Stillwater OKLAHOMA
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CITY COUNCIL MEETING AGENDA
DECEMBER 1, 2025

723 S. Lewis Street, Room 1122 B
Stillwater, OK 74074
5:30 PM

Mayor Will Joyce, Vice Mayor Amy Dzialowski, Councilors Kevin Clark, Christie Hawkins, & Tim Hardin

1. Call Meeting to Order
2. Pledge of Allegiance
3. Consent Docket

Items listed on the consent docket are routine administrative matters that may be approved without discussion. The Council will take action on these items collectively with a single vote. The requested City Council action is indicated for each item listed. Should a Councilor elect to discuss, amend, revise, or table any item listed on the consent docket, the item will be moved to the section of the agenda titled "Items Removed from the Consent Docket" for consideration and possible action. Additionally, a Councilor or the City Manager may simply ask the Mayor to remove an item from the consent docket prior to action by the City Council and no action will be taken on the removed item at this meeting.

a.	Approve November 17, 2025 regular meeting minutes.		
b.	Approve budget amendments to reflect receipt and appropriation of $2,979 from Payne County Enhanced 911 Communications Board for travel to the Central Square Conference.		Jared Thulin
c.	Approve budget amendments to reflect receipt and appropriation of insurance proceeds related to property damage.		Jared Thulin
d.	Approve MOU with OSUPD for network access to facilitate use of public safety software for Computer-Aided Dispatch and Records Management Systems.		Aaron Kelly
e.	Acceptance of easements and right-of-way dedications for the data center project at 1500 E.	CC-25-159	Henry Bibelheimer

	Richmond Road.		
f.	Acceptance of the final plat for Richmond Road & Highway 177 Addition in the General Industrial (IG) district at 1500 E. Richmond Road.	CC-25-160	Henry Bibelheimer
g.	Acceptance of a general utility easement for property addressed as 3818 S. Sangre Road.	CC-25-161	Joshua Brown
h.	Approve budget amendments reflecting receipt and appropriation of $5,000 in Oklahoma Department of Libraries health literacy grant funds to the Stillwater Public Library.	CC-25-162	Stacy Delano
i.	Approve budget amendments reflecting receipt and appropriation of $1,480 in donations to the Stillwater Public Library.	CC-25-163	Stacy Delano
j.	Approve Amendment #11 to the Olsson Professional Services Agreement for the North Parking Lot Design and Construction Phase Services at the Stillwater Regional Airport terminal for a total of $47,200 and authorize the City Manager to sign the agreement.	CC-25-164	Kellie Reed

4. Public Comment on Items not Scheduled for Public Hearings

   Stillwater City Code, Section 2-53(a) & (b), provides that taxpayers or residents of the city, or their authorized legal representatives, may address the Council at a regularly scheduled meeting on **any item of business listed on the meeting agenda** provided they have submitted a written request prior to the meeting either online at Request to speak form or via the form found in the lobby outside Council chambers.

5. Items Removed from the Consent Docket

   Items removed from the consent docket are placed on this section of the agenda for discussion, revision, amendment and/or tabling prior to action by the City Council. The City Council may take action, including a vote or series of votes, on items removed to this section of the agenda after the requested discussion, revision or amendment.

6. Public Hearings

   The Council will hear public comments, discuss, and take action including a vote or series of votes on each item listed as presented or as amended by the City Council unless the agenda entry specifically states that no action will be taken.

a.	Receive public comment regarding a request for a Map Amendment (MA25-15) to rezone property addressed as 711 S. Ramsey Street from Small Lot Single Family Residential (RSS) to Two-Family and Multi-Family (RTM) district.	CC-25-165	Henry Bibelheimer

b.	Receive public comment regarding a request for a Map Amendment (MA25-13) to rezone property addressed as 998 S. Murphy Street from Small Lot Single Family Residential (RSS) and Commercial General (CG) to Commercial General (CG) district.	CC-25-166	Henry Bibelheimer
c.	Receive public comment regarding a text amendment to Chapter 23, Land Development Code, Article VI, Land Use Classifications, to amend or to add a setback exception in Division 3, Residential Districts, Sections 23-136 through 23-142 and 23.144, Division 4, Commercial Districts, Sections 23-150 through 23-153, Division 5, Industrial Districts, Sections 23-160 through 23-161, and Division 6, Agriculture District, Public District and University District, Section 23-170.	CC-25-167	Henry Bibelheimer
d.	Receive public comment regarding the approval and adoption of the update to the City's comprehensive plan, referred to as "Envision Stillwater 2045 Comprehensive Plan".	CC-25-168	Henry Bibelheimer

7. General Orders

The City Council will hear a staff presentation, discuss, and take action including a vote or series of votes on each item listed as presented or as amended or revised by the City Council unless the agenda entry specifically states that no action will be taken. The requested action is indicated in each agenda entry but may be amended or revised prior to action by the City Council.

a.	Airport Parking Lot Plans Discussion as presented to the Stillwater Regional Airport Advisory Board (SRAAB), and possible action to provide direction to staff.	CC-25-169	Kellie Reed
b.	Consideration and possible action to approve the award of contracts by CMAR, Lippert Brothers, Inc., for Project Work Package # 5 (North Triangle Parking Lot) for the Stillwater Regional Airport Terminal and Improvements Project; Approve Amendment No. 5 to the CMAR Agreement which includes a partial conversion to guaranteed maximum price in the amount of $633,308 for the relevant portion of work identified in Project Work Package #5, and authorize the City Manager to sign the Amendment and related exhibits A-1 and C-5.	CC-25-170	Kellie Reed

8. Resolutions

The City Council will hear a staff presentation, discuss, and take action including a vote or series of votes on each resolution listed as presented or as amended or revised by the City Council.

a.	RESOLUTION NO. CC-2025-31: RESOLUTION OF THE STILLWATER CITY COUNCIL APPROVING THE SUBMISSION OF AN APPLICATION FOR OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS AIRPORT CONSTRUCTION PROGRAM GRANT FUNDS FOR IMPROVEMENTS AT STILLWATER REGIONAL AIRPORT; APPROVING THE ASSOCIATED BUDGET AMENDMENTS FOR THE REQUIRED SPONSOR MATCH; AND AUTHORIZING THE MAYOR OR VICE-MAYOR TO EXECUTE ALL NECESSARY PROJECT DOCUMENTS

b.	RESOLUTION NO. CC-2025-32; SUA-2025-9; SEDA-2025-5: A RESOLUTION AUTHORIZING SIGNATORIES FOR DEPOSITARIES.

9. Ordinances

The City Council will hear a staff presentation, discuss, and take action including a vote or series of votes on each ordinance listed as presented or as amended or revised by the City Council.

First Read

a.	ORDINANCE NO. 3586: AN ORDINANCE REZONING A TRACT OF LAND LOCATED AT 711 S. RAMSEY STREET FROM SMALL LOT SINGLE-FAMILY RESIDENTIAL (RSS) TO TWO-FAMILY AND MULTI-FAMILY (RTM).

b.	ORDINANCE NO. 3587: AN ORDINANCE REZONING A TRACT OF LAND LOCATED AT 998 S. MURPHY STREET FROM SMALL LOT SINGLE-FAMILY RESIDENTIAL (RSS) and COMMERCIAL GENERAL (CG) TO COMMERCIAL GENERAL (CG).

c.	ORDINANCE NO. 3589: AN ORDINANCE AMENDING CHAPTER 23, LAND DEVELOPMENT CODE, ARTICLE VI, LAND USE CLASSIFICATIONS, TO AMEND OR TO ADD A SETBACK EXCEPTION IN DIVISION 3, RESIDENTIAL DISTRICTS, SECTIONS 23-136 THROUGH 23-142 AND 23.144, DIVISION 4, COMMERCIAL DISTRICTS, SECTIONS 23-150 THROUGH 23-153, DIVISION 5, INDUSTRIAL DISTRICTS, SECTIONS 23-160 THROUGH 23-161, AND DIVISION 6, AGRICULTURE DISTRICT, PUBLIC DISTRICT AND UNIVERSITY DISTRICT, SECTION 23-170.

10. Appointments

a.	Stillwater Airport Advisory Board	CC-25-171	Kellie Reed

11. Reports from Officers and Boards

Announcements and remarks of general interest may be made by Councilors, City Manager or City Attorney. Items of City business that may require discussion or action including a vote or series of votes are listed below.

a.	Miscellaneous items from the City Attorney

b.	Miscellaneous items from the City Manager
c.	Miscellaneous items from the City Council

12. Questions and Inquiries
13. Adjourn

On November 26, 2025 at 9:15 a.m., a true and correct copy of this agenda was posted on the kiosk outside City Hall, 723 S. Lewis Street, Stillwater, OK.

The City of Stillwater encourages participation from all citizens. If participation at any public meeting is not possible due to a disability, please notify the City Manager's office at least 48 hours prior to the meeting by calling 405.742.8243.

- Meetings are televised on AT&T U-verse channel 99 and Optimum channel 14.
- Find meeting agendas and minutes online at Agendas and Minutes
- Official minutes are archived in the City Clerk's office.

IN ACCORDANCE WITH THE OKLAHOMA OPEN MEETING LAW
THE AGENDA WAS POSTED NOVEMBER 13, 2025 AT 5:20 P.M.
AT THE MUNICIPAL BUILDING, 723 SOUTH LEWIS, STILLWATER, OKLAHOMA

MINUTES
STILLWATER CITY COUNCIL
REGULAR MEETING
COUNCIL HEARING ROOM
723 S. LEWIS
NOVEMBER 17, 2025

PRESENT: **VICE MAYOR AMY DZIALOWSKI, COUNCILORS CHRISTIE HAWKINS, KEVIN CLARK AND TIM HARDIN**
ABSENT: **MAYOR WILLIAM H. JOYCE**

1. CALL MEETING TO ORDER

Vice Mayor Dzialowski called the meeting to order at 5:30 p.m.

2. PLEDGE OF ALLEGIANCE

The Stillwater City Council led the audience in the Pledge of Allegiance.

MOTION BY COUNCILOR CLARK, SECOND BY COUNCILOR HARDIN TO RECESS THE STILLWATER CITY COUNCIL MEETING AT 5:30 P.M.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA. NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

Stillwater City Council meeting recessed at 5:30 p.m. to convene the Stillwater Utilities Authority meeting.

MOTION BY COUNCILOR CLARK, SECOND BY COUNCILOR HAWKINS TO RECONVENE THE STILLWATER CITY COUNCIL MEETING AT 5:49 P.M.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA. NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

Stillwater City Council reconvened at 5:49 p.m.

3. CONSENT DOCKET

a. Approve November 3, 2025 regular and executive session meeting minutes.
b. Approve Memorandum of Understanding with Payne County E911 Board and associated budget amendments.
c. Award a Unit Price Contract to Redlands Contracting, LLC for $289,985 related to roadway drainage improvements to E. 4th Ave. and S. Villa/W. 5th Ave. and S. Orchard (Bid No. 38-2025); authorize total construction expenditures of $334,000 which includes construction contract, testing and contingency; approve budget amendment in the amount of $279,353 from the Transportation Sales Tax Fund; authorize the City Manager to execute the Contract and related documents.
d. Approve a Professional Services Agreement with Halff Associates, Inc. for development of bidding documents for the removal of rails and ties in the amount of $51,890 with total expenditures of $60,000 which includes design, bidding, construction administration, and

contingency (15%); authorize the City Manager to execute the Agreement and related documents; and approve the associated budget amendment.

e. Acceptance of the easements and authorize the mayor to execute the easement documents for Parcel 7A -- Sangre Road Waterline Project with Gary T. Burger and Janis G. Burger, Co-Trustees of the Gary T. and Janice G. Burger Trust.

MOTION BY COUNCILOR CLARK, SECOND BY COUNCILOR HARDIN TO APPROVE THE CONSENT DOCKET AS PRESENTED.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA.
NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

4. PUBLIC COMMENT ON AGENDA ITEMS NOT SCHEDULED FOR PUBLIC HEARING

There were no requests to speak on agenda items not scheduled for public hearing.

5. ITEMS REMOVED FROM CONSENT DOCKET

None.

6. PUBLIC HEARINGS

a. Receive public comment regarding a request for a Map Amendment (MA25-12) to rezone property addressed as 802 S. Western Road from Small Lot Single Family Residential (RSS) to Office (O) district.

The applicant has withdrawn the application for the Map Amendment so there was no action taken on this item.

7. GENERAL ORDERS

a. Consider award of Bid #18-2025 for Washington School Demolition (accessory structures) and Asbestos Abatement to Midwest Wrecking Company in the amount of $120,400.66 which includes add Alternates 02 & 03 for Sodding and Loose Straw Erosion Control; authorize total project expenditures in an amount not-to-exceed $168,311 which includes architecture, design, and asbestos survey professional services and contingency; approve associated budget amendments; and authorize City Manager to execute the contract and related documents.

Deputy City Manager Christy Driskel stated that the Booker T. Washington school site was acquired by the City of Stillwater in 2022 in order to preserve the property's original T-shape structure and surrounding land for education, historical displays, sports recreation, events and parking. In 2024 the Washington School Advisory Committee (WSAC) was established via resolution to advise and make recommendations regarding the assessment, proposed design, renovation, or redevelopment of the school. The Committee consists of representatives from the community, the Washington School Heritage Foundation, and the Washington School Alumni Association. Ms. Driskel reported that the accessory structures are not intended to be preserved and require demolition. The T structure has asbestos abatement work that needs done prior to the restoration work beginning. With approval from the Advisory Committee, staff presented the project to the Tourism Advisory Committee. The Tourism Advisory Committee passed forward a recommendation to authorize use of funds from the Visitor Amenities Fund for the purpose of development and maintenance of visitor development amenities in the City specifically as asbestos abatement and demolition of accessory structures at the Washington School Building in an amount not to exceed $200,000. Ms. Driskel reported that both staff and the architect have reviewed the bid package and recommend the project be awarded to Midwest Wrecking Company.

MOTION BY COUNCILOR CLARK, SECOND BY COUNCILOR HAWKINS TO AWARD OF BID #18-2025 FOR WASHINGTON SCHOOL DEMOLITION AND ASBESTOS ABATEMENT TO MIDWEST WRECKING COMPANY IN THE AMOUNT OF $120,400.66 WHICH INCLUDES ADD ALTERNATES 02 & 03 FOR SODDING AND LOOSE STRAW EROSION CONTROL; AUTHORIZE TOTAL PROJECT EXPENDITURES IN AN AMOUNT NOT-TO-EXCEED $168,311 WHICH INCLUDES ARCHITECTURE, DESIGN, AND ASBESTOS SURVEY PROFESSIONAL SERVICES AND CONTINGENCY; APPROVE ASSOCIATED BUDGET AMENDMENTS; AND AUTHORIZE CITY MANAGER TO EXECUTE THE CONTRACT AND RELATED DOCUMENTS.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA.
NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

8. RESOLUTIONS

a. Resolution No. CC-2025-30: A Resolution Authorizing Execution of a Release and Termination of Covenant Agreement in Connection with the Campus Corner Creamery Redevelopment Located at 229 S. Knoblock Street, Stillwater, Oklahoma.

City Attorney Kimberly Carnley reported that this is a sister resolution to the resolution that was discussed during the SUA meeting. Approval of this resolution would authorize the City of Stillwater to sign a release in termination of the Covenant Agreement in connection with the sale of the property.

MOTION BY COUNCILOR HAWKINS, SECOND BY COUNCILOR CLARK TO ADOPT RESOLUTION NO. CC-2025-30 AS PRESENTED.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA.
NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

9. ORDINANCES

a. Second Reading

Ordinance No. 3584: An Ordinance Amending Stillwater City Code by Amending Chapter 23, “Land Development Code”, Article I, “General Provisions”, Section 23-7, “Definitions”; Article V, “Use Categories And Limitations”, Division 1, “Generally”, Section 23-96, “Definitions”; Article VI, “Land Use Classifications”, Division 4, “Commercial Districts”, Section 23-152, “CB Commercial Business District”, Subsection (A), “Permitted By Right”; Article XXIV, “Table Of Uses”, Section 23-435, “Created”; Repealing All Ordinances To The Contrary; And Providing For Severability

MOTION BY COUNCILOR CLARK, SECOND BY COUNCILOR HAWKINS TO ADOPT ORDINANCE NO. 3584 AS PRESENTED.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA.
NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

Ordinance No. 3585: An Ordinance Amending Stillwater City Code by Amending Chapter 23, “Land Development Code,” Article V, “Use Categories and Limitations,” Division 2, “Accessory Use Categories and Regulations,” Section 23-105, “Sidewalk, Street and Parking Lot Table Service Areas”; Repealing All Ordinances to the Contrary; And Providing For Severability

MOTION BY COUNCILOR HAWKINS, SECOND BY COUNCILOR HARDIN TO ADOPT ORDINANCE NO. 3585 AS PRESENTED.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA. NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

10. REPORTS FROM OFFICERS & BOARDS

a. Miscellaneous items from the City Attorney: None.
b. Miscellaneous items from the City Manager:
    - City Manager Brady Moore announced that each year, the Oklahoma Municipal League (OML) recognizes individuals who reach 25 years of service to their cities and towns throughout the state. The OML Honor Roll of Service is a permanent record of distinguished service. Honorees receive a certificate and lapel pin in recognition of their achievement. The City of Stillwater proudly recognizes six individuals who have dedicated 25 years of their careers to serving and improving our community. Employees include:
        - ✓ Lt. William Cluck and Sgt. Andrew Wilson with the Stillwater Police Department
        - ✓ Cpt. Rick Lozier with the Stillwater Fire Department
        - ✓ Jackie Wilson with Stillwater Electric Utility
        - ✓ Kevin Harting with Waste Management and Fleet
        - ✓ Jacob Mason with Water Utilities

      We are deeply grateful for their hard work and dedication. Their contributions have made a lasting impact on Stillwater.
c. Miscellaneous items from the City Council:
    - Councilor Tim Hardin announced that the Stillwater Community Thanksgiving Dinner will be on Thanksgiving Day, from 10:30 a.m. to 12 p.m., at the First United Methodist Church, located at 400 W. 7th Avenue. If you are unable to join in person, to-go meals will be available beginning at noon. This annual free event is a time for all community members to fellowship together and enjoy the holiday season.
    - Councilor Clark reminded residents that the Stillwater Municipal Building will be closed on Thursday, November 27, for Thanksgiving Day, and Friday, November 28, to give staff an opportunity for more time with family and friends. Please plan ahead for any City services you may need during the holiday closure. Trash and recycling crews will enjoy much-needed time off on Thanksgiving Day, so collection services will be delayed by one day.
    - Councilor Hawkins announced that the holiday season is upon us, and Downtown Stillwater is ready to welcome families and friends to enjoy a variety of festive activities that highlight the charm and spirit of our community. Save the date and join us for the annual Holiday Parade of Lights on Thursday, December 4th, 2025, at 6:30 p.m., in Downtown Stillwater. Then, join us on Saturday, December 6th from 6:30-8:30 p.m. at Block 34 for Festive Skies with “Our Holiday Heroes & Drone Shows,” visit with Santa, ice skate on Irby Lane, take pictures inside a snow globe, and enjoy sweet treats from vendors.
    - Vice Mayor Dzialowski invited residents to celebrate the holidays in Stillwater by shopping, dining, and staying local. From November 22, through January 4, every $50 you spend earns one entry into the 2025 Fly Home for the Holidays giveaway. You could win gift cards for American Airlines and travel through Stillwater Regional Airport (SWO). Discover amazing deals during Stillwater’s holiday shopping events. Whether you’re exploring Lakeview Pointe and Pioneer Square Shopping Centers, The Strip, Campus Corner, or Downtown Stillwater, you’ll find shops and boutiques with gifts and treasures for all ages. For details on how to enter, and when gift cards will be awarded, go to: visitstillwater.org, or drop by Visit Stillwater at 2617 W 6th Avenue.

i. Discussion about scheduling items for future meetings.

11. QUESTIONS & INQUIRIES

None.

12. ADJOURN

MOTION BY COUNCILOR CLARK, SECOND BY COUNCILOR HARDIN TO ADJOURN THE NOVEMBER 17, 2025 REGULAR MEETING OF THE STILLWATER CITY COUNCIL.

ROLL CALL VOTE: DZIALOWSKI-YEA, HAWKINS-YEA, CLARK-YEA, HARDIN-YEA. NAY-NONE. MOTION CARRIED WITH FOUR YEA VOTES.

The November 17, 2025 regular meeting of the Stillwater City Council adjourned at 6:03 p.m.

WILLIAM H. JOYCE, MAYOR **STILLWATER CITY COUNCIL**	**TERESA KADAVY** **CITY CLERK**

DRAFT

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/24/2025

Department: Finance **Requested by:** Jared Thulin

Explanation:

Revenue:
Increase budget to reflect payment from Payne County Enhanced 911 Communications Board for travel to Central Square Conference.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	Reimbursement	1016025 - 48702		$ 0	$ 2,979	$ 2,979
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 2,979

Reviewed by Department Manager: _____ **Date:** _____

Reviewed by Finance: _____ **Date:** 11/24/2025

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

--Print on Yellow Paper--

KS F:\Finance\HUB Forms\Budget Amendment Form Last Updated: 04/05/2019

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/24/2025

Department: Finance **Requested by:** Jared Thulin

Explanation:

Expenditure:
Appropriate funds for costs associated with travel to Central Square Conference. This is funded through reimbursement from Payne County Enhanced 911 Communications Board.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	Police/Travel	1016025 - 53068		$ 21,500	$ 2,979	$ 24,479
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 2,979

Reviewed by Department Manager: _____ **Date:** _____

Reviewed by Finance: _____ **Date:** 11/24/2025

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

--Print on Yellow Paper--

KS F:\Finance\HUB Forms\Budget Amendment Form Last Updated: 04/05/2019

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/24/2025

Department: Finance **Requested by:** Jared Thulin

Explanation:

Revenue:
Increase revenue projections for receipt of insurance proceeds.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	Insurance Proceeds - Government Pr	1011030 - 62001		$ 0	$ 14,736	$ 14,736
	Insurance Proceeds - Public Works	1014841 - 62001		$ 0	$ 29,963	$ 29,963
	Insurance Proceeds - Police	1016025 - 62001		$ 0	$ 5,821	$ 5,821
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 50,520

Reviewed by Department Manager: _____ **Date:** _____

Reviewed by Finance: _____ **Date:** 11/24/2025

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

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The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/24/2025

Department: Finance **Requested by:** Jared Thulin

Explanation:

Expenditures:
Appropriate funds received from insurance claims. Expenditures funded by insurance proceeds received in FY26.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	Insurance Expense - Government Pro	1011030 - 53912		$ 0	$ 14,736	$ 14,736
	Insurance Expense - Public Works	1014841 - 53912		$ 0	$ 29,963	$ 29,963
	Insurance Expense - Police	1016025 - 53912		$ 0	$ 5,821	$ 5,821
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 50,520

Reviewed by Department Manager: _____ **Date:** _____

Reviewed by Finance: _____ **Date:** 11/24/2025

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

--Print on Yellow Paper--

KS F:\Finance\HUB Forms\Budget Amendment Form Last Updated: 04/05/2019

MEMORANDUM OF UNDERSTANDING
NETWORK ACCESS TO FACILITATE USE OF PUBLIC SAFETY SOFTWARE FOR COMPUTER-AIDED DISPATCH AND RECORDS MANAGEMENT SYSTEMS

This Memorandum of Understanding ("MOU") is executed the _____ day of _____ 2025 between the City of Stillwater, Oklahoma, a municipal corporation, and Oklahoma State University Police Department.

WHEREAS, the City of Stillwater ("Stillwater") is a municipal corporation established by the constitution and laws of the State of Oklahoma; and

WHEREAS, Oklahoma State University has a duly established and authorized full service law enforcement agency, known as Oklahoma State University Police Department ("OSUPD"), which includes a Dispatch Communications Center; and

WHEREAS, pursuant to an MOU between PCE 911 Communications Agency and the City of Stillwater dated November 17, 2025, Stillwater will provide networking services to Payne County Enhanced 911 Communications Agency for the purpose of facilitating access to ProSuite by other approved law enforcement agencies throughout Payne County; and

WHEREAS, Public Safety Suite Professional "ProSuite" by CentralSquare Technologies, LLC is a suite of public safety software for agencies, integrating functions like Computer-Aided Dispatch (CAD), Records Management Systems (RMS), mobile applications, and is designed to streamline emergency response, manage records, and enhance officer safety by providing a unified, customizable, and accessible system; and

WHEREAS, providing OSUPD with network access for OSUPD's use of ProSuite is in the best interest of the City of Stillwater because it serves to improve public safety communications and operations for the City of Stillwater and across Payne County.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter contained the parties agree as follows:

1. **Purpose of this MOU.** The Payne County Enhanced 911 Communications Agency is established in accordance with the Interlocal Cooperation Act (74 O.S. § 1001 et seq.), Nine-One-One Wireless Emergency Number Act (63 O.S. § 2846), and the Oklahoma 9-1-1 Management Authority Act (63 O.S. 2861 et seq.) to manage and coordinate the county's emergency communications system, which includes efforts to improve system efficiency and response times. Pursuant to an MOU dated November 17, 2025 between PCE 911 Communications Agency and the City of Stillwater, Stillwater will provide networking services to Payne County Enhanced 911 Communications Agency for the purpose of facilitating access to ProSuite by other approved law enforcement agencies throughout Payne County. In consideration of the City of Stillwater providing network access at no cost to approved law enforcement agencies, PCE 911 shall make annual payments to the City of Stillwater as set forth in the MOU, subject to annual appropriations. This MOU outlines the terms and conditions applicable to Stillwater providing network access to OSUPD.

a. **Network Access.** Stillwater shall provide OSUPD network access via an established network-to-network tunnel at the network edge to facilitate secure access to Pro Suite. This network access shall be provided to OSUPD at no cost. OSUPD will use ProSuite software for Computer-Aided Dispatch (CAD) and its Records Management System (RMS). By entering into this MOU, OSUPD represents and affirms that it may lawfully access and use ProSuite pursuant to a valid software license agreement. Stillwater is not responsible for OSUPD's use of ProSuite and shall not be responsible for any costs associated with OSUPD obtaining a software license.

b. **ProSuite Servers.** OSUPD understands and acknowledges that ProSuite servers and its related hardware and equipment are connected to Stillwater's infrastructure and located at the City of Stillwater. The servers and system are wholly owned by CentralSquare Technologies, LLC. The system is used by Stillwater pursuant to a Software License and Service Subscription Agreement. OSU further understands and acknowledges that the fees paid by Stillwater under its software license and service subscription agreement with CentralSquare do not include or cover the cost of software licenses for any outside departments or agencies.

c. **Operator Agency Status.** OSU understands and acknowledges that any users or operators of ProSuite act solely as agents of their respective employing departments or agencies and are not, in any capacity, acting as agents of the City of Stillwater or the Stillwater Police Department.

d. **Primary Point of Contact.** Both Stillwater and OSU shall maintain a primary point of contract for any support issues related to network access for use of ProSuite throughout the term of this MOU. If either party's primary point of contact changes, that party shall notify the other as soon as practicable of the change in its primary point of contact. The Primary Point of Contact shall be the person responsible for complying with required security documentation as set forth in Paragraph 2 of this MOU.

2. **System Security.**

a. OSUPD shall comply with all applicable federal, state, and local laws, codes, and regulations in connection with network access and use of ProSuite. Each party is solely responsible for licensing required to use the software. OSUPD understands and acknowledges that all transactions on ProSuite are auditable, and audit logs are routinely checked as required by the Federal Bureau of Investigation's ("FBI") Criminal Justice Information System ("CJIS") Security Policy. OSU's primary point of contact shall be required to ensure all people being granted access to ProSuite have had a fingerprint-based background check completed. Documentation showing proof of the fingerprint-based background check shall be retained by OSU in the event of a security audit by the FBI.

b. OSUPD understands and acknowledges that Stillwater maintains a strict security posture and that in the event of any security incident, Stillwater shall be notified immediately upon discovery of the incident. Security incidents include, but are not limited to, cyber-attacks

through malicious advertising; malicious email campaigns known as phishing; malicious attacks by voice known as vishing; malicious attacks through texts known as smishing; lost or stolen credentials; or misuse of ProSuite which may violate the FBI CJIS Security Policy or any applicable federal, state, or local laws.

c. OSUPD understands and acknowledges that if a security incident impacts CentralSquare's software system in any manner, Stillwater reserves the right to protect its networks. Protection of Stillwater's networks may include disconnecting OSU's network access and/or access to ProSuite until it can be determined that no threat exists to Stillwater's infrastructure or other partner departments or agencies.

3. **Records Management System & Records Retention.**

a. **Shared Access to Records Management Systems**. Each agency is independently responsible for its records created, generated, stored, or managed in ProSuite. Each agency is solely responsible to retain its records in accordance with applicable federal, state, and local laws, administrative rules, and applicable records retention schedules. Shared network access for use of ProSuite does not alter any agency's legal obligations for record retention or otherwise. OSUPD understands and acknowledges that it remains solely responsible for the disposition of its own agency records that it creates, uploads, or maintains within ProSuite. No shared access user or operator of ProSuite may destroy, delete, or otherwise alter another agency's records unless expressly authorized in writing by the creating department. OSUPD understands and acknowledges that Stillwater does not and will not maintain records for OSU or OSUPD. Any records contained within ProSuite belong to the agency that created the record. Any inquiry or request for records maintained in ProSuite shall be referred to the agency that created the record. Records accessed or reviewed by OSUPD through shared access to ProSuite that are not OSUPD agency records shall remain confidential and shall not be disclosed to any other person or agency unless authorized to do so in writing.

b. **Name/Vehicle/Address Cards.** OSUPD understands and acknowledges that Stillwater makes every effort to keep system-wide name, vehicle, and address records, known to users of the system as "Name Cards," "Vehicle Cards," and "Address Cards," free of errors and up to date with the most current information available. OSUPD further understands and acknowledges that in connection with its shared access to ProSuite that OSUPD is obligated to make every effort possible to ensure the most current information is used for Name, Vehicle, and Address cards. The City Manager, Stillwater Chief of Police, or his designee, shall have final authority over Name Cards, Vehicle Cards, and Address Cards should any conflict arise under this MOU.

c. **Open Records Act Compliance.** OSUPD understands and acknowledges that the City of Stillwater is a public body established under the constitution and laws of the State of Oklahoma and is subject to the Oklahoma Open Records Act, 51 O.S. § 24A.1 et seq., and nothing contained in this MOU is intended to be construed in any manner or create obligations for the City of Stillwater that would be inconsistent with its compliance with the Open Records Act.

4. **System Support, Maintenance and Outages.** Stillwater shall retain administrative control over the system and will be responsible for any required equipment maintenance that cannot be performed remotely by CentralSquare. OSUPD understands and acknowledges that Stillwater does not have an agreement with CentralSquare to provide in-depth software support to outside agencies. Therefore, OSUPD shall be responsible for reporting any issues with Pro Suite directly to CentralSquare. In the event of a planned CentralSquare software system outage, Stillwater shall notify OSUPD's point of contact in writing at least twenty-four (24) hours prior to the outage. If there is an unplanned CentralSquare software system outage, Stillwater shall notify OSUPD as soon as practicable under the circumstances. In the event of a CentralSquare software system outage, whether planned or unplanned, OSUPD shall indemnify and hold Stillwater harmless for any outage. OSUPD understands and acknowledges that it shall have an adopted plan in place for the recording of calls for service or case reports in the event of a CentralSquare software system outage.

5. **Non-Appropriations.** The parties understand and acknowledge that Stillwater and OSUPD are subject to the debt limitation provisions of the Oklahoma Constitution. The parties further understand and acknowledge that this MOU extends over more than one fiscal year and pursuant to constitutional debt limitations there is no guarantee that funding will be available to service related Software License and Service Subscription Agreements or other agreements or costs that may affect this MOU after June 30, 2026. In the event that no appropriation is made by either party that is sufficient to service this MOU, then this MOU shall be null and void. The party failing to allocate sufficient funding shall notify the other party in writing of any such non-allocation of funds at the earliest possible date.

6. **Term and Termination.** This MOU shall become effective upon execution by both parties and shall remain in effect until June 30, 2030, unless terminated by either party with thirty (30) days' written notice. The parties may extend this MOU for additional one-year terms by mutual written agreement by the parties. In the event of termination of this MOU, the parties shall not be relieved of any obligations incurred prior to the date of termination, and OSU's access to ProSuite will be deactivated in accordance with its termination notice.

7. **Indemnification and Hold Harmless.** Subject to the Oklahoma Governmental Tort Claims Act (51 O.S. § 151 et seq.) and without waiving any rights, Stillwater and OSUPD each, respectively, agree to be responsible for the negligent and intentional acts or omissions of their respective employees, agents, independent contractors, and representatives that arise out of or are related to this MOU.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding as of the date first written above.

OKLAHOMA STATE UNIVERSITY POLICE DEPARTMENT

_____

_____
Name, Title

CITY OF STILLWATER, OKLAHOMA
a Municipal Corporation

_____
William H. Joyce, Mayor

ATTEST:
(seal)

_____
Teresa Kadavy, City Clerk

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	3.e. CC-25-159
Previous/Related Action:	None
Background/Issue:	This request is for acceptance of three water line easements, a general utility easement, and a right-of-way dedication to serve the data center development at 1500 E. Richmond Road The following easements are being dedicated by Kipper, LLC • Water line easement along Richmond Road, 786 square feet (.001 acres) more or less. • Water line easement along Perkins Road, 19,003 square feet (.436 acres) more or less. • General utility easement along Richmond Road, 22,988 square feet (.528 acres) more or less. • Right-of-way along Richmond Road, 47,785 square feet (1.097 acres) more or less. The follow easement is being dedicated by Kingspan Roofing and Waterproofing, Inc. • Water line easement along Perkins Road, 8,607 square feet (.198 acres) more or less.
Proposal/Solution:	• Staff recommends acceptance of the easements and right-of-way dedications.
Financial Source/Impact:	• There is no additional financial impact from the acceptance of these easements and right of way dedications.
Related Strategic Priority:	#4 CONNECTED SPACES
Recommended Action/Motion:	Motion to accept the easements and right of way dedications and authorize the Mayor to execute the documents
Prepared By:	Henry Bibelheimer, Senior Planner
Reviewed By:	David Barth Brady Moore

	Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Gen Utility Easement 0.528ac
2. Waterline Easement 0.01ac
3. Deed of Dedication _ Permanent ROW 1.097ac
4. Kipper Water Easement 0.198ac
5. Kingspan Water Easement 0.436ac

GENERAL UTILITY EASEMENT

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, KIPPER LLC, a Delaware limited liability company, (hereinafter "the grantor") certifies that it owns and possesses the following described real property situated in Payne County, State of Oklahoma, to-wit:

A tract of land located in the Northeast Quarter (NE/4), Northwest Quarter (NW/4), and Southwest Quarter (SW/4), and Southeast Quarters (SE/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as metes and bounds by Darrel Ray Mason OKLS1690 on March 13, 2024 as follows:

COMMENCING at the SW/C, SW/4, S36-T20-R2E monumented by a 1" Rail Road Spike;
Thence with a BASIS OF BEARING of N 00°41'24" W along the west line of the SW/4 a distance of 2638.58 feet to the NW/C, SW/4, SEC36-T20N-R3E monumented by a 1/2" Rebar AND the POINT OF BEGINNING;
Thence along the west line of the NW/4 with a bearing of N 00°42'47" W a distance of 2630.81 feet to the NW/C, NW/4 SEC36-T20N-R2E monumented by a Railroad Spike;
Thence with a bearing of N 89°13'38" E along the north line of the NW/4 a distance of 2629.53 feet to the NE/C, NW/4 SEC36-T20N-R2E monumented by a 1/2" Rebar;
Thence with a bearing of N 89°18'29" E along the north line of the NE/4 a distance of 2630.74 feet to the NE/C, NE/4, SEC36-T20N-R2E monumented by a Mag Nail;
Thence with a bearing of S 00°49'51" E along the east line of the NE/4 a distance of 2122.35 feet to a point on the East Line of NE/4, SEC36-T20N-R2E, also being a point on the Northerly Rail Road R/W line of Eastern Oklahoma Railway particularly described in Book 7, Page 208;
Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.96 feet, having a chord bearing of S 27°41'11" W and a chord distance of 761.36, and an arc length of 763.73 feet to a point on sa
id Northerly Rail Road R/W Line;
Thence with a bearing of N 54°28'57" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line;
Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2773.96 feet, having a chord bearing of S 40°33'13" W and a chord distance of 487.07 feet, and an arc length of 487.70 to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 44°24'34" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.69 feet, having a chord bearing of S 51°55'38" W and a chord distance of 616.73, and an arc length of 617.99 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 59°21'10" W a distance of 1676.22 feet to a point on said Northerly Rail Road R/W Line;
Thence with a bearing of S59°21'10" W a distance of 614.77 feet to a point on said Northerly Rail Road R/W Line;
Thence in a southwesterly direction with a tangent curve turning to the left with a radius of 2915.05 feet, having a chord bearing of S 55°26'11"W and a chord distance of 387.62 feet, and an arc length of 387.91 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap Hitech;
Thence with a bearing of N 00°47'43" W along the west line of the east 60 acres of the SW/4 a distance of 2333.99 feet to a point on the north line of the SW/4, SEC36-T20N-R2E monumented by a 1/2" pipe;
Thence along said north line of said SW/4 with a bearing of S 89°28'48" W a distance of 1645.64' back to the POINT OF BEGINNING.

CONTAINING 18,196,038 SQUARE FEET OR 417.723 ACRES, MORE OR LESS.

and further that the undersigned, in consideration of the sum of One Dollar ($1.00), in hand paid and other good and valuable consideration, for the grantor, its heirs, successors, executors, administrators, and assigns does hereby grant, bargain, sell, and convey unto the City of Stillwater, Oklahoma, a Municipal Corporation, its successors and assigns, an easement for the installation, operation and maintenance of utility(ies) through, over, under, and across the portions of the above-described property, together with the right of ingress and egress to and from same, for the purpose heretofore stated as follows and as shown on **Exhibits A and B ("Easement")**:

A tract of land lying in the Northwest Quarter (NW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as follows:

COMMENCING at the Northwest Corner of the Northwest Quarter (NW/4) of said Section Thirty-Six (36); Thence along the North line of said Northwest Quarter (NW/4), as the Basis of Bearings N 89° 13' 38" E a distance of 680.76 feet; Thence departing said North line S 00° 46' 22" E a distance of 40.00 feet to a point on the South Right of Way line for State Highway 177 recorded at Book 194, Page 14 in the records of Payne County Clerks Office also being the **POINT OF BEGINNING**; Thence along said South Right of Way line N 89° 13' 38" E, a distance of 1,146.43 feet; Thence departing said South Right of Way line S 00° 46' 22" E, a distance of 20.00 feet; Thence S 89° 13' 38" W, a distance of 1,132.58 feet; Thence N 00° 00' 00" E, a distance of 7.07 feet; Thence S 88° 21' 31" W, a distance of 28.90 feet; Thence N 01° 26' 36" W, a distance of 7.70 feet to a point on said State Highway 177 South Right of Way line; Thence along said Right of Way line N 68° 33' 53" E, a distance of 16.07 feet to the **POINT OF BEGINNING**.

Said tract contains 22,988 sq. ft. or 0.528 acres, more or less.

Basis of Bearings:
N89°13'38"E along North line said NW/4 SEC. 36-T20N-R2E
Grid, based on NAD 83 Oklahoma State Plane Coordinate System North Zone

Grantee accepts the Easement in its "AS-IS" condition, and grantor makes no representations or warranties whatsoever regarding the physical or environmental condition of the Easement (and expressly disclaims any and all such representations and warranties). Grantee shall be responsible for its own actions resulting in actual damages occurring within, or adjacent to, the Easement as a result of routine or emergency construction, operation, maintenance or repair of the said system and upon proof of such damage, shall reimburse the grantor hereof for such actual loss or damages, provided that any damages occurring as a result of a delay in access caused by grantor shall not be the responsibility of grantee. Grantee shall promptly backfill all excavations related to the grantee's laying, constructing, repairing, installing, or maintaining of the said system.

Except as herein granted, the grantor shall continue to have the full use and enjoyment of the properties herein granted or described for appropriate purposes. At no time shall the grantor or grantee commit a use, occupation or enjoyment thereof that might cause a hazardous condition. No building, structure or obstruction shall be located or constructed on said easement by the grantor, its successors or assigns, nor shall the grantor allow said easement to be encumbered in any way so that the City of Stillwater shall not be afforded access to said utility(ies) at any and all times.

KIPPER LLC

By: Simon Bright, Authorized Signatory

STATE OF OKLAHOMA)
) ss.
COUNTY OF OKLAHOMA)

Before me, a Notary Public in and for said County and State on this 19th day of November, 2025, personally appeared, Simon Bright, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument as its Authorized Signatory and acknowledged to me that he/she executed the same as his/her free and voluntary act and deed and as the free and voluntary act and deed of such corporation/partnership/LLC, for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.



Cathy L. Clay
NOTARY PUBLIC

My Commission Expires:
My Commission Number:
(SEAL)

STATE OF OKLAHOMA)
) ss.
COUNTY OF PAYNE)

NOW, on this_____ day of _____, 2025, the City Council of the City of Stillwater, State of Oklahoma, a municipal corporation, acting for and in behalf of said municipal corporation, during regular session, does hereby approve and accept from the named Grantor this delivered easement and directs the Mayor and Clerk of said City of Stillwater to indicate the same by their signatures and seal of the City of Stillwater, State of Oklahoma.

_____
WILLIAM H. JOYCE, MAYOR
CITY OF STILLWATER, OKLAHOMA

(SEAL)

ATTEST:

_____
TERESA KADAVY, CITY CLERK
CITY OF STILLWATER, OKLAHOMA

Approved as to form and legality this_____ day of _____, 2025.

_____
KIMBERLY CARNLEY, CITY ATTORNEY
CITY OF STILLWATER, OKLAHOMA

EXHIBIT A

PROPOSED DESCRIPTION

A tract of land lying in the Northwest Quarter (NW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as follows:

COMMENCING at the Northwest Corner of the Northwest Quarter (NW/4) of said Section Thirty-Six (36); Thence along the North line of said Northwest Quarter (NW/4), as the Basis of Bearings N 89° 13' 38" E a distance of 680.76 feet; Thence departing said North line S 00° 46' 22" E a distance of 40.00 feet to a point on the South Right of Way line for State Highway 177 recorded at Book 194, Page 14 in the records of Payne County Clerks Office also being the **POINT OF BEGINNING**; Thence along said South Right of Way line N 89° 13' 38" E, a distance of 1,146.43 feet; Thence departing said South Right of Way line S 00° 46' 22" E, a distance of 20.00 feet; Thence S 89° 13' 38" W, a distance of 1,132.58 feet, Thence N 00° 00' 00" E, a distance of 7.07 feet; Thence S 88° 21' 31" W, a distance of 28.90 feet; Thence N 01° 26' 36" W, a distance of 7.70 feet to a point on said State Highway 177 South Right of Way line, Thence along said Right of Way line N 68° 33' 53" E, a distance of 16.07 feet to the **POINT OF BEGINNING**.

Said tract contains 22,988 sq. ft. or 0.528 acres, more or less.

Basis of Bearings:
N89°13'38"E along North line said NW/4 SEC. 36-T20N-R2E
Grid, based on NAD 83 Oklahoma State Plane Coordinate System North Zone

I, Gregory Chad Weller, a Licensed Professional Land Surveyor in the State of Oklahoma, certify that the attached description is a true representation of the property described and meets the minimum technical standards for land surveying of the State of Oklahoma.



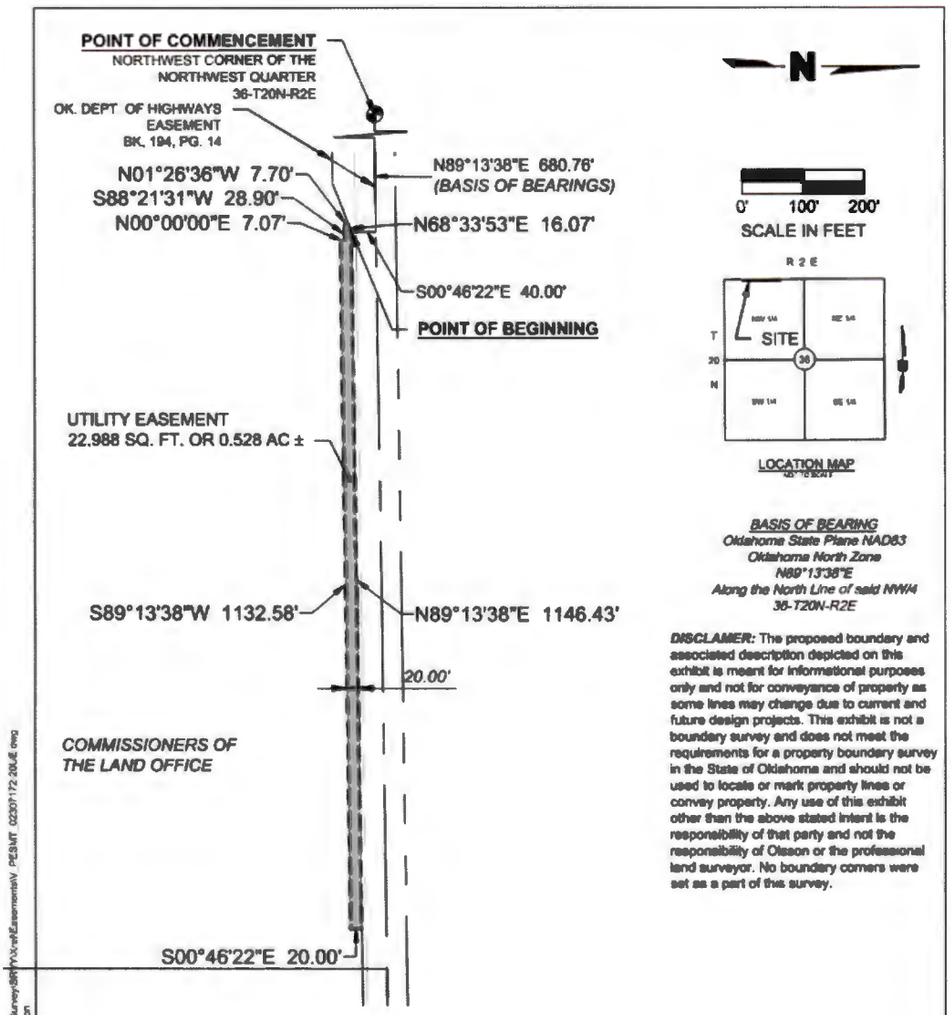
Gregory Chad Weller — Date

OK PLS NO. 2075 - Expires April 30, 2026
OK CA NO. 2483 - Expires June 30, 2027

PROJECT NO: 023-07172	PROPOSED LEGAL 20.00' UTILITY EASEMENT	olsson	11600 Broadway Extension Suite 300 Oklahoma City, OK 73114 olsson.com TEL 405.242.6600 Olsson - Survey Oklahoma COA #2483	EXHIBIT
DRAWN BY: TLM				A
DATE: 07.15.2025				

I:\2023\07001-07500\023-07172\240-Design\Survey\SRVY Xref\Easements\V_PESMT_023-07172_20UE.dwg
DATE: JUL 15, 2025 - 12:08pm USER: tmason

EXHIBIT B


POINT OF COMMENCEMENT
NORTHWEST CORNER OF THE NORTHWEST QUARTER 36-T20N-R2E
OK. DEPT. OF HIGHWAYS EASEMENT BK. 194, PG. 14
N89°13'38"E 680.76'
(BASIS OF BEARINGS)
N01°26'36"W 7.70'
S88°21'31"W 28.90'
N00°00'00"E 7.07'
N68°33'53"E 16.07'
S00°46'22"E 40.00'
POINT OF BEGINNING
UTILITY EASEMENT
22.988 SQ. FT. OR 0.528 AC ±
S89°13'38"W 1132.58'
N89°13'38"E 1146.43'
20.00'
COMMISSIONERS OF THE LAND OFFICE
S00°46'22"E 20.00'
N
0' 100' 200'
SCALE IN FEET
R 2 E
T 20 N
SITE
36
LOCATION MAP
BASIS OF BEARING
Oklahoma State Plane NAD83
Oklahoma North Zone
N89°13'38"E
Along the North Line of said NW/4
36-T20N-R2E
DISCLAIMER: The proposed boundary and associated description depicted on this exhibit is meant for informational purposes only and not for conveyance of property as some lines may change due to current and future design projects. This exhibit is not a boundary survey and does not meet the requirements for a property boundary survey in the State of Oklahoma and should not be used to locate or mark property lines or convey property. Any use of this exhibit other than the above stated intent is the responsibility of that party and not the responsibility of Olsson or the professional land surveyor. No boundary corners were set as a part of this survey.
PROJECT NO: 023-07172
DRAWN BY: TLM
DATE: 07.15.2025
PROPOSED EXHIBIT
20.00' UTILITY EASEMENT
olsson
11600 Broadway Extension
Suite 300
Oklahoma City, OK 73114
olsson.com
TEL 405.242.6600
Olsson - Survey
Oklahoma COA #2483
EXHIBIT
B
F:\2023\07601-07500023-07172\40-Design\Survey\SHP\V\xref\Easements\V_PESMT_023071720UE.dwg
DATE Jul 15, 2025 12:04pm USER tmason

WATER LINE EASEMENT

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, KIPPER, LLC, a Delaware limited liability company ("**Grantor**"), owns the following described real property situated in Payne County, State of Oklahoma, to-wit (the "**Property**"):

A tract of land located in the Northeast Quarter (NE/4), Northwest Quarter (NW/4), and Southwest Quarter (SW/4), and Southeast Quarters (SE/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as metes and bounds by Darrel Ray Mason OKLS1690 on March 13, 2024 as follows:

COMMENCING at the SW/C, SW/4, S36-T20-R2E monumented by a 1" Rail Road Spike; Thence with a BASIS OF BEARING of N 00°41'24" W along the west line of the SW/4 a distance of 2638.58 feet to the NW/C, SW/4, SEC36-T20N-R3E monumented by a 1/2" Rebar AND the POINT OF BEGINNING; Thence along the west line of the NW/4 with a bearing of N 00°42'47" W a distance of 2630.81 feet to the NW/C, NW/4 SEC36-T20N-R2E monumented by a Railroad Spike; Thence with a bearing of N 89°13'38" E along the north line of the NW/4 a distance of 2629.53 feet to the NE/C, NW/4 SEC36-T20N-R2E monumented by a 1/2" Rebar; Thence with a bearing of N 89°18'29" E along the north line of the NE/4 a distance of 2630.74 feet to the NE/C,
NE/4, SEC36-T20N-R2E monumented by a Mag Nail; Thence with a bearing of S 00°49'51" E along the east line of the NE/4 a distance of 2122.35 feet to a point on the East Line of NE/4, SEC36-T20N-R2E, also being a point on the Northerly Rail Road R/W line of Eastern Oklahoma
Railway particularly described in Book 7, Page 208; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.96 feet, having a chord bearing of S 27°41'11" W and a chord distance of 761.36, and an arc length of 763.73 feet to a point on said Northerly Rail Road R/W Line; Thence with a bearing of N 54°28'57" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2773.96 feet, having a chord bearing of S 40°33'13" W and a chord distance of 487.07 feet, and an arc length of 487.70 to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 44°24'34" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.69 feet, having a chord bearing of S 51°55'38" W and a chord distance of 616.73, and an arc length of 617.99 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 59°21'10" W a distance of 1676.22 feet to a point on said Northerly Rail Road R/W Line; Thence with a bearing of S59°21'10" W a distance of 614.77 feet to a point on said Northerly Rail Road R/W Line; Thence in a southwesterly direction with a tangent curve turning to the left with a radius of 2915.05 feet, having a chord bearing of S 55°26'11"W and a chord distance of 387.62 feet, and an arc length of 387.91 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap Hitech; Thence with a bearing of N 00°47'43" W along the west line of the east 60 acres of the SW/4 a distance of 2333.99 feet to a point on the north line of the SW/4, SEC36-T20N-R2E monumented by a 1/2" pipe; Thence along said north line of said SW/4 with a bearing of S 89°28'48" W a distance of 1645.64' back to the POINT OF BEGINNING.

CONTAINING 18,196,038 SQUARE FEET OR 417.723 ACRES, MORE OR LESS

and further that the undersigned, in consideration of the sum of One Dollar ($1.00), in hand paid and other good and valuable consideration, for them, their heirs, successors, executors, administrators, and assigns do hereby grant, bargain, sell, and convey unto the City of Stillwater, Oklahoma, a Municipal Corporation ("**Grantee**"), its successors and assigns, an easement for the installation, operation and maintenance of a water line(s) through, over, under, and across the portions of the Property, together with the right of ingress and egress to and from same, for the

purpose heretofore stated and as depicted in the map exhibit attached as **Exhibit A** ("**Easement Area**").

A tract of land lying in the Northwest Quarter (NW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described by Gregory Chad Weller OKLS 2075 on October 28, 2025 as follows:

COMMENCING at the Northwest Corner of the Northwest Quarter (NW/4) of said Section Thirty-Six (36); Thence along the North line of said Northwest Quarter (NW/4), as the Basis of Bearings N 89° 13' 38" E a distance of 699.32 feet; Thence departing said North line S 00° 46' 22" E, a distance of 33.00 feet to a point on the South line of a Right of Way described in Book 194, Page 14 in the records of Payne County Recorder's Office; Thence along said South line S 68° 33' 53" W, a distance of 35.77 feet to the POINT OF BEGINNING; Thence departing said South line S 00° 27' 45" E, a distance of 24.38 feet; Thence S 89° 13' 38" W, a distance of 64.51 feet to a point on
the South line of said Right of Way; Thence along said Right of Way N 68° 33' 53" E, a distance of 69.09 feet to the POINT OF BEGINNING

Said tract contains 786 sq. ft. or 0.001 acres, more or less.

Basis of Bearings:
N89°13'38"E along North line said NW/4 SEC. 36, T-20-N, R-2-E
Grid, based on NAD 83 Oklahoma
State Plane Coordinate System North Zone

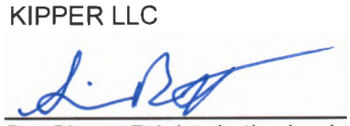
The easement contains 786 square feet or 0.01 acres more or less and is subject to all recorded easements and rights of way thereof.

Grantee accepts the Easement in its "AS-IS" condition, and Grantor makes no representations or warranties whatsoever regarding the physical or environmental condition of the Easement (and expressly disclaims any and all such representations and warranties). Grantee shall be responsible for its own actions resulting in actual damages occurring within, or adjacent to, the Easement as a result of routine or emergency construction, operation, maintenance or repair of the said system and upon proof of such damage, shall reimburse the grantor hereof for such actual loss or damages, provided that any damages occurring as a result of a delay in access caused by grantor shall not be the responsibility of grantee. Grantee shall promptly backfill all excavations related to the Grantee's laying, constructing, repairing, installing, or maintaining of the said system.

Except as herein granted, Grantor shall continue to have the full use and enjoyment of the Easement Area herein granted or described for appropriate purposes. At no time shall the Grantor or Grantee commit a use, occupation or enjoyment thereof that might cause a hazardous condition. No building, structure or obstruction shall be located or constructed on said easement by Grantor, its successors or assigns, nor shall Grantor allow said easement to be encumbered in any way so that the City of Stillwater shall not be afforded access to said water line(s) at any and all times.

Grantor and Grantee acknowledge and agree that the rights conferred by this Easement are intended to, and do, constitute covenants running with the land and shall inure to the benefit of and be binding upon the parties and their respective successors and assigns.

KIPPER LLC



By: Simon Bright, Authorized Signatory

STATE OF OKLAHOMA)
) ss.
COUNTY OF OKLAHOMA)

Before me, a Notary Public in and for said County and State on this 19th day of November, 2025, personally appeared, Simon Bright, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument as its Authorized Signatory and acknowledged to me that he/she executed the same as his/her free and voluntary act and deed and as the free and voluntary act and deed of such corporation/partnership/LLC, for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.



Cathy L. Clay
NOTARY PUBLIC

My Commission Expires:
My Commission Number:
(SEAL)

STATE OF OKLAHOMA)
) ss.
COUNTY OF PAYNE)

NOW, on this_____ day of _____, 2025, the City Council of the City of Stillwater, State of Oklahoma, a municipal corporation, acting for and in behalf of said municipal corporation, during regular session, does hereby approve and accept from the named Grantor this delivered easement and directs the Mayor and Clerk of said City of Stillwater to indicate the same by their signatures and seal of the City of Stillwater, State of Oklahoma.

