

WAGONER METROPOLITAN PLANNING AREA

MASTER PLAN

WAGONER METROPOLITAN PLANNING AREA
COMPREHENSIVE PLAN

Prepared For The
Wagoner Metropolitan Area Planning Commission
By
BRAUN BINION BARNARD, Inc.
Tulsa, Oklahoma

June, 1981

This Planning Study Has Been Prepared
For and Under the Jurisdiction of the
Wagoner Metropolitan Area Planning Commission

WAGONER METROPOLITAN AREA PLANNING COMMISSION

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INTRODUCTION

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INTRODUCTION

The Wagoner Metropolitan Area Master Plan is an official statement of the city and county legislative bodies, containing major goals and policies regarding future physical development. It represents, as best possible, the interest of the area and its citizens. The Plan is to serve as a framework for public and private decision-makers in making choices regarding the physical aspects of the planning area that best reflect the physical attributes of the land and established desirable development trends.

The Wagoner Metropolitan Area Plan consists of two separate plans, the City Plan and the County Plan. The two are integrated to form the Metropolitan Area Plan. Both plans recognize existing land uses and zoning patterns but also try to provide guidance for future development. The County Plan recognizes the need for vast areas of undeveloped farmland and recommends the continued use of this valuable resource. At the same time the plan also recognizes intense development pressures occurring in the western portion of the county and makes recommendations to manage this development in a logical manner, ensuring compatibility with the City of Broken Arrow. The City Plan recommends continued and extensive use of underdeveloped areas already served with utilities, and gives guidance for future development actions.

The Plan was devised to provide the Wagoner Metropolitan Area Planning Commission, as well as the City Council and County Commissioners, with a set of flexible guidelines that would be applicable to all areas of the county. The concept provides for a wide variety of uses throughout the planning area which would be limited to particular development intensities according to available access, existing development and natural features. It is a general statement of community aspirations, intended to achieve certain basic ends, including:

- creating a functional, healthful and viable physical environment as a setting for residential and business activities in Wagoner County;
- guiding the implementation of area-wide development policies; and
- bringing technical knowledge to bear on the decision-making process.

The plan, however, is not forever. An attempt has been made to provide adequate flexibility and latitude to facilitate changing development trends and community desires. Because situations and people will change, sometimes dramatically, it is quite likely that the plan will need to be amended at some future point in time. The plan, and particularly the associated zoning ordinance and subdivision regulations, should be continuously monitored by the Planning Commission to detect points which conflict with changing conditions and updated to reflect more recent data, development changes and significant policy modifications.

The Master Plan is divided into four sections: Introduction, Goals and Policies to guide the planning area's physical development illustrated by the plan maps, Data Base which includes the inventory of the planning area and its physical and demographic conditions, and the Plan Concept and Methodology consisting of the intensity designation methodology, land suitability and the transportation plan. In addition to the Plan, Subdivision Regulations and a Zoning Ordinance were developed as tools to implement the plan. These are found in separate documents.

GOALS & POLICIES

GOALS & POLICIES

ADMINISTRATION

GOALS

1. Provide effective direction for future development through adherence to adopted goals, policies and plans.
2. Develop and maintain clear, concise and consistent guidelines and administrative techniques regarding zoning and land use considerations, subdivision regulations, building permits, location and design decisions, and related concerns within the planning area's jurisdiction.
3. Direct the development of the various land use intensities in a manner to be most harmonious with the natural and man-made conditions.
4. Encourage citizen participation and community involvement in the planning and implementation process.

POLICIES

1. The Plan will be examined annually to determine if the needs of the planning area are being served. Update of the plan should occur every 5 to 7 years, particularly as the various communities within the planning area grow and expand into the undeveloped area where demands for higher intensity uses could occur.
2. Prior to instituting a zoning change which is not consistent with the comprehensive plan, the Plan will be amended as a minor amendment through the public hearing process, to reflect the zoning change.
3. The Commission shall adopt and adhere to a set of procedural guidelines concerning the timely processing of zoning amendments and building permit applications.
4. The Commission shall use the HUD (U.S. Department of Housing and Urban Development) Federal Emergency Management Agency information and standards or any maps developed to their criteria or higher in the regulation of development in flood areas.
5. The Planning Commission is responsible for developing land use policies, mainly based on needs brought forward by the public; the City Council and the Board of County Commissioners must formally adopt, by resolution, policies to be included in the Comprehensive Plan. At least one public hearing must be held by both the Planning Commission, the City Council and County Commissioners (advertised 15 days in advance) for major changes to the plan. Plan review must be carried out at a minimum of every two years to assess changing conditions and needs.

6. Major revisions in the Plan affect a large geographical area or wide-ranging policy. They should be carefully considered and instituted infrequently, generally not more often than every two years.

Changing the Plan is not a trivial matter. Not only must adequate finding of public need be established and factual information developed for such a change, but the plan and zoning ordinance must agree. All policies within the plan must also be compatible.

7. Factual information may be added to the Plan by resolution of the City Council and/or the County Commissioners, upon recommendation by the Wagoner Metropolitan Area Planning Commission.

8. The Plan is to be used for normal land use decisions such as development control, park improvements or sewer planning; it should be consulted for budget formulation, economic development and the writing of grant applications. In short, the Plan is to be used as an active tool. Implementation of the Plan shall be through the zoning ordinance, capital improvements program or other city and county ordinances relating to land use.

DEVELOPMENTAL

GOALS

1. Encourage a city form which is compact, efficient and attractive.
2. Maintain a high quality of life in keeping with the natural environment.
3. Encourage the development of vacant land areas within the city limits, which are presently served by public utilities and facilities, with uses that are compatible with existing development.
4. Encourage the preservation and enhancement of the natural resources and amenities of the planning area particularly floodplains, soils and prime farmland.
5. Facilitate the systematic urbanization of land by sequentially providing utilities and public services.
6. Coordinate public and private proposals for land use, street improvements and utility extensions with the county and adjacent municipalities where common areas are involved.

POLICIES

1. The Plan and city and county ordinances shall promote development that complements and protects the Wagoner Metropolitan Planning Area environment.
2. These documents shall be developed to provide for flexibility in regulating growth; to direct growth into areas that can best support it, based on the physical suitability of the land, and availability of public facilities.
3. Information contained in the resource inventory section of the Plan shall be used in the regulation of development, and shall be updated as new information becomes available.
4. Site specific geologic studies shall be a prerequisite in raising development intensity in known areas of soil constraint and flood hazard, as identified by the Plan's resource inventory information.
5. Social, environmental and economic considerations should guide the land use decisions of the Wagoner Metropolitan Area Planning Commission.
6. The best use of the land is that which is best for the community at large, rather than special interests.
7. Long-range benefits and costs must be considered in all planning decisions.
8. Public facilities and services such as sewer, water, and fire protection, shall be extended in an orderly, efficient fashion.
9. Annexation activities shall support the above policy, in that land added to the City of Wagoner shall be done only when a public need is demonstrated.
10. Archeological sites should be protected from destruction where possible. The State Historic Preservation Office should be consulted prior to development of large projects, especially near archeological sites previously identified.
11. Setbacks and buffers from all streams in the city shall be required for the protection of streambank vegetation and for the prevention of flooding and erosion.
12. Development and other activities shall not encroach on streams or natural drainages, reduce their ability to drain the land, or cause or increase erosion of the banks.
13. Five intensity levels have been applied to the land lying within the jurisdiction of the Planning Commission. The intensity levels are defined by the total amount of development allowed per acre for residential, office and commercial/industrial uses within each intensity level, modified by the expected traffic generation for each land use classification within each level. The intensity levels are further delineated by inherent suitability characteristics of the land.

14. Development of land within each intensity level should not exceed the limit of the total amount of development allowed for that intensity level or average intensity level if more than one is assigned to a site.

15. The following intensity levels and descriptions shall be used in determining appropriate development intensity in the planning area:

Level I - These are generally rural areas that lie within the designated floodplain or that demonstrate extremely shallow depth to bedrock. Much of the areas are also prime farmlands within the floodplain. The area is characterized by less than one (1) dwelling unit per acre and are primarily residential single family, agricultural and public recreation areas. These areas should be sparsely developed because of the inherent hazard of flooding, septic tank limitations and the desirability of keeping fertile cropland in agricultural production.

General Land Use	Floor Area of Building Per Acre of Property
Residential	1045 sq. ft./acre
Office	827 sq. ft./acre
Commercial	436 sq. ft./acre

Level II - Lands within this category represent developing and developable areas that are typical of rural and suburban developments. Dwelling unit (D.U.) density can usually be up to 5 D.U.'s per acre with detached single family homes predominate, although some townhouses may occur. Nonresidential uses should be located along adequate access and are generally limited to local consumption and would be somewhat rare.

General Land Use	Floor Area of Building Per Acre of Property
Residential	6882 sq. ft./acre
Office	4879 sq. ft./acre
Commercial	2657 sq. ft./acre

Level III - These lands are those which might act as transition between suburban and urban developments and are generally found along major arterial streets, acting as a buffer between Level II and Level IV areas. Existing urban residential development, particularly in the City of Wagoner fall within this category. Usually up to eight dwelling units are present with some townhouse, garden apartments, and mobile homes present. Nonresidential uses are the type that would serve surrounding neighborhoods of higher and lower intensities.

General Land Use	Floor Area of Building Per Acre of Property
Residential	16422 sq. ft./acre
Office	11631 sq. ft./acre
Commercial	6403 sq. ft./acre

Level IV - Lands in this level are usually developed in nonresidential uses with some apartment and mobile home dwellings. These are usually found clustered at the intersection of arterial streets in the form of nodes where community-serving commercial uses can be found. Office complex development and small scale industrial uses should be developed in this level.

General Land Use	Floor Area of Building Per Acre of Property
Residential	32801 sq. ft./acre
Office	23261 sq. ft./acre
Commercial	12807 sq. ft./acre

Level V - These areas are the most intensely developed areas in the planning area, such as central business districts (CBD), industrial areas and large scale commercial developments. The uses present in the area are heavy traffic generators, and the land can be developed to a high density. The uses found are predominately nonresidential because of the functions of noise, traffic and economics that make the land less apt to be residentially developed.

General Land Use	Floor Area of Building Per Acre of Property
Residential	131333 sq. ft./acre
Office	93131 sq. ft./acre
Commercial	51314 sq. ft./acre

16. Nodes of Intensity Level IV should be located at the intersection of developed arterial streets, as uses developing in this level tend to be dependent on visibility and access. The nodes should be a total of 40 acres in size, ten acres at each corner. Future nodes shall be designated as section line roads are developed or are programmed for development by a city, county, or state standard sufficient to facilitate expected traffic volumes.
17. Intensity Level III and above (IV and V) shall be serviced by a sanitary sewer system and water supply approved by the Wagoner County Health Department.
18. Renewable energy sources such as solar and wind shall be encouraged as a means to conserve existing supplies. The Zoning Ordinance and Subdivision Regulations should allow for flexibility in design to promote these sources.
19. Building sites with good solar exposure, such as on south-facing hillsides, should be considered for the use of solar energy devices such as space heaters and water heaters. Through the use of variable height limits, setbacks, and selective tree removal, solar opportunities should be taken advantage of.

LAND USE

GOALS

General

1. Provide for a diversity of residential, industrial, commercial, educational and recreational uses which will contribute to the economic base and stability of the community by appealing to a wide socioeconomic population range.
2. Resolve existing incompatible land use conflicts through encouragement of appropriate residential, commercial and industrial land use patterns and mixes.
3. Provide for convenient and concentrated areas of commercial and support activities to adequately serve the needs of the residents in the planning area.

Residential

1. Ensure a decent living environment in the jurisdiction of the Planning Commission through a code enforcement program, the encouragement of maintenance activities, the revitalization of areas experiencing deterioration and dilapidation, and the provision of an appropriate variety of housing types.
2. Encourage residential development which takes advantage of the existing and planned infrastructures and facilities and which compliments the area's work centers and shopping areas.

Commercial

1. Encourage a concentration of commercial activities at the intersection of major streets throughout the community.
2. Discourage strip commercial development.

Industrial

1. Provide a variety of sites for development of industries that will serve as employment centers and fortify the economic base of the planning area.
2. Encourage the concentration of industrial activity in compatible and adequately served and sized areas of the city and county.
3. Encourage and ensure adequate transportation and utility services.
4. Discourage strip industrial development.

POLICIES

Agricultural

1. The Commission shall strive to protect active farms in the study area from development or the encroachment of conflicting uses.
2. The Plan recognizes the need to maintain the character of the county as a semi-rural area in which small farms and ownerships are interspersed among larger parcels and acreages, and recognizes the traditional compatibility of these areas.

Residential

1. There shall be a wide variety of housing types in the city including apartments and mobile homes, to accommodate a wide range of incomes, tastes and other desires.
2. The physical capabilities of the land, as indicated by the resource inventory section of the Plan, should be a controlling factor in designating the types of

development that occurs. Particular attention should be paid to flood potential, steep slopes, soil constraints, and the scenic nature of the area.

3. Clustered housing developments and subdivisions shall be encouraged as a method of reducing housing and public facilities costs and increasing open space areas.

4. Single family residential subdivisions shall be discouraged and multi-family residential development shall be prohibited until such time that these areas can be and will be served by utilities (sewer and water) or those services approved by the County Health Department. It is recognized that the characteristics of circumstances of various single family subdivision developments will need to be evaluated on their own merits. Such an effort will be of both short- and long-range benefit to both the local government and the area's inhabitants.

5. Within Intensity Levels I and II the following lot sizes shall be enforced where certain criteria exist. The soil limitations refer to the presence of shallow depth to bedrock and severe septic tank limitations.

A. Areas where:

Public Water: absent

Public Sewerage: absent

Soils Limitations: severe (percolation rate is 1 inch in 31 to 60 minutes.)

Minimum lot size: 43,560 square feet
plus 30,000 square feet for every dwelling unit in
excess of one per lot.

B. Areas where:

Public Water: absent

Public Sewerage: absent

Soils Limitations: not pertinent (percolation rate is
1 inch in 30 minutes or less)

Minimum lot size: 35,000 square feet

C. Areas where:

Public Water: present

Public Sewerage: present

Soils Limitation: not pertinent (percolation rate is
1 inch in 30 minutes or less)

Minimum lot size: 6,000 square feet

6. Septic tanks or individual treatment systems may be allowed in the city limits if the Commission finds that connection to the city sewer system is prohibitively expensive, or other good reason exists. This would only be allowable on a single lot basis, and individual systems must be approved by the County Health Department.

7. The minimum size building lot in Intensity Level III or higher shall be 6,000 square feet, or 60 by 100 feet. Smaller lot sizes may be permitted in areas of the city where the lots have been previously platted.

It is not the intent of the Plan to deprive owners of these lots the use of their property. Owners of single lots at the time of passage of the Zoning Ordinance shall be allowed to build on or sell them. However, the intensity level standards shall apply to all participating or subdivision of property in the future, and to developments of over two dwellings at one time.

8. Screening techniques (i.e., solid screening fences, vegetation, berms, etc.), shall be required between residential and nonresidential development or uses to visually and physically separate the activities.

9. Infill development (development on vacant lots within urbanized areas) shall be strongly encouraged and facilitated where possible in order to fully utilize the city's investment in services and public facilities.

10. Multi-family developments and mobile home parks shall be located either adjacent collector and arterial streets or provide direct access to the development from such a street so as to prevent the introduction of multi-family traffic into single family neighborhoods.

11. Flexible development approaches such as clustering of structures on one portion of the property should be promoted to take advantage of existing positive natural features or to avoid potential problem areas of the site.

12. Mobile home parks shall be allowed anywhere conventional housing is permitted in the city subject to the mobile home conditional use standards outlined in the Zoning Ordinance.

Commercial

1. Strip commercial and office development shall be discouraged.

2. Commercial land use shall be directed toward the downtown and nodes at the intersection of arterial streets.

3. The Central Business District should be protected as the financial, commerce, cultural and governmental center of Wagoner.

4. Commercial and office development shall be prohibited until such time that any development of this nature can and will be served by city utilities.

Industrial

1. Protection of the existing quality of air, water, and land should be assured prior to the establishment of any new industry in the area.

2. Industrial development should locate in areas that meet their particular access needs and provide sufficient public facility support for their activities.

3. Location of any Heavy Industrial uses should be closely reviewed before permitted. No noise, smoke, odor, dust, or annoying lights should be permitted to spread beyond the premises to adjacent properties of less intensive use.
4. Industrial development in or adjacent Wagoner shall be discouraged until such development can be and will be accommodated by city utilities and services, and should be developed in a manner that road systems, access and parking at individual industries compliment each other.

