

# LAND USE

- GOALS & OBJECTIVES
- EXISTING LAND USE
- SCENARIO DEVELOPMENT
- FUTURE LAND USE MAP
- ACTIONS



# GOALS & OBJECTIVE

## LAND USE GOALS:



CC1 – Promote quality new development & revitalization of some older commercial areas for the successful enjoyment of the community.



DA2 – Design our typical suburban developments for equally safe movement of pedestrians, bicycles and automobiles.

DA3 – Work with developers to create a Mustang Downtown, which should have a pedestrian friendly character, bring a different quality of shopping to the community and grow a local tourism industry.



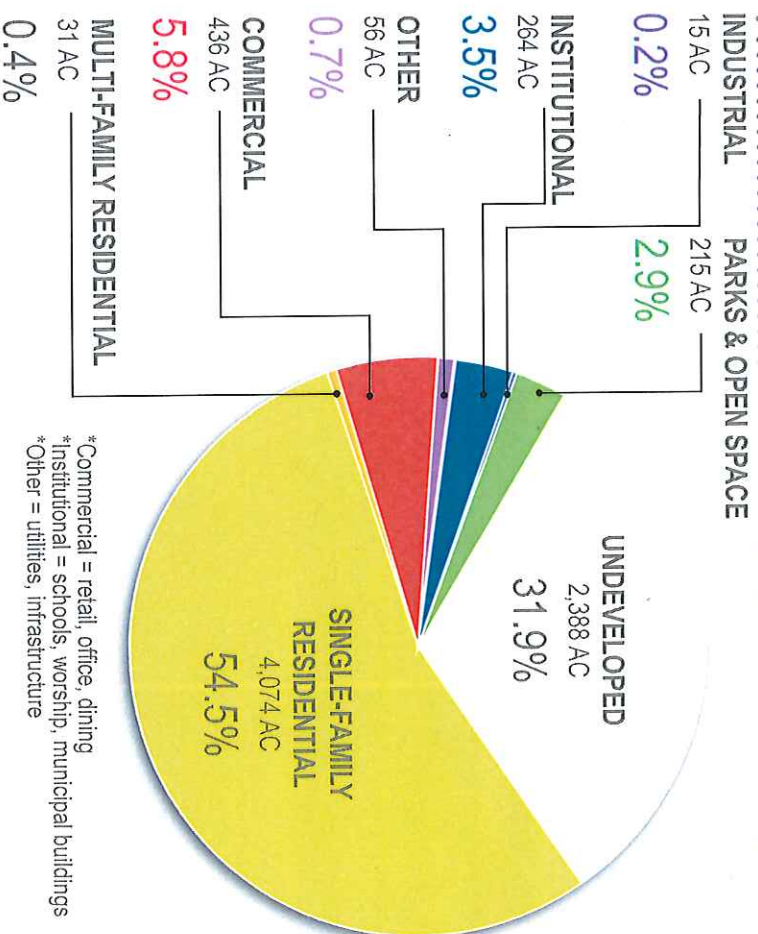
ED3 – Look to have residential housing in a new Downtown for Mustang which will then create supporting development resulting in new employment opportunities.

A key component of a comprehensive plan is a realistic and flexible future land use plan that provides a vision for what type of development and redevelopment should occur in different areas of a community. This chapter assess the existing land use within Mustang and presents a new future land use map and associated descriptions that should guide future development activity in the city.

## EXISTING LAND USE

Understanding the character of the existing land use in a community is a critical first step to making recommendations for a future land use plan. Currently 68% of land in Mustang is developed, leaving approximately 32% as undeveloped. Figure 4-1 depicts the breakdown of current land use in Mustang and Figure 4-2 is the existing land use map.

Table 4-1: Existing Land Use in Mustang (2010)





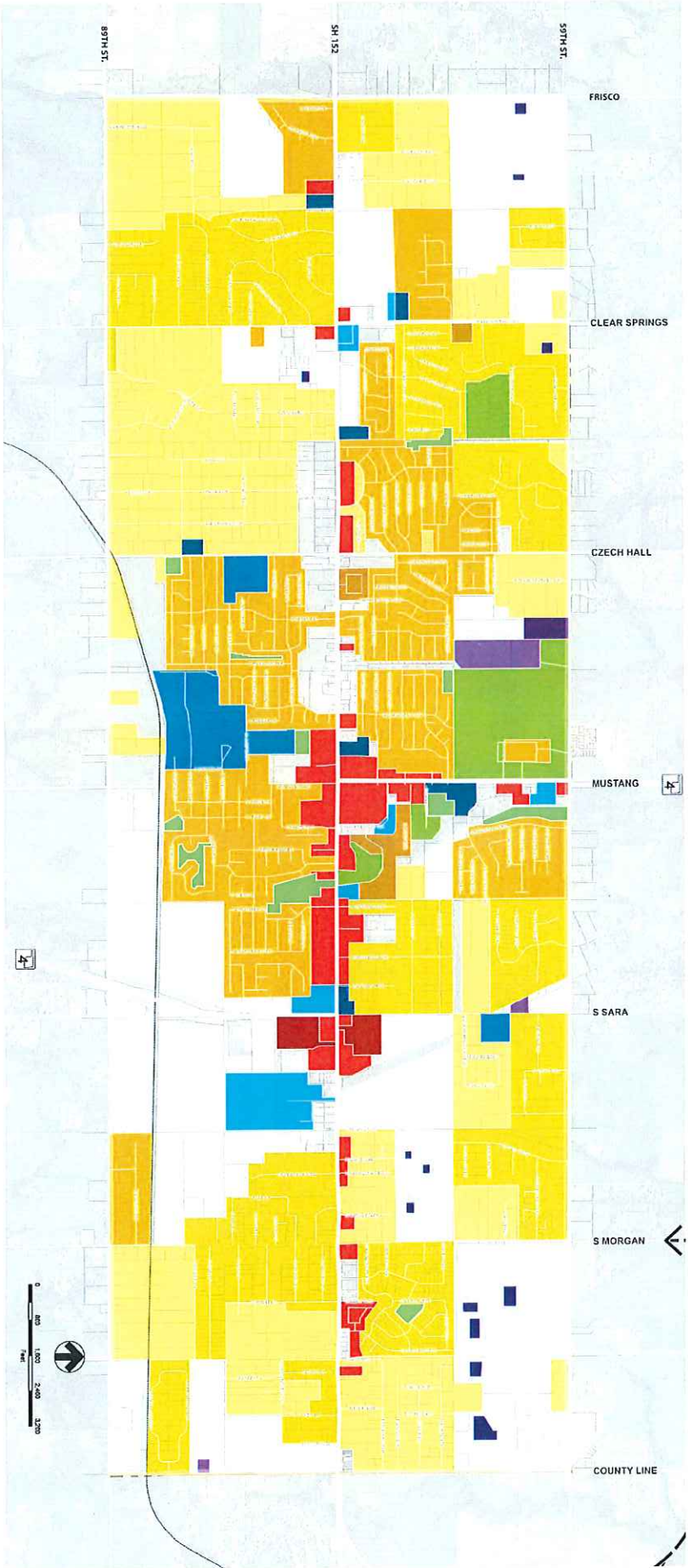


Figure 4-2: Existing Land Use in Mustang



**PUBLIC INPUT ON LAND USE**

- New land use development that stakeholders preferred include more office space, quality retail, mixed-use, and hotels.
- Survey respondents and public meeting participants overwhelming liked the idea of creating a new downtown for Mustang.
- Many residents wanted to preserve the rural or suburban feel of the existing single-family neighborhoods.



The majority of land area in Mustang is occupied by single-family homes spread throughout the city. There is a wide-range of single-family residential in the city – including residential estates with large houses, newer subdivisions on smaller lots, and small, older houses on large lots. The existing zoning code classifies the single-family uses into Rural Estates and Single-Family districts. Multi-family housing is fairly limited – there are only four apartment complexes and two senior living complexes within the city limits – but they are appropriately placed between single-family and more intensive, nonresidential uses.

Commercial uses are located exclusively along the major thoroughfares. The greatest concentration of retail or office space is along SH 152 and Mustang Road. Major regional retailers include Wal-Mart and Lowe's. Restaurants include numerous fast food restaurants and some sit-down places. There is also a new medical center called St. Anthony's Healthplex at SH 152 and Sara Road. What is missing in Mustang is a downtown space that can serve as a destination for both residents and visitors.

