

# *2030 Comprehensive Plan*

Piedmont, Oklahoma



Adoption Date: 17 December 2012

**JACOBS**



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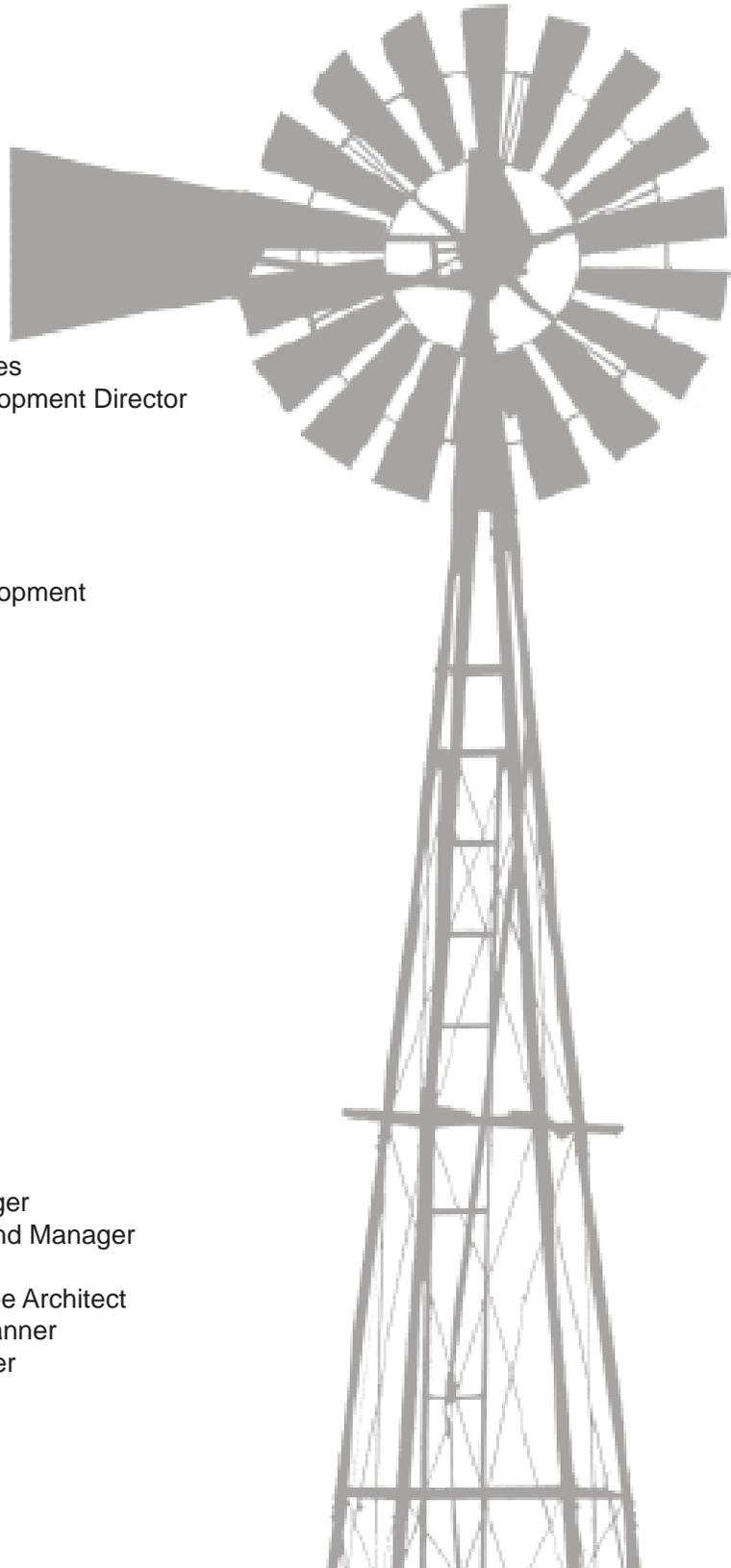
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# Section 1: Setting the Stage

## Introduction

This section of the Piedmont Comprehensive Plan summarizes the basis for the comprehensive plan, the organization of the plan, its purpose, and the community's responsibility for implementing the plan, the planning process, and the planning area. This section also highlights local events and outside effects that have shaped the City of Piedmont and this portion of Canadian County over time and influenced development decisions.

Piedmont is one of the fastest growing communities in the State of Oklahoma. The City grew at a rate of 64% from the 2000 U.S. Census making it the leading community for growth in the Oklahoma City Metropolitan Area. The Piedmont Independent School System (PISD) also grew at 14% in the same period.

## Purpose of the Plan

The Piedmont Comprehensive Plan is intended to serve as the policy guide and "vision" for the future of Piedmont and long term community planning activities. This plan officially updates and replaces the previous Comprehensive Plan adopted in 1989. This community plan builds on past and current plans and gives recommendations for future programs and services, ensuring financial stability, sustaining the City's infrastructure, maintaining our neighborhoods, supporting our business community, and promoting all other elements that make up a desirable community.

## The Piedmont Comprehensive Plan

- Establishes the community's vision for the future development of the City;
- Provides a framework for allocating City resources through the budgeting process and for providing municipal services;
- Provides a basis for considering and evaluating land use decisions, and planning for future development and redevelopment projects;
- Integrates other City plans and policies in a cohesive manner; and
- Provides implementation strategies.





#### Sec. 213.002. COMPREHENSIVE PLAN

- (a) The governing body of a municipality may adopt a comprehensive plan for the long-range development of the municipality. A municipality may define the content and design of a comprehensive plan.
- (b) A comprehensive plan may:
  - (1) include but is not limited to provisions on land use, transportation, and public facilities;
  - (2) consist of a single plan or a coordinated set of plans organized by subject and geographic area; and
  - (3) be used to coordinate and guide the establishment of development regulations.
- (c) A municipality may define, in its charter or by ordinance, the relationship between a comprehensive plan and development regulations and may provide standards for determining the consistency required between a plan and development regulations.
- (d) Land use assumptions adopted in a manner that generally complies with a comprehensive plan.

One of the primary ways in which a municipality regulates the development of land within its jurisdiction is through the implementation of a zoning ordinance.

#### Sec. 211.004 OK. COMPLIANCE WITH COMPREHENSIVE PLAN

- (a) Zoning regulations must be adopted in accordance with a comprehensive plan and must be designed to:
  - (1) lessen congestion in the streets;
  - (2) secure safety from fire, panic, and other dangers;
  - (3) promote health and the general welfare;
  - (4) provide adequate light and air;
  - (5) prevent the overcrowding of land;
  - (6) avoid undue concentration of population; or
  - (7) facilitate the adequate provision of transportation, water, sewers, schools, parks, and other public requirements.



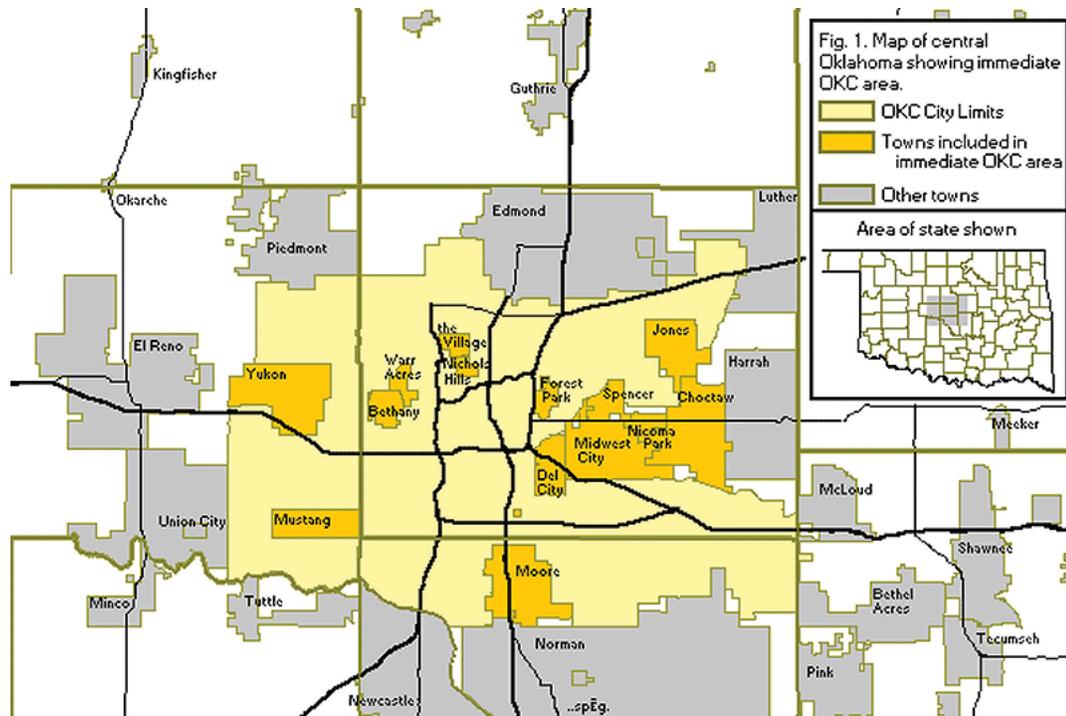
## Tenets of the Plan

This comprehensive plan establishes the community's aspirations for the future and defines the conceptual road map to achieve the vision. The basic philosophy of the plan is to preserve the character and quality of Piedmont's existing neighborhoods while creating new community activity areas that provide a variety of higher density housing options alongside vibrant retail and commercial uses.

Several core tenets support this philosophy and are further described on the following pages and include:

### 1. Economic Development

One growing understanding in economic development is the promotion of regional clusters (City of Piedmont) and a thriving metropolitan economy (Greater Oklahoma City). In today's global landscape, location is vitally important and becomes a key in competitive advantage. The cluster of similar industries, specialties, skilled labor force and technologies help lower transaction costs and foster a growing environment of commerce, entrepreneurship, exports, and other market productive activities.



Additionally, local services in Piedmont such as restaurants, stores, and employment growth will help develop a vibrant region for the wider community.

**2. Rational and Logical Growth**

The Urban Growth Boundary (UGB), defined in the Piedmont 2030 Comprehensive Plan, is the key to starting rational and logical growth in Piedmont. Only development within the UGB can be connected with standard infrastructure services. Development outside the UGB will have to be on approved septic systems or can completely pay for a package plant and water service until the City decides to move the current UGB. The City can also provide a level of rational growth planning through a quality Capital Improvement Plan (CIP) program.

**3. Sustainable City**

The first step in planning a sustainable community is to prepare and adopt a Piedmont Sustainability Plan. This sustainable community strategy is designed to address the long term economic, environmental, and social health of Piedmont and its growing neighborhoods. These efforts are intended to provide a detailed roadmap of actions to implement many of the recommendations of the Piedmont 2030 Comprehensive Plan and are intended to achieve a diverse, vibrant economy with a strong tax base, thus reducing the future fiscal burden on residents.

**4. Placemaking**

Placemaking emphasizes creating and transforming public spaces into vibrant community places, whether they are parks, plazas, public squares, streets, sidewalks, or the myriad of other outdoor and indoor spaces with public activities. These areas have amenities for all generations - children, young adults and seniors.

A vibrant future Piedmont will be achieved by reorienting planning and design to focus on both people and places (versus buildings and roads). These efforts will promote multiple focal points and places for residents to gather, socialize, to meet each other, and enjoy the environment. Each focal point will have its own unique venues, with pedestrian comfort being key.



5. **Land Use/Mobility Relationship**

Land uses and development types are linked together with the proper road type and mobility characteristics. It is important to maximize economic development in Piedmont while still fostering all the correct relationships for quality residential neighborhoods, hence, the need to have certain types of retail along Piedmont Road and other more pedestrian-oriented types along some of the intersecting roadways.

6. **Healthy Neighborhoods**

Piedmont has a variety of livable neighborhoods, making Piedmont a “Special Place to Live.” Maintaining healthy residential neighborhoods is critical to ensuring a long term sustainable community. As neighborhoods grow and mature, the community strives to rise to the challenge of keeping them sustainable. This includes providing state of the art technology throughout Piedmont and maintaining high-quality infrastructure such as sidewalks, streets, alleys, utilities, and fences in all neighborhoods. It also means providing a range of diverse housing choices (types, sizes and price points) for all generations in Piedmont.



# Section 2: Planning Process and Goals

## Introduction

The City of Piedmont recognizes public participation and comments as essential to the planning process. In order to effectively plan for the City's future, stakeholders from across Piedmont were invited to participate in the development of the comprehensive plan. Residents, business owners, property owners, elected and appointed officials, community organizations, and other stakeholders with an interest in Piedmont's future were engaged in an active public participation process.

The comprehensive planning process is made up of a series of coordinated tasks, with most tasks building upon the work done in a previous task. Initial work included data collecting, stakeholder interviews, and defining the community's vision and goals. The consensus reached on a group of draft goals set in place the foundation for developing the comprehensive plan. With the draft goals in place, work moved forward on developing and receiving feedback on a set of alternative development scenarios that ultimately led to an agreed upon draft plan. Once the draft plan was reached, specific elements of the plan were determined.

## The Piedmont Community

The citizens led the comprehensive planning process by providing their vision for Piedmont's future, which shaped the plan and set the course for the next 20 years. Residents, business owners, property owners, community organizations, and others with a stake in Piedmont's future participated in the plan's public input process.

## City Council

Piedmont's City Council plays the lead role in creating and implementing public policy as well as representing the public's interests. The City Council was engaged in the Piedmont 2030 Comprehensive Plan process from the beginning and was given regular updates on the plan's progress. The City Council was heavily involved in the final review of the plan and held a series of public hearings on the plan, leading to the adoption of Piedmont 2030 Comprehensive Plan as the City's official comprehensive plan.



## Comprehensive Plan Task Force

A task force was established as the management and communication arm of the City regarding the development of the plan. Membership of this task force included: City leadership, involved citizens, property owners, and key City staff representatives. The task force met monthly and provided regular and invaluable direction to the establishment of the Piedmont 2030 Comprehensive Plan.

## Staff Work Group

The plan development benefitted from staff participation that provided technical and policy-area expertise. This group was able to add context, data, and professional expertise to all areas of the Piedmont 2030 Comprehensive Plan, which was invaluable in developing the plan's content.

## Public Outreach

### Community Opinion Survey

The Piedmont 2030 Comprehensive Plan kicked off with a citywide opinion survey, which was conducted from March to May 2011, as well as on the City's website and Survey Monkey. The survey identified key issues and planning priorities, helping shape subsequent workshop topics and plan recommendations.

### Public Workshops

In the spring of 2011, the City of Piedmont hosted a Community Workshop. The evening workshop was a forum where residents, property owners, and community leaders gathered to share thoughts and ideas on Piedmont's future. Workshop activities guided discussion about Piedmont's current status and a desired future for the community. A PowerPoint presentation was created describing the event and participants' input, helping to direct the foundation of the comprehensive plan.

### Publicity and Communication

*Website* – [piedmont2030comprehensiveplan](http://piedmont2030comprehensiveplan) was the link set up exclusively for the project on the City's main website. The website was a source for public input opportunities including upcoming events and workshop results reports. The site also included a comprehensive planning background and other information resources.



*Informational Displays* – A series of informational displays focused on the plan and economic development were set up at City Hall and the Piedmont Library. Displays described the public input and participation process, announced workshop dates and locations, and reported input results.

*E-mail List Serve* – A Piedmont 2030 Comprehensive Plan email distribution list of over 150 individuals was compiled and used to share information with residents, business owners, and other stakeholders. The City also used other stakeholder email lists available to alert interested individuals and organizations of the project.

*Press Relationship* – The City of Piedmont utilized its relationship with local media contacts by providing project and public input information to those outlets. This outreach to the community was invaluable in making the public aware of the planning process and spreading the word about public input opportunities.

### **Timeframe**

The City of Piedmont 2030 Comprehensive Plan process began in January 2011, through a kick-off meeting with City staff. The planning process led to the adoption of the City of Piedmont 2030 Comprehensive Plan by the City Council in November 2012.

The final stages of the plan’s process focused on documenting the implementation of the plan through city policy, and the eventual approval and adoption by Piedmont’s citizens and City Council. The structure of the City of Piedmont 2030 Comprehensive Plan process was divided into a series of meetings designed to incorporate input from the community into the planning process. These workshops/meetings are detailed below:

Council Kick-off Meeting	January 2011
Public Workshop #1	March 2011
Public Workshop #2	April 2011
Tornado hits Piedmont (delay due to storm)	May 2011
Public Workshop #3	January 2012
Task Force Meetings (Draft Plan):	February- October 2012
Planning & Zoning - Hearing and Adoption Consideration	December 2012
City Council - Hearing and Adoption Consideration	January 2013



## Regional Factors Impacting Piedmont's Growth

One of many relationships that became apparent during the development of the plan is the relationship Piedmont has to its municipal neighbors. Piedmont has a unique locational relationship, being adjacent to Oklahoma City on its eastern perimeter. This explains part of Piedmont's strong residential growth. Piedmont also offers a strong educational advantage in the region via high test scores and new campuses provided by the Piedmont Independent School District. The final relationship of note is transportation. Piedmont provides residents the ability to live in a country/rural environment and still have close proximity to good jobs and services via the Northwest Expressway.

School District	Average ACT (2000-'09)	Average API (2000-'09)	Average Property Value
Edmond	23.1	1,398	\$66,931
Piedmont	21.3	1,358	\$39,400
Deer Creek	23.0	1,452	\$61,670

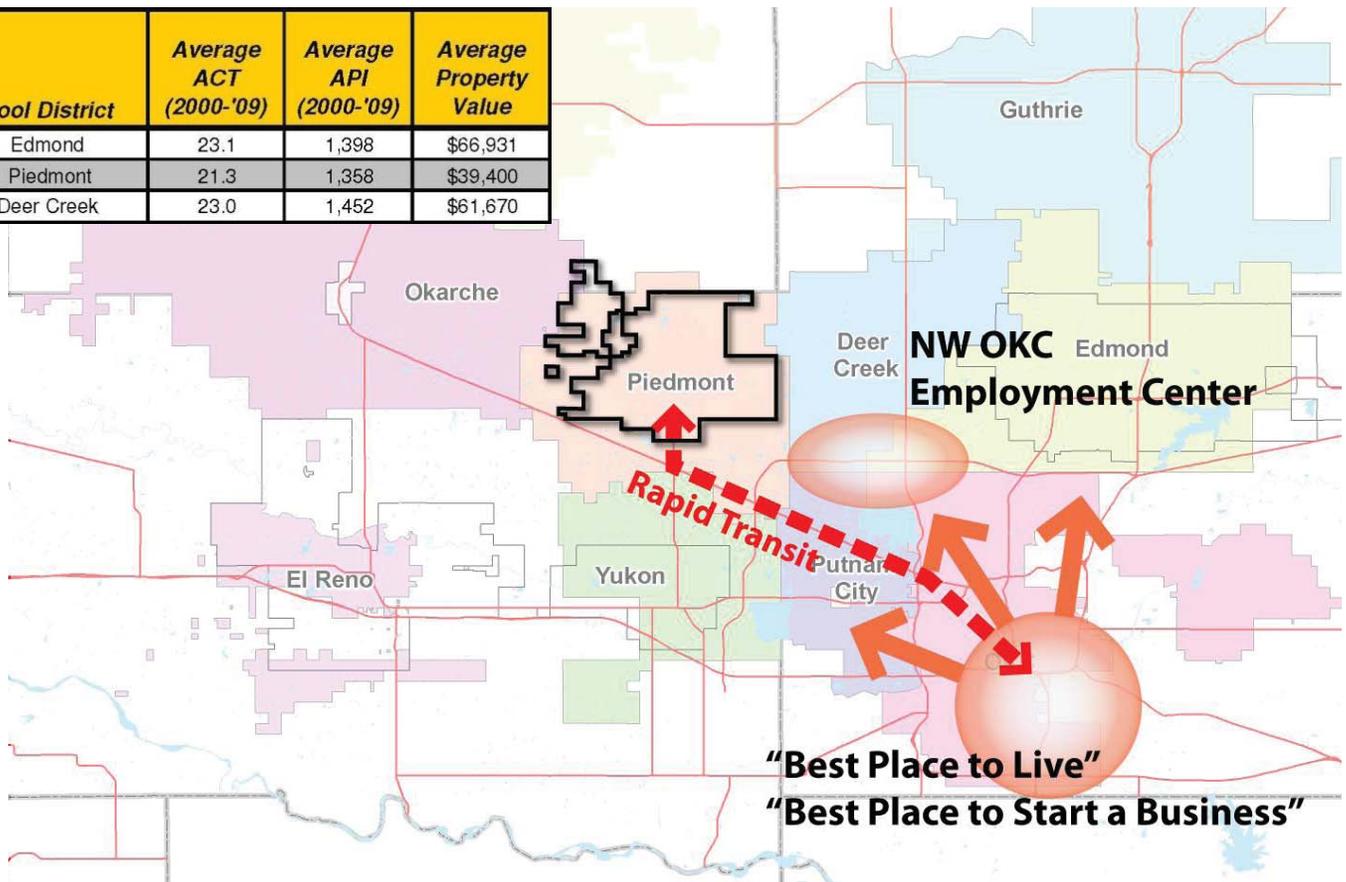


Diagram from Public Workshops



## Community Survey Results

The citizens of Piedmont participated in a community survey prior to developing physical concepts for the plan. The survey results were used to create a set of goals for the Piedmont 2030 Comprehensive Plan and define issues the community is currently facing. The web-based survey was conducted online via Survey Monkey over a six (6) month period.

4. How important is each of the following factors in your decision to locate and live in Piedmont?							
	Very Important	Important	Somewhat Important	Not Important	No Opinion/Not Familiar	Rating Average	Response Count
Economic/Job Opportunities	9.5% (11)	13.8% (16)	20.7% (24)	52.6% (61)	3.4% (4)	3.27	116
Family located in the area	14.4% (17)	13.6% (16)	22.9% (27)	43.2% (51)	5.9% (7)	3.13	118
Available/Quality Housing at the Right Price	34.5% (41)	38.7% (46)	16.8% (20)	8.4% (10)	1.7% (2)	2.04	119
Overall Cost of living in the Area	31.9% (38)	42.0% (50)	17.6% (21)	6.7% (8)	1.7% (2)	2.04	119
Low Property Taxes	30.3% (36)	32.8% (39)	22.7% (27)	10.9% (13)	3.4% (4)	2.24	119
Low Crime Rate	72.9% (86)	17.8% (21)	3.4% (4)	3.4% (4)	2.5% (3)	1.45	118
Quality of School System	70.2% (85)	12.4% (15)	9.1% (11)	6.6% (8)	1.7% (2)	1.57	121
Quality of Life Features (i.e. parks, library, community events, etc.)	29.9% (35)	35.9% (42)	23.9% (28)	10.3% (12)	0.0% (0)	2.15	117
Proximity to OKC without living in OKC	45.4% (54)	36.1% (43)	10.9% (13)	7.6% (9)	0.0% (0)	1.81	119

6. Please rate which facilities and/or activities listed below do you feel are MOST needed in Piedmont?							
	Definitely Needed	Needed	Somewhat Needed	Not Needed	No Opinion/Not Familiar	Rating Average	Response Count
More parks and recreation facilities	40.9% (47)	27.0% (31)	21.7% (25)	7.8% (9)	2.6% (3)	2.04	115
More healthcare facilities/locations	13.6% (16)	18.6% (22)	35.6% (42)	27.1% (32)	5.1% (6)	2.92	118
More job opportunities	28.8% (34)	24.6% (29)	25.4% (30)	16.9% (20)	4.2% (5)	2.43	118
More and better affordable housing for residents	10.3% (12)	14.7% (17)	31.9% (37)	36.2% (42)	6.9% (8)	3.15	116
Better design and landscaping for residential neighborhoods	24.6% (29)	19.5% (23)	28.8% (34)	23.7% (28)	3.4% (4)	2.62	118
Better design and landscaping for commercial developments	29.1% (34)	21.4% (25)	24.8% (29)	21.4% (25)	3.4% (4)	2.49	117
A vibrant "downtown" area or "towncenter" for the City	40.0% (46)	21.7% (25)	32.2% (37)	5.2% (6)	0.9% (1)	2.05	115
Better shopping opportunities	46.6% (55)	31.4% (37)	11.9% (14)	9.3% (11)	0.8% (1)	1.86	118



The survey instrument was not intended to be a statistically valid survey, it provided the exact type of information desired. This information was from the stakeholders of the community who care about Piedmont's future direction. The information was heart-felt and accurate. The survey received over 1,400 answers to key community questions from almost 150 individuals. The analysis of several questions is listed below for review.

The complete survey with questions and analyses of answers is located in the Appendix.

