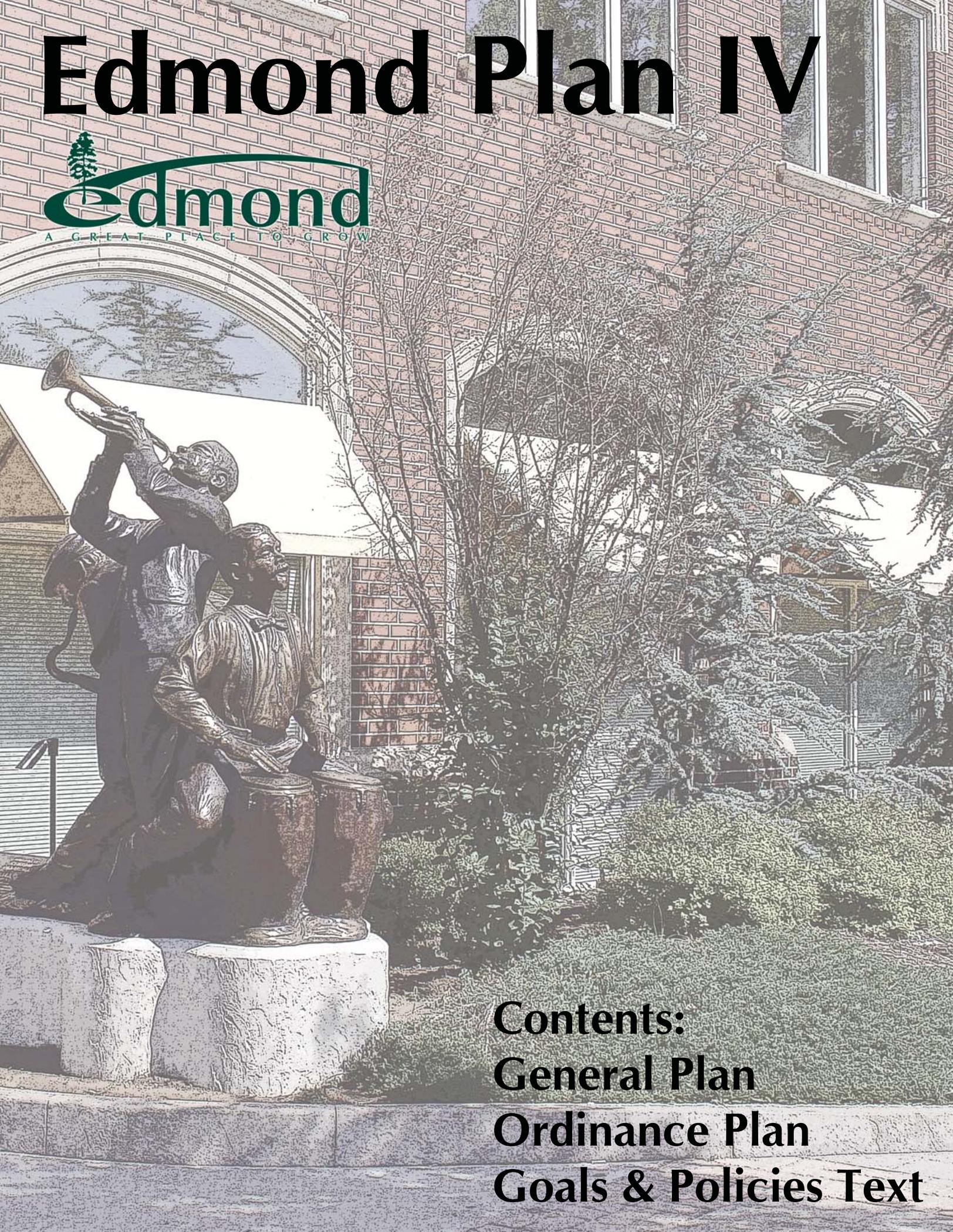


# Edmond Plan IV



**Contents:**  
**General Plan**  
**Ordinance Plan**  
**Goals & Policies Text**



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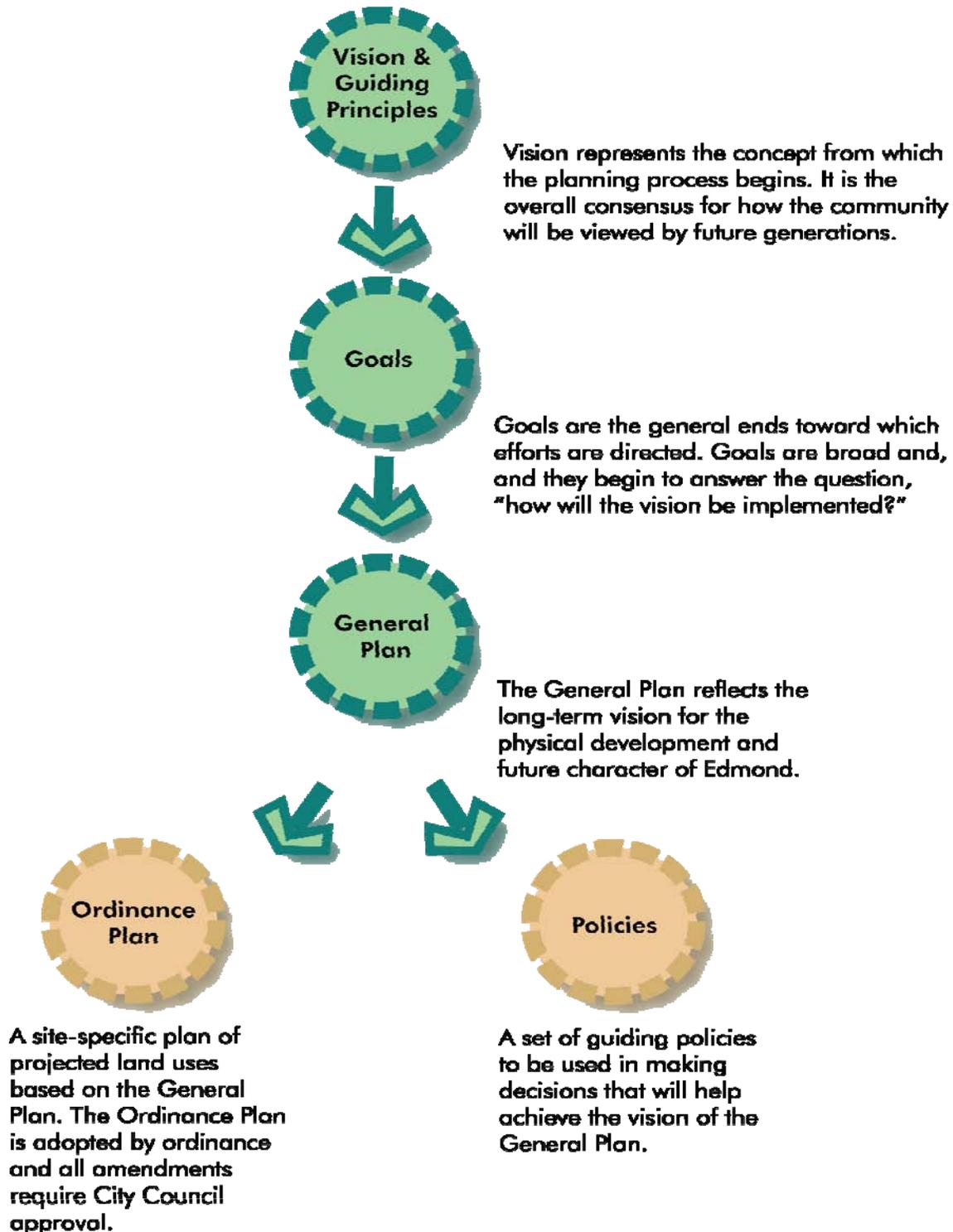


## Preface: How to Use Edmond Plan IV

Edmond Plan IV builds upon the City of Edmond’s long history of planning and citizen involvement to provide a long-range vision for how the community should grow and develop. As the City’s official comprehensive plan, Edmond Plan IV establishes the foundation for local development regulations, while also providing a framework for decision-making. The Plan uses a combination of maps, goals and guiding policies to ensure that daily decisions support the community’s long-range vision (see Figure 0-1, Edmond Plan Components).

Plan Component	Definition	How it is Used
<p><b>Goals &amp; Policies</b></p>	<p>Goals are desired outcomes that support the community’s vision and guiding principles (as established by <i>Tomorrow’s Edmond</i>). Policies are intended to guide daily decisions to see that the goals of the Plan are achieved.</p>	<ul style="list-style-type: none"> <li>▪ Goals establish the foundation for the General Plan and Ordinance Plan.</li> <li>▪ Provides a basis for evaluating development proposals and other decisions to ensure consistency with Edmond Plan IV.</li> <li>▪ Provides the basis for the Plan Assessment/Amendment Forms used to evaluate development proposals.</li> </ul>
<p><b>General Plan</b></p>	<p>An illustration of the City’s long-range vision for future development (to 2030). Rather than parcel-specific land use, the General Plan identifies the development intensity and character desired for certain areas ranging from natural to urban center. The General Plan is coupled with future thoroughfares, the proposed trail system and local drainage basins to provide an overall image of anticipated growth in the City of Edmond.</p>	<ul style="list-style-type: none"> <li>▪ Establishes the anticipated and desired future character of Edmond.</li> <li>▪ Guides the Ordinance Plan by determining the desired development characteristics for specific areas.</li> <li>▪ Ensures conformance with the overall vision during the evaluation of amendments to the Ordinance Plan.</li> <li>▪ Guides right-of way acquisition for parcels adjacent to major roadways by illustrating the functional classification identified in the <i>Edmond Transportation Plan</i>.</li> <li>▪ Identifies opportunities for trail development and open space protection.</li> </ul>
<p><b>Ordinance Plan</b></p>	<p>The governing parcel-specific land use plan of the City. The Ordinance Plan is designed to allow for incremental change from current conditions to the desired future identified in the General Plan. The Ordinance Plan is updated regularly and may require amendments with changing market conditions. Amendments to the Ordinance Plan require formal City Council approval.</p>	<ul style="list-style-type: none"> <li>▪ Provides the basis for the districts used by the Zoning Ordinance (Title 22), which officially regulates the development of land and buildings in the City of Edmond.</li> <li>▪ Ensures conformance to Edmond Plan IV during evaluation of rezoning requests.</li> </ul>

Figure 0-1  
Edmond Plan IV Components



## **Relationship between Edmond Plan IV and Zoning Ordinance (Title 22)**

Edmond Plan IV provides the general policy basis and rationale for the site-specific regulations found in the City's Zoning Ordinance (Title 22). State law establishes that a city's zoning ordinance is required to be made "in accordance with a comprehensive plan" (§11-43-103). In this regard, all zoning designations and amendments should comply with Edmond Plan IV. In cases where a rezoning request does not comply with the Ordinance Plan, an official amendment to the Ordinance Plan must be approved by City Council if a rezoning request is to be granted.

## **Edmond Plan IV and the Development Process**

### **Standard Development Applications**

With the exception of the Ordinance Plan, Edmond Plan IV is not a legally binding document. However, it is a description of the desired character of the community, with guiding policies and a General Plan designed to maintain a high quality of life as the community grows. It is recommended that staff evaluate development applications for general compliance with the goals and policies of Edmond Plan IV. It is further recommended that staff findings and recommendations be submitted to Planning Commission and City Council before a development application is approved.

### **Plan Amendment Requests**

The City recognizes that the Ordinance Plan will require occasional amendments to reflect changing market conditions and has established a standard process for amendment. An amendment is required when an applicant has a rezoning request that does not comply with the Ordinance Plan. The decision to approve or deny an amendment to the Ordinance Plan should be based on whether the proposed change is consistent with the goals, policies and General Plan of Edmond Plan IV.



## Chapter 1: Introduction

### Overview

Edmond Plan IV is the City’s comprehensive plan, which acts as a general guide for how the City should grow and develop over the long-term. Edmond Plan IV achieves this by:

- examining current issues and trends that will likely influence the community;
- documenting a desired future vision for the community; and,
- providing goals, policies and implementation tools to see that the vision is achieved.

<b>Edmond Planning Highlights</b>	
Year	Activity
<b>1955</b>	Original Zoning Code For City of Edmond adopted.
<b>1963</b>	The first Edmond Plan, a detailed comprehensive plan including elements addressing utilities, transportation, and public buildings and emphasizing the Central Business District and the Central State College area, was completed.
<b>1972</b>	Zoning Code revised.
<b>1977</b>	The <i>Edmond Planning Guide</i> , a Master Plan setting forth a flexible intensity concept to evaluate zoning and growth, was completed after heavy growth zoning activity.
<b>1984</b>	A new <i>Edmond Plan</i> was adopted for the first time by ordinance which required a review and update every five years and established a formal amendment process requiring full public hearings. It detailed land use policy with clear objectives.
<b>1989</b>	<i>Edmond Plan</i> update provided for the discontinuance of the 1984 plan document and plan map.

### History

The City of Edmond has been actively planning for growth and development throughout its history with comprehensive plans being updated at regular intervals. In 1984 the City placed new emphasis on the comprehensive plan by adopting the *Edmond Plan* by ordinance and requiring formal City Council approval for amendments. The planning process has placed a strong emphasis on citizen involvement, to ensure that the comprehensive plan reflects the values and desires of its residents. Edmond Plan IV builds upon previous plans, incorporating elements that remain relevant and revising others that require updating to reflect current conditions.

### Why a New Comprehensive Plan?

Though comprehensive plans are typically prepared for a 20-year horizon, a plan can never account for or predict all of the changes experienced by a community. As a result, it is recommended that comprehensive plans be updated at approximately five-year intervals. Regular updates ensure that the plan:

## Edmond Planning Highlights (continued)

Year	Activity
1990	Planning Commission conducted public hearings and recommended major elements of the 1984 <i>Edmond Plan</i> with limited exceptions. The second version of the <i>Edmond Plan</i> was adopted by City Council. Since then, amendment requests have been rampant, largely seen as a result of the lack of identified community goals and limited land use guidance policies.
1995	Beginning of new visioning project, <i>Tomorrow's Edmond, "A Community Dialog"</i> , in which City Council members sought broad-based community input for the required plan update. The 1990 <i>Edmond Plan</i> was extended to allow this visioning project to be developed and completed.
1996	Citizen input sessions designed and conducted in the form of focus groups of Economic Development, Community Design, Housing and Land Use, Infrastructure and Transportation, Social Services and Health, Community Image, Education, Youth, Community Livability, Governance, Parks and Recreation, and Culture and History.
1997	<i>Tomorrow's Edmond</i> is adopted in January, documenting the community's vision, desires and values for the future of the community. <i>Edmond Plan III</i> is drafted and incorporates the results of <i>Tomorrow's Edmond</i> as the guiding vision. <i>Edmond Plan III</i> attempted to address the limitations of prior plans with more comprehensive land use guidance policies including elements for community utilities and services.
2006	<i>Edmond Plan IV</i> is drafted, stating the goals, objectives and official policies intended to guide the future growth and development of the City of Edmond.

- reflects current community needs, values and desires;
- is based on current and accurate demographic information;
- accounts for changing development trends and issues;
- identifies new opportunities and strategies for achieving the community's vision; and,
- amends elements of the previous plan that have not been as effective as originally intended.

### What's New in Edmond Plan IV?

Edmond Plan IV is an update to *Edmond Plan III* and is not intended to completely overwrite previous planning efforts. As a result, readers of Edmond Plan IV will find a mix of "old" and "new" concepts. Major changes reflected in Edmond Plan IV are noted below along with elements that have remained the same from the previous plan.

### What has Changed?

- A General Plan has been added to depict the desired general vision for physical development and growth in Edmond. The General Plan is supported by the various goals and policies found throughout Edmond Plan IV, and considers constraints (such as protection of natural areas or anticipated availability of infrastructure), trends, desired growth patterns and preferred community character.
- The site-specific land use map, previously known as *Edmond Plan III*, has been updated and the name has been changed to the "Ordinance Plan". Updates to the Ordinance Plan reflect

the vision and desired character of the “General Plan”, particularly in regards to east Edmond where the majority of change will occur.

- A Preface has been added to provide a quick overview of the plan and how it is intended to be used by stakeholders.
- A Community Profile section has been added (Chapter 2), which provides a current “snapshot” of Edmond examining demographic and development trends, key community features, and current development-related issues. The Community Profile provides the context for the long and short range goals and policies throughout the rest of the document.
- The Transportation chapter (Chapter 5) has been revised to reflect the *Edmond Transportation Plan*.
- The Utilities chapter (Chapter 7) provides an analysis of the City’s sewer and water infrastructure and its capacity to handle projected growth.
- An Implementation chapter (Chapter 9) has been added to the plan to cover all remaining bases needed to move from plan to reality. Administrative goals and policies, as well as other tools to implement the plan are discussed.
- Policies have been revised to provide stronger direction for decision-making.

### What Remains the Same?

- The site-specific land use map now referred to as the “Ordinance Plan” remains as the official land use plan of the City that is adopted by ordinance with amendments requiring formal City Council approval.
- The general framework of chapters remains the same, as will the format that includes an overview followed by goals and policies.
- The community vision, developed by citizens through the *Tomorrow’s Edmond* process in 1996, continues to provide the guiding vision for Edmond Plan IV.



## Chapter 2: Community Profile

The City of Edmond is located approximately twelve miles north of downtown Oklahoma City, and is situated on approximately 56,000 acres (87.5 square miles) of land. First established in the 1940s, Edmond has become a draw for families as a quieter alternative to life in Oklahoma City. While the community boasts a vibrant downtown, diversified retail opportunities, and a growing employment base, the prevailing perception of the City is that of a bedroom community.

### Demographics

#### Population and Growth

Edmond has experienced modest but consistent growth throughout the City's short history. The last full United States Census indicated a total population of 68,315 with a median age of 34.2. As of 2005, the Census Bureau estimated that the City had a population of 74,881. This population estimate places Edmond as the sixth largest city in the State of Oklahoma. Population projections calculated by the Edmond Economic Development Authority indicate that the City may reach a population of just under 80,000 residents by 2010.

Census Year	Population	Percent Change
1940	4,002	
1950	6,086	52%
1960	8,577	41%
1970	16,633	94%
1980	34,637	108%
1990	52,095	50%
2000	68,315	31%

These demographic figures reveal that the City has maintained its growth rate in recent years. According to statistics generated by the City and the Edmond Board of Realtors, housing development is progressing in terms of both home value and quantity. The number of home closings has increased every year since 1996 with one exception.



Home values at the time of close have also increased steadily since 1996. The average sale price as of 2005 was well over \$200,000. Statistics tracking building permits also show strong growth in the housing market. Permits issued by the City have risen over the same period to include just under 700 residential permits as of 2005.

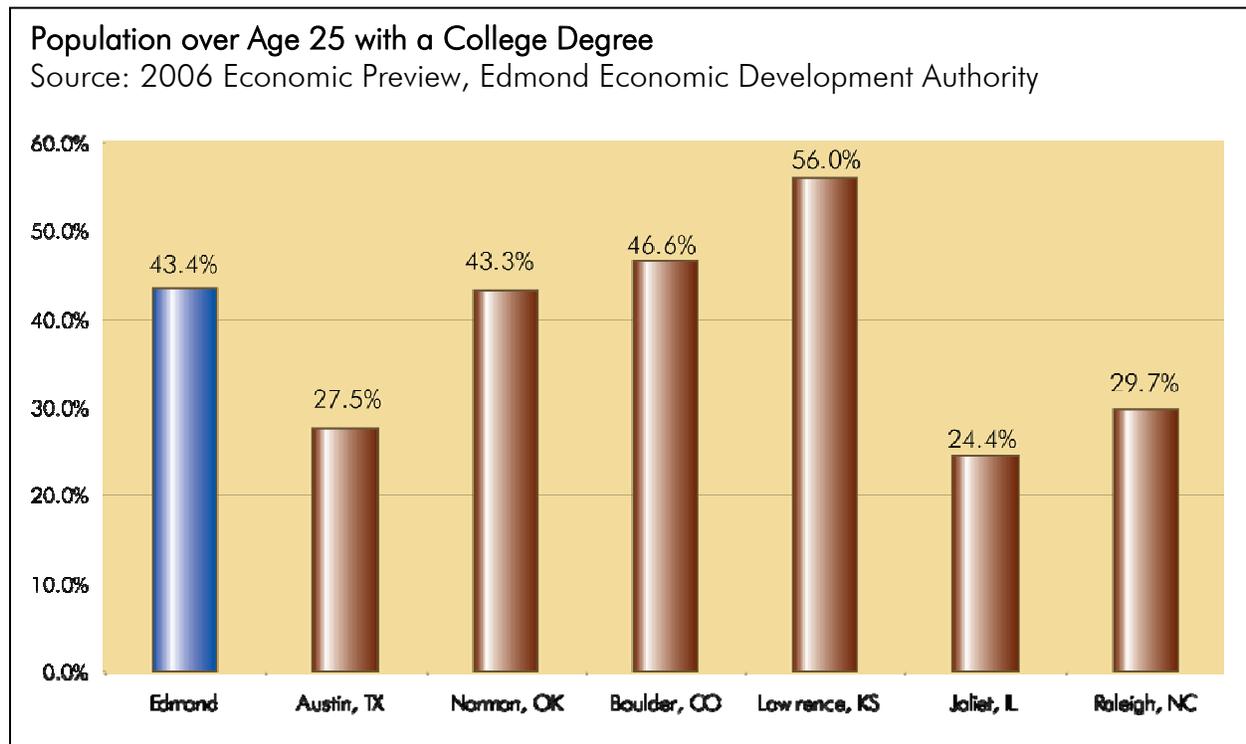
## Education

Edmond Public Schools operates many facilities throughout the community. The district had a 2005-2006 enrolment of over 19,000 students according to school system statistics. The district currently maintains three high schools, five middle schools, and fifteen elementary schools. The community is also served by many preschool and daycare facilities. Edmond is also home to the University of Central Oklahoma (UCO), which enrolls both undergraduate and graduate students.



Many Edmond residents hold advanced degrees. According to 2000 US Census figures, 51 percent of the residents aged 25 years or older have completed at least some college courses. Just over 37 percent of these residents hold at least one college degree.

Compared to other similar cities in the Midwest region, Edmond is home to a high percentage of degree holding individuals. More impressive still, many of the comparable cities are home to large universities. While Edmond is home to UCO, the student and staff population does not account for a significant portion of the overall population. This relatively low percentage of active students and instructors indicates an even better education base among the general population.



## Income

Edmond residents earn high incomes relative to citizens of comparable regional cities. Among communities analyzed in the Edmond Economic Development Authority's *2006 Economic Preview*, only Plano, Texas was found to have a higher household income. Household and per capita income in Edmond is also higher than both Oklahoma and national levels.

## Key Features

The City of Edmond is composed of many typical land uses not unusual for suburban communities of its size. However, the City does include several urban features which begin to differentiate it from other similar communities.

## Downtown Edmond

Atypical for cities of its age, Edmond is anchored by a well developed and utilized downtown district. Downtown Edmond is a relatively walkable multiuse district servicing a wide variety of community needs. In addition to single use commercial or service institutions, many historic homes are also located within or in the immediate vicinity of downtown.



The urban experience of downtown Edmond is enhanced by several design features, such as brick pavers, on-street parking, crosswalk bulb outs, and street trees. Another unique visual enrichment is the prominent placement of public art throughout the area. Some of these visual and functional improvements are a result of the recommendations presented by the *1998 Edmond Downtown Master Plan*.



Downtown Edmond is a valuable opportunity to present both residents and visitors with a unique amenity. While the bulk of residential and commercial activity may continue to occur in the suburban areas of the community, downtown Edmond is one of several community features capable of meeting specific economic and social needs. Further enhancement and development of this asset should be a critical component of Edmond's strategy for economic and land development in the future.

## Arcadia Lake

Arcadia Lake is a significant natural feature in east Edmond approximately 12.5 square miles in size. Arcadia Lake, with a surface area of 1,820 acres, is surrounded by 26 miles of shoreline. The manmade dam, located on the east of the lake, is a rolled earthfill embankment nearly a mile long. At maximum capacity, the lake has an elevation of



1,030 feet and a surface area of 3,820 acres. Arcadia Lake serves as a municipal water resource and popular regional recreation area. Most of the land immediately adjacent to the lake is under the jurisdictional control of the United States Army Corps of Engineers.



The Oklahoma Department of Wildlife Conservation maintains public lands along the south and east sides, and the City of Edmond maintains a controlled access park system and trail network on the lake's western and northern sides. With a few exceptions, all parks are open year round. Boating and swimming uses are substantial during the summer, while fishing and trail uses occur year round. As a part of the Cross Timbers ecosystem, this area is noted for its forest stands and abundant wildlife.

Residents and visitors can access Arcadia Lake from central Edmond and regionally via interchanges with major arterials at Memorial Road, 33rd Street, and East 15th Street. Second Street (US Route 66) also runs east and west along the north edge of the Lake District. A linkage with Interstate 35 west provides easy access to adjacent business and residential areas from the greater Oklahoma City area.

## University of Central Oklahoma

The City of Edmond is home to the University of Central Oklahoma. The University, originally chartered as the Territorial Normal School is considered to be the oldest institution of higher learning in the State.

With a 2005 enrollment of just under 16,000 students, the University serves as an increasingly valuable economic engine. While the University classifies approximately 70 percent of its student population as full time, only 30 percent of the total student body resides in Edmond. Just over 10 percent live on campus.



## Development Constraints

### Infrastructure

Many areas of east Edmond are not served by municipal services such as sewer and water, which limits development to very low densities. Extension of these services can be extremely costly and may not be practical due to natural constraints such as topography, the presence of floodplains and the desire to protect remnant forests. In particular, many areas of east Edmond cannot be served by the existing wastewater treatment plant without the use of lift stations. While lift stations and force mains can be used to accommodate development in these areas, these systems inherently require more maintenance than gravity sewer systems. Chapter 7 provides a detailed discussion of the development constraints related to water and sewer infrastructure with associated maps.

### Floodplains and Remnant Forests

Figure 2-1 illustrates environmental constraints in Edmond including floodplains and remnant forests. Edmond practices a strict policy which prohibits land development within floodplains. Approximately 6,900 acres (12.3% of all land) within the city limits are situated on land with a one percent probability of flooding during any given year. While the purpose of this development policy is to reduce the likelihood of loss of property and lives, it has a secondary benefit of providing



an opportunity for the preservation of open space. Many portions of Edmond's floodplains have been preserved in a largely natural state. The City has also proposed many trail and park amenities within floodplain areas.

Edmond contains many remnant forests from the ancient Cross Timbers ecosystem as shown in **Figure 2-1**. The remaining forest areas are an important symbol of the region's natural history, provide a unique amenity not found in the surrounding prairie, and help prevent runoff during rain events. While the City does not restrict the development of remnant forest areas, it does encourage tree preservation and anticipates that developers will make an effort to protect this natural resource whenever feasible.

### Arcadia Lake

Arcadia Lake contains 3,459 acres of land in a primary conservation area principally under the US Army Corps of Engineers jurisdiction. The land immediately adjacent to the lake is heavily protected and limited to recreational uses compatible with the overall lake environment. Any expansion of uses in this area must be conducted in concert with the Corps of Engineers and remain consistent with the long-term recreational uses of Arcadia Lake. However, some types of compatible low impact uses (i.e. small meeting/retreat facilities) may be appropriate on the lakeshore area.

In addition to the primary conservation areas, the lake area also includes several secondary conservation areas of significant natural value. As development progresses, these natural areas should be protected through environmentally sensitive design measures. The lack of public water and/or sanitary sewer facilities in this area also limits the type of uses and the intensity of development possible in the foreseeable future.

The 1,820 inundated acres of Arcadia Lake also represent a noteworthy physical constraint for transportation. At present, only one east-west bridge crossing exists on the south side of the lake. Four major arterials approach on the west, a major highway is located to the north (US Route 66), and the Turner Turnpike is situated to the south. No roads either access or bisect any substantial portion of the lake. North-south access is limited to section line roads east of the lake (Post Road) and Interstate 35 to the west.

## Existing Character

### Residential

Housing in the City of Edmond includes a wide range of cost and style options. While some housing stock diversity does exist, the majority of homes are built as detached single family dwellings. These homes include historic structures reminiscent of Victorian architecture, contemporary homes in planned subdivisions, manufactured homes, and very large single family homes. Edmond also includes some multi-family housing. Examples of this stock include duplexes, apartment buildings, apartment complexes, fraternal housing, and dorms on the university campuses.



## Commercial

Though Edmond is primarily known for its strong residential base, the City also supports a relatively diverse commercial economy. National big-box retail is found along significant portions of both South Broadway and East Edmond Streets. The City also contains some industrial and manufacturing businesses, though industrial land uses are a minor component of Edmond's economy.



Downtown Edmond has also maintained its commercial importance. Many banks, retail establishments, and service institutions are located downtown. Specialty venues such as the Farmer's Market are also found in downtown.

## Existing "Transect"

The Transect is a tool used by some planners to describe the succession of land use intensities from urban centers to rural and natural areas. The concept allows for examination of the community from the perspective of character and function, rather than solely land use. For example, a "rural area" evokes an image and expectation of low density, farmland and farmsteads, natural areas, and asphalt roads with ditches. An "urban area", on the other hand, is more dense with substantially higher levels of interaction, multiple lane roads with curbs and gutters. In each case, the image is different because the level of intensity is different. The Transect describes the "cross section" of Edmond ranging from the natural areas and farmlands in the eastern areas of the community, through suburban neighborhoods, to more compact neighborhoods and the heart of the community – downtown Edmond.

In the context of Edmond, urban centers are represented by downtown, the UCO campus, and other high intensity uses. The existing transect for the City of Edmond is illustrated in **Figure 2-2, Edmond Community Character**.

## Issues

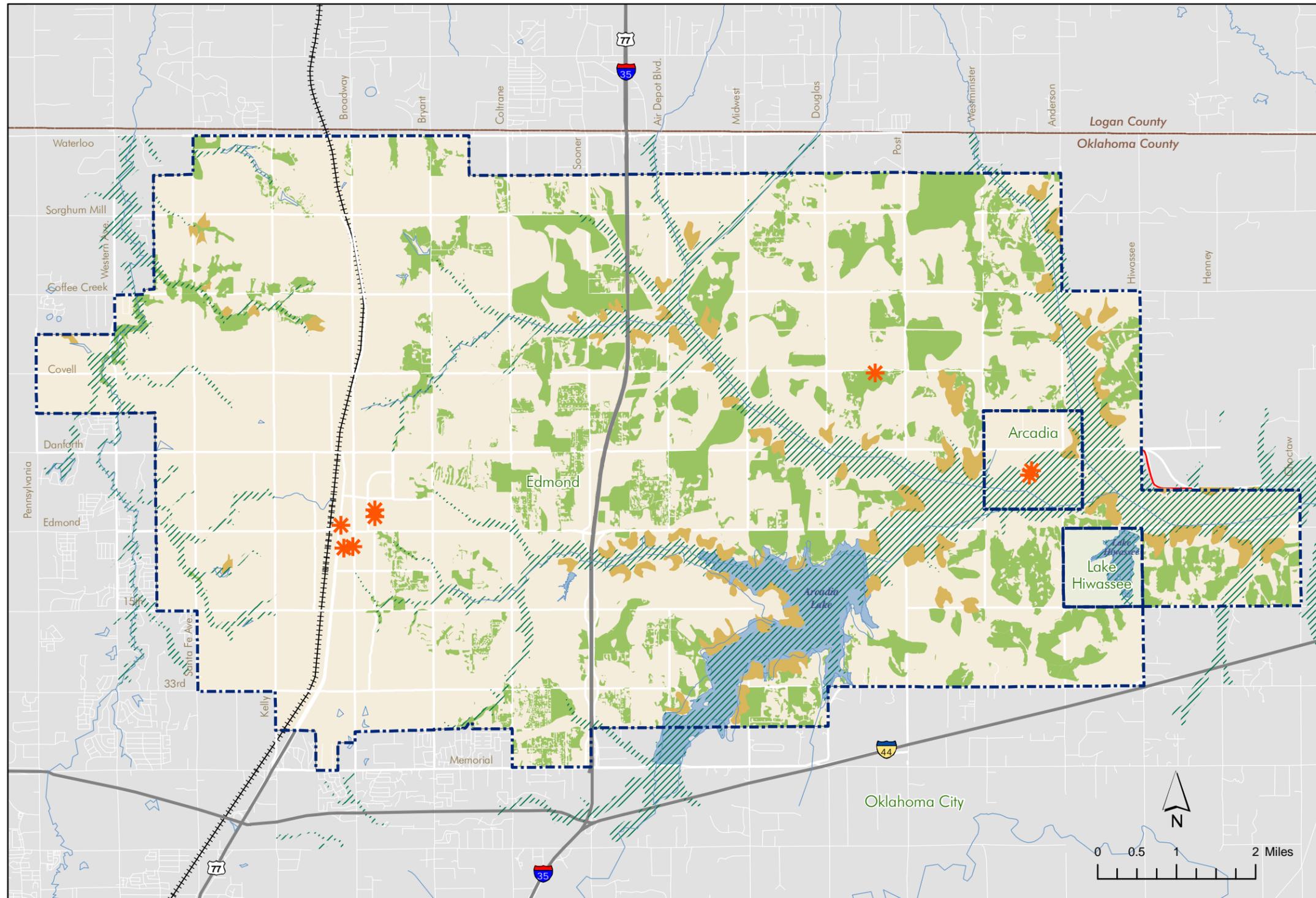
Edmond is a community with numerous assets and a strong sense of character. Edmond Plan IV is designed to enhance those assets and address challenges that may be faced within the coming decades. Issues that will impact the growth of Edmond include:

- Continued growth in East Edmond threatens to erode the rural and natural setting that has become one of the most recognized features of the community.

- Much of the current growth in the community consists of large lot developments with little relationship to each other or the surrounding area.
- The availability of water and sewer limit the type and location of growth that will continue to occur throughout Edmond.
- Lack of available water, sewer and other important services such as fire protection and law enforcement requires increased emphasis on public safety.
- Floodplains and natural areas offer abundant opportunities for trails and spaces for passive or active recreation. Unfortunately, acquiring these spaces for purposes of open space preservation or recreation has proven difficult and expensive.
- Interstate 35 is the natural location for substantial new development that has the potential to be either an asset if developed appropriately, or a liability if developed in a traditional, sprawl pattern.
- Arcadia Lake offers a major amenity to Edmond and the surrounding area, but it suffers from lack of a strong access and limited development potential. On the other hand, this area could also be a tremendous asset to the community, particularly if combined with the heritage and nostalgia related to nearby Route 66.
- Policies in Edmond have a strong focus on neighborhood protection that has preserved a quality of life expected by area residents. The same policies have also resulted in an emphasis on addressing site specific land use issues, rather than implementation of an overall vision for the community.

