

Piedmont, Oklahoma

2040 Comprehensive Plan

Smith Roberts Baldischwiler LLC
HFSD, Inc.



Acknowledgements

Mayor

Kurt Mayabb

Council Members

Ryan Aller Ward 1
Ron Cardwell Ward 2
Rob Jones Ward 3
Jonathan Hisey Ward 4
Bryan Schломach Ward 5

City Staff

Joshua Williams City Manager
Julie Steele Community Development
Jennifer Smith City Clerk/Treasurer
Andy Logan Fire Chief
Shayne Clark Chief of Police
Joshua Johnston Public Works
Robin Murray Human Resources
Valorie Cumming Court Administrator
Michelle Ferguson Librarian

City Manager’s Advisory Committee

Kurt Mayabb Mayor
Joshua Williams City Manager
Rob Jones City Council, Ward 3
Zac Weldon Business Owner
Llayne Jones School Board President
Lisa Campbell Assistant Superintendent, Piedmont Schools
Julie Steele Community Development

Planning Commission

Patrick Scott Chairperson, Ward 1
Jennifer Ochoa Ward 2
Kyle Cornman Vice Chairperson, Ward 1
Brock Garrison Ward 4
James Fickes Ward 2

Consultant Team

Marc A. Long, PE Smith Roberts Baldischwiler, LLC.
Dakota Desai, AICP Smith Roberts Baldischwiler, LLC.
Scott W. Fairbairn, RLA HFSD, Inc.

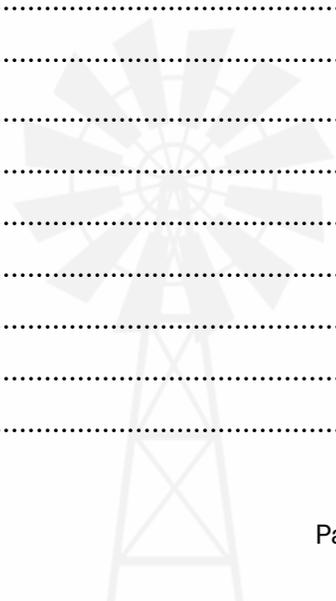


Table of Contents

Executive Summary	7
Community Profile and Image	8
Purpose of a Comprehensive Plan.....	8
Piedmont 2030 Comprehensive Plan.....	10
Relationship to Other Plans	10
Image and Branding for the City of Piedmont	11
Building off the 2012 Plan	11
Sections of the Plan.....	12
Planning Process and Goals	13
Community in Piedmont	13
City Council	13
City Manager’s Advisory Committee.....	14
Public Outreach	14
Community Survey	15
Town Hall 1.....	16
Town Hall 2.....	16
Facebook Surveys.....	17
Public Outreach Results, Identified Desires.....	18
Existing Conditions	21
Context.....	21
<i>Figure 1: Composite Analysis Map</i>	22
Natural Factors.....	23

Topography and Surface Drainage	23
Floodplain	23
Vegetation	23
Human-Caused Factors	23
Water	24
<i>Figure 2: Piedmont Water System</i>	24
Stormwater.....	25
<i>Figure 3: River and Stream Systems</i>	25
Sanitary Sewer.....	26
<i>Figure 4: Sanitary Sewer Lagoon System</i>	26
Transportation and Mobility	27
<i>Figure 5: Streets and Ongoing Projects</i>	27
Historical Chisholm Trail.....	28
City Parks.....	28
Public Schools	29
Composite Analysis.....	32
Future Land Use	33
Development of the Future Land Use Map	33
<i>Figure 6: Current Zoning Map</i>	34
<i>Figure 7: Future Land Use Map</i>	35
Agricultural.....	36
Residential	36
Commercial	38
Industrial.....	39

Central Business District.....	40
Potential Annexation Opportunities	40
Infrastructure	41
Water.....	41
Wastewater.....	41
<i>Figure 8: Current and Future Water Lines Map</i>	<i>42</i>
<i>Figure 9: Current Wastewater Map</i>	<i>43</i>
Transportation and Mobility	44
<i>Figure 10: Future Transportation Map.....</i>	<i>45</i>
Parks and Open Space	46
Overview	46
Recreation Classification Types	47
Piedmont’s Existing Parks System	48
<i>Figure 11: Current and Recommended Park Acreage.....</i>	<i>49</i>
Future Community Recreational and Park Opportunities.....	50
<i>Figure 12: Future Parks Plan</i>	<i>51</i>
Economic Development and Revitalization.....	52
Central Business District & Potential Expansion South.....	52
Sports and Recreation Facility.....	55
Destination Creation, Main Street America	56
Tax Increment Finance District.....	56
Annexation Towards Northwest Expressway	56
Grant Opportunities.....	57



Implementation Plan and Strategies	58
Smart Goals Analysis.....	59
Strategic Matrix	60
Appendix	69
Glossary.....	70
Piedmont Community Survey Data	74
Composite Analysis Map.....	100
Current Zoning Map	101
Future Land Use Map	102
Current and Future Water Lines Map	103
Current Wastewater Map	104
Future Transportation Map	105
Future Parks Plan	106
2030 Comprehensive Plan Goals	107
2030 Comprehensive Plan Future Land Use Map	110



Executive Summary

The City of Piedmont was founded in 1903, fourteen years after the Land Run of April 22, 1889. Since then, the city has experienced the occasional setback, but has been continually growing and changing. The 2010 Decennial Census listed Piedmont's population at 5,720 residents. At the reporting of the 2020 Census, the population had grown to 7,402, a 29.41% increase.

This population increase has not come without growing pains. Providing and maintaining excellent infrastructure, schools, and business opportunities takes careful planning and consideration. Which is, in part, the purpose of a comprehensive plan.

Piedmont is projected to continue growing at a steady rate over the next several decades. Being northwest of a major metropolitan area with no large highways running directly through the city situates Piedmont in a position to grow while maintaining its small-town character. Modest population projections envision Piedmont growing to somewhere between 14,000 and 18,000 people by the year 2070. In contrast, the Oklahoma Department of Commerce projected Piedmont to have a population of 12,870 in 2020, and 18,000 in 2040.

In planning for its future, Piedmont has embraced its identity and character as well as its resident's opinions. This includes understanding its strengths and shortcomings, identifying short, medium, and long-term goals, and acting on all the moving parts necessary to achieve them. The understanding of these things has come through various forms of public outreach including survey results, town halls, and public hearings.

The hope of this plan is to provide an understanding of Piedmont's current state, while identifying and suggesting opportunities for its future growth and development. The city has seen much success in recent years by identifying its immediate needs, seeking funding, and executing projects. This document is an attempt to continue that success and bring Piedmont's vision to life.



Section 1: Community Profile & Image

Purpose of a Comprehensive Plan

A comprehensive plan is an advisory document that offers a community's collective vision for how they would like future development of the city or town to occur. Cities and towns periodically develop comprehensive plans to help their communities evolve in response to growth, market, demographics, or other changes. A successful plan assesses what is "working" (assets), what is "not working" (challenges), and what the community would like to see happen into the future (what opportunities could be capitalized upon to achieve a new vision).

Unlike zoning ordinances that entitle property owners with certain development rights, the advisory role of the comprehensive plan guides future decisions holistically—from how a community envisions land use, transportation, economic development, housing, and health, to special districts, natural and historic resources, and utilities services. Ultimately, a comprehensive plan should set the foundation for all other city plans, codes, ordinances, and regulations. Typically, a comprehensive plan is based on a 20-year horizon, and it is common to do periodic updates in 5-to-10-year intervals.

This document serves as an update to the previous comprehensive plan, released in 2012. This plan set forth several categories of goals for the city to reach by 2030. The comprehensive plan update process has allowed the City to reevaluate those goals based on status and feasibility. Further, this update process has revealed that goals for the City have changed over the course of the last eleven years. A comprehensive plan update allows the City to reevaluate goals and determine if they are being reached. It also allows for new goals to be set based on an evaluation of the previous ten years of comprehensive plan implementation.

The City of Piedmont operates as a council-manager form of government. The City Council is responsible for setting policy, approval or denial of ordinances, community issues, and other items. The City Council appoints a City Manager to oversee these items as well as the general function of the municipality. For the purpose of creating the 2040 Comprehensive Plan the City Manager, Mayor, City Council, and City Manager's Advisory Committee operated as primary sources of information that shaped the way public engagement took place.

Purpose of a Comprehensive Plan (continued)

Comprehensive Plans (or master plans) are established in Federal and State Law. According to the American Planning Association, the “Standard City Planning Enabling Act (SCPEA) of 1928 covered six subjects:

- 1) The organization and power of the planning commission, which was directed to prepare and adopt a ‘master plan’
- 2) The content of the master plan for the physical development of the territory
- 3) Provision for adoption of a master street plan by the governing body
- 4) Provision for approval of all public improvements by the planning commission
- 5) Control of private subdivision of land
- 6) Provision for the establishment of a regional planning commission and a regional plan”

Oklahoma State Statutes establish the purpose of Comprehensive Planning as follows:

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

- 1) To lessen congestions in the streets;
- 2) To secure safety from fire, panic and other dangers;
- 3) To promote health and the general welfare, including the peace and quality of life of the district;
- 4) To provide adequate light and air;
- 5) To prevent the overcrowding of land;
- 6) To promote historical preservation
- 7) To avoid undue concentration of population; or
- 8) To facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. The regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality. The governing body shall provide the manner in which regulations, restrictions and district boundaries shall be determined, established and enforced, and amended, supplemented, or changed.”²

<https://www.planning.org/growingsmart/enablingacts/>

² <https://casetext.com/statute/oklahoma-statutes/title-11-cities-and-towns/chapter-1-oklahoma-municipal-code/article-xliii-buildings-and-zoning/section-43-103-purpose-of-regulations-comprehensive-plan>

2030 Comprehensive Plan

The Piedmont 2030 Comprehensive Plan was published and adopted in 2012. Many references to this plan will be made throughout the document, and all necessary information from the previous plan will be referenced in appropriate appendices. These include figures, data, goals, maps, and other pertinent information that has informed the Piedmont 2040 update process.

Since 2012, policy and operational changes have occurred that impacted the assumptions and projections made in the Piedmont 2030 plan. The COVID-19 pandemic and its economic and physical effects throughout the State of Oklahoma could not have been accurately or adequately predicted in 2012. This phenomenon, among many other things, has altered the road map for the City. Federal legislation due to the pandemic has made more dollars available for infrastructure projects than have been in decades. Further, migration patterns are beginning to change- people want to live in smaller towns and cities that have access to a larger metropolitan area.

These changes over the last eleven years have highlighted a challenge the City will more than likely face as it continues to develop. Housing density is capped by the City Charter at

twelve dwelling units per acre. While this will be no issue for the many single-family housing subdivisions that are being constructed and in process, it may create barriers when and if the City ever chooses to make more diverse living opportunities available to the changing population. This is especially important when considering any annexation towards Northwest Expressway.

Relationship to Other Plans

The upgrade to the Comprehensive Plan in Piedmont arrives at a critical time. Federal funding for many infrastructure projects is available that the City can put to good use. However, many of these grants and loans require published master plans. In conjunction with this updated Comprehensive Plan, a Hydraulic Water Model Analysis, Master Wastewater Plan, Capital Improvements Program, and a Transportation/Mobility Plan are all in progress. The purpose of the Comprehensive Plan is to take information from the plans and use them to project realistic possibilities for future growth. Any other future plan will be conducted to coincide with the goals and strategies set forth in this Comprehensive Plan.

Image & Branding for the City of Piedmont

The windmill logo and the phrase “Winds of Progress” both build on the area’s culture and innovative mind set. As the City of Piedmont moves forward in the implementation of its comprehensive plan, the City should look at analyzing its image and branding of the community. What is Piedmont’s identity? This should go beyond a graphic logo or phrase. It is a concentrated effort by the City, its residents, business owners, and investors to evaluate / develop a brand that communicates an awareness of the community. It capitalizes on the imagery, feelings, and allegiance felt by the citizens seeing the image of their community whether it is a logo portraying history or evolution, a phrase which establishes pride of place, or colors and fonts that create a sense of place.



Building Off The Previous Comprehensive Plan

The 2012 comprehensive plan serves as a baseline for this document. Several references will be made to the plan throughout the following chapters, and information from the previous plan is provided in the appendices. The intent is for this comprehensive plan to build on to the previous and provide an updated goal and vision for the community that is clearer and more tailored to the city of Piedmont. Many changes have occurred in the City since the 2012 document was published, and this document serves to acknowledge those changes and provide guidance to 2040.



Sections of the Plan

This comprehensive plan is divided into the following sections:

Planning Process

Outlines a roadmap of the process used to gather information from the public and create the comprehensive plan. Includes public meetings, survey data, and discussions with city officials and the City Manager's Advisory Committee.

Existing Conditions

Provides context for the status of natural and man-made systems that shape the City of Piedmont.

Future Land Use

Discusses the development of the future land use map based on zoning and other tangible variables. Examples of potential types of land uses are shown throughout the document.

Infrastructure

Considers the tangible assets related to infrastructure within the City and how to manage them as the city continues to grow.

Parks and Open Space

Considers available park land within the city and at its schools and makes recommendations for land needed for future recreational development.

Economic Development and Revitalization

A guide to economic growth including opportunities for funding through grants and loans, encouraging investment in citizen interests, and annexation along Northwest Expressway.

Implementation and Strategies

A discussion of goals and opportunities to strive for in tandem with the Comprehensive Plan.

Section 2: Planning Process & Goals

Community in Piedmont

Piedmont, Oklahoma has a population of 7,402 people according to the 2020 census and lies on the Northwestern edge of Oklahoma City. The residents of Piedmont enjoy the city for many reasons, including the small-town atmosphere, proximity to the Metropolitan area, school and sports opportunities, and community friendliness. When the City began deliberating the potential to update the comprehensive plan, the previously mentioned values were of utmost importance. Additionally, in short answer questions listed in the 2040 comprehensive plan survey, citizens repeatedly stressed the importance of maintaining the character of the community. There is a balance to strike between keeping Piedmont’s small-town atmosphere and planning for projected growth.

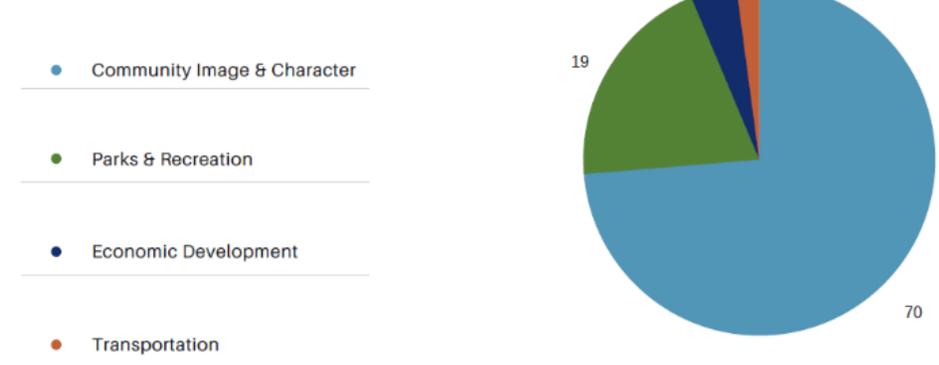
For several years Piedmont has been thought of as the next Mustang or Yukon. These cities grew very quickly in the 1970’s and 1980’s. While the City of Piedmont also grew at high percentages during that time, the population growth has slowed over time. A main issue that sets Piedmont apart from Yukon and Mustang is the lack of a major highway that connects directly to Oklahoma City. Many people who live in neighboring cities and towns commute to Oklahoma City to work. Piedmont’s longer commute time is less desirable to some, which creates a slower rate of growth over time.

However, this is not to say that Piedmont is not growing. Housing subdivisions are continually built, the school system continues to grow, and businesses are choosing Piedmont.

City Council

The City of Piedmont operates in a Council-Manager form of government. Piedmont has five wards, with a representative from each ward and a mayor that acts as the chair of the council. For the purposes of the comprehensive plan, the City Council received presentations at regular meetings regarding its status and a final presentation of the plan. Council members were encouraged to attend public meetings and inform members of the community about the plan and opportunities to share input.

PIEDMONT’S GREATEST STRENGTH



City Manager's Advisory Committee

The City Manager's Advisory Committee is comprised of six individuals from Piedmont who worked closely with the SRB consulting team. The advisory committee included Josh Williams (City Manager), Kurt Mayabb (Mayor), Rob Jones (Council Member), Layne Jones (School board president and business owner), Lisa Campbell (Assistant Superintendent), Zac Weldon (Business owner), and Julie Steele (Community Development Director). These individuals were chosen to provide a representation of the community that shows different viewpoints, interests, and goals in the city of Piedmont. The City Manager's Advisory Committee held a workshop, three meetings to discuss goals and plan for Town Hall events, and a final workshop to learn about Destination Creation and Main Street America programs for the implementation phase of the project.



Public Outreach

Public outreach was conducted through several methods to gain as much information as possible. The two main methods of information gathering were in-person, public meetings, and online surveys. Public meetings included various city council and planning commission updates, as well as two town hall meetings. All presentations from town halls, public meetings, the community survey, and other public outreach items are available as appendices.



Community Survey

The online community survey created for the Comprehensive Plan update process reveals an immense amount of important opinions. The survey was available from July to October 2023 and had a total of 348 respondents. The previous survey in the 2030 comprehensive plan had a total of 118 respondents.

The demographic makeup and specific results of each question are available in the appendix. Overall, residents' perceptions of Piedmont are quite positive. People have an appreciation for the community image, landscaping, friendliness, appeal, and events and festivals. It was made apparent from short-answer questions that keeping the character of the City is the main goal of citizens.

However, community members do see room for growth. Most people are dissatisfied with transportation and economic development opportunities within Piedmont. There are high levels of dissatisfaction with roadways, condition of roads, congestion, sidewalks, pedestrian and bike facilities, walkability, and community access. Similarly, there is room for growth in character of commercial areas, the availability of shopping, access to goods and services, opportunities for new development, job opportunities, office spaces, and availability of restaurants/entertainment.

