COMPREHENSIVE PLAN
YUKON, OKLAHOMA
1996

An update to the Yukon Comprehensive Plan - 1982

Prepared for

Yukon City Council

and

Yukon Planning Commission

RGDC

ARCHITECTS, ENGINEERS, PLANNERS

Comprehensive Plan
Revised Jan. 2, 2001
(see enclosure)

City Council - Municipal Authority Agendas

January 2, 2001
Council Chambers — Centennial Building
12 South Fifth Street, Yukon, Oklahoma

The City of Yukon strives to accommodate the needs of all citizens, including those who may be disabled. If you would like to attend this Council meeting but find it difficult to do so because of a disability or architectural barrier, please contact City Hall at 354-1895 or the TDD phone at 354-8232. We will make a sincere attempt to resolve the problem. If you require a sign-language interpreter at the meeting, please call or notify City Hall, 500 West Main, by noon, Friday, December 29, 2000

Invocation:

Flag Salute:

Roll Call: Steve Friesen, Mayor
Genie Vinson, Vice Mayor
John Weller, Council Member
Tim Rundel, Council Member
Ron Jurgensen, Council Member

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Presentations and Proclamations:

Visitors:

(Recess as Yukon City Council and Reconvene as Yukon Municipal Authority)

1A. YMA Consent Docket

This item is placed on the agenda so the Yukon Municipal Authority, by unanimous consent, can designate those routine items they wish to be approved by one motion. If one item does not meet with the approval of all Authority Members, that item will be heard in regular order.

The City Manager recommends:

A) Motion to approve the minutes of the regular meeting of December 19, 2000

ACTION_____

(Recess as YMA and Reconvene as Yukon City Council)

1. Consent Docket

This item Is placed on the agenda so the City Council, by unanimous consent, can designate those routine items they wish to be approved by one motion. If one item does not meet with the approval of all Council Members, that item will be heard in regular order.

The City Manager recommends a motion that will approve:

A) Minutes of the regular meeting of December 19, 2000
B) Salary and material claims in the amount of $367,855.03
C) Recommendation of Planning Commission to accept the Kingsway Addition final plat, subject to the technical comments in various Staff reports, and including the square footage sizes of houses
D) Recommendation of Planning Commission to approve the changes to the Comprehensive Plan
E) Acceptance of the Application for Assignment of Easement Agreement with Phillips and Duke Energy
F) Setting date for next regular meeting for January 16, 2001, 7:30 P.M., in the Council Chambers of the Centennial Building, 12 South Fifth

ACTION_____

2. Report of Boards, Commissions and City Officials

3. Consider public hearing to determine whether the following properties should be declared detrimental to the health, benefit and welfare of the public and community and direct staff to take appropriate action to abate same (tabled at 12-19-00 meeting)

LOCATION	OWNER	VIOLATION
1312 Kingston Drive	Cagle	Trash, Grass, Weeds/Nuisance Vehicles

ACTION_____

4. New Business

5. Open Discussion

6. Adjournment

TRIAD DESIGN GROUP

December 1, 2000

City of Yukon Planning Commission
C/O Mitchell Hort, Planning Director
P.O. Box 850500
Yukon, OK 73085

Planning Chairman and Commissioners:

RE: Land Use Map Revision and Comprehensive Plan Review

Annually the Yukon staff, Planning Commission, and City Council are called on to perform many planning functions including the review of preliminary plats, final plats, rezoning requests, site plans, and deciding how to address a myriad of development issues facing the future of Yukon. And, because the City is growing, seldom does a month pass without at least one preliminary plat and/or final plat being brought before the Commission and Council for action. The 1996 Yukon Comprehensive Plan forms the foundation for many of the decisions made by these legislative bodies.

Triad Design Group has reviewed the Comprehensive Plan as recommended in the Implementation Section of the document. Our review has focused on *Section Three – Goals, Objectives, and Policies.* Following is a suggested revision to the Yukon Land Use Map 2006 and our recommendations for updating the policy statements of the Comprehensive Plan. We feel that these revisions will expand the usefulness of the document and increase the Plan's ability to address issues that have come before the staff, Planning Commission, and City Council since the last plan review was completed in August 1997. We have also recommended some further studies and actions under Item 3 below.

1. **SUGGESTED REVISION TO THE LAND USE PLAN MAP**
   In light of recent and pending construction of major roadways in the vicinity of Yukon, we recommend that the Land Use Plan Map be revised in the east half of Section 28 at the northwest corner of Mustang Road and 10th Street. The attached portion of the Land Use Plan reflects the suggested change. These two (2) quarter sections were predominantly residential on the original land use plan map – single family with some multifamily along Mustang Road and Vandament Avenue. The revised Land Use Plan (see attached) would show additional areas of low intensity commercial use along Mustang Road, 10th Street, and Vandament Avenue and remove the multi-family land use originally shown along the west side of Mustang Road.

2. **SUGGESTED REVISIONS TO THE COMPREHENSIVE PLAN**
   We recommend the following revisions to the Comprehensive Plan:

a. Residential Land Use (Section 3.4)

1. Add this policy: "Allow group quarters and assisted living quarters in areas where they are compatible with the surrounding neighborhoods and when they serve a vital need in the community."
2. Add this policy: "Balance overall density with the capacity of the existing and proposed utility and service systems."
3. Add this policy: "Allow mobile home parks/subdivisions on larger tracts, buffered from traditional single-family neighborhoods."
4. Add this policy: "Require the rezoning of property to conform with the use and density of surrounding existing development if such use and density are appropriate for the area."
5. Add this policy: "Encourage all proposed residential development to include an efficient pedestrian network that relates positively to surrounding land uses." An example of this would be a trail linking housing and an adjoining school or near-by park.
6. Change the policy: "Promote quality, harmonious, and compatible growth in residential development" to "Promote quality, harmonious, compatible, *and sustainable* growth in residential development
7. Change the policy: "Minimize through-traffic in neighborhoods" to "*Discourage* through-traffic in neighborhoods."
8. Change the policy: "Ensure the proper placement of streets, topographic features, and/or landscaped greenbelts and open space so as not to encroach on residential development" to "Require that residential areas be buffered by adequate means from the encroachment of incompatible land uses. Buffers may include but not be limited to proper placement of streets, topographic features, compatible land uses, landscaped greenbelts, and open space."
9. Change the policy: "Septic tanks shall be allowed only in areas satisfying percolation tests and not served by a sanitary sewer system" to "Allow septic tanks only in areas satisfying percolation tests and *not able to be served* by a sanitary sewer system."
10. Change the policy: "Determine the appropriate number of access points into neighborhoods based on the number of housing units in the development and adopt as a policy that all new subdivisions shall include the appropriate number of access points" to "Require adequate and safe levels of service and public facilities prior to residential development. Level of service and public facilities shall mean utilities, number and location of access points, street network, and traffic controls.

b. Commercial Land Use (Section 3.5)

1. Add this policy: "Encourage commercial activity to locate in the existing commercial areas and in underutilized facilities."
2. Add this policy: "Existing structurally or economically marginal commercial establishments that are not in planned commercial locations or existing commercial zoning districts will be considered nonconforming uses that must revert to the appropriate land use when a change in ownership or use occurs."
3. Add this policy: "Prohibit spot commercial zoning."

4. Change the policy: "High intensity commercial development should be located on arterial roadways" to "Require high intensity commercial development to gain access from a *primary* arterial street."
5. Add this policy: "Require low intensity commercial development to gain access from either a commercial street, secondary arterial street, or higher capacity roadway."

c. Transportation (Section 3.7)

1. Add this policy: "When a preliminary or final plat is approved or amended, the streets on that plat shall be considered part of the City's Thoroughfare Plan and will be classified according to the functional characteristics described in the definitions provided in the Yukon Code or Ordinances as either a minor, collector, commercial, secondary arterial, primary arterial, or expressway street."
2. Change this policy: "Require for arterial streets, a minimum of 100 feet of right-of-way and 48 feet of pavement divided into four lanes" to "Require all high intensity commercial and industrial uses to gain access from a primary arterial street as defined in the Yukon Code of Ordinances."
3. Add this policy: "Ensure that the capacity of arterials is not compromised by the addition of more curb cuts or uses that cause the deterioration of entrance corridors by requiring traffic impact studies when development is proposed in these areas that have potentially significant impact."
4. Change this policy: "Require the applicant for a rezoning request for multifamily, commercial, or industrial use to provide estimates of anticipated traffic volumes" to "Require the applicant for a rezoning and/or platting request for multifamily, commercial, or industrial uses to provide traffic impact studies for developments of potentially significant impacts."

3. RECOMMENDATIONS FOR FURTHER STUDY AND ACTION

a. Zoning Ordinance and Subdivision Regulations - We recommend that the City update the Zoning Ordinance and Subdivision Regulations. There are contemporary issues and ways of dealing with development that are not addressed in Yukon's existing ordinance and regulations. With the availability of model ordinances and regulations this would not be a difficult or lengthy process.

At present, we are relying soley on the Comprehensive Plan to establish guidelines for some development issues that are not addressed adequately in the Code (i.e., determining number of access points in a subdivision, defining street types and appropriate development standards, etc.). Ideally, a Comprehensive Plan should make general policy recommendations and serve as a guiding document. The Code should set forth the specific standards and definitions that provide a defensible foundation for legal decisions made by Council and the Commission. The Code accomplishes this in many areas, but falls short in a few key areas of development regulation. We would like to see the language of the Code modernized and strengthened to insure quality development in the City continues.

b. **Visioning -** It would benefit the City to undertake a visioning process. The goal of this process would be two-fold. The process would result in the development of a vision statement for the community. The public participation element of a visioning process would also offer opportunities for interested citizens to play an active role in the future direction of the City's decisions and develop a sense of ownership in the City.

c. **Comprehensive Plan Update** – Year 2000 census data is anticipated to begin being released in mid-to-late 2001. General data is released first with more specific data following. The more detailed data will probably be available around mid 2002. We recommend that the City plan to update the entire Comprehensive Plan around that same time. The current Plan was originally created in 1993 and underwent a minor revision in 1996. A complete update should be prepared when the most current data relative to the City of Yukon is available from the Bureau of the Census.

Thank you for the opportunity to review the Comprehensive Plan and make recommendations to improve the document. As always, we are available to answer any questions. Please call me at 405/691-4499 ext 125 or email at aadel@triaddes.com to discuss any of the above issues.

Sincerely,
Triad Design Group

Aaron Adel

Aaron Adel, AICP
Director of Planning

cc: File 590 – Comprehensive Plan

Yukon City Council Minutes
January 2, 2001

The Yukon City Council met in regular session on January 2, 2001, at 7:30 p.m. in the Council Chambers of the Centennial Building, 12 South Fifth.

Invocation was given by Ken Parson, First Christian Church.

Flag salute was given in unison.

ROLL CALL: (Present) Steve Friesen, Mayor
Genie Vinson, Vice Mayor
John Weller, Council Member
Tim Rundel, Council Member
Ron Jurgensen, Council Member

OTHERS PRESENT:
Jim Crosby, City Manager
Kristi Hort, Deputy City Clerk
Mike Segler, City Attorney
Joe Davis, City Engineer
Dustin McElhaney, Building Maintenance
Jan Scott, Park and Recreation Department
Tammy Nemecek, Administrative Assistant
John Corn, Deputy Chief
Jeff Lara, Acting Fire Chief
Jeff Deckard, Utility Maintenance Manager
J. R. Reed, Public Works Director
Mitch Hort, Planning Director
John Knuppel, Historical Society

Presentations and Proclamations:

Visitors:

✦John Knudson spoke to Council Members about Sunshine Road. He stated he had reviewed the history of the road, and stated that the road had previously been maintained by the City of Yukon and Canadian County. He stated the City of Yukon named the streets, it is used as a "911 address" and that the public uses this as a through street. He requested this be an official city agenda item in the near future. Mr. Knudson stated there are also safety issues, with the school bus and mail routes both accessing this road.

City Manager Crosby stated that the City Clerk had received a memo stating this wasn't a dedicated road. It was his previous belief that it was in fact a dedicate road, but an easement would have to be given to the City.

City Attorney Segler is researching county records and has found no evidence that the road has been dedicated to the city. He continued, stating that for the city to have accepted the dedication, that the road would have to comply with current City ordinances.

Mayor Friesen requested a time frame from the City Attorney. Mr. Segler offered an update at the next City Council Meeting.

Council Member Weller stated that the road is narrow; a thirty-foot easement is required on either side of the road. It appears that landowners on one side of the road never gave their easement.

✦Mr. Eddie Kremeier spoke before Council Members regarding two issues. His first issued referenced a recent article in the *Yukon Review* on December 27th regarding council

consideration to change the recall ordinance. Mr. Kremeier read a paragraph from the article. He began expressing his opinion of the current city ordinance and the pending consideration to change the recall. Mayor Friesen interrupted Mr. Kremeier and advised this isn't the appropriate time to address this issue, as Mr. Kremeier's comments could be considered a political campaign statement.

Mr. Kremeier continued with his second issue – soccer. He thanked Yukon for the opportunity to start organized sports. He talked about the advantages of sports organizations. The current condition of the sports fields is in poor condition. Exciting things such as a BMX bike track, soccer, baseball and softball fields are planned for the new organized sports association.

He stated there are several ways to help the organization, through donations, volunteers and memory bricks. There are several sizes of bricks available. A web site has been created for information (www.yukonsports.com).

(Recess as Yukon City Council and Reconvene as Yukon Municipal Authority)

1A. YMA Consent Docket

This item is placed on the agenda so the Yukon Municipal Authority, by unanimous consent, can designate those routine items they wish to be approved by one motion. If one item does not meet with the approval of all Authority Members, that item will be heard in regular order:

The City Manager recommends:
A) Approval of minutes of regular meeting of December 19, 2000

Trustee Vinson made a motion, seconded by Trustee Rundel, to approve the YMA Consent Docket as presented. **The vote: AYES: Rundel, Vinson, Friesen, Weller, Jurgensen, NAYS: None VOTE: 5-0 MOTION CARRIED**

(Recess as YMA and Reconvene as Yukon City Council)

1. Consent Docket

This item is placed on the agenda so the City Council, by unanimous consent, can designate those routine items they wish to be approved by one motion. If one item does not meet with the approval of all Council Members, that item will be heard in regular order.

The City Manager recommends approval of:

A) Minutes of the regular meeting of December 19, 2000
B) Salary and material claims in the amount of $367,855.03
C) Recommendation of Planning Commission to accept the Kingsway Addition final plat, subject to the technical comments in various Staff reports, and including the square footage sizes of houses
D) Recommendation of Planning Commission to approve the changes to the Comprehensive Plan
E) Acceptance of the Application for Assignment of Easement Agreement with Phillips and Duke Energy
F) Setting date for next regular meeting for January 16, 2001, 7:30 P.M., in the Council Chambers of the Centennial Building, 12 South Fifth

Vice Mayor Vinson made a motion to approve all items on the consent docket as presented, except item C. Council Member Rundel seconded. **The vote: AYES: Vinson, Friesen, Weller, Jurgensen, Rundel, NAYS: None VOTE: 5-0 MOTION CARRIED**

Vice Mayor Member Vinson inquired whether or not all items previously discussed have been addressed and approved. The City Manager advised the final drainage happens after final plat is approved. Mr. Segler, City Attorney, reminded Council Members of the traffic light issue.

Vice Mayor Vinson made a motion to postpone this item indefinitely, until all previous requirements have been meet. Council Member Rundel seconded the motion. **The vote: AYES: Friesen, Weller, Jurgensen, Rundel, Vinson, NAYS: None VOTE: 5-0 MOTION CARRIED**

2. Report of Boards, Commissions and City Officials

The City Attorney circulated copies of a memo to Mayor Friesen regarding the request to Ban Smoking in Restaurants. Mr. Segler advised that Oklahoma law prohibits cities from being more restrictive than the state law. He stated that Council Members could pass an ordinance enforcing the state law, and setting fines for a violation.

3. Consider public hearing to determine whether the following properties should be declared detrimental to the health, benefit and welfare of the public and community and direct staff to take appropriate action to abate same (tabled at 12-19-00 meeting)

LOCATION	OWNER	VIOLATION
1312 Kingston Drive	Cagle	Trash, Grass, Weeds/Nuisance Vehicles

City Manager advised Council Members that the nuisance vehicle at this location has been removed. Therefore, no action is required. He also informed Council Members that Ms. Pray at 1001 South 3rd had requested a two week extension to comply with Council's request. Mr. Crosby advised that Council could not address this issue tonight, since it was not included on the agenda. Council Members will address this item at the next council meeting.

4. New Business

5. Open Discussion

✦Council Member Jursensen reminded citizens that school is back in session and to watch for the children crossing streets.

Sledding at Mount Crosby was on Council Member Weller's mind, and he wished everyone a Happy New Year.

✦Council Member Rundel expressed his appreciation to City Employees for keeping the roads clear. He stated that Yukon citizens have called him expressing their concerns on the "Smoking Ban." He thanked City Attorney Segler for his research.

✦Vice Mayor Vinson seconded Council Member Weller's comments on the sledding fun at the parks. She encouraged Yukon residents to recycle and thanked Aubrey Arrington for countless hours volunteering. She stated the recycle bins at Snyder's have been removed due to an injury Aubrey had when emptying some overstuffed bins. She wished everyone a Happy New Year.

✦Mayor Friesen agreed about the sledding fun at the parks. He commented on the excellent service by City employees during the holidays and bad weather. He thanked the volunteers helping with the Christmas light display. He commented on Mr. Kremeier's statement on the

recall petition, and said as Mayor he must continue to do his job, but if he interrupted Mr. Kremeier unjustly he will apologize.

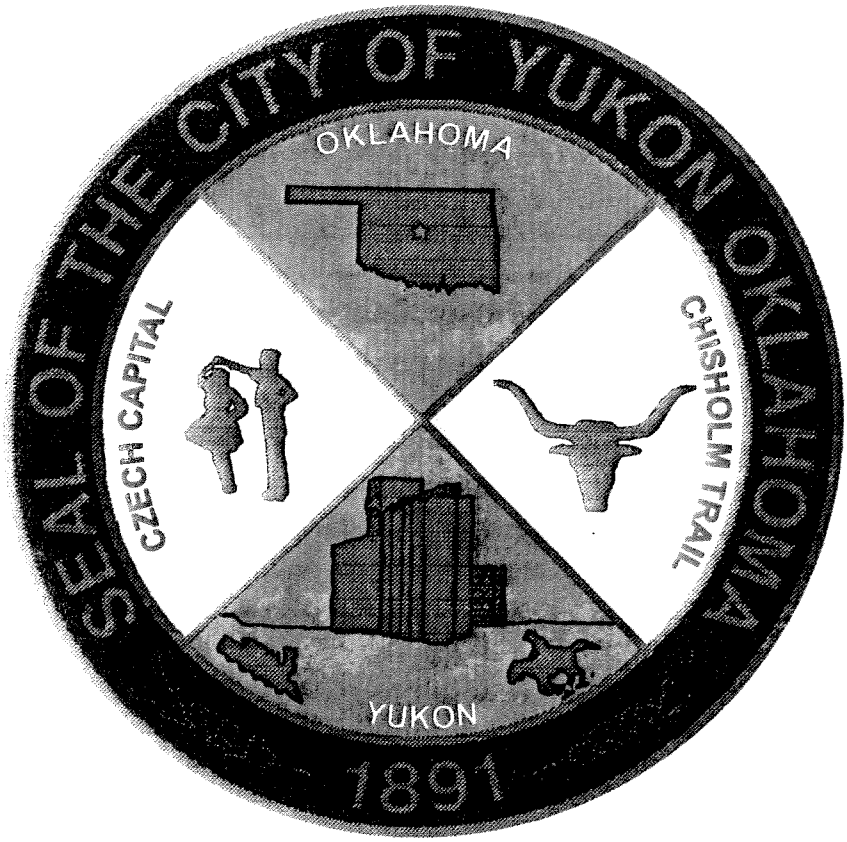
6. Adjournment

_____

Steve Friesen, Mayor

_____

Kristi Hort, Deputy City Clerk



This document has been prepared under the guidance and jurisdiction of and in cooperation with:

Yukon City Council

Mayor (Ward 2)	Larry Taylor
Ward 1	Denny Myers
Ward 3	DeWayne Maxey
Ward 4	Genie Vinson
At Large	Steve Friesen

Yukon Planning Commission

Ward 1	John Barnhill
Ward 2	Jim Holland
Ward 3	Myke Geers, Chairman
Ward 4	Lynda Ramsey
At Large	Joe Sewell
Ward 4	Frank Vascellero (to July 1996)

City Manager
James D. Crosby

Planning and Zoning Director	Mel Brickey
City Engineer	Joe Davis
Park and Recreation Director	Susie Patton

CERTIFICATE OF ADOPTION

Yukon Planning Commission

This document was adopted and recommended for approval by the Planning Commission of the City of Yukon on the 19th day of August, 1996.

Myke Geers, Chairman

Yukon City Council

This document was adopted and approved by the Mayor and City Council of the City of Yukon on the 17th day of September, 1996.

Larry Taylor, Mayor

Attest:

Mary Huckaba, City Clerk

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1

SEAL OF THE CITY OF YUKON OKLAHOMA
OKLAHOMA
CZECH CAPITAL
CHISHOLM TRAIL
YUKON
1891

SECTION ONE
INTRODUCTION to the PLANNING PROCESS

The City of Yukon has amenities and an economic base that make it a pleasant place to live and work. One of the reasons for the attractiveness and vitality of Yukon is the positive action taken by community leaders to direct the future of growth and development. Also, residents and the business community have been supportive in these efforts. The first endeavor to plan the future development in Yukon was the original Comprehensive Plan published in November 1961. This plan was updated in 1965 and 1967. A major revision was published in June 1971 and entitled, "Urban Planning Report." Subsequent plans were adopted in 1976 and 1982. The tremendous growth and change that Yukon has experienced in the years since 1982 indicate the need for this 1996 update.

Planning is an approach to problem solving and a process for making informed decisions about the future. The thrust of urban planning is to consider a city to be an urban system, a dynamic group of functions overlapping and interconnecting in various ways. When analysis and planning are carried out independent of one another, the limited focus may not reveal valuable information. By analyzing a community at a broad level, opportunities for coordination and resource-sharing become apparent. In these times of budget shortfalls and increased reliance on local and state governments to finance themselves, coordinated planning becomes especially important. Planning leads to quality communities.

A comprehensive plan is an expression of what a community wants. It is an officially adopted statement of local policy for the development of the community. As such, public participation in the planning is as important as the plan itself. One aim of the planning effort is to engage people in developing a vision in which they share responsibility for guiding their community's future.

It is the purpose of the Comprehensive Plan for the City of Yukon, (hereafter referred to as The Plan) to provide councils, boards, commissions, departments, and citizens with a community profile, a statement of the community's vision, goals, objectives, and policies for the future and a plan for realizing the goals and implementing the policies developed through the planning process.

For the sake of clarity, throughout this document the word "City" refers to the City of Yukon as a governmental agency. "City Council" refers to the Yukon City Council. "Planning Commission" refers to the Yukon Planning Commission. "City Manager" refers to the Yukon City Manager. The "County" refers to Canadian County. The "State" refers to the State of Oklahoma. Lower case use of "city", "city council", "planning commission", etc. refer to no specific entity.

1.1 PLANNING for a PURPOSE

There are many benefits to be gained when a community engages in planning activities. Some of the many resulting benefits of a planning process that utilizes a large amount of citizen participation include:

Administrative Results -

- Decision making guide to public officials and private citizens.
- Guide for legislative decisions.
- Reference to indicate needed policy change.
- Basis for planning capital improvements.

Community Action Results -

- Identify goals and objectives.
- Generate widespread discussion about The City of Yukon's future.
- Encourage citizen's community groups to work together.

Social Results -

- Identify needed additional public services.
- Coordinate new public facility locations to maximize accessibility and service delivery.
- Support neighborhood cohesiveness.

Environmental Results -

- Enhance environmental conservation and protection of designated areas.
- Provide framework on which to build, and against which to measure quality of life decisions.

Physical Results -

- Plan for the effective maintenance of existing infrastructure.
- Plan infrastructure elements and systems based on future growth patterns.

Economic Results -

- Recognize opportunities for economic development
- Identify opportunities for public/private cooperation.
- Identify fiscal alternatives for capital improvements planning.
- Recognize and support fiscal points of community identity, economic activity, and employment opportunity.
- Evaluate long-term indebtedness relative to future growth.
- Provide individual citizens and members of the business community with sufficient information to facilitate planning, project existing development, and indicate new areas of opportunity for private action.

Growth Management Results -

- Design land use intensities so that compatible activities are clustered and conflicting activities are separated.
- Determine desirable guidelines for development.
- Compile meaningful projections for extended planning.
- Compile and integrate updated information to keep The Plan responsive to changing needs.
- Provide information for coordination of planning and development.

1.2 THE PLAN and the PLANNING PROCESS

The planning movement in the United States originated from a desire to link the various functions of city government together in an organized manner. In contrast to the "project scale" work of the architect and engineer, the planner is concerned with the integration of functions across the entire city. Integration is achieved through the planning process that has the following objectives:

1. **Accommodate anticipated change**
2. **Bring about desired change**
3. **Prevent undesired change**

These objectives are realized by the creation and implementation of a comprehensive plan that communicates Yukon's vision for the future and has the following characteristics:

The Plan is General. It is a summary of community development policies. (i.e., The Plan does not indicate specific locations or detailed regulation.)

The Plan is Comprehensive. It includes all geographical areas of the community and all functional elements impacting development.

The Plan is Long-Range in Scope. It looks beyond the immediate concerns of the community to issues and possibilities expected in the next ten years.

The Plan Provides Coordination. It identifies improvements needed to accommodate anticipated and desired change and serves as the foundation for capital improvement programming.

Though The Plan is not a legislative document, it serves as a guide for enacting specific legislation that will implement the policies contained herein. The Plan also serves as a catalyst for revising the zoning ordinance, subdivision regulations, and special purpose regulations (i.e., drainage ordinance or sign regulations). The Plan is intended to provide a basis for understanding the dimensions of change and growth by inventorying existing conditions in Yukon and establishing goals, objectives, and policies designed to guide planning legislation and administration for the life of The Plan.

There are several elements of The Plan including:

- The **Land Use Plan** - which indicates the appropriate category of development for general land areas in Yukon. Unlike the zoning ordinance, the land use plan does not delineate exact district boundaries or specify detailed regulations.
- The **Transportation Plan**
- The **Housing Plan**
- The **Public Utilities Plan**

Programming the future expenditure of public finances for physical improvements in the community - commonly referred to as capital improvement programming - is one method of implementing The Plan. Other tools used to implement The Plan are zoning ordinances and subdivision regulations.

Comprehensive planning is an on-going, iterative process. It is intended to serve as a guide and basis for all charged with the responsibility of addressing day-to-day and long range issues facing the community.

1.3 OVERVIEW of THE PLAN

The Plan is the official expression of community development policies of the Yukon City Council. It is designed to provide the necessary factual data and statement of goals, objectives, and development policies required to guide the growth and development of the community over the next ten years. The document is divided into the following five sections:

Section One introduces the document and the planning process, discusses the organization for planning in Yukon, expresses the nature and purpose of The Plan, and describes methods of plan implementation.

