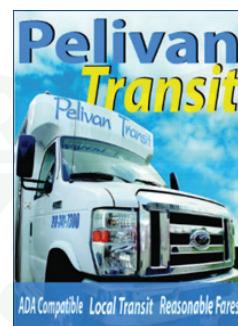
The City is focused on walkability and has committed to building two miles of sidewalks for the next seven years. The

City is currently in the process of identifying specific locations.

One of the most important considerations is improving connectivity among Claremore's major destinations. Map 18 shows the location of existing sidewalks in the City of Claremore.

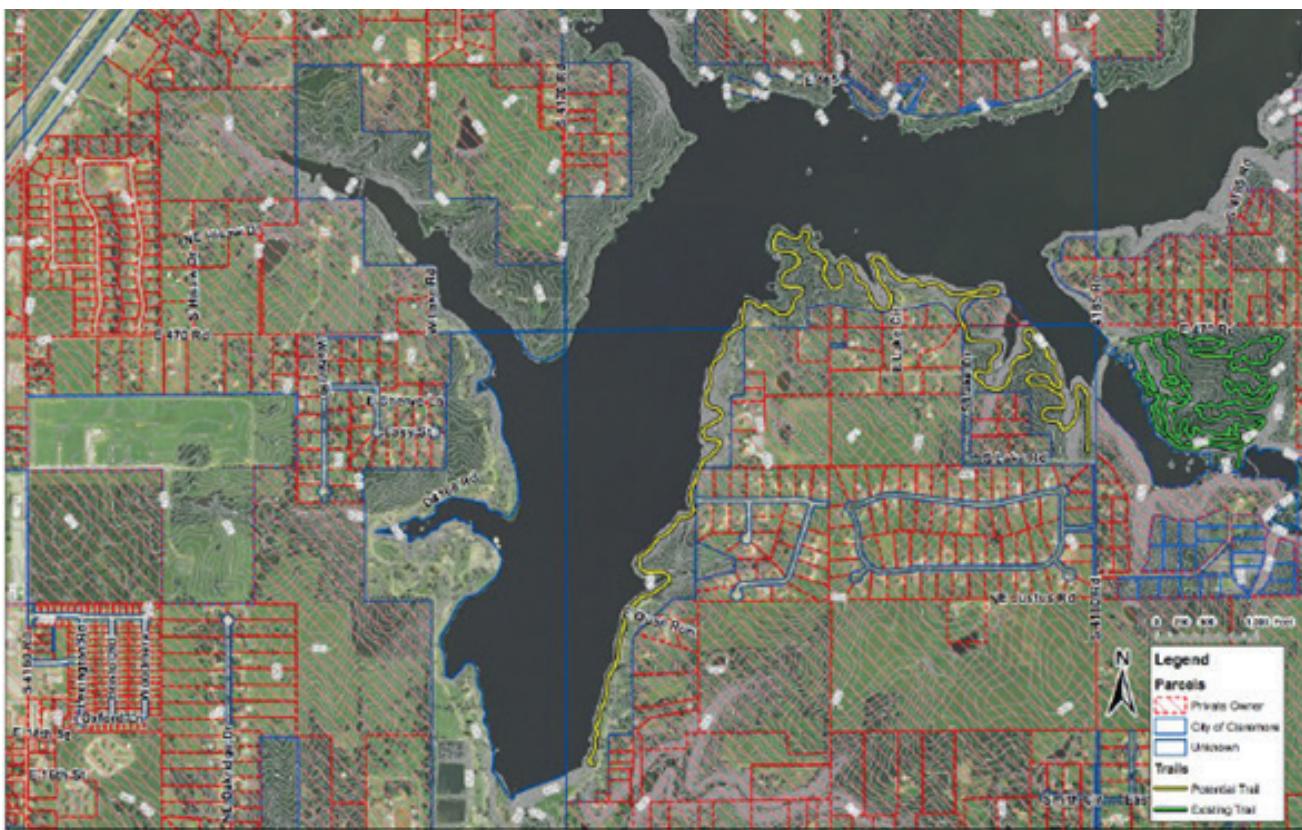
Transit

Pelivan Transit is owned and operated by Grand Gateway Economic Development Association (EDA). It is a rural Transportation program and is part of the Northeast Oklahoma Tribal Transit Consortium. Pelivan Transit operates in six cities (Claremore, Grove, Miami, Owasso, Pryor, and Vinita) providing demand response service Monday to Friday from



8:00 am – 4:00 pm. Claremore also provides service Friday – Saturday 8:00 am – 8:00 pm. Demand response service, unlike fixed route service, does not follow a specified route but instead provides service depending on the needs of the riders. Rides are scheduled in advance. Rides are \$3 one-way for ages 5-59 and \$2 one-way for ages 60 and older.

Map 17: Proposed Trail Extension East Side of Claremore Lake



*Proposed trail extension along the east side of Claremore Lake. The **Make Your World** campaign revealed a large interest in healthy living and outdoor culture.*

Source: Claremore Collective

Opportunities

- History of transportation planning to build upon (i.e. Transportation Legacy, Master Streets Plan, etc.).
- Grid network of streets in Downtown provides opportunity for walking trips.
- Significant community interest in active transportation modes (walking and bicycling), particularly around Lake Claremore.
- Future Country Club Road extension.

Challenges

- Presence of two active rail lines with at-grade crossings that create access and congestion issues.
- Current Highway 20 alignment.
- Inter-governmental coordination.
- Several corridors are primarily auto-oriented.

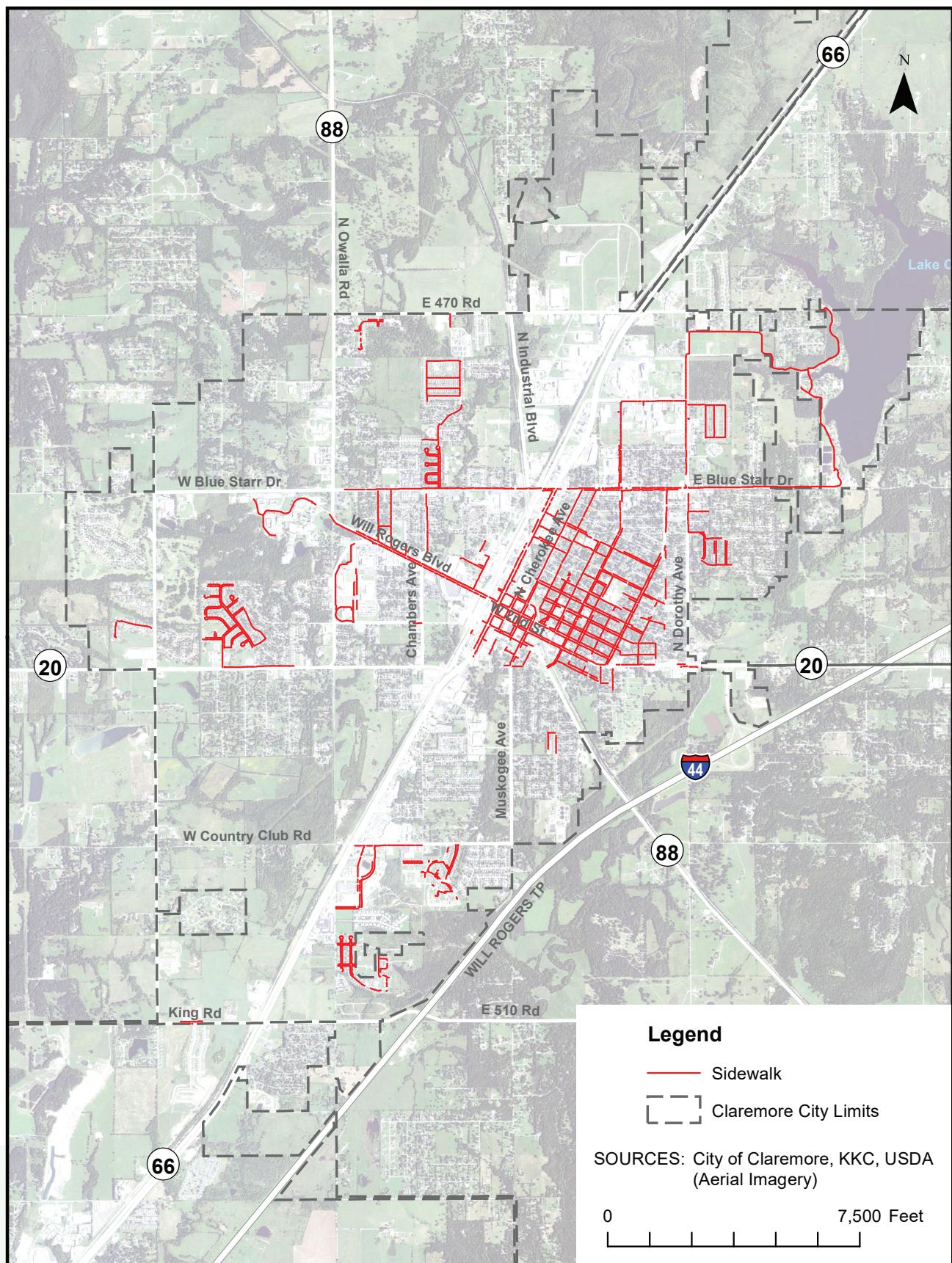
Major Accomplishments in Recent Years

- Claremore mountain bike trails developed and maintained by volunteers.
- 2030 Master Streets Plan completed.

Relevant Plans/For More Information

- Indian Nations Council of Governments: Connected 2045, Regional Transportation Plan.
- Grand Gateway Regional Transportation Planning Organization (GGRTPO): Rogers County 2017 Long Range Transportation Plan (LRTP).
- City of Claremore Master Streets Plan.
- City of Claremore Trails Plan.
- City of Claremore Transportation Legacy Project.
- Claremore Collective 2016-2017 Young Professional Strategic Plan.

Map 18, Existing Sidewalks



Growth Capacity



Growth History and Trends and Factors Influencing Growth Pattern

The City of Claremore lies within Rogers County. In recent years Rogers County has grown at a faster pace than the State of Oklahoma. From 2000 to 2010 the State of Oklahoma grew by 8.7 percent while Rogers County grew by 23 percent. Rogers County was one of only seven counties in the State of Oklahoma to experience a percent change of growth greater than 20 percent from 2000 to 2010, as seen in Map 19.

Rogers County and Claremore both experience growth from the greater Tulsa region. The rate of growth experienced in Claremore has not kept pace with the rate of growth that has occurred within Rogers County. The percent of the County's population growth that has occurred within Claremore has declined each decade, as seen in Table 7.

Table 7, Claremore Population 1980 - 2016

Year	Claremore Population	Rogers County Population	Percent of Rogers County Population In Claremore
1980	12,085	43,436	26.0%
1990	13,280	55,170	24.1%
2000	15,873	70,641	22.5%
2010	18,581	86,905	21.4%
2016	19,069	91,766	20.8%

Source: U.S. Census Bureau

Growth Opportunities and Constraints

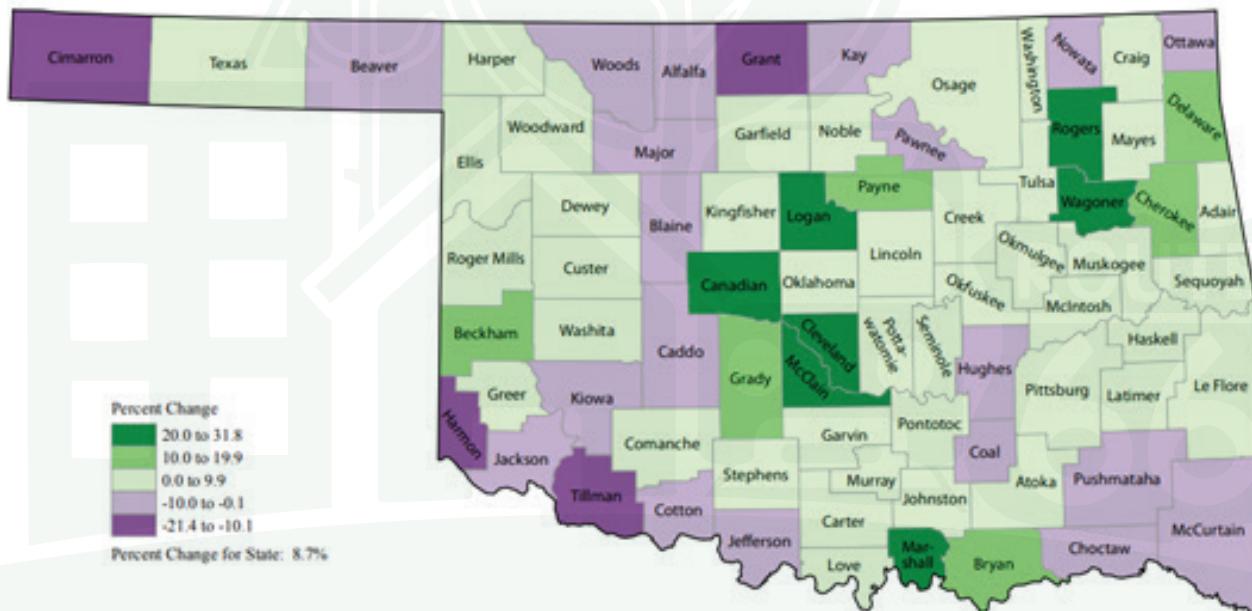
NEW GROWTH AREAS

The 2006 Comprehensive Plan anticipated that new growth within Claremore would occur on the south side due to:

- Existing growth pressure along the Highway 66 area near Verdigris and Catoosa.

