

PRYOR



GUIDE FOR GROWTH 2023

ACKNOWLEDGEMENTS

This document was created through the assistance of committed citizens in each of the Four Corners communities who gave their time and energy to provide input to the planning process, as well as to the staff of each community.

Assistance was also provided by the staff of MidAmerica Industrial Park whose initiative and funding made this planning effort possible.

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Town of Chouteau

Town of Langley

Town of Locust Grove

City of Pryor

Town of Salina

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CONTENTS

INTRODUCTION	1
Overview and Context	2
Purpose of the Guides	4
The Importance of Anticipating and Guiding Growth	6
Benefits of Growth and Development Guides	8
PLANNING PROCESS	11
Community Visioning	12
Goals and Objectives	14
MAYES COUNTY EXISTING CONDITIONS	17
County Demographics	18
Sense of Place and Character	20
Natural Environment	24
Cultural and Historical Resources	28
Cherokee Nation Reservation	32
Rural and Agricultural Lands	34
Transportation and Roads	38
Community and Utility Infrastructure	42
PRYOR'S GUIDE TO GROWTH	45
Overview and Context	47
Opportunities and Challenges	48
Future Land Uses	50
Protecting Our Unique Natural Environment and Mitigating Floods	52
Promote Transportation Options and Connectivity	54
Importance of Community Services	56
Foster Regional Cooperation and Collaboration	58
Next Steps And Actionable Strategies	60

1

Introduction

In 2022, Mid America Industrial Park (MAIP) initiated a robust community-based process to assist the communities in the Four Corners region, located within Mayes County Oklahoma, in envisioning their future and understanding how growth may occur as a result of regional changes and developments within MAIP.

This process involved residents of the municipalities - Adair, Chouteau, Pryor, Langley, Locust Grove, Pryor, and Salina - in discussions to identify issues and concerns that need to be addressed and how to create guidance for accommodating the projected growth and opportunities that will follow the successful development of the industrial park in ways that will contribute to everyone's quality-of-life and sense of place.

Community discussions and resident input informed each consecutive step and phase of the development of these Growth and Development Guides and the resulting set of recommendations for action items. While there are action items that are applicable County-wide, there are additional items recommended that are specific to the needs of each community.

Through documenting tangible steps that are supported by the community, stakeholders and leadership that the Four Corners region – the municipalities can utilize these Guides to implement recommendations over the near, mid and long-term as the state of planning and supporting regulations evolves.

If implemented, the recommendations in these Guides steps will help the Four Corners region in its efforts to retain its unique sense of place and character, guide the accommodation of expected growth, anticipate future needs such as utilities, transportation, environmental resource protection, housing, community services, and educational needs.

OVERVIEW AND CONTEXT

Mayes County sits in the northeast of Oklahoma and is an area with a long rich history that includes prehistoric development, early 18th century settlements, and the Cherokee nation, and military activity during the Civil War (more detailed historic information about the region can be found in the Culture and Historical Resources Section of this Guide). Post-Civil War the area experienced transportation improvements which served to expand the region's economic activity. Railroad tracks, cattle trails, and the Texas Road connected this area to the greater region.

Mayes County is bisected by the Grand River, a natural feature that defines a lot of the landscape and development seen across the 684 square miles of land within its boundaries. Approximately 28 square miles of land in the County is water. To the east, the Ozark Plateau is embodied with large swaths of flat areas interspersed with deep stream valleys. To the west, the Prairie Plains, large expanse flatlands.

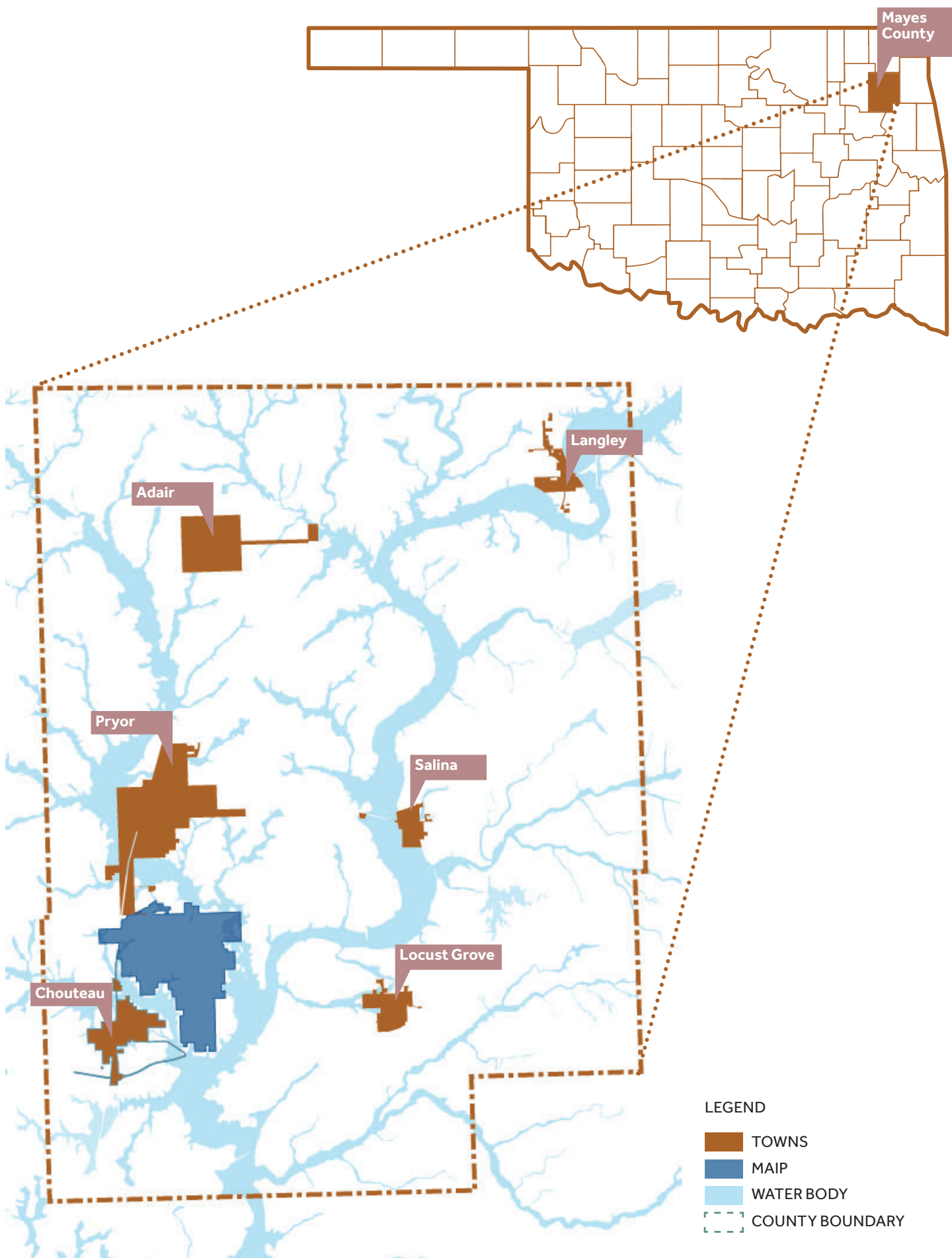
The County contains many man-made reservoirs built by the Federal Government and managed by the Grand River Dam Authority. These reservoirs were constructed

to mitigate flooding and provide for hydroelectric power generation.

Mayes County has seen steady growth over the last 100-years, with the exception of more recent population shifts in response to trends seen during COVID-19, and is expected to see growth and the local economy continues to evolve and bring in new industries. Traditionally, farming and agriculture have been at the helm of economic activities but that trend began to shift in the mid-20th century with the introduction of heavy industry and the introduction of the Oklahoma Ordnance Works – a plant that manufactured munitions near Pryor.

Eventually, this plant closed after the second World War and in its stead MAIP opened which converted the use of the site from munitions production to production plants for paper, fertilizer, and cement. MAIP has continued to expand over the last 60+ years to response to the needs of tenants, employees, and the greater community. As MAIP continues to expand and bring additional jobs into the region, it will be more important than ever for the Four Corners region to look forward together to work towards a collective vision for the future.





PURPOSE OF THE GUIDES

The purpose of the Four Corners Guides for Growth is to help the six communities of Mayes County Four Corners region: Adair, Chouteau, Langley, Locust Grove, Pryor, and Salina - prepare for growth, particularly in response to new developments within the MidAmerica Industrial Park (MAIP). These developments offer great potential for new jobs and higher paying jobs for residents of these communities.

In addition, this growth offers the promise of increased community benefits in terms of schools, parks, retail opportunities, which can improve the quality of life in the region.

To realize this potential, the Four Corners communities must anticipate the demands on public infrastructure, including utilities and roadways, anticipate the need for expanded and improved educational, library, and park facilities that will come in response to that growth, and create an action plan to guide future growth.

Given that it is a guide, this document is to inspire future actions by the municipalities of Four Corners in order that it meets with citizen expectations.

The key, however, is action. Without deliberate effort to work on the action items of the Guide, and accountability to get things done, citizen expectations will not be met, and growth will continue to cause the concerns and challenges that have been expressed by the community.

This is a great time for MAIP, Four Corners and Mayes County. A perfect time to consider the most appropriate ways that it can continue to grow, prosper, hold onto what it values most, and leverage the unique quality of life that it possesses. With simple and direct action, which respects individual property rights, the Four Corners region can establish the tools and policies that will ensure that Mayes County remains special for generations to come.

QUALITY OF LIFE

A high-quality of life is defined through an individual's or community's perception of how the place they live delivers basic needs, services, and amenities to its residents. Availability of jobs, housing options at affordable prices, good schools, entertainment and retail options, safety, walkability, physical character (design and history) and local culture all contribute to what is perceived as a high-quality of living by many.

FUTURE ACTIONS MAY INCLUDE:

- **Education** associated with the benefits of land use planning.
- Assisting those places within the Four Corners that want to **move forward** with land use guidance.
- **Inspiring tools** that can influence acceptable growth.
- Coordinating **development standards, growth, infrastructure, transportation, and economic development** with the municipalities within the Four Corners.
- Defining where **agricultural and environmental protections** should occur.
- Determining where **shared amenities** might be beneficial for all.
- Determining when and where **shared resources** would be beneficial.
- Highlighting where **growth** may best be accommodated.



Pryor, OK

COMPREHENSIVE PLANNING OF OKLAHOMA STATE REQUIREMENTS

While Comprehensive Plans are not required by state law in Oklahoma, when adopted, these plans are considered the official guiding document for future land use and development in their communities. In Oklahoma, Comprehensive Plans are often developed through a collaborative process with the community, officials, and government entities - and are reviewed and adopted by either or both of the Planning and County Commissions. State planning legislation (Title 11, Section 43-102 ff) requires that "ordinances, regulations, and zoning decisions to be consistent with the comprehensive plan". Furthermore, Oklahoma law establishes the scope of a comprehensive plan, and establishment of building, structure, and land development regulations to include, among others, the following objectives to lessen congestion in the streets; to secure safety from fire, and other dangers; to promote health and the general welfare, including

peace and quality of life; to promote historical preservation; to facilitate the adequate provision of transportation, utilities, schools, parks and other public requirements; and to provide "reasonable consideration" for the character of a district and its suitability for particular uses, conserving the value of buildings, and encouraging the most appropriate uses of land throughout a municipality.

While these Guides for Growth should not be considered to be comprehensive plans, they lay the groundwork for the towns in cities in the Four Corners region to begin the process of exploring and implementing a comprehensive plan and supporting regulatory policies. And, in the case of Pryor which already has a comprehensive plan, an opportunity to assess where the city is in its implementation of the goals and objectives contained in their plan.

THE IMPORTANCE OF ANTICIPATING AND GUIDING GROWTH

Four Corners is positively poised for the inevitable population growth associated with MAIP, along with the industries that spin off from it. The region is already seeing growth, which is creating opportunities as well as challenges for those that have lived here a long time.

These opportunities are associated with economic development, more housing choices, the ability to attract more retail, places to eat, and places to work. With more rooftops the potential for better quality of life elements such as bigger stores, more accessible shopping locations, more parks, greenways, cultural offerings, and community services become more possible.

The challenges related to sprawl and unregulated growth intruding into the rural areas of the Four Corners region include inconsistent levels of quality of development and regulatory standards, impacts to the natural environment and resources, stress on existing school systems, increased traffic, and an increase in housing costs. When a community is not prepared, growth can overwhelm the citizens that have lived there for a long time. Growth begins to show up in unlikely places, slows traffic, and alters the sense of place and character.