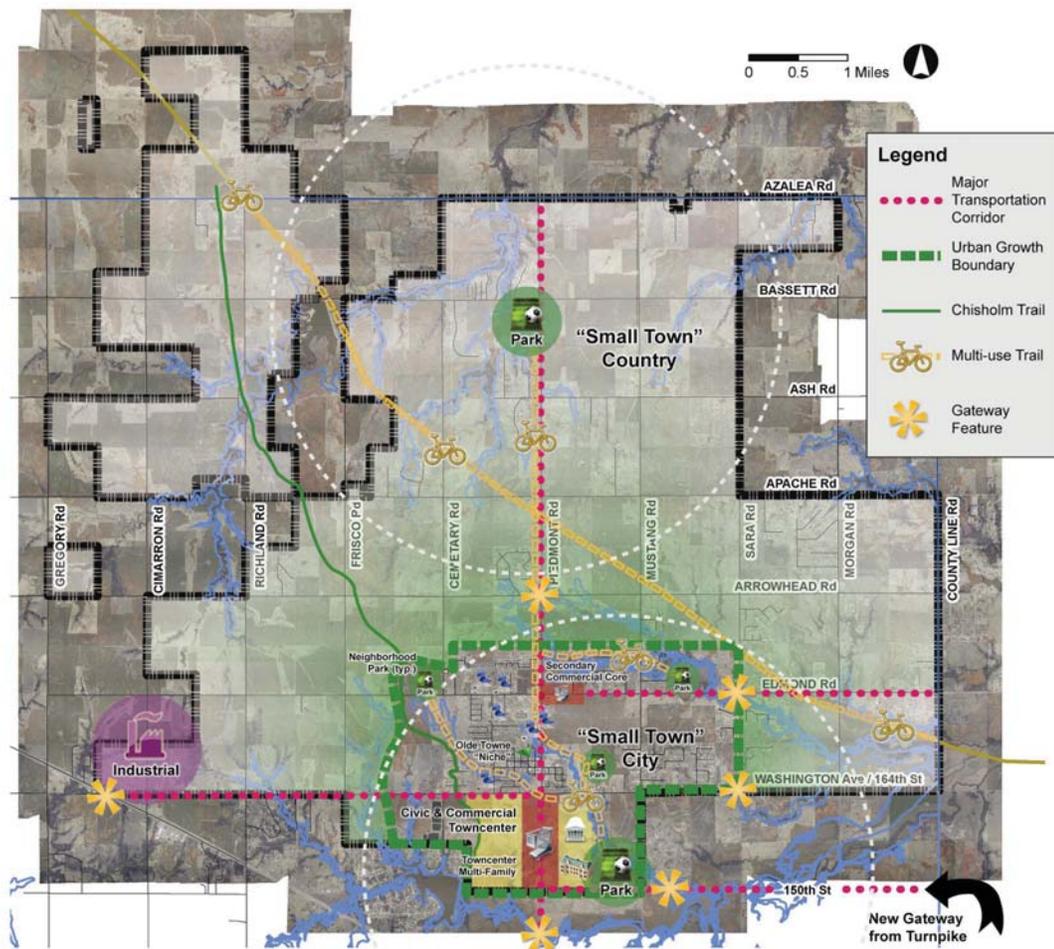
7. Please rate how important it is for Piedmont to give high priority to the following issues.						
	Very Important	Important	Somewhat Important	Not Important	No Opinion/Not Familiar	Response Count
Minimizing Traffic Congestion	<b>31.4% (37)</b>	27.1% (32)	27.1% (32)	11.9% (14)	2.5% (3)	118
Bikeways/Trails throughout the City and region	22.9% (27)	22.0% (26)	24.6% (29)	<b>27.1% (32)</b>	3.4% (4)	118
City regulations that require good looking, quality developments	<b>38.7% (46)</b>	31.9% (38)	17.6% (21)	9.2% (11)	2.5% (3)	119
City-sponsored incentives to encourage growth	23.5% (28)	<b>31.9% (38)</b>	26.1% (31)	14.3% (17)	4.2% (5)	119
Good, properly-located schools	<b>53.8% (63)</b>	22.2% (26)	14.5% (17)	6.8% (8)	2.6% (3)	117
Promote quality development and design along Piedmont Road	<b>38.1% (45)</b>	26.3% (31)	22.9% (27)	11.0% (13)	1.7% (2)	118
Preserving our agricultural history/open space	<b>41.5% (49)</b>	28.8% (34)	16.1% (19)	11.0% (13)	2.5% (3)	118

10. A major goal of the Comprehensive Plan is to develop a "Vision" for our community as it moves into the future. Outlined below are several "visions" for the City as it continues to grow along with the rest of the greater Oklahoma City area. Please indicate how strongly you would support EACH of the "visions" listed below.						
	Strong Support	Support	Low Support	No Support	No Opinion/Not Familiar	Response Count
The City should predominantly be a residential suburb of OKC with commercial areas that provide for the shopping and service needs of the Piedmont community.	<b>39.1% (45)</b>	<b>39.1% (45)</b>	12.2% (14)	7.8% (9)	1.7% (2)	115
The City should predominantly be a residential suburb of OKC with new neighborhoods that permit houses on smaller lots but also require community open spaces that link these neighborhoods to parks, schools, etc.	9.4% (11)	26.5% (31)	28.2% (33)	<b>31.6% (37)</b>	4.3% (5)	117
The City should encourage future residential neighborhoods that are predominantly homes on large lots (1/2 acre or more), even at the expense of higher tax rates for the community.	19.7% (23)	<b>35.0% (41)</b>	27.4% (32)	12.8% (15)	5.1% (6)	117
The City should concentrate its future growth on providing sustainable neighborhoods that promote healthy living, family-focused activities (parks, trails, schools, etc) and services to support this future population.	37.3% (44)	<b>41.5% (49)</b>	10.2% (12)	9.3% (11)	1.7% (2)	118
The City should focus its growth on creating new jobs in Piedmont and then the housing and shopping will follow.	13.7% (16)	<b>33.3% (39)</b>	26.5% (31)	23.9% (28)	2.6% (3)	117



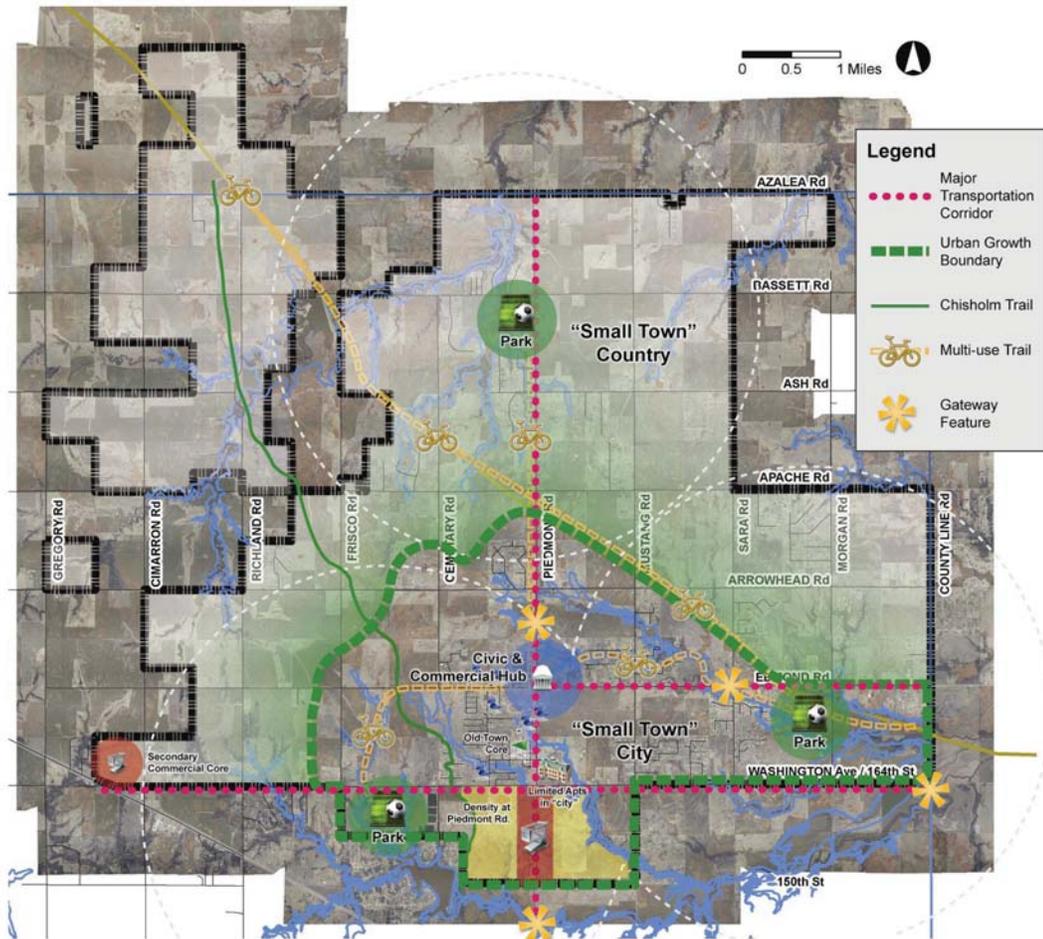
## Concentrated Urban Growth Boundary (UGB)

During the series of public workshops there were two diagrams created from community input. These two concepts were the early formation of the Urban Growth Boundary (UGB). This UGB is a line defining the limits of where land development can occur that will utilize City water and sewer services. The UGB serves as a fiscal and town planning policy item. The concentrated UGB defines a smaller area to create a small town city. These diagrams created a healthy amount of community input regarding Piedmont's desired future.



## Expanded Urban Growth Boundary (UGB)

The expanded UGB defines a larger area to create a small town city. The two diagrams and the community's input provided the direction for the plan elements and recommendations included in this 2030 Comprehensive Plan.



## Community Goals

The goals establish the intentions expressed by Piedmont's citizens for the future of Piedmont. This section serves as the basis for the comprehensive plan and provides Piedmont's City staff, elected and appointed officials, citizens, and investor's guidance in implementing the plan through future City policies, studies, and ordinances.

The goals are qualitative statements serving as the vision for the community. Many are broad in scope, each with varying phases of commitment. Piedmont's goals are based on community values. These community values are captured in the Piedmont 2030 Comprehensive Plan listed on the following pages.



These values were expressed by citizens through stakeholder input, community meetings, public hearings, and discussions with planners, City staff, and City officials.

**Goals: Community and Growth**

- CG1.** Piedmont needs to create quality residential neighborhoods.
- CG2.** Piedmont needs to support the delivery of quality and dependable infrastructure services.
- CG3.** Piedmont shall support the development of quality commercial properties, which will create a greater revenue stream for the City.
- CG4.** Piedmont shall look to retain its “Small Town” character and charm.
- CG5.** Piedmont shall support the creation of new parks, trails, and recreation facilities.
- CG6.** Piedmont shall continue to grow with the aid of high quality economic development.
- CG7.** Piedmont shall continue to grow its employment base through quality opportunities in clean, safe, and productive occupations.
- CG8.** Piedmont should look for opportunities to have direct access to the Northwest Expressway which can support commercial economic development.
- CG9.** Piedmont shall continue to improve the “Quality of Life” of its citizens.
- CG10.** Piedmont needs to support quality land use relationships and transitions between adjacent developments.

**Goals: Transportation**

- T1.** Piedmont will create a transportation plan to implement roadway improvements as mobility requirements demand.
- T2.** Piedmont will coordinate with their municipal neighbors regarding transportation connections, infrastructure systems, regional trails, etc.
- T3.** Piedmont supports land development that includes pedestrian sidewalks and linkages to adjacent neighborhoods and commercial centers.
- T4.** Piedmont shall make improvements to street intersections as mobility requirements demand.
- T5.** Piedmont shall support “Complete Streets” being developed.



**Goals: Sustainability**

- S1.** Piedmont will continue to maintain fiscal sustainability.
- S2.** Piedmont will work toward environmental sustainability.
- S3.** Piedmont shall work to create a sustainable land use pattern, which supports employment, shopping and living within Piedmont.
- S4.** Piedmont's development will occur with respect to our natural environment and systems.
- S5.** Piedmont will work to create an environment for mobility that uses all modes: automobiles, bicycles, pedestrians and bus transit for the future.

**Goals: Implementation**

- I1.** Piedmont will work to implement its short term goals from this 2030 Comprehensive Plan within a five (5) year period.
- I2.** Piedmont will coordinate with ACOG on the implementation of a regional growth and mobility strategy.
- I3.** Piedmont will work to implement its economic development goals and strategies from this 2030 Comprehensive Plan.
- I4.** Piedmont will work with the Piedmont Independent School District on a coordinated school/park implementation plan.
- I5.** Piedmont will review and update this 2030 Comprehensive Plan near the year 2022 (10 years upon adoption).

By recognizing the importance of a public voice in planning, the City of Piedmont dedicates itself to actively engaging the public and providing the forums and opportunities to have their voices heard. The City will provide a range of education, training, and partnership opportunities to residents, business owners, and others. The Piedmont 2030 Comprehensive Plan sets the stage for future public participation efforts and supports an active and engaged community to benefit the City of Piedmont.



# Section 3: Existing Conditions

## Introduction

This section of the 2030 Piedmont Comprehensive Plan reviews the physical status of existing conditions in the community. A safe and healthy environment is one of the most important legacies we can provide to future generations. The President's Council on Sustainable Communities believes communities should exist in harmony with the natural environment. Growth and development should be based on the ability of the area to maintain a high level of environmental quality.

Planning and design will assist Piedmont's move toward their vision for the future by promoting development in areas that make efficient use of existing infrastructure, energy and land, as well as minimizing adverse environmental impacts. Numerous communities have already demonstrated the benefits of this approach through reduced development costs, lower fiscal costs for residents, and an improved natural environment.

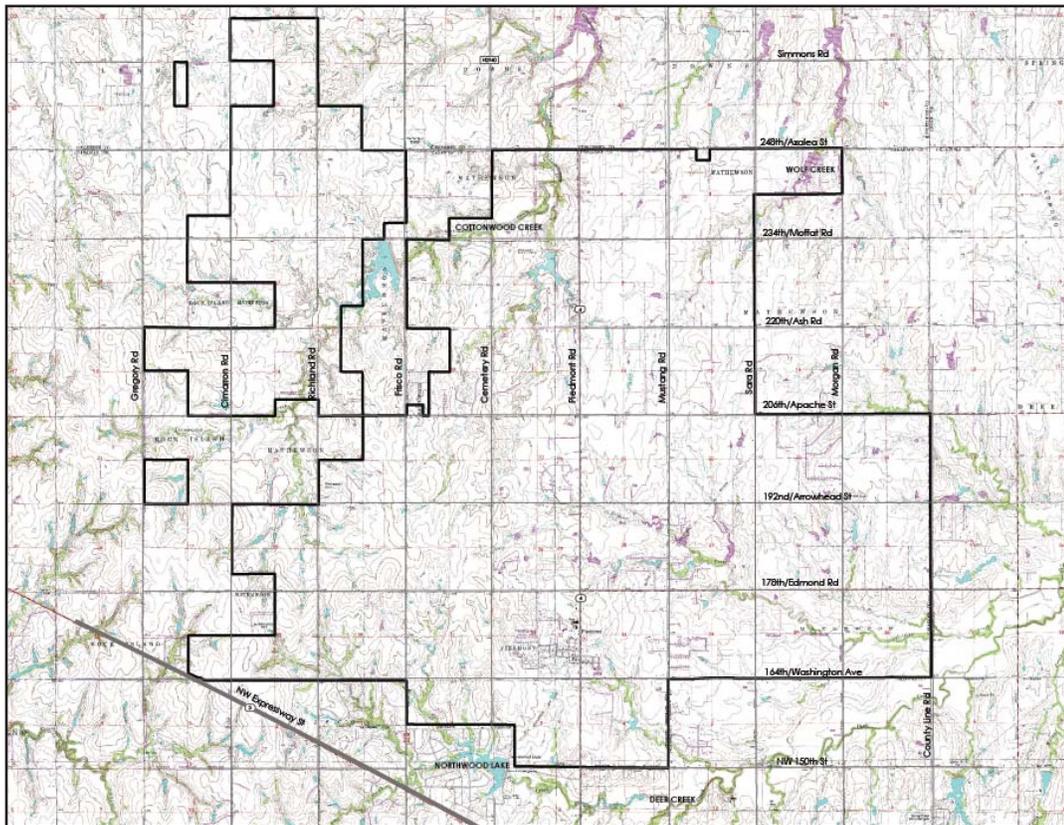
From a regional perspective, Piedmont has several special natural qualities. Piedmont is positioned along two unique physiographic areas called the Cross Timbers (just east of Piedmont) and the Reddish Prairies. These features contain distinct land forms and vegetation types marking an important biological transition between the eastern woodlands and western plains. Also, Piedmont falls within the basin of the Canadian River system. Together, these large scale environmental resources provide substantial opportunities to enhance the quality of life in Piedmont.

## Natural Systems

### 1. Topography and Surface Drainage

Piedmont is located in the Southern Great Plains. The terrain is mostly gentle plains, varying from nearly flat to rolling in the central and near east. The physical topography of Piedmont drains into two (2) primary creek drainage systems. These surface drainage systems are divided by a ridgeline running southwest to just south of the northeast corner of the community. This ridgeline is gentle in character and slightly noticeable to the eye. The primary result of this physical land form is the northern half of Piedmont drains to the north into Cottonwood Creek.





*Natural Systems Map*

The southern half of the Piedmont corporate limits drains to the south/southeast and into the Deer Creek watershed. A part of the Deer Creek system is Soldier Creek which drains much of the nearby southeastern quadrant of the community. Soldier Creek flows into Deer Creek at County Line Road and its intersection with Washington Avenue. Northwood Lake is on Deer Creek just south of the Piedmont corporate limits and is surrounded by single family residential neighborhoods.

As noted earlier, the northern half of Piedmont drains towards the north into the Cottonwood Creek watershed. A part of the Cottonwood Creek system is Wolf Creek which drains much of the nearby northeastern quadrant of the community. There are several medium sized man-made lakes along this Cottonwood Creek network. The largest of the three (3) lakes is Biggs Lake located south of Moffat Road, and west of Piedmont Road. Another is located just outside the Piedmont corporate limits to the north and west near Mathewson. The third and smallest of the lakes is on Wolf Creek and is located to the far northeastern reaches of Piedmont.





*Existing natural conditions in Piedmont*

## **2. Air Quality**

Air pollution has been shown to be a major contributor to environmental health problems in the United States and the greater Oklahoma City metro area. Air quality can also be a major factor in limiting or promoting an area's economic growth. Currently, poor air quality is not as issue in Piedmont, but as the community grows and develops, it is valid to not allow development types that will cause a negative reaction.

The Oklahoma City Metropolitan Area is currently designated as “attainment” with regard to air quality by the Environmental Protection Agency. Areas can be designated as attainment or non-attainment based on National Ambient Air Quality Standards for six critical pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), and two levels of particulate matter (PM). The benefits of “attainment” include a reduced risk for air pollution related health conditions and use of the designation for industrial recruitment and other promotions.

## **3. Water Resources**

Drinking water in the Piedmont and Oklahoma City Metropolitan Area is supplied from both surface and ground water sources. Oklahoma City relies on surface sources including Lake Hefner, Lake Overholser, and Lake Stanley Draper within Oklahoma City, as well as Lake Canton, Lake Atoka, and the McGee Creek Reservoir located outside the metro area. Piedmont has a long-term water option with Cowra. Reservoirs for neighboring communities include Lake Thunderbird, Lake Wes Watkins, and Lake Arcadia.

The primary ground water source for other cities within the Oklahoma City Metropolitan Area is the Garber-Wellington Aquifer. The metropolitan communities with well fields located within the corporate limits of Oklahoma City do not have the authority to regulate land uses that may affect their water supply.



### *Public Health and Safety Considerations*

Piedmont should be aware of aging oil and gas wells in the vicinity of proposed new developments which may have contaminated underground water supplies. If oil and gas production is located close by, testing of water contamination in and around the community needs to occur regularly. The pumping and storage equipment can also be dangerous to children and animals.

## **4. Wind and its Power**

Frequent weather fronts and dry line developments, combined with favorable upper-level support make springtime the preferred season for violent thunderstorms in Piedmont, although they can occur at any time of year. Severe weather threats during spring are squall lines, mesoscale convective systems, and rotating super cells that can produce large hail, damaging winds and tornadoes. Autumn marks a secondary severe weather season, but the relative frequency of super cell activity in autumn is much lower than in the spring.

On May 24, 2011, Piedmont was hit by a major tornado (EF4) destroying approximately 80 homes in the City, causing over \$20 million in property damage, and killing two small children.



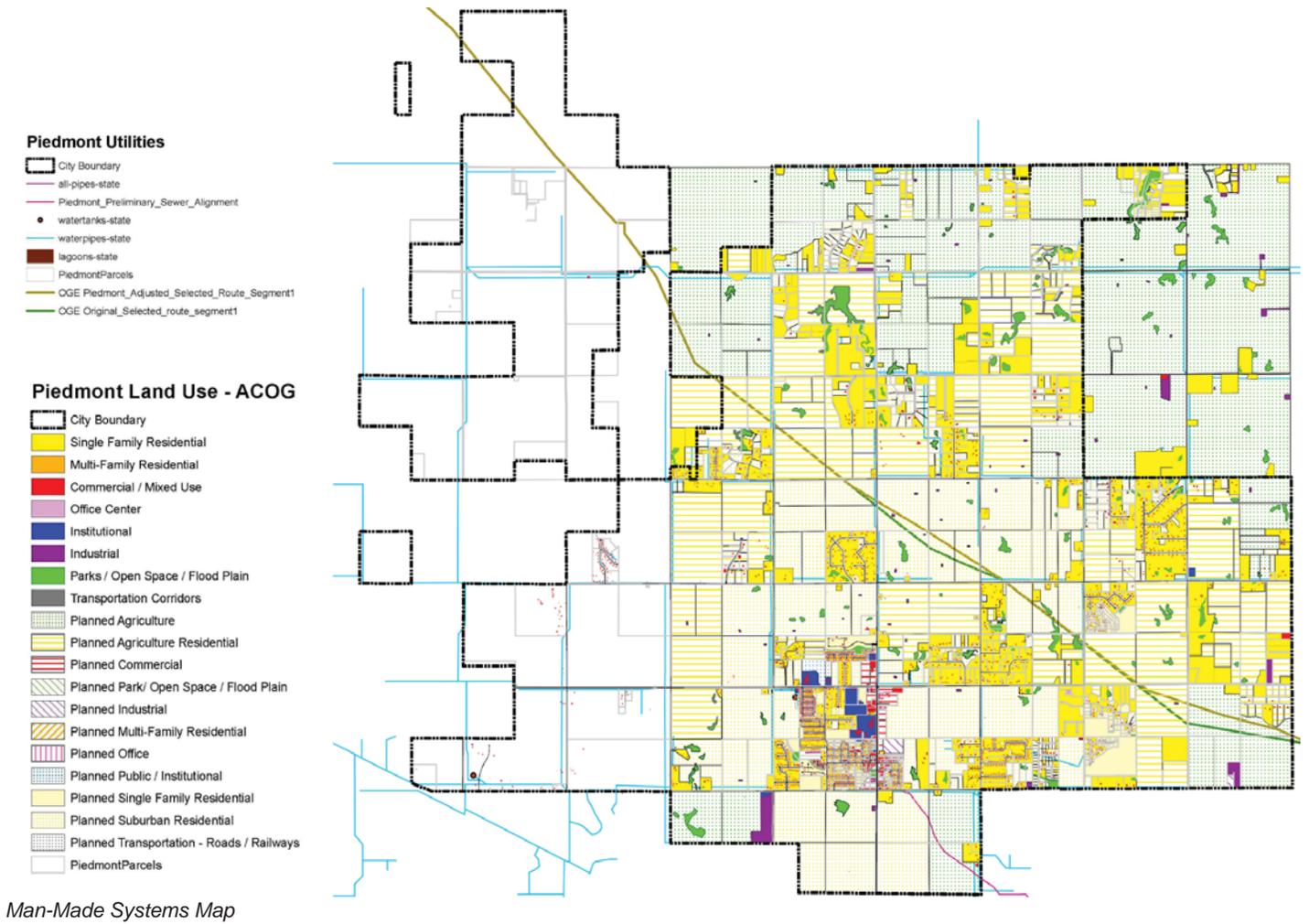
*The tornado that hit Piedmont on May 24, 2011 and its damage*

A half-mile wide tornado ripped through the community, lifting roofs and flipping cars. The tornado that hit Piedmont was just one in a series of deadly twisters that caused Oklahoma's governor to declare a state of emergency for 14 counties in Oklahoma.

## **Man-Made Systems**

The following will review the man-made systems in Piedmont and define their impacts on existing and future development patterns. The man-made systems creating the greatest potential for impacts include: development patterns, infrastructure, and the transportation network.





### 1. Development Patterns

Piedmont has a true downtown that acts as the heart and center of the community. Piedmont needs to foster the growth and success of the downtown to make it memorable for future generations. There is no standard for appropriate residential density, given the broad expanse of the rural area in Piedmont, varying levels of public services throughout the area, and wide differences in the scale and character of existing development. A near-urban density of two (2) to four (4) dwelling units per acre may be appropriate where public services are generally available at close to urban area levels. In locations where public services are less, the appropriate standard may be lots of five acres and larger. At locations with intermediate service levels, densities between one and five (5) acres per dwelling unit may be appropriate.



### *Compatibility with Development*

Rural residents and property owners have invested in their properties, in large part, because of a desire for “country living.” These existing property owners may view development proposals with smaller lot sizes than their own, or with greater amounts of commercial uses as impacting their preferred rural lifestyle. Piedmont is growing quickly and becoming a quality suburban community in the Oklahoma City Metropolitan Area.

## **2. Infrastructure**

Infrastructure systems for the community of Piedmont are divided into categories. The first being the infrastructure network that supports primarily the citizens of Piedmont – i.e. the local network of utilities. The second group is the infrastructure network that connects Piedmont with the greater Oklahoma City Metropolitan Area – i.e. the regional network of utilities.

The local network of infrastructure includes: water, electricity, gas, storm sewer, cable TV, and other internet cable providers. The local network is centered on the core of Piedmont and extends out to connect residential subdivisions into the system. The regional network includes: high-wire electric transmission lines, regional electric and gas sub-stations, and additional trunk lines. Piedmont has a large water storage and processing center located atop the hill on Edmond Road past the Middle School. This facility is vital to keep up with this growing community’s demand for water.

### *Adequacy of Services*

Residential and commercial development replaces natural ground cover with impervious surfaces (streets, parking areas, and rooftops) and increases the amount of storm water run-off. The increased run-off can overload area creeks and lead to downstream flooding. In addition, the time required for police and fire units to respond to calls in outlying more rural areas is generally greater than the response times in other areas of Piedmont.

## **3. Transportation Network**

Similar to infrastructure, the transportation system for the City of Piedmont is divided into categories. The first is the transportation network that primarily supports the local movements around Piedmont – i.e. the local transportation network: the auto trips to local schools, grocery stores, and local community businesses.



The second group is the transportation network that connects Piedmont with the greater Oklahoma City Metropolitan Area – i.e. this is the regional transportation network: the auto trips supporting the citizens working outside Piedmont, attending college in greater Oklahoma City area, traveling to the airport, or other regional automobile movements.



*Images of existing roadways in Piedmont*

The primary transportation mode in Piedmont is private automobiles. Pedestrian and bicycle movements are used for short local movements to schools and downtown. With this heavy dependence on the automobile, the roadway network in Piedmont is always expanding. Currently Piedmont is adequately served with its roadway network. This network is comprised of many local two-lane neighborhood streets serving the local movement of citizens. Some current examples of local neighborhood streets are: Jefferson Avenue, Birch Avenue, and Silver Crossing Circle.

There are other arterial streets allowing movement across the City that are also two-lane roads. Current examples of arterial streets are: Stout Drive, Monroe Avenue, and Windmill Boulevard.



The regional road network in Piedmont is made up of the original section road laid out every mile, both north to south and east to west. These section roads are two-lane with borrow ditch drainage moving the surface drainage water. This network of roads divides the land into even sections of land totaling 640 acres each.

These section roads are heavily used by traffic moving east and west. Regional traffic moving north and south primarily uses Piedmont Road/State Road 4 which connects Piedmont to the Northwest Expressway. Piedmont Road (State Road 4) is managed and maintained by the Oklahoma Department of Transportation (ODOT). Piedmont Road is the only four-lane roadway and ODOT system roadway in Piedmont. The Northwest Expressway connects Piedmont to Interstate 44 and the additional Interstate system in Oklahoma City and Oklahoma.



# Section 4: Future Land Use

## Introduction

This Future Land Use section identifies strategies for achieving Piedmont's new vision. This section of the Piedmont Comprehensive Plan provides a complete perspective to guide land use decisions within the City; the interaction of land, transportation, infrastructure, and economic development; and the provisions of new housing, employment, and amenities needed to enhance the City's appeal for current and future residents.

Piedmont, as a first-ring suburb, is at a critical point in its history. It has many of the assets, as well of the challenges, of an older, more established community. Piedmont's well-established land use pattern provides a strong base from which to grow, however, as the community experiences demographic shifts, the City must now focus on methods to grow at the rate projected.

How land is used in the City will determine its future ability to meet the housing needs of its residents; provide employment, services, and amenities; as well as maintain the City's revenue and fiscal stability, that will determine the attractiveness and viability of Piedmont as a community.

## Future Land Use

The Piedmont Future Land Use Plan is loosely organized on the principles of the transect, with each land use category corresponding with a transect zone. The Future Land Use Plan serves as the framework for future development and redevelopment decisions in Piedmont. It is intended to guide appropriate land use, character, scale, and intensity of future development. The land use designations are for planning purposes and do not represent a change to existing zoning or development regulations. Efforts to implement the direct principles of the transect to be considered in future comprehensive plan updates.

The following pages describe each land use category and the corresponding description. The importance of transect planning for Piedmont in the future is a contrast to previous standard zoning and suburban development planning. The transect, by contrast, is a framework for more human-scale built environments built around walkable connected neighborhoods and multi-modal transportation (future) while decreasing the reliance on the automobile.



It creates the framework for growth, promotes increased pedestrian life, safety, community identity, and protects natural environments. This Future Land Use Plan is designed to promote a higher “quality of life” for citizens and promote new pedestrian scaled economic development.

### The Transect

The importance of transect planning is that it is seen as a contrast to modern euclidean zoning and standard suburban development. In these patterns, large areas are dedicated to a single purpose, such as housing, offices, shopping, and they can only be accessed via major roads. The transect, by contrast, decreases the necessity for long-distance travel by any means, as the community matures.



*Urban to Rural Transect*

The transect defines the relationship between development (buildings), streets, parks, and natural features with the street network. The transect is a community and town planning tool which extrapolates physical relationships and desired form. The City of Piedmont is currently defined within a range of T zones. The area around Piedmont Road falls within a T4 zone (General Urban Zone). Much of the remainder of the City falls in a T3 zone (Sub-urban Zone) and some very small pockets of T2 (Rural Zones). One of the strengths of the transect is the comparison of physical changes between adjacent zones.

The potential of the transect as an urban planning tool lies in: 1) Education - it is easy to understand 2) Coding - it can be directly translated into the familiar legal framework of odd Euclidean zoning districts 3) Creation of similar environments. All of the elements of the human environment work together to create something greater than the sum of the parts. The transect also contains other features: it creates a framework to control and promote growth in certain areas; it intends to increase pedestrian life, local safety, and the Piedmont community identity; and, it provides tools to protect and restore natural environments.





## Rural Residential

### *Intention:*

Characterized by single-family detached homes with a low level of density typical to current Oklahoma communities. The single family density for this land use area is typically at a maximum of one (1) dwelling unit per 2.5 acres. These neighborhoods form the backbone of rural Piedmont and provide the current primary housing stock for families.

### *Uses:*

The use promotes a neighborhood setting with single-family detached houses as its primary development type. Single-family homes should make good use of the connections with Piedmont's creek channels to support additional pedestrian trails. Recreation and leisure amenities, neighborhood schools, parks, and other community facilities add to the "quality of life" for residents.

### Generally Compatible Zoning Categories:

RE Rural Residential

RE-1 Medium Size Rural Estates Residential





## Low Density Residential

### *Intention:*

Characterized by single-family detached homes with a modest level of density typical to current Oklahoma communities. The single family density for this land use area is typically at a maximum at three (3) dwelling units per acre. These neighborhoods create the standard for suburban residential neighborhoods in Piedmont.