_____
WILLIAM H. JOYCE, MAYOR
CITY OF STILLWATER, OKLAHOMA

(SEAL)

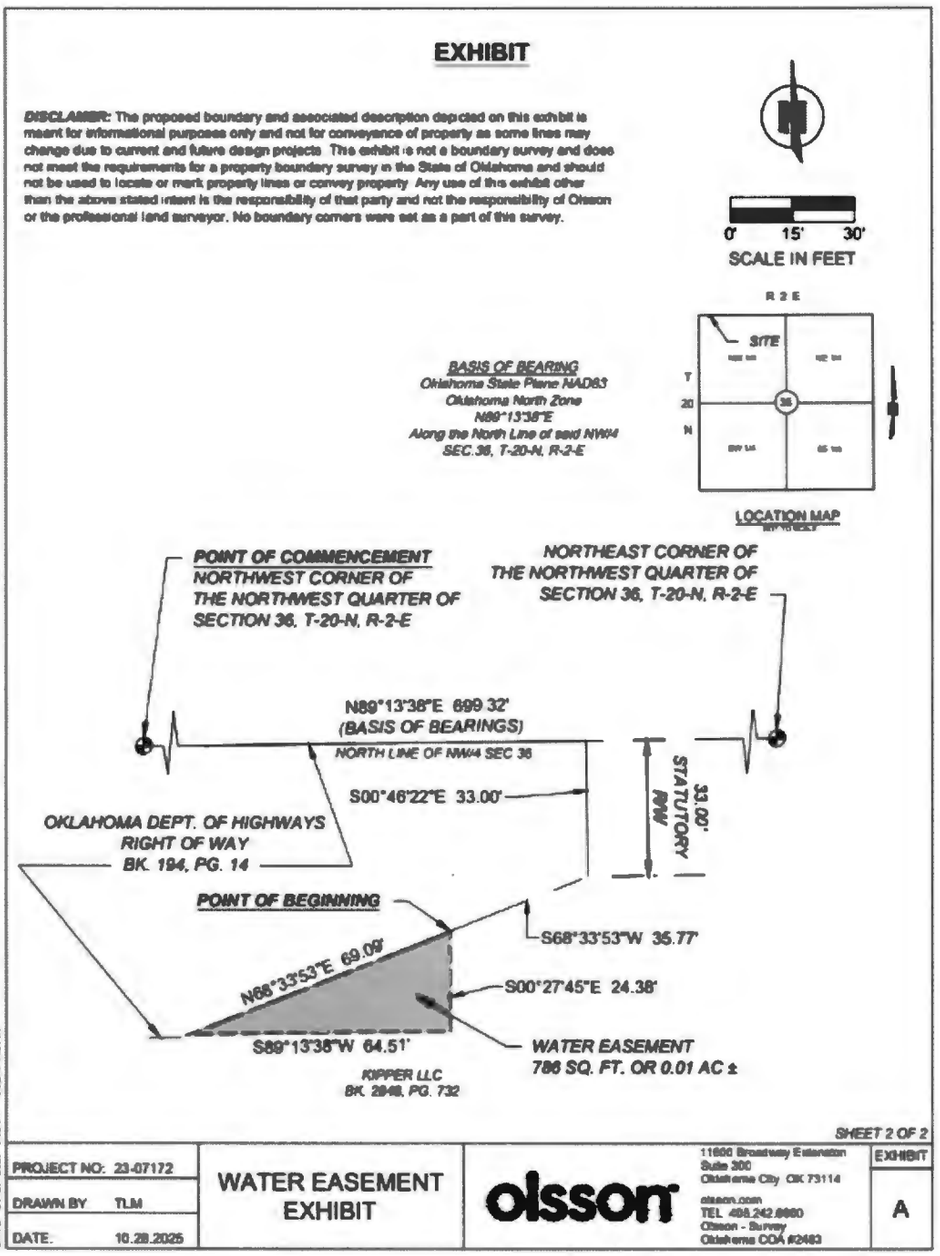
ATTEST:

_____
TERESA KADAVY, CITY CLERK
CITY OF STILLWATER, OKLAHOMA

Approved as to form and legality this_____ day of _____, 2025.

_____
KIMBERLY CARNLEY, CITY ATTORNEY
CITY OF STILLWATER, OKLAHOMA

EXHIBIT A - Easement Area



DEED OF DEDICATION-PERMANENT RIGHT OF WAY
(Corporate Entity)

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, Kipper LLC (Corporate Name) by Simon Bright (Signatory Name), its Authorized Signatory (Corporate Officer) the owner of the legal and equitable title to the following described real estate situated in the City of Stillwater, Payne County, Oklahoma, to wit:

A tract of land located in the Northeast Quarter (NE/4), Northwest Quarter (NW/4), and Southwest Quarter (SW/4), and Southeast Quarters (SE/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as metes and bounds by Darrel Ray Mason OKLS1690 on March 13, 2024 as follows:

COMMENCING at the SW/C, SW/4, S36-T20-R2E monumented by a 1" Rail Road Spike; Thence with a BASIS OF BEARING of N 00°41'24" W along the west line of the SW/4 a distance of 2638.58 feet to the NW/C, SW/4, SEC36-T20N-R3E monumented by a 1/2" Rebar AND the POINT OF BEGINNING; Thence along the west line of the NW/4 with a bearing of N 00°42'47" W a distance of 2630.81 feet to the NW/C,
NW/4 SEC36-T20N-R2E monumented by a Railroad Spike; Thence with a bearing of N 89°13'38" E along the north line of the NW/4 a distance of 2629.53 feet to the NE/C, NW/4 SEC36-T20N-R2E monumented by a 1/2" Rebar; Thence with a bearing of N 89°18'29" E along the north line of the NE/4 a distance of 2630.74 feet to the NE/C, NE/4, SEC36-T20N-R2E monumented by a Mag Nail; Thence with a bearing of S 00°49'51" E along the east line of the NE/4 a distance of 2122.35 feet to a point on the East Line of NE/4, SEC36-T20N-R2E, also being a point on the Northerly Rail Road R/W line of Eastern Oklahoma Railway particularly described in Book 7, Page 208; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.96 feet, having a chord bearing of S 27°41'11" W and a chord distance of 761.36, and an arc length of 763.73 feet to a point on said Northerly Rail Road R/W Line;
Thence with a bearing of N 54°28'57" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2773.96 feet, having a chord bearing of S 40°33'13" W and a chord distance of 487.07 feet, and an arc length of 487.70 to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 44°24'34" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.69 feet, having a chord bearing of S 51°55'38" W and a chord distance of 616.73, and an arc length of 617.99 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802; Thence with a bearing of S 59°21'10" W a distance of 1676.22 feet to a point on said Northerly Rail Road R/W Line; Thence with a bearing of S59°21'10" W a distance of 614.77 feet to a point on said Northerly Rail Road R/W Line; Thence in a southwesterly direction with a tangent curve turning to the left with a radius of 2915.05 feet, having a chord bearing of S 55°26'11"W and a chord distance of 387.62 feet, and an arc length of 387.91 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap Hitech; Thence with a bearing of N 00°47'43" W along the west line of the east 60 acres of the SW/4 a distance of 2333.99 feet to a point on the north line of the SW/4, SEC36-T20N-R2E monumented by a 1/2" pipe; Thence along said north line of said SW/4 with a bearing of S 89°28'48" W a distance of 1645.64' back to the POINT OF BEGINNING.

CONTAINING 18,196,038 SQUARE FEET OR 417.723 ACRES, MORE OR LESS

for and in consideration of the sum of One Dollar, cash in hand, paid by the City of Stillwater, Oklahoma and other good and valuable considerations, receipt of which are hereby acknowledged, do(es) hereby dedicate to the City of Stillwater for the benefit of the public, forever, the following described property, to wit:

For Right-of-Way purposes, A tract of land lying in the Northwest Quarter (NW/4) of Section Thirty-Six (36),

Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described by Gregory Chad Weller OKLS 2075 on October 29, 2025 as follows:

COMMENCING at the Northwest Corner of the Northwest Quarter (NW/4) of said Section Thirty-Six (36); Thence along the North line of said Northwest Quarter (NW/4), as the Basis of Bearings N 89° 13' 38" E a distance of 699.32 feet to a point on the Right of Way described in Book 194, Page 14 in the records of Payne County Recorder's Office also being the POINT OF BEGINNING; Thence continuing along the North line of said Northwest Quarter (NW/4), N 89° 13' 38" E, a distance of 1,193.27 feet to a point on the West line of Proposed Lot 7, Block 1 of the Richmond Road & Highway 177 Addition; Thence along said West line S 00° 00' 04" W, a distance of 40.00 feet; Thence S 89° 13' 38" W, a distance of 1,211.29 feet to a point on said Right of Way described in Book 194, Page 14; Thence along said Right of Way line N 68° 33' 53" E, a distance of 19.84 feet; Thence continuing along said Right of Way line, N 00° 46' 22" W, a distance of 33.00 feet to the POINT OF BEGINNING

Said tract contains 47,785 sq. ft. or 1.097 acres, more or less.

Basis of Bearings:
N89°13'38"E along North line said NW/4 SEC. 36, T-20-N, R-2-E
Grid, based on NAD 83 Oklahoma
State Plane Coordinate System North Zone

together with all the improvements thereon and appurtenances there-unto belonging.

TO HAVE TO HOLD such property unto the City of Stillwater, its successors and assigns, forever.

DATED this 19th day of November 20 25.

KIPPER LLC
Corporate name

By _____
Title/Position Authorized Signatory

State of Oklahoma)
) ss.
County of OKLAHOMA)

Before me, the undersigned Notary Public, in and for said County and State, on this 19th day of November, 20 25, personally appeared Simon Bright, known to me to be the identical person(s) who subscribed the name of the maker thereof to the foregoing instrument as the owner's (title/position) Authorized Signatory and as the free and voluntary act and deed of such corporate entity for the uses and purposes therein set forth.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

CATHY L. CLAY NOTARY # 08006530 EXP. 06/24/28 PUBLIC STATE OF OKLAHOMA

My Commission Expires: _____

_____
Notary Public

NOW on the ____ day of _____, 20__, the City Council of the City of Stillwater, State of Oklahoma, a municipal corporation, acting for and on behalf of said municipal corporation, during regular session, does hereby approve and accept from the named Grantor this delivered permanent right of way and directs the Mayor and Clerk of said City of Stillwater to indicate the same by their signatures and seal of the City of Stillwater, State of Oklahoma.

_____
Mayor

Legal Dept. Approved

(SEAL)
Attest:

_____
City Clerk

Approved as to form and legality:

_____
City Attorney

LEGAL DESCRIPTION

For Right-of-Way purposes, A tract of land lying in the Northwest Quarter (NW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described by Gregory Chad Weller OKLS 2075 on October 29, 2025 as follows:

COMMENCING at the Northwest Corner of the Northwest Quarter (NW/4) of said Section Thirty-Six (36); Thence along the North line of said Northwest Quarter (NW/4), as the Basis of Bearings N 89° 13' 38" E a distance of 699.32 feet to a point on the Right of Way described in Book 194, Page 14 in the records of Payne County Recorder's Office also being the **POINT OF BEGINNING**; Thence continuing along the North line of said Northwest Quarter (NW/4), N 89° 13' 38" E, a distance of 1,193.27 feet to a point on the West line of Proposed Lot 7, Block 1 of the Richmond Road & Highway 177 Addition; Thence along said West line S 00° 00' 04" W, a distance of 40.00 feet; Thence S 89° 13' 38" W, a distance of 1,211.29 feet to a point on said Right of Way described in Book 194, Page 14; Thence along said Right of Way line N 68° 33' 53" E, a distance of 19.84 feet; Thence continuing along said Right of Way line, N 00° 46' 22" W, a distance of 33.00 feet to the **POINT OF BEGINNING**

Said tract contains 47,785 sq. ft. or 1.097 acres, more or less.

Basis of Bearings:
N89°13'38"E along North line said NW/4 SEC. 36, T-20-N, R-2-E
Grid, based on NAD 83 Oklahoma
State Plane Coordinate System North Zone

I, Gregory Chad Weller, a Licensed Professional Land Surveyor in the State of Oklahoma, certify that the attached description is a true representation of the property described and meets the minimum technical standards for land surveying of the State of Oklahoma.



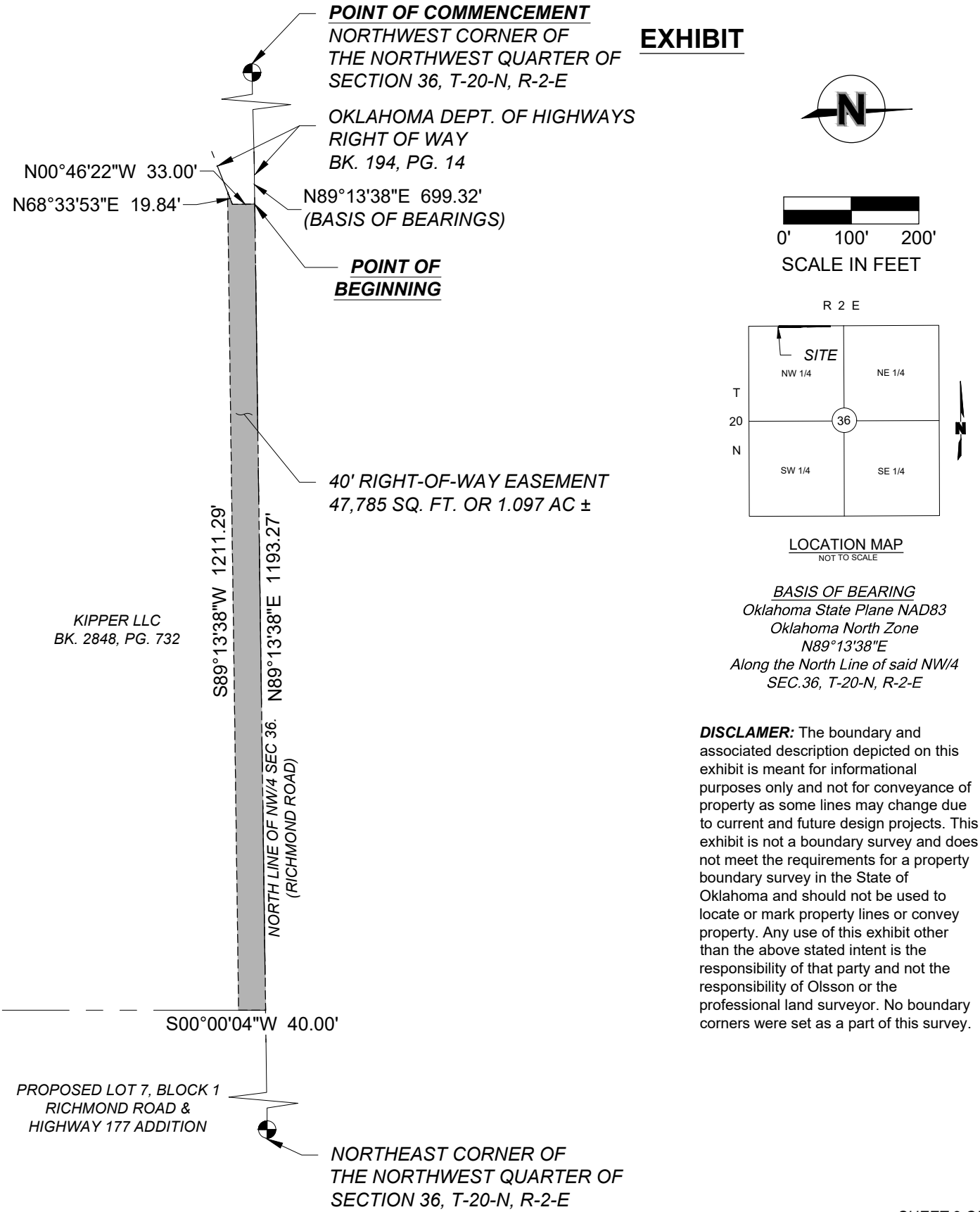
Gregory Chad Weller
OK PLS NO. 2075 - Expires April 30, 2027

SHEET 1 OF 2

PROJECT NO: 23-07172 DRAWN BY: TLM DATE: 10.29.2025	RIGHT OF WAY EASEMENT DESCRIPTION	olsson	11600 Broadway Extension Suite 300 Oklahoma City, OK 73114 olsson.com TEL 405.242.6600 Olsson - Survey Oklahoma COA #2483	EXHIBIT A

F:\2023\07001-07500\023-07172\40-Design\Survey\SRVY\Xref\Easements\Easements for Plat\V_XEASE-ROW.dwg
DATE: Nov 18, 2025 12:53pm USER: tmason

EXHIBIT



SCALE IN FEET

LOCATION MAP
NOT TO SCALE

BASIS OF BEARING
Oklahoma State Plane NAD83
Oklahoma North Zone
N89°13'38"E
Along the North Line of said NW/4
SEC.36, T-20-N, R-2-E

DISCLAMER: The boundary and associated description depicted on this exhibit is meant for informational purposes only and not for conveyance of property as some lines may change due to current and future design projects. This exhibit is not a boundary survey and does not meet the requirements for a property boundary survey in the State of Oklahoma and should not be used to locate or mark property lines or convey property. Any use of this exhibit other than the above stated intent is the responsibility of that party and not the responsibility of Olsson or the professional land surveyor. No boundary corners were set as a part of this survey.

SHEET 2 OF 2

PROJECT NO: 23-07172 DRAWN BY: TLM DATE: 11.18.2025	RIGHT OF WAY EASEMENT EXHIBIT	olsson	11600 Broadway Extension Suite 300 Oklahoma City, OK 73114 olsson.com TEL 405.242.6600 Olsson - Survey Oklahoma COA #2483	EXHIBIT A

F:\2023\07001-07500\023-07172\40-Design\Survey\SRVY\Xref\Easements\Easements for Plat\V_XEASE-ROW.dwg
DATE: Nov 18, 2025 12:52pm USER: tmason

WATER LINE EASEMENT

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, KIPPER, LLC, a Delaware limited liability company ("**Grantor**"), owns the following described real property situated in Payne County, State of Oklahoma, to-wit (the "**Property**"):

A tract of land located in the Northeast Quarter (NE/4), Northwest Quarter (NW/4), and Southwest Quarter (SW/4), and Southeast Quarters (SE/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as metes and bounds by Darrel Ray Mason OKLS1690 on March 13, 2024 as follows:

COMMENCING at the SW/C, SW/4, S36-T20-R2E monumented by a 1" Rail Road Spike;
Thence with a BASIS OF BEARING of N 00°41'24" W along the west line of the SW/4 a distance of 2638.58 feet to the NW/C, SW/4, SEC36-T20N-R3E monumented by a 1/2" Rebar AND the POINT OF BEGINNING; Thence along the west line of the NW/4 with a bearing of N 00°42'47" W a distance of 2630.81 feet to the NW/C, NW/4 SEC36-T20N-R2E monumented by a Railroad Spike; Thence with a bearing of N 89°13'38" E along the north line of the NW/4 a distance of 2629.53 feet to the NE/C, NW/4 SEC36-T20N-R2E monumented by a 1/2" Rebar; Thence with a bearing of N 89°18'29" E along the north line of the NE/4 a distance of 2630.74 feet to the NE/C, NE/4, SEC36-T20N-R2E monumented by a Mag Nail; Thence with a bearing of S 00°49'51" E along the east line of the NE/4 a distance of 2122.35 feet to a point on the East Line of NE/4, SEC36-T20N-R2E, also being a point on the Northerly Rail Road R/W line of Eastern Oklahoma Railway particularly described in Book 7, Page 208; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.96 feet, having a chord bearing of S 27°41'11" W and a chord distance of 761.36, and an arc length of 763.73 feet to a point on said Northerly Rail Road R/W Line; Thence with a bearing of N 54°28'57" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2773.96 feet, having a chord bearing of S 40°33'13" W and a chord distance of 487.07 feet, and an arc length of 487.70 to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 44°24'34" E a distance of 20.00 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802; Thence in a southwesterly direction with a non-tangent curve turning to the right with a radius of 2793.69 feet, having a chord bearing of S 51°55'38" W and a chord distance of 616.73, and an arc length of 617.99 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap PLS 1802;
Thence with a bearing of S 59°21'10" W a distance of 1676.22 feet to a point on said Northerly Rail Road R/W Line; Thence with a bearing of S59°21'10" W a distance of 614.77 feet to a point on said Northerly Rail Road R/W Line; Thence in a southwesterly direction with a tangent curve turning to the left with a radius of 2915.05 feet, having a chord bearing of S 55°26'11"W and a chord distance of 387.62 feet, and an arc length of 387.91 feet to a point on said Northerly Rail Road R/W Line monumented by a 1/2" Rebar w/ cap Hitech; Thence with a bearing of N 00°47'43" W along the west line of the east 60 acres of the SW/4 a distance of 2333.99 feet to a point on the north line of the SW/4, SEC36-T20N-R2E monumented by a 1/2" pipe; Thence along said north line of said SW/4 with a bearing of S 89°28'48" W a distance of 1645.64' back to the POINT OF BEGINNING.

CONTAINING 18,196,038 SQUARE FEET OR 417.723 ACRES, MORE OR LESS

and further that the undersigned, in consideration of the sum of One Dollar ($1.00), in hand paid and other good and valuable consideration, for them, their heirs, successors, executors, administrators, and assigns do hereby grant, bargain, sell, and convey unto the City of Stillwater, Oklahoma, a Municipal Corporation ("**Grantee**"), its successors and assigns, an easement for the installation, operation and maintenance of a water line(s) through, over, under, and across the portions of the Property, together with the right of ingress and egress to and from

same, for the purpose heretofore stated and as depicted in the map exhibit attached as Exhibit A ("Easement Area").

A tract of land lying in the Northwest Quarter (NW/4) and Southwest Quarter (SW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described by Darrel Ray Mason OKLS 1690 on June 27, 2025 as follows:

A 30.00 foot wide strip of land having 15.00 feet to both sides of the following described centerline:

COMMENCING at the Northwest Corner of the Southwest Quarter (SW/4) of said Section Thirty-Six (36); Thence along the West line of said Southwest Quarter (SW/4), as the Basis of Bearings S 00° 41' 24" E a distance of 33.00 feet; Thence departing said West line N 89° 28' 48" E a distance of 112.18 feet to the POINT OF BEGINNING; Thence N 00° 41' 24" W, a distance of 22.04 feet; Thence N 00° 42' 52" W, a distance of 239.70 feet; Thence S 89° 17' 08" W, a distance of 25.18 feet to a point on the East Right of Way line of State Highway 177, also being the POINT OF TERMINATION. Said point being N 20° 08' 28" E, a distance of 244.37 feet from the Northwest Corner of said Southwest Quarter (SW/4). With sidelines to be shortened or extended as to terminate on the property line.

Said tract contains 8,607 sq. ft. or 0.198 acres, more or less.

Basis of Bearings:
S 00° 41' 24" E along West line said SW/4 SEC. 36-T20N-R2E
Grid, based on NAD 83 Oklahoma State Plane Coordinate System North Zone

The easement contains 8,607 square feet or 0.198 acres more or less and is subject to all recorded easements and rights of way thereof.

Grantee accepts the Easement in its "AS-IS" condition, and Grantor makes no representations or warranties whatsoever regarding the physical or environmental condition of the Easement (and expressly disclaims any and all such representations and warranties). Grantee shall be responsible for its own actions resulting in actual damages occurring within, or adjacent to, the Easement as a result of routine or emergency construction, operation, maintenance or repair of the said system and upon proof of such damage, shall reimburse the grantor hereof for such actual loss or damages, provided that any damages occurring as a result of a delay in access caused by grantor shall not be the responsibility of grantee. Grantee shall promptly backfill all excavations related to the Grantee's laying, constructing, repairing, installing, or maintaining of the said system.

Except as herein granted, Grantor shall continue to have the full use and enjoyment of the Easement Area herein granted or described for appropriate purposes. At no time shall the Grantor or Grantee commit a use, occupation or enjoyment thereof that might cause a hazardous condition. No building, structure or obstruction shall be located or constructed on said easement by Grantor, its successors or assigns, nor shall Grantor allow said easement to be encumbered in any way so that the City of Stillwater shall not be afforded access to said water line(s) at any and all times.
Grantor and Grantee acknowledge and agree that the rights conferred by this Easement are intended to, and do, constitute covenants running with the land and shall inure to the benefit of and be binding upon the parties and their respective successors and assigns.

KIPPER LLC

By: Simon Bright, Authorized Signatory

STATE OF Oklahoma)

) ss.

COUNTY OF Oklahoma)

Before me, a Notary Public in and for said County and State on this 21st day of November, 2025, personally appeared, Simon Bright, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument as its Authorized Signatory and acknowledged to me that he/she executed the same as his/her free and voluntary act and deed and as the free and voluntary act and deed of such corporation/partnership/LLC, for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

NOTARY PUBLIC

My Commission Expires:
My Commission Number:
(SEAL)

CARRIE M. PETTY NOTARY PUBLIC # 11000608 EXP. 01/19/27 STATE OF OKLAHOMA

STATE OF OKLAHOMA)

) ss.

COUNTY OF PAYNE)

NOW, on this_____ day of _____, 2025, the City Council of the City of Stillwater, State of Oklahoma, a municipal corporation, acting for and in behalf of said municipal corporation, during regular session, does hereby approve and accept from the named Grantor this delivered easement and directs the Mayor and Clerk of said City of Stillwater to indicate the same by their signatures and seal of the City of Stillwater, State of Oklahoma.

WILLIAM H. JOYCE, MAYOR
CITY OF STILLWATER, OKLAHOMA

(SEAL)

ATTEST:

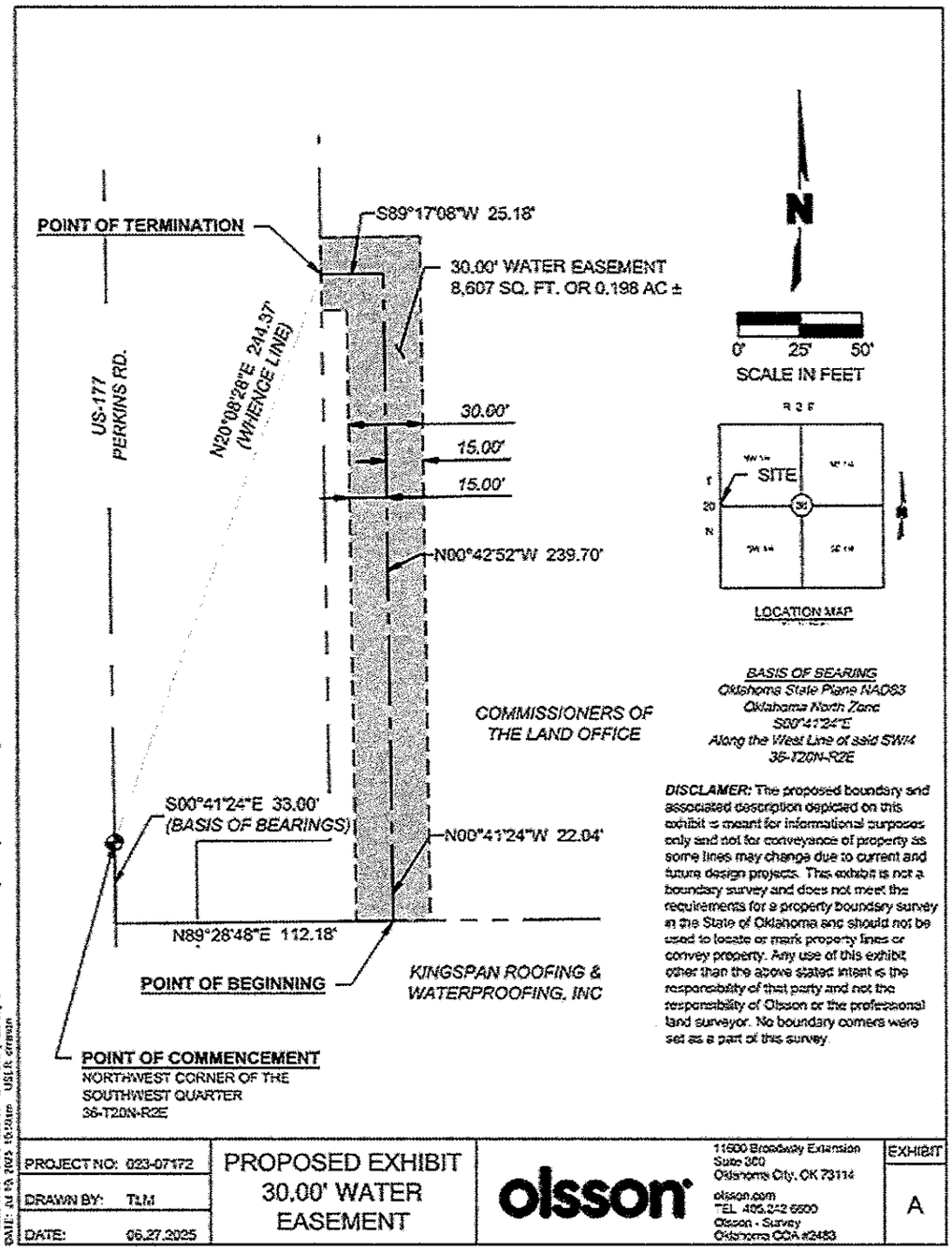
TERESA KADAVY, CITY CLERK
CITY OF STILLWATER, OKLAHOMA

Approved as to form and legality this_____ day of _____, 2025.

KIMBERLY CARNLEY, CITY ATTORNEY
CITY OF STILLWATER, OKLAHOMA

EXHIBIT A - Easement Area

EXHIBIT A - Easement Area



WATER LINE EASEMENT

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned, KINGSPAN ROOFING & WATERPROOFING, INC., a Delaware corporation ("**Grantor**"), owns the following described real property situated in Payne County, State of Oklahoma, to-wit (the "**Property**"):

> The west 100 acres of the southwest quarter of Section 36, Township 20 North, Range 2 East of the Indian Meridian, Payne County, Oklahoma.
>
> LESS AND EXCEPT a tract conveyed to the City of Stillwater by Quit Claim Deed recorded in Book 229 D.R., page 13, and being more particularly described as follows: A strip, piece or parcel of land lying in part of the southwest quarter of Section 36, Township 20 North, Range 2 East, in Payne County, Oklahoma, beginning at the intersection of the present east right of way line of State Highway No. 160 and the present north right of way line of Airport Road, said point being 34.06 feet north of and 86.52 feet east of the southwest corner of said southwest quarter; thence east along said north right of way line a distance of 338.16 feet; thence North 81°00'32" West a distance of 253.50 feet; thence South 89°27'16" West a distance of 88.37 feet to a point on said east right of way line of State Highway No. 160; thence south along said east right of way line a distance of 42.00 feet to the point of beginning.
>
> AND LESS AND EXCEPT a tract of land conveyed to the City of Stillwater, Oklahoma, by Quitclaim Deed recorded in Book 874, page 940, being more particularly described as follows: The north 50 feet of the following tract: the west 100 acres of the southwest quarter of Section 36, Township 20 North, Range 2 East of the Indian Meridian, Payne County, Oklahoma, less and except a tract of land conveyed to the City of Stillwater by Quitclaim Deed recorded in the office of the Payne County Clerk at Book 229 D.R., page 13.
>
> AND LESS AND EXCEPT a tract of land conveyed to Payne County by Warranty Deed recorded in Book 223 D.R., page 282, and being more particularly described as follows: Beginning at a point 1,648 feet east of the southwest corner of Section 36, Township 20 North, Range 2 East of the Indian Meridian; thence North a distance of 184.95 feet to a point on the east right-of-way line of the A.T.&S.F. Railroad; thence northeasterly around a curve to the right (along said right-of-way line) having a radius of 2,815.0 feet a distance of 72 feet; thence South 231.27 feet to a point on the south line of said Section 36; thence west along said South line a distance of 60 feet to the point of beginning.

and further that the undersigned, in consideration of the sum of One Dollar ($1.00), in hand paid and other good and valuable consideration, for them, their heirs, successors, executors, administrators, and assigns do hereby grant, bargain, sell, and convey unto the City of Stillwater, Oklahoma, a Municipal Corporation ("**Grantee**"), its successors and assigns, an easement for the installation, operation and maintenance of a water line(s) through, over, under, and across the portions of the Property, together with the right of ingress and egress to and from same, for the purpose heretofore stated and as depicted in the map exhibit attached as **Exhibit A** ("**Easement Area**").

> A tract of land lying in the Northwest Quarter (NW/4) and Southwest Quarter (SW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described by Darrel Ray Mason OKLS 1690 on June 27, 2025 as follows:
>
> For utility easement purposes, a tract of land lying in the Southwest Quarter (SW/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described by Darrel Ray Mason OKLS 1690 on June 27, 2025 as follows:

A 30.00-foot-wide strip of land having 15.00 feet to both sides of the following described centerline:
COMMENCING at the Northwest Corner of the Southwest Quarter (SW/4) of said Section Thirty-Six (36); Thence along the West line of said Southwest Quarter (SW/4), as the Basis of Bearings S 00° 41' 24" E a distance of 33.00 feet; Thence departing said West line N 89° 28' 48" E a distance of 112.18 feet to the POINT OF BEGINNING; Thence S 00° 41' 24" E, a distance of 608.24 feet; Thence S 89° 16' 01" W, a distance of 25.19 feet to the POINT OF TERMINATION. Said point being S 08° 24' 42" E, a distance of 647.46 feet from the Northwest Corner of said Southwest Quarter (SW/4). With sidelines to be shortened or extended as to terminate on the property line.

Said tract contains 19,003 sq. ft. or 0.436 acres, more or less.

Basis of Bearings:
S 00° 41' 24" E along West line said SW/4 SEC. 36-T20N-R2E
Grid, based on NAD 83 Oklahoma State Plane Coordinate System North Zone

The easement contains 19,003 square feet or 0.436 acres more or less and is subject to all recorded easements and rights of way thereof.

Grantee accepts the Easement in its "AS-IS" condition, and Grantor makes no representations or warranties whatsoever regarding the physical or environmental condition of the Easement (and expressly disclaims any and all such representations and warranties). Grantee shall be responsible for its own actions resulting in actual damages occurring within, or adjacent to, the Easement as a result of routine or emergency construction, operation, maintenance or repair of the said system and upon proof of such damage, shall reimburse the grantor hereof for such actual loss or damages, provided that any damages occurring as a result of a delay in access caused by grantor shall not be the responsibility of grantee. Grantee shall promptly backfill all excavations related to the Grantee's laying, constructing, repairing, installing, or maintaining of the said system.

Except as herein granted, Grantor shall continue to have the full use and enjoyment of the Easement Area herein granted or described for appropriate purposes. At no time shall the Grantor or Grantee commit a use, occupation or enjoyment thereof that might cause a hazardous condition. No building, structure or obstruction shall be located or constructed on said easement by Grantor, its successors or assigns, nor shall Grantor allow said easement to be encumbered in any way so that the City of Stillwater shall not be afforded access to said water line(s) at any and all times.

Grantor and Grantee acknowledge and agree that the rights conferred by this Easement are intended to, and do, constitute covenants running with the land and shall inure to the benefit of and be binding upon the parties and their respective successors and assigns.

KINGSPAN ROOFING & WATREPROOFING, INC.

James Clarke

By: James Clarke

STATE OF Texas)

) ss.

COUNTY OF Hays)

Before me, a Notary Public in and for said County and State on this 21st day of November, 2025, personally appeared, James Clarke, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument as its Officer and acknowledged to me that he/she executed the same as his/her free and voluntary act and deed and as the free and voluntary act and deed of such corporation/partnership/LLC, for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

Electronically signed and notarized online using the Proof platform.

Edward Rico

NOTARY PUBLIC 03/08/2029

My Commission Expires: 03/08/2029
My Commission Number: 1226750-2
(SEAL)

NOTARY PUBLIC STATE OF TEXAS

Edward Rico

ID NUMBER
1226750-2
COMMISSION EXPIRES
March 8, 2029

STATE OF OKLAHOMA)

) ss.

COUNTY OF PAYNE)

NOW, on this_____ day of _____, 2025, the City Council of the City of Stillwater, State of Oklahoma, a municipal corporation, acting for and in behalf of said municipal corporation, during regular session, does hereby approve and accept from the named Grantor this delivered easement and directs the Mayor and Clerk of said City of Stillwater to indicate the same by their signatures and seal of the City of Stillwater, State of Oklahoma.

_____
WILLIAM H. JOYCE, MAYOR
CITY OF STILLWATER, OKLAHOMA

(SEAL)

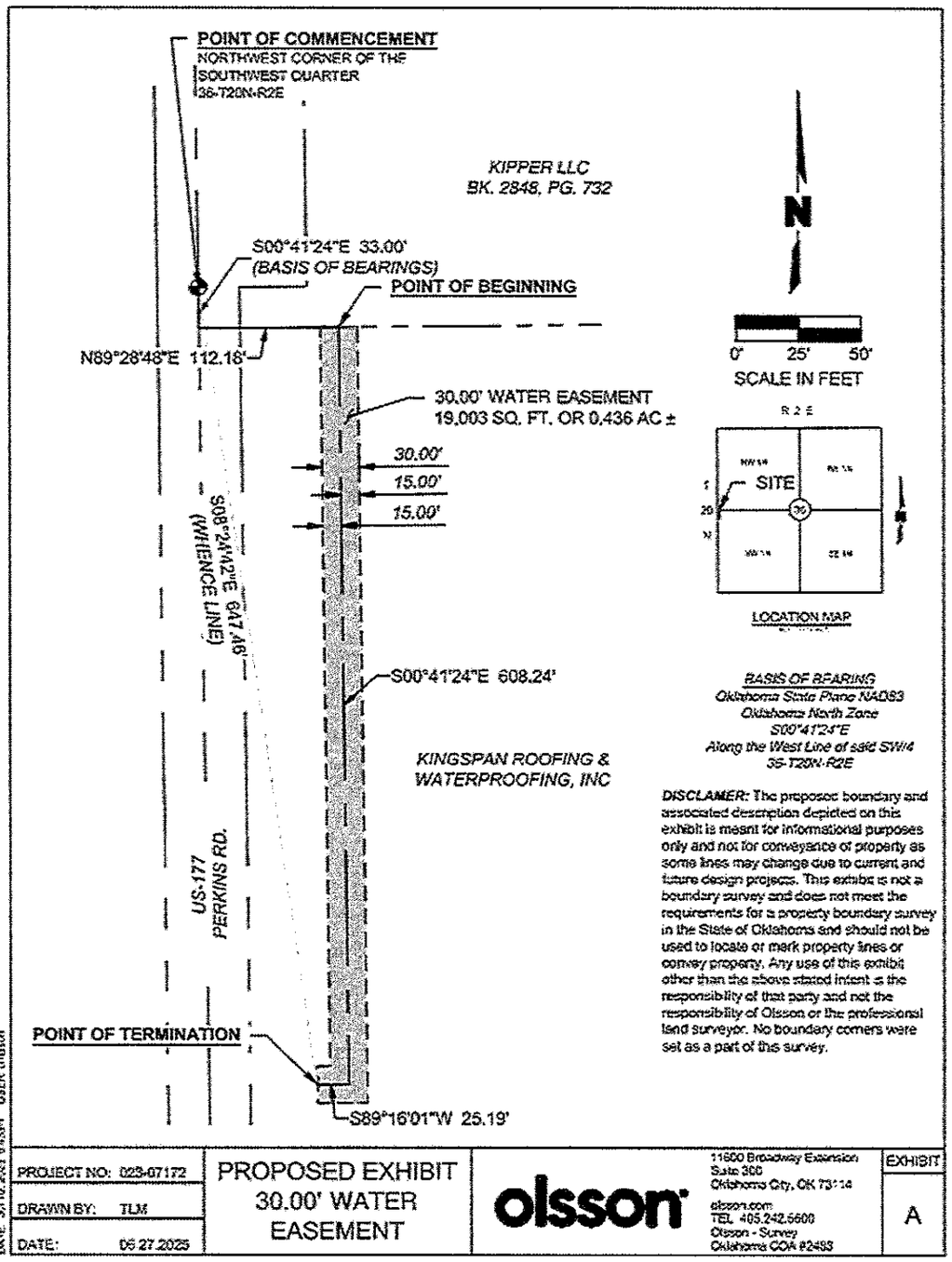
ATTEST:

_____
TERESA KADAVY, CITY CLERK
CITY OF STILLWATER, OKLAHOMA

Approved as to form and legality this_____ day of _____, 2025.

_____
KIMBERLY CARNLEY, CITY ATTORNEY
CITY OF STILLWATER, OKLAHOMA

EXHIBIT A - Easement Area



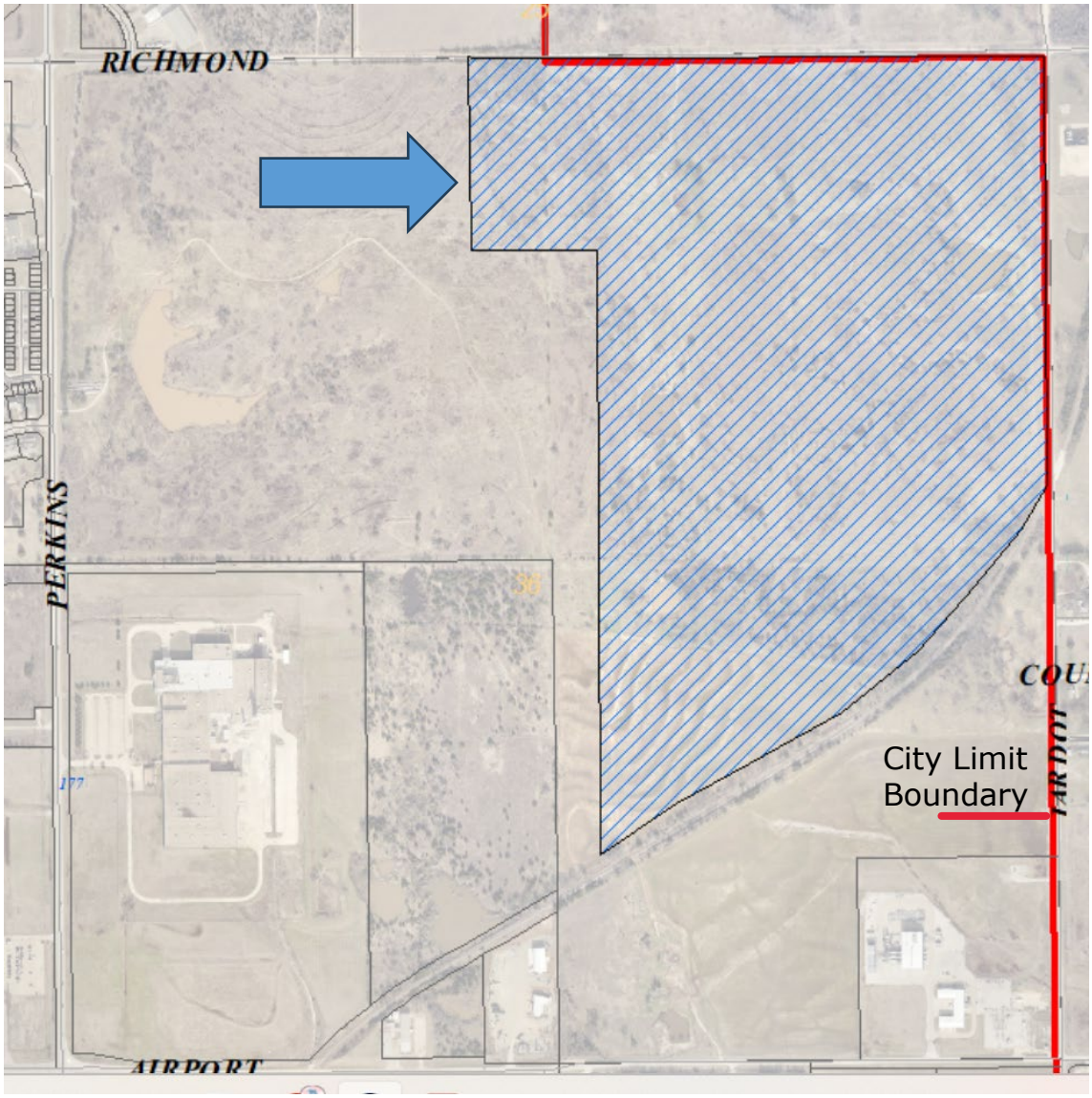
REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	3.f. CC-25-160
Previous/Related Action:	November 4th, 2025 Planning Commission Report
Background/Issue:	• Kipper, LLC. owns property near the southeast corner of the intersection of State Highway 177 and East Richmond Road. • The applicant requests consideration and approval of a final plat located on the northeast side of the city, known as Richmond Road and Highway 177 Addition. The development proposes three (3) industrial lots. • The development will take access from Richmond Road and will be served by City water and sewer. The development requires extension of the public water system and the developer is providing a performance guarantee for this extension as allowed by City Code.
Proposal/Solution:	On November 4, 2025 Planning Commission recommended approval with a vote of 4-0.
Financial Source/Impact:	None
Related Strategic Priority:	#4 CONNECTED SPACES
Recommended Action/Motion:	Motion to accept the Planning Commission's recommendation and approve the final plat for Richmond Road and Highway 177 Addition.
Prepared By:	Henry Bibelheimer, Senior Planner
Reviewed By:	David Barth Brady Moore Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Area Map
2. Planning Commission 11.04.2025 Draft Summary
3. Richmond Road & Hwy. 177 Final Plat



N
W E
S

Stillwater OKLAHOMA
stillwaterok.gov

Project Type: SUB25-19

Request: Final Plat – Richmond Road & Hwy. 177 Addition 1500

Address: W. Richmond Road

STILLWATER PLANNING COMMISSION SUMMARY
REGULAR MEETING OF NOVEMBER 4TH, 2025
IN ACCORDANCE WITH THE OKLAHOMA OPEN MEETING
LAW, THE AGENDA WAS POSTED October 30th, 2025 IN THE
MUNICIPAL BUILDING AT 723 SOUTH LEWIS STREET

MEMBERS PRESENT	STAFF PRESENT
Jana Phillips, Chair	David Barth, Development Services Director
Riley Williams, Vice Chair	Kim Payne, Assistant City Attorney
Mike Shanahan, Member	Henry Bibelheimer, Senior City Planner
David Peters, Member	Joshua Brown, Development Coordinator
	Alexandria Holle-Maged, Administrative Assistant

MEMBERS ABSENT	Staff Absent
Mark Prather, Member	

1. CALL MEETING TO ORDER.

Chair Phillips called the meeting to order at 5:30 pm and explains the proceedings for the evening. Chair Phillips notes there will be a 5 minute time limit per speaker for the public hearing portion of the evening.

2. GENERAL ORDERS

   a. Consider request for a Final Plat (SUB25-19) named Richmond Road & Highway 177 Addition in the General Industrial (IG) zoning district at 1500 E. Richmond Rd.

Henry Bibelheimer, Senior Planner, presents the item.

Commissioner Shanahan noted that there have been multiple complaints about road conditions and possible pollution of the pond related to the construction and asked what was being done to mitigate those complaints. Mr. David Barth, Development Services Director, responds that the first issue, regarding Richmond Road, is being addressed; the developer is planning to pave Richmond Road from Perkins Road all the way east to Jardot for the full mile; construction on that paving is expected to begin within the next few months; and there will also be some water line improvements and other related work to complete, but the road will be paved.

Mr. Barth added the developer has been maintaining the road in the interim, as there has been damage from increased traffic and truck activity; and the contractor has been working with Public Works to make temporary repairs until final construction begins.

Mr. Barth comments stated there were drainage issues earlier in the project when grading began and spring rains caused runoff; at that time, the developer had to go back out and reinforce their erosion control measures. Mr. Barth said there were complaints received in the spring, specifically from Park View Estates, but he is not aware of any recent complaints; and he noted the area has not had much rain

DRAFT

recently other than about a week and a half ago, and he had not heard of any renewed concerns since then.

Chair Phillips asks if there are any further questions for staff; none respond. Chair Phillips invites staff back to present findings and alternatives.

Mr. Bibelheimer presents the findings and alternatives, which are:
Findings:
1. The proposed final plat substantially meets the subdivision and zoning requirements.
2. The C3 Plan recommends Industrial uses at this location.
Alternatives:
1. Accept findings and approve the proposed preliminary plat as presented.
2. Approve the proposed preliminary plat with conditions, noting what conditions should be met for the approval of the final plat.
3. Reject findings and deny the proposed preliminary plat as presented.
4. Find that additional information or discussion is needed prior to making a decision and table the request to a certain date noting that action must be taken within 60 days of the public hearing.

Staff's Recommendation: Approve the Final Plat as presented.

Vice Chair Williams motions to approve the Final Plat as presented. Commissioner Peters seconds.

Roll Call:	Phillips	Williams	Prather	Shanahan	Peters
	Yes	Yes	Absent	Yes	Yes

Time: 6 minutes

DRAFT

RICHMOND ROAD & HIGHWAY 177 ADDITION

FINAL PLAT

A TRACT OF LAND IN THE SECTION 36, TOWNSHIP 20 NORTH, RANGE 2 EAST, OF THE INDIAN MERIDIAN, CITY OF STILLWATER, PAYNE COUNTY, OKLAHOMA

OWNER'S CERTIFICATE AND DEDICATION

STATE OF OKLAHOMA, COUNTY OF PAYNE, CITY OF STILLWATER

Know that all men by these presents, that Kipper LLC does hereby certify that they are the owners and have all rights, title and interest in and to a tract of land in the Section 36, Township 20 North, Range 2 East of the Indian Meridian, City of Stillwater, County of Payne, State of Oklahoma, more particularly described as follows:

A tract of land located in the Northeast Quarter (NE/4), Northwest Quarter (NW/4), and Southeast Quarters (SE/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as meets and bounds by Gregory Chad Weller OKLS2075 on November 19, 2025 as follows:

COMMENCING at the NW/C, NW/4, S36-T20-R2E monumented by a Railroad Spike; Thence along the North line of said Northwest Quarter (NW/4), as the *Basis of Bearings*, N 89° 13' 38" E, a distance of 1,892.59 feet to a point monumented by a Mag Nail; Thence S 00° 00' 04" W, a distance of 40.00 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483" also being the **POINT OF BEGINNING**; Thence N 89° 13' 38" E, a distance of 737.46 feet to a point on the East line of said Northwest Quarter monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 89° 18' 29" E, a distance of 452.33 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence continuing Thence N 89° 18' 29" E, a distance of 2,138.48 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence S 00° 49' 51" E, a distance of 1,502.15 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence continuing S 00° 49' 51" E, a distance of 680.58 feet to a non-tangent curve to the right monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence along said curve having a radius of 2810.57 feet, a delta angle of 13° 22' 04", an arc length of 655.74 feet, and having a chord bearing of S 28° 48' 40" W, a length of 654.25 feet to a point of non-tangency monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 54° 28' 57" W, a distance of 20.00 feet to a non-tangent curve to the right monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence along said curve having a radius of 2773.96 feet, a delta angle of 10° 04' 24", an arc length of 487.70 feet, and having a chord bearing of S 40° 33' 14" W, a length of 487.07 feet to a point of non-tangency monumented by a 1/2" Rebar with cap "PLS 1802"; Thence S 44° 24' 34" E, a distance of 20.00 feet to a non-tangent curve to the right monumented by a 1/2" Rebar with cap "PLS 1802"; Thence along said curve having a radius of 2807.08 feet, a delta angle of 12° 36' 49", an arc length of 617.98 feet, and having a chord bearing of S 51° 54' 59" W, a length of 616.73 feet to a point of non-tangency monumented by a 1/2" Rebar with cap "PLS 1802"; Thence S 59° 19' 00" W, a distance of 1,221.30 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 00° 00' 05" E, a distance of 2,629.85 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 00° 02' 04" W, a distance of 372.82 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence S 89° 59' 34" W, a distance of 1,189.48 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 00° 00' 04" E, a distance of 1,088.25 feet to the **POINT OF BEGINNING**;

CONTAINING 8,591,675 SQUARE FEET OR 197.238 ACRES, MORE OR LESS.

The owner certifies that it has caused said tract of land to be surveyed and has caused the attached Plat to be made showing accurate dimension of blocks, lots, and setback lines, rights-of-way, and easements. The owner further designates said tract of land as RICHMOND ROAD AND HIGHWAY 177 ADDITION, and hereby dedicates to public use all the rights-of-way within the subdivision and grants for installation and maintenance of utilities, all easements, and rights-of-way as shown on the attached Plat free and clear of all encumbrances.

Subscribed this _____ day of _____, 20_____.

_____
Simon Bright
Kipper LLC
McAfee & Taft
8th Floor, Two Leadership Square - 211 N Robinson Ave
Oklahoma City, OK 73102

OWNER'S NOTARY

STATE OF OKLAHOMA, COUNTY OF PAYNE

On this __ day of ___, 20_____
before me, the undersigned, a Notary Public in and for the County and State aforesaid, personally appeared _____ _____ to me known to be the identical person who signed the name of the maker thereof to the within and foregoing instrument as its President and acknowledged to me that he/she executed the same as his free and voluntary act and deed of said corporation, for the uses and purposes therein set forth,

Given under my hand and seal the day and year last above written.

_____
Notary Public

My Commission Expires:_____
My Commission Number:_____

STATE OF DEPARTMENT OF ENVIRONMENTAL QUALITY APPROVAL

The Stillwater Office of the Department of Environmental Quality has approved this plat for the use of Public water systems and On-site sewer systems on the _____ day of _____, 20_____.

_____
Environmental Program Specialist Department of Environmental Quality

ACCEPTANCE AND DEDICATION

STATE OF OKLAHOMA, COUNTY OF PAYNE

BE IT RESOLVED by the Board of Commissioners of the County of Payne that dedications shown on the attached plat of RICHMOND ROAD AND HIGHWAY 177 ADDITION are hereby accepted.

Accepted by the Board of Commissioners, County of Payne, this _____ day of _____, 20_____.

_____
County Commissioner

_____
County Commissioner

_____
County Commissioner

NOTE: All internal streets shall not be maintained by Payne County.

COUNTY TREASURER'S CERTIFICATE

STATE OF OKLAHOMA, COUNTY OF PAYNE

I, the undersigned do hereby certify that I am the duly elected, qualified, and acting County Treasurer of Payne County, State of Oklahoma, that the tax record of said county shows all taxes are paid for the year of 20_____ and all prior years on the land shown on the plat of RICHMOND ROAD AND HIGHWAY 177 ADDITION, in the City of Stillwater, County of Payne, State of Oklahoma, and required statutory security has been deposited in the office of the County Treasurer guaranteeing payment of the current year's taxes.

In witness thereof, said Treasurer has caused this instrument to be executed at Stillwater, Oklahoma, on this _____ day of _____, 20_____.

_____
County Treasurer

PLANNING COMMISSION CERTIFICATION

I, the undersigned Chairman of the Planning Commission of the City of Stillwater, County of Payne, State of Oklahoma, hereby certify that said Commission duly approved the above Final Plat at the meeting of the Commission, the _____ day of _____, 20____.

_____
Chairperson Date

CITY COUNCIL CERTIFICATION

Be it resolved by the City Council of the City of Stillwater, Oklahoma that the dedications shown on the annexed plat of RICHMOND ROAD & HIGHWAY 177 ADDITION , Stillwater Oklahoma are hereby accepted
Signed by the Mayor of the City of Stillwater, Oklahoma on this _____ day of _____, 20____.

_____ _____
City Clerk Mayor

SURVEYOR'S CERTIFICATE

STATE OF OKLAHOMA, COUNTY OF PAYNE

I, Gregory Chad Weller, an Oklahoma Professional Land Surveyor, do hereby certify that at the request of the owners mentioned herein, made the above described survey and that the attached plat is a correct representation of said tract as surveyed and subdivided by me.

Witness my hand and seal this

19th day of November, 2025.

_____
GREGORY CHAD WELLER, OKLAHOMA PROFESSIONAL LAND SURVEYOR, OK NO. 2075

SURVEYOR'S NOTARY

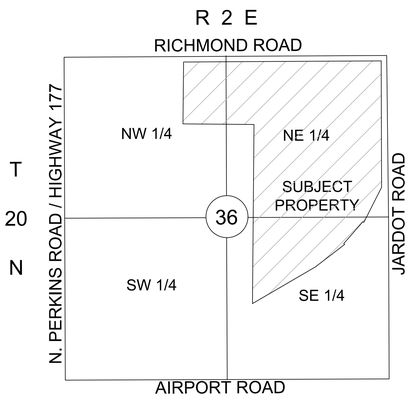
STATE OF OKLAHOMA, COUNTY OF PAYNE

Before me, the undersigned, a Notary Public in and for the State of Oklahoma, on this _____ day of _____, 20_____, personally appeared DARREL RAY MASON, to me known to be the identical person who executed the within and foregoing instument and acknowledged to me that he executed the same as his face and voluntary act and deed for the uses and purposed herein set forth.

Withness my had and seal the day and year last above written.

