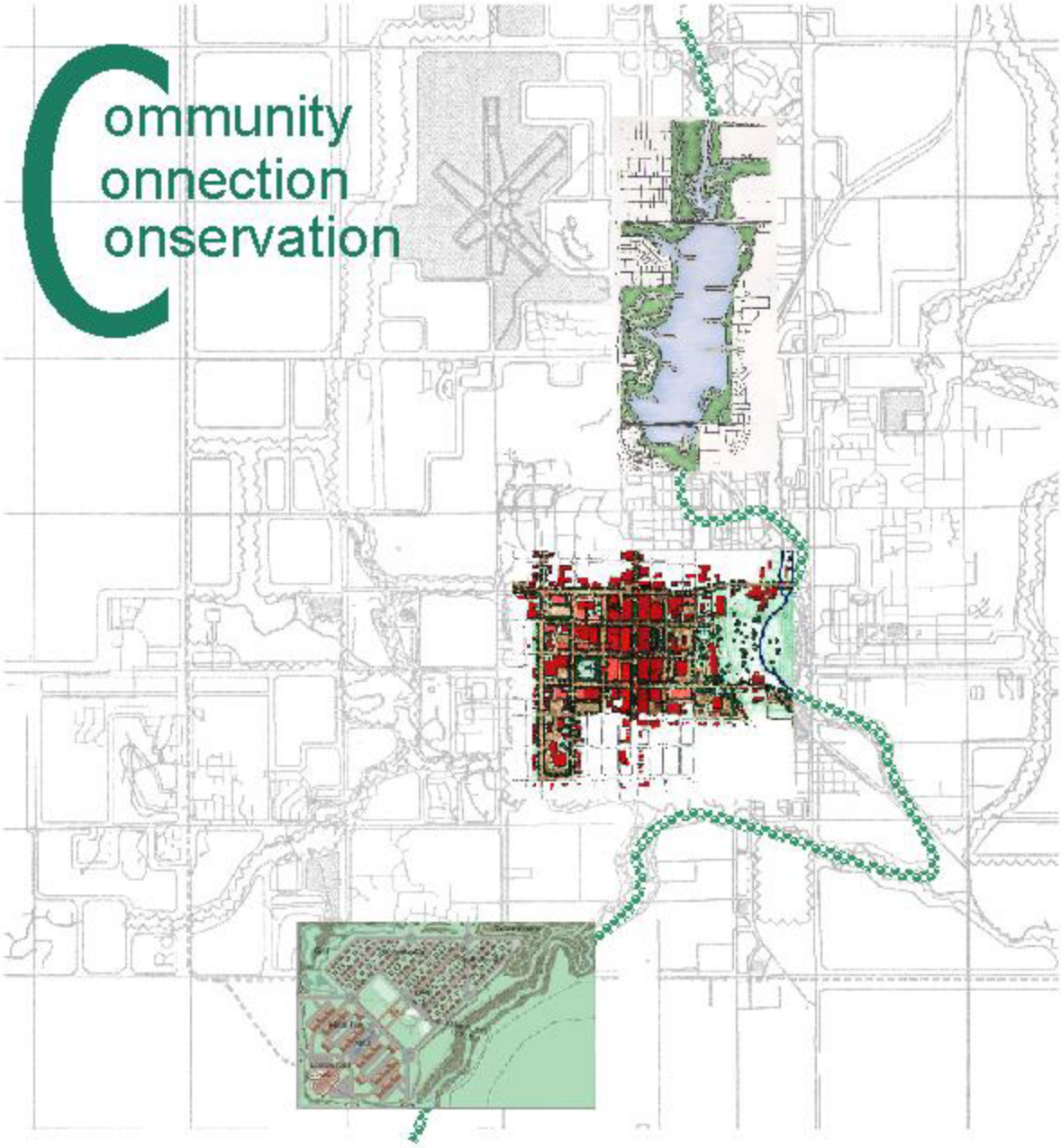
Community
Connection
Conservation



Comprehensive Community Development Plan
Stillwater, Oklahoma

rm plan group
community & campus
planning & design
nashville

C O M M U N I T Y
C O N N E C T I O N
C O N S E R V A T I O N

Comprehensive Community Development Plan
Stillwater, Oklahoma

September, 2001

prepared by

RM Plan Group
Community and Campus Planning and Design
Nashville

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Foreword

Stillwater is unique among America's communities. It has a special place within the history of our nation and the opening of the Oklahoma Territory. It has a viable downtown that serves as the physical and psychological center while maintaining the traditional retail and governmental roles. It has a major university presence that strengthens the community's economic base and enriches educational and cultural opportunities. It has an attractive natural environment that is characterized by the transition between woodland and prairie. It has a spirit of openness where people care about one another and welcome diversity. It has a sense of union and belonging as symbolized by one community – ***one Stillwater*.**

In building upon these unique qualities, Stillwater seeks more than the conventional community development approach through land use, transportation and community facilities. The desired approach involves ***community*** as in place-making; it involves ***connection*** as in linking people and activities; and, it involves ***conservation*** as in sustainability.

The desired approach as reflected in this plan also embodies a shift from the previous emphasis on future land use map to one involving more ***development policy*** guidance. While location remains as a decision factor, the shift places greater reliance on ***development standards*** that enhance place-making, linkages and sustainability.

This is an opportune time for Stillwater to forge a more meaningful direction, one guided by the community's vision and continuing participation in the decision-making process. This is a time of transition involving population and economic change. It is a time of public policy decisions that affect fundamentally the shape and direction of overall development. It is also a time when the entire community – public, business and institution – is responding with a collective and unified voice.

Vision Statement

Stillwater – the education community where the Pioneer Spirit lives. We are a community pioneering the new frontiers of the 21st Century. We are a community that fosters change while maintaining convenience, comfort and a special sense of place. We are a community that fervently continues the values that gave us life and sustains our presence- caring for one another, providing opportunities for all, nurturing our environment and responding in unity to challenges.

Stillwater – a place worth caring about.

The community's commitment to this new direction is evidenced by the accomplishment of at least 14 major recommendations of this plan during its preparation. These accomplishments have added measurably to the quality of life in the community overall and its neighborhoods.

The Comprehensive Community Development Plan is truly a citizen-based initiative for guiding the community's future. From vision to action, each component of the plan has been crafted by the citizens of Stillwater. A total of 88 representatives of the community have shared their time and knowledge in creating a plan that represents the needs and aspirations of Stillwater. They have worked together in forging a consensus for Stillwater's development, sometimes at the sacrifice of personal preferences, but always in the best interest of the community. The City Commission is to be commended for selecting such committed and caring citizens for the community participation process.

The consultant is indebted to Dr. George O. Carney, principal investigator on the Reconnaissance Level Survey of Stillwater, Oklahoma, and the Oklahoma Historical Society, which directed the project's funding, for allowing the Survey findings to be included in this Plan.

Appreciation is expressed to the following people for participating in this unprecedented planning approach.

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Plan Utilization Primer

Change in Intent. Utilizing the guidance provided by this Comprehensive Community Development Plan represents a change in intent from its predecessor, the Stillwater Comprehensive Plan 2010. The Comprehensive Plan 2010 was a ***prescriptive*** model based on a narrower and more numerous classification of land use whose locations were mapped in a more specific manner. Development approval relied on consistency with the map or, in the absence of consistency, oft-times on community debate. Development standards for design, compatibility and protection were limited. This Comprehensive Community Development Plan is a ***descriptive*** model based on broader and fewer classifications of land use and more general mapping of locations that allows flexibility, within certain parameters, in the decision-making process. Development approval relies more on consistency with the development policies and development standards stated in this plan.

Example of Change. The former Comprehensive Plan 2010 identified Office as a separate type of commercial land use and mapped future locations. This Comprehensive Community Development Plan recommends the inclusion of Office with all other types of commercial. Where commercial uses are shown on the Future Land Use Map, offices may be included. The intent is to create a greater mix of uses in providing more shared destinations with each vehicular trip and enhancing pedestrian connections within and between developments.

As a second example, the Comprehensive Plan 2010 identified convenience- and neighborhood-scale commercial land use as separate from residential uses. This Comprehensive Community Development Plan recommends, on a limited basis and with development standards for assuring compatibility, the inclusion of convenience-scale commercial in low-density residential areas and convenience- and neighborhood-scale commercial in medium- and high-density residential areas. The intent is to create a greater mix of uses in providing more pedestrian connections and in unifying residential and commercial design.

Steps for Utilizing the Comprehensive Community Development Plan. There are four steps associated with this Comprehensive Community Development Plan in guiding development.

Step No. 1 – Communitywide Development Policies. Communitywide Development Policies identify the general intent of development activities at the broader scale of the entire Planning Area. Stated development policies establish the following:

- Urban growth area in which development is guided;
- Connection to a wastewater system whether public or approved private;
- Compact and contiguous development pattern;
- Increased density and more mixed use in future residential development;
- More planned commercial and industrial centers;
- Higher level of public sharing of community facilities/services costs in medium- and high-density areas compared to low-density areas;
- Protection of environmentally-sensitive areas and enhancement of landscaping, open space and natural construction materials provisions; and,
- Conservation and enhancement of existing development and assurance of compatibility of new development with existing development.

Mapped development policies establish the following:

- General nature, location, extent and relationship of future land use including residential, commercial, industrial, university, parks and open space, greenway, agricultural and transportation; and,
- Phasing of development within the urban growth area based on need and timing of

public infrastructure provisions in Phases I and II.

The mapping of future land use is not intended to alter existing zoning unless specifically stated.

If a proposed development is consistent with the general intent of the Communitywide Development Policies, the proposal should be reviewed at the next step which deals with the distinguishable development purposes and characteristics of the six subareas within the Planning Area. If a proposed development is not consistent with the general intent of the Community Development Policies, the proposal should justify the benefit to the community in light of this plan's stated goals and objectives and be submitted for communitywide discussion.

Step No. 2 – Subarea Development Policies. Subarea Development Policies identify the specific intent of the six segments of the Planning Area that have distinguishable development purposes and characteristics. The six subareas are identified as follows: Downtown; Urban Core Neighborhoods; University-Related; Environmentally-Sensitive; Emerging Development; and, Rural. Each subarea establishes criteria for community place-making, connection and conservation.

If a proposed development is also consistent with the specific intent of the Subarea Development Policies, the proposal should be reviewed at the next step which deals with designated overlay areas. If a proposed development is not consistent with the specific intent of the Subarea Development Policies, the proposal should justify the benefit to the subarea in light of this plan's goals and objectives and be submitted for subarea discussion.

Step No. 3 – Overlay Area Development Policies. Overlay Area Development Policies identify the specific intent of the six areas where there is an intent to modify development objectives without changing underlying zoning. The six overlay areas are identified as follows: Downtown; Corridor Enhancement; Medical Center; Historic District; Neighborhood Enhancement; and, Airport. Each overlay area establishes criteria for limited zoning modification and/or conservation, design and compatibility provisions.

If a proposed development is further consistent with the specific intent of the Overlay Area Development Policies, the proposed development should be reviewed at the final step which deals with development standards and related design guidelines. If a proposed development is not consistent with the specific intent of the Overlay Area Development Policies, the proposal should justify the benefit to the overlay area in light of this plan's goals and objectives and be submitted for communitywide discussion.

Step No. 4 – Development Standards. Development Standards identify the intent of guidelines for ensuring the design, compatibility and protection associated with new and existing development. These guidelines establish criteria for use, operation and appearance, as appropriate.

If a proposed development is finally consistent with the Development Standards, the review should be complete. If a proposed development is not consistent with the Development Standards, the proposal should justify the benefits to the community in light of this plan's goals and objectives and be submitted for subarea discussion.

Note: The Downtown Master Plan and the Neighborhoods Revitalization Plan are supplemental plans that provide more specific guidance for implementing the policies and design standards of this plan. Approvals under the above steps should be compliant with the objectives of the supplemental plans.

Glossary

Terms used in this Comprehensive Community Development Plan with which the user may not be familiar are defined in the following glossary. These definitions are intended for general use. Where differences may occur between definitions in this plan and those in the Stillwater Land Development Code, the definition in the Code is intended to be the one used for legal and administrative purposes. Terms are grouped according to related meaning.

Planning Area. Stillwater's Planning Area includes the incorporated area as of 1996, plus the unincorporated area adjoining for a distance of approximately 3 miles.

Urban growth area. Smaller than the Planning Area, the urban growth area is the portion of the unincorporated area where more intense residential, commercial and industrial uses, and related City-provided services, are recommended to expand.

Communitywide Development Policies. Planning recommendations that encompass the overall Planning Area.

Subarea Development Policies. Planning recommendations that encompass the six discreet divisions of the Planning Area where there are common development objectives that are distinctive to each division.

Overlay Area Development Policies. Planning recommendations that encompass the six specific locations within the Planning Area where there is an intent to modify development objectives without changing the underlying zoning provisions.

Neighborhood. A neighborhood is any small residential/commercial area within the Planning Area where the uses can be described as sharing common social, economic and/or physical characteristics.

Base Flood Elevation. The base flood elevation establishes the benchmark for identifying impacts, restrictions and improvements associated with development in any designated flood-prone area.

Convenience-Scale Commercial. Convenience-scale is any permitted commercial use that serves a nearby small residential area and is generally 10,000 square feet or less of activity area.

Neighborhood-Scale Commercial. Neighborhood-scale is any permitted commercial use that serves a nearby limited residential area and is generally 100,000 square feet or less of activity area.

Community-Scale Commercial. Community-scale is any permitted commercial use that serves the total Planning Area, can be accessed without having to go through a residential neighborhood and is generally any size of activity area that the lot on which it is located will permit.

Density. A numerical ratio representing the total number of dwelling units on a lot divided by the horizontal area of the lot, expressed in terms of "units per acre".

Floor Area Ratio (FAR). The total floor area of all structures on a lot, divided by the total horizontal area of the lot.

Intensification Area. An intensification area is any underutilized area that is designated by this Plan where the intent is to increase the existing density and/or floor area ratio through expansion, infill and/or redevelopment.

Infill Area. An infill area is any vacant lot or group of lots surrounded by development that is designated by this Plan as an intensification area.

Suburban Village. A suburban village is any location in the Emerging Development subarea that is designated by this Plan for future residential use where development, at its option and with public approval, may increase density and/or mix of use by complying with development standards that enhance pedestrian scale, integrate overall design, provide community amenities and conserve open space/natural areas.

Urban Village. An urban village is any location in the Downtown, Urban Core Neighborhoods and University-Related subareas that is designated by this Plan for future residential use where development, at its option and with public approval, may increase density and/or mix of use by complying with development standards that enhance pedestrian scale, integrate overall design, provide community amenities and ensure compatibility between new and existing development.

Greenway. A greenway is any location designated by this Plan where the intent is to link drainageways, natural resource and wildlife areas, parks, open space and schools in creating a continuous "green" pathway throughout the Planning Area.

Vista. A vista is any location designated by this Plan where the intent is to conserve/protect the ability to view the horizon to or from a specific area by not permitting new development that would limit the intended visibility.

Wayfinding. Wayfinding involves a system of thoroughfares, bikeways and pedestrianways that utilize circulation and signage improvements to enhance the ability to travel in regard to one ore more activity nodes and/or places of special interest.

Plan Certain Approval. Public approval of development is based on the certainty of a site plan and related covenants that establish/identify the intended use, design, provisions, timing, etc. of the proposed development.

Chapter One
Planning Context

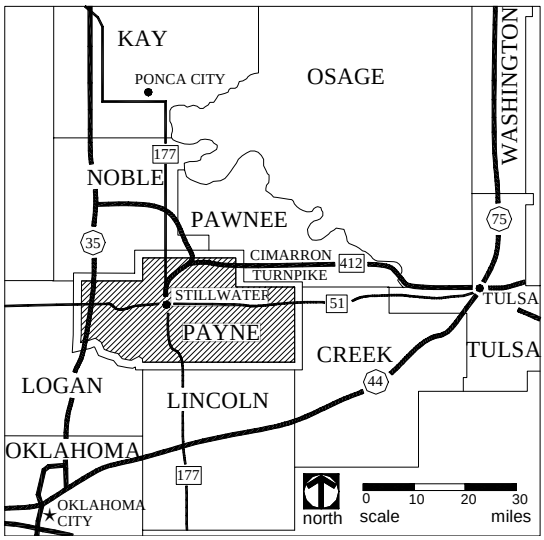
Geography

Situation. Stillwater is located in north-central Oklahoma approximately 60 miles between the two metropolitan areas of Oklahoma City and Tulsa. Regional access is provided by State Highway 51 which links to the west with north-south I-35 and Oklahoma City and U.S. Highway 177 which links to the north with east-west Cimarron Turnpike and Tulsa.

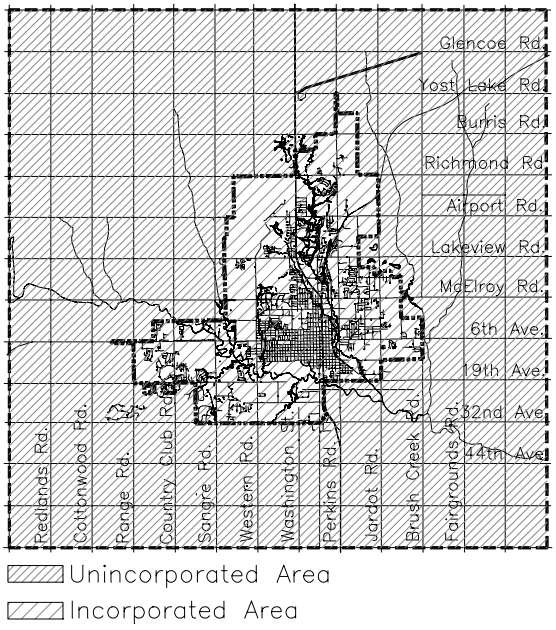
The proximity to Oklahoma City and Tulsa affects Stillwater from differing perspectives. Shopping, dining and entertainment opportunities in the metropolitan centers offer variety and convenience while limiting availability and competitiveness of local provisions. Stillwater does not have a regional retail mall which, to some viewers, is a deterrent to attracting people and industries. Others credit the absence of a competing mall with saving Stillwater's downtown. Conversely, the presence of Oklahoma State University provides Stillwater with amenities and economic resources that are unsurpassed. Stillwater can maintain the quality of life – convenience, friendliness and safety – of a smaller community while enjoying the best of metropolitan centers.

Planning Area. Stillwater's incorporated area as of 1996, plus the unincorporated area adjoining for a distance of approximately three miles is referred to as the Stillwater ***Planning Area.*** Inclusion of the unincorporated area is for the purpose of guiding growth and public services in a manner that is complementary with the City. Payne County does not provide zoning for the unincorporated area, and it is essential that Stillwater have adequate influence over development therein whether any or all of the area is the subject of annexation.

The combined Planning Area includes 95,154 acres and a population of 41,200 as of 1996. The incorporated portion includes 17,327 acres and a population of 38,490. The unincorporated portion includes 77,827 acres and a population of 2,710. The incorporated portion represents 18.2 percent of the acres and 93.4 percent of the population for the combined Planning Area.



Stillwater Location Map



Stillwater Planning Area

History

Transitions. Stillwater has an important place in the nation's history as starting point for the opening of the Oklahoma Territory in 1889. As a reliable source of water during those early days, Stillwater became a permanent settlement and trade center for farmers and ranchers. The community remained small during its early years due in part to Oklahoma City. The state capitol, located 60 miles to the south, became the regional trade and services center.

Stillwater's designation as a state land grant university provided other growth opportunities. Founded in December 1890 as Oklahoma Agricultural and Mechanical College, the origin of what is now Oklahoma State University established Stillwater as an important center for agricultural education and research. When Old Central opened in 1894 as the first academic building, the College consisted of 144 students.

Monument celebrating Stillwater's role in the Oklahoma Land Rush.

The growth of OSU and the addition of arts and sciences created a national educational, research and service center with approximately 19,000 students. Between 1960 and the mid-80's, university enrollment accounted for approximately 60 percent of Stillwater's population increase. During this same period, the economy began to diversify as several major manufacturers located in Stillwater.

By 1990, another major transition was evident in the community. Associated with a statewide economic surge, population and employment experienced a significant increase locally. Since OSU enrollment remained relatively stable in recent years, the continuing population and employment increase represented further diversification of Stillwater's economy. The increase was also evident in the four counties comprising Stillwater's trade region. Employment in Payne, Lincoln, Logan and Noble Counties reflected a collective increase of 8,316 between 1990 and 1996. Payne County and Stillwater accounted for 5,746, or 69 percent, of the region's increase in employment. Services and Trade accounted for 5,329, or 26.8 percent, as the sectors with the greatest gain in actual number and percent share.

Population and Employment

Development Factors. Sustained economic growth is likely to remain a significant factor in the development of Stillwater by the year 2020. A continuing increase in population and employment is projected. OSU enrollment has potential for growth depending, in part, on state policy related to future four-year public universities. Other induced factors such as regional transportation improvements, employment training program expansion, medical center expansion, university event expansion, private capital investment, etc. may further promote economic growth.

With Stillwater leading as the economic, educational and services hub, future economic growth is likely to involve a more regional perspective. Payne, Lincoln, Logan and Noble Counties are projected to further expand and diversify their economies in creating a more viable regional base.

Population. Population for the Planning Area is projected to reach 46,900 – 49,300 by the year 2020. The projection represents an increase of 5,700 – 8,100 over the estimated population of 41,200 in 1996 and an increase of 8,704 – 11,104 over the last census count of approximately 38,196 in 1990.

Employment. Total employment for the Planning Area is projected to reach 29,400 – 30,900 by the year 2020. The projection represents an increase of 9,000 – 10,500 over the estimated employment of 20,400 in 1996 and an increase of 11,400 – 12,900 over the last census count of approximately 18,000 in 1990.

Employment is projected to increase at a higher rate than population in the Planning Area by the year 2020. The projections assume that the excess employment will be filled through commuting.

Table 1.1
POPULATION & TOTAL EMPLOYMENT PROJECTIONS, 1990, 1996, 2020
Stillwater Planning Area

	1990	1996	2020	
			Low	High
Population	38,196	41,200	46,900	49,300
Employment	18,000	20,400	29,400	30,900

Source: Estimates for 1990, 1996 and 2020 by RM Plan Group, Nashville, 1997

Land Use

Land Use. Based on a projected population of 46,900 – 49,300 and employment of 29,400 – 30,900 by the year 2020, a total of up to 33,736 acres may be required for urban development. The total represents an increase of 6,000 acres over the 27,736 acres similarly utilized as of 1996. The area for each additional use, exclusive of right-of-way, etc., is estimated as follows:

- Single-family residential = 600-900 acres net (1,400-2,000 dwelling units at 2.2 persons and 3 units/acre average);
- Multi-family residential = 200-300 acres net (1,400-2,000 dwelling units at 2.2 persons and 7 units/acre average);
- Industrial related = 800-900 acres net (1,935-2,260 jobs at 2.5 persons/acre average);
- Commercial related = 900-1,000 acres net (4,800-5,600 jobs at 5.5 persons/acre average);
- Public/Semi-Public = 550-650 acres net (2,200-2,600 jobs at 4 persons/acre average);
- Parks related = 200 acres net;
- University related = 300 acres net; and,
- Transportation related = 5,000-6,000 acres net (40 percent of 3,350-4,250 acres for total urban development).

The additional 6,000 acres for future urban development is approximately one-third of the 17,327 total acres within the incorporated area as of 1996. Off-setting the increase are approximately 2,500 acres of "suitable" land within the incorporated area designated, as of 1996, as Agricultural (1,200 acres) and Undeveloped (1,300 acres). The remaining acreage is less suitable for urban development because of its association with flood-prone areas, restrictive land use patterns, limited accessibility and owner withholding. The 3,500-acre balance of the additional 6,000 acres required for future urban development may come from the unincorporated portion of the Planning Area. Given the low-density characteristics of existing development within the unincorporated area, plus the need to buffer incompatible OSU uses and limit urban development within environmentally sensitive areas, the gross requirements associated with the 3,500-acre balance could be 5,000-6000 acres.

Table 1.2
LAND USE PROJECTIONS
1996-2020
Stillwater Planning Area

	1996	2020	
Land Use	Estimate (1) (Acres)	Low (1) (Acres)	High (1) (Acres)
Single-Family Res.	7,317	7,917	8,217
Multi-Family/Other Res.	800	1,000	1,100
Industrial	733	1,533	1,633
Commercial	1,111	2,011	2,111
Public & Semi-Public	3,815	4,365	4,465
Parks	1,289	1,489	1,489
University	11,147	11,447	11,447

(1) Net acres (i.e. exclusive of public right-of-way, easements, buffers, etc.)

Source: 1996 estimates by City of Stillwater Planning & Community Development Dept.; 2020 estimates by RM Plan Group, Nashville, 1998.

Development Pattern

Suburbanization. While the trend was first noticeable in the late 70's, Stillwater experienced unprecedented suburban growth during the period 1990-1996. Approximately 1,190, or 65 percent, of the 1,814 increase in the Planning Area's population located in the unincorporated portion. Attracted by, among other things, the availability of inexpensive land, fewer taxes and the absence of county zoning, the more expensive and larger lot single-family residential located in the mostly unincorporated southwest area where no sewers were available. During this same period, residential developments in the northern portion of the incorporated area, with approved zoning and sewers available, experienced little building activity.

In seeking new customers, City services for water, sewers and electricity expanded when feasible with suburban development. The result was a less efficient development/service pattern characterized by lower densities and dispersed locations compared to the urban area.

Concurrent with suburban growth, neighborhoods in the older urban core underwent transitions involving use and tenure often accompanied by disinvestment. In neighborhoods near the University, zoning policies often supported the transition from single-family residential to multi-family housing.

During 1998, and in conjunction with the planning process for this Comprehensive Community Development Plan, the community undertook an extensive assessment of its expansion options and related policies. Stillwater was faced with a choice of 1) a major extension of public sewer to the west that would likely attract most of the community's projected growth by the year 2020 and 2) limiting sewer expansion in the west and focusing resources on maximizing use of the current urban area. Favoring the latter option, Stillwater began the process of delineating a limited growth area while directing planning policies toward enhancement of existing neighborhoods.

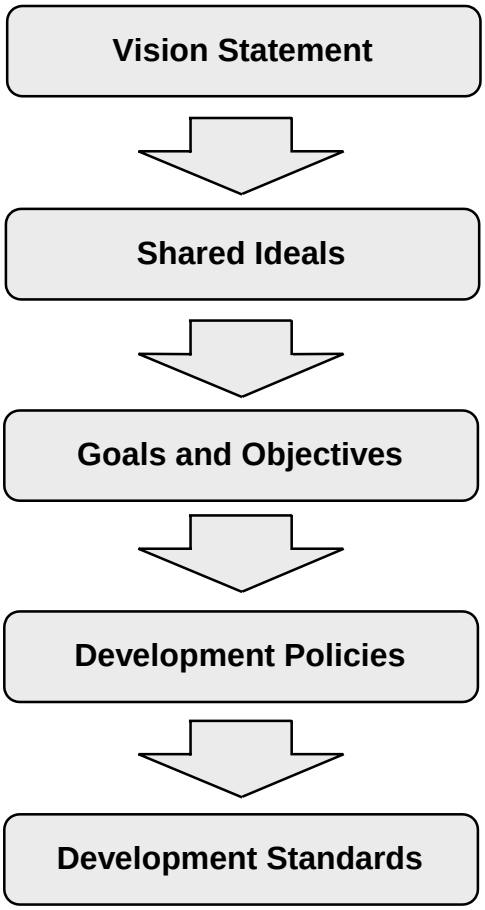
This plan advocates a ***compact*** and ***contiguous*** development pattern overall. The infill, intensification and conservation of existing areas are recommended as a priority. To the extent that the community's growth requirements can be met through utilization of existing resources, the reliance on undeveloped areas in the unincorporated area should be reduced. Inherent in this priority are public policies and financial support that makes development within the incorporated area ***competitive*** with what is now perceived as an advantage to suburbanization of the unincorporated area.

Chapter Two

Goals and Objectives
for
Community, Connection & Conservation

Goals & Objectives

Planning Model. This Comprehensive Community Development Plan has been crafted by the community's representatives through the committee and focus group structure and confirmed through communitywide review. The plan has as its beginning the task of participants creating a ***vision*** for what they want the community to be by the year 2020 and the ***shared ideals*** associated with the vision. A second task has been to convert the mental image to stated ***goals and objectives*** that establish form and measure. The vision, shared ideals and goals and objectives have been collectively embodied in the policies and implementation guidelines of this Comprehensive Community Development Plan.



Vision Statement and Shared Ideals. Stillwater's vision for the year 2020 as stated in the "Foreword" section of this plan represents the collective aspirations in creating a more desirable community and special place. The vision statement further represents a unification of seven shared ideals for a more desirable community and special place. These shared ideals include the following:

- ***Downtown as the "Heart" of the Community;***
- ***Small Town Feel With Big City Amenities;***
- ***Center for Business Development;***
- ***Visually Appealing and Ecologically Sound Community;***
- ***Planned Infrastructure for Guiding Development;***
- ***Community Linked through Education, Recreation, Neighborhoods and Commercial Services; and,***
- ***Comprehensive Transportation System with Alternative Modes.***

Goals and Objectives. The goals and objectives provide guidance for the policies and related implementation guidelines of this Plan. The goals identify the general intent and parameters associated with each of the seven shared ideals. The objectives, which may include others in the future, identify specific action association with the accomplishment of each goal.

Downtown as the "Heart" of the Community

In fulfilling the ideal of Downtown as the "heart" of our community, we envision expanding its role as the center for cultural, civic and economic activity. Additionally, we envision a Downtown that is attractive, user-friendly and easily accessible.

Goal No. 1: to be a community building around a Downtown which functions as a cultural and civic heart in our community

Objectives. In enhancing Downtown as the "heart" of the community, we seek the following objectives:

A. to create a cultural center through integrating the function and design of the proposed Community Center with the existing related provisions including the library, museum and others in Downtown. The community also seeks to physically link the facilities through the provision of landscaped pedestrianways;

B. to enhance Downtown as a civic center through integrating the function and design of public facilities, expanding public space and increasing its use for celebrations and special events;

C. to enhance linkages between Downtown and the University through familiarization for new students and the provision of student-oriented uses and activities, improved pedestrian connections and possibly shuttle provisions;

D. to enhance Downtown's unique appearance through preservation of its original architecture, use of a unifying design theme and expanded streetscaping; and,

E. to improve the ability for visitors and new residents to find their way around Downtown through improved delineation of corridors and provision of unified signage.

Goal No. 2: to have a Downtown that serves as a center for high quality business services

Objectives. In enhancing Downtown as an economic center, we seek the following objectives:

A. to expand the use of Downtown by creating a 24-hour center through a greater mix of use including residential, specialty retail, offices, food services and entertainment;

B. to expand Downtown's role as a small business support center through the greater provision of lease office space, office support uses, electronic communications and access and parking; and,

C. to maintain Downtown as an alternative to a regional mall through improved uses, pedestrian scale and comfort, urban design, parking convenience and community access.

Small Town Feel With Big City Amenities

Carrying out this ideal involves maintaining the convenience, comfort and special sense of place that is associated with the current size of the community. It also involves greater opportunities for shopping, dining, entertainment and cultural and educational activities that are associated with larger urban areas.

Goal No. 1: to foster our small town atmosphere by maintaining a safe, attractive environment

Objectives. In fostering a small town atmosphere, we seek the following objectives:

A. to enhance pedestrian scale and activities in existing neighborhoods and Downtown; and,

B. to create mixed use, pedestrian scale and design integration in new developments wherein daily living provisions and amenities are included or readily accessible.

Goal No. 2: to maintain the safety that we have always had, being able to walk anywhere in the community and feel safe in our homes, workplace and schools

Objectives. In ensuring a safe community, we seek the following objectives:

A. to provide a neighborhood-based crime prevention program;

B. to promote safety for children through dealing with the infiltration of gangs and the development of youth-related crime; and,

C. to maintain our high quality police and fire service throughout the community.

Goal No. 3: to foster unsurpassed community friendliness and neighbors who know and care about each other

Objectives. In enhancing community friendliness and caring, we seek the following objectives:

A. to improve the signage and other elements in the community to help visitors and new residents more easily find their way;

B. to establish community-based decision-making processes and effective governmental response mechanisms; and,

C. to provide communitywide and neighborhood activities to bring people together.

Goal No. 4: to be a community that successfully knits and celebrates its diverse entities

Objectives. In promoting diversity, we seek the following objectives:

A. to promote understanding of all races and religions;

B. to enhance community relations programs;

C. to improve involvement of diverse entities in community planning;

D. to provide more integrated educational opportunities;

E. to promote a greater respect for the community's heritage.

Small Town Feel With Big City Amenities (Continued)

Goal No. 5: to provide better amenities for elderly, youth, and disabled

Objectives. In providing for the needs of the elderly, youth, and disabled, we seek the following objectives:

A. to ensure quality and affordable medical services and day care;

B. to provide a range of affordable housing options which meet the needs of the elderly and disabled;

C. to promote services which help the elderly stay in their homes for as long as possible; and,

D. to ensure high quality and affordable child care.

Center for Business Development

Meeting this ideal includes expansion and diversification of the economy for greater self-sufficiency and a sustainable economic base, and becoming a center for high-tech business development.

Goal No. 1: to build our economy and promote business development

Objectives. In promoting economic expansion and diversification, we seek the following objectives:

A. to create a center for high-tech business development involving the cooperative efforts of the University, Meridian Technology Center, private sector, local government and state government;

B. to increase the attraction of University-related educational, sport, cultural and entertainment activities that includes joint actions of the University and community;

C. to promote local development opportunities by establishing a more predictable development review process and improving user-friendliness of land development codes; and,

D. to establish procedures which will facilitate discussions and negotiations within the community regarding proposed development.

Goal No. 2: to enhance retail opportunities throughout the community

Objectives. In enhancing retail opportunities, we seek the following objectives:

A. to enhance retail opportunities that retain shopping in the community and complement Downtown; and,

B. to expand retail opportunities that are accessible to University students.

Goal No. 3: to build our economy by developing and combining local resources

Objectives. In developing and combining local resources, we seek the following objectives:

A. to increase our citizen's employment skills;

B. to promote life-long learning that includes the use of a telecommunications center and live educational programming;

C. to develop and implement strategies for the retention of OSU and Vo-Tech graduates;

D. to increase the workforce through in-migration;

E. to increase housing opportunities including affordable provisions appropriate to the workforce;

F. to maintain leadership in medical services; and,

G. to expand local air transportation services.

Visually Appealing & Ecologically Sound Community

This ideal involves our commitment to a high degree of design, integration with the natural environment, property maintenance, and having visually appealing gateways that provide a sense of arrival and improve wayfinding.

Goal No. 1: to be a steward of a visually appealing environment.

Objectives. In enhancing our visual appeal through physical attractiveness, we seek the following objectives:

A. to implement quality building design and construction throughout the community;

B. to correct deteriorating areas and structures through their revitalization, redevelopment and/or screening;

C. to enhance existing neighborhoods and their identity through improved zoning and development compatibility standards, amenities, revitalization and code enforcement;

D. to improve property and sidewalk maintenance;

E. to develop uniform signage involving both public and private provisions;

F. to increase landscaping provisions including the saving of existing trees;

G. to enhance our urban forest;

H. to place underground all new utility lines and some existing lines, especially within gateways and residential neighborhoods where it may be feasible; and,

I. to recognize alleys as an important part of our public right-of-way system and provide for their improvement and maintenance.

Goal No. 2: to have main entries/corridors well-planned and designed.

Objective. In enhancing our main entries and corridors, we seek the following objectives:

A. to identify arrival within the community by establishing unified entries and related design improvements;

B. to create an integrated corridor appearance in conjunction with gateways through the use of tree-lined streets, uniform signage and street furniture; and,

C. to correct inappropriate/incompatible uses within gateway corridors and Downtown through their relocation or compliance with compatibility standards.

Goal No. 3: to be stewards of an ecologically sound community

Objectives. In fulfilling our role as stewards of an ecologically sound community, we seek the following objectives:

A. to protect and enhance the value of our stream corridors as drainageways and flood management areas, plant and animal habitats, recreational and scenic areas and as pathways for the community;

B. to protect and conserve prairie and woodland resources to provide scenic attractiveness and stabilize soils;

C. to protect and conserve water resources in providing aquifer/water quality protection, plant and animal support, recreation and a long-term source of water for residential, economic and agricultural purposes;

D. to protect air quality and maintain a clean and healthy atmosphere;

Visually Appealing & Ecologically Sound Community (Continued)

E. to conserve energy sources as they relate to land use/trip generation and environmental adaptability in assuring a long-term source for residential, economic and agricultural purposes; and,

F. to provide environmentally compatible and cost-effective waste management systems through more efficient disposal systems, increased recycling and resource conservation.

Planned Infrastructure for Guiding Development

In fulfilling this ideal, our provisions for extension of the public infrastructure shall guide growth while we enhance development of the urbanized area through infill, revitalization and redevelopment. At the same time, we seek compatibility, sustainability, predictability and quality of life with the natural and built environment.

Goal No. 1: to be a well planned and attractive community which nurtures economic growth and development while maintaining a quality of life

Objectives. In planning for and guiding development in conjunction with the 5-year Capital Plan, we seek the following objectives:

A. to identify and plan for expansion areas beyond the incorporated area and to evaluate the potential of these areas for development and annexation;

B. to guide the location of suburban development in conjunction with the provision of public infrastructure including roadways, utility systems and drainage improvements;

C. to guide the design and provision of amenities within development and within infill and redevelopment in conjunction with zoning incentives and cooperative arrangements;

D. to make public infrastructure, facilities and related services more cost-effective in conjunction with interjurisdictional/ interagency coordination, cooperation and shared funding; and,

E. to assure implementation of the Comprehensive Community Development Plan through periodic review by the community and by the establishment of benchmarks and a schedule for monitoring progress.

Community Linked Through Education, Recreation, Neighborhoods and Commercial Services

Our ideal involves the community linking educational and recreational provisions, neighborhoods and commercial services together with connecting people through these provisions.

Goal No. 1: to provide an open space greenway/park system linking community components such as neighborhoods, Downtown, OSU, outlying lakes, streams, etc.

Objectives. In linking community components, we seek the following objectives:

A. to provide communitywide pathways that link parks, schools, water bodies, open space, cultural centers and trails;

B. to link streamways, natural resources and other environmentally sensitive areas in creating a communitywide greenway system;

C. to expand the types of parks to include a large citywide recreational area and nature center;

D. to promote the inclusion of private provisions for recreation and open space in new development through zoning and design incentives;

E. to provide parks as community gathering places through the use of facilities and activities that are targeted toward user preference and through increased accessibility;

F. to provide places for youth to gather through the use of facilities and activities that are targeted toward user preference and through increased accessibility; and,

G. to improve recreational opportunities for the elderly and persons with disabilities through enhanced facilities and activities and through increased accessibility.

Goal No. 2: to connect neighborhoods and the people within them

Objectives. In connecting neighborhoods and people, we seek the following objectives:

A. to establish/maintain identifiable neighborhoods; and,

B. to assure compatibility between existing single-family and nearby multi-family housing locations.

Comprehensive Transportation with Alternative Modes

This ideal provides greater mobility for everyone with provisions for a comprehensive and integrated transportation system connecting the entire community.

Goal No. 1: to provide attractive linkages between the community's diverse uses and people, providing for transit, walking and biking so that all people have access to essential services

Objectives. In providing greater mobility, we seek the following objectives.

A. to pave all streets;

B. to improve east/west cross-town connection alternatives;

C. to reduce curb cuts along the major corridors;

D. to improve the capacity of existing major thoroughfare intersections with current deficits;

E. to provide a recreational trail system within appropriate greenways that is compatible with pedestrian, biking and elderly/disabled activities;

F. to provide a bikeways system utilizing designated streets and specially designed bikeways to serve leisure and work/school commuting activities;

G. to provide sidewalk and other pedestrian improvements within neighborhoods, within appropriate activity centers and that link these neighborhoods and activity centers;

H. to link recreational trails, bikeways and sidewalks in creating an integrated communitywide system;

I. to identify appropriate types of service and levels for providing a public transit system;

J. to enhance airport services and to protect airport flight zones;

K. to link roadway, pedestrian, bicycle, public transit, rail and airport provisions in creating a comprehensive and integrated transportation system;

L. to link a comprehensive transportation system with regional access, economic development, educational, health care and recreational objectives of the community;

M. to increase transportation services for the elderly, persons with disabilities and anyone who may have limited access to essential services, employment and recreation; and,

N. to provide mixed uses to promote pedestrian access and reduce vehicular trips.

Chapter Three
Development Policies for Community, Connection & Conservation

Decision-Making Criterion

Development Policies Purpose. The Comprehensive Community Development Plan's intent is to provide ***flexibility*** in the guidance of development related decisions while assuring the ***predictability*** of the results as they relate to the quality of development envisioned by the community. Flexibility is provided through the application of ***development policies*** that establish the parameters within which decision-making may occur. These development policies describe the circumstances under which development may occur and meet the community's goals and objectives for use and location. Predictability is provided through the application of ***development standards*** for the suitability and quality of provisions.

Development Policies Applicability. Development policies are applicable at three levels: 1) ***communitywide;*** 2) ***subarea;*** and, 3) ***overlay area.*** The three levels are characterized in the following.

Communitywide Development Policies. Communitywide development policies apply to the overall Planning Area. They provide general guidance to the nature, location, extent and relationship of development activities at the larger scale.

Subarea Development Policies. Subarea development policies apply to the discrete segments of the Planning Area. Subareas have distinguishable development purposes and characteristics that identify them from one another. They provide specific guidance to development activities at the more detailed scale.

Overlay Area Development Policies. Overlay area development policies apply to specific locations within the Planning Area where there is an intent to modify development objectives without changing the underlying zoning provisions. The location may be as specific as a neighborhood or involve a corridor or zone that may impact multiple zoning districts. Within the overlay area, specific zoning provisions may be altered in order to achieve a limited purpose. Similarly conservation, design and compatibility provisions may be applied as an added or altered condition.

Development Policies Type. Development policies are characterized as two types: 1) ***stated;*** and, 2) ***mapped.*** While the mapping of land use and related density/intensity is a decision factor, the greater reliance is on stated development policies. Therefore, a proposed use in a given location may not be the same as shown on the map and still implement the Plan if it is consistent with the stated policies and development standards, and does not detract from achieving the general land use pattern as shown on the map.

The Future Land Use Map is a generalized characterization and identifies the primary intent for a use or group of related uses. Use is not specific in the case of every lot or location therein and can vary within the policies of this Plan. When a specific lot or location varies from the primary intent the reason is assumed to be a) an existing characteristic such as use or zoning or b) a future characteristic that is compatible with the primary intent.

The procedure staff will use to comment on a development request will be to review a variety of information from the Plan. The land use plan map will be only one of those items. All of the items will be considered in determining if the proposal is in keeping with the Plan or not. The land use plan map will carry no more or less weight than other pieces of information.

Communitywide Development Policies

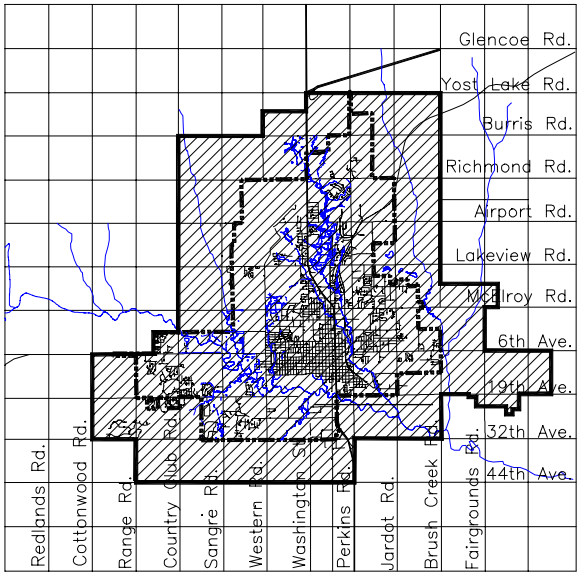
Urban Growth Area. It is the intent of the Comprehensive Community Development Plan to guide the location of future development within an ***urban growth area.*** This urban growth area is delineated generally by the following:

- North – A combination of Yost Lake and Burris Roads;
- East – A combination of Brush Creek Road and the area surrounding the county fairgrounds;
- South – A combination of 44th and 32nd Avenues; and,
- West – A combination of Range and Country Club Roads.

In the event that there is a future connection between the Turnpike and Highway 51 West, it is the intent of this Plan to guide the location of any connection to the western side of the community. To the extent that the connection is in close proximity to Range and Country Club Roads, it is the further intent of this Plan to expand the urban growth area on the northwestern side to the Turnpike and Highway 51 West connection.

Within the urban growth area, it is the intent of this Plan to guide the location and timing of development. The following development policies apply:

- Future development is intended to be on a public wastewater system or an approved private package treatment plant supervised/operated by the City under a contract;
- The location of any future public wastewater system is intended to maximize use of drainage basins. Any expansion of the public wastewater system into a drainage basin, the most of which is located beyond the urban growth area is discouraged; and,
- A compact and contiguous development pattern is intended utilizing the location and timing of public infrastructure.
- Future development is intended to be located and developed such that water volume and pressure is in place to provide fire fighting capabilities.



Urban Growth Area Map

Land Use. Within the urban growth area, it is the intent of this Plan to guide land use in a more efficient and compatible manner. The following development policies apply:

- Future residential uses are intended to be more dense overall than those existing as of 1998. While future provisions may include large lot single-family, it is intended that other residential types will be more dense in raising the overall average;
- Future uses are intended to be more mixed in promoting pedestrian activity and reducing trip generation;
- Future medium- and high-density residential uses are intended to be located in conjunction with any public transportation services in creating efficient transit corridors; and,
- Future large-scale activities involving commercial and industrial uses are intended to be in planned centers located along the periphery of the community in conjunction with major arterial thoroughfares. The intent is to locate such activities so that traffic associated with them does not pass through residential areas. Exclusively agricultural zoning is recommended as an interim action in holding targeted undeveloped areas for large-scale activities.

Variable Development Costs. Within the Planning Area, it is the intent of this Plan to differentiate between the costs of public facilities/services associated with high/medium-density and those with low-density and those associated with infill development compared to development at the fringe of the urban area. This Plan advocates a higher level of public sharing of development costs in high- and medium-density residential areas, compared to less or even no public sharing of development costs in low-density areas. The Plan also advocates higher levels of public sharing of development costs for infill development, compared to less or even no public sharing of development costs for development in fringe areas.

Green Community. Within the Planning Area, it is the intent of this Plan to ensure an environmentally-friendly community. It is the further intent to ensure in the planning stage for all development an equitable process for protecting environmentally-sensitive areas, enhancing landscaping through the use of living plant materials, providing open space for recreation and utilizing naturally occurring construction materials.

The term “green” is used in its broader context. It includes expanding recycling efforts, integrating site design with climatic and solar conditions and adapting development to existing topography.

Neighborhood Enhancement. Within the urban growth area, it is the intent of this Plan to ensure development standards that conserve and enhance existing development while creating a sense of place and opportunity for community interaction within existing and new development.

A key component to this Plan is enhancing and maintaining the viability of existing neighborhoods. Single-family residential conservation is encouraged in areas where there is significant stock remaining. Single-family residential areas are reflective of the community’s heritage and essential to its sustainability. Several areas are identified where single-family residential conservation measures are appropriate.

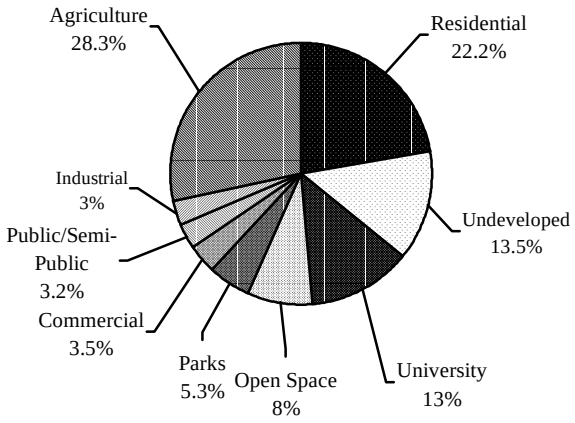
The area between single-family residential and multi-family housing is intended to provide a compatible transition between uses. Any conversion that replaces the single-family structure within single-family neighborhoods with multi-family is intended to occur only when a) there is a demonstrated need supported by a professionally-prepared market assessment for multiple-family uses in that area and b) the entire block is included. When such conversions occur in a block adjoined by a single-family neighborhood it is intended that they comply, in general, with this Plan’s development standards and design guidelines for an Urban Village.

Existing Land Use

Existing Land Use – Incorporated Area. The area incorporated as of 1996 included 17,327 acres, of which 10,086, or 58.2 percent, of the total were developed. Another 2,343 acres, or 13.5 percent, of the total were classified as undeveloped. The remaining 4,898 acres, or 28.3 percent, of the total were classified as agricultural; however, they mostly included major drainageways that were unsuitable for development.

Among the 10,086 acres that were developed, residential was the largest use at 22.2 percent of the total incorporated area, followed by university (13.0 percent), open space (8.0 percent), parks (5.3 percent), commercial (3.5 percent), public/semi-public (3.2 percent) and industrial (3.0 percent). Residential uses consisted mostly of single-family (17.9 percent) followed by multi-family (2.1 percent), two- and three-family (1.1 percent) and manufactured housing (1.1 percent).

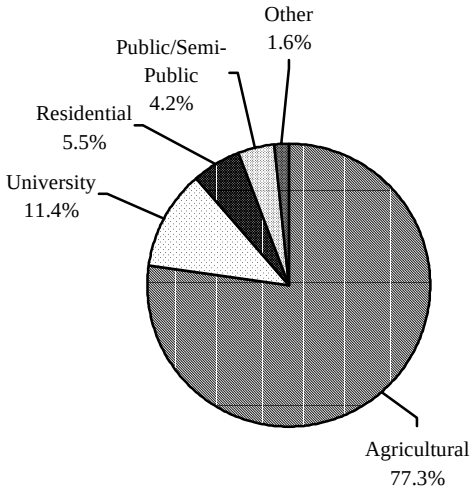
Overall residential density was approximately 3.6 units per acre. Single-family residential density was a moderate 2.7 units per acre.



Existing Land Use (1996)
Incorporated Area

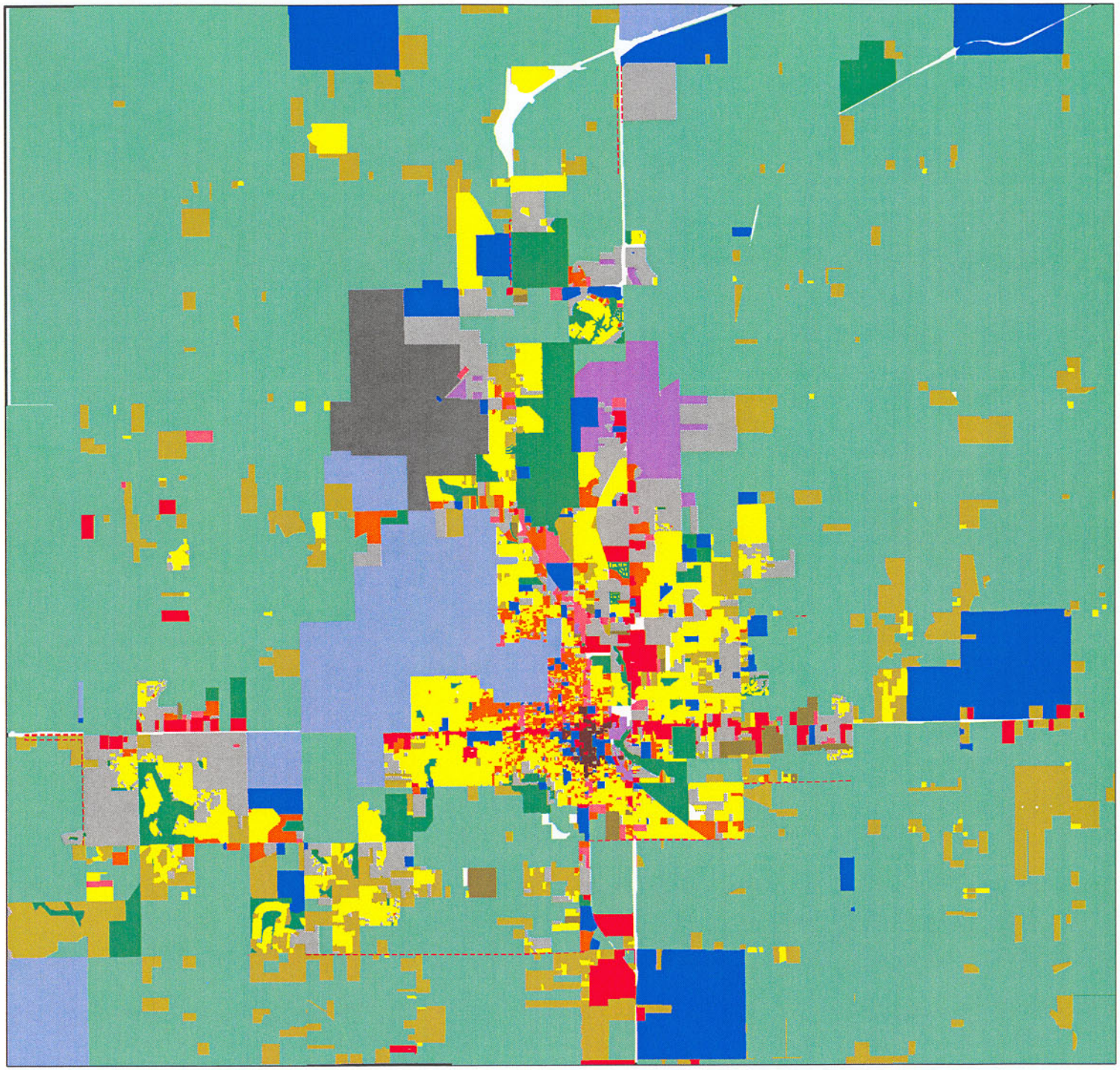
Existing Land Use – Unincorporated Area. The unincorporated portion of the Planning Area as of 1996 included 77,827 acres, of which 17,650, or 22.7 percent, of the total were developed. Agricultural was the largest use at 60,177, or 77.3 percent, of the total.

Among the 17,650 acres that were developed, university was the largest use at 11.4 percent of the total for the unincorporated portion, followed by residential (5.5 percent) and public/semi-public (4.2 percent). Commercial, industrial, parks and open space uses were negligible. Residential uses were almost exclusively single-family. Single-family residential density was a low 0.26 units per acre.



Existing Land Use (1996)
Unincorporated Area

The location and extent of existing land uses is identified in the following "Existing Land Use Map." Additional analysis of existing land use can be found in the appendices.



Legend

- Low–Density Residential
- Medium–Density Residential
- High–Density Residential
- Manufactured Housing
- Neighborhood Commercial
- Thoroughfare Commercial
- Downtown Commercial
- General Industrial
- Public/Semi–Public
- University
- Park/Open Space
- Agricultural
- Transportation & Utility
- Undeveloped
- Corporate Limits (1998)

Note: The entire Planning Area (incorporated area plus 3–mile surrounding area) is not shown due to scale & repetition of Agricultural use.

Existing Land Use

STILLWATER, OK

Urban Growth Area

north

0 1625 3250 4875 6500

Scale 1"=6,500'

rm plan group • Nashville
community & campus planners

Future Land Use

Future Land Use Classification. An alternative classification system from that associated with existing land use is employed for future land use. The system for future land use is more reflective of scale and not just use as is the system for existing land use. Future land use classifications are identified and defined in the following.