Figure 2-1

## Edmond Environmental Constraints

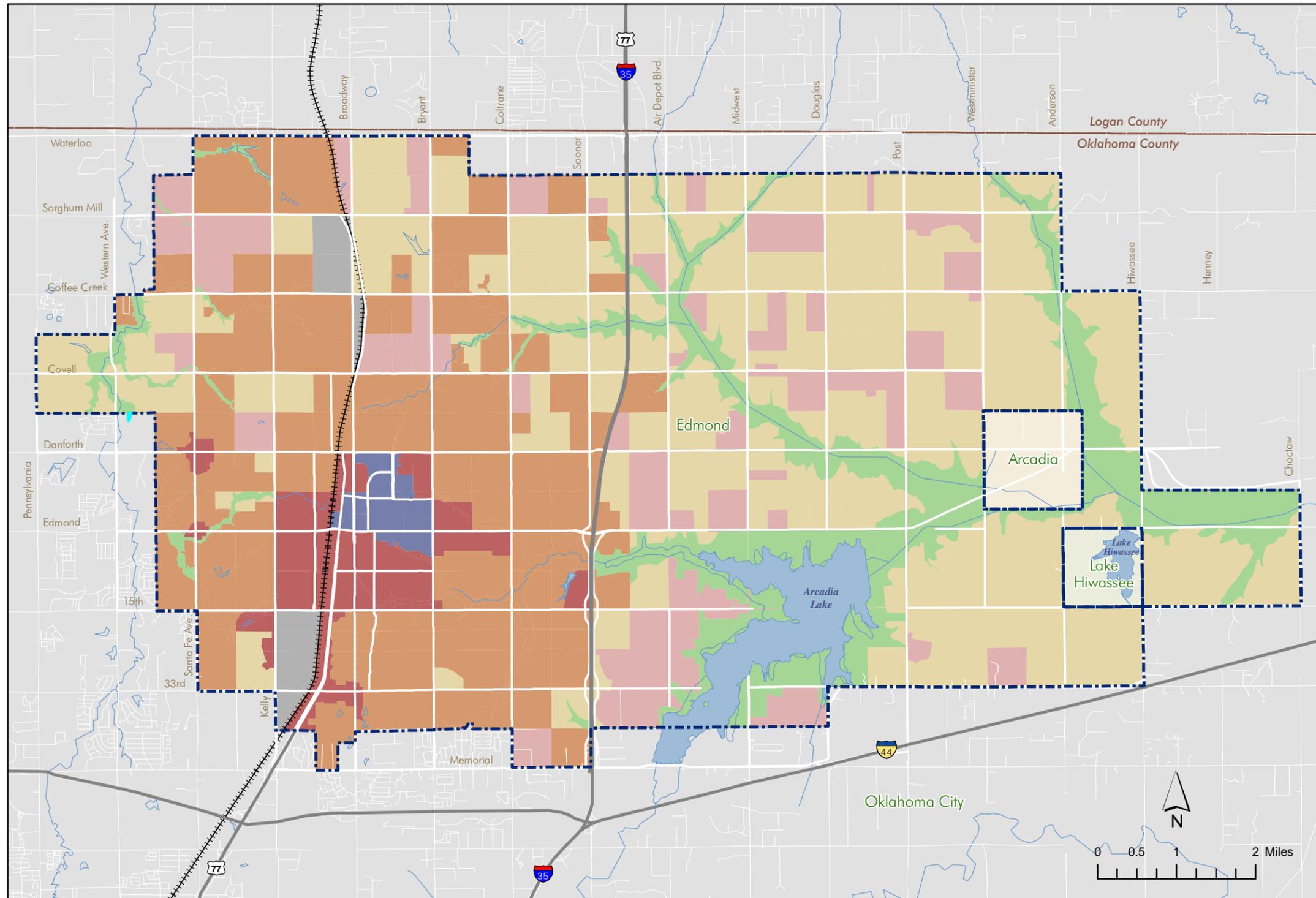


-  City Limits
-  Historical Site
-  Potential Archeological Site
-  Historic District
-  Remnant Forest
-  Flood Zone



Figure 2-2

**Edmond  
Community Character**



-  City Limits
-  Natural (T1)
-  Rural (T2)
-  Rural Suburban (T3A)
-  Suburban Mixed Use (T3B)
-  Urban Mixed Use (T4)
-  Center (T5)
-  Industrial



## Chapter 3: Vision—Tomorrow’s Edmond Revisited

### Overview

In 1996, the City of Edmond initiated a community visioning project to solicit citizen input regarding the desired future of the community. *Tomorrow’s Edmond, A Community Dialog* provided an open forum for neighbors and other stakeholders to discuss Edmond’s future. Over the period of sixteen weeks, *Tomorrow’s Edmond* involved over 210 residents in articulating a vision and goals for the community that would form the basis of *Edmond Plan III*. Though the community has changed and grown since that time, the long-range vision of *Tomorrow’s Edmond* continues to resonate with residents and local officials (as indicated in stakeholder interviews conducted in 2006). As a result the visioning work that took place in 1996 remains as the overarching guide for Edmond Plan IV.

### Vision Statement

“Edmond will be a diverse and innovative hometown committed to excellence through leadership, balanced growth, and cooperation. These high standards will only be accomplished by citizen participation.”

### Guiding Principles

In addition to the overarching vision statement, participants in *Tomorrow’s Edmond* developed eleven topic-specific vision statements through a series of focus groups. In order to minimize confusion regarding the single vision for Edmond, the eleven vision statements have been included as a series of guiding principles that are to be met by the goals, policies and overall direction of Edmond Plan IV.

1. Edmond will be an internationally recognized model of excellence; a community fostering balanced and diversified economic prosperity that sustains a superior standard of family values and quality of life.
2. Edmond will be a community that offers an excellent city-wide variety of park facilities and recreational activities; preserves and promotes green space and natural resources; and enhances the quality of life for all.
3. Edmond will be a safe, clean, beautiful community of responsible citizens, open to all, with the resources and plan to support quality civic and personal growth, lifelong learning

### Tomorrow’s Edmond Focus Groups

- Economic Development
- Community Design
- Housing and Land Use
- Parks and Recreation
- Culture and History
- Community Livability
- Governance
- Education
- Youth
- Social Services and Health
- Community Image
- Infrastructure and Transportation

opportunities, a vibrant downtown, walkability, public art, recreation for all ages, and a diverse local economy.

4. Edmond will set the standard for educational excellence with community-wide commitment to life-long learning with a global perspective.
5. Edmond will be a planned community utilizing balanced development with citizen involvement to assure quality living.
6. Edmond will be a community that provides for the sustainable development of the infrastructure that fulfills the diverse needs of its citizens into the 21st century.
7. Edmond is a distinct, progressive community of informed citizens, fully participating in creating and implementing sound public policy ensuring the highest quality of life.
8. Edmond is a benchmark community that promotes well-being by providing quality, comprehensive health and social services that are coordinated and accessible to all.
9. Edmond aspires for international recognition as a progressive community that provides a stimulating climate and resources for the multi-cultural needs and expressions of its citizens.
10. Through intense and vigorous planning, our mission is to meet the needs of the entire community by maintaining and promoting a strong sense of community involvement.
11. Edmond is the premier community in which to live and work, characterized by a sense of family, quality educational, recreational, and cultural opportunities, an aesthetically pleasing environment, well planned corporate and community development, citizen involvement, and community spirit.

## Chapter 4: Economic Development

### Economic Development, a Simple Definition

Economic development is the process of importing money into the Edmond City Limits. It takes many forms: retail spending, earned income, traveler spending, governmental transfer payments, and others. Economic development is not job creation or new facilities in and of themselves. Those typical measures of economic development are only valid if they produce income in excess of expenses to the community.

### Purpose of Engaging in a Proactive Economic Development Program

Edmond engages in a proactive economic development approach that strives to find many avenues to import more money into Edmond than is exported. The City of Edmond invests significantly in the marketing and business development efforts of the Edmond Economic Development Authority (EEDA) and the Edmond Convention and Visitors Bureau (CVB). In cooperation with the City and private and public sector partners such as the Edmond Area Chamber of Commerce and the University of Central Oklahoma, Edmond has developed a targeted approach to economic development.

Edmond’s targeted program (Edmond HQ) has been designed using analyses of community and regional assets and liabilities, cost and benefit considerations, input from residents, businesses, educators, and City officials. Though it must be dynamic and responsive to changing conditions, a long-term commitment must be maintained to the overall direction in order to be successful.

The Edmond approach includes specific targeting of corporate office development, technology firm growth, general retail growth, niche market retail growth, and traveler/tourist markets specifically aimed at sporting events, education related conferences and conventions, and senior travel tours.

<b>Economic Development Goals and Policies</b>	
<b>GED 1</b>	To encourage corporate office development, technology firm growth, general retail growth, niche market retail growth, and traveler/tourism development land uses as they provide employment services, and provide an important tax base.
<b>GED 2</b>	To encourage community infrastructure improvements of adequate standard to support the special requirements of corporate office development, technology firm growth, general retail growth, niche market retail growth, and traveler/tourism development.
<b>GED 3</b>	To provide a variety of sites for diversified economic development activity that are large enough areas so there is room for expansion.
<b>GED 4</b>	Projected business park uses are not recommended to be amended to a lesser use. The inventory of projected industrial areas is considered a critical resource to the community.



## Chapter 5: Transportation

The City's transportation network is an important consideration for Edmond Plan IV Goals and Policies because of the close links between transportation and land use. The type, intensity and design of development projects can greatly impact traffic levels and the way residents choose to move around the community. Likewise, transportation access and improvements are key determinants of which areas develop and the types of land uses that are appropriate. The City's *Transportation Plan*, completed in 2007, provides valuable information about Edmond's existing and proposed Year 2030 transportation network. The transportation goals and policies in Edmond Plan IV reflect the recommendations of the *Transportation Plan*. Additionally, Edmond Plan IV incorporates the Year 2030 functional classifications of local roadways as identified in the *Edmond Transportation Plan*. This aims to ensure that development adjacent to major roadways is compatible for the roadway class and that sufficient right-of-way is acquired. Additional details related to the City's mobility network are found in the *Edmond Transportation Plan*.

### Functional Classification

As defined by the *Edmond Transportation Plan*, "The functional classification system is a hierarchical organization of streets and highways that facilitates the safe and efficient operation of vehicles along different types of facilities." Functional classification should be used to guide future development and right-of-way acquisition. Edmond's major roadways can be organized into the following functional classifications (definitions summarized from the *Edmond Transportation Plan*).

- **Freeways:** These facilities include interstate highways, freeways, expressways and parkways, and provide for the rapid and efficient movement of large volumes of traffic between regions and within one region. Direct access to abutting property is not an intended function of these facilities. Design characteristics support the function of traffic movement by providing multiple travel lanes, a high degree of access control, and no at-grade intersections.
- **Arterials:** Arterials primarily provide for traffic movement, with a secondary function of providing direct access to abutting property. Because direct access to abutting property is a secondary function of arterial streets, access should be carefully managed to avoid adverse impacts on the movement function intended for these facilities.
  - **Major Arterials** typically serve as connections between major traffic generators and land use concentrations, and facilitate large volumes of through traffic traveling across a community.
  - **Minor arterials** typically serve as connections between local and collector streets and the major arterials, and facilitate the movement of large traffic volumes over shorter distances within the community.
- **Collectors:** Collector streets provide for a balance of traffic movement and property access functions. Traffic movement is often internal to localized areas, with collectors connecting residential neighborhoods, parks, churches, etc. with the arterial system. As compared to arterial streets, collectors accommodate smaller traffic volumes over shorter distances.

Collector streets are the connectors between arterials and local streets that serve to collect traffic and distribute it to the arterial network. Collectors also serve to provide direct access to a wide variety of residential, commercial and other land uses, and their design involves site-specific considerations. They provide service to neighborhoods and other local areas, and may border or traverse neighborhood boundaries. Parking may be permitted on-street in residential areas.

- **Local Streets:** Local streets function to provide access to abutting property and to collect and distribute traffic between individual parcels of land and collector or arterial streets. Local streets include all other streets and roads that are not included in higher functional classes. They include internal and access streets that allow direct access to residential and commercial properties and similar traffic destinations. Direct access to abutting land is their primary role, for all traffic originates or is destined to abutting land. On-street parking may be permitted. Trip lengths on local streets are short, volumes are low, and speeds are slow, generally 20 to 30 mph. Local streets typically comprise between 65 to 80 percent of the total roadway system.

<b>Transportation Goals and Policies</b>	
<b>GT 1</b>	To support the land use vision of the Edmond Plan IV.
PT 1	Promote the orderly development and use of land within the urban area as projected.
PT 2	Optimize the transportation system level of service to facilitate the safe and efficient movement of people and goods.
PT 3	Make provision for anticipated future transportation needs by acquiring adequate right-of-way for transportation purposes.
PT 4	Create a transportation system which clearly reflects the social objectives of the City, as evidenced in land use patterns, by providing a full range of transportation facilities for pedestrian, cyclist, vehicular and rail modes, with due attention to safety, mobility, aesthetic, recreational, and utilitarian needs.
PT 5	Promote land development patterns that are less auto dependent and that better support travel options. For a given amount of development, higher residential and employment densities and mixed uses generate fewer auto trips than low density, single family development. Both the large-scale pattern of new development and smaller-scale site design should support this Plan's goal of reducing automobile dependency, by promoting fewer and shorter vehicular trips, many of which may occur through transit, ride sharing, bicycling, or walking.
<b>GT 2</b>	Expand the use of Access Management, the process that provides reasonable access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.
PT 6	Limit the number of conflict points at driveway locations and separate conflict areas.

PT 7	Provide sufficient spacing for at-grade, signalized intersections (generally at least 1/4 mile).
PT 8	Provide adequate on-site vehicle circulation and storage.
<b>GT 3</b>	Employ Best Transportation Practices wherever possible in community transportation planning and subdivision platting.
PT 9	Keep all street improvements as narrow as possible, on local and collector streets.
PT 10	Incorporate public transit-oriented design features.
<b>GT 4</b>	Recognize that the transportation system and particularly the roadways are community facilities and must be developed and maintained to serve the entire community.
PT 11	Balance interests associated with arterial widening and cut-through traffic, including neighborhood protection and competing City needs, at the transportation planning stage, where it is appropriate to make long-range facility and program decisions.
PT 12	Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local.
PT 13	Classify City streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.
PT 14	Require sufficient right-of-way at new developments based on adjacent street functional classification.
<b>GT 5</b>	Develop a Pedestrian and Bicycle Plan to provide connected and safety oriented facilities.
PT 15	Minimize hazards and obstructions on the pedestrian and bicycle system by ensuring the system is properly maintained. Allow different levels of maintenance for certain key linkages based on amount and type of use or exposure to risk.
PT 16	Develop standards for sidewalk maintenance, construction and repair, and set up programs to encourage, or require when appropriate, participation by the abutting property owner. A program for each shall be reviewed and approved by the City Council prior to its implementation.
PT 17	Secure sidewalk and trail improvements with the Pedestrian and Bicycle Plan through the development review process where a development impact is identified.
PT 18	Recognize the importance of walking, jogging, and bicycling as recreational pursuits, and provide adequate opportunities for such activities.
<b>GT 6</b>	For the foreseeable future, the private automobile will continue to carry the majority of trips within Edmond, and the City will need to provide reasonable capacity to serve travel demand and to prevent cut-through trips from impacting residential neighborhoods.

PT 19	Reflect the availability of alternative travel options and community goals that may be as important as managing traffic flow, such as goals for land use, neighborhood protection from wider streets, or economic vitality.
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## Chapter 6: Parks and Recreation

### Overview

A community's quality of life is determined by many cultural and natural dynamics. One of these dynamics is parks. Parks, greenways, and open spaces create a network of social, recreational, and educational activities throughout a community. This chapter discusses the different types of parks needed within the various character areas identified in the General Plan. Goals and policies for parks and recreation focus on six categories including planning; distribution; conservation and accessibility; operation, maintenance and safety; funding; and teaming.

### Edmond's Existing Parks System

As of 2007, Edmond has 581-acres of park land not including regional/lake parks (four at 637 acres), Kicking Bird Golf Course – (133-acres), cemetery (30-acres) or trail connections within the community. Specifically, Edmond has fifteen neighborhood parks totaling 42-acres, seven sports facilities/complexes totaling 88-acres, and three community parks totaling 451-acres.

The National Recreation and Parks Association (NRPA) provides park standards as a guide for a community's park development. NRPA guidelines are based on a community's population, but other factors should be considered in determining the recreational needs of a community. These factors include natural surroundings such as rivers, lakes, or terrain; a community's demographics including age; the citizens' specific needs or desires; and the different funds available for development. All of these factors play a role in determining a community's park development. **Table 6.1** compares the NRPA standards with the 2006 Edmond park inventory and population.



**Table 6.1 NRPA Guidelines and City of Edmond Park Acreage Comparison**

Park Type	NRPA Guidelines	NRPA Recommended Acreage (based on 2006 population of 76,000)	City of Edmond 2006 Park Acreage
Neighborhood Parks	1.5-acres / 1,000 residents	114-acres	42-acres
Sports Complexes	1 to 2-acres / 1,000 residents	76 to 154-acres	88-acres
Community Parks	5-acres / 1,000 residents	380-acres	451-acres
<b>Totals</b>		<b>572 to 648-acres</b>	<b>581-acres</b>

As Table 6.1 shows, Edmond exceeds the overall acreage of park space recommended by the NRPA for the City’s current population. Most of the City’s park acreage is accounted for in large community parks such as Hafer Park. Edmond is considered under-served in terms neighborhood park acreage, though the analysis does not account for privately owned and maintained parks that fill the role of neighborhood parks in private subdivisions. Many growing communities have decided to focus park acquisition resources on community and regional parks rather than neighborhood parks because of the trend to develop private parks as amenities in residential subdivisions. Additionally, many communities have found it more cost-effective to maintain fewer large community parks when compared to maintaining many small neighborhood parks.

Figure 6-1 shows Edmond’s existing parks and the associated service zones as defined by NRPA guidelines. The service zone for each park type represents the distance a person will conveniently



travel to a park on a regular basis. Residents outside of the service zones must travel an inconvenient distance to use a park or are not serviced by a public park facility.

The service zone analysis shows several areas of Edmond that are not served by the City’s park system. East Edmond is currently not served by the local parks system, except for residents living near the regional parks on Arcadia Lake. The lack of parks in this area is due to the very low population densities found in the area. Residents with large-lots are able to fulfill some of their open space and recreation needs on their own property; however, sports fields and other gathering spaces are still needed in these areas. As east Edmond continues to attract residents, the City will need to consider expanding its park system in this area.

There are several other gaps in parks service in west Edmond, particularly the section of the community north of Coffee Creek Road and east of Broadway Street. As noted earlier, residents in these areas may be served by private parks in individual subdivisions. Regardless, the City may want to consider this general area for future park acquisition.

### Park Space Types

Several different types of parks may occur with the different land uses or character areas. Park types and descriptions are as follows:

- **Neighborhood Parks (1 to 10-acres):** Consists of open space for natural or constructed recreational amenities meeting the needs of all ages with designated active areas. The park provides recreational opportunities for the surrounding area and provides a greenway connection to other neighborhoods, districts, and special community areas.
- **Community Park (40 to 80-acres):** Is a large recreational area, primarily a sports complex, designed to serve the active recreational needs of all ages.
- **Greenway (size will vary):** Is a natural area, remnant forest, or open space within a floodplain that provides a trail network to adjacent developments or provides a natural buffer between land uses. The majority of the area is maintained in its natural condition.
- **Commons (1 to 15-acres):** Is usually defined by its surroundings such as buildings or streets. The character of the commons area may vary from formal to natural with pathways, site furnishings, water features, shade structures, and landscape.
- **Plaza (1-2-acres):** Similar to a commons area is defined by its surroundings, buildings, or streets. The plaza areas character shall be predominately hardscape with landscape, located along major streets.



- **Playground (size will vary based on the community's needs):** Is an open space designed specifically for the recreation of children. The recreational amenities shall vary, provides opportunities for all ages. Playgrounds may be included in neighborhood parks, community parks, or commons.

## Park Board

Discussions with the Park Board during the data collection phase included a questionnaire and a prioritization of park needs and desires. The questionnaire included the following suggestions:

- Develop a park of 320 acres or two parks of 160-acres each.
- Work with the Edmond School District on joint use of land with minimum site acreage of 40 to 60-acres depending on if it is a High School, Middle School or Elementary School.
- Expand the existing Pelican Bay Aquatic Center or provide other water activity areas such as spraygrounds.
- Continue to develop a trail/pedestrian network within the flood plain areas of Edmond

## Future Community Character Areas

The Land Use Chapter defines future community character areas. Within these character areas, different types of park and recreational development are proposed and recommended as follows:

- **Natural:** Neighborhood Parks with a minimum of 1 to 10-acres, Community Parks ranging from 40 to 80-acres, and Playgrounds with the size based on the surrounding needs.
- **Rural:** Neighborhood Parks with a minimum of 1 to 10-acres, Community Parks ranging from 40 to 80-acres, Greenways with a size depending upon the natural corridor, Sports Complex with a range of 40 to 80 acres, and Playgrounds with the size based on the surrounding needs.
- **Rural Suburban:** Neighborhood Parks with a minimum of 1 to 10-acres, Community Parks ranging from 40 to 80-acres, Greenways with a size depending upon the natural corridor, Sports Complex with a range of 40 to 80-acres, and Playgrounds with the size based on the surrounding needs.
- **Suburban:** Neighborhood Parks with a minimum of 1 to 10-acres, Community Parks ranging from 40 to 80-acres, Greenways with a size depending upon the natural corridor, Sports Complex with a range of 40 to 80-acres, and Playgrounds with the size based on the surrounding needs.

## Park Board Priority Recreation Assets (in order of preference)

1. Trails
2. Additional Parks
3. Sports Fields and Facilities
4. Playgrounds
5. Customer Service
6. Pavilion and Picnic Areas
7. Recreation Programs
8. Indoor Aquatic Facility
9. Open Space
10. Tennis Courts
11. Indoor Recreation
12. Nature/Wildlife/Agricultural Center
13. Fishing Opportunities
14. New Sports

- **Urban:** Greenways with a size depending upon the natural corridor, Commons with 1 to 5-acres, and Playgrounds with the size based on the surrounding needs.
- **Center:** Greenways with a size depending upon the natural corridor, Commons with 1 to 5-acres, Plazas with a size of 1 to 2-acres, and Playgrounds with the size based on the surrounding needs.

## Summary

The citizens of Edmond have a variety of parks to meet their recreational needs including the waters of Lake Arcadia to the natural features of Hafer Park. As Edmond continues to grow, opportunities for park development within the area’s natural features must occur to maintain its quality of life. The City and developers shall look at opportunities within floodplains, remnant forests, preservation greenways, and open spaces for future park development or as amenities within a residential or commercial development. Trails as proposed in the Trails Master Plan shall be implemented within floodplains and greenways providing a circulation network between neighborhoods, parks, and commercial areas. Future parks shall provide citizens a quality environment with a diversity of passive and active recreation.

<b>Parks and Recreation Goals and Policies</b>	
<b>Parks and Recreation: Planning</b>	
<b>GPR 1</b>	A comprehensive master plan defining parks, open space, remnant forests preservation, greenways, trails, and supporting utility infrastructure shall be developed that identifies existing, short term (5-10 years), and long term (10-20 years) recreational needs of the community.
PRP 1	A land program shall be developed that addresses passive and active recreation uses for current and future needs.
PRP 2	Existing parks and recreational facilities shall be upgraded as required to ensure safety, accessibility, and optimum use of the park’s resources.
PRP 3	An analysis shall be performed to determine the feasibility of upgrading the utility infrastructure at existing parks and extending the utility infrastructure to proposed parks through cooperative use agreements.
PRP 4	Park development opportunities shall be analyzed for quality environmental value/impact and aesthetic factors within the floodplain, remnant forest preservation, greenways, and open space areas.
PRP 5	Design standards shall be developed and implemented for park facilities, amenities, and furnishings for maintenance efficiency.
PRP 6	Develop a coordinated and connected system of open space and greenways throughout the City that provide multiple benefits including preserving natural ecologic systems, protecting wildlife habitat/travel corridors, and providing land for recreation.

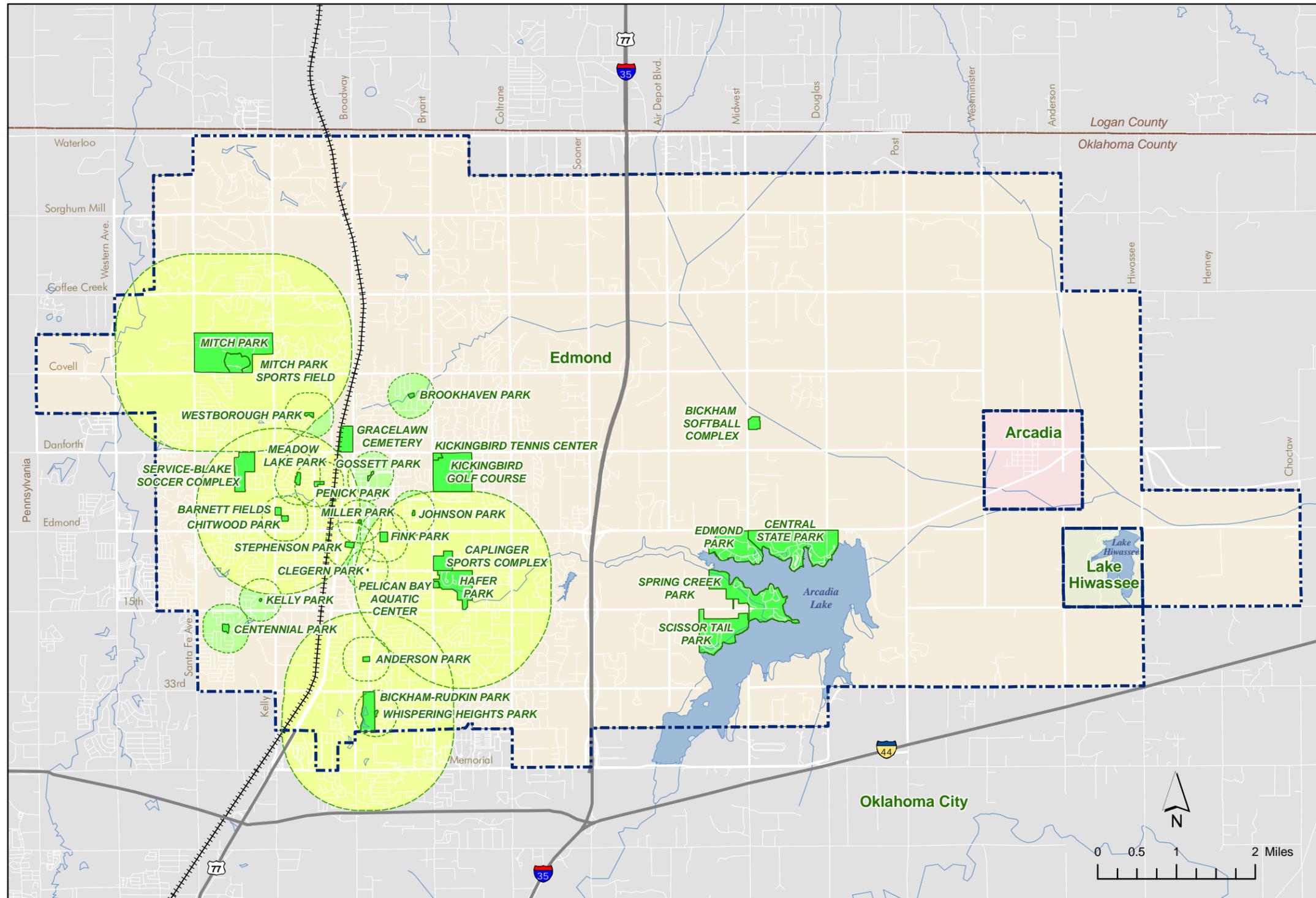
PRP 7	Connect parks, neighborhoods, schools, and activity areas together through a coordinated system of trails and open spaces.
PRP 8	Determine the appropriate uses within the natural environmental areas based on the ecological sensitivity of the site.
PRP 9	The trail system master plan shall be implemented, revisited and revised as greenways are incorporated into the park system or the built environment.
<b>Parks and Recreation: Distribution</b>	
<b>GPR 2</b>	<b>Park and recreational opportunities shall be developed throughout the City based on anticipated trends and the General Plan.</b>
PRD 1	Implement the development and maintenance of private neighborhood parks by offering a reward such as a density incentive for additional residential units or commercial space.
PRD 2	Utilize parks and natural areas as one means of creating a buffer between incompatible land uses or as a means of maintaining a “natural view shed” between developed areas.
PRD 3	Parks should be located close to or within residential areas and more particularly in the proximity to medium to higher intensity residential development.
PRD 4	Residential development patterns should include adequate areas for parks and recreational facilities.
PRD 5	Each park shall have a diversity of recreational activities, cognizant of the park’s overall natural character and the area’s demographics.
PRD 6	Obtain land within the floodplain areas to provide facilities, permanent and protected open space, and greenways that meet the short and long term community needs.
PRD 7	Mobility easements for trails shall be developed within the floodplain, creating a pedestrian corridor network.
<b>Parks and Recreation: Conservation and Accessibility</b>	
<b>GPR 3</b>	<b>Land shall be protected, preserved, and utilized in ecologically significant or sensitive areas; incorporating natural areas such as remnant forests and floodplain as well as open space into the built environment; and establishing a series of park and recreational uses connecting neighborhoods, districts and special areas within the community.</b>
PRCA	Open space should be considered critical to the character of Edmond and should be incorporated into all development in a manner appropriate to the anticipated intensity

1	of development.
PRCA 2	Primary conservation areas, including floodplain and environmentally sensitive areas should be maintained in a natural state free from development with the exception of recreation or other public uses.
PRCA 3	Secondary conservation areas including remnant forests, substantial woodlots, and other natural areas should be preserved and utilized in site development to the extent practical.
PRCA 4	Open space is best maintained in a coordinated, connected, and accessible system of natural areas, greenways, and recreation spaces.
PRCA 5	Edmond shall work with the private sector and other public agencies to preserve and protect the natural areas and remnant forest.
PRCA 6	The greenway system of trails shall connect neighborhoods, major natural areas, parks, and recreation facilities, and education centers to enhance and extend the recreational experience.
PRCA 7	Park and open space acquisition policies shall focus on linking the existing park system with new recreation opportunities and protecting environmentally sensitive areas.
PRCA 8	Edmond's Urban Forest resources shall be preserved and enhanced, utilizing cooperative efforts with other agencies and the private sector to invest in new trees and improve maintenance of the current forest.
<b>Parks and Recreation: Operation, Maintenance, and Safety</b>	
<b>GPR 4</b>	<b>Park land shall be developed, operated, and maintained in a manner responsive to the cultural, natural and environmental qualities of the land, promoting environmental conservation, environmental awareness, and quality of life; maintained to provide save and barrier free accessibility; and utilizing the park resources for multiple uses., districts and special areas within the community.</b>
PROMS 1	Edmond shall work with other government and private agencies in the development of educational, conservation, and awareness programs and services pertaining to the natural environment and resources.
PROMS 2	Edmond shall promote programs, activities, and seminars on recreational health, safety, and fellowship for individuals and families of all ages.
PROMS 3	Edmond shall promote the recreational assets of the community to increase the awareness and attractiveness of the City's recreational amenities.
PROMS 4	Parks and facilities shall be developed for sustainability, in a quality manner to assure attractiveness, full utilization, and long-term efficiency.
PROMS	Edmond's Urban Forest resources shall be protected, retained and better managed including street trees, formal planting and self sustaining natural stands, to ensure the

5	long-term growth.
<b>Parks and Recreation: Funding</b>	
<b>GPR 5</b>	Land and funds shall be actively pursued through private or public means in land purchase, easement donation, or the development process.
PRF 1	Funding shall be sought through a variety of sources to assist in land acquisition and park development.
PRF 2	Private developers shall be encouraged to incorporate open space and recreational amenities within their developments.
<b>Parks and Recreation: Teaming</b>	
<b>GPR 6</b>	Partnerships shall be promoted and provided to offer a variety of community services, cultural opportunities, and programs that enhance the quality of life and promote team development for Edmond residents.
PRT 1	Services and programs shall provide opportunities for individuals to develop a sense of community.
PRT 2	Programs shall be offered that utilize the unique resources and variety of indoor and outdoor facilities within the park system.
PRT 3	A nature interpretation program shall be provided to increase the community's awareness, understanding, and appreciation of natural areas.
PRT 4	Partnerships shall be developed with public school districts to share school land and facilities for the active, passive, and cultural activities.

Figure 6-1

## Edmond Park Service Areas



-  City Limits
-  Parks and Open Space
- Park Service Areas
  -  Neighborhood Park Service Area (1/4 Mile)
  -  Community Park Service Area (1 Mile)



## Chapter 7: Utility Services

The Utility Services Component of Edmond Plan IV Goals and Policies provides an overview of the water and sewer infrastructure necessary to implement the *Plan*. The beginning point of the Utility Services Component is the estimation of the population growth, both as a total and within smaller zones. With the estimated population growth, the population is next assigned to the water and sewer systems. Then, the population impact is analyzed as it relates to the water supply capacity and sewer treatment capacity. An analysis of the individual system components, such as line size, is not included.

### Population Growth

#### Total Population

Population growth has been addressed by two recent studies for the City of Edmond. One of these is the *Water System Master Plan Year 2000 – 2020* prepared by Camp Dresser & McKee (CDM), finalized in 1999. The second is the “Edmond Transportation Plan” prepared by C.H. Guernsey & Company (GUERNSEY), expected to be finalized in 2007. Population projections for the CDM report were based on census data from 1940 through 1990 and the estimated population for 1997. The GUERNSEY report used the same census data, with the addition of census data for 2000 and population estimates for 2005. The significance of the additional data available for the GUERNSEY report was a slower population growth from 1990 to 2005 than was estimated in the CDM report. **Table 7.1** gives a comparison between the projected growth for the two studies. (The total population used in the GUERNSEY study included traffic generating zones outside the City limits at the northwest corner of the City and along the northern boundary. These zones are not served by Edmond utilities, and have thus been excluded from the population totals shown below.)

**Table 7.1 Population Growth**

Year	CDM Population	GUERNSEY Population
2000	74,669	68,315
2005	86,142	71,970
2010	96,987	76,655
2015	106,557	81,644
2020	114,227	88,360
2025	119,461	95,628
2030	121,869	103,493

The *Plan* uses the GUERNSEY population growth projections. There is a realization, however, that economic conditions are very difficult to forecast. Therefore, the actual growth in population needs to be monitored to determine if projections are on-track or need to be modified.