Map 19: Percent Change in Population by County

OKLAHOMA - 2010 Census Results Percent Change in Population by County: 2000 to 2010

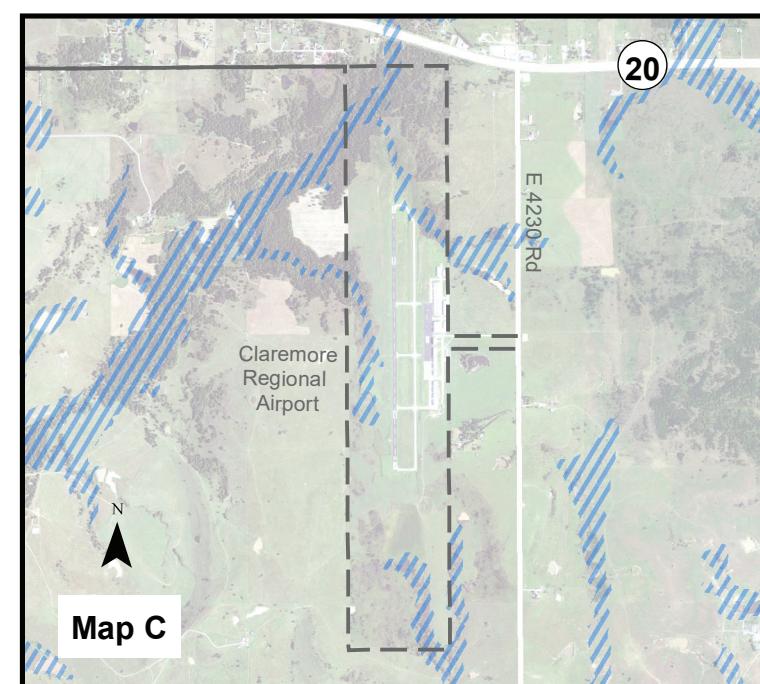
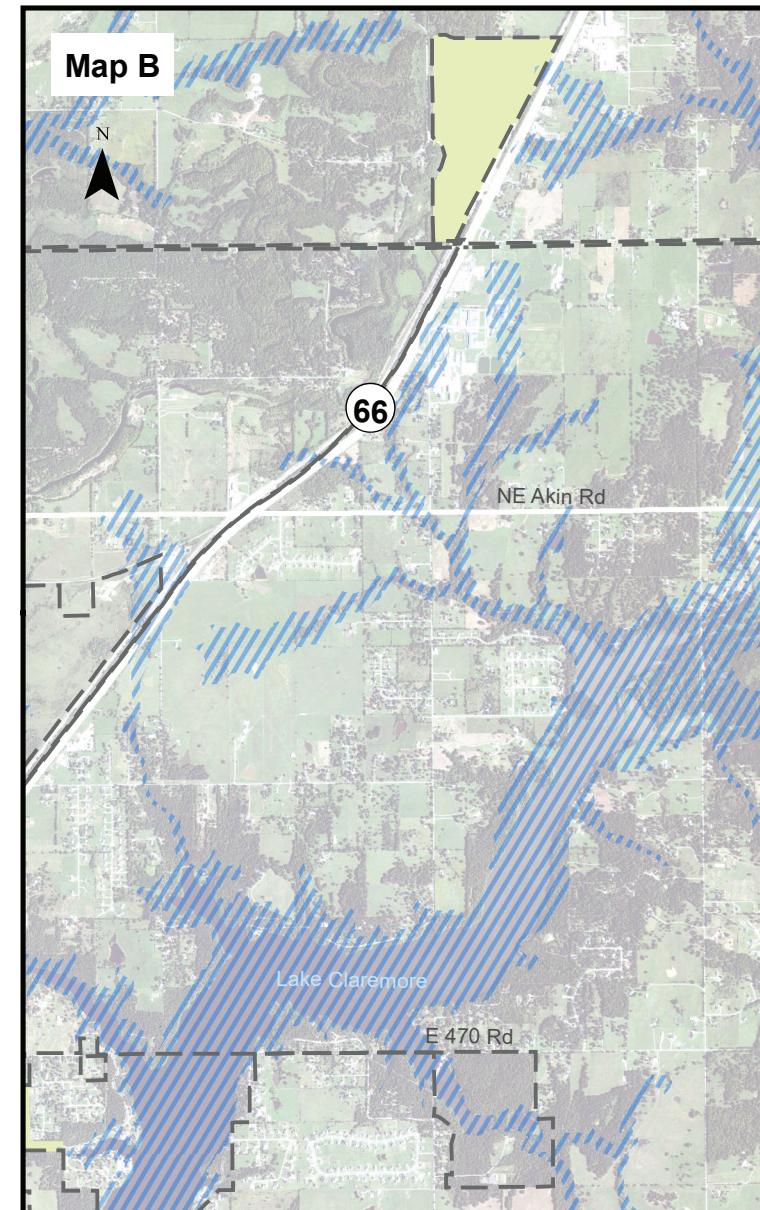
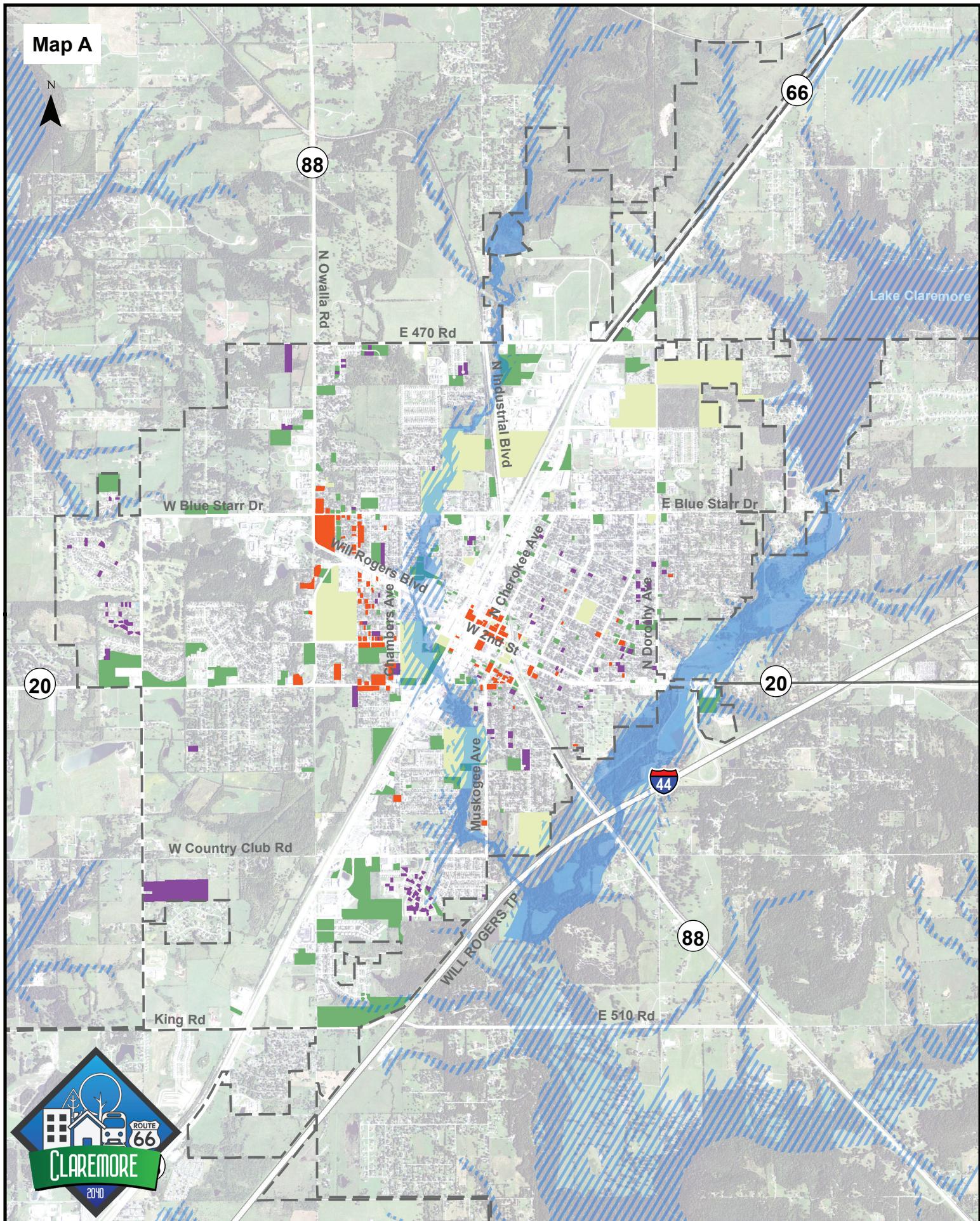


Source: U.S. Census Bureau

CLAREMORE 2040

COMPREHENSIVE PLAN

Map 20, Growth

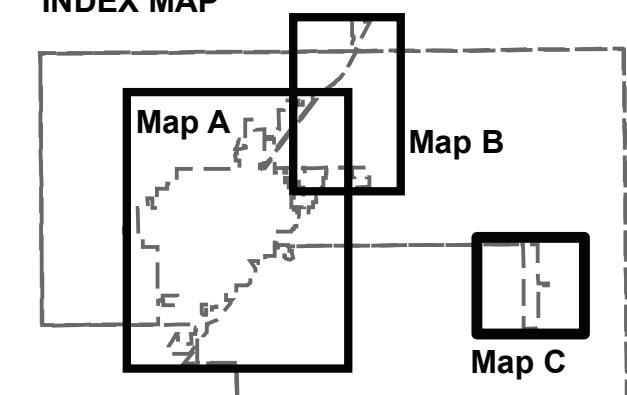


SOURCES: City of Claremore, KKC, USDA
(Aerial Imagery)

0 7,500 Feet

All maps on page are the same scale.

INDEX MAP



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

The 2006 Comprehensive Plan also anticipated that growth would:

- Move north along Route 66 responding to annexation and the new medical complex.
- Accelerate to the east along Highway 20 to Will Rogers Downs, responding to Highway widening, a potential for sales tax producing growth in this area and relaxation of gambling restrictions.
- Residential growth would continue to move north along Highway 169 as land prices continue to rise in the southern portion of the County. Commercial growth may follow, particularly along the Highway 169 Corridor.

At the Town Hall event held on April 3, 2018 and attended by approximately 75 people, attendees participated in a mapping exercise where they were asked to identify areas where growth can or should go, areas not to grow and priority redevelopment or infill areas. There were 12 maps produced by the groups. The maps and resulting discussions revealed that there was not consensus about preferred areas for growth, non-growth, or

April 3, 2018 Town Hall Event

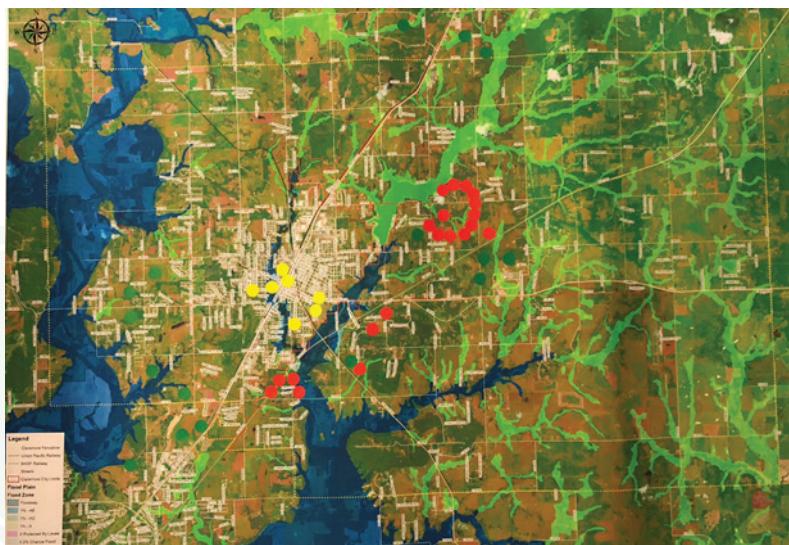


Source: KKC

redevelopment. Discussion included:

- Multiple groups did not want to see growth occur around Lake Claremore and/or floodplain areas.
- Multiple groups want to see redevelopment and infill in the Downtown area.
- Multiple groups want growth to be centered around major highways and corridors.
- Some groups want development on the west and south sides, others want no growth in these areas.
- Conversely, some groups want to see development on the east side or north side.

Map 21: A Map from Growth Mapping Exercise at Town Hall Event



Source: KKC

Annexation

Annexation is a means by which the City's boundaries are expanded, extending City services. The 2006 Comprehensive Plan lays out a program for annexation considerations, including:

- Areas of high and moderate growth pressures will be considered for annexation, particularly when they are located in areas adjacent to the existing City Limits. "Leapfrog" or "panhandle" annexation will not be encouraged.
- Annexation will be used to "square off" municipal boundaries and attract commercial and employment related development through the extension of municipal services, particularly along arterial streets.
- Annexation will be pursued in a phased program that is related to the improvements anticipated by the Capital Improvement Program.