Residential. Residential uses include three designations – Low-Density Residential, Medium-Density Residential and High–Density Residential. The three designations are defined as follows:

1. Low-Density Residential – All single-family and two-family residential uses that involve a gross density of four dwelling units, or less per acre. Convenience-scale commercial on a limited basis;

2. Medium-Density Residential – All single-family, two-family, multi-family and manufactured residential uses that involve more than a gross density of four dwelling units but less than a gross density of twelve units per acre. Convenience- and neighborhood-scale commercial on a limited basis; and,

3. High-Density Residential – All multi-family residential uses that involve more than a gross density of twelve units per acre. Convenience- and neighborhood-scale commercial on a limited basis.

Commercial. Commercial uses include four designations – Neighborhood Commercial, Thoroughfare Commercial, Downtown Commercial and Community Commercial Node. The designations are defined as follows:

1. Neighborhood Commercial – Convenience-scale and neighborhood-scale commercial uses that serve a nearby and limited residential market. Floor area ratios vary between 0.10 and 0.25;

2. Thoroughfare Commercial – Community-scale strip developments along major thoroughfares. Floor area ratios vary between 0.10 and 0.50 depending on location; Medical Center, related offices and related supply activities;

3. Downtown Commercial – Retail and services commercial uses that are associated with higher-intensity activities and central location. Floor area ratios are 0.75 and higher; Governmental; Residential; and,

4. Community Commercial Node – Community-scale and regional-scale commercial uses that are associated with cluster developments and that, compared with Thoroughfare Commercial, have more specific uses, shared parking and common design features. Floor area ratios vary between 0.5 and 0.75.

While there is not a specific commercial category mapped for offices, offices are generally an appropriate use in each of the commercial categories – Neighborhood Commercial, Thoroughfare Commercial, Downtown Commercial and Community Commercial Node. Offices are appropriate in urban village and suburban village overlays where commercial provisions are included, provided that the offices are grouped with the commercial provisions. Offices are particularly appropriate in transitioning between residential and non-residential uses provided that the scale, operating hours and traffic impact are compatible with the residential use and scale.

There is also not a specific category for cellular phone and other communication towers. In general, such towers may be included in any commercial category except convenience-scale activities. Such towers may also be included in any industrial category. Towers shall be permitted in residential and convenience-scale commercial areas only when they are attached to existing structures or otherwise non-obtrusive.

When looking at the land use plan map, it is difficult to see where the additional commercial development is proposed to occur. This is because most of it is to be in the neighborhood commercial areas or in one of the commercial nodes. There is an expectation of about 40 acres of this level of commercial land use per section integrated in with residential development as illustrated with the suburban village concept as shown on page 4-7. This will result in 600 to 800 acres of additional commercial development in the emerging growth area through this low scale commercial development. Each of the four community commercial nodes shown on the map illustrate 50 to 100 acres of commercial development. (Please note that each of the stars on the plan illustrate the concept of a major commercial development on the periphery of the community, not that this development would necessarily occur in exactly the spot shown.) With these estimates, the plan clearly provides the potential for 800 to 1200 acres of future commercial development. In addition, the plan shows for future commercial use areas along Sixth Avenue and Perkins Road which are not yet developed.

Industrial. Industrial uses include two designations – General Industrial and Planned Industrial. The two designations are defined as follows:

1. General Industrial – Light- to medium-intensity industrial uses that are associated with individual sites for each activity; and,

2. Planned Industrial – Light- to medium-intensity industrial uses that are associated with a clustered/park setting in order to achieve greater integration of uses, access and appearance.

   Planned industrial uses should be located near regional serving thoroughfares. Since these locations involve primary gateways to the community, specific design guidelines are recommended as follows:

   - Increased setback of buildings and improvements;
   - Building design involving a "front face" toward each major thoroughfare;
   - Enhance architectural style and materials and unifying design features.
   - Landscaped buffer along major thoroughfares; and,
   - Storage and assembly yards and parking located so that they are not visible from a major thoroughfare.

Based on projected employment for the year 2020, industrial uses are estimated to increase by 800-900 acres net and 1,100-1,300 acres gross. The acreage reflected on the Future Land Use Map for the year 2020 (Phase II) is greater than the projected increase. The intent in mapping a larger area is part of a strategy to provide for economic development through induced factors and attractions/incentives. The strategy is consistent with the goal of creating a center for business development and the objective of providing more employment opportunities to retain OSU and Vo-Tech graduates. In reflecting the western most portion as Planned Industrial, the intent is to encourage high-tech production and office centers in close proximity to the airport. In the event that this strategy is altered, the area may be used alternatively as low-density residential.

University. University uses are limited to the one designation. Uses include facilities associated with the Oklahoma State University campus and affiliated properties.

Park and Open Space. The Park and Open Space designation involves public-controlled areas for recreation. The term "Park" refers to developed sites involving facilities and/or structured programs. The term "Open Space" refers to mostly natural sites that are used for passive purposes.

Greenway. The Greenway designation involves drainageways, natural resource and wildlife areas, plus parks, open space and schools linked to create a continuous "green" pathway throughout the community.

Agricultural. Agricultural uses are limited to the one designation. The designation generally involves areas associated with crop production and animal husbandry. Fallow areas are also included.

Transportation. The designation involves the airport and associated properties.

Development Staging

The establishment of an urban growth area is based on the location and extent of major drainage basins. Staging of development within the urban growth area is recommended. Two stages are included:

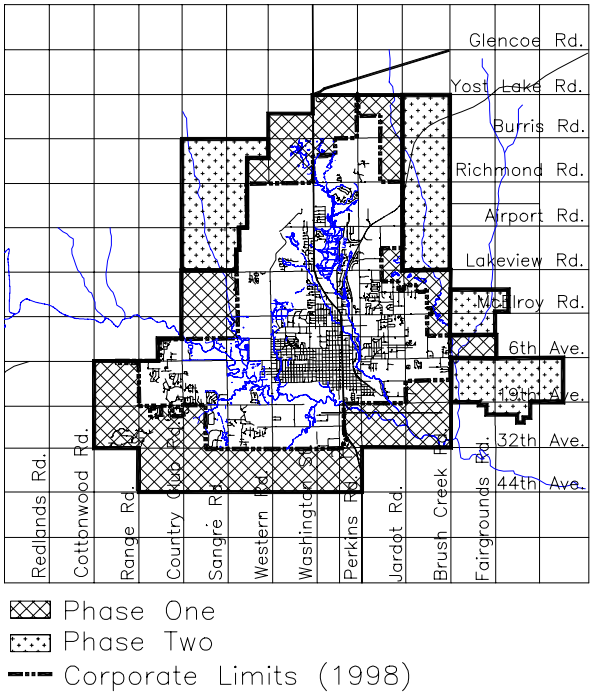
- Phase One; and,
- Phase Two.

The following is a summary of staging options:

Phase One. The initial development phase involves areas that have wastewater facilities provisions currently or that are in preparation. Targeting of future development is intended for the north-central, southeastern and southwestern portions of the urban growth area. (This initial development phase is depicted in the Future Land Use Map – Phase One version).

Phase Two. The second phase involves the primary development area from Country Club Road to Brush Creek Road and from 32nd Avenue to Burris Road and portions to Yost Lake Road associated with the Washington Street and Perkins Road gateways. Future land uses along Country Club Road are intended to accommodate the location of any potential extension of the Turnpike. Development of the extreme northwestern area is intended to be delayed pending extension of the Turnpike. Future land uses along Burris Road are intended to accommodate any potential extension of the Turnpike. (This second development phase is depicted in the Future Land Use Map – Phase Two version).

The following Future Land Use Maps – Phase One and Phase Two – identify the location and extent of each land use classification as envisioned for the Stillwater urban growth area by the year 2020. The location and extent of each use is generalized. The Future Land Use Maps are intended to illustrate relationships among uses in creating an efficient, compatible and viable development pattern for the urban growth area. The Future Land Use Maps serve as one guidance in zoning decision-making; however, the Future Land Use Maps do not constitute zoning for an area or specific parcel.



Future Land Use Development Staging

Legend
Low-Density Residential
Medium-Density Residential
High-Density Residential
Neighborhood Commercial
Thoroughfare Commercial
Downtown Commercial
Community Commercial Node
General Industrial
Planned Industrial
Public/Semi-Public
University
Park/Open Space
Greenway
Agricultural
Transportation & Utility
Corporate Limits (1998)
Proposed Circulator Thoroughfare Improvement
Note No. 1: Convenience-scale and neighborhood-scale commercial may occur in residential-designated areas with public approval.
Note No. 2: The entire Planning Area (incorporated area plus 3-mile surrounding area) is not shown due to scale & repetition of Agricultural use.
Phase One
Future Land Use
STILLWATER, OK
Urban Growth Area
north
Scale 1"=6,500'
rm plan group • nashville
community & campus planners
Yost Lake Rd.
Burris Rd.
Richmond Rd.
Airport Rd.
Lakeview Rd.
McElroy Rd.
6th Ave.
19th Ave.
32nd Ave.
44th Ave.
Fairgrounds Rd.
Bush Creek
Jordot Rd.
Perkins Rd.
Washington St.
Western Rd.
Sangre Rd.
Country Club Rd.
Range Rd.

Legend
Low-Density Residential
Medium-Density Residential
High-Density Residential
Neighborhood Commercial
Thoroughfare Commercial
Downtown Commercial
Community Commercial Node
General Industrial
Planned Industrial
Public/Semi-Public
University
Park/Open Space
Greenway
Agricultural
Transportation & Utility
Corporate Limits (1998)
Proposed Circulator
Thoroughfare Improvement
Note No. 1: Convenience-scale and neighborhood-scale commercial may occur in residential-designated areas with public approval.
Note No. 2: The entire Planning Area (incorporated area plus 3-mile surrounding area) is not shown due to scale & repetition of Agricultural use.
Phase Two
Future Land Use
STILLWATER, OK
Urban Growth Area
north
Scale 1"=6,500'
rm plan group • nashville
Yost Lake Rd.
Burris Rd.
Richmond Rd.
Airport Rd.
Lakeview Rd.
McElroy Rd.
6th Ave.
19th Ave.
32nd Ave.
44th Ave.

Planning Subareas

Planning Subareas. The Planning Area is divided into six subareas for the purpose of addressing the specific characteristics and development policies for each. The subareas are identified as follows:

- Downtown;
- Urban Core Neighborhoods;
- University-Related;
- Environmentally-Sensitive;
- Emerging Development; and,
- Rural.

The Downtown, Urban Core Neighborhoods, University-Related, Environmentally-Sensitive and Emerging Development subareas comprise the locations wherein development policies will direct urban growth. The Rural subarea, while it is experiencing and may continue to experience some development, is not encouraged for urban growth by development policies.

Downtown. Downtown includes the mostly commercial and public uses between 3rd and 12th Avenues and Perkins Road and Duck Street. The boundaries are consistent with the Downtown Area Plan 2010.

Urban Core Neighborhoods. Urban Core Neighborhoods include the mostly older residential areas between Lakeview Road and Stillwater Creek and Boomer Creek and Western Road. Collectively they represent a transitional area that is impacted, in part, by the nearby presence of the OSU campus.

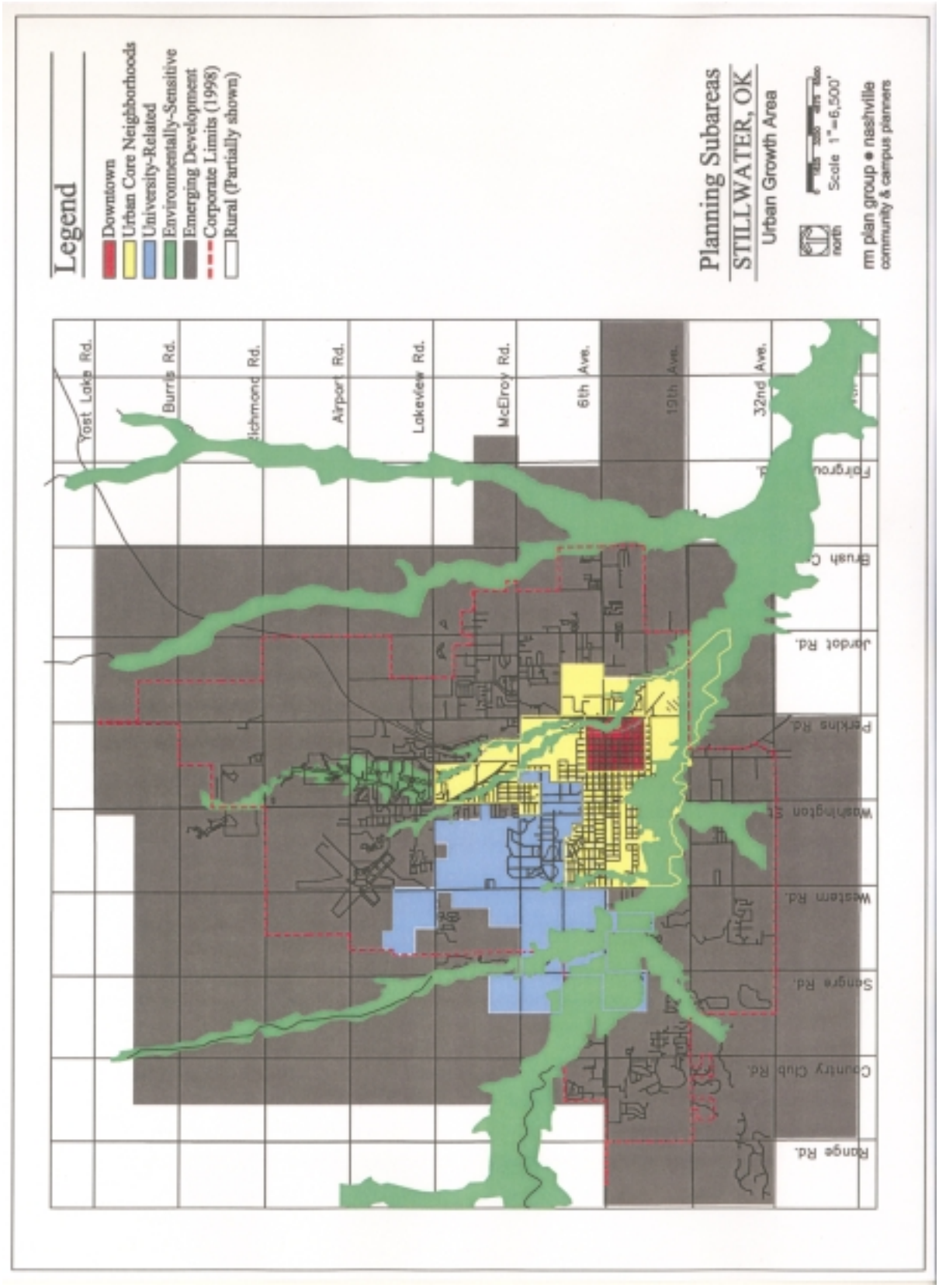
University-Related. University-Related includes the OSU campus and immediately adjacent areas. Some expansion of the campus is occurring in conjunction with the Urban Core Neighborhoods, thus the boundaries of the two subareas may change.

Environmentally-Sensitive. Environmentally-Sensitive areas are generally associated with natural drainageways where development may be limited. Also included are areas of scenic and major vegetation importance.

Emerging Development. Emerging Development includes the mostly newer development areas beyond the Urban Core Neighborhoods. Expansion areas for future development are also included.

Rural. Rural includes the remainder of the Planning Area. This area is mostly agricultural in use and is not encouraged for urban growth.

Subareas are delineated in the following "Planning Subarea Map".


Legend
Downtown
Urban Core Neighborhoods
University-Related
Environmentally-Sensitive
Emerging Development
Corporate Limits (1998)
Rural (Partially shown)
Planning Subareas
STILLWATER, OK
Urban Growth Area
north
Scale 1"=6,500'
rm plan group • nashville
community & campus planners
Yost Lake Rd.
Burris Rd.
Richmond Rd.
Airport Rd.
Lakeview Rd.
McElroy Rd.
6th Ave.
19th Ave.
32nd Ave.
Jardot Rd.
Perkins Rd.
Washington St.
Western Rd.
Sangre Rd.
Country Club Rd.
Range Rd.

Downtown Subarea

Goal Relationship. Downtown is the *heart of the community* serving as the physical, psychological and economic center. There are three primary goals for the area:

- To be a Downtown which functions as a cultural and civic center;
- To be a Downtown that serves as a center for high quality business services; and,
- To be a retail center.

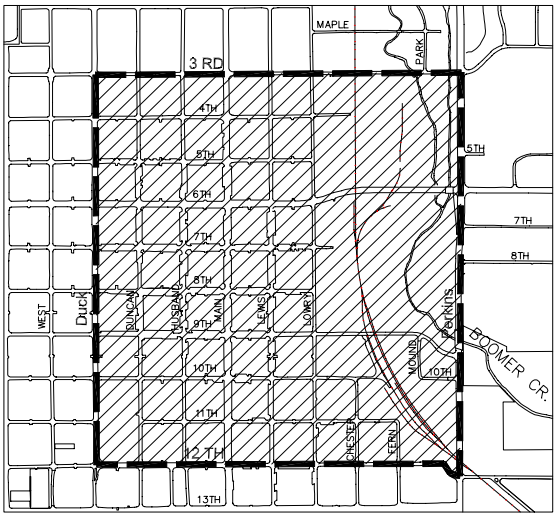
Location. Downtown is bounded by 3rd Avenue on the north, Perkins Road on the east, 12th Avenue on the south and Duck Street on the west. The equivalent of 72 blocks are included in a relatively square configuration. The area occupies the approximate physical center of the community with two regional thoroughfares, U.S. Hwy. 177 (Perkins Road) and State Hwy. 51 (6th Avenue) bisecting Downtown.

Characteristics. Uses in Downtown are the most mixed and intensive of any location within the community exclusive of the OSU campus. Land use includes 34 percent commercial and 31 percent public/semi-public, with the remaining 35 percent being mixed use.

Downtown is also the primary location for traditional retail, financial, office and governmental functions. Retail and financial uses are clustered along Main Street and form a compact and integrated location. Office and governmental functions are dispersed to the extent that they lack cohesiveness.

An additional function, that of a civic center, is emerging between the existing library and community center along Duck Street. A proposed mall is intended to link uses within the civic center.

Downtown's largest outdoor public space is associated with the Payne County Courthouse lawn. Any expansion of the County's jail and administrative facilities would limit the location's potential as public space.



Downtown Subarea

Downtown Subarea

Community Place-Making in Downtown. Downtown functions well as a retail and financial location; however, the 72-block area is too large and too dispersed in regard to other uses to function as a cohesive physical and economic center. Because a traditional public square did not evolve, Downtown also lacks the primary public gathering place that contributes to a psychological center. Conflicting objectives for public uses are also limiting the integration of areas.

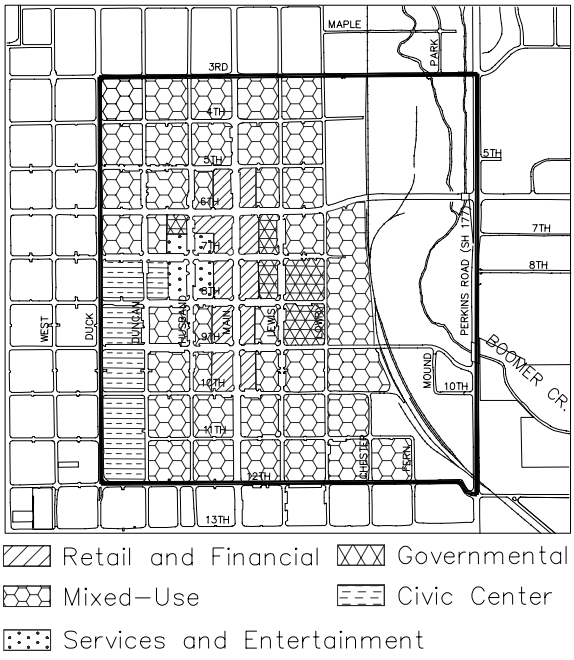
There is considerable potential in Downtown. The attractiveness, economic vitality and relative ease of access and parking are essential assets. In enhancing place-making within Downtown, the following improvements are recommended.

Condensing Functional Locations. The existing Downtown consists of multiple functional locations that have varying degrees of identity. Interaction between the multiple functional locations also varies due to the physical distances separating them and the limitation of activities and mobility provisions connecting them.

It is recommended that functional locations be further defined by area. The basis for delineating areas should be related uses and pedestrian scale. Each area should be limited to a comfortable walking distance within. The following functional locations are included:

- Retail and financial (this function is mostly defined already by Main Street and the clustering of activities along it;
- Mixed use;
- Governmental;
- Civic center; and,
- Services and entertainment.

Within each functional location, additional activities should be sought that intensify use and share market attraction. Each location should also contain clustered/shared parking arrangements and public space provisions. Safe,



Functional Locations

comfortable and attractive pedestrian connections should be provided between each functional location and within each. Wayfinding should be enhanced through common directional signage.

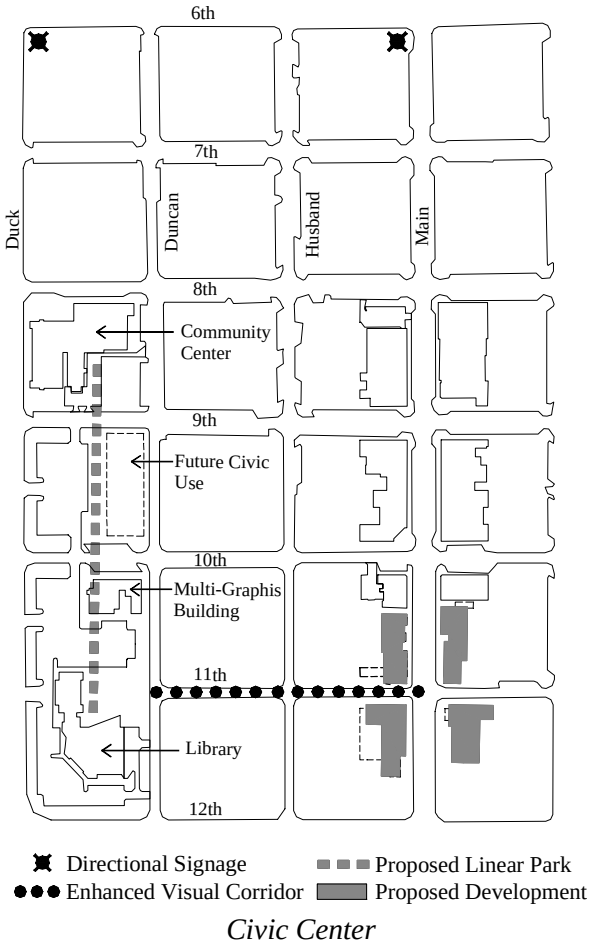
24-Hour Center. The existing Downtown is limited to mostly daytime activity. The limitation is due, in part, to too few food/drink and entertainment uses, a lack of adequate residential uses nearby to support such uses and limited connections between the OSU campus.

In enhancing Downtown as a 24-hour center, a greater mix of uses is recommended. Included are the following additional and/or increased uses:

- Residential;
- Entertainment;
- Food and drink exclusive of drive-through fast foods;
- Lease offices (small with shared secretarial and conference);
- Business support services (copying, computer, etc.);
- Bed and breakfast;
- Fitness and sports;
- Child care;
- Cultural (children's museum, arts, etc.); and,
- Public spaces.

Residential uses are scattered throughout the existing Downtown. They involve single-family primarily. Additional residential uses are recommended for building-in a market to support Downtown uses. In addition, the types of residential uses should be expanded to include group living retirement, townhomes for professionals with limited or no family, single-family over commercial and single-family over garages.

Access and Wayfinding. The primary access for Downtown should be designated as the intersection of 6th Avenue and Main Street. Directional signage and a landscape feature



Civic Center

should be established within the intersection for identifying the entry.

Secondary access for the Civic Center functional area of Downtown should be designated as the intersection of 6th Avenue and Duck Street. Directional signage should be enhanced within the intersection for identifying the entry.

Additional wayfinding signage should be established within Downtown for locating each functional location (e.g. Retail and Financial, Governmental, etc.). There should also be an overall map identifying functional locations and connecting routes.

Parking. Parking within the Retail and Financial, Governmental and Services and Entertainment functional locations should be provided through off-site provisions. In addition to on-street parking, public provisions should be made for clustered/shared parking areas in each of the functional locations. There are existing public provisions available in conjunction with the City Municipal Center and, on a limited basis, with the Payne County Courthouse. Additional locations should be convenient to businesses while not displacing a viable activity.

The City-owned, privately leased parking structure located across from the City Municipal Center is recommended to include public parking. In addition, a portion of the existing structure should be evaluated for conversion to small retail space. Inclusion of the retail space would create an activity along the sidewalk in removing what is now void space.

Public Space. The provision of gathering places through public space should be included in each of the functional locations. The provisions should include landscaped paved areas for sitting, strolling and special functions. In addition, grass areas should be included for leisure recreation.

Existing Parking Structure

Proposed Phase One Improvements illustrating retail commercial use & fronts on street level

Downtown Subarea

The establishment of a "public square" is recommended in Downtown. A large plaza should be created that would support outdoor arts programs, festivals, commemorative events and a farmers market. Public parking should be retained along the sides.

Signage. Downtown and the commercial signage therein has been oriented primarily to automotive traffic in the past. In conjunction with the goals to 1) enhance pedestrian scale and unified appearance, 2) serve as a center for high quality business services and 3) be a retail center, the role of commercial and public signage should be increasingly important. Additional guidelines for the type, placement, size and design of signs are desirable for attracting and directing automotive, pedestrian and bicycle traffic. In general, the greater variety of signage should be associated with the major thoroughfare gateways to Downtown – notably 6th Avenue, Perkins Road and portions of Main Street. Within these gateways greater discretion may be appropriate where signage addresses pedestrian scale and unified appearance. Conversely the type, placement, size and design of signs associated with major pedestrian and bicycle pathways designated by this Plan – 7th Avenue, 11th Avenue and portions of Main, Lewis and Duncan Streets – should incorporate a high degree of pedestrian scale and unified appearance. Additionally, signs associated with the Civic Center functional location should incorporate artistic expression in conjunction with displays for arts and crafts centers, galleries, museums, etc.

Connection in Downtown. The existing Downtown is largely dependant on connections involving automobiles. In enhancing connections with and within Downtown, the following improvements are recommended.

Pedestrian Activity. Pedestrianways should be provided between and within all functional locations. The routes should be readily identified through paving materials and directional signage. Pedestrianways should be designed so as to be safe, convenient and attractive. Street trees, lighting, seating and related furnishings should be included. Where pedestrianways are included in conjunction with public spaces, sidewalks should be widened to permit gathering.

University Connection. In expanding the market for Downtown, it is recommended that methods of connecting the University campus with Downtown be provided. A formal pedestrianway and bikeway should be provided. In addition, future public shuttle services should connect Downtown and the campus.

Greenway Connection. Greenway improvements should include a formal connection with downtown. The location of the City Recreation Department facilities and the former train depot provides one opportunity for connecting with the Greenway.

Conservation in Downtown. Adaptive reuse of older buildings in Downtown is encouraged. Any building, remodel and redevelopment in Downtown should follow locally adopted guidelines.

Urban Core Neighborhoods Subarea

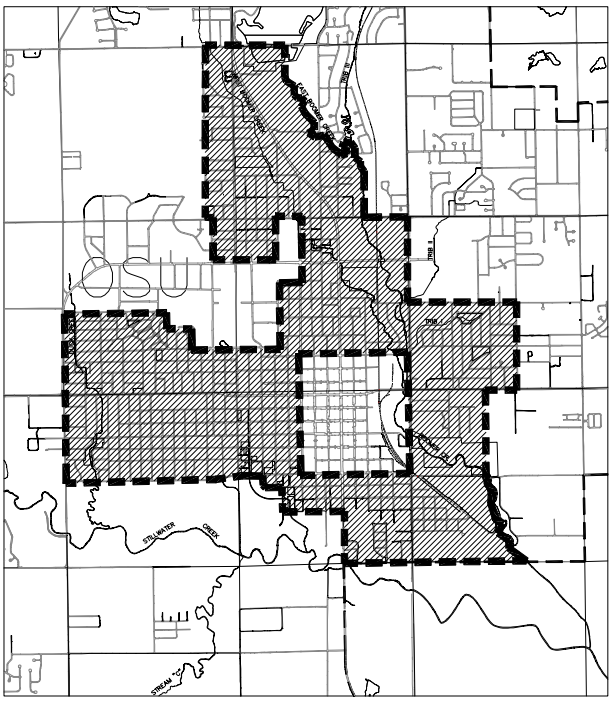
Goal Relationship. The community seeks to maintain the vitality of older neighborhoods as desirable living areas that offer a competitive alternative to new suburban locations. There are two primary objectives identified in conjunction with specific goals for the area:

- To conserve older neighborhoods in making them attractive, adequately served with amenities and protected through zoning and compatibility standards; and,
- To create a sense of place that promotes social interaction.

Location. Urban Core Neighborhoods are bounded by the OSU campus, a combination of Boomer Creek, Perkins Road and Stallard Street, a combination of 19th Avenue and Stillwater Creek and Sangre Road. Also included is the area west of Washington Street between McElroy and Lakeview, except for the OSU president's house. The location includes mostly older neighborhoods surrounding Downtown that are physically and socially cohesive.

Characteristics. The area includes older residential and commercial areas. Density is generally higher than other areas of the community due to the presence of a large number of multi-family residential. Commercial uses are generally of a medium intensity in locations associated with major thoroughfares.

Urban Core Neighborhoods are characterized overall as transitional. Their transition is due, in part, to proximity with the OSU campus. Most of the multi-family residential and single-family conversions to apartments are associated with student housing. Existing zoning reflects a mixed pattern that includes single-family residential pockets among two-family and multi-family residential. The quality of housing varies from upper scale located between Washington Avenue and the University to marginal structures in the vicinity of 12th Avenue and Duck Street. The latter area is identified as a target neighborhood under the City's Community Development Block Grant program.



Urban Core Neighborhoods

Urban Core Neighborhoods Subarea

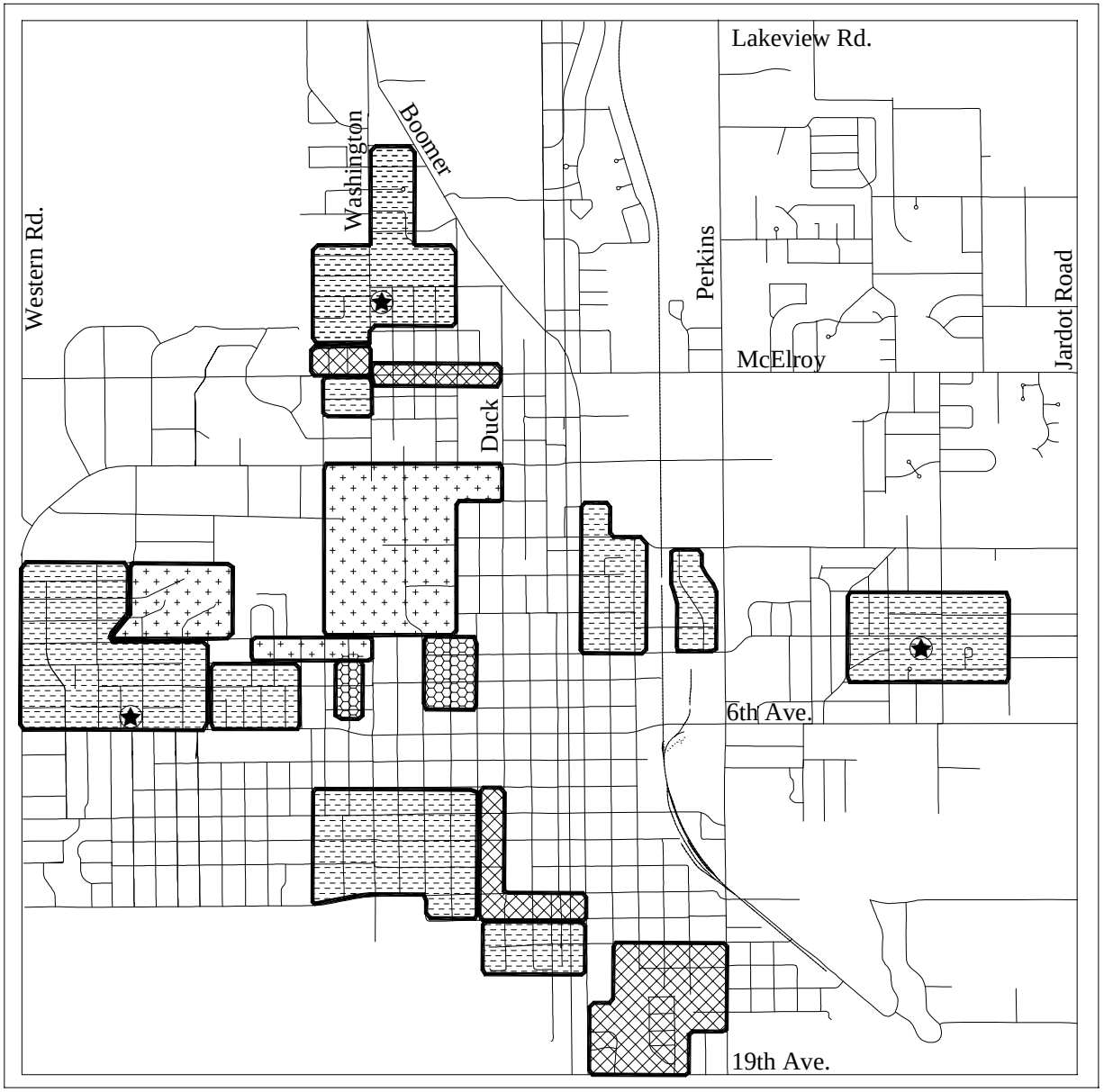
Community Place-Making in Urban Core Neighborhoods. Urban Core Neighborhoods are an important source of convenient and affordable housing for students, retirees and other persons with limited/fixed incomes. It is the intent of this Plan to assure a reasonable supply of single-family and multi-family residential within the subarea.

As a priority for public policies and financial support, a combination of conservation, infill and selective intensification activities are recommended. Where infill and intensification occurs, there should be compatibility standards established to guide the interface between existing and new development. Alternative parking and buffering provisions are also recommended in neighborhoods impacted by multiple-family housing.

Additional amenities are also recommended in Urban Core Neighborhoods. These amenities include, among other, improvements to sidewalks, street pavement, street lighting, bikeways and landscaping. Two to three areas are identified where intensification is recommended. The intensification may involve clearance, consolidation of properties and redevelopment. The City should expand its redevelopment authority to accommodate these types of projects. Where intensification through redevelopment occurs, projects should be directed toward "Village Residential" provisions.

Connection in Urban Core Neighborhoods. Improved pathways, including pedestrian and bicycles, are recommended in enhancing connections within neighborhoods and their activity centers. Similar connections are recommended between neighborhoods and the University and Downtown.

Conservation in Urban Core Neighborhoods. Conservation of existing residential – single-family and multi-family is encouraged. Flexibility in building codes is appropriate in order to encourage rehabilitation.



Legend

- Infill/Intensification
- Single–Family Conservation Overlay
- Historic District Overlay
- Urban Village Overlay
- School

Urban Core Neighborhoods Infill/Intensification and Overlay Areas

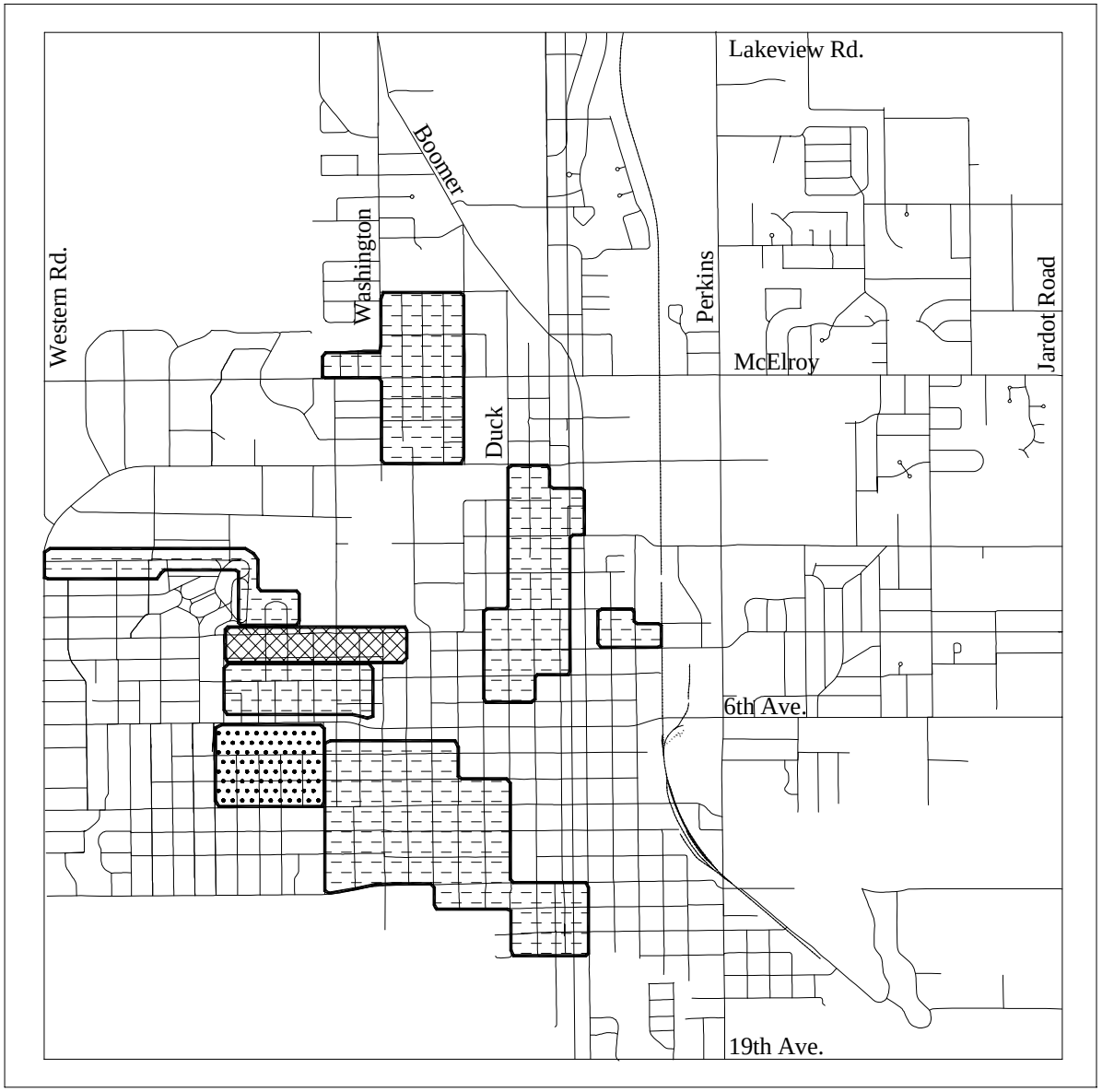
STILLWATER, OK

north

0 2500 5000 7500 10,000

Scale 1"=10,000'

rm plan group ● Nashville
community & campus planners



Legend

- University–Related Area
- Medical Center–Related Area
- Off–Street Parking Improvement Area

Urban Core Neighborhoods Parking Improvement Areas

STILLWATER, OK

north

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Scale 1"=10,000'

rm plan group ● Nashville
community & campus planners

University-Related Subarea

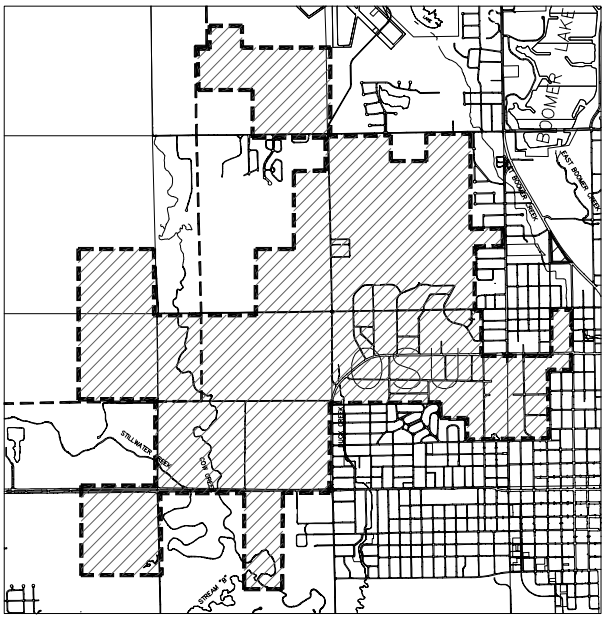
Goal Relationship. Portions of OSU's campus are in transition. The transition includes, among others, a) expansion of facilities, b) replacement of conventional student housing with village-scale apartments, c) establishment of primary entries, and d) circulation and parking improvements. Property alignment is also being adjusted in establishing definable boundaries. Many of these transitions and adjustments are occurring near the perimeter of the campus. There are three primary objectives identified in conjunction with specific goals of the subarea:

- Provision of off-campus student housing in alternative locations;
- Enhancement of compatibility between existing and new development; and,
- Integration of local government and university improvements involving physical and economic development.

Location. The University-Related subarea includes the primary academic/residential campus, nearby agricultural farms, research park and new entries associated with Monroe and Hall of Fame. An undeveloped area to the northwest is also included.

Characteristics. The University-Related subarea varies widely in its development characteristics.

- Portions along University and Knoblock are more mixed and intense in use. Campus and older residential neighborhood boundaries are less distinguishable.
- Portions associated with Western Road are less mixed and intensive in use. The western academic/residential boundary is distinguishable, while agricultural farms further west blend with other undeveloped areas. Location of animal-related activities in the western-most area limits development potential for residential uses.
- Portions associated with Lakeview Road are generally undeveloped. Some small residential developments are located in the area.



University-Related Subarea

University-Related Subarea

Community Place-Making in University Related. Development policies should provide a more integrated and compatible interface between the campus and adjoining private areas. As the University adjusts its boundaries, it is intended that uses and appearances be complementary with adjoining development.

OSU Entries. The University's primary entries are associated with two locations. These locations are identified as follows:

- Monroe Street between 6th Avenue and University Avenue; and,
- Hall of Fame between Main Street and Duck Street.

It is envisioned that these two locations provide a readily identifiable entry to OSU's campus. The entries should include prominent signature signage and landscaping. Lighting, planting materials, signage and street furniture should be coordinated with similar improvements on-campus in creating a unified corridor. Uses within the entries should be university-related. Building improvements should be similar in architectural style, materials and setback in creating a unified appearance. Parking provisions should be located to the side and/or rear of buildings.

Uses. University activities that are adjacent to residential neighborhoods should involve compatible uses such as housing, parking, academic building; office, etc. Sports and recreational facilities that involve a large number of persons and/or lighted fields are less compatible with residential neighborhoods.

Compatibility Standards. It is preferable that university parking provisions be located in smaller scattered lots. The existing street context should be maintained where possible. Examples for maintaining the existing context include the following:

- Retain existing housing structures for university purposes and place parking immediately behind;
- Retain existing sidewalks and landscaping;
- Where landscape screening is appropriate, provide live materials that are less dense and include street lighting in order to assure safety; and,
- Direct access and circulation away from existing residences.

University uses should be compatible in scale, material and setback with existing residential neighborhoods. Where longer buildings are located parallel to the street, the building face should include breaks and openings that emulate adjacent housing structures. The front entrances of buildings should be oriented toward existing streets. Fencing is discouraged. Where it is necessary for special security purposes, it should be setback from the street and involve an open ornamental design.

Where intensive levels of lighting are necessary, the facilities to be illuminated should be sited so that they are perpendicular to the street. Lighting provisions should be directional.

Parking. It is preferable that parking for students and major activities be provided in structures. Structures should be located in conjunction with campus entries.

Connection in University-Related. Existing connections between the University and adjoining neighborhoods are limited. New OSU entries should encourage pedestrian and bicycle access with the community. The revitalization of Washington and Knoblock Streets should also enhance connections between the campus and the community. The following improvements are recommended.

Pedestrian Circulation. University provisions should continue and link existing pedestrian circulation patterns in residential neighborhoods. Provisions should promote circulation through the campus.

Environmentally-Sensitive Subarea

Goal Relationship. The community seeks to conserve its natural resources through their protection and integration with compatible development. There are three primary objectives identified in conjunction with specific goals for the subarea:

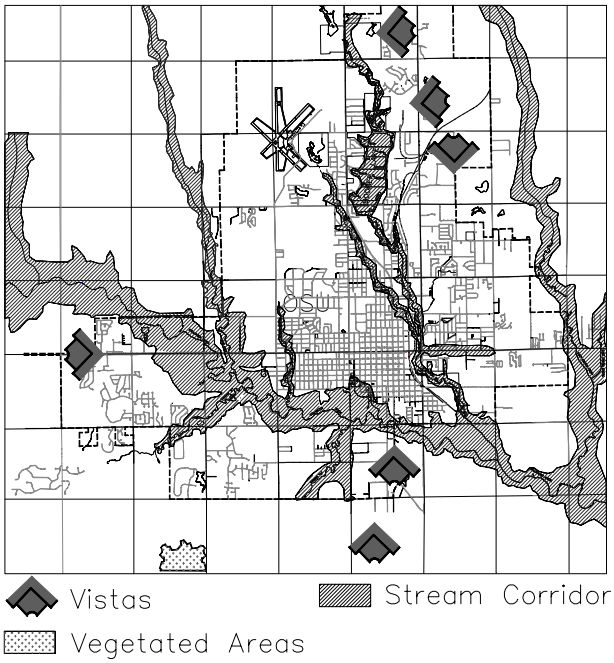
- To protect stream corridors as flood management and wildlife areas;
- To utilize stream corridors where appropriate as linkages between activities and as recreational provisions; and,
- To protect scenic vistas.

Location. The Environmentally-Sensitive subarea involves the major stream corridors and related drainageways within the Planning Area. The two primary stream corridors are associated with Stillwater Creek and Boomer Creek. In addition, there are areas of major vegetation primarily in the southwestern portion of the Planning Area and areas that provide scenic vistas.

Characteristics. The stream corridor associated with Stillwater Creek is largely in a natural state with limited development near it. The stream corridor associated with Boomer Creek has been modified with drainage improvements. The recreational area at Boomer Lake is one modification. A second modification is the concrete lining of Boomer Creek just north of Downtown.

Community Place-Making in Environmentally-Sensitive. Major stream corridors should be utilized as ***greenways***. The greenways are intended to protect the natural resources by leaving them in their natural state. The greenways are also intended to provide a connection between activity centers including parks, open space, schools, OSU campus and Downtown, as well as others.

Where feasible, existing and new residential development should be linked to the greenways. New development areas should locate their open space provisions so that they can be connected to the greenways.



Environmentally-Sensitive Subarea

Environmentally-Sensitive Subarea

Areas with major vegetation and/or scenic vistas should be incorporated as part of any new development's open space. Provisions should be included in development plans for connecting major vegetation and scenic vista areas with the greenway. Where areas involving major vegetation and/or scenic vistas cannot be protected through development, the areas should be protected though public acquisition, lease or conservancy provisions.

Connection in Environmentally-Sensitive. The greenway associated with the Environmentally-Sensitive subarea is intended to serve as a communitywide connector. In the portion connecting major activity centers, pedestrian and bicycle provisions are recommended. In all other portions of the greenway, minimum maintenance trails should be provided.

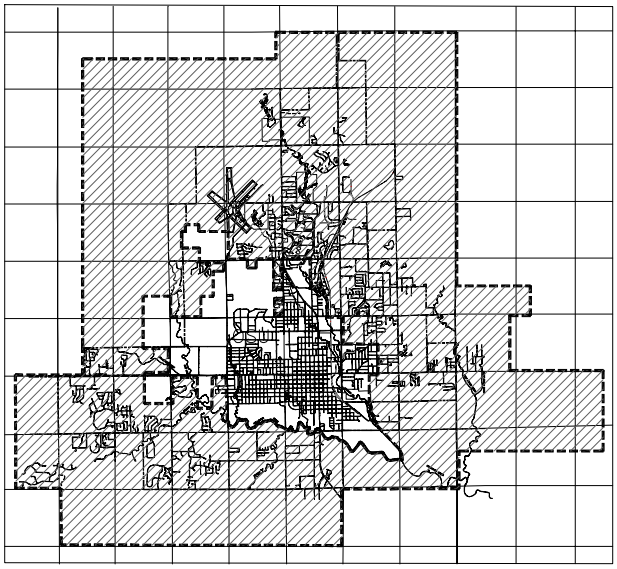
Conservation in Environmentally-Sensitive. Conservation of the Environmentally-Sensitive subarea is important in protecting life and property within the subarea as well as in the community overall. The major streamways associated with the subarea are Stillwater's primary resource for flood management. In continuing the protection afforded by these streamways, major grading changes and tree removal should be discouraged. Where modifications are permitted with public approval in the flood fringe, the improvements should be balanced in maintaining the flood protection capacity. Since existing trees stabilize the drainageways, any necessary removal should involve a similar replacement.

Emerging Development Subarea

Goal Relationship. Within the 2020 planning period, population and employment growth is projected to exceed land availability within the area incorporated as of 1998. As build-out of existing development areas is reached, outlying portions of the incorporated areas and the unincorporated Planning Area will become increasingly important in providing for growth. The southwestern-most portion of the Planning Area is already experiencing expansion. At least half of new dwelling units built in the Planning Area between 1990-1997 are located in the southwest, attracted by, among other factors, no zoning restrictions, land availability and lower costs.

There are four major objectives identified in conjunction with specific goals associated with Emerging Development areas:

- Establishment of sustainable growth areas including the ability to adequately provide use and quality of development;
- Guidance for the location and timing of expansion involving proactive planning and provision of public infrastructure;
- Maintenance of the small town ambiance involving the convenient and safety of mixed-use and pedestrian-scale living areas; and,
- Provision of community gateways involving an enhanced sense of arrival and attractiveness.



Emerging Development subarea

Location. The Emerging Development subarea involves the suburban areas located just beyond the Urban Core Neighborhoods and extending to the fringes of Stillwater's growth area. Excluded are the University-Related and Environmentally-Sensitive subareas. The Emerging Development subarea is generally located between Yost Lake/Burris Roads to the north, Brush Creek/Fairgrounds Roads on the east, 32nd/44th Avenues on the south and Country Club/Range Roads on the west.

Characteristics. Uses in the Emerging Development subarea are generally the least

Emerging Development Subarea

mixed and intensive within the community. Agricultural/vacant comprises 70 percent of the total uses, followed by single-family residential at 16 percent, transportation (including the airport) at 10 percent, commercial at 2 percent and industrial at 2 percent.

The Emerging Development subarea is the location of large public-related facilities including the airport, fairgrounds, solid waste landfill and primary and secondary schools. Major public recreational facilities are also located within the subarea.

Community Place-Making in Emerging Development. More compact development and mixed use is sought for the Emerging Development subarea. In order to achieve a compact development pattern, appropriate zoning controls, plus coordinating development and the provision of public infrastructure are necessary. Alternative zoning arrangements are also necessary in order to facilitate development during the interim.

Disparities are emerging between infrastructure provisions and development patterns. Portions of the northern Planning Area have more infrastructure and less growth in contrast to those in the southwestern area which have less infrastructure and more growth. More compact development to date in the northern Planning Area is the result of public infrastructure availability and more intensive zoning, while large lots and scattered locations are characteristic of the southwestern area due, in part, to the lack of public infrastructure and zoning.

Future residential developments should be single-family primarily. Average densities of three-plus net dwelling units per acre are appropriate. The placement of dwelling units should involve compact arrangements whether associated with estate or smaller lots. Where higher densities of up to eight net dwelling units per acre are appropriate, future developments should be directed toward village-types. *Village residential* involves higher density and increased amenities. Supporting commercial may be included on a limited basis depending on the number of residents included.

Where village residential developments are provided, it is intended that their use, scale and design promote social interaction. Reduced front and side yards, street-side entrances, public gathering places, shared recreational provisions and pedestrian improvements are intended to create a sense of place and connectivity.

In situations where the increased amenities associated with village residential involve higher development costs compared to conventional residential, the increased densities and supporting commercial provisions are intended to offset higher costs. Increased density is also intended to provide a market for supporting commercial.

Where conventional residential developments are provided, it is intended that they also involve increased amenities. These amenities should include, among others, common open space and pedestrian trails. Loop roads within conventional residential developments are appropriate provided that they include provisions for connecting with future adjoining developments.

It is intended that commercial uses associated with village residential developments reduce the need for future convenience- and neighborhood-scale commercial. Where free-standing commercial developments are provided, they should be located in centers rather than strips. Centers are differentiated from strips in that uses are grouped around common access and parking. Street-front signage is also shared.

Future free-standing commercial developments associated with residential areas should be complementary in location, use and design with the residential characteristics. In predominantly residential locations, free-standing commercial development should be directed toward village-types. *Village commercial* involves more

pedestrian-scale use and design. Convenience-scale locations are characterized by increased setback, architectural style involving pitched roof and natural building material, ground signage and increased landscaping and buffering. Neighborhood-scale locations are characterized by the following:

- Pedestrian orientation with pedestrian-scale architecture and pedestrian improvements;
- Residentially-complementary unified architectural design;
- Parking located to the side and rear;
- Ground signage; and,
- Public space, landscaping and buffering.

Existing free-standing commercial centers of a convenience- and neighborhood-scale should also involve village commercial characteristics whenever they undergo revitalization. In order to make older and marginal activities more viable, it is intended that a greater mix of use, higher intensities and shared parking arrangements be permitted.

Connection in Emerging Development. Connection recommendations for the subarea are identified in the Village Residential development standards section. The Emerging Development subarea should be connected into the larger community trail/greenway system.

Conservation in Emerging Development. Conservation recommendations for the subarea are identified in the Village Residential development standards section. Where scenic corridors are identified in this Plan, they should be protected through zoning overlay provisions.

Rural Subarea

Goal Relationship. The community seeks to provide for development within an identified growth area. The community also seeks to conserve prairie and woodland resources. There are two primary objectives identified in conjunction with specific goals for the subarea:

- To guide the location of suburban development in conjunction with the provision of public infrastructure including roadways; utility systems and drainage improvements; and,
- To protect and conserve prairie and woodland resources to provide scenic attractiveness and stabilize soils.

Location. The Rural subarea involves the mostly agricultural uses that are located beyond Yost Lake Road, Brush Creek Road, 44th Avenue and Range Road. The subarea extends to the approximately three-mile boundaries of the Planning Area.

Characteristics. Approximately 77 percent of the subarea is classified as agricultural, mostly fallow land. OSU uses, mostly agricultural and undeveloped, comprise another 11 percent. Residential comprises most of the remaining uses. These residential types are single-family and manufactured housing occupying scattered locations at very low densities.

Community Place-Making in the Rural Subarea. Stillwater's development policies do not encourage use of the Rural subarea for urban growth. To the extent that future residential uses may be permitted in the subareas, their location and siting should be limited as follows:

- Locations should be in close proximity to existing public roads;
- Developments should utilize an internal road system with limited access to existing public roads;
- Housing units should be clustered, and,
- Where several units are involved, open space for recreation should be provided.

Connection in the Rural Subarea. Where existing and future residential developments are located near the designated Greenway, these developments should provide access to the Greenway. Linkages should also be provided by these developments with any nearby public trails and bikeways.

Conservation in the Rural Subarea. Vistas in the subarea should be protected from development. Where specific points are identified in this Plan, they should be protected through public action and/or private conservancy action. Where scenic corridors are identified in this Plan, they should be protected through zoning overlay provisions. Conservation of the Rural Subarea protects life and property.

Overlay Areas

Overlay Areas. Six overlay areas are identified for the purpose of providing additional guidance and conditions to their use, provisions, design, conservation, compatibility, etc. Implementation of these overlay areas will occur through adoption of specific regulations in the Land Development Code. These areas are as follows:

- Downtown;
- Corridor Enhancement;
- Medical Center;
- Historic District;
- Neighborhood Enhancement; and,
- Airport.

The primary specific objectives associated with each overlay area are summarized in the following. Implementation of subarea policies is intended to be through adoption of specific provisions in the Land Development Code.