Section Two provides factual information regarding the history, significant physical characteristics, socioeconomic trends and projections, land use, transportation, public facilities, and utilities in Yukon.

Section Three presents the vision, goals, objectives, and policies needed to plan and develop residential, commercial, industrial, and community services (i.e., including police and fire protection, schools, recreational facilities, the transportation system, water and sewer systems, and drainage control).

Section Four provides development standards to serve as a comparison base when assessing the current community conditions and evaluating future development in Yukon.

Section Five communicates the Land Use Plan, Transportation Plan, Housing Plan, and Public Utilities Plan.

Section Six describes tools available for implementing The Plan, one of which is the capital improvement process.

1.4 ORGANIZATION for PLANNING in YUKON

The Oklahoma Legislature enacted legislation in 1923 that established the scope, procedures and limitations for planning cities and towns in the State. This legislation authorized the establishment of a planning commission that would act as a zoning commission and was granted the authority to conduct planning work within the municipality. This grant of authority is set forth in Section 401-425 of Title 11 of the Oklahoma statutes.

The Planning Commission is, therefore, authorized to assist the Yukon City Council in determining the long range needs of the community, to prepare plans for city development, to coordinate departmental programs for capital improvements, and to recommend appropriate action for carrying out various projects. It was not intended that the Planning Commission usurp the authority of the Yukon City Council members. This appointed citizen body was expected to expand the effectiveness of policy-making.

The lines of responsibility for planning in Yukon are clear. It is the responsibility of the Yukon City Manager to oversee the preparation of The Plan and to review all findings. The Planning Commission reviews The Plan and policies that should be adopted for guiding the growth of the community and makes a recommendation to the City Council on the issue of adopting The Plan. It is the responsibility of the City Council to accept or reject Planning Commission recommendations. No legislative authority has been removed from the City Council. Under the council-manager form of government that has been adopted by

the City of Yukon, the City Manager has an obligation to advise and assist the City Council and Planning Commission in carrying out its duties. It is necessary that the staff, the Planning Commission, and the City Manager work closely together to provide complete information on community development.

1.5 RESPONSIBILITY for THE PLAN

The Plan represents the combined efforts of citizens, members of committees and boards, City Council, Planning Commission, the City Manager, staff members of municipal departments and the staff of RGDC, Inc. serving as the planning and engineering consultants to Yukon. This plan has been prepared by the planning and engineering staff following study, review and critical appraisal by the City Council, the Planning Commission, and the City Manager. Public input has been an integral part of the planning process, as well.

The City Council is the final authority on the policies contained in The Plan. However, it should be clearly recognized by all who use the material contained herein that policies expressly prepared at one time will need to be changed as conditions change. A policy that is appropriate at one point in time may be entirely unworkable later; consequently, the policies upon which decisions are based are expected to be reviewed as growth and development issues arise and updated as needed to remain current, accurate and usable. It is intended that the Planning Commission and City Council annually review all of the policies expressed in The Plan to insure that they are consistent with the social, economic, and physical conditions of the community and the goals and aspirations of the citizens of Yukon. By refining The Plan on a periodic basis the document remains meaningful. See Section 6 for a more in-depth discussion of plan implementation.

1.6 NATURE and PURPOSE of THE PLAN

The Plan is intended to provide the official policies for the community development of the City of Yukon. The policies which are expressed graphically on the official plan map and in written form in this document embrace two sectors of public policy: general policies for guiding and coordinating the development and use of privately owned land and establishing the nature and extent of public interest therein; and policies for providing public facilities and services.

Policies for guiding and coordinating the development and use of privately owned land for residential, commercial, industrial and institutional uses and for agriculture are limited in scope and application to those areas that the City Council has determined to be of significant interest. The purpose of this portion of The Plan is to provide direction and coordination of private development, and protect public interests, but in a manner that will not stifle individual initiative and creativity. Therefore, the most flexible, general and minimum directives capable of accomplishing effective community management are employed. General policies are graphically presented on maps, and are explained further in the written material of this document.

The policies are intended to be implemented through the voluntary acceptance and use of The Plan by private individuals and through the administration of the municipal codes relating to urban development; the regulations governing land subdivision, the zoning ordinance which provides standards for land use, the building code covering materials and structural characteristics of construction, and the housing code that establishes minimum standards for residential environment.

The policies pertaining to public services are set forth and explained further in the written material of The Plan. These elements cover transportation facilities, areas for public education and recreation, as well as civic buildings and public utilities. The elements of The Plan that are of community-wide concern, such as the location of a major street and the proposed location of major water and sanitary sewer lines, are explained as precisely as possible to facilitate decision-making by private individuals about private property development and to coordinate public facility development.

Detailed engineering plans are appropriate as a supplement to The Plan only when the time and financing schedule fit the sequence of urban growth of a particular community. For instance, the functional alignment of a major street may be indicated in The Plan, but the detailed engineering plans for the facility should be prepared only if construction is imminent. Yet private decisions must be based on the fairly precise location and character of the facility. Thus, if construction is not pending, the policy in The Plan should be made as definite as possible by reference to existing or proposed design standards to be followed, such as details of cross-sectional elements including number of lanes and lane widths, and access control which will be followed in engineering design at a future date. The contention that standards will be obsolete at some future date is valid only if there is no continuous plan review procedure for constant updating of The Plan to accommodate current situations.

1.7 WHO SHOULD USE THE PLAN?

Section 3.0 of this document is the official statement of public policy by the City Council concerning growth and development in the City of Yukon. The Plan is intended to be used by the Yukon City Council, the Yukon Planning Commission, departments of the municipal government, units and agencies of other governments, by private citizens, and members of the business community.

The Plan should serve the City Council as a guide for legislative decisions and as a reference for needed policy changes. It is intended to be used by municipal departments as the basis for planning capital improvements and rendering the services for which each department is responsible. The Plan should provide the necessary information to other units and agencies of local, state and federal government that will permit coordination of planning and development programs. The Plan should provide individual citizens and members of the business community with sufficient information to facilitate planning, protect existing development, and indicate new areas of opportunity for private action.

1.8 IMPLEMENTING THE PLAN

There are three ways in which the policy of The Plan can be effectively implemented. If The Plan has wide public acceptance and support, the policies relating to relationships of land use generally will be followed voluntarily by citizens who carry out specific projects. Voluntary cooperation is not always assured, however. Consequently, regulatory codes and ordinances are required to insure compliance with established development standards. Finally, the more general plans and policies set forth in The Plan may be implemented by developing more precise public project plans. These include area project plans and plans for streets, parks and recreation areas, schools, and other public buildings and facilities. Thus, The Plan may be implemented through voluntary cooperation, through use of precise public plans and through effectively administered codes and ordinances.

The relationship between policies of The Plan and regulatory codes and ordinances requires further elaboration. First, the use of land, buildings, and structures as well as building height and bulk standards may be provided in a comprehensive zoning ordinance. Also, land subdivision standards are needed to insure that the division of land into separate parcels will be coordinated with the uses proposed to be made of each area. Second, the materials used in construction and the structural engineering of each building usually are required by building and utility construction codes. Third, standards for the environmental conditions of buildings and areas occupied by people can be established by housing codes and health and sanitation laws and ordinances. All of these standards, when applied to the construction of new buildings, would regulate the use of the building, the engineering, and materials used in construction and the environment created within and around it.

2

SEAL OF THE CITY OF YUKON OKLAHOMA
OKLAHOMA
CZECH CAPITAL
CHISHOLM TRAIL
YUKON
1891

SECTION TWO
COMMUNITY PROFILE

As previously stated in Section 1.2, the three major objectives of planning are to accommodate anticipated change, to bring about desired change, and to prevent undesired change. The survey and analysis of Yukon included in this section covers the historical events and precedents that have shaped the community. The current state of development and anticipated changes are also discussed in the Community Profile. This information is necessary to accomplish the three major planning objectives. The Community Profile includes an examination of :

- the **physical environment** (both natural and man made),
- the **community's profile**,
- the **interrelationships** of various components of Yukon,
- **assets, liabilities, and constraints** regarding growth and development,
- and the nature of **existing and anticipated problems**.

A brief discussion of historical events that have contributed to the development of Yukon is followed by an inventory of physical and geographic influences including:

- demographic and economic characteristics
- land use practices
- housing stock
- infrastructure
- public facilities and services

These elements are all critical to making informed decisions about the direction in which the community will guide its development and growth in the future.

2.1 HISTORY of DEVELOPMENT in YUKON

Named for the Canadian River, Canadian County was once part of the Cheyenne and Arapaho Reservation administered by the Darlington Agency located north of El Reno. The County was opened by the Run of 1889 except for the southwest corner that was part of the Caddo Reservation. This portion of the County was opened by lottery in 1901.[1]

The history of the City of Yukon dates back to January of 1891. It was at this time that the enterprising brothers, Lewis, William, Sam and Augustus Spencer, expressed an interest in the development potential of constructing the Choctaw, Oklahoma, and Gulf Railroad (currently owned by the State of Oklahoma but managed and operated by Union Pacific). Augustus Spencer was a cattle rancher from Texas as well as a planner and builder. The Spencers decided to start a town on the proposed railroad route about 12 miles east of El Reno. They purchased 160 acres that became the original town site of Yukon. The area is bounded by what is now Main Street, Ash, Piedmont Road and 7th Street. By the time the railroad arrived, there were small residences and businesses already in existence.

[1] Oklahoma Department of Libraries, *The Oklahoma Almanac: 1993-1994.* (Oklahoma City, OK: Oklahoma Department of Libraries, 1993), 366-367.

Shortly after Oklahoma Territory was opened for settlement, news spread about the fertile farmland in the Yukon area. This valuable resource enabled Yukon to become an agricultural trade and milling center. As Yukon developed, several mills and elevators were built along the railroad tracks. The largest industrial growth came when the immigrant Kroutil family and the Dobrys founded the Yukon Mill and Grain Company. From a small milling operation in 1893 the mill grew tremendously.

As Yukon entered the twentieth century, the town was a bustling center of activity. The brick building at Central Elementary School was built in 1910 and housed the entire school system until the senior high school was opened in the fall of 1925. In 1910, a bond issue was passed to construct the first water system in Yukon. By 1915, flour and feeds were being shipped throughout the South and overseas by the Yukon Mill and Grain Company. The town became world famous as the home of Yukon's Best Flour. Power generated by the mill provided Yukon with electricity for many years. When Highway 66 came through Yukon in 1925, Yukon got its first paved street.

During the early history of Yukon, farmers of Czech decent were attracted by Yukon's fertile soil. Yukon came to be known as the "Czech Capital of Oklahoma". The Czech Hall, home to the Czech organizations Western Fraternal Life Association (WFLA) and T.J. Sokol Karel Havlicek , was first established in 1901. It was known as the Bohemian Hall until 1945 when the name was changed to the Czech Hall. The organization has had three homes in its history. The current hall is located 2 1/2 miles south of Yukon on Czech Hall Road and was constructed in 1924. The structure was placed on the National Register of Historic Places by the US Department of Interior in 1980. The Yukon Czech Hall has served the community as the home of many social, musical, and dramatic events. The Czech heritage has been and will continue to be an important part of the Yukon culture.

From 1891 to the early 1950's Yukon experienced gradual growth and remained primarily an agriculturally centered community. Following World War II, however, the population began to experience more significant growth. A combination of variables caused the growth including the return home of servicemen who had been stationed elsewhere during World War II and the economic boom taking place in neighboring Oklahoma City. Industrial and commercial development was occurring rapidly in Oklahoma City. Many people desired to work in Oklahoma City but did not want to live in the larger city. Some opted for the amenities of the surrounding smaller communities. Yukon was different from many communities that sprang up as a result of the growth of Oklahoma City because it had a strong sense of community identification. This feeling of community identification has prevailed through the historical development of Yukon.

The significant population increases which began in the 1950's continued through the 1970's with a doubling of the population in the 1980's. In the early 1960's, Yukon officials saw a need to accommodate future growth and expanded the boundaries of Yukon to incorporate a 26 square mile area. This expansion has allowed Yukon to continue to grow in an orderly fashion. Yukon has grown from its original 25 residents to a city of approximately 24,000.

The political districts encompassing Yukon include the following:

US Congressional District	5	Court of Appeals District	6
Oklahoma Senate District	52	Criminal Court of Appeals District	4
Oklahoma Representative District	43	Supreme Court Judicial District	9
District Attorney District	4	Central Judicial Admin. District	26

2.2 PHYSICAL and ENVIRONMENTAL CHARACTERISTICS

The unique qualities of the immediate environment may be both an asset and a liability to Yukon. An example of this is the Canadian River valley that provides opportunities for recreation and wildlife habitation. However, if the river floods it presents major problems for adjacent land uses. Consequently, careful attention must be given to the manner in which urbanization accommodates soil structure, vegetation, aesthetics, topography, drainage, geology, and hydrography into the development process. The failure to allow for these physical features invites major problems that are often expensive to rectify or reclaim.

When development is undertaken in harmony with the natural setting, construction can often be completed more easily, efficiently, economically, and safely than would otherwise be possible. Aesthetics and the quality of life (both actual and perceived) are improved when the proper relationship between living, working, and playing spaces in the landscape is maintained. For this reason, the issues of drainage, topography, geology, soils, climate, and groundwater resources are discussed in general terms in this section.

2.2.1 LOCATION and the NATURAL SETTING

The urbanized area of Yukon is approximately seven (7) miles wide in the east-west direction and five (5) miles long in the north-south direction. The community is situated between the North Canadian River and Interstate 40. Oklahoma City borders the eastern and southern edges of Yukon. Yukon is located two miles north of Mustang, Oklahoma. The area is characterized by oak forests interspersed with grassland.[2]

2.2.2 TOPOGRAPHY and DRAINAGE

The corporate limits of Yukon are entirely within the watershed of the North Canadian River. The river flows in an easterly direction through Yukon and creates a natural barrier that divides Yukon into three separate areas - the floodplain, north of the floodplain, and south of the floodplain. See Figure 1.

The floodplain of the North Canadian River is a valuable resource for Yukon. Besides containing a large amount of prime agricultural land, the river valley produces views that are aesthetically pleasing. The width of the floodplain causes a separation of the north and south areas.

The area south of the floodplain is where most of the urbanization has and will continue to occur. The emphasis of this document will be placed on this area. Most of the urbanization in Yukon has been within the watershed of Turtle Creek, which flows into the North Canadian River.

The cost of solving a flooding problem is almost always more expensive than the cost of prevention. Therefore, careful attention must be given to the manner in which urbanization is allowed to occur. The topography of Yukon is flat to gently rolling. Outside the floodplain, there are no severe physical formations or slopes that should restrict development.

2.2.3 GEOLOGY

The urbanized area is located on an outcrop of the Flowerpot Shale formation. This shale formation causes some problems in the installation of underground utilities, but they are not considered to be severe in nature. The urbanized area is free of any mass movement of the land surface including creep, landslides, mud flow and debris, avalanches and subsidence. The area is also not prone to earthquakes, natural or man-made.

[2] Oklahoma Department of Libraries, 5.

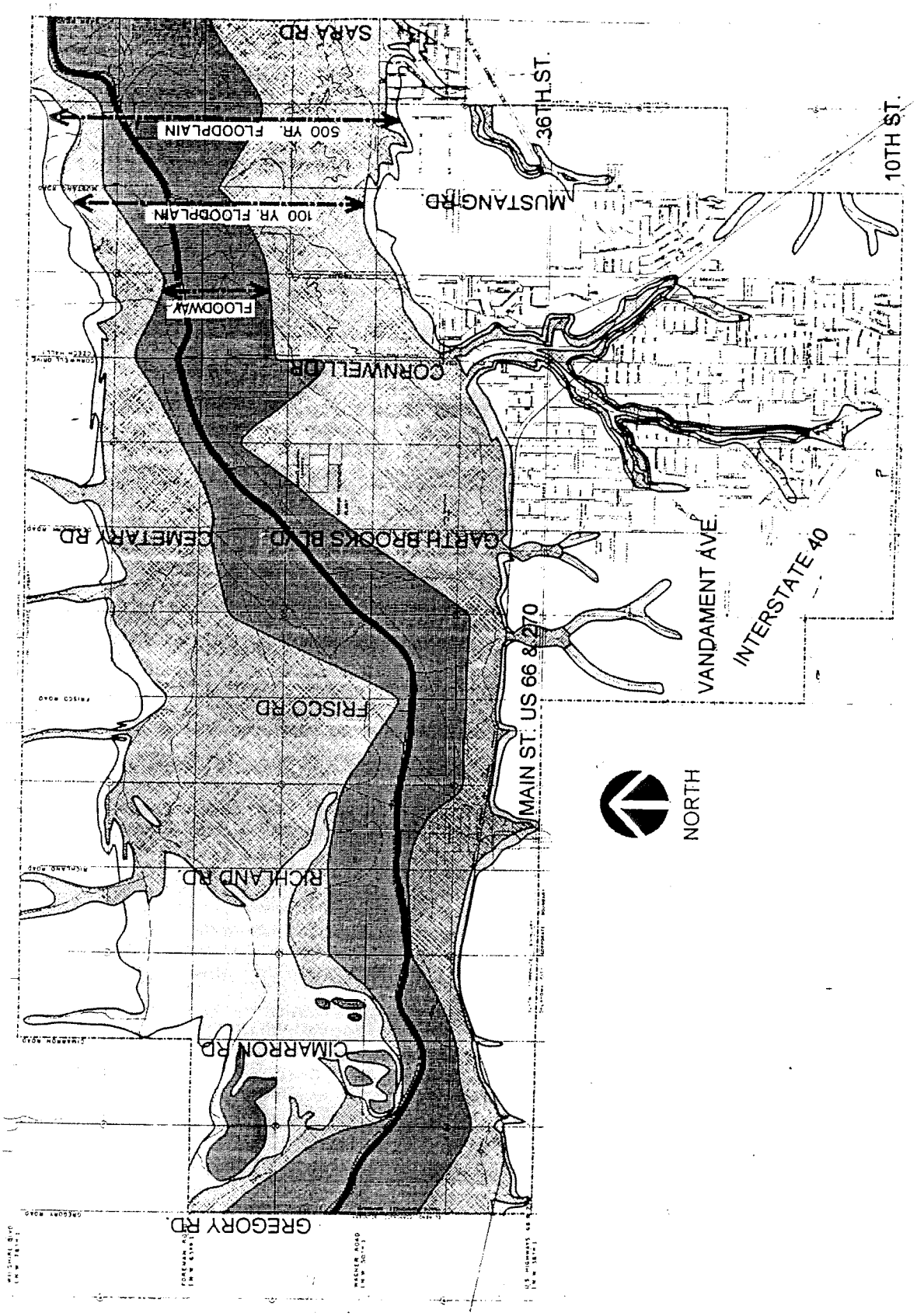

Figure 1 - Flood Plain Map

2.2.4 SOILS

A detailed soil survey of Canadian County completed by the Soil Conservation Service of the United States Department of Agriculture indicates 32 different soil types in Yukon. The soil types have been grouped by the Soil Conservation Service into seven classes with respect to agricultural production. For graphical purposes, Figure 2 further aggregates the seven classes into three groups of crop production potential. A large amount of the prime agricultural soils is located in the 100 year floodplain of the North Canadian River.

In addition to categorizing agricultural soils, the survey also lists soils for urban purposes. Such characteristics as shrink swell potential, steel and concrete corrosion, sanitary sewer facility potential, and community development limitations are identified by soil type. Several of the soil types in Yukon require special attention whenever construction is to occur. Therefore, the Soil Conservation Service should be contacted for an initial evaluation of the soil conditions. Furthermore, the City should require proper soil testing and sub-base preparation for any projects in which the municipality will have the maintenance responsibility.

2.2.5 CLIMATE

The climate of Yukon does not impose any special restrictions on urbanization. Temperatures generally range from a high of 100° F in the summer to a low of 0° F in the winter. The mean annual temperature is 59.9° F. Summer temperatures average 82.1° and winter temperatures average 35.9°.[3]

Maximum precipitation occurs in the spring, with May generally being the wettest month. The average annual precipitation is 30 inches. Dry, hot periods occurring in late summer result in heavy demands on local water systems. Snow can be expected to occur sometime during the winter months, but the amount of accumulation is generally light and does not stay on the ground for an extended period of time. Southerly winds prevail in Yukon. Elevation of the Yukon area is approximately 1285 feet above sea level.[4]

2.2.6 WATER RESOURCES

The North Canadian River, as mentioned earlier, bisects the corporate limits of Yukon. This river flows into Lake Overholser, which is located immediately east of Yukon. Two groundwater sources are under Yukon. The huge Garber Wellington aquifer has a maximum yield of 300 gallons per minute. However, the quality of water within the Yukon corporate limits from this aquifer is poor. For this reason, drinking water for Yukon residents is obtained from a well field located within the corporate limits of Oklahoma City.

Alluvium and terrace groundwater deposits can be found along the North Canadian River. The generalized maximum yield for this groundwater source is 500 gallons per minute.

Availability of water to fill the needs of Yukon residents is not a problem for most of the year. However, during the summer, demand for water peaks. At peak demand, the City of Yukon purchases water from the City of Oklahoma City to supplement Yukon's storage capability. Thus, when the City of Oklahoma City experiences drought conditions and institutes water rationing, Yukon must also ration water supply. Water quantity and quality affect many aspects of life in a community, including development (both new and existing) and quality of life. See Section 2.9.4 for more detailed discussion of Yukon's water sources, supply, and distribution.

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[3] Oklahoma Department of Libraries, 3.

[4] Oklahoma Gas and Electric, Economic Development Department - Business Resource Center, *Yukon Profile.*

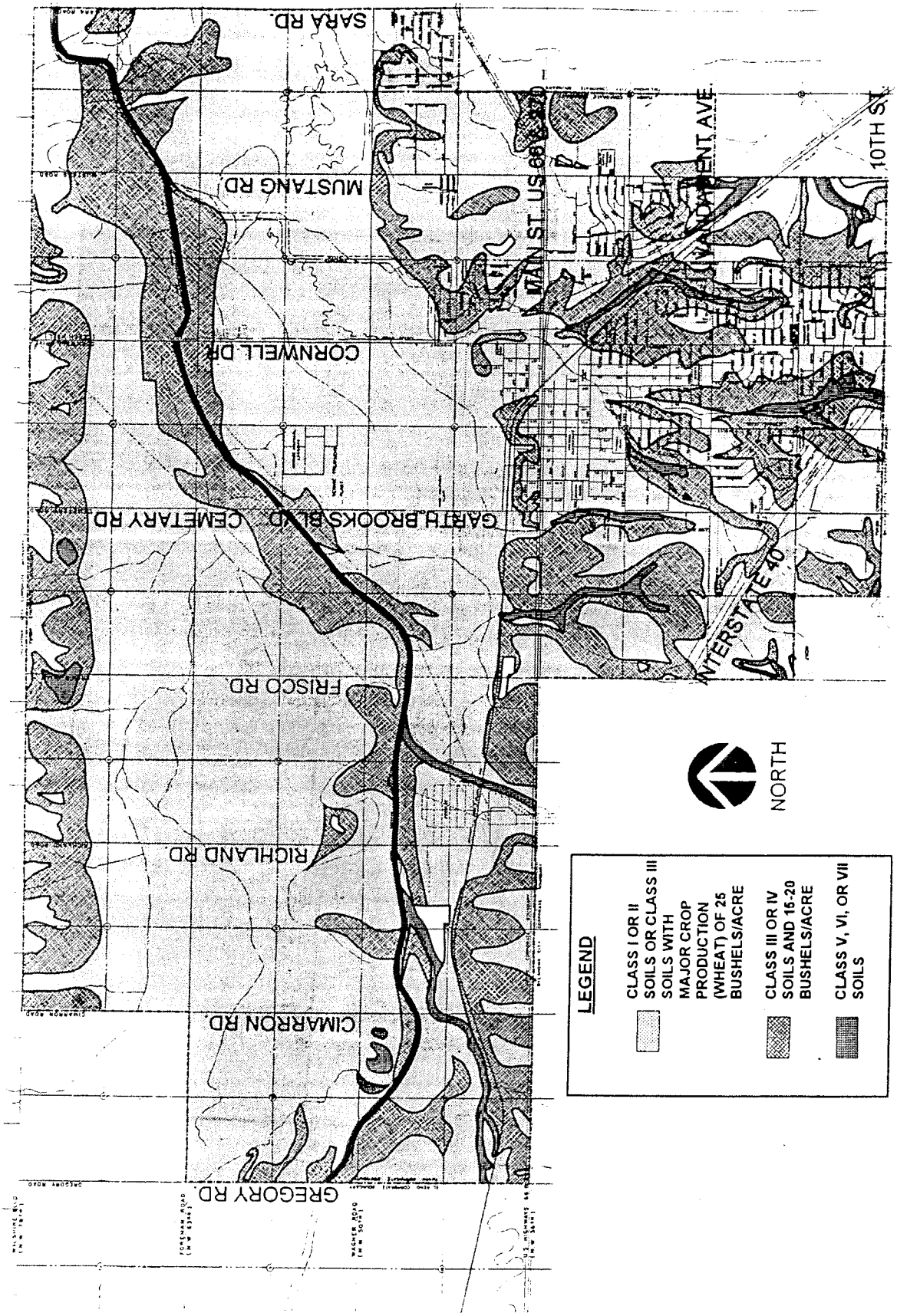


Figure 2 - Generalized Soil Classification Map

2.3 DEMOGRAPHIC CHARACTERISTICS

It is necessary to evaluate the socio-economic aspects of the community as an early part of The Plan. This type of study develops a basis for determining what the community's land use needs will be. Questions to be answered based on the data presented in this section include:

- How much residential space needs to be provided?
- How much space is needed for commercial land uses?
- What kind of land should be allocated?

The social and economic study of the community will also aid in the setting of goals, objectives and policies that will guide future growth.

Throughout this section comparisons are made between the City, County, State, census tracts, and other statistical reporting areas. This analysis is intended to reveal how Yukon stands relative to the state as a whole and to the entire Canadian County. References are made to the "norm". In all cases, unless stated specifically otherwise, the norm is defined as the statewide average or percentage.

2.3.1 POPULATION TRENDS and PROJECTIONS

Population is one measure of the "size" of Yukon. Considering population size, people will develop community expectations regarding the physical size of the developed area, the commercial and industrial opportunities, and government services available within Yukon. Therefore, the City of Yukon must have a good understanding of what the population has been in the recent past as well as what the population is projected to be in the future. This information shows current and future demand for services in Yukon and provides a basis for setting goals, objectives and policies following in Section 3.

Historic Population - The population of the City of Yukon doubled over the course of the 1970 and 1980 census counts. Between 1980 and 1990 census counts the population growth slowed slightly. However, Yukon still grew by about 22 percent over the ten year period as shown in Tables 2.1 and 2.2. Canadian County and the state grew by 31 percent and 4 percent respectively during the 1980's.

