

Comprehensive Plan Slaughterville, Oklahoma

Introduction:

This Comprehensive Plan is the updated and revised long range plan for the future physical development of the Town of Slaughterville. It represents a desired land use pattern in response to anticipated growth rates, financial constraints and environmental conditions. This Plan embodies a conscious decision by the Town to anticipate and make choices on Slaughterville's future. It provides a vision for the future and a foundation for managing the Town's growth.

The Town's government currently consists of various boards and committees. The Board of Trustees is elected and serves the citizens of the Town. The Planning and Zoning Commission is appointed by the Trustees as an advisory board to make recommendations over all matters concerning zoning, boundaries, zoning districts, planning for the Town, and all other matters concerning land use. The Flood Plain Board serves over all issues pertaining to floodplain areas, and the Board of Adjustment serves as an appellate board as well as a variance board. There are other Committees appointed from time to time for various projects as needed and required. Together, all the Boards coordinate to formulate the policies, procedures, regulations, and overall desires for the Town.

This revised Comprehensive Plan is based on the original Comprehensive Plan as well as revisions that were previously made based on the Growth Plan. Revisions are necessary to update the regulations to correspond with the ongoing changes and needs of the community.

Purpose:

The purpose of this Comprehensive Plan is to set certain policies regarding the Town's future growth by recognizing defined land areas within Slaughterville and by identifying the reasonable use of the same for the overall benefit of the citizens of the Town.

Historical View Point:

Slaughterville was incorporated in 1970 for the purpose of keeping its rural identity. It was derived from three different communities: Shobert's Corner, Maguire, and the Slaughterville Curve. The surrounding cities and towns were annexing land at an alarming rate and the founders of Slaughterville united in an attempt to maintain the tranquility of a country setting. When the Town initiated the zoning of land use, each site was zoned according to the land use then current. As the population increased through rapid development, additional controls became necessary both to ensure that new development was consistent with the Town's purpose and to ensure that the Town's other residents were not burdened with the unmet costs of an inadequately planned and established land development.

While Slaughterville recognizes this past, Town Officials desire to keep a watchful eye on the future so that this Comprehensive Plan and future development will meet the needs of a growing community.

Plan Objectives and Goals:

Slaughterville is blessed with a wealth of natural resources and the Town desires to preserve them for future generations. In an effort to preserve these natural resources the Town wants to encourage growth in a controlled fashion. By requiring single-family homes to be placed on large parcels of land and spreading the populace, Slaughterville maintains and preserves the historical rural flavor of the Town. It also preserves air, water, health, safety, light, peace, and the overall quality of life. Moreover, the wildlife that appears abundantly throughout the Town will certainly be impacted if the growth patterns continue unchecked. The wildlife should be recognized as one of Slaughterville's invaluable natural resources.

Town Officials further recognize that the agricultural businesses that are located within Slaughterville need to be protected from unbridled growth. These businesses consist of farmers, ranchers, cattle operations, horse training, horse riding facilities, vineyards, and other agricultural uses which utilize tremendous land area and require land preservation. The Town desires to maintain the rural quality of the community. The Town Officials also realize that people who move to and live in Slaughterville usually come here to get away from the city environment and desire to live in the country. The Town Officials want to promote the agricultural business industry (referred to as "agri-business") and continue to maintain the country flavor of the Town. This Comprehensive Plan addresses this industry as well as these concerns.

Other objectives are to lessen congestion in the streets; secure safety from fire, panic and other dangers; and to facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements. By spreading the population, by reviewing the placement of water and sewer systems, and by creating distinct areas to encourage growth while discouraging growth in clearly defined agricultural areas, these goals are being met.

Floodplain areas have been identified and mapped, and special standards are in effect for their development. Maps and regulations have been revised in compliance with state and Federal laws. Because Slaughterville has a large area of floodplains within its incorporated boundaries, it is important to limit the development of growth in these floodplains. Slaughterville recognizes that flooding is the number one cause of loss in the State of Oklahoma by natural disaster, and desires to ensure that development is safe from damage by flooding.

