

CHAPTER 7: VISION AND ACTION STATEMENTS

This chapter presents the vision, policy and action statements that transform the comprehensive planning study, an analysis of Noble’s past, future trends and community values, into a *plan to guide* future development and investment decisions.

It begins with a vision statement – a short statement that encapsulates what Noble can and will be like over the next twenty years. It includes the four plan maps – describing the future land uses and future transportation systems – that are included as part of this chapter. The maps should be interpreted in conjunction with the policy statements that follow. The policy statements provide guidance when making future governmental decisions. They can be used to help plan future actions, and each policy statement is followed by a short list of action statements that support them. The policy statements can also be used to guide the city when responding to new opportunities or unforeseen events. Together, the vision, policy and action statements and the plan maps make up *Noble 2025*.

Noble 2025 Vision Statement

Noble is a close-knit community of houses, schools, churches and shops. The city’s “small town” character and its links to the larger metropolitan area are, and will continue to be, two of Noble’s primary assets. As Noble attracts new residents, striking a balancing between providing for new housing and maintaining and improving existing residential areas will help preserve the city’s small town character. The expansion of local commerce and businesses will sustain the growing community and provide revenue for the city’s commitment to high quality public services. While remaining a small city, Noble will grow in a way that improves its quality of life.

Plan Maps Prepared for Noble 2025

Future Land Use Map

The Future Land Use Map provides a guide for Noble’s land development over the next twenty years. It shows an expansion of commercial areas along nearly the entire US 77 corridor and additional industrial land along the railroad line. It identifies potential intersections for neighborhood commercial development. It advocates clustering single-family neighborhoods in central Noble, leaving the land in the east of the city and along the Canadian River for more rural-style residential uses. The

land designated for Urban Residential uses (defined below) should be adequate for the low and medium 2025 Future Growth Scenarios, the land designated for Urban Residential Reserve (also defined below) may be needed for the high 2025 Future Growth Scenario. The map does *not* plan for the future locations of institutions, such as schools and churches, nor for additional parks. Land for these uses will be needed in the next twenty years and should be coordinated with residential development.

Please note: the land use data available did not allow for parcel-specific future land use designations. This is best illustrated by the use of “circles” to show locations for future neighborhood commercial and the use of section lines to delineate urban versus rural residential areas. Decisions about the future of specific parcels need to be made after consideration of the future land use map *and* the policy statements discussed below.

Transportation Plan Maps

There are two transportation plan maps that show Noble’s ties to the region. The Regional Transportation Plan connects Noble to US 9 and I-35 via US 77 and also shows how north-south minor arterials can duplicate and reinforce regional connections. The Functional Classification Plan map provides more details, mapping out the collector streets in Noble’s developed areas. These maps can be used to guide future transportation planning and road improvement programming.

Connecting Community Places Map

The Connecting Community Places map marks the location of schools, parks and community institutions plus the commercial areas on Main St. It shows how many of these places can be connected with multimodal arterials, local streets and potential trails. “Multimodal” means streets designed to support vehicle, pedestrian and bicycle trips. Updating all of Noble’s streets to multimodal standards over the next twenty years may be too expensive of an undertaking. Instead, the Connecting Community Places map advocates targeting transportation improvement to connect local places that are likely destinations for pedestrians and bicyclists. The multimodal arterials are the key to realizing the network, because the higher vehicle traffic on these streets means that they can be a barrier to pedestrian and bicycle use in the entire area. Once the network is in place, and as Noble’s population grows, integrating new neighborhoods and additional parks and community institutions into the community network may also be possible.

Policy and Action Statements

Table 7.1 Summary of Noble 2025 Policy Statements

<ul style="list-style-type: none">❖ Invigorate and Expand Noble’s Commercial Areas❖ Distinguish between Urban Residential Areas and Rural Residential Areas❖ Recognize the Significance of the Original Town Plat❖ Recognize the Potential Impact of the US 77 Expansion Plans❖ Maintain and Improve Transportation Connections to the Region❖ Improve Local Community Connectivity for Personal Vehicles, Walking and Bicycling❖ Use the Local and Regional Functional Classification Plans to Guide Funding Programs❖ Adapt Housing Stock to the Needs of a Changing Population❖ Coordinate with the Noble Public Schools❖ Expand Park and Recreational Opportunities❖ Resolve Potential Conflicts between Industrial and Adjacent Land Uses❖ Recognize the Importance of Riparian Corridors

Policy: Invigorate and Expand Noble’s Commercial Areas

- Maximize potential commercial development in the entire US 77/Main St. corridor. See the Future Land Use Map.
- Explore the annexation of areas south of Noble along US 77.
- Encourage “Neighborhood Commercial” development at key intersections east of US 77. See the Future Land Use Map.
- Adopt land use regulations to support the expansion of commercial land.

Policy: Distinguish between Urban Residential Areas and Rural Residential Areas

- Use municipal investment in sewer and water infrastructure to support the distinction between urban residential areas and rural residential areas.
- Use land use regulations (zoning and subdivision regulations) to support the distinction between urban residential areas and rural residential areas.

Urban Residential

- Require all development in Urban Residential Areas to be served by municipal water and sewer.
- Encourage housing to be at a density of 3-5 houses per acre or higher.
- Recognize an “Urban Residential Reserve” that may not be needed for Urban Residential development in the next twenty years, but that provides an area for future expansion of municipal water and sewer supporting Urban Residential densities.