Downtown. The delineation of the Downtown overlay is consistent with boundaries established in the Downtown subarea. Specific objectives of the Downtown overlay include the following;

- Eliminate on-site parking requirements where a hardship and/or an alternative provision can be identified;
- Permit rehabilitation and expansion of use in a cost effective manner provided that the alteration is consistent with the use and design guidelines established for the Downtown subarea;
- Provide commercial space at the street level in conjunction with any altered and/or new structures;
- Provide design guidelines for the exterior appearance of any altered and/or new structures or signage; and,
- Provide siting guidelines for the placement of buildings, placement of parking provisions, access and landscaping.

Corridor Enhancement. There are two types of corridors designated for enhancement – Gateway and Scenic. Corridor Enhancement overlay areas include the following:

- Washington/Boomer/Main Street Corridor;
- 6th Avenue Corridor;
- Regional gateway on Washington between Ranch and Cherokee Streets;
- Regional gateway on 6th Avenue at Range Road;
- Regional gateway on 6th Avenue at Fairgrounds Road; and,
- Community gateway on Perkins Road at 32nd Avenue.

The primary specific objectives of the Corridor Enhancement overlay area include the following:

- Provide a unified appearance to the corridor through the use, design and placement of structures, parking, signs and landscaping;
- Increase the compatibility of activities within the corridor through the modification of permitted uses; and,
- Protect scenic vistas by limiting conflicting development in applicable areas.

Medical Center. The delineation of the Medical Center overlay area includes the following:

- North – 6th Avenue from Western Road to Monroe Street;
- East – Monroe Street from 6th Avenue to 9th Avenue;
- South – 7th Avenue from Western Road to Orchard Street and 9th Avenue from Orchard Street to East Monroe Street; and,
- West – Western Road from 6th Avenue to 8th Avenue.

The primary specific objectives of the Medical Center overlay area include the following:

- Permit the use of medical offices and related suppliers in conjunction with the hospital use;
- Modify on-site parking requirements to accommodate specific activities associated with medical use;
- Provide compatibility standards between the overlay area and adjoining residential uses; and,
- Locate and orient medical uses on to 6th although parking areas may extend south and have access from residential areas.

Overlay Areas

Historic District. The delineation of the proposed Historic District overlay area includes the following boundaries:

- College Gardens Residential District, which is bordered by Admiral Avenue/ Monticello Drive on the north, Redwood on the east, University Avenue on the south and Kings Street on the west. University Circle is also included;
- The OSU Campus Area, which is encompassed by Hall of Fame Avenue on the north, Knoblock Street/Duck Street on the east, University Avenue on the south and Monroe Street on the west; and,
- The Greek Row Area, which is encompassed by University Avenue on the north, Washington Street on the east, 3rd Avenue on the south and Cleveland Street on the west.

Other Historic Districts may be designated in the future. The specific objectives of the Historic District overlay area include the following:

- Protect historically and architecturally significant structures; and,
- Protect the integrity of the area by discouraging development that is incompatible with existing historic buildings.

Neighborhood Enhancement. There are three types of neighborhoods designated for enhancements – Single-Family Conservation, Urban Village and Suburban Village. Neighborhood Enhancement overlay areas associated with single-family conservation include the following:

- The medium-lot area within Neighborhood 1, which is bordered by Admiral Avenue and University Avenue to the north, Walnut Street to the east, 6th Avenue to the south and Western Road to the west;
- The small-lot area within Neighborhood 1, which is bordered by 4th Avenue to the north, Lincoln Street to the east, 6th Avenue to the south and Walnut Street to the west;
- The area within Neighborhood 2 bordered by 8th Avenue to the north, West Street to the east, 12th Avenue to the south and Adams Street to the west;
- The area within Neighborhood 2 bordered by 13th on the north, Main on the east, 15th on the south and West to the west.
- The area within Neighborhood 3 bordered by McElroy Road to the north, Washington Street to the east, Connell Avenue to the south and Monroe Street to the west;
- The area within Neighborhood 3 surrounding Will Rogers School, north of Tyler, east of Lincoln, south of Brooke and west of Knoblock;
- The area surrounding Highland Park School, north of 4th, east of Arrington, south of Maple and west of Payne; and,
- All residential areas in Neighborhood 4, which is bounded by Hall of Fame Avenue to the north, Perkins Road to the east, 3rd Avenue to the south and Main Street to the west.

The primary specific objectives of Neighborhood Enhancement overlay areas associated with single-family conservation include the following:

- Conserve the existing single-family residential structure and its appearance while continuing any uses permitted by the underlying zoning.

Neighborhood Enhancement overlay areas associated with urban village include the following:

- The area between 5th Avenue to the south, University Avenue to the north, West Street to the east and Hester Street to the west.
- The area between 5th Avenue to the south, University Avenue to the north, Washington Street to the east and Monroe Street to the west, not including the properties facing University Avenue, Washington Street or Monroe Street.

The primary specific objectives of Neighborhood Enhancement overlay areas associated with urban village include the following:

- Provide infill and intensification within older residential areas that is compatible in use, scale and appearance with existing development;
- Provide a mixture of housing types;
- Provide housing for a diversified market including student, faculty, retirement, affordable, etc.;
- Provide pedestrian scale and activities;
- Provide recreational and social amenities;
- Provide a unified site and building design; and,
- Provide public assistance for redevelopment including land acquisition, zoning modification, infrastructure improvements, etc.

Neighborhood Enhancement overlay areas associated with suburban village include the following:

- All residentially zoned properties within the Emerging Development subarea and more specifically those with a 10,000 square foot minimum lot; and,
- All agriculturally zoned properties within the Emerging Development subarea that are not associated with holding areas for future commercial and industrial uses.

The primary specific objectives of Neighborhood Enhancement overlay areas associated with suburban village include the following:

- Provide an alternative living environment within newly developing areas that integrates housing, working, shopping and recreating provisions;
- Provide a mixture of housing types and supporting commercial uses;
- Provide pedestrian scale and activities;
- Provide recreational, educational and social amenities; and,
- Provide a unified site and building design.

Airport. The delineation of the Airport overlay area is consistent with the boundaries identified in the Stillwater Airport Master Plan. The primary specific objectives of the Airport overlay area include the following:

Protect the flight zones as identified in the Stillwater Airport Master Plan.

Chapter Four
Development Standards and Design Guidelines

Urban Village

Urban Village. The goal for infill and redevelopment areas involving residential provisions is to integrate use and design in creating a "village" concept and in achieving greater compatibility between existing and new development. These villages can be adapted to older neighborhoods in creating living environments with more pedestrian scale and land utilization efficiency.

The village is described generally as a relatively compact area, integrated with the adjoining neighborhood and with the following characteristics:

- Residential use (single-family attached and multi-family); mixed use (multi-family and supporting commercial);
- Pedestrian scale and attraction;
- Integrated and unified design in use and appearance;
- Compatible use and design with the adjoining neighborhood;
- Inclusion of open space;
- Convenient connection with amenities such as school, park, open space, cultural facilities; and,
- Plan Certain approval involving delineation of a detailed master plan (site, covenants, appearance guidelines, etc.) and adherence to the master plan as a condition of approval.

Applicability. Urban village is an overlay zone that may be applied to infill and redevelopment areas involving residential uses. The density to be achieved within urban village is a minimum of 12 dwelling units per acre. The minimum acreage to which urban village can be applied is two acres.

Application of the urban village overlay may involve one tract or two or more contiguous tracts. The smallest tract that may be submitted under a joint proposal is one acre. Under the joint arrangement, all tracts are intended to be submitted under one master plan that assures the integrated use and design objectives for urban village. After final approval, each original tract may proceed with its individual development under the terms of the Plan Certain approval.

Uses. It is intended that urban village have as its primary use residential. Single-family attached and multi-family residential may be combined within the same application. Multi-family residential and supporting commercial may be combined within the same application when the total density and surrounding uses are conducive. Supporting commercial uses of a convenience/neighborhood scale may be included on a selective and limited basis when they primarily support the occupants of the village to which the commercial is attached. It is intended that supporting commercial be located within the primary/largest multi-family structure. Permitted supporting commercial uses include the following:

- Convenience establishments selling food;
- Personal services;
- Clothing cleaners (pick-up only);
- Sit-down restaurant/dining facilities with a maximum seating capacity of 50;
- Small retail facilities limited to booksellers, florists, gifts, drugs, personal items and similar uses;
- Child care and elderly care;
- Business and professional offices of a neighborhood scale;
- Medical clinics of a neighborhood scale; and,
- Banks of a neighborhood scale (no drive-thru service).

It is intended that the gross floor area for all supporting commercial uses not exceed ten percent of the gross floor area associated with multi-family residential. It is further intended that no individual supporting commercial use exceed 2,500 square feet of gross floor area.

Location. It is intended that an urban village located near existing single-family residential be buffered by the location of open space and the more compatible use within the urban village. The preferred location of open space is between the urban village residential uses and the nearby

existing single-family residential. The preferred location of single-family attached residential is between the urban village multi-family and the nearby existing single-family residential.

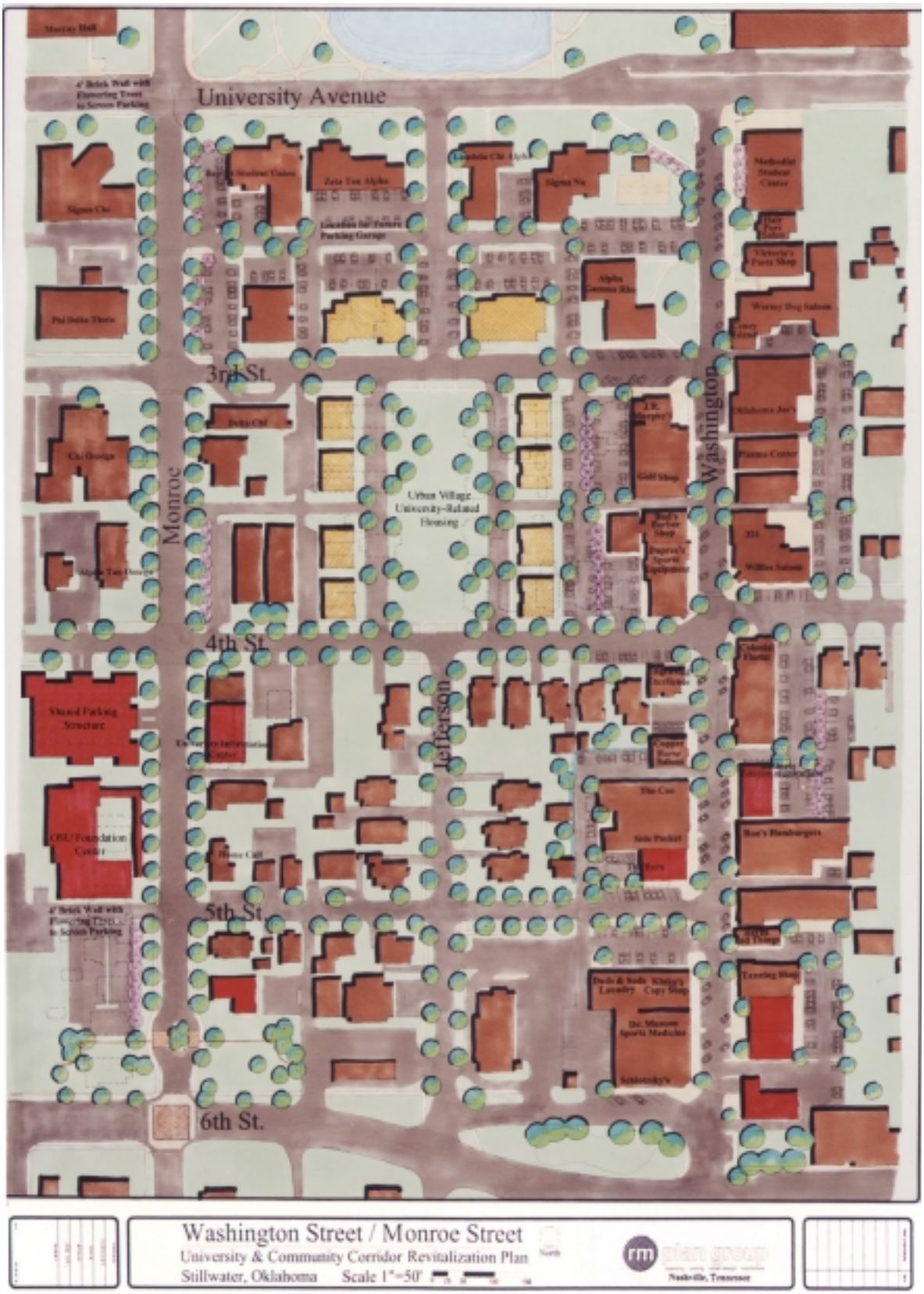
Amenities. Approved developments involving urban village are intended to include specific amenities. These amenities may include the following:

- Sidewalks on both sides of internal drives, between all residential uses and between recreational areas and all residential uses;
- Recreational pathways (walking and bicycling through the development;
- Open space of 8-10 percent of the total development acreage;
- Lighting for all drives and sidewalks;
- Landscape shading for all drives and sidewalks;
- Provision for transit stop (school bus and/or public transit);
- Visitor parking; and,
- All utilities located underground.

Design. The design of all uses and amenities are intended to be integrated so as to create a unified appearance and pedestrian friendliness. General design considerations include the following:

- Parking to the side or rear; and,
- Architectural compatibility among structures within the urban village and between the urban village and nearby existing single-family residential.

An example of an urban village concept site plan follows this section.


University Avenue
3rd St.
4th St.
5th St.
6th St.
Monroe
Washington
Jefferson
Urban Village
University-Related
Housing
Shared Parking
Structure
Washington Street / Monroe Street
University & Community Corridor Revitalization Plan
Stillwater, Oklahoma
Scale 1"=50'
North
rm plan group
Nashville, Tennessee

Suburban Village

Suburban Village. The goal for future residential provisions in the Emerging Development subarea is for them to involve more integration of use and design with greater potential for social and physical interaction in creating a "village" concept. These villages can be adapted to the nearby developing areas in creating living environments with more pedestrian scale, self-sufficiency and land utilization efficiency.

The village is described generally as a relatively compact and discrete area with the following characteristics:

- Mixed use (single-family, two-family, multi-family and manufactured housing residential, plus supporting commercial of a convenience/neighborhood type and scale on a selective and limited basis);
- Pedestrian scale and attraction;
- Integrated and unified design in use and appearance;
- Inclusion of or convenient connection with amenities such as school, park, open space, cultural facilities, etc. where feasible; and,
- Plan Certain approval involving delineation of a detailed master plan (site, covenants, appearance guidelines, etc.) and adherence to the master plan as a condition of approval.

Applicability. Suburban village is an overlay zone that may be applied to undeveloped areas that are being directed toward residential uses. For holding purposes, the underlying zoning is intended to be agricultural use or the lowest density single-family district in the case of pre-existing residential zoning. At their option, developments, especially smaller ones, may utilize the lowest density single-family district. In such cases the then current district regulations and approval procedures would apply.

The density to be achieved within suburban village is six to eight dwelling units per acre. The minimum acreage to which suburban village can be applied is 40, if commercial uses are included. The minimum acreage may be reduced, with City approval, if no commercial uses are involved. Where commercial uses are included, the density and acreage is based on achieving a threshold population of 1,000 persons which is calculated in dwelling units by the following manner:

- Single-family detached = 3.2 persons per dwelling unit;
- Single-family attached = 2.5 persons per dwelling unit;
- Two-family = 2.5 persons per dwelling unit;
- Multi-family = 2.0 persons per dwelling unit; and,
- Manufactured housing = 2.0 persons per dwelling unit.

Application of the suburban village overlay may involve one tract or two or more contiguous tracts in order to achieve the minimum threshold for suburban village. The smallest tract that may be submitted in a joint proposal is one acre. Under the joint arrangement, all tracts are intended to be submitted under one master plan that assures the integrated use and design objectives for suburban village. After final approval, each original tract may proceed with its individual development under the terms of the Plan Certain approval.

Because of the mixed-use characteristics of suburban village, it is highly desirable to make all potential occupants aware, at the outset and all subsequent stages, of the type and magnitude of all uses and amenities to be included in the total development. The means to achieving awareness might involve the inclusion of some language in each occupant's deed, restrictive covenants or rental contract, or on-site evidence through some similar staging of uses. Due to the financial considerations of any permitted supporting commercial, an initial construction stage involving commercial activities that is practical and cost effective may be considered separate of construction stages for other uses and amenities.

Uses. It is intended that suburban village have as its base use single-family residential. Suburban village is intended to contain at least 50 percent of its dwelling units for single-family. The minimum requirement for single-family is based on the approximate ratio of single-family to total dwelling units in the community currently, and on the projected need for types of dwelling units.

The remaining 50 percent, or less, of dwelling units may be either two-family, multi-family, manufactured housing or any combination of the three, subject to use and design provisions. Retirement housing – individual and congregate (limited care but not skilled care) – may also be included. The actual mix of residential types may be subject to Planning Commission and City Commission approval.

Supporting commercial uses of a convenience/neighborhood scale may be included on a selective and limited basis in suburban village. The intent in including supporting commercial is for it to primarily support the occupants of the village to which the commercial is attached. This supporting commercial intent is supported by the goal of achieving more integrated use in living areas and by the objectives of reducing vehicular trips and encouraging pedestrian activities. Permitted uses include the following:

- Convenience establishments selling food and gas;
- Personal services;
- Clothing cleaners (pick-up only);
- Sit-down restaurants with a maximum seating capacity of 75;
- Small retail facilities limited to booksellers, florists, gifts, drugs, personal items and similar uses;
- Child care and elderly care;
- Business and professional offices of a neighborhood scale;
- Medical clinics of a neighborhood scale; and,
- Banks of a neighborhood scale (no drive-thru service).

Maximum Density and Intensities. It is assumed that areas eligible for the suburban village overlay will have as their base zoning either agricultural or single-family residential with a 10,000 square foot lot minimum. Existing single-family zones that are already permitted a 5,000 square foot lot minimum are eligible for all provisions of suburban village overlay except for the density bonus. Approved developments involving suburban village may receive a 60 to 100 percent density bonus over a potential or permitted residential base density of a net four dwelling units per acre. Density bonuses may be achieved by either reducing the single-family minimum lot size to 5,000 square feet, increasing the number of multi-family dwelling units or a combination of the two. Density bonuses should not infringe on open space requirements.

Approved developments involving suburban village may be permitted supporting commercial uses based on the following ratio to each 1,000 persons occupying a development:

- Up to three acres for commercial use;
- Maximum 0.25 floor area ratio;
- Maximum ground coverage by building and paved areas of 70 percent; and,
- Maximum height of two stories.

Partial allocations involving populations over 1,000 but less than the next thousand are not intended to be considered.

Location. Where two-family and/or multi-family residential is included, each type is intended to be integrated with single-family residential through the use of design integration and overall master planning. Higher density uses are intended to be located nearest major thoroughfares and primary access.

Where manufactured housing residential is included with any other type of residential use, manufactured housing units are intended to be clustered. Landscaped buffers are intended to be provided between manufactured housing and other residential uses.

Where supporting commercial uses are included, uses are intended to be clustered with shared parking and signage provisions. Commercial uses are intended to be located with vehicular access to a major thoroughfare(s). Landscaped buffers are intended to be provided between commercial and residential uses. Pedestrian access should be provided between commercial and residential uses.

Amenities. Approved developments involving suburban village are intended to include specific amenities. These amenities may include the following:

- Sidewalks on both sides of internal streets, between commercial and all residential uses and between community facilities/ recreational areas and all residential uses;
- Recreational pathways (walking and bicycling throughout the development);
- Open space of up to 15-20 percent of the total development acreage including preservation of any designated Environmentally Sensitive areas;
- Pervious surfaces such as landscaping buffers, recreational fields of up to 10-15 percent of the total development acreage;
- Private recreational provisions (e.g. community building, swimming pool, tennis courts) if there are no public recreational provisions within a one-mile radius;
- Lighting for all streets and sidewalks;
- Landscape shading for all streets and sidewalks;
- Provisions for transit stop (school bus and/or public transit);
- Visitor parking and recreational vehicle storage areas;
- Pedestrian connections with off-site amenities; and,
- All utilities located underground.

Where there are opportunities for a new school, park or other community facilities, such provisions are intended to be incorporated with suburban village. Residential and community facilities design is intended to be integrated. Recreational, cultural and meeting provisions are intended to be shared.

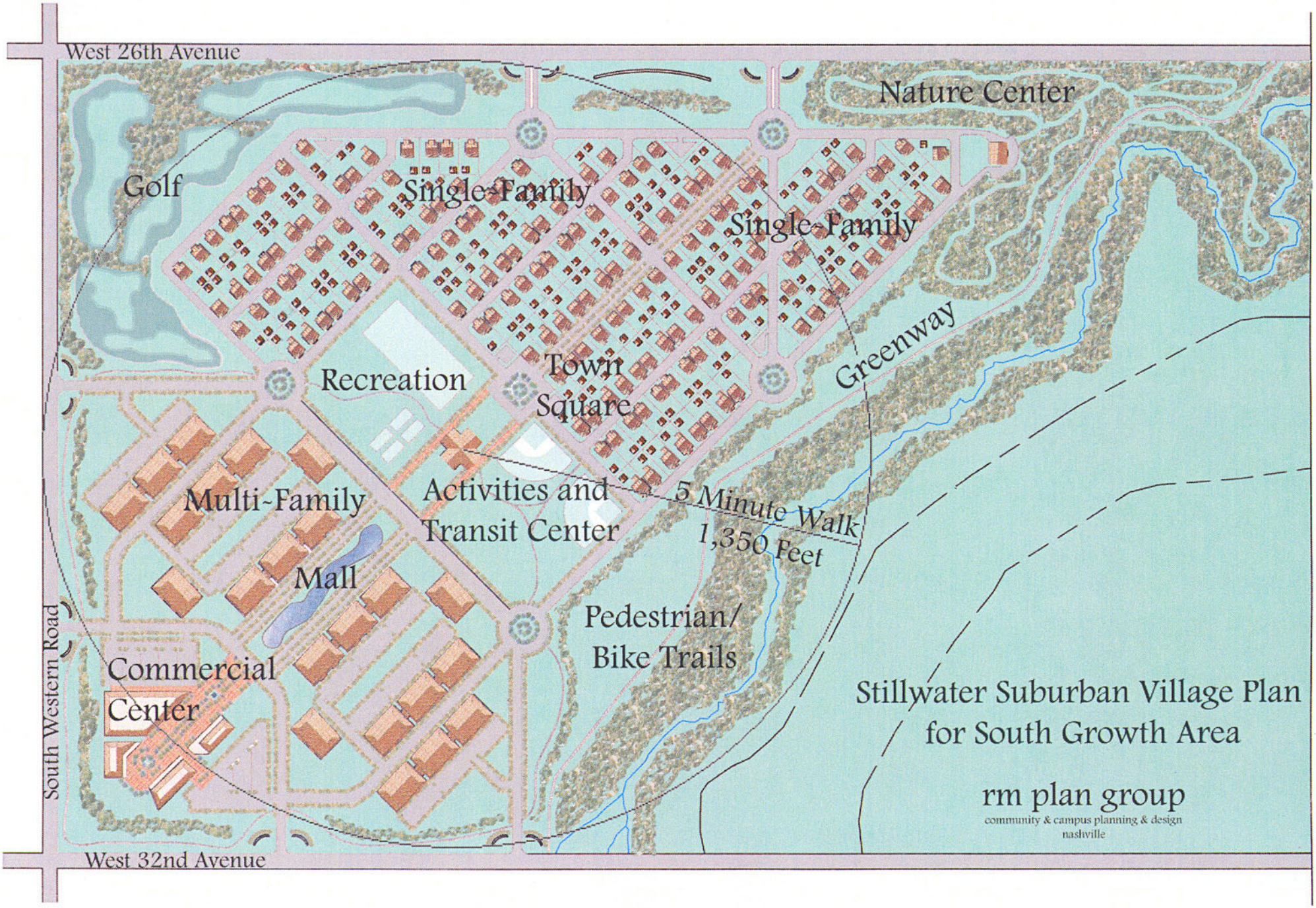
Places of worship may be included in suburban village as a permitted use. Conference use of worship space may be excluded.

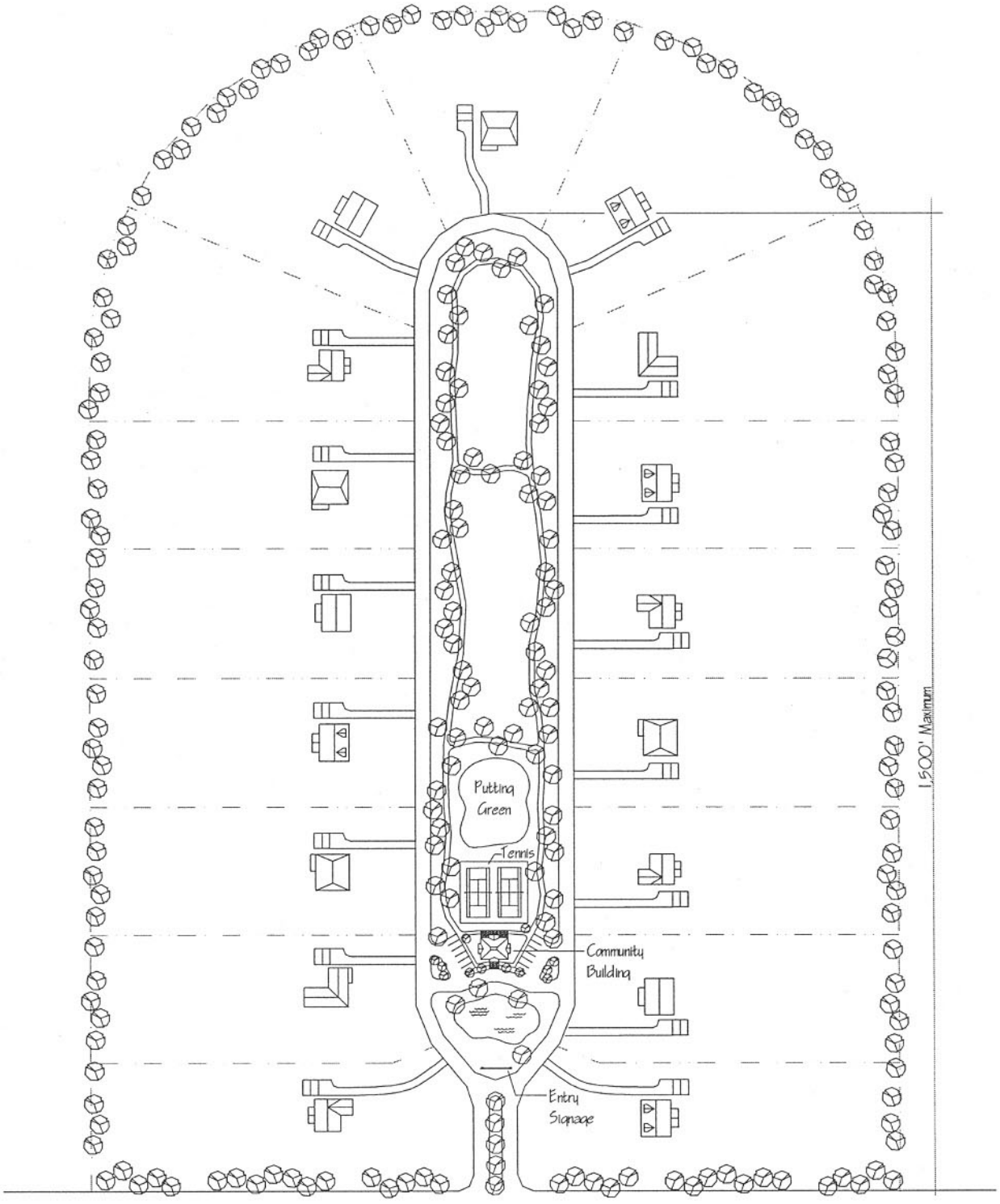
Design. The design of all uses and amenities are intended to be integrated so as to create a unified appearance and pedestrian friendliness. The inclusion of supporting commercial and community facilities are intended to serve as activity centers. In the absence of community facilities, a common building for meeting and activities is intended to be provided within the residential development.

General design considerations for residential uses include the following:

- Interconnected system of streets;
- Reduced building set-back from the street;
- Reduced street width;
- Porches on the front of residences;
- Parking to the side or rear;
- Attached garages set back a minimum of ten feet from the front building line;
- Sidewalks connect directly between the street and porch; and,
- Architectural compatibility.

An example of a suburban village concept site plan and a large-lot suburban village site plan follow this section. Educational and worship provisions are optional.


West 26th Avenue
Nature Center
Golf
Single-Family
Single-Family
Greenway
Recreation
Town
Square
Activities and
Transit Center
5 Minute Walk
1,350 Feet
Multi-Family
Mall
Pedestrian/
Bike Trails
Commercial
Center
South Western Road
West 32nd Avenue
Stillwater Suburban Village Plan
for South Growth Area
rm plan group
community & campus planning & design
nashville



Example Large-Lot Suburban Village

Free-Standing Convenience-Scale Commercial Compatibility

Location. This Comprehensive Community Development Plan provides the option, with City approval, of including supporting commercial uses with future residential areas utilizing the village residential provisions. Alternatively this Plan provides for including, with City approval, free-standing convenience-scale commercial uses near residential uses where appropriate.

There are several vacant sites in the City, as of 1998, zoned for supporting commercial. Additionally, in conjunction with the intent to reduce the number and length of vehicular trips, this Plan provides for including, with City approval, convenience-scale commercial uses near residential areas without such services provided that the activity, operation and design is compatible with the residential uses.

Type. Two types of free-standing convenience commercial are identified in regard to compatibility standards:

- Urban; and,
- Suburban.

Compatibility standards associated with each type are characterized in the following.

Urban Free-Standing Convenience-Scale Commercial. Where convenience-scale commercial uses are included as part of urban area infill, redevelopment or expansion, the following compatibility standards should apply:

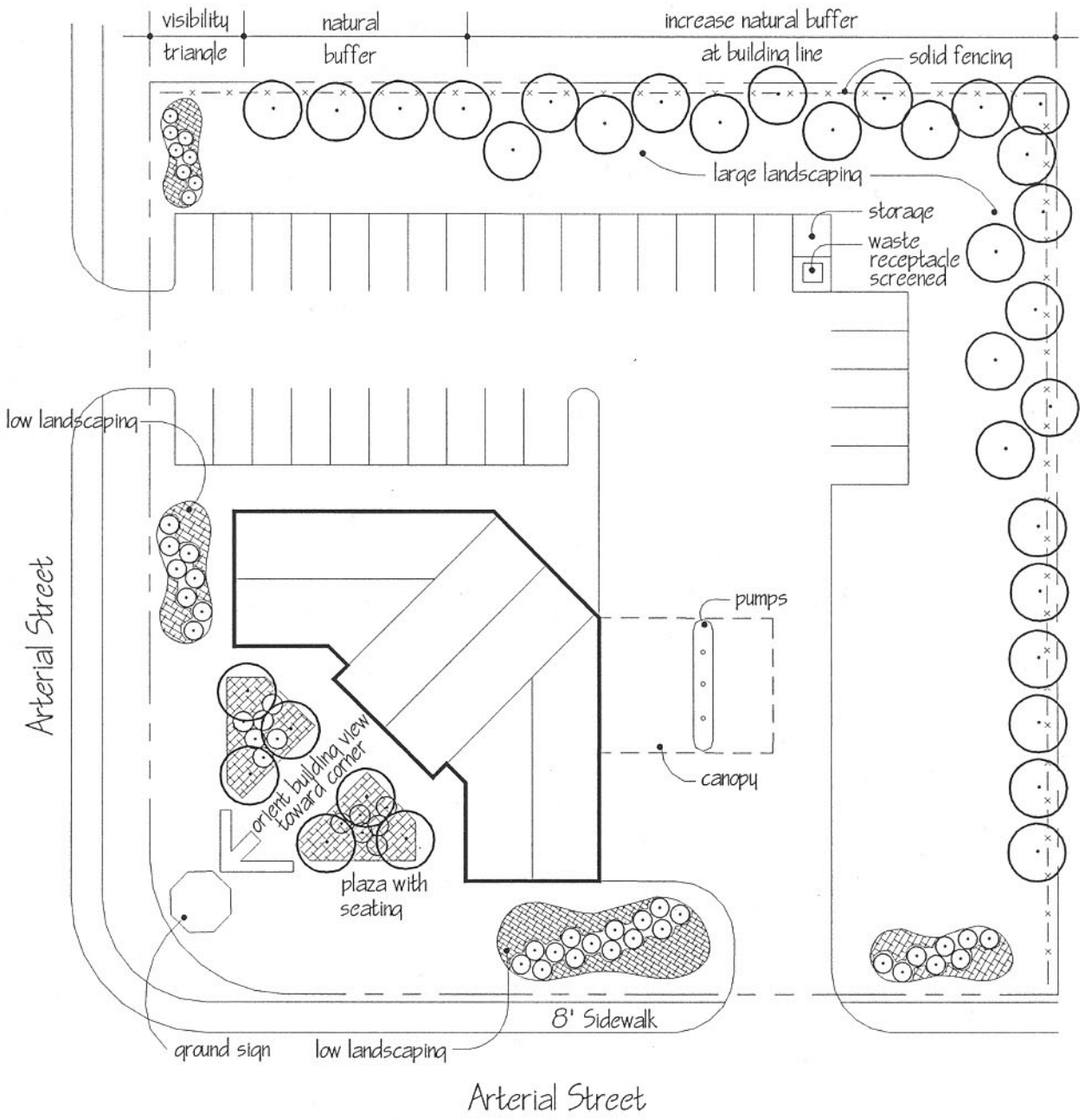
- Building set closer to the street;
- Pedestrian connection between building and sidewalk;
- Parking located to the side;
- Diagonal orientation of building on corner lot;
- Directional lighting;
- Pedestrian-scale signage;
- Landscape planting beds; and,
- Landscape buffers with solid fencing.

A graphic example of an urban free-standing convenience-scale commercial site follows this section.

Suburban Free-Standing Convenience-Scale Commercial. Where convenience-scale commercial uses are included in the suburban area, the following compatibility standards should apply:

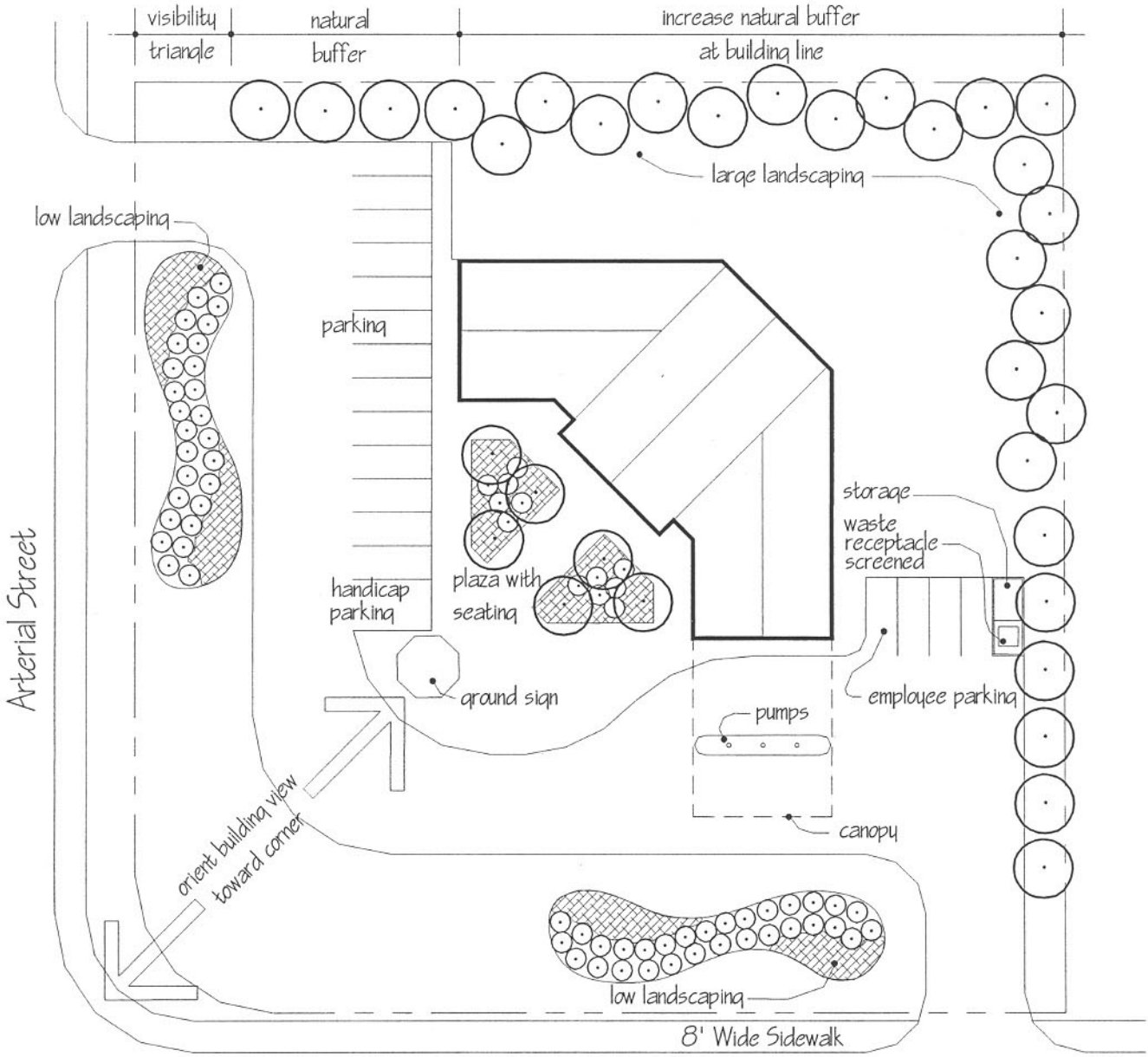
- Building set farther from the street;
- Similar architectural style to residential uses (e.g. pitched rood, porch, etc.);
- Similar construction materials to residential uses;
- Diagonal orientation of building on corner lot;
- Parking located to the side;
- Directional lighting;
- Pedestrian-scale signage;
- Landscape planting beds;
- Landscape buffers; and,
- Limited operating hours.

A graphic example of a suburban free-standing convenience-scale commercial site follows this section.



EXAMPLE
FREE-STANDING CONVENIENCE COMMERCIAL
URBAN COMPATIBILITY

For illustration Purposes Only, Example based on one acre, 5000 gross square feet of building, 37 total parking spaces (26 standard, 6 pumpside, 4 employee, 1 handicap) , 6 fuel pumps, 20% minimum pervious/ landscaped area. See Zoning Code for applicable requirements.



EXAMPLE
FREE-STANDING CONVENIENCE COMMERCIAL SUBURBAN COMPATIBILITY

For illustration Purposes Only, Example based on one acre, 5000 gross square feet of building, 24 total parking spaces (13 standard, 6 pumpside, 4 employee, 1 handicap), 6 fuel pumps, 20% minimum pervious/ landscaped area. See Zoning Code for applicable requirements.

Downtown Plaza

Downtown Focal Point. While Downtown is the functional and psychological "heart" of the community, there is no formal focal point. Development of the Payne County Courthouse and the Stillwater Municipal Center provided no "public square" or other outdoor public space. An opportunity exists for creating a Downtown plaza in conjunction with enhancing public space.

In creating a formal outdoor public space, modification of the southern end of the parking area is recommended. The Downtown plaza would provide an activity center that serves as the following:

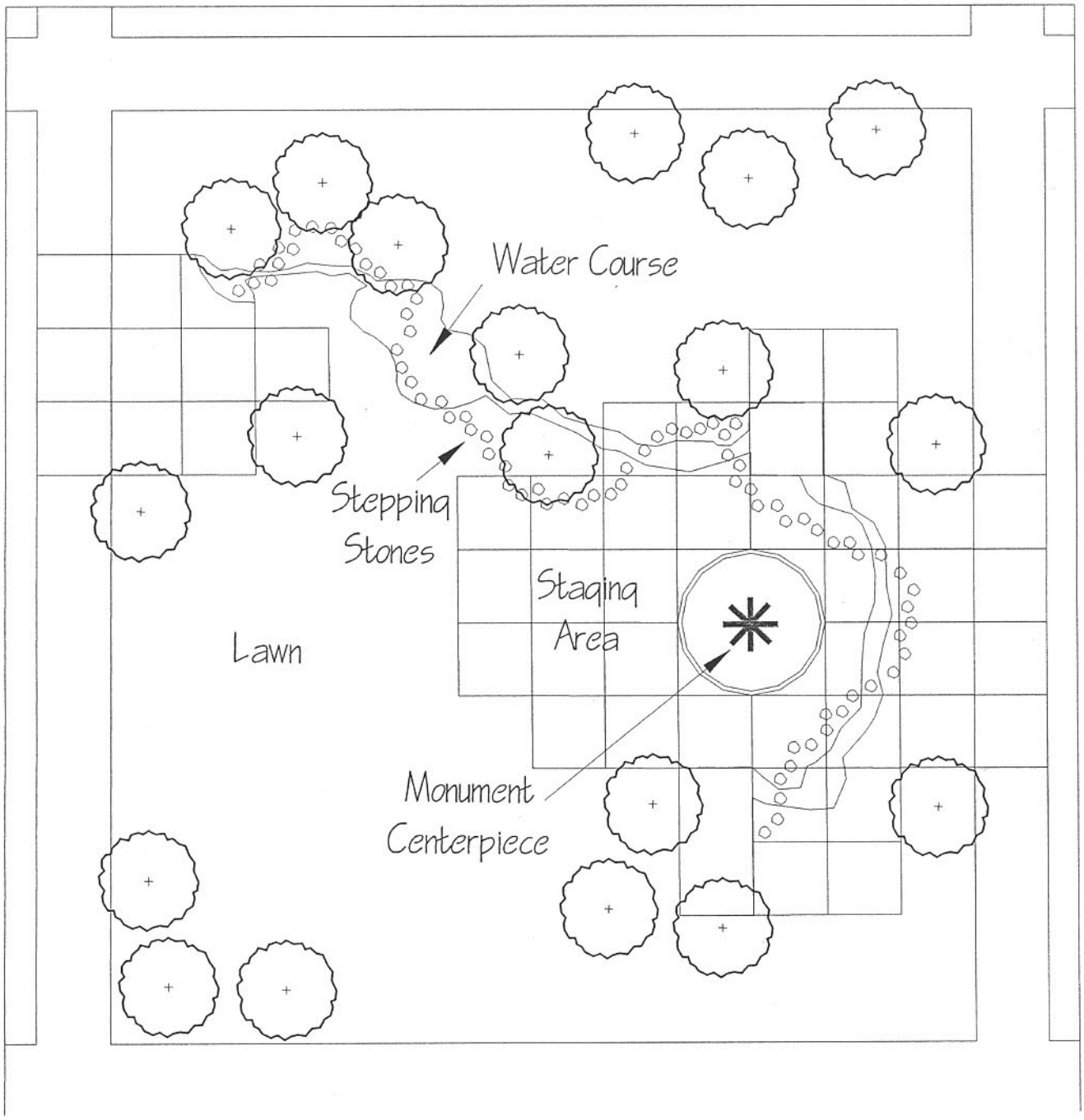
- Staging area for celebrations and entertainment;
- Leisure area for outdoor recreation and art display;
- Orientation center for tourists; and,
- Market place for farm produce and hand crafts.

Design Guidelines. The design for the Downtown plaza envisions a monument centerpiece surrounded by a water course. The monument would symbolize Stillwater as the focal point for the opening of the Oklahoma Territory. The water course would symbolize Stillwater and Boomer Creeks. Foot-activated stepping stones would lead in the direction of the Land Rush starting point located to the north. Activating the stones by stepping on them would provide historical information or some type of entertainment.

The hard surface paving associated with the centerpiece would provide a staging area for events. Seating for events would be provided on an open prairie grass knoll. The rear façade of any adjoining building would be painted to provide some form of artwork or scenic background such as hills.

Public parking should be provided in conjunction with the plaza. This parking area could be utilized on specific dates as a market for farm produce and handcrafts.

A graphic example of the Downtown plaza follows this section.



Downtown Plaza

Downtown Plaza

Affordable Housing

Goal Relationship. The community seeks to assure adequate affordable housing for the diverse age, income and mobility characteristics of residents. The community further seeks the provision of affordable housing in a wide variety of types and location. There are two primary goals for affordable housing:

- To provide a range of affordable housing options which meet the needs of the elderly, disabled and others with limited income; and,
- To increase affordable housing options appropriate to attracting and retaining a workforce.

Location. New affordable housing locations are appropriate to the Downtown, Urban Core Neighborhoods, University-Related and Emerging Development subareas. While freestanding locations may be acceptable with public approval, the intent of this Plan is to locate affordable housing units in conjunction with new medium- and high-density residential uses. The exterior appearance of affordable housing units should be similar to other new residential uses. Only the total square footage, interior provisions and price should differ.

Existing affordable housing locations should be conserved throughout the Planning Area. Within the Downtown, Urban Core Neighborhoods and University-Related subareas, existing affordable housing should be conserved through the following measures:

- Single-family conservation in areas designated by this Plan;
- Code enforcement to eliminate and reverse structural deterioration/ disinvestment; and,
- Limit the number of unrelated persons living in a single-family unit to three.

Provisions. Three methods of providing new affordable housing units are recommended. The provisions associated with each type are identified in the following:

Public-Private Partnership. Utilizing the City's ability to assemble land, adjust some development costs and assist with securing mortgages, public-private partnerships may be established to provide small freestanding developments. Projects of 4-10 units should be considered in utilizing small infill lots that may be available currently and in limiting the risk to private development. Design and construction materials should be compatible with existing development.

Public Subsidy. Public subsidy may take two forms: 1) Increase the base zoning density to permit sufficient profit recovery to offset the cost of providing the desired number of affordable housing units within a specific development; and, 2) Provide a direct cash subsidy to an approved development that includes and maintains affordable housing.

Manufactured Housing with Conventional Appearance. Small clusters may be established involving manufactured housing with an approved appearance. Design should be compatible with existing and other new development.

Maintaining as affordable housing units created with public-private partnerships and public subsidy requires identifying each location and monitoring any sale. If designated units are sold, the public sponsor should share in the profits and use the gains to build additional affordable housing.

University and Community Corridor

The University and Community Corridor is located along the southern and eastern edges of campus. Streets which comprise this corridor lead directly to the campus and include Monroe, Washington, Knoblock, University, Elm and Mathews. The street character found along these roadways is described by the types of buildings and street furnishings. The most appealing street character is often one that maintains some type of continuity in building heights, window treatment and style of architecture.

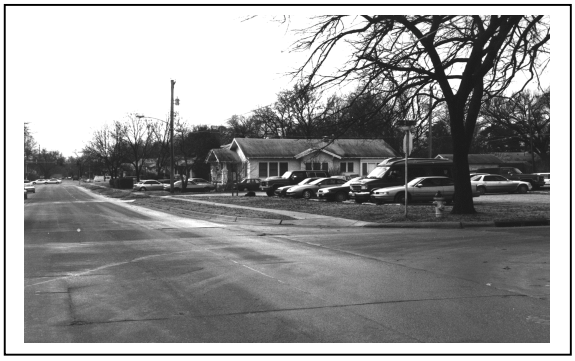
Washington Street. Common architectural elements found along Washington Street include roof treatment, window size and building scale. Most of the businesses along Washington are one-story buildings with a flat roof. Some of the strorefronts exhibit awnings above the windows and doorways, adding to the pedestrian scale of the street. Many of the buildings have painted brick fronts. The storefront windows along Washington are commonly floor-to-ceiling or slightly smaller. Many of the businesses have glass doors, which complete the pattern of tall slender windows.

On-street angled parking exists along most of Washington Street, creating a 75-80 foot visual corridor from building face to building face along the two lane street. The balance between vehicular and pedestrian activity is evident in the importance placed on vehicular access to the front door of businesses and the pedestrian scale architecture allowing wide sidewalks to exist between the cars and storefronts.

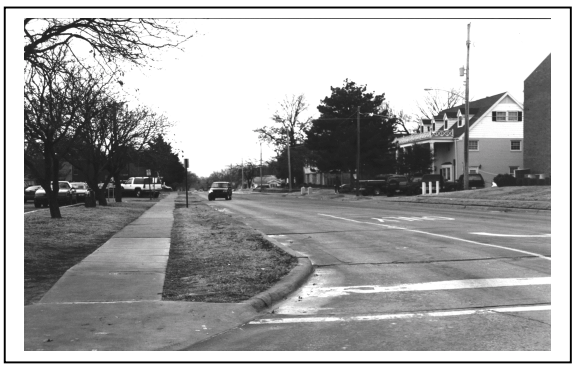
Monroe Street. As a primarily residential street, Monroe's architecture demonstrates mostly one and two story buildings with gable roofs and front porches. The single-family units are generally wood siding, while the multi-family are a mix of stone and brick. While on-street parking does not exist on Monroe, surface parking lots dominate the 120-foot visual corridor along the street.

Glass Storefronts along Washington Street

Typical Roofline along Washington Street



Streetfront Parking Lots along Monroe



Greek Houses and Parking along Monroe

Streets in the University and Community Corridor are both connectors and place makers. The use and character of each street determines how the street will be designed for future improvements.

Connectors. A street which links one place to another place is a connector. When defining the connecting characteristics of a street, the dynamics of pedestrian and vehicular traffic are considered. The desired experience of a person as they drive or walk down a street determines the intended purpose of the street as a connector, or as a place maker.

Place Makers. The character of places along a street determine how it is defined as a place maker. The architecture and streetscape create an atmosphere of formal or informal interaction. Formal atmosphere is considered one which would be driven to, with close proximity between parking lots and buildings. A visual corridor with expansive lawns, grand architecture and uniform landscaping is also considered formal character of a place maker.

An atmosphere in which pedestrians actively transverse with both sides of the street is considered informal. Collector lots are common along informal settings where pedestrians walk up one side of the street and down the other before returning to the car. An informal atmosphere is likely to have wider sidewalks to accommodate pedestrian interaction and display container landscaping rather than lawns. Pedestrian scale architecture and streetscape amenities such as large storefront windows, benches and street lamps are categorized as informal.

Monroe. As the ceremonial entrance into the university campus, Monroe acts as the primary connector between the community and the campus, providing an initial impression of the university to visitors. Large-scale grand architecture as seen in the Greek houses and the upcoming OSU Foundation Building provide a transition along the connector between residential and university owned property.

The character of Monroe as a place maker is described as a vehicular boulevard. The formal atmosphere of expansive green lawns and stately trees reflects the campus as a center of learning. The grand architecture and attention to detail in building appearance creates a feeling as a place maker which is monumental in scale.

Establishing a gateway design at the corner of 6th and Monroe will create a doorway into the university and define Monroe as the primary entry onto campus. The strong visual presence of an entry sign with landscaping will identify Monroe even more strongly with the university, and create a green "oasis" along 6th, a strong commercial thoroughfare.

Washington. West of Washington, on what is now Jefferson Avenue, a village residential development is proposed. This development will reintroduce economic vitality to the area and intensify the mix of neighborhood scale commercial activity on Washington by pedestrian village residents. As a vehicular connector, Washington is a drive-to destination point with pedestrian opportunities. Proposed collector lots will maintain the proximity of parking with retail destinations.

Opposed to Monroe, Washington's atmosphere as a place maker is informal in character, having a balance between vehicular and pedestrian traffic. A variety of small-scale buildings and storefronts exist, with economic vitality based on its proximity to residential neighborhoods and campus. The pedestrian scale of the existing buildings with awnings that extend over the sidewalks can be further developed by unifying the architecture and creating designed gateways. Widened sidewalks and proposed streetscape amenities will further encourage an informal, interactive atmosphere.

University Avenue. As a strong vehicular connector, University links destination points along an east-west axis, uniting residential areas with the main campus and retail opportunities along the university's perimeter. Developing this street to be more pedestrian friendly will link the campus to destination points along Washington Street.

University's street character as a place maker exhibits a campus identity along the university's perimeter. The street's rich diversity of use and architecture exist in a transition zone between the campus and community. University has a formal character, being a directional linkage rather than a destination point. The set-back which exists in front of the Greek houses along University mirrors the formal campus lawn with stately trees and grand architecture.

Knoblock - 3rd to Elm. While Knoblock will remain primarily a vehicular circulator along the perimeter of campus, active pedestrian links are proposed between campus, community, and retail destination points to make entertainment and specialty retail infill viable. A stop sign and decorative paving are proposed at the corner of University and Knoblock to slow traffic and encourage the shared use of Knoblock between pedestrians and vehicles.

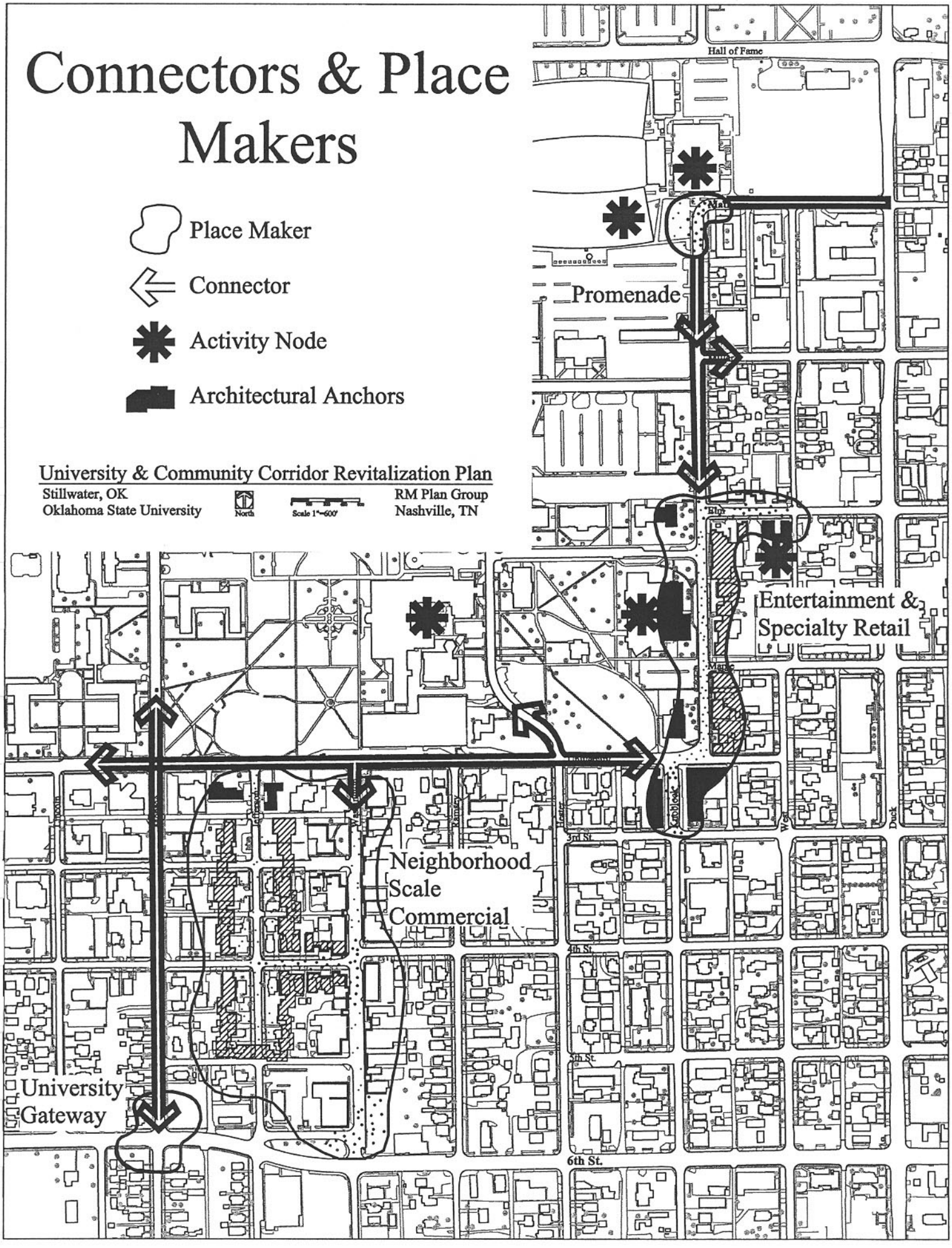
The public space proposed at the corner of Knoblock and Elm along with the proposed crossing at Knoblock and University are two of the pedestrian links which will bring students to retail destinations along Knoblock. A strong visual presence such as a monument, statue, fountain or plaza pertaining to the campus will further identify Elm as a center of activity. Strong architectural anchors and activity nodes such as Eskimo Joe's, the performing arts center, fire station and pedestrian retail buildings are the visual and economic base for increasing entertainment and specialty retail.