#### Population by Zone

Following the same procedure as was used in the *Edmond Transportation Plan*, the population has been assigned to a set of zones within Edmond. These zones represent a splitting of the zones used by the Association of Central Oklahoma Governments (ACOG) in their regional transportation plan. For most of Edmond, each zone used in Edmond Plan IV represents a quarter-section.

The zones, and their numeric designation, are identical to the zones used in the *Edmond Transportation Plan*. However, as Edmond Plan IV has evolved, some of the population growth projected by the *Edmond Transportation Plan* has been moved from zone to zone. The zones used for population growth projections are shown in **Figure 7-1** of this section.

## Utility System Constraints

**Figures 7-2** and **7-3** show the natural and developmental constraints to the expansion of the utility system. The natural constraints shown include the topography, represented by contour lines, remnant forest areas, floodplains and Arcadia Lake. Developmental constraints are subdivisions and individual houses that are not on public water and sewer systems.

For subdivisions that are not on public water and sewer, future population growth is assumed to also not require public water and sewer. The areas shown in light orange on **Figures 7-2** and **7-3** are those without either public water or sewer service. The areas shown in light blue are those with public water service, but no sewer service. For other areas of the City where internal roadways are shown, public water and sewer service is provided and it is assumed that future population growth will also require public water and sewer.

## Water System

### Population Served

Each of the zones shown in **Figure 7-1** was analyzed to determine if the population in that zone should be included in the population that is served by the City of Edmond water system. All zones are shown on the Water Service Table in **Appendix A**, with a code regarding existence of roads and water service, and a code regarding future utilities. In general, a zone with a designation of “R” under the Existing Roads heading is a zone that is at least partially developed. A “W” under the Existing Water heading indicates a zone that has public water service. If the zone is not currently developed, but is in an area that Edmond Plan IV does not anticipate water service, an “N” is placed under the Future Utilities heading. For zones with an “R” under the Existing Roads heading and no “W” under the Existing Water heading, no water service is assumed for future years. This also applies to zones with an “N” under the Future Utilities heading. For all other zones, the future population is assumed to be served by the public water system.

Based on the Water Service Table, the 2005 Edmond population of 71,970 includes 63,124 that are served by the City’s water supply system. By 2015 when the City population is 81,644, the City’s water supply system will serve 72,637. In 2030, with a City population of 103,493, the system will serve 90,920 (87.8%). By contrast, the CDM report assumes that all of the population will be served by the public water supply system by 2030. **Table 7.2** contrasts the population served by the water system as estimated in the CDM report with the service population shown in the Water Service Table.

**Table 7.2 Population Served by Water System**

Year	CDM Population		GUERNSEY Population	
	Served	% of Total	Served	% of Total
2005	78,542	91.2%	63,124	87.7%
2015	101,957	95.7%	72,637	89.0%
2030	121,869	100%	90,920	87.8%

The water service table also indicates the breakdown between service west of I-35 and service east of I-35. Pace of development east of I-35 may change the distribution of population between the two areas.

### Per Capita and Future Demand

The reported current average day demand for Edmond’s public water supply system is 10.2 million gallons per day (MGD). Using the population that is served by the system of 63,124 from above, the per capita demand would be 162 gallons per capita per day (gpcd). The peak average flow occurred in 1999 at 11.7 MGD. Using this for the average day, but with the 63,124 population from above, yields a per capita demand of 185 gpcd.

The CDM report starts with a demand of 187 gpcd for 2000, increasing to 197 gpcd in 2005, 212 gpcd in 2015, and 218 gpcd in 2020. Based on the declining incremental increase in consumption for these years, a 0.5% per year increase used for 2020 to 2030 gives a demand of 229 gpcd for 2030. The CDM report also uses a maximum day demand of 2.3 times average day demand. Using the more conservative CDM values for average consumption and the service population estimates shown in **Table 7.2**, **Table 7.3** shows the projected average day demand and maximum day demand.

**Table 7.3 Future Demand**

Year	Population Served	Demand (gpcd)	Daily Demand (MGD)	
			Average	Maximum
2005	63,124	197	12.44	28.6
2015	72,637	212	15.40	35.4
2030	90,920	229	20.82	47.9

### Water Supply

Edmond currently is supplied with water from three sources:

Groundwater – Long-term sustainable yield reported in the CDM report was 4.5 MGD for the wells that existed at the time of the study. Under recommended Plan C of the CDM report, a new well field is to be developed that increases the groundwater supply by 6.5 to 7.5 MGD. This additional supply is based on the successful drilling and completion of 21 wells. The City had 5 of these wells operating in a confined aquifer when the work on Edmond Plan IV began. An additional 3 wells were to be installed in an unconfined aquifer in the summer of 2006. In addition, 4 wells are to be installed in the Chitwood Farms subdivision. Using the lower value of expected increase, the total supply available from groundwater would increase to 11.0 MGD.

Arcadia Lake – The CDM report lists a present-use allocation of 4.0 MGD in Arcadia Lake. The future use allocation is reported to be an additional 7.0 MGD. In addition, changes in the run-off characteristics of the basin draining to Arcadia Lake could provide an additional yield of 2 to 4 MGD. Under recommended Plan C of the CDM report, the City would utilize a total allocation of 10.0 MGD, which would represent use of 6.0 MGD of the future use allocation. The nominal treatment capacity of the plant at Arcadia Lake is 10.0 MGD. However, some modification of the lake raw water intake structure would be required to actually treat 10.0 MGD.

Oklahoma City Supply – Recommended Plan C of the CDM report called for obtaining 2.0 MGD of treated water from Oklahoma City. This amount of water is available at the 33<sup>rd</sup> Street connection to the Oklahoma City system. The City has now installed a much larger supply line that will provide 15.0 MGD. Thus, the City now has the capability of taking 17.0 MGD from the Oklahoma City system.

#### Total Future Supply

Groundwater	11.0 MGD
Arcadia Lake	10.0 MGD
Oklahoma City Supply	<u>17.0 MGD</u>
Total	38.0 MGD

#### Water System Maps

Figures 7-4 and 7-5 show the Edmond water mains with a size of 8-inches or greater. With the level of development projected by Edmond Plan IV for the I-35 corridor and the area east of I-35 (bounded by Covell Road, Post Road and Sorghum Mill Road), additional water mains will be required in the future. Edmond Plan IV anticipates the need for a new water storage complex located at the high point of Covell Road between Douglas Boulevard and Post Road. This complex would be similar to others in Edmond, with a 0.5 MG elevated storage tank, a 2.0 MG ground storage tank, and a booster pump station. Supply to the storage complex would come from a 24-inch transmission line extended up Post Road from the existing tee at the intersection of Post Road and 2nd Street (Route 66).

#### Fire Protection

Recent drought conditions and resulting fires point to the need for fire protection infrastructure. This need is particularly evident with residential structures that are grouped together and commercial structures that are large or incorporate more than one business. Fire protection infrastructure consists of paved access roads designed to accommodate the City’s fire protection apparatus and fire hydrants spaced in accordance with National Fire Protection Association (NFPA) standards. Fire hydrants will be fed from the City water system or from dedicated private lines connected to a storage tank. Size of storage tanks will conform to NFPA requirements. Storage tanks will be elevated to provide adequate pressure at each fire hydrant, or will be connected to a fire pump meeting NFPA requirements.

## Sewer System

### Population Served

As with the water system, each of the zones shown in **Figure 7-1** was analyzed to determine if the population in that zone should be included in the population that is served by the City of Edmond sewer system. All zones are shown on the Sewer Service Table in Appendix A, with a code regarding existence of roads and sewer service, and a code regarding future utilities. In general, a zone with a designation of “R” under the Existing Roads heading is a zone that is at least partially developed. An “S” under the Existing Sewer heading indicates a zone that has public sewer service. If the zone is not currently developed, but is in an area that Edmond Plan IV does not anticipate sewer service, an “N” is placed under the Future Utilities heading. For zones with an “R” under the Existing Roads heading and no “S” under the Existing Sewer heading, no sewer service is assumed for future years. This also applies to zones with an “N” under the Future Utilities heading. For all other zones, the future population is assumed to be served by the public sewer system.

Based on the Sewer Service Table, the 2005 Edmond population of 71,970 includes 62,240 (86.5%) that are served by the City’s sewer system. By 2015 when the City population is 81,644, the City’s sewer system will serve 71,802 (87.9%). In 2030, with a City population of 103,493, the system will serve 90,246 (87.2%). All of these numbers are slightly less than the water service population, as there are several developments that have City water supply, but individual sewage disposal.

### Sewer Basins

**Figures 7-6** and **7-7** show the Edmond sewer mains that serve as interceptors. As indicated on the Sewer Service Table, the major sewer basins are portrayed. Each of the zones shown on **Figure 7-1** was assigned to one of these basins. A few zones were split due to a basin divide bisecting the zone (the split zones are denoted by an “a” or “b” appended to the zone number). In general, the basins are as follows:

- **Coffee Creek** – The Coffee Creek basin provides sewer service to the northern part of the City, generally east of the railroad tracks (with one major exception). Most of the Coffee Creek basin flows by gravity to the lift station at the head of the City’s Wastewater Treatment Plant. The plant is located on the south side of Coffee Creek, east of Midwest Boulevard and north of Danforth Road. Several lift stations pump into sewers that are connected to the Coffee Creek interceptor. The largest of these, located on the west side of the Oak Tree development, provides sewer service to several square miles of northwest Edmond.
- **Spring Creek** – The Spring Creek basin provides sewer service to the south-central part of the City. The Spring Creek interceptor flows to a large lift station east of I-35 and south of 2nd Street. This lift station pumps the sewage to the Coffee Creek Wastewater Treatment Plant. Approximately eight smaller lift stations serve the fringe areas of the Spring Creek Basin.
- **Chisholm Creek** – The Chisholm Creek basin provides sewer service to the southwest part of the City. The flows from Edmond’s sewers run to Oklahoma City’s Chisholm Creek interceptor. Edmond has a large lift station south (upstream) of Oklahoma City’s Chisholm Creek Wastewater Treatment Plant. The lift station is on the east side of Western Avenue between Covell Road and Coffee Creek Road. This lift station pumps a portion of the flow from the Chisholm Creek

interceptor into a force main that crosses Edmond and discharges to a sewer in the Coffee Creek basin, east of Bryant Avenue between Covell Road and Coffee Creek Road. The lift station pumps an average of 3.1 MGD, which roughly correlates to “Edmond’s portion” of the sewage flow in Oklahoma City’s interceptor. The force main from this lift station is operating at capacity. The lift station’s three pumps could pump at a higher rate, but are restricted by the force main. The lift station is also stubbed-out for a fourth pump.

- **Chisholm Creek Tributary** – This basin, located in northwest Edmond, has a lift station that pumps directly to the headworks of Oklahoma City’s Chisholm Creek Wastewater Treatment Plant.
- **Arcadia Lake Area** – A number of lift stations are located around Arcadia Lake in Corps of Engineers use areas. All of these lift stations, often placed in series with one another, pump into the Spring Creek Lift Station. No population has been assigned to these lift stations.
- **Other Areas** – Several smaller areas on the edges of Edmond drain to creek basins other than those identified above. The only one of these that has public sewer service is south of 33rd Street, east of Kelly and west of Bryant. The sewer’s in this area drain directly into Oklahoma City’s sewer system.

## Sewers East of I-35

With the level of development projected by the *Plan* for the I-35 corridor and the area east of I-35 (bounded by Covell Road, Post Road and Sorghum Mill Road), additional sewer mains will be required in the future. The sewer mains that could drain by gravity into the Coffee Creek interceptor are shown as proposed on **Figure 7-7**. The ridge line that diagonals northeast from the Wastewater Treatment Plant is approximate, as gravity sewers can often be built such that they drain some land on the opposite side of a ridge line. However, at some point this is not feasible, and lift stations are the only recourse if the property is to be served by a public sewer.

The *Plan* anticipates leaving the Wastewater Treatment Plant in its existing location. Therefore, much of the property in east Edmond will not be able to be served without the use of a lift station. Lift stations and force mains inherently require more maintenance than gravity sewer systems. **Figure 7-7** shows six proposed lift station locations and the associated basins that could be served by these lift stations. Four of these are in an area immediately east of the Treatment Plant ridge line. This area is the “next basin over” (labeled ‘1st East Basin’ on **Figure 7-7**) from the gravity flow area. As such, these lift stations would have short force mains. The combination of these short force mains and a limited amount of elevation difference to overcome would result in comparatively low horsepower pumps in the lift stations. With short force mains and low horsepower pumps, maintenance issues should be less than at some existing lift stations. In addition, the electricity required for the lift station should result in reasonable operational costs.

The next lift station to the east would allow public sewers in an area that drains to a tributary to Coffee Creek. This location would require a much longer force main than those located in the “next basin over”. The longer force main and greater difference in elevation will increase pump horsepower and maintenance issues. Higher horsepower pumps will increase the electricity use, resulting in higher operational costs. Therefore, providing public sewer service to this area is less desirable than in the “next basin over”.

Further to the east is the Soldier Creek tributary to Coffee Creek. A lift station serving this basin would be east of the town of Arcadia. The issues at this location pose even greater maintenance and operational problems than other proposed lift station locations. Both maintenance and operational costs will be substantially higher, making this an even less desirable location for providing public sewer service.

### Sewer Basin Population

Table 7.4 shows the estimated population by sewer basin.

**Table 7.4 Population by Sewer Basin**

Basin	Year		
	2005	2015	2030
Coffee Creek	11,899	16,408	24,308
Spring Creek	22,544	24,033	26,271
Chisholm Creek	24,942	27,523	33,198
Chisholm Creek Tributary	1,521	2,383	4,779
Arcadia Lake Area	0	0	0
Other Areas	1,334	1,455	1,690
<b>Total</b>	<b>62,240</b>	<b>71,802</b>	<b>90,246</b>

### Per Capita and Future Flows

The reported current average day flow to the Coffee Creek Wastewater Treatment Plant is 7.5 MGD. The population served by the plant is the total population less the Chisholm Creek Tributary and Other Areas populations, or 59,385. The average per capita flow to the plant is therefore 126 gpcd.

Using this per capita flow, the total flows are shown in Table 7.5.

**Table 7.5 Sewer Flow by Sewer Basin (MGD)**

Basin	Year		
	2005	2015	2030
Coffee Creek	1.50	2.07	3.06
Spring Creek	2.84	3.03	3.31
Chisholm Creek	3.14	3.47	4.18
Chisholm Creek Tributary	0.19	0.30	0.60
Arcadia Lake Area	0.00	0.00	0.00
Other Areas	0.17	0.18	0.21
<b>Total</b>	<b>7.84</b>	<b>9.05</b>	<b>11.36</b>

### Treatment Capacity

The Coffee Creek Wastewater Treatment Plant has a dry weather design capacity of 9.0 MGD. The flow to the plant in 2015 is projected to be 8.57 MGD (9.05 - 0.30 - 0.18). This assumes that the operation of the Chisholm Creek lift station can be modified such that the average flow being pumped can be increased from the current 3.14 MGD to 3.47 MGD.

By 2030, the flow to the plant is projected to be 10.55 MGD (11.36 - 0.60 - 0.21), which exceeds the current dry weather capacity. In addition, it is doubtful that the Chisholm Creek lift station and force main can handle 4.18 MGD without an upgrade to the lift station and replacement of the existing force main. Among many options, two stand out:

Increase the Coffee Creek Wastewater Treatment Plant capacity and continue to treat flows from the Coffee Creek, Spring Creek and Chisholm Creek basins. The increased capacity would require construction of new treatment units and/or conversion of some of the existing units to a more efficient technology. Increase the capacity of the Chisholm Creek lift station and replace the force main. Some sections of the existing interceptor sewers may also need to be replaced due to the increased flow.

Work with the City of Oklahoma City to have the flows from the Chisholm Creek basin treated by Oklahoma City's Chisholm Creek Wastewater Plant. This would eliminate the need for the Chisholm Creek lift station and force main, thus saving operational and maintenance costs. This would also reduce the flow to the Coffee Creek Wastewater Treatment Plant in 2030 from 10.55 MGD to 6.37 MGD. It is not known how receptive the City of Oklahoma City would be to such an arrangement, nor what fee would be charged for treatment. Some sections of the existing interceptor sewers may still require replacement due to increased flow.

## **Electric System**

Edmond Electric had its beginnings in 1908 and is the largest and fastest growing municipal electric utility in Oklahoma. Ongoing investments in technology and system upgrades are designed to insure high reliability with competitive prices.

## **Sanitation Services**

Edmond operates a fairly new fleet of automated trucks using a cart system for residential collection. Sanitation services are upgraded with equipment and services that meet EPA requirements and provide responsive and cost efficient services to citizens.

## **Stormwater Utility**

The Stormwater Utility is authorized in Title 23 of the City Codes with 5 full chapters establishing the Drainage Utility and the Stormwater Drainage Advisory Board (SWAB), as well as incorporating all the existing flooding and drainage design ordinances. Title 23 also outlines a source of funds dedicated to stormwater management to be a fee for impervious surface.

A high priority for the Drainage Utility and the SWAB is planning and engineering, especially in the undeveloped basins, since knowledge of the overall basin and its flooding characteristics will provide the best chance to avoid some of the problems presented by the existing development of the Spring Creek Basin. Edmond has four major drainage basins within the urbanized area:

- Spring Creek (mostly developed)
- Chisholm Creek (generally west Edmond, developing)
- East Coffee Creek (east of I-35, rural)
- West Coffee Creek (North of Danforth, developing)

The Drainage Utility staff is responsible for administration and planning. Administrative duties include: customer service, residential and commercial plan review, stormwater management planning, design and preparation of various stormwater management projects and the administration of all SWAB approved construction of drainage improvement projects. The related issue of soil erosion and sedimentation from new construction and the damage to existing storm sewer facilities is also a high priority area for the staff.

The Drainage Utility staff and the SWAB are making progress in understanding the problems presented by a community-wide Stormwater Management Program and developing policies and procedures for addressing the various issues. Review of the process and the community benefits is ongoing. Drainage basin planning is utilizing the GIS information and developing dynamic modeling tools for forecasting drainage changes associated with new development and other drainage system improvements.

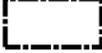
New programs being developed by the Federal Emergency Management Agency (FEMA) and improved Community Rating Systems (CRS) ranking are possible, along with possible outside funding sources for our efforts. Improved CRS rankings result in lowered Flood Insurance cost for Edmond citizens. One component that needs to be addressed is better local education of the Flood Insurance Program and its benefits both to the insurance agents and the homeowners. There are also new Federal regulations (National Pollutant Discharge Elimination System (NPDES) Phase II) that are now affecting our community.

<b>Utility Services Goals and Policies</b>	
<b>Utility Services: Infrastructure &amp; Services</b>	
<b>GUI</b>	<b>To facilitate the development and maintenance of all public utilities at the appropriate levels of service to accommodate the City of Edmond’s sustained needs and projected growth.</b>
PUI 1	Provide reliable public utility services in a way that balances the safety and health impacts and the needs of the community.
PUI 2	Protect the public investment in utility infrastructure and right-of-ways, including adequate maintenance of the utilities and right-of-ways, control of public lands and timely upgrades and improvements.
PUI 3	Adhere to the appropriate Utility and Stormwater Master Plans and Title 23 plans needed for both public and private extension of mains and lines. Include utility infrastructure component locations within development plans.
PUI 4	Provide reliable public water service for domestic use, fire protection and emergencies.
PUI 5	Ensure efficient public wastewater services.

Utility Services: Stormwater	
<b>GUS</b>	<b>To protect the general health, safety and welfare of the public from the hazards and danger of storm water runoff, while protecting the quality of the built environment and conserving natural resources.</b>
PUS 1	Allocate cost of storm water drainage systems, including construction, operations and maintenance, in relationship to the benefit enjoyed and services received therefrom.
PUS 2	Protect the public investment in storm water infrastructure and right-of-ways, including adequate maintenance of the storm water facilities and right-of-ways, control of public lands and timely upgrades and improvements.
PUS 3	Utilize design and construction standards which are environmentally sensitive, safe, cost-effective, and appropriate.
PUS 4	Adhere to the stormwater requirements of Title 23 for both public and private storm water drainage facilities. Include storm water infrastructure component locations within development plans.
PUS 5	Preserve and maintain the 100-year flood plain in an open state and restrain development in the fringe areas.
PUS 6	Plan multi-purpose and compatible uses for flood plains and storm water detention facilities.
PUS 7	Require regional detention and/or project-wide detention where physically appropriate and financially feasible.
PUS 8	Require the use of Best Management Practices and conformance to state and national requirements for erosion control and water quality.

**Figure 7-1**

## Population Zones

-  City Limits
-  Corps Of Engineers Boundary
-  Population Zones

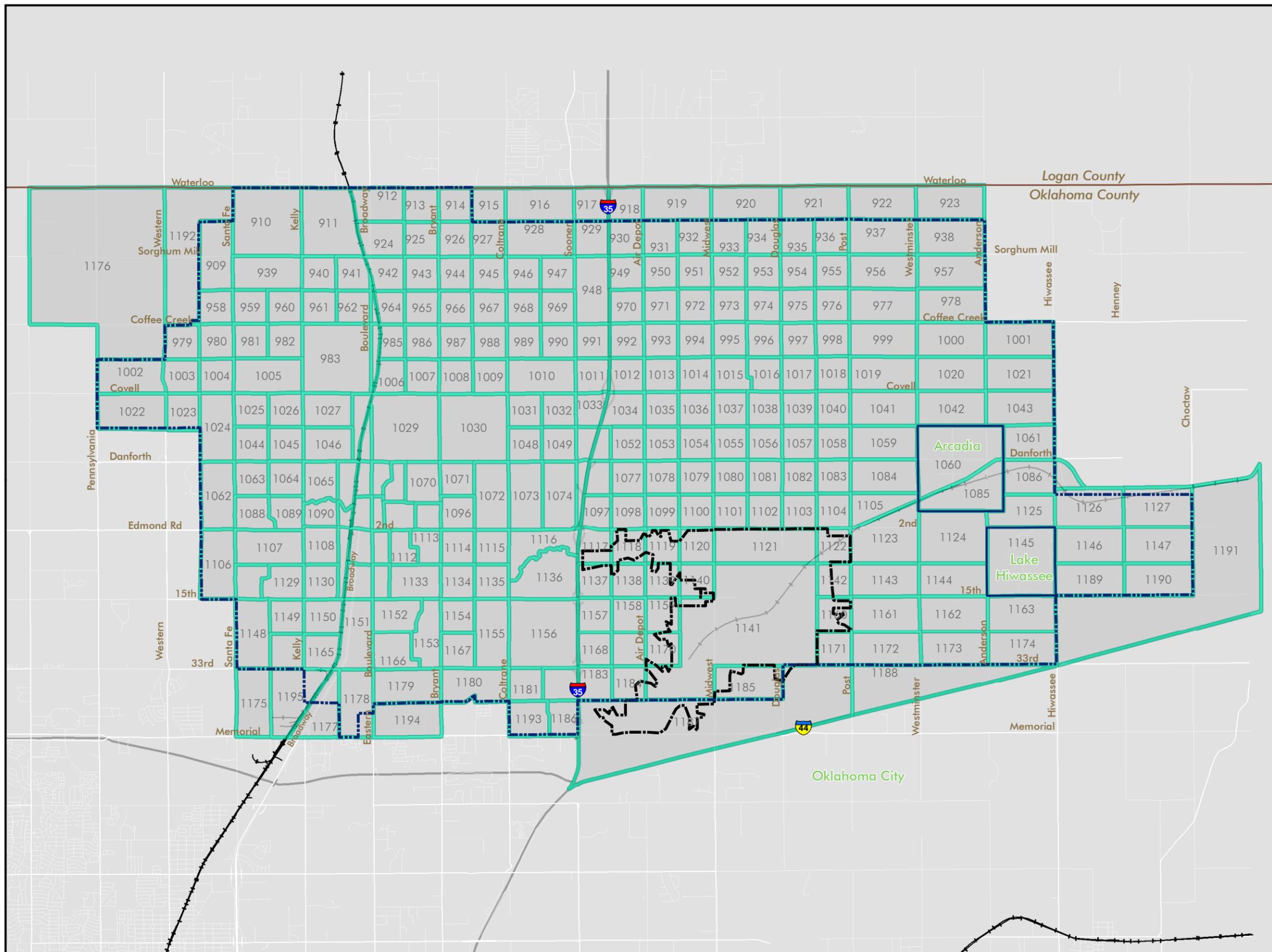
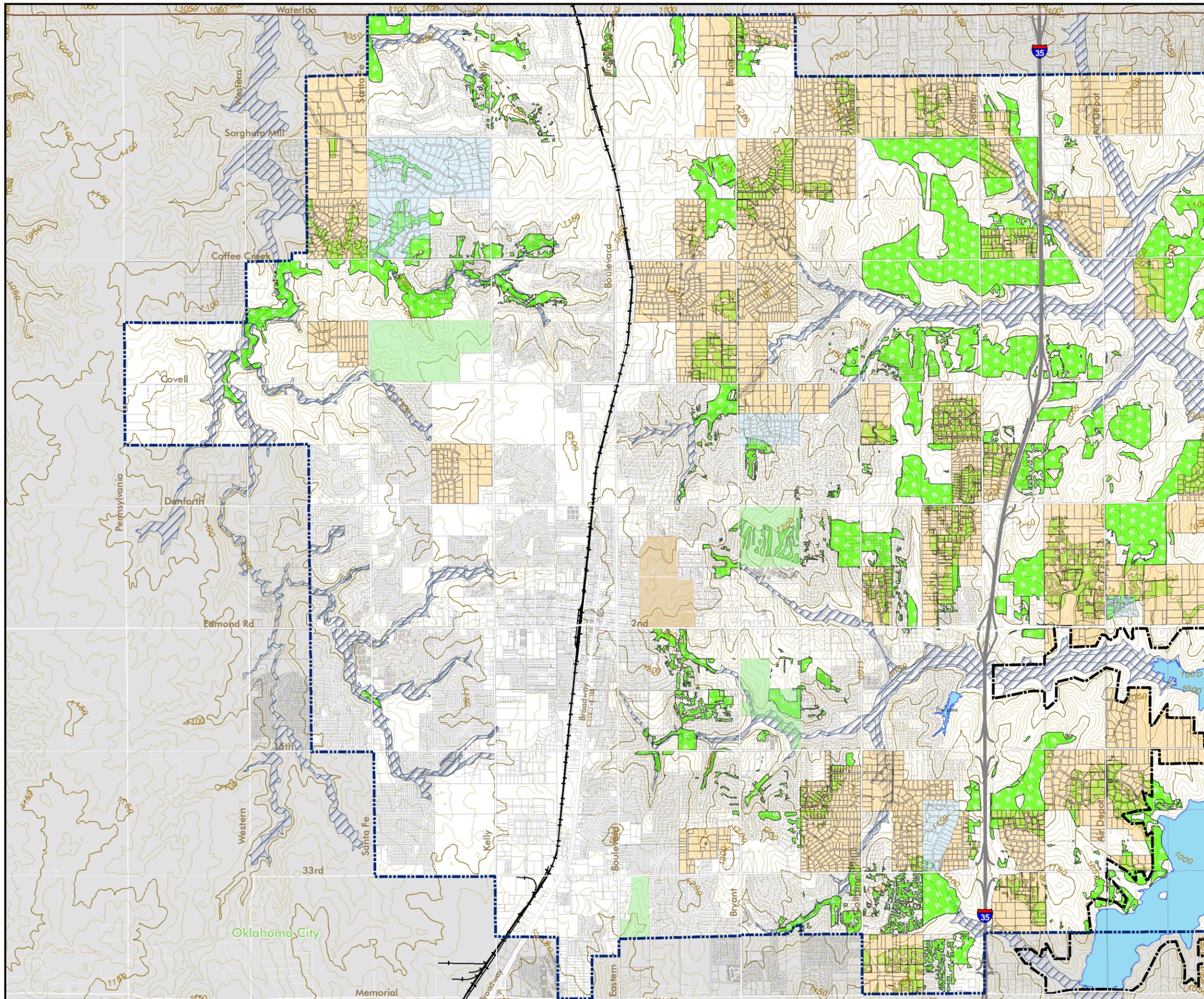




Figure 7-2

Utility Constraints, West

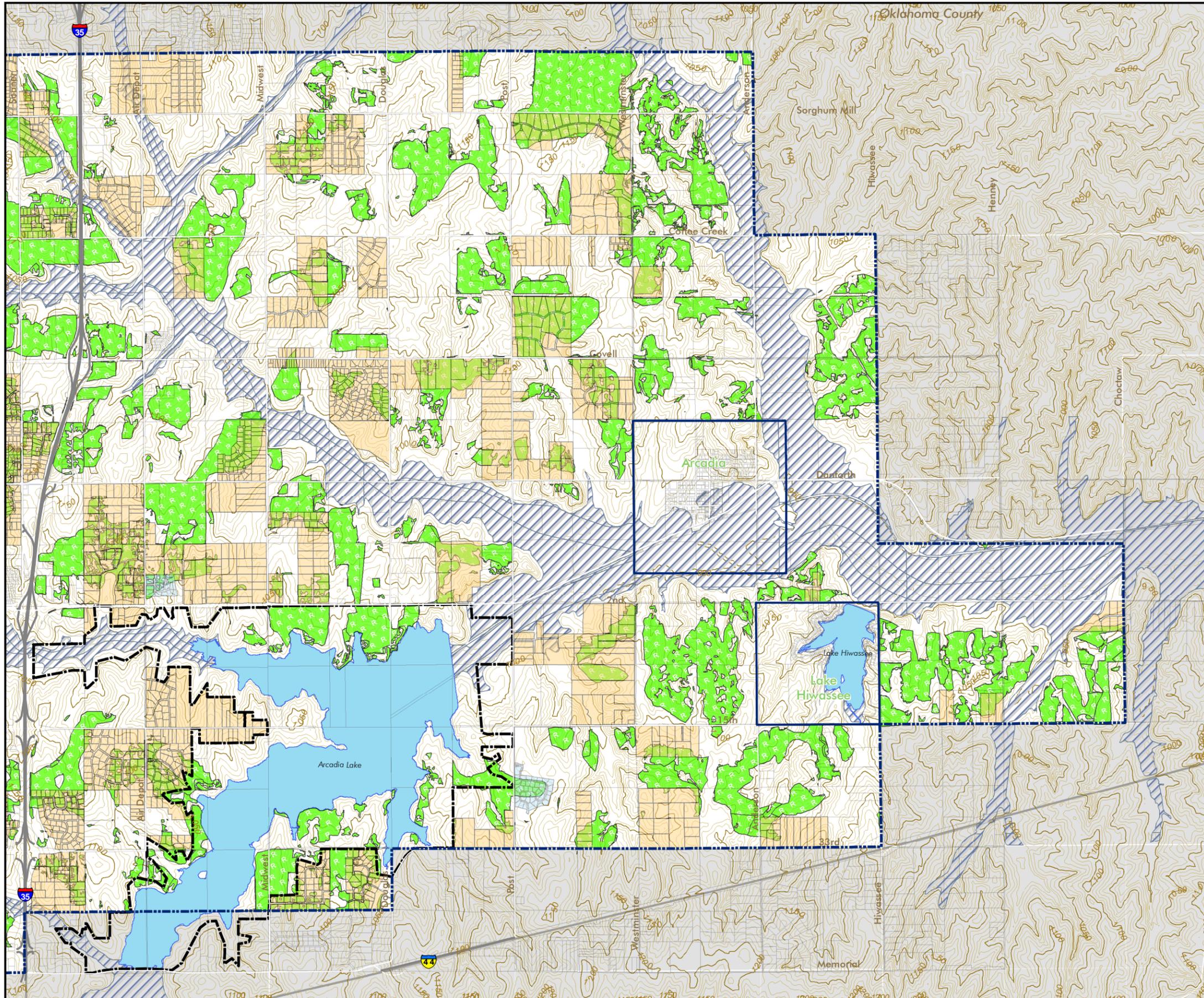


-  City Limits
-  Corps Of Engineers Boundary
-  Parcel
-  Large Lot, No City Utility Services
-  Large Lot, Water Service Only
-  Park
-  UCO
-  Remnant Forest
-  Floodplain



Figure 7-3

Utility Constraints, East



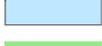
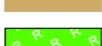
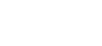
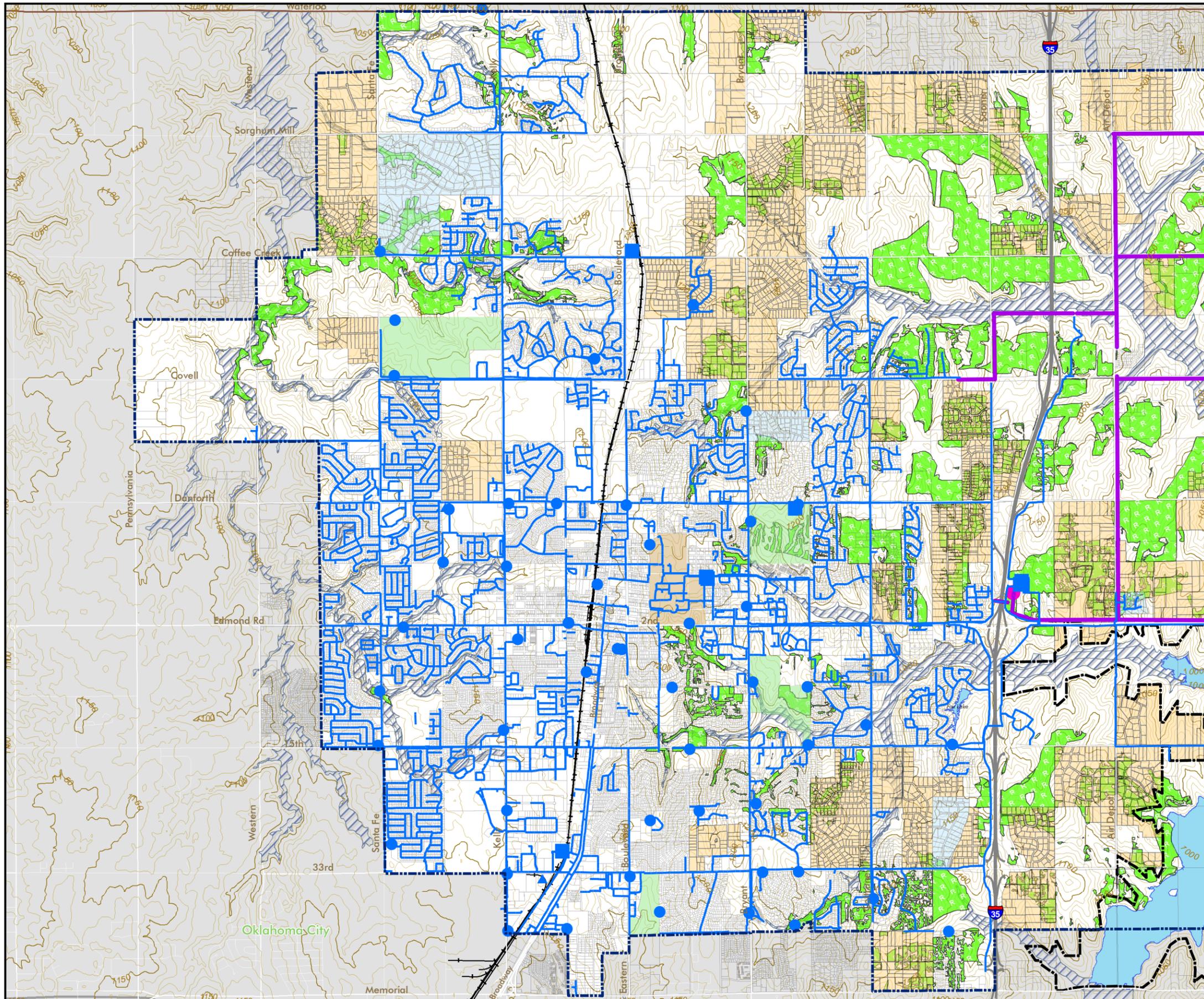
-  City Limits
-  Corps Of Engineers Boundary
-  Parcel
-  Large Lot, No City Utility Services
-  Large Lot, Water Service Only
-  Park
-  UCO
-  Remnant Forest
-  Floodplain



