Acknowledgements

The Urban Design Studio would like to thank the following project sponsors:

Town of Skiatook
Martin Tucker, Town Coordinator
Jim Dunlap, Town Planner

Urban Design Studio
University of Oklahoma
College of Architecture

Project Team:
Shawn Michael Schaefer, AIA, NCARB, OUUDS Director
Anna Grider
Craig Longacre
Heloisa Ceccato Mendes

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Disclaimer: “The work that provided the basis for this publication was supported by funding by the town of Skiatook. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.”
What is the mission of the Urban Design Studio?

The University of Oklahoma Urban Design Studio is founded on a three part mission:

- To train urban design professionals through master’s degree programs in architecture and urban studies.
- To advance understanding of the city through research and creative activity.
- To engage in community projects benefiting Tulsa and Northeast Oklahoma.

What are the goals of this project?

- To explore directions for downtown
- To gather ideas to restore downtown character
- To examine solutions for older, vacant buildings
- To create a transparent, inclusive process to listen to citizens concerns and visions

Who are we?

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Name: Shawn Michael Schaefer
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How can we be reached?

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Skiatook Town Design
Introduction and Goals

The University of Oklahoma Urban Design Studio was asked by Martin Tucker and Jim Dunlap of the Town of Skiatook to work on a project addressing the revitalization of downtown Skiatook. This project is a part of the Town of Skiatook Comprehensive Plan Update. The town was able to provide the Studio with a small grant for this work. This is an interactive and collaborative project with the citizens and town leaders of Skiatook and the students of the Studio.
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Development History

Sanborn Fire Insurance Maps

Sanborn Maps were produced from 1867 to 1970 by the Sanborn Fire Insurance Company. Skiatook maps were created in 1913, 1923 and 1935. The map produced in 1923 shows the town following the typical development pattern of a Western town. Commercial and industrial buildings developed along the main street perpendicular to the railroad. The map highlights the relatively sparse and linear development of the town at this time. In contrast, the map of 1935 illustrates the rapid expansion of the town in terms of both density and development particularly to the south. The numerous lumber yards shown in 1923 have been overtaken by other industries in 1935 such as oil and gas, cotton and the automobile. Housing, which in 1923 had sparsely covered one to two blocks either side of Main Street, in 1935 covers a much larger and denser area. Skiatook in 1935 is becoming the downtown we are familiar with today.
History of Skiatook

Ski-A-Took

Historical records have conflicting data as to the origin of Skiatook’s name. One story is that the town was founded on land which was the home of a prominent Osage Indian, Skiatoooka, and the community around his home was called Skiatoooka’s Settlement. Another story is that the name was taken from Ski-A-Took, a Cherokee word describing a large man or a vast tract of land. It is generally accepted that Cherokee Chief William C. Rogers founded Skiatook when he established a trading post in the Cherokee Nation just to the south of Bird Creek where the stream was easily crossed. The Osage Indian, Skiatoooka, was a frequent trader at the post, which brought his name as a possible connection with the town’s name.

The first Skiatook Post Office was established in Rogers’ store in the 1880s. In 1892, the area took its present name, “Skiatook.” The first deed in town was granted to the Skiatook Bank, later known as the First National Bank, on December 18th, 1904. Lumber was hauled in to construct the building and Skiatook Bank quickly opened its doors in January of 1905. Following the Skiatook Bank’s construction, development began throughout the town and many permanent masonry buildings replaced the “makeshift” housing of shacks and tents constructed by the first inhabitants of Skiatook. In 1904, the Midland Valley Railroad was constructed through the area. The weekly newspaper, The Skiatook Sentinel, was first published in the early months of 1904. The town was finally incorporated during the summer of 1905 and by the fall of 1906, residents of Skiatook had the conveniences of natural gas and public telephones.

Several small schools began operating throughout the Skiatook area between 1901 and 1903. The town of Skiatook founded its public schools in 1905, two years before statehood. After Oklahoma became a state in 1907, construction for permanent roads and bridges took place throughout Skiatook.

Source: Skiatook: Gateway to the Osage Nation
Date: 1999
The first church building constructed in Skiatook was the First Christian Church in 1907. Before then, congregations met in several places in town, including homes and businesses.

Concrete sidewalks were constructed between 1909 and 1910, and in 1912 Skiatook received water, sewer and electric light improvements. The Skiatook region experienced major growth in the oil, gas and farming industries. Better streets were required by the growth of the town and by the fall of 1919, the town boasted fifteen continuous blocks of concrete paved streets. In 1920, Skiatook records reported 2,000 residents and approximately 50 businesses.

A road to Tulsa was paved in the early 1920’s. When all roads leading from Skiatook becoming paved and maintained, Skiatook received the title of “Gateway to all points North, South, East and West”. In the 1930s, Skiatook began purchasing water from Lake Spavinaw. Construction of Lake Skiatook began January 1972 by the United States Army Corp of Engineers. On October 31st, 1984, Lake Skiatook was impounded with water. Skiatook continues to benefit from the Lake through real estate development, recreation and also as a water reservoir.

Source: Skiatook: Gateway to the Osage Nation
Date: 1999
Skiatook and Vicinity

skiatook town plan
This Aerial photography shows Skiatook vicinity. The aerial shows the area limited by 55 W Ave. (West), Highway OK-11 (East), 133rd Ave. (South) and 163 Rd. St. N. (North).
Natural Features

Topography

The topography of the study area ranges from a high point of 1,040 feet above sea level to a low point of 580 feet above sea level. These two heights are located in the Southwestern corner of the Skiatook region. The two red dots indicate the high and the low points in elevation, respectively. The ridge areas, indicated by the light green color, show the highest areas of elevation around Skiatook. Bird Creek traverses the upper North region of the map and adjoins Quapaw Creek in the South Region. Quapaw Creek was dammed to create Skiatook lake. The town of Skiatook sits entirely in the Bird Creek Flood Basin.

Drainage of the area is poor in the areas Southeast of Skiatook Lake. Bird Creek has been known to flood frequently through the years as stated in Skiatook: Gateway to the Osage Nation, 1872-1999.

Data from INCOG and the Earth Observation Satellite http://earth.esa.int/images
Natural Features

Floodplains & Vegetation

Floodplain Analysis

This map shows the 100-year floodplain for Tulsa and Osage Counties. The map illustrates clearly that much of the built area of Skiatook is located in the floodplain including the entire downtown area. Bird Creek makes up the large floodplain area running north to south on the east of the map, generally following the line of Oklahoma 11. The floodplain for Quapaw Creek covers the area running west to east just below the downtown area which converges with Bird Creek creating a wide floodplain. There is also a small area of floodplain surrounding the lake.

Vegetation Analysis

The vegetation map shows that the land in and around Skiatook is relatively evenly divided between forest and pastureland, with a limited amount of land for cultivation. Forest dominates around the eastern portion of the lake to the north and south. Pastureland covers the majority of the western part of the lake to the north and south and also surrounds the area to the east of downtown. Land available for cultivation is somewhat limited and is predominantly located between the downtown and the lake. This map shows that a large amount of vegetation remains in Skiatook.