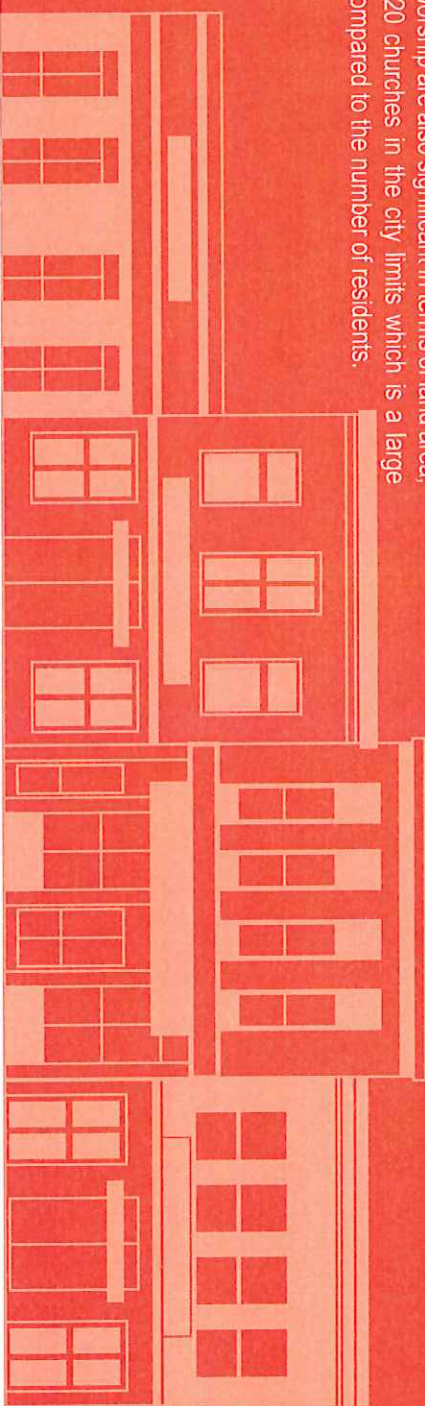
Institutional uses include schools and municipal buildings, such as city hall and the public library. The largest area of land is covered by Mustang High School just southwest of the center of town. Areas of worship are also significant in terms of land area; there are over 20 churches in the city limits which is a large number when compared to the number of residents.

Industrial uses in Mustang currently include only manufacturing businesses, but the zoning code allows more intensive uses. The existing industrial use on SW 59th St between Czech Hall Road and Mustang Road is adjacent to a residential estate neighborhood which is a conflict.

Most of the parks and open space acreage is covered by Wild Horse Park, which is a large community park that is the site of several softball fields, a dog park, and the city recreation center. There are six additional small neighborhood parks and ten acres of undeveloped parkland located throughout the city as part of the city parks system. There is also the Pebble Creek Golf Course which is a privately owned and operated nine-hole course located in the center of the city.

Land uses that are included in the 'other' category are utilities and oil and gas. These uses make up a very small percentage of Mustang. However, most of the oil and gas pad sites are located in the large swaths of undeveloped land in the city, so if these areas are developed in the future, oil and gas site remediation needs to be considered.

The second largest land use category is undeveloped land; approximately 32% of land within the current city limits is undeveloped. This means that the city is far from being built out yet and thoughtful analysis is needed to develop a vision for how these areas should be developed or preserved as open space.





## SCENARIO DEVELOPMENT

In order to develop a city-wide future land use map, the project team first worked to create scenarios that established preferred land uses within currently undeveloped or vacant land in the city. Scenarios help graphically depict how a community can shape their future. Three city-wide scenarios were developed with stakeholder input during the public visioning charrettes held in October 2016. These scenarios were then used to develop the future land use plan which is discussed later in the Land Use chapter.

### SCENARIO CONCEPT DEFINITIONS

**RESIDENTIAL:** Additional single-family residential areas will likely be warranted with the expected population growth.

**URBAN RESIDENTIAL:** As Mustang continues to grow, the need for a more diverse mix of housing will increase as well. The intent of urban residential areas is to incorporate higher density homes near commercial areas that would be walkable and near public amenities.

**MAIN STREET VILLAGE:** Mustang lacks a downtown area that could serve as a retail and cultural destination for residents and visitors. The Main Street Village is meant to fill this void by creating a central destination in the community for entertainment, dining, shopping, and socializing. This village would help create a sense of place and enhance Mustang's identity. The different options for the location of a Main Street Village are discussed more fully in Chapter 8: Urban Design.

**COMMERCIAL/RETAIL/DINING:** Based on the recent market study, there is demand in Mustang for additional retail and dining so residents don't have to travel outside the city for these needs. The intent of this category is to provide additional stores and restaurant establishments that meet the demographics of Mustang.

**MUNICIPAL:** Uses such as schools and municipal buildings will not be changed.

**PARK SPACE:** Additional parks and open space are warranted to provide natural relief and limit the amount of impervious cover that is added to the city. These parks could be programmed with amenities over time or remain as open space preserves.

### SCENARIO CONCEPT DEFINITIONS

**STREETSCAPE IMPROVEMENTS** are infrastructure and aesthetic enhancements made to roadways. The infrastructure enhancements can include adding sidewalks, adjusting driveways, and installing traffic calming devices. The aesthetic enhancements can include installing site furniture, planting attractive landscaping, adding lighting, and adding unique pavement treatment on sidewalks or at intersections.

*Primary Streetscape:* Aesthetic elements are placed closer together on corridors with primary streetscape improvements to mimic the intensity of the surrounding land uses.

*Secondary Streetscape:* Aesthetic elements are placed further apart on corridors with secondary streetscape improvements to highlight the importance of the roadway at a lesser scale.

**GATEWAYS** are used to demarcate entry points and to highlight important features or areas in a community. They also present cities with opportunities to incorporate branding and create a unique identity in a city. Gateways can be entry signs, monument features, or landmarks.

*Primary Gateway:* Larger, more prominent gateways are installed at intersections near the Main Street Village to signify the central core of Mustang.

*Secondary Gateway:* Smaller gateways are installed at entrances to the city to alert motorists that they are entering Mustang.








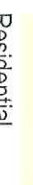




# CITY-WIDE SCENARIO

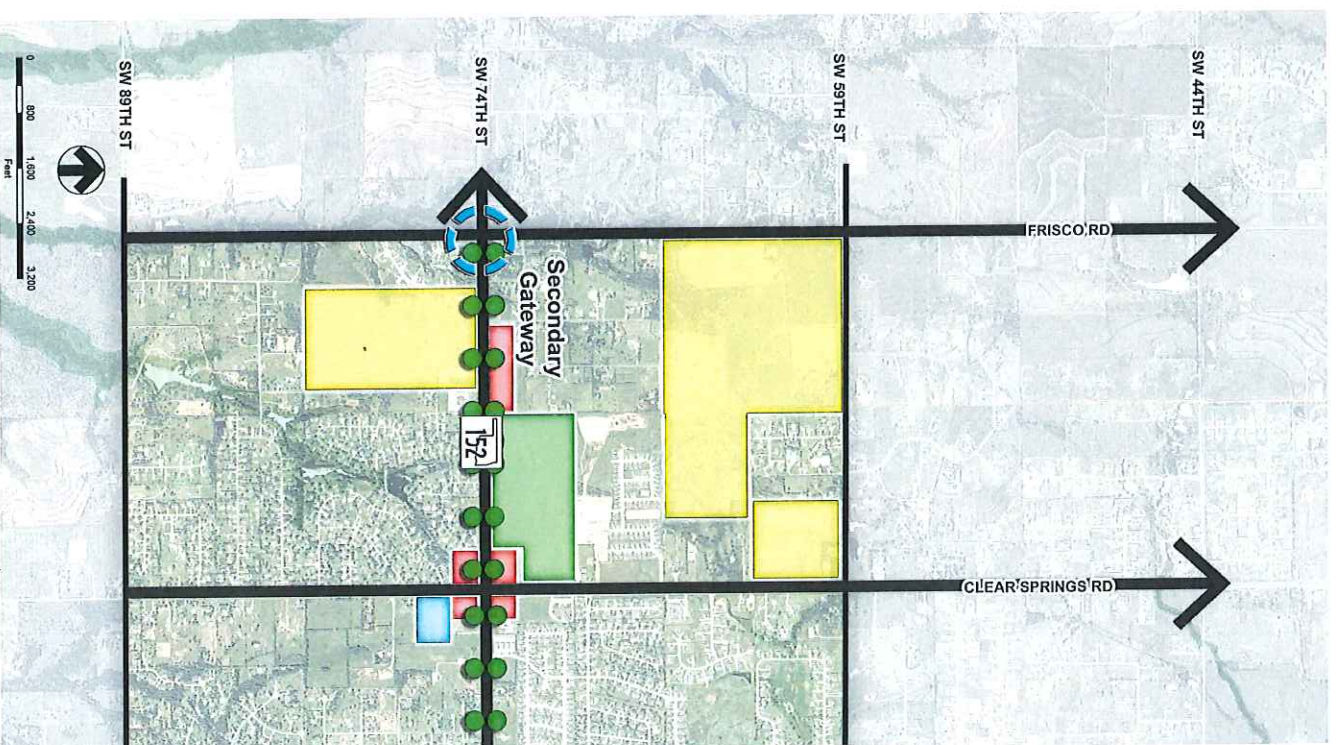
The first scenario fills in existing undeveloped land on the edges of town with single-family residential and quality parkland. The greatest changes occur along SH 152 as the primary artery through town. New commercial development fills in vacant lots along the roadway and the Main Street Village is developed on the site of the existing Pebble Creek golf course that will include multi-use buildings, quality public open spaces, pedestrian linkages, shopping, and dining. Urban residential will be added to the north of the new Main Street Village within an easy walking distance. The scenario also allows for additional big-box retailers to develop stores along Sara Road and SH 152.

Primary gateways will be added on SH 152 at Mustang Road and Sara Road to signify the new Main Street Village area. Smaller, secondary gateways will be added at the major entry points into the city: Mustang Road and SW 59th St, SH 152 and County Line Road, SH 4 and SW 89th St, and Frisco Road and SW 74th St. Streetscape improvements will be added to the entire stretch of SH 152 in the city, with denser aesthetic elements from the eastern city boundary to Mustang Road. Additional secondary streetscape improvements will be added along Mustang Road from the railroad to the northern city boundaries and on Sara Road from the railroad to just north of SH 152.