### *Uses:*

The use promotes a neighborhood setting with single-family detached houses in a large lot relationship. Single-family homes should make good use of the connections with Piedmont's creek channels to support additional pedestrian trails. Recreation and leisure amenities, neighborhood schools, parks, and other community facilities add to the "quality of life" for residents.

### Generally Compatible Zoning Categories:

- RE Rural Residential
- RE-1 Medium Size Rural Estates Residential
- RE-2 Minimum-Size Rural Estates Residential





## Medium Density Residential

### *Intention:*

Characterized by single-family detached homes with a modest level of density typical to current Oklahoma communities. The single family density for this land use area is typically at a maximum of four (4) dwelling units per acre. These neighborhoods provide a quality residential environment for families wanting to have a more compact neighborhood layout.

### *Uses:*

The use promotes a neighborhood setting with single-family detached houses in a traditional suburban neighborhood environment. Single-family homes should make good use of the connections with Piedmont's creek channels to support additional pedestrian trails. Recreation and leisure amenities, neighborhood schools, parks, and other community facilities add to the "quality of life" for residents.

Generally Compatible Zoning Categories:  
RS-2 Single-Family Residential





## High Density Residential

### *Intention:*

To provide areas for a wide variety of higher density residential uses (maximum eight (8) dwelling units per acre) by serving the needs of residents seeking alternatives to low and medium density single-family detached housing. These areas may serve the needs of first-time home owners, empty nesters, and other residents wanting to downsize or move into Piedmont.

### *Uses:*

Quality town homes, duplexes, four-plexes, patio homes, apartments, and small-lot single-family attached and detached dwellings serving the residents of this residential neighborhood.

### Generally Compatible Zoning Categories:

- RS-3 Single-Family Residential
- RD-1 Two-Family Residential
- RM-1 Multi-Family Residential





## Commercial

### *Intention:*

To provide areas for neighborhood, area and regional serving retail, restaurant and service uses that typically have good transportation access. In a more limited development type, to provide areas within Piedmont with conventional high intensity regional commercial uses and office developments dependent upon high-volume transportation access to highway roadways.

### *Uses:*

Retail, restaurant, professional office, multi-story tenant office, hotels, civic, and institutional uses intended to serve regional demands and nearby neighborhoods. Provides service related and employment opportunities for the community.

### Generally Compatible Zoning Categories:

- C-1 Local Commercial
- C-2 General Commercial
- C-3 Central Commercial





## **Downtown Commercial**

### *Intention:*

Downtown areas for retail, restaurant and service uses, and upper story residential units above commercial uses and higher density attached residential uses. Such areas are compatible with and serve the daily shopping, dining and service needs of nearby residential neighborhoods. These areas provide unique retail, restaurant and cultural destinations with a more downtown urban lifestyle.

### *Uses:*

Compact downtown retail, restaurant, office, residential dwellings (attached & upper story), civic, and institutional uses primarily intended to serve nearby neighborhoods. Nonresidential uses are limited to compact, neighborhood-serving uses rather than large-scale or regional uses. Residential uses are encouraged on the upper floors of mixed-use buildings and may be attached or multi-unit residences integrated into the overall site design of the mixed-use center, allowing residents access to the commercial uses by walking.

### Generally Compatible Zoning Categories:

- C-1 Local Commercial
- C-2 General Commercial
- C-3 Central Commercial





## Mixed Use

### *Intention:*

To provide areas for neighborhoods serving retail, restaurant and service uses, and upper story residential units above commercial uses and higher density attached residential uses (typically eight (8) dwelling units per acre). Such areas are compatible with and serve the daily shopping, dining, and service needs of nearby residential neighborhoods. These areas provide unique retail, restaurant, and cultural destinations with a more pedestrian/urban lifestyle.

### *Uses:*

Retail, restaurant, office, residential dwellings (attached & upper story), civic, and institutional uses primarily intended to serve nearby neighborhoods. Nonresidential uses are limited to compact, neighborhood-serving uses rather than large-scale or regional uses. Residential uses are encouraged on the upper floors of mixed-use buildings and may be attached or multi-unit residences integrated into the overall site design of the mixed-use center, allowing residents access to the commercial uses by walking. The zone is not intended for single-story conventional retail centers requiring outdoor displays or sales yards unless the outdoor venue is dining.

### Generally Compatible Zoning Categories:

- C-1 Local Commercial
- C-2 General Commercial
- C-3 Central Commercial





### **Municipal/Institutional**

*Intention:*

To provide areas for civic work benefitting the City of Piedmont (as one example), along with other organizations, healthy living, and religious worship to occur.

*Uses:*

Includes development and facilities such as Piedmont City Hall and Municipal Complex, Fire Stations, Piedmont Schools, Churches and facilities of worship for all faiths, and additional quasi-public civic facilities.

Generally Compatible Zoning Categories:

- C-1 Local Commercial
- C-2 General Commercial
- C-3 Central Commercial





### **Planned Business Park**

*Intention:*

To provide areas for employment, warehouse, business, and light industrial activities typically dependent upon good transportation access to highways and/or local airports. In a more limited development type, to provide areas within Piedmont with conventional high intensity regional commercial uses and office developments dependent upon good transportation access to highway roadways.

*Uses:*

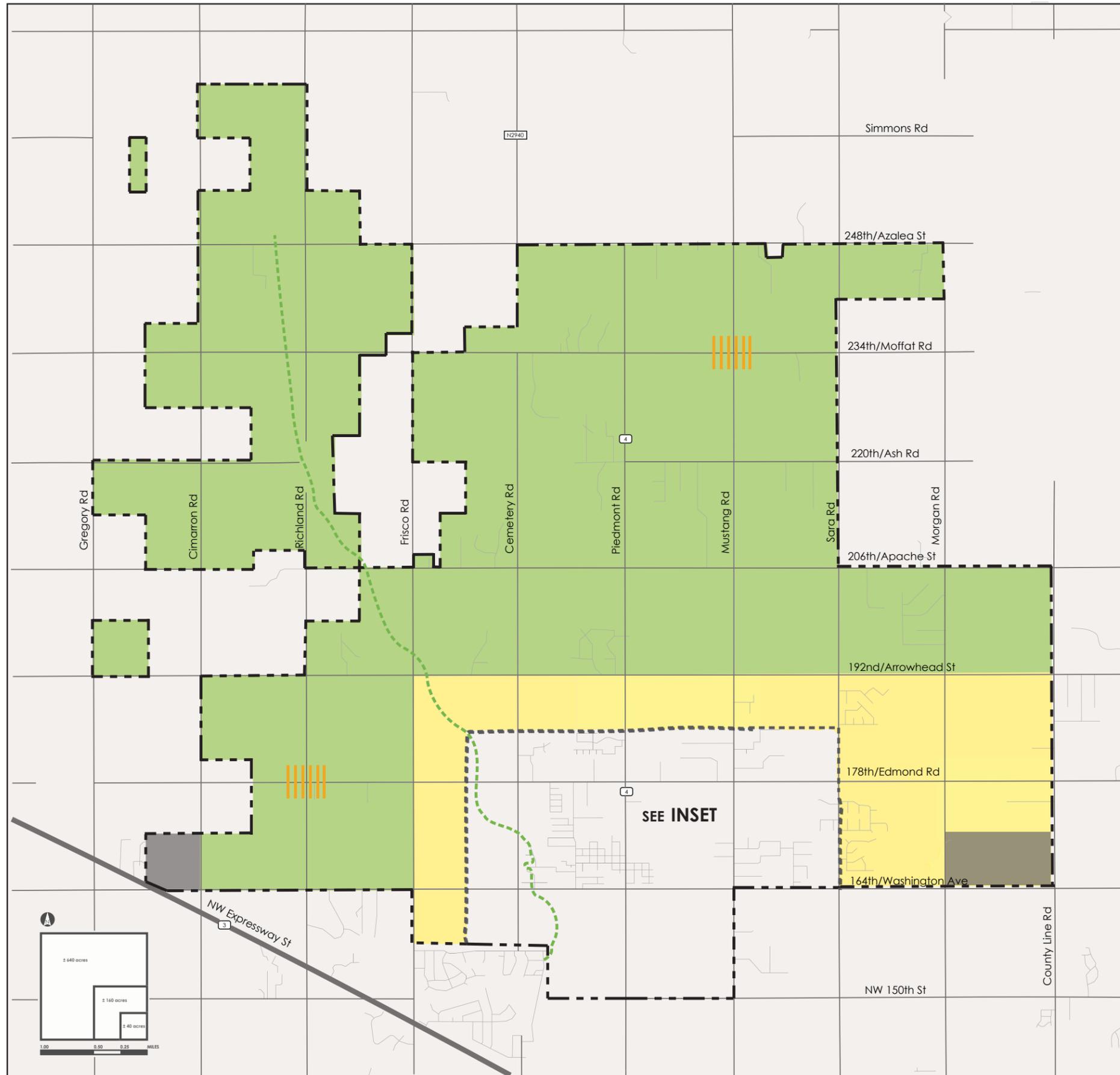
Medium to large scale warehousing, light manufacturing, wholesale storage and distribution, showrooms, office/warehouses, research and development, technology centers, hotels, multi-story business office and ancillary retail, and service and restaurant uses serving the employees within the district.

Generally Compatible Zoning Categories:

- I-1 Restricted Light Industrial
- I-2 General Industrial







City of Piedmont  
Comprehensive Plan



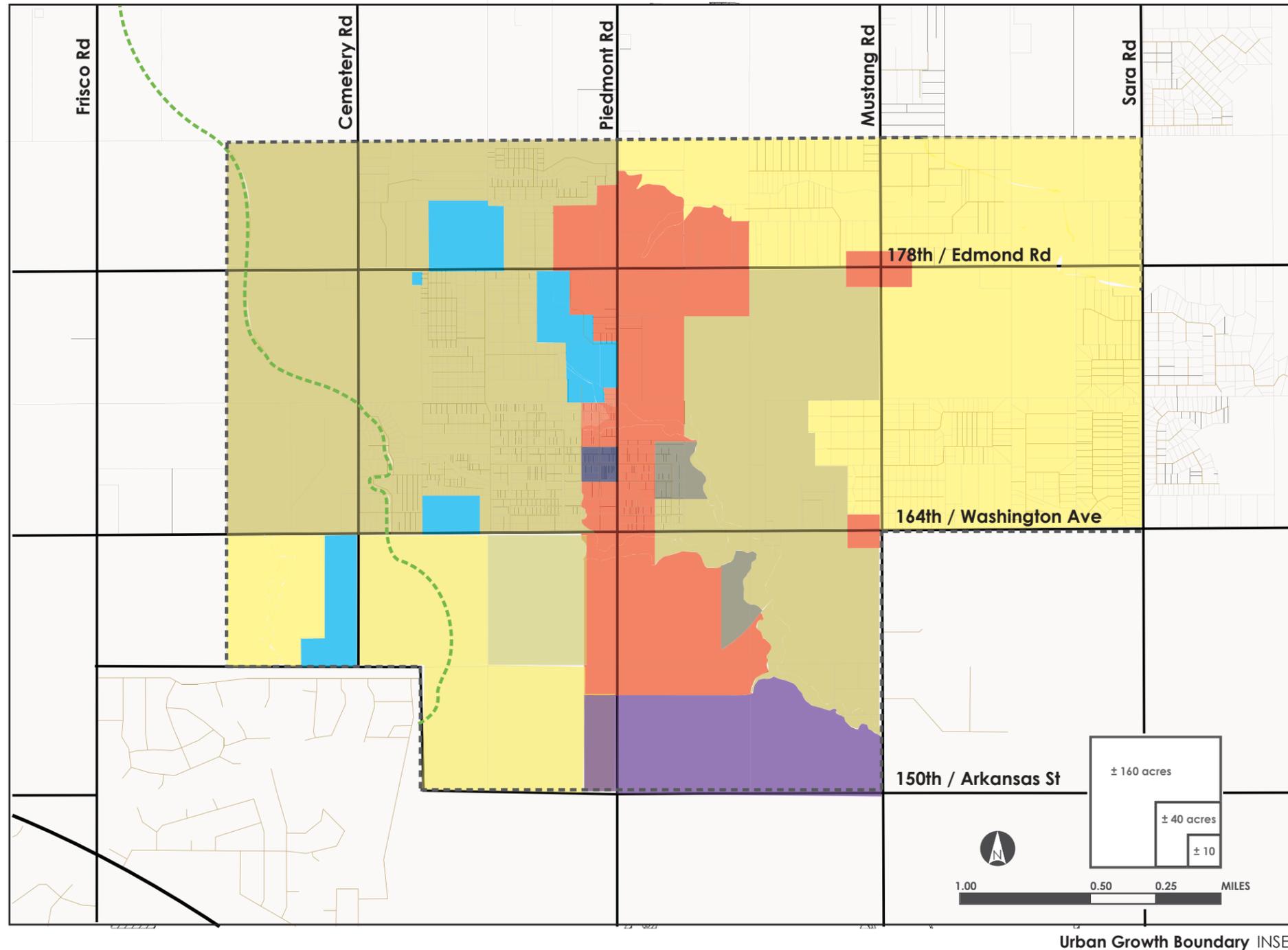
## FUTURE LAND USE

Legend:

- Rural Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Commercial Downtown
- Municipal / Institutional
- Planned Business Park
- City Boundary
- Long Term Future- Commercial







City of Piedmont  
Comprehensive Plan



## FUTURE LAND USE

Legend: Urban Growth Boundary

-  Rural Residential
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Commercial
-  Mixed Use
-  Commercial Downtown
-  Municipal / Institutional
-  Planned Business Park





# Section 5: Transportation/Mobility

## Transportation Principles

- Efficient Thoroughfare Plan which ensures the safety of Piedmont residents.
- Multi-modal transportation options.
- Coordination with regional transportation planning efforts ensuring a proactive response to issues affecting Piedmont.
- Promote a more livable Piedmont and high quality of life through good design practices/proactive approaches to the City's appearance.
- Cost effective improvements to the transportation system.

## Introduction

The transportation and mobility system forms one of the most visible and permanent elements of a community. It establishes the framework for community growth and development, and, along with the Future Land Use Plan, forms a long range statement of public policy. As the alignment and (ROW) right-of-way of major transportation facilities are established and adjacent property developed, a quality pattern of development will result. However, by incorporating programmed land uses and densities of the Future Land Use Plan, strategies can be developed that maximize the land use/transportation relationship.

During visioning exercises with the citizens of Piedmont and the Comprehensive Planning Task Force Committee members, issues specifically related to transportation were identified and discussed including circulation, east-west corridors, safe and efficient travel, and the opportunities related to the Northwest Expressway (OK Route 3). This Transportation Plan will attempt to integrate practical guidance to mitigate issues and ensure the future growth within Piedmont can be efficiently accommodated. In addition, this Plan will promote multimodal transportation options within Piedmont including sidewalks, pedestrian trails, bicycle trails, and transit from the greater Oklahoma City area. Taking a wider perspective on the role transportation and multi-modal options play within the community will ultimately help ensure the preservation of the quality of life within the community, and economic development opportunities, especially as Piedmont grows.

## Planning Context

### Streets and Thoroughfare Standards

Revised in April, 2007, this document contains information and guidelines for street design within the City. The document recommendations are based upon the City's past Comprehensive Plan as well as past thoroughfare planning efforts. Recommendations for medians, alleys, driveways, and sidewalk designs are included within this document in addition as well as functional street classifications and associated dimensions.



It is important that any updates or recommendations from either this Comprehensive Plan or future Master Plans be updated within this document for consistency. Examples would include changes in ROW, cross-sections, and roadway character.



*Example of typical suburban roadways*

### **Regional Mobility**

The Regional Thoroughfare Plan (RTP), Metropolitan Oklahoma City Transportation Plan (MTP) and Oklahoma Department of Transportation (ODOT) State Plan are all important to consider when making decisions locally. Coordination of planning efforts may help accelerate funding sources and ultimately help ensure roadways at a regional level are functional and compatible.

The Association of Central Oklahoma Governments (ACOG) is responsible for creating both the RTP and the MTP. Both are directly related to the ability of the region to compete nationally for federal transportation funds. It is important that Piedmont monitor both the RTP and MTP and communicate any changes to ensure plans within Piedmont are understood by ACOG and reflected accordingly.

### **Roadway Considerations**

In order to create a realistic and opportunistic transportation plan, it is important to not only examine regional factors impacting Piedmont, but also to understand planning efforts undertaken by the City. Meetings with City Staff and community leaders were conducted to gather information on recent transportation planning efforts. Information gathered at these meetings identified the following:

1. Increased automobile access needs to be designed into all school facilities.
2. Better intersection control and signalization needs to be implemented as demand defines for all public street intersections in Piedmont.
3. More streets and/or roads need to include pedestrian sidewalks.



4. A divided roadway section for Piedmont Road from the Northwest Expressway to Edmond Road will be best for safety and image appeal arriving into Piedmont.
5. East/west roads need to be better maintained.
6. Bar ditches and natural drainage adjacent to streets and/or roads is a part of the rural character desired by residents of Piedmont.
7. Roadway implementation needs to be supported by land developer's fair share of cost due to traffic impacts.



Example of urban streets with pedestrian sidewalks

### Institute of Transportation Engineers (ITE) CSS Principles

- Satisfies purpose and needs as agreed to by a full range of stakeholders.
- Safe facility for user and community.
- Project in harmony with community; preserves natural, aesthetic, historic and natural resource values of the area.
- Project exceeds the expectations of designers and stakeholders - achieves a level of excellence.
- Project involves efficient and effective use of resources.
- Designed and built with minimal disruption to community.
- Project seen to have lasting value to the community.

*An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, 2006*

## Transportation Planning Principles

### Context Sensitive Solutions (CSS)

Context Sensitive Solutions is the practice of developing transportation projects that serve all users and meet the needs of the neighborhoods through which they pass. It is a collaborative process involving all stakeholders in developing street designs fitting into the character of surrounding neighborhoods while maintaining safety and mobility. The key is elements of the street should complement the context of surroundings or adjacent development to generate a "roadway experience" and therefore take on certain characteristics to support adjacent development (i.e. vehicular and pedestrian realms, specific on-street parking areas, etc.).

The process of designing CSS roadways is similar to the process of designing traditional thoroughfares because automobile traffic is considered with traffic counts, traffic demand, and level of service information-gathering efforts. The difference is automobile traffic is only one element considered, among other users, in the utilization of roadway corridors.



The most notable publication and guidebook for Context Sensitive Solutions is *Designing Major Urban Thoroughfares for Walkable Communities: A Context Sensitive Approach* published by the Institute of Transportation Engineers (ITE) in conjunction with Congress for the New Urbanism (CNU). This publication includes information on balancing the transportation needs of the community with adjacent land uses. In particular, the CSS approach recommends designing thoroughfares based upon:

- Community Objectives
- Functional Classes
- Thoroughfare Type
- Adjacent Land Use

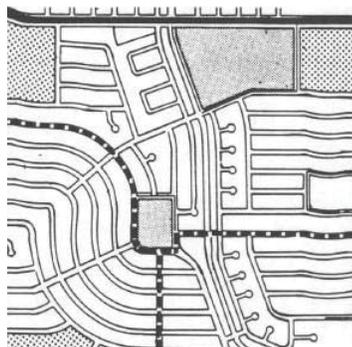
To design accordingly, decision makers must understand the key relationship between transportation and land use, particularly the flexibility that may be needed in roadway design to accommodate a thoroughfare to changing urban form within the community. Understanding key community objectives for land use within the community is also important to ensure public infrastructure investments are in step with ultimate land use objectives.

“CSS is a philosophy wherein safe transportation solutions are designed in harmony with the community. CSS strives to balance environmental, scenic, aesthetic, cultural and natural resources, as well as community and transportation service needs.”

*Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, 2009*

### **Functional Street Classification**

Functional street classification recognizes that streets are part of a system having diverse origins and destinations. Functional classifications describe and reflect a set of characteristics common to all roadways within each class. Functions range from providing mobility for through traffic and major traffic flows, to providing access to specific properties. Characteristics unique to each classification include the degree of continuity, general capacity, and traffic control characteristics.



*Access Management Concept Diagram*



In short, the functional classification of streets provides for the circulation of traffic in a hierarchy of movement from one classification to the next. Functional classes can be subdivided further into major and minor designations.

Access and movement functions are directly related. As inhibited movement increases (speed), points of access decrease, and vice versa. This is typically why freeways, with a high level of movement, have limited access points; streets in neighborhood areas have more access points and reduced speeds.

The following thoroughfare plan recognizes six (6) general classifications for roadways based upon a hierarchical function and includes:

### **Regional Expressway 4L-UD**

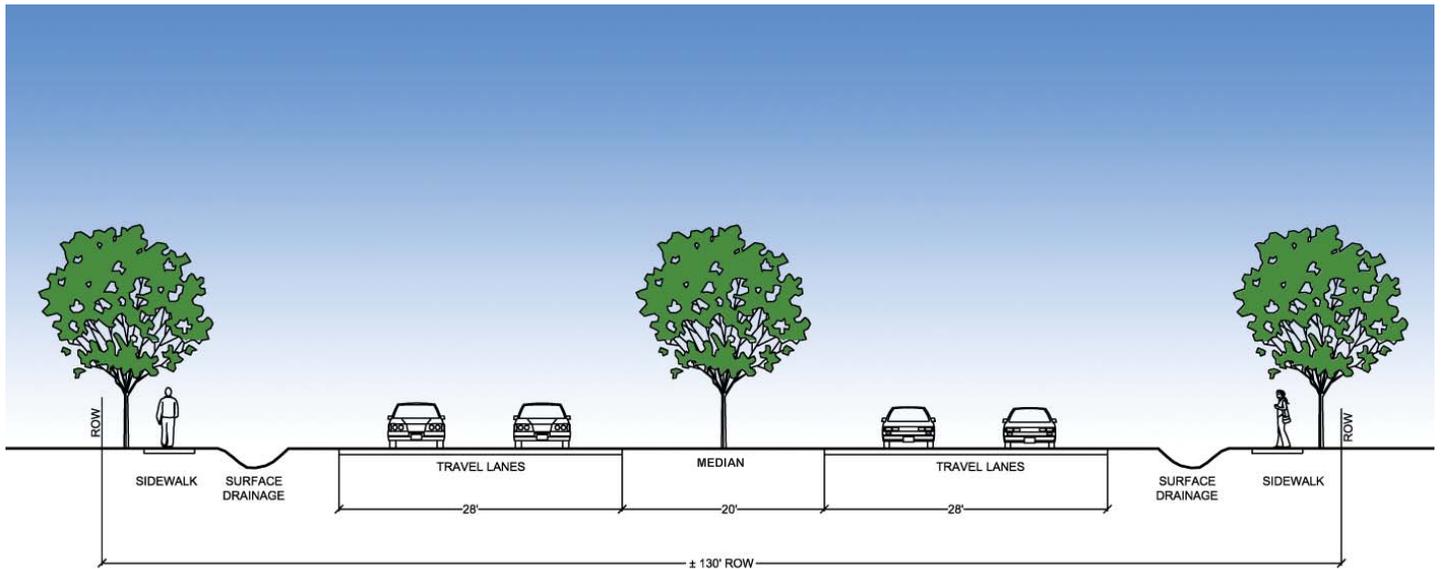
#### *Characteristics:*

ROW dimension varies from 200' to 300' due to topography conditions. Four-lane divided highway moving traffic around and across the region. This roadway type is not located within Piedmont, but helps bring people in and out of the community. This roadway type has regulated and limited access for vehicles and is only for automobiles, not pedestrians or bicycles.

#### *Examples:*

Northwest Expressway (OK Route 3) and John Kilpatrick Turnpike





MAJOR ARTERIAL 4L-D

### Major Arterial 4L-D

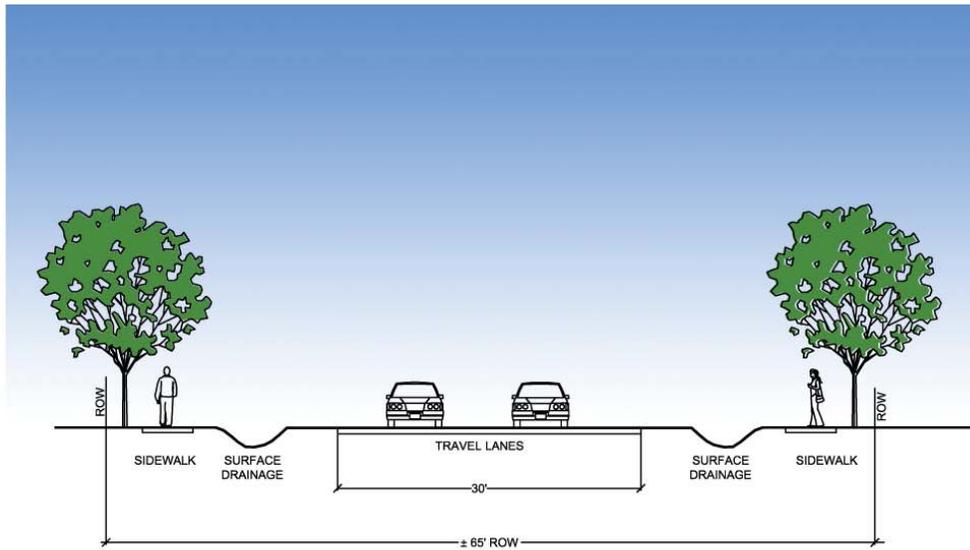
*Characteristics:*

Approximately 130' of ROW and streets providing a high degree of mobility, service relatively higher traffic volumes, have higher operational speeds, and are located as gateway streets into Piedmont. The roadway is a four-lane divided road at its ultimate configuration with left turn lanes (future).

*Example:*

Piedmont Road from Northwest Expressway to approximately Arrowhead Street at its ultimate condition. This roadway with its 20' median provides safety and a high level of entry appeal.





MINOR ARTERIAL 2L-UD

### Minor Arterial 2L-UD

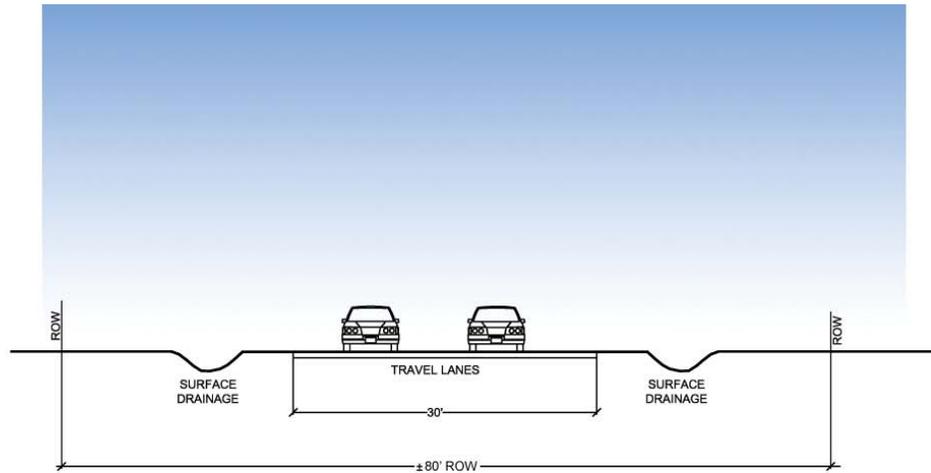
*Characteristics:*

Approximately 65' of ROW. Similar function to the Major Arterial, but more local in nature and less traffic. The road is a two-lane undivided roadway with sidewalk and surface drainage swells along the ROW edge. This roadway type will include some intersection improvements as demand, safety and travel efficiency requires, in the ultimate configuration.

*Examples:*

Edmond, Mustang and Cemetery Roads within the core of Piedmont, at their ultimate configuration.