Q3 data supplied by FEMA.

Land use land cover data from the Earth Observation Satellite http://earth.esa.int/images/
Climate Summary

Since Skiatook and Tulsa metro areas are located just about 50 miles apart from each other, the climate conditions can be considered very similar in both areas. Although the following data is related to Tulsa, it also applies for Skiatook.

“At latitude 36 degrees, Tulsa is far enough north to escape the long periods of heat in summer, yet far enough south to miss the extreme cold of winter. The influence of warm moist air from the Gulf of Mexico is often noted, due to the high humidity, but the climate is essentially continental characterized by rapid changes in temperature. Generally the winter months are mild. Temperatures occasionally fall below zero but only last a very short time. Temperatures of 100 degrees or higher are often experienced from late July to early September, but are usually accompanied by low relative humidity and a good southerly breeze. The fall season is long with a great number of pleasant, sunny days and cool, bracing nights.

Rainfall is ample for most agricultural pursuits and is distributed favorably throughout the year. Spring is the wettest season, having an abundance of rain in the form of showers and thunderstorms.

The steady rains of fall are a contrast to the spring and summer showers and provide a good supply of moisture and more ideal conditions for the growth of winter grains and pastures. The greatest amounts of snow are received in January and early March. The snow is usually light and only remains on the ground for brief periods.

The average date of the last 32 degree temperature occurrence is late March and the average date of the first 32 degree occurrence is early November. The average growing season is 216 days.

The Tulsa area is occasionally subjected to large hail and violent windstorms which occur mostly during the spring and early summer, although occurrences have been noted throughout the year.

The average date of the last 32 degree temperature occurrence is late March and the average date of the first 32 degree occurrence is early November. The average growing season is 216 days.

The Tulsa area is occasionally subjected to large hail and violent windstorms which occur mostly during the spring and early summer, although occurrences have been noted throughout the year.

Prevailing surface winds are southerly during most of the year. Heavy fogs are infrequent. Sunshine is abundant.”

Demographics

Census Data

Population Density:
The two highest densities are concentrated in the area between Skiatook Lake and Highway 11, showing a linear pattern of development along Highway 20. Medium density is predominant in those areas next to the lake and northwards where the highest density area is the original town site and adjacent areas. The lowest density is predominant in the eastern and western areas. However, there are medium density pockets in these areas that indicate Skiatook Lake and Highway US-75 are the main attractors of future development.

Race:
26% of Osage County Census Tract 102.01 residents were reported in the 2000 United States census as being a minority; Asian, African-American or Indian. 23% of Tulsa County Census Tract 55 residents were reported as minority. The percentage of the minority population is shown for each census tract on the map.

Median Age:
The median age of the Osage County Census Tract is 38.9 years and the median age of Tulsa County Census Tract is 35.1 years. The Osage County Census Tract 102.01 appears to be younger than the Osage County average of 41.2. The median age of Skiatook appears to be older than that of Tulsa County’s Northmost residents.

Rental Housing:
The predominance of the two lowest rental housing percentages indicates Skiatook is characterized in general as a mostly owner occupied area. The highest rental housing percentages are scattered throughout the area.

Demographics

Census Tract Data

Skiatook covers two census tracts: one in Tulsa County (Tract 55), and one in Osage County (Tract 102.01). Tract 55 covers the majority of downtown Skiatook while Tract 102.01 covers the lake and area west of Osage Street. Data on Tulsa and Osage County are provided for comparison.

Census Tract 55 Analysis

Although Tract 55 saw a slight increase in population from 1990-2000, population density remains significantly lower than the county average. Substantial increases in median gross rent and median value are dwarfed somewhat by a 73% rise in median household income. This compared to a 40% increase for the county. The only decreases are in housing units and units per square mile which dropped 11%, while the number of occupied units remained steady.

Census Tract 102.01 Analysis

This tract is in Osage County which is a predominantly rural county in comparison to the more urban Tulsa County. As such population size and density are much lower at the county level. At the tract level however, this tract has a higher total population than Tract 55 at a lower density. In all but one category Tract 102.01 has seen increases of a significant level. This illustrates an overall rise in population, housing, income and value. These results show this part of Osage County to be a rapidly growing area in comparison the slower growth of Tract 55.
The overall trend for both counties and both tracts is an increase in the educated population. All four tables show a decrease in the number of people who did not graduate high school and an increase in those who did and also went on to the college level. In tract 55 we see the largest percentage change concerning high school graduates with an increase from 35% of the population graduating in 1990 up to 50% in 2000. Overall, the population of Skiatook is becoming better educated.

### Osage County

<table>
<thead>
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<th>Percentage</th>
<th>Educational Attainment 2000</th>
<th>Percentage</th>
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<td>2371</td>
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<td>9723</td>
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<td>2544</td>
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<td>2971</td>
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<td>1325</td>
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<td></td>
<td>27183</td>
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### Tract 102.01

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<td>1570</td>
<td>40%</td>
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<td>21%</td>
<td>1197</td>
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<td>Associate degree</td>
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### Tulsa County

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### Tract 55

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<td>594</td>
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<tr>
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<td>716</td>
<td>35%</td>
<td>816</td>
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<td>323</td>
<td>16%</td>
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<td>111</td>
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<td>103</td>
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<td>30</td>
<td>1%</td>
<td>61</td>
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Representative Areas

The collective photos shown on this page are only a small sample of the photos collected by the Urban Design Studio. The photos shown were chosen because they best portrayed representative areas throughout the town of Skiatook.
This map adapts MIT Urban Planning Professor Kevin Lynch’s methods of categorizing the legibility of towns and regions into paths, nodes, edges, landmarks, and districts. The Town of Skiatook is characterized by a central historic town site, a commercial strip district along Highway 20 to the west and a surrounding physiography that is quite varied, contrasting hills to the north and west of town with the Bird Creek and Quapaw floodplains and rolling, flat plains to the south and east. Highway 20 and US 75 is a major regional transportation node.
Zoning in Skiatook

The majority of zoning in and around Skiatook is categorized as agricultural which is indicated in green. The main commercial corridor of Skiatook, Highway 20, is shown in red. Red indicates Commercial or Office Zoning flanking both sides of this highway. Residential development is indicated both East and West of Skiatook with the majority of residential development being located to the Southeast of Downtown. Residential Zoning is indicated on the map in yellow. Industrial zoning for Skiatook is indicated on this map South of Downtown Skiatook in purple. Industrial zoning encompasses the Skiatook Municipal Airport and other business industries. Several small zones throughout Skiatook are designated multi-family residential represented in a tone of yellow. Some of these zones contain modular housing developments.
The upper map shows downtown and surroundings area having these roads as limits: Hwy 11 (East), Lenapah St. (West), Cherokee St. (North) and 5th St (South). The second map shows downtown with more details. The maps show buildings and other structures as black and everything else as negative void in order to measure the grain and texture of the urban fabric. Grain is the degree of fineness or coarseness in an urban area. Texture is the degree of mixture of fine and coarse elements.