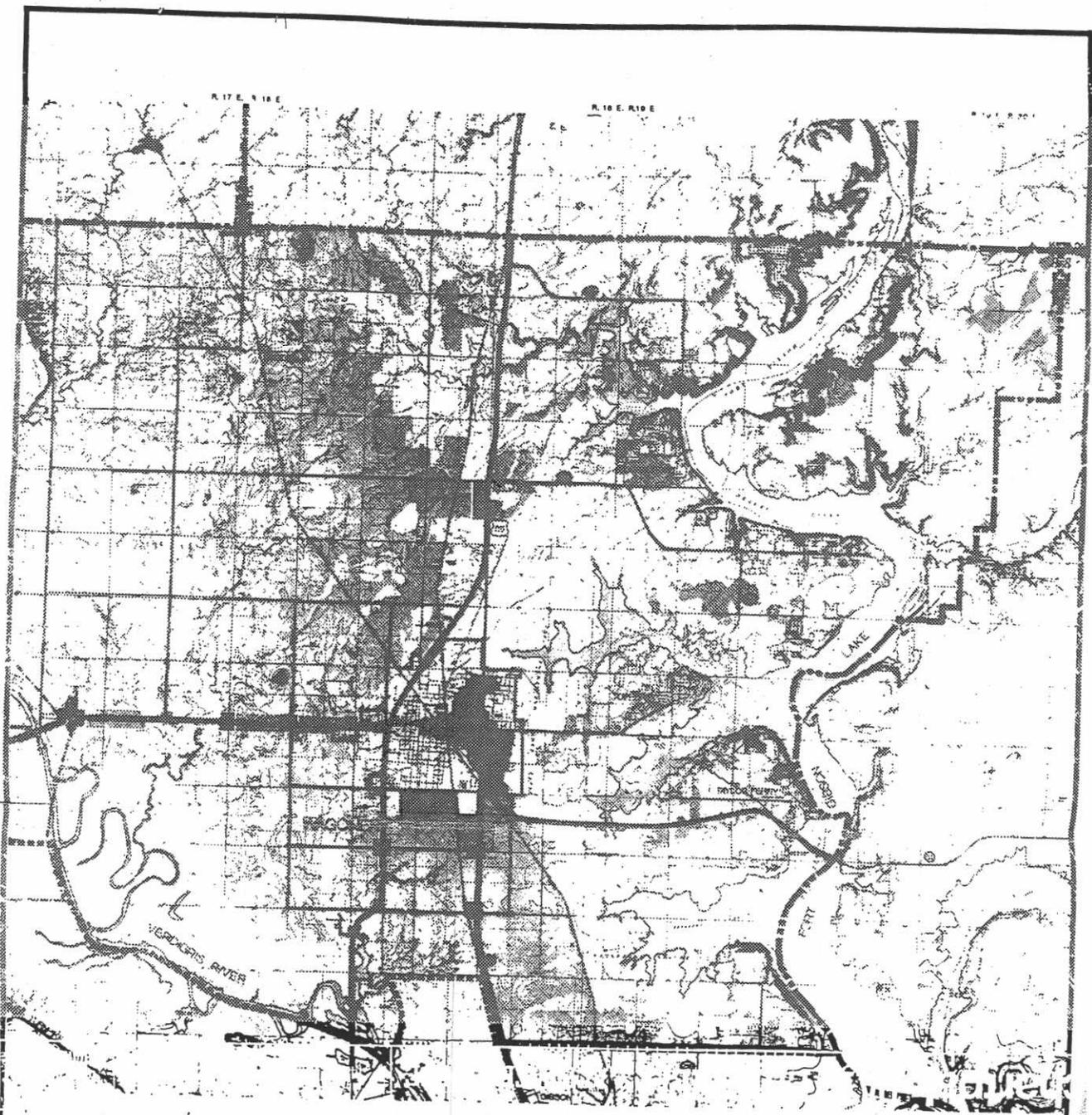
TRANSPORTATION

GOALS

1. Encourage the development and enhancement of safe, efficient and adequate transportation modes in the planning area.
2. Coordinate with the Oklahoma Department of Transportation, the U.S. Corps of Engineers, the Federal Aviation Administration, Board of County Commissioners, the City Council and other applicable agencies to ensure efficient utilization and compatible development of transportation facilities.
3. Establish a program for upgrading the street system where necessary to facilitate present and future development and provide for sound streets throughout the city.
4. Provide convenient access to the central business district and relieve congestion on the various neighborhood streets.

POLICIES

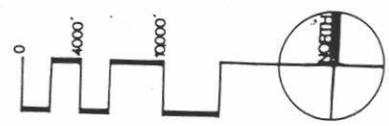
1. Major thoroughfares should be developed along the section line boundaries and follow existing roads and rights-of-way whenever possible.
2. A system of collector streets should be promoted between arterial streets at approximately the mid-section point in all developing neighborhoods.
3. Sufficient dedication of street right-of-way as required by the adopted street standards shall be obtained with all new subdivision plat applications.
4. Streets will be designed and developed in accordance with the standards outlined to ensure adequate functioning of the thoroughfares and handling of expected traffic volume.



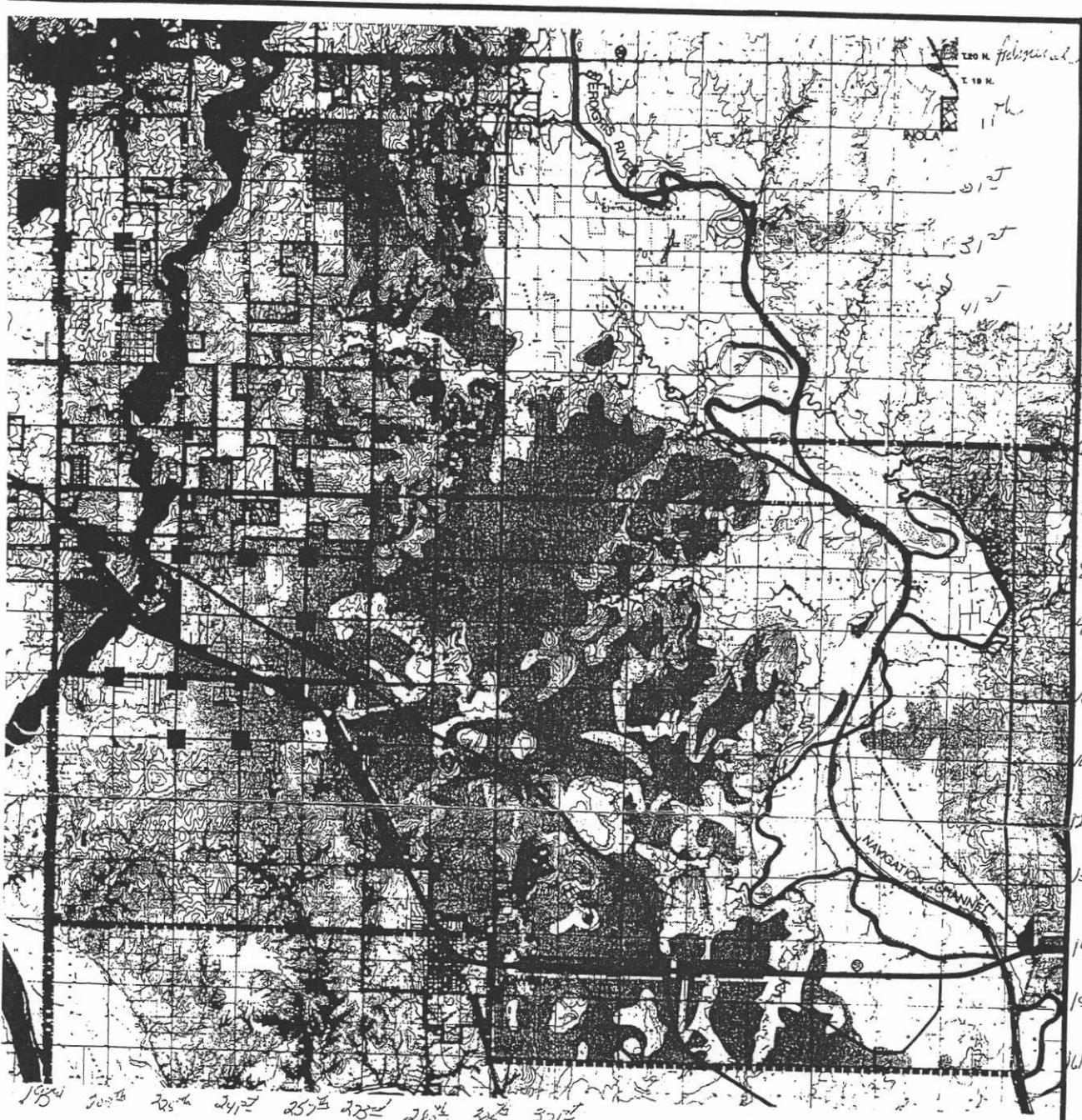
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- INTENSITY LEVEL III
- INTENSITY LEVEL IV
- INTENSITY LEVEL V
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- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- RIVER, LAKE, OR NAVIGATION CHANNEL

- BASE MAP LEGEND**
- PLANNING AREA BOUNDARY
 - COUNTY LINE
 - CITY LIMITS
 - CITY FENCE, LINE
 - 4-LANE HIGHWAY OR TURNPIKE
 - 2-LANE HIGHWAY
 - RAILROAD
 - WATER
 - TOPOGRAPHY
 - HEAVILY URBANIZED AREA
 - STRIP MINE

THE PLAN
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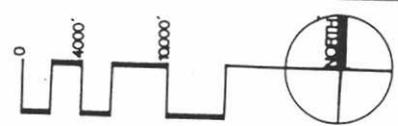
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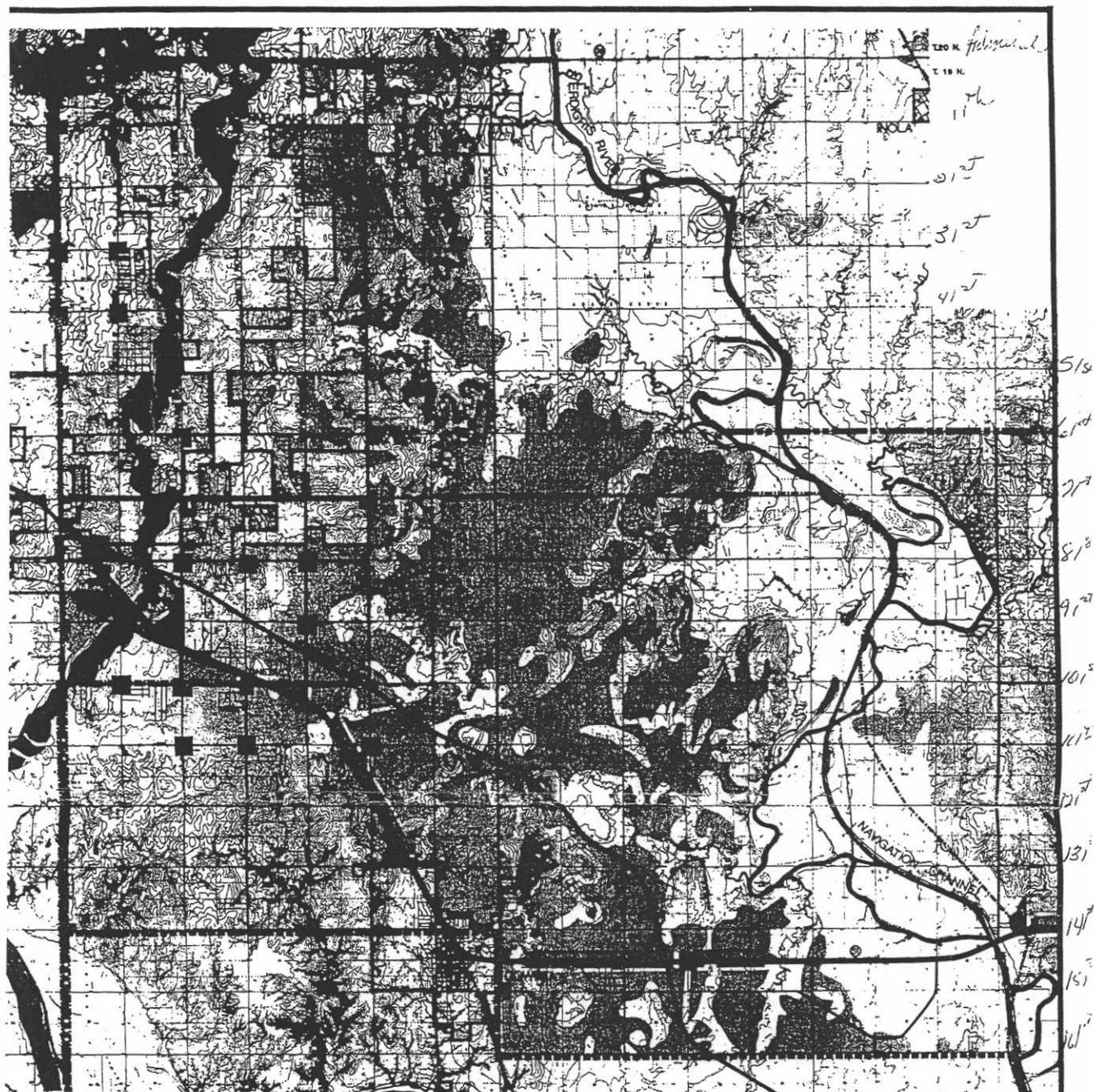
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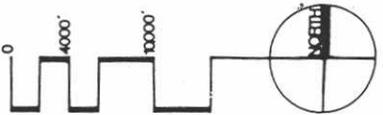
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5. Streets shall be constructed to an acceptable engineering standard that will minimize public expenditure for maintenance or rebuilding.
6. The street standards outlined in the Plan will apply to all proposed subdivisions of land, planned developments, and major street improvements (beyond routine maintenance) sponsored by the city, county or property owners. In order to vary from these standards, the party proposing the street or road improvement should show to the satisfaction of the City Council or Board of County Commissioners why a lesser improvement is adequate based on topography or other unusual circumstances.
7. Construction of streets in new subdivisions, planned unit developments, and rights-of-way where no street existed previously shall be the responsibility of the adjacent property owners, except where the street is an arterial or collector.
8. In new developments the City of Wagoner shall not accept streets into the city system until they are in conformance with city standards, and all utilities are installed which would require future street excavation.
9. Efforts should be made to build streets and roads to conform to the natural contours of the land; where road cuts are necessary, they should be made so as not to cause future soil slippage or other geologic problems.
10. The Jean Chouteau Trail passes through the county along the navigation channel. Development along the route or changes to intersecting highways or arterial streets should be compatible with its use by hikers.
11. As traffic becomes heavier along city arterials and in the commercial areas, consideration should be given to the requirement of sidewalks. Sidewalks would be built as part of new public or private street or land development.

PUBLIC FACILITIES/UTILITIES

GOALS

1. Encourage quality public services and facilities that are properly maintained and respond to the needs of the planning area and its inhabitants.
2. Encourage the upgrading of existing facilities that serve the public.
3. Support existing educational and cultural opportunities in the county.
4. Provide an adequate supply of potable water at reasonable cost to all areas experiencing or planned for urban development.

5. Ensure an acceptable level of treatment of all sewage discharged into the streams in the planning area.
6. Encourage the expansion and development of public sewage systems in all urban and urbanizing areas.
7. Provide recreation opportunities for townspeople and visitors, and protect the open space and unique areas of the city and county.

POLICIES

Public Facilities

1. The Planning Commission shall encourage the continued development of the park system in the City of Wagoner and other systems in the developing area of the county to accommodate the leisure time of residents and visitors.
2. The City of Wagoner shall strongly support the efforts of the school system and its projected activities in providing sound educational facilities and opportunities within the community.
3. The Planning Commission shall continue to support and encourage opportunities for other public facilities in behalf of the citizenry as deemed appropriate by the city and county.
4. Responsible public entities shall be encouraged by the Commission to properly operate and maintain their properties and developments within the planning area.
5. The Commission shall encourage the dedication of park land by subdivision developers through the review of subdivision plats and zoning change requests.
6. Acquisition of neighborhood park land in the developing areas should be in conjunction with school site purchase in order to optimize the uses of both facilities by siting the park and school adjacent each other.
7. The city shall encourage the development of churches and elementary schools in locations with direct access to at least a collector street, and junior and senior high schools should have direct access to an arterial street.
8. Neighborhood parks should optimumly be located near the center of each urbanized section of residential use to provide recreation facilities within a half mile radius of the park.
9. Unique structures and areas within the county and City of Wagoner should be protected from destruction or alteration if funds can be obtained for their preservaion.

Public Utilities

1. New subdivisions shall bear the cost of local water and sewer facilities needed to serve them and their proportionate share of the cost of trunk lines needed to service these subdivisions.
2. All development within the city limits of Wagoner shall be connected to the sewer system. Development outside the city limits but inside the city's fence line shall connect to the sewer system when it becomes available; in the interim period, septic systems or other approved disposal systems shall be allowed.
3. In areas outside the city limits designated unsuitable for septic tanks by virtue of soil limitations, all development will be connected to city utilities or will utilize independent wastewater treatment systems. Septic tanks will be permitted only for single family residences complying with minimum established lot requirements.
4. Extensions of the water and sewer system shall be paid for by the developer of the property receiving the services. This responsibility shall include any necessary fire hydrants, pumps, lift stations and/or other improvements needed to serve the property.
5. The City of Wagoner water rates shall be adjusted periodically to provide sufficient funds for system maintenance and improvement.
6. New water and sewer lines shall be adequately sized to support projected development; extension must take into account those areas deemed less developable by the plan because of flooding potential, shallow depth to bedrock, or other primitive circumstances.
7. Regional extensions of city water systems shall be coordinated with Wagoner County and other affected entities such as the rural water districts.
8. All development lying within the city limits of the City of Wagoner shall be supplied with city electrical service.
9. Adequate storm drainage facilities, including culverts, catch basins, natural or surface channel systems shall be a part of all subdivision design, planned development, city- or county-initiated street construction or improvement, or other development which may impact storm drainage patterns.
10. Subdivision of areas that have drainage problems shall have adequate provision for storm runoff. This may be accomplished by larger lot sizes, retention ponds, mechanical means, maximum lot coverage requirements or other methods.
11. Where possible, natural drainageways must be maintained and protected from filling or other alteration.

