



JULY 14, 2020

YUKON'S BEST

2040 COMPREHENSIVE PLAN



Adopted by the Planning Commission _____

_____, Chairperson

Adopted by the City Council _____

Shelli Selby, Mayor

ACKNOWLEDGEMENTS

The Comprehensive Plan Team would like to extend a special thank you to the residents of Yukon, business owners, community leaders and others for their time and insight into developing this comprehensive plan. The following individuals are recognized for their significant contributions to the preparation of the Yukon's Best 2040 Comprehensive Plan.

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Donna Yanda, Ward 3

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YUKON CITY LIMITS

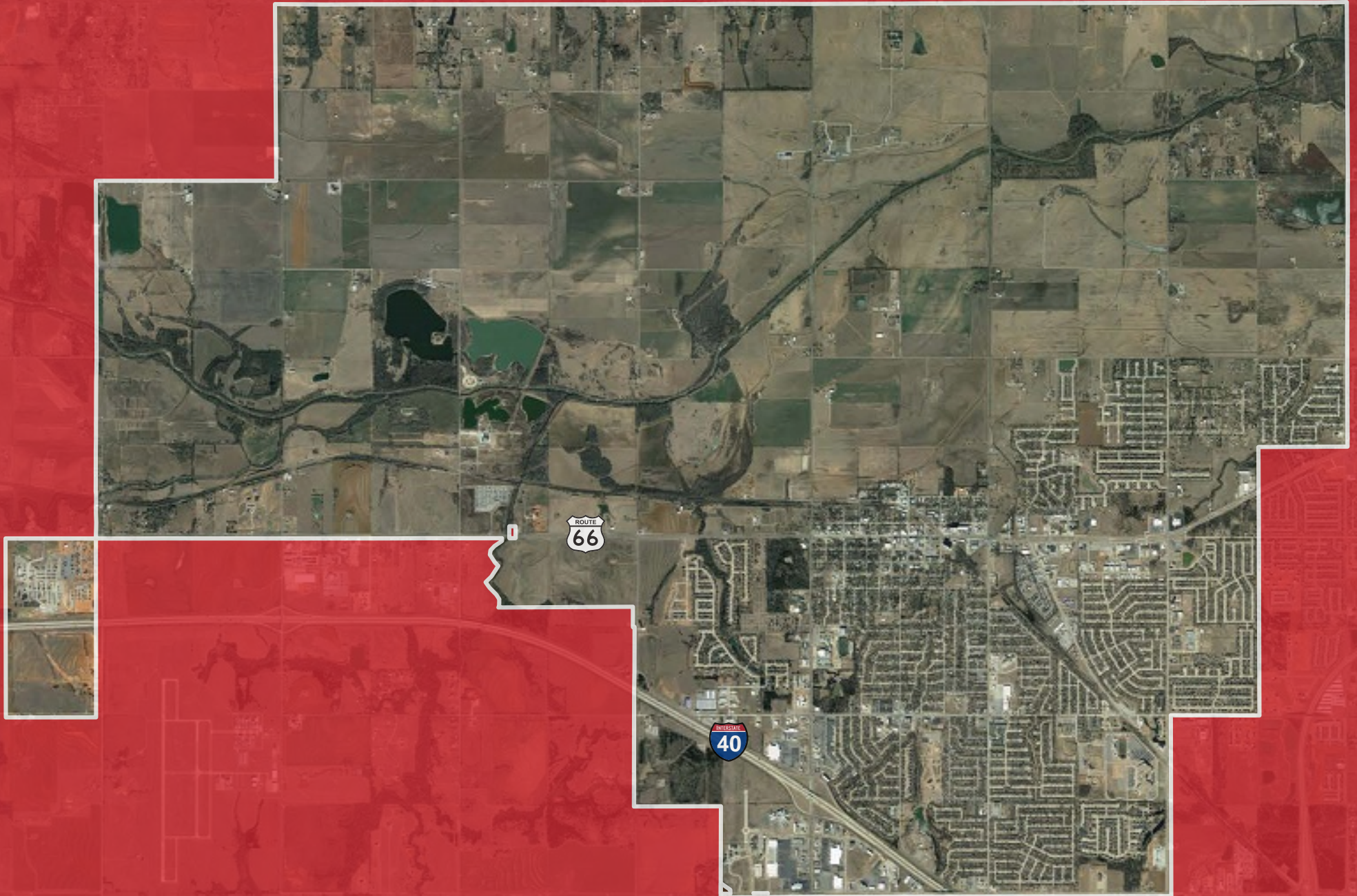


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CHAPTER 1 Introduction

What is a Comprehensive Plan
Developing the Comprehensive Plan
Document Organization

INTRODUCTION **YUKON'S BEST**

The City of Yukon, OK is defined by small town charm and a stretch of Historic Route 66. Located on the western edge of the Oklahoma City Metro, Yukon has positioned itself to stand on its own while providing an enhanced quality of life for its residents. It is for this reason Yukon has embarked on the updating of its comprehensive plan. Last updated in 1996, Yukon seeks to provide a path forward for the next 20 years to guide development and growth. The City has seen significant growth since the last comprehensive plan was completed. Yukon is unique in that a majority of the community is developed or undevelopable floodplain. The community highlights itself regionally through various annual events which emphasizes the town's history and heritage. This includes the increasingly popular Czech Festival, Rock the Route, Freedom Fest and Christmas in the Park events which attract thousands of visitors to Yukon year after year. The importance of these events to this plan is to highlight the value they bring to both the community and the region.

The comprehensive plan is titled "Yukon's Best" which is a reflection of the iconic grain silos along the town's historic Main Street. This plan seeks to embrace the community character and rich history of Route 66 while providing guidelines for exciting new developments that will mirror the established "small town feel." Yukon's Best 2040 Comprehensive Plan is intended to replace the 1996 update to the Comprehensive plan (the original Comprehensive Plan was approved in 1961; and previously updated in 1965, 1967, 1976 and 1982).



COMPREHENSIVE PLAN TIMELINE

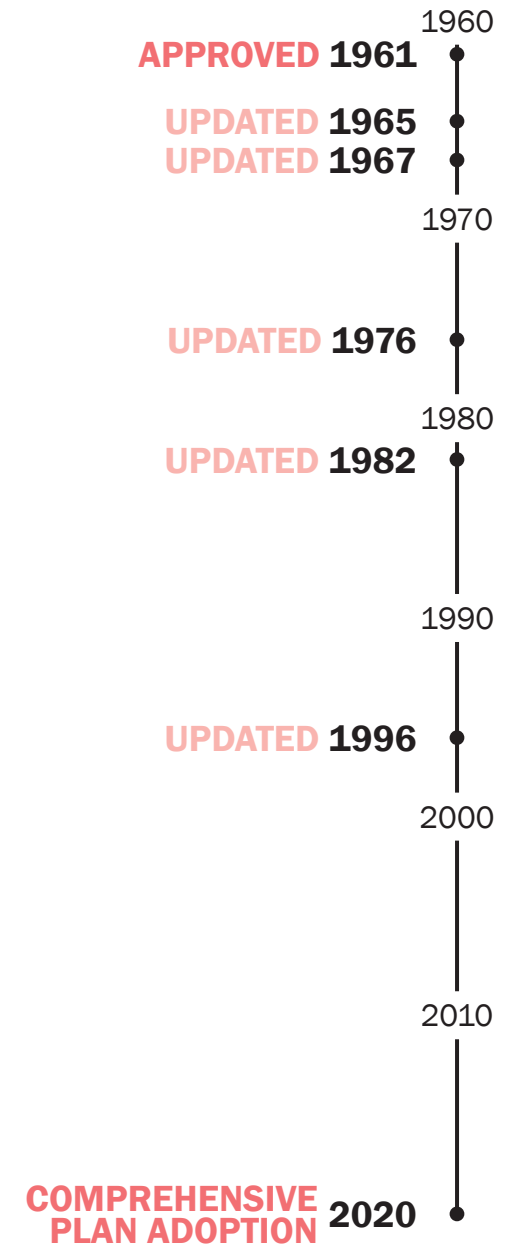
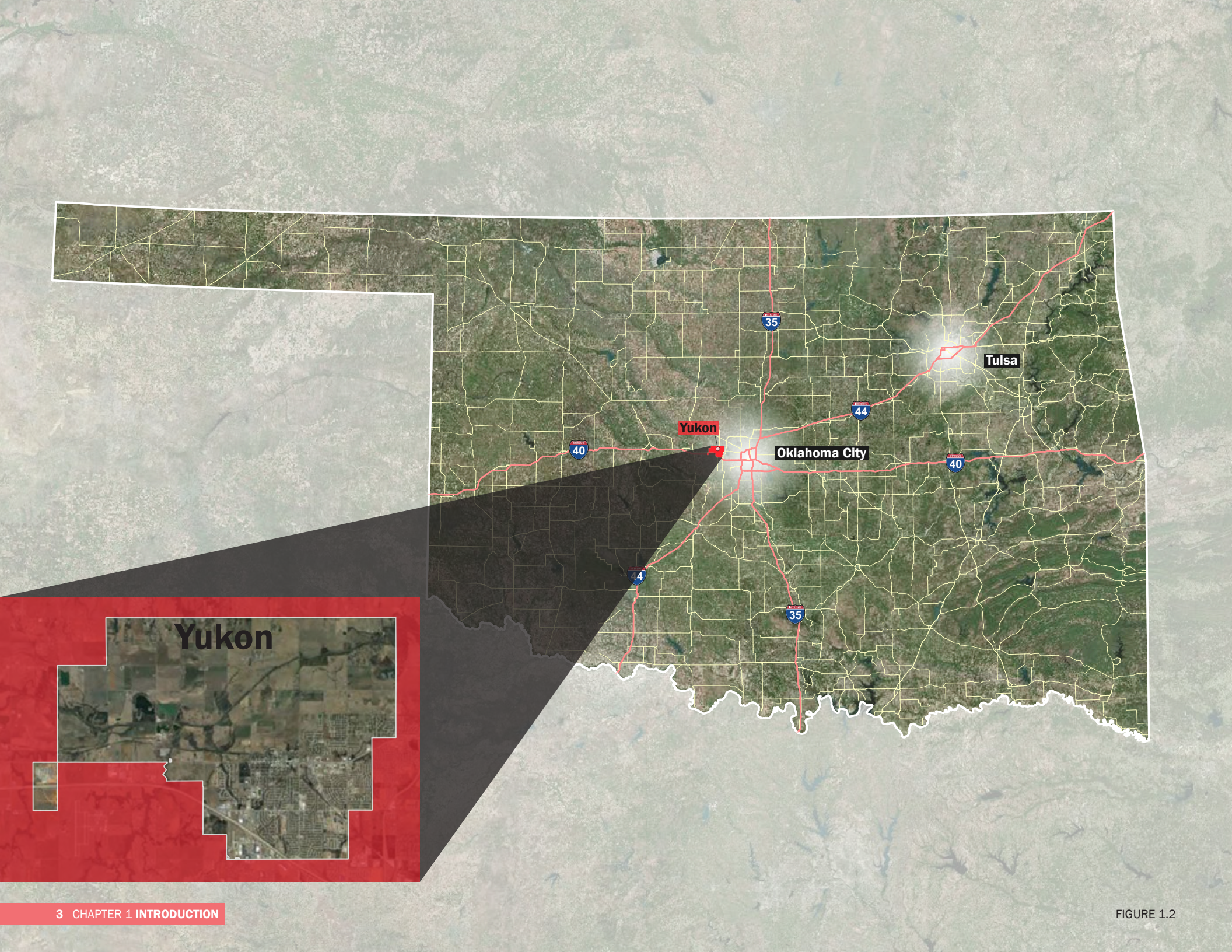


Figure 1.1



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is the first step a community takes in defining its future. This planning tool is a living, long-range document that is intended to adapt and change with the community. The purpose of the plan is to guide policy decisions by the City Council, Planning Commission, citizens and the development community over the next 20 years. Adopting a comprehensive plan provides clarity and vision for everyone within the community, showing where and how growth should occur. Additionally, it is the document that the City Council adopts to show the community values and trajectory. All land use decisions should be based in the facts and guidelines set forth in the plan.

It is important to understand that a comprehensive plan is not a codified document like a zoning ordinance or subdivision regulations. This plan is purely a set of aspirational goals, objectives, and policies to help decision makers and stakeholders evaluate land use proposals and City investments. In the instance of Yukon, regulations will follow to align the City's three main development documents to form a new standard for the community.

Yukon's Comprehensive Plan takes a high-level view of the community to establish goals and objectives while providing some big ideas for the community to strive toward. Since Yukon is surrounded by the City of Oklahoma City on the north, east and south, this Plan represents the ability to control the City's growth rather than other municipalities' proposed developments pressuring their fringe. The results of this allow Yukon to clearly define their boundaries with higher quality development, clearer community vision and support. The Yukon City Council and Planning Commission will review and consider the plan when deciding on granular land use issues. The rights and power of a Comprehensive Plan are established by the State of Oklahoma Enabling legislation. The legislation is outlined to the right.

FROM TITLE 11: CITIES AND TOWNS, COMPREHENSIVE PLAN

OKLAHOMA STATE STATUTES SECTION 11-43-103:

Municipal regulations as to buildings, structures and land shall be made in accordance with a comprehensive plan and be designed to accomplish any of the following objectives:

1. To lessen congestion in the streets;
2. To secure safety from fire, panic and other dangers;
3. To promote health and the general welfare, including the peace and quality of life of the district;
4. To provide adequate light and air;
5. To prevent the overcrowding of land;
6. To promote historical preservation;
7. To avoid undue concentration of population; or
8. To facilitate the adequate provision of transportation, water, sewerage, schools, parks and other public requirements.

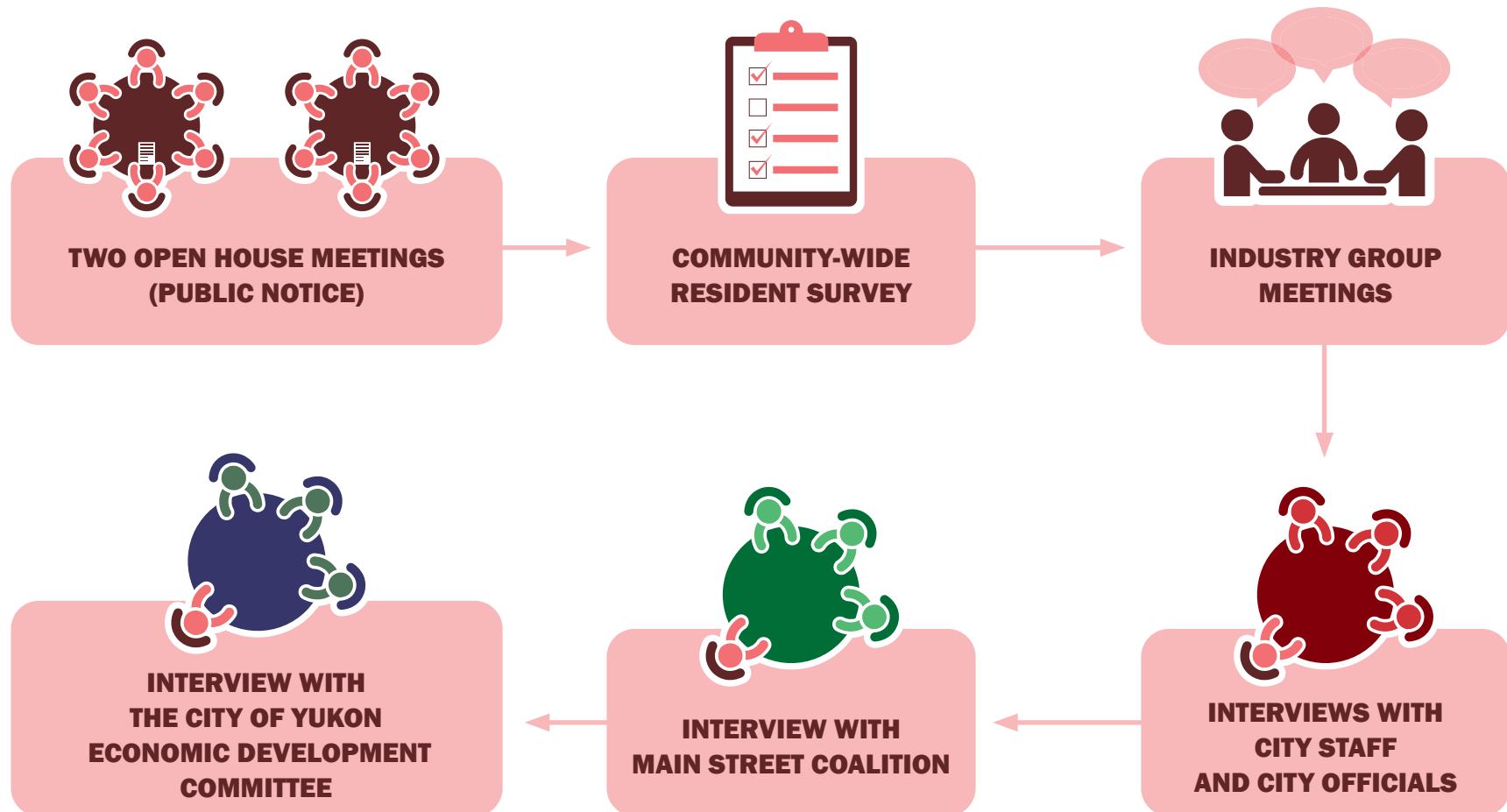
The regulations shall be made with reasonable consideration, among other things, as to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the value of buildings and encouraging the most appropriate use of land throughout the municipality. The governing body shall provide the manner in which regulations, restrictions and district boundaries shall be determined, established and enforced, and amended, supplemented or changed.

Figure 1.3: Oklahoma State Statutes



DEVELOPING THE COMPREHENSIVE PLAN

The City of Yukon first identified the need for a new comprehensive plan in 2018. From there, the City Council, Planning Commission, City Staff, community leaders, residents and consultants embarked on a 12-month process to create a document that suits all the needs of the community. Understanding the vision and community needs were the primary goals of this plan. The process involved seven (7) phases (illustrated on the opposing page) which were meant to highlight the community's existing conditions and develop a cohesive and comprehensive vision for the City's future all the while engaging the community in the process. The planning process is built on a foundation of community input and outreach and focused on both community-wide and subarea-specific recommendations. The goals and aspirations came from the following meetings and survey:



**THE CITY OF YUKON'S
COMPREHENSIVE PLAN
WAS DEVELOPED OVER
A PERIOD OF ONE YEAR
AND THE PLANNING
PROCESS INCLUDED THE
FOLLOWING PHASES:**

PROJECT INITIATION

In September of 2018, the planning process began with meetings with key City officials, introduction to the City Council and an initiation workshop with the Planning Commission. A schedule of phases and deadlines was outlined and finalized.

**COMMUNITY ANALYSIS/
INVENTORY**

Residents and other stakeholders were engaged early in the process through a variety of methods including public workshops, interviews with focus groups, and an online community survey.

COMPILATION OF DATA

At the onset of the project, data was collected regarding the existing conditions in and around the City. This information included existing physical conditions in the community obtained through field observations; the results of the infrastructure analysis; market and demographic trends and implications; and an analysis of previously prepared plans, studies and other policy initiatives.

PLAN FINALIZATION/ADOPTION

The final draft of the Comprehensive Plan was presented to the Planning Commission and City Council for final review. Final revisions were incorporated into the document prior to its final adoption. Yukon's Best: 2040 Comprehensive Plan was adopted by City Council on _____, __, 2020.

**DRAFTING
THE PLAN**

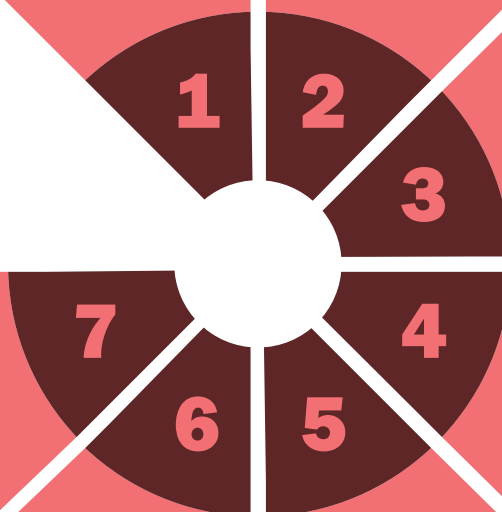
This phase, completed in conjunction with the development of the growth scenarios, was the final preparation phase before presentation of the final draft. This phase involved the release of the draft for public review, additional stakeholder meetings and draft edits.

**VISIONING/
STAKEHOLDER
MEETINGS**

Several community visioning workshops were held over a 6-month period which permitted residents and other stakeholders the opportunity to voice their ideas on the direction the City of Yukon should take in the future.

**INFRASTRUCTURE ANALYSIS
(CAPITAL IMPROVEMENT
PROGRAM)**

The consultants worked together to develop an accurate picture of the existing infrastructure of the City including water, sewer, storm sewer, streets and drainage systems.



DOCUMENT ORGANIZATION

Based upon the 6 months of meetings and discussions, the consultants, with the support of City Staff and Officials, identified the following items as key priorities for Yukon: Land Use, Transportation and Mobility, Economic Development, Housing, Parks, Trails and Open Space, and Public Services and Assets.

These chapters make up the Yukon's Best: 2040 Comprehensive Plan. The chapters identify goals and recommendations for the community to consider while planning capital improvements, public finances for physical improvements, land use decisions and development code updates.



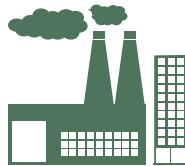
LAND USE

Evaluates the current land uses and outlines recommended land uses and their optimal locations for planned growth within the city. This chapter and associated map will be the basis for comparison of future zoning changes.



TRANSPORTATION AND MOBILITY

Examines existing transportation functions and addresses obstacles to improve mobility while increasing connectivity throughout Yukon. Provides goal and recommendations to manage future public transportation projects.



ECONOMIC DEVELOPMENT

Identifies the best areas for revitalization and strategies to spur economic development in a variety of ways. This includes business expansion, recruitment and retail generation.



HOUSING

Examines existing housing to identify future needs and availability. Outlines ways the city can increase the diversity of housing for future development.



PARKS, TRAILS AND OPEN SPACE

Takes inventory of the existing parks, trails and recreation facilities to assess needs and determine where enhancements can be made. Proposes future improvements to parks and recommends connections to existing trails.



PUBLIC SERVICES AND ASSETS

Identifies existing public facilities while anticipating long-range improvements and/or new facilities and services needed to promote community wellbeing as Yukon grows.





CHAPTER 2 Community Snapshot

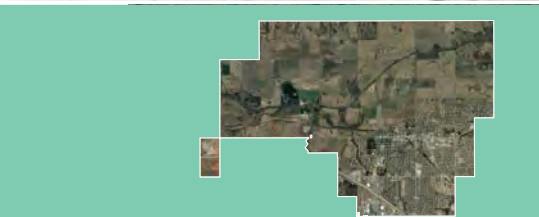
History of Yukon
Existing/Past Plans & Studies
Demographic Analysis
Tapestry Report
Natural Resources and the Built Environment
Existing Land Use
Existing Zoning



HISTORY OF YUKON

The City of Yukon was first platted by Augustus Spencer in February 1891. Mr. Spencer was constructing a rail line from El Reno to Arkansas and upon realizing that there were no towns between El Reno and Oklahoma City he decided to build one. Augustus Spencer and his siblings purchased 160 acres that later became the original town site of Yukon. The first houses and businesses were located on the north side of Spencer Avenue (now Main Street) and 4th and 5th Streets. In 1893 the Kroutil and Dobry families started the Yukon Mill and Grain Company which was responsible for the largest industrial growth in Yukon and quickly made the town famous as the home of Yukon's Best Flour. Yukon's fertile soil and its proximity to Oklahoma City attracted many residents, a majority of whom were farmers of Czech decent which resulted in Yukon becoming known as the "Czech Capital of Oklahoma." Evidenced by the Czech Hall (formerly the Bohemian Hall) established in 1901, the Czech heritage is an important part of Yukon's culture.

From the town's origin to the early 1950s Yukon experienced gradual growth while maintaining their agriculturally-centered community. The population did not experience significant growth until after World War II, as the result of both the return of servicemen and the economic boom from industrial and commercial development in Oklahoma City. Yukon saw a population surge by people who worked in Oklahoma City, but chose to live in Yukon, which contributed to the strong community identity that Yukon residents had already established. As Yukon's population continued to grow post World War II, City leaders decided to expand the city boundary to a total of 26 square miles. The City of Yukon experienced the most residential growth from 1960-1980; by the 1980s the population had doubled. Beginning with just 25 residents, Yukon is now home to over 26,000 people.



HISTORY OF YUKON

1891

Spencer platted the town and began building

1893

Yukon Mill and Grain Company started

1901

Voted to incorporate

1910

Water and sewer systems were implemented

1911

The Interurban Streetcar ran through Yukon from OKC to El Reno

1915

The Yukon Mill and Grain Company grew rapidly as they were shipping flour and seeds throughout the south and even overseas

1926

Route 66 came through Yukon; this was the first paved street in the city

1933

Dobry Mills was built

1940

the Interurban Streetcar stopped running from OKC to El Reno

1950s – 1970s

Population surged

1960s

Yukon expanded its boundary to a 26 square mile area

1980s

Population doubled from 1960



EXISTING/PAST PLANS & STUDIES

The process to complete a new comprehensive plan includes a thorough review of all past studies, plans and reports. This information is used to shape the policies, goals and ideas in this plan. Understanding the past leads to a more complete future for Yukon. Below is a list of the plans reviewed in preparation of this document.

EXISTING COMPREHENSIVE PLAN (1996)

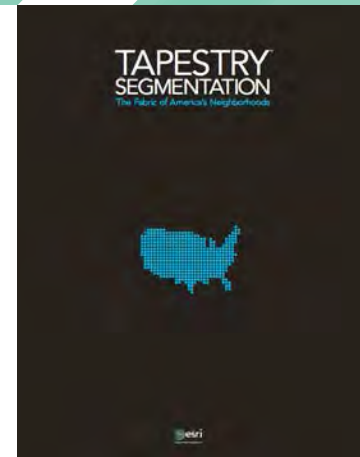
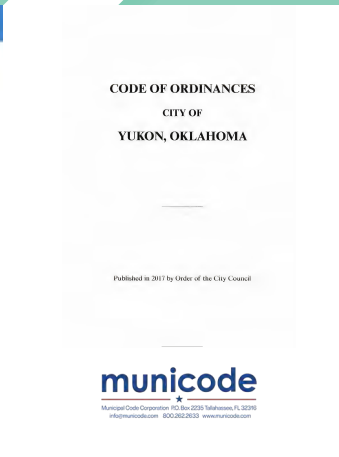
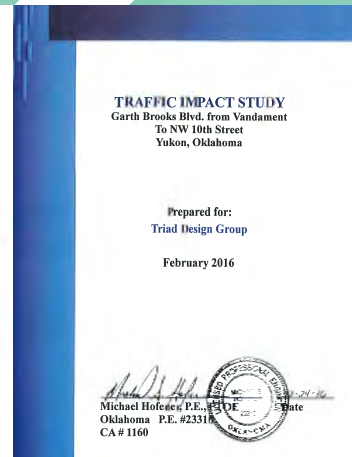
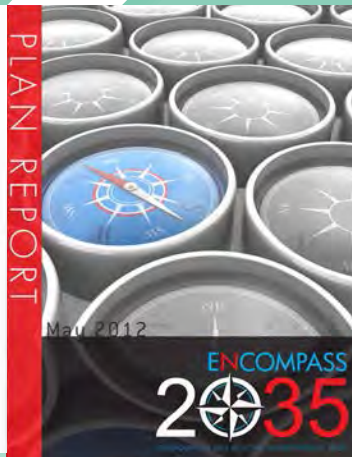
ENCOMPASS 2035 ACOG PLAN (2012)

ECONOMIC DEVELOPMENT ANALYSIS AND REPORT (2015)

TRAFFIC IMPACT STUDY (2016)

CODE OF ORDINANCES (2017)

TAPESTRY REPORT (2018)



DEMOGRAPHIC ANALYSIS POPULATION

Analyzing Yukon’s demographics is essential to the comprehensive planning process. Past and current population data is reviewed and analyzed to forecast the future population.

HISTORIC POPULATION TREND

Yukon was founded in 1891 with 25 residents and saw tremendous periods of growth post World War II. Route 66 and the railroad helped create the bustling City of Yukon and drove the economy for many decades. The largest population boom was seen between 1960 and 1980. In the 1980s, development and growth leveled off and gains were minimal until the early 2000s when the Oklahoma City Metro economy began to take off. Yukon was a major benefactor of this economic boom where it saw significant growth in housing, retail, services and population.

POPULATION GROWTH

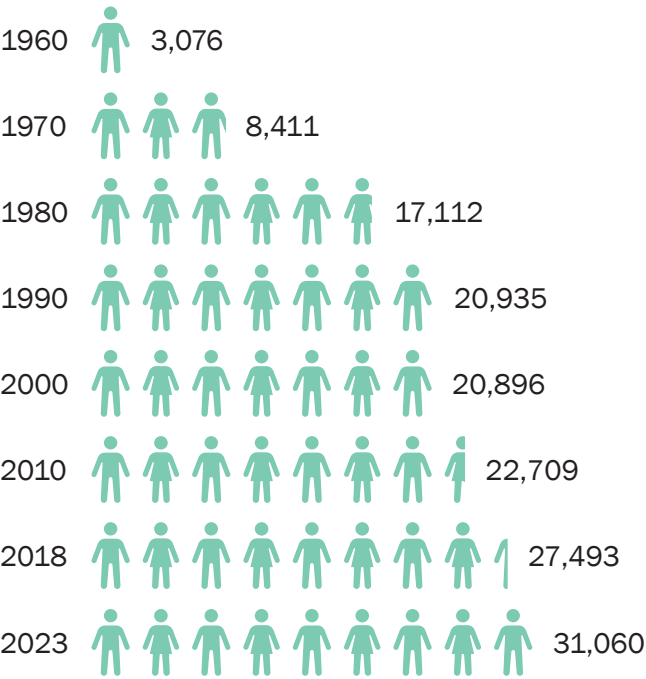


Figure 2.2: US Census & population estimates

POPULATION GROWTH RATE

The population in Yukon is continuing to increase at a higher rate than the region and the state. This is predictable given that Canadian County has continually been the fastest growing county in the State of Oklahoma. Yukon is positioned to absorb a significant portion of this growth, as Oklahoma City mostly surrounds it. Growth management and planning will be essential for Yukon to protect its identity and values.

Consistent growth rates of +/- 2% have occurred over the past 7 years and is predicted to continue because of easy access to job centers, quality public schools and high quality of life.

YEAR	POPULATION	GROWTH	ANNUAL GROWTH RATE
1960	3,076	1,376	3.01%
1970	8,411	5,335	10.58%
1980	17,112	8,701	7.36%
1990	20,935	3,823	2.04%
2000	21,043	108	0.05%
2010	22,852	1,809	0.83%
2011	23,476	624	2.73%
2012	24,078	602	2.56%
2013	24,713	635	2.64%
2014	25,224	511	2.07%
2015	25,750	526	2.09%
2016	26,184	434	1.69%
2017	26,830	646	2.47%

Table 2.1: American Community Survey 2017 5-year estimate

DEMOGRAPHIC ANALYSIS

AGE & GENDER

Despite the steady population growth, Yukon’s median age is projected to increase by 1.7 years between 2010 and 2023. This is reflective of current trends for many suburban and rural areas of Oklahoma as Baby Boomers enter retirement and desire to age in place. Many communities are actively recruiting younger generations to fill jobs, civic positions and other community leadership roles. Significant advantages that Yukon possesses include the excellent retirement and assisted living facilities for the current residents to remain within the City of Yukon.

MEDIAN AGE

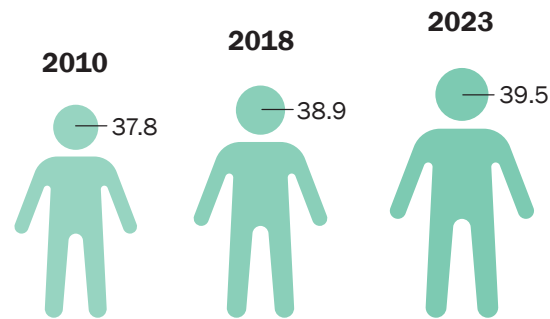


Figure 2.3:ESRI Business Analyst Online

GENDER

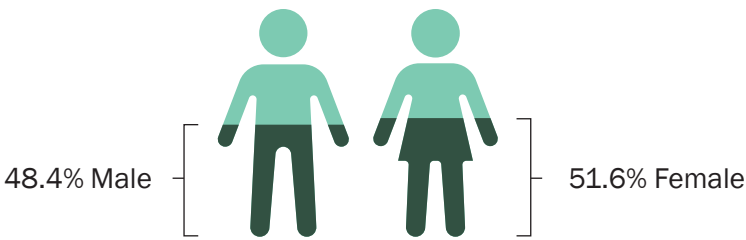


Figure 2.4:American Community Survey 2017, 5-year Estimate

POPULATION BY AGE

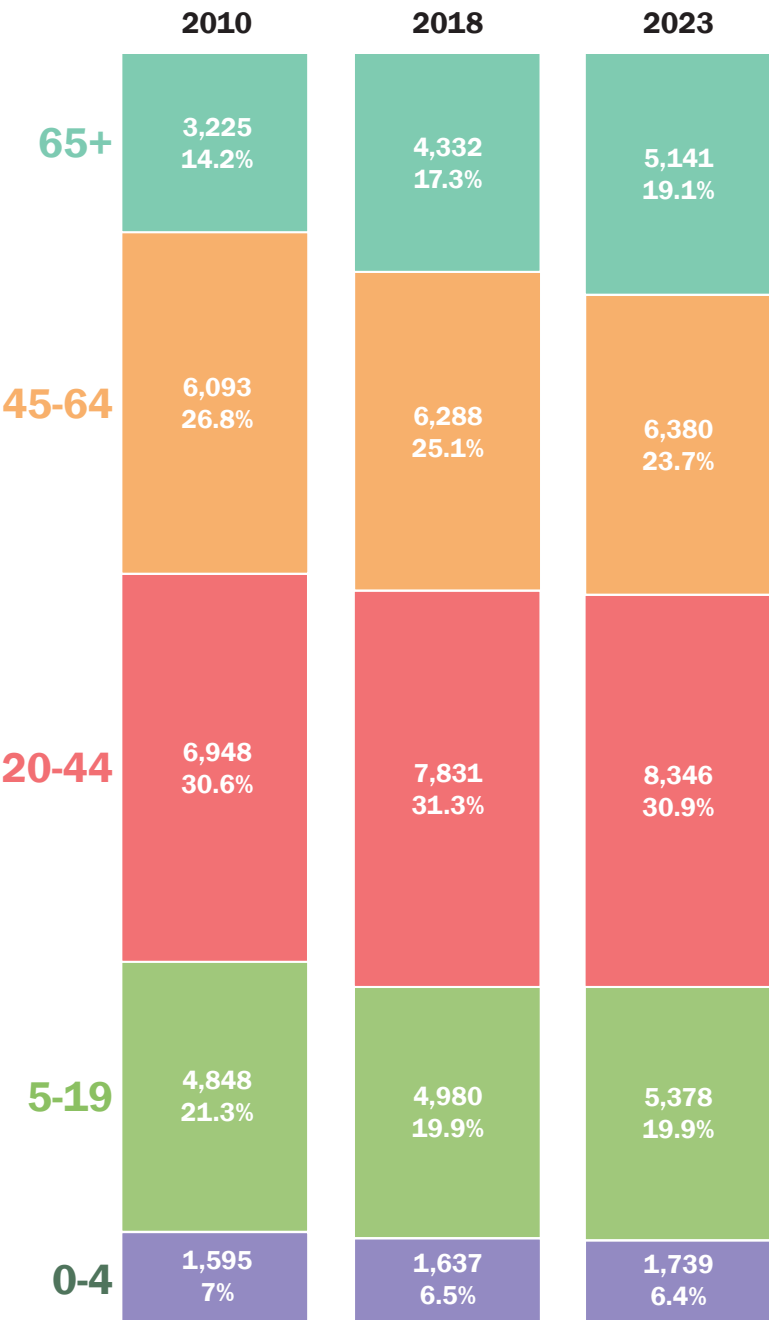


Figure 2.5: ESRI Business Analyst Online

DEMOGRAPHIC ANALYSIS RACE & ETHNICITY

It is projected that Yukon’s population will experience increases in racial and ethnic diversity by 2023. While the population is and will most likely continue to be predominantly White, the City will see an increase in minority populations in the future. Between 2018 and 2023 the Hispanic population is projected to increase by 21% and the Black population is projected to increase by 26%; the White population is expected to increase by 5%. Although Yukon is primarily White, similar to other towns across the state, it will see a more significant increase in the minority populations over time.

POPULATION BY RACE & ETHNICITY

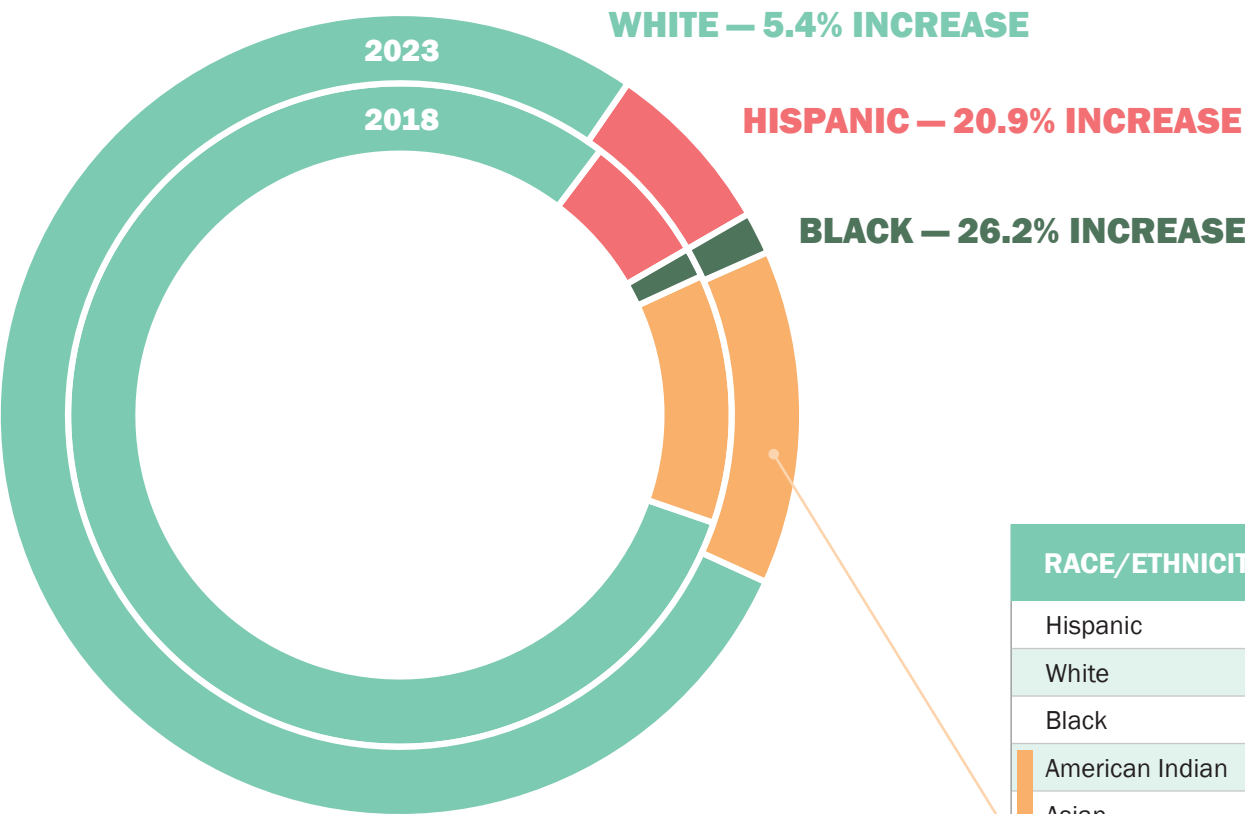


Figure 2.6: ESRI Business Analyst Online

RACE/ETHNICITY	2018 POPULATION	2023 POPULATION	INCREASE
Hispanic	1,703	2,059	20.9%
White	21,423	22,576	5.4%
Black	390	492	26.2%
American Indian	949	1,060	11.7%
Asian	549	638	16.2%
Pacific Islander	35	46	31.4%
Other	515	621	20.6%
Multiple Races	1,205	1,543	28%

Table 2.2: ESRI Business Analyst Online

DEMOGRAPHIC ANALYSIS HOUSING UNITS

The number of housing units in Yukon is projected to increase by 8% (744 units) from 2018 to 2023. This is consistent, with a slight increase, with the observed 7% (648 units) increase from 2010 to 2018. The projected increase of housing units is in line with the steady population increase that Yukon has been experiencing.

HOUSING UNITS BY OCCUPANCY STATUS & TENURE

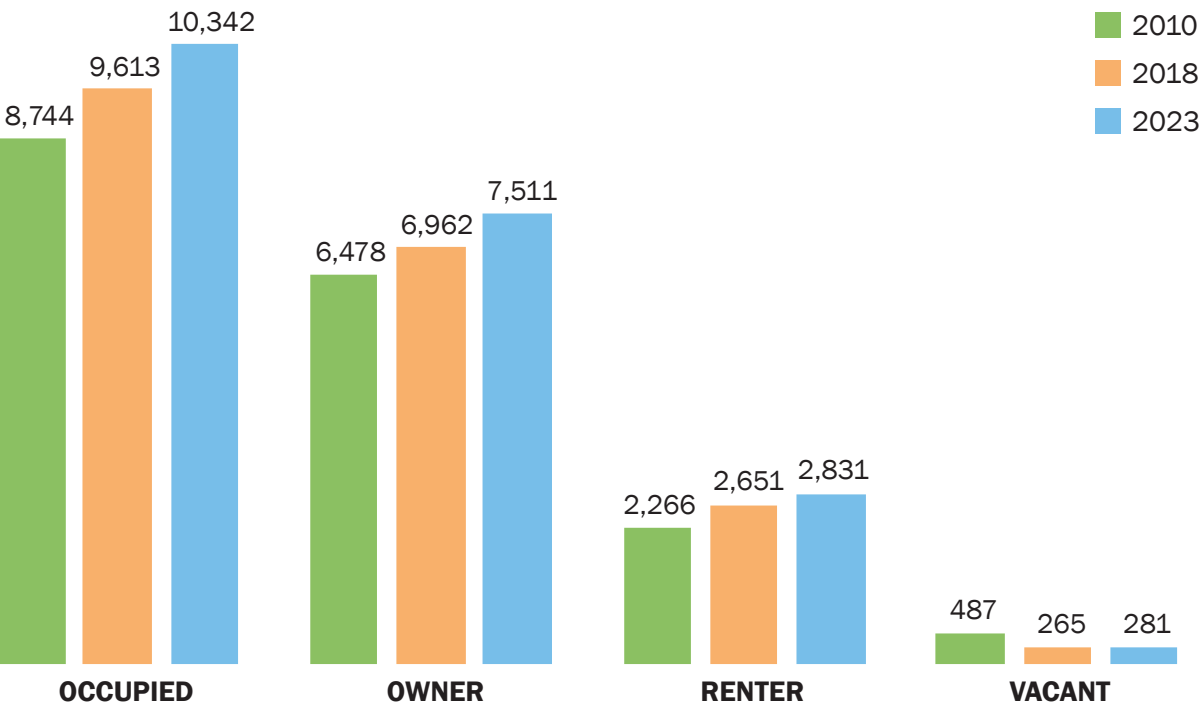


Figure 2.7: ESRI Business Analyst Online

OCCUPANCY STATUS & TENURE		2010		2018		2023	
		NUMBERS	PERCENT	NUMBERS	PERCENT	NUMBERS	PERCENT
Occupied		8,744	94.7%	9,613	97.3%	10,342	97.4%
Owner		6,478	70.2%	6,962	70.5%	7,511	70.7%
Renter		2,266	24.5%	2,651	26.8%	2,831	26.6%
Vacant		487	5.3%	265	2.7%	281	2.6%

Table 2.3: ESRI Business Analyst Online

TOTAL HOUSING UNITS

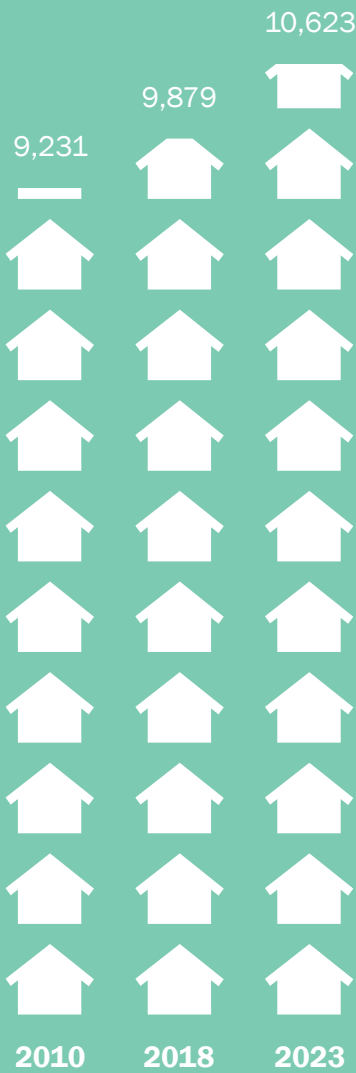
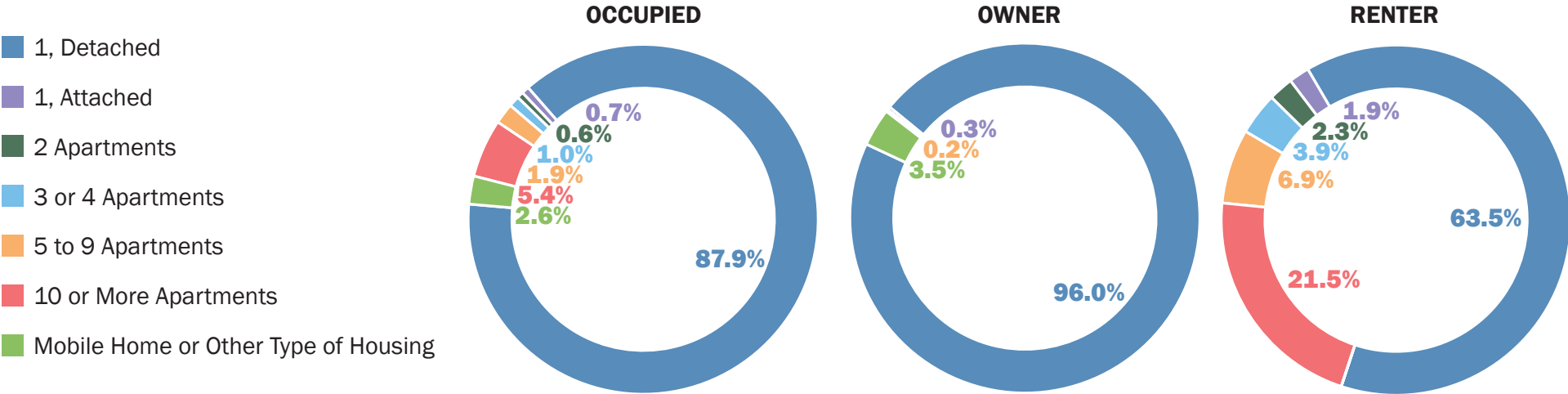


Figure 2.8: ESRI Business Analyst Online

DEMOGRAPHIC ANALYSIS HOUSING TYPE

The predominant housing type in Yukon is single-family detached homes comprising 87.9% of the occupied housing units in the city. This is followed by the remaining stock of multi-family (5.4%) and mobile homes/other type of housing (2.6%). Given Yukon’s history and the way the city has developed over time as a suburb of Oklahoma City, it is expected that a majority of the housing stock is to be single-family detached homes.

HOUSING TYPE BY OCCUPANCY STATUS & TENURE



HOUSING TYPE	OCCUPIED HOUSING UNITS		OWNER-OCCUPIED UNITS		RENTER-OCCUPIED UNITS	
	NUMBERS	PERCENT	NUMBERS	PERCENT	NUMBERS	PERCENT
TOTAL UNITS	8,506		6,380		2,126	
UNITS IN STRUCTURE						
1, Detached	7,477	87.9%	6,127	96.0%	1,350	63.5%
1, Attached	56	0.7%	16	0.3%	40	1.9%
2 Apartments	48	0.6%	0	0.0%	48	2.3%
3 or 4 Apartments	83	1.0%	0	0.0%	83	3.9%
5 to 9 Apartments	159	1.9%	12	0.2%	147	6.9%
10 or More Apartments	458	5.4%	0	0.0%	458	21.5%
Mobile Home or Other Type of Housing	225	2.6%	225	3.5%	0	0.0%

Table 2.4: American Community Survey 2017 5-Year Estimates

DEMOGRAPHIC ANALYSIS HOUSING TENURE

Currently, the majority of the housing stock is owner occupied (70.5%), followed by renter-occupied (26.8%) and vacant (2.7%). This is to be expected given that the majority of housing units in Yukon are single-family detached homes.

HOUSING UNITS BY OCCUPANCY STATUS & TENURE (2018)

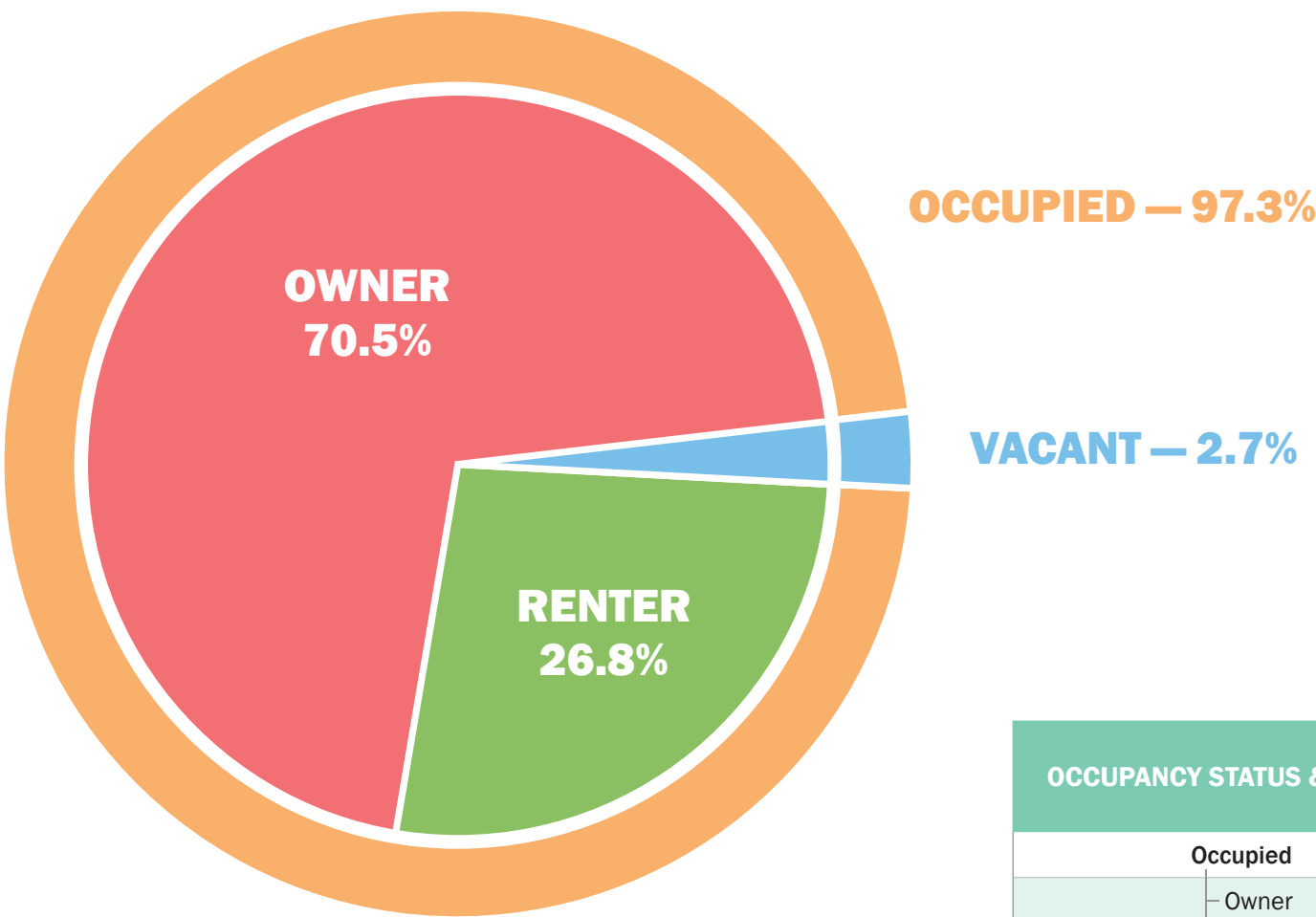


Figure 2.10: ESRI Business Analyst Online

OCCUPANCY STATUS & TENURE	2018	
	NUMBERS	PERCENT
Occupied	9,613	97.3%
Owner	6,962	70.5%
Renter	2,651	26.8%
Vacant	265	2.7%

Table 2.5: ESRI Business Analyst Online

DEMOGRAPHIC ANALYSIS

AGE OF HOUSING

Yukon experienced the largest increase in the housing stock between 1960 and 1989, with 5,822 housing units constructed. Of that construction boom, 85% of the units were built in the 1970s. Since 1990, the city has experienced a decrease in housing construction with a significant drop from 911 units constructed from 2000 to 2009 to only 233 units built between 2010 and 2013.