The majority of the study area is of fine grain and uniform texture. The notable exceptions are:

1) The mass composed by some of the downtown buildings (located on the blocks close to W. C. Rogers Blvd between B St. and Osage St.), and the buildings located Northwest of the Osage St. and W. C. Rogers Blvd. corner. These are examples of coarse grain;

2) Some of the buildings located on the western portion of the area, between Lombard St. and Lenapah St and south from W. C. Rogers Blvd., which present a more uneven texture and a coarser grain than the neighborhoods.

Total estimated number of buildings in the study area...................... 827

Total estimated number of buildings with a footprint larger than 4,000 square feet in the study area ................................. 113
The map of vehicular circulation is designed to highlight the level of use of the roads in and around downtown Skiatook. It shows a hierarchy of streets based on the level of use and 24 hour traffic counts from INCOG. Highway 20, 75 and 11 are arterial roads due to the high volume of traffic they carry each day. Osage Avenue and Oak are collector streets because they collect traffic from the residential streets and lead to the main arterials. The streets in black are all classified as residential streets carrying the least amount of traffic and are located in neighborhoods. The Osage Trail is shown as the bike trail. Nine traffic counts are highlighted on this map. The counts illustrate the heavy use of highway 20 through downtown Skiatook and of highway 75 to the east of town.

Considering the dimensions between curb lines, the downtown streets vary from about 26 feet to 60 feet wide. W.C. Rogers Blvd. is the widest street, while Osage St. is the narrowest street.

Approximated Street Widths:
- W.C. Rogers Blvd.: 60 feet
- Javine St.: 26 feet
- Osage St.: 28 feet
- A St.: 38 feet
- Broadway St.: 38 feet
- B St.: 38 feet

The sidewalks are mainly concentrated on the blocks close to W.C. Rogers Blvd. and vary from 4 feet wide to 18 feet wide. The widest sidewalks (18 feet wide) are located along W.C. Rogers Blvd. between B Street and Javine St. The narrowest sidewalks (4 feet wide) are mainly located East from Javine St. and West from B St.
Parking Analysis

Paved Parking

1. Total footprint of parking ....................................................... 3.9 acres
   a) Parking Lots ............................................................ 3.5 acres
   b) On Street Parking ...................................................... 0.4 acres

2. Estimated number of parking spaces................................................ 381
   a) Parking Lots ............................................................ 341
   b) On Street Parking ...................................................... 40

3. Estimated number of parking lots................................................ 15

4. Access points to parking lots
   a) Total ................................................................. 23
   b) From W. C. Rogers Blvd .............................................. 09

Examples of Parking Lots with access from W.C. Rogers Blvd.: Pharmacy and Library

On Street Parking on W.C. Rogers Blvd.
This aerial shows the area limited by the Trail (West) and Highway OK-11 (East) and two blocks towards North and South from W. C. Rogers St. This Aerial photography shows Downtown Skiatook and the following panoramics show its buildings.
Downtown Skiatook

Panoramic Photos

S1 - South Side of Street - South B Street to South Broadway Street

S2 - South Side of Street - South Broadway Street to South A Street

S3 - South Side of Street - South A Street to South Osage Street

S4 - South Side of Street - South Osage Street to South Javine Street

Reference Map for Downtown Skiatook
Downtown Skiatook is comprised of a variety of different land uses. These uses are: Entertainment, Light Industrial, Merchandise, Public Service, Residential, Service and Vacant. The percentages of building use are shown on the pie chart below and correspond with the colors shown on the map. Downtown building square footages total 174,626 square feet. It is notable that a Wal-Mart Supercenter contains roughly 180,000 square feet.
On September 23rd, 2006 the Urban Design Studio set up a tent at the annual Pioneer Day celebration in Skiatook. We had advertised our attendance through the Skiatook Journal the week before and included the survey we would be handing out at the festival. Along with the survey, our display included pictures and maps of the town both current and historical, the schedule for the project, and pin maps where participants indicated where they live in Skiatook. The day was a huge success with over 80 surveys being completed and much interest from the town.

What are the goals of this project?

The goals of this project are as follows:

- To explore directions for downtown.
- To gather ideas to restore downtown character.
- To examine solutions for older, vacant buildings.
- To create a transparent, inclusive process to listen to citizens concerns and visions.

How can you be involved?

The OU-Tulsa Urban Design Studio would like to meet with concerned citizens and discuss their thoughts on the Skiatook town plan. On the following boards, the studio has made available photos, maps, and more information on members of the Design Studio. Please see one of the members of the studio to obtain a copy of the survey regarding the Skiatook downtown plan.
**Squatter Session**

**Pioneer Day Festival**

**SWOT Analysis**

A SWOT Analysis is a tool to evaluate the Strengths, Weaknesses, Opportunities, and Threats of Skiatook. The Urban Design Studio hopes to learn the strengths and opportunities Skiatook can benefit from and the weaknesses and threats Skiatook should be protected from. Strengths and weaknesses are related to the present and opportunities and threats are related to the future.

**Strengths** - the current features of Skiatook that are positive.

**Weaknesses** - the current features of Skiatook that need to be improved.

**Opportunities** - the future circumstances that may be helpful to Skiatook.

**Threats** - the future circumstances that may be harmful to Skiatook.
Squatter Session

Results

Quotes from the Day:

“the downtown’s charm is still there, it just needs to be dusted off and spruced up a bit”

“capitalize on the past to attract the future”

“big is not always better”

“we came here for the quiet life”

“close to Tulsa but removed and rural”

“plenty of room to grow with a ‘town image’”

“watch out for our resources”

“do not want to lose small town flavor”

“it’s nice knowing the people in the town”

“the people are willing to help anyone”

“letting the history of our town – the downtown area – turn to rubble”

“forgetting we like it small”

“keep the small town feel, just update it a bit”

“too big, too fast”

“outstanding views, sunrises and sunsets”

Presenting comments of the SWOT Analysis on boards.

