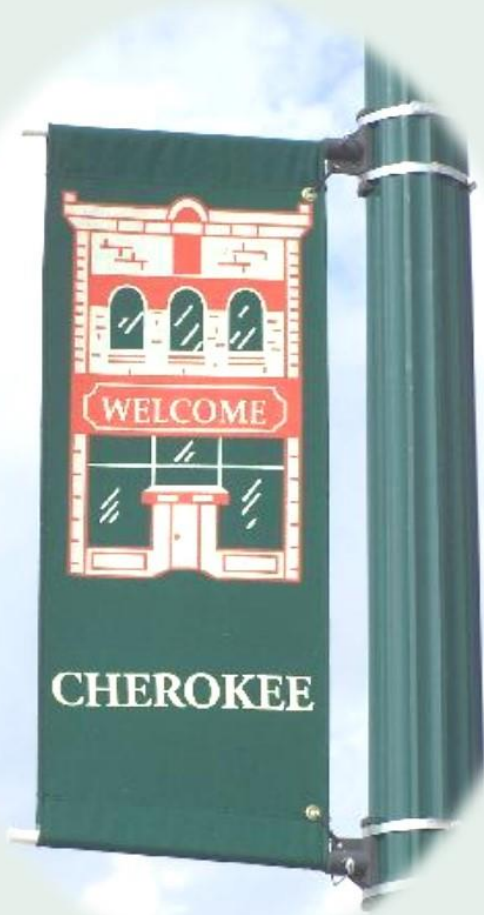


Cherokee 20 Year Comprehensive Plan



Cherokee, OK
September 2013



Table of Contents

Section 1.0 Introduction

1.1	Definition and Objectives	1
1.2	Purpose of the Plan	1
1.3	Planning Process	2
1.3.1	Companion Planning Documentation	3
1.3.2	Base Maps	3
1.4	Organizational and Administrative Recommendations	4
1.4.1	Administrative Controls	4
1.4.2	Advisory Boards	4

Section 2.0 Background, Data Base and Present Land Use

2.1	Regional Location	5
2.2	Heritage and Historical Settlement	6
2.3	Population Trends	7
2.4	Population Estimates	8
2.4.1	Age of Household Member	9
2.4.2	Population by Sex	9
2.4.3	Population Forecast and Projections	10
2.5	Housing Inventory	11
2.5.1	Households	11
2.5.2	Age of Housing Units	12
2.5.3	Housing Value	12
2.5.4	Housing Vacancy	13
2.5.5	Recommendations	13
2.6	Schools	15
2.7	Economic Development	15
2.7.1	Labor Force and Employment	16
2.7.2	Educational Attainment	16
2.7.3	Economic Base Analysis	17
2.8	Physical Characteristics	18
2.8.1	Topography and Soils	18
2.8.2	Drainage and Floodplains	19
2.8.3	Climate	24
2.8.4	Existing Land Use	24
2.8.5	Land Use Trends	26

Section 3.0 Transportation

3.1	Introduction	30
3.2	Roads and Highways	30
3.3	Public Transportation, Bus and Truck Services	30
3.4	Bicycle and Pedestrian Facilities	31
3.5	Railroads	31

3.6	Airport Facilities	31
3.7	Existing Road System	33
3.8	Traffic Volume Trends	35
3.9	Local Projects	36
3.10	Future Transportation Plan	36

Section 4.0 Goals, Objectives, Policies and Future Land Use

4.1	Goals, Objectives and Policies	38
4.1.1	Goals	38
4.1.2	Objectives	39
4.2	Policies	40
4.2.1	Budget and Fiscal	40
4.2.2	Public Participation	41
4.2.3	Community Appearance	41
4.2.4	Land Use	41
4.3	Future Land Use Plan	42
4.3.1	Housing Projections	42
4.3.2	Future Land Use	43
4.3.3	Residential	43
4.3.4	Commercial	45
4.3.5	Industrial	46
4.3.6	Agricultural	46
4.3.7	Floodplains	46
4.4	Community Facilities	46
4.4.1	City Hall	48
4.4.2	Library	48
4.4.3	Police Station	48
4.4.4	Fire Station	49
4.4.5	Parks	49
4.4.6	Water	51
4.4.7	Sewer	51
4.4.8	Storm Drainage	52
4.4.9	Electrical System	52
4.5	Zoning	52
4.5.1	A-G Agricultural District.....	54
4.5.2	R-G Residential District.....	54
4.5.3	R-1 Single Family Residential District.....	54
4.5.4	C-O Commercial Office District.....	54
4.5.5	C-1 Light Commercial District	55
4.5.6	C-2 General Commercial District	55
4.5.7	C-3 Downtown/Commercial Business District.....	57
4.5.8	I-1 Light Industrial District	57
4.5.9	I-2 Heavy Industrial District	59
4.5.10	S-U Special Use District.....	61
4.6	Use Variance	62
4.7	Subdivision Activity	62

4.8	Annexation	62
4.9	Future Annexation Goals	62

Section 5.0 Plan Implementation

5.1	Plan Implementation	63
5.2	Plan Implementation Tools	63
5.2.1	Planning Commission Project Review	63
5.2.2	Subdivision Regulations	63
5.2.3	Zoning	64
5.2.4	Building and Housing Codes	64
5.2.5	Utility Extension Policies	64
5.2.6	Annexation	64
5.2.7	Intergovernmental Agreements	64
5.2.8	Public Participation	65
5.2.9	Capital Improvements Plan	65
5.2.10	Regional Planning Commission	65
5.3	Conclusion	65

Appendices

Appendix A: Responses to Questionnaire for Cherokee's Comprehensive Plan

Appendix B: Oklahoma Statutes

Appendix C: Glossary

Figures

Figure 1: Percentage of Developed land area in Current City Limits	27
--	----

Maps

Map 1: Regional Location	5
Map 2: Soil Survey Map	20
Map 3: Flood Insurance Rate Map	22
Map 4: Present Land Use	25
Map 5: Cherokee Airport	32
Map 6: Cherokee Streets	34
Map 7: Cherokee Counts	35
Map 8: Future Land Use	44
Map 9: Existing Facilities and Services	47
Map 10: Cherokee Water System	50
Map 11: Cherokee Sewer System	53
Map 12: Proposed Zoning Map	58

Tables

Table 1: Population Trends	8
Table 2: Population Estimates	8
Table 3: Comparison and Distribution of Population by Age for Cherokee	9
Table 4: Comparison and Distribution of Population by Age for Alfalfa County	10
Table 5: Population Projection, City of Cherokee	11
Table 6: Housing Occupancy and Tenure	11
Table 7: Households	12
Table 8: Year Structure Build	12
Table 9: Employment Status of Cherokee	16
Table 10: Educational Attainment	17
Table 11: Employment by Industry	17
Table 12: Employment by Occupation	18
Table 13: Per Capita, Median Household, and Median Family Income	18
Table 14: Monthly Means from 1971-2000	24
Table 15: Available Future Land	43
Table 16: Cherokee Parks	49

Section 1

Introduction

Section 1 - Introduction

1.1 Definition and Objectives

As provided in the Oklahoma State Code, the definition of a comprehensive plan is “an analysis of all information and alternatives to the future development of the area.” The plan is a statement of conditions, policies, and strategies that will direct the development of the City of Cherokee for five to twenty years into the future.

The state code also lists eight objectives to be addressed by a comprehensive plan:

- Lessen congestion in the streets;
- Secure safety from fire, panic, and other dangers;
- Promote health and the general welfare;
- Provide adequate light and air;
- Prevent the overcrowding of land;
- Promote historical preservation;
- Avoid undue concentration of population; and
- Facilitate the adequate provision of transportation, water, sewage, schools, parks, and other public requirements.

The Cherokee Comprehensive Plan is a long range guide for land use, transportation, public facilities, economic development and historic preservation. The City of Cherokee Comprehensive Plan will guide the future of the City of Cherokee for approximately 20 years. In 2012, the city began the process to develop a comprehensive plan.

1.2 Purpose of the Plan

A community is often motivated to plan by the issues it must address and the opportunities it wishes to pursue. Planning allows communities to make better decisions. Communities deal with constant change. Planning is a process that helps communities prepare for unforeseen events, as well as anticipate future needs. A comprehensive plan can be used as a tool to address the constant change and evolution of a community. Comprehensive plans are sometimes referred to as land use plans, because in many cases they are dealing with issues related to the appropriate uses of land. In many cases, comprehensive plans are prepared to address compatibility issues between various uses of land, management and preservation of natural resources, identification and preservation of historically significant lands and structures, and adequate planning of infrastructure needs.

A comprehensive plan has several basic characteristics. First of all, it is general in nature; it does not identify how every parcel of land in the city should be developed or when it should be developed. The main purpose of the plan is to provide background information, and direct decision-making. It is a guide to development, not a tool for determining the precise location of each feature. The comprehensive plan may be implemented through an official map, a capital improvements plan, zoning ordinances and zoning map, and subdivision ordinances. Thus it sets the broad stage under which

the city's codes and ordinances fall. The comprehensive plan forms a basis of policy for adopting zoning regulations, subdivision regulations, housing codes, and other ordinances related to issues such as signage, nuisances, agriculture, resource management, health, environment, etc. The comprehensive plan gives a good foundation in developing the capital improvements plan and for initiating annexation procedures.

Perhaps most importantly, the comprehensive plan is a blueprint for how the City of Cherokee will deal with change, and how it will grow. It assists citizens in understanding the city and guides the planning commission, the city council, state agencies, and private developers in providing for the city's future needs. In short, the community's vision is designed, articulated, and illustrated by the comprehensive plan.

The comprehensive plan is divided into five sections:

- Section 1: Introduction - Provides information about the characteristics and uses of the plan.
- Section 2: Background, Data Base & Present Land Use - Provides background material on the history, social characteristics, physical characteristics, demographics, and the existing land use in Cherokee.
- Section 3: Transportation - Provides information about the transportation system.
- Section 4: Goals, Objectives, Policies and Future Land Use - Contains projections on population growth and future land use needs. It includes a land use plan which shows a spatial representation of suitable land uses on which a future zoning ordinance will be based. Land use goals, objectives, policies and public facilities plan are also included in this section.
- Section 5: Plan Implementation - Discusses steps which can be taken to implement the policies and objectives of the plan.

1.3 The Planning Process

Formal planning was initiated in Cherokee in 1973 with the completion of the first and only comprehensive plan for the City. In 2012 the mayor and city council members recognized the need to have more guidance in their decision making about development and engaged in a comprehensive planning process to ensure that the needs of the whole community are considered, not just the benefits to individuals. The Cherokee Planning Commission was established to help achieve a community consensus which is essential to a successful planning process. Planning commissioners are key players in arriving at that consensus. Not only do they share their own observations and views about the community, they can ensure that a full range of views is sought and considered. Planning commissioners are trustees of the future, and they have a responsibility to help prevent growth patterns which result in wasteful and inefficient use of public resources. In 2012 a planning commission of the city consisting of five residents and the city manager was nominated by the mayor and confirmed by the city council.

The first step in soliciting public involvement in this planning process was a city-wide opinion survey, which was distributed among residents and property owners. A blank

copy of the questionnaire is found in Appendix B. The survey responses (in Appendix A) provided information on resident's feelings in the areas of land use, housing, schools, utilities and community facilities, historic preservation, commerce, transportation and quality of life within the City of Cherokee.

1.3.1 Companion Planning Documents

A number of companion planning documents have been used in conjunction with this Cherokee Comprehensive Plan. Some important supplemental components to this comprehensive plan include:

The Cherokee Capital Improvements Plan

Much of the information needed for the city inventory has already been compiled in the Cherokee Capital Improvements Plan. This plan consists of an inventory of everything the City of Cherokee and its related trust authorities' own. This inventory includes a rough assessment of each asset's condition as well as a very general schedule for improving those assets that fail to meet standards. This plan also helps in setting priorities, identifying funding sources and scheduling the implementation of the plan. The long-range capital improvements plan ("CIP") is a five (5)-year plan that prioritizes and directs resource allocation for appropriate projects including streets, sewers, and parks. The CIP includes a financing plan for multi-year projects and a schedule for high priority projects.

Hazard Mitigation Plan

The City of Cherokee's Hazard Mitigation Plan of 2007 identified a number of natural hazards facing residents of the city, including drought, floods, thunderstorms, hail, tornadoes, winter storms and extreme temperatures. One flood causing major damage (10/3/2002) and three floods causing minor damage have hit in the city over the past 12 years. There have also been a number of high winds and snow and ice storms; especially the ice storm of 2002. The plan identifies a number of specific policies and actions the city could take in order to reduce the impact of these hazards.

The City of Cherokee elected to be included and participate in the Alfalfa County Multi-jurisdiction Hazard Mitigation Plan of 2013, along with the other communities in Alfalfa County.

1.3.2 Base Maps

Because the comprehensive plan deals primarily with the physical elements of the community, graphic representation is essential. Maps were prepared showing present land use, proposed land uses, the location of physical facilities, transportation routes and other useful data.

These steps are part of a continuing process. Plans must be evaluated, changed, and updated as the community changes. Once the various planning elements were prepared, city meetings were held to allow the community to review and comment. A

public review period was conducted Aug. 1-30, 2013, followed by a public meeting held at the Cherokee City Hall on Sept. 12, 2013. The purpose of this meeting was to present the recommendations to local officials, citizens, and other interested parties, and to receive comments on the plan. The City of Cherokee Comprehensive Plan was adopted by the Cherokee City Council on Sept. 12, 2013 in compliance with Oklahoma Statutes Title 11§43-103.

1.4 Organizational and Administrative Recommendations

In 1972 a detailed review of the codes and ordinances of the City of Cherokee was undertaken as an effort to identify any inefficiencies or conflicts which deserve attention that might result in improvements in general practices carried out by the city. As a result of this review, the following recommendations are presented for study by the city commission. Although this was included in the original Cherokee Comprehensive Plan of 1973, it is suggested that the commission adopt those recommendations that were generally agreed to have merit as an improvement to the city operations, and the individual given the responsibility of re-codifying the city ordinances be instructed to follow the recommendations approved by the city commission.

1.4.1 Administrative Controls

A review of the codes and ordinances identified several items which should be given attention in the near future:

- 1) The codes that have been adopted by the city are not complete and are outdated to a large extent.
- 2) The few codes that were adopted in the past may not be applicable now.
- 3) A number of ordinance have been repealed and yet all of these ordinances still appear in the ordinance books; a confusing system for individuals searching a specific ordinance.
- 4) There is no ordinance adopting a planning commission, thereby making the planning process non-enactable.

It is recommended that the city either adopt a model set of ordinances or re-codify existing ordinances to update the ordinance records. Further, the latest state and federal codes should be obtained, reviewed, and adopted.

1.4.2 Advisory Boards

The City might consider establishing a personnel board to augment the administrative efforts of the city. It should be comprised of local citizens, but also contain the city manager as a member. The purpose is to make recommendations to the city commission on actions concerning employment, and to act as a grievance committee to insure that employer-employee relations are satisfactory recognized and upheld.

Section 2

Background, Data Base, and Present Land Use

Section 2 - Background, Data Base and Present Land Use

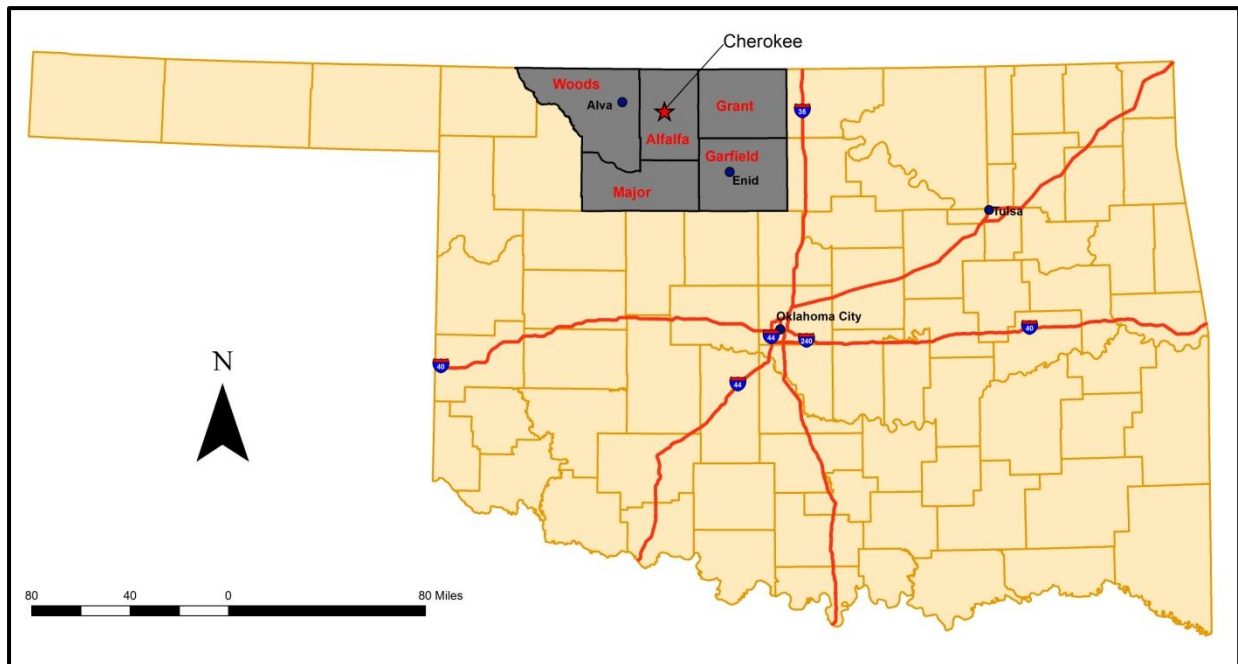
2.1 Regional Location

The area within the corporate limits of Cherokee is 1.5 square miles. The City is located in Alfalfa County in northwest Oklahoma and is the county seat (Map 1). The county is bordered by Grant and Garfield Counties on the east, Harper and Barber Counties (both in Kansas) on the north, Woods County on the west and Major County on the south.

The major highway running through Cherokee is State Highway 8/U.S. Highway 64, and State Highway 11 is two miles north of Cherokee. The Cherokee Municipal Airport is open to the public. This facility is located about one mile north of Cherokee and has a 3,790 foot lighted asphalt runway. Cherokee is about 20 miles east of Alva, 53 miles northwest of Enid, 105 miles southwest of Wichita, KS, 136 miles north of Oklahoma City, 167 miles west of Tulsa.

Population density averages only about 1,113.9 persons per square mile. The county is roughly rectangular and has an area of 881 square miles. The county is in the main wheat-producing section of the state.

Map 1: City of Cherokee Regional Perspective



Growth in Cherokee has been decreasing since its population peak in 1950 of 2,635 persons. The 2010 population was 1,498, an 8.1% decrease from the 2000 census. Cherokee is a rural municipality.

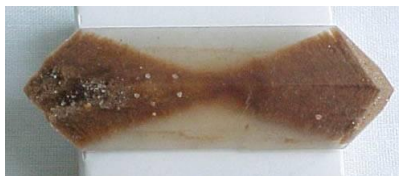
2.2 Heritage and Historical Settlement

Cherokee, like most of the communities in Alfalfa County, includes valuable assets linked to the historical development of the early city. These remnants from the early development of the city are part of what gives Cherokee its identity.

Cherokee was part of the Cherokee Outlet Land Run. The Cherokee Investment Company purchased one hundred acres, platted the town of Cherokee on a new railroad route, and held a lot sale on February 9, 1901. On February 10, 1903, the Kansas City, Mexico and Orient Railroad (later the Atchison, Topeka and Santa Fe Railway), reached Cherokee and continued southward across the county's center. Entrepreneurs of nearby Erwin moved their buildings northwest to Cherokee. In March 1903 the Erwin post office was re-designated Cherokee. Cherokee incorporated in July 1901, and developers convinced a second railroad, the Denver, Enid and Gulf, to construct a line through the community in 1905 with a ten-thousand-dollar bonus and free town lots. The Santa Fe later acquired that line. In 1907 Cherokee's population was 964 and by 1910 it had increased to 2,016.

Cherokee is the county seat and contains about 26.5% of the population of Alfalfa County. With a population of 1,498, Cherokee has active segments of the community that include 11 churches, Rotary Club International, and other groups of the community, 3 parks and a swimming pool.

Places of interest include the Great Salt Plains Lake, the Great Salt Plains State Park, and Salt Plains Federal Wildlife Refuge located on the Salt Fork of the Arkansas River a few miles east of the City of Cherokee. The City of Cherokee hosts the Selenite Crystal and Birding Festival in April/May annually and is the home of the Alfalfa County Historical Society Museum.



Selenite Crystal

The National Register of Historic Places lists several local properties: the Alfalfa County Courthouse, the Hotel Cherokee, the Friends Church, the Cherokee IOOF Lodge building, the Farmers' Federation Elevator, and Cherokee Armory.

The Alfalfa County Courthouse is one of the focal points of the town of Cherokee. Constructed in 1921, it has served the county as the center of local government and as an architectural landmark. The building, located just south of the downtown businesses, exhibits clean, simple lines and attractive neo-classical details.

The Hotel Cherokee, a four-story, detached, masonry brick building built in 1929, is the largest brick commercial style building in Cherokee, and is also the largest such building in Alfalfa County. The decorative brickwork includes wide, deep bands of interspersed

red and black brick, corbelled rows of red brick and of black brick, and decorative and contrasting window headers and sills of black brick. It is the only building in Cherokee that carries this style of ornamentation. It is located at 117 W. Main St. and currently houses the Alfalfa County Museum.

Distinctive in its use of the craftsman style, the Cherokee Friends Church is unique in the context of religious architecture in Alfalfa County and the surrounding area. It is a two-story, red brick, building designed and constructed in 1919-1920 and is located on a corner lot in a residential neighborhood east of downtown Cherokee, 120 S. Pennsylvania Ave.

The Cherokee IOOF Lodge No. 219 on Grand Ave. is a two story, flat roofed red brick plains commercial building. This multipurpose building, constructed in 1931, is partially situated on one of the first two business lots sold in Cherokee. This building is unique in that part of the edifice was specifically designed to house a mortuary (accessible from 2nd Street). The other section of the first story now houses other businesses.