HOUSING UNITS BY YEAR BUILT

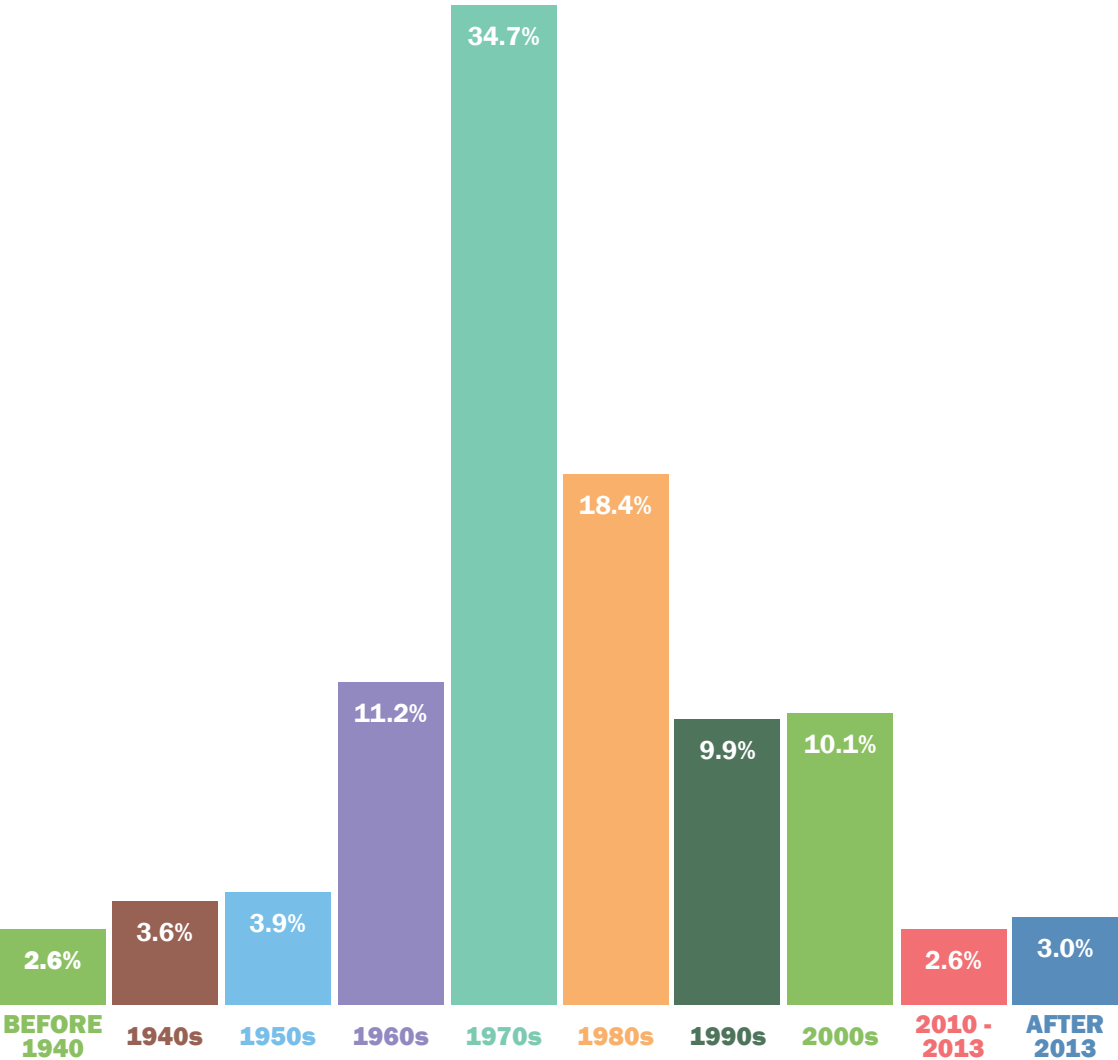


Figure 2.11: American Community Survey 2017, 5-Year Estimates

YEAR HOUSING UNIT WAS BUILT	NUMBERS	PERCENT
TOTAL UNITS	9,043	
2014 or Later	269	3.0%
2010–2013	233	2.6%
2000–2009	911	10.1%
1990–1999	893	9.9%
1980–1989	1,666	18.4%
1970–1979	3,139	34.7%
1960–1969	1,017	11.2%
1950–1959	352	3.9%
1940–1949	326	3.6%
1939 or Earlier	237	2.6%

Table 2.6: American Community Survey 2017, 5-Year Estimates

DEMOGRAPHIC ANALYSIS HOUSE VALUE

It is projected that Yukon will observe an increase in the median home value over the next five years. Currently, the city’s median home value is \$146,409 which is expected to increase by 18% to \$172,674 by 2023. The majority of the owner-occupied housing units (67.8%) are valued between \$50,000-\$199,999 with 33.4% being valued between \$100,000-\$149,999. Overall, Yukon is expected to experience a decrease in lower and middle valued homes between 2018 and 2023 along with an increase in higher-valued homes.

ANNUAL GROWTH RATE FROM 2018 TO 2023



Figure 2.12: ESRI Business Analyst Online

MEDIAN HOME VALUE

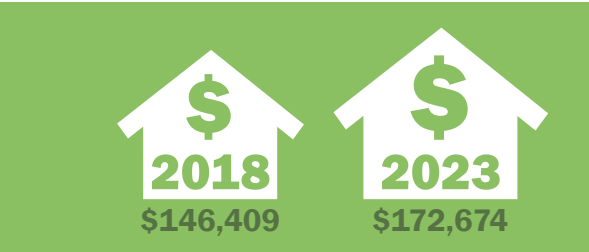


Figure 2.13: ESRI Business Analyst Online

HOUSEHOLDS

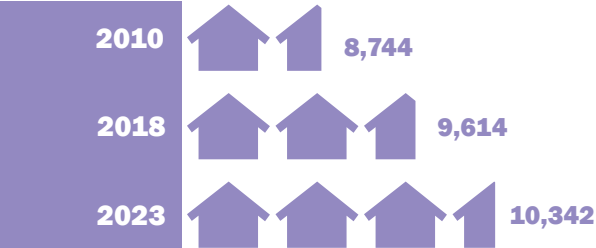


Figure 2.14: ESRI Business Analyst Online

OWNER OCCUPIED HOUSING UNITS BY VALUE	2018		2023	
	NUMBERS	PERCENT	NUMBERS	PERCENT
TOTAL UNITS	6,962		7,509	
<\$50,000	236	3.4%	169	2.3%
\$50,000 – \$99,999	1,087	15.6%	786	10.5%
\$100,000 – \$149,999	2,325	33.4%	2,122	28.3%
\$150,000 – \$199,999	1,307	18.8%	1,494	19.9%
\$200,000 – \$249,999	675	9.7%	960	12.8%
\$250,000 – \$299,999	429	6.2%	611	8.1%
\$300,000 – \$399,999	496	7.1%	703	9.4%
\$400,000 – \$499,999	269	3.9%	445	5.9%
\$500,000 – \$749,999	105	1.5%	179	2.4%
\$750,000 – \$999,999	6	0.1%	7	0.1%
\$1,000,000 – \$1,499,999	27	0.4%	33	0.4%
\$1,500,000+	0	0%	0	0%

Table 2.7: ESRI Business Analyst Online

2018 HOME VALUES

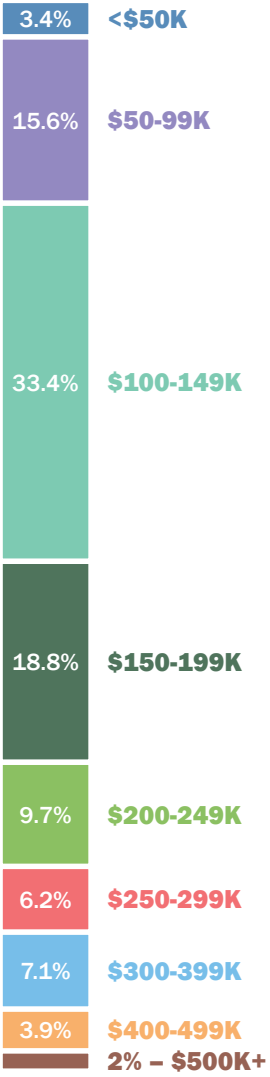


Figure 2.15: ESRI Business Analyst Online

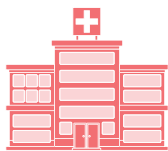
DEMOGRAPHIC ANALYSIS

EMPLOYMENT

Suburban communities generally have higher concentrations of retail and food service-related employment in order to serve the community and are lacking in primary job creators; this is reflected in commuting patterns. Because of Oklahoma municipalities' reliance on sales tax, this is exacerbated locally. Retail and Food Services are the two leading industries in Yukon at a combined 37%, followed by Health Care (15.3%) and Educational Services (11.3%). This is attributed to the hospital network and Yukon Public School System. Creating primary jobs within Yukon will generate more wealth for the community and have positive economic impacts through secondary job creation and taxes.

Generally, Yukon has location quotients lower than the metro area and the State of Oklahoma while educational attainment is higher than the average. This creates a unique opportunity for economic development recruitment of primary industries.

TOP 3 EMPLOYERS



HOSPITAL



PUBLIC SCHOOL



CITY

TOP 3 INDUSTRIES



RETAIL TRADE



HEALTH CARE & SOCIAL ASSISTANCE



ACCOMMODATION & FOOD SERVICES

NAICS CODES	BUSINESSES		EMPLOYEES	
	NUMBERS	PERCENT	NUMBERS	PERCENT
Agriculture, Forestry, Fishing & Hunting	4	0.5%	55	0.6%
Mining	2	0.2%	8	0.1%
Utilities	3	0.3%	48	0.5%
Construction	61	7.1%	431	4.7%
Manufacturing	18	2.1%	149	1.6%
Wholesale Trade	17	2.0%	111	1.2%
Retail Trade	113	13.2%	1,816	19.8%
Motor Vehicle & Parts Dealers	17	2.0%	129	1.4%
Furniture & Home Furnishings Stores	5	0.6%	143	1.6%
Electronics & Appliances Stores	8	0.9%	15	0.2%
Bldg Material & Garden Equipment & Supplies Dealers	9	1.0%	185	2.0%
Food & Beverage Stores	11	1.3%	268	2.9%
Health & Personal Care Stores	16	1.9%	143	1.6%
Gasoline Stations	7	0.8%	30	0.3%
Clothing & Clothing Accessories Stores	12	1.4%	62	0.7%
Sport Goods, Hobby, Book, & Music Stores	7	0.8%	48	0.5%
General Merchandise Stores	6	0.7%	678	7.4%
Miscellaneous Store Retailers	15	1.7%	115	1.3%
Nonstore Retailers	0	0.0%	0	0.0%
Transportation & Warehousing	16	1.9%	114	1.2%
Information	19	2.2%	423	4.6%
Finance & Insurance	72	8.4%	434	4.7%
Central Bank/Credit Intermediation & Related Activities	38	4.4%	324	3.5%
Securities, Commodity Contracts & Other Financial	10	1.2%	26	0.3%
Insurance Carriers & Related Activities; Funds & Trusts	24	2.8%	84	0.9%
Real Estate, Rental & Leasing	40	4.7%	221	2.4%
Professional, Scientific & Tech Services	57	6.6%	218	2.4%
Legal Services	18	2.1%	81	0.9%
Management of Companies & Enterprises	0	0.0%	0	0.0%
Administrative & Support & Waste Management & Remediation	16	1.9%	54	0.6%
Educational Services	31	3.6%	1,039	11.3%
Health Care & Social Assistance	100	11.6%	1,404	15.3%
Arts, Entertainment & Recreation	13	1.5%	75	0.8%
Accommodation & Food Services	83	9.7%	1,546	16.8%
Accommodation	8	0.9%	70	0.8%
Food Services & Drinking Places	75	8.7%	1,476	16.1%
Other Services (Except Public Administration)	134	15.6%	673	7.3%
Automotive Repair & Maintenance	28	3.3%	114	1.2%
Public Administration	28	3.3%	358	3.9%
Unclassified Establishments	32	3.7%	0	0.0%

Table 2.8: ESRI Business Analyst Online

DEMOGRAPHIC ANALYSIS COMMUTING PATTERNS

Understanding the community's workforce and employment is essential to making informed decisions in relation to infrastructure improvements. The exhibit below highlights the number of residents that commute west, northwest and southwest for their careers. Roughly 44% of Yukon residents are commuting out of the community for work while less than 1% live and work within Yukon. An additional 5,800 people commute from outside the community to work within Yukon. While these numbers should not be considered unusual there is great potential for the City of Yukon to further analyze these trends to determine industries' potential for business recruitment. Obtaining employers within city limits would reduce residents' commute times and keep them within the community for all hours of the day. Increasing a community's daytime population has positive effects on a city's bottom-line. This is further explored in Chapter 5, Economic Development.

COMMUTING PATTERNS TO AND FROM YUKON

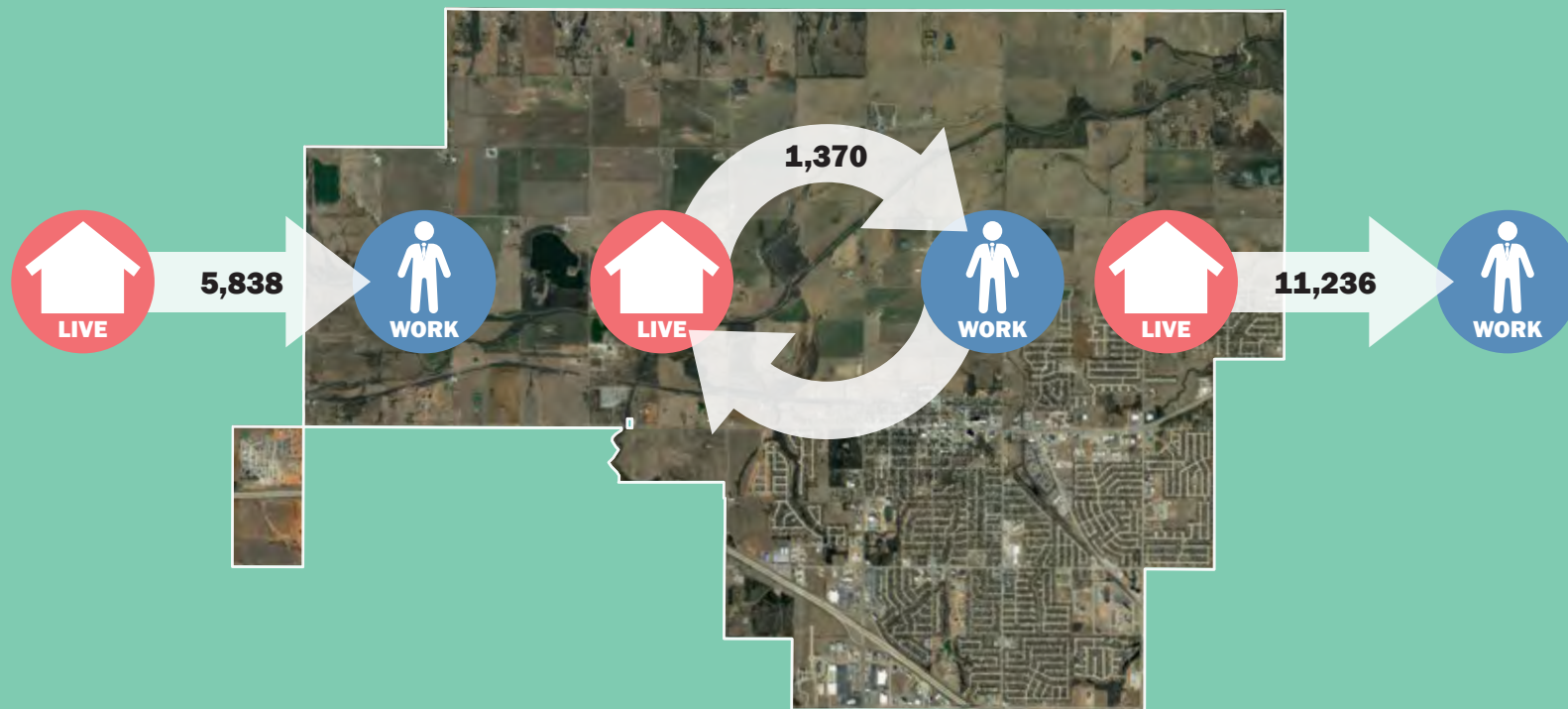


Figure 2.16: 2010 Census

DEMOGRAPHIC ANALYSIS INCOME

Yukon’s median income is slightly higher than the OKC metro and the state. This is unsurprising given that Yukon has a high average educational attainment and low poverty rates. Income is expected to continue to rise and stay ahead of the regional and state averages. The projected increase in median household income is a positive economic indicator for the City.

MEDIAN INCOME (2018 TO 2023)

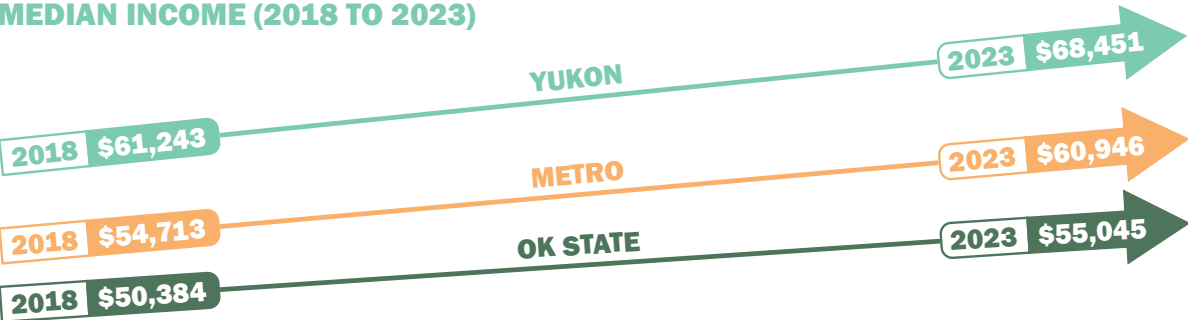


Figure 2.17: ESRI Business Analyst Online

MEDIAN HOUSEHOLD INCOME (2018 TO 2023)

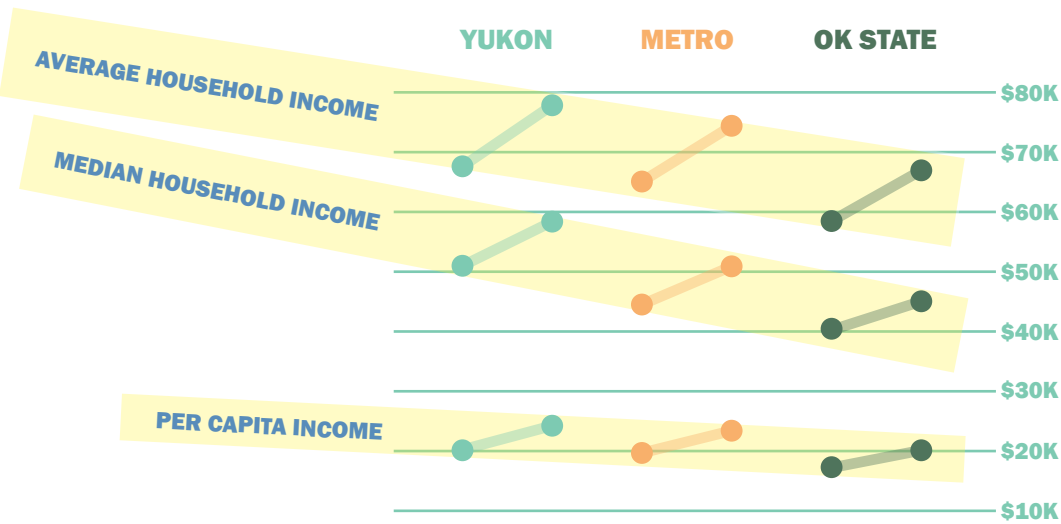


Figure 2.18: ESRI Business Analyst Online

2018 HOUSEHOLD INCOME

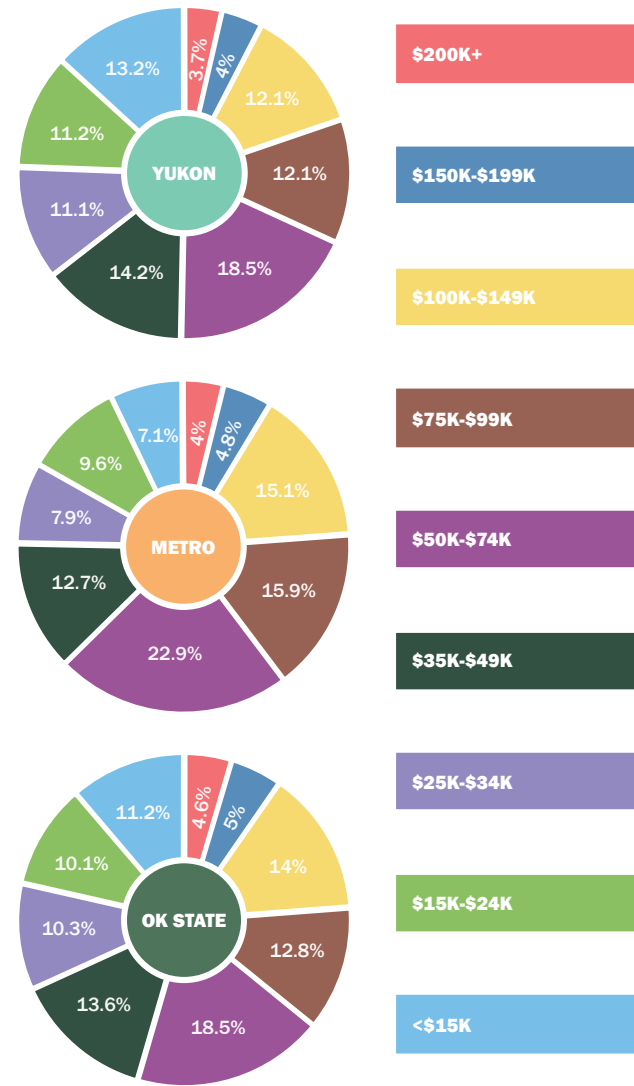
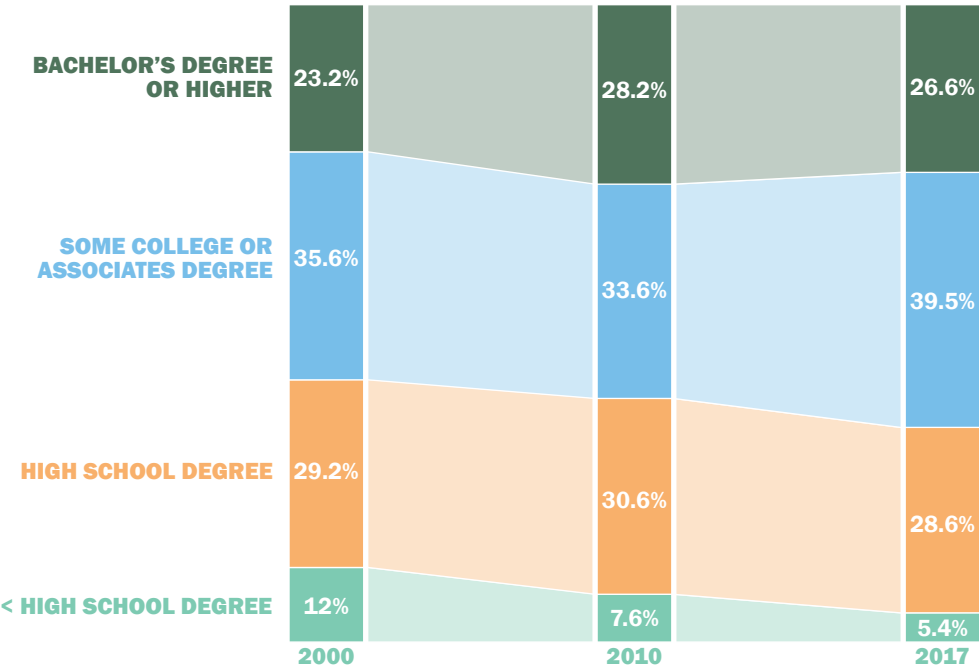


Figure 2.19: ESRI Business Analyst Online

DEMOGRAPHIC ANALYSIS EDUCATION (25 AND OLDER)

Currently, 94.7% of Yukon’s population that is over 25 years old has at least a high school degree. This is slightly higher than the state average of 87.6%. This is consistent with the average income of Yukon, as educational attainment is positively correlated with income. Since 2000, the number of Yukon residents with less than a high school degree has decreased by 6.6%, indicating that Yukon is becoming more educated.

EDUCATION ATTAINED (25 AND OLDER)



EDUCATION ATTAINED 2017 (25 AND OLDER)

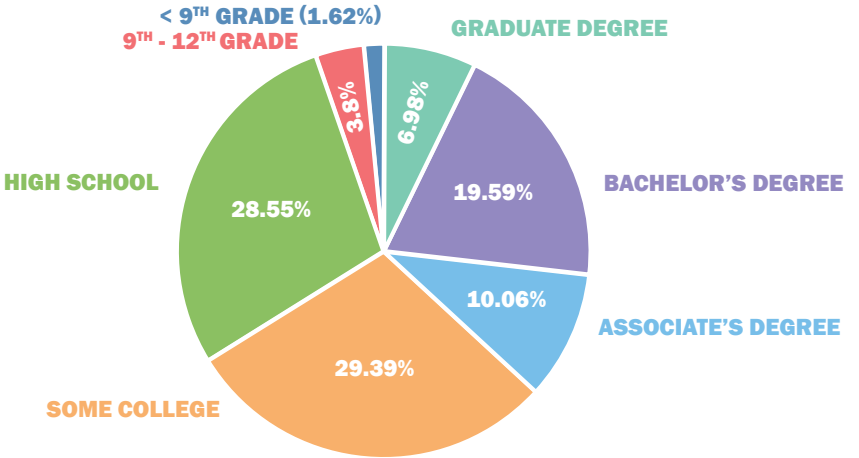


Figure 2.20: American Community Survey 2017, 5-Year Estimates

Figure 2.21: American Community Survey 2017, 5-Year Estimates

EDUCATION ATTAINED BY PERCENTAGE	2000	2010	2017
Bachelor's Degree or Higher	23.2%	28.2%	26.6%
Some College or Associate Degree	35.6%	33.6%	39.5%
High School Degree	29.2%	30.6%	28.6%
< High School Degree	12%	7.6%	5.4%

Table 2.9: American Community Survey 2017, 5-Year Estimates

RESIDENT SURVEY

A resident survey was completed to gather information about Yukon’s future growth as a community. Included in that survey were basic demographic questions about the survey participant. These general questions allowed for an overview of the age, gender, residency status and the number of years the resident has lived in Yukon, the results are below.

WHAT IS YOUR GENDER?

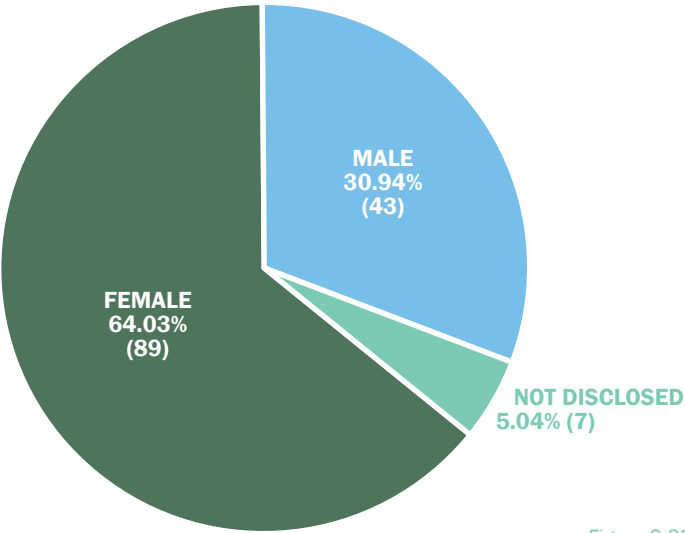


Figure 2.22

ARE YOU A RESIDENT OF YUKON?



Figure 2.23

IF A RESIDENT, HOW MANY YEARS HAVE YOU LIVED IN YUKON?

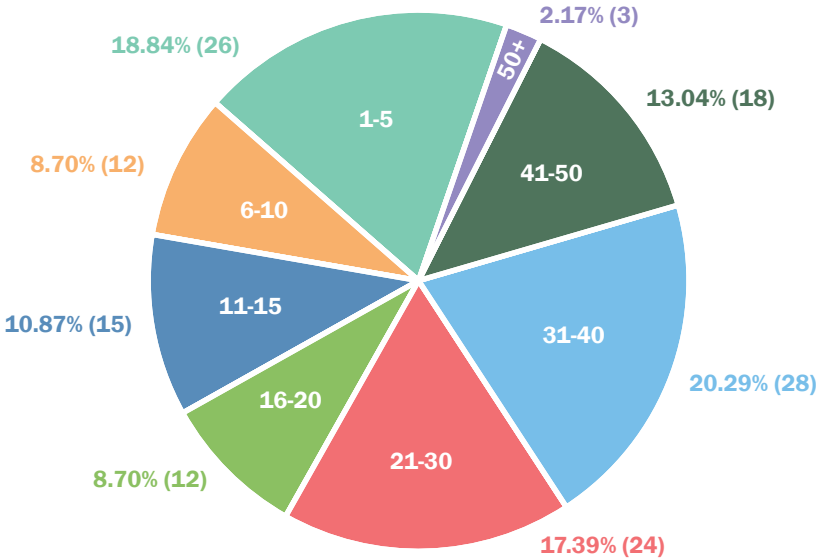


Figure 2.24

HOW OLD ARE YOU?

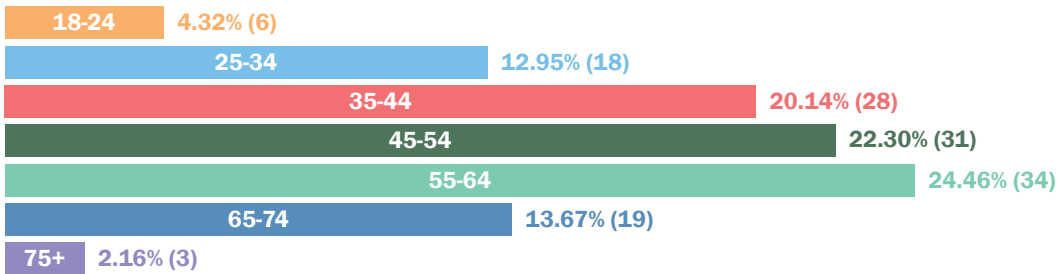


Figure 2.25



TAPESTRY REPORT

The Tapestry Report data is provided by Environmental Systems Research Institute (ESRI), the leading Geographic Information System (GIS), mapping and data provider in the country. Using various socioeconomic and demographic data at the neighborhood level ESRI creates 67 unique segments grouped under larger 'LifeMode' descriptors. The table on the following page illustrates the breakdown of LifeModes found in Yukon. Both Rustbelt Traditions and Comfortable Empty Nesters summary groups fall within the Gen X Urban LifeMode, while Middleburg falls in Family Landscapes. All of this information provides useful insights to decision makers regarding how information is consumed, community ideals, lifestyle choices and even unspoken values.

TOP 3 SEGMENTS

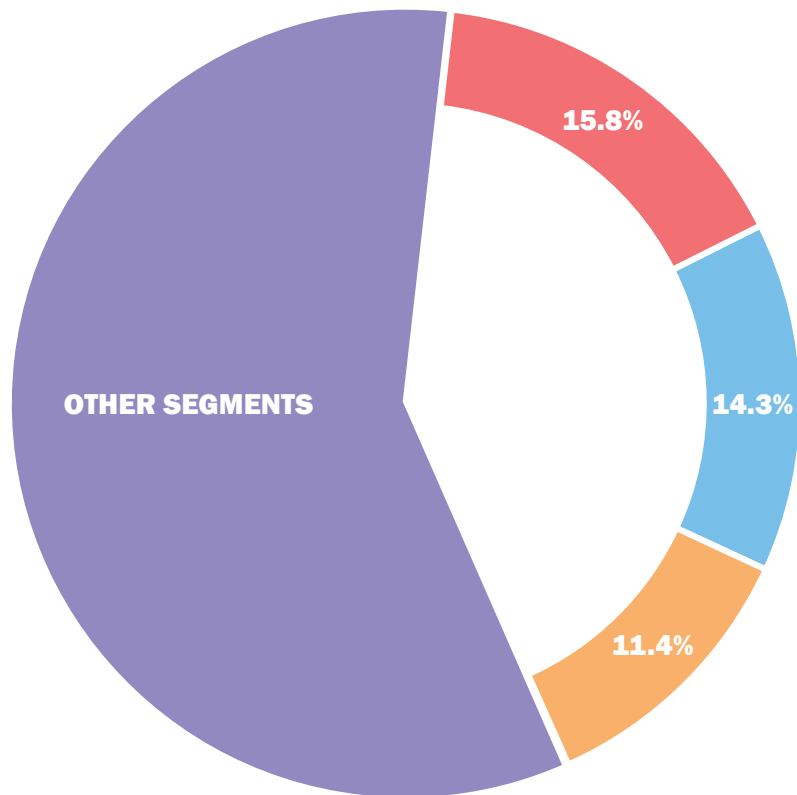


Figure 2.26: ESRI Tapestry Report



RUSTBELT TRADITIONS

Yukon is represented by approximately 16% of this tapestry segment. The Rustbelt segment is comprised of residents who work in the professional services/administrative field with a college degree. **This segment is primarily White with a median age of 39. They primarily purchase American-made products and are more likely to receive their news through traditional media outlets (newspaper or television).**



MIDDLEBURG

Approximately 14% of Yukon accounts for the Middleburg tapestry segment. This segment is similar to the Rustbelt tradition in that they **primarily work in the professional services/administrative field with a college degree. However, the Middleburg tapestry has a lower median age (36.1) and is more conservative/ family-oriented.** This segment generally has a lower unemployment rate than other groups.



COMFORTABLE EMPTY NESTERS

This segment represents 11% of Yukon, but unlike the previous segments **this group holds professional/management positions. They too have college degrees and are largely White and married.** The median age for this group is 48 years old; they prefer to eat at home and save prudently.

TAPESTRY LIFEMODE	Yukon Households	% of Yukon Households	% of US Households	Index
Affluent Estates (L1)	0	0	9.9%	0
Upscale Avenues (L2)	0	0	5.7%	0
Uptown Individuals (L3)	0	0	3.8%	0
Family Landscapes (L4)	3,296	34.28%	7.5%	458
GenXurban (L5)	4,177	43.45%	11.4%	383
Cozy Country Living (L6)	715	7.44%	12.0%	62
Ethnic Enclaves (L7)	0	0	7.1%	0
Middle Ground (L8)	0	0	10.9%	0
Senior Styles (L9)	0	0	5.8%	0
Rustic Outposts (L10)	0	0	8.2%	0
Midtown Singles (L11)	0	0	6.2%	0
Hometown (L12)	1,426	14.83%	6.1%	242
Next Wave (L13)	0	0	3.9%	0
Scholars and Patriots (L14)	0	0	1.6%	0

Table 2.10: ESRI Tapestry Report

AGE PROFILE (YUKON VS. CANADIAN COUNTY)

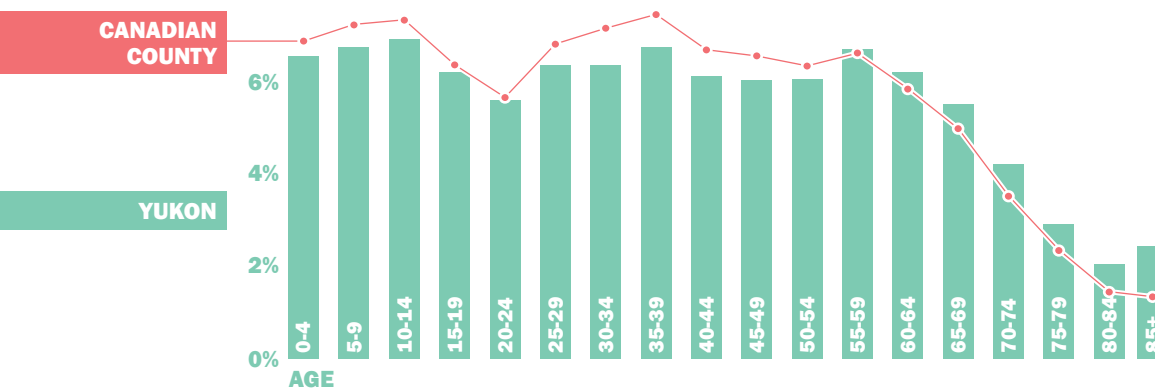


Figure 2.27: ESRI Tapestry Report

KEY FACTORS



MEDIAN HOME VALUE

\$146,409



MEDIAN HOUSEHOLD INCOME

\$61,243



HOME VALUE TO INCOME RATIO

2.4



MEDIAN AGE

38.9-Years-Old



HOUSEHOLDS

9,614



NO HIGH SCHOOL DIPLOMA

5%



HIGH SCHOOL DIPLOMA

30%



SOME COLLEGE

38%



COLLEGE DEGREE OR HIGHER

28%

EDUCATION

Figure 2.28: ESRI Tapestry Report

NATURAL RESOURCES & THE BUILT ENVIRONMENT

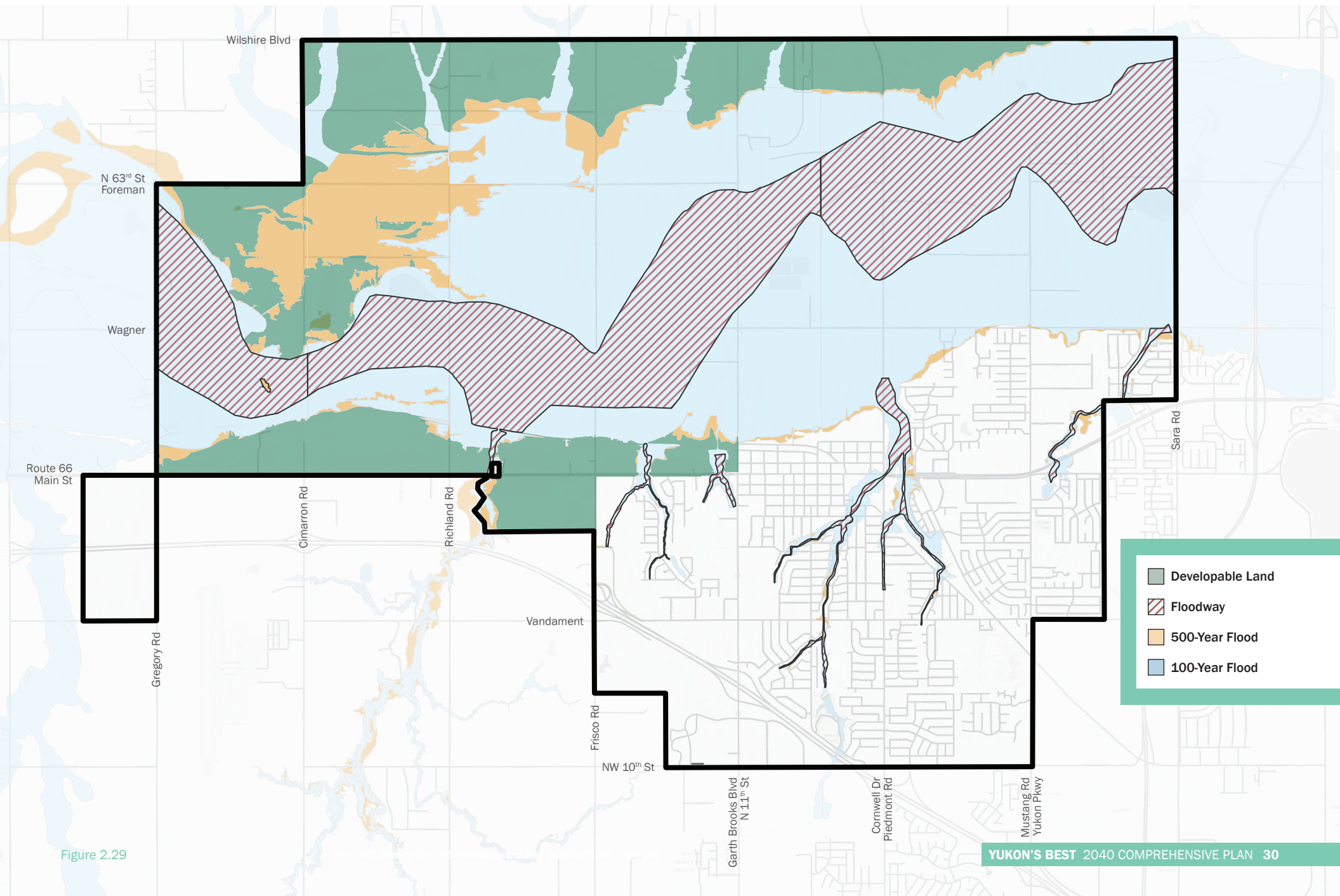
The City of Yukon is 17,044.2 acres in size or 26.6 square miles. Of this, almost 55% is covered by floodplain. This is an enormous amount of land (9,332.5 acres) that is undevelopable and should be preserved as open space. The Canadian River and its tributaries are a major watershed in the central Oklahoma region and are the cause for the amount of undevelopable area within Yukon City limits. As Yukon has grown, development has approached the 100-year floodplain along the south banks of the Canadian River. Growth beyond this would be challenging given the natural topography of the area, however, through proper permitting, design and approval, development may still occur within select areas of the 500-year and 100-year floodplain.

As is noted and further discussed in Chapter 7 (Parks, Trails and Open Space) there are multiple opportunities for the City of Yukon to turn the river into an amenity, but also preserve the watershed in a natural state to protect the community from significant flooding issues. Uses encouraged in the floodway/floodplain areas include farming, recreation and other low impact activities. While the recommendations in this plan are not regulations, they should be considered in zoning changes and land use decisions. The City of Yukon should work with individuals to create a proposal that works for all parties while limiting the negative impacts on the floodway and floodplains. The subdivision and zoning regulations are the governing documents that outline the standards for development which should be aligned with the comprehensive plan.

The Canadian River provides Yukon with natural breaks of urbanization and rural development which is a benefit, but it does restrict the physical opportunities for the City's growth. With 55% of Yukon being floodplain and 32% already being developed, creative options are proposed for the remaining approximate 15% of developable area. These remaining 2,500 acres should be carefully considered with each rezoning or development proposal because as Yukon grows, space will be needed to accommodate both commercial and residential interests; additional annexations are not likely to occur.



FLOODPLAIN & DEVELOPABLE LAND



EXISTING LAND USE

City Staff maintains all GIS data in great detail, including both historic land use layers as well as new developments. The following map shows the land use breakdowns for the urbanized portion of Yukon. The land uses have been divided into 9 categories ranging from low to high intensities. This data and associated map were instrumental in the analysis of future projected land uses.

As evidenced by the map, **Low Intensity Residential** is a prevalent land use within the City. This is common for suburban communities that are part of a larger metro area. While pockets of higher density housing (apartments and senior living) exist, they are sporadic in their placement and disconnected from walkable areas like Main Street. Most commercial centers occur along major arterials and highway networks which is expected. Industrial development, while limited, is located along rail corridors with central access and the highway. Creating a strong and sustainable future land use plan is the centerpiece of this comprehensive plan.

EXISTING LAND USE

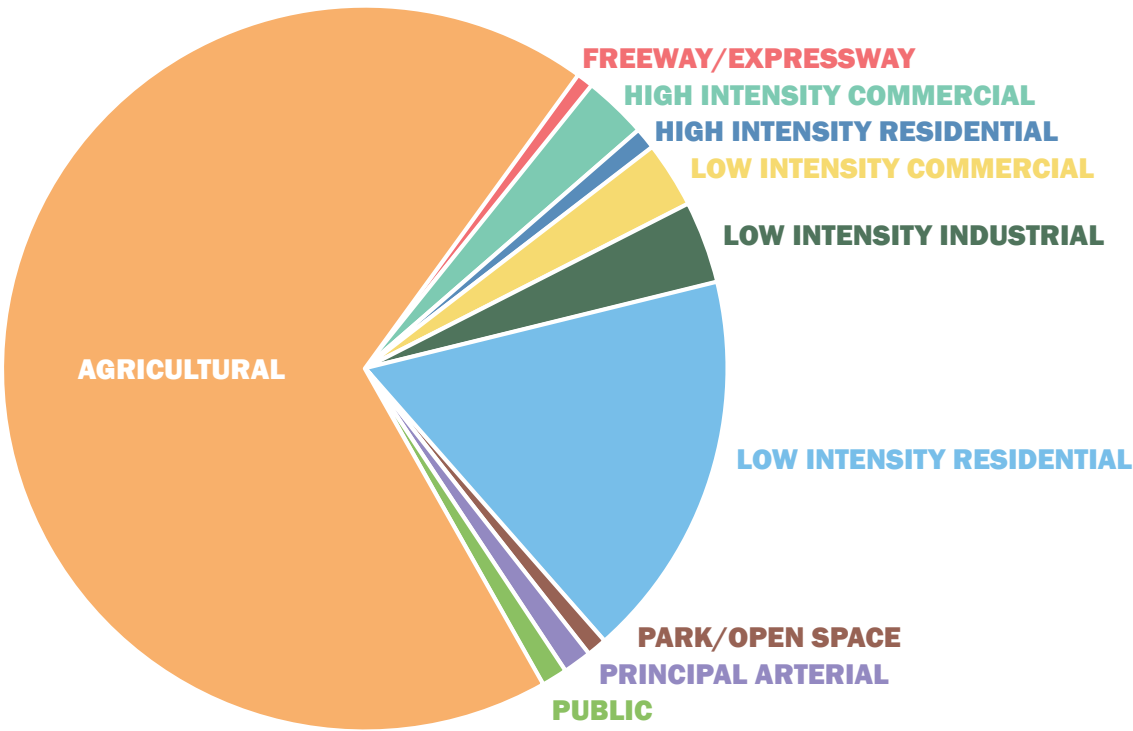


Figure 2.30: City of Yukon

EXISTING LAND USE	ACRES	PERCENT
Agriculture	11,622.7	68.2%
Freeway/Expressway	130.1	0.8%
High Intensity Commercial	479.4	2.8%
High Intensity Residential	165.9	1.0%
Low Intensity Commercial	502.9	3.0%
Low Intensity Industrial	625.9	3.7%
Low Intensity Residential	2,952.7	17.3%
Park/Open Space	151.3	0.9%
Principal Arterial	217.2	1.3%
Public	196.1	1.2%

Table 2.11: City of Yukon

EXISTING LAND USE

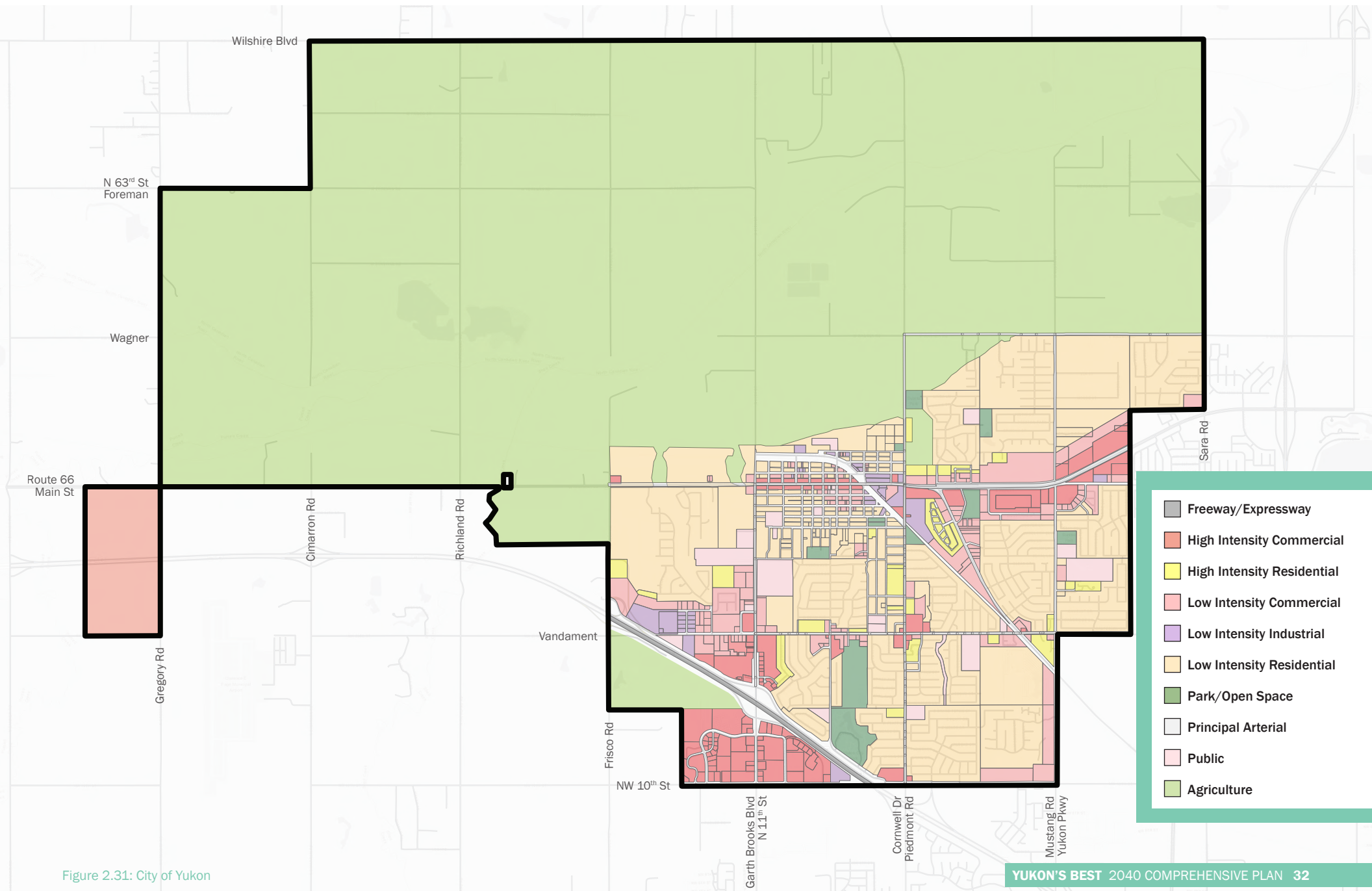


Figure 2.31: City of Yukon

EXISTING ZONING

The City presently has 17 different zoning categories which, while different, are similar to the land use categories previously mentioned. Zoning and land use define a community's character and values. The City of Yukon will follow the adoption of the comprehensive plan with the creation and ultimate adoption of a new zoning ordinance. These regulations provide standards for density, setbacks, height and in some cases form. This will also include new subdivision regulations. The zoning map provided on the next page shows the current zoning of Yukon. Over 70% is zoned for Agriculture, primarily due to the North Canadian River and associated floodplain. Much of this land is not developed, and will not likely be served by City water and waste water in the future given the constraints of the floodplain and river.

Healthy communities dedicate roughly 25% of land uses or zoning to commercial interests. Presently in Yukon, approximately 30% of the urbanized land is zoned for retail, office, industrial or other commercial uses. This is a positive position for the community because as it expands, redevelopment will be vital to economic health and wellbeing of City operations and the residents. It will be imperative for the City of Yukon to attempt to maintain this percentage as growth occurs, maintaining a good balance between single-family residential and other uses. The zoning and land use maps provided the necessary tool to guide community policy based on changing areas and industries within City limits. Chapter 3 further analyzes land use issues and provides a Future Land Use map.

YUKON ZONING, DECEMBER 2019

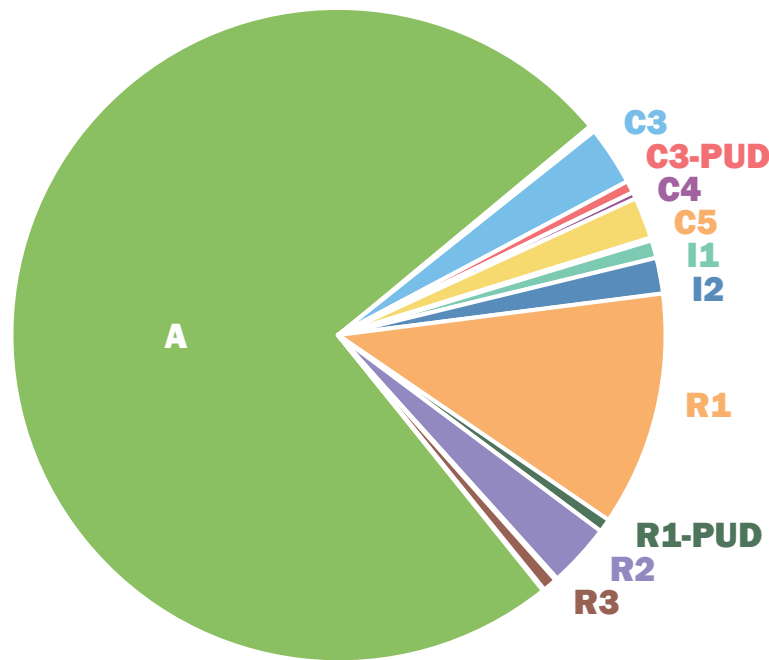


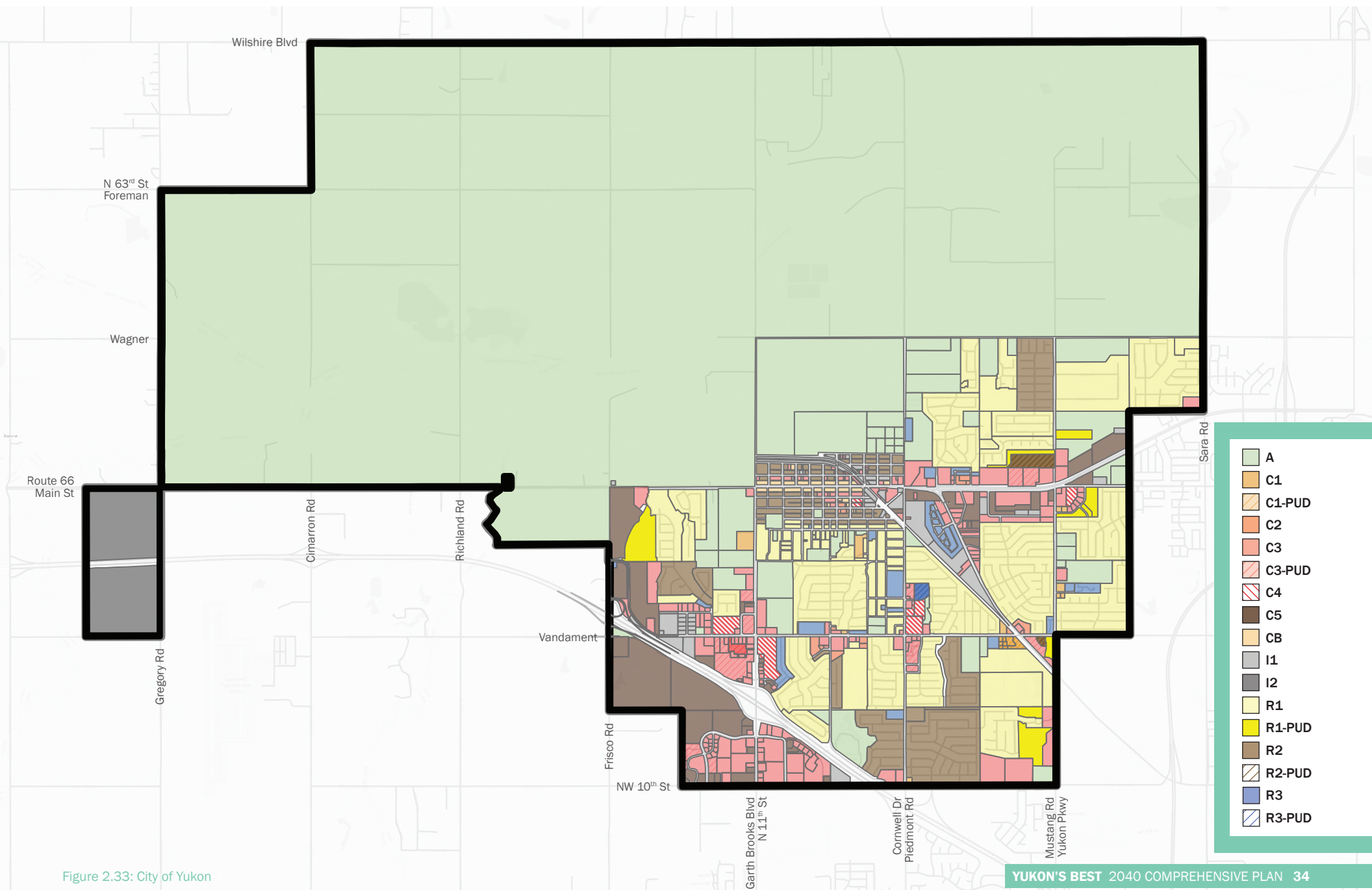
Figure 2.32: City of Yukon

ZONING CLASS		ACRES	PERCENT
A	Agriculture	12,100.4	73.7%
C1	Office	24.3	0.14%
C1-PUD	Office - PUD	7.8	0.05%
C2	Convenience Commercial	20.6	0.12%
C3	Restricted Commercial	497.3	3.00%
C3-PUD	Restricted Commercial - PUD	101.6	0.60%
C4	Planned Shopping Center	56.9	0.33%
C5	Automotive and Commercial Recreation	456.2	2.77%
CB	Central Business	23.8	0.14%
I1	Light Industrial	139.5	0.85%
I2	Heavy Industrial	302.7	1.78%
R1	Single Family Residential	1,931.0	11.7%
R1-PUD	Single Family Residential - PUD	109.4	0.67%
R2	Combined Residential	511.0	3.11%
R2-PUD	Combined Residential - PUD	19.2	0.11%
R3	Multi-Family Residential	106.9	0.65%
R3-PUD	Multi-Family Residential - PUD	6.8	0.04%

*Note: Does not include Right-of-Way (628.9 acres)

Table 2.12: City of Yukon

ZONING, DECEMBER 2019



EXISTING ZONING

Below are zoning classifications as defined by the current City of Yukon Zoning Ordinance.