Another objective is to enhance, preserve and protect the property values in Slaughterville. In the past, there were no constraints regarding the age of mobile or manufactured homes coming into the Town. Moreover, because surrounding towns and cities had restrictions and regulations, Slaughterville became the "dumping ground" for these structures. This resulted in many deteriorating and in some cases, dilapidated mobile and manufactured homes in the community. Many of these buildings are used for illegal purposes and are associated with crime. This resulted in the devaluation of citizen's property.

They present fire, health, and safety hazards. They catch fire easily and burn rapidly. They often develop leaks which enhances rot and mold. As they deteriorate pieces break off and blow in the

Oklahoma wind onto surrounding property which is hazardous. When abandoned, they attract vagrants, criminal activity and rodents. At times, trees grow through abandoned structures. The Town has been forced to devote large sums of financial resources to keep these structures checked. The majority of code enforcement efforts involve mobile and manufactured homes.

Town Officials are committed to removing these hazards from the Town by imposing limitations on the age of manufactured homes, by not allowing mobile homes (those that are made before 1976), and by making new regulations regarding securing and removing dilapidated structures in the community.

Another very important objective for Slaughterville is related to fiscal responsibility. More regulations require more personnel and operations to ensure that the regulations are met. Therefore, more revenue is needed. The vast majority of the Town's income is derived from sales tax and the electric franchise tax. Adequate funding is vital to ensure compliance with regulations, thus ensuring the overall goals and objectives of this Comprehensive Plan are met. Town Officials realize that income is limited and is vital to ensuring the quality of life that is desired in the community.

Slaughterville has another goal: to keep regulations at a minimum. In this regard, the Town recognizes that many of the Federal and State guidelines are sufficient. However, as growth occurs, it may be necessary to impose additional local regulations. There is a fine balance between the need for regulation and over-regulating. The Town is making every effort to keep regulation at a minimum while, at the same time, ensuring the quality of life for citizens.

Finally, Slaughterville has an overall goal of incorporating pockets of unincorporated areas into the Town.

These goals fall in line with goals which have been adopted in the past by the Board of Trustees. A Goals Committee was formed many years ago, and goals established for the Town. The goals were reviewed approximately ten (10) years later and were revisited and revised in 2003 to meet the changing needs of the Town. Currently, the Board of Trustees reviews and updates the goals on a regular basis.

Public Utilities and Roads:

Due to its wealth of natural resources the Town does not have the need to provide public utilities at the present time. The Town does not currently have the infrastructure, in a public water system, a public sewage system or adequate roads, for the population growth that is occurring. The Town Officials do not currently desire to increase taxes to create the necessary infrastructure for the necessary utilities. However, Slaughterville perceives a possible future need. Future development of public utilities is a consideration in this Comprehensive Plan.

Another factor in the Town's consideration is to focus the growth of the community and the populace based on the condition of the roads. The Town currently maintains the roads through a contract with Cleveland County for specific road projects. The Town receives funds through gasoline excise tax and commercial vehicle tax which are earmarked for use on roads.

The Oklahoma Department of Transportation (ODOT) is currently indicating that there will be an expansion of State Highway 77. The extent to which the highway will be expanded is not known at this

time. The Department of Transportation has conducted studies and will conduct future studies to determine the traffic load on the highway. Financial feasibility is always an issue. Funds must be available for the expansion before the project proceeds. The results of the study and the amount of the funding will determine to what extent ODOT expands the highway.

According to current state laws, once the Town reaches a population of 5000, the Town will be responsible for road maintenance. Although contracts can still be utilized with the County, the Town would ultimately be financially responsible for maintaining the roads. The current cost for road maintenance is rapidly increasing and is a major factor in determining what the Town can afford to do in the future. The Town consists of thirty-nine (39) square miles, with approximately seventy-five (75) road miles.

It is obvious that the unbridled growth of the Town would greatly impact the fiscal responsibilities for the Town's maintenance of roads. If the citizens were asked to pay for these road costs, the Town would need to develop a way to increase revenues. Taxation of the citizens for this purpose would go against the goals adopted by the Town officials and is not desired. Therefore controlling the growth of the Town is vital to meet the goals set under this Comprehensive Plan. Simply, the Town does not have the budget to pay for road maintenance if the Town expands too quickly. It is the desire of the Town to encourage the population to grow in the areas that are maintained by roads that can support the growth patterns.

