City of Coweta
COMPREHENSIVE PLAN

2020 - 2030

OCTOBER 5, 2020

This page left intentionally blank

This document was prepared for the City of Coweta, Oklahoma by:

INCOG

2 West Second Street, Suite 800
Tulsa, OK 74103
Phone: 918.584.7526

In Collaboration with

Scott Bruce

8216 East Madison Street
Broken Arrow, OK 74014
Phone: 805.234.1334

October 5, 2020

CITY OF COWETA

Coweta City Council Members

Evette Morris, Mayor
Shorty Chance, Vice Mayor
Naomi Hogue
Logan Brown
Randy Woodward

City of Coweta Staff

Roger Kolman, City Manager
Wesley Richter, Public Works Director
Carolyn Back, Community Development Director
Tom E. Young, Jr., City Planner

Coweta Planning Commission Members

Melanie Lander, Chair
Kathleen Robinson, Vice Chair
Carter Matthews, Secretary
Jessica Morris
Joanna Jones

Stakeholders Discussion Group

Carrie Allamby, Coweta Chamber of Commerce
Jeff Holmes, Coweta Public Schools
Doyle Wilson, Chinowth & Cohen Realty
Matt Doke, Rhodes Printing
Cheri Hutson, Century 21 Real Estate
Mark Harwood, Coweta Chamber of Commerce
Chris Votava, Oneta Power
Jake Dwyer, RCB Bank
Shannon Lawley, BancFirst
Mike Lyles, First National Bank

CERTIFICATE OF ADOPTION

Coweta Planning & Zoning Commission

This document was recommended for approval by the Planning Commission of the City of Coweta on the 17th day of August, 2020.

_____

Melanie Lander, Chairman

Coweta City Council

This document was approved and adopted by the City Council of the City of Coweta on the 5th day of October, 2020.

_____

Evette Morris, Mayor (Ward 2 Councilor)

Attest:

_____

Julie Casteen, City Clerk / Treasurer

TABLE OF CONTENTS

EXECUTIVE SUMMARY

CHAPTER ONE
INTRODUCTION
.....001

CHAPTER TWO
COMMUNITY PROFILE
.....011

CHAPTER THREE
VISION AND GOALS
.....035

CHAPTER FOUR
HOUSING AND NEIGHBORHOODS
.....041

CHAPTER FIVE
ROBUST BUSINESS ENVIRONMENT
.....055

CHAPTER SIX
ANNEXATION PROCESS
.....071

CHAPTER SEVEN
DOWNTOWN CORE/BROADWAY DISTRICT
.....075

CHAPTER EIGHT
CHARACTER, CULTURE, AND
HISTORIC PRESERVATION
.....085

CHAPTER NINE
PARKS AND RECREATION
.....091

CHAPTER TEN
ECONOMIC DEVELOPMENT AND TOURISM
.....103

CHAPTER ELEVEN
YOUTH AND EDUCATION
.....109

CHAPTER TWELVE
HEALTH
.....115

CHAPTER THIRTEEN
GOVERNANCE
.....119

CHAPTER FOURTEEN
PUBLIC SERVICES AND FACILITIES
.....125

CHAPTER FIFTEEN
ENVIRONMENTAL AND SUSTAINABILITY
.....131

CHAPTER SIXTEEN
PUBLIC BUILDINGS AND PROPERTY
.....137

CHAPTER SEVENTEEN
INFRASTRUCTURE
.....143

CHAPTER EIGHTEEN
PUBLIC SAFETY
.....151

CHAPTER NINETEEN
TRANSPORTATION
.....157

CHAPTER TWENTY
LAND USE AND ZONING
.....167

CHAPTER TWENTY-ONE
IMPLEMENTATION
.....185

TABLE OF FIGURES

REGIONAL LOCATION 01
REGIONAL TRANSPORTATION 02
CITY LIMITS AND COUNTY COMMISSIONER DISTRICTS 03
CURRENT ZONING 04
PROPOSED LAND USE AND CITY LIMITS – 2020 05
PROPOSED LAND USE AND CITY LIMITS – 2025 06
PROPOSED LAND USE AND CITY LIMITS – 2030 07
PROPOSED LAND USE – DOWNTOWN 08
ANTICIPATED NORTHWEST GROWTH AREA 09
PUBLIC FACILITIES 10
SCHOOL DISTRICT BOUNDARIES 11
RURAL WATER DISTRICT BOUNDARIES 12
WATER AND SEWER INFRASTRUCTURE 13
CURRENTLY PROPOSED STREET IMPROVEMENTS 14
RECOMMENDED STREET AND TRAIL IMPROVEMENTS 15
TRAFFIC COUNTS AND COLLISIONS 16
SUBDIVISIONS 17
PARKS AND RECREATION 18
DEVELOPMENT CONSTRAINTS 2020 19
DEVELOPMENT CONSTRAINTS 2025 20
DEVELOPMENT CONSTRAINTS 2030 21
SOIL LIMITATIONS ON DWELLINGS WITHOUT BASEMENTS 22
SOIL LIMITATIONS ON LOCAL ROADS AND STREETS 23
SOIL LIMITATIONS ON SEPTIC TANK ABSORPTION 24

EXECUTIVE SUMMARY

Coweta 2020-2030 is an update to the Existing ***Coweta 1994-2020*** Comprehensive Plan, prepared and approved in 1994, amended in 2003. ***Coweta 2020-2030*** focuses primarily on Land Use and Economic Development and introduces Design Guidelines for development along SH 51 in the eastern portion of the City.

Located in the western portion of Wagoner County, the City of Coweta is approximately 7 miles east to west and 6.5 miles north to south. Incorporated in 1901 with a population of nearly 1,200 persons, current American Community Survey Estimates indicate the present population to be approximately 10,000 persons. However, local estimates based on additional information such as the surge in single-family homes over the past 5 years anticipate the population to be somewhat over 13,000 persons at the time of the 2020 census.

Traditionally a slow to moderate growth community, the challenge for ***Coweta 2020-2030*** is to address and make recommendations regarding a potential growth surge – unprecedented in the City's history. This potential surge will be a result of the planned location for a Muskogee Turnpike Interchange, anticipated to be located in the vicinity of 273rd East Avenue and the Turnpike. Potential growth related to this improvement is expected to include higher density residential units, a significant increase to highway commercial development and an additional connection to SH 51 from the Turnpike. Associated population growth is anticipated to increase to as much 25,000 persons by the ***2030*** target year.

Coweta 2020-2030 documents the existing condition and makes recommendations to accommodate the anticipated growth surge over the next 10 years. Areas of recommendation include:

- Vision and Goals
- Land Use, including maps and relationship to Zoning
- Annexation
- Roadway Improvements, with associated bicycle and pedestrian trails and landscaping
- Parks Improvements and Recreation
- Growth in the Broadway District
- Environmental Resource Protection
- Public Health

Coweta 2020-2030 provides guidance to City Staff, City Officials, the public and the development community when evaluating proposed land use changes and development, anticipating infrastructure upgrades and budgets, supporting, and enhancing community character and health. ***Coweta 2020-2030*** is a policy, not a regulatory document and should be regularly amended as new projects are approved and constructed. It should be regularly amended to adjust for items such as new growth estimates and changes to preferred city-wide character.

CHAPTER ONE

INTRODUCTION

CHAPTER ONE SUMMARY

Chapter One introduces the update to the Coweta Comprehensive Plan, ***Coweta 2020-2030.*** This Chapter discusses the need for and purpose of the update, the City's authority to prepare the Plan, the users of the Plan, the contents of a Comprehensive Plan and the process through which it has been prepared.

MAJOR TOPICS

- Purpose
- Authority
- Users
- Contents
- Preparation Process

CHAPTER ONE: INTRODUCTION

PURPOSE

The primary purpose of ***Coweta 2020-2030*** is to update the current City of Coweta Comprehensive Plan (1994-2020), adopted in 1994 and amended in 2003. Some of the primary reasons for the update are changes in planning practice and the fact that Coweta appears to be entering a period of potentially unprecedented growth. ***Coweta 2020-2030*** addresses the potential for the City to reach 25,000 persons by 2030, with some level of accompanying annexation south of the Muskogee Turnpike from east to west.

Coweta 2020-2030 is a Comprehensive Plan having authority within the Coweta City Limits. It also suggests policy for that area within the Coweta fence line, lying under the jurisdiction of Wagoner County. It provides guidance to decision makers and information to the public and the development community.

AUTHORITY

In 1923 the Oklahoma Legislature enacted legislation that established the scope, procedures, and limitations for planning cities and towns in the State. This legislation authorized the establishment of a planning commission that
would act as a zoning commission and was granted the authority to conduct planning work within the municipality.
This grant of authority is set forth in Title 11 Sections 43-103 of Oklahoma Statutes. Section 43 also addresses the ability to create and enforce zoning. Coweta has a City Council-Manager form of government.

The approach to Community Planning varies across the state of Oklahoma. As a result, the form and content of Comprehensive Planning documents significantly varies community by community.

Community Planning in the City of Coweta is an evolving effort. Previous planning documents in the Western portion of Wagoner County have included the Wagoner Metropolitan Area Master Plan (1981); the Coweta Comprehensive Plan 1994 – 2020; an Amendment to the Comprehensive Plan that focused on the Highway 51 Corridor in Coweta (2003); and, the Zoning Code of the City of Coweta (1987).

USERS

The planning process includes project review by the city staff, Planning Commission, City Council, and the general public.

City Staff

- City staff accepts and reviews proposals for development and redevelopment within the community. Review is based on the Comprehensive Plan and the Zoning Code. The staff of the Community Development Department makes recommendations to the Planning Commission for those proposals that are designated by the Zoning Code to go before the Commission.

- The City Manager and Staff also oversee the preparation of, and amendments to, the Comprehensive Plan. They review recommendations, findings, provide and assist with information gathering, and make recommendations to the Planning Commission.

- Staff also functions as the official liaison between the City Council, Planning Commission, and the general public during the preparation, review, and approval of the Plan

Planning (and Zoning) Commission

- The Planning Commission consists of citizens appointed by the City Council. Its function is to assist the Coweta City Council by assessing the long-range needs of the community, preparing plans for growth, recommending action regarding development proposals and programs for capital improvements, and recommending appropriate action to successfully complete growth projects.

- Currently, the Coweta Planning Commission addresses Land Use and Zoning issues within the City limits. It coordinates with Wagoner County through the Coweta Metropolitan Area Planning Commission for decisions that may impact that area of Wagoner County that lies within County Commissioner District 3. ***See Figure 03.***

- The Planning Commission reviews the Comprehensive Plan, holds public hearings, and makes a recommendation to the City Council regarding Plan adoption.

City Council

- The City Council is elected by the citizens of Coweta and serves as the final authority regarding content and adoption of the Comprehensive Plan. The Council also has the authority to cause the Plan to be revised and updated as needed to reflect changes in the community to ensure the Plan's usefulness and relevance.

ELEMENTS AND CONTENTS OF A COMPREHENSIVE PLAN

The Existing Plan: *Coweta 1994 – 2020*

The existing plan is primarily oriented toward land use and physical form. It includes information on physical constraints as well as policies that guide various types of physical development. The 2003 amendment added guidance for development in the Highway 51 Corridor. The Ten Goals of the current Plan include:

- The area within the Coweta fence line is intended to be put to its best use, based on a variety of considerations.
- Achieve the best quality of life (living, economic, environmental conditions) for Coweta residents.
- Achieve a coordinated and compatible arrangement of living, working and recreational areas.
- Provide the best possible public services, facilities, utilities, and transportation system.
- Protect and enhance the natural environment.
- Provide a variety of economic and employment.
- Provide a variety of living styles, with a primary focus on single-family dwellings.
- Empower the Planning Commission to lead the detailed short, mid, and long-range planning needed to implement the goals, objectives, and policies of the Comprehensive Plan. Utilize the Coweta Comprehensive Plan as a long-range guide for physical development in the Coweta area, updating it as needed to address unforeseen circumstances.

Current Update – *Coweta 2020-2030:*

Coweta 2020-2030 continues to focus on Land use and Economics, but includes topics such as Parks and Recreation, Infrastructure availability, Aesthetics, a focus on Downtown and Health.

Existing Information, Reports and Studies:

This **Coweta 2020-*2030*** update pulls together information from a number of recently prepared documents - all of which included a significant measure of Community Input. These studies have been compared and contrasted to help build a current picture of Coweta.
See Appendices (pages 218-220)

GROUPS AND INDIVIDUALS CONSULTED

- Coweta Planning
- Coweta Public Works and Engineering
- Community Service Districts #4 and #5
- Coweta Chamber of Commerce
- Coweta Public Schools
- Wagoner American
- Coweta Youth Baseball

In the case of Coweta, the availability of historical information and recent guidance documents (such as Major Street and Highway Plan or Parks Plan) was limited. Therefore, a primary source of information for the preparation of the document was obtained through interviews and public comments sessions.

ELEMENTS OF A COMPREHENSIVE PLAN

- Structure, Purpose, and Process of Planning
- Community Visioning and Goal Setting
- Developable Land
- Annexation
- Parks, Recreation, and Natural Amenities
- Historic Sites and the Downtown Area
- Infrastructure Condition
- The Hwy 51 Corridor
- Industrial Land
- Dilapidated Structures and Vacant Lots
- Economic and Social Trends
- Environmental Resources
- Existing and Future Land Use
- Recommendations for Plan Implementation

PREPARATION AND APPROVAL PROCESS:

In mid-2017, discussions began between Wagoner County and the City of Coweta regarding an update to the Comprehensive Plan in the area under the jurisdiction of the Coweta Metropolitan Area Planning Commission. Discussions continued into late 2018 with the result that the Plan would formally encompass only that area within the Coweta City Limits. In early 2019, the update formally began with a target completion date of June 30, 2020.

The effort began with electronic data collection, determination of Plan goals and focus, and interviews with: City and Rural Water District's Staff, School District, Chamber of Commerce, Youth Sports Organizations, the Wagoner County American Tribune, and Wagoner County Planning Staff

COWETA 2030 COMMENTS

- The relationship between single family homes, large lots and attached homes is a primary topic
- Youth and school activities are key elements of community character
- Street maintenance and sidewalk repair is important – particularly downtown
- Police and Fire Departments need new space
- Cultural opportunities, and quality dining
- Community-wide appearance.
- Appearance of the Hwy 51 corridor is important
- Industrial development and job growth is important but not necessarily a primary focus for residents
- Recreational amenities for youth are important – accessible by bicycles and pedestrians
- Downtown rebirth is important
- Code Enforcement.

Comments and Goals: As the interview process began, a preliminary picture of Coweta emerged. Coweta residents have a clear picture of themselves, their community and why they call it home. In summary, Cowetans are comfortable in their role as a Commuter Community.

- "It's an easy drive to Broken Arrow or Tulsa to shopping or work and then we can come home."
- "The lower cost of housing makes it worth it."
- "Schools are good, and we like the small-town atmosphere."
- "We just need a little more shopping along the Hwy and maybe some restaurants downtown."
- "We want to maintain our single-family housing character. Higher density brings lack of maintenance and possibly crime."
- "The core of the community is youth sports and school."

From these discussions it became clear that the City is experiencing significant pressure to accommodate additional housing. Discussions with City Community Service District Staff indicates that foreseeable growth can be accommodated by sewer and water systems. Street systems may require improvements and bicycle and pedestrian opportunities are needed. One area of concern is the relationship of existing single-family homes and proposed multi-family housing.

PUBLIC REVIEW SESSIONS

In **August 2019,** a public information session was held to discuss the purpose, elements and intent of a Comprehensive Plan as well as to obtain a first sample of community comment. Two separate Stakeholders meetings were held at that time.

Approximately 40 persons were in attendance. At this meeting, the Planning effort was introduced along with the purpose of, and authority for, a Comprehensive Plan. Previous planning documents were summarized.

The history of Wagoner County was discussed as well as events that impacted Coweta's early growth. Growth trends were acknowledged with a brief overview of historical population. Facilitated discussion followed. Items of discussion included:

- Broadway improvements
- Hwy 51operationally and as a character builder
- Parks and Trails
- Youth Sports and the Sports Complex
- Annexation
- Downtown Design Standards
- Industry
- The use of AG lots within the City Limits
- Housing Availability and Preferred Types
- Code Enforcement
- Growth Pressures

In **November 2019,** a second public information session was held to introduce the elements of the first draft Plan, based on the information obtained previously. Additional comment was received. Stakeholders and Staff were interviewed. The primary topics of discussion were the proposed Turnpike Interchange in the vicinity of 273rd East Avenue, potential amendments to the Land Use Map, the definitions of density and intensity and the potential increase in population.

Summary of Discussion:

The impacts of the Interchange including land use, growth and traffic were discussed.

- Land Use Map: The revised land use map was received positively; it was agreed that the consistent color scheme made it much easier to understand.
- Density ranges were generally accepted.
- The possible areas of annexation, locations of additional multi-family housing and commercial development were generally agreed to. However, the amount of development was questioned. A thirty- year time frame for "buildout was discussed. The term "multi-family" causes concern.
- Water production can support the estimated growth. City sewer treatment can potentially support to 22,500 persons at this time.
- Concern was expressed regarding population growth of up to 60,000 persons.
- Bike and Pedestrian trails were discussed and are important – locations to be identified.

In **January 2020,** a third information session was held with the primary main topic being verification of the population estimates, based on information regarding the location of a Turnpike Interchange in the vicinity of the intersection of the Muskogee Turnpike and East 273rd Street. The companion topic was land use based on those estimates. A revised estimate of 25,000 to 30,000 persons by 2030 was discussed. The proposed revisions to the Land Use Plan were presented.

After the meeting ***Coweta 2020-2030*** was refined based on public comment and discussions with Staff and Stakeholders.

Summary of Discussion:

- The population increase estimate as presented was larger than has been generally considered. While outside the traditional character and perception of the City most comments were positive – growth, under control, can be a positive thing.
    - "Affordable housing" was again defined. "Affordable" has to do with quality housing for working families
- Questions arose regarding the complete scope of ***Coweta 2020-2030*** – much of the current discussion has been about land use, physical development, and population.
    - The document will include and address items such as goals, vision and character, health, community meeting space, parks, and trails.
- Discussion occurred regarding the public's opportunity to comment on the document as it moved forward. The document would be reviewed by Staff and would then be made available to the Public via email, as requested. Posting on the City's website would be explored.
- The document would be presented to Planning Commission for discussion and then revised. After revision it would be presented to the Commission with the goal of making a recommendation to the City Council. An anticipated action date by the City Council was sometime during the month of July.

In **June 2020,** the Draft Comprehensive Plan was presented to the Planning Commission in a Public Information Session, the meeting schedule being interrupted by the COVID-19 pandemic.

Summary of Discussion:

- The purpose, elements of and process of preparing the Coweta's Comprehensive Plan.
- The primary growth inducers, their impact on physical form and the City's ability to support such growth.
- Proposed Land Use configuration, suggested street improvements, proposed drainage approach and future annexation.
- The inclusion of topics such as health, youth, education, and relationship with NSU.
- The introduction of the new Community Development Director and some of the refinements that might be included, with timing.

In **August 2020,** the Comprehensive Plan was presented to the Planning Commission in public hearing. The Plan revisions consisted primarily of reorganization for ease of use. Staff and the Consultant outlined the additional refinements that were in process. The Planning Commission directed revisions be prepared and document be presented to the City Council for action at their **September 14, 2020** regularly scheduled meeting and continued to their **October 5, 2020** regularly scheduled meeting.

Summary of Comments:

The ***Coweta 2020-2030*** Comprehensive Plan was formally approved and adopted by the Coweta City Council on **October 5, 2020**.

During the update, the existing Comprehensive Plan was utilized as the base for organization and as a valid description of the City's overall goals, vision, and opportunities for the future. This 2020-***2030*** update, refines the City's vision and goals, focuses on opportunities for growth and charts a pathway to success. While preparing ***Coweta 2020-2030,*** formal and informal update discussions indicated that the City, Stakeholders and the public had a working understanding of the Scope and Purpose of a Comprehensive Plan, the Approval and Implementation Process, and the desired focus of the revisions to the Plan. During the ***Coweta 2020-2030*** update process it the core community goals, policies, and vision have not changed significantly.

CHAPTER TWO

COMMUNITY PROFILE

CHAPTER TWO SUMMARY

The concept for **Coweta 2020-2030** is to use the City's history, demographics, environment, existing services, and quality of life to understand and plan desired growth and development The purpose of the Community Profile chapter is to provide orientation and organization, a basis for the discussion presented in following chapters. This chapter provides overview, base information, and summaries. It also references the following chapters and suggests ways to address the anticipated growth, by topic.

MAJOR TOPICS

- Beginnings and Historic Setting
- Housing
- Robust Business Environment
- Downtown
- Parks, Recreation and Open Space
- Education
- Health
- Governance
- Public Services and Facilities
- Infrastructure
- Transportation

CHAPTER TWO:
COMMUNITY PROFILE

INTRODUCTION

GROWTH FACTORS:

- Regional Setting
- Physical Characteristics
- Demographics
- Economics
- Land Use
- Housing
- Infrastructure
- Public Facilities
- Services

Coweta is situated in the western part of Wagoner County, in northeast Oklahoma. It lies approximately 25 miles south east of the City of Tulsa and approximately 25 miles northwest of Muskogee. Coweta lies approximately 16 miles west of the City of Wagoner, the County seat. Interstate 40 can be reached via Hwy 72, being approximately 42 miles south. ***See Figure 01.***

The urbanized area of Coweta is approximately 7.0 miles wide in the east-west direction (along SH 51) and 6.5 miles long in the north-south direction.

The topography of Coweta is primarily gently rolling. A number of drainage ways cut through the area, the largest of which is Coweta Creek which bisects the City and empties into the Arkansas River approximately 2 ½ miles south of Downtown.

Drainage ways and low-lying areas in Coweta limit development area and create drainage challenges along roadways – particularly when looking to widen roads and / or create trails.

REGIONAL LOCATION

CITY	MILES	POINT OF INTEREST
Broken Arrow	13	5th largest City in the State, Northeastern State University (NSU) Campus
Port of Catoosa	21	Furthest port inland in US. Access to Gulf of Mexico via Verdigris, Arkansas and Mississippi Rivers
Fort Gibson Lake	24	Sequoyah State Park: Boating, Fishing, Camping, Horse Back Riding, Golfing and Nature Center
Tulsa	38	2nd largest city in State, University of Tulsa
Muskogee	44	Port of Muskogee on the Arkansas River Navigation System
Grand Lake	87	Fishing, boating water sports. 60 miles long and 73 sq mi in size
Oklahoma City	103	Capital City, Will Rogers World Airport,

The hot season lasts a little over 3 months from Early June to mid-September. During that time, the average daily, high temperature is approximately 84 degrees. The cold season also lasts for about 3 months, from late November to late February. During that time, the average high temperature is 57 degrees and the average low is 29 degrees.

BEGINNINGS AND HISTORIC SETTING

As with many areas of Oklahoma, Native Americans were the first settlers in what was to be known as Coweta. Between In 1828 and 1841 more than 40,000 Creek Indians had been relocated into the area surrounding Fort Gibson – the vast majority of them being brought up the Arkansas River on keel boats and, sometimes, Steamboats to the three rivers area (Arkansas, Grand, Verdigris).

In 1843 Rev. Robert Loughridge was granted permission to open the Koweta Mission by the Presbyterian Church. Although the Chief was concerned about the potential for interfering with the Kowetan's customs. He requested that the mission be located in the town. The first mission / school operated for about three months. In 1850 a new mission was built at Tullahassee, approximately 17 miles to the southwest. It was abandoned and then burned during the Civil War.

In the1840's the "Shawnee Trail" or "Texas Road" was established, moving cattle parallel with the Grand River past Fort Gibson on their way from Texas to St. Louis. In 1857 the Fort was temporarily closed, largely because the Creek Indians were concerned that there was too much alcohol and too many brothels there. It was reopened during the Civil War. During the Civil War, the cattle along the Texas Road suffered from Texas Fever and the cattle drives were curtailed. The road continued in use as a major route for troop movement. The Chisholm Trail to the west of Tulsa became the primary cattle route north.

In 1867 the Creek Nation was divided into six districts. The Koweta District included the area on the northeast side of the Arkansas River, including what is now Tulsa. The political center of the Koweta District was the Coweta square. Typical Creek towns were divided on opposite sides of a creek or river with fields on one side and residences on the other. A community square contained the building made of poles and mud that was used for council meetings. A one room log house was built on the bank of Coweta Creek, approximately ¼ mile southwest of Coweta's present day downtown.

In 1871, the Missouri Pacific Railroad was authorized to build into Indian Territory, extending their line from Parsons, KS to the three rivers area. In 1872 a bridge was built over the Arkansas River to a point about 1 ½ miles south of the river. This was the beginning of the town Muskogee which incorporated in 1889. In 1882 the Atlantic and Pacific brought a line from Vinita to Tulsa. Tulsa incorporated in 1899. In 1903 the Midland Valley Railroad established a line from Fort Smith Arkansas, through Muskogee to Tulsa.

In 1880 the Federal Government built a boarding school on Koweta's east side, near Ben Lumpkin Road and SH 51. 60 students were enrolled. The first post office opened in 1897 and Koweta incorporated in 1901. The spelling of the name became Coweta. During the next few years, the heart of the community moved east, due in large part to the MKT Railroad running a spur line from Muskogee to Tulsa. Weigh stations along the way were located in Porter, Coweta, and Broken Arrow. In 1903 the line was operational. The connection at Muskogee provided connection to Texas and to the Gulf of Mexico. Coweta was to be a weigh station along that line. Although there was a Coweta Depot at one time, the exact location has been lost.

Seeing the growth of the region the Arkansas Valley Townsite Company platted three new towns – Porter, Coweta, and Broken Arrow. News of the railroad spurred growth in Coweta. Banks and businesses opened. National Bank (later Security Bank and Banc First), Farmers and Merchants Bank and Coweta State Bank all opened during this period. During this period merchants flourished; a Rexall Drug Store was opened. Electric lights were available in 1905 with streetlights turned on by the end of the year. By 1907, the year Oklahoma became a state, there were 1,105 persons in Coweta. In 1908 the County seat was selected with Wagoner winning the election by approximately 500 votes. Around that time Coweta had become a cotton producer with hundreds of acres surrounding the city in cotton production. The going price for a bale was typically between $50 and $60. As an agricultural community, Coweta enjoyed its Harvest Festivals sprinkled with events such as the Cotton Contest where prizes were given for largest wagon load and first farmer to load a gin. Eventually, the Coweta weigh station closed and cotton growing ceased completely in the 1960's.

As the automobile became more prevalent filling stations and services garages appeared, however, blacksmith shops remained active. The automobile allowed people to travel to Tulsa and Muskogee for day trips. People also rode the MKT (Katy) Railroad into these larger cities.

During the great depression Coweta fared better than most. Although some businesses were lost, many innovated remain open. One example was the Coweta Hotel located on Chestnut Street. The Hotel opened its dining room to the public style to enjoy meals family style. It unfortunately burned in 1934.

In 1933, Hwy 51 was extended east out of Tulsa to the Arkansas state line. In 1938, Coweta's High School Band was invited to play at the Cotton Bowl in Dallas on New Year's Day and rode the MKT to get there.

Coweta has always been patriotic as was seen during both WW I and WW II. Parades and celebrations were common along Broadway. Bands are a Coweta tradition. During the Vietnam War, Coweta sacrificed more young men per capita than any other city in nation. Specialist 4, Donald P. Sloat, was posthumously awarded the Congressional Medal of Honor for his sacrifice in Vietnam.

While Cowetans moved to the larger cities after WW II seeking work, more recently the move is "back home" seeking better housing value and benefitting from increased job growth.

HISTORIC POPULATION:

	City	County
1910	1,187	22,086
1920	1,318	21,371
1930	1,274	22,428
1940	1.455	21,642
1950	1,601	16,741
1960	1,858	15,673
1970	2,457	22,163
1980	4,554	41,801
1990	6,159	47,883
2000	7,139	57,491
2010	9,943	73,085
2018 Estimate	9,944	80,110

*US Department of Commerce, Census Information

DEMOGRAPHIC CHARACTERISTICS

To prepare a Plan for the future it is wise to evaluate and understand the historic economic and social aspects and trends of community. Population has grown slowly in Coweta from its inception with slightly more rapid growth from 1970.

However, it is anticipated that the last half of 2010's decade and the decade of the 2020's will show significant growth – well beyond the traditional growth curve. Social factors (age, ethnicity, education, income and similar) should also evaluated when preparing statements for goals of the future.

HISTORIC POPULATION

As noted in the Overview at the beginning of the Chapter, the boom time in Coweta was during the earliest part of the 20th Century, with much of that growth prior to 1910. During that time, the railroad came to Coweta, and banks and businesses sprouted. Oklahoma became a State and Wagoner County was born.

Coweta has traditionally weathered downturns in the national economy well. Population grew by 14% in the 1930's (Depression), 35% in 1980's (Oil) and 39% in the first decade of the 21st Century (Recession). Although 2018 American Community Survey (ACS) estimates show very moderate population growth it is anticipated that the 2020 Census will show a population of something over 12,500 persons. Estimates for Wagoner County show that population growth – increasing from 73,082 in 2010 to 80,110 in 2019. The bulk of Wagoner County growth has been around and west of Coweta.

The State of Oklahoma grew from 1,657,155 persons to 3,751,351 (44%) from 1910 to 2010. Projected population in 2020 is approximately 3,956,971.

POPULATION TRENDS AND PROJECTIONS:

To plan for the future needs of Coweta, it is important to establish a picture of what the size of the community will be during the planning period. This information enables the City to plan for services such as police and fire; infrastructure such as roads, water, and sewer; and, to evaluate its stated goals, objectives, and strategies for the future.

Population is subject to shifts caused by births, deaths, and migration both into and out of the community, in large part due to economic conditions and perceived quality of life. The 1994 Comprehensive Plan for Coweta utilized US Census Bureau and Oklahoma Department of Commerce (ODOC) data for their projections. At the time of adoption, ACS and ODOC estimate approximately 9,944 residents. As noted above, this is in line with traditional growth projections. However, City Officials and Staff believe that the uptick in residential growth (2017-2020) will increase the 2020 population to more than 12,000 persons. Additionally, recent residential construction in the County adjacent to the City will increase the numbers of persons in the immediate vicinity.

POTENTIAL GROWTH 2030:

Additional Homes	3,000
Additional Area for Commercial Use	150 ac+

Recent projections indicate the Oklahoma Turnpike Authority (OTA) will be locating an interchange at either 273rd East Avenue or 257th East Avenue and the Muskogee Turnpike within the next five to seven years. Given this major new source of vehicle access to Coweta, population and highway commercial land use is anticipated to increase rapidly – beyond previous expectations.

AGE

Understanding the impact of the current and historical and trends is a key element to planning for the needs of the community. The age composition of the population directly affects planning efforts for elements, such as parks, recreation, housing, and public / private services.

AGE		2000 (%)	2010 (%)	2017 (%)
Under 5		**8.7**	**8.3**	**9.2**
5 to 18		**24.9**	**23.2**	**22.6**
20 to 24		**6.7**	**5.7**	**5.2**
25 to 44		**31.0**	**28.6**	**29.5**
45 to 59		**16.7**	**18.4**	**17.2**
60 to 75		**7.7**	**11.5**	**10.0**
Over 75		**4.2**	**4.4**	**6.3**

AGE FACT:

Average Age has stayed relatively constant over the past 20 years.

2000	31.1 years
2010	33.6 years
2020	32.9 years

Young adults (25 to 44) make up 30% of the population.

As can be noted from the Table, the general age makeup has stayed consistent during the past 20 years. Also, to be noted is the fact that more than 45% of the population is made up of adults during their prime working years (25 to 59).

ETHNICITY

The ethnic composition of Coweta remains relatively stable with Whites comprising slightly more than three quarters of the population. Native Americans comprise approximately 8% of the population and Blacks and persons of Hispanic / Latino ethnicity comprising approximately 6%.

In Coweta, the White population has increased slightly and those residents who identify themselves as "one race" has decreased by approximately 2%. The Native American and Hispanic populations have decreased by approximately 2%.

MARITAL FACT:

Coweta has a large percentage of singles (never married, those widowed and divorced) when compared with the State of Oklahoma.

MARITAL CHARACTERISTICS

Estimates of "marital status" are based on those persons who are 15 years of age and older. In Coweta, approximately 7,166 persons (75%) are included in this age range.

The population is split 48% male and 52% female. Approximately 28% of males over 15 and 23% of females over 15 have never been married. 7% of the total population over 15 is widowed and 15% has been divorced. Just over one-half (51%) are married and 25% have never married.