Table 8, Annexations Occurring Since 2006 Comprehensive Plan

Ordinance	Date	Annexation
2008-02	02-18-08	Annexing Cambridge Estates to the City.
2008-5	03-03-08	Annexing certain real property to the City.
2008-29	10-06-08	Annexing certain real property to the City.
2009-29	12-07-09	Annexing a tract of land containing a part of the S/2 of the NW/4 of the SW/4 of the NE/4 and a part of the East 412.50 feet of the SE/4 of the NW/4 of Section 3, Township 21 North, Range 16 East of the Indian Base and Meridian.
2010-05	02-01-10	Annexing and including within the boundaries of Rural Sewer District No. 1 of the county a tract of land owned by the city public schools, being the future site of a new elementary school.
2010-06	02-15-10	Annexing a tract of land petitioned for by R.L. and C. Swan.
2010-07	02-15-10	Annexing a tract of land petitioned for by CIEDA
2010-08	02-15-10	Annexing a tract of land petitioned for by G. Fleeger.
2014-3	03-17-14	Annexing part of the NW/4 of the NW/4 of Section 15, Township 21 North, Range 16 East of the Indian Base and Meridian.
2014-12	06-02-14	Consenting to annexation of certain real property belonging to Destiny Life to Sewer District No. 1 of Rogers County.
2014-20	09-02-14	Consenting to annexation of certain real property belonging to Rehoboth Baptist Church to Sewer District No. 1 of Rogers County.

Source: City of Claremore

- Fence lines will be located and sized to form an accurate and defensible boundary for the ultimate City Limits.
- Communities within the Region should work together and with the County to establish and agree to a defined system of fence lines.

Annexation by the City of Claremore is governed by OKLA. STAT. tit. 11, Section 21-101 et seq. The City is allowed to annex “territory” adjacent, or contiguous to, its corporate limits by ordinance. There are basically three types of annexation: by petition; with consent; and without consent.

Existing Development Policies and Regulations

Duplexes: The development of duplexes within the City of Claremore has slightly expanded in recent years. The 2016 U.S. Census Bureau estimates that there are 465 duplexes in the City, accounting for 5.6 percent of the overall housing stock, up from 412 duplexes in 2010 when duplexes accounted for 5.1 percent of the housing stock and 302 duplexes in 2000 when duplexes accounted for 4.4 percent of the housing stock.

Concerns have been expressed about some of the impacts of duplexes, particularly on primarily single-family residential areas.

Duplex in Claremore



Source: KKC

In July, 2017, the City of Claremore-Rogers County Metropolitan Zoning Ordinance regarding residential districts was amended to remove duplexes as permitted uses by right in Residential Townhouse District (RT) and Residential Multi-Family (RM) Districts. With the amended ordinance the only Residential District that duplexes are currently permitted as a use by right in is the Residential Duplex District (RD) and as a special exception

in Residential Single-Family High-Intensity District (RS-3), Residential Townhouse District (RT), or Residential Multi-Family (RM) districts. In addition, they are permitted by special exception in Office Low Intensity (OL), Office Medium Intensity (OM), and Office High Intensity (OH) Districts.

The July 2017 Zoning Ordinance amendment also removed the minimum side yard requirement for duplex dwellings in a Residential Multi-Family (RM) District and removed height and yard requirements for duplexes in RS-4 Districts.

Condition and Capacity of Existing Infrastructure Systems

The existing water, wastewater, drainage, and electric infrastructure systems are shown on Map 22.

WATER SYSTEM

The City of Claremore has two water sources; Lake Claremore and Lake Oologah. The water from the lakes is treated at the Claremore Water Treatment Plant prior to distribution. When required, water from Lake Oologah can be pumped into Lake Claremore to further supply the needs of the City. Water from Lake Claremore has met the demands of the City since the construction of the lake. A drinking water quality report was completed in 2016. The quality of the water has been satisfactory, classified as mildly turbid and moderately hard water.

The City recently made some significant improvements to the water distribution system including the installation of additional water lines, lift station wet wells, flushing system upgrades, and taps. There are several projects planned over the next 20 years to improve and maintain the distribution system. The capacity of the system was increased from 4.1 million gallons per day to 8.3 million gallons per day -- a 102 percent increase. The water pressure in the City ranges from 50 to 70 pounds per square inch. The City has five water storage towers with a combined capacity of 3.75 million gallons. The current system has the capacity to meet the City's water demands. The water supply does not present a significant constraint to development in the plan area. Based on future population growth, it is anticipated the City's water supply will meet the projected needs until the year 2050. There are several capital improvements projects scheduled over the next 20 years.

SANITARY SEWER/WASTEWATER

There are two sewer service providers in the plan area. Rural Sewer District #1 serves the area south of Claremore to Catoosa. The City of Claremore provides service within the City of Claremore corporate limits. The existing wastewater treatment plant is an activated sludge plant. The average daily flow is 3.5 million gallons per day. The plant is designed to handle 8.5 million gallons per day. The sewer treatment plant has the capacity to serve the City for another 20 to 30 years.

A wastewater collection system analysis was conducted to analyze the existing system. Results from the infiltration and inflow analysis showed that 36 percent of the wastewater infrastructure had excessive infiltration. A Sanitary Sewer Evaluation Survey and subsequent rehabilitation will reduce the amount of inflow and infiltration entering the sanitary sewer system. A reduction in inflow and infiltration decreases the number of sanitary sewer overflows in the collection system. Lift stations and wastewater treatment facilities would receive less flow resulting in lower operating and maintenance costs, and reduced effects of severe rain events. Reducing the inflow and infiltration provides for development and growth in existing areas with sanitary sewer utilities. There are several capital improvements projects scheduled over the next 20 years. New development should be analyzed on a project-by-project basis to determine individual and capacity.

ELECTRIC

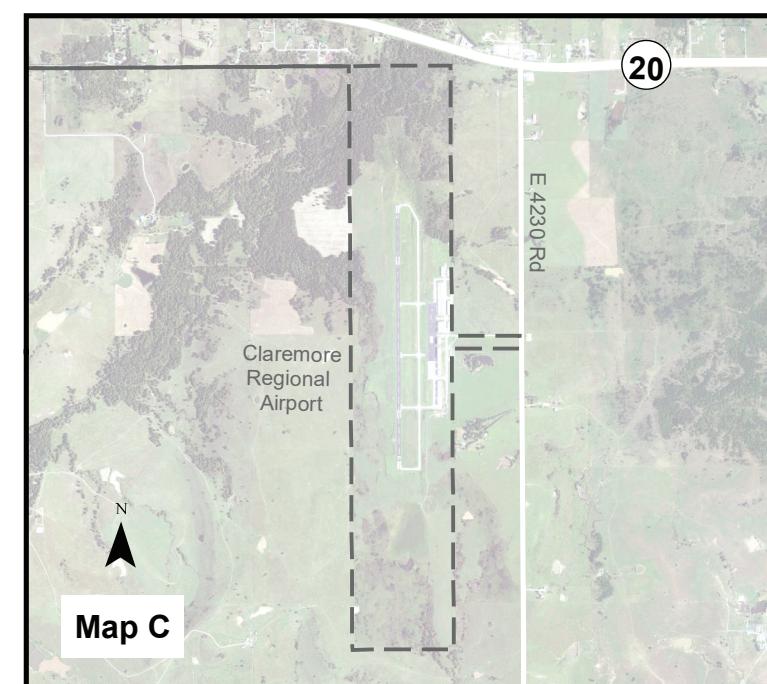
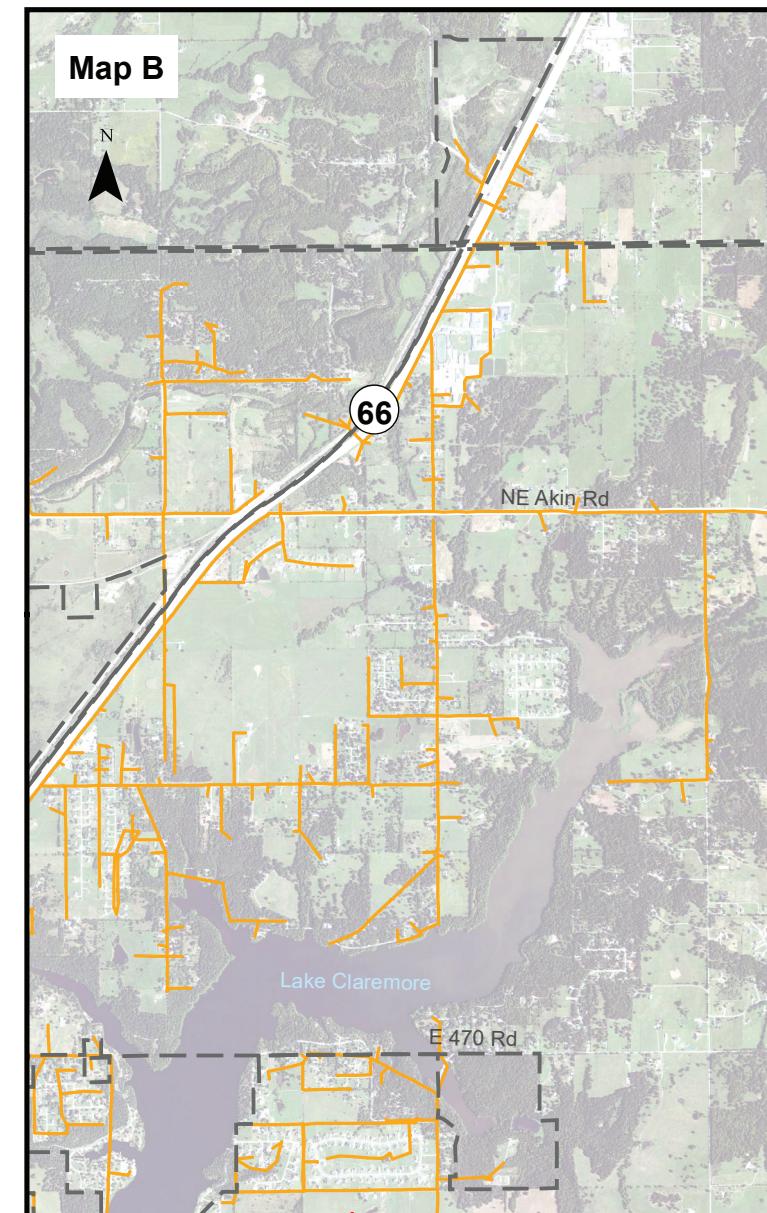
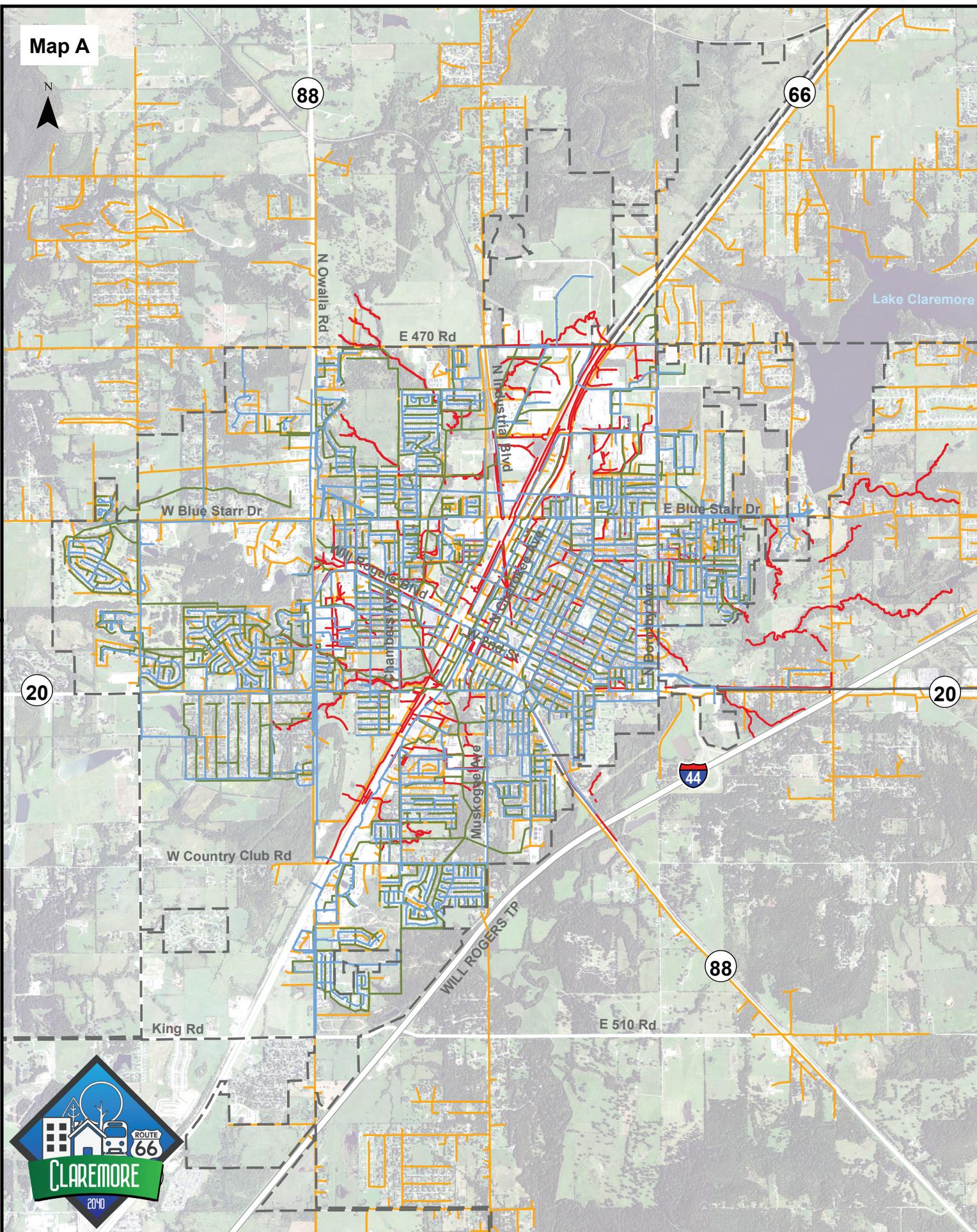
The Claremore Electric Department maintains electric service for customers within the City Limits. Power is purchased wholesale from the Grand River Dam Authority and resold through City lines. Early engagement activities indicated concern about service costs from customers as well as concerns about service reliability.