The survey also revealed high demand for different types of businesses to alleviate the current levels of dissatisfaction.

These desired business types include sports facilities, gas stations, restaurants, retail stores, personal services, parks, entertainment, mixed use, offices, and retail/commercial centers. Of particularly high demand are the sports facilities due to the growth, pride, and success of school sports.

Considering all responses, the community generally views its greatest strength as its image and character. On the other hand, economic development is viewed as Piedmont's greatest weakness. Overall, most Piedmont residents are either very satisfied or satisfied with their quality of life.

SURVEY DEMOGRAPHICS



PIEDMONT
Oklahoma

General Information of those who completed the Community Survey



AGE

31% were 35 - 44, 23% were 45 - 54, 14% were 55 - 64, 12% were 25 - 34.



LENGTH OF RESIDENCY

46% over 10 years, 25% 5 - 10 years, 22% 1 - 5 years



GENDER

58% female, 30% male, 8% prefer not to say



ETHNICITY

76% white, 3% Native American, 1% Latino

Town Hall 1

Town Hall 1 was held July 27, 2023, at the Piedmont Area Veteran’s Association. In addition to city staff and the consulting team, sixty-two members of the community attended the meeting. This town hall was used as an attempt to set a baseline for public understanding of the comprehensive planning process, to identify goals, and to review existing conditions. After a presentation of potential outcomes, community members were invited to give feedback via a structured activity and the launching of the community survey.

The offered activity was a visual representation of potential land uses in the city. Photos of the boards are available in the appendix. The categories for feedback were Community Parks, Agricultural Entertainment Centers, Downtown, Sports Complex, Entertainment Center, and Town Center. The majority of land uses presented were favorable to residents. The major concerns were the desire for continued low-density housing, and an opposition to anything in the town center above two stories in height.

Town Hall 2

Town hall 2 was held September 28, 2023, at the Piedmont Area Veteran’s Association. This town hall again discussed the necessity and importance of updating a comprehensive plan. With enough data available at the time, the community survey was discussed as a precursor to other more technical items.

The main purpose of this meeting was to discuss infrastructure, zoning, and future land use aimed towards the understanding of future community growth.

According to the community survey and understanding public sentiment, roads in Piedmont have a reputation for being one of the biggest issues citizens have with the city. The City has gone to great lengths in recent years to secure grant funds to have the roads repaved, and in some cases reconstructed. A map of these projects and their status is shown on next page. (Figure 1 | Page 15)

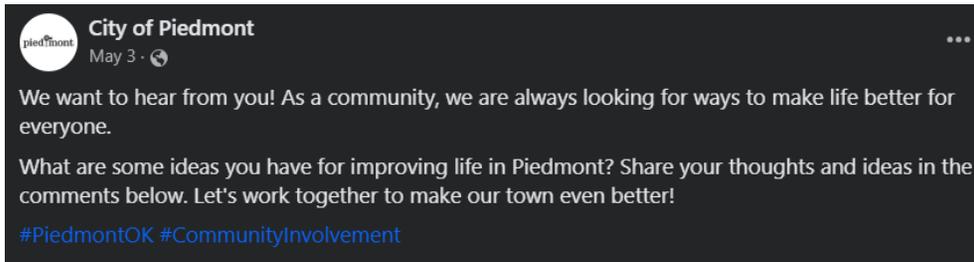
In addition to transportation, a water line map based on Piedmont’s hydraulic analysis was shown. This plan is reliant on Piedmont moving from its old well system to purchasing bulk water from Oklahoma City. More information is given about this plan in Section 5. The future wastewater system was also discussed, but a master study on the system is slated to start in 2024.

The last subject at the meeting was potential scenarios for future land use. This information is found in Section 4. There is potential for Piedmont to propose annexation westward, towards Northwest Expressway, in order to gain access to the highway and reap economic benefits. The potential for annexation was met with differing opinions—; as Piedmont failed to annex a portion of Northwest Expressway in previous years that would have been of substantial economic value. However, an annexation westward would allow for an increase in potential industrial area and commercial growth.

Facebook Survey

The Piedmont community is very active on social media, and Facebook has been an important tool for engaging the public, making announcements about the comprehensive plan, and gaining feedback. The post below received a large amount of attention, with 155 comments regarding how citizens would improve Piedmont.

Most comments on the post are related to making the roads better. Beyond that, there were objections to some new types of development and a desire to keep piedmont “small”, “country”, and “rural” in nature.



HOW WOULD
YOU IMPROVE
PIEDMONT?



Public Outreach Results and Identified Desires

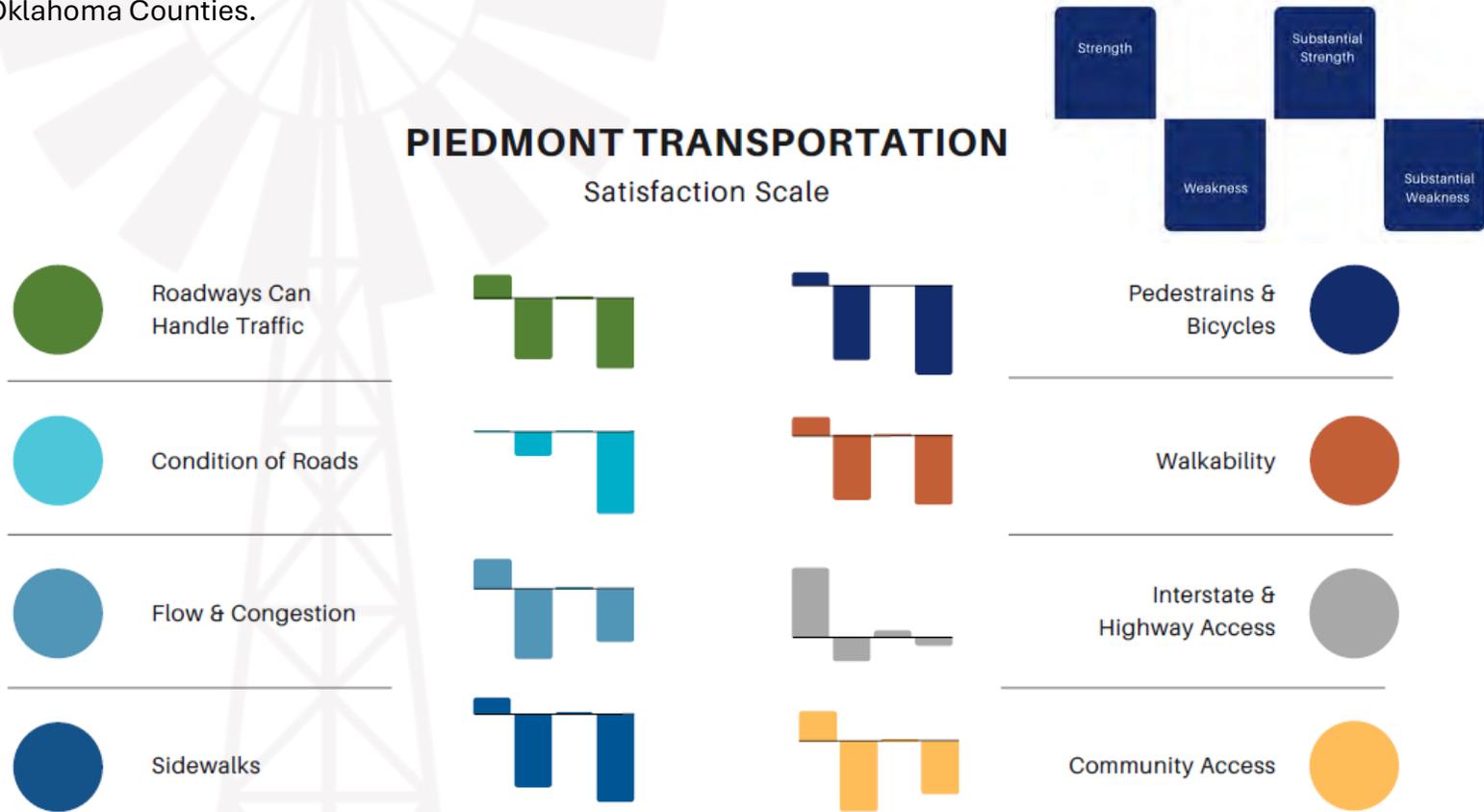
The community survey, town halls, and Facebook posts revealed that citizens in Piedmont hold a generally negative view towards the status of roads, economic development, and community image and resources. However, these surveys also revealed that Piedmont's citizens are mostly receptive to growth and development, so long as it happens in a controlled manner and at a low density. For example- there is a strong positive association with mixed-use developments in the downtown area, so long as they do not exceed two stories. The survey results indicate that residents associate most kinds of businesses with potential positive impact in the community. The full survey report and breakdown of results are in the appendix. During a town hall on July 27, 2023, various boards were placed around the room and residents were instructed to place green stickers on photos of land uses they liked, and red stickers on land uses they disliked. Using this information, we were able to identify residents' desires for The City of Piedmont moving forward.



Section 3: Existing Conditions

Context

Piedmont is located northwest of Oklahoma City and within the boundary of Canadian County. The communities of Yukon and Oklahoma City are to the south and southeast. State Highway 3 (Northwest Expressway) is the major vehicular thoroughfare directly south of Piedmont City limits, providing access to the Oklahoma City metropolitan area and Oklahoma Turnpike network. The total city limits land area is approximately 44 square miles, and the Piedmont School District extends beyond the city limits into Yukon and Oklahoma City for a total land area of 96 square miles including Canadian, Kingfisher and Oklahoma Counties.



Composite Analysis Map

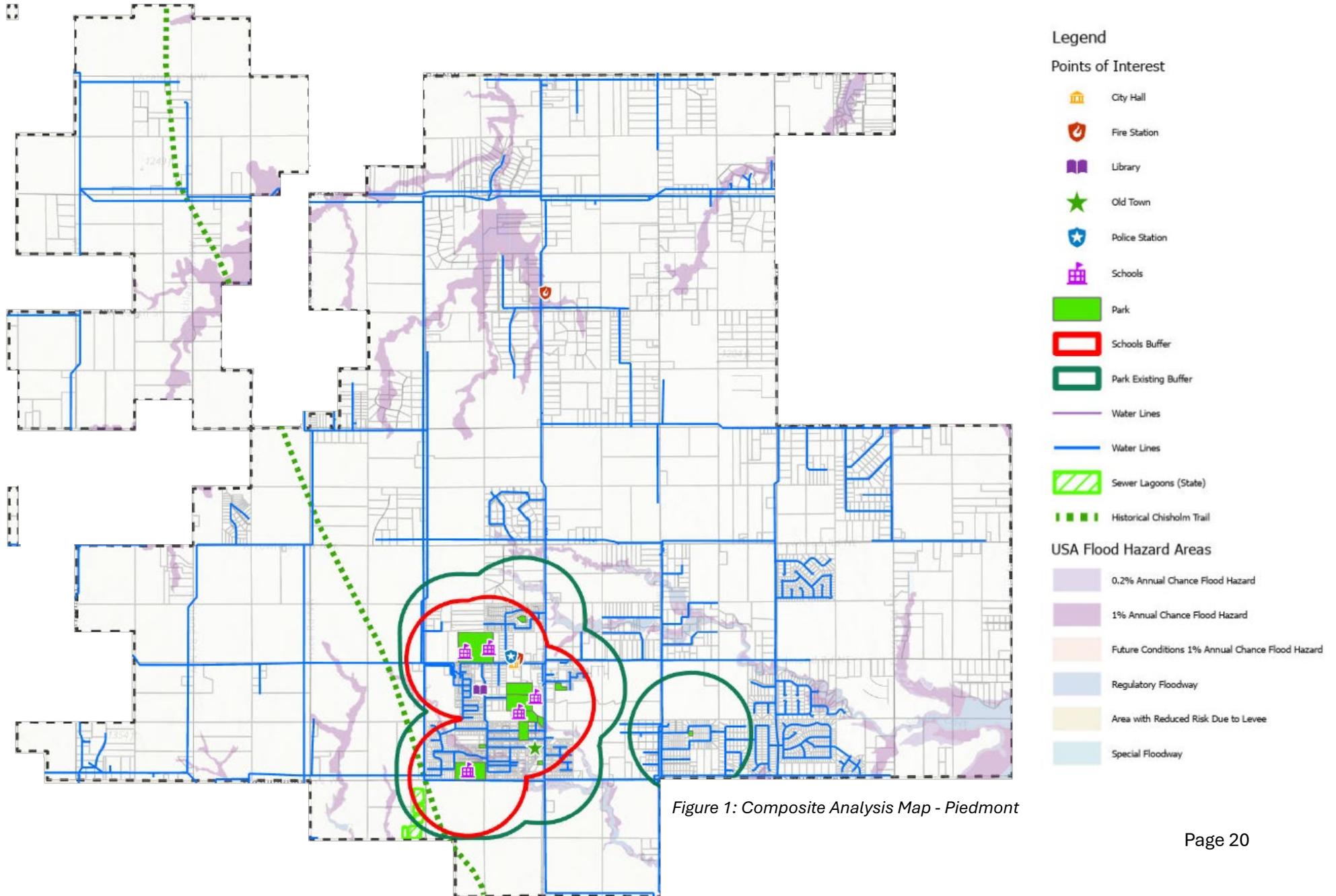


Figure 1: Composite Analysis Map - Piedmont

Natural Factors

Natural factors are nature's elements which impact our lives, the development of the land as a constraint or an opportunistic asset. These natural factors guide and direct the development of the land.

Topography & Surface Damage

The Piedmont area consists of nearly flat to rolling plains with surface drainage to two primary creeks, Deer Creek to the southeast and Cottonwood Creek to the northwest. The ridgeline occurs within the city limits of Piedmont extending from the southwest to the northeast. The terrain and drainage areas have and will provide opportunities to construct small lakes within housing subdivisions, recreational areas, and mixed use development.

Vegetation

Piedmont is in the Central Great Plains, just west of the Cross Timbers. The predominant vegetation is a rich mixture of Central prairie and Southern mixed grasslands of medium height with a mix of both tallgrass and shortgrass. Pockets of evergreen and deciduous stands will occur in drainage ways and low-lying areas.

Floodplain

Soldier Creek to the northeast has the potential to be in the 500-year floodplain. Parts of Deer Creek to the east, has potential to be floodway, 100-year floodplain or 500-year floodplain.

Human-Caused Factors

Human-caused factors are constructed elements which impact our lives the development of land as a constraint or an opportunistic asset. Just like the natural factors, they guide and direct the planning and development of the land.



Water

The City of Piedmont owns and maintains a potable water utility system that serves all of Piedmont and into Kingfisher County. The water system consists of 4 groundwater wells; a small diameter transmission line from the well field; approximately 213 miles of small diameter distribution lines for the commercial and residential areas; two booster pump stations; above ground storage tank and two water towers; and the Okarche Booster Pump station that serves an area previously owned by a rural water district. This system is supplemented by a connection to the City of Oklahoma City Water Utilities Department through a transmission main connected to the ground storage tank. The maximum daily total for the system has increased over the past few years. In 2022 the daily total was 3.6MGD serving a population of approximately 7,500 persons.

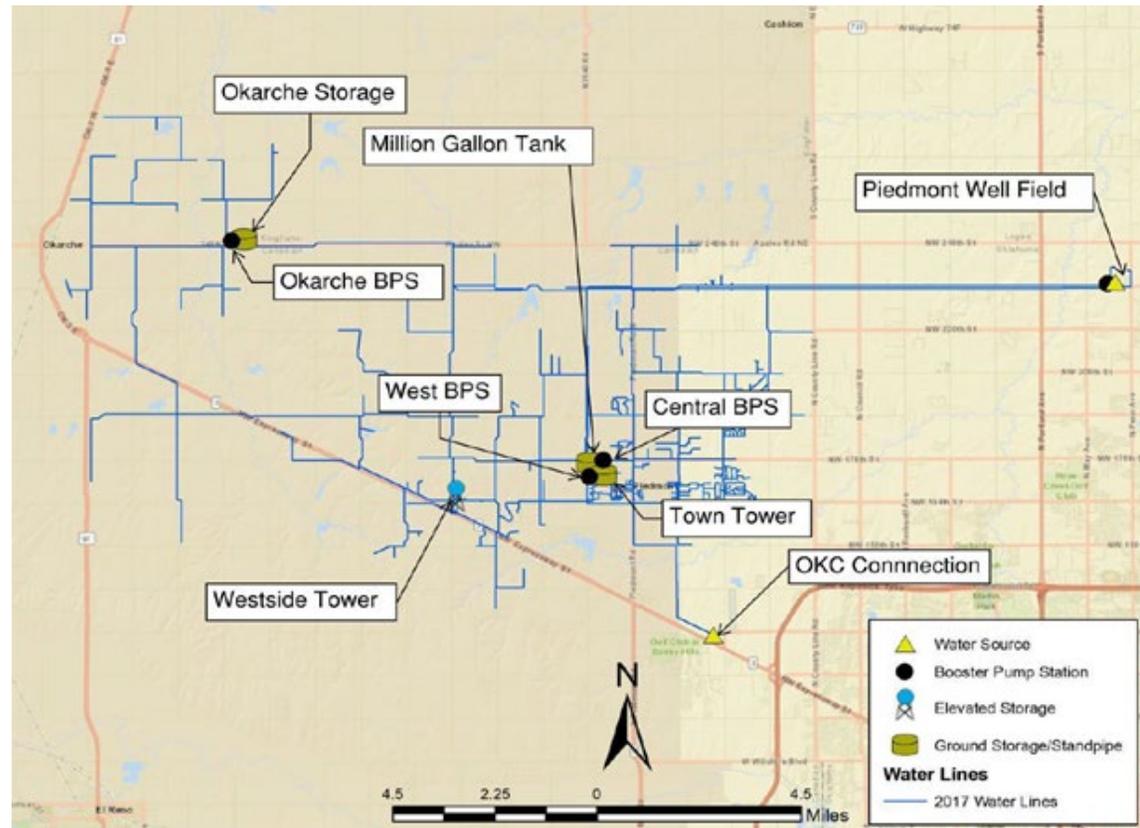


Figure 2: Piedmont water system, Piedmont OK

Stormwater

The City of Piedmont stormwater outfalls into three tributaries; Deer Creek, Soldier Creek and Cottonwood Creek depending on the area of the city. The system consists of a limited storm water infrastructure system that serves the commercial development and downtown areas, (CBD). The rest of the stormwater is handled by roadway drainage structures and agricultural lands. While there is not a comprehensive stormwater management plan, the system is being upgraded as arterial roadway improvements are made. When private development occurs, drainage improvements and detention are provided as necessary.