Pattern of Development:

The Town desires to preserve its valuable and limited resources while recognizing past growth patterns. Issues of concern are the extreme population growth that is occurring in essentially an unlimited fashion, and the impact of the growth on the Town's resources. Statistics have shown:

<u>Actual Population Growth of Slaughterville</u>	
Year	Number
1970	158
1980	1953
1990	1843***
2000	3609

*** reduction was most likely caused by the de-annexation that occurred in 1985.

In fact, Slaughterville was determined to be one of the fastest growing communities within the State of Oklahoma as reported by the census. Conservatively, the Oklahoma Department of Commerce projects the growth of Slaughterville to be the following:

<u>Projected Population Growth of Slaughterville</u>	
Year	Number
2010	4010
2020	4310
2030	4550

(Projections provided by the Oklahoma Department of Commerce).

Number of Building Permits Issued by the Town of Slaughterville

<u>Year</u>	<u>Mobile Home</u>	<u>Commercial</u>	<u>Residential/New</u>	<u>Other*</u>	<u>Residential/Remodels</u>	<u>Total</u>
2001	16 55%	0 0%	13 45%	0 0%	0 0%	29
2002	43 69%	3 5%	15 24%	0 0%	1 2%	62
2003	33 48%	0 0%	31 45%	0 0%	5 7%	69
2004	44 62%	0 0%	23 32%	0 0%	4 6%	71
2005	32 60%	2 4%	16 30%	0 0%	3 6%	53
2006	41 68%	0 0%	16 27%	1** 2%	2 3%	60
2007	18 50%	0 0%	12 33%	2** 6%	4 11%	36
2008*	12 48%	0 0%	10 40%	2** 8%	1 4%	25*

*These figures are through June, 2008

**Shop with restroom

While growth appears to have leveled off over the past couple of years, of grave concern are the types of permits being issued. Over 57% of the structures coming into Slaughterville and obtaining building permits are mobile and manufactured homes. This disturbing fact will cause more expense to the Town for management of these structures, especially if they are older and more prone to deterioration. The Town has no choice but to eliminate mobile homes, which by definition were built before 1976, and regulate manufactured homes. The Town must continue to evaluate these growth patterns as they occur in Slaughterville to establish and maintain districts and adequate regulations to meet the needs of the citizens and the Town.

Zoning Districts:

Districts have been determined and established by considering the purposes and objectives of this Comprehensive Plan, the present use of the land, the overall use of the surrounding land, the population clusters within each section of land in Slaughterville, the condition of the roads that serve the population, the overall plan established by the Town of Slaughterville and the desired growth patterns. Planning Areas, as shown on the Area Planning Map, (which is attached hereto and made a part hereof by reference) are defined as Area "A", Area "B" and Area "C" as follows:

Area "A" is that area which is essentially the main business area of Slaughterville or Sections 5, 6, 7, 8, 17, 18, 19, 20, 29 and 30 all in T7N, R1W. This area is easily accessible to the highway and has adequate roads to support growth. The minimum lot size requirements are 2_ acres for residential zoned areas and 5 acres for agricultural zoned areas.

Area "B" is identified as that area which is along Maguire Road and contains large pockets of population without adequate County maintained roads to support growth. This area consists of Sections 28, 27, 26, 25, 36, 35, 34, and 33 in Township 8N, R1W and Sections 30 and 31 in Township 8N, R1E. The minimum lot size requirements are 2_ for residential zoned areas and 5 acres for agricultural zoned areas.

Area "C" encompasses the rest and remainder of the Town which is mainly agricultural and has

sparse population. Area "C" is increased to a minimum lot size of 5 acres for residential zoned areas and 10 acres for agricultural zoned areas.