Table 2.1 - Population of Yukon, Canadian County, Oklahoma City SMSA, and the State (1920 - 1990)

Year	Yukon	Canadian County	OKC SMSA[1]	State
1920	1,016	22,288	223,338	2,028,283
1930	1,455	28,115	362,948	2,396,040
1940	1,660	27,329	372,798	2,336,434
1950	1,990	25,644	450,277	2,223,351
1960	3,076	24,727	566,059	2,328,284
1970	8,411	32,345	699,092	2,559,175
1980	17,112	56,452	834,088	3,025,266
1990	20,935	74,409	958,839	3,145,585

[1]The 1980 Standard Metropolitan Statistical Area (SMSA) was expanded to include five counties (Canadian, Cleveland, McClain, Oklahoma, and Pottawatomie). The historic population of these five counties has been totaled for each decade to facilitate consistent comparisons.
Source: US Department of Commerce, Bureau of the Census, Census of Population, 1890 to 1970. 1972.
US Department of Commerce, Bureau of the Census, Census of Population & Housing, Advance Reports - Oklahoma. 1981.
US Department of Commerce, Bureau of the Census, Census of Population and Housing. 1993.

The population explosion during the 1970's and 80's can be explained by several factors. The southern part of the United States is characterized as the "Sun Belt" and there was a large migration of people from the North to the South. Industrial development occurred in the western part of Oklahoma City that created vast employment opportunities. Oil production in and about Yukon also caused a migration of workers into the area. The community atmosphere and amenities offered by Yukon enticed many of the people who were migrating to the area to locate in Yukon. Those same amenities also caused people to move from the Oklahoma City area to Yukon.

Table 2.2 - Growth & Percent Change for Yukon, Canadian County, OKC SMSA, & the State (1910 - 1990)

	Yukon		Canadian County		OKC SMSA		State	
Period	**Growth**	**% Change ***	**Growth**	**% Change**	**Growth**	**% Change**	**Growth**	**% Change**
1911-1920	-2		-1,213		36,508		371,128	
1921-1930	439	43.2	5,827	26.1	139,610	62.2	367,757	18.1
1931-1940	205	14.1	-786	-2.8	9,850	2.7	-59,606	-2.5
1941-1950	330	19.9	-1,685	-6.2	77,479	20.8	-3,083	-0.1
1951-1960	1,086	54.6	-917	-3.6	115,782	25.7	94,933	4.2
1961-1970	5,335	173.4	7,518	30.4	133,033	23.5	230,891	9.9
1971-1980	8,701	103.4	24,207	75.1	134,996	19.3	465,803	18.2
1981-1990	3,823	22.3	17,957	31.3	124,751	13.0	120,319	3.8

* Percent change in total population when totals are compared with those from the previous decade.
Sources: US Department of Commerce, Bureau of the Census, Census of Population, 1890 to 1970. 1972.
US Department of Commerce, Bureau of the Census, Census of Population and Housing, Advance Reports - Oklahoma. 1981.
US Department of Commerce, Bureau of the Census, Census of Population and Housing. 1993.

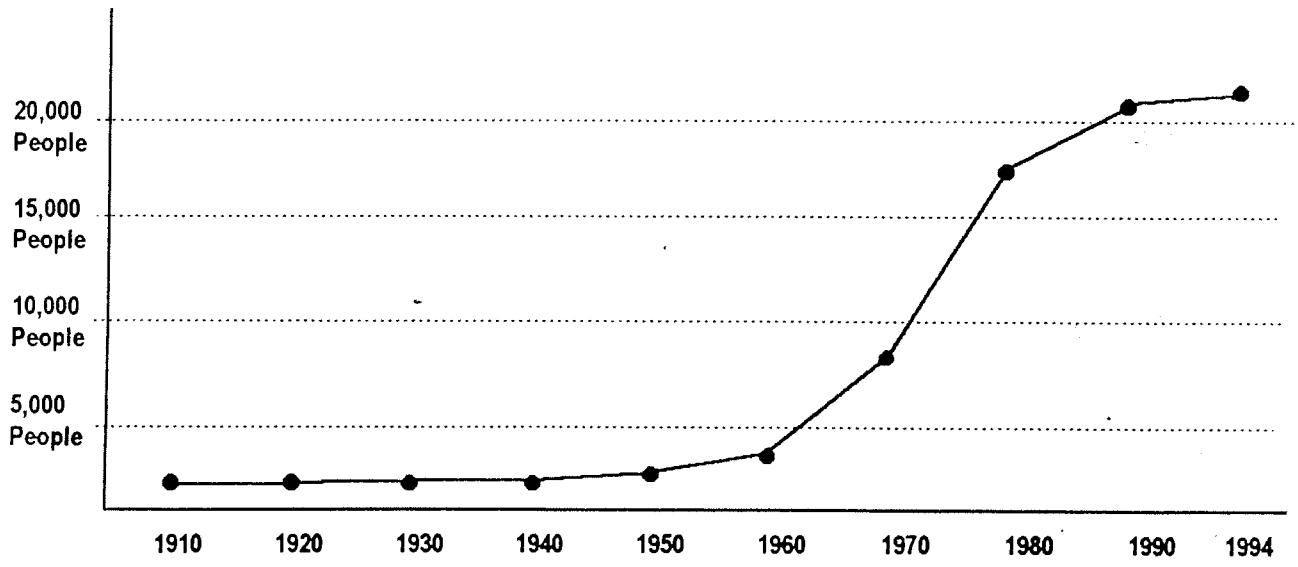


Figure 3 - Population Change in Yukon by Decade (See Table 2.2)

There has been concern expressed nationwide regarding the accuracy of the 1990 Census as reported by the US Department of Commerce - Bureau of the Census. Many states and communities feel the figures presented in the census are not representative of the actual population in 1990. In most cases, the states

and communities feel that their population has been under counted. This concern was represented in a case before the United States Supreme Court. The court determined, despite the controversy surrounding the data, that the census would not be recounted or adjusted by the US Department of Commerce.

The Oklahoma Department of Commerce - State Data Center generates population estimates for the years falling between census counts. Presented below in Table 2.3 are the population estimates released in October 1995. Note that the Department of Commerce estimates that the population of Yukon, Canadian County, and the state has increased over the past five years. According to the data presented in Table 2.2, the population of Yukon grew by approximately 23 percent between 1981 and 1990. Assuming the trend presented in Table 2.3 is correct, Yukon's growth rate has slowed to approximately 4 percent. The population growth rate in Canadian County is larger than in Yukon, a trend that is typical of other areas in the state.

Table 2.3 - Population Estimate for 1990-1994

Year	City of Yukon	Canadian County	State of Oklahoma
April 1, 1990 Census	20,935	74,409	3,145,576
July 1, 1990 Estimate	21,007	74,665	3,147,000
July 1, 1991 Estimate	21,211	75,932	3,167,700
July 1, 1992 Estimate	21,388	77,205	3,206,200
July 1, 1993 Estimate	21,544	78,843	3,232,900
July 1, 1994 Estimate	21,689	80,175	3,258,100
Percent Change from April 1990 to July 1994	3.6	7.8	3.6

Source: Oklahoma Department of Commerce, State Data Center. 1995.

Projections - It is projected that the population of Yukon will continue to increase through the year 2015. Growth is expected to occur at the average rate of 128 people per year. The most commonly used source of population data is the US Census of Population and Housing Characteristics. The figures gathered by the census are officially updated between the ten-year counts by the Oklahoma Department of Commerce (ODOC). This department prepares the counts by estimating the population for each year based on the data gathered from the US Census. ODOC also makes official population projections. The projections of population through 2020 for the State of Oklahoma, Canadian County, and the City of Yukon, are shown in Table 2.4.

Table 2.4 - Population Projections for Yukon, Canadian County, OKC SMSA, & State (1990-2015)

Year	Yukon	Canadian County	OKC SMSA	State
1990	20,935	74,409	958,839	3,145,585
1995	21,350	78,950	1,010,600	3,299,150
2000	22,495	83,350	1,052,700	3,426,000
2005	23,595	87,400	1,087,350	3,532,150
2010	24,320	90,650	1,113,900	3,619,850
2015	24,665	92,700	1,130,100	3,681,900

Source: Population Projections for Oklahoma. Oklahoma Department of Commerce. April 1993.

The population of the State of Oklahoma is projected to increase by more than 418,000 during the 25 year period between 1995 and 2015. The population of Yukon is projected to increase by approximately 3,700 people by the year 2015. This is valuable information for goal setting. It will be important to determine why growth is projected to occur in order to formulate ways of stimulating and managing this trend in the future.

Please note that the information provided in Table 2.4 is based on the original census count taken in 1990. As discussed above, there has been controversy regarding the accuracy of the 1990 census. Knowing that the 1990 census has been questioned, Table 2.4 is still included in this plan because this is the most current set of projections available. The estimates calculated by ODOC (presented in Table 2.3) are the most current population figures available. These estimates will eventually be used by ODOC to create a new set of population projections. It is not certain at this time when the population projections will be available to the public. The Department of Commerce - State Data Center expects to look at the need for preparing new projections this year and will make a determination by the end of 1996 of when projections will be calculated. The Department expects that projections will be available sometime before mid-1998.

2.3.2 AGE

The age composition of the population has a significant impact on the overall character of the community. Knowing the age of the population helps determine the present and future need for services within Yukon. Table 2.5 shows the number of persons by age in Yukon, Canadian County, and the State of Oklahoma.

Table 2.5 - Persons by Age in Yukon, Canadian County, and the State - 1990

	Yukon		Canadian County		State	
Age	Population	% of Total	Population	% of Total	Population	% of Total
0 - 4	1,582	7.6	5,752	7.7	226,523	7.2
5 - 14	3,953	18.9	13,132	17.6	476,014	15.1
15 - 44	10,179	48.6	35,676	47.9	1,417,419	45.1
45 - 64	3,542	16.9	13,676	18.4	601,416	19.1
65 +	1,679	8.0	6,173	8.4	424,213	13.5
Total	**20,935**	**100.0**	**74,409**	**100.0**	**3,145,585**	**100.0**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

Yukon is "younger" than the state average with 81.5 percent of the population below the age of 50 (compared to 72.9 percent below 50 across the state). The percentage of the population between age 19 and 49 in the City of Yukon and Canadian County is slightly higher than the percentage for the state. This age group is composed of the majority of individuals responsible for family formation and child bearing in Yukon. The higher percentage will affect other age groups as well as the demand for community services. Since the population in the child bearing age group is slightly higher (4.5 percent higher) than the state norm, the total number of children between children ages 0 and 18 is (and will continue to be) slightly higher than the state total for this group. The percentage of the total population of Canadian County and Yukon falling into the 65+ age group is larger than the percentage of the state population in the same age group. This segment of the population is characterized by individuals at or near retirement age.

The Oklahoma Department of Commerce population projections by age group for Canadian County are shown in Table 2.6. This data indicates future trends in age breakdown in the area. As indicated in Table

2.5, the age composition of Yukon is very close in percentage to that of Canadian County, adding validity to the use of county projections for the purpose of projecting community service needs in the City of Yukon.

Note that the data in Table 2.6 indicates a projected decrease in the population between ages 0 to 14 and an increase in the population age group 65 and over. In fact, it is projected that the number of persons age 65 and over will nearly double by the year 2020. One accounting of this fact is the trend toward development of retirement or assisted living centers in Yukon. This change in demographic character is addressed in the goals, objectives, and policies in Section Three of this document.

Table 2.6 - Population Projections by Age for Canadian County (1990 - 2020)

Age	1990	1995	2000	2005	2010	2015	2020
0 - 4	5,752	5,320	5,745	6,105	5,995	5,630	5,440
5 - 14	13,132	12,820	11,520	11,300	12,015	12,200	11,620
15 - 44	35,676	36,785	37,590	36,920	36,760	38,675	38,775
45 - 64	13,676	17,025	20,505	23,815	24,910	22,630	21,715
65 +	6,173	6,985	7,975	9,245	10,960	13,550	15,965
Total	**74,409**	**78,940**	**83,345**	**87,395**	**90,650**	**92,690**	**93,520**

Percent of Total Population by Age (1990 - 2020)

Age	1990	1995	2000	2005	2010	2015	2020
0 - 4	7.7	6.8	6.9	7.0	6.6	6.1	5.8
5 - 14	17.6	16.2	13.8	12.9	13.3	13.2	12.4
15 - 44	47.9	46.6	45.1	42.2	40.5	41.7	41.5
45 - 64	18.4	21.6	24.6	27.3	27.5	24.4	23.2
65 +	8.4	8.8	9.6	10.6	12.1	14.6	17.1
Total	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**	**100.0**

Source: Population Projections for Oklahoma. Oklahoma Department of Commerce. April 1993.

2.3.3 RACE and MARITAL STATUS

Race - Though the racial composition of Yukon is primarily white, the minority populations are experiencing slight growth. The American Indian and Asian/Pacific Islander populations have experienced modest increases, as has the Black population. The racial breakdown of Yukon in 1980 and 1990 is provided in Table 2.7.

Table 2.7 - Population by Race in Yukon

Racial Group	1980		1990	
	Population	% of Total Pop.	Population	% of Total Pop.
White	16,584	97.0	19,634	93.8
Black	24	0.1	151	0.7
American Indian	320	1.9	636	3.0
Asian/Pacific Islander	895	0.6	332	1.6
Other	89	0.4	182	0.9
Total	**17,912**	**100.0**	**20,935**	**100.0**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

Marital Status - Table 2.8 lists the comparative marital status of persons living in Yukon, Canadian County, and the State.

Table 2.8 - Marital Status of Persons 15 Years of Age and Older

Marital Status	Yukon		Canadian County		State	
	Population	% of Pop. ≥15	Population	% of Pop. ≥ 15	Population	% of Pop. ≥15
Never Married	2,814	18.2	10,355	18.6	500,667	20.5
Married	10,392	67.1	37,645	67.7	1,511,002	61.7
Widowed	995	6.4	3,143	8.7	194,484	8.0
Divorced	1,286	8.3	4,443	8.0	238,591	9.8
Total	**15,487**	**100.0**	**55,586**	**100.0**	**2,444,744**	**100.0**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

2.3.4 HOUSEHOLD CHARACTERISTICS

A study of the household composition reported on the 1990 census reflects that almost 20 percent of the households in Yukon are composed of only one person. This characteristic may be related to the number of retirement and assisted living units existing in Yukon. Though a sizable portion of the households in Yukon fall into the single-person category, there are fewer one-person households than is the norm for the State. The percentage of two-person households is also slightly less than the norm for Oklahoma and a lower percentage than is seen in Canadian County as a whole. Yukon has more than the norm of larger households (3 and 4+ persons per household).

Though Yukon has a lower percentage of single and two-person households than the norm, this sector of the population still has unique housing and service needs. Yukon has retirement communities as well as several apartments and duplex areas capable of housing the small size households interested in small housing units. However, small household size does not necessarily always correlate with a preference for small dwelling units. Yukon has a variety of housing unit sizes to accommodate households of all sizes. In recent years, it has promoted the development of single-family detached housing, capable of serving households of all sizes. The determination of housing unit size preference is, of course, a lifestyle and income choice on the part of the purchaser.

Table 2.9 shows a comparison of Oklahoma, Canadian County, and Yukon household composition as well as totals for each of the census tracts.

Table 2.9 - Number of Persons per Household as Percent of Total Population in Households - 1990

People per Household	Yukon	Canadian County	State
1	18.7	18.2	25.6
2	28.4	30.5	33.4
3	20.6	19.8	16.9
4+	32.3	31.5	24.1
Total	**100.0**	**100.0**	**100.0**

1980 Avg. HH size	**2.98**	**2.95**	**2.62**
1990 Avg. HH size	**2.81**	**2.81**	**2.53**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1980 and 1990.

2. 4 WORK FORCE CHARACTERISTICS

The economic well-being of a community can be analyzed by looking at the number of jobs, personal income, and housing starts. The influences of the economy of the larger region must also be considered in profiling Yukon's economic standing. Therefore, comparisons are made to Canadian County and the State of Oklahoma where possible and appropriate.

In preparation for the economic inventory of Yukon, it is vital to first determine the characteristics of the available work force. This information will be valuable to the City of Yukon in deciding which types of industry will best fit the skills and education of individuals available. New businesses wishing to locate in Yukon will find this work force inventory of importance in matching their employee needs with the supply of workers.

Yukon is a major center for commerce in Canadian County. It is also a housing and retail trade service center for the western urbanized fringe of Oklahoma City. Although there are only a limited number of industrial establishments within Yukon proper, the adjacent Oklahoma City industrial area (to the east and southeast of Yukon) includes a number of major industries, and the established trend indicates continued industrial growth in this area. Economic activities within Yukon are dominated by retail activities including traditional retail and service establishments, car and truck dealers, and agricultural trade establishments.

2.4.1 EDUCATIONAL ATTAINMENT

Table 2.10 shows the educational attainment of persons over 18 years old in the State, County and City.

Table 2.10 - Educational Attainment (Persons over 18 Years Old)

	Yukon		Canadian County		State	
Education	**Population**	**%**	**Population**	**%**	**Population**	**%**
< 9th Grade	774	5.4	3,065	5.9	201,228	8.7
9 to 12th Grade (No Diploma)	1,545	10.7	6,594	12.7	375,155	16.2
High School Graduate (Includes GED)	4,636	32.1	16,751	32.2	706,003	30.6
Some College (No Degree)	4,092	28.3	14,544	27.9	539,511	23.4
Associates Degree	826	5.7	3,170	6.1	113,434	4.9
Bachelor's Degree	1,747	12.1	5,545	10.7	253,635	11.0
Graduate/Professional Degree	827	5.7	2,386	4.5	119,774	5.2
Total Population over Age 18	**14,447**	**100.0**	**52,055**	**100.0**	**2,308,740**	**100.0**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

The State, County, and City are approximately even in the percentage of the population attaining high school diplomas and associates' degrees. A larger percentage of persons from Yukon achieves some college credit or degree than is the norm. The percentage of persons without at least a high school diploma (or GED) is significantly lower. Education attained indicates the skill level of the work force as a whole and is a major factor looked at by industry interested in locating in Yukon.

2.4.2 OCCUPATIONS and INDUSTRIES

Occupations - Occupations are defines as the type of job held by an employed person. This information is important in analyzing the work force in the community. Table 2.11 provides a list of occupations pursued by the people of Yukon participating in the work force. Yukon ranks above the norm (norm = 11.1%) for the employment of executive, administrative and managerial people as well as for the employment of administrative support staff (norm = 15.7%).

Table 2.11 - Occupation of Employed Persons (16 Years and Older)

	Yukon		Canadian County		State	
Occupations	#	%	#	%	#	%
Executive/Administrative/Mgr.	1,356	12.5	4,577	12.6	152,431	11.1
Professional	1,259	11.6	4,128	11.4	179,868	13.1
Technicians	427	3.9	1,519	4.2	49,128	3.6
Sales	1,630	15.0	4,922	13.6	161,119	11.8
Administrative Support	2,091	19.2	6,749	18.6	215,189	15.7
Household Services	35	0.3	84	0.2	6,197	0.5
Protective Services	197	1.8	704	1.9	21,187	1.5
Other Services	993	9.1	3,417	9.4	166,447	12.2
Farming, Forestry, Fishing	118	1.1	963	2.7	47,474	3.5
Crafts and Repair	1,289	11.9	4,327	11.9	164,497	12.0
Machine Operator	563	5.2	1,816	5.1	89,050	6.5
Transportation & Moving	533	5.0	1,793	5.0	64,621	4.7
Laborers	372	3.4	1,216	3.4	51,930	3.8
Total	**10,863**	**100.0**	**36,215**	**100.0**	**1,369,138**	**100.0**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

Industries - While Table 2.11 presents the types of jobs held (or types of tasks performed) by people living in Yukon. Table 2.12 shows the type of industry in which each employed person living in Yukon works. For instance, a person may perform *administrative support* tasks in the *public administration industry* while another person performs *administrative support* tasks in the *entertainment and recreation industry.*

Those industries employing the largest number of people include retail trade and manufacturing of non-durable goods. Smaller than norm figures in agriculture and mining are understandable due to the majority of the incorporated and inhabited area of Yukon being urban. Other industries ranking above the norm in percentage of persons employed include: transportation, commercial/public utilities, wholesale trade, finance/real estate/insurance, and repair services. In 1994, there were 40 manufacturing establishments in the Canadian County area. These establishments are identified and classified by number of employees in Table 2.13.

Table 2.12 - Employed Persons (16 Year and Older) by Industry

Industries	Yukon		Canadian Co.		State	
	#	%	#	%	#	%
Agriculture, Forestry & Fishing	161	1.5	1,065	2.9	50,601	3.7
Mining	254	2.3	979	2.7	42,838	3.1
Construction	467	4.3	1,969	5.4	75,962	5.5
Manufacturing Durable Goods	483	4.4	1,519	4.2	71,035	5.2
Manufacturing Non-durable Goods	1,328	12.2	3,806	10.5	123,156	9.0
Transportation	522	4.8	1,679	4.6	62,957	4.6
Commercial/Public Utilities	427	3.9	1,207	3.3	38,064	2.8
Wholesale Trade	575	5.3	2,028	5.6	58,241	4.3
Retail Trade	2,047	18.8	6,258	17.3	236,758	17.3
Finance, Realty & Insurance	833	7.7	2,687	7.4	78,267	5.7
Business & Repair Services	637	5.9	1,998	5.5	61,719	4.5
Personal Services	229	2.1	808	2.2	42,011	3.1
Entertainment & Recreation	68	0.6	381	1.1	16,954	1.2
Professional Health Services	716	6.6	2,538	7.0	116,095	8.5
Professional Educational Services	792	7.4	2,658	7.3	122,945	8.9
Other Professional Services	671	6.2	1,881	5.2	85,888	6.3
Public Administration	653	6.0	2,754	7.6	85,617	6.3
Total	**10,863**	**100.0**	**36,215**	**100.0**	**1,369,138**	**100.0**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

Table 2.13 - Types of Manufacturing Establishments in the Canadian County Area

Type of Establishment	Number of Establishments by Number of Employees				
	0 - 20	21 - 50	51 - 100	101 - 250	251 +
Food and Kindred Products	4	2	1		
Lumber and Wood Products	1				
Furniture and Fixtures		1			
Printing and Publishing	5	1			2
Chemicals and Allied Products		1			
Rubber and Allied Products		1			
Stone, Clay, and Glass Products	1				
Steel and Metal Products	3	1	2		
Machinery (Except Electrical)	2		1		
Electrical Equipment and Supplies	1				
Transportation Equipment					
Instruments and Related Products					
Miscellaneous Manufacturing	6	2	1		
Total	**23**	**9**	**5**	**0**	**3**

Source: Jack Pryor, Canadian Valley Vo-Tech, January 1994.

2.4.3 WORK FORCE PARTICIPATION

Work force participation is measured by the percentage of laborers engaged in either military or civilian service. This information is presented in Table 2.14.

Table 2.14 - Participation in the Labor Force as a Percent of the Population of Persons 16 Years and Older

Participation	Yukon	Canadian County	State
Armed Forces	0.4	0.3	1.2
Employed Civilians	71.4	66.4	57.1
Unemployed Civilians	3.4	3.3	4.2
Not in Labor Force	24.4	30.1	37.5
Population over 16 years	15,212	54,550	2,398,899
% Unemployed Males	4.4	4.6	6.8
% Unemployed Females	5.7	4.8	6.9

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

During the period from 1987 to 1990, the labor force in Canadian County and the State of Oklahoma grew at a constant rate. The percentage of unemployed males and females in Yukon and Canadian County in 1990 was significantly lower than the State percentage as shown in Table 2.14.

Table 2.15 - Labor Force Participation and Unemployment Rate for Canadian County and the State

Canadian County		
Increase in # of Persons Participating in Labor Force (1987-1990)	% Increase in Labor Force Participation (1987-1990)	Unemployment Rate (1990)
2,658	7.5	4.7

State of Oklahoma		
Increase in # of Persons Participating in Labor Force (1987-1990)	% Increase in Labor Force Participation (1987-1990)	Unemployment Rate (1990)
18,801	1.3	6.9

Sources: 1990 United States Census. Department of Commerce, Bureau of the Census.
Business Resource Center - Economic Development Department, Oklahoma Gas and Electric Company. 1994

2.4.4 HOUSEHOLD INCOME

Median incomes for Canadian County, the OKC Standard Metropolitan Statistical Area (SMSA), and the State of Oklahoma are presented in Table 2.16. Canadian County's income figures are slightly less then the OKC MSA, but slightly higher than the State. In most cases, predominantly urban areas like the OKC SMSA will have a higher median income than areas that, as a whole, are more rural in character like Canadian County and the State. Median income data for these six years is not available at the city level; therefore, Yukon is not included in Table 2.16.

Table 2.16 - Median Income per Employed Person in the City, County, and State (1986 - 1991)

Year	Canadian County	OKC SMSA	State
1986	$13,012	$13,667	$12,552
1987	$13,005	$13,845	$12,704
1988	$13,734	$14,616	$13,437
1989	$14,500	$15,576	$14,310
1990	$15,365	$16,302	$15,154
1991	$15,851	$16,799	$15,570

Source: Oklahoma State Data Center, Oklahoma Department of Commerce. January 1994.

Table 2.17 - Percent of Households Per Income Level

Income	Yukon	Canadian Co.	State
< $10,000	9.3	11.4	21.8
$10,000-15,000	6.2	7.1	11.8
$15,000-25,000	15.8	15.9	21.5
$25,000-35,000	18.5	17.5	17.2
$35,000-50,000	24.9	23.1	12.0
$50,000 >	25.3	25.0	15.7
Median Income (1990)	**$35,090**	**$33,855**	**$23,577**
Total Households	**7,403**	**25,514**	**1,207,235**

Source: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1990.

2.5 BUSINESS ANALYSIS

It is vital for the community to have an understanding of the amount of new businesses and level of trade occurring in Yukon. This information will illuminate trends in business growth and tax generation that are important for the growth of Yukon. Two indicators of business activity in Yukon are the number of building permits issued within the city limits and the amount of sales tax received in recent years.

Building Permits - The number of building permits issued in a city reflects the level of building construction activity, which is an indicator of growth. As can be seen from Table 2.18, Yukon's construction activity over the past decade has fluctuated. The number of building permits issued per year has ranged from 19 permits in 1989 and 57 permits in 1984.

Table 2.18 - Building Permits Issued

Year	Single Family	Multi-Family	Industrial	Commercial	Total Permits
1990	29	0	0	13	42
1991	27	0	1	13	41
1992	22	0	0	10	32
1993	36	0	0	16	52
1994	28	0	0	6	34
Total	**142**	**0**	**1**	**58**	**201**

Source: City of Yukon.

Note that no multi-family permits and only one industrial permit have been issued in the previous decade. This data indicates that little growth has occurred in these two land uses.

Sales Tax Receipts - Manufacturers in Oklahoma are subject to corporate franchise tax, state income tax, local property tax, sales tax and unemployment compensation tax. Sales tax collected by Yukon merchants is not only a major source of revenue for the municipality but also an indicator of economic growth in the business sector. Oklahoma sales tax is 4 percent of gross proceeds from all sales of tangible personal property.

The sales tax revenue in Yukon has risen during each year from 1987 to 1993. This increase is shown in Table 2.19. Also notable is an increase of $750,801 in sales tax collections within Yukon between 1987 and 1993 shown in Table 2.20. This increase represents $39 in sales tax collections per capita during that time period. Most of this increase is attributable to the sales tax collections in 1993 due to new business, notably Wal Mart, locating in Yukon.