A – AGRICULTURAL the Agricultural Zoning District is designed to protect undeveloped areas from intensive uses until a use pattern is approved.

C1 – OFFICE DISTRICT This Commercial District is for the conduct of general and professional office and related activity to meet the needs of the community in such a manner as to not be offensive to a general neighborhood containing residential, religious, recreational and educational elements. It is intended that this district be located so as not to introduce traffic onto solely residential streets or become an intrusion into a Residential District, but to serve as a buffer between residential and more intensive commercial activities.

C2 – CONVENIENCE COMMERCIAL DISTRICT This Commercial District is intended for a unified grouping in one or more buildings of retail shops and stores and personal services of limited size and service area that provide for the regular needs and are for the convenience of the people residing in the adjacent residential neighborhoods where retail shops and personal services are not otherwise readily available. It is intended that the suburban convenience center be developed as a unit with adequate off-street parking space for customers and employees, and with appropriate landscaping and screening.

C3 – RESTRICTED COMMERCIAL DISTRICT This Commercial District is established for major retail and service activity removed from the central business district with major thoroughfare access and provided with adequate open space and parking.

C4 – PLANNED SHOPPING CENTER DISTRICT This Commercial District is intended for a unified grouping of retail shops and stores (in one or more buildings) that provide for the surrounding residents. It is intended that the planned shopping center be developed as a unit, with adequate off-street parking space for customers and employees, and with appropriate landscaping and screening materials.

C5 – AUTOMOTIVE AND COMMERCIAL RECREATION DISTRICT Within this Commercial District the principal use of land is for establishments that provide accommodations, motorist supplies and services, and recreation services and supplies.

CB – CENTRAL BUSINESS DISTRICT The regulations for the Central Business District are designed to provide for orderly redevelopment of the Central Business District as defined on the zoning map of the city; minimize adverse effects of commercial uses upon other land uses being conducted within said district; and provide opportunities for development so that the real property within this district may be efficiently utilized.

I1 – LIGHT INDUSTRIAL DISTRICT The I-1, Light Industrial District provides a location for industrial uses that do not, by their nature, create nuisances and for commercial uses that, due to the nature of their operation, are best located in the I-1 District. These are uses that are either supportive, compatible, or nondeleterious to the industrial activities allowed.

I2 – HEAVY INDUSTRIAL DISTRICT The purpose of the I-2, Heavy Industrial District, is to provide a location for industries which may, by their nature, create some nuisance (noise and/or light pollution, increased traffic, etc.). The intent is to preserve this land especially for such industry in locations with access to arterial streets as designated on the Thoroughfare Plan, as well as locations generally accessible to railroad transportation.

R1 – SINGLE FAMILY RESIDENTIAL DISTRICT The R-1 District is designed to provide quiet, low density areas for single-family living with related recreational, religious and educational facilities protected from all commercial and industrial activity.

R2 – COMBINED RESIDENTIAL DISTRICT The R-2 District encourages similar basic restrictions of the R-1 Districts and permit a quiet, slightly higher population density area for family living protected from all commercial and industrial activity.

R3 – MULTI-FAMILY RESIDENTIAL DISTRICT The R-3 District provides for low and medium density areas containing a mixture of duplexes, town homes and multi-family dwellings (along with a limited home occupations and limited private and public community uses). Lots in this district are large enough for family living, but small enough to keep development costs low, economy of streets and utilities, and proximity to schools, churches and shopping.

PLANNED UNIT DEVELOPMENT (PUD)

PUDs are individualized zoning for specific parcels and typically deal with issues of compatibility or uniqueness that existing zoning districts cannot. PUDs can also be for developments with a mixture of uses that don't fit within existing zoning districts. Yukon's PUD categories are residential, or commercial meaning they have either a residential zoning or commercial as a base, to which additional regulations are added. As shown in Figures 2.33 and 2.34 Yukon has PUDs with base zoning districts of C1, C3, R1, R2, and R3.

PUD – PLANNED UNIT DEVELOPMENT SUPPLEMENTAL DISTRICT The PUD District is designed to provide for small and large-scale development incorporating residential and permitted related nonresidential uses that are planned and developed as a unit.

PUD - PLANNED UNIT DEVELOPMENT SUPPLEMENTAL DISTRICT - COMMERCIAL The PUD District is designed to provide for small and large-scale development incorporating commercial and permitted related noncommercial uses that are planned and developed as a unit.



ZONING URBANIZED AREA, DECEMBER 2019

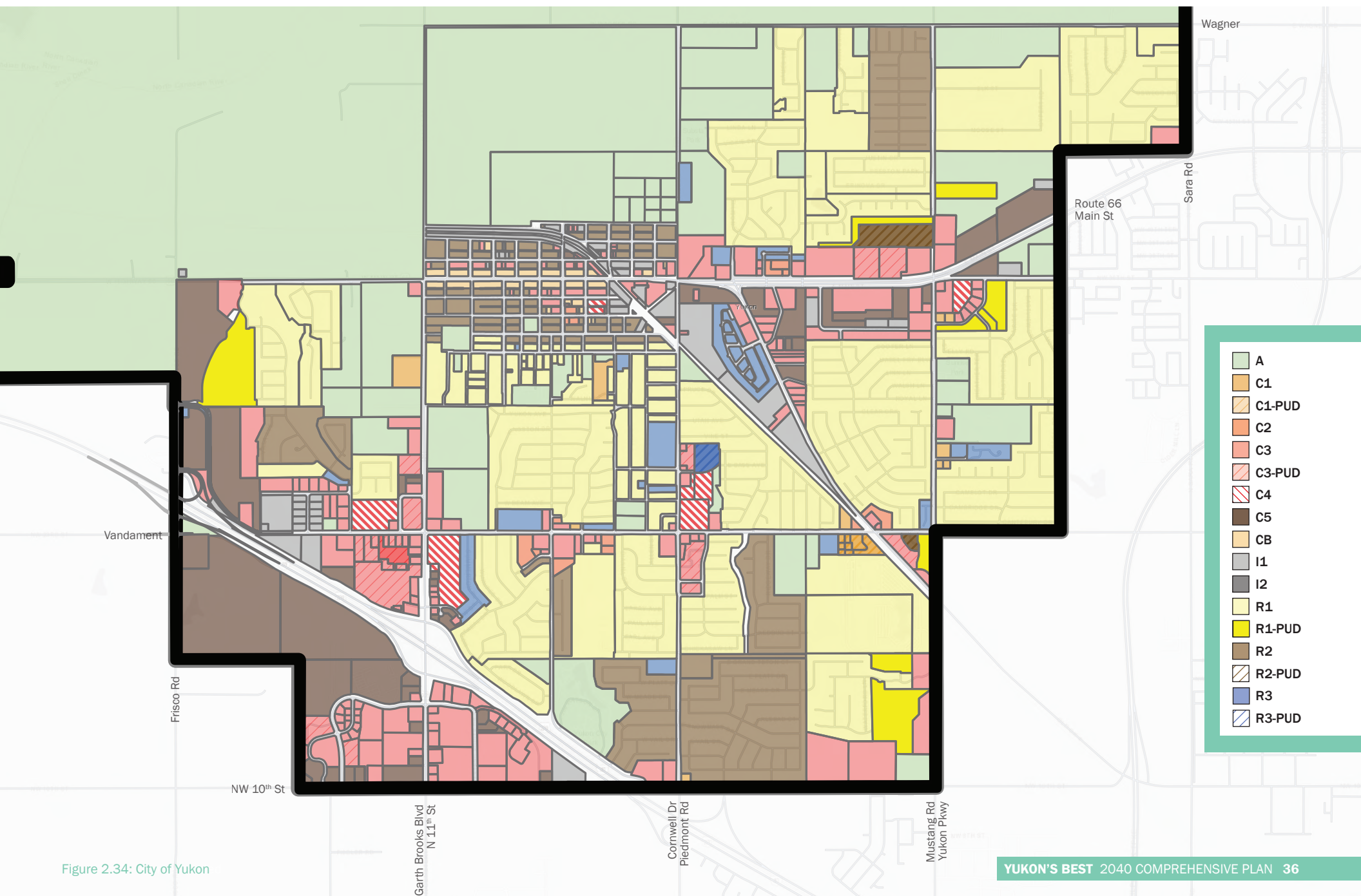


Figure 2.34: City of Yukon



CHAPTER 3 Land Use

Introduction / Goals / Top Issues

Issues & Current Conditions

Future Land Use

Recommendations

INTRODUCTION

An essential piece of a comprehensive plan is a well-developed land use plan that provides a framework for future development and redevelopment in the City of Yukon. The existing land use has developed largely in response to the population growth experienced by the city between 1960-1980. With the existing land use plan no longer benefiting the community, it is time for Yukon to update its plans regarding future land use. The updated land use plan and map will help the stakeholders and public officials make decisions about Yukon's future growth.

In order to more accurately predict Yukon's future land use needs, the existing land use and its impacts must first be understood. This chapter addresses issues associated with the existing land uses and then proposes future land uses to guide development within the City of Yukon.

GOAL

Achieve a balance of residential land uses with other land uses in order to keep the city economically viable and desirable.



TOP ISSUES

- Encroachment from other municipalities
- Physical constraints of developable land
- Land supply for continued growth of residential and commercial uses
- Desire to keep the small-town feel
- Increasing entertainment options for residents

ISSUES AND CURRENT CONDITIONS **EXISTING LAND USE**

Yukon's existing land use was examined and analyzed in the process of proposing a future land use plan. As can be seen in Figure 3.1 and 3.2 on the following pages, a significant portion of Yukon's existing land use is agricultural. This large amount of agricultural land is located primarily in the areas encumbered by the floodplain and floodway in north Yukon that limit other uses in this area. Following agriculture, the second largest existing land use is low intensity residential. The remaining uses account for very little of Yukon's total land.

As can be seen in Figure 3.1, with the physical constraints of the floodplain and floodway most of Yukon's development has occurred south of the North Canadian River and the floodplain. Within urbanized Yukon, the predominant land use is low intensity residential which is largely occupied by single-family homes. Although single-family homes are the dominant housing type there are also a handful of multi-family apartments throughout the city within the high intensity residential land use, including the multiple retirement communities.

The commercial uses, high intensity commercial and low intensity commercial, are concentrated along Interstate 40, Route 66/Main Street and at major intersections and thoroughfares. The largest commercial land use is in southwest Yukon surrounding Interstate 40 where restaurants, major retail stores, and Integris Hospital are located. The major retailers include Wal-Mart, Target, Hobby Lobby and Lowe's. Although there are existing commercial developments surrounding Yukon's Main Street downtown is missing entertainment and retail options. Revitalizing these commercial areas would greatly improve the quality of life of the residents.



EXISTING LAND USE

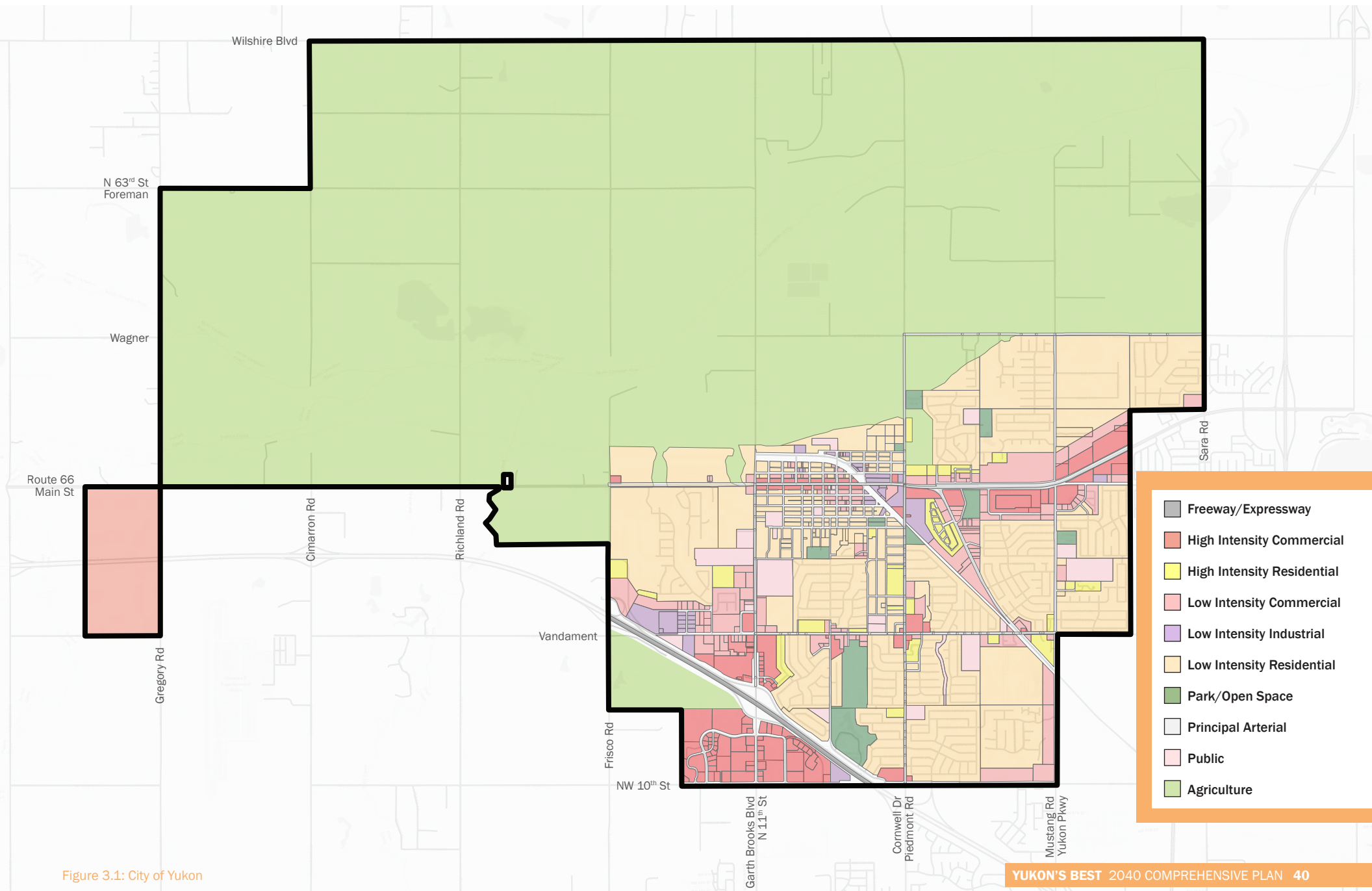


Figure 3.1: City of Yukon

ISSUES AND CURRENT CONDITIONS **EXISTING LAND USE**

Low intensity industrial uses in Yukon can be found around Interstate 40 and the railroad tracks. These include self-storage businesses, roofing and construction contractors, and manufacturing businesses. Additionally, light industrial uses can be found south of Main Street along the railroad track which is to be expected. Generally, industrial uses will gather in places that are deemed unsuitable for residential. Rail access is often a driving factor for industrial users. However, in the case of the industrial uses near Main Street, the users do not have rail access and do not require it for their business operations.

Parks and open space uses are scattered throughout the city. The most active parks in Yukon are Chisholm Trail Park and Yukon City Park located immediately south of Chisholm Trail Park. Chisholm Trail is the location for Freedom Fest, Rock the Route, and Christmas in the Park, an annual Christmas light event in Yukon. Yukon City Park features a large pond, playground equipment and bike/pedestrian trails. There are several smaller public parks around Yukon and several private parks as well.

Public space accounts for a very small percent of Yukon land. This use category contains the schools and community centers that are spread throughout Yukon. These include seven (7) elementary schools, two (2) intermediate schools, one (1) middle school and one (1) high school.

EXISTING LAND USE

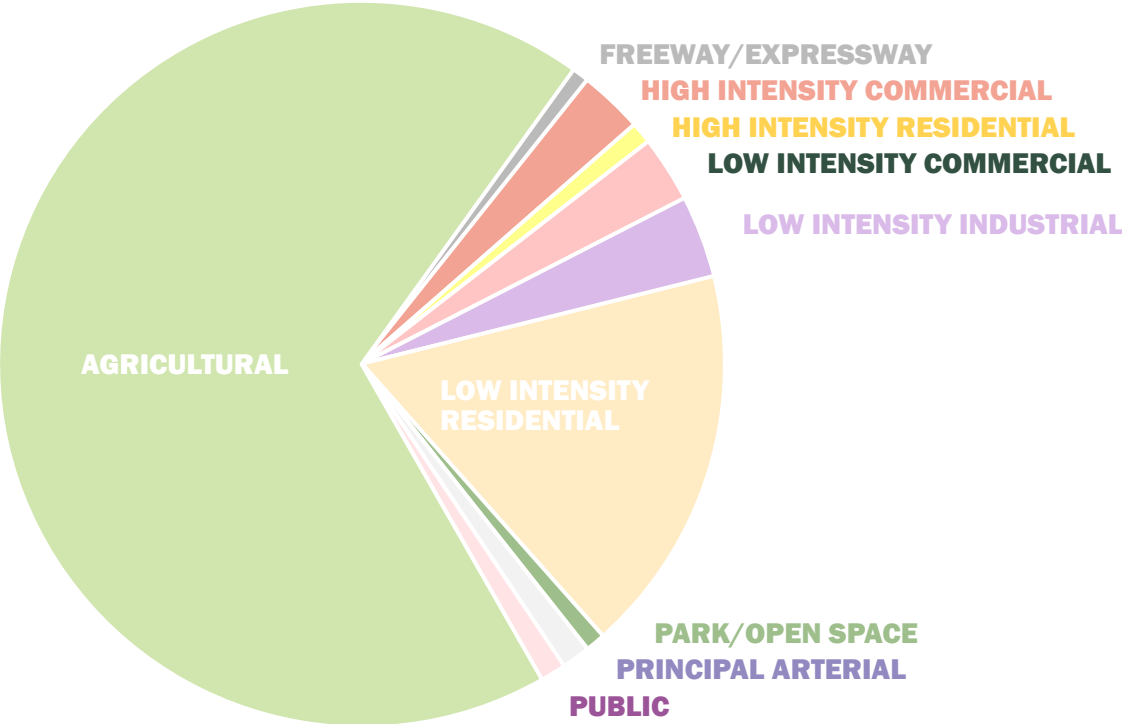


Figure 3.2: City of Yukon

EXISTING LAND USE	ACRES	PERCENT
Agriculture	11,622.7	68.2%
Freeway/Expressway	130.1	0.8%
High Intensity Commercial	479.4	2.8%
High Intensity Residential	165.9	1.0%
Low Intensity Commercial	502.9	3.0%
Low Intensity Industrial	625.9	3.7%
Low Intensity Residential	2,952.7	17.3%
Park/Open Space	151.3	0.9%
Principal Arterial	217.2	1.3%
Public	196.1	1.2%

Table 3.1: City of Yukon



ISSUES AND CURRENT CONDITIONS

EXISTING LAND USE CLASSIFICATIONS AND DESCRIPTIONS

RESIDENTIAL LAND USE TYPES

The following are existing residential land use types within the City of Yukon.



AGRICULTURE — The Agriculture land use category includes the land inside the city limits that does not have a land use designation as well as those properties being used for agricultural purposes. This land use includes the large floodway and floodplain in north Yukon. The Agricultural land is used for agriculture production and single-family homes on large lots. This land use accounts for 11,623 acres or 68% of Yukon's existing land use.



LOW INTENSITY RESIDENTIAL — The Low Intensity Residential land use covers all of the single-family neighborhoods in Yukon and is the most dominant land use type in urbanized Yukon. Similarly, most of Yukon's housing stock is single-family homes. Low Intensity Residential accounts for 2,953 acres or 17% of Yukon's existing land use.



HIGH INTENSITY RESIDENTIAL — The High Intensity Residential land use encompasses higher density housing types, such as two-family, multi-family, and manufactured/modular homes. These land uses are often found abutting commercial uses and act as a buffer between Commercial and Low Intensity Residential uses in Yukon. This use accounts for 166 acres or 1% of Yukon's existing land use.



NONRESIDENTIAL LAND USE TYPES

The following are existing nonresidential land use types within the City of Yukon.



LOW INTENSITY COMMERCIAL — The Low Intensity Commercial land use includes smaller retail shopping centers. This use is mostly found abutting High Intensity Commercial and Residential uses. Low Intensity Commercial accounts for 503 acres or 3% of Yukon's existing land use.



LOW INTENSITY INDUSTRIAL — The Low Intensity Industrial land use encompasses businesses that provide manufacturing, processing, storage, etc. In Yukon this use type is primarily located along Interstate 40 and the railroad track that passes through central Yukon. Low Intensity Industrial accounts for 626 acres or 4% of Yukon's existing land use.



PARK/OPEN SPACE — The Park/Open Space land use type includes public parks, outdoor recreation areas, greenbelts, etc. This land use is scattered throughout developed Yukon. Parks/Open Space accounts for 151 acres or 1% of Yukon's existing land use.



PUBLIC — The Public land use type includes facilities that are open to the public. These include schools, the Yukon Cemetery, and public buildings such as the community center and gym. This use type accounts for 196 acres or 1% of Yukon's existing land use.



PRINCIPAL ARTERIAL — The Principal Arterial land use type covers roadways and their respective right-of-way throughout the City of Yukon. This land use accounts for 217 acres or 1% of Yukon's existing land use.



FREEWAY/EXPRESSWAY — The Freeway/Expressway land use covers the section of Interstate 40 that crosses through southwest Yukon. This use accounts for 130 acres or 1% of Yukon's existing land use.



HIGH INTENSITY COMMERCIAL — The High Intensity Commercial land use includes retail, office, and Integris Hospital in Yukon. This land use is surrounding major roadways throughout the city, such as Interstate 40, Main Street/Rt. 66, and Garth Brooks Boulevard. High Intensity Commercial accounts for 479 acres or 3% of Yukon's existing land use.



ISSUES AND CURRENT CONDITIONS **NATURAL CONSTRAINTS**

NORTH CANADIAN RIVER

The North Canadian River flows through north Yukon and is a driving factor in the updated land use map. Due to the river and the surrounding floodplain it is extremely unlikely that Yukon public utilities will ever extend to or north of the river. The river is a natural barrier in Yukon and constrains roadways as it can be costly for the city to construct bridges over the river. The map to the right highlights the existing streams and rivers traversing the City of Yukon. Protection and preservation of these streams and rivers should be considered for all new development.



STREAMS AND RIVERS

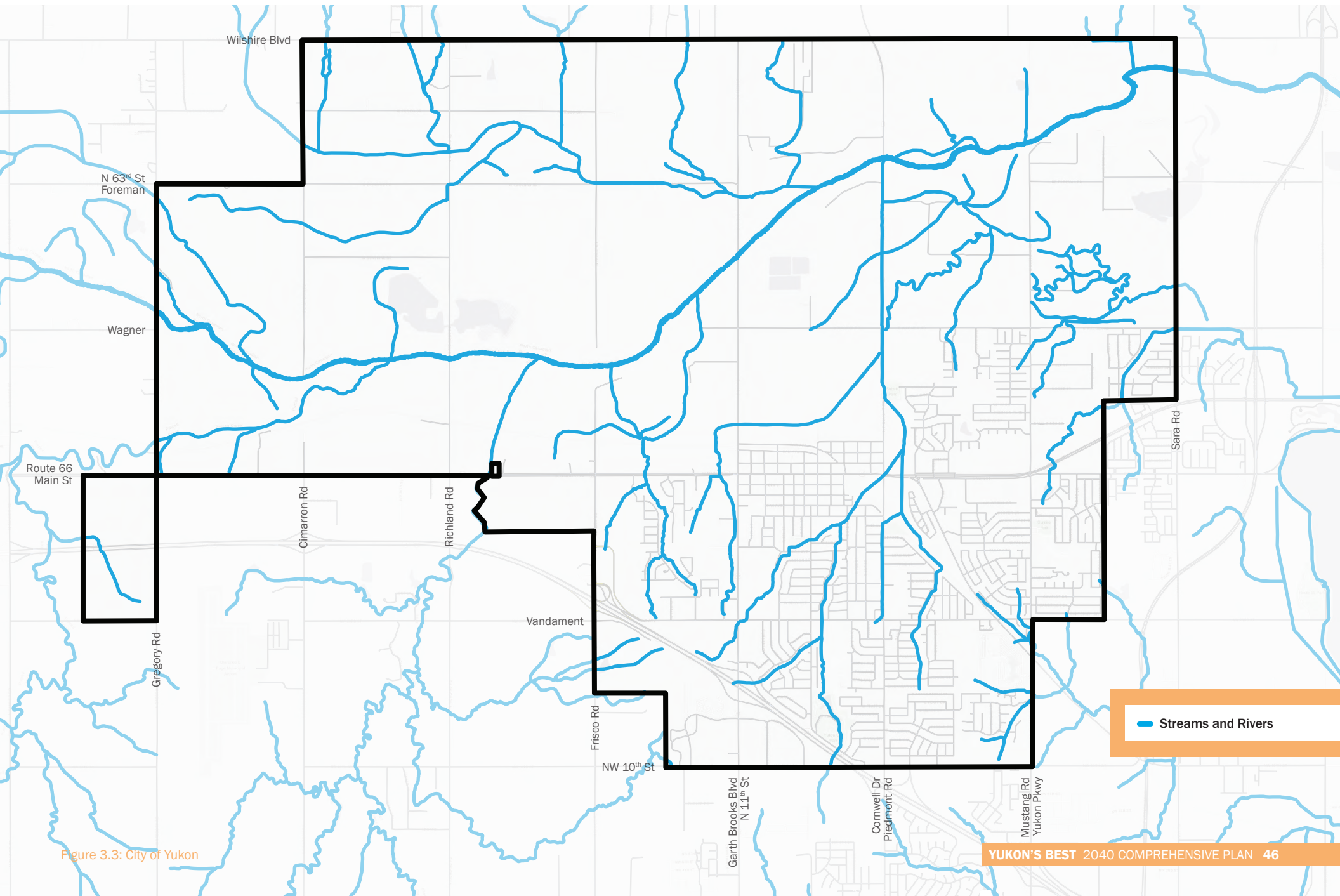


Figure 3.3: City of Yukon

ISSUES AND CURRENT CONDITIONS **NATURAL CONSTRAINTS**

FLOODPLAIN

The floodplain is a geographic area that the Federal Emergency Management Agency (FEMA) has defined based on the varying levels of a flood risk, while a floodway is the actual channel of a river or stream. Figure 3.4 on the next page shows the 100-year (light blue) and the 500-year (orange) floodplain. The 100-year floodplain has a higher risk of flooding compared to the 500-year floodplain. Although the City of Yukon is 17,044 acres, the North Canadian River floodway and floodplain account for a large part of Yukon's acreage at 53% or 9,014 acres, as can be seen in Figure 3.4. Generally, there should be no development planned within a floodplain due to the damage that could be caused by flooding. The sizable floodplain in Yukon provides the city an opportunity to maintain the area as open space for public use. Additionally, any new development permitted in the floodplain will likely require increasingly expensive techniques to mitigate the potential damage that floods may inflict.



FLOODPLAIN

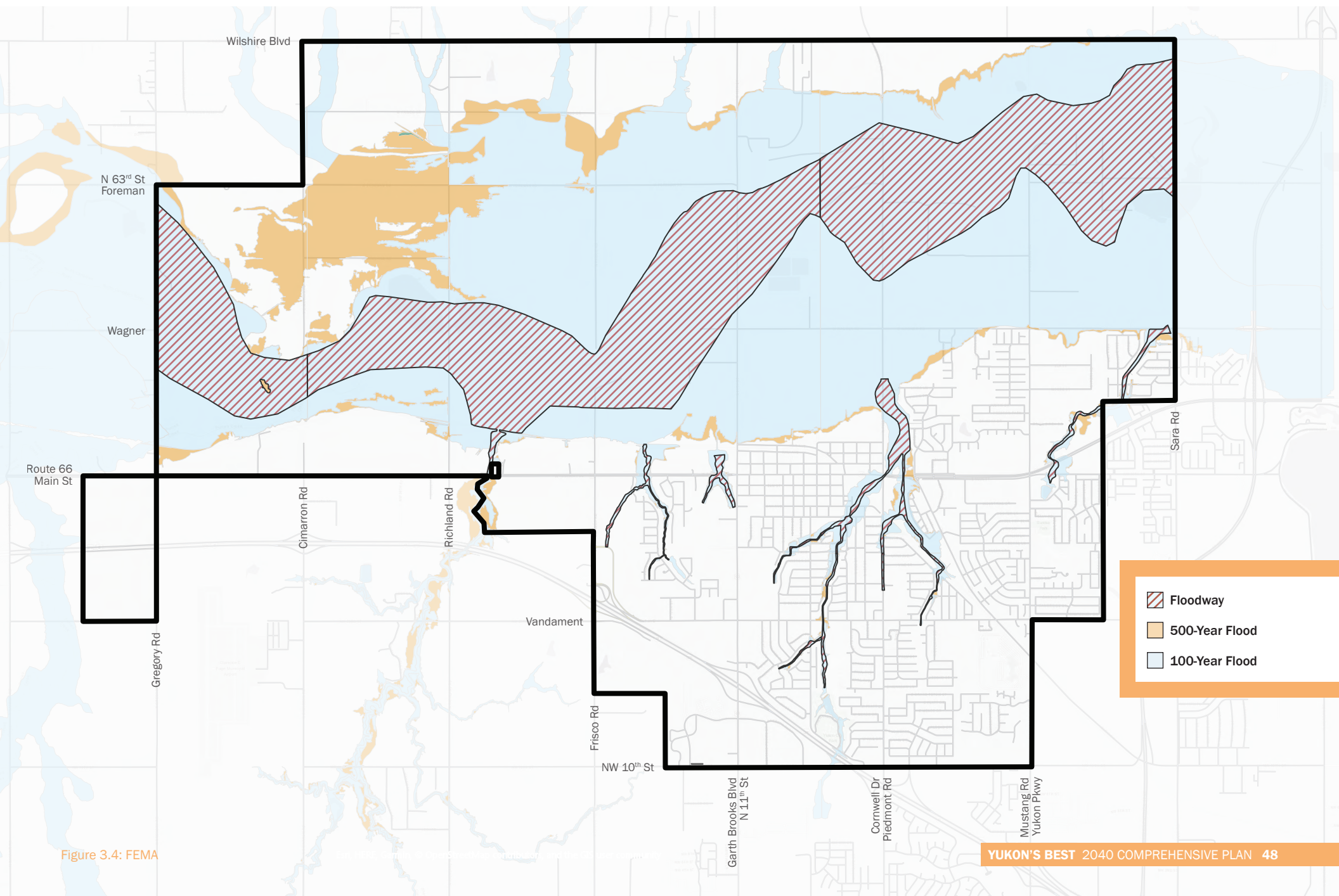


Figure 3.4: FEMA

ISSUES AND CURRENT CONDITIONS **BUILT CONSTRAINTS**

RAILROAD Yukon has one main railroad that runs from southeast Yukon through downtown and across Main Street to the western city limits. This Union Pacific rail line, which is still active, interrupts connectivity and walkability in downtown Yukon. However, it does provide the opportunity for a trail system, as can be seen in cities throughout the country.

INTERSTATE 40 A section of Interstate 40 runs through Yukon's southwest corner. The interstate creates a disconnect to the rest of urbanized Yukon. The land surrounding Interstate 40 is developed heavily with commercial uses that include Integris Hospital and big-box retail stores. The interstate prevents connectivity and walkability in this congested area that is not pedestrian friendly.

CITY OF OKLAHOMA CITY CITY LIMITS Yukon is also facing development constraints as they are almost completely surrounded by Oklahoma City. This adjacent development has already begun creating problems for the City of Yukon, such as increased traffic congestion, development pressures on the north side of the Canadian River and use conflicts along shared arterials.



PHYSICAL FEATURES

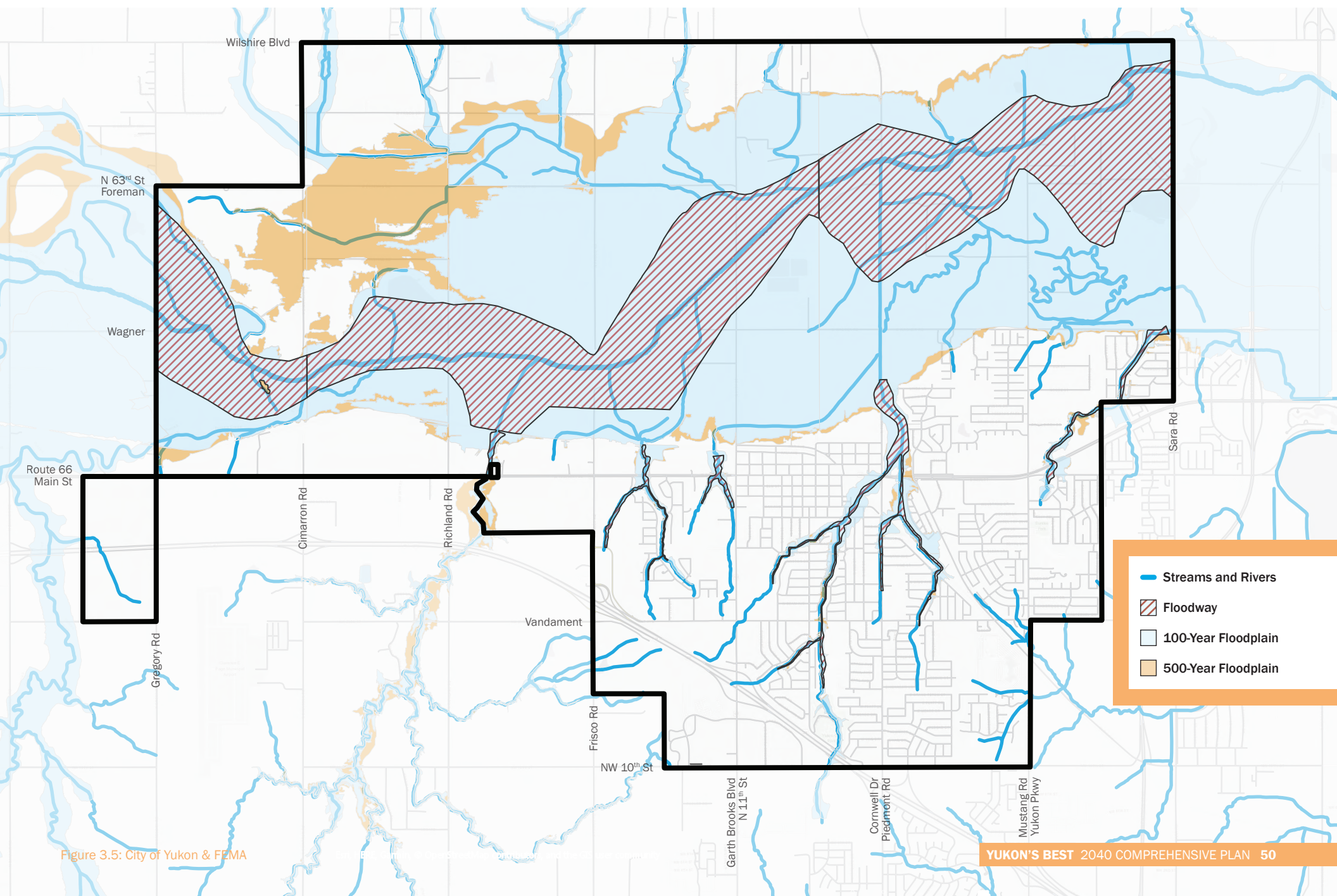


Figure 3.5: City of Yukon & FEMA

ISSUES AND CURRENT CONDITIONS

RESIDENT SURVEY

As part of the development of this comprehensive plan a resident survey was conducted online. The following are the results of the land use questions from the resident survey.

TYPES OF LAND USE

The first land use question asked residents which types of land uses they would encourage or discourage. As can be seen in Figure 3.6 the most strongly encouraged land uses are: Single-Family Residential, Public Outdoor Recreation, Senior/Assisted Living Units, Retail Development, and Tourism Based (Bed & Breakfast, Restaurants, etc.). The most discouraged land use type is Multi-Family Residential. These results reflect the same feedback that was received through the various stakeholder meetings. The residents want to maintain the small-town feel of Yukon while also attracting tourists and retail development to increase their sales tax base and provide more entertainment options.

RELAX LAND USE REGULATIONS TO STIMULATE NEW DEVELOPMENT

The next survey question asked if Yukon should relax its land use regulations to stimulate new development. Although most residents felt neutral about this question, more residents generally agreed that the regulations should be relaxed to stimulate new development. This question was designed to gauge the residents' desire for more development. The City of Yukon can encourage development by having streamlined and clear processes.

WHICH TYPES OF LAND USES THEY WOULD ENCOURAGE OR DISCOURAGE?

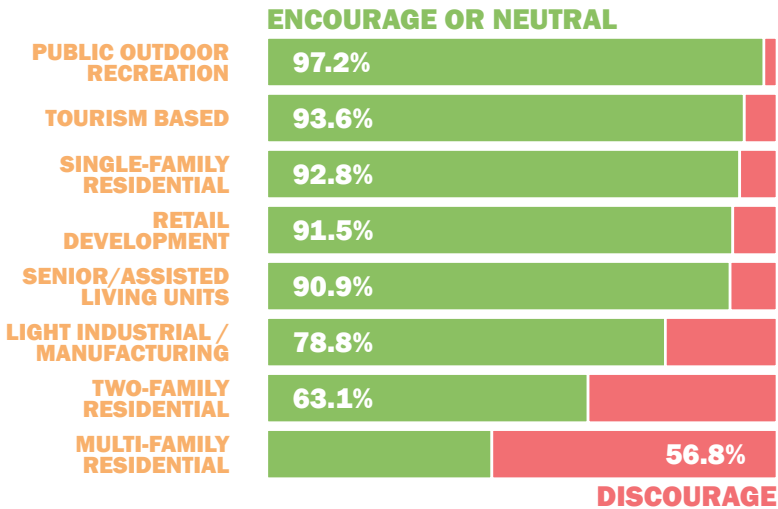


Figure 3.6: Resident Survey

SHOULD YUKON RELAX ITS LAND USE REGULATIONS TO STIMULATE NEW DEVELOPMENT?

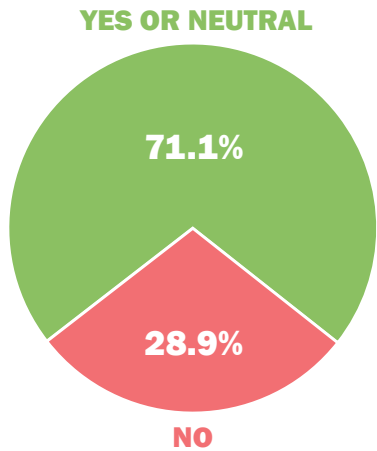


Figure 3.7: Resident Survey

CREATE COMMERCIAL AND RESIDENTIAL BEAUTIFICATION STANDARDS

The next question focused on beautification standards for commercial and residential properties. The residents who participated in the survey overwhelmingly agreed that the city should create beautification standards for commercial and residential properties. Beautification standards are essential for cities. They enhance the overall appearance, promote community pride and advocate for a higher community standard. Beautification efforts have positive impacts on quality of life, community connections and aesthetics.

SHOULD YUKON CREATE BEAUTIFICATION STANDARDS FOR COMMERCIAL AND RESIDENTIAL PROPERTIES?

YES OR NEUTRAL

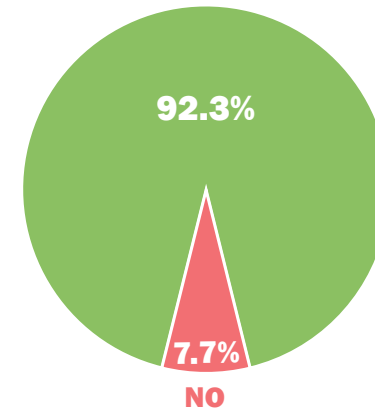


Figure 3.8: Resident Survey

CREATE A CULTURALLY VIBRANT ATMOSPHERE WITH ARTISTIC AMENITIES

Similarly, the next land use question in the survey centered around whether residents agreed or disagreed that Yukon should create a culturally vibrant atmosphere with artistic amenities. The survey results show that there is immense support for Yukon to create this type of atmosphere. Yukon has a unique opportunity to create a culturally vibrant and artistic atmosphere through redevelopment. Creating this type of atmosphere greatly benefits the residents, promotes a sense of community and improves quality of life. This is done by establishing standards for public spaces that invite visitors to interact and spend time in the space.

SHOULD YUKON CREATE A CULTURALLY VIBRANT ATMOSPHERE WITH ARTISTIC AMENITIES?

YES OR NEUTRAL

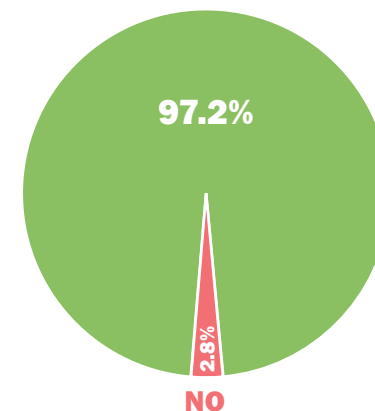


Figure 3.9: Resident Survey

ISSUES AND CURRENT CONDITIONS

RESIDENT SURVEY

HAPPINESS WITH THE DEVELOPMENT DIRECTION OF YUKON OVER THE PAST FEW YEARS

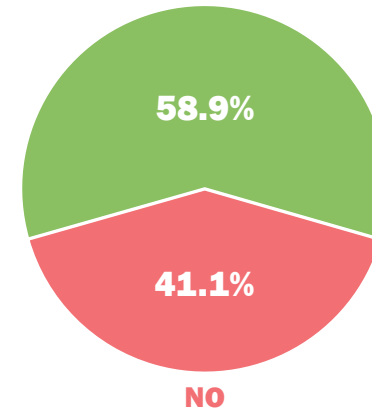
The final land use question in the survey asked residents if they are happy with the development direction of Yukon over the past few years. Interestingly, although the majority of the responses were yes (59%), there were many residents that said no (41%).

Of those surveyed that are not happy with the development direction, the most common themes are listed to the right. Yukon residents perceive the newer developments as the reason the city is starting to lose its small-town charm, with the loss of local businesses and the addition of big-box retail stores. Residents would also like to see the redevelopment of downtown Yukon and development that includes recreation and entertainment options.



ARE YOU HAPPY WITH THE DEVELOPMENT DIRECTION OF YUKON OVER THE PAST FEW YEARS?

YES OR NEUTRAL



WHY AREN'T YOU HAPPY WITH YUKON'S DEVELOPMENT DIRECTION?

- 1 Losing small-town feel
- 2 Not enough local restaurants/retail
- 3 Need development on Rt. 66/Main St. downtown
- 4 Too much housing
- 5 OKC development surrounding Yukon – Yukon should be developing
- 6 Need more places for recreation/entertainment

Figure 3.10: Resident Survey

ISSUES AND CURRENT CONDITIONS **RESIDENT SURVEY**

Residents overwhelmingly support the use of beautification standards within the community. Beautification, or design standards, can result in more development within an area by addressing things like landscaping, signage, block patterns, pedestrian circulation, finish materials, building articulation and modulation, and architectural elements.

Design standards can increase consistency in building form while improving the overall quality of development. These standards can also address compatibility issues between abutting properties through site design. Design standards are objective, quantitative measures of a project's attributes that are mandatory. Design guidelines are flexible, qualitative measures that rely on descriptive language. Many communities employ the use of both – applying guidelines to lower intensity land uses such as residential developments, and standards in established or redeveloping districts such as downtowns or commercial corridors. These tools can increase development in a community by providing consistent built form, certainty in approvals processes, mitigation of compatibility issues and improved quality of life.

**DO YOU AGREE THAT YUKON SHOULD CREATE
BEAUTIFICATION STANDARDS FOR COMMERCIAL
AND RESIDENTIAL PROPERTIES?**

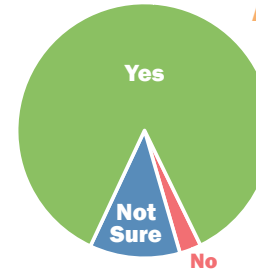


Figure 3.11: Resident Survey



These images are examples of master planned development or communities with design standards: The Village at Hendrix - Conway, AR, Charlotte, NC, Easton Town Center, Columbus, OH. Photos from flickr users - Bob Hall, Eliza Harris, Stacey Svendsen.

FUTURE LAND USE

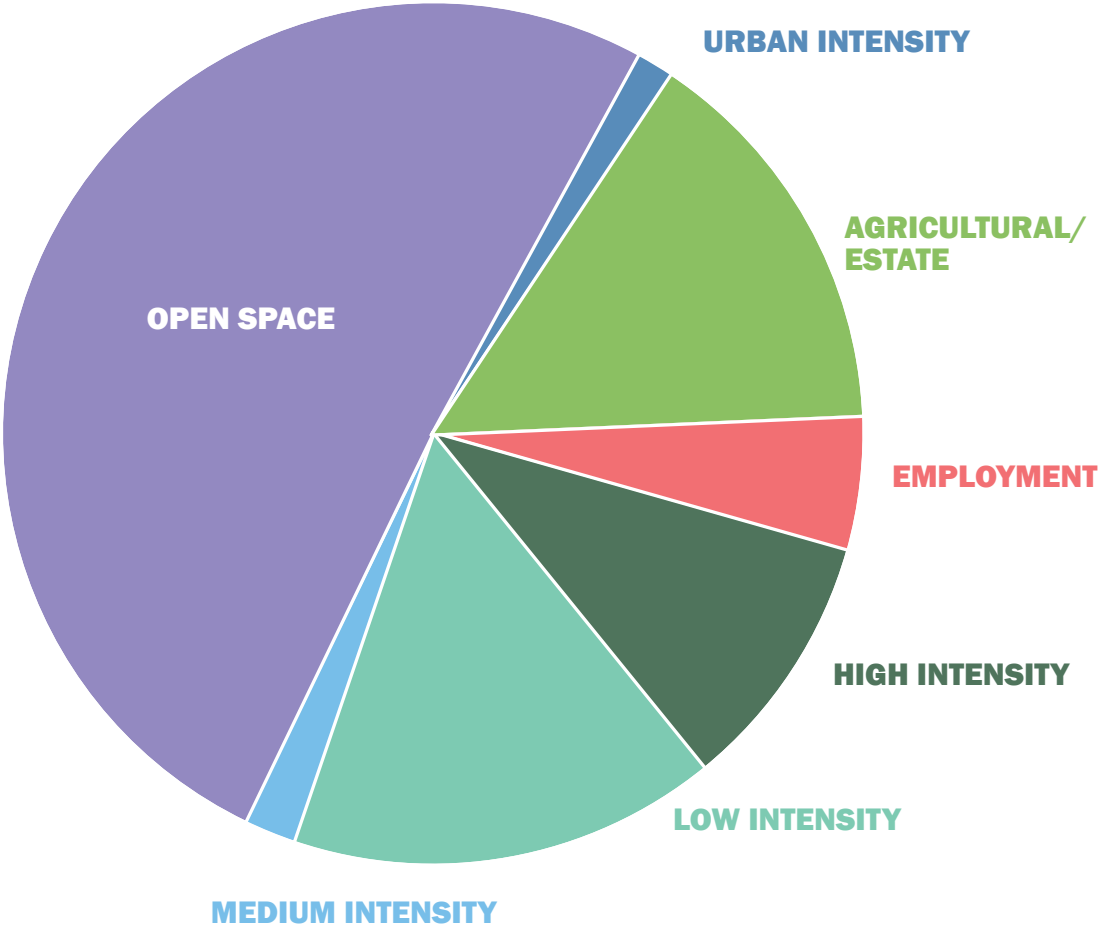
In an effort to address many of the problems associated with the previous land use system and to better prepare Yukon for its new phases of growth, the proposed future land use plan for the City was carefully considered and involved both City Staff and stakeholders. The map on the following page depicts the preferred development pattern for the City of Yukon through 2040. As can be seen on Figure 3.13, the floodplain and floodway have caused the most predominant future land use to be Open Space, followed by Low Intensity, Agriculture/Estate, High Intensity, Employment, Medium Intensity, and Urban Intensity.

ALLOCATING LAND

The projected land use map to the right allocates a majority of the future developable land within the city of Yukon for commercial and employment needs. As Yukon continues to grow land must be protected and designated for these more intensive uses. As a sales tax driven city, it is imperative that Yukon protect its interest in commercial development along major vehicular corridors such as, Interstate 40 and Main Street (Rt. 66).

The map also depicts limited land for future low-density residential growth. For Yukon, this means higher-density residential development will occur in the medium and high-density designated land use typologies as noted on the map. By properly managing the forecasted population growth Yukon can realize a balanced community and grow its commercial and sales tax base.

PROPOSED FUTURE LAND USE



FUTURE LAND USE	ACRES	PERCENT
Agriculture/Estate	2,546.5	14.9%
Employment	866.9	5.1%
High Intensity	1,662.3	9.8%
Low Intensity	2,736.1	16.1%
Medium Intensity	333.4	2.0%
Open Space	8,655.3	50.8%
Urban Intensity	243.7	1.4%

Figure 3.12

FUTURE LAND USE

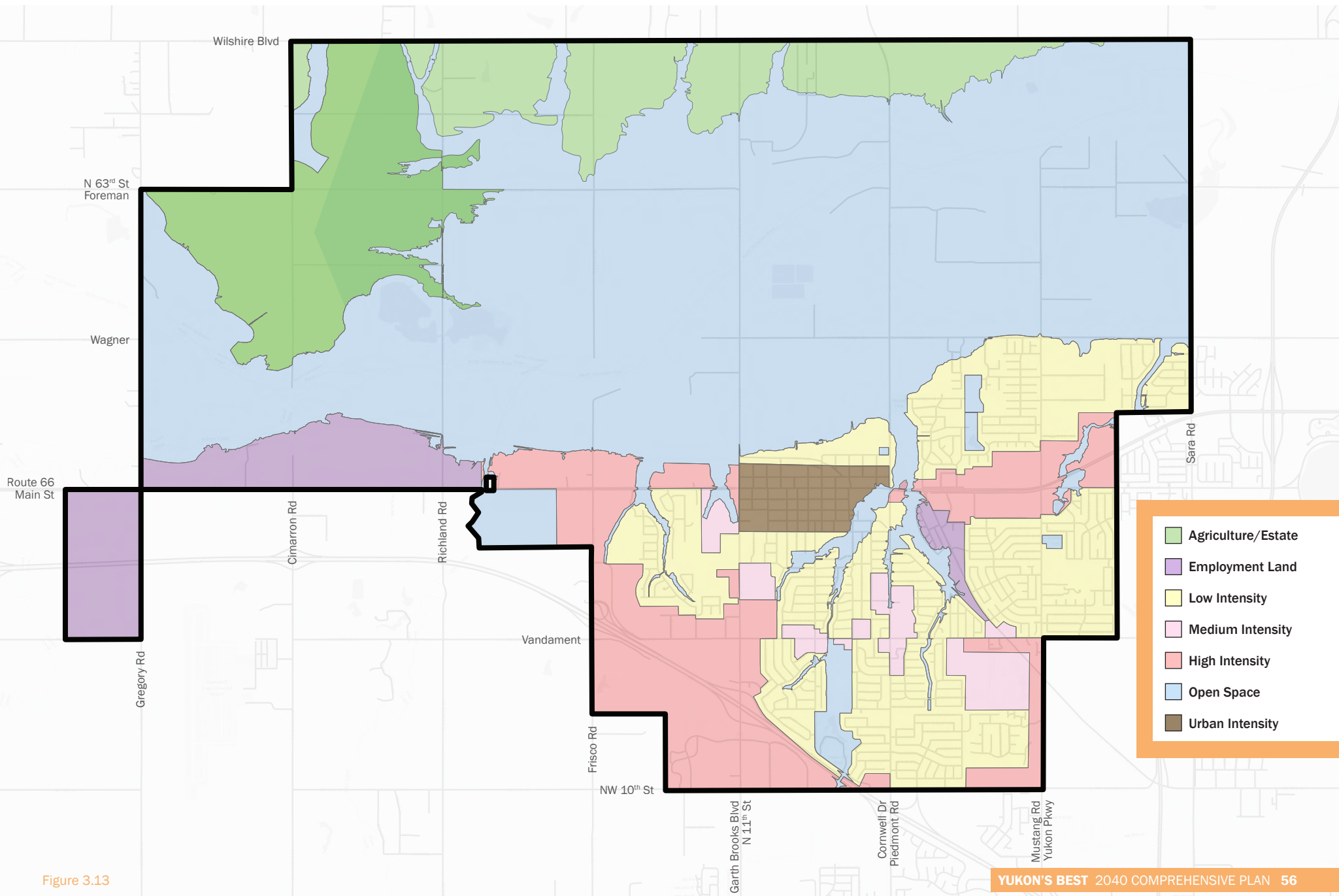


Figure 3.13

FUTURE LAND USE **AGRICULTURE/ESTATE**

The following land use classifications are shown on the Future Land Use Map in Figure 3.13. The purpose of the Land Use Map is to help the City of Yukon guide development over the next 20 years.