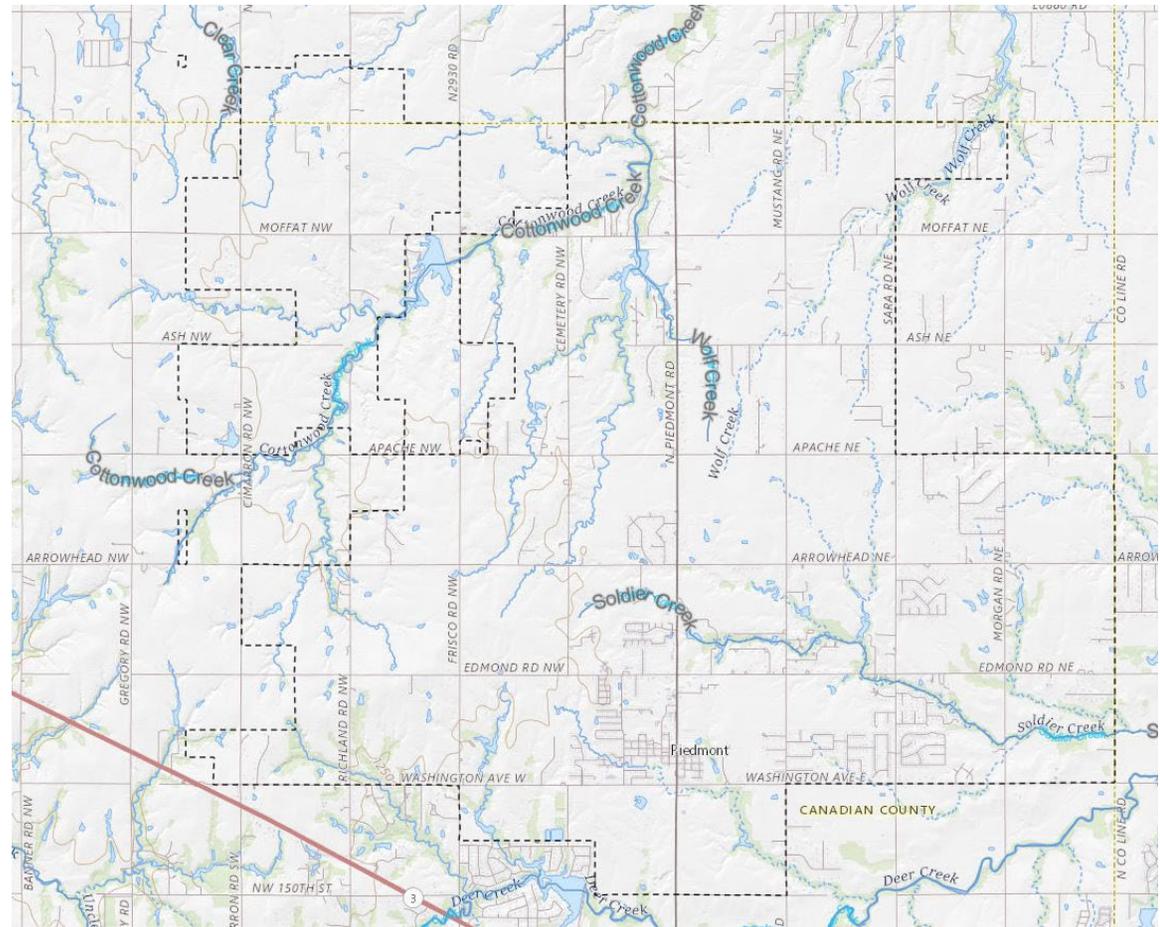


Figure 3: River and stream systems, Piedmont OK

Sanitary Sewer

The City of Piedmont owns and maintains a public sanitary sewer system that serves a portion of the city, primarily in the downtown and CBD areas. The majority of the residential development is on septic systems, not connected to the City public system. Most of the sanitary sewer collection system is between 50-70 years old. The collection system consists of lines ranging from 8" to 15" in diameter. This collection system has had some upgrades and replacements within the past 5 years. The collection system leads to an existing wastewater treatment plant (WWTP) consisting of a series of lagoons. There are five cells at the existing WWTP, three of which are in operation and two cells that are not being used. The city has been working with ODEQ on addressing regulatory violations at the WWTP. These items consist of modifications and repairs to the cells and the liner. The city is also in the process of designing and constructing an operational improvements project that will address all regulatory issues.



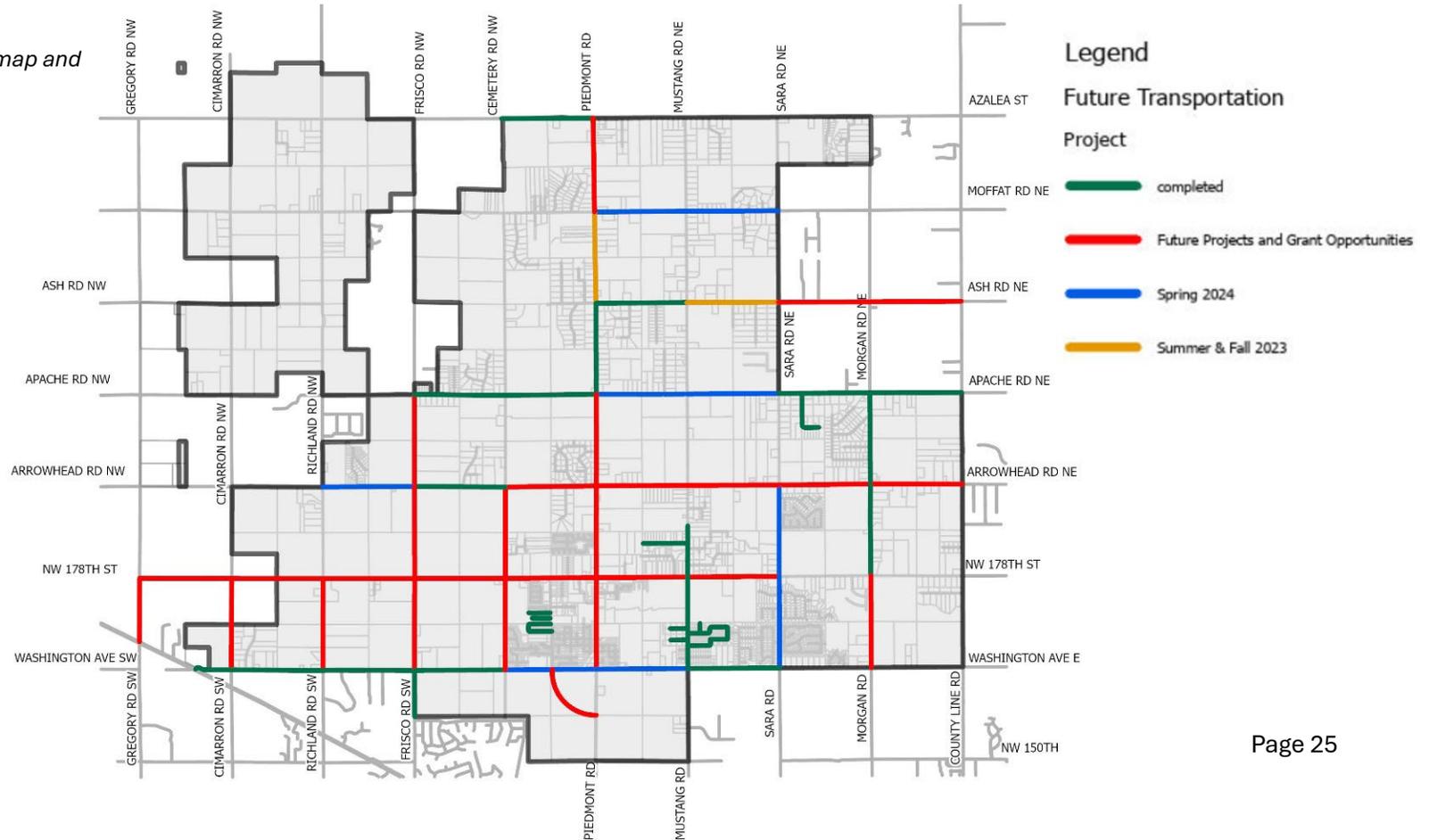
Figure 4: Sanitary sewer lagoon system, Piedmont OK

Transportation and Mobility

The City of Piedmont maintains over 50 miles of two lane “county standard” roads that serve as the primary arterials. These roads are either asphalt or gravel depending on the area and the surrounding development. The City also maintains commercial areas that are a mixture of asphalt and concrete roads. Piedmont Road is maintained by ODOT under the State Highway System and is the primary gateway into the City from State Highway 3 (Northwest Expressway). The other major roadway is the east-west connector of N.W. 178th Street which provides access to SH 74 to the east of the city. The remainder of the residential streets consist of asphalt roads that were completed as part of subdivision development in the past.

The general conditions of the primary and secondary arterials have been poor to fair. Over the past three years significant improvements have been made and over 10 miles have been improved through securing grant funds at the state level.

Figure 5: Streets map and ongoing projects.



Historic Chisholm Trail

The trail route is along the west side of Piedmont passing through on a north / south alignment. The trail was opened by the Run of '89 and the Run of '92, and by lottery in 1901. Stretching from Texas to Kansas City, the trail is famous for the 10 million cattle, 1 million horses and 35 thousand cowboys that passed through in the 1800's.

City Parks

The Piedmont Park System is limited with three recreational parcels. Piedmont Community Park, consisting of 3.5-acres, Girl Scout Park (1.5 Acres), and the Piedmont Youth Baseball Fields, managed by the Piedmont Sports Association, consisting of four ballfields and approximately 8.5-acres.

Piedmont Community Park consists of approximately 3.5 acres and is located east of Piedmont Road and south of Goode Simpson Boulevard. The park has many passive recreational opportunities including picnic areas, a covered pavilion, shuffleboard, and horseshoe pits. Active recreational opportunities include multi-age playground, fitness stations, sprayground, volleyball court and basketball court. The park is supported by restroom facilities. The park is well used with worn turf areas throughout the park. The park lacks a sidewalk connection to the street for pedestrian or ADA access. Trees have been planted but will require 10-years of growth to have a shade impact.

Girl Scout Park is in the Prairie Winds neighborhood along Van Buren Ave. NE. The park has a sloping terrain to a drainage area that subdivides the park. Amenities include 10 parking spaces, picnic shelter, a basketball pad, swing set, wooden play structure, shade trees, open space, and park lighting.

Piedmont Youth Baseball Fields are managed by the Piedmont Sports Association. They accommodate team play for youth baseball and adult softball. The 8.5-acre complex provides two baseball fields with centerfield distances of 250' and 200'. The two softball fields have a centerfield distance of 175' and 150'. They are also utilized for youth baseball. The complex has covered dugouts, press box and concession area.

Several subdivisions have recreational areas for their patrons but are limited in size and recreational accommodations.



Piedmont Public Schools

The public-school playgrounds, open areas, and athletic fields can temporarily fill the recreational gap for the community. Many of the playground areas are heavily used with a variety of recreational amenities with safety surfacing and natural turf. An orchestrated effort will be required to be by the Public School Administration and the City of Piedmont to improve the playground areas to accommodate their increased use during non-school hours and weekends.

The Piedmont Early Childhood Center

The Piedmont Early Childhood Center, located in the southeastern part of the school district and outside of the Piedmont city limits, has a site acreage of around 12.40 acres with a playground area of 2.75 acres. The area has a perimeter chain link fence with play equipment tailored towards preK students. Located behind the school, sidewalks provide access from the street to the recreational area but with limited access to the surrounding neighborhoods. South of the playground is an open lawn area for ball sports and other outdoor activities.



Northwood Elementary School

Northwood Elementary School, located in the southwestern part of the school district, outside of the Piedmont city limits, and north of Northwest Expressway, sets on a 10-acre site with a recreational area of 4.25 acres. The school has pedestrian access to the adjacent neighborhoods. Three areas provide recreational amenities with play structures, multi-purpose courts, and an open lawn area. Open space is available to the southeast for field sports and additional recreational amenities such as walking/bicycle trail loop.



Piedmont Public Schools

Piedmont Elementary School

Piedmont Elementary School, located within Piedmont along Piedmont Road, consists of a 9-acre site with 2.25 acres of playground or open recreational area. The recreational areas are an open lawn, play structures and equipment on a mulch safety surface, and an asphalt paved multi-purpose area with many active / passive recreational opportunities.



Stone Ridge Elementary School

Stone Ridge Elementary School, is located southeast of Piedmont, outside the city limits but within the Piedmont School District. The 13.50 acre site consists of two play areas totaling 2-acres. The open lawn area west of the school consist of a soccer field, basketball court, and play structure area. The area to the east is a multi-purpose paved area with several play structures and recreational equipment. Sidewalks from the school connect to the residential neighborhood to the north.



Piedmont Public Schools

Piedmont Intermediate School

Piedmont Intermediate School is located in the southwest corner of the Piedmont city limits. The intermediate school is located on 13.70 acres with a 1.25 acre playground area. The recreational opportunities consist of a large play equipment area covered with safety surface mulch, a multi-purpose activity court / basketball, and an open lawn area for soccer.

Middle School of Piedmont

Middle School of Piedmont is located within the Piedmont City limits and just southwest of Piedmont Elementary School and west of Piedmont Road. The school sits on 8 acres, and is currently under new facility construction, which made it difficult to determine what recreational amenities are available. The school is adjacent to a baseball field and a softball field, consisting of 9.5 acres.

Piedmont High School

Piedmont High School is in the northwest section of Piedmont and consists of the main campus (approximately 47-acres) and the football complex (8 acres), which is located adjacent to the Piedmont Sports Association ballfields. The main campus has tennis courts, softball field, baseball field, basketball complex, and some open spaces.



Composite Analysis

The composite analysis, as shown, is a combination of natural and man-made factors which may have an impact on the development within Piedmont. Natural conditions such as tree stands and surface drainage ways may become a factor in future development. The man-made factors may change as development increases and expands. This map is shown in greater detail on page 20.

Natural Factors

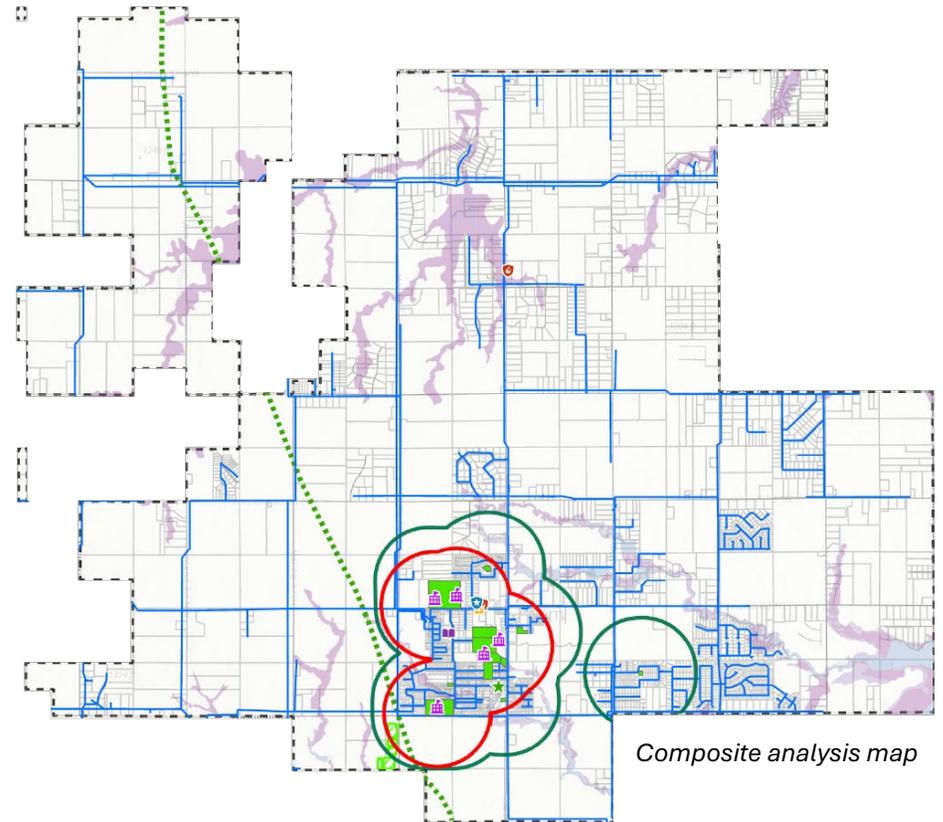
Topography, surface drainage, floodplains, and native tree stands could lead to the development of lakes and green infrastructure to control / mitigate surface runoff in further development. Recreational facilities and parks benefit from accommodating natural factors.

Historic Chisholm Trail

The Historic Chisholm Trail lends itself to the development of parcels that reinforce the rural, agricultural, and western themes of Piedmont through identification of historical trail points.

City Parks and Public Schools

By combining and fully utilizing the public-school playground, open space, and athletic facilities, the community of Piedmont could temporarily alleviate the lack of recreational park space until a community park master plan is performed and the initial phase or phases are implemented.



Section 4: Future Land Use

With or without a plan, a city will grow. Developing a future land use map ensures that the city is intentional in its growth process. The future land use map considers variables such as transportation, infrastructure, city ordinances, economic development, location of new housing, and access to the metropolitan area, to guide the growth process in the direction the community desires.