DATA BASE

DATA BASE

RESOURCE INVENTORY - THE PLANNING AREA

As a prerequisite to formulating any development plans or programs, an inventory and analysis of the existing natural resources and conditions as well as man-made elements must be performed. In preparing such an inventory and analysis for the Wagoner Metropolitan Planning Area, it was determined that only certain factors were appropriate for in-depth study. These factors were those which would have an influence on development in some way; i.e., restrict, prohibit, encourage or limit development. Obviously all elements of the environment affect community growth and movements, but only the most significant ones were identified because of the scale of the planning area and the overriding importance of the selected factors. The factors identified as development influencing are hydrology, soil constraints, extractive resources, transportation, cultural and recreation resources, and existing land use.

HYDROLOGY

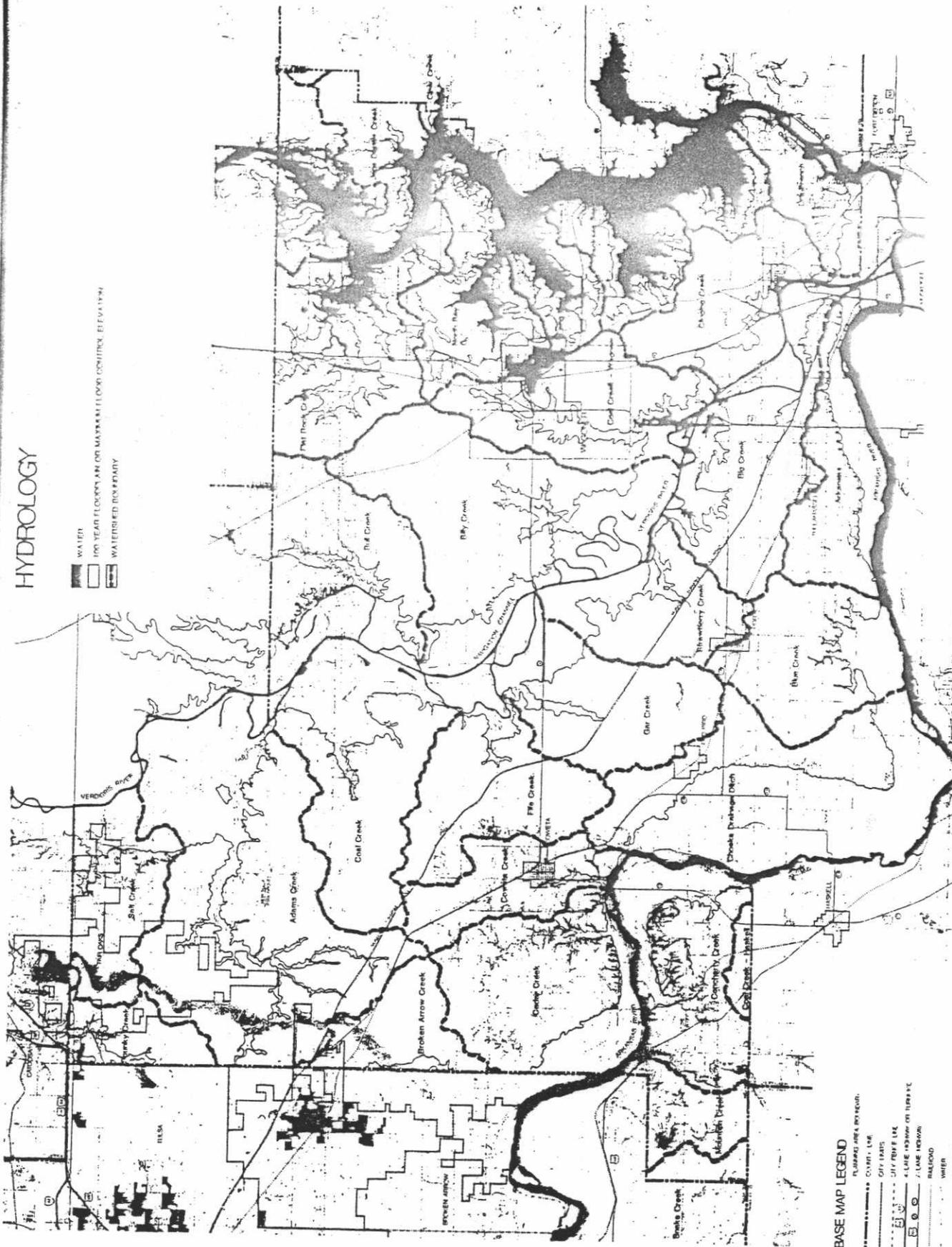
Hydrology includes rivers, lakes, streams and floodplains adjacent each. Ridge lines and major drainage basins also play a major role in hydrology. This factor is the most important and determinative resource in the planning area. The Verdigris River flows through the central portion of the area and intersects at the confluence of the Arkansas River (the Wagoner County southern boundary) and the Neosha River to the east. There are numerous tributaries of these rivers throughout the planning area, the most significant of which are Adams Creek, Bull Creek, Billy Creek, Coal Creek, Jane Dennis Creek, Gar Creek, Strawberry Creek and Blue Creek. Fort Gibson Lake, a Corps of Engineers reservoir, is the major water body in the county resulting from the impounding of the Neosho River.

The three rivers have major floodplains associated with them that bisect the county. The floodplains associated with the creeks are not as extensive because of the small amount of urbanization to date. However, the floodplain of Coal Creek west of the City of Wagoner affects the city's growth pattern in that direction. Adams Creek in the north also demonstrates a significant floodplain, possibly resulting from development in Broken Arrow and Tulsa.

The hydrology map was developed utilizing information from the U.S. Army Corps of Engineers and the U.S. Geological Survey. No Flood Insurance Administration (FIA) maps exist for the county, and floodplain information is subject to change upon further detailed studies. The Corps is conducting a floodplain study of the Arkansas River which when completed will probably show a reduced flood prone area due to the construction of Keystone Lake and other impoundments on the upper reaches of the river. The hydrology map shows the 100-year flood elevation limits as drawn from the aforementioned sources. The floodplain covers an extensive amount of the county, thereby having a substantial impact on development in the study area.

HYDROLOGY

-  WATER
-  100 YEAR FLOODPLAIN OR MAXIMUM FLOOD CONTROL ELEVATION
-  WATERSHED BOUNDARY



BASE MAP LEGEND

-  PLANNED AREA BOUNDARY
-  COUNTY LINE
-  CITY LIMITS
-  CITY OF TULSA
-  4 LANE HIGHWAY OR INTERSTATE
-  2 LANE HIGHWAY
-  RAILROAD
-  WATER
-  UNIVERSITY
-  FENCE UNZONED AREA
-  STRIP AREA

WAGONER METROPOLITAN PLANNING AREA
 WAGONER METROPOLITAN PLANNING AREA PLANNING COMMISSION
 2000 W. 10TH ST. TULSA, OK 74106

SOIL CONSTRAINTS

There are forty-four soil types within seven soil associations in Wagoner County. In spite of the large number, most of the soils have characteristics that would present some type of building constraint. Soils have been found to affect various aspects of development, but the major constraint selected for this study was severe septic tank limitation because of the suburban residential type growth expected in the area. As indicated on the map, most of Wagoner County contains soils with slow percolation characteristics, which can result in septic tank problems. The red areas indicate areas with shallow depth to bedrock (20 inches or less) in addition to septic tank limitations. These areas present additional constraints in laying utility lines and to certain foundations and roadways. The dark brown areas indicate borrow pits and strip mine(d) areas.

Soils which appear relatively free from soil constraints are found spotted along the Arkansas River. Areas with shallow depth to bedrock are concentrated around Fort Gibson Lake and in smaller areas in the western portion of the county.

It should be noted that this map was developed by combining soil types with similar characteristics which, even at the level of detail of the original data, should be verified for each specific site. These categories act as "red flags" to development, indicating the need for more extensive investigation to determine the actual depth to bedrock or extent of septic tank limitation.

EXTRACTIVE RESOURCES

Extractive resources play an important role in the economy of both Oklahoma and Wagoner County. The resources which are important to the planning area include oil and gas, bituminous coal, and limestone. Almost the entire county is considered an oil and gas producing area, and the same general area is underlain with bituminous coal at a depth of 3,000 feet or less. The coal beds themselves are eight feet in depth or less. There are numerous abandoned strip mines in the area, although the major ones are located in the far northwest portion of the county. There are also active coal mines in the vicinity of the abandoned mines and near the town of Porter. Coal production may become increasingly important as energy resources, which may result in a conflict with other types of development, especially residential, and may render the land useless for most "built" uses.

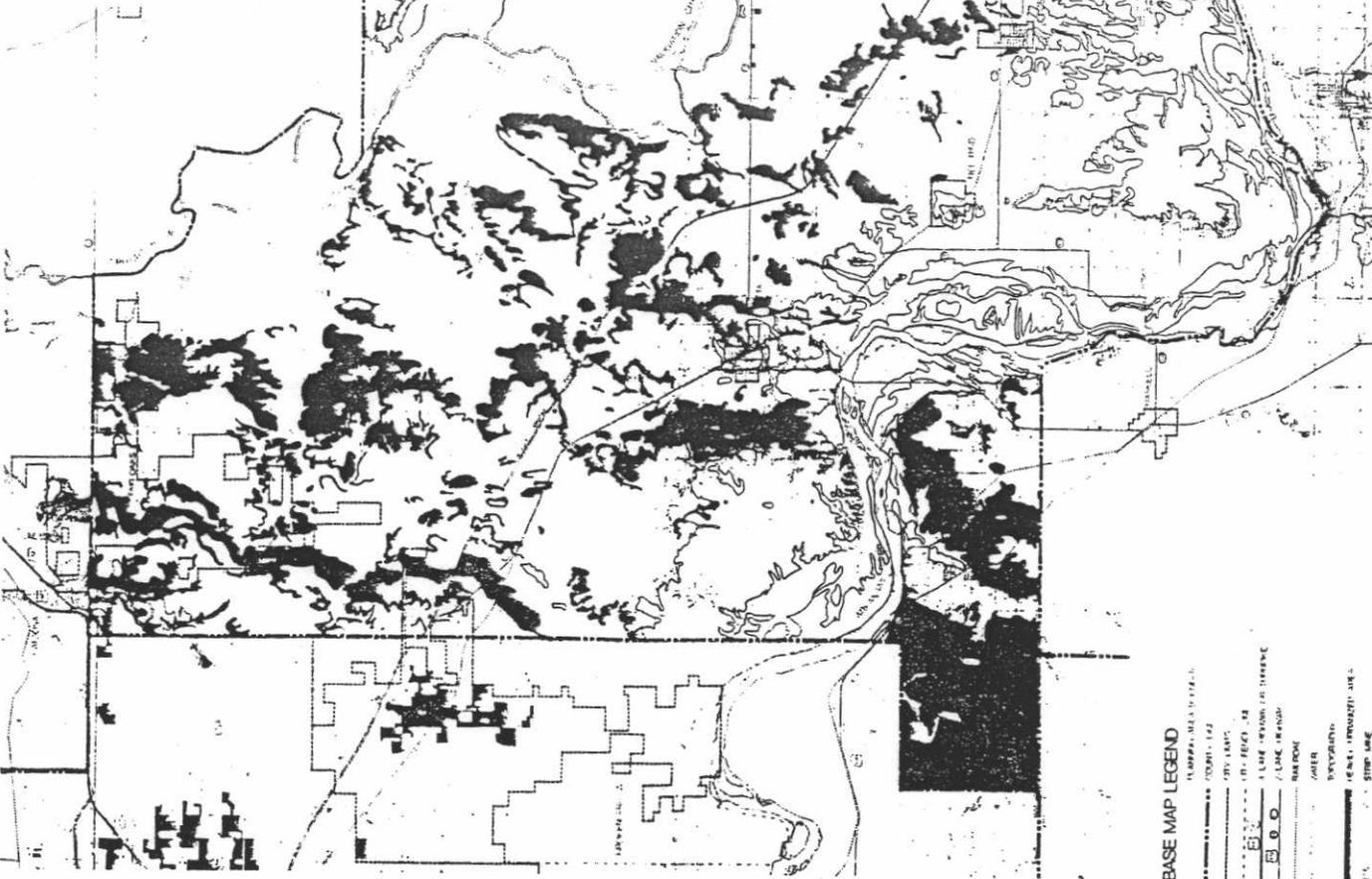
There are two areas of limestone deposits in Wagoner County, which corresponds to the shallow depth to bedrock illustrated on the Soil Constraints Map. The largest deposit is located in the northeast portion of the county in the upper reaches of Fort Gibson Lake. In addition, there are numerous quarries and gravel pits located throughout Wagoner County. All of these resources are shown on the Extractive Resources Map.

TRANSPORTATION

There are four elements that comprise the transportation elements in the study area: roads, railroads, the navigation channel and airports. The only four-lane

SOIL CONSTRAINTS

- SEVERE SEPTIC TANK SUITABILITY
- SEVERE SEPTIC TANK SUITABILITY AND SHALLOW DEPTH TO BEDROCK
- SHALLOW DEPTH TO BEDROCK
- STORM DRAINAGE, DIAPHRAGMS, AND NARROW PITS
- RIVERS AND LAKES



BASE MAP LEGEND

- UNIMPROVED AREA
- CONCRETE DRIVE
- PAVED DRIVE
- PAVED DRIVE - 20 FT
- PAVED DRIVE - 30 FT
- PAVED DRIVE - 40 FT
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- PAVED DRIVE - 990 FT
- PAVED DRIVE - 1000 FT

WAGONER METROPOLITAN PLANNING AREA
 UNIMPROVED AREA (IN APPROXIMATE)
 (SEE PLAN DRAWING)

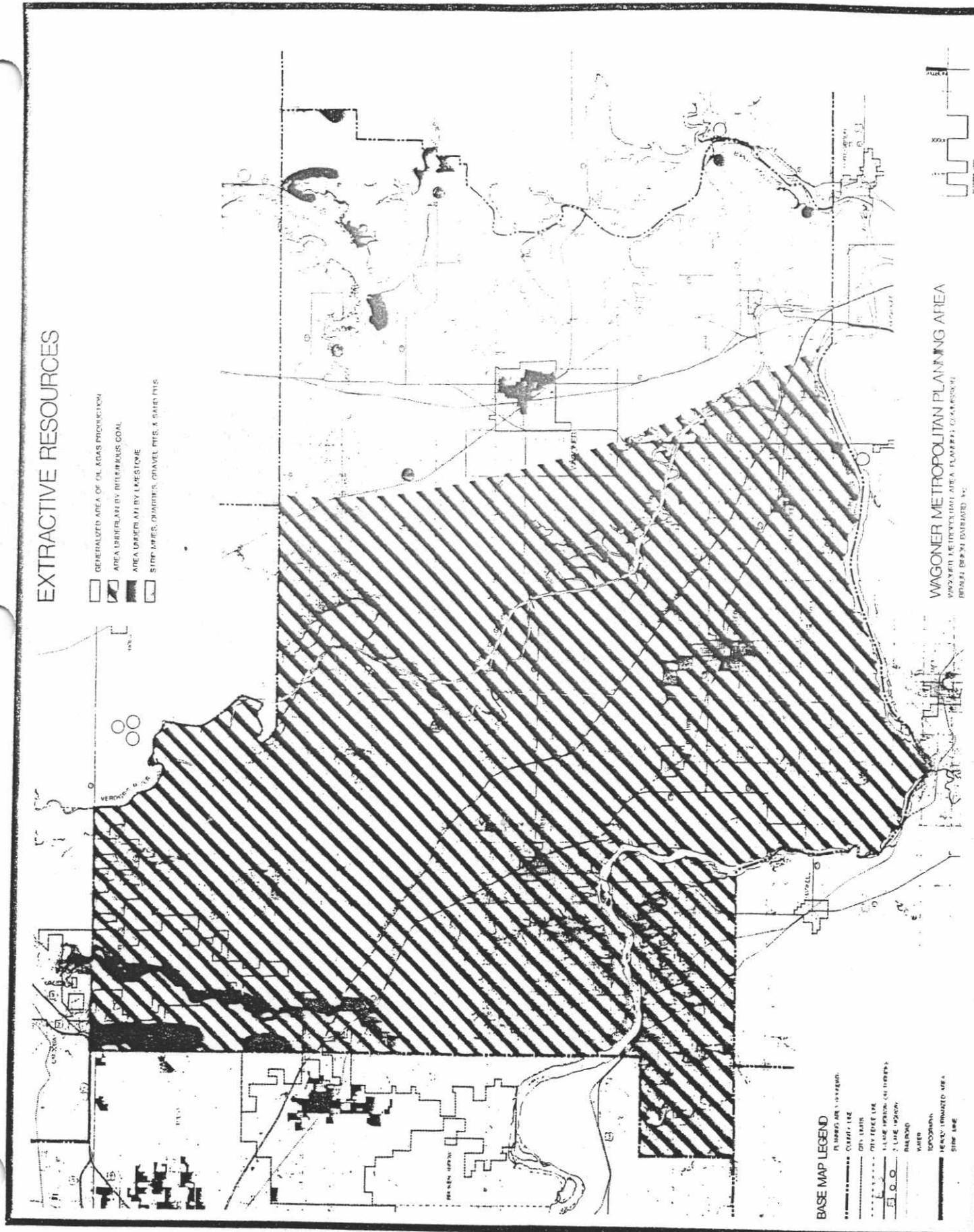
EXTRACTIVE RESOURCES

-  GENERALIZED AREA OF OIL GAS PRODUCTION
-  AREA UNDERLAIN BY BITUMINOUS COAL
-  AREA UNDERLAIN BY LIMESTONE
-  STRIP MINES, GRAVEL PIT'S & SAND PITS