Right-of-way maintenance on the electric distribution lines occurs on a three-year cycle which includes sweeping the service territory, cleaning brush trimming trees, and applying ground spray. Certain areas, when feasible, are being converted to underground services. There are approximately 12,000 poles in the distribution network. Typically, wood poles should be replaced at least every 40 years. Currently the department replaces approximately 250 poles a year. This should be increased to 300 poles a year to meet the recommended replacement schedule. A new substation is proposed to serve the southeast part of the City. The electric service capacity within the City does not present a significant constraint to development in the plan area.

CLAREMORE 2040

COMPREHENSIVE PLAN

Map 22, Utilities



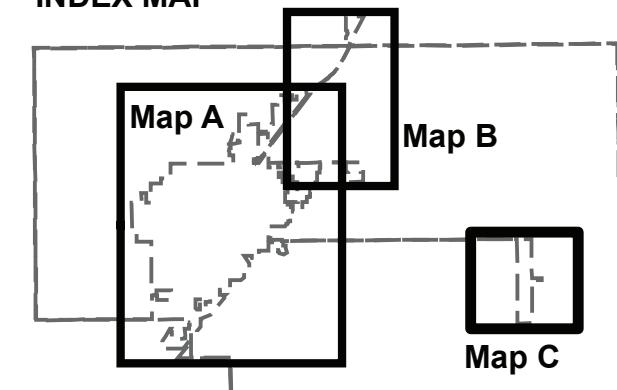
- Claremore City Limits
- City Water Lines
- City Sewer Lines
- City Storm Water Lines
- City Electric Lines

SOURCES: City of Claremore, KKC, USDA
(Aerial Imagery)

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All maps on page are the same scale.

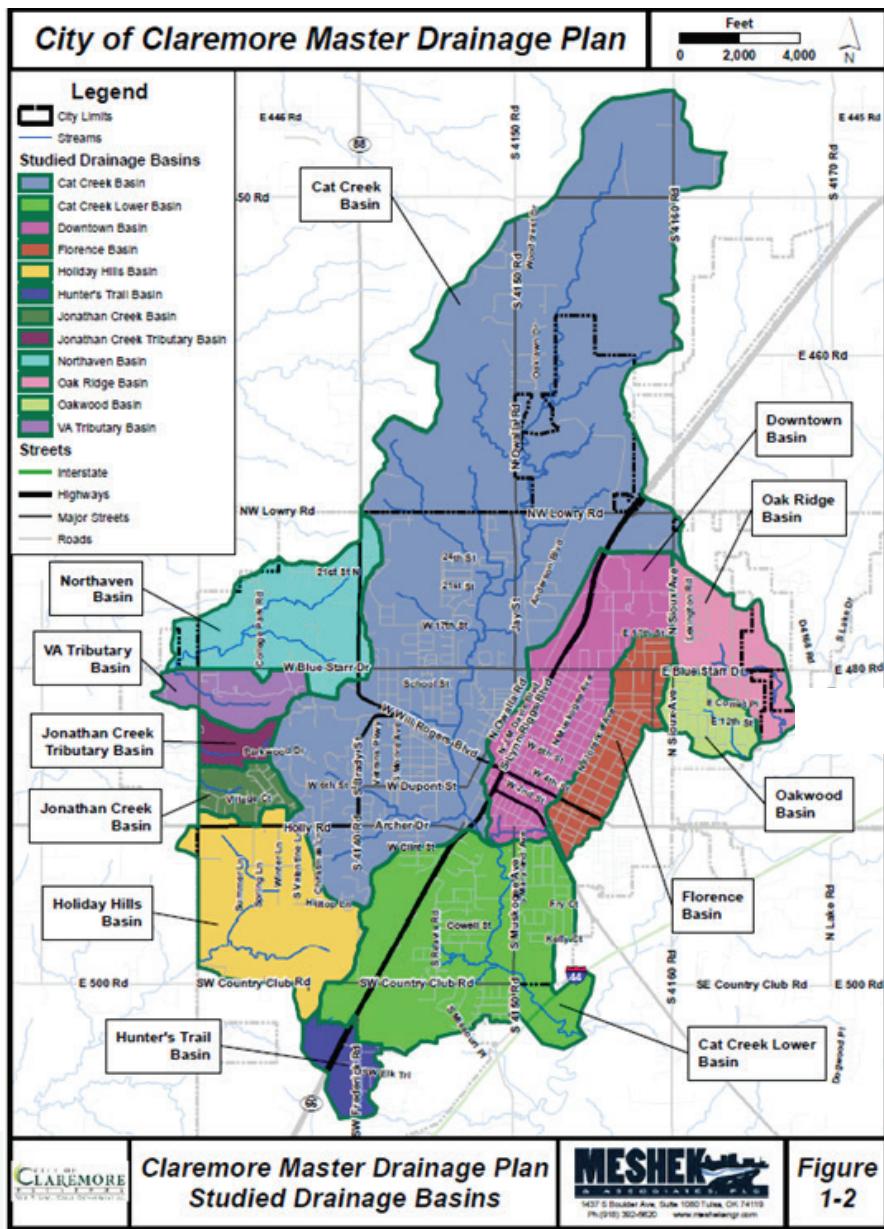
INDEX MAP



STORM WATER/DRAINAGE

A drainage study of the City's drainage infrastructure was completed in 2011. The 10-year and 100-year floodplains, along with historical information provided by the City staff, were used to identify flooding problem areas. Several buildings were identified as being within the floodplain and subsequently, subject to flooding. Modeling also revealed the existence of culverts and/or bridges currently overtapped by 100-year or lower frequency storms. Such culverts and bridges pose a potential threat to traffic and should be enlarged when appropriate.

MAP 23, Existing Drainage Basins



Source: City of Claremore

The 2011 Drainage study identified key areas that require attention and provided a phasing plan for the improvements. Phase I consists of improvements to the Downtown and Florence Avenue drainage basins. Phase II includes improvements to Cat Creek Drainage Basin upstream of Route 66. Phase III includes improvements to the Dog Creek Tributary drainage system, Lower Cat Creek Drainage Basin, Verdigris River Tributaries and Hunter's Trail Drainage Basin. The total cost for the recommended improvements is over \$24 million. This includes two regional detention ponds that would help reduce flooding across the area. To address future flooding issues, all new City drainage infrastructure is designed to handle the 100-year storm event.

Emergency Services

FIRE

The Claremore Fire Department has an Insurance Services Organization (ISO) rating of 3. That is the best rating in Rogers County. A department's ISO rating is primarily based on the area water supply and distribution, staffing, training and equipment, and how the department responds to alarms and notifies personnel.

The department has 47 full-time employees and averages a 4 minute 25 second response time within the City Limits. The Claremore Fire Department also serves as an emergency medical response agency providing non-transport emergency medical services and the majority of Claremore's firefighters are certified as Registered Emergency Medical Technicians. The department budget is approximately \$4 million.

There are three fire stations in the City. Station #1 is attached to City Hall and houses a fire engine, the Region 2 CBRNE (Chemical, Biological, Radiological, Nuclear, and Explosive) Unit, the command vehicle and a wild land/brush unit. Station #2 is located on Claremore's west side and houses

a fire engine, a medium rescue vehicle, and a wild land/brush unit. Station #3 is located near the industrial area of Claremore and houses two fire engines, a 2,000-gallon water tanker and the department's only aerial apparatus. Claremore is home of one of only six Homeland Security Regional Response Units in the State of Oklahoma.

POLICE

The Claremore Police Department has 38 sworn officers and 17 civilian employees, including an evidence officer, nine communication officers, three records division staff and three animal control employees. The department has two school resource officers assigned to Claremore Public School campuses and has one drug-detecting K-9 officer. The department practices community-policing and offers a variety of crime prevention programs, including:

- Drug abuse
- Check schemes
- Cons and fraud
- Domestic abuse
- Forgery and counterfeiting
- House watch
- Neighborhood watch
- Senior citizens safety
- Visits and tours
- Women's safety



The Claremore Police Department is accredited by the Oklahoma Association of Chiefs of Police (OACP). Accredited in 2004, at that time Claremore's Police Department became only the sixth municipal police agency in the State to meet the OACP's rigorous professional standards. The department was re-accredited in 2007.

EMERGENCY MANAGEMENT

The Fire Chief is the City of Claremore's Emergency Management Director.

The City maintains eight active sirens as part of the City's storm siren notification system. The sirens are located at:

- Sioux Street and 18th Street.
- Highway 88 and Ridge Avenue (by the water tower).
- 104 South Muskogee Avenue at City Hall.
- Frederick Road and Route 66.
- Highway 20 and Westside School.

- Golf Course Club House.
- Heritage Drive and Blue Starr Drive.
- 901 South Faith Lane.

The City of Claremore Multi-Jurisdictional Multi-Hazard Mitigation Plan (2007 and 2012 Update) identifies the following potential hazards to the City of Claremore:

– Floods	– Drought
– Tornados	– Expansive Soils
– High Winds	– Wildfires
– Lightning	– Earthquakes
– Hailstorms	– Hazardous Materials Events
– Severe Winter Storms	– Dam Breaks
– Extreme Heat	

The City of Claremore Multi-Jurisdictional Multi-Hazard Mitigation Plan fulfills the Hazard Mitigation Grant Program requirements of the Federal Emergency Management Agency (FEMA). The plan identifies and assesses potential hazards and evaluates mitigation measures to protect citizens and property.

FLOODING

The Mitigation Plan states that "Historically, the City has recognized flooding as a hazard. The City joined the National Flood Insurance Program (NFIP) in 1987, adopting a Flood Damage Prevention Resolution, and requiring that all future development be built one foot above the 100-year base flood elevation. According to the National Climatic Data Center, from 2006 through 2011, the City of Claremore has had three flood events. The City floodplain administrator reports they are seven repetitive loss structures in the City that are insured through the National Flood Insurance Program. All seven are single family residential structures."

The City of Claremore is currently in the process of buying out and demolishing these seven flood-prone properties, through a FEMA Hazard Mitigation Program Grant that the City was awarded in 2017. Three of the properties are on Archer Court and four are on Robin Road. Although not in the floodplain, the structures experienced storm water related flooding. The City is exploring the idea of using a portion of the property as park space post-demolition.

The plan identifies the following specific flood hazards and associated costs:

- Cat Creek at Ne-Mar Channel Improvements on Will Rogers Boulevard: \$51,654

- Greenbrier Detention Pond between Jay and Chambers: \$2,819,287
- Springbrook Subdivision Channel Improvements: \$117,000
- West 19th Street Storm Sewer (100-yr capacity): \$596,404
- Acquire Residences along Robin Road at Cat Creek: (cost is City's portion) \$126,000
- Westwind Court Channel at Cat Creek (100-yr capacity): \$297,064
- Cat Creek Tributary at Highway 20 and Dupont (Channel Extension): \$67,185
- Acquire Residences north of Archer Court between Brady and Chambers: (cost is City's portion) \$88,500
- Lowry Road Culvert Replacement on Lowry between Industrial and Route 66: \$1,244,472
- Reavis Road to the south of 14th Street: \$192,000

The 2012 plan estimated that 547 parcels of property are in the 100-year floodplain, 375 with improvements. It is unknown the number of people that reside in these residences; these structures are valued at approximately \$41 million dollars.

The City of Claremore participates in the Community Rating System (CRS), a voluntary program for National Flood Insurance Program participating communities. CRS provides incentives in the form of premium discounts for communities to go beyond minimum floodplain management requirements. Claremore currently has a base-level "10" rating, so it has the opportunity to improve its rating with ongoing upgrades to local floodplain management practices and other steps.



Opportunities

- Potential for regional storm water detention.
- On-site underground detention (such as at the Chick-fil-A site).