Table 2.19 - Sales Tax Collections Returned to Cities and Towns in Canadian County (1987-1993)

Year	El Reno	Mustang	Piedmont	Union City	Yukon
1987	$2,497,633[B]	$1,167,837[B]	$88,245[A]	$30,692[B]	$2,009,961
1988	2,472,541[B]	1,133,022[B]	79,983[A]	30,617[B]	2,017,769
1989	2,642,814[B]	1,182,384[B]	75,145[A]	43,467[B]	2,077,374
1990	2,449,394[B]	1,234,044[B]	84,638[A]	51,093[B]	2,122,895
1991	2,690,602[B]	1,248,660[B]	88,377[A]	52,070[B]	2,198,387
1992	2,806,241[B]	1,298,309[B]	90,219[A]	69,727[B]	2,295,459
1993	2,724,483[B]	1,323,331[B]	186,069[A/C]	42,872[B]	2,760,762
Average	**$2,611,958**	**$1,226,798**	**$98,954**	**$45,791**	**$2,211,801**

[A] 2% Municipal Sales Tax Rate [B] 3% Municipal Sales Tax Rate [C] 4% Municipal Sales Tax Rate

Source: Oklahoma Tax Commission.

Table 2.20 - Sales and Sales Tax Receipts

Year	Annual Sales Tax	Average Monthly Sales Tax	Annual Sales Tax per Capita *
1987-1988	$2,009,961	167,497	104
1988-1989	$2,017,769	168,147	104
1989-1990	$2,077,374	173,115	107
1990-1991	$2,122,895	176,908	110
1991-1992	$2,178,387	181,532	113
1992-1993	$2,295,459	191,288	119
1993-1994	$2,760,762	230,064	143
Avg. Sales Tax	2,208,943		

* Based on population figures shown in Table 2.1.

Source: Oklahoma Tax Commission

2.6 LAND USE

An inventory of existing land use is one of the most important items in the development of a comprehensive plan. Knowing the current location and area of land uses facilitates decisions regarding future land use needs and capital improvement projects.

The city limits of Yukon incorporate approximately 26 square miles - half of which is in the 100 year flood plain of the North Canadian River. This poses a development constraint within Yukon. There are also 4.4 square miles of land north of the flood plan that is separated from the urbanized area of Yukon. For the purpose of land use study, The Plan focuses on the urbanized area of Yukon, shown in Figure 4. The urbanized area includes the majority of development, all public utilities, and most of the improved infrastructure in Yukon's city limits.

There are 9.75 square miles within this area, of which 5.3 square miles have been developed. The number of developed acres in the projected urbanized area are shown by land use category in Table 2.21. The remainder of this Land Use section pertains only to the projected urbanized area of Yukon.

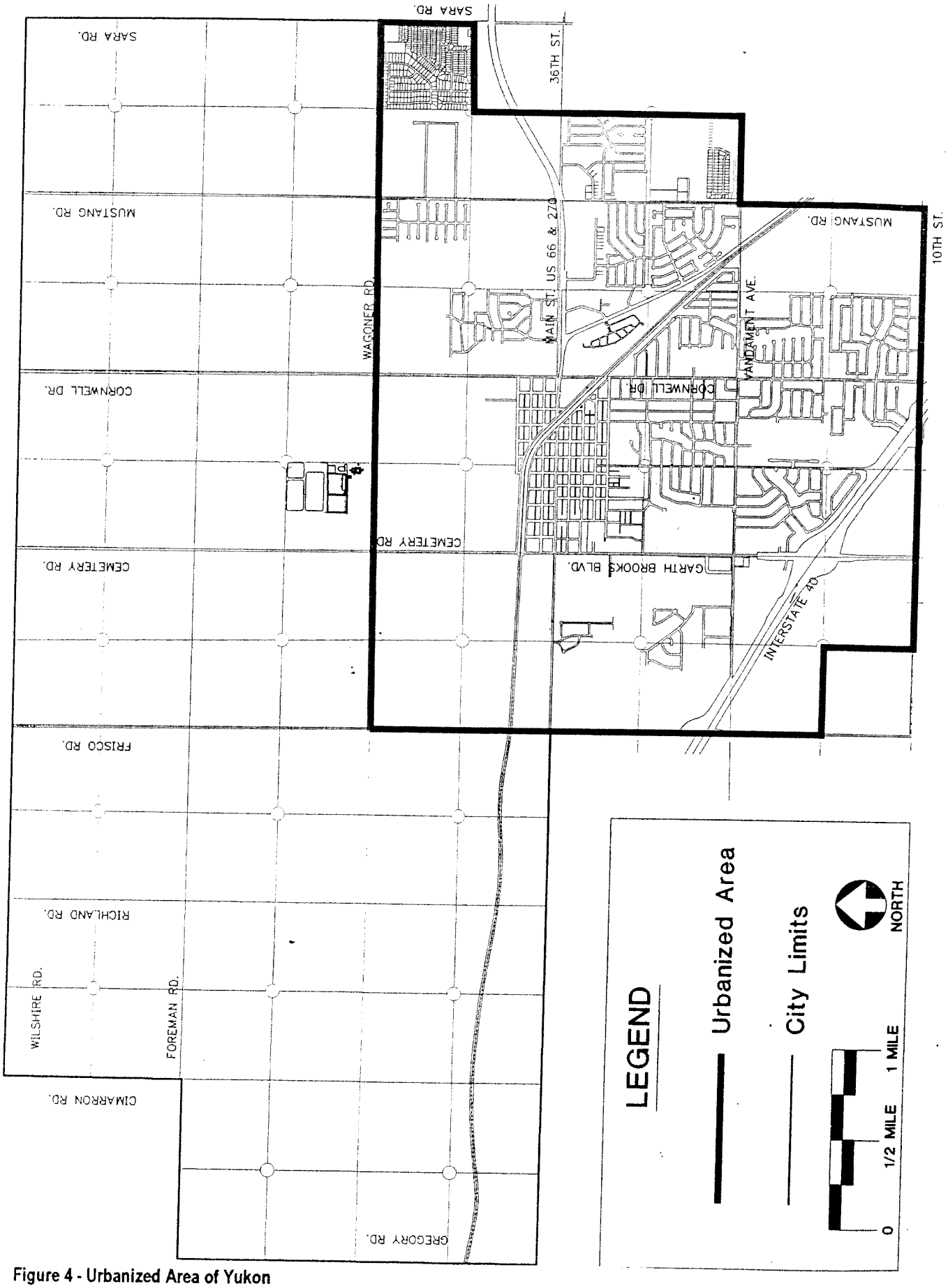


Figure 4 - Urbanized Area of Yukon

Table 2.21 - Yukon Land Use - Inventory and Trends

Land Use Category	1994		1981			1971		
	Acres	%	Acres	%	% Change (1981-94)	Acres	%	% Change (1971-94)
Single Family	2110	62.7	1039	43.3	+103	465	46.1	+354
Multi Family	154	4.6	66	2.7	+133	45	4.5	+242
General Comm.	676*	20.1	131	5.5	-	18	1.8	-
Automotive Comm.	-	-	38	1.6	-	29	2.9	-
Industrial	-	-	60	2.5	-	30	3.0	-
Quasi-Public	219	6.5	77	3.2	+184	54	5.3	+306
Public	206	6.1	186	7.7	+11	98	9.7	+110
Streets	-	-	804	33.5	-	271	26.7	-
Total	**3365**	**100**	**2401**	**100**	**-**	**1010**	**100**	**-**

* General Commercial includes industrial and automotive commercial classifications for 1994. - Indicates that the information was unavailable.
Source: Yukon Comprehensive Plan Volunteer Study Committee. 1994.

2.6.1 RESIDENTIAL LAND USE

Yukon is a family-oriented community where the predominant land use and housing type are single family. The amount of single family land has more than doubled between 1981 and 1994. The multi-family land use classification includes duplexes, mobile homes, and apartments. In contrast to single family, this land use category represents a small percentage of the land developed. Multi-family land use has experienced an increase of 88 acres that is more than double the acreage consumed by this use in 1981. Based on building permit data, this increase occurred prior to 1990.

A comparison of Yukon housing tenant status for 1970, 1980, and 1990 is provided in Table 2.22. Because of the growth experienced in Yukon between the 1960 and 1990 censuses, the housing stock in Yukon is less than 30 years old for the most part. Housing units can have a useful life of much more than 30 years depending upon how well the units are maintained and the quality of construction. There is good supply of quality housing in Yukon to serve the existing population. However, there is a shortage of available units. The 1990 census indicated only 440 vacant units in the Yukon. Because population projections indicate growth, the possibility of a housing stock shortage is addressed in Section Three.

Table 2.22 - Number of Housing Units by Tenant Status in Yukon - 1990

Tenant Status	1970	1980	1990
Owner Occupied	1,799	4,302	5,370
Renter Occupied	645	1,379	1,925
Vacant	104	401	440
Total Housing Units	**2,548**	**6,082**	**7,735**

Source: US Department of Commerce - Bureau of the Census. 1990.

Table 2.23 shows the age of each housing unit in Yukon. Note that the largest percentage of houses was constructed between 1970 and 1980. This coincides with population growth trends in Yukon.

Table 2.23 - Year Structure Built for Housing Units in Yukon (1939 - 1993)

Year Built	Percent of Total Housing Units
1939 or earlier	6.4
1940 to 1949	2.0
1950 to 1959	4.2
1960 to March 1970	20.1
1970 to April 1980	45.4
1980 to December 1987	17.9
1987 to December 1993	3.9
Total Housing Units = 7778	

Source: Yukon Planning and Code Enforcement Department - Building Permit Records. 1994

Table 2.24 shows the value of owner occupied housing in the City of Yukon. Housing valued between $50,000 and $74,999 represents the largest percentage of the owner occupied housing in Yukon. The median housing value is $56,800. Table 2.25 shows the contract rent amounts for renter-occupied units. The median rent contract amount is $330 in Yukon.

Table 2.24 - Value of Specified Owner Occupied Housing

Housing Value	# of Units	% of Total
Less than $15,000	37	0.8
$15,000 - $19,999	32	0.7
$20,000 - $29,999	166	3.4
$30,000 - $39,999	522	10.8
$40,000 - $49,999	979	20.3
$50,000 - $74,999	2,089	43.2
$75,000 - $99,999	762	15.7
$100,000 - $249,999	240	5.0
$250,000 and more	5	0.1
Total	4,832	100.0
Median Housing Unit Value = $56,800		

Table 2.25 - Contract Rent for Renter-Occupied Units

Rent Contract	# of Units	% of Total
Less than $100	16	0.8
$100 - $149	22	1.2
$150 - $199	283	15.0
$200 - $299	476	25.2
$300 - $399	359	19.0
$400 - $499	365	19.3
$500 - $699	202	10.6
$700 or more	93	4.9
No Cash Rent	76	4.0
Total	1,892	100.0
Median Rent Contract = $330		

Sources: Census of Population and Housing. US Department of Commerce, Bureau of the Census. 1970, 1980, & 1990. and The Oklahoma Department of Commerce, Oklahoma State Data Center.

2.6.2 COMMERCIAL LAND USE

Yukon has developed in a southern direction away from the floodplain of the North Canadian River. As a result, the Central Business District (CBD) located along Main Street (US 66) and the once active rail transportation link is now in the northern portion of the urbanized area. The adjacent residential land use will make expansion of the CBD difficult without razing and rezoning.

The amount of commercial land use increased by 81 percent since 1981. Interstate 40 has a large impact on commercial development and is one of the major reasons for the large increase in commercial development. Except for some strip development along US 66, most of the commercial development in 1981 was in compact nodes at arterial intersections. This is still the development pattern. The expansion of the CBD and the pattern of commercial development in Yukon is addressed in Section Three.

2.6.3 INDUSTRIAL LAND USE

Industrial land use was included with commercial development calculations in the 1993 Land Use Study. Several large industrial operations have located into the Yukon - Canadian County area. This trend appears to have continuing development possibilities, but at a very slow small scale rate. Yukon has various sites that would be excellent locations for industrial development. Industrial development will most likely continue to expand in the western parts of Oklahoma City.

2.6.4 QUASI-PUBLIC LAND USE

The amount of quasi-public land has increased at a constant rate between 1981 and 1993. The quasi-public land uses are distributed throughout the community and are located at the perimeters of neighborhoods. Examples of quasi-public land use include such things as the Chamber of Commerce, boy scouts, and other agencies that provide not-for-profit services to the community.

2.6.5 PUBLIC LAND USE

The amount of public land use increased approximately 20 acres between 1981 and 1993. This increase has probably lagged behind the population demand for recreation areas. The park land demand has been realized and will be dealt with in the future through the acquisition of more park land and/or the development of existing vacant land (open space). The emphasis will be on developing regional size parks as opposed to neighborhood parks because larger parks attract more patrons and are more cost efficient for the City to maintain than smaller parks scattered in many locations.

2.6.6 SURROUNDING DEVELOPMENT

Oklahoma City and El Reno are adjacent to Yukon. There is also one mile of unincorporated Canadian County on the northwest corner of Yukon. Most of the land in Oklahoma City adjacent to Yukon is zoned A-A (agricultural).

Yukon abuts Oklahoma City at the intersection of Mustang Road and 10th Street. The area on the east side of Mustang Road in Oklahoma City is zoned I-2 (moderate industrial). The south side of 10th Street is zoned R-4 (general residential) and C-3 (community commercial). The land north of 10th Street and west of Mustang Road in Yukon is zoned A (agricultural) and is shown as single family residential in the Land Use Plan. Care should be taken in the development of this area.

The land in El Reno that is adjacent to Yukon is zoned A-1 (rural agricultural). El Reno has discouraged the development of this area due to servicing costs.

2.7 LAND USE PROJECTIONS

The population of Yukon is projected to be about 25,000 by the year 2015 - a 3,730 person increase from 1990. This population increase will be absorbed easily as the projected growth in residential development will be more than enough to accommodate this increase. See Table 2.26.

Yukon is a family oriented community. Correspondingly, public investments have been made to provide good quality education and recreation facilities. Single family housing has been the predominant type of land use. In 1981 Yukon had an overall housing density of 5.5 units per acre. This trend has continued as development has occurred in the urbanized area. In the future single family development is projected to be on large, medium and small lots varying from one unit on 10 acres to as dense as 13 units per acre. Housing areas of differing densities place different demands on infrastructure and public services. For example 13 units on one acre means more automobiles using the surrounding streets, more units to protect from fire and crime, and more people needing water, sewer and solid waste service than would one unit on one acre.

Commercial land use increased at an annual rate of 45.4 acres per year between 1981 and 1993. Interstate 40 had a large impact on commercial development. However, the rate of commercial development is expected to decrease to an annual rate of 9.9 acres per year through the year 2020, thus requiring 238 more acres of commercial land.

It is believed that industrial land use increased significantly from 1981 to 1993. This increase is accounted for in the commercial land use calculations. Industrial land use is projected to increase by a yearly average of 13.85 acres per year into 2020.

There is a shortage of public recreation space in Yukon for the existing population. As the population increases, there will be a need for even more public recreation space. In addition, there will be a need for non-recreation public space such as school sites and medical facilities. There is no additional park land projected for development. However, this could be remedied by acquiring some of the abundant vacant land in various parts of Yukon through donation or by purchasing it. Any additional land could also be used for school sites or other public needs.

Table 2.26 - Land Use Projections 1990 - 2020

Land Use Category	1993 Existing Land Use	2020 Projected Additional Land Need for Use **
Housing	2264	1425
Commercial	676 *	238
Industrial	-	415
Quasi-Public	219	-
Public	206	6
Streets/Transportation	-	18
Total	**3365**	**2161**

* Indicates both commercial and industrial land uses. ** Additional land needed to support growth.
Sources: Yukon Volunteer Comprehensive Plan Study Committee. Land Use Survey. December 1993.
ACOG, Land Use Projections Through 2020. 1994.

There are 9,773 acres of land zoned for agricultural use including the floodplain area. At the present time there are 11,934 acres of vacant land of which 2,161 acres are projected to be developed during the 1990-2020 period. This projected development will leave the 9,773 acres of agricultural land. This amount of land appears to be ample for any growth that may be encountered in the next few decades. The 100-year floodplain encompasses approximately 12,440 acres within the city limits of Yukon.

2.8 TRANSPORTATION PROFILE

Yukon is well served by one interstate (I-40), one federal highway (US 66) and two state highways (SH 4 and SH 92). The traffic volumes for several of the most popular travel routes are shown in Table 2.27. Cornwell Avenue is scheduled for widening from US 66 to Vandament Avenue. In 1994 the traffic count for this roadway section was 13,162 average daily trips. The traffic projections prepared by the Oklahoma Department of Transportation for this section of Cornwell Avenue show the level of average daily trips increasing to 25,000 in the year 2015.

Table 2.27 - Traffic Volumes at Selected Locations

Location	Traffic Count
Cornwell and Cedar Avenue	4,681
Cornwell and Pine Avenue	8,500
Garth Brooks and US 66	11,488
Garth Brooks and Yukon Avenue	10,834
Garth Brooks and Vandament Avenue	18,183
Garth Brooks and Taylor Drive	15,516
Holly Avenue just south of Poplar	4,616
Holly Avenue at Park Drive	2,147
State Highway 4 south of Vandament Avenue	6,123
US 66 east of Mustang Road	9,462

Note: Counts are for one 24 hour period and indicate both lanes of traffic.
Source: Oklahoma Department of Transportation, 1993. and the Yukon Police Department, December 1993.

The majority of local streets are in good to excellent condition. Many of the arterials, however, have been slated for improvement in the future. Most of the arterials appear to meet the standards for the level of traffic they are carrying. The highest traffic volumes appear along Garth Brooks. Traffic origination points along Garth Brooks include the Yukon High School, Wal Mart, and I-40. In some locations traffic counts come close to 20,000 vehicles per 24 hour period. If the 24 hour volume exceeds 20,000 continually and the accident severity rate increases, it may be necessary to provide some sort of improvement along Garth Brooks (SH 92) to alleviate the traffic problems.

Yukon is served by I-40 and is in close proximity to two airports. Will Rogers World Airport is 12 miles from Yukon and Clarence E. Page Airport is one mile southwest of Yukon's corporate limits.

2.9 PUBLIC SERVICES

Public facilities are improvements that are made on the behalf of the general public to enhance the quality of life in the community. These facilities are intended to promote the health and safety of life and property, and to provide convenient and efficient government services.

2.9.1 POLICE AND FIRE

Yukon presently has a fire insurance rate of Class 5. This rating is set by the Insurance Service Office, and is based on a complex formula that involves an examination of the water flow capabilities, fire suppression personnel, and training. A lower class rate would cause fire insurance rates to decrease, but once under

Class 8 the decrease is insignificant. Table 2.28 inventories the personnel and equipment available to the Yukon Fire Department.

Table 2.28 - Fire Personnel and Equipment

Fire Personnel		Fire Equipment		
Administration		1	1974	1000 GPM Pumper (E-1)
1	Fire Chief	1	1974	1000 GPM Pumper (E-2)
1	Assistant Fire Chief	1	1975	1000 GPM Pumper (E-3) *
1	Fire Marshal (Major)	1	1983	750 GPM Pumper (E-4)
1	Secretary	1	1982	Brush Truck
4	Volunteer Firefighters	1	1992	Rescue Truck
Green Shift		1	1985	Tanker (2000 gal. capacity)
2	Captains	1	1975	Pick Up
2	Drivers	1	1985	Suburban
3	Firefighters	1	1986	Sedan
Black Shift		1	1994	Brush Truck
2	Captains	1	1994	1500 GPM Pumper
2	Drivers			
4	Firefighters			
Red Shift				
2	Captains			
2	Drivers			
3	Firefighters			

* Surplused 10-1-94. Source: Yukon Fire Department and Yukon Police Department, 1994.

The City Council has approved funding to add fire and police personnel and replace some obsolete equipment. The equipment and personnel employed in Yukon for police protection is listed in Table 2.29.

Table 2.29 - Police Personnel and Equipment

Police Personnel		Police Equipment		
1	Chief	4	1987	Chevrolet Caprice
4	Captains	1	1988	Dodge Diplomat
4	Sergeants	8	1989	Chevrolet Caprice
3	Master Patrol Officers	4	1990	Chevrolet Caprice
13	Patrol Officers	4	1991	Buick Centuries
		1	1975	Chevrolet Van
		1	1986	Chevrolet Pick Up
		1	1988	Pontiac Fiero

Source: Yukon Fire Department and Yukon Police Department, 1994.

2.9.2 RECREATION FACILITIES and OPEN SPACE

In 1993, there were 281 acres of park and school playground land in Yukon (Table 2.30). The location of all parks, open space, and school facilities are shown in Figure 5. Recreation standards recommend one acre of park and school playground per 100 people. In 1990, Yukon had a population of 20,935 thus suggesting the need for 209 acres of park land (Table 2.31). As the numbers show, the current park land totals are adequate for the current population. However, calculations indicate that Yukon will require approximately 350 total acres of park land by the year 2000 that leaves the City short by about 45 acres. The 45 acres

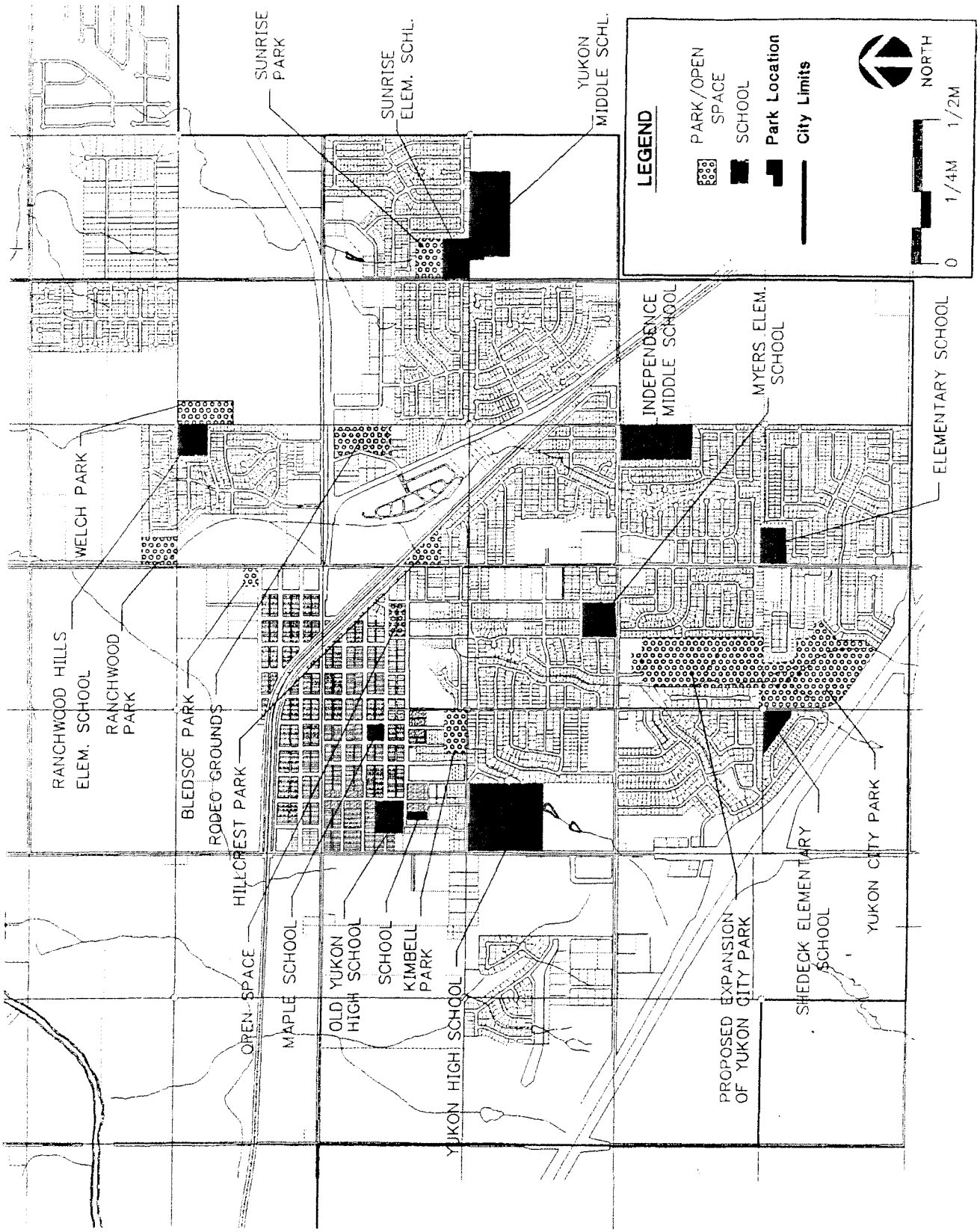


Figure 5 - Park, Open Space, and School Locations

could most likely be acquired through donation or purchase of existing open space around Yukon. Approximately 215 of the 350 total acres to be purchased are located adjacent to the north border of Yukon City Park.

According to Leisure and Life 2000 - A Policy Plan for Recreation, Parks, and Community Services in Yukon, neighborhood park land should total 2.5 acres per 1000 people living in Yukon. There should be 7.5 acres of regional park land per 1,000 people.

Table 2.30 - Existing Recreation Land Acreage

Facility	Area in Acres
Yukon City Park	44.0
Yukon Community Park	50.0
Ranchwood	9.0
Welch City Park	10.0
Bledsoe	1.8
Kimbell Park	7.7
Hillcrest Park	5.6
Sunrise Park	7.0
Greenbelt Park	6.0
Schools	140.0
Land North of City Park	
Total Acres	**281.1**
Neighborhood Parks (7)	*47.1*
Community Parks (2)	*94.0*

Source: City of Yukon Parks and Recreation Department. 1994.

Table 2.31 - Park Land Needs for Yukon

Park Type	Current Demand	Future Demand	Current Supply	Current Need	Future Need
Neighborhood [1]	88	140	122	0	18.0
Community [2]	88	140	139	0	1.0
Other (Regional) [3]	44	70	44	0	26.0
Total	**220**	**350**	**305**	**0**	**45.0**

[1] Includes 47.1 acres in parks; 25.0 acres at elementary schools; and 50 acres at Independence Middle School.

[2] Includes 94.0 acres in Yukon City Park and 15 acres at Yukon High School and Mid High.

[3] Meeting this need may involve other jurisdictions in jointly developing a Golf Course, providing access to the North Canadian River or in meeting other broadly based needs.

Source: City of Yukon Parks and Recreation Department. 1994.

Because the population of Yukon is composed of persons of all ages, park amenities should allow for both active and passive forms of recreation. Future need for active and passive recreation facilities is shown in Table 2.32.

Table 2.32 - Park Amenity Needs for Yukon

Park Amenity	Current Demand	Future Demand	Current Supply	Current Need	Future Need
Tennis Courts	17.6	28	17.6	3.6	12
Swimming Pools (sq. ft.)	24,500 (2 pools)	50,050 (4 pools)	24,500 (2 pools)	0	2 pools
Ball Diamond/Sport Fields	26	42	31	0	11
Picnic Tables	51	71	75	0	0

Source: City of Yukon Parks and Recreation Department. 1994.