CLASSIFICATIONS AND DESCRIPTIONS

This designation is intended for agricultural production and low density, large-lot residences. Given that this use type is far from Yukon's urbanized area it is unlikely that this area will be directly served by public utilities. Agricultural/Estate accounts for 2,547 acres or 15% of Yukon's future land use.

DEVELOPMENT

This area has little to no expectation to be served by City utilities such as sewer or water.

SITE DESIGN CONSIDERATIONS

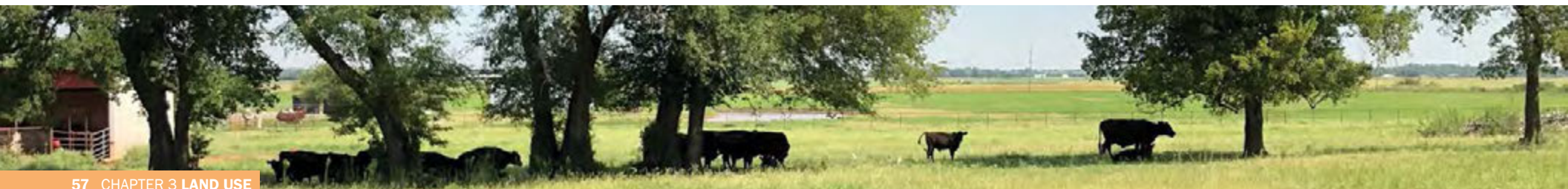
Development within this land use category should consider the following:

- Avoid building within the 100-year flood plain and floodway when possible
- Natural resources should be protected
- Seek to minimize impacts of residential development adjacent to existing farming operations through proper screening and landscaping

DENSITY EXPECTATIONS

Residential

- 1 acre, recommended minimum lot size
- 1 dwelling unit per lot
- 1 unit per acre minimum



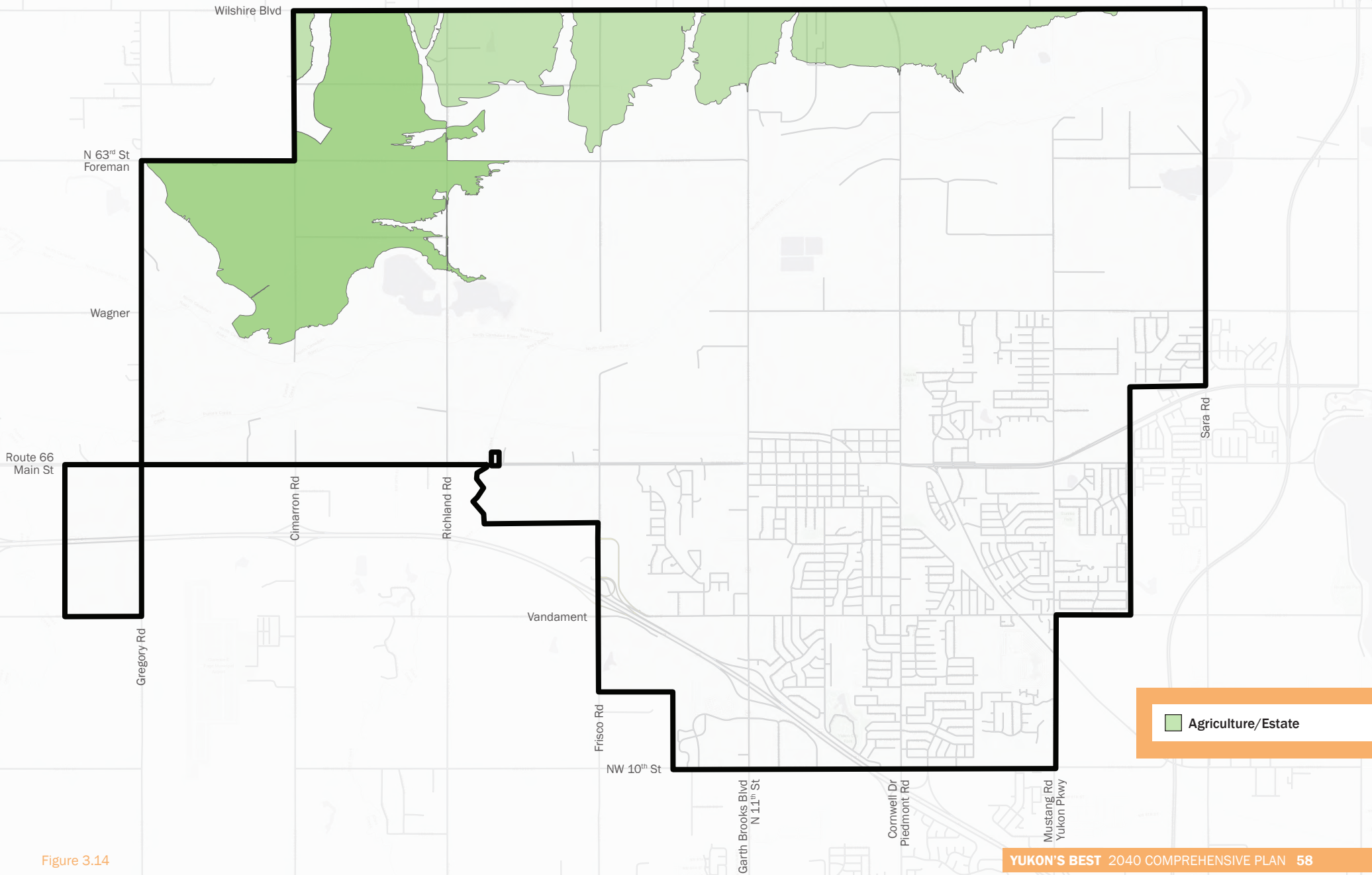


Figure 3.14

FUTURE LAND USE **EMPLOYMENT LAND**

CLASSIFICATIONS AND DESCRIPTIONS

The Employment Land designation is intended to preserve land in Yukon for possible future employers and industrial operations. As Yukon continues to grow it is important that land uses be designated to ensure a balance of uses throughout the city. Employment Land accounts for 867 acres or 5% of Yukon's future land use.

DEVELOPMENT

This designation should be limited to commercial or industrial uses and should seek to limit any residential development within it.

SITE DESIGN CONSIDERATIONS

Development within this land use category should consider the following:

- Increase automobile and pedestrian connections to surrounding compatible uses
- Mitigate potential land use conflicts with proper landscaping and screening
- Increased landscaping along arterials

DENSITY EXPECTATIONS

Not applicable



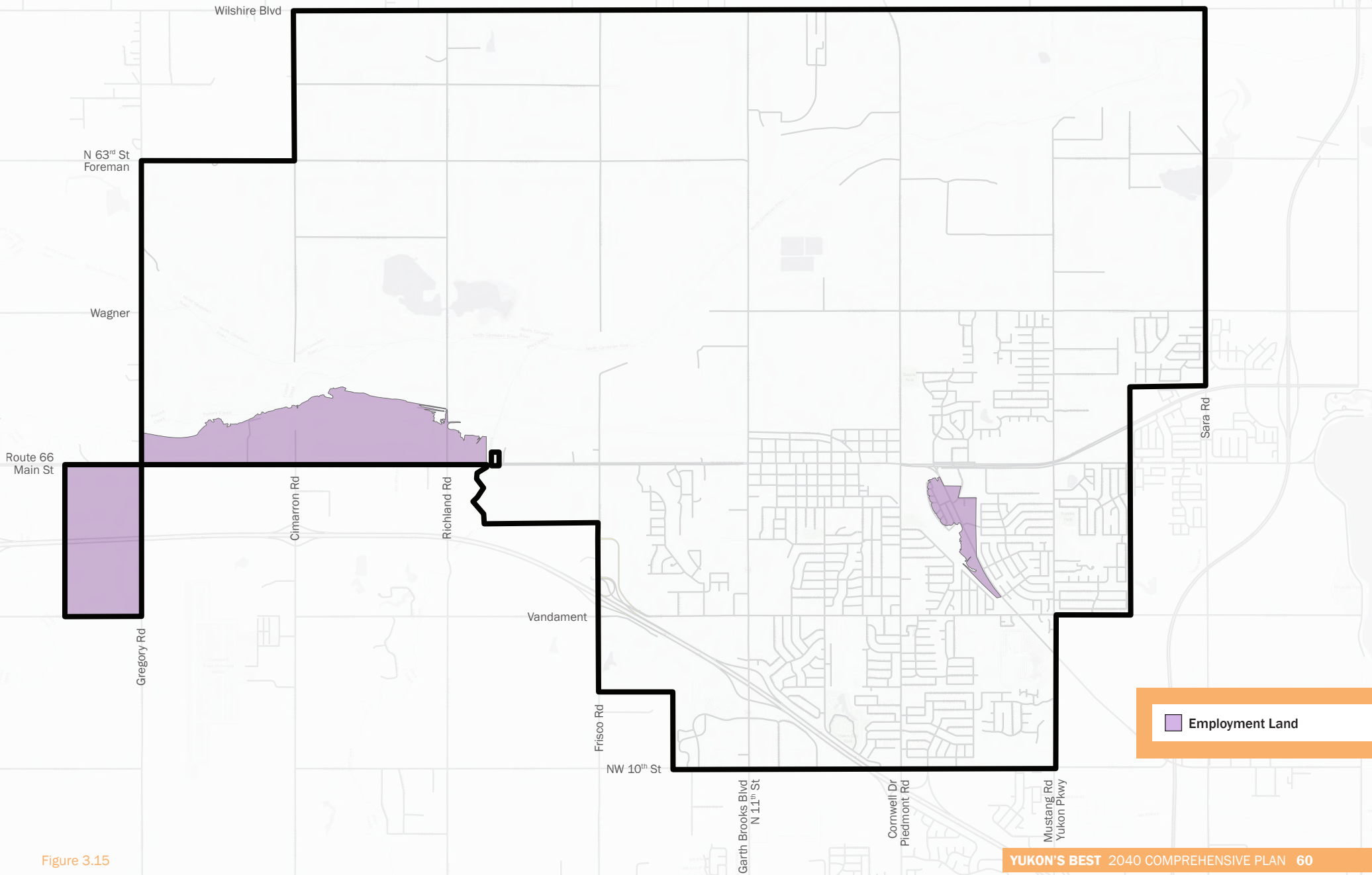


Figure 3.15

FUTURE LAND USE **LOW INTENSITY**

CLASSIFICATIONS AND DESCRIPTIONS

The Low Intensity land use consists of low density, primarily single-family housing located outside of the urban core of Yukon. This use type covers the existing single-family neighborhoods throughout the city. Low Intensity land accounts for 2,736 acres or 16% of Yukon's future land use. The Low Intensity land use also encourages small scale retail or office development. Residential uses such as single family or duplexes would be appropriate for this category.

DEVELOPMENT

This district is primarily designed for low intensity residential uses such as single-family homes. This category includes the existing residential subdivisions that have been developed over the past 50 years in Yukon.

SITE DESIGN CONSIDERATIONS

Development within this land use category should consider the following:

- Match surrounding neighborhoods in siting, scale, and setback
- Increase connectivity throughout neighborhoods
- Provide safe pedestrian access between residential areas through sidewalks or interior pedestrian pathways
- Increase recreational space required for new subdivisions

DENSITY EXPECTATIONS

Residential

- 1 to 2 dwelling units per lot
- Less than 5 units per acre

Commercial

- Floor to area ratio: 0.2-0.5



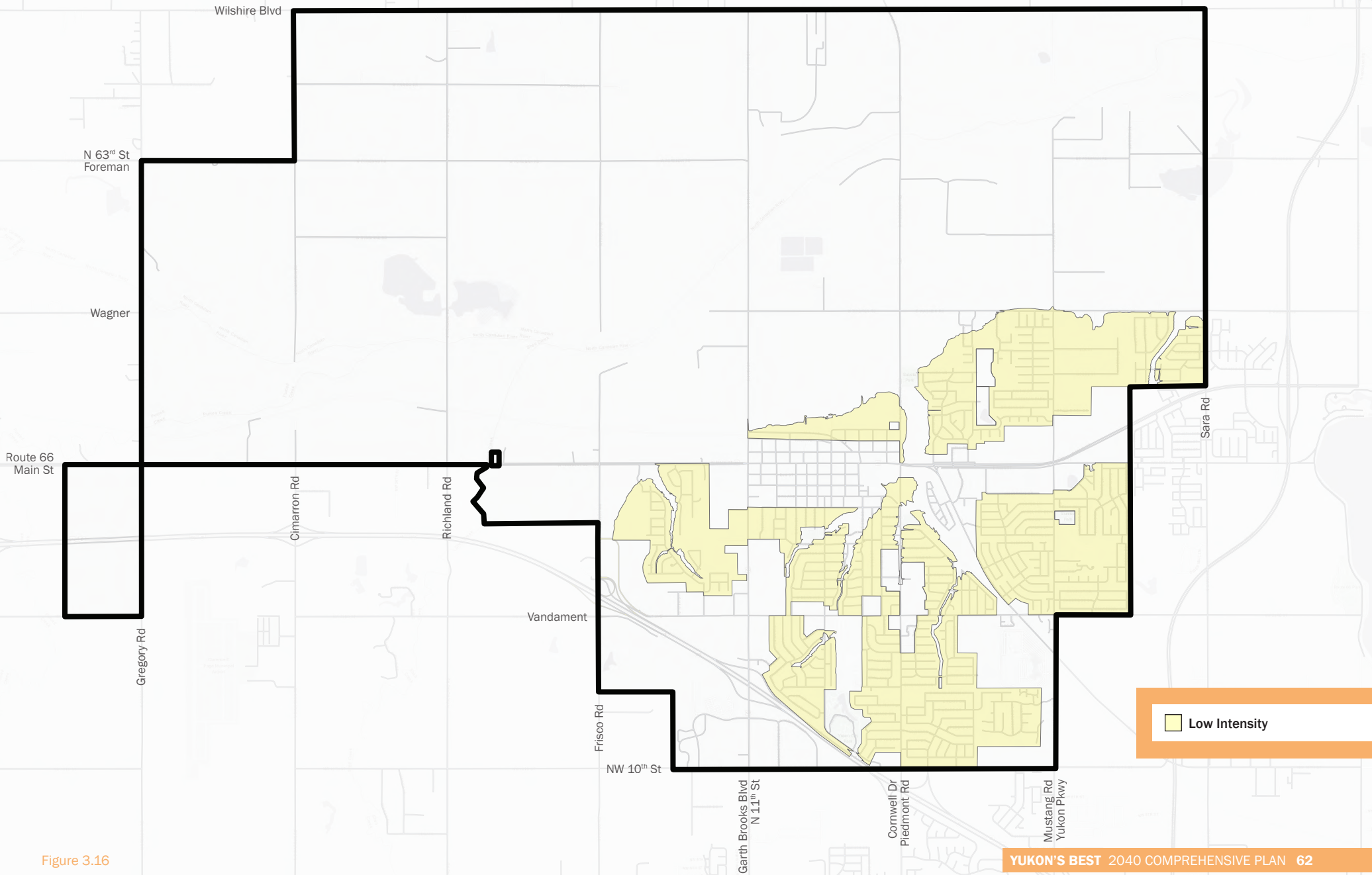


Figure 3.16

FUTURE LAND USE MEDIUM INTENSITY

CLASSIFICATIONS AND DESCRIPTIONS

The Medium Intensity land use consists of multi-family, neighborhood commercial, and educational uses. These include apartments, retirement communities, Yukon High School, small retail centers, etc. This use features a higher density than Low Intensity with multiple attached housing units on a single lot. Medium Intensity land accounts for 333 acres or 2% of Yukon's future land use.

DEVELOPMENT

This district is designed for medium intensity residential, neighborhood commercial, and educational uses. This category has the potential to blend the low density to slightly more intensive residential or commercial uses. These sites are typically located along major arterials and include aging retail and undeveloped tracts. Small scale multi-family may be compatible with this district.

SITE DESIGN CONSIDERATIONS

Development within this land use category should consider the following:

- Increase landscaping along arterials
- Provide safe pedestrian access between developments through sidewalks or interior pedestrian pathways
- Encourage shared parking
- Limit curb cuts and encourage shared driveways
- Mitigation techniques when developing commercial or intensive residential immediately adjacent to low intensity land uses

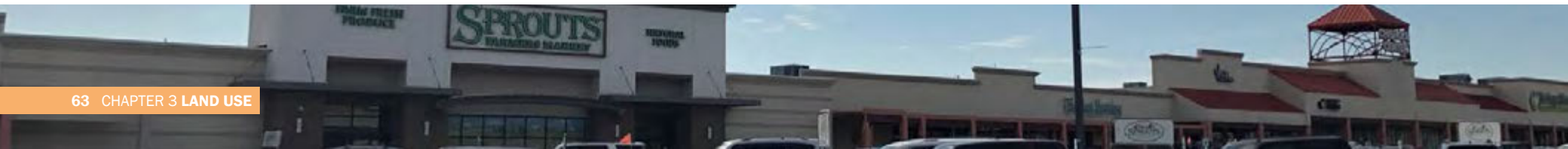
DENSITY EXPECTATIONS

Residential

- 1 to 4 dwelling units per lot
- Less than 12 units per acre

Commercial

- Floor to area ratio: 0.04-1.2



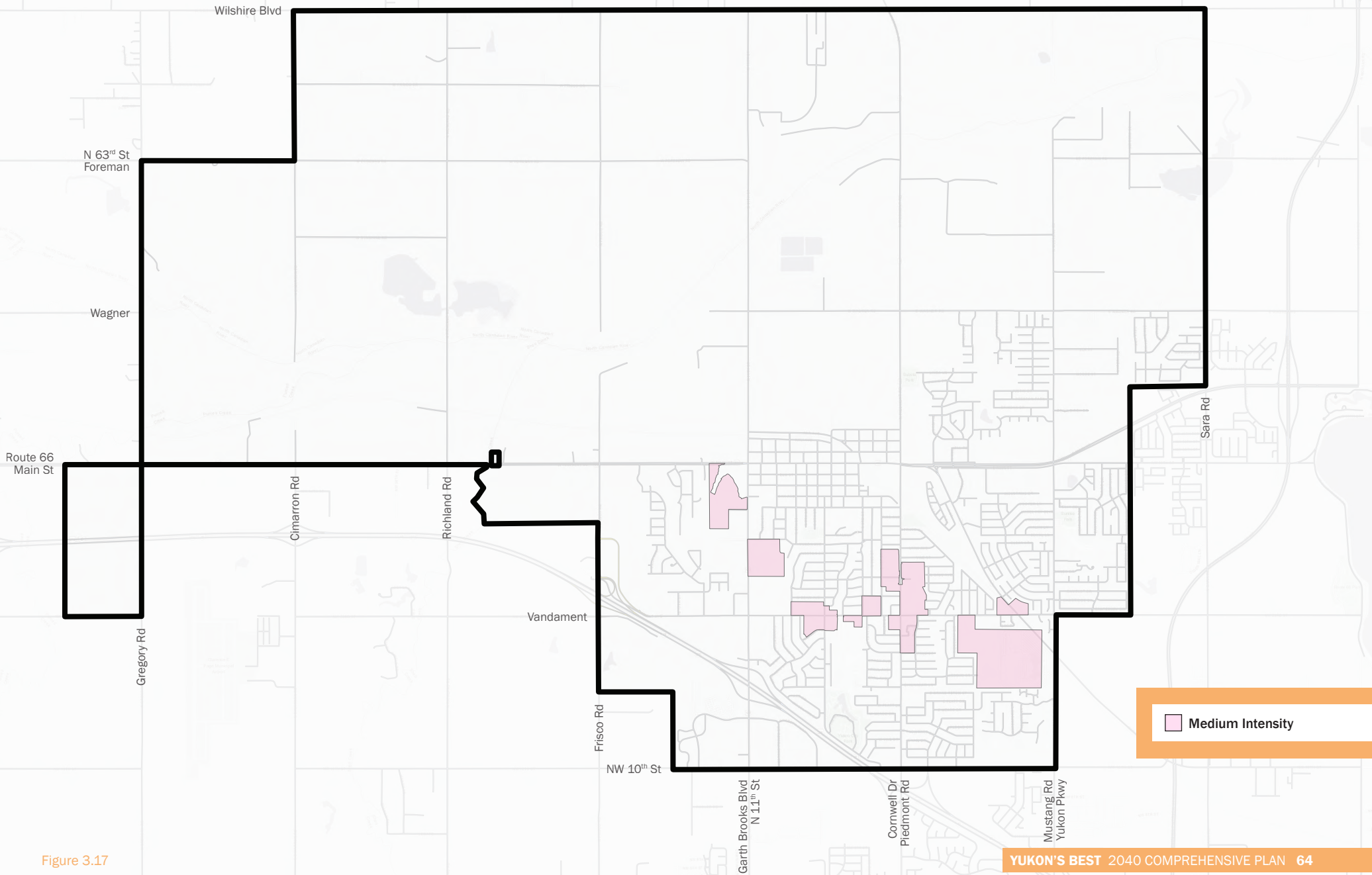


Figure 3.17

FUTURE LAND USE **HIGH INTENSITY**

CLASSIFICATIONS AND DESCRIPTIONS

The High Intensity land use consists of heavy commercial/residential uses, such as big-box retailers, the hospital and high-density residential uses, such as larger apartment complexes and master-planned mixed-use projects in Yukon. This use is most common surrounding high traffic roadways like Interstate 40 and Main Street/Route 66. High Intensity land accounts for 1,662 acres or 10% of Yukon's future land use.

DEVELOPMENT

This district is designed for high intensity commercial uses like big box centers and other sales tax producing business. These are located primarily along interstates and major arterials with high traffic volumes.

SITE DESIGN CONSIDERATIONS

Development within this land use category should consider the following:

- Increase landscaping along arterials
- Encourage shared parking
- Limit curb cuts and encourage shared driveways
- Development should provide safe pedestrian access between developments through sidewalks or interior pedestrian pathways
- Mitigation techniques when developing commercial or intensive residential immediately adjacent to low intensity land uses

DENSITY EXPECTATIONS

Residential

- 50 to 350 dwelling units per lot
- Less than 30 units per acre

Commercial

- Floor to area ratio: 0.74-2



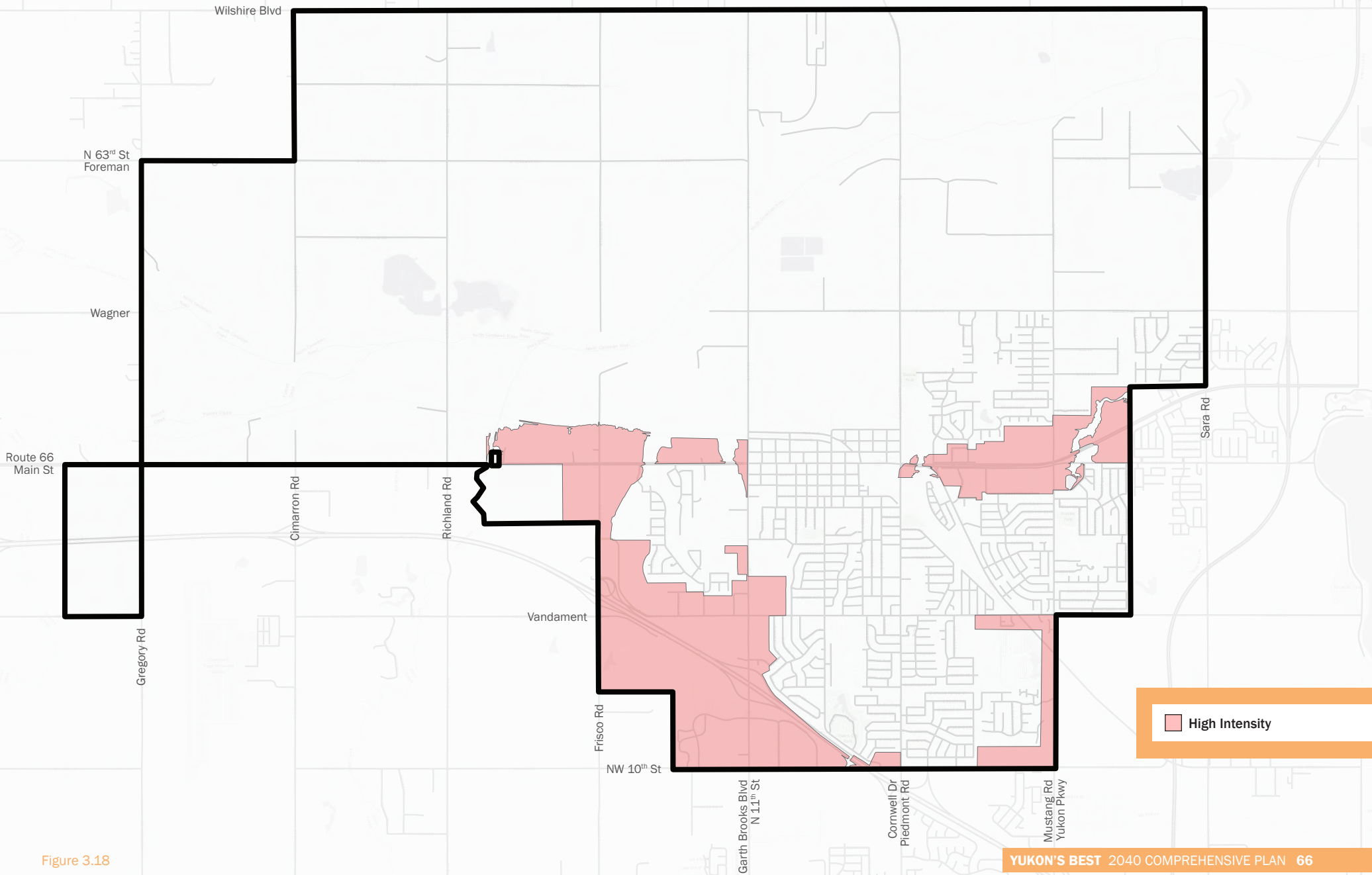


Figure 3.18

FUTURE LAND USE **OPEN SPACE**

CLASSIFICATIONS AND DESCRIPTIONS

The Open Space land use consists of the floodplain and local parks in Yukon. Open Space land will be maintained to provide residents with recreational opportunities. This land use is the largest within Yukon and accounts for 8,655 acres or 51% of Yukon's future land use.

DEVELOPMENT

Development within this designation could produce negative impacts and should be limited without proper studies.

SITE DESIGN CONSIDERATIONS

Development within this land use category should consider the following:

- Protect natural resources including trees, streams and other existing vegetation by limiting development or through mitigation when development can not be avoided
- Provide safe pedestrian access within the parks through sidewalks or interior pedestrian pathways

DENSITY EXPECTATIONS

Not applicable



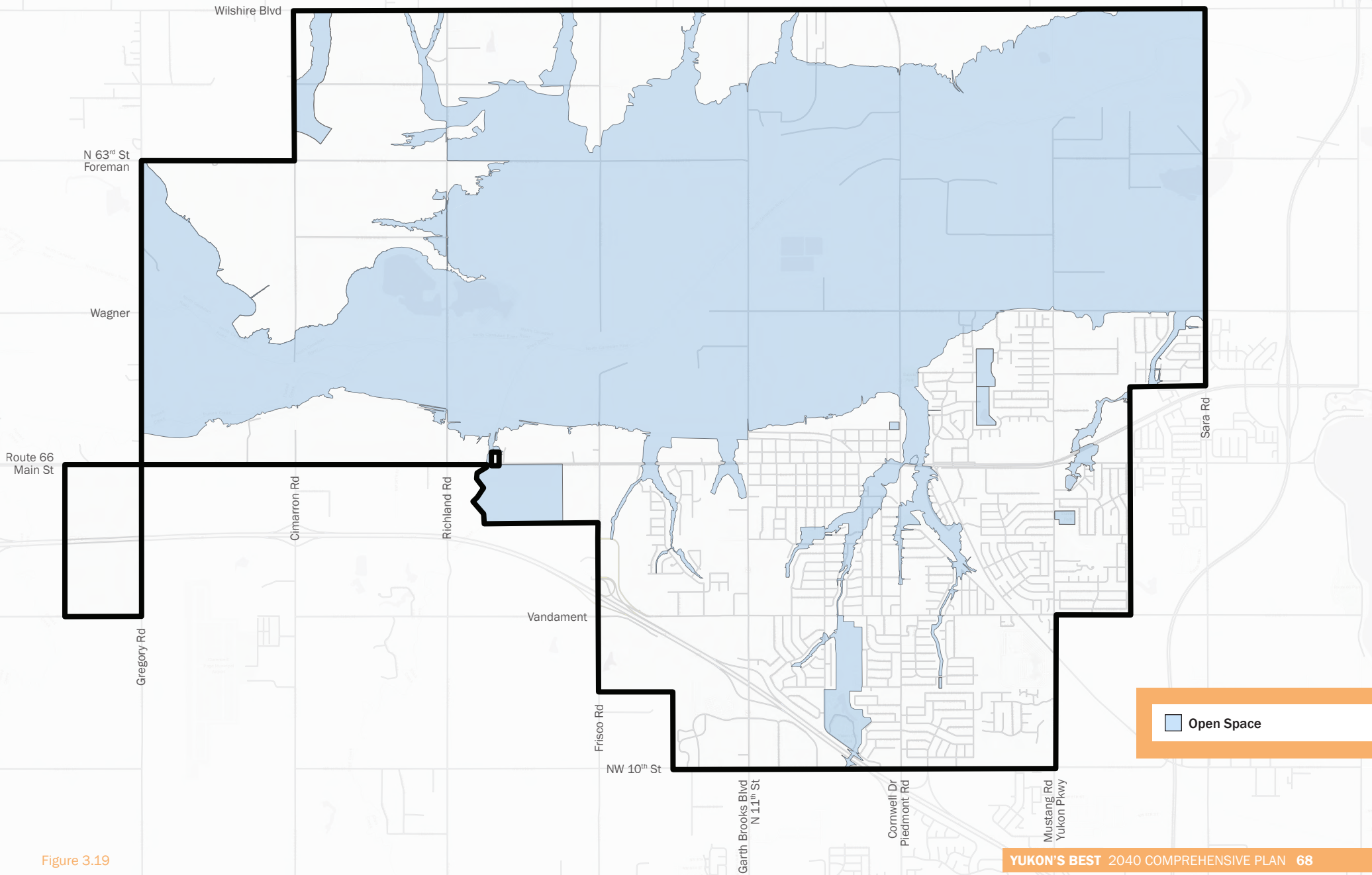


Figure 3.19

FUTURE LAND USE **URBAN INTENSITY**

CLASSIFICATIONS AND DESCRIPTIONS

The Urban Intensity land use consists of a small 1-mile section of downtown Main Street between Garth Brooks Boulevard to the west, Piedmont Road to the east, Birch Avenue to the north and Poplar Avenue to the south, and includes the historic Main Street. The existing uses within this section are single-family homes on small lots, office and retail. As some small redevelopment has already been seen in this area it is imperative that Yukon plan for future downtown redevelopment that maintains the vision of the city. Urban Intensity land accounts for 244 acres or 1% of Yukon's future land use.

DEVELOPMENT

This district is designed for urban intensity residential and commercial uses located in Yukon's downtown core. This category will largely experience redevelopment of businesses and residences that must maintain the character of historic Yukon.

SITE DESIGN CONSIDERATIONS

Development within this land use category should consider the following:

- Improve connectivity and pedestrian safety through sidewalks and bike lanes
- Maintain the historic character of downtown Yukon while increasing aesthetics and pedestrian safety

DENSITY EXPECTATIONS

Residential

- 1 to 20 dwelling units per lot
- Less than 30 units per acre

Commercial

- Floor to area ratio: 1.0+



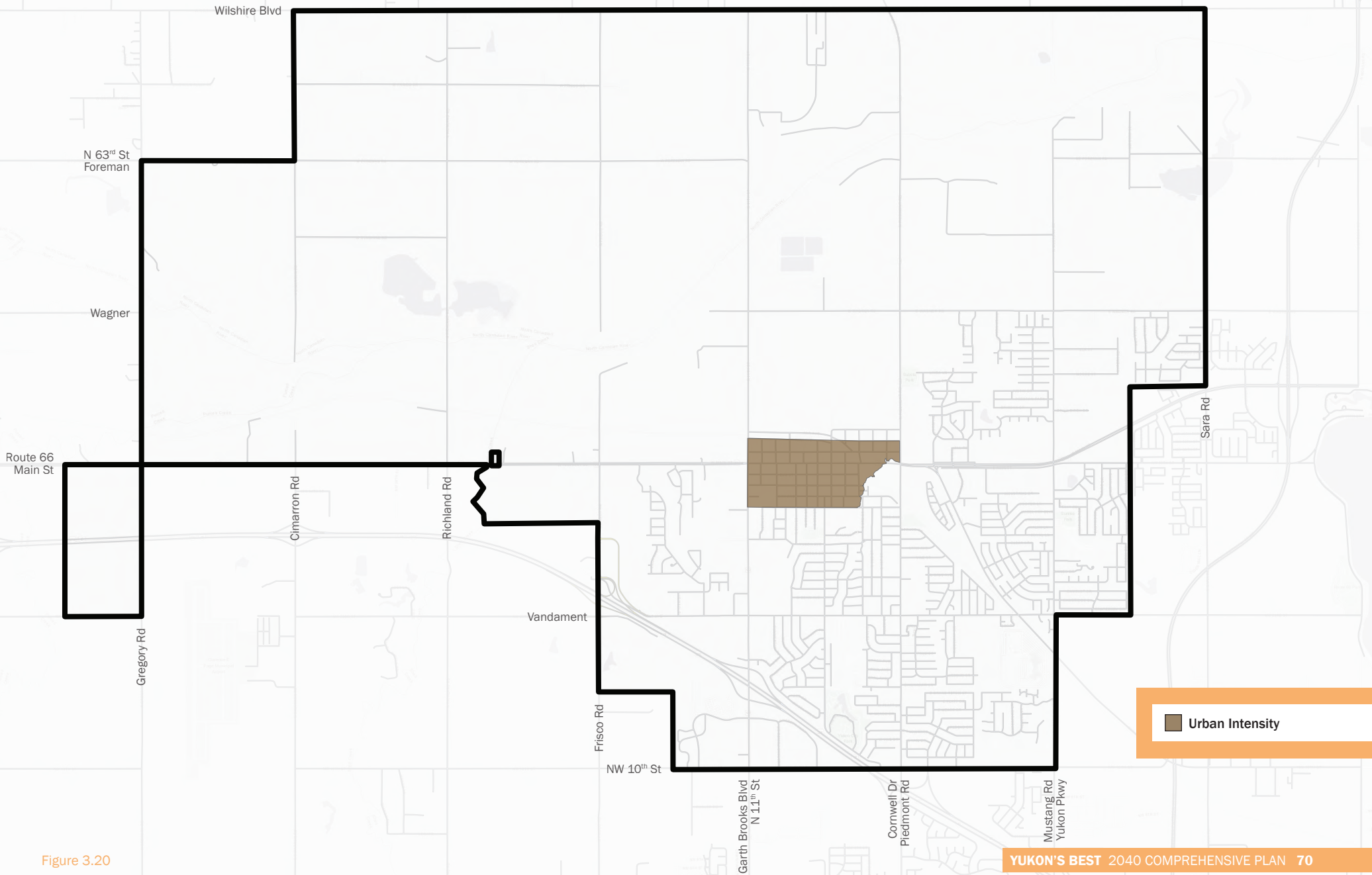


Figure 3.20

RECOMMENDATIONS



Preserve existing character and ensure compatibility between developments through design controls



Locate high intensity uses around interstate



Provide adequate land supply for all uses to allow for sustained growth



Update development codes to conform with Comprehensive Plan



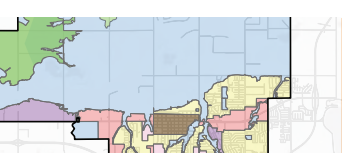
Encourage mixed use development within the Urban Intensity designation



Create design standards and guidelines for new development



Build relationships with adjacent communities in regard to ongoing development and land use decisions



Update the land use plan every 5 years





CHAPTER 4 Transportation and Mobility

Introduction / Goal / Top Issues
Roadway Classifications
Existing Roadways
Traffic Calming Devices
Bike Facility Types
Commuter Patterns
Traffic Generators & Volumes
Big Picture Ideas
Recommendations

INTRODUCTION

A city's transportation system often defines how the city itself progresses through its limitations and its opportunities. With the potential to impact population growth, residents' quality of life and economic development, a city's overall transportation system needs to adapt and change with the community. As previously discussed, Yukon and the surrounding communities have seen exponential growth which has caused congestion at key intersections throughout the City. The goals and recommendations within this chapter seek to provide a clear and concise path to improving the entire transportation system within the City of Yukon.

GOAL

To create an attractive and effective transportation system for all users

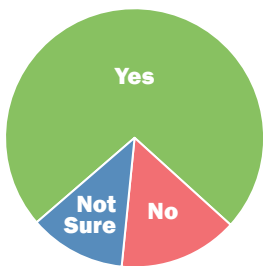


TOP ISSUES

- Traffic congestion
- Lack of connectivity
- Ongoing maintenance of sidewalks and roadways
- Corridors with low visual appeal
- Unsafe crosswalks

TOP ISSUES RESIDENT SURVEY

WOULD YOU LIKE TO HAVE MORE PEDESTRIAN WALKWAYS, TRAILS AND BIKE PATHS LINKING YUKON WITH SURROUNDING COMMUNITIES?

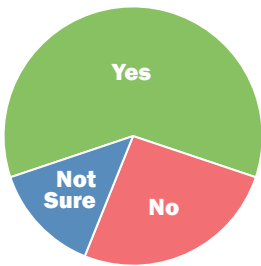


MOST COMMON RESPONSE THEMES

- 1 Fix existing roads
- 2 Finish sidewalks throughout the city
- 3 Improve connectivity within Yukon

Figure 4.1: Resident Survey

IS TRAFFIC CONGESTION A PROBLEM IN YUKON?

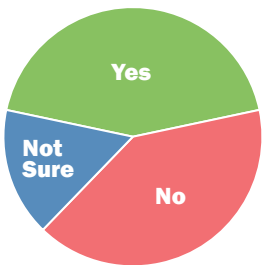


MOST COMMON RESPONSE THEMES

- 1 Interstate 40 & Garth Brooks
- 2 Peak commute times
- 3 NW 10th & Cornwell

Figure 4.2: Resident Survey

WOULD YOU BE WILLING TO PAY INCREASED TAXES TO UPGRADE/WIDEN CITY ROADS?

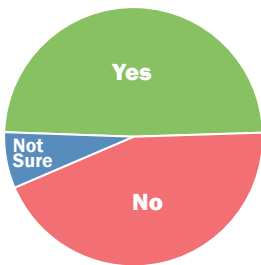


MOST COMMON RESPONSE THEMES

- 1 Depends on cost and if the increase is temporary
- 2 If funds were dedicated to road issues

Figure 4.3: Resident Survey

DO YOU FIND THE OVERALL CONDITION OF THE YUKON ROADS ADEQUATE?

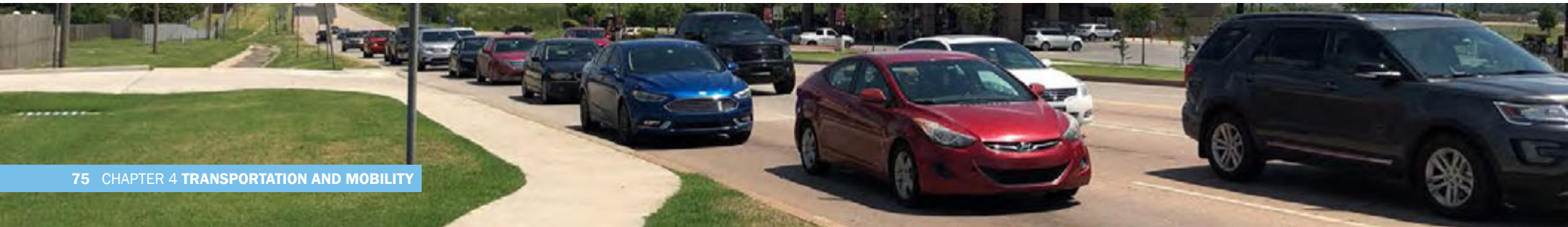


MOST COMMON RESPONSE THEMES

- 1 Piedmont Road/HWY 4 North
- 2 11th Street
- 3 Wagner Road

Figure 4.4: Resident Survey

See Appendix for planned Capital Improvements Projects



EXISTING ROADWAYS

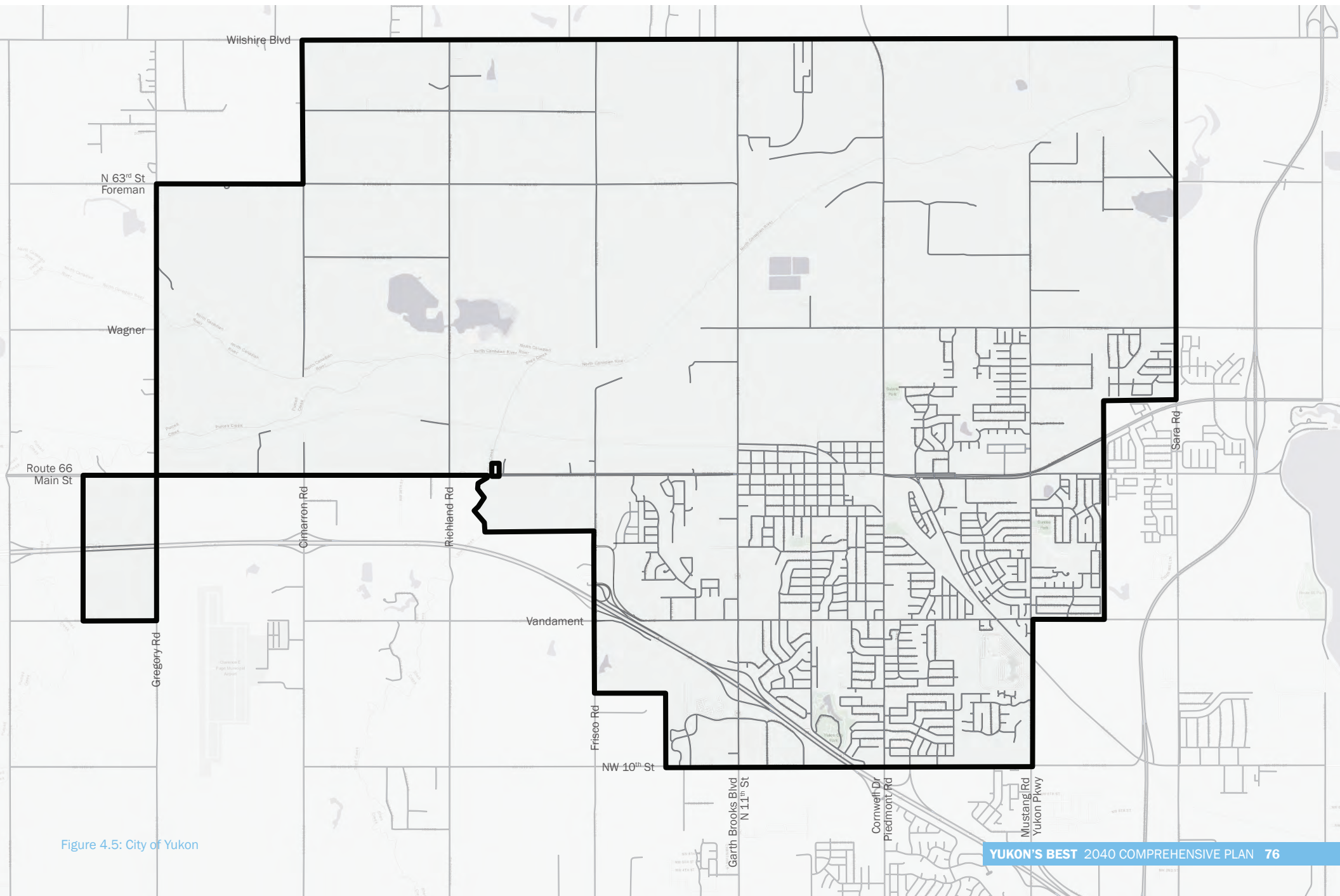


Figure 4.5: City of Yukon

EXISTING CONDITIONS **COMMUTER PATTERNS**

Over 86% of Yukon residents drive to work, which is 10% higher than the national average. As noted through the community survey, roads and their conditions are important to the residents as they may spend as much as one hour per day commuting to and from work. These commuting patterns can be changed by increased pedestrian and bicyclist infrastructure for those who live and work within the City of Yukon, reducing the demands placed on public roads.

Yukon has previously improved a majority of its major arterials. Therefore, it is not anticipated that more widenings would need to occur in the future. The City of Yukon should focus their resources on the overall condition of their roadways and manage traffic flow through alternative methods like reducing curb cuts or encouraging shared driveways.

Increasing vehicle travel lanes creates what is known as induced demand - increasing roadway capacity encourages more people to drive. While this seems counterintuitive, it has been proven by multiple studies. Drivers will take a path of least resistance and therefore, a community cannot build out of congestion. Instead, they use their resources to encourage other forms of transportation and invest in improving the condition of their existing network.

WORKERS

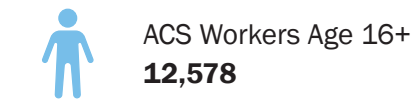


Figure 4.6: ESRI

TRANSPORTATION TO WORK

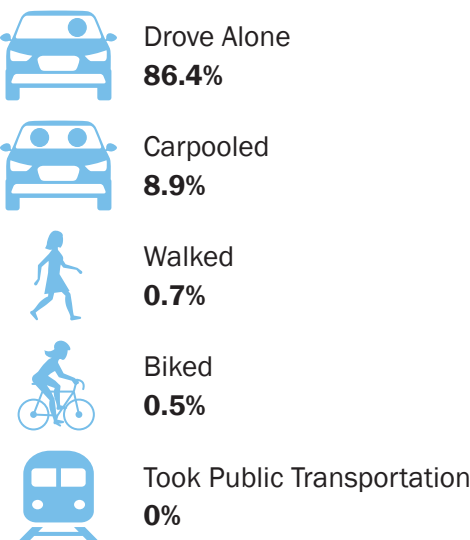


Figure 4.7: ESRI

TRAVEL TIME TO WORK IN MINUTES

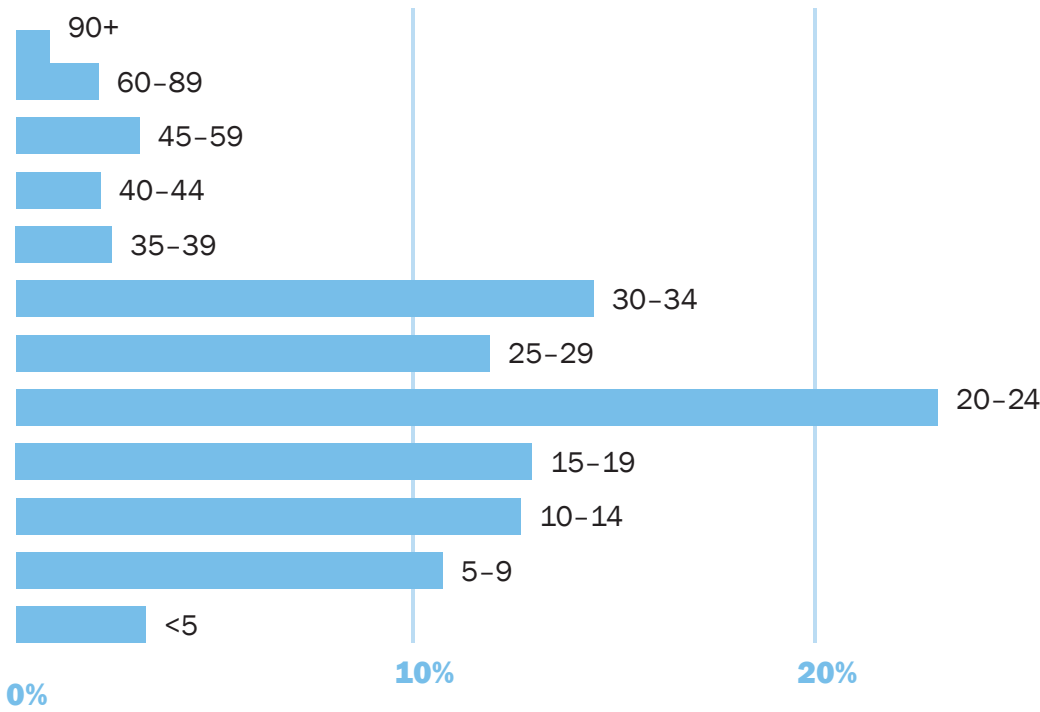


Figure 4.17:ESRI

BIG PICTURE IDEAS

Transportation planning decisions have economic, social and environmental impacts and often involve trade-offs. A decision to widen a road to address congestion in the near term can lead to a less safe pedestrian environment, increased paving and maintenance costs, and increased downstream congestion in the long term. Municipalities in Oklahoma most commonly fund road improvements through issuing bonds or pursuing Federal grants. Some cities have passed special dedicated sales tax initiatives to address transportation system improvements. Municipal property tax collections fall short of providing enough revenue to maintain, much less improve roads.

Many “Big Picture Ideas” apply to Yukon when looking at ways to address congestion and provide a functional system for all users. The following pages outline a few ways the city can address its transportation system for future growth while maintaining a system that works for all users.

Yukon has over 20.5 miles of arterial roadways that service the approximately 25,000 residents and visitors. The residents overwhelmingly believe a major priority should be investment in the roads and an improved transportation system.

TRAFFIC AND ACCESS MANAGEMENT

IS CONGESTION A PROBLEM IN YUKON?



Figure 4.9: Resident Survey



As transportation methods and preferences evolve, it will be important for Yukon to change with them. For instance, the advent of Uber and technological advances in self-driving vehicles may reduce the need for additional travel lanes or parking. However, until this occurs, Yukon must strengthen the regulations for traffic and access management that can ultimately lead to better traffic flow on arterials and throughout the city.

Over 11,000 people commute in and out of Yukon at the peak times of approximately 7am and 6 pm. This increase in congestion has occurred primarily because of the economic growth of the metro. The areas of heaviest traffic congestion noted in the community survey by residents logically correspond to the areas of significant residential/commercial growth. In order to best serve the existing residents, a series of best practices should be implemented when designing streets and developments along arterials. The City of Yukon has plans to improve their intelligent traffic system that include interconnected controllers, signal modernization, left on yellow, dedicated left turns at key intersections, and new access lanes on I-40.

REGIONAL TRANSPORTATION

Regional transportation is a growing discussion within the central Oklahoma City area, particularly in the eastern portion of the metro. These discussions have centered on light rail or bus rapid transit (BRT) from Edmond to Norman. It is vital for the City of Yukon to remain engaged in these conversations. As the entire metro continues to expand, transportation needs will change. Rail or BRT could significantly improve access to Yukon to reduce commute times and increase tourism. While it is not predicted to occur in the near future, expressing interest and remaining engaged will undoubtedly prepare Yukon to adapt as needed.



TRANSPORTATION TYPES



PUBLIC

Currently, the City of Yukon does not have a public transportation service. The nearest services are operated by EMBARK in Oklahoma City.



ACTIVE

The City of Yukon is continually constructing and planning for new sidewalks and trails to connect to surrounding communities. Trails specifically are covered in greater detail in the Parks and Recreation Chapter.



AIR

Yukon is located just over 16 miles southeast of Will Rogers World Airport, the busiest commercial airport in the Oklahoma City Metro. The airport is accessible from Yukon via the interstate system.



RAIL

The Union Pacific Railroad (UP) is the second largest railroad system in the country. This railroad runs diagonally in a general east to west direction across Yukon. This railroad holds historical significance in Yukon as it is the reason the city was founded in 1891. The UP freight rail connects Yukon directly to Oklahoma City and El Reno.

CORRIDOR BEAUTIFICATION

The streets in a community are a visitor's first impression and set the stage for their expectations. Holistically, this involves traffic flow, signage, buildings and most importantly, landscaping. Tree-lined streets not only provide environmental health benefits, but they also provide shade to pedestrians and aesthetically enhance the street. Improved landscaping, public art and even decorative pavers can create an overall image and sense of place for drivers and residents. This image created by these improvements can be catalytic to investment and overall safety, especially for existing residents. Those surveyed show significant support for corridor beautification standards. These standards would be set by the City of Yukon and private developers and would occur overtime. However, their gradual impact will be substantial, providing Yukon residents with tangible improvements they can point to and appreciate. In order to achieve corridor beautification, standards would first need to be set in place.



MOBILITY THAT WORKS FOR ALL USERS

This idea stems from the thought that if a city is designed for an 8 year old and an 80 year old, the city will work for everyone in between. Improving the overall mobility of Yukon will increase the residents' health statistics and quality of life. This includes ensuring ADA accessibility throughout that city. These improvements are achieved incrementally, but can provide high impacts. Many things can be done to address mobility including adding trails and bikeways, completing the sidewalk network, improvements to crossings and creating a ADA transitional plan for all public buildings, streets and sidewalks.