Figure 7-4

**Water System, West**

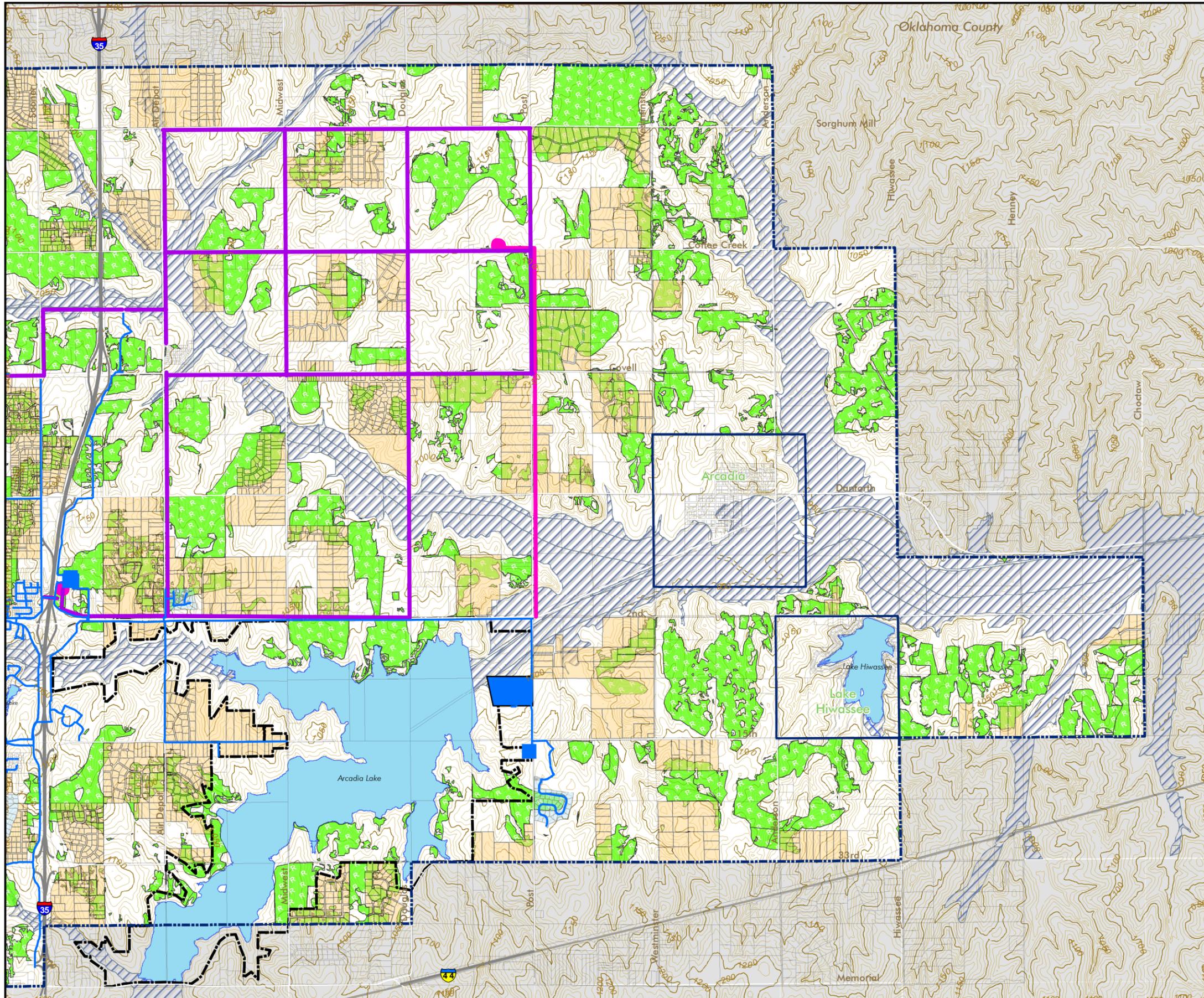


- City Limits
- Corps Of Engineers Boundary
- Parcel
- Large Lot, No City Utility Services
- Large Lot, Water Service Only
- Park
- UCO
- Floodplain
- Water Tank
- Water Well
- Water - Existing
- Water Treatment Plant
- Water Transmission - Proposed
- Water Tower/Complex - Proposed
- Water Distribution - Proposed



Figure 7-5

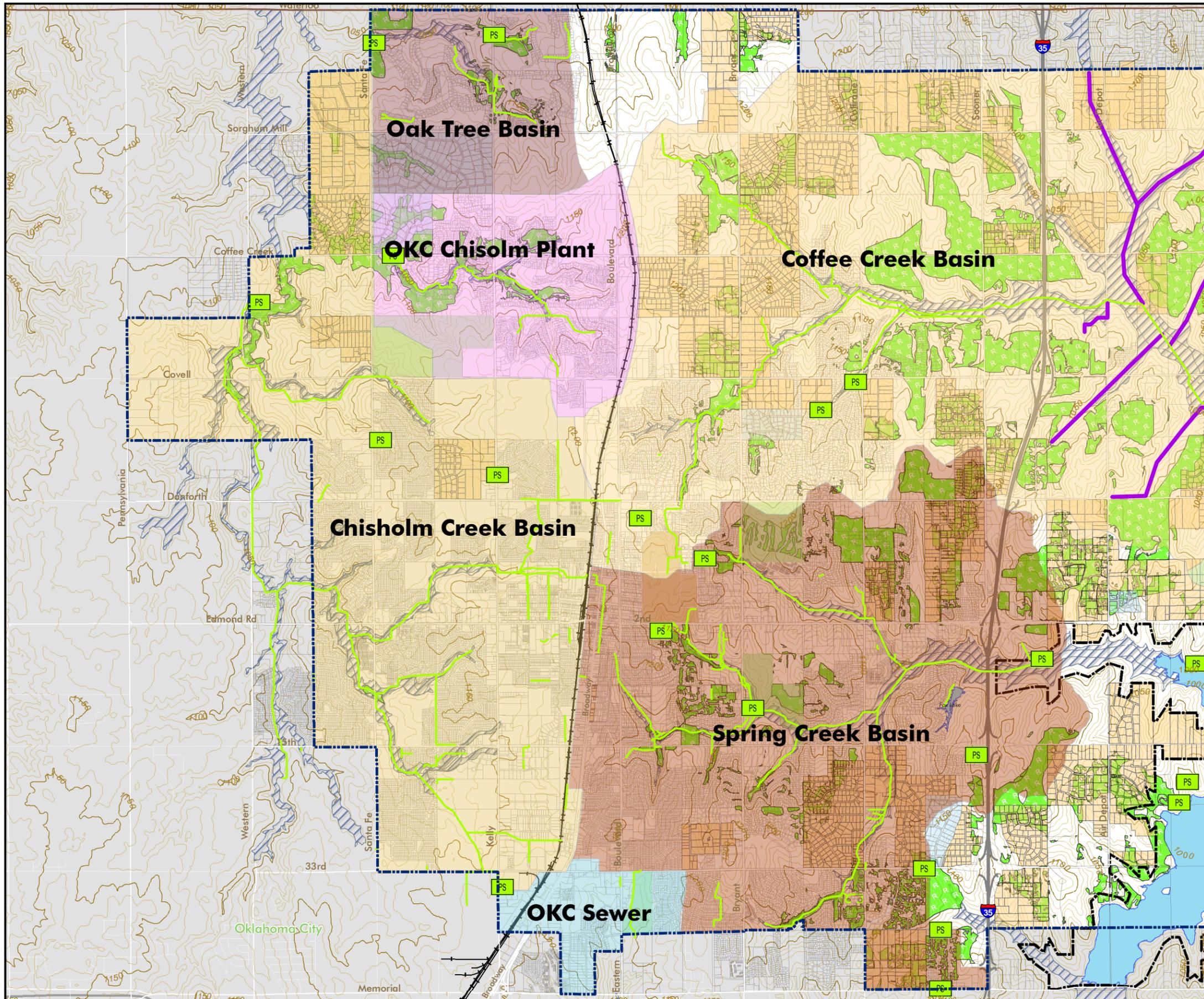
Water System, East



-  City Limits
-  Corps Of Engineers Boundary
-  Parcel
-  Large Lot, No City Utility Services
-  Large Lot, Water Service Only
-  Park
-  UCO
-  Floodplain
-  Water Tank
-  Water Well
-  Water - Existing
-  Water Treatment Plant
-  Water Distribution - Proposed
-  Water Tower/Complex - Proposed
-  Water Transmission - Proposed



Figure 7-6  
Sewer System, West



- City Limits
- Corps Of Engineers Boundary
- Parcel
- Large Lot, No City Utility Services
- Large Lot, Water Service Only
- Park
- UCO
- Floodplain
- Sewer - Treatment Plant
- Sewer - Existing
- Lift Station - Existing
- Sewer - Proposed
- Lift Station - Proposed

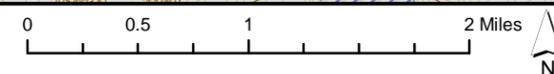
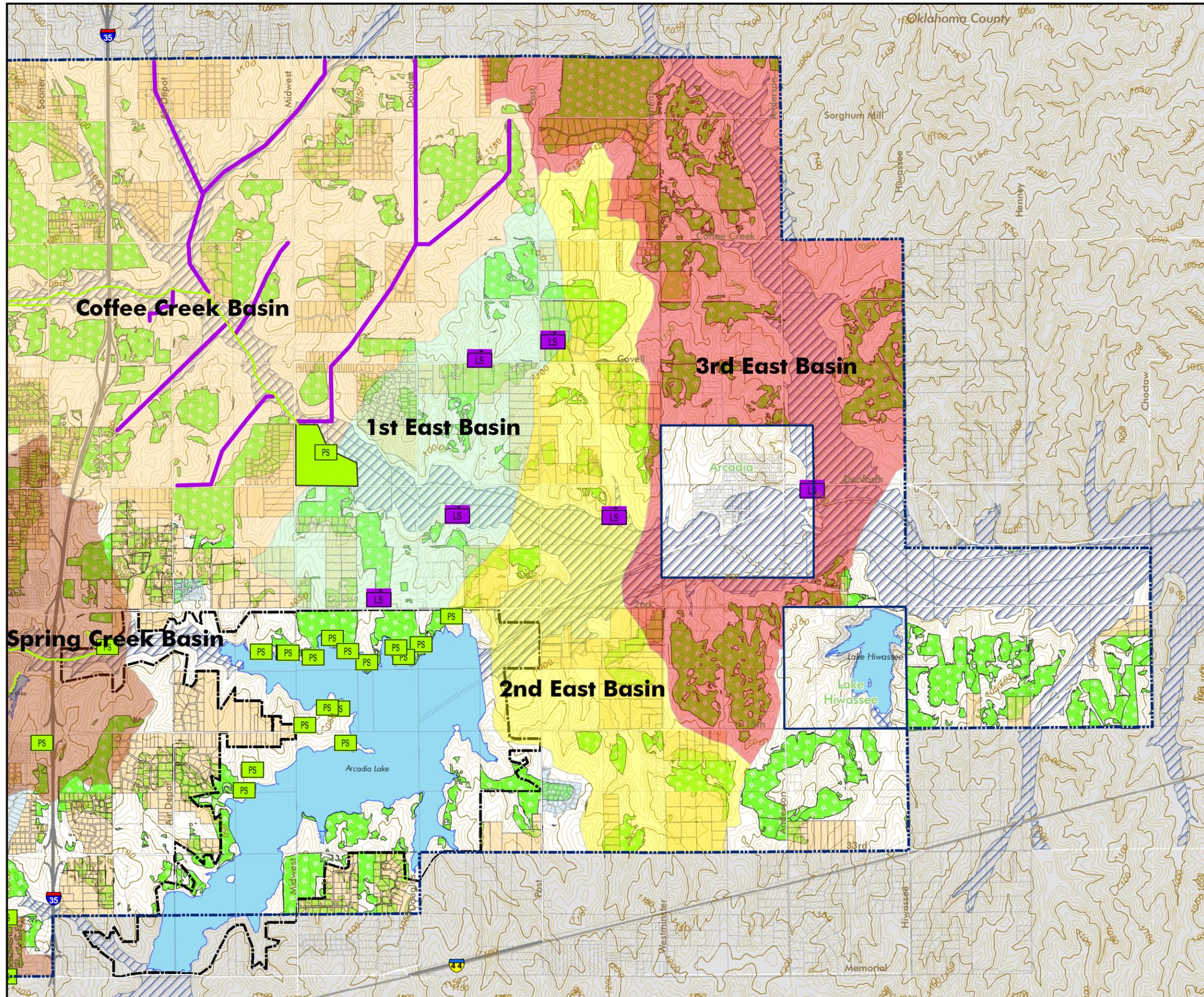




Figure 7-7  
Sewer System, East



- City Limits
- Corps Of Engineers Boundary
- Parcel
- Large Lot, No City Utility Services
- Large Lot, Water Service Only
- Park
- UCO
- Floodplain
- Lift Station - Existing
- Sewer - Existing
- Sewer - Treatment Plant
- Sewer - Proposed
- Lift Station - Proposed



## Chapter 8: Land Use

### Overview

This chapter provides the discussion and background information regarding strategies to manage growth and development in a manner that maintains the high quality of life and character of Edmond. This discussion includes an overview of the City's desired future reflected in the visionary General Plan and the parcel-specific Ordinance Plan. Additionally, the chapter discusses various development alternatives and provides goals and policies for achieving the desired character of Edmond.

### Edmond General Plan

The Edmond General Plan (**Figure 8-1**) is an illustration of the City's long-range vision for future development to 2030 considering growth projections, development constraints, transportation networks and community desires. The General Plan is supported by a series of goals and policies that should be used together as a guide for decisions regarding land use and development. Rather than parcel-specific land use, the General Plan identifies the development intensity and character desired for certain areas ranging from natural to urban center. The characteristics of each category are described below with additional information summarized in **Table 8.1**.

- **Natural:** Open space and natural areas not suitable for development due to topography, hydrology, vegetation, or the presence of environmental features that warrant protection. Natural areas may accommodate low-impact uses such as camping and passive recreation.
- **Rural:** Sparsely settled areas where land is primarily used for agricultural purposes and natural reserves. Municipal utilities are not supported at rural densities.
- **Rural Suburban:** Areas developed at very low densities to accommodate uses that do not require municipal services such as large-lot single-family homes, small-scale hobby farms, natural areas and recreation uses.
- **Suburban Mixed Use:** Low to medium intensity development consisting primarily of single-family subdivisions with limited amounts of medium-density housing, neighborhood commercial, office and institutional uses where appropriate. Non-residential uses are compatible with surrounding neighborhoods and primarily support the daily needs of local residents. Full municipal utilities and services are needed.
- **Urban Mixed Use:** A more intense mix of uses that can accommodate a variety of residential and commercial uses including single-family homes, townhomes, apartments, office space, retail and light industrial (confined to specific areas). Non-residential uses such as office and retail may be more intense than in the Suburban Mixed Use area and can accommodate businesses that have a regional rather than a neighborhood trade area. Full municipal utilities and services are needed.
- **Center:** These areas reflect the most intense urban development in the City and are intended to create active mixed-use centers. A wide range of land uses can be accommodated such as medium and high-density residential, retail, office and institutional. Where appropriate, this area may contain vertical mixed-use buildings that have retail and office on lower levels with residential apartments on upper stories. Full municipal utilities and services are needed.

**Table 8.1 Characteristics of General Plan Categories**

Category	Description	General Land Uses	Open Space Types	Typical Residential Density	Utilities
Natural	Open space and natural areas not suitable for development due to topography, hydrology, vegetation, or sensitive environmental features.	Natural preserves, recreation and camping	Floodplain, remnant forest, natural areas and regional parks	N/A	Well/septic
Rural	Sparsely settled rural areas where land is primarily used for natural reserves and low-density residential.	Natural preserve, recreation and camping, low-density residential	Remnant forest, natural areas, parks	Less than 1/2 dwelling unit per acre (minimum 2 acre lots)	Well/septic
Rural Suburban	Areas developed at very low densities to allow uses that do not require municipal services.	Low-density residential, recreation	Natural areas, remnant forest, parks, greenways, playground	Less than 1 dwelling unit per acre	Well/septic or utilities optional
Suburban Mixed Use	Low to medium intensity development consisting primarily of single-family subdivisions with limited amounts of medium density residential and commercial, uses where appropriate.	Low to medium density residential, neighborhood commercial, office, public facilities	Natural areas, remnant forest, greens, parks, and playground	8 dwelling units per acre	Utilities required, curb and gutter
Urban Mixed Use	A more intense mix of uses that can accommodate a variety of residential and commercial uses. Office and retail uses may be more intense than in the Suburban Mixed Use area and can accommodate businesses that have a regional rather than a neighborhood trade area.	Medium/high density residential, commercial, office, public facilities, light industrial.	Greens, squares, plazas, parks, and playgrounds	12 dwelling units per acre	Utilities required, curb and gutter
Center	These areas reflect the most intense urban development in the City and are intended to create active mixed-use centers.	High-density residential, commercial, retail, office, public facilities	Squares, plazas, parks, and playgrounds	16 dwelling units per acre	Utilities required, curb and gutter

## Character Districts

The General Plan also highlights two areas that the community would like to see developed in a unique way to highlight and preserve elements of Edmond’s character and history.

- **Urban District:** Edmond’s historic downtown and surrounding residential areas that represent a land use mix and intensity not typically found in newer developments. This area has been identified as an area that requires protection and enhancement to preserve the unique character and ensure that it remains a community focal point.
- **Route 66 Village:** An area located along the historic Route 66 that provides a unique opportunity to create a rural village reflective of the character and history of the area. The Route 66 Village concept promotes small-scale commercial uses surrounded by a pedestrian-friendly neighborhood to create the feeling of a traditional small-town or village. Uses in the area such as restaurants and small-scale retail would also provide an amenity to visitors of Arcadia Lake recreational area.

## Edmond Ordinance Plan

The Edmond Ordinance Plan (**Figure 8-2**) is adopted as the governing parcel-specific land use plan of the City. The Ordinance Plan is designed to allow for incremental change from current conditions to the desired future identified in the General Plan. The Ordinance Plan is updated regularly and may require amendments with changing market conditions. Amendments to the Ordinance Plan require formal approval by City Council. The land use categories in the Ordinance Plan are described below.

### Agricultural and Open Space

- **General Agriculture:** rural areas primarily dedicated to agricultural uses.
- **Parks and Open Space:** parks and natural areas that have been preserved for public use.
- **100 Year Floodplain:** areas unsuitable for development due to the likelihood of flooding. Areas in the 100 Year Floodplain are suitable for natural reserves, open space and recreational trails, and are encouraged to be incorporated into surrounding developments as amenities.



### Civic

- **Educational/Institutional:** areas dedicated for public uses such as schools, community centers and government offices.

## Residential

- **Large Lot Residential:** areas intended to accommodate residential development at very low densities in an effort to maintain rural character and create a transition from agricultural to urban areas. A minimum lot size of two-acres is encouraged in Large Lot Residential areas to minimize the need for municipal services in rural areas and to provide adequate separation between houses for fire protection purposes.
- **Single Family Residential:** areas for single-family residential development. The intensity of development is suburban in nature with municipal utilities and services.
- **Two Family Residential:** areas intended to accommodate a slightly higher population density when compared to Single Family Residential areas by allowing two-family homes.
- **Low/Medium Density Residential:** areas intended to accommodate a variety of residential uses including single-family, apartments, townhomes and condominiums.
- **High Density Residential:** areas that allow the highest concentration of residential uses with a maximum density of 16 units per acre. High Density Residential areas can accommodate a variety of residential uses including townhomes, condominiums, apartments and high-rise buildings. This land use category also supports mixed-use buildings that have commercial uses on the lower floors of multi-family buildings.
- **Downtown Residential:** the predominantly residential neighborhoods that surround the downtown core. Uses include various types of residential as well as schools, places of worship and limited neighborhood commercial uses. The scale and character of development in this area should be preserved and enhanced to reflect its historic significance to the community.
- **Lake Residential:** areas with limited development with the intent of protecting the rural character and the environmental quality of the Arcadia Lake area. Single-family uses, schools and government facilities are allowed with a minimum lot area of 90,000 square feet (approximately 2 acres).
- **Lake Preservation:** areas where development intensities are limited in order to protect the water supply and sensitive environment of Arcadia Lake. Development is limited to single-family residential at a minimum lot size of two and one-half acres.



## Business

- **Central Business District:** the area containing Edmond’s historic downtown, which includes a mix of uses including commercial, office, service and residential. The scale and character of development in this area should be preserved and enhanced to reflect its historic significance to the community.
- **Buffer Zone/Suburban Office:** transitional areas adjacent to low intensity residential uses that are appropriate for limited office uses that are compatible in scale and sensitive to surrounding neighborhoods. Additional buffering through landscaping, increased setbacks and/or open space is recommended in these areas to ensure that impacts to adjacent uses are mitigated.
- **Restricted Commercial:** areas that allow limited office, retail and service uses to serve the residents of surrounding neighborhoods. These areas are typically integrated within or adjacent to single-family neighborhoods and are therefore carefully controlled to prevent negative impacts to residential areas.
- **Neighborhood Commercial:** areas for limited office, retail and service uses that primarily serve the residents of surrounding neighborhoods.



- **Office Commercial:** areas that accommodate office, institutional and commercial uses that require separate buildings surrounded by landscaped yards and open spaces.
- **General Commercial:** areas for retail and business activities including light industrial uses. These uses are typically located along major roadways or at highway interchanges because they require visibility and direct access. These uses also tend to generate traffic and are therefore not appropriate adjacent to sensitive residential uses unless substantial buffering is in place.
- **Open Display Commercial:** areas for retail sales that require outdoor displays and storage such as nurseries, car lots and home improvement centers. Open Display Commercial areas require direct access from major roadways and generate traffic volumes that are not compatible with residential areas.

- **Lake Commercial:** areas for retail sales, restaurants and recreational uses that meet the needs of visitors to Arcadia Lake. The intensity of commercial uses is limited to protect the City's water supply and remain compatible with surrounding low-density areas.

## Industrial

- **Limited Light Industrial and General Office Corridor:** areas that can accommodate a regional center for employment and industry. Uses such as general office and light manufacturing are the primary focus of these areas, though limited on-site retail may be allowed to serve the daily needs of employees. These areas are expected to generate high volumes of traffic and should therefore be located along regional transportation corridors.
- **Restricted Light Industrial:** areas for light industrial uses that are conducted in a manner which completely confines the negative impacts (noise, glare, dust) within the building. Restricted Light Industrial areas do not generate high levels of freight activity and have high landscaping and architectural standards.
- **Light Industrial:** areas that accommodate light industrial uses where all processes and storage occur within enclosed buildings. Uses include light manufacturing, assembling and fabrication, warehousing, and wholesale and service uses.
- **Special Industrial, Including Limited Outdoor Storage:** areas for industrial uses that require outdoor storage.



## Mixed Use

- **Mixed Use Suburban:** areas that can support a variety of land uses provided that the development occurs at medium to low suburban intensities. Examples of appropriate uses include residential, neighborhood retail, and office. Housing types can include single-family homes, townhomes, and low-rise multi-family buildings. Suburban Mixed Use areas will be regulated under the City's Planned Unit Development District (PUD) to allow flexible site design and a variety of land uses that cannot be accommodated in other single-use zoning districts. This level of flexibility is needed to ensure that the overall design and integration of various uses creates a unified, high-quality environment.



- **Urban Mixed Use/Business Park:** areas that support a wide range of land uses at high intensity levels. Examples of appropriate uses include residential, retail, office and business park (including light industrial). Housing types can range from single-family homes to high-rise multifamily buildings. Urban Mixed Use areas will be regulated under the City's Planned Unit Development District (PUD) to allow flexible site design and a variety of land uses that cannot be accommodated in other single-use zoning districts. This level of flexibility is needed to ensure that the overall design and integration of various uses creates a unified, high-quality environment.
- **Planned Unit Development (PUD):** areas that allow flexibility in the development process to encourage creative design and a higher-quality built environment than would otherwise be allowed under the City's zoning regulations. PUD's create an opportunity to mix compatible land uses and housing types and incorporate amenities such as open space and trails through improved site design.

## Planning Districts

The Ordinance Plan identifies several areas with special land use and development considerations.

- **Arcadia Lake District:** the area surrounding Arcadia Lake that requires additional development standards and special zoning designations in order to protect the water quality of Arcadia Lake. The Arcadia Lake District encourages low-density rural development patterns that emphasize environmental protection and minimize negative impacts to water quality.
- **Cultural District:** the cultural district is intended to recognize and promote arts and culture in the City of Edmond through public art and the presence of facilities such as museums, theatres and art galleries.
- **Urban District:** the area containing downtown Edmond and the historic residential neighborhoods surrounding it. This area has been identified as a unique environment that should be protected and enhanced through historic preservation, revitalization efforts, improved landscaping, and additional pedestrian amenities.
- **Greek District:** an area near the University of Central Oklahoma that has been identified as the most suitable location for fraternity and sorority houses based on the area's proximity to the UCO campus and the compatibility of surrounding land uses.
- **I-35 Corridor:** the area immediately surrounding Interstate 35 that has been identified as an important community focal point where quality design and tree protection should be emphasized.

## Development Alternatives

While the land use and intensity of development plays a large role in determining the character and quality of life in Edmond, the patterns of development are equally influential. While it is difficult to regulate development patterns through the standard development process, many innovative patterns can be achieved through the use of a Planned Unit Development (PUD). A variety of development alternatives are described in **Table 8.2**. Many are standard and commonly found in Edmond and elsewhere, while others represent innovative practices that are gaining recognition and becoming more common throughout the country. **Appendix B** describes each development alternative in greater detail.

Table 8.2 Development Alternatives

Development Alternative	General Description	Strengths	Weaknesses	Appropriate Locations Within the General Plan
<b>Large-Lot Residential</b>	Residential lots greater than 1 acre representing the predominant development pattern of East Edmond.	<ul style="list-style-type: none"> <li>▪ Attractive to residents seeking privacy and rural lifestyle.</li> <li>▪ Does not require municipal services.</li> <li>▪ Spacing between homes limits risk of fire spreading.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Inefficient use land and infrastructure.</li> <li>▪ Lack of water creates fire risk and results in poor ISO ratings.</li> <li>▪ Lack of retail and other amenities creates auto-dependence.</li> </ul>	Rural, Rural-Suburban
<b>Conservation Subdivision</b>	Homes are clustered on smaller lots in order to preserve large areas of common open space. A local example is the Chitwood Farms development.	<ul style="list-style-type: none"> <li>▪ Allows important environmental or historic features to be preserved while accommodating development.</li> <li>▪ Large areas of continuous open space provide greater environmental benefits than smaller “islands” of natural areas.</li> <li>▪ Infrastructure and street costs are reduced by clustering development.</li> </ul>	<ul style="list-style-type: none"> <li>▪ This type of design is typically not allowed in standard zoning ordinances and requires flexible regulations.</li> <li>▪ The smaller lot sizes may not be appropriate for septic systems, requiring the City to extend sewer and water in these areas.</li> <li>▪ Without municipal water, clustering poses risk of fires spreading between homes.</li> </ul>	Rural, Rural-Suburban, Suburban Mixed-Use
<b>Suburban Development</b>	Low density single-family subdivisions commonly found throughout Edmond.	<ul style="list-style-type: none"> <li>▪ A common form of development that is allowed under existing subdivision and zoning regulations.</li> <li>▪ Has proven to be marketable over the long-term in Edmond and other communities.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Tends to be “inward focused” with little relationship to the surrounding community.</li> <li>▪ Is auto-oriented unless special provisions are made for pedestrian connections and trails to local destinations.</li> </ul>	Suburban Mixed Use, Urban Mixed Use

Development Alternative	General Description	Strengths	Weaknesses	Appropriate Locations Within the General Plan
<p><b>Traditional Neighborhood Development (TND)</b></p>	<p>Modeled after older, walkable neighborhoods with small lot sizes, a variety of housing styles, and pedestrian connections to local amenities.</p>	<ul style="list-style-type: none"> <li>▪ Integrates a variety of housing types to allow “lifecycle housing”.</li> <li>▪ Promotes pedestrian activity by connecting neighborhoods to local amenities such as retail, schools and transit.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Is not as common as conventional suburban development and therefore may not be sought by developers.</li> <li>▪ Higher density levels and integration of housing types and land uses may face opposition from local residents.</li> </ul>	<p>Suburban Mixed Use, Urban Mixed Use, Center</p>
<p><b>Hamlets and Villages</b></p>	<p>Modeled after traditional rural villages with a small commercial center surrounded by homes and agricultural uses (similar to Arcadia).</p>	<ul style="list-style-type: none"> <li>▪ Preserves open space and rural character while also supporting a variety of housing types and limited commercial conveniences</li> <li>▪ The commercial center provides a central gathering place for residents, strengthening the sense of community.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Concentration of density will require municipal services to be extended to a rural location.</li> <li>▪ Is a relatively uncommon development pattern in modern practice.</li> </ul>	<p>Suburban Mixed Use, Urban Mixed Use</p>
<p><b>Strip Development</b></p>	<p>A common form of commercial development with buildings placed in a linear arrangement and set back from the main road to provide ample and visible parking space.</p>	<ul style="list-style-type: none"> <li>▪ A common form of development that is inexpensive and requires developers to take on little risk.</li> <li>▪ Traffic generated by retailers is located on major roadways away from residential neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Generally requires direct access from the road, which can cause traffic problems if too many access points are created.</li> <li>▪ Design significantly impedes the ability to create a pedestrian-friendly environment.</li> <li>▪ Is generally viewed as unfavorable and unattractive to residents.</li> </ul>	<p>Suburban Mixed Use, Urban Mixed Use</p>

Development Alternative	General Description	Strengths	Weaknesses	Appropriate Locations Within the General Plan
<p><b>Campus Development</b></p>	<p>Places an emphasis upon green space between structures in a pattern that is associated with a college campus, research center or industrial “park”. A campus may appear to be low to high density depending upon uses, the layout of structures, and overall site intensity.</p>	<ul style="list-style-type: none"> <li>▪ Provides an attractive theme to similar or complimentary uses, including industrial activities that are generally considered unappealing.</li> <li>▪ Sharing resources reduces the space needed for amenities such as parking, loading and drainage.</li> <li>▪ Can provide sufficient open space or other features to offset impacts that may otherwise occur in relationship to lower intensity uses such as single family residential neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Offers internal connectivity, but is generally separated from surrounding uses.</li> <li>▪ Generally consumes large amounts of land.</li> </ul>	<p>Rural-Suburban, Suburban Mixed Use, Urban Mixed Use</p>
<p><b>Commercial Center</b></p>	<p>A node or concentration of commercial uses that does not include a residential component. With a primary retail focus, commercial centers are sometimes described as “outdoor malls”.</p>	<ul style="list-style-type: none"> <li>▪ Creates an enhanced “shopping experience” by providing outdoor amenities such as seating, plazas, and sidewalks.</li> <li>▪ Though customers typically have to drive to the commercial center, once there they walk between stores.</li> <li>▪ A commercial could function as a major destination for the community and possibly the region.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Requires a large, prominent development site.</li> <li>▪ Travel to a commercial center generally requires an automobile.</li> <li>▪ Commercial centers are single-use and generally separated from surrounding uses.</li> </ul>	<p>Suburban Mixed Use, Urban Mixed Use</p>

Development Alternative	General Description	Strengths	Weaknesses	Appropriate Locations Within the General Plan
Urban/Lifestyle Center	A mixed use center where people can live, work, shop, and recreate within a central area. The urban center or lifestyle center is similar in form and function to a traditional downtown with high-density office, retail, and residential uses.	<ul style="list-style-type: none"> <li>▪ Density levels allow maximum efficiency in provision of infrastructure and services including roads, water, sewer, parks, schools, and transit.</li> <li>▪ The concentration of businesses, retail, and entertainment serves as a focal point and gathering place for the wider community.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Urban centers and lifestyle centers are not appropriate in all places and must be located strategically.</li> <li>▪ Higher density developments can be controversial and may draw opposition from residents wanting to maintain a rural or suburban character.</li> </ul>	Urban Mixed Use, Center

## Arcadia Lake Area



Arcadia Lake plays a central role in the community as a municipal water resource, flood control basin and recreation amenity. In order to protect this resource, development in the Arcadia Lake District should be limited to low intensity land uses ranging from parkland/open space and floodplain adjacent to the lake shore, to lake preservation, residential, and neighborhood commercial. Overall, these uses range from having little or no environmental impact to potential high impact commercial uses. However, the spatial transition between the intensity of uses provides for a logical and compatible progression.

The goals and policies of the community have historically recognized natural and open spaces as an asset that should be protected whenever possible and that they be specifically included in site design to maximize compatibility as well as minimize impacts to the natural environment. Land uses in the Arcadia Lake Planning District should take every opportunity to protect the

long-term water supply and natural area in a way that personifies the rural character of east Edmond. Both existing and future uses should be oriented to maintaining the historic “green” development view of Edmond by protecting, preserving, and appropriately utilizing the ecologically sensitive areas in the Lake District. This should be done by incorporating open space and wooded areas into any new development.

To help accomplish these goals, the primary conservation area immediately adjacent to the lake must be maintained in a full natural state, with no development except recreational or other compatible public uses. The secondary conservation areas, which include substantial natural wooded areas, should be preserved and utilized in site development. These areas should be preserved and protected through dedicated recreation or conservation easements when possible. Open space in the Lake District should be maintained through a coordinated and connected system of natural areas, greenways and recreational uses. Conservation subdivision techniques can be effectively used as a tool for utilizing and preserving natural areas and open spaces.