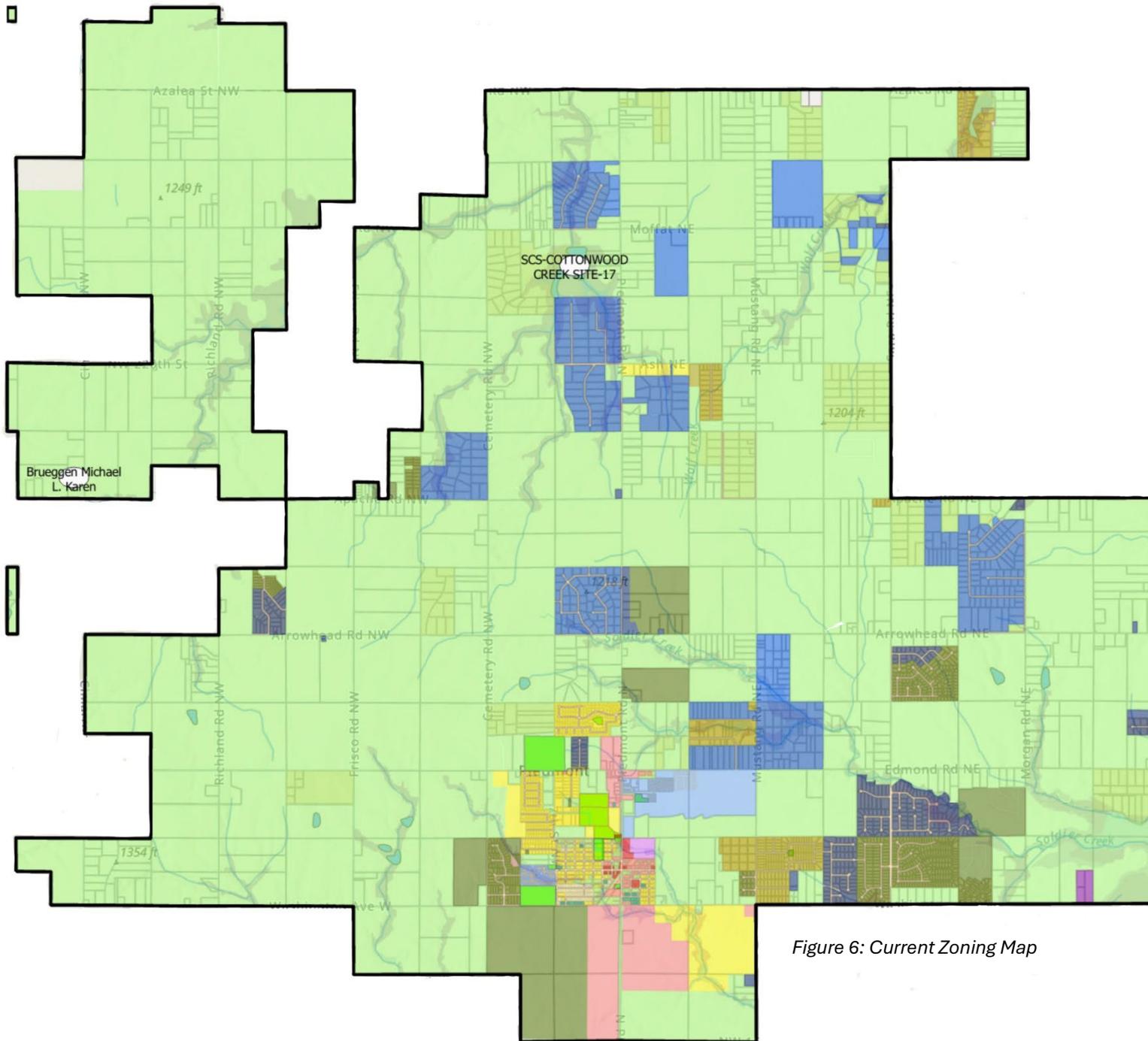
Piedmont's proximity to Oklahoma City and leveraged in its growth. Many people desire a small-town lifestyle, but also want access to bigger city amenities, employment, and entertainment. On the other hand, many people from around the metropolitan area travel to Piedmont for agritourism and sports tournaments.

Development of Future Land Use Map

The consulting team along with City Staff and the City Manager's Advisory Committee drew up a draft document future land use map and reviewed during advisory committee meetings. After receiving public input at town hall 2, the future land use map went through one last revision with the input of the City Manager and an economic development specialist. The starting point for creating a future land use map is an analysis of the existing zoning within the community. The City of Piedmont's zoning map was not up to date, therefore all zoning changes had to be researched and input to accurately analyze land use opportunities.



Current Zoning Map



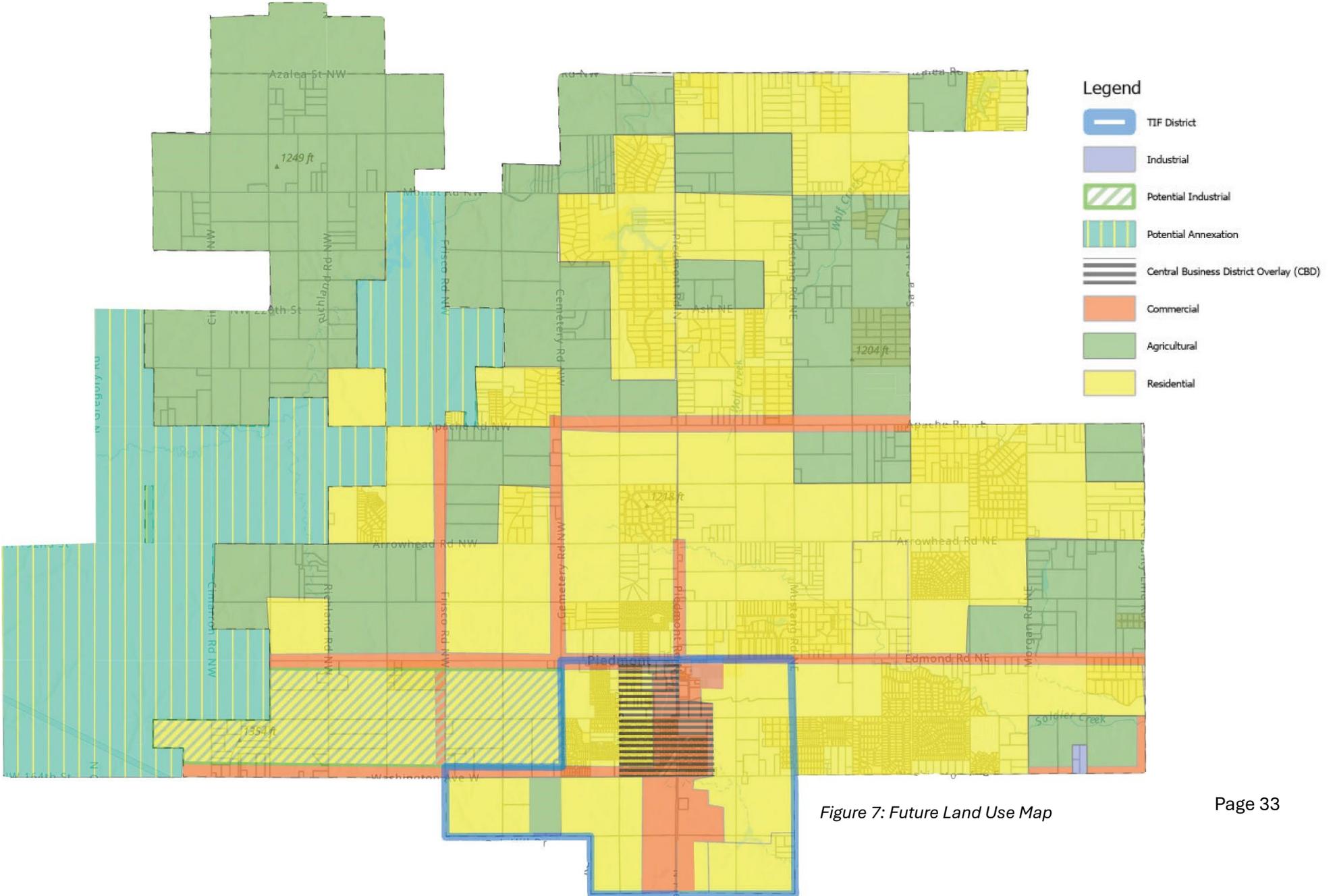
Legend

Zoning Classifications

- A-1; General Agricultural District
- C-2; General Commercial District
- C-3; Central Commercial District
- I-1; Restricted Light Industrial District
- I-3; Heavy Industrial District
- RE; Rural Estate Residential District
- RE-1; Medium Size Rural Estates Residential District
- RE-2; Minimum Size Rural Estates Residential District
- RS-1; Urban Estate Residential District
- RS-2; Single-Family Residential District
- RS-3; Single-Family Residential District
- RD-1; Two-Family Residential District
- PUD; Planned Unit Development District
- Other Zoning

Figure 6: Current Zoning Map

Future Land Use Map



- Legend**
-  TIF District
 -  Industrial
 -  Potential Industrial
 -  Potential Annexation
 -  Central Business District Overlay (CBD)
 -  Commercial
 -  Agricultural
 -  Residential

Figure 7: Future Land Use Map

Categories

The categories in the future land use map are residential, agricultural, commercial, industrial, and central business district. There is also a potential for annexation reflected on the map. The intent of the categories are for them to be broad and inclusive of differing densities, with the most dense and diverse land uses near the center of town.

Agricultural

Piedmont, first and foremost, has a history of being an agricultural community. Open space for Agritourism and farming is vital to the character of the city, as expressed in public meetings and community surveys. Agricultural land includes rural residential homes and lies mostly on the outskirts of town towards the city limits. This land use can also include parks and agritourism opportunities.

Residential

It is no secret that Piedmont is growing. With its desirable school district, small-town feel, and proximity to Oklahoma City, demand for housing is far higher than the available supply. The city receives subdivision applications for new housing on a regular basis. Most existing property and demand are for single-family housing. As the city continues to grow, a need for more diverse and affordable housing types will develop. Most of the population in Piedmont are young families with children, or couples and families.



Most of the population in Piedmont consists of young families with children or couples and families that have lived in the city for over ten years. Housing is difficult to find for anyone who cannot afford to purchase a single-family home. According to Redfin.com, the median sale price of a home in Piedmont is \$350,000.³ Additionally, the only rental units available are single-family homes.

Designated residential areas near the center of town are intended to be “higher density.” The city charter caps density at 12 dwelling units per acre. New residential development could consist of two-story apartment homes, townhomes, or mixed-use units with commercial on the ground floor and residential on the top.

Potential annexation opportunities are discussed towards the end of this section, however, should the city annex property towards Northwest Expressway it would be of great benefit to include higher density housing in that consideration. Apartments are common along northwest expressway, and this provides an opportunity for more people to have access to living in Piedmont.

Lower density housing opportunities make up all of Piedmont’s residential units. It is expected that lots will become larger as they move further from the city center.



Large lot single family home, Piedmont OK



Low-rise apartments in Oklahoma City, OK

³ <https://www.redfin.com/city/35761/OK/Piedmont/housing-market>

Commercial

Commercial land uses are intended to provide goods and services to the community. This includes all types of retail, restaurants, offices, hotels, and other employment opportunities. The City of Piedmont has identified that increasing commercial land opportunities is highly important to the city's economic development.

Survey results, town hall conversations, and advisory committee meetings all revealed similar sentiments around commercial property: there simply are not enough businesses to provide for the needs of Piedmont citizens and visitors.



Mixed use entertainment area



Mixed use entertainment area



Industrial

Industrial land uses include warehousing, manufacturing, wholesale storage and distribution, hotels, and other high intensity land uses. The intent of this category is to provide land to larger businesses that can be of benefit to the economic fabric of the city, as well as increasing employment opportunities. This land use exists outside of the city center, and with annexation of land towards Northwest Expressway there can be an increased amount of industrial land stock.



Light industrial warehousing



Medium industrial warehousing



Heavy industrial, Piedmont OK

Central Business District

Piedmont has a downtown/commercial area, but it is not well defined. The institutional/governmental and recreational areas are adjacent to the current commercial area along Piedmont Road and the Downtown area. This area lacks a core direction as past development policies were not conducive to commercial growth. The lack of infrastructure capacity for water, sanitary sewer, electric and communications has hindered the ability of the city to promote a more sustainable central business district development strategy. This comprehensive plan update addresses the lack of a future land use plan that can be a catalyst for the desired commercial and/or mixed-use development. Utilizing economic tools such as Tax Increment Finance (TIF) Districts, US and State of Oklahoma Commerce Department programs such as Main Street, USA and private programs similar to Destination Creation and others can provide technical assistance for developing and implementing successful and sustainable economic development policies.

Potential Annexation Opportunities

Piedmont has considered annexation over the years, with most consideration given along the southern border near Piedmont Road. With its proximity to Northwest Expressway, annexation is attainable, but the opportunity to annex south on Piedmont Road is no longer available. Any annexation will have to happen westward, where an opportunity to secure a portion of Northwest expressway is currently possible. The intersection of Gregory Road NW and Northwest Expressway is unincorporated county land. Frontage along Northwest Expressway tends to develop into economic opportunities, and Piedmont could benefit greatly from this expanded tax base.

Section 5: Infrastructure

Water

The City of Piedmont does not have a sustainable water source to serve the existing citizens. The City has been working on a comprehensive water masterplan and updated hydraulic model to address the deficiencies in the existing system. Current projects are addressing operational issues with the central pump station equipment. However, the current pumps cannot support the system needs and it is recommended that the pumps be replaced. The water masterplan also recommends adding a new connection to the City of Oklahoma City with two miles of new waterline and a new booster pump. This will provide redundancy to the existing City of Oklahoma City connection and will address the water supply. The next recommendations are to construct at least one new water well and possibly add two additional wells to supplement the overall water supply. After adding an initial elevated storage tank, a second can be planned for in conjunction with future demand. The final recommendation is to upgrade and extend transmission lines throughout the city limits and eventually in the Rural Water District area. These improvements will provide water supply for growth beyond 2040. It is also recommended that a cost-of-service study be completed to determine the funding needs.

Wastewater

The City of Piedmont has previously promoted policies that were more closely aligned with rural residential development with very little emphasis on commercial development or medium density housing. To that point, wastewater infrastructure was viewed at the individual homeowner level and, to a certain extent, the developer's responsibility. Because of these policies, most residential development is on private septic systems. There are limited sanitary sewer collection lines due to the predominance of private septic systems. This hinders commercial and institutional growth since there are no larger interceptors in place to carry the sanitary sewer flow throughout the city limits. The existing wastewater treatment plant (WWTP) lagoons have more than enough capacity for increased sanitary sewer load but lack the necessary pipelines to deliver from residences to the WWTP. Most residents have their septic tanks dumped into the WWTP every few years. The one-time fees for delivery both complicate day to day financing of the WWTP and do not adequately cover the costs of services provided, effectively subsidizing private septic systems. This is an operational cost the City may not be recovering. It is recommended that the City undertake a wastewater master plan study and a sanitary sewer evaluation and cleaning contract for the existing pipeline system. It is also recommended that the City develop a plan for constructing sanitary sewer interceptors to meet future land use growth for more commercial/mixed use and residential development. A cost-of-service study should be completed to determine the funding needs.