BIKE FACILITY TYPES

Bicycle facility types have a major impact on bicycle infrastructure throughout a city. Whether they are used as a resident's primary mode of transportation or strictly for recreation, they increase connectivity and encourage cyclists of all skillsets and ages to get out and ride their bikes. While there are several different types of bike facilities, they all share the same goal, to provide a safe space for cyclists to ride their bikes around town. Below are the most common types of bicycle facilities.



SHARROW

A shared lane, or sharrow, is a shared bicycle/vehicle roadway. These facilities are typically seen on local, neighborhood streets that experience a low volume of traffic and low speeds (less than 25 mph). Sharrows do not provide a dedicated bike lane, meaning bicyclists are not limited to where they can ride in the lane.

STRIPED BIKE LANES

Striped bike lanes are dedicated bike lanes that are neither separated nor protected. They provide a clear area where bicyclists should be riding in the roadway. Typically, these are a minimum of four feet wide and feature a solid white line on the far right side of the street. Installation of striped bike lanes should be used when right-of-way would not allow for increased separation.

BUFFERED BIKE LANES

Buffered bike lanes are similar to striped bike lanes with one major exception; they provide a buffer between the vehicle lane and the designated bike lane. This buffer adds extra space, typically one to two feet, between passing cars and the bicyclists. While the cyclists are separated from the vehicle lane, they are not protected.

PROTECTED BIKE LANE

Protected bike lanes are considered the safest on-road bike facilities. They provide a physical barrier between motorists and cyclists that prevents vehicles from infringing on the cyclist's space. These barriers can consist of bollards, planters, curbs or even on-street parking. Protected bike lanes attract bicyclists of various levels of experiences and ages.

OFF-STREET BIKE PATHS

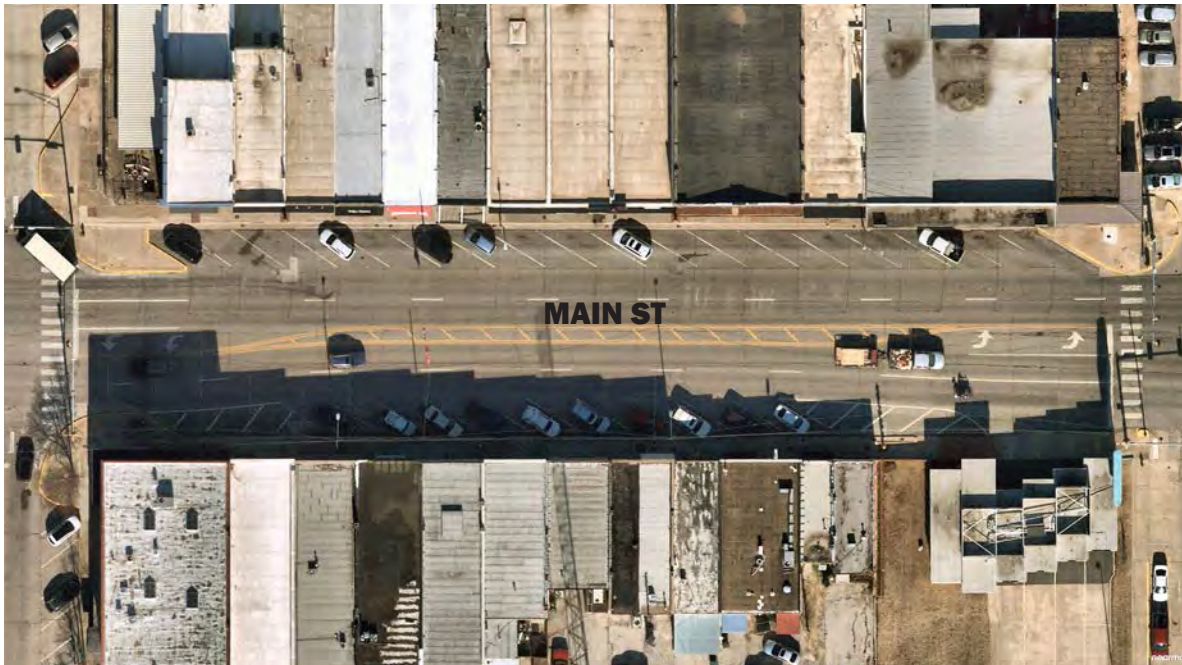
Off-street bike paths are completely separated from roadways and can supplement on-street bicycle facilities by providing connectivity and increased safety for cyclists. These paths can be recreational in nature and more attractive to riders who do not feel comfortable cycling in close proximity to vehicles. Ideal locations for these would be along rivers, railroads or through parks.

ROADWAY CLASSIFICATIONS

A city's transportation system is intrinsically linked to land use. Different land uses require streets with the ability to handle the traffic they generate. New developments should be located on streets with the appropriate capacity for the traffic generated. Most of Yukon's major streets are built out for vehicular improvements. To holistically address the transportation issues faced by the City of Yukon, an understanding of the hierarchical system of roadways and how they function must first be reached. The following are general descriptions of roadway classifications found in Yukon.

MAJOR/PRINCIPAL ARTERIALS

Major arterials are meant to carry high volumes of through traffic throughout the city at medium to high speeds. They typically carry a major portion of travelers entering or leaving the city. Due to this, it is rare for a major arterial to feature on-street parking or driveway access, with the exception of urban areas, like downtowns. The traffic that major arterials pick up primarily comes from minor arterials and major collectors. The high traffic volume on major arterials attracts commercial development, mostly grouped around intersections. To facilitate efficient traffic flow, signal interruptions should be highly coordinated and reduced as much as possible. Examples of major arterials in Yukon include Route 66/Main Street and State Hwy 4/S Ranchwood Boulevard.



ODOT ROAD CLASSIFICATION (WITH RIGHT-OF-WAY WIDTH)

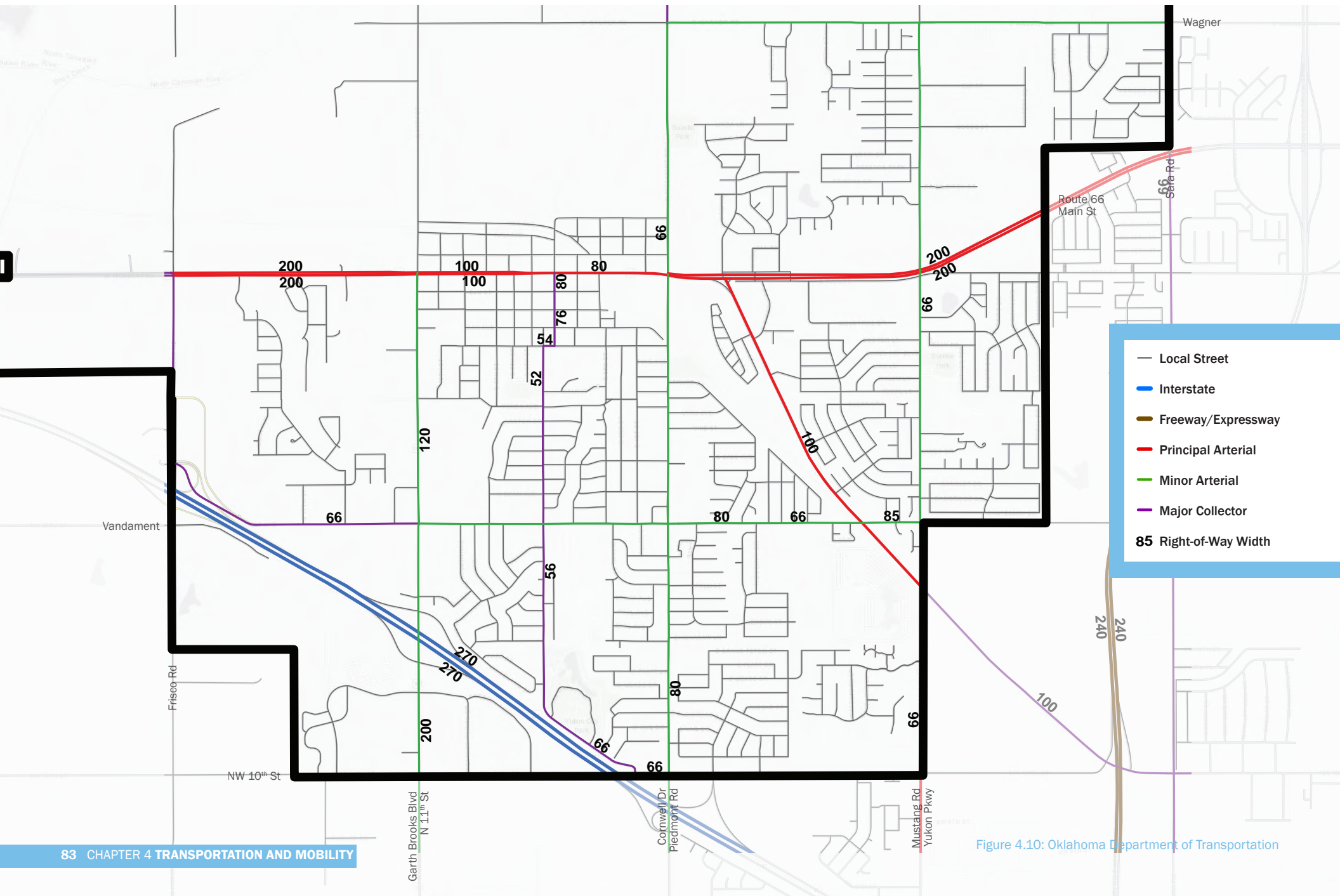


Figure 4.10: Oklahoma Department of Transportation

EXISTING ROADWAY NETWORK

The following are general descriptions of the primary thoroughfares within Yukon.

HIGHWAYS/MAJOR ARTERIALS (ODOT)



INTERSTATE 40

Interstate 40 is a six-lane roadway, with a center median, that runs just over 2 miles diagonally across Yukon's southwest corner with one entrance/exit ramp at Garth Brooks Boulevard. A new interchange at Frisco Road is under construction. For Yukon residents, Interstate 40 provides direct access (about 18 miles/20 minutes) to downtown Oklahoma City to the east.



ROUTE 66/MAIN STREET

Historic Route 66, also known as Main Street, is a four-lane highway, with a center median (ending at N 6th Street and continuing at N 1st Street), that runs 7.4 miles east to west across Yukon. Route 66 is the primary thoroughfare running through Yukon's downtown. Route 66 provides a direct connection to I-44 in central Oklahoma City. This major arterial is the north/south dividing line for the City of Yukon.



YUKON PARKWAY

A small section of Yukon Parkway is classified as a major arterial. This section is a four-lane roadway that runs 0.75 miles north to south across east Yukon from State Hwy 4/S Ranchwood Boulevard to NW 10th Street. Yukon Parkway provides connectivity to the City of Oklahoma City to the south as well as Yukon High School.



STATE HWY 4/S RANCHWOOD BOULEVARD (SOUTH OF MAIN STREET)/N PIEDMONT ROAD (NORTH OF MAIN STREET)

State Highway 4 is a major arterial in Yukon that runs for 1.5 miles diagonally (S Ranchwood Boulevard.) across east Yukon to E Main Street, it then runs east to west on E Main Street for 0.2 miles to N Piedmont Road. State Hwy 4 provides access to the John Kilpatrick Turnpike via connections with NW 10th Street. The turnpike is just east of Yukon.

EXISTING PLANS

FRISCO ROAD

In 2018 utility relocation and right-of-way work began on the long anticipated on/off ramp to Interstate 40 at Frisco Road. According to ODOT, construction is programmed to start in 2020. When completed, this new interchange will change the trajectory of development in west Yukon which is reflected in the Land Use chapter of this plan (Chapter 3). It is projected that new commercial, office and retail developments will be developed in lieu of single family residential.

Like other entry points into Yukon, the Frisco Road interchange will act as a new gateway into the community with the possibility of alleviating some of the peak commuters at other locations, like Garth Brooks. This additional entry point will create a more efficient transportation network overall as traffic will be more dispersed throughout the community. This new gateway into Yukon allows for a unique opportunity for the community to establish branding and design standards through the adopted (2019) Tax Increment Financing District areas 1 and 2. An added layer of City review could help create a marquee entry point into the newly developed portions of the City leading to more economic vitality.

Multiple properties near the new on/off ramps were rezoned in 2018 to allow for higher density/intensity development in anticipation for this improvement to be completed. This interchange creates more viable commercial land which may lead to both increased sales tax and marketable properties to new-to-market retailers. This allows Yukon to stay competitive in the retail recruitment efforts of central Oklahoma.



Figure 4.11: Oklahoma Department of Transportation



ROADWAY CLASSIFICATIONS

MINOR ARTERIALS

Minor arterials typically interconnect with major arterials, link neighboring communities, provide cross-town connectivity with a lower level of traffic mobility with signalization being a necessity and also attract businesses. The traffic that minor arterials pick up usually comes from minor collectors and local streets. If on-street parking is available on minor arterials it is usually only in areas that are adjacent to downtown. Often, driveway access directly from minor arterials is only seen in rural areas. Examples of minor arterials in Yukon include Garth Brooks Boulevard, Vandament Avenue, Cornwell Drive/N Piedmont Road, Yukon Parkway, and Wagner Road.



EXISTING ROADWAY NETWORK

NORTH-SOUTH MINOR ARTERIALS (ODOT)



GARTH BROOKS BOULEVARD

Garth Brooks Boulevard is designated as a minor arterial for a 2-mile stretch that runs north to south from Rt. 66/W Main Street to NW 10th Street. This four-lane arterial provides direct access to Interstate 40 and intersects with W Main Street, W Vandament Avenue, Interstate 40, and NW 10th Street.



CORNWELL DRIVE

Cornwell Drive is a four-lane roadway that runs north to south from W Main Street to NW 10th Street for 2 miles. This arterial provides access to and intersects with W Main Street, E Vandament Avenue, and NW 10th Street. Cornwell Drive is the east/west divider for the City of Yukon.



YUKON PARKWAY

A section of Yukon Parkway is classified as a minor arterial. This 2.3-mile section runs north to south from E Wagner Road to State Hwy 4/S Ranchwood Boulevard. From E Wagner Road to E Main Street Yukon Parkway features two lanes of traffic. Those two lanes are increased to four lanes from E Main Street to State Hwy 4/S Ranchwood Boulevard. Yukon Parkway provides direct access to I-40, just south of Yukon.

EAST-WEST MINOR ARTERIALS (ODOT)



VANDAMENT

A 2-mile section of Vandament Avenue is classified as a minor arterial. This four-lane roadway runs east to west from S Yukon Parkway to Garth Brooks Boulevard.



WAGNER

A 2-mile section of E Wagner Road is classified as a minor arterial. This two-lane section runs east to west from N Sara Road to State Hwy 4/N Piedmont Road.

ROADWAY CLASSIFICATIONS **MAJOR COLLECTORS**

Major collectors function as the primary connection between arterials and local streets and link residential and commercial development. Unlike arterials, traffic signals are minimal. Signalization is necessary where major collectors intersect with arterial streets. The traffic that major collectors pick up is typically from local streets; parking lanes allow for on-street parking where appropriate and driveway access directly onto collector streets is common. Examples of collector streets in Yukon include W Vandament Avenue, Holly Avenue, Oak Avenue and 5th Street.



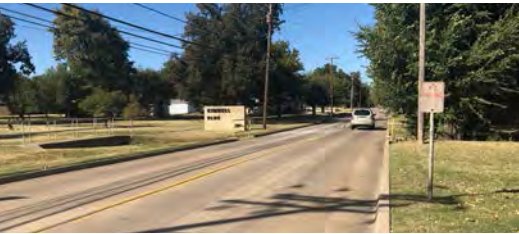
EXISTING ROADWAY NETWORK

MAJOR COLLECTORS (ODOT)



NW 10TH STREET

NW 10th Street is Yukon's southern boundary; it runs east to west for 2.5 miles. This four-lane roadway crosses over Interstate 40, intersects with Garth Brooks Boulevard and provides direct access to Integris Hospital in southwest Yukon.



HOLLY AVENUE

Holly Avenue is a two-lane roadway that runs primarily north to south for 2 miles beginning at Oak Avenue, 3 blocks south of W Main Street and running south to NW 10th Street. This major collector provides access to and intersects with NW 10th Street and W Vandament Avenue.



S 5TH STREET

The Oklahoma Department of Transportation has designated a small 0.2 mile section of S 5th Street as a major collector. This two-lane section of S 5th Street runs north to south from W Main Street to Oak Avenue.



N FRISCO RD.

Similar to S 5th Street, a small four-lane, 0.8 mile section of N Frisco Road is a major collector in Yukon. North Frisco Road runs from north to south from W Main Street to Interstate 40 and serves as Yukon's far southwest boundary. The Frisco Interchange is anticipated to spur new development and drastically increase the average daily traffic along Frisco Road.



W VANDAMENT AVE.

A section of W Vandament Avenue has been designated as a major collector. This four-lane, 1.4 mile section runs east to west starting at Garth Brooks Boulevard and curves to intersect with N Frisco Road.



ST. HWY 4/PIEDMONT RD.

A small 2-mile section of State Hwy 4/N Piedmont Road is a designated major collector that runs north to south from W Wilshire Boulevard, Yukon's northern boundary, to E Wagner Road.

ROADWAY CLASSIFICATIONS

LOCAL STREETS

Local streets are largely for direct access to residential and commercial development. The mobility of local streets is very low with low speeds and rarely signalization. Local streets frequently provide for on-street parking and offer direct driveway access to adjacent properties.

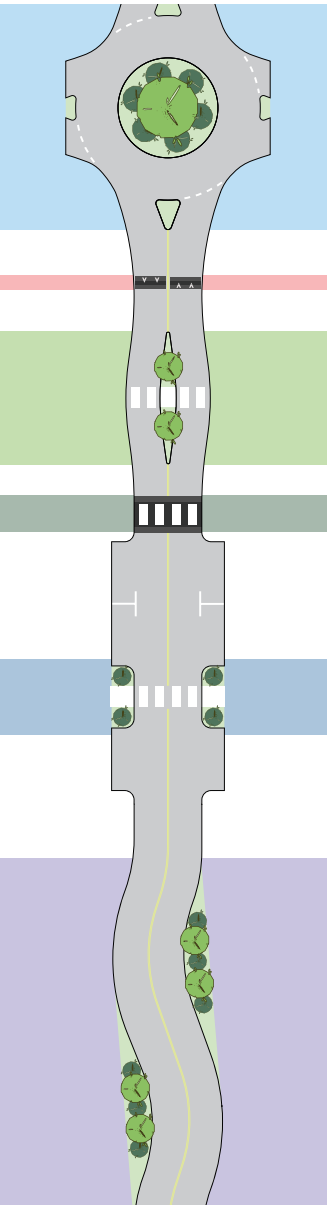
Subdivision regulations dictate how streets are designed and built. Local streets are meant for short, connecting trips. Without good connections between local streets traffic is forced out onto major roads. This mixing of local and through traffic on major thoroughfares can add to congestion and increase accidents. Lack of connectivity can be particularly challenging for emergency responders or in times of natural disasters.

Subdivision regulations also usually address block length. A typical, walkable neighborhood block length is between 300 and 600 feet in length. Yukon's subdivision regulations require a block length of 600 feet minimum and 1,200 feet maximum. Long blocks decrease the potential number of routes and encourage drivers to speed. In order to better address walkability, safety and connectivity changes to the subdivision regulations should be made to address block length and street design. Additionally, there are various methods for calming traffic on the following page.



TRAFFIC CALMING DEVICES

Traffic calming devices have proven to be a very effective way for cities to reduce traffic speeds and increase pedestrian safety in key areas. These devices can be implemented on small scale projects with insignificant costs. These devices can also be incorporated into overall street repair projects areas, specifically around schools, parks, commercial areas or neighborhoods.



ROUNDBABOUT

A circular intersection where drivers maneuver around a center island without any traffic signals or stop signs. The goal is to reduce a driver's speed by creating a conflict point that forces the motorist to slow down and move with caution. They are designed to accommodate all vehicles including emergency vehicles and buses. They are proven to reduce collisions and increase driver/pedestrian safety.

SPEED HUMPS

Vertical traffic calming devices intended to slow speeds on low-volume, low-speed roads. They can reduce speeds to 15-20 mph and are primarily installed on local, neighborhood roads. Speed humps are one of the most frequent/economical devices utilized by peer cities.

ISLANDS/MEDIANS

Roadways are channelized to separate drivers. They are used to create a pinchpoint in the middle of a street and reduce pedestrian crossing distances. When landscaped, islands/medians can enhance roadway aesthetics. They also provide for pedestrian safety by reducing traffic speeds and allowing a pedestrian to cross one direction of traffic at a time.

RAISED CROSSWALKS/SPEED TABLE

Vertical traffic calming devices that reduce vehicular speeds and bring drivers to the pedestrian level. A curb ramp makes pedestrians more visible to approaching motorists while allowing the pedestrian to cross a roadway at a nearly constant grade. While these are primarily used on local streets, they can also be installed on collector streets that experience heavy pedestrian traffic.

PINCHPOINT

Curb extensions can be installed to slow traffic speeds, reduce pedestrian crossing distance and add public space to a roadway. These are created by extending both sides of the curb. Pinchpoints can be used midblock or at intersections, effectively creating a gateway effect. These narrow the driving lanes and break up driver sight lines, while increasing pedestrian and motorist visibility.

CHICANES

Offset curb extensions that often create an s-shape in a wide roadway. These are typically found on residential or downtown streets with low traffic volumes. On very wide streets, chicanes are often accompanied by a center median to discourage drivers from speeding down the center. While they slow vehicular speeds considerably, they also increase the amount of public space in an area and provide opportunities for increased landscaping, adding aesthetic enhancements to a roadway.

EXISTING ROADWAY NETWORK

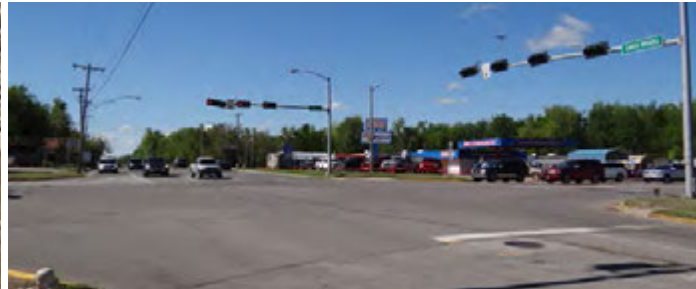
KEY INTERSECTIONS

Intersections are an essential part of multi-modal connectivity within a city and they should be designed and maintained as such. With proper design an intersection can function in two important ways, it can facilitate efficient traffic flow and ensure bike/pedestrian safety. Throughout the development of this Comprehensive Plan, key intersections were designated based on discussions with city leaders, staff, and the resident survey. The following list of intersections were those deemed the most problematic in terms of traffic flow, navigation and bike/pedestrian safety.

FRISCO & INTERSTATE 40



MAIN STREET & GARTH BROOKS



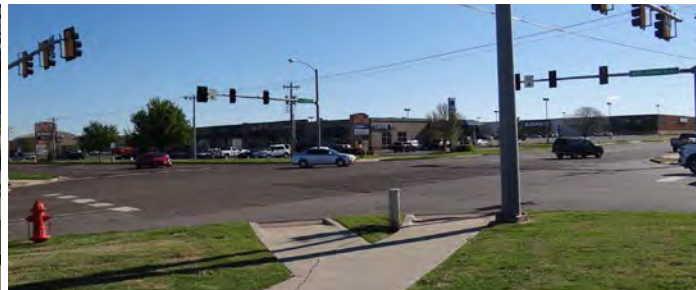
VANDAMENT & GARTH BROOKS



GARTH BROOKS & WEST END POINTE



GARTH BROOKS & 10TH STREET



VANDAMENT & HOLLY



VANDAMENT & CORNWELL

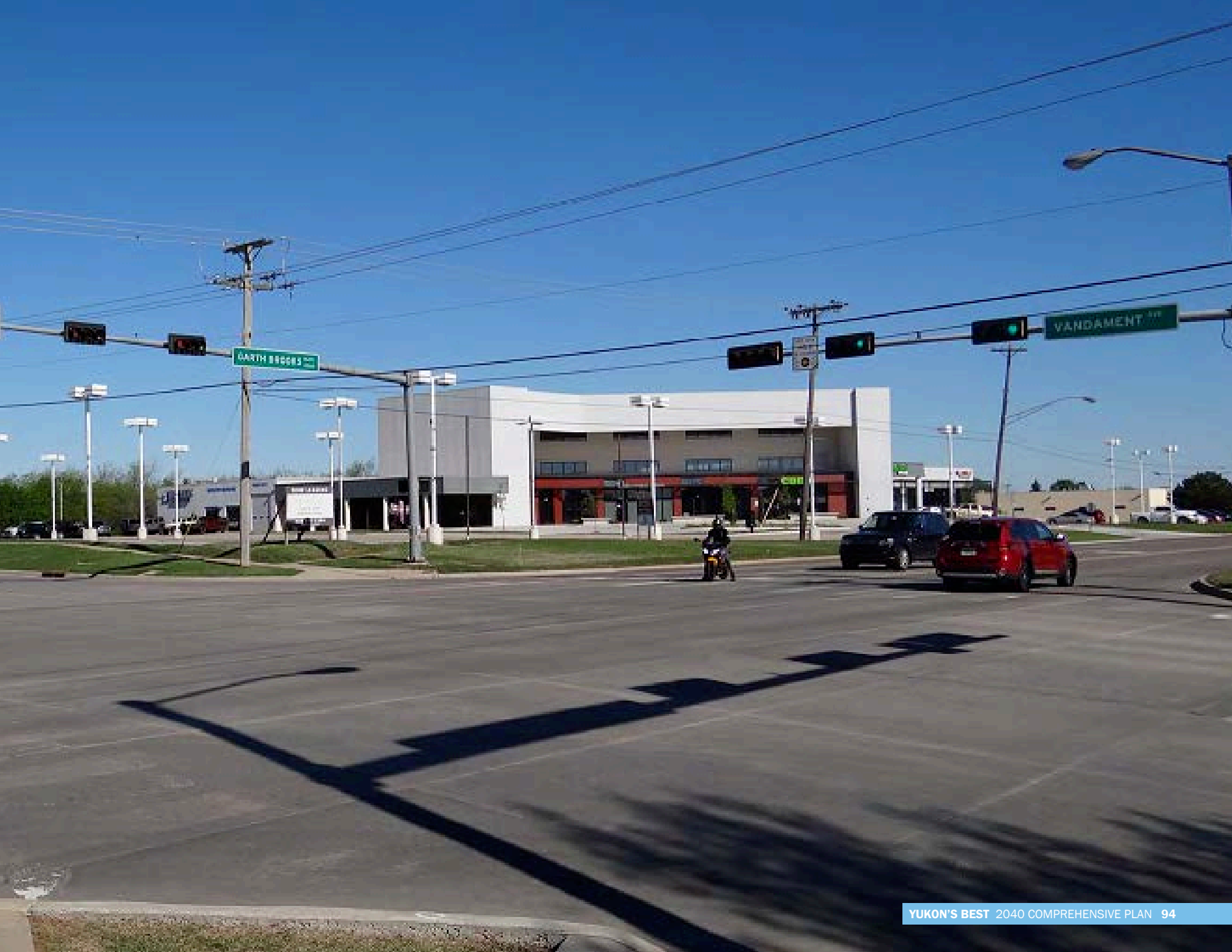


NW 10TH ST. & CORNWELL



VANDAMENT & YUKON PARKWAY





TRAFFIC GENERATORS & VOLUMES

MAJOR TRAFFIC GENERATORS

YUKON SCHOOLS



RETAIL CENTERS



INTERCHANGE RAMPS FOR COMMUTERS



ODOT TRAFFIC COUNTS

The Oklahoma Department of Transportation (ODOT) conducts semi-annual traffic counts that are used to track usage and to help them plan for maintenance and future expansions. In the City of Yukon, ODOT conducts both highway and urban traffic counts. However, the last complete traffic count for the whole city was conducted in 2015. There are several urban count locations throughout the city and only four highway counts, as can be seen on Figure 4.12. By conducting these counts semi-annually, ODOT can study and compare fluctuations in daily traffic and see how a community changes over time.

While the urban count locations are spread across the city, the highway count locations are focused around Route 66/ E Main Street. These locations are:

STATE HWY 4/N PIEDMONT ROAD, JUST NORTH OF E MAIN STREET



ROUTE 66/E MAIN STREET, JUST EAST OF S CORNWELL DRIVE



STATE HWY 4/S RANCHWOOD, JUST SOUTH OF E MAIN STREET



ODOT ROAD CLASSIFICATION (WITH TRAFFIC COUNTS)

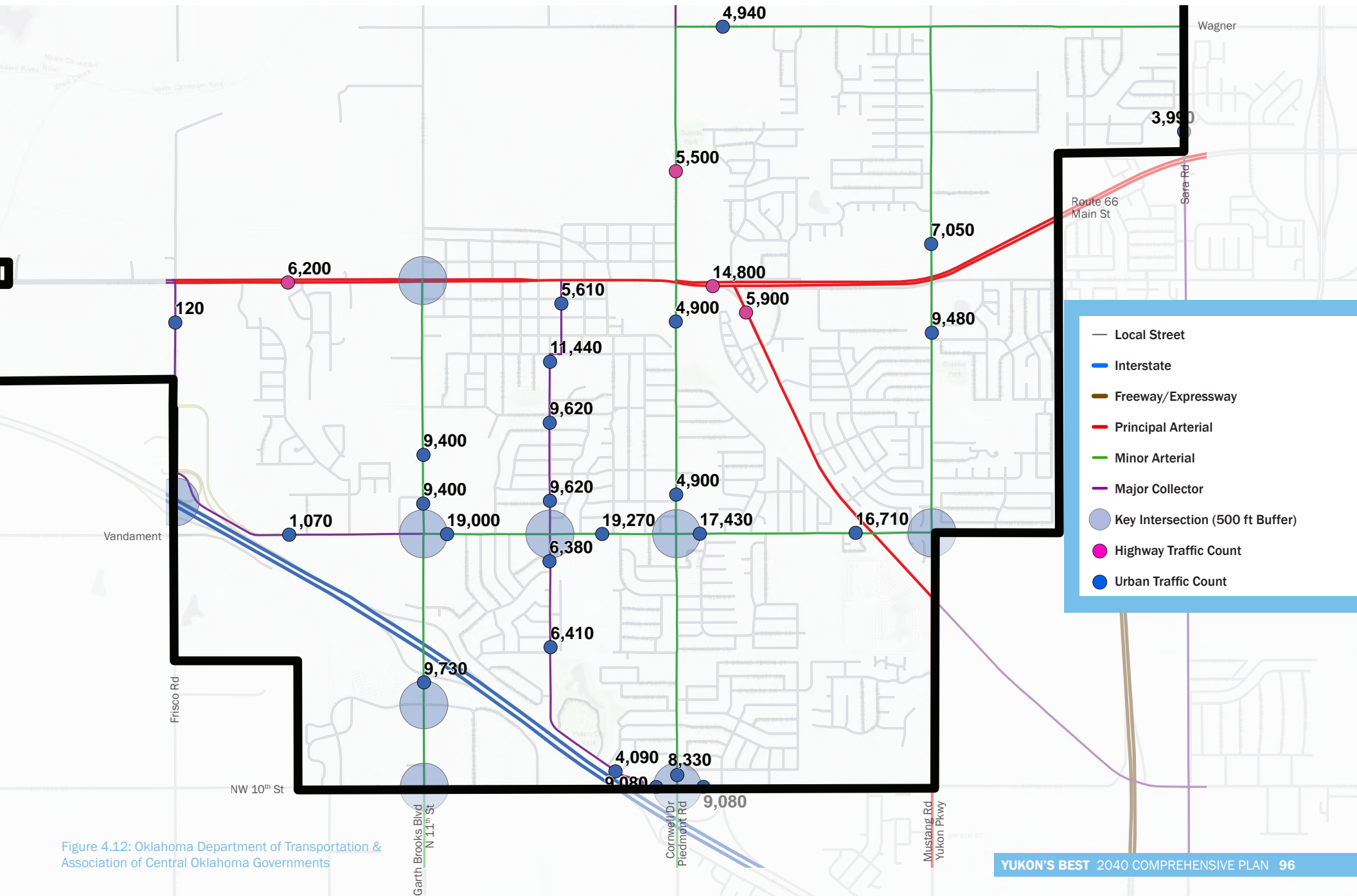


Figure 4.12: Oklahoma Department of Transportation & Association of Central Oklahoma Governments



RECOMMENDATIONS



Plan for mobility that works for all users & a well-maintained system

- Increase and repair sidewalks along arterials and within neighborhoods
- Improve crosswalks and their visibility and require crosswalks/crosswalk improvements on every street resurfacing project
- Continue to implement the Trails Master Plan and install on-street bikeways and recreational trails
- Maintain regular funding for improvements and repairs to existing transportation infrastructure



Create a traffic and access management plan

- Reduce the number of curb cuts
- Encourage interconnected subdivisions and commercial developments through changes to regulations and code
- Discourage high density developments north of the North Canadian River
- Provide separated bicycle facilities to prevent conflicts with vehicular traffic



Establish corridor beautification standards

- Revise existing development codes to require enhanced streetscapes along commercial and residential developments
- Designate a percentage of roadway project budgets to addressing aesthetics such as landscaping, sidewalks, art and maintenance
- Create programs focused on beautification - such as Main Street and Parks and Recreation programs
- Work with OG&E to develop a lighting plan that increases the number and quality of lighting along public roads
- Include street furniture such as benches, trash receptacles and shade structures in public spaces



Seek regional transportation improvements

- Continue conversations with ACOG, Oklahoma City and other regional transportation groups
- Commit funding to study multi-modal connections to surrounding communities and begin community conversations
- Seek grants and other funding for implementation of public bus system
- Direct denser land uses (those with higher numbers of residents, employees, and visitors) toward the interstate or major roads



CHAPTER 5 Economic Development

Introduction / Goals / Top Issues
Existing Conditions and Key Economic Indicators
Key Areas for Future Economic Development
Recommendations

INTRODUCTION

Economic Development efforts play a key role in shaping the future of cities. These efforts can help to bring new jobs for existing residents and can bring new residents relocating for jobs. Programs focused on strengthening and diversifying existing businesses can lead to income growth for local business owners, which in turn can have positive spillover effects across the local economy.

Oklahoma is unique amongst states in that almost all municipal funding comes from sales tax. This vital line of revenue has experienced significant changes with the ongoing growth of online sales over traditional brick and mortar stores. Due to the unique structure of municipal finance in the state, all communities can often find themselves spending an inordinate amount of time working to bring new retail offerings within city limits or to just keep what they already have. These efforts can also come at the expense of pursuing more traditional economic development projects, such as office and industrial projects that will bring new jobs to host communities.

GOAL

To create a well-balanced and economically diverse community where residents can meet all of their professional and consumer needs



TOP ISSUES

- High number of commuters leaving daily
(Lack of employers that would add to Yukon's daytime population)
- Few locally owned retail and restaurant opportunities
- Perceived negative condition of community's mid-century commercial and multifamily developments
- Lack of diversity in employment opportunities

EXISTING CONDITIONS

Given the limited number of revenue streams available to Oklahoma municipalities and the sometimes-unsure nature of passing General Obligation Bond packages, many municipalities in Oklahoma have turned to Tax Increment Financing (TIF) districts to aid in catalyzing new development projects. The City of Yukon has a Tax Increment Financing district with two areas, see map below. The district was created in 2014 to aid in the development of land in the vicinity of Interstate 40 as it passes between Garth Brooks Boulevard and Frisco Road. Yukon created its Economic Development Authority in 2013 to guide the implementation of the TIF district areas 1 and 2, and the body has since taken on oversight of all economic development activity in the City with the assistance of the City's economic development manager.

Yukon's Chamber of Commerce serves many functions for the community. Its primary roles include interacting with current and prospective businesses and acting as the community's convention and visitor's bureau.

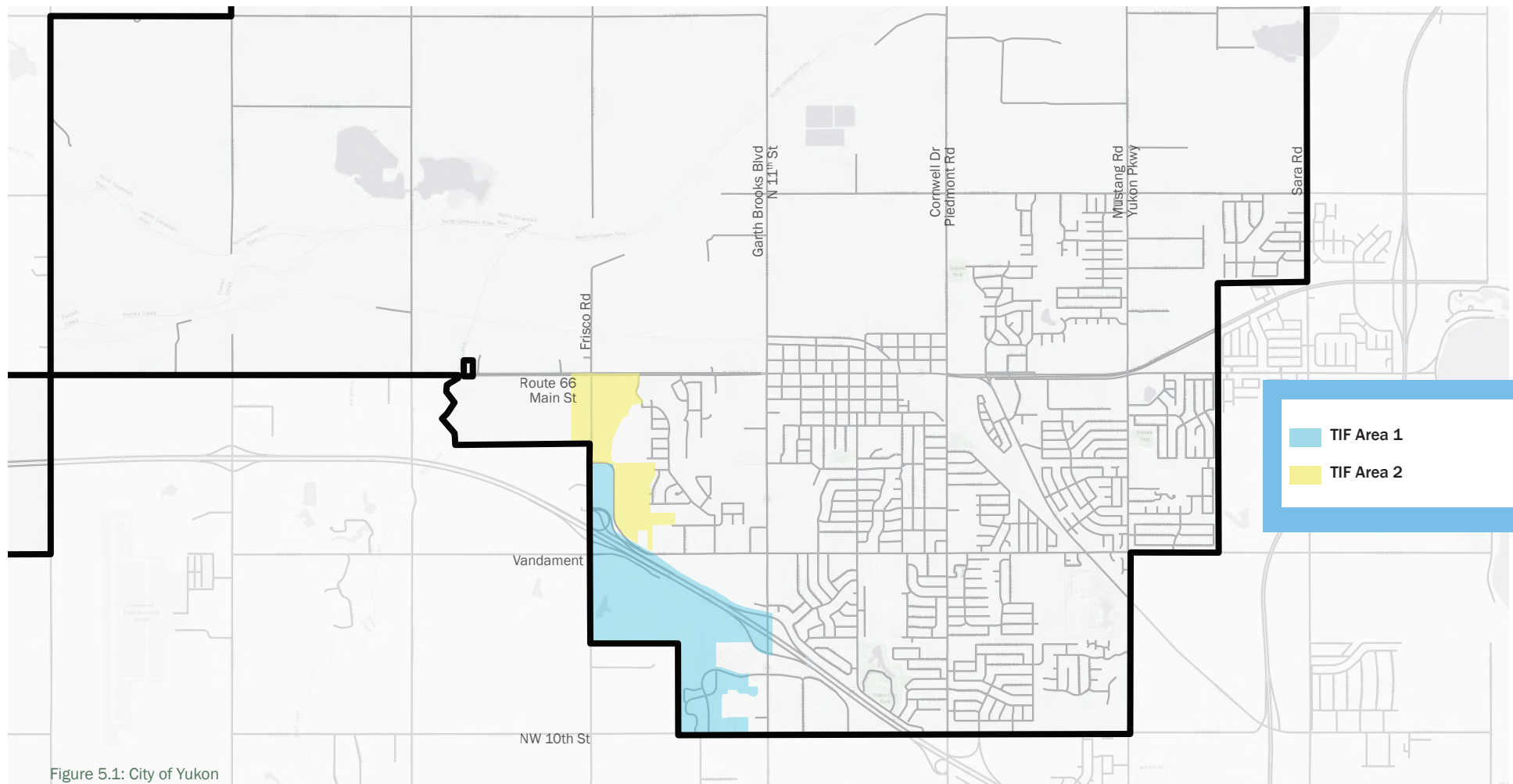
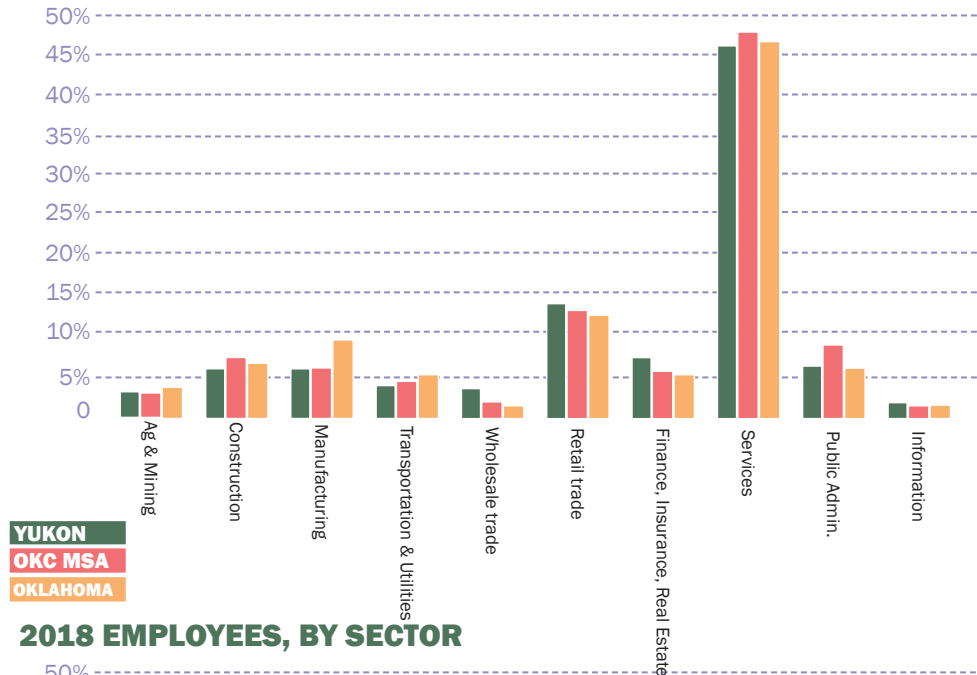


Figure 5.1: City of Yukon

EXISTING CONDITIONS AND KEY ECONOMIC INDICATORS

JOBS AND EMPLOYERS

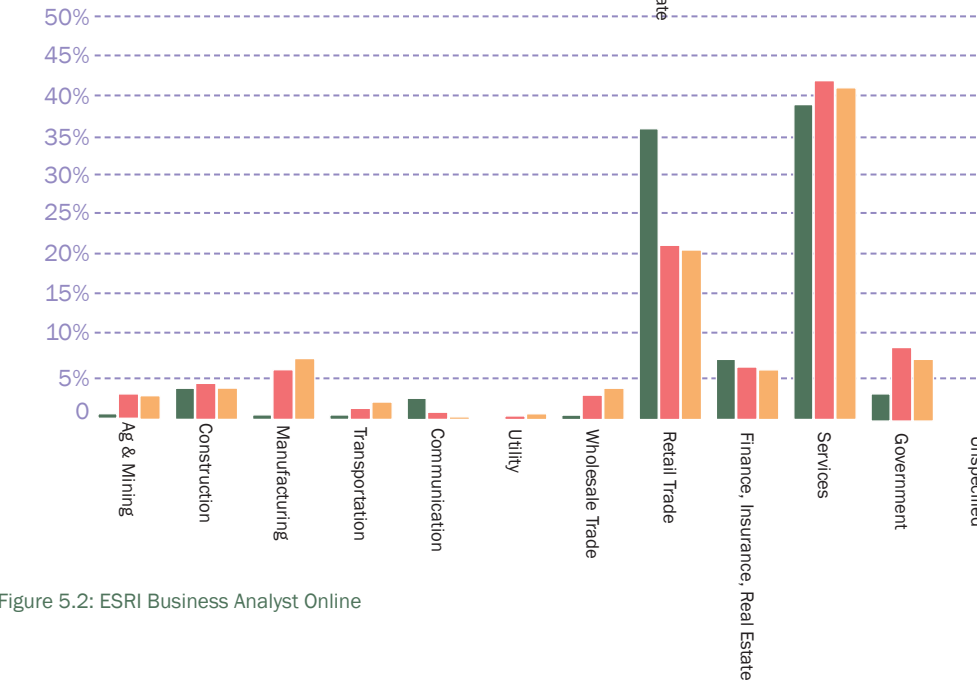
2018 EMPLOYED POPULATION, BY SECTOR



In looking at any community's economy, it is helpful to look at both the jobs its employers are offering and the jobs that its residents have. The two graphs give an additional level of detail by comparing both data points across Yukon, the greater Oklahoma City metropolitan area, and the entire state of Oklahoma. In the first graph, which shows percentage of employees by economic sector for companies that call Yukon home, Yukon offers significantly more jobs in the Retail and Communication sectors than the greater metro and the state. Yukon also has slightly more jobs in typical white-collar jobs, such as Finance, Insurance, and Real Estate. By comparison, Yukon offers fewer jobs in Manufacturing, Wholesale Trade, Agriculture/Mining, and Government.

While Yukon appears to be generally in line with the metro region and the state for the Services sector, if one delves deeper into its subcategories, it appears that Yukon actually has a lower percentage of employees in Health Services (10.5%) than both the metro region (13.6%) and the state (11.7%). This is surprising given the presence of the Integris Canadian Valley Hospital. The hospital and the community's growing number of older residents point to the possibility that this could be a growth area for Yukon long-term.

2018 EMPLOYEES, BY SECTOR



The second graph shows those jobs by economic sector as reported by Yukon residents. While Yukon clearly has several Retail Trade jobs, it does not have as many residents working in this sector. On the other end of the spectrum, Yukon's share of residents working in many of the sectors that are not as present within city limits is much more in keeping with the greater metro region and the state. Both sets of data taken together indicate that Yukon's residents are much more representative of the metro region and state than the current makeup of its employment opportunities. Again, this imbalance is due primarily to the high number of retail jobs currently found in Yukon.

EXISTING CONDITIONS AND KEY ECONOMIC INDICATORS

GROWTH OF YUKON'S EMPLOYMENT BASE

This chart shows how Yukon compares to the overall metropolitan area and some neighboring communities in terms of balancing residential and employment offerings.

This can be a particularly helpful indicator for “bedroom communities,” in which a large proportion of their residents leave the community for work daily. Communities that have a high resident to employee ratio will likely experience difficult traffic booms during rush hour periods, low feelings of community attachment and “brain drain” as young adults relocate to be nearer to employment opportunities upon finishing their education.

Through data collected from the OnTheMap application, the Census can show us locational data on how many residents of a specific area are traveling to another community for work, as well as the number of employees from other communities that are traveling into a specific community for work. Census data for this is available from 2002 to 2015.

	2002			2015			Growth	
	WORK	HOME	RESIDENT TO EMPLOYEE RATIO	WORK	HOME	RESIDENT TO EMPLOYEE RATIO	WORK	HOME
YUKON	5,262	10,988	2.09	6,709	11,949	1.78	27%	9%
OKC MSA	485,860	466,727	0.96	571,799	539,043	0.94	18%	15%
BETHANY	5,767	9,046	1.57	4,472	8,559	1.91	-22%	-5%
EDMOND	22,240	32,061	1.44	29,807	37,539	1.26	34%	17%
EL RENO	5,545	6,334	1.14	6,496	6,740	1.04	17%	6%
MIDWEST CITY	18,493	21,424	1.16	15,961	23,204	1.45	-14%	8%
MOORE	14,865	20,266	1.36	17,700	25,025	1.41	19%	23%
MUSTANG	2,869	6,655	2.32	4,587	8,930	1.95	60%	34%

Table 5.3: US Census OnTheMap Mapping Tool

The data shows Yukon's ratio of residents to employees is still relatively high, with there being 1.78 employed residents to every employee. Of the other local communities surveyed, only Bethany had higher ratios in 2015. However, the data does show that over the time period recorded (2002 to 2015), Yukon has improved upon this imbalance thanks to a 27% increase of employees compared to just a 9% increase in employed residents.

EXISTING CONDITIONS AND KEY ECONOMIC INDICATORS

GROWTH OF HIGHER PAYING JOBS

A deeper look into the numbers reveals that Yukon has not only improved on the number of employment opportunities within its boundaries, but also on the quality of those offerings. The two accompanying charts show how jobs separated by monthly income have changed for the period of 2002 to 2015 for both employees (those claiming to work within Yukon) and residents. The first, focusing on Yukon residents, shows that an increase in higher paying jobs (those making more than \$3,333 per month) and decreases in the two lower categories of monthly income.

The second chart, focusing on Yukon employees, does not show the same magnitude of change across the three income categories, but does show overall growth in the two higher income categories and overall decline in the lowest income category. Both charts also include the same data for the Oklahoma City Metropolitan Statistical Area (MSA), but the data has been shown as bar charts corresponding to the right axis to address the significant difference in total number of employees between the two geographies. Yukon represents 2% of the MSA's total employment while only accounting for 0.004% of the MSA's land area.

JOB BY EARNINGS, RESIDENTS

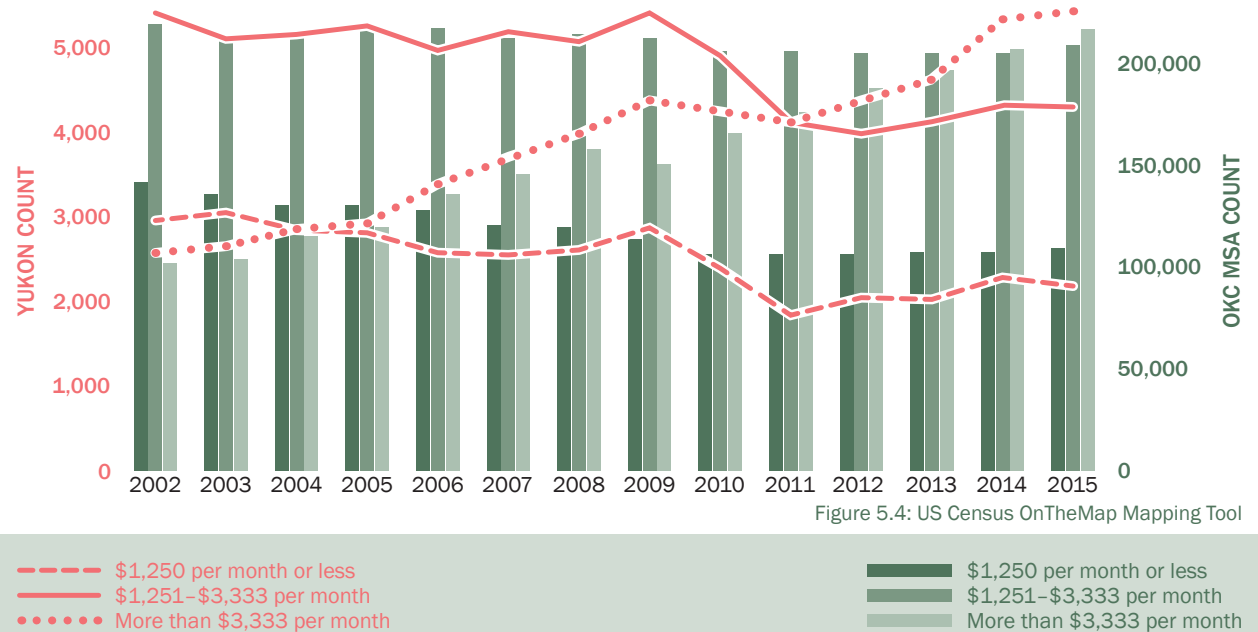


Figure 5.4: US Census OnTheMap Mapping Tool

JOB BY EARNINGS, EMPLOYEES

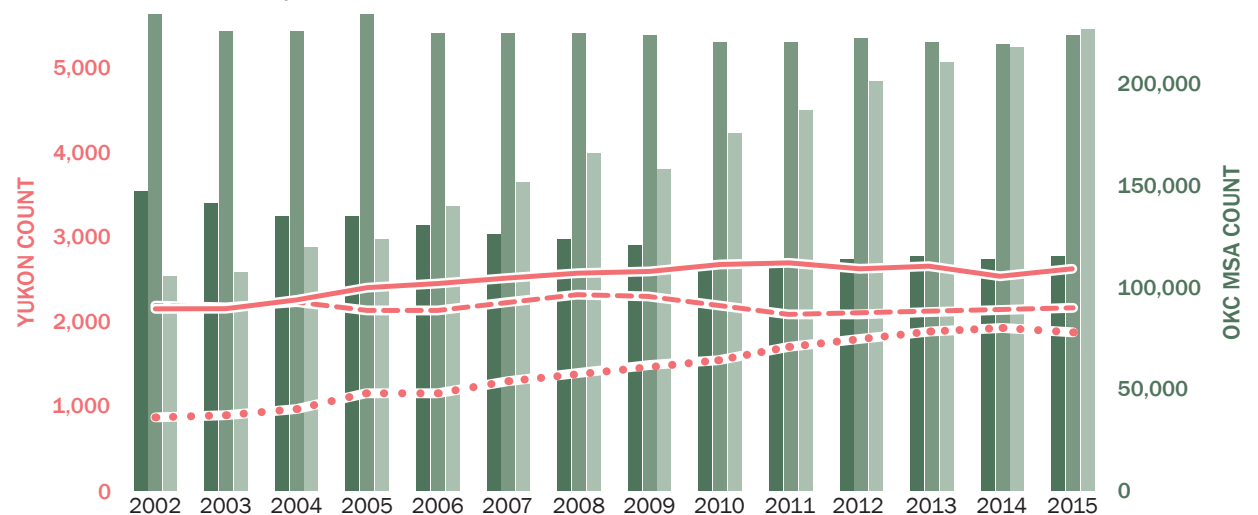


Figure 5.5: US Census OnTheMap Mapping Tool

EXISTING CONDITIONS AND KEY ECONOMIC INDICATORS

YUKON'S SPENDING HABITS

As a further sign of Yukon's growing prosperity, a comparison of spending habits shows that on average Yukon residents are outspending both residents of the Oklahoma City MSA and the state in every major category. This information bodes well for Yukon's efforts to keep and attract major retailers within city limits.