BASE MAP LEGEND

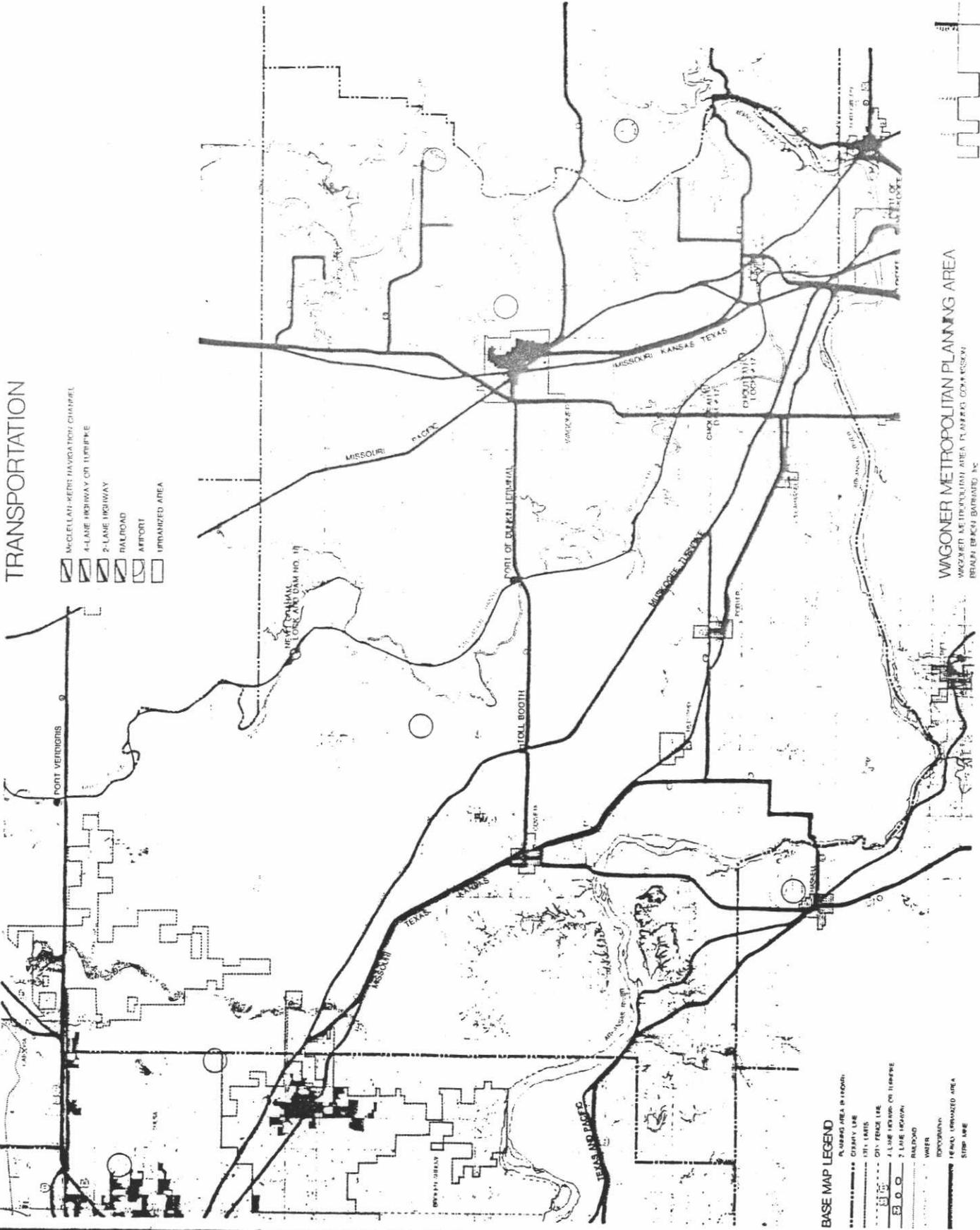
-  PLANNED AREA SYSTEM
-  COUNTY LINE
-  CITY LIMITS
-  CITY ZONE LINE
-  STATE SPONSOR OR INTEREST
-  2 LANE HIGHWAY
-  ROADWAY
-  MAJOR
-  INTERSECTION
-  HEAVY TRAFFIC HIGHWAY
-  OTHER ROAD

WAGONER METROPOLITAN PLANNING AREA
 WAGONER METROPOLITAN AREA PLANNING ORGANIZATION
 PREPARED BY: [unreadable]



TRANSPORTATION

- 
 MCCLELLAN-KERR NAVIGATION CHANNEL
- 
 4-LANE HIGHWAY OR TURNPIKE
- 
 2-LANE HIGHWAY
- 
 RAILROAD
- 
 AIRPORT
- 
 URBANIZED AREA



WAGONER METROPOLITAN PLANNING AREA
 WAGONER METROPOLITAN AREA PLANNING COMMISSION
 BRADY BRUCH BARNDT, INC.

- ### BASE MAP LEGEND
- 
 URBANIZED AREA IN FIGURE
 - 
 COUNTY LINE
 - 
 1ST CLASS
 - 
 DRY FENCE LINE
 - 
 4-LANE HIGHWAY OR TURNPIKE
 - 
 2-LANE HIGHWAY
 - 
 RAILROAD
 - 
 WATER
 - 
 URBANIZED AREA
 - 
 STRIP LINE

highway crossing the county is the Muskogee Turnpike from Tulsa southeast to Muskogee. U.S. Highway 64 enters Wagoner only in the southwest corner north of Haskell. U.S. 60 travels north from Muskogee to the City of Wagoner and north out of the county, bisecting the county in the eastern third. The major portion of the road system is composed of Oklahoma State Highways, specifically State Highways 33, 51, 72, 104, 16 and 251. Several minor state highways, such as 51B, 251A, etc., also provide vehicular access, particularly in the lake area.

Four railroads cross the county in a generally northwest to southeast direction. The Texas and Pacific Railroad crosses south of the Arkansas River in far west Wagoner County, the Missouri-Kansas-Texas (Katy) Railroad passes through Coweta and Porter and intersects with the original Missouri-Kansas-Texas track running north-south through Wagoner. The latter Katy line was extended into Wagoner County in 1872. A fourth line, the Missouri Pacific Railroad, also crosses through the City of Wagoner and continues southeast through Okay and Ft. Gibson.

A recent engineering feat has brought waterway navigation back to the area along the Arkansas and Verdigris Rivers. The U.S. Army Corps of Engineers constructed an inland waterway consisting of a series of lock and dams and lakes along the two rivers. There are two lock and dams in Wagoner County, Chouteau #17 west of Okay and Newt Graham #18 in the north part of the county. The Port of Duncan (often referred to as the Port of Wagoner) is at the intersection of State Highway 51 and the channel. The Ports of Verdigris and Muskogee both lie just outside of the county boundary, one to the north and the other to the south.

Three airports are in Wagoner County, but all have turf runways and only limited facilities. The Wagoner Airstrip is located 1½ miles east of Wagoner and the White Horn Cove field is six miles northeast of Wagoner adjacent Ft. Gibson Lake. A third private airstrip, Easley Field, is located three miles north of State Highway 51 and two miles west of the Navigation Channel. There are other airports at Sequoyah State Park, Broken Arrow and Haskell which provide some services to areas in Wagoner County.

CULTURAL AND RECREATIONAL RESOURCES

There are numerous recreation, historic and cultural elements present in Wagoner County. Early Cherokee and Creek Indian resettlements occurred in the southeast or "three forks" area, and remnants of their trading posts, missions, and schools can be found along with old cattle trails (Old Texas Road and the East Shawnee) which crossed the county. Prehistoric archeological sites are also evident, although most are not indicated on the map because they have not been properly researched. All of these historic and archeological sites can have some effect on development in the study because of their fragile nature and need for protection.

The most obvious recreational use in Wagoner County are the public lands associated with Fort Gibson Lake. Fourteen recreation areas are in the county with two more in Cherokee County, in addition to Sequoyah State Park on State Highway 51. A very large wildlife management area west of the lake and east of the City of Wagoner has been identified. These lands are basically floodplain areas

associated with the lake during times of high water. The extent and ownership of the area present a definite factor in determining the direction of growth, particularly with respect to Wagoner.

The construction of the Verdigris Navigation Channel has also resulted in several public use areas for recreation along the river. Primarily developed for picnicking, camping, fishing and hunting, the parks form a chain of recreation areas across Wagoner County.

Wagoner County contains numerous historic and cultural elements, some of which date back to prehistoric times. Early Indian structures along the Arkansas River, Indian settlements and schools dating back to the "Trail of Tears" and sites of early attempts by the white man to settle Oklahoma can be found along the southern half of the County. Most of the Indian and white man activities occurred within the Three Forks area — the area surrounding the confluence of the Arkansas, Verdigris and Neosho (Grand) Rivers. Some of the more significant sites are illustrated on the Cultural and Recreational Resources map. Two cattle trails of particular importance to the region are the East Shawnee Trail and the Old Texas Road cattle trails which crossed the county. Although not evident now, the trails generally followed the present location of the Missouri-Kansas-Texas (Katy) Railroad and U.S. Highway 69 respectively. Although the presence of any of these resources in an area would not preclude development, they should be taken into consideration in the design of a site and if possible protected.

Several recreation opportunities are available to visitors to, and residents of, Wagoner County. Fort Gibson Lake is the site of the popular Sequoyah State Park with Western Hills Lodge. Other recreation areas on the lake include Taylor Ferry, Snug Harbor, Whitehorn Cove, Flat Rock Creek, Blue Bill Point, Rocky Point, Long Bay Landing, Jackson Bay, Sequoyah Bay, Wahoo Bay, Mallard Bay and Wagoner Park.

The Verdigris River waterway provides additional tourist attraction in the county. There is camping all along the river and numerous recreation areas line its shores including Pecan Park, Tullahassee Loop, Afton Landing, Verdigris Landing, Bluegill Point and Bluff Landing. The Jean Pierre Chouteau Hiking Trail has been developed by the U.S. Army Corps of Engineers in conjunction with the navigation channel. The trail is 69 miles long and stretches from the Port of Catoosa in Rogers County to Fort Gibson along the original river channel. Large wildlife management areas have been maintained in association with the navigation channel and Fort Gibson Lake. A total of 21,000 acres of the lake project land is licensed to the Oklahoma Department of Wildlife Conservation. Of this, 17,300 acres are managed for public hunting. The remaining 4,500 acres are used for waterfowl refuge. Whereas recreation opportunities attract certain types of development, the wildlife management areas are set aside permanently for hunting and leased grazing and are expected to keep much of the area between Fort Gibson Lake and Wagoner in permanent open space.

Two museums are located in the City of Wagoner, the Wagoner Indian Territory House Museum and the Wagoner Historical Fashion Museum. Coweta is the site of the Mission Bell Museum.

PRIME FARMLAND

Prime farmlands are defined as "land that has the best combination of physical and chemical characteristics for producing food, feed, fiber and oilseed crops, and is also available for these."¹ Based on the Soil Survey Legends for Important Farmlands and the Wagoner County Soil Survey, both published by the Soil Conservation Service, approximately fifty-seven percent (57%) of Wagoner County is classified as prime farmland. This represents about 204,000 acres.

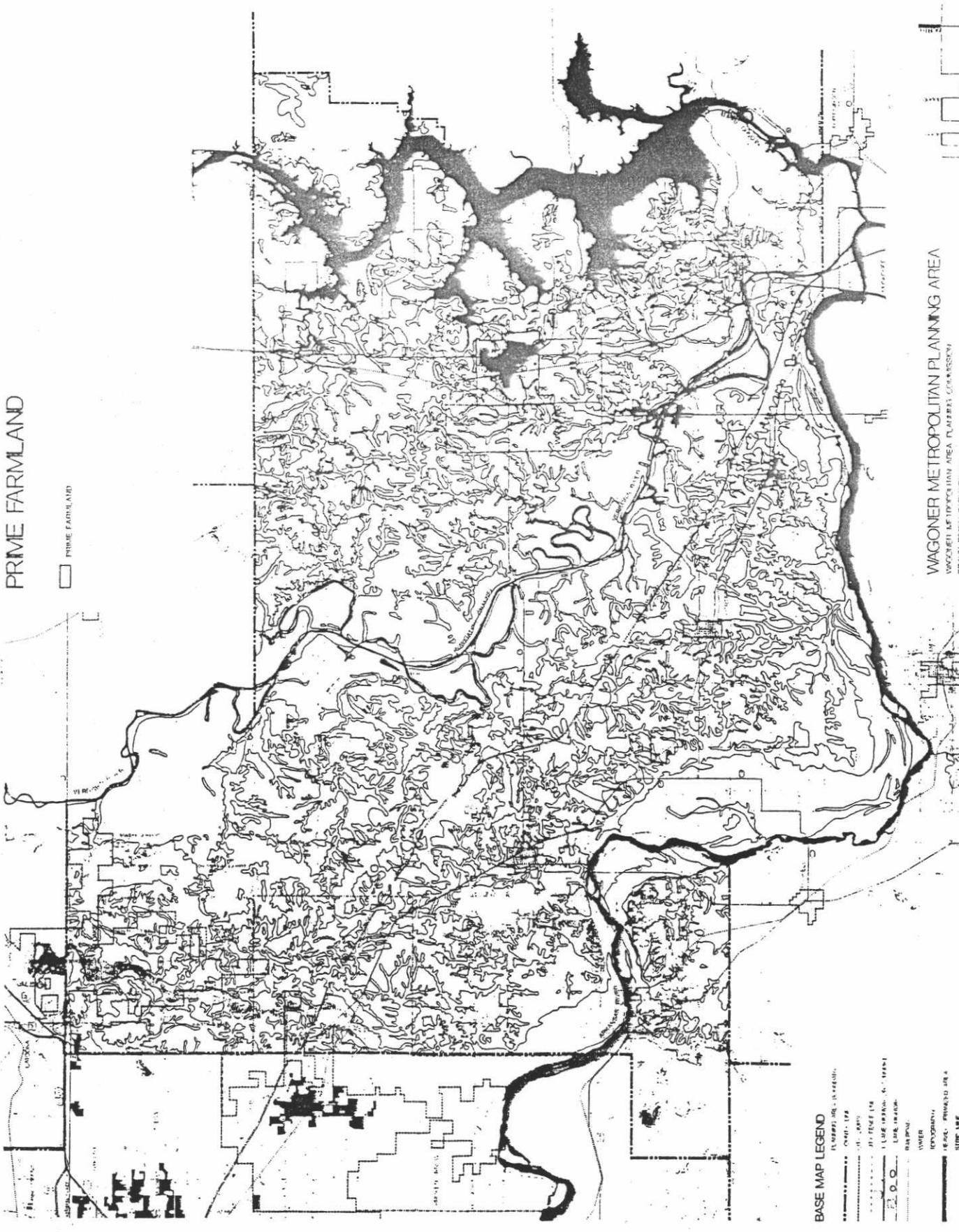
There are 25 soil types in Wagoner County that are classified as prime farmlands. The "Prime Farmland" map illustrates the accumulation of these types. The specific types are:

- Bates fine sandy loam 1 to 3 percent slopes
- Bates fine sandy loam 3 to 5 percent slopes
- Chosho silt loam
- Choteau silt loam
- Dennis silt loam 1 to 3 percent slopes
- Dennis silt loam 3 to 5 percent slopes
- Kanie fine sandy loam 1 to 5 percent slopes
- Lutanier clay
- Linker fine sandy loam
- Lula silt loam
- Mason silt loam
- Moreland clay
- Newtonia silt loam 1 to 3 percent slopes
- Newtonia silt loam 3 to 5 percent slopes
- Okay loam 1 to 3 percent slopes
- Okay loam 3 to 5 percent slopes
- Okemah silt loam
- Osage silty clay loam
- Osage clay
- Parson silt loam
- Radley silt loam
- Summit silty clay loam 1 to 3 percent slopes
- Summit silty clay loam 3 to 5 percent slopes
- Taloka silt loam 0 to 1 percent slopes
- Taloka silt loam 1 to 3 percent slopes

¹U.S. Department of Agriculture Important Farmland Inventory, 7 CFR, Part 657.5.