# SCENARIO #1

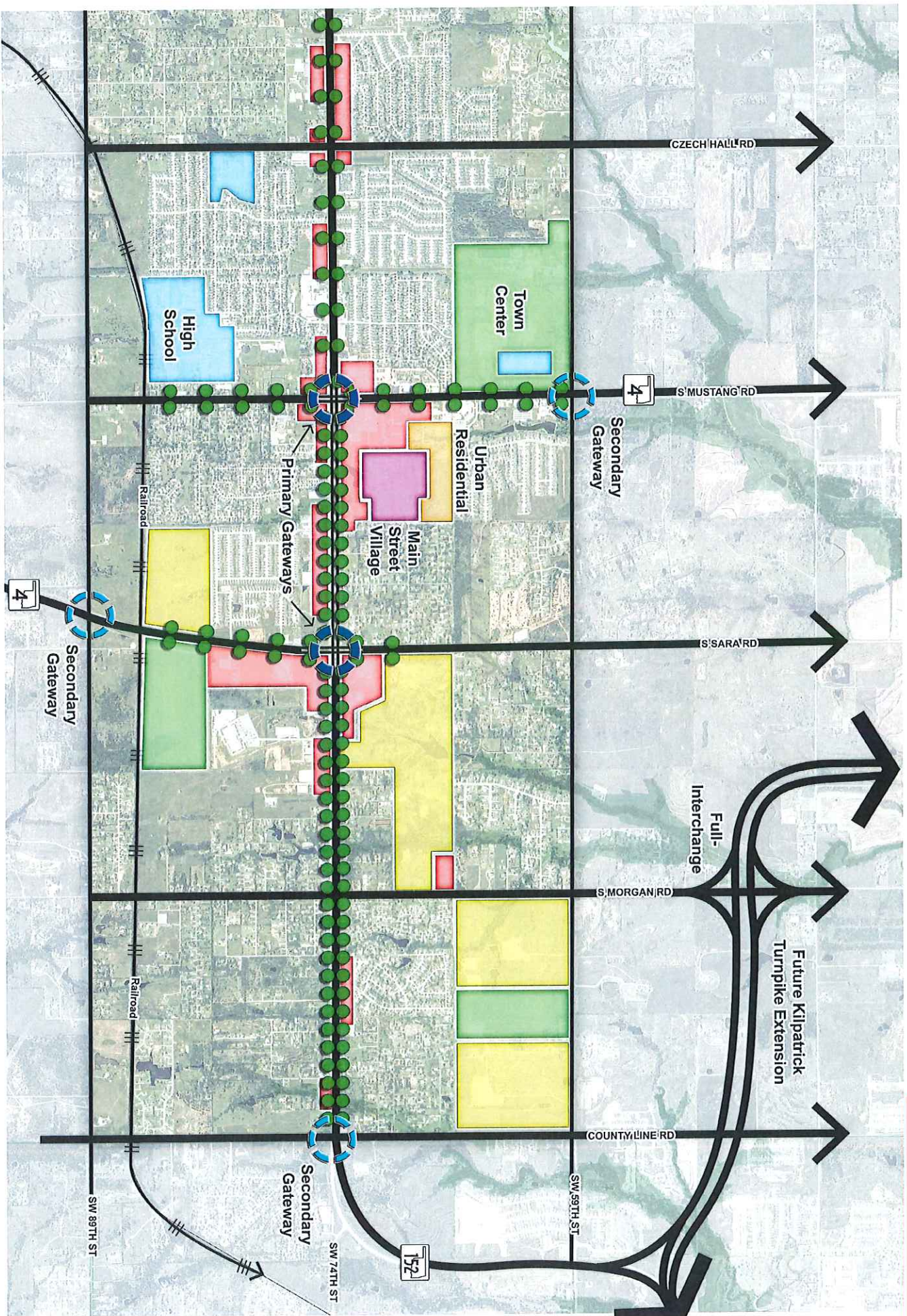
## LEGEND

-  Urban Residential
-  Park Space
-  Commercial | Retail | Dining
-  Municipal
-  Main Street Village
-  Residential
-  Primary Streetscape
-  Secondary Streetscape
-  Primary Gateway
-  Secondary Gateway





4. LAND USE





## TOWN CENTER SCENARIO #1









Most stakeholders, in the absence of a traditional downtown, identified the intersection of Mustang and State Highway 152 (SW 74th St) as the heart of the community. The past condition of the strip retail centers on the northwest and northeast corners of the intersection has been a concern for some stakeholders and, as such, recent renovations on both corners have been viewed as an overall positive event for the community. However, parking ratios on the site are still high compared to actual usage, which makes the intersection a prime candidate for infill development, often identified in New Urbanist circles as sprawl repair. Redevelopment of the site is further bolstered by the presence of Pebble Creek Golf Course directly to the east. If redeveloped, the golf course has one of the strongest concentrations of multifamily housing in the entire city. If designed correctly, these developments could be a major bonus for any attempts to create a more walkable environment in this particular area.

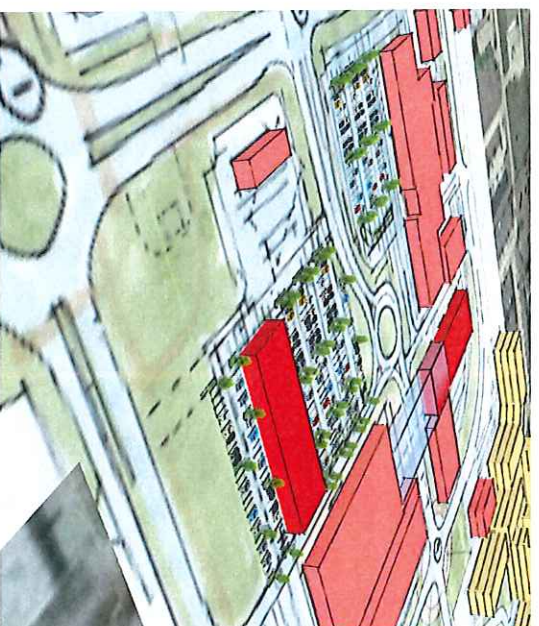
The benefits of placing the village here is that it would activate the existing apartments by the golf course with walkable options, create more trail connectivity, add more commercial, and make use of the existing green space. This option is also the closest to the municipal Town Center, so together these two sites would create a true downtown area.

The drawbacks of this location is that the village wouldn't be located directly off of a major thoroughfare so visibility might be a concern. Additionally, in order for this site to work, the golf course would need to be permanently closed, which would take away this amenity within the city. There are also existing single-family home neighborhoods adjacent to parts of the site which may be perceived negatively.