Growth can also reach into areas where farming and a rural quality-of-life have been part of the community for generations, creating tension that pushes a community to have to deal with changes that would alter this way of life. While this can be positive for individual landowners who have decided it was time to cash out, it challenges

those that are still farming and challenges the Four Corner's available natural resources.

Guiding growth through an established framework or set of policies and/or regulations creates a more efficient use of land and helps to identify land that is highly developable and land that might be better preserved for agriculture, natural resources, or other community and environmentally beneficial uses. This framework can also assist communities to mitigate the possibility of negative impacts such as sprawl, overburdened infrastructure, inequity in the allocation of community services, and disorganized responses to growth. Deciding where growth occurs within communities also serves to manage environmental risks, such as increased flooding, pollution, and wildlife habitat loss.

Perhaps most importantly, guiding growth helps to accommodate the basic needs of the community - needs such as housing; jobs; education; opportunities for recreation; transportation; and basic services like water, electricity, clean air and health care - while it evolves and expands.

Establishing a framework for guiding growth goes hand-in-hand with understanding what a community's vision is for the future. Who are we? What is important to our community? What are our opportunities? What should be celebrated and preserved? And, what should change? These questions are the baseline for any discussions around planning for the future.

ACCEPTING SOME LEVEL OF LAND USE GUIDANCE CAN:

Ultimately, these Guides for Growth, and the accompanying tools and resources, should:

- Support the **rural and agricultural community** by elevating the importance and viability of working farmland and open space to the economic and social value of the Four Corners.
- Support existing communities, municipalities, and places by maximizing **efficient growth**, **efficient investment in infrastructure**, and taking care of **place-making assets** that the community values.
- Create the potential for new and vibrant places to grow (villages), by **focusing development** where infrastructure exists, around key community crossroads, and where jobs are located so that people can live, work, and recreate in a smaller footprint.
- **Link together the investment** in infrastructure, schools, parks, open space, greenways, and support services with the growth of new places.
- Help to **mitigate potential risks** associated with environmental changes, economic cycles, cultural shifts, and demographic changes.

MIDAMERICA INDUSTRIAL PARK



Midamerica Industrial Park (MAIP) Aerial



Airport MAIP

BENEFITS OF GROWTH AND DEVELOPMENT GUIDES

Growth and Development Guides are a tool that can enable a community to protect its most valuable assets, its character, and its culture.

This Guide is meant to capture the vision for the future that a community or municipality or county has for itself and creates the “recipes” for how the vision can become reality. It directs how growth will be supported and encouraged within the context of that vision and establishes those values and principles that help ensure it is the type of growth that will support the culture and landscape that define a particular place.

These Guides promote a market-based approach that supports maximizing economic potential while also enabling those protections that benefit a community’s health, safety, enjoyment, and sense of place.

Growth and Development Guides do not create or mandate policy, or supersede individual community efforts to protect their municipality.

HOW TO USE THE DOCUMENT

This Growth and Development Guide will act as a resource for communities that wish to remain small town by showing them as important places to protect, while simultaneously showing how to grow to meet the demands of their community.

This document will serve as the baseline for creating a common ground between all municipalities within the region by developing common agreement on the things about Four Corners that are important to support, invest in, promote, and protect for the betterment of the quality of life. This effort includes establishing common vocabulary, expectations, principles, and actions between municipalities, citizens, stakeholders, and developers. This Guide will build trust, community pride, and a sense of camaraderie within the many varied communities that make up the Four Corners.



The Guide describes options and strategies that align with the community vision, while being acceptable politically, legally, environmentally, and culturally. This document outlines where different community types and place types might best be located relative to transportation, utilities, schools, services, agriculture, natural resources, and cultural resources. It allows communities to quantify growth expectations spatially by testing different scenarios and options so that growth is better understood in terms of land area, housing types, jobs, services, etc. This growth also accounts for anticipated infrastructure service extensions, road connectivity, and future school development.

Along with these goals, this Guide will provide high level guidance for how to accommodate growth while anticipating increased environmental hazards while protecting valuable natural resources, water quality, habitats, and landscape conservation efforts.

As a result of an extensive public planning process, this Growth and Development Guide provides a common vision for Four Corners in managing the challenges of explosive growth and development.

This Guide is to be used regularly by municipal staff, leadership, interest groups and citizens to hold each accountable to act toward the common vision that it establishes. Using this document, the Four Corners can preserve sense of place, while taking advantage of positive opportunities for additional growth and development.

The Guide defines the big picture and describes general concepts for future development that citizens desire to see implemented over a long-range period of time. As such, this document becomes a guide for the day-to-day decision-making responsibilities providing goals, strategies, and policies necessary for implementing the vision.

The Growth and Development Guide is intended to be a living document, to evolve and grow in response to changes in public values and to market and physical conditions. It focuses on the ideal locations for accommodating growth, and the locations that are best preserved based on the natural environment, or existing land use. This document provides clarity around the principles and values that the community has expressed within the process of creating it, and create a touch stone for future efforts that are of priority to the community.

The Guide will be implemented through the actions and enforcement of various parts of the Four Corners' growth management system: development regulations, capital improvement planning and budgeting, specific plans, transportation plans and decisions about the appropriateness of development proposals.

Only through continuing use, evaluation, detailing, reconsideration and amendment can the Guide fully serve Four Corners - only then can the people of the Four Corners use it wisely as a creative tool toward achievement of its comprehensive vision for the community. In an effort to keep the Land Use Guide updated, the Guide should be reviewed, refined, detailed and revised on a regular basis through preparation and adoption of plan amendments.

2

Planning Process

The planning process for the Four Corners Region Guides for Growth was designed to be a collaborative exercise that took the approach of understanding existing conditions in the County, capturing community members' visions for the future, organizing goals and objectives, and creating actionable recommendations tailored to each City and Town to help them achieve their visions.

The process began with a deep-dive into available information on existing community demographics, land use and development standards, transportation-related studies and plans, existing and planned major utilities and infrastructure plans, natural lands and resources, parks and open spaces, historic and cultural resources, location of community services and economic data.

Utilizing this assessment of existing conditions as a baseline for discussions with communities, the project team began its community engagement efforts to discuss community visions for the future and begin to outline key goals and objectives. These initial discussions with the community informed subsequent meetings and exercises pertaining to land use and future growth and development.

The planning process and community visioning exercises are further described in the following sections.

COMMUNITY VISIONING

In completing the Guide for Growth, an initial kickoff meeting was held at MidAmerica Expo Center with County residents in attendance. This meeting included a presentation of the planning process and a discussion of areas of interest and concerns to the participants.

Following this opening session, four rounds of public meetings were held in each of the six cities and towns of the Four Corners region as shown in the timeline below. These meetings involved small group discussions to further define the goals and objectives of the Guide for Growth for each of the towns.

Meetings were also held with Mayes County officials and staff, Oklahoma Department of Transportation,

MidAmerica Industrial Park, electric and gas providers, and rural water districts.

The key takeaways from the community engagement process focused on the public's desire to protect the natural environment and mitigate floods, to promote transportation options and connectivity, to capitalize on the unique community character and quality of life of the region, to foster regional cooperation and collaboration and to achieve stable growth while remaining fiscally responsible.





COMMUNITY ENGAGEMENT ROUND 1

The first round of community engagement meetings were held on April 21, 2022, and introduced the project plan. These meetings were attended by both town and city representatives and other community members and focused primarily on establishing a vision for the individual municipalities and the region.



COMMUNITY ENGAGEMENT ROUND 2

The second round of community engagement meetings were held on June 20, 2022. These meetings provided a workshop format which focused on understanding the communities' growth opportunities and challenges to future development. Community members shared their ideas and priorities through a live polling exercise and chip board game focused on future land uses.



COMMUNITY ENGAGEMENT ROUND 3

The third round of community engagement were held on September 24, 2022, where the meetings were focused on the review of the chip game exercise from Round 2, providing strategic guidance on the mapping of potential future development. Strategic actions were also provided for community members to review as the project team began to assemble action items in response to community feedback across all rounds of engagement.



COMMUNITY ENGAGEMENT ROUND 4

The fourth and final round of community engagement took place on November 28 and 29, 2022. These meetings allowed the project team the opportunity to share initial recommendations for action items for both county-wide measures and town and city specific measures. These recommendations for action items focused on the key themes to come out of the cumulative engagement process.

GOALS AND OBJECTIVES

In order to guide future growth effectively and safely, there are several community priorities that need to be taken into account such as health, safety, order, prosperity and general wellbeing.

In order to accomplish this, the project team spoke with community members to develop actionable land development goals and objectives in order to promote development within the County and Four Corners Region is compatible with its present and future needs.

It is important to understand, that while these goals individually have equal weight and importance, there will be times where the community has to prioritize one over another in their decision-making. This is expected.

Ultimately, while balancing competing interests, or prioritizing a specific goal over another, it will be important for decision makers to reflect on the community's vision, the goals and objectives, and the intent of the Guide to help prepare the Four Corners Region communities for anticipated growth through the creation of actionable strategies.

Maintaining focus on the development and maintenance of community infrastructure will be integral to building on the work already accomplished by the city and towns of the region. Investments in downtown areas, water and sewer infrastructure expansions and maintenance, provision of natural gas, and maintaining or expanding schools and funding sources and community programs were at the forefront of most conversations with community members.

Each town has progressed its policies to respond to their community's needs. With each town having a slightly different baseline of policies and regulations in places it affords two large opportunities - the first to learn from each other, and the second, to work together to share assets, partner on important issues such as housing and economic development, and take a more collaborative approach to discussions around land use planning and future growth.

The community engagement process revealed several unique priorities for Pryor as it responds to growth opportunities and challenges. These goals and objectives are outlined below.

PRYOR GOALS AND OBJECTIVES:

- Support new growth with quality neighborhoods.
- Plan for growth east and north of the city, away from the floodplain areas.
- Connect the city with MAIP using trail connections to promote multi-modal options for workers commuting from Pryor.
- Create a greenbelt with trails within flood plain areas to connect neighborhoods with open space.
- Create gateway zone east of Pryor on Highway 20 and south of Pryor on N4320 Road that accesses MAIP.
- Support downtown and surrounding neighborhoods with infill housing, sidewalks, property maintenance, etc.
- Work with ODOT on access management and traffic calming strategies on Highway 20 and Highway 69.



3

Mayes County Existing Conditions

Mayes County is a largely rural community that contains several more densely populated and developed municipalities interspersed along the Neosho River and Highway 28 and U.S. Route 69. The County is connected to the Tulsa metro area by several highways including U.S. Route 412 and Interstate 44 and is adjacent to the famed Route 66. The County has a population of 41,152 with approximately 15,000 households. Its natural features, rural lands and agricultural uses have long informed the type and form of development found in the Four Corners Region to date.

In the assessment of existing conditions in Mayes County, the project team looked at demographic information, community character, land uses, the natural environment, historic and cultural resources, land ownership, transportation and roads, and community infrastructure and services.

Key data points and findings served as the baseline for many of the discussions with the communities during the workshops and meetings, and have also been utilized as the baseline understanding of each city and town's challenges and opportunities. And perhaps, more importantly, highlighting immediate next steps to begin to plan for future growth.

These conditions have been summarized in map in more detail in the sections that follow and have directly informed the actionable strategies recommended across the Four Corners Region.

COUNTY DEMOGRAPHICS



According to the 2020 census, Mayes County, with an area of approximately 684 square miles, has a population of 41,152. Pryor Creek, the only city within the County is the county seat. Over time the County has remained a relatively rural area containing twelve incorporated towns – Adair, Chouteau, Disney, Grand Lake Towne, Hoot Owl, Langley, Locust Grove, Pensacola, Salina, Spavinaw, Sportsman Acres, and Strang, as well as, fourteen census-designated areas, and one unincorporated community.

There are 18,263 housing units in the county, and 15,070 households, with an average household size (2017-2021) of 2.58. The majority of households (94.8%) speak only English at home.

Median household income (\$52,956) for the County is slightly lower compared to the median Oklahoma household income (\$56,956), and the overall percentage of persons in poverty is slightly higher at approximately 16.9% of residents compared to 15.6% state-wide.

The distribution of residents living in Mayes County is comprised largely of adults age 18 to 64 (76.4%), youth age 0 to 17 (23.6%). The senior population in Mayes County, 65 and over, comprises 18.4% of the resident population and is slightly higher than estimates statewide. The County also has a slighter larger population of veterans at 9.4%, compared to 8.0% of the population statewide. The distribution of people among the three categories will influence how the County addresses some of its priorities and future investments; especially in terms of parks, transportation, and senior services. Anecdotally, there is an aging population in the County that will require special attention specific to housing and access to community amenities such as shopping.

