



skiatook town plan



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."



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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.



First Meeting at Skiatook - August 26th, 2006

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?

Director of the Urban Design Studio

Name: Shawn Michael Schaefer

Birthplace: McHenry, Illinois

Education: Bachelor of Architecture, Master of Architecture, University of Oklahoma

Students

Name: Anna Grider

Birthplace: Nottingham, England

Education: Bachelor of Human Geography, University of Sheffield, England

Name: Craig Longacre

Birthplace: Bristow, Oklahoma

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Birthplace: Sao Carlos, SP, Brazil

Education: Bachelor of Architecture and Urban Planning, University of Sao Paulo, Brazil

How can we be reached?

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Schedule

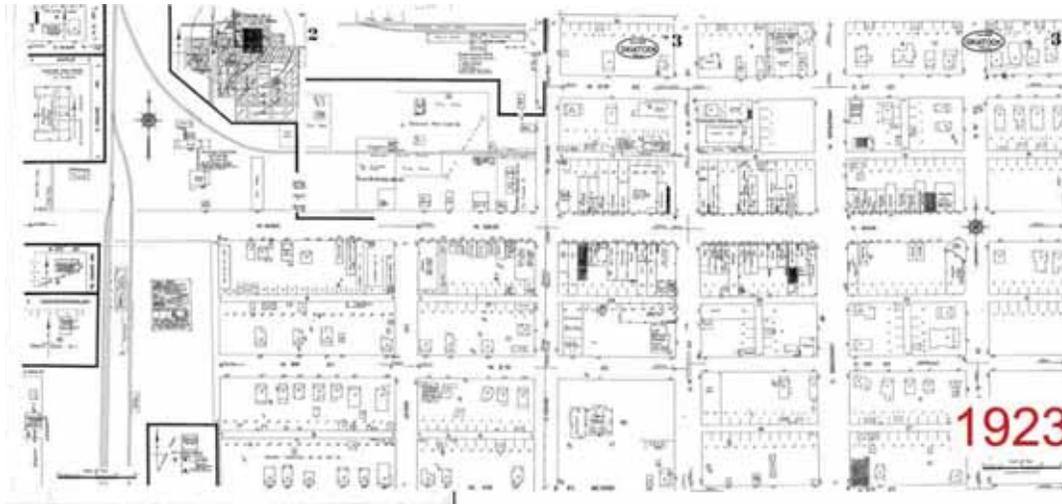


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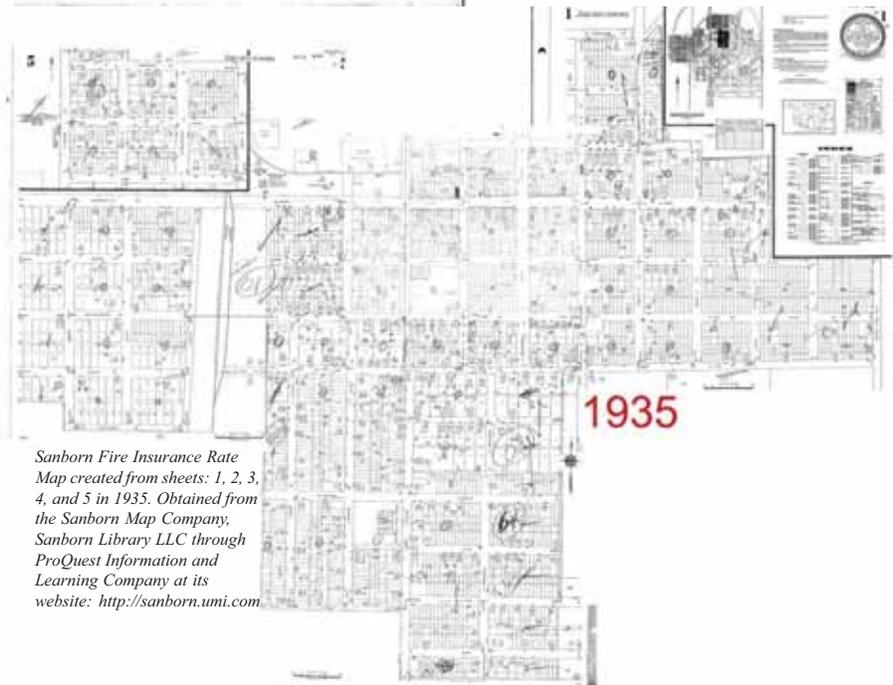
Development History

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.



Sanborn Fire Insurance Rate Map created from sheets: 1, 2, and 3 in 1923. Obtained from the Sanborn Map Company, Sanborn Library LLC through ProQuest Information and Learning Company at its website: <http://sanborn.umi.com>



Sanborn Fire Insurance Rate Map created from sheets: 1, 2, 3, 4, and 5 in 1935. Obtained from the Sanborn Map Company, Sanborn Library LLC through ProQuest Information and Learning Company at its website: <http://sanborn.umi.com>

History of Skiatook

Ski-A-Took



News office, early 1904.



*Chief William C. Rogers.
Birth: Dec 13, 1847
Death: Dec 18, 1917*



1st National bank, 1905.



Midland Valley Train Depot, 1904.



Midland Valley Train Depot Platform, 1904.



*Intersection of Osage and Main streets in Skiatook,
looking east in the late 1930s.*



Skiatook's First High School, 1923.

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, Skiatooka, and the community around his home was called Skiatooka'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, Skiatooka, 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



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History of Skiatook

Ski-A-Took

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.



Lake Skiatook, Completed 1984.



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Main Street Looking West, 1950s.



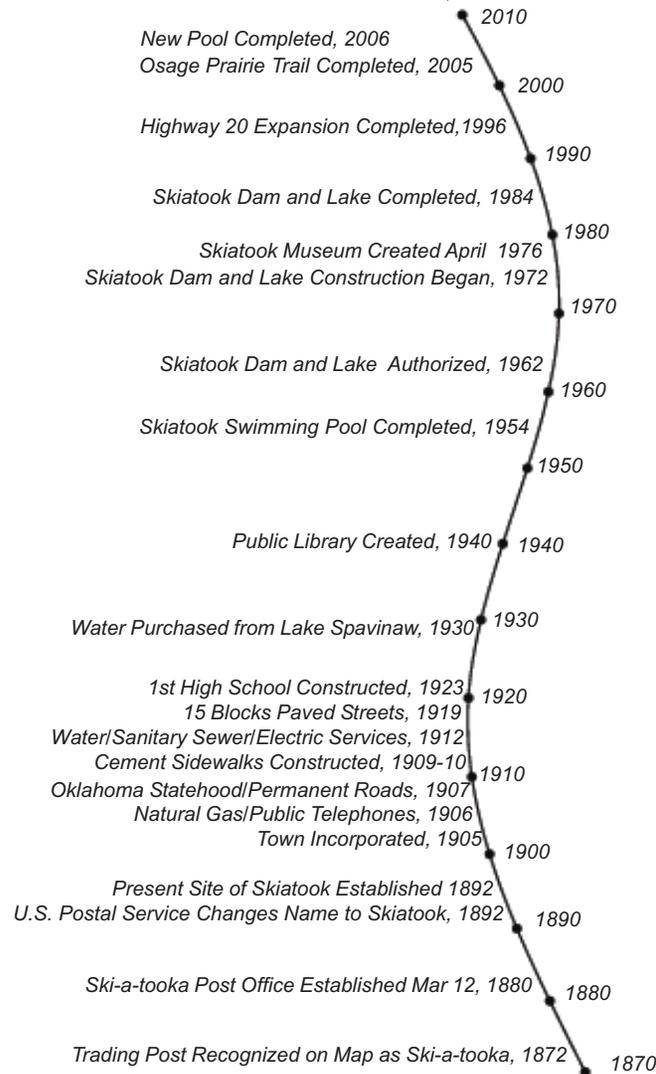
First Christian Church, 1907.



Spavinaw Water Tower, 1935.

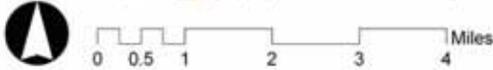


Greenwood Gas and Oil Company, 1920..



Source: *Skiatook: Gateway to the Osage Nation*
Date: 1999

Skiatook and Vicinity



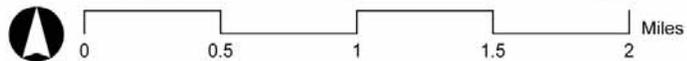
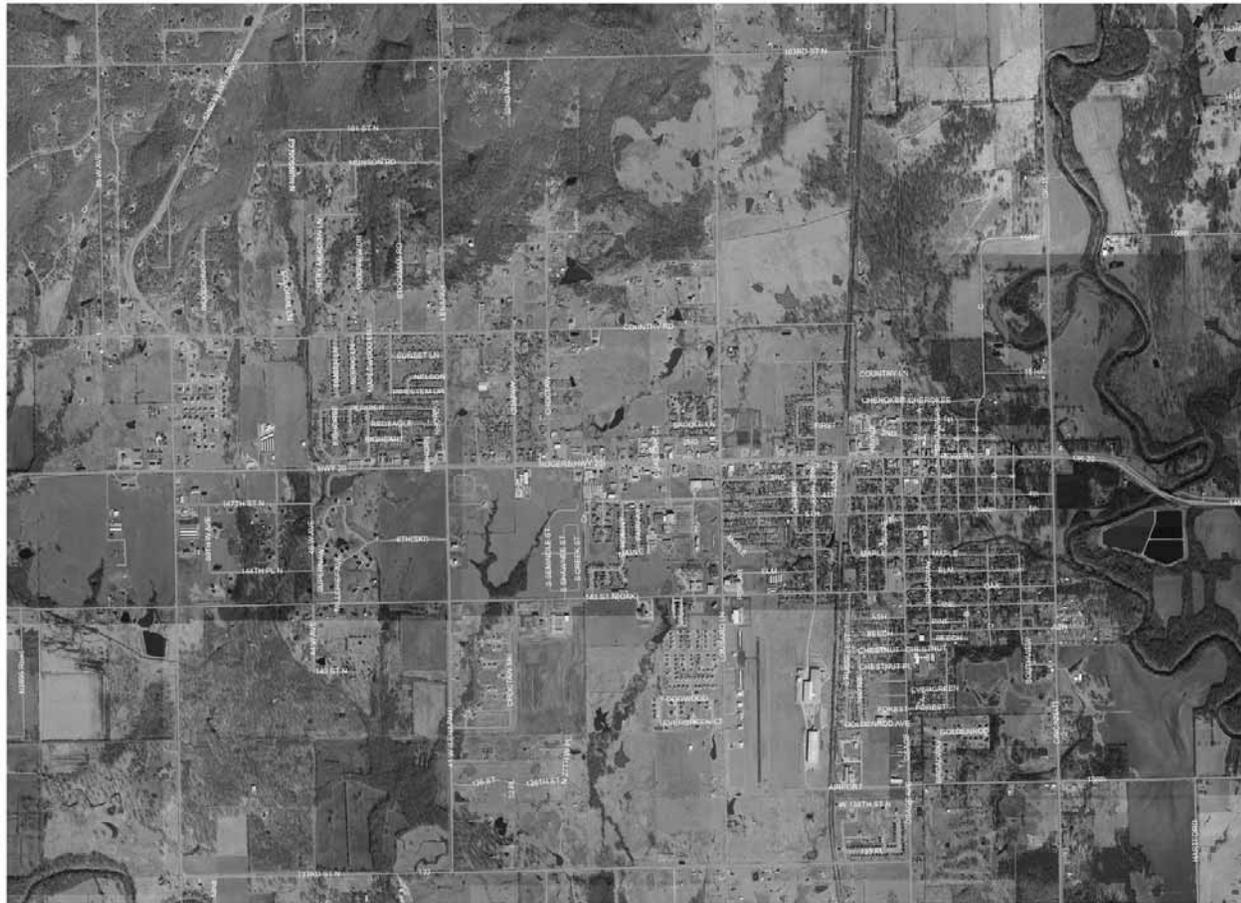
OUUDS