Farmers Federation Elevator, now operated as Farmers' Co-op Elevator, is located at Ohio Ave. and 4th St. was built in two stages to replace the old wooden structure that existed at the same location. The 5" thick hollow red clay tile cylindrical bin was constructed in 1917.

The Cherokee Armory at Kansas Ave. and 2nd St. has architectural significance as a Works Progress Administration (WPA) building, unique in its use of brick construction materials, contrasting with armories in the state other than those in the northwest which were generally built of native stone. It was constructed in 1936.

Included in the downtown area should be an Historic Preservation Emphasis Area in which facade preservation, rehabilitation and permissible new design would be of greatest concern. This area represents a significant market opportunity of downtown Cherokee and is a unique and valuable asset that should be maintained and promoted to its maximum potential.

An ordinance relating to the preservation of sites, structures and districts of historical, archeological or architectural significance should be considered. The purpose of the ordinance would be to stabilize or improve property values, strengthen the local economy and promote the preservation and appreciation of historic sites and structures.

2.3 Population Trends

Planning for Cherokee's future requires an understanding of the community's population, demographic and housing bases. The following section inventories and analyzes available data to gain a basic understanding of the current population and housing status as well as to identify trends that are occurring.

Table 1 displays the population trends from 1960 through 2010 for Alfalfa County, several of its communities and the State of Oklahoma. Alfalfa County's population has

been decreasing since the census was first taken in Oklahoma in 1910, while Cherokee's decrease didn't start until after the 1950 census. Oklahoma's population increased during this same timeframe. Other than the oil "boom" that started in 2012, there are no other major trends that would indicate that population will experience a dramatic increase or decrease over the planning period.

Table 1: Population Trends for Alfalfa County and Communities, and State of Oklahoma, 1960- 2010

Municipality	1960	% change	1970	% change	1980	% change	1990	% change	2000	% change	2010
Alfalfa County	8,445	-14.5	7,224	-20.3	7,077	-14.2	6,416	-4.8	6,105	-7.6	5,642
Aline	314	-17.2	260	20.4	313	-5.8	295	-27.5	214	-3.3	207
Amorita	74	-32.1	63	4.8	66	-15.2	56	-21.4	44	-15.9	37
Burlington	174	-6.2	165	24.8	206	-18.0	169	-7.7	156	-2.6	152
Byron	82	-12.2	72	-6.9	67	-14.9	57	-21.1	45	-22.2	35
Carmen	533	-2.6	519	-0.6	516	-11.0	459	-10.5	411	-13.6	355
Cherokee	2,410	-12.7	2,119	-0.7	2,105	-15.1	1,787	-8.9	1,627	-7.9	1,498
Driftwood	32	-15.6	27	---	*	---	*	---	*	---	*
Goltry	313	-9.9	282	8.2	305	-2.6	297	-9.8	268	-7.1	249
Helena	580	32.6	769	-0.7	710	46.9	1,043	-57.5	443	216.7	1,403
Ingersoll	30	-48.4	17	---	*	---	*	---	*	---	*
Jet	339	-6.5	317	11.0	352	-22.7	272	-15.4	230	-7.4	213
Lambert	21	-23.8	16	36.0	20	-45.0	11	-18.2	9	-33.3	6
Remainder of County	3,543	-26.7	2,598	-7.0	2,417	-63.5	1,970	34.8	2,655	-44.0	1,487
Oklahoma	2,328,284	9.9	2,559,229	18.2	3,025,290	4.0	3,145,585	9.7	3,450,654	8.7	3,751,351

* No longer a town designation

Source: Oklahoma Dept. of Commerce, U.S. Census 2010

2.4 Population Estimates

The Oklahoma Department of Commerce (ODOC) develops population estimates for municipalities and counties in the state. According to the 2010 Census, the City of Cherokee had population of 1,498, a 7.9% decrease from the 2000 population of 1,627. The 2011 population estimate for the City of Cherokee was 1,504. This indicates a 7.5% population decrease since 2000; also Alfalfa County population decreased by 7.4% since 2000.

Table 2: Population Estimates, City of Cherokee, 2011

Population	2011	2010	2005	2000
Cherokee	1,504	1,498	1,529	1,627
Alfalfa County	5,662	5,642	5,725	6,092
Oklahoma	3,791,505	3,751,351	3,547,884	3,450,451

Source: U.S. Census Bureau: 2011 Population estimates, Census 2010, Census 2000

2.4.1 Age of Household Members

Table 2 displays the population trends from 2000 to 2010. Within the City of Cherokee the majority of the population was in the 50 to 59 age group. The 2000 median age for the City was 40.9 years of age. The 2010 median age for the City was 44.3 years of age.

2.4.2 Population by Sex

The female gender makes up a slight majority of the population in the City of Cherokee with 50.1% (750 persons) in 2010 as compared to 49.9% (748 persons) for the male. The percentage of males in the population has increased slightly for Cherokee from 47.7% in 2000 to 49.9% in 2010.

A shifting age structure is a national trend that is evident in Cherokee and Alfalfa County. This is largely due to the baby-boomer generation, which is a large segment of the overall population nearing retirement age. As this age group gets older, the demand for services such as health care will increase. This group, whether remaining in single-family homes or moving into other forms of housing will demand additional services such as personal care, home maintenance and transportation. It will become increasingly important for Cherokee to recognize these trends and also plan accordingly.

Table 3: Comparison and Distribution of Population by Age Categories and Sex for Cherokee, 2010 and 2000

Age	2010					2000				
	Both Sexes	Male	% of Male	Female	% of Female	Both Sexes	Male	% of male	Female	% of Female
Total Population	1,498	748	49.9	750	50.1	1,630	778	47.7	852	52.3
0 to 5	99	47	6.3	53	7.1	106	60	7.7	46	5.4
5 to 9	87	56	7.5	31	4.1	101	51	6.6	50	5.9
10 to 19	184	104	13.9	80	10.7	226	104	13.4	122	14.3
20 to 29	182	94	12.6	88	11.7	144	67	8.6	77	9
30 to 39	144	73	9.8	71	9.5	196	94	12.1	102	12
40 to 49	175	90	12	85	11.3	213	111	14.3	102	12
50 to 59	228	108	14.4	120	16	178	95	12.2	83	9.7
60 to 69	157	75	10	82	10.9	162	78	10	84	9.9
70 to 79	122	58	7.8	64	8.5	171	71	9.1	100	11.7
80 and over	120	43	5.7	77	10.3	133	47	6	86	10.1
Median Age	44.3	40		47		42	40.9		43.5	

Source: U.S. Census 2010.

Children under the age of 5 years make up a larger proportion of the population in the City than they do countywide. In Cherokee, persons between 5 and 24 comprise 36.85% of the population. Of this group 184 are between the ages of 10 and 19.

The elderly population (70 years and over) decreased by 62 persons between the 2000 and 2010 census, for a 20 percent decrease. The elderly represented 16.15% of the total population in 2010, compared to 18.65% of the total population in 2000.

Table 4: Comparison and Distribution of Population by Age Categories and Sex for Alfalfa County and Oklahoma, 2010

Alfalfa County						State of Oklahoma				
Age	Both Sexes	Male	% of Male	Female	% of Female	Both Sexes	Male	% of Male	Female	% of Female
Total	5,642	3,323	100	2,319	100	3,751,351	1,856,977	100	1,894,374	100
0 to 5	283	148	4.5	135	5.8	264,126	134,700	7.3	129,426	6.8
5 to 9	255	150	4.5	105	4.5	259,336	132,918	7.2	126,418	6.7
10 to 19	560	287	8.6	273	11.8	518,148	265,904	14.3	252,244	13.3
20 to 29	487	264	7.9	223	9.6	534,979	273,842	14.7	261,137	13.8
30 to 39	682	468	14.1	214	9.2	473,760	240,360	12.9	233,400	12.3
40 to 49	978	687	20.7	291	12.5	489,437	244,759	13.2	244,678	12.9
50 to 59	940	592	17.8	348	15	500,338	244,913	13.2	255,425	13.5
60 to 69	640	349	10.5	291	12.5	363,905	173,880	7.4	190,025	10
70 to 79	511	257	7.7	254	11	216,126	97,226	5.2	118,900	6.3
80 and over	306	121	3.6	185	8	131,196	22,475	1.2	82,721	4.4
Median age	46	45.3		47.9		36.2	34.9		37.7	

Source: U.S. Census 2010.

2.4.3 Population Forecasts and Projections

Population projections are based on past and current population trends. Projections should be considered as one of many tools used to help anticipate and predict future needs within the city. Population levels are subject to physical conditions, environmental concerns, land use, zoning restrictions, taxation, annexation and other political policies that influence business and personal location decisions. In 2000, the Oklahoma Department of Commerce prepared baseline population projections to the year 2030 for the communities and counties of Oklahoma.

Table 5 displays population projections for the City of Cherokee from 2000 to 2030. It shows a decline in growth over the thirty year projection period of 3 percent. There was negative growth over the previous 50 year period which was almost 38 percent. Population is forecast to be stagnant during the next 20 years, however, any increase or decrease in oil exploration and drilling is not taken into account as this is a variable that is not easy to anticipate its occurrence.

Table 5: Population Projections, City of Cherokee, 2000 – 2030

Census	Projections					
2000	2005	2010	2015	2020	2025	2030
1,630	1,600	1,580	1,580	1,580	1,580	1,580

Source: U.S. Bureau of Census, 2010

2.5 Housing Inventory

The total population in the 2010 census was 1,498 persons and City of Cherokee contained 845 housing units. Of this number, 198 were vacant, 480 were owner occupied and 167 were renter occupied. Mobile homes have increased since the 2010 census. The American Community Survey of 2010 (a division of the US Census Bureau) estimated 20 mobile homes in the housing inventory of 2010. Total housing units decreased by 8 units during the period between 2000 census and the 2010 census; a 0.9% decrease. Multi-family housing accounts for only about 1% of the total housing stock in Cherokee and has changed little since the 2000 census was taken, which was 4.5%. In 2010, 19.8% of the occupied housing units in Cherokee were renter-occupied, compared to 28.8% for Oklahoma.

Table 6: Housing Occupancy and Tenure, City of Cherokee, 2000 and 2010

	Cherokee 2000	%	Cherokee 2010	%	Alfalfa 2010	%	Oklahoma 2010	%
Total units	853	100	845	100	2,763	100	1,664,378	100
Occupied units	709	83.1	647	76.6	2,022	73.2	1,460,450	87.7
Owner occupied	578	67.8	480	56.8	1,565	56.6	981,760	59
Renter occupied	131	15.4	167	19.8	457	16.5	478,690	28.8
Vacant units	144	16.9	198	23.4	741	26.8	203,928	12.3
Seasonal, rec., occasional use	11	1.3	13	1.5	209	7.6	35,187	2.1
Homeowner vacancy rate	(X)	7.9	(X)	3.2	(X)	2.1	(X)	2.2
Rental vac. rate	(X)	13.9	(X)	23.8	(X)	21.4	(X)	11

2.5.1 Households

The number of households decreased approximately 1% between 2000 and 2010. In 2000 the owner-occupied housing units was 578, this decreased by 11 percent in 2010, resulting in a homeownership rate of 56.8 percent. The renter-occupied housing units increased by 4.4 percent. The average household size slightly decreased from 2.29 in 2000 to 2.24 in 2010. Please refer to Table 6 which displays the housing occupancy and tenure characteristics for Cherokee. According to the 2010 census approximately 56.8% of all dwellings in the city were owner-occupied, compared to 56.6% for Alfalfa County as a whole. According to the 2010 census, manufactured housing (including mobile homes) accounts for 2.3% of the total housing units.

Table 7: Households, City of Cherokee, 2000 and 2010

Households	Cherokee 2000	%	Cherokee 2010	%	Alfalfa 2010	%	Oklahoma 2010	%
Total	703	100	647	100	2,022	100	1,460,450	100
Family households	455	64.7	396	61	1,333	65.9	975,267	66.8
Average household size	2.29		2.24		2.22		2.52	

Source: U.S. Bureau of Census, 2010

2.5.2 Age of Housing Units

The age of housing stock is an important element to be analyzed when planning for the future. If there is a significant amount of older housing units within the housing supply, they will most likely be replaced, rehabilitated or abandoned.

According to the 2010 census the majority of housing units within the City of Cherokee were built prior to 1959, indicating a potential need for housing stock rehabilitation within the planning period. Allowing for a newer housing supply also requires planning regarding infrastructure, land availability, community utilities, transportation routes and a variety of other needs which are affected by new housing development.

Table 8: Year Structure Built

Year Structure Built	Number	Percent
2005 or later (estimate)	0	0
2000 to 2004	16	1.8
1990 to 1999	8	0.9
1980 to 1989	36	4.3
1970 to 1979	136	15.4
1960 to 1969	140	15.6
1950 to 1959	83	9.2
1940 to 1949	128	14.2
1939 or earlier	347	38.6

Source: U.S. Bureau of Census, 2010

2.5.3 Housing Value

Providing affordable housing, which meets the needs of current and future Cherokee residents, is an important element of overall planning. Finding affordable and quality housing has historically been somewhat difficult in Cherokee. A lack of affordable housing has overriding impacts on population migration patterns, economic development and the tax base. According to the 2010 Census, the median value of homes in the City of Cherokee is \$43,600, countywide median value is \$50,100, and in Oklahoma it is \$108,400.

2.5.4 Housing Vacancy

The vacancy rates for owner occupied units has decreased while rental units have increased since the 2000 census. The homeowner vacancy rate went from 7.9% in 2000 to 3.2% in 2010. Rental vacancies have increased from 13.9% in 2000 to 23.8% in 2010. With occupancy rates in the 76% range, and with waiting lists for existing housing, the existing housing stock is not meeting the demand. Neighborhood assessments revealed multiple housing units that should be demolished or rehabilitated. Rental demand should support rehabilitation of properties in the city. Moreover, small city lots, carefully planned and fully supplied with water, sewer, curbs and sidewalks, cost more to develop than rural small acreage parcels. Therefore, housing development which meets city development and housing standards should become a priority for development within the next 20 years.

Lower income households are attracted by alternatives such as manufactured or other low-cost housing, either in manufactured home parks or on parcels located outside the city limits. For Cherokee, manufactured home parks are among the viable affordable housing strategies. Even though they create controversy, they provide housing for large numbers of families needing public services. However, these developments generate substantially less tax revenue than housing developed on single-family lots. Likewise, the presence of scattered units creates additional demands on public services such as school busing, snow plowing, police and fire protection, and home-based social services. Whatever the strategies Cherokee may follow, development of affordable housing will involve creating neighborhood and community environments where households with a broad range of incomes will choose to invest.

2.5.5 Recommendations

The overall supply and condition of the city's housing has a great amount of influence on the city's development. It is of utmost importance when the city is striving for industrial development. Some suggestions follow:

- (1) The city building inspector should thoroughly adhere to the following:
 - (a) Issue building permits and monitor all new construction starts, especially housing starts.
 - (b) Inspect and approve construction in conformity with city, state, and national codes.
 - (c) Monitor the condition of buildings and houses and inspect them for safety and sanitary deficiencies.
 - (d) Administer all subdivision regulations, including the construction of streets, utilities, etc.
 - (e) Perform other duties as appropriate which will improve the city, such as advising developers and informing new residents of city policies related to access buildings.

- (2) The city should initiate a program for housing expansion to insure that present and future housing needs will be met and adequate supply is available for related industrial expansion.
- (3) The city should work through civic groups as well as the city's own departments to insure that the code enforcement program is administered and adhered to so that the development of deterioration is halted.
- (4) The city and civic groups should initiate a program for the removal of 37 dilapidated vacant houses, and provision should be made in advance for the replacement of the resulting vacant land in uses that are complementary to residential development, as defined in the zoning ordinance.

The general framework for the development area of Cherokee reveals that the central business district is generally well defined and compact. Insofar as residential development has graduated to a fairly intense build-up in the areas immediately surrounding three sides of the downtown commercial area, future growth in the central business district is constrained to evolve mainly to the north of the present commercial area. However, the rehabilitation or removal of existing vacant structures would provide adequate space for short term expansion. The only other commercial area of major significance lies at the southern end of the city and extends to the southern city boundary. Adequate parking is available in the southern business section but additional parking may be needed in the downtown business district. The commercial areas comprise approximately 10.53% of the present land area.

The residential areas comprise nearly 30.13% of the total land area of Cherokee and density patterns are generally well defined, indicative of adequate planning and development control in past years. Residential density ranges from close to 5 houses per acre in the south central portion of the city, from Fourth Street to Tenth Street, to about 1.7 houses per acre in the area bounded on the west by the former Atchison, Topeka, and Santa Fe Railroad and extending to the eastern boundary of the city.

The new residential developments which have occurred outside of the rigid grid plat area are generally well organized with larger lots and are thus less heavily populated. These areas are offset from the major arterials and are less heavily traveled, thereby reducing traffic congestion. Some improvements could possibly be made in providing better access for persons residing in these areas.

The public areas of the city appear to be adequate and reasonably located except for general use public open space. Some potential exists for developing additional recreation areas within the city boundaries.

The present industrial area of Cherokee, comprising 4.51% of the land, is located in the southwest portion of the city in a compact and well defined area.

Approximately 38.34% of the incorporated land area of Cherokee is not developed and is vacant in the sense that it is not used for typical urban purposes such as housing, commercial, or industrial uses. This area generally borders all four sides of the community, with a few exceptions mentioned earlier in the eastern portion of the city. Currently, these vacant areas are in agriculture use and offer some potential for urban expansion as future demand for alternate land uses arise.

To insuring an adequate supply of affordable housing, public agencies and private organizations can work together to share the responsibility of providing all types of affordable housing for all income levels. This can be accomplished by exploring cost-effective subdivision designs. The city would also benefit from a housing rehabilitation loan/grant program to help Cherokee homeowners upgrade units. The Community Development Block Grant (CDBG) program is one potential source of funding and should be pursued in cooperation with the county.

USDA Rural Housing Programs (for Individuals or Families) is another potential source of funding. Assistance is available from USDA to purchase or build a single-family home, repairs for existing homeowners and development of affordable rental housing. This type of assistance is available in rural communities and small incorporated towns/cities of a population up to 10,000.

2.6 Schools

The enrollment trends of the Cherokee's school district are discussed below. The City of Cherokee children are served primarily by three public schools. Student enrollment counts for 2012-2013 school year were: Cherokee High School (grades 9-12), 412 E. 5th St., 123 students; Cherokee Middle School (grades 7-8), 412 E. 5th St., 52 students; Cherokee Elementary School (grades Pre-K -8), 700 S. Nebraska Ave., 194 students.

The comprehensive plan includes no projections for additional school sites within the City of Cherokee. At the present time, the school district does not have any need for immediate facility expansion; however they are in a planning stage, waiting for new enrollment figures and discussing budget issues for future upgrades.

Typically, school districts locate school facilities based on needs relating to population concentrations within their districts. It would not appear that Cherokee school district will be proposing any new school sites based on their last five-year student population.

2.7 Economic Development

The reason to plan for economic development is basic: economic development helps pay the bills. Economic development is the process by which a community organizes, analyzes, plans, and then applies its energies to the tasks of improving the economic well-being and quality of life for those in the community.

Cherokee is located on State Highway 8 near the junction with State Highway 11 and has a municipal airport. Cherokee is also located 20 miles from Alva which includes the main campus of Northwestern Oklahoma State University. The City of Enid is less than an hour away and is home to campuses of Northern Oklahoma College and Northwestern Oklahoma State University. Although Cherokee is not in a highly traveled area, there is still economic development potential to meet the needs of the surrounding rural communities and counties.

Cherokee is primarily a residential community with some employment opportunities located in the city, including some retail opportunities and governmental and educational positions. Historically, Alfalfa County's economy was based principally upon agriculture, and agriculture remains a significant source of income in the County. While Alfalfa County remains rural today, the oil and gas industry has the potential to become an important part of the overall economy. In Cherokee, the economy includes farming and some oil and gas industries. Major employers in Cherokee are Alfalfa County, Alfalfa Rural Electric Co-op, Cherokee schools and other manufacturing and oilfield related industries. It is important to the planning process to identify Cherokee's economic characteristics or resources. These characteristics include the labor force, employment by industry, and unemployment characteristics.

2.7.1 Labor Force and Employment Status

The civilian labor force decreased from 2000 to 2010. In 2000, persons 16 years and over in the labor force was 768 compared to 687 in 2010 with a small decrease of 81 individuals. The percent of unemployed civilian labor force increased from 1.4% to 2.1% in 2010.

Table 9: Employment Status of Persons Age 16 years & over, Cherokee, 2010

Employment Status	Number	Percent
In Labor Force	687	59.5
Civilian Labor Force	687	59.5
Employed	663	57.4
Unemployed	24	2.1
Percent of Civilian Labor Force	-	3.5
Armed Forces	0	0.0
Not in labor force	468	40.5
Percent Unemployed	-	3.5
Population 16 years and over	1,155	100

Source: U.S. Bureau of Census, 2010

2.7.2 Educational Attainment

The educational attainment level of persons within a community is often an indicator of the overall income, job availability and well-being of the community. The 2010 census indicated 89.5% of the population aged 25 years or more had a high school diploma or better, while 42.4% possessed a college degree (associate or higher).

2.7.3 Economic Base Analysis

Employment by Industrial Sector

The employment by industry within an area illustrates the structure of the economy. Historically, Alfalfa County's overall economy was based principally upon agriculture, and agriculture remains a significant source of income. While Alfalfa County remains rural in character, oil and gas industry as well as manufacturing has also become an important part of the overall economy. In Cherokee, the economy is well rounded and includes farming, manufacturing, and oil and gas industries.