Rural Residential

- Allow residential development in Rural Residential Areas outside of municipal water and sewer service areas.
- Encourage housing to be at a density of one house per 2.5 acres or lower.

- Require housing to be at a maximum density of one house per acre.
- Require subdivisions for housing at densities greater than one house per 2.5 acres to be served by municipal water and sewer, when they are or become available.

The Urban Residential Areas, Urban Residential Reserve Areas and Rural Residential Areas are outlined on the Future Land Use Map.

Policy: Recognize the Significance of the Original Town Plat – the area bounded by the railroad line, Maguire Rd., 8th St., and Etowah Rd.

- Seek opportunities to use the original town plat to sustain Noble’s “small town” character.
- Strengthen the traditional downtown and small-scale grid of houses and institutional uses.
- Focus on ensuring that the quality, appearance, scale and choice of land uses and infrastructure remain consistent with traditional uses.
- Focus on ensuring that the quality, appearance, scale and choice of land uses and infrastructure represent a positive image for the city.
- Research how other Oklahoma Land Run cities have used land policies and regulations to support or alter the character of their original town plats.
- Revise existing policies and regulations that are inconsistent with maintaining the quality, appearance, scale and choice of land uses and infrastructure of traditional uses that represent a positive image for the city.

Policy: Recognize the Potential Impact of the US 77 Expansion Plans

- Coordinate with the Oklahoma Department of Transportation.
- Co-develop, if possible, a US 77 Corridor Plan from Noble’s southern border through downtown.
- Use the corridor plan to designate land uses, to design access and to agree upon operational characteristics (speed limits, traffic signals, etc.).
- Resist increasing speeds, both design speeds and posted speeds, in Noble’s downtown.
- Include plans for parking, either in the corridor or just off the corridor.

Policy: Maintain and Improve Transportation Connections to the Region

- Adopt a Functional Classification Plan promoting regional connectivity.
 - Principal Arterial: US 77
 - Minor Arterials: Post Oak, Etowah, Maguire, Cemetery, 8th, 60th, 72nd, and 84th.

- Collector Streets: 2nd, 4th, 5th, 48th, Chestnut, Maple, Front and Parkwood.
- Develop, in the long run, a second north-south principal arterial (or super minor arterial) along 60th or 72nd. 72nd is already used to bypass Noble's Main St.; 60th would allow Noble to coordinate the arterial designation with intersections designated for neighborhood commercial use.
- Coordinate transportation planning activities with Cleveland County, Norman and ACOG.
- Explore bringing bus service under the Cleveland Area Regional Transit (CART) authority to Noble.

Policy: Improve Local Community Connectivity for Personal Vehicles, Walking and Bicycling

- Adopt a multi-modal (auto, walk, and bicycle) functional classification plan promoting connectivity in Noble. See Connecting Community Places Map.
- Seek to connect schools, parks, shopping and community facilities with neighborhood residences.
- Designate Main St, 8th, Etowah and Maguire as multi-modal arterials.
- Utilize design options (street widths, sidewalks, bicycle designations and traffic calming techniques, for example) to support the arterial and local streets with multi-modal designations.

Policy: Use the Local and Regional Functional Classification Plans to Guide Funding Programs

- Use road maintenance and improvement programs to implement the regional and local functional classification plans.
- Seek external transportation funding (see Chapter 8) for special projects.

Policy: Adapt Housing Stock to the Needs of a Changing Population

- Maintain the emphasis on single-family, detached housing.
- Support additional housing for an increased retired or elderly population.
 - Use the 2025 Future Growth Scenarios as a guide.
 - Incorporate into the original town plat (if consistent with the quality, appearance, scale and infrastructure of traditional uses) to allow housing options that maintain connections with the community and to help revitalize Noble's downtown.
- Seek opportunities to improve and expand the housing available to working families earning below Noble's median family income.
- Develop support for owners of modest and aging single-family houses.

Policy: Coordinate with the Noble Public Schools

- Reach out to the Noble Public Schools on the expansion of educational facilities.
- Invite the Noble Public Schools to participate in planning and improving the transportation networks that serve the schools.

Policy: Expand Park and Recreational Opportunities

- Adopt a “park system plan” of community parks (Riley and Kenneth King Parks) and neighborhood parks.
- Develop Dane and Kenneth King Parks with trails and play areas for young children.
- Plan for the expansion of neighborhood parks as Noble’s population increases.
- Develop a multi-purpose Community Center.
- Use transportation improvements to improve recreational opportunities.

Policy: Resolve Potential Conflicts between Industrial and Adjacent Land Uses

- Assist, when feasible, industries to mitigate the negative effects of their operations on nearby parks, schools and residential areas.
- Explore requiring a conditional use permit for industrial use changes for industries near parks, schools and residential areas.
- Discourage the expansion of industrial land near existing parks, schools and residential areas.

Policy: Recognize the Importance of Riparian Corridors

- Continue to protect the riparian corridors (the creeks) from encroachment and disruption.
- Incorporate to the extent possible Riparian Corridors into future park plans.
- Seek to use water run-off management techniques to enhance water quality.