

Skiatook 2035

Live, Work, Play

A Frontier of Possibilities



Land Use Master Plan

City of Skiatook, Oklahoma

Adopted April 12, 2016 Resolution 2016-10

Summary

The Skiatook 2035 (Plan) provides a blueprint for growth and development over the next 20 years. The Plan represents a desired land use pattern for the City and surrounding fenceline area, and accounts for scheduled and recent infrastructure improvements, particularly relating to wastewater collection and transportation improvements, tempered by environmental constraints. Development of the Plan involved close coordination with the *Skiatook Economic Development Authority* (SEDA), which functioned as the steering committee for the project. SEDA is comprised of community stakeholders, elected officials, owners of local businesses, significant land holders, political leaders, and members of the real estate community. Additional information, utilized in the development of the Plan, was collected from the Skiatook Public Works and Community Development Departments. The Plan also coordinates with other adopted plans such as the Indian Nation Council of Government's (INCOG) Regional Trails Plan, Skiatook Gateway Village Vision Plan, and Transportation Master Plan. The Plan consists of a land use plan map and a supporting text that contains general data, specific goals, action plans, and recommendations for land use and development in the City and surrounding areas within the fenceline.

The plan was placed on the City web page for 60 days, allowing for public comment. Additionally, a public hearing was held at the City Council and information regarding the Plan was placed in the local newspaper. The concept behind the Plan is encouraging urban densities in areas where sanitary sewer or electric service is currently provided or has the potential to be cost effectively provided within the Plan horizon year. Additionally, the Plan focuses higher intensity uses at the intersections of major and minor arterial roadways or along highly traveled corridors where feasible, while lower intensity uses, such as large lot single family homes are focused in areas further away from urban services.

Community History

It is generally accepted that Cherokee Chief William C. Rogers founded Skiatook in 1872 when he established a trading post in the Cherokee Nation just south of Bird Creek where the stream was easily crossed. The Osage Indian, Skiatooka, was frequent trader at the post, which brought his name as a possible connection in the town's name.



The first Skiatook Post Office was established in the Rogers' store in the 1880's and in 1892, the name took its present form, "Skiatook." In 1880 the nearest town and railroad depot was Coffeyville, Kansas. The first deed in town was granted to the Skiatook Bank, later known as the First National Bank, on December 18, 1904. That same day, lumber was delivered to build the bank building, and on January 24, 1905 the Skiatook Bank opened for business. Following the Skiatook Bank, more construction began throughout town, and many buildings replaced nearby shacks and tents.

On December 18, 1904, Skiatook was established on the present site near 146th St. N. and State Highway 11. The Midland Valley Railroad was built through the area during this period and a weekly newspaper, the Skiatook Sentinel, was first published. On April 10, 1905 the Midland Valley Railroad arrived in Skiatook with its first Tulsa passengers. Like most towns of this era, the railroad was an integral part of growth and commerce. Skiatook was incorporated as a town in the summer of 1905. A. E. Townsend was the first mayor, with Fred Lynde, Al K. Fiegly, C. H. Cleveland, C. E. Tyler and George Bleavins, acting aldermen. Judge Gill approved the charter, Joseph Mucer was the first Chief of Police and Mr. Stokes was the first City Clerk. By fall of 1906, the residents had the conveniences of natural gas and public telephones. After Oklahoma Statehood in 1907 construction began on permanent roads and bridges. Several small country schools had been scattered throughout the area, and Skiatook Schools began in 1905, before statehood. The first permanent school building in Skiatook was built in 1908.

Cement sidewalks were constructed between 1909 and 1910, and in 1912 Skiatook received water, sewer and electric light improvements. The area experienced much growth in the oil, gas and farm industries. Increased traffic through town warranted better streets, and by the fall of 1919, Skiatook had 15 blocks of continuous cement paved streets. In 1920, Skiatook had 2,000 residents and around 50 businesses. A road to Tulsa was paved in the early 1920's, and with good roads leading out in all directions, Skiatook became known as the gateway to all points North, South, East and West. In the 1930's, Skiatook began purchasing water from the City of Tulsa's Spavinaw Lake, but the completion of Skiatook Lake in 1984 gave Skiatook its own permanent water source.