Table 10: Educational Attainment of Persons Age 25 & Over, Cherokee, 2010

Attainment Level	Number	% of Total
Less than 9th grade	27	2.7
9th to 12 grade, no diploma	78	7.8
High school graduate, GED, or alternative	301	30.1
Some college, no degree	270	27.0
Associate Degree	47	4.7
Bachelor's degree	167	16.7
Graduate or professional degree	110	11.0
Population 25 years and over	1,000	100

Table 11: Employment by Industry, Cherokee, 2010

Industry	Employees	Percent
Agriculture, Forestry, Fishing, Hunting, Mining, and Oil & Gas Extraction	76	11.5%
Construction	59	8.9%
Manufacturing	28	4.2%
Wholesale Trade	36	5.4%
Retail Trade	57	8.6%
Transportation, Warehousing, and Utilities	50	7.5%
Information	19	2.9%
Finance, Insurance, Real Estate, Rental and Leasing	32	4.8%
Professional, Scientific, Tech Services, Administrative, and Waste Management	21	3.2%
Educational, Health and Social Services	125	18.9%
Arts, Entertainment, Recreation, Accommodation and Food Services	10	1.5%
Other Services (except Public Administration)	63	9.5%
Public Administration	87	13.1%
Total	663	100.0%

Source: Business data provided by Infogroup, Omaha NE Copyright 2012, all rights reserved. Esri forecasts for 2011.

Table 11 displays the number and percent of employed persons by industry group in City of Cherokee for 2010. The greatest percentage of employment for the city was in

the education, health and social services sector (18.9%), followed by public administration (13.1%), then agriculture and oil & gas (11.5%).

The table below provides a breakdown of the employment by occupation of city population.

Table 12: Employment by Occupation, Cherokee, 2010

Occupation	Number	% of Total
Management, professional, and related occupations	251	37.9
Service occupations	105	15.8
Sales and office occupations	133	20.1
Natural resources, construction and maintenance occupations	87	13.1
Production, transportation, and material moving occupations	87	13.1

Source: U.S. Bureau of the Census, 2010

Other Economic Conditions

The 2010 census indicates per capita income for the City of Cherokee was \$22,492 compared to \$24,080 for Alfalfa County. Median household income in the City was \$39,338 compared to \$42,730 in the county and \$44,287 for Oklahoma. Cherokee's median family income is \$56,985 which is 103% of the state. There are relatively high numbers of persons in lower paying service industry occupations within the city and they account for its low per capita income of \$22,492. The relatively higher income households tend to live in outlying areas. During the planning period, Alfalfa County as well as Cherokee's population growth is projected to grow slower and older than the state as a whole, therefore leading to lower participation rates in the workforce.

Table 13: Per Capita, Median Household and Median Family Income, Cherokee, Alfalfa County and Oklahoma, 2010

Income	City of Cherokee	Alfalfa County	Oklahoma
Per Capita	\$22,492	\$24,080	\$23,770
Median Household	\$39,338	\$42,730	\$44,287
Median Family	\$56,985	\$56,444	\$55,296

Source: U.S. Bureau of the Census, 2010

2.8 Physical Characteristics

2.8.1 Topography and Soils

The topography of Cherokee is fairly level which does not restrict their growth potential. According to the Digital Atlas of Oklahoma, Cherokee has mean elevation of about 1,181 feet. In planning for future growth and development, the characteristics of the soils that overlay the city should be carefully considered.

Most of the land in the Cherokee area is suitable for farming. Within the city and the surrounding area there are two dominating soil types: (1) Brewer silt loam varying from 0 to 1% slope and (2) Dale silt loam, also with 0 to 1% slope. Other soil types found in the study area are Brewer-Drummond complex, Reinach very fine sandy loam, McLain

silt loam, Pond Creek silt loam, Buttermilk silt loam, Drummond silt loam, etc. Soil data is taken from the NRCS Web Soil Survey includes detailed descriptions of each soil type and its suitability for different types of uses and development constraints (Map 2). This source should be consulted when the development of a particular area is proposed.

Most of the soils are generally suitable for development except for areas subject to flooding. These flood zones restrict development of the central flood zones soil and should be restricted to land uses that would not be readily impacted by periodic flooding, such as agriculture and recreation.

2.8.2 Drainage and Floodplains

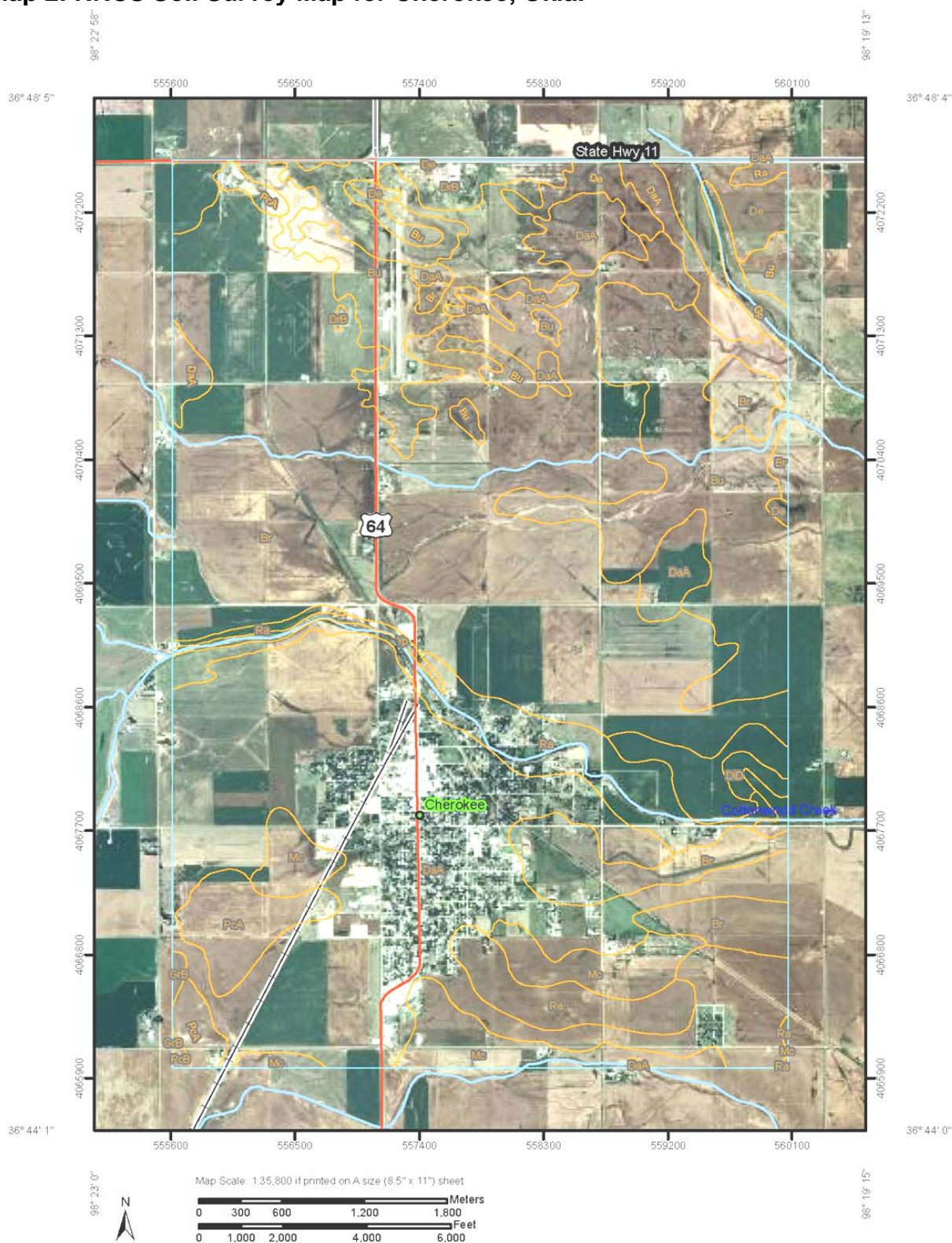
The City of Cherokee is situated amid Cottonwood Creek, a tributary flowing into the Salt Fork River. Normally this creek is characterized by a very low surface flow and is dry through most of the dry season. However, the creek serves a drainage area of about 36,000 acres and becomes a source of severe local flooding during sudden concentrations of high rainfall or during periods of continuous rainfall where the volume of water becomes in excess of what the channel can handle. The occurrence of flooding is usually confined to the spring months, but floods occur frequently enough to prevent the orderly development of a substantial area of the city.

The meandering nature of the creek, the heavy vegetation and number of trees, and the accumulation of silt have contributed substantially to the creek's inability to adequately handle an orderly flow of water. While the creek provides some recreation through the city park area, and some potential exists for developing aesthetic open space areas along the basin, a high priority should be given to the consideration of developing programs to eliminate the flooding potential of the creek. At the same time, plans can be implemented to assure that the recreational value and the aesthetic beauty of the creek be maintained.

The Federal Emergency Management Agency (FEMA), through its National Flood Insurance Program (NFIP), secures federally underwritten flood insurance for local residents and businesses when the City maintains their floodplain land use ordinance. It is, however, the responsibility of the city to implement an improvement program to alleviate the flooding and related drainage problems. Projects of this nature are usually expensive. It is recognized that a comprehensive program will be necessary to acquire the support of local civic organizations, the Alfalfa County Conservation District, and the area landowners to fully develop a flood prevention program.

However, plans toward a solution to the problem should at least be initiated in the immediate future so that corrective action can be taken. The land area, especially in the eastern and northern sections of the city cannot be further developed or efficiently utilized until drainage is adequately controlled.

Map 2: NRCS Soil Survey Map for Cherokee, Okla.



MAP LEGEND

	Area of Interest (AOI)
	Soil Map Units
	Cities
	Streams and Canals
	Rails
	Interstate Highways
	US Routes
	Major Roads

MAP INFORMATION

Map Scale: 1:35,800 if printed on A size (8.5" x 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL: <http://websoilsurvey.nrcs.usda.gov>
 Coordinate System: UTM Zone 14N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Alfalfa County, Oklahoma
 Survey Area Data: Version 9, Jul 27, 2012

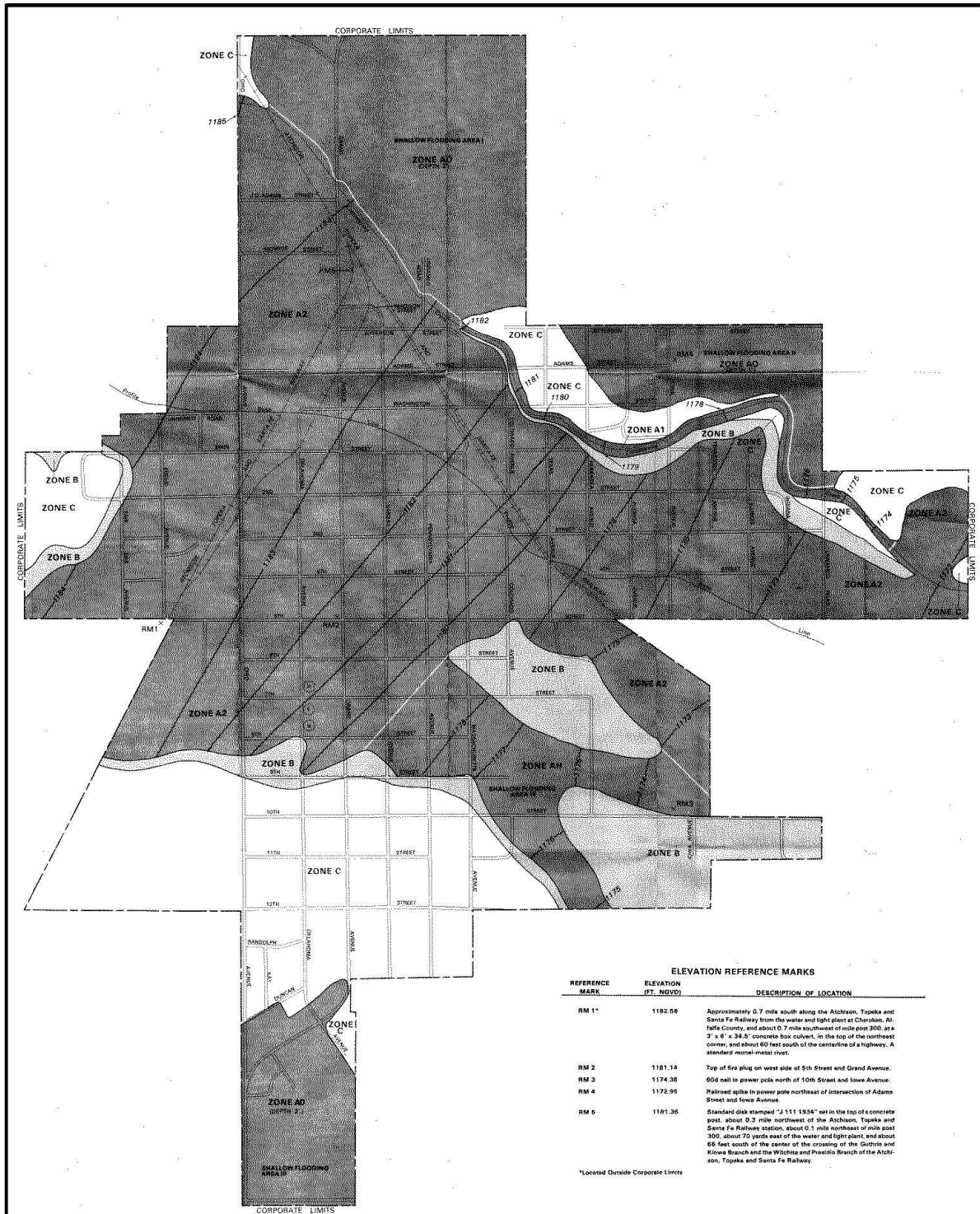
Date(s) aerial images were photographed: 6/8/2003

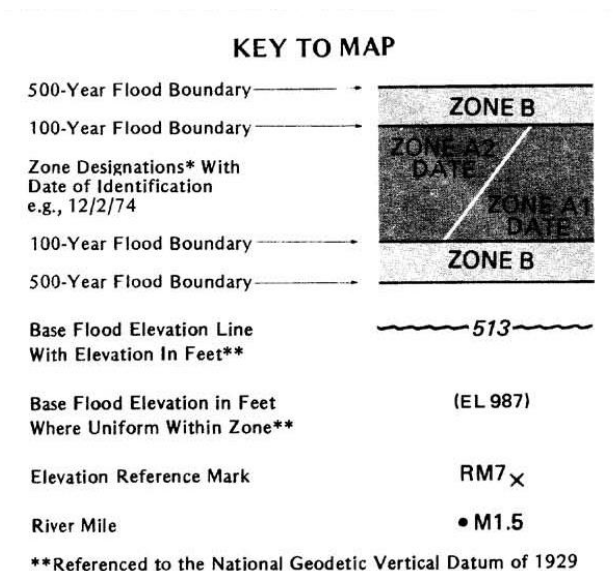
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Alfalfa County, Oklahoma (OK003)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Br	Brewer silt loam, 0 to 1 percent slopes, rarely flooded	2,588.4	35.6%
Bu	Brewer-Drummond complex, 0 to 1 percent slopes, rarely flooded	1,094.5	15.0%
DaA	Dale silt loam, 0 to 1 percent slopes, rarely flooded	2,172.7	29.9%
De	Buttermilk silt loam, 0 to 1 percent slopes, rarely flooded	182.6	2.5%
DID	Dale silt loam, 3 to 8 percent slopes, rarely flooded	22.9	0.3%
DrB	Drummond silt loam, 0 to 3 percent slopes, rarely flooded	178.8	2.5%
Gp	Gracemont fine sandy loam, saline, 0 to 1 percent slopes, frequently flooded	45.1	0.6%
GrB	Grant silt loam, 1 to 3 percent slopes	7.8	0.1%
Mc	McLain silt loam, 0 to 1 percent slopes, rarely flooded	320.9	4.4%
PcA	Pond Creek silt loam, 0 to 1 percent slopes	189.4	2.6%
PcB	Pond Creek silt loam, 1 to 3 percent slopes	4.7	0.1%
Ra	Reinach very fine sandy loam, 0 to 1 percent slopes, rarely flooded	441.7	6.1%
Yp	Yahola and Port soils, 0 to 1 percent slopes, frequently flooded	28.5	0.4%
Totals for Area of Interest		7,278.1	100.0%

Map 3: Cherokee Flood Insurance Rate Map





*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

As a step toward solving the flooding problem, the city execute a program that will have three major purposes.

- (1) To assure that an orderly and consistent flow of water can be attained during periods of heavy runoff.
- (2) To prevent further erosion and consequent altering of the natural water course caused from a poorly managed basin.
- (3) To assure that flood water can be contained within the channel to prevent economic losses to residential and business areas of the city during peak rainfall periods.

Much of the flooding potential of the creek could be reduced or possibly eliminated by taking the following actions:

- (a) Remove or reduce the concentration of trees, heavy brush, and other vegetation that lies directly in the channel area and contributes to retarding the velocity of the water during high flow periods.
- (b) Undertake a topographical survey of the channel to determine its slope and pinpoint high places created by silt or outscouring that retard the water flow.
- (c) Dredge the channel to eliminate high spots and improve the grade of the channel, providing a minimum of ten feet in elevation from the west to the east of the city.
- (d) Dress the sides of the canal and replace vegetation to assure that erosion and scouring will be eliminated.

Much of this work is susceptible to solution by leadership sponsored civic action, and technical assistance can be provided by the Natural Resources Conservation Service. Hence, the expenditure of funds can be kept to a minimum. However, regular maintenance of any improvements is necessary to keep the efforts productive.

As Map 3 shows, most of the City of Cherokee is designated as floodplains. The Federal Emergency Management Agency has designated 100 year and 500 year floodplains within the corporate limits of Cherokee. The 100 year floodplain is the land area (usually along a stream or creek but not always) that is susceptible to inundation by a flood of a magnitude that would be expected to occur every 100 years as a result of rainfall and runoff from upland areas. The City of Cherokee not only adopted floodplain regulations but also participates in the National Flood Insurance Program and has a citywide floodplain ordinance which regulates the issuing of building permits within floodplains. Cottonwood Creek has not had extensive flooding issues since 2009. The city must continue to enforce floodplain regulations to increase damage prevention.

2.8.3 Climate

Cherokee's weather is characterized by a variety of moderate extremes mixed with a prevailing condition of a pleasant continental climate. Winters are generally cool but can be cold. Average annual snowfall in Cherokee totals 15.2 inches. Invading polar air masses in winter are capable of producing significant snow and ice events, as well as extremely cold temperatures, which can have disastrous results. Summers can be long, hot and humid with periods of extreme heat. Spring and fall are usually the stormiest seasons, with severe thunderstorms accompanied with hail and high winds. Tornadoes are common during spring and fall.

Climate information for Alfalfa County, Oklahoma is: mean annual precipitation 31.4 inches; mean annual temperature 58.0 degrees F.

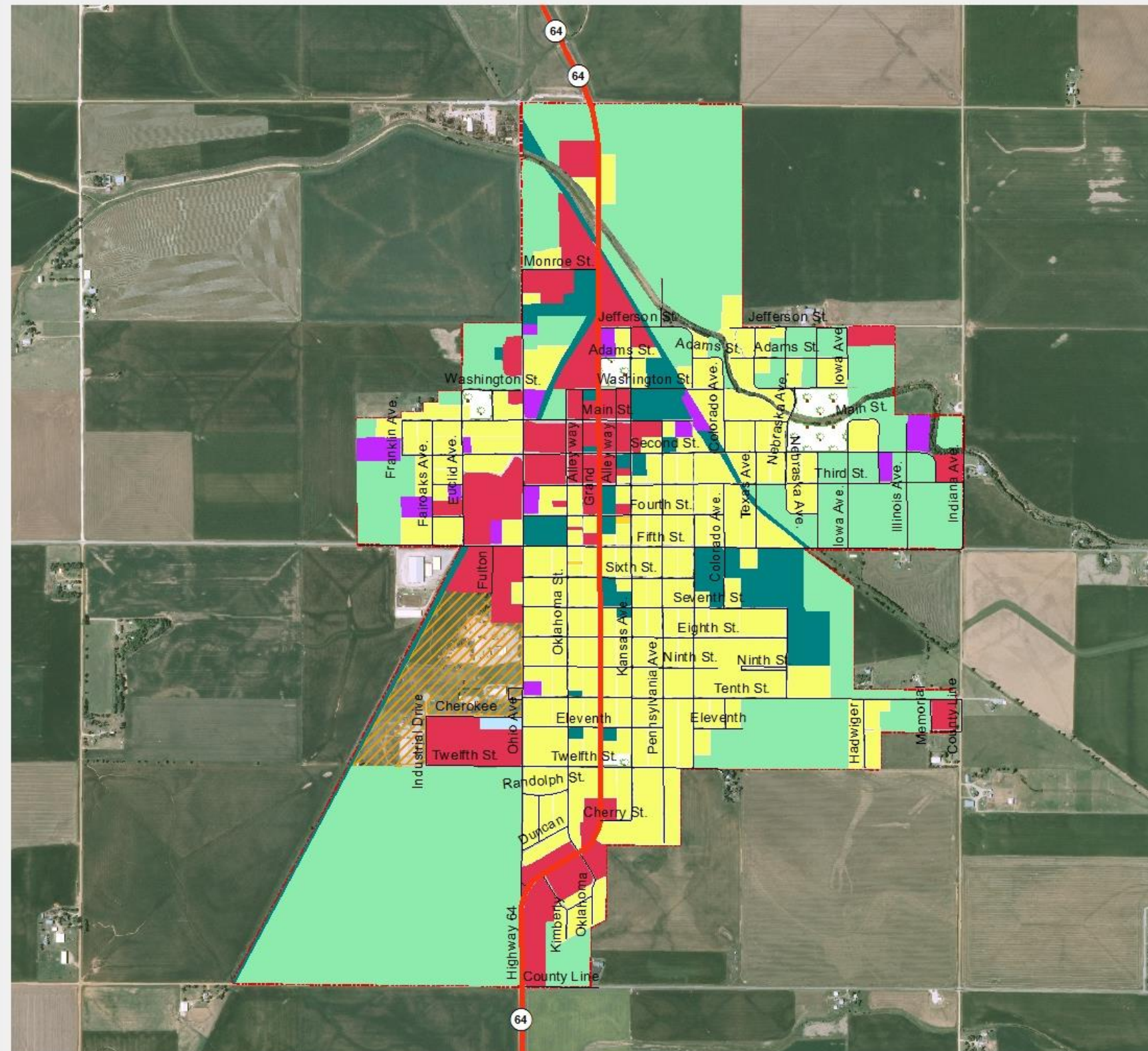
Table 14: Monthly Means from 1971 – 2000.