All the foregoing principles should be applied to the extent practical along the within the Lake District and particularly in the proposed mixed use Route 66 Village on Second Street (Route 66) and Douglass Boulevard.

Projected long-range development within the Lake District includes a mix of Suburban Mixed Use and Rural Suburban land uses. Higher intensity Urban Mixed Use is projected within the Route 66 Village center and in areas along the Interstate 35 corridor.

### **Route 66 Village**

The distinct rural/suburban character of the Arcadia Lake Planning District provides a unique opportunity for development styled in a traditional village format. The intersection of Douglas Boulevard and Second Street (Route 66) is a natural setting for the development of a Village. This “village within a city” draws its name and general character from historic Route 66 that passes through the Lake District. Distinguished by a village core or center with centralized commercial activity serving the surrounding neighborhood, the Route 66 Village concept could bring back a lifestyle when the grocery store truly was just around the corner and neighbors chatted on front porches. The type of community envisioned is described below:



- A Village concept preserves the open space and rural character of Arcadia Lake area while accommodating a variety of housing types and supporting commercial services.
- A Village is characterized by residential neighborhoods clustered around a commercial village center allowing for limited, centralized convenience and supportive commercial activity for daily

retail and service needs; the residential area is then surrounded by open space, conservation areas, or greenways

- This concept requires the use of city utilities and typically requires the use of a PUD (Planned Unit Development) to allow the higher (gross) density cluster of residential lots.
- The residential area typically has a “small town” atmosphere utilizing mixed uses and traditional neighborhood design. The Route 66 Village might borrow the nostalgic “Main Street America” theme of Route 66 and incorporate it within the Village core.
- Narrow neighborhood streets are designed to support and encourage biking and walking and are heavily landscaped; emphasizing “connectivity and mobility, providing choices for non-vehicular access. The village core is within walking distance for nearby residents and provides a central gathering place that strengthens the sense of community in the village.
- A wide range of housing types are encouraged in a Village. This encourages “life-cycle” housing - the ability to live within the same area as housing needs change over time.
- The location of a restaurant and community retreat center south of Route 66 (Second Street) within the Arcadia Lake area will tie the village center to Arcadia Lake.
- The Village design promotes preserving scenic or unique areas in a natural or rural setting; greenways or preservation areas can be used for ground-water re-charge, farmland, recreation, or stormwater retention area.

<b>Land Use Goals and Policies</b>	
<b>Land Use: Diverse Community</b>	
<b>GLUD</b>	To support, preserve and protect a diverse community comprised of stable and robust neighborhoods, commercial districts, industrial sites, and special areas that offer a harmonious blend of opportunities for living, working, shopping services, recreation, education, and cultural activities.
PLUD 1	Utilize Planned Unit Developments (PUD) to achieve the standards of the special districts featured in the General Plan to promote innovative and imaginative site design, provide a variety of housing types, and to emphasize development that best complements the site.
PLUD 2	Encourage transit supportive densities and character at critical locations throughout Edmond and in accordance with the General Plan.
PLUD 3	Maintain compatible (not necessarily identical) use and character with the surrounding built environment by considering site and structural design elements such as height, mass, setback, landscaping, lighting, signage, entry/access, materials, hours of operation, and parking.
PLUD 4	Land uses should outlet onto roadways classified appropriate to the level of traffic generated. Uses generating a high level of traffic should outlet on arterial roadways while single family residential uses should outlet onto local or collector roads.

PLUD 5	Residential and commercial uses may be adjacent or mixed if impacts are appropriately addressed.
PLUD 6	Integrate commercial uses into the community to support a sustainable, walkable environment.
PLUD 7	Discourage strip commercial development as a development pattern in order to improve traffic safety, visual impact and maximize use of the land.
PLUD 8	Permit light industrial businesses such as light manufacturing and warehousing in Edmond, as appropriate to the General Plan and in a manner that minimizes compatibility issues.
PLUD 9	Neighboring land uses should maintain and enhance the enjoyment or value of properties
PLUD 10	Schools, parks and community facilities should be located close to or within residential areas and more particularly in proximity to medium to higher intensity residential development.
PLUD 11	Residential development patterns should include adequate areas for parks and recreational facilities, schools and places of worship.
PLUD 12	Buffers should separate accessory commercial elements from residential areas such as the storage/display of merchandise or materials.
PLUD 13	Neighborhood commercial activity should be located at an intersection or along the edge of neighborhood boundaries in order to encourage pedestrian traffic.
<b>Land Use: Housing Variety</b>	
<b>GLUH</b>	<b>To promote a variety of housing types and densities that meet the needs of all members of the community and ensure compatibility in quality, design, and intensity within neighborhoods and districts and with surrounding land uses.</b>
PLUH 1	Permit secondary and accessory dwelling units in the appropriate residential zoning districts with appropriate restrictions to improve diversity, affordability and efficiency of area neighborhoods.
PLUH 2	Promote CPTED (Crime Prevention Through Environmental Design) techniques as a positive alternative to limited access, gated streets and visually impenetrable boundaries as a means of ensuring safety and privacy in low density, residential areas.
PLUH 3	Housing types, densities and development patterns should be mixed to the extent practical and permissible.
PLUH 4	Utilize street design techniques such as narrow streets, tee-intersections, roundabouts, on-street parking, street trees, and other measures to enhance neighborhood walkability and limit cut-through traffic.
PLUH 5	Multi-family housing, particularly apartments, are most appropriate within walking distance of recreation areas, transit stops, facilities, schools, a commercial center or other areas of similar or greater intensity; however, extensive multi-family housing should be strongly mixed with a variety of other uses and development patterns.

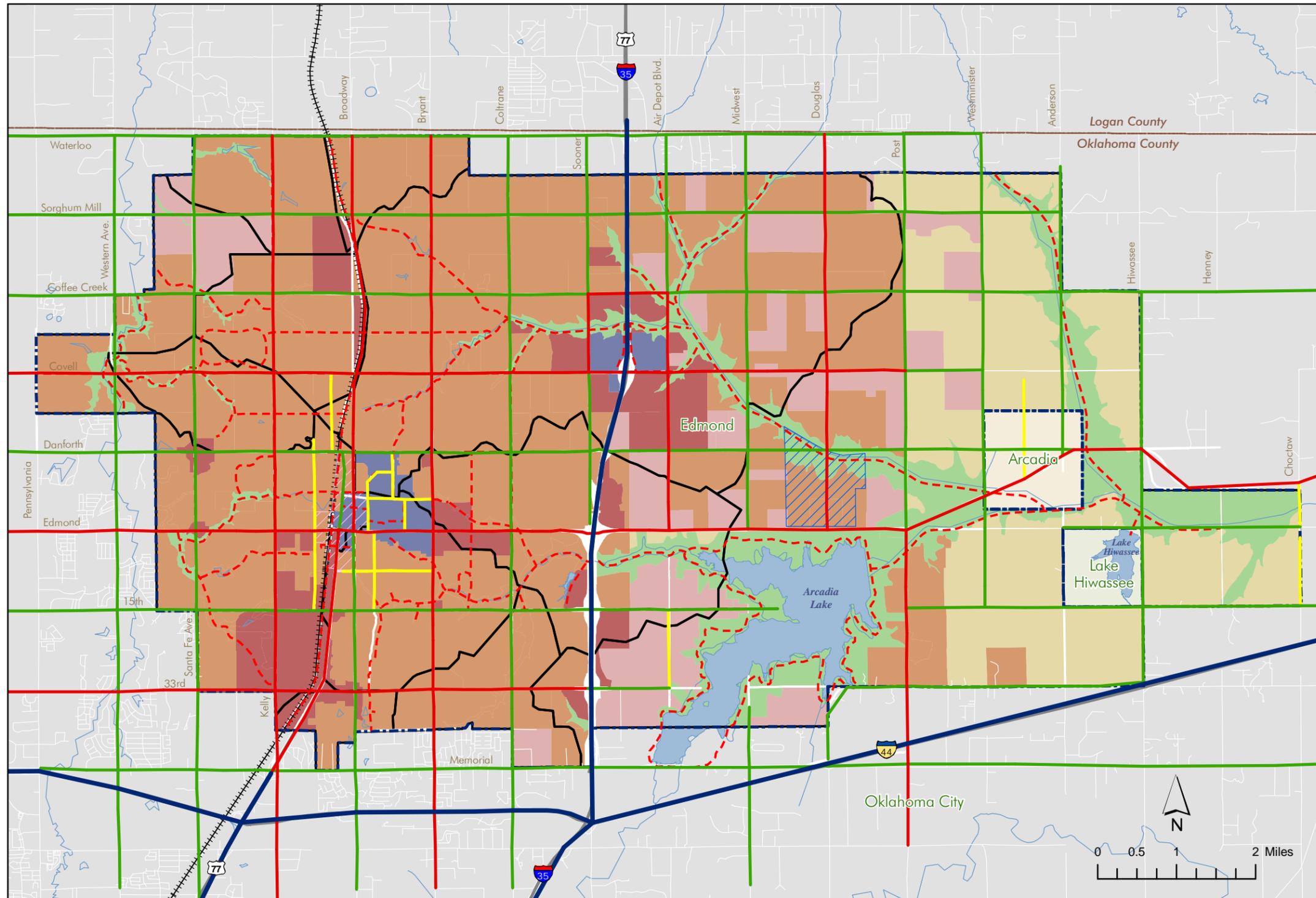
PLUH 6	Low intensity residential areas may be protected from significantly more intense uses and development patterns by uses or patterns that offer a transition in intensity, such as low density multifamily or Campus-style development. ( We are evaluating the use of the term "transition in intensity")
PLUH 7	Encourage the preservation, maintenance, and improvements to existing housing and neighborhoods.
PLUH 8	Promote a balance of housing types and densities as a means of maintaining a more affordable and diverse housing stock.
<b>Land Use: Sustainability</b>	
<b>GLUS</b>	<b>To promote a pattern of growth that supports long term sustainability by encouraging infill development and redevelopment in existing urban areas; land development patterns that are less auto dependent; responsible and cost effective delivery of transportation, infrastructure and other community services; and respects both the urban and rural characters of Edmond.</b>
PLUS 1	Commercial activity should occur in a clustered development pattern to maximize pedestrian and vehicular access
PLUS 2	Clustered commercial activity is most appropriate at intersections.
PLUS 3	Amenities such as entries, parking, detention and signage should be connected and shared to enhance on-site convenience and pedestrian traffic
PLUS 4	Infill development and reuse/reinvention of previously developed sites are encouraged as the most appropriate pattern of growth.
PLUS 5	Beyond infill, promote growth in areas where adequate public facilities and services exist.
PLUS 6	Undertake annexation and extension of services in a coordinated and timely manner to protect public interest and assure continued orderly growth and development.
PLUS 7	Development should promote pedestrian and bicycle activity through sidewalks, bike paths and trail improvements with particular emphasis on connectivity, and accessibility.
PLUS 8	Promote connectivity and accessibility between neighborhoods and districts through street, sidewalk, trail, open space and visual connections.
PLUS 9	Street design should follow the Transportation Plan and reflect intensities and character anticipated in the General Plan for the site and the surrounding area.
PLUS 10	Capacity of streets, infrastructure and services such as law enforcement and police protection should be a consideration instrumental to an amendment to the Specific Plan or a zoning change.
PLUS 11	Private streets should be discouraged.
PLUS 12	Although private streets are discouraged, there should be assurance of legal long-term ownership (Property Owners Association) and evidence provided of the financial capacity to maintain the private streets and common detention for the long term.

PLUS 13	Mixed use development should be encouraged, particularly in medium to high intensity environments.
<b>Land Use: Environment</b>	
<b>GLUE</b>	To maintain the “green” feeling of Edmond by protecting, preserving and appropriately utilizing ecologically significant sensitive areas; incorporating natural areas such as remnant forests and floodplain as well as open space into the built environment; and establishing a series of park and recreational uses connecting neighborhoods, districts and special areas of the community.
PLUE 1	Open space should be considered critical to the character of Edmond and should be incorporated into all development in a manner appropriate to the anticipated intensity of development.
PLUE 2	Primary conservation areas, such as floodplains, should be maintained in a natural state free from development with the exception of recreation or other low-impact uses.
PLUE 3	Secondary conservation areas including remnant forests, substantial woodlots, and other natural areas should be preserved and utilized in site development to the extent practical.
PLUE 4	Open space is best maintained in a coordinated, connected and accessible system of natural areas, greenways and recreation spaces.
PLUE 5	Conservation subdivision techniques should be promoted as a tool for preserving and fully utilizing open space.
PLUE 6	When appropriate, primary conservation areas and secondary conservation areas should be preserved through dedication, conservation easements or other means of acquisition and management.
PLUE 7	Protect natural scenic areas and corridors and utilize natural spaces as a means to reduce or eliminate incompatibility between uses or development patterns.
PLUE 8	Site design should incorporate Best Practices and innovative techniques to creatively manage soil erosion, reduce runoff and address pollutants during site construction and as an integrated trait of the site after buildout.
PLUE 9	Engineered designs should improve the effectiveness of natural systems rather than negate, replace, or ignore them. Technological solutions should emphasize the use of nonstructural or natural engineering approaches. These approaches should be consistent with natural resources and processes and preserve and enhance the natural features of Edmond.
<b>Land Use: Public Facilities</b>	
<b>GLUP</b>	To promote public facilities as the standard for private development including municipal and school facilities.
PLUP 1	Coordinate with appropriate government entities including the local school district, city, county, state and federal agencies (including U.S. Army Corps of Engineers) to encourage government compliance with Edmond Plan IV.
PLUP 2	Downtown should remain the most appropriate location for major government facilities, particularly those with substantial public interaction.
PLUP 3	New, expanded or renovated downtown government structures should, to the extent practical, be complementary to downtown design and represent an example to the private sector.

PLUP 4	Public facilities requiring proximity to residents such as schools and libraries should be located and designed in a manner that permits integration into the surrounding natural and built environment.
PLUP 5	Community facilities should be located and designed in a manner to enhance pedestrian traffic, but should also be located along streets with the capacity to accommodate anticipated traffic.
<b>Land Use: CBD</b>	
<b>GLUC</b>	To fully recognize and protect downtown’s role as the cultural and governmental center of Edmond, as well as a retail, office, financial and residential center with connection to surrounding neighborhoods and the University of Central Oklahoma including gateways, adequate vehicular and pedestrian routes as well as infrastructure, and efforts to preserve physical traits that create the sense of character and history unique to Downtown Edmond.
PLUC 1	Medium to high intensity residential and a variety of housing types is encouraged in the downtown area.
PLUC 2	Promote design features that encourage pedestrian traffic including plazas, open-air cafés, awnings, public art, street trees, signage, and structural details appropriate to pedestrian traffic speeds rather than vehicular speeds.
<b>Land Use: Special Districts</b>	
<b>GLUSD</b>	To build upon special places and amenities in Edmond such as the I-35 Corridor as an opportunity to serve as a gateway to Edmond, a focused urban center for the region, and a link between the west and the east sections of the community; or the area around Arcadia Lake as an opportunity to protect a long-term water supply and natural area that is also capable of personifying the rural character of east Edmond.
PLUSD 1	Enhance the theme for each special district in the General Plan through physical improvements such as signage, landscaping, gateways, public art and other streetscape features.



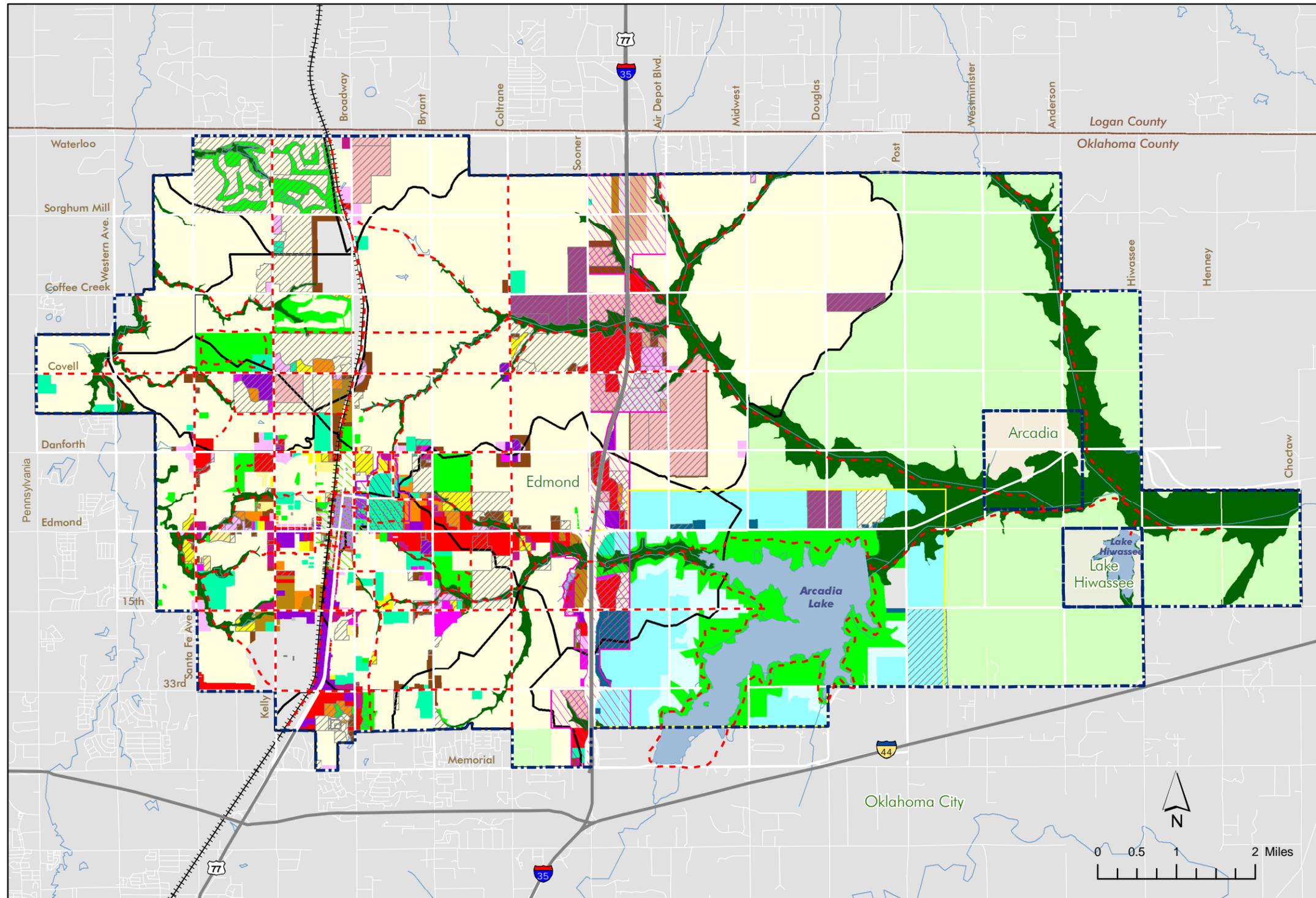
**Figure 8-1**  
**Edmond General Plan**



- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Trail or Linkage
- City Limits
- Drainage Basin
- Route 66 Village
- Downtown District
- Natural
- Rural
- Rural Suburban
- Suburban Mixed Use
- Urban Mixed Use
- Center
- Right-of-Way



**Figure 8-2**  
**Edmond Ordinance Plan**



- - - Trail or Linkage
  - City Limits
  - ▨ Cultural District
  - ▨ Downtown District
  - ▨ Arcadia District
  - ▨ Greek District
  - ▨ I35 Corridor
  - ▨ Plan IV (Ordinance) PUDs
  - ▭ Drainage Basin
- Edmond Plan IV Uses**
- ▨ General Agriculture
  - ▨ Educational / Institutional
  - ▨ Parks and Open Space
  - ▨ 100-Year Floodplain
  - ▨ Large Lot Residential
  - ▨ Single Family Residential
  - ▨ Two Family Residential
  - ▨ Low/Medium Density Residential
  - ▨ High Density Residential
  - ▨ Central Business District
  - ▨ Downtown Residential
  - ▨ Buffer Zone/Suburban Office
  - ▨ Restricted Commercial
  - ▨ Neighborhood Commercial
  - ▨ Office Commercial
  - ▨ General Commercial
  - ▨ Open Display Commercial
  - ▨ Mixed Use Business Park Urban
  - ▨ Mixed Use Suburban
  - ▨ Limited Light Industrial and General Office
  - ▨ Restricted Light Industrial
  - ▨ Light Industrial
  - ▨ Planned Light Industrial
  - ▨ Spec'l Industrial, Incl. Ltd. Outdoor Storage
  - ▨ Lake Residential
  - ▨ Lake Preservation
  - ▨ Lake Commercial



## Chapter 9: Implementation

### Overview

Implementation is the stage in the planning process that brings the community’s long-range vision and goals into the reality of the day-to-day development process. This chapter discusses strategies and tools to ensure that Edmond Plan IV is used effectively to achieve the community’s desired future.

### Implementation Tools

The most effective way to implement Edmond Plan IV is to ensure that all approved development applications are in accordance with the vision, goals and policies. The City has several tools including regulations, procedures and guidelines to see that future development conforms to the ideals of Edmond Plan IV. Some of these tools are summarized in **Table 9.1**.

Table 9.1 Implementation Tools

Implementation Tool	Type of Implementation Tool	Description & Use
<b>Zoning Ordinance (Title 22)</b>	Regulation	The City’s Zoning Ordinance is Edmond’s primary tool for regulating development. Because the Zoning Ordinance regulates such things as land use, building height, lot area, setbacks and buffering, its conformance to Edmond Plan IV is key to achieving the desired future character and form of the community. Furthermore, state law requires that a city’s zoning ordinance must be in accordance with a comprehensive plan (§ 11-43-103). Rezoning requests should not be approved unless the proposed rezoning complies with Edmond Plan IV.
<b>Plan Assessment Form</b>	Procedure	The Plan Assessment Form is a standard form completed by City staff to evaluate all development applications for compliance with Edmond Plan IV. The Plan Assessment Form will use general planning criteria (such as health, safety and welfare issues) to determine how well each development application fits with the goals and policies of Edmond Plan IV. The completed Plan Assessment Form with staff findings will be submitted to Planning Commission and City Council with the standard staff report.

<p><b>Plan Amendment Form</b></p>	<p>Procedure</p>	<p>Applicants seeking an official amendment to the Ordinance Plan will have to complete a Plan Amendment Form to demonstrate how the plan amendment complies with the overall vision of Edmond Plan IV. This form is completed by the applicant and submitted to Planning Commission and City Council with the standard staff report and Plan Assessment Form. Approval or denial of a requested plan amendment should be based its ability to fit with the goals, policies and General Plan of Edmond Plan IV.</p>
<p><b>Sensitive Area Conservation Assessment</b></p>	<p>Guideline</p>	<p>Conservation of valuable environmental areas such as remnant forests, farmland and floodplains is an important goal of Edmond Plan IV (as documented in the General Plan, vision, goals and policies). In an effort to conserve environmental resources, the City has established a Sensitive Area Conservation Assessment (<b>see Appendix C</b>). The Conservation Assessment establishes a guideline for the desired conservation area of a development site. The recommended conservation area is based on a point system that values the size and the type of resource (forest, floodplain, farmland) that is conserved compared to the overall size of the development site. The recommended conservation area is intended to be a flexible guideline and is not enforceable through the standard development process.</p>

## Plan Maintenance

Edmond is a dynamic community that must respond to changes in demographics, the economy, development trends and community desires. All of the factors that influence the community cannot possibly be predicted, even in a long-range planning effort such as Edmond Plan IV. As a result, regular maintenance and updating of Edmond Plan IV is an important strategy for achieving the community’s vision.

The Ordinance Plan will naturally experience incremental change as landowners and developers seek amendments to respond to changing market conditions. In addition to owner-initiated amendments, the City should regularly review the Ordinance Plan since this component of Edmond Plan IV represents a site-specific, shorter-term vision that is more closely tied to market conditions than other elements of Edmond Plan IV.

Maintaining Edmond Plan IV is largely the role of Planning Commission. However, it is recommended that this responsibility be shared with City staff, residents and other relevant stakeholders through a

comprehensive plan review committee. The committee should determine a regular schedule for reviewing Edmond Plan IV, possibly on an annual or semi-annual basis. Scheduled reviews should be advertised to the public so that residents and property owners can suggest amendments to be considered by the committee. Regular reviews should include minor amendments to Edmond Plan IV such as Ordinance Plan changes, limited policy changes, and possible amendments to the General Plan. The committee’s recommendations for amendments would require formal approval by City Council.

Edmond Plan IV should undergo major updates approximately every five years to evaluate all components of the Plan including the base data, guiding principles, goals and policies, General Plan and Ordinance Plan. Major plan updates are a significant undertaking that require time and commitment from City staff, Planning Commission, City Council and citizen participants. However, major updates are extremely beneficial for the community because they provide an opportunity to re-evaluate Edmond Plan IV in its entirety to ensure it continues to be an accurate reflection of community circumstances, needs, desires and values.

<b>Administrative Goals and Policies</b>	
<b>Administrative: Resources</b>	
<b>GAR</b>	Provide Edmond City Council, Plan Commission & staff with high-quality, up-to-date resources for making sound development-related decisions.
PAR 1	The Edmond Plan IV should be actively utilized in making development-related decisions.
PAR 2	Edmond Plan IV, including the Vision, the General Plan, the Ordinance Plan and all goals and policies should be regularly reviewed and modified to ensure that details remain appropriate to the desired direction for the community.
PAR 3	The Policies of Edmond Plan IV should be integrated into various development related applications, including amendment to the Specific Plan, rezoning, and plan or plat approval as appropriate to the particular application and as a means of ensuring a reasonable and uniform system for all applicants.
PAR 4	Development-related ordinances, incentives and programs should be regularly reviewed and modified to ensure that details remain appropriate to an evolving Edmond Plan IV and the desired direction of the community.
PAR 5	Professional and technical resources such as traffic studies, and other reports should be utilized as needed to ensure an accurate representation of development-related impacts.
PAR 6	Development-related decisions should include all relevant disciplines and departments as needed, including the Fire Marshall to ensure compliance with fire-related issues.

PAR 7	A high quality level of training and orientation should be maintained for all new members of the City Council and Planning Commission, as well as new members of other Boards and Commissions appointed by the City Council as related to the planning process and tools available in making development-related decisions.
PAR 8	Staff reports should be assembled that discuss the appropriateness of a development-related application in comparison to the contents of the Edmond Plan IV.
<b>Administrative: Community Involvement</b>	
GAC	<b>Balance the interests of the applicant with the need to maintain strong community involvement.</b>
PAC 1	The Community Connections program should be utilized to ensure an educated public participation process involving citizens and neighborhood associations affected by new development proposals and community projects.
PAC 2	Constructive public participation and comment on development-related applications should be encouraged throughout the application process, but particularly at the initial stages of the application where the potential for addressing impacts is greatest.
PAC 3	An applicant's right to develop should be respected if an application meets the tenants of the Edmond Plan IV and all development-related requirements.

**Appendix A:**  
**Sewer and Water Service Table**



**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

SEWER POPULATION PROJECTION												CHISHOLM CREEK L.S.			OKC CHISHOLM PLANT					
TAZ	2005	2015	2030	EXISTING ROADS	EXISTING SEWER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		CHISHOLM AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OKC PLANT AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop								
909	258	258	258	R			N	0	N	0	N	0		0	0	0		0	0	0
910	938	1199	1731	R	S		S	938	S	1199	S	1731		0	0	0		0	0	0
911	650	1026	2031	R	S		S	650	S	1026	S	2031		0	0	0		0	0	0
912	26	43	93	R			N	0	N	0	N	0		0	0	0		0	0	0
913	19	32	70	R			N	0	N	0	N	0		0	0	0		0	0	0
914	72	115	234	R			N	0	N	0	N	0		0	0	0		0	0	0
915	5	6	9			N	N	0	N	0	N	0		0	0	0		0	0	0
916	164	218	335	R			N	0	N	0	N	0		0	0	0		0	0	0
917	16	21	33			N	N	0	N	0	N	0		0	0	0		0	0	0
918	23	32	51			N	N	0	N	0	N	0		0	0	0		0	0	0
919	361	492	784	R			N	0	N	0	N	0		0	0	0		0	0	0
920	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
921	52	73	121			N	N	0	N	0	N	0		0	0	0		0	0	0
922	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
923	45	63	106			N	N	0	N	0	N	0		0	0	0		0	0	0
924	23	39	84			N	N	0	N	0	N	0		0	0	0		0	0	0
925	19	32	70			N	N	0	N	0	N	0		0	0	0		0	0	0
926	66	87	134				N	0	S	87	S	134		0	0	0		0	0	0
927	136	158	197	R			N	0	N	0	N	0		0	0	0		0	0	0
928	212	212	212	R			N	0	N	0	N	0		0	0	0		0	0	0
929	31	42	64	R			N	0	N	0	N	0		0	0	0		0	0	0
930	11	14	23				N	0	S	14	S	23		0	0	0		0	0	0
931	121	166	264	R			N	0	N	0	N	0		0	0	0		0	0	0
932	19	26	41				N	0	S	26	S	41		0	0	0		0	0	0
933	9	13	20				N	0	S	13	S	20		0	0	0		0	0	0
934	9	13	20				N	0	S	13	S	20		0	0	0		0	0	0
935	1	2	3				N	0	S	2	S	3		0	0	0		0	0	0
936	1	2	3			N	N	0	N	0	N	0		0	0	0		0	0	0
937	2	3	6			N	N	0	N	0	N	0		0	0	0		0	0	0
938	15	22	36			N	N	0	N	0	N	0		0	0	0		0	0	0
939	332	332	332	R			N	0	N	0	N	0		0	0	0		0	0	0
940	0	257	514		S		S	0	S	257	S	514		0	0	0		0	0	0
941	0	118	339				N	0	S	118	S	339		0	0	0		0	0	0
942	18	30	65				N	0	S	30	S	65		0	0	0		0	0	0
943	18	30	65				N	0	S	30	S	65		0	0	0		0	0	0
944	279	279	279	R			N	0	N	0	N	0		0	0	0		0	0	0
945	246	246	246	R			N	0	N	0	N	0		0	0	0		0	0	0
946	0	93	292				N	0	S	93	S	292		0	0	0		0	0	0
947	0	81	256				N	0	S	81	S	256		0	0	0		0	0	0
948	291	387	594				N	0	S	387	S	594		0	0	0		0	0	0
949	30	41	66				N	0	S	41	S	66		0	0	0		0	0	0
950	5	6	10				N	0	S	6	S	10		0	0	0		0	0	0
951	6	8	13				N	0	S	8	S	13		0	0	0		0	0	0
952	14	19	30	R			N	0	N	0	N	0		0	0	0		0	0	0
953	17	38	128	R			N	0	N	0	N	0		0	0	0		0	0	0
954	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
955	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
956	10	26	117	R			N	0	N	0	N	0		0	0	0		0	0	0
957	15	22	36			N	N	0	N	0	N	0		0	0	0		0	0	0
958	252	252	252	R			N	0	N	0	N	0		0	0	0		0	0	0
959	134	134	134	R			N	0	N	0	N	0		0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

SEWER POPULATION PROJECTION												CHISHOLM CREEK L.S.			OKC CHISHOLM PLANT					
TAZ	2005	2015	2030	EXISTING ROADS	EXISTING SEWER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		CHISHOLM AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OKC PLANT AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop								
960	366	439	576	R	S		S	366	S	439	S	576		0	0	0	Y	366	439	576
961	2	14	207	R	S		S	2	S	14	S	207		0	0	0	Y	2	14	207
962	0	76	221				N	0	S	76	S	221		0	0	0	Y	0	76	221
963	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
964	14	89	256				N	0	S	89	S	256		0	0	0		0	0	0
965	17	28	61	R			N	0	N	0	N	0		0	0	0		0	0	0
966	196	196	196	R			N	0	N	0	N	0		0	0	0		0	0	0
967	205	380	956	R	S		S	205	S	380	S	956		0	0	0		0	0	0
968	0	170	606				N	0	S	170	S	606		0	0	0		0	0	0
969	0	220	775				N	0	S	220	S	775		0	0	0		0	0	0
970	72	99	157	R			N	0	N	0	N	0		0	0	0		0	0	0
971	11	14	23				N	0	S	14	S	23		0	0	0		0	0	0
972	1	2	3				N	0	S	2	S	3		0	0	0		0	0	0
973	13	18	28				N	0	S	18	S	28		0	0	0		0	0	0
974	13	18	28				N	0	S	18	S	28		0	0	0		0	0	0
975	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
976	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
977	9	18	57	R			N	0	N	0	N	0		0	0	0		0	0	0
978	19	27	44			N	N	0	N	0	N	0		0	0	0		0	0	0
979	3	5	11			N	N	0	N	0	N	0		0	0	0		0	0	0
980	5	9	21			N	N	0	N	0	N	0		0	0	0		0	0	0
981	89	144	295	R	S		S	89	S	144	S	295		0	0	0	Y	89	144	295
982	241	390	801	R	S		S	241	S	390	S	801		0	0	0	Y	241	390	801
983	823	1320	2679	R	S		S	823	S	1320	S	2679		0	0	0	Y	823	1320	2679
984	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
985	147	147	147	R			N	0	N	0	N	0		0	0	0		0	0	0
986	162	162	162	R			N	0	N	0	N	0		0	0	0		0	0	0
987	339	339	339	R			N	0	N	0	N	0		0	0	0		0	0	0
988	286	381	585	R	S		S	286	S	381	S	585		0	0	0		0	0	0
989	3	227	752				N	0	S	227	S	752		0	0	0		0	0	0
990	0	269	538				N	0	S	269	S	538		0	0	0		0	0	0
991	0	113	304				N	0	S	113	S	304		0	0	0		0	0	0
992	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
993	0	2	3			N	N	0	N	0	N	0		0	0	0		0	0	0
994	2	3	5				N	0	S	3	S	5		0	0	0		0	0	0
995	16	22	36	R			N	0	N	0	N	0		0	0	0		0	0	0
996	16	22	36	R			N	0	N	0	N	0		0	0	0		0	0	0
997	0	2	3				N	0	S	2	S	3		0	0	0		0	0	0
998	0	2	3				N	0	S	2	S	3		0	0	0		0	0	0
999	4	5	9			N	N	0	N	0	N	0		0	0	0		0	0	0
1000	9	20	69			N	N	0	N	0	N	0		0	0	0		0	0	0
1001	2	2	3			N	N	0	N	0	N	0		0	0	0		0	0	0
1002	9	13	25				N	0	S	13	S	25	Y	0	13	25		0	0	0
1003	7	12	27	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1004	130	130	130	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1005a	0	0	0	R	S		S	0	S	0	S	0	Y	0	0	0		0	0	0
1005b	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
1006	129	216	466	R	S		S	129	S	216	S	466		0	0	0		0	0	0
1007	180	180	180	R			N	0	N	0	N	0		0	0	0		0	0	0
1008	250	333	512	R	S		S	250	S	333	S	512		0	0	0		0	0	0
1009	403	536	823	R	S		S	403	S	536	S	823		0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