By comparison, it is of interest to note that the percentage of "never married" persons in City is relatively low compared to the state of Oklahoma (25.3% to 28.6%). Divorcees in Coweta slightly outpace the State (15.2% to 13.1%). ***See Chapter 4*** for additional information.

HOUSEHOLD FACTS:

Total Households	3,449	
Family Households		
2010	2,760	75%
2017	2,479	72%
Husband / Wife Families		
2010	2,021	55%
2017	1,722	50%
Families With Related Children under 18 Years		
2010	1,497	40%
2017	1,412	41%
Single Person Households		
2010	787	21%
2017	776	23%

HOUSEHOLD CHARACTERISTICS

"Households" addresses the persons who live in the homes in Coweta, not to be confused with "Housing", below addresses the unit itself, its size and cost. Most household characteristics in Coweta, (2017 estimates), have remained relatively unchanged when compared with the 2010 Census. Total number of households has decreased slightly from 3,701 to 3,449 with household size rising slightly from 2.66 to 2.75 persons. This is due in part to the de-annexation of several existing subdivisions during the early 2010's. Family size has risen from 3.07 to 3.19

Coweta households continue to include a large percentage of two person households (33.9%) and households including four or more persons (25.4%). Single person households have risen to 23%. As such, one and two person households now make up more than half (56%) of the total.

Nearly 13% of Coweta households are single parent. 32.5% of households include at least one person over 60 years of age. In summary, Coweta continues to be largely family oriented in a traditional sense. However, it should be noted that household characteristics are changing. This change should be studied when 2020 Census data is available and should be considered when identifying housing needs.

HOUSING

(REFER TO CHAPTER 4)

Housing in Coweta reflects the financial fortunes and history of the community. Two primary housing types are present, those located in or near the Downtown Core and those built more recently in the outlying areas. Lots in the downtown area are typically 25' by 140', most often they are grouped together to form a larger lot. Homes in and near Downtown are generally modest, with no Victorian Homes or other traditional / historical examples of significant examples of financial success.". Most of the units are less than 1,500 square feet in size. While the community had an early banking and railroad presence the homes from the period are modest with the predominant feel being bungalow or "shotgun" style in the 1990's a downtown renovation of sorts began. More than 50 units have been demolished and rebuilt or renovated since that time.

From the 1960's through the 1980's homes were built East of Hwy 51 and slightly north in small subdivisions. Those further outside the core have typically been production housing, built since the 1970's. These homes vary in lot size from 6,000 sf to ½ acre. Many are over ¼ acre in size. Land prices have historically been lower than those in Broken Arrow, accordingly, many families move to Coweta to afford a larger home.

There are approximately 3,700 units in Coweta.

ROBUST BUSINESS ENVIRONMENT

(REFER TO CHAPTER 5)

The economic health of a community can be evaluated in part by looking at items such as the level of educational attainment, the number of and types of jobs available in the city, employment rates, personal income, and housing starts.

EDUCATION:

	2010		2018	
	18 -24%	25 UP%	18-24%	25 UP%
< 9th Grade		4.9		1.9
HS No degree	17.5	14.7	24.5	7.8
HS Degree	32.8	36.4	29.2	33.3
Some College	45.2	25.1	36.5	26.7
Associate		6.1		9.5
Bachelor	4.5	8.2	9.8	14.6
Post Graduate		4.5		6.2

Source: ACS Table 1501

Coweta has traditionally provided affordable housing to working families and good value per square foot to families looking to purchase a larger home. The City provides a relatively in-expensive source of housing to many residents whose work in located in Broken Arrow or Tulsa. Median Household Income has risen to $51,515 with a Median Mortgage / Rent being $900 per month. The majority of residents work in Management, Business, Education and Health Services with a large number in Sales and Service Occupations.

The 2020 COVID 19 virus has significantly impacted employment across the nation. Prior to COVID, unemployment estimates for the residents of the City of Coweta vary from 3.5% to 6% Definitive unemployment numbers are not available at this time.

EDUCATIONAL ATTAINMENT:

Coweta residents, as a whole, have made strides in the levels of education they have received. More than 36% have some college and another 20.8% have a college or bachelors or advanced degree. As a whole, more than 90% have achieved at least a High School diploma.

Coweta has an educated work force able to perform a wide range of technical, vocational, and professional tasks.

EDUCATIONAL ATTAINMENT	Workforce Participation (%)	Unemployment (%)	Median Wage (Male over 25)	Median Wage (Female over 25)
Less than High School Diploma	42.4	12.2	$31,196	---
High School Graduation	78.9	6.2	$34,452	$22,500
Some College	77. 8	3.0	$43,750	$28,425
Bachelor's Degree / Higher	91.9	2.3	$50,179 / $75,694	$39,844 /$41,991

**Source: S 2301 ACS 2018 5-year estimate *Source s2001 ACS Earnings Past 12 months*

EMPLOYMENT TYPES:

Nearly all of Coweta's 4,312 workers are employed in five major types of employment:

- Management, Business, Sciences, Arts: Management, Computer Technology Engineering and Science, Education; Community Service and Media; Health Care.
- Sales and Office: Sales and Administrative Office Support.
- Service: Healthcare support, fire and police, food preparation and serving, building and grounds maintenance, personal care, and service.
- Natural Resources, Construction and Maintenance.
- Production, Transportation and Material Moving. Note that 490 persons (11.3%) work in production and approximately 30% of the workforce is employed in a labor-intensive occupation.

PRIMARY EMPLOYMENT TYPES:

Management, Business, Sciences, Arts:	27.4%
Sales /Office	23.3%
Service:	18.5%
Production, Transportation, Material Moving:	15.7%
Construction, Maintenance, Natural Resources:	14.9%

Source: ACS 2013 – 2017 DP03

EMPLOYMENT BY TYPE	2020
Construction and Contractors, Trucking, Landscaping	434
Social and Individual Services, Churches and Youth / Senior Day Care	188
Department and Convenience Stores, Clothing, Furniture, Appliances	351
Grocery, Drug Stores, and Liquor Stores	374
Auto Sales, Auto Parts, Auto Service, Tires and Gasoline	115
Restaurants and Food Service, Hotels	327
Banking, Insurance, Attorneys and Accounting, Real Estate	514
Health Care	346
Schools and Education	483
Government	173

DOWNTOWN

(REFER TO CHAPTER 7)

In 1867 the Creek Nation was divided into Districts with the political center of this District being the Coweta square. A one room log courthouse was built on the banks of Coweta Creek. Most Creek towns of the time- period had a town square that consisted of an open area surrounded by terraces or banks, a circular mound topped with a rotunda and a square terrace on which the public square stood. Family plots surrounded the square with agricultural plots beyond that. The 1891 Creek Nation census indicates that the population of Koweta was 590 persons.

The heart of the community moved east in the first few years of the 1900's when the Arkansas Valley Townsite Company platted the town, responding to the Katy Railroad running a branch line from Muskogee to Tulsa. Banks sprung up in the new downtown and merchants opened their stores – primarily along Broadway in a two block stretch from Sycamore to Pecan. The alignment continued south and intersected the Arkansas River near to the location of a keel boat crossing Two of the original banks buildings still stand along Broadway, the National bank of commerce at Sycamore and Broadway and the Farmers and Merchants Bank at Pecan and Broadway.

The Coweta depot was located along the Katy Railroad, possibly near the current intersection of Sycamore and the railroad. The exact location of the depot is unknown. In 1907 the First Presbyterian Church of Coweta opened at the corner of Cypress Street and Bristow Avenue. It operated as a church until 1970. The building remains and placed on the National Register of Historic Places in 2003.

A number of churches were located in and around downtown in the early part of the 20th century. They included the Methodist church, the Episcopal Church, and the Missionary Baptist Church. The fist school was built one block west of the Methodist Church on Division Street in 1903 and 1904. In 1907 a two- story brick building was completed, and the site was used for school, community center, courthouse, and Baptist Church.

During this early period of growth, Coweta could boast of two lumber yards that carried (besides lumber), furniture, buggies, and a wide range of harnesses. The first cotton gin was built in 1903, hotels were built, and gas, electricity and telephone were all available before 1910. Two movie theaters were built along Broadway not long after.

Housing in the original downtown area is primarily made up of small lots from the original Arkansas Valley Townsite plat, located between 141st Street in the north, 151st Street in the south, the Coweta creek in the west and Guthrie Avenue in the east.

Parades, bands, eating places and gathering places – downtown has history.

Over time, the Coweta's Downtown and SH 51 have competed for retail clientele with Downtown experiencing a rise and fall of fortune as a result. The emerging trend appears to be healthy – larger chain retailers and businesses relying on easy vehicular access are locating along the Hwy with a more local, pedestrian feel in Downtown. An uptick in growth is occurring Downtown which is also healthy – this new activity Downtown can be used as a base to attract residents and visitors who will be locating in the northern portion of the City.

Given the age of many of the remaining structures along Broadway, maintenance and stability can be challenges in renovating the structures. Another challenge is the grade difference between the structures of the street with some of them being accessed via a "step" before reaching the sidewalk. Parking downtown appears to be sufficient with diagonal parking along Broadway and area for parking in the rear of the buildings that face Broadway. Downtown Coweta's main street doubles as HWY 72, a significant route to south county. As such it experiences a significant amount of truck traffic.

There is interest in, but as yet no movement toward creating residential apartments over retail commercial space in the downtown area. Also, commercial development is current concentrated along Broadway, not spreading laterally.

PARKS, RECREATION AND OPEN SPACE

(REFER TO CHAPTER 9)

EXISITING PARKS:

Centennial Plaza
Graham Park
Jimmy Lee Campbell Park
Roland Park
Sports Complex

Total Park Area = 102 acres

CITY PARKS:

The City of Coweta prepared a Parks Master Plan in 2008. That document provides good information regarding the needs for parks, parks standards and the facilities existing in the City at that time. That Plan is still useful and is available to be regularly utilized by the Public Works Department to identify new improvements and prioritize maintenance. An update to the Plan should be prepared as budget permits.

The National Recreation and Park Association standards for park area indicate that a typical park and recreation agency provides approximately 9.6 acres of park land per 1,000 residents. Although current park / recreational acreage equals approximately 10 acres for every 10 persons, current growth rates and the anticipated growth to ***2030*** appear to increase the need for additional park space and access to the parks (particularly by non-vehicular means).

RECREATION:

There are a number of boating, swimming, and fishing opportunities within 35 miles of Coweta. These include Lake Bixhoma (9 mi), Skiatook Lake (35 mi), Sequoyah State Park (24 mi) lake Yahola, (22 mi). Sequoyah State Park, 2,200 acres in size, is located 8 miles east of the City of Wagoner on Lake Fort Gibson and includes a lodge, golf, horseback riding and a nature center.

The Golf Club of Oklahoma is a private club with a course designed by Tom Fazio. The Club is open to the public for weddings, receptions, business, and team building events.

EDUCATION:

(REFER TO CHAPTER 11)

COWETA PUBLIC SCHOOLS:

Coweta public schools' enrollment is approximately 3,300 students. The success of Coweta Public Schools is a key element of the City's future growth. Young and established families alike seek quality education for their children and typically evaluate the School District when considering a move to be confident in the education that their children will receive.

The Coweta School District encompasses a majority of the area within the current limits, excepting an area at the north eastern corner of 111th S and E 273rd Streets which is in the Broken Arrow District. It contains a large area of Wagoner County running north to approximately 31st Street and east from 289th Street. An area south and west of the Muskogee Turnpike, bounded on the west by County Line Road and the south by 131st Street is also in the Broken Arrow District. District boundaries realignment is not expected at this time. ***See Figure 11 for School District Boundaries***

REGIONAL EDUCATION OPPORTUNITIES:

A number of higher education opportunities can be found with 45 miles of Coweta. They include but are not limited to: The University of Tulsa; Oral Roberts University; Tulsa Community College; Northeastern State University; the University of Oklahoma and Oklahoma State University's Tulsa campuses. OU and OSU have medical campuses in Tulsa and there are satellite campuses from a variety of colleges that are oriented toward degrees for working adults. The College of the Muscogee Nation is in Muskogee.

HEALTH:

(REFER TO CHAPTER 12)

MEDICAL FACILITIES AND SERVICES

Coweta has one Health Care Center – the Koweta Indian Health Center, a joint venture with the Muscogee (Creek) Nation Health Service. Services include Primary Care, Pediatrics, Vision and Dental Exams, Labs and Radiology, a pharmacy, and preventative services such as diabetes prevention.

A privately owned health care and emergency clinic is also located in town. Private Practice Medical professionals in Coweta include Dental, Vision, Physical Therapy, Nutritional Advice and General Practitioners / Family Practice. Most practices are located along Hwy 51 and in the downtown area.

GOVERNANCE

(REFER TO CHAPTER 13)

The City of Coweta functions as a council-manager form of government. In this form, an elected city council serves as the city's primary legislative body. It then employs a City Manager who serves as a chief executive officer who oversees day-to-day municipal operations, leads the preparation of and drafts an annual budget, hires and oversees City Staff and implements and enforces the Council's policy and legislative initiatives. The Council is comprised of 4 Councilors who represent Wards and one member-at-large. The Mayor is selected by the Council from its members.

To serve the residents of Coweta the City's Departments currently include:

- Manager / Administration
- Animal Control
- City Clerk / Treasurer
- City Engineer
- Community Development
- Fire and EMS Department
- Human Resources
- Municipal Court
- Parks and Recreation
- Police Department
- Public Library
- Public Works Authority
- Vernon Cemetery

COMPREHENSIVE PLAN

The Comprehensive Plan is a document that is intended to implement the goals and policies for future growth and community character as set by the City Council. The Council appoints a Planning Commission to oversee and make recommendation regarding development requests, including Land Use / Zoning amendments and Subdivision of land. The Comprehensive Plan is the primary tool to evaluate these requests. The Planning Commission is tasked with oversight of the Comprehensive Plan, the Community Development Department is responsible for the day to day work of Plan preparation, Plan updates and Amendments and project evaluation using the Plan.

2021 BUDGET SUMMARY

The City of Coweta operates on a July to June fiscal year in accordance with Oklahoma statutes. In March or April of each year the City Manager presents a draft budget to the City Council for discussion, and in May or June, the City Council adopts a final budget for the subsequent fiscal year. The FY 21 budget adopted by the City Council for all funds and component units reflects expenditures of $32.9

million, including interfund transfers of $8.9 million. The previous fiscal year's budget reflected expenditures of $22.9 million, including interfund transfers of $9.1 million. The FY 21 adopted budget includes projected expenditures of $11.1 million related to the expansion of the wastewater treatment plant, indicating that comparatively, the budgets for FY 20 and FY 21 were relatively flat. Coweta, like all other municipalities in Oklahoma, finances governmental operations almost exclusively from sales tax and utility service revenues. Due to the Covid-19 pandemic which struck the nation in March 2020, financial projections for the FY 21 budget were very conservative in anticipation of an economic slowdown of some significance. Despite the anticipated economic slowdown, the Coweta City Council remains committed to improving the lives of Coweta's citizens through investments in available services and public infrastructure.

PUBLIC SERVICES AND FACILIITIES

(REFER TO CHAPTER 14)

PUBLIC UTILITIES:

The primary carriers are as follows:

- Electric – Public Service Company of Oklahoma
- Natural Gas – Oklahoma Natural Gas Company
- Internet: Cox, Windstream, ViaSat, various satellite Communications

MEDIA / TELECOMMUNICATIONS:

The Wagoner County American Tribune (a subsidiary of the Tulsa World) provides once a week publication with a circulation of approximately 2,600 persons as well as on-line readers. The paper has provided news to Coweta since 1986.

ENVIRONMENTAL CHARACTERSITICS AND SUSTAINABILITY

(REFER TO CHAPTER 15)

Topography and Drainage

The topography of Coweta is primarily gently rolling. A number of drainage ways cut through the area, the largest of which is Coweta Creek which bisects the City and empties into the Arkansas River approximately 2 ½ miles south of Downtown.

Drainage flows from the western border of Wagoner County east to Coweta Creek and from the high point east of 305th East Avenue west to the Creek. The area east of the high point flows east to the Muskogee Turnpike.

Drainage ways and low-lying areas in Coweta limit development area and create drainage challenges along roadways – particularly when looking to widen roads and / or create trails.
See Figures 19, 20, and 21

Soils:

Soil type and condition can impact ease, cost, and success of development. Soils Information for Wagoner County has been taken from USDA Natural Resource, Conservation Service which provides graphic representation of areas of soils limitations for dwellings, septic systems, and roads. Although this information is helpful from a general perspective, additional evaluation should occur on a project by project basis. Soil types in the Coweta area are generally categorized as being appropriate for residential construction with potential moderate challenges related to road construction and use of septic tanks. Septic systems are typically not allowed in the City Limits.

The Maps from the Web Soil Survey are based on a system which preserves direction and shape but distorts distance and area. They also include more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in soil properties and interpretations that do not completely agree across soil survey area boundaries.

Structures:

This soil category includes dwellings and structures of three stories or less. For construction without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

Much of the area in and around Coweta has been rated as “Not Limited” or “Somewhat Limited”. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited"

indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.

Septic Systems:

In the soils study, only that part of the soil between depths of 24 and 60 inches has been evaluated. The ratings are based on the soil properties that affect absorption of the effluent, construction and maintenance of the system, and public health. Saturated hydraulic conductivity (Ksat), depth to a water table, ponding, depth to bedrock or a cemented pan, and flooding affect absorption of the effluent. Stones and boulders, ice, and bedrock or a cemented pan interfere with installation. Subsidence interferes with installation and maintenance. Much of the area in and around Coweta is generally categorized as “Very Limited” for septic system installation and use.
“Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Local Roads and Streets:

Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding.

Much of the area in and around Coweta is generally categorized as “Very Limited” for local road and street construction. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected. The City of Coweta and Wagoner County are very familiar with the limitations of the soil and methods to construct and maintain successful streets.
See Figures 22, 23 and 24

INFRASTRUCTURE

(REFER TO CHAPTER 17)

WATER AND SANITARY SEWER

The City of Coweta owns and operates its own water and sanitary sewer plants. The primary Water source is from an oxbow of the Verdigris River. An 18" raw water feed line runs from the river to the water plant which is located at 141st Street and 353rd East Avenue. The plant can currently provide up to 4.0 million gallons per day (MGD). Current production / demand is approximately 0.8 MGD. Pressure in the water mains varies from 25 pounds per square inch (PSI) to 92 PSI.

The Coweta Wastewater Treatment Plant is located on 289th Street on the east side of Hwy 72 at its intersection with the Arkansas River. The Treatment Plant has a design capacity of approximately 0.9 MGD and typically operates at approximately 100% capacity. At the time of adoption, the City of Coweta was in the design phase for a .5 MGD upgrade to their wastewater treatment facility. Completion is anticipated within two to three years.

COMMUNITY SERVICE DISTRICTS

Two Rural Water Service Districts provide water and wastewater service to areas inside and outside the current Coweta City Limits. Wagoner County Rural Water District #5 provides water to much of the area immediately surrounding Coweta. Rural Water District #4 provides water and sewer service to areas northwest of Coweta.

TRANSPORTATION

(REFER TO CHAPTER 20)

VEHICLE AND TRUCK TRAVEL

SH 51 travels through Coweta for approximately eight-and-one-half miles, from 241st East Avenue in the west to the Muskogee Turnpike in the east. The intersection of SH 51 and SH 72 (Broadway) is the "core" of the community. Hwy 72 runs south through downtown Coweta and intersects SH 62 which provides access to Okmulgee in the west and Muskogee in the east.

The Muskogee Turnpike runs just north of the City limits and provide through connection to Tulsa in the west and US 40 in the south. The Oklahoma Turnpike Authority (OTA) is pursuing development of an interchange in Coweta – 273rd East Avenue is a primary candidate for

the Interchange. From there, Oklahoma Department of Transportation (ODOT) is studying a connection south to SH 51, a distance of approximately three quarters of a mile.

COWETA TRANSIT

Coweta Transit utilizes three 18 passenger and three handicap accessible vans that seat five to seven passengers. Service is available weekdays from 8 AM to 4PM. Fees for local trips are $2 per round trip with Children under 5 free. Longer trips cost more.

PEDESTRIAN AND BICYCLE TRANSPORTATION

Walking and bicycling are important means of transportation for our citizens. For this reason, it is important that traffic-safe facilities be provided for walking and bicycling throughout the community. Sidewalks and to some extent bike trails provide the principal infrastructure important for supporting these forms of transportation.

A bicycle / pedestrian trail system, on 141st Street, 241st East Avenue, 101st Street and along Coweta Creek, is being recommended, drawing in part on the INCOG GO Plan system and connecting Coweta Trails to the Tulsa Metro Area system. This concept fits well with the "Safe Routes to School" concept and the goal for youth to travel safely without the use of the motor vehicle.

TULSA INTERNATIONAL AIRPORT

The Tulsa International Airport is located approximately 24 miles northeast of the City. The airport is served by American, Delta, Southwest and United Airlines, American Eagle and United Express, Allegiant Air and Frontier Airlines giving it excellent access to most parts of the nation. There are approximately 100 commercial flights per day with a little over three million passengers traveling in 2019. Air taxis and private planes also use the airport with approximately 180 aircraft being based there.

The airport is also the headquarters for American Airlines Maintenance and Engineering activities worldwide.

THE PORT OF MUSKOGEE AND PORT OF CATOOSA:

The Port of Muskogee, 44 miles to the east is located on the McKlellan-Kerr Arkansas River Navigation system which is the nation's most inland all-weather waterway. It provides access to Ports along the Ohio, Illinois, and Mississippi Rivers and to international ports via the Gulf of Mexico.

The Port of Catoosa is located in the City of Catoosa, approximately 27 miles north of Coweta. Also, on the McKlellan-Kerr Arkansas River Navigation system. This port is one of the largest and most inland ports in the United States and includes a 2000-acre industrial park which is home to 70 companies and nearly 3,000 workers. Access from the port to New Orleans and the Gulf of Mexico is possible.

THE UNION PACIFIC RAILROAD (UPRR):

Maintains a cargo line between Muskogee and Tulsa using the alignment laid out in the early part of the 1900's. The UPRR system in Oklahoma provides access to the Gulf of Mexico at Houston and New Orleans, Los Angeles and the Pacific Ocean, the Pacific Northwest, the Great Lakes, Mexico, and Canada. ***See Figure 02.***

COMMUNITY PROFILE SUMMARY:

The City of Coweta consistently demonstrates stability and a sound financial footing and approach. Public Infrastructure is consistently maintained, and utility service rates are well balanced to service the repayment of the Revenue Bonds, issued in 2016. No payment support from the General Fund was required in 2020.

The City works hard to provide high quality benefits and equipment to current employees while looking forward to slowly expand staff as needed.

Although Coweta has historically provided economically priced quality housing to families are employed outside the City, a primary goal for the future is to expand to be a more completely rounded community by 2030.

Coweta appears to be poised for a large growth in housing, retail commercial, entertainment / recreational commercial with possible growth in manufacturing to follow. This growth will be fueled by the construction of the Muskogee Turnpike Interchange anticipated to be located in the vicinity of 273rd East Avenue. Construction is to be commenced by 2025. The interchange potentially prepares the way for a significant amount of Highway Service Commercial uses; land is available for more than 1,000,000 square feet of commercial use. Increased residential development will provide housing for new employees, create a new market for entertainment and provide an expanded employee base. Increased access and activity in this location can potentially provide support for increased commercial development along Hwy 51 on the east side of City.

CHAPTER THREE
VISION and GOALS

CHAPTER THREE SUMMARY

This Chapter focuses on the Goals and Vision for the City of Coweta as it moves forward toward its anticipated future – a City of 25,000 persons. It identifies the three primary goal groups and briefly discusses the elements that are to be included in achieving those goals.

MAJOR TOPICS

- Coweta's Vision
- Three Primary Goals
  - Growth Management
  - Community Image
  - Infrastructure, Programs and Services

CHAPTER THREE : VISION AND GOALS

COWETA'S VISION:

From interviews and conversations with residents, stakeholders, staff and appointed and elected officials the goals and vision for Coweta's future can be stated as follows:

> *"Our vision is to be a growing community that maintains its history and community feel. Coweta should continue to be a great place to have a home and raise families and it should grow in its role as a great place for children and their parents to play, with good places for their parents to work. Our community is safe, attractive and a place to know your neighbors."*

THREE PRIMARY GOALS:

Coweta 2030 seeks to guide the community toward achieving the Vision as described above. To do that, three major Goals have been identified. They include:

1. **GROWTH MANAGEMENT:** Guidance that is primarily related to physical growth and the orientation / relationship of land uses

2. **COMMUNITY IMAGE:** Guidance that is primarily related to the look, feel, character and daily life of the community

3. **INFRASTRUCTURE:** Programs and Services: Guidance that is primarily related to the physical infrastructure, governmental systems and services required to support the anticipated growth - in a sustainable way.

GOAL ONE: GROWTH MANAGEMENT

Provide opportunities for responsible growth while at the same time maintaining Coweta's close-knit community character. Living, working and recreation areas should be inter-related, easily accessible, and efficiently served by support infrastructure. Growth should work in harmony with the environment.

- **HOUSING AND NEIGHBOROODS**
  Strengthen existing neighborhoods to provide safe, diverse, attractive, high quality, affordable and attainable housing. Increase the number of homes in the community to attract commercial businesses and industrial growth. Identify appropriate locations for affordable, "work force" housing.

- **ROBUST BUSINESS ENVIRONMENT**
  Use the land within the Coweta City Limits to maximize the use for which it is best suited. Coordinate with Wagoner County to plan for future uses in the Coweta Fence-line. Provide a balanced fee and tax structure that attracts quality construction while providing for its future maintenance. Provide a variety of economic and investment opportunities for investment and employment.

  Commercial Land Use: Attract numerous commercial businesses of all sizes who provide a full range of goods and services in a manner that supports and strengthens our community image. Reduce sales tax "leakage".

  Industrial Land Use: : Attract new Industries, including cannabis related businesses, suitably located, to provide jobs for our well qualified residents. Leverage anticipated growth, visibility, and a relationship with Northeastern State University.

  SH 51 Corridor: Attract and provide for new development appropriately designed and located along SH 51 that promotes the Coweta community image. Retains existing quality office, retail, institutional, and industrial establishments.

  Muskogee Turnpike Interchange: Attract and provide for new development appropriately designed and located along SH 51 that promotes the Coweta community image. Retains existing quality office, retail, institutional, and industrial establishments.

- **ANNEXATION POLICIES**
  Establish a coordinated program of annexation that is tied to anticipated growth and growth / land use needs. Focus on areas that provide economic benefit to the City and that support the goal of Coweta as a well-rounded community providing a complete range of housing, employment, recreation, shopping, and health services.

GOAL TWO: COMMUNITY IMAGE

Demonstrate pride in our community by building upon the base of our historic architecture, land use patterns and cultural relationships. Develop and attract business, industry, residents, and visitors to Coweta

- **DOWNTOWN CORE:** Achieve a "rebirth" in the Downtown area, becoming a gathering place for entertainment, art, and culture in Coweta's version of an urban environment. Include opportunities for youth entertainment and non-vehicular access.

- **CULTURE AND HISTORIC PRESERVATION:** Clearly identify, communicate, and promote the history and culture of Coweta, using it as a resource for future growth decisions. Find opportunities to work with and support the Native American Community.

- **PARKS RECREATION AND OPEN SPACE:** Provide opportunities for responsible growth while at the same time maintaining Coweta's close-knit community character. Living, working and recreation areas should be inter-related, easily accessible, and efficiently served by support infrastructure. Growth should work in harmony with the environment.

- **ECONOMIC DEVELOPMENT AND TOURISM:** Attract visitors and new development that supports and enhances our historic growth pattern of development, that respects environmental sensitivities and that promotes our image in the region. Increase business and employment opportunities to increase household incomes. Promote an expanded Downtown, (particularly the Broadway District) our easy access from the Muskogee Turnpike, and our Sports Complex as a Regional Facility.

- **YOUTH AND EDUCATION:** Identify, evaluate, and support successful programs within the community that address the education, recreation, education, and social needs of Coweta's youth. Provide age appropriate opportunities for ages ranging from pre-school through college. Establish closer ties to Northeastern State University.

- **HEALTH:** Provide for walkability and bicycle transport. Work to ensure adequate access to health care for all age groups and support access to fresh produce. Include health considerations in policy decision making process.

GOAL THREE: INFRASTRUCTURE, PROGRAMS AND SERVICES

- **GOVERNANCE:** Successfully accomplish the health, safety, and welfare functions of government. Provide a platform for public participation in policy development and decision making. Identify, evaluate, and support successful community and stakeholder initiatives.

- **PUBLIC SERVICES, FACILITIES AND SAFETY:** Provide and attract public service providers and personnel (police and fire, health care facilities, libraries, schools that protect the health, safety, and welfare of the people and property of Coweta.

- **SUSTAINABILITY:** Achieve economic supportability for infrastructure and efficient expansion for wise use of natural resources

- **PUBLIC BUILDINGS AND PROPERTY:** Provide and maintain efficient and adequate facilities to house the functions of government that support and provide public health, education, safety, and governance. Libraries, emergency service facilities, and parks are examples. Schools, although not under the jurisdiction of the City of Coweta should be supported.

- **INFRASTRUCTURE:** Provide sanitary sewer treatment, water storage and distribution and storm water management systems that adequately serves the current and future needs of the residents, promote economic development, and efficiently uses land and fiscal resources.

- **PUBLIC SAFETY:** Provide and attract public service providers and personnel (police and fire, health care facilities, that protect the health, safety, and welfare of the people and property of Coweta.

- **TRANSPORTATION:** Provide an integrated, multi-modal transportation system that allows for the safe and efficient movement of people and goods in the volume that supports the desired growth and growth pattern of the community. Provide for safe and efficient non-vehicular transportation opportunities.

CHAPTER FOUR

HOUSING and NEIGHBORHOODS

CHAPTER FOUR SUMMARY

As Coweta grows, the number of homes of all types and the number of neighborhoods will significantly increase. In fact, residential growth has accelerated significantly in the last five years. This Chapter focuses on residential land use and the ways that Coweta Values can be implemented. Some of those values include strengthening neighborhoods, providing a variety of quality housing types, affordable to all residents and supporting appropriate locations for residential growth as a means to attract goods and service providers. All residential development in Coweta should be consistent with the quality and appearance of the best of Coweta's development history.

MAJOR TOPICS

- Residential Land Use
- Relationship with NSU
- Existing Condition

CHAPTER FOUR
HOUSING AND NEIGHBORHOODS

RESIDENTIAL LAND USE:

Residential land uses are primarily located near the historic Downtown Core, with new development focused primarily north of 111th Street and in the southern portion of the City south of 151st Street. Additional development occurs to the west of the City in Wagoner County enlarging the potential consumer base. .

OBJECTIVE ONE: Encourage a variety of housing types, densities, and price ranges

Strategies:

a. Revise the Land Use Map to clearly identify areas for mixed / moderate density residential and mixed uses (residential above commercial). Residential areas adjacent to the Downtown core, along SH 51east of 305th East Avenue and near the anticipated interchange on the Turnpike are prime examples. ***See Land Use Map, Figures 05, 06, 07***

b. Consider infrastructure maintenance in and around the Downtown core to ensure service capacity for additional mixed density development.

c. Explore the potential for and encourage granny and multi-generational units. Amend the Zoning Code as needed.

d. Investigate the availability of grant funding to build, repair, replace or build new low to moderate-income housing.

e. Identify areas for larger size, upscale housing appropriate for professional families.

f. Explore and consider the reduction of minimum lot size and home size through a Planned Unit development Process as a method to encourage construction of single-family affordable housing.

g. Minimize the approval of new mobile home parks/subdivisions. Amend the Zoning Code to limit new “mobile” projects to manufactured homes on permanent foundations with architectural review and garages.

OBJECTIVE TWO: Encourage the development of affordable housing that serves all citizens of Coweta

Strategies:

a. Recognize the housing needs of the developmentally disabled, mentally disabled, elderly, and economically disadvantaged.

b. Integrate housing which is responsive to the needs of these and other special needs groups by amending the Zoning Code to include appropriate guidelines, standards, and review procedures.

c. Review all group quarter and assisted living center applications to ensure compliance with special life safety requirements, parking needs, or other appropriate standards.

d. Support builders and developers that focus on and provide non-government funded housing for segments of the population with special housing needs. Seniors are an example.

OBJECTIVE THREE: Provide an integrated residential experience that limits negative impacts from adjacent uses and that blends compatible housing types.