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Precip. (inches)	0.9	1.2	2.9	2.8	4.5	3.9	3.1	3.3	3.0	2.6	2.0	1.2
Temp. (F°)	32.6	38.1	47.2	56.9	67.1	77.1	82.5	80.9	72.2	60.0	45.7	35.6

Source: Oklahoma Climatological Survey

2.8.4 Existing Land Use

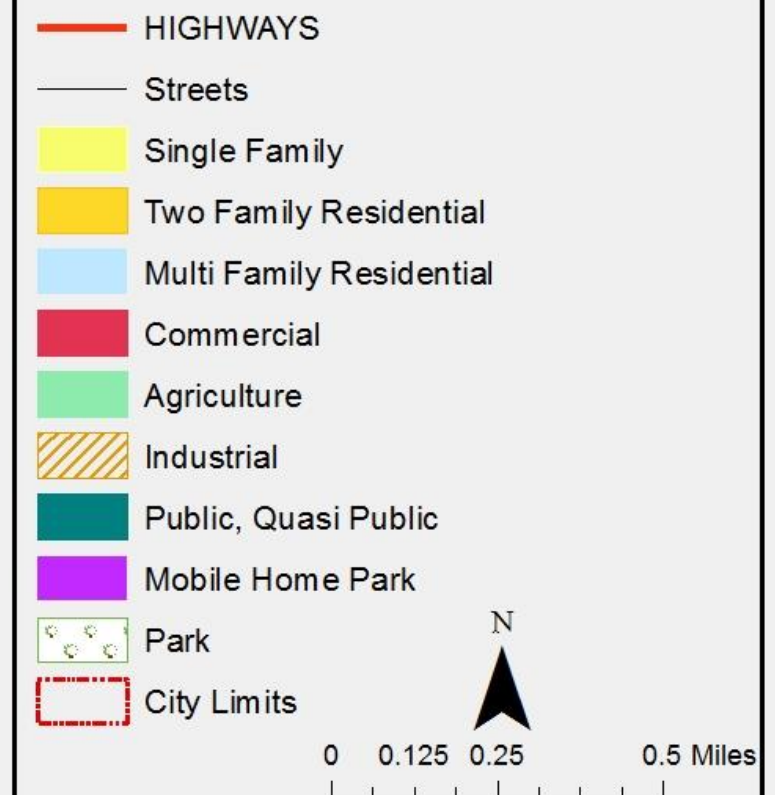
Since one of the major purposes of this plan is to guide future decision making pertaining to development, it is important to look at past and existing patterns of land use as background information for future land uses. Existing land uses will, to a large extent, determine future land use decisions.



Map 4: Present Land Use



Legend



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. User of this information should review or consult the primary data and information sources which are available to the public at the Alfalfa County Court House and should be used accordingly. The user assumes all liabilities whatsoever resulting from or arising out of the use of this map.

**Northern Oklahoma
Development
Authority**

**2901 North Van Buren
Enid, OK 73703**

July, 2013

Existing land use as of 2013 was inventoried during the planning process using aerial photography, other existing maps, and input from local authorities. Existing land uses were also “field verified” through a windshield survey. The following map depicts the land use pattern existing in Cherokee in the fall 2012 and spring 2013. The base map of Cherokee was surveyed and marked as to type of land use on each property. Each land use type was then color coded on the map. The final map was developed through reviews with the Cherokee Planning Commission. This map is useful to the planning process in helping to understand the current conditions and providing a basis for a land use plan.

Map 4 will serve as a benchmark for future planning studies on how land uses have changed over time.

Cherokee has developed in a fashion similar to many small towns with a mixture of residential, commercial and employment uses along the major highway. Development itself was concentrated due to the lack of mobility during the early years of city development. The automobile usage allowed for development to be less concentrated and therefore development became more scattered and widely spaced. Commercial development has also been affected by the automobile with most new commercial development now requiring automobiles in order to get across widely spaced parking lots and to get from one commercial use to another.

Development in Cherokee is a combination of the pre-World War II type of development with small lots and mixed land uses in the center of the city and the post-World War II development with larger lots and segregated land use. The latter is typified by the developments of Hildinger, Goeken, and Hadwiger Additions.

2.8.5 Land Use Trends

The City of Cherokee is very much a rural city and the land use patterns have changed relatively little over the years. Cherokee contains a range of land uses, including agricultural, residential, commercial, industrial, and public and quasi-public activities (see Map 4). They are arranged in a pattern surrounding the original Cherokee town site and moving southerly, away from Cottonwood Creek (known historically for flooding) and surrounded by larger agricultural areas.

The city limits have had limited changes to accommodate various needs. Currently, the area within the corporate limits of Cherokee is 1.5 square miles. Additional expansion is occurring, to the southwest. Generally though, it does not appear the city will face any substantial development pressure in the foreseeable future. Land just outside the city limits is largely agricultural, with some low density residential.

The majority of vacant land in Cherokee is found in northeastern section. These areas are largely in the 100 year flood zone and had been abandoned from residential use due to the disinvestment brought on by periodic flooding.

Residential

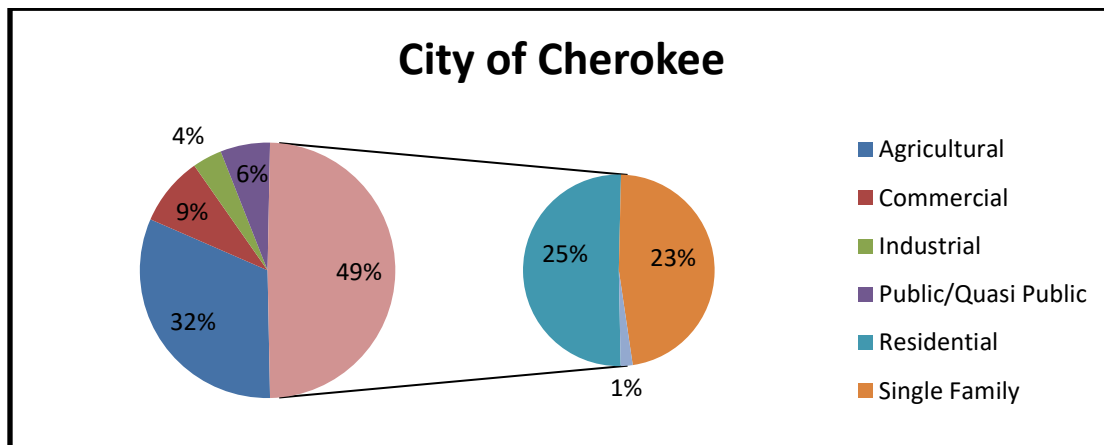
The residential land use category in Cherokee accounts for about 341 acres or 30.13% of the total land area which is reflected in Figure 1. This is a decrease from the 1973 comprehensive plan of nearly 67%. Residential land uses differ in the city. The majority of residences are single family, which is the largest residential use category and accounts for 28.13% of the total land in Cherokee. Among multi-family uses are apartment complexes, mobile homes, seniors' housing and the nursing homes. Multi-family residential uses account for only 1.2% of the entire city.

Overall, the most intense development is closest to the city center and decreases toward the periphery. Most city streets are paved and some have sidewalks.

Public and Quasi-Public

Public and quasi-public land uses (parks, churches, schools, cemeteries, etc.) comprise 7.57% of the total land in Cherokee.

Figure 1: Percentage of Developed Land Area in Current City Limits



Agricultural

Major agricultural land uses surround the City. Agricultural lands within the City, including vacant lands, is approximately 434 acres and could be developed primarily for residential use as demand dictates.

Commercial

Commercial use accounts for 10.53% of the total area. The commercial land use consists primarily along Grand Ave./US Highway 64/State Highways 8 and 58 running north and south through Cherokee. Commercial use is at the northern end of the City (aka downtown) and at the southern entrance (aka Southgate). United Supermarket and Alco Discount Store are in this southern portion and, along with other businesses, have given rise to a strip commercial district. This type of development should be carefully controlled through such measures as access controls. Businesses in the

downtown area tend to be smaller and attract more pedestrian traffic. They include service, food, and specialty establishments.

Industrial

Approximately 51 acres of land within the city (4.51%) are dedicated to industrial uses, mainly in the Industrial Park on the southwest portion of Cherokee.

Overall neighborhood boundaries or patterns have changed little over the past 25 years. The most notable developments have been the expansion of neighborhoods in the southeast part of Cherokee.

Section 3

Transportation

Section 3 - Transportation

3.1 Introduction

A community depends on its transportation system to transport people and goods effectively and efficiently. The transportation system should also be able to link the community to neighboring communities and beyond. Roads and highways account for the majority of a transportation system, however the system should be able to provide a variety of transportation modes. These modes include: automobile, motorcycles, truck, buses, mass transit, bicycles, trains, airplanes, and pedestrians. Land use planning and transportation planning are interrelated. The location, type and intensity of the land uses play an important role in determining traffic flows and volumes. On the other hand, the provision of transportation services plays a critical role in land use decisions.

This section contains a brief inventory of the various elements that make up Cherokee's transportation system, including:

Roads and Highways	Railroads
Public Transportation	Airport Facilities
Bicycle and Pedestrian Facilities	

3.2 Roads and Highways

U.S. Highway 64/State Highway 8 runs north and south through the central business district of Cherokee and is the principle traffic artery linking the central part of Alfalfa County with Tulsa and Muskogee to the east, Guymon and Santa Fe, New Mexico to the west, and north into Kansas. In 1973 this highway served approximately 2,200 vehicles daily and was in need of improvements. While the Oklahoma Department of Transportation has made improvements since 1973 to the highways to eliminate the deficiencies, a resurgence in oilfield work has created more traffic on not only the highways but also the surrounding county roads and some city streets, damaging the surfaces and roadbeds. The streets, many county roads, and some of the regional highways were not constructed to hold up to the amount of heavy tractor-trailer traffic that is currently occurring in the county and all of northwest Oklahoma. To truly provide a safe road and highway transportation system that will complement the region ODOT, county and city officials needs to upgrade these deteriorating roads.

3.3 Public Transportation, Bus and Truck Service

Public transportation options are limited but transportation alternatives do exist in Cherokee. The Cherokee Strip Transit service provides door-to-door service within the city with no fixed route, but requires riders to call 24 hours in advance to receive service. It is used primarily by senior citizens for rides to businesses and routine doctor visits.

The City of Cherokee is not currently served by any mass transit system. No enhancements are recommended at this time.

Truck traffic into Cherokee includes that associated with oilfield activities and smaller trucks completing pickups and deliveries. No traffic counts on trucks are currently available; however, the community reports that most truck traffic accesses the city off of US Hwy 64/SH8/SH58, and SH11. The city does not currently have designated truck routes.

3.4 Bicycle and Pedestrian Facilities

Additional modes of transportation can be described as any form of human transportation other than the automobile. Nationally and on the local level there is growing interest in bicycling and walking for recreational use and as a mode of transportation. Although some roads and highways in the City do have wide shoulders in good condition, high traffic and speed limits reduce the safety and attractiveness of these roads for the average bicyclist or pedestrian.

A safe and continuous sidewalk and trails network link key activity areas in a community and make walking an attractive option. Lack of adequate sidewalks in areas of pedestrian concentration causes unsafe streets and street conflicts between motorists and pedestrians. The City of Cherokee has relatively limited facilities to accommodate and encourage increased walking and bicycling, either as a recreational pursuit or as an alternative to the automobile.

3.5 Railroads

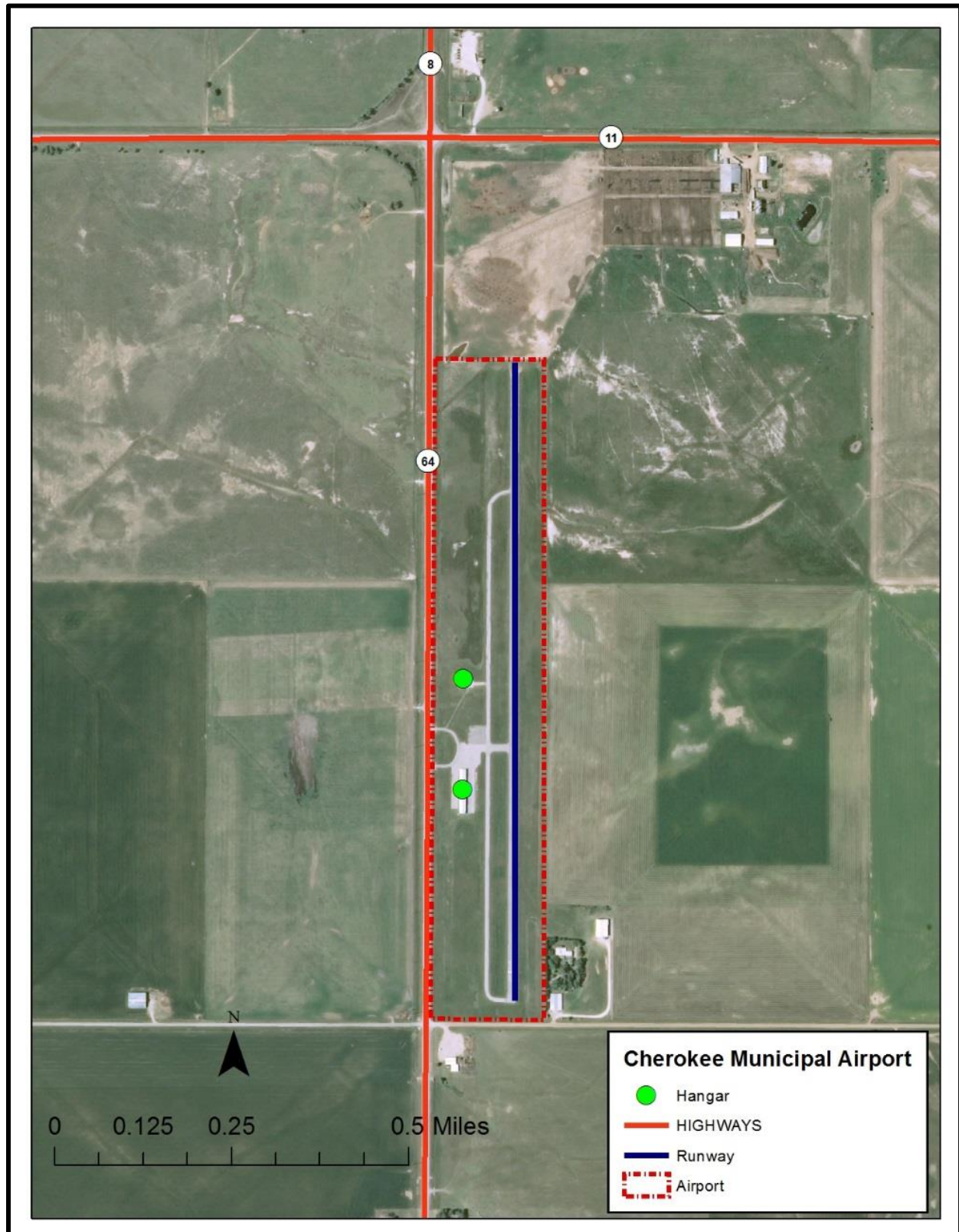
In 1973 Cherokee was traversed by the Atchison, Topeka, and Santa Fe Railroad, passing through Cherokee in a north-south direction, and the Chicago, Rock-Island, and St. Louis, San Francisco Railroads traversing the western and southern ends of the county respectively. These railroads provided freight service to the communities in the county. However, limited or no passenger service was available. Today, no rail service, freight or passenger, is available in Cherokee. The nearest rail service is located in Alva, 20 miles from Cherokee.

3.6 Airport Facilities

The Cherokee Municipal Airport is located 2 miles north of Cherokee on Highways 64/8/58 just south of Hwy 11. It is an all-weather airport but passenger or cargo services are not available at present. Facilities include a lighted 3,745 foot long paved runway and 2 hangar facilities. The airport has plans for lighting, upgrades to taxiways and widening of runways in upcoming years.

Commercial flights from two regional airports, Wichita, KS and Oklahoma City, are both within 130 miles. Current airport facilities are considered adequate for Cherokee area demands at this time. Recommended improvements include rebuilding taxiways and widening runways. The City is considering leasing to include repair service at the airport.

Map 5: Cherokee Airport



3.7 Existing Road System

The results of a street condition and general transportation survey in 1973 revealed several observations that must be mentioned before a future transportation plan can be developed. These hold true today:

1. The transportation system has been developed to a degree that is normally found in communities of similar size. The following percentage breakdown reveals the existing structure of the local transportation network and provides a general overview of the level with which transportation expenditures have been programmed into the city budget in past years.

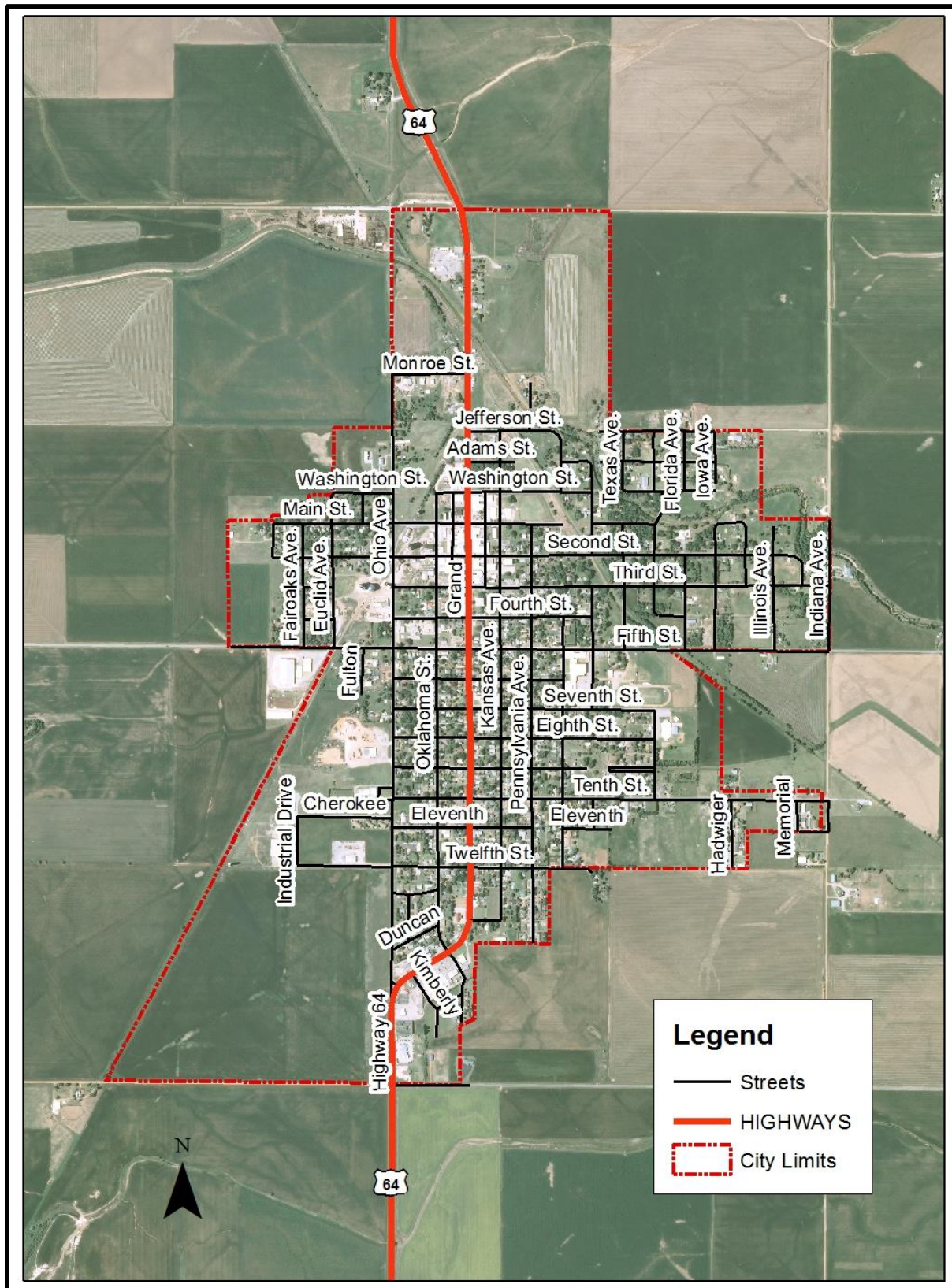
(a) Asphalt	62.7%
(b) Asphalt with curb	22.5%
(c) Gravel street	11.9%
(d) Chip overlay	2.9%

A brief review of the table indicates that over 69 percent of the total blocks of street in Cherokee have been adequately surfaced, while the remaining streets have at least some improvements, including grading, drainage, and gravel. It is recommended that a continuing program of street development and/or maintenance be provided until such time when the complete transportation network within the City of Cherokee has been fully developed and improved.

1. Several street right-of-ways, mainly in the eastern section of the city, are dedicated but not opened. The gravel streets, still remaining, prevail throughout the east part of town.
2. Some streets are not open across the previous railroad rights of way.
3. The major thoroughfares, including U.S. Highway 64, Ohio Street, and Fifth Street, have the capacity to handle more traffic than are other streets in the City. However, the other arterials that receive heavier use, such as those around the school areas, are not designed to service any more traffic than most other streets of the city.
4. The right-of-ways appear to be adequate, with the exception of those residential areas where street parking is allowed. While traffic congestion is not a major problem in Cherokee, street parking can cause serious pedestrian accidents in family residential areas.
5. A few blind intersections exist within the city.

The City of Cherokee maintains an inventory of all City streets. The City of Cherokee is served by a network of state, county and city maintained roads. Approximately two miles are State Highways, the balance are county roads and City owned and maintained streets (Map 6). U.S. Hwy 64/SH8/SH58 is the major road within the City.