Since its beginning in the late 1880's, with the exception of the decade of the depression up to the mid to late 1940's, Skiatook has grown steadily. It is estimated the population has increased by 93% since 1990. The 2014 estimate of population for the City of Skiatook was 7,788 and 8,865 for the unincorporated area for an estimated total population in the planning area of 16,653.

Source: US Census, INCOG, Skiatook Historical Society, Skiatook Journal

Please contact the City of Skiatook Community Development Department at (918) 396-3200 for more information about the Skiatook 2035 Land Use Master Plan, zoning information, and development regulations. Or you may visit our web page at www.cityofskiatook.com

Primed for Growth

Skiatook is part of the Tulsa Metropolitan Statistical Area (MSA) and is located approximately 13 miles north of the City of Tulsa, Oklahoma, the largest metropolitan area in the region. Many Skiatook residents commute to the City of Tulsa, Tulsa Airport, or Cherokee Industrial Park, which lies just 9 miles to the south. The City of Bartlesville, a community of 36,498 lies 26 miles to the north. US-75 lies along Skiatook's eastern boundary connecting the City of Bartlesville and Tulsa. This highly traveled corridor, due to its prime access and visibility, is where high growth potential exists.

The Skiatook area has beautiful surroundings, consisting of upland prairie, forested bottom lands, and rolling hills with scenic views of the surrounding Osage landscape. Nestled in the Osage Hills just to the west of the City, but within the Skiatook fenceline, lies Skiatook Lake. It's clear deep blue water, numerous camping areas, and boat ramps provide a haven for water recreation enthusiasts and anglers alike. The Lake hosts numerous fishing tournaments throughout the year, due its excellent population of sport fish. Skiatook has a well preserved original downtown area and much of the original building stock is being used or repurposed. In 2015 the *Skiatook Gateway Village Vision Plan* was prepared and adopted as a vision by the City Council. This document casts a long term vision for the downtown area and emphasizes its importance and uniqueness to the community. Further, the City adopted an overlay district covering the downtown area as well as other properties along SH-20 between SH-11 and 1/2 mile west of W. 52nd Street. This overlay controls architecture and restricts metal structures in the downtown area. The Community has made significant investments in protecting the original town area by preparing special plans and adopting the overlay to protect the distinctive architecture. Additionally, the community is investing funds from a Countywide referendum approved in 2003 for an enhanced streetscape in the downtown area that includes trees, benches, traffic calming, and pedestrian crossings.

Skiatook, Oklahoma Quick Facts	
Item	
Estimate of 2014 city limit population	7,788
Persons per household	2.69
Median age	36.2
Corporate limits land area	8,435 Ac./13.2 Square miles
Fenceline land area	115,840 Ac./181 Square miles
Approximate area of land available for development less floodplain and Skiatook Lake	39,500 Ac./61 Square miles
Approximate acreage available for development in key US-75 and SH-20 corridor	1,623 Ac.
Average sold price for a single family home	\$143,000
Retail sales per capita	\$14,387
Median household income	\$40,815

Source: US Census, INCOG, Osage County Assessor, Realtor.com, Tulsa County Assessor

Using the Plan

It is important to understand that the Plan represents a desired land use pattern for the community and does not require current uses that conflict with the Plan to cease operations or relocate. However, if a property is redeveloped or rezoned, the Plan should be referenced as to the appropriateness of the proposed use relative to the land use designation for the property in question. The land uses shown on the Plan represent the highest intensity that would be preferred in a given location. The Land Use Plan is a policy document providing guidance to City officials as they develop future budgets or plan for expansion of infrastructure and other services. As a policy document, the Land Use Plan is not regulatory such as the Zoning Code or Municipal Code of Ordinances. Although the Zoning Code and the Plan are both officially adopted by the Skiatook City Council, only the Zoning Code sets forth regulations that are legally binding. The Plan will be an official statement by the City of its vision, intentions, goals, action plans and strategies for future land use development.