_____
Notary Public

My Commission Expires:_____
My Commission Number_____



LOCATION MAP

NOT TO SCALE

OWNER'S NOTARY | SURVEYOR | SURVEYOR'S NOTARY | COUNTY CLERK | COUNTY TREASURER | DEPARTMENT OF ENVIRONMENTAL QUALITY



olsson
11600 Broadway Extension
Suite 300
Oklahoma City, OK 73114
olsson.com
TEL 405.242.6600
FAX 405.242.6601
Olsson - Survey
Oklahoma COA #2483

REVISIONS

REV. NO.	DATE	DESCRIPTION	BY

FINAL PLAT

RICHMOND RD & HWY-177 ADDITION

STILLWATER

PAYNE COUNTY

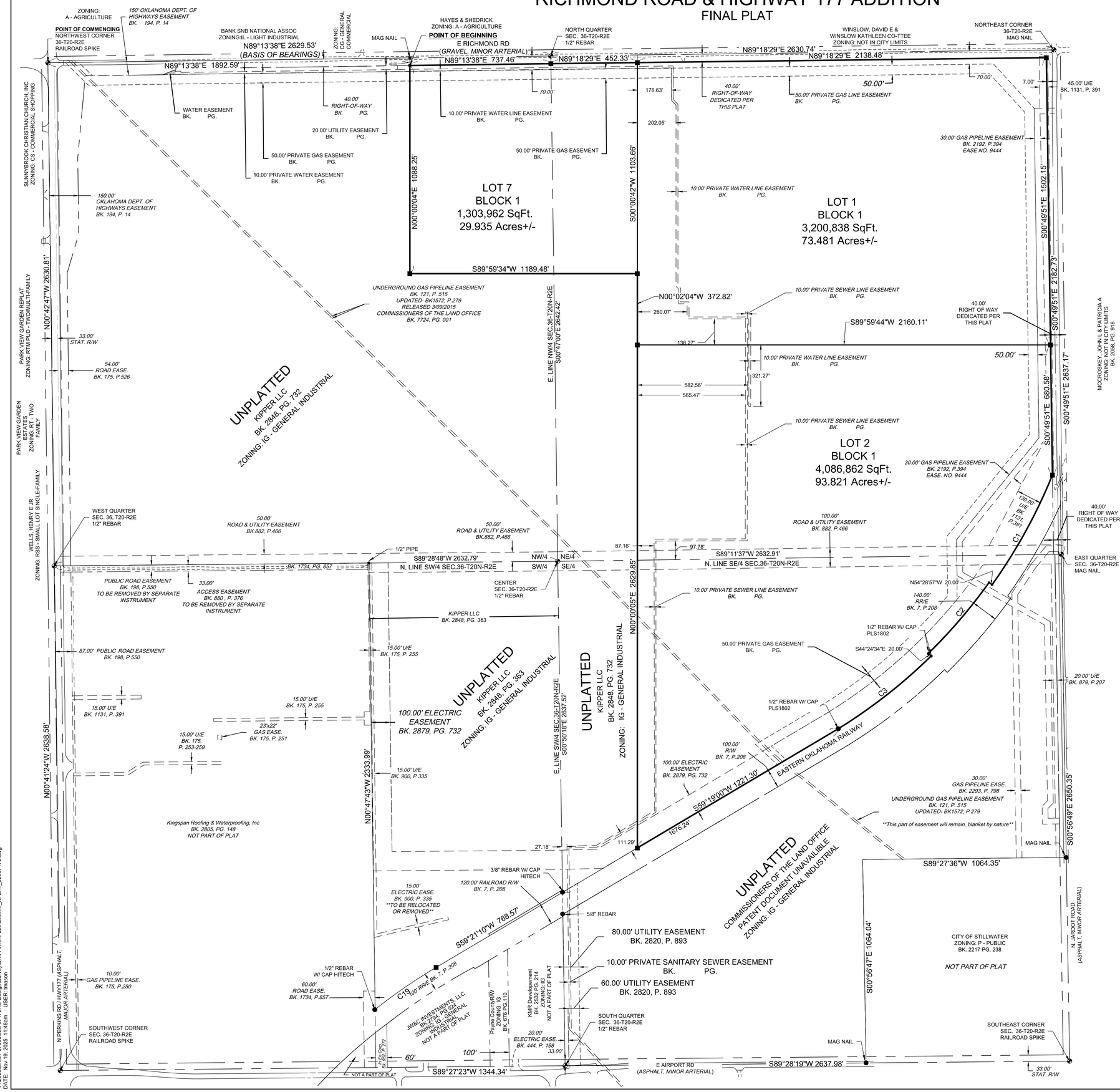
OKLAHOMA 2025

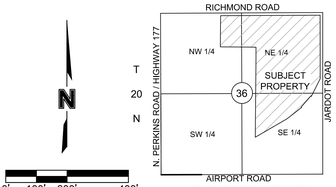
drawn by: TLM
designed by: DRM
project no.: 23-07172
date: 11.17.2025

SHEET
1 of 2

F:\2023\07001-07500\023-07172\4D-Design\Survey\SRVY\Xref\PlatRohan\V_XPLAT_02307172.dwg
DATE: Nov 19, 2025 11:48am USER: tmason

RICHMOND ROAD & HIGHWAY 177 ADDITION
FINAL PLAT





LOCATION MAP
NOT TO SCALE

DEVELOPER NOTE:
Kipper LLC
McAfee & Taft
8th Floor, Two Leadership Square
211 N Robinson Ave
Oklahoma City, OK 73102

OWNER'S OF RECORD:
Kipper LLC
McAfee & Taft
8th Floor, Two Leadership Square
211 N Robinson Ave
Oklahoma City, OK 73102

FEMA 100-YEAR FLOODPLAIN:
The proposed development is in the Zone X of firm map 40119C0066F, area determined to be outside the 500-year flood and protected by levee from 100-year flood, with an effective date of 05.16.2007

LEGEND

ZONING: IG
General Industrial

- SECTION CORNER
- MONUMENT W/ LABELED DESCRIPTION
- 1/2" REBAR W/ OLSSON CAP CA 2483 (UNLESS OTHERWISE NOTED)
- PROPERTY LINE
- LOT LINES
- STATUTORY R/W LINE
- EASEMENT LINES
- SECTION LINE
- ASPHALT LINE
- GRAVEL LINE
- U/E UTILITY EASEMENT
- STAT. R/W RIGHT-OF-WAY EASEMENT BY STATUTE
- BK. , P. RECORD DOCUMENT BOOK & PAGE

BOUNDARY DESCRIPTION:
A tract of land located in the Northeast Quarter (NE/4), Northwest Quarter (NW/4), and Southeast Quarters (SE/4) of Section Thirty-Six (36), Township Twenty (20) North, Range Two (2) East of the Indian Base and Meridian (I.B. & M.), Payne County, Oklahoma, being more particularly described as meets and bounds by Gregory Chad Weller OKLS2075 on November 19, 2025 as follows:

COMMENCING at the NW/C, NW/4, S36-T20-R2E monumented by a Railroad Spike; Thence along the North line of said Northwest Quarter (NW/4), as the *Basis of Bearings*, N 89° 13' 38" E, a distance of 1,892.59 feet to a point monumented by a Mag Nail; Thence S 00° 00' 04" W, a distance of 40.00 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483" also being the **POINT OF BEGINNING**; Thence N 89° 13' 38" E, a distance of 737.46 feet to a point on the East line of said Northwest Quarter monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 89° 18' 29" E, a distance of 452.33 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence continuing Thence N 89° 18' 29" E, a distance of 2,138.48 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence S 00° 49' 51" E, a distance of 1,502.15 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence continuing S 00° 49' 51" E, a distance of 680.58 feet to a non-tangent curve to the right monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence along said curve having a radius of 2810.57 feet, a delta angle of 13° 22' 04", an arc length of 655.74 feet, and having a chord bearing of S 28° 48' 40" W, a length of 654.25 feet to a point of non-tangency monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence S 54° 28' 57" W, a distance of 20.00 feet to a non-tangent curve to the right monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence along said curve having a radius of 2773.96 feet, a delta angle of 10° 04' 24", an arc length of 487.70 feet, and having a chord bearing of S 40° 33' 14" W, a length of 487.07 feet to a point of non-tangency monumented by a 1/2" Rebar with cap "PLS 1802"; Thence S 44° 24' 34" E, a distance of 20.00 feet to a non-tangent curve to the right monumented by a 1/2" Rebar with cap "PLS 1802"; Thence along said curve having a radius of 2807.08 feet, a delta angle of 12° 36' 49", an arc length of 617.98 feet, and having a chord bearing of S 51° 54' 59" W, a length of 616.73 feet to a point of non-tangency monumented by a 1/2" Rebar with cap "PLS 1802"; Thence S 59° 19' 00" W, a distance of 1,221.30 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 00° 00' 05" E, a distance of 2,629.85 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 00° 02' 04" W, a distance of 372.82 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence S 89° 59' 34" W, a distance of 1,189.48 feet to a point monumented by a 1/2" Rebar with cap "Olsson CA 2483"; Thence N 00° 00' 04" E, a distance of 1,088.25 feet to the **POINT OF BEGINNING**;

CONTAINING 8,591,675 SQUARE FEET OR 197.238 ACRES, MORE OR LESS.

CURVE TABLE					
CURVE ID	RADIUS (FT)	DELTA	LENGTH (FT)	CHORD BEARING	CHORD LENGTH (FT)
C1	2810.57	013°22'04"	655.74	S28°48'40"W	654.25
C2	2773.96	010°04'24"	487.70	S40°33'14"W	487.07
C3	2807.08	012°36'49"	617.98	S51°54'59"W	616.73

GENERAL NOTES:
1. This Survey meets the requirements of the Oklahoma Minimum Standards for the Practice of Land Surveying which was adopted by the Board of Registration for Professional Engineers and Land Surveyors.
2. **BASIS OF BEARINGS**: Measured N 89°13'38"E along the North line of said NW/4 36-T20N-R2E; Oklahoma Coordinate System of 1983 North Zone as established by use of ODOT continuously operating GNSS RTK Network.
3. All distances shown hereon are based on Grid Distances measured in U.S. Survey Feet.
4. Major field work was completed on January 10, 2024 by JD&MT. Last site visit was June 10, 2025 by JD.
5. Lots 3-6, Block 1 are intentionally omitted.
6. Proposed 6' City Sidewalk 2' inside ROW around exterior of lots on Richmond and Jardot Roads.

SURVEYOR'S CERTIFICATE:
I, Gregory Chad Weller, a registered Land Surveyor, do hereby certify that a careful survey has been made under my supervision on the above described property as shown hereto and there are no encroachments except if shown hereon. This survey was made for the above stated purpose only and no other responsibility is hereby assumed. Dated in the County of Payne, Oklahoma on this day of 11/19/2025



Gregory Chad Weller
OK PLS NO. 2075 - Expires April 30, 2027

LOT TABLE		
LOT 1	3,200,838 Sq. Ft.	73.48 Acres ±
LOT 2	4,086,862 Sq. Ft.	93.82 acres ±
LOT 7	1,303,962 Sq. Ft.	29.94 Acres ±
UNPLATTED	9,385,413 Sq. Ft.	215.46 acres ±
TOTAL	17,977,075 Sq. Ft.	412.70 acres ±

olsson
11600 Broadway Extension
Suite 300
Oklahoma City, OK 73114
olsson.com
TEL 405.242.6600
FAX 405.242.6601
Olsson - Survey
Oklahoma COA #2483

REVISIONS			
REV. NO.	DATE	DESCRIPTION	BY

FINAL PLAT
RICHMOND RD & HWY-177 ADDITION
STILLWATER
PAYNE COUNTY
OKLAHOMA
2025

drawn by: TLM
designed by: GCW
project no.: 23-07172
date: 11.17.2025

SHEET
2 of 2

F:\2023\07001-07500\023-07172\40-Design\Survey\SRVY\ref\Plat\Rohan\V_XPLAT_02307172.dwg
DATE: Nov 19, 2025 11:48am USER: tmason

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	3.g. CC-25-161
Previous/Related Action:	
Background/Issue:	• Bradley & Leah Gungoll own property at 3818 S. Sangre Road. • This request is for acceptance of an general utility easement to allow City crews access to convert overhead electric lines to underground lines on the property. • The general utility easement dedication consists of 9,759 square feet (.224 acres) more or less.
Proposal/Solution:	• Staff recommends acceptance of the general utility easement.
Financial Source/Impact:	• There is no additional financial impact from the acceptance of this easement.
Related Strategic Priority:	#4 CONNECTED SPACES
Recommended Action/Motion:	Motion to accept the general utility easement and authorize the Mayor to execute the document
Prepared By:	Joshua Brown, Project Manager
Reviewed By:	David Barth Brady Moore Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. General Utility Easement

GENERAL UTILITY EASEMENT

KNOW ALL MEN BY THESE PRESENTS:

That the undersigned Bradley A. Gungoll and Leah Gungoll, a married couple, (hereinafter "the grantors") certify that they own and possess all rights, title, and interest to the following described real property situated in Payne County, State of Oklahoma, to-wit:

A tract of land in the Northeast Quarter (NE/4) of the Southeast Quarter (SE/4) of Section Thirty-two (32), Township Nineteen (19) North, Range Two (2) East of the Indian Meridian, Payne County, State of Oklahoma, more particularly described as follows: Beginning at a point on the Section line 272.12 feet South of the Northeast corner (NE/cor) of said Northeast Quarter (NE/4) of the Southeast Quarter (SE/4); thence South 69°52' West a distance of 474.38 feet to the Point of Beginning; thence South 69°52' West a distance of 57.57 feet; thence North 69°12' West a distance of 386.67 feet; thence North 83°27' West a distance of 24.2 feet; thence North a distance of 317.77 feet to a point on the North boundary of said Northeast Quarter (NE/4) of the Southeast Quarter (SE/4); thence North 89°50'51" West along said boundary a distance of 435.6 feet to the Northwest corner (NW/cor) of said Northeast Quarter (NE/4) of the Southeast Quarter (SE/4); thence Southerly along the West boundary of said Northeast Quarter (NE/4) of the Southeast Quarter (SE/4) a distance of 1000.0 feet; thence South 89°50'51" East a distance of 155.53 feet; thence South 82°53'38" East a distance of 435.60 feet; thence North 33°10'40" East a distance of 155.53 feet; thence South 82°53'38" East a distance of 228.44 feet; thence Northeast 479.27 feet to the Point of Beginning. LESS AND EXCEPT A part of the NE/4 of the SE/4 of Section 32, Township 19 North, Rage 2 East I.M., Payne County, Oklahoma; being more particularly described as follows: Commencing at the Southeast corner of Section 32; Thence N00°00'00"E along the East line of the SE/4 a distance of 1806.34 feet; Thence S72°23'56"W 370.15 feet; thence N76°36'06"W 225.31 feet to the Point of Beginning; Thence N00°00'00"E 469.99 feet Thence S69°12'00"E 77.62 feet; Thence N69°52'00"E 57.57 feet to the Northwest corner of a tract described in Book 1814 Page 68; Thence S15°19'05"W along the West line of the tract described in Book 1814 Page 68 a distance of 479.27 feet to the point of beginning.

and further that the undersigned, in consideration of the sum of One Dollar ($1.00), in hand paid and other good and valuable consideration, for the grantors, their heirs, successors, executors, administrators, and assigns do hereby grant, bargain, sell, and convey unto the City of Stillwater, Oklahoma, a Municipal Corporation, its successors and assigns, an easement for the installation, operation and maintenance of utility(ies) through, over, under, and across the portions of the above-described property, together with the right of ingress and egress to and from same, for the purpose heretofore stated.

A STRIP OF LAND THAT IS PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER (NE/4 SE/4) OF SECTION 32, TOWNSHIP 19 NORTH, RANGE 2 EAST OF THE INDIAN MERIDAN, PAYNE COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, SAID STRIP OF LAND BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID NE/4 SE/4; THENCE N 89°28'22" W ALONG THE NORTH LINE OF SAID NE/4 SE/4 FOR 1280.21 FEET TO THE POINT OF BEGINNING OF SAID STRIP OF LAND; THENCE CONTINUING N 89°28'22" W ALONG SAID NORTH LINE FOR 20.00 FEET; THENCE SOUTH 00°05'27" EAST ALONG FOR 488.06 FEET; THENCE NORTH 89°54'33" EAST FOR 20.00 FEET; THENCE NORTH 00°05'27" WEST FOR 487.85 FEET TO THE POINT OF BEGINNING OF SAID STRIP OF LAND.

The easement contains 9,759 square feet or 0.224 acres more or less and is subject to all recorded easements and rights of way thereof.

Except as herein granted, the grantors shall continue to have the full use and enjoyment of the properties herein granted or described for appropriate purposes. At no time shall the grantors commit a use, occupation or enjoyment thereof that might cause a hazardous condition and no building, structure or obstruction shall be located or constructed on said easement by the

grantors, their successors or assigns, nor shall the grantors allow said easement to be encumbered in any way so that the City of Stillwater shall not be afforded access to said utility(ies) at any and all times.

IN WITNESS WHEREOF, I have hereunto set my hand this 7th day of November, 2025.

Bradley A. Gungoll, GRANTOR

Leah Gungoll, GRANTOR

STATE OF OKLAHOMA)
) ss.
COUNTY OF PAYNE)

Before me, a Notary Public in and for said County and State on this 7th day of November, 2025, personally appeared, Bradley A. Gungoll, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument and acknowledged to me that he/she executed the same as his/her free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

MORGAN MCCOMMAS NOTARY PUBLIC Commission # 22003993 My Commission Expires 03-22-2026 STATE OF OKLAHOMA

NOTARY PUBLIC

My Commission Expires: 3/22/2026
My Commission Number: 22003993

(SEAL)

STATE OF OKLAHOMA)
) ss.
COUNTY OF PAYNE)

Before me, a Notary Public in and for said County and State on this 7th day of November, 2025, personally appeared Leah Gungoll, to me known to be the identical person who subscribed the name of the maker thereof to the foregoing instrument and acknowledged to me that he/she executed the same as his/her free and voluntary act and deed for the uses and purposes therein set forth.

Given under my hand and seal the day and year last above written.

MORGAN MCCOMMAS NOTARY PUBLIC Commission # 22003993 My Commission Expires 03-22-2026 STATE OF OKLAHOMA

NOTARY PUBLIC

My Commission Expires: 3/22/2026
My Commission Number: 22003993

(SEAL)

STATE OF OKLAHOMA)
) ss.
COUNTY OF PAYNE)

NOW, on this_____ day of _____, 20___, the City Council of the City of Stillwater, State of Oklahoma, a municipal corporation, acting for and in behalf of said municipal corporation, during regular session, does hereby approve and accept from the named grantors this delivered easement and directs the Mayor and Clerk of said City of Stillwater to indicate the same by their signatures and seal of the City of Stillwater, State of Oklahoma.

_____
WILLIAM H. JOYCE, MAYOR
CITY OF STILLWATER, OKLAHOMA

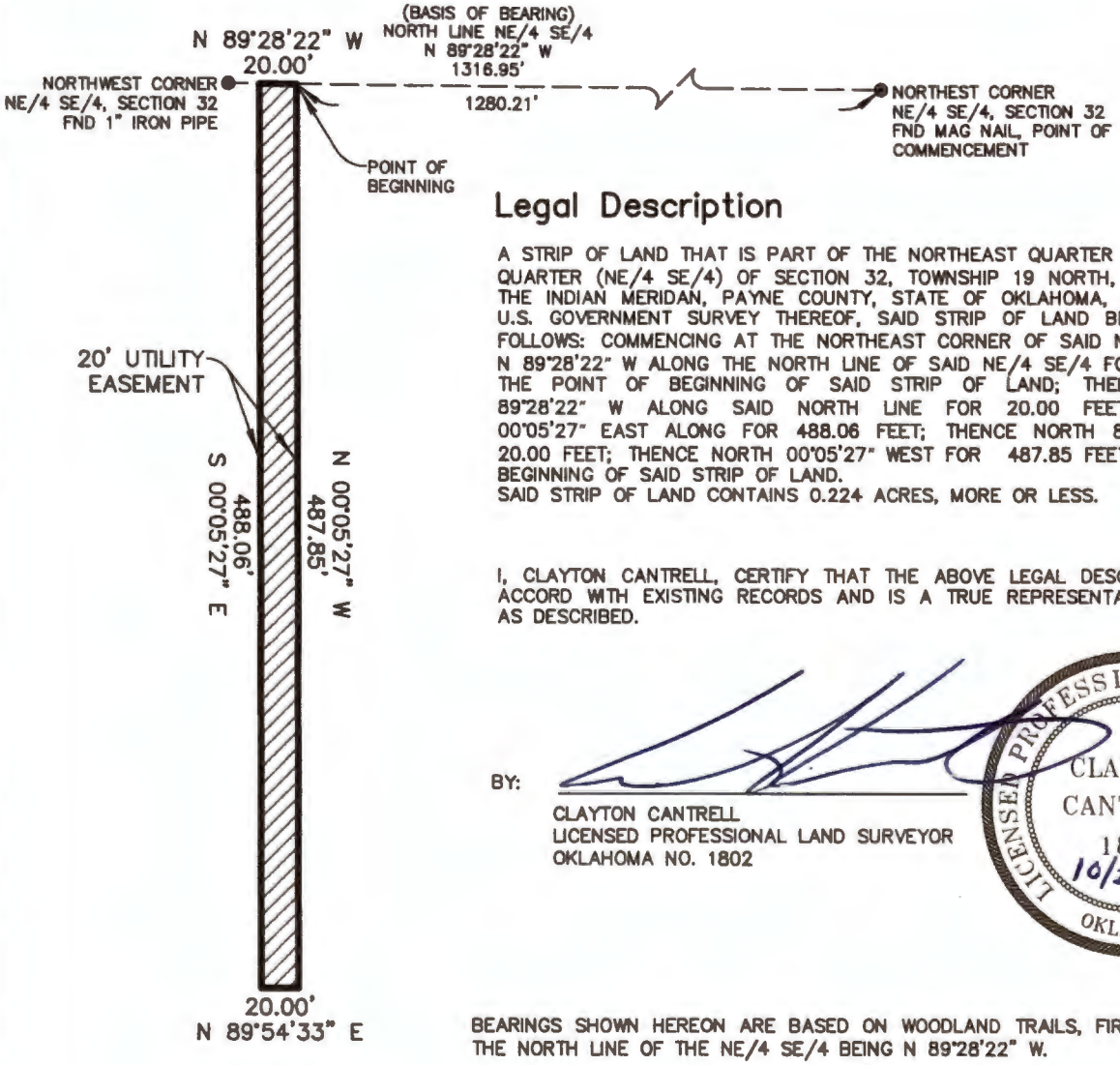
(SEAL)

ATTEST:

_____
TERESA KADAVY, CITY CLERK
CITY OF STILLWATER, OKLAHOMA

Approved as to form and legality this_____ day of _____, 20 .

_____
KIMBERLY CARNLEY, CITY ATTORNEY
CITY OF STILLWATER, OKLAHOMA



Legal Description

A STRIP OF LAND THAT IS PART OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER (NE/4 SE/4) OF SECTION 32, TOWNSHIP 19 NORTH, RANGE 2 EAST OF THE INDIAN MERIDAN, PAYNE COUNTY, STATE OF OKLAHOMA, ACCORDING TO THE U.S. GOVERNMENT SURVEY THEREOF, SAID STRIP OF LAND BEING DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID NE/4 SE/4; THENCE N 89°28'22" W ALONG THE NORTH LINE OF SAID NE/4 SE/4 FOR 1280.21 FEET TO THE POINT OF BEGINNING OF SAID STRIP OF LAND; THENCE CONTINUING N 89°28'22" W ALONG SAID NORTH LINE FOR 20.00 FEET; THENCE SOUTH 00°05'27" EAST ALONG FOR 488.06 FEET; THENCE NORTH 89°54'33" EAST FOR 20.00 FEET; THENCE NORTH 00°05'27" WEST FOR 487.85 FEET TO THE POINT OF BEGINNING OF SAID STRIP OF LAND.
SAID STRIP OF LAND CONTAINS 0.224 ACRES, MORE OR LESS.

I, CLAYTON CANTRELL, CERTIFY THAT THE ABOVE LEGAL DESCRIPTION CLOSES IN ACCORD WITH EXISTING RECORDS AND IS A TRUE REPRESENTATION OF EASEMENT AS DESCRIBED.

BY: _____

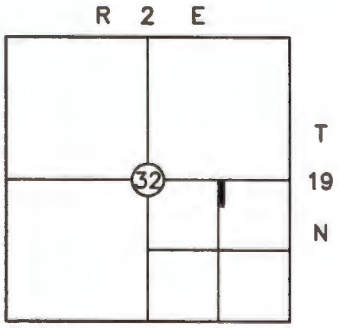
CLAYTON CANTRELL
LICENSED PROFESSIONAL LAND SURVEYOR
OKLAHOMA NO. 1802

LICENSED PROFESSIONAL LAND SURVEYOR
CLAYTON
CANTRELL
1802
10/24/25
OKLAHOMA

BEARINGS SHOWN HEREON ARE BASED ON WOODLAND TRAILS, FIRST SECTION WITH THE NORTH LINE OF THE NE/4 SE/4 BEING N 89°28'22" W.

20' Utility Easement Exhibit

Part of the NE/4 SE/4
Section 33, T-19-N, R-2-E
Payne County, Oklahoma



Location Map

Crossroads Survey Company, LLC
P.O. BOX 1772
CUSHING, OKLAHOMA 74023
PHONE: (918) 225-0345
C.A. NO. 6841 EXPIRES 6/30/2026

FILE: 1902.32	SURVEY BY:	DATE: 10/24/2025
ORDER: 2490	DRAWN BY: CKC	SCALE: 1"=100'
BOOK:	CHECKED BY: CKC	SHEET 1 OF 1


new 20' x 487' utility easement (remove overhead power and install underground)
New shop building
Building removed- damaged by fire

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	3.h. CC-25-162
Previous/Related Action:	Stillwaterwater Public Library Board voted to accept the grant award on Nov. 18, 2025.
Background/Issue:	The Stillwater Public Library applied for a health literacy grant to hold its Mighty Moves Fitness Adventure at Block 34. Mighty Moves Fitness Adventure features family fitness adventures based on popular children's classic literature. The Oklahoma Department of Libraries awarded the library a $5,000 grant to fund the program.
Proposal/Solution:	Approval of the attached budget amendments will allow the use of the grant funds for health literacy activities.
Financial Source/Impact:	The budget amendment reflects an increase to the federal grant revenue account by $5,000 and a corresponding increase to projects in the grant expenditure account.
Related Strategic Priority:	#1 EFFECTIVE SERVICES & ACCOUNTABLE GOVERNMENT
Recommended Action/Motion:	Motion to approve budget amendments reflecting receipt and appropriation of $5,000 in grant funds to the Stillwater Public Library.
Prepared By:	Stacy Delano, Library Director
Reviewed By:	Stacy Delano Christy Driskel Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. BA.HLgrant.12.1.25signed

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/22/2025

Department: Library **Requested by:** Stacy DeLano, library director

Explanation:

Donation REVENUE
The library was awarded $5000 from the Oklahoma Department of Libraries Health Literacy grant.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	Library Aministr / Federal Grnt Rev	1015510 - 43100	26LB01101	$ 0	$ 5,000	$ 5,000
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 5,000

Reviewed by Department Manager: _____ **Date:** 11/22/2025

Reviewed by Finance: _____ **Date:** _____

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

--Print on Yellow Paper--

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/22/2025

Department: Library **Requested by:** Stacy DeLano, library director

Explanation:

Donation EXPENDITURES
The library was awarded $5000 from the Oklahoma Department of Libraries Health Literacy grant.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	Library Aministr / Grant Expend	1015510 - 53045	26LB01101	$ 0	$ 5,000	$ 5,000
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 5,000

Reviewed by Department Manager: _____ **Date:** 11/22/2025

Reviewed by Finance: _____ **Date:** _____

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

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REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	3.i. CC-25-163
Previous/Related Action:	
Background/Issue:	The Stillwater Public Library received a $1,400.00 donation from the Friends of the Library and $79.96 from the Stillwater Frontier Rotary Club.
Proposal/Solution:	Approval of the attached budget amendments will allow the use of the donations for patron and staff-directed projects.
Financial Source/Impact:	The budget amendment reflects an increase to the donation revenue account by $1,479.96 and a corresponding increase to projects in the donation expenditure account.
Related Strategic Priority:	#1 EFFECTIVE SERVICES & ACCOUNTABLE GOVERNMENT
Recommended Action/Motion:	Motion to approve budget amendments reflecting receipt and appropriation of $1,480 in donations to the Stillwater Public Library.
Prepared By:	Stacy Delano, Library Director
Reviewed By:	Stacy Delano Christy Driskel Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. BA.donation.12.1.25

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/21/2025

Department: Library **Requested by:** Stacy DeLano, library director

Explanation:

Donation REVENUE
The library received $1400 from the Friends of the Library and $79.96 from Stillwater Frontier Rotary.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	FOL Misc/Donations	1015510 - 48701	20LB05101	$ 2,875	$ 1,200	$ 4,075
	Designated Donat / Donations	1015510 - 48701	21LB07101	$ 204	$ 280	$ 484
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 1,480

Reviewed by Department Manager: _____ **Date:** 11/21/2025

Reviewed by Finance: _____ **Date:** _____

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

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The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/21/2025

Department: Library **Requested by:** Stacy DeLano, library director

Explanation:

Donation EXPENDITURE
The library received $1400 from the Friends of the Library and $79.96 from Stillwater Frontier Rotary.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	FOL Misc/Donations	1015510 - 53041	20LB05101	$ 14,553	$ 1,200	$ 15,753
	Designated Donat / Donations	1015510 - 53041	21LB07101	$ 6,450	$ 280	$ 6,730
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 1,480

Reviewed by Department Manager: _____ **Date:** 11/21/2025

Reviewed by Finance: _____ **Date:** _____

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

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REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	3.j. CC-25-164
Previous/Related Action:	
Background/Issue:	• The Stillwater Regional Airport (SWO) terminal project is ongoing and has surpassed 70% completion. • On November 3, 2025, Council approved for submission to the FAA of the SWO Capital Improvement Program (CIP), which identified the Oklahoma Department of Aerospace and Aeronautics (ODAA) funding opportunity in FY26 for the North Triangle Parking Lot. • Terminal Construction Manager at Risk (CMAR), Lippert Brothers, Inc. (LBI), opened the North Triangle Parking Lot bids on November 12, 2025, with three bids received. • The low bidders for the North Triangle Parking Lot bid packages (3 total) included Lopp Construction, LLC, Apex, and Thrive, with a total North Triangle Parking Lot project cost of $680,508. Total project costs include parking lot paving and walks, electrical, sodding, design and construction administration fees, and associated CMAR fees. Total construction costs included in Amendment 5 are $633,308.
Proposal/Solution:	Approve the City Manager to sign Amendment #11 to the Olsson Professional Services Agreement for the North Parking Lot Design and Construction Phase Services at the Stillwater Regional Airport terminal for a total of $47,200.
Financial Source/Impact:	North Triangle Parking Lot design and construction phase services will be funded through City of Stillwater match from the fund balance of the Airport Grants Fund and ODAA grant funds. A resolution for the aforementioned ODAA grant for the parking lot is included in this council packet.
Related Strategic Priority:	#1 EFFECTIVE SERVICES & ACCOUNTABLE GOVERNMENT
Recommended Action/Motion:	Approve Amendment #11 to the Olsson Professional Services Agreement for the North Parking Lot Design and Construction Phase Services at the Stillwater Regional Airport terminal for a total of $47,200 and authorize the City Manager to sign the agreement.
Prepared By:	Kellie Reed, Airport Director

Reviewed By:	Kellie Reed
	Christy Cluck
	Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. STPW27 Amendment 11 - North Parking Lot - 25-06-03

June 3, 2025

Kellie Reed, P.E.,
City of Stillwater
3304 N. Airport Industrial Access Rd.
Stillwater, OK 74075

RE: STPW27 - Airport Industrial Arterial Road - Amendment 11
North Parking Lot – Design and Construction Phase Services

Dear Ms. Reed:

We respectfully request a scope revision to include design and construction phase services for the north parking lot associated with the access road and roundabout for the Airport Industrial Arterial Road Improvements (STPW27).

We are requesting amendment 11 in the amount of $47,200, for the design and construction phase surfaces for the north parking lot to be approved, resulting in a total not to exceed fee of $834,472.55 for the project to be able to complete the requested scope.

If you have any questions or concerns, please contact me at (405)242-6628 or rbeaty@olsson.com.

Respectfully,
OLSSON

Russell Beaty, PE
Sr. Project Manager/Vice President

11600 Broadway Ext. / Suite 300 / Oklahoma City, OK 73114
O 405.242.6600 / **olsson.com**

This is **EXHIBIT K**, consisting of 2 pages, referred to in and part of the **Agreement between Owner and Engineer for Professional Services** dated May 13, 2021.

AMENDMENT TO OWNER-ENGINEER AGREEMENT
Amendment No. 9

1. *Background Data:*

   a. Effective Date of Owner-Engineer Agreement: May 13, 2021

   b. Owner: City of Stillwater, Oklahoma

   c. Engineer: Olsson, Inc.

   d. Project: Airport Industrial Arterial Road Improvements

2. *Description of Modifications to Scope:*

   Design

   The scope of this amendment includes the design and construction phase services for the north parking lot for the project, services to include preparing final plans and bid packages along with bidding assistance, addenda, preconstruction conference, site visits, RFIs, submittal reviews, change orders and record drawings.

   The original scope of the project and previous amendments remain unchanged unless mentioned above.

The total estimated compensation for Basic Services and Additional Services is detailed below:

	Original Agreement	**Increase per Amendment**	**Total Amended Fee**
Total Basic Services	**$315,000**	**$0**	**$315,000**
Amendment No.1 Services	-	*$30,870.95*	*$30,870.95*
Amendment No.1 Services requiring Owner's written approval	-	*$2,900*	*$2,900*
Amendment No.2 Services	-	$35,657.60	$35,657.60
Amendment No.3 Services	-	$2,500	$2,500
Amendment No.4 Services	-	$205,140	$205,140

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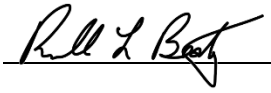
Amendment No.5 Services	-	$5,100	$5,100
Amendment No.6 Services	-	$96,890	$96,890
Amendment No.7 Services	-	$18,500	$18,500
Amendment No.8 Services	-	$9,940	$9,940
Amendment No.10 Services	-	$25,474	$25,474
Amendment No.9 Services	-	$39,300	$39,300
Amendment No.11 Services	-	$47,200	$47,200
Total Agreement Services	**-**	**$519,472.55**	**$834,472.55**

Refer to the attached Table 1 for the itemized basis of fee for this Amendment.

5. Agreement Summary (Reference only)
   a. Original Agreement amount: $ 315,000.00
   b. Net change for prior amendments (1-10): $ 472,272.55
   c. This amendment (11) amount: $ 47,200.00
   d. Agreement amount: $ 834,472.55

The foregoing Agreement Summary is for reference only and does not alter the terms of the Agreement, including those set forth in Exhibit C.

Owner and Engineer hereby agree to modify the above-referenced Agreement as set forth in this Amendment. All provisions of the Agreement not modified by this or previous Amendments remain in effect. The Effective Date of this Amendment is _____.

OWNER:	ENGINEER:
City of Stillwater, Oklahoma	
	Olsson Inc.
By:	By: 
Title: Brady Moore, City Manager	Title: Russell Beaty P.E. , Sr. Project Manager/ Vice President
Date Signed:	Date Signed: 06/03/2025

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City of Stillwater
Access Road and Roundabout - North Parking Lot
Amendment 11 - North Parking Lot Bid Plans & Construction Phase Services
6/3/2025

		Category & Loaded Rate ($/HR)						
		Sr. Civil Engineer	Mid-Level Civil Engineer	Jr. Civil Engineer	Technician	Total Hours	Direct Cost	FEE
		$ 185.00	$ 155.00	$ 110.00	$ 85.00			
1. Bid Plans and Construction Phase Services		70	150	100	0	320		
Total Hours		70	150	100	0	320		
Total Fee		$ 12,950.00	$ 23,250.00	$ 11,000.00	$ -	$ 47,200.00	$ -	**$ 47,200.00**

1. Bid Plans and Construction Phase Services		Category & Loaded Rate ($/HR)						
		Sr. Civil Engineer	Mid-Level Civil Engineer	Jr. Civil Engineer	Technician	Total Hours	Direct Cost	FEE
		$ 185.00	$ 155.00	$ 110.00	$ 85.00			
Title Sheet			2	2		4		
General Notes			4			4		
Typical Sections			2	2		4		
Summaries			4	4		8		
Demolition			4	4		8		
Site Plan			8	8		16		
Grading			8	8		16		
Drainage Plan			8	8		16		
Spot Elevations			4	6		10		
Erosion Control			4	6		10		
Signing and Striping		4	8	8		20		
EV Parking and Security		4	4			8		
Lighting Design		4	8	8		20		
Details & Support Sheets			8	8		16		
Final OPCC		2	2			4		
Contract Document Package		4	16			20		
Attend Pre-Bid Meeting & Document Discussion		4	4			8		
Generate Addenda & Provide Clarifications/Changes		4	4			8		
Preconstruction Conference		4	4			8		
Site Visits & Project Meetings		16	16			32		
RFI's/Submittal Reviews/Change Orders		22	24	24		70		
Record Drawings		2	4	4		10		
Total Hours		70	150	100	0	320		
Total Fee		$ 12,950.00	$ 23,250.00	$ 11,000.00	$ -	$ 47,200.00	$ -	**$ 47,200.00**

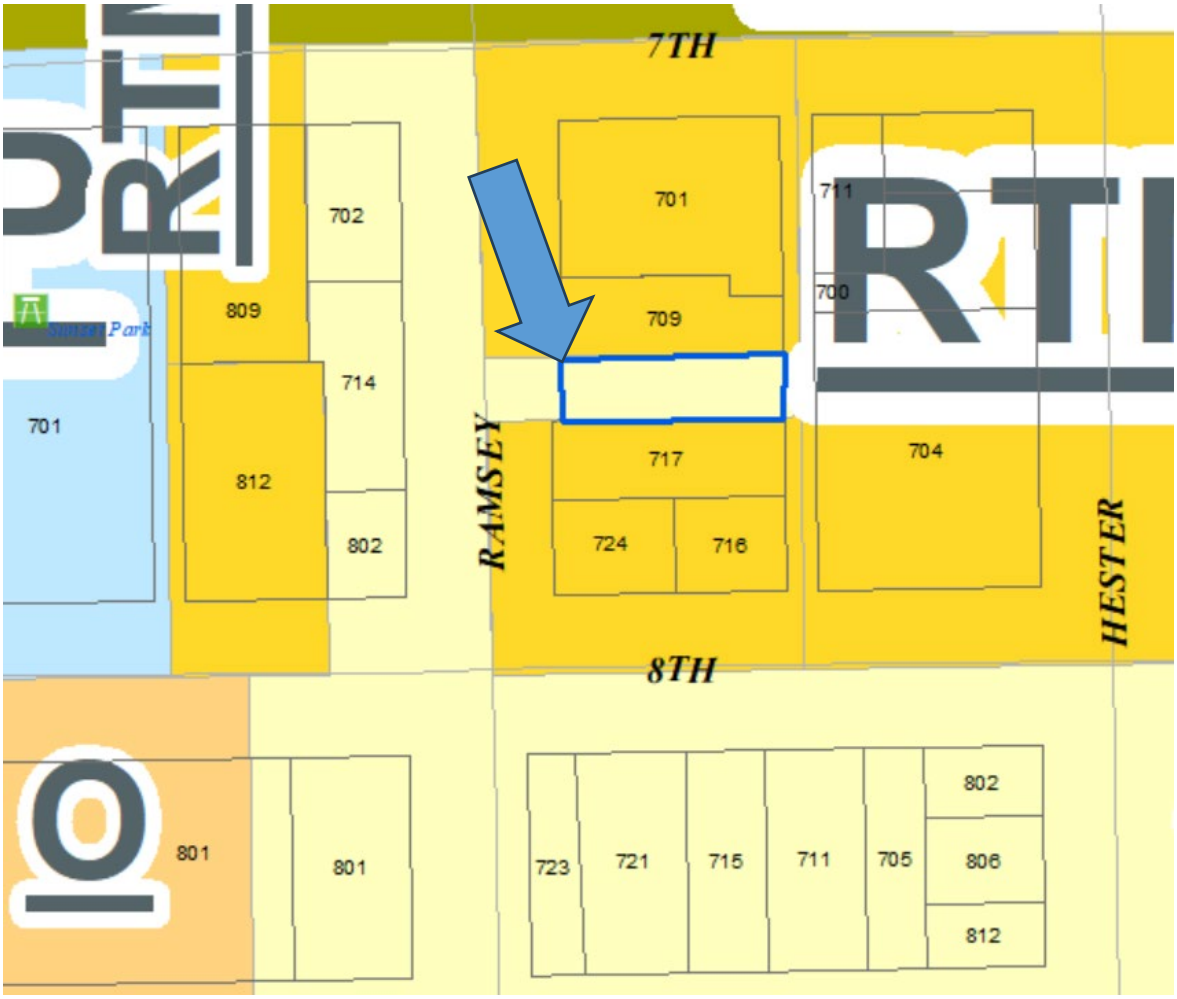
REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	6.a. CC-25-165
Previous/Related Action:	November 4th, 2025 Planning Commission Report
Background/Issue:	The applicant, Presley LLC/Jason Spriggs, requests review and approval of a Map Amendment to rezone the parcel located at 711 S Ramsey Street from Small Lot Single-Family Residential (RSS) to Two-Family and Multi-Family District (RTM). The subject property is located one and a half blocks south of 6th Avenue, on the east side of S Ramsey Street. The property is currently platted as Lot 18 and part of Lot 17, Block K of Original Town Stillwater Subdivision and is currently vacant. This parcel is proposed to be developed in alignment with the development standards of RTM, which would allow a multi-family development with a maximum density of 20 units per acre.
Proposal/Solution:	Planning Commission recommended approval of the Map Amendment with a 4-0 vote.
Financial Source/Impact:	None
Related Strategic Priority:	#4 CONNECTED SPACES #5 UNIQUE CULTURE
Recommended Action/Motion:	Motion to accept the Planning Commission recommendation and approve the Map Amendment as presented.
Prepared By:	Henry Bibelheimer, Senior Planner
Reviewed By:	David Barth Brady Moore Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Area Map
2. Planning Commission 11.04.2025 Draft Summary
3. Zoning Comparison Chart, RSS to RTM



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Stillwater OKLAHOMA
stillwaterok.gov

Project Type: MA25-15
Request: Rezone from RSS to RTM
Address: 711 S. Ramsey

STILLWATER PLANNING COMMISSION SUMMARY
REGULAR MEETING OF NOVEMBER 4TH, 2025
IN ACCORDANCE WITH THE OKLAHOMA OPEN MEETING
LAW, THE AGENDA WAS POSTED October 30th, 2025 IN THE
MUNICIPAL BUILDING AT 723 SOUTH LEWIS STREET

MEMBERS PRESENT	STAFF PRESENT
Jana Phillips, Chair	David Barth, Development Services Director
Riley Williams, Vice Chair	Kim Payne, Assistant City Attorney
Mike Shanahan, Member	Henry Bibelheimer, Senior City Planner
David Peters, Member	Joshua Brown, Development Coordinator
	Alexandria Holle-Maged, Administrative Assistant

MEMBERS ABSENT	Staff Absent
Mark Prather, Member	

1. CALL MEETING TO ORDER.

Chair Phillips called the meeting to order at 5:30 pm and explains the proceedings for the evening. Chair Phillips notes there will be a 5 minute time limit per speaker for the public hearing portion of the evening.

……..

4. PUBLIC HEARING

   a. Receive public comment regarding a request for a Map Amendment (MA25-15) to rezone property addressed as 711 S. Ramsey Street from Small Lot Single Family Residential (RSS) to Two-Family and Multi-Family (RTM) district.

Mr. Henry Bibelheimer, Senior Planner, presents the item.

Chair Phillips asks if there are any questions for staff; none respond. Chair Phillips invites the applicant or representative to present.

Mr. Stephen Gose, Gose & Associates,113 E 8th Avenue restated staff's point that they are attempting to clean up a zoning inconsistency on a piece of land recently purchased by his client; noted the zoning map shows RTM zoning all around the subject area except for this single parcel, which was part of the former Covenant School site; and the request is simply to rezone this one remaining piece to match the surrounding RTM zoning.

Chair Phillips asks if there are any questions for Mr. Gose; none respond. Chair Phillips opens the public hearing and asks if anyone wishes to speak in favor of the item; none respond. Chair Phillips asks if anyone would like to speak in opposition to the item; none respond. Chair Phillips closes the public hearing and invites staff to present findings and alternatives.

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Mr. Bibelheimer presents the findings and alternatives, which are
Findings:
1. The proposed Map Amendment aligns with the future land use map in the comprehensive plan.
2. The proposed rezoning to RTM aligns with the zoning districts to the north, south, and east.
Alternatives:
1. Accept findings and recommend that the City Council approve the Map Amendment as presented.
2. Find that the Map Amendment is not an appropriate use for the property based upon the impacts to the surrounding vicinity and do not recommend that the City Council approve the specific use permit.
3. Find that additional information or discussion is needed prior to making a recommendation and table the request to a certain date.

Staff's Recommendation: Approve the Map Amendment as presented.

Commissioner Peters moves to approve the Map Amendment as presented. Commissioner Shanahan seconds.

Roll Call:	Phillips	Williams	Prather	Shanahan	Peters
	Yes	Yes	Absent	Yes	Yes

Time: 3 minutes

DRAFT

Stillwater OKLAHOMA
stillwaterok.gov

ZONING COMPARISON CHART		
	RSS (Residential Single Family Small Lot)	**RTM (Residential Two-family and Multi-family)**
Min Lot Size	5000 square feet	20,000 square feet
Min Lot Width/Depth	50/100 feet	100/130 feet
Max Structure Height	35 feet	35 feet
Min Front Yard	20 feet/10 feet from alley	20 feet/10 feet from alley
Corner lot optional setback	Front: 20 feet Street Side: 15 feet	N/A
Min Side Yard - boundary with:		
Residential district	5 feet	5 feet
Commercial district	15 feet	15 feet
Industrial district	15 feet	15 feet
Min Rear Yard - boundary with:		
Residential district	20 feet	20 feet
Any other district	20 feet	20 feet
Max Lot Coverage	No max limit	40 percent
Landscaping/Screening (earth berms, shrubs, fences, decorative man-made materials, trees)	No requirements	Required for parking lots only
Permitted Uses by Right (Uses in *italic* are allowed in both zoning districts)	• Conventional single-family • Residential design manufactured homes	• Boarding House/Rooming House • Church and Religions Institutions • Multiple-family with a maximum gross density of 20 units per acre • Townhome • Two-family (duplex)

REPORT TO: CITY COUNCIL

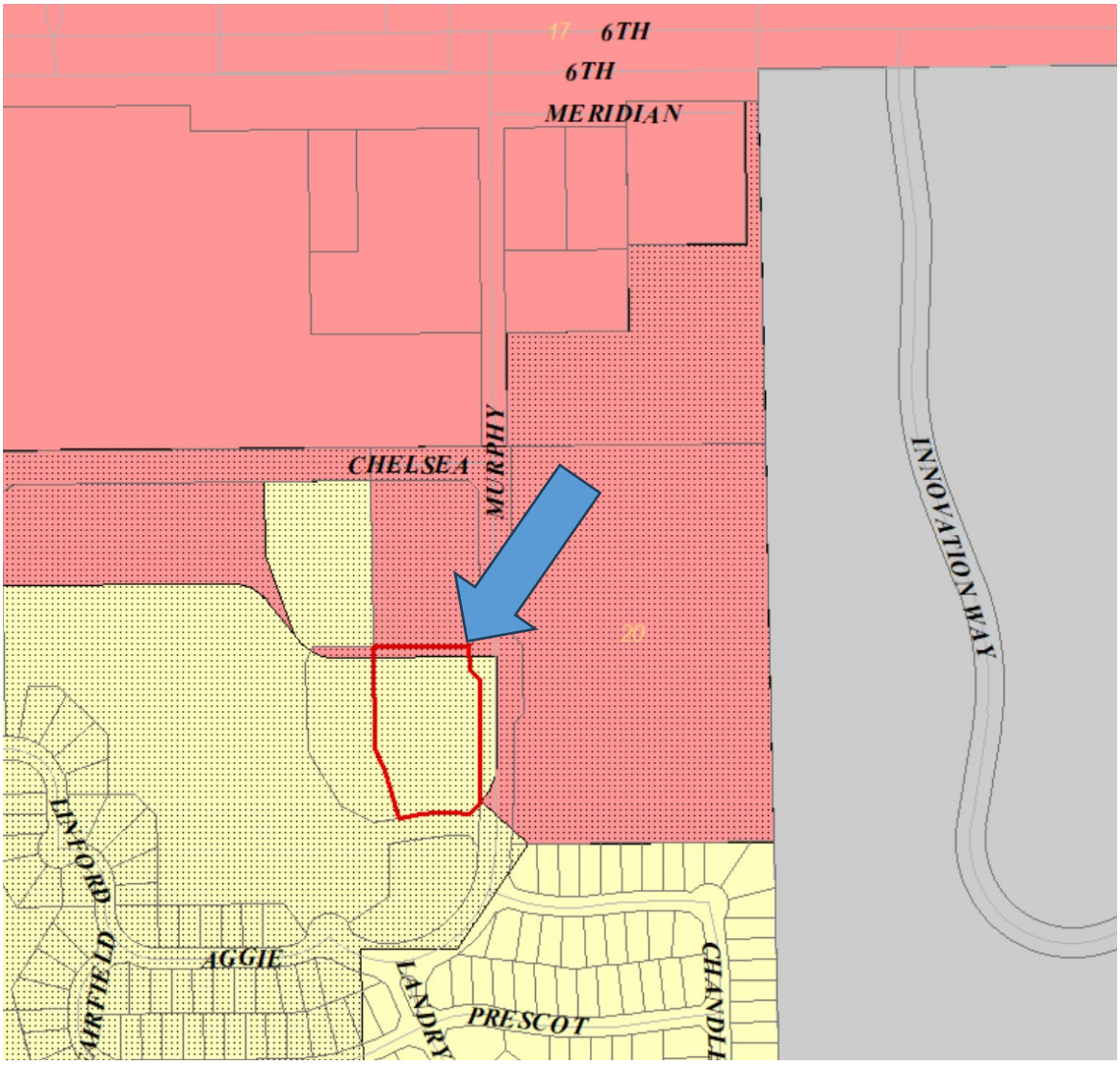
MEETING DATE: DECEMBER 1, 2025

Agenda Item:	6.b. CC-25-166
Previous/Related Action:	November 4th, 2025 Planning Commission Report
Background/Issue:	The applicant, Tradan Development LLC ETAL and Orange Owl Properties, LLC, requests review and approval of a Map Amendment to rezone the parcel located at 998 S Murphy Street from Small Lot Single-Family Residential (RSS) and Commercial General (CG) to Commercial General (CG). The subject property is located one quarter mile south of 6th Avenue, and one-half mile east of Country Club Road, and is currently unplatted. This parcel was a part of a Final Planned Unit Development (PUD), which was approved in 2007, where this parcel was proposed to be a park to support the proposed multi-family development to the west of this property. In 2011, this parcel was included in an updated preliminary PUD that was approved, where this parcel was designated as a parcel for restaurant and office uses. A final PUD was not submitted for this parcel, so the updated preliminary PUD never went into effect on this parcel. Therefore, the parcel zoning was RSS_PUD. On October 17th, 2025, staff approved a minor PUD amendment, to remove this parcel from the Final PUD approved in 2007 so that the applicant can move forward with the rezoning process to Commercial General (CG) without the PUD overlay. Section 23-310 “Amendments and Modifications” give the Development Services Director, or designee, the power to approve minor PUD amendments, as long as they align with the approved Preliminary PUD.
Proposal/Solution:	Planning Commission recommended approval of the Map Amendment with a 4-0 vote.
Financial Source/Impact:	None
Related Strategic Priority:	#4 CONNECTED SPACES #5 UNIQUE CULTURE
Recommended Action/Motion:	Motion to accept the Planning Commission recommendation and approve the Map Amendment as presented.
Prepared By:	Henry Bibelheimer, Senior Planner
Reviewed By:	David Barth

	Brady Moore Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Area Map
2. Planning Commission 11.04.2025 Draft Summary
3. Zoning Comparison Chart, RSS to CG



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Stillwater OKLAHOMA
stillwaterok.gov

Project Type: MA25-13
Request: Rezone from Small Lot Single-Family Residential (RSS) and Commercial General (CG) to Commercial General (CG)
Address: 998 S. Murphy Street

STILLWATER PLANNING COMMISSION SUMMARY
REGULAR MEETING OF NOVEMBER 4TH, 2025
IN ACCORDANCE WITH THE OKLAHOMA OPEN MEETING
LAW, THE AGENDA WAS POSTED October 30th, 2025 IN THE
MUNICIPAL BUILDING AT 723 SOUTH LEWIS STREET

MEMBERS PRESENT	STAFF PRESENT
Jana Phillips, Chair	David Barth, Development Services Director
Riley Williams, Vice Chair	Kim Payne, Assistant City Attorney
Mike Shanahan, Member	Henry Bibelheimer, Senior City Planner
David Peters, Member	Joshua Brown, Development Coordinator
	Alexandria Holle-Maged, Administrative Assistant

MEMBERS ABSENT	Staff Absent
Mark Prather, Member	

1. CALL MEETING TO ORDER.

Chair Phillips called the meeting to order at 5:30 pm and explains the proceedings for the evening. Chair Phillips notes there will be a 5 minute time limit per speaker for the public hearing portion of the evening.

……

4. PUBLIC HEARING

……

b. Receive public comment regarding a request for a Map Amendment (MA25-13) to rezone property addressed as 998 S. Murphy Street from Small Lot Single Family Residential (RSS) and Commercial General (CG) to Commercial General (CG) district.

Mr. Henry Bibelheimer, Senior Planner, presents the item.

Chair Phillips asks if there are questions for staff; none respond.

Chair Phillips invites the applicant or representative to present.

There is no applicant or representative for the item.

Chair Phillips opens the public hearing and asks if anyone wishes to speak in favor of the item; none respond. Chair Phillips asks if anyone would like to speak in opposition to the item; none respond. Chair Phillips closes the public hearing and invites staff to present findings and alternatives.

Mr. Bibelheimer presents the findings and alternatives, which are:

DRAFT

Findings:
1. The proposed Map Amendment aligns with the future land use map in the comprehensive plan.
2. The proposed rezoning to CG aligns with the commercial uses proposed by the Preliminary PUD, which was approved in 2011 on this property.
3. The properties to the north and east of the property are zoned CG.
Alternatives:
1. Accept findings and recommend that the City Council approve the Map Amendment as presented.
2. Find that the Map Amendment is not an appropriate use for the property based upon the impacts to the surrounding vicinity and do not recommend that the City Council approve the specific use permit.
3. Find that additional information or discussion is needed prior to making a recommendation and table the request to a certain date.
Recommendation:

Staff's Recommendation: Approve the Map Amendment as presented.

Commissioner Peters moves to approve the Map Amendment as presented. Commissioner Shanahan seconds.