COUNTRY ARTERIAL 2L-UD

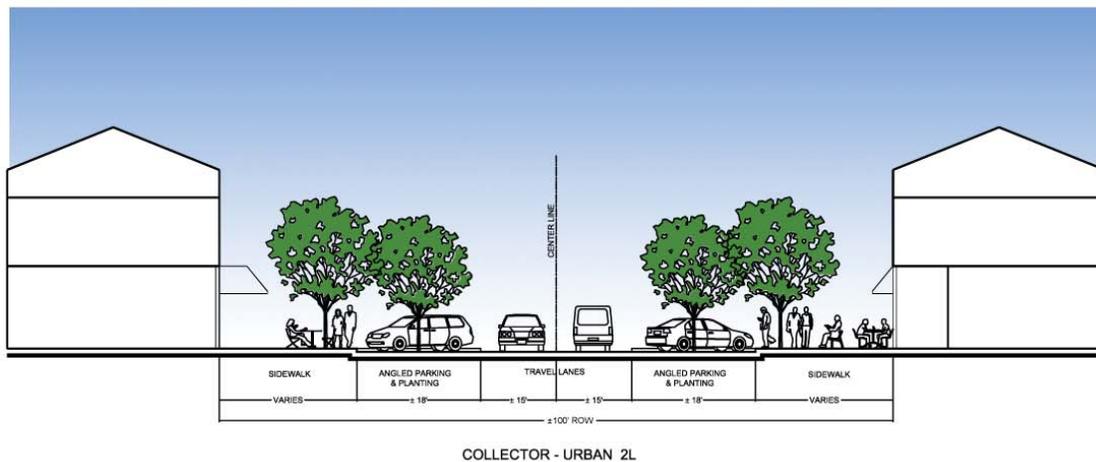
### Country Arterial 2L-UD

*Characteristics:*

Approximately 80' of ROW. This is the roadway type for the current two-lane roads built every mile within the sections of land in Piedmont and the county. The road has a 30' pavement section with surface drainage swells along the edges. This type of road can handle traffic from low density residential development, farming, agriculture, and ranching. This is the predominant roadway outside the Urban Growth Boundary (UGB).

*Examples:* Cemetery, Piedmont, Mustang, and Sara Roads north of Apache Street at their ultimate configuration.





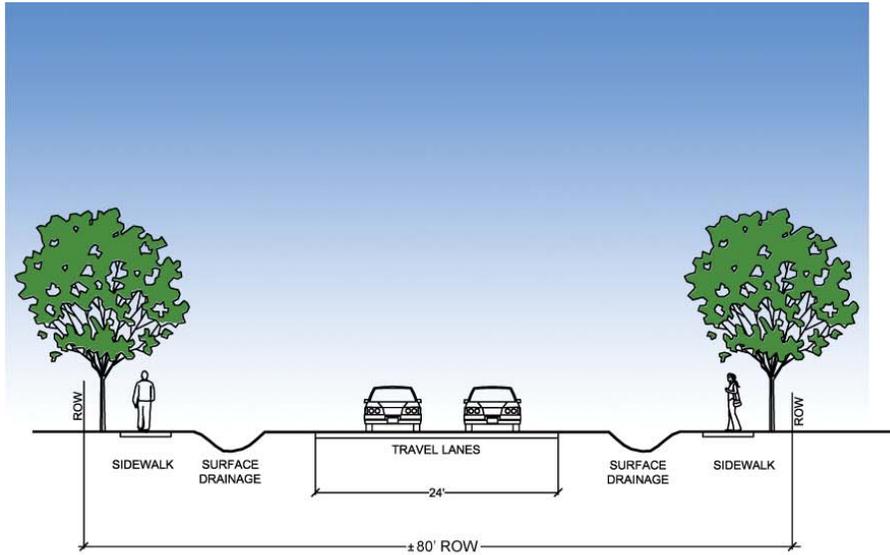
### Collector - Urban 2L - Parking

*Characteristics:*

Approximately 100' of ROW. This roadway type is the only urban street type proposed for Piedmont. On the Collector, urban type buildings are constructed next to the ROW line with only a sidewalk in front of the buildings. There are no lawns in the front of buildings on this road type in the ultimate configuration. The roadway includes two-lanes with approximately 36' of pavement, with angled parking along the edges. A curb and gutter network is included in the final configuration for added safety and drainage.

*Example:* NW Monroe Avenue in downtown Piedmont.





COLLECTOR STREET NEIGHBORHOOD

### Collector 2L - Neighborhood

*Characteristics:*

Approximately 80' of ROW. The road has approximately 24' pavement section with pedestrian sidewalks and surface drainage swells along the edges. This type of road can handle traffic from low to medium density in residential developments. This roadway type serves as a neighborhood connection between arterial roadways.

*Examples:*

Almost all neighborhood streets in Piedmont that have residential homes along them, and are not on arterials, are within this road type. Examples include Harrison Avenue, Taylor Avenue, and Cypress Street.



## Access Management

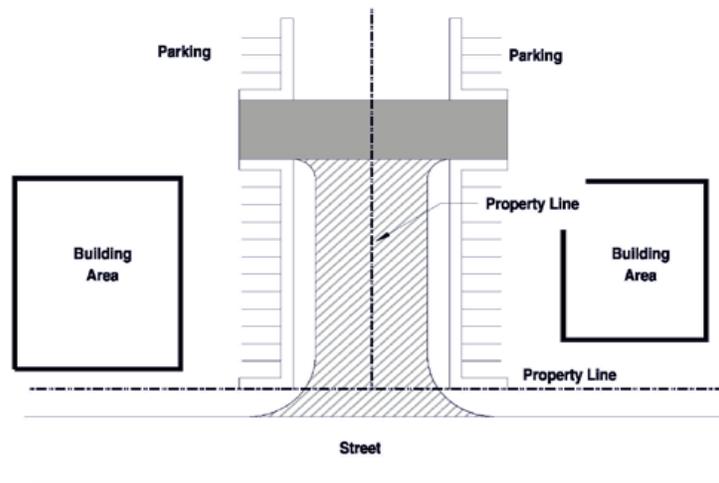
The flow of traffic is typically a major concern for most communities. The ability to move traffic efficiently along a corridor with minimal interference from traffic turning off and onto intersecting driveways/streets is a major benefit to motorists. Ideally, unnecessary “stop-and-go” traffic can be avoided due to the abundance of intersecting driveways/streets. Access management is therefore beneficial for the following reasons:

- 1) Reduces the number of ingress and egress points improving vehicular flow and reducing collisions.
- 2) Reduced driveways permit more landscaping frontage thereby enhancing roadway aesthetics.
- 3) Reduction in the number of driveways enhances the pedestrian experience by reducing pedestrian contact with turning traffic.

The City of Piedmont should consider creating/revising an Access Management Design Manual regulated through the City’s Zoning and Subdivision Ordinances. The manual should include various components such as driveway configuration, site line visibility, and if and when traffic signals are needed (i.e. in larger developments).

## Level of Service (LOS) Analysis Estimates

As part of its regional planning initiatives, the Association of Central Oklahoma Governments (ACOG) prepares travel forecasts based on regional growth in the Oklahoma City metropolitan planning area.



*Access Management Diagram*



The benefit of this tool is the ability to capture regional implications of programmed improvements in and around the multi-county planning area, while incorporating local land use patterns and demographic growth.

For Piedmont, the Future Land Use Plan, thoroughfare network, and Northwest Expressway were incorporated into the regional transportation model. Projected daily volumes and associated roadway levels of service were produced from the travel forecast.

Level of Service (LOS), in its simplest form, is a measure of volume to capacity and is gauged with a measure of “A” through “F”, with “A” reflecting roadways with free flow and little or no congestion, and “F” reflecting roadways with severe congestion. Trip activity, based upon trip generation (from adjacent area land use) and assignment to the roadway network, serves as the basis for LOS analyses. This conceptual analysis enables the ability to proactively address potential system issue areas, both at the local and regional level.

2030 LOS data obtained from ACOG indicates several areas within Piedmont have modest peak hour congestion. These areas are located primarily along the Northwest Expressway (OK Route 3) and the southern portions of Piedmont Road. Generally speaking, northern portions of Piedmont Road all depict LOS “C” or better. As development occurs in southern areas of Piedmont, several of the existing corridors (Washington Avenue, Edmond Road and Mustang Road) will receive heavier traffic utilization. Proactive planning should be emphasized in this corridor to preserve capacity enhancements, as well as promote effective transportation/land use interface.

## Transportation Mobility Plan

The Transportation Mobility Plan is intended to serve as a guide for transportation decisions within Piedmont. It was developed based upon past transportation planning efforts, regional initiatives, and staff recommendations. This Plan should be used as a reference when updating the City’s Transportation Master Plan, as well as any related ordinances, and should be referred to when considering a wide range of decisions related to both transportation and land use. Transportation decisions do not exist within a vacuum, but are directly related to decisions regarding land use and building form.



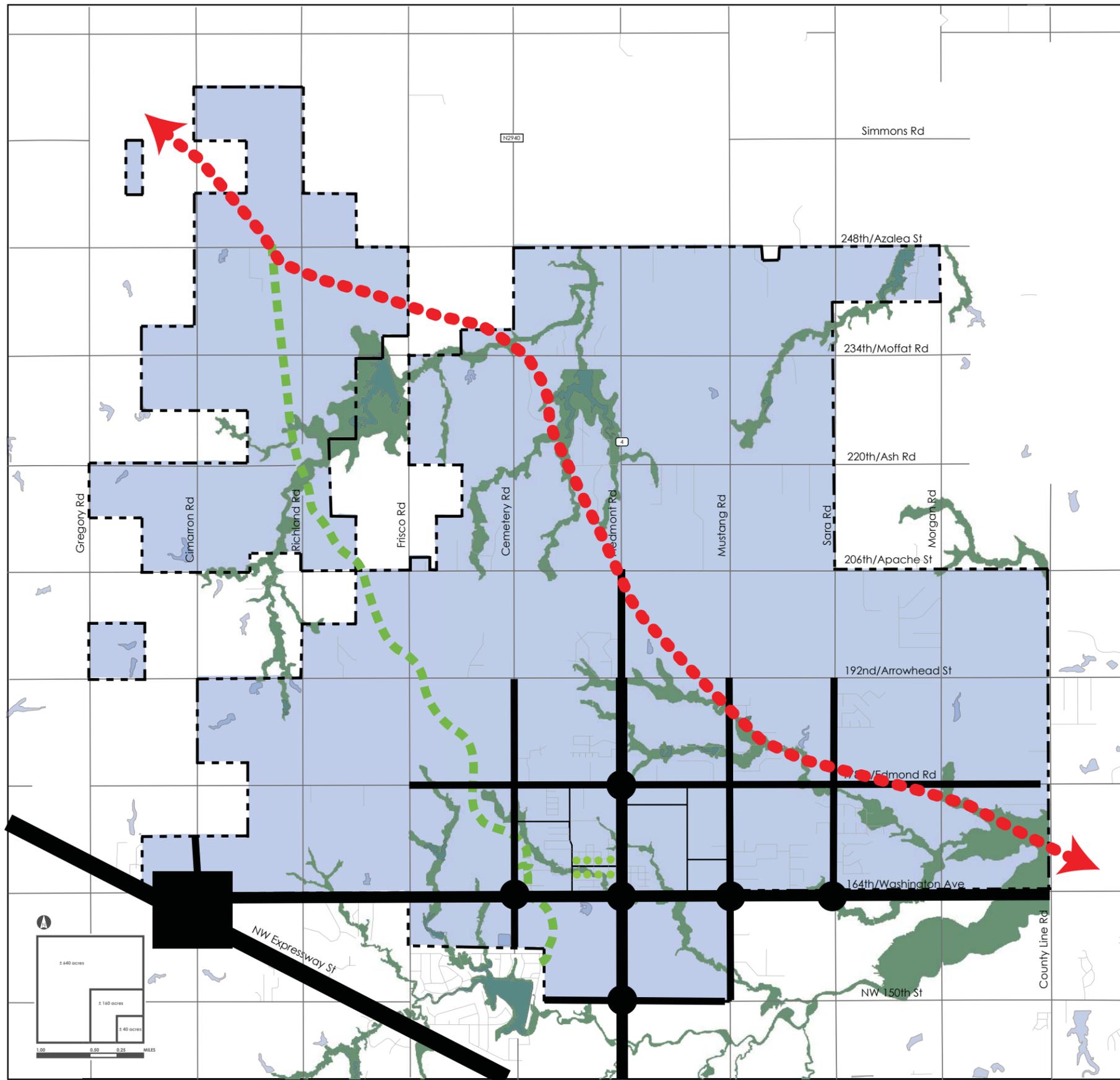
Therefore, the ultimate objective of this Plan is to create a balanced transportation system within Piedmont which provides for the safe mobility of residents, considers both current and future needs, enhances connectivity and mobility options, and promotes a more livable community through a proactive approach to the City's appearance.

Street classifications were developed based upon a number of factors, including the roadway's regional significance, current or projected traffic volumes, and land use. It is important to note that although a roadway may be identified as a Major Arterial, the roadway design should not be rigid. The design should consider a multitude of factors including pedestrian activity and adjacent land use, among others.

In addition to roadway classifications, the Transportation Mobility Plan also includes Greenway/Parks Plan included within this Plan. These are included to emphasize the importance of trails and the connective function they serve within the community.







City of Piedmont  
Comprehensive Plan



## TRANSPORTATION MOBILITY

-  Regional Expressway
-  Major Arterial (4L-D)
-  Minor Arterial (2L-UD)
-  Country Arterial (Existing 2L-UD)
-  Collector - Urban (2L- Parking)
-  Collector - Residential (2L- UD)
-  Chisholm Trail
-  Multi-Use Regional Trail
-  Multi-Use City Trail
-  Grade Separated Interchange
-  Intersection Improvements





# Section 6: Parks, Open Space and Recreation

## Introduction

The City of Piedmont has, as a component of their 2030 Comprehensive Plan, included in this chapter for specific analysis, guidance and recommendations for the City's park, open space and trail systems. The following details this element of the plan:

This Parks and Open Space element is intended to:

1. Provide the City of Piedmont with an informational base to help guide decisions related to parks, recreation and open space;
2. Assist in the implementation of those decisions and set guidelines for future park and open space development;
3. Provide feasible recommendations to the governmental body and be in accordance with the desires of Piedmont's residents;
4. Include all land within the City of Piedmont's jurisdiction;
5. Provide parks and open space project recommendations through 2030; and
6. Provide concept projections for projects recommended for implementation.

The following Parks and Open Space element contains:

- Goals and objectives for a comprehensive citywide parks and open space network;
- The current park network's existing facilities inventory;
- An analysis of local needs, adopted parks, and recreation and open space priorities;
- The implementation programs developed to guide the City in accomplishing the proposed projects within the plan's time frame; and
- Potential funding sources that may assist with the implementation of the proposed projects.

## Community Profile

The City of Piedmont is located near the geographical center of the State of Oklahoma, in the far northeast corner of Canadian County, northwest of Oklahoma City. The city limits of the state capital and largest metropolitan area about Piedmont's corporate limits on two sides. Piedmont's city limits cover approximately 47 square miles and Piedmont's Municipal Authority water system service area is approximately 107 square miles.



From 1950 through 1970, the population of Piedmont increased by 124%. There were fewer farmers, but larger farms as the economy caused specialization throughout the workplace. Oil and gas activities also showed gains. Canadian County missed an oil boom during the 1950's, due to the prohibitive depth of the black gold. However, in the 1960's, there was an increase in activity for natural gas production.



*Historic black and white photographs of early Piedmont*

Despite the fact population growth amounted to a total of 149 persons over a twenty-year period, and the general economy, especially for the agricultural sector, was in a recession, Piedmont residents supported their schools. The Head, Pleasant Hill, and parts of the Racine, Harmony, and Scott School districts were annexed into Piedmont in 1947. Pleasant Valley was annexed in 1948. A part of the Richland district was folded into Piedmont in 1957.

During the 1970's, the population exploded from 269 to 2,016 residents. The size of Piedmont dramatically increased from 1,400 acres to 23,330 acres, adding room for growth and encompassing other pockets of population. Part of the explanation for this growth, both in area and population, can be traced to April 2, 1973. That was the date the Trust Indenture formed the Piedmont Municipal Authority. The Authority built a delivery system with reliable, portable water, serving an area greater than many rural water districts in the state. This water system encouraged both annexation and development. The encroachment of Oklahoma City's limits also increased requests from area farmers to be annexed into Piedmont.



Other evidence of growth in the 1970's included: an addition to the elementary school building (1976); a new high school (1972); Stout Athletic Field (1976); and Collett Field House (1977). In the 1980's, Piedmont continued to grow, though not at such a dramatic rate. By the mid-1980's, drilling activities decreased dramatically and farm values fell and decreased the farmers' borrowing power. Despite these decreases, growth in the community continued, and the school system built a junior high in 1982, a junior high addition in 1984, and a fifth-and-sixth grade building in 1988.

Piedmont has numerous service and civic organizations including, but not limited to: the Piedmont Kiwanis, Piedmont Chamber of Commerce, the Piedmont Round-Up Club, and the Piedmont Historical Society. The Chamber of Commerce logo is "Piedmont - the Winds of Progress."

## Goals and Objectives

The following Goals and Objectives are provided to give direction for future community decisions regarding parks, recreation, and open space. These goals and objectives were established based on input from the City of Piedmont's residents.

### Park and Recreation Goal:

To ensure the provision of a balanced park and open space system meeting the recreational needs of the citizens of Piedmont and helping create a unique community character.

#### Objectives:

- P1. To provide new and different recreational opportunities for all age groups.
- P2. To renovate, rehabilitate and upgrade existing parks in Piedmont.
- P3. To develop and provide public parks throughout the City that is in close proximity to all neighborhoods.
- P4. To forge partnerships with public and private organizations for the development, operation, and maintenance of future recreational facilities.
- P5. To provide a trail system connecting parks, residential and commercial areas, and schools.
- P6. To have a park approximately within ½ mile of each significantly developed residential neighborhood.
- P7. To grow the park network in response to environmental sustainability.



### **Open Space Goal:**

To identify, protect and preserve quality natural open spaces for unstructured recreational activities, inherent aesthetic value, and protection of valuable ecosystems.

### **Objectives:**

- O1. To continually research the viability of developing trail systems along creeks, floodways, and utility easements, linking public and private recreational facilities, neighborhoods, and school campuses.
- O2. To be proactive in the acquisition and protection of unique natural open spaces throughout Piedmont.
- O3. To limit development within natural open spaces and encourage environmentally responsible private development to minimize adverse effects on valuable ecosystems and increase availability to the general public. To address natural open space needs when developing active recreational facilities, providing citizens with well-balanced recreational experiences including both active and passive opportunities.
- O4. To establish an environmental ethic promoting better health, safer living, and improved education for today's citizens and future generations through an open space network.

### **Park Classification**

The park classification system for all future parks in the City is broken down into six major categories. Each park category serves a unique purpose:

- *Mini Parks* are the smallest neighborhood parks.
- *Neighborhood Parks* serve as a family oriented gathering place for neighborhoods.
- *Community Parks* provide a mix of active, passive, and primitive recreational opportunities and lighted sports fields.
- *Sports/Special Use Parks* are devoted to one (1) or two (2) uses - typically sports.
- *Trails/Linear Parks* are natural areas usually containing a trail tying other park types together.
- *Natural Areas* provide a visual escape from the built environment, and indoor recreation provides recreational opportunities in a controlled environment.

The park types, when combined, form a park network covering the entire spectrum of recreation.





### **Mini Parks**

A mini park is a site of approximately one (1) to four (4) acres located within the city limits. It serves the area with a one-quarter mile radius with both active and passive recreational opportunities. In many cities today, mini parks are not as attractive due to the increased maintenance cost for such a small resource.





### **Neighborhood Parks**

A city neighborhood park is a site of approximately five (5) to ten (10) acres located within the city limits. It serves the area within a one-half mile radius with both active and passive recreational opportunities. Neighborhood parks provide access to different outdoor activities for residents living in close proximity.

Neighborhood parks have limited program activities and are not intended to attract users from outside the neighborhood. Surrounding uses should be mostly single or multifamily residential and all areas of the park should be readily visible from adjoining streets, providing a secure environment. Park land without frontage on public streets is typically not acceptable.

The neighborhood park should be centrally located, if possible, within its service area and should be uninterrupted by non-residential roads or other physical barriers. It should be accessible via interconnecting trails, sidewalks, or low-volume residential streets. Ideally, the park should adjoin or link with a public elementary school.





### **Community Parks**

A community park is a site of approximately forty (40) to one hundred and fifty (150) acres with a service area radius of two (2) miles and provides active, passive, and often primitive recreation. Community parks provide a large variety of outdoor activities, opportunities for environmental education, and encourage social community activities.

The quality of the natural resource base should play a significant role in site selection for the community park. The site should be serviced by arterial and collector streets and be easily accessible throughout its service area via interconnecting trails. Active recreation facilities include: large play structures, creative play attractions, game courts, informal ball fields for youth, tennis courts, volleyball courts, shuffleboard courts, horseshoe areas, swimming pools, archery ranges, disc golf areas, etc.

Passive recreation facilities include: extensive trails, individual and group picnic/sitting areas, nature study areas, ornamental gardens, facilities for plays or concerts, etc. Other uses may also include recreation centers.





### **Sports Parks (Special Use)**

The sports park classification covers a broad range of parks and recreation facilities focusing on one or two specific recreational uses, typically active sports fields. Facility space requirements are the primary determinants of site size and location. For example, a golf course may require one hundred and fifty (150) acres, whereas a community center with parking may only require ten (10) or fifteen (15) acres. Special use parks provide areas for specific activities allowing groups with common interests to participate together.

This special park type, which may focus on active uses, can include fields and facilities for the following: soccer, baseball, softball, football, tennis, lacrosse, and others. These include fields for adults, children, and day and night play if programmed.





### **Trails/Linear Parks**

Linear parks and trails are typically developed around a natural resource such as a creek, river, utility easement, or lake shore. Not only can a trail system preserve valuable open space and natural habitats, it ties the park systems' components together, forming a cohesive park environment. Greenbelt corridors of less than fifty (50) "useable" feet should be avoided and narrow corridor sections kept to a minimum. One-hundred (100) foot corridor widths and wider give flexibility in design and are encouraged wherever possible.

Linear park components tie together forming a cohesive park, recreation, and open space system. Within a natural environment, they allow for uninterrupted and safe pedestrian movement between parks throughout the community, provide people with a resource based outdoor recreational opportunity and experience, and can enhance property values. Land availability and opportunity determine location. "Natural" greenways follow suitable natural resource areas, and "man-made" greenways are corridors built as part of development projects or during renovation of old development areas, including residential subdivisions, abandoned railroad beds, etc. Appropriate uses include: activities such as: hiking, walking, jogging, bicycling, in-line skating, horseback riding (if designed to include), and canoeing if aligned with a creek or river.

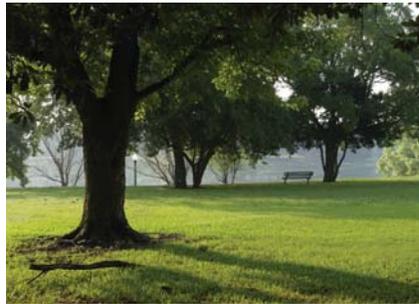




### **Regional Parks**

Regional parks are typically a minimum of fifty (50) acres and serve a larger area than the community alone. The service area for regional parks is a radius of ten (10) miles or greater and would include several neighboring communities such as; Okarche, Yukon, Deer Creek, and Putnam City. Regional parks typically have the same type of amenities as community parks and focus on community based recreation, but are much larger in size. Regional parks typically have land set aside to be preserved as unique landscapes or natural open space.





### Natural Areas/Open Spaces

Natural areas and open spaces are environments containing ecosystems in a non-disturbed state with minimal man-made intrusions. Natural areas lend a certain aesthetic and functional diversity to a park network and urban landscape. Although the benefits of natural areas are hard to quantify, they are numerous and include preservation of wildlife habitats, opportunities for nature study, and encourage environmental health in the community. When flood plains are preserved as natural areas, they offer a resource to aid in the protection from flooding. There are no national standards for natural areas within a city due to the extreme variations found in natural resources from region to region.

Also of note are indoor recreation centers which provide a wide variety of recreational opportunities in a controlled setting, allowing citizens to enjoy year-round activities. Recreation centers may include both passive and active recreational amenities. The key to a successful recreation center is the flexibility built into the design of the center, allowing for the same facility to be used for multiple activities. This enables the center to accommodate changing interests and trends with little or no physical improvements required to the facility itself. In the past, the National Recreation and Park Association's (NRPA) national standard has been one indoor recreation center per 20,000 to 30,000 population.



The following table contains the types of parks proposed for the Piedmont Parks System and associated development information:

Park Type	Size/Acres	Service Area	Acres per 1,000 Population
Mini Parks	1 acre or less	1/4 mile radius	0.25 to 0.5 ac/1,000
Neighborhood Parks	1 - 15 acres	1/2 mile radius	1.0 to 2.0 ac/1,000
Community Parks	15 - 25 acres	1.5 mile radius (several neighborhoods)	5.0 to 8.0 ac/1,000
Regional Parks	200 acres and greater	Several cities/1 hour driving time	15.0 to 20.0 ac/1,000
Special Use Areas	N/A	Variable	Variable
Linear Parks/Trails	N/A	Variable	Variable
<b>TOTALS</b>			21.25 to 30.5 ac/1,000

### Existing Park Inventory

The existing parks in Piedmont are classified in the Existing Parks and Open Space Inventory shown at the end of this section. In order to illustrate the geographic distribution and areas of the City currently served by the park system, the service area of each existing park has been shown on the Park, Open Space and Recreation Map. Ideally, all developed residential areas of the City should fall within the service area of both a neighborhood and community park.

### Level of Service (LOS)

Level of service is the term used to describe the importance or the role of a park system in a community and is expressed in acres of useable park land per 1,000 persons. For the last forty years, the targeted level of service for communities nationwide has been ten (10) acres of park land for every 1,000 residents. Based on the specific needs of a community, levels of service ranging from five (5) acres of developed park land per 1,000 people to fifteen (15) acres of developed park land per 1,000 people are typically targeted.

#### Piedmont's Park System (City and PISD)

2008 Total Park and PISD acres:  
24.0 acres (estimate)

#### Piedmont's 2000 Level of Service

Total developed park and PISD recreation acres:  
6.58 developed acres per 1,000 residents



## Assessment of Needs and Recommendations

Recreational needs are determined using the following planning approaches:

1. Demand Based - what the citizens desire
2. Standard Based - what the park standards call for
3. Resource Based - what natural resources can offer
4. Capacity Based - what sport facilities can accommodate

This combination allowed the desires for recreational opportunities expressed by citizens with different interests to be compared with NRPA standards and peer cities, while accounting for the unique natural attributes of the area.

The Needs Assessment integrates supply and demand:

- A. *The Supply* - existing park and recreation facilities and the natural resources of the area.
- B. *The Demand* - identified through the stated goals and objectives, the concept of level of service, national standards, and input from local citizens.

The result is a balanced analysis reflecting the parks and recreation needs and desires of Piedmont's residents, through 2040. The following table depicts projected populations for the City of Piedmont today and throughout the planning period:

Year	2000	2020	2030	2040
Piedmont Population	3,650	12,870	14,750	18,018

Source: State of Oklahoma, Department of Commerce Population Projections

## Conclusions - Key Points

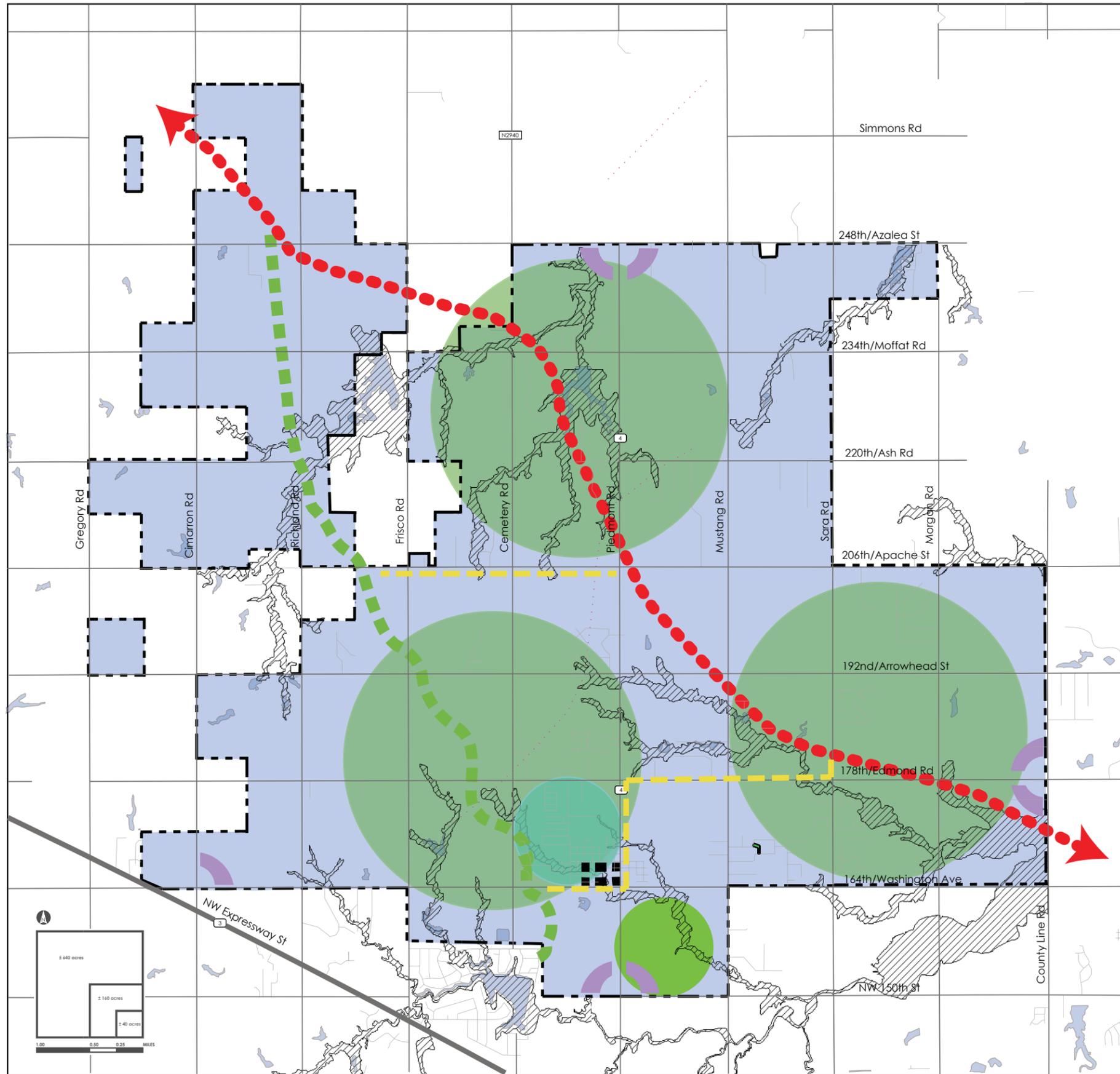
It is important to analyze the actual needs of the community so the recommendations and future development of Piedmont's park system is representative of what the citizen's need.