The Plan is not an inflexible document unresponsive to different land use scenarios that may occur over the next 20 years. Recognizing unforeseen changes do occur, the Plan is a flexible document that acts as a reliable tool for evaluating development proposals individually based on the context of the particular area in question. Procedures are available allowing amendments to the Plan where warranted. Amendments will be evaluated based on how they maintain the goals of the Plan and if the change is still consistent with the overall concepts of the Plan.

Planning Issues

While the Skiatook area has excellent potential for growth, there are several challenges facing the community that must be identified and addressed. During the first few months of the Plan's development the SEDA group identified what they believed to be the significant long term issues facing the community.

- Sales tax leakage to surrounding communities
- Lack of lodging accommodations for visitors during sporting tournaments and other events
- Sales tax as the single source of revenue for municipal operations is unstable and insufficient to keep up with both current and future needs
- Sanitary sewer service is limited and should be expanded into areas with high growth potential allowing for urbanized development
- Lack of a regional detention facility that could help with flooding issues and promote development
- Roads are deteriorating faster than the City's ability to keep up with maintenance and repairs; this is essential to ensure they will not get in such disrepair that they become enormously expensive to rebuild.
- Unsignificantly travel corridors and commercial buildings and encroachment of intrusive uses in single-family neighborhoods
- Lack of "attractor" businesses, nightlife and entertainment venues
- Lack of safe pedestrian and bicycle transportation facilities; it is difficult to get around by foot or bike in the community.
- Skiatook is still not a "full service" community and citizens travel to Tulsa or other surrounding communities for certain daily needs and entertainment.
- Keeping up with the cost of maintenance of public property

Vision Statement

Skiatook is committed to providing well planned controlled and sustainable development, quality residential housing, green space and commercial and industrial job generating uses in appropriate locations that can be adequately served with infrastructure.

Community Goals and Action Plans

- Goal 1:** Become an aesthetically pleasing community, particularly along its main travel corridors.
- Goal 2:** Provide an integrated efficient multi-modal transportation system that affords mobility, convenience and safety that meets the needs of all citizens.
- Goal 3:** Become a full service community with ample commercial areas that generate sales tax to support public needs and core services.
- Goal 4:** Skiatook shall have a strong community identity with an active and vibrant original town area.
- Goal 5:** Provide neighborhoods that support a balance of well designed and planned transportation choices
- Goal 6:** Develop an effective flood plain management program to minimize future flooding impacts and risks, while still supporting growth
- Goal 7:** There shall be adequate quality infrastructure to support current and future development.
- Goal 8:** Identify a blend of funding mechanisms to ensure infrastructure is adequately provided and maintained.
- Goal 9:** Provide adequate open/green space to protect watersheds and provide for future trail corridors
- Goal 10:** Skiatook shall maximize its electric utility as a key component towards long term growth, economic stability, and sustainability.