2.9.3 SANITARY SEWER SYSTEM

The City of Yukon currently operates one wastewater treatment plant that has the capacity to handle 3 million gallons of waste water per day. At the present time, the extended aeration facility operated by PSG receives a wastewater flow of 1.9 million gallons per day (MGD). The wastewater treatment facility of Yukon is able to accommodate a population of 30,000; however, no redundancy exists within the plant. The population of Yukon is projected to be about 24,665 in the year 2015. Therefore, the current facility should have enough capacity to accommodate the future growth of the community. Due to the age and treatment process of the plant, approximately one-third of the sanitary sewer system is in need of repair and/or replacement. This contributes to Yukon's inflow and infiltration difficulties. During heavy rains, storm water enters the old sewer lines and manholes and places a heavy burden on the system. These old sewer lines and manholes are in need of rehabilitation or replacement.

The City operates six lift stations within the corporate limits of Yukon.

- Kali Station 1015 Kali
- Von Elm Station 1200 E. Wagner
- Sunrise Station 1140 Lakeshore Drive
- Kingsridge Station 1225 East Vandament
- Parkland II Station 2506 Big Horn Canyon
- Westport Station 707 Kingsgate Road

There are currently no plans to add lift stations in Yukon. Figure 6 shows the current sanitary sewer lines, lift stations, and location of the treatment plant.

2.9.4 WATER

The City of Yukon has enjoyed the use of water wells penetrating the Garber Wellington formations since 1977. Yukon currently is served by a field of 15 wells located in southwest Oklahoma City in an area bounded by Rockwell and Portland Avenues on the west and east and SW 29th and SW 104th Streets on the north and south. The last wells, #14 and #15, were added to the field in 1985. The existing water wells meet the average daily requirements for Yukon. However, under 1995's peak demand, water was purchased from Oklahoma City to serve Yukon. The water quality from the wells is excellent. Air in the water has been an ongoing problem that is slowly being resolved. Figure 7 shows Yukon's existing water system

Distribution System - The existing water wells are connected to a 24" supply line which transmits water to the distribution system. The water distribution system of Yukon is also connected to the Oklahoma City water supply system by two 18" mains located on the south side of NW 10th Street and along SH 66. There is a 12" line on the southwest corner of 10th and Cornwell/Czech Hall. These connections are used in case of emergency and as a supplement during peak periods of usage.

The water storage capacity of Yukon consists of 1 million gallons of elevated storage and 1.5 million gallons of standpipe storage. In 1995, 899.3 million gallons of water were pumped at an average of 2.46 million gallons (MGD) per day for the year. Therefore, the present storage capacity of 2.5 million gallons is adequate to serve the current population. The City must also figure in the storage requirements for fire rescue (as shown in Table 2.33). These requirements are well within the existing storage capacity.

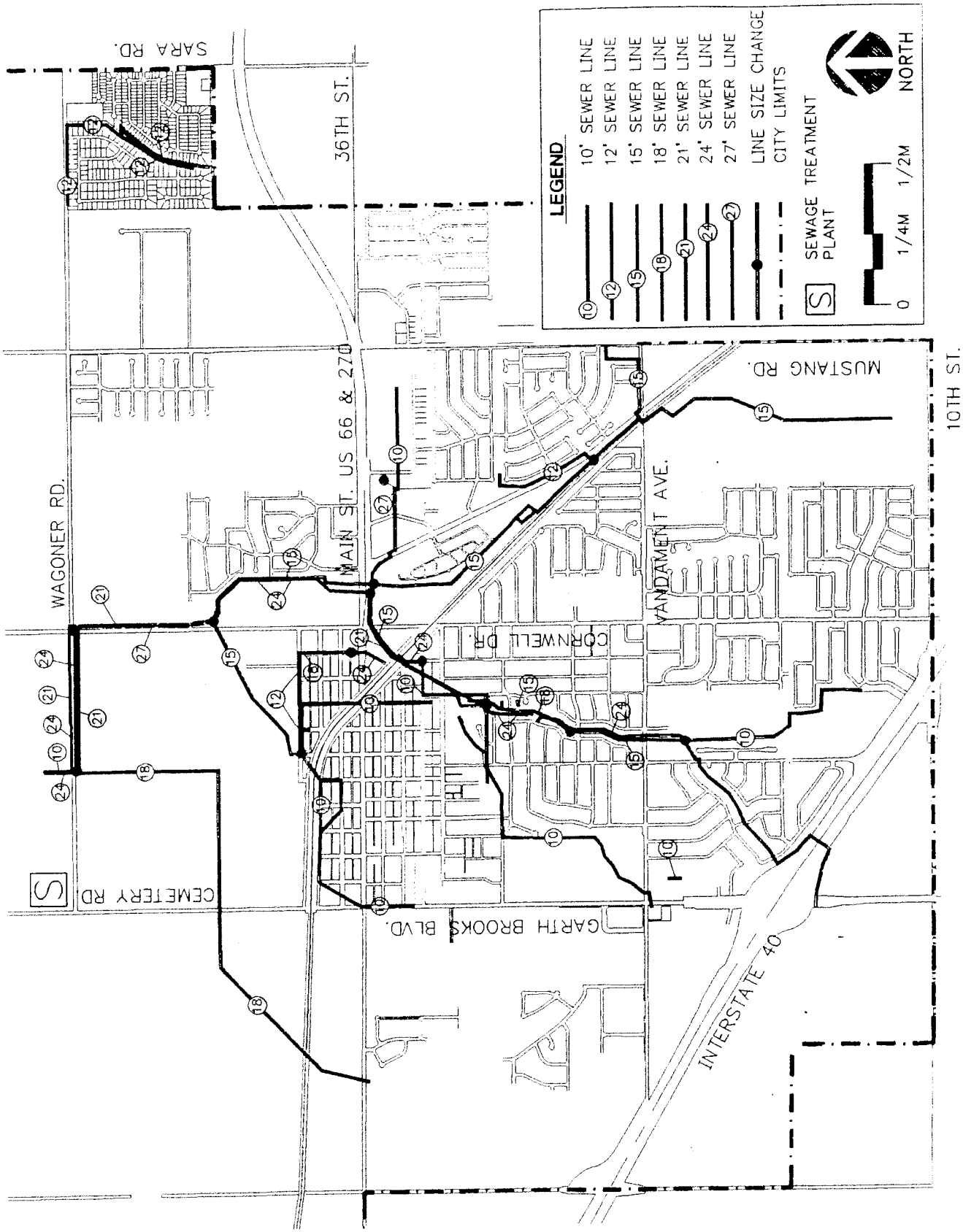


Figure 6 - Sanitary Sewer System

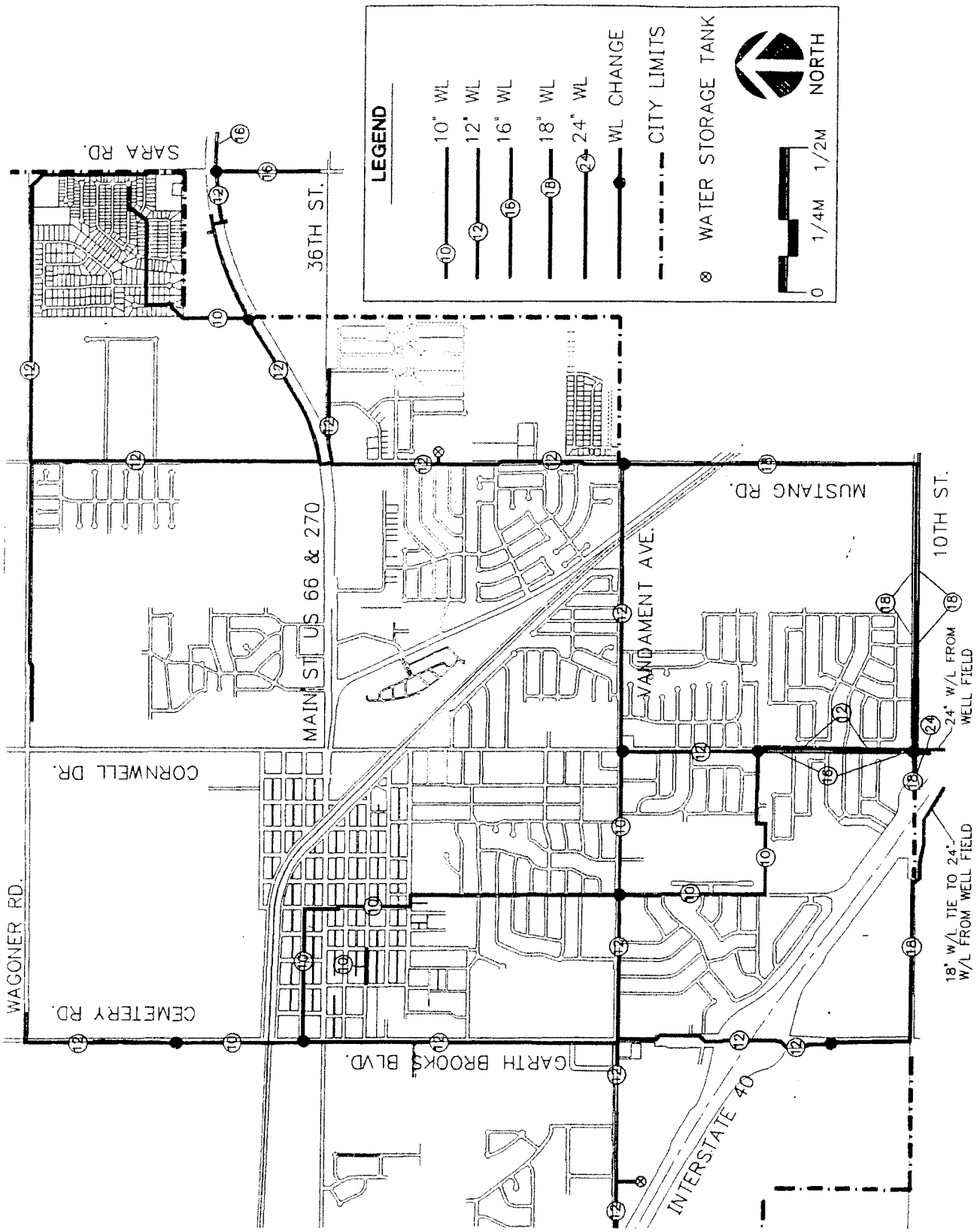


Figure 7 - Water System

During the peak demand month of July 1995, 93.7 million gallons of water were pumped, for an average of 3.02 MGD. With one well not operational during July, 4.3 million gallons had to be purchased from the City of Oklahoma City. On an average day, the population of Yukon consumes approximately 116 gallons of water per capita. On peak days, the amount of consumption goes up to approximately 140 gallons per day.

By using the ODOC population projections, water usage has been projected for the years 2000, 2005, 2010, and 2015. This information is presented below in Table 2.33. As the population of Yukon grows, so does its need for water. To meet Yukon's increasing need, additional water is required. These needs could be met by improving the existing well field, expanding the existing well field, adding water storage facilities, and/or supplementing the system with water from Oklahoma City. The existing water distribution system is sufficient to serve the current population; however, it will require additional lines for system looping as the urban area expands. The City plans to construct a one million gallon tower during fiscal year 1996-1997.

Table 2.33 - Projected Water Usage in MGD

Year	Population Projection	Daily Average *	Daily Peak **
2000	22,495	2.6	3.2
2005	23,595	2.7	3.3
2010	24,320	2.8	3.4
2015	24,665	2.9	3.5

* Daily average usage based on 1995 consumption of 116 gallons/day/person. ** Daily peak usage based on 1995 consumption of 140 gallons/day/person.
Source: City of Yukon. 1996.

The City of Oklahoma City is currently preparing preliminary plans for a booster pump station that would tie the Yukon and Oklahoma City distribution systems together. This interconnection would provide Yukon with as much as 3 MGD when needed. An additional benefit of interconnection with Oklahoma City is the backup capabilities required if difficulties arise in the existing Yukon water well field or if a line break occurs in the 24" main line that carries water from the well field to Yukon.

Storage Facilities - As shown in Table 2.34, when the storage requirements for fire rescue are added to the average daily usage rate approximately 1.6 MGD will need to be added to the storage capacity by the year 2015. In order to alleviate peak demand and provide better water pressure throughout Yukon, elevated storage facilities should be constructed on the west side of town. By adding the planned storage tank with a storage capacity of 1 MGD, the tank could be filled during off-peak periods. During peak periods, the elevated storage tank would not only supply water, but would also increase water pressure.

Table 2.34 - Water Storage Requirements for Fire Rescue

Year	Population	Fire Rescue	Avg. Daily MGD[1]	Required Storage MGD	Existing Storage MGD	Additional Storage Req'd
1990	20,935	1.1	2.3	3.3	2.5	0.8
1995	21,350	1.1	2.5	3.3	2.5	0.8
2000	22,495	1.1	2.6	3.7	2.5	1.2
2015	24,665	1.2	2.9	4.1	2.5	1.6

[1] Based a usage rate of 110 gallons/day/person in 1990 and 116 gallons/day/person in 1995, 2000 and 2015.
Source: City of Yukon. 1995.

2.9.5 SOLID WASTE

Solid waste is defined by the Yukon Code of Ordinances as all putrescible and nonputrescible refuse in solid or semisolid form including, but not limited to, garbage, rubbish, ashes or incinerator residue, street refuse, dead animals, demolition wastes, construction wastes, solid or semisolid commercial and industrial wastes, biomedical wastes, chemical wastes, herbicide, and pesticide wastes. Solid waste does not include industrial raw materials and used motor oil. Tree limbs and cuttings are also picked up by the City of Yukon Sanitation Department, provided they are tied in bundles, do not exceed the weight limit, and are placed at the curb on the designated pick-up day.

Each residential unit and business establishment in Yukon is provided with solid waste service by the City of Yukon, at a minimum expense of $9.50 per month. The exceptions to this monthly rate are multiple dwellings and trailer parks using dumpsters approved by the Yukon City Manager. These dwellings and parks pay $8.77 per month for each living unit. Commercial and miscellaneous establishments utilizing or requiring solid waste service for the disposal of more than 300 cubic yards of solid waste per month are entitled to contract or make arrangements with a private entity for the removal of their solid waste. Table 2.35 presents the rates paid by commercial and miscellaneous establishments for solid waste service.

Table 2.35 - Rates for Solid Waste Service Paid By Commercial and Other Miscellaneous Establishments in Yukon

	90 GALLON CARTS		1 and 2 CUBIC YARD DUMPSTERS		3 CUBIC YARD DUMPSTERS	
Frequency Per Week	First Container	Additional Container	First Container	Additional Container	First Container	Additional Container
1	$ 11.00	$ 9.35	$ 26.00	$ 22.10	$ 30.00	$ 25.50
2	13.97	11.18	32.00	25.60	39.00	31.20
3	17.01	12.76	39.00	29.25	59.00	44.25
4	21.53	15.07	48.00	33.60	79.00	55.30
5	27.62	17.95	56.00	36.40	99.00	64.35
6	34.94	20.96	75.00	45.00	119.00	71.40

Source: Code of Ordinances - City of Yukon, Oklahoma. Municipal Code Corporation. 1995. p. CD98:5.

The City of Yukon provides 90-gallon plastic carts for all residential and small business customers. Commercial and industrial establishments may choose from one-, two-, or three-yard dumpsters on wheels. Additional carts may be purchased from the City of Yukon. The City is responsible for all normal wear and tear on the carts it provides.

Currently, the City of Yukon Sanitation Department serves the sanitation needs in Yukon. Solid waste is transported by a fleet of 6 sanitation trucks, each holding 20 cubic yards of waste, to the Yukon transfer station located at 501 Ash. From the transfer station, waste is transported to the Canadian County landfill located in El Reno, Oklahoma.

The landfill is owned and operated by the Canadian County Solid Waste Authority and was built in 1974. The landfill has a three foot clay liner and a leachate collector. Currently, the cost to operate the landfill is $80,000 per acre per year. The landfill occupies 120 acres. At present, only privately operated recycling services are available in Yukon. The City of Yukon provides no recycling program at this time. The addition of a recycling program will be a policy issue in Section 3 of The Plan. The aim of the recycling program should be to reduce the amount of material entering the landfill and, in doing so, extend its life. Burying and dumping solid waste is prohibited in the city limits of Yukon.

2.9.6 OTHER UTILITY PROVIDERS

Services such as electricity, gas, and telephone are provided by public companies. Electricity is provided by Oklahoma Gas and Electric at an average rate of $0.0424 per kilowatt hour for light industry. Natural gas is supplied by Oklahoma Natural Gas at an average industrial rate of $2.81 per million cubic feet. Telephone service is provided by Southwestern Bell Telephone Company with digital service and fiber optics available within the City of Yukon. (Source: Yukon Oklahoma Community Profile. Yukon Chamber of Commerce)

3

SEAL OF THE CITY OF YUKON OKLAHOMA
OKLAHOMA
CZECH CAPITAL
CHISHOLM TRAIL
YUKON
1891

SECTION THREE
GOALS, OBJECTIVES, AND POLICIES

The role of The Plan for the City of Yukon is to:

- be general, comprehensive, long-range, and coordinated.
- encompass all functions of the local government which shape growth and economic development in Yukon.
- guide the legislative branch of Yukon government, the public, and other government bodies in the management of city growth.

The Plan is at the center of the planning process. The Plan communicates the city's vision for the future. The vision is represented in the established goals, objectives, and policies of the community. These terms are defined as:

Goal - A broad statement regarding the kind of community desired by the citizens.

Objective - A general statement of how to meet the expectations of the community.

Policy - An officially adopted course of action designed to achieve the goals and objectives.

The goals, objectives, and policies will enable the community to have a clear understanding of how growth and change will affect the City and surrounding areas. The Community Development Plan presented in Section Four is based on the goals, objectives, and policies developed by The Comprehensive Plan Study Committee, planning consultant, Planning Commission, and City Council which have been adopted by the City of Yukon. The previous policies adopted by the City of Yukon have helped shape the community. The policies presented in this section of The Plan will undoubtedly have the same effect on the future of Yukon when implemented.

Throughout this sections, "shall" is intended to mean "mandatory". The word "should" is intended to mean "that which ought to occur, but is not mandatory". The word "should" allows for interpretation.

3.1 OVERALL COMMUNITY GOALS

The overall goals are intended to provide a general guideline for the development of the City. The overall goals for the City of Yukon are:

- **GROWTH MANAGEMENT**
  Provide a framework for development of the City within proper growth management policies.
- **ECONOMIC DEVELOPMENT**
  Sustain and attract economic development in Yukon to enhance and enrich the quality of life, support urban growth, make employment opportunities accessible, and increase household incomes.
- **RESIDENTIAL LAND USE**

Provide all residents of Yukon with various types, locations, and prices of housing which is sanitary, safe, served by utilities, and located in convenient proximity to public facilities, schools, and commercial activities.

- **COMMERCIAL LAND USE and the CENTRAL BUSINESS DISTRICT**
  - Provide adequate opportunity to engage in competitive commercial enterprise in such areas of the community where it is economically feasible to operate business and to provide goods and services to the community in a clean, attractive, and convenient manner without encroachment upon residential or other community activities.
  - Sustain a Central Business District which financially benefits the City of Yukon, is conveniently accessible to citizens, and is aesthetically pleasing.
- **INDUSTRIAL LAND USE**
  Provide a variety of industrial sites so that it is economically feasible to manufacture and provide goods and employment in areas of the community which are attractive, convenient, and safe on land suitably located so that industrial growth can continue to benefit both industry and the community.
- **TRANSPORTATION**
  Provide a balanced transportation system that ensures mobility from all segments of the community; permits rapid, safe, and economical movement of people and goods to all parts of the City and surrounding areas; supports desired land use patterns; considers the needs of all citizens of Yukon; and promotes maximum efficiency in the use of streets, highways, and parking facilities.
- **WATER SUPPLY**
  Provide a water system that adequately serves the population; promotes and attracts economic development; and encourages efficient use of land and fiscal resources.
- **SANITARY SEWER**
  Provide a sanitary sewer system that adequately serves the population; promotes and attracts economic development; and encourages efficient use of land and fiscal resources.
- **STORM DRAINAGE**
  Safeguard the community from the adverse effects caused by flooding, erosion, siltation, and standing water.
- **SOLID WASTE MANAGEMENT**
  Provide for storage, collection, transportation, and disposal of solid waste.
- **PUBLIC SERVICES**
  Provide a full range of public services to the community to promote the health, safety, and welfare of all citizens in Yukon.
- **EDUCATION and CULTURAL ACTIVITIES**
  Provide sufficient land area, facilities, and programs to serve the educational and cultural needs of all groups in the community and assure that they are universally accessible.
- **OPEN SPACE, PARKS, AND RECREATION**
  Provide sufficient land area, facilities, and programs to serve the recreation needs of all Yukon citizens and assure that all facilities are universally accessible.
- **ENVIRONMENTAL RESOURCES**
  Enhance and preserve the natural elements and resources of Yukon's environment in ways that support the process of growth.
- **PLAN IMPLEMENTATION**
  Use The Plan to guide the future growth and development of Yukon.

3.2 GROWTH MANAGEMENT

GOAL

Provide a framework for development of the city within proper growth management policies.

OBJECTIVES and POLICIES

Enhance and maintain the quality of life in Yukon.

1. Rigorously enforce codes that protect the safety, property values, and physical appearance of the neighborhoods.
2. Encourage site plans submitted for review in sensitive development areas or corridors to provide screening, landscaping, setbacks, and parking plans which are compatible with the area.
3. Work with the City of Oklahoma City to develop compatible growth and land use policies for the areas on the north boundary of Yukon (north of the North Canadian River) and other areas where mutual boundaries may have mutual growth issues.
4. Consider City of Oklahoma City zoning classification in Yukon development issues.

Create aesthetically pleasing views along main streets and pedestrian ways.

1. Create attractive, pedestrian oriented neighborhoods.
2. Eliminate inappropriate, deteriorating, or conflicting land uses in or adjacent to neighborhoods.
3. Encourage the placement of utilities underground.
4. Improve publicly owned right-of-ways with landscaping.
5. Encourage the development of street planting plans with appropriate plant material which are not overly expensive to maintain, are aesthetically pleasing, and do not impair sight requirements.
6. Preserve architecturally or historically significant buildings and areas.

Create a fiscally responsible development pattern.

1. Create a compact community land use/growth pattern; minimize urban sprawl and leap-frog development.
2. Develop the community in an orderly manner consistent with The Plan.
3. Serve new development through existing street and utilities to the maximum extent possible.
4. Encourage in-fill development of vacant or under-developed properties to efficiently utilize existing City facilities and services.
5. Allow the extension of the Yukon city limits for future growth as the need is identified. It is desirable and advantageous that city limit extensions occur prior to actual development to ensure that such development is consistent with the community plans and design standards; that they do not create conflicting land uses; and that they are provided with adequate city services; and that they do not put undo pressure upon the City Council to allocate public funds for the upgrade of City facilities or services.
6. Guide development into areas where land is most cost effectively served by existing or planned urban level services.

3.3 ECONOMIC DEVELOPMENT AND TOURISM

GOAL

Sustain and attract economic development in Yukon to enhance and enrich the quality of life, support urban growth, make employment opportunities accessible, and increase household incomes.

OBJECTIVES and POLICIES

Protect personal safety and individual security.

1. Attempt to minimize undesirable development within the portion of the Interstate 40 corridor in Yukon.
2. Ensure that industrial uses in Yukon do not adversely impact the environment.
3. Locate industrial and commercial activities only in areas designated for these uses on the zoning map and land use map.

Encourage economic stability by diversifying the economic base.

1. Encourage the City, Chamber, or other public entity to undertake a study to determine which types of economic activities are appropriate for the area and absent in the City of Yukon.
2. Provide public information to attract business and industry to Yukon.
3. Pursue attracting quality business activities that strengthen the economic base and increase employment opportunities.
4. Support the location of a regional shopping mall within the corporate limits of Yukon.

Plan for the provision of proper access and utilities to industrial sites.

1. Continue to provide high quality municipal services which serve to attract new economic activities into the community.
2. Encourage local industries to identify their logistical needs.

Strengthen the tourism industry.

1. Encourage the City, Chamber, or other public entity to undertake a study to identify tourist attractions.
2. Develop and market the tourist attractions identified in the above study once completed.

3.4 RESIDENTIAL LAND USE

GOAL

Provide all residents of Yukon with various types, locations, and prices of housing which is sanitary, safe, served by utilities, and located in convenient proximity of public facilities, schools, and commercial activities.

OBJECTIVES and POLICIES

Encourage a diverse choice of housing that is of good design and high quality.

1. The development of a diverse choice of quality housing shall be encouraged.
2. Investigate the availability of grant funding to build, repair, or replace low to moderate income housing.
3. Provide on the Land Use Plan adequate land designated for new and in-fill residential construction; allow for low, medium, and high intensity development.
4. The City may allow group quarters and assisted living quarters in areas where they are compatible with the surrounding neighborhoods and when they serve a vital need in the community.

Assure that housing units are of sufficient size to produce a healthy living environment.

1. Require residential development to be of serviceable size.
2. Review all group quarter and assisted living center applications to ensure compliance with special life safety requirements, parking needs, or other appropriate standards.

Promote quality, harmonious, and compatible growth in residential development.

1. Mobile homes should be allowed only in mobile home parks or mobile home subdivisions.
2. Promote continued residential development on vacant lots within the existing developed areas of the community where public services are existing.
3. Encourage future residential growth areas to be contiguous (where possible) to the existing development in order to maximize the use of existing public systems such as utilities, fire protection, streets, schools, parks, etc.
4. The City of Yukon shall not allow any developed area to be annexed until it is economically sound to provide urban services to such areas.

Encourage development that is integrated with and supports existing neighborhoods.

1. Promote harmony and compatibility between neighborhoods. Compatibility between neighborhoods should be considered during planning and design of new developments. Just as transition areas are promoted between residential and commercial or industrial uses, land use density, lot size, access and circulation, utilities, buffer zones, etc. should be considered when neighborhoods adjoin. New residential areas proposed to adjoin and interact with other residential areas should consider design features which allow transition from neighborhoods of different character, size, or density.
2. Use the Land Use Plan to improve the transition of adjoining land uses through future land use designations, zoning, natural features, landscaping, and other such separators or buffers.
3. Ensure that residential land use planning decisions include a review of the established character of a neighborhood to plan logically for existing and future conditions, and that all rezoning approvals should conform with the Land Use Plan Map.

Ensure the carrying capacity of the system is adequate for activity generated by land uses.

1. Monitor traffic flow, traffic generators, and high accident locations. Correct as necessary.
2. Prevent congestion of traffic during peak hours with installation of traffic control devices in appropriate locations as determined by the City Engineer.
3. Study methods to reduce or eliminate on-street storage of vehicles on residential collector streets.
4. Prohibit the construction of driveways on collector streets when access is also possible from a local street.
5. Require off-street parking to be provided for all properties fronting onto arterials.
6. Design thoroughfares with sufficient capacity to accommodate traffic generated by projected land use.
7. Control the intensity of land use so traffic generated on thoroughfares does not exceed planned use.
8. Participate, as deemed appropriate by the City Council, in the improvement of local and collector streets that are annexed into the City in substandard condition.
9. Require the improvement of local and collector streets in undeveloped areas, newly platted areas, replatted areas, and presently platted areas when structures are being constructed.
10. Require the applicant for a rezoning request for multifamily, commercial, or industrial use to provide estimates of anticipated traffic volumes.
11. Position and design medium, and high density residential areas so as to minimize traffic movement through single family detached areas; encourage Planned Unit Developments.