Roll Call:	Phillips	Williams	Prather	Shanahan	Peters
	Yes	Yes	Absent	Yes	Yes

Time: 5 minutes

DRAFT

Stillwater OKLAHOMA
stillwaterok.gov

ZONING COMPARISON CHART		
	RSS (Residential Single Family Small Lot)	**CG (Commercial General)**
Lot Size	5000 square feet	No min requirements
Min Lot Width/Depth	50/100 feet	No min requirements
Max Structure Height	35 feet	No min requirements
Min Front Yard	20 feet/10 feet from alley	25 feet/10 feet from alley
Corner lot optional setback	Front: 20 feet Street Side: 15 feet	N/A
Min Side Yard - boundary with:		
Residential district	5 feet	20 feet
Commercial district	15 feet	No min requirements
Industrial district	15 feet	No min requirements
Min Rear Yard - boundary with:		
Residential district	20 feet	20 feet
Any other district	20 feet	No min requirements
Lot Coverage	No max limit	50 percent
Landscaping/Screening (earth berms, shrubs, fences, decorative man-made materials, trees)	No requirements	Required when abutting RSS, RSL, RMH, RT or RM; 70% opaque up to 3-feet tall and 40% opaque up to 5-feet tall
Permitted Uses by Right (Uses in *italic* are allowed in both zoning districts)	• Conventional single-family • Residential design manufactured homes	• Arts and Entertainment • Bed and Breakfast, Hotel, Motel • Beverage Services • Churches and Religious Institutions • Financial Institutions and Services • Food Services • Free-Standing Self Service Facilities • Health Care and Social Assistance • Information • Parking Lots/Garages • Personal and Laundry Services • Professional and Administrative Office and Services • Recreation • Research and Development • Retail Trade • Transportation Activities • Utilities • Vehicle and Equipment Sales and service • Wholesale Trade

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	6.c. CC-25-167
Previous/Related Action:	November 4th, 2025 Planning Commission Report
Background/Issue:	City Staff requests review and approval of the proposed text amendment to amend or to add a setback exception to Residential Districts 23-136 through 23-142 and 23-144, Commercial Districts Sections 23-150 through 23-153, Industrial Districts Sections 23-160 through 23-161, & Agriculture District, Public District and University District, Section 23-170. The city code includes a setback exception in certain zoning districts which states: For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent. The current exception applies to Large Lot Single-Family Residential District (RSL), Small Lot Single-Family Residential District (RSS), Two-Family Residential District (RT), Mobile/Manufactured Home District (MH), Neighborhood Transition Zone (NTZ), Office District (O), Commercial Shopping District (CS), Commercial Business District (CB), Commercial General District (CG), and Light Industrial District (IL). The proposed update will apply to all zoning districts. The proposed updated language is: For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.
Proposal/Solution:	Planning Commission recommended approval of the Text Amendment with a 4-0 vote.
Financial Source/Impact:	None
Related Strategic Priority:	#4 CONNECTED SPACES #5 UNIQUE CULTURE
Recommended Action/Motion:	Motion to accept the Planning Commission recommendation and

	approve the Text Amendment as presented.
Prepared By:	Henry Bibelheimer, Senior Planner
Reviewed By:	David Barth Brady Moore Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Planning Commission 11.04.2025 Draft Summary
2. Draft Ord _ TXT25-09 CH 23 Sec 23.136 thru 142, 144, 150 thru 153, 160, 161 and 170

STILLWATER PLANNING COMMISSION SUMMARY
REGULAR MEETING OF NOVEMBER 4TH, 2025
IN ACCORDANCE WITH THE OKLAHOMA OPEN MEETING
LAW, THE AGENDA WAS POSTED October 30th, 2025 IN THE
MUNICIPAL BUILDING AT 723 SOUTH LEWIS STREET

MEMBERS PRESENT	STAFF PRESENT
Jana Phillips, Chair	David Barth, Development Services Director
Riley Williams, Vice Chair	Kim Payne, Assistant City Attorney
Mike Shanahan, Member	Henry Bibelheimer, Senior City Planner
David Peters, Member	Joshua Brown, Development Coordinator
	Alexandria Holle-Maged, Administrative Assistant

MEMBERS ABSENT	Staff Absent
Mark Prather, Member	

1. CALL MEETING TO ORDER.

Chair Phillips called the meeting to order at 5:30 pm and explains the proceedings for the evening. Chair Phillips notes there will be a 5 minute time limit per speaker for the public hearing portion of the evening.

……

4. PUBLIC HEARING

d. Receive public comment regarding a Text Amendment to Stillwater City Code Chapter 23, Land Development Code, Article VI, Land Use Classifications, to amend or to add a setback exception in Division 3, Residential Districts, Sections 23-136 through 23-142 and 23.144, Division 4, Commercial Districts, Sections 23-150 through 23-153, Division 5, Industrial Districts, Sections 23-160 through 23-161, and Division 6, Agriculture District, Public District and University District, Section 23-170.

Mr. Henry Bibelheimer, Senior Planner, presents the item.

Chair Phillips asks if there are questions for staff; none respond.

Chair Phillips opens the public hearing and asks if anyone wishes to speak in favor of the item;

Stephen Gose, Gose & Associates,113 E 8th Avenue states that in older neighborhoods, reduced setbacks are commonly needed, and in the past they were usually granted through the Board of Adjustment or sometimes by vacating right-of-way; the City is less willing to vacate right-of-way, and the alternative legal process to adjust setbacks is unnecessarily long and complicated. Mr. Gose continues that this code amendment would streamline what is already happening in practice, reflect the actual built pattern of these older areas, and avoid extra procedural steps; and stated that he has seen no negative impacts from allowing these setback adjustments, and he asked the Commission to approve the change.

DRAFT

Chair Phillips asks if anyone would like to speak in opposition to the item; none respond. Chair Phillips closes the public hearing and invites staff to present findings and alternatives.

Mr. Bibelheimer presents the findings and alternatives, which are:
Findings:
1. The proposed text amendment updates the verbiage for the exception that allows the front setback to be reduced when the development abuts a local street with 100 feet of right-of-way.
2. The proposed text amendment will also expand the zoning districts that the exception applies to.
Alternatives:
1. Accept findings and recommend that the City Council approve the proposed Text Amendment as presented.
2. Find that additional information or discussion is needed prior to making a recommendation and table the request to a future Planning Commission meeting.
3. Find that the Text Amendment is not needed and do not recommend that the City Council approve the request.

Staff Recommendation: approve the proposed Text Amendment as presented.

Commissioner Peters moves to approve the Text Amendment as presented. Commissioner Shanahan seconds the motion.

Roll Call:	Phillips	Williams	Prather	Shanahan	Peters
	Yes	Yes	Absent	Yes	Yes

Time: 6 minutes

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ORDINANCE NO. ____

AN ORDINANCE AMENDING STILLWATER CITY CODE CHAPTER 23, "LAND DEVELOPMENT CODE," ARTICLE VI, "LAND USE CLASSIFICATION," TO AMEND OR ADD A SETBACK EXCEPTION IN DIVISION 3, "RESIDENTIAL DISTRICTS," SECTIONS 23-136 THROUGH 23-142 AND 144, DIVISION 4, "COMMERCIAL DISTRICTS," SECTIONS 23-150 THROUGH 23-153, DIVISION 5, INDUSTRIAL DISTRICTS," SECTIONS 23-160 THROUGH 23-161, AND DIVISION 6, "AGRICULTURE DISTRICT, PUBLIC DISTRICT AND UNIVERSITY DISTRICT," SECTION 23-170; REPEALING ALL ORDINANCES TO THE CONTRARY; AND PROVIDING FOR SEVERABILITY

(AMENDMENTS HIGHLIGHTED BY STRIKETHROUGH AND UNDERLINING)

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STILLWATER, OKLAHOMA:

SECTION 1: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 3, "Residential Districts," Sections 23-136 through 23-142, and 23-144, be amended to read as follows:

Sec. 23-136. RSL Large Lot Single-Family Residential District.

(a) *Permitted by right.* The following uses are permitted by right in the RSL Large Lot Single-Family Residential District:

(1) Conventional single-family.

(2) Residential design manufactured home.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RSL district:

(1) Accommodation: Bed and breakfast only.

(2) Boardinghouse/roominghouse.

(3) Child and adult care services.

(4) Educational services.

(5) Churches and other religious institutions.

(c) *Lot size requirements.* The lot size requirements in the RSL district are as follows:

(1) Minimum lot area: 10,000 square feet.

(2) Minimum lot width: 75 feet.

(3) Minimum lot depth: 125 feet.

(d) *Bulk regulations.* The height and area requirements in the RSL district are as follows:

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(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks in the RSL district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Ten feet.

2. All other uses: 20 feet.

c. Minimum rear yard: 25 feet.

(3) Maximum lot coverage: 35 percent.

(e) *Exceptions.* The following are the exceptions in the RSL district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Not more than one principal structure shall be located on a lot, unless specifically exempted.

Sec. 23-137. RSS Small Lot Single-Family Residential District.

(a) *Permitted uses.* The following uses are permitted in the RSS Small Lot Single-Family Residential District:

(1) Conventional single-family.

(2) Residential design manufactured homes.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RSS district:

(1) Accommodation: Bed and breakfast only.

(2) Child and adult care services.

(3) Educational services.

(4) Townhomes.

(5) Churches and other religious institutions.

(6) Cemeteries and incidental accessory uses.

(c) *Lot size requirements.* The lot size requirements in the RSS district are as follows:

(1) Minimum lot area: 5,000 square feet.

(2) Minimum lot width: 50 feet.

(3) Minimum lot depth: 100 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RSS districts are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other uses: 15 feet.

c. Minimum rear yard: 20 feet.

d. Corner lots, optional setback requirements:

1. Minimum front yard: 20 feet from all property boundaries abutting a right-of-way or road access easement.

2. Minimum side yard abutting a secondary right-of-way or road/access easement not opposite the front yard: 15 feet.

3. Minimum rear yard: 20 feet.

4. Minimum side yard abutting another lot or parcel: Five feet.

(e) *Exceptions.* The following are the exceptions in the RSS district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~ For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) No interior side yard is required on one side for zero lot-line dwellings. The opposite side yard for zero lot-line dwellings shall not be less than ten feet.

DRAFT

(4) Townhomes are exempt from the lot size and lot coverage requirements; any exterior buildings shall have a minimum side setback of eight feet.

(5) Not more than one principal structure shall be located on a lot, unless specifically exempted by this chapter.

Sec. 23-138. RT Two-Family Residential District.

(a) *Permitted uses.* The following uses are permitted in the RT Two-Family Residential District:

(1) Conventional single-family.

(2) Residential design manufactured home.

(3) Two-family (duplex).

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RT district:

(1) Townhome.

(2) Child and adult care services.

(3) Churches and other religious institutions.

(4) Educational institutions.

(c) *Lot size requirements.* The lot size requirements in the RT district are as follows:

(1) Minimum lot area: 7,500 square feet.

(2) Minimum lot width: 60 feet.

(3) Minimum lot depth: 100 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RT district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks in the RT district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other uses: 15 feet.

c. Minimum rear yard: 20 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.* The following are the exceptions in the RT district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

DRAFT

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) No interior side yard is required on one side for zero lot-line dwellings. The opposite side yard for zero lot-line dwellings shall not be less than ten feet.

(4) Townhomes are exempt from the lot size and lot coverage requirements; any exterior buildings shall have a minimum side setback of eight feet.

(5) Not more than one principal structure shall be located on a lot, unless specifically exempted by this chapter.

Sec. 23-139. RTM Two-Family and Multi-Family District.

(a) *Permitted uses.* The following uses are permitted in the RTM Two-Family and Multi-Family District:

(1) Boarding house/rooming house.

(2) Churches and religious institutions.

(3) Multiple-family with a maximum gross density of 20 units per acre.

(4) Townhome.

(5) Two-family (duplex).

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RTM district:

(1) Child and adult care services.

(2) Conventional single family.

(3) Educational institutions.

(4) Health care and social assistance.

(c) *Lot size requirements.* The lot size requirements in the RTM district are as follows:

(1) Minimum lot area: 20,000 square feet.

(2) Minimum lot width: 100 feet.

(3) Minimum lot depth: 130 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RTM district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks in the RTM district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

DRAFT

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other uses: 15 feet.

c. Minimum rear yard: 20 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.* The following are the exceptions in the RTM district.

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) No interior side yard is required on one side for zero lot-line dwellings. The opposite side yard for zero lot-line dwellings shall not be less than ten feet.

(3) Townhomes are exempt from the lot size and lot coverage requirements; any exterior building(s) shall have a minimum side setback of eight feet.

(4) More than one principal residential structure may be located on a lot.

(5) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-140. RMI (Multi-Family Intermediate) District.

(a) *Permitted uses.* The following uses are permitted in the RMI Multi-Family Intermediate District:

(1) Boarding house/rooming house.

(2) Churches and religious institutions.

(3) Free-standing self service facilities.

(4) Multiple-family with a maximum gross density of 30 units per acre.

(5) Parking lot/garages.

(6) Townhome.

(7) Two-family (duplex).

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RMI district:

(1) Accommodation.

(2) Child and adult care services.

(3) Educational institutions.

(4) Health care and social assistance.

(5) Personal and laundry services.

(6) Telecommunications tower.

(c) *Lot size requirements.* The lot size requirements in the RMI district are as follows:

DRAFT

(1) Minimum lot area: 15,000 square feet.

(2) Minimum lot width: 75 feet.

(3) Minimum lot depth: 130 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RMI district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 50 feet.

(2) Setbacks. The following are the minimum required setbacks in the RMI district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other permitted and specific use permit uses: 25 feet.

c. Minimum rear yard: 20 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.* The following are the exceptions in the RMI district.

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) Townhomes are exempt from the lot size and lot coverage requirements; any exterior building(s) shall have a minimum side setback of eight feet.

(3) Residential structures not divided into dwelling units shall have densities determined as:

a. Each two sleeping rooms for single or double occupancy shall be deemed to constitute one dwelling unit; and

b. Each four beds, in sleeping rooms that contain beds for more than two persons, shall be deemed to constitute one dwelling unit.

(4) More than one principal residential structure may be located on a lot.

(5) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-141. RMU (Multi-Family Urban) District.

(a) *Permitted uses.* The following uses will be permitted by right in the RMU Multi-Family Urban District:

(1) Boarding house/rooming house.

(2) Churches and religious institutions.

DRAFT

(3) Free-standing self service facilities.

(4) Mixed-use.

(5) Multiple-family with a maximum gross density of 50 units per acre.

(6) Parking lot/garages.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RMU district:

(1) Accommodation.

(2) Child and adult care services.

(3) Educational institutions.

(4) Personal and laundry services.

(5) Telecommunications tower.

(c) *Lot size requirements.* Lot size requirements in the RMU district are as follows:

(1) Minimum lot area: 10,000 square feet.

(2) Minimum lot width: 60 feet.

(3) Minimum lot depth: 130 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RMU district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 50 feet.

(2) Setbacks. The following are the minimum required setbacks in the RMU district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: 15 feet.

2. All other permitted and specific use permit uses: 25 feet.

c. Minimum rear yard: 30 feet.

(3) Maximum lot coverage: 60 percent.

(e) *Exceptions.* The following are the exceptions in the RMU district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) Townhomes are exempt from the lot size and lot coverage requirements; any exterior building(s) shall have a minimum side setback of eight feet.

(3) Residential structures not divided into dwelling units shall have densities determined as:

a. Each two sleeping rooms for single or double occupancy shall be deemed to constitute one dwelling unit; and

DRAFT

b. Each four beds, in sleeping rooms that contain beds for more than two persons, shall be deemed to constitute one dwelling unit.

(4) More than one principal residential structure may be located on a lot.

(5) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-142. HR (High Rise) District.

The High Rise District is only available in areas designated as a special purpose overlay district or in a master plan and only when such uses and densities are allowed in such district or area.

(a) *Permitted by right:*

Accommodation

Boarding/Rooming Houses

Churches and Religious Institutions

Mixed-Use

Multiple-Family

Parking Lot/Garages

(b) *Specific use permit:*

Child and Adult Care Services

Educational Institutions

Telecommunications Tower

(c) *Lot size requirements:*

(1) *Minimum lot area:* 25,000 square feet.

(2) *Minimum lot width:* 130 feet.

(3) *Minimum lot depth:* 130 feet.

(d) *Bulk regulations:*

(1) *[Maximum structure height.]* The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 100 feet.

(2) *Setbacks:*

a. *Minimum front yard:* Five feet from all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* Five feet plus an additional three feet for each story above the first.

c. *Minimum rear yard:* Five feet.

(3) *Maximum lot coverage:* 90 percent.

(e) *Exceptions:*

DRAFT

(1) Residential structures not divided into dwelling units shall have densities determined as: Each two sleeping rooms for single or double occupancy shall be deemed to constitute one dwelling unit and each four beds, in sleeping rooms that contain beds for more than two persons, shall be deemed to constitute one dwelling unit.

(2) More than one principal residential structure may be located on a lot.

(3) All structures shall maintain minimum building code separations.

(4) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-144. NTZ Neighborhood Transition Zone.

The Neighborhood Transition Zone designation is available as a buffer to platted residential subdivisions zoned Residential Single Family Large Lot (RSL) or Residential Single Family Small Lot (RSS) from other adjacent and adjoining zoning districts.

(a) *Permitted uses.* The following uses are permitted in the NTZ Neighborhood Transition Residential District:

(1) Conventional single-family.

(2) Two-family (duplex).

(3) Townhome.

(b) *Lot size requirements.* The lot size requirements in the NTZ district are as follows:

(1) *Minimum lot area:*

a. 5,000 square feet for single family;

b. 7,500 for two-family.

(2) *Minimum lot width:* 50 feet.

(3) *Minimum lot depth:* 100 feet.

(c) *Bulk regulations.* Bulk regulation requirements in the NTZ district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: not to exceed the average height of the existing structures in adjacent established neighborhood.

(2) Setbacks. The following are the minimum required setbacks in the NTZ district:

a. *Minimum front yard:*

i. Twenty feet from all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:*

i. Twenty feet when adjacent to neighborhood property lines.

ii. Five feet when not adjacent to neighborhood property line.

DRAFT

c. *Minimum rear yard:*

i. Twenty feet when adjacent to neighborhood property lines.

ii. Five feet when not adjacent to neighborhood property line.

(d) Maximum gross density of 10 dwelling units per acre.

(e) *Exceptions.* The following are the exceptions in the NTZ district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Townhomes are exempt from the lot size requirements.

(4) Multiple principle structures allowed on individual lots.

(5) No additional structures or uses allowed within the 20 foot setback of neighborhood property lines.

SECTION 2: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 4, "Commercial Districts," Sections 23-150 through 23-153 be amended to read as follows:

Sec. 23-150. O Office District.

(a) *Permitted uses.* The following uses will be permitted by right in the O Office District.

(1) Child and adult care services.

(2) Churches and religious institutions.

(3) Educational services.

(4) Financial institutions and services.

(5) Free-standing self service facilities.

(6) Health care and social assistance.

(7) Mixed use.

(8) Professional and administrative office and services.

(9) Public administration and service.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the O district:

(1) Bed and breakfast, hotel, motel.

(2) Beverage services.

(3) Food services.

(4) Information.

(5) Parking lot/garages.

(6) Personal and laundry services.

(7) Recreation.

(8) Research and development.

(c) *Bulk regulations.* Bulk regulation requirements in the O district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 50 feet.

(2) Setbacks. The following are the minimum required setbacks in the O district:

a. Minimum front yard:

1. 25 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard: When a side yard has a common boundary with property in any residential district, the minimum setback is 15 feet. When a side yard has a common boundary with property in any district except for a residential district, the minimum setback is ten feet.

c. Minimum rear yard: When a rear yard has a common boundary with property in any residential district, the minimum setback is 15 feet. When a rear yard has a common boundary with property in any district except for a residential district, the minimum setback is ten feet.

(3) Maximum lot coverage: 40 percent.

(d) *Exceptions.* Exceptions in the O district are as follows:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) Where a commercial building is to be serviced from the rear, the rear yard shall be not less than 30 feet to accommodate a 20-foot wide service drive.

(3) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(4) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-151. CS Commercial Shopping District.

(a) *Permitted by right.* The following uses will be permitted by right in the CS Commercial Shopping District:

(1) Bed and breakfast, hotel, motel.

(2) Beverage services.

(3) Educational services.

(4) Financial institutions and services.

(5) Food services.

(6) Free-standing self service facilities.

(7) Information.

(8) Mixed use.

(9) Personal and laundry services.

(10) Personal storage and warehousing.

(11) Professional and administrative offices and services.

(12) Retail trade.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the CS district:

(1) Child and adult care services.

(2) Construction.

(3) Health care and social assistance.

(4) Medical marijuana dispensary.

(5) Multi-family.

(6) Public administration and service.

(7) Telecommunications tower.

(8) Transportation activities.

(9) Vehicle and equipment sales and service.

(c) *Bulk regulations.* Bulk regulation requirements in the CS district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are minimum required setbacks:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

DRAFT

b. Minimum side yard: 15 feet.

c. Minimum rear yard: 25 feet.

(3) Maximum lot coverage: 40 percent

(d) *Exceptions.* The following are the exceptions in the CS district:

(1) Whenever a structure exceeding one story in height abuts a residential district, a six-foot high landscape buffer shall also be required.

(2) The rear yard setback of a lot containing a commercial building serviced from the rear shall be no less than 30 feet, said additional footage being necessary to accommodate a 20-foot wide service drive.

(3) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~ For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(4) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-152. CB Commercial Business District.

(a) *Permitted by right.* The following uses will be permitted by right in the CB Commercial Business District:

(1) Arts and entertainment.

(2) Bed and breakfast, hotel, motel.

(3) Beverage services.

(4) Boardinghouses/roominghouses.

(5) Educational services.

(6) Financial institutions and services.

(7) Food services.

(8) Freestanding self-service facilities.

(9) Multifamily.

(10) Mixed use.

(11) Parking lots/garages.

(12) Personal and laundry service.

(13) Professional and administrative office and services.

(14) Public administration and service.

DRAFT

(15) Recreation.

(16) Retail trade.

(17) Townhome.

(18) Unit (condominium) ownership.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the CB district:

(1) Information.

(2) Medical marijuana dispensary.

(c) *Bulk regulations.* Bulk regulation requirements in the CB district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are the minimum required setbacks in the CB district:

a. *Minimum front yard.* No setback is required from any property boundary abutting a right-of-way or road/access easement.

b. *Minimum side yard.* When a side yard has a common boundary with property in any residential district, the minimum setback is 20 feet. When a side yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

c. *Minimum rear yard.* When a rear yard has a common boundary with property in any residential district, the minimum setback is 25 feet. When a rear yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

(3) Maximum lot coverage: 100 percent.

(d) *Exceptions.* The following exceptions are set forth in the CB district:

(1) The rear yard shall be not less than 30 feet in width to accommodate a 20-foot wide alley for the placement of dumpsters, for the loading and unloading of merchandise or materials, and for utility service equipment.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Townhomes are exempt from the lot size and lot coverage requirements.

(4) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

DRAFT

Sec. 23-153. CG Commercial General District.

(a) *Permitted by right.* The following uses will be permitted by right in the CG Commercial General District.

(1) Arts and entertainment.

(2) Bed and breakfast, hotel, motel.

(3) Beverage services.

(4) Churches and religious institutions.

(5) Financial institutions and services.

(6) Food services.

(7) Free-standing self service facilities.

(8) Health care and social assistance.

(9) Information.

(10) Parking lots/garages.

(11) Personal and laundry services.

(12) Personal storage and warehousing.

(13) Professional and administrative office and services.

(14) Recreation.

(15) Research and development.

(16) Retail trade.

(17) Transportation activities.

(18) Utilities.

(19) Vehicle and equipment sales and service.

(20) Wholesale trade.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the CG district:

(1) Animal and pet keeping facility.

(2) Child and adult care services.

(3) Computer and electronic product and electrical equipment, appliance, and component manufacturing.

(4) Construction.

(5) Food, beverage and tobacco product manufacturing.

(6) Medical marijuana dispensary.

(7) Mixed use.

(8) Mobile home park.

DRAFT

(9) Paper manufacturing.

(10) Public administration and service.

(11) RV park.

(12) Telecommunications tower.

(c) *Bulk regulations.* Bulk regulation requirements are as follows in the CG district:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are the minimum required setbacks in the CG district:

a. Minimum front yard:

1. 25 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard: When a side yard has a common boundary with property in any residential district, the minimum setback is 20 feet. When a side yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

c. Minimum rear yard: When a rear yard has a common boundary with property in any residential district, the minimum setback is 20 feet. When a rear yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

(3) Maximum lot coverage: 50 percent.

(d) *Exceptions.* The following exceptions are set forth in the CG district:

(1) Parking may be shared with no less than 75 percent of the spaces required being provided on site or within the adjacent properties.

(2) Outside storage of materials, as an accessory use, is permitted with screening from view.

(3) Where a commercial building is to be serviced form the rear, there shall be provided an alleyway, service court, rear yard, or combination thereof not less than 20 feet of surface width.

(4) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(5) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

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SECTION 3: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 5, "Industrial Districts," Sections 23-160 and 23-161, be amended to read as follows:

Sec. 23-160. IL Light Industrial District.

(a) *Permitted by right.* The following uses will be permitted by right in the IL Light Industrial District:

(1) Accommodation.

(2) Animal and pet keeping facility

(3) Beverage services.

(4) Computer and electronic product and electrical equipment, appliance, and component manufacturing.

(5) Construction.

(6) Food, beverage and tobacco product manufacturing.

(7) Food services.

(8) Freestanding self-service facilities.

(9) Information.

(10) Miscellaneous manufacturing

(11) Oil and gas industry services

(12) Parking lots/garages.

(13) Personal and laundry services

(14) Personal storage and warehousing.

(15) Professional and administrative offices and services

(16) Public administration and service.

(17) Research and development.

(18) Telecommunications tower

(19) Transportation activities.

(20) Utilities.

(21) Vehicle and equipment sales and service.

(22) Warehousing and storage.

(23) Wholesale and retail trade.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the IL district:

(1) Child and adult care services.

(2) Furniture and related product manufacturing.

(3) Medical marijuana commercial grower, indoor only.

(4) Medical marijuana processing.

DRAFT

(5) Textile mills, textile product mills and apparel manufacturing.

(6) Wood product manufacturing.

(c) *Lot size requirements.* No minimum lot size requirements are established in the IL district.

(d) *Bulk regulations.* Bulk regulation requirements in the IL district are as follows:

(1) *[Maximum structure height.]* The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) *Setbacks.* The following are the minimum required setbacks:

a. *Minimum front yard:* 25 feet on all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* When a side yard has a common boundary with property in a:

1. *Residential district.* The minimum setback is 30 feet.

2. *Commercial district.* The minimum setback is 15 feet.

3. *Industrial district.* The minimum setback is five feet.

c. *Minimum rear yard:*

1. When a rear yard has a common boundary with property in any residential district, the minimum setback is 50 feet.

2. When a rear yard has a common boundary with property in any district except for a residential district, the minimum setback is 25 feet.

(3) *Maximum lot coverage.* No maximum limit to lot coverage is established in the IL district.

(e) *Exceptions.* The following exceptions are set forth in the IL district:

(1) When an IL lot abuts a residential district, there shall be, within the required setback, a minimum six-foot high landscape/screening buffer as set forth in article IX of this chapter, landscaping, screening and environmental standards. Security fences in excess of four feet in height are permitted within the front yard setback, but shall not obstruct the sightline or sight triangle.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-161. IG General Industrial District.

(a) *Permitted by right.* The following uses will be permitted by right in the IG General Industrial District:

DRAFT

(1) Communication services.

(2) Construction.

(3) Food, beverage and tobacco product manufacturing.

(4) Leather and allied products manufacturing.

(5) Machinery part manufacturing.

(6) Miscellaneous manufacturing.

(7) Nonmetallic mineral product manufacturing.

(8) Oil and gas industry services.

(9) Paper manufacturing.

(10) Parking lots/garages.

(11) Plastics and rubber products manufacturing.

(12) Public administration and service.

(13) Research and development.

(14) Telecommunications tower.

(15) Transportation activities.

(16) Transportation and equipment manufacturing.

(17) Utilities.

(18) Warehousing and storage.

(19) Waste management and remediation services.

(20) Wood product manufacturing.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the IG district:

(1) Chemical manufacturing.

(2) Medical marijuana commercial grower, indoor only.

(3) Medical marijuana processing.

(4) Mining.

(5) Petroleum and coal products manufacturing.

(6) Primary metal and fabricated metal products manufacturing.

(7) Textile mills, textile product mills and apparel manufacturing.

(c) *Lot size requirements.* No minimum lot size requirements are established in the IG district.

(d) *Bulk regulations.* Bulk regulation requirements in the IG district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are the minimum required setbacks in the IG district.

a. *Minimum front yard:* 75 feet on all property boundaries abutting a right-of-way or road/access easement.

DRAFT

b. *Minimum side yard:* When a side yard has a common boundary with property in any:

1. Residential district, the minimum setback is 75 feet
2. All other districts, the minimum setback is 40 feet.

c. *Minimum rear yard:* When a rear yard has a common boundary with property in any:

1. Residential district, the minimum setback is 75 feet;
2. All other districts, the minimum setback is 40 feet.

(3) Maximum lot coverage: No maximum limit to lot coverage is established in the IG district.

(e) *Exceptions.*

(1) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

(2) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

SECTION 4: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 6, "Agriculture District, Public District and University District," Section 23-170, be amended to read as follows:

Sec. 23-170. A Agriculture District.

(a) *Permitted uses.* The following uses will be permitted in the A district:

(1) Agriculture, forestry, fishing, hunting.
(2) Animal and pet keeping facility.
(3) Conventional single-family, as accessory to the principal use.
(4) Manufactured home, as accessory to the principal use.
(5) Mobile home, as accessory to the principal use.
(6) Mobile home parks.
(7) Residential design manufactured home, as accessory to the principal use.
(8) Telecommunications tower.
(9) Utilities.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the A district:

(1) Educational services.
(2) Medical marijuana grower.
(3) Mining.
(4) Public administration and service.
(5) Recreation.
(6) Warehousing and storage.

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(c) *Lot size requirements.* Lot size requirements in the A district are as follows:

(1) Minimum lot area: five acres.

(2) Minimum lot width: 200 feet.

(3) Minimum lot depth: 300 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the A district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: no maximum limit.

(2) Setbacks. The following are the minimum required setbacks:

a. *Minimum front yard:* 50 feet on all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* 30 feet.

c. *Minimum rear yard:* 50 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.*

(1) Agricultural structures accessory to the principal agriculture uses of the property are exempt from this section.

(2) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

SECTION 5: REPEALER. All ordinances or parts of ordinances conflicting or inconsistent with the provisions of this ordinance are hereby repealed.

SECTION 6: SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a Court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

PASSED, APPROVED, AND ADOPTED THIS ____ DAY OF _____, 2025.

_____
WILLIAM H. JOYCE, MAYOR

(SEAL)
ATTEST:

_____
TERESA KADAVY, CITY CLERK

DRAFT

APPROVED AS TO FORM AND LEGALITY THIS ____ DAY OF _____, 2025.

_____
KIMBERLY CARNLEY, CITY ATTORNEY

First Reading:
Second Reading:

DRAFT

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	6.d. CC-25-168
Previous/Related Action:	November 18th, 2025 Planning Commission Report
Background/Issue:	City Staff requests review and approval of the proposed Envision Stillwater 2045 Comprehensive Plan. To view the Envision Stillwater 2045 Comprehensive Plan, please use this link. The Envision Stillwater 2045 Comprehensive Plan tells the story of Stillwater's next 20 years, outlining a vision, establishing goals, and clarifying actions to make that vision real. As drafts have been polished, material has been presented to the Comprehensive Plan Advisory Committee for review, most notably the implementation matrix, to ensure the recommended actions align with the community's expectation of how to realize this vision. A complete draft has also been made available for public review since October 23, 2025 the same day a public open house was held at Block 34, enabling community members to review plan content and discuss it with staff and the consultants. All of this results in a data-rich, graphically robust and visually engaging plan whose analyses and recommendations provide the City a tool with which it can advance the priorities of the community as understood through the engagement process.
Proposal/Solution:	Planning Commission recommended adoption of the Envision Stillwater 2045 Comprehensive Plan with a 4-0 vote.
Financial Source/Impact:	None
Related Strategic Priority:	#4 CONNECTED SPACES #5 UNIQUE CULTURE
Recommended Action/Motion:	Motion to accept the Planning Commission recommendation to approve and adopt the Envision Stillwater 2045 Comprehensive Plan as presented.
Prepared By:	Henry Bibelheimer, Senior Planner
Reviewed By:	David Barth Brady Moore Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Planning Commission 11.18.2025 Draft Summary
2. DRAFT- Envision Stillwater 2045 - 12.1.25

STILLWATER PLANNING COMMISSION SUMMARY
REGULAR MEETING OF NOVEMBER 18TH , 2025
IN ACCORDANCE WITH THE OKLAHOMA OPEN MEETING
LAW, THE AGENDA WAS POSTED November 13th, 2025 IN THE
MUNICIPAL BUILDING AT 723 SOUTH LEWIS STREET

MEMBERS PRESENT	STAFF PRESENT
Jana Phillips, Chair	Rachel Bernish, Asst. City Manager
Riley Williams, Vice Chair	David Barth, Development Services Director
Mark Prather, Member	Kim Payne, Assistant City Attorney
Mike Shanahan, Member	Henry Bibelheimer, Senior City Planner
David Peters, Member	Joshua Brown, Development Coordinator
	Cindy Gibson, Admin. Services Manager
MEMBERS ABSENT	Staff Absent

1. CALL MEETING TO ORDER.

Chair Phillips called the meeting to order at 5:30 pm and explains the proceedings for the evening.

2. PUBLIC HEARING

   a. Receive comment regarding the approval and adoption of the update to the City's comprehensive plan, referred to as "Envision Stillwater 2045 Comprehensive Plan".

Mr. Henry Bibelheimer, Senior Planner, comes to the podium and introduces Ms. Dawn Thomas and Mr. Jake Lange with Freese and Nichols (FNI).

Ms. Thomas and Mr. Lange present the eight (8) chapters of the proposed plan, which are:

- Introduction and Community Snapshot
- Land Use and Development
- Transportation and Mobility
- Housing and Neighborhoods
- Economic Development and Redevelopment
- Community Character, Arts and Culture
- Infrastructure, Public Facilities and Services
- Implementation

Discussion is held regarding the vision, goals within each chapter, how the plans ties back to the vision, FNI's consultant Community Development Strategies (CDS) work with FNI to develop the housing study component of the plan and TXP that assisted with the transportation component; thanks to the City Council and other on the advisory committee for sharing their vision, thoughts and guidance; and the history of how the final draft came together.

Discussion is held regarding the action items, goals and prioritization; how the City Councilors on the advisor committee liked the "To Do" list; recommend an annual review of the plan to ensure it still aligns with the Strategic Plan; at five (5) years, need to look a demographics and where is Stillwater starting to grow; and then at fifteen (15) years, does the plan need to be updated.

Commissioner Shanahan talks about the implementation and how tracking in manufacturing uses Gant charts and bar charts and asks what the City is going to use to track or measure goals; and also, it would be useful for the City to check the status of the various other plans referenced within the Comp Plan. Commissioner Shanahan continues talking about housing stock and short-term rentals and how it has impacted the housing stock.

Commissioner Shanahan comments that it is good to see the plan talk about floodplain and resiliency; and the damn on Lake Carl Blackwell that needs attention. Ms. Thomas responds that items such as the dame and other disasters are addressed by the Hazard Mitigation Plan the City adopted in March of 2025.

Chair Phillips asks about the employment zone referenced in the Land Use Categories. Ms. Thomas responds that it was a method to identify areas of employment, not a zoning category.

Chair Phillips comments that it is nice to see the mixed used references.

Chair Phillips asks if there are any further questions; none respond. Chair Phillips opens the public hearing and asks if there is anyone that wishes to speak in favor of this plan; none respond. Chair Phillips asks if there is anyone that wishes to speak in opposition of this plan; none respond. Chair Phillips closes the public hearing and asks for staff to present alternatives.

Mr. Bibelheimer presents findings and alternatives, which are:
Findings**:**
1. The Envision Stillwater 2045 Comprehensive Plan tells the story of Stillwater's next 20 years, outlining a vision, establishing goals, and clarifying actions to make that vision real.
Alternatives:
1. Accept findings and recommend that the City Council adopt the proposed Envision Stillwater 2045 Comprehensive Plan as presented.
2. Find that additional information or discussion is needed prior to making a recommendation and table consideration of the Envision Stillwater 2045 Comprehensive Plan to a future Planning Commission meeting.
3. Find that Envision Stillwater 2045 Comprehensive Plan is not needed and do not recommend that the City Council adopt the Envision Stillwater 2045 Comprehensive Plan.

Commissioner Shanahan states the detail within the plan is very clear and very important, outlines goals for the city and the various boards, is easy to follow and you listened to the City and the residents. Chair Phillips reiterates and supports Commissioner Shanahan's comment.

Commissioner Prather moved to approve Alternative #1 to accept findings and recommend that the City Council adopt the proposed Envision Stillwater 2045 Comprehensive Plan as presented. Commissioner Peters seconds.

Roll Call:	Phillips	Williams	Prather	Shanahan	Peters
	Yes	Yes	Yes	Yes	Yes

Time: 65 minutes

3. MISCELLANEOUS ITEMS FROM STAFF, PLANNING COMMISSIONERS OR CITY ATTORNEY FOR DISCUSSION AND POSSIBLE ACTION:

a. David Barth, Dev. Services Director, comes to the podium and wishes to express thanks to all who helped develop this plan and wants to let Planning Commission know that staff had a meeting today regarding the Land Development Code re-write; City Council recently approved a professional agreement and that has been entered into; and this re-write will be coming to Planning Commission next year. Mr. Barth states that there will also be a transparent way of sharing with the public like with the comp plan.

b. Next Regular Meeting is December 2nd, 2025.

4. ADJOURN

ADJOURNMENT. This regular meeting of the Stillwater Planning Commission was called for adjournment by Vice Chair Williams, seconded by Commissioner Peters at approximately 6:40 PM on November 18th, 2025. The next regularly scheduled meeting will be held Tuesday, December 2nd, 2025, at 5:30 p.m. in the City Commission Hearing Room, Municipal Building, 723 South Lewis Street.

Prepared by Cindy Gibson, Administrative Services Manager

Approved by - _____
Stillwater Planning Commission

DRAFT

ENVISION

STILLWATER 2045

COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

City Council

Will Joyce, Mayor

Amy Dzialowski, Vice Mayor

Christie Hawkins, Councilor

Kevin Clark, Councilor

Tim Hardin, Councilor

Planning and Zoning Commission

Jana Phillips, Chair

Riley Williams, Vice Chair

Mike Shanahan, Commissioner

Mark Prather, Commissioner

David Peters, Commissioner

Comprehensive Plan Advisory Committee

Will Joyce, Mayor

Amy Dzialowski, Vice Mayor

Stephen Gose

Rebecca Eastham

Rachael Condley

Kyle Wray

Cristy Morrison

Alane Zannotti

Kelly Harris

Dee Miller

Jana Phillips

Mike Shanahan

Jeremy Bale

City Staff

Brady Moore, City Manager

Jeff Mathews, Building and Fire Code Services Director

David Barth, Development Services Director

Dawn Dodson, Communications Director

Henry Bibelheimer, Senior Planner

Consultant Team

Freese and Nichols, Inc.

Community Development Strategies

TXP

A STATEMENT FROM THE MAYOR

Dear Stillwater Community,

The Envision Stillwater 2045 Comprehensive Plan is the culmination of more than two years of intentional conversations and collaboration among residents, businesses, mission-driven organizations, and others with a stake in Stillwater's future. During that time, elected and appointed officials have worked closely with subject matter experts to collect and analyze relevant data, understand the priorities of the community, and create a graphically-robust, engaging plan which is responsive to current and emerging challenges and opportunities we face in Stillwater.

As our city grows and evolves against a shifting backdrop of state, regional, national, and global changes, we must make proactive investments in solving the problems of today, preparing for the challenges of the future, and equipping tomorrow's leaders and experts to respond to everything we cannot predict.

Envision Stillwater 2045 utilizes the combined knowledge of residents and experts to express the core values of our community, establish goals, and outline specific actions the City and partners can undertake to accomplish those goals. Cumulatively, these efforts will make real the overall vision for the future articulated in this plan. Together we can build a Stillwater which honors our heritage while embracing our future. This vision encompasses land use, housing, economic development, and community character among other crucial areas of study, all within a perspective that aspires to a thriving, inclusive, and resilient community.

The most important thing to emphasize is that this plan belongs to you. It has developed from your ideas, your priorities, and your voice. You have defined what Stillwater can become, and we have worked to distill those ideas into a cohesive plan of action which can be measured and implemented effectively. Whether you attended community meetings, engaged online, or contributed to the plan another way, thank you for helping us build this plan - and for embarking on this journey into the next era of Stillwater's story. An era defined by forward and upward momentum, increased prosperity for our residents, strengthened civic systems to protect everyone, and by a social fabric of neighborly care that weaves us all together.

This plan is not the end, but the beginning of this chapter. We hope you will join us on this journey into a future where we do not lose sight of those things about Stillwater we want to preserve and admire, while building the bright future we have envisioned.

With gratitude,

TABLE OF CONTENTS

Introduction and Community Snapshot..... 1
- Overview 2
- History 3
- Demographics 4
- Economics 8
- Physical Characteristics 9
- Existing Plans 12
- Public Voice 14
- Vision Statement 20

Land Use and Development 23
- Existing Land Use 28
- Building Future Land Use 30
- Population Projections 31
- Land Use Scenarios 32
- Town and Gown Assessment 38
- Resilience 39
- Future Land Use Dashboards 40
- Future Land Use 54
- Emerging Trends 60

Transportation and Mobility 65
- Existing Conditions 70
- Previous Transportation Planning Efforts 72
- Roadway Network & Thoroughfare Plan 77
- Supporting Network & Active Transportation .. 87
- Housing and Transportation Affordability Index 95
- Town and Gown Assessment 97
- Transportation Planning Approach 98

Housing and Neighborhoods 107
- Existing Housing 112
- Neighborhood Completeness 116
- Future Demand 118
- Resilience 119
- Town and Gown Assessment 120

Economic Development and Redevelopment.. 123
- Existing Conditions 128
- Economic Vision and Goals 133
- Future Demand and Growth 134
- Resilience 135
- Town and Gown Assessment 136

Community Character, Arts, and Culture... 139
- Urban Design and Placemaking 144
- Community Resources and Cultural Institutions .. 154
- Public Health 158
- Key Districts 160
- Resilience 168
- Town and Gown Assessment 169

Infrastructure, Public Facilities, and Services... 173
- Existing Plans and Policy Framework 178
- Water Supply and System 180
- Wastewater 183
- Stormwater 186
- Electric, Internet/Fiber, and Sanitation Services ... 189
- Public Facilities 192
- Crime and Emergency Services 196

Implementation 201

Appendix A: Community Engagement 214

Appendix B: Housing Assessment 249

EXECUTIVE SUMMARY

Envision Stillwater 2045 establishes a vision and goals for the development of Stillwater over the next twenty years. It serves as an adaptable guide, not a set of rigid requirements. Creating this vision and defining these goals relied first on a thorough, multifaceted public engagement approach.

In fall 2023, the City and its consultant team began designing digital engagement tools via a project website. In early 2024, the team commenced the project formally with a public open house meeting, during which members of the community could learn about comprehensive planning in general, learn about the scope and timeline of this project, and provide input through several interactive exhibits. In the subsequent months, the team continued to garner feedback online through a survey, an interactive map, and a discussion board. In late summer of 2024, the team hosted another open house meeting focused on land use and transportation. Here, participants had the opportunity to use growth projections and future land use categories to inform the creation of the city's future land use map, and to propose transportation infrastructure investments to accommodate that growth. Throughout this time, the team conducted numerous in-person and virtual meetings with stakeholders groups and key institutions. With a complete and polished draft of the plan prepared, the team hosted a final open house meeting to debut the new plan to the community in early fall 2025 before initiating the adoption process.

From the beginning, the Comprehensive Plan Advisory Committee (CPAC) oversaw and guided the creation of the plan. This group, comprised of representatives of various stakeholder institutions, developers, and City staff, responded to analysis of public input and demographic trends. The CPAC also reviewed draft content, and recommendations to ensure they aligned with community needs, expectations, and priorities.

The result of these engagement activities and plan creation processes is a plan that articulates the community's vision for:

1. Land Use, analyzing current land use patterns versus needs to accommodate project and desired residential, commercial, and employment growth
2. Transportation and Mobility, assessing the condition, safety, and connectivity of current roads, sidewalks, bike infrastructure, and trails
3. Housing and Neighborhoods, examining existing housing stock and conditions, responding to feedback about emerging types of residential demand
4. Economic Development, reviewing existing employment and industrial composition and offering guidance for promoting dynamic and resilient economic growth
5. Community Character, describing Stillwater's aesthetic and cultural character, identifying key districts which would most benefit from enhanced urban design, and exploring opportunities to connect Stillwater's non-profits and otherwise strengthen its social fabric
6. Infrastructure, analyzing existing capacity for public utilities and facilities, and planning to ensure the City continues to meet its statutory level of service even as Stillwater grows

Envision Stillwater 2045 provides a list of specific, measurable action items which can be used to implement the plan. These include additional planning efforts, formal establishment of partnerships, pursuit of external funding, and capital investments. These recommendations seek to usher in a new era for Stillwater which honors its history and its established character as a college town on the prairie while promoting modern best practices like mixed-use development, enhanced walkability, a diversified economy, accelerated housing development, and investment in great urban design and civic spaces.


STILLWATER OKLAHOMA





INTRODUCTION AND COMMUNITY SNAPSHOT

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OVERVIEW

What is Envision Stillwater 2045?

Envision Stillwater 2045 is designed to inform and guide public policy creation and public resource investment over several decades. These policies and investments address aspects of urban development and civic affairs, such as land use, transportation, and housing.

Comprehensive Plans serve as tools for understanding, analyzing, and realizing the vision of a community's future. Each action item in a Comprehensive Plan is founded on two bases:

- The goals and desires expressed by community members
- The data needed to measure how close the community is to achieving these goals

These components are synthesized to clearly establish where a community wants to go the next 10 to 20 years, and how to get there.

How will Envision Stillwater 2045 stay updated?

By providing implementation strategies and success metrics, Stillwater can track progress. Every few years, a review and update process can ensure that Envision Stillwater 2045 remains relevant and useful to decisionmakers. That process will likely involve assessment of plan implementation, analysis of emergent economic, political, or environmental conditions, and public engagement.

What topics does Envision Stillwater 2045 address?

Envision Stillwater 2045 is arranged into eight chapters. These are:



Introduction and Community Snapshot



Land Use



Transportation and Mobility



Housing and Neighborhoods



Economic Development and Redevelopment



Community Character, Arts, and Culture



Infrastructure and Public Services and Facilities



Implementation

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HISTORY

Officially settled during the April 22, 1889, run into Unassigned Lands, Stillwater's history begins in late 1884 with a caravan led by Captain William Couch. This name, made in reference to a stream at the earliest site of this caravan's settlement, became official in May of 1889 with the establishment of a post office. Winning the county seat over Payne Center and Perkins, and receiving approval as the site of a land-grant college the following year, Stillwater's position as a regional attractor between Oklahoma City and Tulsa was established early in its existence.

By 1910, Stillwater had grown from a few hundred settlers to approximately 3,500 residents, and even with a predominantly agricultural identity, Oklahoma A&M College had become the city's primary economic center. This remained the case throughout the middle of the 20th century, reaching a population of over 16,000 by the start of World War II. The War's negative effect on enrollment at A&M prompted the creation of the Industrial Foundation in 1951. This was significant for Stillwater's economy as numerous manufacturing facilities were established in Stillwater during the latter half of the 20th century.

By the start of the new millennium, Stillwater was home to almost 40,000 people, a premier educational institution in Oklahoma State University (OSU), and a diverse economic environment with business, industrial, and agricultural activity. Surpassing a population of 50,000 prior to the COVID-19 pandemic in 2020 and resting just under 50,000 residents in the years following, Stillwater continues to pursue strategic growth initiatives while preserving its small-town identity. Positioned between Tulsa and Oklahoma City, its early-established position of regional primacy has continually been reinforced as its economy has diversified, and as the city has balanced growth with maintaining the pleasant and attractive character for which Stillwater has become known.

1832

Washington Irving pens the earliest description of the area that would become Stillwater: "A glorious prairie spreading out beneath the golden beams of an autumnal sun."

1894

Oklahoma Agricultural and Mechanical College dedicates what will become Old Central, the first brick building.

1900

The Eastern Oklahoma Railroad arrives in Stillwater, prompting expansion of the area's cotton agriculture.

1932

The Division of Vocational Education, now the Department of Career and Technology Education, moves headquarters to Stillwater.

1973

Indian Meridian Area Vocational-Technical School, now Meridian Technology Center, is established with 13 programs and a staff of 30.

Stillwater embarks on the process of creating the Envision Stillwater 2045 Comprehensive Plan.

2023

DEMOGRAPHICS

Population over Time

Envision Stillwater 2045 uses a "study period" of 2016 to 2022 to perform most of the analyses. This means that data from the 2016 American Communities Survey (ACS) 5-year Estimates and data from the 2022 ACS 5-year Estimates are the primary US Census data. Note that, where used, 2020 Census data was collected from January to October.

While there has been year-over-year fluctuation, Stillwater's total population has experienced modest growth, with the largest growth occurring in those over the age of 64. The primary working-age population, between 25 and 64, has seen a notable decline, while the population under 25 has subtly grown. The City has also approached an equal gender distribution, nearing 50% each male and female.

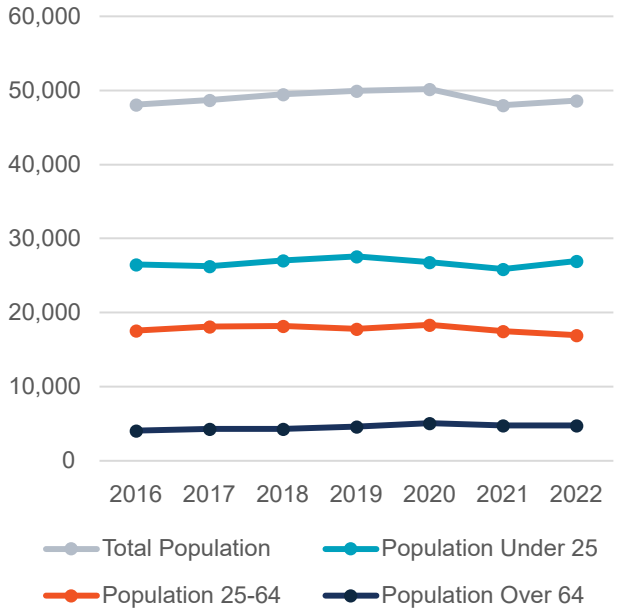


Figure 1. *Population by Age Cohort, 2016-2022*

Commuting

The use of private vehicles remains by far the predominant way the population of Stillwater commutes to and from work, although this has declined from almost 85% to about 80% of commuters during the study period. The use of public transportation and bicycles are both down as well, while walking and working from home have increased; working from home nearly tripled. Fewer commutes exceed 20 minutes, a change accompanied by a commensurate increase in the amount of commutes under 20 minutes.

Housing Tenure

In 2016, 65% of households in Stillwater were rentals. By 2022, this had declined to about 63%, with an increase in owner households.

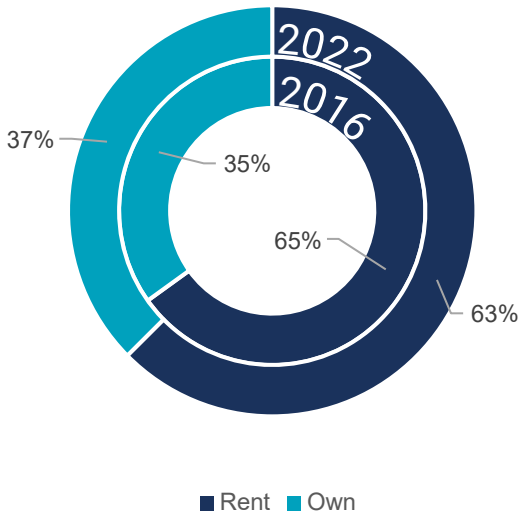


Figure 2. *Housing Tenure, 2016-2022*

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Finance

Median Household Income (MHI) in Stillwater has increased by approximately 40% during the study period. In 2022, it was almost $40,000 annually. This is about $6,000 less than Payne County, $20,000 less than the state's, and $35,000 less than the national MHI.

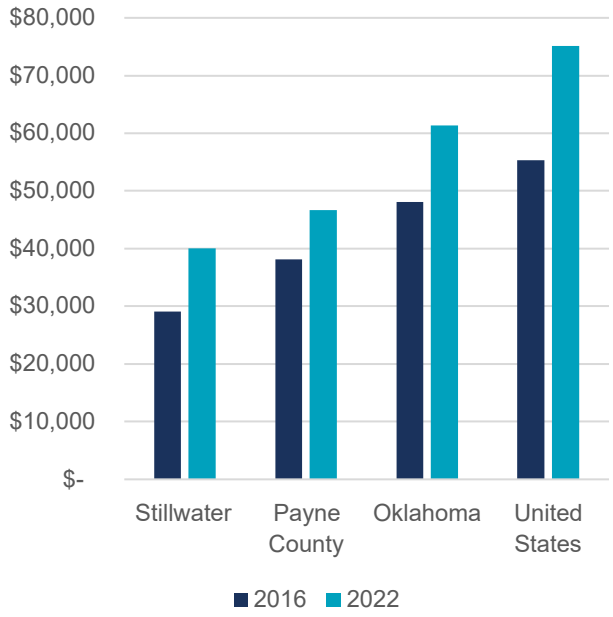


Figure 3. *Median Household Income across Geographies, 2016-2022*

Education

Over 95% of the population older than age 25 held at least a high school diploma in 2022, a slight decline from 2016. About 51% of the same age group held a bachelor's degree or higher in 2022, which was almost a 5% increase from 2016.

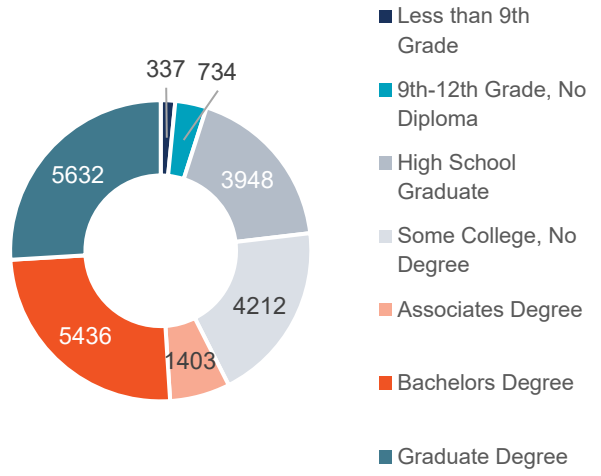


Figure 4. *Educational Attainment of Those over 25 in Stillwater, 2022*

EDUCATION ECONOMY

Residents in Stillwater, especially employers and those concerned with the future of Stillwater's economic development, have often identified the retention of OSU graduates as a priority. Attracting alumni to return to Stillwater if they have since moved elsewhere is also strategically desirable.

Through the community engagement process, many residents have indicated a readiness to prioritize and invest in community assets that are important to new graduates and alumni. These include public quality of life amenities and economic opportunities within the private sector.

Healthcare and Accessibility

In 2022, cognitive and ambulatory difficulties comprised the largest disability types as categorized by the Census. Hearing difficulty and independent living difficulty followed, with vision difficulty and self-care difficulty accounting for the smallest proportion of disabilities in Stillwater.

Of the population with disabilities, 91% had insurance coverage in 2016. This proportion has decreased slightly to 89.7% in 2022.

Understanding the state of accessibility needs in Stillwater can help the city prioritize investments in more accessible infrastructure and public facilities, and coordinate relationships with healthcare providers and mission-driven organizations in the community. Monitoring insurance coverage rates within this population can be important in assessing the need for improving connections to local disability resource groups.

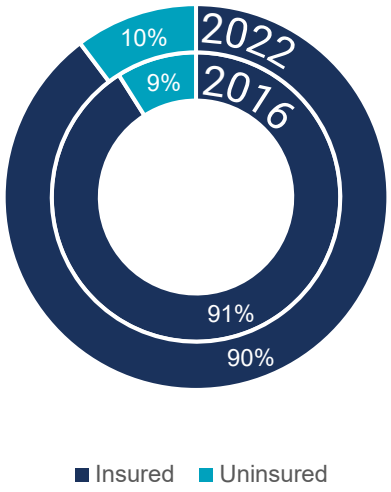


Figure 5. *Insurance Coverage for Disabled Persons in Stillwater, 2016-2022*

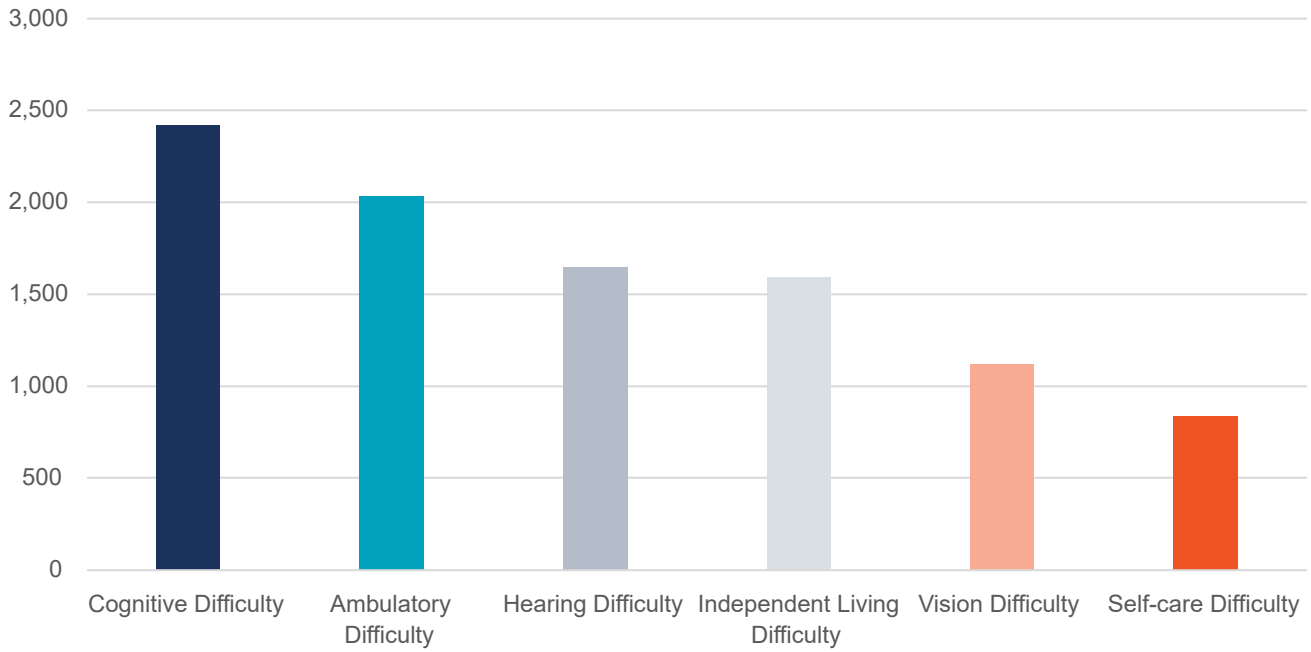


Figure 6. *Population by Disability Type in Stillwater, 2022*

DRAFT

Language

From 2016 to 2022, English remained by far the most common language spoken at home in Stillwater. During this period, Spanish and Asian and Pacific Island languages became a smaller proportion of the languages spoken at home, while other Indo-European languages, and other languages outside of the Indo-European family, saw signficant increases.