Action Plans

- Continue to work on enhancing local codes and ordinances that promote better architecture and site development
- Strengthen code enforcement in all areas including "snipe sign" control, junked cars and debris, high grass and weeds, etc.
- Establish an Architectural Review Board for the original town area.
- Adopt the Gateway Village Vision Plan as a codified document for development in original town area and as an implementation tool for making decision on capital expenditures.
- Identify one or several regional detention pond locations to accommodate stormwater in heavy storm events. Funding for such facilities could come from Federal or State grants, low interest ODEQ loans, a stormwater utility, or a payback system for property developing in affected watersheds.
- Partner with other local organizations to promote the development of commercial, retail and job producing industries and business along the US-75/SH Corridor.
- Begin a campaign promoting the importance of shopping locally in terms of public improvements and community needs
- Infrastructure investments should be targeted to areas of the community with high growth potential that have a high cost benefit return.
- Continue to seek grants and cost sharing opportunities with federal, state and regional entities for infrastructure projects
- Revise the subdivision regulations and engineering design standards to improve site design, control of curb cuts, and increase the longevity of new infrastructure.
- Explore the option of issuing road and infrastructure bonds on local referendums to accelerate projects.
- Explore the option of creating sewer payback districts to manage and control growth in desired areas.
- Continue efforts to lobby the State legislature to change Oklahoma municipal funding laws
- Evaluate annexation applications relative to the benefits gained from serving property with electricity; perform a cost benefit analysis for development proposals.

Land Use Categories and Descriptions

Rural Residential

The Rural Residential category comprises of low density single family home sites or development, either as part of a rural subdivision, homes on large multi-acre lots, or homes on large agricultural tracts. Rural residential developments would utilize septic or aerobic systems for managing wastewater and would be in areas where urban sewer services are not currently available or would likely not be available within the Plan horizon year. Density in the rural residential category would range from a minimum of 1/2 acre home sites up to potentially 50 or more acres per unit. Most development in this category would be found around Skiatook Lake, floodplain areas, or in the rolling landscape of Osage County where extension of sanitary sewer utility lines would be prohibitively expensive or infeasible. Additionally, rural home sites are a feature that makes the Skiatook area attractive to a portion of the population, and as such these areas should be maintained and protected from urban encroachment.



Corresponding Zoning Classifications:

- Agricultural (AG)
- Residential Estate (RE)
- Residential Single Family (RS-1)
- Planned Unit Developments (PUD)

Urban Residential



This category typically is comprised of single family neighborhoods of varying lot sizes and represents single family homes with the municipal sewerage service or the possibilities of such service. Dwelling unit densities within the Urban Residential category generally range from 2 to 5 units per acre. Planned Unit Developments may also be found in the residential land use category and may contain various intensities of residential housing. In most cases, the Residential use category is buffered from higher intensity uses such as Commercial with the Transitional use district.

In some instances duplexes, residential multi-family low density, or light office uses may be appropriate in this category. Typically this will be accomplished using the Planned Unit Development (PUD) approach for development applications. As the City grows it becomes more urbanized and as such development becomes more complex. Therefore, more care needs to be taken when allowing higher density and more intense uses in developed areas. Considering this, duplex, townhome, senior living, light office, or similar uses may be appropriate in some locations, especially as part of an integrated master planned development.

Corresponding Zoning Classifications:

- Residential Single Family (RS-1, RS-2, RS-3)
- Residential Duplex (RD), Residential Multi-Family Low Density (RM-1), Office Light (OL) – Allowed as a single use if the proposed development is part of an existing duplex, multi-family, or office development; or if functioning as a buffer between higher and lower intensity uses such as between single family residential and commercial; or is developed as a PUD as an individual lot or a multiple lot development. In most cases traffic accessing an RD, RM-1, or OL development shall not pass through a lower density single family development first unless developed as a master planned neighborhood. The surrounding context of existing and proposed land uses should be taken into account regarding an RD, RM-1, or OL development in the Urban Residential category.
- Planned Unit Developments (PUD)

Transitional

The Transitional land use category represents a transition zone from single family residential development to more intense development. Typical uses found in the transitional use zone include attached housing (e.g. duplexes, apartments, townhomes) and office uses. This district would not be suitable for multiple story office (2 or more stories) buildings if adjacent to single family neighborhoods unless compensatory setbacks were observed. Office areas within this district would include planned office campuses and single use office facilities.