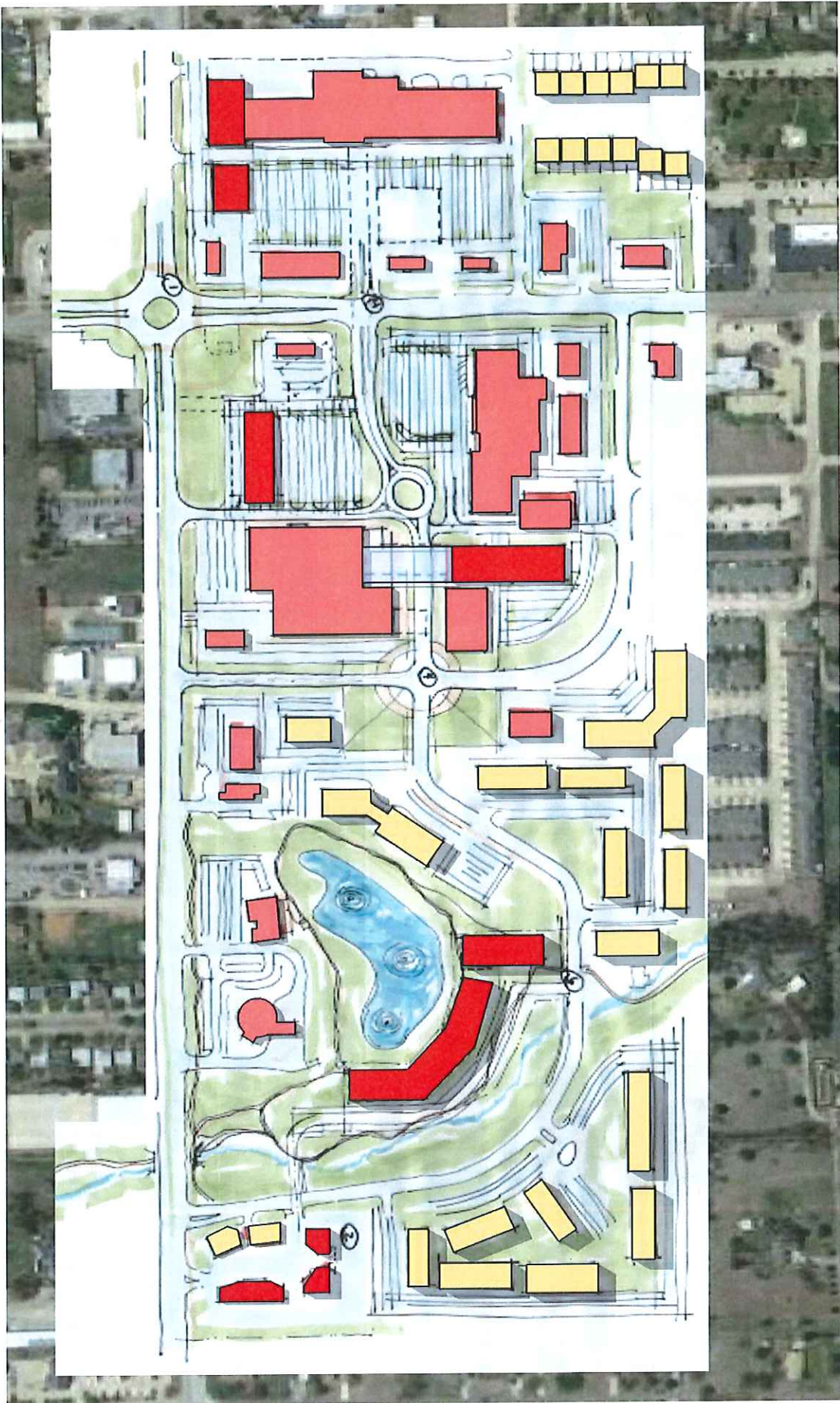
## INTERSECTION OF MUSTANG ROAD AND STATE HIGHWAY 152

### LEGEND

	Mixed Use Commercial/ Retail/Dining/Office/ Residential
	Multi-Family Residential
	Residential - Low Density
	Residential - Medium Density
	Residential - High Density
	Water
	Green Belt
	Trail System









# CITY-WIDE SCENARIO

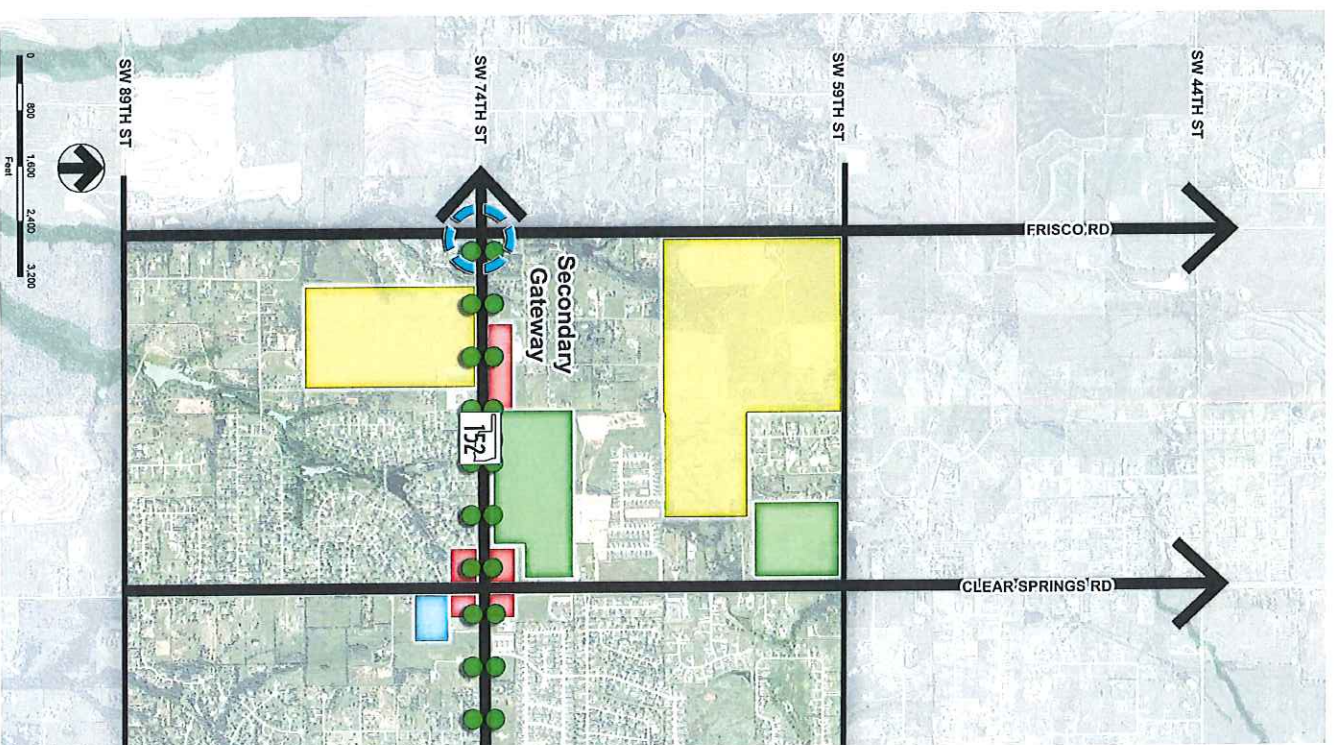
City-wide Scenario Two: The second scenario fills in more undeveloped land with single-family residential and parkland on the edges of the city. Similar to the first scenario, vacant lots along SH 152 and also Mustang Road will be filled in with new commercial development. In this scenario, the Main Street Village is placed on the northwest corner of SH 152 and Morgan Road to be closer to the planned Kilpatrick Turnpike extensions just outside the city limits. The Main Street Village will focus on quality public open spaces, mixed-use buildings, townhouse residential, pedestrian linkages, and shared parking for employees and visitors. Urban residential is incorporated adjacent to the Main Street Village and to the northeast of the intersection of Sara Road and the railroad.

Primary gateways are recommended for SH 152 at Mustang Road and Morgan Road. Smaller, secondary gateways will be added at major entry points into the city: Mustang Road and SW 59th St, Morgan Road and SW 59th St, SH 152 and County Line Road, SH 4 and SW 89th St, and Frisco Road and SW 74th St. Streetscape improvements will again be added to the entire stretch of SH 152, with denser aesthetic elements from the eastern city boundary to Sara Road. Primary streetscape improvements will also be added on Morgan Road from the northern city boundary to SH 152. Additional secondary streetscape improvements will be added to Mustang Road from the railroad to the northern city boundary and on Sara Road from the railroad to the northern city boundary.

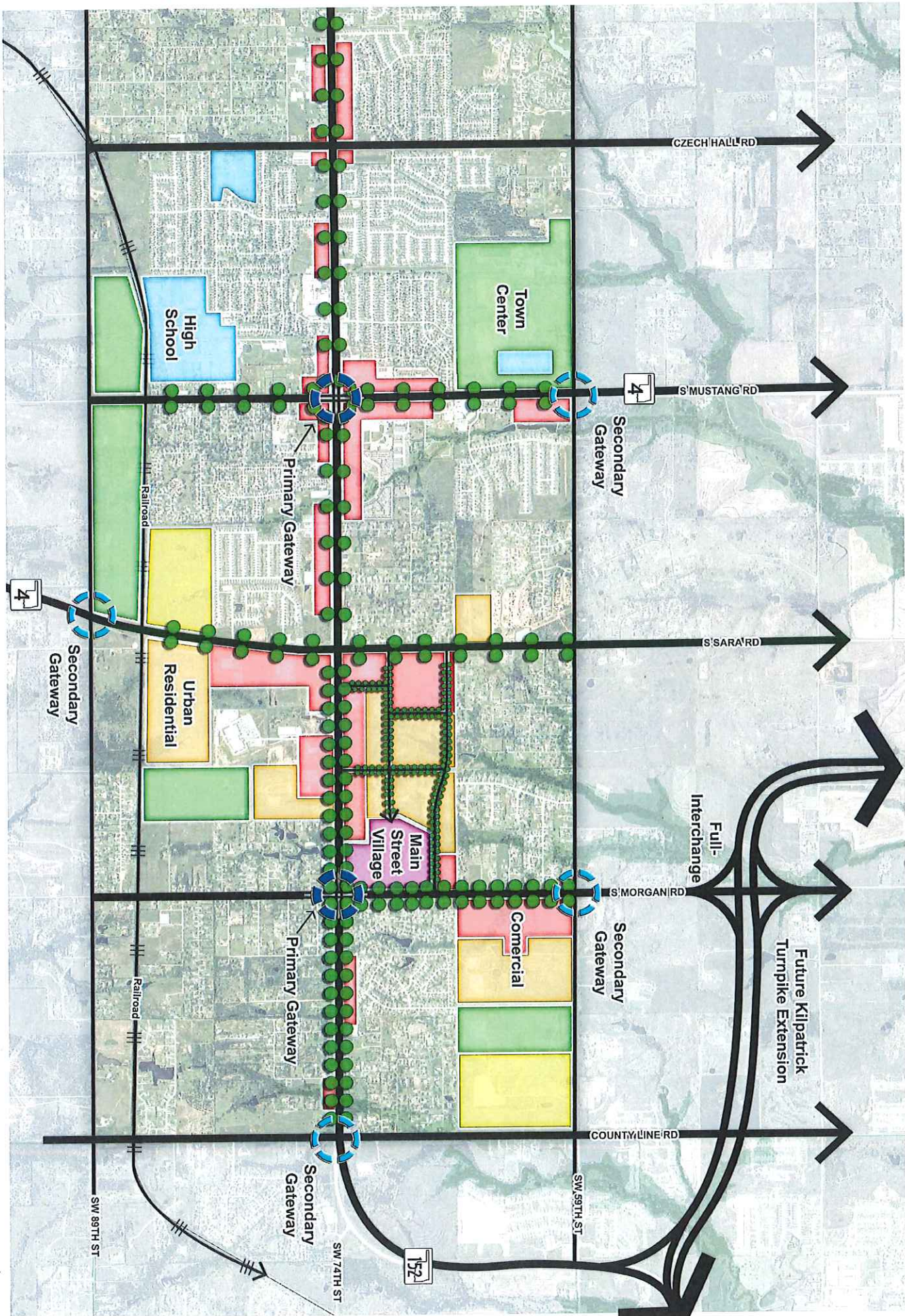
# SCENARIO #2

## LEGEND

- Urban Residential
- Park Space
- Commercial | Retail | Dining
- Municipal
- Main Street Village
- Residential
- Primary Streetscape
- Secondary Streetscape
- Primary Gateway
- Secondary Gateway









## TOWN CENTER SCENARIO #2

Stakeholders recognize that the extension of the Kilpatrick Turnpike and its new interchanges will drastically change traffic patterns on major north-south arterials running through the community. In particular, stakeholders view Morgan Road as having a great deal of potential for future higher density development. The northwest corner of this intersection remains largely undeveloped and even includes a fairly significant stand of trees that could act as a resource in the development of a town center concept oriented around a town green.