There are 786 employer establishments in Mayes County with the majority of employees (69.6%) working for private companies. The second largest class of worker defined in the 2020 Census is government – local, state, and federal – workers at 14.4%. Over 80% of employees drive to work alone (80.5%) with an average travel time of 24.2 minutes. Of the total number of employees, 53.7% of residents in Mayes County are employed.

Attracting a more distributed demographic profile for the County in terms of age, race, income, household size, material status, etc. will result in a more well-rounded community. Groups underrepresented in Mayes County will be attracted to economic opportunities, new housing, neighborhoods, shopping, and entertainment options as the area continues to experience growth.

\$52,956
**Median Household
Income**

52.1%
**Residents Aged
18-64**

18.4%
**Residents
Aged 65 +**

24.2

Average
commute
time in 2020

786

Employers in
the County
in 2020

69%

Employees
work for
private
companies

648
Square Miles of
Land

41,152
Number of
residents in 2020

12
Incorporated
towns

14
Census-
Designated
Areas

18,263
Number of
Housing Units in
the County

15,070
Number of
Households in
2.58
Average
Household Size

9.4%
Percentage of
Veterans

53.7%
Percentage of
residents that
were employed in
2020

SENSE OF PLACE AND CHARACTER



The character of Mayes County and the Four Corners region is largely defined by its history, the natural environment, its small towns, and the agriculture of corn, soybeans, sorghum, and hay, and the cattle ranching and dairy farming that characterize the economy. Grand Lake O' The Cherokee, created by damming Grand River, also is an important part of the character of the region and an essential recreational resource.

Residents' interactions with their built environment – whether it is dropping their kids off at school, waiting at an intersection on their commute to work, driving past open fields and farms, visiting local parks and enjoying recreational opportunities or just walking along Main Street past historic buildings after doing some shopping or getting a bite to eat – all can contribute to a community's sense of place. Character is more often defined through structures and design – historic buildings, architectural styles, and / or design elements along Main Street such as sidewalks with trees, lights, and seating.

While many residents see the benefits of new development, local residents pride themselves and cherish the largely rural character and sense of place and are cautious about the impact of future development on the quality of life they enjoy. Maintaining this sense of place and character while also capturing the benefits of continuing economic growth is a key goal for all of the Guides for Growth.



Art Murals



City of Pryor along State Highway 69



Agricultural land



Nature Trails



Industrial growth



Small Businesses



RV Trailer parks



Commercial Signage



Local History and Heritage



Rural Residential and Farming



Parks and Recreation



Water Bodies



Main Streets

NATURAL ENVIRONMENT














The natural environment of Mayes County and of the Four Corners region is defined by topography, hydrology, vegetation, and soils.

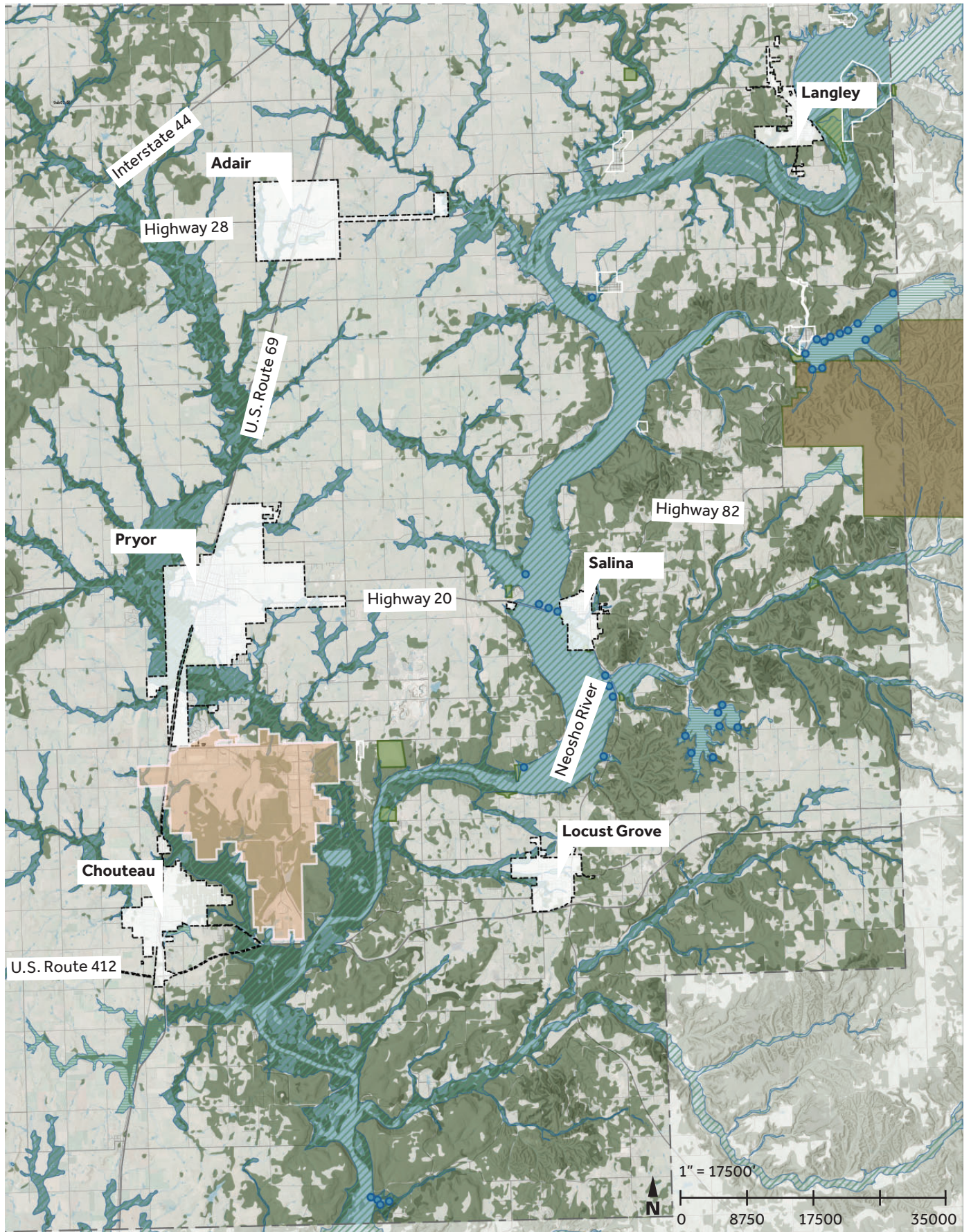
The topography in Mayes County ranges from approximately 548 feet in elevation along the Grand River banks to upwards of 1,100 feet in elevation along the eastern and southeastern border of the County.

The 684 square miles of Mayes County are divided by the Grand River and is encapsulated in what is known as the Grand Watershed Region. This region relies primarily on bedrock groundwater and surface water, and it is anticipated that water users will continue to be reliant on these water sources to meet future demand (OCWP 2012). The water quality in this area is highly influenced by both geology and land use practices and ranges from good to excellent depending on drainage and location.

The eastern half of the county contains the Ozark Highlands. Salina, Locust Grove, and Langley lie within the foothills of this area which is defined as rocky, well-drained, acidic and humus poor soils on steep slopes (in some areas up to 27%). The western half of the county is predominantly in the Cherokee Prairies with large expanses of grazing and agricultural lands. Soils in the area are known to be clayey, loamy, humus rich soils on very gentle slopes. This prairie landscape is characterized by deep stream valleys, notably Pryor Creek and Adair green and contain large stands of trees along these drainages.

LEGEND

	FOREST		TOWN BOUNDARY
	PROTECTED WILDLIFE AREA		COUNTY BOUNDARY
	FLOOD AREA		COUNTY ROAD
	STATE PARK		HIGHWAY
	WATER BODY		STATE FISHING STRUCTURE
	MAIP		





Little Blue Park



Salina Park



Lake Hudson



Snowdale Park



Pryor Creek Trailhead



Snowdale Park



Grand State park



Neosho River

CULTURAL AND HISTORICAL RESOURCES



Named for Sam Houston Mayes, principal Chief of the Cherokee Nation from 1895 to 1899, Mayes County was created by the Sequoyah Convention in 1905. As the ancestral home of Native American people, Mayes County has many prehistoric sites including evidence of Paleo-Indian, Archaic, Woodland, and Plains Village occupation periods. – the earliest of which is estimated to be before 6,000 B.C.

Many of the names within the County are credited to the French voyageurs that explored the area in the early 18th century, naming many of the waterways and other local sites. The state’s earliest mission, school, church and cemetery were a part of one of the first white settlements, Union Mission, in Oklahoma near present day Salina. Jean Pierre Chouteau, from whom the town of Chouteau derives its name, who traded with the Osage tribe that lived in the area.

In 1828, members of the Western Cherokee Nation acquired the area for their lands in Arkansas. The Eastern Cherokee, who were forced from their homes in Georgia, North Carolina, and Tennessee ventured - through what is now called the Trail of Tears - to the Oklahoma Territory in the 1830s. In 1841, the present Mayes County area became part of the Saline District of the Cherokee Nation. It was here in 1835, that Reverend Samuel Worcestor set up the first printing press in this part of the United States.

This region of Oklahoma experienced military activity during the Civil War including a skirmish near the present site of Locust Grove, Oklahoma in July 1862 where 300 troops surprised Confederate forces. The Union force prevailed and captured about one third of the Confederates, while the remainder escaped. A year later in July of