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Aerials

Skiatook and Vicinity

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).



Year: 2005 Source: INCOG



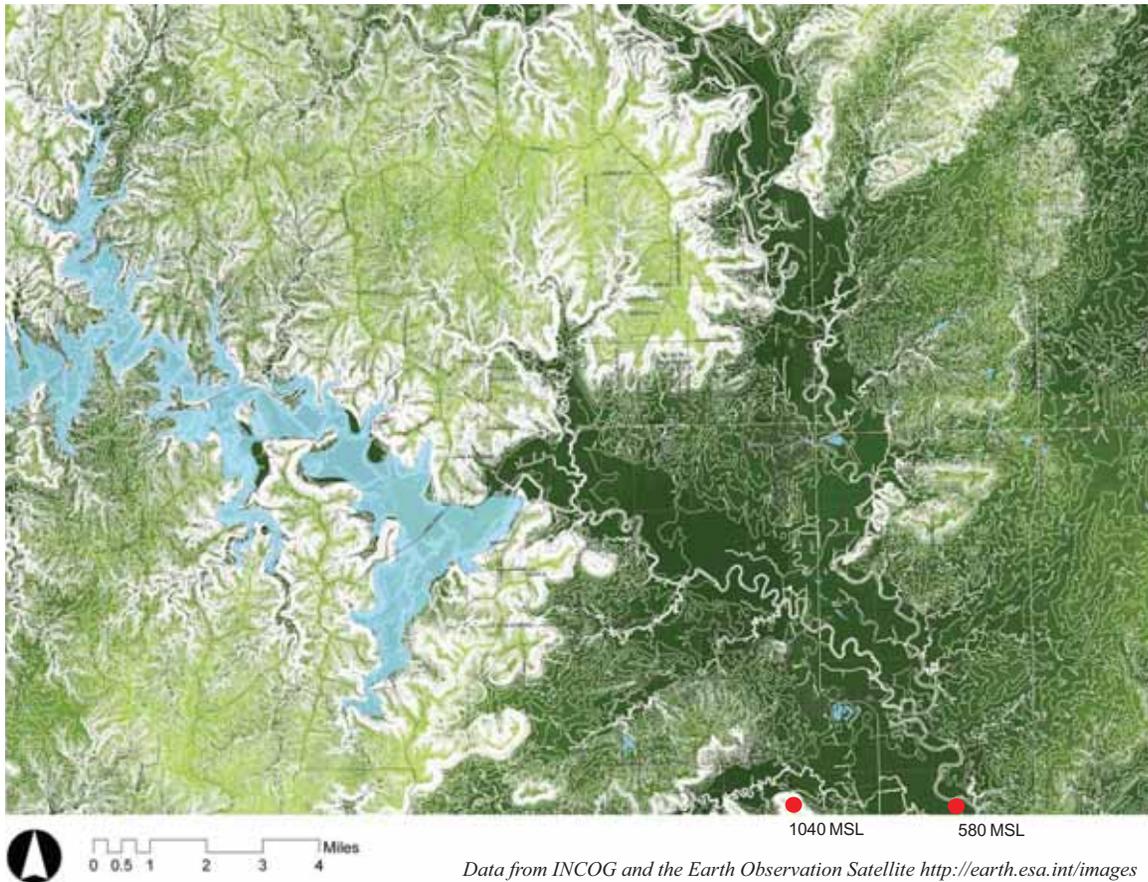
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Natural Features

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>



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Natural Features

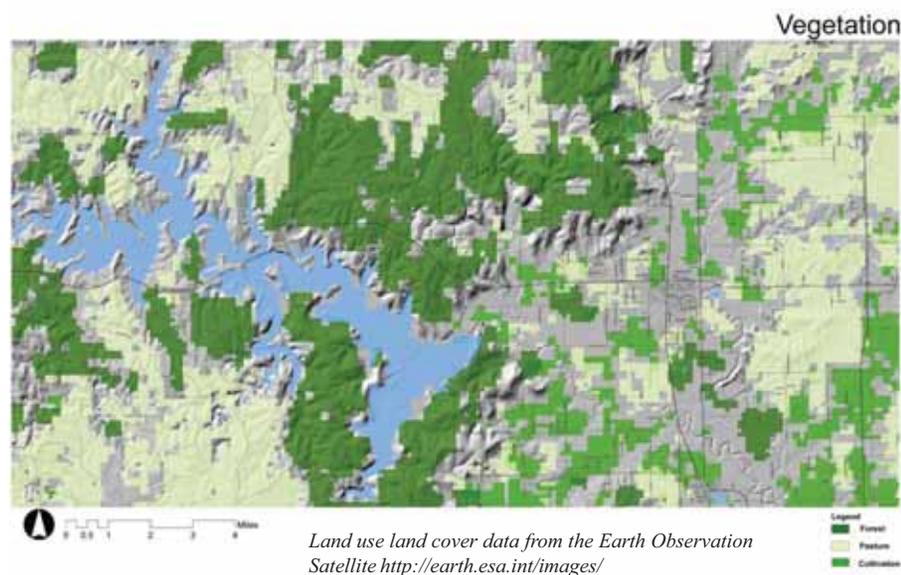
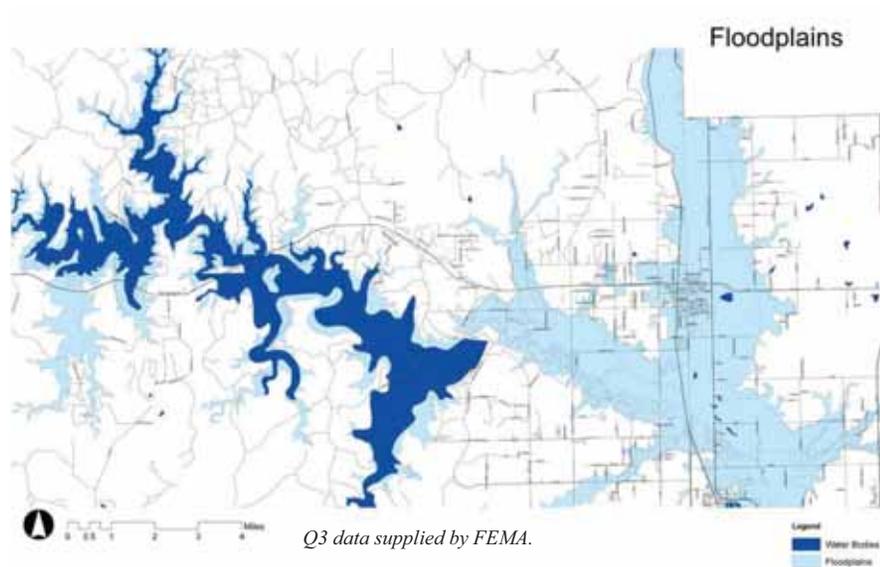
Floodplains & Vegetation

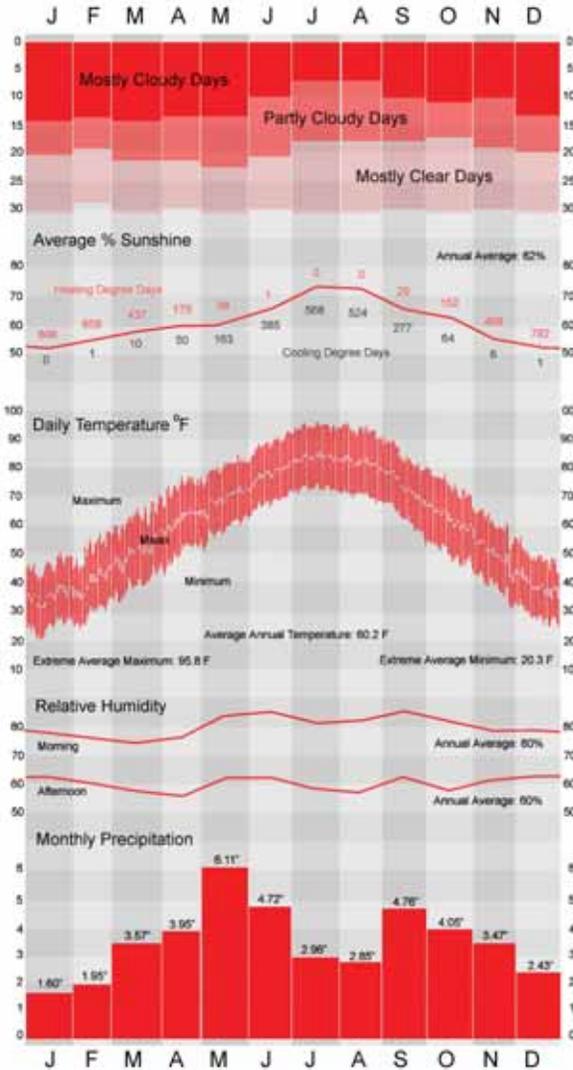
Floodplain Analysis

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

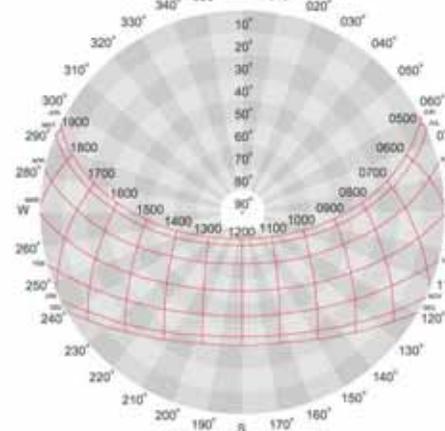
The vegetation map shows that the land in and around Skiatook is relatively evenly divided between forest and pastureland, with a limited amount of land for cultivation. Forest dominates around the eastern portion of the lake to the north and south. Pastureland covers the majority of the western part 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.