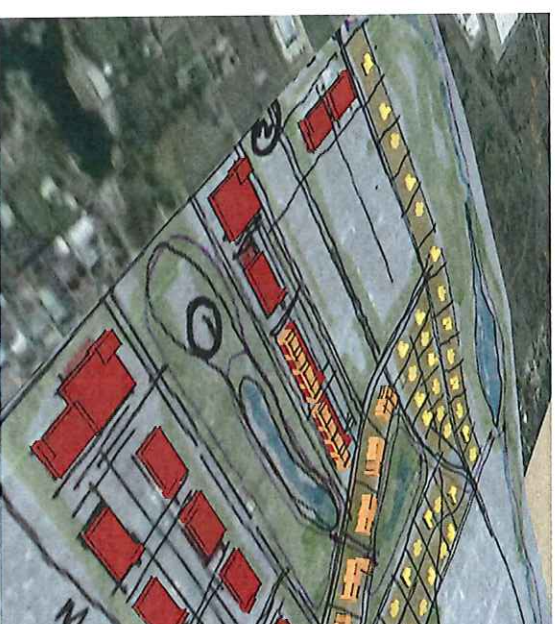
The concept for this site was inspired by the recent development of an entirely new town center in the suburban Atlanta community of Suwanee, Georgia. Rather than attempting to develop a project on both sides of a major arterial, which would have forced pedestrians to cross a state highway to enjoy the entire project, civic leaders in Suwanee developed their town center to radiate back from a single corner of their town's largest intersection. The project includes commercial and civic uses around a modern public green space. Residential buildings were then developed behind this first ring of buildings with residential densities slowly decreasing as the distance from the public space increases. Similarly in this proposed development concept, commercial and multi-family buildings line a new public green for Mustangang, with lower density residential appearing further into the development site.

The main benefit of this site is that it's the closest option to the Kilpatrick Turnpike extension. Additionally, the site has street frontage off of Morgan Road and SH 152, so it will be very visible. The existing greenbelt on the site provides the opportunity to construct trails. Finally, since this site is in the eastern part of the city, visitors driving through Mustangang from Oklahoma City will see this site soon after they cross into the community.

## NORTHWEST CORNER OF MORGAN ROAD AND STATE HIGHWAY 152

### LEGEND

- Mixed Use Commercial/ Retail/Dining/Office/ Residential
- Multi-Family Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Water
- Green Belt
- Trail System







While the site is primarily undeveloped, there are some existing structures that may need to be relocated so they wouldn't detract from the overall character of the village site. Additionally, the site isn't as centrally located as other options so residents living in the western side would have to travel a good distance.



# CITY-WIDE SCENARIO

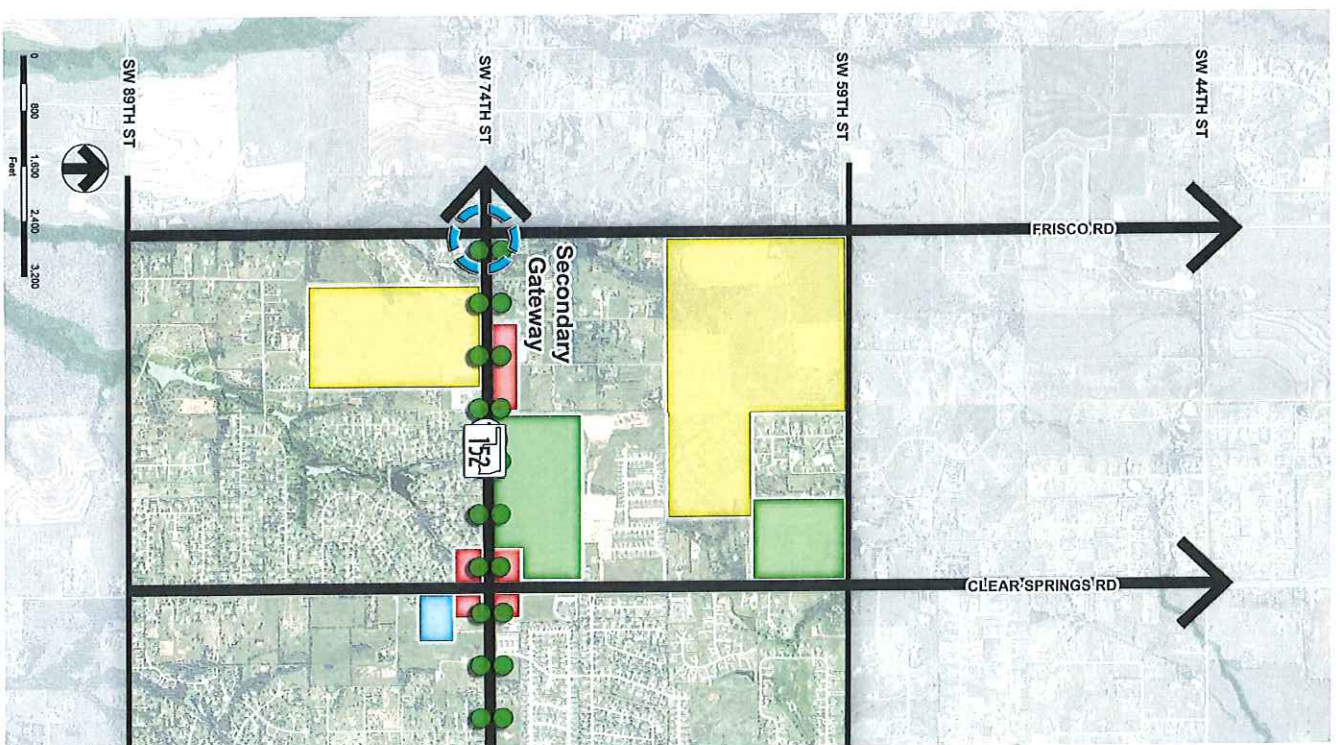
City-wide Scenario Three: The third scenario fills in virtually all of the existing undeveloped land on the outskirts of the city with either single-family residential or additional parkland to serve these new residents. Commercial uses fill in vacant land along SH 152 and Mustang Road. In this scenario, the Main Street Village is located in the northeast corner of Sara Road and the railroad and the site will include mixed-use buildings, quality public open spaces, employment options, townhouse/residential, and shared parking. The location next to the railroad presents the opportunity to tie into the history of the Mustang's founding right around the time when the railroad was constructed. Additional urban residential is clustered around the Main Street Village and to the west of Sara Road near the railroad.

Primary gateways will be added to SH 152 at Sara Road and Morgan Road to signify the new urban village to the south. Secondary gateways will be added at major entry points into the city: SW 59th St at Mustang Road, Sara Road, and Morgan Road; SH 152 and County Line Road; SH 4 and SW 89th St; and, Frisco Road and SW 74th St. Streetscape beautification elements will be added to the entire SH 152 corridor in the city, with denser aesthetic elements between Morgan Road and Mustang Road. Primary streetscape improvements will also be added to Sara Road between the railroad and SH 152. Additionally, secondary streetscape improvements will be added to Mustang Road from the railroad to the northern city boundary, Sara Road from SH 152 to the northern city boundary, and Morgan Road from SH 152 to the northern city boundary.