PRIME FARMLAND

PRIME FARMLAND



BASE MAP LEGEND

- UNIMPROVED HIGHWAY
- IMPROVED HIGHWAY
- RAILROAD
- WATER
- UNINCORPORATED AREA
- STATE-OWNED AREA
- STATE PARK

WAGONER METROPOLITAN PLANNING AREA

WAGONER METROPOLITAN PLANNING AREA PLANNING COMMISSION
1000 WEST MAIN STREET, WAGONER, OK





The exact location of these soils can be found in the Wagoner County Soil Survey. Generally, the major concentrations of prime farmlands are located within the major floodplains. The upland areas, although quite extensive, are broken by tributaries and small stretches of steep topography associated with drainageways. In comparing the various soil types and location, it was found that where prime farmlands were absent there was shallow depth to bedrock characterizing the land.

EXISTING LAND USE IN THE PLANNING AREA

In determining the amount of the various land uses within the 347 square mile planning area, a land use survey of the area was conducted. Uses were divided into the following categories and described thusly:

RURAL - land used in agricultural, large lot residential or what could be classified as open or vacant. Areas in this category were considered as being potentially developable, although floodways, creeks, topography, etc. were not weighed in making this determination.

RESIDENTIAL - generally subdivision developments with two acre or less lots. These were almost entirely single family homes, but duplex, apartments and trailer parks, also fell within this category.

COMMERCIAL - all types of retail and wholesale trade establishments.

INDUSTRIAL - manufacturing and warehousing activities.

PUBLIC AND QUASI-PUBLIC - churches, schools, lodges and other similar land uses excluding park and recreation areas.

RECREATION AREAS - Federal and State designated recreation areas, which were primarily associated with developments on Lake Fort Gibson and the navigation channel.

STATE AND FEDERAL - the game management areas around Lake Fort Gibson and managed by the State or U.S. Government. The land is either in a natural state or leased for agricultural uses, but it is considered as a separate category because of ownership.

LAKE - the surface area of Lake Fort Gibson which lies within the planning area boundary.

In measuring the amount of land falling into each of these categories, only land outside of the City of Wagoner corporate boundaries were included in this calculation. The land use calculations for the City of Wagoner were computed separately. The following table illustrates the amount of land within each use category and the percentage of the study area each use represents.

As can be seen, the planning area is mostly undeveloped, and what development is occurring is in residential development in the Broken Arrow area and adjacent Wagoner. The State- and Federally-owned wildlife management areas, also undeveloped, represent the next largest use at 8.1% of the land area, and Fort Gibson Lake covers 3.8% of the planning area. Commercial and industrial uses are found in the developing parts of the planning area in association with residential development.

The land use trends that can be expected over the next twenty years is more of the same. Residential development around Broken Arrow and Coweta is expected to peak

within the next five to ten years. Commercial, particularly support commercial, such as convenience stores, grocery stores, restaurants, small shopping centers, etc., will follow as will some industrial development in the western part of Wagoner County. As is typical of areas surrounding major metropolitan areas, agricultural activities are expected to decline as the demand for residential subdivisions increases. The continued urbanization of prime agricultural land (coincidentally these areas are often prime development sites) should be carefully observed to assess if the situation is becoming out of balance.

Table 1
EXISTING LAND USES IN THE PLANNING AREA

LAND USES	NUMBER OF ACRES	PERCENT OF TOTAL AREA
Rural	192,677.5	84.1%
Residential	6,062.6	2.6%
Commercial	441.8	.2%
Industrial	245.5	.1%
Public and Quasi Public	648.7	.3%
Recreation Areas	1,854.9	.8%
State and Federal Land	18,626.2	8.1%
Lake	8,731.0	3.8%
TOTAL	229,288.2	100.0%

SOURCE: BRAUN BINION BARNARD, Inc. Field Survey, November, 1980.

EXISTING CONDITIONS - THE CITY OF WAGONER

In order to establish planning concepts for land use, goals and policies, a comprehensive analysis of the Wagoner Metropolitan Planning Area was conducted. The findings and evaluation of such resulted in an accumulation of base data necessary for the planning process and are presented in this section. The data is divided in two sections: the physical survey of the planning area and the population profile.

An analysis of the existing conditions and population trends, as well as population projections, provides a basis for formulating future economic and physical development patterns. Because the area citizens are consumers of at least some type of community services, an examination of the population in terms of density, distribution and growth trends is necessary as a means of determining long range needs of the city and the rest of the area. The analysis of the physical profile reveals development trends as well as areas in need of revitalization and upkeep or other uses. This knowledge enables the city to adequately support and provide streets, sewers, water supply, electricity and other public services, as well as influence the ultimate growth patterns of Wagoner.

DELINEATION OF SECTORS

To develop a composite evaluation of the City of Wagoner and to assist in identifying conditions, issues, problems or opportunities within the community, the corporate area has been divided into separate areas which are referred to as sectors to be used in analyzing data concerning Wagoner proper. The sectors are actually the four quadrants of the city which are divided by major highways and railroads crossing the corporate limits. Although the areas vary somewhat in size, the divisions are readily perceived and aid in identifying general locations within the city. The illustrations entitled Sector Delineation graphically portrays these areas that are described as follows:

Northwest Sector is bounded by the MK&T Railroad on the east, Cherokee Street on the south, west of Lakeview Drive on the west and Northwood Addition on the north. The sector represents approximately 578 acres.

Southwest Sector is bounded by Cherokee Street on the north, the MK&T Railroad on the east, south of SW 20th Street on the south and west of Carter Avenue on the west. There are 781 acres in this sector.

Northeast Sector is bounded by the MK&T Railroad on the west, the city limits on the north and east, and Cherokee Street on the south. This sector contains around 708 acres of land.

Southeast Sector is bounded by the MK&T Railroad on the west, Cherokee Street on the north, and the city limits on the east and south. It contains approximately 735 acres.

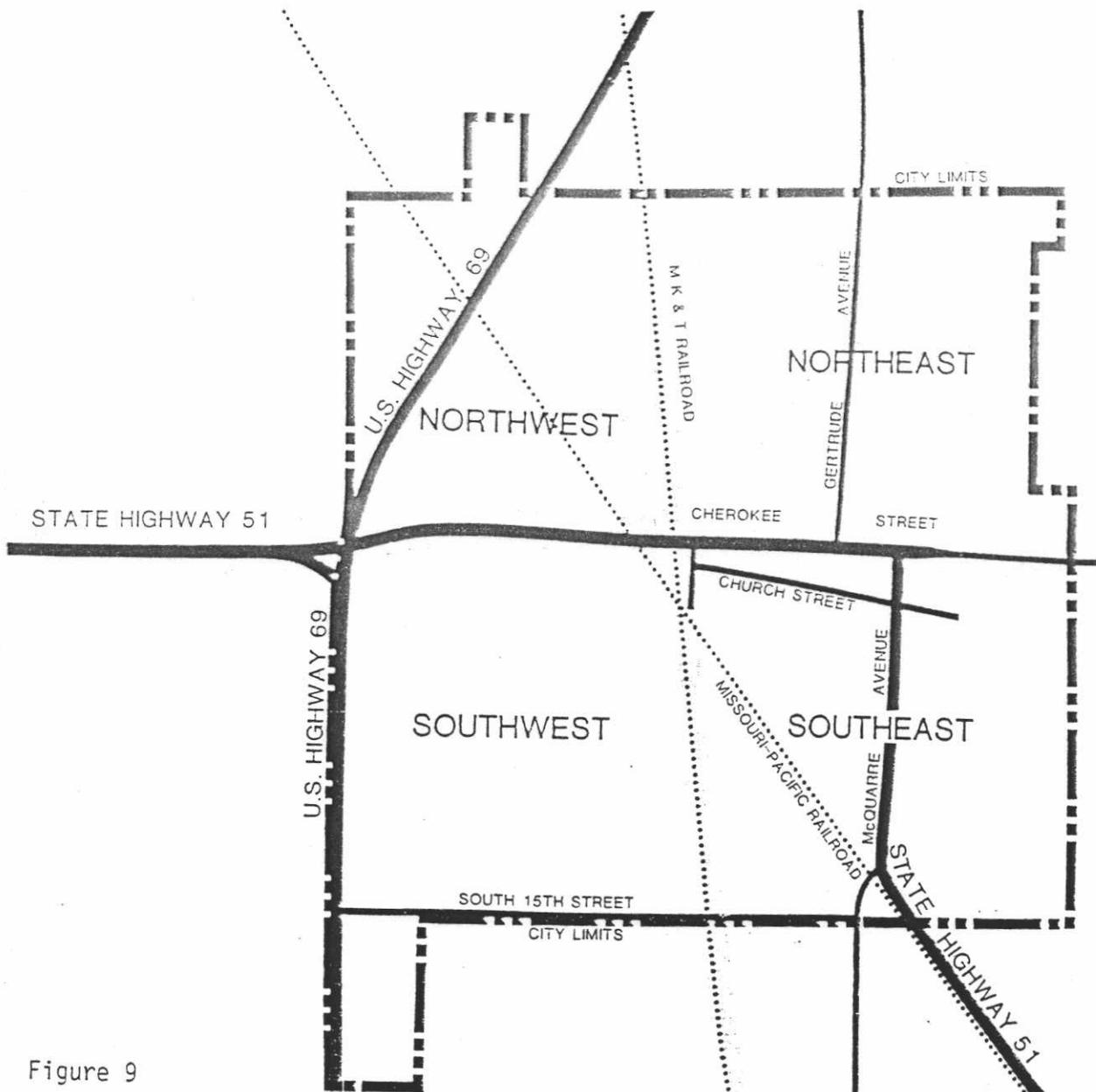


Figure 9

QUADRANT DELINEATION
WAGONER, OKLAHOMA



BRAUN BINION BARNARD, Inc.

EXISTING LAND USE IN THE CITY OF WAGONER

In November, 1979, a survey was made of existing land uses within the corporate area of the City of Wagoner. These existing land uses were categorized into sixteen separate classifications representing the general areas of residential (single family, duplex, multi-family and mobile home), commercial (general, restricted, convenience and office), industrial (light, medium and heavy), public, quasi-public, parks, and vacant. In addition, street rights-of-way were considered.

The corporate area of the City of Wagoner is comprised of approximately 2,803 acres, of which approximately 1,320 acres are considered to be vacant, and approximately 500 acres constitutes street rights-of-way. About 884 acres, then, can be classified as developed land, a figure which represents all land within the corporate area excluding vacant land and street rights-of-way. Percentagewise of the total corporate area, approximately 32 percent is considered to be developed, 87.0 percent is considered to be vacant, and street rights-of-way account for 21.4 percent.

Vacant land actually comprises a significant proportion of the present corporate area, almost one-half of the total. This vacant land will have an impact upon the future development of the community, the conclusions formulated as a part of the planning process, and growth and development policies of the community. It should be noted, however, that some of this vacant land is considered to be not suitable for development activity primarily due to flood prone conditions and sewer service infeasibility. There are several smaller parcels within the community that may not be "available" for development activity by virtue of ownership and similar constraints. These, of course, are unknown and are not assessed here. In addition, there are several areas which are not presently served by utilities and streets; however, these are considered as areas which are possibly suitable for activity even though steps may need to be taken to enhance the desirability for such activity.

The table entitled Existing Land Use Summary, provides a summary of existing land use within the city.

RESIDENTIAL

Residential development are those structures and adjoining facilities solely utilized for residential usage and directly associated services. Generally, in the areas of single family and two family development, land devoted to residential uses will be the dwelling lots including driveways and accessory buildings. Multi-family residential facilities include parking areas, landscaped areas and associated areas considered to serve the multi-family structures. Mobile home facilities include the lot (if not in a mobile home park) on which the mobile home is located or the entire mobile home park, including drives and associated facilities.

Residential areas constitute the largest land use category, accounting for over one-fifth of the total land area (24.2%). Of the total developed land (883.86 acres), 67.2 percent is comprised of residential land usage.

Single family development accounts for the majority of residential uses. This housing type comprises 543.76 acres, or, on a percentage basis, 91.5 percent of the total residential area, 19.3 percent of the total land (corporate area), and 61.5 percent of the total developed land.

Two family residences or duplexes occupy 5.07 acres, only a small percentage of the community (.9% of the total residential area, .2% of the total land, and .7% of the total developed land). Multi-family development consumes 9.88 acres (1.6% of the total residential land, .4% of the total land, and 1.1% of the total developed land) and mobile homes occupy 35.55 acres (6.0% of the total residential land, 1.3% of the total land, and 4.0% of the total developed land).

COMMERCIAL

Commercial activities account for a relatively small percentage of land usage within the community. There are 72.39 acres of commercial usage, representing 2.6 percent of the total land area and 8.2 percent of the total developed land.

For purposes of the survey, office commercial was considered any professional office building, such as doctors, real estate, abstract office, etc. Convenience commercial included quick-stop stores, dry cleaning or laundry outlets, beauty salons and barber shops, gas stations and other everyday shopping establishments. Medium density commercial which included some limited comparative shopping and stores which generate some volume of traffic, were classified as restricted commercial. These stores might include restaurants, clubs, "strip" commercial centers and tire stores. General commercial included the downtown, large shopping centers, motels and car dealerships.

Of the four commercial categories, restricted commercial accounts for the most area (32.65 acres), followed by general commercial (18.26 acres) convenience commercial (15.90 acres) and office commercial (5.58 acres). For the most part, these commercial activities are grouped along the major roadways which penetrate the community, State Highway 51 and Oklahoma Street. Scattered strip and spot commercial sites exist throughout the community. Such development can provide maximum convenience, but can also be the source of other issues, including declining property values, conflicting uses, traffic congestion, among other concerns. The configuration and location of commercial activity has a definite impact on community structure and development patterns.

Most of the commercial development is found along Cherokee Street as it crosses the city. On a percentage basis, general commercial accounts for 25.2% of the total commercial land, .7% of the total land, and 21% of the total developed land; restricted commercial, 45.1% of the total commercial land, 1.1% of the total land, and 3.7% of the total developed land; convenience commercial, 22.0% of the total commercial land, .6% of the total land, and 1.8% of the total developed land; and office commercial, 7.7% of the total commercial land, .2% of the total land, and .6% of the total developed land.

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INDUSTRIAL

Industrially oriented activities occupy 63.10 acres, or 2.3% of the corporate area (total land). Medium industrial concerns account for over three-fourths of this area, 49.77 acres, or 78.9% of the total industrial area. The particular category comprises 1.9% of the total land and 5.1% of the total developed land. Light industry occupies 3.78 acres, or 6.0% of the total industrial area, .1% of the total land and .4% of the total developed land. Heavy industrial activities take up 9.55 acres or 15.1% of the industrial land, .3% of the corporate area and 1.1% of the total developed land.

QUASI- PUBLIC

Quasi-public uses include churches, fraternal organizations and other private non-profit organizations. This land use category accounts for 38.79 acres, or 1.4% of the total land area and 4.4% of the total developed land area.

PUBLIC

Public uses are those facilities which are operated and directed by governmental agencies for use by the general public or to serve the general public. Included in this land use category are municipal facilities (city hall, public library, fire station, maintenance facility), educational facilities, post office, county court house, and similar activities. There are 50.06 acres in the corporate area which are devoted to public use. This amounts to 1.8% of the total land (corporate area) and 5.7% of the total developed area. Most of this use is found in the Northeast Sector (33.61 acres) where the majority of the schools and the courthouse are located.

PARKS

While this category of land usage can be considered as a public use, it is of such significant value and of specific usage that warrants an individual identity and analysis. Therefore, parks are viewed as a separate land use category.

There are 65.23 acres devoted to parks in the community, comprising 2.3% of the total land and 7.4% of the total developed land. The majority of this area is composed of Maple Park in the Northeast Sector.

SUMMARY OF EXISTING LAND USE

A tabular summary is included which describes the land use statistics within the City of Wagoner. The table entitled Statistical Summary of Existing Land Use by Sector, provides an illustration of each sector (previously described under Delineation of Sectors).

Generally, vacant and single family residential consistently rank as top land use categories, followed by rights-of-way, on an individual study unit basis. The next most prominent land uses are parks and public uses.

Table 2
EXISTING LAND USE BY SECTOR
WAGONER, OKLAHOMA

	Northwest Sector Acres	%1	Southwest Sector Acres	%1	Total Acres	%2	%3
RESIDENTIAL	177.37	25.0	11.2	26.4	594.26	21.2	67.2
Single Family	162.13	22.8	9.7	25.1	543.76	19.3	61.5
Duplex	2.64	.4	.1	.2	5.07	.2	.7
Multi-Family	0	0	1.18	.2	9.88	.4	1.1
Mobile Home	12.60	1.8	6.46	.9	35.55	1.3	4.0
COMMERCIAL	10.25	1.4	11.49	3.0	72.39	2.6	8.2
Office	.88	.1	.51	.3	5.58	.2	.6
Convenience	1.69	.2	2.90	.4	15.90	.6	1.8
Restricted	2.24	.3	8.71	1.2	32.65	1.3	3.7
General	5.44	.8	8.23	1.1	18.26	.7	2.1
INDUSTRIAL	14.14	2.0	2.61	5.5	63.10	2.3	7.1
Light	2.02	.3	1.21	.2	3.78	.1	.4
Medium	2.94	.4	1.40	.2	49.77	1.9	5.6
Heavy	9.18	1.3	0	0	9.55	.3	1.1
QUASI PUBLIC	30.12	4.2	1.51	.3	38.79	1.4	4.4
PUBLIC	33.61	4.8	3.05	.5	50.06	1.8	5.7
PARK	56.60	8.0	0	.7	65.23	2.3	7.4
VACANT	241.41	34.1	386.01	66.8	1319.67	47.1	---
RIGHTS-OF-WAY	145.22	20.5	108.46	18.8	599.48	21.4	---
TOTAL DEVELOPED LAND⁴	322.09	---	83.12	---	883.86	---	100.0
TOTAL LANDS⁵	708.72	100.0	577.59	100.0	2803.01	100.0	---

¹Percent of Land Use of the Total Land in each Sector.