1. The current level of service provided through the park system is low, especially with the heavy inclusion of PISD recreational land and facilities. We recommend the City secure the land and build a Community Park #1 within or near the service radius shown on the Parks, Open Space and Recreation Plan. This park will then serve as the recreational and cultural hub of the City.



2. There is a need for a pedestrian trail network to be planned in relationship to the segment of the historic Chisholm Trail. This trail needs to connect downtown, the City Municipal Complex, Piedmont High School, all PISD elementary schools, Piedmont Middle School, and other primary activity nodes.
3. There is a need for a series of gateways to be built at primary roadways identifying Piedmont. These gateways need quality signage, landscape (with irrigation), and lighting. They will promote the community, economic development, and help enhance a higher quality of life in Piedmont.
4. There is a need to plan for a Piedmont Sports Park. This special use park will include sports fields for adult and children's team use. The park needs to be planned and built in phases. The park will include night lighting and needs to be sited accordingly in distance from residential development.
5. There is a need for a downtown park.
6. There is a need to plan for additional Community Parks. Note the general service location on the Parks, Open Space and Recreation Plan.
7. There is a need for current development codes to be modified to greatly support and encourage pedestrian trails and their Right of Ways (ROW) be created within the process of private land development. Piedmont needs to plan early for a network of public trails running along creeks and drainage ways, linking the community together.



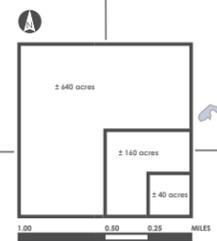


City of Piedmont  
Comprehensive Plan

**GREENWAY, OPEN SPACE,  
PARKS AND RECREATION MAP**

**Legend:**

- City Trail
- Chisholm Trail
- Multi- Use Regional Trail
- City Park
- Flood Plain
- Lakes
- Future Community Park Service Area  
1.5 mile radius
- Neighborhood Park Service Area  
1/2 mile radius
- Future Neighborhood Park Service Area  
1/2 mile radius
- City Gateway
- Downtown





# Section 7: Economic Development and Revitalization

## Introduction

Oil production, agriculture, transportation, and state government provided the economic foundation for Metropolitan Oklahoma City throughout the twentieth century. Following World War II, air travel, military operations, and manufacturing provided a growing share of total employment. In the last decade, firms such as General Motors, AT&T, Seagate, and America Online, with the expanded use of automated manufacturing and telecommunications, have introduced a “high-tech” dimension to the local employment market. Most recently, cultural and recreational facilities, as well as medical and educational institutions, have been recognized for their potential in the regional economy.

## Piedmont

The lifeblood of Piedmont business was agriculture, especially wheat production in the early days. From 1950 through 1970, the population of Piedmont increased by 124%. There were fewer farmers, but larger farms as the economy caused specialization throughout the workplace. Oil and gas activities also showed gains. Canadian County missed an oil boom during the 1950’s due to the prohibitive depth of the black gold. However, in the 1960’s, there was an increase in activity for natural gas production.

During the 1970’s, the population exploded from 269 to 2,016 residents. The size of Piedmont dramatically increased from 1,400 acres to 23,330 acres, adding room for growth and encompassing other pockets of population. Part of the explanation for this growth, both in area and population, can be traced to April 2, 1973. That was the date the Trust Indenture formed the Piedmont Municipal Authority. The Authority built a delivery system with reliable, portable water, serving an area greater than many rural water districts in the state. This water system encouraged both annexation and development.



This Economic Development and Revitalization section builds upon the key elements outlined in the prior sections to chart a course for a vibrant economy over the next twenty (20) years. This section identifies strategies that should encourage new development and redevelopment in a manner that moves the community forward, giving Piedmont a competitive edge in attracting and keeping residents and businesses.

The economic development element to follow includes:



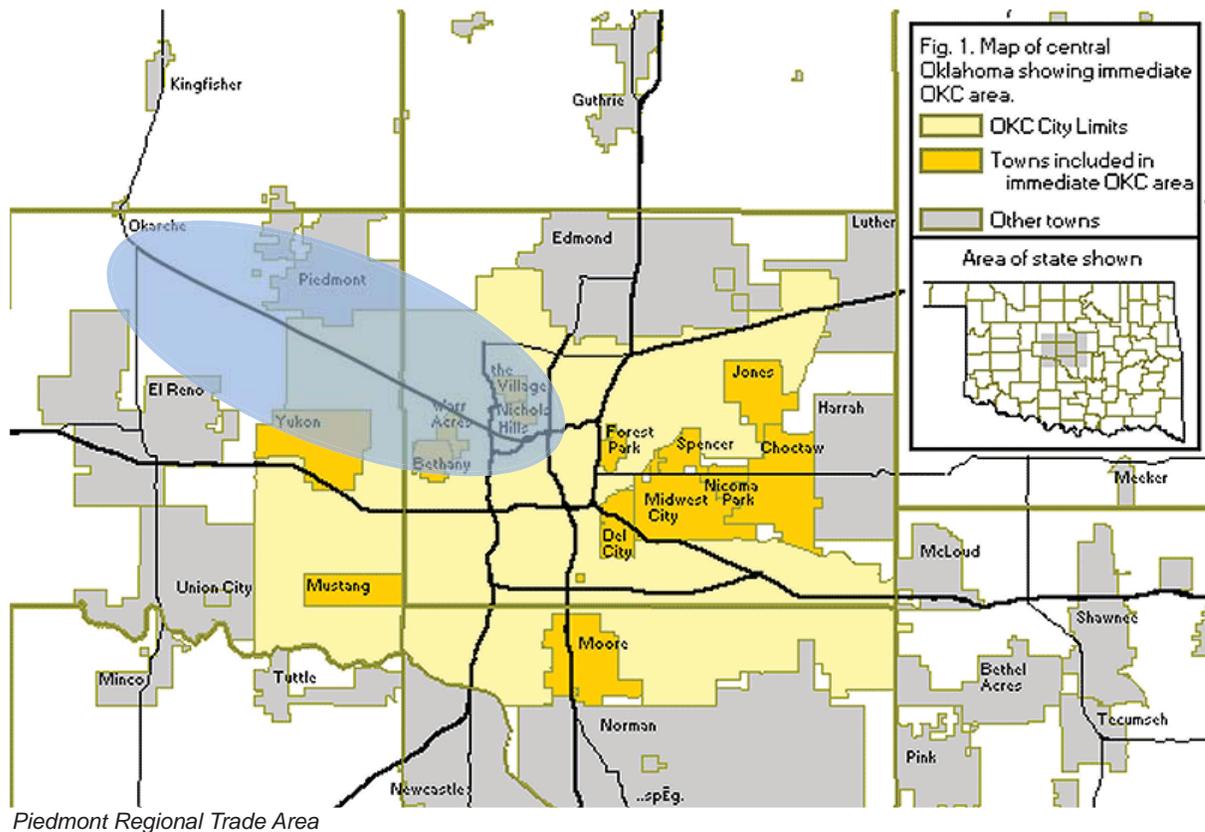
*Images of future and existing keys to economic growth in Piedmont*

1. Support of proactive recruitment of promising growth industries and businesses providing unmet and wanted goods and services by working in partnership with other agencies.
2. An outline of the key features of a community-wide strategy to help revitalize Piedmont's older commercial downtown.
3. Elevation of Piedmont's image on the regional stage as a community of choice where people can reside and businesses can prosper.



## Piedmont Trade Area

Piedmont competes for different types of development within a specified geographic area called a “trade area.” A trade area is defined as an area from which a development(s) or locale will draw the majority of its residents (housing), patrons (retail), employees (office, industrial, institutional), and visitors (lodging). Additionally, it also includes those areas that will likely be a source of competition.



The boundaries of the trade area are often irregular as they are influenced by the following conditions:

- Physical barriers
- Location of possible competition
- Proximity to population and/or employment concentrations
- Zoning
- Market factors
- Drive times and spending and commuting patterns



All of these, as well as both natural and man-made features which affect travel patterns throughout the Oklahoma City region, helping define Piedmont's Trade Area. The Piedmont Trade Area includes all of the City of Piedmont plus the communities of Okarche, Deer Creek, Edmond, Yukon, Putnam City and northeast Oklahoma City.

### Top Livability Issues

- Improved traffic/pedestrian flow and safety
- Recreational opportunities
- Entertainment and dining
- Improved retail and shopping
- Community identity and atmosphere
- Emphasis on quality education
- Quality development standards
- Maintain and enhance natural features

## Livability as an Economic Development Agent

What does the term livability mean with regard to city/town planning? There are many intangibles that make a city or town livable, such as a sense of community, a strong sense of place in particular areas, civic pride, and the friendliness of neighbors. There are also tangible aspects that can nurture livability.

Livability in Piedmont will be discussed in two primary areas. The first will be a discussion of neighborhood livability—the different components of creating desirable and sustainable neighborhoods. The second component will be a focus on enhancing the image and ensuring the livability of Piedmont as a whole.

## Neighborhood Concepts

### Neighborhood Unit

The neighborhood unit is the traditional methodology for examining the neighborhood and its associated features. The most important feature of the neighborhood unit are major thoroughfares bounding the residential neighborhood with no residential frontages. A series of collector and local streets conveniently move and funnel traffic from within the neighborhood to the broader thoroughfare network.

Parks located within the neighborhood serve as a focal point for recreational activities and social events. Many times schools or other public facilities are located at the center of the neighborhood, serving surrounding residents. Cul-de-sacs are also typically found within the neighborhood unit, however, the length of cul-de-sacs should be limited to ensure walkability and street connectivity.

## Education

Although not tied to the aesthetic or physical characteristics of Piedmont, education plays a significant role in the identity and image of the community. The quality of the community's educational system has the potential to impact the local economy by making Piedmont attractive to new residents, thereby attracting additional commercial support services.



Piedmont schools have exceptional facilities, evidenced by the recent completion of the new Piedmont High School and the middle school currently under construction. These facilities, as well as the positive perception of the school district as a whole, should be actively marketed as being one of the greatest assets within the community. The City should continue to work with the Piedmont ISD to ensure new facilities are built where needed and that such facilities are carefully integrated with neighborhoods and ultimate community goals.

### Parks and Open Spaces

Parks, trails, recreation facilities, and open spaces are tangible forms of enhancing the community's quality of life. Recreational facilities and activities for all ages are positive and attractive features which often serve to sustain neighborhoods, enhance community perception, and heighten the sense of pride and identity by community residents. Identified trail routes should be integrated to create a comprehensive system of connected trails.

Recreational facilities for all ages should be considered. This may include a recreation center, swimming pool, tennis and basketball courts, soccer and baseball fields, and multi-modal and natural trails.

Open spaces should be preserved in sensitive areas, particularly along creeks and streams. Protecting these areas contributes toward regional efforts to improve water quality and protect tree cover/pervious surfaces. In addition, open spaces enhance quality of life and create additional value because properties located near open spaces typically have higher premiums. Open space preservation will ultimately allow Piedmont to maintain and preserve its rural character in designated locations.

#### Neighborhood Unit Features

- Functional street pattern of thoroughfares, collectors, and local streets.
- Schools, parks and neighborhood facilities located near center.
- No residential frontage along major thoroughfares.
- Use of limited cul-de-sacs in neighborhood layout.
- Streets are short in length.





## Economic Development Actions

Key general areas that need to be included in a specific economic development strategy are as follows:

1. Work with other smaller metro cities, area chambers of commerce, business district groups, the State, and other entities to promote job and income growth throughout the Oklahoma City Metropolitan Area.
2. Conduct a detailed market analysis for Piedmont and their trade area which will help reveal a number of key findings upon which a more detailed economic strategy can be developed.
3. Work with the Economic Development Committee and property owners to develop a commercial/retail recruitment program.
4. Maintain the ability to respond to future business development needs through supportive planning policies and targeted capital improvements while protecting existing residential and commercial areas and recognizing the City's limited fiscal resources.

## Strategic Investment

Investment in strategic areas assumes concentrating limited public resources in select areas that will have a positive economic “ripple effect” in surrounding neighborhoods and corridors. This Piedmont 2030 Comprehensive Plan identifies two (2) types of geographic areas to carry this out. Three (3) key catalyst areas define the important corridors and commercial/residential districts within Piedmont. The three catalyst areas are defined as:

- A. Piedmont Road Corridor
- B. Downtown Piedmont (Including its expansion east to Piedmont Road)
- C. Light Industrial/R&D District (adjacent to Northwest Expressway)

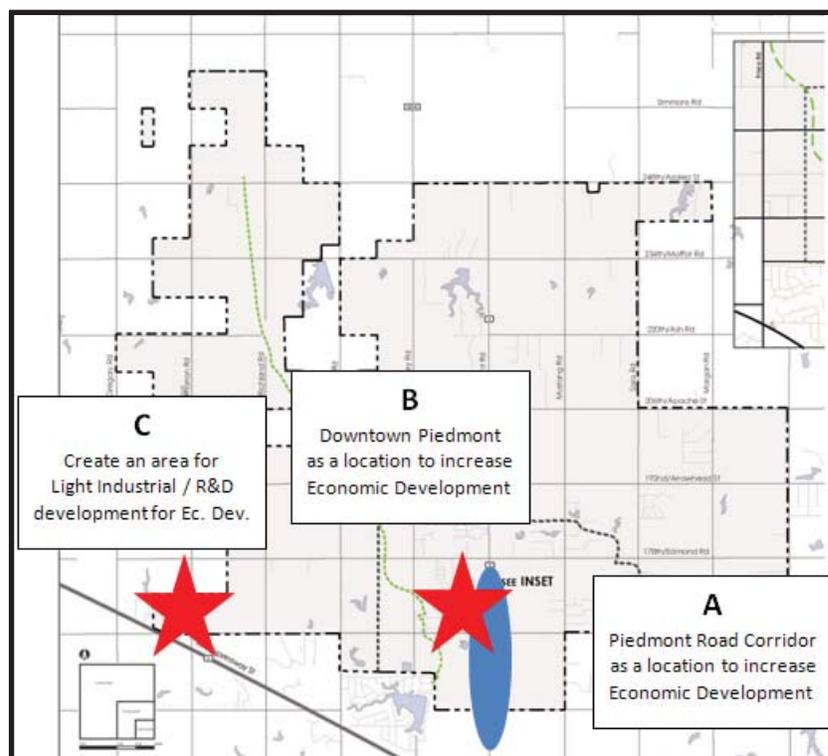
The relatively broad geography within each catalyst area shares common characteristics, opportunities, and challenges. They each have important attributes impacting how land is used (quasi-historic downtown core development, major transportation corridors, planned commercial/employment districts). Therefore, catalyst areas become a relatively distinct area to launch economic development and revitalization efforts.



Concentrating near-term private and public resources in real estate development projects within catalyst areas is the key step that builds a quality environment Piedmont's citizens envision in the long term.

These current and future catalyst, or target investment areas, in Piedmont should meet a majority of the following identified criteria:

- Primarily non-residential land use;
- May include existing vacant, and/or undeveloped parcels;
- Presence of a market opportunity in the near or long-term;
- May provide an opportunity to create mixed-use centers, emphasizing live/work/play/educate opportunities;
- Potential for creating key entryways or gateways into City;
- Preservation of property value and investment;
- Presence of support organizations;
- Demonstrated community need, both perceived and quantified;
- Dedicated ownership by individual and/or group;
- Opportunities to strengthen and/or link districts;
- Areas with potential for redevelopment, employment, new development, and creation of growth strategies.



Strategic Investment Catalyst Areas



## Education Initiatives

1. Within the existing Piedmont ISD, educational programs emphasize technology training, especially in the fields such as aerospace, vehicle assembly, bio-medicine, heavy equipment production, and communications which already have a strong presence within the Oklahoma City Metropolitan Area economy.
2. Create an economic development committee whose mission will be to define and create a plan to get a junior college or local university to commit to a campus in Piedmont.
3. Increase worker productivity, versatility, and wages by improving education at all levels.

## Downtown Actions

1. Encourage redevelopment, revitalization, and enhancement of all areas inside the downtown area including mixed-use housing.
2. Encourage the expansion of the downtown area over to Piedmont Road, which will give the downtown greater exposure as the community grows.
3. Develop facade enhancement and beautification programs based on providing City grants, loans and rebates.

## Grant Funding Opportunities

The following grants are examples of funding opportunities available to the City for enhancing economic development, neighborhoods, parks, and other issues related to the general livability and commerce of Piedmont.

### Non-profit and Volunteer Organizations

- *Community Development Corporation (CDC)*—A 501(c)(3) private, non-profit corporation formed to address special needs of a community, such as the revitalization of low and moderate-income neighborhoods; generally rely upon fundraising efforts for capital, funding may also include CDBG or HOME funds from the local government or State grants; typically undertake smaller projects that are less profitable to a bank lender by lending money directly or utilizing funds as a guarantee for conventional bank loans; usually comprised of a group of active community volunteers or developers and managed by financial administrators.
- *Piedmont Service Center* - A private company categorized under Social Service and Welfare Organizations. They provide social, family and human services to assist individuals in the Piedmont community.



- *Habitat for Humanity*—A 501(c)(3) non-profit organization that builds and rehabilitates homes in partnership with low-income residents. Houses, sold at no profit to pre-qualified, low-income families, are financed through no-interest mortgages. Mortgage payments are returned to a revolving fund, which is used to finance more construction. Pre-qualified homeowners are required to invest hours directly working on the Habitat project. The organization utilizes volunteer labor, monetary, and in-kind donations to build houses.
- *Christmas in April Program/Paint Your Heart Out Program*—Non-profit, “grassroots” efforts; typically begins by identifying properties and putting willing volunteers together with donated supplies. Cities can participate by helping identify housing units in need, prioritizing properties in need of improvement, obtaining donations from local businesses, signing up City staff and citizens who are interested in helping, and donating basic items. These programs have been proven to help improve numerous homes on an annual basis.

## Grant Funding Programs

- *Community Development Block Grant (CDBG)*—Federal, State, and County; administered by the Community Planning and Development Office (a department of the Housing and Urban Development (HUD)); allocates funds on a formula/entitlement basis; funding for activities directed toward neighborhood revitalization, economic development, and the provision of improved community facilities and services; participation can be through funds allocated by the State or County; generally no requirement for matching funds on the part of the receiver.
- *The Fair Housing Initiative Program (FHIP)*—Federal; administered by the Fair Housing and Equal Opportunity Office; allocates funds on a competitive/discretionary basis; generally no requirement for matching funds on the part of the receiver.
- *The Healthy Homes Initiative Program (HHIP)*—Federal; administered by the Lead Hazard Control Office and builds upon the HUD Department’s existing housing related health and safety issues; generally no requirement for matching funds on the part of the receiver.



- *The HOME Investment Partnerships Program (HOME)*—Federal, State, County, and Local; administered by the Community Planning and Development Office (a department of HUD); allocates funds on a formula/entitlement basis; funding may be used for a variety of activities, including housing rehabilitation, tenant-based rental assistance, assistance to homebuyers, acquisition of housing, new construction of housing, site acquisition, site improvements, demolition, and relocation; generally a requirement of matching funds on the part of the receiver equal to 25 percent of the grant amount.
- *Neighborhood Initiatives Grants*—Federal, State, County, and Local; administered by the Community Planning and Development Office (a department of HUD); allocates funds on a competitive/discretionary basis; generally no requirement for matching funds on the part of the receiver.



# Section 8: Public Facilities and Safety

Local governments face growing pressure and increased expectations with respect to promoting economic development, addressing social problems and improving the quality of life for all members of the community. At the same time, they are constrained by cost factors and limits to the ways in which they can generate revenue.

Direct investment and program creation are key policy responses. Yet equally important is the ability of local governments to convene key players who can take concrete action on these problems. Local governments can harness resources from a wide range of sectors. They can engage a variety of groups and organizations to work collaboratively towards the achievement of their overall vision and specific goals. In short, local governments can play a central role in building safe, healthy and caring communities.

*Caledon Institute of Social Policy - Strategies for a Caring Community: The Local Government Role.*

## Introduction

Public buildings housing the various governmental and service functions of a municipality are generally one of two types: (1) those requiring a nearly central or a common location serving the entire municipal area, or (2) those serving segments of the community on a “service-area” basis. Piedmont’s City Hall is an example of a governmental building serving the entire community, while local fire stations represent a public building having a service-area relationship with the community.

The Public Facilities element or section of the Piedmont 2030 Comprehensive Plan addresses the expectations a community’s residents have regarding public services and the facilities needed to provide these services. The Public Facilities element is a general assessment of several of Piedmont’s services and the related building space needed to provide such services. This assessment includes City administration, library, police, and fire services. Policies at the end of this section outline the way Piedmont’s leaders could address public service and facility needs in the years to come as the population continues to increase.

Input from the City of Piedmont has provided valuable data for the final recommendations in this section.



## City Employees & City Hall

Many of Piedmont's administrative departments and services are currently operated out of the City Hall facility, located on Edmond Road. Other departments and operational services are distributed throughout the City. The table below outlines the various departments and number of employees, and shows which departments operate out of City Hall. Typically, about 25 percent of a community's employees are housed in the City Hall facility; a growing Piedmont is comparable to this percentage.

City of Piedmont (2012) Department and Role	Employee	
	Full Time	Part Time
<b>City Hall Location</b>		
Administration	3	
Economic Development		
Finance Department	3	
Human Resources		
Information Technology		
Municipal Court	1	
Planning/Grants	1	
Fire Department		
Firefighter/EMT	4	
Volunteer Firefighter/EMT		
Volunteer Firefighter		
Sub Total	12	0
<b>Other Locations</b>		
Public Works	7	
Library	1	1
Parks and Recreation	2	1
Police Department		
Police Officers	9	1
Reserve Officers		-
Dispatcher	1	-
Administration	2	-
Sub Total	22	3
<b>TOTALS:</b>	34	3



### **City Employees by Department & Location**

Piedmont's current City Hall was constructed between 1994-1995 and is connected to the main Fire Station in town. The growing needs of the community will have City Hall looking to expand in the future. It might be nice to have City Hall in Downtown in the future. With citizens going Downtown, there would be increased support for its growth and development. Citizens could also then engage in new commerce while visiting the Downtown area.

The number of additional employees (part time and full time) that need to be accommodated within a City Hall facility will increase in 10 years to be able to meet the needs of the City's anticipated population growth. The table on the preceding page shows this calculation. Refer to Policy #1 for further discussion of City Hall improvements and recommendations.

### **Library Services & Facilities**

Citizens of Piedmont are provided library service through the Piedmont Library. The library is centrally located west of Downtown at 1129 Stout Drive. The library currently has several thousand square feet of building space on 2.1 acres of land. The Piedmont Library is the only local library location (i.e., there are no branches), and it is independent of the City, but is operated by a Board of Directors supported by the City.

The American Library Association (ALA) standard for library space in relation to population is 0.75 square feet per library patron. When this ratio is applied to a city's population, it needs to be adjusted for the number of citizens that are actually library patrons. This adjustment results in a ratio of 0.50 square feet per population, which is used to show the square footage needed for library services in Piedmont.

Important to note in this discussion is that the phrase "library service" has changed in recent years. It is no longer adequate to provide only books and other traditional research materials. Libraries need to be more diverse, with computer and internet related services as well. So, when the City (or Board) considers additional library services, these newer technology-related services also need to be considered along with the traditional provisions.

There are a number of ways the City, in cooperation with the Library Board of Directors, could provide additional library services, if it is determined that an expansion of the Piedmont Library is not feasible for financial or spatial reasons.

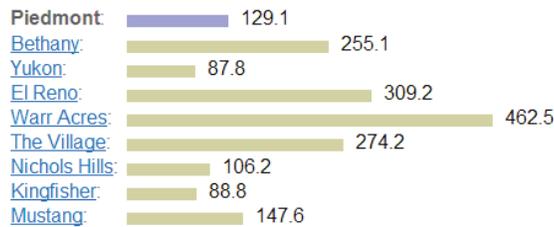


For example, library needs could be met with a satellite facility in another part of Piedmont. Another way to provide such services is not with additional building space, but with additional services that are not tied to a traditional “brick and mortar” building. These include outreach services, such as book service programs (i.e. delivery) for children and the elderly, tutoring programs, and cooperative-use programs with local school districts (i.e. for books, research materials).

Other types of services becoming more common with the advent of the internet include checking books and research materials out electronically with downloads, paying late fees on-line, or re-checking out books online. Establishing such programs would require some City and/or Library Board investment, but would likely be less expensive than building additional facilities to meet short-term needs.

## Police Services & Facilities

Police service is an extremely important factor in assessing a community’s quality of life. Safety is often a prime consideration for people when deciding where to establish a home. A high crime rate (or perception of crime) can cause people to decide not to locate to a particular area. Conversely, a low crime rate can be an attractor for population growth. Suburban communities like Piedmont often experience population growth due in part to the feeling of safety that a low crime rate provides. As shown below, Piedmont has a crime rate comparable with that of other cities in the area. Piedmont and other surrounding cities all have much lower crime rates than Oklahoma City.



*Piedmont crime index compared to nearest communities  
(Higher numbers indicate higher crime rates)*

## Police Officers

The Piedmont Police Department provides 24 hour a day protection to the City of Piedmont. Piedmont currently has ten (10) full-time police officer personnel, including the Chief, Deputy Chiefs, Lieutenants, Sergeants, and Officers. There are also two (2) support staff personnel (i.e. dispatchers and administrative). At least one (1) officer is on duty at all hours of the day and night. Normal manning between the hours of 8:00 a.m. and 12:00 a.m. is two (2), to often three (3) officers.



The Department has one Detective Sergeant who is responsible for following up on major crimes and incidents and filing appropriate charges. The Department has one School Resource Officer who works closely with the school system in schools located in the City of Piedmont. This Officer provides both security and instruction for the students in the local schools. The Police Department also provides their own dispatching services, Monday-Friday, 8:00 a.m. to 5:00 p.m. During other hours, dispatching services are contracted from the Yukon Police Department.

At this point, the Department does not have a strategic plan for department growth and expansion, but does recognize that manpower will need to increase in future years. As the City continues to grow in population and residential development, the need for police services will also increase. The City has a footprint of over 50 square miles, challenging officers to effectively provide preventative patrols, as well as a quick response to calls for service. It is possible for an officer to receive a call for service and have to respond to a location 15 or more road miles away, over surface streets that may be less than ideal for a rapid response. As the City continues to grow, the number of police officers in the Department need to grow as well, to keep up with service needs.

The ratio of police officers to population is commonly used to ensure the police force can properly serve the citizenry. The Piedmont Police Department uses a ratio of two (2) officers per 1,000 population. This is consistent with the national FBI recommended ratio of approximately 1.8 officers per 1,000 people. The City currently has a ratio of two (2) officers per 1,000 people. This is a good ratio because it is almost equivalent to the Police Department’s planning ratio.