This analysis is important for conducting effective and inclusive public outreach, and for developing and distributing information which may be important to public health and safety.

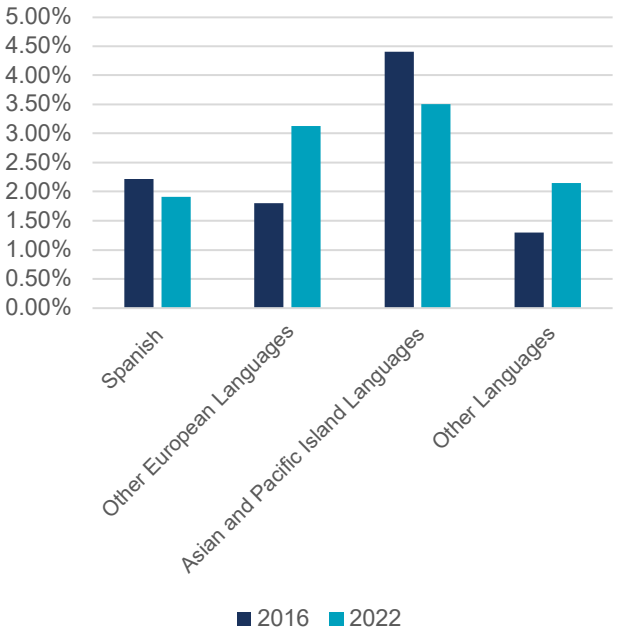


Figure 7. *Non-English Languages Spoken at Home in Stillwater, 2016-2022*

Race and Ethnicity

Using US Census racial categories, Stillwater has remained over 75% white between 2016 and 2022, experiencing a roughly 1% decline in this demographic. Minor declines have also occurred in the population identifying as Black or African American, and Asian. A more substantial decline has occurred in the population of those identifying as American Indian and Alaska Native.

Between 2016 and 2022, those identifying as Some Other Race increased by about half a percent, and those identifying as Two or More Races increased by over 3%.

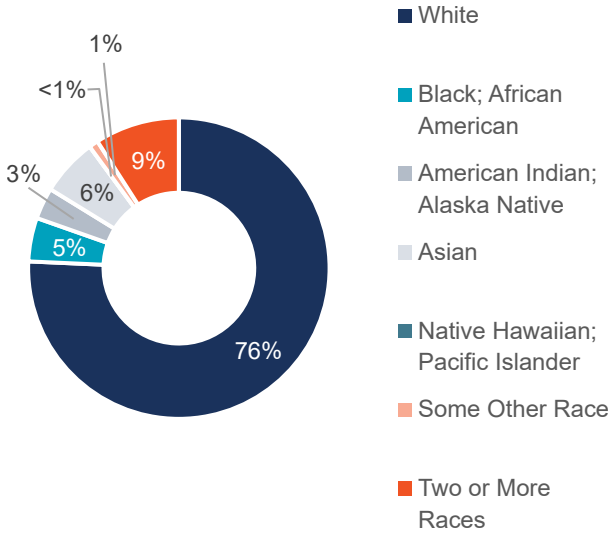


Figure 8. *Race in Stillwater, 2022*

ECONOMICS

Employment Distribution

From 2016 to 2021*, the employment distribution by North American Industry Classification System (NAICS) Industry Sector changed very little in Stillwater. Educational Services remained the largest employer by a wide margin, with Health Care and Social Assistance, Accommodation and Food Service, Retail Trade, and Public Administration rounding out the top 5 employment sectors. In total, these five comprised almost 75% of total employment in Stillwater in both 2016 and 2021, even as rankings shifted.

In 2021, the majority of Stillwater's workforce, about 16,000 people, were employed in the City, but lived outside. Only about 8,000 lived and worked in Stillwater, and close to 9,000 lived in Stillwater but worked elsewhere.

This knowledge leads to questions about whether that workforce wants, or is able, to live and work in Stillwater. Are there issues with housing availability or affordability for those who work in town and live elsewhere? Are there not enough jobs for those who live in town and work elsewhere? Answers to these questions will inform strategies and action items in other chapters.

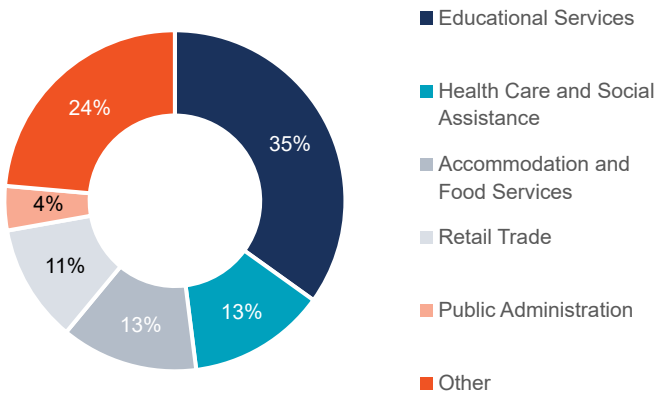


Figure 9. *Employment in Stillwater by NAICS Code, 2021*

*Certain NAICS analyses are not available using 2022 data. 2021 data, being the most recent available, was used instead for this analysis.

Historical and Projected Economic Development

Throughout the latter half of the 20th Century, the Stillwater Industrial Foundation and Chamber of Commerce continued the diversificiation of Stillwater's economy away from agriculture and reduced the community's singular dependence on the University. This has positioned Stillwater today as the home of numerous fabrication, construction, aeronautical, and vocational services in addition to the continued prevalence of agribusiness and OSU.

Major employment opportunities exist today in data storage, cloud computing, and artificial intelligence projects. Retail, restaurant, and entertainment attraction is paramount given Oklahoma communities' reliance on sales tax, so forthcoming projects like The Hub, Kingspan, and Google, bring both employment and opportunity for increased municipal resources.



The HUB Stillwater groundbreaking ceremony, May 2024

DRAFT

PHYSICAL CHARACTERISTICS

Housing Types

Across the 2016 to 2022 study interval, single-family detached homes remained the predominant housing type in Stillwater, exceeding 50% of the total units. The share of single-family detached homes increased by almost 5% during this period. Middle housing has seen only modest gains, or, in some cases, decline during the same time. Small apartment complexes between 2 and 9 units faced stagnation as other development has transpired, or have seen units removed from the supply. Large apartment complexes, those with 10 or more units, proliferated by more than 28% over the study period.



Transportation Systems

As indicated by commuting statistics, Stillwater's transportation infrastructure is chiefly oriented toward motorists. Investments in multimodal mobility such as walking or biking are also important, as visible in the sidewalks and bike lanes present in the image to the right. These can be catalytic projects as well, such as the rails-to-trails conversion. Public transportation systems are administered by the University, and are primarily utilized by the student population.



Urban Design and Character

Stillwater is characterized by a classic middle-American aesthetic from historic neighborhoods to the iconic Main Street pictured to the right. Newer developments, especially large-scale, student-oriented multifamily complexes have often adopted a more modern presentation, as have newer commercial centers. Balancing growth with the preservation and enhancement of historic character is of paramount importance to the community.



Feature Type	Acres	Percent
Non-Residential	6,441	33%
Residential	5,252	27%
Vacant	4,606	24%
Right-of-way	1,756	9%
Parks and Open Space	1,380	7%
Floodplain*	2,453	12.5%
Total	19,510	100%

**Floodplain overlaps other features and is not included in totals.*

Figure 10. *Area of Physical Features and Development Types in Stillwater by Acreage*



Development Patterns and Opportunities

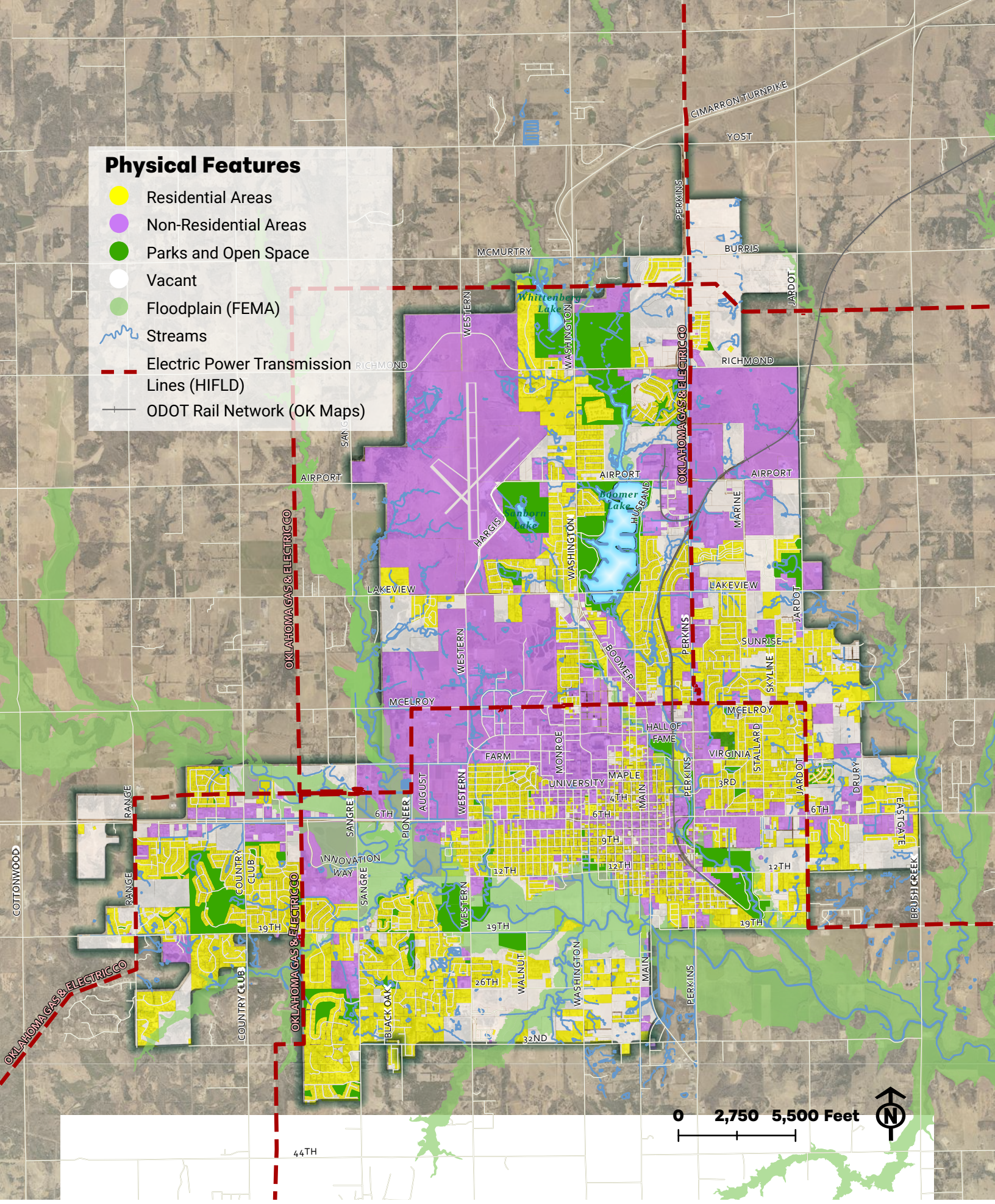
Stillwater's existing physical development pattern is comprised of about 28% non-residential development, and about 25% residential development. It should be noted that much of this non-residential development includes major land areas such as the University and Stillwater Regional Airport. Public rights-of-way occupy just over 8% of the city's acreage, and the 912 acres of parks and open spaces constitute almost 5% of Stillwater's land area.

With one-fifth of Stillwater, almost 4,000 acres, currently vacant, significant greenfield development opportunities exist within the city limits. Vacant land remains throughout different regions of the city, meaning residential, commercial, and industrial or employment uses can all be appropriately accommodated.

Natural Features

Almost 2,500 acres, or 13% of the land in Stillwater city limits falls within the floodplain as established by FEMA. This constrains construction of residential, commercial, or industrial developments, and thereby creates prime areas for certain outdoor recreational facilities, or for ecological preservation work. Floodplains largely follow the paths of streams which run through the city, and there are no major rivers in the area.

Stillwater does not contend with significant topographical change or steep slopes. Consequent stormwater and erosion issues are minimal.



Map 1. Physical Features in Stillwater

EXISTING PLANS

C3 Comprehensive Plan 2030

The C3 Plan (2013) provides demographic and analytical insights, and establishes goals and guiding principles. The Plan then addresses Stillwater's future Infrastructure, Parks and Recreation, Environmental Planning, Rehabilitation and Redevelopment, Special District Planning, and Land Use. In each chapter, the C3 Plan offers recommendations and unique goals or action items aimed at promoting the kind of growth and development sought by City leaders at the time of its writing.

Transportation Enhancement Plan

Modelling existing features, conducting demographic analyses, and modelling future travel demand and traffic impact, STEP (2007) culminates in recommendations for transporation planning enhancements and investments. These enhancements include modernized functional classifications, numerous road widenings, and some bicycle/pedestrian improvements.

Corridor Redevelopment Plan

The Corridor Redevelopment Plan (2012) reviews existing and future land use within its study area before identifying opportunities for residential, commercial, mixed-use, and other development. It then articulates development guidelines for streetscapes, architectural design, and site planning. Finally, it lists the prospective impacts of a redevelopment strategy like this, and the positive implications it could have on Stillwater at large.

Core Commercial Districts Master Plan

The Core Commercial Districts Master Plan - commonly known as the Puma Plan (2005) - offers an action plan for Downtown, and a combined action plan for the Strip on Washington Street and Campus Corner. It also provides a city-wide wayfinding program, which, in addition to the District action plans, can be implemented according to an Implementation Sequencing matrix. The implementation actions can be associated with cost estimates to develop a financing strategy for all of the proposed improvements.

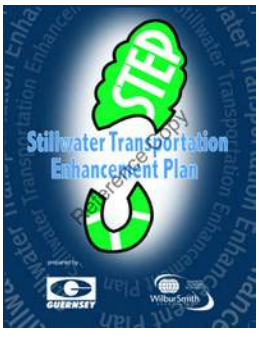
Multi-Use Trail and On-Street Bicycle Master Plan

This Plan (2009) identifies a need in Stillwater for trails and on-street bicycle facilities, reviews existing conditions and community input, and recommends establishing new trails in specific areas of Stillwater. It also provides implementation guidance through a review of government tools and funding mechanisms which may be necessary or useful to each recommendation.

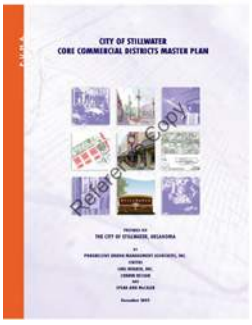
6th Avenue Corridor Study

Providing a focused assessment of State Highway 51, also known as 6th Avenue, this study (2021) establishes goals and recommendations for four key issues along the corridor. Those are Active Transportation, Redevelopment Opportunities, Land Use, and Urban Design. Recommendations include commercial property revitalization, densification and historic preservation, and the creation of design guidelines for private development.













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C3 Plan Implementation Analysis

Within the process of evaluating existing conditions in Stillwater, and for the purpose of creating a Vision Statement and Guiding Principles, the completion status of all recommendations made in the C3 Plan was reviewed.

Insights

Of the 74 action items proposed in the C3 Plan, 46% have not commenced, while 26% are fully complete, 15% are not applicable, and 14% are currently in-progress.

When considering the 39 goals established in the C3 Plan, almost 74% are still aligned with the community's objectives and the other 26% should be carried forward with some updates or minor edits.

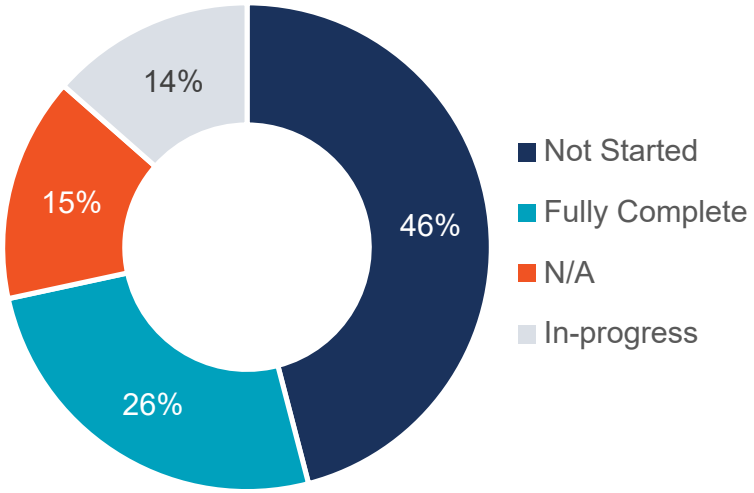


Figure 11. *C3 Plan Action Items Completion Analysis*

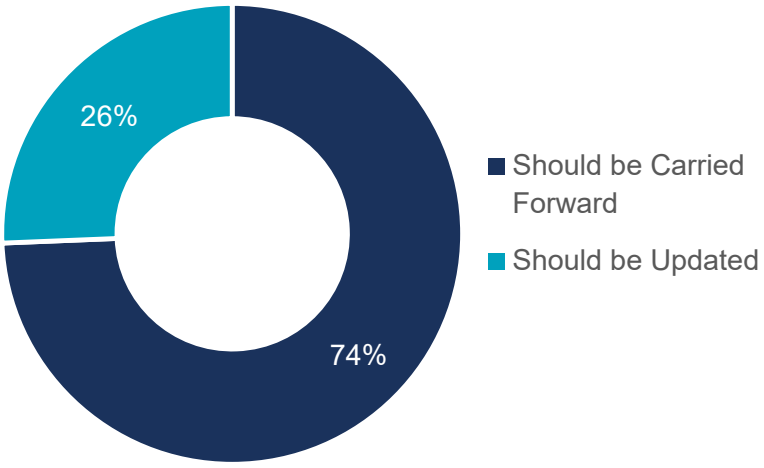


Figure 12. *C3 Plan Goal Continuity Analysis*

ANALYTICAL METHOD

All of the recommendations found in the C3 Plan were compiled into two tables, one labelled C3 Plan Action Items, and one labelled C3 Plan Goals. Action items were those recommendations which could be clearly said to have begun or ended, such as widening a road or completing a study. Goals were those recommendations which do not have a clear state of completion, or which will remain desirable for Stillwater indefinitely, such as supporting housing affordability, or creating an environment friendly to local business.

With all recommendations catalogued, each action item was investigated and marked as Complete, In Progress, Not Started, or N/A. Each goal was assessed, and marked to be carried forward into Envision Stillwater 2045, revised and carried forward, or not carried forward.

Note that the N/A designation applies to items which are no longer priorities for the responsible entity.



PUBLIC VOICE

Overview

Envision Stillwater 2045 sought to amplify the voices of community members through multiple public engagement opportunities. The engagement process utilized the following methods:

- OPEN HOUSE
- DIGITAL SURVEY
- ONLINE INTERACTIVE MAP
- IDEAS WALL
- STAKEHOLDER MEETINGS
- COMPREHENSIVE PLAN ADVISORY COMMIITTEE MEETINGS
- COMMUNITY-WIDE LAND USE WORKSHOP
- COMPLETE DRAFT OPEN HOUSE





FIRST OPEN HOUSE ENGAGEMENT

Approximately 75 community members participated in the February 13, 2024 Open House meeting which launched the project. At this meeting, the project team offered essential information about the comprehensive planning process, and provided three distinct engagement opportunities: a fully open-ended ideas wall for participants to share their greatest desire for Stillwater's future, a set of free-response boards which comprised a type of "S.W.O.T." (strengths, weaknesses, opportunities, threats) exercise, and several likert-scale boards to assess community sentiment about specific plan topics.



Upon arrival, community members were presented with a map on which they could place colored stickers to indicate where they live and work.

Once most participants arrived and settled, the project team provided a brief presentation explaining the comprehensive planning process and its importance, what topics are being addressed, and the project timeline.





After being oriented during the presentation, participants could provide input through two different board activities. The first was a set of boards on which participants could write free-form comments in response to prompts about Stillwater's strengths, challenges, opportunities and aspirations. The second was a set of boards on which participants could place stickers to indicate their agreement with various statements about housing, transportation, urban design, and other topics.

The final opportunity to engage with the project came in the form of a large "ideas wall" on which participants were encouraged to describe or depict the "one big thing" they want for Stillwater in the next 20 years.





Participants were encouraged to share their thoughts further via the digital tools found on the project website and to share this information with other members of the community.

STRENGTHS, OPPORTUNITIES, CHALLENGES, ASPIRATIONS

1 STRENGTHS

- Division 1 University
- Small-town Feel
- Proximity to OKC and Tulsa
- Friendly People

2 OPPORTUNITIES

- Neighborhoods for people to start families
- Population growth and economic development *within* Stillwater
- Retaining local talent
- Growth in new industries

3 CHALLENGES

- Housing affordability and availability
- Infrastructure conditions and capacity
- Cooperation of local institutions
- Brain drain

4 ASPIRATIONS

- Vibrant arts and culture
- Unique and clear identity
- Robust social services
- Great amenities and public spaces

FREE-FORM BOARDS

During the February open house, a set of boards was available to participants, in which they could list their understanding of Stillwater's strengths, opportunities, challenges, and aspirations. This exercise is of great importance in establishing the plan's overall vision, and for developing recommendations.

OTHER ENGAGEMENTS

Between the February Open House meeting and the adoption of the plan, the project team held several additional meetings, to include a second open house in which community members could collaboratively develop land use scenarios and transportation improvements. There were additional meetings with groups of stakeholders and key institutional representatives. The project team also met with the Comprehensive Plan Advisory Comittee (CPAC) several times.

Beginning at the first Open House, the project website was available to receive comments through a survey, an interactive map, and a discussion board.





The CPAC convened four meetings during this period to review draft plan content, discuss public input results, and make decisions about key priorities for analysis and recommendations.

The project team hosted over ten stakeholder meetings, bringing together small groups of professionals, non-profit representatives, artists, and others to discuss issues and objectives unique to each group in depth.





A second major Open House came in September 2024, during which participants could collaborate using toy building blocks and other tools to build future land use scenarios and highlight necessary transportation investments.

The project team presented a final Open House in late summer 2025 during which participants could review complete plan content and provide any final feedback before moving into the adoption process.




STILLWATER
COMMUNITY
CENTER

VISION STATEMENT

This is an encompassing statement that describes the overriding desires of Stillwater's community, leaders, and stakeholders. Throughout the visioning process, expressions of what Stillwater's future should look like were discussed in a collaborative environment. These expressions came from issue identification and vision meetings with the Comprehensive Plan Advisory Committee, and from community input through public meetings and an online survey, and were crafted into the following statement:

"Stillwater is an innovative community that deeply cares for one another, cultivating a strong sense of belonging. It is a desirable destination for residents, visitors, and businesses, cherishing deep-rooted connections, prioritizing education, and radiating a warm, friendly character."

GUIDING PRINCIPLES

While considered holisitcally, a series of recurring themes began to emerge representing the priorities of the community. Through the planning process, four guiding principles were identied to help Envision Stillwater. These guiding principles provide overall direction and should be referenced when making policy and land use decisions.



CONNECT STILLWATER

Stillwater is safe, convenient, and easy to navigate for all. Accessibility remains a top priority when designing and building public spaces. Strong social connections drive the community forward.



THRIVE STILLWATER

Stillwater creates a foundation for a healthy and prosperous citizenry by promoting economic resilience, practicing fiscal responsibility, creating opportunity for physical activity, and supporting public health programs.



REALIZE STILLWATER

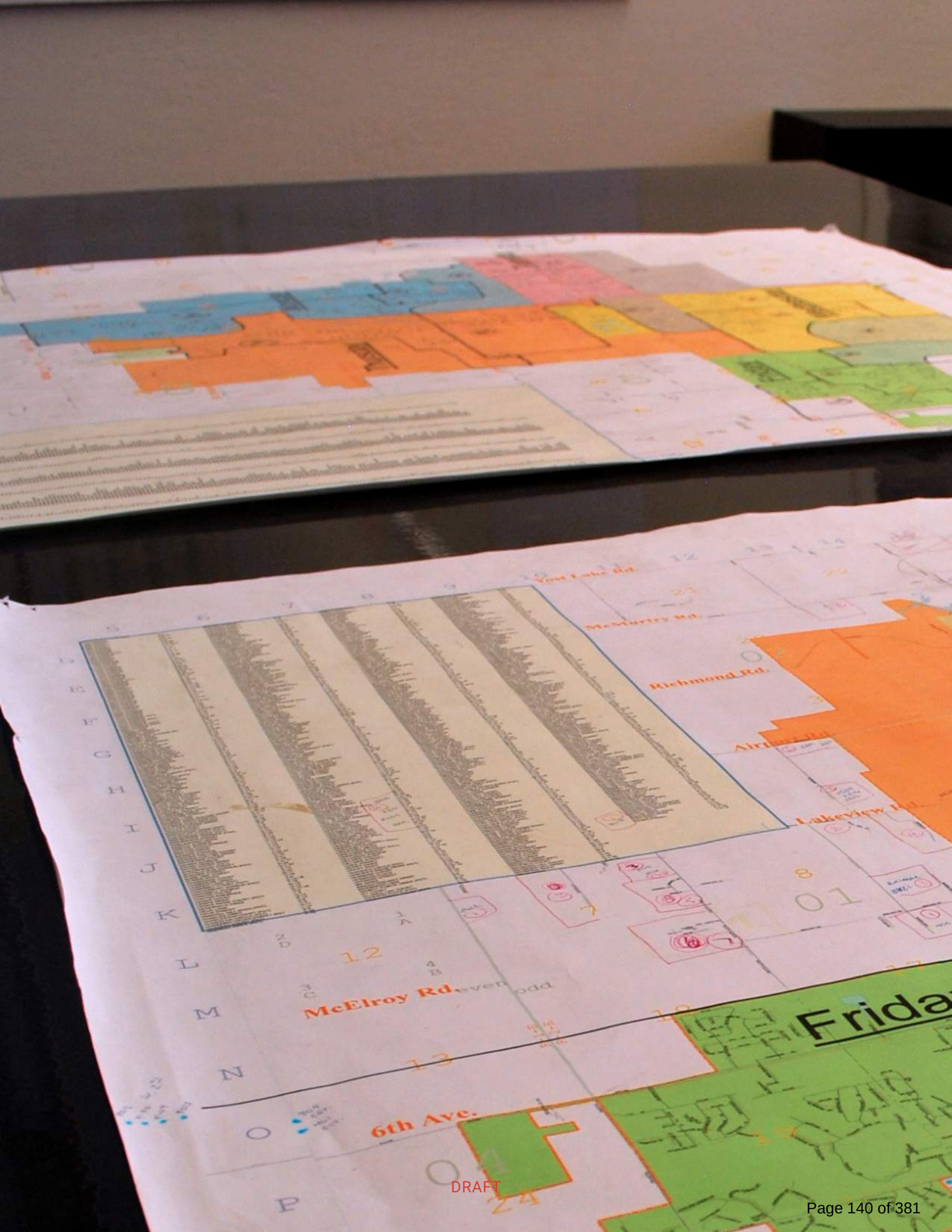
Stillwater fulfills its vision and goals through responsible planning, developing programs and partnerships, establishing appropriate policies and regulations, and implementing capital projects.



IDENTIFY STILLWATER

Stillwater boasts unique cultural institutions, mission-driven organizations, and a distinctive aesthetic through high-quality private development and public design.


You can only place
in the developable areas on the
(no floodplain or public land, etc.)
You can stack residential or retail over
existing neighborhoods to indicate the
addition of missing middle or small
shops in the neighborhood



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LAND USE AND DEVELOPMENT

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INTRODUCTION

What is Future Land Use?

The Future Land Use Plan is one of the most important components of any comprehensive plan. It sets the stage for infrastructure, transportation, and economic development planning, and establishes a framework for Stillwater's built environment. It is also a crucial guide for decision makers in creating new land use regulations or making decisions about rezonings and development proposals.

A Future Land Use Plan (FLUP) and Map (FLUM) are not the same as a zoning ordinance or map. They do not assign proscriptive and enforceable regulations on any properties, but rather reflect the vision and objectives of the community for different areas based on existing development character and emerging or projected trends.

Why is it Important?

The Future Land Use Plan and Map are not regulatory on their own, but they establish priorities for future development. Stable and established neighborhoods can be marked for preservation as low-density residential, while areas primed for growth or redevelopment can be designated moderate-density residential, mixed-use, or other categories.

Decision-makers should use this part of Envision Stillwater 2045 as a resource and guide when acting on rezoning requests and other discretionary development applications. Projects that align with the intent of this section should generally be approved, and projects that are not aligned with guidance provided in this section, but are found to support the Plan's vision and guiding principles may be evaluated in conjunction with discretionary projects that consider the unique circumstances and may offer policy support for the proposal.

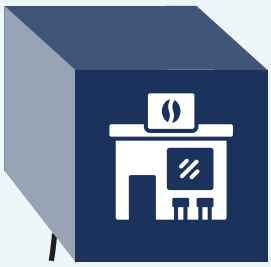




Stillwater Energy Center, North Airport Road

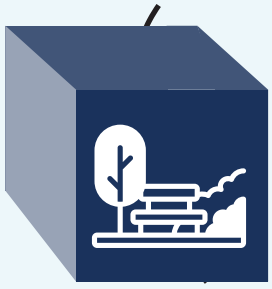
KEY TAKEAWAYS

1 "I think developing areas (coffee, sandwich shops, small outdoor bars) that are close to neighborhoods for residents to walk and enjoy would be a great addition. Western, 9th St. and 12th."





2 "[O]lder neighborhoods should be protected from commercial encroachment. [...] Any older home that is demolished to make way for commercial [is] replaced by more expensive new construction."



3 "I'd like to see parks where [all ages] like to spend time, with long walking paths and nature preserves. Examples are Chisholm Creek Park in Wichita or the Haskell-Baker Wetlands in Lawrence [...]"

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DIGITAL INPUT

In which of these areas is mixed-use development appropriate as a tool to promote future economic vitality?

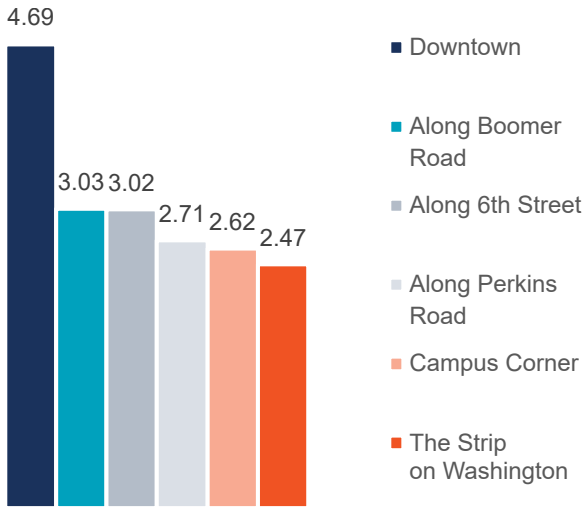


Figure 13. *Online Survey Responses (Weighted Ranking)*

How important is it that neighborhoods have convenient proximity and access to essential private services like grocery stores, pharmacies and clinics, childcare, tailors, small cafes, etc.?

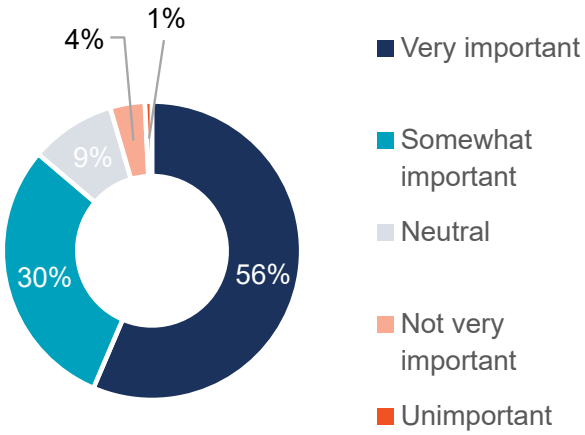


Figure 15. *Online Survey Responses*

How important is infill development to the future of Stillwater's growth?

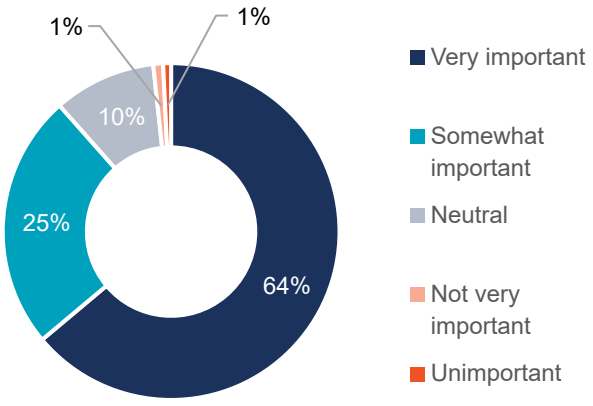


Figure 14. *Online Survey Responses*

How important is it that neighborhoods have convenient proximity and access to public amenities like parks, splash pads, plazas, etc.?

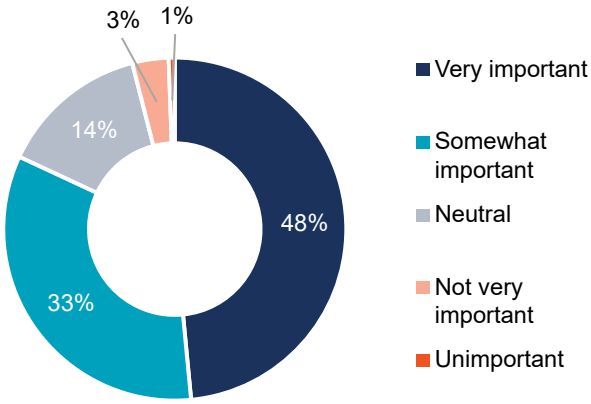


Figure 16. *Online Survey Responses*

Note: Due to rounding, totals may not meet or exceed 100%.

EXISTING LAND USE

Understanding the land use and development patterns that exist in Stillwater today is important when planning for future land use. It establishes opportunities for growth, and constraining factors that impact Stillwater's ability to grow as the Land Use Plan envisions.

Opportunities

Over 5,000 acres of land in Stillwater's city limits are vacant and available for greenfield development. With high housing demand and a desire to make major investments in a resilient, diversified economy, this vacant land presents an excellent opportunity for both residential and non-residential development.

In built-out parts of the city, such as the urbanized core east of campus and along major corridors, many of the existing structures are aging and deteriorating. This presents opportunity for infill development and redevelopment in line with contemporary needs and best practices. This is true of both housing stock, much of which was constructed before the new millennium, and retail and commercial centers.

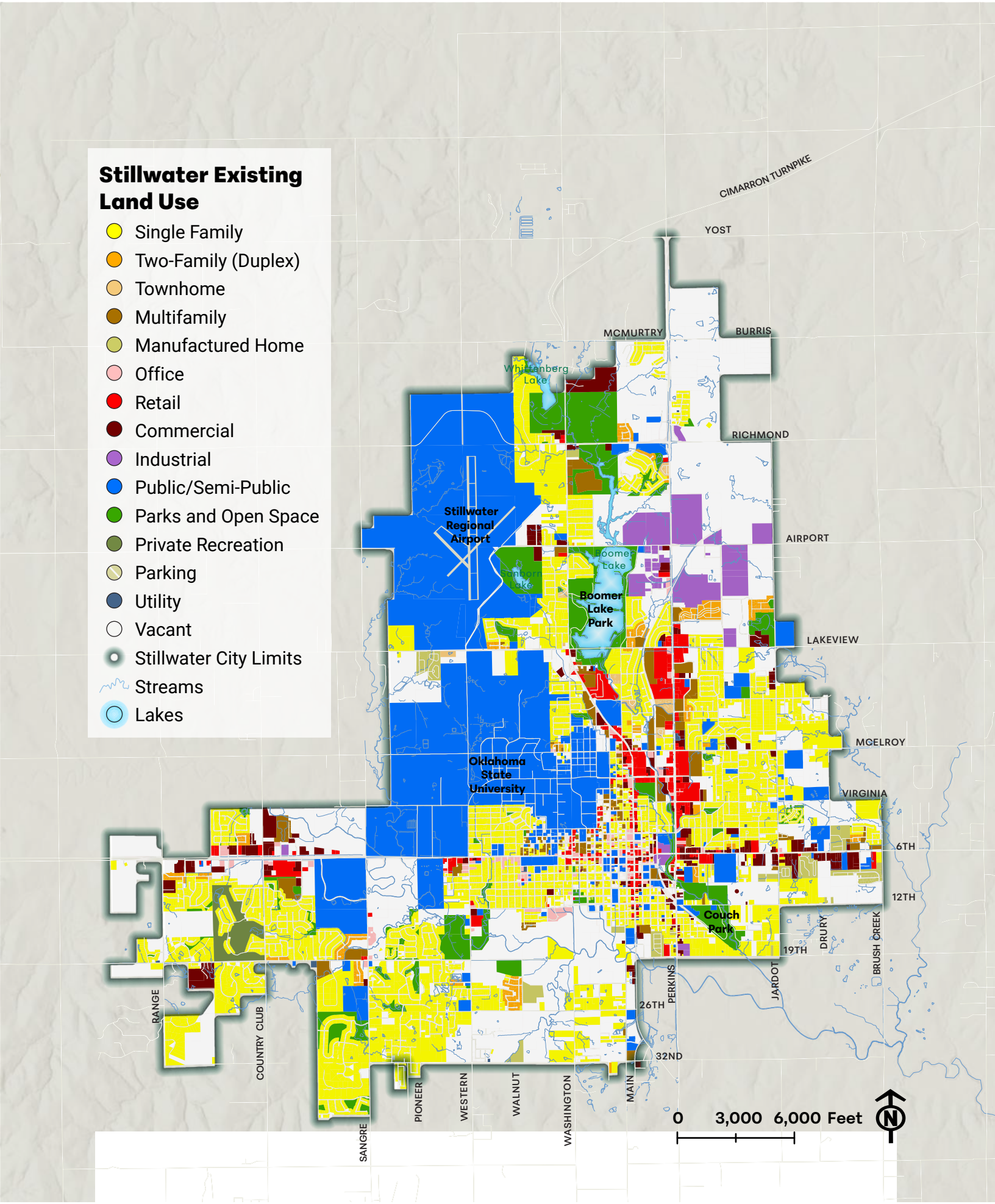
Constraints

Nearly 2,400 acres of land in Stillwater's city limits are within the FEMA-designated floodplain, limiting their development potential. Of vacant land, about one-fifth (approximately 1,000 acres) is within the floodplain, reducing the availability of greenfield development opportunities.

Vacant land outside of the floodplain is predominantly located near the southern and western peripheries of the city, meaning development here could contribute to suburban sprawl and traffic congestion, reduction in agricultural land, or degradation of natural areas and amenities. Much of the large swath of vacant land to the north is planned to be occupied by future economic development projects, reducing its capacity or desirability for residential, retail, or mixed-use development.

Existing Land Use	Acres	Percent
Vacant	5,076	26%
Public/Semi-Public	4,444	23%
Single Family	4,406	22.5%
Right-of-Way	1,756	9%
Parks and Open Space	1,332	7%
Commercial	495	2.5%
Industrial	467	2%
Retail	424	2%
Multifamily	376	2%
Two-Family (Duplex)	223	1%
Manufactured Home	206	1%
Private Recreation	120	0.6%
Office	116	0.6%
Townhome	46	0.2%
Parking	18	0.1%
Utility	8	<0.1%
Totals	19,510	100%

Figure 17. *Existing Land Use Analysis*



Map 2. Existing Land Use

BUILDING FUTURE LAND USE

To craft the Future Land Use Map (page 55), the project team required a clear understanding of the community's priorities for land use. Where should existing neighborhoods be preserved and supported? Where should they be primed for redevelopment and infill development at moderate or high density? What locations are best suited for mixed-use development and placemaking? How will people commute between employment centers and residential areas?

To answer these questions, the project team invited the public to a two-hour workshop during which they could create scenarios for future land use patterns and transportation investments. Participants used Lego bricks to indicate on a map of Stillwater what uses should be allowed in different parts of the city in the future, and where development of certain types should be encouraged. Participants could also draw and annotate on the maps to suggest improvements to vehicular transportation, to recommend new active transportation corridors, and to propose public transportation routes.

Participants were prompted to create scenarios accounting for 15,000 to 20,000 new people living in Stillwater by 2045. While projected growth by 2045 is closer to 6,200 people, the 15,000 to 20,000 range encouraged participants to create opportunity for about 50% of Stillwater's existing non-resident workforce to live in town. This figure also accounts for housing construction to accommodate about 5% of all OSU students expected to graduate between 2025 and 2045, which reflects a priority expressed consistently throughout the engagement process to retain graduating talent. Finally, this figure accounts for continuing to provide off-campus housing for OSU students. While there may be long-term aspirations to liberate more market housing for non-students, off-campus housing will be needed to accommodate OSU's growing student population for the foreseeable future.

Yellow, orange, and brown Legos represented low-, moderate-, and high-density residential land uses, respectively. Red, blue, and purple Legos represented retail and entertainment, employment, and industrial and skilled trades uses, respectively.

Yellow Legos represented housing capacity for 300 people, orange represented 600, and brown represented 900. The nonresidential bricks were not correlated to a number of jobs created. However, participants were constrained to place only three total nonresidential bricks, which means each scenario articulates priorities for economic development in Stillwater; each group had to focus on one type of economic development approach, or suggest general diversification of the economy.

Four groups participated, resulting in the creation of four distinct future land use scenarios which the project team and CPAC could use to develop a preferred land use model, and thereby create a Future Land Use Map.



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POPULATION PROJECTIONS

Extrapolations of different growth trends observed during the study period enable projections of future growth in Stillwater's total population.

If Stillwater maintained the highest year-over-year population growth during the study period, about 1.7%, the population would be over **72,000** by 2045.

If it maintained the average growth rate, excluding years where the population declined, of just over 1%, it would approach **63,000** people by 2045.

If it maintained the lowest positive growth rate observed between 2016 and 2022, just under 0.5%, the population in 2045 would be just over **54,000** people.

Demographic analyses conducted by the Oklahoma Department of Commerce project a population increase of about 6,200 by 2045, most closely mirroring the Low Growth scenario depicted below. This 6,200 figure was used to calculate the total population for which participants in the future land use workshop needed to account.

STATE-LEVEL ANALYSIS

The Oklahoma Department of Commerce published a report with population projections for each county in Oklahoma at 5-year intervals out to 2070.

This report projects that the population of Payne County, which was 81,989 in 2021 and will be 91,823 in 2045. If Stillwater continues to comprise the same percentage of the County population as it does currently, it will have to grow by about 6,200 people.

This projection matches that produced by extrapolating the lowest positive growth rate observed from 2016-2022, approximately.

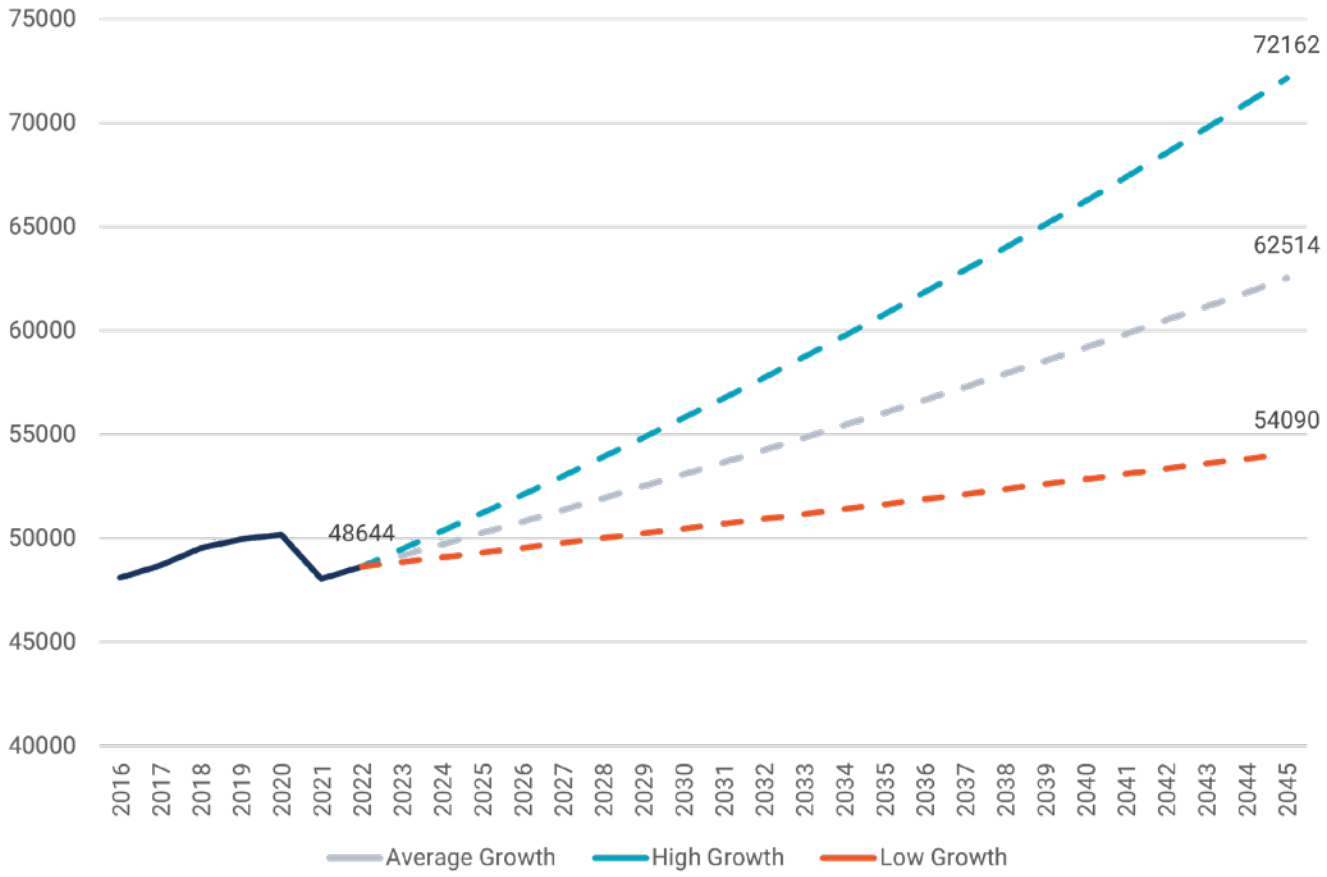


Figure 18. *Population Growth Scenarios*

LAND USE SCENARIOS

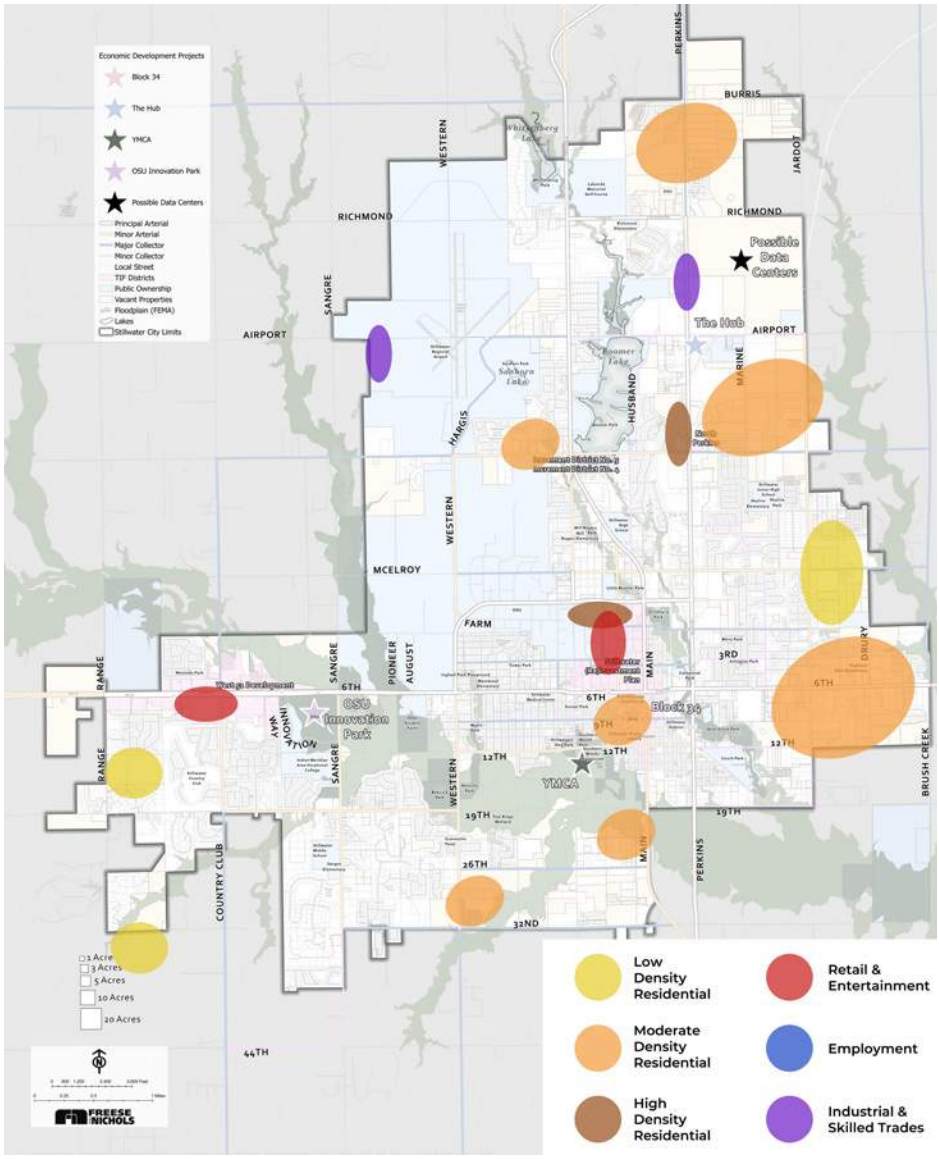
SCENARIO 1: EAST EDGE RESIDENTIAL

Moderate-Density Residential Nodes

Retail-Focused Economic Development

SCENARIO 1: EAST EDGE RESIDENTIAL

This scenario envisions a series of major residential nodes along the eastern edge of Stillwater. These are moderate density nodes, in which development would consist of duplexes, triplexes, cottage courts, accessory dwelling units, and small (12 or fewer unit) apartments. A few small nodes of this residential type are planned to the south. Low density residential areas are envisioned to the southwest, and in one large node to the east. The planned non-residential land use indicates an economic development vision centered on retail, entertainment, and similar quality-of-life amenities and services. This scenario could provide housing for 76% of the population growth anticipated in Stillwater over the next 20 years.



Map 3. Land Use Scenario 1: East Edge Residential

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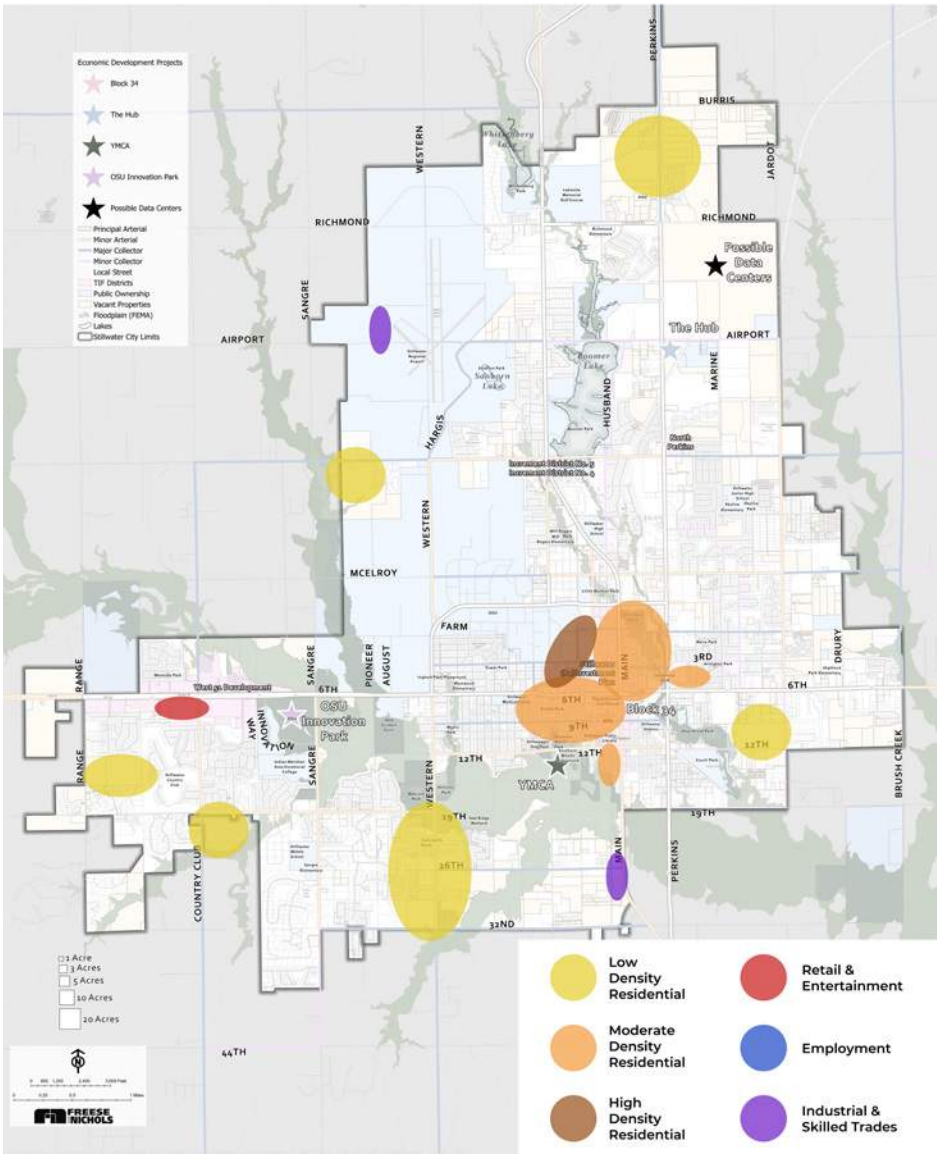
SCENARIO 2: CENTER OF MASS

Moderate-Density Core Development

Industrial and Trade-Focused Economic Development

SCENARIO 2: CENTER OF MASS

This scenario envisions significant infill and redevelopment of Stillwater's core neighborhoods near downtown and surrounding Block 34. This redevelopment would emphasize moderate density residential types, such as duplexes, triplexes, and cottage courts – those types which are most compatible with existing neighborhood character and intensity. This scenario also plans for large low-density residential development in the south and far north, as well as smaller low-density residential nodes to the southwest and southeast. The priority for non-residential land use and economic development lies in industrial and skilled-trade centers in the south and northwest. This scenario could provide housing for 102% of the population growth anticipated in Stillwater over the next 20 years.