STRENGTHS

WEAKNESSES

OPPORTUNITIES

THREATS
Focus Group

Issues

- Lack of convenient parking
- Some landowners holding on to unused land
- Some property owners are unable to take care of their property
- Alleyways in disrepair and people afraid to use them
- Lack of ordinances to encourage people to take care of their property
- Lack of ordinances to discourage poor building design
- Fronts of buildings need updating
- No distinctive look to the town
- Too expensive to bring buildings up to code puts potential businesses off
- Trash on the streets and in doorways
- People at the lake do not come downtown except to drive through it
- Walmart has taken over & the alternative is to go to Owasso
- Once the road to Tulsa from the lake is developed there will be no reason to go downtown at all
- No draw to downtown
- Skiatook has been in a depression for the past 15 years, it is just now pulling itself up
- People don’t want to pay to raise taxes to revitalize downtown
- Skiatook is forgotten by Tulsa County
Focus Group

Ideas

- Use vacant lots for parking
- Advertise parking in the rear and a rear entrance to businesses
- Revitalize alleyways with paving & lighting
- Advertise what is available downtown with a brochure or map
- Redevelop old hotel into bed & breakfast
- Use plot of land for Farmer’s Market
- Rent bikes for trails to the Osage trail & new trails to the lake
- Develop restaurants at the Osage Trail
- Identify the unique features of Skiatook and develop them into a look for downtown
- Create an atmosphere that encourages people to walk
- Outline a system of regulation & enforcement of ordinances, for example signage regulations
- Design a model of acceptable construction
- Improve the landscaping of downtown
- Provide incentives to revitalize the buildings & alleys
- Search for corporate sponsorship
- Visit with every business owner: what do they want and what are they willing to do?
- Get business owners organized and willing to help each other out through a nonprofit Downtown Merchants Association
- Apply for grants for downtown
- Put flags on lightpoles through downtown
- Sweep and collect trash downtown
- Create a Business Improvement District
- Have a grocery store downtown
- Build a skate park downtown
- Create a structure with phases and schedule for revitalization
- Get commitment from the Town of Skiatook to help where they can
The 11 participants on this meeting were mainly Downtown business owners. The results are representative of the ideas of this group and cannot be generalized for all the residents of the town.

After a brief presentation about the results of the first semester, the participants filled out a survey that was created based on the previous results of the Focus Group Meeting.

Using this survey, the participants of the Town Hall Meeting were able to establish priorities between the possible solutions that could be implemented in Downtown Skiatook.

In the question 1 the participants could rank importance of the ideas using the following categories:

- very
- somewhat
- no preference
- unimportant

The survey also contemplated aspects such as the frequency people shop in Downtown (question 2), the possibility of implementing a tax to improve downtown (question 3) and also had space for more ideas (question 4).

The following page presents the survey.
1. Please check the following ideas for improving downtown in order of importance to you:

Increase parking availability...................................very.........somewhat...........no preference...........unimportant
Revitalize the alleyways........................................very.........somewhat...........no preference...........unimportant
Advertise downtown with a brochure or map.................very.........somewhat...........no preference...........unimportant
Open a Farmer’s Market...........................................very.........somewhat...........no preference...........unimportant
Develop restaurants at the Osage Trail......................very.........somewhat...........no preference...........unimportant
Create an identity for downtown..............................very.........somewhat...........no preference...........unimportant
Create an atmosphere that encourages walking.............very.........somewhat...........no preference...........unimportant
Improve the landscaping...........................................very.........somewhat...........no preference...........unimportant
Provide tax incentives for revitalization.....................very.........somewhat...........no preference...........unimportant
Redevelop old hotel into bed and breakfast..................very.........somewhat...........no preference...........unimportant
Rent bikes to existing and new trails........................very.........somewhat...........no preference...........unimportant
Regulate and enforce design guidelines......................very.........somewhat...........no preference...........unimportant
Create a Downtown Merchants Association...................very.........somewhat...........no preference...........unimportant
Establish signage regulations....................................very.........somewhat...........no preference...........unimportant
Put flags on lightpoles through downtown...................very.........somewhat...........no preference...........unimportant
Have a grocery store downtown...............................very.........somewhat...........no preference...........unimportant
Build a skate park downtown....................................very.........somewhat...........no preference...........unimportant

2. How often do you shop downtown? Please circle one:

<table>
<thead>
<tr>
<th>Frequency</th>
<th>Everyday</th>
<th>At least once a week</th>
<th>At least once a month</th>
<th>At least once a year</th>
<th>Never</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. Would you be willing to pay a townwide tax to improve downtown? Please circle:

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. What other ideas do you have for improving downtown Skiatook?
Survey Results

The results of the question 1 were assessed giving the following weights for each category: 4 for very, 3 for somewhat, 2 for no preference, 1 for unimportant. The ideas were then ranked considering the sum that each idea achieved. The pie chart to the left indicates that all the ideas were evaluated as interesting ones in different levels, in a range between 3.5% and 7.2% of the total.
Development Dynamics


The Development Dynamics map was created using population density data from the 2000 Census illustrates that Skiatook has a linear development pattern along Hwy 20.

The lowest density is predominant in the eastern and western areas. However, there are medium density pockets in these areas that indicate Skiatook Lake and Highway US-75 are the main attractors of future development.

Downtown Issues
Lack of convenient parking
Aging buildings
- maintenance issues
- poor service access
- unappealing facades
- size and proportion issues

New development occurring outside of downtown
Competition from Walmart
Lack of attractor(s)

skiatook town plan
Our first event of 2007 was a Design Workshop on February 17th from 9 am – 3 pm at the Community Building. OU Urban Design Studio team, Town Administrator Martin Tucker, Planner Jim Dunlap and 15 participants discussed ideas on landscaping, parking, pedestrian oriented facilities, among others.

This workshop was open to the public and advertised on the Skiatook Journal. We had a dynamic and hands on activity to develop some ideas on what could be done to revitalize Downtown Skiatook.
Downtown Model
Poster and Photos

The model of downtown Skiatook was drawn using AutoCAD and created through the use of a laser cutter and museum board to depict a scaled model of the downtown. The scale of the model is 1" = 30'-0". Footprints of the buildings were traced from aerial photos and then drawn in AutoCAD. The facades of the downtown buildings were photographed to help design the model. This model was created to use as a design tool for the February 17th Design Workshop and was presented to the town at the end of the project.

Photo taken at the Design Workshop to illustrate the possibilities of recommendations of the Urban Design Studio.

Photo taken at the Design Workshop to illustrate the possibilities of recommendations of the Urban Design Studio. This photo was taken to show a perspective of downtown Skiatook’s Main Street, Highway 20.

Photo taken at the Design Workshop to illustrate the possibilities of recommendations of the Urban Design Studio.
Recommendations

Public Improvements

1. Wi-Fi Downtown
   Turn downtown Skiatook into a wireless “hot spot” so people can access the internet for free on laptops, notebooks, smart phones, personal digital assistants (PDAs) or hand-held game devices. Coverage is for outside locations only, and businesses could have the opportunity to provide wireless services indoor for a fee if they wish. It could be funded by the city, private sponsors, service providers or a combination of all three. Use should be made of the existing utility, light and traffic signal poles to anchor the system’s network of wires.

   Wireless antennas can be placed a maximum of 2,500 feet apart and installed on light poles and buildings, at a cost of $2,000 to $5,000 each. As an example, Alexandria, Virginia spent approximately $20,000 to establish the system and it will cost $7,800 yearly to maintain.

2. Pedestrian Friendly Environment: Sidewalks & Integrated Open Space
   The environment downtown should appeal to people and encourage them to get out of their cars and spend time and money downtown. Streetscaping, landscaping, signage, lighting and integrated open spaces are all methods of creating an attractive, safe environment for the pedestrian. This environment could be linked to the trail head expansion to create continuous pedestrian facilities throughout the whole area. Buffers should be provided in the form of trees, planting strips or parked cars between pedestrians and moving vehicles.