Strategies:

a. Ensure that land use planning decisions protect the established character of an existing neighborhood. Proposed density and intensity of proposed uses should be clearly compatible with the existing neighborhood.

b. Prioritize future residential growth in areas that are contiguous to existing development in order to maximize the use of existing public systems such as utilities, fire protection, streets, schools, parks, etc.

c. Promote harmony and compatibility between neighborhoods. New residential areas that are proposed to adjoin and interact with other residential areas should consider elements to blend home orientation at neighborhood edges, techniques to minimize traffic impacts on existing neighborhoods, landscaped entries, and neighborhood identification signage.

d. Locate multi-family housing, churches, secondary schools, commercial sites, and similar intensive activity facilities in locations that provide access and that does not negatively impact adjacent neighborhoods.

e. Some Commercial Uses can integrate with Residential Uses. Clearly identify (Land Use Map and Zoning Maps) the areas appropriate for commercial uses in and adjacent to residential areas.

f. Identify appropriate intensity, landscape continuity and separations / buffers. Project review should pay particular attention to parking, lighting, and hours of operation.

Objective Four: Prioritize Neighborhood Safety.

Strategies:

a. Minimize through-traffic in neighborhoods.

b. Discourage the location of new residential units that front on collector and arterial streets.

c. Prioritize lighting and visibility for police personnel. Identify priority areas and identify City maintained sidewalks and lighting in need of improvement. Make improvements as funds allow.

d. Support neighborhood organizations such as neighborhood watch and patrol programs. Consider city-wide neighborhood watch signage.

e. Provide regular fire inspection for aging properties, particularly structures in the Downtown or Downtown Adjacent areas.

OBJECTIVE FIVE : Encourage housing attractiveness, pride of ownership and / or tenancy, and protect property values

Strategies:

a. Facilitate community involvement and discussion to develop solutions for housing and neighborhood challenges.

b. Study and adopt programs and incentives to renovate and redevelop older neighborhoods.

c. Encourage property owners and residents to maintain the appearance and aesthetics of Coweta's neighborhoods.

d. Encourage positive neighborhood identification and attractive entry signage.

e. Encourage private homeowners to rehabilitate and maintain the historic character of older homes.

f. Enforce any adopted Building Code, Flood Plain Management Regulations and Property Maintenance Codes.

g. Actively identify and pursue programs that assist owners to rehabilitate or remove houses that the Building Official declares to be dilapidated, in violation of City regulations. Associated blight (a health and safety hazard) shall also be removed.

h. As funding and staffing permits, establish a program to address dilapidated structures and blight in the Downtown area. Identify older subdivisions outside the Downtown Core for a similar program. Address curbs, gutters, and sidewalks maintenance and construction.

i. Lot splits and land use shall conform to Zoning Code requirements and Subdivision Regulations.

j. Encourage infill / new units in Downtown Area Neighborhoods and older subdivisions to encourage maintenance by surrounding landowners.

k. Promote opportunity for Downtown Housing as an entry level alternative or as home for empty nesters.

l. Explore the use of PUD's for mixed density and mixed-use development.

m. Explore the creation of architectural guidelines for new residential construction.

OBJECTIVE SIX: New residential developments should integrate with the natural environment.

Strategies:

a. Develop residential areas with careful attention given to natural features such as creeks, significant vegetation, and any sensitive animal species. These may include such as large birds of prey, water dwellers and similar.

b. All residential units should be served by the Sanitary Sewer System provided by the City or Service District as appropriate. However, septic systems may be allowed on lots satisfying percolation and minimum size requirements.

OBJECTIVE SEVEN: Renew older neighborhoods near Downtown by adding new homes on vacant lots and restoring existing structures.

Strategies:

a. Work to attract developers with small home, in-town experience and those that can efficiently renovate existing structures.

b. Explore "urbanization", higher density and mixed use in the Downtown Core that is appropriate for Coweta.

c. Create Coweta Guidelines for home renovation near Downtown. These should be similar to but less constricting than Department of Interior Guidelines.

d. Encourage small home construction and allow assembling of smaller lots to accommodate larger homes.

e. Work with local contractors to create efficient demolition of dilapidated structures, thereby creating local jobs.

f. Identify lots to that may be appropriate for facilities such as neighborhood parks. Explore mechanisms for public / private purchase such as an Owner's Association.

GENERAL CHARACTERISTICS:

The large majority of the City's housing stock has been built since 1970. Approximately three percent of homes (3.1%, 117) were built prior to 1940 with approximately fourteen percent (13.9%) built from 1940 to 1970. Twenty-two percent (22%) was built during the boom of the1970's with nearly twenty-eight percent (27.7%) built between 1980 and 2000. Therefore, more than sixty-five percent (66.8%) of the City's homes were built prior to 2000.

American Community Survey (ACS 2017) estimates show that approximately 33% of Coweta's residences have been built since 2000 with nearly thirty percent (29.3%) built from 2000 to 2010. Building activity has increased in Coweta since 2017.

Many Coweta Neighborhoods can be dated by their architecture, typically the farther away from downtown, the more recent the construction.

- There are 3,737 housing units in Coweta. 3,449 of those are occupied (92.3%). This occupancy estimate is slightly below the 2010 Occupancy Rate of 92.7%. Of the currently occupied units, 72.6 are occupied by owners, 27.4% are occupied by renters.
- 2010 Census data indicated 3,701 total units with 5,250 occupied (83%). 65% of those were occupied by owners with 35% occupied by renters.
- 83.7% of all housing units are single-family detached units with another 6.3% being made up of two to four attached units in one structure. 5.4% of homes within Coweta are located in buildings of 5 to 20+ units. 3.9% of homes in Coweta are mobile homes. Therefore approximately 18% of Coweta's residents live in a housing type that is not detached single-family residential.
- More than 80 percent of the homes in Coweta have either two or three bedrooms. 15.5% of homes include two (2) bedrooms and 64.9% include three (3).
- Residents in Coweta tend to stay in their homes for a significant period of time. Approximately 37% have lived in their current home for more than 10 years with another 35% living in their home for more than six years. Nationwide, average length of homeownership is approximately 8 years and 1 month.

Source: 2010 Census Table QT-P11 Source: ACS 2013 – 2017 Estimates, Table DP-04

MEDIAN HOME VALUE	
$0 to $50,000	7.3%
$50,000 to $99,000	21.8%
$100,000 to $149,000	32.2%
$150,000 to $199,000	26.2%
$200,000 to $299,000	10.3%
$300,000 and Above	2.2%

MEDIAN HOME VALUE:

The 2013 – 2017 American Community Survey (ACS) Estimate for Median Home Value in Coweta is $132, 000. Review of current estimates by others indicates that the Median Home Value in Coweta is currently estimated at approximately $161,000. This is approximately a 10% increase over January 2017 estimates and an 18% increase over February 2010 ($132,000). By comparison, Median Home Value in Broken Arrow is approximately $179,000 and is $171,000 in Wagoner County.

Source: ACS 2013 – 2017 Estimates, Table DP-04

LOCATION	Median Home Value Estimated	Median Home Value Listed	Median Home Value Sales	Median List Price Per Square Foot	January 2017	January 2021 Estimate
Coweta	$160,871	$176,950	$168,500	$116	$145,000	$169,000
Broken Arrow	$179,393	$214,728	$182,000	$105	$166,000	$186,000
Wagoner County	$171,054	$187,900	$174,400	$108	$153,000	$179,000

Source: Zillow Home Value Index, January 2020

MONTHLY HOUSING COSTS:

- It is of interest to note that 31.2% (782) of owner-occupied units do not have a mortgage. This is 22.6% of total occupied units in the City.
- Of those with a mortgage, 34.3% have Selected Monthly Owner Costs (SMOC) between $500 and $999 per month. SMOC includes mortgage, taxes, insurance, and utilities. 53.6 are between $1,000 and $1,499 per month.
- Of those who rent, Gross Rent is less than $500 for 15.4% of households and between $500 and $999 for 55.3% of households. 27.8% pay between $1,000 and $1,500 per month.

Many government agencies consider housing costs exceeding 30% of gross income as generally being "excessive".

In Coweta:

- For owner occupied units paying a mortgage; 27.2% pay more than 30% of their gross income. Of those, 23.3% pay more than 35% of their income. For those without a mortgage 13.2% pay more than 30%.
- For those who rent, 46.1% pay more than 30% of gross income.
- Approximately 0.3% of mortgages are delinquent.

Source: Zillow Home Value Index, January 2020

Source: ACS 2013 – 2017 Estimates, Table DP-04

CONSTRUCTION ACTIVITY:

RESIDENTIAL BUILDING ACTIVITY

In Coweta, residential construction has traditionally stayed relatively stable, despite economic condition. New home construction averaged 68 per year in the 1970's, 39 per year in the 1980's, 47 per year in the 1990's and 91 per year in the first decade of the 21st Century. From 2010 to 2015 137 Permits were issued (29 per year). However, significant increase has occurred in the period from 2015 to 2020 with 315 Permits being issued.

NEW CONSTRUCTION:

More than 315 Residential permits for new construction were pulled between January 1, 2015 and February 29, 2020.

More than 80 Commercial Permit pulled in same time period – remodel, new construction, Certificate of Occupancy (C of O)

Currently, there are 740 lots in the mapping process that are being readied for single-family home construction. 50 multi-family units have been built since 2017 with 56 under construction. Discussion with local real estate professionals indicates that homes in Coweta are currently remaining on the market for an average of approximately 53 days. New subdivisions are located in the northeastern part of the City in the vicinity of 111st Street and 273 East Avenue and in the southern part of the City on 151 East Avenue east of 273rd East Avenue. ***See Figure 17.***

OVERALL PERMIT ACTIVITY:

Building permits / housing starts and Sales Tax are two traditional indicators of a City's economic health. As noted above, building activity has increased during the period from 2015 to the present with the majority being residential in nature.

In the period from 2015 to the present, activity along SH 51 has include construction by churches, ministorage, car wash, Wal Mart remodel, pharmacy, general store, gas / convenience (Quick Trip), professional offices, fast food, coffee and pastry shops and auto supply store (O'Reilly). Significant commercial efforts in Downtown Coweta included RCB Bank and Taco Bueno.

In the period of between January 1, 2015 and February 29, 2020 1,435 permits of all types (electrical, plumbing, mechanical, signs) were pulled. This equates to an average of approximately 23 per month. Construction is strong and growing in Coweta.

TABLE 6

BUILDING PERMITS 2015 – 2020						
	2015	**2016**	**2017**	**2018**	**2019**	**2020***
Residential	40	42	89	34	90	22
Commercial	18	23	15	9	17	0
All Types	246	265	317	254	305	48

Source, City of Coweta 2020
**Through February 2020*

HOUSING AND DOWNTOWN

Housing Adjacent to Downtown is a valuable resource. This type of lower cost housing benefits young families and seniors and it provides "built in" clientele for merchants, supporting a viable Downtown Commercial Core. As noted previously, existing housing Downtown is primarily single-family in nature, older, in good maintenance with homes ranging from approximately 1,000 sf to approximately 1,500 sf. A number of vacant lots are present.

Coweta 2030 recommends a Land Use Plan that increases Commercial / Mixed Use space along Broadway and extends it, primarily to the west. The Plan also assigns Medium Intensity Residential Use to the majority of the Downtown area. This Use Intensity allows six to twelve units per acre which accommodates homes on small lots, duplexes, and some types of attached product. The Zoning Code should be reviewed and amended to address the details of mixed use.

RELATIONSHIP WITH NORTHEASTERN STATE UNIVERSITY (NSU)

As noted above, the Broken Arrow NSU Campus is located at 101 Street South and the Creek Turnpike. This Campus provides upper division and graduate courses to approximately 3,500 students who generally range from later twenties to mid-thirties in age. These students are generally working adults. Course offerings are in business and technology, education, liberal arts, science, and health.

The Broken Arrow NSU campus does not provide student housing, rather, students find housing in close by market rate apartments and homes. It would appear that developing a strong relationship with NSU might be beneficial from several perspectives. Examples are providing affordable student housing, creating a Downtown Coweta experience that is attractive to students, providing close to campus service jobs and shopping.

Recommendations for the short term (to 2025):

- *Reach out to NSU to understand ways in which the City and the University can partner together for the benefit of the students.*
- *Form ties with student groups on campus to better understand their present and future housing needs.*
- *Encourage residential and commercial developers to consider the needs of NSU students.*
- *Create a bike trail system that links the campus with Downtown to facilitate student housing needs there.*
- *Create a bike trail system that links the campus and the Interchange at the Turnpike.*

EXISTING CONDITION

"Tapestry" Information:

Esri is an international ARCGIS company that provides statistical data in a variety of areas. One type of data is their "Tapestry Segmentation" system which classifies US neighborhoods based on their socioeconomic and demographic composition. Although generalized to cover the entire nation, a brief summary of Tapestry information provides a valuable 2015 snapshot of life in the households of Coweta.

- "Southern Satellites" (22.5%). These residents are mostly married couples with no children, a number of multigenerational households are present. Approximately 78% of these residents own their homes. Median household income and value tend to be below average. These residents enjoy country living and outdoor activities.

- "MiddleBurg" (20.5%): Family Landscapes. These neighborhoods transformed over the last decade from easy country living to semi-rural subdivisions. Median age of these residents is approximately 36 years (nationwide) for these conservative, family-oriented consumers. More country than rock and roll these residents are thrifty, willing to carry some debt and already investing in their futures. They are electronically savvy, comfortable with their smartphones and mobile devices. The prefer to buy American and travel in the US. A younger market growing in size and assets.

- "Heartland Communities" (17.2%): Well settled, close-knit, semi-rural and semi-retired these older householders are primarily homeowners with many having paid off their mortgages. Their children have moved away but they have no plans to leave home. Traditional and patriotic, they support their local businesses, always by American and prefer driving vacations over foreign plane trips. They trust TV and newspapers over any other media.

- "Traditional Living" (17.1%) Hometown. These residents live in low density older neighborhoods with a mix of married couples and singles. Many families include two generations who have lived and worked in the community – their children may follow suit. Primary employment sectors are manufacturing, retail trade and health care. This is a younger market of beginning householders with youthful interests in style and fun.

- "Rustbelt Traditions" (14.2%): GenXurban. A mix of married of married couple families and singles who live in communities of married couple families and singles. This work force is primarily white collar with concentrations of workers in manufacturing, retail trade and health care. These stable, hard-working consumers have modest incomes but an average net worth of nearly $400,000. Family oriented, they value time at home. They have lived, worked and in the same area for years.

- "Green Acres" (7.2%) Cozy Country Living. These residents enjoy country living and self-reliance. As avid do-it-yourselfers, they maintain and remodel their own homes, owning all the necessary power tools to do the work. Gardening and maintaining their large lots, they enjoy outdoor living such as camping, hunting, and fishing and even golf. Self-described conservatives they tend to be pessimistic about the future but are heavily invested in it.

- "Salt of the Earth" (1.3%): Cozy Country Living. These citizens generally are older and have children that have moved away. They cherish family time, vegetable gardens and making homemade meals, embrace the outdoors and spend much free time preparing for their next fishing, camping, or boating trip. The majority has some college education and has worked in manufacturing and

related industries and possess good "hands on" skills. They use technology but prefer face to face interaction. Their household income tends to be in line with the national median, and their net worth nearly double the national median.

- "Comfortable Empty Nesters" (0.1%): GenXurban. Residents in this growing segment are older (nearly half 55 years or more), Median age (nationwide) is 48 years of age. Many still live in the town where they grew up. Most are professionals working in government, health care of manufacturing, earning a comfortable living and benefitting from years of prudent saving and investing. Their net worth is well above average and many are enjoying the transition from child rearing to retirement. They value their health and financial well-being.

CHAPTER FIVE

ROBUST BUSINESS ENVIRONMENT

CHAPTER FIVE SUMMARY

As Coweta grows, the type and location of Commercial and Industrial uses will be an important issue. Many of these will be located along or near SH 51. This Chapter focuses on some of the ways that the full range of these use types can be successfully incorporated into and support the character and image of Coweta.

MAJOR TOPICS

- Commercial Land Use
- Industrial Land Use
- SH 51 Corridor
- Muskogee Turnpike Interchange
- Relationship with Northeastern State University

CHAPTER FIVE : ROBUST BUSINESS ENVIRONMENT

COMMERCIAL LAND USE

Commercial land use in Coweta includes a range of retail, office, service, supply and Highway Uses, most often found along SH 51. Today, higher intensity commercial uses are generally located along the northern reaches of SH 51 with retailers and service providers occurring more frequently near Downtown. In the future, new higher intensity Commercial uses are anticipated to be located adjacent to the Turnpike Interchange in the vicinity of 273rd East Avenue and to increase along SH 51 east of town.

OBJECTIVE ONE : Guide the location and look of successful commercial development.

Strategies:

a. Encourage commercial activity to locate in existing commercially zoned areas, particularly in unused facilities. Incentivize improvement to existing commercial areas, particularly along SH 51, to conform to current and evolving City landscape and design standards.

b. Promote the location of regional shopping activities and quality overnight stay facilities, particularly near the location of the anticipated interchange.

c. Concentrate commercial activity per the recommended Land Use Map. Prioritize existing zoning, lots and structures focusing on maximum use of the City's existing infrastructure.

d. Commercial subdivisions should be designed to provide shared or common access off of SH 51 or other arterials.

e. New commercial development should be designed to City standards for parking, landscaping and setbacks and should include structures of sufficient size and depth to support successful use by the intended use type.

f. Commercial use types that are similar mutually supportive should be "gathered" or "concentrated" to the extent possible. Diagnostic labs to support physicians is an example. Parts suppliers near mechanics is another. Clinics and other physician support uses are an example. Conditional Use Permits are a mechanism to identify specific use types.

g. Work with Landowners who own commercial establishments that are "previously existing non-conforming uses". Review for structural deterioration, lot underutilization and additional revenue potential. Create a path to conformance with an appropriate commercial zoning designation.

h. Explore pathways for renovated structures and lots to incorporate structural, landscape and parking objectives.

OBJECTIVE TWO: Attract quality commercial and office development throughout Coweta.

Strategies:

a. Work toward updating a coordinated package of information for the City as a whole. Continue and build relationship with the Chamber of Commerce, the Downtown Activities Committee and similar to attract quality development along SH 51, at the Turnpike Interchange, in the Broadway District and in Downtown as a whole.

OBJECTIVE THREE: Establish preferred commercial character and minimize the adverse impact of commercial development on adjacent land uses.

Strategies:

a. Concentrate commercial activities around landscaped parking with storefronts oriented toward pedestrians and the street. Minimize linear, "strip mall" retail commercial development.

b. Commercial properties in commercial districts should provide an on-site landscaped buffer that decreases visual and noise impacts.

c. Ensure that all commercial land use-planning decisions include a review of the established character of the existing and proposed residential neighborhoods to plan logically for existing and future traffic conditions. Projects should be approved accordingly.

d. Commercial development should implement the spirit and intent of Land Use and Zoning Maps.

e. Commercial development should conform to and include elements of Coweta's preferred architectural style and character, as appropriate for its use type.

f. Commercial Zoning Regulations and Guidelines should be reviewed at a minimum of three-year intervals to ensure familiarity with the Code by Staff and the Planning Commission. Define and clarify the types of uses permitted by right and those permitted with additional review.

INDUSTRIAL LAND USE

Industry and Manufacturing have not historically been a large part of Coweta's economic landscape. However, with the anticipated increase in the number of residents (potential employees) and the improved access to the Muskogee Turnpike, Coweta has the increased opportunity to attract potential manufacturing employers.

INDUSTRY AND MANUFACTURING:

Early Coweta included a base of manufacturing and industry that included a brick plant, a glass plant, and a lumber mill. Over time, manufacturing and industry have not continued to be a major portion of the Coweta economy. Currently, the primary locations concentration of manufacturing and industry are in the area of 257th East Avenue south of Hwy 51 (Oneta Power Plant and surrounds) , 305th East Avenue at 164th Street South and near the City's wastewater treatment plant at the Arkansas River.

Coweta is not currently home to a large range of manufacturers or industry. Although the proposed Land Use Plan includes a growing amount of High and Medium Intensity Industry it is anticipated that a significant amount of that land area is and will be underutilized or vacant. Manufacturing or Industrially related uses in Coweta include welding and steel fabrication, machine shops, tool and die makers, building and pool contractors, well drillers, vehicle, and equipment repair.

Coweta's anticipated growth makes it possible to attract new, suitably located Industries, that can provide quality, living wage, jobs and make Coweta a better-rounded community. The City should consider cannabis and / or hemp manufacturing.

OBJECTIVE ONE: Guide the location of successful industrial development

Strategies:

a. Encourage industry to locate in areas that are currently served by adequate infrastructure and that minimize impacts to surrounding land uses and residents. ***See Land Use Maps, Figures 5, 6, and 7.***

b. Identify existing vacant and / or underutilized industrial / manufacturing sites and their structures. Identify the original reasons for locating a particular use at a particular location. “Recycle” these sites.

c. Locate industries that benefit from truck service in areas that easily access SH 51and that do not impact residential areas.

d. Consolidate the location of compatible industries, those of the same intensity of use and similar types of external impacts, noise, emissions, visual, etc.

e. Partner with local realtors to identify and market available industrial locations.

f. Evaluate areas adjacent to the City, currently located in Wagoner County for potential industrial. Development and potential future annexation.

g. Consider light industrial development adjacent to complementary commercial areas.

OBJECTIVE TWO: Support new low-intensity industrial development.

Strategies: :

a. Encourage a business park feel for new industrial development, providing a variety of sites for diverse high tech and clean manufacturing uses.

b. Explore the potential for medical cannabis manufacture.

c. Explore the potential of an incubator park that caters to specific types of low impact manufacturing. The medical and electronic industries are examples. Identify feasible locations for this type of Park.

d. Identify the types of Industry that can benefit from programs of study offered at ICTC Campuses in Wagoner and Muskogee Counties, NSU in Broken Arrow, and at OU, OSU and TU Campuses in Tulsa.

Objective Three: Minimize adverse impacts of industrial development on adjacent land uses.

Strategies:

a. Locate industrial uses in industrial parks and in areas not highly visible from residential areas and the traveling public.

b. Industrial uses should be screened from surrounding properties unless located in industrial parks.

c. Noise and odor should be contained on-site.

d. Ensure that all industrial land use-planning decisions include a review of the established character of surrounding residential neighborhoods to plan logically for existing and future conditions.

e. Locate and design industrial sites to prevent traffic movement through residential neighborhoods.

f. Require mitigation in conformance with local, state, and federal laws prior to the approval of building occupancy with particular focus on smoke, air born release of chemicals and release into waterways.

g. New Industrial development should be designed to City standards for structures, parking, landscaping lighting, setbacks, access, and on-site circulation. Design review should be included.

Recommendations for the short term (to 2025):

- *Prioritize street improvements that enhance good access to industrial sites.*
- *Provide sewer and water to potential industrial and commercial properties on the east side of the Muskogee Turnpike.*
- *Evaluate and quantify skills and experience sets of Coweta residents.*
- *Consider tax incentives for targeted industries that can benefit from the skills of Coweta residents.*
- *Create marketing information that communicates target industries in Coweta and that provides a clear understanding of the how local students with particular skills sets / education can be a significant resource to particular industries.*
- *Communicate the superior land values in Coweta and the growing availability of affordable housing for local workers.*
- *Work with the development industry to increase the availability of work force housing.*
- *Explore the potential for Medical Cannabis Manufacturing and provide targeted marketing materials.*
- *Create design guidelines for industrial uses – encouraging a business park character when appropriate.*
- *Target specific corporations in specific industry clusters, related to the educational base.*
- *Improve transportation modes (air, rail, truck via SH 51 and SH 72). Improve infrastructure, coordinate schedules, work with carriers to establish a coordinated network that can be leveraged to attract particular industry types.*
- *Explore potential for hemp manufacturing, consider annexing areas to south and east of the current City Limits.* ***See Land Use 2030, Figure 07.***

SH 51 CORRIDOR:

SH 51 was commissioned in the 1930's and has been used as a commercial corridor since before its designation as a Highway. Since that time, the Highway frontage has been used to advertise and sell goods and services, some of which are offered by the owners of the residences along that frontage. More recently, stand-alone fast food restaurants and offices, churches, convenience store / gas stations, commercial strips and small centers and Walmart have been established.

While the Corridor is a successful commercial entity, its mixed uses and architectural character do not naturally create a sense of arrival to the community and / or community character.

SH 51 intersects the Muskogee Turnpike approximately 3.5 miles west of the City limits, it also intersects the Creek Turnpike in that area. SH 51runs through the northern portion of the City from approximately 241 East Avenue in the west to the Muskogee Turnpike in the east, approximately 15 miles of frontage.

Because of this configuration and alignment SH 51acts as the primary access into town and also as the primary commercial corridor. While this is an efficient use of lane miles, these two uses can sometimes be in conflict as commercial use and traffic volume grow. Currently, there are seven traffic signals from the City limits in the west to Downtown with one signal anticipated. Between signals there are multiple access points. The entry to the Broadway District / Downtown occurs approximately halfway along the route from west to east.

Traffic volumes on SH51 in western Coweta are approximately 16,600 average daily trips (ADT's). Just west of Downtown the ADT's rise to approximately 19,600 with volumes east of Downtown being approximately 8,900 ADT. SH72 (Broadway) carries approximately 10,400 ADT through Downtown proper, dropping to 5,300 ADT as SH 72 nears the Arkansas River. Volume on the Muskogee Turnpike near the location of the anticipated Interchange is approximately 21,900 ADT's. ***See Figure 16.***

SH 51 CORRIDOR DESIGN:

The current Comprehensive Plan (Coweta 1994 – 2020) was amended in June 2003 to include a Design Overlay District along SH 51 in the area east of Downtown. This amendment was a first step toward detailed design guidelines in the SH 51Corridor.

Implementation of these suggestions along the whole Corridor is one key to desirable growth in the Corridor that will result in long-term success. A major Corridor such as SH 51 is quite possibly the single most important "image of the community" factor in a City of Coweta's size and physical form. Given the potential for additional access onto the Highway from the Turnpike, visitors traveling the Corridor to explore the Community and utilize available services will otherwise rarely have the opportunity to get to know the real Coweta.

When operating optimally, the Corridor will be a significant sales tax producer, causing residents and visitors to stop and use services and shop in Coweta. From there it is possible to guide / draw visitors to the Broadway District / Downtown, to introducing them to Coweta as residents know it.

Objective One: Improve the appearance of the SH 51 Corridor

Policies:

a. Implement the standards of the Corridor District Overlay Plan and extend its jurisdiction to include an area ½ mile north and south of SH 51 throughout the Coweta City Limits.

b. Clarify the requirements for redeveloping parcels to adhere to the Overlay Guidelines.

c. Work with ODOT to develop consistent signage, landscaping, and lighting throughout the Corridor.

d. Add entry signage at west and east ends of the Corridor, announcing City of Coweta and the Highway Commercial District.

e. Add signage at future SH 51 access to Interchange and at entry to Downtown.

f. Add guidelines for Highway landscaping and lighting.

g. Enforce existing building codes along SH 51.

h. Enforce structure and property maintenance codes. Review existing code and strengthen as needed.

Recommendations for the short term (to 2025):

- *Extend use of Design Guidelines Overlay to include entire length of Corridor through the City Limits.*
- *Clarify use of guidelines for redevelopment projects.*
- *Begin to enforce guidelines for architecture, landscape architecture, maintenance, and access.*

- *Review guidelines for needed improvements, including maintenance of existing properties.*
- *Work with ODOT to create an acceptable signage, lighting, and landscaping program for the Corridor.*
- *Minimize ODOT required signage – coordinate with local signage.*
- *Explore use of INCOG Street Tree Standards. Create preferred intersection template.*
- *Work with property owners and ODOT to provide landscaping at significant intersections and along property frontages.*
- *Create and place arrival signage along SH 51 at City Limits west and east.*
- *Include similar signage identifying the location of the Sports Complex.*

MUSKOGEE TURNPIKE INTERCHANGE

The anticipated Turnpike Interchange may be the single most impactful economic development feature over the next 10 years in Coweta. The location of the Interchange will open large, previously undeveloped areas for high intensity commercial use and higher intensity residential use. In fact, there may be as much as one hundred and fifty acres of undeveloped land available.

This Interchange, anticipated to be located in the vicinity of 273rd East Avenue also provides improved access into the City from the Turnpike which brings traffic from Broken Arrow, in the northeast. The 71st Street Corridor (a major east / west arterial in Broken Arrow) and the Forest Ridge Community are three miles to the north via 273rd East Avenue. Access to Coweta at this location has the potential to increase Walmart traffic from Turnpike travelers.

Oklahoma Department of Transportation (ODOT) has indicated the Department is currently focused on creating an arterial access from the Interchange southwest to SH 51, a distance of approximately ¾ miles. It is anticipated this additional access will positively impact commercial activity in the SH 51 Corridor and, potentially in the Downtown / Broadway District, located approximately four miles to the east.

Recommendations for the short term (to 2025):

- *Amend the Land Use Map, identifying potential uses adjacent to the proposed Turnpike location.*
- *Explore and define limits of potential annexation.*
- *Evaluate potential traffic impacts of anticipated growth.*
- *Consider Design Overlay based upon and similar to the SH 51 Guidelines and the recommended Broadway District Guidelines.*

RELATIONSHIP WITH NORTHEASTERN STATE UNIVERSITY

As noted above, the Broken Arrow Northeastern State University Campus is located at 101 Street South and the Creek Turnpike. This Campus provides upper division and graduate courses to approximately 3,500 students who generally range from later twenties to mid-thirties in age. These students are generally working adults. Course offerings are in business and technology, education, liberal arts, science, and health.

A strong relationship with NSU might be beneficial to the City, NSU and the students from and economic development / employment perspective. Examples include quality employees for new commercial endeavors and interns while students are in school and quality employees for businesses requiring skills taught at NSU once students graduate.

Recommendations for the short term (to 2025):

- *Reach out to NSU to understand ways in which the City and the University can partner together for mutual benefit, focusing on jobs and economic development.*
- *Promote the NSU programs and graduating students' skill sets to business and industry.*
- *Explore the concept of an incubator business park, designed to meet the needs of business that can best utilize the emerging skills of the emerging.*
- *Consider a bike trail system that links the campus and the Interchange at the Turnpike, and the Broadway District, providing non-vehicular access to student jobs and housing.*

EMPLOYERS:

More recent data *(INCOG 2019)* indicates that there are approximately 475 employers in the City with another 40 nearby in the County. The large number of the small businesses employ less than 10 people. Government, Walmart, and Coweta Schools employ more than 150 persons. These 500+ employers provide jobs to approximately 3,500 persons – approximately 80% of the available work force.

This data appears to indicate that small businesses, located closer to town make up the backbone of employment in Coweta. From that, it appears that many Cowetans bring their business to town or create one so that they can work near where they live. This trend should be evaluated when 2020 Census Data is available. Given recent growth in Coweta (2015 – 2020) it is also possible that the Coweta work force has grown. As noted previously, new construction will bring additional employees.

EMPLOYER FACTS:

1 – 4 Employees	66.6%
5 - 9 Employees	19.1%
10 - 19 Employees	8.2%
20 – 49 Employees	4.4%
50 – 99 Employees	1.1%
100 + Employees	0.5%

46% of jobs are "Blue Collar"
53% of jobs are "White Collar"

www.zoomprospector.com

Most businesses in Coweta located along Hwy 51 or Broadway and have less than 20 employees. The majority of the remainder are scattered in or near the Downtown area. A large number of these business are retail sales oriented and / or hospitality (food and overnight stay), banks and financial services. Auto repair, some auto sales, grocery, food service and convenience stores are also present. Some doctors' offices and clinics are present.

Small manufacturing operations are present including the makers of storm shelters and metal buildings, welders, and metal fabrications. Contractors, a lumber yard and insulation manufacturers and automobile repair are among the blue-collar businesses that employ nearly one half of the residents. Largest employers include the City of Coweta, Coweta Public Schools, Walmart, and Bluebell Ice Cream.

TRAVEL TO WORK:

As noted above, a majority of Coweta's residents enjoy the feel of a smaller community feel and the associated savings in housing cost. Conventional wisdom indicates that most residents commute long distances to experience this lifestyle. Upon further review, it is of interest to note that 21.3% of residents travel less than 15 minutes and 51.5% travel less than 30 minutes. 38.4% travel between 30 and 45 minutes.

92% of residents commute to work with 86% driving alone. A significant percentage of workers (12.7%) leave home between Midnight and 5:00 AM with the large majority (71.2%) leaving home between 5:00 AM and 8:00 AM. 19.9% of households operate one vehicle, 47.6% operate two vehicles and 31.1% operate three vehicles or more. 2013-2017 ACS estimates indicate that 69% of residents work outside of Wagoner County. However, when compared with more recent data it appears that this trend may be changing.

INCOME CHARACTERISTICS:

PERSONAL INCOME

Current US Census estimates indicate that Median Income in Coweta (for all workers over 16 years of age) is $31,102 for males and $23,919 for females. For full time workers these figures increase to $40,557 for males and $36,179 for females. Median Income for Households is $51,151 indicating that the majority of households in the City (75.1%) include more than one full time wage.