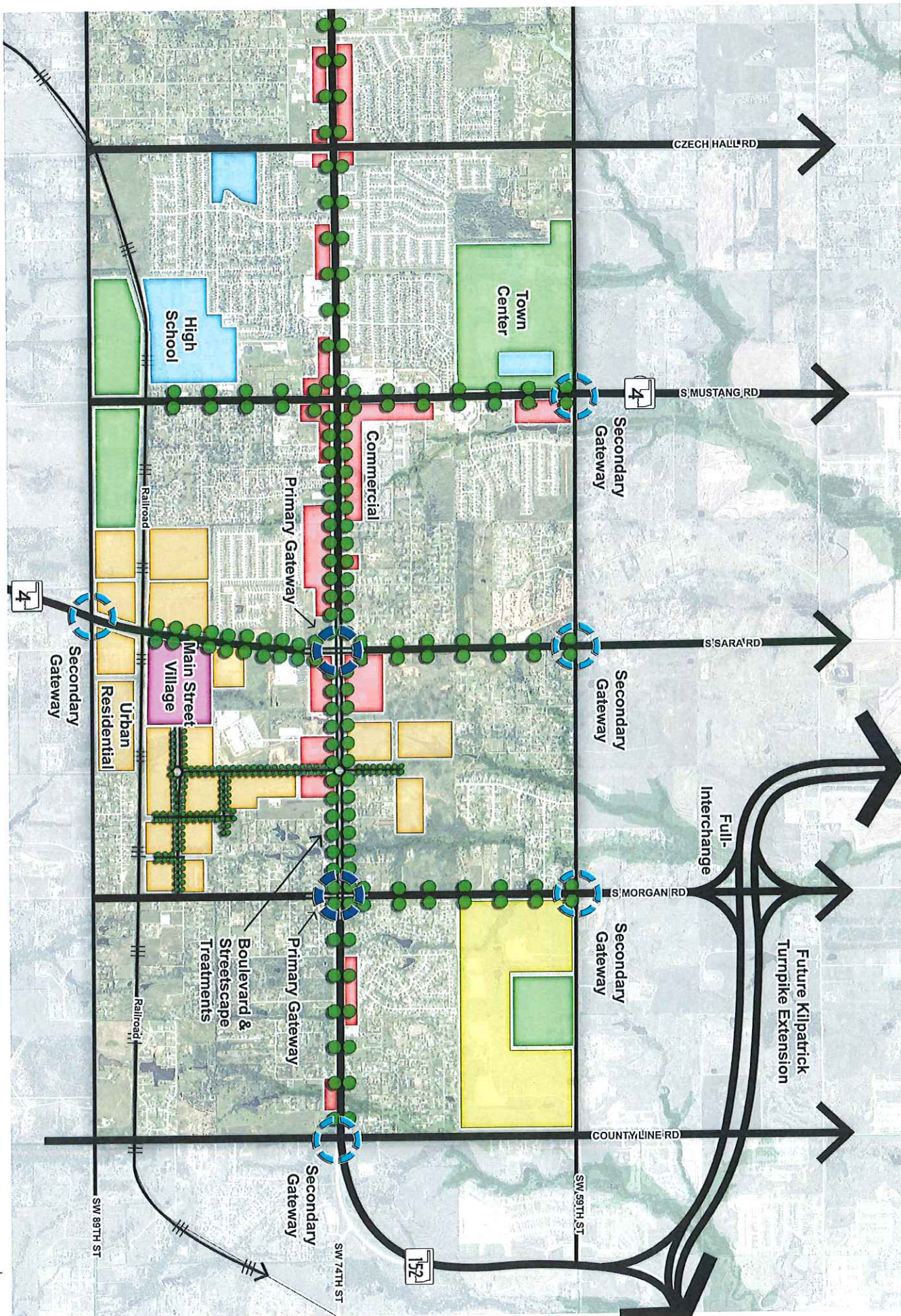
# SCENARIO #3

## LEGEND

- Urban Residential
- Park Space
- Commercial | Retail | Dining
- Municipal
- Main Street Village
- Residential
- Primary Streetscape
- Secondary Streetscape
- Primary Gateway
- Secondary Gateway









## TOWN CENTER SCENARIO #3

This portion of land, while not located in a portion of the community that is currently heavily trafficked, represents one of the largest contiguous development sites left in Mustang's current city limits. On the site's west side, Highway 4 acts as the primary route connecting Mustang to its southern neighbors and the increased traffic from the extension of the Kilpatrick Turnpike has the potential to shift the community's hub of activity. A large overhead power line runs through a portion of this site, eliminating those portions beneath it from being developed beyond land uses such as green space and public trails. This site also suffers from accessibility challenges – the railroad track that runs east-west through the site will likely limit the number of north-south connections that can be made to SW 89th St and the Highway 9 bridge over the tracks limits possible connections into the site from Sara Road. For this town center site to remain feasible, these challenges require the City of Mustang to remain focused on maximizing accessibility to this site from Morgan Road on the east and State Highway 152 on the north.

With those limitations in mind, the development concept for this site centers on a new major intersection internal to the square mile. This new intersection would become the focal point for new high density development and new high-amenity green space for the community. New opportunities for retail would extend north from the town center, taking advantage of the high traffic counts on State Highway 152. The new east-west road would include multi-family housing developments with residential densities decreasing as the project moved west, potentially even to the property west of Sara Road.

### SW 89TH STREET BETWEEN SARA ROAD AND MORGAN ROAD

#### LEGEND

- Mixed Use Commercial/  
Retail/Dining/Office/  
Residential
- Multi-Family Residential
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Water
- Green Belt
- Trail System







Benefits of this location include vitalizing an area of town that is currently undeveloped with carefully planned development. The proximity of the site to the railroad provides the opportunity to tie in the history of Mustang into the village. There is also an existing stock of mature trees that would be preserved to provide natural relief in open space areas.

Drawbacks of the location include having to plan the development around major power lines which can detract from the overall aesthetics of the area. Additionally, this option is in the far southern portion of the city, so it is not as easily accessible to all residents.





### RESIDENTIAL ESTATE

Single-family residential with large lots. Suggested density is 2 acres or greater per lot. This category helps to preserve the more rural character of Mustang. Proposed primary uses are single-family dwellings; proposed secondary uses are recreation, religious, and education facilities that support the residential area.

Current zoning districts that are appropriate to implement the residential real estate classification include R-E.



### RESIDENTIAL MEDIUM

Single-family detached homes with smaller lots. Suggested density is 1 dwelling units per 1 acre. This category helps to preserve the suburban character of Mustang. Proposed primary uses are single family dwellings; proposed secondary uses are recreation, religious, and education facilities that support the residential area.

Current zoning districts that are appropriate to implement the residential medium classification include R-2.

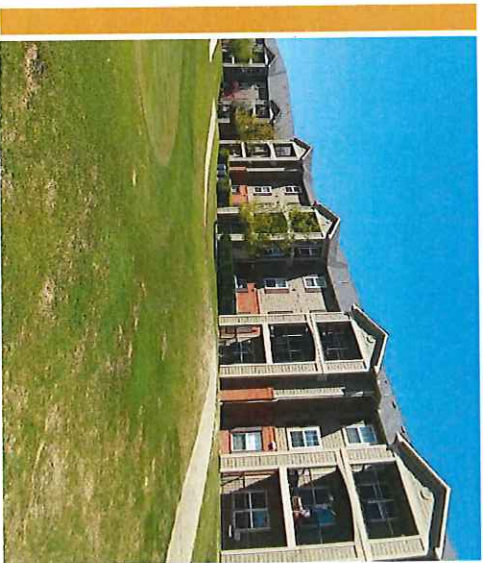


### RESIDENTIAL SMALL

Small, single-family detached homes. Suggested density is approximately 3 dwelling units per acre. The resulting character of this category is slightly denser neighborhoods. Proposed primary uses are single-family dwellings; proposed secondary uses are recreation, religious, and education facilities that support the residential area.

Current zoning districts that are appropriate to implement the residential small classification include R-3.





### MULTI-FAMILY

This residential housing category includes products with attached units. The resulting physical character can be urban with street frontage or a garden style with buildings set in a park environment. Typical densities should range from ten to twenty-four units per acre.

Current zoning districts that are appropriate to implement this residential type is R-4.



### URBAN RESIDENTIAL

All attached residential structures including townhomes, patio homes, duplexes, and apartment complexes. This category helps to provide additional housing types to sustain growth. Proposed primary uses are residential and secondary uses are retail neighborhood, recreation, religious, and education facilities that support the residential area.

Current zoning districts that are appropriate to implement the urban residential classification include R-2, R-3, R-4, R-MH-1, and R-MH-2.



### MAIN STREET VILLAGE (OVERLAY)

Allows for a mix of uses that is denser and walkable. This development pattern and land use allows for a mix of uses that is more dense and walkable than most typical suburban retail centers. Uses can be mixed vertically in this category with ground floor retail and housing or office above. Typically the development is organized with narrow streets and parking defining walkable blocks.

Current zoning districts that are appropriate to implement the Main Street Village classification include R-4 and C-3, with modifications to both.





## RETAIL NEIGHBORHOOD

Commercial uses that are compatible with and support surrounding residential neighborhoods. These service area is generally defined by local neighborhoods. Types of commercial that are considered retail neighborhood can include restaurants, convenience stores, and personal services.

Current zoning districts that are appropriate to implement the retail neighborhood classification include C-2 and C-3.



## RETAIL REGIONAL

Larger commercial uses such as big-box retailers that attract patrons from a larger region. This development pattern and land use allows for typical big-box retailers that serve a regional area. Types of regional serving retail include large footprint retailers, hardware, hotels and automobile dealerships.

Current zoning districts that are appropriate to implement the retail regional classification include C-3, C-4, and C-5.



## OFFICE/MEDICAL

Professional offices and medical uses. This development pattern and land use allows for a mix of uses supporting general office business and medical health care. These uses also have a solid following of support businesses that local near the prime medical facility.

Current zoning districts that are appropriate to implement the office/medical classification include C-1 and C-2.





## INSTITUTIONAL

Schools, civic buildings, or areas of worship. This future land use classification is not intended to be implemented using specific zoning districts, but should meet the minimum nonresidential requirements for new development.