3. Designated Parking and Enhancements to the Alleys
   A formal parking plan should be developed and implemented defining suitable and convenient parking for downtown patrons. Signs should clearly indicate the location of parking. Standards should be employed for paving, curbs, lighting, striping and landscaping. Adequate parking must be provided including designated parking for employees, resident’s, visitors and the disabled. Buildings should not be demolished for parking. Issues related to enhancing the alleys and the rear of the buildings need to be addressed. The area should be used for storage, trash and delivery access but should remain clean and usable.


4. Trail Head Development/Link to Downtown
Currently the trail head is not a functioning and connected part of downtown. A link could be created from the trail head along W.C. Rogers Boulevard to the heart of downtown. This would require improvement to the boulevard in terms of landscaping, lighting, cleanliness and streetscaping. The trail head could be developed on both sides of the street, to the south for bikes and pedestrians and to the north for equestrian use. The trail head needs certain improvements including landscaping, a playground, a Skate Park, restrooms and facilities for horses.

5. Gateways Entering Town
Downtown gateways should be installed to announce entrance into downtown and define the boundaries of the area. They should be located on W.C. Rogers Boulevard on the East and West ends of downtown. They should invite entry, be designed for both pedestrian and vehicular scale and be well-lit for night time visibility. Gateways can create a positive first impression and foster a sense of place and identity. They can be in a number of different forms including: archways, sculptures, monuments, or bridges. A local design competition could be held to design the gateways.

6. Traffic Calming
The streets downtown need to serve both the car and the pedestrian. One of the ways this can be achieved is through various traffic calming methods. Traffic calming is not just slowing traffic down, it is also altering the behavior of traffic to suit the character of the area it moves through. Methods employed may include changes in the timing of the traffic signals, raised crosswalks, brick paving in the crosswalks and other paving and landscaping treatments. Sidewalks could also be widened to encourage pedestrian use and outdoor shopping and dining.

Public Improvements

Skate Park
Play Set
Restrooms
Stable
Recommendations

Public Improvements

7. Fountains and Roundabouts

Fountains and roundabouts are generally implemented and managed by the town. The fountain would add a visually pleasing feature within the town while the roundabout would help mitigate and calm traffic. Roundabouts help reduce the number of collisions at normal intersections and reduce the number of traffic lights needed at an intersections. Roundabouts require the use of public land and have no size limitations.

8. Lighting Standards

A lighting standard established by the town would greatly unify the visual impact of the street and also improve visibility at night. Lighting would help create a safer downtown area and possibly encourage downtown visitors at night. A standard should be established with regard to glare, light pollution and the appearance of the luminaires themselves to compliment the downtown buildings’ facades.

9. Landscaping/Planters/Street Furniture

Space on sidewalks in Skiatook is very crucial to everyone so size limitations must be established. Landscaping in downtown should be organized and sympathetic to the climate of the Skiatook area. Sympathetic plantings to the region is important because of the climate’s wide variety throughout the year and sometimes sparse water availability. Currently, street furniture is only located on corners where room is at a maximum.
Recommendations
Private Enhancements / Efforts

10. Unified Downtown Design Guidelines

Unified downtown design guidelines would help establish a design standard and improve the appearance of downtown over time. The design guidelines would help outline what people could do to their buildings to a certain extent. The guidelines would be beneficial to all in that the design guidelines would help create a visually cohesive and pleasing downtown environment.

11. Organized Cleanup Efforts/Schools

Clean up efforts should be on a volunteer basis and encourage social recognition for the volunteers and their hard work. Having civic and religious organizations to adopt blocks of main street to clean is a possibility for implementing this concept.

12. Farmer’s Market/Open Market/Closing of Side Street

Closing of A, Street South of Main, permanently or periodically to help create an outdoor market environment adjacent to the recently proposed Farmer’s market would be a great addition to the growth of Skiatook’s downtown business sector. The closing of the street would encourage pedestrian movement and help serve as a universal place for street fairs and sidewalk sales and to help benefit the businesses located adjacent to this space. An open market area on the aforementioned street would be an attractor for street vendors and businesses on Saturdays, weather permitting, to encourage more shopping. More shopping in downtown Skiatook would encourage growth of existing businesses and the possibility of new businesses joining the downtown area.

13. Bookstore/Coffeeshop/Cafe/Attractors

Retail attractors such as bookstores, coffee shops and cafes would help draw patrons to downtown in the evenings and weekends. Currently, the only attractors in downtown Skiatook are open only during the day. These retail establishments are a private entity. The town should offer incentives for businesses to move into the downtown area.
14. Split or Merging Long, Small or Narrow Buildings

The proportion and size of some of the buildings can be a difficult aspect to deal with when trying to bring new uses to downtown buildings. The fact that small, long and narrow buildings might not accommodate well some of the possible new uses is a weakness when it comes to attracting business to downtown. However, there are some alternatives that can be used to mitigate this by making the buildings more flexible to accommodate new uses.

The buildings can be split and function as two different establishments with different access points: one from Main St. and another from the alleyway. Having some establishments with access from the alleyways can also contribute on the process of enhancing their conditions.

The buildings can also be merged to accommodate uses that demand different proportions or more space than what is offered by the existing buildings. Even with the buildings being merged, the different facades can be maintained as individual elements if so desired.

15. Family Activities / Recreation

The development of family activities can help bringing people more often to Downtown thus helping on the revitalization process.

The Urban Design Studio has worked on some preliminary studies to accommodate these kind of activities, either in indoor or outdoor spaces: a bowling alley in one of the existing buildings located close to the library and a skate park and a playground close to the existing trail. Another activity that would work as attractor an for downtown is a drive-in theater that could be located on the property NW from the intersection between Osage St. and W. C. Rogers St.

16. Encourage Housing Rehab

Bringing residential use to downtown is a good way to guarantee vitality not only during days but also during the evenings. By bringing constant activity, residential use can also help to support commerce and services. Some of the buildings can be remodeled to accommodate housing or mixed use facilities. For example, the two story buildings can have commercial use on the first floor and residential space on the second floor.
Recommendations

Private Enhancements / Efforts

17. Alternatives for Osage / Rogers Property

The property located NW of the intersection of W. C. Rogers St. and Osage St. could be used as residential or mixed use to help bringing vitality to downtown. In case this property is used for commerce, aspects such as access and visibility should be managed to bring focus to Rogers St.

Regardless of the use, the design of future development on this property should consider some aspects such as scale, rhythm and setbacks of existing downtown existing buildings to establish a proper relationship with them.

Large parking lots should be avoided and location of buildings close to Rogers St should be encouraged to match the existing sense of enclosure of downtown’s main street. Main access should be oriented to Rogers St. to accentuate its importance. However, car accessibility should not compromise the establishment of a good relationship with already existing components of downtown. Pedestrian access from Rogers St. should be encouraged as well as the construction of a general pedestrian friendly environment.