As a place maker, Knoblock south of University has strong pedestrian character. This area can work to further encourage pedestrian traffic by narrowing road width, enlarging the sidewalks and utilizing pedestrian scale amenities like those found along Elm. The proposed median running from 3rd to University provides more on-street parking for clientele while it produces an enhanced pedestrian scale, informal atmosphere.

Knoblock - Elm to Mathews. The proposed promenade along Knoblock provides a strong pedestrian connection from Elm to Lewis Field and Gallagher Center. Bollards proposed on Elm will close off vehicular traffic on game days to accommodate increased pedestrian use. Additional proposals include changing Mathews to a one way street moving from Duck to Knoblock, eliminating traffic turning onto Duck from Mathews and expanding West Street to handle more two way traffic.

As a place maker, the area from Knoblock to Mathews serves as an informal, interactive activity center during seasonal athletic events. The pedestrian/vehicular balance is realized in the accessibility to parking within this area combined with the proposed promenade. The residential area along the east side of Knoblock enhances the pedestrian scale of the area along the promenade.

Connectors & Place Makers



University & Community Corridor Revitalization Plan

Stillwater, OK
Oklahoma State University

North

Scale 1"=600'

RM Plan Group
Nashville, TN

Goals of the Planning Process. Goals for the University and Community Corridor Revitalization Plan are chosen from the Vision Statement, Goals and Objectives for the Comprehensive Development Plan (Technical Memorandum No. 4, revised March 1, 1998).

Maintain Small Town Feel. Opportunities exist along Washington, Knoblock and Elm to enhance economic viability while *maintaining the convenience, comfort and special sense of place that is associated with the current size of the community*. Extending pedestrian scale amenities from Elm down Knoblock to 3rd, and along Washington maintains a small town atmosphere in existing commercial areas by bringing pedestrians along storefronts and increasing activities which bring people together. Mixing the use of buildings between commercial and residential further encourages pedestrian activity. To ensure economic viability in these areas, infill vacant lots and buildings by evaluating the scale and use of each building in relation to the surrounding buildings.

Visually Appealing Community. Within the University and Community Corridor, the entrances along Monroe, Knoblock and Elm contain the strongest need for *enhancing visual appeal through physical attractiveness and the provision of gateways*. The proposal for these three entrances are associated by related entries and unified architecture which *will provide a sense of arrival and wayfinding.* An integrated corridor appearance will evolve through uniform architectural and streetscape improvements made along each street within the corridor. Increased *property and sidewalk maintenance* along with vegetative screening for parking lots, *underground placement of utility lines* along gateways and tree-lined streets will further enhance visual appeal.

Link Neighborhood and Commercial. Within the corridor, an integrated design directs people through *a well-connected community that includes linkages for educational and recreational provisions, neighborhoods and commercial services.* Improving pedestrian access to the university campus will allow people to infiltrate from the community onto the formal campus lawn, providing common gathering and recreation areas. Creating boulevards, promenades, tree-lined streets and a pedestrian scale atmosphere encourages the community to interact with the university and surrounding areas for commercial and recreational needs.

Promote Business Development. To maintain *expansion and diversification of the economy in furthering self-sufficiency and a sustainable economic base*, a design to unify businesses along Knoblock and Elm has been identified as entertainment and specialty retail. Guiding development to include restaurants, university retail shopping, recreational and cultural activities will direct students and the community to gather in this area. In contrast, the design for Washington relies on economic viability to stem from the village commercial development to the west to produce a need for neighborhood scale commercial activity. The mixed use of restaurants, specialty shops, convenience retail and service localities will provide an economic base for future growth.

Ensure a Safe Community. Neighborhood-based crime prevention depends on citizens who are proud of the community they live in. Revitalization and redevelopment will aid in *maintaining a safe, attractive environment.* Creating more pedestrian opportunities in the corridor promotes a feeling of *the safety that we have always had, being able to walk anywhere in the community and feel safe in our homes, workplace and schools.*

Be a Well-Planned Community. In the University and Community Corridor, Washington is the highest priority for

redevelopment and revitalization. Principal design elements integrate a unified and attractive design for a commercial street which encourages pedestrian activity and allows ample parking for vehicular patrons. A well planned community guides design and future development for expansion of economic growth. Washington's proposal improves quality of life while *enhancing development of the urbanized area through infill, revitalization and redevelopment*.

Objectives of the Planning Process. The objectives for the University and Community Corridor Revitalization Plan examine how to implement goals specified for specific streets designated in the plan.

Monroe. To actualize the goal of Monroe becoming an integral part of a visually appealing community, a "sense of place" must be realized. As the primary gateway to the university campus, properties and buildings along Monroe are best suited for university administrative use. While a set-back provides a green corridor along both sides of the street, the ceremonial boulevard with grand architecture makes the impression of a place of learning. Limiting curb cuts along Monroe allows parking to be accessed off an alley toward the rear of buildings.

To link neighborhood and commercial uses, Monroe is primarily a vehicular connector. The design for an entry wall on the corner of 6th and Monroe brings vehicular traffic to destination points on the university campus from surrounding neighborhoods and communities.

Washington. In maintaining a small town feel along Washington, the "sense of place" is actualized as a neighborhood scale commercial district. Preserving the historic character of the architecture along Washington, the proposal calls for revitalization and redevelopment in the character of buildings found along the street.

To link neighborhood and commercial uses along Washington economically and socially, vehicular circulation must be maintained and improved, while enhancing pedestrian movement through wider sidewalks and less vehicular crossings. Limiting curb-cuts by providing large parking areas off an alley to the rear of buildings and reducing the area necessary for parking in front of buildings by turning angled parking into parallel spaces provides more area for pedestrians. Proposed pedestrian scale amenities also link neighborhoods to commercial areas as increased numbers of residents walk to retail and commercial destinations.

To promote business development, a mixed use of businesses are proposed consisting of neighborhood scale commercial, restaurants, and specialty shops. Existing churches in these commercial districts should be considered for relocation. As a specialized village commercial activity center, public gathering spaces and restrooms available to the public are proposed at gateway points.

On Washington, enhanced safety measures include designing the street for improved visibility, moving trash receptacles to the proposed alley behind businesses and adding pedestrian scale lighting. As businesses are renovated and revitalization occurs, hours of business activity may increase, making Washington a safer center for activity.

To be part of a well-planned and attractive community, proposals for Washington include a building appearance code, mixed use of buildings, and infill at a pedestrian scale. A proposed gateway on 6th and Washington and gathering spaces proposed along the sidewalks in front of storefronts and at the corner of University and Washington provide primary gateways into the neighborhood commercial district. Removal of trash receptacles and reducing the area of parking in front of

businesses also aid in the objective of planning an attractive community.

University. To link neighborhood and commercial activity along the university perimeter, the maintenance of strong vehicular access along University is proposed. Reducing the speed of vehicles to strengthen pedestrian connections will allow students access to commercial destination points. The proposed green corridor along University mirrors the formal campus lawn, linking the university to residential and commercial areas. The reflection of university style architecture in the Greek housing along University provides another connection between the university and neighborhoods.

Knoblock – 3rd to Elm. In maintaining a small town feel along Knoblock and Elm, a specialized "sense of place" emanates from the proposed pedestrian scale amenities. Accessible public restrooms on game days and outdoor gathering spaces along storefronts and on the corner of Elm and Knoblock provide centers of activity during seasonal athletic events. A mix of businesses including entertainment and specialty retail are recommended for revitalization on Knoblock to bring the community to specific activity nodes.

As part of a visually appealing community, an appearance code is proposed for Knoblock and Elm which will preserve and encourage architecture to be built in the style of existing historical character. Continuing pedestrian scale amenities from Elm down Knoblock aesthetically enhance the streetscape. Proposed paving changes along Elm designate the area which is recommended for pedestrian use only during seasonal athletic events.

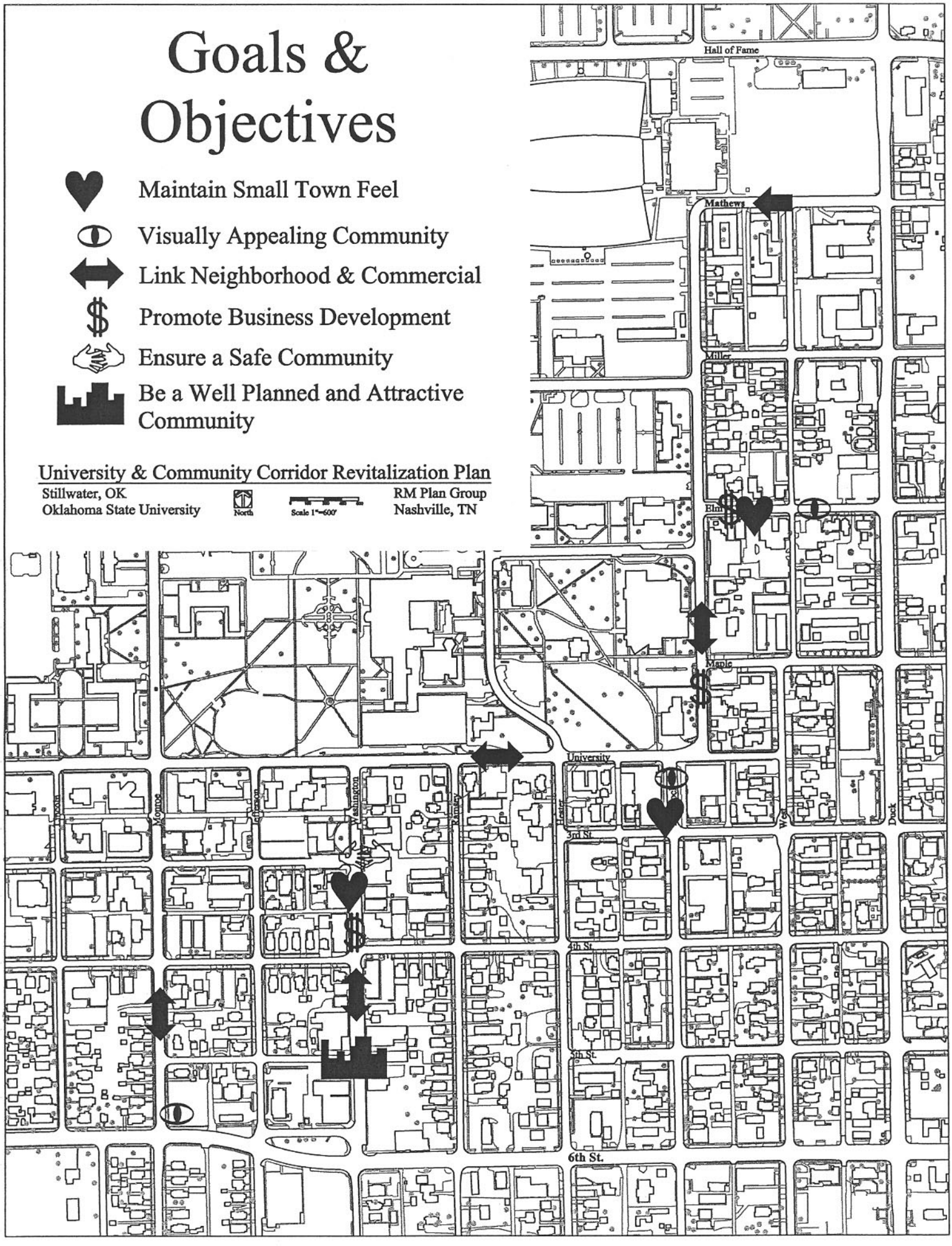
Knoblock links neighborhood and commercial activities as a university perimeter thoroughfare. Residents use Knoblock to avoid traffic on Duck and to bypass stop signs found in frequent intervals along West. Knoblock is a primarily vehicular street where neighborhood and community residents drive to activity nodes and commercial destination points.

Recommendations to promote business development include a mix of specialty and entertainment emphasis for infill of vacant lots and buildings. Providing a continuous storefront edge will promote the area as a commercial district and encourage retail activity.

Knoblock – Elm to Mathews. A balance is proposed between vehicular and pedestrian uses linking neighborhood and commercial activity along Knoblock from Elm to Mathews. Pedestrian access from athletic areas follows the promenade along Knoblock and crosses from the university at Elm. Eliminating vehicular access to Elm is proposed during seasonal athletic events. One way traffic is proposed on Mathews year-round to allow for sidewalk widening on the university side of the promenade and to provide a drop-off area in front of the Gallagher Center.

Goals & Objectives

- Maintain Small Town Feel
- Visually Appealing Community
- Link Neighborhood & Commercial
- Promote Business Development
- Ensure a Safe Community
- Be a Well Planned and Attractive Community



University & Community Corridor Revitalization Plan

Stillwater, OK
Oklahoma State University

North

Scale 1"=600'

RM Plan Group
Nashville, TN

Proposed Improvements Based on Need. The University and Community Corridor is recommended for improvements including streetscape enhancements and building development.

Monroe. Streetscape improvements along Monroe include preserving a 120 foot visual streetscape corridor, from building face to building face, along a ceremonial boulevard. Extending university style landscape and lighting from University to 6th will further enhance the boulevard as the primary university entrance. The green set-back which exists on the west side of the street is recommended to be implemented on the east side and a tree-lined boulevard will be planted. Preserving existing mature vegetation and widening sidewalks are recommended to integrate a formal street character.

Areas marked as infill to redevelop for public space include the site of the proposed landscape entry design for the OSU campus. As a visual element which marks the university gateway, this public space has limited pedestrian accessibility.

Proposed building improvements along Monroe are designed to reflect a strong university influence. Recommendations are to maintain Greek housing which displays university character and to encourage OSU to infill with administrative offices along Monroe using university style grand architecture. Adaptive reuse of existing buildings as university offices will complete the boulevard as a ceremonial entry.

Washington. Recommendations for streetscape improvements along Washington include recognizing the potential for extensive pedestrian opportunities. A 70 foot visual streetscape corridor exists from building face to building face on Washington. The necessary distance from one building to another on a two lane street with parallel parking that includes 3 foot sidewalks is only 50 feet, therefore 10 feet can be added to the sidewalk on each side of the street. Widening of sidewalks allows for outdoor gathering spaces, landscaped areas and pedestrian amenities including lighting, benches and signage.

Developing the entrance at 6th and Washington for public space will repeat the green space designated at 6th and Monroe and establish a commercial gateway. Developing public space at the northern edge along University provides outdoor gathering areas for entertainment and recreation. Retail infill designated to replace buildings and vacant lots will be designed in the style of the existing architectural character of Washington providing unified, pedestrian scale storefronts. Maintaining Greek housing on the northern end of Washington links the university to commercial activity nodes on Washington. Adaptive reuse of existing architecture by developers will improve street character by introducing village commercial activity. Architectural renovation will maintain existing businesses with desired activities which are thriving. Areas designated to be removed for parking have been identified in locations which provide safe and easy access to storefronts.

University. Streetscape improvements along University propose limiting curb cuts for improved pedestrian access. The development of a 150 foot-plus visual streetscape corridor will beautify the edge of the university as a formal lawn.

Maintaining existing Greek houses continues university style landscape and architecture to the south side of the street. Designated residential style commercial buildings near Hester are maintained and are setback from the green corridor. Some buildings along University have been designated for architectural renovation to reflect university style architecture.

Knoblock – 3rd to University. Streetscape improvements include developing the 110 feet of hardscape which exists between buildings on the east and west sides of the street. A designed pattern for consistent on-street parking provides landscaped areas for pedestrian gathering spaces. Maintaining existing streetscape amenities while enhancing sidewalks and parking will further enhance the pedestrian atmosphere. Parking lots between 3rd and 4th should be screened from the street by vegetation or low walls.

To retain the pedestrian scale of existing architecture, the proposal maintains the strong building edge along Knoblock accented by current awnings. The mixed-use character of existing businesses enhances economic viability and provides a transition zone from commercial to residential areas. Architecturally renovating designated buildings on the west side of Knoblock creates a style unique to this specific activity center.

Knoblock - University to Elm. The university lawn on the west side of Knoblock creates a visual corridor in excess of 150 feet from buildings on the west side to the nearest visual barrier on campus. Limiting curb cuts and providing parking at the rear of buildings will allow more space for pedestrian activity on the east side. A designed pattern for consistent on-street parking designates a retail node and aesthetically enhances the pedestrian streetscape. The creation of a public gathering space on the southeast corner of Elm and Knoblock provides a visual gateway for students and members of the community to enter onto Elm.

Entertainment and specialty retail infill along Knoblock provides a retail connector between Elm and 3rd. Developing a continuous storefront with awnings enhances pedestrian scale architecture and encourages pedestrian activity. Continuing lighting, signage and paving found along Elm south to 3rd will further to connect the entertainment and specialty retail strip. Architectural renovation is recommended for designated buildings which are not conducive to the desired character of Knoblock.

Knoblock - Elm to Mathews. A visual corridor in excess of 150 feet exists between commercial and residential buildings on the east side of the street and university buildings on the west. The proposed landscape buffer for parking extends along the west side of Knoblock from Elm to Mathews and along the parking lot on the north side of Mathews. Pedestrian gathering spaces created by developing the south-bound lane of university owned roadway will encourage sports fans to walk down to Elm for shopping and service retail. This promenade with street lights, paving, and benches extending up from Elm will encourage vendors and other pedestrian scale activities along the street.

Two lanes of one way traffic are proposed from Duck going west on Mathews, and on lane moving south on Knoblock to Miller. A drop-off lane in front of the Gallagher Center merges with south-bound traffic. Proposed expansion of the alley between Duck and Knoblock will ease traffic congestion. The removal of on-street parking and implementation of interior collector lots for residents will continue traffic flow improvements.

Architectural renovation for buildings on Knoblock between Mathews and Elm are recommended to be designed in the residential character of that section of street. University infill on the corner of Mathews and Knoblock replaces existing multi-family housing with university housing designed in the architectural style of the campus to link the university with residential areas.

Elm. Developing the 90 foot streetscape corridor along Elm includes narrowing the roadway where possible to allow for wider sidewalks

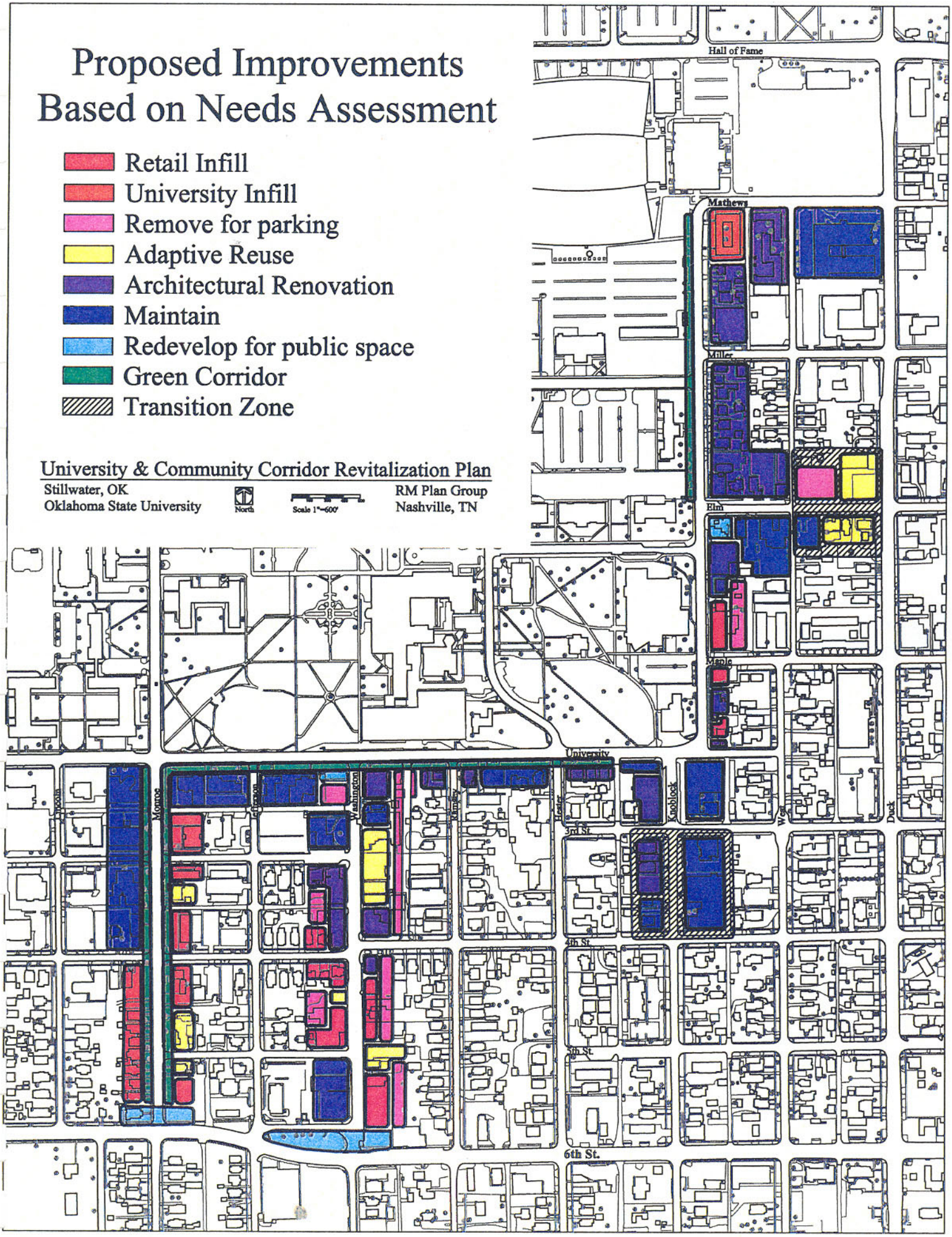
provided vehicle parking and passage on the street is maintained. Maintaining and expanding existing streetscape amenities and pedestrian scale architectural facades are recommended. Closing the street to vehicles on game days and providing temporary restroom facilities for excessive crowds during athletic events will create more activity on the streets and sidewalks, encouraging retail activity.

Arranging for trash pick-up in the alley beside Eskimo Joe's will remove trash receptacles from the street and provide more space for outdoor seating and gathering areas. A design for consistent on-street parking with landscaping and vegetation to screen parking lots from the street improves the architectural character of Elm.

Architectural renovation of designated buildings on the north side of Elm is recommended to imitate the character of architecture on the southern side which encourages pedestrian activity. Adaptive reuse is suggested for buildings with a mix of use which exist in the transition zone between commercial and residential areas.

Proposed Improvements Based on Needs Assessment

- Retail Infill
- University Infill
- Remove for parking
- Adaptive Reuse
- Architectural Renovation
- Maintain
- Redevelop for public space
- Green Corridor
- Transition Zone



University & Community Corridor Revitalization Plan

Stillwater, OK
Oklahoma State University

North

Scale 1"=600'

RM Plan Group
Nashville, TN

Design Plan. As an outgrowth of the Comprehensive Community Plan, an adjunct plan, the University and Community Corridor Revitalization Plan has been undertaken to specifically address streetscaping and urban improvements in selected areas adjacent to OSU. The targeted area includes the area bordered by 6th Street to the south, Mathews to the north, Monroe to the west and Duck to the east.

Proposed improvements include maintenance of a green corridor along Monroe, University and the northwest blocks of Knoblock between Elm and Mathews. A promenade proposed for this area along Knoblock connects pedestrian traffic from athletic buildings to Elm Street.

University infill is proposed along Monroe, including an OSU identity sign at 6th, creating a ceremonial boulevard into the campus. Retail infill proposed for the southeast blocks of Knoblock will connect existing retail on Elm and Knoblock south of University.

Improvements proposed for Washington include neighborhood commercial infill, architectural renovation of some buildings and streetscape improvements. Widening the sidewalks ten feet allows for outdoor and gathering. Slowing traffic provides a safer pedestrian environment.

A village residential concept is proposed along Jefferson, linking a common green to the University lawn.

A Greek campus proposed along Jefferson north of 3rd Avenue includes 2 new Greek houses, combining ample parking with outdoor recreational spaces.

Washington Street/Monroe Street. The focus of the planning area is bordered by Washington to the east, Monroe to the west, 6th Street to the south and University Avenue to the north. A village residential development is recommended at Jefferson north of 4th Street. The proposal calls for Jefferson to terminate at 4th, opening onto the main lawn of the development. Increasing the residential density of the area between Washington and Monroe encourages economic vitality for commercial areas and provides University housing near campus.

Streetscape improvements along Washington are first priority, followed by neighborhood commercial infill on southern Washington combined with rear parking lot development, including removal of a residence behind Dupree's Sports Equipment. A second phase of development includes removal and replacement of buildings along Washington which are not consistent with street character including the Business Telecommunications building, and the Barn. A second residence behind Dupree's and the bar behind J.R. Murphy's can then be removed for more parking.

Streetscape improvements including traffic light poles, light poles, bike racks, litter receptacles, and benches are amenities which enhance the street at a pedestrian scale after widening of sidewalks and parallel parking have been implemented. Other improvements include the moving of trash bins to rear parking lots and the paving of alleys for trash pick-up. Shade trees are proposed at corners to retain business visibility. Moving inlets from the street to the curb, warping the curbs for handicap accessibility, placing utilities underground, and attaching signs to storefronts propose other street improvements.

Washington Street Proposed Building Use. Of the three buildings that are currently proposed to be removed for infill, two structures have an existing commercial use, the other is residential. The proposed replacement buildings are recommended to be closer to the sidewalk, designed in the architectural character of the street and to have a neighborhood commercial use downstairs with residential upstairs.

Recommended buildings to be removed for parking include two residences, a 12 unit apartment building and portions of two commercial buildings. Existing buildings designated in previous analysis are recommended for architectural renovation.

Washington Street Proposed Parking. Six parking spaces lost on Washington near Sixth Street will be accounted for as new on-street parking is developed near University Avenue. New parking is proposed at the rear of buildings, adding 143 spaces and allowing for rear entries which encourage business owners to beautify the back of their stores with awnings and entrances. Reducing the width of the existing oversized traffic lanes along the street succeeds to slow traffic and provide increased visibility for businesses. Narrowing the road width will allow for wider sidewalks permitting outdoor cafes and encouraging pedestrian use.

Washington Street Proposed Planting. The intent of the proposed planting design for Washington is to provide flowering trees at rear parking lots and shade trees on street corners. Annual color will be provided by private business owners after existing concrete planters are removed. Shade trees along Monroe are proposed to intensify the density of existing trees.

Monroe Street/OSU Primary Entrance. Streetscape improvements along Monroe include decorative traffic light poles, University style light poles, and decorative paving at the intersection with 6th and at the landscaped median which separates traffic near the intersection. An OSU identity wall designates Monroe as the primary entrance into the campus. Parking lots which adhere to the green corridor set-back are screened with four foot brick walls and flowering trees.

The following is a list of drawings in the order they appear.

- University and Community Corridor
- Washington St./Monroe St. Planning Area
- Washington St. Improvements
- Washington St. Proposed Building Use
- Washington St. Proposed Parking
- Washington St. Proposed Planting
- Monroe St./OSU Primary Entrance

University & Community Corridor Revitalization Plan

Stillwater, OK
Oklahoma State University

North

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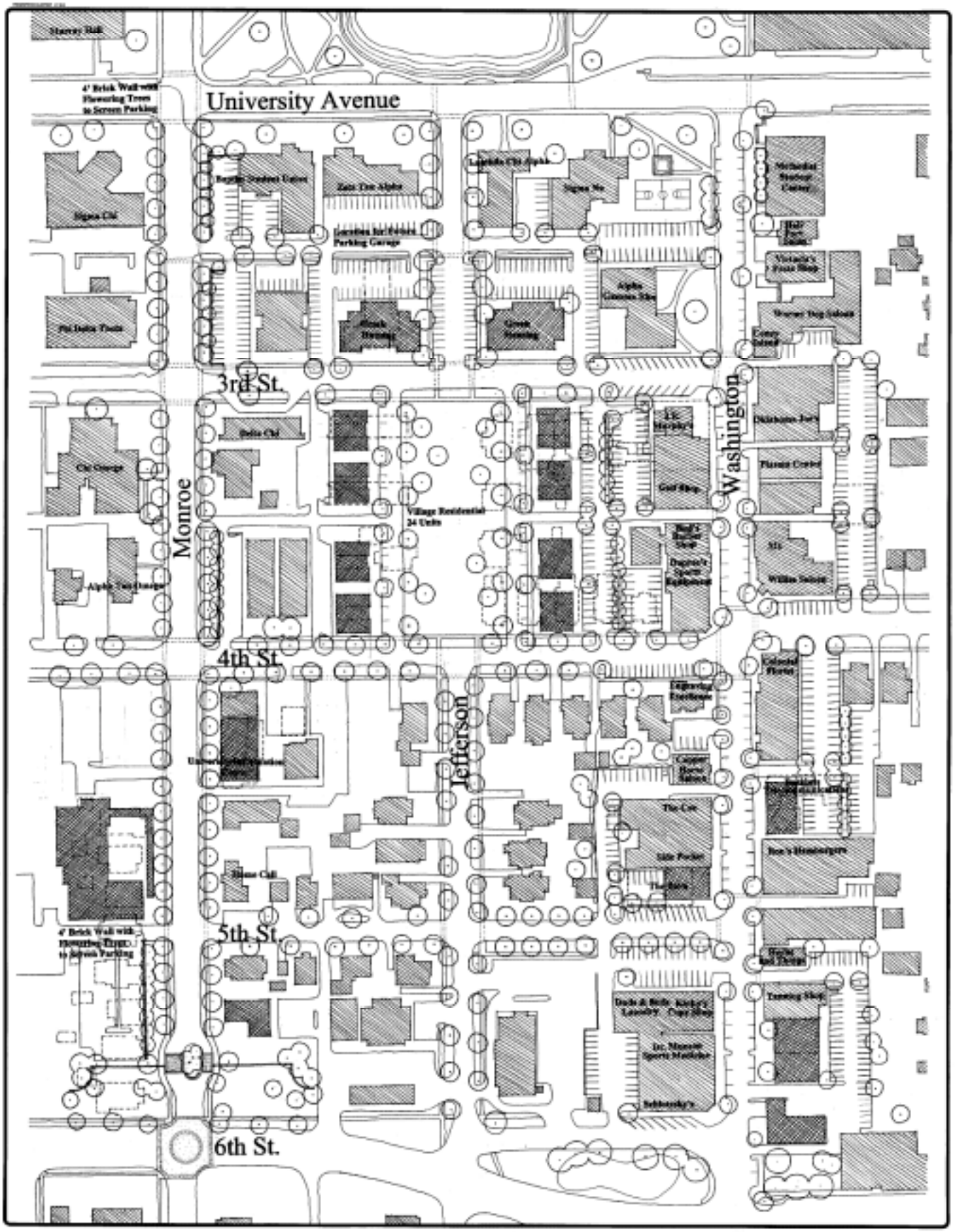
Scale 1"=120'

RM Plan Group
Nashville, TN



Washington Street / Monroe Street

University & Community Corridor Revitalization Plan

Stillwater, Oklahoma Scale 1"=50'

North

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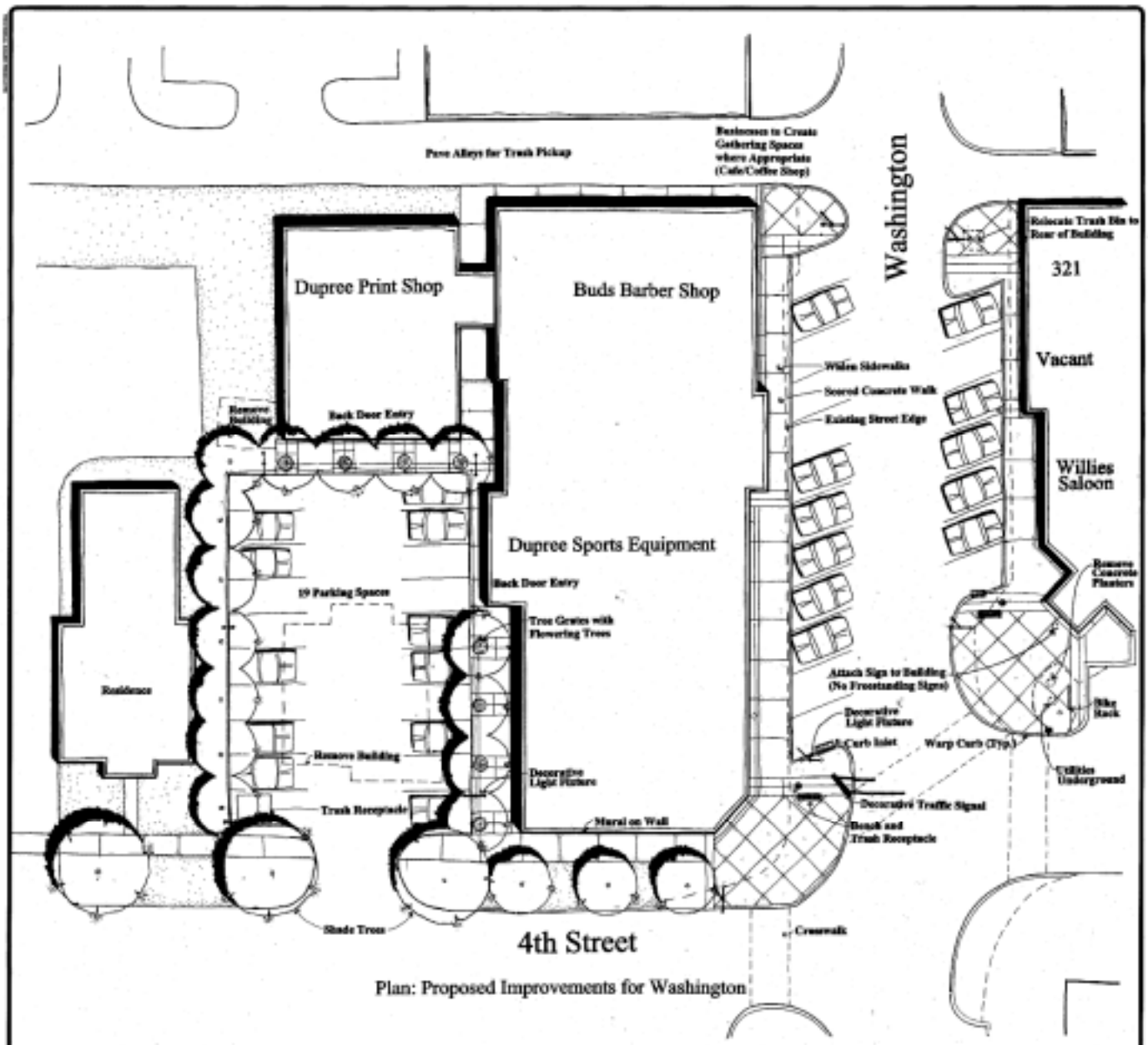
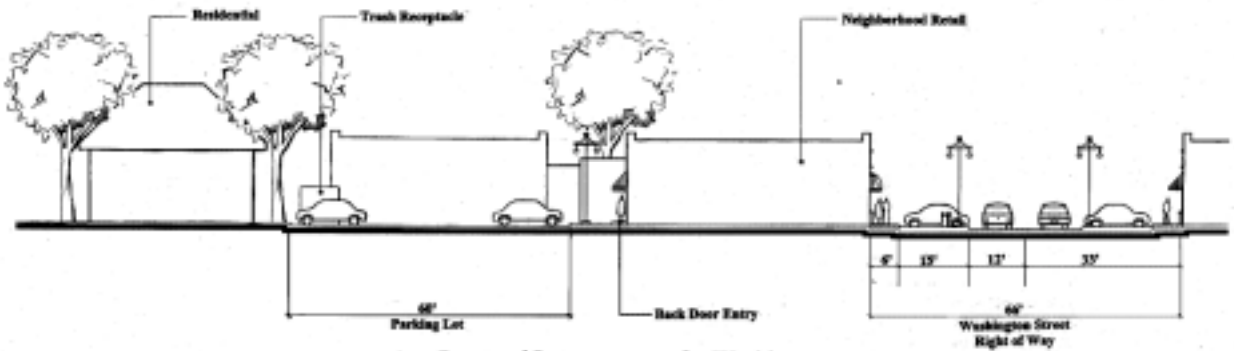
Nashville, Tennessee



Plan: Proposed Improvements for Washington



Section: Proposed Improvements for Washington

Washington Street Improvements

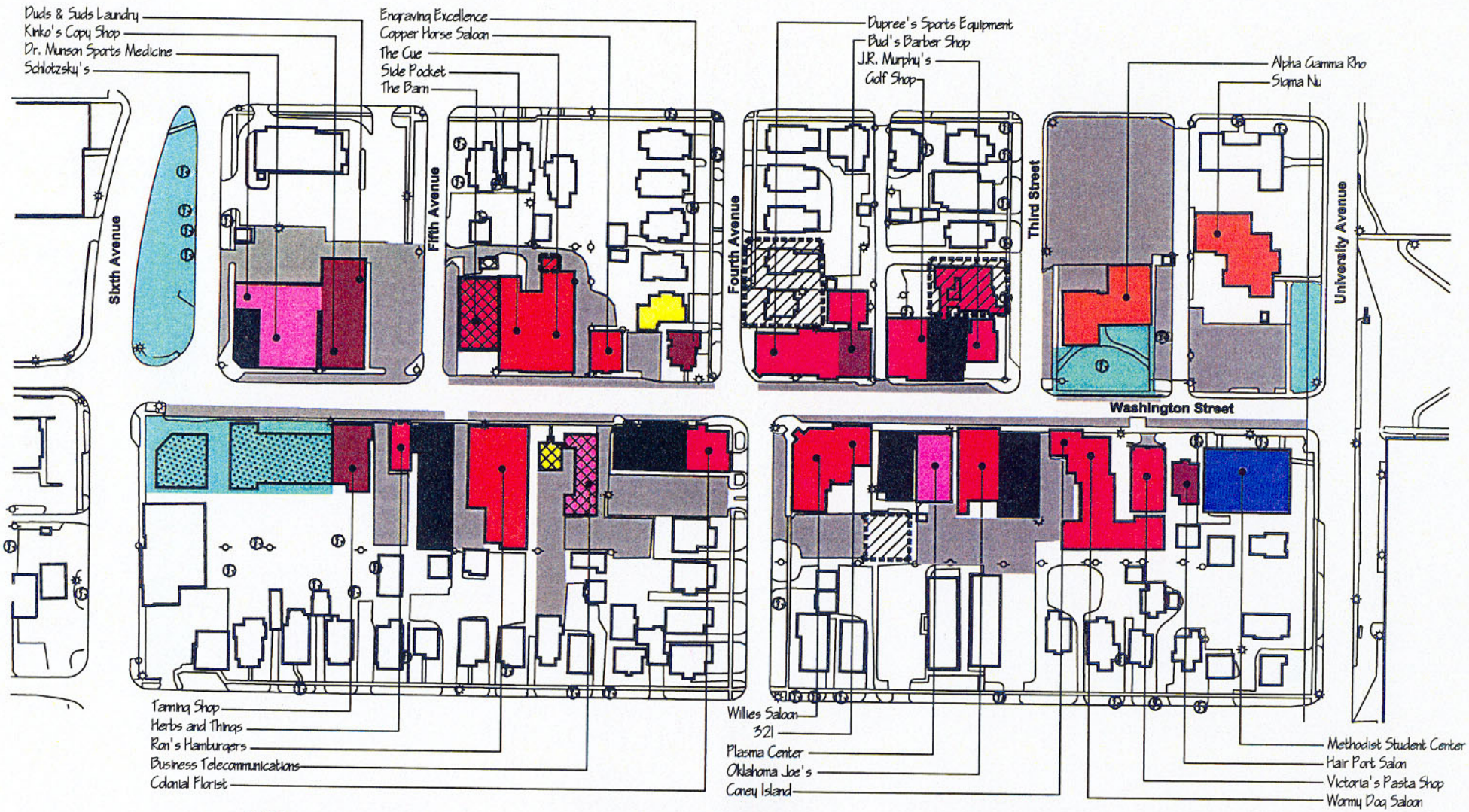
University & Community Corridor Revitalization Plan

Stillwater, Oklahoma Scale 1"=10'

North

plan group

Nashville, Tennessee


Duds & Suds Laundry
Kinko's Copy Shop
Dr. Munson Sports Medicine
Schlotzsky's
Engraving Excellence
Copper Horse Saloon
The Cue
Side Pocket
The Barn
Dupree's Sports Equipment
Bud's Barber Shop
J.R. Murphy's
Golf Shop
Alpha Gamma Rho
Sigma Nu
Sixth Avenue
Fifth Avenue
Fourth Avenue
Third Street
University Avenue
Washington Street
Tanning Shop
Herbs and Things
Ron's Hamburgers
Business Telecommunications
Colonial Florist
Willies Saloon
321
Plasma Center
Oklahoma Joe's
Coney Island
Methodist Student Center
Hair Port Salon
Victoria's Pasta Shop
Wormy Dog Saloon
Remove for Parking
Infill Vacant Lot
Remove for Infill
Single-Family
Multi-Family
Retail
Office
Restaurant/Bar
Service
University
Public
Open Space
Vacant
Parking
WASHINGTON STREET PROPOSED BUILDING USE
University & Community Corridor Revitalization Plan
Stillwater, Oklahoma
Oklahoma State University
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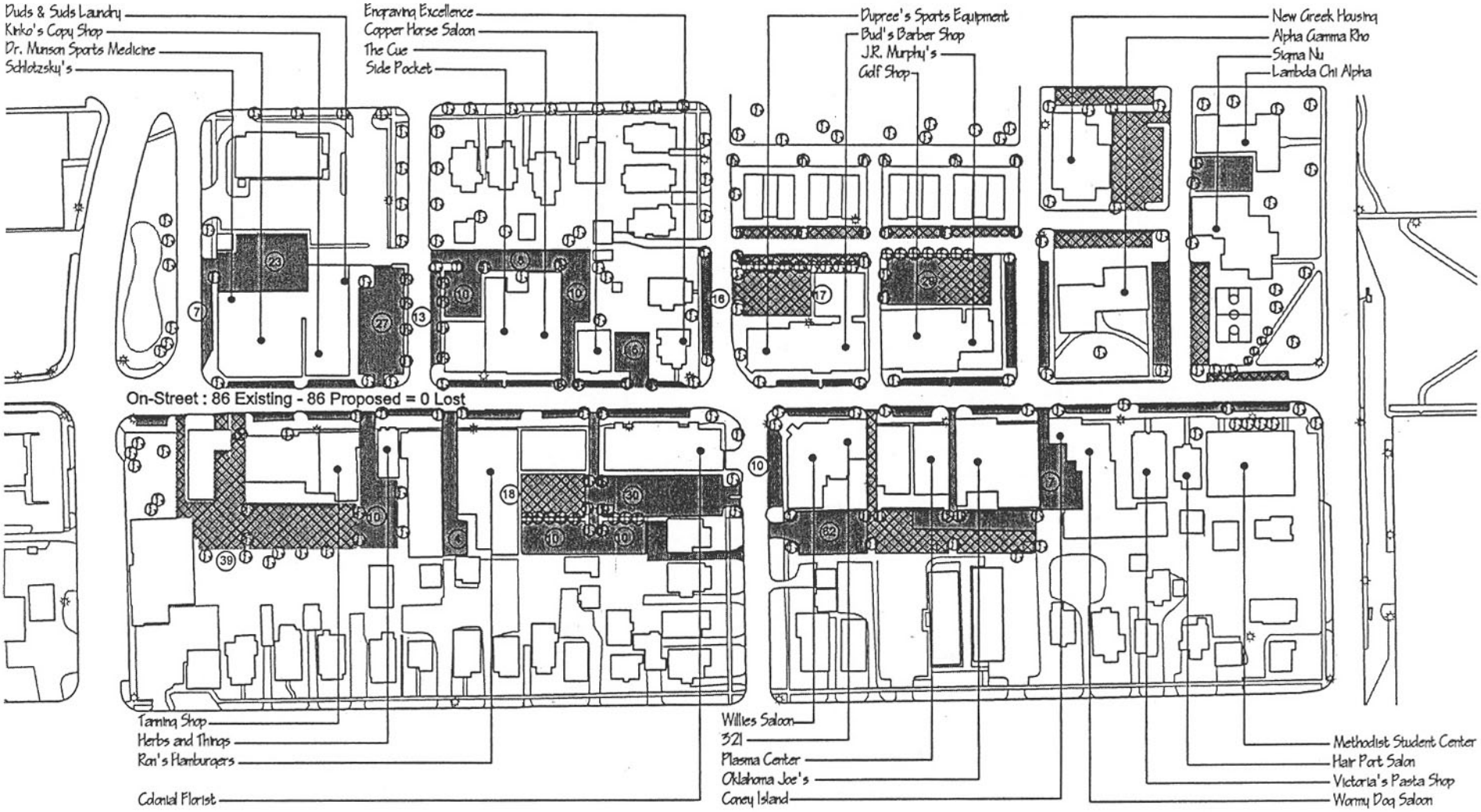
Scale 1"=120'-0"
NORTH
RM Plan Group
Sheet 1 of 1



PARKING COUNT TOTALS

585 Proposed

442 Existing

143 Gained

Existing Parking

Proposed Parking Layout

WASHINGTON STREET PROPOSED PARKING

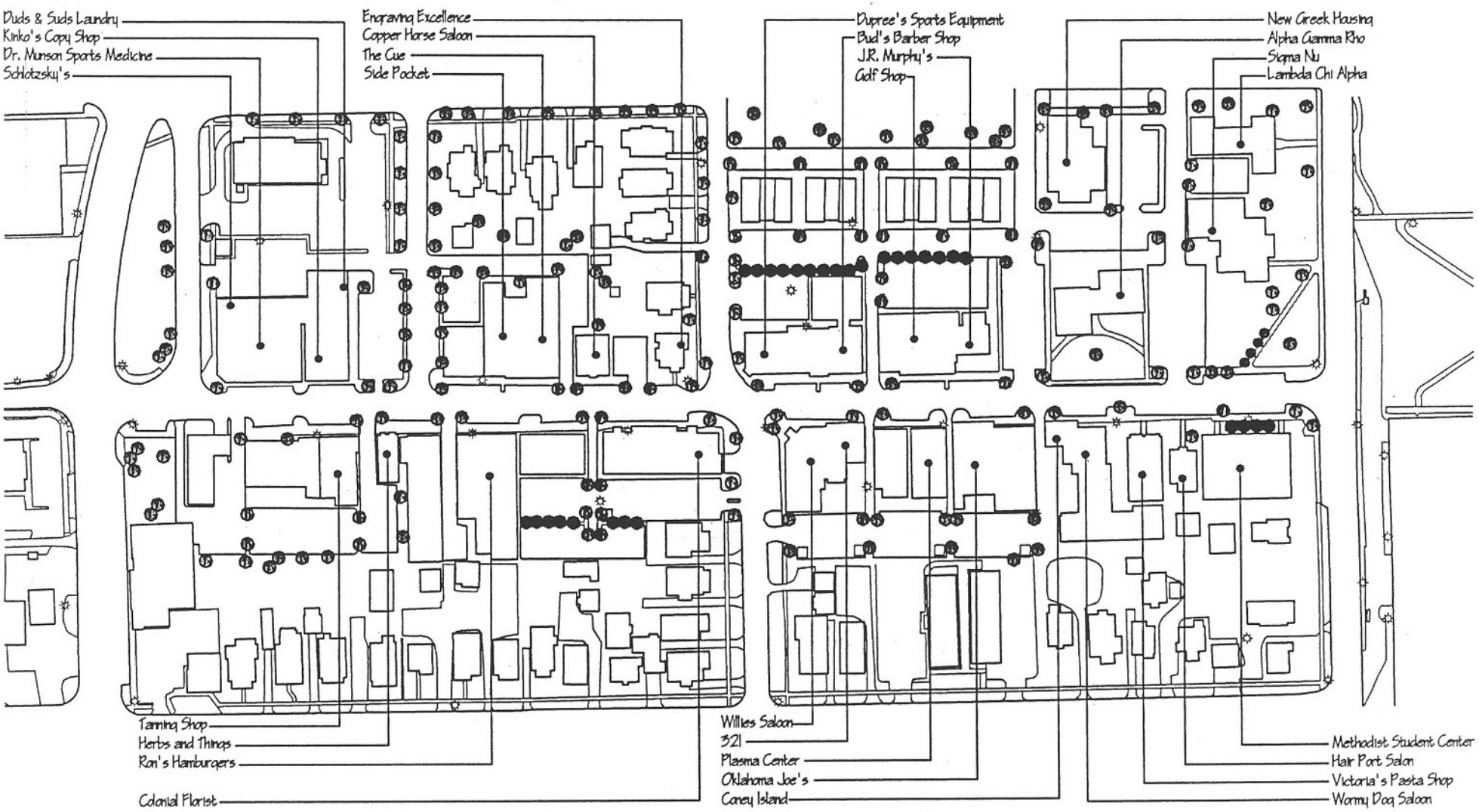
University & Community Corridor Revitalization Plan

Stillwater, Oklahoma
Oklahoma State University

0 30 60 120 180
Scale 1"=120'-0"

NORTH

RM Plan Group
Nashville, Tennessee



Shade Trees
- Fruitless Sweetgum
- Green Ash 'Summit'
- Ginko

Flowering Trees
- Winterking Hawthorn
- Yellowood
- Yoshino Cherry

WASHINGTON STREET PROPOSED PLANTING

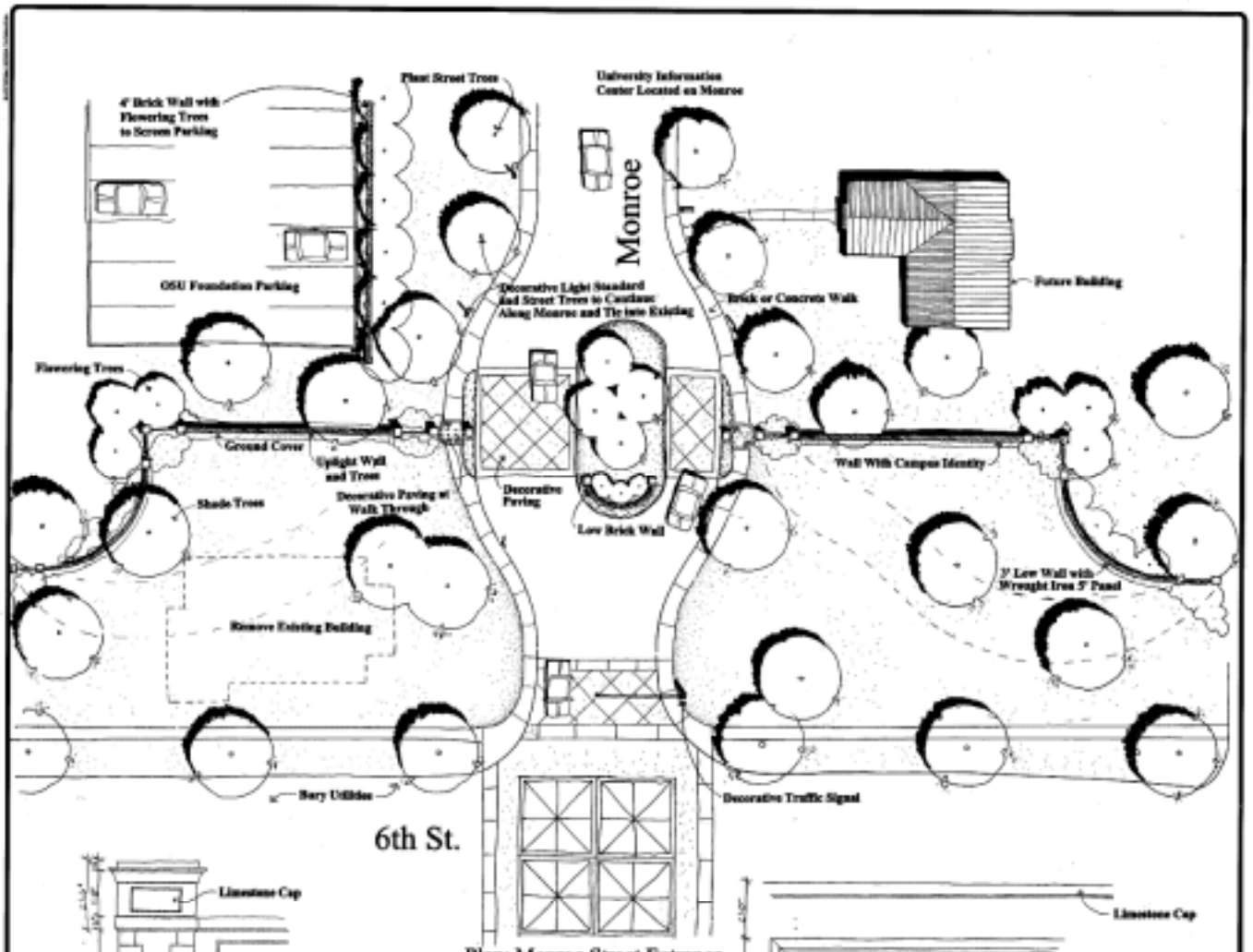
University & Community Corridor Revitalization Plan

Stillwater, Oklahoma
Oklahoma State University

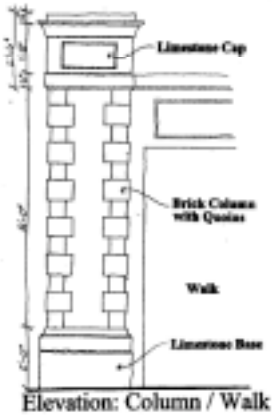
0 30 60 120 180
Scale 1"=120'-0"

NORTH

RM Plan Group
Nashville, Tennessee



Plan: Monroe Street Entrance



Elevation: Column / Walk Through

Elevation: Wall / Limestone Sign

Elevation: Monroe Street Entrance

Monroe Street / OSU Primary Entrance

University & Community Corridor Revitalization Plan

Stillwater, Oklahoma Scale 1"=10'

North

rm plan group

Nashville, Tennessee

Gateways and Corridors

Goal Relationship. Corridors are the physical means of connecting people with places, activities and other people. Gateways are intended to identify arrival with the community. The community seeks to increase its visual appeal by enhancing its main entries and corridors. Part of Stillwater's vision for a more physically attractive community involves *gateways that provide a sense of arrival and wayfinding.* The primary goal relating to the gateways and corridors is:

- To have main entries/corridors well-planned and designed.

Corridor Types. The following eight types of corridors have been identified in Stillwater:

- Regional Through-Corridor;
- University Through-Corridor;
- University Commercial Corridor;
- Primary Downtown Corridor;
- Secondary Downtown Corridor;
- Tertiary Downtown Corridor;
- Park Corridor; and,
- Residential Connecting Corridor.

Primary regional access to Stillwater is achieved by Washington Street via the Cimarron Turnpike and Highway 51 (6th Avenue). These Regional Through-Corridors connect Stillwater to the greater region. University Through-Corridors direct commuters to and around the campus. University Commercial Corridors contain primarily businesses which rely on university patrons. Downtown Corridors are ranked by amount of commercial activity. Park Corridor describes areas where vegetation has been preserved. Residential Connecting Corridors define primary access to residential areas.

Entries. The access points where three of the major corridors intersect are recommended for enhancements which promote a sense of arrival with landscaping, street furniture and signage. The following three locations have been identified as corridor entries.

- 6th Avenue at Washington;
- 6th Avenue at Main; and,
- 6th Avenue at Perkins.