All current zoning districts can allow institutional uses.

## UTILITY

Electricity, telecommunications, water and sewer, gas, and other utilities. This future land use classification is not intended to be implemented using specific zoning districts, but should support existing and future development.

All current zoning districts can allow utility uses.



## OIL AND GAS

Extraction of oil, minerals, rock and gravel from the earth. Current zoning districts that are appropriate to implement the oil and gas classification include A-1.



## PARKS/OPEN SPACE

Developed and undeveloped parkland, trails, and open space areas for public enjoyment and recreation. This future land use classification is not intended to be implemented using specific zoning districts, but the zoning regulations should specify minimum amounts of parkland that is required for new neighborhoods.

All current zoning districts can allow park/open space uses.

## MANUFACTURING

Industrial uses that generate nuisances but provide employment opportunities within the city.

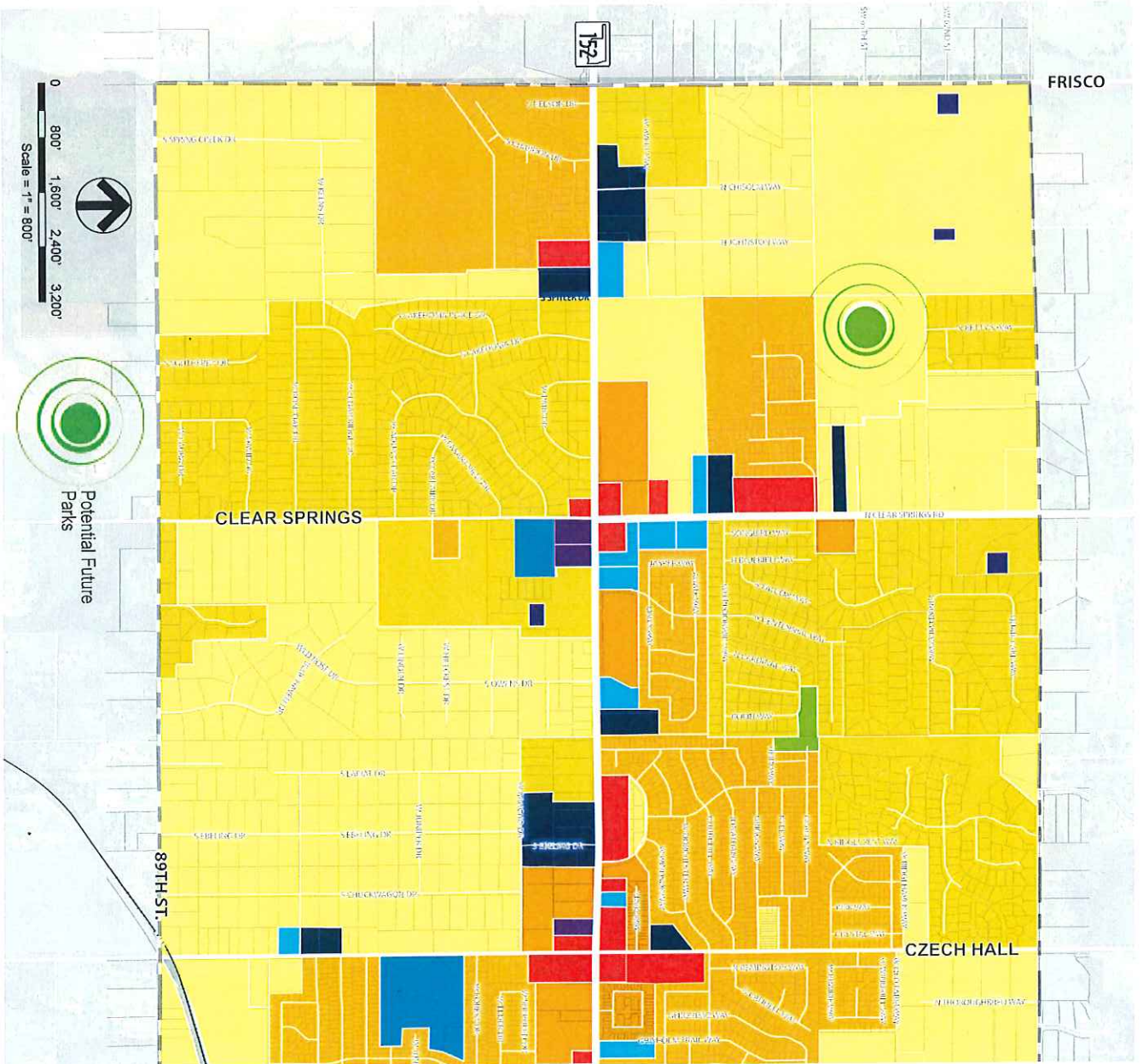
Current zoning districts that are appropriate to implement the manufacture classification include I-1, I-2, and I-3.



# FUTURE LAND USE PLAN

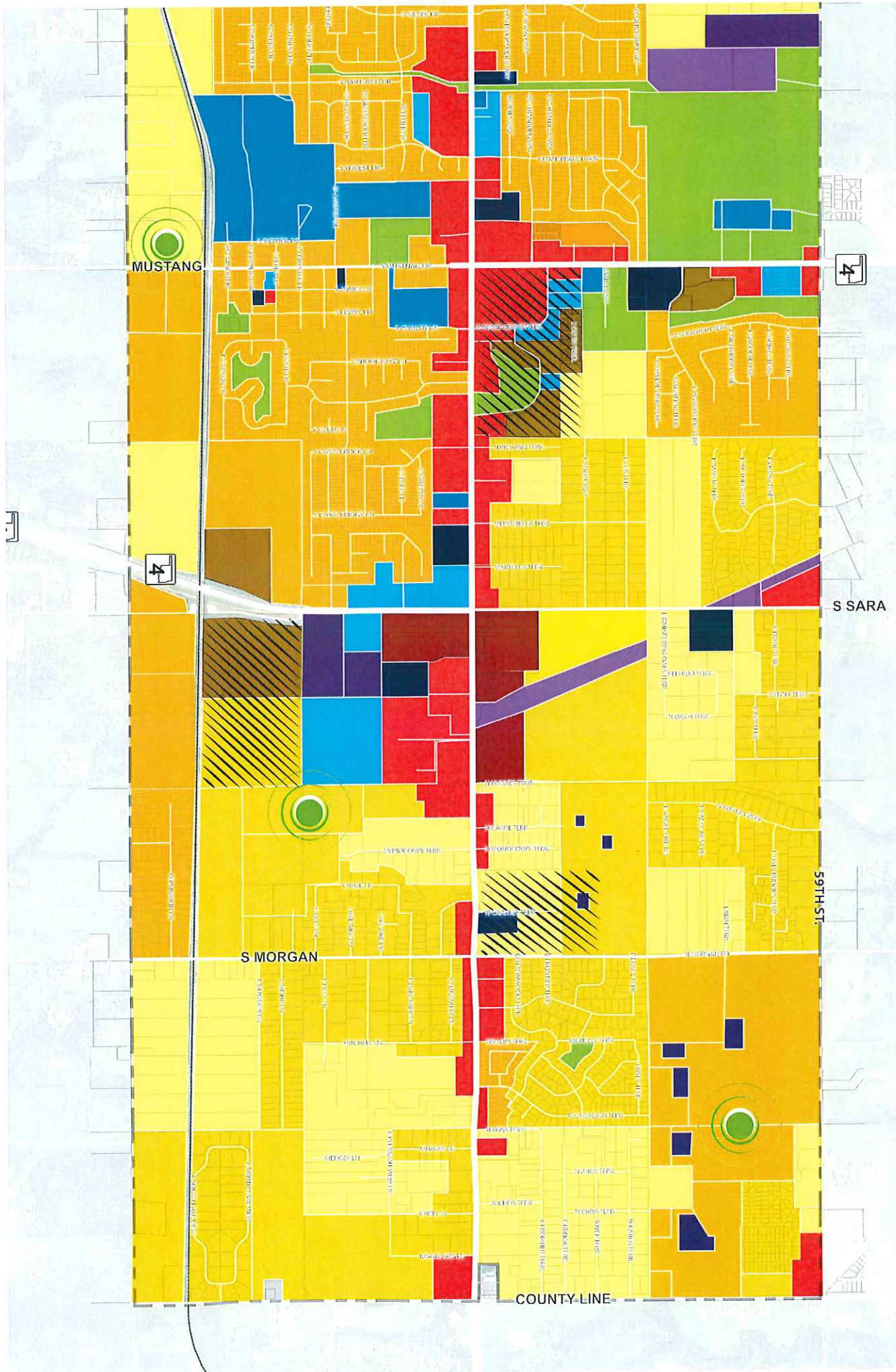
Table 4.3: Future Land Use Classification Acreage and Percentage Breakdown