The table below projects the number of police officers needed in the future in correlation with future population projections. Many more officers will be needed in the next 10 years if Piedmont’s population growth occurs as is anticipated within this Comprehensive Plan.

Current		Ratio	Future		
Current Number of Police Officers	Current Ratio of Officers/ Population	Planning Ratio of Officers/ Population	Piedmont Population in 2020 (estimate)	Piedmont Population in 2030 (estimate)	Piedmont Population in 2040 (estimate)
9	9/6,650	2 per 1,000	24/12,870	28/14, 750	36/18,018
Reference population estimates in Section 2 - Planning Process					

*Ratio analysis of future Police service needs*



## Police Department Space

Piedmont's Police Department currently operates out of the new facility located on Edmond Street and is approximately 7,400 square feet. This new facility is currently working well for the number of personnel within the department and has room for growth.

Given that the Police Department will need to grow in correlation with population growth, future needs are always good to use when establishing plans. Refer to Policy #1 toward the end of this section for recommendations related to the Police Department.



*Police Department's new facility*

## Fire Services & Facilities

Like police service, fire service is important to local quality of life. In addition to fighting fires, a community's fire personnel are often called on to provide emergency management services (EMS), alongside police and traditional ambulance services. Fire service and facilities are therefore a significant element in one of the municipality's main functions – ensuring the public's health, safety and welfare. A major factor in fire protection service is the service area of fire stations in relation to the geographic area of the community. The Piedmont Fire Department is a Certified Emergency Medical Response Agency at the Basic Life Support Level through the Oklahoma State Department of Health. Of note, the Fire Department currently receives support from 1% of sales tax. Any sharp downturn in the economy could affect funding for the Department.

The City of Piedmont is aggressively exploring options for more rapid ambulance response times. The City has been in discussions with several other EMS providers and is also researching the possibility of forming a 522 Ambulance District, which would provide funding for ambulance coverage from property taxes.



On July 1st, 2010, the Piedmont Fire Department transitioned from a 100% volunteer department to a combination paid/volunteer department. Initially, Piedmont had 2 salaried firefighters. In January and April 2011, a third and fourth salaried firefighter were added, respectively. The growth of the salaried Department has occurred faster than initially anticipated, however, the backbone of the Department is still the dedication and sacrifice of the volunteers.



*City Hall and Fire Station*

The City has been proactive in ensuring future fire stations will be available as development occurs. Fire stations can also be combined with other municipal uses such as water and wastewater facilities. In addition, stations can be funded through cooperative efforts with other governmental entities if the fire station coverage area will overlap with other jurisdictions. Refer to Policy #1 at the end of this section for further discussion on recommended City policies related to fire service.

Since 2007, the call volume for the Piedmont Fire Department has increased by 55%. The Piedmont Fire Department responded to a total of 241 emergencies in 2007, and 501 emergencies in 2011. For 2012, the Department is currently on track to surpass the number of emergency calls responded to in 2011. It is a constant battle to keep up with the growing requirements of the job with such a small staff.

### **Educational Facilities**

The Future Land Use Plan provides areas for expansion of residential neighborhoods throughout the City and out-lying areas. Growth in residential land uses within Piedmont and outer areas will invariably result in increases in the school-age population. The increases in this sector of the local population will directly impact the Piedmont Public Schools (PPS) in terms of its needs for expanded or new educational facilities, services, and administration. It is worth noting that the PPS does not currently cover the entire corporate limits of Piedmont – thus coordination with other school districts will be required in the future.



The maintenance of a high quality school district is and will continue to be important to Piedmont. Many aspects of the City are affected by the quality of local schools, including economic development and population growth. One of the best ways to ensure the quality of the PPS is maintained for the betterment of both Piedmont and the PPS itself, is to establish a cooperative and proactive planning effort between the City and the school district.



*Two of Piedmont's Public Schools*

The City's role in this cooperative effort will be facilitating communication between the PPS and development community at the earliest possible stages of the development review process. This would ensure the PPS is consistently informed about residential development activity and will allow it to respond accordingly. Policy recommendations related to City and PPS cooperation are noted at the end of this section.

## **Public Facilities Policies**

Following are recommended policies related to public services and facilities. The Implementation Plan and Strategies section will outline specific ways the City can implement these policies, along with other recommended policies from within this Comprehensive Plan.

### **1. Provide for Public Safety Services in Advance of Population Growth**

As stated previously within this Public Facilities section, providing for public safety and meeting other citizens needs are the primary function of government. Therefore, the City needs to be ready to meet these objectives as population growth occurs. The following are various recommendations that support the above Policy #1:

- Although present needs are being met by the existing City Hall, there will likely not be enough room to meet service needs 10 years from now. Since these types of capital facilities need much lead time for planning and design, it is recommended that within the next 5 to 8 years, the City hire an architectural firm to conduct an in-depth space needs analysis.



- There should be a policy that City Hall be relocated to the Downtown area. The Downtown has been, and should continue to be, the City's center for governmental services.
- The City should continue to proactively plan for fire service expansion. As the City grows in population, new fire stations must be built to maintain adequate coverage. The next location needed should be decided upon in the next one (1) to two (2) years, and property should be purchased if the new location is not already dedicated. General criteria the City should use in assessing a piece of property as a potential fire station location are as follows:
  - The property should be at least one (1) acre in size.
  - The property should not be located along a major thoroughfare, unless no other option is available. Ideally the location should be within approximately 500 feet of an arterial roadway.
  - The property should not be located at an intersection.

## **2. Increase Cooperative Efforts for Quality Local Education**

The availability of educational resources is key to an educated group of citizens. The quality of the local school district is often cited as one of the primary reasons people move into or out of a community. As one non-profit organization that is focused on factors related to overall livability asserts, "Without question, public education is a critical component of a livable community."

Given the importance of education to a community's livability and sustainability, Piedmont should continue to foster close relationships with the local school district by working with the Piedmont Public Schools (PPS) to coordinate where future school sites will be needed in relation to population and development.



The following efforts should be undertaken to establish a formalized cooperative process with the PPS, ensuring it is aware of new development:

- A PPS verification form should be included in the developers' application requirements stating that the PPS have been contacted, and whether the PPS have a need for additional educational facilities within the boundaries of the proposed project;
- Piedmont and the PPS should work together to coordinate the use of sites so they are mutually beneficial for both. For example, sites should be established allowing elementary schools to be placed next to public parks.
- Piedmont should partner with the PPS on issues important to both entities; examples include state legislation on financing issues and economic development incentives for new businesses.

### **3. Work Cooperatively with other Government Entities to Provide Service & Facilities**

Inter-jurisdictional cooperation is recommended for public services and facilities. The cost of constructing facilities and operation and maintenance costs be shared. Adjacent cities and counties are the most likely entities with which Piedmont could partner.

- The City should investigate ways it can work with adjacent communities and counties to provide public services and facilities.

## **Conclusion**

One of the primary functions of government is to provide citizens with essential services. This Public Facilities element outlines ways Piedmont can most effectively provide these services, such as City administration, police, and fire. Library and school district services that may not be essential, but are closely tied to the local quality of life, are also discussed. If followed, these recommendations and policies should help the City continue to provide its citizens with high quality and efficient services and facilities.



# Section 9: Implementation Plan and Strategies

## Introduction

This Implementation Plan section contains specific action items drawing from policies and recommendations identified throughout the Piedmont 2030 Comprehensive Plan. The Implementation Plan goes beyond the typical implementation tools of zoning, subdivisions, and capital improvements to holistically address implementation and ensure long term sustainability of the community.

“Plans are only good intentions unless they immediately generate into hard work.”

- Steven Jobs

The Implementation Plan arranges implementation measures consistent with the organized structure of Piedmont 2030 Comprehensive Plan. Each table in the implementation section identifies the policies in the corresponding element of the 2030 Plan so responsible parties can oversee and initiate implementation actions, time frames, and potential funding sources.

Due to the broad nature of citywide implementation of the Piedmont 2030 Comprehensive Plan, more detailed information on individual actions will be addressed in the responsible departments' work programs.

## Timeframe for Implementation

Execution of the Implementation Plan will be an ongoing process throughout the 20 year planning horizon. The pace at which implementation occurs will be dependent on the City's budget and market conditions. Each element of the Implementation Plan organizes action items by the timeframe in which they are recommended to be undertaken.

The timeframes associated with each action are based on input from representatives of the responsible City departments and an effort was made to identify reasonable timeframes for these actions. Due to their importance in implementing the key recommendations of the Piedmont 2030 Comprehensive Plan, some actions have aggressive timeframes for implementation. As such, it may be necessary to allocate additional resources to meet the specified timeframes for those actions.



The timeframes included in the Implementation Element are:

- *Short-term* actions are those anticipated to be completed within 0-3 years;
- *Mid-term* actions within 3-5 years;
- *Long-term* actions within 5-10 years; and
- *Ongoing* actions are part of current standard practices or programs and have no definite completion date.

### **Funding and the Budget Process**

The Implementation Plan is intended to be an integral part of the City's budget and finance process. The Plan should be used as an informational tool to identify funding priorities during the budget process and formation of the City's financial strategies and plans for the 2030 Plan implementation.

### **Annual Updates to the Piedmont 2030 Comprehensive Plan**

Beginning in early 2015, City Planning staff will prepare an annual monitoring report for the City Planning and Zoning Commission evaluating the progress and effectiveness of the implementation actions outlined by the Piedmont 2030 Implementation Plan.

In addition, this report will outline recommended updates to the Piedmont 2030 Comprehensive Plan. The annual review by the Planning and Zoning Commission will occur in advance of the City's annual budget preparation process so the Commission can outline a work program with associated funding requirements and provide recommendations to both the City Manager and City Council to consider as part of the City's budgeting process. Upon completion of the annual review, the City Planning and Zoning Commission will initiate any necessary updates to the 2030 Comprehensive Plan.

### **Regulatory Mechanisms**

The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the Implementation Plan. Each zoning, development, and subdivision decision should be evaluated and weighed against applicable proposals contained within the Plan. If decisions are made that are inconsistent with plan recommendations, then they should include actions to modify or amend the Plan accordingly to ensure consistency and fairness in future decision-making.



Amending the Subdivision and Zoning Ordinances represents two major proactive measures the City can take to implement the 2030 Comprehensive Plan recommendations.

### **Zoning Ordinance**

Zoning is perhaps the single most powerful tool for implementing the Plan's recommendations. The City's Zoning Ordinance should be updated with the recommendations contained within the chapters of this 2030 Comprehensive Plan. All zoning and land use changes should be made within the context of existing land uses, future land uses, roads, and planned infrastructure.

### **Zoning Text Amendments**

There are recommendations within this 2030 Comprehensive Plan relating to enhancement of the design standards. Their implementation will not only improve future development and interaction between land uses, but will also improve Piedmont's overall image and livability. Examples of these recommendations include nonresidential building design and sign amendments.

These recommendations should be itemized, prioritized, and incorporated into the Zoning Ordinance accordingly. Additionally, the creation of special zoning districts may be needed to enhance or create the intended character within a specific area, particularly along Piedmont Road. These special districts, also commonly referred to as overlays, should implement standards that will achieve the intended results within the identified area, yet remain flexible enough not to prohibit or deter future development.

### **Capital Improvement Program**

A Capital Improvement Program (CIP) is essentially a city's adopted budget for the fiscal year, outlining capital projects, justification, priority level, time frame, and financing arrangements. Capital improvements are integrally linked to the City's Comprehensive Plan and its regulatory ordinances.



A capital improvement, such as a water treatment plant, illustrates this concept in the following example:

*The comprehensive plan recommends areas for a particular type of development, the zoning ordinance reinforces plan recommendations with applicable zoning districts consistent with that type of development, and the subdivision ordinance regulates the facilities (e.g., utility extensions, roadway widths, etc.) necessary to accommodate that type of development. The type of development that is recommended by the comprehensive plan and that is regulated and approved in accordance with the zoning and subdivision ordinance dictates the water treatment plant's size and capacity.*

It is in the City's long-term financial interest to invest regularly in the physical maintenance and enhancement of Piedmont, rather than undertake large improvement-type programs at longer time intervals. A modest amount of money expended annually on prioritized items, in accordance with plan recommendations, will produce a far greater return to the City than will large expenditures at long intervals.

Although capital projects typically refer to roadways, drainage, parks, and other public safety issues, cities can also budget funding through the CIP for special studies or programs to address specific issues. For example, the City may want to designate funding to conduct feasibility studies or create training programs.

The City may consider developing a comprehensive CIP to help balance the community's needs and growing infrastructure demands. The difference between a traditional CIP and a comprehensive version is a more thorough, inclusive, and objective process, where projects are categorized and prioritized. The comprehensive CIP evaluates the capital improvement projects identified by the City and, based on input from City staff, citizens, and the City Council, cost, and funding opportunities, subjectively prioritizes each project.

During the development of a comprehensive CIP, project information is gathered from City staff, including the number of projects, types, and general details of each. City staff and key community leaders provide input on ranking criteria – issues that are important to the City – which are used to create a scoring system. Each project then receives an objective score based on how it meets the ranking criteria.



For example, if Piedmont feels public safety and quality of life are two of the most important principles, then projects relating to those aspects will receive a weighted score. Following the scoring of projects, City staff helps identify the justification of the ranking of each project.

## Implementation Schedule

Implementation Plan and Strategies				
Item	Topic	Schedule	Mechanism	Summary Information
<b>FUTURE LAND USE</b>				
L1	Formally adopt the Piedmont 2030 Comprehensive Plan.	Short Range	City Council	
L2	Focus commercial development along Piedmont Road in village or nodal patterns, versus linear in form.	Short Range	City Council / P&Z	Transportation and land use development go hand-in-hand.
L3	Employ code enforcement and compliance strategies/compliance programs to support new high quality commercial development.	Short Range	City Staff and Policy	Helps with economic development.
L4	Promote the development of non-residential land uses in appropriate areas within Piedmont to diversify the City's tax base and provide high quality public services.	Short Range	City Policy	Transportation and land use development go hand-in-hand.
L5	Ensure existing and future development along Piedmont Road corridor is visually attractive by incorporating quality design regulations, architectural standards, and well planned/master planned sites.	Short Range	City Council / P&Z	
L6	Support and promote increased commercial and residential densities near Piedmont Road and the Downtown community area.	Short Range	City Policy	
L7	Encourage quality connections between residential neighborhoods and neighboring retail centers to encourage walkability.	Long Range	City Council / P&Z	
<b>TRANSPORTATION / MOBILITY</b>				
T1	Update all transportation documents to reflect a cohesive vision for transportation and thoroughfares within Piedmont, including appropriate ROW, cross-Sections and roadway designs.	Mid Range	Subdivision Ordinance/ City Policy	
T2	Acquire ROW through easements in conjunction with ultimate roadway configuration goals to create a safe and efficient roadway transportation network and reduce long term land acquisition costs.	Long Range	Thoroughfare Plan	
T3	Thoroughfare Plan connectivity with potential new access off the Northwest Expressway into Piedmont.	Long Range	Thoroughfare Plan	Transportation and land use development go hand-in-hand.
T4	Ensure connectivity within and between various portions of the City, promoting better circulation patterns and easing congestion.	Long Range	Thoroughfare Plan	
T5	Continuously monitor regional transportation planning efforts and ensure planning efforts within the City are accurately reflected in regional planning initiatives.	Long Range	City Policy	
<b>DOWNTOWN PIEDMONT</b>				
D1	Establish a wayfinding signage plan for Downtown - this can be a component of the Piedmont Gateway effort.	Short Range	City Staff and Policy	
D2	Create a plan for Master Downtown that will address: buildings, future space, parking, pedestrian movement, signage, promotion, implementation, and funding.	Mid Range	City Staff and Policy	Success of Downtown broadens the opportunity of citywide economic growth
D3	Create a plan for a Downtown area park.	Mid Range	City Staff and Policy	
D4	The Downtown plan needs to include Piedmont Road and the common adjacent development and opportunities.	Mid Range	City Staff and Policy	



Implementation Plan and Strategies				
Item	Topic	Schedule	Mechanism	Summary Information
<b>DESIGN/DEVELOPMENT</b>				
DD1	Conduct a Visual Preference Survey (VPS) to define Piedmont's desires for architectural façades and site design features.	Short Range	City Policy	
DD2	Need for quality landscape standards to be developed and included in City Development Regulations.	Ongoing	City Policy	
DD3	Need for revised Development Regulations to define street design features which includes: - Short block lengths - When curvilinear streets are advantages - Advantageous of curb and gutter - Need for sidewalks on both sides of street - Trail linkages between neighborhoods	Ongoing	City Policy	
DD4	Need for basic architectural standards to be created from VPS input which includes: Masonry percentages - Garage orientation - Desired roof pitches - Opportunities for energy use reduction - Etc.	Ongoing	City Policy	

<b>PARKS, OPEN SPACE &amp; RECREATION</b>				
P1	Develop a park land dedication ordinance for the City to acquire land and/or money in lieu of as developments occur.	Short Range	City Staff and Policy	
P2	Construct gateways and utilize Piedmont branding along key corridors and at major entrances into the community.	Short Range	City Staff and Policy	
P3	Support "Complete Streets" development in Piedmont.	Short Range	City Staff and Policy	Healthy community helps many issues in Piedmont.
P4	Implement the Parks and Trails element by integrating trails into roadway design and through the use of greenway corridors.	Mid Range	City Staff and Policy	
P5	Incorporate the Trails Master Plan as new development occurs and develop parks with amenities for all ages.	Mid Range	City Staff and Policy	Healthy communities with trails get grant opportunities for additional funding.
P6	Identify potential bicycle corridors, particularly in areas connecting parks, schools and public facilities such as a library or future recreational facility.	Mid Range	City Staff and Policy	

<b>ECONOMIC DEVELOPMENT</b>				
ED1	Create an economic development strategy coordinated between City, Chamber of Commerce, and County.	Mid Range	City Council, Chamber, and coordination with County	Economic development the key to fiscal success.
ED2	Create an economic development strategy to focus on employment opportunities.	Mid Range	City Staff and Policy	Economic development the key to fiscal success.
ED3	Encourage the development of additional non residential land uses within Piedmont allowing residents to shop, gather, and recreate within the City.	Mid Range	City Staff and Policy	Economic development the key to fiscal success.
ED4	Need to create an agreement for a college, trade school, or nursing school to open in Piedmont.	Long Range	City Council, Econ. Dev. Department, and Chamber	Economic development the key to fiscal success.



Implementation Plan and Strategies				
Item	Topic	Schedule	Mechanism	Summary Information
<b>PUBLIC FACILITIES &amp; SAFETY</b>				
PF1	Continue growth of Police, Fire, and EMS departments to better serve Piedmont and improve level of service.	Mid Range	City Council and Policy	Improved public safety services will assist economic development and quality growth of community.
PF2	Provide for City Hall and public safety services in advance of population growth.	Mid Range	City Council and Policy	
PF3	Increase cooperative efforts for quality local public education with Piedmont Public Schools.	Mid Range	City and PPS	Improved public education will assist economic development and quality growth of community
PF4	Work with other government entities to provide service and facilities (education, safety and health).	Mid Range	City Council and Policy	

ADDITIONAL ITEMS				
A1	Modify, adjust and rework the current zoning code definitions to better correspond to the Future Land Use categories.	Short Range	City Policy	RE Rural Residential RE-1 Medium Size Rural Estates Residential RE-2 Minimum-Size Rural Estates Residential RS-2 Single-Family Residential RS-3 Single Family Residential RD-1 Two-Family Residential RM-1 Multi-Family Residential C-1 Local Commercial C-2 General Commercial C-3 Central Commercial
A2	Create new zoning codes for future land uses not currently identified.	Short Range	City Policy	Downtown Commercial Mixed Use
A3	Modify the list of allowable development uses under each zoning category. Make the list more current for current development types.	Short Range	City Policy	
A4	Revise Capital Improvement Plan and process to coordinate with Piedmont 2030 Comprehensive Plan and implementation strategies.	Short Range	City Policy	CIP supports implementation of Piedmont 2030 Comprehensive Plan
A5	Update Water and Wastewater plans in conformance with the Future Land Use Plan and proactively plan for distribution to key development areas.	Mid Range	City Policy	
A6	Support development in Piedmont following ACOG and ULI's twelve (12) principles of development and community excellence outlined here.	Long Range	Community Development/ City Policy	1. Development diversity 2. Efficient growth pattern 3. Pedestrian orientation 4. Variety of housing choices 5. Activity centers 6. Environmental stewardship 7. Create quality places 8. Efficient mobility options 9. Resource efficiency 10. Strong educational opportunities 11. Healthy community 12. Implementation focus





## Funding Mechanisms

The following is a discussion of possible funding mechanisms the City may utilize to finance projects.

### Protect Prime Retail Property

Prime retail property should not be developed for any purpose other than retail. Retail sales tax revenue can be a major contributor to the City's overall budget. Piedmont's location along major corridors provides prime locations for a variety of retail uses, particularly along Piedmont Road. This land should be preserved for retail use through zoning and land use regulations; other less attractive sites should be encouraged to redevelop as office or residential uses.

### Attract Tax-Generating Businesses

It is extremely important for the City to have a budget balanced by revenue from residential and nonresidential uses. Quality nonresidential development helps offset the cost of public services generally demanded by residential uses. Increasing revenue from other sources will eventually allow the City to lower the tax burden of its residents.

### Tax Increment Reinvestment Zones (TIRZ)

Tax Increment Reinvestment Zones (TIRZ) are special districts wherein tax revenues resulting from increased property values fund public improvements within that specific geographic area. The property tax rate paid by property owners is the same paid in other areas of a city, but the additional tax paid on the increased property value would be allotted to a special fund that would finance improvement projects within the TIRZ.

### Public Improvement Districts (PIDs)

Public Improvement Districts (PIDs) are special districts that have elected to pay additional taxes to receive special services not typically provided by the City. For example, PID funds may be used for parking improvements, park-related or cultural improvements, security services, landscaping, public art, and pedestrian areas, among other types of improvements.

### State & County Funding

Coordination within the state agencies ACOG and Canadian County is recommended for the joint planning and cost sharing of projects. A widely utilized example of state funding is the use of funds allocated by the Oklahoma Department of Transportation (ODOT). ODOT receives funds from the federal government and directly from the state budget that it distributes for roadway construction and maintenance across the state. There are several roads within Piedmont that would be eligible for such funds in the future.



The City should work with Canadian County to secure increased County participation in projects that impact not only Piedmont, but the County as a whole. Citizens within the City of Piedmont are also citizens of Canadian County, and they could benefit from such participation through improved park areas and roadways.

A bond program similar in structure to several Oklahoma counties, most notably Canadian County in Central Oklahoma, would be most beneficial.

### **Various Types of Bonds**

The two most widely used types of bonds are general obligation bonds and revenue bonds. General obligation bonds are commonly referred to as G.O.s and can be described as bonds that are secured by a pledge of the credit and taxing power of the City and must be approved by a voter referendum.

Revenue bonds are bonds that are secured by the revenue of the City. Certificates of obligation, commonly referred to as C.O.s, can be voted on by the City Council without a City-wide election/bond referendum.





# Appendix

## Definitions

Many terms used or referenced in the Piedmont 2030 Comprehensive Plan with their primary definition are noted below:

**Alternative Modes of Transportation;** Methods of moving people other than automobiles, including: bicycles; trails; sidewalks; trolleys; buses; trains; etc.

**American Planning Association (APA);** Organization of professional planners and community leaders promoting best practices in regional/city/town planning, land development and mobility. See [www.planning.org](http://www.planning.org).

**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. As a Council of Governments, ACOG's purpose is to aid local governments in planning for common needs, cooperating for mutual benefit, and coordinating for sound regional development. ACOG is an organization of, by, and for local governments allowing member entities to work in partnership to address issues or problems common to many jurisdictions. This regional cooperation serves to strengthen both the individual and collective capabilities of local governments. Originally established in 1966, ACOG is one of 11 Councils of Governments in the State of Oklahoma, and one of several hundred planning organizations across the country. ACOG both complements and supplements local government activities, but is not, itself, a governmental unit. It does not possess power of legislation, enforcement or taxation. See [www.acogok.org](http://www.acogok.org).

**Bicycle;** A bicycle, often called a bike, is a human-powered, pedal-driven, single-track vehicle, having two wheels attached to a frame, one behind the other. A person who rides a bicycle is called a cyclist, or bicyclist. Bicycles are used for mobility on streets, sidewalks and trails.

**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 before the American Civil War. This historic trail route provides Piedmont a recreation and historic opportunity.

**City Council;** The governing body of the City of Piedmont, Oklahoma.

**Community Vision;** The comprehensive aspects of a community's many desires for the future.

**Complete Streets;** Streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a Complete Street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. Benefits of Complete Streets include: improved safety, encourage walking and bicycling for better health, can lower transportation costs, and fostering strong communities. See [www.completestreets.org](http://www.completestreets.org).

**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.

**Comprehensive Plan Elements;** The specific components of a comprehensive plan. These elements combine to create the overall plan. Elements include items such as future land use, revitalization, transportation, and parks and recreation.

**Curb Cuts;** Area of a sidewalk or curb that is removed and replaced with a ramp or flat space to enable vehicular, wheelchair, bicycle or other access. Because too many curb cuts on a commercial corridor can have a negative impact on the pedestrian or non-vehicular environment, the number should be minimized and access between properties should be coordinated and encouraged.

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



**Design Guidelines;** Formal set of guidelines for use by developers. Guidelines set out character and quality levels to be met.

**Design Standards;** Formal set of standards for development that require certain development characteristics and quality levels for the built and natural environment.

**Dwelling Unit;** A building designed to be occupied by one family, commonly referred to as a D.U.

**Escrow Dollars;** Local entity, agency or government designates (escrows) revenue from a specific source for use in a specified location and/or for a specific purpose; dollars can be used as matching funds. A source of revenue could include returns from a public-private project over and above a pre-negotiated preferred return. See also: Tax Increment Financing (TIF).

**Fee Waivers;** Agreement by the municipal government to waive fees associated with certain types of development or redevelopment in specific areas of a community.

**Federal Transit Administration (FTA);** See [www.fta.dot.gov](http://www.fta.dot.gov).

**FTA Funding;** Legislatively-specified funds that may be used for either transit or highway purposes; Intermodal Surface Transportation Efficiency Act (ISTEA) of 1999 was continued with the Transportation Equity Act for the 21st Century (TEA-21); flexibility allows a community to use certain federal surface transportation funds based on local planning priorities, not on a restrictive definition of program eligibility. Flexible funds include Federal Highway Administration (FHWA) Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds as well as Federal Transit Administration (FTA) Urban Formula funds.

**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.

**Gateway Improvements;** A variety of improvements (signage, public art, pavement, streetscape, architecture, and other constructed elements) serving to announce to passersby that they have arrived at a specific place in City.



**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; sales tax refunds could be considered a form of grant since they act as incentives and do not require repayment.

**Independent School District (ISD);** A public authority responsible for education, which is not part of another government entity such as a City, city, or a county. (Example: Piedmont Public Schools).

**Inter-Local Agreement;** An agreement between governments or other agencies allowing them to cooperate with one another in the performance of specific tasks to achieve economies of scale and reduce duplication of effort.

**Land Assembly;** Assembly/acquisition of property by a public, private, or non-profit entity in an effort to position it for development of larger projects; can happen through various means, including purchase of properties or vacation and/or rerouting of streets, alleys, etc.; when public sector is involved, its role can be as agent of the acquisition or as facilitator; public sector actions are subject to limitations under state law.

**Lighting Standards;** Standards and specifications for lighting on private property (responsibility of the individual owner) as well as lighting in the public realm (responsibility of the City); should address illumination and energy-efficiency standards as well as lighting design.

**Level of Service (LOS);** Describes a range of operating conditions measured for a particular activity. For example, roads within the community are designed to meet specified goals regarding mobility, connectivity, regional planning, and land use development. Level of Service is a measure used to describe street standards necessary to address the role of the street. It also acts as an indicator of the relative level of traffic congestion on a roadway, ranked from “A” (best) to “F” (worst).

**Metropolitan Area Projects;** (MAPS) is Oklahoma City's visionary capital improvement program for new and upgraded sports, recreation, entertainment, cultural, and convention facilities. The projects began on December 14, 1993, when voters approved the MAPS sales tax, and were completed on August 17, 2004 with the dedication of the Ronald J. Norick Downtown Library.