²Percent of Total Land Area.

³Percent of Developed Land Area.

⁴Developed Land is land within the city limits excluding vacant and rights-of-way.

⁵Total Land includes all land within the corporate boundary.

SOURCE: BRAUN BILHON BARRARD, Inc. field survey, November, 1980.

Table 3

EXISTING LAND USE SUMMARY
Wagoner, Oklahoma

USE CATEGORY	ACRES	% OF LAND USE CATEGORY	% OF TOTAL LAND AREA	PERCENT OF TOTAL DEVELOPED LAND
RESIDENTIAL	594.26	100.0	21.2	67.2
Single Family	543.76	91.5	19.3	61.5
Duplex	5.07	.9	.2	.7
Multi-Family	9.88	1.6	.4	1.1
Mobile Home	35.55	6.0	1.3	4.0
COMMERCIAL	72.39	100.0	2.6	8.2
Office	5.58	7.7	.2	.6
Convenience	15.90	22.0	.6	1.8
Restricted	32.65	45.1	1.1	3.7
General	18.26	25.2	.7	2.1
INDUSTRIAL	63.10	100.0	2.3	7.1
Light	3.78	6.0	.1	.4
Medium	49.77	78.9	1.9	5.6
Heavy	9.55	15.1	.3	1.1
QUASI PUBLIC	38.79	100.0	1.4	4.4
PUBLIC	50.06	100.0	1.8	5.7
PARK	65.23	100.0	2.3	7.4
VACANT	1319.67	100.0	47.0	---
RIGHTS-OF-WAY	599.48	100.0	21.4	---
TOTAL DEVELOPED LAND ¹	883.86	---	31.5	100.0
TOTAL LAND ²	2803.01	---	100.0	---

¹Developed Land is defined as all land within the corporate area excluding vacant and rights-of-way.

²Total Land includes all land within the corporate area.

SOURCE: BRAUN BINION BARNARD, Inc. field survey, November, 1980.

STRUCTURAL SURVEY

A survey of all structures, residential and nonresidential, was conducted in November, 1980. Its purpose was to determine the condition of the structural stock within the Wagoner urbanized area, and to indicate specific areas in which improvements may be needed. Such information is useful in developing policies and programs, not only to address these needs, but also to encourage the maintenance and conservation of existing sound structures.

EXPLANATION OF TERMS

Several key words have been used in this analysis of structural conditions, and their definitions are explained as follows:

- A standard structure is one requiring no repairs and which is therefore sound.
- A structure in need of minor repairs is one that requires some normal maintenance but that is nevertheless habitable.
- A structure in need of major repairs is one requiring extensive rehabilitation to make it habitable, and is therefore deteriorating.
- A dilapidated structure requires more rehabilitation than is normally feasible or reasonable to undertake.
- A residential structure may be a single family residence, a multi-family residence, a duplex or a mobile home.
- A nonresidential structure may be one of any other uses, such as commercial, industrial, recreational, office or public.

STRUCTURAL EVALUATION

Only exterior conditions were considered for purposes of this survey. Each structure was evaluated on the basis of an established set of criteria, which included the following considerations.

- Roofing - presence and extent of such conditions as need for new covering, need for both new covering and decking, or structural inadequacy.
- Exterior Walls - presence and extent of insufficient protective surface, deficient side covering, or structural inadequacy.

- Windows, Doors and Frames - presence and extent of lack of screens, insufficient illumination, or structural inadequacy.
- Front and Rear Porches - presence and extent of deteriorated decking, deteriorated or unsafe steps, or structural inadequacy.
- Foundation - presence and extent of need for pointing up and vents, inadequate support due to deteriorating settlement, or need for replacement.
- Environmental Conditions - lot coverage and setbacks, lot dimensions, access and offstreet parking, surface drainage, and availability of utilities.

RESULTS OF THE SURVEY

As Table 4 indicates, the largest number of residential structures were in the Southeast Quadrant which had 580 structures, or 30% of total residential structures. The Northwest Quadrant, with only 352 structures and 19% of the total, had the least. Housing structural conditions in all quadrants were essentially good, as more than half of the residential structures in each of the four quadrants were in standard condition. The smallest proportion was in the Southwest Quadrant (53%), while the largest was in the Southeast (63%). The major concentration of dilapidated housing stock was in the Southwest Quadrant, in which 8% of the residential structures were considered beyond repair. The two northern quadrants each had less than one percent of their housing stock in this condition, and only 2% of the Southeast's housing stock was considered dilapidated. In fact, the Southwest Quadrant had more dilapidated housing, both numerically and proportionately than all the other quadrants together.

The two southern quadrants contained the majority of the nonresidential structures in the Wagoner urbanized area. The Southeast Quadrant had 65 total, and the Southwest had 63. The Northwest Quadrant had proportionately the most structures in standard condition, as Table 5 indicates, while the Southwest Quadrant had numerically the most. The only concentration of dilapidated structures occurred in the Southeast Quadrant, in which six, or 9%, of its units were classed as dilapidated. No dilapidated nonresidential units were identified in the other quadrants. The Southeast Quadrant also contained the largest number of structures in need of either major or minor repairs.

Table 6 contains a summary of structural conditions for the Wagoner urbanized area as a whole. As indicated, the majority of all structures, whether residential or otherwise, were found to be either in standard condition or in need of only minor repairs. Most of the deteriorating or dilapidated structures were residences, and most were in the southern quadrants. Following the table are descriptions of structural conditions within each quadrant.

Table 4
HOUSING CONDITIONS BY QUADRANT
WAGONER URBANIZED AREA
1980

QUADRANT/CONDITION	NO. RESIDENTIAL UNITS (% OF TOTAL)	
	INSIDE CITY	OUTSIDE CITY
NORTHWEST, TOTAL	240 (100%)	112 (100%)
Standard	127 (53%)	112 (100%)
Minor Repair	88 (37%)	0 (0%)
Major Repair	23 (10%)	0 (0%)
Dilapidated	2 (less than 1%)	0 (0%)
SOUTHWEST, TOTAL	489 (100%)	65 (100%)
Standard	294 (60%)	57 (88%)
Minor Repair	92 (19%)	5 (8%)
Major Repair	64 (13%)	3 (4%)
Dilapidated	39 (8%)	0 (0%)
NORTHEAST, TOTAL	520 (100%)	2 (100%)
Standard	323 (62%)	1 (50%)
Minor Repair	153 (29%)	0 (0%)
Major Repair	42 (8%)	1 (50%)
Dilapidated	2 (less than 1%)	0 (0%)
SOUTHEAST, TOTAL	566 (100%)	14 (100%)
Standard	356 (63%)	11 (79%)
Minor Repair	165 (29%)	1 (7%)
Major Repair	34 (6%)	1 (7%)
Dilapidated	11 (2%)	1 (7%)

SOURCE: BRAUN BINION BARNARD, Inc., 1980 Land Use Survey

Table 5
 NONRESIDENTIAL STRUCTURAL CONDITIONS,
 BY QUADRANT, 1980
 WAGONER URBANIZED AREA

QUADRANT/CONDITION	NO. NONRESIDENTIAL UNITS (% OF TOTAL)	
	INSIDE CITY	OUTSIDE CITY
NORTHWEST, TOTAL	31 (100%)	2 (100%)
Standard	23 (74%)	1 (50%)
Minor Repair	7 (23%)	1 (50%)
Major Repair	1 (3%)	0 (0%)
Dilapidated	0 (0%)	0 (0%)
SOUTHWEST, TOTAL	51 (100%)	12 (100%)
Standard	33 (65%)	12 (100%)
Minor Repair	17 (33%)	0 (0%)
Major Repair	1 (2%)	0 (0%)
Dilapidated	0 (0%)	0 (0%)
NORTHEAST, TOTAL	38 (100%)	1 (100%)
Standard	26 (68%)	1 (100%)
Minor Repair	11 (29%)	0 (0%)
Major Repair	1 (3%)	0 (0%)
Dilapidated	0 (0%)	0 (0%)
SOUTHEAST, TOTAL	64 (100%)	1 (100%)
Standard	26 (41%)	1 (100%)
Minor Repair	29 (45%)	0 (0%)
Major Repair	3 (5%)	0 (0%)
Dilapidated	6 (9%)	0 (0%)

SOURCE: BRAUN BINION BARNARD, Inc., 1980 Land Use Survey

Table 6
STRUCTURAL CONDITIONS, 1980
WAGONER URBANIZED AREA

<u>RESIDENTIAL STRUCTURES</u>	NUMBER	% OF TOTAL
Total	2,008	100
Standard	1,281	64
Needing Minor Repair	504	25
Needing Major Repair	168	8
Dilapidated	55	3
 <u>NONRESIDENTIAL STRUCTURES</u>		
Total	200	100
Standard	123	62
Needing Minor Repair	65	32
Needing Major Repair	7	3
Dilapidated	3	3

SOURCE: BRAUN BINION BARNARD, Inc. field survey, November, 1980.

STRUCTURAL CONDITIONS BY QUADRANT

Northwest

Within this quadrant were 352 residential structures as Table 4 indicates. Of these, more than two-thirds were in standard condition. Only slightly more than one-fifth were in need of minor repairs, and less than one-tenth needed more extensive repairs. Less than one percent, or 2 units, were dilapidated.

The Northwest quadrant contained 33 nonresidential units, with almost three-fourths of these in standard condition as Table 5 indicates, no units were dilapidated, and the majority of the balance needed only minor repairs.

Southwest

As shown in Table 4, the Southwest quadrant contained 554 residential units, of which 351 (63%) were in standard condition. Residential units needing minor repair comprised 18% of the total, and those needing major repair comprised nearly 12%. An additional 39 units, 8% of the total, were dilapidated.

Table 5 indicates that this quadrant contained 63 nonresidential units and more than half were in standard condition. Some 17 units (27%) were in need of minor

repair, while only one unit required major repair. No nonresidential units were considered dilapidated in this quadrant.

Northeast

Of the 522 residential units identified in the Northeast quadrant, 324 were in standard conditions (see Table 4). An additional 153 (29%) needed only minor repairs, and 43 (8%) needed major repairs. Two residential units were dilapidated.

This quadrant contained 39 nonresidential units, of which more than two-thirds (27) were in standard condition. Eleven units were in need of minor repair, and only one unit was in need of more extensive repair. No nonresidential units were dilapidated, as indicated in Table 5.

Southeast

The Southeast quadrant had the largest number of residential units, with 580. Over half of these (367) were sound, and 29% were in need of minor repair. Thirty-five units needed major repairs (6%), and 12 units were deemed dilapidated.

This quadrant also held the most nonresidential units. Out of 65 total, 27 (42%) were in standard condition. Slightly more than this, 29 (45%) units, were in need of minor repairs. Three units needed major repairs, while six nonresidential units were dilapidated.

STREETS

All of the streets within the community have been evaluated in terms of determining types of roadway and condition of the roadway. For each sector, the classification was based on either good, fair or poor. The types of streets, based on existing surfacing as of the November field survey, were documented by concrete, asphalt with curb and gutter, asphalt without curb and gutter, gravel and dirt. The results are recorded in terms of lineal footage and percentage within certain categories. These figures can be noted in the table entitled Street Survey (Table 7).

There are approximately 54 miles of streets within the present corporate limits of Wagoner. Of the total, 79.6 percent are considered to be in good condition, 18.1 percent in fair condition and 2.3 percent in poor condition. For purposes of definition, all dirt streets were considered to be in poor condition. If the road surfacing and/or subsurfacing were showing degrees of deterioration, these were appropriately labeled as "fair" or "poor". If the roadways are generally in sound condition, showing relatively little or no deterioration, a "good" classification was used.

By far, the wide majority of streets in Wagoner are of asphalt construction with no curb and gutter, representing 87.4 percent of the total. Asphalt streets with curb and gutter comprise 5.7 percent, concrete streets only 0.8 percent, gravel streets 13.8 percent and dirt streets 1.3 percent. All four sectors contain some streets in poor condition. Conversely, the sectors demonstrated high percentages of streets in good condition, notably the Northwest and Southeast sectors with over 90 percent.

Table 7

STREET SURVEY
WAGONER, OKLAHOMA

SECTOR	LINEAL FEET	TOTAL MILES	CONDITION			POOR	CONCRETE	ASPHALT WITH CURB & GUTTER	ASPHALT WITHOUT CURB & GUTTER	GRAVEL	DIRT
			GOOD	FAIR	POOR						
NW	45,684.0	8.7	41,796	2,916	972	1,944	0	41,917.5	1,822.5	0	
% of Total	---	15.0 ^a	91.5 ^b	6.4	2.1	4.3	0	91.7	4.0	0	
NE	83,349	15.8	63,666	17,253	2,430	0	0	78,246	4,860	243	
% of Total	---	29.2	76.4	20.7	2.9	0	0	93.8	5.9	0.3	
SE	77,760	14.7	72,292.5	4,860	607.5	0	11,178	62,451	3,645	486	
% of Total	---	27.1	92.9	6.3	0.8	0	14.4	80.3	4.7	0.6	
SW	79,411.5	15.0	50,058	26,802	2,551.5	486	5,175	67,797	2,916.0	3,037.5	
% of Total	---	27.7	63.0	33.8	3.2	0.6	6.5	85.4	3.7	3.8	
TOTAL	286,204.5	54.2	227,812.5	51,831	6,561	2,430	16,353	250,411.5	39,487.5	3,766.5	
	100.0	100.0	79.6	18.1	2.3	0.8	5.7	87.4	13.8	1.3	

^aPercent of total streets within corporate area.

^bPercent of streets in a given condition or type within each sector.

SOURCE: BRAUN BINION BARNARD, Inc. Field Survey conducted November, 1980.

The ratios among the three categories varied somewhat among the sectors, although the number of "poor" streets were consistently low. The abovementioned table denotes these characteristics on a sector basis and for the entire community.

UTILITY SURVEY

From the information obtained from the City Offices regarding the extent and location of the public utilities in Wagoner, the following analysis can be made. The City's sanitary sewer system consists of primarily eight inch gravity flow lines which feed into ten- and twelve-inch lines. The sewage influent is treated at the city treatment plant located two and a half miles south of the city along U.S. Highway 69. The developed areas of the city appear to be adequately served by the existing system. Vacant areas in the Northwest and Southwest Quadrants are not presently served by feeder lines. The area west of Highway 69 in the Northwest Quadrant is considered unservicable due to an identified floodplain and a change in topography requiring lift stations to service the area. It is also fairly small and lacks access. The southern portion of the Southwest Quadrant can be serviced by extending existing lines from the south or feeding into the 12 inch line along South 15th Street.

The water distribution system serves an area similar to the sewage collection system. Most lines are 4 inch or larger with most smaller lines being connected in a loop system with larger lines. The city receives its water from Lake Fort Gibson where it is treated at the city plant and pumped south to the distribution lines. A 250,000 gallon elevated storage tank at Madison and South 15th Street provides pressure and peak use storage of treated water. No low pressure areas were identified by the city during the survey. With the addition of a major line north from the storage tank to the downtown area, adequate amounts of potable water will be available to Wagoner citizens.

SOCIOECONOMIC PROFILE

POPULATION - PAST AND CURRENT

According to both the Oklahoma Employment Security Commission (OESC) and the Bureau of Economic Analysis (BEA), the population of the town of Wagoner in 1978 was approximately 7,000, or about one-fifth of the total Wagoner County population. Both sources cited above also indicate a population for Wagoner County in 1978 of approximately 31,000.

Population growth in the town of Wagoner has lagged slightly behind that of Wagoner County, according to the OESC. Between 1970 and 1978, these figures indicate a 35% increase in the town's population and a nearly 40% increase in the county's. The BEA figures, however, depict a 40% increase for both town and county. As Table 8 indicates, the 1970-78 period has been one during which the largest proportionate increases in population have occurred, both in the town of Wagoner and the county.

Table 8
TOTAL POPULATION, CITY OF WAGONER AND WAGONER
COUNTY, BY SOURCE
1950-1978

	OESC ¹	% Change		BEA ²	% Change
	<u>CITY</u>				
1978	6700	35		6800	3
1977	-----	--		6600	10
1975	-----	--		6000	22
1970	4959	11		4900	--
1960	4469	2		-----	--
1950	4395	--		-----	--
	<u>COUNTY</u>				
1978	30,700	39		30,700	2
1977	-----	--		30,000	11
1975	-----	--		27,100	22
1970	22,163	41		22,200	--
1960	15,673	-6		-----	--
1950	16,741	--		-----	--

¹Oklahoma Employment Security Commission

²Bureau of Economic Analysis

SOURCE: OESC and BEA

The town has consistently comprised approximately one-fifth of the Wagoner County population, as indicated in Table 9, between 1970 and 1980. As the OESC estimates on that table show, during the decade of the 1960's the town's population comprised nearly a third of the county's total, but by 1970, the town's share was reduced to one-fifth. As will be discussed under "Population Projections", a major issue will be whether the town can maintain its current share of the county population, or whether such newly and rapidly developing communities as Coweta and Broken Arrow will account for larger shares.