Map 6: Streets



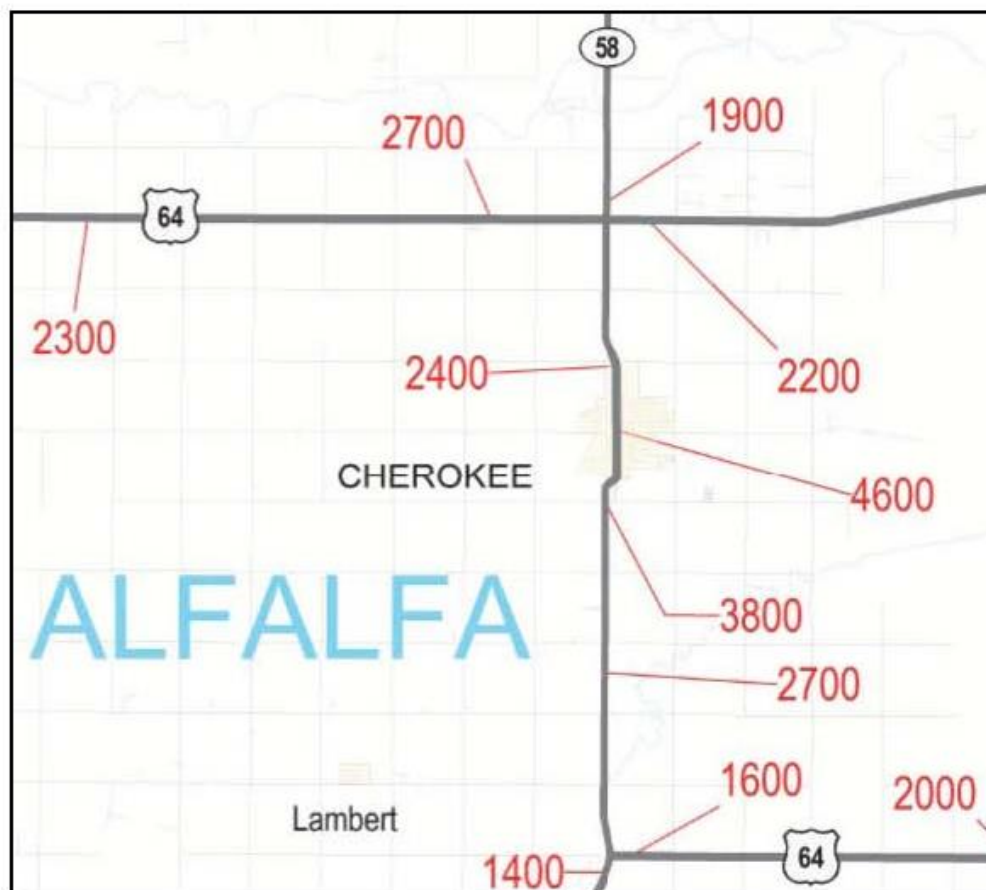
Recommendations for future development along Hwy 64/8/58/Grand Ave. are:

- Allow for mixed use development within the corridor that can both exploit the opportunities for economic development and encourage the development of decent affordable housing;
- Ensure highway access standards are in place which would adequately control future development in the corridor in a manner that reduces potential traffic congestion.

3.8 Traffic Volume Trends

Annual Average Daily Traffic (AADT) counts are conducted by the Oklahoma Department of Transportation. The majority of these counts are focused on state highways, county highways and other higher traffic volume roadways. According to Oklahoma State Department of Transportation data traffic volumes on local state highways vary considerably. AADT figures for roads within and around Cherokee from 2011 are shown in Map 7. As the map illustrates, Grand Ave. is the busiest part of Highways 64/58/8 within the City, with an estimated average volume of 4,600 vehicles per day at 5th Street.

Map 7: Cherokee Counts



3.9 Local Projects

The City of Cherokee is focusing on, and in the process of, improving water and sewer infrastructure within the City as the lines are antiquated and in need of replacement. Once infrastructure improvements are completed then road resurfacing projects will be prioritized. Although current oilfield traffic is deteriorating some local roads, resurfacing them before replacing the underlying water and sewer lines will increase the workload and costs as the roads would need resurfacing again after the infrastructure improvements are completed. All roads in Cherokee need resurfacing.

Most roads in the community other than the arterials are in need of repair. There are large potholes as well as drainage problems along some roads. There is no major lack of parking for the local businesses and residents in the city. Most businesses have adequate off-street parking available. The type of infrastructure that should be considered would include but not be limited to park-and-ride lots, bicycle lanes and pedestrian rights of way. Sidewalks run along some parts of the city but not all. The City is in hope that eventually sidewalks can be built throughout the entire city and would like to develop a walking trail system. This will be especially important for children on their way to and from school.

3.10 Future Transportation Plan

Future transportation development should adhere to the following principles: (1) provide for the completion of hard-surfacing and adequate drainage where needed or desired on existing streets, (2) insure that all property to be developed will have access to a dedicated public street, and (3) insure that plans for street development are cohesive with the intensity of land use and expected traffic generation. The development of new streets should meet the design standards as established in the subdivision regulations.

The future transportation development is shown on the Future Land Use Map on page 45. An inspection of this map provides the following transportation considerations:

Streets are grouped on the Future Land Use Map as:

- a. Highways – with limited access design
- b. Streets – which deliver traffic to residences.

The advantage is to discourage traveling through residential areas. The traffic flow within the city can be safer and more orderly, and expenditures for replacement and maintenance of roadways can be reduced. Implementation of this system can be initiated by:

- a. Judicious placing of stop signs and traffic lights
- b. Selective widening of streets
- c. Adoption and enforcement of street parking regulations
- d. Judicious use of speed limits
- e. Adoption and enforcement of zoning ordinances and subdivision regulations
- f. Close cooperation with developers, ODOT, and county officials.

1. Creek crossings can be constructed on streets which do not have crossings now to facilitate the opening of dedicated streets which now dead-end because of the creek. This measure is costly and should only be adopted if development begins in the platted area on the north and east portions of the city.
2. Standards for the development of streets should be adopted and adhered to.
3. All gravel streets and unimproved streets should be maintained regularly with provisions for drainage.

Section 4

Goals, Objectives,

Policies, and

Future Land Use

Section 4 - Goals, Objectives, Policies and Future Land Use

4.1 Goals and Objectives

In order that Cherokee may develop in a planned manner and realize the benefit of planned growth, it is necessary to establish goals for development and form objectives as steps toward reaching these goals. Goals and objectives are essential to the planning process. Goals constitute a set of directions to administrators and planners as to what the Cherokee citizenry desires to be accomplished in improving the quality of living in Cherokee. The objectives represent the specific courses of action to be initiated for goal development.

The goals and objectives listed below should be considered a long-term plan of action for Cherokee and should be revised on a regular basis as the direction of growth becomes clearer in the future. This list was compiled from current analysis and past recommendations from the Cherokee Community Plan prepared in 1973.

4.1.1 Goals

In order to improve the quality of living in Cherokee and to achieve a level of human endeavor approximating its potential, the City of Cherokee desires to organize and employ its social, physical, and economic resources to:

- a. Develop an overall social climate attractive to industry and to foster industrial development commensurate with employment needs of the citizens.
- b. Encourage existing industries to remain, modernize, and expand.
- c. Expand, diversify, and improve agriculturally related activities.
- d. Provide decent housing and living environment commensurate with the desires and needs of all citizens in the City.
- e. Continue to encourage new manufacturing and industrial concerns to locate in or near the City.
- f. Develop a progressive program providing for timely expansion of health care services and facilities as demand increases and funds permit.
- g. Provide modern medical facilities and competent professional services to the city's inhabitants.
- h. Work toward the improvement of the transportation system and services available to the people.
- i. Reduce safety hazards and negative environmental effects inherent in the transportation system serving the City.

- j. Encourage area growth and improvement programs to stimulate population growth in the area.
- k. Provide a full range of public and private facilities and services within the City at convenient locations.
- l. Maintain and expand attractive public facilities, including schools, hospitals, community centers, fire and police facilities, and water, sewer, and solid waste systems.
- m. Expand open space and recreational facilities and parks to serve the citizenry and to stimulate further growth.
- n. Preserve and improve the character of the residential areas within the City and discourage the deterioration of urban land uses and blight.
- o. Maintain a progressive program providing for timely expansion of electrical, water, and sewer services as demand increases.
- p. Develop a program for keeping informed of federal and other assistance programs to benefit and expedite the growth potential of the City.
- q. Maintain and improve public safety and law enforcement agencies and facilities for all citizens.
- r. Maintain effective communication and cooperation among city, county officials, and citizens in and around the City of Cherokee.
- s. Improve and expand air transportation service and facilities.
- t. Provide the atmosphere necessary to assure all citizens the opportunity to lead safe, healthy, satisfying, and meaningful lives.
- u. Maintain sound and progressive administrative and fiscal performance to sustain a continuing program of adequate public services and improvement in the quality of living for all the citizenry.

4.1.2 Objectives

The goals stated above may be attained over time to the benefit of all Cherokee citizens by pursuing the following indicated actions:'

1. Improve and expand city park facilities over a three year period.
2. Begin the improvement of traffic circulation and streets.
3. Maintain a city-wide clean-up and beautification program every year.

4. Continue the beautification and maintenance of Cottonwood Canyon.
5. Develop off-street parking in the central business district.
6. Develop better airport facilities and expand accommodations.
7. Develop and provide public services to an industrial site commensurate with demand.
8. Create an Area Planning Commission and obtain the three-mile extraterritorial jurisdiction.
9. Contract or employ a code enforcement officer and begin active enforcement of new City codes.
10. Condemn and eliminate unsafe buildings immediately.
11. Initiate a downtown beautification and renovation project in accordance with historical district guidelines.
12. Initiate construction of moderate to low-income housing.
13. Establish zoning districts and enforce city zoning ordinances.
14. Initiate an expanded health care services program.
15. Improve the city water distribution system so that adequate service and fire protection are available to all developed areas of the City.
16. Improve the city sewage collection system so that organized sewage collection is available to all developed areas and continue to upgrade older collection grids to improve services.

4.2 Policies

4.2.1 Budget and Fiscal

Recent increases in sales tax collection have opened numerous possibilities for the City of Cherokee. A policy of short-term bonded indebtedness for carefully selected, urgent services and facilities, and careful management of bond retirement schedules should continue, as in the past, to be strong features of Cherokee's budgetary and fiscal policies. Other policies which should continue are the employment of a competent city clerk and competent accounts management and annual audits by certified public accountant.

4.2.2 Public Participation

A strong and effective policy of citizen participation is important for a strong community. A policy of continuous review and necessary replacement of board membership and the alertness to the need for new boards and committees should receive the attention of the city's leaders and the support of Cherokee's citizens. A policy requiring the recording and reporting of activities and proceedings of citizen groups would assist in keeping the city commissioners better informed and in touch with the various citizen groups.

4.2.3 Community Appearance

The overall appearance of the City of Cherokee, as reflected in the condition of homes, yards, and streets, is average for a city of Cherokee's size. This is indicative of the existence of active policies by both the city and civic groups to maintain a healthful environment and pleasant surroundings for Cherokee citizens. Community pride abounds within the city. However, as noted elsewhere in this plan, policies having to do with ordinance enforcement should be strengthened to eliminate some of the problems related to the environment, land use and neighborhood blight.

4.2.4 Land Use

Policies in this area were presented in the land use section of the comprehensive plan. However, several initial observations may be made. It is evident that stronger land use policies are needed within the city. The lack of a Planning Commission to closely scrutinize development and the lack of zoning ordinances and subdivision regulations has resulted in some land uses that conflict with the orderly development of the city. Some instances which merit closer control can be mentioned.

- (a) Many vacant lots in the northern part of the city contain blight, with no weed or vector control. Future development of unsightly conditions should be prevented through active enforcement of ordinances.
- (b) Recently annexed areas, and future annexations, require regulations and control to assure that optimum future development will take place and development problems do not arise, as in some instances in the past.
- (c) The lack of a set of comprehensive development goals and objectives inhibits execution of existing policies and retards the effectiveness or establishment of new policies.

The city should adopt the following goals related to land use and carefully consider policies for achieving these goals.

1. General – Develop the most convenient and economical community possible for its citizens. Growth should be planned to result in higher property values, attractive residential areas, adequate traffic circulation, proper public facilities with reasonable costs, and the attraction of new industry.

2. Residential – The development of residential areas should be in such a manner to assure a safe, quiet, and attractive living environment with convenient shopping facilities and recreation areas. Housing should be made available in a variety of cost ranges to meet the needs of all the citizens.
3. Commercial – Commercial areas should provide proper space and location for retail trade, services, and offices. Commercial sites should provide ample space for off-street parking, good traffic circulation, and a pleasant shopping environment.
4. Industrial – An assessment of the industrial parks for adequate size and location should be reviewed to assure they accommodate the needs of industry, provides space for expansion, allows off-street parking, and easy access.

4.3 Future Land Use Plan

This section of the plan contains four subtopics. The subtopics are: Housing Projections, Future Land Use Plan, Community Facilities (Public and Quasi Public) and Utilities. No substantial changes in land use are recommended in this update of the comprehensive plan.

The Future Land Use Plan map is a generalized map and not intended to illustrate proposed land use at the level of individual parcels of land. The Future Land Use map (Map 14), illustrates projected land use, facilities and street plan for the year 2033. This comprehensive plan will become an influencing factor in decisions concerning each of the following items: existing land use, zoning, construction and extension of water and sewer lines, construction and upgrading of drainage system, location of public/and quasi-public facilities, approval of a subdivision plat, investment in new and existing housing stocks and also projections for capital improvements requirements and budgeting.

If significant deviations from the plan are being considered an amendment should be made to the plan to keep it current with existing policy.

4.3.1 Housing Projections

Over the last several decades the population of Cherokee has steadily decreased. In 1960 the City included 2,410 people, the highest census population estimate in the past 50 years. The population dropped to 1,787 in 1990, and dropped again to 1,498 in 2010. Cherokee has experienced long periods of declining population with little to no periods of growth. The city's 2010 total population of 1,498 people comprises almost 26.6% of the county's total population of 5,642.

Household growth has increased since the 2010 census due to increased oilfield production within the county and region. This increase is the basis for the estimate of population and households to determine demand for additional housing units. Based on anticipated household growth, there will be a demand for new houses each year for the

next several years. Projected growth in approximately 12 extra acres of land will be needed to accommodate the projected population; however, the amount of land already within the city limits should provide for most of this increase.

4.3.2 Future Land Use

The main elements of the plan are the commercial, industrial, and residential areas. The map indicates an increase west of Ohio St. and south of 12th St. In addition to the established downtown commercial area, the plan provides commercial uses along S. Grand Ave./US Hwy 64/SH 8/58, including the west side, north of the southern city limits. The map indicates an industrial area increase on the south side of W. 12th St. to the western city limits.

The future land use plan indicates approximately 353 acres of land to be used for residential use (single family & multi-family), 131 acres of commercial, 73 acres of industrial, 85 acres of public and quasi-public and 500 acres of combined agricultural, roads and creek lands.

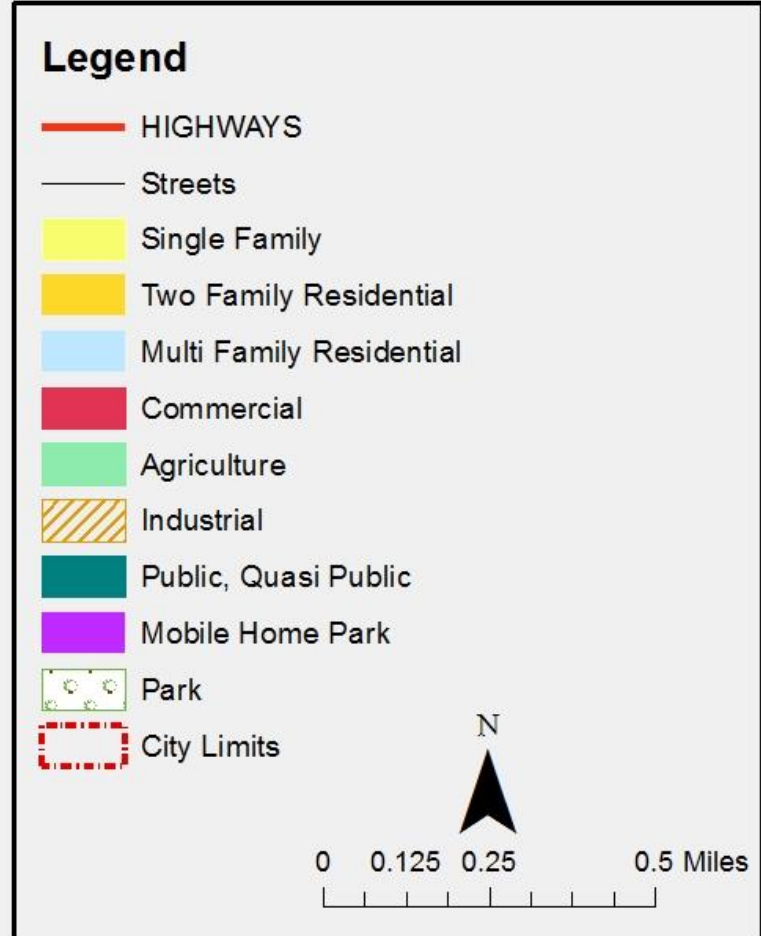
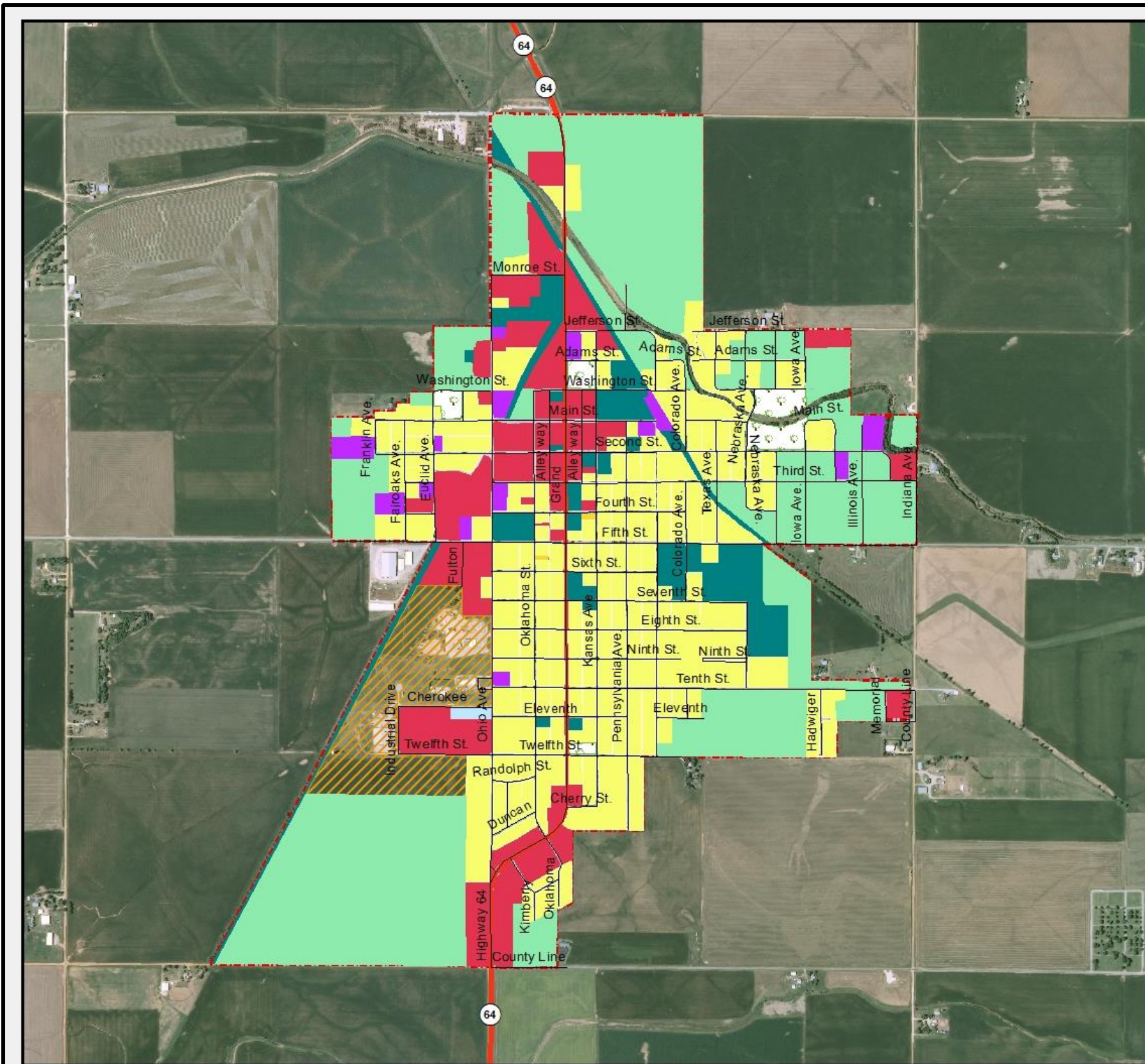
Table 15 Available Future Land

Type	Available Acres (2013)	Available Acres Future Plan (2033)	% change
Residential	341	353	+1.04
Commercial	119	131	+1.10
Industrial	51	73	+1.43
Public and Quasi-public	86	85	-.01
Agricultural, Roads and Creek	535	500	-.07
Totals	1,132	1,142	+1.09

4.3.3 Residential

Cherokee's Future Land Use Plan indicates approximately 12 acres of additional land to be used for residential purpose (single family & multi-family). The main areas of residential development within the 20 year plan are mainly single family residential development within existing land inside the city limits.

Most of the land area within the city limits is shown to be single family residential (one to three dwelling units per acre). Approximately 350 acres (30.6%) have been developed for single family use and less than three acres (.2%) for multi-family (10 to 30 dwelling units per acre) use in the city in the future plan. To minimize conflicts between single family residential and commercial uses there is multi-family which can provide a transition zone. Specific design standards are an effective means of ensuring that multi-family housing provides quality, affordable living for residents without negatively affecting the character of the surrounding community.



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. User of this information should review or consult the primary data and information sources which are available to the public at the Alfalfa County Court House and should be used accordingly. The user assumes all liabilities whatsoever resulting from or arising out of the use of this map.

**Northern Oklahoma
Development
Authority**

2901 North Van Buren
Enid, OK 73703

July, 2013

All together there are approximately 353 acres future of land in the city for residential use which is 31% of the total land area in the city.