AVERAGE CONSUMER SPENDING (2018)

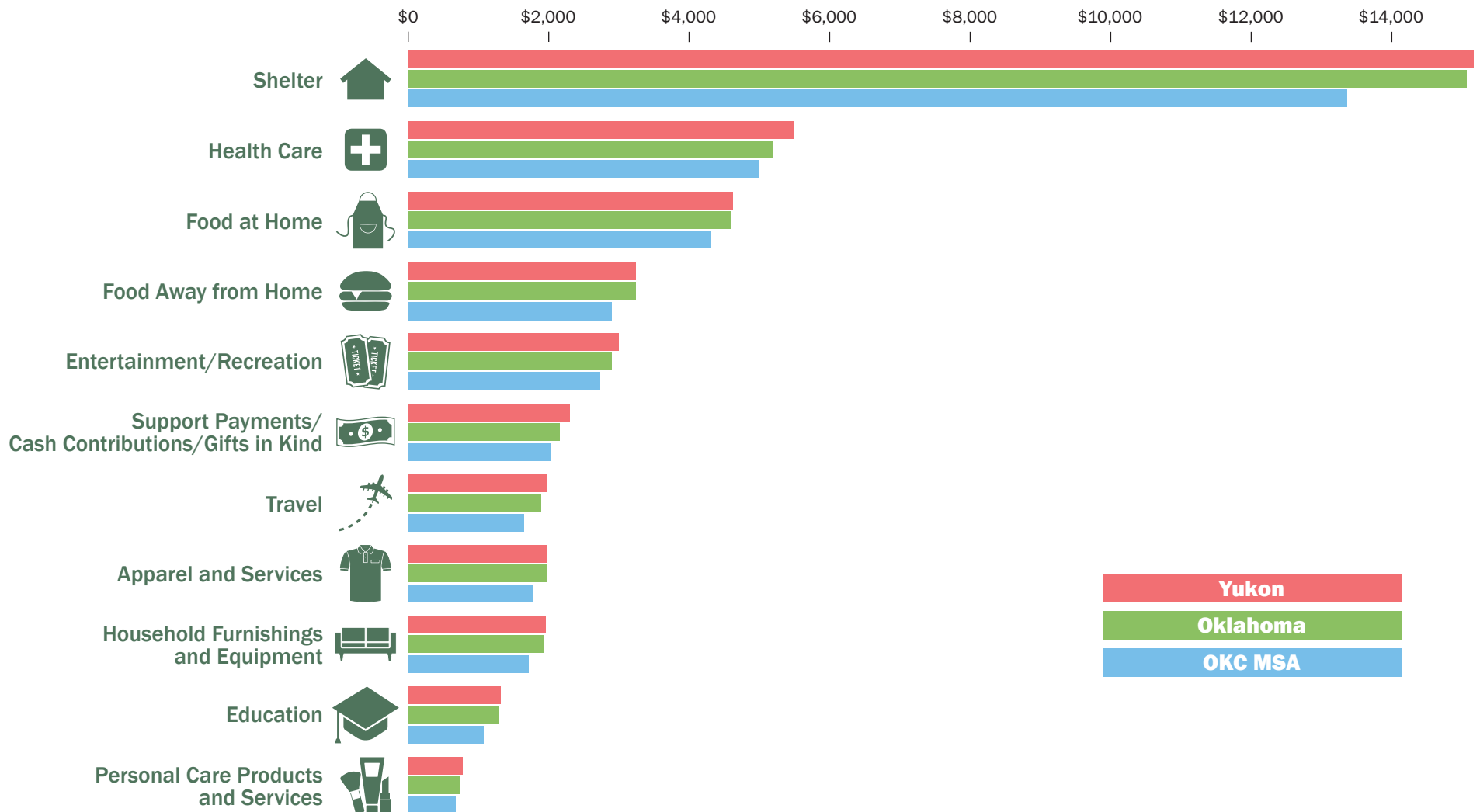


Figure 5.6: ESRI Business Analyst Online

EXISTING CONDITIONS AND KEY ECONOMIC INDICATORS

SWOT ANALYSIS

As part of the outreach and collection of information for this section of the comprehensive plan, a SWOT analysis was conducted to help identify Yukon's existing Strengths, Weaknesses, Opportunities and Threats as they specifically relate to economic development and the future growth of the community. Feedback for the exercise was collected from results of the resident survey and additional stakeholder interviews and is summarized below.

STRENGTHS

INTERNAL, POSITIVE ATTRIBUTES OF YUKON

- **Small town feel** — many newer transplants cited this as one of the reasons they moved to Yukon
- Excellent **school system**
- Strong sense of **community**
- Easy access to **big city amenities**
- Good **transportation linkage** — Interstate 40, Kilpatrick Turnpike, Route 66, and rail
- City's **history** as a Route 66 community
- Citizens view the community as an **attractive place to start or locate a business**

WEAKNESSES

INTERNAL, NEGATIVE FACTORS PUTTING YUKON AT A DISADVANTAGE

- High number of **commuters leaving daily** — Lack of employers that would add to Yukon's daytime population
- Few **locally owned retail and restaurant opportunities**
- Perceived negative condition of community's **mid-20th century (post-war to 1979) commercial and multifamily developments**
- No **design standards** for development

OPPORTUNITIES

EXTERNAL FACTORS CONTRIBUTING TO YUKON'S SUCCESS

- Continued **westward growth** of the Oklahoma City metro region along Interstate 40
- Yukon's strong **retail presence** has become a magnet for surrounding communities
- Ability to continue to build upon existing **downtown and Route 66 heritage**

THREATS

EXTERNAL, UNCONTROLLABLE FACTORS THAT COULD HURT YUKON'S SUCCESS

- Ability to **attract employees**
- Dominance of **big box retail** has contributed to a perceived loss of community character
- Growth of retail along Interstate 40 has **weakened market for retail** along Route 66 and in older commercial developments
- Potential for **major sales tax-generating businesses to relocate** outside of City boundaries
- Impact of **aging population** on overall sales tax collection, support of schools and condition of earliest single-family neighborhoods

EXISTING CONDITIONS AND KEY ECONOMIC INDICATORS

RESIDENT SURVEY

ARE YOU GENERALLY HAPPY WITH THE DEVELOPMENT DIRECTION THAT YUKON HAS TAKEN IN THE PAST FEW YEARS?

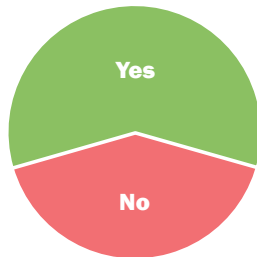


Figure 5.7: Resident Survey

DO YOU AGREE THAT YUKON SHOULD CREATE AN ATMOSPHERE THAT IS VIBRANT WITH CULTURAL AND ARTISTIC AMENITIES?

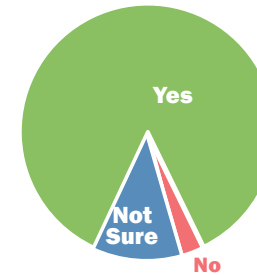


Figure 5.8: Resident Survey

DO YOU AGREE THAT YUKON IS AN ECONOMICALLY ATTRACTIVE ENVIRONMENT FOR STARTING OR LOCATING A BUSINESS?

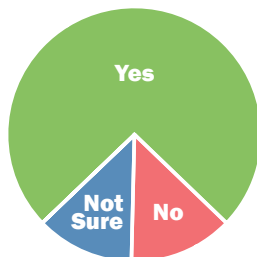


Figure 5.9: Resident Survey

WHAT ARE SOME OF THE ISSUES YUKON MUST ADDRESS TO BECOME THE LEADING COMMUNITY IN THE OKC REGION?

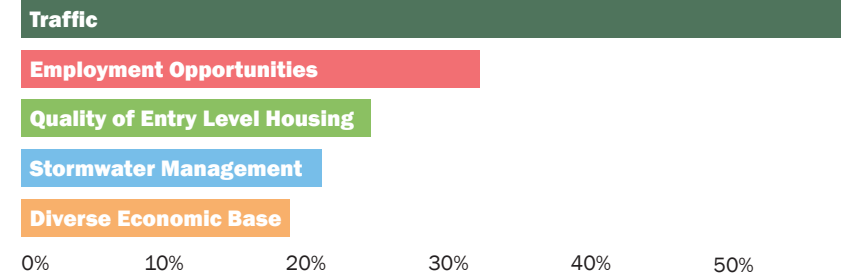


Figure 5.10: Resident Survey



KEY AREAS FOR FUTURE ECONOMIC DEVELOPMENT

DOWNTOWN

Any conversation about economic development at a citywide level should begin with its heart. Downtowns belong to all residents and are key to defining how both residents and visitors perceive the values of a community. Across stakeholder interviews, two themes were heard repeatedly: (1) downtown Yukon is important and a reason why people feel connected to the community and (2) downtown Yukon could still be better.

Stakeholders expressed a fondness for many of the events that take place in downtown as key to helping Yukon maintain its small-town charm. Stakeholders also expressed a desire to see both downtown and the Route 66 corridor, which runs through downtown, continue to improve.



KEY AREAS FOR FUTURE ECONOMIC DEVELOPMENT

WEST ROUTE 66

If Yukon hopes to grow its employment base, then it needs to reserve some portion of the City for land uses other than single family homes. Yukon's western stretch of Route 66 represents a key location to develop additional employers for the community. Much of this area is currently industrial in nature and property on the northern side of Route 66 has the potential to link to the Pacific Union rail line, if needed. It is also important to point out that any additional retail that may develop along Interstate 40 between Richland Road and Frisco Road will not be in the City of Yukon. Furthermore, the City of Yukon will have little say in how quickly the land between Interstate 40 and Route 66 will develop as it is within the City of Oklahoma City and is partially zoned Industrial.



KEY AREAS FOR FUTURE ECONOMIC DEVELOPMENT

GARTH BROOKS & INTERSTATE 40

The intersection of Garth Brooks and Interstate 40 is one of the key economic engines for Yukon. It has allowed the community to gain locations from some of the largest national retailers and restaurants currently in the Oklahoma market and the Integris Canadian Valley Regional Hospital remains one of the largest employers in the county. All of these facilities taken together have helped Yukon become a regional hub for several other neighboring communities. It is of the utmost importance then that Yukon continue to look for ways to diversify offerings in this part of the city, while also carefully weighing options for how to develop any land remaining here. Future developments should further capitalize on the regional nature of this area, adding other amenities that will draw non-residents to partake in its existing services.



RECOMMENDATIONS



Create small area plans for Downtown, West Route 66, Garth Brooks & Interstate 40 areas focused on increasing placemaking, mixed use developments, housing, and public spaces



Maintain an appropriate level of Employment Land



Create a 'Leadership Yukon' program to help new residents become connected to the greater community



Create a formal economic development strategy with benchmarks and regularly update



Create a staff position focused on Economic Development and tasked with:

- Assisting existing businesses with expansion and diversification
- Maintaining relationships with the Greater Oklahoma City Chamber





CHAPTER 6 Housing

Introduction / Goal / Top Issues
Existing Conditions
Household and Housing Characteristics
The Baby Boom and Yukon
Single Family Housing
Multifamily Housing
Recommended Housing Types by Land Use Categories
Recommendations

INTRODUCTION

Housing is often the dominant land use of cities and thus deserves significant attention within any comprehensive plan. Second perhaps only to the state of downtowns, the condition of residential areas is one of the largest factors in how both residents and visitors perceive a community. As a residential market, Yukon continues to perform well. Residents are attracted to the community's quality schools, affordable housing, easy access to other areas in the metro, employment opportunities, and growing role as a commercial and medical hub.

Given the large amount of Yukon's undeveloped land that is in the floodway for floodplain (100 or 500-year), it is possible that Yukon could run out of land suitable for the development of traditional residential subdivisions within the horizon of this comprehensive plan (2040). Cities that are built out, or are nearing final build out, often must shift their focus towards rehabilitating their existing neighborhoods and redeveloping those properties that are beyond the point of revitalizing into newer, more attractive housing options. A city that fails to plan for this eventuality may find its neighborhoods entering a cycle of disinvestment that could have spillover impacts on other land uses, such as the health of neighboring retail.

GOAL

To provide all residents of Yukon with a diversity of housing options and located in convenient proximity of public facilities, schools and commercial activities



TOP ISSUES

- Large percentage of housing was built between 1960 and 1980
- Large percentage of homeowners are nearing retirement
- Nationwide preference towards larger homes
- Housing stock lacks diversity of options beyond single family homes
- Decreasing supply of land easily developed into single family subdivisions

EXISTING CONDITIONS

The Community Snapshot in Chapter 2 portrays the following characteristics about Yukon:



Yukon’s housing market is overwhelmingly single-family detached homes, as visually represented to the right, with only 13% made up of all other housing



The community is seeing large amounts of its residents leaving daily for employment, though the community has diversified its employment base in recent years



The majority of this housing stock is reaching the end of its first life cycle — 64.3% of it was built between 1960 and 1989

WHY DO YOU CHOSE TO LIVE IN YUKON? (CHOOSE ALL THAT APPLY)

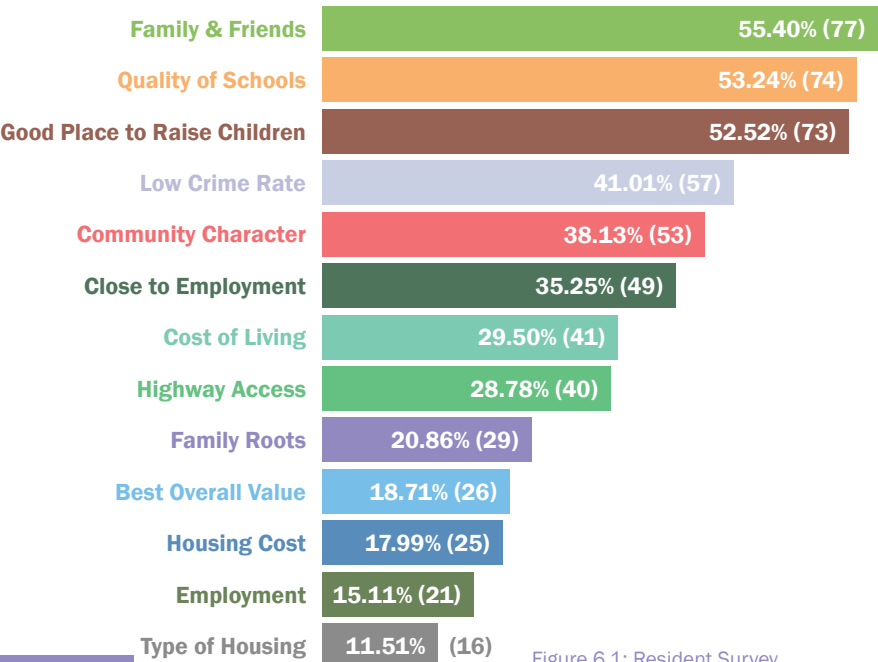


Figure 6.1: Resident Survey

HOUSING MARKET BREAKDOWN

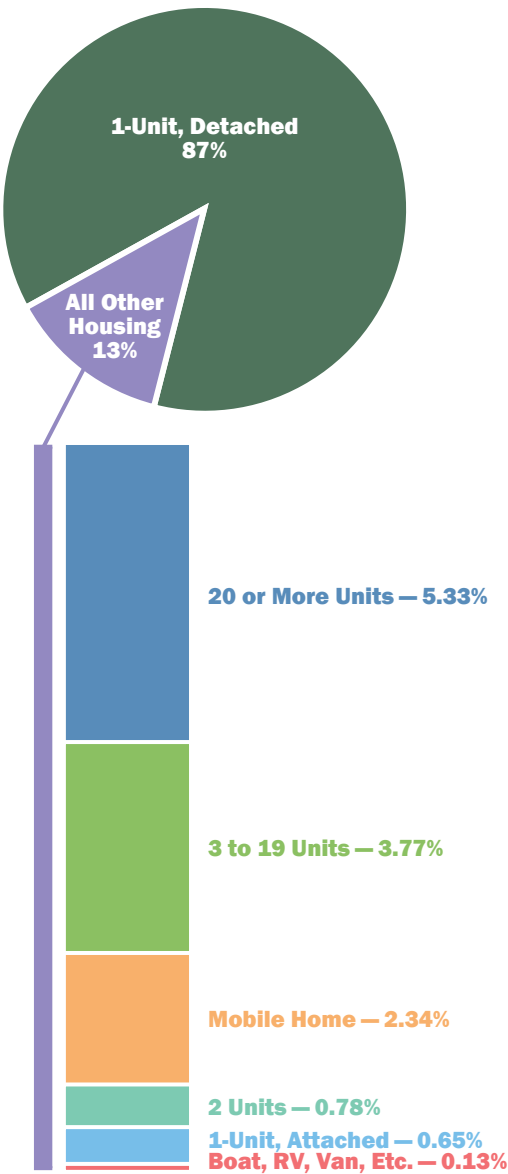


Figure 6.2: American FactFinder



HOUSEHOLD AND HOUSING CHARACTERISTICS

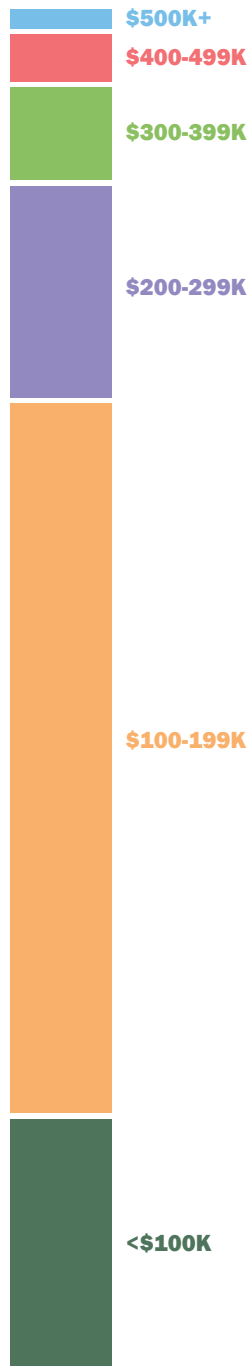
The figure below shows some key indicators of Yukon's housing market for the years 2000, 2010, and 2015, as well as similar data for the larger Oklahoma City Metropolitan Statistical Area (MSA) and the state of Oklahoma. Over this period Yukon has remained consistent in many of the indicators measured, including percent of units occupied, the split between family and non-family households and the split between owners and renters.

In terms of indicators of change, the size of Yukon's families and households did grow throughout this period, which is also being seen at the MSA and state levels. The community also saw significant increases in median household size — Yukon has consistently been higher than the MSA and the state. In comparison to the larger MSA and state, Yukon shows a higher percentage of its housing units occupied and with a much stronger percentage of owners than renters and family households than non-family households.

	YUKON			OKC MSA	OK
	2000	2010	2015	2015	2015
TOTAL HOUSING UNITS	8,135	9,231	9,210	269,610	1,711,515
% OCCUPIED	96.3%	94.7%	94.6%	88.7%	85.7%
% OWNER OCCUPIED	75.8%	74.1%	76.9%	58.2%	65.3%
% RENTER OCCUPIED	24.2%	25.9%	23.1%	41.8%	34.7%
% VACANT	3.7%	5.3%	5.4%	11.3%	14.3%
TOTAL HOUSEHOLDS	7,830	8,744	8,714	239,137	1,465,951
% FAMILY HOUSEHOLDS	76.5%	72.6%	75.5%	62.1%	66.4%
% NON-FAMILY HOUSEHOLDS	23.5%	27.4%	24.5%	37.9%	33.6%
% SINGLE-PERSON HOUSEHOLDS	20.7%	20.5%	20.2%	31.2%	28.1%
AVERAGE HOUSEHOLD SIZE	2.65	2.56	2.8	2.58	2.59
AVERAGE FAMILY SIZE	3.06	3.01	3.25	3.3	3.18
MEDIAN HOUSEHOLD INCOME	\$45,265	\$57,771	\$57,771	\$50,739	\$48,568

Table 6.1: US Census, American Community Survey

2018 HOME VALUE



2018 HOUSEHOLD INCOME



OWNER OCCUPIED HOUSING UNITS BY VALUE	2018		2023	
	NUMBERS	PERCENT	NUMBERS	PERCENT
TOTAL UNITS	6,962		7,509	
<\$50,000	236	3.4%	169	2.3%
\$50,000 – \$99,999	1,087	15.6%	786	10.5%
\$100,000 – \$149,999	2,325	33.4%	2,122	28.3%
\$150,000 – \$199,999	1,307	18.8%	1,494	19.9%
\$200,000 – \$249,999	675	9.7%	960	12.8%
\$250,000 – \$299,999	429	6.2%	611	8.1%
\$300,000 – \$399,999	496	7.1%	703	9.4%
\$400,000 – \$499,999	269	3.9%	445	5.9%
\$500,000 – \$749,999	105	1.5%	179	2.4%
\$750,000 – \$999,999	6	0.1%	7	0.1%
\$1,000,000 – \$1,499,999	27	0.4%	33	0.4%
\$1,500,000+	0	0%	0	0%
Median Value	\$146,409		\$172,674	
Average Value	\$183,266		\$210,341	

Figure 6.3: ESRI Business Analyst Online Figure 6.4: ESRI Business Analyst Online

Table 6.2: ESRI Business Analyst Online

THE BABY BOOM AND YUKON

In order to discuss the future of Yukon’s housing market, it is helpful to first discuss the tremendous boom of residents and housing that the community experienced from the 1960s to the 1980s. The accompanying table shows Yukon’s total population by age group for every decade back to 1970. The graph illustrates the significant jump Yukon made in population overall, but particularly with those in the 22 to 34 age range – those in the prime years of starting a family. Like many communities, this growth should be understood through the larger national phenomenon of the Baby Boom, as those that represent this generation (born between 1946 and 1964) were coming of age and starting their own families.

POPULATION BY AGE (1970-2010)

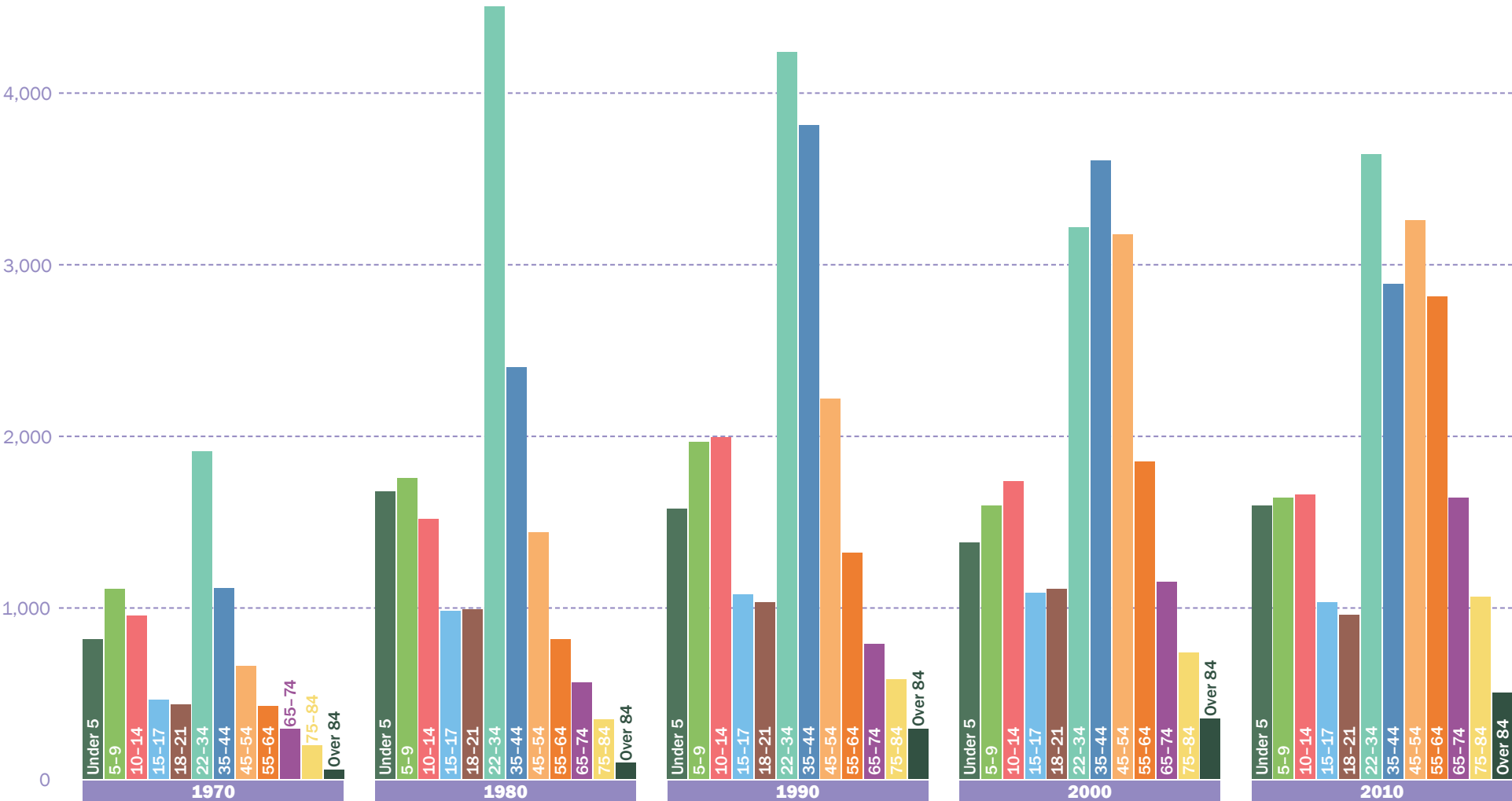


Figure 6.5: IPUMS USA, University of Minnesota

Looking into future decades, the impact of this group is clearly visible as it continued its climb through the age categories. The accompanying table has been highlighted to help underscore the impact of each newly arriving wave of 22- to 34-year old residents over these key decades. One can easily follow the 22- to 34-year old residents of the 1980 census (shown in light green) as their total declines with each passing decade. Also of note is that the subsequent waves of 22- to 34-year old residents for both the 1990 and 2000 census were smaller than the previous. It would not be until the 2010 census that Yukon would see another increase in this age group.

POPULATION BY AGE RANGE

AGE RANGE	1970	1980	1990	2000	2010
0-5	822	1,683	1,582	1,378	1,595
5-9	1,106	1,755	1,970	1,607	1,642
10-14	957	1,521	1,983	1,751	1,663
15-17	464	977	1,067	1,092	1,016
18-21	436	988	1,034	1,107	962
22-34	1,908	4,506	4,249	3,218	3,633
35-44	1,098	2,412	3,829	3,604	2,880
45-54	658	1,446	2,220	3,185	3,267
55-64	423	816	1,322	1,845	2,826
65-74	298	566	788	1,163	1,656
75-84	188	341	589	735	1,066
85+	53	101	302	358	503

Table 6.3: IPUMS USA, University of Minnesota

Figure 6.9 focuses on just two key groups – children (under the age of 18) and seniors (over the age of 62). The graph illustrates that within Yukon city limits, the number of school age children actually peaked at 6,602 in the 1990 census. This is even though the overall population of Yukon schools increased due to increased construction outside of Yukon's city limits. At the other end of the spectrum and due in large part to the continued aging of the Baby Boomers, the number of seniors in Yukon has continued to increase – from just 653 in 1970 to 4,005 in 2010. This number will very likely increase when the results from the 2020 Census are released, as those that were 22- to 34-year old residents in the 1980 census step into the 65 to 74 age category.

YOUTH AND SENIOR POPULATION (1970-2010)

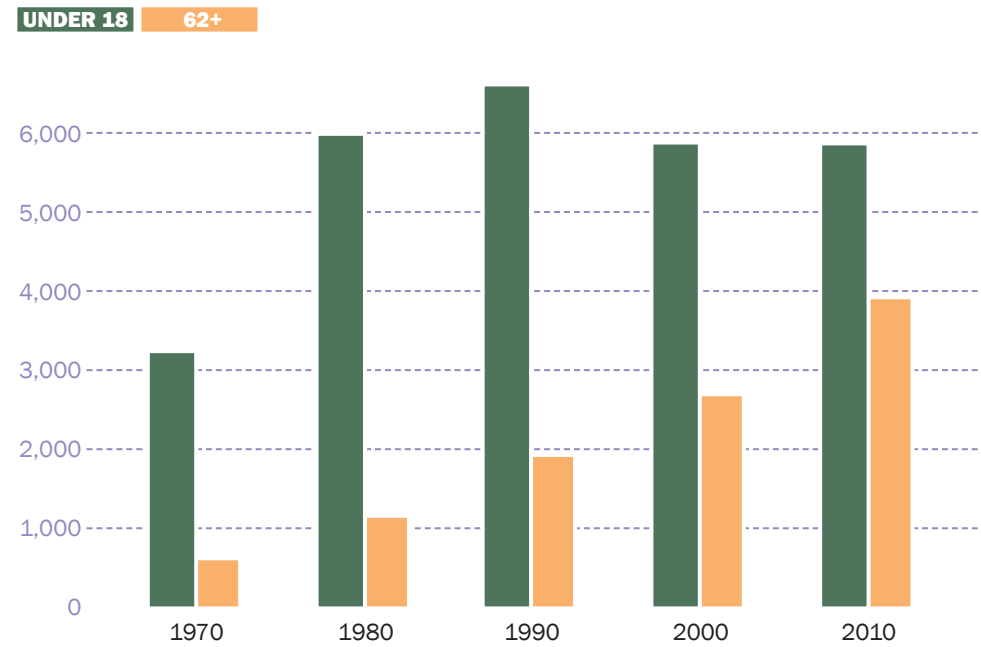


Figure 6.6: IPUMS USA, University of Minnesota

THE BABY BOOM AND YUKON

IMPACTS TO THE BUILT ENVIRONMENT

The connection between Yukon’s population boom and its built environment is clear in the overall growth of its community facilities, such as parks and schools, but particularly in its housing stock during these key decades. The map on the accompanying page breaks down all of Yukon’s single-family housing by the era in which it was built. The lighter the shade of blue in the map, the older the housing is, as can be seen in the early housing surrounding downtown. The same information is shown graphically in the accompanying chart, Figure 6.7. Of Yukon’s 9,043 total housing units, 64.4% (5,822 units) were constructed in the thirty years between 1960 and 1989. Having this much housing all aging at the same time can be a considerable liability for a community if the situation is not handled proactively.

The impact of this oversupply of housing from a specific period should also be considered from the perspective of who is living in the housing. Many families bought housing in Yukon in the 1970s and 80s, and are now retiring and downsizing at the same general pace leading to changes in housing type demand.

Figure 6.9 shows owner-occupied housing separated by the decade in which it was built and is further illustrated by the age of the householder. The lower bar graph contains the same data but has been flipped to show the breakdown of the decade in which a home was constructed separated by the age of the homeowner. Focusing on just the 1960s and 1970s in the upper bar graph, the picture becomes even clearer – householders over 65 years of age own 36.7% of the housing built in the 1960s and 1970s. This equates to 953 of the 2,596 owner-occupied housing units built in Yukon for those two decades and given the nature of post-war suburban subdivision practices, it is reasonable to assume that many of these 953 units are clustered in just a few neighborhoods. These 953 homes represent just over 11% of all homes (both owner and renter occupied) in Yukon. It is also fair to assume that the number of 65+ homeowners in homes from these two decades will continue to increase with each passing year.

DECADE HOUSING UNITS BUILT (BY OWNER-OCCUPIED HOUSEHOLDER AGE)

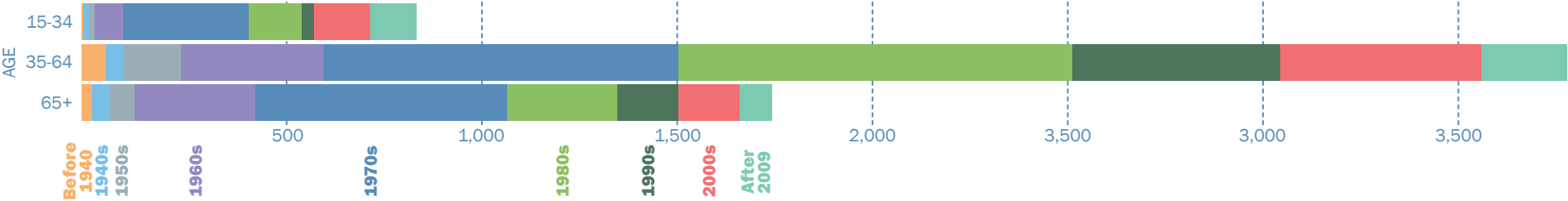


Figure 6.9: US Census, 2013-2017 American Community Survey, 5 year estimates

HOUSING UNITS BUILT (BY DECADE)

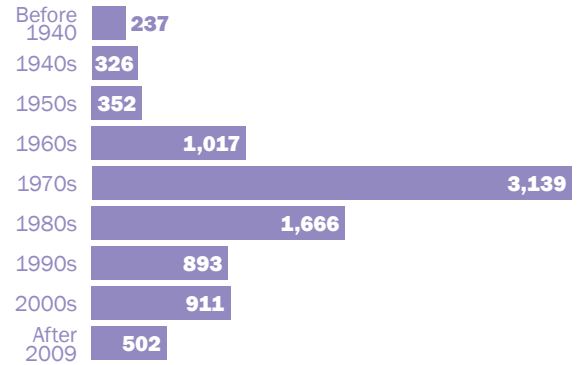


Figure 6.7: US Census, 2013-2017 American Community Survey, 5 year estimates

OWNER-OCCUPIED HOUSEHOLDER AGE (BY DECADE HOUSING UNITS BUILT)

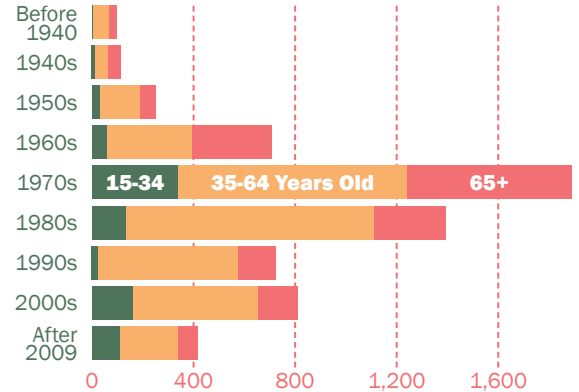


Figure 6.8: US Census, 2013-2017 American Community Survey, 5 year estimates

RESIDENTIAL YEAR BUILT

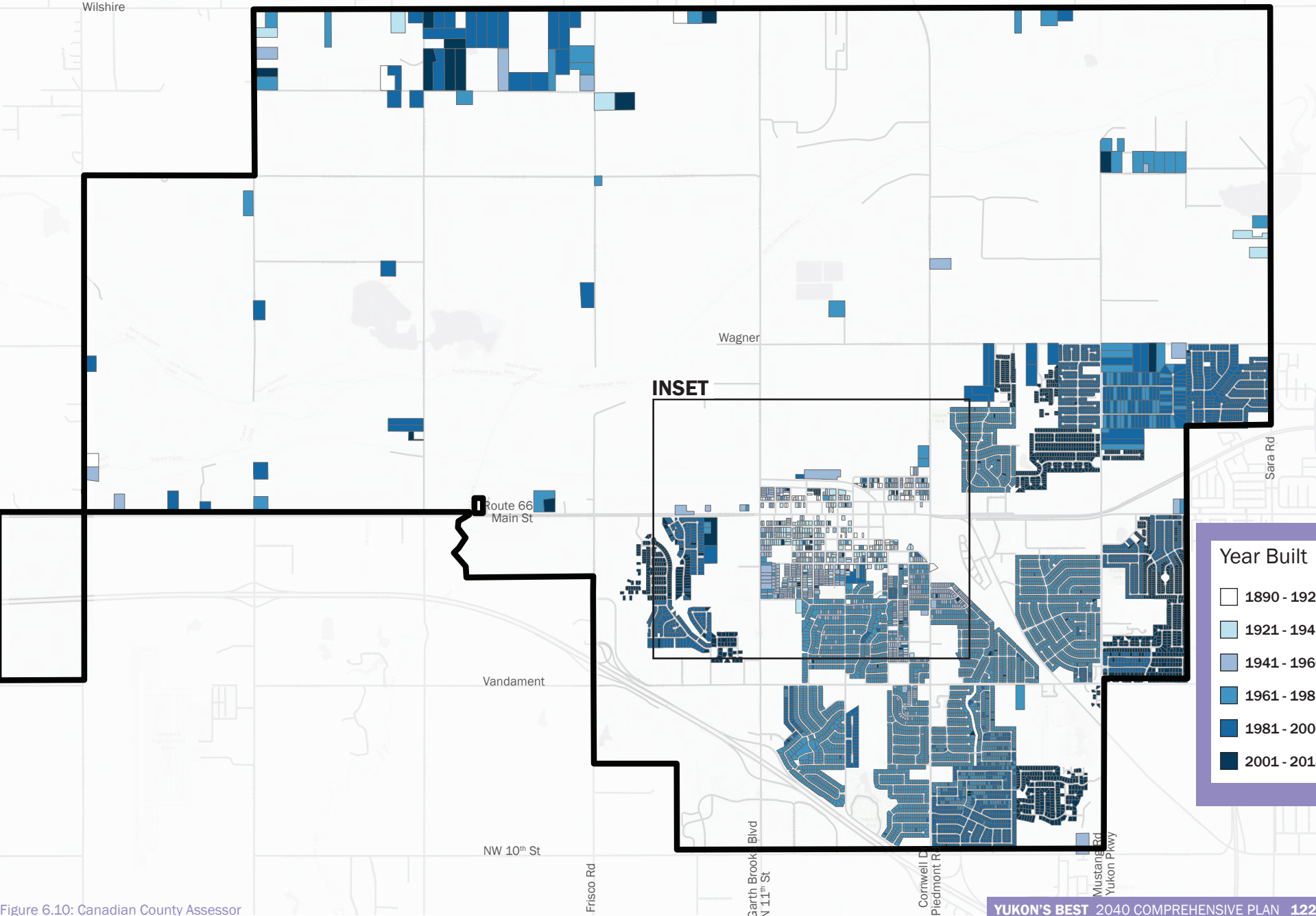
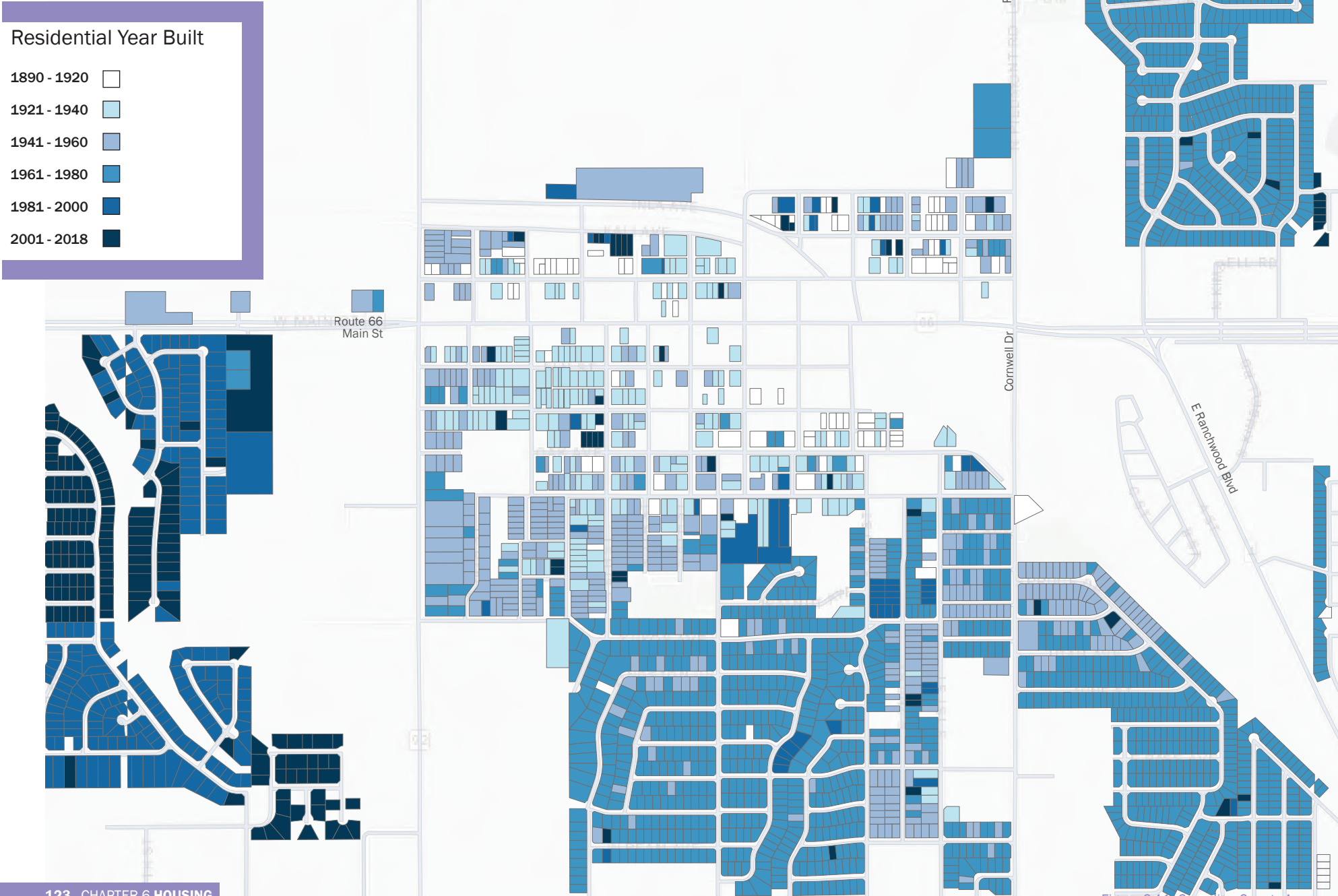


Figure 6.10: Canadian County Assessor

RESIDENTIAL YEAR BUILT, INSET



SINGLE FAMILY HOUSING

The full impact of Yukon's aging Baby Boomer population is yet to be seen. Many other suburban communities experienced similar building booms during this same time period. Inherent to the idea of a historically large generation, like the Baby Boomers, filtering its way through a housing market is the realization that any smaller, later generation will have fewer buyers overall.

Focusing on more recent data, Yukon's housing market has shown itself to be very strong. Figure 6.12 summarizes the average price per square foot of home sales for select time periods in 2018 to 2020, according to data provided by the City of Yukon. The average home sale price per square foot from September of 2019 to March of 2020 is \$113.87.

In terms of sales data, the figure 6.14 shows the Home Value Index (HVI) as compiled by the internet real estate company Zillow for several communities in the greater metro region. Included is the area that Zillow defines as Yukon for the purposes of their data keeping, which roughly aligns with the boundaries for the 73099 zip code. Zillow gives the market its second highest rating of "Hot" and reports that home values on average have risen 2.8% over the past year. They further predict that housing prices on average will rise 0.9 % over the next year.



AVERAGE PRICE PER SQUARE FOOT		
PRICE RANGE	SOLD SEPTEMBER 5, 2018 TO MARCH 5, 2019	SOLD SEPTEMBER 5, 2019 TO MARCH 5, 2020
Under \$99,000	\$71.16	\$72.87
\$100,000 - \$149,000	\$92.08	\$98.06
\$150,000 - \$199,999	\$104.96	\$107.28
\$200,000 - \$249,999	\$108.44	\$113.31
\$250,000 - \$299,999	\$105.03	\$120.46
\$300,000 - \$399,999	\$118.94	\$127.49
\$400,000 and up	\$115.43	\$157.64
AVERAGE	\$102.29	\$113.87

Figure 6.12: City of Yukon

MEDIAN ZILLOW HOME VALUE INDEX

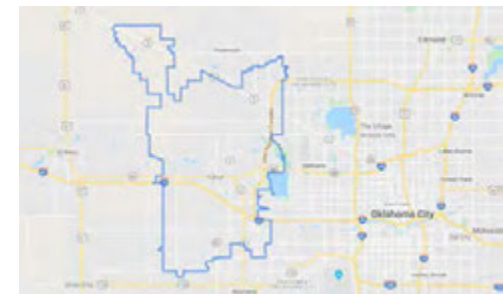
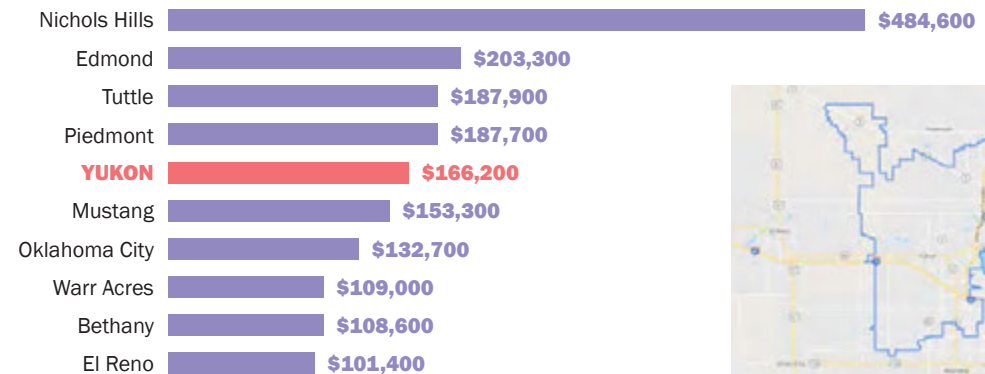


Figure 6.13: Zillow's Yukon Market Area

ZILLOW HOME VALUE INDEX

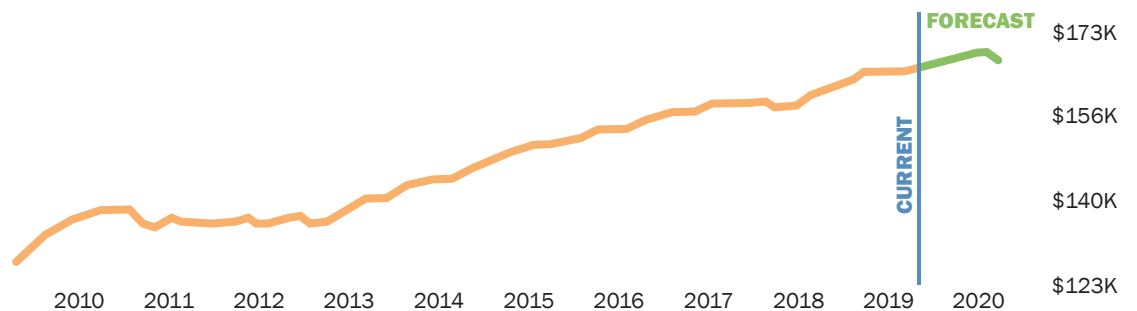


Figure 6.14: Zillow Residential Market Data

SINGLE FAMILY HOUSING

Figure 6.15 shares some historical Census data on how the median value of homes from each decade has changed from 2010 to 2017. In reading the graph it is helpful to know that the values have not been adjusted for inflation and the red dotted line represents the median value of all homes in Yukon. The graph helps to illustrate how housing from different time periods is fairing in the minds of potential buyers. The graph indicates several important take-aways:

- Housing from the 1940s has experienced a significant decline in median value, dropping 28.2% in non-inflation dollars over this time. Similarly, 1930s housing has dropped 7.4%.
- Housing from the 1950s performed the best of any decade, increasing 18.9% over this period. However, Yukon did not produce a significant number of housing units during the 1950s – there were just 319 housing units built or 3.8% of Yukon’s total housing supply.
- Another positive indicator is that housing from the 1960s and 1970s (the two decades of Yukon’s greatest residential growth) appreciated 8.8% and 11.6% respectively.
- For the first time, in 2017, median value for 1980s housing units dipped below the median value for all Yukon housing. This can partially be explained by the age of these homes, but more importantly the dramatic impact that the higher cost of newer homes – those built since 1990 - are having on the overall housing market, thus helping the overall median value continue to tick upward.
- Meanwhile, some of Yukon’s newest housing units - those built in the 2000s – appear to be dropping in median value. The Census Bureau did not begin reporting median value for homes built in the 2010s until 2012, but over that short time period, these homes have dropped 7.2% in median value.
- Finally, when the numbers in this graph are readjusted for inflation during this time period, the median values for all decades failed to keep pace with inflation.



MEDIAN VALUE OF HOUSING (BY DECADE BUILT)

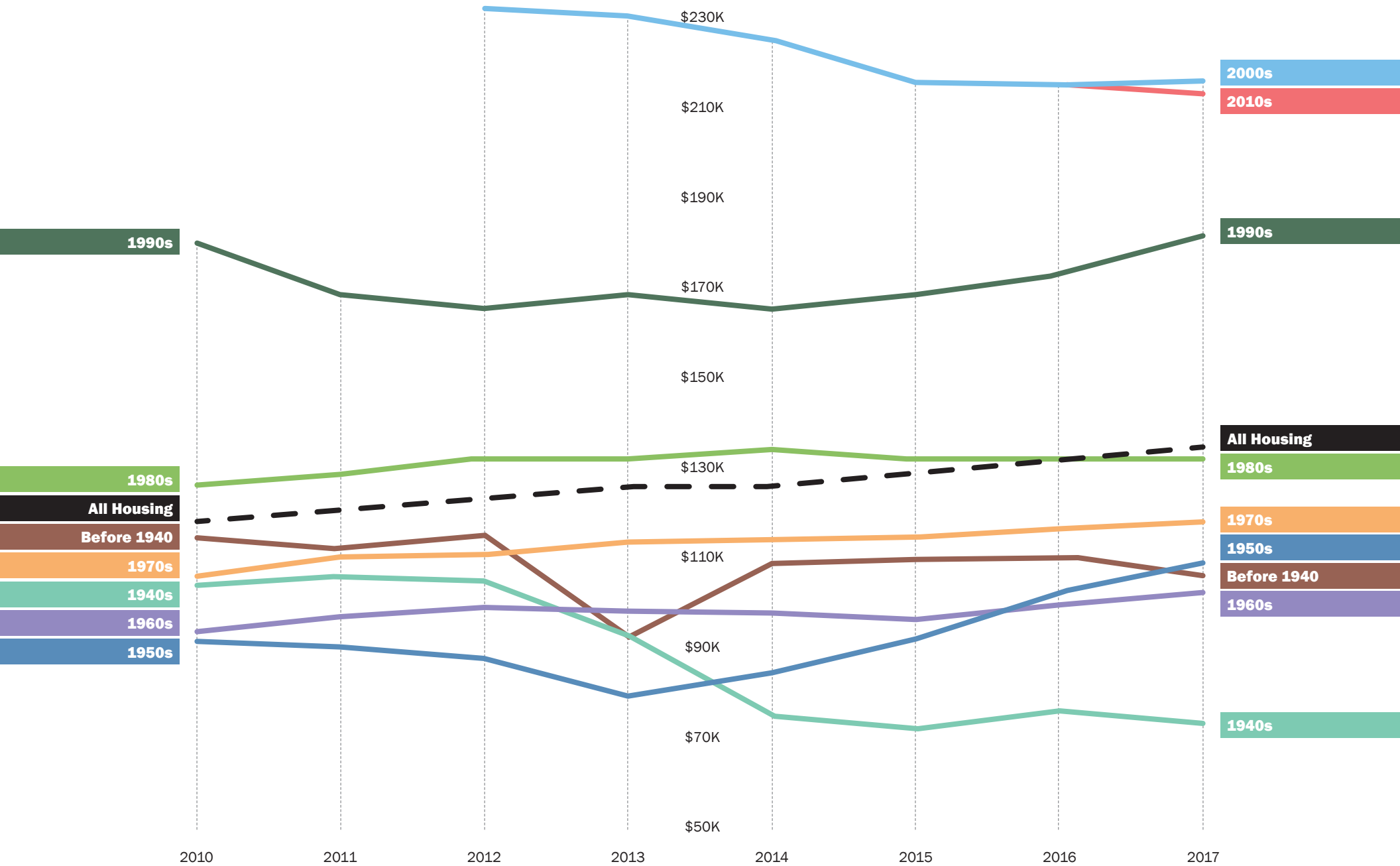


Figure 6.15: US Census, 2013-2017 American Community Survey, 5 year estimates

SINGLE FAMILY HOUSING

This phenomenon of shared aging can have dramatic effects on the overall condition of a community's housing stock and retail purchasing power, as households that once wielded significant disposable income begin to become less vigilant on property maintenance needs, while also pulling back on their overall spending. This is also happening as the homes themselves are beginning to reach their own 50 to 60-year life spans with an increasingly high likelihood for big ticket maintenance needs. It is this shared aging problem that led many older neighborhoods in larger center cities towards a cycle of disinvestment for several decades.



CASE STUDY MIDWEST CITY

On the opposite side of the Oklahoma City metro region, the community of Midwest City was founded in the early 1940s in response to the need for residential housing surrounding the proposed Tinker Air Force Base. As opposed to Yukon which experienced its greatest growth in the 1960s and 1970s, Midwest City's population boom occurred a little earlier – growing 254.7% in the 1950s and 33.4% in the 1960s. With much of its greenfield (previously undeveloped) property developed by the end of the 20th century, its population growth slowed to 3.5% throughout the 1990s and 0.5% in the 2000s. Facing this decline in population growth, an aging population, and many of the associated declines in retail spending power and property maintenance outlined in this chapter, the City of Midwest City chose to embark on an aggressive and controversial urban renewal effort that resulted in the demolition of several of its older homes to allow for the development of the Town Center Plaza shopping center located directly across Interstate 40 from Tinker Air Force Base.



MULTIFAMILY HOUSING

Multifamily housing opportunities play an important role within any localized housing market. **Yukon is fortunate to have a very strong retail market, but employers in this sector may struggle at times to find employees that live within a convenient driving distance of the community due to a lack of affordable housing options.** Likewise, Yukon is currently in the middle of seeing a sharp increase in senior citizens with many other long-time residents also approaching that status. In an ideal housing market, there should be numerous options for these seniors to downsize and/or move into rental housing.

The two accompanying graphs illustrate some of the age differences that Yukon is seeing between renter and owners. Within the owner-occupied housing units, the majority, 59.3% (or 3,785 or the total 6,380 units) are owned by a householder in the 35 to 64 age range. By comparison, individuals in the same 35 to 64 age range, are in the minority with just 48.7% (or 1,035 of the total 2,126 units) when we look at those householders that are renting in Yukon. To put it another way, 51.3% of all renting households are either under the age of 34 or are 65 or older. This finding helps underscore the role that rental opportunities play in any housing market either by (1) helping those starting out in life that may not have the resources to own a home yet or (2) allowing those that have reached retirement age to downsize without having to leave their community.

Every year since 2006 – except 2010 and 2011 – the commercial real estate firm Price Edwards has compiled data across the region on (1) the overall occupancy of medium to large sized apartment complexes and (2) the price per square foot of apartments by the number of rooms they have. The reports also break different parts of the metro region into sub-regions. Yukon falls within a larger sub-region that also includes Mustang and parts of Oklahoma City west of Will Rogers Airport and the Kilpatrick turnpike.