LEGEND



NATIONAL REGISTER OF HISTORIC PLACES



NATIONAL UNREGISTER OF HISTORIC PLACES



MUSEUMS



WATER BODY



MAIP



TOWN BOUNDARY



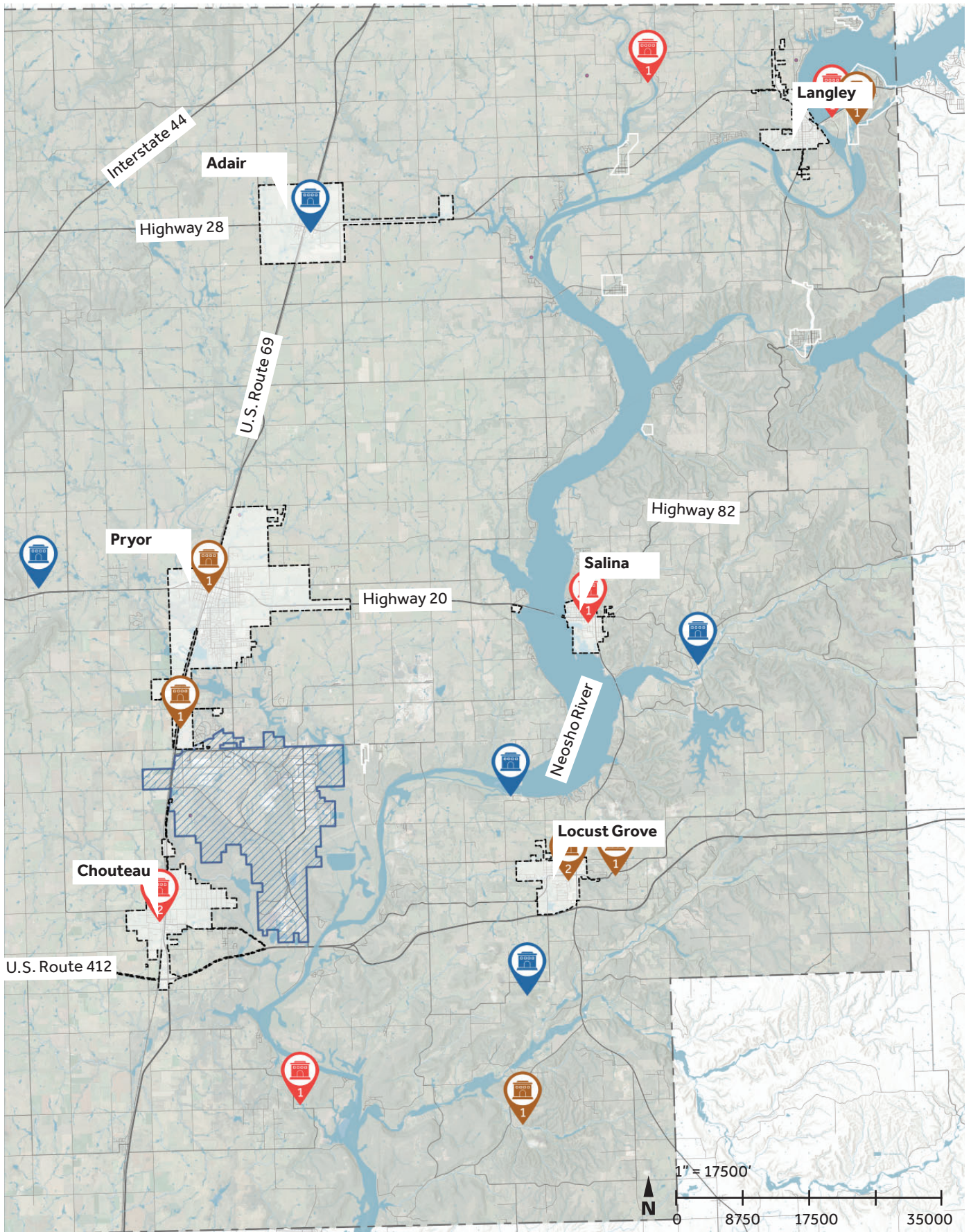
COUNTY BOUNDARY

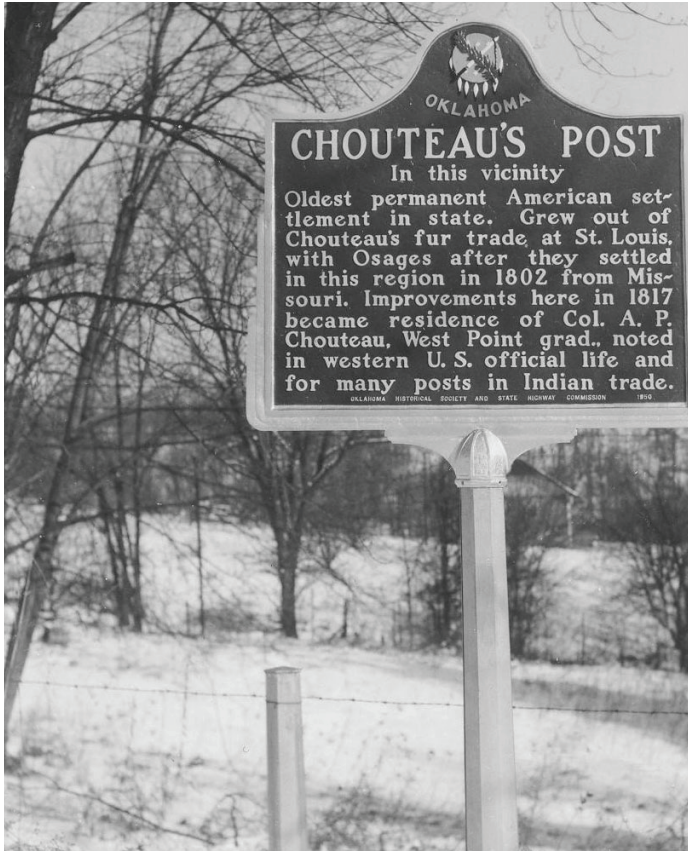


COUNTY ROAD



HIGHWAY





Chouteau Post



Chouteau

1863, in the first Cabin Creek engagement Confederate General Stand Watie attempted to intercept a Union supply train headed to Fort Gibson. Federal forces under Colonel James Williams successfully defended the train and drove off Watie's men. In September 1864, Brig. General Watie and Brig. General Richard Gano did successfully capture a Union supply train in the same location. Colonel James Williams led a detachment that recovered the wagon train in a skirmish near Pryor Creek. The Confederate force escaped.

In 1841, the area now known as Mayes County became a part of the Saline District of the Cherokee Nation. The creation of the County began with the constitution for the proposed State of Sequoyah in 1905. In 1907, Mayes County became a part of the state of Oklahoma through the Oklahoma Constitutional Convention, during which time Pryor Creek, originally known as Cooy-Yah, became the county seat.

In 1871, when the Missouri, Kansas, and Texas Railway built its line across Indian Territory, Chouteau became a terminus. As a result, it grew into a thriving cattle town. Today, Chouteau is home to the largest Amish settlement in Oklahoma.

Named in honor of two Cherokee brothers, William Penn Adair and Dr. Walter Thompson Adair, the Town of Adair was founded shortly after the construction of the Missouri, Kansas and Texas Railway (MK&T) in 1872.

Pryor, similarly, grew initially as a cattle town before turning to agriculture and farming where wheat was the primary cash crop through the mid-twentieth century.

Salina, whose name derives from a salt works in the vicinity. Sale of salt was Salina's second commercial industry next to the trading post.

Locust Grove, which was founded in 1912, by O.W. Killam in response to the construction of the Kansas, Oklahoma, and Gulf Railroad (KO&G) Railroad. Killam purchased a Cherokee allotment in order to establish a townsite.

Langley was founded by Clifford Bogle, who was an original landowner in the area who divided his land into lots and developed the townsite, naming it in honor of J. Howard Langley a prominent county attorney who later served as an Oklahoma Supreme Court justice.



Cabin Creek Battle Field



Lewis Ross Springhouse



Pensacola Dam

CHEROKEE NATION RESERVATION



The Cherokee Nation is the sovereign government of the Cherokee people.

In Oklahoma, the Cherokee Nation exercises tribal jurisdiction over a 7,000 square mile area in northeastern Oklahoma which was established more than 180 years ago. This jurisdiction encompasses all or parts of 14 counties including Mayes County.

As a governing body to the Cherokee people, the Cherokee Nation has the right to its own government, constitution, regulations, laws and the ability to impose taxes within its jurisdiction. The Cherokee Nation also provides community services including but not limited to law enforcement, transportation, infrastructure development, sanitation, engineering, environmental health, and water services for Indian families and communities.

The Cherokee Nation is now one of the largest employers in northeast Oklahoma and is recognized as the largest tribal nation in the country. Cherokee Nation employees approximately, 11,000 residents in northeastern Oklahoma across a variety of businesses, including gaming and manufacturing.

Cherokee Nation has a financial impact of over \$2 billion dollars annually in Oklahoma and in Mayes County alone the Cherokee Nation government and business operations directly produce or purchase about \$80 million of goods and services, and contribute over 700 jobs.

LEGEND



CHEROKEE NATION COMMUNITY CENTER



CHEROKEE NATION RESERVED LAND



CHEROKEE NATION DISTRICT 11



CHEROKEE NATION DISTRICT 9



CHEROKEE NATION DISTRICT 15



CHEROKEE NATION DISTRICT 10



WATER BODY



MAIP



TOWN BOUNDARY



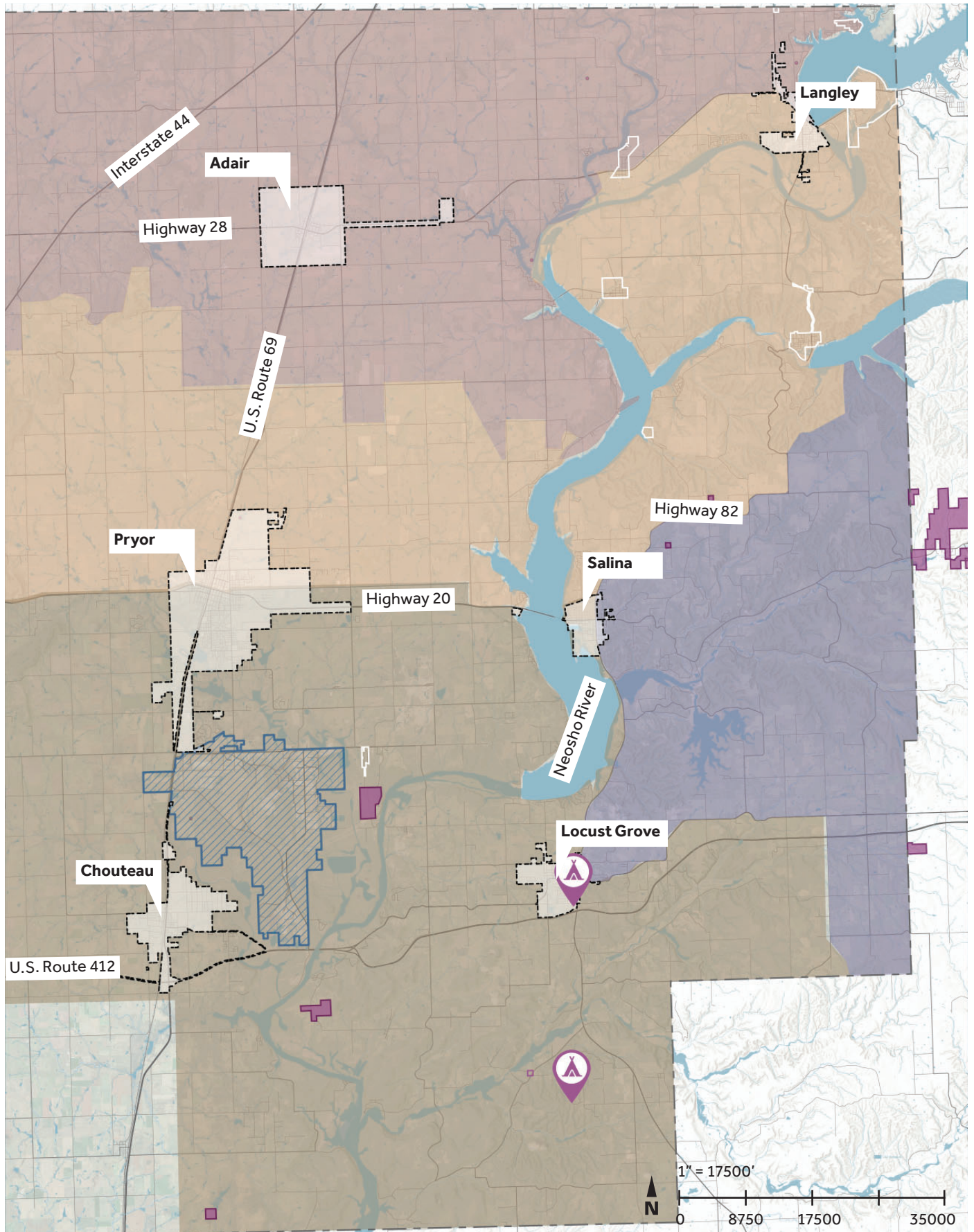
COUNTY BOUNDARY



COUNTY ROAD



HIGHWAY



RURAL AND AGRICULTURAL LANDS



Mayes County consists primarily of rural and agricultural land uses, with around 60% of the land being dedicated to farmland. Information from the last census of agriculture (2017) indicates that there were approximately 271,232 acres at the time of the census. The fertile soils of the Ozark Plateau and the favorable conditions of the Prairie Plains facilitate the cultivation of many crops including corn, soybeans, sorghum, hay, wheat with more rugged lands used for cattle and dairy farming.



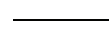
The average farm in Mayes County is 175 acres, with approximately 1,550+ farms accounted for in 2017. These numbers represent a 5% decrease from the previous census in 2012. Of the 60% of lands used by farms, land uses were further defined by croplands (33%), pasturelands (52%), woodlands (12%) and other uses.

The market value of goods sold in Mayes County in 2017 was listed at \$79,391,000, which was equivalent to 1% of the states total agricultural sales. Approximately 91% of farms sold livestock, poultry, and other products with only 9% of farms that sold crops.

The following tables provide additional insights into farming in the region.