Challenges

- City is receiving increasingly smaller percentage of the County's growth.
- Electric grid reliability and rates.
- How to prioritize extension of city utilities into new growth areas.
- Increased inter-governmental cooperation.

Major Accomplishments in Recent Years

- Completion of Master Drainage Plan.

Relevant Plans/For More Information:

- 2011 Claremore Master Drainage Plan.
- 2007 and 2012 Update to Claremore Multi-Jurisdictional Multi-Hazard Plan.

Economic Development



Claremore is emerging as a regional jobs center. In addition to having a vibrant downtown area, Claremore is home to Rogers State University, is the county seat for Rogers County, has a growing industrial park that has attracted major employers, and has a municipal airport. Through the Claremore Industrial and Economic Development Authority's (CIEDA) ongoing efforts to attract and retain businesses and promote workforce development, the area is well positioned to continue strengthening its economic base.

REGIONAL CONTEXT

Due to the proximity of Claremore to the City of Tulsa, to some extent the economic success of the City of Claremore is tied to that of the greater Tulsa region. Economic development in Tulsa can clearly have positive economic ripple effects in Claremore.

Claremore participates and has working partnerships and relationships with a variety of economic development organizations, from local organizations such as CIEDA, the Claremore Area Chamber of Commerce, Visit Claremore,

Claremore Main Street, and Rogers County Development, to regional organizations.

Regional Organizations:

Northeast Oklahoma Regional Alliance (NORA) serves 14 counties, including Rogers County.

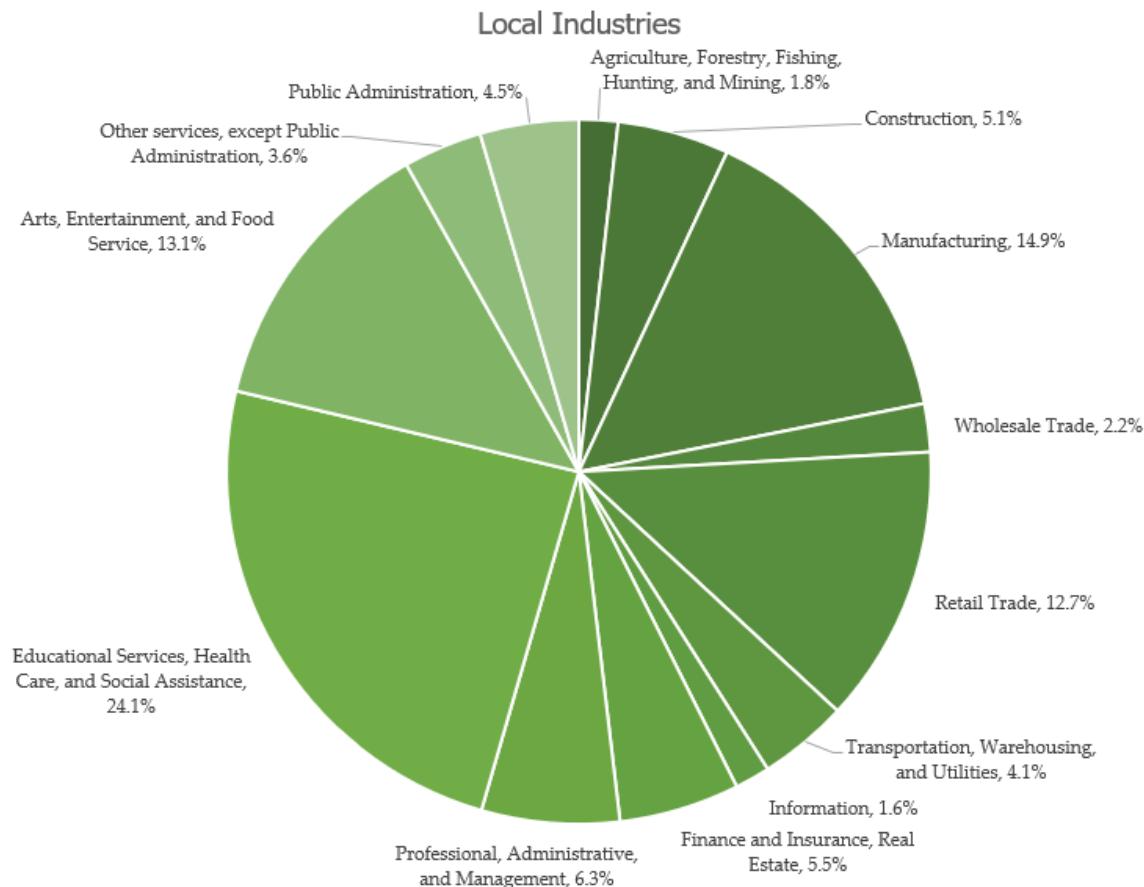


The organization promotes regional issues and solutions to enhance the growth, prosperity, and vitality of Northeast Oklahoma.

The Tulsa Regional Chamber serves Northeast Oklahoma and views economic development as a regional undertaking. The City of Claremore participates in the Tulsa Regional Chamber.



Figure 8: Local Industry Breakdown by Employer



Source: U.S. Census, American Community Survey, 2012-2016.

Claremore, across all industries. This was a 1.8 percent increase in employment from 2015.

By employment, the largest industry in Claremore is educational services, health care, and social assistance. Together this economic sector makes up approximately one quarter of the jobs in the City. The second and third largest employers, respectively, are manufacturing (14.9 percent) and arts, entertainment, and food service (13.1 percent).

LOCATION QUOTIENTS

Location quotients are ratios that compare an area's employment by industry to that of a reference area's employment (in this case the reference area is the United States). Location quotients are available at the county level. A location quotient greater than one indicates an industry with a greater share of the local area employment (in this case Rogers County) than is the case nationwide. Conversely, a location quotient less than one indicates an industry that has a smaller share of the local area employment (in this case Rogers County) than is the case nationwide. The employment and wage location quotients for Rogers County are shown in Table 9.

Table 9, Location Quotients, Rogers County

Industry	Employment Location Quotient relative to U.S.	Wage Location Quotient relative to U.S.
Goods-producing	1.83	2.17
Natural resources and mining	0.51	0.63
Construction	1.83	1.81
Manufacturing	2.05	2.57
Service-providing	0.68	0.59
Trade, transportation and utilities	0.89	1.0
Information	0.23	0.21
Financial Activities	0.51	0.35
Professional and business services	0.51	0.41
Education and health services	0.62	0.55
Leisure and hospitality	0.81	0.69

Source: Bureau of Labor Statistics, September 2017

The Claremore Industrial and Economic Development Authority (CIEDA) was founded in 1948. The mission of CIEDA is to increase prosperity within the Claremore area by facilitating the recruitment, retention, and expansion of primary industry jobs, and expansion of the sales tax base through the recruitment of new destination retail businesses.

Recent Economic Development Achievements Include:

- **Net growth of 400 jobs in 2017. 358 manufacturing positions remain open in Claremore, with almost 600 positions open across all sectors.**
- **January 2018 – Baker Hughes announces plans to bring more employment (250 positions) to Claremore with closure of facility in Oklahoma City.**
- **January 2018 – BelGas FM (a division of the Marsh Bellofram Corp.) brings 50 new jobs to Claremore with new flame management division.**
- **Claremore Collective – young professionals organization launched in 2016.**

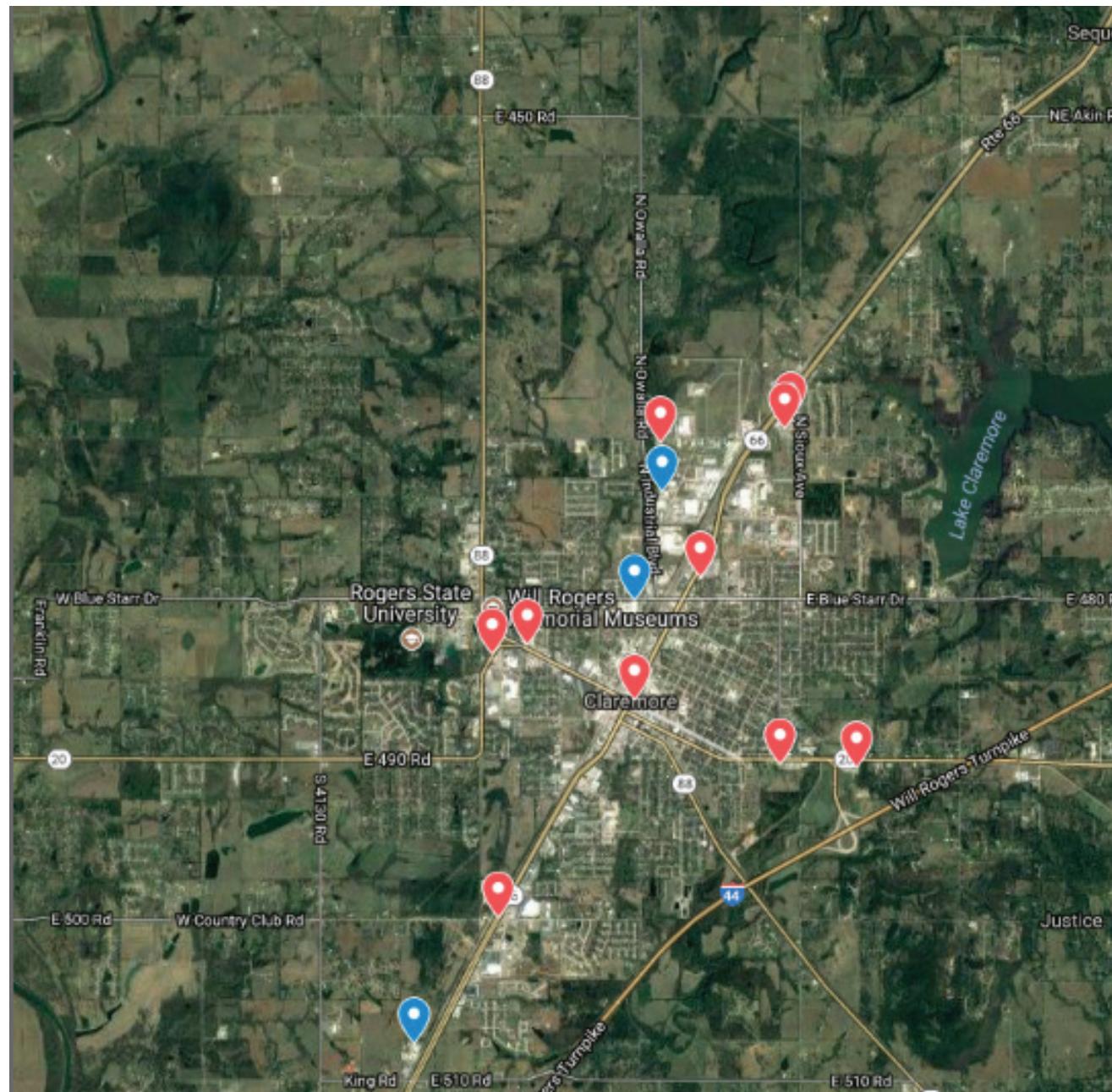
The concentration of September 2017 employment in Rogers County for manufacturing was 2.05 times that of the concentration of employment for manufacturing in the U.S. The manufacturing industry makes up a much larger share of the Rogers County employment total than it does for the nation as a whole. Other industries in Rogers County with a location quotient larger than one include goods-producing (1.83) and construction (1.83). The remaining industries in Rogers County all have an employment location quotient less than one, with information having the lowest location quotient at 0.23, indicating that information makes up a much smaller share of Rogers County's employment total than it does for the nation as a whole.

Likewise, the same three economic sectors – manufacturing, goods-producing and construction – also generate a wage-level advantage for Rogers County relative to nationwide. Wages from trade, transportation and utilities in the county are on par with U.S. levels.

Existing Properties

CIEDA maintains and markets a list of commercial and industrial properties within the City of Claremore that are available for developers and helps to coordinate potential incentives for developers. Industrial properties are shown in blue and commercial properties are shown in red on Map 24.

Map 24: Available Commercial and Industrial Properties in Claremore (as of June, 2018)



Source: CIEDA website (growclaremore.org/property)



A key location for commercial and other potential development is a 116 acre set of properties located between Route 66 and I-44 and West Country Club Road. Previous investments in streets and entrance features totaled \$2 million, and utilities are also available on-site. In June of 2018, CIEDA asked the City of Claremore for permission to take out a loan of \$1.1 million to buy industrial park property aimed at new industrial business in Claremore. The 6.1-acre Anderson Boulevard property is intended to be rented out by CIEDA to industrial businesses through two-year interval leases.

Source: Claremore Daily Progress, June 22, 2018.



Major Employers

The current top employers in Claremore are listed in Table 10.

EDUCATION AND TRAINING

Of residents age 25 or older, 89.6 percent are a high school graduate or higher. This is a small increase since 2009, when the percentage was 85.1 percent of residents age 25 or older and is higher than the statewide average of 87.3 percent. The percentage of the population 25 years and older with a bachelor's degree or higher is 19.5 percent, lower than the statewide average of 24.4 percent and the lowest level among the comparison communities cited earlier in this report.