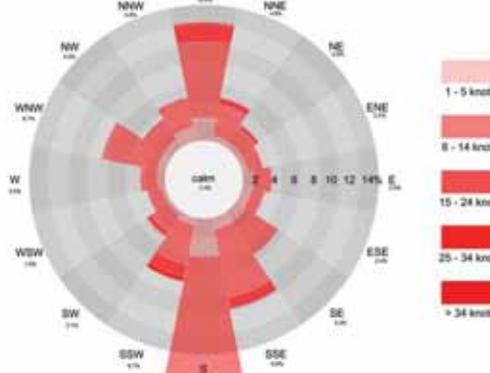
Climatic data obtained from the climatic record book webpage last updated on July 6, 2004 and maintained by the National Weather Service - Tulsa Office at: <http://www.srh.noaa.gov/tulsa/climate/tulrecbook.html>.

Stereographic Sun Path Diagram 36 Degrees North Latitude



Stereographic sun path diagram adapted from a diagram prepared by Victor Olgay, AIA on page 803, *Architectural Graphic Standards*, Tenth Edition, by Ramsey/Sleeper, John Ray Hoke, Jr. FAIA, Editor, John Wiley and Sons, New York:2000.

Wind Rose



Annual prevailing wind summary created with wind frequency analysis data provided by National Weather Service - Tulsa Office meteorologist, Steve Amburn on November 29, 2004.

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.

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

Climatological Overview quoted from the National Weather Service Tulsa Office webpage: <http://www.srh.noaa.gov/tulsa/climate/tulcllover.html>.



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 while 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.

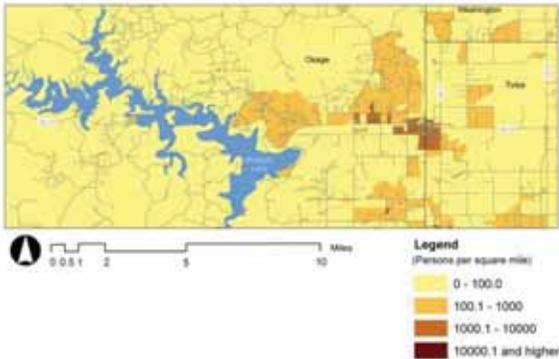
Median Age:

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.

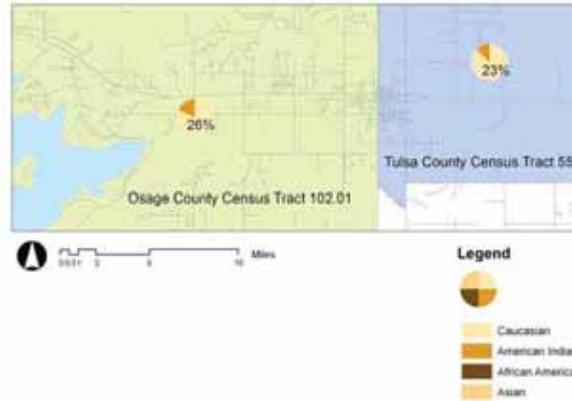
Rental Housing:

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.

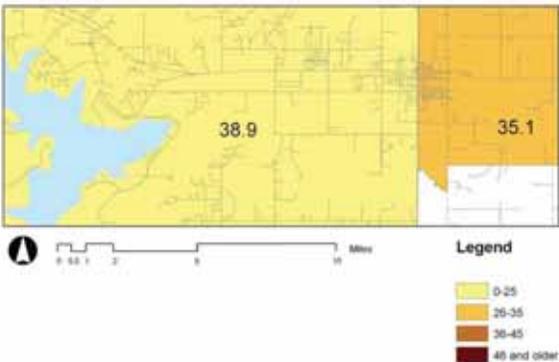
Population Density



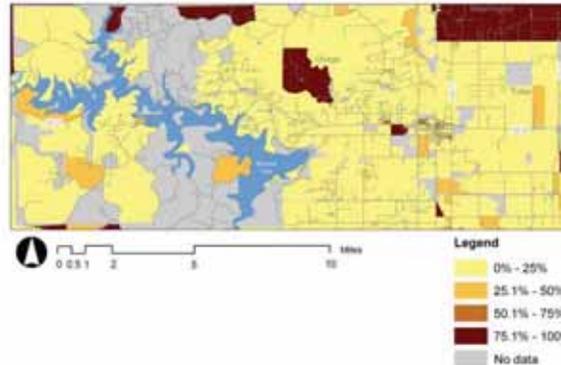
Race



Median Age



Rental Housing



All data from the United States Census: 2000 - Summary File census block data downloaded from ESRI website: http://arcdata.esri.com/data/tiger2000/tiger_download.cfm



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.

	Tulsa County			
	1990 Census	2000 Census	Difference	% Change
Population	503,341	563,299	59,958	12%
Population Density per Sq. Mile	857	960	102	12%
Housing Units	227,834	243,953	16,119	7%
Housing Units per Sq. Mile	388	416	27	7%
Occupied Units	202,537	226,892	24,355	12%
Occupancy Rate	89%	93%	4%	5%
Median Household Income	27,228	38,213	10,985	40%
Median Gross Rent	366	520	154	42%
Median Value	60,300	85,000	24,700	41%

	Census Tract 55			
	1990 Census	2000 Census	Difference	% Change
Population	2,679	2,738	59	2%
Population Density per Sq. Mile	107	110	2	2%
Housing Units	1,223	1,088	-135	-11%
Housing Units per Sq. Mile	49	44	-5	-11%
Occupied Units	1,016	1,011	-5	0%
Occupancy Rate	83%	93%	10%	12%
Median Household Income	21,532	37,241	15,709	73%
Median Gross Rent	355	481	126	35%
Median Value	42,100	61,900	19,800	47%

	Osage County			
	1990 Census	2000 Census	Difference	% Change
Population	41,645	44,437	2,792	7%
Population Density per Sq. Mile	18	19	1	7%
Housing Units	18,196	18,826	630	3%
Housing Units per Sq. Mile	8	8	0	0%
Occupied Units	15,383	16,617	1,234	8%
Occupancy Rate	85%	88%	4%	4%
Median Household Income	24,617	34,477	9,860	40%
Median Gross Rent	266	359	93	35%
Median Value	43,200	61,000	17,800	41%

	Census Tract 102.01			
	1990 Census	2000 Census	Difference	% Change
Population	5,773	7,767	1,994	35%
Population Density per Sq. Mile	49	65	17	35%
Housing Units	2,183	2,908	725	33%
Housing Units per Sq. Mile	18	24	6	33%
Occupied Units	2,021	2,743	722	36%
Occupancy Rate	93%	94%	2%	2%
Median Household Income	25,914	41,883	15,969	62%
Median Gross Rent	324	392	68	21%
Median Value	51,200	76,000	24,800	48%

Sampled census tract data compiled from the United States Census: 1990 and 2000 - Summary File 3
www.census.gov



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Demographics

Educational Attainment

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

	Educational Attainment 1990	Percentage	Educational Attainment 2000	Percentage
Less than 9th grade	2371	9%	1762	6%
9th to 12th grade, no diploma	4955	18%	4059	14%
High school graduate	9723	36%	10700	36%
Some college, no degree	5188	19%	6864	23%
Associate degree	1387	5%	1736	6%
Bachelor's degree	2544	9%	2971	10%
Graduate or professional degree	1015	4%	1325	5%
	27183	100%	29417	100%

Tract 102.01

	Educational Attainment 1990	Percentage	Educational Attainment 2000	Percentage
Less than 9th grade	255	7%	184	4%
9th to 12th grade, no diploma	759	19%	572	12%
High school graduate	1570	40%	1732	36%
Some college, no degree	825	21%	1197	25%
Associate degree	210	5%	324	7%
Bachelor's degree	223	6%	551	11%
Graduate or professional degree	67	2%	282	6%
	3909	100%	4842	100%

Tulsa County

	Educational Attainment 1990	Percentage	Educational Attainment 2000	Percentage
Less than 9th grade	17401	5%	15755	4%
9th to 12th grade, no diploma	41540	13%	37954	11%
High school graduate	89073	28%	95321	27%
Some college, no degree	77103	24%	88683	25%
Associate degree	21077	7%	24977	7%
Bachelor's degree	53656	17%	66429	18%
Graduate or professional degree	22782	7%	30267	8%
	322632	100%	359386	100%

Tract 55

	Educational Attainment 1990	Percentage	Educational Attainment 2000	Percentage
Less than 9th grade	144	7%	51	3%
9th to 12th grade, no diploma	594	29%	207	13%
High school graduate	716	35%	816	50%
Some college, no degree	323	16%	273	17%
Associate degree	111	5%	90	6%
Bachelor's degree	103	5%	132	8%
Graduate or professional degree	30	1%	61	4%
	2021		1630	

Sampled census tract data compiled from the United States Census: 1990 and 2000 - Summary File 3.



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Photo Survey Representative Areas



North Highway 75 towards Downtown Tulsa.



Zink Park located East of Downtown.



Bird Creek located East of Downtown.



Housing Addition Northeast of Downtown.