LEGEND

-  AGRICULTURAL LAND
-  WATER BODY
-  MAIP

-  TOWN BOUNDARY
-  COUNTY BOUNDARY
-  COUNTY ROAD

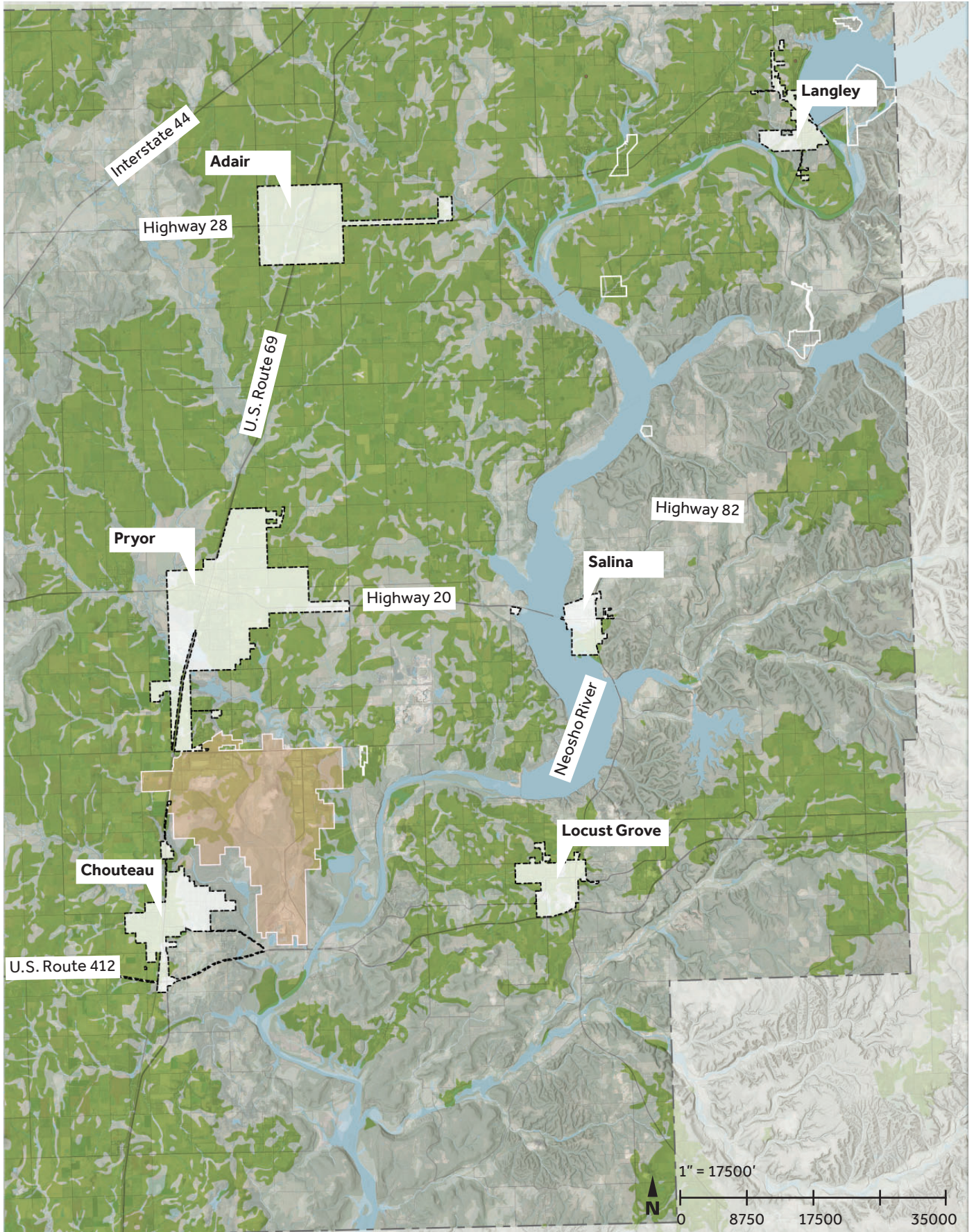


Table 1: Farms by Value of Sales

	NUMBER	PERCENT OF TOTAL
Less than \$2,500	537	35
\$2,500 to \$4,999	200	13
\$5,000 to \$9,999	224	14
\$10,000 to \$24,999	263	17
\$25,000 to \$49,999	132	9
\$50,000 to \$99,999	97	6
\$100,000 or more	99	6

Table 2: Farms by Size

	NUMBER	PERCENT OF TOTAL
1 to 9 acres	123	8
10 to 49 acres	516	33
50 to 179 acres	530	34
180 to 499 acres	262	17
180 to 499 acres	77	5
1,000 + acres	44	3

Total Producers**2,664**

Male	1,586
Female	1,098

Age

<35	302
35-64	1,606
65+	756

Race

American Indian/Alaska Native	518
Asian	9
Black or African American	4
Native Hawaiian/Pacific Islander	0
White	1,900
More than one race	233

Other Characteristics

Hispanic, Latino, Spanish origin	46
With military service	272
New and beginning farmers	734

**Hay Fields**

74%
have internet access

0%
farm organically

4%
sell directly to consumers

17%
hire farm labor

99%



Farm Entrance



Aerial of farmlands

TRANSPORTATION AND ROADS



The cities and towns of the Four Corners region are linked by four major roadways. Interstate 44 and Oklahoma Highway 412 run east/west from Tulsa toward Springdale, Arkansas, and connect Chouteau to Locust Grove. Oklahoma 20 also runs east/west linking Pryor and Salina. Another east/west state highway, Oklahoma 28 links Adair and Langley.

On the west Oklahoma Highway 69 runs north/south linking Adair, Pryor, and Chouteau. On the east, Oklahoma Highway 82 runs north/south linking Langley, Salina, and Locust Grove. A central element of the Guide for Growth will be anticipating the impact of new development on this roadway network.

Although the roadways are critical to the quality of life of the Four Corners regions, there are concerns about the increased traffic that will come with future development, as well as the present impact of truck traffic on the safety and character of the Four Corners communities today, particularly Chouteau and Pryor.

Running north/south and roughly bordering Highway 69, are the tracks of the Union Pacific railroad. In 1871 to 1872, the Missouri-Kansas-Texas Railroad built its track through the present county. The Missouri, Oklahoma and Gulf Railway (later, the Kansas, Oklahoma, and Gulf Railway, built a line in 1913 that joined the Katy system at Strang, Oklahoma. Although rail lines are important to the economy of the region, the need for signalized and other rail crossings are critical to the future development of the Four Corners communities.

LEGEND



WATER BODY



MAIP



TOWN BOUNDARY



COUNTY BOUNDARY



COUNTY ROAD



HIGHWAY



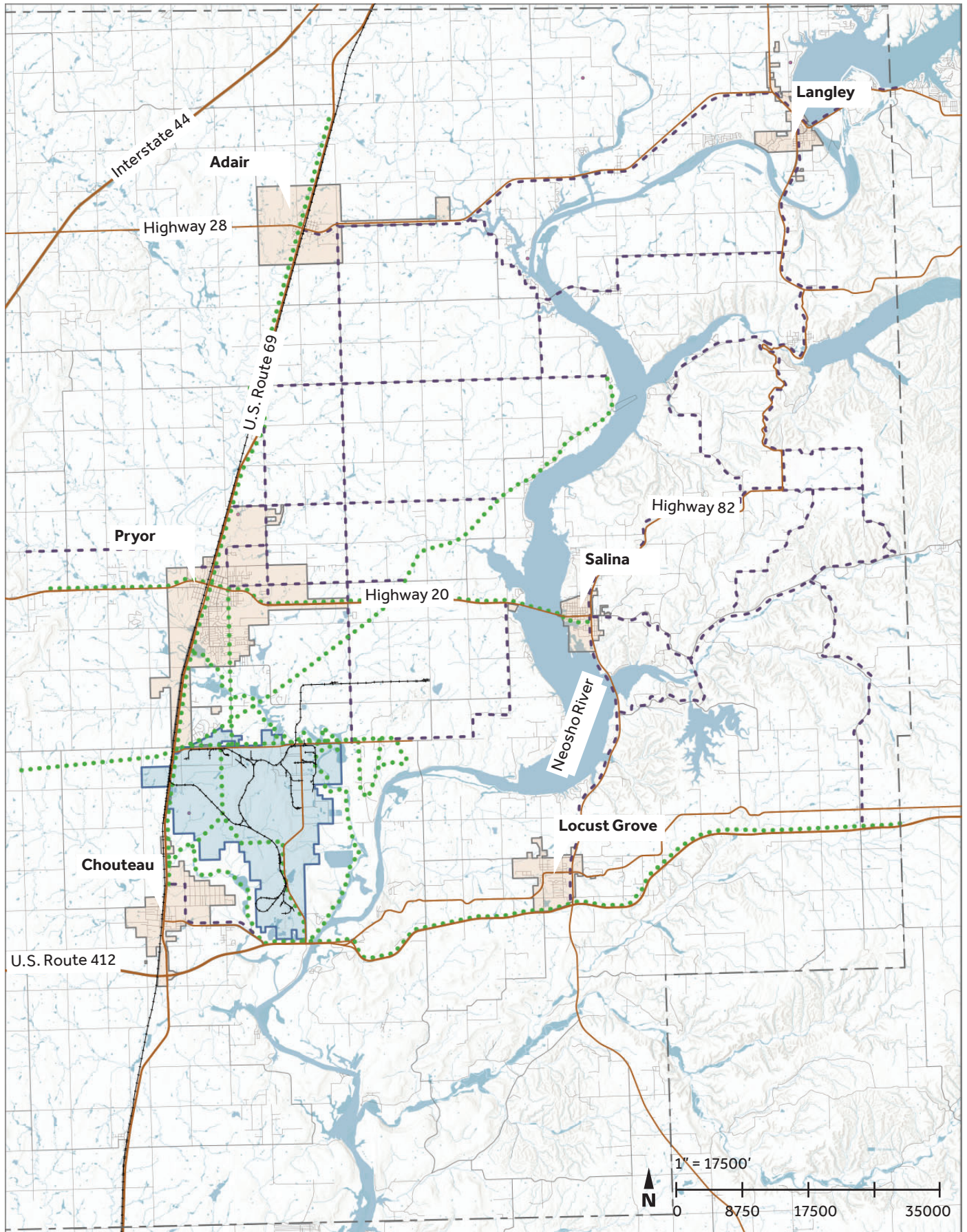
MAYES COUNTY TRAIL



BIKE PATH



RAILWAY





Local road



Main street



Scenic road



Connector road



Country highway



Highway/interstate

COMMUNITY AND UTILITY INFRASTRUCTURE



Community infrastructure plays an integral role in the overall well-being of residents – providing for basic needs like utilities (water, sewer, electricity, gas, waste management), safety (fire protection, police, and emergency services), healthcare (hospitals and medical facilities), and education and community facilities (libraries and schools).

Changes in the economy, consumer preferences, climate, and lifestyle choices may impact how the Four Corners Region and its partners plan for and invest in new infrastructure. Forward-thinking and close coordination with officials that influence land use and development standards — the demand factors for the various systems — will be needed to control costs and manage the timing of new infrastructure to meet demand.

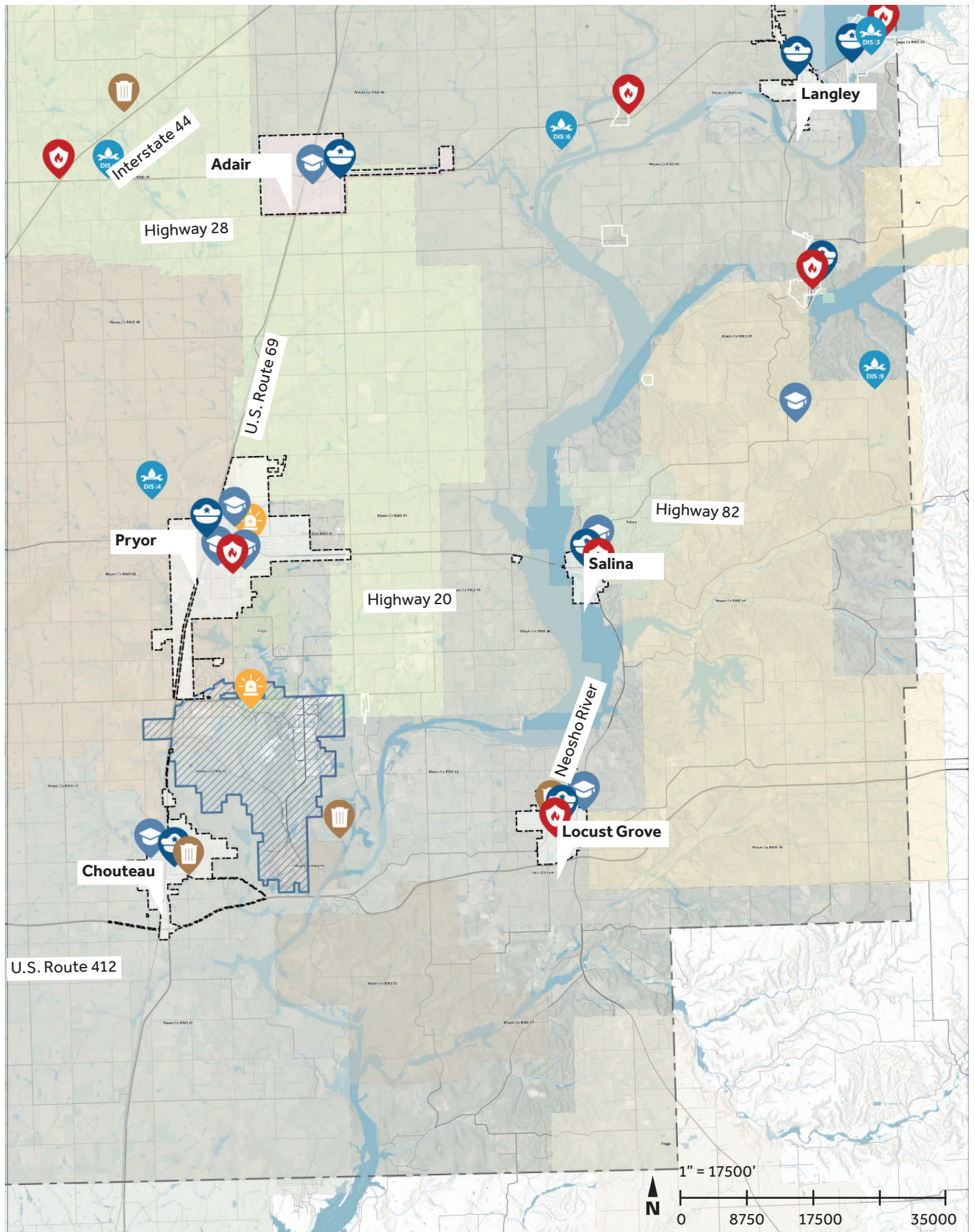
Some communities struggle with managing the true cost of providing infrastructure — starting with construction or acquisition of the facility or equipment, budgeting for its annual operating and maintenance costs, and programming funds for future years to eventually rehabilitate or replace the asset because it has reached its useful life. These communities are surprised by large, unanticipated budget requests because departments or elected officials are not prepared for the full accounting of providing infrastructure.