HIGHER EDUCATION

Table 10, Top Employers, City of Claremore

Rank	Employer	Number of Employees
1	Baker Hughes	1,000 plus
2	Rogers State University	555
3	Claremore Public Schools	550
4	Claremore Regional Hospital	500
5	Walmart	500
6	Claremore Indian Hospital	400
7	AXH Air Coolers	390
8	Claremore Veterans Center	350
9	City of Claremore	319
10	Rogers County	260

Source: CIEDA

Rogers State University (RSU) is located in Claremore as is the Claremore Campus of Northeast Tech. RSU is a four-year public university, primarily serving students in northeastern Oklahoma and the Tulsa region. RSU is home to more than 4,000 students. Northeast Tech's Claremore Campus opened in 2009 to serve students in Rogers County. The Claremore Campus has approximately 200 students, including high school students.

WORKFORCE DEVELOPMENT

CIEDA has made workforce development a top priority. One of the primary initiatives has been the Partners in Education program and the Learn and Earn program of

CIEDA and the Rogers County Public Schools. Partners in Education links students and teachers with civic and business leaders. The program includes classroom visits, internships, job shadowing opportunities, educator and student tours, career fairs, training programs and an awareness campaign. Learn and Earn places students in local manufacturing facilities.

Taxes

Sales Tax: The City of Claremore's sales tax rate is 9.33 percent. Of this, 4.5 percent goes toward the Oklahoma State sales tax rate and 1.83 percent goes toward the Rogers County rate, and the remaining 3 percent to the City of Claremore.

According to the City of Claremore Annual Financial Report, 2017, "The City levies a three-cent sales tax on taxable sales within the city. The sales tax is collected by the Oklahoma Tax Commission and remitted to the City in the month following receipt by the Tax Commission. The sales tax is recorded as revenue in the funds as follows:

- One third is designated for street improvements and is recorded in the Sales Tax Street Fund. This sales tax is permanent (1% of taxable sales).
- One third is designated for repayment of long-term debt of the Expo/Recreation Center and Wastewater Plant and is recorded in the EXPO/WWTP Sales Tax Fund. This sales tax (1% of taxable sales) expires in 2034.
- The remaining third expires on July 1, 2019 (1% of taxable sales) and is split as follows:
 - 40% to the Capital Improvement Sales Tax Fund to be used for capital improvements and maintenance.
 - 20% to the Sales Tax Park Fund to be used for the parks and recreation department.
 - 20% to the Sales Tax Police fund to be used for police operations.
 - 20% to the Sales Tax Fire fund to be used for fire operations."

PROPERTY TAX

The Annual Financial Report also outlines that "Under State statutes, Oklahoma municipalities are limited in their ability to levy a property tax. Such tax may only be levied to repay principal and interest on general obligation bonded debt approved by voters and any court-assessed judgments. The City has not levied any property tax;

Claremore Collective is a workforce development initiative of the Claremore Industrial and Economic Development Authority. The mission of Claremore Collective is to attract and retain young professionals in Claremore while also fostering the next generation of leaders.

The Claremore Collective is focused on the key areas of:

- Attraction
- Arts and Entertainment
- Development
- Government Relations
- Next Generation Leadership

The Collective Voice, the 2016-2017 Young Professional Strategic Plan, identifies three initiatives: Claremore Lake Trails, Downtown Development, and West Bend District Master Plan.



together
FOR THE CITY

CLAREMORE LAKE DEVELOPMENT

The Make Your Mark! campaign revealed a tremendous interest in healthy living and outdoor culture and Claremore Lake is the perfect location to focus these efforts. Planning and development is well underway for expanded hiking trails on the east side of the lake and a new effort to secure community kayaks will have you off of the trails onto the water in no time.

DOWNTOWN DEVELOPMENT

The downtown district has experienced \$10 million in private investments over the past year introducing new dining experiences and innovative community gathering spaces to our community. As a collective we will lead the way in showcasing the demand for continued dining, entertainment, and residential development in the heart of downtown Claremore.

WEST BEND DISTRICT MASTER PLAN

An up and coming entertainment district anchored by Rogers State University, Will Rogers Memorial Museum, and the Claremore Expo. Private development is scheduled to break ground soon. Claremore Collective will work alongside the developers the City of Claremore, and the area stakeholders to ensure that this district satisfies the interests of young professionals and their families.

however, the City has designated four tax increment districts for which incremental additional property tax will be paid to the City for a specified term. The property tax is recognized in the financial presentation of CIEDA.”

Total local sales tax revenue in Claremore in 2017 was \$11.9 million and in 2016 \$11.8 million. The percent change in total state sales tax collection in the City from 2016-2017 was 0.8 percent. Claremore’s per capita sales tax collection in 2016 was \$621.08.



Opportunities

- Presence of Rogers State University and Northeast Tech Claremore Campus.
- Strong economic development organization in CIEDA with emphasis on workforce development efforts and Claremore Collective young professionals.
- Target sectors clearly identified.
- Opportunity zones.
- Port of Catoosa.
- Rail-served properties.

Challenges

- Lower levels of higher education than comparison communities.
- Current housing supply limits ability for increased retail growth.
- Population growth and how to fund growth-related infrastructure needs. County is growing at a faster rate than the City.

Major Accomplishments in Recent Years

- Success in expansion of existing employers (e.g., Baker Hughes).
- Recruitment of new employers (e.g., BelGas FM).
- Claremore Collective launched to attract and retain young professionals in Claremore.

Relevant Plans/For More Information

- Claremore Collective 2016-2017 Young Professional Strategic Plan.
- City of Claremore Budget (claremorecity.com).
- City of Claremore Annual Financial Report (claremorecity.com).
- State of Oklahoma Tax Commission (www.ok.gov/tax).

Recreation and Amenities



Existing Park System and Recreational Facilities

The 2008 Claremore Parks and Recreation Open Space Master Plan contains an existing conditions inventory and identifies a total of 523.9 acres of parks within the City. The Plan identified the following key issues:

- Improved facilities to meet needs of strong youth athletic leagues.
- Desire for a skate park.
- Availability of quality practice areas.
- Need for connectivity – passive/active trails.



Source: Power-Play, Will Rogers Splashpad

PARK TYPES

Neighborhood parks provide both active and passive recreational opportunities. Facilities are typically playgrounds, picnic areas, open space, and walking trails.

- Service area of up to a half-mile.
- 5 to 10 acres in size.
- Serve between 2,000 to 10,000 residents.

Community parks are the next level of parks provided. These parks typically have more facilities available to the public, including tennis courts, pavilions, sports fields, swimming pools, and open space.

- Service area up to two miles.
- 30 to 150 acres in size.
- Serve between 10,000 and 50,000 residents.

Regional parks serve a large area of the city and provide a wide array of amenities which can be utilized by individuals as well as sport groups and large events. Facility possibilities for regional parks is endless, but most common are basketball courts, hike and bike trails, recreation center, golf course, swimming pools, and camp grounds.

- Service area of up to ten miles.
- 200 to 1,000 acres in size.
- Serves the entire urban area.

Special Use parks can have a broad range of facilities, but they typically focus on one or two specific uses due to their limited scope. Potential uses in special use parks include soccer complexes, sports stadiums, community centers, memorials, and gardens.

- Service area varies.
- The size is determined by the primary use.
- The service area depends on the primary use.

EXISTING PARK LOCATIONS AND AMENITIES

Claremore currently has 16 parks for citizens and visitors to enjoy. The following pages offer descriptions and classifications of each park.



1. AMERICAN LEGION PARK –

Located on East Blue Starr Drive, American Legion Park is 4.6 acres and has baseball fields, concessions, and restrooms. American Legion Park was established in 1955 and is the home of the Claremore Zebras Baseball team.

Classification: Special Use.



Source: moreclaremore.com

2. CLAREMORE RECREATION CENTER –

The Claremore Recreation Center opened in 1999. The 80,000 square foot center offers a variety of activities and events, including swim lessons and exercise classes. The facility has basketball and volleyball courts, racquetball court, swimming pool, tennis courts, a weight room and a walking/jogging track. The Recreation Center is located on Veteran's Parkway, near the Claremore Expo Center.

Classification: Special Use.



Source: Google Maps, Lara Somers

3. CLAREMORE LAKE PARK –

Located on 1,200 acres off of East Blue Starr Drive, Claremore Lake Park was developed in 1929 with the completion of the dam. Claremore Lake Park has playgrounds, picnic areas, fishing and boating, and a walking jogging trail. The Claremore Lake Park also has a splash pad and a 9-hole disc golf course.

Classification: Regional.



Source: Pro G2 American Ramp Company ARC Skateparks

4. CLAREMORE SKATE PARK –

Located adjacent to the Claremore Recreation Center, the 7,000 square foot skate park has a variety of street obstacles and ramps for skaters of all ages. The skate park was designed with input from the local skating community and was identified in the 2008 Parks Master Plan as a top priority of the community. The skate park was built and opened in 2008.

Classification: Special Use.



Source: Claremore Soccer Club



Source: Google Streetview



Source: moreclaremore.com



Source: Google Streetview

5. CLAREMORE SOCCER COMPLEX –

Located on North Sioux Avenue, the Claremore Soccer Complex is a 72.5-acre complex that was established in 1999. The Soccer Complex has 16 fields, two of which are lighted and is the home of the Claremore Soccer Club. The Soccer Complex also has picnic tables, concessions, and a playground.

Classification: Community.

6. DOGWOOD PARK –

Located on Dupont Street behind the VFW, Dogwood Park is a four-acre park that has a basketball court, a playground, and several types of native trees. Dogwood Park was established as a city park in 1973.

Classification: Neighborhood.

7. HAPPY LAKE –

Located east of Lake Claremore, Happy Lake is a 40-acre complex established in 1929. Amenities include restroom facilities, picnic tables, covered shelter and fishing.

Classification: Regional.

8. LEANING ELMS PARK –

Located on South Muskogee Avenue, Leaning Elms Park is a 20-acre complex established in 1982. The park is primarily used by the Claremore Youth Football Association but also has two fields with backstops for baseball or softball.

Classification: Community.



Source: parksandrec-ok-edition.blogspot.com



Source: Google Streetview



Source: Google Maps, Lara Somers



Source: www.angelfire.com/ok5/gcsm/ballparks/Claremore_bp

9. LIONS KIDDIE PARK –

Located on Seminole Street and East 7th Street, Lion's Kiddie Park was established in 1950. The park contains picnic tables and a playground with a climbing web and ropes.

Classification: Pocket Park.

10. LOSHBAUGH KIDDIE PARK –

Located on North Cherokee and 15th Street, Loshbaugh Kiddie Park was established in 1960. The neighborhood park received new playground equipment in 2008 and also has picnic tables and a half basketball court.

Classification: Neighborhood.

11. LYNN RIGGS PARK –

Also referred to as Gazebo Park, Lynn Riggs Park is located on Weenonah and Will Rogers Boulevard. The two and one-half acre park was established in 1987 and has a gazebo that is home to the Claremore Community Band and summer concerts. Other park amenities include restrooms, picnic tables, and shade trees.

Classification: Neighborhood.

12. PECAN PARK –

Located on West Blue Starr Drive, Pecan Park is a 20-acre complex that was established in 1975 and is home to the Claremore Girl's Softball Association. The park has five fields, four of which are completely lighted and one that has infield lights only. In addition to the fields, the park has picnic tables, a playground, warm-up areas, concessions, covered bleachers and covered shelter.

Classification: Community.



Source: moreclaremore.com



Source: Google Streetview



Source: Google Streetview



Source: Miracle Recreation

13. POWERS PARK –

Located on North Sioux Avenue, Powers Park is a 35-acre complex that was established in 1973. The park was renovated in 2008 and has 12 fields, eight of which are completely lighted and two that have infield lights only. The park is home to the Rogers County Youth Baseball Association. Improvements in 2009 included a remodel to four fields with new lighting, fencing, backstops, dugouts, sod and covered bleachers. The park also has picnic tables, a playground, concessions, covered bleachers, covered shelter, and tennis courts.

Classification: Community.

14. REDBUD PARK –

Located on Muskogee Avenue and Jordan Street, Redbud Park is a two-acre complex that was established in 1971. A creek runs alongside the park and park amenities include swings, picnic tables, and a covered shelter.

Classification: Neighborhood.

15. WALNUT PARK –

Located on North Jay, Walnut Park is a 40-acre park established in 1987. The park is home to Claremore's adult softball complex. Walnut Park has four lighted fields and also has practice facilities for baseball, softball and soccer. Other park amenities include picnic tables, playground, concessions, bleachers, and covered shelter.

Classification: Community.