Cross Timbers residential development near lake.



Sign indicating passage into Osage Indian Reserve.



Airport located South of Downtown.



Residential area north of Highway 20.



Swimming pool located South of Downtown.



Residential area South of Downtown.



Residential area North of Downtown.



Original High School located South of Downtown.



Typical Downtown corner in Skiatook.



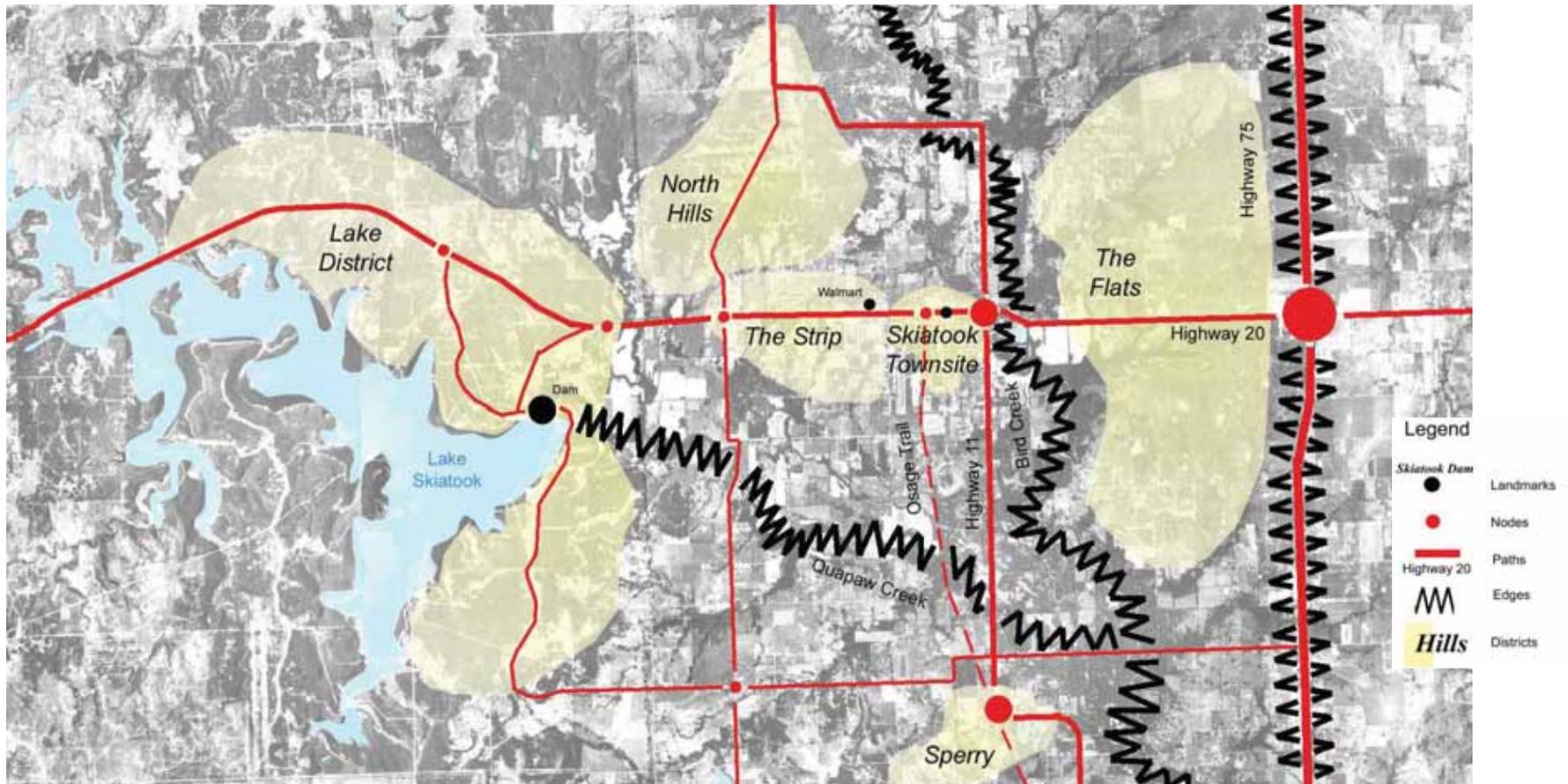
Commerical development on Highway 20 West of Downtown.

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.



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Legibility Analysis



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

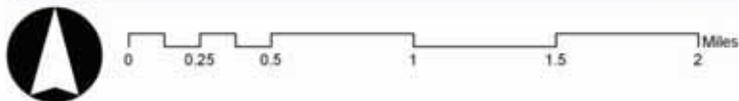
Zoning in Skiatook

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.

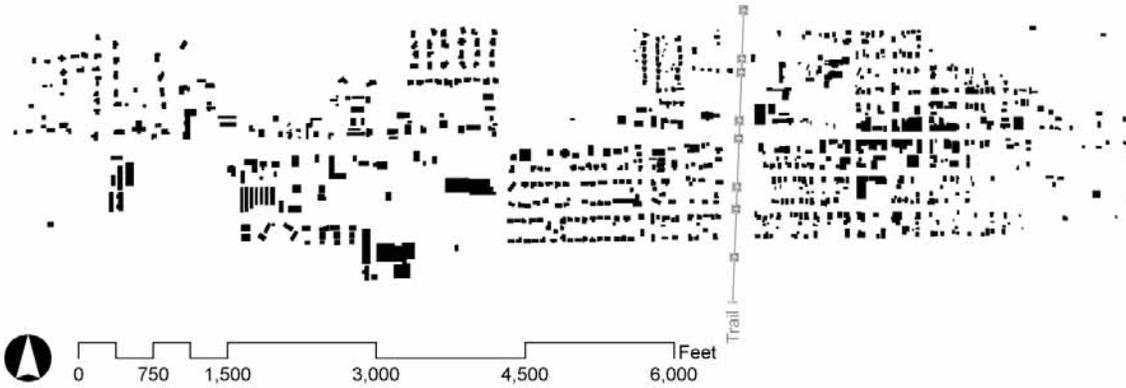


Legend

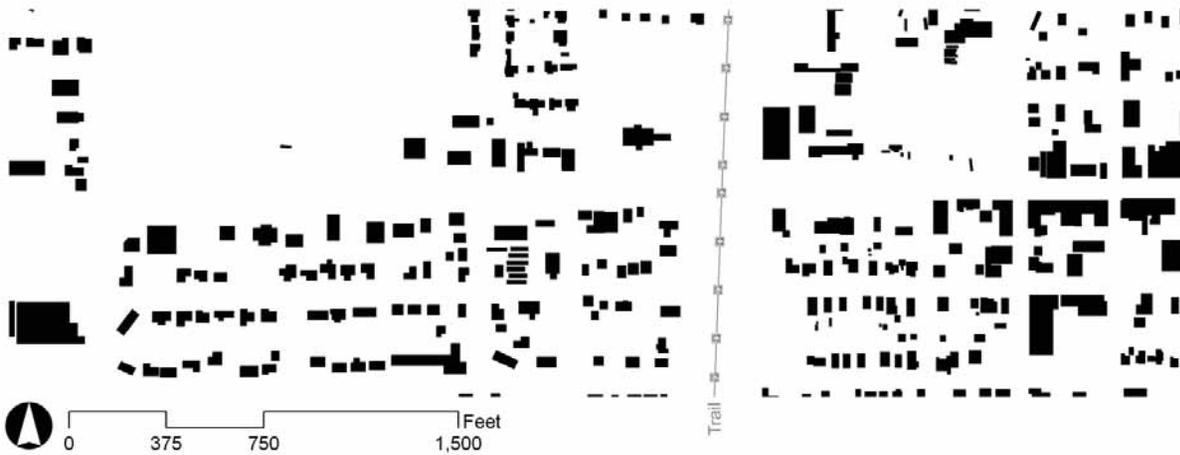
- Agriculture
- Commercial
- Industrial
- Office
- Residential
- Residential Multi-Family
- Residential Single Family



Mass / Void



Mass and Void: Downtown and surroundings



Mass and Void: Downtown

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



Vehicular Circulation



Traffic count data source: INCOG website
<http://map.inco.org/website/traffic/viewer.htm>

Circulation

Vehicular Circulation

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.

Downtown Streets

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:

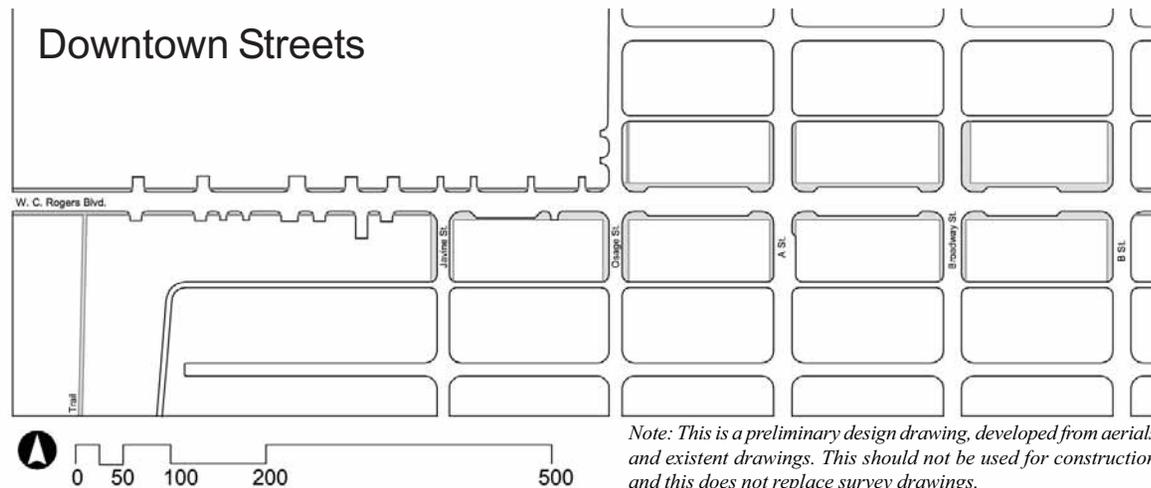
- W.C. Rogers Blvd.: 60 feet
- Javine St.: 26 feet
- Osage St. 28 feet
- A St.: 38 feet
- Broadway St.: 38 feet
- B St: 38 feet

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.



skiatook town plan

Downtown Streets



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.