Unplanned expenditures lead to unfortunate budget discussions where priorities are triaged because there is not enough money for everything. Continued unmet operating and maintenance costs for existing infrastructure deferred to future years may also lead to larger, more expensive capital costs when facilities fail and lead to emergency repairs or replacement. The cost to complete these improvements could place additional long-term burdens on future budgets for decades to come that could be managed with regular spending on maintenance of existing infrastructure.

Currently, each of the communities provides some level of service across these community infrastructure categories to residents within their town or city limits, and limited services to those in outside of town or city limits, with rural areas covered by Mayes County services.

LEGEND

	WASTE MANAGEMENT		FIRE DEPARTMENT		TOWN BOUNDARY
	POLICE STATION		EMERGENCY SERVICES		COUNTY BOUNDARY
	SCHOOL		WATER BODY		COUNTY ROAD
	RURAL WATER DISTRICT		MAIP		HIGHWAY



4

Pryor's Guide to Growth

Pryor's completed and adopted its Comprehensive Plan in 2018. This Guide to Growth provides interim guidance relating to existing conditions, goals and objectives, key themes, and community progress on the implementation of recommendations for future land uses, natural resources, flood mitigation, transportation options and connectivity, housing, community services, and fostering regional cooperation and collaboration.

Actionable strategies are provided for the steps recommended for the city to continue their implementation of the Pryor Comprehensive Plan - from planning efforts, to potential ordinances and regulations, infrastructure planning and service boundaries, to opportunities for historic preservation, annexations, recreation and trail connectivity.



OVERVIEW AND CONTEXT

Pryor is located just north of MAIP along Highway 20 and Highway 69.

The 2020 Census counted 9,444 residents in Pryor which was a slight decrease from the 2010 Census which listed 9,539 residents. The median age of residents in Pryor is 31.7 years old with a median annual household income of \$43,278. Approximately, 60% of residents identify as Caucasian, 17% identify as Native American, and 17% identifying as two or more races. As of the 2020 Census, 550 of the 4,253 housing units counted were listed as vacant.

Pryor is comprised of approximately 10 square miles with a small town center based around a historic Main Street. Pryor is located about 6 miles northwest of MAIP, and is expected to experience growth in population due to the increase in economic opportunity coming to the region in the near future.

The purpose of this guide is to describe tangible steps that Pryor will follow over the near, mid, and long term to help it retain its unique sense of place and character, protect natural resources and agriculture, and anticipate future needs, such as utilities, transportation, environmental resource protection, housing, community services, and education.

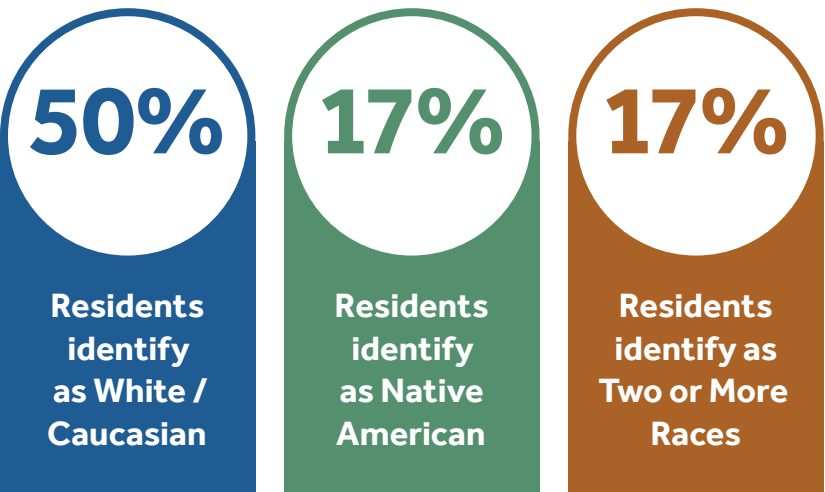
9,444
Number of residents
counted in 2020
Census

10
Miles in Land Area

31.7
Median Age of
Residents

\$43,278
Median Household
Income

4,253
Housing Units



HISTORY OF THE TOWN

Pryor Creek, just to the southwest of downtown Pryor, was named after Captain Nathaniel Pryor who was a member of the Lewis and Clark Expedition. The city was originally named Coo-Y-Yah but the name was later changed to Pryor Creek by the postal service in 1887. The name of Pryor Creek was officially adopted by the city in 1898. Nathaniel Pryor was a veteran of the War of 1812 and an agent for the Osage Tribe who set up a trading post on the Neosho/Grand River.

Over time, Pryor has come full circle. What began as a cattle town that turned to farming and wheat production, returned to a cattle town focused on meat and dairy production. With the construction of the Pensacola Dam, the city's population expanded to roughly 2,500 people. Within ten years the population nearly doubled with the introduction of electricity to the city and the introduction of the Oklahoma Ordnance Works which was located four miles south of the city. The munitions plant drew almost ten thousand workers at its peak and served as a regional draw for employment. Between 1950 and 1970, Pryor saw its community gain another 2,500 residents due to a strong local economy in the manufacturing industry. What was the Oklahoma Ordnance Works is now the MidAmerica Industrial Park which is still one of the region's largest employers.



Historic Downtown Pryor, pryorcreek.org



Early Pryor Creek, okhistory.org



Pryor Creek train station, okhistory.org

VISION FOR TOWN GROWTH AND DEVELOPMENT

Mayes County is poised for growth, and the Four Corners Region stands to house a large portion of the proposed growth. In order to accommodate this growth, the County at-large needs to begin implementing measures, land use management policies, and regulations to ensure that future development patterns are reflective of the community's vision.

The Pryor Guide for Growth is a visionary document, that builds on the 2018 Comprehensive Plan, that reflects one of the few opportunities where the city can dream big and challenge itself to think about its long-term future. The city vision sets the stage for goals, objectives and actionable strategies to be implemented incrementally over time.

Community members want to see Pryor grow, intentionally, while focusing on investments in a thriving downtown and local economy. Residents were interested in promoting economic growth, introducing new mixed-use developments, expanding residential neighborhoods, expanding sidewalk and trail networks, and promoting access to recreational opportunities.



OPPORTUNITIES AND CHALLENGES

The City of Pryor due to its size, growth, and economy, already has a Comprehensive Plan, Zoning, Subdivision Ordinance and other tools and policies to manage growth and development. In that regard, it is ahead of the other municipalities that make up the Four Corners. Being so enables it to be in a leadership position as it relates to coordinating development standards, codes, and policies across the region to help create consistency and a higher standard.

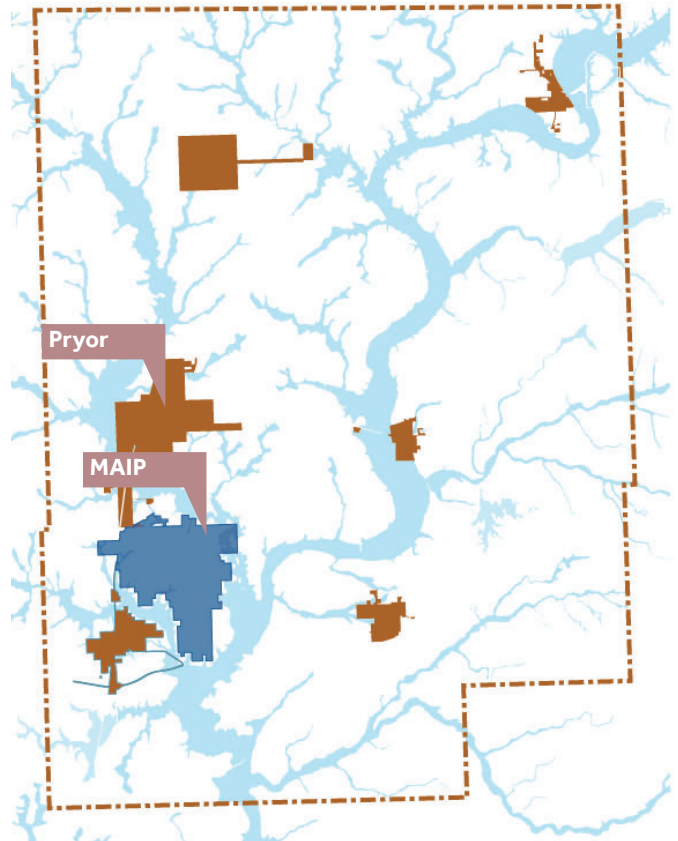
Pryor has the funding, leverage, and staff to work with agencies across the state to assist with acting on the strategies that are outlined in the Four Corners Growth and Development Guide, such as Oklahoma Department of Transportation, Mayes County, and the United States Department of Agriculture amongst others.

Pryor can also set an example on downtown and neighborhood revitalization strategies that culminate in a bustling downtown environment that is friendly for pedestrians. This could include building renovations, streetscape, traffic calming, infill retail and mixed-use development, sidewalks and trails, pedestrian safety strategies, and building maintenance. Doing so would make it an entertainment and commercial hub in the region that other municipalities would benefit from.

Key to Pryor's future is the continuation of implementation of the policy recommendations from its Comprehensive Plan. The City has made significant progress and is working to prioritize and fund efforts associated with downtown revitalization, infill development, and redevelopment. Support is needed to assess the City's progress and next steps.

As it is with many of the municipalities of the Four Corners, Pryor is challenged with funding for regulations, infrastructure, maintenance, and capital improvements. As such, it could potentially benefit from a regional approach to guiding growth, one that enables a sharing of cost, standards, review, and planning. A regional approach might also help to identify grant funding sources to maintain and expand improvement programs.

The following pages outline key opportunities identified by community members throughout the community meetings - page 51 provides some examples of successful projects nationwide that have employed Main Street improvements, upgraded sidewalks, flood mitigation measures, bike trails, pedestrian crossings, signage, and affordable housing options.