16. WILL ROGERS PARK –

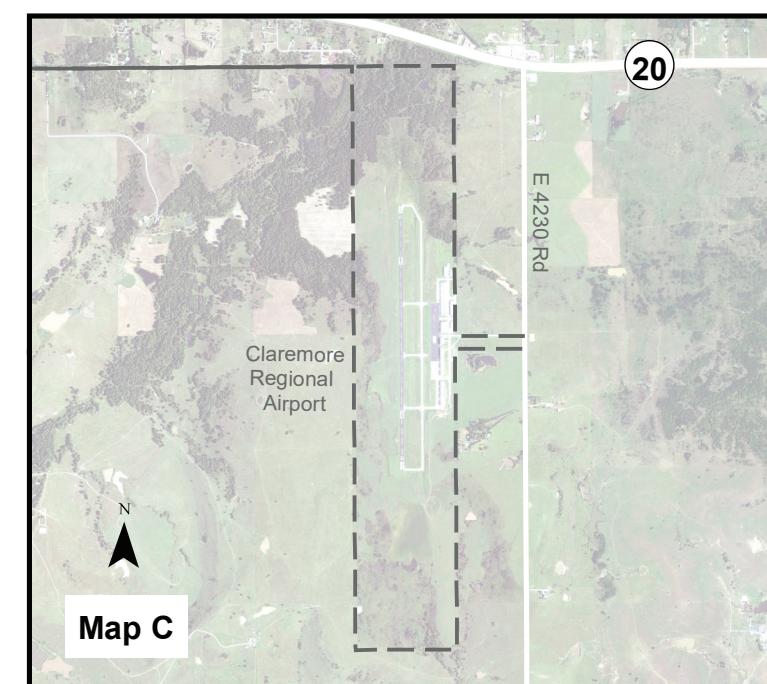
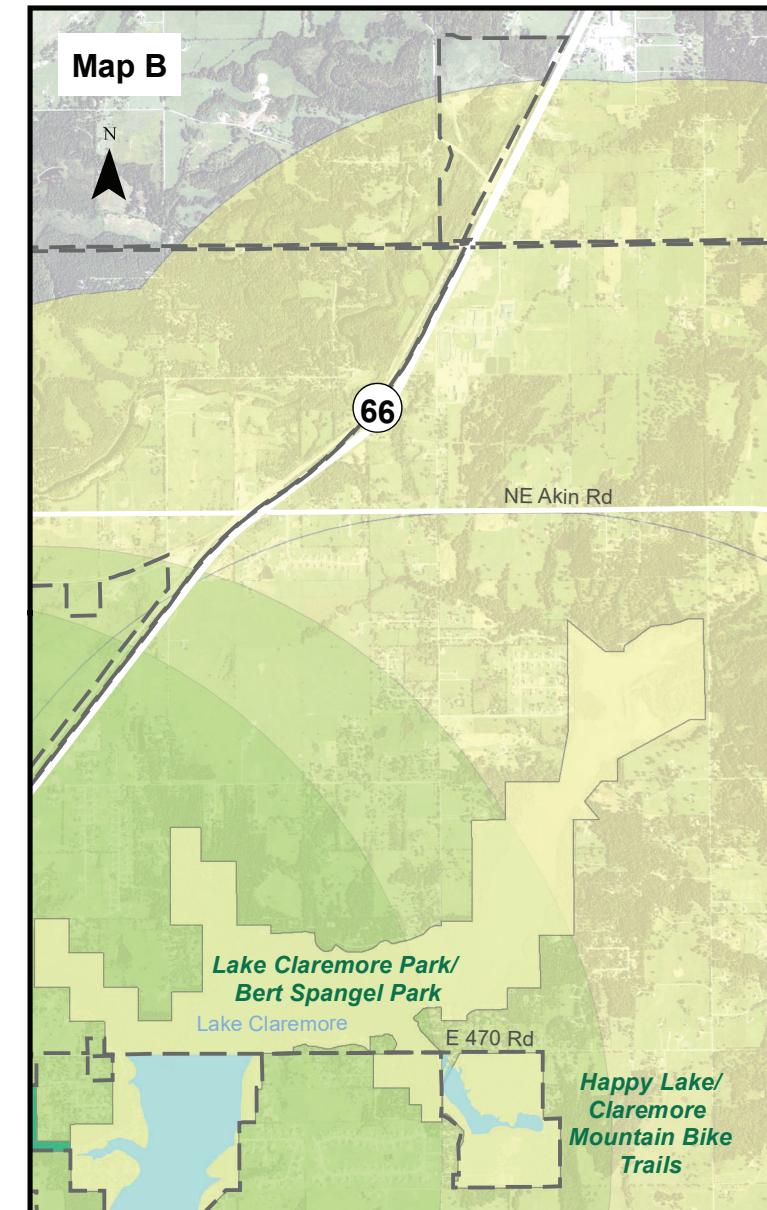
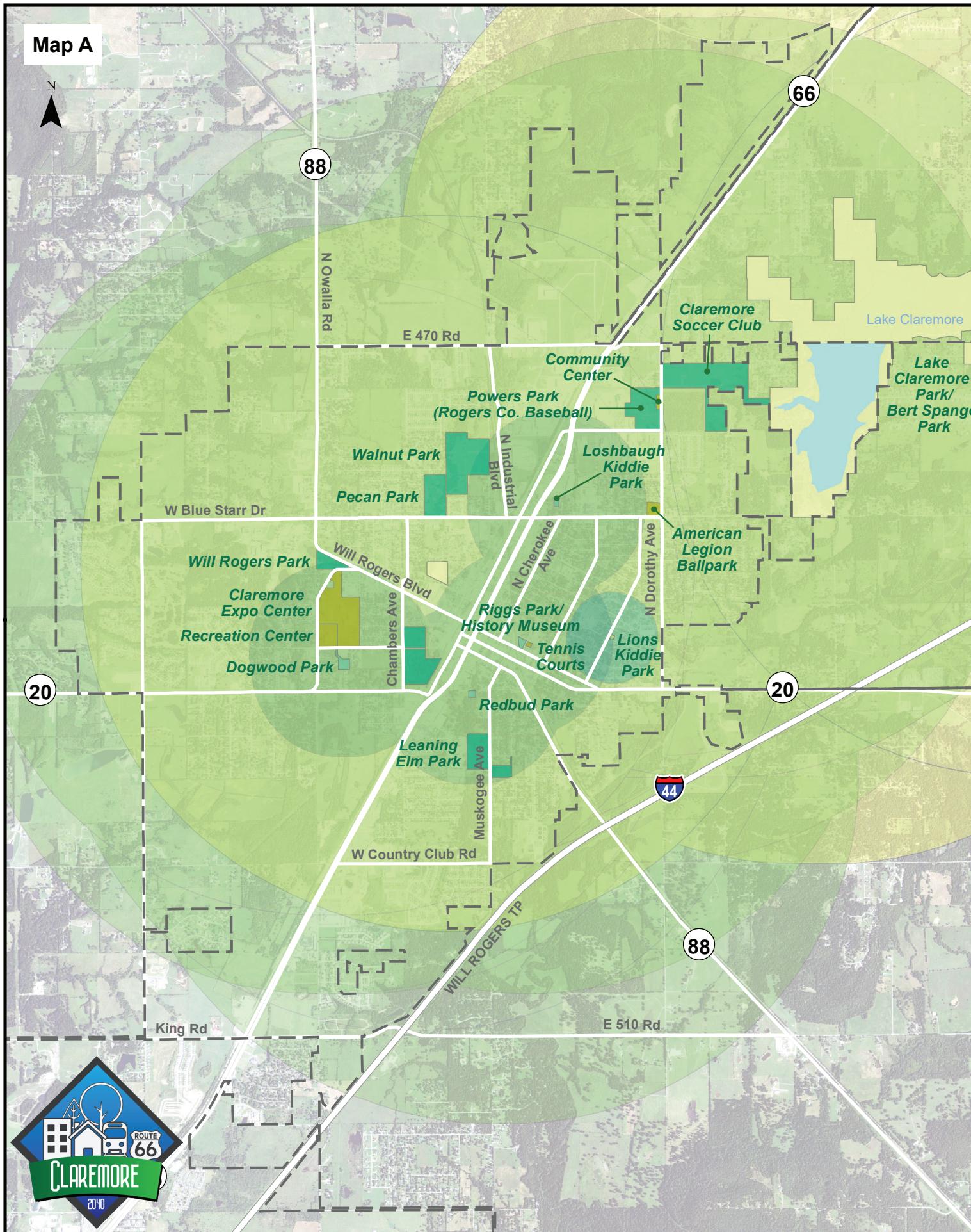
Located on Camden Street just below Rogers State University and the Will Rogers Memorial, Will Rogers Park is an eight-acre park established in 1954. Park amenities include a playground, covered shelter, picnic tables, and a stage. The park was recently remodeled, including removal of the old outdoor swimming pool and building and installation of new playground equipment, benches, and landscaping as well as a splash pad.

Classification: Community.

CLAREMORE 2040

COMPREHENSIVE PLAN

Map 25, Existing Park Locations and Service Areas



COMPARISON TO NATIONAL BENCHMARKS

Quantitative standards derived from publications of the National Recreation and Park Association (NRPA) provide a starting point for evaluating local park acreage needs. These standards are expressed in terms of acres of parkland per 1,000 persons. The NRPA's guidance is based on national surveys of U.S. municipalities of all sizes and in all geographic regions. A standards-based approach is helpful in determining potentially appropriate parkland quantities. However, each community has unique context and issues that must be considered when setting objectives and priorities for the number and type of parks and recreation facilities for a citywide system. Refining a purely standards-based approach for a particular community requires consideration of these additional factors:

- Demographic characteristics such as age and gender, racial composition and ethnic origin, and income.
- Local participation in both public and private recreation programs and organizations.
- Usage of individual facilities.
- Local climatic conditions such as average temperature and average rainfall.
- Natural assets and environmentally sensitive lands in the area.
- The availability of nearby state parks or county, regional and special use parks.

Findings from the standards-based assessment include:

- They typical park agency has 9.6 acres of park for every 1,000 residents in its jurisdiction. The median for cities of less than 20,000 is 10.5 acres for every 1,000 residents.
- With 523.9 acres of parkland under the jurisdiction of the Claremore Parks Department (excludes Lake Claremore) that translates to 27.4 acres/1,000 residents, well above the national median.
- In general, the City of Claremore has more than adequate park acreage based on current levels, although the acreage is concentrated in special use facilities rather than neighborhood and community parks that are the most accessible to residents, particularly those with limited transportation.

GEOGRAPHIC COVERAGE

The acreage focus above considers local parkland acreage needs relative to population. A geographic evaluation is also essential to determine how well the existing park system serves the city's residents. Park sites should be distributed across the city's jurisdiction and located strategically so they are conveniently accessible to all populated areas. While a community's park inventory may have plenty of land from an acreage standpoint, a service area evaluation illustrates whether there is sufficient geographic coverage and where new or enlarged parks are needed to address any under-served areas.

The service area evaluation involves drawing a service area buffer around each Neighborhood and Community park site. The larger the park, the larger the associated service area. A 1/2-mile primary service area is applied to each Neighborhood park. Each Community park has a two-mile primary service area.

Taken together, the two-mile service areas of all community parks should encompass nearly all existing neighborhoods and areas already developed for residential use. Neighborhood parks usually have more targeted locations to serve particular residential developments and other population concentrations. However, they should still have a relatively even distribution across the community to ensure that most all residents can enjoy basic park amenities in fairly close proximity to home. In areas where population is more dispersed, a well-located community park also fulfills the neighborhood park function.

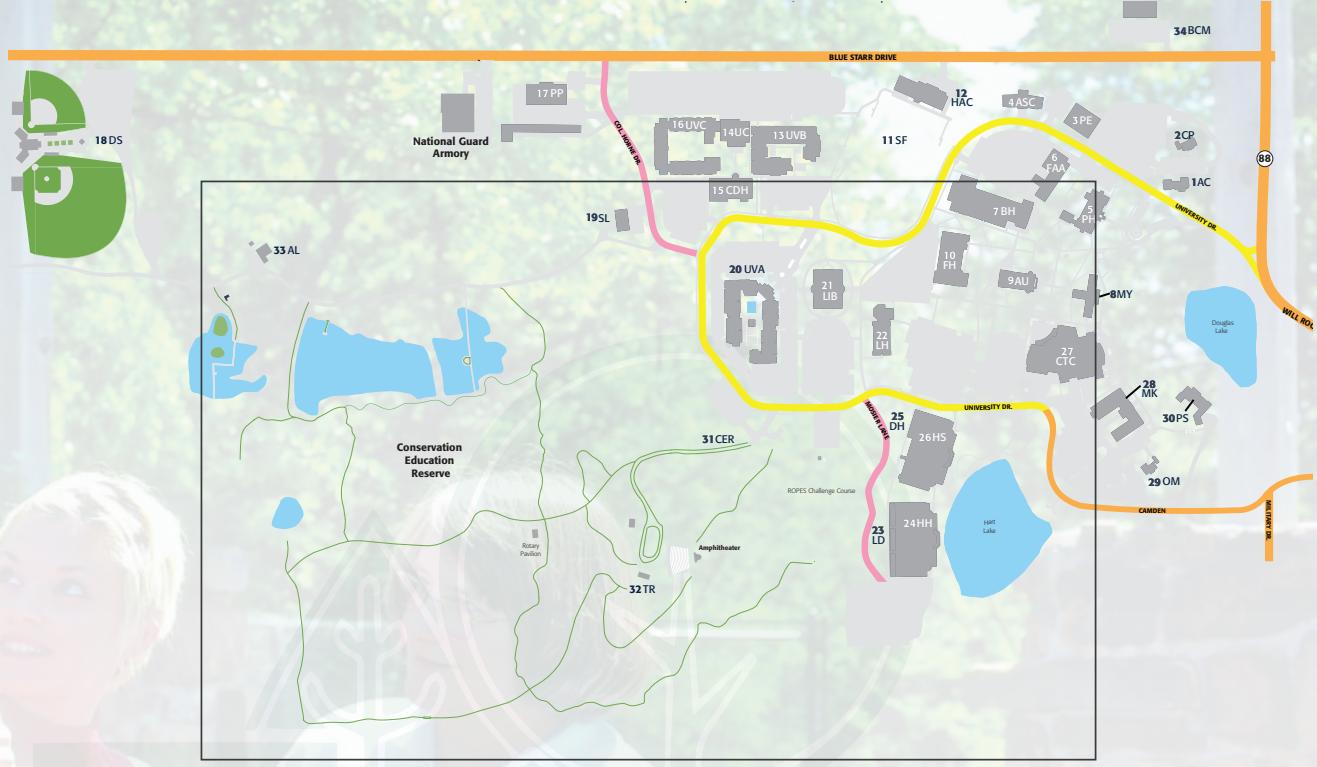
Map 25 shows existing Claremore parks with service areas applied. As can be seen in the map there is generally good geographic coverage, with the majority of the City having access to parks within the service areas. However, the southern portion of the City appears under-served by parks.