18. Preserve and restore historic character

Some interventions can help to preserve and restore the historic character of downtown. Lighting and signage standards can be used as a tool to translate the historic character to the physical level. Some facades can be even restored or enhanced to highlight historical elements. Buildings with historic characteristics can have fully restored fronts while others can follow a more flexible standard. Buildings with historic character should not be demolished.

When developing standards, special attention should be given for commercial signs, since they tend to overwhelm the facades. The standard should be restrictive enough to not permit the accumulation of signs up to the point where they are not legible. On the other hand, it should be considered that good visibility is necessary for commercial areas. In other words, the façade signage standard should promote individual visibility without compromising legibility and pleasantness of the whole area.

Guidelines for Osage / Rogers property.

Examples of different signage systems.

Examples of different lighting styles. Lighting and signage can help to determine the overall style of the area.

Example of signage guidelines.

Examples of different signage systems.

19. Land Swap

Land swapping or land exchanging is a relatively new and innovative method that the Town of Skiatook could use to acquire land downtown and encourage redevelopment. Unused land and buildings downtown reduce property tax revenues and property values, discourages property ownership and can be a blight/hazard to the community. Land swapping reduces the need for the city to carry out nuisance abatement procedures on vacant and abandoned property and thus saves money. If there is a piece of property downtown that has been abandoned or left vacant the town could approach the property owner and offer to exchange the land for a different piece of land the town owns in another part of town. This is a legal binding agreement and all parties must be fully aware of the transaction that is taking place. The town must receive reports from the assessor’s office and other qualified appraisers to determine the value of the property. If the land is not of the same appraised fair-market value compensation must be paid to the property owner.

20. Growth Control Measures

Skiatook is experiencing a rapid growth in population, the majority of which is occurring away from the downtown area. The town should consider methods of directing new development to the downtown area to assist in the revitalization process. One method the town could begin to use during the Comprehensive Plan Update is to implement a policy of not up-zoning any property outside of the downtown. For example, not rezoning any agricultural land outside the downtown to residential, or any residential land to commercial. This would direct any new development that wished to come to Skiatook into those areas that were zoned appropriately, which would be downtown. Another method is to establish an Urban Growth Boundary to promote downtown growth and protect land outside the downtown from development. Outside of the boundary little or no new development can occur. There are a number of other measures the town for the town to consider on this topic.

21. Grants

There are numerous grants at the local, state and federal level that the town should consider applying for. At the federal level two significant programs are the Community Development Block Grant program (CDBG) administered by the U.S. Department of Housing and Urban Development (HUD) and the National Recreational Trails Program (NRTP) administered by the Department of Transportation’s Federal Highway Administration.

CDBG funds can be used for a huge variety of community development programs covering in general housing, employment and services. Grants can be obtained for 1, 2 or 3 years and must include a significant role for the citizens of the beneficiary area. Reference should be made to the HUD website for further specific information on CDBG funds.

U.S. Department of Housing and Urban Development – Community Development Block Grant Program
http://www.hud.gov/offices/cpd/communitydevelopment/programs/index.cfm

The National Recreational Trails Program provides federal funding to restore and preserve trails and provide the necessary facilities for all kinds of recreational trail use, motorized and non-motorized. A match of 20% is required to be eligible and local governments, federal and state agencies, nonprofit organizations and tribes can apply. The funds come from the Federal Highway Trust Fund and are a portion of the federal gas taxes received from recreational, non-highway uses.

Federal Highway Administration – Recreational Trails Program
http://www.fhwa.dot.gov/environment/rec trails/

Oklahoma Tourism and Recreation Department – Recreational Trails Program
http://www.otrd.state.ok.us/rd/index%20frame.htm
22. Downtown Skiatook Website

Currently, a website is available and lists various organizations and business and a brief history about Skiatook. This website is the official Home Page for the Town of Skiatook and lists the members of the board of Trustees, Photo Album highlighting artist rendered depictions of the downtown area and also a link to the Skiatook Chamber of Commerce. View the website online at http://www.townofskiatook.com/ for more information. A nice addition to the website would be listing the currently available spaces in downtown for lease and various benefits for moving an existing business into downtown Skiatook.

23. Leasing Office

A leasing office for Skiatook’s downtown district would be a nice idea to help market the existing structures along Skiatook’s Main Street. The leasing office should be located in a central location in the downtown core and should be readily accessible to everyone interested in leasing space within the community.

24. Chamber Marketing

The Skiatook Chamber of Commerce is currently in effect and is a source of marketing for the town of Skiatook. Marketing efforts could be elevated somewhat to bring more attention to the growth of the Skiatook region and help show the possibilities of commercial growth within this small town. View the website online at http://skiatookchamber.com/ for more information.

25. Government Support

Town, County and State government support should be explored to help benefit the town of Skiatook. Examples of government support are Business Improvement Districts (BID) and Tax Incremental Financing (TIF) districts. Further information about BID and TIF districts can be found in Organizational, Regulatory and Policy Changes sections of the Recommendations Section of this document.
Recommendations

Organizational, Regulatory and Policy Changes

26. Code Enforcement

Code enforcement is a serious issue in every community. Skiatook’s Code Enforcement Guidelines should be reviewed by the community and put into effect and enforced by the Skiatook body of government, whether it be an elected position, police officials or solely by volunteers.

The codes that should be reviewed are as follows. These codes were taken collectively from Enforcement Boards around the United States and take into account all issues that have arisen from violation of codes.

I. Conditions of existing structures that constitute a clear and present danger to the public.
II. Building Code violations such as building, plumbing, electrical and mechanical should be revisied as well as new construction or change of occupancy without permits.
IV. Hazardous weeds on private, developed property.
V. Graffiti
VI. Signs within the public right-of-way, failure to have required permits and unapproved signage.
VII. Inoperable vehicles on private property.
VIII. Blight on private and public properties such as trash, old furniture, car parts and etc.
IX. Parking upon non-paved surfaces.
X. Illegal dumping.

For a complete list of Codes of the Skiatook, please contact the Skiatook Town Council.

27. Skiatook Main Street Association

Skiatook has a newly formed Skiatook Main Street Association which is greatly benefitting the town of Skiatook. The Skiatook Merchants association is formed of local merchants and property owners. The goal of this organization is to help revitalize the downtown area with business growth, design guideline conformity and various issues that affect Skiatook’s main street.

Photo taken of alley to illustrate possible Code violations. The building is not sealed which could allow vagrants and vermin to enter the building.
Recommendations

Organizational, Regulatory and Policy Changes

28. Research and Apply for Main Street Programs

In 1977 the National Trust for Historic Preservation launched the Main Street Project to help revitalize traditional commercial architecture in economically declining downtowns across America. A Revitalized Commercial District brings benefits for different groups within the communities such as Merchants, Property Owners and Residents, among others. The Main Street model combines activities in four intersecting areas to achieve that:

- Design and physical improvements to enhance the district’s attractiveness
- Promotion and marketing to strengthen the district’s image and attract more customers
- Economic restructuring to identify the district’s economic potential, build on existing assets, and attract new business and capital
- Organizational development to create a strong volunteer-driven organization that engages all major concerned parties in planning and executing commercial district revitalization.