Residents of the city, like elsewhere in the country, are living longer. Indicative of this trend is the fact that in 1960 the Census had simply one category for persons 60 years old or older. For the 2010 Census, there were three categories -- 60 to 69 years, 70 to 79 years and 80 and older. In Cherokee in 2010, there were 67 more people who were counted as being 60 years or older than there were persons counted as being 60 years or older in 2000. This demographic shift will affect almost all Americans and will create increasing pressure to understand and meet the needs of older people. This is likely to translate into demand for a broader selection of housing options, smaller dwelling units and alternatives to the single family detached homes. This demand for housing can be met in a number of ways: construction of smaller owner-occupied housing, including single family and attached housing (town homes, condominiums) and rental housing.

As demand for elderly-oriented housing increases, the community should consider implementation measures to support elderly-oriented group homes and shared housing programs. In its planning for the future, the City of Cherokee should ensure that its zoning regulations accommodate such facilities, and that necessary public infrastructure, including public safety resources, are available. In taking such a step it will help ensure that a variety of housing options will be available to residents of all ages, and reduce demand for land resources for residential purposes.

4.3.4 Commercial

Approximately 12 additional acres for expansion of commercial development is provided for in the plan. This represents 11.5% of total land area in the city. With the addition of the 7 acres purchased in 2013, available land in these areas is expected to be adequate for the amount and type of commercial development necessary to serve the city residents in the coming decades.

The southern approach into the City of Cherokee is South Grand Ave./US Hwy 64/SH 8/58. As with other communities, this area could attract additional commercial travel services: gas stations, fast food and motels. If substantial amounts of commercially-zoned land is available, additional strip commercial uses can develop, increasing the Southgate business district while decreasing some traffic congestion in the downtown area. This area, which acts as an entrance to the city, should be planned very carefully as it has the greatest impact on both visitors and residents' perceptions of Cherokee. It is also the area where the city expects most new retail development to occur over the next ten to twenty years. Because of its aesthetic and commercial importance, it is appropriate to establish some guidelines for development. Since this area serves as both a commercial district and as the primary entry for the rest of the City, it is appropriate to establish architectural design standards for new construction to improve and maintain the appearance of the area. The City's land use challenges are likely to come from dealing with the impacts of specific uses where traffic conditions may cause conflicts. Commercial land uses in this area should be controlled to ensure proper traffic flow. The City's land use controls must provide flexibility to accommodate development

in a manner which allows the city to exercise reasonable control to deal with the impacts of that development.

4.3.5 Industrial

Although it occupies a small proportion of the city's land area, industry continues to be an important economic sector. This plan proposes approximately 22 acres of additional land be allocated for future development for industrial and development-type enterprises. The types of industry envisioned in this plan would be light industrial and warehousing enterprises. All in all there are approximately 73 acres (6.39%) of land dedicated to industrial uses in the city. Research and development enterprises such as equipment design businesses are another type of use in these areas.

4.3.6 Agricultural

The goal of agricultural land use category is to conserve the most important agricultural land assets within the city. These assets include the most important agricultural lands, stream corridors. Altogether, there are approximately 535 acres of land in the city at present for agricultural use which is 47.26% of the total land area in the city. Since 1973 agricultural land use has decreased and the future land use map indicates only a total of approximately 500 acres. This represents 43.78% of total land area in the city. The amount of agricultural land actually available for development conversion within the city limits will probably be sufficient to meet land use needs through the year 2033.

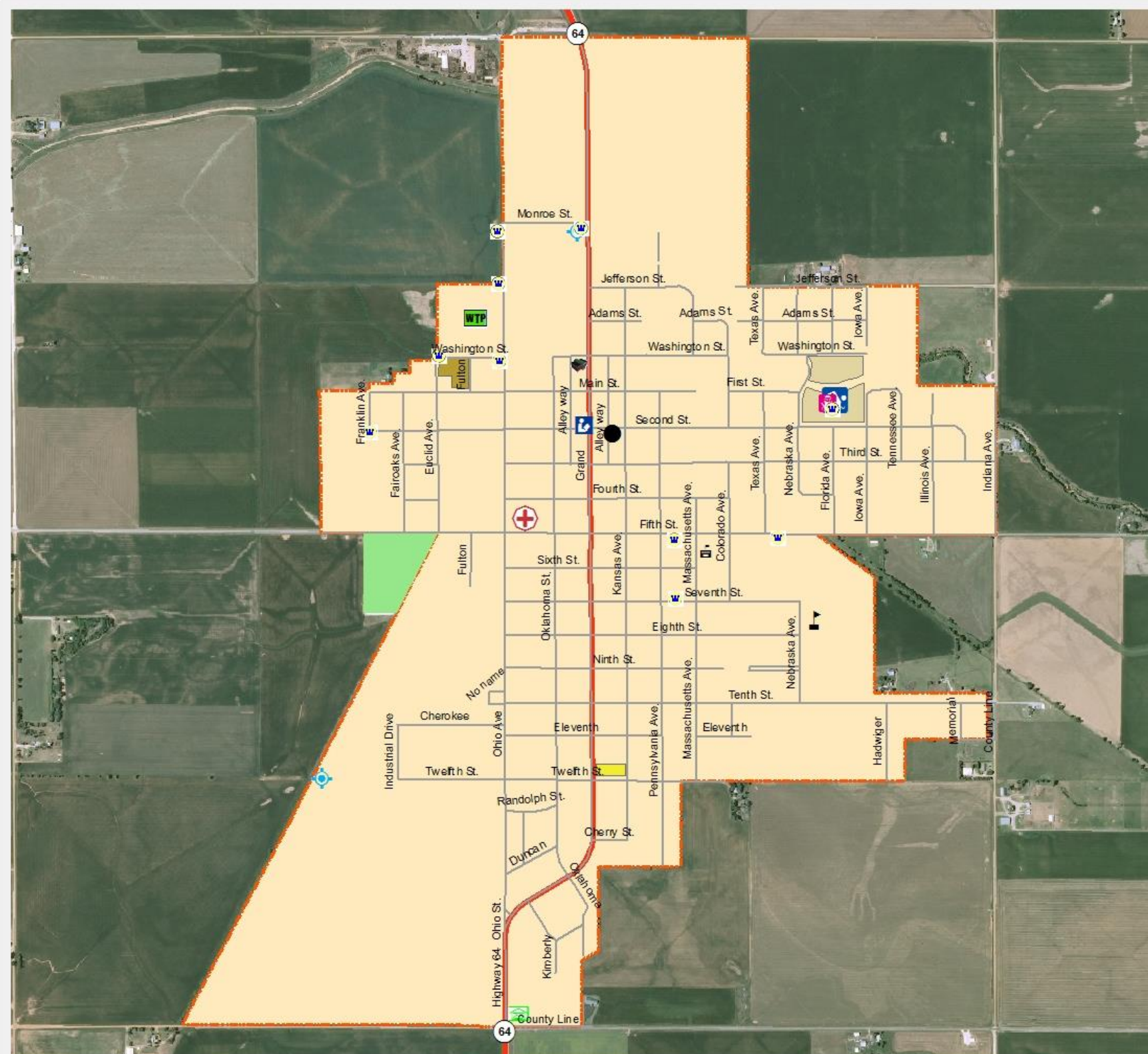
4.3.7 Floodplains

The selection of areas for future development should consider the location of floodplains and drainage structures which may be required. The need for adequate floodplain management and the area of northeast Cherokee affected should be the redevelopment project for the city.

While the comprehensive plan is not a prescription for specific development uses and forms, the city will continue to control the location and density of general categories of land use through its continued adherence to the future land use map unless there are demonstrable and overriding reasons for not doing so. No land in the future land use map is designated as 'undeveloped.'

4.4 Community Facilities

In terms of land use planning, no change in the amount of land used for public/quasi-public uses, or any changes in existing zoning or land use policies related to public/quasi-public uses is envisioned in this plan. All in all there are approximately 85 acres (7.44%) of land dedicated to public/quasi-public uses in the city. A critical factor that will govern the level of investment in new infrastructure needed in the future will be the actual level of population growth in the coming decades, and where that growth occurs. The future growth through the planning period is not significant and Cherokee public facilities will be able to provide these services without any constraint. Please refer to Map 9 for existing facilities and services.



Map 9: Existing Facilities and Services



Legend

- Streets
- HIGHWAYS
- City Limits
- Pool Bath House
- Post Office
- Health Center
- Pool
- Public Works
- Library
- High School
- Elementary School
- Municipal Complex
- County Fairgrounds
- Water Supply**
 - Water Tower
 - Water Wells
 - Water Treatment
- Parks**
 - Cherokee Park
 - Ira Hill Park
 - Nature Park



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. User of this information should review or consult the primary data and information sources which are available to the public at the Alfalfa County Court House and should be used accordingly. The user assumes all liabilities whatsoever resulting from or arising out of the use of this map.

**Northern Oklahoma
Development
Authority**

**2901 North Van Buren
Enid, OK 73703**

4.4.1 City Hall

The office of the city government is located at 121 N. Grand Ave. The building serves as the center for city government, police, fire and EMS departments. Improvements to this facility can serve to enhance its use, however because of the age and condition of this building and the need for expansion of the departments housed there, expansion would be difficult at the present location. Relocation of at least some of the departments would be advisable.

4.4.2 Library

The Cherokee Public Library is located downtown at S. Grand Ave. and E. 2nd St. This facility is not expected to need expanding during the planning period however the building overall should have some upgrades.

4.4.3 Police Station

This agency provides public safety services to city residents. The police station is located in City Hall and operating in cramped facilities. This department needs additional operating space and should be renovated or relocated. Police protection for city residents is provided by three law enforcement agencies: in addition to state and county-level law enforcement agencies, Cherokee has a professional police force. The Cherokee Police Department consists of one officer, three reserve officers and one chief or about one law enforcement officer for every 300 people in Cherokee. The addition of two officers would help to spread the work load. The department has one dispatcher 24 hours a day, seven days a week. The department has four patrol cars, three of which are fully equipped and in good condition.

4.4.4 Fire Station

The city fire station is also located in the City Hall complex. The Cherokee Fire Station serves the City of Cherokee and the surrounding area in Alfalfa County. The department has 20 on-call volunteer firefighters.

The fire station is equipped with eight vehicles: two pumpers (1,250 gallons per minute), three brush/pumper trucks, one tanker, one rural engine and one rescue truck equipped with Jaws-of-Life equipment.

The Alfalfa County EMS provides emergency ambulance service to the City of Cherokee and Alfalfa County. It maintains two ambulances and provides basic level emergency medical services with a 24-hour crew, and a back-up crew.

The longstanding network of volunteers for fire protection continues to effectively serve city residents. The City of Cherokee must continue to work with them to ensure provision of quality fire and EMS services into the future.

The City of Cherokee adopted a hazard mitigation plan in 2007 and elected to be included in the updated county plan in 2012, which is anticipated to be approved by

FEMA in 2013. The City of Cherokee should continue such efforts, including infrastructure improvements, disaster and hazard awareness education, and the acquisition of training and equipment for local public safety and public works staffs. By its nature the hazard mitigation plan requires the development of partnerships with state, county and local agencies to implement specific aspects of the plan. The city has been very successful to date in doing so, and must continue to do so in the future.

4.4.5 Parks

City residents are served by three park facilities maintained by the City of Cherokee and one other smaller park. For areas and locations for parks owned by the city refer to Table 16, Parks in Cherokee, Okla.

The Cherokee Park on the northeast side of town offers a swimming pool, tennis courts, playground and picnic facilities and opportunities for informal leisure activities. Since there are no bicycle/pedestrian trails they should be planned for in the future.

RV Park has easy access on Highway 8 and its purpose is for travelers to have a convenient place to park their recreational vehicle overnight or several days.

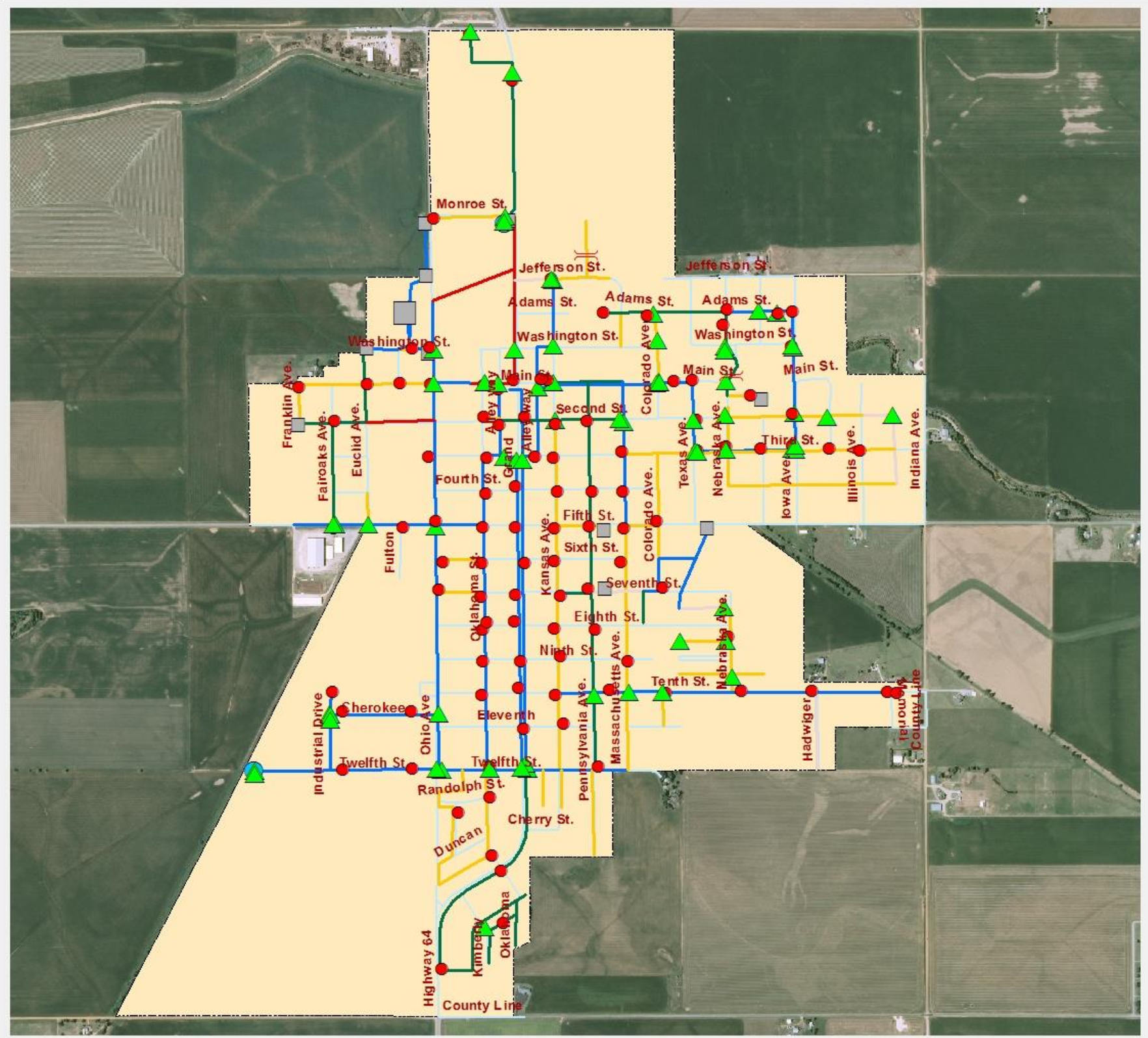
Nature Park, as its name implies, is a good place to observe nature. It is located on the northwest side of Cherokee.

Ira Hill Park is well landscaped with tennis courts and picnic tables. Altogether city residents have approximately 16 acres available inside city limits.

Standards recommended by the National Recreation and Park Association (NRPA) recommend that communities provide between 5 and 8 acres of public parks and open space for each 1,000 residents. By these standards the City of Cherokee should have a minimum of 8 and 12 acres of park and recreation facilities. Such facilities should include opportunities for active recreation, such as basketball courts (1 per 5,000 persons); tennis courts (1 per 2,000 persons); baseball and softball diamonds (1 per 5,000 persons); and soccer fields (1 per 10,000 persons). In addition opportunities for informal activities such as picnics and reunions, and passive recreational pursuits should be provided. According to NRPA standards by the year 2033, Cherokee should ideally have up to approximately 20 acres of public parks and open space lands. Establishing a bike route connecting the community parks should be a goal for the City and the Planning Commission is should develop a plan for a network of sidewalks and bikeways for the City of Cherokee.

Table 16: Parks in Cherokee, Okla.

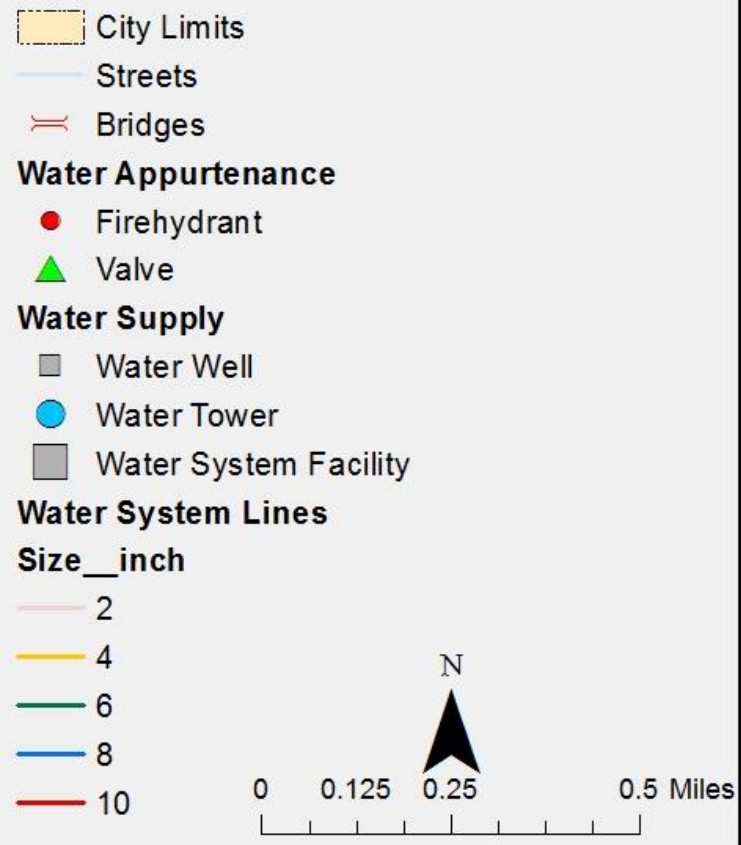
Cherokee Parks	
Cherokee Park	E. 2nd & N. Nebraska Sts.
RV Park	N. Grand & E. Washington Sts.
Nature Park	W. Main St. & Fulton Ave.
Ira Hill Park	S. Grand & 12th Sts.



Map 10: Cherokee Water System



Legend



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. User of this information should review or consult the primary data and information sources which are available to the public at the Alfalfa County Court House and should be used accordingly. The user assumes all liabilities whatsoever resulting from or arising out of the use of this map.

Northern Oklahoma Development Authority
2901 North Van Buren
Enid, OK 73703

Recreational programs, and their support facilities, must be designed to accommodate the needs, interests and mobility of all age groups within a community. Opportunities for active recreational pursuits can be just as important to older residents as they are to the youth in the community.

4.4.6 Water

The City owns and operates its own water production and distribution system. Water and sewer services provide municipal water and sewer to approximately 900 properties. There is also municipal water supplied to approximately 6 customers outside city limits. The city operates a sanitary sewer system and wastewater treatment plant. These systems serve a number of mobile home parks in addition to homes and businesses in the city. Existing municipal water and sewer infrastructure can serve as a catalyst for future developments and the creation of new residential neighborhoods.

The City of Cherokee has upgraded the water system comprehensively according to Cherokee Development Authority. Raw water is transported from the water wells located in the northwest quadrant of the city. A 16 inch PVC raw water gravity-fed transmission line brings water to the city water treatment plant.

Municipal water and sewer services should be expanded to run down to the new commercial area on the south west side of Cherokee. This water line extension will not only provide adequate water supply and fire protection for existing customers but will also enhance the value of the new development.

There is a 10 inch potable water line from the existing water treatment plant south to the two storage facilities. There is a 440,000 gallon standpipe and a 100,000 gallon tower. The existing system provides service to existing customers and allows for continued development in city. Please refer to Map 9 for Cherokee water system.

Plans include construction of an 8 inch line to extend south to the newly annexed property west of S. Ohio Ave. and from 12th St. south to the county road. Currently, the Cherokee Water Plant is designed to treat 800,000 gallons per day (gpd). Current water use in city is approximately 300,000 gpd.

4.4.7 Sewer

The sanitary sewage system of Cherokee is comprised of a network of lines to collect the liquid wastes of the community and a subsequent treatment and disposal facility to insure preservation of the quality of the streams surrounding the area and the general health and well-being of the people. The sewer system facility is approximately 73 acres in size and located about 3½ miles southeast of the city. The current system is a total retention system comprised of four sewer lagoons, four lift stations, and a network of sewer lines from 6 to 22 inches in size. The design capacity of the sewer system is 55 million gallons per day however they process approximately 200,000 gallons per day. A 12" sewer line will be installed along S. Ohio St. to bring the new annexation area into the current system.

4.4.8 Storm Drainage

Storm drainage within the city consists of natural drainage courses, streams and man-made drainage structures. Drainage basins of the city have not been mapped, but the locations are known to the city's water/sewer superintendent. As development of any basin is considered the downstream structures and the effects of development must be a part of that consideration. This plan recommends that the city, as part of the approvals process for residential projects, require the formation of municipal drainage districts so that the city can inspect and maintain the drainage facilities.

4.4.9 Electrical System

The City of Cherokee is currently purchasing their power from Alfalfa Electric Cooperative (AEC).