The zoning districts shall be organized into the following categories:

1. Agricultural / Residential Combination 1 (AR-1) (Area C) (Lower Density)
2. Agricultural / Residential Combination 2 (AR-2) (Area A and B) (Higher Density)
3. Residential Low Density District (RL-1) (Area C)
4. Residential Single Family (R-1) (Area A and B)
5. Residential Multi-Family (R-2) (Area A and B)
6. Planned Residential Development District (R-3) (Residential PUD)
7. Commercial (C-1)
8. Planned Commercial Development District (C-2) (Commercial PUD)
9. Industrial (I-1)
10. Planned Industrial Development District (I-2) (Industrial PUD)
11. Other Special Zoning Districts
 - a. Institutional PUDs (IN-1) are recognized by the Town to be special areas that require more concern and consideration. There simply will not be a hard-fast, easy determination of whether an Institutional PUD should be allowed in a particular area. Moreover, citizen involvement is critical in analyzing the project. The Town further realizes that the costs of professionals involved in the particular land use could be burdensome. Therefore, a comprehensive analysis of each proposed Institutional PUD will be necessary, with publication to neighbors in the area, as well as restrictions on physical placement of the PUD, and with the costs borne by the applicant.
 - b. Mixed Use PUDs (M-1) are intended to accommodate combined uses, such as residential, shopping and offices, within planned, unified developments. Mixed Use PUDS will require careful consideration and citizen involvement. Each proposed project should be analyzed on a case by case basis. The idea is to provide services and goods to citizens within a reasonable geographic location. The Town further realizes that the costs of professionals involved in the particular land use could be burdensome. Therefore, a comprehensive analysis of each proposed Mixed Use PUD will be necessary, with publication to neighbors in the area, as well as restrictions on physical placement of the PUD, and with the costs borne by the applicant.
 - c. While Public Use (designated as P-1 on the Zoning Map) is a type of use of the land, it is essentially located within other districts. Therefore it is not defined as a separate "district" for zoning purposes but is a recognized use of the land.

The Land Use Plan:

The majority of land in Slaughterville is agricultural in nature with an onsite residence. The Town desires to maintain this use of the land but realizes that family farms are being sub-divided into small parcels. The Town recognizes that there are essentially two (2) distinctly different sections of Agricultural/Residential areas. Those that have been developed and have grown over the years (AR-2); and those areas that are and should remain rural agri-businesses (AR-1). The Town has clearly identified these two areas and has established different lot sizes for each. In this fashion, the lower density and undeveloped areas should be preserved and growth therein should be discouraged for the immediate future. The largest growing district in Slaughterville is the single-family residential property. Slaughterville desires to reach the objectives set forth in this plan by spreading the population and channeling commercial, industrial, and any other use which would substantially interfere with a rural quality of life into clearly identified locations supported by current infrastructure. However, the Board of Trustees does not desire to create hardships on citizens who need family support and thus require relatives to live in close proximity to them for health, financial, or other pertinent reasons. The Board also does not desire to create hardships on citizens who desire to divide land among their relatives, so long as the proposed division has a minimal impact on the character of the neighborhood, and does not break up the parcel in such small tracts that the resulting parcel is too small to be reasonably used under this plan.

1. The district defined as Agricultural/Residential Combination (AR-1) is established to promote the agri-business resource, the wildlife resource and other natural resources by discouraging the development of the area by maintaining the minimum agricultural lot size at ten (10) acres for this area, shown as Area "C" on the Area Planning Map.

2. The district defined as Agricultural / Residential Combination 2 (AR-2) is intended to provide a zoning classification for the land situated in the developed area that is still being used for agri-business purposes, but may be undergoing development in the future. Most of these areas will be in close proximity to residential and commercial uses. The overall goal for this district is to maintain an adequate amount of land and distance between houses to allow for a rural atmosphere and the preservation of natural resources. Minimum agricultural lot sizes for this particular district will be 5 acres. This district is essentially within Area "A" and Area "B" as shown on the Area Planning Map.

3. The district defined as Residential Low Density (RL-1) is that area which is residential and essentially located within the more remote areas from the transportation corridors. The district is established to provide for a low population density in this area, designated as Area "C" on the Area Planning Map. The goal of this district is to keep the population sparse to discourage growth in the immediate future and promote the agri-business industry. A minimum residential lot size of 5 acres should promote this goal.