The median income for the majority of males (63.1%) falls between $25,000 and $65,000. The median income for the majority of income for females (71.1%) falls between $15,000 and $50,000. It is of interest to note that females outpace males (31.1% to 28.8%) in the $35,000 to $49,000 wage range. Approximately 32% of full-time workers earn between $15,000 and $34,999 per year.

7.4% of Coweta residents have supplemental Social Security Income, and 15.7% have retirement income. 11.3% are assisted with Food Stamp / SNAP Benefits. ***S2001 ACS 2013 to 2017 Estimate, one-year earnings *DPOC ACS 2013 to 2017 estimate***

HOUSEHOLD INCOME

The median household income for Coweta, according to the US Census ACS 2017 Estimate is $51,151 a 15.4% increase over 2010 ($44,331). The poverty rate in Coweta is currently estimated at 12%, lower than the national average of 13%.
The median income for Oklahoma households is $51,424 and for those in the Tulsa Metropolitan area $55,633

The median family income is (different than household income) is $55,016 ($4,845 per month).

Income for Coweta residents should be also be evaluated in terms of potential net worth. It appears that the value of residential real estate in Coweta (an in fact in the region) is on the rise. Given that most residents have owned their homes long enough to experience some level of equity increase, this should be included in the evaluation.

FINANCIAL SUPPORT FOR FAMILIES WITH CHILDREN UNDER 18: Food Stamps (SNAP) Cash Public Assistance, Social Security

Total Families with Children Under 18 years:	2,825
Receiving Support:	57%
• Married Couple:	16.5%
• Single Male:	17.0%
• Single Female:	66.5%

More than 36% of all families (with children under 18) who receive support are headed by Single Females.

Source: INCOG: Coweta Stats America

Income	Total (%)	Families (%)	Married Couple Families (%)	Non-Family (%)
	100.0	72.7	49.9	28.1
< $10,000	4.5	5.0	0.8	6.1
$10,000-$24,999	14.6	7.9	6.3	30.2
$25,000 - $49,999	29.5	30.2	25.1	31.7
$50,000-$74,999	36.4	22.2	23.9	20.5
$75,000 - $100,000	14.0	16.2	21.5	3.7
$100,000 +	15.4	18.5	22.4	7.7

Source: ACS 2013 – 2017 Estimates, Table S1901

This page left intentionally blank

CHAPTER SIX

ANNEXATION PROCESS

CHAPTER SIX SUMMARY

Given the City's anticipated growth over the next ten years the topic of annexation is an issue that is gaining in importance. This Chapter focuses on the reasons to annex, the types of land use that should be annexed or provided for, the locations of suggested annexation and the timing of the annexation.

MAJOR TOPICS

- Annexation

CHAPTER SIX:
ANNEXATION PROCESS

ANNEXATION:

The Coweta City Limits generally reflect the configuration of SH 51 west to east and SH 72 north to south. Over time, the City Limits should incrementally include areas for potential income generating land use in the area between the current city limits and the Muskogee Turnpike, partially in response to existing water and sewer infrastructure. New areas for residential growth should be considered for annexation primarily to ensure quality of development. At a minimum, joint City / County construction and subdivision standards should be considered. Area to the north (toward Broken Arrow) and east (toward Wagoner) sides of the Muskogee Turnpike may be considered for annexation toward the end of the current decade and into the 2030's, depending on growth in the 2020's.

It should be noted that the majority of area around Coweta is currently and will be continued to be served by Rural Water Districts #4 and #5. District #4 provides water and sewer to areas north and west of the current City Limits. District # 5 provides water to areas north and east of the City Limits. Any efforts toward annexation must be coordinated with the Service Districts and Wagoner County. ***See Figure 05, 06 and 07 for Proposed City Limits Expansion and Land Use. See Figure 12 for Service District Limits***

OBJECTIVE: ANNEXATION SHOULD BE STRATEGICALLY INITIATED.

- Promote orderly and efficient development.
- Protect existing land uses from adverse impact.
- Protect environmental resources. For example, water quality should be protected from contaminated runoff.
- Optimize economic development within the City.
- Ensure public facilities capacity and service for City residents.

Areas to be considered for annexation in the short term (to 2025) include:

- **North – High Growth Area:** The proposed Turnpike Interchange is the primary growth factor in Coweta's future. As noted above, this interchange provides additional access to the City and is anticipated to open land for high intensity commercial development and land for higher intensity / work force residential development. Increased population can provide an environment that attracts retailers and employers.

- **Northeast:** Coweta has historically had an agricultural base with cotton being a good income producer during the first half of the 20th Century.

  Hemp production is gaining momentum in 2020 due in large part to its medicinal value. Hemp provides the base for cannabinoid (CBD) based medicines which do not include the hallucinogenic effects of THC (Tetrahydrocannabinol) commonly found in the Cannabis plant.

ANNEXATION

NORTH: High Intensity Commercial, Higher Density Residential, Medium Intensity Industrial

- North of City Limits to Turnpike
- North of 121st Street, North to City Limits, East to 289th East Avenue
- Quarter Section 111st Street South, to Oneta Power Plant

See Land Use Map, Figures 05, 06 and 07

ANNEXATION

NORTHEAST and SOUTHEAST:
Agricultural Use

- 305th East Avenue at 131 Street South to Muskogee Turnpike

- 151st Street South to 241st East Avenue, South to Arkansas River

See Land Use Map, Figures 05, 06 and 07

Currently, portions of Wagoner County to the east are under Hemp production. Coweta land values and the availability of water make it attractive for this type of Agricultural use.

- **South: C**oweta is looking to add to its Industrial Base. The area from 161st Street South to 171st Street South between SH 72 and SH 51B should be considered. The area south of 131st Street and adjacent o 337th East Avenue should also be considered for possible hemp manufacturing.

- **East:** The SH 51 corridor should be delineated and protected for City uses. The area between the current City Limits and 151st Street South should be included. The area north of the current City Limits bounded by the 131st Street South alignment and the Muskogee Turnpike should be considered as area for potential agricultural with adjacent manufacturing uses.

CHAPTER SEVEN

DOWNTOWN CORE/ BROADWAY DISTRICT

CHAPTER SEVEN SUMMARY

Downtown Coweta has experienced the ebb and flow of good fortune since its inception at the turn of the 20th Century. As Coweta 2030 is being prepared the area now being known as the Broadway District it is experiencing renewed interest. This Chapter provides a brief look into the history of Downtown, the current growth potential, and recommendations for future actions.

MAJOR TOPICS

- Downtown History
- Downton Opportunities
- Housing Adjacent to Downtown
- Relationship with NSU

CHAPTER SEVEN:
DOWNTOWN CORE/BROADWAY DISTRICT

Downtown Coweta is an unrealized opportunity. While SH 51 and the areas near the anticipated interchange may be the primary economic drivers, Downtown has the hearts of Cowetans and is the key component to creating and demonstrating the character of Coweta. The core, which includes the central Broadway District, reaches to Division Street on the west, SH 51 and 141st Street on the north, Guthrie Avenue on the east and 151st Street on the south. Downtown Coweta is poised to achieve a "rebirth", becoming a center for business, art, and culture in Coweta's version of an "urban" environment

OBJECTIVE ONE: Maintain and improve the commercial viability of the Core.

Strategies:

a. Support efforts and opportunities to enhance the Core. Identify entry and exit in Downtown.

b. Emphasize Coweta character to the new residents of Coweta, leverage access from Turnpike.

c. Review development standards and processes for efficiency. Include Design Standards.

d. Ensure that there is adequate parking in the Core.

e. Identify locations for open air events.

f. Encourage and include uses that cater to young persons and to college students.

g. Separate vehicular traffic from pedestrian and bicycle traffic whenever possible in the Core.

h. Ensure walkability connections into the Downtown Core.

i. Work with ODOT to explore optional travelway, bike lanes and traffic control design elements on Broadway.

j. Work with ODOT to explore alternative routes for truck traffic.

k. Expand areas for commercial and office uses to east and west.

l. Look for opportunities for additional “pocket parks.”

m. Explore high density residential units downtown to support evening commercial activity.

n. Create a mix of residential units, family friendly activities, uses such as brew pubs and an environment that will support quality restaurants.

Recommendations for the short-term (to 2025):

- *Share the "Broadway District" brand and include information regarding increasing population and improved access to Coweta .*
- *Use the recommended Land Use Plan as base and identify commercial core, areas for mixed use and for higher intensity housing.*
- *Use SH 51 Design Guidelines Overlay as base for an expanded Downtown Design Guidelines. Include consistent Historic Downtown feel.*
- *Include height limits in design discussions.*
- *Explore ways to allow mixed use in the Broadway District.*
- *Work with owners to study best ways utilize unused portions of the lots facing Broadway.*
- *Explore grant funding to support Downtown Redevelopment and Housing.*
- *Work with ODOT to identify temporary truck rerouting to allow for Broadway parades, Fall Festival, bike events, Farmers' Market and similar.*
- *Explore the inclusion use of street trees.*
- *Extend decorative streetlights from Railroad Overcrossing to 151st Street.*
- *Continue to Celebrate / Emphasize the railroad crossing as the entrance to the Historic Downtown.*
- *Continue to explore the potential for Farmer's Market.*
- *Identify appropriate locations for sidewalk improvements, create pedestrian access through Downtown from Division Street to the Schools Complex.*
- *Identify Historic Sites to be linked by pedestrian ways.*
- *Focus on goods and services for "locals" – visitors enjoy the experience of an authentic community.*

- *Explore Coweta Creek bike and pedestrian improvements from 141 Street to the former Cottonwood Addition.*
- *Create a realistic concept with a realistic schedule and budget for Coweta Creek Improvements Downtown.*
- *Explore reuse or redevelopment of the Police / Fire station.*

Recommendations for the mid-term (2025 to 2030):

- *Budget for and begin improvements along Coweta Creek.*
- *Add pocket parks in High Intensity core.*
- *Work with property owners to improve parking on rear of lots facing Broadway.*
- *Budget for and begin improvements to Police / Fire.*
- *Discuss possible alternative locations for Police / Fire.*

HOUSING ADJACENT TO DOWNTOWN

Housing Adjacent to Downtown is a valuable resource. This type of lower cost housing benefits young families and seniors and it provides "built in" clientele for merchants, supporting a viable Downtown Commercial Core. As noted previously, existing housing Downtown is primarily single-family in nature, older, in good maintenance with homes ranging from approximately 1,000 sf to approximately 1,500 sf. A number of vacant lots are present.

Coweta 2030 recommends a Land Use Plan that increases Commercial / Mixed Use space along Broadway and extends it, primarily to the west. The Plan also assigns Medium Intensity Residential Use to the majority of the Downtown area. This Use Intensity allows six to twelve units per acre which accommodates homes on small lots, duplexes, and some types of attached product. The Zoning Code should be reviewed and amended to address the details of mixed use.

Recommendations for the mid-term (to 2030):

- *Install sidewalk improvements in selected locations to provide pedestrian circulation, connections from schools to Coweta Creek and links to Historic Sites.*
- *Explore a street tree and decorative lighting program in coordination with the sidewalks concept.*
- *Identify vacant lots and explore best use. Evaluate higher density residential and office use.*
- *Enforce lot maintenance codes, particularly regarding parking and storage in front yards.*
- *Work with Chamber, Downtown Advisory Group, and realtors to create integrated "marketing" approach that provides information on lot and home prices, first time homebuyer financing, potential for redevelopment.*
- *Persons with experience building small homes in an in-town environment should be consulted and the Chamber of Commerce should identify and contact persons specializing in home restoration to inform them of the emerging opportunity.*
- *Homes nearing an unacceptable level of structural safety should be identified and mapped.*
- *Guidelines for renovating older structures should be prepared – related to but not as restrictive as Department of the Interior Federal Register Standards.*
- *Historic Downtown Residential District Identification signage related to should be installed.*

DOWNTOWN HISTORY

Coweta's downtown has a long history, but it could be said that it has never really achieved its full potential. In 1867 the Creek Indians divided their nation into six Districts with the political core of the District being located along Coweta Creek. In the late 1800's the Downtown core was moved east a few blocks, partially due to the location of the railroad and the railroad depot. Anticipating growth, banks and hotels appeared in the early part of the 1900's. Doctors, dentists, lawyers, and real estate agents located in Coweta. Coweta developed as a viable community with large acreages of cotton shipping their product from the depot, with a brick factory, lumberyard, drugstores, and mercantiles Downtown. Broadway was used for parades and festivals, many times led by one of Coweta's community bands. But the anticipated level of growth did not materialize.

In 1918 the four-year Coweta High School was established just adjacent to downtown. In 1947 a number of members of the community attended the Democratic National Convention as part of the ongoing attempts to attract business to Coweta. Fall Festival continued every year on Broadway and residents gathered at Downtown restaurants and coffee shops. In the period between 1940 and 1960, more than 350 homes were built, many of them clustered near Downtown, the core of a community whose population did not reach 2,000 persons until the 1960's. Sometime in the 30's or 40's the railroad no longer stopped at the depot and the ability to ship cotton was negatively impacted.

Over time, a number of Coweta's original buildings burned, including the Coweta Hotel in 1934 and a large section along Broadway in 1970. In the mid and late 1990's the City undertook a significant effort to "freshen up" a section of Broadway from Cypress Street to just north of Chestnut, widening and improving sidewalks and adding decorative streetlights. A Downtown Merchants Association was formed as an Advisory Body to the City. Also, during this period street trees were removed at the request of Downtown merchants and two pocket parks were established. Concepts to encourage parking to the rear of buildings fronting Broadway were discussed. Occupancy along Broadway increased.

During the late 1990's, a significant amount of new residential construction was completed in the downtown area. During that period, aging and dilapidated housing was removed to accommodate approximately 50 new homes, most of them ranging from 1,100 to 1,500 square feet in size. This new construction in a way spurred a rebirth of downtown housing, encouraging owners to renovate / refresh their existing homes. Housing in the downtown area is generally in good repair, a number of vacant lots are available, most of them 25' x 140' in size and adjacent to a vacant similar sized lot.

Three significant projects have occurred along Broadway since 2010. These include Central Elementary School in 2014, Taco Bueno in 2018, and the renovation of a commercial center for use as City Hall in 2011. In 2020, First National Bank (FNB) completed a façade renovation, freshening a large portion of the western portion of the block from Chestnut to Sycamore Streets.

In the early 1930's SH 51 was designated a State Highway in the early 1930's. Over time, the properties along the Highway became more and more valuable as commercial properties and Downtown suffered as a retail destination and the core of the community. This "competition" between the Highway and Downtown continues to the present.

DOWNTOWN OPPORTUNITIES

A successful, fully functional downtown can be the core of a fully functional community. Part of a fully functional downtown is a range of housing types. A walkable community with night-time entertainment, office space and shopping close to an affordable home is a significant opportunity.

"Homes Adjacent to Downtown" for the purposes of ***Coweta 2030*** includes those homes within an area bounded by 141st Street South on the north, 151st Street South on the south, Division Street on the west and Guthrie Avenue on the east. Within this area are cottages and shotgun homes, mostly built in the 30's 40' and 50's. Some homes influenced by the Green and Green movement are present. More recent apartment housing is present as are a number of vacant lots. While levels of maintenance vary, structural integrity is generally good. Home prices in Downtown Coweta are affordable for young families and seniors with a number of homes available for under $125,000. Lots can be purchased for under $25,000.

This price range makes housing available to the group of people most likely to gravitate toward "in-town" living – young professionals and recent college graduates, entrepreneurs who would like to open office space downtown and need affordable housing near work, and young families with children of infant / toddler and pre-school age. This price range is also attractive to older residents and single mothers. Traditional Apartments are available on the edges of Downtown but there are currently no Townhouses / Condominiums, lofts, or mixed-use housing. With additional residents coming to Coweta, the need and potential for an entertainment, retail, arts, community gathering place core is becoming feasible. These uses support each other, residents living downtown support business and entertainment / business Downtown attracts residents.

Commercial occupancy is rising. Coupled with significant growth in Northern Coweta and new subdivisions to the south there a basis for strong optimism regarding Downtown's future. As with many historic Downtowns, the main street (Broadway District) is the core of Coweta's history and character while SH 51 is the commercial engine.

RELATIONSHIP WITH NORTHEASTERN STATE UNIVERSITY

As noted above, the Broken Arrow Northeastern State University Campus is located at 101 Street South and the Creek Turnpike. This Campus provides upper division and graduate courses to approximately 3,500 students who generally range from later twenties to mid-thirties in age. These students are generally working adults. Course offerings are in business and technology, education, liberal arts, science, and health.

The Broken Arrow NSU campus does not provide student housing, rather, students find housing in close by market rate apartments and homes. It would appear that developing a strong relationship with NSU might be beneficial from several perspectives. Examples are providing affordable student housing, in the Downtown Core, creating a Downtown Coweta experience that is attractive to students, providing close to campus service jobs and shopping, and providing mentorship to Coweta High School Students.

Students bring life to downtown and extend the viable hours of operation for commercial businesses. Because NSU students are older, they would be able to participate in a growing Coweta night life.

Recommendations for the mid-term (to 2030):

- *Reach out to NSU to understand ways in which the City and the University can partner together for the benefit of the students.*
- *Form ties with student groups on campus to better understand their housing and recreation needs.*
- *Encourage residential and commercial developers to consider the needs of NSU students related to Downtown.*
- *Create a bike trail system that links the campus with Downtown.*
- *Explore alternative methods of transportation to allow easy access between NSU campus and Downtown.*

CHAPTER EIGHT

CHARACTER, CULTURE and HISTORIC PRESERVATION

CHAPTER EIGHT SUMMARY

Community Character is more than the architectural look of a community. It is formed by the History of the Community and its Culture. Culture is more than an ethnic mix, it includes the values and preferences of the Community – influenced by factors such as age, socioeconomics, regional preferences and similar. This Chapter briefly addresses some of the factors that have influenced Coweta and provides suggestions to honor the past in the future.

MAJOR TOPICS

- History
- Architecture
- Character Overview
- Growth Management and Community Image

CHAPTER EIGHT:
CHARACTER, CULTURE AND HISTORIC PRESERVATION

HISTORY

Coweta's first settlers were Native Americans, Creek Indians being resettled from Georgia into Oklahoma. In 1843 a Presbyterian mission was established in Coweta, with the approval of the Tribal Chief. In 1867, the Creek Nation was divided into six districts. The community square on the eastern bank of Coweta Creek (with a one room log cabin) became the political center of the Koweta District. Early in the 20th Century the heart of the community moved east a few blocks as Downtown began to develop, largely due to the construction of the railroad between Muskogee and Tulsa.

Several banks opened, hotels were built, merchants opened stores to serve a growing community and two theaters opened. Churches abounded. Broadway was the town's main street and Coweta enjoyed bands and parades. Cotton growing was prevalent, and the train stopped in Coweta to transport the bales.

However, by 1930, Coweta's had not grown as expected, having a population of approximately 1,300 persons. The Depression hit and WWII occurred. By 1960 the City's population was approximately 1,850 persons.

Over time, SH 51 became the primary revenue generating corridor. Broadway and the modest residential areas surrounding it remained the heart of the community. Subdivision growth occurred to the north and west with homes on acreage in the outlying areas. Apartments were included but were comparatively rare. Industry and agriculture have waned, leaving Coweta with a largely residential character. Coweta has historically been a slow-growing community that values family activities such as churches, education and youth, community pride and hard work. Ethnically, the City has traditionally been largely of Anglo / European descent with Native Americans comprising somewhat less than 10% of the population and persons of color comprising approximately 5%.

ARCHITECTURE

The predominant remaining architectural elements in the Downtown Core / Broadway District are brick and, windows facing Broadway - reminiscent of the bank and merchant roots. The Mission Bell Museum is brick with large windows, reflecting the style of 1908. Taco Bueno, the Central Elementary School, the Brown Family Funeral Home, and the Coweta City Hall (a former retail site) are the other buildings of significance. They are of mixed styles. The Water Towers and Historic Jail at Broadway and Chestnut remain. Maximum height in Downtown is currently two stories.

Residential architecture is modest Downtown, primarily influenced by cottages and bungalows. Subdivisions reflect the styles of the times. Homes on acreage range from ranch style to homes over 3,000 square feet of a variety of styles.

CHARACTER OVERVIEW:

Today, based on historical strengths and current growth trends, Coweta character and image includes:

- A fully functioning community with job opportunities, and quality housing at an affordable cost.
- A well -developed recreational life, commercial shopping, and a family-oriented community that celebrates its roots.
- Family and Youth orientation as evidenced by a significant proportion of single-family housing. Walkability.
- Downtown Coweta as the heart of the Community with The Broadway District as a true Oklahoma "Main Street", used for parades (with bands) and events.
- SH 51 and the Turnpike Interchanges as the primary commercial drivers.
- Elements of historic Broadway Architecture for commercial and offices uses as well as elements drawn from structures such as the Mission Bell Museum and Coweta Hotel.
- Elements of contemporary architecture along SH 51 and at the Turnpike Interchange that blend with and complement the historic elements.
- Signage and landscaping that capture Coweta's agricultural and work oriented past.
- Incorporation of Native American design.

GROWTH MANAGEMENT AND COMMUNITY IMAGE

OBJECTIVE ONE: Provide opportunities for responsible growth while at the same time maintaining Coweta's close-knit community character. Living, working and recreation areas should be inter-related, easily accessible, and efficiently served by support infrastructure

Strategies:

- Create a compact and defined community land use / growth pattern that expands logically.
- Prioritize new development that is served by currently existing arterial streets, support infrastructure, services, and emergency response personnel.
- Prioritize in-fill development of vacant or under-developed properties. Encourage use of vacant, under-utilized, and dilapidated parcels in the downtown area. Emphasize sidewalks, and bike access.
- Prior to expansion, develop and document clear methods for funding the extension and maintenance of support infrastructure and services. Explore the potential for developer participation.
- Clearly identify Coweta's primary entrances and highly visible sites. Locate Gateway and / or Identity features at those locations.
- Create guidelines and enforce codes that celebrate the character of individual residential neighborhoods and that protect their physical appearance and safety.
- Enforce codes to eliminate deteriorating / unsafe structures.
- Develop street planting guidelines for the complete hierarchy of street types including both existing and new development. Emphasize low water use and minimal maintenance.
- Ensure that project submittals for development in or adjacent to all neighborhoods and / or corridors provide screening, landscaping, setbacks, and parking plans that are compatible with the area.
- Coordinate with Wagoner County to develop compatible growth and land use policies at the boundaries / edges of the Community

This page left intentionally blank

CHAPTER NINE

PARKS and RECREATION

CHAPTER NINE SUMMARY

This Parks and Recreation Chapter is to provide comment / recommendation for improvements related to the anticipated mid (2025) and long-term (2030) growth, based on a review of the existing 2008 Parks and Recreational Facilities Plan, evaluation of the existing parks system and comparing it to the anticipated levels and location of growth.

MAJOR TOPICS

- Background
- 2008 Parks and Recreational Facilities Plan
- Siting New Facilities

CHAPTER NINE:
PARKS AND RECREATION

BACKGROUND:

The 2008 Parks and Facilities Plan emphasizes the importance of greenery in community and personal wellness. It indicates that time spent in natural surroundings relieves mental fatigue and relieves irritability. Green space also supports frequent actual contact among neighbors and builds a sense of community which creates social ties which are the building blocks of strong secure neighborhoods.

In the time since the Coweta Comprehensive Plan (1994-2020) and the 2008 Parks and Facilities Plan were prepared, the health of individuals, particularly that of children has become an increasingly important issue. This is in large part driven by increasing youth obesity and diabetes.

Recreational activities are considered to be either active or passive in nature, depending on the user's role as participant or spectator. Both types of recreation are needed in the community. The National Parks and Recreation Association recommends that all parks have some form of active and passive recreation within them. The larger parks will usually have a higher proportion of active recreational facilities due to the larger areas required for playing fields, running paths, etc. "Passive" activities include trails, sidewalks, seating areas, grassy areas for picnics / sun-bathing and similar.

As noted previously, the 2008 Plan based parks need on population and the location of population concentrations. Over the past twelve years population and density patterns have stayed relatively stable in Coweta, therefore, the existing Plan continues to provide a significant amount of applicable guidance.

The National Recreation and Park Association standards for park area have historically indicated that indicate that a typical park and recreation agency should provide approximately 10 acres of park land per 1,000 residents. At the time that the Plan was prepared it was estimated that there were 8,967 residents in the City. Therefore, park needs at that time were approximately 90 acres.

The 2020 Census is anticipated to show that Coweta has reached a population of approximately 13,000 residents. Therefore, current park needs would be approximately 130 acres. With growth anticipated to reach 25,000 by 2030, park needs at that time would be approximately 240 acres. The amount of a park area accessed by non-vehicle means is an important factor in measuring adequate park provision.

2008 PARKS AND RECREATIONAL FACILITIES PLAN

The 2008 Plan identified several types of park facilities.

- Mini-Park: Neighborhood park of one acre or less.
- Neighborhood Park: Park for day-to-day use serving surrounding area of ½ mile radius.
- Community Park: Specially developed facilities for community functions such as community events.
- Area Park: Intensive Use area for organized sports. Passive and active use serving city and surrounds.

The Plan also described special recreational facilities that exist within the above park types and / or as a standalone park in areas of high-density development where efficiency is paramount.

- Tot Lot: Small area for use by preschool and elementary school children located in areas of dense development.
- Play Lot: Active use area having ½ to 1-mile radius of influence – for self-directed play.
- Playground: Highly developed intensive use area primarily serving young children, containing turf and paved areas.

Downtown pocket parks should be added to the list as should an emphasis on a city-wide trails system linking parks and being an important element of physical health.

The 2008 Plan identified several criteria that should be considered when preparing a parks and recreation facilities program: Some of those items include:

- Average use of individual facilities.
- Participation in programs and organizations.
- Density of population in particular locations.
- Demographics including criteria such as age, ethnicity, household income, physical health.
- Total Population, (City and area for potential annexation).
- Climate.
- Natural assets (vegetation, creeks, open space).
- Larger facilities in the region (i.e. Tulsa Gathering Place and RiverParks, Sequoyah State Park).

The Plan included a facilities inventory and recommendations for improvements at facilities, an analysis of required facilities, a recommendation for new facilities, site selection criteria and sustainable landscaping concepts.

The 2008 Plan identified needs for improvements at existing facilities and construction of new park sites. Recommendations were:

- A new Neighborhood Park north of 12st Street, east of SH 51.
- A Community Park north of 121st Street.
- A Community Park in the area adjacent to the Library.
- A dog park at the former Cottonwood Acres.

PARK FACILITIES

EXISTING

City Park and Recreation Facilities provide approximately 100 acres of park area. However, a large amount of that area (Sports Complex) is located approximately four miles east of the Broadway District and is not easily accessible by pedestrians and bicyclists.

PARK	LOCATION	FACILITIES	SIZE
Centennial Plaza	123 South Broadway	Benches, Memorial	3,000 sf
Graham Park	113 North Broadway	Benches, Picnic Table	3,000 sf
Jimmy Lee Campbell Memorial Park	119 East Cypress Street	Pavilion, Playground, Splash Pad	0.5 Acres
Roland Park	141st Street South	Pavilion, Picnic Tables, Playground	20 Acres
Coweta Sports Complex	SH 51 at Turnpike	Baseball, Softball, Soccer, Archery	80 Acres
Total			**101 Acres**

See 2008 Coweta Park and Facilities Plan

Coweta 2030 anticipates significant growth in northern Coweta, particularly in the area between 121st Street South and the Turnpike and between SH 51 and 289th E Ave. A significant amount of Medium Density Residential development is anticipated in this area which is recommended to be annexed in the mid-term (by 2025). Additional residential development is occurring north of SH 51 along 131st Street South in the southern portion of the city with new construction underway along 151st Street.

City Staff anticipates approximately 2,000 new homes in Coweta by 2025, based on known projects. ***Coweta 2030*** anticipates a similar number of homes being built between 2025 and 2030, based in large part on the construction of the Interchange. Given that persons per home average approximately 3 in Coweta, these projections would result in approximately 12,000 additional persons.

Recent citizen surveys have indicated that improving Roland Park is a high priority. As part of the 2019 / 2020 budget $300,000 has been allocated toward improvements. A consultant is under contract and the project is in the design phase.

PROPOSED IMPROVEMENTS INCLUDE:

- Extending walking trails.
- A splash pad.
- Resurfacing basketball courts.
- Additional parking.
- Drainage improvements.

RECOMMENDED:

The 2008 Plan provided a listing of proposed improvements to existing Park Facilities. That list should be reviewed as a first step in identifying a "baseline" for parks improvements. As budget allows, the 2008 Plan should be updated.

With the anticipated increase in population, approximately 150 acres in additional park land should be considered in order to accomplish the recommended parkland to person ratios.

The 2008 Plan provided standards for park facilities based on population. Using those standards, Coweta of 2030 should add the following facilities:

TYPE	STANDARD	EXISTING	REQUIRED	
Parks				
			2020	2030
Neighborhood Park	1:6,000	1	2	4
Community Park	1:6,000	0	2	4
Recreation Facilities				
Softball Diamonds	1:4,000	4	0	2
Volleyball Facilities	1:5,000	2	0	3
Play Apparatus Areas	1:4,000	5	0	1
Exercise Facilities	1:10,000	1	0	1
Recreation Centers	1:25,000	0	0	1
Community Pool	1:15,000	0	0	1

SUMMARY AND RECOMMENDATIONS

Coweta currently has approximately 100 acres of park area – much of which (80 acres) is provided by the Sports Complex at SH 51 and the Muskogee Turnpike. Unfortunately, this facility is not readily accessible to non-vehicular traffic. Roland Park, located at 141st Street and 284th East Avenue provides approximately 20 acres of multi-use space, it too is not easily accessible by non-vehicular traffic. Downtown Coweta offers a number of school facilities, jimmy Lee Campbell Park and two pocket parks. These valuable facilities also require vehicular travel to get to the Downtown core. Once the core is reached, pedestrian access is possible. Usable Open Space has not been clearly identified and is not readily accessible. As noted above, the 2008 Plan should be updated to identify need for, location of new park and trails facilities, by type.

THEREFORE, THE CITY'S PARK AND OPEN SPACE PROGRAMS SHOULD EMPHASIZE:

- Location of additional park space.
- Even distribution of park space.
- Park Space in northern Coweta.
- Special attention to small children and seniors.
- Trail and Bike system to link facilities.

SITING NEW FACILITIES

As can be seen from the above, locating new Neighborhood and Community Parks to serve a growing population should be a priority over the next decade. In the short term, these parks should be located in the northern portion of the City, each proposed development should be reviewed in light of its impact to park needs and its ability to address those needs.

SOME OF THE FACTORS THAT SHOULD BE CONSIDERED INCLUDE:

- Size of required area.
- Accessibility – vehicular and non-vehicular.
- Adjacent uses and potential impacts from park onto those uses.
- Potential for joint use with other facilities.
- Distribution of facilities.

In Coweta, the total area of park land and the available area for active sports is quite good. However, facilities distribution within the City and the variety of recreational options should be addressed.

Small, easily accessible park facilities for young children and for seniors are two areas of need. For older children, Coweta schools provide recreation space for older children and youth as do Roland Park and, to some degree, Jimmy Lee Campbell Park. However, the majority of these facilities are not readily accessible to persons in the northern portion of the City, being clustered near downtown and southeast of the 151st Street South / SH 72 intersection. Roland Park and Northwest elementary are located further north on the west side of SH 51 being at 141st Street South and 131st Street South, respectively. ***See Figure 18.***

DISTRIBUTION AND LOCATION OF PARK SPACE

Estimates of population distribution should be accomplished by reviewing census block data and / or reviewing number of units per acre, made simpler to some extent by tracking number of lots from new Tract Maps. A quick estimate of units per square mile can be made by reviewing aerial photos. ***See Figure 18 for existing Park locations.***

The metrics to be used for Area Park and Community Park are 1 per 6,000 persons, each. In Coweta, this would be approximately 2,000 homes each. As noted above, the area north of 121st Street and East of SH 51 should be prioritized for new park space. Each new subdivision should be encouraged to include seating and walking space for its residents as well as sidewalks along any adjacent collector streets.

Explore funding to enable Public Works or Community Development Staff to update the 2008 Plan inventory, identify needed improvements and sites recommend a phased budget and implementation program. Health related Grant Funds should be explored.

LOCATION OF ADDITIONAL PARK SPACE:

Coweta's growth and the location of that growth triggers the need for additional space. ***Coweta 2030*** underscores the recommendation of the 2008 Parks Plan to locate one Community Park and one Neighborhood Park north of 121st Street South on the east side of SH 51.