Current and Future Water Lines Map

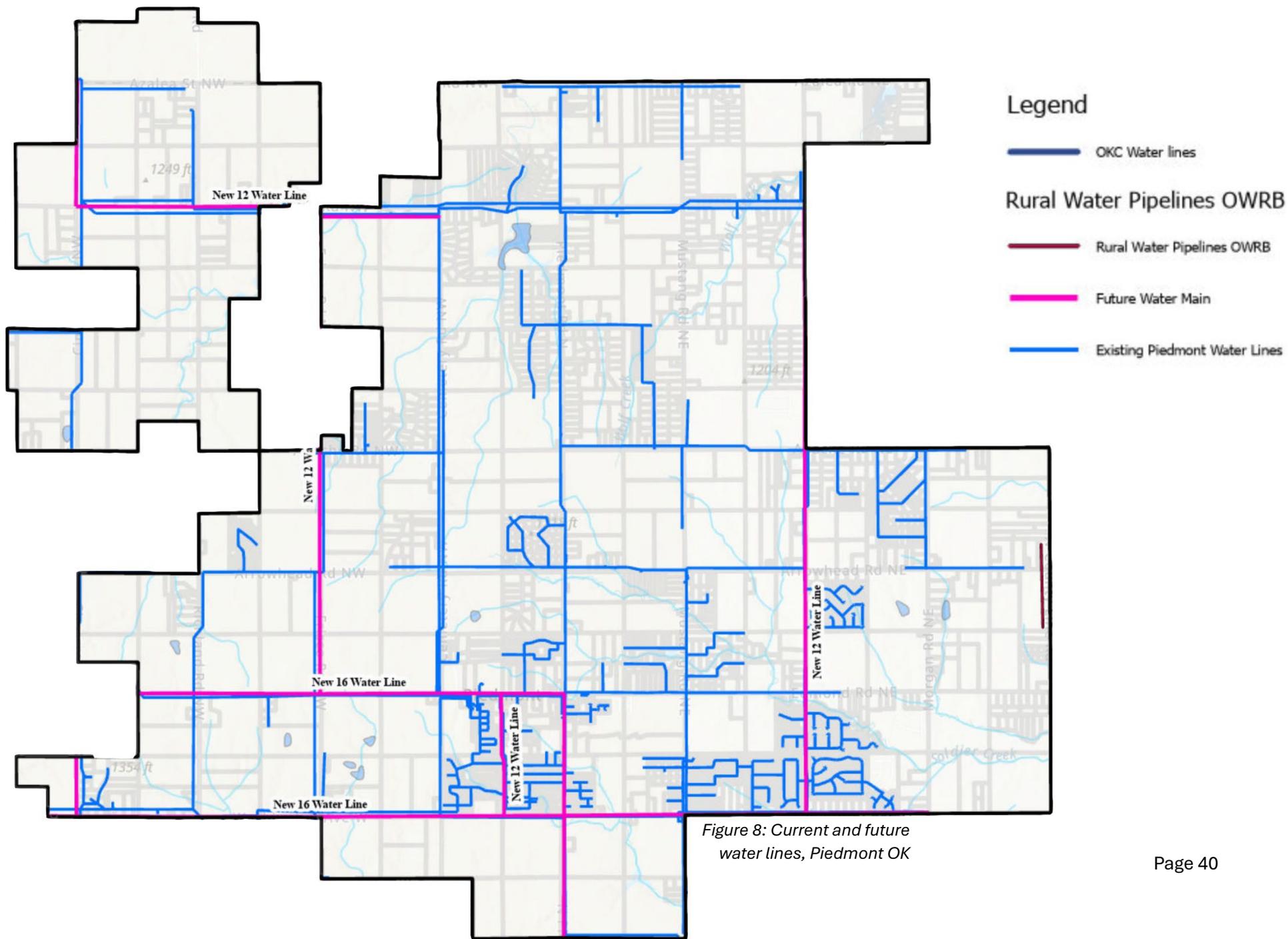


Figure 8: Current and future water lines, Piedmont OK

Current Wastewater Map

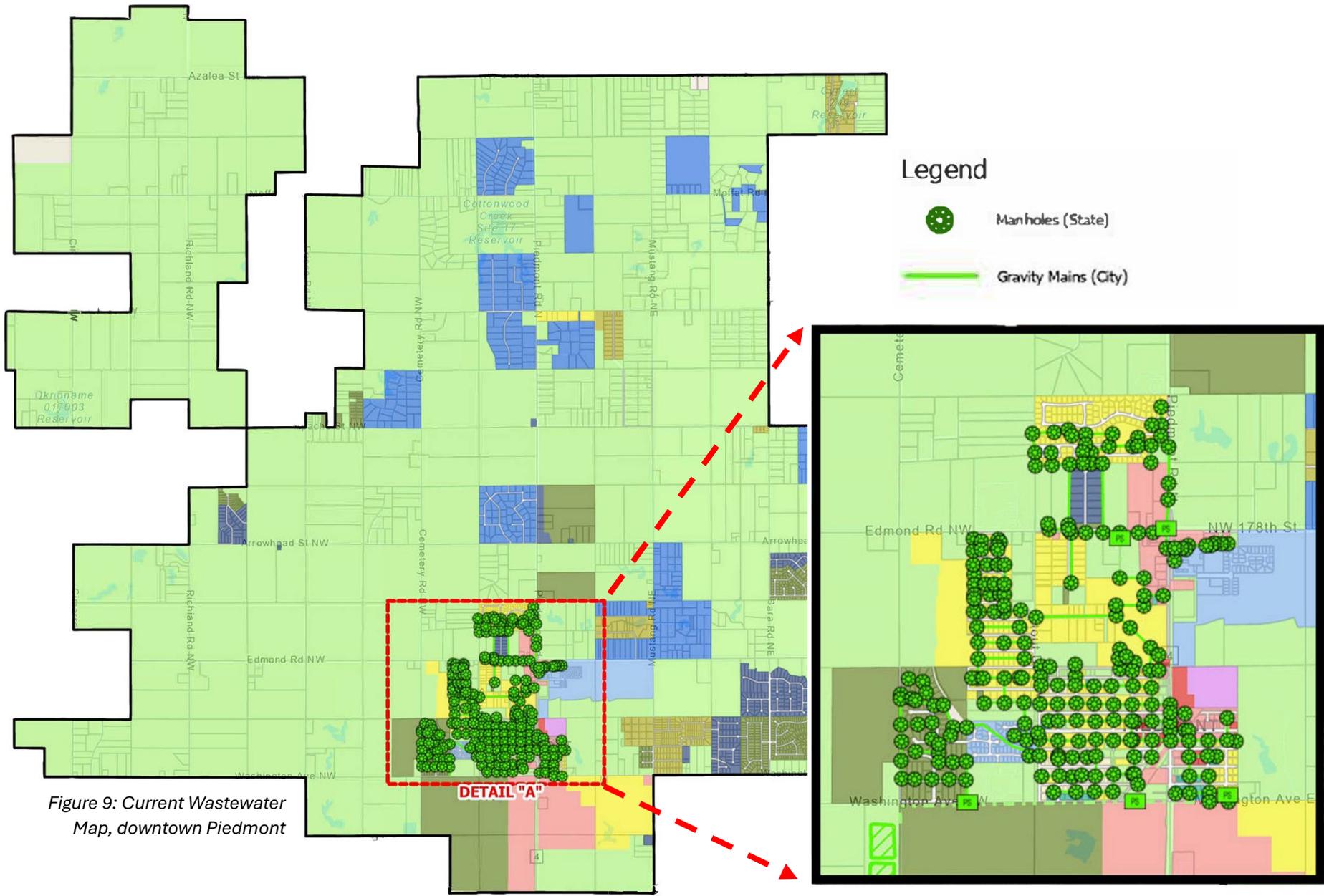


Figure 9: Current Wastewater Map, downtown Piedmont

Transportation and Mobility

The transportation system for the City of Piedmont consists primarily of arterial streets similar to road designs that connect areas of residential and commercial development. Past transportation policies have not been forward-looking, nor have they been planned with future land use in mind. The construction requirements have not been consistent in the past resulting in poor pavement conditions that have been met with extensive public criticism. Budget limitations and design policies have both contributed to the transportation system being inadequate for the residential and public education growth within the city. Over the past two years, the city council has budgeted for road improvements and significant projects have been completed. However, the funding for these projects has come out of surplus/reserve funds from the general budget. There have been several instances where funds were leveraged with other partner agencies such as Canadian County and Oklahoma City, but this only served to stretch the available funds to accomplish one or two additional projects. The city has developed an informal road Capital Improvement Program (Figure 10: Future Transportation Map, Page 43). While this is a good first step, it is recommended that a more comprehensive transportation and mobility study be completed. This transportation and mobility study needs to consider the new future land use map established as part of this comprehensive plan. The study should also look at the connectivity between existing residential areas and future residential developments; public schools and both existing and proposed commercial/retail areas. This study needs to be multi-modal and consider pedestrian movements along with vehicular traffic. The City should also consider exploring impact fees from developers beyond just the initial development. Impact fees need to be evaluated based on the impact to the entire transportation system and the capital funds required to maintain and replace the existing and future roadways.

Future Transportation Map

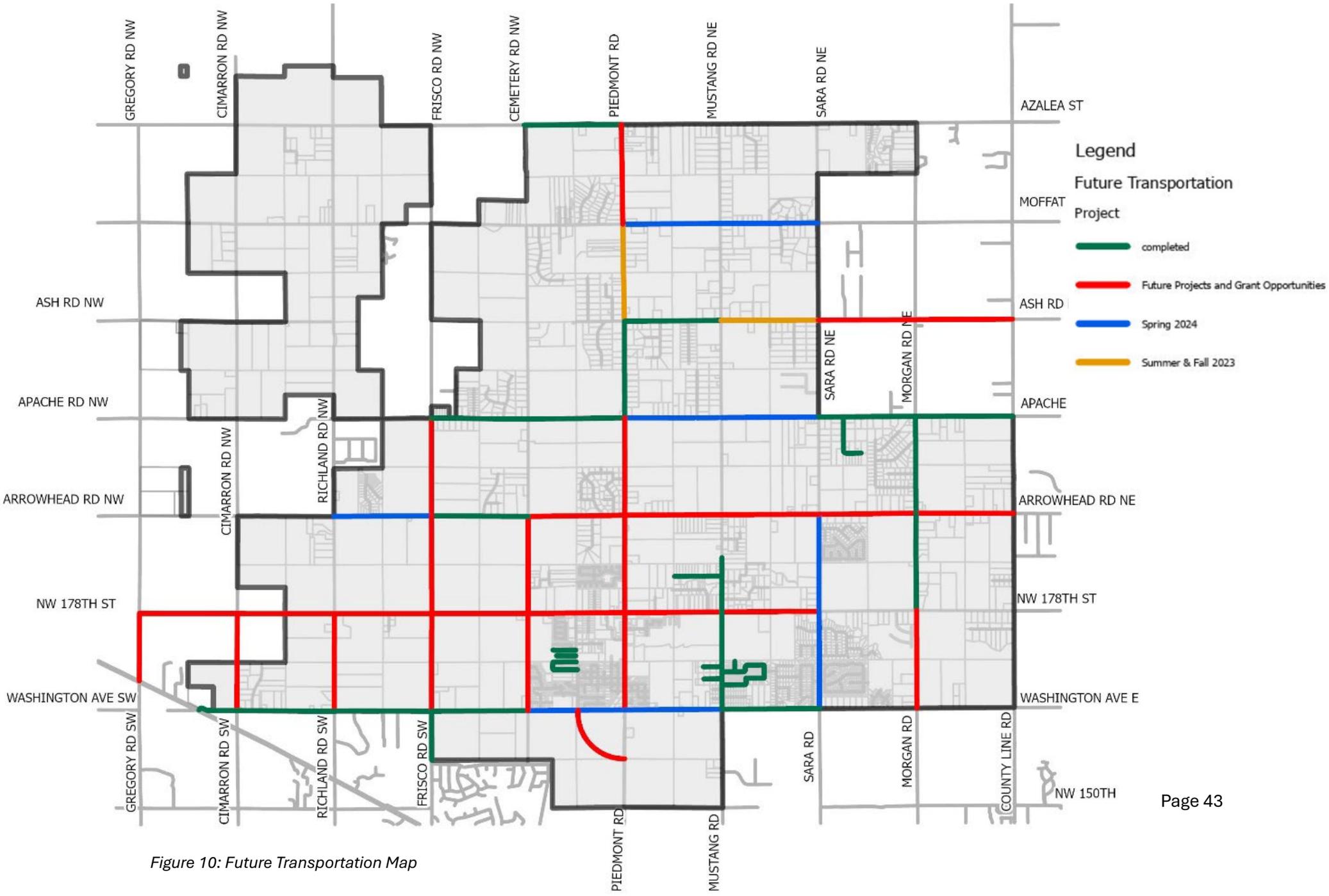


Figure 10: Future Transportation Map

Section 6: Parks & Open Space

Overview

A community's quality of life is measured by several cultural and natural factors. One of these factors is the community's availability to its recreational assets. These assets may be a combination of parks, open spaces, natural settings, trails, sports complexes, and special use areas. This section will describe the current park assets and deficiencies based on the National Recreation and Park Association (NRPA) Classification System for Recreational Open Space; park, recreation classification types, and future community recreational and park opportunities.



Recreation Classification Types

The following descriptions are intended as a guide to planning and development of Piedmont's Park System:

Neighborhood Parks

These parks should provide active and passive recreational activities based on the ½-mile radius service area. Interconnecting trails or a sidewalk system should lead to the park. The park should provide a pleasant outdoor experience for area families, youth and children. Recreational activities should be a balance between active and passive; serving a broad range of ages for children, youth, and adults. Amenities will include vehicular parking, a connecting sidewalk system, ADA accessibility, pedestrian seating, bicycle racks, litter receptacles, and exterior lighting. Active facilities may include non-programmed playfields or open space, pickleball courts, tennis courts, multi-purpose sport courts, adventurous or natural play structures, sprayground, and diverse play structures. Passive activities may include internal trails, gathering areas, open green space, and rest / observation areas.

Subdivision Parks

These privately owned parks, as required by zoning standards, are located within the subdivisions. In new development, these parks should be within proximity to apartment or townhouse development. The desirable size of a subdivision park is an acre or less depending on the number of homes within the development and zoning standards. Amenities and uses may include vehicular parking, a connecting sidewalk system, ADA accessibility,

multi-purpose sports court, a play area with play structure, swing set, individual recreational elements and safety surface, and open space for creative play. Other amenities could include pedestrian seating, bicycle racks, litter receptacles, and safety lighting. Subdivision parks have a service area of ¼ to ½ mile radius.

School Parks

By allowing the integration of the City's existing park system with the school-connecting sidewalk system, more amenities become available to the community, including ADA accessibility, multi-purpose court sports courts, a play area with play structures, swing sets, individual recreational elements and safety surfaces, and open space for creative play. Other amenities could include pedestrian seating, bicycle racks, litter receptacles, and safety lighting. School parks have a service area of ¼ to ½ mile radius.

By incorporating the school district's existing recreational assets, the community's quality of life through recreational, social, and educational opportunities could increase. It would also temporarily address the shortfall in the community's recreational park amenities. It is important that both entities benefit in the orchestrated effort of recreational amenities and efficiency. School parks will have a ½-mile radius service area.

Sports Complex

A future sports complex can fulfill the needs of a community by providing multi-purpose fields or individual fields at a specific site. Sports may include but not limited to flag football, baseball, soccer, tennis, pickleball, basketball, and volleyball. Other support amenities include spectator seating, concessions, restrooms, playgrounds, surface parking, and trail network. The complex should be located on relatively flat land, adjacent to a major thoroughfare, and not adjacent to residential areas. In addition to programming the sports and support items, an additional 25% land area should be included for future expansion or to incorporate community park amenities as described previously.

Community Park

A new community park should meet the broader recreational needs of a community with a service area of a 1-1/2 to 2-mile radius. Community parks should allow for larger group activities along with both active and passive recreation activities. The quality of natural resources should play a significant role in its location where the park environment can build and enhance these resources. An arterial or collector street should provide easy access to the park along with a coordinated trail system. The optimal size should be between 20-50-acres depending on the desired uses. These uses should not be focused on extensive programmed athletic activities. Active recreational facilities could include large play structures or creative play, multipurpose game courts, informal ballfields for youth practice or play, tennis / pickleball courts, and disc golf. Passive activity facilities could include internal trails (connected to the community's trail system), individual and group picnic / sitting areas, open space, and natural areas. Support facilities include vehicular parking, restroom facilities, and security lighting.

Special Use Park (Agricultural/Cultural)

A special use park would address the historic, agricultural, and cultural opportunities for the community including but not limited to festivals, outdoor concerts, numerous rodeo activities, tractor pulls, car shows, outdoor concerts, etc. As per the sports complex, a special use park would be located in a rural area, close to a thoroughfare and not adjacent to residential areas. The size may vary depending upon the programming needs.

National Recreation and Park Association Classifications

Park Type	NRPA Guidelines	City of Piedmont	Public Schools Recreational Assets	NRPA Recommended Acreage Based on Total Population	Current Acreage Deficiency
Subdivision Parks	0.5-acres – 1-acre	NA	NA	NA	NA
Neighborhood Parks / School Parks	2-acres / 1,000 Residents	5.0-acres	12.5-acres	25-acres	8-acres
Sports Complexes / Special Use Areas	5-8-acres / 1,000 Residents	8.5-acres	NA	Two Facilities 60 to 72 acres each	130-acres
Community Parks	5-8-acres / 1,000 Residents	0-acres	NA	35-42 acres	35-42 acres
Summary Totals	NA	13.5 acres	12.5 acres	180 to 211 acres	173 to 180 acres

Figure 11: Current and recommended park acreage

Future Community Recreational and Park Opportunities

The two Town Hall Meetings addressed many opportunities for the future of Piedmont. As discussed in these meetings, Piedmont's infrastructure shall be addressed including roads, water, sanitary sewer, and storm sewer which establishes a proper foundation for future development which includes a sports complex, special use, or community parks. Citizen input identified the following recreational elements to address and improve the quality of life within the City of Piedmont.

- Develop Sports Complex of 60-72 acres. This complex consolidates the heavily programmed athletic and associated facilities to a larger site, strategically located within the community. The design aspects of this project would include site programming, economic analysis, site selection, master planning of the preferred site, masterplan implementation cost by phase, short-term / long term maintenance cost, and design/implementation of Phase 1.
- Upgrading of Existing School-Park Assets: Portrayed in the existing park and school-park assets, the community has a shortage of neighborhood parks. With five existing school sites located throughout the community and school district's boundary, recreational opportunities could be expanded and enhanced without acquiring additional park land.

This will require a joint use agreement between the two parties. The agreement would address acquisition development, maintenance, liability, use and programming issues. Initial analysis should examine: existing park and school-park assets; recreational facility deficiencies and desired additions; master plans of school sites; master plan phasing and implementation costs; and near and long-term maintenance costs.

- Neighborhood Parks: As new subdivisions or neighborhoods are developed, the zoning standards and regulations will require the development of park and recreational amenities to support the neighborhood's residents.
- As Piedmont's population grows over the next 15-20 years, the community will assess its recreational needs in the development of future community parks, special use parks, trails, and other recreational amenities. The City will go through the same process of site programming, economic analysis, site selection, master planning of the preferred site, masterplan implementation cost by phase, short-term / long term maintenance cost, and design/implementation of Phase 1 for each new park.