4. The Residential Single Family (R-1) district is established to promote growth along the transportation corridors (Highway 77 and Maguire Road) in the Town. Subdivisions are properly developed in these areas and the lot size should reflect this goal while, at the same time, preserving the natural resources that are so important to the Town. A minimum size of 2_ acre residential lots should be sufficient to meet this goal with lot sizes increased as dictated by the characteristics of the land involved (e.g. soil type, slope and floodplain involvement). This district is located in that area designated as Area

“A” and Area “B” on the Area Planning Map.

5. The Residential Multi-Family (R-2) district is established for use along the transportation corridors (Highway 77 and Maguire Road) in the Town (Area “A” and Area “B” on the Area Planning Map). This zoning classification will be applied to any multi-family dwellings established pursuant to this Plan, the Growth Plan, the Zoning Ordinance and other pertinent documents.

6. The Planned Residential Development District (R-3) district is established for planned residential developments. Such districts will be established through the Planned Unit Development process described herein and further delineated in the Zoning Ordinance. This district is located in that area designated as Area “A” and Area “B”.

7. Commercial: For the immediate future, new Commercial areas should be limited throughout the community to those identified areas which center around the three (3) original communities: Slaughterville Curve along Highway 77, Shobert’s Corner, and Maguire. Commercial areas are spread throughout the Town because of the large area the Town covers. The overall goal for this district is to keep the commercial development in the defined area for the convenience of the citizens to obtain goods and services. The commercial districts are designated as C-1 and C-2. C-2 is further defined in subparagraph 9, below.

8. Industrial: There are currently no industrial defined areas within the Town. However, as time passes, industrial growth will be inevitable. The location of the industrial district should be considered in relation to residential, commercial and public use areas. The industrial area should be located on parcels of land that are large enough to facilitate the industry while concurrently promoting the overall quality of life for the surrounding uses. Considerations include noise pollution, air pollution, and all other nuisances, which commonly occur with industry. Industry is designated as I-1 and I-2. I-2 is further described in subparagraph 9, below.

9. Special Zoning Districts - Planned Unit Developments: Each classified zoning district, such as Residential (R-3), Commercial (C-2), Industrial (I-2), Institutional (IN-1), and Mixed Use (M-1) incorporate planned developments. Slaughterville currently has such areas within the community. The planned use area should be defined based upon the particular use requested by the developer during the Planned Unit Development process. However, in order to make sure that planned uses best serve the community, citizen involvement is imperative. Such involvement and concurrence is especially vital to the establishment of any Special Zoning Districts.

To promote the welfare of the citizens, all Planned Unit Developments will be established by a step by step process to properly manage the proposed use of land, to protect the Town’s natural resources, to verify that these policies and the citizens are involved in the process, and at the same time, to ensure that the financial costs involved are borne by the developer. An adequate amount of land should be identified to accommodate the proposed planned use with minimum negative impact and interference with any of the surrounding areas. A minimum area of land will not be established for the planned use in this Comprehensive Plan, but shall be established on a case by case basis with the overall goals and objectives kept in mind. (NOTE: These areas are to be treated as “planned unit development” under state law.)

10. Public Use: Public land uses are scattered throughout the community within various zoning districts. The overall goal is to provide adequate public services within a reasonable distance from all residences and to minimize traffic congestion.

FUTURE DEVELOPMENT:

The citizens and elected officials of Slaughterville want to create a safe, tranquil, and secure place to establish homes and businesses. Growth patterns should stress the importance of limiting development in the floodplain areas, preserving the overall quality of life, promoting the natural resources, and serving the goals that have been set by the Town. Future growth should curtail the unbridled influx of used manufactured homes, thus promoting and maintaining higher property values.

LAND USE GOALS/OBJECTIVES/POLICIES:

The following section defines the overriding land use goal of Slaughterville and provides objectives related to managing development, land use patterns and zoning issues. Supporting policies to implement the objectives are included as well. All land use decisions should be made on the basis of satisfying one or more of the Community's land use goals or objectives.