OPPORTUNITIES TO IDENTIFY POTENTIAL LOCATIONS FOR NEW PARKS INCLUDE:

- Discussion with residential developers during the early stages of a project to consider items such as:
  - Use and maintenance of detention basins.
  - Impact Fees and / or fees in lieu.
- Discussion with Golf Course owners to identify potential for joint use.
- Discussion with School District to identify need for and potential of a new school in the target area, focusing on the possibility of joint use.

EVEN DISTRIBUTION OF PARK SPACE:
Estimates of population distribution should be accomplished by reviewing census block data and / or reviewing number of units per acre, made simpler to some extent by tracking number of lots from new Tract Maps. A quick estimate of units per square mile can be made by reviewing aerial photos. ***See Figure 18 for existing park locations.***

The metrics to be used for Area Park and Community Park are 1 per 6,000 persons, each. In Coweta, this would be approximately 2,000 homes each. As noted above, the area north of 121st Street and East of SH 51 should be prioritized for new park space. Each new subdivision should be encouraged to include seating and walking space for its residents as well as sidewalks along any adjacent collector streets.

- Explore funding to enable Public Works or Community Development Staff to update the 2008 Plan inventory, identify needed improvements and sites recommend a phased budget and implementation program. Health related Grant Funds should be explored.

TRAILS AND BIKE SYSTEM, PARK ACCESS

AS PART OF THE INVENTORY AND IMPROVEMENTS EFFORT, STAFF SHOULD PREPARE A CONCEPT PARKS ACCESS AND TRAILS SYSTEM PLAN. THE CONCEPT SHOULD INCLUDE BUT NOT BE LIMITED TO:

- Use of the easements along the creeks to provide trail bed.
- Concept sections for trail bed.
- Trail / sidewalk connections to each of the existing and proposed Parks.
- Concept improvements plan and Estimated Budget for trails along:
    - 141st Street from Division Street to 241st E Ave (Oneta Road).
    - 241st E Ave from 141st Street South to 101st South.
    - 101st Street South from SH 51to the NSU Campus.
- Concept sidewalk connections plan connecting areas of significant residential use with Park Trail system, minimizing need for continuous sidewalks along section line roads.
- Exploration of Impact Fees or other mechanisms to provide sidewalk along section line roads.
- Discussions to create Park access transportation system including Coweta Transit, Youth Sports, School District, City of Coweta, and Youth Sports.
- Explore use of Safe Routes to School Funds in coordination with sidewalk and trails efforts.

DOWNTOWN PARKS AND CONNECTIONS

As part of the Downtown rebirth, Coweta should begin an effort to identify vacant Downtown lots, along Broadway and in areas within the Downtown Core, suitable for "tot lots", "pocket parks" targeted at Seniors, Downtown visitors and young families. The study should include a preliminary budget and purchase schedule. Alternative methods of obtaining the properties, such as donation for tax credit, should be explored.

A Downtown sidewalks plan should be included. The plan should link residences with schools, pocket parks, City Hall and Library, Mission Bell Museum, and similar historic sites. A lighting, landscape and hardscape plan should be included.

REGIONAL RECREATION OPPORTUNITIES

Coweta is closer to lake recreation and camping than might be generally recognized. Sequoyah State Park at Ft. Gibson Lake with 19,000 acres of water surface and 225 miles of shoreline is approximately 30 minutes east of the City in Western Wagoner County. The State Park includes a lodge, golf, horseback riding and a nature center.

Grand Lake of the Cherokees with approximately 46,500 surface acres of water is approximately 1 ½ hours north east (85 miles) both lakes are well developed with camping and barbeque facilities, launch ramps, swim beaches, skiing, and fishing. Overnight stay facilities are available.

Other boating, swimming, and fishing opportunities are located within 35 miles of Coweta. These include Lake Bixhoma (9 mi southwest, near Bixby), Skiatook Lake (35 mi northeast near Skiatook). Lake Eufaula to the south and Lake Oologah to the north are approximately 60 miles away.

WATER ORIENTED RECREATION SHOULD BE PROMOTED.

- An economic development opportunity related to Lake Recreation should be recognized. By becoming a "gateway to the lakes" Coweta could capture sales and repairs related to boating and fishing.

This page left intentionally blank

CHAPTER TEN

ECONOMIC DEVELOPMENT and TOURISM

CHAPTER TEN SUMMARY

Coweta's economic engine can be described as the SH 51 Corridor. Downtown Coweta has maintained the "heart" and character of the community. Visitor attraction has been moderate and most tourists by-pass Coweta on the Muskogee Turnpike. The development of the Turnpike Interchange is anticipated to change the traditional dynamics of revenue production and can be a method to attract visitors to the community. This Chapter focuses on the change in the traditional dynamics and discusses ways in which the energy created by the Interchange can integrate with SH 51 and the Downtown Core / Broadway District.

MAJOR TOPICS

- Economic Development and Visitor Attraction
- Action Items

CHAPTER TEN:
ECONOMIC DEVELOPMENT AND TOURISM

ECONOMIC DEVELOPMENT AND VISITOR ATTRACTION

Coweta has an opportunity to attract visitors and new development. That new development should support and enhance the historic pattern of development, should respect environmental sensitivities, and should promotes the City's image in the region. With the new growth acceleration opportunities occur to increase business and employment opportunities which in turn increase household incomes. The rebirth and expansion of Downtown, improved access from the Muskogee Turnpike, and the Sports Complex as a Regional Facility should be included in the City's Marketing materials.

OBJECTIVE ONE: Optimize the Positive Impacts of the Turnpike Interchange

Strategies:

a. Evaluate the potential size and economic impact of high intensity / large scale commercial development at and around the Interchange.

b. Identify and improve arterial streets that tie the Interchange to the SH 51 commercial corridor.

c. Encourage big box stores, overnight stay facilities and restaurants / entertainment at each the proposed Interchange as well as at the existing Interchange to the east. Create "nodes".

d. Provide directional signage at each node to direct traffic to Broadway District / Downtown.

e. Link the Turnpike Interchange to SH 72 (Broadway Street), improving access to South Wagoner County and increasing traffic in the Downtown Core / Broadway District.

f. Include high density residential development at each node to provide clientele and employees.

g. Market the increased number of residents and increased traffic counts to regional / national chains.

h. Include welcome signage at the Turnpike Interchange.

i. Explore the use of the SH 51 Design Guidelines as the basis for development at the turnpike, creating a window into the character of the City of Coweta.

Objective Two: Optimize the Impact of Downtown Coweta to Attract Visitors:

Strategies:

a. Continue to advertise the Broadway District as the heart of Coweta.

b. Support local businesses in the Downtown Core with programs by making them aware of opportunities such as low interest loans / grants for façade improvements.

c. Evaluate and program sidewalk, street, and landscaping improvements along Broadway to create walkable Coweta character.

d. Optimize use of pocket parks.

e. Include non-vehicular links to the schools' complex.

f. Build on the Zoning Code and the example of the SH 51 Overlay District to guide growth in the Broadway District / Downtown.

g. Encourage Downtown events to attract more people to the area to eat and shop.

h. Explore potential relationships with NSU.

i. Create consistent working relationship with ODOT to continue to explore Broadway improvements. and truck, vehicle, pedestrian relationship Downtown, making it more visitor friendly.

j. Explore ways to capture south County to Turnpike traffic for merchants in the Broadway District / Downtown area.

Objective Three: Identify and Leverage the Strengths of SH 51 and the Downtown Core

Strategies:

a. Strengthen SH 51 as a link between the Turnpike Interchange and the Downtown Core.

b. Strengthen SH 51 as a link between the Downtown Core and the existing Interchange to the east.

c. Provide signage, landscaping, and other visual cues to create connectivity between the two interchanges.

d. Identify and acknowledge the unique character of each interchange, including the value of high traffic counts / high visibility and easy access to businesses.

e. Incentivize higher intensity commercial and office uses along SH 51 with pedestrian oriented retail and food uses permeating in the Downtown Core.

f. Professional offices in former single-family homes are appropriate uses in the Core.

Objective Four: Utilize Recreation as a Visitor Attractor

Strategies:

a. Advertise and support the Sports Complex as a Regional Resource.

b. Ensure that Land Use and Zoning adjacent to the Sports Complex and Interchange support high intensity commercial and overnight stay / visitor serving uses.

c. Work to provide the infrastructure required to support high intensity visitor uses at this location.

d. Explore the potential for a public / private partnership for Sports Complex improvements and operations

e. Explore potential for Coweta to become a “gateway” to visitors traveling toward Lakes in the Region such as Lake Eufaula and Lake Fort Gibson.

This page left intentionally blank

CHAPTER ELEVEN

YOUTH and EDUCATION

CHAPTER ELEVEN SUMMARY

Coweta has traditionally been a family-oriented community, proud of its Youth. To some extent the character of Coweta is “flavored” by the activities and successes of Coweta Schools. This Chapter focuses on providing discussion items / recommendations to support Youth and provide educational opportunities. Theses in turn enhance Coweta’s character as family oriented, inclusive community.

MAJOR TOPICS

- Youth and Education
- Objectives
- Existing Condition

CHAPTER ELEVEN:
YOUTH AND EDUCATION

YOUTH AND EDUCATION:

OBJECTIVE ONE: Value and show pride in the youth of Coweta.

Strategies:

a. Work to create a culture of self-confidence and tolerance.

b. Explore a program where organizations such as City of Coweta, Coweta Public Schools, Chamber of Commerce, identify, create, and promote Coweta specific programs that address the emerging social issues specific to the youth of Coweta. Stakeholders and NSU may be a viable partner.

c. Establish the Coweta Public Library as a youth hub.

d. Include youth-oriented retail needs, entertainment, gathering spaces in Downtown. Reach out to NSU to encourage collegiate influence.

e. Provide safe bicycle and walking trails between activities hubs including, schools, downtown, recreational sites.

f. Extend the trails system into the community to all non-vehicular, independent access to Downtown and recreations opportunities for all Coweta Youth.

OBJECTIVE TWO: Provide "after hours" educational opportunities

Strategies:

a. Explore ways to provide facilities and "staff" for after-hours educational opportunities within the community, focused within the Downtown Core.

b. Coordinate with Seniors as a way to provide mentoring relating to both academics and life-skills.

c. Coordinate with NSU students to provide mentoring.

d. Explore potential for a Youth oriented Community Center, coordinating with the Coweta Schools as appropriate. The Center would be focused on Performing Arts practice and Location.

EXISTING CONDITION

There are currently eight school sites in the City. ***See Figure 11***

- Coweta High School (11th and 12th grades)
- Coweta Intermediate High School (9th and 10th grades)
- Coweta Junior High School (7th and 8th grades)
- Heritage Intermediate Grade Center (4th, 5th, and 6th grades)
- Mission Intermediate Grade Center (4th, 5th, and 6th grades)
- Central Elementary (pre-K – 3rd grades)
- Northwest Elementary (pre-K to 3rd grades)
- Southside Elementary (pre-K to 3rd grades)

Although there is a school complex in the Downtown Core, schools are also located in residential areas of the City. Discussions with the District indicate that cooperation with developers of future subdivisions to locate new schools within the development would be welcomed. City wide safe pedestrian and bicyclist access to schools is an area that should be addressed.

Coweta Schools enrollment has stayed stable over the last 10 years with 2010 enrollment being approximately 3,150 students and 2019 enrollment being approximately 3,300 students. The District is seeing an annual growth rate of 40 to 50 students. This is expected to increase as new residential development increases.

COWETA PUBLIC SCHOOLS				
GRADE LEVEL	2000 ENROLLMENT*	2010 ENROLLMENT*	2015 ENROLLMENT*	2019 ENROLLMENT*
Primary (PK – 3)	861	852	907	916
Intermediate (4 -6)	590	728	719	754
Jr. High School (7-8)	392	497	473	502
Intermediate High School	388	496	497	488
High School (9-12)	372	447	444	465
Total	2,603	3,259	3,288	3,369

** Source: Coweta Public Schools*

Coweta Schools students come from a diverse ethnic background with approximately 61% white and 26.5% Native American. Other ethnicities make up the rest of the student population.

Graduation rate is approximately 87% with a student to teacher ratio of 18.1 District wide. All students take the ACT Test with approximately 50% moving on to a four-year university, and 20% moving on to a two-year college. Preferred Universities include Northeastern State University, University of Oklahoma, and Oklahoma State University. Proficiency leans slightly toward Literature, History, and the Arts, however, the District is introducing the STEM Program (Science, Technology, Engineering and Math) to increase proficiency. Coweta's band is among the finest in Oklahoma and the choir program is fast reaching that elite level.

In 2014 Coweta residents passed a 38.2-million-dollar school bond, the core element being the new Central Elementary facility. Another major improvement was the Coweta Tigers (high School) fieldhouse and turf project. Another $300,000 for transportation equipment was also approved. The bond will be retired in 2024, the millage rate being 30.

Currently, the Coweta District has the facilities to adequately accommodate upcoming growth, at least for the short term (potentially through 2030). It is anticipated at this time that a future school bond would be passed – Cowetans love their schools.

In February 2017, ground-breaking occurred on a 20-acre parcel south of the City on Hwy 51 adjacent to the Health Center. In January 2020, the City Council approved a Resolution supporting a US EDA grant application for sanitary sewer to the school site. Course offerings are expected to include industry credentialed training in welding, nursing (including certified nursing assistant), information technology and plumbing. The campus is expected to generate wages of $600,000 to $750,000 annually for instructors and support staff.

The Northeastern State University (Broken Arrow) campus was opened in 2001 and is located on the west side of the Creek Turnpike and the north side of 101st Street South. The University is geared toward working adults offering courses for third and fourth year and graduate students. Approximately 3,500 students are now enrolled, studying for one of 30 undergraduate degrees or 18 graduate degrees. Housing is not available on campus.

This page left intentionally blank

CHAPTER TWELVE
HEALTH

CHAPTER TWELVE SUMMARY

One of the purposes of Coweta 2030 is to include and address topics that were not generally considered when the current document was prepared. This Chapter focuses on some of the ways to create a Healthy Community.

MAJOR TOPICS

- Healthy Community

CHAPTER TWELVE:
HEALTH

HEALTHY COMMUNITY:

OBJECTIVE ONE: Create a Community that supports and improves Physical, Spiritual and Mental Health.

Strategies:

a. Create opportunities to walk and bike to recreation, employment, the Downtown Core / Broadway District and NSU.

b. Provide access to locally grown produce. Explore the concept of community gardens including location and appropriate zoning code revisions.

c. Ensure easy access to quality, fresh food.

d. Encourage group meeting places.

e. Support churches of all types as key members of the community.

f. Provide opportunity for seniors to mentor youth.

g. Work to attract additional medical providers, prioritizing those that focus on seniors.

h. Explore and expanded Parks and Recreation opportunities, coordinating natural and formal exercise activities.

i. Coordinate with and provide access to the services of the Wagoner County Health Department.

j. Ensure that adequate facilities to house health and social programs are provided and maintained.

k. Identify opportunities to educate city officials and employees regarding ways that the built environment affects health and physical activity.

This page left intentionally blank

CHAPTER THIRTEEN
GOVERNANCE

CHAPTER THIRTEEN SUMMARY

The Government of the City of Coweta strives to successfully accomplish the health, safety, and welfare functions of government. It also works to provide a platform and process for public participation in policy development and decision making. The Chapter focuses on the ways that Coweta's governmental structure works to serve the residents and business community.

MAJOR TOPICS

- Governance
- Comprehensive Plan

CHAPTER THIRTEEN:
GOVERNANCE

GOVERNANCE:

The City of Coweta functions as a council-manager form of government. In this form, an elected city council serves as the city's primary legislative body. It then employs a City Manager who serves as a chief executive officer who oversees day-to-day municipal operations, leads the preparation of and drafts an annual budget, hires, and oversees City Staff and implements and enforces the Council's policy and legislative initiatives. The Council is comprised of 4 Councilors who represent Wards and one member-at-large. The Mayor is selected by the Council from its members.

To serve the residents of Coweta the City's Departments currently include:

- Manager / Administration
- Animal Control
- City Clerk / Treasurer
- City Engineer
- Community Development
- Fire and EMS Department
- Human Resources
- Municipal Court
- Parks and Recreation
- Police Department
- Public Library
- Public Works Authority
- Vernon Cemetery

GOVERNANCE OBJECTIVES:

a. Create transparency when communicating with citizens.

b. Create a system of easy, accessible, and responsive communication with City staff, City commissions and boards.

c. Create forums that encourage public involvement and volunteerism.

d. Support opportunities to develop information and data for promotion of Coweta as a business center and a great place to live.

e. Continue to support the programs and activities of the Coweta Chamber of Commerce, Coweta Schools, Youth Sports, Service Groups and similar.

f. Encourage the development of a support network for neighborhood associations and watch groups.

g. Promote leadership development programs for residents with definable benefits for completing the program.

h. Ensure adequate infrastructure, facilities, and emergency response personnel.

i. Continue to enhance a "can do" atmosphere that supports business, new residential development, and Coweta's family oriented, inclusive character.

CITY BUDGET AND REVENUE

FISCAL YEAR 2019-2020

The Coweta FY 2020 Budget is a "… balanced budget that is focused on maintaining service levels while addressing the long-range infrastructure needs of the community." The annual budget allows the City to review its history and to look into the future.
Some of the basic elements addressed by a successful City Budget include:

REVENUE SOURCES:

Revenues in Coweta come from numerous sources:

TAXES:

- Sales Tax
- Use Tax
- Hotel / Motel Tax
- Gross Receipts Tax
- Franchise Tax

LICENSES AND PERMITS

- Business Licenses
- Park and Recreation Fees
- Building Permits

CHARGES FOR SERVICES

- Fees for Fire and Ambulance Runs
- Zoning Fees
- Animal Shelter Fees
- Utility Service Usage Fees
- Reimbursements for Services

INTERGOVERNMENTAL

- Alcohol Beverage Tax
- Gasoline Excise Tax
- E 911 Tax
- Various Grants

FINES AND FORFEITURES
OTHER REVENUE
INVESTMENT INCOME

PERSONNEL AND EQUIPMENT

Personnel includes salaries and benefits for the Staff that keep the City operating. These include Administrative and Finance personnel, Public Works, Building and Community Development and Health and Safety personnel (Police and Fire). These Staff members have equipment needs including computers, personal protection equipment, machinery for street maintenance and piping repair and, police and fire vehicles.

INFRASTRUCTURE

Infrastructure refers to the basic foundations of a community, such as transportation systems, sanitary sewer and water systems, drainage facilities, and other public facilities.

COMMUNITY FACILITIES

These include publicly owned and maintained facilities other than the community's infrastructure. Community facilities include public buildings such as municipal buildings, park facilities, police stations, and fire facilities.

CAPITAL IMPROVEMENT

A capital improvement is any major, non-recurring expenditure such as construction and/or acquisition of public land, buildings, road, utilities (infrastructure), landscaping, or other similar expenditure for physical improvements. These improvements are relatively fixed or permanent in nature, having a long-life expectancy of generally more than 5 years. Normally, capital improvements are valued at greater than $10,000.

OTHER BUDGET INFORMATION

PUBLIC WORKS AUTHORITY (PWA):

The PWA is currently servicing two Tax Exempt Revenue Bonds dated September 30, 2016. In the amounts of $23,790,000 and $615,000. These Bonds are collateralized by utility revenues and pledged sales tax. In 2020, the PWA issued a $11,373,000 Clean Water Promissory Note to finance upgrades to the City's wastewater treatment plant. The City is in full compliance with its debt indenture requirements.

SALES TAX

A primary income producer for the City is sales tax collected by Coweta merchants. Not only is sales tax a major source of revenue for the community, it is also an indicator of economic growth in the business sector. The State of Oklahoma sales tax rate for tangible personal property is 4.5% of gross proceeds. The City has a sales tax rate of 3.0% which is collected in addition to the State's levy. Wagoner County Taxes are 1.3% Sales Tax Revenue increased by 10.9% over 2018 ($400,700).

PROPERTY TAX:

Property Tax can be used to repay General Obligation (GO) Bonds which are typically utilized to fund Capital Improvements in the City. Currently, the City has no debt service on GO Bonds. The majority of these tax dollars are used to fund Coweta Schools, Vo Tech, County Roads and County Health Services.

These taxes are computed by multiplying the assessed value of a parcel by the assessment ratio set by the County (11.2%). This number is then multiplied by the "millage rate" or ad valorem rate which is currently (FY 2020) approximately $.07 per dollar ($6.63 per $100) or ($66.30 per $1,000). In Wagoner County, the median assessed fair market value for a home is $133,500. Typically, a Coweta resident will pay approximately $1,089 per year in property tax.

**Sources: City of Coweta Proposed Budget and Financial Plan; City of Coweta Financial Report and Operating Report, June 2019: Wagoner County Tax Levies Report 20019-2020, October 2019*

SALES TAX REVENUE

2013:	$3,000,000
2020	$3,900,000
Increase:	$ 900,000
	30%

SALES TAX RATES

Coweta Rate:	3.0%
Wagoner County	1.3%
State of Oklahoma	4.5%

AD VALOREM:

- School District
- Vo-Tech
- County General
- County Health
- City

CHAPTER FOURTEEN

PUBLIC SERVICES and FACILITIES

CHAPTER FOURTEEN SUMMARY

This Chapter provides a general description, or overview, of the services and facilities that the City provides to ensure excellent Quality of Life. The following are provided and maintained by Coweta Public Works Department, Coweta Police and Coweta Fire Departments. For detailed information please See Chapter 17, Infrastructure and Chapter 18, Public Safety.

MAJOR TOPICS

- Water Systems
- Sanitary Sewer
- Solid Waste
- Storm Drainage
- Public Health, Safety and Welfare
- Transportation System
- SH 51 Corridor

CHAPTER FOURTEEN:
PUBLIC SERVICES AND FACILITIES (OVERVIEW)

The City of Coweta works to continuously provide high quality, technologically advanced, efficient, and well-maintained public services, and facilities. Future growth must be evaluated and encouraged in light of the City's ability to continue to provide superior facilities and service.

WATER SYSTEMS

Provide a water distribution and storage system that adequately serves the current and future needs of the residents, promotes economic development, and efficiently uses land and fiscal resources.

- The City's water plant, storage and distribution system appears to be sufficient to accommodate the anticipated levels of growth that the City will have the responsibility to support.
- Rural Water Districts #4 and #5 each have their own water plants and distribution systems. A significant portion of the anticipated water requirements will be the responsibility of these two Water Districts.
- The three regional water plants draw their water from the Verdigris River. Flow and allocation is sufficient to support the anticipated growth to 2030.

SANITARY SEWER

Provide a sanitary sewer collection and treatment system that adequately serves the current and future needs of the residents, promotes economic development, and efficiently uses land and fiscal resources.

- Coweta is currently in the process of upgrading the Sewage Treatment Plant, located on the Arkansas River south of Downtown.
- The Sanitary Sewer Treatment Plant is being designed to increase capacity by 0.5 Million Gallons per Day.
- The treatment capacity is sufficient to support anticipated growth to 2030.

SOLID WASTE

Provide energy efficient, economically responsible, and environmentally safe solid waste collection and storage services.

- The City of Coweta contracts with the Covanta Energy-from-Waste Plant in the City of Tulsa to dispose of its solid waste. Covanta closes once or twice a year for a total of approximately 4 weeks.
- The City also contracts with the Land Fill operated by Waste Management on 46th Street North in Tulsa. This plant is used as "backup" when the Trash to Energy Plant is closed for maintenance.
- Conversations with operators at both plants indicate that capacity is more than sufficient to accommodate the anticipated levels of growth.

STORM DRAINAGE

Provide an efficient and affordable system that collects, stores and releases storm water, minimizing the adverse effects of flooding, erosion, siltation, and standing water.

- Storm drainage is challenge for the City. Currently most storm water is addressed through the use of bar ditches along most significant streets and surface drainage on smaller roads.
- Water from streets and bar ditches is directed to Coweta Creek which traverses the City north to south. Coweta Creek directs the water to the Arkansas River.
- The City should move toward preparing a City-wide drainage study with the concept of using Coweta Creek as the primary channel to move water to the Arkansas and as an area for storm water detention.
- The Creek should also be considered as a joint-use resource for bike / pedestrian trails and recreational facilities / parks.

PUBLIC HEALTH, SAFETY AND WELFARE

Provide and attract public service providers and personnel (police and fire, health care facilities, libraries, schools) that protect the health, safety, and welfare of the people and property of Coweta.

The Coweta Fire Department protects life and property by providing efficient and effective facilities and services for fire prevention, fire suppression, hazardous materials control, and emergency response. To accomplish this, the Department

provides fire suppression training, construction inspection, code compliance, and cooperative mutual aid agreements and inter-local arrangements.

Staffing levels at the Coweta Police Department are anticipated to maintain current levels of service through mid-decade, depending on the timing of significant population increase. A large portion of current cases are related to traffic accidents and violations.

- The City of Coweta is responsible to take the lead in ensuring Health, Safety and Welfare in the City and should participate in procuring Health, Safety and Welfare in Western Wagoner County. In areas where the City does not have authority it should expand collaboration with those that do (Coweta Schools, Wagoner County Health Department, Wagoner County Sheriff, Muscogee (Creek Nation Health Service, private practitioners and similar.)

- Joint use of facilities and personnel should be optimized to extent feasible.

TRANSPORTATION SYSTEM

Provide an integrated, multi-modal transportation system that allows for the safe and efficient movement of people and goods in the volume that supports the desired growth and growth pattern of the community. Provide safe and efficient non-vehicular transportation opportunities.

- Optimize use of existing roadway system, including new access point to the Turnpike. This includes truck, delivery vehicle and personal vehicle traffic.

- Plan for and improve local streets to address anticipates increases in vehicular traffic.

- Focus on providing affordable transportation to members of the community without the use of a personal vehicle.

- Explore ways to provide high occupancy vehicle transportation to and from Broken Arrow and Tulsa.

- Explore and advertise the value of potential links to the Tulsa International Airport, the Port of Catoosa, and the Port of Muskogee, particularly as they might affect manufacturing and industry.

SH 51 CORRIDOR

Attract new development appropriately designed and located along SH 51 that promotes the Coweta community image and that retains existing quality office, retail, institutional, and industrial establishments.

- Support the use of the SH 51 Corridor as the major income generator and vehicular movement corridor in the City.
- Coordinate with ODOT to ensure efficiency of the physical improvements and consistency / guidance of design elements such as signage, landscaping, and fencing.
- Provide community education regarding the balance between regulation and economic success / visitor attraction for the City as a whole.

CHAPTER FIFTEEN

ENVIRONMENTAL CHARACTERISTICS and SUSTAINABILITY

CHAPTER FIFTEEN SUMMARY

The Chapter focuses on the natural setting in and around the City, primarily related to development suitability. It also includes recommendations regarding expansion related to growth.

MAJOR TOPICS

- Environmental Responsibility
- Environmental Characteristics

CHAPTER FIFTEEN:
ENVIRONMENTAL CHARACTERISTICS AND SUSTAINABILITY

ENVIRONMENTAL RESPONSIBILITY

Coweta is situated in an area of rolling terrain with some significant vegetation and tree growth. No natural slopes of more than twenty percent in gradient are known to be present. Large areas of land suitable for agricultural uses are present as evidenced by substantial growth of cotton in first half of the Twentieth Century. The majority of the area suitable for agriculture currently lies outside the City Limits. Coweta Creek, running from north to south and passing through the Downtown core on its way to the Arkansas River is the primary drainage way. A number of smaller tributaries feed it.

Coweta's approach to growth is to focus on infill development and development served by existing infrastructure. New growth in Coweta should:

- Protect and enhance Coweta's creeks, vistas, vegetation, and special plant/animal species
- Integrate with and support responsible growth and development.

OBJECTIVE ONE: Integrate open space and development, growing while maintaining a "country" feel and existing Natural Features.

Strategies:

a. Coordinate with Oklahoma Department of Environmental Quality, Oklahoma Forestry Services and similar to identify sensitive species.

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

c. Maintain, improve, and beautify public properties that include significant natural vegetation or access to open space and creeks. Provide public access as appropriate, walking trails are an example.

d. Minimize impacts that are visible from outside the project.

e. Allow thoughtful integration with natural features. The potential for trails along the Arkansas River is an example.

OBJECTIVE TWO: Work Toward Environmental Sustainability

Strategies:

a. Create a business environment that values energy and water conservation, "green" construction techniques and air quality.

b. Explore a pathway to include Leadership in Energy and Environmental Design LEED objectives for all new buildings.

c. Encourage proper recycling and ensure proper handling of hazardous materials.

d. Noise, glare, and odor should be mitigated so as not to impact neighboring development.

ENVIRONMENTAL CHARACTERISTICS

The following is a brief overview of some of the significant factors that may impact development. New development should be located whenever possible in areas that do not include significant natural constraints.

Topography and Drainage

The topography of Coweta is primarily gently rolling. A number of drainage ways cut through the area, the largest of which is Coweta Creek which bisects the City and empties into the Arkansas River approximately 2 ½ miles south of Downtown.

Drainage flows from the western border of Wagoner County east to Coweta Creek and from the high point east of 305th East Avenue west to the Creek. The area east of the high point flows east to the Muskogee Turnpike.

Drainage ways and low-lying areas in Coweta limit development area and create drainage challenges along roadways – particularly when looking to widen roads and / or create trails.
See Figure 19, 20, and 21.

Soils:

Soil type and condition can impact ease, cost, and success of development. Soils Information for Wagoner County has been taken from USDA Natural Resource, Conservation Service which provides graphic representation of areas of soils limitations for dwellings, septic systems, and roads. Although this information is helpful from a general perspective, additional evaluation should occur on a project by

project basis. Soil types in the Coweta area are generally categorized as being appropriate for residential construction with potential moderate challenges related to road construction and use of septic tanks. Septic systems are typically not allowed in the City Limits.

The Maps from the Web Soil Survey are based on a system which preserves direction and shape but distorts distance and area. They also include more than one soil survey area. These survey areas may have been mapped at different scales, with a different land use in mind, at different times, or at different levels of detail. This may result in soil properties and interpretations that do not completely agree across soil survey area boundaries.

Structures:

This soil category includes dwellings and structures of three stories or less. For construction without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

Much of the area in and around Coweta has been rated as “Not Limited” or Somewhat Limited”. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.

Septic Systems:

In the soils study, only that part of the soil between depths of 24 and 60 inches has been evaluated. The ratings are based on the soil properties that affect absorption of the effluent, construction and maintenance of the system, and public health. Saturated hydraulic conductivity (Ksat), depth to a water table, ponding, depth to bedrock or a cemented pan, and flooding affect absorption of the effluent. Stones and boulders, ice, and bedrock or a cemented pan interfere with installation. Subsidence interferes with installation and maintenance. Much of the area in and around Coweta is generally categorized as “Very Limited” for septic system installation and use.
“Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Local Roads and Streets:

Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding.

Much of the area in and around Coweta is generally categorized as “Very Limited” for local road and street construction. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected. The City of Coweta and Wagoner County are very familiar with the limitations of the soil and methods to construct and maintain successful streets.

See Figures 22, 23, and 24

CHAPTER SIXTEEN

PUBLIC BUILDINGS and PROPERTY

CHAPTER SIXTEEN SUMMARY

The City of Coweta sets the standard for the community regarding appearance, style efficiency, functionality and maintenance of public buildings and property This Chapter focuses on ways that the City of Coweta works to provide the example for pride of ownership, a significant factor in establishing community character.

MAJOR TOPICS

- Public Buildings and Property
- Objectives

CHAPTER SIXTEEN:
PUBLIC BUILDINGS AND PROPERTY

PUBLIC BUILDINGS AND PROPERTY

The City of Coweta owns and maintains a number of buildings and properties. These include:

- City Hall
- Library
- Parks and Sports Complex
- Police and Fire Stations
- Water Plant
- Wastewater Treatment Plant
- Maintenance Yard

In addition to the above, there are several other Public Buildings and Facilities in and around Coweta. These include:

- Rural Water District #4 Sewer Treatment Plant, Water Plant and Offices.
- Rural Water District #5 Water Plant and Offices.
- Wagoner County Fairgrounds.
- Coweta Public Schools Facilities.

OBJECTIVE ONE: Consider form and aesthetics when constructing new buildings and renovating existing structures

Strategies:

a. Work toward creating an easily identifiable look, a City of Coweta "brand".

b. Utilize architectural style, color, and facades to balance innovation with stability.

c. Consider presentation to street frontage, minimizing large parking fields while at the same time providing visual cues that sufficient parking is available.

d. Incorporate elements from Coweta's Downtown history to the maximum extent possible.

e. Landform, structures, and landscaping should work together in a coordinated manner.