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



On Street Parking on W.C. Rogers Blvd.



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



Aerial from INCOG (2005)

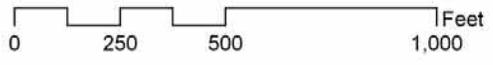
- Parking spaces
- Parking lots
- Access



skiatook town plan

Aerial

Downtown



Year: 2005 Source: INCOG

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.



skiatook town plan

Downtown Skiatook

Panoramic Photos



N1 - North Side of Street - North B Street to North Broadway Street



N2 - North Side of Street - North Broadway Street to North A Street



N3 - North Side of Street - North A Street to North Osage Street



N4 - North Side of Street - North Osage Street to North Haynie Street



Reference Map for Downtown Skiatook



skiatook town plan

Downtown Skiatook

Panoramic Photos



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



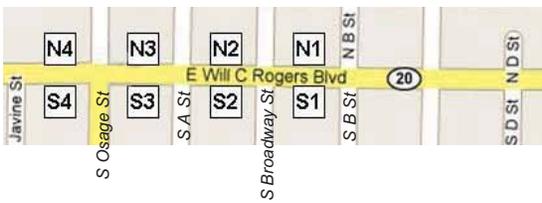
S2 - South Side of Street - South Broadway Street to South A Street



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

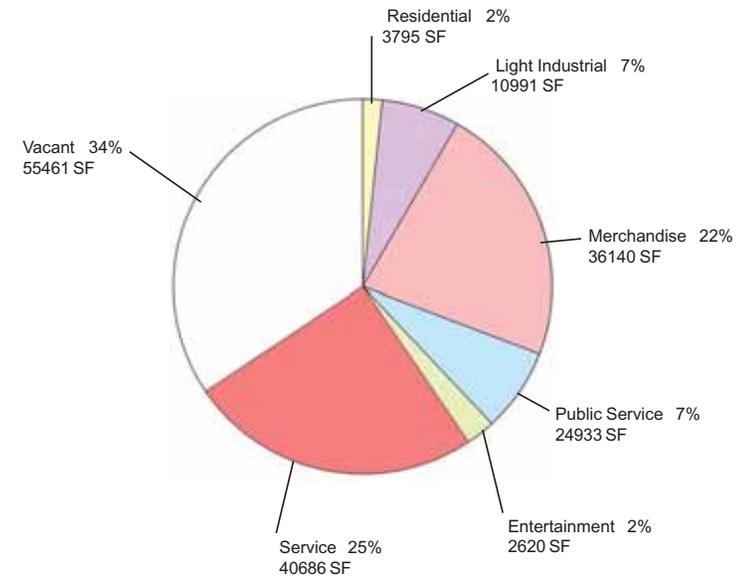
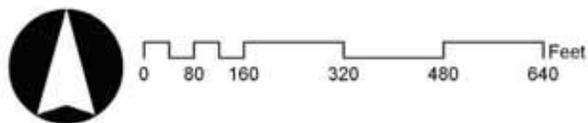


skiatook town plan

Building Use

Occupancy Analysis

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.



skiatook town plan

Squatter Session

Pioneer Day Festival



Tent at Pioneer Day Festival: Introduction and Goals, Schedule, Photo Survey and Historical Map Posters; SWOT Analysis and "Pin Maps" on the table.



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 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:

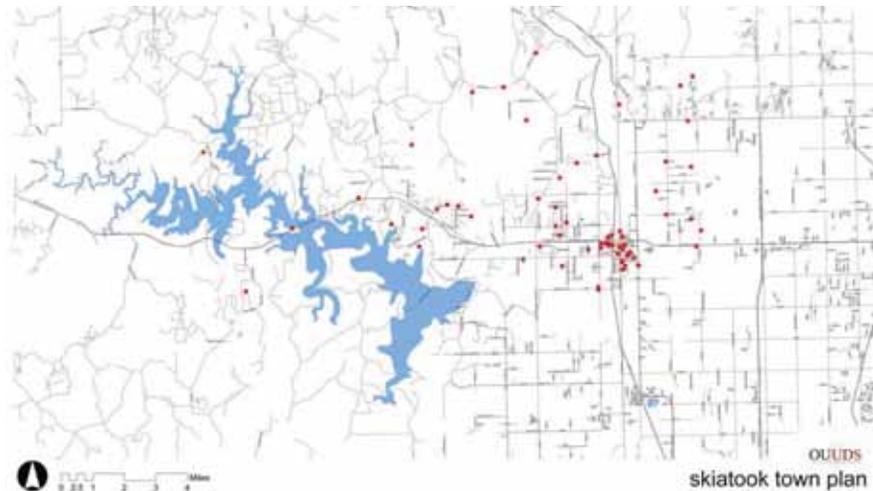
- To explore directions for downtown.
- To gather ideas to restore downtown character.
- To examine solutions for older, vacant buildings.
- To create a transparent, inclusive process to listen to citizens concerns and visions.

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.



Participants indicating on the "Pin Maps" where they live in Skiatook.



Pin Map (digitalized after the Pioneer Day.)



Newspaper Article - September 20th



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Squatter Session

Pioneer Day Festival

SWOT Analysis

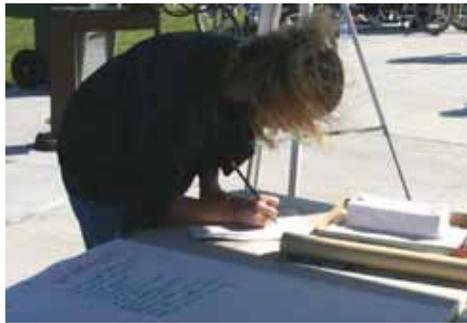
A SWOT Analysis is a tool to evaluate the Strengths, Weaknesses, Opportunities, and Threats of Skiatook. The Urban Design Studio hopes to learn the strengths and opportunities Skiatook can benefit from and the weaknesses and threats Skiatook should be protected from. Strengths and weaknesses are related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



Participants filling out the SWOT survey.



skiatook town plan

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”

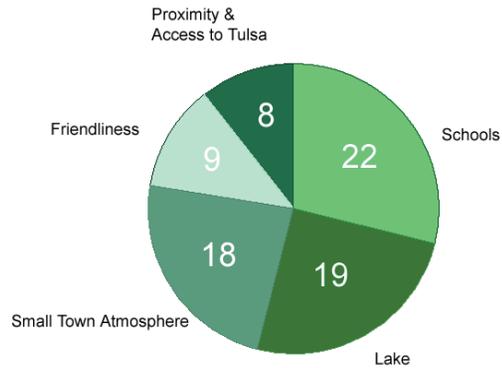
“too big, too fast”

“outstanding views, sunrises and sunsets”

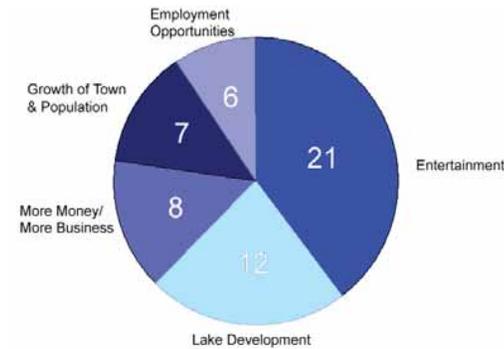


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STRENGTHS



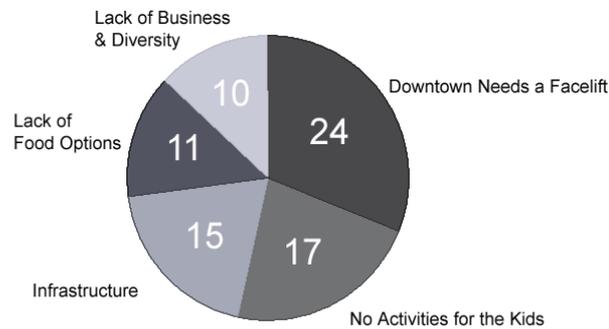
OPPORTUNITIES



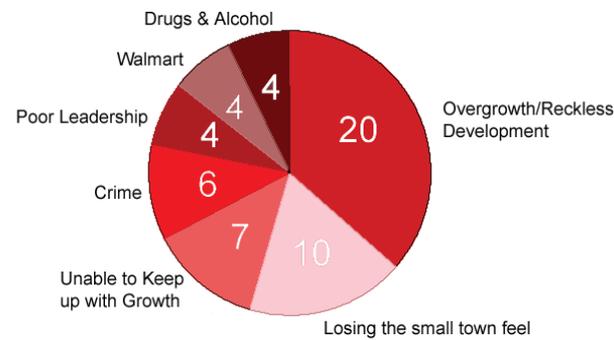
Presenting comments of the SWOT Analysis on boards.



WEAKNESSES



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



skiatook town plan



Heloisa leading the Focus Group



Participants discussing the issues and ideas for downtown



Participants getting organized following the Focus Group



Participant surveying our presentation boards

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



● Properties represented in meeting



Downtown property owners, renters and trustees discussing the issues at the Focus Group



skiatook town plan

Town Hall Meeting

Presentation and Survey

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:

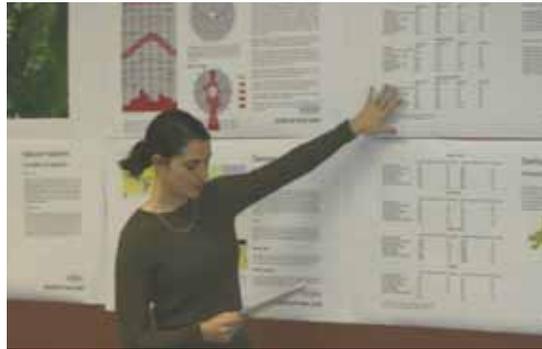
- very
- somewhat
- no preference
- unimportant

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.



Craig presenting the Natural Features results for the participants



Anna presenting the Demographics results for the participants



Heloisa presenting the results of the previous meeting (Focus Group) for the participants

Town Hall Meeting

Survey

A copy of the survey is located opposite for review.