Map 4. Land Use Scenario 2: Center of Mass

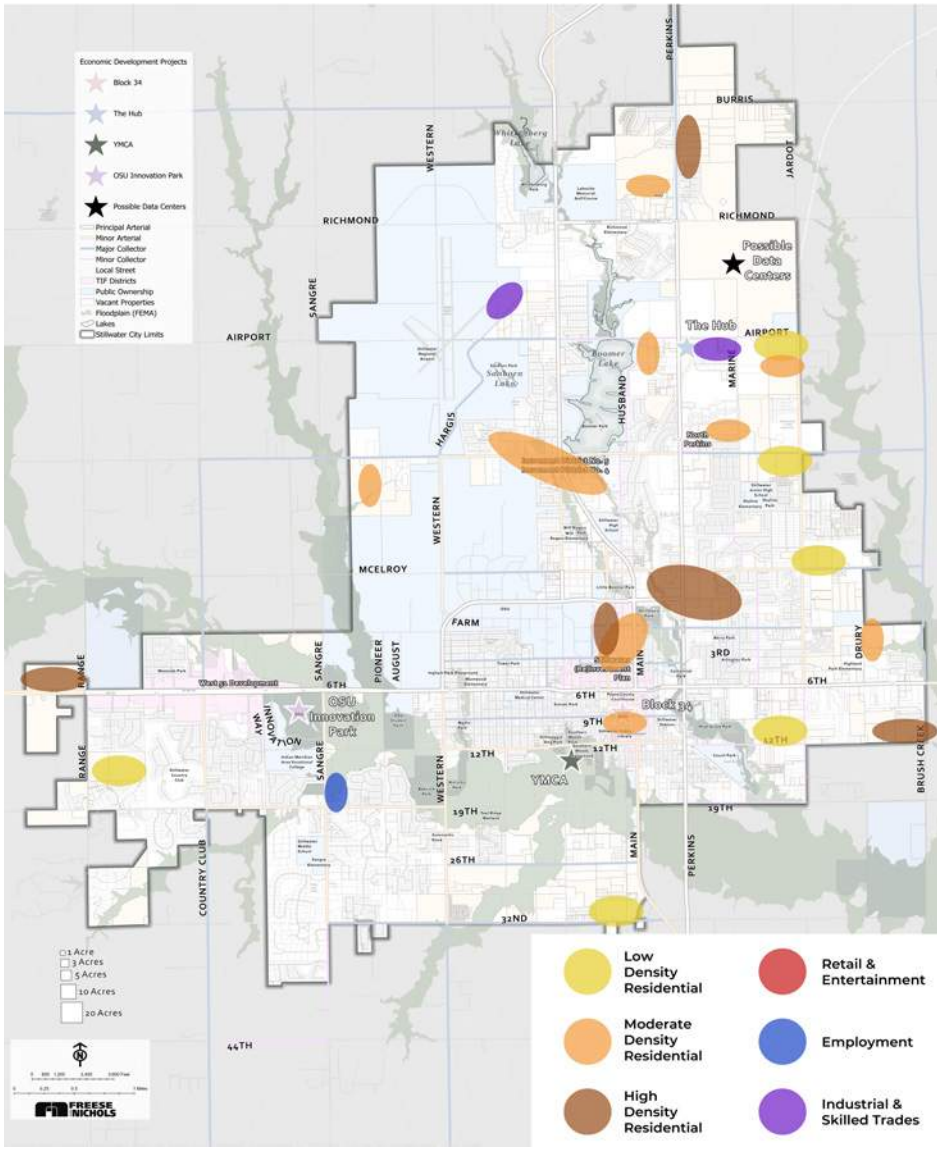
SCENARIO 3: THE KITCHEN SINK

Diffuse Residential Development of All Densities

Industrial and Trade-Focused Economic Development

SCENARIO 3: THE KITCHEN SINK

This scenario envisions opportunistic residential development all over Stillwater. It also plans for residential land use of low density, moderate density, and high density, all in large amounts. This approach to future land use focuses on accommodating the best residential land use for available, undeveloped land in the city, with only a few areas designated for redevelopment at higher density. Industrial and skilled-trade non-residential uses are the focus of non-residential land uses and economic development. This scenario could provide housing for 92% of the population growth anticipated in Stillwater over the next 20 years.



Map 5. Land Use Scenario 3: The Kitchen Sink

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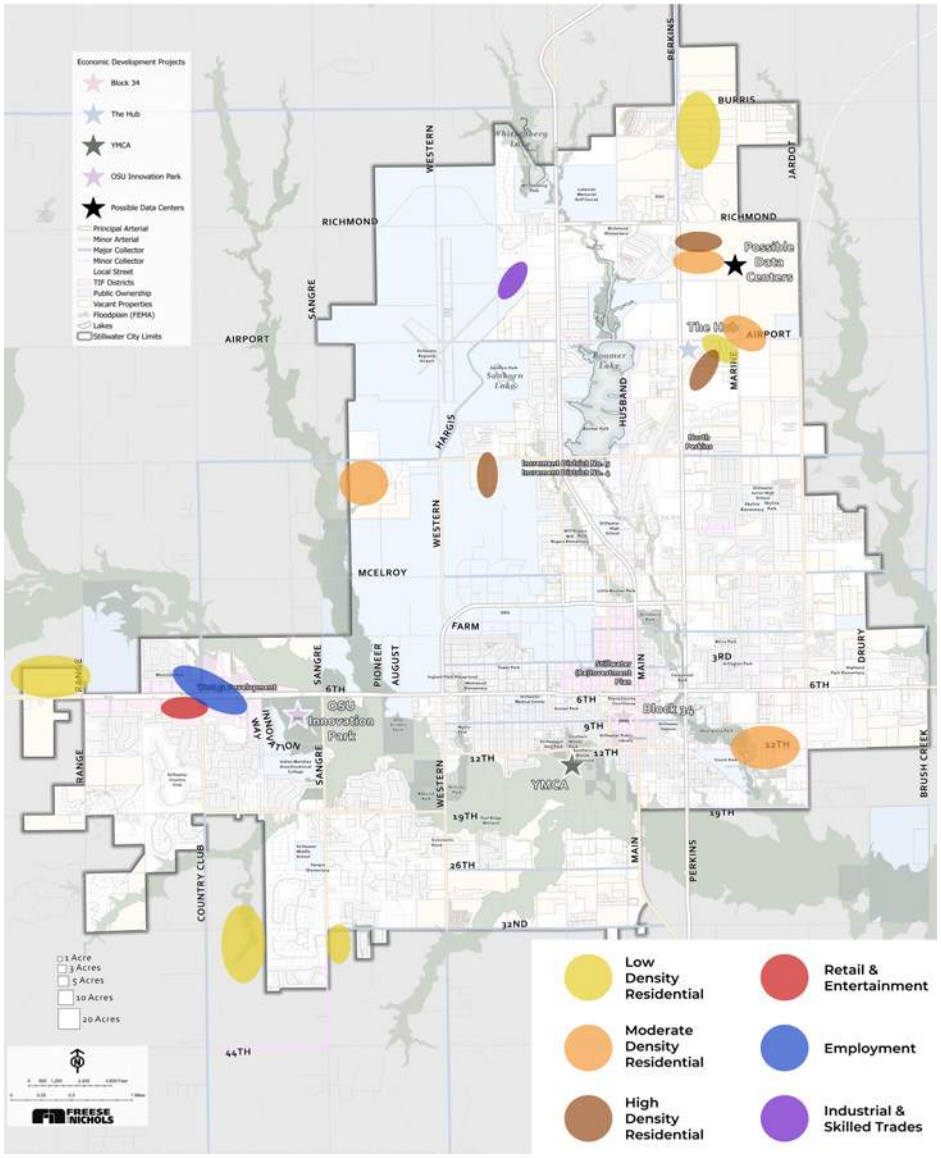
SCENARIO 4: LESS IS MORE

Limited Residential Development

Employment-Focused Economic Development

SCENARIO 4: LESS IS MORE

This scenario envisions minimal residential development in Stillwater and very little redevelopment of existing neighborhoods. Low-density residential development is limited to some available land in the southwest and far north, as well as a few locations outside of the city limits. Moderate- and high-density residential development are limited to a small number of undeveloped properties already near dense areas, or adjacent to existing or projected industrial and civic developments such as the airport. The vision for non-residential land use and economic development relies primarily on employment centers for professional services. This scenario could provide housing for 66% of the population growth anticipated in Stillwater over the next 20 years.



Map 6. Land Use Scenario 4: Less is More

CPAC Scenario Analysis

During a two-hour meeting, CPAC members provided comments and votes on the four land use scenarios created by the public during the workshop, and discussed their thoughts with the project team.

A total of 20 votes were issued, as CPAC members could vote for more than one scenario if they wished to see elements of multiple synthesized with each other. This is clarified in notes and comments.

Scenario 2, Center of Mass, held the most votes with 13. Scenario 1, East Edge Residential, received 5, and Scenario 3, the Kitchen Sink, received 2. Scenario 4, Less is More, did not receive any votes.

Comments on Scenario 2 were generally positive, noting its responsiveness to housing demand in high-activity, high-growth areas in the center of Stillwater, and the potential this type of development has to support retail and grow the local economy. Concerns include the need for transportation planning and possible public transit services to support densification, and the need for commercial redevelopment in the west of town.

Scenario 1 received comments noting its plausibility, and also emphasizing that where remaining vacant and greenfield development opportunities exist in Stillwater, especially in large tracts, that land should be used efficiently for medium density development, rather than large lot residential development.

Scenario 3 raised concerns about the transportation impacts of dispersed development, and of promoting high-density residential in some areas at the edge of the city. The Employment land use planned near the Innovation Park and Meridian Tech was well received as a way to achieve the goal of retaining OSU graduates.

The lack of development accommodated by Scenario 4 raised concerns about meeting housing demand, but its proposed location of Retail land uses in the west of town was observed as a sound way to promote growth in a slowly developing area, and meet commercial needs in an area of town lacking such services.

Full page depictions of Figures 19 and 20 are available in Appendix A.

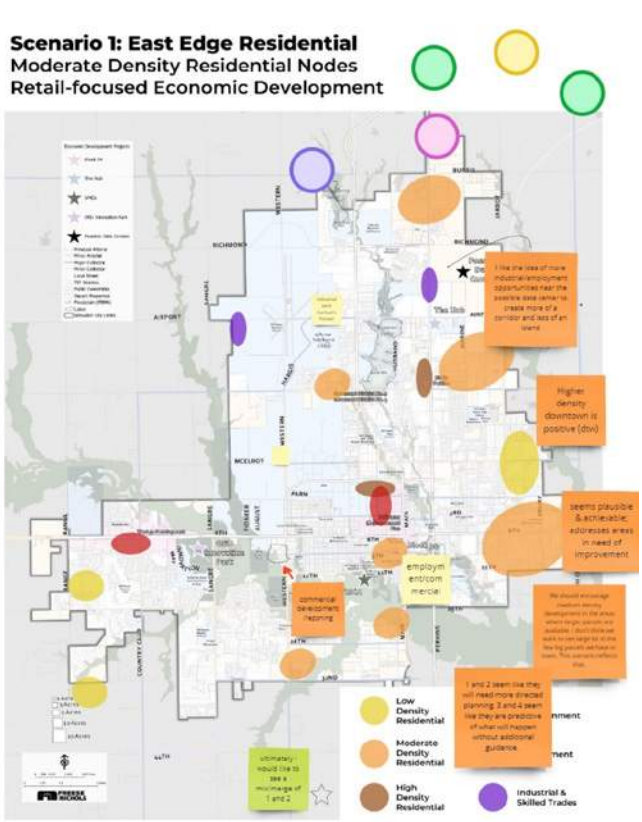


Figure 19. CPAC Scenario 1; Comments and Virtual Votes

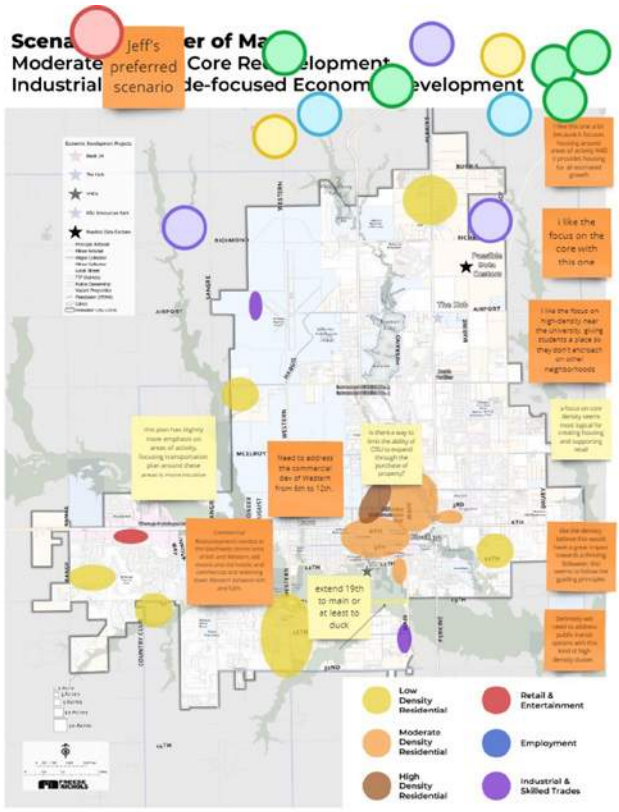
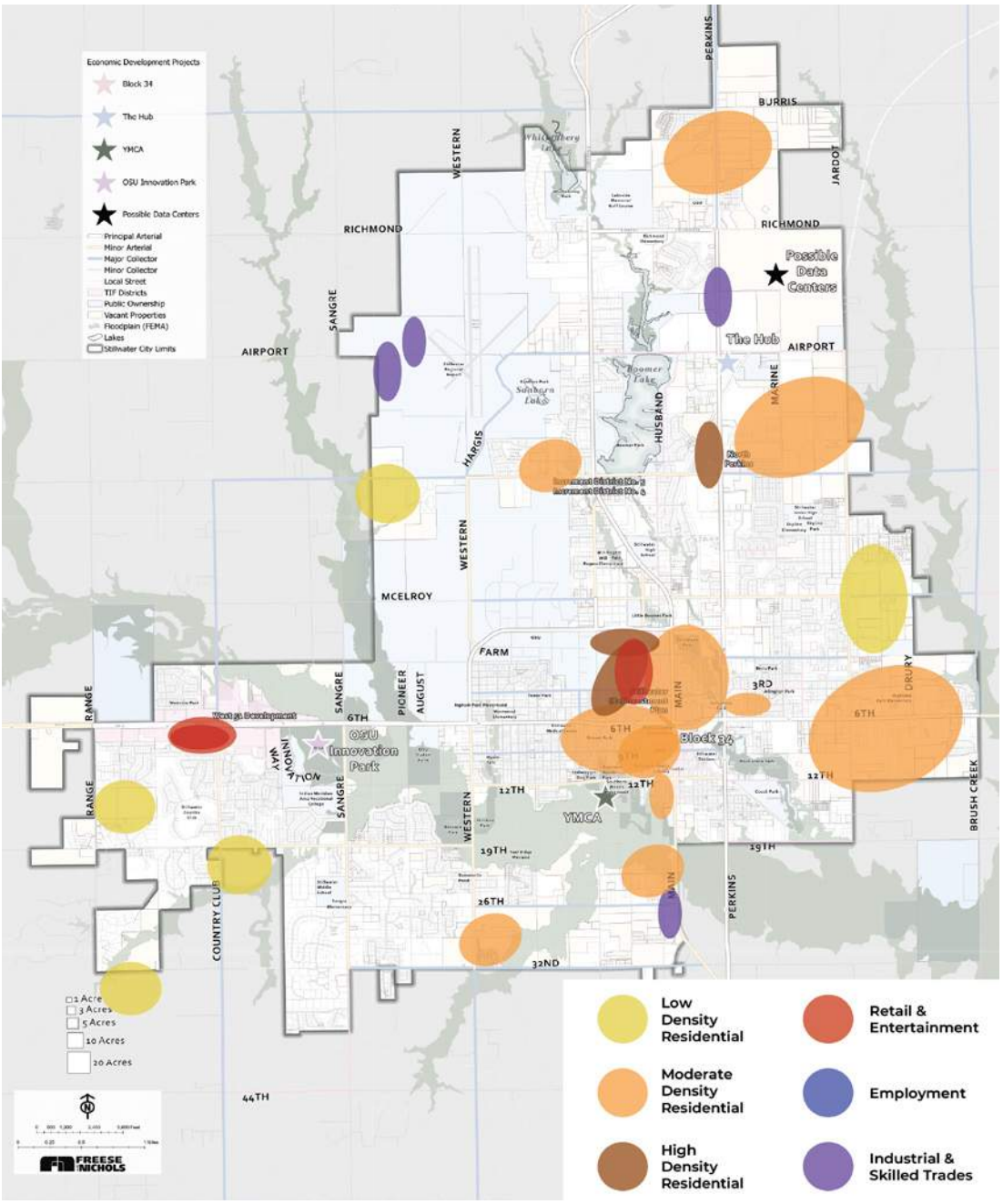


Figure 20. CPAC Scenario 3; Comments and Virtual Votes

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Map 7. Preferred Land Use Model

PREFERRED LAND USE MODEL

This map is a composite of desirable features from the selected scenarios identified by the CPAC. It proposes infill and redevelopment around the core of the city prioritizing moderate-density residential uses. It also includes some high-density residential and retail and entertainment options, suggestive of vertical mixed-use development. This preferred model also proposes to use many greenfield sites for moderate-density residential, particularly in the east. Some low-density residential is proposed to the west, and between nodes of moderate density in the east. Other than retail amenities near the core and along the 6th Street corridor, this model plans for considerable industrial and skilled trades uses in the south, where many commuters in these fields enter the city, and in the north near the site of The HUB Stillwater.

TOWN AND GOWN ASSESSMENT

As one of the largest current landholders and a major force for development, the University's impact on land use merits consideration. The relationship between the City and OSU in terms of land use regulations and development projects presents a great opportunity to the Stillwater community, if handled appropriately.

Partnerships

OSU is largely exempt from City zoning and other development regulations. Thus, it is less beholden to the Future Land Use Plan than other possible developers. This means that a harmonious approach to development between the two parties requires strong collaboration and alignment of priorities.

The City should learn about OSU's goals and anticipated development at the edges of campus and elsewhere throughout the community, and implement development regulations nearby that will promote the most compatibility. Conversely, OSU should strive to develop within the broader framework established by the City for its future land use, and to adhere to the same development standards in pursuit of an aesthetically pleasing and architecturally consistent community.

This also applies to stakeholders within the University such as individual programs or departments, museums, arts centers, and theatres.

Impacts

The University is not only a major destination for residents and visitors during sports events and festivals, but a constant center of dynamism and activity within the community. At its edges, the University significantly impacts land use directly by attracting businesses well-suited to a young pedestrian customer base and residential development friendly to college students. This in turn affects economic outcomes, the creation of culturally important districts, and demand for transportation infrastructure.



The University attracts many high-end high-density residential developments to house students.



Student demand for nightlife and similar activities drives the establishment and development of small, walkable commercial districts like the Strip, pictured here.

RESILIENCE

Providing a balanced mixture of land uses ensures the City can meet projected housing demand and support sufficient residential development. It can simultaneously enable commercial development key to residents' quality-of-life and the City's sales tax base. Balancing the land use approach also lays a foundation for creating local employment opportunity, bringing jobs that can improve OSU graduate retention and the return of alumni.

In addition to establishing the framework for a resilient economy, complete neighborhoods, and a dynamic, livable community, land use planning enables decision makers and developers to better protect the community against hazards like floods, winter weather, and other such events. Planning to conserve floodplain can alleviate flooding events, for example, and using land use to pursue walkable development can help ensure residents have access to essential services even when roads are impassable.

Resilience in future land use planning is not confined to the outcomes of land use itself. It lays the foundation which makes resilience possible in all other areas of planning - housing, economic development, transportation, community character, and infrastructure.

Planning for resilience requires consideration of how hazards have historically impacted the community and how they might in the future given evolving economic, societal and physical climates. It means considering the possible future which may present more unknowns than the probable future based on facts and historic and documented events.

LOW-IMPACT DEVELOPMENT AND GREEN INFRASTRUCTURE

Many cities use their facilities to exemplify resilient design through site selection, energy efficiency, building materials, and site design. The buildings and their sites are often used to demonstrate preferred approaches, educate the public and developers, and articulate community values.

Ratings systems like Leadership in Energy and Environmental Design (LEED), Envision Verificiation, and SITES Certification provide consistent, measurable criteria for evaluating the impact of resilient and efficient design and construction techniques.

Site selection is a component of these evaluations which is especially relevant to land use. Building public facilities, especially those with high citizen engagement like libraries and recreation centers, near existing neighborhoods, or within proximity to transit, is a land use decision which serves to exemplify principles of resilience.

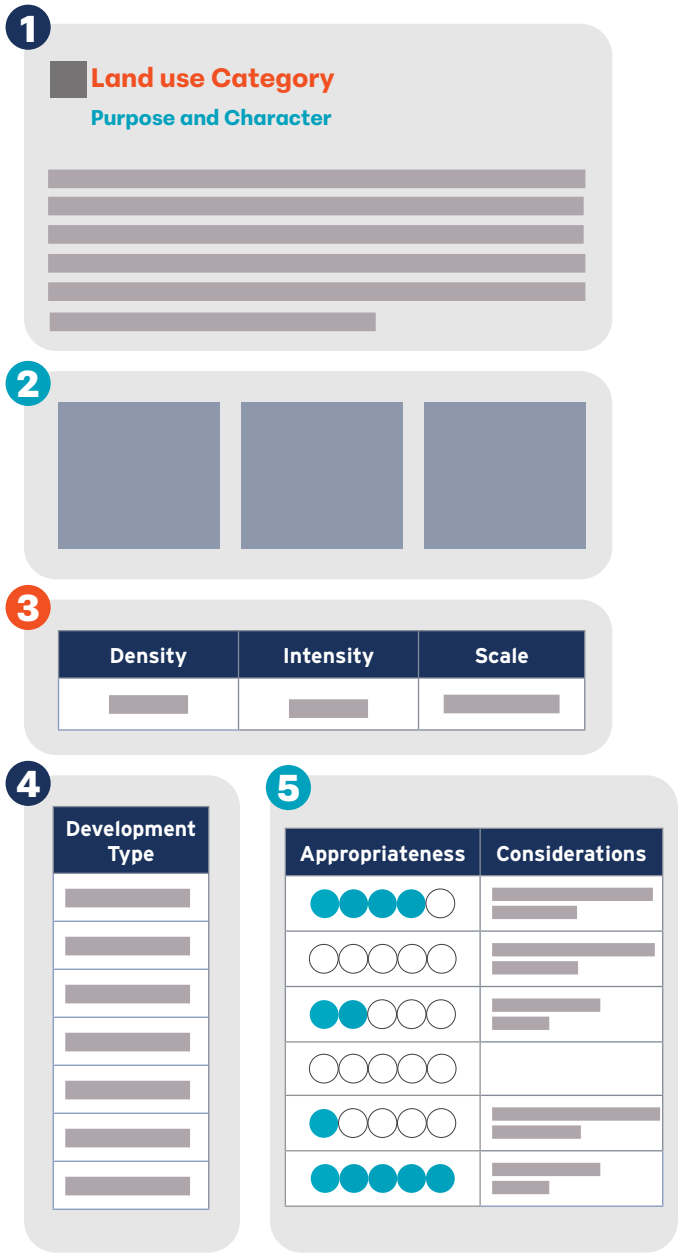


A Board of Realtors office nestled along a neighorhood commercial corridor.

FUTURE LAND USE DASHBOARDS

What are Land Use Dashboards?

Land Use Dashboards provide staff, appointed officials and elected representatives with a one-stop location for information related to the future land use categories established in the Future Land Use Map (FLUM).



Dashboard Key

1 Land Use Description

Each dashboard includes the land use title, corresponding FLUM color, and description that addresses the category's primary purpose and character. Purpose statements should be used when considering land use decisions, such as the appropriateness of a rezoning case. Character statements should be used when evaluating the building form of a proposal or updates to development code requirements.

2 Visual Representation

Each dashboard includes images depicting examples of the primary development type within the land use. These photos are not comprehensive and may not illustrate all appropriate uses, but should be referenced when considering the built form of development inquiries.

3 Density, Intensity, and Scale

Each land use category offers a recommended density, which is the number of dwelling units per acre (DUA), intensity, which is the percent of each lot covered by structures or pavement, and scale, which principally addresses building height as a number of stories, or a designation as low-, mid-, or high-rise.

4 Development Types

Each dashboard lists all of the development types highlighted on the next page, and provides recommendations using the Appropriateness rating and Considerations components described in item 5.

5 Appropriateness and Considerations

The appropriateness of each development type is rated from 0-5, where a rating of 0 means a use should be prohibited, and a rating of 5 meaning a use should be allowed by right with few barriers to development. For ratings 1-4, the Considerations column can help clarify when and with what nuance each development type may be appropriate within a land use category.

Development Types

The analyses in each appropriateness table address eight core development types: single-family homes, missing middle homes, multifamily homes, neighborhood commercial, regional commercial, industrial and employment, vertical mixed-use, and open space, each as defined below.

Single-family Homes

The Single-family Homes development type describes dwellings that are on separate lots, and are most commonly owner-occupied, rather than rented. This includes everything from such homes on large rural lots down to those on small, urban lots, with or without ADUs.

Missing Middle Homes

The Missing Middle Homes development type encompasses numerous traditional housing styles of a moderate density, such as duplexes, triplexes, quadplexes, ADUs, cottage courts, townhomes, and apartment buildings with 12 or fewer units. These housing types are generally appropriate for infill and redevelopment in proximity to existing single-family neighborhoods. These homes are likely a mixture of owner-occupied and renter-occupied.

Multifamily Homes

The Multifamily Homes development type describes all multifamily dwellings with 13 or more units. These developments are generally too large in scale to be appropriate as infill or redevelopment near existing single family neighborhoods, and may include ancillary uses like parking structures and certain office or commercial uses. Housing of this type is predominantly rented.

Neighborhood Commercial

The Neighborhood Commercial development type includes commercial uses which are harmonious with and beneficial to existing or future residential neighborhoods. These provide essential goods and services and offer convenient access to everyday needs. Common examples are small grocery stores, clinics and pharmacies, certain personal services like tailors, and small cafes or restaurants that offer residents a nearby third place without attracting significant traffic.









Regional Commercial

The Regional Commercial development type describes commercial uses that serve the entire community and may attract customers from the greater Stillwater region. Consequently, their scale, intensity, and activity are not suitable for location adjacent to low- and moderate-density residential uses.



Industrial and Employment

The Industrial and Employment development type encompasses the full spectrum of employment centers that may be available in Stillwater, from warehousing and manufacturing to medical centers and professional offices. Office space in vertical mixed-use buildings can be appropriate, but this development type often describes large office parks and facilities which are not appropriate in proximity to low- and moderate-density residential neighborhoods. The adverse impacts of industrial uses on adjacent properties also varies widely, but their intensive land consumption and scale, and potential for truck traffic generation make them inappropriate near residential uses.



Vertical Mixed-use

The Vertical Mixed-use development type describes buildings of at least two stories where the ground floor is occupied by non-residential uses, and upper floors may contain offices, studios, and residences. Non-residential space on the ground floor is best occupied by retail and commercial uses that are enticing to pedestrians and that serve the daily needs of nearby residents - they should improve walkability for locals, and enliven the street.



Open Space

The Open Space development type includes conserved, undeveloped land left in its natural state as well as active outdoor spaces with programming and improvements. Open Space can confer benefits to the community in the form of recreation and gathering space, and also serve environmental and resilience goals as a means of stormwater control or habitat preservation.



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Agricultural

Purpose and Character

With some 1,700 acres, or almost 10%, of Stillwater's land today zoned for agricultural uses, and the city's historical connection to agriculture, planning for the preservation of agricultural land is an important step in maintaining the community's history, protecting its environment, and supporting the local economy.

Agricultural preservation can also serve as a tool to best utilize land with unusual natural topography or hydrological conditions.

Land designated Agricultural in Envision Stillwater 2045's Future Land Use Map should be preserved for the purposes of crop cultivation in farms, nurseries, or orchards, or for livestock raising in ranches or hatcheries. More intensive harvesting of the land in activities such as forestry or mining should be carefully considered and limited in their scope.

The character of this land use is marked by low-density development, principally of single-family detached homes on large lots, with occasional commercial uses supportive of nearby agricultural operations integrated into the development pattern.







Density	Intensity	Scale
<3 DUA	25% Lot Coverage Low Intensity	1-2 Stories Low-rise

Development Type and Appropriateness		Considerations
Single-family Homes	●●●●○	Appropriate at low-densities; open space provided
Missing Middle Homes	○○○○○	
Multifamily Homes	○○○○○	
Neighborhood Commercial	●●○○○	Appropriate if serving surrounding Agricultural properties
Regional Commercial	○○○○○	
Industrial and Employment	●○○○○	May be appropriate for processing agricultural products
Vertical Mixed-use	○○○○○	
Open Space	●●●●●	

Conservation

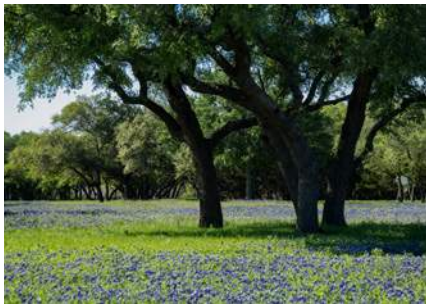
Purpose and Character

The Conservation future land use category accommodates those areas with precious natural beauty, those housing sensitive ecology and wildlife habitat, and those that provide environmental benefits like stormwater management.

Land designated Conservation in Envision Stillwater 2045's Future Land Use Map should maintain its natural, unaltered state, with minimal land disturbance, deforestation, or improvement with pavement, utilities, or structures.

The character of this land use is marked by low-density development which responds to the existing features of the area. Large lot residential development may be appropriate, as may selective neighborhood-scale commercial uses, namely those that provide essential goods and services to nearby residents.







Density	Intensity	Scale
<3 DUA	25% Lot Coverage Low Intensity	1-2 Stories Low-rise

Development Type and Appropriateness		Considerations
Single-family Homes	●○○○○	Appropriate at low-density and when providing open space
Missing Middle Homes	○○○○○	
Multifamily Homes	○○○○○	
Neighborhood Commercial	●○○○○	May be appropriate where integrated into parks and rec facilities
Regional Commercial	○○○○○	
Industrial and Employment	○○○○○	
Vertical Mixed-use	○○○○○	
Open Space	●●●●●	

Low-Density Residential

Purpose and Character

The Low-density Residential land use category reflects Stillwater's existing proliferation of single-family detached subdivisions, and the understood need for this development type in the future.

This future land use category accommodates development of conventional suburban neighborhoods in which predominately single-family detached homes face onto local streets. Occasional moderate-density housing types, such as two-family homes, triplexes, and quadplexes may be appropriate. Housing of greater density or intensity, such as cottage courts or any kind of multifamily housing, is not appropriate.

This future land use category also intends to promote more complete neighborhoods through the walkable integration of appropriately-scaled essential services such as grocery stores, pharmacies and clinics, and third places.







Density	Intensity	Scale
4-6 DUA	40% Lot Coverage Low- to Moderate-Intensity	1-2 Stories Low-rise

Development Type and Appropriateness		Considerations
Single-family Homes	●●●●●	
Missing Middle Homes	●●○○○	Appropriate when scale and aesthetic matches single-family surroundings
Multifamily Homes	○○○○○	
Neighborhood Commercial	●●●○○	Appropriate if compatible in scale and aesthetic with adjacent homes
Regional Commercial	○○○○○	
Industrial and Employment	○○○○○	
Vertical Mixed-use	○○○○○	
Open Space	●●●○○	Appropriate when accessible to all nearby residents, or when conserving valuable natural features

Moderate-Density Residential

Purpose and Character

The Moderate-density Residential land use category responds to community feedback expressing a desire to see residential development of a moderate density and intensity, incorporating traditional housing types often described as the missing middle.

Two-family homes, triplexes, quadplexes, cottage courts, townhomes, ADUs, and small (5-12 unit) apartment complexes are the most appropriate housing types in this category. Single-family detached homes are most appropriate when they are on small and compact lots. Large lot, single-family detached homes are not appropriate, nor are large (13 or more unit) apartment buildings.

Vertical mixed-use buildings are appropriate when the ground-floor commercial spaces house essential uses for nearby residents that contribute to neighborhood completeness, such as grocery stores, clinics, tailors, veterinarians, dry cleaners, local restaurants and cafes, book stores, and similar third places.







Density	Intensity	Scale
10-14 DUA	65% Lot Coverage Moderate Intensity	1-4 Stories Low- to Mid-rise

Development Type and Appropriateness		Considerations
Single-family Homes	●●●○○	Appropriate on small lots
Missing Middle Homes	●●●●●	
Multifamily Homes	●●○○○	Appropriate in small scale, especially between 5-12 units with aesthetics and landscaping in harmony with surrounding uses
Neighborhood Commercial	●●●●○	Most appropriate along arterials and at intersections
Regional Commercial	○○○○○	
Industrial and Employment	○○○○○	
Vertical Mixed-use	●●●○○	Appropriate when first-floor designed to house essential needs and neighborhood services
Open Space	●●●○○	Appropriate when accessible to all nearby residents, or when conserving valuable natural features

High-Density Residential

Purpose and Character

The High-density Residential land use category accommodates large-scale multifamily development, in addition to some missing middle housing types and complementary commercial and employment uses.

University students and young professionals are attracted to this housing type, especially when integrated into vertical mixed-use buildings with appropriate retail options at ground level. Here, the ground-floor retail experience may include essential services, as well as quality-of-life amenities like restaurants, salons and spas, artists' studios, and boutique shopping experiences. Large-lot single-family homes are not appropriate here, nor are lower-density missing middle options. Higher density missing middle housing types such as townhomes, cottage courts, and small apartment buildings may be appropriate.

While land here should generally be densely developed, integration of public outdoor amenities like parks and plazas is beneficial to residents and businesses.







Density	Intensity	Scale
22-26 DUA	75% Lot Coverage Moderate - to High-intensity	3-9 Stories Mid- to High-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	●●○○○	Appropriate at higher densities and intensities
Multifamily Homes	●●●●●	
Neighborhood Commercial	●●●●○	Most appropriate as ground-floor retail in vertical mixed-use
Regional Commercial	○○○○○	
Industrial and Employment	○○○○○	
Vertical Mixed-use	●●●●●	
Open Space	●○○○○	Appropriate as civic amenities like parks and plazas

Neighborhood Commercial

Purpose and Character

The Neighborhood Commercial land use category accommodates small-scale retail and personal services uses which are appropriate in proximity to residential uses.

Commercial uses present within this land use category should have few to no adverse impacts extending beyond their property lines, should not require large amounts of parking, and should not generate significant vehicular traffic impacts. Drive-throughs and drive-ins are generally not appropriate here.

These services should also typically serve nearby residents, rather than relying on or attracting a customer base spanning the community or the region.







Density	Intensity	Scale
6-10 DUA	55% Lot Coverage Moderate Intensity	1-2 Stories Low-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	●●○○○	Appropriate as a transition from commercial uses to residential; adjacency to Low- and Moderate-Density Residential most appropriate
Multifamily Homes	○○○○○	
Neighborhood Commercial	●●●●●	
Regional Commercial	○○○○○	
Industrial and Employment	○○○○○	
Vertical Mixed-use	●○○○○	Appropriate at a small scale and low intensity
Open Space	●○○○○	Appropriate as civic amenities like parks and plazas

Mixed-Use

Purpose and Character

The Mixed-use future land use category implements Envision Stillwater 2045's goals to facilitate place-based real estate development and experience-based economic development. That is, it informs the creation of dynamic, walkable districts with clear and unique identities.

These are places where visitors and residents may spend much time patronizing many businesses including restaurants, cafes, personal services, and boutique shopping experiences. These areas support robust local business ecosystems, promote themselves with branding, and accommodate events and gatherings in the public realm.

These areas also offer office and employment opportunities, some high-density residential, and are very friendly to vertical mixed-use buildings. Vertical mixed-use development should prioritize activation of and engagement with the street through retail services, keeping residences and offices on upper floors.







Density	Intensity	Scale
16-20 DUA	90% Lot Coverage Moderate - to High-intensity	3-9 Stories Mid- to High-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	●●●○○	Appropriate as live-work units
Multifamily Homes	●●●●○	Appropriate with ground-floor commercial activation
Neighborhood Commercial	●●●●●	Most appropriate as ground-floor retail in vertical mixed-use
Regional Commercial	○○○○○	
Industrial and Employment	●○○○○	Appropriate as office spaces on upper floors
Vertical Mixed-use	●●●●●	Appropriate with ground-floor retail activity and upper floors used for residences or offices
Open Space	●●●○○	Appropriate as civic amenities like parks and plazas

Regional Commercial

Purpose and Character

The Regional Commercial future land use category allocates land to large retail and entertainment uses that serve the entirety of Stillwater and may attract a customer base from nearby communities.

While vertical mixed-use and multifamily residential development are compatible with big-box commercial uses, the traffic, noise, and infrastructure impacts of this land use category make buffering from existing low-density neighborhoods necessary.

These uses typically require access to major thoroughfares, and due to their regional draw and auto-oriented customer base, may consume considerable amounts of land with parking.







Density	Intensity	Scale
10-14 DUA	70% Lot Coverage Moderate- to High-Intensity	1-3 Stories Low-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	○○○○○	
Multifamily Homes	●○○○○	Appropriate when walkable to commercial uses, or near schools or major employers
Neighborhood Commercial	●●○○○	Appropriate if integrated into larger regional commercial uses
Regional Commercial	●●●●●	
Industrial and Employment	●○○○○	Appropriate as offices, medical facilities, and laboratories
Vertical Mixed-use	●●●○○	Appropriate when walkable to commercial uses, or near schools or major employers
Open Space	●●○○○	Plazas, cafe seating, pedestrian amenities; Traditional public park not appropriate

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Employment

Purpose and Character

The Employment future land use category provides for the development of offices, medical facilities, and other land uses accommodating professional services and high-wage jobs.

Generally, this land use category suggests large-scale office complexes housing multiple tenants, or large campuses housing one tenant of regional, national, or international scale. Open space in areas with this designation may be uncommon, although outdoor green space amenities for employees can be beneficial.

These areas are generally not suitable for residential development, although the inclusion of multifamily housing may be appropriate to provide workforce housing near employment centers. The inclusion of regional commercial uses may also be appropriate as complements to large employment centers, serving the needs of the nearby workforce.







Density	Intensity	Scale
N/A	80% Lot Coverage Moderate Intensity	1-4 Stories Low- to Mid-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	○○○○○	
Multifamily Homes	●●○○○	Appropriate if providing ancillary workforce housing
Neighborhood Commercial	○○○○○	
Regional Commercial	●●●●○	Appropriate in conjunction with large employment opportunities
Industrial and Employment	●●●●●	Appropriate as offices, medical facilities, laboratories and other lower-intensity activites performed in enclosed structures
Vertical Mixed-use	○○○○○	
Open Space	●○○○○	Occasional outdoor amenities for employees are appropriate

Industrial and Skilled Trades

Purpose and Character

The Industrial and Skilled Trades future land use category accommodates uses such as manufacturing, technology research and development, warehousing, and data centers. Developments including skilled trade businesses like plumbers, electricians, HVAC specialists, carpenters, and masons are also appropriate here.

Development of this land use category often requires large tracts of land, access to major thoroughfares for large trucks, and significant capacity of utilities like water and electricity.

While there is variability in the extent of adverse impacts generated by these uses, industrial developments are not compatible with residential uses and should be buffered and screened accordingly. They should also be located to mitigate such impacts on Key Districts.







Density	Intensity	Scale
N/A	80% Lot Coverage Moderate- to High-Intensity	1-4 Stories Low- to Mid-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	○○○○○	
Multifamily Homes	○○○○○	
Neighborhood Commercial	○○○○○	
Regional Commercial	●●○○○	Appropriate in conjunction with large industrial uses
Industrial and Employment	●●●●●	Appropriate as manufacturing, data centers, and workshops of tradespeople and other similar intensity uses
Vertical Mixed-use	○○○○○	
Open Space	●○○○○	Outdoor amenities for employees are encouraged; publicly owned parks unlikely

Public and Civic

Purpose and Character

The Public and Civic future land use category provides adequate land for publicly-owned facilities and amenities such as schools, libraries, and utilities.

It also promotes a nodal development pattern for future public facilities which can render them more accessible for residents and visitors.







Density	Intensity	Scale
N/A	70% Lot Coverage Low- to Moderate-Intensity	1-4 Stories Low- to Mid-rise

Development Type and Appropriateness		Considerations
Single-family Homes	○○○○○	
Missing Middle Homes	○○○○○	
Multifamily Homes	○○○○○	
Neighborhood Commercial	●●●○○	Appropriate when serving the needs of the nearby workforce
Regional Commercial	●●●○○	Appropriate when serving the needs of the nearby workforce
Industrial and Employment	●●●○○	Appropriate as government offices and public services
Vertical Mixed-use	○○○○○	
Open Space	●●●○○	Appropriate as public parks and civic gathering spaces

FUTURE LAND USE

The future land use categories and their proposed application to the map on the next page respond to Stillwater's existing development patterns and the goals and values expressed by the community. The future land use plan will guide City officials in the process of creating new land use regulations and making decisions about land use changes and rezonings. In this way, it seeks to balance the priorities of preserving and supporting Stillwater's existing character and identity while accommodating new development. The full future land use map is available on page 55, with a larger version spanning pages 56-59.

Residential Land Uses

Most of the land allocated to residential uses is intended for Low-Density Residential, which reflects current neighborhood patterns and current infrastructure extents. High-Density Residential, on the other hand, occupies the smallest acreage, and is primarily applied to land which is currently used or zoned for large apartments; this ensures much needed housing units will not be lost due to down-zoning, but also does not encourage the proliferation of this housing type, per community input.

Moderate-Density Residential, which consists largely of missing middle housing types, is about 10% of Stillwater's total land area, and large areas in and around the city's core and historic neighborhood are categorized this way to encourage gentle densification and infill or redevelopment where infrastructure exists.

Some Agricultural land is categorized for future development of greater intensity, typically Low-Density Residential, but in keeping with Stillwater's history and its economic diversity, Agricultural land elsewhere has been maintained, especially at the furthest extents of the city where infrastructure and services may be least available, or in places like floodplains where more development is not tenable.

Non-residential Land Uses

The Neighborhood and Regional Commercial categories occupy almost the same amount of land, but are differently distributed. Excepting a strip in the west, most of the Regional Commercial is consolidated into large tracts along major thoroughfares in the north. Neighborhood Commercial land uses are distributed along corridors, at intersections of collectors and arterials, and otherwise located to buffer residential uses from higher intensity commercial, industrial, or civic uses.

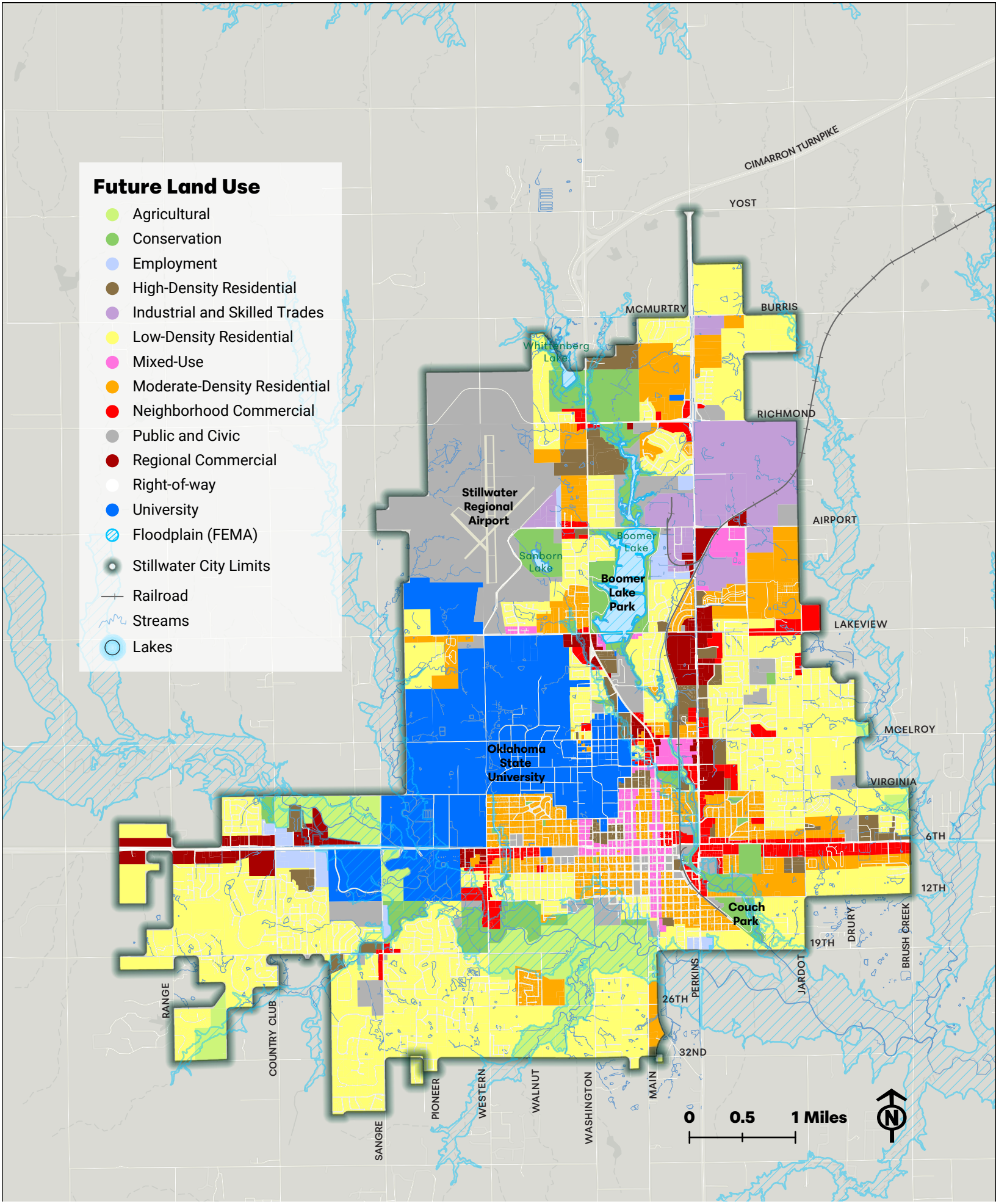
In addition to a major node in the north, a concentration of Mixed-use land is placed near the urban core, seeking to promote a walkable and uniquely attractive built environment in downtown and other core districts, ideally with residential development on upper floors.

Reflective of economic development priorities articulated by the public, there are several Employment areas, but larger regions of Industrial and Skilled Trade land uses. These accommodate advanced manufacturing, tech R&D, data centers, and similar activities aligned with the city's vision for its future economy.

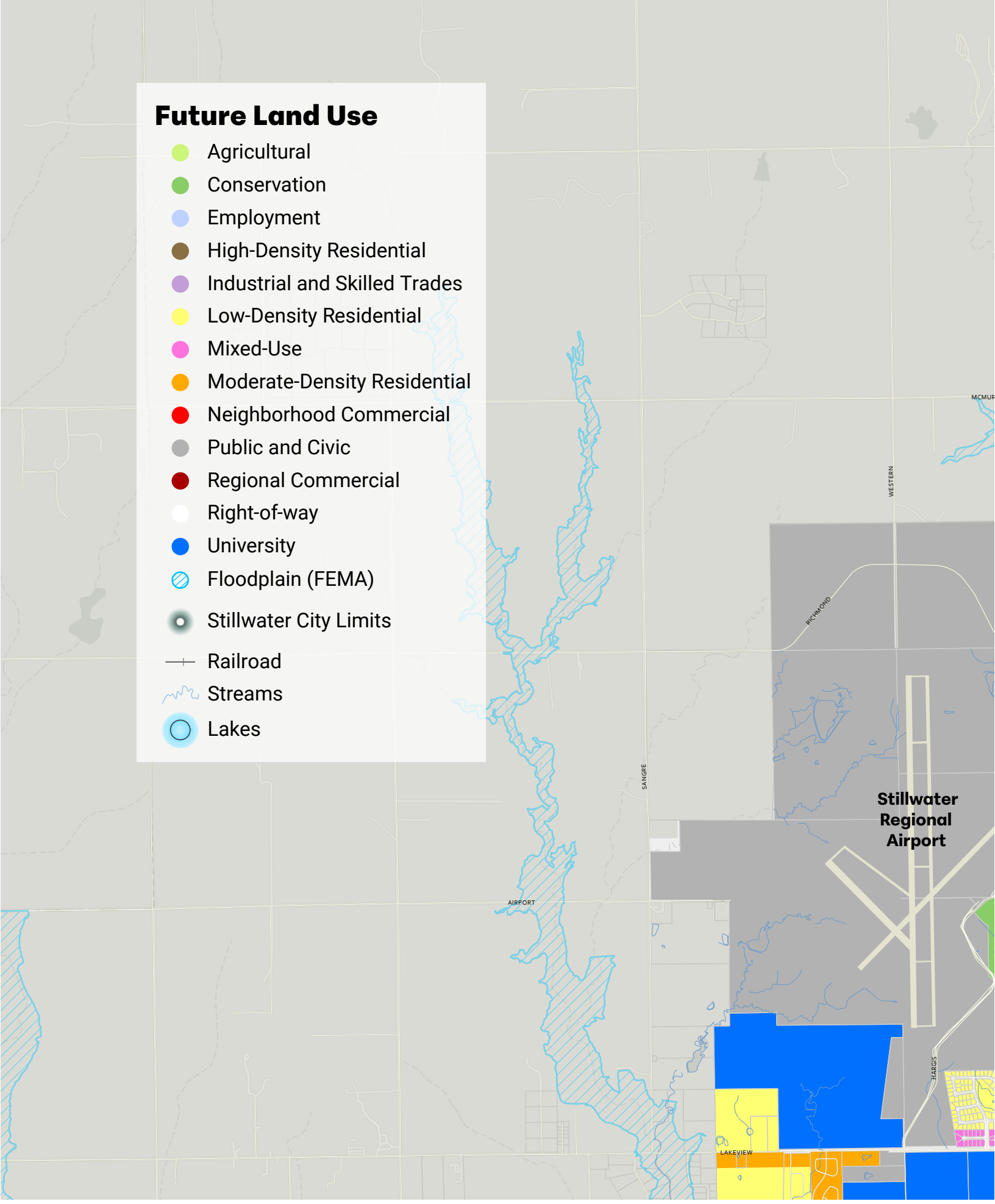
Future Land Use	Acres	Percent
Agricultural	992	5%
Conservation	1,317	7%
Low-density Residential	5,876	30%
Moderate-density Res.	1,909	10%
High-density Residential	553	3%
Neighborhood Commercial	589	3%
Regional Commercial	538	2.5%
Mixed-use	269	1.5%
Employment	181	1%
Industrial and Skilled Trade	907	4.5%
Public and Civic	2,172	11%
Right-of-way	1,751	9%
University	2,455	12.5%
Totals	19,509	100%

Figure 21. *Future Land Use Analysis*

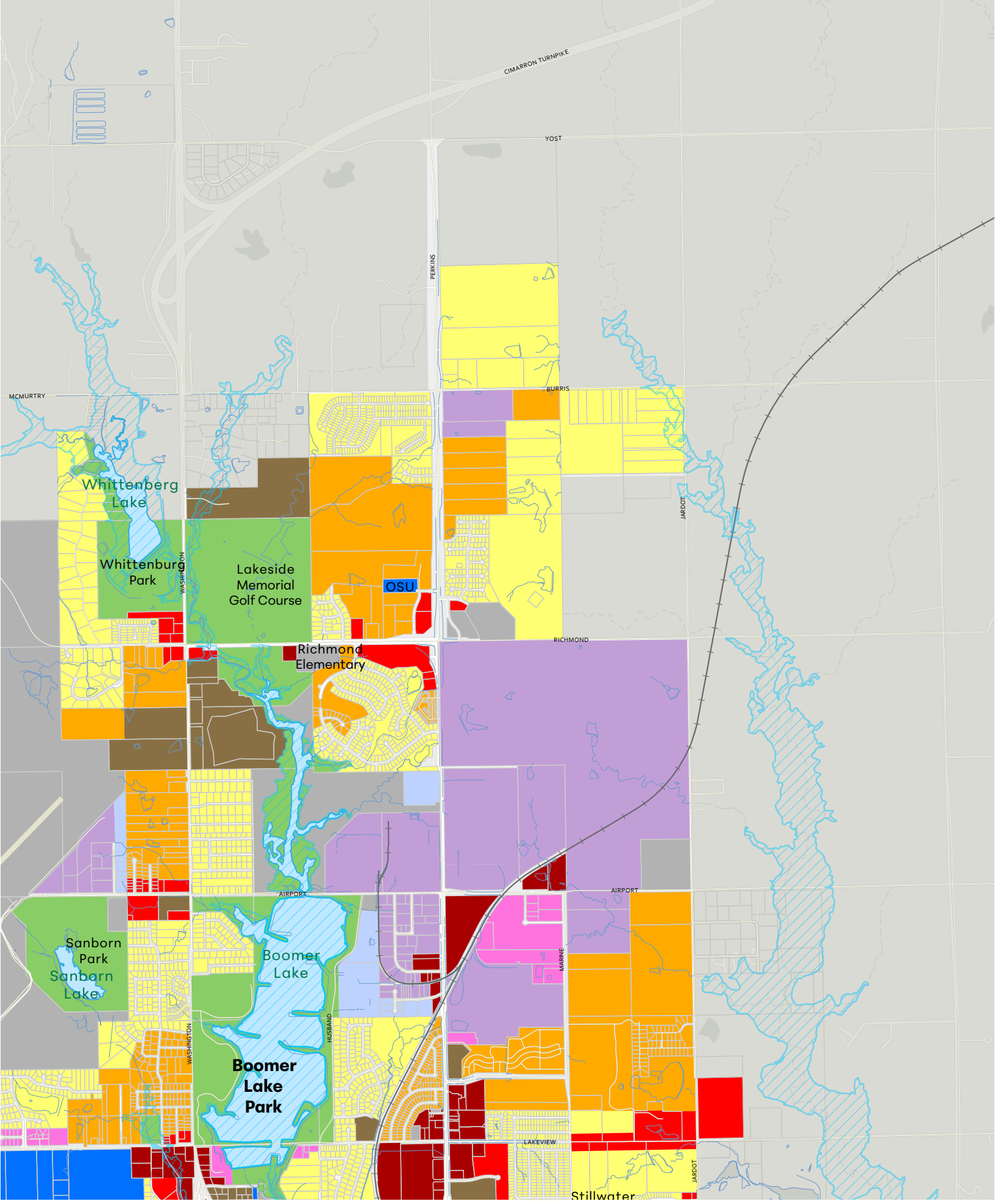
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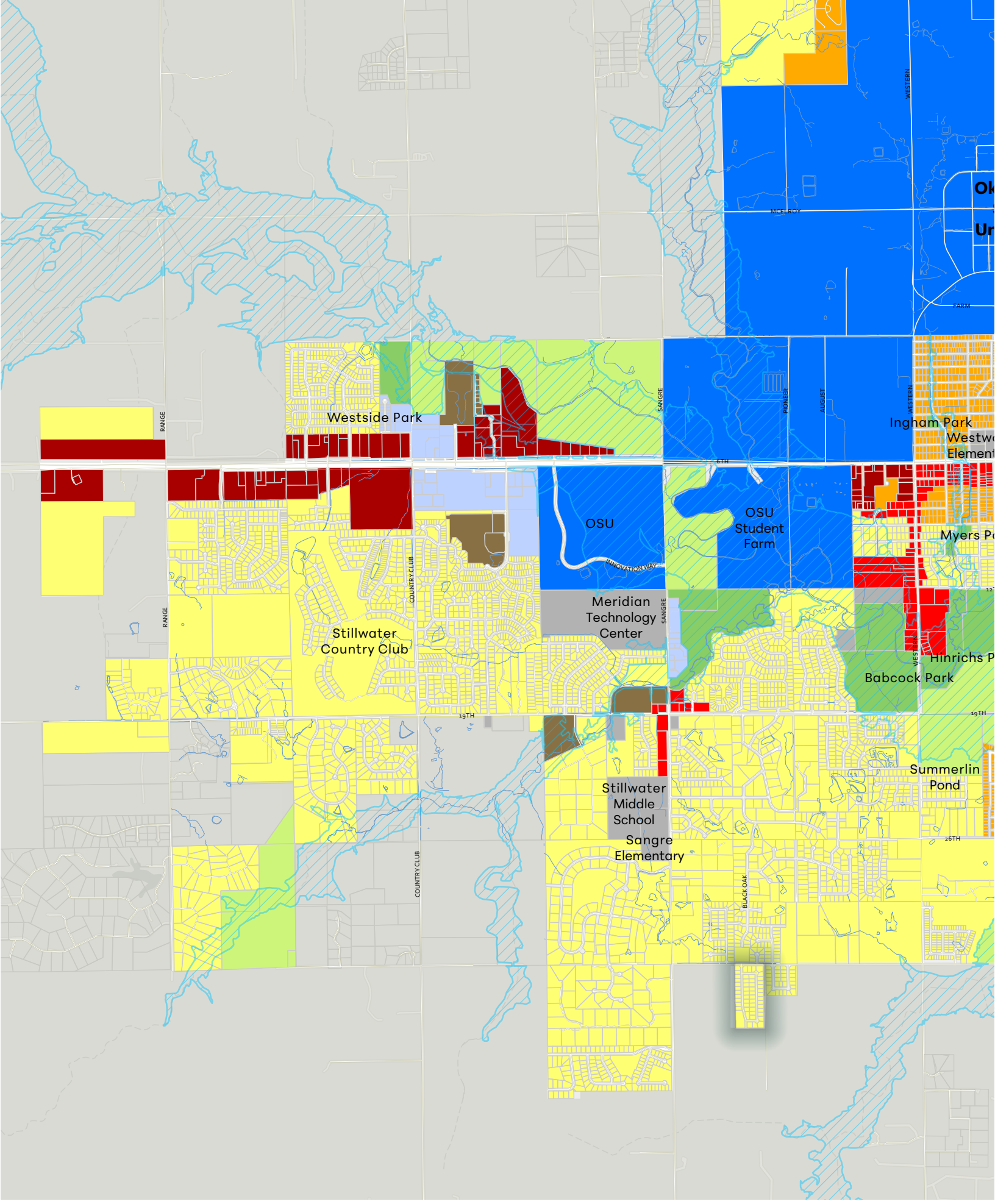


Map 8. Future Land Use (Single-Page)

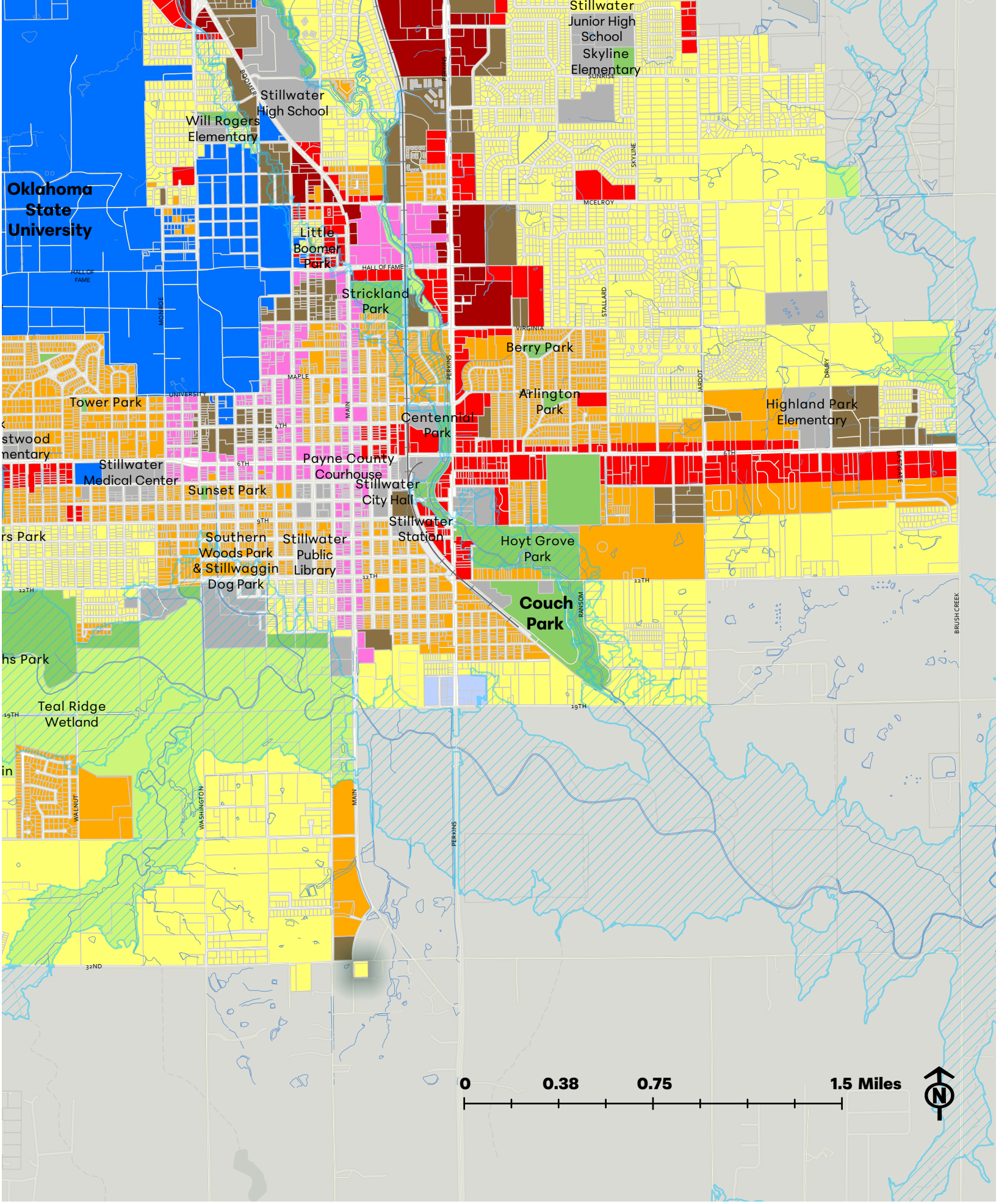

Future Land Use
Agricultural
Conservation
Employment
High-Density Residential
Industrial and Skilled Trades
Low-Density Residential
Mixed-Use
Moderate-Density Residential
Neighborhood Commercial
Public and Civic
Regional Commercial
Right-of-way
University
Floodplain (FEMA)
Stillwater City Limits
Railroad
Streams
Lakes
WESTERN
RICHMOND
SANGRE
AIRPORT
LAKEVIEW
HARGIS
Stillwater Regional Airport

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CIMARRON TURNPIKE
YOST
PERKINS
MCMURTRY
BURRIS
JARDOT
Whittenberg Lake
Whittenburg Park
WASHINGTON
Lakeside Memorial Golf Course
OSU
RICHMOND
Richmond Elementary
AIRPORT
AIRPORT
Sanborn Park
Sanborn Lake
Boomer Lake
WASHINGTON
HUSBAND
Boomer Lake Park
MARNE
LAKEVIEW
JARDOT
Stillwater


Westside Park
Ingham Park
OSU
OSU Student Farm
Meridian Technology Center
Stillwater Country Club
Babcock Park
Summerlin Pond
Stillwater Middle School
Sangre Elementary
RANGE
COUNTRY CLUB
SANGRE
WESTERN
PIONEER
AUGUST
MCELROY
FARM
INNOVATION WAY
6TH
19TH
26TH
BLACK OAK

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Map 9. Future Land Use (Four-Page Spread)

EMERGING TRENDS

FISCAL IMPACTS

The fiscal impact of development is the effect of new development, new employment, new population, and other changes on a municipality's budget. All of these new elements bring in additional revenue, but further costs are also created. With new development comes new roads, new utility extensions, and demand on city services. Comparing these new revenues to new costs yields the fiscal impact of development.