The MAPS logo (on the web site) represents each of the nine elements of MAPS: the new AT&T Bricktown Ballpark, renovation of the Myriad (now Cox Convention Center), improvements at the State Fairgrounds, the Bricktown Canal, a new Library/Learning Center, new trolleys, a near-rebuilding of the Civic Center Music Hall, improvements to the North Canadian River, and construction of the Ford Center. It is believed Oklahoma City is the first city in the country to undertake a public facility enhancement project of this size. See [www.okc.gov/maps](http://www.okc.gov/maps).

**Mixed-Use Development;** Practice of allowing more than one type of use in a single building or set of buildings (development project); 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 (3) or more families living independently of one another, exclusive of boarding houses, hotels, or motels.

**Oklahoma City Metropolitan Statistical Area (OKCMSA);** The Oklahoma City Metropolitan Area is a large urban region located in the central part of the state of Oklahoma. It is often known as the Oklahoma City Metro or Greater Oklahoma City Area, and contains the state capital and principal city, Oklahoma City. Seven counties make up the Oklahoma City Metro: Canadian, Cleveland, Grady, Lincoln, Logan, McClain, and Oklahoma. According to the 2010 U.S. Census, the area had a population of approximately 1,255,000.

**Oklahoma Department of Transportation (ODOT);** A State agency providing technical assistance to counties primarily responsible for transportation policy and planning, facility design, construction, maintenance, and operation for state transportation facilities including roads, bridges, waterways, and to a lesser degree, airports.

**ODOT;** See Oklahoma Department of Transportation. See [www.odot.gov](http://www.odot.gov).

**Office;** Office uses include multi-tenant lease spaces and single occupant buildings housing professional businesses.



**Overlay Plan;** A designation superimposed on one (1) or more existing districts; designed to protect or enhance an area's special qualities; governmental review of all developments, with the power to approve design according to standards contained in the ordinance or in a district plan or design guidelines; program elements may include tradeoffs/incentives in development plans, such as density bonuses and/or modified requirements in exchange for public amenities.

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

**Parking Strategy;** A program involving various policies and programs combining to result in the more efficient use of parking resources; strategy may include multiple components such as: shared parking, parking management, special standards and more.

**Piedmont; City of Piedmont;** Piedmont is a city in Canadian and Kingfisher counties in the U.S. state of Oklahoma, and is a part of the Oklahoma City Metropolitan Area. The population was 3,650 according to the 2000 census. Piedmont is a Home Rule City served by a Council-Manager Government. According to the United States Census Bureau, the City has a total area of 43.9 square miles. See [www.piedmont-ok.gov](http://www.piedmont-ok.gov).

**Placemaking;** The need to create physical places and settings allowing each individual the opportunity to flourish - economically, to be sure, but also intellectually, spiritually, and creatively. Creative opportunity implies great diversity allowing for freedom of choice, always with an eye to the elusive quality of authenticity, and quality environment.

**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.

**Right-of-Way (ROW);** Land provided for the purpose of access.

**ROW;** See Right-of-Way.

**Revenue Bonds;** Bonds issued based on the secure revenue stream from a project, such as parking fees resulting from construction of a parking structure (or some other item of public benefit); may be issued and repaid by the anticipated revenue resulting from the funded improvement.

**Retail Incubator;** Facility designed to grow (or incubate) new retail or service users; concept is intended to house new entrepreneurs as they develop their businesses with the intent of preparing them to launch on their own once they are viable; qualifying businesses in the incubator pay below-market rates and share resources with other entrepreneurial businesses.

**Streetscape Standards;** Site design and improvements in the area between buildings occupied by the public street right-of-way (ROW) and related street, sidewalk, and landscaping improvements; among the most important urban design features because 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 (1) family.

**Slope;** The percentage (%) of rise or fall of land in its natural undisturbed state.

**Stakeholders;** Citizens representing a cross section of the community.

**Strategy;** A careful plan, action(s), and/or method(s) to achieve a desired outcome. The science and art of employing political, economic, and psychological factors of an organization affording the maximum support for adopted policies.

**Street;** Any dedicated public thoroughfare affording the principal means of access to abutting property for automobiles.



**Street Intersection;** Any street joining another street at an angle, regardless if it crosses the other.

**Street Median;** The non-pavement or pavement area between the moving traffic lanes of a street, typically the area for landscaping.

**Subdivision and Development Codes;** Rules for 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.

**Sustainability Goals;** Community-wide or area specific sustainability goals, including: individual health (wellness), shelter (ample housing choice), food security; access and mobility, education and skills, economic vibrancy, materials management, water efficiency, ecosystem integrity, energy and climate (carbon neutral), social equity, identity and culture, etc.

**Surface Lot;** Parking lot on a single level, at grade, most frequently paved and designed with quality landscaping (in contrast to a structured or below-ground parking facility); used by a range of motor vehicles; least expensive to construct.

**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 allocated to an administering agency directly to finance redevelopment activities.

**Thoroughfare – Major;** Major thoroughfares are the largest local roadways and carry vehicles within and through the City. They are intended to funnel traffic from minor thoroughfares and collector streets to highways, or to other major thoroughfares, and generally serve long trip lengths.



**Thoroughfare – Minor;** Minor thoroughfares are slightly smaller than major thoroughfares and are intended to convey traffic from neighborhoods and collector streets to major thoroughfares, and generally serve moderate trip-lengths.

**Townhouse Residential;** Vertical attached dwelling unit designed to be occupied by not more than one family.

**Transect;** The urban-to-rural transect is an urban planning model. The transect defines a series of zones transitioning from sparse rural farmhouses to the dense urban core. Each zone is fractal, meaning it contains a similar transition from the edge to the center of the neighborhood. The transect is an important part of the New Urbanism and Smart Growth movements. The importance of transect planning is particularly seen as a contrast to Euclidean zoning and suburban development.

**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;** Urban design is the collaborative and multi-disciplinary process of shaping the physical setting for life in cities and villages; the art of making places; design in an urban context. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, and the establishment of frameworks and processes that facilitate successful development. Urban design is about how to recapture certain qualities (which we experience as well as those we see) that we associate with the traditional city: a sense of order, place, continuity, richness of experience, completeness, and belonging. Urban design lies somewhere between the broad-brush abstractions of planning and the concrete specifics of architecture. It implies a notion of citizenship: life in the public realm.

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



**Wayfinding Program;** Comprehensive informational and directional signage program; can include or incorporate: architectural and landscape elements (landmarks); signs and information components (ranging from street signs to kiosks); maps and websites (printed and electronic media); and people as guides (taxi/bus drivers).

**Zoning District;** The districts established in the Zoning Ordinance of the City.

**Zoning District Map;** An integral part of the Zoning Ordinance, the Zoning District Map serves as the official map upon which the boundaries of the various zoning districts are defined.

**Zoning Code;** The device of land use planning used by local governments (Piedmont); typically characterized by the practice of designating permitted uses of land based on mapped zones which separate one set of land uses from another; may be use-based (regulating the uses to which land may be put), may regulate building height, lot coverage and similar characteristics or some combination of these.





## **Elements of the 2030 Comprehensive Plan get once over**

August 22, 2012

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The local task force charged with working with the consulting firm hired by Piedmont to create a new comprehensive plan for the city began looking at the transportation and economic development elements of the new plan Tuesday.

"Probably, outside of future land use, transportation is the most important element of the plan," Rick Leisner of Jacobs, told the task force. JACOBS is the consulting firm working with the city on the plan.

He noted roadway considerations in the plan take into account that increased automobile access needs to be designed into all school facilities, better intersection control and signalization is needed as demand is defined for all public intersections, and a divided roadway section for Piedmont Road from the Northwest Highway to Edmond Road will be best for safety and image appeal arriving into Piedmont.

The task force also modified another recommendation to say that all roads require good maintenance as related to traffic.

The plan recommendation goes on to say bar ditches and natural drainage adjacent to streets and roads is part of the rural character desired by residents. Finally among roadway considerations, the plan says roadway improvements need to be supported by land developers paying a fair share of cost due to traffic impacts.

The task force requested Jacobs to look at putting a loop into the plan off Piedmont Road at the south end of town to limit the number of driveway cuts along Piedmont Road as that area develops commercially.



Leisner said the plan does contain access management to reduce the number of ingress and egress points. He said the plan notes that the reduced number of driveways permits more landscaping to enhance roadway aesthetics and helps pedestrian traffic by reducing pedestrian contact with turning traffic.

The task force also discussed making major and minor arteries friendly to bicycle traffic.

Leisner noted that it is time for Piedmont to start connecting streets in developments to other nearby developments whenever possible.

“This helps police and fire with ingress and egress,” he told the task force. He noted this goes for both residential and commercial development.

Task Force member Vernon Woods said he would like to see the city move to streets developed on half mile grids, rather than on one-mile or section line grids.

Leisner pointed out that in the core of the community, the plan does call for minor arterial streets throughout sections.

The task force agreed to have City Manager Jim Crosby and the city staff work with Leisner to work on street classifications for the plan. Crosby invited Woods to meet with that group to ensure that Woods’ grid vision is integrated into the plan. While looking at the Economic Development aspect of the plan, Jacobs recommends that the city work with other smaller metro cities and other groups and the State to promote job and income growth throughout the OKC region.

Among other things, it was also recommended that Piedmont conduct a detailed Market Analysis for the city and its trade area and to work with work with the Economic Development Authority and property owners to develop a commercial/retail recruitment program.

The plan draft says strategic investment for economic development should be made in three areas. Those are along the Piedmont Road corridor, downtown Piedmont and in an area adjacent to the Northwest Highway in west Piedmont for a light industrial and research and development district.

Leisner also suggested that Piedmont might want to “get on the radar screen with regards to a regional health care providers.”



He told the task force he anticipates the group is within four to six weeks of having the planning document completed. At that time he said the city could begin the adoption process for the document.

Task Force members said they would like the Piedmont Planning Commission to first consider the final document before it is presented to the city council for final approval.

Task Force member Charles Coffman, a member of the city council, said he would like to see the planning commission look for city code that needs to be changed to fit the finalized document, and have as many of those changes ready for consideration when the plan goes to the council.





## **City considers annexation at NW highway**

July 27, 2012

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www.piedmontnewsonline.com is the website for the  
Piedmont-Surrey Gazette.

By Roger Pugh, Publisher  
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Many Piedmont city officials and city leaders have long wanted to figure out a way to get a piece of the Northwest Highway corridor into the Piedmont city limits. Monday, the city council began discussion of a possible annexation of land where Washington Ave (NW 164th) intersects with the highway west of the city.

Councilman Vernon Woods said his studies show the land in that area was in the county jurisdiction and not a part of Oklahoma City.

He said he would like to find a way to capture a strip on both sides of the highway so Piedmont could benefit at some future date from commercial development he believes will eventually come that way.

Washington and the highway intersect almost one-half mile west of Cimarron Road. By law, over one-half of the landowners in the affected area would have to agree to the annexation.

Woods said the city must find a way to convince the property owners in that area that it would be to their benefit to be annexed into Piedmont. In the past, city leaders have tried to entice property owners just south of Piedmont city limits along Piedmont Road, all the way to the Northwest Highway, and at other locations to come into the city limits. However, those efforts failed. In past cases, the property owners declined for a variety of reasons, including a preference to receiving city services from Oklahoma City, or they felt their fire insurance costs would rise if they opted into Piedmont.



Councilman Charles Coffman noted that the location under discussion Monday is probably Piedmont's last hope of getting a piece of the Northwest Highway's future commercial development.

City Manager Jim Crosby told the council he would develop a list of property owners in the proposed area and bring the list back to the council for future discussion.

In other business, in preparation for the opening of the new Intermediate School this fall, the council asked the city attorney to draft an ordinance to reduce the speed limit along 164th Street to 35 mph from Piedmont Road to Candice, and to set up a school zone speed limit in front of the new Intermediate School.

Several council members stressed that they did not want to see the school zone speed in effect all day long, only when there was traffic at the opening and closing of the school day.



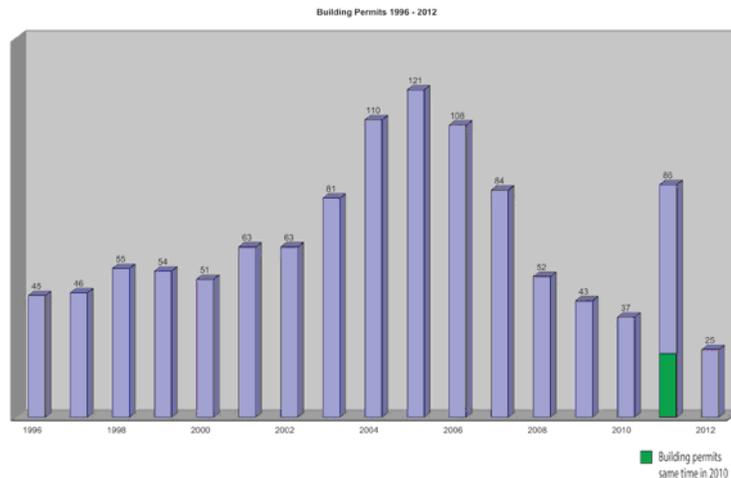


## City of Piedmont continues to recover from housing downturn

July 27, 2012

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www.piedmontnewsonline.com is the website for the  
Piedmont-Surrey Gazette.

By Matt Montgomery, Editor  
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The City of Piedmont had some of the highest figures for residential building permits in 2011-12 dating back to 1996.

Piedmont City Manager Jim Crosby said the devastating tornado that hit Piedmont last year did increase the number of homes being built, but even with that Piedmont is still growing and not all of the homes that were built last year were because of the tornado.

“Our growth has been pretty steady considering what has happened nationally,” Crosby said. “Right now, the eastern part of Canadian County is still the fastest growing county in the state.”

He explained that Piedmont is one of the five fastest growing cities in Oklahoma and the city is going to continue to grow. However, he said the challenge Piedmont faces is containing the quality of the growth.



He emphasized that Piedmont is a bedroom community, or a commuter town and a very attractive community because of the low crime rate.

“We don’t have the murders, the rapes or hard crimes,” he said. “People look at it as a great place to live. We have a great school system, so ‘Why would you not want to live in Piedmont?’”

The location is one of the prime elements that make Piedmont a great place to live, he said, adding that the highway systems of the Northwest Expressway, SH 4 and the Kilpatrick Turnpike are routes that give residents easy access to locations statewide.

Crosby said he hopes to go to the council very soon to zone larger areas in Piedmont to exponentially grow the Piedmont area to make room for commercial establishments. He noted the 2030 Comprehensive Plan discussed adding parks and some commercial lots in Piedmont to make the area more attractive.

“It takes a cooperation of the council and a cooperation of the property owner and planning commission to see what is going to happen,” he said.

When Crosby was Yukon’s City Manager, he was instrumental in developing the land south of Interstate 40 and Garth Brooks Boulevard, adding more commercial establishments to that property area to make room for additional businesses.

“With McDonald’s opening, there’s other companies that will follow McDonald’s along that track,” he said. “We need to be ready to get them into Piedmont and not Oklahoma City.”

He emphasized that Piedmont needs to take advantage of what the city has, and ultimately allow for more growth and for more people to come to Piedmont to work and to live. He said there is currently about 6,500 people living in Piedmont and some work here and go to Oklahoma City to work, subsequently bringing money back into the community.

“However, you need to control the quality of that growth and take advantage of what we have and promote that,” he said.





## **Task force discuss land use elements of city's 2030 Comprehensive Plan**

July 27, 2012

Piedmont-Surrey Gazette  
www.piedmontnewsonline.com is the website for the  
Piedmont-Surrey Gazette.

By Matt Montgomery, Editor  
editor@piedmontnewsonline.com

Members of the Comprehensive Planning Task Force along with Piedmont city staff and city council members Tuesday got their first look at the land use element draft for the proposed 2030 Piedmont Comprehensive Plan.

Rick Leisner of Jacobs presented the draft of this element of the overall plan, which in addition to possible future land use, also covered park areas and trails.

Some of the task force members discussed tightening the language in the Plan so that it was more clear what the city intended for certain areas of the community in the future.

"We need to be consistent," reminded City Manager Jim Crosby.

The draft shows where future rural residential, low density residential, medium density residential and high density residential areas might be located within the city. This element of the plan also detailed where commercial, downtown commercial, mixed commercial use, municipal/institutional and a planned business park might be placed in Piedmont.

During discussion the panel did come to a consensus that a rural area should have a maximum of one housing unit for every two and a half acres.

The task force also saw recommendations on broad areas where parks and trails might be located, and discussed moving a part of one proposed park trail closer to the downtown area.



Leisner explained that Piedmont needs more parks including a community park, which is a park defined in the plan as a site from 40 to 150 acres. The comprehensive plan draft defines neighborhood parks, mini parks, community parks, sports parks, trails and linear parks, regional parks, natural areas and open spaces.

Comprehensive Planning Task Force Committee member Lyn Land proposed the historic Chisholm Trail, which in part runs through Piedmont, could possibly be developed for recreational use. Land is Chair of the Piedmont Parks and Recreation Board.

Leisner says The Comprehensive Plan attempts to take into consideration actual needs of the community such as recreational needs.

The plan notes that Piedmont's current level of service provided by the park system is low and called for a pedestrian trail network, a series of gateways, a Piedmont Sports Park, downtown historic park and current development codes to be modified.

The task force will meet again Aug. 14 and will discuss the transportation and public facilities drafts , the planning process, and revisions to the land use and parks and trails elements discussed Tuesday.



# Piedmont Stakeholder Survey Summary

Piedmont Stakeholder Survey



1. What is your interest in Piedmont?			
		Response Percent	Response Count
Property Owner		84.9%	107
Business Owner		0.8%	1
Organization Representative		2.4%	3
City Official		4.0%	5
Other		7.9%	10
and for how long? (years)			97
answered question			126
skipped question			0

2. Overall, how would you rate the quality of life in the City of Piedmont compared to other Oklahoma communities?			
		Response Percent	Response Count
Excellent		26.6%	33
Good		40.3%	50
Average		22.6%	28
Poor		8.1%	10
Don't know/Not familiar		2.4%	3
answered question			124
skipped question			2



3. What is the first thing that comes to mind when you think of Piedmont? (Please choose one.)			
		Response Percent	Response Count
Schools		35.5%	44
<b>Small town feeling</b>		37.1%	46
Large home lots		21.8%	27
Friendly people		3.2%	4
Connected community		2.4%	3
Community activities		0.0%	0
Churches		0.0%	0
School Sports		0.0%	0
<b>answered question</b>			<b>124</b>
<b>skipped question</b>			<b>2</b>



4. How important is each of the following factors in your decision to locate and live in Piedmont?							
	Very Important	Important	Somewhat Important	Not Important	No Opinion/Not Familiar	Rating Average	Response Count
Economic/Job Opportunities	9.5% (11)	13.8% (16)	20.7% (24)	52.6% (61)	3.4% (4)	3.27	116
Family located in the area	14.4% (17)	13.6% (16)	22.9% (27)	43.2% (51)	5.9% (7)	3.13	118
Available/Quality Housing at the Right Price	34.5% (41)	38.7% (46)	16.8% (20)	8.4% (10)	1.7% (2)	2.04	119
Overall Cost of living in the Area	31.9% (38)	42.0% (50)	17.6% (21)	6.7% (8)	1.7% (2)	2.04	119
Low Property Taxes	30.3% (36)	32.8% (39)	22.7% (27)	10.9% (13)	3.4% (4)	2.24	119
Low Crime Rate	72.9% (86)	17.8% (21)	3.4% (4)	3.4% (4)	2.5% (3)	1.45	118
Quality of School System	70.2% (85)	12.4% (15)	9.1% (11)	6.6% (8)	1.7% (2)	1.57	121
Quality of Life Features (i.e. parks, library, community events, etc.)	29.9% (35)	35.9% (42)	23.9% (28)	10.3% (12)	0.0% (0)	2.15	117
Proximity to OKC without living in OKC	45.4% (54)	36.1% (43)	10.9% (13)	7.6% (9)	0.0% (0)	1.81	119
						<b>answered question</b>	<b>121</b>
						<b>skipped question</b>	<b>5</b>



<b>5. On average, how often do you travel outside of the City of Piedmont to participate in the following types of activities? (Choose one each.)</b>						
	<b>At least Daily</b>	<b>At least Weekly</b>	<b>At least Monthly</b>	<b>Four times per year or less</b>	<b>Never</b>	<b>Response Count</b>
Grocery/Convenience Shopping	10.4% (13)	<b>76.8% (96)</b>	12.0% (15)	0.0% (0)	0.8% (1)	125
Other Shopping (i.e. household goods, apparel, home improvement, etc)	8.1% (10)	<b>66.9% (83)</b>	21.8% (27)	2.4% (3)	0.8% (1)	124
Entertainment (movies, cultural and sports events, theater, etc)	4.8% (6)	<b>48.8% (61)</b>	35.2% (44)	11.2% (14)	0.0% (0)	125
Dining Out (sit down restaurants, fine dining)	5.6% (7)	<b>58.9% (73)</b>	33.1% (41)	2.4% (3)	0.0% (0)	124
Healthcare Services	1.6% (2)	16.8% (21)	39.2% (49)	<b>40.0% (50)</b>	2.4% (3)	125
Recreation Programs (i.e. bike trails, fitness centers, children activities, etc.)	12.2% (15)	<b>35.8% (44)</b>	27.6% (34)	11.4% (14)	13.0% (16)	123
Church and related religious events	3.3% (4)	<b>48.0% (59)</b>	4.1% (5)	14.6% (18)	30.1% (37)	123
Your children's education/school	11.8% (14)	5.9% (7)	2.5% (3)	11.8% (14)	<b>68.1% (81)</b>	119
<b>answered question</b>						<b>125</b>
<b>skipped question</b>						<b>1</b>



**6. Please rate which facilities and/or activities listed below do you feel are MOST needed in Piedmont?**

	<b>Definitely Needed</b>	<b>Needed</b>	<b>Somewhat Needed</b>	<b>Not Needed</b>	<b>No Opinion/Not Familiar</b>	<b>Rating Average</b>	<b>Response Count</b>
More parks and recreation facilities	<b>40.9% (47)</b>	27.0% (31)	21.7% (25)	7.8% (9)	2.6% (3)	2.04	115
More healthcare facilities/locations	13.6% (16)	18.6% (22)	<b>35.6% (42)</b>	27.1% (32)	5.1% (6)	2.92	118
More job opportunities	<b>28.8% (34)</b>	24.6% (29)	25.4% (30)	16.9% (20)	4.2% (5)	2.43	118
More and better affordable housing for residents	10.3% (12)	14.7% (17)	31.9% (37)	<b>36.2% (42)</b>	6.9% (8)	3.15	116
Better design and landscaping for residential neighborhoods	24.6% (29)	19.5% (23)	<b>28.8% (34)</b>	23.7% (28)	3.4% (4)	2.62	118
Better design and landscaping for commercial developments	<b>29.1% (34)</b>	21.4% (25)	24.8% (29)	21.4% (25)	3.4% (4)	2.49	117
A vibrant "downtown" area or "towncenter" for the City	<b>40.0% (46)</b>	21.7% (25)	32.2% (37)	5.2% (6)	0.9% (1)	2.05	115
Better shopping opportunities	<b>46.6% (55)</b>	31.4% (37)	11.9% (14)	9.3% (11)	0.8% (1)	1.86	118
<b>answered question</b>							<b>118</b>
<b>skipped question</b>							<b>8</b>



7. Please rate how important it is for Piedmont to give high priority to the following issues.						
	Very Important	Important	Somewhat Important	Not Important	No Opinion/Not Familiar	Response Count
Minimizing Traffic Congestion	31.4% (37)	27.1% (32)	27.1% (32)	11.9% (14)	2.5% (3)	118
Bikeways/Trails throughout the City and region	22.9% (27)	22.0% (26)	24.6% (29)	27.1% (32)	3.4% (4)	118
City regulations that require good looking, quality developments	38.7% (46)	31.9% (38)	17.6% (21)	9.2% (11)	2.5% (3)	119
City-sponsored incentives to encourage growth	23.5% (28)	31.9% (38)	26.1% (31)	14.3% (17)	4.2% (5)	119
Good, properly-located schools	53.8% (63)	22.2% (26)	14.5% (17)	6.8% (8)	2.6% (3)	117
Promote quality development and design along Piedmont Road	38.1% (45)	26.3% (31)	22.9% (27)	11.0% (13)	1.7% (2)	118
Preserving our agricultural history/open space	41.5% (49)	28.8% (34)	16.1% (19)	11.0% (13)	2.5% (3)	118
<b>answered question</b>						<b>119</b>
<b>skipped question</b>						<b>7</b>

8. Are there other issues or ideas that you feel are needed or should be examined in developing our Comprehensive Plan?			
		Response Percent	Response Count
A.		100.0%	77
B.		59.7%	46
C.		39.0%	30
<b>answered question</b>			<b>77</b>
<b>skipped question</b>			<b>49</b>



**9. If you have had contact with a City of Piedmont government office (i.e. codes enforcement, planning, police, fire) how would you rate the activity/function?**

		Response Percent	Response Count
Excellent		16.5%	19
Good		40.9%	47
Needs improvement		17.4%	20
Needs much improvement		8.7%	10
Don't know/Not familiar		16.5%	19
	Comments		15
<b>answered question</b>			<b>115</b>
<b>skipped question</b>			<b>11</b>



10. A major goal of the Comprehensive Plan is to develop a “Vision” for our community as it moves into the future. Outlined below are several “visions” for the City as it continues to grow along with the rest of the greater Oklahoma City area. Please indicate how strongly you would support EACH of the “visions” listed below.						
	Strong Support	Support	Low Support	No Support	No Opinion/Not Familiar	Response Count
The City should predominantly be a residential suburb of OKC with commercial areas that provide for the shopping and service needs of the Piedmont community.	39.1% (45)	39.1% (45)	12.2% (14)	7.8% (9)	1.7% (2)	115
The City should predominantly be a residential suburb of OKC with new neighborhoods that permit houses on smaller lots but also require community open spaces that link these neighborhoods to parks, schools, etc.	9.4% (11)	26.5% (31)	28.2% (33)	31.6% (37)	4.3% (5)	117
The City should encourage future residential neighborhoods that are predominantly homes on large lots (1/2 acre or more), even at the expense of higher tax rates for the community.	19.7% (23)	35.0% (41)	27.4% (32)	12.8% (15)	5.1% (6)	117
The City should concentrate its future growth on providing sustainable neighborhoods that promote healthy living, family-focused activities (parks, trails, schools, etc) and services to support this future population.	37.3% (44)	41.5% (49)	10.2% (12)	9.3% (11)	1.7% (2)	118
The City should focus its growth on creating new jobs in Piedmont and then the housing and shopping will follow.	13.7% (16)	33.3% (39)	26.5% (31)	23.9% (28)	2.6% (3)	117
					Your Vision:	38
					<b>answered question</b>	<b>118</b>
					<b>skipped question</b>	<b>8</b>



**11. How long have you been a resident of the City of Piedmont or this area?**

		Response Percent	Response Count
Less than 2 years		15.1%	18
2 to 5 years		18.5%	22
6 to 10 years		19.3%	23
<b>11 to 20 years</b>		<b>23.5%</b>	<b>28</b>
<b>Over 20 years</b>		<b>23.5%</b>	<b>28</b>
<b>answered question</b>			<b>119</b>
<b>skipped question</b>			<b>7</b>

**12. How many children in your household are under 19?**

		Response Percent	Response Count
One		20.2%	24
Two		25.2%	30
Three		12.6%	15
Four		2.5%	3
Five or more		0.0%	0
<b>No Children in Household</b>		<b>39.5%</b>	<b>47</b>
<b>answered question</b>			<b>119</b>
<b>skipped question</b>			<b>7</b>



13. What age groups do the children in the above question belong to?			
		Response Percent	Response Count
0 to 5 years		30.7%	35
6 to 10 years		21.9%	25
11 to 13 years		21.9%	25
14 to 18 years		20.2%	23
No Children		36.8%	42
answered question			114
skipped question			12

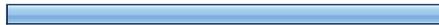
14. How many adults, including yourself, resides within your household?			
		Response Percent	Response Count
One		9.3%	11
Two		78.0%	92
Three		8.5%	10
Four		2.5%	3
Five or more		1.7%	2
answered question			118
skipped question			8



15. Your age group?			
		Response Percent	Response Count
Under 18		0.0%	0
18 to 24		2.5%	3
25 to 34		17.8%	21
<b>35 to 44</b>		<b>29.7%</b>	<b>35</b>
45 to 54		28.0%	33
55 to 64		16.9%	20
65 to 74		5.1%	6
75+		0.0%	0
answered question			118
skipped question			8

16. Based on the above map, in which area of Piedmont do you reside?			
		Response Percent	Response Count
Zone 1		15.4%	18
Zone 2		27.4%	32
<b>Zone 3</b>		<b>31.6%</b>	<b>37</b>
Zone 4		25.6%	30
answered question			117
skipped question			9



17. What is your employment status?			
		Response Percent	Response Count
Employed		93.2%	110
Unemployed		6.8%	8
answered question			118
skipped question			8

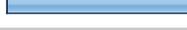
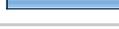
18. What industry do you work in?			
		Response Percent	Response Count
Agriculture, forestry, fishing		2.8%	3
Construction		5.7%	6
Manufacturing		5.7%	6
Retail trade		3.8%	4
Transportation, Warehousing and Utilities		7.5%	8
Information Technology		14.2%	15
Finance, Insurance, Real Estate or other Professional Services		24.5%	26
Education, Healthcare, and Social Work		21.7%	23
Arts, Entertainment, Recreation, Hospitality or Food Services		0.9%	1
Public Administration		13.2%	14
answered question			106
skipped question			20



**19. Do you work within the City of Piedmont?**

		Response Percent	Response Count
Yes		17.8%	21
No		82.2%	97
If No, in which city do you work?			80
<b>answered question</b>			<b>118</b>
<b>skipped question</b>			<b>8</b>

**20. What is your education level?**

		Response Percent	Response Count
High school completed		5.0%	6
Some college, no degree		19.3%	23
Associate's degree		9.2%	11
<b>Bachelor's degree</b>		<b>38.7%</b>	<b>46</b>
Master's degree		24.4%	29
Doctorate degree		3.4%	4
<b>answered question</b>			<b>119</b>
<b>skipped question</b>			<b>7</b>





## Executive Summary Report

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

Piedmont city, OK (405870...