Agenda

- 9:00AM Call to Order & Introductions
- 9:15AM Presentation
- 9:45AM Survey
- 10:15AM Discussion
- 10:45AM Outline of Next Steps
- 11:00AM Adjournment

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:

- Everyday
- At least once a week
- At least once a month
- At least once a year
- Never

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

- YES
- NO

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



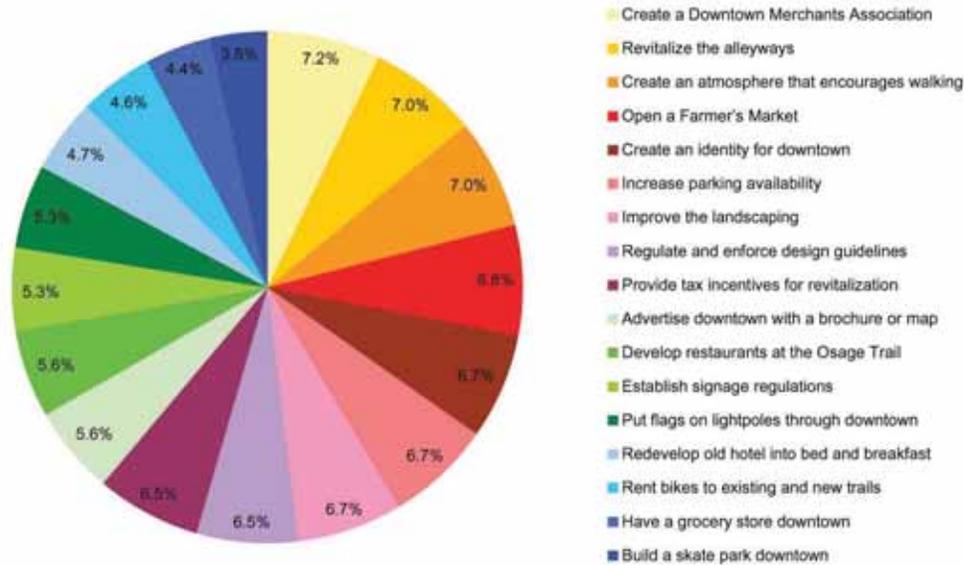
skiatook town plan

Town Hall Meeting

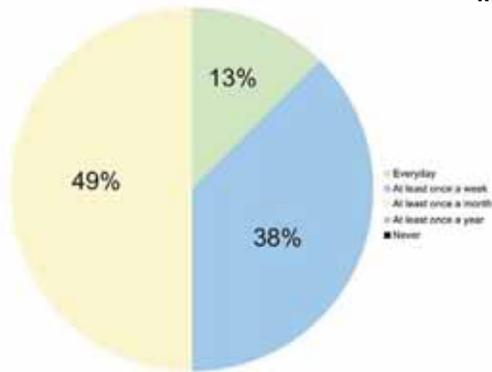
Survey Results

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.

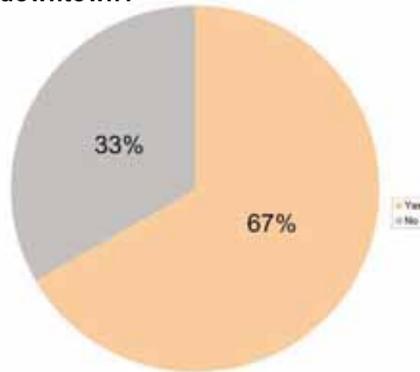
1. Please check the following ideas for improving downtown in order of importance to you:



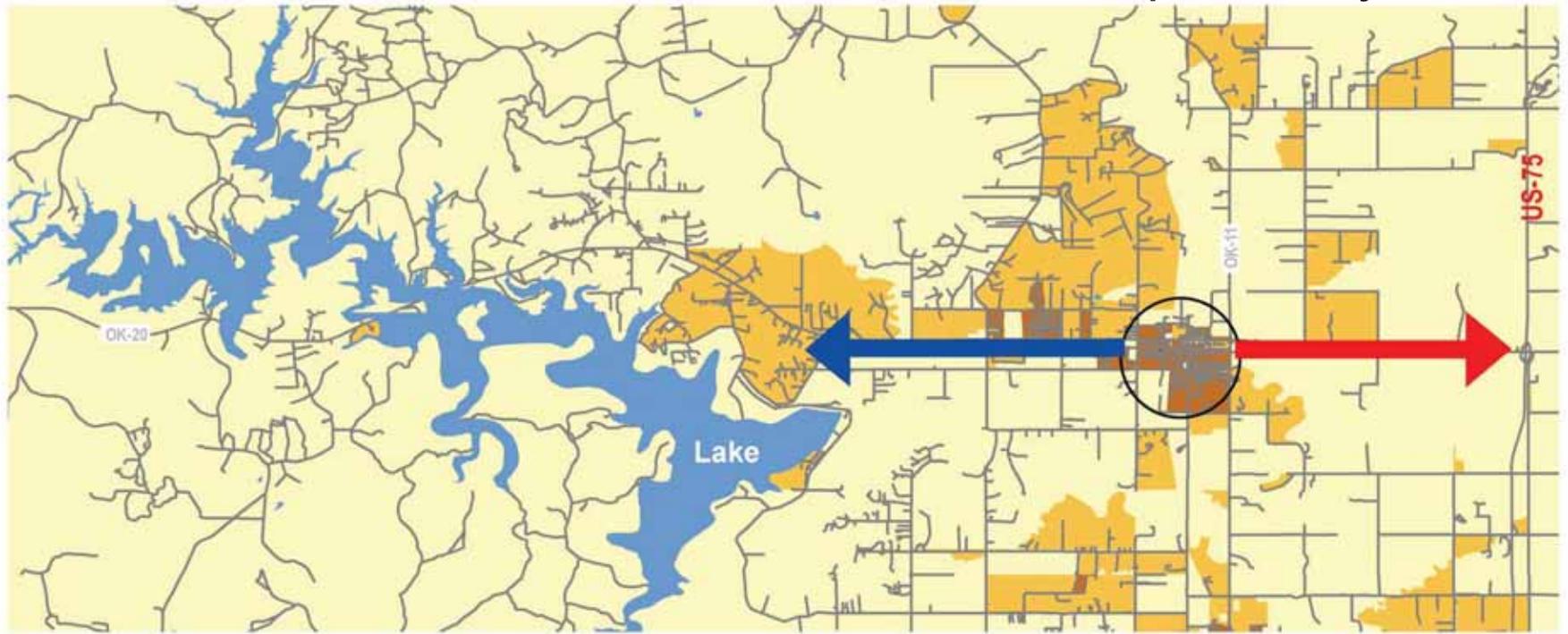
2. How often do you shop downtown?



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



Development Dynamics



Population Density
(Persons per sq mile)

- 0 - 100.0
- 100.1 - 1000
- 1000.1 - 10000
- 10000.1 and higher

Development Axes

Population Density data from the United States Census: 2000 - Summary File census block data.



The Development Dynamics map was created using population density data from the 2000 Census illustrating 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

Design Workshop

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.



Participants using the model and drawings to discuss some ideas during the workshop.



Bottom: OUUDS students Craig Longacre, Heloisa Mendes and Anna Grider. Top: Business Owner Celia Lanha and, Town Administrator Martin Tucker.



Participants using the model to discuss some ideas.

OUUDS
OU Urban Design Studio

skiatook town plan

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.



This will be a dynamic, hands-on activity to develop ideas for what can be done to revitalize Downtown Skiatook.

This is a come and go event, so drop by to share your thoughts and ideas with us. We appreciate your interest in this project for your downtown!



**February 17th 2007
9:00 am. - 3:00 pm.**

**Community Building
220 S. Broadway**

Previous Events:
The University of Oklahoma Urban Design Studio has been asked to participate in a community planning process as part of the Town of Skiatook comprehensive plan update. This project aims to analyze the look of Skiatook and its surroundings and then explore urban design scenarios for the downtown area.
We were at the Pioneer Day celebration and passed out surveys on downtown. Following this on November 4th, 2006 we held a focus group with downtown business and property owners to discuss issues and ideas for downtown Skiatook. On December 1st, we reviewed what we have discovered so far and what we will be doing during the spring semester.
Our first event of the year is today (February 17th) from 9 am - 3 pm at the Community Building. Drop by!

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Poster created to advertise the February 17th Design Workshop.



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Pedestrian and Parking Elements

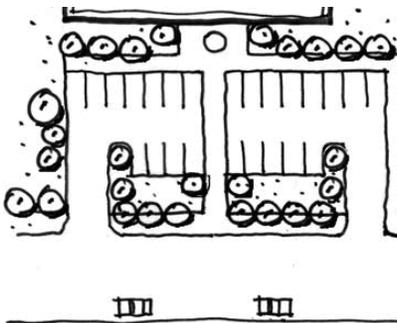
Source: City of Lynnwood, <http://www.ci.lynnwood.wa.us/Content/Business.aspx?id=59>, March 30, 2007



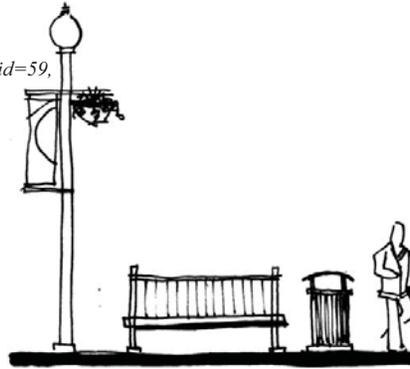
Trees and parked cars buffer pedestrians from traffic



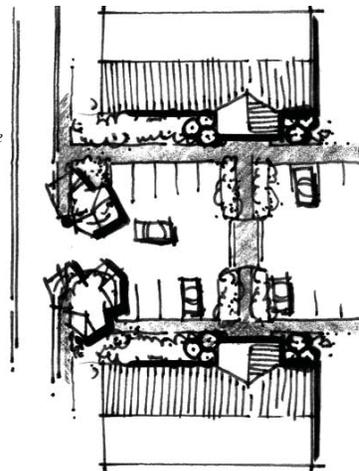
Outdoor dining enhances pedestrian friendly atmosphere



Setbacks and landscaping in single aisle parking lot



Street furnishings and pedestrian amenities



Landscaped parking lot between two buildings

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

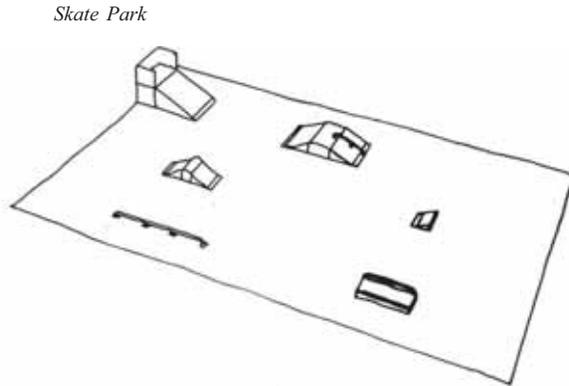
A formal parking plan should be developed and implemented defining suitable and convenient parking for downtown patrons. Signs should clearly indicate the location of parking. Standards should be employed for paving, curbs, lighting, striping and landscaping. Adequate parking must be provided including 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.