Improve the aesthetic quality of transportation corridors leading into Yukon.

1. Require streets to be dedicated and improved according to the Subdivision Regulations.
2. Encourage public, private, and public/private partnership projects, and other land use decisions that enhance the visual and physical quality of gateways and entrance routes into Yukon.
3. Identify transportation routes to serve as "front door" points for the City of Yukon. This will require resolution of funding and maintenance issues and the preparation of plans to create scenic thoroughfares and vistas.

3.8 WATER SUPPLY

GOAL

Provide a supply of water that adequately serves the population; promotes and attracts economic development; and encourages efficient use of land and fiscal resources.

OBJECTIVES and POLICIES

Provide public water supply to all residents and businesses in areas of urban development.

1. Require all water lines to meet basic standards for quantity, purity, and rate of flow.
2. Design water lines to be looped as determined by the City Engineer.
3. Identify areas with inadequate public utilities and include them in future capital improvement programs.
4. Assure the water system is of sufficient pressure and quantity to provide adequate fire protection to all areas of Yukon.
5. Maintain existing utility lines and facilities. The repair of damaged utility lines shall be a higher priority than replacing lines, unless determined otherwise by the City Council. (Devoting revenues to utility extensions into outlying areas for speculative development shall be discouraged.)
6. Continue to purchase water from the City of Oklahoma City in times when the demand for water in the City of Yukon exceeds the capacity of the Yukon's well field.
7. The City shall work with developers to analyze roadway, service, and utility needs beyond the scope of any particular project to determine if oversizing of utilities is needed to meet additional future needs.
8. The City shall promote the expansion of utilities in conformance with the Land Use Plan.

Develop urban utility systems that require minimal maintenance.

1. Require all lagoons to meet City of Yukon codes and ordinances.
2. Provide public utilities in a manner consistent with sound environmental practices.
3. Upgrade utility lines that are not providing adequate service.
4. Utilities should be constructed and maintained in accordance with principles and standards of sound engineering practice.
5. Construct 12" water lines along section line roads:

Provide urban utility services which support the Land Use Plan.

1. Modify pumps in the City's well field to increase production when possible.
2. Expand utility services in an orderly and contiguous manner.

Keep user rates in line with costs.

1. Require all new subdivisions to bear the cost of providing public water and sewer services, as determined by the City Engineer.
2. Maintain a consistent billing rate for public utilities, avoiding seasonal or demand-driven fluctuations.
3. Consider the long term economic costs and benefits of providing adequate water supply prior to rezoning land.

3.9 SANITARY SEWER

GOAL

Provide a sanitary sewer system that adequately serves the population; promotes and attracts economic development; and encourages efficient use of land and fiscal resources.

OBJECTIVES and POLICIES

Collect and process sanitary wastes in a manner that minimizes adverse impacts on the environment.

1. Eliminate pollution of the watershed and urban streams by prohibiting improper collection of sewage.
2. Encourage the study of energy efficient, economically feasible, and environmentally safe alternatives for disposing of sewage.
3. Provide public utilities in a manner consistent with sound environmental practices.

Provide urban utility services which support the Land Use Plan.

1. Require sewer extensions in all new development areas to be provided by the developer.
2. Discourage the use of private sanitary sewer systems. Septic tanks shall be permitted only in areas satisfying percolation tests and in areas not served by the City sanitary sewer system. If used, require the private sanitary sewer to be approved by the Oklahoma State Health Department.
3. Construct 12" sewer lines along section line roads.
4. Provide a sanitary sewer system with adequate capacity to serve the wastewater flows generated.
5. Study the feasibility of expanding the sewage treatment plant to meet future requirements based on ODOC population projections.
6. The City shall work with developers to analyze roadway, service, and utility needs beyond the scope of any particular project to determine if oversizing of utilities is needed to meet additional future needs.

Keep user rates in line with costs.

1. Require all new subdivisions to bear the cost of sewer services, as determined by the City Engineer.
2. Develop urban utility systems that require minimal maintenance.
3. Increase the size and capacity of existing lift stations rather than adding new ones.
4. Consider the long term economic costs and benefits of providing adequate sanitary sewer services prior to rezoning land.

Upgrade utility lines that are not providing adequate service.

1. Identify areas with inadequate public utilities and include them in future capital improvement programs.
2. Maintain existing utility lines and facilities. The repair of damaged utility lines shall be a higher priority than replacing lines, unless determined otherwise by the City Council.
3. Devoting revenues to utility extensions into outlying areas for speculative development shall be discouraged.
4. The City shall promote the expansion of utilities in conformance with the Land Use Plan.

3.10 STORM DRAINAGE

GOAL

Safeguard the community from the adverse effects caused by flooding, erosion, siltation, and standing water.

OBJECTIVES and POLICIES

Minimize loss of life and property caused by flooding.

1. Require new subdivisions to bear the cost of constructing appropriate storm drainage facilities in accordance to the Code of Ordinances for the City of Yukon.
2. Adhere to the City of Yukon Drainage Ordinances - Control of Surface Water and Standard Drainage Policy.
3. The on-site holding potential of all new plats and replats should be reviewed for appropriate size and aesthetic quality.
4. Prohibit development that will cause the flooding of areas downstream.
5. Prohibit development in the floodplain that is not flood-proofed in an acceptable manner.
6. No improvements shall be constructed which will increase the frequency of flooding or the depth of inundation of unprotected structures.
7. The City shall work with developers to analyze utility needs beyond the scope of any particular project to determine if oversizing of utilities is needed to meet additional future needs.

Protect designated flood plain areas.

1. All land lower than a 50-year frequency rainfall elevation (after completion of improvements), as defined on the City's official flood elevation maps, should be dedicated as a park, or drainage and utility easement.
2. Reserve the floodplain area for its recharge, drainage, agricultural use, wildlife habitat, and recreational value.
3. Allow only agricultural or recreational development in the flood plain.

Identify and correct existing drainage problems.

1. Clean, straighten, widen, and/or improve all primary drainage channels to prevent erosion and overflow from a 50-year frequency rainfall as needed and when economically feasible.
2. Correct storm drainage problem areas in existing neighborhoods and significantly damaged areas.
3. Provide maintenance for the existing drainage system.
4. The City shall promote the expansion of utilities in conformance with the Land Use Plan.
5. Consider the long term economic costs and benefits of providing storm drainage prior to rezoning land.

Protect the watershed and water supply from unnecessary siltation.

Preserve the drainage system in its natural state as much as possible.

3.11 SOLID WASTE MANAGEMENT

GOAL

Provide for the storage, collection, transportation, treatment, and disposal of solid waste.

OBJECTIVES and POLICIES

Encourage energy efficient, economically feasible, and environmentally safe solid waste services.

1. Monitor the solid waste disposal program to assure energy efficiency and environmental sensitivity.
2. Continue to recycle glass, paper, plastic, and rubber.
3. Continue to enforce standards to eliminate pollution from disposal facilities.
4. Enforce city ordinances governing the proper disposal of solid waste.
5. Encourage further development of energy efficient, economically feasible, and environmentally safe alternatives for disposing of waste.

Collect solid waste from each individual residential and business property in areas of urban development, including duplexes.

1. Provide refuse collection at the street curb to all single family and duplex residential units in the urban area twice a week.
2. Require property owners in rural areas to deliver refuse to approved disposal sites.
3. Locate refuse collection centers so that all homes in rural areas are within 15 miles of such a center.

3.12 PUBLIC SERVICES

GOAL

Provide a full range of public services to the community to promote the health, safety, and welfare of all citizens in Yukon.

OBJECTIVES and POLICIES

Eliminate fire hazards which endanger life and property.

1. Identify fire hazards, all of which shall be corrected according to the City of Yukon Codes.
2. Avoid the overlapping of fire station service areas in order to lower fire protection costs while providing adequate protection.
3. Every location within the built upon area of the city should have an engine company within one and a half miles.

Provide fire and police with sufficient equipment and personnel to respond to local needs.

1. Provide adequate water supply, staff, access, facilities, and equipment to the Yukon Fire Department.
2. Provide adequate staff, equipment, and facilities to the Yukon Police Department.

Protect the personal safety of all Yukon citizens.

1. Promote and support neighborhood-level crime prevention efforts (i.e., resident watch programs).
2. Promote street and building design that enhances public safety.
3. Encourage the Yukon Police Department to increase the amount of police presence (i.e.: number of patrol officers, frequency of patrols, or other method of increasing actual and/or perceived police presence) as a way of discouraging criminal activity.

Maintain public property in functional and aesthetically pleasing condition.

1. Require proper soil testing and sub-base preparation for any projects in which the City will have maintenance responsibility.

Make public services accessible to all citizens of Yukon.

1. Examine private sector alternatives to public funding of community services.
2. A contiguous pattern of urban development is desirable in order to economically provide fire and police services.
3. Locate public service stations in areas that economically and efficiently serve residential, commercial, industrial, and public facilities.
4. Locate public service stations on major arterial streets.

Provide public services in a manner that is consistent with sound environmental practices.

Provide adequate animal control personnel and equipment.

Encourage the underground installation of all public, quasi-public, and private utility lines

3.13 EDUCATION AND CULTURAL ACTIVITIES

GOAL

Provide sufficient land area, facilities, and programs to serve the educational and cultural needs of all groups in the community and assure that they are universally accessible.

OBJECTIVES and POLICIES

Encourage the development of education and cultural facilities that enhance the visual character of Yukon.

1. The City Council and Planning Commission shall work with the Yukon Public Schools in selecting school site locations.
2. Locate elementary schools on either collector or arterial streets.
3. Locate middle schools and senior high schools on major streets and near the center of their respective services areas.
4. Encourage the location of future school facilities on major streets (with appropriate traffic control to ensure pedestrian safety) to provide convenience and accessibility to school patrons.
5. Advocate neighborhood schools.

Support the development and expansion of educational and cultural opportunities.

1. Continue support for high quality public and vocational education through cooperative efforts that include city government, local businesses and community residents.
2. Examine private sector alternatives to public funding of community services.
3. Encourage the monitoring and upgrading of existing facilities in order to increase use, satisfy current needs, and comply with safety standards.
4. Support and promote existing cultural facilities and programs and encourage the development of new ones.
5. Elementary school sites and neighborhood park sites should be located adjacent to each other wherever possible.
6. Encourage school facilities use for multiple purposes including recreation and civic functions.
7. Develop cultural activities which celebrate and highlight the ethnic diversity and uniqueness of Yukon.

Support the efforts of the library to furnish materials necessary to provide for all of the information needs of the citizens of Yukon.

1. Ensure adequate and continuous improvement of library services in cooperation with other members of the public library system.
2. The library shall provide printed and audiovisual materials for the continued education and entertainment of people of all ages.
3. The library shall be a center of educational, cultural, and civic activity for the community.

3.14 OPEN SPACE, PARKS, AND RECREATION

GOAL

Provide sufficient land area, facilities, and programs to serve the recreation needs of all citizens in Yukon and assure that all facilities are universally accessible.

OBJECTIVES and POLICIES

Encourage the development of parks and open space that enhance the visual character of Yukon.

1. Require developers to provide and maintain park land in new subdivisions during the development phase.
2. Encourage home-owner associations to maintain park land in subdivisions.
3. All recreational facilities shall be served by arterial and/or collector streets.
4. Design and locate recreational facilities so no adverse impacts are imposed upon surrounding areas.
5. Recreation facilities also shall be protected from adverse impacts caused by abutting land uses.
6. The North Canadian River should be made more accessible to the public for their leisure-time activities.

Pursue recreational land acquisition when needed to meet the policies contained herein.

1. Encourage the development of regional parks.
2. Accept dedicated park land to be maintained by the City of Yukon only in suitable condition and upon approval by the City Council.
3. The City shall actively attempt to develop and implement a method for requiring dedicated park space in new housing developments.

Encourage recreational facility maintenance.

1. Staff shall provide a report every year on the condition and status of all recreational facilities.
2. Encourage the design and development of recreational activities that minimize the need for security, maintenance, and manpower.
3. Encourage the development of recreational activities that are financially self supporting.
4. Explore the feasibility of instituting user fees and selling concession items to generate income for the maintenance of public park land and facilities.

Expand recreational programs to meet the policies contained herein.

1. Encourage the shared use of recreational and educational facilities.
2. Encourage the development of both active and passive recreational facilities.
3. Establish separate play areas in existing and future parks based on the age and type of user. These areas should be arranged according to national safety standards and as determined by the Park Board.
4. Provide recreational opportunities on a year round basis for all age groups.
5. Encourage the use of park and green belt activities.
6. Respond to changing and expanding park and recreational needs through the effective use of both public and private facilities programs.
7. Orient parks and recreational facilities and programs to meet the needs of all Yukon citizens, including the handicapped, senior citizens, young children, and teenagers; provide for a multitude of interests and activities.

3.15 ENVIRONMENTAL RESOURCES

GOAL

Enhance and preserve the natural elements and resources of Yukon's environment in ways that support the process of growth.

OBJECTIVES and POLICIES

Protect areas that have unique natural beauty and/or historical, geological, and archaeological value.

1. Require the identification and protection of historic structures and archaeological resources.

Promote the conservation and protection of environmental resources.

1. Establish regulations and ordinances which will aid in erosion control and conservation of soils.
2. Prohibit the discharge of untreated sewage effluent and other sources of pollution.
3. Enforce air and water quality standards.
4. Any activity which might contaminate the underground water resources and endanger the public water supply shall not be allowed.

Encourage the beautification of public properties and transportation corridors.

1. Establish new and enforce existing ordinances pertaining to landscaping requirements.
2. Examine the sign regulations with regard to their impact on visual quality in the community.
3. Enhance air quality through transportation corridor planning, the design of traffic controls, the provision of transit services and urban landscaping.

Encourage the proper handling of hazardous materials.

1. Hazardous materials shall not be allowed to be stored, transported, or used in the City except in a manner compliant with City and State regulations.

Generate public awareness and demand for visual quality.

1. Encourage aesthetic design of buildings, public areas, and residential neighborhoods to enhance the visual quality of the City; provide care and maintenance of public and private properties.

Encourage the proper disposal of recyclable materials.

3.16 PLAN IMPLEMENTATION

GOAL

Use The Plan to guide the future growth and development of Yukon.

OBJECTIVES and POLICIES

Use The Plan in directing and coordinating new developments and capital improvements.

1. Consider the objectives and policies of The Plan when making municipal decisions.
2. Yukon shall work with Oklahoma City, El Reno, Oklahoma County, and Canadian County in coordinating compatible land uses at the borders of the City.
3. The City shall provide adjoining communities copies of The Plan.

Periodically review and update The Plan.

1. The Plan shall be updated every five (5) years.
2. The Planning Commission shall annually review the goals, objectives, and policies The Plan and shall make recommendations to the City Council for amendments and adoption.
3. The City Council shall consider recommendations made by the Planning Commission regarding amendments to the goals, objectives, and policies of The Plan.
4. The City Staff should conduct a thorough review of all City ordinances and policies related to growth, services, neighborhood preservation, and economic development to identify revisions needed to promote the goals, objectives, and policies of The Plan.

Increase public knowledge of and involvement in the planning process.

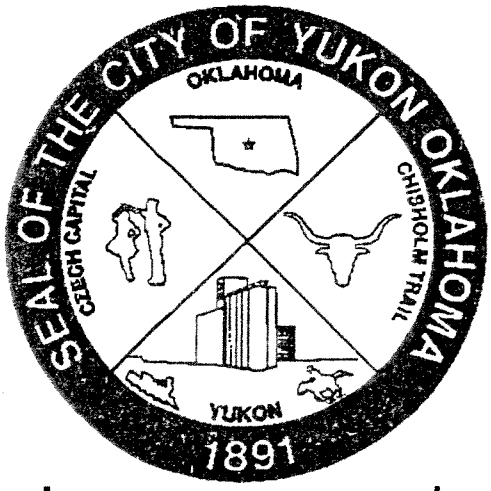
1. The City shall explore the feasibility of providing interactive video during public meetings and hearings as well as the utilization of e-mail and/or other technological advances in communication.
2. The City should encourage citizen participation in the planning process.

Maintain and enforce the Zoning Code and associated zoning map.

Maintain and enforce the Subdivision Regulations governing the division and improvement of land within the city limits.

Adopt and implement other planning standards, codes, tools, and policies which are deemed necessary for the health, safety, and general welfare of the City.

4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SECTION FOUR
DEVELOPMENT STANDARDS

Development standards are included in The Plan for two key reasons:

1. They serve as a comparison base when assessing the current community conditions.
2. They serve as guidelines for evaluating future development in Yukon.

The development standards presented herein are not legislated or absolute. Rather, they are suggested guides for assessing community growth as it occurs. These "community design" standards would characterize the ideal city, constructed on ideal topography, where city designers have authority to determine the development of the city.

4.1 RESIDENTIAL DEVELOPMENT

Residential development in Yukon should occur in areas protected from traffic and incompatible uses. Living areas should be located in convenient proximity to (but not gaining direct access from) arterial routes to insure easy access to work and leisure activities. Residential development should be in convenient proximity to community facilities and recreational opportunities. An appropriate range of housing unit densities should be available to serve the population needs.

1. Should be located on land with a slope of 10 percent or less.
2. Should avoid development in floodplain areas.
3. Septic tanks should be allowed only in areas satisfying percolation tests and not served by a sanitary sewer system.
4. Areas of intense activity should be permitted only on the perimeter of a neighborhood.
5. Residential sites should be separated or adequately buffered from areas of intense activity.
6. Mobile homes should be allowed only in mobile home parks or mobile home subdivisions.
7. Desirable density standards are listed in Table 4.1.

Table 4.1 - Residential Unit - Density Standards

Types of Housing	Desirable Number of Units per Net Acre	Maximum Number of Units per Net Acre
Single Family Detached Housing	3-5	7
Single Family Semi Detached	10	12
Two Family Detached	10	12
Single Mobile Homes	10	12
Double Wide Mobile Homes	10	12
Single Family Attached Condominiums	12	16
Two Family Semi-Detached	12	16
Two and Three Story Apartments	16	20

Source: American Public Health Association.

4.2 COMMERCIAL DEVELOPMENT

Commercial areas should be situated within the community and designed in such a way as to provide convenient shopping facilities, sufficient in number, without adversely impacting surrounding land uses. Commercial development should be aesthetically pleasing. The community should have a mix of central business district (CBD) development, community and regional shopping centers, and strip commercial (where appropriate as discussed below).

The CBD has historically been the commercial hub of the community and should remain so. All new commercial development should provide adequate off-street parking and on-site loading (downtown would be an exception) and be accessible from arterial routes.

There are a few economically viable and desirable commercial land uses that can (and do) occur in Yukon which may not be compatible with other retail establishments. Examples of such uses include service stations, car dealerships, amusement centers, and various repair shops. Because of external impacts on other establishments, these uses are generally not suitable for location in planned shopping concentrations. They tend to string along major arterials and highways. This type of "strip commercial" development is otherwise generally viewed as an undesirable pattern of commercial development in Yukon. With the exception of future highway commercial development, strip commercial land use should be discouraged. This form of development multiplies commercial and residential blight, can lower property values in the general area, and can create traffic congestion. A comparison of strip commercial development and concentrated commercial development follows:

Table 4.3 - Comparison of Strip Commercial and Concentrated Commercial Development Factors

Development Factors	Strip Commercial Development	Grouped Commercial Concentrations
Efficient Land Use	Linear, inefficient land use. Single use parking and longer alleys.	Compact, efficient use of land. Multi-use parking and shorter alleys.
Consumer Convenience	The consumer is required to use the streets to get from one shop to another.	The consumer uses internal pedestrian walk ways designed for his convenience and located safely away from traffic.
Effect on Real Estate	Usually has a depressing effect on contiguous residential land. Contiguous vacant areas tend to held with the speculation of increasing values. The vacant lots can become aesthetically unpleasant which has a blighting effect on nearby residential and commercial development. The amount of contiguous area subject to fluctuating values is in direct proportion to the perimeter size of the strip commercial and nearby vacant lots.	Group concentrations can segregate themselves from less intense land uses with a buffer strip. They can stabilize surrounding uses and make the area more attractive for residential uses. The compact arrangement reduces the perimeter and makes buffer areas possible.
Customer Drawing Power	The business is dependent upon its own goods and services to attract consumers.	Individual business can depend on the combined goods and services of all shops in the concentrated commercial center.
Pedestrian Danger	Strip commercial development increases vehicle and pedestrian interaction at traffic intersections during peak hours. Unregulated location of driveways can increase the points of conflict between pedestrians and vehicles along arterials.	Vehicles and pedestrians are segregated from interacting with one another (in most instances). Access is controlled.
Effect on Arterial Traffic Congestion	Additional traffic generated often results in: (a) The necessity to make street widening, require the purchase of expensive commercial frontage; (b) Vehicles turning into and out from many access points, interrupting through traffic and creating serious traffic hazards; and (c) complication of off-street parking.	Assuming similar traffic generations: (a) Street widening will involve less commercial frontage and no impact on buildings with greater setbacks; (b) fewer curb cuts and turning movements will keep traffic flowing smoother and increase the street's carrying capacity; and (c) less and better organized off-street parking will conveniently serve all uses from one or more locations.
Blight	Traditionally strip development has no definite boundaries. The use of the contiguous land remains uncertain, vacant lots become blighted and the surrounding area also deteriorates.	Normally group concentrations have some kind of buffer and the boundaries are usually definite and permanent. This leaves no question as to the future development of the surrounding area.
Social	Individual shops may be conveniently located for a few residents.	A single location creates a more important and centrally located meeting and business place for residents of surrounding neighborhoods.

Source: Yukon Comprehensive Plan. 1982.

Commercial development in Yukon is categorized as follows:

Neighborhood Shopping Centers - Provide convenient goods and services to residents of a neighborhood.

Community Shopping Centers - Provide a fairly broad selection of goods and services for the community.

Highway Service Areas - Serve travelers through the City and local motorists. A heavy commercial and recreation services use area.

Central Business District - Provides the widest possible variety of goods and services for all residents.

Regional Shopping Center - Provides a broad selection of goods and services for the City and neighboring communities. Regional shopping centers typically contain one or more department stores.

4.3 INDUSTRIAL DEVELOPMENT

Industrial land use can take on many forms, have a variety of site requirements, and impact the community in numerous ways. Industrial development should be buffered from residential development so as to diminish the negative impact of any internal production processes. The following development concepts and standards should be followed when assessing future industrial development in Yukon.

1. Provide sufficient developable land in areas that will not have a negative impact on adjacent development or the City as a whole.
2. Provide several relatively level (less than 5 percent slope) sites that are well drained.
3. Isolate heavy industries from housing and commercial areas.
4. Require flexible industrial subdivision design.
5. Reserve ample area for expansion.
6. Reserve close in industrial sites for non-noxious industry.
7. Protect industrial sites from the encroachment of incompatible land uses and vice versa.
8. Consolidate compatible industries.
9. Provide sites with varied transportation modes and adequate access.
10. Assure adequate utilities and services are provided for industrial development.
11. Situate future industrial parks within convenient commuting distance of residential areas.
12. Density standards for estimating space needs for future industry are shown in Table 4.4.

Table 4.4 - Industrial Density Standards

Classification	Workers/Net Acre	Median
Extensive	2 - 6	3
Intermediate Extensive	7 - 12	8
Intermediate Intensive	13 - 24	16
Intensive	Over 25	36

Source: Yukon Comprehensive Plan. 1982.

4.4 THE TRANSPORTATION SYSTEM

Street classification should be matched with traffic demands and land use functions. The classification categories for streets are:

Freeway - A divided arterial highway with full control of access. The freeway provides the primary function of fast, efficient movement of large traffic volumes across and urban area and does not provide a land service function.

Expressway - Devoted entirely to moving large volumes of traffic with limited local access.

Arterial - Brings traffic to and from the expressway and serves those major movements of traffic within or through the urban area that are not served by expressways. These thoroughfares should be located on the perimeter of the various neighborhood areas and serve a secondary purpose of providing access to adjacent land uses subject to control of ingress and egress.

Collector - Serves internal traffic movement within an area of the City, such as a subdivision, and connects this area with the arterial system. Collectors typically serve commercial uses. The use of collectors to serve abutting residential properties should be minimized.

Local - A minor street which provides access to adjacent land uses. Typically these uses are residential. Movement of through traffic is secondary.

Minimum right-of-way widths for each class of street are:

Expressway	250 feet
Arterial	100 feet (four lanes and 48 feet of paving)
Collector	60 feet
Local	50 feet

4.5 PUBLIC UTILITIES

1. Utilities should be constructed and maintained in accordance with principles and standards of sound engineering practice.
2. Utility services should be expanded in an orderly contiguous manner.

4.6 FIRE AND POLICE PROTECTION

When locating a site for a new fire sub-station the following criteria should be considered:

1. It is better to provide a short run into an area of concentrated value than to have a station located there.
2. There should be easy access to arterial streets leading to all sections of the service district. However, the station should not be on a major corner, or located on the near side of a traffic light because the backup of traffic behind the light would tend to block egress from the station.
3. Location of stations on one-way streets is not desirable since flexibility of movement is limited.
4. The developed area of the City should have an engine company within 1 1/2 miles.

5. The Insurance Service Office recommends six fire suppression personnel per shift per station
6. Four fire suppression personnel per shift per station can be used provided there is a reliable communication system for calling back off-duty personnel and volunteers.
7. There should be 1.4 to 3 police officers per 1000 population.
8. The recommended number of police patrol cars range from one for each patrolman to one for every three.

4.7 OPENS SPACE, PARKS, and RECREATION

1. Both active and passive recreational activities should be provided.
2. Facilities should be adaptable to future requirements.
3. Area and travel distance standards for parks and opens space are shown in Table 4.5.

Table 4.5 - Park Land Standards

Park Type	Desirable Acreage	Area/1000 Population	Service Radius (Miles)
Neighborhood	1 - 15	4.0 *	0.5
Community	15 - 200	4.0 *	3 - 5
Regional	200+	—	100
Total	—	10.0 **	—

* School playground area may be included as part of the park space.

** Includes school land, park land, and all specialized facilities such as golf courses, rodeo arenas, fairgrounds, etc.

Source: Yukon Comprehensive Plan. 1982.

4.8 DRAINAGE

1. Prohibit development in the floodplain that is not flood proofed in an acceptable manner.
2. Control the methods of urban development which might cause flooding in areas of lower elevation and that are outside the floodplain.
3. Preserve the drainage system in its natural state as much as possible.

SECTION FIVE
COMMUNITY DEVELOPMENT PLAN

Section 1 of this document states that The Plan is intended to guide and coordinate the use of private and public land development within Yukon. It expresses the city's vision of how Yukon should grow and develop over the next five years and assists elected officials, members of boards and commissions, and City staff in the decision-making process.

The previous three sections; *Introduction to the Planning Process*, *Community Profile*, and *Policy Plan*, have provided the basis for developing the Community Development Plan. Thus far the importance of and procedure for planning has been discussed. An analysis of the community's characteristics has highlighted problems and opportunities facing Yukon and served as the information base in the formulation of the goals, objectives and policies involved in the *Policy Plan*.