### Population

1990 Population	2,634
2000 Population	3,650
2010 Population	5,488
2015 Population	6,472
1990-2000 Annual Rate	3.32%
2000-2010 Annual Rate	4.06%
2010-2015 Annual Rate	3.35%
2010 Male Population	50.1%
2010 Female Population	49.9%
2010 Median Age	38.1

In the identified area, the current year population is 5,488. In 2000, the Census count in the area was 3,650. The rate of change since 2000 was 4.06 percent annually. The five-year projection for the population in the area is 6,472, representing a change of 3.35 percent annually from 2010 to 2015. Currently, the population is 50.1 percent male and 49.9 percent female.

### Population by Employment

Currently, 95.7 percent of the civilian labor force in the identified area is employed and 4.3 percent are unemployed. In comparison, 89.2 percent of the U.S. civilian labor force is employed, and 10.8 percent are unemployed. In five years the rate of employment in the area will be 96.2 percent of the civilian labor force, and unemployment will be 3.8 percent. The percentage of the U.S. civilian labor force that will be employed in five years is 91.2 percent, and 8.8 percent will be unemployed. In 2000, 75.1 percent of the population aged 16 years or older in the area participated in the labor force, and 0.0 percent were in the Armed Forces.

In the current year, the occupational distribution of the employed population is:

- 65.8 percent in white collar jobs (compared to 61.6 percent of the U.S. employment)
- 14.1 percent in service jobs (compared to 17.3 percent of U.S. employment)
- 20.1 percent in blue collar jobs (compared to 21.1 percent of U.S. employment)

In 2000, 85.1 percent of the area population drove alone to work, and 4.0 percent worked at home. The average travel time to work in 2000 was 27.3 minutes in the area, compared to the U.S. average of 25.5 minutes.

### Population by Education

In the current year, the educational attainment of the population aged 25 years or older in the area was distributed as follows:

- 5.2 percent had not earned a high school diploma (14.8 percent in the U.S.)
- 34.1 percent were high school graduates only (29.6 percent in the U.S.)
- 9.7 percent had completed an Associate degree (7.7 percent in the U.S.)
- 21.7 percent had a Bachelor's degree (17.7 percent in the U.S.)
- 6.4 percent had earned a Master's/Professional/Doctorate Degree (10.4 percent in the U.S.)

### Per Capita Income

1990 Per Capita Income	\$14,093
2000 Per Capita Income	\$21,265
2010 Per Capita Income	\$25,230
2015 Per Capita Income	\$27,232
1990-2000 Annual Rate	4.20%
2000-2010 Annual Rate	1.68%
2010-2015 Annual Rate	1.54%

### Households

1990 Households	842
2000 Households	1,226
2010 Total Households	1,853
2015 Total Households	2,198
1990-2000 Annual Rate	3.83%
2000-2010 Annual Rate	4.11%
2010-2015 Annual Rate	3.47%
2010 Average Household Size	2.96

The household count in this area has changed from 1,226 in 2000 to 1,853 in the current year, a change of 4.11 percent annually. The five-year projection of households is 2,198, a change of 3.47 percent annually from the current year total. Average household size is currently 2.96, compared to 2.98 in the year 2000. The number of families in the current year is 1,596 in the specified area.

**Data Note:** Income is expressed in current dollars

**Source:** U.S. Bureau and Census, 2000 Census of Population and Housing, Esri forecast for 2010 and 2015. Esri converted 1990 Census data into 2000 geography.

January 05, 2012



## Executive Summary Report

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

Piedmont city, OK (405870...

### Households by Income

Current median household income is \$62,762 in the area, compared to \$54,442 for all U.S. households. Median household income is projected to be \$66,929 in five years. In 2000, median household income was \$54,774, compared to \$41,964 in 1990.

Current average household income is \$72,185 in this area, compared to \$70,173 for all U.S. households. Average household income is projected to be \$77,272 in five years. In 2000, average household income was \$64,300, compared to \$43,860 in 1990.

Current per capita income is \$25,230 in the area, compared to the U.S. per capita income of \$26,739. The per capita income is projected to be \$27,232 in five years. In 2000, the per capita income was \$21,265, compared to \$14,093 in 1990.

### Median Household Income

1990 Median Household Income	\$41,964
2000 Median Household Income	\$54,774
2010 Median Household Income	\$62,762
2015 Median Household Income	\$66,929
1990-2000 Annual Rate	2.70%
2000-2010 Annual Rate	1.34%
2010-2015 Annual Rate	1.29%

### Average Household Income

1990 Average Household Income	\$43,860
2000 Average Household Income	\$64,300
2010 Average Household Income	\$72,185
2015 Average Household Income	\$77,272
1990-2000 Annual Rate	3.90%
2000-2010 Annual Rate	1.14%
2010-2015 Annual Rate	1.37%

### 2010 Housing

1990 Total Housing Units	910
2000 Total Housing Units	1,270
2010 Total Housing Units	1,919
2015 Total Housing Units	2,296
1990 Owner Occupied Housing Units	745
1990 Renter Occupied Housing Units	97
1990 Vacant Housing Units	69
2000 Owner Occupied Housing Units	1,112
2000 Renter Occupied Housing Units	114
2000 Vacant Housing Units	44
2010 Owner Occupied Housing Units	1,665
2010 Renter Occupied Housing Units	188
2010 Vacant Housing Units	66
2015 Owner Occupied Housing Units	1,966
2015 Renter Occupied Housing Units	232
2015 Vacant Housing Units	98

Currently, 86.8 percent of the 1,919 housing units in the area are owner occupied; 9.8 percent, renter occupied; and 3.4 are vacant. In 2000, there were 1,270 housing units - 87.6 percent owner occupied, 9.0 percent renter occupied, and 3.5 percent vacant. The rate of change in housing units since 2000 is 4.11 percent. Median home value in the area is \$154,911, compared to a median home value of \$157,913 for the U.S. In five years, median value is projected to change by 3.58 percent annually to \$184,729. From 2000 to the current year, median home value change by 4.14 percent annually.

**Data Note:** Income is expressed in current dollars

**Source:** U.S. Bureau and Census, 2000 Census of Population and Housing, Esri forecast for 2010 and 2015. Esri converted 1990 Census data into 2000 geography.

January 05, 2012





## Demographic and Income Profile Report

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

Summary	2010	2011	2016			
Population	5,720	5,938	6,899			
Households	1,948	2,024	2,356			
Families	1,659	1,720	1,989			
Average Household Size	2.94	2.93	2.92			
Owner Occupied Housing Units	1,782	1,843	2,149			
Renter Occupied Housing Units	166	181	207			
Median Age	36.3	36.4	36.7			
Trends: 2011 - 2016 Annual Rate	Area	State	National			
Population	3.05%	0.75%	0.67%			
Households	3.08%	0.76%	0.71%			
Families	2.95%	0.58%	0.57%			
Owner HHS	3.12%	0.92%	0.91%			
Median Household Income	1.41%	3.35%	2.75%			
Households by Income	2011		2016			
	Number	Percent	Number	Percent		
<\$15,000	64	3.2%	65	2.8%		
\$15,000 - \$24,999	82	4.1%	67	2.8%		
\$25,000 - \$34,999	196	9.7%	158	6.7%		
\$35,000 - \$49,999	350	17.3%	367	15.6%		
\$50,000 - \$74,999	441	21.8%	592	25.1%		
\$75,000 - \$99,999	393	19.4%	526	22.3%		
\$100,000 - \$149,999	346	17.1%	407	17.3%		
\$150,000 - \$199,999	78	3.9%	89	3.8%		
\$200,000+	73	3.6%	85	3.6%		
Median Household Income	\$65,928		\$70,714			
Average Household Income	\$80,923		\$86,328			
Per Capita Income	\$27,631		\$29,534			
Population by Age	2010		2011		2016	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	455	8.0%	471	7.9%	550	8.0%
5 - 9	505	8.8%	521	8.8%	602	8.7%
10 - 14	547	9.6%	571	9.6%	665	9.6%
15 - 19	423	7.4%	429	7.2%	467	6.8%
20 - 24	193	3.4%	196	3.3%	218	3.2%
25 - 34	613	10.7%	645	10.9%	759	11.0%
35 - 44	938	16.4%	972	16.4%	1,083	15.7%
45 - 54	963	16.8%	982	16.5%	1,047	15.2%
55 - 64	630	11.0%	663	11.2%	833	12.1%
65 - 74	312	5.5%	341	5.7%	489	7.1%
75 - 84	109	1.9%	117	2.0%	144	2.1%
85+	32	0.6%	34	0.6%	44	0.6%
Race and Ethnicity	2010		2011		2016	
	Number	Percent	Number	Percent	Number	Percent
White Alone	5,130	89.7%	5,324	89.6%	6,116	88.6%
Black Alone	56	1.0%	61	1.0%	81	1.2%
American Indian Alone	193	3.4%	211	3.6%	262	3.8%
Asian Alone	39	0.7%	35	0.6%	42	0.6%
Pacific Islander Alone	1	0.0%	1	0.0%	1	0.0%
Some Other Race Alone	91	1.6%	91	1.5%	137	2.0%
Two or More Races	210	3.7%	216	3.6%	261	3.8%
Hispanic Origin (Any Race)	275	4.8%	298	5.0%	446	6.5%

**Data Note:** Income is expressed in current dollars.  
**Source:** U.S. Census Bureau, Census 2010 Data. Esri forecasts for 2011 and 2016.

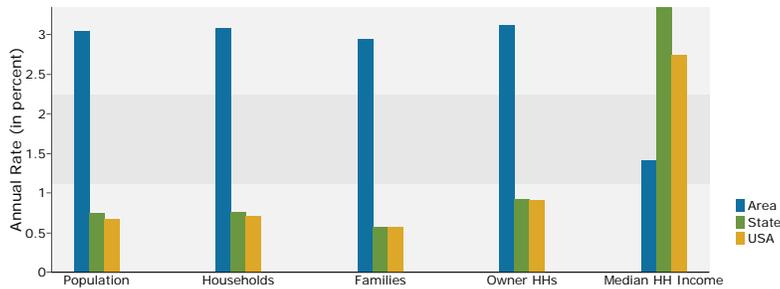
January 05, 201



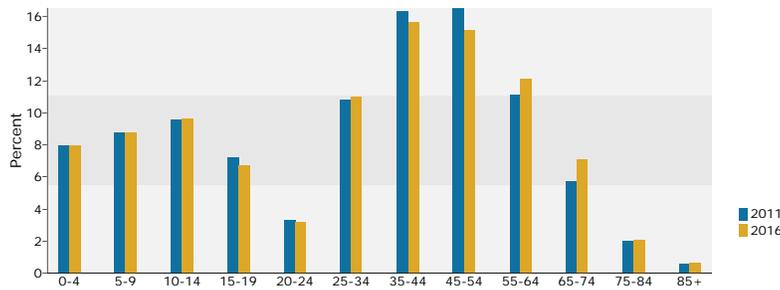
## Demographic and Income Profile Report

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

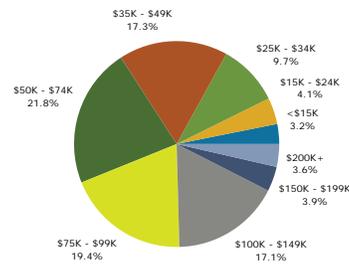
Trends 2011-2016



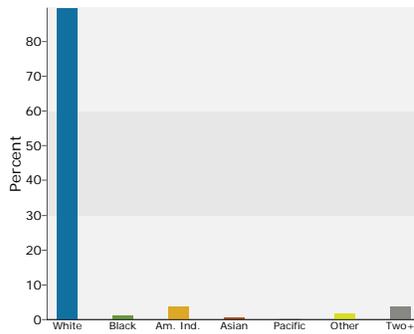
Population by Age



2011 Household Income



2011 Population by Race



2011 Percent Hispanic Origin: 5.0%

Source: U.S. Census Bureau, Census 2010 Data. Esri forecasts for 2011 and 2016.

January 05, 2012





### Census 2010 Summary Profile

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

	2000	2010	2000-2010 Annual Rate
Population	3,602	5,720	4.73%
Households	1,221	1,948	4.78%
Housing Units	1,261	2,006	4.75%
<b>Population by Race</b>			
		<b>Number</b>	<b>Percent</b>
Total		5,720	100.0%
Population Reporting One Race		5,510	96.3%
White		5,130	89.7%
Black		56	1.0%
American Indian		193	3.4%
Asian		39	0.7%
Pacific Islander		1	0.0%
Some Other Race		91	1.6%
Population Reporting Two or More Races		210	3.7%
Total Hispanic Population		275	4.8%
<b>Population by Sex</b>			
Male		2,866	50.1%
Female		2,854	49.9%
<b>Population by Age</b>			
Total		5,720	100.0%
Age 0 - 4		455	8.0%
Age 5 - 9		505	8.8%
Age 10 - 14		547	9.6%
Age 15 - 19		423	7.4%
Age 20 - 24		193	3.4%
Age 25 - 29		250	4.4%
Age 30 - 34		363	6.3%
Age 35 - 39		467	8.2%
Age 40 - 44		471	8.2%
Age 45 - 49		494	8.6%
Age 50 - 54		469	8.2%
Age 55 - 59		329	5.8%
Age 60 - 64		301	5.3%
Age 65 - 69		190	3.3%
Age 70 - 74		122	2.1%
Age 75 - 79		61	1.1%
Age 80 - 84		48	0.8%
Age 85+		32	0.6%
Age 18+		3,932	68.7%
Age 65+		453	7.9%
<b>Median Age by Sex and Race/Hispanic Origin</b>			
Total Population		36.3	
Male		36.3	
Female		36.4	
White Alone		37.3	
Black Alone		31.7	
American Indian Alone		24.4	
Asian Alone		18.8	
Pacific Islander Alone		27.5	
Some Other Race Alone		26.5	
Two or More Races		18.6	
Hispanic Population		19.7	

**Data Note:** Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.  
**Source:** U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

January 05, 2012





## Census 2010 Summary Profile

Piedmont  
 Piedmont city, OK (4058700)  
 Geography: Place

Households by Type		
Total	1,948	100.0%
Households with 1 Person	249	12.8%
Households with 2+ People	1,699	87.2%
Family Households	1,659	85.2%
Husband-wife Families	1,462	75.1%
With Own Children	770	39.5%
Other Family (No Spouse Present)	197	10.1%
With Own Children	120	6.2%
Nonfamily Households	40	2.1%
All Households with Children	945	48.5%
Multigenerational Households	52	2.7%
Unmarried Partner Households	58	3.0%
Male-female	50	2.6%
Same-sex	8	0.4%
Average Household Size	2.94	
Family Households by Size		
Total	1,659	100.0%
2 People	613	37.0%
3 People	393	23.7%
4 People	400	24.1%
5 People	179	10.8%
6 People	53	3.2%
7+ People	21	1.3%
Average Family Size	3.21	
Nonfamily Households by Size		
Total	289	100.0%
1 Person	249	86.2%
2 People	37	12.8%
3 People	2	0.7%
4 People	1	0.3%
5 People	0	0.0%
6 People	0	0.0%
7+ People	0	0.0%
Average Nonfamily Size	1.15	
Population by Relationship and Household Type		
Total	5,720	100.0%
In Households	5,720	100.0%
In Family Households	5,387	94.2%
Householder	1,659	29.0%
Spouse	1,462	25.6%
Child	2,125	37.2%
Other relative	84	1.5%
Nonrelative	57	1.0%
In Nonfamily Households	333	5.8%
In Group Quarters	0	0.0%
Institutionalized Population	0	0.0%
Noninstitutionalized Population	0	0.0%

**Data Note:** **Households with children** include any households with people under age 18, related or not. **Multigenerational households** are families with 3 or more parent-child relationships. **Unmarried partner households** are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Esri estimated block group data, which is used to estimate polygons or non-standard geography. **Average family size** excludes nonrelatives.

**Source:** U.S. Census Bureau, Census 2010 Summary File 1.

January 05, 2012





## ACS Housing Summary

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

	2005-2009 ACS Estimate	Percent
<b>TOTALS</b>		
Total Population	5,186	
Total Households	1,710	
Total Housing Units	1,788	
<b>OWNER-OCCUPIED HOUSING UNITS BY VALUE</b>		
Total	1,614	100.0%
Less than \$10,000	0	0.0%
\$10,000 to \$14,999	0	0.0%
\$15,000 to \$19,999	0	0.0%
\$20,000 to \$24,999	0	0.0%
\$25,000 to \$29,999	0	0.0%
\$30,000 to \$34,999	0	0.0%
\$35,000 to \$39,999	0	0.0%
\$40,000 to \$49,999	3	0.2%
\$50,000 to \$59,999	0	0.0%
\$60,000 to \$69,999	12	0.7%
\$70,000 to \$79,999	23	1.4%
\$80,000 to \$89,999	9	0.6%
\$90,000 to \$99,999	129	8.0%
\$100,000 to \$124,999	300	18.6%
\$125,000 to \$149,999	244	15.1%
\$150,000 to \$174,999	264	16.4%
\$175,000 to \$199,999	165	10.2%
\$200,000 to \$249,999	158	9.8%
\$250,000 to \$299,999	110	6.8%
\$300,000 to \$399,999	140	8.7%
\$400,000 to \$499,999	21	1.3%
\$500,000 to \$749,999	12	0.7%
\$750,000 to \$999,999	11	0.7%
\$1,000,000 or more	13	0.8%
Median Home Value	\$158,200	
Average Home Value	\$194,809	
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS</b>		
Total	1,614	100.0%
Housing units with a mortgage/contract to purchase/similar debt	1,339	83.0%
Second mortgage only	128	7.9%
Home equity loan only	288	17.8%
Both second mortgage and home equity loan	11	0.7%
No second mortgage and no home equity loan	912	56.5%
Housing units without a mortgage	275	17.0%
<b>AVERAGE VALUE BY MORTGAGE STATUS</b>		
Housing units with a mortgage	\$193,835	
Housing units without a mortgage	\$199,555	

Source: U.S. Census Bureau, 2005-2009 American Community Survey

January 09, 2012





## ACS Housing Summary

Piedmont  
 Piedmont city, OK (4058700)  
 Geography: Place

	2005-2009 ACS Estimate	Percent
<b>RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT</b>		
Total	96	100.0%
With cash rent	59	61.5%
Less than \$100	0	0.0%
\$100 to \$149	0	0.0%
\$150 to \$199	0	0.0%
\$200 to \$249	0	0.0%
\$250 to \$299	8	8.3%
\$300 to \$349	5	5.2%
\$350 to \$399	0	0.0%
\$400 to \$449	12	12.5%
\$450 to \$499	0	0.0%
\$500 to \$549	0	0.0%
\$550 to \$599	7	7.3%
\$600 to \$649	6	6.3%
\$650 to \$699	0	0.0%
\$700 to \$749	10	10.4%
\$750 to \$799	11	11.5%
\$800 to \$899	0	0.0%
\$900 to \$999	0	0.0%
\$1,000 to \$1,249	0	0.0%
\$1,250 to \$1,499	0	0.0%
\$1,500 to \$1,999	0	0.0%
\$2,000 or more	0	0.0%
No cash rent	37	38.5%
Median Contract Rent	\$582	
Average Contract Rent	\$549	
<b>RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT</b>		
Total	96	100.0%
Pay extra for one or more utilities	96	100.0%
No extra payment for any utilities	0	0.0%
<b>HOUSING UNITS BY UNITS IN STRUCTURE</b>		
Total	1,788	100.0%
1, detached	1,747	97.7%
1, attached	11	0.6%
2	18	1.0%
3 or 4	0	0.0%
5 to 9	0	0.0%
10 to 19	0	0.0%
20 to 49	0	0.0%
50 or more	0	0.0%
Mobile home	12	0.7%
Boat, RV, van, etc.	0	0.0%

Source: U.S. Census Bureau, 2005-2009 American Community Survey

January 09, 2012





## ACS Housing Summary

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

	2005-2009 ACS Estimate	Percent
<b>HOUSING UNITS BY YEAR STRUCTURE BUILT</b>		
Total	1,788	100.0%
Built 2005 or later	145	8.1%
Built 2000 to 2004	280	15.7%
Built 1990 to 1999	386	21.6%
Built 1980 to 1989	364	20.4%
Built 1970 to 1979	448	25.1%
Built 1960 to 1969	67	3.7%
Built 1950 to 1959	38	2.1%
Built 1940 to 1949	11	0.6%
Built 1939 or earlier	49	2.7%
Median Year Structure Built	1988	
<b>OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT</b>		
Total	1,710	100.0%
Owner occupied		
Moved in 2005 or later	384	22.5%
Moved in 2000 to 2004	459	26.8%
Moved in 1990 to 1999	493	28.8%
Moved in 1980 to 1989	152	8.9%
Moved in 1970 to 1979	126	7.4%
Moved in 1969 or earlier	0	0.0%
Renter occupied		
Moved in 2005 or later	34	2.0%
Moved in 2000 to 2004	25	1.5%
Moved in 1990 to 1999	37	2.2%
Moved in 1980 to 1989	0	0.0%
Moved in 1970 to 1979	0	0.0%
Moved in 1969 or earlier	0	0.0%
Median Year Householder Moved Into Unit	2000	
<b>OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL</b>		
Total	1,710	100.0%
Utility gas	898	52.5%
Bottled, tank, or LP gas	181	10.6%
Electricity	568	33.2%
Fuel oil, kerosene, etc.	0	0.0%
Coal or coke	0	0.0%
Wood	43	2.5%
Solar energy	0	0.0%
Other fuel	0	0.0%
No fuel used	20	1.2%
<b>Source:</b> U.S. Census Bureau, 2005-2009 American Community Survey		
January 09, 2012		



## Business Summary

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

Data for all businesses in area		Piedmont city, OK (405870...			
Total Businesses:		221			
Total Employees:		906			
Total Residential Population:		5,488			
Employee/Residential Population Ratio:		0.17			
by SIC Codes	Businesses		Employees		
	Number	Percent	Number	Percent	
Agriculture & Mining	11	5.0%	31	3.4%	
Construction	42	19.0%	128	14.1%	
Manufacturing	10	4.5%	23	2.5%	
Transportation	6	2.7%	14	1.5%	
Communication	0	0.0%	0	0.0%	
Utility	1	0.5%	4	0.4%	
Wholesale Trade	14	6.3%	95	10.5%	
Retail Trade Summary	28	12.7%	147	16.2%	
Home Improvement	1	0.5%	1	0.1%	
General Merchandise Stores	1	0.5%	8	0.9%	
Food Stores	4	1.8%	15	1.7%	
Auto Dealers, Gas Stations, Auto Aftermarket	2	0.9%	11	1.2%	
Apparel & Accessory Stores	0	0.0%	0	0.0%	
Furniture & Home Furnishings	1	0.5%	0	0.0%	
Eating & Drinking Places	7	3.2%	59	6.5%	
Miscellaneous Retail	12	5.4%	53	5.9%	
Finance, Insurance, Real Estate Summary	26	11.8%	75	8.3%	
Banks, Savings & Lending Institutions	4	1.8%	6	0.7%	
Securities Brokers	2	0.9%	0	0.0%	
Insurance Carriers & Agents	11	5.0%	35	3.9%	
Real Estate, Holding, Other Investment Offices	9	4.1%	34	3.8%	
Services Summary	76	34.4%	332	36.6%	
Hotels & Lodging	0	0.0%	0	0.0%	
Automotive Services	4	1.8%	6	0.7%	
Motion Pictures & Amusements	8	3.6%	12	1.3%	
Health Services	4	1.8%	13	1.4%	
Legal Services	1	0.5%	0	0.0%	
Education Institutions & Libraries	7	3.2%	145	16.0%	
Other Services	52	23.5%	156	17.2%	
Government	4	1.8%	41	4.5%	
Other	3	1.4%	16	1.8%	
<b>Totals</b>	<b>221</b>	<b>100%</b>	<b>906</b>	<b>100%</b>	

Source: Business data provided by Infogroup, Omaha NE Copyright 2010, all rights reserved. Esri forecasts for 2010.

January 05, 2012





## Business Summary

Piedmont  
Piedmont city, OK (4058700)  
Geography: Place

by NAICS Codes	Businesses		Employees	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	4	1.8%	6	0.7%
Mining	1	0.5%	6	0.7%
Utilities	1	0.5%	4	0.4%
Construction	45	20.4%	132	14.6%
Manufacturing	8	3.6%	15	1.7%
Wholesale Trade	14	6.3%	95	10.5%
Retail Trade	20	9.1%	88	9.7%
Motor Vehicle & Parts Dealers	1	0.5%	1	0.1%
Furniture & Home Furnishings Stores	0	0.0%	0	0.0%
Electronics & Appliance Stores	1	0.5%	1	0.1%
Bldg Material & Garden Equipment & Supplies Dealers	1	0.5%	1	0.1%
Food & Beverage Stores	2	0.9%	13	1.4%
Health & Personal Care Stores	2	0.9%	3	0.3%
Gasoline Stations	1	0.5%	10	1.1%
Clothing & Clothing Accessories Stores	1	0.5%	1	0.1%
Sport Goods, Hobby, Book, & Music Stores	3	1.4%	6	0.7%
General Merchandise Stores	1	0.5%	8	0.9%
Miscellaneous Store Retailers	4	1.8%	40	4.4%
Nonstore Retailers	3	1.4%	4	0.4%
Transportation & Warehousing	6	2.7%	15	1.7%
Information	4	1.8%	11	1.2%
Finance & Insurance	18	8.1%	41	4.5%
Central Bank/Credit Intermediation & Related Activities	4	1.8%	6	0.7%
Securities, Commodity Contracts & Other Financial Investments & Other Related Activities	2	0.9%	0	0.0%
Insurance Carriers & Related Activities; Funds, Trusts & Other Financial Vehicles	12	5.4%	35	3.9%
Real Estate, Rental & Leasing	10	4.5%	38	4.2%
Professional, Scientific & Tech Services	12	5.4%	16	1.8%
Legal Services	1	0.5%	0	0.0%
Management of Companies & Enterprises	0	0.0%	0	0.0%
Administrative & Support & Waste Management & Remediation Services	11	5.0%	32	3.5%
Educational Services	8	3.6%	148	16.3%
Health Care & Social Assistance	10	4.5%	100	11.0%
Arts, Entertainment & Recreation	4	1.8%	2	0.2%
Accommodation & Food Services	8	3.6%	59	6.5%
Accommodation	0	0.0%	0	0.0%
Food Services & Drinking Places	8	3.6%	59	6.5%
Other Services (except Public Administration)	30	13.6%	41	4.5%
Automotive Repair & Maintenance	4	1.8%	6	0.7%
Public Administration	4	1.8%	41	4.5%
Unclassified Establishments	3	1.4%	16	1.8%
<b>Total</b>	<b>221</b>	<b>100%</b>	<b>906</b>	<b>100%</b>

Source: Business data provided by Infogroup, Omaha NE Copyright 2010, all rights reserved. Esri forecasts for 2010.

January 05, 2012