Transitional zones generally act as a buffer between higher intensity uses, such as commercial, and lower intensity uses, such as single family residential, hence the name transitional district. Additionally, there is normally a direct connection to an arterial street from the transitional zone. Transitional zones can also be integrated with planned unit developments as part of a larger neighborhood master plan. Where possible, the transitional category is shown in areas that act as a buffer between higher intensity uses and single family neighborhoods.

Corresponding Zoning Classifications:

- Residential Single Family (RS-3)
- Residential Multi-Family (RM-1), (RM-2)
- Residential Duplex (RD)
- Residential Mobile Home (RMH)
- Office Light (OL)
- Office Medium (OM)
- Planned Unit Development (PUD)

Commercial



The Commercial land use category represents areas of retail trade and services. Typically these areas are located around nodes of arterial street intersections or in some cases at intersections of collectors and arterials. The corridor near and around US-75 and SH-20 have enormous potential to establish regionally significant commercial uses, such as an outlet mall or amusement park. The commercial use category includes uses that range from small neighborhood convenience shopping areas, single free standing buildings, big box retailers, restaurants, automotive services centers, and other similar retail uses.

Corresponding Zoning Classifications

- Commercial Shopping (CS)
- Commercial General (CG)
- Commercial High Intensity (CH)
- Office Light (OL)
- Office Medium (OM)

- Industrial Light (IL) is possible if: No traffic passes through residential areas to access said sites. Care is taken to provide attractive architecture with masonry facades of brick, stone, stucco, split face block or equivalent materials. Storage of outdoor equipment or materials is completely screened with an opaque wood or masonry fence in the rear of the property.

Industrial/Regional Employment

The Industrial/Regional Employment land use category represents the highest intensity of land use in Skiatook. This category envisions property that can be developed for high tech precision manufacturing, industrial services, and related businesses that would provide high quality jobs. The Plan identifies these uses around existing patterns of industrial activity and in areas that hold the potential for this type of use due to excellent transportation access to the surrounding region. These areas include locations adjacent to the Skiatook Airport and in the US-75/SH-20 Corridor District. Some higher intensity commercial uses may be appropriate in the Industrial/Regional Employment Use district. These may include more intense auto and truck repair, truck rental facilities, lumber yard, etc., which are also found in the CH zoning district. Highly visible uses should be developed with attractive architecture, landscaping, and employ screening of any outdoor storage areas.



Corresponding Zoning Classifications:

- Commercial Shopping (CS)
- Commercial General (CG)
- Commercial High Intensity (CH)
- Office Light (OL)
- Office Medium (OM)
- Industrial Light (IL)
- Industrial Medium (IM)

- Industrial Heavy (IH) is possible with a PUD if abutting an area designated for residential or transitional uses, or abutting an area zoned for residential uses or being used for residential purposes. Said projects should be evaluated as to the number and type of jobs created and their overall economic impacts to the local economy.

Public/Institutional/Quasi-Public



The Public/Institutional/Quasi-Public land use category includes government and quasi-governmental facilities. Uses that may be found in this category include hospitals, public buildings, schools, and/or utilities. The Plan does not specifically identify where future public uses might occur; rather, the public uses shown on the plan are existing and dedicated for a specific public purpose. This category does not include places of worship or places of assembly, as they are permitted in multiple zoning districts. The Plan reflects locations of current public property, but does not specify future public uses because it is difficult to predict where such uses may occur as many of them are dependent upon land donations or in some case condemnation.

Corresponding Zoning Classifications

Public uses are permitted in all zoning districts.

Parks/Recreational

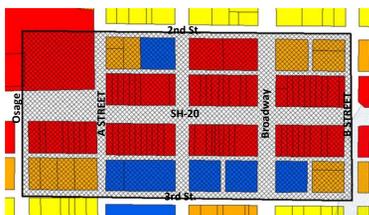
Similar to the Public/Institutional/Quasi-Public land use category, the Parks/Recreational category generally identifies land area already being used for public park uses. The plan does not identify private neighborhood parks or other private recreational uses. In general, parks should be situated conveniently to allow access to all citizens in the community and be socially equitable. Skiatook is well served with park and recreational areas both within the City limits and those around Skiatook Lake, which include the John Zink Scout Ranch and other State Recreational Areas. Although the plan does not directly depict them, areas adjacent to Hominy Creeks and Bird Creeks should be explored and ultimately protected for potential trail corridors. These areas would never developed with urban type uses due to flooding issues, but would make suitable corridors for recreational trails, further augmenting existing trails in the community.