OWNERS AND RENTERS (BY HOUSEHOLDER AGE)

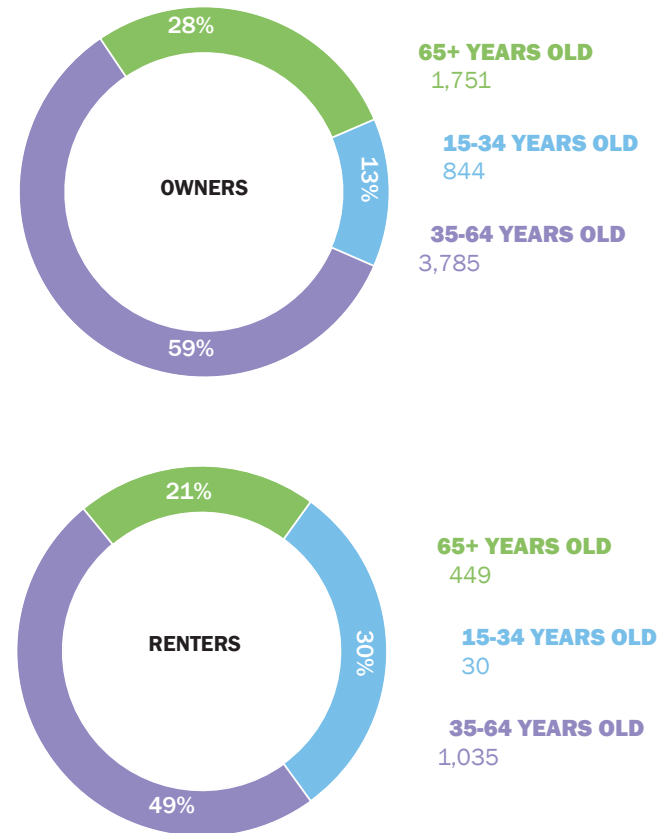
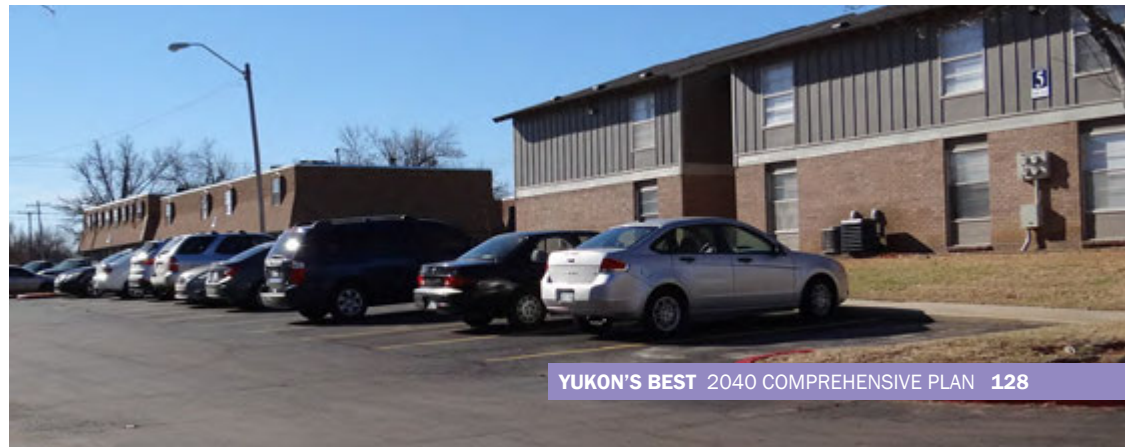


Figure 6.16: US Census, 2013-2017 American Community Survey, 5 year estimates



MULTIFAMILY HOUSING

Those apartment complexes that Price Edwards have tracked are:



CEDAR CREEK APARTMENTS

- 4004 S. 2nd Street
- 40 units
- Originally built in 1975
- This complex does not appear in the data after 2009, perhaps due to its smaller size



CHARLEMAGNE APARTMENTS

- 100 Kimbell Road
- 94 units
- Originally built in 1967 and 1973



THE PRAIRIE AT YUKON

- 1000 Cornwell Drive
- 243 units
- Originally built in 1965



YUKON HEIGHTS APARTMENTS

- 633 W. Vandament Avenue
- 181 units
- Originally built in 1972

Of these, the last one was completed in 1975. This is important to point out because large apartment buildings generally end the first generation of their lifecycle when they reach 30 years of age. All of Yukon's current apartment complexes entered this threshold between 1995 and 2005.

In terms of occupancy, Yukon's apartment complexes have generally stayed in the same range as the larger sub-region and the metro region as a whole. Prior to the economic downturn of 2008, all but the Charlemagne Apartments were operating at a higher occupancy than the sub-region average. However, since 2012, just the Yukon Heights Apartments have regularly outperformed the sub-region in terms of occupancy.

PROPERTY OCCUPANCY

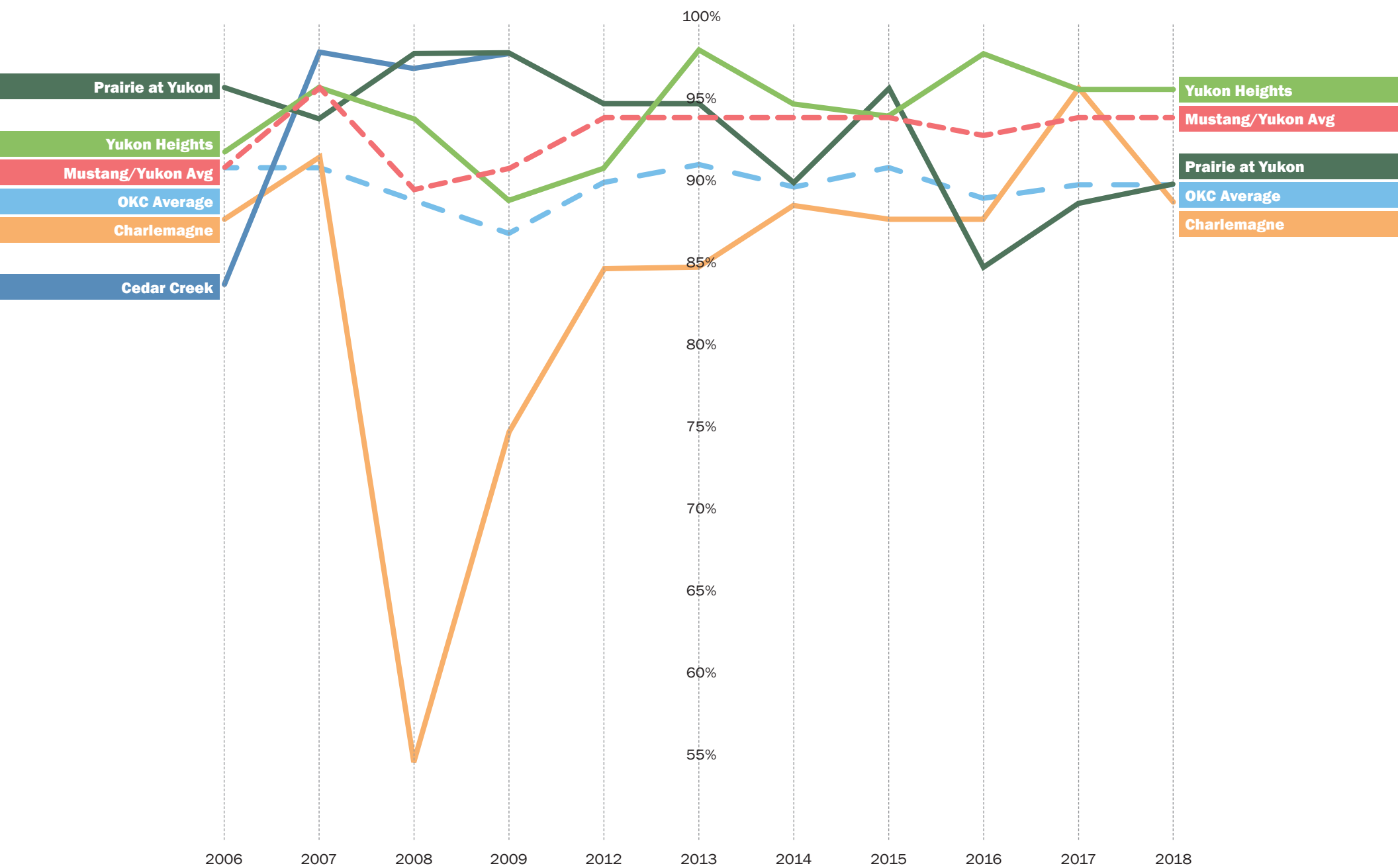


Figure 6.17: Price Edwards 2006-2017 Year-End Multi-Family Summaries

MULTIFAMILY HOUSING

The included graphs show how those apartment complexes within Yukon city limits have priced their apartments over the past decade. Taken together, the graphs show that the Yukon-Mustang submarket regularly outperforms the metro average in pricing for 1- and 2-bedroom units. However, those projects actually located in Yukon regularly under perform both the sub-region and metro-wide averages for all three apartment sizes. Clearly, Yukon's apartment complexes are not representative of the overall health of multifamily properties surrounding it.

This gap in pricing is clearest when looking at the pricing for 3-bedroom units. In fact, over the past 5 years the Yukon-Mustang sub-region has started to lose ground to the larger metro – data from other sub-regions shows that those wishing to rent apartments this large are choosing to do so in downtown Oklahoma City. Of the three sizes, Yukon's existing 2-bedroom apartments appear to be best at tracking the larger market. It is difficult to assess why this is without further research, but based on other demographic trends occurring in Yukon, it is possible that this is partly explained by the growth of families with children seeking to rent within the Yukon school district.

Price Edwards also stopped including the smaller 40-unit Cedar Creek complex in 2009, but prior to that, it was also a better performer among those complexes in both rental rates and occupancy.



1 BEDROOM PRICING

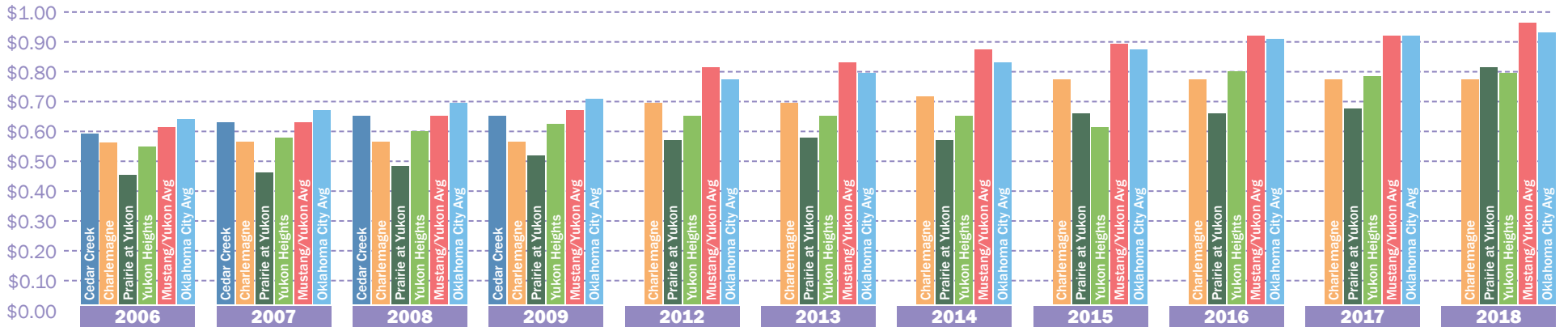


Figure 6.18: Price Edwards 2006-2017 Year-End Multi-Family Summaries

2 BEDROOM PRICING

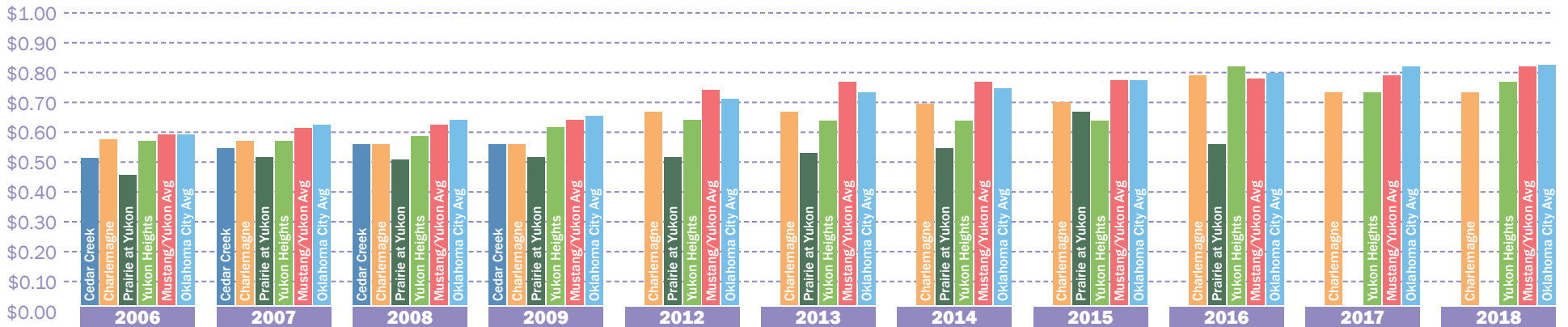


Figure 6.19: Price Edwards 2006-2017 Year-End Multi-Family Summaries

3 BEDROOM PRICING

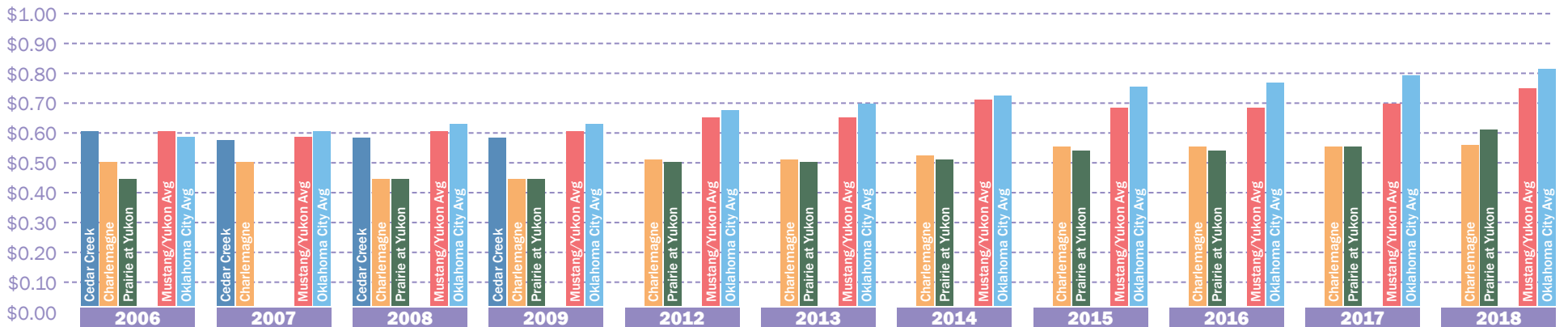


Figure 6.20: Price Edwards 2006-2017 Year-End Multi-Family Summaries

RECOMMENDED HOUSING TYPES BY LAND USE CATEGORIES

Different parts of Yukon have distinct characteristics that should be preserved. Chapter 3 (Land Use) includes a full explanation of each of the future land use categories. In this section each of those land uses that is supportive of future residential development is further detailed.

LAND USE	CURRENT	FUTURE	DENSITY RANGE
AGRICULTURE/ESTATE 	<p>This category exists on the northern side of the city in those areas unlikely to receive city services in the next two decades.</p>	<p>New residential should be housing tied to agricultural use of the land or large lot residential estates.</p>	<p>1 dwelling unit per lot Less than 0.2 units per acre</p>
LOW INTENSITY			
	<p>This category encompasses those areas previously developed as residential subdivisions over the past 50 years.</p>	<p>New residential in these areas will be infill in nature and should be expected to match surrounding neighborhoods in siting, scale, and setback.</p>	<p>1 to 2 dwelling units per lot Less than 5 units per acre</p>
MEDIUM INTENSITY			
	<p>This category is intended for sites located along major arterials, typically aging retail centers and undeveloped tracts. These sites can blend the low density to slightly more intensive residential or commercial uses while remaining compatible.</p>	<p>Where appropriate, new residential uses should be incorporated into a mixed-use project that is complimentary to the adjacent low intensity land use classifications. Compatibility could be achieved through similar height, scale and architectural design. Any redevelopment within this typology should include pedestrian and bicycle facilities to encourage more connectivity throughout Yukon.</p>	<p>1 to 4 dwelling units per lot less than 12 units per acre</p>
HIGH INTENSITY			
	<p>This category is focused along corridors with high traffic counts, such as Route 66, Interstate 40, and their adjoining arterials.</p>	<p>Residential opportunities should be reserved for larger apartment complexes and master-planned mixed-use projects. Any residential included in these areas should be designed with pedestrian and bike connections to neighboring commercial uses to reduce the impact of new traffic on existing arterials.</p>	<p>50 to 350 dwelling units per lot Less than 30 units per acre</p>
URBAN INTENSITY			
	<p>This category is reserved for downtown Yukon and is intended to build upon the walkable nature of this area.</p>	<p>New residential in these areas should be mixed-use developments that include residential either as the primary or contributing land use or missing middle housing types, such as duplexes and small apartment buildings.</p>	<p>1 to 20 dwelling units per lot Less than 30 units per acre</p>

RECOMMENDATIONS



Address current condition of multi-family projects and consider strategic acquisition of blighted properties when necessary



Create a neighborhood assistance program to help aging homeowners deal with common maintenance issues such as lawn care and chipping paint, as well as home updates to address mobility and accessibility



Establish indicators of neighborhood health (i.e. number and length of vacancies, code enforcement complaints, etc.) and actively monitor on an annual basis to be aware of changing neighborhoods



Support the development of new neighborhood associations and build upon efforts to regularly communicate and build leadership skills of members



Allow higher density infill projects within Urban, High and Medium intensity land use designations while mitigating any compatibility issues



Allow construction of accessory dwelling units within neighborhoods in Urban, High and Medium intensity land use designations



Increase senior housing options



CHAPTER 7 Parks, Trails, and Open Space

Introduction / Goal / Top Issues
Existing Parks System
Inventory and Assessment
Emerging Park Programming Trends
Trails
Open Space and Water Ways
Recommendations

INTRODUCTION

Parks are important to communities for many reasons. They play a role in improving the overall health of residents, improve property values, host important community events and help strengthen residents' connections with each other and with the community as a whole. Likewise, they can also play an important role in how visitors perceive a community. In urbanized areas parks play an important role in absorbing stormwater runoff, providing habitat, and increasing opportunities for residents to interact with nature.

GOAL

Develop a high quality, diversified parks and recreation system including unique facilities, events and recreation programs that will encourage social interaction, cultivate community spirit and strengthen the livability of Yukon

Parks and recreation facilities are designed to serve many different functions for residents and visitors. There are three types of recreation facilities found in Yukon: neighborhood parks, community parks and specialty parks.

The programming of parks continues to evolve with each new generation. Programming ideas that were once popular may not adequately serve the needs of users today. It is important for communities to periodically gauge changing resident preferences in the same way that successful businesses must continually change their offerings to keep customers coming back.

TOP ISSUES

- Greenspace keeping pace with residential growth
- Sustainable funding for maintenance
- Changing demographics necessitating changes to park offerings
- Most park programming is concentrated in a few facilities
- Lack of access to riparian corridors and ability to connect with natural areas

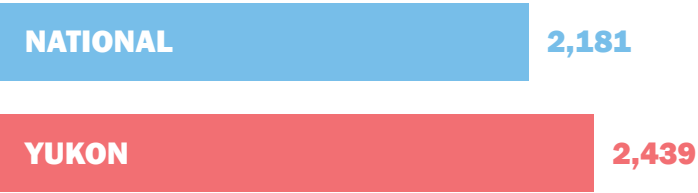


EXISTING PARKS SYSTEM

The Yukon Parks department owns and maintains over 218 acres of park land contained within 11 different parks. The map on the following page illustrates public parks, private neighborhood parks and private open space. The current public facilities range in size from 2.1 acres at Bledsoe Park to 75.1 acres at Taylor Park. The City’s parks serve many functions from recreation to passive entertainment and events.

Based on National Recreation and Parks Association (NRPA) data, Yukon currently has fewer public parks and park acreage per resident than the national average. To further illustrate this, using Yukon’s estimated 2017 population of 26,830 residents, the city would need to add two additional parks and 51.9 acres to meet or exceed the national average. This does not account for additional population growth Yukon may experience in the future.

RESIDENTS PER PUBLIC PARK



PUBLIC PARKLAND ACRES PER 1,000 RESIDENTS

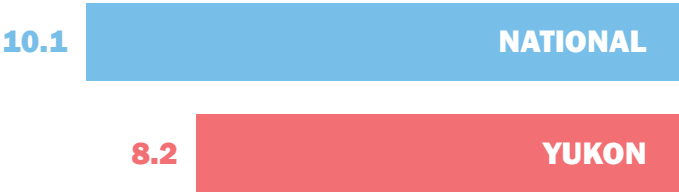


Figure 7.1 and 7.2: National Recreation and Park Association, US Census population estimates and City of Yukon

The City has an extensive list of identified park improvements that it continues to update as part of its ongoing Capital Improvement Planning (CIP) process. More can be found on future parks projects in the Appendix. In general, the City should continue maintaining this list while it considers new amenities within existing parks and the addition of new parks as population grows.



PUBLIC & PRIVATE PARKS

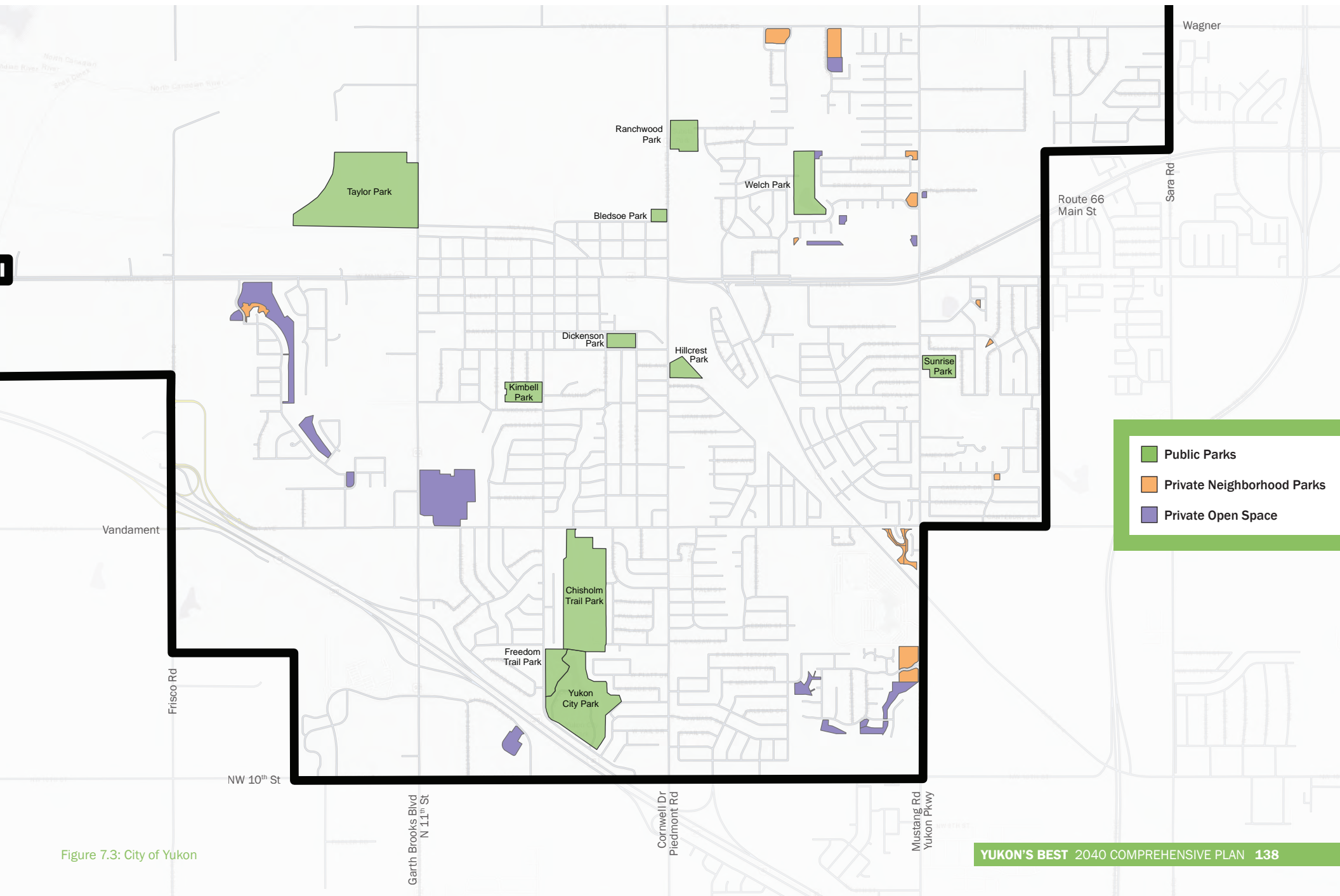


Figure 7.3: City of Yukon

INVENTORY AND ASSESSMENT

An assessment of Yukon's park system was conducted to study each park's location in the community, amenities and physical condition. Within the parks system, there are a variety of recreation facilities and features such as playgrounds, sports fields, events pavilions and open space. Yukon also has a community center, a splash pad and a swimming center. An inventory of the park systems amenities is contained below.

EXISTING AMENITIES BY CITY PARK	SIZE (ACRES)	PAVILION	PICNIC TABLES	PLAYGROUND	SPLASHPAD OR POOL	WALKING TRAILS	FISHING	VOLLEYBALL COURT	SOCCER FIELDS	BASEBALL OR SOFTBALL FIELDS	FOOTBALL FIELDS	BASKETBALL COURTS	BMX	OPEN MULTI- SPORTS FIELD	RESTROOMS
BLEDSON PARK	2.1	●	●	●				●							
CITY PARK	39.6		●		●	●	●	●				●			●
CHISHOLM TRAIL PARK	47.8	●	●			●	●							●	●
DICKENSON PARK	4.1								●						
FREEDOM TRAIL PARK	7.9	●	●			●	●					●			●
HILLCREST PARK	4.5	●	●	●						●	●				
KIMBELL PARK	7.6	●	●	●	●	●				●		●		●	
RANCHWOOD PARK	8.5		●	●					●						●
SUNRISE PARK	6.9	●	●	●	●					●		●			●
TAYLOR PARK	75.1								●		●		●		
WELCH PARK	14.7	●	●			●	●								

WHAT WOULD YOU LIKE TO SEE MORE OF IN YUKON CITY PARKS?

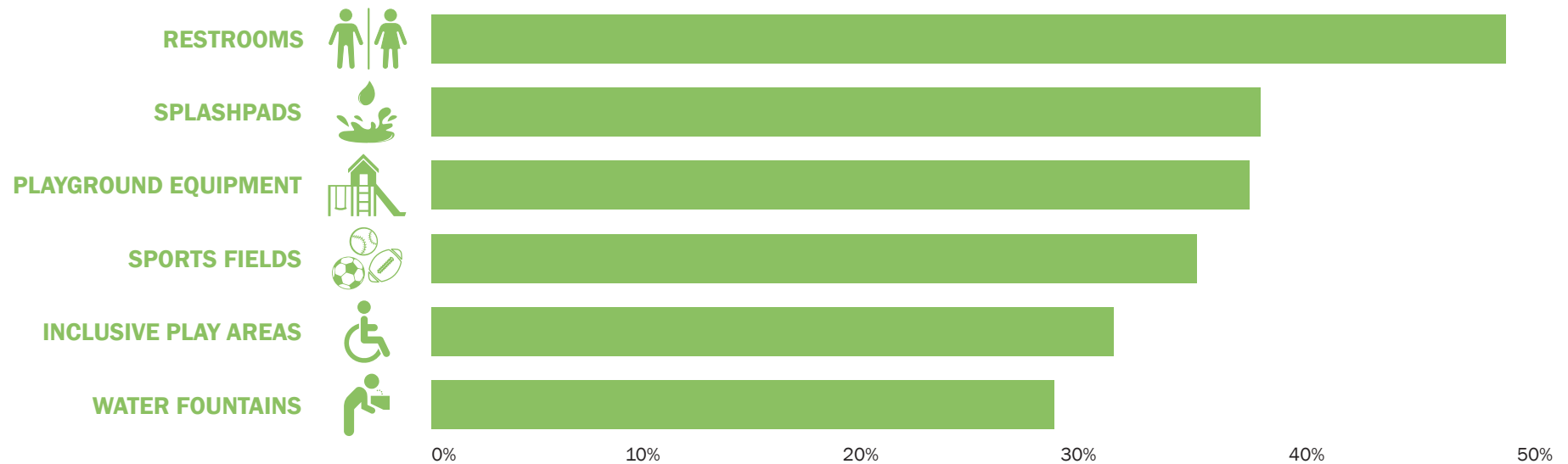
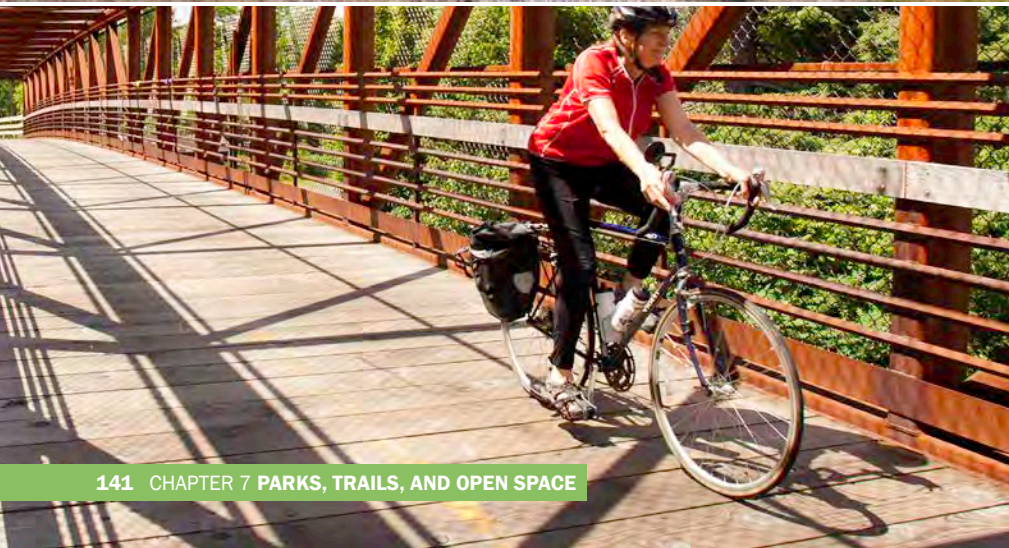


Figure 7.4: Resident Survey

In addition to the assessment outline on the previous page, analysis for this chapter also included several questions in the public survey and interviews with key park stakeholders. Figure 7.4 shows those park amenities that respondents would most like to see added, such as additional restrooms, splashpads, playground equipment, sports fields, inclusive play areas and water fountains. The assessment and additional stakeholder outreach also revealed that the majority of Yukon's smaller, neighborhood parks could be updated to better serve their surrounding sub-areas. Currently, these parks have similar features and facilities, including basic playground equipment focused on younger children, opens fields for various types of play and no real feature that would otherwise make them positive neighborhood amenities.

In comparison, the City's special use sites, Chisholm Trail Park, Freedom Trail Park, and City Park in particular, have high design quality and include many amenities and elements that make them stand out. These include items such as public art, high quality playgrounds, informational signage, park pavilions and other park elements.



EMERGING PARK PROGRAMMING TRENDS

While assessing the current amenities of the Yukon parks it is important to examine some of the current and future national trends in park programming.

DOG PARKS

Discussion of trends in park programming cannot occur without dog parks being mentioned. Dogs are becoming an increasingly important member of many households and they can often act as social catalysts by breaking through artificial walls that sometimes exist between park users, thus increasing social interaction and community bonding among residents. Many cities have jumped on this growing bandwagon by providing parks entirely programmed towards dogs and their owners or by including dog release areas within already popular parks.

In creating these spaces, cities are helping to give dog owners new ways to exercise their pets, beyond leaving them in fenced backyards or taking them on walks. These facilities, however, can have higher cleaning and maintenance costs than many other programming ideas, so any municipality considering adding these facilities should consider the increased operating costs.

Currently, the local non-profit Pets and People operates a small dog park near its shelter facility, but it is not considered part of the City of Yukon's park program. As the City considers how to reinvent its existing parks into the future, the inclusion of additional dog release areas to some of these facilities may be worthwhile as they are frequently cited as a desired featured.

GENERATIONAL PROGRAMMING

Past park programming often focused solely on younger children, but larger changes in society have many parks systems thinking about parks users across age categories. Due in part to increasing rates of childhood obesity

parents are looking for activities, such as family hiking or bike rides, that can include all family members. Similarly, baby boomers continue to look for new ways to stay fit and active as a way of fighting off the effects of aging.

HEALTH AND FITNESS EQUIPMENT

Many communities are taking advantage of existing walking and biking trails to include small, outdoor exercise facilities. While health and fitness equipment is often cited as being great for aging residents, depending on the particular equipment selected, they can appeal to users of all ages. Equipment in these facilities can range from traditional gym features, such as chin-up bars and resistance weight training to truly unique and imaginative offerings. Germany is currently witnessing the rise of barefoot parks, often built in tandem with more traditional exercise facilities, in which parks users are encouraged to walk through various substances, such as sand, water, and even glass with their shoes off.

ACTIVE SPORTS

It is often overlooked that sports rise and fall in popularity over time. In the 1990s, roller and ice hockey experienced a surge in popularity. Today, many cities are exploring ways to turn their golf courses into entirely different land uses. To continue attracting users, parks systems need to stay relevant to changing user preferences. Current hot sports include pickle ball, which is particularly popular among older park users, bocce ball, and futsal, the international hard-court cousin of soccer. The facilities for each of these sports are relatively inexpensive to build and their courts can often be used for other activities. In 2018, local NBA star Blake Griffin opened a dual outdoor basketball/futsal facility in nearby Warr Acres. That same year, the Downtown OKC Partnership worked to open a new bocce ball court on a vacant lot in Midtown Oklahoma City.



TRAILS

There is a growing interest in active transportation, such as walking and biking, across the nation. Based on community feedback received from the survey that was used to gauge citizen preferences as part of this process, it would appear that residents of Yukon share this growing interest in additional bike facilities.

Increasing the amount of active transportation options in your community can help to increase the overall activity level and health of your residents. If these facilities are implemented well over time and connect important community resources, they can also have a positive impact on traffic loads in the community, as more residents choose to bike than drive.

Yukon's largest neighbor, Oklahoma City, has built an extensive network of bicycle trails, which can now serve as a hub for many of the smaller outlying communities in the region. In 2014, Yukon worked with the National Park Service on a Trails Master Plan with bike and pedestrian planners at the Association of Central Oklahoma Governments (ACOG). That plan called for seven different trail phases and began the process of identifying possible on-street facilities that could further link the proposed off-street facilities. This analysis also considered key community facilities and traffic generators, such as downtown, schools and existing parks. Within the later phases, the plan also proposes the construction of a river trail, which with coordination from the City of Oklahoma City could eventually link to Lake Overholser.

As of 2019, Yukon has begun the process of building its first trails that will tie in to the larger regional system, while also giving Yukon residents a key non-automotive link to one of its greatest nearby natural resources, Lake Overholser. Through the Oklahoma Department of Transportation's Transportation Alternatives Program (TAP), which allows municipalities to apply for matching funds on transportation projects, the City of Yukon is currently constructing its first bike trail with plans to start a second bike trail soon.

WOULD YOU LIKE TO HAVE MORE PEDESTRIAN WALKWAYS, TRAILS AND BIKE PATHS LINKING YUKON WITH SURROUNDING COMMUNITIES?

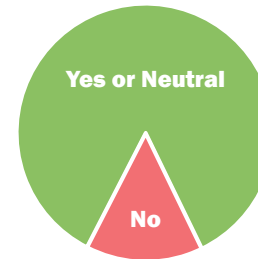


Figure 7.5: Resident Survey

OKLAHOMA CITY TRAILS MAP

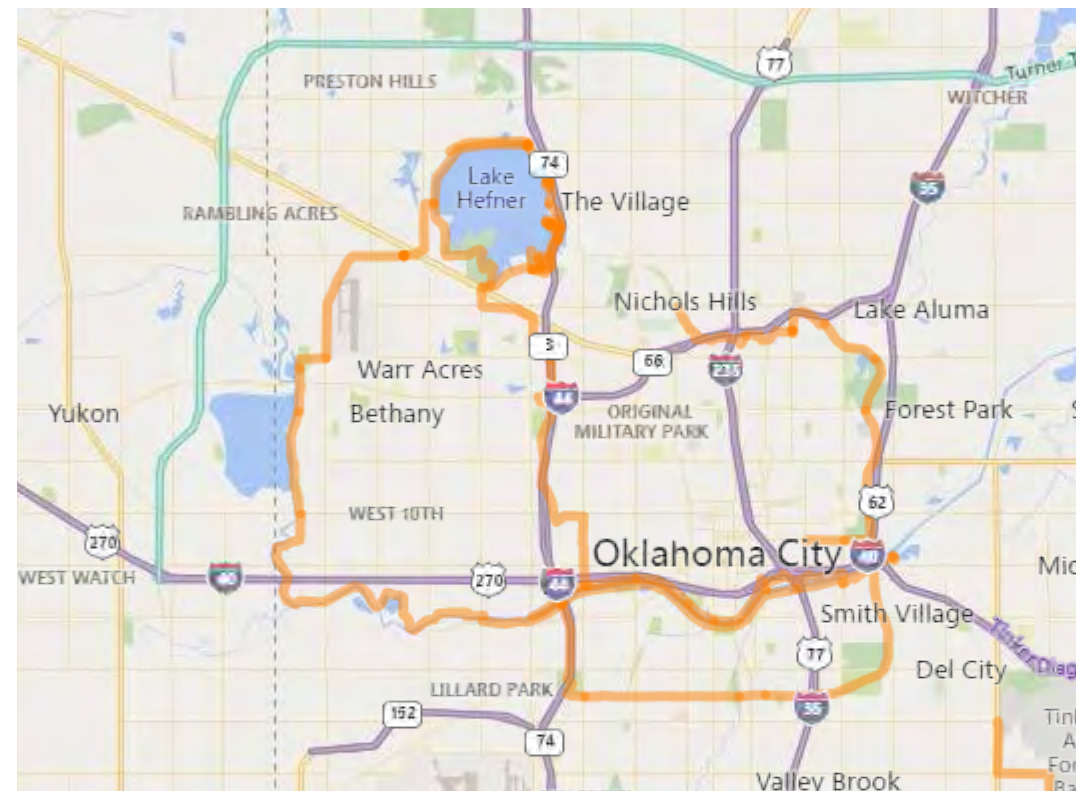


Figure 7.6: City of OKC, data.okc.gov

EXISTING & PLANNED TRAILS

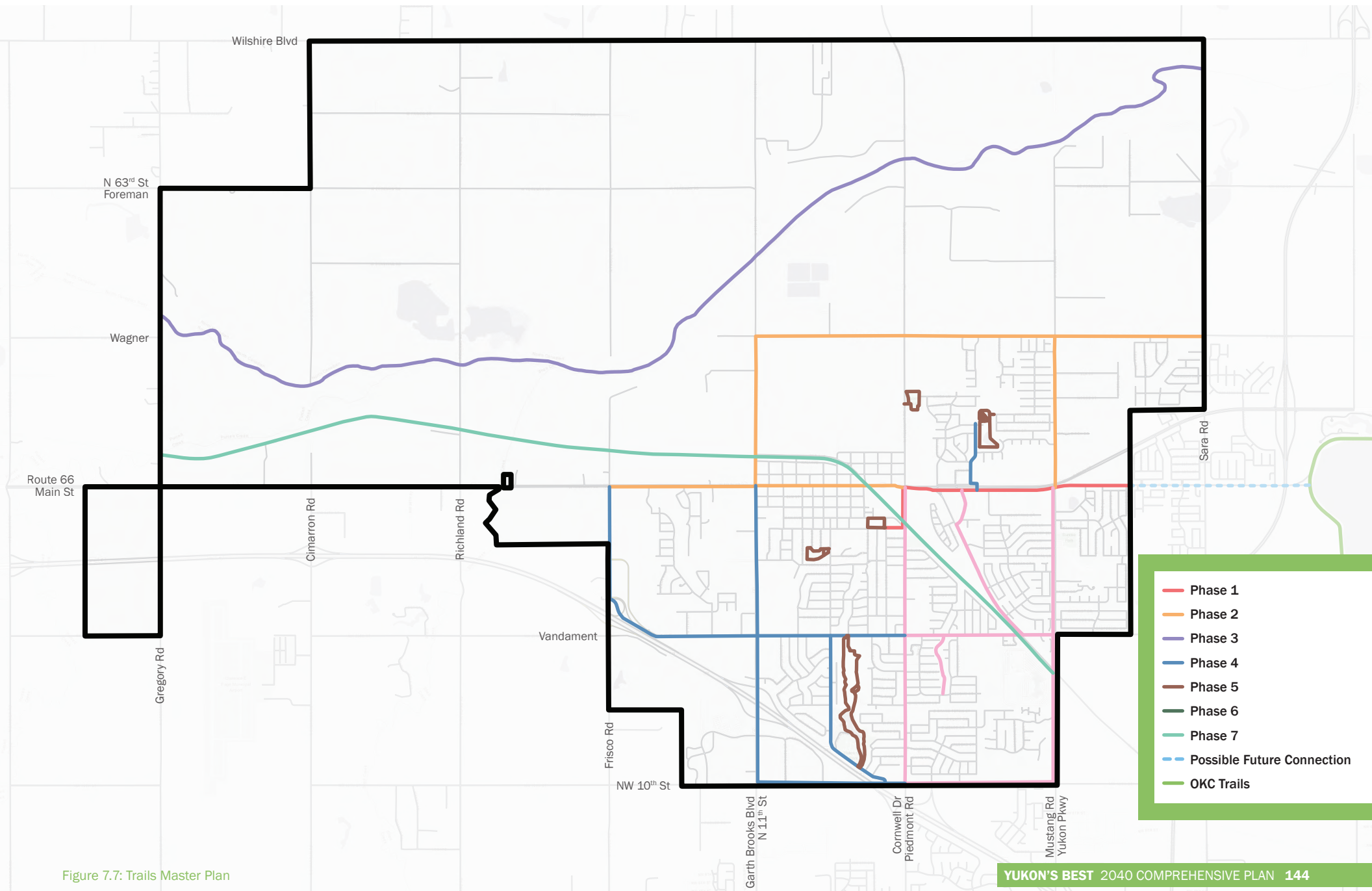


Figure 7.7: Trails Master Plan



OPEN SPACE AND WATER WAYS

As shown in the accompanying map, a large portion of Yukon exists within the 100-year floodplain, making future development in this area unlikely. If future large-scale development of this area were to occur, it could be prone to flooding and result in property damage.

Despite the large amount of open space that the community currently has and will likely have moving forward, it does not have many community facilities capitalizing on it. Portions of the North Canadian River that run through Yukon have become popular drop-in points for canoe and kayak users wishing to travel to Lake Overholser. The City could consider catering to this user group, or at least better organizing this activity, through the creation of a more formally recognized drop-in point. Secondly and in support of the recommendations put forth in the Trails Master Plan, the community could consider a river trail to give residents a more formal way to experience the river, an amenity which is profoundly a part of Yukon, but appears to be mostly ignored. Finally, the parks system generally lacks a nature park within its system with a significant stand of trees for those wanting a more forested experience. Given the general lack of trees in this part of the state, finding a place for this amenity could be difficult, but a few sites within the City still hold this potential.

Due to the location of the North Canadian River, Yukon also has a network of streams and tributaries that runs throughout the community. Development in the community has addressed these tributaries in various ways, sometimes channelizing the creeks, while other sections have been left as grass berms that must be mowed frequently. The cost to mow and weed eat those tributaries that have not been channelized can be prohibitive. Communities are increasingly looking at ways to reintroduce some of the natural elements of these waterways, which have historically helped with water filtration and flood control.

Depending on the amount of space that was left on either side of these tributaries, these could become natural corridors for the inclusion of additional bike and pedestrian trails.

STREAMS AND RIVERS

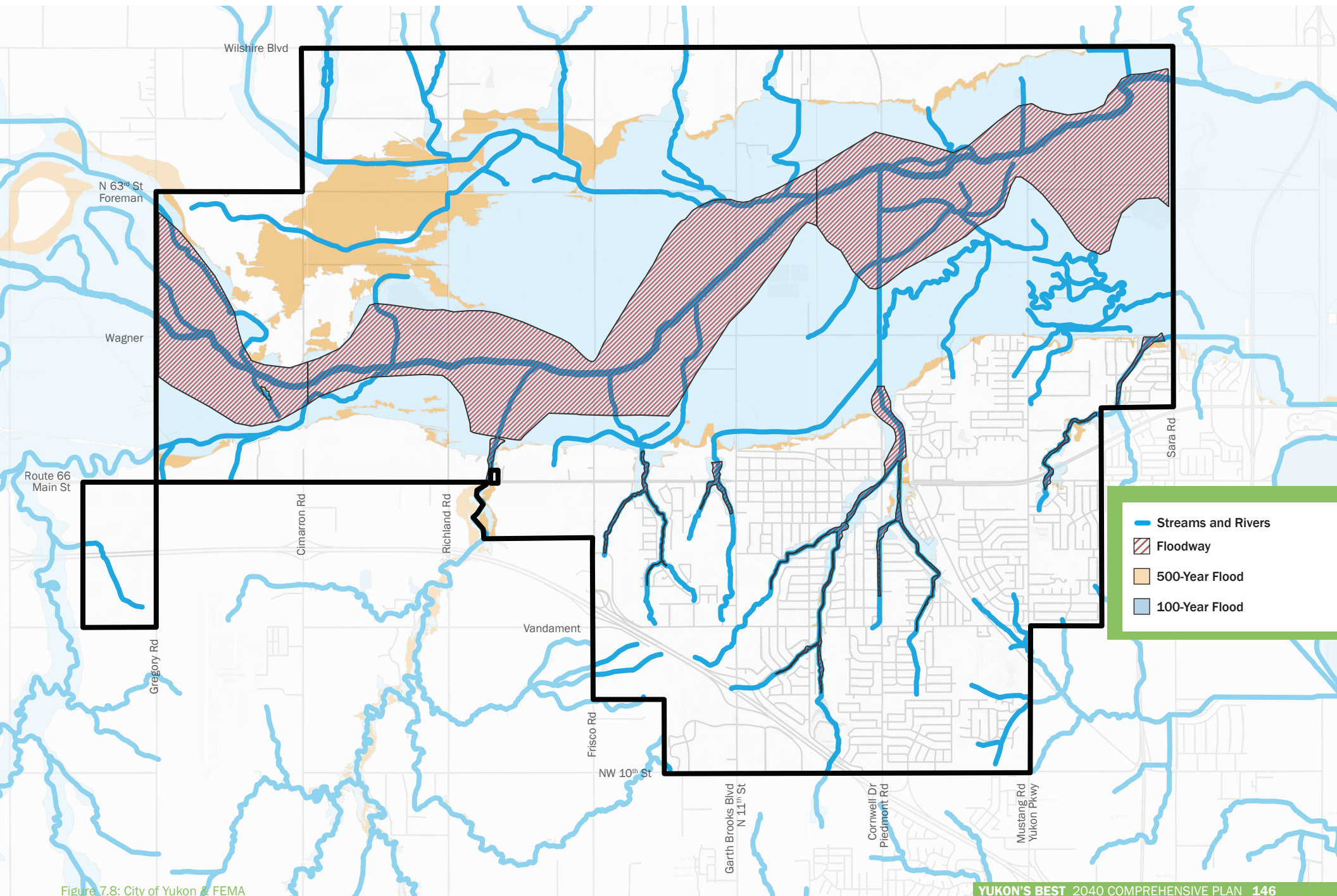


Figure 7.8: City of Yukon & FEMA

RECOMMENDATIONS



Continue to make amenities such as parks, trails and recreation a priority



Provide parks and open space that are accessible to all users



Plan for new parks and close-to-home experiences as Yukon grows - incorporate higher open space requirements into the subdivision regulations



Utilize existing riparian corridors, such as the North Canadian River, for new parks and trails and to increase interactions with nature



Add more trails and trail access according to the Trails Master Plan, and regularly update the plan



Conduct a yearly citizen satisfaction survey to collect resident feedback on the parks system



Diversify programming throughout the recreation system in response to community feedback and other outreach efforts





CHAPTER 8 Public Services and Assets

Introduction / Goal / Top Issues
Infrastructure Issues and Existing Conditions
Public Facilities Issues and Existing Conditions
Recommendations

INTRODUCTION

Public services are some of the most vital operations the City of Yukon provides its residents both inside and outside of the city limits. These include the provision of public utilities (water, sewer, storm sewer), emergency response and community facilities that provide amenities. 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 able to develop at higher levels of intensity (if appropriate in 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 that will not be used in the future are a waste of financial resources.

Services such as fire, police, ambulance, water, sanitary sewer, stormwater management and community centers are expected by citizens and improve their quality of life. These basic necessities are the responsibility of the City of Yukon; not only do they provide them, they also plan for future growth and ensure that capacity keeps up with demand.

In general, the condition of the utility infrastructure and related facilities are in good condition. The City of Yukon water system is supplied from underground wells and purchased water from the City of Oklahoma City. The City of Yukon water system consists of 5 water towers, groundwater wells and distribution lines for services. The City of Yukon wastewater system consists of a wastewater treatment plant, lift stations and sanitary sewer lines for service.

GOAL

To provide high quality public services and quality of life while increasing transparency to current and future residents of Yukon.



TOP ISSUES

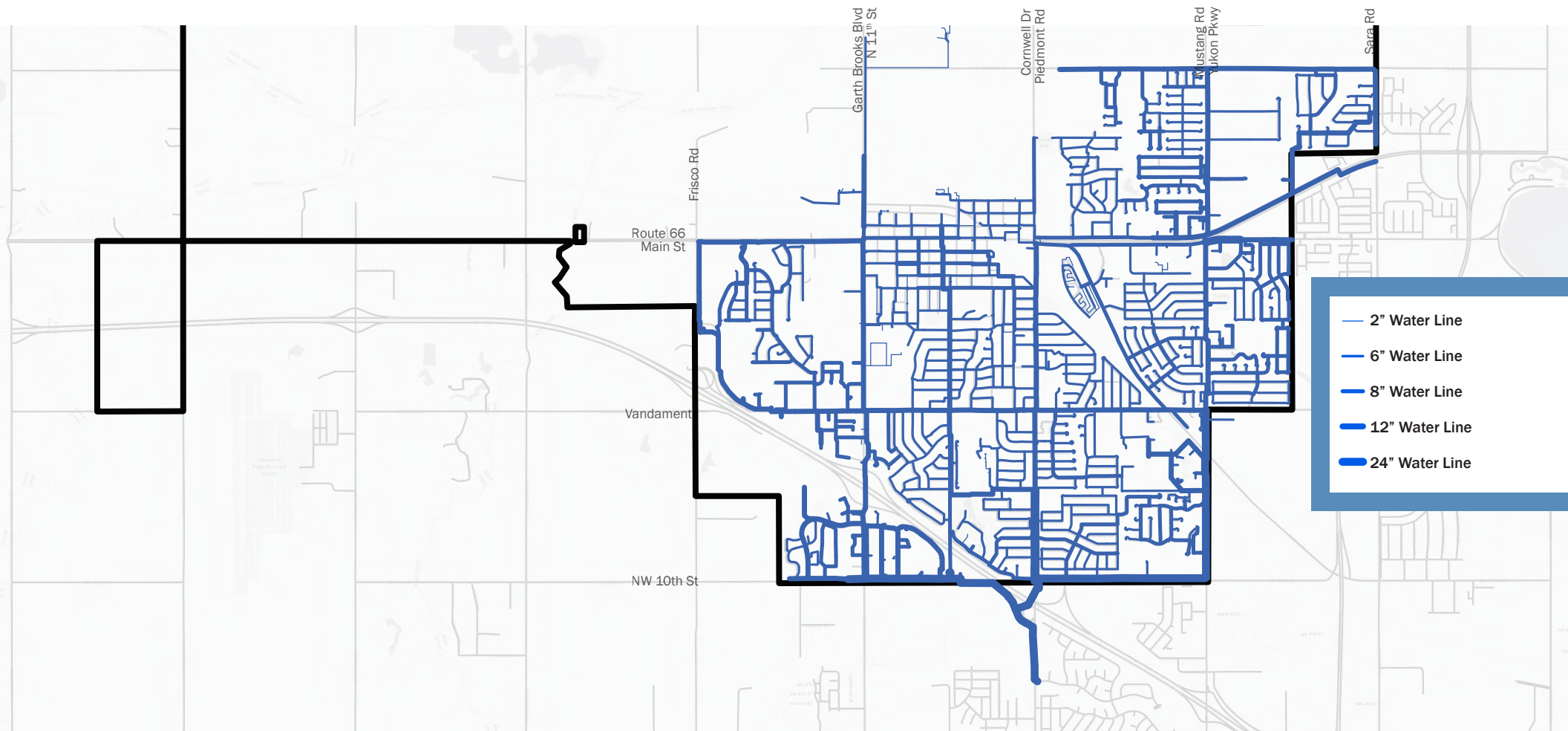
- Aging infrastructure, continued maintenance and upgrades
- Due to economic feasibility City Offices are not consolidated into a single location/compound
- Deteriorating community facility structures
- Strong community desire for recycling and bulk waste pick-up services

INFRASTRUCTURE ISSUES AND EXISTING CONDITIONS

WATER SYSTEM ANALYSIS/EXISTING CONDITIONS

Yukon's existing water system is concentrated south of the North Canadian River, in the urbanized portion of the city. Generally, the existing system runs from Wagner Road to NW 10th Street, the city border, and provides water to both residential and commercial areas. While the existing water system provides many opportunities for added connections, possible extensions should be considered as the City grows westward. At a minimum a 12-inch waterline will be required along section line roads. All other major and minor arterial roads (not section line roads) will require a minimum 8-inch waterline.