The primary goal of the Land Use element is: **Slaughterville's community growth policy will be phased and coordinated with the Community's fiscal and service capacity, encouraging orderly development in the appropriate areas.**

Policies and standards are necessary to provide the basis for land use and fiscal decisions made by the Planning and Zoning Commission and the Board of Trustees. The Comprehensive Plan illustrates the desired pattern of development. Basic policies and standards for residential, commercial, industrial, institutional, mixed, public, and recreational uses are promoted to adhere to this pattern. These policies and standards can be found in this Comprehensive Plan, in the Growth Plan, and within the Zoning Ordinance.

Objectives and Policies of the Land Use element are described hereinafter:

A. Managing Development.

OBJECTIVE 1. Develop a continuous and coordinated planning process, using the Comprehensive Plan, Zoning Ordinance, Subdivision Regulations, and Capital Improvements Program as guides to development.

Policy 1.1. Review and re-adopt the Comprehensive Plan every 5 years.

Policy 1.2. Consult the Capital Improvements Program (CIP), based on the Comprehensive Plan and review as necessary, but at least annually.

Policy 1.3. The Board of Trustees should annually review and comment on the CIP and its updates.

Policy 1.4. The Planning and Zoning Commission should make a finding on all zoning requests regarding their conformance to the Comprehensive Plan. Requests recommended for approval by the

Planning and Zoning Commission which does not conform to the Comprehensive Plan should be sent with the written rationale supporting the recommendation.

Policy 1.5. All public projects should be subject to the regular development review process.

Policy 1.6. Maintain coordination with area municipalities in order to establish permanent mutual boundaries and develop compatible development arrangements.

Policy 1.7. Restrictions affecting use, intensity, height, setback, and any other conditions agreed to within Planned Unit Development Districts should be contained within the Ordinance establishing the District.

Policy 1.8. All unnecessary barriers to personal independence encountered by handicapped or disabled persons would be eliminated through enforcement of regulations which comply with Federal and State Laws for construction of all structures and facilities in the community.

Policy 1.9. Coordinate the Zoning, Site Plan, and Subdivision Review and Approval Process with the provision of essential public services and facilities. Ensure a balanced relationship between the land use pattern and the capacity of streets, utilities, and community services so that those systems are not temporarily or permanently overburdened.

Policy 1.10. The adequacy of public services and facilities, specifically as outlined in the Capital Improvements Plan (CIP), should be taken into consideration for any zoning request to a higher intensity use.

Policy 1.11. The Planning and Zoning Commission should not approve subdivision plats unless essential public facilities, including but not limited to water, sanitary sewerage, roads and drainage, are adequate to serve the proposed development at the time of occupancy or an agreed-to date. Findings of inadequacy may be resolved by delaying or phasing the project, by providing privately-funded improvements, or by private-sector financial participation in related Municipal Improvement Projects.

B. Land Use Pattern.

OBJECTIVE 2. Promote Good Design and Compatible Land Use Relationships in All Developments

Policy 2.1. Implement a development review process.

Policy 2.2. Buffer residential areas from incompatible uses with special landscaping features, distance separation, and/or screening walls.

Policy 2.3. Promote neighborhood cohesion by encouraging residential development of viable (rural) lot sizes with good internal circulation, common amenities and open space, and a sense of entry and identity.

Policy 2.4. Individual residences and alleys should not directly access major or secondary thoroughfares, whenever possible.

Policy 2.5. Use floodplain areas for compatible open space and recreation uses. Do not use unsuitable soils, areas, and terrain as building sites.

Policy 2.6. Division between Zoning Districts should occur at the rear or side lot lines rather than at the front lot lines.

OBJECTIVE 3. Promote Good Development.

Policy 3.1. Residential neighborhoods must be oriented towards street systems designed to discourage excessive, rapid or through traffic on all but the Residential Collector Street System; major streets are routed along neighborhood perimeters.

Policy 3.2. Proper street classification must be required in new subdivisions to insure that traffic is not routed through residential areas, and that traffic control devices are provided, according to street classification and traffic use.

Policy 3.3. Higher-density residential development and other uses which may serve a large area must be located near the outer edge of a neighborhood, with good access to the major street system.

Policy 3.4. The traffic circulation system in residential areas must be designed so that pedestrian travel is separated as much as possible from heavy vehicular traffic and through traffic is discouraged; use of cul-de-sacs and loop streets accomplishes channeling of traffic.