Because different land use patterns create varying levels of tax revenue, it is critical to understand if the future land use map promotes development that will generate enough revenue to fund infrastructure and services at current or future levels of service.

Generally, the land use types proposed on the Future Land Use Map should generate more revenue than costs by increasing land uses that generate tax revenue and local employment while consuming limited services. Higher intensity and higher density uses should be located in closer proximity to a city's core, with smaller nodes elsewhere to serve neighborhoods.



Dense, walkable districts with a variety of retail options often produce higher tax revenue per acre than car-oriented big box retail, and typically require less investment in extending utilities.



Big box retail developments may produce a higher total sales tax volume than local pedestrian districts, and typically require more City resources to extend utilities and services.

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INCREMENTAL REDEVELOPMENT

Incremental redevelopment is a strategy for modernizing and revitalizing an existing community. Cities are constantly evolving, and this approach promotes development which accommodates new residents while remaining palatable to current residents. As Stillwater grows and changes, future land use planning can ensure the city has a sophisticated way to handle development demand in established neighborhoods.

The incremental redevelopment approach involves targeted investments in key areas, such as transportation infrastructure, public spaces, and community facilities. These investments ensure that the increased population of established areas can be served adequately by municipal services and utilities.

Infill development is another crucial component of the incremental redevelopment strategy. Aligning future land use policies and development regulations to facilitate construction on vacant lots within largely built-up areas helps maximize the value of the City's infrastructure investments. When handled appropriately, it can also increase property values for owners while increasing availability for renters.

Incremental redevelopment is a natural process by which aging and dilapidated properties are rebuilt in good condition according to contemporary needs and preferences. Where housing stock is aging, as is the case in many of Stillwater's neighborhoods, decisions made now will have important impacts on how those neighborhoods look in the future as homes are renovated or demolished and reconstructed.



The Envision Stillwater 2045 planning process can pave the way for future regulations to ensure infill and redevelopment match and enhance the character of the surrounding neighborhood.



Planning for incremental redevelopment can help ensure that as properties age and deteriorate like this, regulations make it easy to replace them with modern, high quality housing stock.

GOALS

Goal	Guiding Principles			
	Connect Stillwater	Thrive Stillwater	Identify Stillwater	Realize Stillwater
Use Land Efficiently Capitalize on existing infrastructure to provide services, housing, economic opportunity, and a desirable quality of life.	◆	◆		◆
Plan for a Walkable Stillwater Neighborhoods should have safe and convenient access to public amenities like parks and libraries, and to appropriate private services like grocery stores.	◆	◆		◆
Support Economic Development Allocate non-residential land uses to advance the City's economic development vision, provide commercial services citizens want, and create employment opportunity in diverse industries.		◆	◆	◆
Create and Support Iconic Destinations Support key districts and unique destinations in Stillwater with appropriate uses and amenities.	◆	◆	◆	
Prepare for Modern Regulations Update land use regulations to adhere to contemporary best practices and achieve the community's shared vision.	◆	◆	◆	◆

Figure 22. *Relationship of Land Use Goals to Guiding Principles*

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TABLE #4



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TRANSPORTATION AND MOBILITY

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INTRODUCTION

Why Plan for Transportation and Mobility?

Transportation and Mobility planning is crucial to ensuring that people and goods can get around Stillwater safely and conveniently even as the community evolves.

This chapter addresses many aspects of how people go from A to B: whether they drive there, walk or bike, or may want to take public transportation. By evaluating existing conditions and comparing them to projected future growth, this chapter can make recommendations to ensure the right investments are made over the next 20 years to keep people moving.

One major objective of all transportation planning is to give people options. This means that a foundational idea underpinning the goals of this chapter is that people should have a greater number of valid and feasible ways to move around town. When someone needs to go grocery shopping, for example, it should be sensible and comfortable to drive, walk, bike, or take public transit.

Connecting key districts is another mobility goal for the City of Stillwater. The Thoroughfare Plan presented in this chapter will add or enhance connections to form a network in which people can travel smoothly and safely between home, work, shopping, the grocery store, and school, using their mode of choice.

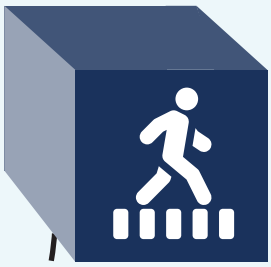
Note that this chapter includes numerous specific dimensional standards, as well as design and construction guidelines for roadways - these are recommended best practices for the design and construction of different thoroughfare types, and are not regulatory, nor are they the official standards to which the City must adhere when constructing such infrastructure and improvements. Further, the 2045 Thoroughfare Plan and Map themselves are subject to additional review, amendment, and formal adoption subsequent to the adoption of Envision Stillwater 2045, and shall not serve to alter roadway classifications until such subsequent adoption.

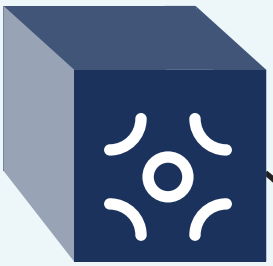




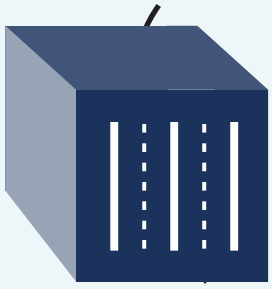
KEY TAKEAWAYS

1 "Increased focus on pedestrians, and diverting highway traffic out of the center of Stillwater"





2 "Traffic circles are safe, efficient, cost-effective, and aesthetically appealing [...] Pedestrian friendly, too!"



3 "Road lines here need repainting. Almost impossible to see the lanes at night or when it's raining"

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DIGITAL INPUT

Are sidewalks, bike paths, and trails currently of adequate quality and accessibility?

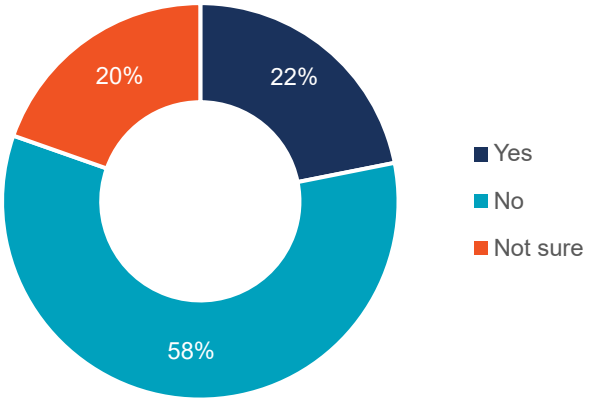


Figure 1. *Online Survey Responses*

Is public transit currently of sufficient quality and usefulness?

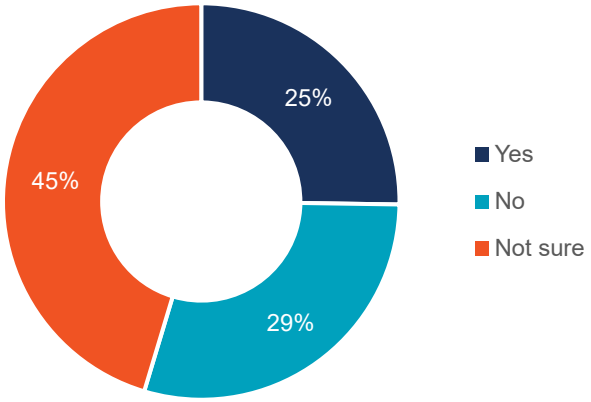


Figure 4. *Online Survey Responses*

Should the City invest in expansion and/or significant improvement of pedestrian and bicycle infrastructure?

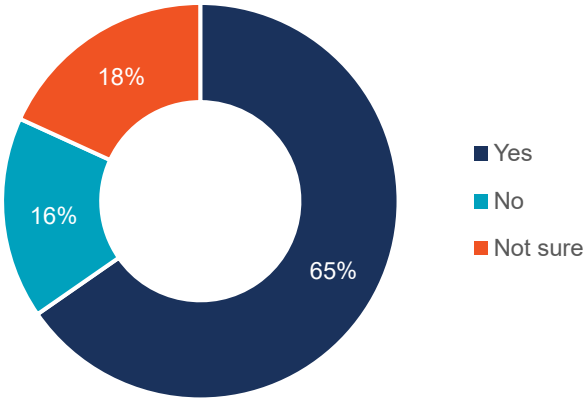


Figure 2. *Online Survey Responses*

Should the City invest in more robust public transportation services and infrastructure?

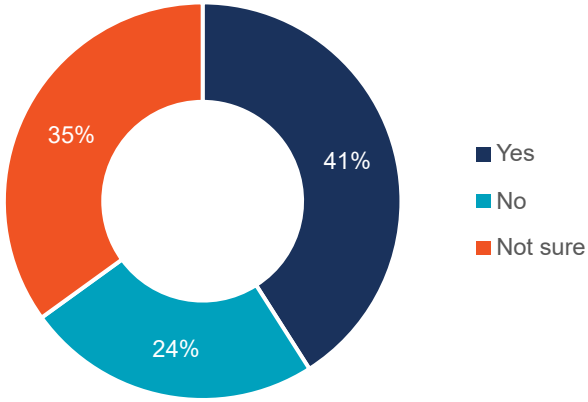


Figure 5. *Online Survey Responses*

"Which investment in existing roadways would be most valuable and impactful?"

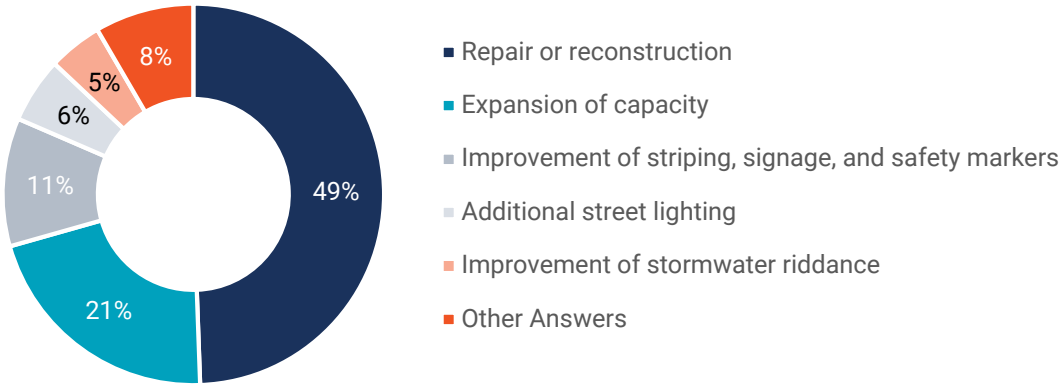


Figure 3. *Online Survey Responses*

Note: Due to rounding, totals may not meet or exceed 100%.

EXISTING CONDITIONS

This existing conditions section sets the foundation of the of a Transportation and Mobility chapter. It provides a baseline description of the city's transportation network as it stands today regarding capacity, functional classification, and modal accommodations and serves as a platform for recommended system adjustments.

Stillwater contains a robust road network that provides access throughout the city and connectivity to the surrounding area. The network is generally composed of a grid network based on a functional hierarchy of streets. The purpose of the street classification system is to reduce congestion and improve connectivity to surrounding land uses.

Ease of access and efficient connectivity are important features of the overall network. Understanding the functionality and framework of facilities in Stillwater requires an evaluation of different aspects of the transportation system. The purpose of evaluating existing conditions is to better define transportation needs and identify solutions to meet Stillwater's current and future transportation demands.

Major & Supporting Roadway Network

US 177 & SH 51

US Route 177 is the primary north-south thoroughfare through Stillwater. The roadway is concurrent with Perkins Rd through Stillwater, except in the northern part of the City where it turns west and aligns with N Washington St. US 177 provides connections to Perkins to the south and Ponca City to the north. This roadway was partly reconstructed in 2024 to become a four-lane road with turn lanes, medians for safety, and 10-foot shared-use paths on both sides for active transportation. The City of Stillwater is responsible for design, utility relocation and right-of-way acquisitions, and the Oklahoma Department of Transportation (ODOT) is responsible for construction.

State Highway 51 (SH 51), which is concurrent with W 6th Avenue, is the major east-west connection through Stillwater. It provides connection to Tulsa to the east and Interstate Highway 35 (I-35) to the west. ODOT maintains the highways within Stillwater.

Main Street/Boomer Road

Main St is a north-south corridor which serves local traffic in addition to through traffic. Stillwater's Downtown is situated along this road. Through downtown, this five-lane road with a two-way left turn lane (TWLTL) is narrowed to a two-lane road with angled parking. North of Downtown, N Main Street becomes N Boomer Road, followed by N Washington Street, finally becoming concurrent with US 177.

W Hall of Fame Avenue

W Hall of Fame Avenue is a supplemental east-west connector on which OSU sits. The roadway is four lanes with a median for access management near Boone Pickens Stadium.

Local Roadways

Much of Stillwater is composed of a grid system of streets which provide efficient movement throughout the city. Most blocks are 400 feet x 400 feet, while larger blocks are 1 mile x 1 mile. Few gaps in the system are apparent, with most major destinations being served by existing roads. Other arterial roads include Jardot Road, McElroy Road, Lakeview Avenue and Western Road.



Along W 12th Avenue

Commute/Travel Patterns

As of 2022, over 17,000 people commute from outside the City into Stillwater. This indicates high traffic volumes during peak hours due to workers moving into, out of, and around the City. Figure 29 shows how many workers commute into Stillwater, commute out of Stillwater, and remain in Stillwater for work.

Destinations of Stillwater Workers

More than half of the workers who live in Stillwater (53%) commute out of the City for work. The most common destinations are Oklahoma City and Tulsa, which represent 22% and 13% of those who commute out of the City, respectively. Other cities like Edmond, Perry and Norman are workplaces for a few hundred workers each. Understanding the commuting patterns of Stillwater residents becomes an important element in prioritizing which roadways may need capacity or maintenance improvements.



Figure 6. *Inflow and Outflow of Workers in Stillwater*

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2022).



Intersection of N Western and N Farm Roads with W Hall of Fame Avenue

PREVIOUS TRANSPORTATION PLANNING EFFORTS

Stillwater Transportation Enhancement Plan

The 2007 Stillwater Transportation Enhancement Plan (STEP) is a collaborative planning effort from the City of Stillwater and OSU. The plan identified and recommended transportation improvements needed to accommodate future travel demands, spurred by an increase in development activity and population growth. The one goal listed in the plan - which was also listed in the City's Comprehensive Plan - is "To provide attractive linkages between the community's diverse uses and people, providing for transit, walking and biking so that all people have access to essential services."

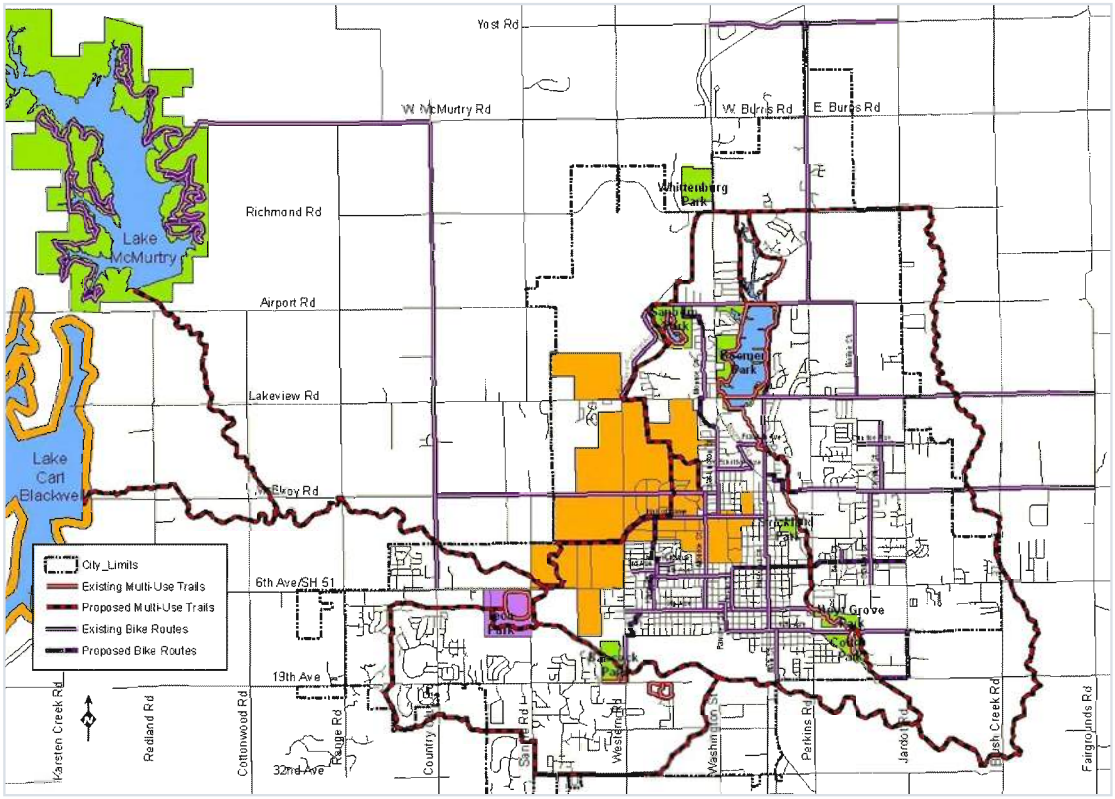
Included in the STEP Plan is a map which shows Proposed Future Functional Classification of Roads (Map 11). This will serve as the basis for the 2045 Thoroughfare Plan shown in Map 13 on page 81.

Stillwater Multi-Use Trail and On-Street Bicycle Master Plan

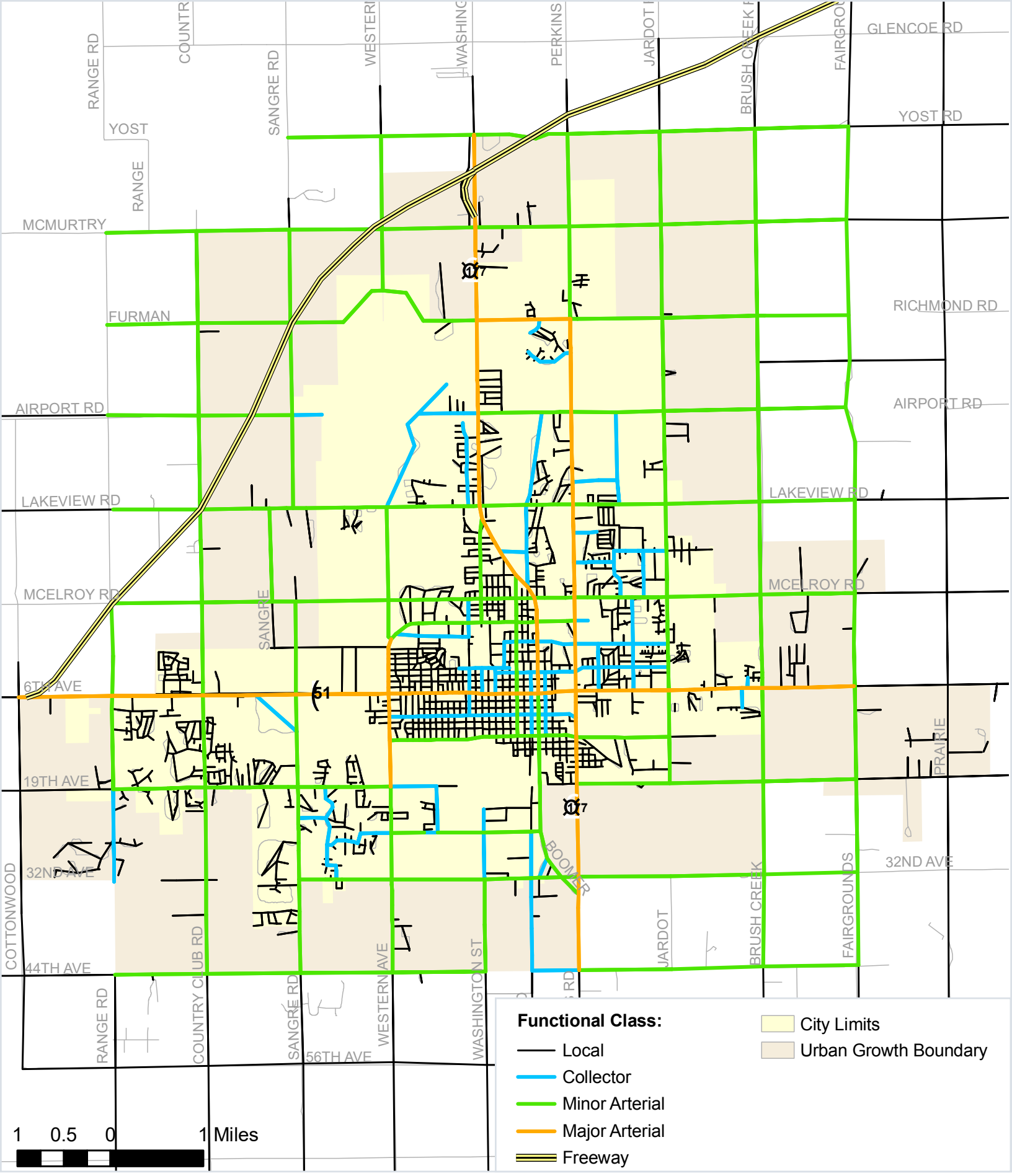
Stillwater's 2009 Multi-Use Trail and On-Street Bicycle Master Plan served as an update to the 1993 Stillwater Pedestrian and Bicycle Master Plan and outlined a comprehensive system of trails and bike routes for Stillwater and the surrounding area. The plan does not address sidewalks.

The vision statement of this plan reads: "Stillwater will have a comprehensive, pleasant and safe system of bicycle and pedestrian circulation that will make alternative modes of transportation as attractive and convenient as automobiles."

The Multi-Use Trail and On-Street Route Master Plan is shown in Map 10.



Map 1. Stillwater Multi-Use Trail and On-Street Bicycle Master Plan



Map 2. STEP Plan Proposed Future Functional Classification of Roads

Stillwater Corridor Redevelopment Plan

The Stillwater Corridor Redevelopment Plan (2012) seeks to make the areas southeast of OSU more cohesive and conducive for residential and commercial uses. The 120-acre area is bordered by Hall of Fame to the north, Main Street to the east, Washington Street to the west, and 6th Avenue (US Highway 51) to the south. The plan's main components are recommendations for updating the standards of building composition, landscaping requirements, and allowed uses of the area to appear more attractive and unified as a neighborhood. There is a focus on mixed-use redevelopment to maximize the number of residential and commercial spaces available, keeping in mind that this area is a place where students and permanent residents of Stillwater interact heavily.



Stillwater Corridor Redevelopment Plan Cover

The recommendations on transportation are limited but place an emphasis on pedestrian safety, convenience and access, while establishing width standards for sidewalks with distinctions for primary and secondary sidewalks. According to the plan, primary sidewalks shall be no less than 6 feet on both sides of the street, and sidewalks that incorporate activities such as dining, sitting areas, open entertainment venues, or similar activities shall be a minimum 10-foot-wide and shall provide an open pedestrian corridor to promote safe pedestrian flow and unrestricted access. Secondary sidewalks shall be no less than 5 feet wide and directly connect the individual parcel, parking or service area with a primary sidewalk.

There is also a comment on the need for more public transportation to and from the areas because of limited on-site parking for the residential portion of mixed use. However, there is no further plan on how to execute that goal.

Stillwater C3 Comprehensive Plan 2030

The Comprehensive Plan is an extensive document that lays out plans for the City's improvement with the year 2030 as the end goal. In the transportation section, there are recommendations to ensure safety, connectivity and mobility for all modes of transportation for the established and new neighborhoods of the community. Throughout the document, there are references to STEP.

One of the main themes of the recommendations was to expand the pedestrian network by connecting the university to downtown, areas of emerging development, different neighborhoods, major activity centers, recreation facilities, and existing and proposed trail systems. The plan suggests roadway expansion on over two dozen streets by widening and adding drive lanes while installing sidewalks during construction. The document also outlines an Airport Master Plan and Trails and Bike Routes Master Plan, which it recommends be funded. The final recommendation was to provide more proactive infrastructure projects rather than reactive projects.

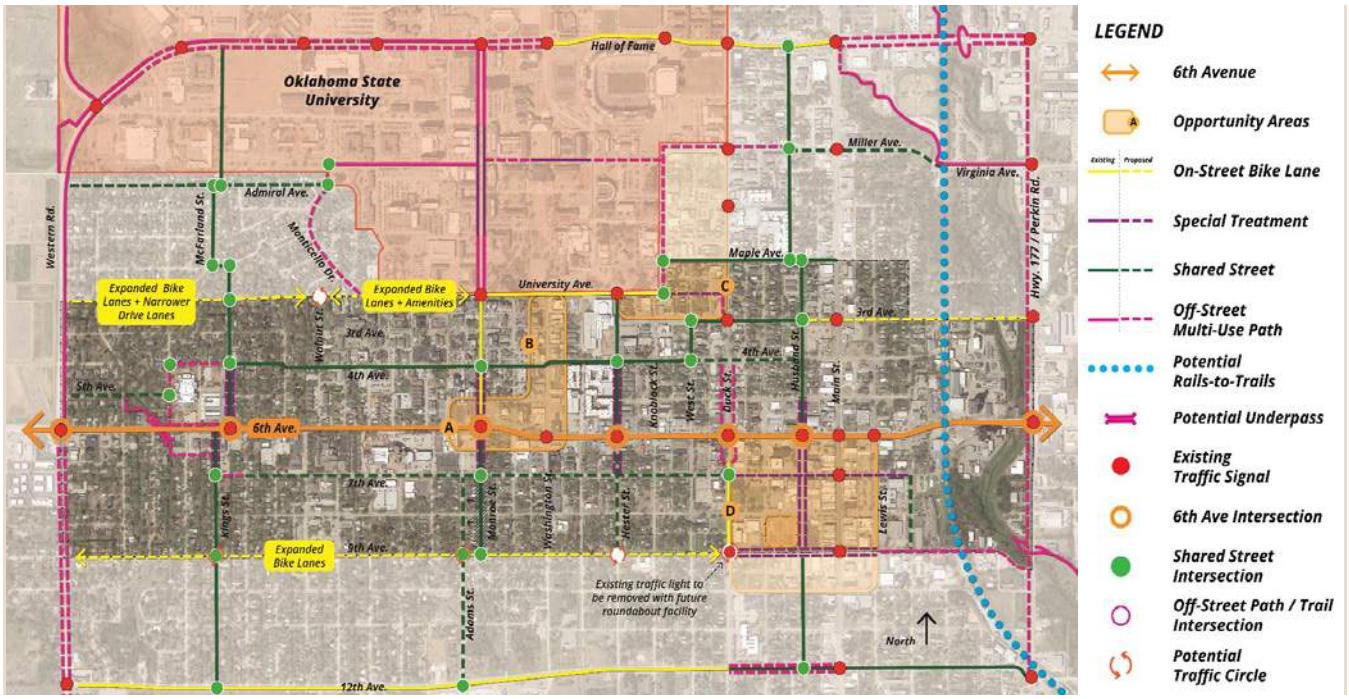
6th Avenue Corridor Plan

The City of Stillwater 6th Avenue Corridor plan has a scope from Western Road to the west and Perkins Rd to the east. The plan is divided into four main parts: Active Transportation, Redevelopment Opportunities, Land Use and Urban Design. Each part has several recommendations which are then subdivided into specific implementation areas.

The transportation recommendations begin with the first goal of connecting the north and south sides of the 6th Avenue Corridor. The study suggests adding and improving continuous protected north-south active transportation connections (Western Rd, McFarland Street/Kings Street, Monroe St/Adams St, Hester Street/Knoblock Street, Duck Street, Husband Street and Perkins Road). Finally, the plan supports pursuing rails-to-trails corridors along unused tracks west of Perkins Road.

The second goal is to enhance circulation and connectivity in the corridor by adding and improving continuous east-west active transportation connections (Hall of Fame Avenue, Miller Avenue, Admiral Avenue, Maple Avenue, University Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 7th Avenue, 9th Avenue and 12th Avenue). The study recommends providing off-street paths around the perimeter of Westwood Elementary School to connect to 4th Street, Kings Street, Duck Creek underpass and 5th Street. The findings also suggest coordinating with OSU to develop and enhance internal active transportation campus routes connecting Miller Avenue, Admiral Avenue, Monroe Street and Boone Pickens Stadium.

The final goal is to connect downtown to the OSU campus by developing an active transportation through and around downtown that preserves needed parking while respecting bicycle safety, and connecting the external active transportation network of Husband Street, 7th Avenue, Duck Street and 9th Avenue. The analysis supports enhancing Husband Street and Duck crossings at 6th Avenue to emphasize campus and downtown connection. In the Redevelopment Opportunities section, the plan also suggests redesigning University Avenue to promote pedestrians over vehicles and the intersection of University Avenue and Knoblock Street to promote pedestrian and bicycle safety. The same section also recommends converting Washington Street along The Strip into a one-way road to accomplish those same goals.



Map 3. Stillwater 6th Avenue Corridor Study Active Transportation Plan

Design and Construction Standards

Stillwater's Design and Construction Standards have been updated several times; the most recent adoption was in 2021. Figure 30 below show a summary of the existing design standards for various functional classifications found in the 2021 Design and Construction Standards, STEP Plan and Code of Ordinances.

Design standards should be used in conjunction with land use standards to create contextually-appropriate environments from the perspective of both the land development and the roadway.

Lane widths do not include width of curb and gutter, medians, tapers, turn-lanes, bike lanes, on-street parking, or shoulders.

Functional Classification	Lane Width	Traffic Volumes (vehicles/day)	ROW*	Design Speed (mph)
Principal/Major Arterial	12'	24,000 to 36,000	120' (with median) 100' (without median)	45
Minor Arterial	12'	8,500 to 24,000	80'	35-40
Collector	11.5'	2,500 to 8,500	70'	30
Local Street	10'	< 2,500	50'-60'	25

**Additional ROW may be needed at intersections depending on appropriate configuration.*

Figure 7. *Existing Thoroughfare Design Standards*



Intersection of W 9th Avenue and S Duck Street

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ROADWAY NETWORK & THOROUGHFARE PLAN

Functional Classification

The functional classification of streets is used to identify the hierarchy, function, and dimensions of a facility and reflects a balance between access and mobility; the higher the functional class, the greater the mobility; the lower the class, the greater the access to adjacent land uses. Note that roadway efficiency decreases as classes move away from providing either greater access or greater mobility; major collectors and minor arterials often have persistent conflicts between access and mobility as they provide a balance of both. Frontage roads may be used to provide direct land use access from high mobility corridors.

Streets and highways are grouped into classes based on facility characteristics, such as geometric design, speed, and traffic capacity. The roadway functional class allows travelers ease of access to origins and destination through a combination of streets. Functional class can be updated over time if surrounding land uses or traffic volumes change significantly. A facility will move up in hierarchy as the surrounding area becomes denser and additional cars are drawn to the area. Population and land use densification may also decrease the functional class of a roadway as the area becomes more walkable. The network in Stillwater varies in functional classes, with a mixture of freeways and highways, major and minor arterials, collectors, and local roads.

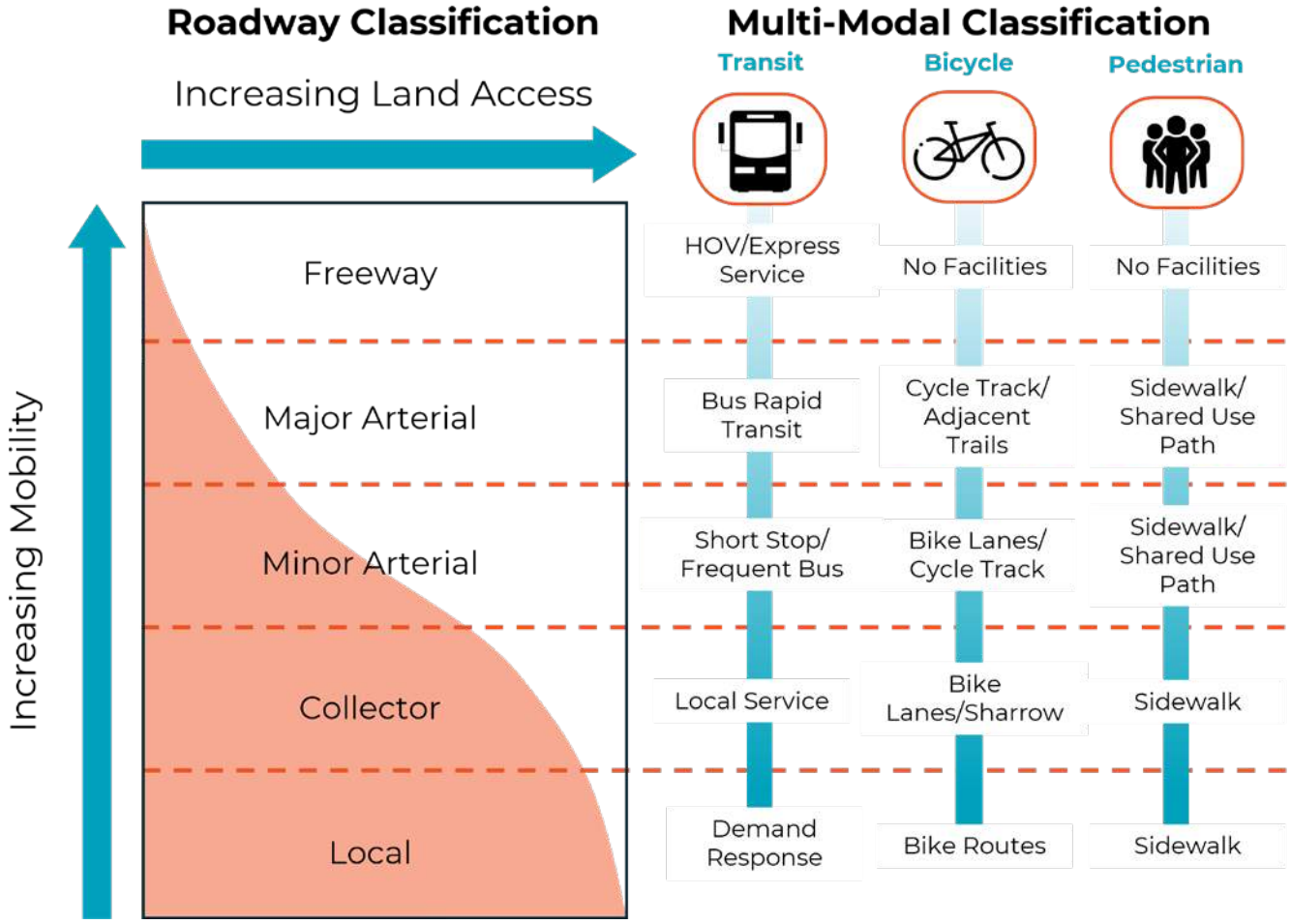


Figure 8. *Land Use Access and Mobility for Roadway Classifications*

Arterials

Arterials focus on moving regional traffic. These types of thoroughfares typically carry the highest amounts of traffic and have the highest speeds (other than freeways) depending on the contextual environment. These facilities are classified into major and minor arterials.

Major Arterials

Major arterials are designed to allow large volumes of traffic to operate at a high level of mobility. A major arterial is designed for longer distance trips and provides access to major activity centers and adjacent cities. There should be a limited number of driveways directly connected to major arterials and their main intersections should primarily be with other major arterials or larger facilities. On-street parking should be discouraged along major arterials whenever possible.

Minor Arterials

Minor arterials connect traffic from collectors to major arterials. They are designed to accommodate moderate traffic volumes at relatively low speeds, and often extend to a larger geographic area. Though rare, if ROW and/or level-of-service are adequate, minor arterials may accommodate on-street parking.



A major arterial class road in Stillwater.

Collectors

Roadways designated as collectors are designed for short trips and low speeds. They serve primarily to connect trips to higher functional class facilities and on moving traffic between neighborhoods and different areas within Stillwater. These types of thoroughfares carry moderate volumes of traffic and have lower speeds to accommodate access to adjacent properties. The number of lanes range from two (2) to four (4) depending on the current and future demands and the potential development. Center turn lanes may be incorporated on Major Collectors, but raised medians are rarely found on these types of streets.

Sometimes collectors are broken down into major and minor collectors. Major collectors provide higher levels of mobility, handle more traffic, and have fewer driveways and intersections than minor collectors.





A minor collector class road in Stillwater (upper)
A minor arterial class road in Stillwater (lower)

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Local Streets

Local streets are typically not designated on a thoroughfare plan because it is a street type with relatively low traffic volumes. As new development occurs, local streets are typically built by the developer. Once the development is complete, the developer maintains the right-of-way (ROW) and the City takes over maintenance of street paving. Local streets are focused on providing access to homes in residential neighborhoods where speeds are less than 30 miles per hour (mph), and traffic volumes are the lowest. In most cases lane striping is not implemented, and on-street parking occurs in a variety of locations depending on the street configuration, surrounding uses, and building types.





A local class road in Stillwater (upper)
A major collector class road in Stillwater (lower)

GENERAL GUIDANCE ON FUNCTIONAL CLASSIFICATION

While functional classification does have defined engineering design standards, there is a degree of flexibility in assigning functional classifications due to overlap between class characteristics. Guidance on classification on roadways should generally adhere to the following:

1. Determine if the nature of the roadway in question is primarily to serve as access to adjacent land uses or more for throughput or mobility purposes. The roadway should always be sensitive to the adjacent land uses.
2. Evaluate existing roadway characteristics such as current right-of-way, number of lanes, observed traffic volumes, the presence of medians or two-way left turn lanes, the presence of on-street parking, and length of the roadway segment in question. Speed characteristics should be examined based on observed typical speeds as well as desired speeds for the facility.
3. Ensure that the operating characteristics of the facility are consistent with recognized attributes of the functional classification for which it is assigned. Significant deviation from recognized standards may require a reassessment of its functional classification, or the creation of a separate class for the facility (which is usually not recommended).
4. It is strongly recommended that a registered professional engineer be consulted when performing future updates to the roadway classifications.

Stillwater Major Thoroughfare Plan

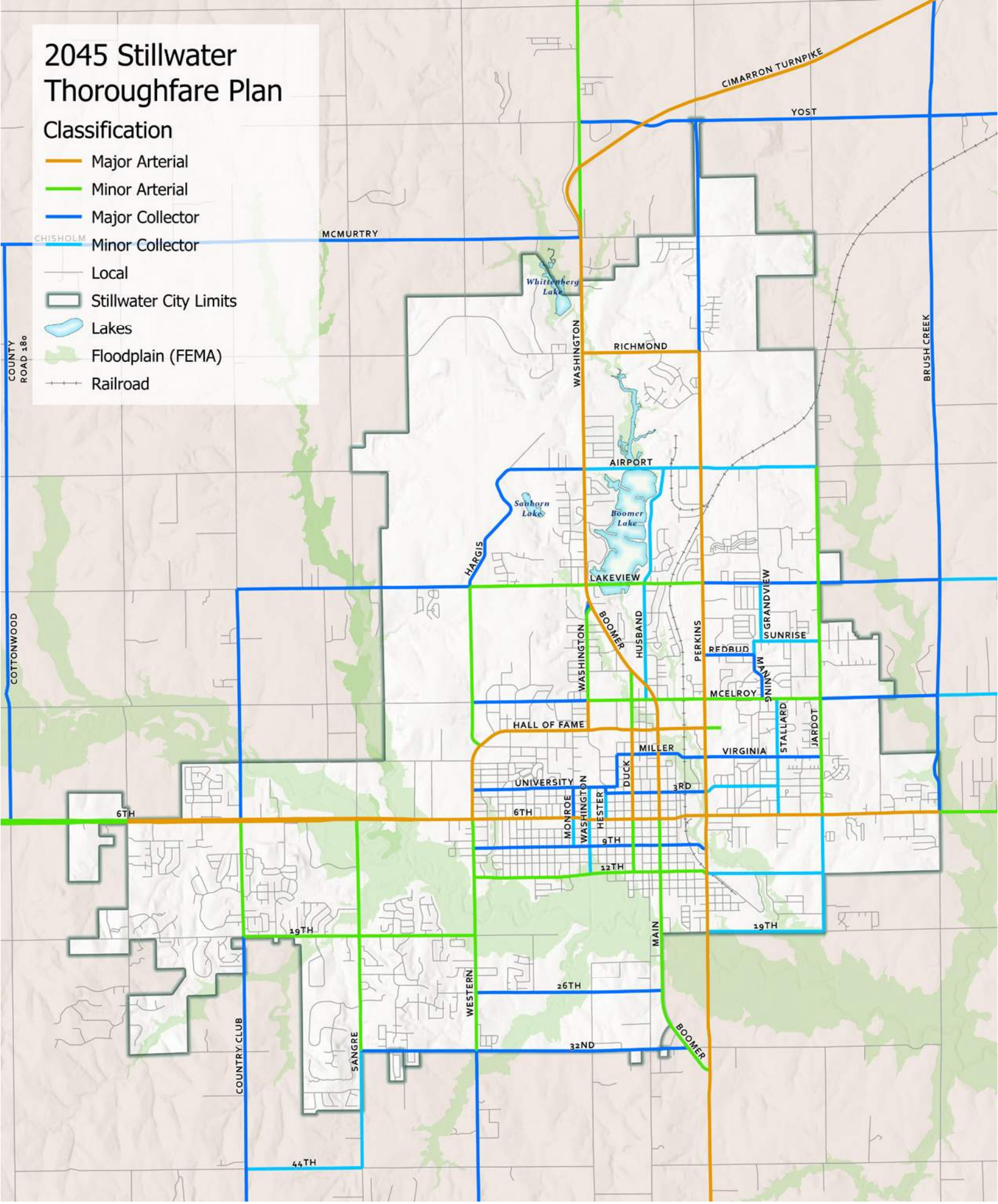
Stillwater's Thoroughfare Plan Map (Map 13) is based upon a classification system that depicts the function of every roadway in the thoroughfare system. Roadway types generally include expressways or freeways, arterials, collectors, and local streets. Their functions can be differentiated by comparing their ability to provide mobility with their ability to provide access to various locations. The adoption of the map itself does not update roadway classifications; it recommends such changes to the existing 2007 STEP Plan map.

The following updates were made to the Proposed Future Functional Classification of Roads from the STEP Plan to produce the 2045 Stillwater Thoroughfare Plan:

- **Introduction of Major and Minor Collector roadways:** The 2007 STEP Plan used only "Collector," "Minor Arterial," and "Major Arterial" classifications. The 2045 plan adds two new categories, Major Collector and Minor Collector, to better reflect how different local streets function and to prioritize improvements where they are most needed.
- **More focused network improvements:** Instead of the broad one-mile grid of arterials shown in 2007, many of which were outside city limits, the 2045 plan concentrates upgrades on key corridors such as Hall of Fame Avenue, Duck Street, and Boomer Road. This approach directs investment to the most important routes instead of recommending expansion of the entire roadway grid.
- **Functional class updates for select streets:** Several corridors move up or down in classification to match current and future travel needs. S Duck Street increases from Minor Arterial to Major Arterial due to the future land use designation in this area as a Mixed Use Commercial and High-Density Residential corridor. Other local roads near schools, such as Grandview Street and Sunrise Drive, are elevated to Minor Collectors to improve safety and access. W Hall of Fame Avenue, east of N Western Road, also increases from a Minor Arterial to a Major Arterial.
- **Greater emphasis on walking and biking instead of roadway expansion:** Reflecting strong public and stakeholder input, the Envision Stillwater Comprehensive Plan prioritizes bicycle and pedestrian connections over up-sizing existing roads or creating new roadways. Therefore, some streets are recommended to have lower classifications in the 2045 Thoroughfare Plan than in the 2007 STEP Plan to emphasize multimodal safety and context-sensitive design rather than higher-speed vehicular travel.
- **Removal of the "Stillwater Expressway":** The extension of what is now OK-312 (a spur of the Cimarron Turnpike) is no longer planned by the City of Stillwater, Payne County, and the Oklahoma Turnpike Authority, and it was removed from the network.

Thoroughfare Design Standards

Versatility is a strength in any policy document because it gives policymakers flexibility to address unforeseen issues that may arise during the implementation phase. To provide flexibility in the Thoroughfare Plan, new thoroughfare design standards were developed to accommodate a variety of land uses adjacent to both urban and rural ROWs. It is recommended that new thoroughfare design standards be incorporated into existing City codes to ensure consistent roadway construction throughout the City of Stillwater. Recommended design standards are shown in Figure 32. Additional details related to recommended thoroughfare design standards adjustments can be found on the previous page.



Map 4. 2045 Stillwater Thoroughfare Plan Map

Functional Classification	Divided or Undivided	Number of Lanes	ROW	Median	Lane Width	Sidewalk	Bike Facilities	On-Street Parking
Major Arterial	Divided	6	120’	Median	12’	10' both sides	Buffered, protected, or off street only	None
	Undivided	5	100’	Center Turn Lane (14')	12’	10' both sides		None
	Divided	4	120'	Median	12’	10' both sides		None
	Undivided	4	100’	None	12’	10' both sides		None
Minor Arterial	Undivided	4	80’	None	12’	10' both sides		None
Major Collector	Undivided	3	70’	Center Turn Lane (14')	11’	10' one side, 6' one side		None
	Undivided	2	70’	None	11’	10' one side, 6' one side		8' (Optional)
Minor Collector	Undivided	2	60'	None	11’	10' one side, 6' one side	Allowed	8' (Optional)
Local Street	Undivided	2	50’	None	10’	6' both sides	Allowed	8'

Figure 9. *2025 Thoroughfare Design Standards Example*

Major Arterial - 100’ - 120’ ROW

A four-lane divided roadway within 100-120’ ROW, major arterials should provide a relatively high degree of mobility and connectivity, serving as a primary grid for network accessibility. They should also be capable of bearing a significantly large portion of through travel. Corridors in Stillwater such as SH 51 (6th Avenue), US 177 (Perkins Road), Boomer Rd and Hall of Fame Rd, among others, should be classified and improved as major arterial facilities.

Conceptual typical sections are shown in Figure 33 through Figure 36. Each includes 12-foot main travel lanes in each direction and sidewalks of at least 10 feet. A center turn lane may be added in place of the median along a divided facility, where necessary. The sections shown are illustrative of one roadway configuration that meets the minimum roadway standards and are not meant to be prescriptive.

The minimum recommended spacing between major arterials is one mile, with one mile minimum spacing between signalized arterial to arterial intersections and one-half mile minimum spacing between arterial



Figure 10. *Major Arterial, 6-Lane Divided Section*

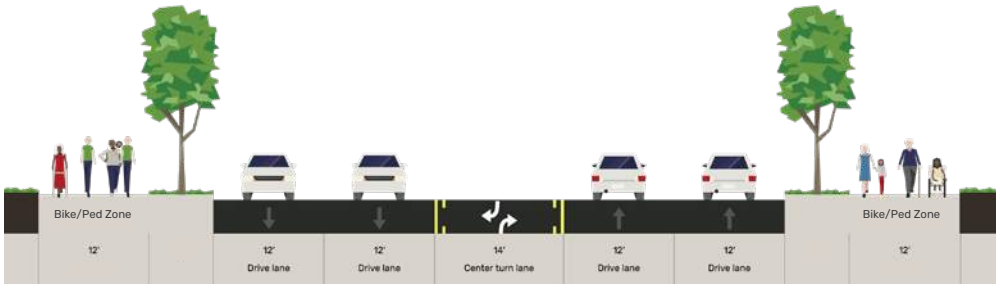


Figure 11. *Major Arterial, 5-Lane Undivided Section*

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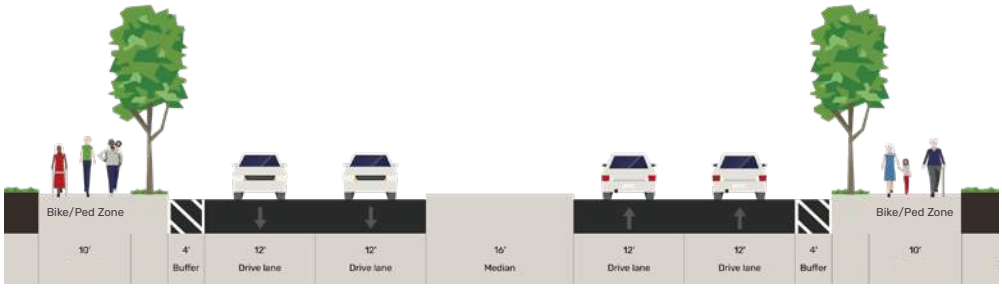


Figure 12. *Major Arterial, 4-Lane Divided Section*

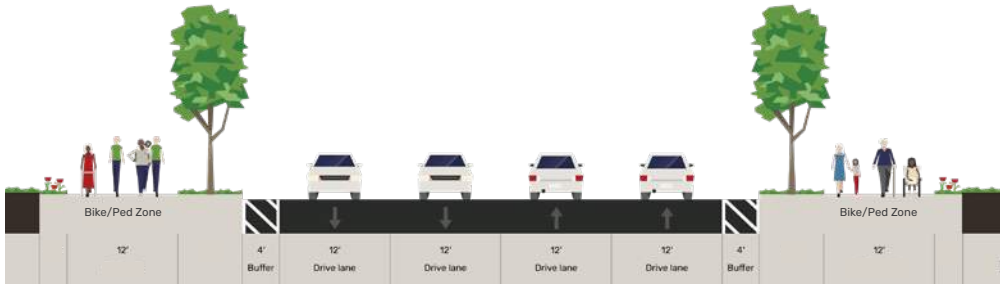


Figure 13. *Major Arterial, 4-Lane Undivided Section*

Minor Arterial - 80' ROW

Connecting commercial and residential areas to the major arterial system and providing access to local and neighborhood businesses is the primary function of a minor arterial. These facilities are four lane roadways containing 80' ROW and varying pavement width. This road type also typically serves to support commercial and transitional areas from residential development.

The typical section for minor arterials in Stillwater (Figure 37) includes four 12-foot main travel lanes, with space available for a center turn lane where necessary. Jardot Road, Lakeview Road, and McElroy Road are all minor arterials in Stillwater.

Minimum spacing between minor arterials is one-half-mile with one-half-mile minimum spacing between signalized arterial to arterial intersections.