OBJECTIVE TWO: Value efficient use of structures

Strategies:

a. Maximize the use of existing public structures and property. Renovation and expansion of existing sites and structures is generally preferable to purchase of new properties / new construction.

b. If new sites are to be purchased, leverage existing facilities to the amount feasible.

c. Emphasize easy access and to public buildings for persons of all ages. Provide connection to a non-vehicular transportation network.

OBJECTIVE THREE: Maintain public property in a functional and well-maintained condition.

Strategies:

a. Cleanliness and order should be prioritized over contemporary design and aesthetic improvements.

b. Publicly owned lots and rights of way should be well maintained.

c. Drought tolerant and low-maintenance landscape materials from an approved landscape palette should be used.

d. A phased program of curb, gutter, drainage facility and sidewalk repair should be established in and around public buildings and abutting public property.

Objective Four : Provide for future community buildings:

Strategies:

a. Explore the potential need for future Community Center.

b. Identify potential locations for future Police and Fire Stations.

c. Evaluate and stay apprised of proposed County Fairground project for joint use opportunities.

d. Partner with Coweta Public Schools for shared use opportunities.

This page left intentionally blank

CHAPTER SEVENTEEN

INFRASTRUCTURE

CHAPTER SEVENTEEN SUMMARY

This Chapter provides information on the existing City "plant", the Infrastructure required to provide basic City Services including water, sanitary sewer, and storm drain. Background information and recommendations for ways to continue to provide excellent service into the future are included. The Chapter also addresses solid waste disposal. Street improvements, although infrastructure, are addressed in Chapter 20, Transportation.

MAJOR HEADINGS

- Infrastructure
- Water Supply, Distribution, and Storage
- Sewage Treatment
- Storm Drainage
- Providing for the Future

CHAPTER SEVENTEEN: INFRASTRUCTURE

INFRASTRUCTURE:

Age, location, capacity, and cost of maintenance and improvements are some of the critical components that impact Coweta's ability to serve existing development and to attract new business and construction. Also, the City is now entering a period of expansion, particularly to the north and west of the Downtown Core. In this case, the provision of new infrastructure (water, sewer, streets, storm drain) will be key. As has been noted previously, expansion outside of the current City Limits requires coordination between several entities: City, County, Rural Water District 4, and Rural Water District 5.

Wagoner County currently provides street improvement and maintenance outside of the City Limits. Rural District 4 provides water and sewer to the west and north of the current City Limits. Rural District 5 provides water to the east and north of the current City Limits. The City of Coweta provides water, sewer and street improvements within the City Limits and will provide street and sewer infrastructure in newly annexed areas to the north and east and street improvements in newly annexed areas to the north and west. ***See Figure 12.***

WATER SUPPLY, DISTRIBUTION, AND STORAGE

Safe potable water supply in adequate supply combined with efficient treatment and distribution are a key to encouraging redevelopment and attracting new business and construction.

The City of Coweta derives its principal water supply from the Verdigris River. Water from this source is presently treated at a single plant north **of SH 51**, in an oxbow on the west side of the Verdigris River. The existing water plant was improved during the period from 2012 to 2014 at the cost of approximately $13 million.- Water is transmitted from the plant to the City via a transmission line that runs along the north side of SH 51. In 2019, the City completed repairs to an 18" transmission line that that brings domestic water approximately three miles from the water treatment plant on 353rd East Ave to the Skyview Tower.

The **Rural District 5** water supply pulls its water directly from the Verdigris River. The District serves approximately 3900 customers in Wagoner County adjacent to Coweta, Porter and Red Bird and serves to north of 71st Street. The District Water Plant was put online in August 2007.

Rural District 4 generally includes the areas north of 111th Street South and west of 257th East Avenue. Moving to the west the limits of the District include areas south to approximately the ½ mile between 121st and 131 Street South. Water supply is drawn from the Verdigris River, north of the Coweta intake. The District Water Plant is located at 71st Street South and 353rd East Avenue. There are approximately

11,600 taps onto the system, approximately 12.5 miles of line are being upgraded. The District serves primarily in western Wagoner County south of 121st Street and all the way to Stone Bluff, sewer plant is located at 141st Street South and 369th East Avenue.

During the short (2025) term, future residential development inside of the municipal limits is anticipated. The demand from this development can be accommodated by the existing facilities. Significant commercial / industrial development is not anticipated at this time. From 2025 to 2030 residential growth will continue and commercial / industrial growth is anticipated to increase. No significant industrial users have been identified.

At some point during the horizon period the City Limits will be expanded to include the area surrounding the Turnpike Interchange improvements. ***Coweta 2030*** anticipates annexation to occur prior to 2025, however, a significant increase to need for water is not anticipated. When this need occurs (2025 to 2030) it will be served by the City of Coweta, Rural District 5, and Rural District 4.

Summary:

> It appears that both the City's and the Rural District's water plants are and will be well positioned to provide adequate treatment for the proposed levels of growth. The City of Coweta, Rural District 4 and Rural District 5 should begin / continue discussions to identify the location and timing for proposed annexation. In addition, the anticipated amount of growth, its type and location as well as the anticipated quantity of water required should be cooperatively reviewed with a joint plan for service. Wagoner County should be included in the discussions.
>
> In addition, the specific boundaries for service and the method to cooperatively review development proposals should be addressed.

SEWAGE TREATMENT

Although safe water is a significant key to growth, the primary growth maxim is "growth follows sewer". The Coweta sanitary sewer system adequately and efficiently collects and treats residential and commercial wastewater and industrial effluent. Two key tests of the system are the absence of odor and any negative environmental impact downstream of the system release point.

The Coweta plant, designed in 1992 for a 20-year life, utilizes aerated lagoons and is capable of processing .75MGD. It is located south of 161st Street South and east of SH 72 at the Arkansas River. The plant serves the City primarily through gravity flow – the plant sits "downhill" from most of the community.

In October 2019, the Oklahoma Water Resources Board (OWRB), approved a loan to the Coweta Public Works Authority in the amount $11,373,000. The loan is to be repaid over a period of 30 years and is secured by revenues from the water, sewer, and sanitary systems and a 3% sales tax. The proposed improvements will not only increase capacity to 1.5 MGD

but will better preserve the aquatic habitat in the Arkansas River through improved quality of discharge. Proposed improvements include a new lift station, a concrete lagoon, two new aeration basins, two secondary clarifiers, sludge drying beds and modification to the existing disinfection basin.

During the short (2025) term, future residential development inside of the municipal limits is anticipated. The demand from this development can be accommodated by the existing / improved facility. Significant commercial / industrial development is not anticipated at this time. From 2025 to 2030 residential growth will continue and commercial / industrial growth is anticipated to increase. No significant industrial users have been identified.

At some point during the horizon period the City Limits will be expanded to include the area surrounding the Turnpike Interchange improvements. ***Coweta 2030*** anticipates annexation to occur prior to 2025, however, a significant increase to need for sanitary sewer is not anticipated. When this need occurs (2025 to 2030) it will be served by the City of Coweta and Rural District 4. Rural District 5 has authority in this area but does not provide Sanitary Sewer.

Rural District 4 operates a Sanitary Sewer plant located on Coal Creek, north of 91st Street South and west of 305th East Avenue. The plant is "uphill" from Coweta and requires lift stations to reach it.

In October 2019, Oklahoma Water Resources Board approved a loan to Rural District 4 in the amount of $14,835,000. The proposed improvements are to include construction of a new plant, two new lift stations, equalization basins and generators with odor and corrosion control. The improvements will increase the quality of effluent discharge.

Summary:

It appears that both the City's and the Rural District's sewage treatment plants are and will be well positioned to provide adequate treatment for the anticipated levels of growth. The City of Coweta and Rural District 4 should continue discussions to identify the location of future annexations. Also, the anticipated amount of growth, its type and location and the anticipated quantity of required treatment should be cooperatively reviewed, with a joint plan for service. Wagoner County should be included in the discussions.

In addition, the specific boundaries for service and the method to cooperatively review development proposals should be addressed.

STORM DRAINAGE

The City's storm drainage facilities collect and carry rainwater from "impervious" surfaces such as roofs, roadways, and parking lots during storm events. The facilities also increase the capacity of natural drainage ways. The goal is to protect life and property from flooding and erosion.

Coweta Creek bisects much of the City from the Muskogee Turnpike in the north to the Arkansas River in the south. A large portion of the City's drainage flows toward and into the Creek. Coweta's original downtown was located on the eastern banks of this creek.
See Figure 08.

Recommendation:

- *A Storm Drain Master Plan should be scheduled, budgeted, and prepared.*
- *As possible, increase budget for major Stormwater Improvements, as identified in the proposed Plan .*

Summary:

Historically, stormwater damage and losses in Coweta have been limited to some areas near downtown, particularly in the location of the former Cottonwood Addition (151st and the west side of Coweta Creek) whose structures were removed after repetitive loses. New development is concentrated in the northern portion of the community; therefore, increased release will occur into Coweta Creek in the northern portion of the City.

PROVIDING FOR THE FUTURE:

OBJECTIVE ONE: Provide fully functional and adequately sized infrastructure for all citizens and businesses of Coweta.

Strategies:

a. Prioritize a compact, contiguous pattern of development to optimize current infrastructure prior to expansion.

b. Consider the long-term economic costs and benefits of providing adequate sanitary sewer services and water prior to rezoning land and approving new projects.

c. Seek inter-governmental coordination with County regarding proposed improvements.

d. Explore private sector participation to fund expansion of public infrastructure, considering Impact Fees.

e. Prioritize maintenance and improvement of existing infrastructure above future expansion.

f. Maintain a quality working relationship with quasi-public utilities (phone, cable, electric, gas). Explore easement co-location and cost-sharing when extending improving infrastructure.

g. Coordinate the timing of City, County and Rural Water District infrastructure improvements (water, sewer, streets) to maximize efficiency and minimize cost.

h. Work toward the perpetual balancing of user rates with: Costs of Operations and Maintenance.

i. Encourage the underground installation of electrical lines.

Water System Strategies:

a. Assure the water system has sufficient pressure to provide for public consumption and fire protection to all areas.

b. Evaluate potential expansion and construct additional treatment and storage capacity, when warranted to meet the needs of potential development through 2030. In the short term, focus on maintenance of the existing system.

c. Encourage conservation practices through methods such as: public education as to sources and supply: encouraging the use of drought tolerant landscaping; and recommending the use of low flow fixtures and toilets in new construction and renovations.

d. Study the fiscal impact of annexation – will the annexed area be served by City infrastructure or Rural Water District?

e. Maintain fire hydrants through a prioritized and rotating program of maintenance.

Sanitary Sewer System Strategies:

a. Collect and process sanitary wastewater in a manner that meets or exceeds federal, state, and local standards. Focus on protection of local creeks and watershed.

b. Septic tanks for single residences on large lots may be permitted on a limited basis in areas not served by the City or Rural District sanitary sewer systems. They must satisfy minimum percolation requirements. Septic systems will not be used for new commercial or industrial uses.

c. Provide a sanitary sewer system with capacity to support planned new growth, including residential, commercial, and industrial users.

d. Increase the size and capacity of existing lift stations if appropriate before adding new ones.

e. Pursue grant funding to serve properties to the east of downtown located in the SH 51 corridor.

f. Prioritize City sanitary sewer service at the corner of Lone Star Road (353rd) and SH 51.

CHAPTER EIGHTEEN
PUBLIC SAFETY

CHAPTER EIGHTEEN SUMMARY

The City of Coweta is responsible for ensuring Public Safety. This Chapter will focus on the Coweta Police and Coweta Fire Departments their service, their resources, and recommendations for the future. The Coweta Fire and Police Departments operate from one location in Downtown Coweta, at the northwest corner of Chestnut Street and Broadway. The facility is approximately 10,000 sf in size.

MAJOR TOPICS

- Coweta Police Department
- Coweta Fire Department
- Ensuring Levels of Service

CHAPTER EIGHTEEN: PUBLIC SAFETY

COWETA POLICE DEPARTMENT

POLICE PROTECTION

The Coweta Police Department is presently budgeted for 16 certified officers. The staffing level provides the City with slightly more than 1.3 officers per thousand residents. This compares favorably with a recommended ratio of 1.4 to 3.0 officers per thousand residents. The present level of service is expected to remain adequate through 2025. However, the anticipated population growth may begin to impact service levels in or about mid-decade.

Discussion with Department representatives indicates that traffic accidents and violations are the majority of officer response actions. The Turnpike Interchange is seen as positive, potentially reducing future traffic levels on SH 51.

The Department is exploring / evaluating future methods of improving service and future goals. These include:

- Dividing Coweta into 4 Districts with “floating” Supervisors.
- Providing a consistent 5 to 7-minute response time.
- Ensuring that all vehicles are traded out after 100,000 miles.
- 10-hour shifts with three days on and 4 days off.
- Adding one full-time Animal Control Officer and four full-time Police Officers
- New station in more centralized location

COWETA FIRE DEPARTMENT

FIRE PROTECTION

The Coweta Fire Department protects life and property by providing efficient and effective services for fire prevention, public safety education, and emergency services delivery. To accomplish this, the Department provides an extensive list of training offered to citizens and business owners, new and existing construction inspection, enforces code compliance, and maintains cooperative mutual aid agreements and inter-local arrangements to ensure services are provided to the citizens within the coverage area at all times.

The Department is also the primary EMS provider for the Response Area. Staffing two full-time ambulances able to response to any emergency medical call. The current ISO rating is 4/4Y which is within the standard range for a community of Coweta's size.

The Coweta Fire Department covers around 100 square miles of Wagoner County. The Coweta Fire Department coverage area extends from the Wagoner County line in the west to the Verdigris River in the East, and 101st Street South in the North down to 181st Street South.

The department currently is Staffed with 20 full time personnel, 2 administrative personnel, and 1 Fire Marshal. The department fleet includes: 2 engines, 1 Tanker, 3 brush trucks, 3 ambulances, 2 command vehicles, a fire prevention vehicle, 1 light rescue, and a rescue boat. The department works closely with business owners, and local citizens to pre-incident plan potential hazards and seeks to identify the needs for future acquisition. Currently the Fire Department is fit to respond to structures less than 3 stories in height and structures with less than a required fire flow of 3000 gallons per minute (gpm.) looking forward at the projected growth of the community, and future development of commercial and industrial areas it will become necessary for the department to gain assets to meet that need.

New commercial and high-density residential development around the Turnpike Interchange and along SH 51 may create the need for additional personnel, locations of new station(s), as well as an increase number in response assets should the anticipated "full service" community scenario be realized.

ENSURING LEVELS OF SERVICE:

OBJECTIVE ONE: Eliminate fire hazards that endanger life and property.

Strategies:

a. Create standards for new development adjacent to natural open space.

b. Provide equipment (brush trucks) and medical protocols necessary to address needs in areas adjacent to open spaces.

c. Create and implement defined process that results in property owners' removal of the remains of burned structures on their site after a fire.

d. Incentivize a program that achieves regular inspections of office / commercial and multi-family structures downtown. An example is to work with insurers to reduce premiums accordingly is an example.

e. Require maintenance (weed and brush abatement), on existing non-improved lots, including lots adjacent to new subdivisions and near downtown.

OBJECTIVE TWO: Provide adequate water supply for fighting fires.

Strategies:

a. Continue the annual hydrant testing program.

b. Identify funds to repair / replace water hydrants that are noted for maintenance after the annual hydrant testing, prioritized by the Fire Chief.

OBJECTIVE THREE: Evaluate all new development proposals to determine if the layout, utilities, and visual access are adequate to provide sufficient police and fire protection.

a. Ensure that police and fire are included early in the review process, particularly regarding new subdivisions so that the departments have time to prepare for and comment at Technical Advisory Committee.

OBJECTIVE FOUR: Provide fire and police with sufficient equipment, building space, and personnel.

Strategies:

a. Evaluate equipment and staffing needs based on growth and expansion near Turnpike Interchange and additional traffic on SH 51.

b. Evaluate a "4 district" approach for police protection for the future.

c. Provide training and teaching opportunities to increase level of officers' expertise.

SUMMARY:

By 2030 it is anticipated that City population may be near 25,000 persons. If that is the case, staffing should increase. For example, police personnel should increase to 60 to maintain the existing officer to population ratio. The number of vehicles should increase accordingly.

Fire Department expansion to maintain levels of service will also require additional personnel. However, the increased number of structures may be a larger factor than the increased population. The increase in the number of structures will require additional equipment. Equipment needs can be estimated in part by estimating the increased number of units and commercial floor area.

Location of a new or second Police / Fire facility should be evaluated in northern Coweta to address growth near the Turnpike Interchange and along SH 51. During the period from 2025 to 2030 growth along SH 51 to the east may occur; emergency response personnel and equipment should be discussed / considered accordingly.

CHAPTER NINETEEN

TRANSPORTATION

CHAPTER NINETEEN SUMMARY

The purposes of this Transportation Chapter are to: Provide comment based on a review of the existing 1993 Major Street and Highway Plan; evaluate the existing condition and the anticipated levels and location of growth; provide comment / recommendation for improvements related to mid (2025) and long-term (2030) growth.

MAJOR TOPICS

- 1993 Coweta Major Street and Highway Plan (MSHP) Summary
- Existing Condition
- Coweta 2030 Classifications

CHAPTER NINETEEN: TRANSPORTATION

Beginning in 2000 Coweta began experiencing residential growth pressure which was dampened by the mid-decade downturn. Over the past five years (since approximately 2015) residential growth has again increased, indicators are that it will continue well into the next decade. In addition to the residential growth, commercial use has increased along SH 51. Within the next five years Oklahoma Turnpike Authority anticipates construction of an interchange on the Muskogee Turnpike, in the vicinity of 273rd East Avenue. Along with that construction, Oklahoma Department of Transportation is anticipated to construct a connector arterial linking the Interchange to SH 51. These improvements are anticipated to spur significant growth in the area, creating the need for substantial street improvements.

Coweta 2030 identifies anticipated trends, makes comment, and provides a recommended approach to address the potential impacts of growth. To further explore the impacts and to identify an appropriate plan of action, larger scale new development proposals should provide a traffic analysis. Additional engineering analysis and revision to the 1993 MSHP should occur concurrent with development of and around the Turnpike Interchange.

Any effective transportation system should:

- Support desired land use with proper street design.
- Optimize the use of highways, streets, and vehicle storage (parking) facilities.
- Coordinate all modes of transportation:
    - business oriented (truck, with potential connections to rail, sea, and air).
    - personal vehicles and vans.
    - visitor oriented (ex: connection from Interchange to Downtown).
- Provide methods of transportation (pedestrian and bike) to youth-oriented facilities (ex: school, recreation areas, Downtown).

Transportation and Land Use are closely related. The transportation system (specifically the street network) must be capable of accommodating the traffic that is generated by the adjacent land use as well as the through traffic, (visitor and commuter). Traffic congestion, collisions, and similar may occur in areas where the density and intensity of land use exceeds the designed carrying capacity of the street.

The City of Coweta is an established City that has traditionally grown at a slow to moderate rate with an established, operational street system. Even during periods of growth, given the overall population size of the City, increase in total trips could be accommodated by the existing system. Historically, a successful approach to transportation needs has been to target the optimized use of existing streets, focusing on surface maintenance and occasional widening.

Additional discussions have included:

- Intersections with high accident rates.
- Connections between NSU and Downtown.
- "Complete Streets" (pedestrian inclusion and safety) starting in the Downtown Core.
- Youth-oriented transportation.
- Senior transportation.

1993 COWETA MAJOR STREET AND HIGHWAY PLAN (MSHP) SUMMARY

The Coweta Major Street and Highway Plan (MSHP) was adopted in 1991 and amended in 1993. The 1993 Plan recognized that Coweta "has become an integral part of the Tulsa metropolitan area". Two important goals of the Plan included integrating Coweta into the overall metropolitan system and providing an efficient system for circulation within the City itself.

The Plan inventoried the existing system, information was gathered regarding the Federal Aid System classifications in the area and traffic counts were taken at 16 locations. The Plan was prepared to:

- Develop goals and objectives that represented Coweta's desires and values.
- Develop street functional classifications and design standards.
- Designate Coweta's streets per the adopted functional classifications.
- Develop a guide for the allocation of development intensities.

MSHP Classifications

The 1993 Plan defined Street and Highway classifications and provided information regarding Right-of-Way and pavement widths. They are classified according to their role and expected Level of Service (LOS).

1993 MSHP STREET CLASSIFICATIONS			
TYPE	DESCRIPTION	MINIMUM RIGHT OF WAY	MIMIMUM PAVING
Freeway	Limited access multi lane facility designed to carry large volumes of traffic safely, quickly, and smoothly and long distances	Per ODOT or OTA Standards	Per ODOT or OTA Standards
Primary Arterial	Controlled access multi lane facility designed to carry large volumes of traffic to and from freeways and between major activity centers, over moderate distances while providing access to abutting properties.	120 feet	101 feet 6 lanes, 25-foot median
Secondary Arterial	Multi-laned facility designed to move traffic short distances, connecting, and giving access to collector and residential streets while giving access to abutting properties. Should be used through corridors through high density districts requiring continuous access. Most section line roads are designated as Secondary Arterials	100 feet	50 feet 4 lanes
Secondary Arterial Alternate	Multi-laned facility designed to move traffic short distances. Contains center continuous left turn lane, connects and provides access to collector and residential streets and abutting properties. Should be used through corridors through high density districts requiring continuous access.	100 feet	63 feet 5 lanes
Commercial / Industrial Collector	Streets within commercial or industrial districts which collect and distribute traffic from local streets to arterial streets. Low speed traffic movement. Access is a major design factor.	80 feet	40-50 feet
Residential Collector	Streets which collect and distribute traffic from residential streets to arterial streets. Low speed traffic movement with access as major factor.	60 feet	24-36 feet
Residential Street	Streets with primary function to provide access to residential property.	50 feet	26 feet

1993 MSHP STREET CLASSIFICATIONS	
TYPE	**LOCATIONS**
FREEWAY	
Creek Turnpike	Northwest corner of Coweta
Outer Loop	Western portion of Coweta, west of 225th E Ave.
Muskogee Turnpike	Length of community, southwest from 101st St and 273rd E Ave
PRIMARY ARTERIAL	
121st Street South	193rd E Ave to 273rd E Ave
141st Street South	193rd E Ave to 289th E Ave
193rd E Ave (County Line Road)	101st Street S to Arkansas River
241st E Ave (Oneta Road)	101st Street S to 141st Street S
289th East Avenue / SH 72	151st Street S to (and across) Arkansas River
SH 51	Through community, east to Verdigris River
SH 51B	SH 72 to 321st E Ave
SECONDARY ARTERIAL	
209th E Ave	101st Street S to 161st Street S
225th E Ave (Evans Road)	101st Street S to 161st Street S
257th E Ave (Midway Road)	101st Street S to 161st Street S
273rd E Ave (Oak Grove Road)	121st Street S to 161st Street S
289th E Ave (Turkey Springs Road)	101st Street S to 151st Street S
305th E Ave (Ben Lumpkin Road)	31st Street S to 161st Street S
321st E Ave	101st Street S to 161st Street S
337th E Ave (Arlis Badley Road)	121st Street S to 161st Street S
353rd E Ave (Loan Star Road)	71st Street S to 161st Street S
71st Street S	273rd E Ave to 353rd E Ave
81st Street S	273rd E Ave to 353rd E Ave
101st Street S	273rd E Ave to 353rd E Ave
111th Street S	193rd E Ave to 353rd E Ave
121st S Street	SH 51 to 353rd E Ave
131st Street S	193rd E Ave to 353rd E Ave
141st Street S	SH 51 to 353rd E Ave
15ist Street S	193rd E Ave to 353rd E Ave
161st Street S	193rd E Ave to 353rd E Ave

1993 MSHP STREET CLASSIFICATIONS (continued)	
COLLECTOR	
289th E Ave	31st Street S to 101st Street S
321st E Ave	31st Street S to 101st Street S
337th E Ave (Arlis Badley Road)	81st Street S to 101st Street S
91st Street S	273rd E Ave to 353rd E Ave

See Figure 15

Comments:

Generally speaking, the MSHP created a grid throughout the planning area which was the area within Coweta's Fence line. It is worth remembering the street section associated with Primary Arterials are 6 lanes with sidewalks on both sides and the street section associated with Secondary Arterials is 4 lanes with sidewalks located on both sides.

In 2020, it is clear that the level of capacity proposed by the 1993 Plan anticipated a level of growth that has not been realized. As an example, the previous (1994 – 2020) Comprehensive Plan tiered off of the 1993 MSHP proposing commercial and medium intensity uses at the four corners of each section through most of the area from the Muskogee Turnpike south to the Arkansas River.

EXISTING CONDITION

The most heavily traveled traffic corridors in the City are:

- SH 51 with approximately 19,000 trips per day west of downtown.
- Approximately 9,000 trips per day east of downtown.
- SH 72 (Broadway Street) with approximately 8,200 trips per day.
- 141st Street S with approximately 4,200 trips per day.

The City recently authorized the completion of a study focusing on the intersection of 141St S and SH 51. The Study found that peak morning hour travel through the intersection was 2,239 trips and peak afternoon travel through the intersection was 2,569 trips.
The large portion of the streets within the Coweta transportation network is two lanes in width with drainage ditches on either side, located on "section lines" or mile sections. Much of the frontage provides access to individual lots, many of them large parcels.
Many of the section line roads around the City remain at the statutory right-of-way width of 49.5'. This is narrower than the minimum width identified by the 1993 MSHP. As new subdivisions have been proposed, dedication to widen adjacent travel ways has been required. However, dedications over time have been inconsistent and, much of the frontage has remained held by individuals over time, without

potential for dedications. Therefore, additional Right-of-Way (ROW) will be required to improve many of the streets to the recommended Level of Service. SH 51 is the only transportation corridor in the City that is more than two lanes in width.
One impact of the standard existing ROW width is that sidewalks and bike lanes cannot be located in that width. The need for drainage along the streets further impacts the ability to create a comprehensive pathway system throughout the City.

The northern portion of the City, and the area north of current City limits, south of the Muskogee Turnpike, is the area of highest growth. Much of the existing and proposed residential development is in this area as is the anticipated Turnpike Interchange. The area in western Wagoner County near 193rd East Avenue and 101St Street South is also growing quickly. As a result, Average Daily Trips (ADT's) in the north are expected to increase significantly. For example, anticipated residential traffic based on current approvals could be expected to increase by more than 5,000 ADT's along 273rd E Avenue and 111th Street South in that area.

101st Street South and 289th East Avenue are anticipated to be highly impacted as may be 121st and 131st E Avenues between SH 51 and 289th E Ave.

COWETA 2030 CLASSIFICATIONS

Coweta 2030 proposes an alternative approach, based on the existing condition and current growth trends. While not rising to the level of a Major Street and Highway Plan, Coweta ***2030*** makes recommendations that should be considered in future budget cycles and includes a recommendation for revision to the existing MSHP. Also, is the fact that ***Coweta 2030*** is focused on the area currently within the City Limits and adjacent to the City Limits and those that likely to be annexed during the planning period.

Coweta 2030: TARGET STREET CLASSIFICATIONS		
TYPE	**LOCATIONS**	
PRIMARY ARTERIAL		Recommended for review and further evaluation
SECONDARY ARTERIAL		
101st Street South	193rd E Ave to Creek Turnpike	Connection from NSU to SH 51 and Turnpike. Bike Lane
111th Street South	257th E Ave to 289th E Ave	Residential traffic, commercial traffic from Interchange
121st Street South	SH 51 to 289th E Ave	Traffic from Medium Density Residential, connect to SH 51
141st Street South	193rd E Ave to 305th E Ave	"Belt line" connection east to west. Bike Lane
New Connector	Turnpike to SH 51	New connector by ODOT
273rd E Ave	Turnpike to 111th Street South	Residential, commercial traffic to 111th Street
289th E Ave	Turnpike to 121st Street South	Traffic from Medium Density Residential
305th E Ave	71st Street South to SH 51	Future: Connector to and from Eastern Broken Arrow
COLLECTOR		
Section Line Roads		Sidewalks included to serve subdivisions

See Figure 15

Coweta 2030 recommends revisions to coordinate with anticipated growth and the proposed revisions to the Land Use Map:

Recommendations for the short term (to 2025):

As noted above, significant growth is anticipated in the area bounded by 257th and 289th Avenues East, the proposed Turnpike Interchange and SH 51.

- *273rd East Avenue and 289th East Avenue should be evaluated for potential to make each a secondary arterial*
- *111th Street South should be evaluated for the potential to make it a secondary arterial from 257th East Avenue to 289th East Avenue*
- *121st Street South should be evaluated for the potential to make it a secondary arterial from SH 51 to 289th East Avenue.*
- *Evaluation should include but not be limited to, existing right-of-way width, trail potential, landscaping concept, drainage, and utility locations.*
- *Traffic estimates within the growth area described above should be part of the analysis.*
- *Trail should be added to 101st Street South, in coordination with Wagoner County Improvements.*
- *141st Street South and 241st East Avenue should be evaluated for trails location.*

Recommendations for the midterm (2025 – 2030)

- *Traffic studies and estimates should be completed for the significant growth area as noted above to verify level of required improvements.*
- *Improvements should be budgeted and begun for the growth area.*
- *Trails along 141st South and 241st East Avenue should be funded and improved.*

CHAPTER TWENTY

LAND USE AND ZONING

CHAPTER TWENTY SUMMARY

This Chapter describes the relationship of Land Use (text and map) with Zoning (text and map), Subdivision Regulations and Design Guidelines. It provides recommendations for refinements of each.

MAJOR TOPICS

- Comparing Land Use and Zoning
- Recommended Land Use and Zoning Efforts
- Subdivision Regulations
- Design Guidelines
- Existing Condition
- Summary and Recommendations

CHAPTER TWENTY:
LAND USE AND ZONING

Coweta's 1994 -2020 Comprehensive Plan was largely focused as a general policy document for future physical and socioeconomic development. Its policies were set forth to "…guide the physical development decisions of the partnership of public and private interests."

This Chapter is intended to address the relationship of the Comprehensive Plan (Land Use) with Zoning, drawing heavily from the policies of the existing Comprehensive Plan and the current (2011) Zoning Code.

One of the major components of the current ***Coweta 2030*** effort has been the revision to the City's Land Use Map. The current Land Use and Zoning Maps had been prepared by the Wagoner County Assessor's office, they represented Land Use and Zoning from an Assessor's perspective. The revisions were based on those maps, as well as aerial photographs, in-field observations, discussions with City Staff and anticipated growth. The Land Use Map also recommends future land use preferences - the location of higher intensity residential uses and commercial uses near the Turnpike Interchange are examples.

A goal of a successful Land Use Map is to clearly identify Land Use and its intensity at a glance. Therefore, Land Use colors have been standardized, nationwide, to facilitate this purpose. The ***Coweta 2030*** map has been revised to use this consistent color palette. The Zoning Map has not been revised at this time. It is anticipated that individual parcels on the Land Use Map will be further revised over time as Staff includes it in daily work efforts. It will also be revised as Zoning decisions are made

Some of the factors included in Land Use determinations include:

- Demographic makeup of residents' living, shopping, recreating preferences, and the type of work they do.
- Existing and proposed transportation system (streets, rail, air, pedestrian / bikes, and public transit.
- Existing and proposed infrastructure treatment and transmission.
- Adjacent land uses.
- Rate and type of needed expansion.
- Natural physical factors such as topography and creeks / flood prone areas.

The Land Use Map, ***See Figures 05, 06, and 07*** represent the City's view for its future and provides a general guide for decisions regarding the location of a particular type of land use / proposals for new development. The Zoning Text and Map, ***See Figure 04,*** identify the particular zoning designation that implements the preferred Land Use.

COMPARING LAND USE AND ZONING

The Land Use Map and Comprehensive Plan text should reflect the goals, objectives, and policies of ***Coweta 2030*** while acknowledging past policies and direction. The current Land Use Plan largely corresponds to the community profile in ***Chapter 2*** and the policies introduced in ***Chapter 3.*** It makes recommendation for the future use of all property within the city limits. It discourages sprawl and depicts a development balance within the city. It also identifies areas suitable for differing types of land use, establishing low intensity where appropriate and higher intensities where services are accessible and surrounding uses are compatible.

Zoning should be not just be compatible with the ***Coweta 2030*** Plan, it should be the tool of implementation. Undeveloped areas on the outskirts of the city should be reviewed for appropriate Land Use designations and the Land use Map should revised if appropriate. Zoning should reflect any changes in Land Use designation. Undeveloped parcels adjacent to developed parcels should be reviewed for Land Use and Zoning compatibility.

Zoning Districts are not required to duplicate Land Use categories, but they should be compatible with the objectives, policies and principles that describe the intent of the categories. Three degrees of relationship may exist between Land Use categories and Zoning Districts.