Data assembled from more than 1,600 districts by the National Main Street Center indicate that the Main Street approach leads to substantial reinvestment and new economy activity (see Graphics A, B, and C). The average Main Street district reports $9.5 million in new investment, 49 building improvement projects, 32 net new businesses, and 129 net new jobs. 1

A 1997 report about the most successful Main Street Program stories shows that on average, the 44 “success story” communities reported $20 million in new private and public investment, 95 building rehabilitations, 72 net new businesses, and 348 net new jobs after nine years. Vacancy rates declined from an average of 21 percent at program initiation to 5 percent when the final data were collected in February 1997. 2

Further information about the Main Street Program can be found on the following links:

- About Local Main Street Programs: http://www.mainstreet.org/content.aspx?page=2050&section=15
- Getting Started - Using the Main Street Approach: http://www.mainstreet.org/content.aspx?page=57&section=2

Example of Main Streets Programs Case Study:
How Clarksville, Mo. saved its downtown one building at a time.

Example of Main Street Programs Case Study:
Burlington, Iowa, saved landmarks and created housing downtown


29. Festivals and Events

Events and Festivals should also be encouraged as a way of transforming this area into a destination. Festivals such as Skiatook’s Pioneer Day Festival are a good way to bring people to downtown more often and revitalize the area.

30. TIF – Tax Increment Financing Districts

A TIF – Tax Increment Financing is a development tool designed to help finance certain eligible improvements to property in designated redevelopment areas. The establishment of a TIF District creates the possibility of using increment on tax revenues to improve public infrastructure on the area such as streets, street lighting and storm drainage.

It is important to highlight that only tax increments generated after the creation of the TIF District can be used with this purpose. Since the money that could be used for improvements on the area has to come from future tax increments, the best time to create a TIF District is when a project that will probably bring tax increment for the area is about to be implemented.

Projects that can bring tax increments for an area can be public projects such as roads and hazardous waste cleanups, but also private development such as commerce.

An example of a successful experience using TIF happened in Tulsa - OK when a private development (Home Depot) was about to build a new store in Downtown. A TIF District was created right before the new development was constructed. The presence of Home Depot alone would already lead to a tax increment on the area. Furthermore, it also encouraged other retailers to move downtown, which generated a even higher tax increment on the area. Since a TIF District had been created right before this tax increment was generated, it became possible to invest these resources on the area. Central Park in Tulsa is a very pleasant leisure area that also functions as a flood control facility and was built with resources generated from this tax increment. This is a good example of the enhancements that can be achieved with a well managed TIF District.

The success of this particular TIF program demonstrated that TIF could be a useful tool in other areas, and consequently other TIF districts have been created in Tulsa to help with other neighborhood development programs.

With federal and state sources for redevelopment generally less available, TIF has become an often-used financing mechanism for municipalities. Similar or related approaches are used elsewhere in the world. TIF is designed to direct funding toward improvements in distressed or underdeveloped areas that need to be revitalized and where development might not otherwise occur. TIF creates funding for public projects that may otherwise be unaffordable to localities.

31. BID – Business Improvement District

A Business Improvement District is a method used to finance and manage commercial area improvements in designated districts in order to restore or promote business activity. The BID is a specifically designed geographic district established to provide additional and supplemental services such as business retention and recruitment, professional management, marketing, improved maintenance, enhanced safety and security, and physical improvements to the streetscapes of the district. The BID is financed by property owners within the district who agree to an additional assessment to their real estate property taxes, which are then exclusively dedicated for improvements that will benefit the entire district. The municipality collects the assessed funds and provides them to the BID, which directs them to enhanced or additional services which are not traditionally offered by the municipality. The funds from a BID are used only to supplement municipal services and are not permitted to replace those existing services.

Establishing a BID typically requires 16 to 24 months form the planning stage through municipal approval. There are basically four components of the municipal approval process:

1. Petition and Initial Data Collection Period (including proposed services and cost estimates)
2. Public Notification and Public Hearing for City Council Approval of the BID
3. Public Notification and Public Hearing for City Council Approval of the Assessment Amounts for the BID
4. Declaration of BID by municipal governing body and commencement of BID activities

The Oklahoma Statutes Title 11: Cities and Towns provides further information about the legal process for establishing a BID in Oklahoma and can be viewed on the following link:

http://www.lsbs.state.ok.us/osStatutesTitle.html

(Note: to view the outline to establish a BID in Oklahoma, follow these steps: 1) go to above listed link; 2) click on “Title 11”; 3) scroll down to Section 11-39-101 and go on until the Section 11-39-121).
Review Meeting

Summary

On March 31st, 2007 the Urban Design Studio hosted a review meeting with interested residents, business and property owners. This meeting was used to summarize our recommendations and to illustrate many of them on an overall site plan for the area. A focused discussion was held to discuss the pros and cons of each recommendation. Finally a survey was completed by each participant to prioritize the recommendations.

Suggestions for modification or enhancement of the recommendations were:
- beautification of the alleys
- standards for the rear of buildings - beautification, storage, trash, deliveries
- demolition
- stated commitment from the Town
- temporary not permanent closing of A Street
- guidelines for codes and their enforcement
- Historic Preservation Overlay Zoning

Significant points of discussion were:
- the removal of all parking from W.C. Rogers Boulevard
- parking alternatives
- positive examples of Grove, OK and Lawrence, KS
- use and power of design guidelines
- formation of Skiatook Mainstreet Association as official 501c3
- use of Skiatook Mainstreet Association to encourage safety and beautification of downtown
- redevelopment and revitalization of housing close to downtown
1. Please check the following ideas for improving downtown in order of importance to you:

**Public Improvements**

01. Wi-Fi Downtown
02. Pedestrian Friendly Environment: Sidewalks, Integrated Open Space
03. Designated Parking/Signage/Standards
04. Trail Head Development/Link to Downtown
05. Gateways Entering Town
06. Wide Sidewalks/Traffic Calming/Raised Crosswalks/Improved Signals and Timing
07. Fountains/Roundabouts
08. Lighting standards
09. Landscaping/Planters/Street Furniture
10. Organized Cleanup Efforts/Schools
11. Unifed Downtown Design Guidelines
12. Farmer's Market/Open Market/Close Street

**Private Enhancements / Efforts**

10. Unified Downtown Design Guidelines
11. Organized Cleanup Efforts/Schools
12. Farmer's Market/Open Market/Close Street
13. Bookstore/Coffeeshop/Café/Attractor
14. Split/Merge Long Buildings
15. Family Activities/Recreation
16. Encourage Housing Rehab
17. Alternatives for Osage/Rogers Property
18. Preserve and Restore Historic Character
19. Research/Apply to Main Street Program
20. BID/TIF Districts/Incentives/Matching Funds
21. Festivals/Events/Christmas Parade
22. Downtown Skiatook Website/Leasing Office/Chamber Marketing/Government Support
23. Code Enforcement
24. Merchants' Association
25. Absentee Owners/Land Bank/Land Swaps/Property Tax Penalties/Incentives
26. Apply for Grants: CDBG-Trails Program
27. Limit Growth Boundaries