Location of Pryor in Mayes County



Downtown Pryor

EXAMPLES OF BEST PRACTICE DESIGN ELEMENTS



Example of Implemented Rural Main Street Improvements



Example of Sidewalk Design



Example of Stormwater Retention and Bike Trails



Example of Town Signage



Example of Pedestrian Crossing



Example of an Affordable Housing Type













FUTURE LAND USES

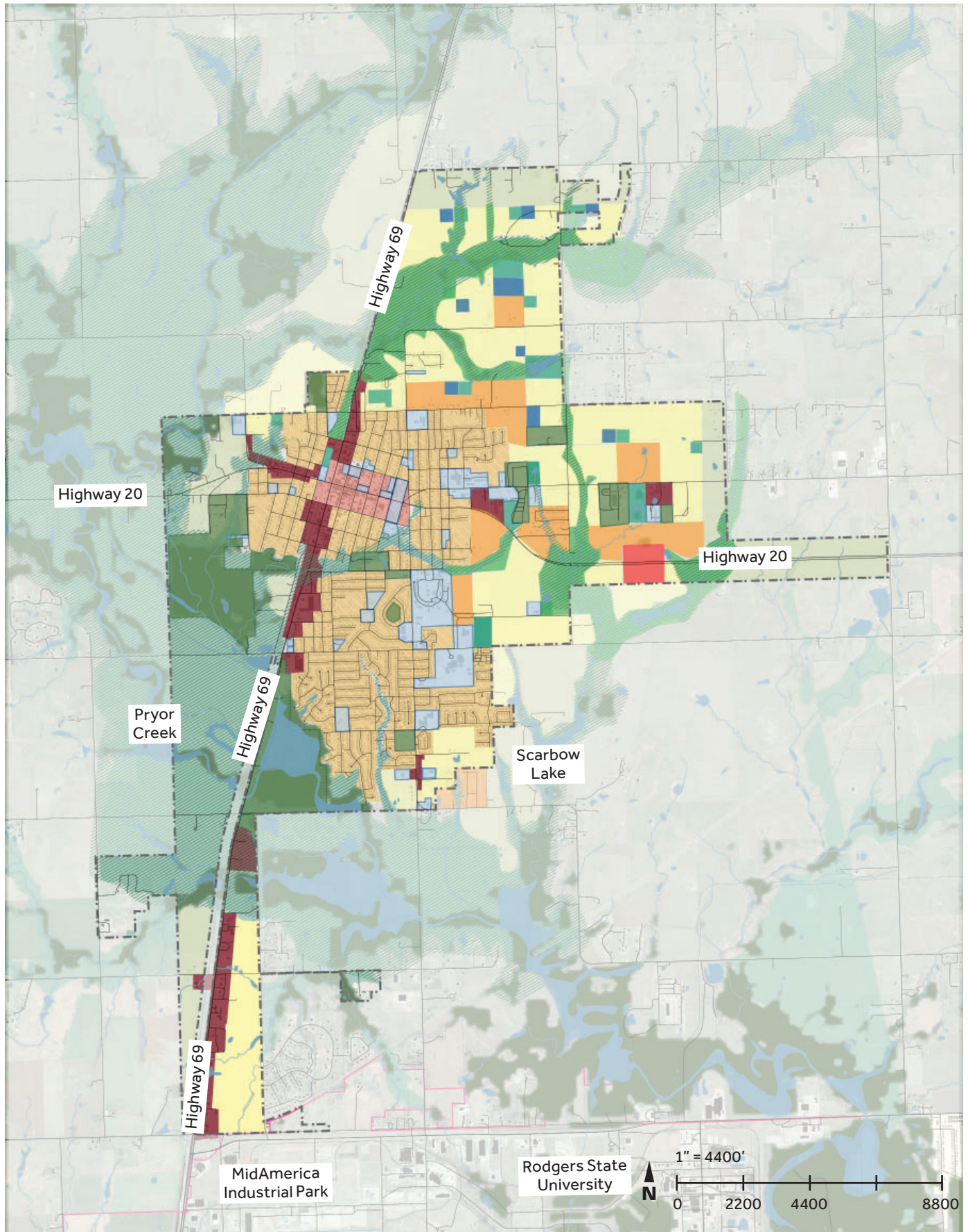
Based upon recommendations in the Comprehensive Plan and discussions with community members and town leadership, Pryor has the opportunity to codify policies that would further strengthen its implementation of land use regulations and its future land use map. This includes exploring natural resource conservation strategies and planning, housing GIS resources for use by the municipalities, concepts of neighborhood connectivity and walkable development patterns, connected trail networks and greenbelts, Complete Streets design and engineering, connectivity planning, access management on major roadways that run through town, and agricultural protection strategies. Doing so, in partnership with state agencies and the other municipalities of the Four Corners would enhance the quality of life of the region and create the momentum needed to affect a positive future.

During the community workshops, participants were interested in seeing additional housing to support more commercial development, renovations to the downtown corridor, and continued growth through annexations to the east of town. Perhaps more specifically, participants were interested in additional residential and mixed use areas surrounding established neighborhoods, and a new commercial area along Highway 20 to the east of town. Specific strategies include:

- o Strengthen development regulations and review processes to ensure development that fits with Pryor Creeks vision outlined in its Comprehensive Plan.
- o Plan for growth east and north of town, and away from flood plains, with quality neighborhoods.
- o Support downtown and surrounding neighborhoods with infill housing, sidewalks, property maintenance, etc.
- o Support new growth with quality neighborhoods that provide housing of all types, have parks, access to schools, sidewalks, and connectivity.

LEGEND

	EXISTING NEIGHBORHOODS		PROPOSED NEW NEIGHBORHOOD
	EXISTING COMMERCIAL ZONE		PROPOSED PARKS
	EXISTING INSTITUTIONAL AND CIVIC		AGRICULTURAL PRESERVE
	EXISTING PARKS		PROPOSED GREENWAY
	PROPOSED MIXED USE		WATERBODIES
	PROPOSED COMMERCIAL		FLOOD PLAIN



PROTECTING OUR UNIQUE NATURAL ENVIRONMENT AND MITIGATING FLOODS

Pryor has significant lands dedicated to parks, open spaces, and natural areas. The city may need to continue discussions around investments in park facilities to address structure life cycles and in order to balance future growth with the preservation of open spaces, natural areas, and agricultural lands.






At the time of the Comprehensive Plan update, over half of Pryor’s land area was designated as agricultural lands primarily utilized for livestock pasture and foraging. Agricultural lands run along most of the city’s borders and due to existing floodplains to the west and south potential future development will likely need to be directed to the north and east. In order to maintain agricultural lands the city should explore conservation strategies.





The Comprehensive Plan strongly encouraged the expansion of trails across several of land use categories and participants from the community workshops mirrored these recommendations, discussing specific areas for potential greenbelts and new trails. While Mayes County has several proposed trails as part of its County-wide trails plan that traverse Pryor. New trail alignments and connections were highlighted through discussions with community members and have been identified in orange in the map to the right. Community members highlighted the need for the following actions to assist in realizing delivery of a comprehensive trail network:

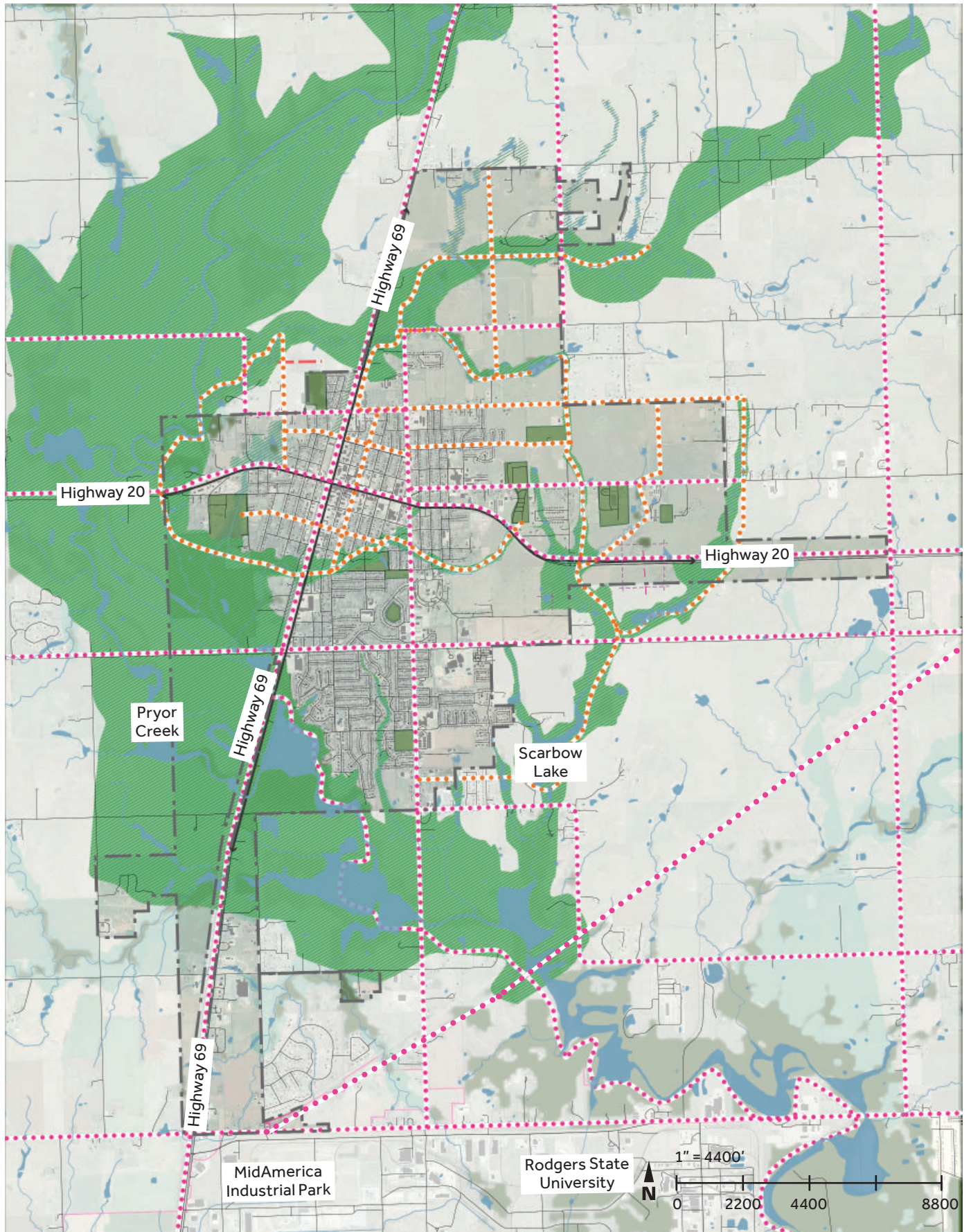
- o Connect with MAIP using trail connections that enable biking to work.
- o Work with property owners and use conservation tools to create greenbelts, open spaces and a trail network to connect neighborhoods with a distinguishing recreation element.

Community members felt strongly that it is important for the city to protect its waterways and water quality, preserve access to the natural environment, and protect cultural historical landscapes.

LEGEND

	PROPOSED PROTECTED GREENWAY
	AGRICULTURAL LAND
	WATER BODY
	FLOOD PLAIN
	TOWN BOUNDARY

	COUNTY ROAD
	HIGHWAY
	MAYES COUNTY TRAIL
	PROPOSED TRAIL



PROMOTE TRANSPORTATION OPTIONS AND CONNECTIVITY

Several highway corridor improvements were indicated in the Comprehensive Plan which focused primarily on Highway 69 and Highway 20 and creating more defined gateways into the city. The Highway 69 corridor was broken down into several components in order to retain the town's character throughout the city - specifically, the Plan looked to create a rural character zone, destination retail cluster zone, commercial corridor zone, and Pryor Creek floodway corridor zone. A similar concept was applied to recommendations for updates to Highway 20, focusing on a medical district, downtown zone, commercial corridor zone, and industrial corridor zone.

Throughout the community workshops, community members highlighted key opportunities for improvements to transportation and connectivity throughout the city, specifically, residents want to see support for downtown and existing residential neighborhoods through improved asset maintenance and development of standards for sidewalks, streetscapes, traffic calming, infill development, and city branding.

With a growing population and potential for increases in traffic volumes, the community should explore the implementation of additional crosswalks, access management, on-street parking, and new street design such as bulb-outs throughout downtown. Residents were also very interested to see the city invest in trails and greenways and bike trails.

Community members highlighted the need to work with ODOT on access management and traffic calming strategies on Highway 20 and Highway 69 and for the creation of a gateway zone east of town on Highway 20 and south of town on N4320 Road that accesses MAIP.



LEGEND

- COUNTY ROAD
- HIGHWAY
- ● ● MAYES COUNTY TRAIL
- PROPOSED SIDEWALK
- PROPOSED URBAN STREET SCAPE
- PROPOSED CROSSWALKS

IMPORTANCE OF COMMUNITY SERVICES

As part of the Comprehensive Plan engagement efforts community members were asked to rate various community services including: police and fire protection, schools, parks and infrastructure. Residents generally were satisfied with the services provided by the city with the exception of noting that the condition of streets and sidewalks needed improvements. Residents also noted that parks and parks facilities needed reinvestments.

The city has extensive community service offerings due to its size which include Mayes County and City of Pryor administrative services, the County Jail, and Municipal Utility Board. In addition to government services, and police and fire protection, Pryor boasts being home to the Hillcrest Hospital and a range of other medical and emergency medicine services.

Pryor is served by the Pryor Public School District which is considered to be one of the best performing school districts in the state, has approximately 2,876 students throughout their three elementary schools, middle school and high school. Just outside of Pryor in the MidAmerica Industrial Park, Rogers State University and the Northeast Technology Center have educational facilities.

The City of Pryor manages several parks and recreational facilities including Centennial Park, Whitaker Park, Samuel Roosevelt Park, Bobby Buck Park, the Pryor Sports Complex and the Pryor Creek Recreational Center. Community members were generally satisfied with existing access to parks but did express a desire for the need to balance future growth with the preservation of open spaces.

Conversations around future budgets and potential funding mechanisms for expansion of services will be important as the city continues to grow and experience capital improvements that make it more attractive to employees looking to relocate to seize new regional employment opportunities.