The Community Development Plan outlines how growth and development should occur in Yukon based on the desires and needs of the community. This section includes the following plans:

- Land Use Plan
- Transportation Plan
- Housing Plan
- Public Utility Plan
- Public Facilities Plan

5.1 LAND USE PLAN

It is the purpose of the Land Use Plan to coordinate the development and redevelopment of public and private land within Yukon. The plan map (provided at the back of this document) graphically shows the projected land use pattern for the City of Yukon through the year 2015. The plan map should be used by City staff, Council, Boards and Commissions, and by the citizens of Yukon when making land use development decisions. The Land Use Plan map is a generalized description of where various land uses should be developed within the city. Boundaries of uses shown on map are approximate in most cases. Minor modification of the boundaries is expected as The Plan is implemented. The Land Use Plan as developed is flexible and can be easily adapted as the economic situation, community needs, development strategies, and city policies change.

Suitability and land use potential are major considerations in the development of the Land Use Plan. The plan map was developed after assessing the existing land use pattern, comparing these uses to the previous plan map, applying established land use concepts, and considering projected future land use needs. The location of various land uses on the plan map was determined by looking at the access needs, external impacts, internal site conditions, infrastructure needs, and other characteristics of each use.

The Land Use Plan is based on the notion that certain land use activities have similar intensities of use and are, therefore, compatible; other activities have different levels of use and may not be compatible. The

intensity of land use is determined by externalities (noise, odor, dust, smoke, pedestrian activity, and vehicular traffic) as well as internal factors such as site character, public services, accessibility, and building characteristics. The more effect a particular land use has on surrounding areas, the higher intensity designation that use will receive in the Land Use Plan.

Factors considered in the development of the Land Use Plan include: existing land use patterns, location of existing and planned infrastructure, city zoning ordinances, natural topographic features, previously adopted plans, established growth patterns, and projected land use needs. Each of these sources of information was examined in relation to the goals, objectives, and policies prescribed in Section Three. Occasionally a community's desires conflict with existing land uses. An example of this conflict of interest is the wish to have all residential areas buffered from noise and high intensity traffic when several neighborhoods abut industrial uses. When a situation like this occurs, the most reasonable use for the future is projected in the Land Use Plan. Because existing land uses are difficult to remove or replace, they are generally given high priority in the plan and on the Land Use Plan map.

5.1.1 LAND USE GROWTH TRENDS

Barriers on the north (North Canadian River), east (Oklahoma City limits), and south (Interstate 40) have limited growth in these directions. Because of these natural and man made constraints, growth has occurred predominately on the west side of Yukon, north of I-40. In-fill development has been occurring in the north, south, and east quadrants of the urban area. The City expects this trend to continue through the year 2010. The City's desire is to encourage a contiguous growth pattern to make efficient use of public services and infrastructure.

5.1.2 RESIDENTIAL LAND USE

Residential land use is intended to be served by public water, sewer, sanitation service, and protected from fire and crime. Housing development should occur near school facilities, recreational amenities, and safe transportation facilities.

The following categories are used to classify residential land use on the Land Use Plan:

- Low/Medium Intensity Residential Low intensity residential land use is characterized by single family detached housing development at a density of generally 5 dwelling units or less per acre. Medium intensity residential land use is comprised of two-family or duplex development and is often used as a buffer between low intensity residential use and a higher intensity use such as office or commercial. The density of development in medium intensity use is generally 6 to 15 units per acre.
- High Intensity Residential land use is typically multi-family dwelling development. This residential land use places a high level of demand on public services due to the large number of housing units (16 - 30 dwelling units per acre) concentrated into a small land area. Before high intensity residential use is established, the City should assess the impact the development will have on water service, sanitary sewer service, fire protection, and safe transportation facilities. High intensity residential land use shall not be located where it will negatively impact lower intensity neighborhoods with regard to height, traffic generation, and other impacts. High density residential development is an appropriate buffer between commercial use and low/medium intensity residential use.

It is anticipated, as shown on the Land Use Plan, that future residential land development will occur in the following areas:

- Between Garth Brooks Blvd. and Frisco Road, south of the floodplain
- Between Cornwell Drive and Mustang Road, north of Main Street, south of the floodplain
- Between Mustang Road and Sara Road, north of the commercial development adjacent to the north side of US 66, south of the floodplain
- In the two quarter sections adjacent to the west side of Mustang Road, south of Vandament Avenue, north of NW 10th Street
- In areas previously developed, as in-fill
- Directly south of Yukon High School, north of Vandament Avenue, east of Garth Brooks Boulevard

5.1.3 COMMERCIAL/OFFICE LAND USE

Commercial land use includes retail or service-oriented establishments as well as office development. Generally office land use and commercial land use are grouped together because offices and retail establishments often occupy the same building.

The following categories are used to classify commercial land use on the Land Use Plan:

- Low Intensity Commercial/Office use includes low impact professional-type office facilities and low intensity commercial service uses (i.e., plumber, accountant, dressmaker). These uses will not create negative impacts on surrounding uses or affect the tranquillity of residential neighborhoods which they may abut. Restricted heights, additional landscaping requirements (particularly in parking areas), restricted sign allowances, and low impact lighting will be characteristic of these uses.
- High Intensity Commercial/Office use is characterized by a high level of use by consumers and/or employees. Examples of this use include large department stores, office buildings, convenience stores, and fast food restaurants. This high intensity use should be developed only after complete study of the impacts that it will place on surrounding uses. Traffic impacts from this use may result in hazardous travel conditions on residential streets and other additional roadways if not properly planned. Appropriate traffic facilities should be available to serve these uses both for customer and service vehicles. Locating such uses adjacent to major roadways will aid in lessening the negative impact on surrounding areas.

It is anticipated, as shown on the Land Use Plan, that future commercial land development will occur in the following areas:

- South of Interstate 40, north of NW 10th Street
- North of Vandament Avenue adjacent to Garth Brooks Boulevard
- At the corner of NW 10th Street and Mustang Road
- Within approximately 1/4 mile north and south of US 66 east of Mustang Road

5.1.3 PLANNED UNIT DEVELOPMENT

Though not separated into its own category on the Land Use Plan, Planned Unit Development is allowed in most zoning districts within the City. The use of Planned Unit Development (PUD) will encourage a more unified land use pattern with restrictions and buffers from lower intensity uses. The purposes of a PUD are:

(a) To permit flexibility that will encourage a more creative approach in the development of land and will result in a more efficient use of open area, while maintaining density and area coverage permitted in the general zoning district or districts in which the project is located.

(b) To permit flexibility in design, placement of buildings, and use of open spaces, circulation facilities, and off-street parking areas and to best utilize the potential of sites characterized by special features of geography, topography, size, or shape. (Source: Code of Ordinances for the City of Yukon, Oklahoma. 1995.)

5.1.4 INDUSTRIAL LAND USE

Industrial development has the strictest site requirements of all land use types. Generally, industrial land uses require nearly level sites located in close proximity to major roads, rail, and air transportation, and supplied with adequate amounts of water and sanitary sewer facilities. Due to the external impacts generated by most industrial use, this type of development should be buffered from residential use.

It is important for a municipality to allocate sufficient land for industrial use near transportation access points in order to encourage the continued development of industry in the city. Yukon is bounded on the east by industrially zoned land in Oklahoma City.

The following categories are used to classify industrial land use on the Land Use Plan:

- Low Intensity Industrial use may be compatible with commercial or office uses when adequate development standards are applied. The use of screening, landscaping, low impact signage, and noise abatement measures are necessary when Low Intensity Industrial uses are located near residential or office uses.
- Medium and High Intensity Industrial uses are best located away from residential uses, highly populated areas, or areas where pollution gathers such as parks and public open space.

It is anticipated, as shown on the Land Use Plan, that future industrial land development will occur in the following areas:

- North of Vandament Avenue, east of Frisco Road, south of existing commercial zoning
- North of Main Street, west of Frisco Road

5.1.5 AGRICULTURAL LAND USE

Agricultural land use is the lowest intensity development in the City of Yukon and is rural in character. Some uses considered appropriate for agricultural districts include raising livestock, farming, and stables. Areas within the floodplain are generally zoned for agricultural use.

5.1.6 PARKS, RECREATION, AND OPEN SPACE LAND USE

The City of Yukon has a several well located park, recreation, and open space areas. Existing parks should be maintained and improved as needed to ensure quality recreation facilities to the residents of the City. The City's desire is to encourage the development of regional parks within the Yukon area.

Two new park locations are indicated on the Land Use Plan. One is located north of Yukon City Park between Holly Avenue and Cornwell Drive south of Vandament Avenue. The other is located north of the urbanized area west of Mustang Road and north of Wagner Road. The park north of Wagner Road is anticipated to be regional in size.

5.1.7 PUBLIC LAND USE

Public land development such as the water treatment facilities, City Hall, and Yukon School District property represents major public investment and should be protected from the encroachment of incompatible uses. There are no proposed changes in public land use from the 1982 Plan shown on the Land Use Plan.

5.2 TRANSPORTATION PLAN

It is the goal of the Transportation Plan to provide a system that ensures mobility throughout all areas of the community. The system should support desired land use with proper street design, maximize the efficient use of streets, highways, and parking facilities, and coordinate all modes of transportation.

The Transportation Plan is closely related to the Land Use Plan because streets must be capable of accommodating traffic generated by the adjacent properties. The safe travel of vehicles on city streets and highways is dependent in large measure on the compatibility of land use and the capacity of the roadways which serve them. Traffic congestion, collisions, and related problems can be created in areas where the intensity of land use exceeds the carrying capacity of the street. Conversely, streets that are designed with carrying capacity which exceeds the demand generated by related land uses create fiscal waste.

It is very important for the City of Yukon to have an effective and efficient Transportation Plan to ensure that future transportation development occurs in an orderly manner. This will keep the public expenditure on new construction and maintenance at a minimum. The system as a whole should be considered when any development occurs to be certain that safe travel is maintained for all. Inadequate attention to detail can lead to expensive corrections later.

Streets and highways are very seldom vacated or moved and should be placed with much thought and study to ensure that the development of the system is functional and that vehicles and pedestrians circulate in an efficient manner. The Transportation Plan attempts to make provisions for anticipated future transportation needs and acquisition of right-of-way for transportation system enhancement. Table 5.1 presents a list of transportation capital improvement projects planned to be undertaken before the year 2000.

The existing transportation system in Yukon is shown in Figure 8. Planned improvements are also included in Figure 8. For the purpose of this plan, Yukon streets have been classified into the following categories:

Figure 8 - Existing Transportation System and Planned Improvements

- **Interstate**
- **Major Arterial** - multi-lane street designed primarily for traffic movement and secondarily to provide access to abutting properties; minimum number of at-grade intersections. (i.e., Garth Brooks Blvd.)
- **Collector Street** - a street located within a neighborhood or other integrated use area which collects and distributes traffic from local streets or other minor streets. Collectors connect with arterial streets and/or community neighborhood facilities.
- **Local Street** - a street which collects and distributes traffic between parcels of land and collector or arterial streets, the principal purpose of which is to provide access to abutting property, also called a neighborhood street.

Table 5.1 - Capital Street Projects Needed in the City of Yukon - 1995 to 2000

Project Information	Description	Justification
Mustang Road improvements from Vandament Avenue to Main Street	Remove and replace the existing 2-lane and 3-lane roadway with new 4-lane sections and provide new storm sewer improvements.	With the completion of the new public school along with other development, the vehicular and pedestrian traffic is projected to increase rapidly. The proposed improvements at this location will help to eliminate traffic congestion hazards, and localized flooding.
Asphalt overlay improvements on portions of Kali, North 3rd Street, Birch, Ash, Cedar, 5th Street, Holly, Mustang Road from Wagner Road to Foreman Road, and Sara Road.	Re-surface and/or re-construct the existing asphalt pavement.	To eliminate pot holes, extend the service life and prevent further deterioration of the roadway surfaces, thereby increasing traffic safety.
Mustang Road improvements from 10th Street to Vandament	Remove and replace the existing 2-lane roadway with a new 4-lane facility and provide required storm sewer improvements and right-of-way.	To provide an adequate roadway at this location to eliminate traffic congestion, hazards, and flooding and to improve safety. This will complete the widening to 4 lanes of Mustang Road from Main Street to the end of Yukon's city limits.
Vandament Avenue improvements from Mustang Road to railroad tracks.	Remove and replace the existing 2-lane roadway with a new 4-lane facility and provide required storm sewer improvements.	To provide an adequate roadway at this location to eliminate traffic congestion, hazards, flooding, and to improve safety. This will extend the 4 lane section of Vandament Avenue to the east City limits.
Vandament Avenue improvements from Garth Brooks to 17th Street	Remove and replace the existing 2-lane roadway with a new 4-lane facility and provide required storm sewer improvements.	To provide an adequate roadway at this location to eliminate traffic congestion, hazards, flooding, and to improve safety. The improvements will eliminate the transition from 4 to 2 lane.
Concrete slab repair and joint rehabilitation program.	Re-surface and/or re-construct the existing concrete pavement.	To repair existing faulted concrete slabs and extend the service life and prevent further deterioration of the concrete, thereby increasing traffic safety.

Source: City of Yukon. 1996.

5.2.1 STREET DESIGN STANDARDS

Table 5.2 presents minimal standards for assuring long-term coordinated development and for immediate decisions associated with short-term planning and programming. The Yukon Subdivision Regulations contains additional street design standards as well as the procedure regulated for review of future design and construction of streets, sidewalks, and parking lots. All streets constructed in Yukon should meet or exceed these standards as well as those included in the subdivisions regulations.

Table 5.2 - Design Standards for Yukon City Streets

Design Element	Freeway	Major Arterial	Minor Arterial	Collector	Local
Design Speed:					
Outlying Area	55 mph	50 mph	30 mph	30 mph	25 mph
Urbanized Area	55 mph	40 mph	30 mph	30 mph	25 mph
Minimum Centerline Radius					
(arc type curve)	500 feet	400 feet	300 feet	100 feet	100 feet
Maximum Grade:					
Outlying Area	4 %	7 %	7 %	10 %	15 %
Urbanized Area	4%	7 %	7 %	10 %	15 %
Minimum Grade	N/A	0.5%	0.5%	0.5%	0.5%
Stopping Sight Distance	600'/475'	350 feet	200 feet	200 feet	200 feet
Number of Traffic Lanes	4 minimum	4 minimum	4	2	2
Minimum Street Width					
(face to face of curbs)	N/A	50 feet min.	50 feet min.	32 feet	26 feet
Right-of-way Width	330 feet	120 feet min.	100 feet min.	60 feet min.	50 feet min.
Access Control	full	planned	planned	N/A	N/A
Minimum Paving Thickness:					
Asphalt Section	structurally designed	9 1/4"	9 1/4"	8 1/4"	7 1/4"
Concrete Section	structurally designed	structurally designed	structurally designed	6"	6"
Structure Design Load	HS - 20	HS - 20	HS - 20	H - 15	H - 15
Vertical Clearance	16.5 feet	15.5 feet	15.5 feet	15.5 feet	15.5 feet
Surface Type	High	High	High	High	High

1. All streets shall have 6" curbs and provide storm drainage as required by City Codes. Stopping sight distances for vertical alignment shall be determined by use of the methods given on page 609 of the Traffic Engineering Handbook, 3rd Edition; Washington; Institute of Traffic Engineers, 1965.
2. A cul-de-sac shall not exceed 500' in length, measured from the nearest street right-of-way line to the other curb line of the cul-de-sac. When topography or ownership create a hardship, the Planning Commission may waive the 500' maximum cul-de-sac length, but in no case should the cul-de-sac length be in excess of 1,000' **. If the street is more than 150' in length, a turnaround shall be provided. Cul-de-sacs shall be designed in accordance with the design standards for Yukon streets ***. Cul-de-sacs should be discouraged in commercial or industrial developments. If used, cul-de-sacs should be planned with a pavement radius of 50 feet or greater.
3. Intersection sight triangle and driveway requirements - use as per city codes.

   Standards Recommendations -

   * New roads in all future industrial areas, at minimum, be designed at the collector street standard.

   ** As a means to limit traffic hazards and congestion, cul-de-sacs of 500 feet in length or less serve a maximum of 20 dwelling units; a cul-de-sac of 500-700 feet in length serve a maximum of 25 dwelling units; and cul-de-sacs of 700-1000 feet in length serve a maximum of 35 dwelling units.

   *** Expand the definition of a cul-de-sac to indicate the terminus of a cul-de-sac is the nearest intersection which allows two exits from the area, not one exit/entrance into another cul-de-sac.
4. Residential neighborhoods should have a minimum of two entrances/exits to an arterial street. Collector systems should be used to provide efficient traffic movement through neighborhoods.

5.3 HOUSING PLAN

Residential use is the largest consumer of developed land in Yukon. There are 6,497 households in Yukon. Because residents represent most of the consumer base for goods and services sold from city businesses and provide revenue to the City in the form of utility fees, permits, retail sales tax, and ad valorem taxes, the quality and quantity of housing should be a major concern to the community.

The quality of housing indicates to those inside and outside of Yukon what the "quality of life" is within the City. The desire is to have neighborhoods free of squalor and characterized by sound, high quality housing, limited land use conflicts, a constantly increasing real estate value, and limited social ills (crime, traffic, noise, or air pollution). The City administration is charged with the responsibility of maintaining the health, safety,

and welfare of the citizens of Yukon. To fulfill this role, the City must have a plan for improving and/or maintaining housing quality and the neighborhood environment.

To this end, the City plans to do the following:

- Enforce all building codes and permit requirements with regard to new construction, add-ons, and existing structures.
- Require that dilapidated structures be improved (if possible) by the owner or removed at the owner's expense.
- Allow future housing development in those areas shown for residential use on the Land Use Plan.
- Encourage the creation of neighborhood associations to foster neighborhood cooperation, identity, and pride.

5.3.1 NEIGHBORHOOD PRESERVATION

Similar to other cities across Oklahoma, much of the housing stock in Yukon was constructed prior to 1950. Because a large portion of the residential market is made up of older homes, it is important for the city to make an effort to stabilize neighborhoods by preserving and protecting residential areas from the social ills presented above as well as the encroachment of conflicting land use. Decline can also be slowed by removing vacant and dilapidated homes.

There are numerous housing units in the City of Yukon in excess of 50 years old. An cultural resource inventory should be undertaken by the City to identify any historically significant structures in need of protection under a historic preservation ordinance.

Possible means to preserve and protect residential areas within Yukon include:

- **Code Enforcement** - An effective code enforcement program (of both residential and commercial properties) will help stabilize otherwise deteriorating properties. For maximum benefit, transitional areas and declining neighborhoods should be targeted.
- **Clearing Programs** - Seriously deteriorated residential structures should be removed. Incentive programs may be appropriate to encourage in-fill development in areas where clearing occurs.
- **Neighborhood Identification** - (also known as self-help programs) A positive neighborhood identification often brings many benefits to a community. Neighborhood associations, watch programs, clean-up programs, and "green" programs will solidify a neighborhood, improve safety, and lead to improved aesthetics for the area. The City should promote and encourage these efforts as strongly as possible.
- **Limit Encroachment** - Utilizing planning principles in combination with community goals and objectives, the City may prevent encroachment of incompatible development into neighborhoods. This may be accomplished by implementing requirements for items such as greenbelts in subdivision design. The City should encourage Planned Unit Developments or Conditional Use Permits where design elements such as screening, landscaping, and placement of driveways and parking areas may be required. The City should enforce adherence to the Land Use Plan.

Other methods of neighborhood stabilization and preservation may require infrastructure investment to provide targeted neighborhoods or residential areas with proper City services. The replacement of

undersized water lines, construction of sewer lines in areas currently using septic systems, and the improvement of sidewalks and substandard streets are major investments by the City which should be undertaken to improve neighborhood quality.

5.3.2 HOUSING NEED

According to the population projections presented in Section 2.3, Yukon will have an approximate population growth of 3.9% by the year 2010. The 1990 Census reported 7,253 housing units and 6,497 households. The City currently has 782 vacant housing units and expects a population growth of only 640 people. It is unknown how many of the vacant housing units are dilapidated and unlivable. Should the Code Enforcement Office and/or property owners demolish seriously deteriorated units, there could be a need for more housing units to accommodated future population increase.

5.3.3 RELATION TO LAND USE PLAN

It is expected that the private sector will provide all new housing stock. Because of factors associated with the housing market such as consumer preference, inflation, interest rates, availability and cost of materials it is difficult to project the exact number and distribution of housing types to be constructed.

The housing market is sensitive to external factors and must conform and relate to available community facilities. Services shall be efficiently organized and adequately available. Property values shall be safeguarded. Public safety shall be protected.

5.4 PUBLIC UTILITY PLAN

Public utilities include the provision of water and sanitary sewer services to residents both inside and outside of the city limits of Yukon. Similar to the location of transportation facilities, the placement of public utilities is directly related to the Land Use Plan. The availability and adequacy of public water and sewer services strongly impacts the manner in which land is permitted to develop. Areas with adequate services are allowed to develop at higher levels of intensity (if appropriate in the relation to the Land Use Plan). These same areas, however, must have sufficient capacity to serve anticipated future needs. Undersized utility lines may lead to health and safety problems. Conversely, utility systems which have excessive capacity which will not be used in the future are a waste of financial resources.

5.4.1 SANITARY SEWER SYSTEM

The City of Yukon operates two wastewater treatment plants. Table 5.3 below presents a list of capital sanitary sewer projects needed in the City of Yukon.

Table 5.3 - Capital Sanitary Sewer Projects Needed in the City of Yukon - 1996 to 2001

Project	Description	Justification
Convert the existing aeration basin at the waste water treatment plant to a fine bubble aeration system.	Remove the current mixer type aerator motors and replace with the fine bubble aeration system in the existing aeration basin.	The existing aeration system has outlived it's design life. Currently, half of the original aerators are not operational. Temporary floating aerators are being utilized to meet state requirements. The fine bubble aeration system will repair the aeration system and also provide a reduction in electrical needs.
• South of Main Street between the railroad and Cornwell Avenue • Mable Fry between Ranchoak Drive and SH 4 (Ranchwood Drive) • Poplar between 3rd and 4th Streets • Clear Creek and Dartmouth from Mustang Road to SH 4 • Shelly Road between Mustang Road and Ridgeview Drive • Montreu Drive between Woodlawn Drive and Holly Avenue • Andrew drive between Taylor Drive and Summerton Place • Springcreek Drive along Holly Avenue • Parkland Drive between Sequia Park Drive and Cornwell Avenue • Alley improvements between Platt Drive and Everglade Court • Palm Street between Cornwell Avenue and Red Bud Drive • Mable Fry between Crown Drive and Arlington Drive • 10th Street between Maple Avenue and Poplar Avenue • 6th Street to 8th Street between Poplar Avenue and Yukon Avenue • Queensboro Drive between Kingston Drive and Cherry Avenue • Kouba Drive between Holly Avenue and Kouba Drive • Spruce Drive between Vandament Avenue and the railroad tracks • Glenwood Drive between Vandament Avenue and Teakwood Avenue • Fairbanks Street between Vandament Avenue and Fay Avenue	Replace existing sanitary sewer lines	Replace old, deteriorated line to eliminate maintenance problems in the general areas

Source: City of Yukon. 1996.

5.4.2 WATER SYSTEM

The Yukon water system is comprised of three elements - supply, storage, and distribution. Table 5.4 below presents a list of projects that are needed to improve the distribution and storage elements of the water system.

Table 5.4 - Capital Water Projects Needed in the City of Yukon - 1996 to 2001

Project	Description	Justification
New 12" waterline south of Von Elm East from Sara Road, west to the center of the section and tie to the existing 10" waterline.	Construction of new waterline at this location.	Provide a new 12" line to complete the arterial loop from Mustang Road to Main Street (SH 66). By completing the loop, fire protection and water service reliability will improve.
Water Storage Facilities	Construct new water storage facility	Provide storage in time of drought and equalize water pressure throughout Yukon.
New 12" waterline at Ash Avenue west of SH 4 on the north side to 4th Street, then south under the railroad to Cedar Avenue, then west to tie to the existing 10" line. New 6" waterline at Ash, 5th Street, 3rd Street, Cedar Avenue, Birch Avenue, and First Street.	Construct new water line at this location.	To eliminate problems with the existing lines by providing new 6" and 12" lines. The 12" line will also complete a large diameter loop from SH 92 to SH 4. The improvements will provide better fire protection and water service and eliminate old 4" water lines.
• 11th Street on the west side, North of SH 66 to existing 10" line. • Hickory Avenue between Queensboro and Holly Avenues. • 3rd Street between Walnut Avenue and Poplar Avenue • Holly Avenue between Poplar Avenue and Oak Avenue • Elm Avenue between Garth Brooks Boulevard and 9th Street • Maple Avenue between Garth Brooks Boulevard and 9th Street	Construct new water lines in these locations.	To complete the arterial loop on SH 92 on the 11th Street project and eliminate current problems with the existing lines and provide new lines, meeting current standards for fire protection and pressure requirements. Fire protection will improve.
New 12" water line at SH 4 on the west side, north from SH 66 to Wagner Road, then east on the south side of Wagner Road to tie to the existing 12" line.	Construct a new water line at this location.	Provide a new 12" line to complete the arterial loop from Wagner road to SH 66 on SH 4. By completing the loop, fire protection and water service will improve.
New fire hydrants	Construct new fire hydrants at various locations around town.	Provide new fire hydrants in neighborhoods with few fire hydrants. The new hydrants will provide better fire protection for those areas.

Source: City of Yukon. 1996.

5.4.3 STORM WATER SYSTEM

Table 5.5 presents a list of capital drainage projects needed in the City of Yukon.

Table 5.5 - Capital Storm Water System Projects Needed in the City of Yukon - 1996 to 2001

Project	Description	Justification
Yukon Avenue double 10' x 8' reinforced concrete box.	Replace the existing low water crossing with a new drainage structure of adequate size.	Construct a new drainage structure to eliminate roadway flooding. The new structure will allow emergency vehicles better.
Oak Avenue Triple 10' x 10' RCB	Replace existing storm water structure with a new structure of adequate size.	Replace the existing storm water structure with a new structure to reduce flooding in the general area.
Von Elm East Addition Drainage Ditch	Improve existing drainage within this area	To reduce flooding, erosion, and maintenance problems in this area.
Turtle Creek, Vandament Avenue to Oak Avenue	Improve existing drainage within this area	To reduce flooding, erosion, and maintenance problems in this area.

Source: City of Yukon. 1996.

5.5 PUBLIC FACILITIES PLAN

It is the responsibility of the City of Yukon to provide numerous public services for the health, safety, welfare, and convenience of the residents. Table 5.6 below presents a list of capital buildings and equipment needed by the City of Yukon.

Table 5.6 - Capital Public Facilities Projects Needed by the City of Yukon - 1996 to 2001

Project	Description	Justification
Public Works Site	Construct a new building for vehicle maintenance	Provide a building with vehicle lifts and grease pits capable of allowing work on all city vehicles
City Equipment	Purchase of City equipment	Replace worn and non-salvageable equipment.
Animal Control Building	Construct a building for animal control operations	Provide a facility for safe shelter and control of animals, i.e. stray dogs, cats, etc.

Source: City of Yukon. 1996.