SEWER POPULATION PROJECTION												CHISHOLM CREEK L.S.				OKC CHISHOLM PLANT				
TAZ	2005	2015	2030	EXISTING ROADS	EXISTING SEWER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		CHISHOLM AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OKC PLANT AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop								
1010	36	95	224	R	S		S	36	S	95	S	224		0	0	0		0	0	0
1011	2	27	82				N	0	S	27	S	82		0	0	0		0	0	0
1012	2	3	5		S		S	2	S	3	S	5		0	0	0		0	0	0
1013	8	29	210				N	0	S	29	S	210		0	0	0		0	0	0
1014	2	3	5				N	0	S	3	S	5		0	0	0		0	0	0
1015	18	24	38	R			N	0	N	0	N	0		0	0	0		0	0	0
1016	15	21	33				N	0	S	21	S	33		0	0	0		0	0	0
1017	1	2	3				N	0	S	2	S	3		0	0	0		0	0	0
1018	0	2	3				N	0	S	2	S	3		0	0	0		0	0	0
1019	5	7	12	R			N	0	N	0	N	0		0	0	0		0	0	0
1020	6	7	9				N	0	N	0	N	0		0	0	0		0	0	0
1021	3	3	4				N	0	N	0	N	0		0	0	0		0	0	0
1022	13	50	357				N	0	S	50	S	357	Y	0	50	357		0	0	0
1023	83	117	196				N	0	S	117	S	196	Y	0	117	196		0	0	0
1024	509	633	876	R	S		S	509	S	633	S	876	Y	509	633	876		0	0	0
1025	562	676	890	R	S		S	562	S	676	S	890	Y	562	676	890		0	0	0
1026	0	251	753				N	0	S	251	S	753	Y	0	251	753		0	0	0
1027	6	198	1321	R	S		S	6	S	198	S	1321	Y	6	198	1321		0	0	0
1028	8	10	14	R	S		S	8	S	10	S	14		0	0	0		0	0	0
1029	3190	3379	3685	R	S		S	3190	S	3379	S	3685		0	0	0		0	0	0
1030	2311	2364	2446	R	S		S	2311	S	2364	S	2446		0	0	0		0	0	0
1031	125	169	268	R			N	0	N	0	N	0		0	0	0		0	0	0
1032	132	132	132	R			N	0	N	0	N	0		0	0	0		0	0	0
1033	51	70	110				N	0	S	70	S	110		0	0	0		0	0	0
1034	37	51	81				N	0	S	51	S	81		0	0	0		0	0	0
1035	5	6	10				N	0	S	6	S	10		0	0	0		0	0	0
1036	11	14	23				N	0	S	14	S	23		0	0	0		0	0	0
1037	2	3	5				N	0	S	3	S	5		0	0	0		0	0	0
1038	4	23	255	R			N	0	N	0	N	0		0	0	0		0	0	0
1039	23	33	56				N	0	N	0	N	0		0	0	0		0	0	0
1040	24	34	59				N	0	N	0	N	0		0	0	0		0	0	0
1041	16	23	40	R			N	0	N	0	N	0		0	0	0		0	0	0
1042	6	7	9				N	0	N	0	N	0		0	0	0		0	0	0
1043	3	3	4				N	0	N	0	N	0		0	0	0		0	0	0
1044	1161	1395	1837	R	S		S	1161	S	1395	S	1837	Y	1161	1395	1837		0	0	0
1045	274	274	274	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1046	1540	1540	1540	R	S		S	1540	S	1540	S	1540	Y	1540	1540	1540		0	0	0
1047	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
1048	217	294	466	R	S		S	217	S	294	S	466		0	0	0		0	0	0
1049	226	307	486	R			N	0	N	0	N	0		0	0	0		0	0	0
1050	66	66	66	R			N	0	N	0	N	0		0	0	0		0	0	0
1051	15	21	33				N	0	S	21	S	33		0	0	0		0	0	0
1052	30	41	66				N	0	S	41	S	66		0	0	0		0	0	0
1053	7	21	110				N	0	S	21	S	110		0	0	0		0	0	0
1054	11	29	118	R			N	0	N	0	N	0		0	0	0		0	0	0
1055	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
1056	4	18	155				N	0	N	0	N	0		0	0	0		0	0	0
1057	23	33	56				N	0	S	33	S	56		0	0	0		0	0	0
1058	23	33	56				N	0	S	33	S	56		0	0	0		0	0	0
1059	14	21	37				N	0	N	0	N	0		0	0	0		0	0	0
1060	288	324	387	R			N	0	N	0	N	0		0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SEWER POPULATION PROJECTION											CHISHOLM CREEK L.S.			OKC CHISHOLM PLANT					
	2005	2015	2030	EXISTING ROADS	EXISTING SEWER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		CHISHOLM AREA	YEAR 2005	YEAR 2015	YEAR 2030	OKC PLANT AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
1061	1	1	1			N	N	0	N	0	N	0		0	0	0		0	0	0
1062	2428	2445	2470	R	S		S	2428	S	2445	S	2470	Y	2428	2445	2470		0	0	0
1063	904	1161	1688	R	S		S	904	S	1161	S	1688	Y	904	1161	1688		0	0	0
1064	676	868	1262	R	S		S	676	S	868	S	1262	Y	676	868	1262		0	0	0
1065	1662	1715	1798	R	S		S	1662	S	1715	S	1798	Y	1662	1715	1798		0	0	0
1066	814	840	881	R	S		S	814	S	840	S	881	Y	814	840	881		0	0	0
1067	602	609	620	R	S		S	602	S	609	S	620		0	0	0		0	0	0
1068	909	919	935	R	S		S	909	S	919	S	935		0	0	0		0	0	0
1069	842	864	899	R	S		S	842	S	864	S	899		0	0	0		0	0	0
1070a	921	946	984	R	S		S	921	S	946	S	984		0	0	0		0	0	0
1070b	921	946	984	R	S		S	921	S	946	S	984		0	0	0		0	0	0
1071	405	405	405	R	S		S	405	S	405	S	405		0	0	0		0	0	0
1072	1082	1224	1471	R	S		S	1082	S	1224	S	1471		0	0	0		0	0	0
1073	501	593	764	R	S		S	501	S	593	S	764		0	0	0		0	0	0
1074a	347	347	347	R			N	0	N	0	N	0		0	0	0		0	0	0
1074b	346	474	711	R	S		S	346	S	474	S	711		0	0	0		0	0	0
1075	0	0	0	R			N	0	N	0	N	0		0	0	0		0	0	0
1076	23	85	197	R			N	0	N	0	N	0		0	0	0		0	0	0
1077	51	70	112	R			N	0	N	0	N	0		0	0	0		0	0	0
1078	33	62	161				N	0	S	62	S	161		0	0	0		0	0	0
1079	37	51	81			N	N	0	N	0	N	0		0	0	0		0	0	0
1080	16	31	80	R			N	0	N	0	N	0		0	0	0		0	0	0
1081	14	19	30				N	0	S	19	S	30		0	0	0		0	0	0
1082	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
1083	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
1084	8	12	22			N	N	0	N	0	N	0		0	0	0		0	0	0
1085	10	16	32			N	N	0	N	0	N	0		0	0	0		0	0	0
1086	3	4	8			N	N	0	N	0	N	0		0	0	0		0	0	0
1087	5	8	17			N	N	0	N	0	N	0		0	0	0		0	0	0
1088	848	1042	1418	R	S		S	848	S	1042	S	1418	Y	848	1042	1418		0	0	0
1089	374	524	868	R	S		S	374	S	524	S	868	Y	374	524	868		0	0	0
1090	468	483	507	R	S		S	468	S	483	S	507	Y	468	483	507		0	0	0
1091	85	88	92	R	S		S	85	S	88	S	92	Y	85	88	92		0	0	0
1092	151	152	155	R	S		S	151	S	152	S	155		0	0	0		0	0	0
1093	377	381	388	R	S		S	377	S	381	S	388		0	0	0		0	0	0
1094	730	749	779	R	S		S	730	S	749	S	779		0	0	0		0	0	0
1095	584	599	623	R	S		S	584	S	599	S	623		0	0	0		0	0	0
1096	518	586	704	R	S		S	518	S	586	S	704		0	0	0		0	0	0
1097	30	41	66				N	0	S	41	S	66		0	0	0		0	0	0
1098	57	78	124	R			N	0	N	0	N	0		0	0	0		0	0	0
1099	34	64	163	R			N	0	N	0	N	0		0	0	0		0	0	0
1100	57	78	124	R			N	0	N	0	N	0		0	0	0		0	0	0
1101	14	19	30	R			N	0	N	0	N	0		0	0	0		0	0	0
1102	14	19	30				N	0	S	19	S	30		0	0	0		0	0	0
1103	17	24	40				N	0	S	24	S	40		0	0	0		0	0	0
1104	14	21	37			N	N	0	N	0	N	0		0	0	0		0	0	0
1105	4	5	9			N	N	0	N	0	N	0		0	0	0		0	0	0
1106	2853	2919	3021	R	S		S	2853	S	2919	S	3021	Y	2853	2919	3021		0	0	0
1107	2972	2972	2972	R	S		S	2972	S	2972	S	2972	Y	2972	2972	2972		0	0	0
1108	918	967	1046	R	S		S	918	S	967	S	1046	Y	918	967	1046		0	0	0
1109	475	500	541	R	S		S	475	S	500	S	541	Y	475	500	541		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

SEWER POPULATION PROJECTION												CHISHOLM CREEK L.S.				OKC CHISHOLM PLANT				
TAZ	2005	2015	2030	EXISTING ROADS	EXISTING SEWER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		CHISHOLM AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OKC PLANT AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop								
1110	197	198	201	R	S		S	197	S	198	S	201		0	0	0		0	0	0
1111	566	571	579	R	S		S	566	S	571	S	579		0	0	0		0	0	0
1112	387	405	434	R	S		S	387	S	405	S	434		0	0	0		0	0	0
1113	153	161	172	R	S		S	153	S	161	S	172		0	0	0		0	0	0
1114	538	572	629	R	S		S	538	S	572	S	629		0	0	0		0	0	0
1115	592	631	693	R	S		S	592	S	631	S	693		0	0	0		0	0	0
1116	497	573	709	R	S		S	497	S	573	S	709		0	0	0		0	0	0
1117	7	9	14		S		S	7	S	9	S	14		0	0	0		0	0	0
1118	6	7	11			N	N	0	N	0	N	0		0	0	0		0	0	0
1119	17	23	34			N	N	0	N	0	N	0		0	0	0		0	0	0
1120	8	11	16	R			N	0	N	0	N	0		0	0	0		0	0	0
1121	0	0	0	R	S		S	0	S	0	S	0		0	0	0		0	0	0
1122	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
1123	40	64	130			N	N	0	N	0	N	0		0	0	0		0	0	0
1124	8	12	24			N	N	0	N	0	N	0		0	0	0		0	0	0
1125	4	6	12			N	N	0	N	0	N	0		0	0	0		0	0	0
1126	9	14	30			N	N	0	N	0	N	0		0	0	0		0	0	0
1127	4	6	13			N	N	0	N	0	N	0		0	0	0		0	0	0
1128	0	121	311	R	S		S	0	S	121	S	311	Y	0	121	311		0	0	0
1129	1464	1523	1617	R	S		S	1464	S	1523	S	1617	Y	1464	1523	1617		0	0	0
1130	1332	1404	1518	R	S		S	1332	S	1404	S	1518	Y	1332	1404	1518		0	0	0
1131	463	467	474	R	S		S	463	S	467	S	474		0	0	0		0	0	0
1132	425	429	435	R	S		S	425	S	429	S	435		0	0	0		0	0	0
1133	1528	1600	1715	R	S		S	1528	S	1600	S	1715		0	0	0		0	0	0
1134	614	654	719	R	S		S	614	S	654	S	719		0	0	0		0	0	0
1135	1070	1139	1252	R	S		S	1070	S	1139	S	1252		0	0	0		0	0	0
1136	826	951	1177	R	S		S	826	S	951	S	1177		0	0	0		0	0	0
1137	0	0	0				N	0	S	0	S	0		0	0	0		0	0	0
1138	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
1139	81	107	161	R			N	0	N	0	N	0		0	0	0		0	0	0
1140	24	32	48			N	N	0	N	0	N	0		0	0	0		0	0	0
1141	37	48	73			N	N	0	N	0	N	0		0	0	0		0	0	0
1142	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
1143	42	66	134			N	N	0	N	0	N	0		0	0	0		0	0	0
1144	5	8	16			N	N	0	N	0	N	0		0	0	0		0	0	0
1145	266	425	856	R			N	0	N	0	N	0		0	0	0		0	0	0
1146	5	8	17			N	N	0	N	0	N	0		0	0	0		0	0	0
1147	5	8	17			N	N	0	N	0	N	0		0	0	0		0	0	0
1148	2205	2310	2478	R	S		S	2205	S	2310	S	2478	Y	2205	2310	2478		0	0	0
1149	380	446	567	R	S		S	380	S	446	S	567	Y	380	446	567		0	0	0
1150	306	322	348	R	S		S	306	S	322	S	348	Y	306	322	348		0	0	0
1151	1360	1368	1381	R	S		S	1360	S	1368	S	1381		0	0	0		0	0	0
1152	1453	1466	1485	R	S		S	1453	S	1466	S	1485		0	0	0		0	0	0
1153a	660	660	660	R	S		S	660	S	660	S	660		0	0	0		0	0	0
1153b	330	330	330	R			N	0	N	0	N	0		0	0	0		0	0	0
1154	679	761	904	R	S		S	679	S	761	S	904		0	0	0		0	0	0
1155	769	862	1023	R			N	0	N	0	N	0		0	0	0		0	0	0
1156	1185	1281	1440	R			N	0	N	0	N	0		0	0	0		0	0	0
1157	49	65	97				N	0	S	65	S	97		0	0	0		0	0	0
1158	80	105	159	R			N	0	N	0	N	0		0	0	0		0	0	0
1159	30	39	59	R			N	0	N	0	N	0		0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

SEWER POPULATION PROJECTION												CHISHOLM CREEK L.S.			OKC CHISHOLM PLANT					
TAZ	2005	2015	2030	EXISTING ROADS	EXISTING SEWER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		CHISHOLM AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OKC PLANT AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop								
1160	5	6	9			N	N	0	N	0	N	0		0	0	0		0	0	0
1161	13	32	132			N	N	0	N	0	N	0		0	0	0		0	0	0
1162	19	30	61			N	N	0	N	0	N	0		0	0	0		0	0	0
1163	10	16	32			N	N	0	N	0	N	0		0	0	0		0	0	0
1164	0	0	0		S		S	0	S	0	S	0	Y	0	0	0		0	0	0
1165	0	0	0	R	S		S	0	S	0	S	0	Y	0	0	0		0	0	0
1166	1423	1452	1496	R	S		S	1423	S	1452	S	1496		0	0	0		0	0	0
1167	388	435	516	R	S		S	388	S	435	S	516		0	0	0		0	0	0
1168	42	56	84	R			N	0	N	0	N	0		0	0	0		0	0	0
1169	54	71	107			N	N	0	N	0	N	0		0	0	0		0	0	0
1170	27	36	54	R			N	0	N	0	N	0		0	0	0		0	0	0
1171	6	7	11	R			N	0	N	0	N	0		0	0	0		0	0	0
1172	10	16	32			N	N	0	N	0	N	0		0	0	0		0	0	0
1173	18	28	57			N	N	0	N	0	N	0		0	0	0		0	0	0
1174	8	12	24			N	N	0	N	0	N	0		0	0	0		0	0	0
1175	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
1176	535	704	1064	R			N	0	N	0	N	0		0	0	0		0	0	0
1177	1316	1414	1574	R			N	0	N	0	N	0		0	0	0		0	0	0
1178	543	664	899	R	S		S	543	S	664	S	899		0	0	0		0	0	0
1179a	791	791	791	R	S		S	791	S	791	S	791		0	0	0		0	0	0
1179b	790	790	790	R	S		S	790	S	790	S	790		0	0	0		0	0	0
1180	1721	1729	1742	R	S		S	1721	S	1729	S	1742		0	0	0		0	0	0
1181	448	448	448	R	S		S	448	S	448	S	448		0	0	0		0	0	0
1182	120	182	292				N	0	S	182	S	292		0	0	0		0	0	0
1183	58	77	116	R			N	0	N	0	N	0		0	0	0		0	0	0
1184	70	92	138	R			N	0	N	0	N	0		0	0	0		0	0	0
1185	68	89	134	R			N	0	N	0	N	0		0	0	0		0	0	0
1186	144	167	207	R	S		S	144	S	167	S	207		0	0	0		0	0	0
1187	320	420	632			N	N	0	N	0	N	0		0	0	0		0	0	0
1188	63	101	203			N	N	0	N	0	N	0		0	0	0		0	0	0
1189	5	8	17			N	N	0	N	0	N	0		0	0	0		0	0	0
1190	9	14	30			N	N	0	N	0	N	0		0	0	0		0	0	0
1191	114	185	386			N	N	0	N	0	N	0		0	0	0		0	0	0
1192	166	260	510			N	N	0	N	0	N	0		0	0	0		0	0	0
1193	272	272	272			N	N	0	N	0	N	0		0	0	0		0	0	0
1194	2113	2169	2257	R			N	0	N	0	N	0		0	0	0		0	0	0
1195	0	0	0			N	N	0	N	0	N	0		0	0	0		0	0	0
<b>Total Edmond</b>	<b>77,832</b>	<b>88,575</b>	<b>112,850</b>					<b>62,240</b>		<b>71,802</b>		<b>90,246</b>		<b>24,942</b>	<b>27,523</b>	<b>33,198</b>		<b>1,521</b>	<b>2,383</b>	<b>4,779</b>
	<b>71,970</b>	<b>81,644</b>	<b>103,493</b>																	
								86.48		87.95		87.20								
								9,730		9,842		13,247								

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SPRING CREEK			COFFEE CREEK			LAKE AREA			OTHER AREA						
	SPRING CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	COFFEE CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	LAKE AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OTHER AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
909		0	0	0		0	0	0		0	0	0	Y	0	0	0
910		0	0	0	Y	938	1199	1731		0	0	0		0	0	0
911		0	0	0	Y	650	1026	2031		0	0	0		0	0	0
912		0	0	0		0	0	0		0	0	0	Y	0	0	0
913		0	0	0		0	0	0		0	0	0	Y	0	0	0
914		0	0	0		0	0	0		0	0	0	Y	0	0	0
915		0	0	0	Y	0	0	0		0	0	0		0	0	0
916		0	0	0	Y	0	0	0		0	0	0		0	0	0
917		0	0	0	Y	0	0	0		0	0	0		0	0	0
918		0	0	0	Y	0	0	0		0	0	0		0	0	0
919		0	0	0	Y	0	0	0		0	0	0		0	0	0
920		0	0	0	Y	0	0	0		0	0	0		0	0	0
921		0	0	0	Y	0	0	0		0	0	0		0	0	0
922		0	0	0		0	0	0		0	0	0	Y	0	0	0
923		0	0	0		0	0	0		0	0	0	Y	0	0	0
924		0	0	0		0	0	0		0	0	0	Y	0	0	0
925		0	0	0		0	0	0		0	0	0	Y	0	0	0
926		0	0	0	Y	0	87	134		0	0	0		0	0	0
927		0	0	0	Y	0	0	0		0	0	0		0	0	0
928		0	0	0	Y	0	0	0		0	0	0		0	0	0
929		0	0	0	Y	0	0	0		0	0	0		0	0	0
930		0	0	0	Y	0	14	23		0	0	0		0	0	0
931		0	0	0	Y	0	0	0		0	0	0		0	0	0
932		0	0	0	Y	0	26	41		0	0	0		0	0	0
933		0	0	0	Y	0	13	20		0	0	0		0	0	0
934		0	0	0	Y	0	13	20		0	0	0		0	0	0
935		0	0	0	Y	0	2	3		0	0	0		0	0	0
936		0	0	0		0	0	0		0	0	0	Y	0	0	0
937		0	0	0		0	0	0		0	0	0	Y	0	0	0
938		0	0	0		0	0	0		0	0	0	Y	0	0	0
939		0	0	0		0	0	0		0	0	0	Y	0	0	0
940		0	0	0	Y	0	257	514		0	0	0		0	0	0
941		0	0	0	Y	0	118	339		0	0	0		0	0	0
942		0	0	0	Y	0	30	65		0	0	0		0	0	0
943		0	0	0	Y	0	30	65		0	0	0		0	0	0
944		0	0	0	Y	0	0	0		0	0	0		0	0	0
945		0	0	0	Y	0	0	0		0	0	0		0	0	0
946		0	0	0	Y	0	93	292		0	0	0		0	0	0
947		0	0	0	Y	0	81	256		0	0	0		0	0	0
948		0	0	0	Y	0	387	594		0	0	0		0	0	0
949		0	0	0	Y	0	41	66		0	0	0		0	0	0
950		0	0	0	Y	0	6	10		0	0	0		0	0	0
951		0	0	0	Y	0	8	13		0	0	0		0	0	0
952		0	0	0	Y	0	0	0		0	0	0		0	0	0
953		0	0	0	Y	0	0	0		0	0	0		0	0	0
954		0	0	0	Y	0	0	0		0	0	0		0	0	0
955		0	0	0	Y	0	0	0		0	0	0		0	0	0
956		0	0	0		0	0	0		0	0	0	Y	0	0	0
957		0	0	0		0	0	0		0	0	0	Y	0	0	0
958		0	0	0		0	0	0		0	0	0	Y	0	0	0
959		0	0	0		0	0	0		0	0	0	Y	0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SPRING CREEK			COFFEE CREEK			LAKE AREA			OTHER AREA						
	SPRING CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	COFFEE CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	LAKE AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OTHER AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
960		0	0	0		0	0	0		0	0	0		0	0	0
961		0	0	0		0	0	0		0	0	0		0	0	0
962		0	0	0		0	0	0		0	0	0		0	0	0
963		0	0	0		0	0	0		0	0	0		0	0	0
964		0	0	0	Y	0	89	256		0	0	0		0	0	0
965		0	0	0	Y	0	0	0		0	0	0		0	0	0
966		0	0	0	Y	0	0	0		0	0	0		0	0	0
967		0	0	0	Y	205	380	956		0	0	0		0	0	0
968		0	0	0	Y	0	170	606		0	0	0		0	0	0
969		0	0	0	Y	0	220	775		0	0	0		0	0	0
970		0	0	0	Y	0	0	0		0	0	0		0	0	0
971		0	0	0	Y	0	14	23		0	0	0		0	0	0
972		0	0	0	Y	0	2	3		0	0	0		0	0	0
973		0	0	0	Y	0	18	28		0	0	0		0	0	0
974		0	0	0	Y	0	18	28		0	0	0		0	0	0
975		0	0	0	Y	0	0	0		0	0	0		0	0	0
976		0	0	0	Y	0	0	0		0	0	0		0	0	0
977		0	0	0	Y	0	0	0		0	0	0		0	0	0
978		0	0	0		0	0	0		0	0	0	Y	0	0	0
979		0	0	0		0	0	0		0	0	0	Y	0	0	0
980		0	0	0		0	0	0		0	0	0	Y	0	0	0
981		0	0	0		0	0	0		0	0	0		0	0	0
982		0	0	0		0	0	0		0	0	0		0	0	0
983		0	0	0		0	0	0		0	0	0		0	0	0
984		0	0	0		0	0	0		0	0	0		0	0	0
985		0	0	0	Y	0	0	0		0	0	0		0	0	0
986		0	0	0	Y	0	0	0		0	0	0		0	0	0
987		0	0	0	Y	0	0	0		0	0	0		0	0	0
988		0	0	0	Y	286	381	585		0	0	0		0	0	0
989		0	0	0	Y	0	227	752		0	0	0		0	0	0
990		0	0	0	Y	0	269	538		0	0	0		0	0	0
991		0	0	0	Y	0	113	304		0	0	0		0	0	0
992		0	0	0	Y	0	0	0		0	0	0		0	0	0
993		0	0	0	Y	0	0	0		0	0	0		0	0	0
994		0	0	0	Y	0	3	5		0	0	0		0	0	0
995		0	0	0	Y	0	0	0		0	0	0		0	0	0
996		0	0	0	Y	0	0	0		0	0	0		0	0	0
997		0	0	0	Y	0	2	3		0	0	0		0	0	0
998		0	0	0	Y	0	2	3		0	0	0		0	0	0
999		0	0	0	Y	0	0	0		0	0	0		0	0	0
1000		0	0	0		0	0	0		0	0	0	Y	0	0	0
1001		0	0	0		0	0	0		0	0	0	Y	0	0	0
1002		0	0	0		0	0	0		0	0	0		0	0	0
1003		0	0	0		0	0	0		0	0	0		0	0	0
1004		0	0	0		0	0	0		0	0	0		0	0	0
1005a		0	0	0		0	0	0		0	0	0		0	0	0
1005b		0	0	0		0	0	0		0	0	0		0	0	0
1006		0	0	0	Y	129	216	466		0	0	0		0	0	0
1007		0	0	0	Y	0	0	0		0	0	0		0	0	0
1008		0	0	0	Y	250	333	512		0	0	0		0	0	0
1009		0	0	0	Y	403	536	823		0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SPRING CREEK			COFFEE CREEK			LAKE AREA			OTHER AREA						
	SPRING CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	COFFEE CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	LAKE AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OTHER AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
1010		0	0	0	Y	36	95	224		0	0	0		0	0	0
1011		0	0	0	Y	0	27	82		0	0	0		0	0	0
1012		0	0	0	Y	2	3	5		0	0	0		0	0	0
1013		0	0	0	Y	0	29	210		0	0	0		0	0	0
1014		0	0	0	Y	0	3	5		0	0	0		0	0	0
1015		0	0	0	Y	0	0	0		0	0	0		0	0	0
1016		0	0	0	Y	0	21	33		0	0	0		0	0	0
1017		0	0	0	Y	0	2	3		0	0	0		0	0	0
1018		0	0	0	Y	0	2	3		0	0	0		0	0	0
1019		0	0	0		0	0	0		0	0	0	Y	0	0	0
1020		0	0	0		0	0	0		0	0	0	Y	0	0	0
1021		0	0	0		0	0	0		0	0	0	Y	0	0	0
1022		0	0	0		0	0	0		0	0	0		0	0	0
1023		0	0	0		0	0	0		0	0	0		0	0	0
1024		0	0	0		0	0	0		0	0	0		0	0	0
1025		0	0	0		0	0	0		0	0	0		0	0	0
1026		0	0	0		0	0	0		0	0	0		0	0	0
1027		0	0	0		0	0	0		0	0	0		0	0	0
1028		0	0	0	Y	8	10	14		0	0	0		0	0	0
1029		0	0	0	Y	3190	3379	3685		0	0	0		0	0	0
1030		0	0	0	Y	2311	2364	2446		0	0	0		0	0	0
1031		0	0	0	Y	0	0	0		0	0	0		0	0	0
1032		0	0	0	Y	0	0	0		0	0	0		0	0	0
1033		0	0	0	Y	0	70	110		0	0	0		0	0	0
1034		0	0	0	Y	0	51	81		0	0	0		0	0	0
1035		0	0	0	Y	0	6	10		0	0	0		0	0	0
1036		0	0	0	Y	0	14	23		0	0	0		0	0	0
1037		0	0	0	Y	0	3	5		0	0	0		0	0	0
1038		0	0	0		0	0	0		0	0	0	Y	0	0	0
1039		0	0	0		0	0	0		0	0	0	Y	0	0	0
1040		0	0	0		0	0	0		0	0	0	Y	0	0	0
1041		0	0	0		0	0	0		0	0	0	Y	0	0	0
1042		0	0	0		0	0	0		0	0	0	Y	0	0	0
1043		0	0	0		0	0	0		0	0	0	Y	0	0	0
1044		0	0	0		0	0	0		0	0	0		0	0	0
1045		0	0	0		0	0	0		0	0	0		0	0	0
1046		0	0	0		0	0	0		0	0	0		0	0	0
1047		0	0	0	Y	0	0	0		0	0	0		0	0	0
1048		0	0	0	Y	217	294	466		0	0	0		0	0	0
1049	Y	0	0	0		0	0	0		0	0	0		0	0	0
1050		0	0	0	Y	0	0	0		0	0	0		0	0	0
1051		0	0	0	Y	0	21	33		0	0	0		0	0	0
1052		0	0	0	Y	0	41	66		0	0	0		0	0	0
1053		0	0	0	Y	0	21	110		0	0	0		0	0	0
1054		0	0	0	Y	0	0	0		0	0	0		0	0	0
1055		0	0	0	Y	0	0	0		0	0	0		0	0	0
1056		0	0	0		0	0	0		0	0	0	Y	0	0	0
1057		0	0	0	Y	0	33	56		0	0	0		0	0	0
1058		0	0	0	Y	0	33	56		0	0	0		0	0	0
1059		0	0	0		0	0	0		0	0	0	Y	0	0	0
1060		0	0	0		0	0	0		0	0	0	Y	0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SPRING CREEK			COFFEE CREEK			LAKE AREA			OTHER AREA						
	SPRING CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	COFFEE CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	LAKE AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OTHER AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
1061		0	0	0		0	0	0		0	0	0	Y	0	0	0
1062		0	0	0		0	0	0		0	0	0		0	0	0
1063		0	0	0		0	0	0		0	0	0		0	0	0
1064		0	0	0		0	0	0		0	0	0		0	0	0
1065		0	0	0		0	0	0		0	0	0		0	0	0
1066		0	0	0		0	0	0		0	0	0		0	0	0
1067		0	0	0	Y	602	609	620		0	0	0		0	0	0
1068		0	0	0	Y	909	919	935		0	0	0		0	0	0
1069		0	0	0	Y	842	864	899		0	0	0		0	0	0
1070a		0	0	0	Y	921	946	984		0	0	0		0	0	0
1070b	Y	921	946	984		0	0	0		0	0	0		0	0	0
1071	Y	405	405	405		0	0	0		0	0	0		0	0	0
1072	Y	1082	1224	1471		0	0	0		0	0	0		0	0	0
1073	Y	501	593	764		0	0	0		0	0	0		0	0	0
1074a	Y	0	0	0		0	0	0		0	0	0		0	0	0
1074b	Y	346	474	711		0	0	0		0	0	0		0	0	0
1075	Y	0	0	0		0	0	0		0	0	0		0	0	0
1076	Y	0	0	0		0	0	0		0	0	0		0	0	0
1077		0	0	0		0	0	0	Y	0	0	0		0	0	0
1078		0	0	0	Y	0	62	161		0	0	0		0	0	0
1079		0	0	0	Y	0	0	0		0	0	0		0	0	0
1080		0	0	0	Y	0	0	0		0	0	0		0	0	0
1081		0	0	0	Y	0	19	30		0	0	0		0	0	0
1082		0	0	0	Y	0	0	0		0	0	0		0	0	0
1083		0	0	0	Y	0	0	0		0	0	0		0	0	0
1084		0	0	0		0	0	0		0	0	0	Y	0	0	0
1085		0	0	0		0	0	0		0	0	0	Y	0	0	0
1086		0	0	0		0	0	0		0	0	0	Y	0	0	0
1087		0	0	0		0	0	0		0	0	0	Y	0	0	0
1088		0	0	0		0	0	0		0	0	0		0	0	0
1089		0	0	0		0	0	0		0	0	0		0	0	0
1090		0	0	0		0	0	0		0	0	0		0	0	0
1091		0	0	0		0	0	0		0	0	0		0	0	0
1092	Y	151	152	155		0	0	0		0	0	0		0	0	0
1093	Y	377	381	388		0	0	0		0	0	0		0	0	0
1094	Y	730	749	779		0	0	0		0	0	0		0	0	0
1095	Y	584	599	623		0	0	0		0	0	0		0	0	0
1096	Y	518	586	704		0	0	0		0	0	0		0	0	0
1097	Y	0	41	66		0	0	0		0	0	0		0	0	0
1098		0	0	0		0	0	0	Y	0	0	0		0	0	0
1099		0	0	0		0	0	0	Y	0	0	0		0	0	0
1100		0	0	0		0	0	0	Y	0	0	0		0	0	0
1101		0	0	0		0	0	0	Y	0	0	0		0	0	0
1102		0	0	0	Y	0	19	30		0	0	0		0	0	0
1103		0	0	0	Y	0	24	40		0	0	0		0	0	0
1104		0	0	0		0	0	0		0	0	0	Y	0	0	0
1105		0	0	0		0	0	0		0	0	0	Y	0	0	0
1106		0	0	0		0	0	0		0	0	0		0	0	0
1107		0	0	0		0	0	0		0	0	0		0	0	0
1108		0	0	0		0	0	0		0	0	0		0	0	0
1109		0	0	0		0	0	0		0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SPRING CREEK			COFFEE CREEK			LAKE AREA			OTHER AREA						
	SPRING CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	COFFEE CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	LAKE AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OTHER AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
1110	Y	197	198	201		0	0	0		0	0	0		0	0	0
1111	Y	566	571	579		0	0	0		0	0	0		0	0	0
1112	Y	387	405	434		0	0	0		0	0	0		0	0	0
1113	Y	153	161	172		0	0	0		0	0	0		0	0	0
1114	Y	538	572	629		0	0	0		0	0	0		0	0	0
1115	Y	592	631	693		0	0	0		0	0	0		0	0	0
1116	Y	497	573	709		0	0	0		0	0	0		0	0	0
1117	Y	7	9	14		0	0	0		0	0	0		0	0	0
1118		0	0	0		0	0	0	Y	0	0	0		0	0	0
1119		0	0	0		0	0	0	Y	0	0	0		0	0	0
1120		0	0	0		0	0	0	Y	0	0	0		0	0	0
1121		0	0	0		0	0	0	Y	0	0	0		0	0	0
1122		0	0	0		0	0	0		0	0	0	Y	0	0	0
1123		0	0	0		0	0	0		0	0	0	Y	0	0	0
1124		0	0	0		0	0	0		0	0	0	Y	0	0	0
1125		0	0	0		0	0	0		0	0	0	Y	0	0	0
1126		0	0	0		0	0	0		0	0	0	Y	0	0	0
1127		0	0	0		0	0	0		0	0	0	Y	0	0	0
1128		0	0	0		0	0	0		0	0	0		0	0	0
1129		0	0	0		0	0	0		0	0	0		0	0	0
1130		0	0	0		0	0	0		0	0	0		0	0	0
1131	Y	463	467	474		0	0	0		0	0	0		0	0	0
1132	Y	425	429	435		0	0	0		0	0	0		0	0	0
1133	Y	1528	1600	1715		0	0	0		0	0	0		0	0	0
1134	Y	614	654	719		0	0	0		0	0	0		0	0	0
1135	Y	1070	1139	1252		0	0	0		0	0	0		0	0	0
1136	Y	826	951	1177		0	0	0		0	0	0		0	0	0
1137	Y	0	0	0		0	0	0		0	0	0		0	0	0
1138		0	0	0		0	0	0	Y	0	0	0		0	0	0
1139		0	0	0		0	0	0	Y	0	0	0		0	0	0
1140		0	0	0		0	0	0	Y	0	0	0		0	0	0
1141		0	0	0		0	0	0		0	0	0	Y	0	0	0
1142		0	0	0		0	0	0		0	0	0	Y	0	0	0
1143		0	0	0		0	0	0		0	0	0	Y	0	0	0
1144		0	0	0		0	0	0		0	0	0	Y	0	0	0
1145		0	0	0		0	0	0		0	0	0	Y	0	0	0
1146		0	0	0		0	0	0		0	0	0	Y	0	0	0
1147		0	0	0		0	0	0		0	0	0	Y	0	0	0
1148		0	0	0		0	0	0		0	0	0		0	0	0
1149		0	0	0		0	0	0		0	0	0		0	0	0
1150		0	0	0		0	0	0		0	0	0		0	0	0
1151	Y	1360	1368	1381		0	0	0		0	0	0		0	0	0
1152	Y	1453	1466	1485		0	0	0		0	0	0		0	0	0
1153a	Y	660	660	660		0	0	0		0	0	0		0	0	0
1153b	Y	0	0	0		0	0	0		0	0	0		0	0	0
1154	Y	679	761	904		0	0	0		0	0	0		0	0	0
1155	Y	0	0	0		0	0	0		0	0	0		0	0	0
1156	Y	0	0	0		0	0	0		0	0	0		0	0	0
1157	Y	0	65	97		0	0	0		0	0	0		0	0	0
1158		0	0	0		0	0	0	Y	0	0	0		0	0	0
1159		0	0	0		0	0	0	Y	0	0	0		0	0	0