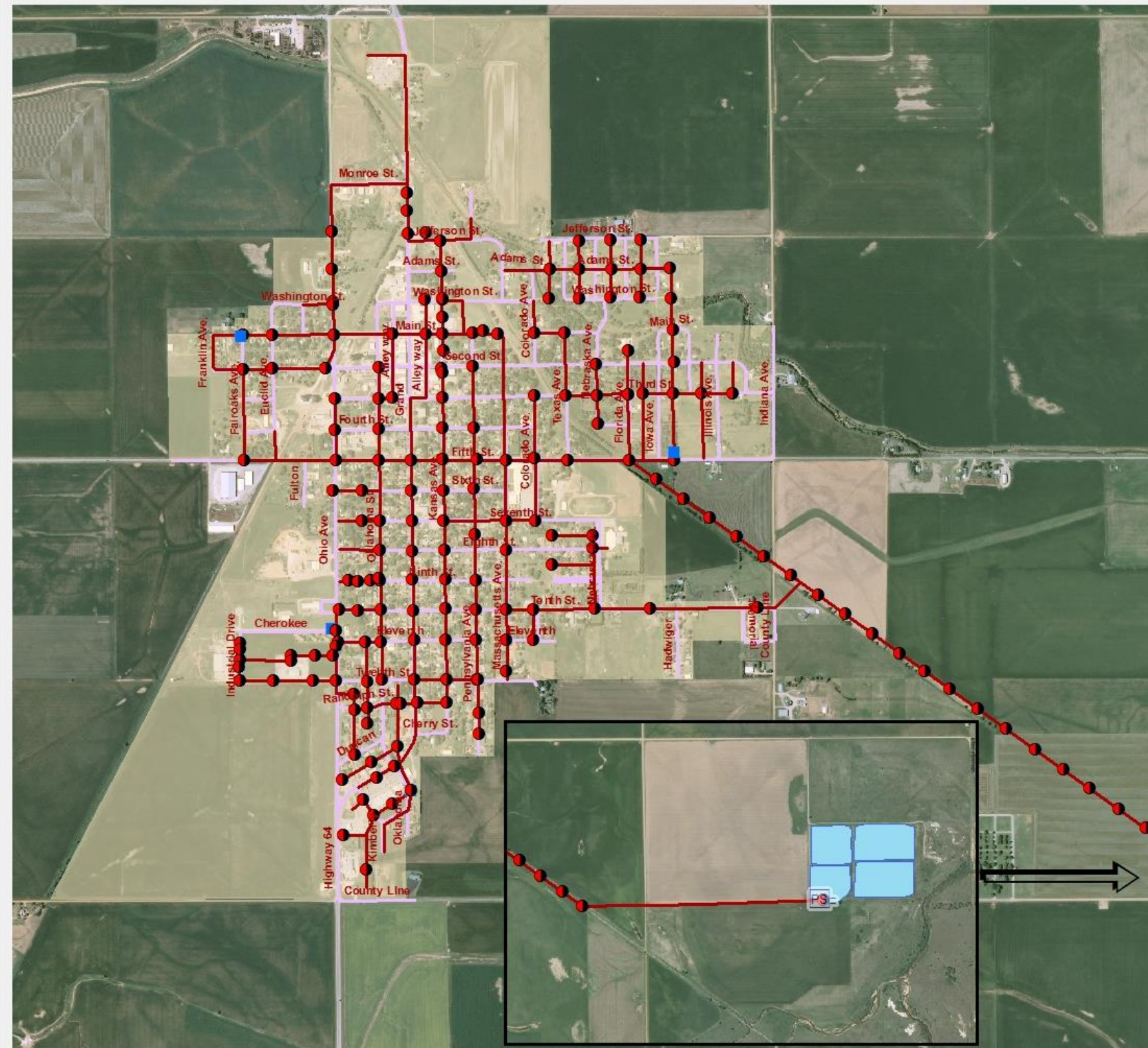
4.5 Zoning

A zoning ordinance, and associated zoning designations, provides the framework for future land use patterns, indicating the density and type of development within a given land use category. If there is not a designated mobile home park district, the city ordinance can provide a good basis for mobile home regulation. The zoning board can permit manufactured homes on individual lots if these units meet safety and design standards.

No major changes in land use are recommended in this comprehensive plan. The following information is from the proposed Cherokee Zoning Ordinances provided by the City of Cherokee attorney.

The Cherokee Zoning Ordinance needs 10 zoning districts to regulate land use, setbacks, and lot sizes in the city. Please refer to Map 18 for zoning districts. This map is not complete since the zoning districts have not officially been designated. The following analysis of zoning districts is only reflective of the proposed zoning map.

- A-G Agricultural District
- R-G Residential District
- R-1 Single Family Residential District
- C-O Commercial Office District
- C-1 Light Commercial District
- C-2 Commercial Zoning District
- C-3 Downtown/Commercial Business District
- I-1 Light Industrial District
- I-2 Heavy Industrial District
- S-U Special Use District



Map 11: Cherokee Sewer System



Legend

- City Limits
- Streets

Sewer Appurtenance Type

- Lift Station
- Manhole
- Sewer Lines
- Sewer Cells
- PS Pump Station



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. User of this information should review or consult the primary data and information sources which are available to the public at the Alfalfa County Court House and should be used accordingly. The user assumes all liabilities whatsoever resulting from or arising out of the use of this map.

**Northern Oklahoma
Development
Authority**

2901 North Van Buren
Enid, OK 73703

4.5.1 A-G Agricultural District is established for several purposes:

- To provide for the continued use of land predominantly agricultural purpose,
- To preserve undeveloped areas until they can feasibly be developed to urban standards and with adequate public safeguards of health, safety, etc.; and
- To restrict development in areas subject to severe inundation until such time as it can be shown that these areas are no longer subject to flooding.

4.5.2 R-G Residential District is intended to provide for both low and high population density and has eight primary permitted uses including parks:

- Single-family detached dwellings;
- Duplex;
- Multi-family dwelling;
- Rooming or boarding house;
- Public and private schools; and
- Public park or playground.

Other uses are permitted by review by the Cherokee Planning Commission including accessory buildings, child care, churches, community services, cultural and utility facilities, nursing homes, hospitals, golf courses, home occupation, schools, library, mobile home and mobile home parks, plant nursery and temporary structures.

4.5.3 R-1 Single Family Residential District is established as a district in which the use of land is for single-family dwellings except as noted. The R-1 Single Family Residential Districts has four primary permitted uses including:

- Single-family detached dwellings and duplexes (excluding mobile homes or mobile home parks);
- Public park or play ground;
- Public utility and municipal uses;
- Publicly owned recreational facilities;
- Agricultural uses of garden type that are not intended for commercial purposes; and
- Accessory buildings.

Other uses are permitted by review by the planning commission including churches, golf courses, home occupation, schools, library, plant nursery and temporary structures.

4.5.4 C-O Commercial Office District is designed to accommodate administrative and professional offices and certain basic personal services which can occupy low rise buildings in low land use intensity areas which are not presently identified in the zoning map. C-O Commercial District shall be used only for the following purposes:

- Any use permitted in any Residential District;
- Medical and dental offices, including clinics;
- Office buildings for executive, administrative, professional, accounting, writing, clerical, stenographic, drafting and sales, and non-profit corporations;

- Publicly owned buildings, exchanges, and public utility offices, but not including electrical or gas substations;
- Museums, cultural centers and open space designed to serve persons conducting business in this District;
- Convalescent Home, Rest Home, Nursing Home and Hospitals, Public or Private;
- Other uses which are in keeping with the general description of this District and are similar to the above uses; and
- Accessory uses customarily related to a permitted use authorized by this Section.

4.5.5 C-1 Light Commercial District permits a variety of retail and service uses and allow additional commercial uses by special exception. The C-1 Light Commercial District shall be used only for the following purposes:

- Any use permitted in the C-O District;
- Accounting and insurance offices, banks, credit unions, savings and loan companies and associations, real estate offices, and other businesses which perform services on the premises;
- Dry cleaning establishments or pick-up stations dealing directly with the consumer;
- Generally recognized retail businesses which supply commodities on the premises for persons residing in adjacent residential areas, such as but not limited to bakeries, or stores selling books, stationary, clothing, dairy products, delicatessens, dry goods, florists, groceries, hardware, meat market, pharmacies, and self-service gas stations (no repair);
- Personal service establishments which perform services such as but not limited to appliance and small items shops (watches, radio, television, shoe, etc.), beauty parlors or barber shops, dance schools, photographic, artists, and other miscellaneous studios, post offices, self-service laundries, tailor shops, and governmental office buildings serving persons living in adjacent residential areas; and
- Professional services, including medical clinics (out-patient only) and offices of doctors, dentists, osteopaths, and similar professions.

4.5.6 C-2 General Commercial District is intended to provide for the normal range of commercial services within the community in such a manner that the district will accommodate both quick-stop and longer visit shopping, as well as provide additional retail, cultural and entertainment trade. C-2 General Commercial District shall be used only for the following purposes:

- Automobile assembling, painting, upholstering, rebuilding, reconditioning, and body work;
- Automobile sales and service;
- Bakery (Commercial or wholesale);
- Banks, Savings and Loans, Finance Companies;
- Bars and Taverns, private clubs;
- Billiards and pool halls;

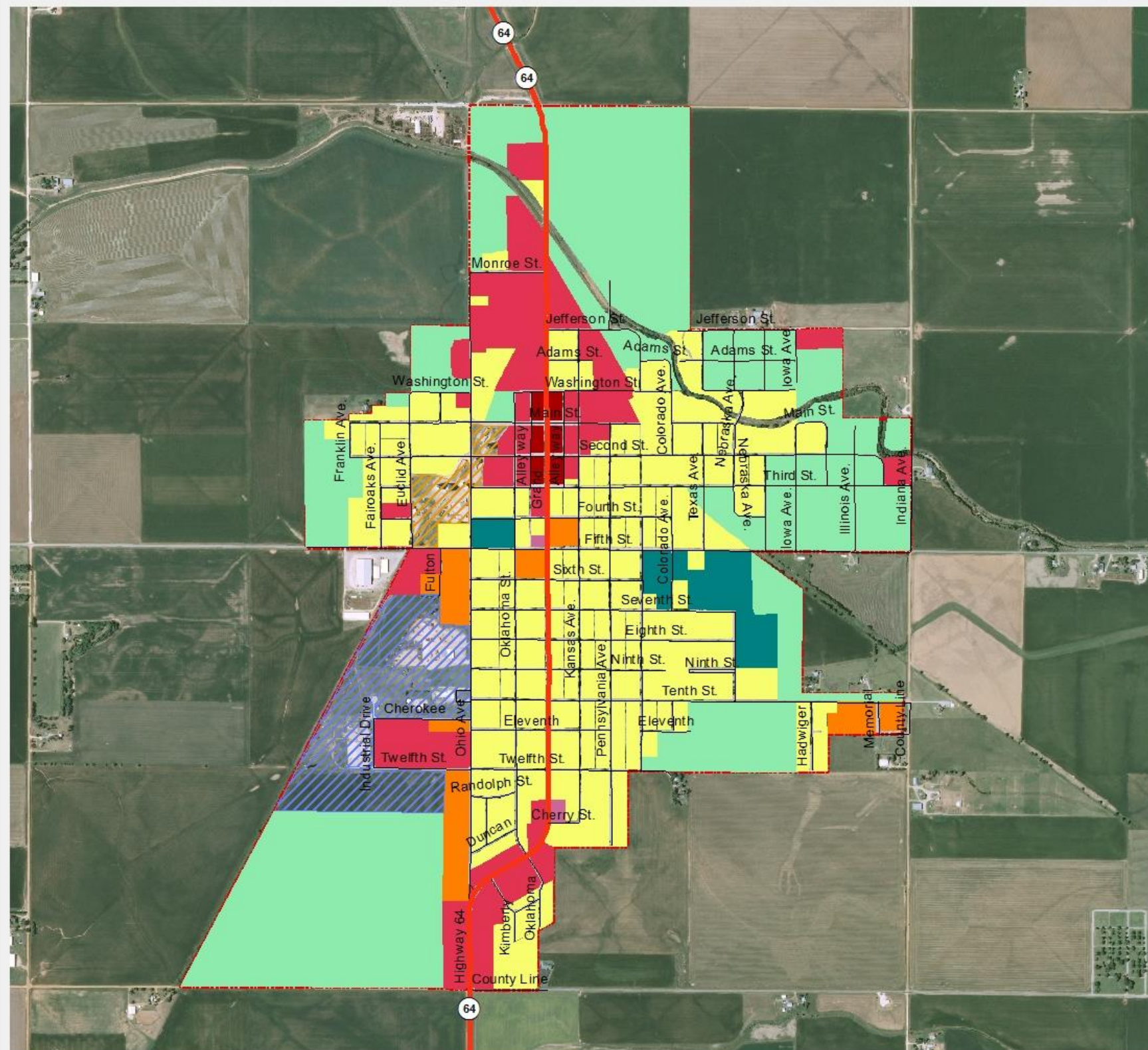
- Bottling works;
- Bowling alley;
- Building plumbing, electrical, and mechanical contractor shop;
- Business schools;
- Bus station or service;
- Car wash;
- Clothing store;
- Dancing school or studio;
- Discount store;
- Dry cleaners;
- Feed and seed stores;
- Florist or gift shops;
- Food processing (retail on premises);
- Furniture store;
- Garages (service, storage or sales) for motor vehicles;
- Glass fabrication and installation;
- Grocery stores;
- Hardware stores;
- Itinerant merchant or transient vendor;
- Jewelry store;
- Kennel;
- Laundry or dyeing establishment;
- Manufacture of articles sold only at retail on the premises;
- Medical facilities (hospitals and clinics);
- Metal fabrication, light (sheet metal, ducts, gutters, and leaders);
- Miniature golf course or commercial driving range;
- Mini-storage, rental storage;
- Mobile home sales;
- Motel or hotel;
- Movie theaters;
- Music stores, studios;
- Offices;
- Optical and scientific instruments and jewelry manufacturing;
- Pawnshops, Second-hand and auction store;
- Pet store;
- Printing, lithographic or publishing company;
- Public garages;
- Public parking lots;
- Radio and television broadcasting studios;
- Recreational facilities (including swimming pool);
- Restaurants, drive-in restaurants;
- Service stations;
- Shoe store and repair;
- Small animal hospital;
- Taxidermist;
- Taxi service;

- Television and radio repair shop;
- Tourist courts (for travel, camp trailers);
- Transfer and storage offices;
- Upholstering shops;
- Weaving apparels (fabrication and processing);
- Wholesale sales office and sample room; and
- Any use permitted by right in a C-1 or C-0 district.

4.5.7 C-3 Downtown/Commercial Business District is designed to be the Central Business District or the downtown shopping and employment center for the community and surrounding area. This District is intended to provide space for retailing of all kinds, professional offices, financial institutions, transient residential facilities and limited wholesaling, conducive to a high volume of pedestrian traffic. Any use permitted in C-2 General Commercial District is permitted in C-3.

4.5.8 I-1 Light Industrial District is intended primarily for the activity of light manufacturing, assembling, and fabrication and for some warehousing, wholesale and service uses. These do not depend primarily on frequent personal visits of customers or clients, but may require good accessibility to major rail, air or street transportation routes. Property and buildings in an I-1 Light Industrial District shall be used only for the following purposes:

- Except as otherwise provided, no dwelling use, except sleeping facilities required by caretakers or night-watchman employed on the premises, shall be permitted in an I-1 light industrial district. Dwelling uses shall be permitted within conventionally constructed housing, mobile homes, manufactured homes (including portable bunk houses) or similar residential structures located on the premises, provided such dwelling use shall only be made by persons who work for the business or industry (or related entity) and such dwelling use shall only be permitted if an approved permit providing for such dwelling use is issued by majority vote of the City Council. Such annual permit may contain conditions relating to such dwelling use, including but not limited to the number of permitted structures, spacing, fencing and other matters directly relating to the health, safety and welfare of the residents of the City of Waynoka. Failure to adhere to such conditions may result in a termination of such permit or failure to renew such permit in any subsequent year;
- Building material sales yard and lumber yard, including the sale of rock, sand, gravel and the like as an incidental part of the main business, but not including a concrete batch plant or transit mix plant;
- Contractor's equipment storage yard or plant, or rental of equipment commonly used by contractors;
- Freightling or trucking yard or terminal;
- Oilfield equipment storage yard;
- Public Utility service yard or electrical receiving or transforming station;
- Sale barn;



Map 12: Proposed Zoning Map



City of Cherokee
Oklahoma

Legend

- HIGHWAYS
- Streets
- C-1 Light Commercial Zoning District
- C-2 General Commercial Zoning District
- C-3 Commercial Business District
- I-1 Industrial (Light)
- I-2 Industrial (Heavy)
- R-1 Single-Family Residential District
- R-G Residential District
- A-G Agricultural District
- S-U Special Use
- City Limits



This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. User of this information should review or consult the primary data and information sources which are available to the public at the Alfalfa County Court House and should be used accordingly. The user assumes all liabilities whatsoever resulting from or arising out of the use of this map.

**Northern Oklahoma
Development
Authority**

2901 North Van Buren
Enid, OK 73703

July, 2013

- No article or material permitted in this District shall be kept stored or displayed outside the confines of a building when abutting a residential zone or residential development, unless it be so screened by fences, walls or planting that it cannot be seen from adjoining public streets or adjacent lots when viewed by a person standing on ground level;
- The following uses when conducted within a completely enclosed building:
 - ⊙ The manufacture, compounding, processing, packaging or treatment of such products as bakery goods, candy, cosmetics, dairy products, drugs, perfumes, pharmaceuticals, perfumed toilet soap, toiletries, and food products;
 - ⊙ The manufacture, compounding, assembly or treatment of articles of merchandise from the following previously prepared materials: Bone, cellophane, canvas, cloth, cork, feathers, felt, fiber, fur, glass, hair, horn, leather, paper, plastic, precious or semi-precious metals or stone, shell textiles, tobacco, wood, yard, and paint not employing a boiling process;
 - ⊙ The manufacture of pottery and figurines or other similar ceramic products, using only previously pulverized clay and kilns fired only by electricity or gas;
 - ⊙ The manufacture and maintenance of electric and neon signs, commercial advertising structures, light sheet metal products, including heating and ventilation ducts, and equipment, cornices, eaves and the like;
 - ⊙ Manufacture of musical instruments, toys, novelties, and rubber and metal stamps;
 - ⊙ Truck repair and overhauling, tire retreading or recapping and battery manufacturing;
 - ⊙ Blacksmith shop and machine shop, excluding punch presses over twenty (20) tons rated capacity, drop hammers, and automatic screw machines;
 - ⊙ Foundry casting lightweight nonferrous metal not causing noxious fumes or odors; and
 - ⊙ Assembly of electrical appliances, electronic instruments and devices, radios and phonographs, including the manufacture of small parts only, such as coils, condensers, transformers and the like.
- The use permitted under this Section shall be conducted in such a manner that any noxious odor, fumes or dust generated beyond the property line of the lot on which the use is located will do so only with compliance with all City, State and Federal pollution regulations.

4.5.9 I-2 Heavy Industrial District is generally intended to provide for heavy industrial uses as well as other uses not otherwise provided for in the districts established by these regulations. The intensity of uses permitted in this district makes it desirable that they be located in an area separated from residential and commercial uses. Within the I-2 industrial district, the following uses are permitted:

- Building material sales;
- Commercial radio and television transmitting antenna towers and other electronic equipment requiring outdoor towers, including antenna towers for the dispatching of private messages;

- Compounding, processing and blending of chemical products, but not including any materials which decompose by detonation;
- General and administrative offices;
- Machine shops and metal products manufacture and tool and die shops;
- Mail-order houses;
- Manufacturing and assembling (or any combination of such processes) of products from wood, cork, glass, leather, iron, steel, fur, plastic, felt, and other textiles;
- Manufacturing and assembling of electrical and electronic products and equipment.
- Printing and binding plants;
- Research laboratories;
- Warehouse and storage facilities;
- Water filtration plants, pumping stations, reservoirs, and lift stations;
- Any other manufacturing process or establishment;
- Accessory uses incidental to and on the same zoning lot as a principal use;
- Any of the following uses:
 - ⊙ Blacksmiths, tinsmiths, and sheet metal shops;
 - ⊙ Bottling works;
 - ⊙ Canning or preserving factories;
 - ⊙ Cold storage plants;
 - ⊙ Ice cream production and distribution;
 - ⊙ Laundry and dry-cleaning plants;
 - ⊙ Machinery rental, sales and service;
 - ⊙ Machine shops;
 - ⊙ Manufacturing, fabricating, assembling, repairing, storing and cleaning, servicing, or testing of any of the following materials, goods or merchandise:
 - Apparel;
 - Automobile wrecking and junk yards, provided they are enclosed throughout the entire perimeter by a solid fence not less than eight (8) feet in height;
 - Beverages (nonalcoholic), processing and bottling;
 - Building materials specialties;
 - Bulk fuel sales and storage;
 - Clothing;
 - Compounding and packaging of chemicals;
 - Cosmetics and toiletries;
 - Dairy products;
 - Drugs and pharmaceutical products;
 - Electrical and acoustical products and components;
 - Food products (except fish, sauerkraut, vinegar and yeast);
 - Furniture;
 - Glass products;
 - Ice, dry and natural;
 - Jewelry;
 - Medical laboratory supplies, equipment and specialties;

- Metal products and utensils;
- Milk, bottling and distribution;
- Monumental stone cutting;
- Motor freight terminals;
- Musical instruments;
- Optical goods;
- Paper products, including boxes and containers;
- Pattern shops;
- Processing of meat and vegetable products, including the slaughter of animals;
- Radios, phonographs, recorders, and television sets and parts;
- Railroad yards and switching areas, including lodging and sleeping facilities for transient railroad labor;
- Sign painting;
- Soldering and welding shops;
- Spray painting and mixing;
- Textiles;
- Toys and children's vehicles;
- Trailers and carts; and
- Wood products, including wooden boxes and containers.

Property and buildings in an I-2 Heavy Industrial District may be used for any use **except** the following:

- All residential uses except sleeping facilities required by night watchmen and caretakers employed upon the premises;
- All uses not complying with these regulations or any other City, County, State or Federal Regulation or law;
- All of the following uses until they have been studied by the Planning Commission and have received the express approval of the City Council. The Planning Commission may require approval of the County Health Department, the State Fire Marshal and other State and County regulating agencies and may attach to the approval specific restrictions designed to protect the Public Welfare:
 - ⊙ Acid Manufacture;
 - ⊙ Cement, lime, gypsum or plaster of paris manufacture;
 - ⊙ Explosives, manufacture or wholesale (liquid explosive) storage;
 - ⊙ Gas manufacture;
 - ⊙ Grain elevator and storage;
 - ⊙ Petroleum or its products, refining of;
 - ⊙ Wholesale or bulk storage of gasoline, propane, butane or other petroleum; and
 - ⊙ Salvage yards, unless authorized by review under Section 12-287 B, C, D, E, F & G (Use by Review), herein as to property which can comply with the requirements of licensing ordinances for salvage yards.