Regional Through-Corridors

6th Avenue from Range to Jardot

Main Street from 6th Avenue, north to Cimarron Turnpike

Washington Street from Boomer to Hall of Fame

University Through-Corridors

Monroe from 6th Avenue to just past University

University from Knoblock to just past Monroe

Knoblock from University to Mathews

University Commercial Corridors

Washington from 6th Avenue to University

Knoblock from 4th Avenue to University

Primary Downtown Corridors

Main from 6th Avenue to 10th Avenue

Secondary Downtown Corridors

Husband from 6th Avenue to 9th Avenue

Main from 10th Street to 12th Avenue

Lewis from 6th Avenue to 9th Avenue

Lowry from 6th Avenue to 9th Avenue

7th Avenue from Husband to Lewis

8th Avenue from Husband to Lewis

9th Avenue from Husband to Lewis

Tertiary Downtown Corridors

Duck from 6th Avenue to 12th Avenue

Duncan from 6th Avenue to 12th Avenue

Husband from 9th Avenue to 10th Avenue

Lewis from 9th Avenue to 10th Avenue

7th Avenue from Duck to Husband

8th Avenue from Duck to Husband

9th Avenue from Duck to Husband

10th Avenue from Duck to Duncan

12th Avenue from Duck to Duncan

Park Corridors

Lowry from 7th Avenue to 10th Avenue

7th Avenue from Lewis to the railroad

8th Avenue from Lewis to Lowry

9th Avenue from Lewis to Perkins

10th Avenue from Lowry to the railroad

Residential Connecting Corridors

Elm from Knoblock To Duck

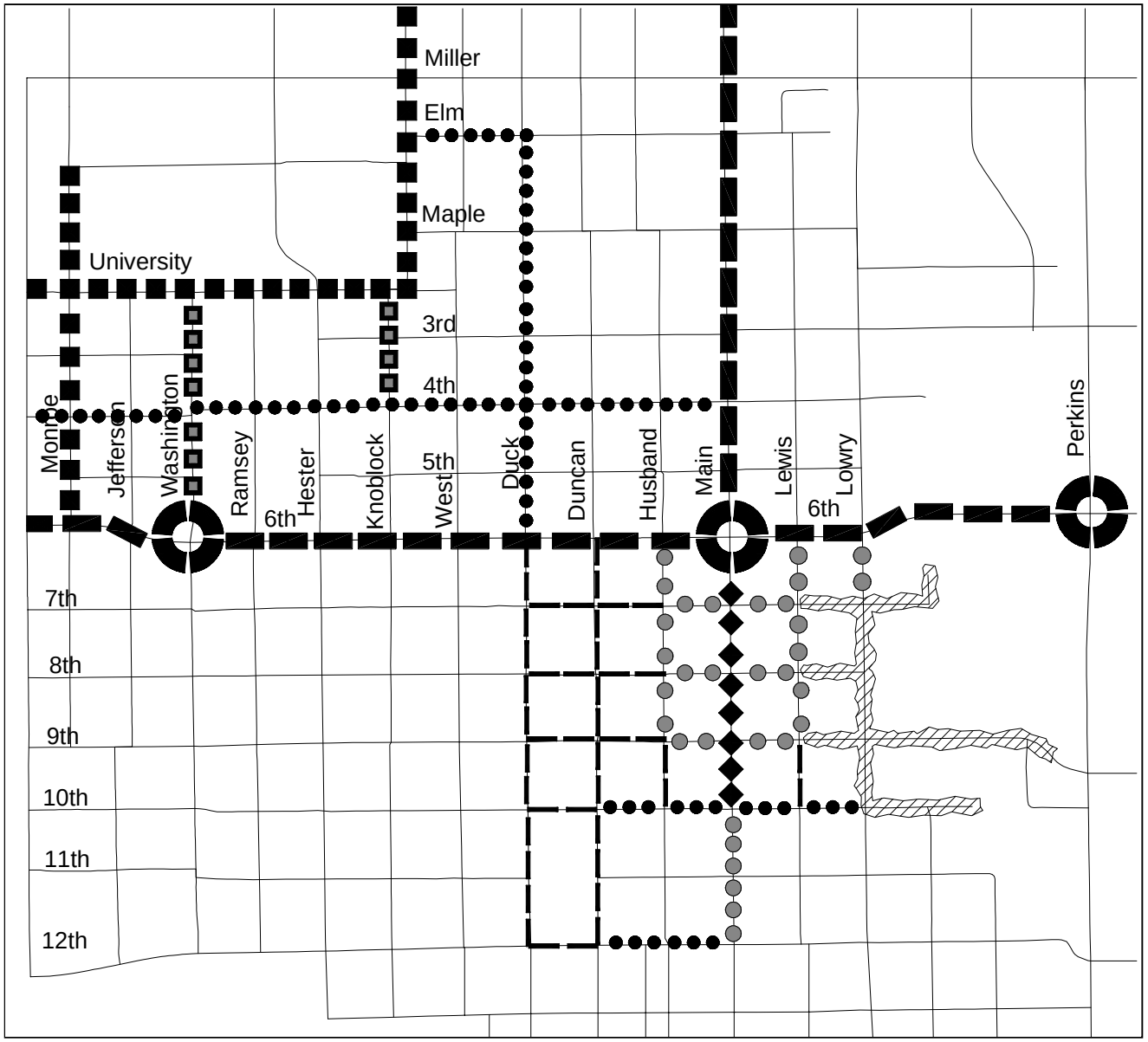
Duck from Elm to 6th Avenue

4th Avenue from Main to just past Monroe

10th Avenue from Duncan to Lowry

12th Avenue from Duncan to Main

Duncan from 10th Avenue to 12th Avenue



Legend

- Regional Through Corridor
- University Through Corridor
- University Commercial Corridor
- Primary Downtown Corridor
- Secondary Downtown Corridor
- Tertiary Downtown Corridor
- Park Corridor
- Residential Connecting Corridor
- Entry

Connector Corridor Types

STILLWATER, OK

north

0 1625 3250 4875 6500

Scale 1"=6500'

rm plan group ● Nashville
community & campus planners

Corridor Design Improvements. In order to create a unified appearance, it is recommended that some common elements be incorporated into the design of Stillwater's major corridors. The use of tree-lined streets, uniform signage and street furniture is recommended as a means of integrating corridors. Inappropriate/ incompatible uses within the corridors should be corrected through their relocation or compliance with compatibility standards.

Regional Through-Corridors and Primary Downtown Corridors. The following guidelines are recommended for the enhancement and integration of appearance for regional through-corridors and primary downtown corridors.

- Recapture and/or expand edge of Right-of-Way for pedestrian use;
- Define and create a sense of place that is "essential Stillwater";
- Maintain continuous roadbed width to accommodate through traffic;
- Maintain parking on both sides of street;
- Develop sidewalk corridor through addition of street trees, street furniture, historic lighting and signage attached to building fronts;
- Identify primary intersections with decorative paving; and,
- Encourage office and residential uses on second and third floors.

University Commercial Corridors. The following guidelines are recommended for the enhancement and integration of appearance for university corridors.

- Minimize road width by alternating parallel parking with landscaping on either side of street;
- Widen sidewalk and create outdoor gathering spaces;
- Utilize backs of buildings for service and parking;
- Balance vehicular and pedestrian uses along Washington Street to create an active connection between the University and 6th Avenue; and,
- Pull the "sense of place" of Washington Street down to intersection at 6th Avenue to create a gateway.

Secondary and Tertiary Downtown Corridors. The following guidelines are recommended for the enhancement and integration of appearance for downtown corridors.

- Enhance appearance of on-street parking through diversity of uses, decorative paving and islands of planting;
- Encourage a mix of building uses to include civic, commercial, office and residential;
- Provide outdoor public space for civic, cultural and recreational opportunities downtown; and,
- Allow for diverse development of sidewalk corridor ranging from residential to urban outdoor gathering spaces.

Park Corridors. The following guidelines are recommended for the enhancement and integration of appearance for park corridors to connect Downtown with the greenway.

- Connect tree-lined sidewalks on identified as park corridors to paved or unpaved trails along the greenway;
- Create crosswalks and pedestrian amenities at intersections along park corridors; and,
- Provide signage directing pedestrians to the greenway from Downtown.

Residential Connecting Corridors. The following guidelines are recommended for the enhancement and integration of appearance for residential connecting corridors.

- Maintain sidewalks along the streets identified as residential connecting corridors to encourage pedestrian use as a connection to commercial areas;
- Enhance intersections of corridors with crosswalks, pedestrian amenities and

- signage identifying the neighborhood; and,
- Intensify pedestrian-scale lighting to promote safety along residential connecting corridors.

Gateway Types. Four levels of gateway treatment have been identified for use in Stillwater. They include the following:

- Regional gateways;
- Community gateways;
- Entries; and,
- Directionals.

Gateway Locations. Regional gateways are associated with the primary regional access to the community. It is recommended that gateways be established along Stillwater's regional through-corridors. Specific locations include the following.

- Washington Street between Ranch and Cherokee Streets;
- 6th Avenue at Range Road; and,
- 6th Avenue at Fairgrounds Road.

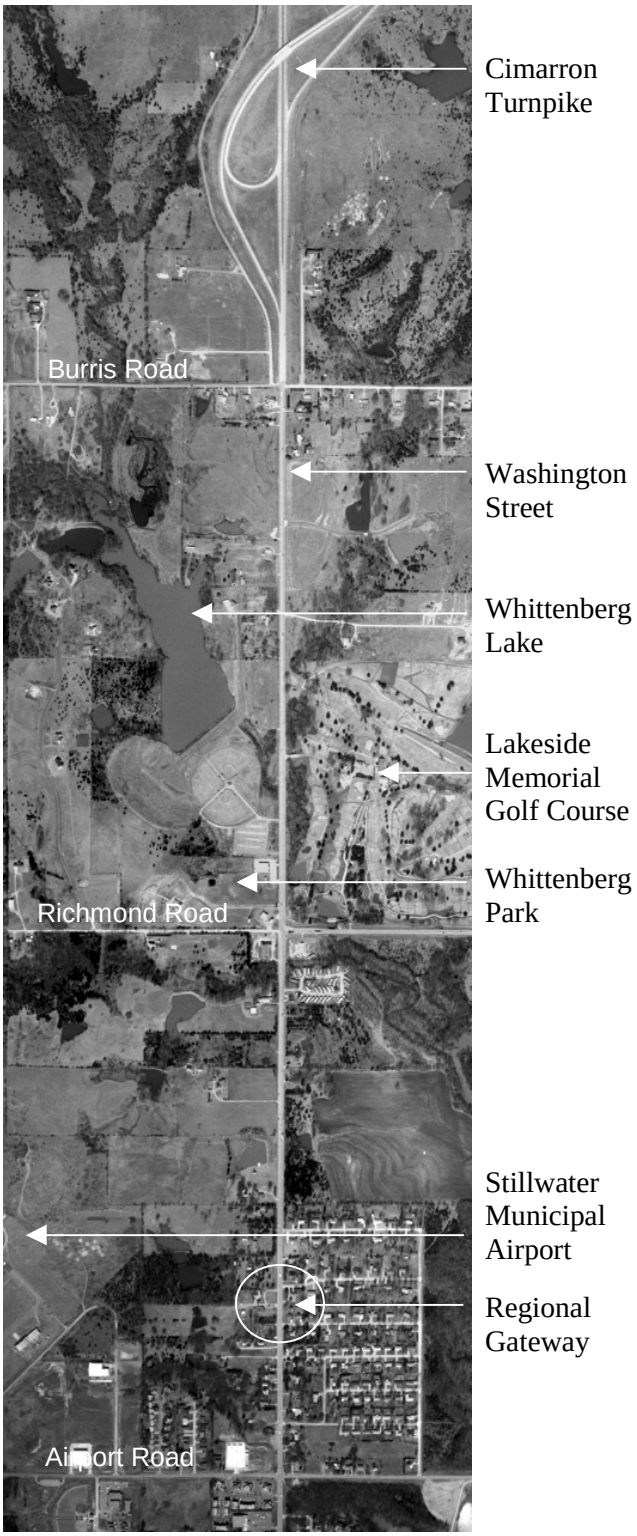
Community gateways are of a more moderate scale than regional gateways. Two community gateway locations are recommended. These are associated with secondary access points into the incorporated area. The following locations are recommended to be enhanced as community gateways.

- 6th Avenue at Jardot Road; and,
- Perkins Road at 32nd Avenue.

Specialized activity areas provide a unique sense of place through cohesiveness of design, scale and use. Entries into such areas should be enhanced in providing a sense of arrival. Two such areas have been identified in Stillwater. They include the following.

- 6th Avenue at Main Street; and,
- 6th Avenue at Washington Street.

To assist visitors in wayfinding, directional signage is recommended. Directionals will provide information at key points along main



Regional Gateway on Washington between Ranch and Cherokee

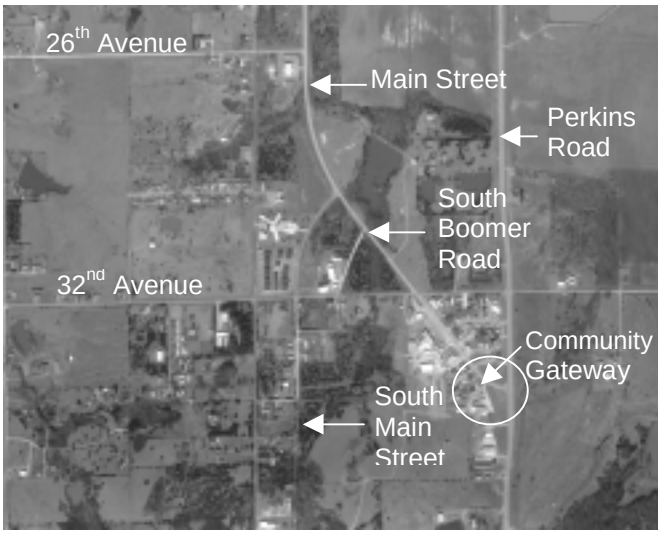
corridors. The recommended locations for directionals are as follows.

- Cimarron Turnpike at Washington Street Exit;
- North Boomer Road at Washington Street;
- Hall of Fame at Perkins Road;
- 6th Avenue at Perkins Road;
- 9th Street at Perkins Road;
- 6th Avenue at Duck Street;
- 6th Avenue at Monroe Street; and,
- 6th Avenue at Western Road.

It is recommended that any portion of these entries in the unincorporated area be incorporated by Stillwater immediately.

Gateway and entry locations are identified on the following map.

Regional Gateway at Range Road and 6th Avenue



Community Gateway at Perkins and South Boomer

Community Gateway at 6th Avenue and Jardot

Legend

- Regional Gateways
- Community Gateways
- Entries
- Directionals

Proposed Gateway System

STILLWATER, OK

Planning Area

north

0 1625 3250 4875 6500

Scale 1"=6500'

rm plan group ● Nashville
community & campus planners

Gateway Design Improvements. Common elements should be included in the design of the gateways and entries in establishing a unified system. The level of development will be determined by the scale of the gateway. General guidelines for gateway improvement include the following:

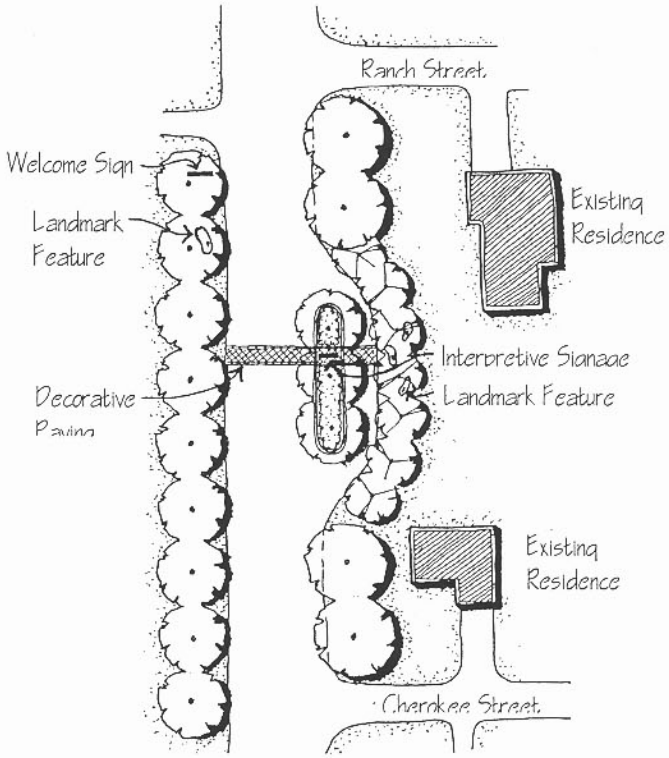
- Landscape materials to include native plants and prairie grasses;
- Ground-mounted sign of native stone;
- Optional paving change to indicate entrance; and,
- Landmark monument.

"Landmark monument" features should reflect Stillwater's identity (*i.e.* cowboys, mustangs, conestoga wagons, bison, etc.). The community should be involved in the selection of this feature. It is recommended that this element be incorporated into the design of gateways and reinforced in the design of public areas.

Guidelines for specific gateway treatments are identified in the following.

Washington Street Regional Gateway. The historic land rush of 1889 is the event with which Stillwater identifies itself as "where Oklahoma began." This event, significant to the history of Oklahoma and the nation, provides Stillwater with an opportunity to promote its unique qualities and contribute to a singular sense of identity. The site, on Washington Street between Ranch Street and Cherokee Street, is currently defined by a simple metal plaque. Improvements are recommended to enhance the site of this momentous event and establish a sense of arrival within Stillwater.

A ground-mounted welcome sign of native stone is recommended for the west side of Washington Street. A landmark monument should be located in conjunction with the sign. Large shade trees should line both sides of the street. A band of distinctive paving indicates entrance into Stillwater and suggests the boundary line at which the land rush began. A turn-out area is recommended to be located on the east side of



Proposed Improvements
Washington Street Regional Gateway

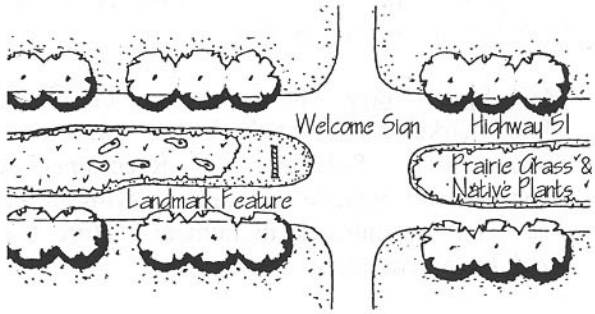
Washington between Ranch Street and Cherokee Street. The turn-out area should include interpretive signage explaining the significance of the site, a repetition of the landmark monument feature and smaller scale landscaping including flowering trees.

Highway 51 Regional Gateway. It is recommended that Highway 51 (6th Avenue) in the area of Range Road be developed as regional gateway. This corresponds with Stillwater's corporate limit and marks the point at which the rural landscape begins to give way to more intensive use.

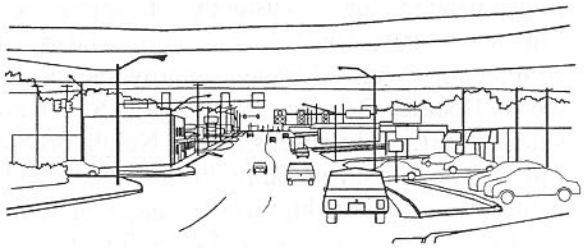
Recommended improvements include large trees on both sides of the street, plantings consisting of prairie grasses and other natives and the selected landmark monument feature. A welcome sign should be located at the intersection of Range Road.

Perkins Road Community Gateway. A secondary regional access point into Stillwater from the south is located at Perkins Road and 32nd Avenue. This location marks a transition from primarily agricultural land use to more intensive commercial use. The view of the greenway from this gateway of the city should be preserved by maintaining the visibility of the stream corridor along Stillwater Creek. Development of the gateway should include a connection to the greenway, ground-mounted signage and enhanced landscaping in a more moderate scale than the regional gateways.

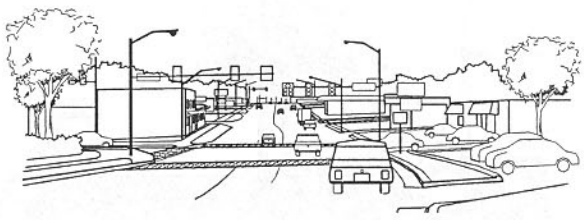
Sixth Avenue Community Gateway. A second community gateway into Stillwater is located at 6th Avenue and Jardot Road. This intersection is located one mile inside the corporate boundary, where intensified commercial land use occurs. Development of this gateway should involve the creation of a vista directed into the community. The vista should include open green space, a connection to the greenway, ground-mounted signage and enhanced landscaping on a moderate scale.



Proposed Improvements
Highway 51 Regional Gateway



Existing Condition of Entry at
6th Avenue and Washington Street

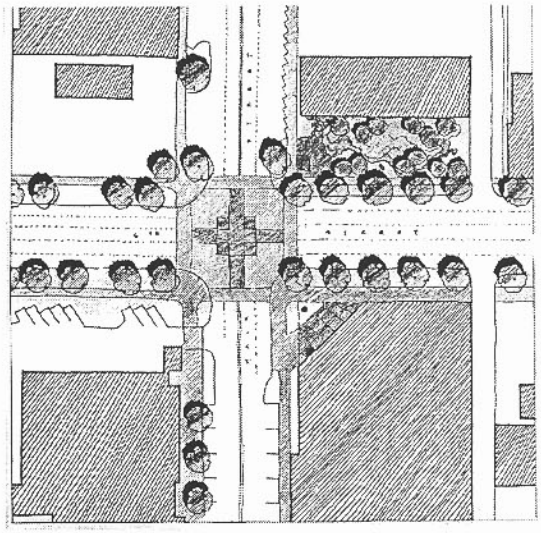


Proposed Improvements of Entry at
6th Avenue and Washington Street

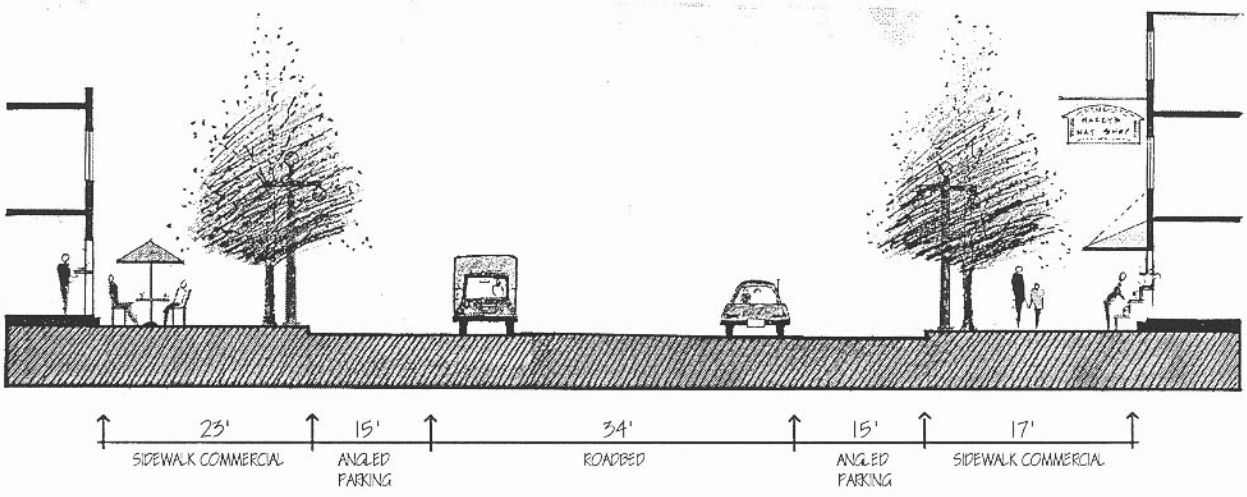
Washington Street Commercial Area Entry. The intersection of 6th and Washington marks the entrance to the Washington Street commercial area. Recommended improvements include buried utilities, decorative paving, street trees, directional signage, landmark monument feature and the development of a public plaza at the northeast corner. This entry and other Washington Street improvements are discussed in greater detail in the University and Community Corridor section.

Main Street Entry. The intersection of 6th and Main marks the psychological entrance into downtown Stillwater. Recommended improvements include decorative paving, street trees, and a landmark monument feature (*i.e.* clock tower, sculpture).

Directionals. Wayfinding signage is recommended at the key points listed above. With the exception of the Cimarron Turnpike location, ground-mounted signage is recommended for consistency of appearance. Enhanced landscaping is recommended in conjunction with signage. Improvements for North Boomer Road at Washington Street are detailed further the discussion of Neighborhood Three. The Cimarron Turnpike location should include appropriate highway signage directing visitors to use Washington Street for entrance into Stillwater.



Proposed Improvements
6th Avenue at Main Street



Street Section of Proposed Improvements along Main Street

Wayfinding

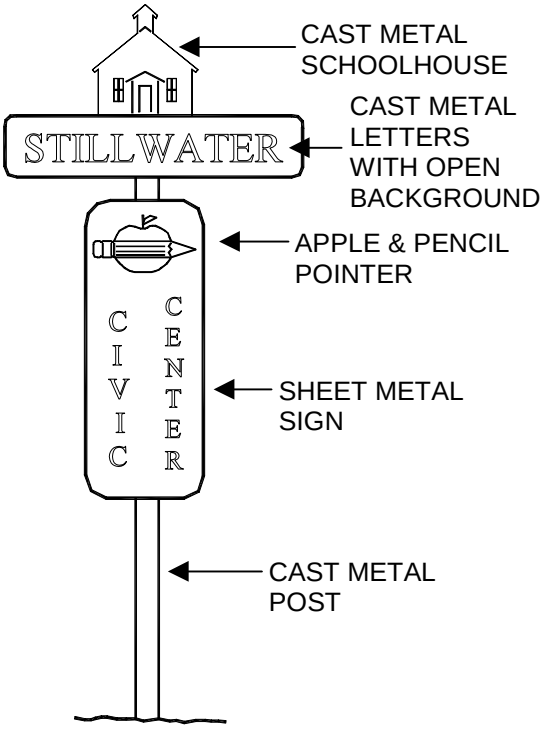
Goal Relationship. Stillwater desires to improve signage and entry appearance to better direct people to areas of interest within the community. There are two primary goals to improve wayfinding within Stillwater:

- To improve the signage and other elements in the community to help visitors and new residents more easily find their way.
- To create an integrated corridor appearance in conjunction with gateways through the use of tree-lined streets, uniform signage and street furniture.

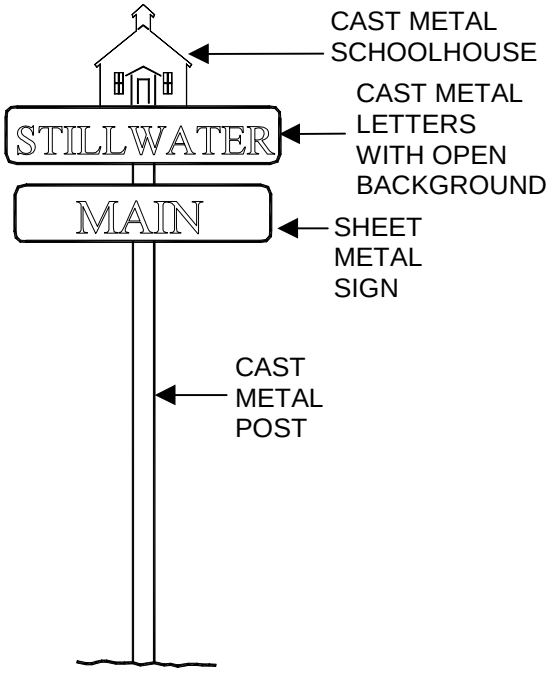
Type. To enhance wayfinding within the community, directional signage is needed which clearly guides drivers, cyclists and pedestrians to the entrances of activity centers. Signs are recommended to be independent, ground-mounted directionals or identifiers which exhibit the spirit of Stillwater and the surrounding prairie landscape. The drawings show a schoolhouse as one possible identifier, the community will need to make a final decision on what actual identifier will be used. Other proposed enhancements at entries include improved landscaping, decorative paving and street furniture.

Entries. Located at entries to activity centers, wayfinding assistance will give direction to areas such as the following:

- Oklahoma State University - Seretean Performing Arts Center; Lewis Field; Reynolds Stadium; Gallagher-Iba Arena;
- Downtown – City Hall.; Shopping and Dining Destinations; Parking;
- Civic Center – Library; Community Center; Museum; Recreational Areas; and,
- Greenway – Access Points; Activity Centers such as the University, Downtown, Civic Center; and Boomer Lake.



Directional Sign



Street Sign

Historic Properties and Districts

Introduction. In order to fully interpret Stillwater in its current context, it is beneficial to identify the buildings and districts that have contributed to its historical and cultural legacy. In the early years of Stillwater, three elements served as primary catalysts for development. These elements were downtown, the University - then known as Oklahoma Agricultural and Mechanical College - and the railroad, and they influenced both the location and, in some cases, the type of development that occurred. Many of the historic properties and districts that follow can be directly linked to these influences.

Goal Relationship. Historic properties and districts must be recognized as cultural resources worthy of preservation because of historical or architectural significance in order to be considered for the national Register of Historic Places. Being listed in the National Register assists in the preservation of historic properties through recognition of its significance, eligibility for tax benefits and qualifies it for federal assistance for historic preservation. A listing on the National Register does not mandate or guarantee the preservation of a structure. There are two primary goals for preserving historic properties in the community:

- To enhance downtown's unique appearance through preservation; and,
- To promote a greater respect for the community's heritage.

Survey of Stillwater. The recently completed Reconnaissance Level Survey of Stillwater, Oklahoma (1997-1998), provides the basis for the following historic resource identification. The consultant is greatly indebted to Dr. George O. Carney, who served as principal investigator, and the Oklahoma Historical Society, which directed the project's funding, for allowing the Survey findings to be included in this Plan.

The Survey identifies individual properties and districts which (1) meet eligibility criteria for the National Register, (2) warrant further study for inclusion in the National Register, and (3) are ineligible for the National Register and warrant no additional consideration. For the purposes of this Community Development Plan, only those properties and districts that are currently eligible or warrant further study for inclusion in the National Register are included. Also, this Plan does not include a text description of the individual properties or districts. This information is available in the aforementioned Survey, which is available to the general public at the Stillwater Public Library.

Individual Properties Eligible for National Register Consideration. A total of ten individual properties are identified in the Survey as meeting age and integrity eligibility criteria for National Register of Historic Places consideration. Other properties in Stillwater are available for consideration. Those identified do not include all possible historic structures. A listing of the properties identified in the survey are as follows:

1. Franklin N. Bacon Home
   1116 S. Chester Street;
2. C. Ray Smith Home
   324 S. Knoblock Street;
3. James H. Robinson Home
   238 S. Duncan Street;
4. M. A. Beeson Home
   311 S. Duck Street;
5. Stillwater Public Library (TMS)
   206 W. Sixth Avenue;
6. National Guard Armory
   (Stillwater Parks and Recreation)
   315 E. Ninth Avenue;
7. I.O.O.F. Hall
   502 S. Main Street;
8. Thomas N. Berry Mansion
   2802 S. Perkins Road;
9. Morrill Hall
   OSU Campus; and,
10. First Church of Christian Science
    (Sheerar Center Museum)
    301 W. Seventh Avenue.

Locations of these properties are illustrated on the accompanying map.

Individual Properties Warranting Further Study. A total of 54 individual properties are identified in the Survey as potentially meeting age and integrity eligibility criteria for National Register of Historic Places consideration. These properties require further study to more fully assess their individual eligibility. A listing of the properties follows:

1. Payne County Motor Company/Harley Thomas Ford Agency
   601 S. Main Street;
2. Carter C. Hanner Post No. 129 American Legion Hall
   607-609 S. Main Street;
3. United States Post Office/M.G. Searcy Grocery
   619-621 S. Main Street;
4. J.E. Powell Building
   720 S. Main Street
5. Billy Boy Pickle Factory
   115 N. Main Street;
6. W.W. Corbin Home
   239 South Duck Street
7. Dark Home
   304 S. Duck Street;
8. Buffington Home
   323 S. Duck Street
9. Briggs Home
   416 S. Duck Street
10. Sanborn Home
    423 S. Duck Street;
11. Glass House
    1124 W. fourth Avenue;
12. Single-Family Dwelling
    1207 W. Fourth Avenue;
13. Multi-Family Dwelling
    421 W. Fifth Avenue;
14. Bryan Motor Agency
    116 E. Sixth Avenue;
15. Walter E. Going Hotel
    114-118 W. Seventh Avenue;
16. Multi-Family Dwelling
    704 W. Eighth Avenue;
17. Jardot Building
    113-117 E. Ninth Avenue;
18. Sam Myers Home
    1320 W. Ninth Avenue;
19. Kinder/Thompson/Jones House
    1214 W. Tenth Avenue;
20. Single-Family Dwelling
    202 W. Elm Street;
21. President J.H. Connell/Swim House
    516 W. Elm Street;
22. Swim Theater/Swim Campus Shop
    520 W. Elm Street;
23. Bellati Home
    2018 W. Sunset Drive;
24. Goodberry Residence/
    Woodberry-Wilson Gas Station
    1623 S. Perkins Road;
25. Gilder House
    1101 S. Chester Street
26. First Church of the Nazarene
    1101 S. Lowry Street;
27. Single-Family Dwelling
    1324 S. Lowry Street;
28. Kappa Sigma Fraternity House
    228 S. Hester Street;
29. St. Francis Xavier Catholic Church
    601 S. West Street;
30. Multi-Family Dwelling
    109-111 N. West Street;
31. Brock Home
    403 S. West Street;
32. Woods Home
    402 S. West Street;
33. St. Francis Xavier Church Rectory
    623 S. West Street;
34. William P. Abercrombie House
    623 S. Lewis Street;
35. United States Post Office
    720 S. Husband Street;
36. Ernest Jenkins Home
    203 N. Husband Street;
37. Marion Reed Home
    402 S. Duncan Street;
38. Peter Miller House
    424 S. Duncan Street
39. Single-Family Dwelling
    123 N. Knoblock Street;
40. Single-Family Dwelling
    802 S. Knoblock Street;
41. Campus Theater
    224 S. Knoblock Street;

42. Kappa Delta Sorority House
    319 S. Ramsey Street;
43. Single-Family Dwelling
    624 S. Ramsey Street;
44. Single-Family Dwelling
    606 S. Ramsey Street;
45. Duncan Home
    1625 W. University Avenue;
46. Single-Family Dwelling
    1301 W. Fourth Avenue;
47. First United Methodist Church
    400 W. Seventh Avenue;
48. Leachman Theater
    424 S. Main Street;
49. Single-Family dwelling
    220 S. West Street
50. Lambda Chi Alpha Fraternity House
    324 S. Monroe Street;
51. Single-Family Dwelling
    222 S. Kings Street;
52. Wilcox House
    310 S. Husband Street;
53. Stillwater A&M Milling Grain Storage and Feed Mill Elevators
    521 E. Sixth Avenue; and,
54. Kappa Delta Sorority House
    703 W. University Avenue.

Locations of these properties are illustrated on the accompanying map.

Proposed Districts Warranting Further Study. Three districts are proposed that potentially meet age and integrity criteria for National Register of Historic Places consideration. The Survey recommends that the three districts undergo an intensive-level survey to more fully determine their eligibility status. The Survey does not propose any districts that are immediately eligible for National Register consideration. A listing of the proposed districts that warrant further study follows:

- College Gardens Residential Area;
- OSU Campus Area; and,
- Greek Row Area.

Locations of the proposed districts are illustrated on the accompanying map.

Existing Properties on the National Register of Historic Places include the following:

1. James E. Berry House
   502 S. Duck Street
2. Citizens Bank Building
   107 E. 9th Avenue
3. William Frick House
   1016 S. West Street
4. Hoke Building
   121 W. 7th Avenue
5. Magruder Plots
   OSU Campus
6. Murphey House
   419 S. Monroe
7. Old Central
   OSU Campus
8. Payne County Courthouse
   606 S. Husband Street
9. Pleasant Valley School
   1901 S. Sangre Road
10. Selph Building
    119 W. 7th Avenue
11. Stillwater Sante Fe Depot
    400 E. 10th Avenue
12. Walker Building
    117 W. 7th Avenue

It is recommended that the community pursue a Certified Local Government designation through the State Historical Society.

Stillwater Individual Properties Warranting National Register Consideration

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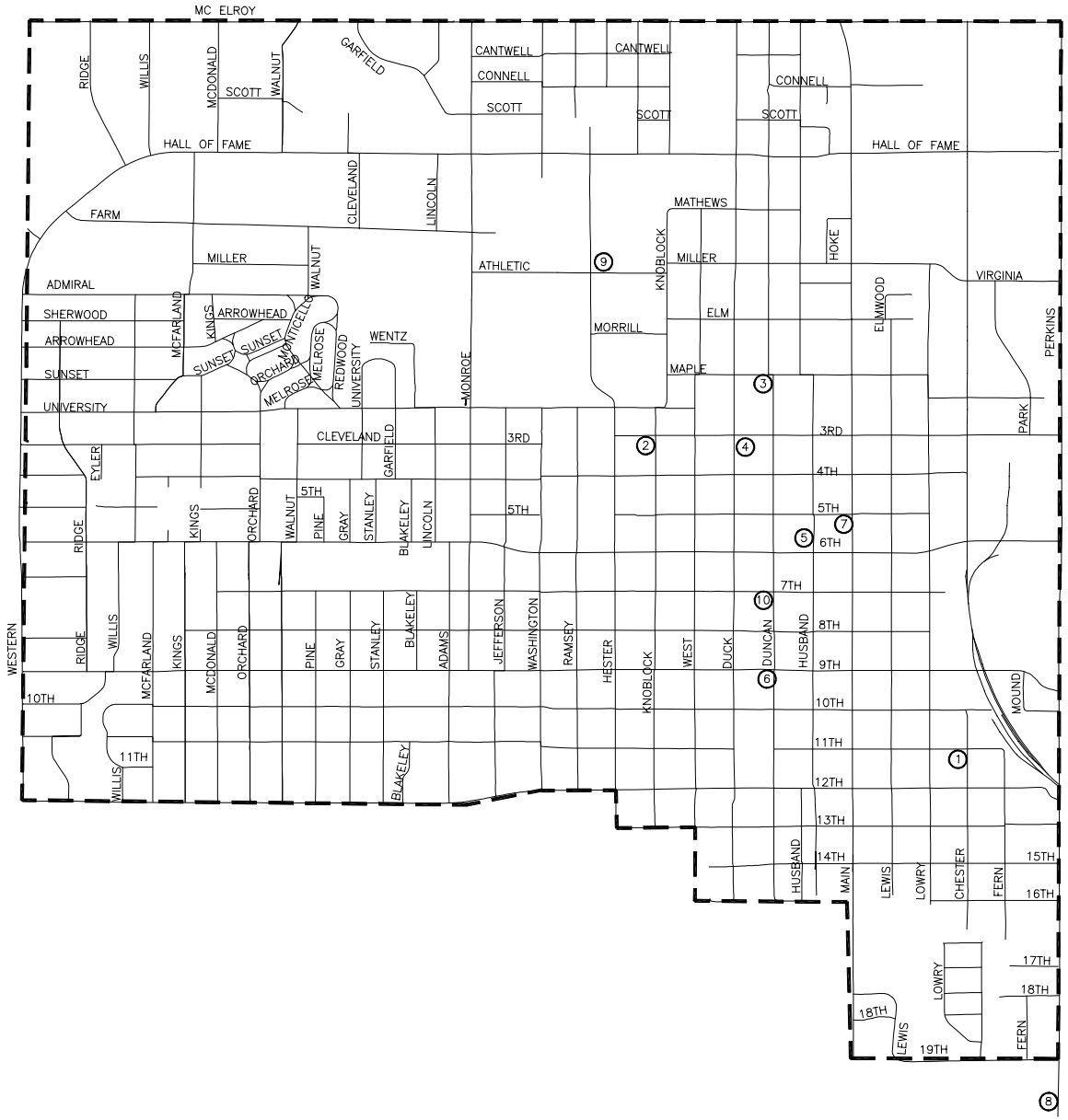


STILLWATER, OK

north

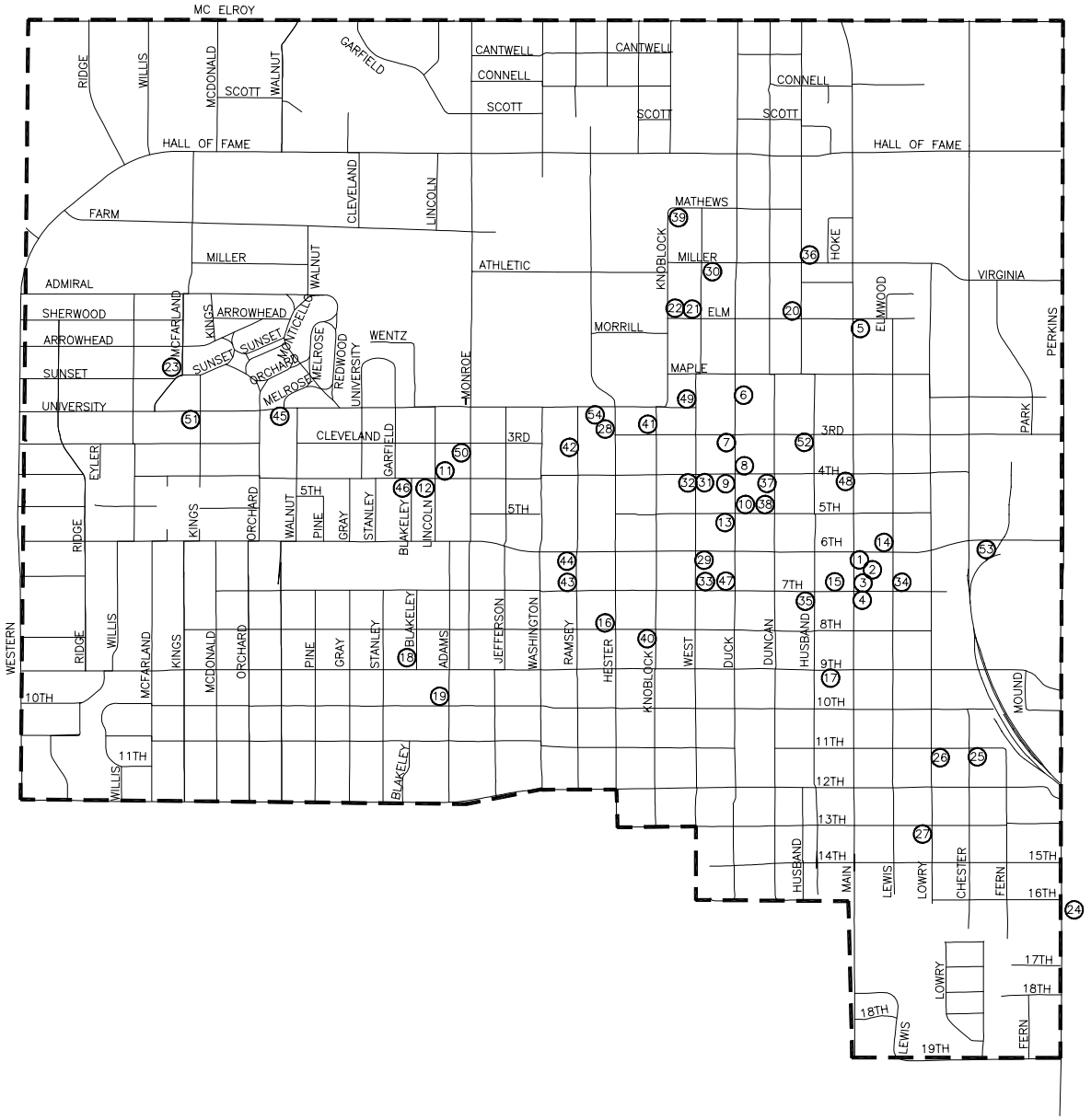
0 375 750 1125 1500

Scale 1"=1500'

rm plan group ● Nashville
community & campus planners

Source: Reconnaissance Level Survey of Stillwater, Oklahoma 1997–98
Department of Geography, Oklahoma State University

Stillwater Individual Properties Warranting Further Study for National Register Consideration



Source: Reconnaissance Level Survey of Stillwater, Oklahoma 1997–98
Department of Geography, Oklahoma State University

S T I L L W A T E R , O K

north

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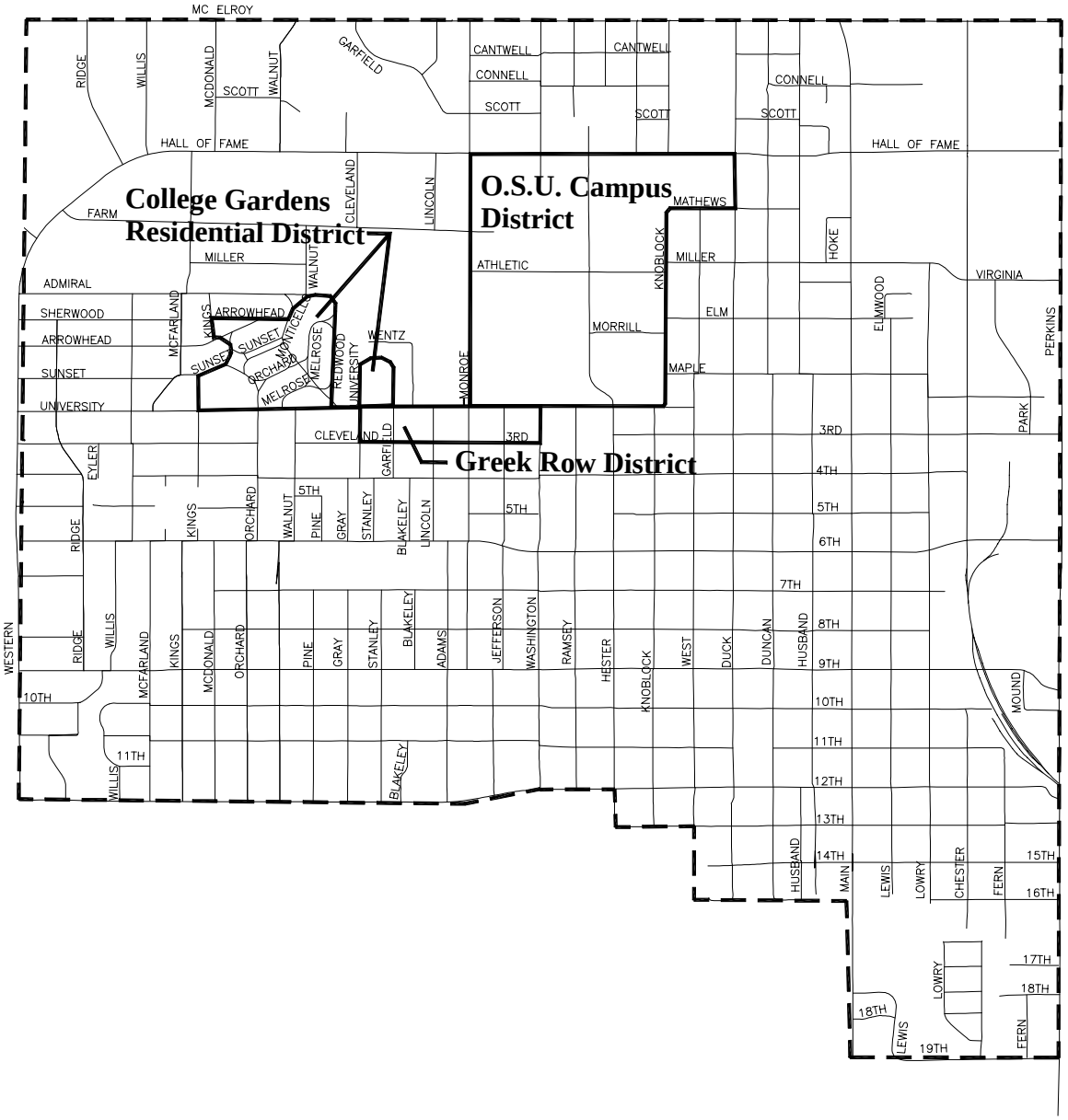
Scale 1"=1500'

rm plan group ● Nashville
community & campus planners



Stillwater Districts Warranting Further Study

Refer to text for resource identification

STILLWATER, OK

north

0 375 750 1125 1500

Scale 1"=1500'

rm plan group ● Nashville
community & campus planners

Source: Reconnaissance Level Survey of Stillwater, Oklahoma 1997–98
Department of Geography, Oklahoma State University

Vehicular Mobility

Introduction. While Stillwater's existing roadway network is generally adequate to meet current demands, the City has recognized the need for major thoroughfare improvements to increase system capacity, connectivity and efficiency during the planning period.

Major Thoroughfare Improvements. The following major thoroughfare improvements are recommended:

Regional Circulator. A regional arterial circulator is recommended as an intermediate-range thoroughfare improvement. The circulator would surround the City in providing increased mobility and land access in areas of emerging development. Further, the circulator would ease through traffic congestion problems that might otherwise occur on the City's existing arterials over the planning period. The proposed alignment of the circulator utilizes existing roadways and would require that these thoroughfares be upgraded. The following roadways have been identified as comprising the circulator alignment:

- Brush Creek Road – From 44th Avenue in the south to Burris Road in the north;
- Burris Road – From Brush Creek Road in the east to Country Club Road in the west;
- Country Club Road – From Burris Road in the north to 44th Avenue in the south; and,
- 44th Avenue – From Country Club Road in the west to Brush Creek Road in the east.

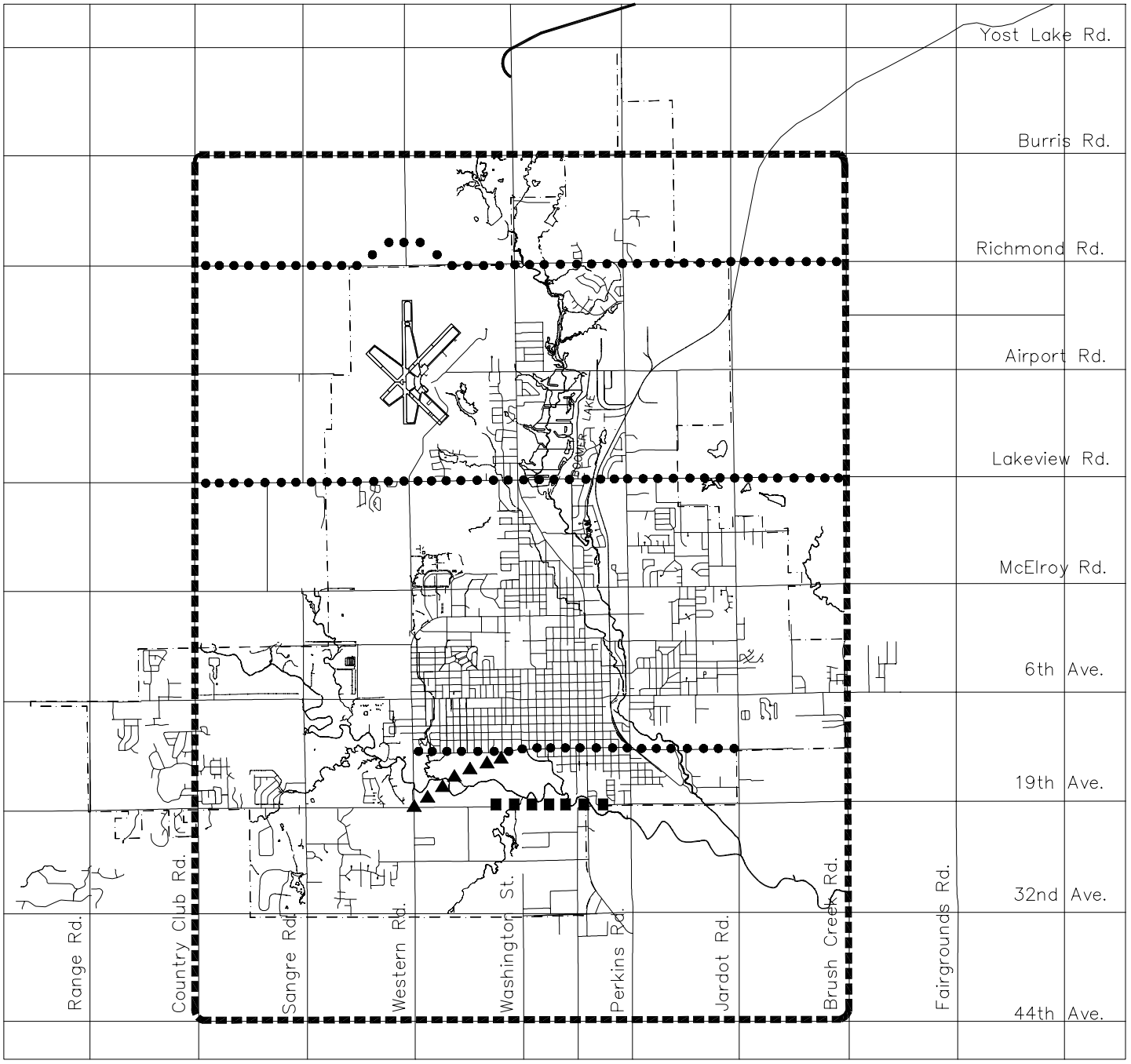
Richmond Road. In the event that the Regional Circulator is implemented, it is recommended that Richmond Road undergo a significant upgrade from its intersection with Washington Street to its eastern and western intersections with the Circulator. Recommendations include adjusting the alignment of Richmond Road to the north as is crosses the path of the runway. The proposed industrial development areas along the east and west ends of Richmond Road will benefit from an improved street. This is not meant to serve as a major cross-town link. Therefore, adjusting the alignment north around the runway should not be a problem.

Lakeview Road. It is further recommended that if the Circulator is constructed, Lakeview Road be upgraded from its intersection with Washington Street/Boomer Road to its eastern and western intersections with the Circulator.

Southern East/West Extension. Additional east/west connectivity in the southern area of the community is recommended. In providing this connectivity, there are two alternative scenarios. The alternatives are provided in the following:

1. This alternative involves full extension of 19th Avenue between its intersection with Western Road in the west and its intersection with Perkins Road in the east. This is the more costly of the two alternatives because of the extensive floodplain work that would be required during construction. Also, this alternative would require crossing Stillwater Creek in three locations; and,
2. The second alternative involves using 12th Avenue for additional east/west connectivity. In this scenario, a new thoroughfare would be constructed from the intersection of 19th Avenue and Western Road to 12th Avenue in the Adams Street area. This alternative is less costly because it would not require extensive floodplain mitigation, and Stillwater Creek would only be crossed in one location.

Potential Future Major Roadway Projects. There has been speculation that in the future the State of Oklahoma or the Turnpike Authority might construct a Turnpike Connector around Stillwater as a means of achieving greater connectivity with the Cimarron Turnpike. If the Turnpike Connector is constructed, the community has expressed the desire to guide its location as a general corridor toward the western portion of the planning area. It is anticipated that if the Connector were constructed, some intersecting roadways would require upgrade. As street improvements are implemented, accommodation for bicycles should be included.



Legend

- Corporate Limits (1998)
- Proposed Circulator Thoroughfare Improvement
- Proposed Upgrade of Arterial Thoroughfares
- East/West Connector Alternative 1
- East/West Connector Alternative 2

Proposed Thoroughfare Improvements

STILLWATER, OK

Planning Area

north

0 1625 3250 4875 6500

Scale 1"=6,500'

rm plan group nashville
community & campus planners

Bicycle Mobility

Introduction. Stillwater maintains an extensive Bike Route system composed of bike trails, bike lanes and shared roadway facilities. The system is generally oriented toward connecting urban core neighborhoods with the community's major activity centers and public facilities. While the layout of the system may be adequate, the facilities are generally inadequate to provide a continuously safe means of travel for bicyclists. The following improvements are intended to promote enhanced connectivity and safer facilities.