Future Parks

The Future Park Plan depicts five future community parks of which two are a sports complex and a special use agricultural / cultural center. The existing parks/schools are shown with a 1/2-mile radius service area. Proposed community parks have a 2-mile radius service area

Legend

-  Schools Buffer
-  Park Existing Buffer

Points of Interest

-  City Hall
-  Fire Station
-  Library
-  Old Town
-  Police Station
-  Schools
-  Historical Chisholm Trail
-  Park Existing
-  Future Parks
-  City Limits

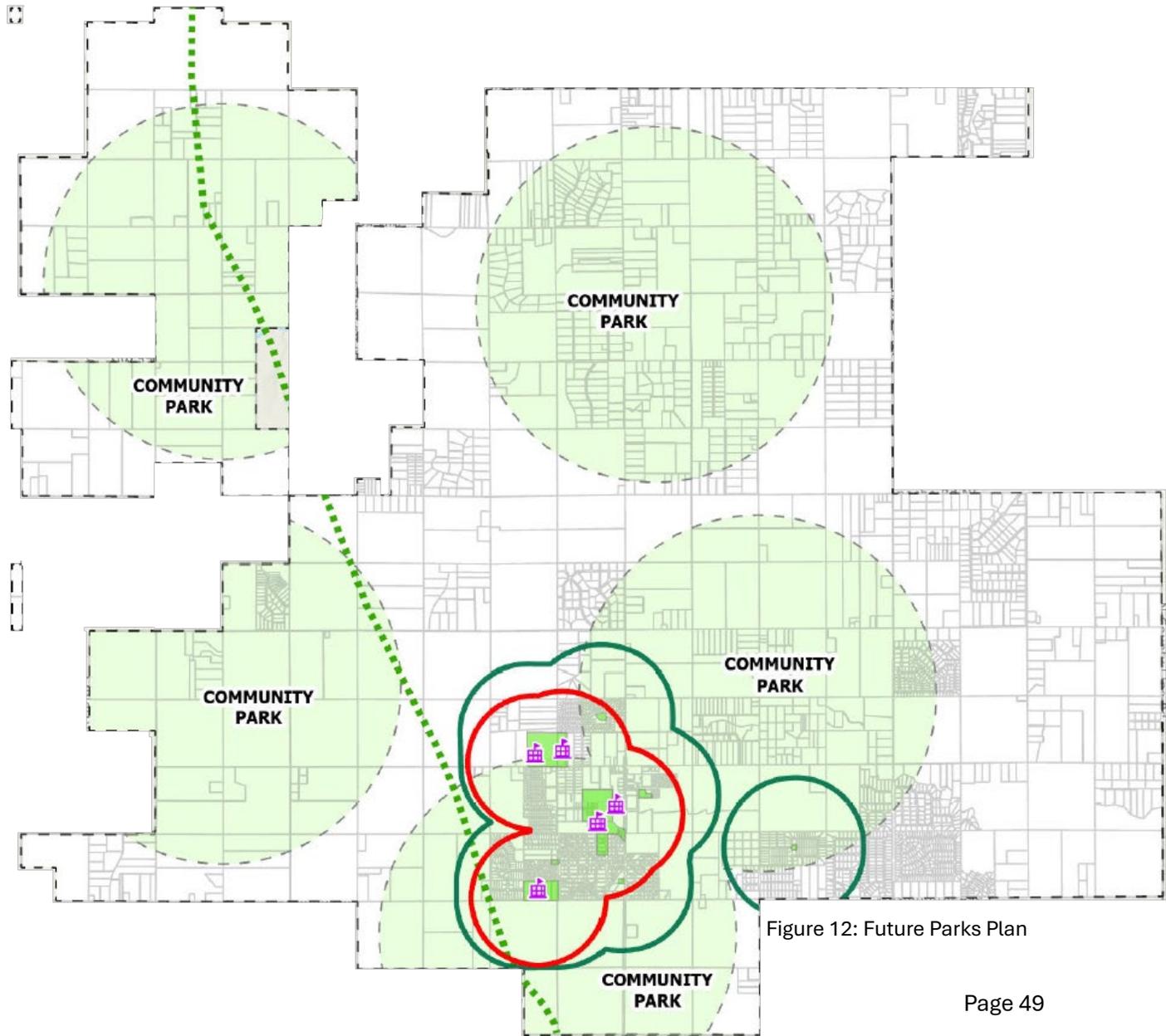


Figure 12: Future Parks Plan

Section 7: Economic Development & Revitalization

Economic development and revitalization are necessary for the continued growth and development of Piedmont. Potential strategies and opportunities are detailed below.

Central Business District & Potential Expansion South

As the Central Business District is discussed in future zoning plans, an expansion to the south of the existing “Downtown”/CBD would provide a larger economic opportunity for the City. An expanded CBD could serve already proposed higher density housing development and it could leverage the existing commercial retail area at the intersection of Northwest Expressway (State Highway 3) and Piedmont Road. Expansion can be accomplished in coordination with the Oklahoma Department of Transportation (ODOT) to utilize any transportation funding to support the needs of an expanded CBD. The City should also explore developing a Tax Increment Finance District (TIF) for this proposed area. The TIF funds could be used to leverage state, federal and private investment dollars to construct the necessary infrastructure.



Monroe Avenue | Piedmont, OK 2023

The streetscapes along Piedmont Road and Monroe Avenue (and potentially other downtown streets) depict the existing view and their potential development. With adequate right of way width, both streetscapes have space for large sidewalks complete with furnishings, lighting, plantings, signage, and traffic control. Incorporating angled parking will provide close access to retail, commercial and office development, and ADA parking will be incorporated to provide barrier free access. Trees along the pedestrian sidewalks will provide shade for seating, gatherings, and outdoor dining. Plantings at the corner intersections will provide a safe space for pedestrians as they prepare to cross the street. Piedmont Road will transition from a 4-lane street to a two-lane street with a turn-lane or a planting median. Monroe Avenue will remain a two-lane street.



Perspective: Monroe Avenue | Piedmont, OK 2040

Piedmont Avenue
Piedmont, OK 2023

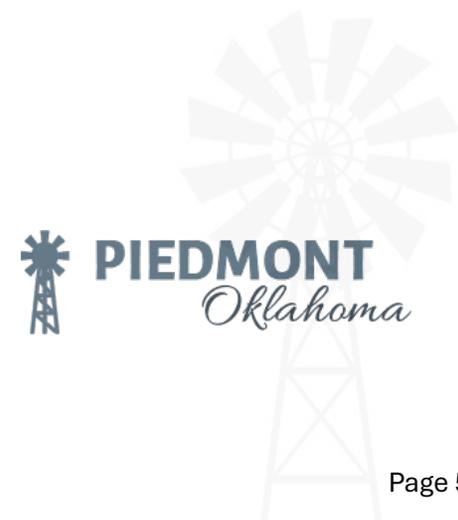


Perspective: Piedmont Avenue
Piedmont, OK 2040



Sports & Recreation Facility

Sports are an important part of Piedmont’s culture. The growing school district, history of championships, and wide array of sports offered to students draws in not only new residents, but plenty of visitors to the city. These sporting events bring in visiting teams for single games as well as for weekend-long tournaments. The city recently hosted the National Junior College Athletics Association Region 2 softball tournament, drawing in visitors from all over the state. Building off this momentum by investing in larger sports facilities can bring in a larger number of visitors and tax dollars to the city.



Destination Creation, Main Street America

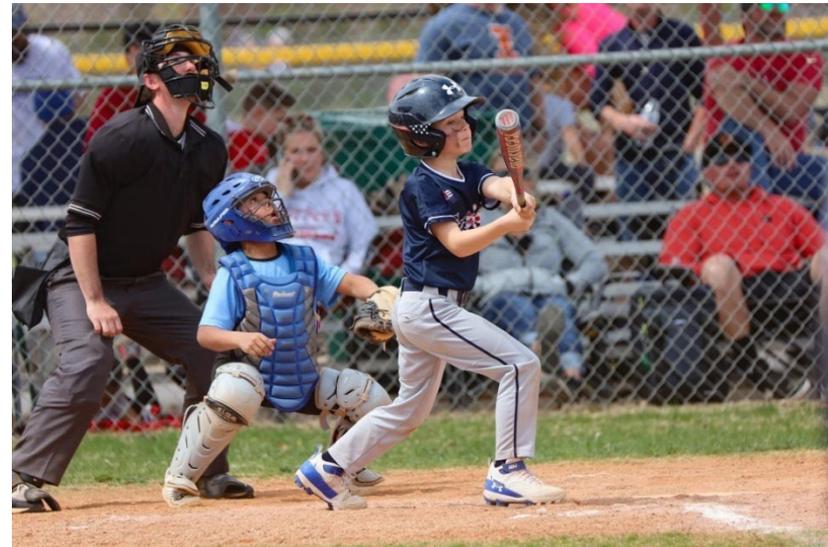
Destination Creation and Main Street America are programs aimed at spurring economic growth in municipalities. Destination Creation is a course-based program aimed at business professionals who desire to see growth in their communities. This initiative would not be facilitated by the City, but by interested business owners. Main Street America, on the other hand, is a structured program that opens doors to more federal dollars. The purpose of Main Street America is to transform communities through economic development. The City of Piedmont has the opportunity to use both of these programs to its advantage and connect to a broad network of professionals with experience in revitalization.

Tax Increment Finance (TIF) District

Tax increment financing (TIF) is a tool that reallocates tax dollars for up to twenty-five years to support development limited to a certain geographic area. In the case of Piedmont, this money can be used to redevelop the downtown area, or any other designated location of the City's choosing.

Annexation Towards Northwest Expressway

Businesses are continually popping up along the Northwest Expressway corridor. Finding new ways to bring in sales tax revenue is an important tenant of economic development in Piedmont. The border of Oklahoma City encloses portions of Northwest Expressway that are closest to Piedmont. However, there is the opportunity to annex westward towards Gregory Road. Gaining access to an intersection of Northwest Expressway has the potential to bring in sales tax revenue from Piedmont citizens and people using Highway 3 to travel to other parts of the state.



Grant Opportunities

Grants and other loan opportunities are undeniably some of the largest assets that smaller towns can take advantage of to propel their growth. Piedmont's unique location and growth pattern lends itself towards scoring well on many applications. Several grant opportunities the city can take advantage of are discussed below.

The Oklahoma Water Resources Board (OWRB) has two state revolving fund loan programs for clean water and drinking water. The clean water state revolving fund is used for wastewater and pollution control projects. The drinking water state revolving fund is used for treatment and distribution systems.⁴ These loans are below market rate and have the possibility of being wholly or partially forgiven.

As a part of the association of central Oklahoma governments (ACOG), Piedmont has the ability to apply for millions of dollars of funding on a yearly basis. ACOG has grants available for many types of transportation projects like sidewalks, trails, safety, clean air initiatives, the rural economic action plan (REAP), infrastructure, and more. In 2023 alone, ACOG is programming over \$88 million worth of projects for the coming years.

The Oklahoma Department of Transportation (ODOT) has funds available for projects relating to roadways, bridges, railroad crossings, pedestrian connectivity, and several other categories. One grant that Piedmont has benefited

from greatly is the Municipal Road Drilling Activity Funds program, which allows for resurfacing and reconstruction of roads that have been impacted by oil field activity.

The Oklahoma Tourism and Recreation Department has two major grant programs- the Land and Water Conservation Fund and Recreational Trails Program. Land and Water Conservation fund projects are intended for park upgrades and protection of natural areas. Recreational Trails Program funds are used on trails and trails-related projects.



⁴ <https://oklahoma.gov/owrb/financing/clean-water-state-revolving-fund-loans.html>

⁵ <https://www.deq.ok.gov/water-quality-division/public-water-supply/dwsrf/>

Section 8: Implementation Plan & Strategies

The key components of an implementation strategy for the City of Piedmont that focuses on infrastructure, land use, and economic development are discussed below. In addition, a strategy matrix and sample action plan are included that are consistent with the recommendations discussed in this comprehensive plan.

1. **Vision and Goals:** Clearly define the long-term vision and goals for infrastructure, land use, and economic development. These goals should align with the overall vision and strategic plan of the city.

2. **Assessment and Analysis:** Conduct a comprehensive assessment of the current state of infrastructure, land use, and economic conditions in the city. This includes evaluating existing assets, identifying gaps and challenges, and analyzing potential opportunities for growth.

3. **Prioritization and Goal Setting:** Prioritize areas of focus and set specific, measurable, attainable, relevant, and time-bound (SMART) goals. It is important to identify the most pressing needs and allocate resources accordingly.

4. **Action Plan Development:** Develop a detailed action plan that outlines specific projects, initiatives, and strategies to achieve the set goals. This includes defining objectives, determining resource requirements (budget, staff, partnerships), establishing timelines, and developing a monitoring and evaluation framework.

5. **Funding and Resource Mobilization:** Identify potential funding sources and develop a comprehensive funding strategy. This may include seeking grants, loans, public-private partnerships, or exploring innovative financing options. Mobilizing resources is crucial to implement infrastructure and economic development projects.

6. **Stakeholder Engagement:** Engage relevant stakeholders, including community members, businesses, non-profit organizations, and government agencies. Seek their input, involve them in decision-making processes, and build partnerships to ensure a collaborative and inclusive approach.

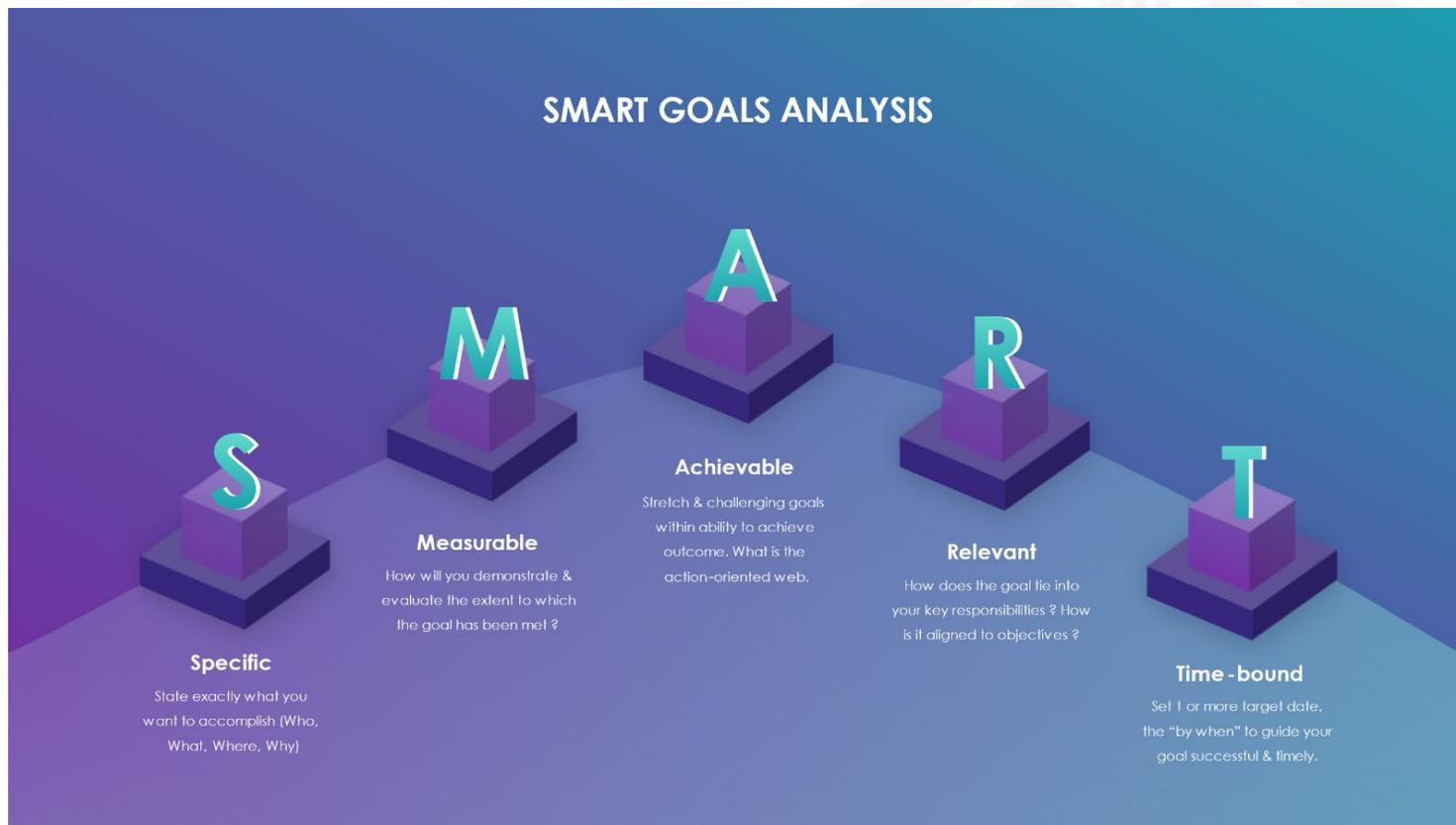
7. **Implementation and Execution:** Assign responsibilities and roles to relevant departments or teams. Foster effective coordination and communication among stakeholders to ensure smooth implementation of projects. Regularly monitor progress, make necessary adjustments, and report on achievements and challenges.

8. **Public Engagement and Communication:** Develop a comprehensive communication plan to inform and engage the public. Seek public input, involve the community in decision-making processes, and provide regular updates. Transparent communication is vital to gain public support and trust.

9. Monitoring and Evaluation: Establish mechanisms to monitor the progress and impact of implemented projects. Collect and analyze data to evaluate performance and measure the effectiveness of strategies. Identify areas for improvement and make necessary adjustments based on evaluation findings.

10. Continuous Improvement: Foster a culture of continuous improvement by learning from best practices and adapting strategies accordingly. Regularly evaluate the effectiveness of implemented projects and seek opportunities to enhance infrastructure, land use, and economic development efforts.

These key components provide a framework for developing and implementing an effective implementation strategy for the City of Piedmont focusing on infrastructure, land use, and economic development.





**IMPLEMENTATION STRATEGY
AND ACTION PLAN TOOL**
City of Piedmont – Comprehensive Plan

January 12, 2024

Prepared by: SRB, LLC

IMPLEMENTATION STRATEGY AND ACTION PLAN TOOL

This is an implementation and action plan tool that can be used by the City Staff and SRB moving forward.

The tool consists of a series of templates that can be customized for various tasks associated with the future development of the City.