Trail Head Development



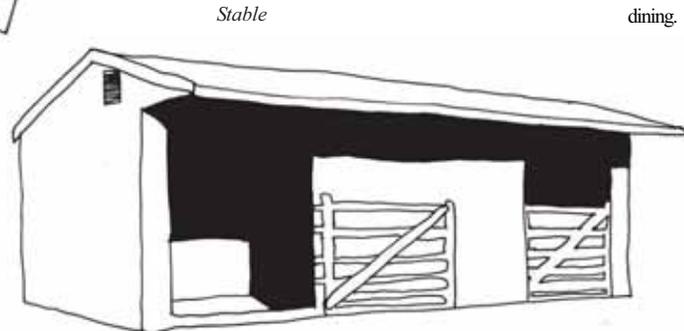
Restrooms



Skate Park



Play Set



Stable

Recommendations

Public Improvements

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.



Recommendations

Public Improvements



Roundabout with fountain.
http://www.berkeleyheritage.com/berkeley_landmarks/images/Marin_Circle_fountain1.jpg



Example of standardized furniture for downtown Skiatook.
http://www.talpublic.com/images/gallery/benches/thumbs/PL-5_bench.jpg



Great example of an established lighting standard.
http://www.magicvinylprinting.com/street_light_pole_banner_printing/street-light-pole-banner-printing.html

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 scarce water availability. Currently, street furniture is only located on corners where room is at a maximum.



Cover of *Village of Walden, NY Design Guidelines* created by PLANIT MAIN STREET.



Outdoor vendor selling merchandise on closed street in Atchison, KS.



Adopt-A-Street sign.



http://www.citycomforts.com/First_Starbucks.JPG

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 mainstreet 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

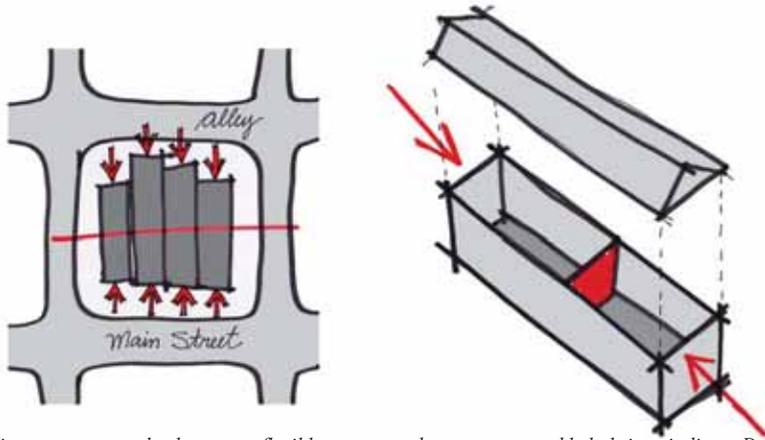
Retail attractors such as bookstores, coffee shops and cafes would help draw patrons to downtown in the evenings and weekends. Currently, the only attractors in downtown Skiatook are open only during the day. These retail establishments are a private entity. The town should offer incentives for businesses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

OUUDS

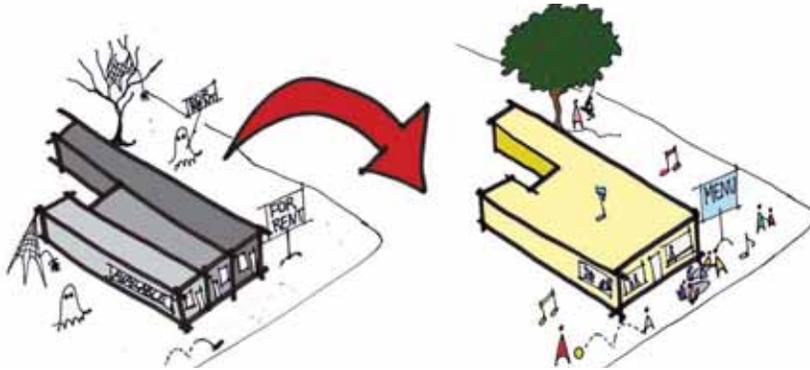
skiatook town plan

Recommendations

Private Enhancements / Efforts



Splitting Buildings: a way to make them more flexible to accommodate new uses and help bring vitality to Downtown.



Merging Buildings: a way to make them more flexible to accommodate new uses and help bring vitality to Downtown.



New Activities such as Festivals, Movie drive in and Bowling Alley can help bringing people more often to Downtown. Preliminary study for the construction of a bowling alley in one of the existing buildings close to the Library.

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.

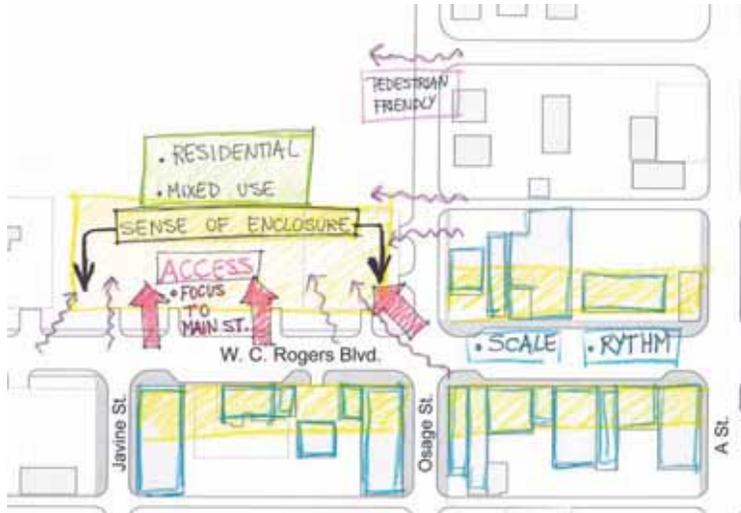
16. Encourage Housing Rehab

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.

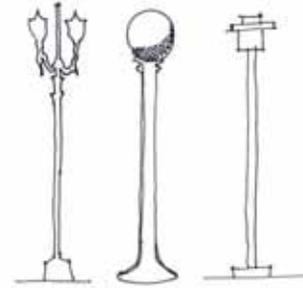


Recommendations

Private Enhancements / Efforts



Guidelines for Osage / Rogers property.



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

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.

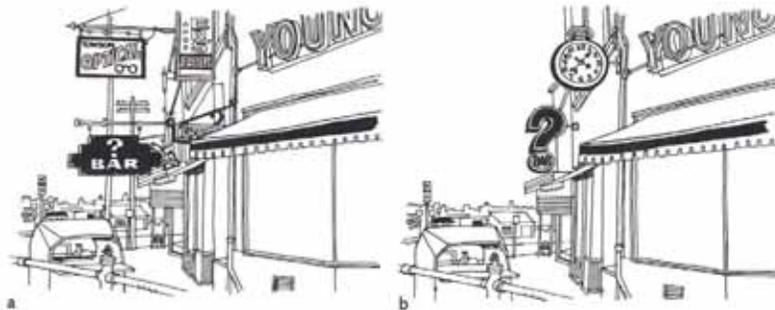
Regardless of the use, the design of future development on this property should consider some aspects such as scale, rhythm and setbacks of existing downtown existing buildings to establish a proper relationship with them.

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.

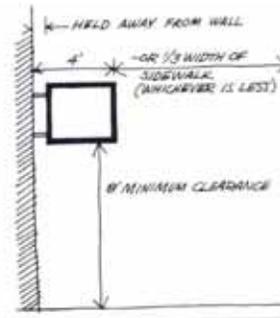
18. Preserve and restore historic character

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.



Examples of different signage systems.



Example of signage guidelines.

(Ewald and Mandelker, 1971. Source: Watson, D., Platuus, A., Shibley, R. Time-Saver Standards for Urban Design, 2001)



Recommendations

Organizational, Regulatory and Policy Changes

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/rectrails/>

Oklahoma Tourism and Recreation Department – Recreational Trails Program

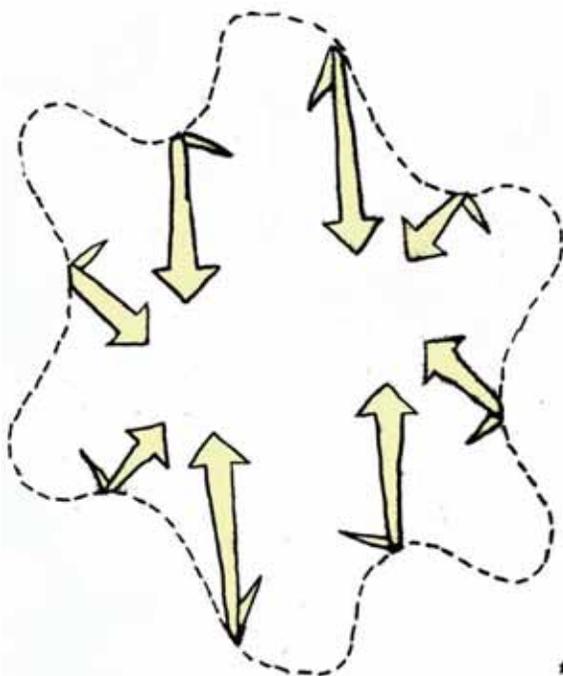
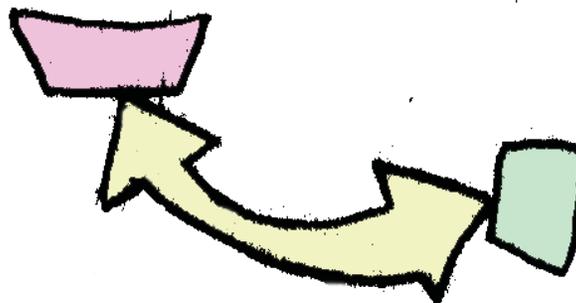
<http://www.otrd.state.ok.us/rd/index%20frame.htm>

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skiatook town plan

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.