LEGEND



CIVIC BUILDINGS



POLICE STATION



SCHOOL



CHURCH



COMMERCIAL



INSITUTIONAL AND CIVIC



PARKS



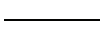
WATER BODY



TOWN BOUNDARY



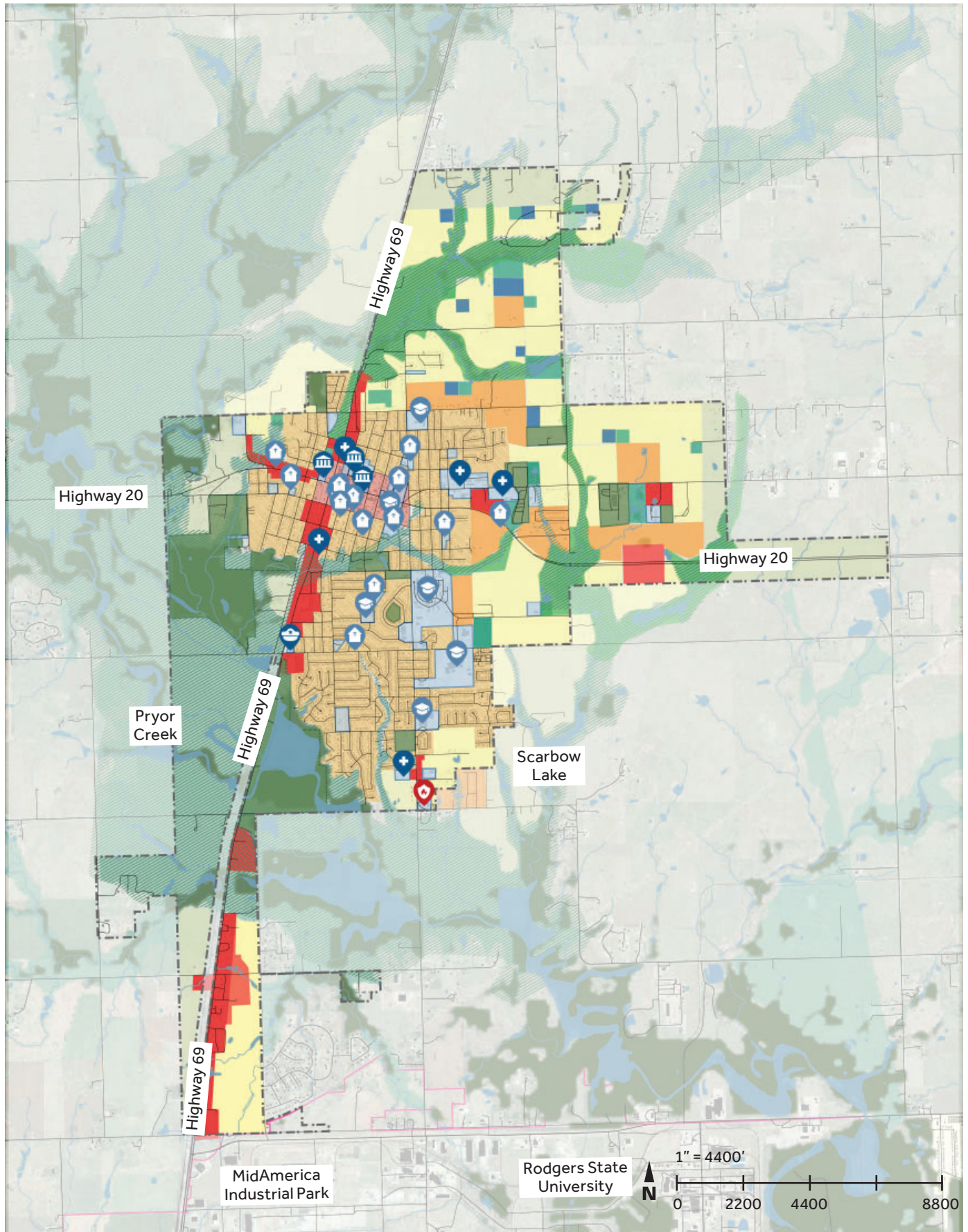
COUNTY BOUNDARY



COUNTY ROAD



HIGHWAY



FOSTER REGIONAL COOPERATION AND COLLABORATION

Residents across all communities in the Four Corners region were interested in seeing quality development and design standards for new homes and buildings and expressed a desire for their respective towns to explore implementing regulations to set clear guidance for land uses and future development.

As part of this sentiment, community members universally expressed an interest in adoption of building codes and setting up frameworks for building inspectors and inspection programs to ensure ongoing community and building safety. Pryor is further along than other Four Corner communities and has begun the process of implementing regulations and land-use related programs.

Residents in Pryor were interested in seeing additional housing options to respond to regional economic opportunities and to attract new residents who may be moving to the area for work.

Some of the actionable strategies included in this document are relevant to all of Mayes County and some are specific to each town in order to assist in the development of a tailored approach to implementing programs and policies for future development.

In some cases, recommendations outline how partnerships across entities may benefit the towns at large. An example of this is sharing resources, whether it be a grant writer, a building inspector or engineer, and potentially coordinating planning and housing efforts across the region to respond cohesively to expected growth.



Adair Town Hall



Langley Town Hall



Chouteau Town Hall



Pryor City Hall



Locust Grove Town Hall



Salina Town Hall

NEXT STEPS AND ACTIONABLE STRATEGIES

The key universal themes uncovered during the community engagement process - future growth priorities, protecting the areas' unique natural landscape and mitigating for flooding, promoting transportation options and connectivity, the importance of community services, and the need to foster regional cooperation and collaboration - are applicable across all of the communities in the Four Corners Region.

These themes, in conjunction with the town's distinct visions, goals and objectives, set the groundwork for the communities to continue to build on their successes and achievements and work towards the implementation of more formal land use regulations and policies through the actionable strategies provided below.

The Guides for Growth, while not considered comprehensive plans, are visionary documents. As such, they do include many of the same elements necessary for the towns in the Four Corners Region to begin, and for some continue, meaningful discussions around future land use, growth, development, housing, investment

strategies for economic growth, and protections for the natural environment.

Visionary documents set the stage and parameters for a town, city, or county to begin to implement policies such as a land use code, zoning ordinance, building code and permit review procedures, establishment of review boards, and supplementary regulations for subdivision, and housing. As each town continues to turn the dial on these discussions - coordination will be key. With many of the same opportunities and challenges facing each of the Four Corners communities, working together will amplify success for the community-at-large, especially when considering sharing resources such as building officials, plans reviewers, planners, grant writers, etc.

For Pryor the actionable strategies listed below will be important next steps:



1. AUDIT COMPREHENSIVE PLAN

As Pryor continues to work through the recommendations provided in the 2018 Comprehensive Plan it should plan to audit its progress annually.

This can be accomplished through departmental reporting and close coordination between City Council, the Economic Development Trust Authority, Planning and Zoning Commission and the Municipal Utility Board. Annual audits should be utilized to assess the implementation of various efforts, budgets and plans for securing adequate funding.

2. UPDATE CORRESPONDING PLANS

As recommendations are implemented from the existing plan and annual audits are assessed, City Council should work to create and update corresponding City plans that influence growth and development.

As the City continues to grow, additional plans that guide housing, parks, trails, recreation, stormwater and transportation will provide fine grain detail on the vision contained within the Comprehensive Plan.



3. UPDATE THE COMPREHENSIVE PLAN

Consider updating the Comprehensive Plan as it reaches its life-cycle and the city actualizes its vision.

The comprehensive plan provides for a visionary document that looks well into the future, typically on a twenty-year horizon. An update to the Plan will build on the wins and successes that Pryor has achieved relative to population growth, economic forecasts, transportation planning, infrastructure life cycles and maintenance, budgetary and finance considerations, historic preservation, community programming for parks, schools, libraries, police and emergency response operations, hospitals. Policy recommendations within the updated plan will assist the City of Pryor in maintaining momentum.



5. ADOPTION OF MODEL SUBDIVISION REGULATIONS

Consider adoption of a model Subdivision Code and hiring of a town engineer, perhaps in concert with other Mayes County towns, to improve the quality of new construction and provision of utilities and community infrastructure to new areas of town.

Subdivision regulations are a land use tool that bring certainty to community design, infrastructure and service provisions. Subdivisions provide opportunities to bring new housing into the area and it will be important for Pryor to consider how to ensure these areas and new neighborhoods are serviced at adequate levels relative to volume and that stormwater mitigation techniques are required to assist in mitigating flooding events.



4. UPDATE BUILDING CODE

Consider updates to the City's Building Code as it continues to implement more complex land use regulations. This discussion should occur in coordination with Mayes County towns, to improve the quality of new construction and create consistency across the Four Corners region.

Building Codes can bring certainty to development for both the community and for developers. By establishing processes and expectations everyone knows what to expect for reviews and end product.



6. ENFORCEMENT FOR VACANT BUILDINGS AND PARCELS

Consistent enforcement will be key to successfully addressing vacant lands and derelict and abandoned buildings in the townsites and potentially extra jurisdictional areas.

Vacant and derelict properties and buildings can negatively contribute to the look and feel of a place and they can also adversely impact investments and confidence in redevelopments. Through consistent enforcement Pryor can look to remedy issues related to vacant and derelict properties to create more vibrancy within the downtown and surrounding neighborhoods. A unified approach across towns in the Four Corners region will help bolster vibrancy and may require coordination with other Mayes County towns in order to create clear expectations for local and regional developers.



7. ROAD PROJECTS

Meet with ODOT to discuss common transportation issues for Four Corners communities including access planning, traffic speed, truck route designation, and pedestrian crosswalks and safety improvements.

Pryor will need to begin discussions with ODOT in the short-term in order to lead the conversation around road improvements, cross walks, pedestrian amenities and gateways into and through the city to strengthen entry points and to create more walkable pedestrian focused corridors with updated wayfinding, crossings, and lighting. To delay these conversations may negatively impact potential opportunities to effectively sequence funding mechanisms.



8. ADOPT NACTO STREET GUIDE

Adopt the NACTO street guide to direct new street standards in the town and county.

NACTO, the National Association of City Transportation Officials, is an organization comprised of over 90 major cities in the United States that actively share ideas and solutions to transportation issues facing different regions of the Country. Their Urban Street Guide provides the public with information on best practices from engineers, planners, and designers working in transportation and includes tools for making streets safer, more livable, and more economically vibrant places within communities.



9. IDENTIFY GRANTS AND FUNDING FOR ONGOING WORK PROGRAM

Continue to pursue grant funding for necessary city improvements such as transportation and streetscapes, utility improvements, and trails and parks.

As included and outlined in more detail in the Appendix: Resource Library, there are many opportunities for funding sources and grants in Oklahoma. Having a full-time, part-time, or contract based grant writer can open up opportunities for the city to begin to tackle some of its highest-priority projects. Sourcing funding will be an ongoing effort and may require a permanent grant writer position in the near- and mid-term so the town can accomplish its work program.



10. WORK WITH UTILITY PROVIDERS AND MUB

Work with the Municipal Utility Board and any other water, sewer, and other utility providers to discourage utility extensions and development in floodplains and other environmentally important lands and encourage development on higher, less flood-prone areas.

As weather patterns continue to become more erratic - impacting rivers, floodplains, weather events, etc. - it will become increasingly important for the communities in the Four Corners Region to work with utility providers to assist in mitigating flooding events and to protect environmentally sensitive areas.



11. DESIGNATE SERVICE BOUNDARIES

Consider the designation of Service Boundaries so that utility extensions and annexations do not occur until existing land within the city limits are largely built out or negotiations are in place to extend service to designated areas.

Urban service boundaries are established to define areas where municipalities provide public services such as water, sewer and transit. These boundaries are typically established as part of a comprehensive planning effort to guide growth into areas with existing services and strategically plan for future expansions.



12. PRESERVE AGRICULTURAL LANDS AND ENVIRONMENTALLY SENSITIVE AREAS

Work with the Mayes County Conservation District to develop techniques for the preservation of prime agricultural lands and environmentally sensitive areas in Pryor and surrounds.

The rich history of agricultural in Mayes County and its role in the origin stories of many of the towns in the Four Corners Region places preservation of agricultural lands at the utmost importance when considering future growth in Pryor and surrounds. Pryor should pursue discussions with organizations such as the Mayes County Conservation District and local universities to learn more about conservation easement program opportunities and local and regional research into sustainable agricultural practices and programs. Protecting environmentally sensitive areas will help preserve these areas long-term and ensure that development responds to the local environment with context-sensitive design.