Bike Route Improvements. An expanded bike route system is recommended that would promote greater connectivity between residential areas, major activity centers and recreation facilities. The presence of a large student population, as well as environmentally-conscious citizens, make bicycling a viable alternative mode of transportation in Stillwater. Recommended bike path improvements involve utilizing the existing system for connections between neighborhoods and activity centers, expanding intra-neighborhood routes, extending the system into areas of emerging development over the planning period and including bike facilities in the community's greenway system.

Urban Core Neighborhoods. Improvements within urban core neighborhoods, which are illustrated on the accompanying map, connect with the existing system in locations where there is the need for expansion. Improvements are generally oriented toward establishing linkages with activity centers and promoting enhanced connectivity within and between neighborhoods. Of particular importance is providing good connection between the urban core neighborhoods and the OSU Campus.

Emerging Development. While not depicted on the accompanying map, it is recommended that that the bike route system be extended into areas of emerging development as these locations become increasingly populated during the planning period.

Greenway. Greenway provisions should incorporate facilities for bicycling within the areas designated for "high use" where feasible.

Bike Facilities Improvements. The community's bike route system is comprised of the following types:

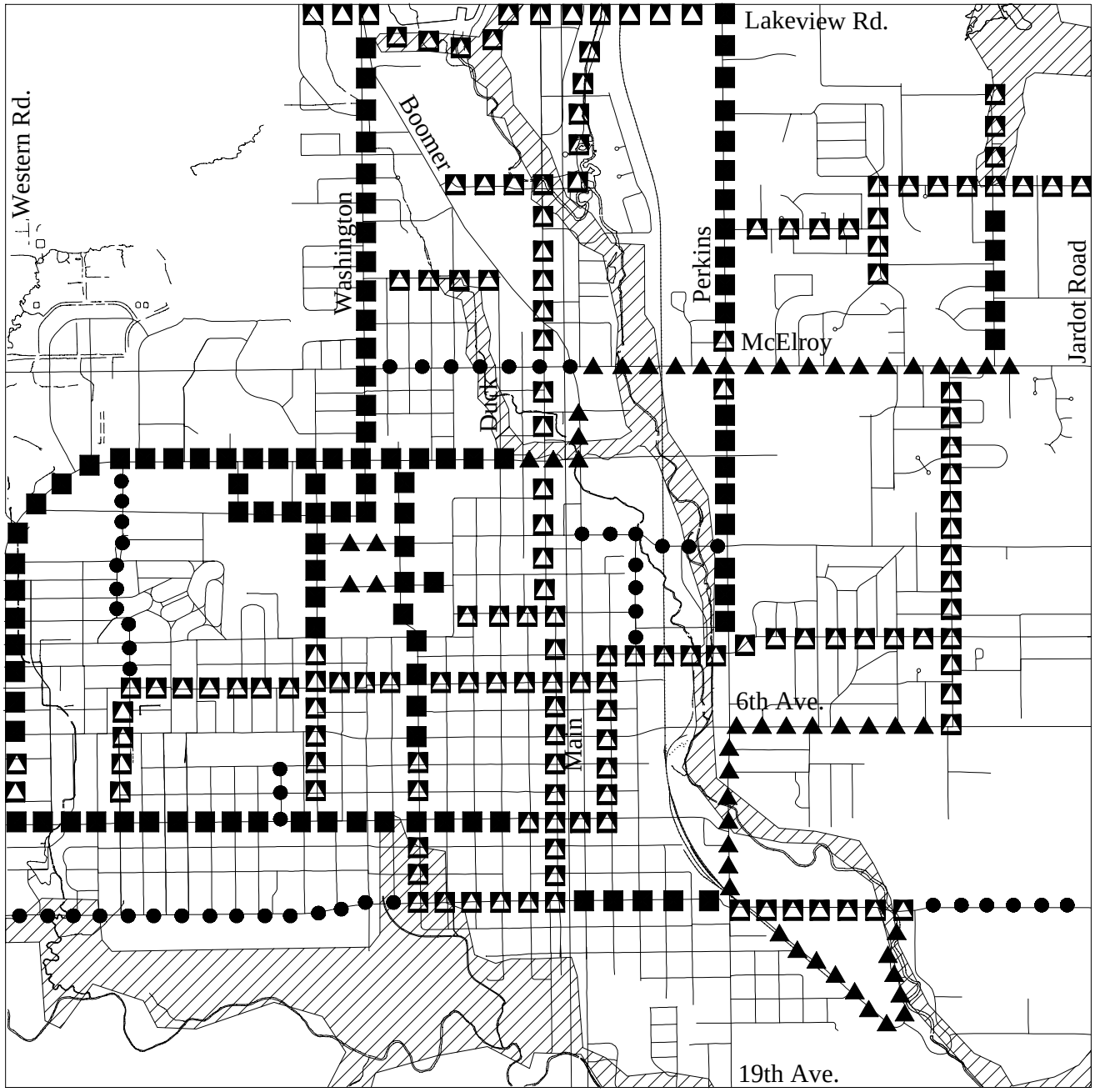
- Shared Roadway – A route shared with vehicular traffic and designated by posted signs;
- Bike Lane – A restricted lane designated by a painted stripe adjacent to vehicular traffic; and,
- Bike Trail – A paved path for bicycles that is separate from vehicular traffic.

Currently, the existing system is dominated by the shared roadway facility, which is the most common provision in most bike route systems, but which also provides the lowest level of bicycling safety. Signage needs to be improved with existing and future routes to help promote recognition and safety of routes. In areas of the existing system where there is a bike lane or trail, the facilities are often of inadequate width and condition to promote a safe bicycling environment. In general, there should be more accommodation for bicycles as streets are redone. In enhancing the safety and condition of existing and future bike route facilities, the following improvements are recommended:

- Existing Facilities – Where existing bike lanes do not comply with standards as published by the American Association of State Highway and Transportation Officials (AASHTO) it is recommended that they be widened to meet these standards where possible. Where it is not possible they should be changed to a shared roadway. It is further recommended that shared roadway facilities be replaced with either bike lane or trail facilities when the shared roadway is upgraded; and
- Future Facilities – It is recommended that any future roadway upgrade or new construction involve the installation of a separate bike trail or dedicated bike lane where the roadway corresponds to inclusion in the proposed bike route system. In areas of emerging development, new road construction/upgrade should always include installation of a bike trail or dedicated lane.

Bike Lanes Retro-fitted on an Urban Street

Shared Use Bike Route on an Urban Street



Legend

- Existing Bike Trail
- Existing Bike Lane
- Existing Shared Roadway
- Bike Route Improvements
- Greenway

Bike Routes
Existing & Improvements

STILLWATER, OK

north

0 2500 5000 7500 10,000

Scale 1"=10,000'

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Pedestrian Mobility

Introduction. Stillwater has an extensive sidewalk system that is generally oriented toward connecting urban core neighborhoods with the community's major activity centers and public facilities. While the layout of the system marginally accomplishes this orientation, the facilities often are discontinuous and do not provide connectivity where it is needed. The following improvements are intended to promote enhanced connectivity and safer pedestrian movement.

Pedestrian System Improvements. An expanded pedestrian network is recommended that would promote greater connectivity between residential areas, major activity centers and recreation facilities. Recommended sidewalk improvements involve expanding intra-neighborhood routes, establishing a University to downtown connection, extending the system into areas of emerging development over the planning period, including pedestrian facilities in the community's greenway system and installing sidewalks during roadway upgrade or new construction.

Urban Core Neighborhoods. Improvements within urban core neighborhoods, which are illustrated on the following map, connect with the existing system in locations where there is the need for expansion. Improvements are generally oriented toward establishing linkages with activity centers and promoting enhanced intra-neighborhood and inter-system connectivity. In some areas involving unpaved streets, installation of sidewalks should accompany the ongoing street paving process.

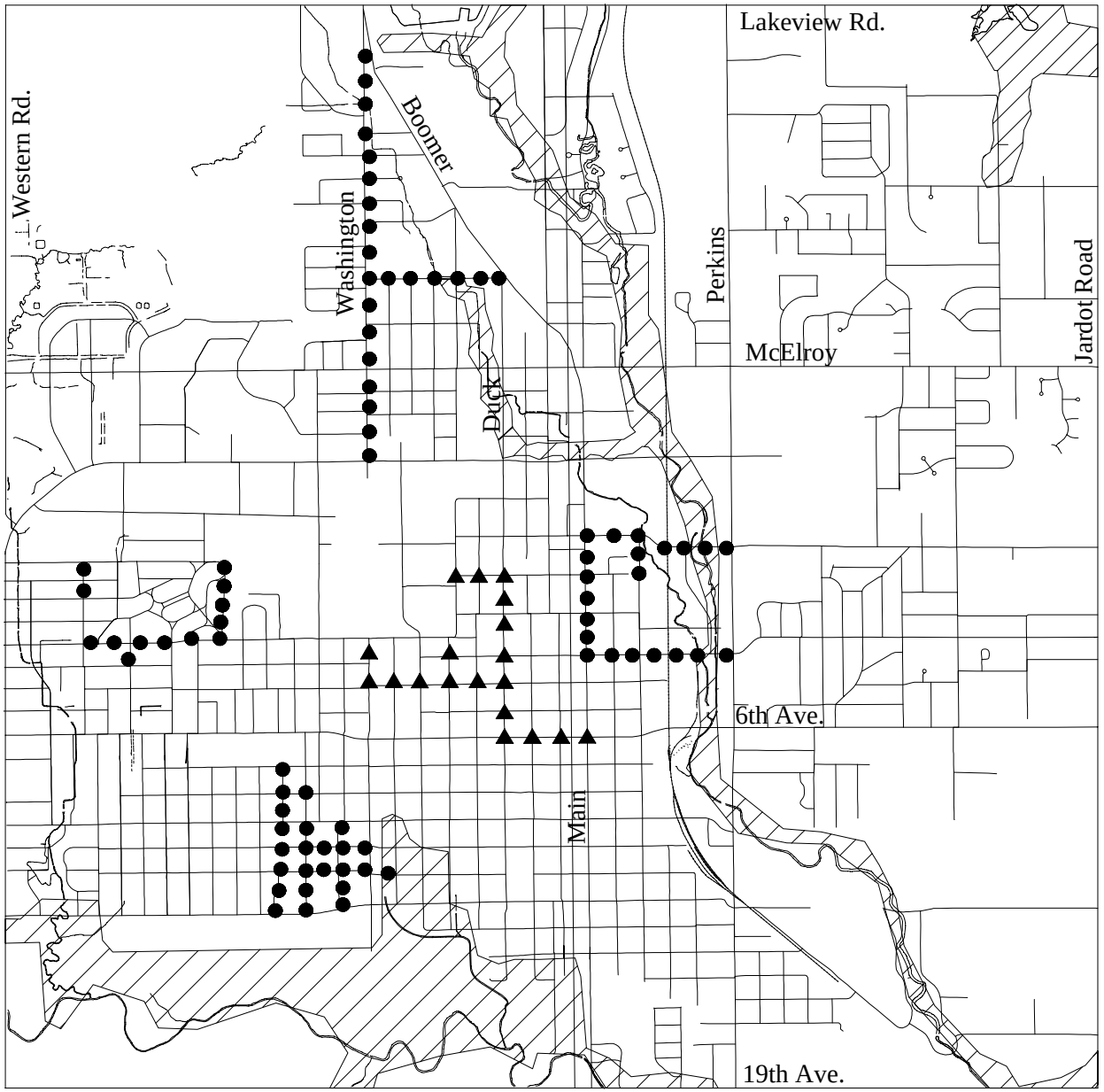
University to Downtown Connection. The community has expressed the desire to more formally establish a pedestrian corridor between the University and downtown. The recommended corridor should primarily involve Duck Street, 4th Avenue and the 6th Avenue gateway to downtown. Improvements along this corridor should involve the following:

- Signage for wayfinding;
- Trash receptacles;
- Pedestrian-scale street lighting; and,
- Street furniture.

Emerging Development. While not depicted on the accompanying map, it is recommended that that the pedestrian system be extended into areas of emerging development as these locations become increasingly populated during the planning period.

Greenway. As a matter of policy, greenway provisions should incorporate facilities for walking where incorporation of such facilities is appropriate and feasible. These facilities can include both paved pathways and natural trails.

Future Facilities. It is recommended that any future roadway upgrade or new construction involve the installation of sidewalks where the roadway corresponds to inclusion in the proposed pedestrian system. In areas of emerging development or redevelopment, new road construction/upgrade should always include installation of pedestrian facilities and new or improved sidewalks.



Legend

- Greenway
- Pedestrian Improvements
- University/Downtown Connection

Pedestrian Improvements

STILLWATER, OK

north

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Scale 1"=10,000'

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Greenways

Introduction. Greenways are corridors of open space that provide connections for people, places and activities. Greenways provide connections in linking activity areas including residential areas, Downtown, OSU, parks and open space, schools, historic/cultural amenities and environmentally sensitive areas.

The City of Stillwater currently operates one facility classified as a greenway. One portion of the Kameoka Trail is currently complete. It consists of a one-mile concrete path connecting Boomer Lake with Stillwater High School. The completed trail will terminate in Downtown Stillwater. The City should continue its implementation of the Kameoka Trail plan, while recognizing the need to expand the greenway system in providing additional linkages. Any expansion of the system should be accompanied by a commitment to provide proper maintenance.

Goal Relationship. It is the goal of Stillwater to become a *well-connected community* that includes *linkages for educational and recreational provisions, neighborhoods and commercial services.* The primary goals involving greenways are:

- to provide an open space greenway/park system linking community components such as neighborhoods, Downtown, OSU arboretum and equine center, outlying lakes, creeks, etc.; and,
- to be stewards of an ecologically sound community.

Greenways as Connectors. Some portions of a greenway system may involve pedestrian and bicycle trails; others may involve areas set aside to be left in a natural state as scenic corridors, vegetative buffers, nature preserves or floodplain management areas. When trails are included, activity areas are physically linked and the greenway becomes a viable form of alternative transportation. Stillwater's flat terrain is ideally suited for biking and walking.

The City maintains an extensive Bike Route system consisting of bike trails, bike lanes and shared roadways. Bikeways provide an excellent opportunity for inclusion in a greenway system. Other resources with potential for inclusion in a greenway system include the following:

- Drainageways;
- Natural resource areas (stands of vegetation, environmentally sensitive areas, etc.);
- Parks and open space; and,
- Utilities easements.

Greenway Improvements. The proposed greenway system should include both the incorporated and the unincorporated portions of the Planning Area in providing a regional connection between key points. The following recommendations relate to the development of a greenway system for the City of Stillwater.

Location. The completed Kameoka Trail forms the central "spine" of the greenway, running along the Boomer Creek corridor from Whittenberg Park in the north to Couch Park south of downtown, a distance of approximately 7.3 miles. From Couch Park, the trail continues south along the stream corridor to its confluence with Stillwater Creek. The Stillwater/Cow Creek corridor forms an outer loop of approximately 11.5 miles to the west of the urban area from Boomer Creek to Whittenberg Park. The Brush Creek corridor completes the outer loop to the east of the urban area, a distance of approximately 8.6 miles from the Stillwater Creek intersection north to Richmond Road, connecting to Whittenberg Park via a bike lane.

Several spurs link the greenway to schools, parks and residential areas. Approximately 4.1 miles west of the point where Boomer and Stillwater Creeks join, a tributary of Stillwater Creek, Stream "B", branches off to the south. A trail may be developed along this stream corridor to provide greenway access to the residential areas in the southwest section of the urban core. The trail travels south along the stream corridor, turns north past Oak Trail

Drive, and loops back into the Stillwater Creek Trail at Sangre Road.

Approximately 1.3 miles east of Stream "B" along Stillwater Creek, Stream "C" branches off to the south. This drainageway provides further opportunity for trail development. This trail would travel south along the stream corridor, west along 32nd Avenue and loop into the Stream "B" trail by heading north on Sangre Road. Stillwater Middle School and Sangre Ridge Elementary are linked to the system via Sangre Road.

Along the Brush Creek Trail, an unnamed tributary feeds into Brush Creek approximately 2.1 miles north of Stillwater Creek. The development of a trail along this corridor would provide connection with Jardot Road and to the existing bikeway system via Eastern or 3rd Avenue. Approximately 1.1 miles further north along Brush Creek, another tributary provides opportunity for connection with the existing bikeway on McElroy Road.

Additional spurs along stream corridors connecting the urban area with Lake McMurtry and Lake Carl Blackwell may be developed.

Users. The trail should be available to a wide spectrum of user types. Types include walkers, joggers, cyclists, skaters, wheelchair users and possibly horseback riders. The trail should also accommodate users with various skill and ability levels.

Trail Features. The greenway may incorporate a number of features along its length that contribute to the enhancement of the user's experience. Special features also help in attracting more users to the greenway. The following features are among many to be considered for inclusion:

- Seating and rest areas;
- Fitness stations;
- Gardens-community, memorial, specialized (i.e. bog or marsh, wildflower) meditation, children's, etc.;
- Memorials – benches, gardens, bridges;
- Lighting;
- Public art;
- Signage – interpretative and/or informational; and,
- Refreshment Vendors.

Specific locations for enhancement should be selected and individually designed when land is acquired.

Additional features recommended for development in conjunction with the greenway include the location of a new park in the southwestern growth area and any new recreation center at Boomer Lake. The City should integrate the existing Boomer Lake Master Plan into the proposed greenway plan through phasing methods described in that document.

Access. Access to the greenway should be convenient and abundant. Access may be provided through formal trailhead locations or may be denoted by signage.

While there are other options, existing parks are natural choices for development as trailhead areas, as parking and other amenities may already exist. The following sites have been identified as optional locations for the development of trailheads.

- Whittenberg Park;
- Strickland Park;
- Downtown at 9th Avenue and Lowry Street;
- Couch Park; and,
- Babcock Park.

An additional trailhead is recommended at the confluence of Stillwater and Brush Creeks as a terminus to the system. The Whittenberg Park Trailhead would serve as the northern terminus. Trailhead amenities may include trash receptacles, bike racks, maps/guides, benches, drinking fountains, informational kiosks and/or signage. It is recommended that signage and limited amenities be included at trail intersections.

Design Standards. A trail designed for multiple user types is recommended for the central spine. The American Association of Highway and Transportation Officials recommends a 12-foot wide trail for multi-use. Techniques for separating traffic types on a multi-use trail may involve the use of different paving materials, barriers and/or striping and signage. Where the trail is adjacent to a roadway, it is preferable to include fences, rails, bollards or a planting strip as barriers.

An attempt should be made to minimize the number of intersections with the vehicular thoroughfare system. Where feasible, it is recommended that crossings be made in conjunction with already-established inter-sections. Crossings should be clearly marked with striping and signage. The signage should warn both motorists and greenway users of the impending intersection.

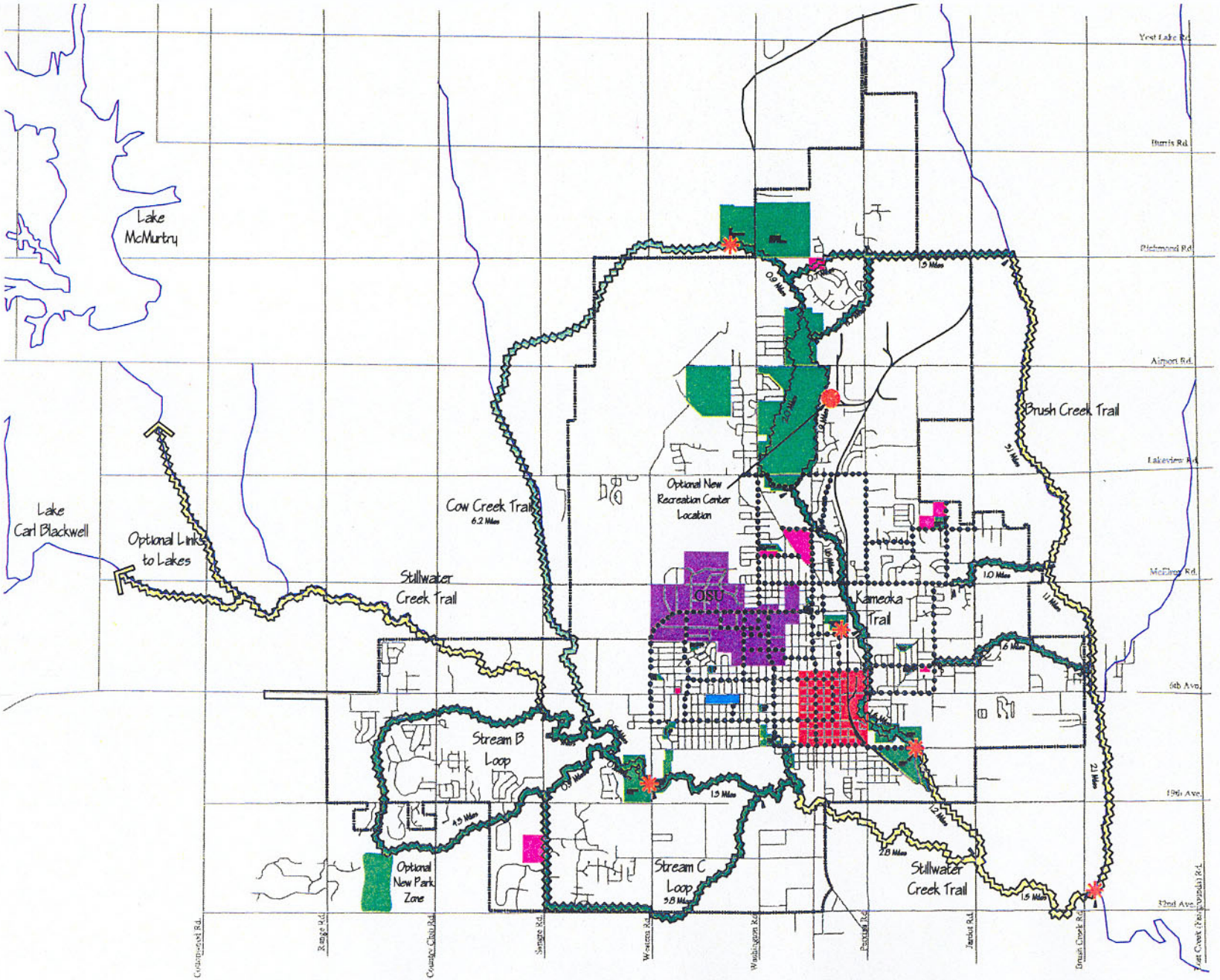
Identifying signage is recommended to be included at all intersections of the greenway with other portions of the trail, as well as with public roads.

Portions of the trail should be suitable for use by elderly and disabled. The trail should be barrier-free to provide opportunities for the physically impaired. Seating and rest areas are recommended to be included, especially on portions near retirement housing. Preferably, grades should not exceed more than five percent.

Trail surface materials will vary along the trail according to use patterns. Generally, asphalt and concrete are recommended for high-use areas and are considered most desirable for walking, biking and handicap accessibility. A softer surface, such as wood chips or other mulch are preferable for jogging, hiking and fitness. Mulches and natural surface materials are most appropriate in more rural and environmentally sensitive areas. Crushed rock, or fines, is another option and is acceptable for all users.

Implementation. The implementation of a greenway plan is an excellent opportunity for community involvement. Volunteers may be responsible for the actual cleaning and clearing of the land designated for the greenway. Once complete, volunteer groups may also take on some of the maintenance activities through community-sponsored "clean-up days" or "adopt-a section" efforts.

A potential funding source is the Federal Government's Transportation Equity Act for the 21st Century (TEA21) program. The program sets aside a portion of each state's Surface Transportation Program allocation for enhancement activities. The provision of pedestrian and bicycle facilities is considered eligible for assistance.



Legend

- Greenway-High Use Area (recommended paving material: asphalt)
- Greenway-Natural Area (recommended paving material: natural material such as mulch or crushed rock fines)
- Bikeway
- Trailhead
- Park
- School
- OSU
- Downtown
- Medical Center

Greenway Options

STILLWATER, OK

north

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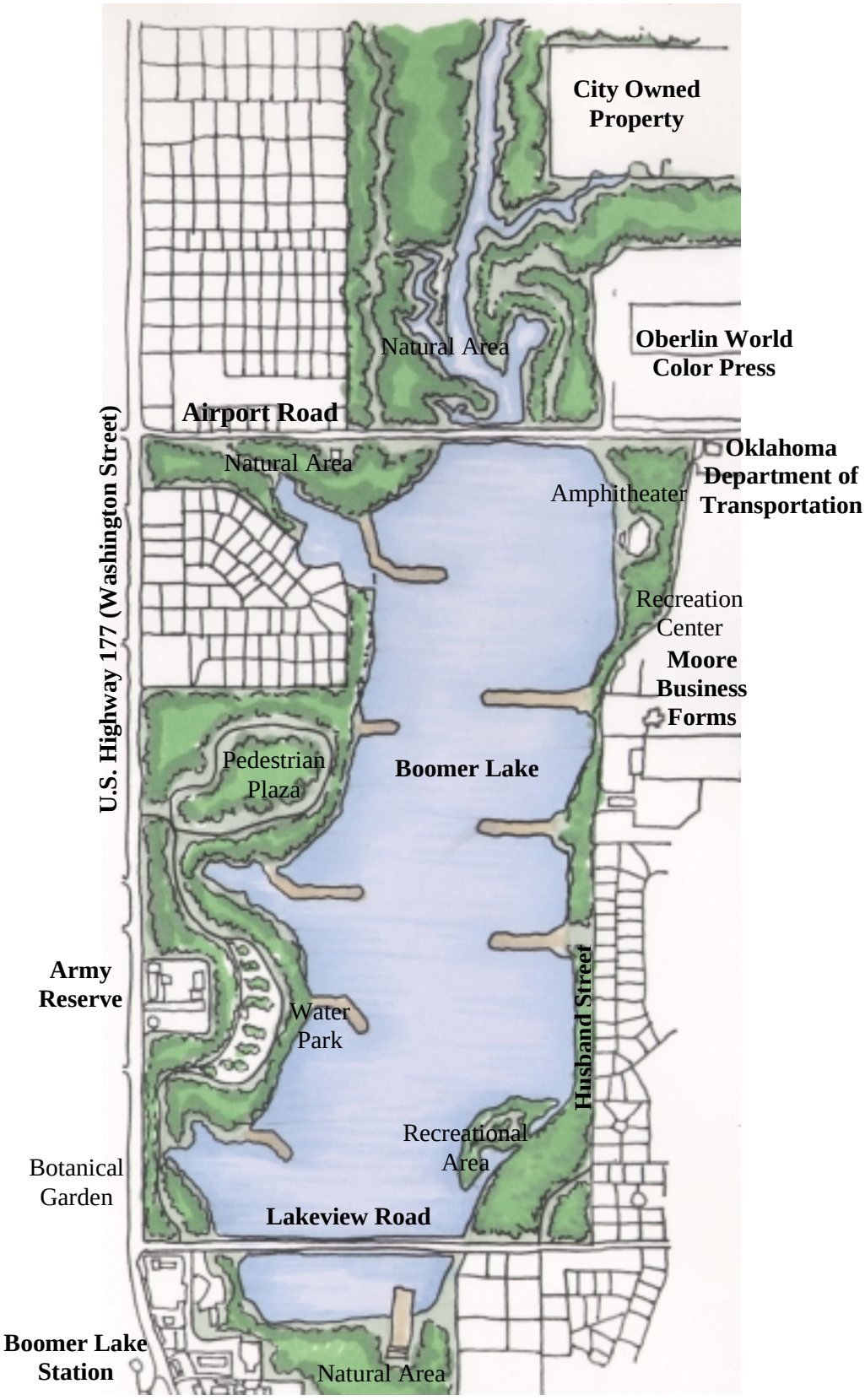
Boomer Lake Master Plan



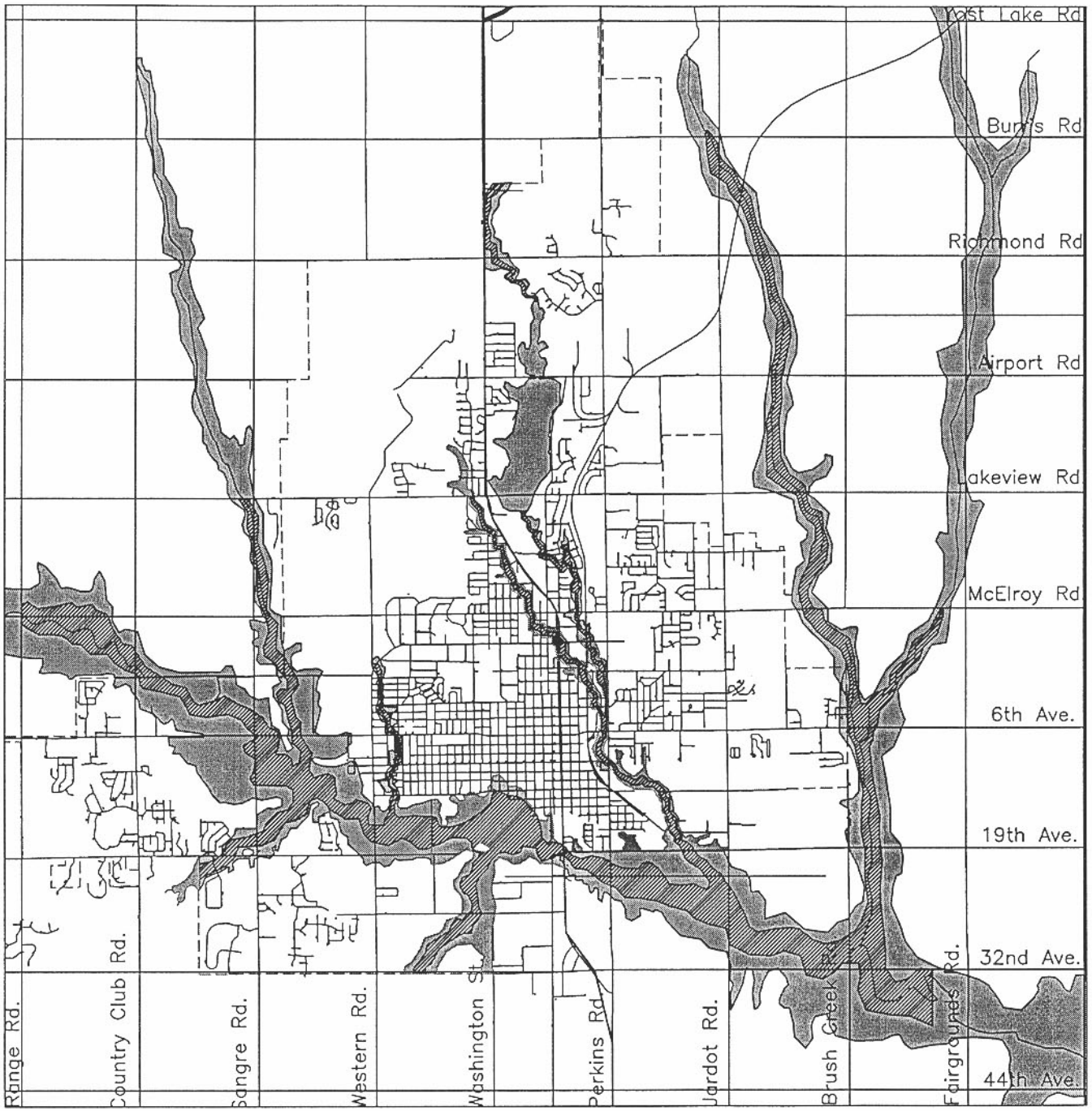
Environmental

Flood Prone. Stillwater has a significant amount of low lying areas associated with its streamways which are prone to flooding. About 17 percent of the planning area is confined within the base flood elevation. The potential for development within these flood prone areas varies depending on whether the area is the more severely impacted floodway or the less impacted flood fringe. Development should be restricted within the floodway in order to conserve the flood protection provided by the natural streamway. While development can occur within the flood fringe, subject to public approval, there are management guidelines established by the Land Development Code.

Flood prone areas should also be conserved for wildlife and community recreation. Streams currently run through downtown and Oklahoma State University providing green space which connects these high traffic areas with many of the schools and recreational areas.

Major Vegetation. Areas of major vegetation are found along the creeks which run through Stillwater as well as in areas to the south west. These green spaces connect downtown and residential areas to recreational sites such as Boomer Lake and Couch Park. As areas of vegetation are preserved and maintained, they will continue to beautify and connect areas within the community.

Vistas. Entering the community from the west on State Highway 51 provides visitors and residents with a view toward downtown Stillwater and an overview perspective of the community. The entrance to the community from the south along State Highway 177 also provides commuters with an excellent view toward downtown and surrounding areas. These two vistas along with the angle of view from the area located near Washington, south of 32nd Avenue to the north should be protected as visual corridors. Areas to be protected on the northern boundary of the community include Brush Creek Road north of Richmond looking west, Brush Creek Road north of Airport Road looking west and Airport Road east of Jardot Road looking south onto the community.



Legend

Zone AE – Base flood elevations determined.

Floodway areas in Zone AE.

Floodway Zones

STILLWATER, OK

Urban Growth Area

north

0 1625 3250 4875 6500

Scale 1"=6500'

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Hydrology

Drainage Basins. The boundaries of the drainage basins represent drainage divides, or the tops of slopes, from which water drains to lower elevations. The borders of these basins lie along the ridge tops and valleys of the community, determined by the course which the run-off water flows along the contours of the land. Run-off water is usually confined within a drainage basin until it reaches a stream or creek within the basin.

Five drainage basins located to the southwest of Stillwater have been identified. The Dry Creek Basin incorporates an area north of Stillwater Creek. The North Stillwater Creek Basin is also located north of Stillwater Creek, but just west of Dry Creek Basin. Harrington Creek Basin, Stillwater Southwest Basin and Stillwater South Basin are all located south of Stillwater Creek, listed west to east respectively, and contain documented sub-basins. The City of Stillwater has located 12 sub-basins labeled A-L in both the incorporated and unincorporated areas. A 13th sub-basin has been located along the border of the Harrington Creek Basin and Stillwater Southwest Basin.

Legend

- Stillwater South Basin
- Stillwater Southwest Basin
- Dry Creek Basin
- Harrington Creek Basin
- North Stillwater Creek Basin

A–L are Sub–Basins

Drainage Basins

STILLWATER, OK

Urban Growth Area

north

0 1625 3250 4875 6500

Scale 1"=6500'

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Utilities

Water Operations. The water system that serves Stillwater is owned and operated by the City. The water treatment plant began producing water in 1985. Stillwater is also served by the Oklahoma State University water treatment plant.

Kaw Lake, located approximately 35 miles north of Stillwater, provides raw water for the City's treatment plant. Lake Carl Blackwell and Lake McMurtry, located approximately 10 miles northwest of Stillwater, provide raw water for OSU's treatment facility.

Existing Facilities. Water is pumped from the raw water sources to City and University treatment facilities, which have a combined treatment capacity of 24 million gallons per day (MGD). Both plants have individual treatment capacities of 12 MGD. The City treatment facility is located on Yost Lake Road in northern Stillwater. The OSU facility is located on the west side of the City approximately one half mile west of Western Road.

Current storage capacity of finished water at the City plant is 1.5 million gallons. The system also includes three ground storage tanks, each with a capacity of 2 million gallons. Finally, the system contains two elevated storage towers with individual capacities of 500,000 gallons and 750,000 gallons. The total storage capacity is 8.75 million gallons or the equivalent of 116 percent of average daily use for 1997.

Water Usage Trends. Water usage is evaluated based on average daily and peak day. For the years available between 1990 and 1997, average daily use increased from approximately 5.7 MGD to 7.6 MGD. This reflects an increase in average daily use of approximately 1.9 MGD. For the same period, peak day use remained relatively stable. Peak flow in 1990 was 11.08 million gallons, compared to the 1997 peak flow of 11.15 million gallons. The largest peak flow for the period was 12.74 million gallons in 1996.

WATER FLOW TRENDS
Stillwater, Oklahoma
1990 – 1997

		Total Gallons	Daily Average	Peak Flow
1	Total	1,962,762,000		
9	Average	163,563,500	5,700,583	8,061,167
9	Minimum	42,742,000	3,938,000	5,496,000
0	Maximum	231,400,000	7,522,000	11,082,000
1	Total	2,332,452,000		
9	Average	194,371,000	6,496,250	8,540,250
9	Minimum	163,354,000	5,269,000	7,037,000
3	Maximum	237,355,000	7,963,000	11,026,000
1	Total	2,515,481,000		
9	Average	209,623,417	6,971,083	9,268,250
9	Minimum	149,732,000	5,989,000	6,924,000
4	Maximum	249,415,000	8,046,000	11,925,000
1	Total	2,415,696,000		
9	Average	201,308,000	6,649,500	8,951,417
9	Minimum	158,006,000	5,643,000	7,274,000
5	Maximum	258,229,000	8,330,000	11,803,000
1	Total	2,609,227,000		
9	Average	217,435,583	7,131,583	9,563,063
9	Minimum	192,849,000	6,221,000	7,024,000
6	Maximum	23,961,100	7,825,000	12,739,000
1	Total	2,298,883,000		
9	Average	229,888,300	7,559,400	9,738,200
9	Minimum	189,346,000	6,607,000	8,044,000
7	Maximum	264,264,000	8,566,000	11,150,000

Water Usage Projections. Based on the population projections for the total planning area, average daily use is expected to reach 8.13 MGD by the year 2020. The total represents an average annual increase of approximately 25,000 gallons over the 23-year period.

Peak day usage is expected to reach 15.1 MGD by the year 2020. The total represents an annual increase of approximately 172,000 MGD over the 23-year period.

Comparison of Demand and Capacity. A comparison of projected usage for the year 2020 and design capacity of the City-owned facility indicates that Stillwater's average daily use will reach approximately 68 percent of current capacity. Average daily use drops to 43 percent of capacity if current treatment capabilities of both plants are combined. Peak day usage could exceed capacity of the City facility by 3.1 MGD or 126 percent. However, peak day usage only reaches approximately 63 percent of combined treatment plant capacity.

The City is currently investigating the possibility of expanding the Stillwater plant to a capacity of 18 MGD. At this level, average daily use will be approximately 45 percent of capacity. Peak day usage would be approximately 84 percent of capacity. In the event that the Stillwater plant is expanded, the need for continued use of the OSU facility would be reduced dramatically.

Current storage reserves will amount to approximately 108 percent of projected average daily use by the year 2020. No additional storage capacity is required if only a one-day reserve is desired.

Growth Impact. With the growth that is projected to occur in the Stillwater planning area, expansion of the City's treatment facility is warranted. While average daily usage will only be 68 percent of current capacity by the year 2020, peak day usage is projected to exceed capacity.

Table 6-2
WATER USAGE PROJECTIONS
City of Stillwater, OK
2000-2020
(Million Gallons Per Day)

Year	Average Daily	Peak Day
2000	7.78	13.335
2010	7.95	14.220
2020	8.13	15.105

Source: RM Plan Group

Wastewater Operations. The wastewater system that serves Stillwater is owned and operated by the City. The system serves over 98 percent of the households within the Stillwater incorporated area. Other users are served by individual systems.

Existing Facilities. The City currently operates one treatment facility located on South Brush Creek Road in southeast Stillwater. While current capacity is 5.9 MGD, the plant is in the process of being upgraded to a capacity of 10 MGD. As a part of this upgrade, the plant will convert to an activated sludge process for wastewater treatment.

As with most wastewater systems, some of the sewer lines in Stillwater have problems related to infiltration and seepage, which is most commonly caused by cracks in aging pipes. The City is involved in an on-going process to replace the deficient sewer lines.

The wastewater system extends into the unincorporated area on a limited basis and primarily involves the eastern trunk line located approximately one-half mile outside the current eastern corporate boundary. The trunk line is potentially available for connection with development in that area.

Wastewater Flow Trends. Wastewater treatment flow is evaluated based on average and peak flows. During the period between 1990-1997, for the six years that data are available, average daily flow remained relatively stable. In 1990, average daily flow was approximately 5.7 MGD, while in 1997 the rate had barely decreased to 5.6 MGD. During this period the daily average never exceeded 5.8 MGD. During the same period, however, peak flows fluctuated significantly. In 1990 the peak flow was 11.1 MGD, decreasing to 8.3 MGD in 1996 and then rising to 13.7 MGD by 1997.

Wastewater Usage Projections. Based on projections for the City, average flow will increase by 860,000 gallons, from 6.54 to 7.40

WASTEWATER FLOW TRENDS
Stillwater, Oklahoma
1990 - 1997

		Total Gallons	Daily Average	Peak Flow
1990	Total	2,076,790,000		
	Average	173,065,833	5,691,667	7,455,000
	Minimum	132,750,000	4,280,000	5,090,000
	Maximum	246,910,000	7,960,000	11,070,000
1993	Total	2,030,610,000		
	Average	169,217,500	5,565,000	7,399,167
	Minimum	120,470,000	4,016,000	5,140,000
	Maximum	235,680,000	7,603,000	10,040,000
1994	Total	1,969,520,000		
	Average	164,126,667	5,395,917	7,387,500
	Minimum	133,350,000	4,302,000	5,480,000
	Maximum	198,020,000	6,601,000	10,300,000
1995	Total	2,112,110,000		
	Average	176,009,167	5,763,417	8,246,667
	Minimum	132,100,000	4,261,000	5,100,000
	Maximum	224,010,000	7,226,000	13,030,000
1996	Total	1,819,000,000		
	Average	151,583,333	4,957,917	6,074,750
	Minimum	122,470,000	3,974,000	4,700,000
	Maximum	193,416,000	6,239,000	8,320,000
1997	Total	1,747,106,000		
	Average	174,710,600	5,627,600	9,266,000
	Minimum	137,309,000	4,514,000	5,030,000
	Maximum	225,670,000	6,474,000	13,700,000

Source: City of Stillwater

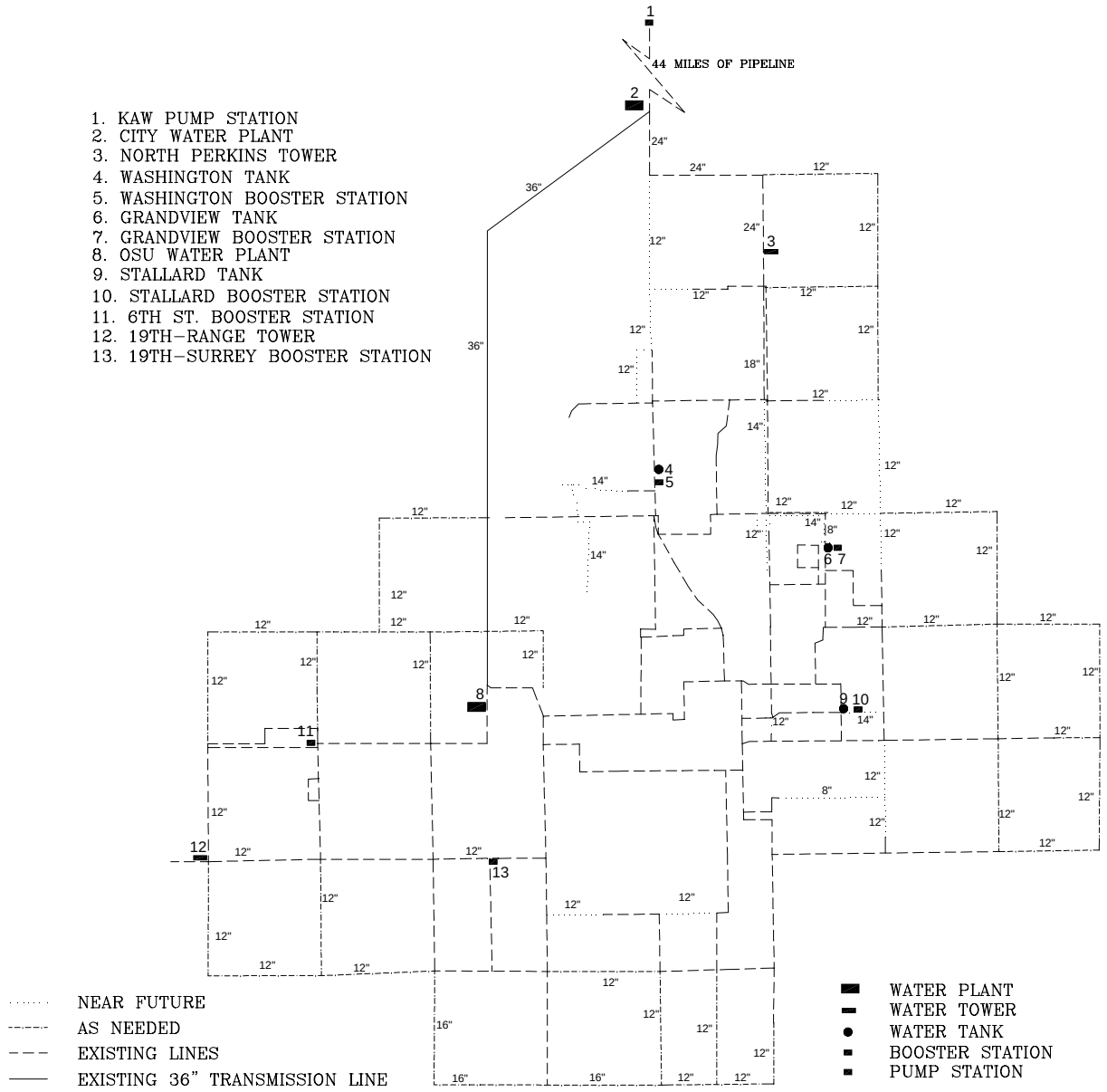
Table 2
WASTEWATER FLOW PROJECTIONS
City of Stillwater, OK
2000-2020
(Million Gallons Per Day)

Year	Average	Peak Day
2000	6.54	13.84
2010	6.97	14.76
2020	7.40	15.68

Source: RM Plan Group

MGD by the year 2020. Peak flows will increase by 1.84 MGD, from 13.84 to 15.68 MGD for the same period.

Comparison of Demand and Capacity. Based on daily average flow projections, the upgraded plant capacity of 10 MGD will be adequate to meet long-term growth within the planning area.



Water Lines (Main System)

STILLWATER, OK

Planning Area

north

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Scale 1"=6500'

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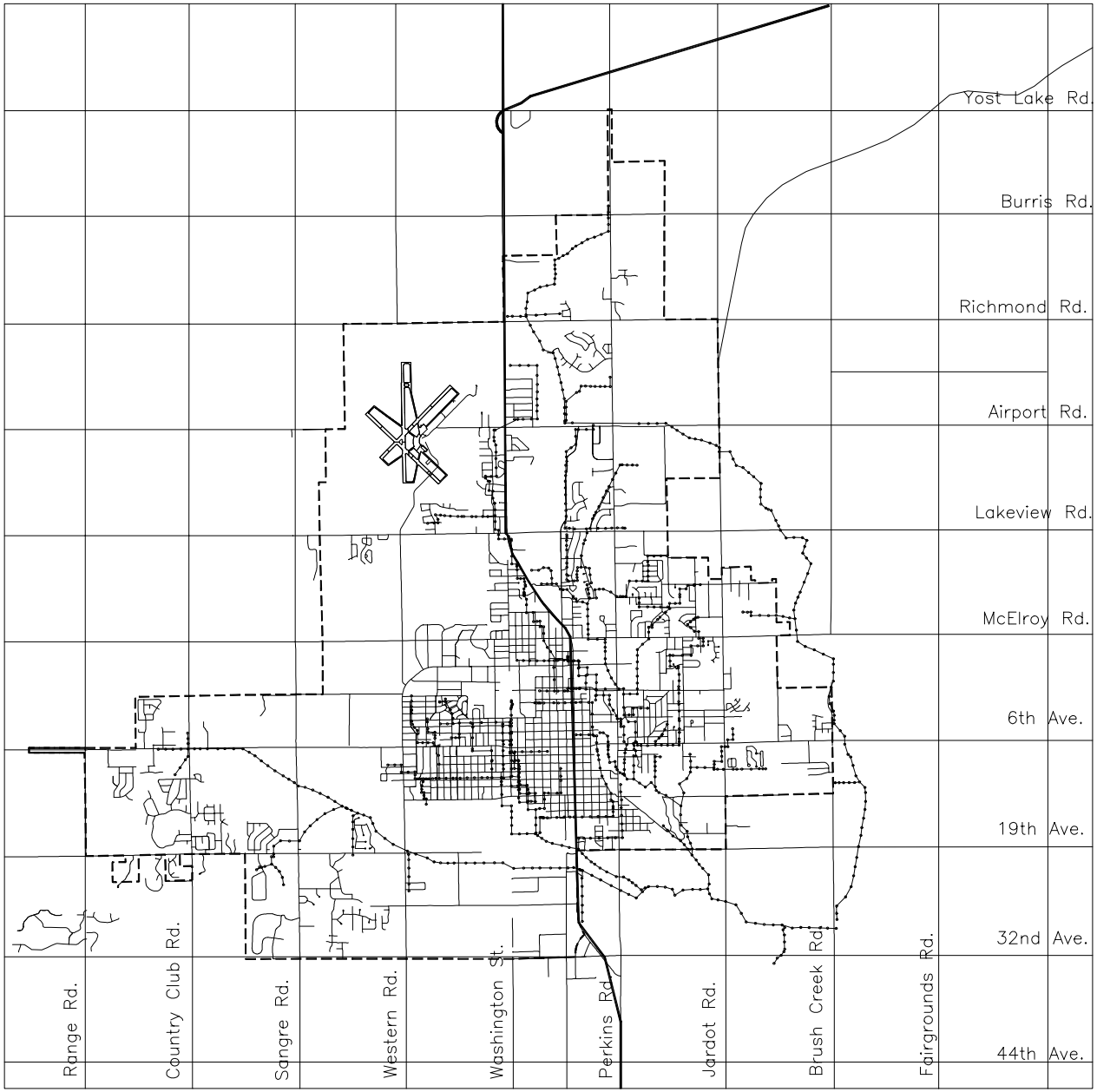

LEGEND

- Corporate Limits (1998)
- Sewer Line
- Roadway

Sewer Lines (Main System)

STILLWATER, OK

Planning Area

north

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Scale 1"=6500'

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Chapter 5
Implementation

Introduction

The Technical Memorandum on Implementation Techniques for the new Comprehensive Community Development Plan provides an assessment of various implementation techniques or programs grouped into five major categories: Public Investments; Territorial Expansion, Regulatory Techniques; Procedural Techniques, and Fiscal Techniques. Each of these techniques or programs should be considered by the City of Stillwater as possible approaches to implementing the Stillwater Comprehensive Community Development Plan. The techniques or programs discussed are:

- Public Investment Techniques
  - Road and Highway Investments
  - Sewer Extension Policies
  - Water Extension Policies
  - A Note on Extension of Electric Service
  - Open Space Land Acquisition Program
  - Downtown Improvements
- Territorial Expansion
  - Creation of Regional Planning Commission
  - Annexation
  - A Note on Control of Services
- Regulatory Techniques
  - Zoning
  - Subdivision Regulations
  - Adequate Public Facilities Program
  - Capacity Allocation Program
  - Other Regulations (Signs and Landscaping).
- Procedural Techniques
  - Land Development Code
  - Administrative Process
- Fiscal Techniques
  - Capital Investment
  - Alternative Sources of Funds
  - Tax Increment Financing

This memorandum provides a description of each implementation technique, its purposes in the context of plan implementation, an implementation strategy, administrative requirements, and a brief discussion of each, including presentation of advantages and disadvantages and, in some cases, recommendations.

It should be noted that no one single program or technique will implement the Comprehensive Community Development Plan. Nor will all programs be feasible at the time of initial adoption of the Plan. Implementing a plan like this is a complex undertaking that will require a variety of techniques, implemented over several years. Some techniques are reflected in this Plan. Others would require additional technical work, by staff or consultants, at a later date. Many of the techniques will be adapted and refined as they are developed. Nevertheless, it is critical for the City to consider the issues of implementation as it develops the Plan.

A tabular summary of Technical Memorandum No. 4, "Goals and Objectives," follows, listing the implementation techniques applicable to each of the objectives and assigning responsibility for them. Some of the implementation techniques are operational or educational and go beyond the ability to include in this Plan; on those items, the implementation techniques listed are not fully developed. For the objectives involving land use and development issues, including issues regarding the shape of the City and its urbanized areas, there is reasonably detailed treatment of the implementation techniques involved. For discussion of the specific techniques, the user should refer from the table back to the text of the report.

Public Investment Techniques

Overview. In general, this approach builds on the City's newly developed Capital Planning process. It recognizes the growth-shaping impacts of public investments and uses those to implement goals of the Comprehensive Community Development Plan. This may in some cases involve advance construction of facilities in areas targeted for growth, and may in other cases involve a refusal to construct, or at least a refusal to use public money to construct, facilities in areas not targeted for growth over the short-run.

Public investments in roads, sewer and water lines do not create growth, but they shape the growth that occurs. Larger market and demographic forces largely determine the demand for new development, but the availability of public facilities plays a critical role in determining the location of whatever growth results from those forces. The City can also use strategic land acquisitions to help to shape growth.

Road and Highway Investments. This technique involves two separate parts. The easier part involves clarifications of the City's policies towards expansion and extension of its own road system. A new and clarified policy would be driven by the new Capital Plan. The second part relates to state highways, including the federal-aid system. Under the Intermodal Surface Transportation Act of 1991 (ISTEA) and most of the proposals to replace it in the current Congress, state highway departments spending federal money must respond to local land use plans and concerns in developing highway plans. Thus, there is a legal basis for the second prong, although the legal authority in the federal law may not overcome all of the political issues that sometimes influence highway construction decisions.

Purposes. The principal purpose of this approach is to encourage growth in areas planned for growth by adding and improving roads in this area. A corollary purpose is to discourage growth in areas not planned for growth by ensuring that significant road improvements occur only to the extent that landowners in the area will pay for them. This is a growth-shaping technique.

Implementation Strategy. The first implementation strategy is already underway—development of a Capital Plan; now the City must simply follow that in making road investments. A second but important corollary strategy is to adopt road improvement policies for areas of the community not targeted for growth, requiring that landowners or developers in the area pay the full costs of any significant road extensions or expansions. The third strategy involves working with the Oklahoma Department of Transportation and its district office to influence decisions regarding state and federal-aid roads and highways in and near the City.

Adoption. The only part of this strategy requiring separate adoption is the Capital Plan, for which the City already has an adoption and implementation process.

Administration. This technique would be implemented through the City's normal capital planning and budgeting process, as well as through a program of intergovernmental relations with the Department of Transportation.

Discussion. Because many areas around the City already have reasonably good access, this technique must be one part of a more comprehensive strategy. In certain areas it can still be very effective, however, particularly if coupled with an *Adequate Public Facilities* program, discussed below. The City already invests money in roads; this strategy simply ensures that those investments are implemented in a way that is consistent with the new plan. This program will certainly have some beneficial effect on the shaping of growth, and there are truly no disadvantages to it.

Sewer Extensions. This policy issue is very similar to the prior one—it involves making decisions about sewer extensions based on the new Comprehensive Community Development Plan.

Purposes. The principal purpose of this approach is to encourage growth in areas planned for growth by adding and improving sewers in this area. A corollary purpose is to discourage growth in areas not planned for growth by refusing to extend sewer service or by extending it only at the cost of the landowners and with sufficient controls to ensure that the extensions do not facilitate unwanted growth patterns This is a growth-shaping technique.

Implementation Strategy. The first implementation strategy is already underway—development of a Capital Plan; now the City must simply follow that in making sewer investments and in permitting connections to the sewer system. A second but important corollary strategy is to adopt sewer extension policies for areas of the community not targeted for growth, perhaps allowing limited City service to address regional public health problems, but doing so in a way that does not facilitate growth in locations not planned for it.

Adoption. The key part of this strategy requiring separate adoption is the Capital Plan, for which the City already has an adoption and implementation process. The City should also formally adopt sewer extension policies consistent with the Comprehensive Community Development Plan.

Administration. This technique would be implemented through the City's normal capital planning and budgeting process, as well as through the administration of its sewer extension policies.