Corresponding Zoning Classifications

Parks are permitted in all zoning districts.

Special Planning Districts

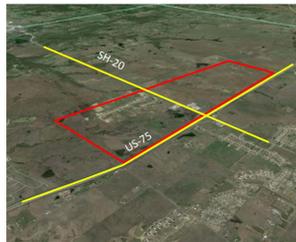


Downtown Development District

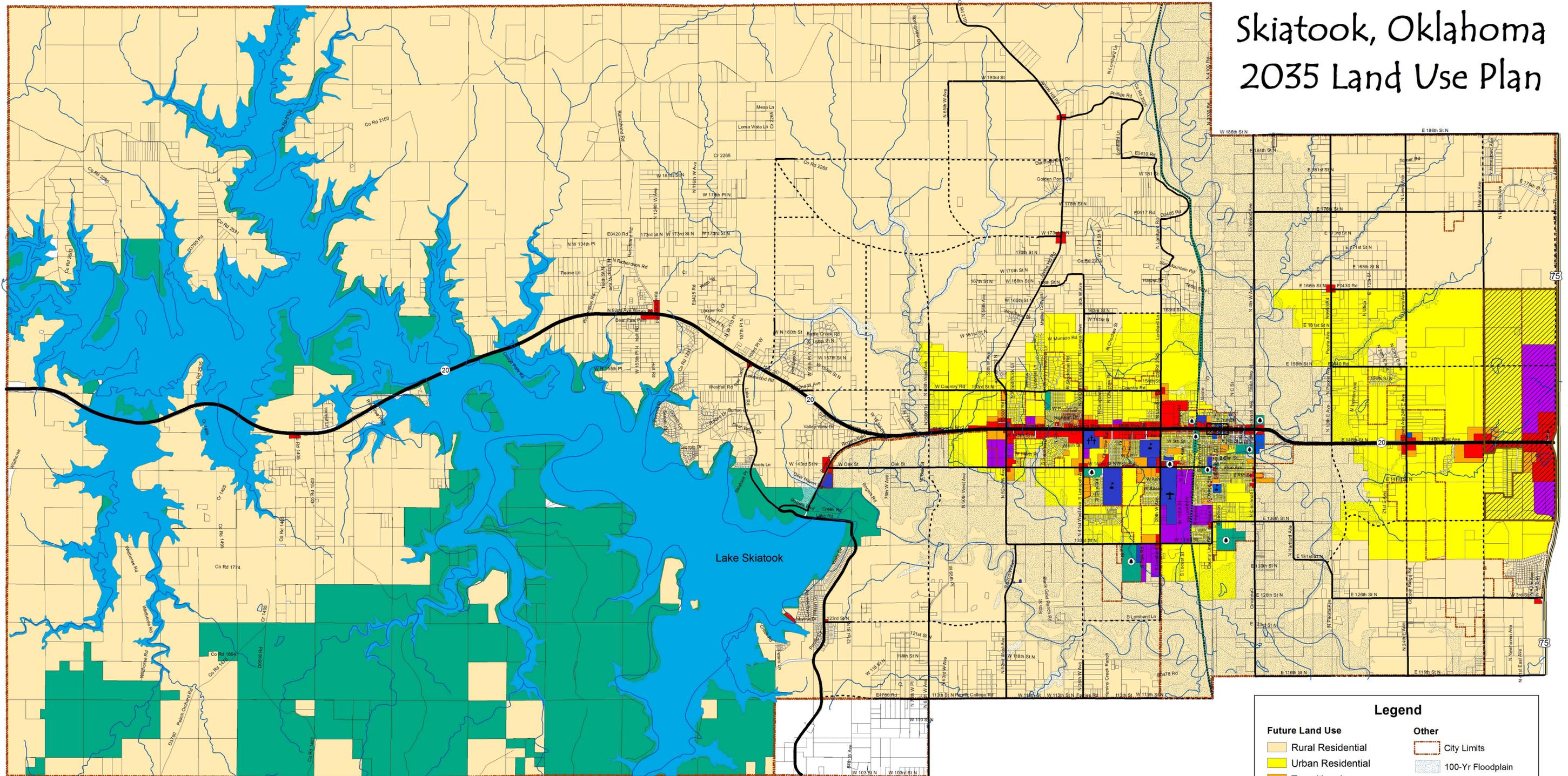
The Skiatook original town or downtown area is identified on the Plan as a special planning district. Low intensity pedestrian scale commercial, office, higher density residential uses, and mixed use are recommended in this district. Additionally the *Skiatook Gateway Village Vision Plan* shall be consulted for guidance on future development and public improvement activities.