Skiatook Chamber of Commerce Building.
<http://skiatookchamber.com/>



The original movie theatre building would be a great candidate for the Leasing Office for Skiatook.

Recommendations

Organizational, Regulatory and Policy Changes

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.

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skiatook town plan



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

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 revised as well as new construction or change of occupancy without permits.
- III. Skiatook Municipal Code (minimum standards for safe and sanitary housing).
- 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.



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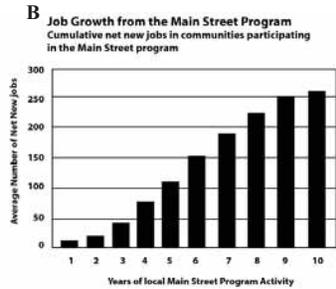
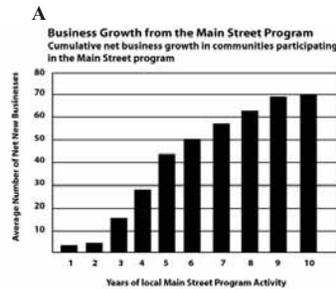
Example of Main Street Programs Case Study:
 How Clarksville, Mo. saved its downtown one building at a time.
 Source: <http://www.mainstreet.org/MediaLibrary/SNAug2003HistoricClarksville.pdf>



Example of Main Streets Programs Case Study:
 Burlington, Iowa, saved landmarks and created housing downtown
 Source: <http://www.mainstreet.org/MediaLibrary/2004GAMSA/BurlingtonIA.pdf>

¹ Seidman, Karl. F., 2004. Revitalizing Commerce for American Cities: A Practitioner's Guide to Urban Main Street Programs. Washington, D.C: Fannie Mae Foundation. Available at: http://www.fanniemaefoundation.org/programs/pdf/101504_seidman.pdf

² Dane, Suzanne G. 1997. Main Street Success Stories. Washington, D.C.: National Main Street Center, National Trust for Historic Preservation.



Graphics showing the success of the Main Street Program: Business Growth (A), Job Growth (B) and Reinvestment (C).
 Source: <http://www.mainstreet.org/content.aspx?page=2080#AverageJobGrowthfromMS>

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§ion=15>

Getting Started - Using the Main Street Approach:
<http://www.mainstreet.org/content.aspx?page=57§ion=2>



skiatook town plan

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 Districts 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.



Aerial showing Central Park before improvements. Source: Google Earth



Central Park in Tulsa and Downtown buildings in the background



Central Park in Tulsa.

¹Source: City of Tulsa – Urban Development Department. No date. Business Improvement Districts: A Guide to Establishing and Improvement District in Tulsa, Oklahoma. Tulsa, OK.

Recommendations

Organizational, Regulatory and Policy Changes

31. BID – Business Improvement District ¹

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 from 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.lsb.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).

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skiatook town plan

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



Presentation of the recommendations



Presentation of the proposed site plan



Participants discussing the recommendations



Participants discussing the proposed site plan

Review Meeting Recommendations - Survey

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

Public Improvements

- 01. Wi-Fi Downtown..... very.....somewhat.....no preference.....unimportant
- 02. Pedestrian Friendly Environment: Sidewalks, Integrated Open Space..... very.....somewhat.....no preference.....unimportant
- 03. Designated Parking/Signage/Standards..... very.....somewhat.....no preference.....unimportant
- 04. Trail Head Development/Link to Downtown..... very.....somewhat.....no preference.....unimportant
- 05. Gateways Entering Town..... very.....somewhat.....no preference.....unimportant
- 06. Wide Sidewalks/Traffic Calming/Raised Crosswalks/Improved Signals and Timing very.....somewhat.....no preference.....unimportant
- 07. Fountains/Roundabouts very.....somewhat.....no preference.....unimportant
- 08. Lighting standards very.....somewhat.....no preference.....unimportant
- 09. Landscaping/Planters/Street Furniture very.....somewhat.....no preference.....unimportant

Private Enhancements / Efforts

- 10. Unified Downtown Design Guidelines very.....somewhat.....no preference.....unimportant
- 11. Organized Cleanup Efforts/Schools very.....somewhat.....no preference.....unimportant
- 12. Farmer's Market/Open Market/Close Street very.....somewhat.....no preference.....unimportant
- 13. Bookstore/Coffeeshop/Café/Attractor very.....somewhat.....no preference.....unimportant
- 14. Split/Merge Long Buildings very.....somewhat.....no preference.....unimportant
- 15. Family Activities/Recreation very.....somewhat.....no preference.....unimportant
- 16. Encourage Housing Rehab very.....somewhat.....no preference.....unimportant
- 17. Alternatives for Osage/Rogers Property very.....somewhat.....no preference.....unimportant
- 18. Preserve and Restore Historic Character very.....somewhat.....no preference.....unimportant

Financial, Organizational, Regulatory, Policy Changes

- 19. Research/Apply to Main Street Program very.....somewhat.....no preference.....unimportant
- 20. BID/TIF Districts/Incentives/Matching Funds very.....somewhat.....no preference.....unimportant
- 21. Festivals/Events/Christmas Parade very.....somewhat.....no preference.....unimportant
- 22. Downtown Skiatook Website/Leasing Office/Chamber Marketing/Government Support very.....somewhat.....no preference.....unimportant
- 23. Code Enforcement very.....somewhat.....no preference.....unimportant
- 24. Merchants' Association very.....somewhat.....no preference.....unimportant
- 25. Absentee Owners/Land Bank/Land Swaps/Property Tax Penalties/Incentives very.....somewhat.....no preference.....unimportant
- 26. Apply for Grants: CDBG-Trails Program very.....somewhat.....no preference.....unimportant
- 27. Limit Growth Boundaries very.....somewhat.....no preference.....unimportant



Review Meeting Survey Results

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

Public Improvements

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

Private Enhancements / Efforts

- 10. Unified Downtown Design Guidelinesvery
- 11. Organized Cleanup Efforts/Schoolsvery
- 12. Farmer’s Market/Open Market/Close Streetsomewhat
- 13. Bookstore/Coffeeshop/Café/Attractorvery
- 14. Split/Merge Long Buildingssomewhat
- 15. Family Activities/Recreationvery
- 16. Encourage Housing Rehabvery
- 17. Alternatives for Osage/Rogers Propertyvery
- 18. Preserve and Restore Historic Charactervery

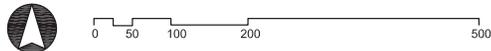
Financial, Organizational, Regulatory, Policy Changes

- 19. Research/Apply to Main Street Programvery
- 20. BID/TIF Districts/Incentives/Matching Fundssomewhat
- 21. Festivals/Events/Christmas Paradevery
- 22. Downtown Skiatook Website/Leasing Office/Chamber Marketing/Government Supportvery
- 23. Code Enforcementvery
- 24. Merchants’ Associationvery
- 25. Absentee Owners/Land Bank/Land Swaps/Property Tax Penalties/Incentivesvery
- 26. Apply for Grants: CDBG-Trails Programvery
- 27. Limit Growth Boundariessomewhat

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 | Design Guidelines to enhance back of buildings | Proposed Light Poles | 3. Designated Parking | 12. Farmer's Market / Open Market:
Close Street Temporarily |
| Small, Long and/or Narrow Existing Buildings: Merging / Splitting buildings to acomodate new uses | Paved alley | Existing Light Poles | 4. Trail Head Development / Link to Downtown | 12a. Temporary Traffic Barriers |
| Buildings with historic characteristics: Restoration | Proposed Location of Gateways | Existing Traffic Lights / Light Poles | 4a. Playground | 14. Split / Merge Buildings |
| Signs indicating Parking towards North | Signs indicating Parking towards South | Trees - small (10' diam.) | 4b. Court and Skate Park | 15. Family Activities / Recreation |
| Existing Parking | Existing Buildings | Trees - medium (20' diam.) | 4c. Horse Stable | 17. Alternatives for Osage / Rogers Property:
shopping center / mixed use buildings |
| | | Trees - large (30' diam.) | 6. Pedestrian Friendly Environment | |
| | | | 6a. Wide Sidewalks | |
| | | | 6b. Traffic Calming / Raised Crosswalks | |
| | | | 7. Fountains / Roundabouts | |
| | | | 9. Landscaping | |



Site Plan



	Two Story Buildings: Mixed Use 1st floor: commercial 2nd floor: residential	3. Designated Parking
	Small, Long and/or Narrow Existing Buildings: Merging / Splitting buildings to acomodate new uses	4. Trail Head Development / Link to Downtown 4a. Playground 4b. Court and Skate Park 4c. Horse Stable
	Buildings with historic characteristics: Restoration	6. Pedestrian Friendly Environment 6a. Wide Sidewalks 6b. Traffic Calming / Raised Crosswalks
	Design Guidelines to enhance back of buildings	7. Fountains / Roundabouts
	Paved alley	9. Landscaping
	Proposed Location of Gateways	12. Farmer's Market / Open Market: Close Street Temporarily 12a. Temporary Traffic Barriers
	Signs indicating Parking towards North	14. Split / Merge Buildings
	Signs indicating Parking towards South	15. Family Activities / Recreation
	Existing Parking	17. Alternatives for Osage / Rogers Property: shopping center / mixed use buildings
	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.)	



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



Site Plan



- Two Story Buildings: Mixed Use
1st floor: commercial
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- Design Guidelines to enhance back of buildings
- Paved alley
- Proposed Location of Gateways
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 - 4c. Horse Stable
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 - 6b. Traffic Calming / Raised Crosswalks
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- 17. Alternatives for Osage / Rogers Property: shopping center / mixed use buildings



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. *Skiatook; 1872 to 1921*, 2001; The Skiatook Museum, Skiatook, OK

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

Platuus, A., R. Shibley, D. Watson., *Time-Saver Standards for Urban Design*, 2003; McGraw-Hill; New York

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.shtml
National Weather Service	http://www.nws.noaa.gov/



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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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