Table 9

POPULATION, CITY OF WAGONER AS PART OF WAGONER COUNTY, BY SOURCE

	<u>OESC</u>	<u>BEA</u>
1978	22%	22%
1977	--	22%
1975	--	22%
1970	22%	22%
1960	29%	--
1950	26%	--

SOURCE: OESC and BEA

POPULATION BY SEX AND RACE, WAGONER COUNTY

The county population has been rather evenly split in terms of sex, with female population having a slight edge. The 1970 Census figures indicate the population made up of 49% males and 51% females. Of these, nearly 90% of both sexes were white, and 10% were Black, Indian or other races. (See Table 10). The racial and sexual distributions for the town of Wagoner have closely paralleled those of the county. It seems likely that these proportions are roughly the same today; however, as urbanization continues in Wagoner, Coweta and Broken Arrow, particularly, it is probable that some shifts may occur as more members of minority races begin to move into the county.

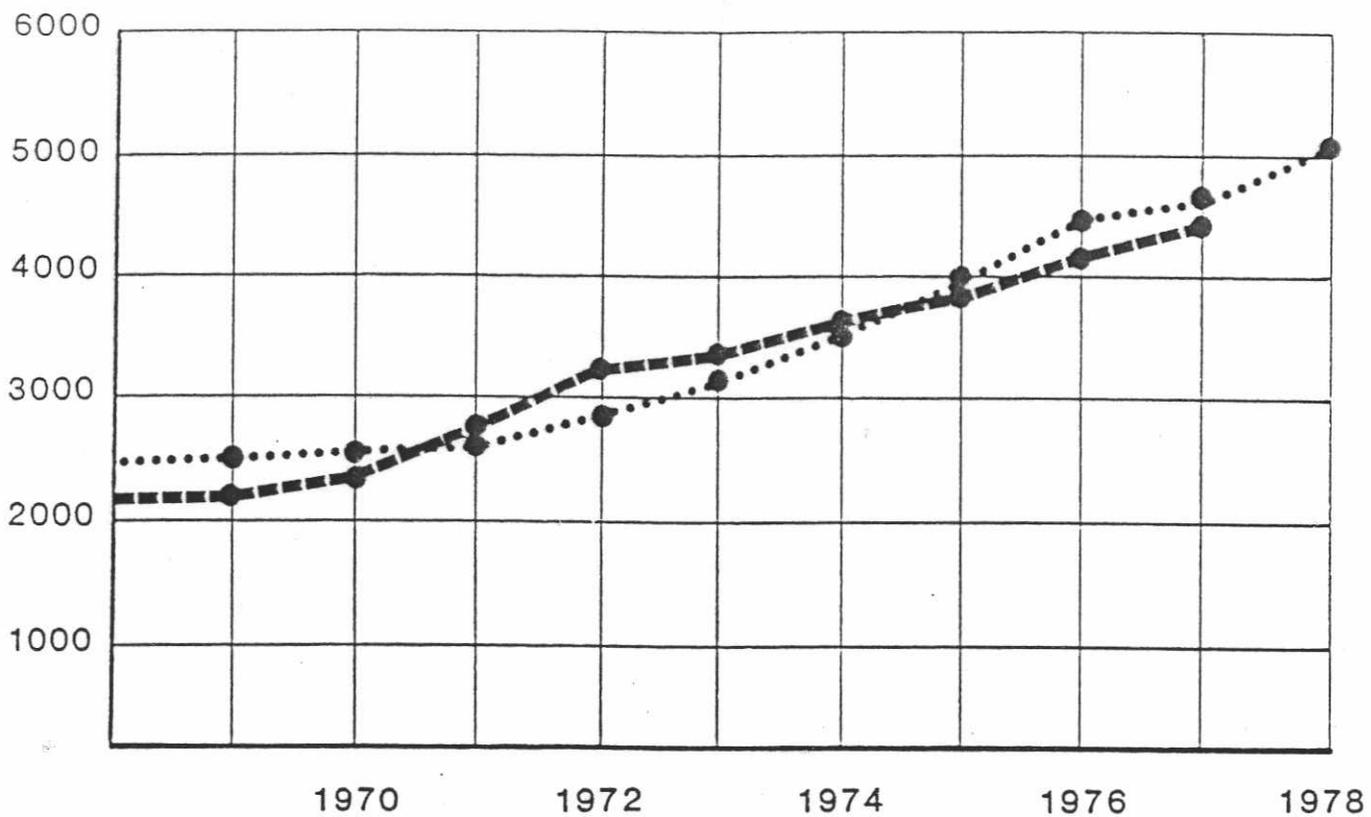
PERSONAL INCOME

As Figure 10 indicates, per capita personal income in the town of Wagoner has been slightly lower than that of Wagoner County since 1974. Between 1971 and 1973, however, the town's per capita income was as much as 10% above the county's. The town has consistently comprised approximately one-fifth of the county's total personal income, as it has comprised that same proportion of the total population. During 1972, the town's total personal income share peaked at nearly 25% of the county's total. As is shown in Figure 11, in 1978 the total personal income for the town of Wagoner was \$34,000,000 and for Wagoner County, \$155,000,000.

Figure 10

PER CAPITA PERSONAL INCOME City/County

WAGONER METROPOLITAN PLANNING AREA



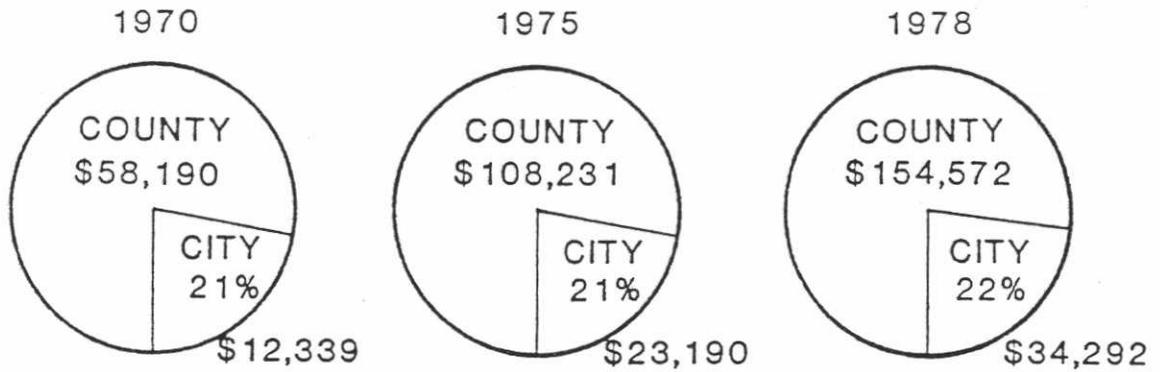
--- CITY
..... COUNTY

SOURCE: BEA

Figure 11

TOTAL PERSONAL INCOME City/County

WAGONER METROPOLITAN PLANNING AREA
In Thousands



SOURCE: BEA

Table 10

POPULATION BY RACE AND SEX, WAGONER COUNTY
1970

	TOTAL (%)	MALE (%)	FEMALE (%)
TOTAL	30,700 (100)	15,043 (49)	15,657 (51)
WHITE (%)	26,831 (87)	13,178 (88)	13,653 (87)
BLACK (%)	2,704 (9)	1,264 (8)	1,440 (9)
INDIAN (%)	1,104 (4)	572 (4)	532 (3)
OTHER (%)	61 (*)	30 (*)	31 (*)

* Less than 1%

SOURCE: OESC

BANK DEPOSITS

Within all of Wagoner County are five banks; two of these are in the town of Wagoner. The town's total deposits have comprised approximately half of the total county deposits, and have ranged from 46% of the county's total in 1977, to 56% in 1973 and 1974. Total bank deposits for Wagoner County in 1979, were \$53,000,000, of which \$27,000,000 were in the town of Wagoner (see Table 11). Of interest in projections for the future will be the town's ability to retain its share, in view of potential population increases and development in Coweta and Broken Arrow, for example.

Table 11

TOTAL BANK DEPOSITS, CITY OF WAGONER AND
WAGONER COUNTY, (\$000), BY YEAR

	COUNTY (5 Banks)	CITY (2 Banks)	% OF TOTAL
1970	15,145	7,865	52
1971	18,335	9,374	51
1972	22,250	11,511	52
1973	25,200	14,105	56
1974	26,947	15,042	56
1975	30,261	16,501	55
1976	34,862	19,110	55
1977	41,875	19,311	46
1978	46,639	24,622	53
1979	53,046	27,473	52

SOURCE: Bank Deposits Printout and Oklahoma Banking Directory

POPULATION PROJECTIONS

The Oklahoma Employment Security Commission has developed population projections for the City of Wagoner and Wagoner County. These are given on Table 12 which indicates larger proportionate increases in the population of Wagoner County than for that of the city. Both the city and county are projected to continue increasing in population, however, at diminishing rates. By the year 2000, the OESC predicts that the City of Wagoner's population will be 9,900, an increase of 8% over its 1995 population of 9,200. Wagoner County, on the other hand, is anticipated by the OESC to have a total population of approximately 52,000, or 10% more than its 1995 population of approximately 47,000.

Table 12

POPULATION PROJECTIONS, 1985-2000 WAGONER CITY AND COUNTY

	1970	1977 (% Change)	1985 (% Change)	1990 (% Change)	1995 (% Change)	2000 (% Change)
City of Wagoner	4,959	6,600 (33%)	7,700 (17%)	8,500 (10%)	9,200 (8%)	9,900 (8%)
% of County	(22%)	(22%)	(20%)	(20%)	(19%)	(19%)
Wagoner County	22,163	29,900 (35%)	37,600 (26%)	42,500 (13%)	47,300 (11%)	51,800 (10%)

SOURCE: OESC

Between 1970 and the year 2000, the City of Wagoner's share of the total population is anticipated to decrease from more than 22% to approximately 19%. This is a continuation of a trend begun as other communities in the county have experienced larger population growth, and thus the City of Wagoner has had to compete for population. The same trends are forecast by the Center for Economic and Management Research at the University of Oklahoma, as is indicated on Table 13.

ASSUMPTIONS

Population projections in the present study will be based on three major assumptions that bear directly on the rates of growth of both the city and county. The first is that the community of Broken Arrow will continue to expand into Wagoner County. Broken Arrow is a rapidly-growing city southeast of Tulsa. It is a community whose population has increased at immense rates during the past decade. There is little apparent reason to believe that this trend will be reversed.

Table 13

POPULATION PROJECTIONS, 1985-2000
WAGONER CITY AND COUNTY

	1970	1977 (% Change)	1985 (% Change)	1990 (% Change)	1995 (% Change)	2000 (% Change)
City of Wagoner	4,959	6,600 (33%)	7,700 (17%)	8,500 (10%)	9,200 (8%)	9,900 (8%)
% of County	(22%)	(22%)	(20%)	(20%)	(19%)	(19%)
Wagoner County	22,163	29,900 (35%)	37,600 (26%)	42,500 (13%)	47,300 (11%)	51,800 (10%)

SOURCE: CEMR

The second assumption involving population growth in the study area is that the other communities in the county will continue to receive proportionate shares of the county's population growth. In other words, the City of Wagoner may be competing with such other communities as Coweta and Broken Arrow for additional population, and to compete successfully, the City of Wagoner will have to offer more enticements (in terms of more amenities, better schools, more employment opportunities and other similar benefits) than these other communities. This leads to the third assumption, and that is that industrial development will continue to increase in Wagoner County. As a corollary, because historically people have tended to locate near employment centers, those communities within the county that are most successful in attracting population will most likely be those that attract industry. Therefore, if the City of Wagoner is to continue to gain in population, it must continue to be attractive to the industries that provide the jobs that attract potential residents. For these reasons, the following population forecasts are made.

Table 14

CITY OF WAGONER POPULATION PROJECTIONS
1970 - 2000

1970	1977 (% Change)	1985 (% Change)	1990 (% Change)	1995 (% Change)	2000 (% Change)
4,959	7,200 (45%)	8,400 (17%)	9,200 (10%)	9,900 (8%)	10,700 (8%)

METHODOLOGY

It was felt that the population estimates for the year 1977 used by both the OESC and the CEMR were too low, and that the City of Wagoner's 1977 total

population was in excess of 7,000. However, it was also felt that the projected rates of population increase used by these two agencies after 1977 were valid. Therefore, the projections indicated above were derived by applying the OESC - CEMR increase rates to the revised 1977 population estimate. These figures appear to be much more realistic, in terms of the assumptions described previously.

LABOR MARKET

Although the population distribution according to sex in Wagoner County is approximately half male and half female, more than half of the civilian labor force is composed of males — 10,300 males and 5,100 females. Of these, more males are employed (10,000) than females (4,700). It is possible that, as urbanization occurs, more females will join the labor force, and consequently, more will be employed. For further information refer to Table 8.

Table 15
LABOR MARKET, WAGONER COUNTY

	MALE	FEMALE	TOTAL
Total County Population	15,043	15,657	30,700
Total Civilian Labor Force	10,284	5,066	15,350
Total Employed	10,023	4,717	14,740

SOURCE: OESC

INCOME DATA, WAGONER COUNTY

As Table 16 indicates, total effective buying power in Wagoner County is expected to increase nearly 100% (in current dollars) between 1985 and 1990, and over 90% between 1985-90. The total is anticipated to rise from \$200 million in 1980 to over \$700 million by 1990. Total retail sales in Wagoner County are expected to increase from \$42 million in 1980 to \$140 million in 1990, as indicated in Table 17. The relatively small proportion comprised of the total retail sales in the county by the City of Wagoner may be explained by the fact that many Wagoner city residents trade in Oklahoma City for their major purchases, thereby diverting money from total retail sales in Wagoner County. The proportion comprised by the City of Wagoner, moreover, is expected to decrease in Wagoner County between 1980 - 1990.

REVENUE FROM SALES TAX, CITY OF WAGONER

The City of Wagoner has a sales tax of 2 percent as Table 18 indicates, revenue from this source has increased between 1975 and 1979, with the largest amount of increase occurring between 1977 and 1978. During this period, sales tax revenues increased 23%, nearly twice the rate of increase for the previous year. Between 1978 and 1979, revenue from sales tax increased only ten percent, perhaps a reflection of growing competition from retail centers in nearby communities.

Table 16

TOTAL EFFECTIVE BUYING INCOME*
WAGONER COUNTY

YEAR	TOTAL INCOME	% CHANGE
1980	\$198,126,000	
1985	386,005,000	95%
1990	736,030,000	91%

*In current dollars.

SOURCE: Survey of Buying Power 1980, Forecasters Handbook, Sales and Marketing Management, Inc.

Table 17

TOTAL RETAIL SALES, WAGONER COUNTY

YEAR	TOTAL SALES	AS PROPORTION OF TOTAL BUYING INCOME
1980	\$ 42,000,000	21%
1985	81,381,000	21%
1990	138,786,000	19%

SOURCE: Survey of Buying Power 1980, Forecasters Handbook, Sales and Marketing Management, Inc.

Table 18

REVENUE FROM SALES TAX*
CITY OF WAGONER, 1975-79

YEAR	TOTAL REVENUE (\$)	% CHANGE
1975	145,982	
1976	169,589	16
1977	190,494	12
1978	233,812	23
1979	256,197	10

*Taxed at 2.0%.

SOURCE: City of Wagoner, Oklahoma

BUILDING PERMIT ACTIVITY

The amount and nature of an area's building permit activity are important indicators of the relative economic health and viability of that area. They also reflect the impact of national trends (such as inflation or recession) on the local scale.

Within the City of Wagoner¹, the period between 1976 and 1977 was one of expansion in the building industry. (Refer to Table 19). During that year the number of all permits issued was nearly double that of the previous year, and the number of residential building permits issued increased 161% during the same time. The number of permits issued in succeeding years have increased steadily, but not at the 1976-77 levels.

Permits to build single family residential units have comprised more than half of all permits issued in all years except 1976. This indicates a strong housing market in Wagoner, a trend which is expected to continue, with possibly more permits issued for multi-family residential construction as urbanization continues.

Table 19
BUILDING PERMIT ACTIVITY,
CITY OF WAGONER, 1975-1979

YEAR	RESIDENTIAL UNITS		
	TOTAL PERMITS (% Change)	SINGLE FAMILY (% Change)	MULTI-FAMILY
1975	45	28	0
1976	65 (44)	15	0
1977	128 (97)	93	0
1978	138 (8)	106	40
1979	151 (9)	121	0

SOURCE: CEMR and General Telephone

¹Permit activity in Wagoner County is only recorded for the City of Wagoner, and therefore, city and county figures are identical.

CONCEPT & METHODOLOGY

PLAN CONCEPT & METHODOLOGY

INTENSITY DESIGNATION METHODOLOGY

In order to devise a land use concept that would be flexible, provide for a wide range of uses, and be somewhat simple to administer and understand the notion of using land use intensities was developed. In effect the intensity levels, which would be applied throughout the planning area, represent different layers of density based on:

- accessibility of the land areas to the road system,
- ability of the land to undergo or accept development, and
- proximity to amenities (i.e., Fort Gibson Lake, existing developing areas, urban centers, etc.)