US-75/SH-20 Corridor District

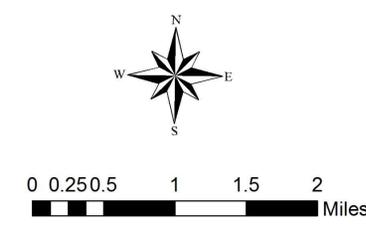
The Plan identifies a special planning area called the US-75/SH-20 Corridor District, which is located on the west side of US-75 between 166th St. N. and 136th St. N. Due to its high growth potential, this area which is nearly 1,600 acres in size, is identified for regional types of development and employment generating business and industries. The Cherokee Industrial Park, which contains numerous manufacturing and IT related businesses, lies just 7 miles to the south of this location. Therefore, this corridor would provide excellent opportunities for ancillary supporting businesses. Because its high visibility, the Plan encourages attractive architecture and site design to ensure the area maintains long term stability and high property values.



Skiatook, Oklahoma 2035 Land Use Plan



Base Zoning Districts	Land Use Categories					
	Rural Residential	Urban Residential	Transitional	Commercial	Industrial/Regional Employment	Downtown Development District
Agriculture (AG)	Allowed					
Residential Estate (RE)	Allowed					
Residential Single Family (RS-1)	Allowed	Allowed				
Residential Single Family (RS-2)		Allowed				
Residential Single Family (RS-3)		Allowed	Allowed			Allowed
Residential Duplex (RD)		Possible	Allowed			Allowed
Residential Multi-Family Low Density (RM-1)		Possible	Allowed			Allowed
Residential Multi-Family Med. Density (RM-2)			Allowed			
Residential Mobile Home (RMH)			Allowed			
Office Light (OL)		Possible	Allowed	Allowed	Allowed	
Office Medium (OM)			Possible	Allowed	Allowed	
Commercial Shopping (CS)				Allowed	Allowed	Allowed
Commercial General (CG)				Allowed	Allowed	
Commercial High Intensity (CH)				Allowed	Allowed	
Industrial Light (IL)				Possible	Allowed	
Industrial Medium (IM)					Allowed	
Industrial Heavy (IH)					Possible	



Legend

Future Land Use

- Rural Residential
- Urban Residential
- Transitional
- Commercial
- Industrial/Regional Employment
- Parks/Recreation
- Public
- Original Town Area
- US-75/SH-20 Special Planning Area

Other

- City Limits
- 100-Yr Floodplain
- Rivers/Creeks
- Multi-Use Trails
- Public School
- Public Park
- Municipal Airport
- Cemetery

Road Designations

- Future Secondary Arterial
- Existing Primary Arterial
- Existing Secondary Arterial
- State Highway
- US Highway