NON-CITY OPEN SPACE

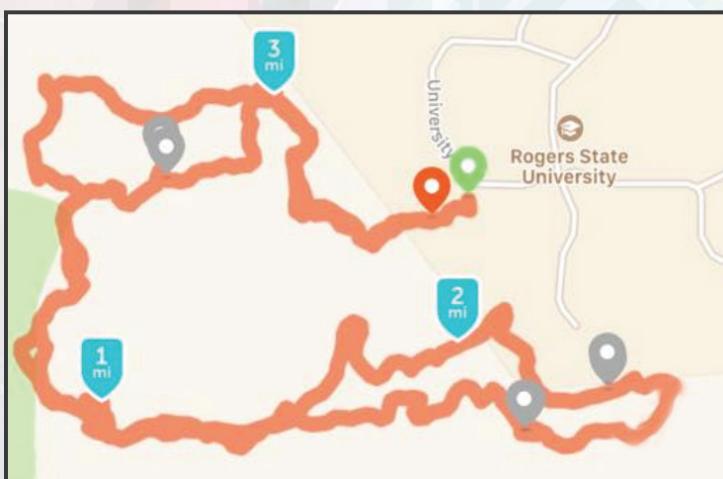
In addition to the City of Claremore Park System, Rogers State University has a 120-acre Nature Preserve on its campus that is open to the public. The nature preserve has walking trails through the property as seen in Map 26, *Trails within Rogers State University Nature Preserve*.

ROGERS STATE UNIVERSITY Conservation Education Reserve

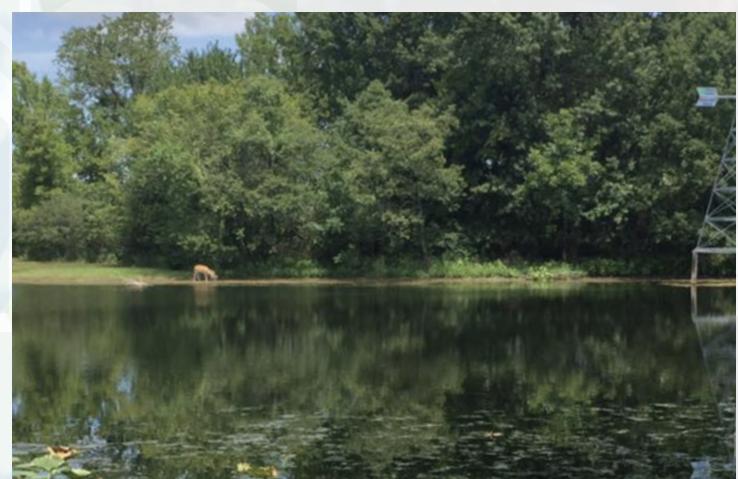
Map 26, Trails within Rogers State University Nature Preserve



Source: rsu.edu



Source: moreclaremore.com



Source: moreclaremore.com

CURRENT PARKS FUNDING AND PROJECTS:

The 2008 Parks and Recreation Open Space Master Plan recommended \$3.65 million in park and trail improvements for the 2008-2013 timeframe and then another \$5.9 million for projects extending through 2020. This included development of a community-wide trail network and upgrades to multiple park sites in the city as well as the development of the new skate park (which was completed in 2008). Refer to Map 27, *Location of Recommended Park improvements from 2008 Parks Master Plan*.

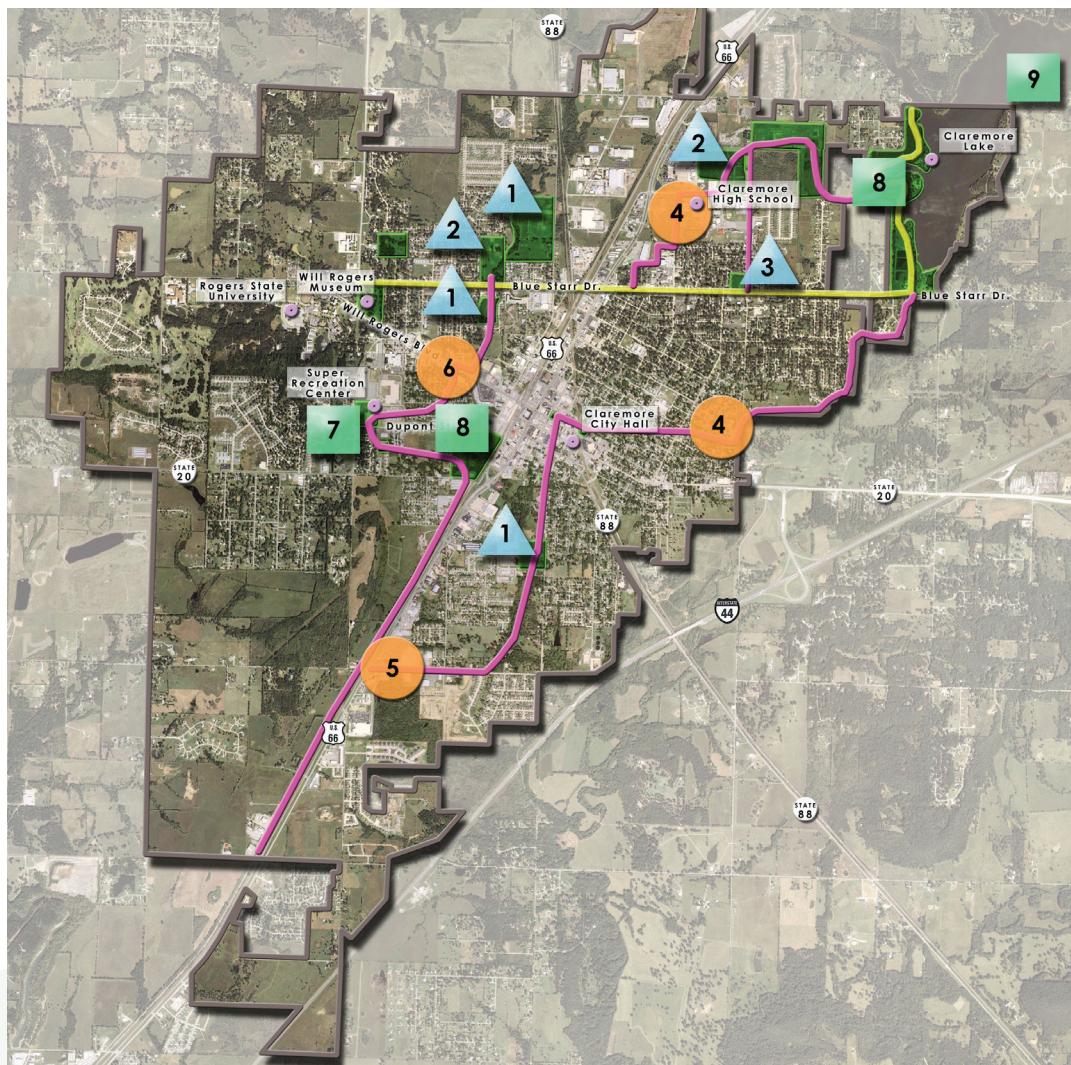
The Special Revenue Funds Park Sales Tax Fund is for special park and recreation programs and projects. Financing is provided by 20% of the temporary 1 cent city sales tax. This fund in the 2017-2018 Budget has

a revenue budget of \$1,074,947. Park Department expenses are projected to also total \$1,074,947, with expenses including \$25,000 in park capital expenditures and \$110,000 in facility and other improvements.

The Subdivision Regulations, Section 4, Planning and Design Requirements, has a parks and open space requirement. The requirement states that "Each development shall contribute to the provision of open space and usable recreation area as required by the Comprehensive Plan, the adopted Park and Open Space Plan of the City and all other such regulations of the City."

The Claremore Dreams 2025 process is slated to review public assets in 2018, including parks, trails, services, and facilities.

Map 27, Location of Recommended Park Improvements from 2008 Parks Master Plan



LEGEND

- Point of Interest
- Existing Trail
- Proposed Trail
- Existing Parks & Recent Programs

"Quality First!"

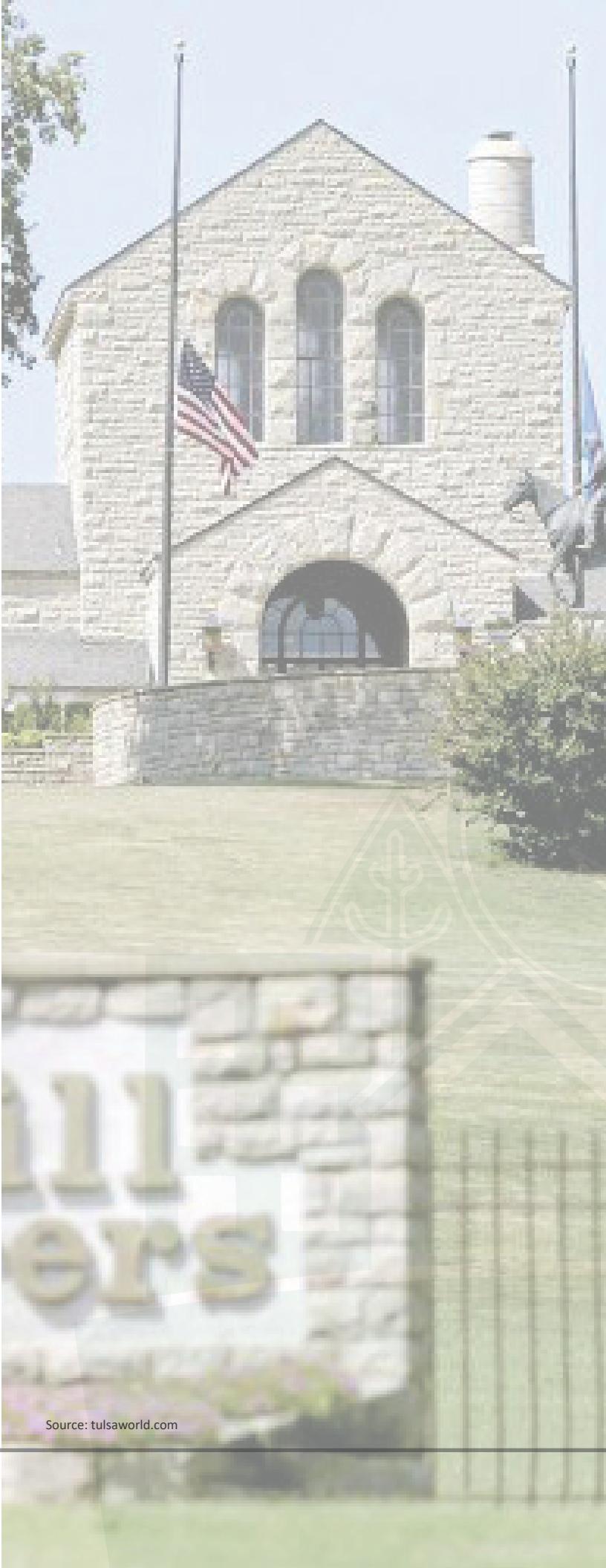
1. Develop/Improve Additional Practice Fields.
2. Equalized "quality" for all facilities.
3. Set aside Money for Maintenance/Upkeep.

"Connectivity!"

4. Implement Trail Program in Phases.
5. Pursue "regional" connections ASAP.
6. Multi-purpose in design, function.

"Beyond Sports!"

7. Develop new Skate Park.
8. Develop new passive park/trail head and outdoor activity area.
9. Refocus Happy Lake Mission.



Opportunities

- Presence of Rogers State University and nature preserve on campus.
- Significant park assets within community.
- Claremore is a regional hub for parks and sports.
- Significant community interest in active transportation (trails/walking/bicycling).

Challenges

- Parks Master Plan is now 10 years old and needs to be updated.
- Ongoing maintenance of park assets.
- Connectivity among park amenities.

Major Accomplishments in Recent Years

- Claremore mountain bike trails developed and maintained by volunteers.
- Improvements and upgrades made to multiple parks.
- Completion of Skate Park.

Relevant Plans/ For More Information:

- City of Claremore Parks and Recreation Master Plan, 2008.