**EDMOND PLAN IV  
APPENDIX A - SEWER SERVICE TABLE**

TAZ	SPRING CREEK			COFFEE CREEK			LAKE AREA			OTHER AREA						
	SPRING CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	COFFEE CR AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	LAKE AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop	OTHER AREA	YEAR 2005 Service Pop	YEAR 2015 Service Pop	YEAR 2030 Service Pop
1160		0	0	0		0	0	0		0	0	0	Y	0	0	0
1161		0	0	0		0	0	0		0	0	0	Y	0	0	0
1162		0	0	0		0	0	0		0	0	0	Y	0	0	0
1163		0	0	0		0	0	0		0	0	0	Y	0	0	0
1164		0	0	0		0	0	0		0	0	0		0	0	0
1165		0	0	0		0	0	0		0	0	0		0	0	0
1166	Y	1423	1452	1496		0	0	0		0	0	0		0	0	0
1167	Y	388	435	516		0	0	0		0	0	0		0	0	0
1168		0	0	0		0	0	0	Y	0	0	0		0	0	0
1169		0	0	0		0	0	0	Y	0	0	0		0	0	0
1170		0	0	0		0	0	0	Y	0	0	0		0	0	0
1171		0	0	0		0	0	0		0	0	0	Y	0	0	0
1172		0	0	0		0	0	0		0	0	0	Y	0	0	0
1173		0	0	0		0	0	0		0	0	0	Y	0	0	0
1174		0	0	0		0	0	0		0	0	0	Y	0	0	0
1175		0	0	0		0	0	0		0	0	0	Y	0	0	0
1176		0	0	0		0	0	0		0	0	0	Y	0	0	0
1177		0	0	0		0	0	0		0	0	0	Y	0	0	0
1178		0	0	0		0	0	0		0	0	0	Y	543	664	899
1179a		0	0	0		0	0	0		0	0	0	Y	791	791	791
1179b	Y	790	790	790		0	0	0		0	0	0		0	0	0
1180	Y	1721	1729	1742		0	0	0		0	0	0		0	0	0
1181	Y	448	448	448		0	0	0		0	0	0		0	0	0
1182	Y	0	182	292		0	0	0		0	0	0		0	0	0
1183		0	0	0		0	0	0	Y	0	0	0		0	0	0
1184		0	0	0		0	0	0	Y	0	0	0		0	0	0
1185		0	0	0		0	0	0		0	0	0	Y	0	0	0
1186	Y	144	167	207		0	0	0		0	0	0		0	0	0
1187		0	0	0		0	0	0		0	0	0	Y	0	0	0
1188		0	0	0		0	0	0		0	0	0	Y	0	0	0
1189		0	0	0		0	0	0		0	0	0	Y	0	0	0
1190		0	0	0		0	0	0		0	0	0	Y	0	0	0
1191		0	0	0		0	0	0		0	0	0	Y	0	0	0
1192		0	0	0		0	0	0		0	0	0	Y	0	0	0
1193	Y	0	0	0		0	0	0		0	0	0		0	0	0
1194		0	0	0		0	0	0		0	0	0	Y	0	0	0
1195		0	0	0		0	0	0		0	0	0	Y	0	0	0
<b>Total Edmond</b>		<b>22,544</b>	<b>24,033</b>	<b>26,271</b>		<b>11,899</b>	<b>16,408</b>	<b>24,308</b>		<b>0</b>	<b>0</b>	<b>0</b>		<b>1,334</b>	<b>1,455</b>	<b>1,690</b>

**EDMOND PLAN IV  
APPENDIX A - WATER SERVICE TABLE**

TAZ	WATER POPULATION PROJECTION											WATER POPULATION WEST OF I-35			WATER POPULATION EAST OF I-35					
	2005	2015	2030	EXISTING ROADS	EXISTING WATER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		WEST AREA	YEAR 2005	YEAR 2015	YEAR 2030	EAST AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
909	258	258	258	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
910	938	1199	1731	R	W		S	938	S	1199	S	1731	Y	938	1199	1731		0	0	0
911	650	1026	2031	R	W		S	650	S	1026	S	2031	Y	650	1026	2031		0	0	0
912	26	43	93	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
913	19	32	70	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
914	72	115	234	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
915	5	6	9			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
916	164	218	335	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
917	16	21	33			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
918	23	32	51			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
919	361	492	784	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
920	0	0	0			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
921	52	73	121			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
922	0	0	0			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
923	45	63	106			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
924	23	39	84			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
925	19	32	70			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
926	66	87	134				N	0	S	87	S	134	Y	0	87	134		0	0	0
927	136	158	197	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
928	212	212	212	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
929	31	42	64	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
930	11	14	23				N	0	S	14	S	23		0	0	0	Y	0	14	23
931	121	166	264	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
932	19	26	41				N	0	S	26	S	41		0	0	0	Y	0	26	41
933	9	13	20				N	0	S	13	S	20		0	0	0	Y	0	13	20
934	9	13	20				N	0	S	13	S	20		0	0	0	Y	0	13	20
935	1	2	3				N	0	S	2	S	3		0	0	0	Y	0	2	3
936	1	2	3			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
937	2	3	6			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
938	15	22	36			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
939	332	332	332	R	W		S	332	S	332	S	332	Y	332	332	332		0	0	0
940	0	257	514		W		S	0	S	257	S	514	Y	0	257	514		0	0	0
941	0	118	339				N	0	S	118	S	339	Y	0	118	339		0	0	0
942	18	30	65				N	0	S	30	S	65	Y	0	30	65		0	0	0
943	18	30	65				N	0	S	30	S	65	Y	0	30	65		0	0	0
944	279	279	279	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
945	246	246	246	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
946	0	93	292				N	0	S	93	S	292	Y	0	93	292		0	0	0
947	0	81	256				N	0	S	81	S	256	Y	0	81	256		0	0	0
948	291	387	594				N	0	S	387	S	594	Y	0	387	594		0	0	0
949	30	41	66				N	0	S	41	S	66		0	0	0	Y	0	41	66
950	5	6	10				N	0	S	6	S	10		0	0	0	Y	0	6	10
951	6	8	13				N	0	S	8	S	13		0	0	0	Y	0	8	13
952	14	19	30	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
953	17	38	128	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
954	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
955	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
956	10	26	117	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
957	15	22	36			N	N	0	N	0	N	0		0	0	0	Y	0	0	0

**EDMOND PLAN IV  
APPENDIX A - WATER SERVICE TABLE**

TAZ	WATER POPULATION PROJECTION											WATER POPULATION WEST OF I-35			WATER POPULATION EAST OF I-35					
	2005	2015	2030	EXISTING ROADS	EXISTING WATER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		WEST AREA	YEAR 2005	YEAR 2015	YEAR 2030	EAST AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
958	252	252	252	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
959	134	134	134	R	W		S	134	S	134	S	134	Y	134	134	134		0	0	0
960	366	439	576	R	W		S	366	S	439	S	576	Y	366	439	576		0	0	0
961	2	14	207	R	W		S	2	S	14	S	207	Y	2	14	207		0	0	0
962	0	76	221				N	0	S	76	S	221	Y	0	76	221		0	0	0
963	0	0	0				N	0	S	0	S	0	Y	0	0	0		0	0	0
964	14	89	256				N	0	S	89	S	256	Y	0	89	256		0	0	0
965	17	28	61	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
966	196	196	196	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
967	205	380	956	R	W		S	205	S	380	S	956	Y	205	380	956		0	0	0
968	0	170	606	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
969	0	220	775				N	0	S	220	S	775	Y	0	220	775		0	0	0
970	72	99	157	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
971	11	14	23				N	0	S	14	S	23		0	0	0	Y	0	14	23
972	1	2	3				N	0	S	2	S	3		0	0	0	Y	0	2	3
973	13	18	28				N	0	S	18	S	28		0	0	0	Y	0	18	28
974	13	18	28				N	0	S	18	S	28		0	0	0	Y	0	18	28
975	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
976	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
977	9	18	57	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
978	19	27	44			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
979	3	5	11			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
980	5	9	21			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
981	89	144	295	R	W		S	89	S	144	S	295	Y	89	144	295		0	0	0
982	241	390	801	R	W		S	241	S	390	S	801	Y	241	390	801		0	0	0
983	823	1320	2679	R	W		S	823	S	1320	S	2679	Y	823	1320	2679		0	0	0
984	0	0	0				N	0	S	0	S	0	Y	0	0	0		0	0	0
985	147	147	147	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
986	162	162	162	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
987	339	339	339	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
988	286	381	585	R	W		S	286	S	381	S	585	Y	286	381	585		0	0	0
989	3	227	752				N	0	S	227	S	752	Y	0	227	752		0	0	0
990	0	269	538				N	0	S	269	S	538	Y	0	269	538		0	0	0
991	0	113	304				N	0	S	113	S	304	Y	0	113	304		0	0	0
992	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
993	0	2	3			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
994	2	3	5				N	0	S	3	S	5		0	0	0	Y	0	3	5
995	16	22	36	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
996	16	22	36	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
997	0	2	3				N	0	S	2	S	3		0	0	0	Y	0	2	3
998	0	2	3				N	0	S	2	S	3		0	0	0	Y	0	2	3
999	4	5	9			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1000	9	20	69			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1001	2	2	3			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1002	9	13	25				N	0	S	13	S	25	Y	0	13	25		0	0	0
1003	7	12	27	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1004	130	130	130	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1005	0	0	0	R	W		S	0	S	0	S	0	Y	0	0	0		0	0	0
1006	129	216	466	R	W		S	129	S	216	S	466	Y	129	216	466		0	0	0

**EDMOND PLAN IV  
APPENDIX A - WATER SERVICE TABLE**

TAZ	WATER POPULATION PROJECTION												WATER POPULATION WEST OF I-35			WATER POPULATION EAST OF I-35				
	2005	2015	2030	EXISTING ROADS	EXISTING WATER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		WEST AREA	YEAR 2005	YEAR 2015	YEAR 2030	EAST AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
1007	180	180	180	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1008	250	333	512	R	W		S	250	S	333	S	512	Y	250	333	512		0	0	0
1009	403	536	823	R	W		S	403	S	536	S	823	Y	403	536	823		0	0	0
1010	36	95	224	R	W		S	36	S	95	S	224	Y	36	95	224		0	0	0
1011	2	27	82				N	0	S	27	S	82	Y	0	27	82		0	0	0
1012	2	3	5		W		S	2	S	3	S	5		0	0	0	Y	2	3	5
1013	8	29	210				N	0	S	29	S	210		0	0	0	Y	0	29	210
1014	2	3	5				N	0	S	3	S	5		0	0	0	Y	0	3	5
1015	18	24	38	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1016	15	21	33				N	0	S	21	S	33		0	0	0	Y	0	21	33
1017	1	2	3				N	0	S	2	S	3		0	0	0	Y	0	2	3
1018	0	2	3				N	0	S	2	S	3		0	0	0	Y	0	2	3
1019	5	7	12	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1020	6	7	9			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1021	3	3	4			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1022	13	50	357				N	0	S	50	S	357	Y	0	50	357		0	0	0
1023	83	117	196				N	0	S	117	S	196	Y	0	117	196		0	0	0
1024	509	633	876	R	W		S	509	S	633	S	876	Y	509	633	876		0	0	0
1025	562	676	890	R	W		S	562	S	676	S	890	Y	562	676	890		0	0	0
1026	0	251	753				N	0	S	251	S	753	Y	0	251	753		0	0	0
1027	6	198	1321	R	W		S	6	S	198	S	1321	Y	6	198	1321		0	0	0
1028	8	10	14	R	W		S	8	S	10	S	14	Y	8	10	14		0	0	0
1029	3190	3379	3685	R	W		S	3190	S	3379	S	3685	Y	3190	3379	3685		0	0	0
1030	2311	2364	2446	R	W		S	2311	S	2364	S	2446	Y	2311	2364	2446		0	0	0
1031	125	169	268	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1032	132	132	132	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1033	51	70	110				N	0	S	70	S	110	Y	0	70	110		0	0	0
1034	37	51	81				N	0	S	51	S	81		0	0	0	Y	0	51	81
1035	5	6	10				N	0	S	6	S	10		0	0	0	Y	0	6	10
1036	11	14	23				N	0	S	14	S	23		0	0	0	Y	0	14	23
1037	2	3	5				N	0	S	3	S	5		0	0	0	Y	0	3	5
1038	4	23	255	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1039	23	33	56			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1040	24	34	59			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1041	16	23	40	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1042	6	7	9			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1043	3	3	4			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1044	1161	1395	1837	R	W		S	1161	S	1395	S	1837	Y	1161	1395	1837		0	0	0
1045	274	274	274	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1046	1540	1540	1540	R	W		S	1540	S	1540	S	1540	Y	1540	1540	1540		0	0	0
1047	0	0	0				N	0	S	0	S	0	Y	0	0	0		0	0	0
1048	217	294	466	R	W		S	217	S	294	S	466	Y	217	294	466		0	0	0
1049	226	307	486	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1050	66	66	66	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1051	15	21	33				N	0	S	21	S	33		0	0	0	Y	0	21	33
1052	30	41	66				N	0	S	41	S	66		0	0	0	Y	0	41	66
1053	7	21	110				N	0	S	21	S	110		0	0	0	Y	0	21	110
1054	11	29	118	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1055	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0

**EDMOND PLAN IV  
APPENDIX A - WATER SERVICE TABLE**

TAZ	WATER POPULATION PROJECTION												WATER POPULATION WEST OF I-35			WATER POPULATION EAST OF I-35				
	2005	2015	2030	EXISTING ROADS	EXISTING WATER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		WEST AREA	YEAR 2005	YEAR 2015	YEAR 2030	EAST AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
1056	4	18	155			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1057	23	33	56				N	0	S	33	S	56		0	0	0	Y	0	33	56
1058	23	33	56				N	0	S	33	S	56		0	0	0	Y	0	33	56
1059	14	21	37			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1060	288	324	387	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1061	1	1	1			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1062	2428	2445	2470	R	W		S	2428	S	2445	S	2470	Y	2428	2445	2470		0	0	0
1063	904	1161	1688	R	W		S	904	S	1161	S	1688	Y	904	1161	1688		0	0	0
1064	676	868	1262	R	W		S	676	S	868	S	1262	Y	676	868	1262		0	0	0
1065	1662	1715	1798	R	W		S	1662	S	1715	S	1798	Y	1662	1715	1798		0	0	0
1066	814	840	881	R	W		S	814	S	840	S	881	Y	814	840	881		0	0	0
1067	602	609	620	R	W		S	602	S	609	S	620	Y	602	609	620		0	0	0
1068	909	919	935	R	W		S	909	S	919	S	935	Y	909	919	935		0	0	0
1069	842	864	899	R	W		S	842	S	864	S	899	Y	842	864	899		0	0	0
1070	1842	1892	1968	R	W		S	1842	S	1892	S	1968	Y	1842	1892	1968		0	0	0
1071	405	405	405	R	W		S	405	S	405	S	405	Y	405	405	405		0	0	0
1072	1082	1224	1471	R	W		S	1082	S	1224	S	1471	Y	1082	1224	1471		0	0	0
1073	501	593	764	R	W		S	501	S	593	S	764	Y	501	593	764		0	0	0
1074a	347	347	347	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1074b	346	474	711	R	W		S	346	S	474	S	711	Y	346	474	711		0	0	0
1075	0	0	0	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1076	23	85	197	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1077	51	70	112	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1078	33	62	161				N	0	S	62	S	161		0	0	0	Y	0	62	161
1079	37	51	81			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1080	16	31	80	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1081	14	19	30				N	0	S	19	S	30		0	0	0	Y	0	19	30
1082	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
1083	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
1084	8	12	22			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1085	10	16	32			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1086	3	4	8			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1087	5	8	17			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1088	848	1042	1418	R	W		S	848	S	1042	S	1418	Y	848	1042	1418		0	0	0
1089	374	524	868	R	W		S	374	S	524	S	868	Y	374	524	868		0	0	0
1090	468	483	507	R	W		S	468	S	483	S	507	Y	468	483	507		0	0	0
1091	85	88	92	R	W		S	85	S	88	S	92	Y	85	88	92		0	0	0
1092	151	152	155	R	W		S	151	S	152	S	155	Y	151	152	155		0	0	0
1093	377	381	388	R	W		S	377	S	381	S	388	Y	377	381	388		0	0	0
1094	730	749	779	R	W		S	730	S	749	S	779	Y	730	749	779		0	0	0
1095	584	599	623	R	W		S	584	S	599	S	623	Y	584	599	623		0	0	0
1096	518	586	704	R	W		S	518	S	586	S	704	Y	518	586	704		0	0	0
1097	30	41	66				N	0	S	41	S	66		0	0	0	Y	0	41	66
1098	57	78	124	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1099	34	64	163	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1100	57	78	124	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1101	14	19	30	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1102	14	19	30				N	0	S	19	S	30		0	0	0	Y	0	19	30
1103	17	24	40				N	0	S	24	S	40		0	0	0	Y	0	24	40

**EDMOND PLAN IV  
APPENDIX A - WATER SERVICE TABLE**

TAZ	WATER POPULATION PROJECTION												WATER POPULATION WEST OF I-35			WATER POPULATION EAST OF I-35				
	2005	2015	2030	EXISTING ROADS	EXISTING WATER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		WEST AREA	YEAR 2005	YEAR 2015	YEAR 2030	EAST AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
1104	14	21	37			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1105	4	5	9			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1106	2853	2919	3021	R	W		S	2853	S	2919	S	3021	Y	2853	2919	3021		0	0	0
1107	2972	2972	2972	R	W		S	2972	S	2972	S	2972	Y	2972	2972	2972		0	0	0
1108	918	967	1046	R	W		S	918	S	967	S	1046	Y	918	967	1046		0	0	0
1109	475	500	541	R	W		S	475	S	500	S	541	Y	475	500	541		0	0	0
1110	197	198	201	R	W		S	197	S	198	S	201	Y	197	198	201		0	0	0
1111	566	571	579	R	W		S	566	S	571	S	579	Y	566	571	579		0	0	0
1112	387	405	434	R	W		S	387	S	405	S	434	Y	387	405	434		0	0	0
1113	153	161	172	R	W		S	153	S	161	S	172	Y	153	161	172		0	0	0
1114	538	572	629	R	W		S	538	S	572	S	629	Y	538	572	629		0	0	0
1115	592	631	693	R	W		S	592	S	631	S	693	Y	592	631	693		0	0	0
1116	497	573	709	R	W		S	497	S	573	S	709	Y	497	573	709		0	0	0
1117	7	9	14		W		S	7	S	9	S	14		0	0	0	Y	7	9	14
1118	6	7	11			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1119	17	23	34			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1120	8	11	16	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1121	0	0	0	R	W		S	0	S	0	S	0		0	0	0	Y	0	0	0
1122	0	0	0			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1123	40	64	130	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1124	8	12	24			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1125	4	6	12			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1126	9	14	30			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1127	4	6	13			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1128	0	121	311	R	W		S	0	S	121	S	311	Y	0	121	311		0	0	0
1129	1464	1523	1617	R	W		S	1464	S	1523	S	1617	Y	1464	1523	1617		0	0	0
1130	1332	1404	1518	R	W		S	1332	S	1404	S	1518	Y	1332	1404	1518		0	0	0
1131	463	467	474	R	W		S	463	S	467	S	474	Y	463	467	474		0	0	0
1132	425	429	435	R	W		S	425	S	429	S	435	Y	425	429	435		0	0	0
1133	1528	1600	1715	R	W		S	1528	S	1600	S	1715	Y	1528	1600	1715		0	0	0
1134	614	654	719	R	W		S	614	S	654	S	719	Y	614	654	719		0	0	0
1135	1070	1139	1252	R	W		S	1070	S	1139	S	1252	Y	1070	1139	1252		0	0	0
1136	826	951	1177	R	W		S	826	S	951	S	1177	Y	826	951	1177		0	0	0
1137	0	0	0				N	0	S	0	S	0		0	0	0	Y	0	0	0
1138	0	0	0			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1139	81	107	161	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1140	24	32	48			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1141	37	48	73			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1142	0	0	0			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1143	42	66	134			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1144	5	8	16			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1145	266	425	856	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1146	5	8	17			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1147	5	8	17			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1148	2205	2310	2478	R	W		S	2205	S	2310	S	2478	Y	2205	2310	2478		0	0	0
1149	380	446	567	R	W		S	380	S	446	S	567	Y	380	446	567		0	0	0
1150	306	322	348	R	W		S	306	S	322	S	348	Y	306	322	348		0	0	0
1151	1360	1368	1381	R	W		S	1360	S	1368	S	1381	Y	1360	1368	1381		0	0	0
1152	1453	1466	1485	R	W		S	1453	S	1466	S	1485	Y	1453	1466	1485		0	0	0

**EDMOND PLAN IV  
APPENDIX A - WATER SERVICE TABLE**

TAZ	WATER POPULATION PROJECTION												WATER POPULATION WEST OF I-35			WATER POPULATION EAST OF I-35				
	2005	2015	2030	EXISTING ROADS	EXISTING WATER	FUTURE UTILITIES	YEAR 2005		YEAR 2015		YEAR 2030		WEST AREA	YEAR 2005	YEAR 2015	YEAR 2030	EAST AREA	YEAR 2005	YEAR 2015	YEAR 2030
							S or N	Service Pop	S or N	Service Pop	S or N	Service Pop		Service Pop	Service Pop	Service Pop		Service Pop	Service Pop	Service Pop
1153a	660	660	660	R	W		S	660	S	660	S	660	Y	660	660	660		0	0	0
1153b	330	330	330	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1154	679	761	904	R	W		S	679	S	761	S	904	Y	679	761	904		0	0	0
1155	769	862	1023	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1156a	790	790	790	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1156b	395	491	650	R	W		S	395	S	491	S	650	Y	395	491	650		0	0	0
1157	49	65	97				N	0	S	65	S	97		0	0	0	Y	0	65	97
1158	80	105	159	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1159	30	39	59	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1160	5	6	9			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1161	13	32	132		W		S	13	S	32	S	132		0	0	0	Y	13	32	132
1162	19	30	61			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1163	10	16	32			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1164	0	0	0		W		S	0	S	0	S	0	Y	0	0	0		0	0	0
1165	0	0	0	R	W		S	0	S	0	S	0	Y	0	0	0		0	0	0
1166	1423	1452	1496	R	W		S	1423	S	1452	S	1496	Y	1423	1452	1496		0	0	0
1167	388	435	516	R	W		S	388	S	435	S	516	Y	388	435	516		0	0	0
1168	42	56	84	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1169	54	71	107			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1170	27	36	54	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1171	6	7	11	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1172	10	16	32		W		S	10	S	16	S	32		0	0	0	Y	10	16	32
1173	18	28	57			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1174	8	12	24			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1175	0	0	0			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
1176	535	704	1064			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
1177	1316	1414	1574	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1178	543	664	899	R	W		S	543	S	664	S	899	Y	543	664	899		0	0	0
1179	1581	1581	1581	R	W		S	1581	S	1581	S	1581	Y	1581	1581	1581		0	0	0
1180	1721	1729	1742	R	W		S	1721	S	1729	S	1742	Y	1721	1729	1742		0	0	0
1181	448	448	448	R	W		S	448	S	448	S	448	Y	448	448	448		0	0	0
1182	120	182	292				N	0	S	182	S	292	Y	0	182	292		0	0	0
1183	58	77	116	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1184	70	92	138	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1185	68	89	134	R			N	0	N	0	N	0		0	0	0	Y	0	0	0
1186	144	167	207	R	W		S	144	S	167	S	207	Y	144	167	207		0	0	0
1187	320	420	632			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1188	63	101	203			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1189	5	8	17			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1190	9	14	30			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1191	114	185	386			N	N	0	N	0	N	0		0	0	0	Y	0	0	0
1192	166	260	510			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
1193	272	272	272			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
1194	2113	2169	2257	R			N	0	N	0	N	0	Y	0	0	0		0	0	0
1195	0	0	0			N	N	0	N	0	N	0	Y	0	0	0		0	0	0
<b>Total Edmond</b>	<b>77,832</b>	<b>88,575</b>	<b>112,850</b>					<b>63,124</b>		<b>72,637</b>		<b>90,920</b>		<b>63,092</b>	<b>71,885</b>	<b>89,330</b>		<b>32</b>	<b>752</b>	<b>1,590</b>
	<b>71,970</b>	<b>81,644</b>	<b>103,493</b>																	
						<b>% SERVED</b>														
						<b>Population Not Served</b>														
								87.71		88.97		87.85								
								8,846		9,007		12,573								

**Appendix B:**  
**Development Alternatives**

## Development Alternative 1: Large Lot Residential

### Introduction

This development alternative is modeled after the current development characteristics of East Edmond (East of I-35) and represents a preferred scenario as voiced by some in the area at recent meetings.

### Characteristics & Concepts

- Exclusively residential lots greater than one acre
- No City utilities/infrastructure
- Sense of “rural living” provided by large, private lots
- Limited access communities that are often gated to add sense of security and “exclusiveness”
- Roads may be privately maintained
- Commercial viability limited to minimal, automobile-only, daily services based upon “rooftops”



### Examples

Predominant development pattern east of I-35 in the City of Edmond including Stonegate (shown above) and Quo Vadis (I and II).

### STRENGTHS

Large lots offer residents privacy and the feeling of living in a rural area.

Many residents of Edmond, even those who do not live in east Edmond, appreciate and enjoy the rural character of this type of development.

Large lots do not make the provision of city sewer and water necessary (though, largely because it is uneconomical).

This style of development is very marketable and profitable due to the high demand for a “rural lifestyle” within close proximity to urban and suburban amenities.

Moderate conservation of natural areas possible due to large lots under private ownership.

Large space between homes reduces risk of fire spreading between homes (benefit eliminated if homes are built into natural areas without “fire barrier”). New technologies and programs, including required sprinklers and on-development water storage tanks can further reduce fire risks and improve ISO ratings.

## WEAKNESSES

Large lot development would consume a large portion of Edmond while achieving only a minimal portion of the Goals and Policies. In fact, exclusive or predominant large lot development is actually counter to goals and policies regarding balance and variety of uses, diversity, affordability, connectivity, reduction in use of septic systems, efficient resource management and economic development.

Provision of infrastructure such as roads, water, sewer and parks, is generally inefficient and extremely costly if provided by the City.

Lack of City water in these areas makes fire protection more difficult, resulting in poor ISO ratings for the area.

As development of the area increases, the rural character and open space desired by residents is lost despite large lot sizes. This perpetuates a pattern of having to move further and further out to find a rural lifestyle.

Risk of “sameness” in large lot developments as additional units are added rather than desired “unique” character.

The lack of retail and commercial services in these areas requires residents to drive “into town” for basic conveniences.

Large lot development does not accommodate a range of housing types or affordability levels as stated in Edmond Plan III as key goals.

Attractiveness and draw of development is partially dependent upon surrounding natural areas.

Low density, single family development provides relatively few long term physical, social or financial benefits to the community as a whole.

Natural areas that are “preserved” through large lot development are under multiple instances of private ownership with little assurance of preservation and maintenance outside of deed restrictions. Private ownership further limits public access and enjoyment of natural areas, particularly when surrounded by gates and fences.

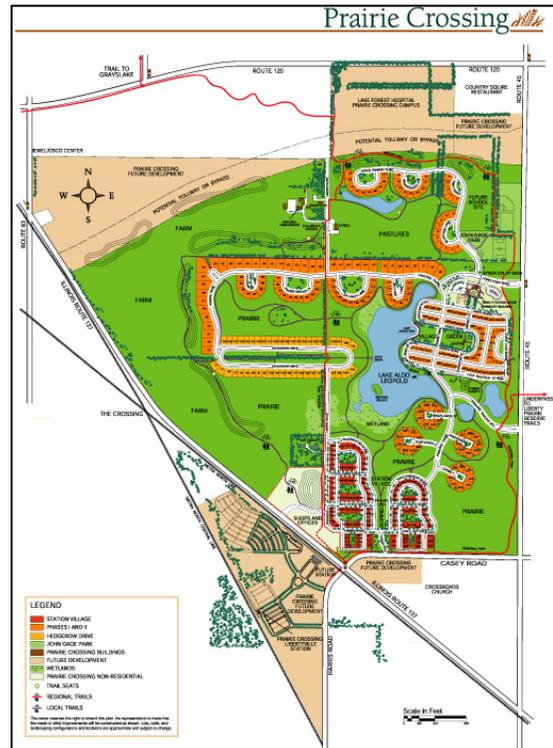
## Development Alternative 2: Conservation Subdivision

### Description

Often described as “golf course communities without the golf course,” Conservation Subdivisions promote an innovative practice that protects the most desirable natural and historical features of the development site by clustering homes and placing open space within a conservation easement.

### Characteristics & Concepts

- Replaces large lot subdivisions with cluster development
- Remaining open space is permanently protected through a local land trust or homeowner’s association
- Permanently captures and preserves natural, rural character
- City utilities optional
- Clustered housing reduces street, and possibly infrastructure, costs



### Examples

Since introduction of the concept in the mid 1990s, many successful examples have been built throughout the country.

- Chitwood Farms in east Edmond
- Prairie Crossing in Illinois

### Prairie Crossing, Grayslake, Illinois

Located next to the 2,500 acre Liberty Prairie Reserve, this development successfully merges the existing farmland, wetlands, and woodlots into a unique development that allows the area to retain its distinct character. Approximately 60 percent of the total land area is dedicated as permanent open space which includes active farmland, wetlands, a lake, three ponds, several community greens, neighborhood parks, trails, and horse stables.

In addition to conserving open space, community character was preserved by designing the homes to reflect the traditional architecture of the region. Narrower streets used throughout the development are reminiscent of the village streets of earlier decades, and also serve an environmental purpose by reducing the overall pavement. Additionally, a system of swales and wetlands, along with the use of native plants helps the area manage stormwater runoff more effectively.

## STRENGTHS

Preserves open space and rural character under common ownership, often with some to substantial opportunity for public enjoyment.

Allows important environmental, historic, and visual features of the site to be protected and emphasized.

Sense of safety is achieved through visibility and sense of community compared to enclosure

Infrastructure and street costs are reduced by clustering homes together on smaller lots.

The creation of larger, continuous areas of open space provides environmental benefits such as improved stormwater management, and wildlife habitat.

Draw of community is open space integrated into development, reducing dependence upon surrounding natural areas (owned by others).

Protected open space can serve as recreational space such as trails, parks and playing fields for residents of the subdivision.

The strategic use of conservation subdivisions throughout the community has the potential to create a connected network of open space.

Conservation subdivision techniques are equally applicable to “campus style” commercial and industrial subdivisions.

Permits a variety of housing types in a clustered environment, if desired.

Conservation subdivisions have proven to be profitable, highly marketable and have out performed adjacent traditional developments in increasing value.

## WEAKNESSES

Lack of increased overall density or “rooftops” make extension of City utilities and services only slightly more efficient than large lot development. It also limits the ability to increase commercial activity.

This type of subdivision design is typically not allowed in standard zoning ordinances and requires flexible regulations.

The smaller lot sizes may not be appropriate for septic systems, requiring the City to extend sewer and water in these areas.

Sale of initial lots of conservation subdivision takes longer and requires more marketing compared to traditional lots.

Clustering of homes eliminates the benefit of separation offered by large lot development regarding fire protection, but also reduces the space between units if new technologies such as on-development storage tanks are included.

Conservation subdivisions do not typically include commercial development, which means that residents still have to drive to jobs, retail, and services.

Conservation subdivisions do not improve housing affordability when compared to traditional large-lot subdivisions because the overall density of the site does not change.

## Development Alternative 3: Suburban Development

### Description

This development alternative is modeled after single family development patterns occurring in Southwest Edmond and is typical of most residential development built today throughout the United States. Most suburban development is sufficient to justify City utilities and services, as well as limited commercial activity accessible by car. Typical suburban development includes little relationship or connection with surrounding areas.



### Characteristics & Concepts

- Single family development on smaller lots (than rural development) with occasional mix of residential, commercial, and institutional land uses
- Housing consists primarily of single family detached units of similar sizes, but could vary in size and could include limited multifamily development
- Allows for added affordability when compared to large lot development
- Commercial retail and office space is rarely directly associated with suburban development, but occurs along traffic routes as the number of “rooftops” increase and pedestrian/bicycle activity as density increases
- Includes City utilities and services with curbed streets and sidewalks
- Green space typically consists of private neighborhood parks complemented by larger public facilities
- Pedestrian activity and bicycling are optional, but commonly limited to purposes of health and recreation rather than commuting
- Most efficient when adjacent and interconnected with existing development
- Streetscape typically consists of relatively expansive front yards with sidewalks – on-street parking is usually permitted but is considered a traffic interruption

### Examples

This development alternative follows the predominant development pattern west of I-35 in the City of Edmond.