**Financial, Organizational, Regulatory, Policy Changes**

19. Research/Apply to Main Street Program
20. BID/TIF Districts/Incentives/Matching Funds
21. Festivals/Events/Christmas Parade
22. Downtown Skiatook Website/Leasing Office/Chamber Marketing/Government Support
23. Code Enforcement
24. Merchants' Association
25. Absentee Owners/Land Bank/Land Swaps/Property Tax Penalties/Incentives
26. Apply for Grants: CDBG-Trails Program
27. Limit Growth Boundaries

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**Review Meeting**

**Recommendations - Survey**

Skiatook Town Plan

OUUDS
1. Please check the following ideas for improving downtown in order of importance to you:

**Public Improvements**
- 01. Wi-Fi Downtown
- 02. Pedestrian Friendly Environment: Sidewalks, Integrated Open Space
- 03. Designated Parking/Signage/Standards
- 04. Trail Head Development/Link to Downtown
- 05. Gateways Entering Town
- 06. Wide Sidewalks/Traffic Calming/Raised Crosswalks/Improved Signals and Timing
- 07. Fountains/roundabouts
- 08. Lighting standards
- 09. Landscaping/Planters/Street Furniture

**Private Enhancements / Efforts**
- 10. Unified Downtown Design Guidelines
- 11. Organized Cleanup Efforts/Schools
- 12. Farmer’s Market/Open Market/Close Street
- 13. Bookstore/Coffeeshop/Café/Attractor
- 14. Split/Merge Long Buildings
- 15. Family Activities/Recreation
- 16. Encourage Housing Rehab
- 17. Alternatives for Osage/Rogers Property
- 18. Preserve and Restore Historic Character

**Financial, Organizational, Regulatory, Policy Changes**
- 19. Research/Apply to Main Street Program
- 20. BID/TIF Districts/Incentives/Matching Funds
- 21. Festivals/Events/Christmas Parade
- 22. Downtown Skiatook Website/Leasing Office/Chamber Marketing/Government Support
- 23. Code Enforcement
- 24. Merchants' Association
- 25. Absentee Owners/Land Bank/Land Swaps/Property Tax Penalties/Incentives
- 26. Apply for Grants: CDBG-Trails Program
- 27. Limit Growth Boundaries

The survey results were graded using a preference scale. The results were listed as either **unimportant**, **no preference**, **somewhat** or **very important**. The results were found inconclusive due to the united number of participants of the survey. Public Improvements, Private Enhancements and Financial, Organization, Regulatory and Policy Change Improvements all seemed to be very important improvements to downtown as found by the survey administered to the review meeting participants.
Site Plan

Note: This is a preliminary design drawing, developed from aerials and existent drawings. This should not be used for construction and this does not replace survey drawings.

Two Story Buildings: Mixed Use
1st floor: commercial
2nd floor: residential

Small, Long and/or Narrow Existing Buildings: Merging / Splitting buildings to accommodate new uses

Buildings with historic characteristics: Restoration

Design Guidelines to enhance back of buildings
Proposed Light Poles
Existing Light Poles
Existing Traffic Lights / Light Poles
Trees - small (10' diam.)
Trees - medium (20' diam.)
Trees - large (30' diam.)

3. Designated Parking
4. Trail Head Development / Link to Downtown
4a. Playground
4b. Court and Skate Park
4c. Horse Stable
6. Pedestrian Friendly Environment
6a. Wide Sidewalks
6b. Traffic Calming / Raised Crosswalks
7. Fountains / Roundabouts
9. Landscaping

12. Farmer’s Market / Open Market;
Close Street Temporarily
12a. Temporary Traffic Barriers
14. Split / Merge Buildings
15. Family Activities / Recreation
17. Alternatives for Osage / Rogers Property:
shopping center / mixed use buildings

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skiatook town plan
Site Plan

- Two Story Buildings: Mixed Use
  1st floor: commercial
  2nd floor: residential
- Small, Long and/or Narrow Existing Buildings: Merging / Splitting buildings to accommodate new uses
- Buildings with historic characteristics: Restoration
- Design Guidelines to enhance back of buildings
- Paved alley
- Proposed Location of Gateways
  - Signs indicating Parking towards North
  - Signs indicating Parking towards South
- Existing Parking
- Existing Buildings
  - Proposed Light Poles
  - Existing Light Poles
  - Existing Traffic Lights / Light Poles
  - Trees - small (10' diam.)
  - Trees - medium (20' diam.)
  - Trees - large (30' diam.)

3. Designated Parking
4. Trail Head Development / Link to Downtown
  4a. Playground
  4b. Court and Skate Park
  4c. Horse Stable
6. Pedestrian Friendly Environment
  6a. Wide Sidewalks
  6b. Traffic Calming / Raised Crosswalks
7. Fountains / Roundabouts
9. Landscaping
12. Farmer's Market / Open Market: Close Street Temporarily
  12a. Temporary Traffic Barriers
14. Split / Merge Buildings
15. Family Activities / Recreation
17. Alternatives for Osage / Rogers Property: shopping center / mixed use buildings

skiatoook town plan
Resources

Organizations

Town of Skiatook
(918) 396-2797
http://www.townofskiatook.com/

Skiatook Journal
(918) 396-1616
http://www.zwire.com/site/news.cfm?brd=2754&Nav_Sec=77229

Skiatook Museum
(918) 396-7558
http://www.greatertulsa.com/skiatook/museum.htm

Skiatook Chamber of Commerce
(918) 396-3702
http://www.skiatookchamber.com/

Skiatook Mainstreet Association
(918) 396-1631
SMAChairperson@aol.com

Books

Cleveland, C.H and G.B. Epperson, Ed. Skiitook; 1872 to 1921, 2001; The Skiatook Museum, Skiatook, OK

Jones, Donna Sue, et al. Skiitook, Oklahoma; Gateway to the Osage Nation, 1872-1999, 1999; The Skiatook Museum, Skiatook, OK


Reference Sources

INCOGMaps
http://www.incog.org

USGS Topographic Maps
http://www.usgs.gov

Sanborn Library LLC
http://sanborn.umi.com

U.S. Census
http://www.census.gov

Earth Observation Satellite
http://earth.esa.int/images/

Federal Emergency Management Administration - Flood
http://www.fema.gov/hazard/flood/index.shtm

National Weather Service
http://www.nws.noaa.gov/
The University of Oklahoma Urban Design Studio is founded on a three part mission:

To train urban design professionals through master’s degree programs in architecture and urban studies.

To advance understanding of the city through research and creative activity.

To engage in community projects benefiting Tulsa and Northeast Oklahoma.

The Urban Design Studio is always looking for promising students and community partners for its endeavors.

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