Policy 3.5. Applications for larger lot residential zoning must be carefully reviewed to ensure that applicable provisions of the Comprehensive Plan, especially with respect to future lot splits, street standards, future development and traffic patterns, and the use of Municipal Utility Systems, are not disregarded.

Policy 3.6. Subdivision design, where lots and buildings must be designed together, should be considerate of solar orientation for each lot and/or building, in order to assure the development of sites with good solar energy utilization potential.

Policy 3.7. Multi-family residential development should be located in areas adjacent to commercial and industrial uses, along major roads and section line roads, and in areas on the edge of residential neighborhoods; this will decrease traffic through neighborhoods and promote increased nodal densities and support for future mass transportation systems.

OBJECTIVE 4. Promote Good Commercial Land Use and Development.

Policy 4.1. Commercial development is promoted, which is compatible with, and will enhance the rural character of the Community, developed on available sites.

Policy 4.2. General commercial activities are developed within unified groups of compatible commercial uses whenever possible.

Policy 4.3. Strip commercial development areas are limited to existing highway-oriented areas; special consideration is given to re-development efforts which stress access safety, unified groupings and common facilities.

Policy 4.4. Inappropriate "spot zoning" of individual lots for commercial purposes within residential neighborhoods will not be allowed, unless residential compatibility can be proven.

Policy 4.5. Adequate off-street parking is made available in all Commercial Districts.

Policy 4.6. Commercial activities are accessible to all citizens and the entire retail trade area.

Policy 4.7. Both vehicular and pedestrian traffic is able to travel quickly and safely through proper traffic controls, off-street parking, and adequate streets and sidewalks.

Policy 4.8. Beautification efforts shall become a part of all existing and future commercial projects.

Policy 4.9. Buffer zones and other transitional zones are used, where feasible, between incompatible uses in different zoning districts, and across major roads for compatible zoning districts.

Policy 4.10. Where a major road or section line road is near, or closely parallels an interstate or freeway, commercial activity is concentrated at the interchange or fronts on the intersecting road or a frontage road.

Policy 4.11. Where existing lots abut major roads and section line roads, commercial development on such lots fronts upon the major streets (with controlled access), and not upon any adjacent minor, residentially-oriented streets.

OBJECTIVE 5. Promote Good Industrial Land Use and Development.

Policy 5.1. Industrial uses are located in areas where problems including but not limited to noise, odor, dust and glare will have minimal impact upon adjacent properties.

Policy 5.2. Industrial uses provide parking areas and access, sufficiently paved and landscaped to prevent excessive congestion problems or the creation of a nuisance due to blowing dust, etc.

Policy 5.3. The use of floodplain areas for new industrial facilities construction shall be avoided.

Policy 5.4. Cohesive, balanced industrial areas are the goal of the Town, subdivided in a flexible manner to suit the needs of individual industries targeted for the occupation of the site(s).

Policy 5.5. Industrial sites are planned and located adjacent to or near major arteries and existing modes of transportation.

Policy 5.6. Industrial activities are discouraged when transportation networks are inadequate or when site expansion is restricted.

Policy 5.7. Industrial development is prohibited in residential areas or when nonconforming to other existing uses.

Policy 5.8. Low pollution level practices and devices shall be used.

Policy 5.9. Detrimental materials, such as salt-water, chemicals, oils, etc., must be controlled and managed and disposed of in an environmentally safe manner. Therefore, industry that uses, generates and/or disposes of such materials will be appropriately located.

OBJECTIVE 6. Promote Effective Open Space, Park, and Agricultural Development.

Policy 6.1. Year-round recreation opportunities for all ages and economic groups, in locations that best serve the people who will participate, will be encouraged.

Policy 6.2. Parks will be designed to make use of unique or unusual qualities of sites, and located where natural beauty adds to other uses.

Policy 6.3. The reservation, lease, option or purchase of lands for open space and park development will be pursued continuously throughout the growth period.

Policy 6.4. The transition, when possible, of lands from less appropriate uses to permanent open space uses, will be a goal of the Town, and the use of open space land for uses which are exploitative will be discouraged.

Policy 6.5. Developers will be encouraged to reserve areas for parks and open space within subdivisions.