Discussion. This is a critical element in the City's implementation strategies. There are clearly more areas around the City with acceptable access than there are with available sewer service. Because sewer is the more scarce resource, it will play a greater role in shaping growth. Sewer is a resource that the City controls and it ought to use it to implement the policies adopted as part of this planning process.

Water Service Extensions. This policy issue is virtually identical to the prior one—it involves making decisions about water extensions based on the new Comprehensive Community Development Plan.

Purposes. The principal purpose of this approach is to encourage growth in areas planned for growth by adding and improving water lines in such areas. A corollary purpose is to discourage growth in areas not planned for growth by refusing to extend water service or by extending it only at the cost of the landowners and with sufficient controls to ensure that the extensions do not facilitate unwanted growth patterns This is a growth-shaping technique.

Implementation Strategy. The first implementation strategy is already underway—development of a Capital Plan; now the City must simply follow that in making water investments and in permitting connections to the water system. A second but important corollary strategy is to adopt water service extension policies for areas of the community not targeted for growth.

Adoption. The key part of this strategy requiring separate adoption is the Capital Plan, for which the City already has an adoption and implementation process. The City should also formally adopt water extension policies consistent with the Comprehensive Community Development Plan.

Administration. This technique would be implemented through the City's normal capital planning and budgeting process, as well as through the administration of its utility extension policies.

Discussion. This is a critical element in the City's implementation strategies. There are clearly more areas around the City with acceptable access than there are with available water service. In the arid parts of the country, water is often an even more effective control technique than sewer service. It is clearly a resource that the City controls and it ought to use it to implement the policies adopted as part of this planning process.

A Note on the Extension of Electric Service. Because the City apparently cannot provide electric service beyond its boundaries, extension of electric service cannot be used independently to implement the Comprehensive Community Development Plan—but see *Annexation.*

Downtown Improvements. The city should consider continuous public reinvestment in its downtown area. That area remains stronger than core areas in many cities of similar size, but reinvestment is essential to its long-term success. One obvious form of downtown investment is in parking facilities. The city may also have to look at increased investment in handling stormwater downtown.

Purpose: Successful downtowns today require public-private partnerships. Sometimes those partnerships involve shared investments in a single project, but sometimes they simply involve coordinated public and private investment. One of the attractive elements of a downtown is the concentration of activity in a limited area. That concentration of activity precludes requirements for on-site parking that cities impose on shopping centers and strip commercial development. If the downtown is to be successful, the city must be prepared to provide parking opportunities—as successful cities have always done for their downtowns. The city can also invest in streetscape improvements and activity magnets in coordination with private investment.

Implementation: Such investments should be implemented in accordance with this plan, guided by more detailed plans for the downtown in general or for specific projects. The investment process should flow through the city's capital budget, but it should also be coordinated with private investments. See discussion of "tax increment financing" under "Fiscal Techniques" for a possible method to finance some downtown improvements.

Administration: Targeted investments in downtown impose no new administrative burdens.

Discussion: Urban designer Victor Gruen called downtown the "heart of the city." No city can thrive without a vital heart. Further, the strong neighborhoods surrounding downtown Stillwater depend in many ways on continued success in downtown. Downtowns today simply cannot thrive on their own. Successful downtown areas from New York's revitalized 42nd Street to Indianapolis' Circle Center and the exciting areas south of Denver's traditional downtown (Larimer Street and LoDo) are succeeding in large part because of substantial public investment in them.

Open Space Land Acquisition Program. The City should actively seek to acquire fee and less-than-fee interests in selected lands in and around the City to retain existing open space. Open space preservation could also be encouraged through clustering of development and leaving the remainder of the "undeveloped" acreage as open space.

Purposes. An open space land acquisition program should be used as a primary technique of expanding the park system, preserving prairie and forest areas, and preserving greenways, including those portions of streamways outside of the floodplain or those targeted for public use as part of a trail system.

Implementation Strategy. There are really three forms of acquisition that the City should consider: active solicitation of gifts; purchase of fee interests; and purchase of less-than-fee interests such as scenic easements or non-development easements. An additional vehicle for open space preservation is the use of cluster development in areas subject to flooding or areas located in more rural areas. In such a development home sites would be "clustered" out of the areas subject to flooding on smaller lots than is traditionally permitted in the zoning district. The area remaining "undeveloped" (the flood plain) would be left as permanent open space. Open space subdivisions represent another method of preserving open space. Such subdivisions pre-identify conservation areas to be retained once develop is completed. Such areas may be stream beds and edges, steep slopes or tree clusters.

A key issue in open space preservation is early identification of areas that may be subject to preservation or are considered environmentally sensitive. To successfully implement an open space program, there must be a commitment by the City and acceptance by the citizens that preservation of environmentally-sensitive areas is a critically important public policy. This commitment must then be supported by an adequate level of funding as well as complimented by appropriate development policies.

Adoption. This would be authorized by the City Commission as a policy, and become a part of the capital budgeting process for funding purposes. All acquisitions, whether through fee or donation or reservation, would require the City Attorney's review. The City could also develop a Land Trust by which inventory of "donated" land could be managed and which could serve to fund additional acquisitions.

Administration. For a large-scale program, the City Commission and City Attorney may wish to devise a means to delegate property acquisition to the City Manager or his designee, within established guidelines. If it remains a limited program, each proposed acquisition would probably be brought to City Commission for review.

Discussion. The City must have an open space acquisition program to implement its goals and objectives regarding the expansion of parks, the establishment of greenways and linkages, the protection of streamways, and the protection of forests and prairies. In addition, the City can use an open space acquisition program to help to shape its growth. For possible sources of funding, see discussion under *Alternative Funding Techniques.*

Territorial Techniques

Overview. Although the City can use its control of critical public services to help shape urban development, over the long-term, the actual shape of the City and its regulatory boundaries are critical to accomplishment of many goals proposed in the new plan. For example, the City can use zoning to control the quality of buildings, signs and other aspects of development only within its boundaries. Under the *Regional Planning Commission* technique, immediately following, it can expand its control of land subdivision and certain aspects of land development into a larger area. The techniques for shaping and controlling this territory is crucial to the future of the City. Most successful cities have actual territorial control over most developed areas that make up the developed, urbanized area centering on that city. Although that may once have been true of Stillwater, today much new development occurs outside the city limits and the regulatory authority of the City. That is not a healthy trend. Technique outlines in this section provide the City with an opportunity to change it.

Creation of a Regional Planning Commission. The City could create a Regional Planning Commission under Article 46, Chapter 1, Title 11 of the Oklahoma Revised Statutes. The Commission would consist of the existing Planning Commission, with the mayor, city engineer, chair of the board of county commissioners, and county engineer added as *ex officio* voting members. By creating the Regional Planning Commission, the City would gain limited jurisdiction over land extending three miles outside the City limits. That limited jurisdiction would include: comprehensive planning; subdivision plat review; control of creation of subdivisions with private roads; review of proposed county roads and other improvements in the territory.

Purposes. The purpose of creating the Regional Planning Commission would be to expand the effectiveness of the Comprehensive Community Development Plan by ensuring its implementation (through planning commission review) within an expanded territory.

Adoption. The City can create the Regional Planning Commission by ordinance.

Administration. Administration of the Regional Planning Commission would be essentially similar to the administration of the existing Planning Commission. There would be some increase in workload because of the expanded jurisdiction involved.

Discussion. In the absence of an inter-governmental agreement or other cooperative working relationship with the County, this is an essential technique for the City to consider. It would significantly enhance the City's control over the shape and quality of development around the City, which is where much of the action is occurring. It would also let the City implement some of the other development- and subdivision-related techniques, such as *Public Facility Financing Techniques,* and an *Adequate Public Facilities Program,* in this area.

Annexation. Annexation is the method by which cities in most of the United States, including Oklahoma, expand their territorial boundaries.

Purposes. The purposes of annexation can be viewed from a variety of perspectives. From the perspective of a landowner or resident of territory to be annexed, the purpose of annexation is to extend city services and full participation in the political life of the city to residents of that land. From a regional and planning perspective, the purpose of annexation is to keep most new urban or suburban development within the boundaries of cities, which have historically been better able to provide urban services than counties. Although some cities view the primary purpose of annexation as short-term expansion of the tax-base, annexation must be viewed with a long-term purpose, which is maintaining the role of

the city in the region; if an increasing share of growth and development takes place outside the city, the city's role is diminished. Thus, only through annexation of growth areas can the city maintain its role. Further, from a pragmatic perspective, annexation provides the city with the maximum practicable control over development in a growing area.

Adoption. The City Commission can annex territory by ordinance, under Title 11, Chapter 1, Section 21-101, *et seq.,* of the Oklahoma statutes. Annexation requires the written consent of owners of a "majority of the acres to be annexed" for large tracts but does not require such consent for areas "subdivided into tracts or parcels of less than five acres and containing more than one residence." The statute sets out notice and hearing procedures.

Administration. Annexation does not significantly change the nature of programmatic administration for the annexing city. It typically expands the scope of administration by expanding the population, but there will be an offsetting increase in tax and user-fee revenues.

Discussion. Annexation over the short-term may or may not be profitable for a city. That is not really the issue. Investing in an IRA or 401-K plan provides little or no short-term pay-off for the individual making the investment, but it helps to ensure that individual's long-term fiscal health. Annexation is a similar investment in the long-term health of the City. A book by David Rusk, entitled *Cities without Suburbs,* presents detailed findings suggesting that aggressive annexation that preserves the dominance of a single city in a metropolitan area also enhances the long-term health of the region in many ways. Occasionally a city may decide that it does not wish to expand, ever. If that is the case, then it need not annex. If a city plans to expand, ever, and there is growth on its fringe, it ought to annex to absorb existing growth and to bring land likely to grow (or be subject to growth pressures) in the future into the city limits. Stillwater must seriously examine the development of an annexation plan.

A Note on Control of Services. See discussion of *Water Extension Policy* and *Sewer Extension Policy,* above. Control of those services is a powerful territorial tool. It can be used to shape growth in a purely geographic sense but also to shape growth in a political sense—ensuring that desirable growth occurs within the City.

Regulatory Tools

Zoning. Zoning is a basic tool of land use control. It divides the jurisdiction into districts and within those districts regulates: the *use* of land and buildings; the *intensity* (or *density)* of that use, and the *height and bulk* of that use. Through zoning, communities also regulate such related matters as parking and signage.

Purposes. The purposes of zoning are generally to regulate the use and development of land for the protection of the public health, safety and welfare. Another principal purpose of zoning is to implement the land-use element of the Comprehensive Community Development Plan.

Adoption. The City adopts zoning by ordinance, adopted by the City Commission, on the recommendation of the Planning Commission. The City is preparing, in conjunction with this Plan, a new land development code for review and adoption by public officials.

Administration. There are no proposals at this time that would significantly change the administrative burden involved with zoning in Stillwater.

Discussion. Public officials and citizens in Stillwater are certainly familiar with zoning. Some of the goals and objectives of the Comprehensive Community Development Plan which will require improved zoning regulations include:

- Protecting entrance corridors;
- Increasing retail opportunities for students and residents;
- Protecting residential areas against intrusion of boarding houses and institutional uses;
- Ensuring the availability of convenient locations for child-care facilities;
- Encouraging revitalization of underutilized or deteriorating areas (one applicable technique);
- Protecting established neighborhoods;
- Encouraging mixed-use projects;
- Increasing compatibility of adjacent land uses, particularly in entrance corridors; and,
- Increasing the certainty and the efficiency of the development review process.

Subdivision Regulations. Through subdivision regulations, a City regulates the pattern of development and the quantity and quality of infrastructure improvements provided to serve new development. Subdivision regulations address the layout of blocks and lots, the arrangement of streets, the width of streets, design of streets, sidewalks and drainageways, and provisions for water, sewer and other public services. Subdivision regulation focus largely on improvements within the boundaries of a proposed development; improvements required to serve a particular development but actually built outside that development are addressed under *Exactions* and *Adequate Public Facilities Regulations.*

Purposes. The purposes of subdivision regulation are generally to ensure that the patterns of streets and other public facilities in new subdivisions coordinate and connect logically to those of the City at large, and to provide for the construction of and payment for such facilities.

Adoption. Although often called subdivision "regulations," the City adopts those by ordinance, adopted by the City Commission, on the recommendation of the Planning Commission. The City's preparation of a new land development code includes updated subdivision provisions.

Administration. There are no proposals at this time that would significantly change the administrative burden involved with subdivision regulations in Stillwater.

Discussion. Public officials and citizens in Stillwater are also familiar with the regulation of subdivisions. Some of the new approaches to subdivision regulation that the City will need to

consider to implement its new Comprehensive Community Development Plan include:

- Establishing design and construction standards for private streets;
- Reviewing and updating standards for streets and roads in large-lot, "rural" subdivisions (some of which are developing on the City's borders);
- Planning for sidewalks, trails and other pedestrian linkages in new developments;
- Ensuring that the auto and pedestrian systems in new neighborhoods include logical linkages that will help to create an integrated, unified transportation system;
- Requiring that utilities in some or all new subdivisions be placed underground; and,
- Ensuring the quality of land development.

NOTE that one of the most important policy changes that the City may consider related to subdivision regulation is the possibility of creating a *Regional Planning Commission*, which would give the City regulatory control of subdivisions outside the City but within three miles of its borders.

Adequate Public Facilities Program. An adequate public facilities (APF) program requires that new development be approved only when and if adequate off-site public facilities will be available at the time of actual development. In years past, this was called a utility extension control program. Florida calls its sophisticated APF program a concurrency requirement, because it provides standards for ensuring that new facilities are available concurrently with the demands for those facilities created by new development. An APF can be implemented separately or go hand-in-hand with the *Capacity Allocation Program* discussed in the next section. However, an important difference between the programs is in the area of "control." In an APF, the developer must demonstrate that there are adequate off-site public facilities to accommodate the proposed development. If there are not, then the developer can not go forward with the development until such facilities are provided by the developer. With the *Capacity Allocation Program*, the City "allocates" certain capacities to respective geographical areas and establishes when those capacities will be provided by the City or when it is appropriate for the development community to provide them.

Purposes. The purpose of an APF program is to ensure the availability of adequate public facilities for new development. It ensures that the off-site impacts of development are considered as part of the development approval process. It also ensures that new development will not negatively reduce current or future infrastructure levels of service.

Implementation Strategy. Ideally, an adequate public facilities program should apply as early in the development process as possible. Traditionally, subdivision regulations have ensured that a developer provides off-site public facilities within the subdivision; an APF program requires that the off-site facilities affected by the subdivision be adequate to absorb the demands imposed by the new project. To adopt APF standards, it will be necessary to adopt minimum levels of service to define the term "adequate" for each service. Although engineering criteria typically govern the definition of adequacy in the case of water, sewer and stormwater services, other services, such as traffic and fire protection, involve an element of policy judgment in establishing minimum levels of adequacy. Note that the City can determine which public facilities would be subject to an APF program. It may determine that only roads, sewer and/or water would fall within the guidelines of an APF program.

Adoption. An adequate public facilities program would be adopted by ordinance once levels of service (desired operational standards) for the existing infrastructure are determined.

Administration. Administration of an adequate public facilities program would require an

application for "compliance" with the program. This application would certify that a development would not be negatively impacting off-site infrastructure thereby demonstrating that there are adequate levels of infrastructure to accommodate the additional development. The application can be a simple addendum to each stage of the development review process.

Discussion. APF programs are extremely effective in ensuring that new development has adequate facilities. APF programs generally encourage development in the most appropriate locations that are least costly to develop and serve. APF programs are relatively easy to administer and highly defensible. Such a program would, however, represent a significant shift in policy by the City, which appears to have permitted development to occur with inadequate facilities and then have subsidized the development after the fact by helping to upgrade those facilities. Because of the shift in policy, there may be some short-term resistance from some developers. NOTE, however, that if this is coupled with a pro-active policy of extending key services—roads, sewer and water—into areas in which the City wants to encourage growth, the effect will be to ensure that developments in those areas will automatically HAVE "adequate" public facilities. Thus, if the two policies are closely linked, the City may find more ready acceptance of such a program. NOTE also that the long-term effect of an adequate public facilities program is to REDUCE the capital AND operating costs related to new development—an effect which yields benefits for developers, consumers and the City. This policy is also likely to encourage more infill development.

Capacity Allocation Program. A Capacity Allocation Program is a growth management tool that allocates scarce capacity in sewer, water or other public systems to new users in accordance with policies that implement the adopted land use plan.

A Note on the Relationship of the Allocation Program to an APF Program. It is possible to have an Adequate Public Facilities Program without a Capacity Allocation Program, but it is essential to have an Adequate Public Facilities Program as the basis for a Capacity Allocation Program. Many communities have substantial excess capacity in their sewer, water and other major service systems. Such communities may use an APF program to ensure that new development takes place in the geographic areas actually served by those facilities, but in such a situation, a capacity allocation program may not be necessary or useful.

In a community with a shortage of capacity in one or more systems, however, an Adequate Public Facilities Program is necessary both to ensure that development takes place in areas served by available facilities and to ensure that developers do not build projects with inadequate facilities--pressure from the development community to build in locations with poor sewer or water service or overloaded roads will be very high when there is a shortage of capacity. Thus, any community that has a shortage of capacity and needs a Capacity Allocation Program must first put in place an APF program.

Purposes. Through a Capacity Allocation Program, a community directs growth into areas that it considers its high priority growth sectors. This growth management tool gives a growing community increased control over what development occurs where and when. This approach leads to a more systematic expansion of a community's urban area and reduces the likelihood of growth occurring in a completely random pattern based on individual development choices. It also provides the community more predictability in determining future facility needs and capacities.

Such a program represents a community's deliberate and conscious management of a process that will otherwise occur randomly. If the city has a shortage of sewer capacity and

does not adopt such a program, the capacity will be allocated in patterns that may not serve the city well. Some may be used by developers who require significant line extensions, thus increasing the city's operating (and in some cases, capital) costs for no particular reason. If the housing market is booming, housing developers may absorb all the available capacity, leaving no reserve for new industry or even for such important public uses as schools.

Implementation Strategy. A capacity allocation program can be adopted by ordinance; it should be coordinated with the City's Capital Planning program and the new Comprehensive Community Development Plan.

Although Stillwater is not growing rapidly and may not face any short-range shortfall in the availability of service capacity, a Capacity Allocation Program may still be useful. Every time that the City connects a new user to its sewer or water system, it is giving up a little of a precious resource. To the extent that some of those users are outside the City or in areas where good planning suggests that growth ought not to be encouraged, the City is using that resource in a way that is counterproductive. Thus, Stillwater may wish to consider the adoption of a Capacity Allocation Program to supplement *Adequate Public Facilities* regulations and new policies on *Water and Sewer Extensions.*

Administration. If a Capacity Allocation Program is primarily based on geographic allocations of utility capacities, the process may simply involve adding a few lines to the subdivision requirements. If, however, there is likely to be an actual shortfall of supply below demand in a particular year, it may be necessary to conduct periodic, scheduled reviews of competing applications for the capacity. This would involve a significant increase in the complexity of administration.

Discussion. Scarce capacity in utility systems represents one of the most powerful tools that a local government has to influence the timing, location and type of development. A Capacity Allocation Program leads to a more systematic expansion of a community's urban area and reduces the likelihood of growth occurring in a completely random pattern. The City must, however, consider the fact that it currently appears to have capacity to serve some new development and that the costs of administering such a program, while not large, may not be offset by adequate benefits to the City.

Other Regulations. It is clear that implementation of a number of the City's goals and objectives will require improved sign and landscaping regulations for private development. Although those will be included in the proposed land development code, they represent a different type of regulation and deserve brief description here.

Purposes. The purpose of sign regulations is to provide a context for the important communication offered by private signs. Typical sign regulations address the height, size, number and location of signs, as well as lighting and certain design issues. Landscaping regulations ensure that, as areas develop for commercial, industrial and institutional purposes, they include landscaped areas that remain private but that provide visual and environmental linkages to the greenway system of the city; the new regulations may also provide protection for certain classes of existing trees in certain circumstances.

Implementation Strategy. Both sign and landscaping regulations will be included in the proposed land development code that will evolve from this process.

Administration. Sign and landscaping regulations are relatively labor-intensive to administer and enforce. They increase the level of effort in reviewing plans for proposed commercial and industrial developments, they increase the number of inspections necessary

during the construction process, and, because signs and landscaping are changed more easily than buildings, they often require more follow-up enforcement. If the city adopts new sign and/or landscaping regulations, it will be important to back the new regulations with at least some new commitment of staff to assist in enforcement and administration

Discussion. The City can achieve a number of its goals and objectives only through better regulation of signs and landscaping. The question thus ought not to be whether these are included in the proposed code, but what the regulations say and how they relate to the city's own program of greenway development and public signage.

Procedural Techniques

Land Development Code. The proposed land development code will partially integrate and fully coordinate local regulations on zoning, land subdivision, planned developments, signs and landscaping of private property.

Purposes. Simply by integrating all of the regulations affecting the use and development of land, the proposed land development code will provide a more user-friendly, accessible set of regulations. It will also eliminate apparent inconsistencies and gaps among the various sets of regulations and use a unified set of definitions and other techniques to eliminate confusion and conflicts. The proposed code will be user-friendly, making maximum use of tables, charts, matrices and illustrations, to allow landowners, residents and developers to understand the regulations easily.

In addition, the proposed development code will include an improved, streamlined permitting process that will increase the degree of certainty for applicants and will maximize the coordination of the various steps in a multi-part approval process.

Implementation Strategy. The City is preparing a new land development code that is consistent with the Comprehensive Community Development Plan

Administration. Just as the proposed code will be easier for citizens and developers to use, it will be easier for staff to administer. Only to the extent that it includes entirely new provisions (such as improved sign and landscaping regulations) will it increase the administrative burden on staff, and some of that increase will be offset by the streamlining in other areas.

Discussion. It is clear that this is a priority to both the City and regular users of the process. It will be included in the proposed land development code.

Administrative Process. The new development code will include an improved permit review process and will also improve the administrative management of applications in the process. For example, after reasonable notice to affected parties, the staff should begin refusing to accept incomplete applications; those should be returned to the applicants with a checklist of missing items, rather than accepted for partial processing.

Purposes. Land development regulation is critical both to the City and to other residents and landowners within the community. The proposed development code will, in some respects, undoubtedly be somewhat more rigorous than existing regulations. It is important, however, that the system work as efficiently as possible. That increases the confidence of all users (developers and other interested parties, including neighbors) and reduces the friction costs of the regulatory process. It also reduces the long-term burden on city staff, although over the short-run improving efficiency may require some increase in effort by staff.

Implementation Strategy. Implementation beyond the public hearing will be up to the staff, although there will be a list of recommendations to facilitate monitoring by city officials and developers.

Discussion. It is clear that this is a priority to both the City and regular users of the process. It is a relatively easy technique to administer and one that should improve working conditions for staff and developers and, as a result, improve working relations between them. Thus, it clearly ought to be implemented in some form.

Fiscal Techniques

Capital Investment. Many of the goals and objectives of the City will require capital investments to implement. There are really two questions to be addressed regarding each such goal and objective: what will it cost to implement? And what will be the sources of funding?

Purposes. Community change requires community investment. Although some of the City's goals simply suggest redirecting some of the investments already being made by developers and others on new projects, achieving some of the goals will require direct investment of City funds. Building new parts, new cross-town arterials and other major facilities are the sort of projects that require the use of this funding.

Implementation Technique. The City's Capital Planning process provides a method for answering the first question and for setting priorities among projects competing for funding.

Administration. The City already has in place techniques for administering its investment in new capital facilities. To the extent that its level of investment expands, it may need to increase the administrative commitment proportionately.

Discussion. Community change requires community investment. There is little room for discussion of that basic proposition. There is more room for discussion of the sources of funding.

Alternative Funding Sources. General revenues are always limited and may not provide adequate funding to support all of the goals of the City that will require capital investment. Thus, the City must explore alternative financing techniques. Some of those include:

- State and Federal Funds. State and Federal funds may be available to assist the City with such projects as potential linkages to the Interstate highway system, and some of the bicycle and pedestrian pathways. The primary source of such funding is through state gas tax revenues) and from state and federal funding specifically for capital improvements, including funds that become available under the latest transportation bill that will replace the Intermodal Surface Transportation Efficiency Act.

  The City should also explore the availability of state and federal grant funds for the acquisition of lands for parks and other recreational facilities and for greenways.

- User Fees. The City already pays for water, electricity and sewer through user fees, which are used in part to pay for (or retire bonds that paid for) capital improvements to the respective systems.

  User fees can be used more extensively, however. Some cities now have drainage "utility" fees to help pay for stormwater management. Some communities include the cost of watershed and water supply protection in computing the rate base for water and/or sewer service; such a funding source might be used for some of the costs of land acquisition for water supply and streamway protection purposes. There may be other user-fee opportunities in the community.

- Cooperative Financing. Some local governments use tax-increment financing, special districts to pay for improvements and other cooperative public-private funding techniques to address some of the costs of public facilities to serve new development. The City may wish to explore additional options in those areas.

- Capital Investment Fees. Today in most communities, the cost of connecting to the sewer and water systems includes an element that represents a payment for a pro-rata cost of the capital plant that

provides the service. That capital plant may logically include lands set aside for stream and watershed protection, as well as for enhanced stormwater management.

- Impact Fees/Fees in Lieu of Dedication. Developers increasingly recognize that their impacts on park, road and drainage systems goes beyond the subdivision improvements that they provide within the boundaries of their own respective developments. Communities have often required that developers provide dedications of parklands, drainage easements and other lands and, sometimes, facilities, to help address those impacts. Today, the U.S. Supreme Court will accept such requirements only if they are "roughly proportional" to the impact of a proposed development. Thus, rather than asking developers to give land, most communities today require that developers give "fees in lieu of dedication," or, simply "impact fees," for these purposes; the communities then offset the value of any land or actual facilities provided by a developer against the fees otherwise due from the developer. If taken to an extreme, these techniques can adversely affect housing costs and create a political backlash from the development community. If kept to reasonable levels and used for purposes directly facilitating development in appropriate areas, such fees often find strong political support among developers.

Implementation Strategies. Most of these techniques can be implemented by ordinance adopted by the City Board. There are at present no specific plans to develop such ordinances.

Administration. There is usually some cost involved in administering an additional revenue source, but that cost is typically far offset by the benefits of having additional funds available to implement public goals and objectives.

Discussion. The City of Stillwater must give serious consideration to alternative revenue sources to help it implement its many capital-intensive goals and objectives. Which techniques are appropriate in the City's current fiscal, legal and policy-making context is a question that remains to be answered, but the City Commission, with the advice and assistance of the Planning Commission and the professional staff of the City must begin to discuss such alternative techniques to include among the many tools to be used in implementing the new Comprehensive Community Development Plan.

Variable Fee/Incentive System. Some communities have recognized the "costs of sprawl" in establishing fees for connecting to the water and sewer systems and "fees in lieu of dedication" (or impact fees) for parks, drainage and other facilities. Under such an approach, the City might take the position that most or all of the infrastructure that it needs to serve development consistent with existing zoning already exists in [designated] developed areas of the City. Thus, it might choose to impose no dedication requirements, no fees-in-lieu, and no connection fees beyond basic plumbing and inspection fees for new development within that designated area. It might then charge a cost-based fee in developing areas and a disincentive fee that might be two- or three-times the cost-based fee in remote areas, outside of those planned for growth.

Purpose. This is an additional growth-shaping technique. It may provide some additional revenue to the City, but, if it works very well, it may slightly reduce the revenue from new development.

Implementation. The City can implement this policy by ordinance.

Discussion. Although little-used, this is a rational, effective technique to be used by a community that, like Stillwater, has a goal of

shaping its growth. It converts the City's long-term fiscal problems (the costs of sprawl) into short-term fiscal issues for developers, thus placing the developers essentially on the same side of the negotiating table as the City. To the extent that the City has the legal authority to charge any of these fees, it has the authority to vary them based on the fiscal implications of the locations of particular developments.

Tax Increment Financing. Tax increment financing is a technique used to finance location-specific public improvements, often using bonds or other debt instruments, with the cost repaid over time using increases in property taxes resulting from increases in assessments in the area. Common uses of the technique are for downtown parking garages and convention centers; in each case, the public investment is expected to result in increased private investment and general increases in property values in the surrounding area, with those increases generating the taxes to pay for the facility. The technique is less commonly used to finance basic infrastructure and has occasionally been used to finance amenities such as golf courses. Oklahoma's law also allows the funds to be used to provide incentives for private development in the form of tax relief.

Purpose. The purpose of tax increment financing is to finance a location-specific public investment by recapturing increments of property tax resulting from increases in property values in the area to amortize the cost of the facility or other investment. Substantive purposes to which the tax increment funds can be applied in Oklahoma are:

> 7. Grant tax incentives or exemptions in the manner provided for in this act;
> 8. Acquire by purchase, donation or lease, and own, convey, lease, mortgage, or dispose of land and other property, real or personal, or rights or interests therein;
> 9. Clear and improve property acquired by it pursuant to the project plan and construct public facilities on it or contract for the construction, development, redevelopment, rehabilitation, remodeling, alteration, or repair of the property;
> 10. Cause parks, playgrounds, or schools, including capital improvements to public schools, or water, sewer, or drainage facilities or any other public improvements which it is otherwise authorized to undertake, to be laid out, constructed, or furnished in connection with the project;
> 11. Lay out and construct, alter, relocate, change the grade of, make specific repairs upon, or discontinue public ways and construct sidewalks in, or adjacent to, the district;
> 12. Cause sidewalks, ways for vehicular travel, playgrounds, or water, sewer, or drainage facilities and similar improvements to be constructed within the district for the particular use of the district or those dwelling or working in it;
> from 62 Okla. Stat. §854.

Implementation. Implementation of the technique occurs under the Local Development Act in Oklahoma; codified at 62 Okla. Stats. §§850 to 869. Under the Oklahoma act, all increments in property taxes in the designated district as well as increases in sales taxes that would otherwise go to the city accrue to the tax increment project fund; sales taxes that would otherwise go to other entities may accrue to the fund with the written consent of those entities. There are very precise statutory procedures to be followed in creating a district and administering it.

Administration. There are significant accounting tasks required to implement a tax increment financing program. The initial accounting requires isolating and establishing the base value for property taxes, with the increments to be computed on values above that. Tax increment receipts must be kept in a separate municipal fund and be used for designated purposes; that requires tracking the funds from the time of collection from both sales

taxes and property taxes to the time of disbursement. There are specific statutory guidelines on expenditures of the funds, and the city is required to provide periodic reports to other governmental entities affected by the program.

Discussion. Tax increment financing is an ideal technique to finance location-specific improvements like parking garages where it is not possible to fund such improvements entirely from user fees or other sources. It is best used for projects that are nearly certain to result in significant increases in property values; for that reason, use of the funds for more general infrastructure improvements (streets, sidewalks, sewers) is questionable from both policy and fiscal perspectives. Such a program may facilitate the city's investment in targeted improvements. The technique is usually used by a city, county or other general local government, which is the essence of the statute in Oklahoma. School districts and other governmental entities dependent on the property tax sometimes object to the use of the technique because it is seen as diverting tax increments that would, presumably, otherwise go to those entities; Oklahoma has responded to the concerns of school districts by providing that state aid to school districts is computed without regard to the portion of assessed valuation that generates income for the tax increment project rather than for the district. (62 Okla. Stat. §864).

Table 5-1
IMPLEMENTATION TECHNIQUES AND RESPONSIBILITY
City of Stillwater, Oklahoma

Goals/Objectives	Implementation Type	Responsibility	Notes
DOWNTOWN AS HEART OF COMMUNITY			
Goal #1: Downtown as cultural and civic heart			
Link existing and proposed cultural facilities	Capital Investment	City Commission	Public investment in landscaped pedestrianways
Expand public spaces for community events	Capital Investment	City Commission	Public investment in buildings and outdoor spaces
Enhance linkages between downtown and university	Capital Investment	City Commission	Upgrade sidewalks and trails, implement greenway
Enhance downtown's unique appearance thru preservation of original architecture, creation of a design theme and expansion of streetscaping	Educational, Regulatory, Private Investment	Downtown Stillwater Main Street, Chamber	Implementation of design theme and streetscape enhancements discussed in Comprehensive Plan
Improved wayfinding in downtown	Capital Investment	Public Works	Delineate corridors and implement unified signage
Goal #2: High quality business services in downtown			
24-hour center provided by a mix of uses	Regulatory, Private Investment	City Commission, Planning Staff	Attract residential, specialty retail, offices, food services and entertainment to downtown
Expand office space and supporting facilities to create an economic center in downtown	Regulatory, Private Investment	City, Chamber, Downtown Stillwater Main Street	New development code will facilitate appropriate office and office support development, but Chamber and others may be necessary to attract it
Alternative to regional mall	Regulatory, Private Investment	Downtown Stillwater Main Street, Chamber	Attracting necessary retail, entertainment and parking facilities will create this alternative
SMALL TOWN FEEL/BIG CITY AMENITIES			
Goal #1: Small town atmosphere			
Pedestrian scale downtown & existing neighborhoods	Capital Investment	City Commission	Public investment in sidewalks, connections
Pedestrian scale/design in new developments	Regulatory	Planning Staff	Upgrade sidewalk/trail rqmts. in subdivision regulations

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Goals/Objectives	Implementation Type	Responsibility	Notes
Goal #2: Safety, walking, at home, school, work			
Neighborhood crime prevention	Operational	Police, N-hood groups	Requires volunteer effort, police cooperation
Deal with gangs/youth crime	Operational	Police, Schools	Educational and policing effort
Maintain high quality police and fire service	Operational	Police, Fire	
Goal #3: Community friendliness			
Improved way-finding system	Capital Investment	City Commission, CoC, OSU	Requires signage design, plan for gradual or immediate implementation
Better decision-making	Political	City Commission, Others	New plan should provide excellent beginning on this
Communitywide and neighborhood activities	Volunteer	N-hood groups	
Goal #4: Successfully knitting and celebrating diversity			
Racial and religious harmony	Educational	CRC, MA	
Enhanced community relations programs	Educational, Political	CRC, SNA City Commission	
More diverse involvement in planning	Political	City Commission, Planning Comm., Planning Staff	Process for adopting new plan provides a good start
More integrated educational opportunities	Educational	Schools	
Greater respect for community's heritage	Educational	Schools	
Goal #5: Better amenities for elderly, youth and disabled			
Quality and affordable medical services and day care	Regulatory, Private Investment	City, Others	Most will be provided by business or non-profit organizations
Affordable housing for elderly and disabled	Regulatory, Private Investment	City, Others	New development code will ensure availability of locations for facilities
Services to help elderly stay at home	Regulatory, Private Investment	City, Others	Most will be provided by business or non-profit organizations
High quality and affordable child care	Regulatory, Private Investment	City, Others	New development code will ensure availability of locations for facilities; most will be provided by business or non-profit organizations

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Goals/Objectives	Implementation Type	Responsibility	Notes
CENTER FOR BUSINESS DEVELOPMENT			
Goal #1: Expansion and diversification of economy			
State, City, University cooperation for high-tech economic development	Political	State, City, University, Meridian Tech.	Intergovernmental agreement and continuing task force would be useful
Increase university-related sports, cultural, entertainment activities.	Operational	University, Chamber	
Promote local development opportunities	Regulatory	City & Planning Commissions	Establishment of a more predictable development review process and improved user-friendliness of land development code
Improve predictability of development process, development codes	Regulatory	Planning Staff	New development code and related procedures will do much of this; staff will implement
Goal #2: Enhance retail opportunities			
Retain shopping which complements downtown	Regulatory, Private Investment	City, Chamber, Downtown Stillwater Main Street	New development code will facilitate appropriate retail development, but it may still require effort by Chamber or others to attract it
Expand retail accessible to students	Regulatory, Private Investment	City, Chamber	New development code will facilitate appropriate retail development, but it may still require effort by Chamber or others to attract it
Goal #3: Build economy through local resources			
Increase citizen's employment skills	Educational	Osu, Vo-Tech	
Establish telecommunications center with live distance learning for life-long learning	Educational	Osu, Vo-Tech	
Retain more OSU and Vo-Tech graduates as residents	Promotional, Public and Private Investment	City Commission, Business, CoC, OSU	Providing appropriate housing, shopping, and entertainment activities should be a part of this effort

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Goals/Objectives	Implementation Type	Responsibility	Notes
Use schools, affordable housing to increase in-migration	Promotional, educational, operational	Chamber, City, Homebuilder's Association	New development code should facilitate incentives to focus more on housing of $50,000 to $75,000 price range for low to modest income homebuyers
Increase housing opportunities for workforce	Regulatory, Private Investment	City, Chamber	New development code should facilitate incentives to focus more on housing of $50,000 to $75,000 price range for low to modest income homebuyers
Maintain leadership in medical services	Private Investment	Chamber	
Expand local air transportation services	Private Investment	Chamber	
VISUALLY APPEALING AND ECOLOGICALLY SOUND COMMUNITY			
Goal #1: Steward of visually-appealing environment			
Quality building design & construction	Regulatory, Education	Planning and City Commissions, CoC	
Revitalization of deteriorating areas	Regulatory, Capital Investment	City Commission, Code Enforcement	Will require public investment coordinated with rigorous code enforcement; may require new codes to address maintenance; Stillwater Neighborhood Alliance, Stillwater Apartment Association & Downtown Main Street are potential resources
Enhancement of existing neighborhoods	Capital Investment	City Commission	May require public investment; Stillwater Neighborhood Alliance & Downtown Main Street are potential resources
Improved property and sidewalk maintenance	Operating, Regulatory	Public Works, Code Enforcement	Consider policy change where City shares in sidewalk maintenance
Uniform signage	Capital Investment	Public Works	This appears to relate to informational and way-finding signs, installed by City
Improved landscaping provisions	Regulatory	Planning Staff	Will include in new land development code
Enhance urban forest	Regulatory	Planning Staff	
Underground utilities	Regulatory, Capital Investment	City Commission, Utilities	New development code will require in new areas; will require public investment and/or cooperation of utilities in other areas
Recognize and provide for alleys	Regulatory	Planning Staff	

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Goals/Objectives	Implementation Type	Responsibility	Notes
Goal #2: Well-planned and designed entries/ corridors			
Identify arrival with unified entries and improvements	Regulatory, Capital Investment	Consultant, City Commission	
Integrated corridor appearance from gateways including tree-lined streets, uniform signage and street furniture	Regulatory, Capital Investment	Consultant, City Commission	New land development code will include corridor protection provisions for private property; enhancement will require public investment also
Improved use compatibility along entrance corridors	Regulatory	Planning Staff	Will be included in corridor protection provisions in new land development code
Goal #3: Stewards of an ecologically sound community			
Protect and enhance stream corridors	Regulatory	City Commission, Planning Staff	Recognize drainageways and flood management areas, plant and animal habitats, and recreational and scenic areas as pathways
Protect and conserve prairie and woodland resources	Regulatory	City Commission, Planning Staff	Provide scenic attractiveness and stabilize soils
Protect and conserve water resources	Regulatory, Capital Investment	Consultant, City Commission	Will include improved stormwater management in new development code, but will also require land & water purchases & investment in expanded plant
Protect air quality	Regulatory, Capital Investment	Federal, State, City Commission	Programs in place; additional street paving will reduce particulate problem
Conserve energy resources, particularly transportation-related	Capital Investment, Operating	City Commission	Investments in alternative transportation, including pedestrian, bike & mass transit will make a difference; improved growth management will reduce trip lengths
Provide sustainable, cost-effective waste management systems	Capital Investment, Operating	City Commission, Public Works	
PLANNED INFRASTRUCTURE FOR GUIDING DEVELOPMENT			
Goal #1: Maintain quality of life by managing growth/development	Regulatory, Capital Investment	City Commission	Include appropriate regulatory provisions in new code; City Commission and staff must follow plan in making capital investments, also
Identify and plan expansion areas, including annexation	Planning	Planning Comm., City Commission	Plan will address this, but implementation will rest largely with City Commission

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Goals/Objectives	Implementation Type	Responsibility	Notes
Guide location of suburban development	Regulatory, Capital Investment	City Commission, Planning Comm.	Include appropriate regulatory provisions in new code; City Commission and staff must follow plan in making capital investments, also
Encourage amenities in new development through incentives	Regulatory	Planning Comm.	Will include provisions in new code
Use partnerships to make infrastructure & services more cost-effective	Regulatory, Capital Investment	Consultant, City Commission, Developers	Will include draft provisions in Code; will require coordinated City investment & policy implementation
Assure implementation of Development Plan	Regulatory	City Commission, Planning Staff	
COMMUNITY LINKED THROUGH EDUCATION, RECREATION, NEIGHBORHOODS AND COMMERCIAL SERVICES			
Goal #1: Greenway system with paths & trails linking all parts of community & outlying recreational areas	Regulatory, Capital Investment	Consultant, City Commission	New development code will include provisions for trail protection & dedication as condition of development, but complete system will require City capital investmt.
Community-wide pathway system linking residential, commercial, educational recreational uses	Regulatory, Capital Investment	Consultant, City Commission	New plan will provide context to ensure that previous item meets this goal, also
Linkages of environmentally sensitive areas in greenway system	Regulatory, Capital Investment	Consultant, City Commission	New plan will provide context to ensure that previous greenway item meets this goal, also
Greater variety of parks	Capital Investment	City Commission	New plan will identify needs, but development will require capital investment
Increased private recreation and open space	Regulatory	Consultant	New development code will provide some requirements, plus several incentives
Parks as community gathering places	Capital Investment	City Commission	New plan will identify needs, but development will require capital investment
Places for youth to gather	Public and Private Investment	City Commission, PE&R, OSU, Business	
Improved recreational opportunities for elderly, persons with disabilities	Operations, Capital investment	City Commission, PE&R	

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Goals/Objectives	Implementation Type	Responsibility	Notes
Goal #2: Connecting neighborhoods and residents	Regulatory, Capital Investment	Consultant	See discussion on greenway and pathway items, above
Establish/maintain identifiable neighborhoods	Regulatory, Enforcement, Operating	Consultant, Code Enforcement, Public Works	A combination of good maintenance of public streets & sidewalks, plus enforcement of zoning & other codes on private property will accomplish this
Protect existing neighborhoods from negative effects of multiple tenants & parking in yards	Regulatory, Enforcement	Consultant, Code Enforcement	Zoning is a useful tool to accomplish this objective
COMPREHENSIVE TRANSPORTATION WITH ALTERNATIVE MODES			
Goal #1: Greater mobility with integrated transportation system, including transit, walking, biking			
Pave all designated thoroughfares	Capital Investment	City Commission	Capital planning process should provide for this
Improved east/west cross-town connections with new arterial from Cimarron Turnpike to I-35	Capital Investment	City Commission	Capital planning process should provide for this
Reduced number of curb-cuts along Hwy 51, Perkins Road, Washington Street	Regulatory, Administrative	Consultant, Planning Comm., City Commission	New development code will provide regulations, but enforcement is crucial
Improved capacity of existing major intersections	Capital Investment	City Commission	Capital planning process should provide for this
Recreational trail system within greenways	Regulatory, Capital Investment	Consultant, City Commission, PE&R	New development code will include provisions for trail dedication as condition of development, but complete system will require City capital investment
Bikeways system using designated streets, bikeways, greenways	Regulatory, Capital Investment	Consultant, City Commission, Planning Comm., PE&R	See previous items
Sidewalks & pathways within neighborhoods and activity centers, plus linkages	Regulatory, Capital Investment	Consultant, City Commission, Planning Comm.	New development code will provide for this in new subdivns., but complete system will require capital investment
Linkages of trails, bikeways and sidewalks	Regulatory, Capital Investment	Consultant, City Commission, Planning Comm.	New plan will provide context to ensure that previous greenway item meets this goal, also

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Goals/Objectives	Implementation Type	Responsibility	Notes
Appropriate types, levels of transit service	Capital Investment, Operating	City Commission	
Enhanced airport services, protection of airport from encroachments	Capital Investment, Operating, Regulatory	City Commission	Enhanced services will require money for capital Investment & operations; zoning can provide limited protection against encroachments, but best protection is purchase of additional land buffers
Linkages in comprehensive, integrated transportation system	Capital Investment	City Commission	New plan will provide context to ensure that Investments through Capital Planning process will make this happen
Linkages to regional transportation system and to educational, employment, health care and recreational facilities	Capital Investment	City Commission, State, Federal	New plan will provide context to ensure that Investments through Capital Planning process will make this happen
More transportation services for those with limited choices	Capital Investment, Operating	City Commission	
More mixed use development projects	Regulatory	Planning Comm., City Commission	New development code will include appropriate provisions, but most projects will require specific regulatory approval by commission and board

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Appendix A
Growth Determinants

Population

Historical Population Trends. In comparing 56-year population trends, there have been population fluctuations at the regional and county levels. Stillwater's population has grown steadily until a slight setback in the last dicennial period. Oklahoma State University's enrollment increase has followed a pattern similar to Stillwater, reflecting some connections between the two. Recent development trends suggest a moderate return in population growth at all levels.

Regional Population Trends. The five-county region comprised of Lincoln, Logan, Noble, Pawnee and Payne has experienced dramatic population swings over the past 56 years. Between 1940 and 1960, population decreased by 20,116, or about 1 percent annually, from 123,052 to 102,936. Between 1960 and 1990, population increased by 43,418, or about 1.5 percent annually, from 102,936 to 146,354. Between 1990 and 1996, population increased by 6,846, or about one half a percent annually, from 146,354 to approximately 153,200. The 56-year period, as a whole, has increased by a net 30,148, or about 0.4 percent annually.

If the region is broken down into periods, shifts appear among population centers. Between 1940 and 1960, every county lost significantly, except Payne, which gained moderately. Between 1960 and 1980, the region gained by 39 percent and every county except Noble gained at the same percentage. Between 1980 and 1990, the region gained by 25 percent and every county gained, except Payne and Noble which lost moderately. The trends indicated comparable gains in Lincoln, Logan, Pawnee and Payne counties between 1960 and 1980; however, while the other three continued the same growth trend, Payne County lost moderately between 1980 and 1990. Between 1990 and 1996, every county, including Payne, grew at approximately the same rate.

Payne County Trends. Payne County has experienced population swings over the past 56 years, although less dramatic than the region as a

Table 1
POPULATION TRENDS
City of Stillwater, Payne County & Region
1940-1996

Year	City of Stillwater	Payne County	5-County Region
1940	10,097	36,057	123,052
1950	20,238	46,430	116,474
1960	23,965	44,231	102,936
1970	31,126	50,654	111,162
1980	38,268	62,435	142,800
1990	36,676	61,507	146,354
1996	38,490	64,200	153,200

Source: U.S. Census, 1940, 1950, 1960, 1970, 1980, 1990. US Census Estimates, 1996.

whole. Within the overall swings, there appear to be additional cycles. The dicennial periods of 1940, 1950 and 1960 first increased by 10,373 and then decreased by 2,199 for a 20-year net gain of 8,174. The dicennial periods of 1960, 1970, 1980 and 1990 first increased by 6,423, again increased by 11,781 and then decreased by 928 for a 30-year net gain of 17,276. Between 1990 and 1996, population increased by 2,693, more than making up the loss from the previous 10-year period and continuing the growth trend that began in 1960.

The fluctuations in Payne County since 1960 could be attributed partially and decreasingly to changes in enrollment at Oklahoma State University. Between 1960 and 1970, the population increase in Payne County was comparable to the enrollment increase at OSU. Between 1970 and 1980, the population increased at more than twice the enrollment increase. Between 1980 and 1990, the population decreased at about a third of the enrollment decrease. Between 1990 and 1996, OSU enrollment stabilized while the county continued to grow, suggesting that the county's population became less dependent on OSU.

Stillwater Planning Area Trends. Trends within the planning area, which is the City of Stillwater and an approximately three-mile area surrounding, suggest that most of Payne County's growth in recent years has occurred within the planning area. There also appears to be some redistribution of population between the incorporated and unincorporated portions of the planning area.

In 1980, the planning area was estimated to have a total population of 39,228 of which 960 or 2.4 percent was in the unincorporated portion. In 1990, the planning area population decreased to 38,196 of which 1,520 or 4 percent was in the unincorporated portion. In 1996, the planning area population increased to 41,200 of which 2,710 or 7 percent was in the unincorporated portion. The 16-year trends suggest that, while population within the incorporated area was

Table 2
ENROLLMENT TRENDS
Oklahoma State University
Fall 1962-1996

Fall	Total Enrollment	% of County Population
1962	11,795	26.2
1970	18,444	36.4
1980	22,490	36.0
1985	20,901	33.2
1990	18,858	30.7
1996	18,461	28.8

Source: Oklahoma State University, August, 1997

fluctuating, population within the unincorporated portion was continuing to increase. The 16-year trends suggest also that the growth rate is higher in the unincorporated area than the incorporated. Between 1990 and 1996, in contrast, the increase in the number of persons in the unincorporated portion was approximately two-thirds of the increase in the incorporated portion of the planning area.

City of Stillwater Trends. The City of Stillwater has experienced moderate population growth over the past 56 years. The increase of 28,393, from 10,097 in 1940 to 38,490 in 1996, represents an average annual growth rate of 5 percent. The City reflected some moderation in the overall growth rate between 1970 and 1980 when it averaged 2.3 percent annually. Between 1980 and 1990, there was a reversal in the growth trend as the City's population fell from 38,268 to 36,676. Between 1990 and 1996, the population reflected an increase once again in reaching 38,490, just over the population in 1980. The annual growth rate over the past six years is 0.5 percent compared to 2.3 percent annually between 1970 and 1980. Since 1990, the City's growth rate has been on par with the five-county region as a whole. When compared with the flat enrollment trend of OSU between 1990 and 1996, the City's population increase over the past six years can be attributed, in part, to a positive in-migration of persons not necessarily associated with the University.

Historical Age Distribution. Between 1970 and 1990, trends in age distribution for the five-county region reflected a distinct shift toward an older population. Persons under 30 years of age were less represented in number and percent share of the total population compared to persons 30 years of age and older. Trends in age distribution for the City of Stillwater reflected a shift similar to the five-county region for the period 1980-1990; however, Stillwater showed a slight resurgence in at least the number of school-age persons between 1990 and 1996 based on public school enrollment records.

Table 3
POPULATION TRENDS
City of Stillwater & Planning Area
1980-1996

	City of Stillwater	Uninc. Planning Area	Total Planning Area
1980	38,268	960	39,228
1990	36,676	1,520	38,196
1996	38,490	2,710	41,200

Source: RM Plan Group Estimate, December, 1997

There are no figures available to compare the five-county region between 1990 and 1996.

Regional Age Distribution Trends. The number of persons under 20 years of age fluctuated moderately between 1970 and 1990. After increasing by 6,678 (17.3 percent) between 1970 and 1980, the total decreased by 1,650 (3.7 percent) between 1980 and 1990. The biggest fluctuation occurred in the elementary and secondary school age group.

The number of persons between 20-24 years of age fluctuated extensively between 1970 and 1990. After increasing by 6,863 (50 percent) between 1970 and 1980, the total decreased by 4,289 (20.9 percent) between 1980 and 1990.

The number of persons between 25-29 years of age first rose extensively and then leveled. After increasing by 4,877 (75.6 percent) between 1970 and 1980, the total remained almost identical between 1980 and 1990.

The number of persons between 30-44 years of age rose extensively between 1970 and 1990. After increasing by 8,215 (53.3 percent) between 1970 and 1980, the total increased by another 6,600 (28 percent) between 1980 and 1990.

The number of persons between 30-44 years of age rose extensively between 1970 and 1990. After increasing by 8,215 (53.3 percent) between 1970 and 1980, the total increased by another 6,600 (28 percent) between 1980 and 1990.

The number of persons between 45-64 years of age rose moderately between 1970 and 1990. After increasing by 2,108 (9.7) percent between 1970 and 1980, the total increased by another 1,977 (8.3 percent) between 1980 and 1990.

The number of persons 65 years and over rose moderately between 1970 and 1980. After increasing by 2,898 (18.8 percent) between 1970 and 1980, the total increased by another 968 (5.3 percent) between 1980 and 1990.

Table 4
AGE DISTRIBUTION TRENDS
5-County Region
1970-1990

Age	1970	1980	1990
Under 5	7,381	9,976	9,352
5-19	31,073	35,156	34,130
20-24	13,677	20,540	16,251
25-29	6,455	11,332	11,278
30-44	15,425	23,640	30,240
45-64	21,734	23,842	25,819
65 & over	15,417	18,315	19,283
TOTAL	**111,162**	**142,800**	**146,354**

Source: U.S. Census, 1970, 1980, 1990

Payne County Age Distribution Trends. Payne County reflected similar changes in age distribution with the region. The changes in the County were influenced by changes in OSU enrollment. The post-secondary age group of 18-24 reflected extensive change between 1980 and 1990. The total decreased by 5,011 (24.3 percent) over the ten-year period. OSU enrollment decreased by 3,632 over the same period. (Census reporting methods did not permit a comparison with the year 1970.)

City of Stillwater Age Distribution Trends. The total population of the City of Stillwater decreased between 1980 and 1990. Similarly, the number of persons under 5 years declined. The number of persons from 5 to 19 years and from 20 to 24 years also declined, the latter group reflecting the decrease in enrollment at OSU. All age groups 25 and over increased between 1980 and 1990. The 25 to 29 group increased by 46, up from 9.6 percent to 10.2 percent of the total population. The 30 to 44 group increased by 1,798, while its share of the total population went up from 11.8 percent to 17.2 percent of the total. The 45 to 64 group increased by 266, up from 9.4 percent to 10.4 percent of the total. The 65 and over group increased by 385 while its share of the total increased from 6.8 percent to 8.2 percent.

Table 5
AGE DISTRIBUTION TRENDS
City of Stillwater
1980-1990

	1980		1990	
Age	**No.**	**% of Total**	**No.**	**% of Total**
Under 5	1,983	5.2	1,939	5.3
5-19	9,577	25.0	8,057	22.0
20-24	12,282	32.1	9,799	26.7
25-29	3,688	9.6	3,734	10.2
30-44	4,513	11.8	6,311	17.2
45-64	3,607	9.4	3,833	10.4
65 & over	2,618	6.8	3,003	8.2
TOTAL	**38,268**	**100.0**	**36,676**	**100.0**

Source: U.S. Census 1980 & 1990

Population Projections. In projecting population through the year 2020, several assumptions are made with respect to other growth factors. These assumptions include the following:

- •OSU enrollment will remain relatively stable over the 23-year period based on the projected number of post-secondary are persons;
- •Stillwater's percent share of the County's and the region's population will increase slightly compared to the current trend;
- •Stillwater's and the County's employment growth rate will continue to be similar to the current trend; and,
- •In-migration of persons will continue to occur.

Regional Population Trends. The five-county region is projected to continue in population from an estimated 153,200 in 1996 to 173,000 by the year 2020. The 24-year estimated increase is 19,800 or an average annual rate of 0.5 percent. The annual rate represents a continuation of recent trends.

Payne County Population Trends. Payne County is projected to continue in population from an estimated 64,200 in 1996 to 72,400 by the year 2020. The 24-year estimated increase is 8,200 or an average annual rate of 0.5 percent. The annual rate represents a continuation of recent trends.

Stillwater Planning Area Planning Trends. The Stillwater planning area is projected to increase in population from an estimated 41,200 in 1996 to 47,800 by the year 2020. The 24-year estimated increase is 6,600 or an average annual rate of 0.7 percent. The annual rate represents a slight increase over recent trends.

The population projections for the Stillwater planning area are targets based on the assumptions identified above. In the event that there is a change in the assumptions, some deviation from the projected target may occur. The deviation on the high side is approximately 3 percent, while the deviation on the low side is approximately 2 percent.