January 12, 2024

Prepared by: SRB, LLC

Implementation Strategy and Action Plan Tool

ACTION PLAN 3

ACTION PLAN

	ACTION ITEM	L/M/H	DATE REPORTED	OWNER	DUE DATE	STATUS
1	Action item 1 description	Medium	01/15/20XX	Grant H	01/15/20XX	Done
2	Action item 2 description	Medium	01/15/20XX	Owen S	01/15/20XX	Stuck
3	Action item 3 description	High	01/15/20XX	Allison S	01/15/20XX	In progress
4	Action item 4 description	Low	01/15/20XX	Colin B	01/15/20XX	Done
5	Action item 5 description	Medium	01/15/20XX	Ashley G	01/15/20XX	Stuck
6	Action item 6 description	High	01/15/20XX	Adil A	01/15/20XX	In progress
7	Action item 7 description	Medium	01/15/20XX	Gregory P	01/15/20XX	Done
8	Action item 8 description	Low	01/15/20XX	Grant H	01/15/20XX	Stuck
9	Action item 9 description	High	01/15/20XX	Colin B	01/15/20XX	In progress

Implementation Strategy and Action Plan Tool

TASK PRIORITIZATION 4

ACTION PRIORITY CHART

ACTION	PRIORITY	DIFFICULTY	NOTES	OWNER	DUE DATE
Action item description	High	Easy	More task details	Name here	03/20/20XX
Action item description	High	Medium	More task details	Name here	03/20/20XX
Action item description	Medium	Easy	More task details	Name here	03/20/20XX
Action item description	High	Hard	More task details	Name here	03/20/20XX
Action item description	Medium	Medium	More task details	Name here	03/20/20XX
Action item description	Low	Easy	More task details	Name here	03/20/20XX
Action item description	Medium	Hard	More task details	Name here	03/20/20XX
Action item description	Low	Medium	More task details	Name here	03/20/20XX
Action item description	Low	Hard	More task details	Name here	03/20/20XX
Action item description	Medium	Medium	More task details	Name here	03/20/20XX

Implementation Strategy and Action Plan Tool

ACTION PRIORITY MATRIX



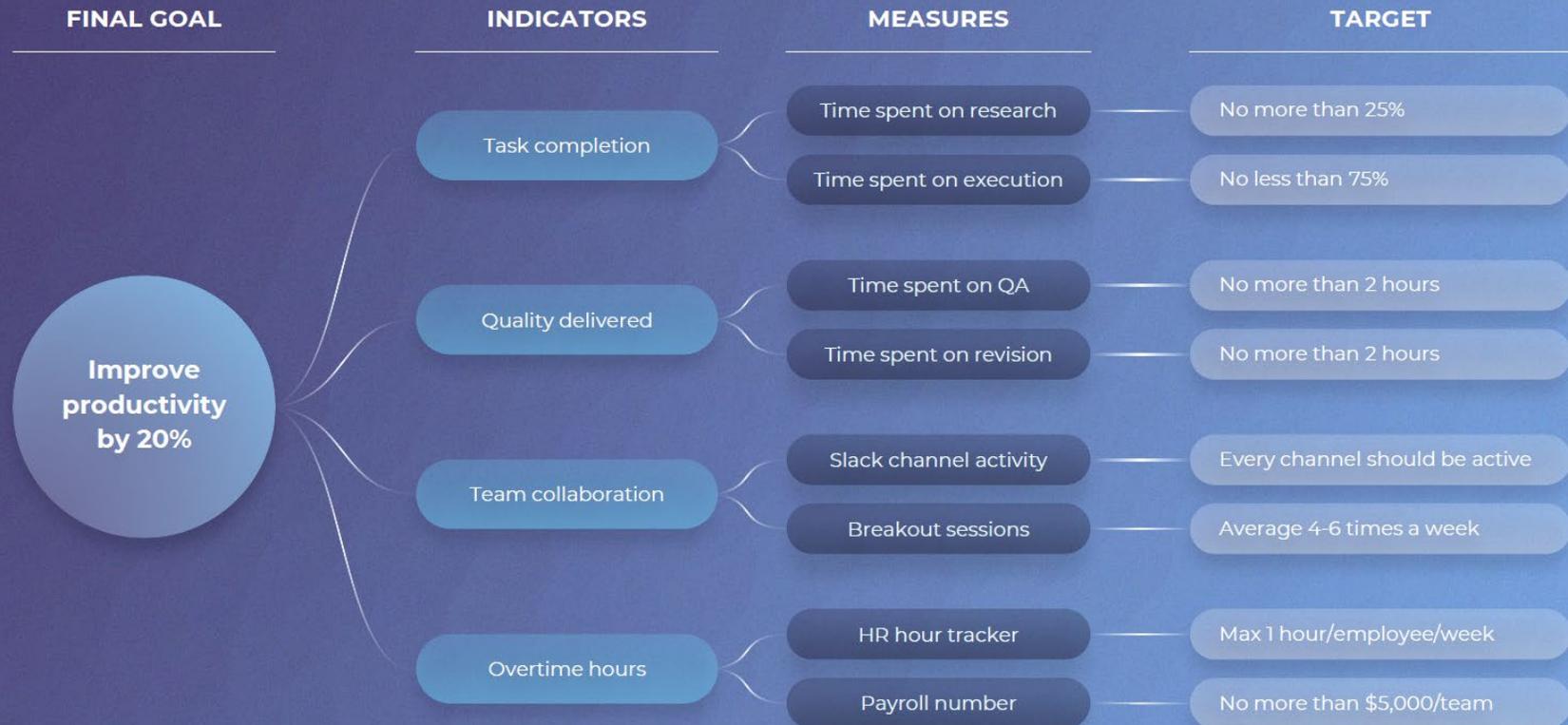
Implementation Strategy and Action Plan Tool

PLAN OWNERSHIP

ACTION PLANNERS	STRATEGIC PLAN	TACTICAL PLANS	OPERATIONAL PLANS	ON-GOING RESPONSIBILITIES
Executive sponsor	✓			Policy, funding
Steering committee	✓	✓		Strategy, oversight, provide reports to sponsor
Process group	✓	✓	✓	Maintain action plan, provide reports to all involved, orchestrate process improvement process
Working groups		✓	✓	Track, screen, acquire, evaluate new technology & processes; develop guidelines for their use; consult on their use
Projects			✓	Pilot new technology or processes; provide feedback to working group, process group

Implementation Strategy and Action Plan Tool

S.M.A.R.T. ACTION PLAN



Implementation Strategy and Action Plan Tool

S.M.A.R.T. ACTION PLAN WORKSHEET

SPECIFIC S	Who? What? When? Where? Why? Which?	Social media manager creates FB. Opens page in Aug. Upload BTS photos to engage customers and fans.
MEASURABLE M	How many? How much? How will we know when it's accomplished?	Members put comments or "Like" on it Every time they see it.
ATTAINABLE A	Necessary skills, abilities, financial resources, time	President makes a brief guideline of how Use Facebook for the inexperienced.
REALISTIC R	How willing are we? What are our current conditions? What similar things have been accomplished?	Most of the member have FB account. Similar activity have been done by other clubs.
TIMELY T	What is the deadline? When must each step be accomplished	Keep doing by June to increase top of the funnel.

Implementation Strategy and Action Plan Tool

100-DAY ACTION PLAN

PHASE 1



Define target audience and generate innovative product concepts based on the research findings and align them with the company's strategic goals.

PHASE 2



Collaborate closely with cross-functional teams to design, prototype, and iterate on the product, ensuring it meets the defined requirements.

PHASE 3



Conduct rigorous product testing, both internally and through beta testing with a select group of users, to gather feedback and identify areas for improvement.

PHASE 4



Execute a well-planned launch campaign, leveraging various channels and targeting the identified customer segments, to drive adoption and ensure a successful market entry.

Appendix

- A. Glossary
- B. Composite Analysis Map
- C. Zoning Map
- D. Future Land Use Map
- E. Future Parks Map
- F. Future Transportation Map
- G. Future Water Line Map
- H. Wastewater Map
- I. Survey Summary
- J. Town Hall Meeting 1
- K. Town Hall Meeting 2
- L. Final Presentation to Planning and City Council
- M. Original goals from the first comprehensive plan
- N. Original future land use map

Glossary

Association of Central Oklahoma Governments (ACOG): ACOG is a voluntary association of city, town, and county governments within the Central Oklahoma area. The ACOG region includes Oklahoma, Cleveland, Canadian, and Logan counties. ACOG's purpose is to aid local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development.

Capital Improvement Program (CIP): Public dollars earmarked for improvement and extension of infrastructure in Piedmont.

Chisholm Trail: The Chisholm Trail was a trail used in the late 19th century to drive cattle over land from ranches in Texas to Kansas railheads. The portion of the trail marked by Jesse Chisholm went from his southern trading post near the Red River to his northern trading post near Kansas City. The trail is named for Jesse Chisholm, who had built several trading posts in what is now western Oklahoma. This historic trail route provides Piedmont a recreation and historic opportunity.

City Council: The governing body of the City of Piedmont, Oklahoma.

Comprehensive Plan: A key community document with graphics, text, and tables forming policies governing the future development of the City and consisting of various components governing specific geographic areas, functions, and services of the City. The document is established with the input of citizens, property owners, City staff, and elected/appointed City officials.

Density: The number of inhabitants, dwellings, or the like, in a per unit area.

Floodway: A "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations. For streams and other watercourses where FEMA has provided Base Flood Elevations (BFEs), but no floodway has been designated, the community must review floodplain development on a case-by-case basis to ensure that increases in water surface elevations do not occur or identify the need to adopt a floodway if adequate information is available.

Future Land Use Plan: The plan graphic that illustrates the generalized location of future land uses. This graphic document is supported by a complete section in the Comprehensive plan that defines and highlights in detail specific intentions.

Glossary

Grants: Dollars requested and awarded for use by specified individuals or organizations consistent with the requirements of the funding source for the purpose of advancing specific activities.

Mixed Use Development: Practice of allowing more than one type of use in a single building or set of buildings; in planning terms, this can mean some combination of residential, commercial, industrial, office, institutional, or other land uses integrated vertically and/or horizontally.

Mobility: The efficient movement of people and goods.

Multi-Family Residential: Attached dwelling units designed to be occupied by three or more families living independently of one another, exclusive of boarding houses, hotels, or motels.

Parks and Open Space: Areas reserved for active and/or passive recreation, provided either by the City or by private development.

Planning and Zoning Commission: An appointed group of individuals working together to review proposals and act on items for the City. Decisions by the Commission move ahead to the City Council.

Redevelopment: The modification, restoration, and improvement of an existing structure, current building pattern, or property. Redevelopment responds to new opportunities in economic development and building community.

Retail: Retail uses include stores, restaurants, service businesses (banks, dry cleaners, etc.), and business-to-business companies.

Revitalization: To provide new life, vigor, excitement, and/or economic development opportunity relating to areas or special districts in Piedmont. Can be used in relationship to commercial and residential sites.

Revenue Bonds: Bonds issues based on the secure revenue stream from a project, such as parking fees resulting from construction of a parking structure; may be issued and repaid by the anticipated revenue resulting from the funded improvement.

Glossary

Streetscape Standards: Site design and improvements in the area between buildings occupied by the public street right-of-way and related street, sidewalks, and landscaping improvements; among the most important urban design features because of their appearance, character, and impressions establish the public image.

Single-Family Residential: A detached dwelling unit designed to be occupied by not more than one family.

Stakeholders: Citizens representing a cross section of the community.

Subdivision and Development Codes: Rules for the design of commercial and residential neighborhoods, including access requirements, lot size and dimensions, parking and open space requirements, and certain building design standards.

Sustainability: The quality of not being harmful to the environment or depleting natural resources, and thereby supporting long-term ecological balance.

Tax Increment Financing (TIF): Funding of improvements within a geographical area (the TIF District) obtained from increases in regular tax revenues arising from new development within the district boundaries; incremental increase in tax revenues over designated base year revenues is diverted to a special fund; diversion of regular tax revenues rather than additional fees to generate revenue for district investments; can be used in conjunction with municipal bond issues whereby increment is pledged to payment of debt service or actual increase is allotted to an administering agency directly to finance redevelopment areas.

Transportation Plan: Regulatory document adopted by the City government to direct the development of transportation infrastructure; dictates location and type of roadways as well as location of rail transit lines (future), stations and other significant transportation facilities; serves as the basis for right-of-way acquisitions during the subdivision and land development process.

Urban Design: The collaborative and multi-disciplinary process of shaping the physical setting for life in cities; the art of making places; design in an urban context. Involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development.

Utilities: Services provided by public and private agencies that support development. Utility services include water, sanitary sewer, storm drainage, electrical, natural gas, telephone and communications, and other similar services.

Glossary

Zoning Code: The device of and use planning used by local governments; typically characterized by the practice of designating permitted uses of land based on mapped zones which separate one set of land use form another; may be use-based, may regulate building height, lot coverage, and similar characteristics.

100 Year Flood Plain: Floodplain area with a 1% annual chance of flooding. This zone is usually inundated and could have sheet flow on sloping terrain; potential flood depths up to 3-feet.

500 Year Flood Plain: Between the limits of the 100-year and 500-year Floodplain, area with a 0.2% (or 1 in 500 chance) annual chance of flooding. This zone is also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile.

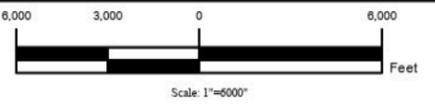
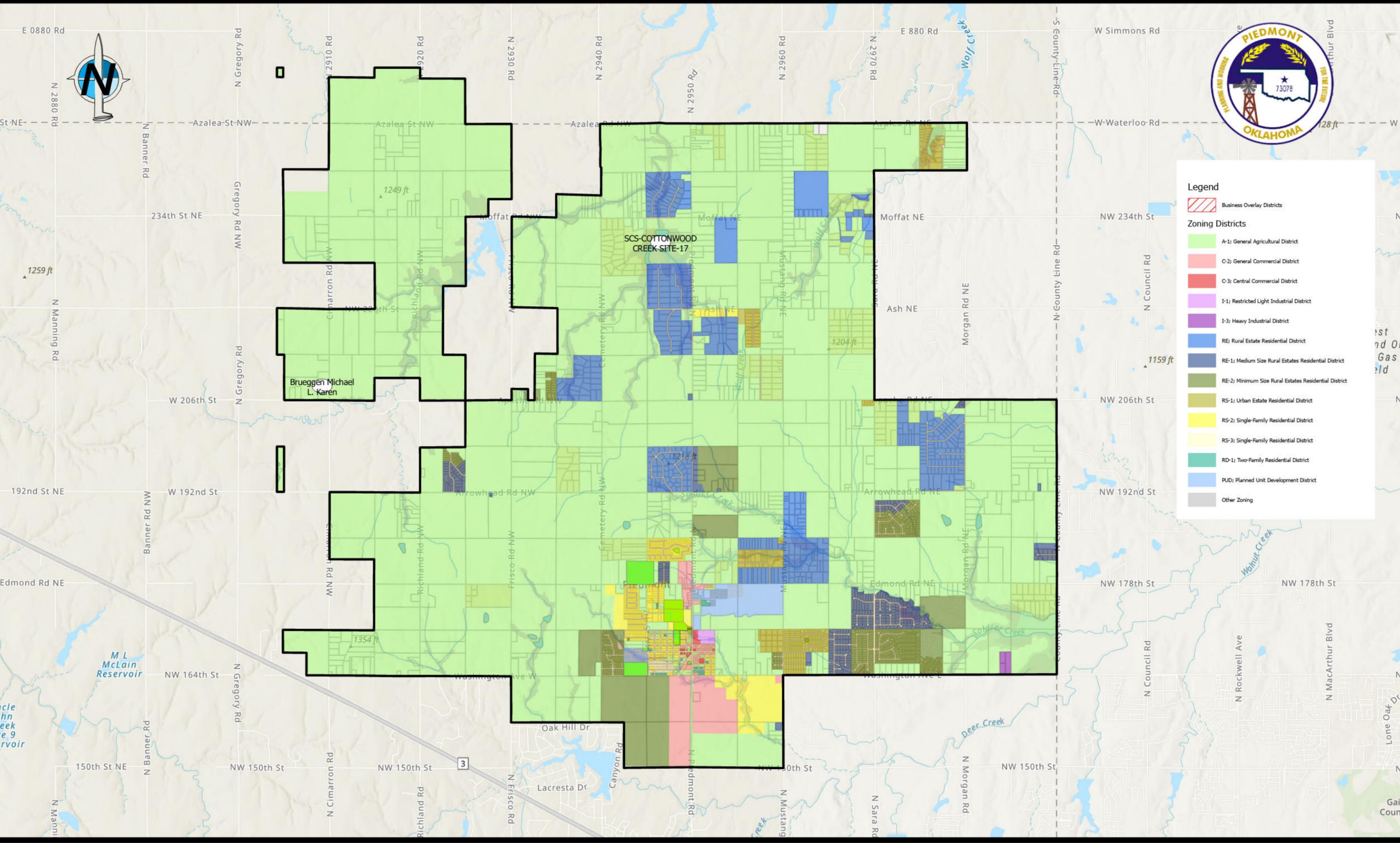


Legend

Business Overlay Districts

Zoning Districts

- A-1; General Agricultural District
- C-2; General Commercial District
- C-3; Central Commercial District
- I-1; Restricted Light Industrial District
- I-3; Heavy Industrial District
- RE; Rural Estate Residential District
- RE-1; Medium Size Rural Estates Residential District
- RE-2; Minimum Size Rural Estates Residential District
- R5-1; Urban Estate Residential District
- R5-2; Single-Family Residential District
- R5-3; Single-Family Residential District
- RD-1; Two-Family Residential District
- PUD; Planned Unit Development District
- Other Zoning