Policy 6.6. Encroachment of other uses into prime agricultural lands will be discouraged.

Policy 6.7. Balance community-wide open space, park, and recreation facilities with neighborhood types of facilities.

Policy 6.8. Development which has an adverse effect on the environment will be discouraged.

Policy 6.9. The Town will attempt to participate in local agricultural and economic development efforts as a means of increasing benefits from trade development and as a means of influencing the maintenance of proper environmental conditions in its perimeter areas.

OBJECTIVE 7. Promote Sound Public and Institutional Uses and Development.

Policy 7.1. Public facilities will be provided in accordance with the needs of the Town as determined through further and continuing study by both the Planning and Zoning Commission and The Board of Trustees.

Policy 7.2. The development of centralized and accessible institutional land uses will be encouraged, so that the services provided through them will be easily available to those who need them. PROVIDED that when the institution is based on rehabilitation or penal services, the additional Policy of protecting the citizens from the possible adverse impact such a facility could foster upon the community should be considered and thoroughly reviewed.

Policy 7.3. Increased availability and utilization of all partially-used community facilities will be encouraged.

Policy 7.4. Schools will be located on adequate tracts of land and be easily accessible to all of the people whom they serve.

Policy 7.5. Public facilities will be well-designed and landscaped, indicating the high value placed on the Community.

Policy 7.6. Conversion of homes for day care centers or nurseries will be considered in residential areas only when such conversions meet neighborhood objectives, standards, and Zoning Ordinance requirements; good access from a collector street will be encouraged, as well as use of existing institutional, church, and other public structures for day care centers and nurseries.

Policy 7.7 The Town will continue to support provisions to accommodate the changing needs of older citizens.

OBJECTIVE 8. Promote Effective and Efficient Transportation Development.

Policy 8.1. A variety of street types to serve traffic traveling within and through the Town will be supported through policies, regulations, and ordinances.

Policy 8.2. A street system which will efficiently serve all land activities will be established and maintained as fiscally feasible.

Policy 8.3. Streets which are below standards established by the Town will be upgraded over a planned period of time as fiscally feasible.

Policy 8.4. Further exploration and development of rail and alternative transportation modes will be encouraged.

Policy 8.5. Planning for future development of the transportation network will always consider the criterion of safety, efficiency and environmental harmony.

Policy 8.6. The cooperation of County Commissioners and Department of Transportation

personnel with local officials in the establishment of future roadways, or the expansion of the same, or watercourses and drainage systems that will complement both the road system and land use in the Town, will always remain a high priority.

C. ZONING ISSUES.

OBJECTIVE 9. Minimize the Adverse Effects of Zoning Problems.

Policy 9.1. Changes in Zoning should be clearly consistent with (a) Comprehensive Plan Policies and (b) the planned capacity of the transportation system and other essential community facilities.

Policy 9.2. Regularly review the Zoning Ordinance (both map and text) and identify revisions that will improve its consistency with the policies and recommendations of the Comprehensive Plan.

Policy 9.3. Continually monitor changes in zoning.

Policy 9.4. Use incentives, including zoning, infrastructure, and financial participation, to achieve specifically-identified community objectives, and to affect the location and quality of future growth, consistent with the Comprehensive Plan's recommendations.

Policy 9.5. Provide for future commercial and industrial sites through identifying possible locations suitable for zoning as industrial and related uses while minimizing the possible adverse affects on the community.

Policy 9.6. Consider requests for re-zoning areas planned or zoned for non-residential use to residential districts based on the following criteria:

1. The area is physically appropriate for residential use.
2. The area is an extension of a residential neighborhood shown on the Zoning Map.
3. The area is not affected by adverse environmental factors including but not limited to noise, light, dust, fumes, or similar nuisance.
4. The proposed zoning conforms to the housing and land use policies of the Comprehensive Plan.
5. The re-zoning would not result in a shortage of land required for retail or service uses.
6. The re-zoning would not diminish the land base considered prime for future economic expansion.
7. The re-zoning would not leave a residual tract of non-residentially zoned property which would not conform to the Comprehensive Plan or negatively affect the proposed residential use.