4.5.10 S-U Special Use District is intended for those uses not otherwise specifically covered by the other districts. The primary purpose is for public and quasi-public uses.

Property and buildings in the SU Special Use District shall be used only for the following purposes:

- Public and private schools and colleges not to include day-care centers;
- Any uses accessory to schools and colleges that are owned and/or controlled by said schools or colleges, including one, two-family, and multi-family dwellings;
- County clubs;
- Golf course (public or private);
- Hospitals, clinics, and medical or dental offices surrounding and in direct relationship to the hospital or clinic;
- Libraries, archives, and museums, publicly or privately owned; and
- Federal, State and City owned property.

Cherokee's Zoning Ordinance and associated zoning designations will provide the framework for existing land use patterns, indicating the density and type of development within a given land use category.

4.6 Use Variance

A Use Variance is a waiving of the limitations pertaining to the use of land or a structure to allow a use that is prohibited by the zoning ordinance. If the proposed building does not meet the requirements of zoning, the owner can appeal to the zoning board of appeals, which has the power to grant an exception - called a variance - to the legal requirements. A variance is permission to, in effect, bend the zoning law.

4.7 Subdivision Activity

Subdivision developments in the City of Cherokee have been very limited after the Hadwiger Addition was established in the late 1960's. The Evans Addition is the only subdivision developed since that time.

4.8 Annexation

In 2013 the City of Cherokee annexed approximately 141 acres, 7 acres for commercial development, 11 acres for residential development, and 123 acres for future determination.

4.9 Future Annexation Goals

The 2013 annexation of 141 acres is believed to be adequate for future development for the next 20 years.

Section 5

Plan Implementation

Section 5 - Plan Implementation

5.1 Plan Implementation

The City of Cherokee can work through the comprehensive plan to develop and maintain an environment worthy of investor confidence. This comprehensive plan should be applied to land use, transportation, community facilities, economic development and housing. Each proposal and action should conform to the goals laid out and it should be standard practice to refer to the Plan in the consideration of public policy decisions. This plan should also be reviewed periodically, no less than once every five years and updated to reflect new problems and concerns. It would be beneficial to the City of Cherokee to develop a close working relationship with adjoining municipalities on planning and development matters, particularly Alva and Fairview.

5.2 Plan Implementation Tools

There should be a sound body of local codes and ordinances adopted and enforced by the City of Cherokee that serve to guide development. This legislation, a mixture of city laws and regulations, includes the following: Planning Commission, Comprehensive Plan, Zoning Regulations, Subdivision Regulations, Flood Damage Prevention Ordinance, Manufactured Housing Ordinance, Mobile Home Park Ordinance, Building and Housing Codes, Closing of Public Ways or Easements by Ordinance, Wireless Communication Towers and Antennas Ordinance, and Capital Improvements Plan.

Most rural cities like Cherokee have a limited need for growth or land management tools and may only require simple programs or ordinances to protect resources and the public. Cities must weigh the cost/benefit of using certain tools since most require sufficient staff and financial resources to properly administer. This overview will briefly describe some general tools the city should evaluate when considering how their comprehensive plan will be implemented.

5.2.1 Planning Commission Project Review

The Cherokee Planning Commission should have the opportunity to review major public improvement projects prior to inclusion in the city budget. All utility expansion, public works, drainage, and transportation projects should be reviewed by the Cherokee Planning Commission prior to incorporation into the City's Capital Improvements Plan. This review authority enables the planning commission to ensure that all public improvement projects are in compliance with the plan.

5.2.2 Subdivision Regulations

Subdivision regulations, used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendations of the land use plan. Like zoning, these regulations control private development. This tool addresses the platting of lots, the layout of streets, and the location of common spaces. The subdivision ordinance should be coordinated with the zoning ordinance.

5.2.3 Zoning

Zoning is one method of implementing or carrying out the comprehensive plan. Zoning is the primary land use regulatory tool that divides a locality into specific districts and lists uses permitted in those districts. Zoning regulates the use of land, lot size, density, and the height and size of structures. Cherokee's zoning ordinance should be reviewed and updated if necessary.

5.2.4 Building and Housing Codes

Building codes are sets of regulations that set standards for the construction of buildings in a community. The City should follow the building codes adopted by the Oklahoma Uniform Building Code Commission. Building codes ensure that new and altered construction will be safe. These codes must conform to the state building, plumbing, and electrical codes. Housing codes define standards for how a dwelling unit is to be used and maintained after it is built. To enforce the codes, inspections are required by the local municipality. This code is concerned with keeping housing from falling into dilapidation and thus keeping neighborhoods from falling into blight.

5.2.5 Utility Extension Policies

Another significant tool for effective land use planning is the control over the extension of city owned and operated utility services. Utility extension policies can be used for controlling the location and timing of development in a rational, coherent and efficient fashion.

5.2.6 Annexation

Municipalities can best plan for and deliver the urban services required by fringe areas through annexation. If a municipality fails to expand its corporate limits, development will locate in the urban fringe where it will contribute little to the finances of the municipality, while increasing pressure on the facilities and services provided by the municipality. Serious consequences such as public health hazards, substandard services, wasteful duplication of services, inequitable distribution of tax burdens and benefits, and undesirable developments resulting from non-existent or poor planning and zoning controls, can develop from a failure to annex.

5.2.7 Intergovernmental Agreements

Any municipality may contract with other municipalities to receive or furnish services or jointly exercise power or duties required or authorized by law. The term "municipality" is defined to include the state, counties, cities, villages, towns, school districts, sanitary districts, public library systems, regional planning commissions, and other governmental and quasi-governmental entities. The requirements and procedures set forth for intergovernmental agreements are minimal. Such arrangements can prove useful in the implementation of a plan by facilitating efficient provision of public facilities and services. In Alfalfa County, intergovernmental agreements have been used to execute cooperation between communities for services such as fire and emergency rescue. At present there is no regional coordination among neighboring counties regarding

comprehensive planning other than regional economic planning which really assures that result of cooperation and regional success may lead to cooperation in other parts of planning in future.

5.2.8 Public Participation

Just as citizen involvement is an important step required throughout the planning process, it is also an essential implementation tool. A Public Participation Plan is designed to create opportunities for citizens to be involved in the development of the City's Comprehensive Plan. Reasonable efforts should be taken to obtain input from the general public through organizational public meetings, public hearings and surveys. In addition, a public hearing is always required before an ordinance of any type can take effect.

5.2.9 Capital Improvements Plan

The basic reason for a capital improvements plan (CIP) is to insure that public funds are being spent wisely, fairly and objectively. A CIP is an important implementation tool to ensure that Cherokee has planned the most cost-effective facilities and to determine whether the government will have the capability to fund needed public facilities and services. Information supporting the CIP, including an inventory of capital facilities, information about funding sources, and the five year CIP, is contained in the CIP. The Cherokee City Hall can be contacted for further information on the program.

5.2.10 Regional Planning Commission

The city can use this tool to control the quality of housing developments, as well as the compatibility of other land uses outside the municipal boundaries. This planning tool allows the city to work with the Noble County Commissioners to control the quality of growth within three miles of the city limits. Additional information on the regional planning commission and Oklahoma Statue can be viewed by referencing Appendix B of this report. The City of Cherokee should consider the regional planning concept in the near future.

5.3 Conclusion

The comprehensive plan is a tool that citizens can use to guide growth toward achieving economic benefits and protect environment. A great strength of the plan is the solid foundation of goals and recommendation for the future development of the City. In general, the plan serves preservation, conservation, tradition and history. It's balanced in considering affordable housing and water resources. The plan will maintain rural character, protect open space and farmland, and control the rate of commercial development while working toward affordable housing needs. Because certain assumptions have been made with regard to future growth and development, some of the trends, issues or needs that this plan anticipates may not come to pass. The anticipated levels of population growth and related new home construction, major factors in any community's comprehensive planning, may not occur. To assure that this comprehensive plan will continue to provide useful guidance regarding development

with the city, the Cherokee Planning Commission must periodically review and amended the plan to ensure that it remains relevant and reflects current city values and priorities.

Appendices

Appendix A: Cherokee's Questionnaire and Summary

Appendix B: Oklahoma Statutes

Appendix C: Glossary

Appendix A: Cherokee's Questionnaire and Summary

Questionnaire for Cherokee's Comprehensive Plan

PLEASE CHECK ONE RESPONSE TO EACH QUESTION BELOW:

1. In Cherokee, are you a:

- Homeowner
- Renter
- Local Landlord
- Local Business Owner

2. How would you rate the general quality of life in Cherokee?

- Very satisfactory
- Satisfactory
- Unsatisfactory
- Very unsatisfactory
- No response

3. Below is a list of issues that are problems in general for some cities. Indicate with an X how serious a problem you feel each of the following is to Cherokee. If you have any specific comments concerning a particular issue, please comment in the space provided.

	SERIOUS PROBLEM	MODERATE PROBLEM	NOT A PROBLEM	COMMENTS
a. Streets-Holes, Bumps, Paving				
b. Sidewalks				
c. Streets-Drainage				
d. Traffic Congestion				
e. Sewerage Service				
f. Water Service				
g. Garbage Collection				
h. Fire Protection				
i. Police Protection				
j. Schools				
k. Availability of Recreation Facilities				
l. Availability of Housing				
m. Availability of Day Care Facilities				
n. Downtown Parking				
o. Library Facilities				
p. Signs and Billboards				
q. Traffic Control Signage				
r. Electric Service				

4. For question #3 (a-r) where you checked "SERIOUS PROBLEM" would you agree to pay additional taxes to correct the problem? ___ Yes ___ No

If Yes, please list problems you would agree to pay additional taxes for: _____

5. Of the issues you consider to be problems for Cherokee, please rank them in the spaces below with 1 being the most serious and 18 being the least serious problem:

- | | | |
|---|--|--|
| <input type="checkbox"/> a. Streets - Holes,
Bumps, Paving | <input type="checkbox"/> g. Garbage Collection | <input type="checkbox"/> m. Availability of Day
Care Facility |
| <input type="checkbox"/> b. Sidewalks | <input type="checkbox"/> h. Fire Protection | <input type="checkbox"/> n. Downtown Parking |
| <input type="checkbox"/> c. Streets - Drainage | <input type="checkbox"/> i. Police Protection | <input type="checkbox"/> o. Library Facilities |
| <input type="checkbox"/> d. Traffic Congestion | <input type="checkbox"/> j. Schools | <input type="checkbox"/> p. Signs and Billboards |
| <input type="checkbox"/> e. Sewerage Service | <input type="checkbox"/> k. Availability of
Recreation Facilities | <input type="checkbox"/> q. Traffic Control Signage |
| <input type="checkbox"/> f. Water Service | <input type="checkbox"/> l. Availability of Housing | <input type="checkbox"/> r. Electric Service |

CHECK THE MOST APPROPRIATE RESPONSE TO THE FOLLOWING QUESTIONS:

6. Do you feel that historic properties in Cherokee should be protected through special protective regulations? ☐ Yes ☐ No
7. Do you feel that Cherokee should annex additional property? ☐ Yes ☐ No
8. Do you feel that Cherokee should encourage more businesses in town? ☐ Yes ☐ No
9. What is the quality of property uses in your neighborhood?
- a) ☐ Very satisfactory
 - b) ☐ Satisfactory
 - c) ☐ Poor
 - d) ☐ Needs to be cleaned
10. If your answer to #9 is "d", do you think Cherokee should address this? ☐ Yes ☐ No
11. Are you aware that Cherokee requires building permits and enforces a building code?
☐ Yes ☐ No
12. Do you feel that these regulations are adequately enforced? ☐ Yes ☐ No
13. If you have any additional comments which you believe the mayor or planning commission should address please use the following space.

Questionnaire Summary Cherokee's Comprehensive Plan

PLEASE CHECK ONE RESPONSE TO EACH QUESTION BELOW:

1. In Cherokee, are you a:

5 Homeowner
 Renter
2 Local Landlord
2 Local Business Owner

2. How would you rate the general quality of life in Cherokee?

2 Very satisfactory
2 Satisfactory
1 Unsatisfactory
 Very unsatisfactory
 No response

3. Below is a list of issues that are problems in general for some cities. Indicate with an X how serious a problem you feel each of the following is to Cherokee. If you have any specific comments concerning a particular issue, please comment in the space provided.

	SERIOUS PROBLEM	MODERATE PROBLEM	NOT A PROBLEM	COMMENTS
a. Streets-Holes, Bumps, Paving	3	2		
b. Sidewalks	1	1	3	
c. Streets-Drainage		4	1	
d. Traffic Congestion	4	1		
e. Sewerage Service	1	4		
f. Water Service		4	1	
g. Garbage Collection		3	2	
h. Fire Protection		2	3	
i. Police Protection		1	4	
j. Schools		1	4	
k. Availability of Recreation Facilities	2	3		
l. Availability of Housing	5			
m. Availability of Day Care Facilities	3	1	1	
n. Downtown Parking	1	1	3	
o. Library Facilities			5	
p. Signs and Billboards		1	4	
q. Traffic Control Signage	1	2	2	
r. Electric Service			5	

4. For question #3 (a-r) where you checked "SERIOUS PROBLEM" would you agree to pay additional taxes to correct the problem? 3 Yes No 2 Not Answered

If Yes, please list problems you would agree to pay additional taxes for: Schools; Streets; Water; Sewer; Housing Development

5. Of the issues you consider to be problems for Cherokee, please rank them in the spaces below with 1 being the most serious and 18 being the least serious problem:

<u>1,1,1</u> a. Streets - Holes, Bumps, Paving	<u>10</u> g. Garbage Collection	<u>4,11</u> m. Availability of Day Care Facility
<u>2</u> b. Sidewalks	<u>6</u> h. Fire Protection	<u>12</u> n. Downtown Parking
<u>5</u> c. Streets - Drainage	<u>13</u> i. Police Protection	<u>17</u> o. Library Facilities
<u>1,1,4</u> d. Traffic Congestion	<u>2,2,14</u> j. Schools	<u>7</u> p. Signs and Billboards
<u>3,3,4,4,6</u> e. Sewerage Service	<u>3,3,13</u> k. Availability of Recreation Facilities	<u>3,6,6</u> q. Traffic Control Signage
<u>5,5,9,4</u> f. Water Service	<u>2,2,18</u> l. Availability of Housing	<u>18</u> r. Electric Service

CHECK THE MOST APPROPRIATE RESPONSE TO THE FOLLOWING QUESTIONS:

6. Do you feel that historic properties in Cherokee should be protected through special protective regulations? 5 Yes ___ No
7. Do you feel that Cherokee should annex additional property? 3 Yes ___ No 2 Not Answered
8. Do you feel that Cherokee should encourage more businesses in town? 5 Yes ___ No
9. What is the quality of property uses in your neighborhood?
- a) 1 Very satisfactory
 - b) 2 Satisfactory
 - c) ___ Poor
 - d) 2 Needs to be cleaned
10. If your answer to #9 is "d", do you think Cherokee should address this? 2 Yes ___ No
11. Are you aware that Cherokee requires building permits and enforces a building code?
5 Yes ___ No
12. Do you feel that these regulations are adequately enforced? ___ Yes 5 No
13. If you have any additional comments which you believe the mayor or planning commission should address please use the following space.

Appendix B: Oklahoma Statutes

Oklahoma Statutes

Title 11. Cities and Towns

Chapter 1

Municipal Code

Article XLVI

Section 46 – 101

Cite as: O.S.§

Any municipality may appoint a regional planning commission. The members of the regional planning commission shall consist of the members of municipal planning commission. The mayor, municipal engineer, chairman of the board of county commissioners, and county engineer shall be ex officio voting members of the commission but shall not be counted for purpose of a quorum. Members of the regional planning commission shall serve without pay.

The regional planning commission shall have jurisdiction over a regional district which shall be construed to mean any land outside the incorporated limits of any municipality whose any one boundary, at one point, shall be within a distance of three miles from the incorporated limits of the municipality.

Appendix C: Glossary

Access: A way or means of entry. Residential subdivisions and commercial or industrial sites are usually required to have direct access to a street or highway.

Good access recognizes traffic safety as well as providing direct passage for police, fire, and emergency vehicles.

Affordable Housing: Housing units where the occupant is paying no more than 39% of gross household income for housing costs, or up to 40% including taxes and utilities.

Annexation: A building added on to a larger one or an auxiliary building situated near a main one.

To bring a parcel of land outside the city limits into the city and under the city's jurisdiction.

Base map: A map showing the important natural and man-made features on an area, which is used to establish consistency when maps are used for various purposes in the planning process.

Buffer: An area of land, including landscaping, berms, walls, fences, and buildings setbacks, that is located between land uses of different character and is intended to mitigate negative impacts of the more intense use on a residential or vacant parcel.

Capital facilities: As a general definition, structures, improvements, pieces of equipment or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of the Capital Facilities Element, capital facilities are fire and rescue facilities, government offices, law enforcement facilities, park, and recreation facilities, and public health facilities.

Capital improvements: Public facilities of fairly large size and long life financed by nonrecurring expenditures.

A plan for future capital expenditures that identifies each capital project, its anticipated start and completion and allocates existing funds and known revenue sources over a six-year period.

Cluster improvements/development: Refers to a development pattern in which the uses are grouped or "clustered" rather than spread evenly through a parcel. A development design technique that concentrates buildings in a specific area on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally critical areas.

Compatibility: A document prepared by a city, setting forth policies for the future of a community. Also referred to as a master plan, a general plan, a future land-use plan, or a future development plan. This can range from a single map with explanations to multiple documents covering the various elements of the plan.

Community Development Block Grant (CDGB) Program: A federal funding program that provides annual funding for eligible local governments for housing and community development program targeted primarily to low-income persons and neighborhoods.

Density: The average number of families, persons, or housing units situated on a unit of land; usually expressed as dwelling units per acre.

District: A portion of the territory of the city within which certain uniform regulations and requirements, or various combinations thereof, apply under the provisions of this title.

A territorial division (as of a nation, state, county, or city) for administrative, judicial, electoral, or other purposes:

Easement: The right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals.

Floodplains: A relatively flat or low land area adjoining a river, stream, or watercourse which is subject to partial or complete inundation; or an area subject to the unusual and rapid accumulation of runoff or surface waters from any source.

Household: One or more adults and their dependents who will be residing in the unit.

Household income: Household income shall include all income from all household members over the age of 18 residing in the household. Household income consists of all income that would be included as income for federal income tax purposes (e.g., wages, interest income, etc.) for household members over the age of 18. Income of dependents who reside within a household for less than three months of the year will not be counted household income.

Land use: A term used to indicate the utilization of any piece of land. The way in which land is being used is the land use.

Land-use controls: Refers to the power of the city to control and guide land use and development, generally through zoning and subdivision regulation.

Lot: The basic development unit. An area with fixed boundaries, used or intended to be used by one building and any accessory building(s) and usually not divided by a highway, street or alley.

Manufactured home: Homes and dwellings that are not built at the home site and are moved to the location are considered manufactured housing. Manufactured housing units must be built on a permanent chassis at a factory and then transported to a permanent site and attached to a foundation. All manufactured homes must be built to meet standards set forth by the U.S. Department of Housing and Urban Development (HUD). The standards focus on such aspects as design, strength, energy efficiency, and fire resistance.

Mobile home: A factory constructed residential unit with its own independent sanitary facilities, that is intended for year round occupancy, and that is composed of one or more major components which are mobile in that they can be supported by wheels attached to their own integral frame or structure and towed over the public highway under license or by special permit. This definition does not include a recreational vehicle.

A large trailer, fitted with parts for connection to utilities, that can be installed on a relatively permanent site and that is used as a residence.

Open Spaces: Land and water areas retained for use as active or passive recreation areas or for resource protection in an essentially undeveloped state.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Planning Commission: A unit designated by a city council to which citizens are appointed by the council to advise the city council on planning policy. The planning commission oversees the preparation of the comprehensive plan, may give approval to subdivision plats and may recommend a capital improvements program to the council.

Right-of Way (ROW): A space or area dedicated for use as a road, alley, or utilities. In most cases, the right-of-way will be wider than the actual property being utilized. For example, a street may have a right-of-way of 50 feet, but the actual street from curb to curb may be only 30 feet in width. This would leave approximately 10 feet of ROW on either side of the street for sidewalks, utilities, etc.

Site Plan: A plan, to scale, showing ingress/egress, uses and structures proposed for a parcel of land as required by the regulations. Includes lot lines, streets, building sites, reserved open space, buildings, major landscape features - both natural and manmade - and depending on requirements, the locations of proposed utility lines.

Stormwater: The flow of water which results from precipitation and which occurs immediately following rain fall or a snow melt.

Strip Development: A pattern of commercial development located along one or both sides of a street which is generally one lot in depth and is characterized by multiple and relatively closely spaced driveways, low open space and landscaping rations, and high door area ratios.

Subdivision: The division or re-division of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership, including all re-subdivisions of land.

Subdivision Regulations: Ordinance adopted under authority granted by the state that regulates the conversion of raw land into lots of residential or commercial development.

Surface, Impervious: Ground or covered ground through which water cannot percolate.

Trail: A way or path designed for and used by pedestrians, equestrians, cyclists, non-motorized bicycles, and others. Trails may include trailheads, which can consist of parking lots, drinking fountains, restrooms and signage.

Transit: Passenger services provided by public, private, or nonprofit entities, which may include the following transportation modes: commuter rail; rail rapid transit; light rail transit; light guideway transit; express bus; located fixed route bus and taxi cabs.

Zone: An area accurately defined as to boundaries and location on an official map and within such area, where only certain types of land uses are permitted, and other types of land uses are excluded.

Zoning: An exercise of police power conferred on a city by a state, to regulate lot size, building bulk, placement, other development standards and uses of land through the establishment of zoning districts and designated permitted uses in each district.