#### STRENGTHS

Increased density allows for more efficient provision of infrastructure and services including roads, water, sewer, parks, schools, and transit than Large-Lot Residential or Conservation Subdivisions.

Provides the option for connectivity between developments when located adjacent to existing activity.

Supports automobile oriented commercial retail and office activity, although addition of density through multi-family housing is needed to establish a strong commercial presence.

Recent trends include increased mix of uses to incorporate commercial activity at core locations and life-cycle housing.

A variety of housing types and styles provides residents with many choices and promotes affordability relative to low density residential.

Higher densities can accommodate more residents and reduce the amount of land needed to meet future growth projections.

Large scale developments include amenities such as parks, trails, locations for schools, etc.

Can be coupled with preservation of natural resources through conservation easements and other techniques to maintain open space and natural areas.

Better accommodates regional stormwater if development occurs in a coordinated manner.

## **WEAKNESSES**

Typical suburban development tends to be “inward focused” with little relationship to the surrounding community unless required, including connectivity, fences/barriers, amenities, open space and protection of desirable community assets.

Higher density levels will change the character of the developed area to a more suburban/urban character, rather than maintaining sense of rural character – a valued characteristic of east Edmond (within the areas that is developed).

Typical roadway network focuses exclusively upon collection rather than connectivity.

Likely to cause concerns among residents concerned with higher density and development other than large lot residential in east Edmond.

Despite increased density, typical suburban development does not provide extensive travel choice with the exception of increased opportunity for walking/biking for recreation/health purposes.

Increased urbanization will have environmental consequences including an increase in impervious surfaces and the resulting drainage problems.

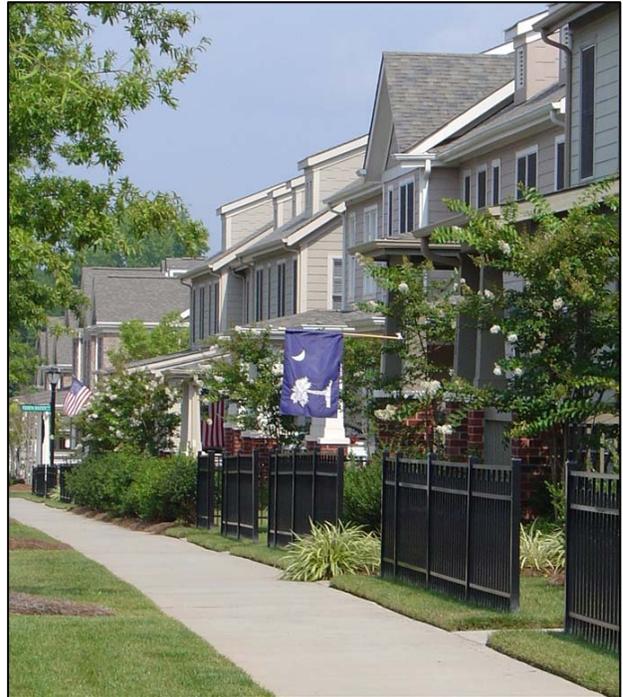
Complimentary commercial development typically remains physically separate from residential areas, is often low density strip development and often provides relatively low return on investment.

Suburban development generally places higher value on protection of existing pattern than on allowing community to evolve and, as a result, promotes lower densities and sprawl.

## Development Alternative 4: Traditional Neighborhood Development (TND)

### Description

Traditional Neighborhood Development (TND) is modeled after walkable, mixed use neighborhoods, most often built prior to World War II. Since the majority of traditional neighborhoods were built prior to the overwhelming popularity of the automobile, they relied strongly on reaching destinations by foot. As a result, an important concept for this development alternative is that residents of the neighborhood should be within easy reach (a five minute walk, or ¼ mile) of daily needs such as retail, schools, parks, and transit stops. Traditional Neighborhood Development remains predominantly residential, but actively promotes a variety of land uses and housing types connected by a network of pedestrian friendly streets, sidewalks and possibly trails.



### Characteristics & Concepts

- Contains a variety of housing types including single-family homes, rowhouses, townhomes, and apartments
- Secondary residences such as above-garage apartments and “granny flats” are considered appropriate
- Neighborhood commercial uses are integrated into the neighborhood and are typically concentrated along key street corridors, or at main intersections
- The mix of residential and commercial uses ideally places residents within a 5-minute walk to retail, restaurants and other daily conveniences
- Commonly located in proximity to an urban center with higher densities and numerous activities
- May be connected with an urban center via transit
- Green spaces include central greens, squares, neighborhood parks (possibly private) and possibly community parks, preferably connected through greenways and trails
- City utilities and services are essential
- Street network focuses upon connectivity rather and mode choice and regularly occurs along the urban grid pattern
- Streetscape commonly includes street trees, sidewalks, relatively small front yards, and on-street parking

## STRENGTHS

Exemplifies a large number of Goals and Policies within the Edmond Plan by integrating a variety of residential types and land uses and promoting walkability.

Density levels allow maximum efficiency in provision of infrastructure and services including roads, water, sewer, parks, schools, and transit.

Mix of land uses offers residents many conveniences within close proximity while increased density supports commercial development.

Diversifies the basis for property and home value compared to other development alternatives that focus on single-uses.

Increased diversity in housing type allows for “affordable” housing through a more diversified market compared to simply creating large apartment complexes.

“Granny flats” – above garage apartments or small secondary homes can further improve housing choice and affordability within single-family areas.

Encourages “life-cycle housing” – the ability to live within the same area as housing needs change over time. Walkability and transit service are particularly beneficial for youth and seniors.

Can accommodate a variety of types of green space including parks, trails, natural areas, as well as urban “greens”. Greenways can serve multiple functions including recreation, stormwater management, and wildlife habitat.

Focus on connectivity in the mobility network reduces “bottleneck” congestion and emphasizes street “visibility” – a critical element in Crime Prevention Through Environmental Design (CPTED) as well as traffic safety.

Encourages reduced setbacks, narrower streets and other features that add a sense of community to the neighborhood.

## WEAKNESSES

This development alternative has urban characteristics that are very different from those in some parts of Edmond, especially east Edmond, today.

Staff and elected officials will see consistent pressure from those interested in promoting typical development patterns (large and standard lot subdivisions) to deviate from the intended, more urban pattern.

Diligence will be required to maintain the “edge” that allows for both urban and rural character to be protected and maintained.

Allowing “evolution” of the area over time can run counter to “protecting” character and investment.

## Development Alternative 5: Hamlets and Villages

### Description

Before the introduction of exurban subdivisions and strip residential development, rural communities sprouted from intersections to form a very small cluster of homes in a “hamlet”. Eventually, such communities evolved into villages (such as Arcadia) and onto self sustaining towns. This development pattern proposes to mimic the traditional pattern of hamlets and villages while preserving strategic areas in a natural, rural setting.



### Characteristics & Concepts

- Clustered, relatively small lot residential development in a traditional village format with the possibility of limited, centralized supportive commercial activity for daily retail and service needs
- Builds upon growing Traditional Neighborhood Design and New Urbanism movements to recapture a lost “sense of community”
- Allows for evolution into larger communities or could utilize Conservation Easements in surrounding rural areas to maintain character as “hamlets”
- Incorporates City Utilities
- Villages may include “commons” or “greens”
- Roadway network focuses upon “connection” instead of “collection” and is typically narrower
- On-street parking is an option that is often encouraged
- Walking and bicycling are viable alternatives for casual trips and recreation
- Greenways or conservation areas could be used as open space, farmland, recreation, stormwater retention or other low-impact uses desired by the community

### Examples

Revival of “hamlets” and “villages” is a fairly new addition to the New Urbanism movement.

- Mountain Brook, Alabama (shown above) a community adjacent to Birmingham, was initially designed to resemble a series of small villages. Over the decades, the villages have been allowed to grow into towns, but local leaders have worked diligently to maintain the intended character of each “village”. Villages are surrounded by a mix of natural, rural areas and large lot developments.

## STRENGTHS

Preserves open space and rural character while also accommodating a variety of housing types and limited commercial conveniences.

Commercial center provides a gathering place for residents, which strengthens sense of community.

The commercial center within close proximity to residences encourages walking and biking rather as viable alternatives to driving.

Encourages use of City utilities rather than dependence on septic and well systems.

Allows a wide variety of housing types and densities ranging from large lots to townhomes. Increased diversity allows for “affordable” housing without creating large apartment complexes.

“Granny flats” – above garage apartments or small secondary homes are encouraged to further improve housing choice and affordability.

Encourages “life-cycle housing” – the ability to live within the same area as housing needs change over time. Walkability of village style development is particularly beneficial for youth and seniors.

Greenways can serve multiple functions including recreation, stormwater management, and wildlife habitat.

Focus on connectivity in the mobility network reduces “bottleneck” congestion and emphasizes street “visibility” – a critical element in Crime Prevention Through Environmental Design (CPTED) as well as traffic safety.

Promotes infill activity and evolutionary growth from the “core” – the focal point of the village.

Encourages reduced setbacks, narrower streets and other features that add a sense of rural intimacy and community to the village.

Permits managed expansion that enhances community character as well as neighborhood character (compared to stand-alone subdivisions that often add little to community character)

## WEAKNESSES

This type of development typically requires use of PUD or adoption of TND standards.

Villages and hamlets may locate away from services, requiring extension across large areas. This reduces the efficiency of service delivery.

Relatively few developers have developed hamlets or villages, although a growing number are beginning to utilize traditional neighborhood design and mixed use techniques.

Surrounding residents may consider hamlet and village designs a threat to area quality of life because of the small town, urban nature of village design.

Maintaining this concept requires diligence by staff and elected officials to educate those looking to develop traditional subdivisions without concern for connectivity and other tenants of village design.

## Development Alternative 6: Strip Development

### Description

Strip development is a common form of commercial development found along busy arterial roads and highway corridors. Buildings are placed in a linear arrangement and set back from the main road to provide ample and visible parking space. Strip development occurs at a range of scales – some housing several “big box” tenants that serve a regional market, while others have small shops and services intended to meet specialized needs. Strip development tends to be site specific with little relationship to adjacent sites, generally including separate access points, signage and parking areas. Travel to strip development and between structures commonly requires an automobile.



### Characteristics

- Single use, single story buildings that are most typically commercial
- Exclusively auto-oriented and located along high traffic roads such as arterials and highways for most positive visibility
- Pedestrian activity is discouraged by conflict with auto traffic, very limited streetscape amenities, expansive parking between the sidewalk and structure, and lack of architectural detail that entices the walking public
- Dependant on ample parking that is visible from the road to attract customers
- Strip development may include an “anchor” tenant to attract customers to all businesses in the development. Anchor tenants are typically those that generate frequent trips (i.e. pharmacy, or supermarket) or those that attract regional customers (i.e. Best Buy, Home Depot)
- Strip activity tends to be focused upon short term profitability
- Very limited relationship to surrounding uses or structures
- Generally more compatible to high speed roadways than residential

## STRENGTHS

A common form of development that is inexpensive to construct and requires developers or investors to take on little risk.

Automobile traffic generated by retailers is located on major arterials and highway corridors and away from residential neighborhoods.

Auto-oriented commercial uses are located along busy corridors where residential uses may not be favorable.

Allows for “cottage” commercial office development that is popular throughout Edmond.

Commercial uses, especially regional retailers, brings tax revenue to the area.

## WEAKNESSES

Strip developments generally require direct access from the road, which can cause traffic problems if too many access points are created.

Design and development pattern of strip development significantly impedes the ability to create a pedestrian-friendly atmosphere.

Single-use, single-story development detracts from some of Edmond’s stated goals of creating mixed-use, pedestrian friendly areas.

The amount of space required to address parking and drainage issues leaves little space for construction while the nature of strip development provides no incentive to development structures greater than one story. As a result, return on investment is relatively minimal resulting in tax revenue and private sector profit below other development patterns.

Limited return on investment significantly reduces the likelihood that a business will reinvest in a site. Large scale businesses are generally more likely to find an alternate location resulting in less stability in the area economy and “stretched” commercial resources.

Consistent turnover and liquidity of strip development, coupled with relatively cheap quality of construction commonly results in an overabundance of commercial property with reduced rental rates.

Strip development hinders the ability to create an urban center with a foundation of commercial retail and office in a single location with shared resources.

No continuity in design unless dictated by the public sector and, as a result, architecture and site design may take on radically different (and often conflicting) themes. Design standards may face resistance from retailers who have a building “prototype” that they use in other communities and do not want to change.

## Development Alternative 7: Campus Development

### Description

Campus development places emphasis upon green space between structures in a pattern that is often associated with a college campus, research center or industrial “park”. A campus may appear to be low to high density depending upon uses, the layout of structures, and overall site intensity. The intent of a campus style development is to establish a theme or commonality among structures and open spaces. A campus development may be a single company with multiple structures (such as in a college campus or a major company headquarters) or a series of subdivided lots in a single development (as is common in industrial parks). Uses within a campus are generally compatible and complementary and site amenities such as parking, drainage, open areas, signage, and lighting are shared.



### Characteristics

- A series of common themes in structures and site design that may include materials, height, architectural style, landscape design, style of open spaces, and amenities
- Shared on-site amenities including signage, detention, parking and lighting and an emphasis on connectivity through common “gateways”, streets and sidewalks/trails
- Similar or complimentary uses (including densities) throughout the development that may include residential, public/institutional, commercial, or industrial
- Emphasis commonly on open space between structures

### Examples

Crosstimbers public development provides an outstanding example of architecture surrounded by natural elements. Structures serve different departments and are obviously different in intent; however, they all carry specific elements including incorporation of large timber features that establish a strong theme for the development. The University of Central Oklahoma offers a slightly more urban theme that matches its role as a growing part of the urban center of Edmond.

### STRENGTHS

Can provide an attractive theme to similar or complimentary uses, including uses such as industrial activities that are generally considered unappealing.

Shared resources allows for amount of space required for major amenities such as parking, loading and drainage to be managed efficiently.

Landscaping and preservation of natural features can enhance the aesthetics of the development.

Allows for growth over time, including infill development.
Planned, large scale development typically anticipates and coordinates critical infrastructure and public service issues including water, wastewater and streets.
Green spaces can accommodate pedestrian activities or, if appropriate, recreation amenities.
Can accommodate unique facilities or amenities, including large recreational or medical facilities that may otherwise be difficult to absorb into the community outside of an urban center.
Requires City utilities and services, although cost can be reduced through clustering of structures.
Can provide sufficient open space or other features to offset impacts that may otherwise occur in relationship to lower intensity uses such as single family residential neighborhoods.
Can utilize conservation techniques to preserve large areas, including primary and secondary conservation areas.
<b>WEAKNESSES</b>
Unless initially anticipated, a campus may have difficulty evolving into an urban center.
Does not necessarily offer extensive connectivity with surrounding activity as is common in an urban center.
Infill activity may slowly erode the open feel of a campus setting.

## Development Alternative 8: Commercial Center

### Description

This development alternative is characterized by a node or concentration of commercial uses that does not include a residential component. With a primary retail focus, commercial centers are sometimes described as “outdoor malls”. Like a traditional mall, commercial centers are typically anchored by one or more major retailers and supported by various shops and restaurants. Customers typically park once in a shared parking area or garage and walk between stores along sidewalks. The size of a commercial center can range substantially between small commercial centers that provide service to the immediate surrounding area to major “Power Centers” with multiple “anchor” tenants.



### Characteristics

- Concentration of commercial uses oriented in a node or center.
- Auto-oriented and located along high traffic roads such as arterials and highways.
- Dependant on ample parking that is shared among tenants of the center. The Parking may be accommodated in a structure rather than surface parking.
- Customers typically park once and walk between stores along sidewalks. Plazas and outdoor seating areas are often included in the design to offer customers places to rest. Creating a space for people to linger is contrary to the strip center model where shoppers park, shop and leave.
- Retail commercial centers typically rely on having one or multiple regional retailers to anchor the development and attract shoppers to the area.

### Examples

Brookwood Village in Homewood, Alabama was once a fading mall losing tenants to nearby strip development and newer commercial centers. However, redevelopment as a “Power Center” has reinvigorated the location. The center features common parking and a central “street” designed to mimic a town center – including on-street parking.

## STRENGTHS

Creates an enhanced “shopping experience” when compared to the strip center by providing outdoor amenities such as seating, plazas, fountains, and sidewalks.

Though customers typically have to drive to the commercial center, once there they walk between stores.

Concentration of commercial uses, especially regional retailers, brings tax revenue to the area, often at a rate higher than strip development.

Can be designed to accommodate pedestrian traffic from surrounding areas.

Can establish and support a theme for an area including architectural details, site design, signage, lighting, drainage or other amenities.

A commercial center has the ability to function as a major destination for the community and possibly the region.

## WEAKNESSES

Requires a larger area to develop than strip development.

Travel to a commercial center requires travel by auto.

Commercial centers are typically limited in height to no more than one story.

Commercial centers do not support other uses as needed to evolve into an urban center, particularly high density residential, office space or public amenities.

## Development Alternative 9: Urban/Lifestyle Center

### Description

The intent of this development alternative is to create a vibrant, mixed use center where people have the opportunity to live, work, shop, and recreate within a central area. The urban center or lifestyle center is similar in form and function to a traditional downtown with high-density office, retail, and residential uses. The higher densities and concentration of residential and commercial uses make transit a viable mode choice in the area.

### Characteristics

- Commercial core supported by relatively high density residential in proximity to commercial activity.
- Strong mix of uses (often including lower floor commercial and upper floor residential) with emphasis on mobility choice.
- Surrounding areas function as interconnected neighborhoods compared to subdivisions with reduced setbacks to encourage pedestrian activity and sense of urban community.
- Green spaces include central greens, pocket parks, and plazas.
- City utilities and services are essential.
- Commercial activity includes regional-draw retail, restaurants, entertainment, and office space.
- Street network focuses on connectivity and collection, includes large urban sidewalks to accommodate foot traffic.
- Area is usually served by transit due to higher densities and concentration of activities.
- On street parking is encouraged.



### STRENGTHS

Best exemplifies a large number of Goals and Policies within the Edmond Plan by concentrating density, achieving diversity, promoting connectivity, protecting open areas, and managing resources responsibly.

Density levels allow maximum efficiency in provision of infrastructure and services including roads, water, sewer, parks, schools, and transit.

Dynamic mix of land uses offers residents many conveniences within close proximity while increased density supports commercial development.

Increased density in a relatively limited location increases relative return on investment for commercial activities, promotes creation of a commercial center (as opposed to strip activity), and successfully creates a more robust, diverse tax base.
Increases the potential to live and work in Edmond – potentially in the same district.
Concentration of diverse uses creates an active streetscape throughout the day and evening.
The concentration of businesses, retail, and entertainment serves as a focal point and gathering place for the wider community.
Walkability and access to transit is particularly beneficial for youth, seniors and others who do not have access to an automobile.
Focus on connectivity in the mobility network reduces “bottleneck” congestion and emphasizes street “visibility” – a critical element in Crime Prevention Through Environmental Design (CPTED) as well as traffic safety.
Promotes infill activity and evolutionary growth from the “core”.
Increased amenities and opportunities diversify the basis for property and home value compared to other development alternatives that focus on single uses.
Permits managed expansion that enhances community character as well as neighborhood and district character (compared to stand-alone subdivisions that often add little to community character)
<b>WEAKNESSES</b>
Development of an urban center along Interstate 35 will substantially change the character of the developed area to an urban setting.
Urban centers and lifestyle centers are not appropriate in all places and must be located strategically.
Staff and elected officials will see consistent pressure from those interested in promoting typical development patterns (large and standard lot subdivisions) to deviate from the intended, more urban pattern.
Higher density developments can be controversial in the community and may draw opposition from residents wanting to maintain a more rural or suburban character.
Diligence will be required to maintain the “edge” that allows for both urban and rural character to be protected and maintained.
Allowing “evolution” of the area over time can run counter to “protecting” character and investment. Finding and maintaining the balance will be a challenge.



**Appendix C:**  
**Sensitive Area**  
**Conservation Assessment**

## Sensitive Area Conservation Assessment

The primary objective of conserving sensitive areas is to benefit the quality of life for future generations. Areas of focus for conservation include – remnant forest areas, prime farmlands, forested areas, and flood plains. The system for facilitating sensitive area conservation is designed to retain flexibility while encouraging environmentally responsible development.

This system is intended to achieve these corollary purposes related to the health safety and welfare of the community:

1. Maximize space for aquifer recharge areas on hard to develop lands including those with remnant cross timber forests, rocky shallow soils, and steep slopes.
2. Preserve forested areas to reduce the destruction of sensitive natural resource areas that provide habitat to sensitive species.
3. Reduce the quantity and improve the quality of stormwater runoff from expected development.
4. Minimize impervious surface area maximizing recharge and reducing soil erosion by using appropriate stormwater BMPs.
5. Reduce the capital cost of development

The recommended conservation area is based on a point system that translates different conservation land types into quantifiable but flexible units. The optimal goal is to meet a point value equal to your total acreage multiplied by two (acres x 2 = recommended points). The following table can be used to quantify the areas being claimed for conservation to see if they meet the recommend point value.

Conservation Category	Point System
Remnant Forest Areas	20 points/acre
Prime Farmland	10 points/acre
Forested Areas	10 points/acre
Flood Plain	5 points/acre

ORDINANCE NO. 3076

AN ORDINANCE AMENDING ORDINANCE NO. 3094 WHICH ADOPTED BY REFERENCE EDMOND PLAN IV MAP AND PLAN IMPLEMENTATION AND AMENDMENT PROCEDURES, AS THE COMPREHENSIVE LAND USE PLAN OF THE CITY OF EDMOND; RESCINDING "EDMOND PLAN III AND PLAN MAP AS AMENDED", TO PROVIDE FOR SENSITIVE AREA CONSERVATION ASSESSMENT, PROVIDING FOR REPEALER AND SEVERABILITY.

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BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF EDMOND, OKLAHOMA:

SECTION 1. PLAN MAP. "Edmond Plan IV", as promulgated by the Planning Commission and elected officials of the City of Edmond, is hereby adopted as the governing comprehensive land use plan of the City, as is fully set forth herein, except as to such portions as are, from time-to-time, expressly amended or modified according to the Plan Map Implementation and Amendment Procedures. Edmond Plan IV Map is based on the Goals and Policies Statements Ordinance Plan, General Plan and Edmond Transportation Plan.

SECTION 2. PLAN MAP IMPLEMENTATION AND AMENDMENT.

- A. Implementation of Edmond Plan IV is accomplished when the City Council adopts the Edmond Plan IV Ordinance Plan Map by this Ordinance. No plan can anticipate all the market and social changes that may influence private investment and subsequent land development patterns. Therefore, Edmond Plan IV Maps, like the predecessor plans will require an amendment on a continuing basis.
- B. The Plan Map is oriented to forecasting the land use potential; therefore, it is necessary to provide a formal process to amend the Plan Map to provide for unanticipated changes. This process provides an opportunity for Edmond Plan IV to have a continual assessment and to be dynamic in addressing future conditions.
- C. Amendment of the Plan Map will require a formal ordinance approved by the City Council in order to amend the Plan Map. The following elements are necessary to process a request for Plan Map Amendment:
  - 1. Application for amendment shall include completion of a Plan Amendment Form addressing the Goals and Policies, Ordinance Plan, General Plan and Edmond Transportation Plan.
  - 2. A City staff review and report on the Plan Amendment is required prior to the public hearings held to consider the request.
  - 3. There shall be a filing fee of \$150 for all Plan Amendment requests
  - 4. Property owners within a 300 foot radius of the exterior boundary of the subject tract being considered for Plan Amendment, shall be notified of the Planning Commission and City Council hearing dates where the amendment be considered in a public hearing. The applicant shall provide the certified ownership list of at least ten persons in order to accomplish the notice to property owners within 300 foot radius.

5. An ordinance in the form of a Planned Unit Development is introduced with each application to amend the Plan Map.
  6. City Council approval is required to amend the Plan Map and a declared emergency vote is required to make an immediate change and provide for a companion rezoning otherwise thirty (30) days are required prior to a rezoning request.
  7. Plan Amendment requests by the City to amend the Plan Map for public purpose shall comply with all steps except the 300 foot notice to adjoining property owners.
- D. Plan Amendments to the Plan Map may be based on conditions that have changed affecting a particular parcel of land or its general vicinity. In a more general manner, an amendment to the Plan Map may represent a determination by the Planning Commission or the City Council that the Goals and Policies of Edmond Plan IV have been met by the amendment request, and therefore is a reasonable change.
- E. The Plan Amendment Form to be completed by the applicant is evaluated by the Planning Commission and City Council as a part of the criteria for amending the Plan. The staff report developed from the review represents an additional consideration by the Planning Commission and City Council. A public hearing is held by the Planning Commission and City Council where additional comments are heard regarding an application to amend the Edmond Plan IV. General planning considerations include:
1. Community infrastructure and available services represent a significant element in reviewing land use changes in the community. There is a considerable public investment in water lines, water wells, sanitary sewer lines, electric service, street improvements, driveway locations and access management improvements, easements and right-of-ways, fire protection, public safety, park facilities and regulatory flood areas. Service standards are identified in the Municipal Code regarding these infrastructure improvements and, as the need is justified, standards are reevaluated. Applicants requesting Plan Map Amendments should demonstrate how municipal services meet the capacity demanded by the proposed change in land use.
  2. Traffic, including issues such as present standard and function of the abutting street, traffic controls, traffic volume, speed limits, sidewalks, and the need for a traffic impact analysis based on the standards in the Edmond Transportation Plan.
    - a. Consideration of how the proposed amendment will affect future transportation planning and conform to future street plans and transit plans.
    - b. The major traffic generators and traffic characteristics of the proposed use.
  3. Existing zoning pattern, history of rezoning in the area; current policy as adopted by the Plan Map, including updates or current zoning practice on similar tracts considering changed conditions from Plan Map adoption.
  4. Land use, including non-conforming uses, conditions of adjacent properties, mixed

land usage; desired nature of the area as reflected in the policy of the Edmond Plan IV Maps and Goals and Policies or updates thereto. The change the usage will bring about through such external effects as dust, noise, vibration, odor, lights, fumes and glare.

5. Density, the standards developed for different land uses most often reflect a relationship between the number of people and the required amount of land to serve the needs of the projected population. If there has been a change in the density as projected in the Plan Map, this may be one element in considering an amendment request.
6. Land ownership pattern, characteristics of adjoining land, such a size of tract, shape of tract, number of owners, changes in pattern.
7. Physical features and characteristics of proposed amendment including land area or size of site, topography, soil, vegetation, flood plains, creeks.
8. Special conditions affecting property, Downtown District; Arcadia Lake District; I-35 Corridor District; Sensitive Area Conservation Assessment requirements; or other special districts.
9. Location of schools, parks, trails and sensitive lands.
10. Compatibility with Edmond Plan IV; this factor would be a measure of how the Plan Map projected land uses for a surrounding area have followed the overall assumptions made in the Edmond Plan IV Plan Maps and Goals and Policies.
11. The Site Plan Review Process that would apply and any special conditions that would be required of any application to develop the subject property.

F The Planning Commission and/or City Council may consider other factors that are reasonable and appropriate to the application not described in the above criteria.

SECTION 3. Upon the effective date hereof, the present comprehensive plan document and Plan Map, known as the Edmond Plan III 1999 - 2004 and amendments thereto, shall be deemed rescinded, ineffective as to its purpose, and no longer a precedent or standard by which City zoning and planning matters are determined.

SECTION 4. REPEALER. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of any such conflict.

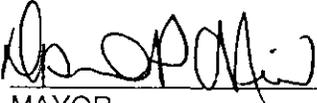
SECTION 5. SEVERABILITY. If any section, sub-section, sentence, clause, phrase or portion of this Ordinance, is, for any reason, held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

PUBLISHED THIS 9<sup>th</sup> day of May 2007.

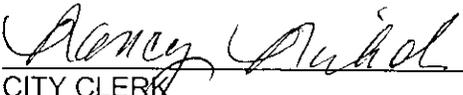
READ AND APPROVED in open meeting of the Edmond City Council this 29<sup>th</sup>

day of May, 2007.

EFFECTIVE the 29th day of June, 2007.

  
MAYOR

ATTEST:

  
CITY CLERK

APPROVED as to form and legality this 29th day of May 2007.

  
CITY ATTORNEY

ORDINANCE NO. 3094

AN ORDINANCE ADOPTING BY REFERENCE EDMOND PLAN IV MAP AND PLAN IMPLEMENTATION AND AMENDMENT PROCEDURES, AS THE COMPREHENSIVE LAND USE PLAN OF THE CITY OF EDMOND; RESCINDING "EDMOND PLAN III AND PLAN MAP AS AMENDED". PROVIDING FOR REPEALER AND SEVERABILITY.

---

BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF EDMOND, OKLAHOMA:

SECTION 1. PLAN MAP. "Edmond Plan IV", as promulgated by the Planning Commission and elected officials of the City of Edmond, is hereby adopted as the governing comprehensive land use plan of the City, as is fully set forth herein, except as to such portions as are, from time-to-time, expressly amended or modified according to the Plan Map Implementation and Amendment Procedures. Edmond Plan IV Map is based on the Goals and Policies Statements Ordinance Plan, General Plan and Edmond Transportation Plan.

SECTION 2. PLAN MAP IMPLEMENTATION AND AMENDMENT.

- A. Implementation of Edmond Plan IV is accomplished when the City Council adopts the Edmond Plan IV Ordinance Plan Map by this Ordinance. No plan can anticipate all the market and social changes that may influence private investment and subsequent land development patterns. Therefore, Edmond Plan IV Maps, like the predecessor plans will require an amendment on a continuing basis.
- B. The Plan Map is oriented to forecasting the land use potential; therefore, it is necessary to provide a formal process to amend the Plan Map to provide for unanticipated changes. This process provides an opportunity for Edmond Plan IV to have a continual assessment and to be dynamic in addressing future conditions.
- C. Amendment of the Plan Map will require a formal ordinance approved by the City Council in order to amend the Plan Map. The following elements are necessary to process a request for Plan Map Amendment:
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  - 3. There shall be a filing fee of \$150 for all Plan Amendment requests
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  - 5. An ordinance in the form of a Planned Unit Development is introduced with each application to amend the Plan Map.

6. City Council approval is required to amend the Plan Map and a declared emergency vote is required to make an immediate change and provide for a companion rezoning otherwise thirty (30) days are required prior to a rezoning request.
  7. Plan Amendment requests by the City to amend the Plan Map for public purpose shall comply with all steps except the 300 foot notice to adjoining property owners.
- D. Plan Amendments to the Plan Map may be based on conditions that have changed affecting a particular parcel of land or its general vicinity. In a more general manner, an amendment to the Plan Map may represent a determination by the Planning Commission or the City Council that the Goals and Policies of Edmond Plan IV have been met by the amendment request, and therefore is a reasonable change.
- E. The Plan Amendment Form to be completed by the applicant is evaluated by the Planning Commission and City Council as a part of the criteria for amending the Plan. The staff report developed from the review represents an additional consideration by the Planning Commission and City Council. A public hearing is held by the Planning Commission and City Council where additional comments are heard regarding an application to amend the Edmond Plan IV. General planning considerations include:
1. Community infrastructure and available services represent a significant element in reviewing land use changes in the community. There is a considerable public investment in water lines, water wells, sanitary sewer lines, electric service, street improvements, driveway locations and access management improvements, easements and right-of-ways, fire protection, public safety, park facilities and regulatory flood areas. Service standards are identified in the Municipal Code regarding these infrastructure improvements and, as the need is justified, standards are reevaluated. Applicants requesting Plan Map Amendments should demonstrate how municipal services meet the capacity demanded by the proposed change in land use.
  2. Traffic, including issues such as present standard and function of the abutting street, traffic controls, traffic volume, speed limits, sidewalks, and the need for a traffic impact analysis based on the standards in the Edmond Transportation Plan.
    - a. Consideration of how the proposed amendment will affect future transportation planning and conform to future street plans and transit plans.
    - b. The major traffic generators and traffic characteristics of the proposed use.
  3. Existing zoning pattern, history of rezoning in the area; current policy as adopted by the Plan Map, including updates or current zoning practice on similar tracts considering changed conditions from Plan Map adoption.
  4. Land use, including non-conforming uses, conditions of adjacent properties, mixed land usage; desired nature of the area as reflected in the policy of the Edmond Plan IV Maps and Goals and Policies or updates thereto. The change the usage

will bring about through such external effects as dust, noise, vibration, odor, lights, fumes and glare.

5. Density, the standards developed for different land uses most often reflect a relationship between the number of people and the required amount of land to serve the needs of the projected population. If there has been a change in the density as projected in the Plan Map, this may be one element in considering an amendment request.
6. Land ownership pattern, characteristics of adjoining land, such a size of tract, shape of tract, number of owners, changes in pattern.
7. Physical features and characteristics of proposed amendment including land area or size of site, topography, soil, vegetation, flood plains, creeks.
8. Special conditions affecting property, Downtown District; Arcadia Lake District; I-35 Corridor District; or other special districts.
9. Location of schools, parks, trails and sensitive lands.
10. Compatibility with Edmond Plan IV; this factor would be a measure of how the Plan Map projected land uses for a surrounding area have followed the overall assumptions made in the Edmond Plan IV Plan Maps and Goals and Policies.
11. The Site Plan Review Process that would apply and any special conditions that would be required of any application to develop the subject property.

F The Planning Commission and/or City Council may consider other factors that are reasonable and appropriate to the application not described in the above criteria.

SECTION 3. Upon the effective date hereof, the present comprehensive plan document and Plan Map, known as the Edmond Plan III 1999 - 2004 and amendments thereto, shall be deemed rescinded, ineffective as to its purpose, and no longer a precedent or standard by which City zoning and planning matters are determined.

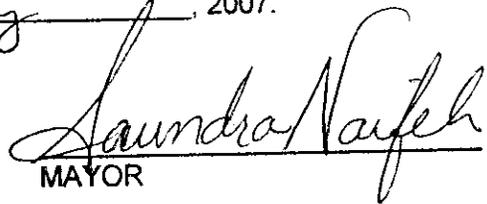
SECTION 4. REPEALER. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of any such conflict.

SECTION 5. SEVERABILITY. If any section, sub-section, sentence, clause, phrase or portion of this Ordinance, is, for any reason, held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

PUBLISHED THIS 3rd day of April 2007.

READ AND APPROVED in open meeting of the Edmond City Council this 23rd day of April, 2007.

EFFECTIVE the 23rd day of May, 2007.

  
MAYOR

ATTEST:

  
CITY CLERK

APPROVED as to form and legality this 23rd day of April, 2007.

  
CITY ATTORNEY





**Completed in coordination with  
Wilbur Smith Associates,  
C.H. Guernsey and Company, and  
Howard-Fairbairn Site Design, Inc.**