THREE DEGREES OF RELATIONSHIP:

1. **Plan Category and Zoning District *IN* accordance**
2. **Plan Category and Zoning District *NOT IN* accordance**
3. **Plan Category and Zoning District *MAY BE* in accordance**

For example, if Staff receives a request for multi-family residential development or a restaurant at a particular location:

- The first step is to review the Land Use map to evaluate the intended Land Use type for the Area.
    - If the request is in conformance with the Map (which would contribute to achieving the objective of the Plan), the Zoning Map should be reviewed.
    - If the request is not in conformance with the Map but may contribute to achieving the objective of the Plan, an amendment to the Land Use Map may be appropriate.

- The next step is to consult the Zoning Map which should be in conformance with and implement the Land Use Map. If the current Zoning accomplishes this the Zoning Category does not need to be amended.

- At this point, the Zoning Map and the Zoning Code providing the development standards that will govern. These zoning regulations provide detailed coverage provide information such as lot coverage, setbacks, parking requirements and height restrictions.

- The City may initiate a change in zone if it can be shown to be in conformance with the Land Use map. The City may also initiate a Comprehensive Plan / Land Use Map Amendment to amend the preferred Land Use for a particular area. In the State of Oklahoma, City initiated Zoning Map changes are rather rare, Land Use Map changes are slightly more common. If a change is contemplated, the Planning and Zoning Commission must issue public notice in accordance with state law.

Thus, the Zoning Map can vary from the Land Use Map for a period of time.

As noted above, the existing Zoning Map has not been revised. Therefore, over time, the Map must be revised to utilize a consistent color scheme, with clear ties between Land Use Categories and corresponding Zoning Categories. Future revisions need to occur to ensure that current Land Use and Zoning are in conformance and to document future changes.

MAP DIFFERENCES
COMPREHENSIVE PLAN AND ZONING

Comprehensive Plan = Long Range
Zoning = Short Range, Detailed, Precise

If proposed Uses are not in accord with Comprehensive Plan but are of size, nature or location that should be allowed, the Zoning Map may be amended with the Land Use Map amended at a later date.

See Chapter 20: Summary, Implementation and Amendments

LAND USE CATEGORIES

The following list highlights the Land Use categories as identified on the Land Use Map ***See Figures 05, 06, and 07***
The Land Use Map does not imply or suggest that an illustrated area is appropriate for all the uses that are permitted in its comparable zoning district. To determine if a use is appropriate, the staff, Planning Commission, and City Council will review the current zoning and any proposed rezoning of land prior to approving.

The process is used to determine the proposal's impact on other development in the area and the application's conformance with the City's policies and goals for the future, codes, ordinances, and regulations, The following are examples of the types of Zoning Districts that correspond to the various, more general, Land Use Categories shown on the Land Use Map. ***For additional information refer to Coweta Zoning Code.***

LAND USE MAP - AGRICULTURAL LAND USES *SEE ZONING CODE CHAPTER 3*

- Animal and Poultry
- Farming
- Horticultural Nursery
- Public Facilities, parks
- Veterinary Hospital

LAND USE MAP - RESIDENTIAL LAND USES

Very Low Density ***See Zoning Code Chapter 4***

- Single-family residential on a minimum 1acre lot
- Church
- Recreational facilities
- General Purpose Farm or Garden

Low to Medium Density ***See Zoning Code Chapter 5***

- Single-family or two-family ("paired units" or "duplex") residential units

High Density ***See Zoning Code Chapter 6***

- Apartments
- Three Story Apartments

Mobile Home ***See Zoning Code Chapter 7***

- Mobile homes or Manufactured Homes.
- Townhomes and Condominiums

LAND USE MAP COMMERCIAL LAND USES

Low Intensity ***See Zoning Code Chapters 9 and 10***

- Professional Offices
- Banks
- Retail shops and service providers catering to the needs of a small, neighborhood-size service area
- Hospital, Day Care
- Boarding House
- Civic and Community Service Structures

Medium Intensity ***See Zoning Code Chapter 11***

- Uses similar to those above, oriented primarily to major traffic arteries and / or extensive areas of predominantly commercial use and characteristics
    - Retail Trade and Service Establishments
    - Other Trades and Services
    - Contract Construction Service

High Intensity S***ee Zoning Code Chapter 12***

- Uses which, when taken together, form the bulk of the City's Business District
    - Automobile service stations and vehicle repair
    - Shopping Center / Mall
    - Hotels and Motels
    - Personal and Business Professional services
    - Eating and Drinking including Drive Ins
    - Large Scale Home Improvement Stores
    - Business and Vocational Schools

    - Open Air Activities and Sales (fruit, plants)
    - Wholesale and Distribution less than 20,000 square feet

* ***Note that all uses along SH 51 are subject to Highway Overlay District***

Medium Intensity ***See Zoning Code Chapter 14***

LAND USE MAP - INDUSTRIAL LAND USES

Low Intensity See *Zoning Code Chapter 13*

- Aircraft Assembly and sub assembly
- Apparel Manufacture
- Bakery
- Building Construction Service and Storage
- Freight Depot
- Heavy Equipment Storage
- Industrial Laundry
- Light manufacturing (i.e., electronics, furniture)
- Warehousing
- Well Drillers
- Aircraft Parts Manufacturing
- Alcohol Manufacturing
- Concrete Batch Plant
- Canning and Preserving
- Confectionary Manufacture
- Corrugated Metal Manufacturing
- Diesel Engine Repair
- Electrical Components Manufacturing
- Feed Grinding and Processing
- Flour Mills
- Household Appliance Manufacturing
- Livestock Auctions
- Indoor Sand Blasting
- Vegetable Oil Manufacture

High Intensity *See Zoning Code Chapter 15*

- All low and medium intensity Industrial uses
- Higher Intensity Uses with a Specific Use Permit
    - Slaughterhouse and Animal Rendering

- Acid Manufacturing
- Agriculture Chemicals Manufacturing
- Blast Furnace, Coal Yard
- Compost Yard
- Fat Rendering
- Garbage Dump
- Iron or Steel Foundry
- Junk and Salvage Yards
- Fireworks Manufacturing
- Incineration
- Oil Refinery
- Plastics / Rubber Manufacturing
- Sandblasting (Outdoor)

OPEN SPACE, PARKS AND RECREATION LAND USES

See Zoning Code Chapter 3

- Parks
- Greenbelts
- Golf Courses and Sports Fields

PUBLIC AND INSTITUTIONAL LAND USES

See Zoning Code Chapters 9 and 10

- City offices – fire, police, administration
- School buildings and school administration

RECOMMENDED LAND USE AND ZONING EFFORTS:

Agriculture and Low Density Residential:

- Consider re-designating some current Agriculture land uses to Very Low Density Residential.
- Consider establishing an RS-O Zoning Designation where small-scale gardens and keeping of specified livestock is acceptable.
- Maintain AG Designation for AG Operations.

Change of Densities and Definition of Intensity:

- Refine Density Ranges for residential development per Table below.
- Include High Density Residential.
- Revise "Intensity" definitions for commercial and industrial development to include items such as traffic generation, noise, odor, glare, etc. Consider removing FAR as standard for intensity.

Changes to Non-Residential Land Use Designations

- Consider amending the Land Use and Zoning Designations to include Light Industrial, Light Commercial and Office.
- Evaluate Office Use Designation for combination with Light Commercial.
- Identify Light Industrial and Light Commercial Uses in combination with revision to Intensity Definitions.

Land Use Map Changes:

- Refer to Figures 05, 06 and 07 for suggested land use designations. Amend map and use as basis for future zoning decisions. Continue to review and refine Land Use Map.
- Remove commercial nodes at intersections of Section Line Road, per suggested map. Growth concept is to consolidate commercial uses and minimize roads expansion in areas of Very Low-Density Residential Use.

Zoning Code Changes:

- Expand Chapter 27 – Downtown Historic District to be consistent in level of detail with Highway Corridor District
- Establish Downtown Overlay where Guidelines have authority.
- Revise Chapter 24 – Landscape to include major street landscaping palettes and concept, community entries. Include drought tolerant materials.

Each group of Land Use Types is assigned a color on the Land Use Maps ***See Figures 05, 06, 07.*** The varying intensities of use are then assigned a color within that color range that corresponds to their "intensity" of use / impact.

LAND USE AND ZONING COMPARISON					
LAND USE DESIGNATION	**INTENSITY**	**ZONING TYPE**	**MIN LOT/TRACT SIZE**	**MAX DU / AC**	**FAR MAX**
Agriculture	Very Low	AG	5 AC	N/A	
Residential Very Low	Very Low	RS	80,000 SF up to 5 AC	N/A	
Residential Very Low	Very Low	RS - 0	1 AC up to 80,000 SF	1	
Residential Very Low	Very Low	RS - 1	0.5 AC up to 1 AC	1	
Residential Very Low	Very Low	RMHP	5 AC Tract = 1 unit per 6,ooo SF*	*	
Residential Low	Low	RS - 2	6,000 sf	7	
Residential Low	Low	RMHS	5 AC	7	
Residential Low	Low	RS - 3	5,000 sf	8	
Residential Medium	Medium	RD (1 DU)	5,000	8	
Residential Medium	Medium	RD (2 DU)	8,000	10	
Residential Medium	Medium	RM - 1	5,000(1), 7,000(2), 10,000(3+)	8/6/4	
Residential Medium/High	High	RM - 2	2 AC	12	
Residential High	High	RM - 3	9 AC (Multi-story)	17	
PUD	Varies	PUD	N/A	12	
Commercial Low	Medium	O / CN	6,600 SF / N/A		see code
Commercial Medium	Medium	CG	N/A		50%
Commercial High	High	CH	N/A		75%
Industrial Low	Medium	IL	N/A		50%
Industrial Medium	High	IM	N/A		75%
Industrial High	High	IH	N/A		75%
Open Space and Public Facilities	Varies	Multiple	N/A		

SUBDIVISION REGULATIONS:

SUBDIVISION REGULATIONS, MAPS, AND IMPROVEMENT PLANS.

Subdivision regulation is the governmental control over the splitting of a parcel into smaller lots and /or building sites, including the development and construction that will occur and the infrastructure required to serve it. For areas of new development, the subdivision of land is the first step in the process of urban development after land use determinations and zoning changes (if any) occur.

The general role of subdivision regulations is to serve the following purposes:

- Provide for adequate light, air, open space, drainage, transportation, public utilities, and other needs.
- Ensure the development and maintenance of a healthy, attractive, and efficient community that provides for the conservation and protection of its human and natural resources.
- Determine who is responsible for financing capital improvements needed to serve new growth.
- Require the platting (or mapping) of newly created lots, streets, easements, and open areas.
- Ensure the creation and preservation of adequate land records.
- Ensure that subdivisions are professionally designed.
- Ensure that a new subdivision is properly equipped.
- Ensure that a public agency or private party will be responsible for maintaining the subdivision improvements that the developer provides.
- Establish minimum standards for subdivision improvement and design to protect purchasers.

(Source: The Practice of Local Government Planning. Frank S. So and Judith Getzels eds., International City Management Association, Washington, D.C., 1988.)

In the process of land development, the City subdivision regulations should monitor:

- Natural hazard and critical environmental areas
- Stormwater management
- Soil erosion and sedimentation control
- Water quality
- Other environmental impacts
- Landscaping and aesthetics
- Design of streets and access ways
- Division and boundaries of lots and blocks

- Infrastructure improvements – responsibility for construction and maintenance
- Land dedication
- Land reservation for future public use

New subdivisions in Coweta are many times adjacent to lands located in Wagoner County. Therefore, infrastructure to serve new subdivisions is many times a joint effort between City, County, Rural Service Districts, and the Developer. ***See Infrastructure Chapter 17.***

DESIGN GUIDELINES AND REGULATIONS:

EXAMPLE DESIGN ELEMENTS:

Structures
- Residential
- Commercial
- Industrial

Site
- Setbacks
- Parking
- Lighting
- Fencing

Landscape
- Type
- Quantity

Signs

Design Guidelines and Regulations guide or regulate the design aspects of a project or area. They are used to create beauty, character, order, and consistency – the intent is a to encourage a variety of solutions within a particular range of design styles. This consistency is attractive to visitors, tends to support strong property values, creates community character, and provides assurance to individuals and businesses looking to locate in Coweta.

Guidelines are created through a Resolution, either by Planning Commission or City Council and Regulations are created through Ordinance by action of the City Council. Guidelines are recommendations and Regulations are mandatory.

In 2003 the Coweta Comprehensive Plan (1994-2020) was amended by Ordinance, creating a Highway 51 Corridor Overlay District. That Overlay District was defined by the Amendment as "District Guidelines", identifying "recommended criteria".

The 2003 Amendment defined the limits of the Overlay District as being "…. bounded on the West by 305th and extends East to 353rd. …. that area approximately one-half mile nor and south of Highway 51."

See Highway Corridor Overlay District Plan

As noted above, ***Coweta 2030*** recommends that:

- The Boundaries of the Overlay District be expanded to include all of SH 51 through the length of the City Limits.
- The Overlay District Guidelines be used as the basis to create Downtown Design Guidelines.
- The Overlay District Guidelines should be used as the basis to create Design Guidelines for the area surrounding the Turnpike Interchange.
- The Overlay District Guidelines be amended as appropriate to be used as the basis for PUD review.

- Landscape Guidelines are recommended for plant material to be located along all arterial streets, to be used as guidance for City Staff and individual property owners.

EXISTING CONDITION

SUMMARY:

- Total residential growth has slowly increased during the majority of the period from 2000 to the present.
- Residential growth, particularly subdivisions is growing.
- Mixed Density Development may occur more regularly – requiring PUD review.
- Commercial development is occurring in the SH 51 corridor – Development to the east of Downtown should be encouraged.
- Downtown redevelopment should be encouraged occurring in existing buildings.
- Development is occurring outside of / adjacent to the city limits because land is available and there are limited County regulations to guide development.

EXISTING LAND USE DESIGNATIONS:

A general review of current Land Use designations and the area by devoted to each Land Use Types has been performed and recommendations have been made regarding the existing Land Use Map and the proposed Land Use pattern. ***See Land Use, above***. A brief description of the land use pattern as recommended is as follows:

The City of Coweta currently occupies approximately 9.3 square miles (5,945 acres). A very large portion of this total land area is designated as Very Low Density (1,018 acres) and Low Density (2,735 acres). High Intensity Commercial and Medium Industrial areas include the next highest percentages of total areas. The following provides a break-down of land use with the associated percentage of the total designated area.

Vacant Land:
All lands in the City are designated with a particular use type and are zoned. However, not all are developed. Vacant land area is largely comprised of undeveloped portions of residential, commercial, and industrial property. Developmentally sensitive land is not included in this category.

Developmentally Sensitive Land:
This Area can contain, flood prone areas, areas of steep slope, areas of soils that are not conducive to construction. Estimates show that approximately 25% of total land area may be undevelopable in the growth scenarios for 2020, 2025 and 2030. ***See Figures 19, 20 and 21.***

ACREAGE BY SUGGESTED LAND USE						
LAND USE TYPE	2020		2025		2030	
	Acreage	%	Acreage	%	Acreage	%
Agriculture					2387.4	
Residential Very Low	1018.2	17.1	1727.3	24.0	5,498.2	38.9
Residential Low	2735.4	46.0	2913.1	40.6	2,944.9	20.9
Residential Medium	415.4	7.2	442.9	6.1	442.9	3.1
Commercial Light						
Commercial Medium	300.0	5.0	325.9	4.5	335.2	2.4
Commercial High	576.0	9.7	808.7	11.3	808.7	5.7
Industrial Low						
Industrial Medium	212.4	3.6	270.9	3.8	1005.0	7.0
Industrial High	199.2	3.4	199.2	2.8	199.2	1.4
Parks and Open Space	273.8	4.6	273.8	3.8	273.8	1.9
Public Facilities	214.4	3.6	219.1	3.1	219.4	1.5
Totals:	**5,944.8**		**7,181.0**		**14,114.9**	

ESTIMATED USABLE AREA			
CONSTRAINT TYPE	2020	2025	2030
Flood Plain	902	954	1,638
Non-Developable Soil	964	1,042	2,366
Significant Slop (+20%)			
Total Gross Area	**6,849.0**	**7,181.0**	**15,146**
Total Developable Area	**4,983.0**	**6,144.0**	**11,142.0**

SUMMARY AND RECOMMENDATIONS:

The existing Land Use and Zoning Maps have been reviewed. A number of revisions have been recommended for the Land Use Map, The Zoning Map must be further reviewed and revised over time to bring the maps toward substantial conformance. Ultimately, the Zoning Map should be in conformance with the Land Use Map – Zoning implements Land Use. ***Coweta 2030*** recommends areas to be reviewed further and acted on during the horizon period – to 2030. Much of that review will result in recommended actions that will be brought to the Planning Commission and City Council for decision.

.

Coweta 2030 utilizes an "infill" approach, expected to be appropriate until at least 2025. This approach emphasizes optimization of existing infrastructure – utilizing vacant lots and appropriately increasing density and intensity of use. The current Land Use Map is consistent with this approach.

In the short term (to 2025) the City should continue to review the Land Use Map as well as the Zoning Code and Map taking time to familiarize Staff, the Planning and Zoning Commission and the public with the inter-relationships. Also, the Land Use / Zoning / Development process should be reviewed with the public.

Coweta 2030 anticipates significant growth – much of it growing off of the existing growth in residential development and the timing and scope of Interchange improvements. The timing and the development of the area to the interchange cannot be completely known at this time.

As noted above, growth should be occurring in the north, and along SH 51. Downtown redevelopment is expected. Industrial growth may become more possible than in the past given better access to the Community, an increase in qualified workers, relatively inexpensive land, and a potential relationship with NSU and Indian Capital Vo-Tech.

This growth pressure requires good alignment between Land Use and Zoning, an efficient process to revise Land Use / Zoning documents and maps and an efficient, consistent, and comprehensive review and decision-making process

Development in Unincorporated Areas:
As growth occurs, pressure to expand into unincorporated areas will increase. During this process, the City should evaluate the value to the City of the area proposed for annexation, including the potential Land Use types. It is anticipated that areas for Commercial, higher intensity Residential, Industrial and Agriculture will be part of that evaluation. Most of the area to be annexed may be served with water and sewer by Rural Service Districts. Agreements should be created between City and County regarding street improvements and items such as phased transition of responsibility for street and drainage construction and maintenance.

Coweta 2030 anticipates any potential annexation during the horizon period should be between the existing city limits and the Muskogee Turnpike.

This page left intentionally blank

CHAPTER TWENTY-ONE
IMPLEMENTATION

CHAPTER TWENTY-ONE SUMMARY

This Chapter summarizes the anticipated growth in Coweta and provides direction regarding ways to continue to guide it – implementing the Comprehensive Plan-. It defines amendments and updates and provides recommendations regarding each. Lastly, it provides a Strategies Matrix which summarizes each potential action item identified in the document, by topic in the order outlined in Chapter 3 and discussed thereafter.

MAJOR TOPICS

- Summary
- Implementation
- Amendments and Updates
- Implementation Matrix

CHAPTER TWENTY-ONE: IMPLEMENTATION

SUMMARY:

Population growth in Coweta has been traditionally slow to moderate, adding approximately 8,800 persons since 1910. However, the 2020 Census may show the total population to be approximately 13,000 persons. This would increase total growth to approximately 12,000 persons during a 110-year period. There have been growth spurts in some decades where growth increased to almost 2,000 persons in that span, the 1970's, the 1980's and the 2000's are examples.

GROWTH ELEMENTS:

- Population
- Construction
- Sales Tax
- Physical Boundaries
- Net Assessed Value

Since the preparation of the existing Coweta Comprehensive Plan (1994 – 2020) Coweta has grown by approximately 3,300 persons with a large portion of the increase (approximately 30%) occurring in the last 5 to 7 years. As noted previously it is anticipated that Coweta will grow significantly from 2020 to 2030, potentially reaching about 25,000 persons. Age, ethnic make-up, and family composition have stayed relatively stable and are anticipated to continue similarly during the planning period. The need for smaller / workforce housing units is growing.

As part of the ***Coweta 2030*** effort, recommended revisions to the Land Use Map have been identified, the relationship of the Land Use Planning and Zoning Text has been refined. The relationship of the Zoning Map and the Land Use Map should be examined in the future as should the accuracy of the Zoning Map.

Two factors are central to increased growth – differing from Coweta's previous history. Those two factors are the continuation of residential growth pressure (coming to Coweta from Broken Arrow) and the impact of the new Turnpike Interchange. This increased growth will be located largely in the area north of 121st Street and east of SH 51. Growth in this area will include mixed densities of residential development and higher intensity commercial development. It is anticipated that this increased activity will propel commercial development along SH 51 and can be used as a platform to increase Downtown Redevelopment Activity. Use of vacant Downtown lots and renovation of existing units are opportunities. During the latter part of the 2020's it is anticipated that commercial growth will accelerate along SH 51 east of Downtown.

Based on the information gathered during the preparation of ***Coweta 2030*** it appears that current levels of available water, sewer, power, and solid waste disposal are adequate to accommodate the anticipated level of growth through 2025. Storm water intrusion into the City's sanitary sewer system should be addressed.

Storm water control and the street / trails (transportation) system need to be addressed to accommodate additional vehicle traffic, facilitate non-vehicular park connections and to open up Broadway District / SH72 in the Downtown area, increasing the potential for pedestrian and festival use. Parks and Open Space should be addressed, and an updated parks plan should be prepared.

Over time the City should explore the potential for hemp growth and manufacturing, benefiting both Agriculture and Industry. Police and Fire facilities will need to be renovated and a new facility is recommended for the high growth area of the City in the north.

Coweta has traditionally enjoyed a stable economic status. Careful management, leveraging of new development and negotiation with potential developers (impact fees are an example) are anticipated to support the anticipated growth. Significant increase in commercial growth / sales tax is anticipated as an increased source of revenue.

GROWTH SCENARIO

- Growth Increase to 2030
- Turnpike Interchange
- Adequate Infrastructure
- SH 51 Commercial Growth
- Park and Open Space Needs
- Stable Finance
- Downtown Growth
- Detailed Analysis before 2025
- Additional Facilities and Staff Phased Budgetary Provisions
- Annexation
- Sufficient Schools capacity

In short, existing infrastructure, staffing and equipment and schools are largely sufficient to serve the City's current needs and its needs to 2025. Given an increasing level of growth over the next three years, the City should prepare to make a detailed examination of its resources, growth curve, available opportunities, and annexation schedule. A plan for growth should be put in place by 2025 and the Comprehensive Plan / Land Use Plan should be revised.

It is anticipated that Interchange construction will be nearly complete by 2025. That event will enable more detailed and informed scenarios for future growth.

As the City moves into the middle of the next decade, growth pressures will require coordination with Rural Service Districts and Wagoner County. Street and drainage improvements will be required as will focused facilities and staffing. Increased sales tax and bonding capacity appear to have good potential to support the additional need.

IMPLEMENTATION:

Coweta 2030 forecasts significant population increase and commercial growth, based primarily on existing residential growth trends and the construction of the Turnpike Interchange, anticipated to be located in the vicinity of 273rd East Avenue. Growth is anticipated to accelerate in the mid-2020's. .

DOCUMENTS AND PROJECT REVIEW AND APPROVAL SYSTEMS

As growth pressure and the number of applications increases the plans, policies, documents, and systems that guide, regulate, review and result in a decision on development proposals need to be clear and efficient.
An efficiently functioning system provides clear understanding to applicants and guidance to Staff – allowing Staff to fulfill their role of implementing the direction of the decision makers, and by inference, the direction / guidance of the Comprehensive Plan.

- Appropriate locations for Higher Density Housing should be identified.
- Land Use and Zoning Maps should be consistent, reflecting approved growth policy and should be systematically updated.
- The Zoning Code and the Subdivision Regulations should be clear and up to date, attracting quality of development.
- Design guidance should be provided for Downtown and higher density development and street side landscaping.
- Growth within the City, and County lands abutting the city limits, should be coordinated, and reflected in Comprehensive Plan and Land Use Map updates

AMENDMENTS AND UPDATES

Amendments **to** ***Coweta 2030*** are "mid-course" corrections that may occur once or twice a year as development applications and other growth indicators provide additional information. These Amendments are typically brought to the Planning Commission by Staff. The Commission may send a recommendation to City Council for Amendment. Typically, Amendments to a Comprehensive Plan reflect items such as Land Use changes, revisions to ensure consistency with the Zoning Code, scrivener's errors, and / or changes to street designations. A clearly identified process for Amendments should be established.

Updates are large scale revisions that may occur once every three to five years, depending on level of growth and continued conformance with the Plan. Over time, the frequency of updates should decrease as the Plan is consistently utilized, tested, and reviewed. Updates reflect information obtained through data analysis, projections, and budgets.

Coweta 2030 has been created to update the previous document (1994 – 2020), to identify the current condition and to provide information largely focused on the "mid-term" (to approximately 2025). It is anticipated that growth trends will become clearer in the next three to five years, providing a good basis for projections to 2030. It is also anticipated that in mid-decade, the Plan can be accurately revised, providing a reliable picture for the future.

This page left intentionally blank

IMPLEMENTATION MATRIX

The primary purpose of this Matrix is to provide a "quick reference guide" to the Objectives and Strategies as identified in the text of the document. The Matrix is organized in the same order as the text – by topic in the order outlined in Chapter 3 and discussed thereafter.

CHAPTER FOUR: Growth Management

HOUSING AND NEIGHBORHOODS

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	ENCOURAGE A VARIETY OF HOUSING TYPES, DENSITIES AND PRICE RANGES			
	a. Revise the Land Use Map	Action	Short	
	b. Maintain Infrastructure around downtown to ensure adequate capacity	Action	Mid	
	c. Encourage granny and generational (Accessory Dwelling) units. Amend Zoning Code as needed	Policy	Short	
	d. Investigate grant funding for low to moderate housing	Action	On going	
	e. Identify areas for larger size and upscale homes	Action	On going	
	f. Explore / consider reducing minimum lot / unit size	Policy	On going	
	g. Minimize the approval of new manufactured homes	Policy	On going	
TWO	ENCOURAGE THE DEVELOPMENT OF AFFORDABLE HOUSING			
	a. Recognize the needs of the disadvantaged and / or disabled	Policy	On going	
	b. Amend the Zoning Code to include appropriate guidelines and standards			
	c. Review group and living center applications for compliance with life safety requirements	Action	On going	
	d. Encourage non-government funded housing for persons with special needs	Policy	On going	
THREE	ACHIEVE INTEGRATED RESIDENTIAL EXPERIENCE WITHOUT CREATING NEGATIVE IMPACTS	Policy		
	a. Ensure that land use planning decisions protect the character of established neighborhoods	Policy	On going	
	b. Promote new residential growth in areas that area adjacent to existing development	Policy	On going	
	c. Prioritize harmony and compatibility between neighborhoods	Policy	On going	
	d. Locate higher intensity uses so as to minimize traffic impacts of on residential neighborhoods			
	e. Clearly identify areas appropriate for commercial use / residential use integration. Use Land Use and Zoning Maps			
	f. Identify appropriate use buffers and separations. Include these buffers / separators in all project reviews			

CHAPTER FOUR: Growth Management

HOUSING AND NEIGHBORHOODS (CONTINUED)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
FOUR	PRIORITIZE NEIGHBORHOOD SAFETY			
	a. Minimize through-traffic in neighborhoods	Policy	On-going	
	b. Discourage the location of new residential units that front on arterial or collector streets	Policy	On-going	
	c. Prioritize lighting and visibility for police	Policy	On-going	
	d. Identify city-maintained Lighting and sidewalks in need of maintenance. Repair as funds allow.	Action	Short	
	e. Support neighborhood watch organizations	Policy	Ongoing	
FIVE	ENCOURAGE HOUSING ATTRACTIVENESS, PRIDE OF OWNERSHIP AND LONG-TERM OWNERSHIP AND TENANCY			
	a. Facilitate community involvement to develop solutions for housing and neighborhood challenges	Policy	Mid	
	b. Study and adopt programs for renovation and development	Action	Mld	
	c. Encourage owners and residents to maintain appearance and aesthetics of neighborhoods	Action	Short	
	d. Encourage positive neighborhood identification and entry signage	Action	Short	
	e. Encourage homeowners to rehabilitate and maintain historic character of older homes	Policy	On-going	
	f. Enforce adopted Building Codes, Flood Plain Management Regulations and Property Maintenance Codes	Action	On-going	
	g. Actively identify and pursue programs that assist owners to remove blighted or dilapidated / unsafe homes	Action	Short	
	h. Establish a program to address dilapidation and blight in Downtown. Implement as Staff and Funding permit.	Action	Short	
	i. Lot Splits and Land Use shall conform to Zoning Code and Subdivision Regulations	Policy	On-going	
	j. Encourage infill in Downtown and older neighborhoods to encourage neighborhood maintenance	Policy	On-going	

CHAPTER FOUR: Growth Management

HOUSING AND NEIGHBORHOODS (CONTINUED)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
FIVE	**ENCOURAGE HOUSING ATTRACTIVENESS, PRIDE OF OWNERSHIP AND LONG-TERM OWNERSHIP AND TENANCY (continued)**	Action	Mid	
	k. Promote Downtown housing as an attractive entry level or empty nester alternative	Action	Mid	
	l. Explore the use of PUD's for mixed density and mixed use	Action	Short	
	m. Encourage Developers to incorporate the creation and use of Design Guidelines for new residential construction into their Deed of Dedication and Restrictive Covenants	Action	Mid	
SIX	**NEW RESIDENTIAL DEVELOPMENTS SHOULD INTEGRATE WITH THE NATURAL ENVIRONMENT**			
	a. Develop residential areas with attention to natural features, earth, plant, and animal	Policy	On-going	
	b. All units should be served by Sanitary Sewer. Septic may be used on large lots when satisfying percolation standards	Policy	On-going	
SEVEN	**RENEW OLDER NEIGHBORHOODS NEAR DOWNTOWN BY ADDING NEW HOMES ON VACANT LOTS AND RESTORING OLDER STRUCTURES**			
	a. Work to attract small home developers with in-town experience and successful efficient renovation	Action	On-going	
	b. Explore "urbanization", higher density, and mixed use in Downtown Core appropriate for Coweta	Action	Mid	
	c. Discuss appropriate height limits	Action	Mid	
	d. Create Coweta Guidelines for renovation similar to but less restrictive than Department of Interior Regulations for Historic Preservation	Action	Mid	
	e. Encourage small home construction and allow assembly of small lots to accommodate larger homes	Policy	On-going	
	f. Work with contractors to facilitate removal of dilapidated structures, using local labor	Policy	On-going	
	g. Identify lots that may be appropriate for neighborhood parks. Explore public / private partnerships	Action	Mid	

CHAPTER FIVE: Robust Business Environment

COMMERCIAL LAND USE

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	GUIDE THE LOCATION AND LOOK OF SUCCESSFUL COMMERCIAL DEVELOPMENT			
	a. Encourage commercial activity to locate in existing commercially zoned areas	Policy	On-going	
	b. Promote regional shopping and overnight stay near the location of the proposed interchange	Policy	On-going	
	c. Concentrate commercial activity per the proposed land use map, maximizing use of existing infrastructure	Policy	On-going	
	d. Commercial subdivisions should be designed to provide or share common access off of SH 51 or arterials	Policy	On-going	
	e. New commercial development should be designed to City standards for parking, landscape, and setbacks	Policy	On-going	
	f. New commercial development should be of sufficient size and depth to successfully support the use type	Policy	On-going	
	g. Commercial and office use types that are mutually supportive should be gathered or concentrated	Policy	On-going	
	h. Create a path to conformance for landowners whose commercial establishments are "previously non-conforming". Focus on deteriorating or underutilized	Action	Mid	
	i. Explore pathways for renovation to incorporate structural, landscape and parking objectives.	Action	Mid	
TWO	ATTRACT QUALITY COMMERCIAL AND OFFICE DEVELOPMENT			
	a. Work toward completing a coordinated information package to attract quality development at proposed Interchange, along SH 51, and in Broadway District	Action	Short	

CHAPTER FIVE: Robust Business Environment

COMMERCIAL LAND USE (CONTINUED)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
THREE	ESTABLISH PREFERRED COMMERCIAL CHARACTER AND MINIMIZE COMMERCIAL IMPACT ON ADJACENT USES			
	a. Concentrate commercial activities around landscaped parking with storefronts oriented toward street and pedestrians	Policy	On-going	
	b. Commercial properties in commercial districts should provide on-site landscaped buffer, decreasing visual and noise impacts	Policy	On-going	
	c. Ensure that all decisions regarding commercial land use include review of character of adjacent neighborhoods to plan for traffic impacts. Approve accordingly.	Policy	On-going	
	d. Commercial development should implement spirit and intent of Land Use and Zoning Maps.	Policy	On-going	
	e. Commercial Development should conform to and include elements of Coweta's preferred architectural style.	Policy	On-going	
	f. Commercial Zoning Regulations and Guidelines should be reviewed at a minimum of three-year intervals to ensure Staff and Commission familiarity	Policy	On-going	