The process of identifying and assigning the various intensity levels was as follows.

The county-wide maps of floodprone areas, soil constraints (in particular the shallow depth to bedrock element) prime agricultural land and existing land use were analyzed to determine which lands were least suitable for urbanization based on the goals expressed by the Planning Commission. These specific goals were:

- Direct the development of the various land use intensities in a manner to be most harmonious with the natural and man-made conditions.
- Encourage the preservation and enhancement of the natural resources and amenities of the planning area, particularly floodplain, soils and prime farmlands.
- Provide for a diversity of residential, commercial, industrial, educational and recreational uses.
- Resolve existing incompatible land use conflicts through the encouragement of appropriate residential, commercial, and industrial land use patterns and mixes.

The analysis of the resource map was accomplished by utilizing an overlay technique whereby certain major developmentally inhospitable elements were traces onto a single overlay. This process indicated land areas which were considered either unsuitable for urbanization for reasons of potential health problems from poorly functioning septic tanks. Although there was a desire to protect the abundance of prime farmland in the county, the soil analysis indicated such widespread coverage of prime farmlands that those lying within the three major floodplains

would be the only ones protected by the intensity level designations. These locations were where the greatest unbroken concentrations of farmland soils occur and where they could be reserved by reason of "health, safety and welfare" rather than for their own intrinsic value which does not have much legal precedent.

Having established development suitability areas, several levels of intensity were developed to provide a range of densities and uses which would be reflective of the suitability, accessibility and amenities present in the planning area. The INTENSITY levels to which land is utilized reflects the range of land uses presently occurring and expected to occur within the planning area. These intensities are illustrated (separately) for the corporate area of Wagoner and the nonurbanized portions of the planning area on the plan maps. They appear as levels one through five and are defined in terms of general land use and zoning categories for each intensity level as well as floor area ratio (FAR) and/or dwelling units per acre. A floor area ratio is the gross building area (all floors) divided by the lot area.

The selection of certain land uses that would occur under the specific intensity categories was based on three considerations: a) the demand of the use on the public utility and facility infrastructure (especially traffic generation), b) the impacts the use would have on the natural environment, such as noise, and air pollution, and c) the compatibility of the uses within the intensity category. With these factors in mind, the land uses on the following table would occur in the five intensity levels. Each level demonstrates certain characteristics that are also inherent due to the economic forces which come into play in developing at certain intensity levels and location constraints or opportunities present within the categories.

The purpose of INTENSITY LEVEL I is to provide areas which are dominated by agricultural uses and/or rural residential type development. The area is characterized by less than one dwelling unit per acre and are usually agricultural related single family dwellings, along with public recreation areas. They are generally areas that lie within the designated floodplain or that demonstrate extremely shallow depth to bedrock. This intensity level is also characterized by a lack of public facilities or utilities and a distance from the developed areas of the county. This intensity is usually associated with rural areas.

The purpose of INTENSITY LEVEL II is to provide a category which represents developing and developable areas that are typical of rural and suburban developments. Dwelling unit density can usually be up to five dwelling units per acre with detached family homes predominating, although some townhouses and duplexes may occur. Nonresidential uses are generally limited to local consumption and should occur infrequently.

The purpose of INTENSITY LEVEL III is to provide areas which might act as transition uses between suburban and urban developments, and are generally found along major arterial streets, acting as a buffer between Level II and Level IV areas. Existing urban development, particularly in the City of Wagoner, falls

Table 20

INTENSITY LEVELS
WAGONER METROPOLITAN AREA PLANNING PROGRAM

Level I	Level II	Level III	Level IV	Level V
Agriculture	Rural Residential	Single Family Residential	Multi-Family	Some Multi-Family
Rural Residential	Single Family Residential	Multi-Family	Mobile Home	Office
Parks	Elementary Schools	Mobile Home	Office	Central Commercial
Open Space	Parks	Office	All Commercial Uses except Highway Commercial	Uses
	Open Space	Local Shopping	Light Industrial	Central Service Uses
		Community Shopping	Research	Highway Commercial
		Jr. & Sr. High School	Dense Recreation Development	Medium Industry
		Church	College	High Industry
		College	Church	Civic Center
		Quasi-Public Use	Hospital	
			Public Building	

within this category. The area is characterized by the availability of public services and utilities, including adequate sewer and water capacity for the density of development proposed, along with adequate sized lines. Adequacy of the street system to support development and consideration of access onto existing streets. This area should show a demonstrated need for proposed development or use, rather than for speculative or long-range future use. Usually up to eight dwelling units per acre are present with some townhouse, garden apartments and mobile homes present. Nonresidential uses are the type that would serve this level and Level IV.

INTENSITY LEVEL IV is designed to provide areas which are usually developed in nonresidential uses with some apartment and mobile home dwellings. These are usually found clustered at the intersection of arterial streets in the form of "nodes" where community-serving commercial uses can be found. There tends to be more office complex developments and small scale industrial than in the previous levels. This intensity level is generally characterized by higher traffic levels requiring access to major streets and adequate in-place utilities. Sufficient off-street parking is a dominant consideration in this intensity level, it also acts as a transition area between Intensity Level III and Level V.

INTENSITY LEVEL V is designed to provide areas for intense development, such as the Central Business District (CBD), industrial areas and large scale commercial developments. The uses present in the area are heavy traffic generators and can be developed to a high density. The intensity level is characterized by the proximity of the land to existing high intensity uses, access to major roads and highways, availability of public services and utilities, and consideration of impacts on adjacent land uses. The uses found in this intensity level are predominantly nonresidential because of the functions of noise, traffic and economics that make the land less apt to be residentially developed.

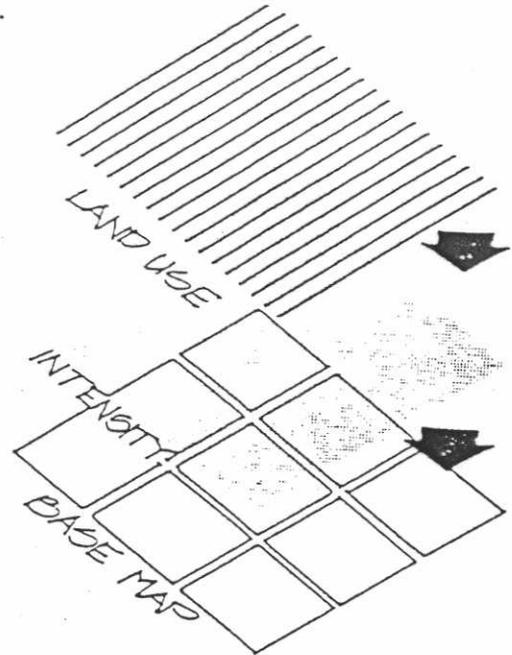
In addition, future level IV and V intensity uses should be designed so that they will have the least detrimental impact on lower intensity uses where they abut. Development of new shopping areas, apartment complexes or industrial areas should consider landscaping and visually screening fences as important elements in their design as a means of lessening the impact of such activities on the surrounding areas. Additional level IV intensity nodes other than those illustrated might be appropriate as the section line roads are developed or extended elsewhere into the county and as the need arises.

LAND USES have been applied to the five intensity levels where it was necessary to outline specific uses within that intensity level. Residential land use, representing the living areas, ranges from single family homes to multi-family dwellings. Commercial uses range from convenience stores to shopping centers to the downtown. Industrial uses include high, medium and low density development. Public land use would be applied to parks, schools, and other federal, state, county or city-owned properties.

The combination of intensity and land use on the Plan Map forms the basis of the zoning map and works as a tool in providing the Planning Commission, the

City Council and County Commission with guidelines in deliberations of zoning and use variance cases. The matrix called Intensity and Appropriate Zoning, illustrates the zoning categories that could be applied within certain intensity levels. The matrix should only be considered as a guide and explanation of the map categories, and not the sole determinant regarding questions of proper use. As indicated, several intensity levels have the potential for being compatible with certain land uses and zoning categories, and this will have to be determined on an individual case basis.

The Plan is designed to graphically describe the above concepts. It is actually composed of two distinctive planning levels, in addition to the two base maps which shows topography and roadways or the streets, blocks and lots. These levels include the intensities and the land uses. The intensity overlay dictates the level of usage or intensity of development on the land. The addition of land use symbols further restricts the usage to specific activities on the land. For instance, a residential land use overlaying a medium intensity category indicates multi-family development or less for that particular unit. The Plan Map may be found on page 14 of this document.



The land use categories shown on the map should not be interpreted as zoning categories. Rather, the plan should be regarded as a basis for zoning, an implementation device to effectuate the policies and proposals of the plan. The plan allows a range of zoning classifications within the various intensities so that the zoning can be changed within certain limits without amending the plan. The official zoning map will probably vary from the Plan Map in that zoning may recognize short-term conditions and is, by its very nature, more precise and detailed than the Plan Map, which is a general representation.

INTENSITY and APPROPRIATE ZONING

I = Incompatible

C = Compatible

P = Potentially Compatible, with
Planning Commission Review
and Consideration

ZONING CLASSIFICATION	LEVEL I	LEVEL II	LEVEL III	LEVEL IV	LEVEL V
AG	C	C	C	C	C
RS60	C	C	P	I	I
RS25	C	C	P	I	I
RS10	P	C	C	P	I
RS6	I	P	C	P	I
RM6	I	P	C	P	P
RM4	I	P	C	C	P
RM1.5	I	P	C	C	C
RT	I	P	C	C	P
P	I	P	C	C	C
O	I	P	C	C	C
C1	I	P	C	C	P
C2	I	P	C	C	P
C3	I	I	P	C	C
C4	I	I	P	C	C
C5	I	I	P	P	C
I1	I	P	P	C	C
I2	I	I	P	C	C
I3	I	I	I	P	C
I4	I	I	I	I	C
M	P	P	P	I	I
F1	C	C	C	C	C
F2	C	C	C	C	C

LAND SUITABILITY

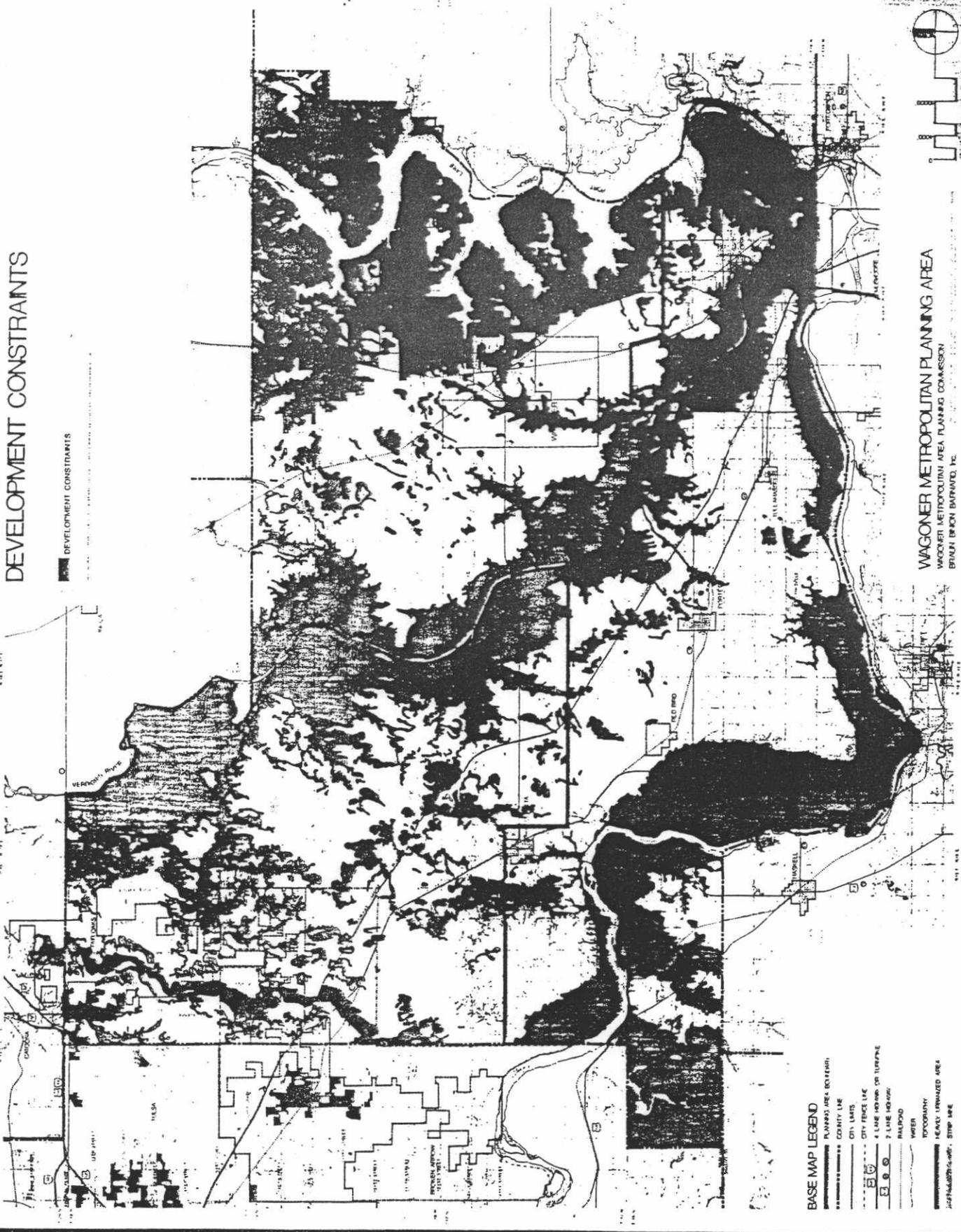
Because of the undeveloped nature of most of the planning area, a methodology of determining areas suitable for development was used. In this way conflicts with natural elements present in the area could be avoided along with associated development cost increases, pollution, land use conflicts and other detrimental effects.

By utilizing the data presented on the resource maps mentioned earlier in the Resource Inventory, a composite mapping of areas considered to have conditions present that would act as constraints to development was performed. Although in theory several environmental aspects could be used, it appeared that only three resource elements that had been mapped would have a strong influence on development. These were hydrology, soil constraints (particularly soils with septic tank limitations associated with shallow depth to bedrock) and recreational resources. Other elements were not selected because their presence could either be overcome by construction techniques or the data was not definitive enough to indicate the presence of any real constraints. The map, Development Constraints, illustrates the aggregation of the three resources outlined above which in turn became the areas designated as Intensity Level I on the Plan Map for the planning area. In areas where development had occurred on lands with development constraints, existing built conditions were reflected in designating intensity levels.

The remaining four intensity levels were assigned based on existing development or trends perceived to be taking place in the planning area. They were also placed to indicate areas of expansion that could be supported by the transportation and utility infrastructure that is in place or that could be reasonably extended.

DEVELOPMENT CONSTRAINTS

DEVELOPMENT CONSTRAINTS



BASE MAP LEGEND

- PLANNING AREA BOUNDARY
- COUNTY LINE
- CITY LIMITS
- CITY TRACT USE
- 4 LANE HIGHWAY OR INTERSTATE
- 2 LANE HIGHWAY
- RAILROAD
- WATER
- TOPOGRAPHY
- HEAVILY URBANIZED AREA
- UNDEVELOPED/AGRICULTURE/STEP AREA

WAGONER METROPOLITAN PLANNING AREA
 WAGONER METROPOLITAN AREA PLANNING COMMISSION
 BRUNN BRONX BARRAND, INC.



TRANSPORTATION

The Transportation Plan for the planning area is based on the highway and section line road system that crisscross the county. The plan shows the various major street elements which consist of freeways, primary arterial streets (or highways) and secondary arterial streets. The Muskogee Turnpike is designated a freeway due to the controlled ingress and egress, and because it carries traffic through the planning area rather than to and from points as in the case of arterial streets. In the unincorporated area and the City of Wagoner the major thoroughfares include US Highway 69, State Highway 51, 16, 251E, 251D, and 33.

A primary arterial street is defined as a multi-lane thoroughfare for large volume traffic movement giving access to abutting property. It provides connections between major activity centers and urban areas. Secondary arterials are two to four-lane thoroughfares designed to move traffic relatively short distances and to connect and give access to collector and residential streets. These streets also help define neighborhoods. Secondary arterials are shown as most section line roads in the planning area. Not all section line roads are designated as arterials, and many of them exist today which are not so designated. Even though a section line road is not designated as an arterial does not mean that the road does not exist or that it should not be designated as such in the future as conditions change. They are subject to change as development occurs in the undeveloped areas and their designation must be reviewed in order to properly accommodate that growth. Within Wagoner, secondary arterial designations have been applied to reflect the existing street system and road usage.

The collector streets are those within a neighborhood which collect and distribute traffic from local streets to arterial streets. The street functions with low speed traffic movement and access is a major factor in the design of these streets. Collector streets are used in Wagoner to connect schools within the central area or to serve the higher intensity levels of the downtown where traffic volumes are higher than on the local streets. The remaining streets in Wagoner and the planning area have been classified as local or neighborhood streets whose primary function is to provide access to abutting property.

Railroads and airports within the planning area are a major transportation support to the industries and recreational areas there. No change in the routing or track usage of the railroads is planned, nor are airport improvement recommendations a part of this plan.