EXISTING WATER SYSTEM



EXISTING WATER SYSTEM

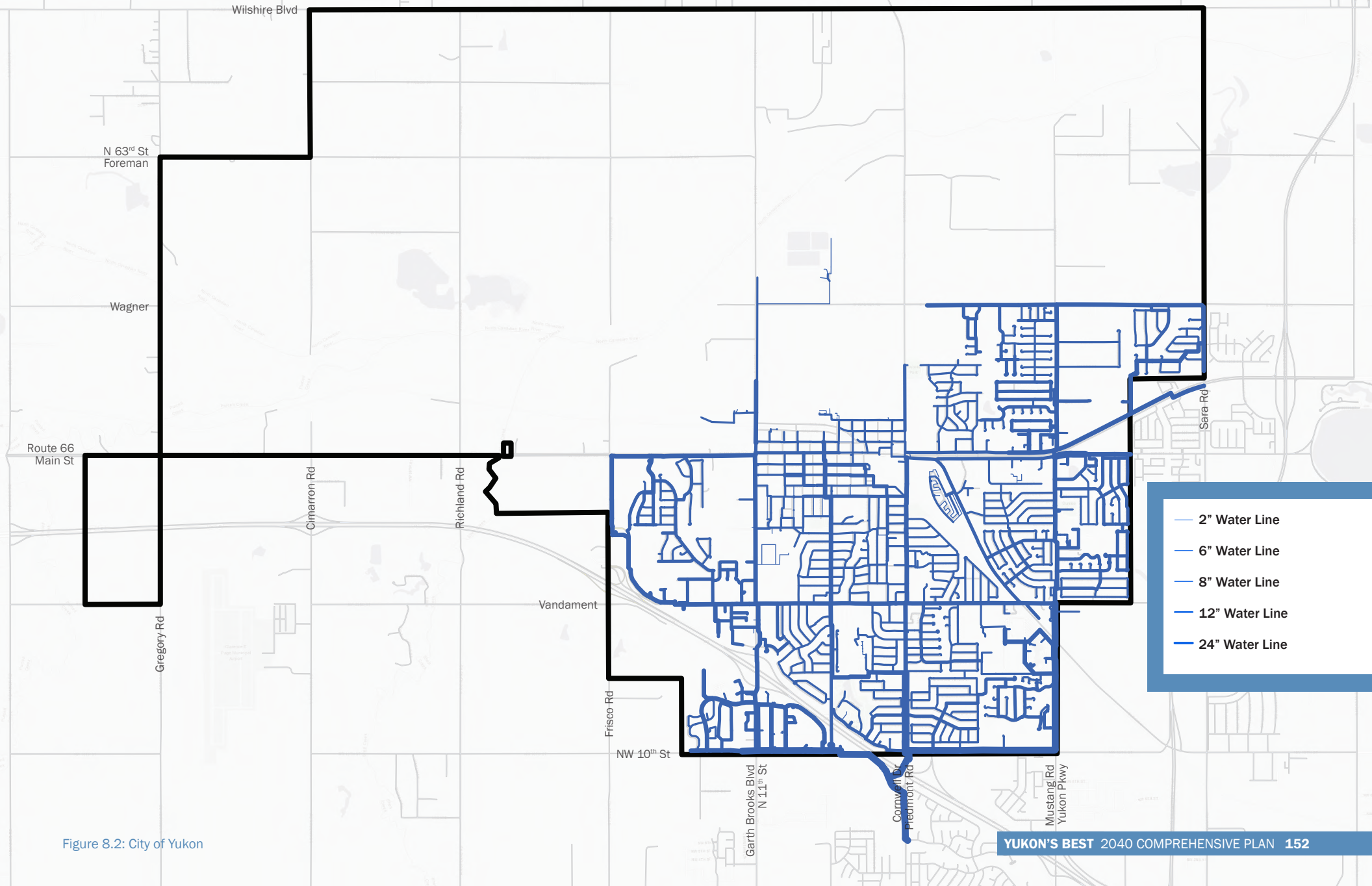


Figure 8.2: City of Yukon

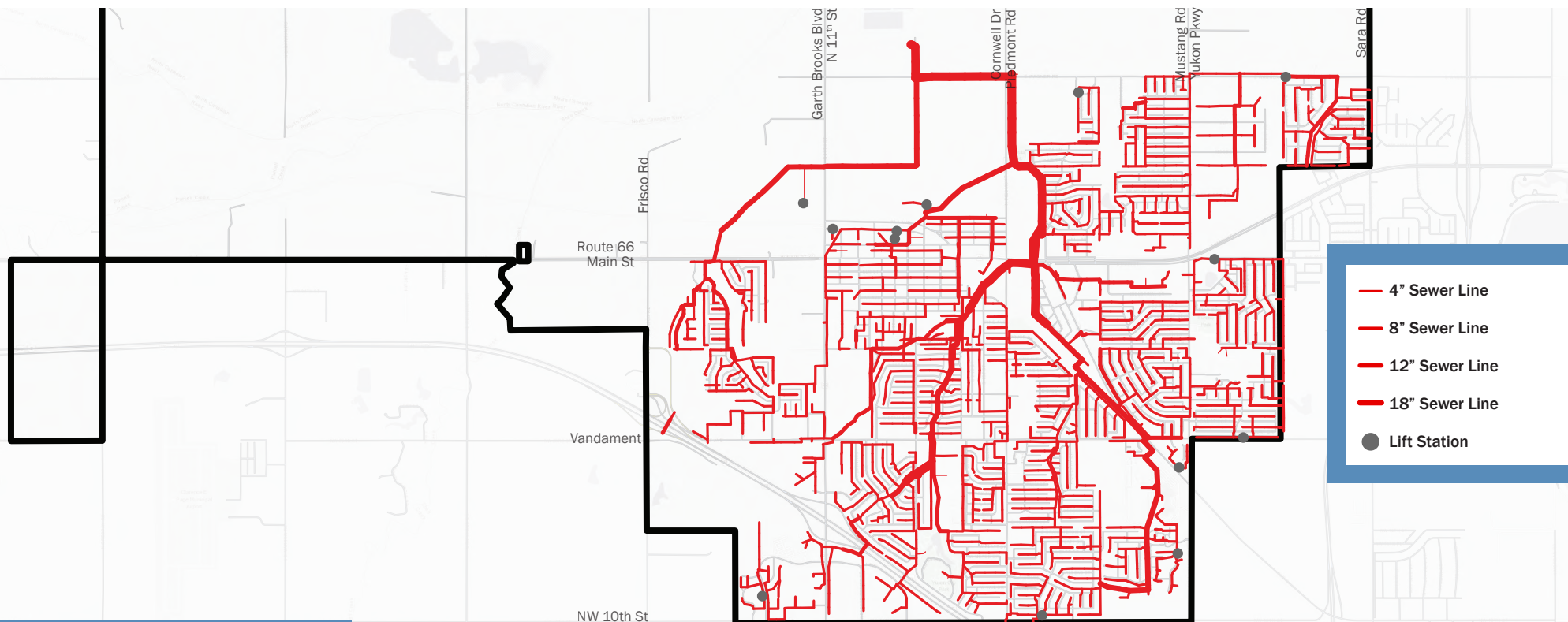
INFRASTRUCTURE ISSUES AND EXISTING CONDITIONS

WASTEWATER SYSTEM ANALYSIS

The existing wastewater system, mostly, follows the existing water system. The wastewater system is concentrated in the developed area of Yukon, from Wagner Road to NW 10th Street. Yukon operates one wastewater treatment plant with a capacity of 3 million gallons per day and lift stations throughout the City.

The City of Yukon wastewater treatment plant has a 3 million gallon per day capacity. The average influent flow to the wastewater treatment plant is 2.8 million gallons per day. The highest peak flow to the plant was 12 million gallons per day in October 2017, which occurred during a significant rainfall event. The City of Yukon wastewater treatment plant will require improvements in the future to service the City. System infrastructure is aging and infiltration issues will need to be addressed when considering upgrades. Currently, the City of Yukon and the City of Oklahoma City are completing the West Oklahoma City Wastewater Master Plan (Oklahoma City Water Utilities Trust Project No. SC-0960). The purpose of this study is to determine if the City of Yukon and the City of Oklahoma City should have a joint wastewater treatment plant. One alternative being considered would be an expansion of the Yukon wastewater treatment plant. Future improvements should include a capacity of up to 5 million gallons per day to keep pace with growth and plan for future needs.

EXISTING WASTEWATER SYSTEM



EXISTING WASTEWATER SYSTEM

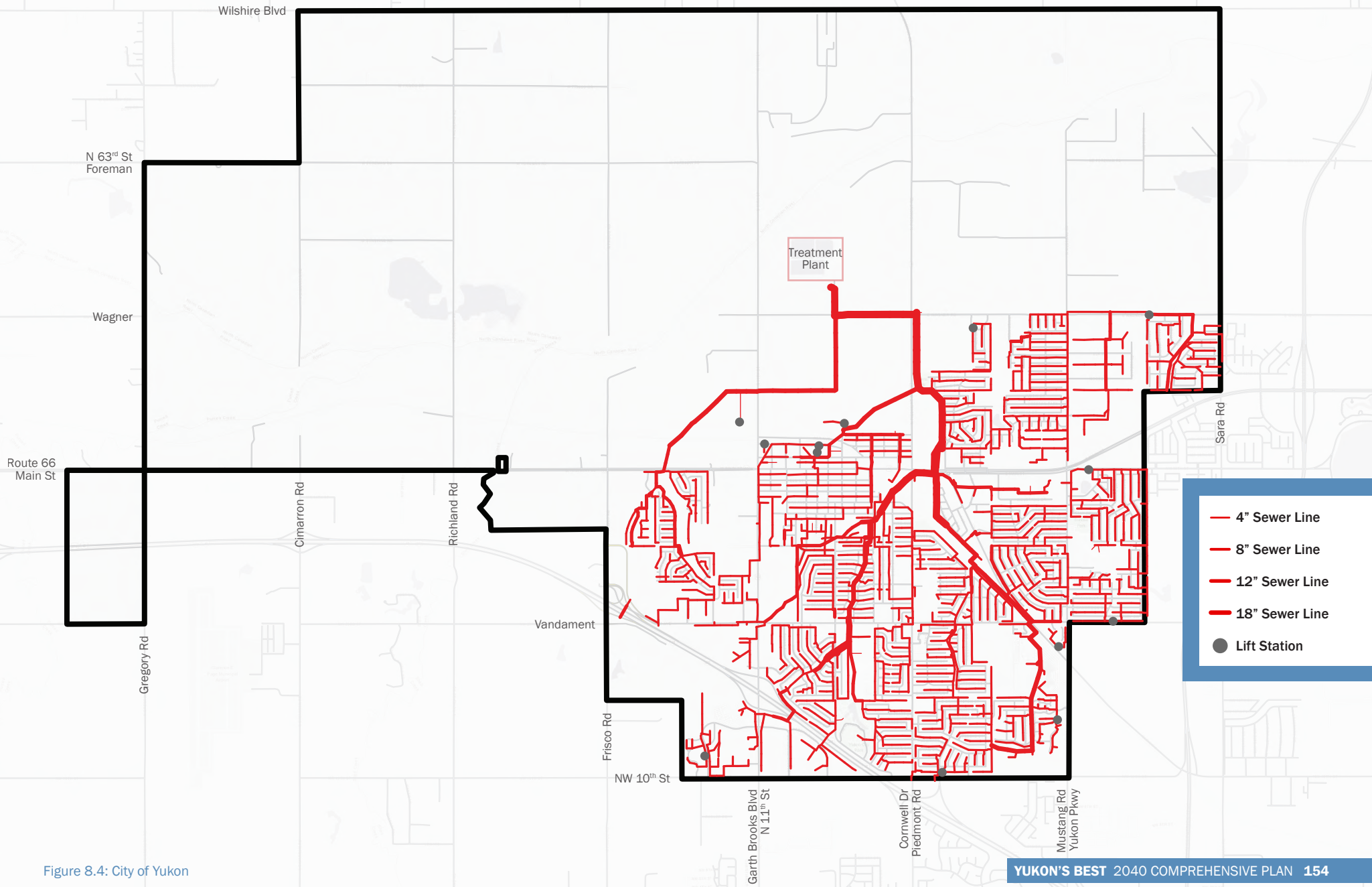


Figure 8.4: City of Yukon



INFRASTRUCTURE ISSUES AND EXISTING CONDITIONS

STORMWATER ANALYSIS

The existing stormwater system spans from Wagner Road to NW 10th Street with several inlet points along the stormwater lines and throughout the city. However, these storm lines are not all interconnected. The storm lines tend to be more frequent around areas of the city that experience the most flooding, more specifically surrounding the various streams and creeks throughout the city.

EXISTING STORMSEWER SYSTEM

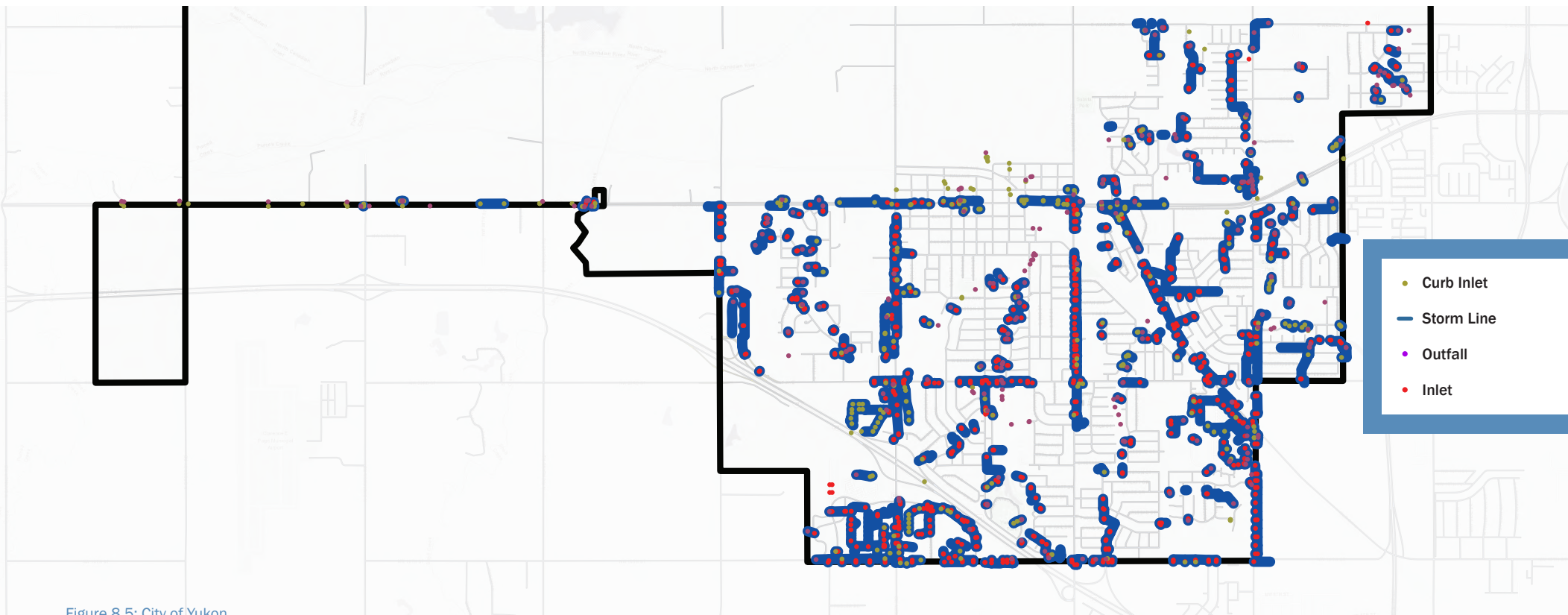


Figure 8.5: City of Yukon

INFRASTRUCTURE ISSUES AND EXISTING CONDITIONS

EXISTING STORMWATER SYSTEM

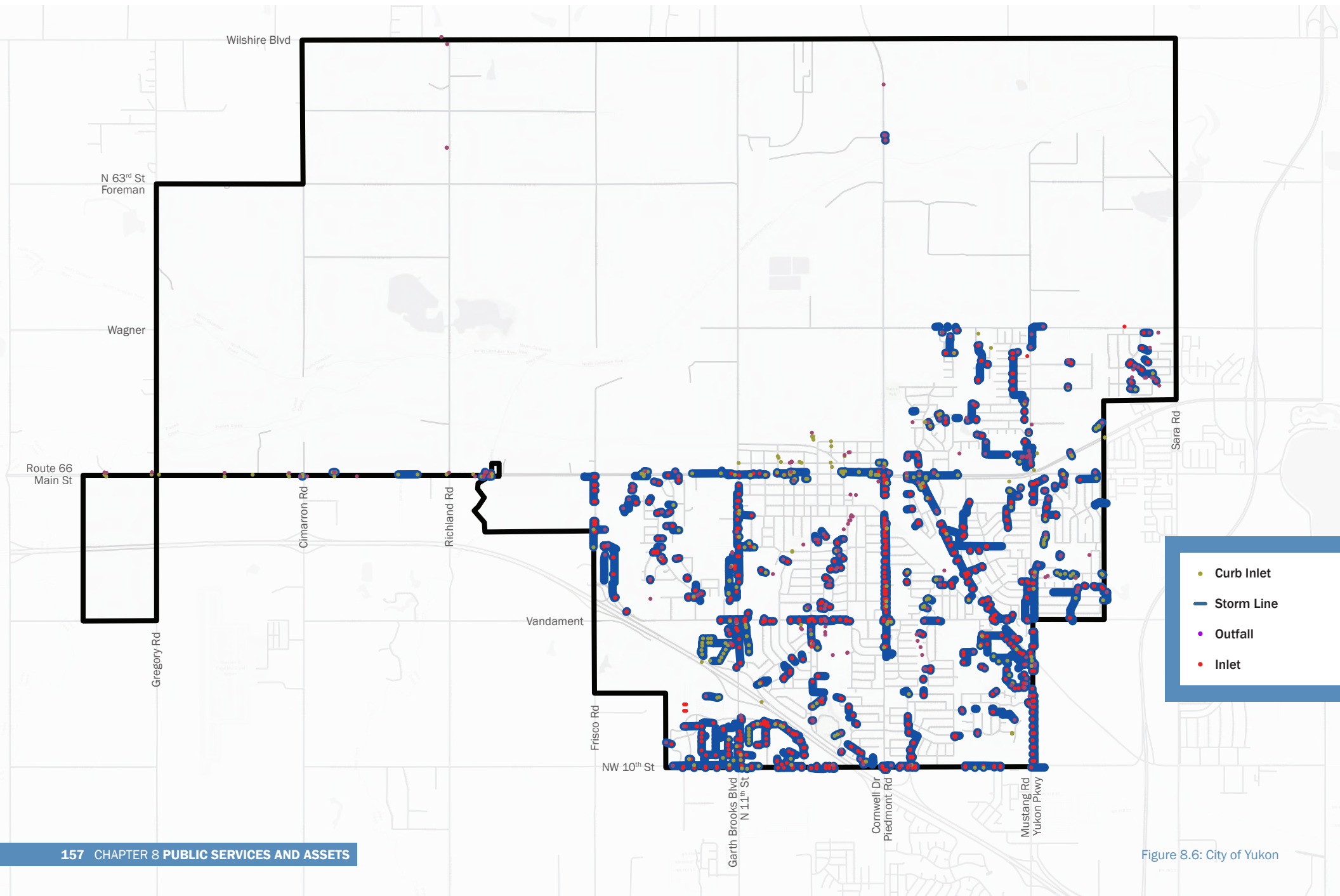


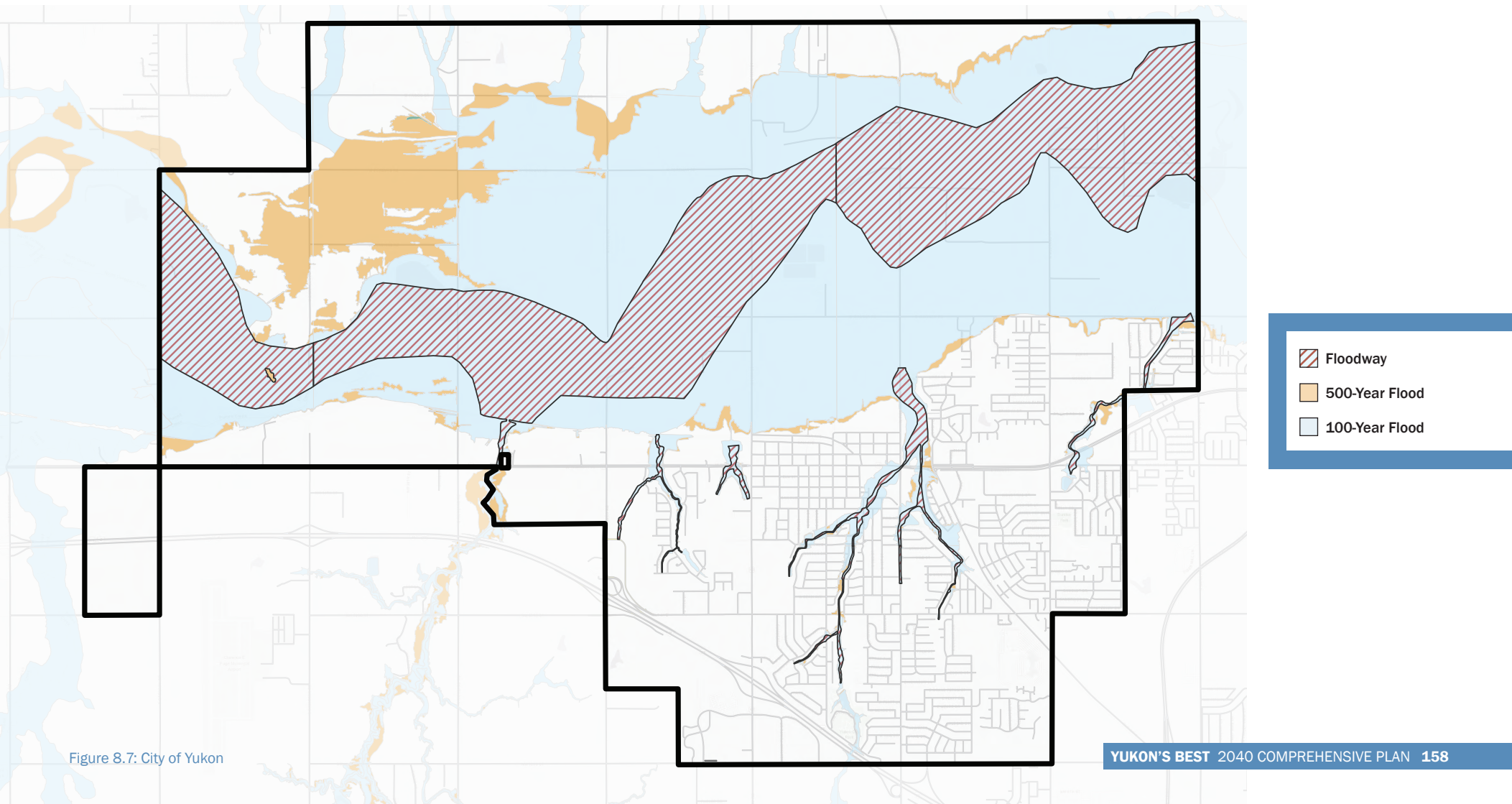
Figure 8.6: City of Yukon

INFRASTRUCTURE ISSUES AND EXISTING CONDITIONS

STORMWATER ANALYSIS

FLOODPLAIN MAP

The City of Yukon is very limited in where future development can occur, due to the extensive floodplain and floodway that covers 53% of the city, primarily in the north. As can be seen in the below map, the floodplain and floodway extend into developed Yukon and are collectively a major contributor to the flooding issues experienced by residents. To protect the floodplain, Yukon should discourage high density developments within the 100-year floodplain. High density residential developments or redevelopments should be encouraged within urbanized Yukon, outside of the 100-year floodplain.



INFRASTRUCTURE ISSUES AND EXISTING CONDITIONS

STORMWATER ANALYSIS

STORMWATER MANAGEMENT PROGRAM

In 2003 the City of Yukon produced a Stormwater Management Program (SWMP) to examine the existing water quality conditions and implement Best Management Practices (BMP) to ensure that Yukon maintains good water quality. Specifically, BMPs that control post construction runoff to minimize water quality impacts. Below are few examples of the BMPs highlighted in the Stormwater Management Program.

- 1 Attempt to maintain pre-development runoff conditions
- 2 Ensure that controls are in place that will prevent or minimize water quality impacts
- 3 Implement BMPs that are appropriate for the local site conditions and selected to minimize water quality impacts
- 4 Develop and implement a program that ensures adequate long-term operation and maintenance of the BMPs

The City of Yukon will continue to consistently re-examine and update their Stormwater Management Program. Typically this is done about every 5 years to encourage the current best practices which includes low impact development.



PUBLIC FACILITIES ISSUES AND EXISTING CONDITIONS

Maintaining public facilities is an important function of city government that improves the quality of life of the residents. Not only do well maintained public facilities attract new residents, they also contribute to a sense of community for current residents. To continually meet the needs of current and future residents the City of Yukon must have a long-range plan for future public facilities. City offices are spread out across multiple buildings and are not consolidated in a centralized location.



PUBLIC FACILITIES **POLICE DEPARTMENT**

The City of Yukon currently has one police facility. The Yukon Police Department is located just south of East Main Street and South Ranchwood Boulevard. This central location provides for adequate response times, as can be seen in the following map. The typical service zone is a 1.25 mile radius from the police station (in light orange) and the rural service zone is a 2.5 mile radius from the police station (in blue).



POLICE STATION (SERVICE BUFFER)

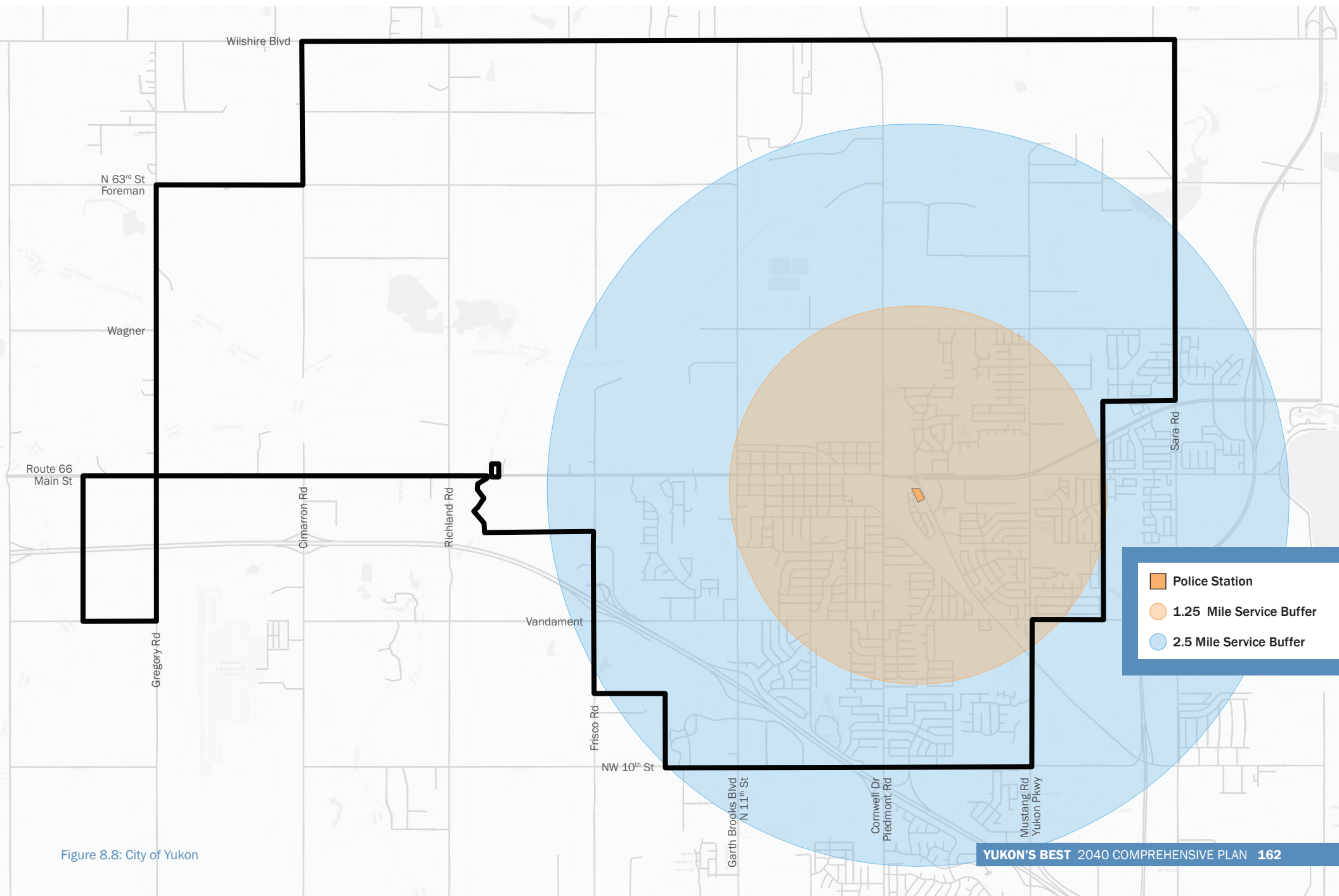


Figure 8.8: City of Yukon

PUBLIC FACILITIES FIRE DEPARTMENT

The City of Yukon has two existing fire stations. Fire Station #2 is located at Oak Avenue and S 5th Street, just south of Main Street and Fire Station #1 is located just south of Main Street and S Yukon Parkway. As can be seen in the map on the following page, the locations of the fire stations allow for the majority of developed Yukon to be in the typical 1.25 mile service zone, with some overlap.



FIRE STATIONS (SERVICE BUFFERS)

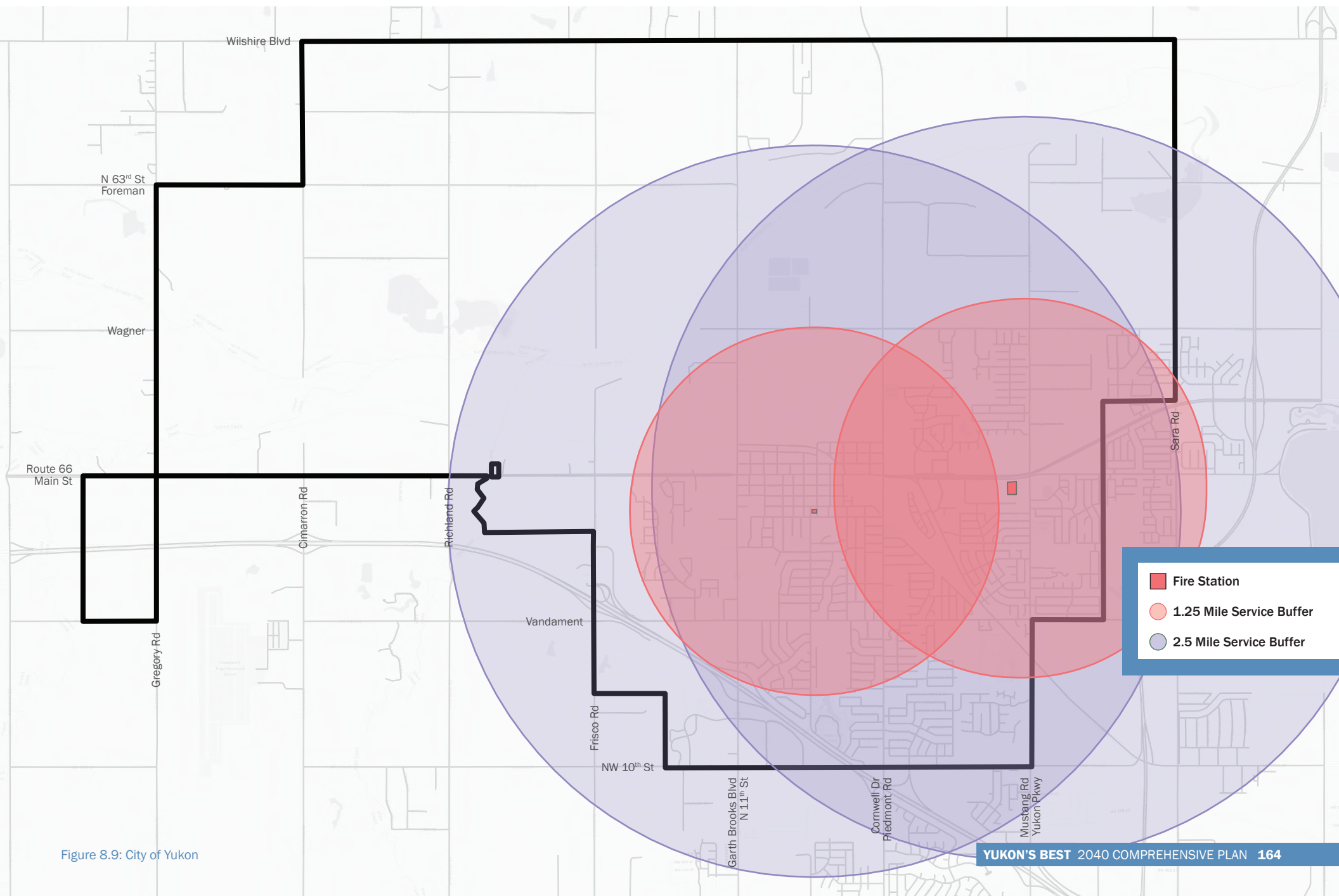


Figure 8.9: City of Yukon

PUBLIC FACILITIES EXISTING COMMUNITY CENTER

The City of Yukon has three community centers: the Yukon Community center, the Jackie Cooper Gym, and the Dale Robertson Center. The Yukon Community Center is located in Yukon City Park in south Yukon. The community center features meeting rooms for public use, a basketball court, weight room, etc. The center also offers programs for all ages, such as tennis classes, a garden club and sports leagues. The Jackie Cooper Gym is located at E Main Street and S Yukon Parkway. The gym features two full size courts that can be used for basketball, volleyball, or badminton. Similar to the community center, the Jackie Cooper Gym also offers many programs and sports leagues. The Dale Robertson Center is located just across the street from the Jackie Cooper Gym at Lakeshore Drive and S Yukon Parkway. The Dale Robertson Center provides a space for activity and community for seniors 55 years and older. The center offers lunch on weekdays and even has a van service to transport guests if needed. The center also offers a plethora of activities and programs on a weekly basis. Each of these community facilities is vital to the quality of life of residents. These facilities provide a safe space for all ages to be active and build a sense of community.



PUBLIC FACILITIES PUBLIC LIBRARY

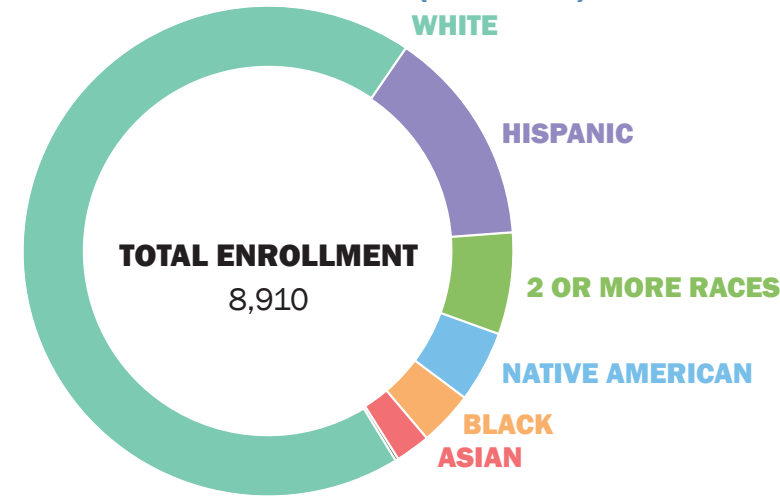
The City of Yukon has one library, the Mabel C. Fry Public Library located northeast of Lakeshore Drive and S Yukon Parkway. The public library is an essential community amenity with various programs for all ages that provide a safe space for residents to build relationships. The library offers reoccurring and single-session programs for all ages. Some examples of programs include summer reading programs, movie days, various classes for those under 18 and book clubs.



PUBLIC FACILITIES EDUCATION

The Yukon Public Schools (YPS) system is a major attractor for the city, bringing new residents every year who move to Yukon for the quality schools. The YPS covers 68 square miles of Canadian County and currently serves over 8,800 students. The district encompasses Yukon, parts of NW and SW Oklahoma City and Banner. Banner schools filter into Yukon High School. Within the YPS system there are seven (7) elementary schools, two (2) intermediate schools, one (1) middle school and one (1) high school. YPS is a major employer for the city with over 1,400 staff and faculty members. YPS also offers a Virtual Middle and High School to accommodate a wide range of students. Recently, Yukon Public Schools passed a bond initiative which includes the construction of a new school facility. This planned facility will be an intermediate school, Redstone Intermediate, for 4th-6th graders located at the northern boundary of the District and within Oklahoma City city limits. This bond initiative will also provide for technology and school facility improvements. The YPS values community participation and positively contributes to the quality of life of Yukon residents.

ENROLLMENT BY ETHNICITY (JULY 2019)



ETHNIC DISTRIBUTION	PERCENT
White	65.3%
Hispanic	15.5%
Two or More Races	8.1%
Native American	4.6%
Black	4.1%
Asian	2.3%
Pacific Islander	0.1%
Other / Not Provided	0%

Figure 8.10 & Table 8.1:Yukon Public School District

PERSONNEL	Staff Count
Certified Staff	601
Support Staff	780
Administrators	49

Table 8.2:Yukon Public School District

WHY DO YOU CHOSE TO LIVE IN YUKON?
(CHOOSE ALL THAT APPLY)

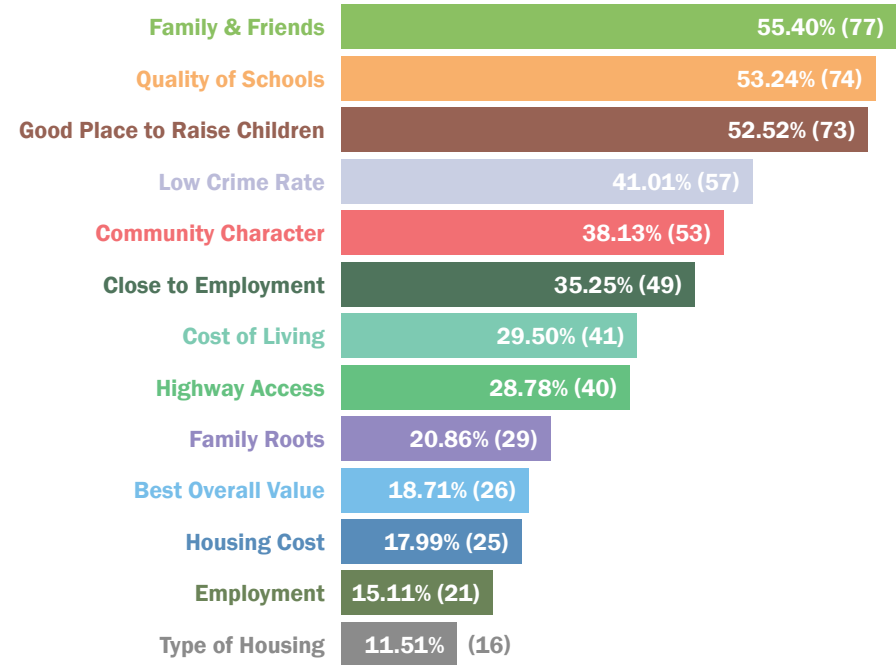


Figure 8.11:Resident Survey

SCHOOL PROPERTIES

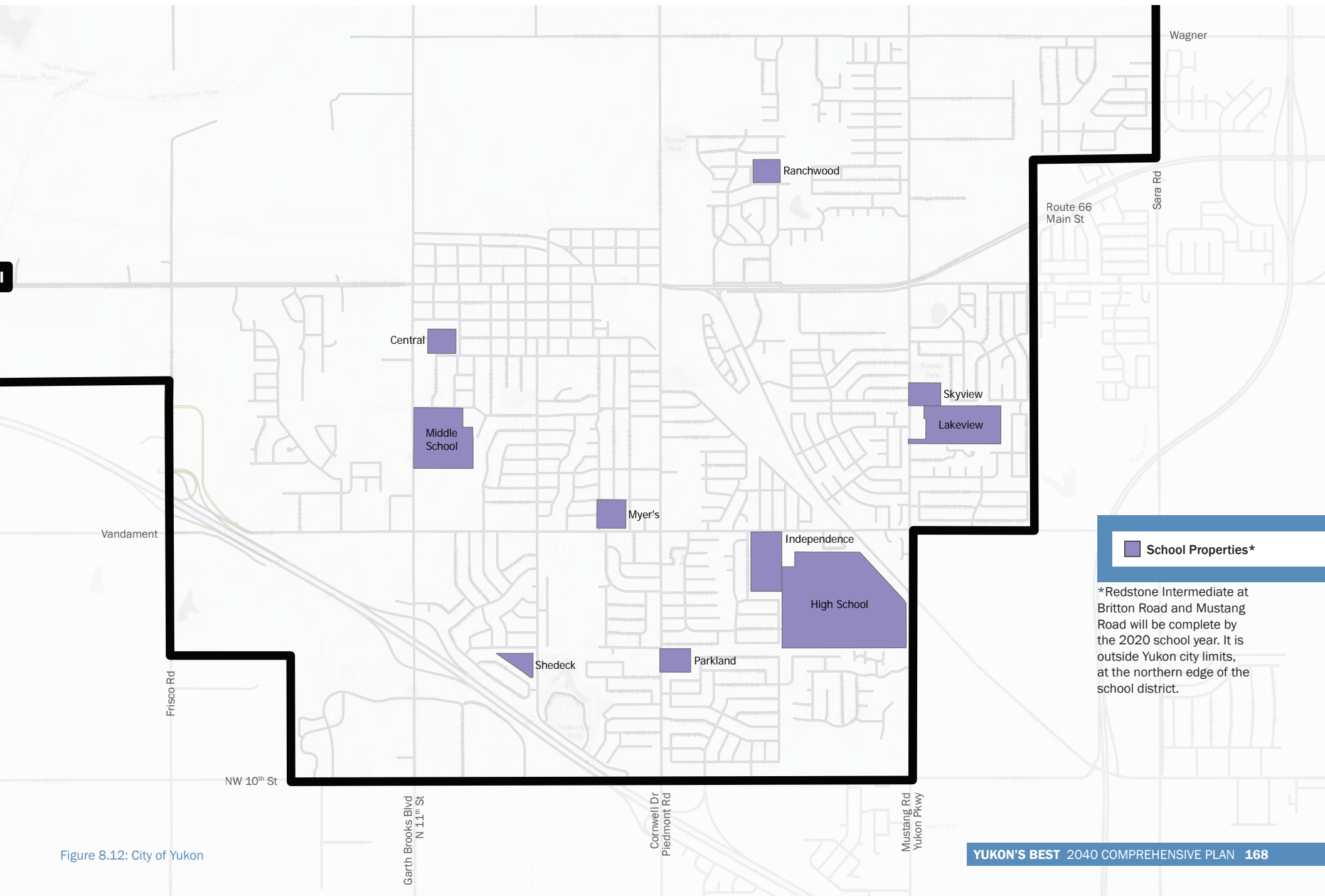
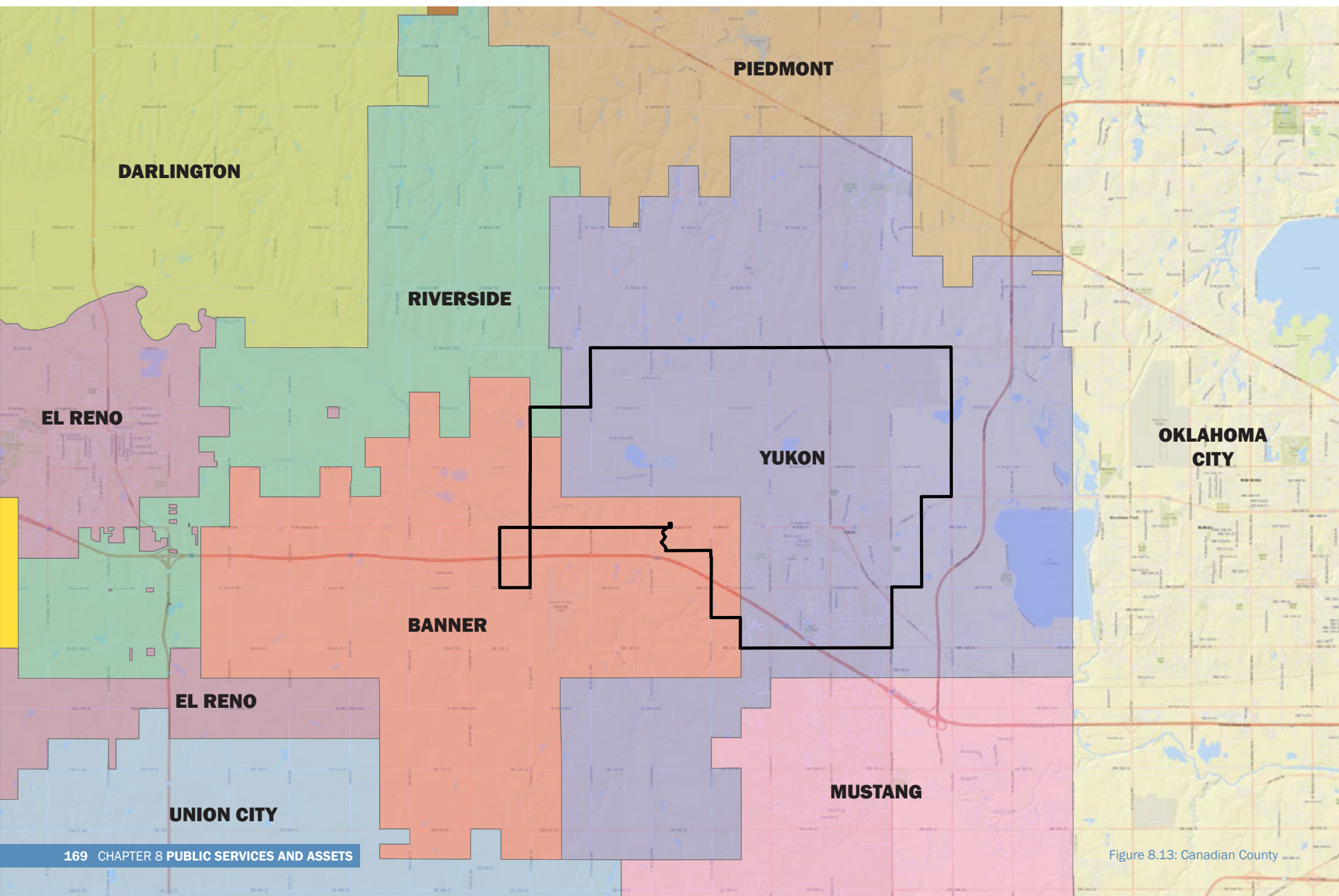


Figure 8.12: City of Yukon

SCHOOL DISTRICTS



COMMUNITY FACILITIES

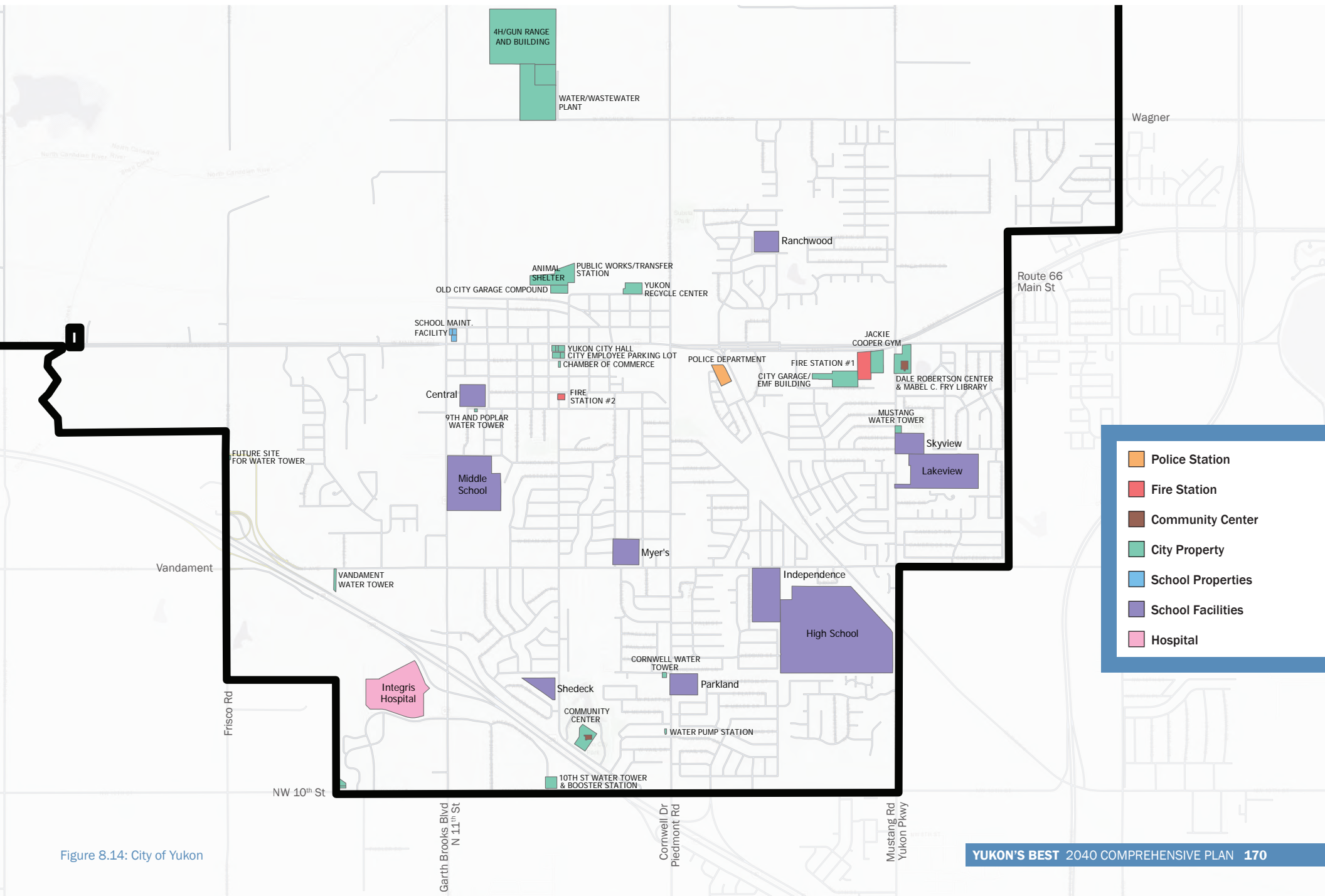


Figure 8.14: City of Yukon

RECOMMENDATIONS



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



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



Conduct a city services satisfaction survey on an ongoing reoccurring basis



Continue to explore ways to provide either curbside or drop-off recycling and bulk waste services



Improve water wells through replacements and upgrades to increase capacity and achieve water independence



Create a Stormwater Master Plan to investigate flooding and erosion issues and target solutions at problem areas



Create a ADA Accessibility Plan (ADA Transition Plan) for all public buildings, intersections and sidewalks



Upgrade and build public facilities

- Conduct a facilities study and develop a transitional plan for a new library and community center, as well as the consolidation of City Offices
- Continue to invest in facilities to upgrade, update and expand services to Yukon residents



APPENDIX

FUTURE PROJECTS

Capital improvements planning is an important task undertaken by municipalities to plan for and identify future needs, projects to address those needs and to set priorities. Comprehensive Plans can help identify these future needs through population and growth forecasting and highlight community priorities through outreach and engagement efforts. The act of planning for capital improvements can help municipalities capitalize on grants or other funding mechanisms beyond General Obligation Bonds (GOB) and operating budgets.

The tables that follow are brief lists of projects identified by the community and the City Engineer (Triad Design). Often these projects deal with physical infrastructure and amenities such as roads, water and wastewater systems, parks, and streetscapes. The tables are broken out into categories that correspond with Chapters 4: Transportation & Mobility, 7: Parks, Trails, and Open Space and 8: Public Services and Assets and are color coded accordingly.



TRANSPORTATION
SH 4 from SH 66 to Wagner Road (joint project with ODOT)
Garth Brooks Blvd, from Vandament Ave to NW 10th St: Widen and Street Enhancements (traffic lights, wide sidewalks, signage, landscaping and lighting)
Frisco Rd, south of I-40 to city limits: Widen and extend
North Yukon Parkway, Main St to Wagner Rd: Widen and Street Enhancements (sidewalks, signage, lighting)
Cornwell Dr and NW 10th St: Intersection Improvements and Traffic Signal
SH 66 to North Yukon Parkway: Install westbound right turn lane
Wagner Road, SH 4 to east city limits: Road Reconstruction
Continue to build sidewalks to connect with schools and parks
Upgrade sidewalk network to address ADA requirements
Wilshire Rd, SH 4 to east city limits: Road Reconstruction
RECREATION & TRAILS
Kimball Park: new pool, pool house, parking, lighting and trail
Community Center: new splashpad, lights in parking lot, upgrades to game room
Welch Park: new multi-use trail and lighting
Taylor Park: baseball fields, parking, lighting, multi-use trails, soccer fields, restrooms
Sports Park
Downtown Park/pavilion
Freedom Trail: Development delayed/special needs playground
Wagner Road, SH 4 to east city limits: Road Reconstruction
Kimball Park: playground on west side
Dickenson Park: playground, pavilion, parking
Continue to build multi-use trails around the city

Table 9.1 and 9.2: Triad Design & Project Team

APPENDIX

FUTURE PROJECTS

FACILITIES

Police Station Emergency Operation Center

Relocate Library to new location

New Multi-use Community Center

Senior Center expansion

New Veterans Museum

New Cultural Facility - Art & Entertainment Center

New Fire Station (relocation of Station 2)

New City Hall

WASTEWATER

Wastewater Treatment Plant: rehabilitate old secondary clarifier

Turtle Creek: sanitary sewer line reconstruction

Eliminate manhole over-flow locations

Add an additional 18-inch sewer line on the west side of town parallel to existing 18-inch line

Lift Stations: Parkland and Kingsridge, keep pumping 2 hours after rain

Wastewater Treatment Plant: increase capacity and redundancy

WATER

Booster station at new Frisco Rd water tower

Install new waterlines along section line roads to loop the system

Continue maintenance of existing well field

Replace altitude valves at water towers



Gowers Outdoor Ad Co.



OST CA

61
 2/10/48
 Dear Father
 I have been away
 looking for work but
 not got here till
 5 o'clock this morning
 to meet a train and
 to leave for the
 I will not be home
 until 11/30/48