Map Color & Symbol	Future Land Use Classification	Acres	Percent
[Yellow]	Residential Estate	+/- 2,197	29%
[Light Yellow]	Residential Medium	+/- 2,222	29%
[Orange]	Residential Small	+/- 1,847	24%
[Light Orange]	Multi-family	+/- 106	1%
[Brown]	Urban Residential	+/- 105	1%
[Red]	Retail Neighborhood	+/- 399	5%
[Dark Red]	Retail Regional	+/- 73	1%
[Light Blue]	Office/Medical	+/- 140	2%
[Medium Blue]	Institutional	+/- 188	2%
[Dark Blue]	Religious	+/- 109	1%
[Purple]	Utility	+/- 60	1%
[Dark Purple]	Oil and Gas	+/- 24	>1%
[Dark Purple]	Manufacturing	+/- 39	1%
[Green]	Parks/Open Space	+/- 130	2%
[Hatched Box]	Main Street Village Overlay	+/- 269*	4%
<b>TOTAL</b>		<b>+/- 7639</b>	





4- LAND USE





# ACTIONS

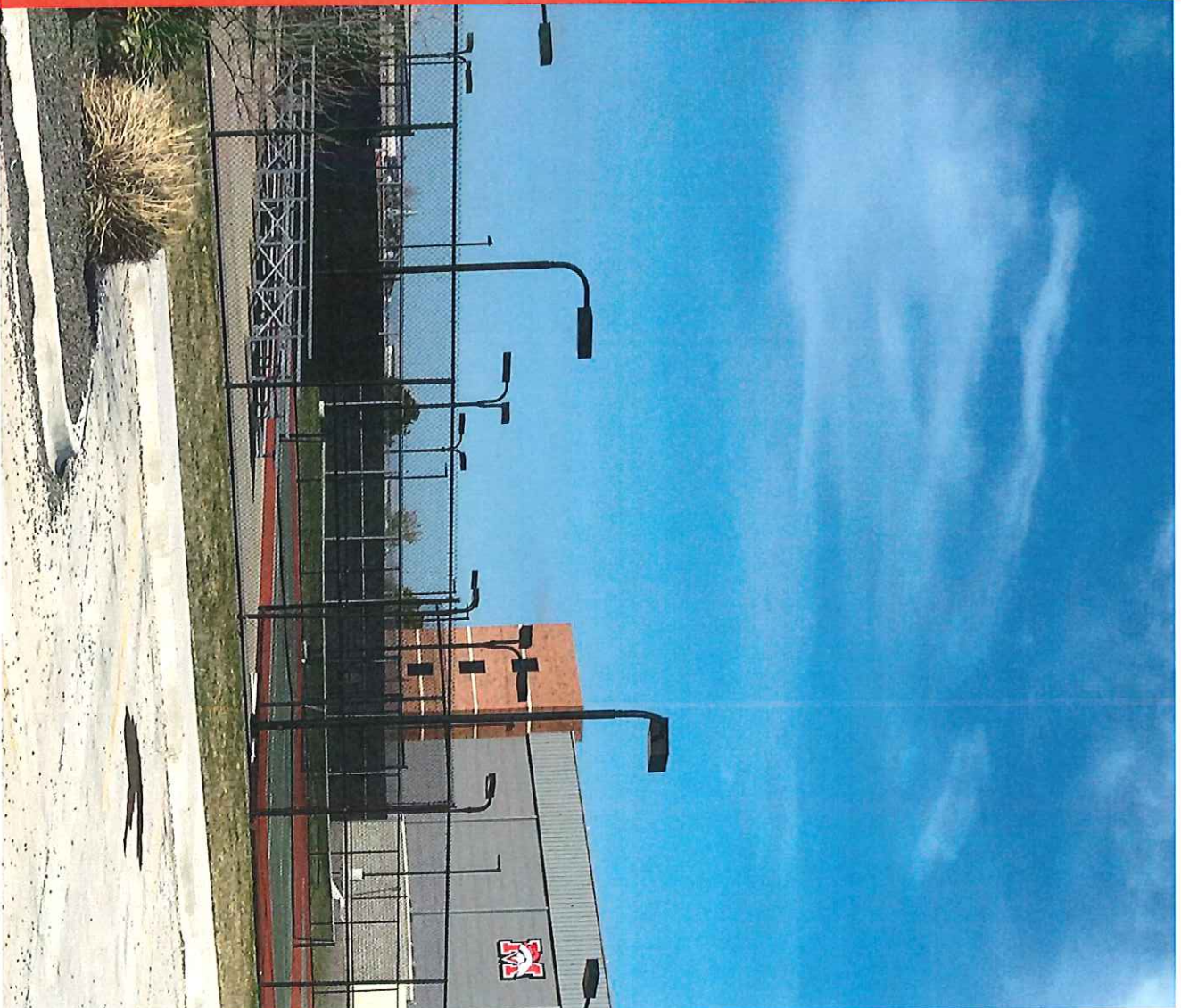
**4.1.1: Use the Future Land Use Plan to guide development decisions and subsequent planning efforts.** The plan should be used with corresponding regulatory tools to guide decisions regarding proposed new development and redevelopment. The plan should also be used to inform recommendations of small area plans, development master plans, and future budget improvements.

**4.1.2: Develop policies and incentives that encourage infill development.** Policies and incentives could include developing infill development standards related to density and intensity and incentives such as density bonuses if certain objectives are met.

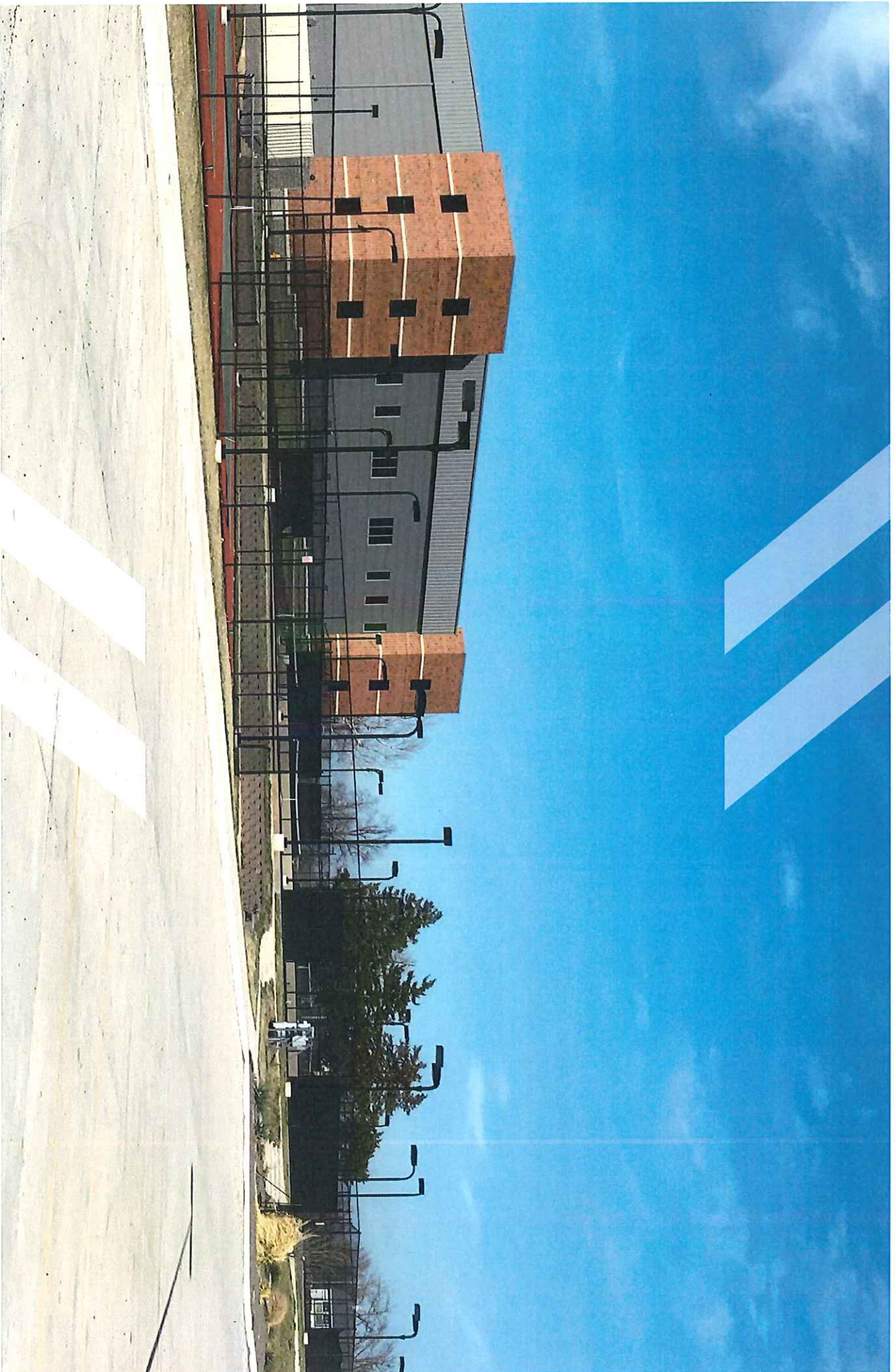
**4.1.3: Promote green building practices for new development.** The city should support private developer efforts to incorporate energy efficient building practices to be used as marketing efforts for the city.

**4.1.4: Work with developers to incentivize development of the urban villages.** Develop promotional materials to share with developers. Consider strategies such as tax abatements or density bonuses to encourage quality mixed-use development

**4.1.5: Update the city's zoning regulations to incorporate the quality and character intent of each future land use designation.** Based on the proposed quality and character of each future land use designation, incorporate these descriptions into the existing zoning regulations.











Welcome to  
**MUSTAN**  
*A City with a View*