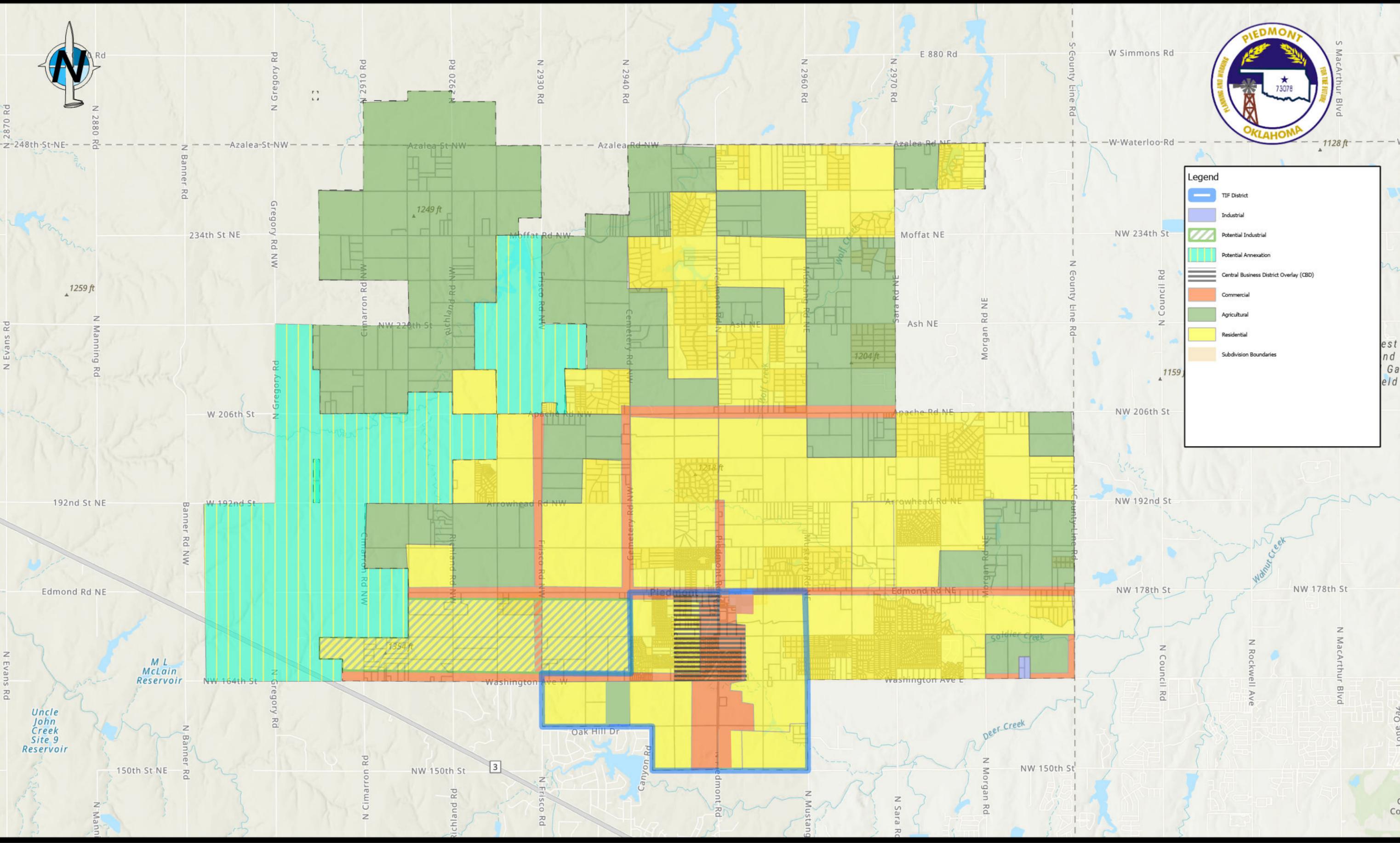


Piedmont Zoning Map



Legend

- TIF District
- Industrial
- Potential Industrial
- Potential Annexation
- Central Business District Overlay (CBD)
- Commercial
- Agricultural
- Residential
- Subdivision Boundaries



Piedmont Future Land Use Map



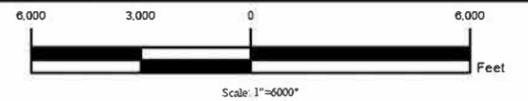
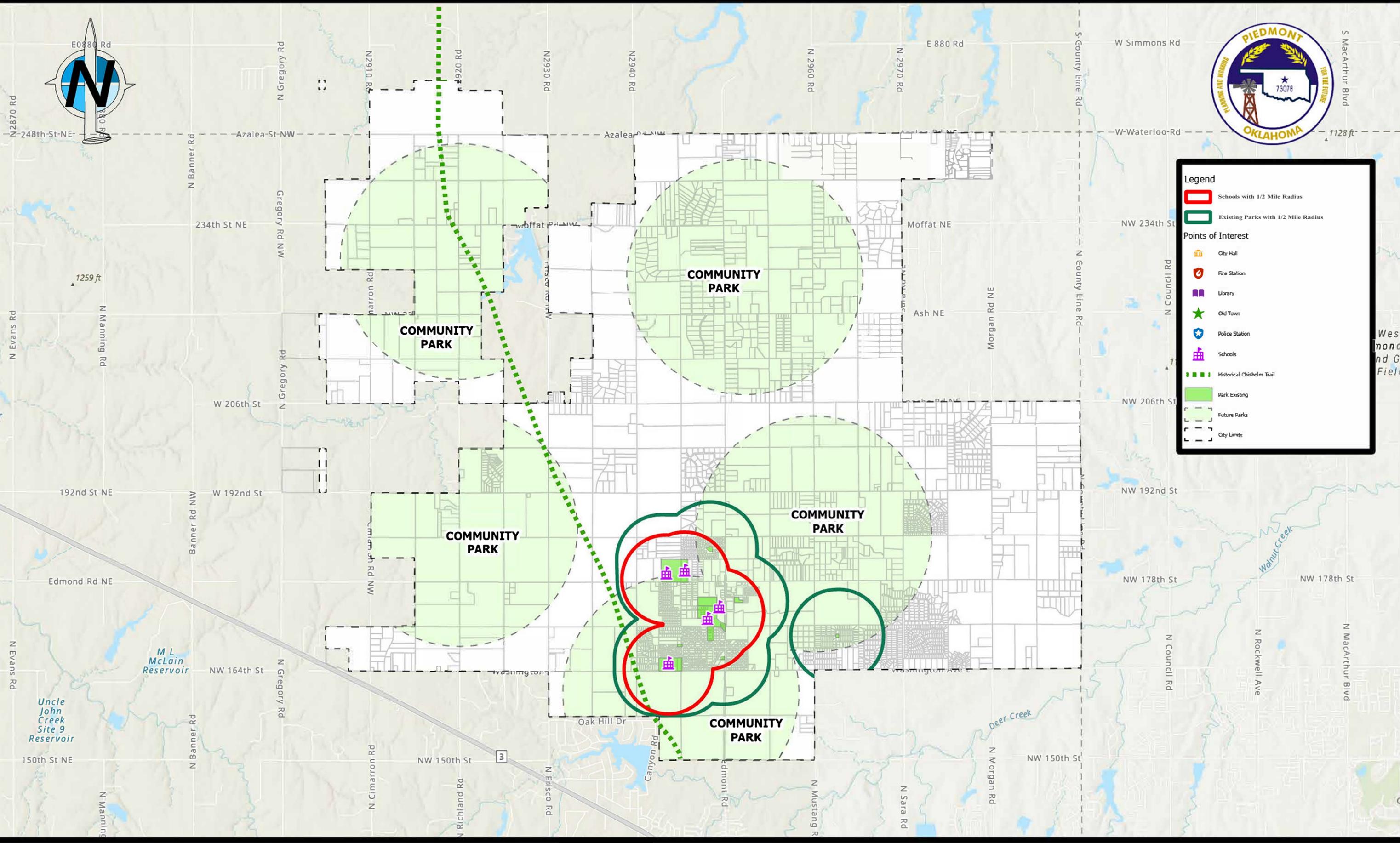


Legend

- Schools with 1/2 Mile Radius
- Existing Parks with 1/2 Mile Radius

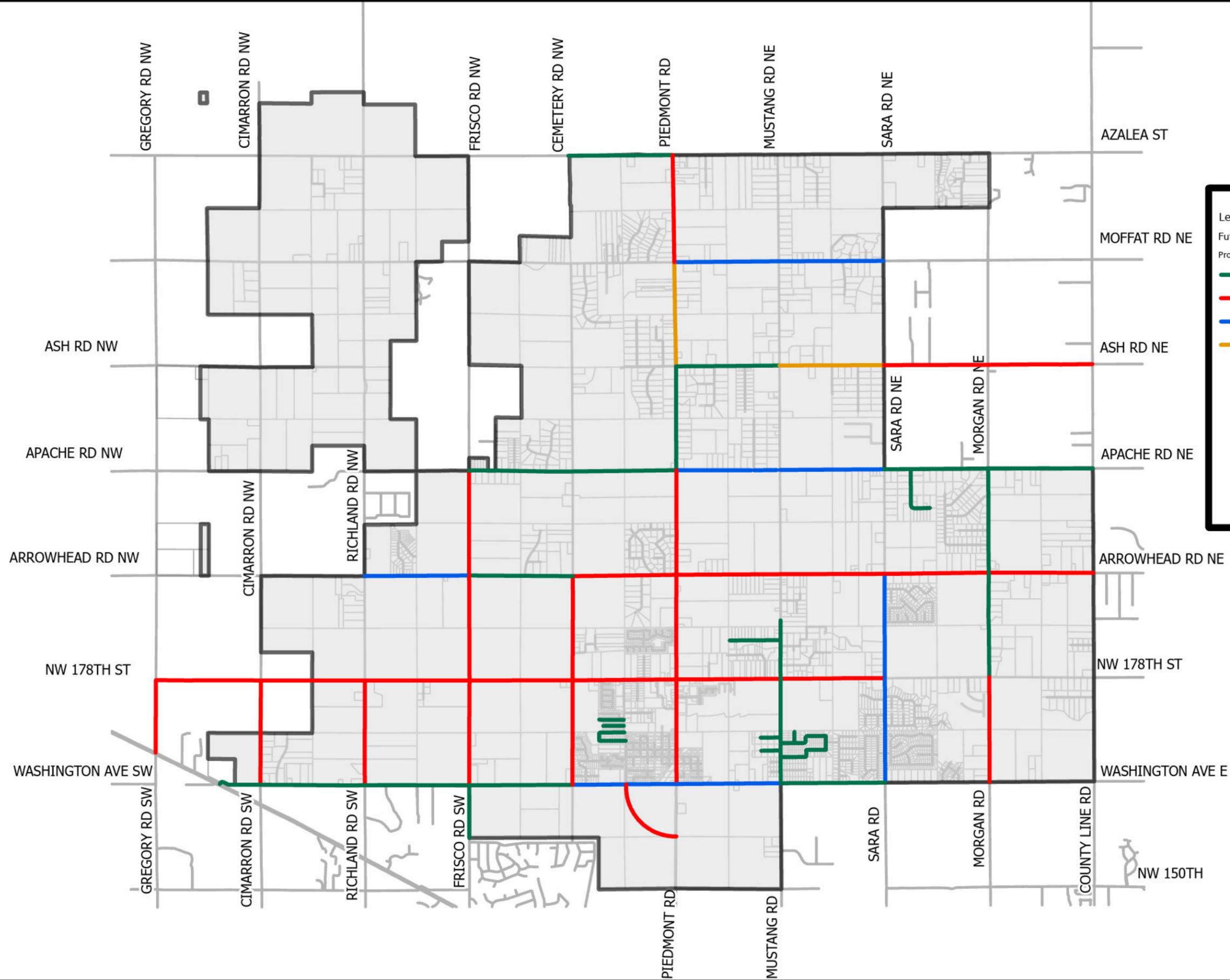
Points of Interest

- City Hall
- Fire Station
- Library
- Old Town
- Police Station
- Schools
- Historical Chisholm Trail
- Park Existing
- Future Parks
- City Limits



Future Parks Map

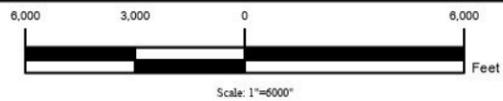




Legend

Future Transportation Project

- completed
- Future Projects and Grant Opportunities
- Spring 2024
- Summer & Fall 2023



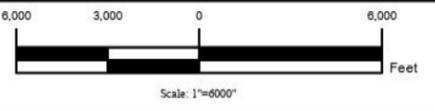
Future Transportation Map



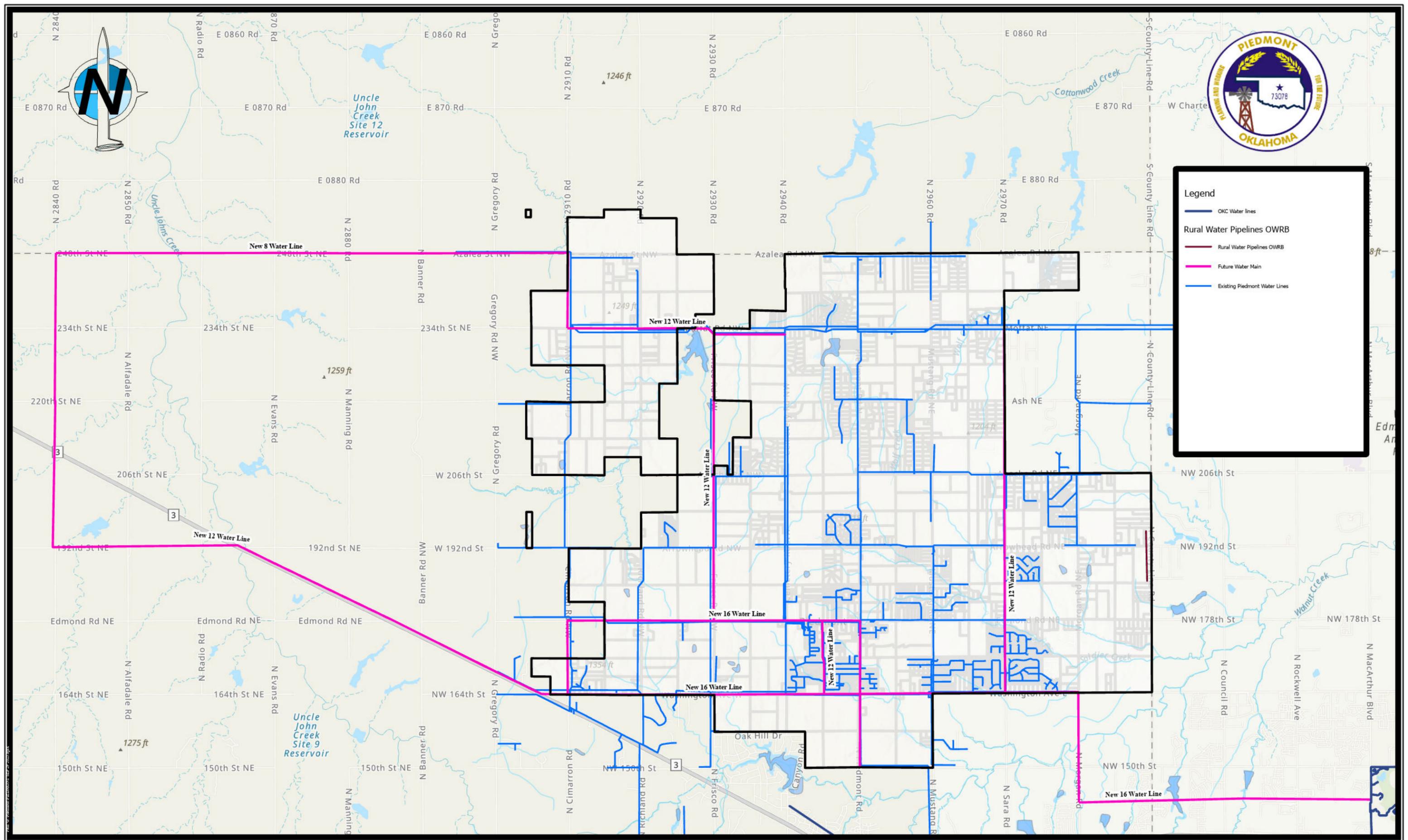


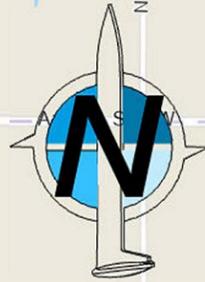
Legend

- OKC Water Lines
- Rural Water Pipelines OWRB
- Future Water Main
- Existing Piedmont Water Lines



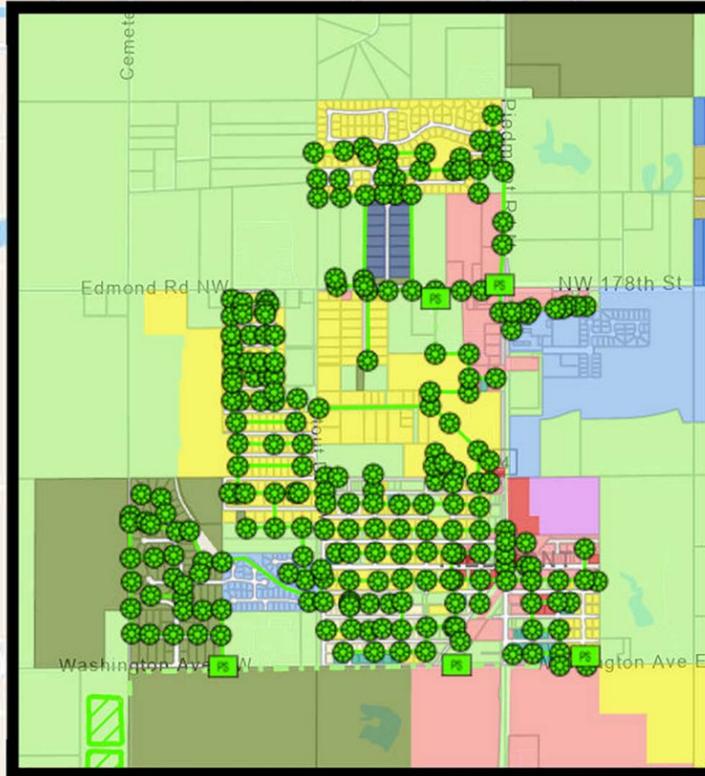
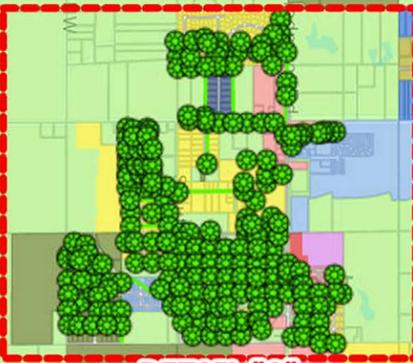
Future Water Line Map





Legend

- Manholes (State)
- Gravity Mains (City)



Wastewater Map (Existing)