CHAPTER FIVE: Robust Business Environment

INDUSTRIAL LAND USE

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	GUIDE THE LOCATION OF SUCCESSFUL INDUSTRIAL DEVELOPMENT			
	a. Encourage industry to locate in areas served by existing infrastructure and that minimize impacts to surrounding uses and residents	Policy	On-going	
	b. Identify vacant and underutilized sites and "recycle" them	Action	On-going	
	c. Locate industry that benefits from trucking along SH 51 in areas that do not impact residential uses.	Policy		
	d. Consolidate compatible industries with similar impacts	Policy	On-going	
	e. Partner with local realtors to locate and "market" available industrial locations	Acton	Short	
	f. Evaluate areas in Wagoner County, adjacent to City limits, for potential annexation and development	Action	Short / On-going	
	g. Consider light industrial development adjacent to complementary commercial areas	Policy	On-going	
TWO	SUPPORT NEW LOW-INTENSITY INDUSTRIAL DEVELOPMENT			
	a. Encourage a business park feel for industrial development, providing sites for high tech and clean manufacturing	Policy	On-going	
	b. Explore the potential for medical cannabis manufacturers	Action	Short	
	c. Explore the potential for a low impact industry incubator park	Action	Short	
	d. Identify the types of industry that can benefit from NSU, OSU, OU, TU programs of study	Action	Short	
THREE	MINIMIZE ADVERSE IMPACTS OF INDUSTRIAL DEVELOPMENT ON ADJACENT LAND USES			
	a. Locate industrial uses in industrial parks and in areas not visible from residential areas and traveling public	Policy	On-going	
	b. Industrial uses should be screened from surrounding uses, unless those uses are located in industrial parks	Policy	On-going	
	c. Noise and odor should be contained on site	Policy	On-going	

CHAPTER FIVE: Robust Business Environment

INDUSTRIAL LAND USE (CONTINUED)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
THREE	**MINIMIZE ADVERSE IMPACTS OF INDUSTRIAL DEVELOPMENT ON ADJACENT LAND USES (continued)**			
	d. Ensure that all industrial land use planning decisions include review of the character of the surrounding residential neighborhoods to maintain that character			
	e. Locate and design industrial sites to prevent traffic movement through residential neighborhoods	Policy	On-going	
	f. Require conformance with state, local and federal laws regarding smoke and air born release of chemicals and release into waterways	Policy	On-going	
	g. New industrial development should be designed to city standards for structures, lighting, paving, landscape, setbacks, access, and on-site circulation	Policy	On-going	

CHAPTER FIVE: Robust Business Environment

SH 51

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	IMPROVE THE APPEARANCE OF THE SH 51 CORRIDOR			
	a. Implement the standards of the Corridor Overlay District and extend it jurisdiction for 1/2 mile north and south of Corridor throughout the City Limits	Policy	On-going	
	b. Clarify requirements for redeveloping parcels to adhere to Overlay Guidelines	Action	Mid	
	c. Work with ODOT to develop consistent signage, lighting, and landscaping in the Corridor	Action	On-going	
	d. Add entry signage at east and west ends of Corridor. Announce City and Commercial District	Action	Mid	
	e. Add signage at future Turnpike Interchange and at entry to Broadway District	Action	Mid	
	f. Add guidelines for Highway landscaping and lighting	Action	Mid	
	g. Enforce building codes along SH 51	Action	On-going	
	h. Enforce structure and property maintenance codes and strengthen as needed.	Action	On-going	

CHAPTER SIX: Annexation Process

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	STRATEGICALLY INITIATE			
	a. Promote orderly development	Policy	On-going	
	b. Protect existing land uses from adverse impact	Policy	On-going	
	c. Protect environmental resources	Policy	On-going	
	d. Optimize economic development within the City	Policy	On-going	
	e. Ensure service capacity for City residents	Policy	On-going	

CHAPTER SEVEN: Downtown Core / Broadway District

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	MAINTAIN AND IMPROVE COMMERCIAL VIABILITY			
	a. Support efforts and opportunities to enhance the Downtown Core	Policy	On-going	
	b. Identify entry and exit in Downtown	Action	Short	
	c. Review development standards and processes for efficiency. Include Design Standards	Action	Short	
	d. Ensure adequate parking	Policy	On-going	
	e. Identify locations for open air events	Action	Mid	
	f. Encourage and include uses that cater to young persons and college students	Policy	On-going	
	g. Separate vehicular traffic from pedestrians and bicycles	Policy	On-going	
	h. Ensure walkable connections to the Downtown Core	Policy	On-going	
	i. Work with ODOT to explore optional travelway, bike lanes and traffic control design elements	Action	Mid	
	j. Expand areas for commercial and office uses to east and west	Action	Mid	
	k. Look for opportunities for additional “pocket parks”	Action	On-going	
	l. Explore the potential for high density units residential use downtown to support evening commercial activity	Action	Short	
	m. Create a mix of residential units, family friendly activities and quality restaurants	Policy	On-going	

CHAPTER EIGHT: Character, Culture and Historic Preservation

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	PROVIDE OPPORTUNITIES FOR RESPONSIBLE GROWTH WHILE PRESERVING COWETA'S CLOSE-KNIT COMMUNITY CHARACTER			
	a. Create a compact and defined community land use and growth pattern that expands logically	Policy	On-going	
	b. Prioritize new development that will be served by existing infrastructure and services	Policy	On-going	
	c. Prioritize in-fill development of vacant or underutilized properties. Emphasize sidewalks and bike access	Policy	On-going	
	d. Prior to expansion develop and document clear methods for expanding and maintaining the expansion	Action	Short	
	e. Clearly identify Coweta's primary entrances and highly visible sites. Locate gateway / identity features at these locations	Action	Short	
	f. Create guidelines and enforce codes that celebrate the character of individual residential neighborhoods, protecting appearance and safety	Action	Mid	
	g. Enforce codes to eliminate deteriorating / unsafe structures	Action	On-going	
	h. Develop street planting guidelines for the complete hierarchy of street types. Emphasize low water use and maintenance	Action	Short	
	i. Ensure that project submittals adjacent to neighborhoods and / or corridors provide compatible screening, landscaping, setbacks, and parking plans	Policy	On-going	
	j. Coordinate with Wagoner County to develop compatible growth and Land Use policies at City Limits	Action	On-going	

CHAPTER NINE: Parks and Recreation

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	THE CITY'S PARKS AND OPEN SPACE PROGRAM SHOULD EMPHASIZE	Policy	On-going	
	a. Location of additional park space	Policy	On-going	
	b. Even distribution of park space	Policy	On-going	
	c. Park space in northern Coweta	Policy	On-going	
	d. Special attention to small children and seniors	Policy	On-going	
	e. Trail and bike system to link facilities	Policy	On-going	
TWO	CONSIDER WHEN SITING NEW FACILITIES			
	a. Size of required area	Policy	On-going	
	b. Accessibility – vehicular and non-vehicular	Policy	On-going	
	c. Adjacent Uses and potential impacts from parks onto those uses	Policy	On-going	
	d. Potential for joint use with other facilities	Policy	On-going	
	e. Distribution of facilities	Policy	On-going	
THREE	PREPARE CONCEPT PARKS ACCESS AND TRAILS SYSTEM PLAN			
	a. Explore potential for use of easements along Coweta Creek as trail bed	Policy	On-going	
	b. Prepare concept sections for trail bed	Action	Short	
	c. Provide connections to all proposed parks	Action	On-going	
	d. Evaluate trails for 141st Street, 241st East Avenue , 101st Street	Policy	On-going	
	e. Prepare a concept sidewalks plan connecting significant residential areas to Park trail System	Action	Short	
	f. Explore impact fees or similar to fund sidewalks	Action	Short	
	g. Discuss park access transportation system	Action	Short	
	h. Explore potential for use of Safe Routes to Schools funds	Action	Short	
FOUR	EXPLORE REGIONAL RECREATION OPPORTUNITIES			
	a. Consider Coweta as a " Gateway to the Lakes"	Policy	On-going	

CHAPTER TEN: Economic Development and Tourism

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	OPTIMIZE THE POSITIVE IMPACTS OF THE TURNPIKE INTERCHANGE			
	a. Evaluate the potential size and economic impact of high intensity development around the Interchange	Action	Short	
	b. Identify and improve arterial streets that tie the Interchange to the SH 51 Corridor	Action	Mid	
	c. Encourage big box stores, overnight stay facilities and restaurants entertainment at both Interchanges	Policy	On-going	
	d. Provide directional signage to Broadway District	Action	Short	
	e. Create link from Interchange / South County via SH 72	Policy	On-going	
	f. Include high density residential development at each interchange node	Policy	On-going	
	g. Market the increased number of residents and traffic to national chains	Action	On-going	
	h. Include welcome signage at Interchanges	Action	Mid	
	i. Explore use of PUD's and / or other Design Guidelines to use development at Interchanges as a "doorway" to character of Coweta	Action	Short	
TWO	OPTIMIZE THE IMPACT OF DOWNTOWN COWETA / BROADWAY DISTRICT TO ATTRACT VISITORS			
	a. Continue to advertise the Broadway District as the heart of Coweta	Action	On-going	
	b. Support local businesses by making them aware of opportunities such as low interest loans / grants for façade improvements	Action	On-going	
	c. Evaluate and program sidewalk, street, and landscaping improvements along Broadway	Action	Short	
	d. Optimize use of pocket parks	Action	On-going	
	e. Include non-vehicular links to schools' complex	Policy	On-going	
	f. Build on the Zoning Code and the SH 51 Design Guidelines to guide growth in the Broadway District / Downtown			
	g. Encourage Downtown events to attract eaters and shoppers			
	h. Explore the potentials of relationship with NSU			

CHAPTER TEN: Economic Development and Tourism (continued)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
TWO	OPTIMIZE THE IMPACT OF DOWNTOWN COWETA / BROADWAY DISTRICT TO ATTRACT VISITORS (continued)			
	i. Create a consistent working relationship with ODOT to explore ways to make Broadway more pedestrian friendly			
	j. Explore ways to capture South County to Turnpike traffic for merchants in Broadway District			
THREE	IDENTIFY AND LEVERAGE THE STRENGTHS OF SH 51 AND DOWNTOWN CORE			
	a. Strengthen SH 51 as link between Turnpike Interchange and Broadway District / Downtown Core	Action	Short	
	b. Strengthen SH 51 as link between Broadway District / Downtown Core and Interchange to east.	Policy	On-going	
	c. Use signage, landscaping, and other visual cues to create traffic loop linking interchange "nodes" via SH 51	Action	On-going	
	d. Identify and acknowledge the unique character of each -high traffic counts and visibility along SH 51 and pedestrian orientation in Broadway District	Policy	On-going	
	e. Professional offices in former single-family homes are an appropriate use in the Downtown Core.	Action	On-going	
	f. Professional offices in former single-family homes are an appropriate use in the Downtown Core.			
FOUR	UTILIZE RECREATION AS A VISITOR ATTRACTOR			
	a. Advertise and support the Sports Complex as a Regional Resource	Action	Mid	
	b. Ensure that Land Use and Zoning adjacent to the Sport Complex and Interchange support high intensity commercial, overnight stay and visitor serving uses	Action	Short	
	c. Work to provide infrastructure required to support high intensity uses at the Sports Complex / Interchange	Action	On-going	
	d. Explore potential for Coweta to function as "gateway" to visitors traveling toward regional lakes	Policy	On-going	

CHAPTER ELEVEN: Youth and Education

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	VALUE AND SHOW PRIDE IN THE YOUTH OF COWETA			
	a. Work to create a culture of self-confidence and tolerance	Action	On-going	
	b. Identify local organizations as partners to create and promote Coweta specific programs that address emerging social issues specific to Coweta Youth	Action	On-going	
	c. Establish the Coweta Public Library as a youth hub	Action	Short	
	d. Include youth-oriented retail needs, entertainment and gathering spaces Downtown. Reach out to NSU to encourage collegiate influence.	Policy	On-going	
	e. Provide safe bicycle and walking trails between activity hubs including schools, Downtown and recreational sites	Action	On-going	
	f. Extend the trails system into the community to provide non-vehicular, independent access to Downtown and recreation opportunities for all Coweta Youth	Action	On-going	
	g. Include Youth in community development discussions	Action	On-going	
TWO	Provide "after hours" educational opportunities			
	a. Explore ways to provide facilities and "staff" for after school educational opportunities, focused in the Downtown Core	Action	On-going	
	b. Coordinate with Seniors as a way to provide mentoring for both academics and life skills	Action	On-going	
	c. Coordinate with NSU students to provide mentoring to Coweta Youth	Action	On-going	
	d. Explore potential for a Youth oriented Community Center, coordinate with Coweta Schools as appropriate. Focus on Performing Arts practice and performance.	Action	On-going	

CHAPTER TWELVE: Healthy Community

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	CREATE A COMMUNITY THAT SUPPORTS AND IMPROVES PHYSICAL, SPIRITUAL, EMOTIONAL AND MENTAL HEALTH			
	a. Create opportunities to walk and bike to recreation, employment in the Downtown Core and NSU	Action	On-going	
	b. Promote access to local grown produce. Explore the concept of community gardens including required Zoning Code revision.	Action	On-going	
	c. Ensure easy access to quality fresh food	Action	On-going	
	d. Encourage group meeting places	Policy	On-going	
	e. Support churches of all types as key members of the community	Policy	On-going	
	f. Provide opportunities for Seniors to mentor youth	Action	On-going	
	g. Work to attract additional medical providers, prioritizing those who focus on seniors	Action	On-going	
	h. Explore expanded Parks and Recreation opportunities, including natural, passive, and active exercise options	Action	On-going	
	i. Coordinate with, provide access to and publicize the services of Wagoner County Health Department	Action	On-going	
	j. Ensure that adequate facilities to house health and social programs are provided and maintained	Policy	On-going	
	k. Identify ways to educate City officials and employees regarding ways that the bult environment affects health and physical activity	Action	Mid	

CHAPTER THIRTEEN: Governance

OBJECTIVES		TYPE	TIMEFRAME	LEADERSHIP
ONE	CREATE TRANSPARENCY WHEN DEALING WITH CITIZENS	Action	On-going	
TWO	CREATE A SYSTEM OF EASY, ACCESSIBLE AND RESPONSIVE COMMUNICATION WITH CITY STAFF AND OFFICIALS	Action	On-going	
THREE	CREATE FORUMS THAT ENCOURAGE PUBLIC INVOLVEMENT AND VOLUNTEERISM	Action	On-going	
FOUR	CONTINUE TO ENCOURAGE PUBLIC PARTICIPATION IN COWETA CHAMBER, SCHOOLS, YOUTH SPORTS, SERVICE GROUPS, AND SIMILAR	Action	On-going	
FIVE	ENCOURAGE THE DEVELOPMENT OF A SUPPORT NETWORK FOR NEIGHBORHOOD ASSOCIATIONS AND WATCH GROUPS	Action	On-going	
SIX	PROMOTE A LEADERSHIP PROGRAM FOR RESIDENTS WITH DEFINABLE BENEFITS	Action	On-going	
SEVEN	ENSURE ADEQUATE INFRASTRUCTURE, FACILITIES AND EMERGENCY RESPONSE PERSONNEL	Policy	On-going	
EIGHT	CONTINUE TO ENHANCE A "CAN DO" ATMOSPHERE THAT SUPPORTS BUSINESS, NEW RESIDENTIAL DEVELOPMENT, FAMILY ORIENTATION, AND INCLUSIVITY	Policy	On-going	

CHAPTER FOURTEEN: Public Services and Facilities

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	WATER SYSTEMS			
	a.			
	b.			
	c.			
TWO	SANITARY SEWER SYSTEMS			
	a.			
THREE	SOLID WASTE			
	a. Continue to evaluate capacity as population grows	Action	On-going	
FOUR	STORM DRAINAGE			
	a. Explore alternatives to bar ditches	Action	Short	
	b. Consider a City-wide drainage study that directs all drainage to Coweta Creek	Action	Short	
	c. Use Coweta Creek as a joint use (drainage and recreation) facility	Policy	On-going	
FIVE	PUBLIC HEALTH, SAFETY AND WELFARE			
	a. Continue to review staffing levels as population grows	Action	On-going	
	b. Expand collaboration with organizations that have authority to provide related services	Action	On-going	
	c. Joint use of facilities and personnel should be maximized as appropriate	Policy	On-going	
	d. Consider need for expanded facilities as population grows	Policy	On-going	
SIX	TRANSPORTATION SYSTEM			
	a. Optimize use of existing roadway system		On-going	
	b. Plan for and improve local streets to address anticipated increases in local traffic		On-going	
	c. Focus on ways to provide affordable transportation to members of the community without the use of a personal vehicle		On-going	
	d. Explore ways to provide High Occupancy Vehicle Transportation to and from Broken Arrow and Tulsa		Mid	
	e. Explore and advertise potential links to Tulsa International Airport, Ports of Muskogee, and Catoosa for industry		Mid	

CHAPTER FOURTEEN: Public Services and Facilities (continued)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
SEVEN	SH 51			
	a. Ensure appropriate design along the Highway, consistent with Coweta character			
	b. Support SH 51 as the major income generator and vehicular movement corridor in the City			
	c. Coordinate with ODOT to ensure efficiency of physical improvements and consistency / guidance for design elements next to or within ODOT Right- of-Way			
	d. Provide community education regarding balance between regulation and economic success / visitor attraction			

CHAPTER FIFTEEN: Environmental Characteristics and Sustainability

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	INTEGRATE OPEN SPACE AND DEVELOPMENT , MAINTAIN "COUNTRY" FEEL AND EXISTING NATURAL FEATURES			
	a. Coordinate with Oklahoma Dept of Environmental Quality, Oklahoma Forestry Services and similar to identify sensitive species	Policy	On-going	
	b. Protect areas of unique beauty and / or historical, geological, and archaeological value	Policy	On-going	
	c. Maintain, improve, and / or beautify public properties that include significant natural vegetation or access to open space and creeks. Provide appropriate public access.	Policy	On-going	
	d. Minimize visual impacts from outside a development project	Policy	On-going	
	e. Allow thoughtful integration with natural features.	Policy	On-going	

CHAPTER FIFTEEN: Environmental Characteristics and Sustainability (continued)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
TWO	WORK TOWARD ENVIRONMENTAL SUSTAINABILITY			
	a. Create a business environment that values energy and water conservation, "green" construction techniques and air quality	Policy	On-going	
	b. Explore a pathway to Leadership in Energy and Environmental Design (LEED) objectives for all new buildings	Action	On-going	
	c. Ensure proper recycling and handling of hazardous materials	Action	On-going	
	d. Noise, glare, and odor impacts on adjoining neighborhoods should be mitigated	Policy	On-going	

CHAPTER SIXTEEN: Public Buildings and Property

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	CONSIDER FORM AND AESTHETICS WHEN CONSTRUCTING NEW BUILDINGS AND RENOVATING EXISTING STRUCTURES			
	a. Work toward creating an easily identifiable look, a City of Coweta "brand"	Action	On-going	
	b. Utilize architectural style, color, and facades to balance innovation with stability	Policy	On-going	
	c. Consider presentation toward street frontage, minimizing large parking fields while at the same time providing cues that parking is available	Policy	On-going	
	d. Incorporate elements from Coweta's Downtown history to the maximum extent possible	Policy	On-going	
	e. Landform, structures, and landscaping should work together in coordinated manner	Policy	On-going	

CHAPTER SIXTEEN: Public Buildings and Property (continued)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
TWO	VALUE EFFICIENT USE OF STRUCTURES			
	a. Maximize the use of existing public structures and property. Consider renovation and expansion generally preferable to land purchase / new construction.	Policy	On-going	
	b. If new sites are to be purchased, leverage existing facilities to amount feasible	Policy	On-going	
	c. Emphasize easy access to public buildings for persons of all ages. Provide connection to non-vehicular transportation	Policy	On-going	
THREE	MAINTAIN PUBLIC PROPERTY IN FUNCTIONAL AND WELL-MAINTAINED CONDITION			
	a. Prioritize cleanliness and order over contemporary design and aesthetic improvements	Policy	On-going	
	b. Publicly owned land and rights-of-way should be well maintained	Policy	On-going	
	c. Use drought tolerant and low maintenance landscape materials from an approved landscape palette	Policy	On-going	
	d. A phased program of curb, gutter, drainage facility and sidewalk repair should be established around public buildings and abutting public property	Policy	On-going	
FOUR	PROVIDE FOR FUTURE COMMUNITY BUILDINGS			
	a. Community Center: Identify a preferred location, Downtown	Action	Mid	
	b. Police / Fire: Continue to study potential renovation at existing location	Action	Mid	
	c. Police / Fire: Work to identify location for a new facility near the Turnpike Interchange	Action	Mid	
	d. County Fairgrounds: Continue to coordinate with County to identify joint use options as project moves forward	Action	On-going	
	e. Coweta Schools: work to partner with Coweta Schools for joint use of facilities – mentoring, arts and recreation space are examples	Action	On-going	

CHAPTER SEVENTEEN: Infrastructure

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	PROVIDE FULLY FUNCTIONAL AND ADEQUATELY SIZED INFRASTRUCTURE FOR ALL CITIZENS AND BUSINESSES			
	a. Prioritize a compact, contiguous pattern of development	Policy	On-going	
	b. Consider long term costs and benefits of infrastructure prior to rezoning land for development projects	Policy	On-going	
	c. Coordinate with County proposed projects	Policy	On-going	
	d. Coordinate with projects proposed in Wagoner County	Policy	On-going	
	e. Create method to determine appropriate level of private sector participation when funding public infrastructure expansion. Consider Impact Fees.	Action	Short	
	f. Prioritize maintenance and improvement over expansion.	Policy	On-going	
	g. Maintain quality working relationship with quasi-public utilities. Explore joint facilities and cost-sharing	Policy	On-going	
	h. Coordinate the timing of City, County and Rural Water District infrastructure improvements to maximize efficiency and minimize cost	Policy	On-going	
	i. Continue to work toward balancing user rates with costs of operations and maintenance	Policy	On-going	
	j. Encourage the underground installation of new electric lines	Policy	On-going	
TWO	WATER SYSTEMS			
	a. Ensure that the system has sufficient pressure and quantity to provide for public consumption and fire protection to all areas	Policy	On-going	
	b. Evaluate treatment and storage needs based on anticipated population growth.	Action	On-going	
	c. In short term, focus on maintenance of the existing system	Policy	On-going	
	d. Encourage conservation practices. Use methods public educations re: sources and supply, drought tolerant landscaping, low flow fixtures	Policy	On-going	
	e. Study fiscal impact analysis of annexation. What organization is responsible for providing service	Action	Mid	
	f. Continue program of fire hydrant maintenance	Action	On-going	

CHAPTER SEVENTEEN: Infrastructure (continued)

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
THREE	SEWER SYSTEM STRATEGIES			
	a. Collect and process sanitary sewer waste in manner that meets or exceeds federal, state, and local standards.	Policy	On-going	
	b. Focus on protection of creeks and watersheds	Policy	On-going	
	c. As funds allow, study energy efficient and environmentally superior alternatives for sewage treatment and disposal	Action	On-going	
	d. Septic tanks for single residences on large lots may be permitted on a limited basis for lots not served by City or Service District when meeting percolation requirements	Policy	On-going	
	e. Septic systems will not be used for commercial or industrial uses	Policy	On-going	
	f. Provide a system with capacity to serve residential, commercial, and industrial users	Policy	On-going	
	g. Consider increasing the size and capacity of existing lift stations, prior to adding new ones, if appropriate	Policy	On-going	
	h. Pursue grant funding to serve properties on SH 51 east of Downtown Core	Action	On-going	
	i. Prioritize funding for City Sewer Service at corner of Lone Star Road and SH 51	Policy	On-going	

CHAPTER EIGHTEEN: Public Safety

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	ELIMINATE FIRE HAZARDS THAT ENDANGER LIFE AND PROPERTY			
	a. Create standards for new development adjacent to natural open space	Action	Short	
	b. Create and implement a defined process that allows burning of dilapidated structures with property owner's removal of the debris	Action	Mid	
	c. Incentivize a program that achieves regular inspections of commercial structures downtown	Action	On-going	
	d. Require weed and brush abatement on existing non-improved lots	Policy	On-going	
TWO	PROVIDE ADEQUATE WATER SUPPLY FOR FIGHTING FIRES			
	a. Continue fire hydrant testing program	Policy	On-going	
	b. Identify funds to repair / replace items prioritized by Fire Chief	Policy	On-going	
THREE	EVALUATE ALL NEW DEVELOPMENT PROPOSALS TO DETERFMINE IF LAYOUT, UTILITIES AND VISUAL ACCESS ARE ADEQUATE TO SUPPORT SUFFICIENT POLICE AND FIRE PROTECTION			
	a. Ensure that Police and Fire are included early in the review process so that they are prepared to comment at Technical Advisory Committee	Policy	On-going	
FOUR	PROVIDE POLICE AND FIRE WITH SUFFICIENT EQUIPMENT, BUILDING SPACE AND PERSONNEL			
	a. Evaluate equipment and staffing needs based on anticipated growth, expansion, and Interchange and along SH51	Action	On-going	
	b. Evaluate a "4 District" approach for police protection	Action	Mid	
	c. Provide training and teaching opportunities to increase officers level of expertise	Action	On-going	

CHAPTER NINTEEEN: Transportation

OBJECTIVE	STRATEGIES	TYPE	TIMEFRAME	LEADERSHIP
ONE	AN EFFECTIVE TRANSPORTATION SYSTEM SHOULD:			
	a. Support desired land use with proper street capacity and design	Policy	On-going	
	b. Optimize use of highways, streets, and vehicle storage facilities	Policy	On-going	
	c. Coordinate all modes of transportation, personal vehicles, public transit, business oriented	Policy	On-going	
	d. Provide youth-oriented non-vehicular transportation to youth-oriented facilities	Policy	On-going	
TWO	STREETS CLASSIFICATION RECOMMENDATIONS (TO 2025):			
	a. 273rd East Avenue and 289th East Avenue should be evaluated for potential to make each a secondary arterial	Action	Short	
	b. 111th Street South should be evaluated for the potential to make it a secondary arterial from 257th East Avenue to 289th East Avenue	Action	Short	
	c. 121st Street South should be evaluated for the potential to make it a secondary arterial from SN 51 to 289th East Avenue	Action	Short	
	d. Evaluation should be included but not be limited to existing right of way width, trail potential, landscaping concept, drainage, and utility locations	Action	Short	
	e. Traffic estimates for the anticipated growth area should be evaluated	Action	Short	
	f. Trail should be added to 101st Street South, in coordination with Wagoner County Improvements	Action	Short	
	g. 141st Street South and 241st East Avenue should be evaluated for trails location	Action	Short	

APPENDICES

The following provides reference to the significant sources of information used to inform the document. While some sources have been directly quoted, others have been summarized. All have impacted and were used to create the **Coweta 2020-2030** document.

MAJOR TOPICS

- Sources
  - Demographics
  - Parks
  - History
  - Infrastructure
  - Schools
  - Finance
  - Traffic
  - Zoning
  - Other

DEMOGRAPHICS

US Department of the Census, American Community Survey (ACS), factfinder.census.gov

- Profile of General Demographic Characteristics: 2000 Table DP-1
- Profile of General Population and Housing Characteristics: 2010 Table DP-1
- Age Groups and Sex: 2010 Table QT-P1
- Race and Hispanic of Latino Origin: 2010 QT-P3
- Demographic and Housing Estimates: 2013–2017 ACS Estimates Table DP05
- General Housing Characteristics: 2000 Table QT-H1, 2010 Table QT-H1
- Tenure, Household Size and Age of Householder: 2000 Table QT-H2, 2010 Table QT-H1
- Households and Families: 2010 Table QT-P11
- Households and Families: 2013-2017 ACS Estimates Table S1101
- Selected Housing Characteristics: 2013-2017 ACS Estimates Table DP04
- Occupancy Characteristics: 2013-2017 ACS Estimates Table S2501
- Profile of Selected Economic Characteristics: 2000 Table DP-3
- Selected Economic characteristics: 2013-2017 ACS Estimates Table DP03
- Commuting Characteristics by Sex: 2013-2017 ACS Estimates Table S0801
- Poverty Status of Individuals: 2000 Table QT-P4
- Poverty Status in the Past 12 Months: 2013-2017 ACS Estimates Table S1701
- Employment Status: 2013-2017 ACS Estimates Table S2301
- Occupation by Sex, Civilian Population, 16 Years and Over Table S2401
- Financial Characteristics: 2013-2017 ACS Estimates Table S2503
- Physical Characteristics for Occupied Housing Units: 2013-2017 Estimates Table S2504

PARKS

- Coweta Park and Recreational Facilities; City of Coweta; 2008
- *Importance of Unique Park and Recreation Standards;* Houseal Lavigne; Devin Lavigne, February 26,2010; Blog Article
- GO Plan; INCOG, 2020: Appendix A, Design Guidelines
- *Recreation Size and Occupancy Standards* Brad-Bevy & Johnson 1998; National Recreation and Parks Association Standards, Tourism and Recreation Handbook of Planning and Design, Boston, Architectural Press
- *Oklahoma's State of Health: The People, The Economy, and the Environment*; 2017 Statewide Comprehensive Outdoor Recreation Plan (SCORP); Oklahoma Department of Tourism and Recreation

HISTORY

The Encyclopedia of Oklahoma History and Culture:

- David Dary, "Cattle Drives"
- Norma Walters, "Coweta"
- Wallace F. Walts, Jr., "Muskogee"
- Jonita Mullins, "Muskogee County
- Keith Tolman, "Steamboats and Landings"
- Augustus J. Veenendaal, Jr., "Midland Valley Railroad"

Wikipedia.org:

- Coweta, Oklahoma
- Fort Gibson
- History of Tulsa, OK
- Koweta Mission Site
- Land Rush of 1889
- Oklahoma State Highway 51
- St. Louis – San Francisco Railway
- Texas Road
- Wagoner County, Oklahoma

Other:

- *The Katy Railroad; k*ansasheritage.org
- *Trail Offers Lesson on State's History;* Tulsa World; P.J.Lassek, August 29, 1994
- *Steamboats and Their Role in Indian Removal;* As Much as the Water – How Steamboats Shaped Arkansas, a Digital Exhibit ; University of Arkansas Little Rock , June 2015
- *Coweta's History 1910 – 1940's;* Tony Harris, July 2020
- *Coweta and other Wagoner County towns;* Liz McMahan, 2016; 48HrBooks

INFRASTRUCTURE

- *Coweta Public Works Authority Receives $11,373,000 Wastewater System Loan for OWRB;* Oklahoma Water Resources Board, October 16, 2019
- *Wagoner County No. 4 Receives $14,835,000 Wastewater System Loan from the OWRB;* Oklahoma Water Resources Board, October 16, 2019
- Wagoner County Rural Water District No.4 Broken Arrow, Oklahoma; *Financial Statements and Auditor's Reports:* Year Ended June 30, 2018
- DEQ, Oklahoma Department of Environmental Quality, Public Notice, August 23, 2019; *Request for Public Comment on Proposed Modifications to Oklahoma's Water Quality Management Plan for the Wagoner County Rural Water District #4*

SCHOOLS

- Coweta Public Schools, *Enrollment 1998 through 2020;* Coweta Public Schools
- *ICTC To build new campus in Wagoner County;* Muskogee Phoenix; Cathy Spaulding, February 11, 2017

FINANCE

- City of Coweta Capital/Operating Budget, Fiscal Year July 1, 2015 – June 30, 2016; City of Coweta
- City of Coweta Capital/Operating Budget, Fiscal Year July 1, 2017 – June 30, 2018; City of Coweta
- City of Coweta Proposed Budget and Financial Plan, Fiscal Year 2019; City of Coweta
- City of Coweta Proposed Budget and Financial Plan, Fiscal Year 2020; City of Coweta
- City of Coweta Proposed Budget and Financial Plan, Fiscal Year 2021; City of Coweta

TRAFFIC

- Coweta Major Street and Highway Plan; INCOG, Amended 1993
- Trip Generation Manual; San Diego Municipal Code, Land Development Code, Revised May 2003

ZONING

- Coweta Zoning Code, April 2011

OTHER

- *What do residents want ? Community survey tops Coweta's State of the City address;* Tulsa World; Christy Wheeland, October 19, 2018
- *Coweta in 2019: A Community Moving Forward:* Tulsa World; Christy Wheeland, December 31, 2019