6

SEAL OF THE CITY OF YUKON OKLAHOMA
OKLAHOMA
CZECH CAPITAL
CHISHOLM TRAIL
YUKON
1891

SECTION SIX
PLAN IMPLEMENTATION

There are three effective ways to implement the policies of The Plan: through voluntary cooperation, through the use of precise public project plans, and through the application of regulatory codes and ordinance. This section of The Plan will discuss the following implementation tools:

- Capital Improvement Programming
- Zoning Ordinance
- Subdivision Regulation

Provided below are basic terms and definitions to be used throughout this section:

- **Infrastructure** - a generic term identifying the underlying or basic framework. With respect to cities and city planning, infrastructure refers to the basic foundations of a community, such as transportation systems, sanitary sewer and water systems, drainage facilities and other public facilities.
- **Community Facilities** - includes publicly owned and maintained facilities other than the community infrastructure. Community facilities include public buildings such as civic centers and municipal buildings, parks and park facilities, golf courses, public airports, police stations, and fire facilities.
- **Capital Improvement** - any major, nonrecurring expenditure such as construction and/or acquisition of public land, buildings, roads, utilities (infrastructure), landscaping, or other similar expenditure. Capital improvements are relatively fixed or permanent in nature, having a long life expectancy of generally more than 5 years. Normally, capital improvements are valued at greater than $10,000.
- **Capital Improvement Program** - is the plan and process of identifying capital improvement needs. The CIP is typically a schedule of projects prioritized by level of need with estimated costs. The program covers a period of three to five years.

The following subsections discuss specific ways in which a Capital Improvement Program (CIP), zoning ordinances, and subdivision regulations can assist the City of Yukon in the implementation of The Plan.

6.1 CAPITAL IMPROVEMENT PROGRAMMING

An effective implementation tool used by many local governments across the State is the Capital Improvement Program (CIP) which contains an analysis of financial resources available within the City and from outside sources. The CIP also includes a list of needed projects consistent with the goals, objectives, policies and community development plan included in The Plan. The project list can be changed according to the demands of the City, availability of funds, and status of preceding projects. A benefit of the CIP approach to plan implementation is the efficient management of resources.

6.1.1 ADVANTAGES OF PROGRAMMING CAPITAL IMPROVEMENTS

A long-range plan for capital improvements is needed if taxpayers are to be kept adequately informed about the conditions of all public facilities and the needs relating thereto. Three units of local government - the city, the county, and the school district - all rely predominantly on bond issues for financing improvements. The needs of the municipality and the methods for financing must be coordinated with the financial programs of the other two units of government. The same taxpayer pays school, county and municipal taxes. Often, needed bond issues have been voted down because the taxpayers felt that their individual tax burdens were too large. In such cases a long-range program which assessed the relative needs of each unit of local government would have insured that the tax dollar was spent where it was needed most.

The burden placed on each taxpayer within the city is an important consideration in financing capital improvements. Special assessments for sewers and street improvements are not considered to be taxes. However, they often represent large expenditures on the part of individual tax-payers. It would be difficult to obtain support for a large municipal bond issue when a large portion of the citizens were faced with heavy special assessment payments. An orderly method of finance must be based on the total amount of taxes and special assessments each citizen is required to pay to all units of local government.

6.1.2 SCOPE OF CAPITAL IMPROVEMENTS PROGRAM

A CIP should determine the financial capacity of the community, based on the availability of funds over a specific time period, usually four to six years, establish a priority schedule for meeting each need, and should include the following general elements:

- Housing of Municipal Departments (i.e.: Municipal Building, Fire, Police, Public Works, Water, Maintenance)
- Streets and Highways
- Water Supply, Storage and Distribution
- Sanitary Sewage System
- Storm Drainage (Channel Improvement, Bridge Structure, Inlets, Culverts, Storm Sewers, and Impoundment Facilities)
- Recreation Facilities (Neighborhood Parks and Playgrounds, Community Parks and Playgrounds, Specialized Recreation Facilities)
- Library Facilities
- Miscellaneous

6.1.3 EQUITABLE FINANCING OF IMPROVEMENTS

Planning and engineering studies can determine the various physical improvements needed by a developing city. However, before any public improvements program can be carried out, a financing program that is considered equitable by the citizens must be prepared. Thus, the question of who shall pay for each capital improvement is one which constantly confronts the municipal legislative body, particularly where the development of new areas is involved.

A general principle that is reflected in much of the law relating to municipal finance is that the cost of an improvement that materially benefits and adds value to a particular parcel of property should be charged against this parcel. Assessment district improvements are based on this principle. An improvement that

primarily benefits a small area or a neighborhood, should be paid for by the people of the neighborhood. Improvements which benefit the community as a whole should be paid for by all members of the community. Thus, the assessment of cost on the basis of benefit is a principle that should be followed consistently if a plan for financing capital improvements is to succeed.

6.1.4 REVENUE AND EXPENDITURE

The CIP is a source of input for developing the annual budget. Other uses of the CIP include coordinating capital projects, setting schedules and priorities for projects, and aiding in long-range financial planning and management. Funds for capital improvements are limited, so projects of the highest priority and the most public benefit should be chosen first. Financing alternatives should be studied as avenues for increasing the amount of money available to the City for the completion of capital improvement projects. Data for the analyzing the fiscal posture of the City is obtained from the City Treasurer's office as well as the Chamber of Commerce and the Yukon Economic Development Service.

6.1.5 CAPITAL IMPROVEMENT FINANCING ALTERNATIVES

Increasing over time capital improvements have been financed by public borrowing. This fact has made it necessary to undertake financial analyses that projects the community's ability to pay into future years and determines possible ways to amortize the debt to be incurred. The reality of the need for debt financing has also made the analysis of alternate funding sources necessary when the amount of money needed for potential improvements exceeds the financial capacity of Yukon.

Capital improvements are financed in a number of ways, all of which should be considered by the City of Yukon as it attempts to finance a very expensive CIP. Following is a list of feasible funding alternatives. Any financing method should be reviewed in respect to current conditions as well as future needs.

CURRENT REVENUE

Pay-as-you-go financing uses current moneys (fees, sales tax revenue, service charges, special funds, and special assessments) to fund improvements as needed and financially feasible. This implementation mechanism avoids long term debt retirement.

RESERVE FUNDS

General fund revenue may be used to finance some permanent improvements. In this case funds are accumulated in advance and used for construction or purchase of capital items. The reserve funds are made available when a surplus occurs or when revenues are earmarked.

USER CHARGES

The need for additional revenue and equity has prompted many communities to look for other means for generating revenue at the local level. Water and sewer connection fees included with building permits and final plats are approaches used to generate additional funds. Other possible sources include user fees for particular services at public parks. Although user charges have the obvious limitation of revenue fluctuation subject to the market, they can be an equitable and logical source of revenue expansion.

GENERAL OBLIGATION BONDS

Most major capital improvements are paid for through borrowing by the municipality. This is either accomplished through the issuance of general obligation bonds (GO bonds) or the issuance or system revenue bonds. Improvements such as parks, streets, city halls, and fire stations are often financed through general obligation bonds which are retired through ad valorem tax levies on the property located within the incorporated boundaries of the City. This is considered fair and equitable since all of the residents of the community benefit from the improvements.

The Constitution of the State of Oklahoma (Article X, Section 27) imposes no limit on the amount of "public utility" debt that may be incurred by a municipality. Consequently, a long list of activities have been classified as "utility" type for financing purposes. The courts have construed the term "public utility" to include municipal hospitals, public auditoriums, water works, parks, storm sewers, electric light and power plants, street cleaning equipment, and cemeteries. Also included within this category are fire stations and equipment, jails, town halls, art galleries, and municipal parking lots. Sanitary sewer mains and sub-mains are held to be public utilities, but lateral lines are not. Majority voter approval is required for general obligation bonds for "public utilities".

Article X, Section 26 of the Constitution of the State of Oklahoma limits the indebtedness for non-utility purposes of cities and towns to ten percent of the assessed valuation of property within the city limits. The courts have construed this limitation to apply only to bonds issued for non-public utility purposes. Bridges and street improvements are major examples of such non-utility projects. However, since the construction of streets is the most costly single municipal facility program, this tends to be a severe limitation. Issuance of "non-utility" bonds require a 60 percent voter approval.

A major limitation on indebtedness for any general obligation bond is the ability to sell bonds. Indebtedness is also dependent on the total existing debt of the city and on the purposes for which the bonds are to be issued. State law limits the amount of bonds issued, if pledged by ad valorem levy, to a sinking fund indebtedness not exceeding 30 percent of assessed valuation.

REVENUE BONDS

In contrast, capital improvements to water systems, sanitary sewer systems, solid waste disposal, airports, and other revenue producing facilities are usually financed with system bonds. Here the proceeds of the bond issue are used for the improvements, and the revenues realized are used to pay off or retire the bonds. Authorities may also pledge other revenue sources such as sales tax, though such moneys may only be pledged on a year to year basis.

With the passage of Article X. Section 27B, the Oklahoma Constitution authorizes cities to issue revenue bonds under special circumstances. Cities can use these revenue bonds by establishing a special trust under which a proprietary function of the city is operated. The revenues from the operation are then used to pay off the bonds. The financing of water systems, industrial areas, toll roads, airports, office buildings, and other revenue-producing activities has been accomplished by state and local agencies in Oklahoma in this manner.

BUILDING FUND LEVY

Article X, Section 10 of the Oklahoma Constitution gives cities the right to increase the tax rate up to five (5) mills, upon voter approval, for the purpose of constructing public buildings. This type of levy has been used extensively by may of the school districts across the state of Oklahoma and provides an excellent method of pay-as-you-go financing. In the past, this form of financing has not been widely used by municipalities partially because revenue from this tax over a year would be small and the tax would have to be voted for several successive years to fund major construction.

SPECIAL ASSESSMENTS

Special assessments offer another form of municipal income which can be used to finance permanent improvements. The special assessment is a levy for local improvements against properties which benefit from the improvements. Sanitary sewer laterals, sidewalks, and streets can be financed in this manner.

STATE AND FEDERAL GRANTS

In past decades, the primary source of government grants to towns and cities for capital improvement has been the federal government. Cities fund capital improvement projects through categorical grants, revenue sharing, and community development block grants (CDBG). CDBG funds, including economic development grants, are provided to municipalities based on local need, health and safety hazards, project benefit, project need, local effort, expanded citizen involvement, and certification of cities. These moneys are granted for use in an area where income levels meet the criteria set out by the grant process.

LEASE-PURCHASE

Local governments using the lease-purchase method request bids for a public project that is constructed by a private company or authority. The company or authority then leases the facility to the municipality for a set period of time. At the end of that the period the title to the facility can be conveyed to the municipality without future payments - the city having paid the total cost of the facility plus interest in the form of rent over the term.

AUTHORITIES & SPECIAL DISTRICTS

Special authorities or districts can be created to provide a single service (schools, water, sewage treatment, toll roads, or parks), avoid restrictive local government debt limits, and may serve more than one jurisdiction. Improvements can be financed by revenue bonds retired by user charges, or, in some instances, taxation.

TAX INCREMENT FINANCING

Tax increment financing (TIF) is relatively new to Oklahoma and is utilized when large-scale redevelopment is feasible. TIF is executed in the following manner:

1. A district that encompasses a proposed redevelopment area is designated by the City.
2. A tax base is assigned to the district which is equivalent to the value of all the property within the boundaries of the TIF district.
3. The area is redeveloped with the proceeds from the sale of tax increment bonds sold by the municipality or tax district for acquisition, relocation, demolition, administration, and site improvements.
4. Redevelopment is completed and the newly developed property has a higher assessed value and yields more tax revenue.
5. The tax "increment" above the initially established levy is used to retire the bonds.
6. Once the bonds are retired, the tax revenues from the enhanced tax base are distributed normally.

PRIVATIZATION

This form of financing involves turning a public-sector service over to the private sector for a defined span of time. The service would then be provided by a private firm as an entrepreneurial, free-enterprise, risk venture. The municipality could also appropriate money for a service and then contract the service out to a private company for execution.

6.1.6 TENTATIVELY FUNDED CAPITAL IMPROVEMENT PROJECTS

The capital improvement projects listed in Section 5 of The Plan have been tentatively divided into funding year as follows. This list presents estimated timing of funding the capital improvement projects. The City will be amending this list as needed over the course of the CIP.

YEAR ONE PROJECTS (1996-97) -

Yukon Avenue Drainage
Mustang Road - Vandament to SH 66
Asphalt Overly - 5th Street and Holly
Aeration Basin
12" Water Line - Von Elm east from Sara Road
1,000,000 gallon Water Tower
Water Wells Renovation
Public Works Garage

YEAR TWO PROJECTS (1997-98) -

Mustang Road - 10th Street to Vandament
Asphalt Overlay - Mustang Road - Wagner to SH 66
1,000,000 gallon Water Tower
Replacement of Sewer Lines
Oak Avenue Triple 10' x 10' RCB

YEAR THREE PROJECTS (1998-99) -

Vandament - Mustang to Ranchwood
Asphalt Overlay - Portions of Kali, Spruce, and Mustang Road from Wagner to Foreman
Replace Sewer Lines
New 12" Waterline West of Highway 4
Von Elm East Drainage Ditch
Animal Control Building

YEAR FOUR PROJECTS (1999-2000) -

Vandament - Garth Brooks to 17th Street
Asphalt Overlay - Portions of Ash, Cedar and Sara Road
Replace Sewer Lines
Construct New Water Lines
Turtle Creek Drainage - Vandament to Oak Ave.

YEAR FIVE PROJECTS (2001-02) -

Asphalt Overlay - Portions of North 3rd Street and Birch
Concrete Slab Repair and Joint Rehabilitation Program
Replace Sewer Lines
Construct New Water Lines

6.1.7 FISCAL POSTURE OF YUKON

Yukon, like most cities in the State of Oklahoma, utilizes only a few of the tools listed in Section 6.2. The City depends primarily on borrowing as the major source of funding for capital improvements. Capital improvements financed through general obligation bonds are paid by property taxes that are based on the assessed valuation of real estate and personal property. This tax is levied by the county and distributed to bond issuing entities. Bond payments as well as expense items payable to the City are included in the fiscal year budged for the City of Yukon. Table 6.1 shows data on revenue and appropriations for fiscal years 1991-92 through 1995-96.

Table 6. 1 - City of Yukon Revenue and Appropriations

Fiscal Year	Revenue	Appropriations			
		General Fund	Other Funds	Transfers	Debt Service
1991-92	4,392,630	3,974,419	416,809	62,794	270,849
1992-93	4,972,623	4,268,361	175,411	75,380	261,332
1993-94	5,048,458	4,514,508	335,529	33,169	251,924
1994-95	5,658,628	4,963,247	213,342	19,067	242,422
1995-96	6,575,900	6,350,680	228,953	34,814	287,371

Source: City of Yukon City Manager's Office. 1996.

6.1.8 NET ASSESSED VALUATION

Tax revenues generated from property taxes are based on the net assessed valuation of property within Yukon. Net assessed valuation (NAV) in Yukon is 15 percent of the true valuation of residential, commercial, and industrial property. The NAV of property in Yukon for 1986 through 1996 is shown in Table 6.2.

From a financial perspective, a growing community in Oklahoma such as Yukon should have no trouble selling general obligation bonds at competitive interest rate up to an aggregate amount outstanding of approximately 30% of the community's net assessed valuation. The bond market is rarely the regulating factor on the total amount of general obligation bonds which can be sold. The key factor is the willingness of the electorate to vote approval.

Table 6. 2 - Assessed Valuation of Taxable Property in Yukon

Year	Personal Property Valuation	Real Estate Valuation	Public Service Valuation	Total Valuation	Homestead Exemption	Total Valuation Less Homestead Ex.
1986	5,713,905	47,748,750	5,559,865	59,022,520	4,347,625	54,674,895
1987	5,614,675	48,373,645	5,504,984	59,493,304	4,301,199	55,192,105
1988	5,695,475	48,588,679	5,588,381	59,872,535	4,289,849	55,582,686
1989	5,804,385	48,569,040	5,590,992	59,964,417	4,456,749	55,507,668
1990	5,872,608	46,191,152	5,580,821	57,664,581	4,561,215	53,083,366
1991	5,794,700	46,257,711	5,412,175	57,464,586	4,632,206	52,832,380
1992	5,274,050	46,765,788	4,920,017	56,959,855	4,566,082	52,393,773
1993	5,308,820	48,871,260	4,886,156	59,066,236	4,635,647	54,430,589
1994	5,317,137	50,166,038	5,153,620	60,636,795	4,745,943	55,890,852
1995	5,502,650	51,047,739	4,856,985	61,407,374	4,794,792	56,612,582
1996	6,314,128	51,526,564	5,642,811	63,483,503	4,883,596	58,594,907

Source: Canadian County Tax Assessor's Office, 1996.

6.1.9 MILLAGE RATE

Property tax rates are expressed in terms of the number of mills per dollar of assessed valuation. A mill is one tenth of a cent. Therefore, for every one thousand dollars ($1,000.00) of net assessed valuation, one mill of tax equals $1.00. A breakdown of the total levy per school district before the sinking fund levy is added is shown in Table 6.3. The 1995 millage rate for residents of Yukon who live inside the Yukon School District is 94.11. Residents of Yukon who live inside the Banner School District pay tax at a millage rate of 77.55.

Table 6. 3 - Levy Per School District

Common School and Vo-Tech Levy Type	Levy in Mills
County General Fund	10.00
County School Fund	4.00
County Health Fund	1.50
City/Town Sinking Fund	4.05
General Fund	35.00
Building Fund	5.00
Sinking Fund - Yukon School District	19.56
Sinking Fund - Banner School District	3.00
Vo-Tech District 6 General Fund	10.00
Vo-Tech District 6 Building Fund	5.00
Vo-Tech District 6 Sinking Fund	0.00
Total Levy - Yukon Public Schools	94.11
Total Levy - Banner Public Schools	77.55

Source: Canadian County Tax Assessor's Office, 1996.

6.2 USE OF POLICE POWER

Some actions called for in The Plan, such as the establishment of new programs funded (partially or wholly) with government dollars, amending existing city codes and establishing new city codes are extensions of the police power of the City of Yukon and are a way of implementing The Plan.

6.3 ZONING ORDINANCES

Zoning divides the city into areas (or zones) and regulating the permissible use of all land, structures, and buildings in the city limits of Yukon. The zoning ordinance is the local law containing the zoning requirements of the jurisdiction. The City of Yukon Zoning Ordinance of the Yukon Municipal Code states that the purpose and necessity of the zoning ordinance is to:

- Promote the health, safety, morals, convenience, order, prosperity, and general welfare of the present and future inhabitants of the City.
- Secure safety from fire, panic, and other dangers.
- Provide adequate light and air.
- Prevent overcrowding of land.
- Avoid undue concentration of population.
- Facilitate provisions of adequate facilities for transportation, water, sewage, schools, and other public requirements.
- Promote a more homogenous relationship of land use within the incorporated limits of the City.
- Protect property values.
- Regulate the use of land and promote the orderly development of the community in accordance with The Plan as adopted by the Planning Commission and approved by the City Council.

The City of Yukon has chosen the following land use categories for the purpose of zoning:

A	Agricultural District
R - 1	Single-Family Residential District
R - 2	Combined Residential District
R - 3	Low and Medium Density, Multi-Family Residential District
CB	Central Business District
C - 1	Office District
C - 2	Convenience Commercial District
C - 3	Restricted Commercial District
C - 4	Planned Shopping Center District
C - 5	Automotive and Commercial Recreation District
C - 6	General Commercial District
I - 1	Light Industrial District
I - 2	Heavy Industrial District
PUD	Planned Unit Development Supplemental District
FD	Flood Plan (Floodway) Supplemental District

The most important and most common zoning action of any local government is the map amendment or rezoning of land. When the planned use conflicts with the owner's desires for using the land, structure, or building, an application for zoning change can be filed and, upon approval by the governing body, the zoning designation can be changed. This occurs frequently as a way of implementing The Plan.

Enforcement of the zoning ordinance is predominately done by the controlled issuance of building permits based on building and utility codes. Variances may be sought by any property owner desiring that an exception to the zoning ordinance requirements for structure height, number of stories, coverage of land, size of yards and open spaces, density of population and location of buildings be granted.

6.4 SUBDIVISION REGULATIONS

Subdivision regulation is the governmental control over the development and construction on a tract of land which has been subdivided, or split into smaller parcels, lots, or building sites and the provision of infrastructure. The subdivision of land is the first step in the process of urban development. The general role of subdivision regulations is to serve the following purposes:

- Provide for adequate light, air, open space, drainage , transportation, public utilities and other needs.
- Insure the development and maintenance of a healthy, attractive, and efficient community that provides for the conservation and protection of its human and natural resources.
  (Source: Standards and Regulation for the Subdivision of Land - Yukon, Oklahoma. 1976)

- Determine who is responsible for financing capital improvements needed to serve new growth.
- Require the platting, or mapping, of newly created lots, streets, easements, and open areas.
- Ensure the creation and preservation of adequate land records.
- Ensure that subdivisions are properly designed.
- Ensure that a new subdivision is properly equipped.

- Ensure that a public agency or private party will be responsible for maintaining the subdivision improvements that the developer provides.
- Establish minimum standards for subdivision improvement and design to protect purchasers.
  (Source: The Practice of Local Government Planning. Frank S. So and Judith Getzels eds., International City Management Association, Washington D.C., 1988.)

The subdivision regulations for the City of Yukon are intended to be administered in such a manner consistent with implementing The Plan. They also serve to protect neighborhoods from slum and blight conditions, relate tract development with the existing community, and to facilitate the future development of adjoining tracts. Effective subdivision regulations are integrated with The Plan and other planning tools such as zoning ordinances and capital improvement plans and call for a thorough plat review process. In the process of land development, the City subdivision regulations should monitor:

- Natural hazard and critical environmental areas
- Stormwater management
- Soil erosion and sedimentation control
- Water quality
- Other environmental impacts
- Landscaping and aesthetics
- Design of streets and access ways
- Division and boundaries of lots and blocks
- Infrastructure improvements (exaction and/or impact fees)
- Land dedication
- Land reservation for future public use

There are several steps in the administration of subdivision regulations. Included in the process are: pre-application, preliminary plat review, final plat review, inspection, and enforcement.

Subdivision of land occurs in several different ways. Among them are: cluster development, manufactured housing development (mobile home park), commercial development, industrial park, and office park.

A review of the Yukon subdivision regulations should be undertaken to determine any necessary changes in addition to help implement The Plan.

6.5 VOLUNTARY COOPERATION

Many of the policies and recommendations contained in The Plan will be followed voluntarily by the citizens of Yukon. This is the easier method of implementing The Plan from the standpoint of the City of Yukon.

6.6 AMENDING THE PLAN

As previously stated in Section 1.2, the objectives of the planning process used to prepare The Plan are to accommodate anticipated change, bring about desired change, and prevent undesired change. The Plan is

intended to be a policy-establishing document that guides decisions made by the City of Yukon's Council, Planning Commission, and other entities regarding growth, management, and investment of capital.

In order for The Plan to be effective in accomplishing these objectives and to be a reliable decision-making tool, it must be kept current through periodic review. This review will highlight portions of the plan in need of amendment. When amendment is needed, the following procedure should be followed:

1. The Plan document and Land Use Plan should be reviewed continuously, updated as needed, and endorsed by the Planning Commission and City Council.
2. No less than every five years a special advisory committee in coordination with the Planning Commission should be appointed by the City Council to review the goals, objectives, policies, and Land Use Plan.
3. Requests for amendment to the Land Use Plan and the text of The Plan should be considered by the Planning Commission on an as needed basis.
4. Amendment requests should be submitted at least 30 days prior to the Planning Commission meeting at which the request is to be heard. This will allow the City adequate time to research and review each request.

The City Council may wish to appoint an advisory committee or contract the services of a planning firm to undertake a formal process of updating The Plan at five year intervals. This process should include public involvement, community inventory, policy review, land use plan update, as well as any other elements deemed necessary by the City. The five year update process would be less extensive than the creation of this document if The Plan is reviewed and updated as outlined in this subsection. If this strategy for plan amendment and update were adopted by the City, the next formal update would need to be undertaken in the year 2001. The roles and responsibilities of the Planning Commission, City Council, and planning consultant in the planning process are outlined in Section 1.

6.7 SUMMARY OF PLAN RECOMMENDATIONS

The following is a list of recommendations made in The Plan and the corresponding party(parties) responsible for implementing the recommended action. Many of the policies included in Section 3 require action by the City Council, Planning Commission, or City staff. These policies should be reviewed frequently to insure they are being adhered to. Listed below are only the recommendations of further study and analysis.

Page	Recommended Further Study and Analysis	Responsible Party(ies)
2.5	Require proper soil testing and sub-base preparation for any projects in which the municipality will have the maintenance responsibility.	City Engineer
3.3	Work with the City of Oklahoma City to develop compatible growth and land use policies for the areas on the north boundary of Yukon (north of the North Canadian River) and other areas where mutual boundaries may have mutual growth issues.	City Council
3.3	Encourage the development of street planting plans with appropriate plant material which are not overly expensive to maintain, are aesthetically pleasing, and do not impair sight requirements.	Planning Commission and City Council

Page	Recommended Further Study and Analysis	Responsible Party(ies)
3.4	Undertake a study to determine which types of economic activities are appropriate for the area and absent in the City of Yukon.	City of Yukon, Chamber of Commerce, or other public/quasi-public entity
3.4	Undertake a study to identify tourist attractions.	City of Yukon, Chamber of Commerce, or other public/quasi-public entity
3.6	Determine the appropriate number of access points into neighborhoods based on the number of housing units in the development and adopt as a policy that all new subdivisions shall include the appropriate number of access points.	Planning Commission and City Council
3.7	Review uses permitted by right, those permitted under review, and the development of regulations in the commercial zoning regulations of the City every three years to insure compatibility.	Planning Commission
3.9	Study the feasibility of expanding the sewer treatment plant to meet future requirements of industrial growth in Yukon.	City Engineer
3.10	Periodically evaluate the City's transportation system to insure compatibility with land use, population densities, trends in automotive use, and other changes affecting its efficiency.	City Engineer
3.11	Study methods to reduce or eliminate on-street storage of vehicles on residential collector streets.	City Engineer
3.11	Identify transportation routes to serve as "front door" points for the City of Yukon. This will require the resolution of funding and maintenance issues and the preparation of plans to create scenic thoroughfares and vistas.	City Council
3.15	Further develop energy efficient, economically feasible, and environmentally safe alternatives for disposing of waste.	City Engineer
3.18	Develop and implement a method for requiring dedicated park space in new housing developments.	City Council
3.20	Update The Plan every five (5) years.	Planning Commission and City Council
3.20	Annually review the goals, objectives, and policies of The Plan and make recommendations to the City Council for amendments and adoption.	Planning Commission
3.20	Conduct a thorough review of all City ordinances and policies related to growth, services, neighborhood preservation, and economic development to identify revisions needed to promote the goals, objectives, and policies of The Plan.	City Staff
3.20	Explore the feasibility of providing interactive video during public meetings and hearings as well as the utilization of e-mail and/or technological advances in communication.	City Council
5.9	A cultural resource inventory should be undertaken by the City to identify any historically significant structures in need of protection under a historic preservation ordinance.	City Council
none	Develop rural road standards for the City of Yukon.	City Engineer