Table 6
POPULATION PROJECTIONS
Stillwater Planning Area, Payne County & Region
1990-2020

Year	Stillwater Planning Area	Payne County	5-County Region
1990	38,196	61,507	207,269
1996	41,200	64,200	153,200
2000	42,200	65,500	156,300
2005	43,600	67,200	160,100
2010	45,000	68,900	164,300
2015	46,400	70,600	168,500
2020	47,800	72,400	173,000

Source: RM Plan Group, Nashville, December, 1997

Table 7
POPULATION PROJECTIONS
DEVIATION
Stillwater Planning Area
1990-2020

Year	High	Target	Low
1990	38,196	38,196	38,196
1996	42,500	41,200	40,400
2000	43,500	42,200	41,400
2005	44,900	43,600	42,700
2010	46,300	45,000	44,100
2015	47,800	46,400	45,500
2020	49,300	47,800	46,900

Source: RM Plan Group, Nashville, December, 1997

Housing

Historical Housing Trends. As of 1996, there was a total of 17,613 housing units in the Stillwater planning area. The total housing units represented an increase of 1,293 over the 16,330 housing units for the same area in 1990, and an increase of 2,838 over the 13,482 units for the same area in 1980. There were moderate shifts in type and tenure of housing over the 16-year period with multi-family and rental units gaining a greater share of the total market.

Housing Type Trends. Single-family represented the largest type of housing with 9,404 units or 53.4 percent of the total in 1996. The unincorporated portion of the planning area, with single-family units exclusively, skewed the greater share of market toward single-family. In contrast, the incorporated portion showed multi-family gains against single-family's share of the market. The shift toward more multi-family was noticeable in the incorporated area between 1970 and 1990.

City of Stillwater Housing Type Trends. Single-family units represented the largest type at 8,310 units or 52.7 percent of the total in 1990. While the number of single-family units increased by 1,903 from 1970 to 1980, and by 554 from 1980 to 1990, its share of the total fell from 59.5 percent in 1970 to 55.3 percent in 1980 to the 52.7 percent share in 1990.

Multi-family and two-family housing made a moderate gain and increased in share collectively between 1970 and 1990. The number went up by 1,899 between 1970 and 1980 while the share increased from 35.8 to 38.6 percent. Between 1980 and 1990, the number went up by 834 and the share increased from 38.6 to 39.6 percent. Of the total units gained during the twenty-year period, multi-family accounted for the largest share at 46.1 percent.

Mobile homes also gained between 1970 and 1990. The number increased by 388 during the first ten-year period, increasing in share from 4.7 to 6.1 percent. For the second ten-year period, the number increased by 350 while the share increased from 6.1 to 7.6 percent.

Table 8
HOUSING UNITS IN STRUCTURES
City of Stillwater
1970-1990

	1970		1980		1990	
Type	**Units**	**% of Total**	**Units**	**% of Total**	**Units**	**% of Total**
1-unit detached	5,848	59.4	7,411	52.8	7,865	49.9
1-unit attached	5	0.1	345	2.5	445	2.8
2-4 units	1,448	14.7	1,631	11.6	1,769	11.2
5-9 units	2,074*	21.1*	854	6.1	1,545	9.8
10 + units	*	*	2,936	20.9	2,941	18.6
Mobile home, other	468	4.7	856	6.1	1,206	7.6
TOTAL	**9,843**	**100.0**	**14,033**	**100.0**	**15,771**	**100.0**

**1970 data only distinguishes structures of 5 or more units.*
Source: U.S. Census, 1970, 1980, 1990

Housing Tenure Trends. Like single-family, there were distinct differences in housing tenure rates between the unincorporated and incorporated portions of the planning area. The exclusively single-family character of the unincorporated portion was similarly owner-occupied. In contrast, the incorporated portion showed renter-occupied gains against the owner-occupied share of the market. The shift toward more renter-occupied share of the market was noticeable in the incorporated area between 1970 and 1990.

City of Stillwater Housing Tenure Trends. Concurrent with the increase in multi-family between 1970 and 1990 was an increase in renter occupancy. The number of renters increased by 1,992 from 1970 to 1980 and by 1,517 from 1980 to 1990. The share of the total increased from 51.5 to 54.2 percent over the twenty-year period.

The number of owner-occupied units fluctuated over the twenty-year period. Between 1970 and 1980, the number increased by 1,617 while the share decreased from 42.5 to 41.2 percent. The number decreased by 174 between 1980 and 1990 while the share also decreased, from 41.3 to 35.7 percent.

The number of vacant units increased from 1970 to 1990. Vacancies were 623 or 6.3 percent in 1970 compared to 1,204 or 8.6 percent in 1980 and 1,599 or 10.1 percent in 1990.

Table 9
HOUSING TENURE
City of Stillwater
1970-1990

Tenure	**1970**	**1980**	**1990**
Number Owner Occupied	4,185	5,802	5,628
% Owner Occupied	42.5	41.3	35.7
Number Renter Occupied	5,035	7,027	8,544
% Renter Occupied	51.5	50.1	54.2
Number Vacant	623	1,204	1,599
% Vacant	6.3	8.6	10.1
Total Units	**9,843**	**14,033**	**15,771**

Source: U.S. Census, 1970, 1980 & 1990

Housing Projections. In projecting housing demand to the year 2020, several assumptions are made with respect to housing market characteristics. These assumptions include the following:

- Projections are based on target population projections and include a three to five percent elasticity factor over the 23-year period;
- Projections do not include replacement housing;
- Additional multi-family will slightly increase its ratio of total units compared to single-family and manufactured housing during the 23-year period;
- Number of persons per housing unit will decrease slightly from its 1996 average to approximately 2.2 for the 23-year period; and,
- If OSU students increase their ratio of private housing occupancy compared to on-campus housing, there will be a comparable increase in total housing projections.

A total of approximately 22,800 housing units are required to meet the projected target population of the Stillwater planning area to the year 2020. The total housing demand represents an increase of 5,087 over the total of 17,613 housing units as of 1996. Single-family represents 2,396 units or 47 percent of the total increase; two-family and multi-family represents 2,525 or 49.6 percent of the total increase; and, manufactured housing (mobile homes) represents 256 or 5 percent of the total increase.

Table 10
HOUSING PROJECTIONS
Stillwater Planning Area
1996 - 2020
(Housing Units)

Year	Single-Family	2-Family/ Multi-Family	Mfg. Housing	Total
1996	9,404	6,715	1,404	17,613
2000	9,900	7,175	1,425	18,500
2005	10,400	7,620	1,480	19,500
2010	10,760	8,200	1,540	20,500
2015	11,180	8,720	1,600	21,500
2020	11,800	9,240	1,660	22,700

Source: RM Plan Group, Nashville, December, 1997.

Construction

Residential Construction Trends. Between 1970 and 1997, the total number of residential units increased by 4,024. The 28-year increase represented an annual average of approximately 144 units.

When residential construction trends are broken down into smaller increments, distinct patterns of growth are apparent. The 15-year period from 1970-1984 represents the most active years for residential construction. During this time a total of 2,639 units were constructed at an annual average rate of 176 units. This period represents the only years during which construction activity exceeded 300 units per year – 339 units were constructed in 1977 and 317 in 1978. The period also contains some of the least active years for residential construction. In 1980, only 61 units were constructed; however, in only 4 years did activity fall below 100 units constructed per year. Further, there were only 2 consecutive years of less than 100 units added – 1973 at 88 units and 1974 with 83 units. Thus, the period is generally characterized by sustained residential growth at a relatively high rate of construction.

The period from 1985-1991, on the other hand, reflects seven consecutive years of construction activity below 100 units added per year. In no single year during this time, did construction exceed 88 units. The total for this period was 460 units at an annual average rate of 66 units per year. This period contains the low point for residential construction activity. In 1989, only 33 units were added.

The most recent period, from 1992-1997, represents a rebound in residential construction activity. During this 6-year period there was a total of 825 units constructed for an annual average rate of approximately 138 units per year. In no single year did construction activity fall below 100 units. The high for this period was 170 units in 1995, while the low was 126 units constructed in 1992.

Table 11
CONSTRUCTION TRENDS
City of Stillwater
1970-1997

Year	Residential	Commercial
1970	232	25
1971	173	28
1972	137	29
1973	88	20
1974	83	25
1975	154	26
1976	205	43
1977	339	51
1978	317	71
1979	219	53
1980	61	43
1981	114	31
1982	87	31
1983	218	78
1984	212	61
1985	88	30
1986	75	18
1987	59	42
1988	45	30
1989	33	27
1990	78	46
1991	82	55
1992	126	54
1993	148	51
1994	154	57
1995	170	62
1996	165	50
1997	162	63
TOTAL	**4,024**	**1,200**

Source: City of Stillwater, 1997

Commercial Construction. Between 1970 and 1997, the number of commercial permits increased by 1,200 or an annual average of 43 units. Out of the 28 years, 15 years have been at or above the average, indicating relative stability within non-residential activity.

When commercial construction trends are broken down on a dicennial basis, the relative stability is still apparent. The 1970-1979 period increased by 371 while the 1980-1989 period increased by 391. The 1990-1997 period increased by 438, which was up from the preceding periods based on an annual average.

Employment

Historical Employment Trends. For purposes of evaluating historical employment trends in the regions, annual average employment (full- and part-time) by industry trends as provided by the Oklahoma Employment Security Commission are utilized. Three years are used for comparison - 1984, 1990 and 1996. Because employment trends for Pawnee County are not available for 1984 and 1990, only Lincoln, Logan, Noble and Payne Counties are included in the regional evaluation. Since Pawnee County represents only four percent of the region's total employment in 1996, the evaluation of trends is not significantly affected by Pawnee's omission.

There are three distinct economic activity centers influencing the region. Oklahoma City and Tulsa are the two most dominant centers while Stillwater is the third most dominant. In Lincoln and Logan Counties, employment is affected by their proximity to the dominant center. In the case of both Oklahoma City and Tulsa, development is expanding toward Stillwater, so there is a positive regional impact of the dominant centers' development on Stillwater's employment. Employment activities also spread into the greater region in conjunction with population.

Regional Employment Trends. Total employment increased within the four counties between 1984 and 1996. A comparison of the years 1984 and 1990 reflected a net increase of 2,692 from 37,422 to 40,114. The increase averaged 449 jobs per year. A similar comparison of the years 1990 and 1996 reflected a net increase of 8,316, from 40,114 to 48,430. The 6-year period increase averaged 1,386 jobs per year. Comparisons of the three years combined - 1984, 1990 and 1996 - reflected significant long-term growth in every county and in all of the larger industries.

The next significant changes within the region involved the following industries:

- Services - up 4,235 and increased share from 12.7 to 18.6;
- Other (primarily university) - up 6,765 and increased share from 37.1 to 39.4;
- Manufacturing - up 427 although the share decreased from 11.2 to 9.6; and,
- Trade - up 2,125 although the share decreased from 23.5 to 22.5.

The region's historical employment trends for the 12-year period reflected a significant growth in employment and greater diversification. The decrease in trade's share of total employment reflected the increasing effect of the Oklahoma City and Tulsa market.

Payne County Employment Trends. Payne County was the largest employment provider within the region with 63.9 percent of the total in 1984, 65.4 percent in 1990 and 66.1 percent in 1996. The County contained the following shares of the region's employment by type of industry in 1996: Mining = 61.8 percent; Construction = 55.1 percent; Manufacturing = 61 percent; Public Utilities = 31.1 percent; Trade = 64.6 percent; Finance, Insurance and Real Estate = 50.1 percent; Services = 66 percent; and, Other = 71.3 percent. (The other is mostly University-related employment). Between 1984 and 1996, Payne County experienced a loss of jobs in three industries: Mining (net loss of 282), Construction (net loss of 51) and Public Utilities (net loss of 164). The loss of jobs in Mining was consistent with the remainder of the region for that period, which experienced a net loss of 912. Construction had a net gain of 122 in the region, while Public Utilities had a net gain of 335 in the remainder of the region.

City of Stillwater Employment Trends. Of the 36,676 persons living in the City of Stillwater in 1990, 17,425 or 47.5 percent were employed. Private wage and salary workers constituted 9,967 or 57.1 percent of the total employed. Self-employed workers constituted 873 or 5.0 percent. Unpaid family workers constituted 59 or 0.3 percent. Government workers constituted the remaining 6,526 or 37.4 percent of the total employed.

Based on the type of industry, employment in the City of Stillwater in 1990 was comprised of the following: Government-Related Services = 6,065 or 34.8 percent; All Other Services = 3,533 or 20.3 percent; Retail Trade = 3,502 or 20.1 percent; Manufacturing = 1,753 or 10.1 percent; Finance, Insurance and Real Estate = 810 or 4.6 percent; Transportation and Utilities = 532 or 3.0 percent; Construction = 484 or 2.8 percent; Wholesale Trade = 349 or 0.2 percent; Agriculture = 322 or 1.8 percent; and Mining = 75 or 0.4 percent. The higher percentage of governmental workers in the City was the result of OSU's presence.

The 21 largest employers in Stillwater provided a total of 12, 998 jobs in 1996. Oklahoma State University (which included full-time, part-time and student) totaled 7,158 followed by Mercruiser at 1,200, Stillwater Public Schools at 666, the City of Stillwater at 530, and the Stillwater Medical Center at 503. The remaining employers were all classified under 500 employees.

Employment Projections - City of Stillwater. Inclusive of employment at Oklahoma State University, total employment for the City of Stillwater is projected to increase to 21,300 by the year 2000 and to 28,900 by the year 2020. The projections represent an increase from the 17,425 employed in 1990 of 3,875 and 11,475 respectively. The greatest increase will occur in Services, Retail and Manufacturing as the area continues to diversify.

Table 14
LARGEST EMPLOYERS
City of Stillwater
1996

Name	No. of Employees
Oklahoma State University	7,158
Mercruiser	1,200
Stillwater Public Schools	666
City of Stillwater	530
Stillwater Medical Center	503
Creative Labs	350
State Dept. of Vo-Tech	300
National Standard	288
World Color Press	220
Armstrong World Industries	203
Frontier Engineering	200
TCI Marketing	187
Stillwater National Bank	181
Audio Innovations	170
Moore Business Forms	165
U.S.D.A.	139
Stillwater Designs	125
TMS/Sequoia	120
Meridian Technology Center	103
Warren Clinic	102
Oklahoma Joe's Smokers	88
TOTAL	**12,998**

Source: Chamber of Commerce, City of Stillwater

Table 15
EMPLOYMENT PROJECTIONS
City of Stillwater
1990-2020

	1990	2000	2020
Government	6,065	6,300	7,000
Services	3,533	4,700	6,800
Retail	3,502	4,500	6,800
Manufacturing	1,753	2,500	3,500
Finance, etc.	810	1,350	1,850
Transp./Utilities	532	650	900
Construction	484	600	900
Wholesale Trade	349	450	900
Agriculture	322	200	200
Mining	75	50	50
TOTAL	**17,425**	**21,300**	**28,900**

Source: RM Plan Group, December 1997

Schools

Historical School Enrollment Trends. Between 1987 and 1996, total public school enrollment increased every year except 1994.

Elementary School Enrollment. Between 1987 and 1996, elementary school enrollment increased from 2,421 in 1986 to a high of 2,798 in 1993, an increase of 377. Enrollment decreased each year after 1993, from 2,798 to 2,625 in 1996, a loss of 173 students.

Middle/Junior High School Enrollment. Between 1987 and 1996, middle and junior school increased every year, from 1,263 in 1987 to 1,766 in 1996, a gain of 503 students.

Senior High School Enrollment. Enrollment in Stillwater's public high school has fluctuated between 1987 and 1996.

School Enrollment Projections. The number of school age persons is projected to remain relatively stable until the year 2000. A modest increase will occur between 2000 and 2020 as the total population increases.

Table 17
PUBLIC SCHOOL ENROLLMENT PROJECTIONS
City of Stillwater
1997-2001

School Year	Enrollment
1997-1998	5,620
1998-1999	5,650
1999-2000	5,665
2000-2001	5,681

Source: Stillwater Public Schools, 1997

Table 16
PUBLIC SCHOOL ENROLLMENT
City of Stillwater
1987-1996

School	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996
Lincoln SE	47	46	41							
Highland Park	440	412	444	445	452	445	406	400	397	410
Richmond				402	369	382	352	354	366	352
Sangre Ridge	405	412	437	469	487	503	508	476	470	471
Skyline	669	704	665	516	518	542	526	553	551	505
Westwood	439	460	478	490	506	514	559	489	494	496
Will Rogers	468	520	512	397	425	405	447	421	393	391
Middle School	659	676	674	745	739	746	868	890	895	870
Junior High	604	615	643	653	719	764	764	751	823	896
High School	1,000	909	865	876	870	907	936	973	990	1,121
Lincoln Academy						42	74	82	76	95
Total	**4,731**	**4,754**	**4,759**	**4,993**	**5,085**	**5,250**	**5,440**	**5,389**	**5,455**	**5,607**

Source: Stillwater Public Schools, 1997

TABLE A-1
POPULATION BY AGE TRENDS
LINCOLN, LOGAN, NOBLE, PAWNEE AND PAYNE COUNTIES
1970, 1980 & 1990

	LINCOLN			LOGAN			NOBLE			PAWNEE			PAYNE		
	1970	**1980**	**1990**	**1970**	**1980**	**1990**	**1970**	**1980**	**1990**	**1970**	**1980**	**1990**	**1970**	**1980**	**1990**
Under 5	1,342	1,997	1,981	1,270	2,086	1,958	719	901	773	726	1,094	1,063	3,324	3,898	3,577
5 to 9	1,738	2,172	2,379	1,654	2,074	2,290	871	798	894	900	1,165	1,178	3,476	3,429	3,964
10 to 14	1,941	2,204	2,446	1,773	2,022	2,215	949	884	855	1,090	1,258	1,242	3,440	3,165	3,548
15 to 19	1,621	2,405	2,243	2,283	2,858	2,682	812	997	721	917	1,221	1,139	7,608	8,504	6,334
20 to 24	973	1,890	1,433	1,518	2,381	2,291	537	906	583	566	1,047	745	10,083	14,316	11,199
25 to 29	941	1,741	2,025	988	1,976	1,937	532	833	780	512	1,098	940	3,482	5,684	5,596
30 to 34	1,021	1,767	2,179	891	1,864	2,181	527	749	899	562	1,036	1,213	2,321	3,807	4,706
35 to 39	1,017	1,702	2,089	863	1,584	2,186	505	640	786	537	967	1,134	1,961	2,889	3,921
40 to 44	1,052	1,453	1,965	959	1,370	1,921	552	665	703	618	835	1,107	2,039	2,312	3,250
45 to 49	1,070	1,327	1,762	962	1,205	1,630	575	602	651	700	770	925	2,010	2,106	2,646
50 to 54	1,076	1,320	1,531	1,003	1,268	1,387	543	574	575	690	823	855	1,920	2,120	2,177
55 to 59	1,271	1,378	1,462	1,056	1,246	1,229	590	585	537	678	859	760	1,924	2,101	1,896
60 to 64	1,160	1,181	1,361	1,124	1,133	1,230	630	517	493	757	780	749	1,995	1,947	1,963
65 to 69	1,104	1,318	1,299	1,051	1,096	1,063	568	575	472	687	714	771	1,662	1,871	1,903
70 to 74	889	1,099	1,052	855	993	901	445	483	399	516	631	646	1,374	1,682	1,618
75 to 79	603	814	910	621	810	767	351	421	377	446	513	487	986	1,221	1,378
80 to 84	405	495	589	448	482	574	197	261	284	273	273	355	601	782	998
85 and over	258	338	510	326	433	569	140	182	263	163	227	265	448	601	833
Median	35.8	32.5	34.8	31.9	30.1	32.6	35.7	32.9	35.1	38.7	33.6	36.2	23.2	23.8	26.9

Source: U. S. Bureau of the Census, 1970, 1980, 1990

TABLE A-2
ANNUAL AVERAGE EMPLOYMENT BY INDUSTRY TRENDS - TOTAL WAGES
LINCOLN, LOGAN, NOBLE AND PAYNE COUNTIES
1984, 1990 & 1996

	LINCOLN			LOGAN			NOBLE			PAYNE			4-COUNTY TOTAL		
	1984	1990	1996	1984	1990	1996	1984	1990	1996	1984	1990	1996	1984	1990	1996
TOTAL EMPLOYED	4,761	5,127	6,370	5,169	5,238	6,108	3,575	3,498	3,955	23,917	26,251	31,997	37,422	40,114	48,430
MINING	402	76	92	246	52	66	185	55	45	610	346	328	1,443	529	531
CONSTRUCTION	135	150	281	251	178	337	118	125	59	882	640	831	1,386	1,093	1,508
MANUFACTURING	654	847	1,009	312	270	351	820	1,017	444	2,417	2,800	2,826	4,203	4,934	4,630
PUBLIC UTILITIES	204	294	410	184	93	145	348	285	180	723	487	559	1,459	1,159	1,794
TRADE	1,350	1,338	1,783	1,340	1,201	1,309	825	635	775	5,278	5,608	7,051	8,793	8,782	10,918
FINANCE, INSUR., REAL ESTATE	329	520	581	220	184	175	122	111	128	816	771	902	1,487	1,586	1,786
SERVICES	630	685	890	959	1,312	1,540	366	508	628	2,810	3,302	5,942	4,765	5,807	9,000
OTHER*	1,056	1,217	1,326	1,657	1,949	2,186	791	761	1,991	10,379	12,297	13,559	13,883	16,224	19,062

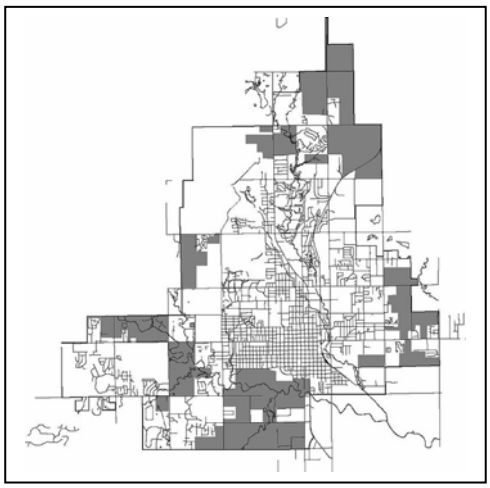
** Includes Public Administration, Federal Employment, Agriculture and Other Unclassified*
Note: Figures Not Available for 1984 and 1990 for Pawnee County. However, the data for 1996 are as follows: Total Employed = 2,921; Mining = 201; Construction = 23; Manufacturing = 137; Public Utilities = 93; Trade = 680; Finance, Insurance and Real Estate = 113; Services = 687; and, Other = 988.

Source: Oklahoma Employment Security Commission, 1997

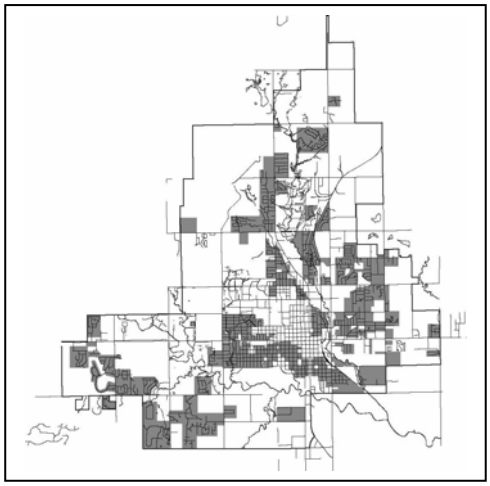
Appendix B
Existing Land Use

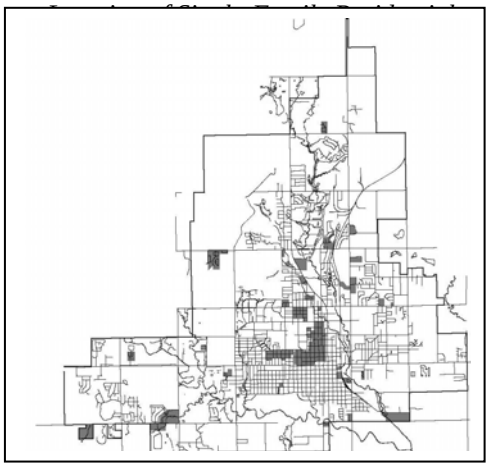
Existing Land Use

Existing Land Use Incorporated Area. The City of Stillwater comprises 17,327 acres or 18 percent of the 95,154 acres in the total planning area. Within the incorporated area, the largest classification is associated with agriculture (which includes drainageways) at approximately 28 percent of the total 17,327 acres. The remainder of the incorporated area consists of mostly urban uses with residential comprising approximately 22 percent of the total. Commercial and Public/Semi-Public classifications comprise approximately 3 percent each of the total. Commercial comprises 599 acres or 3.5 percent of the total. Finally, the undeveloped classification (i.e. urban land) comprises approximately 13.5 percent of the total. The characteristics of each land use classification are described in the following.



Location of Agricultural Related Uses





Location of Multi-Family Residential

Agricultural. Agricultural classifications comprise 4,898 acres or 28.3 percent of the total incorporated area. While the classifications include modest crop and livestock activities, they consist mainly of drainageways with little or no development potential due to their flood-prone characteristics. Agricultural classifications are located mostly in conjunction with major drainageways and along the periphery of the incorporated area. The largest concentrations are found in the southern central, northeastern and eastern portions of the incorporated area.

Residential. Residential classifications collectively comprise 3,843 acres or 22.2 percent of the total incorporated area. Five types of residential uses are included in this classification:

- Single-family residential lots of 1 acre or less;
- Single-family residential lots of 1-plus to 10 acres;
- Two- and Three-family residential;
- Multi-family residential; and,
- Manufactured housing.

Single-family residential on lots of 1 acre or less comprises 2,254 acres or 13 percent of the total incorporated area. This type is located in the mostly urban neighborhoods. The largest concentrations are found in the older center of

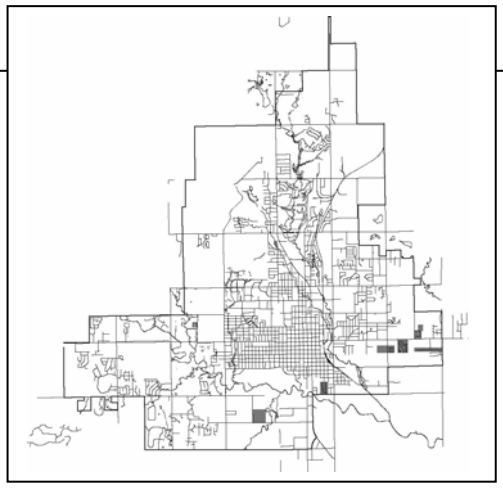
the incorporated area. Newer concentrations are found to the north near Boomer Lake and in the southwestern periphery of the incorporated area.

Single-family residential on lots of 1 to 10 acres comprises 850 acres or 4.9 percent of the total incorporated area. This type is scattered around the periphery of the incorporated area.

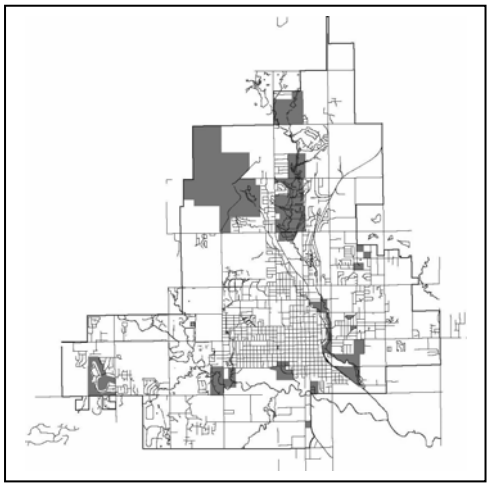
Two- and Three-family residential comprises 187 acres or 1.1 percent of the total incorporated area. This type is located within the older center of the incorporated area near the University.

Multi-family residential comprises 367 acres or 2.1 percent of the total incorporated area. The largest concentrations are found in the older center of the incorporated area near the University. Scattered locations can be found along the periphery of the incorporated area.

Manufactured housing comprises 185 acres or 1.1 percent of the total incorporated area. The term "manufactured housing" is synonymous with mobile home as defined by the U.S. Bureau of Census for its count of housing units in 1990 and in previous census years. The largest concentrations are found in the extreme southern and southeastern portions of the incorporated area, located in manufactured housing parks.

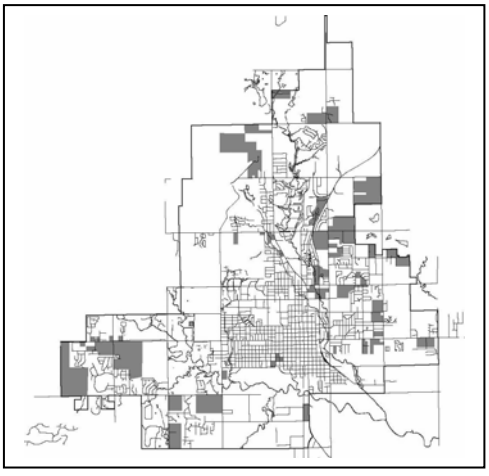


Location of Manufactured Housing



Location of Undeveloped Land

Undeveloped. Undeveloped classifications comprise 2,342 acres or 13.5 percent of the total incorporated area. The term "undeveloped" includes vacant land in otherwise developed areas. Large concentrations are found in the extreme southwestern portion of the incorporated area located south of U.S. Highway 51, in the extreme northern portion located near Washington Avenue and Perkins Road and in the eastern central portion located near Perkins Road.



Location of Parks and Open Space

Parks and Open Space. Parks and open space classifications collectively comprise 2,311 acres or 13.3 percent of the total incorporated area. Two types of uses are included in this classification:

Parks and Open Space. Parks and open space classifications collectively comprise 2,311 acres or 13.3 percent of the total incorporated area. Two types of uses are included in this classification:

- Parks; and,
- Open Space.

Parks classifications comprise 921 acres or 5.3 percent of the total incorporated area. The term "park" is identified as publicly controlled property with developed provisions for public recreation.

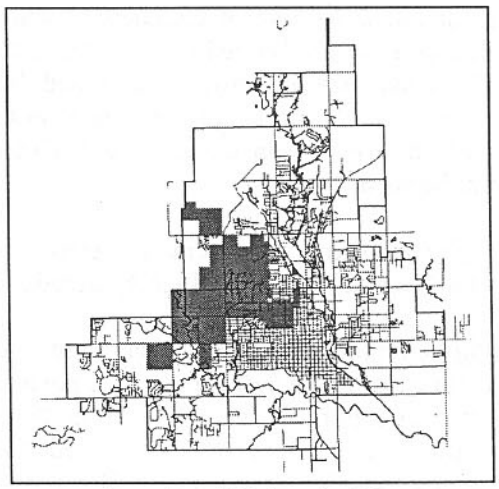
Open space classifications comprise 1,390 acres or 8 percent of the total incorporated area. The term "open space" is defined as publicly controlled property which remains in an undeveloped or natural state for public recreation.

University. University classifications comprise 2,251 acres or 13 percent of the total incorporated area. Included in these classifications are the relatively contiguous areas associated with the primary campus and the agricultural farm. The University occupies most of the western central portion of the incorporated area.

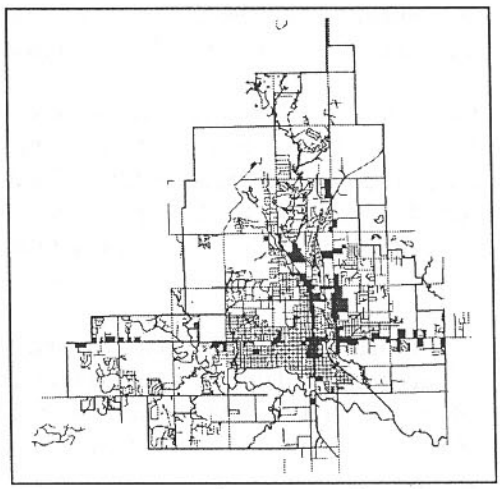
Commercial. Commercial classifications collectively comprise 599 acres or 3.5 percent of the total incorporated area. Four types of commercial are included in this classification:

- *Neighborhood commercial;*
- *Thoroughfare commercial;*
- *Downtown commercial; and,*
- *Office/Medical commercial.*

Neighborhood commercial comprises 195 acres or 1.1 percent of the total incorporated area. The term "neighborhood commercial" is defined as the least intense type of commercial whose uses and locations are limited to those that serve one or more neighborhoods on an exclusive basis.



Location of University Uses



Location of Commercial Uses

Thoroughfare commercial comprises 320 acres or 1.9 percent of the total incorporated area. The term "thoroughfare commercial" is defined as medium-intensive commercial whose uses and locations are intended to serve large segments of the community; therefore, they are associated with major thoroughfares. The largest concentrations of thoroughfare commercial classifications are found along North Perkins Road, North Washington Street and East/West U.S. Highway 51.

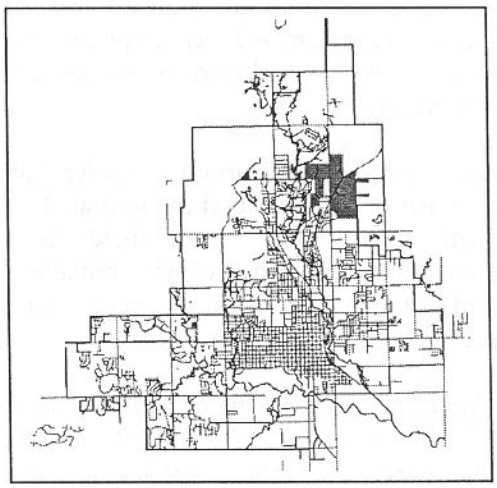
Downtown commercial comprises 30 acres or 0.2 percent of the total incorporated area. The term "downtown commercial" is defined as the most intensive type of commercial whose uses and location are limited to downtown. The area identified as downtown is bounded by Sixth Avenue on the north, Lowry Street on the east, Twelfth Avenue on the south and Duck Street on the west.

Office/medical commercial comprises 54 acres or 0.3 percent of the total incorporated area.

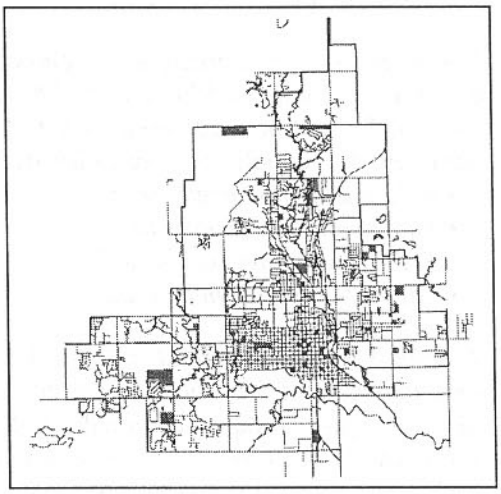
Public/Semi-Public. Public/semi-public classifications comprise 550 acres or 3.2 percent of the total incorporated area. The term "public" is defined as uses that involve federal, state, county or city government. The term "semi-public" is defined as uses that do not involve governmental bodies, but are intended to serve the public (e.g. churches, civic organizations).

Industrial. Industrial classifications comprise 532 acres or 3.0 percent of the total incorporated area. The largest concentration of industrial is found along North Perkins Road. A small concentration is found in conjunction with the airport.

The Existing Land Use Map, located at the end of this section, delineates the location and extent of major land use categories as of 1997. The map is generalized and does not constitute zoning.



Location of Public/Semi-Public Uses



Location of Industrial Uses

Existing Land Use Unincorporated Area. The Unincorporated portion of the planning area comprises 77,827 acres or approximately 82 percent of the 95,154 acres in the total planning area. Within the unincorporated area, the largest classification is associated with agriculture (which includes drainageways) at approximately 77 percent of the total 77,827 acres. The remainder of the unincorporated area is composed primarily of university, residential and public/semi-public uses. After the agricultural classification, university is the next largest land use at 8,896 acres or approximately 11 percent of the total. Residential is the next largest classification with 4,274 acres or 5.5 percent of the total. Public/semi-public constitutes the next largest land use with 3,265 acres or approximately 4 percent of the total. Each of the remaining classifications individually comprise less than 1 percent of the total; collectively, the remaining land uses comprise only 2.4 percent of the total. Of the remaining land uses, commercial is the largest with 512 acres or 0.7 percent of the total. Parks comprises the next largest category with 368 acres or 0.5 percent. Industrial uses comprise 201 acres or 0.3 percent. Finally, open space comprises 134 acres or 0.1 percent of the total.

It is interesting to note that when the residential classification is broken down into its constituent parts – single-family, 2-3 family, multi-family and manufactured housing – the largest component is single-family. comprising 4,213 acres, single-family constitutes 98 percent of all residential land uses and 5.4 percent of the overall total. The next largest residential category is manufactured housing at 54 acres or 1.3 percent of all residential uses and 0.1 percent of the overall total. There are 7 acres of multi-family, which is 0.2 percent of all residential acres and essentially 0.0 percent of the overall total. There is no unincorporated acreage involving 2-3 family.

When the commercial classification is separated into its individual components – neighborhood, thoroughfare, downtown and office/medical – the largest category is thoroughfare at 270 acres, which is approximately 53 percent of all commercial acreage and 0.3 percent of the overall total. The next largest classification is neighborhood at 204 acres or approximately 40 percent of all commercial acres. Office/medical comprises the next largest category at 38 acres, which is 7 percent of all commercial uses and 0.1 percent of the overall total. There are no downtown commercial uses in the unincorporated planning area.

Existing Land Use

Table 1
EXISTING LAND USE
1996
Stillwater Planning Area

Land Use	Incorporated Portion of Planning Area		Unincorporated Portion of Planning Area		Total Planning Area	
	Acres	**% Total**	**Acres**	**% Total**	**Acres**	**% Total**
Agricultural	4,898	28.3	60,177	77.3	65,075	68.4
Residential	3,843	22.2	4,274	5.5	8,117	8.5
Single-Family	3,104	17.9	4,213	5.4	7,317	7.7
Two-& Three Family	187	1.1	0	0.0	187	0.2
Multi-Family	367	2.1	7	0.0	374	0.4
Manufactured Housing	185	1.1	54	0.1	239	0.2
Undeveloped	2,343	13.5	0	0.0	2,343	2.5
Parks	921	5.3	368	0.5	1,289	1.3
Open Space	1,390	8.0	134	0.1	1,524	1.6
University	2,251	13.0	8,896	11.4	11,147	11.7
Commercial	599	3.5	512	0.7	1,111	1.2
Neighborhood	195	1.1	204	0.3	399	0.4
Thoroughfare	320	1.9	270	0.3	590	0.6
Downtown	30	0.2	0	0.0	30	0.1
Office/Medical	54	0.3	38	0.1	92	0.1
Public/Semi-Public	550	3.2	3,265	4.2	3,815	4.0
Industrial	532	3.0	201	0.3	733	0.8
GRAND TOTAL	**17,327**	**100.0**	**77,827**	**100.0**	**95,154**	**100.0**

Source: Planning Dept., City of Stillwater, 1996, 1998

Appendix C
Parks, Recreation and Open Space Assessment

Parks, Recreation and Open Space

Existing Facilities Assessment

Operations. The City of Stillwater's Parks and Recreation Department operates approximately 30 facilities for the public provision of parks, recreation and open space. Both active and passive opportunities are provided through a decentralized system of essential facilities that are generally unstaffed. More specialized facilities have some staff support.

Oklahoma State University provides extensive recreational facilities and programs for its students, faculty and staff. Few of its facilities are available to the general public on a limited basis, with students having priority. Public use typically involves specific times and availability.

In addition to publicly owned and operated facilities, Stillwater has additional private facilities with recreational provisions. Private facilities are generally operated on a membership and/or fee basis.

Facilities Classification. Facilities are classified into groups based on type of provisions, size and service area. The seven types of facilities that are provided in Stillwater include the following:

- Regional – service area is within one hour driving time, size is 250 or more acres;
- Large Urban – service area is up to 20 miles, size is 100 or more acres;
- Community – service area is ½ to 3 miles, size is 20 or more acres;
- Neighborhood – service area is ¼ to ½ miles, size is 5 or more acres;
- Mini-Parks – service area is up to ½ miles, size is ½ acre to 5 acres;
- Special Use – multi-purpose facilities, golf courses, outdoor theaters, swimming pools, historical and cultural sites, etc.; and,
- Open Space and Woodlands – land set aside for conservation or passive use.

Existing facilities and their provisions are summarized in the Tables 1 and 2.

Table 1
OSU RECREATIONAL PROVISIONS
Stillwater, Oklahoma, 1998

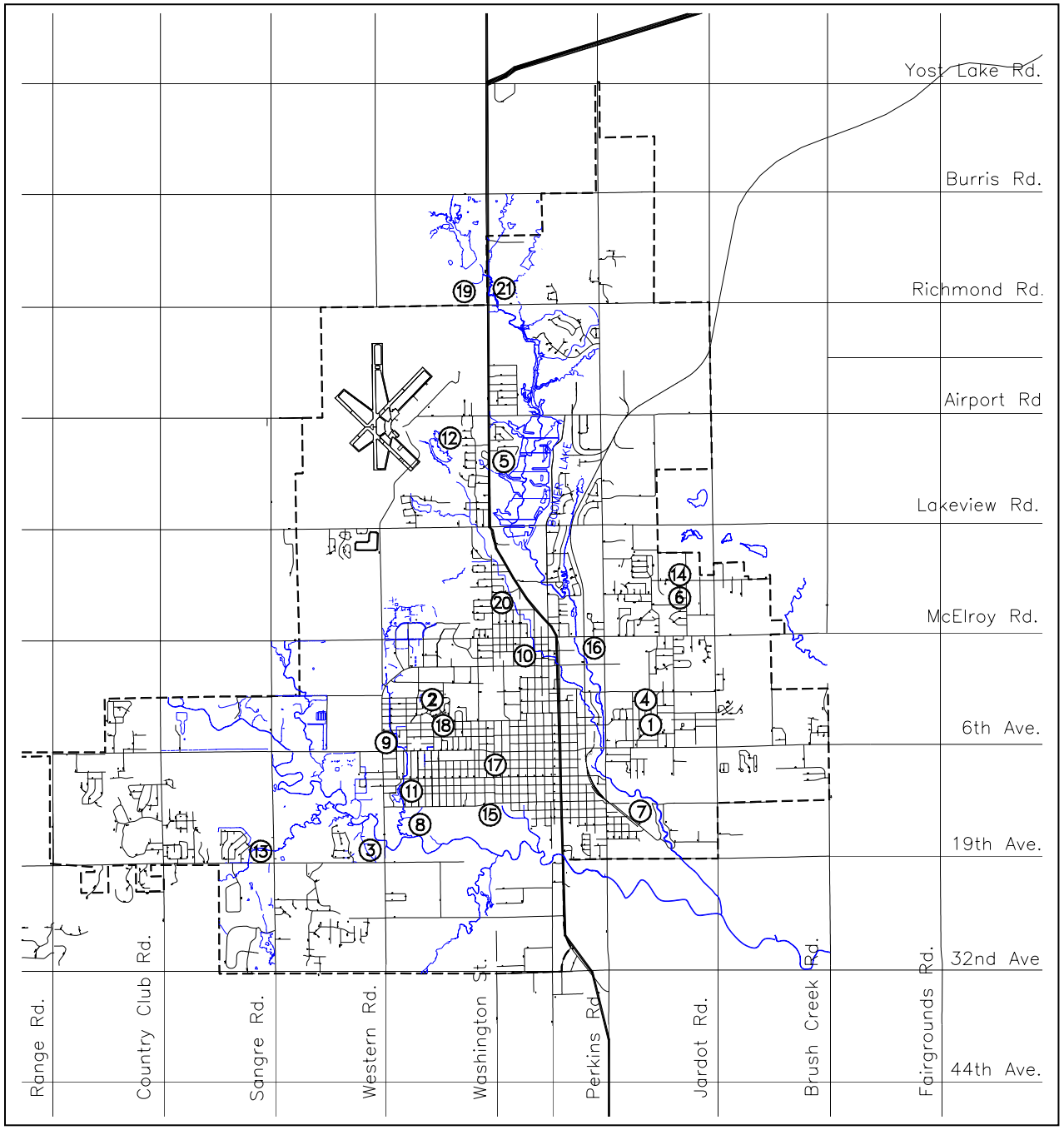
Type	Number
NCAA Facilities	
Baseball Field	1
Basketball Court	1
Softball Field	1
Football Field	1
Outdoor Track*	1
Cross Country Running Facility	1
Tennis Courts	8
Colvin Center	
Basketball/Volleyball Courts	6
Indoor Pool	1
Outdoor Pool	1
Multi-Purpose Fields	8
Racquetball/Handball Courts	11
Multi-Purpose Rec. Center	1
Colvin Center Annex	
Basketball/Volleyball Courts	4
Tennis Court*	1
Track	1
Racquetball Courts	6
Outdoor Basketball Courts	NA

**Available for public use*
Source: Oklahoma State University, 1998.

Table 2
EXISTING PARKS AND RECREATIONAL PROVISIONS*
City of Stillwater, 1998

	Play Equipment	Baseball	Softball	Football	Soccer	Volleyball	Basketball	Tennis	Track	Golf	Swimming Pool	Picnic	Boating	Fishing	Trails	Camping	Other
Arrington Park	∞						1										
Arrowhead Park	∞											∞					
Babcock Park	∞	1	2		1							∞					
Berry Park	∞											∞					
Boomer Park	∞	3						4				∞	∞	∞	∞		Frisbee golf
Couch Park	∞	4		1				4			1	∞			∞		Arts/Sr. Citizen Center
Ingham Park	∞																
Lake Carl Blackwell			1									∞	∞	∞		∞	Beach
Lake McMurtry												∞	∞	∞		∞	Beach
Lakeside Memorial Golf Course										1							
Myer's Park	∞											∞					
Oklahoma State University								1	1								
Salmon Plaza												∞					Fountain, seating
Sanborn Park			5		?									∞			Small boats
Skyline Park	∞	1						?				∞					
Stillwater YMCA	∞						1				1						Multi-purpose fields, racquetball
Southern Woods	∞		3				1					∞					
Strickland Park	∞	4										∞					
Sunset Park								4									
Tower Park	∞						1	1				∞					
Whittenburg Park		3												∞			
Will Rogers Park	∞											∞					
Other								1	∞	3	1				∞		

**Data currently being updated by Stillwater Parks and Recreation Dept.*
Source: City of Stillwater Parks and Recreation Department, Oklahoma State University, 1998.



Legend

1. Arrington Park
2. Arrowhead Park
3. Babcock Park
4. Berry Park
5. Boomer Park
6. Canyon Rim Stormwater Detention Area
7. Couch Park
8. Hinrichs Nature Area
9. Ingham Park
10. Little Boomer Park
11. Myers Park
12. Sanborn Park
13. Sangre Stormwater Detention Area
14. Skyline Park
15. Southern Woods Park
16. Strickland Park
17. Sunset Park
18. Tower Park
19. Whittenburg Park
20. Will Rogers Park
21. Lakeside Golf Course

-- City Limits

Existing Parks/Open Space

STILLWATER, OK

Planning Area

north

0 1625 3250 4875 6500

Scale 1"=6500'

rm plan group ● Nashville
community & campus planners

Level of Service. Standards for Level of Service (LOS) involving parks, recreation and open space vary with the socio-economic, physiological and alternative provider characteristics of a community. LOS standards for parks, recreation and open space are based on three conditions:

- Type, number and appropriateness of facilities;
- Amount of land dedicated for active and passive recreation; and,
- Accessibility of facilities.

Type, Number and Appropriateness. LOS standards for the type, number, and appropriateness of Stillwater's public facilities are established in the following table. The standards are similar to those recommended by the National Recreation and Park Association. Based on these standards there are deficits in all facilities currently, with the exception of baseball fields, golf courses and a community center. The most significant deficits occur in the number of basketball courts and soccer fields.

When the standards are applied to projected populations, marginal deficits become more significant. All facilities except baseball fields and golf courses reach deficit status when population is projected to 45,000.

Table 3
STANDARDS AND NEEDS FOR PUBLIC RECREATION FACILITIES
City of Stillwater

FACILITY	Standard per Pop.	Existing Facilities	Rqmt. per current Pop.*	Rqmt. per 40,000 Pop.	Rqmt. per 45,000 Pop.
Playground	1/2,500	13	15	16	18
Baseball	1/6,000	16	6	7	8
Softball	1/3,000	11	13	13	15
Basketball Courts	1/2,500	3	15	16	18
Soccer	1/5,000	1	8	8	9
Volleyball	1/10,000		4	4	5
Tennis	1/2,000	14	19	20	23
Golf, 18-hole	1/25,000	4	2	2	2
Pool, 25 yd./M	1/10,000	1	4	4	5
Pool, 50 M	1/20,000	1	2	2	2
Community Center	1/25,000	1	1	2	2
Outdoor Theater	1/35,000		1	1	1

**Based on estimated 1997 population of 37,800 (RM Plan Group, 1997).*

Amount of Land Area. LOS standards for land area involving parks, recreation and open space are recommended as follows:

- Developed land = 5 acres per 1,000 population; and,
- Open space = 5 acres per 1,000 population.

A developed park is designed for either passive or active usage with amenities incorporated at the site. Open space is land set aside to be left in a natural state. These areas are suited for recreational pursuits that have a low impact on the land. Trails may be established.

Stillwater currently has available approximately 13,144 acres of developed parkland, including approximately 4,924 acres of water surface. Based on a standard of 190 acres for developed parkland for Stillwater's current estimated population of approximately 37,800, there is a current surplus of over 12,900 acres. If the population is projected to 45,000, there is an excess of 12,675 acres over the required 225.

The majority of Stillwater's parkland is comprised of the three regional parks, which collectively provide 12,858.6 acres. Approximately 9,000 of these acres are associated with Lake Carl Blackwell, which is owned by OSU.

Stillwater currently provides approximately 74 acres of open space throughout the city. Based on a standard of 190 acres for open space, there is a deficit of 116 acres currently. Based on a standard of 225 acres for a projected population of 45,000, the deficit reaches 151 acres. Additional land for parks and open space may need to come from the unincorporated area outside the City limits and may be acquired through various means of public acquisition such as non-profit conservancy protection and private easements. Land associated with public buildings also has potential to provide public open space. Some portions of land associated

Table 4
EXISTING PARKS & OPEN SPACE
City of Stillwater, 1998

Classification	Acres
Regional	
Boomer Park	458.60
Lake Carl Blackwell	9,000.0*
Lake McMurtry	3,400.00
Total	**12,858.60**
Large Urban	
Couch Park	107.61
Sanborn Park	112.99
Total	**220.6**
Community	
Babcock Park	63.59
Whittenburg Park	76.83
Total	**140.42**
Neighborhood	
Myers Park	5.25
Skyline Park	8.32
Southern Woods	14.16
Strickland Park	17.89
Will Rogers Park	6.80
Total	**52.42**
Mini-Parks	
Arrington Park	3.81
Arrowhead	0.99
Berry Park	4.07
Ingham Park	1.52
Sunset Park	1.26
Tower Park	0.94
Total	**12.59**
TOTAL PARKS	**13,284.63**
Open Space	
Fire Station Park	13.25
Hinrichs Nature Area	22.82
Little Boomer Park	0.95
Stormwater Detention Areas	30.84
Traffic Islands/Plazas	5.87
TOTAL OPEN SPACE	**73.73**

**Estimate – Actual figure not available.*
Source: Stillwater Parks & Recreation Dept., 1998.

with Boomer Lake, Lake Carl Blackwell and Lake McMurtry may also be classified as open space.

Accessibility. LOS standards for accessibility are based on the type of park (i.e. large urban, community, neighborhood, etc.). Recommended standards, in terms of distance between users and facilities are summarized in the following Table 5.

Based on these accessibility standards, the City's current park provisions are evaluated in the following.

- Regional. The City operates two parks that may be classified as regional parks. Boomer Lake's 458.6 acres and Lake McMurtry's 3,400 acres both meet the criteria for size and their provisions are accessible to the region. Lake Carl Blackwell, owned by OSU, also meets the regional criteria.

- Large Urban Parks. Stillwater operates two parks that may be classified as large urban parks. They collectively comprise 220.6 acres. Couch Park comprises 107.61 acres and serves the southern sector of the city. Sanborn Park comprises 112.99 acres and serves the northern half of the city. The number and size of the existing large urban parks is adequate to meet the current and projected population of Stillwater.

- Community Parks. Stillwater's two community parks collectively comprise 140.42 acres. Babcock Park, consisting of 63.59 acres, is located in the southwestern portion of the city, while Whittenburg Park, consisting of 76.83 acres, is located in the northern part of the city. The number and size of the existing community parks is adequate to meet the current and projected population of Stillwater.

Table 5
PARK LANDS BY CLASSIFICATION AND POPULATION RATIO

	Size Range	Population Served	Service Area
Regional	250+ ac.	entire community	w/in 1 hr. drive
Large Urban	100+ ac.	50,000	up to 20 miles
Community	20+ ac.	10,000-50,000	½ - 3 miles
Neighborhood	5+ ac.	2,000-10,000	¼ - ½ mile
Mini-Park	0.5-5 ac.	500-2,000	up to ½ mile
Special	No standards are applicable.		

- Neighborhood Parks. The City currently operates five parks that may be classified as neighborhood parks. They collectively comprise 52.42 acres. They range in size from 5 to almost 18 acres. They are all generally located near Stillwater's urban core. The current number of neighborhood parks is adequate to meet Stillwater's current and projected population; however their distribution does not serve the entire planning area.

- Mini-Parks. Stillwater is served six mini-parks comprising 12.59 acres. These are located generally within the urban core. Arrington and Berry are located in the eastern portion of the urban area, and Arrowhead, Ingham and Tower are located in the western portion. Based on a minimum standard of 19 mini-parks to serve the current population, 13 additional mini-parks are needed. For a projected population of 45,000, a minimum of 22 mini-parks would be required.

- Open Space. The City owns several properties that may be classified as open space. They collectively comprise 73.73 acres. Fire Station Park is comprised of the land adjoining the Stillwater Fire Station in the southern portion of the City. It consists of 13.25 acres of generally undeveloped land. It is currently used as a training area for firefighters. Hinrichs Nature Area is comprised of 22.82 acres of undeveloped land. It is located along Stillwater Creek in the southwestern portion of the city. Little Boomer Park consists of 0.95 acres of undeveloped land along Boomer Creek. It is centrally located within the city.

  The City currently owns two areas totaling 30.84 acres that have been set aside for stormwater detention. The Canyon Rim detention area, located in a residential area in the eastern sector of Stillwater, is comprised of 18.20 acres. The 12.64-acre Sangre detention area, also in a residential area, is located in the southwestern sector of the city. Both areas are vacant except for a stormwater detention structure.

  The City owns and maintains an additional 5.87 acres of open space consisting of traffic islands and public plazas. Five traffic islands ranging in size from 0.03 acre to 1.38 acres are distributed throughout the city. The City currently maintains traffic islands in the following locations:
  - 6th and Lowry;
  - 6th and Washington;
  - Washington and Hwy. 177;
  - Monticello Drive area; and,
  - 12th and Duck.

  These generally consist of lawn areas with landscaping.

  Two public plazas comprise the remainder of the City's open space. Centennial Plaza consists of a 2.06-acre area with a monument, landscaping, lighting and parking. Salmon Plaza, in downtown Stillwater, consists of an approximately 0.16 acre lot with a fountain and seating areas.

- Special Use Facilities. The City operates four facilities with specialized uses currently. No standards are applicable for specialized facilities. Existing Special Use Facilities include the Lakeside Memorial Golf Course, Stillwater Motorcycle Park, Multigraphis Arts Center/Senior Citizen Center and the Kameoka Trail.

  Lakeside Memorial Golf Course is an 18-hole course located on 153.81 acres in the northern portion of the incorporated area.

There are three additional courses which are privately operated.

The Motorcycle Park is a 505-acre tract of land located southwest of the City. The land is leased by the City from OSU and maintained and operated by the Stillwater Motorcycle Club. It consists of open land with trails for motorcycle riding.

Multigraphis Art Center is located in a building within Couch Park. The building also serves as the Senior Citizen Center. Arts and craft classes and workshops are offered for adults and children, as well as activities oriented toward Stillwater's seniors.

The City of Stillwater currently operates one facility classified as a greenway. One portion of the Kameoka Trail is currently complete. It consists of a one-mile concrete path connecting Boomer Lake with Stillwater High School. The completed trail will terminate in Downtown Stillwater.