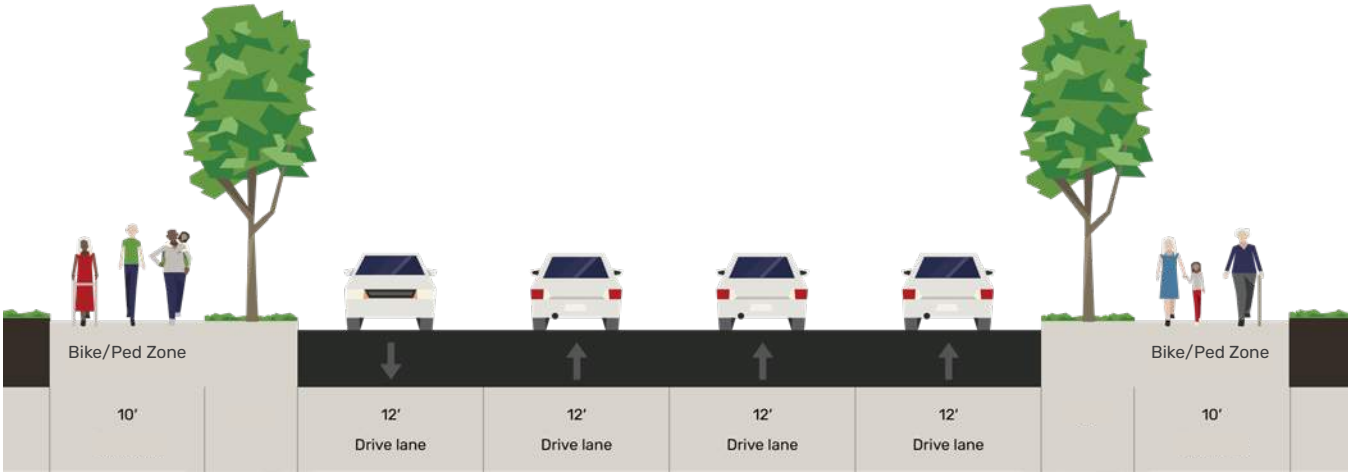


Figure 14. *Minor Arterial, 4-Lane Undivided Section*

Major Collector - 70' ROW

Major collectors serve to provide for collection and distribution of traffic between arterial and local streets and often serve as spine roads for neighborhoods. These 2- or 3-lane roads require at least 70' of right-of-way and have a sidewalk on each side. Examples in Stillwater are University Avenue, Virginia Avenue and Lakeview Road east of Perkins Road.

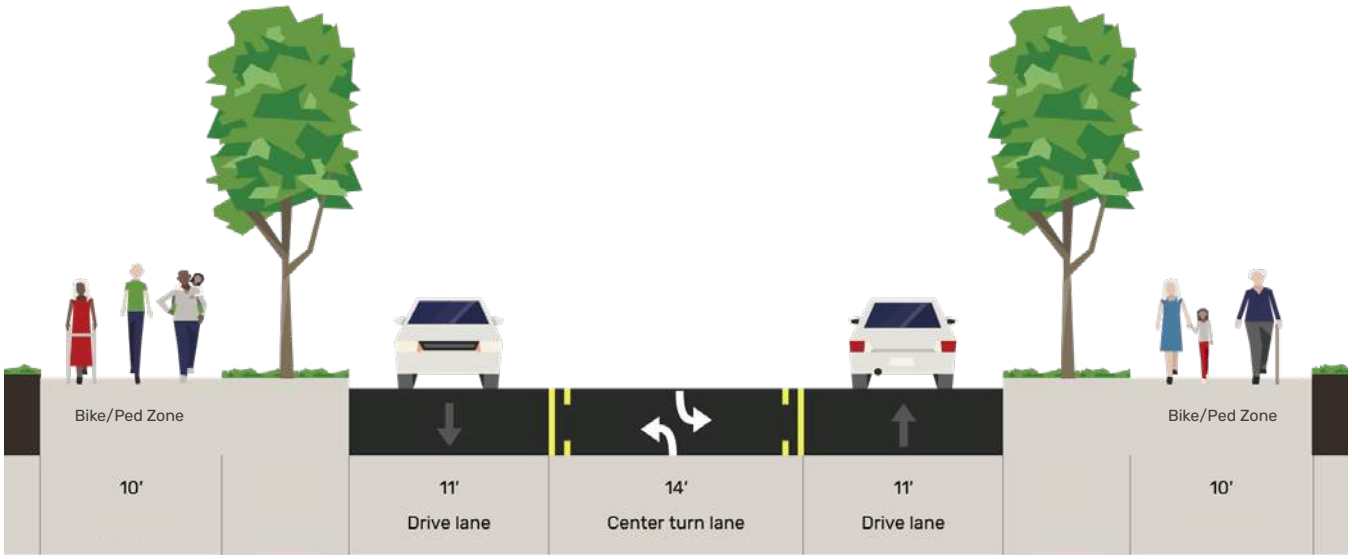


Figure 15. *Major Collector, 3-Lane Undivided Section*

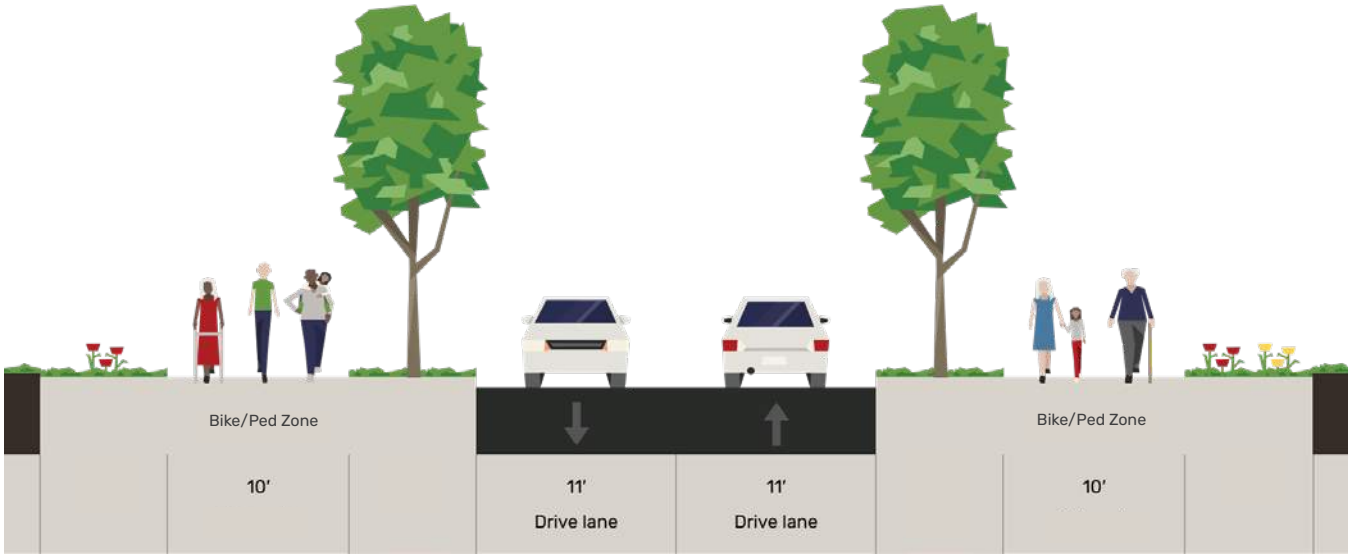


Figure 16. *Major Collector, 2-Lane Undivided Section*

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Minor Collector - 60' ROW

Minor collectors serve to support small-scale nonresidential type development with relatively short trip lengths. They are the primary connection between residential land uses and the rest of the road network. They have two 11-foot lanes a sidewalk on each side, siting on 60' of right-of-way. Husband Street, Stallard Street and 3rd Avenue east of Perkins Road are minor collectors in Stillwater.

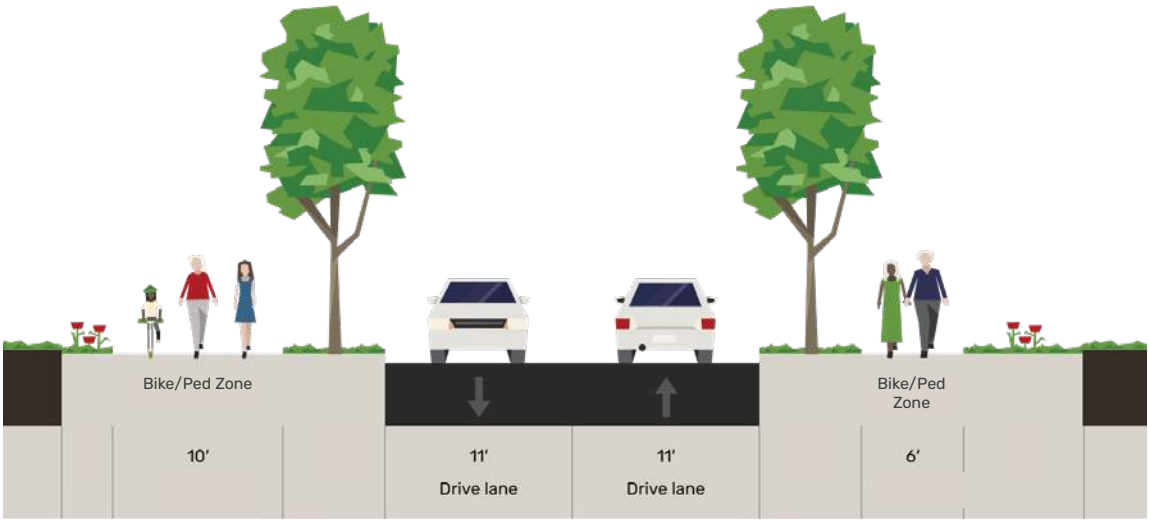


Figure 17. *Minor Collector, 2-Lane Undivided Section*

Local Street - 50' ROW

The purpose of this type of facility is to primarily serve residential land uses, and typically provide access for neighborhoods to collector roadways. Local streets typically allow on-street parking.

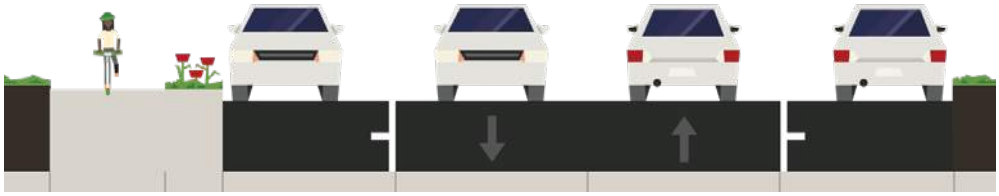


Figure 18. *Local Street, 2-Lane Undivided Section*

SUPPORTING NETWORK & ACTIVE TRANSPORTATION

Public engagement revealed a desire among residents of Stillwater for a robust, connected, and safe active transportation network; 65% of survey respondents said that the City should invest in expansion and/or significant improvement of pedestrian and bicycle infrastructure. Stillwater's existing active transportation network is not sufficient for the needs nor the desires of those living and working in the City.

Active Transportation Users

The design of active transportation facilities, like sidewalks, shared-use paths and bike lanes, should consider factors that may deter Stillwater users from feeling or being safe and comfortable when walking or biking. These facilities should be designed for all potential users, including children, adults and seniors. Most commonly, bike facilities are designed for more confident riders and exclude many people who might otherwise ride. Below are key characteristics of Stillwater users and factors to consider when designing active transportation facilities for Stillwater.



Off-street trails allow for less interaction between cars and active transportation users.

Children

School-age children are less visible to motorists and are less prone to detect risks, making them an essential demographic to consider for building safe active transportation facilities.

Seniors

Active transportation facilities give seniors increased mobility, making it essential to design bike and pedestrian facilities with higher visibility and lower riding speeds.

People With Disabilities

People with disabilities may use adaptive bicycles, including tricycles and recumbent hand cycles, which often operate lower to the ground and have a wider envelope than most bicycles. Well designed bicycle facilities provide comfortable biking conditions to provide mobility, health and independence to all types of cyclists. Sidewalks, crosswalks, trails, and other pedestrian facilities must accommodate these users.

College Students

Stillwater being home to OSU means that special attention should be given to the needs of college students. This demographic is often on a limited income and relies on walking or biking for many daily trips, both on and off campus. Providing a safe and connected active transportation network is essential in a City with a heavy student population like Stillwater.

All Ages and Abilities Bike Infrastructure

Stillwater is a family-oriented community ranging from young families with children, to young professionals, and seniors. The City's bicycle infrastructure plan needs to focus on building a safe, comfortable and equitable bicycle network to serve all Stillwater residents. The concept of building for all ages and abilities means adopting a bicycle infrastructure plan that will implement bicycle facilities that are safe, comfortable and accessible to all age groups and abilities. This concept should serve as the foundation of the bicycle infrastructure plan. Any lesser accommodation than what is outlined in the recommendations of this chapter should require further justification.

All bike facilities should be...

Safe

More people will bicycle when bicycle facilities are high-quality bikeways that provide a safe place to ride. Consequently, this means creating safer street conditions for cyclists. Better bicycle facilities are correlated with increased safety for pedestrians and motorists as well.

Comfortable

Bicycle facilities that are comfortable and provide a low-stress experience for cyclists can increase the number of people who chose to cycle as daily commute or errand option. Additionally, well designed bike facilities will attract underrepresented people, including women, children and seniors.

Equitable

High-quality bikeways provide safe mobility options for individuals who do not have a personal vehicle to get to work, school, or other opportunities. This expands travel options for those who cannot afford a personal vehicle or are unable to operate a vehicle, allowing these populations to access necessary destinations like work and school as well as recreation. Placement of bike facilities should pay special attention to where this population is concentrated and to where it travels.



Shared-use paths provide a safe travelway for both cyclists and pedestrians.

Bike Facilities

Bicycle facilities may be planned in various street configurations. Below are options to consider for various street types.

Bike Boulevard

Bicycle boulevards, or shared streets, are low-stress streets with slow motor vehicle speeds and low volumes, making them accommodating to sharing the roadways with bicycles. These provide continuous comfortable bicycle routes through the local street network. Bicycle boulevards may require street design elements such as sharrows to ensure reduced traffic volumes and speeds. Directional markings and wayfinding signage can also contribute to rider comfort.



Shared street in Dallas, TX.

Conventional and Buffered Bicycle Lanes

Conventional bicycle lanes provide a designated space within the roadway for cycling, Buffered bicycle lanes provide additional room outside the bike lane to separate the cyclist from the roadway. Buffered bike lanes are appropriate in areas where there are moderate levels of mixed traffic, but where curbside activity, traffic volumes and lane invasion are not significant sources of conflict.



Conventional bike lane (left) and buffered bike lane (right).

Protected Bicycle Lanes

Protected bicycle lanes, also known as separated bike lanes, use a combination of horizontal (e.g. buffer distance/striping) and vertical separation (e.g. flex posts, parked cars, or curbs) to protect cyclists from motor traffic. The combination of horizontal and vertical barriers can relieve most high levels of bicycle stress. The robustness of bikeway separation often scales relative to adjacent traffic volumes and speeds.



Protected bike lane in Seattle, WA.

Multi-Use or Shared-Use Pathways

Multi-use or shared-use paths provide a continuous corridor for both bicycle and pedestrian use. Multi-use pathways work best when connected to an on-street network that allows safe connectivity to key destinations and wide enough geometry to accommodate bikes. Ideally, bicycles should be separated from pedestrians where significant volumes of pedestrians and cyclists exist, but where space is limited multi-use pathways can still be valuable.



Shared-use path around Boomer Lake in Stillwater, OK.

Shared Micromobility

Shared micromobility involves small, lightweight wheeled vehicles, such as bikes and scooters, that are available for rent. Micromobility is an effective means of traveling medium to short distances and making first- and last-mile connections when automobiles are impractical, expensive or not desired. Shared micromobility programs can be public intiatives or provided by private companies like Lime or Bird. Because young adults are the most common users of micromobility, these programs are especially popular in college towns like Stillwater.

Currently, shared micromobility is provided in Stillwater by OSU via Orange Ride, a program through which students and the general public can rent bicycles daily, weekly, or by semester.

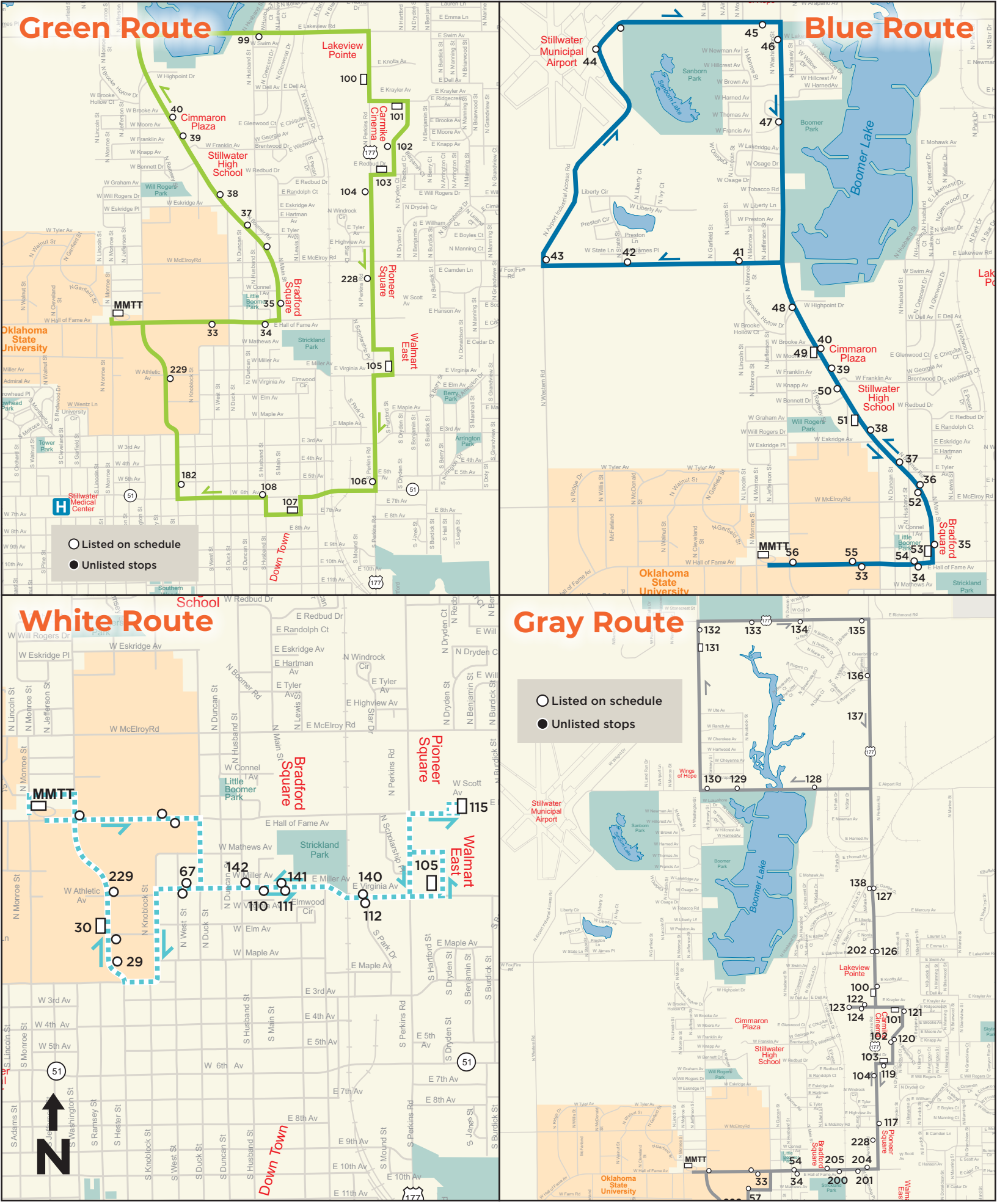
Transit

Public transit is a vital component of the transportation system, and serves a diverse demographic including students, commuters, elderly persons, and persons with disabilities. It is important to understand the existing transit demand and identify geographic and demographic areas that are currently being underserved so that new ways of expanding service can accurately be identified and acted upon. In Stillwater, the only transit service in operation is OSU-Stillwater Community Transit, "The Bus," which serves the school's students, faculty, and staff as well as the general public. This presents an opportunity for expansion of this service into new key areas of town. Community Transit offers fixed-route and paratransit services. Maps of on-campus fixed-route services can be seen on page 90 and page 91.

In addition to The Bus, OSU operates the Big Orange Bus, a shuttle between the OSU Stillwater campus and OSU Tulsa campus. The Big Orange Bus runs when school is in session during the Spring and Fall Semesters, with a limited schedule during the Summer semester.

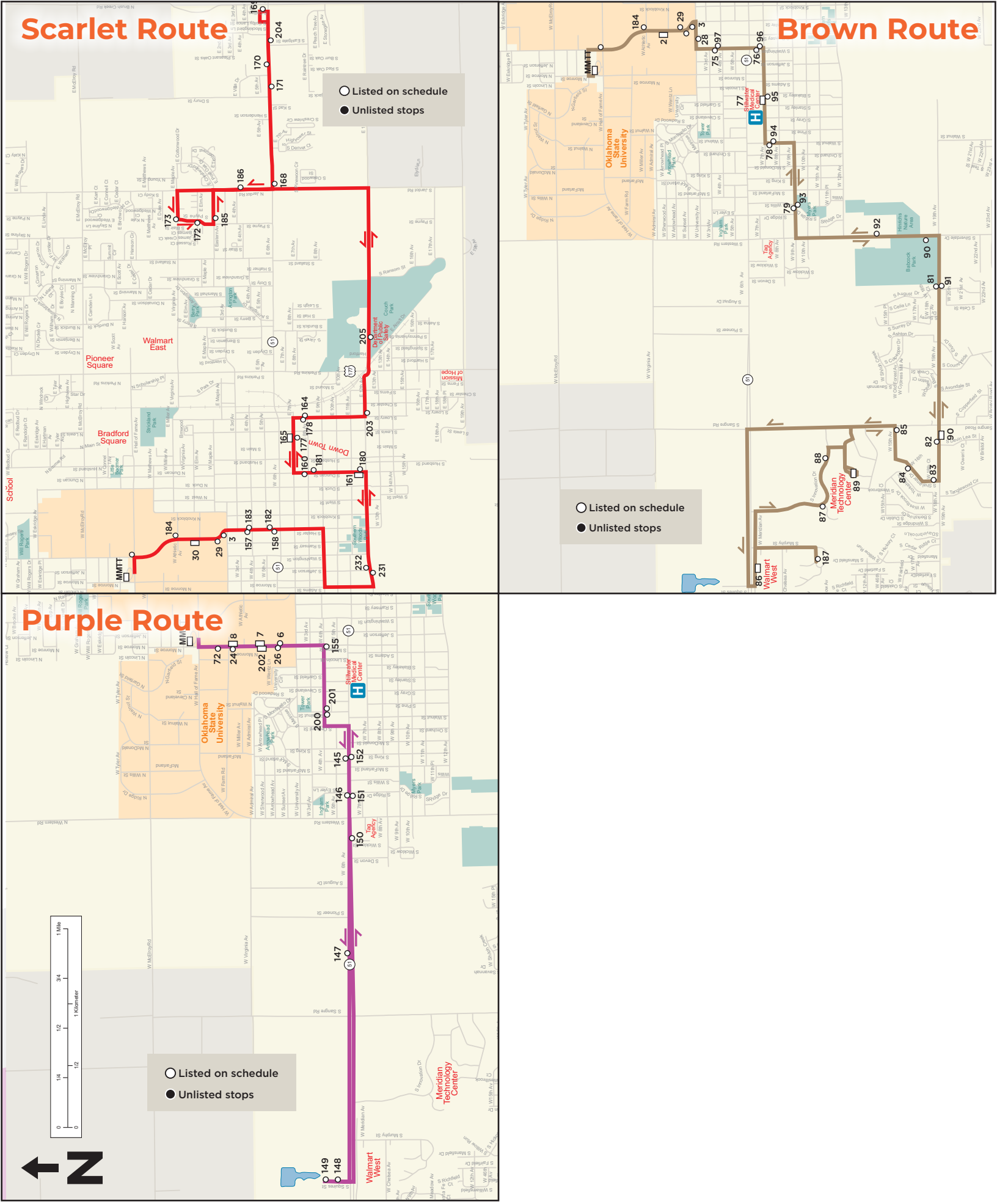
It is recommended that transit access within Stillwater be expanded to address the following four questions:

1. How well is transit demand currently being met?
2. What new connections and services should be provided?
3. How should transit be accommodated within Complete Streets?
4. What improvements to the Transit System for underserved communities and areas are needed?



Map 5. OSU-Stillwater Community Transit Off-Campus Fixed Route Maps

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Map 6. OSU-Stillwater Community Transit Off-Campus Fixed Route Maps

TRANSIT SUPPORTIVE POLICIES

Some things that can harm the effectiveness of a transit system are high parking requirements, zoning code review and housing type. For each of these, the following should be examined and considered.

Parking Requirements

- Where is the majority of off-street parking?
- Does the average volume by street align with the parking provided for those streets?
- If the goal is to get people out of their cars, consider offering less off-street parking. Parking that is too easy encourages people to drive to their destination.
- Parking requirements can be the limiting factor in realizing density in different land use categories.

Zoning Code Review

- How many units per acre does each zoning code allow?
- Will you hit the requirements needed for transit to be successful?
- The target density to support transit is around 9 units per acre. It is difficult to meet this target with only single-family housing.

Housing Type

- Permit housing types like duplexes, triplexes and quadplexes. This can help produce the critical density needed to support transit.
- Stillwater's RT Two-Family Residential District, RTM Two-Family and Multi-Family District, RMI (Multi-Family Intermediate) District, RMU (Multi-Family Urban) District, HR (High Rise) District, and NTZ Neighborhood Transition Zone designations allow for these housing types and should be supported.

Access To Jobs

- The most common trip taken is the commute (the trip to and from work). One way to get people off the road is to get them on to transit. How can you encourage jobs within walking/ biking distance or transit distance from people's homes?
- Cluster employment opportunities in employment centers that are walkable and near housing.

Mixed Use Development

- Encourage a mix of land uses that support transportation options through updates to zoning regulations or incentives like density bonuses and expedited permitting for developments that contribute to a mixed-use environment.
- People are more likely to walk, bike, or take transit when there are multiple destinations nearby. This is why there are higher rates of people walking around downtowns. In order to become less car dependent and reduce traffic congestion, the City should consider providing a mix of uses in new developments.

Strategies

- Reduce minimum parking requirements, at least within a buffer surrounding major transit corridors.
- Allow non-residential uses in neighborhoods.
- Allow other housing types in typically single family neighborhoods.
- Foster a mix of uses.
- Support higher density development.

Walkability

To create a vibrant, connected Stillwater, priority should be placed on walkability. Living in a walkable community leads to positive health outcomes, a more connected community, and lessened reliance on automobiles which create congestion and negative environmental impacts. The ability to realistically travel by foot requires not only sufficient pedestrian infrastructure, like sidewalks, trails, crosswalks and ramps, but also access to destinations that are close enough to walk.

The residents of Stillwater expressed, through the online survey and public meetings, the desire for the expansion of the existing sidewalk and trail system. The Multi-Use Trail and On-Street Bicycle Master Plan, adopted in 2009, outlined a proposed trail network. The updated 2045 Stillwater Trails Plan can be viewed in Map 16 on page 94. Priority was given to connections to key destinations identified through public input as well as projected growth areas, including:

- Connections to and from western Stillwater via 6th Avenue,
- Improvements around 6th Avenue based on recommendations from the 2021 6th Avenue Corridor Plan,
- Proposed Rail Trail to create seamless connections between Couch Park and Boomer Lake, and
- Trails around Sandborn and Boomer Lakes.

The Future Land Use Map in Chapter 02 highlights a variety of mixed-use locations throughout the City. The purpose of these areas is to connect neighborhoods to commercial services and increase the pedestrian connectivity throughout the City.

THE INTERSECTION OF LAND USE AND TRANSPORTATION

Research that shows higher density walkable urban places result in more sustainable tax bases, new economic foundations for the local economy, better environmental outcomes, and better health outcomes for communities. Furthermore, a Brookings report[1] found that high density places are correlated with faster job growth and greater prosperity.

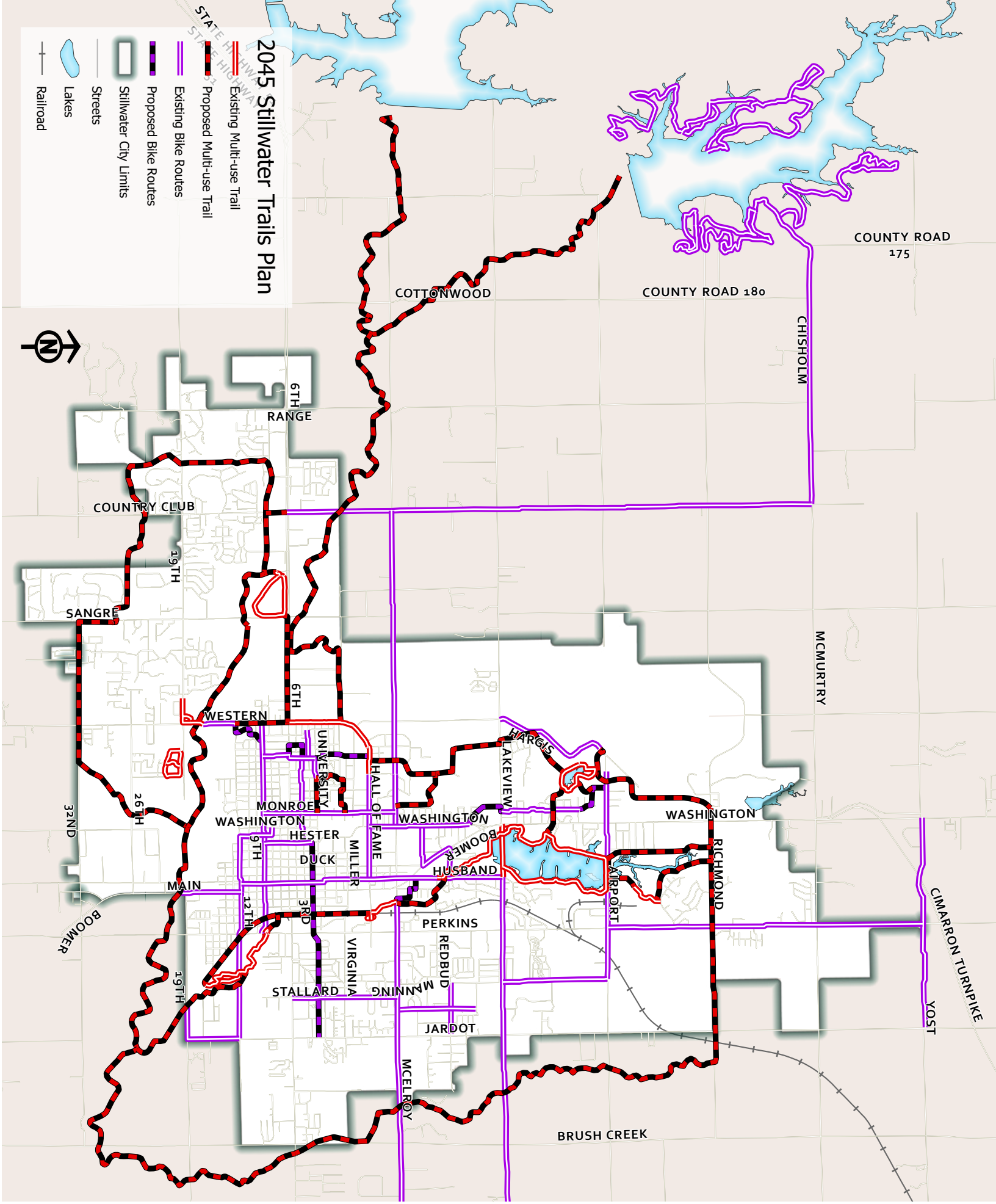
Transit has been long overlooked at the metro, regional, and state level. Many cities have low rates of ridership and struggle to provide a transit system that is efficient. Eventually, these transit systems become unsustainable because of poor financial performance. It's easy to say a transportation system isn't working because people don't take transit. However, it's not always the transportation system that is problematic it's often the interrelated policies that make the transportation system not successful, such as lack of transit supportive land use densities. Transit supportive policies can help Stillwater become a City that boasts a transit system that connects residents to the places they want to go.

Typically the Department of Transportation looks at infrastructure as roadway maintenance and bridges. Fortunately, infrastructure is being looked at with a much broader lens. The recent Infrastructure Bill[2] also includes rail and renewable energy such as car charging stations for electric vehicles.



Pedestrians walk on the trail around Boomer Lake, Stillwater, OK.

1 https://www.bloomberg.com/news/articles/2014-10-10/the-future-of-transportation-is-not-all-flying-cars
2 https://www.congress.gov/bill/117th-congress/house-bill/3684/text



Map 7. 2045 Stillwater Trails Plan Map

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HOUSING AND TRANSPORTATION AFFORDABILITY INDEX

The Center for Neighborhood Technology's Housing and Transportation (H+T) Affordability Index[1] provides a comprehensive way of thinking about the true affordability of place. It presents housing and transportation data as maps, charts and statistics. When you look at the data below you can map out spatial patterns in Stillwater.

Affordability

Housing + Transportation Costs as a Percentage of Income

Factoring in both housing and transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability. Residents of Stillwater spend a disproportionately high percentage of their income on housing and transportation (30% and 26%, respectively) compared to other college towns like Norman, OK (24% and 21%) and Manhattan, KS (24% and 22%).

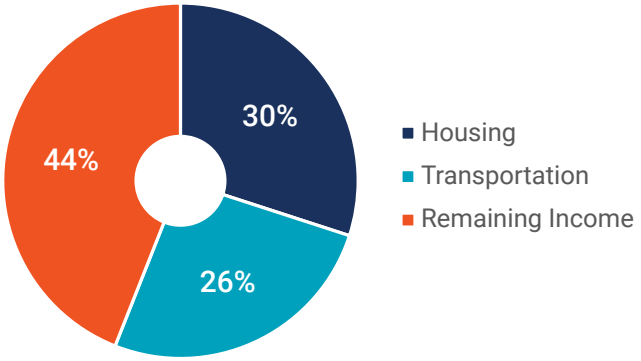


Figure 19. *Stillwater Average Housing +Transportation Costs as a Percentage of Income*

This discrepancy is likely due to the difference in median income between these cities. In 2023, Stillwater's median household income was $42,015, Norman's median household income was $65,060, and Manhattan's was $58,441[2]. So, while Stillwater's annual transportation costs (Figure 42) are lower than Norman's or Manhattan's ($14,520 and $13,181, respectively), the costs constitute a larger share of residents' total income.

Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances, which also drives up the cost of living. The average Stillwater resident spends over $12,000 per year on transportation costs.



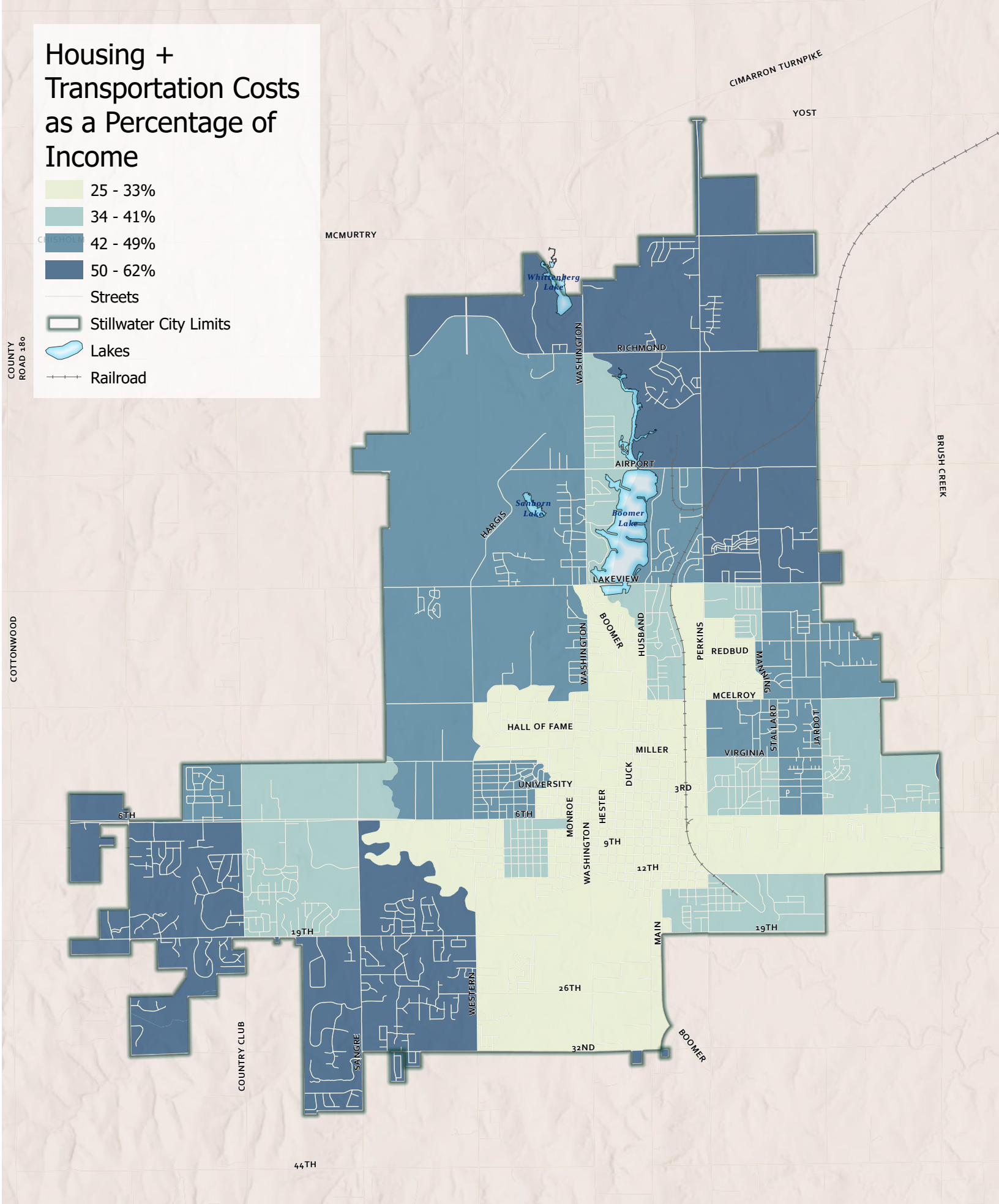
Figure 20. *Stillwater Transportation Costs*

These costs are lower than the Payne County average of $13,787 per year. This is consistent with the pattern of lower-density areas requiring higher transportation costs.

Location Efficiency

- Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.
- People who live in location-efficient neighborhoods—compact, mixed-use, and with convenient access to jobs, services, transit and amenities—tend to have lower transportation costs.
- People who live in location-inefficient places—less dense areas that require automobiles for most trips—are more likely to have higher transportation costs.

1 https://htaindex.cnt.org/map/
2 U.S. Census Bureau, American Community Survey (ACS)



Map 8. Housing + Transportation Costs In Stillwater

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TOWN AND GOWN ASSESSMENT

The presence of OSU in Stillwater creates unique considerations for transportation planning. The City must balance the needs of its permanent residents with a student body that fluctuates in population and needs on a seasonal basis. Students are more likely to rely on alternative modes of transportation like walking, biking, and transit for their everyday travel needs than other populations. Large-scale events for the school, such as football games, also create capacity challenges for the transportation system.

OSU-Stillwater Community Transit currently provides free or low-cost ($0.35 - $1.50 per ride) transit service throughout Stillwater for students and the general public. By providing access to both campus and community destinations, the transit network contributes to a more connected transportation system. Through collaboration between Community Transit and the City of Stillwater, this existing network can also be further expanded to provide more services to key destinations lacking in service.

Other opportunities for collaboration involve the expansion of shared micromobility in Stillwater. Micromobility typically refers to small, low-speed vehicles for personal use, such as shared bikes and scooters. Because young adults are the most common users of micromobility, college towns like Stillwater should consider robust shared micromobility programs. Orange Ride, an initiative from OSU to provide affordable and convenient transportation, currently provides one station where people can rent bikes. Expanding this service to provide more stations throughout Stillwater would help to facilitate an increase in sustainable, active transportation for students and Stillwater residents alike. The bike- and scooter-sharing company Spin currently provides OSU with shared electric scooters on its campus. This service could be expanded to include key areas of the City that benefit from active transportation, like the downtown.

Additionally, the City should work closely with OSU to enhance walkability through improved sidewalks and trail connections linking the university to key local destinations. These connections are integral not only for routine transportation but also for addressing the heightened demand during major OSU events, including athletic competitions and graduations.

Major events at OSU, such as sports games and graduations, significantly impact traffic patterns, creating the need for solutions to accommodate large surges in demand. Efficient planning during these occasions, including additional shuttle services, parking coordination and enhanced pedestrian safety measures, will contribute to a smooth travel experience for OSU students, faculty and visitors as well as the general Stillwater community.

These transportation recommendations for Stillwater can build on OSU's existing assets while addressing gaps to ensure a more inclusive, sustainable and efficient system. Prioritizing partnerships, promoting multimodal infrastructure and managing event-specific demands will help Stillwater achieve its transportation goals.



"The Bus" kneeling at a transit stop

TRANSPORTATION PLANNING APPROACH

In addition to the Thoroughfare Plan Map, the crafting of transportation policies can aid in providing and maintaining a well-functioning transportation system that meets the needs of its users. The following sections discuss several policies that, if implemented, are anticipated to build on and enhance the existing transportation network in Stillwater.

Thoroughfare Design

There are established roadway design standards that are utilized by communities across the United States; these standards are based upon decades of research and field experience. Guidelines for these revised design standards came from a variety of sources, including:

- American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, latest edition.
- Transportation Research Board, Highway Capacity Manual, latest edition.
- Oklahoma Department of Transportation (ODOT) Roadway Design Standard Drawings, latest edition.

Design Criteria

Sidewalks

Sidewalks are installed on public right-of-way in the parkway or easement and must have a maximum 2% cross-slope toward the street and a minimum of 1% cross slope to facilitate drainage. New sidewalks should be a minimum of 5 feet in width and the longitudinal grade along the sidewalk should not exceed 5% unless the grade of the adjacent roadway requires otherwise. All new sidewalks should be accessible by persons with mobility impairments, in compliance with the Americans with Disabilities Act and Public Right-of-Way Accessibility Guidelines. Pedestrian crossings of streets and driveways should have accessible ramps. Crosswalks should be marked across arterial streets.

Lane Widths

Driving lane widths are generally to be in the range of 11 feet to 12 feet, but not less than 10 feet in width. For higher speed, higher capacity major arterial roadways, 12-foot-wide travel lanes are preferred.

Right-Of-Way (ROW) Width

ROW width is generally determined by the pavement section required to perform the function and carry the traffic for which the thoroughfare is designed to accommodate, plus additional provisions for bike and pedestrian facilities, utilities, landscaping, drainage and safety areas.

RESILIENCE

A resilient transportation network is able to withstand and recover from disruptions. To achieve this, the roadway network should have built in redundancies and be very connected to accommodate a compromised route.

This strategy also helps to reduce congestion. The ability to reliably travel via alternative modes such as walking, biking, and transit also contributes to resilience by creating options when the roadway network fails to accommodate all traffic. Reducing reliance on automobiles also contributes to a more sustainable system.

Asset management is another strategy for creating resilience in a transportation network. Well-maintained infrastructure is less likely to be affected by extreme weather events and day-to-day wear and tear. A systematic process for operating, maintaining and upgrading Stillwater's physical assets should be created and followed.

Medians

The width of medians will vary based on right-of-way limitations, future roadway expansion, and other such factors. The general practice is to use 16-foot wide raised medians in urban areas. This permits the construction of 12-foot left-turn lanes for channelization, while leaving 4 feet for buffer between oncoming traffic.

Parkways

Parkways are the area between the edge of the roadway and the edge of the street right of way and in urban areas cover a wide range of widths with minimums of approximately 8 feet. Parkways can contribute to the capacity and efficiency of a roadway by providing a clear zone for needed roadway edge utilities and provisions. Sidewalks and utilities are typically situated within the parkway of a thoroughfare, typically with a 3-foot wide green space buffer between the sidewalk and the roadway.

Intersections

Effectively operational roadway networks rely on the ability of intersections to efficiently process traffic. Smooth operational conditions typically break down when turning traffic is unable to separate from the main travel lanes, for example. To ensure this separation, often called "channelized turning movement," such as a second left-turn or right-turn lane, an additional 22 feet should be provided at key major and minor arterial intersections.

To determine the exact dimensional requirements of specific intersections, a traffic analysis should be conducted at the time of facility implementation. As currently defined, divided roadways could accommodate a separate left-turn lane. By adding 22 feet of width, a second left-turn and separate right-turn bay can be added as needed to an intersection. Travel lanes of 11 feet provide enough roadway width for turn movements. Figure 44 presents the ROW requirements for critical intersections in Stillwater.

Figure 45 and Figure 46 identify the necessary distances for vehicle storage and transition requirements at major and minor intersections. These distances allow for minimum turn-lane storage and lane transitions as drivers approach intersections. In high intensity development areas, a traffic analysis should be conducted to determine appropriate intersection requirements.

Intersection Congestion Mitigation

Intersection performance can be improved through several different mitigation techniques. These techniques can be applied to better handle the current traffic or the forecasted traffic. The following are some of the intersection improvements that can be implemented at critical intersections within the City of Stillwater.

Functional Classification	Major Arterial	Minor Arterial
Major Arterial	350'	300'
Minor Arterial	350'	300'
Major Collector	300'	260'
Minor Collector	260'	260'

Figure 21. *ROW Requirements for Critical Intersections*

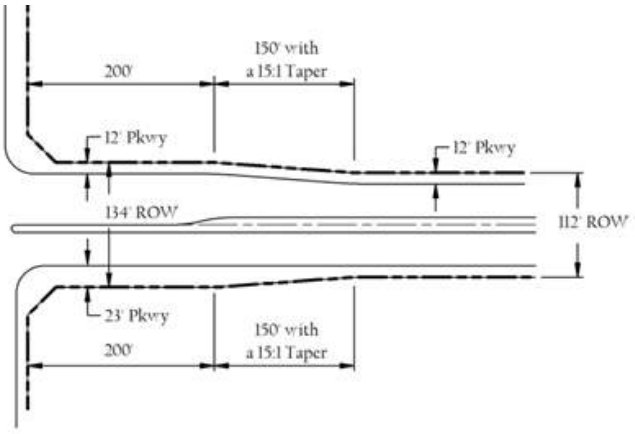


Figure 22. *Typical Roadway Dimensions Approaching Major Roadway Intersections*

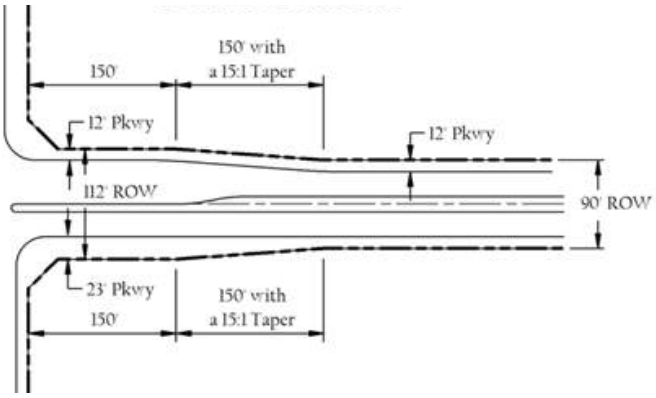


Figure 23. *Typical Roadway Dimensions Approaching Minor Roadway Intersections*

Signal Timing

Signal timing is a critical technique that involves synchronizing the sequence and duration of each phase of a traffic signal to improve the overall traffic flow throughout the corridor. The timing of signals often involves coordinating an entire signal system or series of signals. Advanced traffic signal controllers provide the traffic engineer great flexibility in controlling the flow of traffic through an intersection. Proper signal timing along a corridor can increase the efficiency of the roadway by allowing for the maximum number of vehicles to pass in the shortest time. It also affects the air quality of the city because travel time and idling are reduced. This technique can be used to increase capacity on corridors and is a less expensive option than adding lanes.

Right Turn Capacity Increase

The addition of acceleration and deceleration lanes can provide operational benefits throughout a corridor and at an intersection by allowing turning vehicles to exit the roadway without affecting the through movement of traffic. This design allows a more efficient flow of traffic along a corridor and allows vehicles to form queues at the signalized intersections and out of the travel lanes, thereby maximizing the flow that the signal can handle. These should especially be considered on turns into neighborhoods from arterial roadways. Right turn lanes consist of storage length and acceleration or deceleration length. Lengths of auxiliary lanes (acceleration or deceleration) are a function of the posted speed, but queue lengths (storage) are established on a case by case basis. The Highway Capacity Manual and ODOT's Standard Specifications for Highway Construction provide guidance on the provision of auxiliary lanes. These improvements are not one size fits all. Consideration must be given for posted speed, traffic volume, and development type.

Left Turn Capacity Increase

Much like right-turn lanes, left-turn lanes also allow the turning vehicles to exit the through lanes without affecting the through traffic. Left-turn lanes should provide adequate queue storage for signalized and unsignalized intersections based on an operational analysis. The length of deceleration is dependent on the posted speed and the amount of speed differential acceptable for the thoroughfare. Double left turn lanes can be considered

Roundabouts

Roundabouts are a type of intersection characterized by a generally circular shape, yield control on entry, and geometric features that create a low-speed environment through the intersection. Modern roundabouts (Figure 47) have been demonstrated to provide a number of safety, operational, and other benefits when compared to other types of intersections. On projects that construct new or improved intersections on collector or minor arterial roadways, the modern roundabout should be



A multimodal intersection making use of left-turn lanes at W 9th Avenue and S Duck Street

examined as a cost-effective alternative to all-way stops or traffic signal control.

The decision to install roundabouts within a community or along a specific ROW can be done for various reasons, including as an intersection capacity improvement, to improve roadway safety, to support traffic calming and/or bicycle and pedestrian programs, or improve community aesthetics. There are a multitude of elements that contribute to the decision on whether to construct a roundabout. For mini roundabouts, the reasons usually pertain to safety, whereas for larger facilities the reasons can also include tourism, community enhancement, and economic development opportunities.

For more information, please refer to the FHWA information guide at: https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf

Context Sensitive Design (CSD)

Recent trends in thoroughfare planning practices have provided opportunities for greater flexibility in thoroughfare design. This new trend better complements surrounding land use by creating roadway standards based on the users of the facility and the surrounding context. Implementing Context Sensitive Design on Multimodal Corridors: A Practitioner's Handbook, written by the Institute of Transportation Engineers and the Congress for the New Urbanism, provides a guide on how this

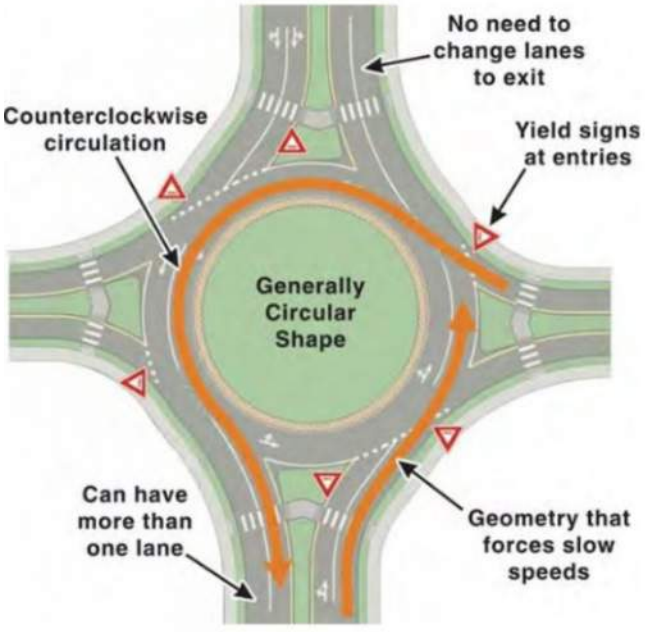


Figure 24. *Roundabout Elements*

emerging practice can be implemented during the thoroughfare planning process. Opportunities for multi-modal corridors that advance economic development and create a safer, more efficient transportation system, arise when the context of a roadway is considered during the planning and design process. The improvements to US 177/ Perkins Rd is an example of this: the concept was developed through a context-sensitive design approach to address the needs of multiple users of the corridor. The improved roadway includes a 10-foot-wide shared-use path for cyclists and pedestrians and a new median which reduces conflicts between automobiles. The Stillwater Thoroughfare Plan should advance the concept of flexible roadway design for multi-modal purposes by taking advantage of context sensitive design principles.

Process Of Design

The process of designing CSD roadways is similar to the process of designing traditional thoroughfares in that automobile traffic is considered with traffic counts, traffic demand, and level of service information gathering efforts. However, the difference is that automobile traffic is only one element considered, among numerous others, in the design of CSD roadways. The Institute of Transportation Engineers (ITE) released a publication entitled "An ITE Recommended Practice: Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities."

This publication outlines various principles that should be considered during the design process to arrive at a solution for a context sensitive roadway project. These principles are as follows:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic and natural resource values of the area; in other words, exhibits context sensitive design.
- The project exceeds the expectations of both

designers and stakeholders and achieves a level of excellence to meet

- The project involves efficient and effective use of the resources (time, budget, and community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.
- The City should explore the possibilities of CSD solutions on its joint projects with ODOT.



A well-designed pedestrian realm with shade, lighting, and high-quality materials

Design Elements

As Stillwater continues to mature as a community, essential functions within the ROW become more diverse to serve existing and emerging activities. Context sensitive design can define networks that add activity to certain corridor areas. Since every function cannot be accommodated within the ROW, a framework for integration and prioritization of functions must be developed.

Travel Way

The travel way (travel lanes) includes the central portions of the roadway or thoroughfare. Typically, the travel way is from curb-to-curb when on-street parking is not available. Primarily including the travel lanes, the travel way contains the elements of the roadway that involve the movement of vehicles, transit, and truck traffic, and sometimes bicycles. The design of this portion of the thoroughfare includes travel lane considerations, transit accommodations, and in some cases, bicycle integration.

Flex Zone

A transition area between the travelway and pedestrian realm, this area provides space for people and goods to transition between moving vehicles and people in the pedestrian realm. This zone can contain multiple uses along a street including on-street parking, passenger loading, commercial deliveries, and parklets, which are street-side miniature parks that provide a space for people to sit while enjoying the activity of the street.

Pedestrian Realm

Comprised of sub-zones, including frontage zone, clear walking zone, and buffer or amenity zone, this area lies between the property line and the flex or travelway zones. This space can include sidewalks, planting areas, street furniture, lighting, and other pedestrian and business amenities.



Figure 25. *Complete Streets Illustration*

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Complete Streets

Complete Streets is an initiative that aims to maximize the utilization of public ROWs for all transportation users, regardless of mode, age or ability. This method uses high-level policy direction to influence everyday decision-making processes in roadway design, rather than design prescription. Complete Streets is not about special projects, but about changing the approach to projects on all streets. It is an incremental approach aimed for long-term results. These policies utilize the entire right-of-way while focusing on safety, comfort and convenience as well as cohesiveness with the community context. Complete Streets make it easier to cross the street, walk to shops and bicycle to work, which makes the city a better place to live.

Public Benefits

Complete Streets improve safety, provide choices, reduce costs, and lead to better health and stronger economies. By considering the many different users of the roadway, streets can be designed to accommodate everyone and improve the livability of the community.

Improve Safety

Reduced travel speeds lower the safety risks to pedestrians and cyclists as well as including pedestrian infrastructure such as sidewalks, bicycle lanes, crossings, median islands, and curb extensions.

Provide Choices

By building safe, comfortable, and convenient infrastructure for modes of transportation other than the personal vehicle, residents are more willing to use them.

Reduce Costs

By reevaluating the needs of the residents and incorporating community input at the beginning of the project, the schedule, scope, and budget can often be reduced. Narrowing the pavement area will also reduce both roadway implementation and maintenance costs.

Improve Health

With an aging population, older adults look to be more active. This demographic, along with kids and teens, cannot drive and look for pedestrian and bicycle facilities to remain active and independent.

Strengthen Economies

Areas that provide safe and comfortable walkability have lower commercial vacancies and higher home and office space values.

Economic Benefits

Complete Streets affect the local economy in various ways. By providing convenient alternatives to driving, such as transit, walking, or biking, residents and visitors save money on transportation costs which can then be used for other expenses, such as housing, restaurants, and entertainment. Congestion costs can also be reduced if residents use alternative modes.

Local businesses see the benefits in improving access to people traveling by foot or bicycle. When increasing pedestrian and bicycle activity, businesses often see increased sales. Bicycle infrastructure can often create jobs directly through increased tourism, bicycle manufacturing, sales and repair, bike tours, and other activities.

Complete Streets also create a framework for economic development and spur private investment by improving the public space and making it a more pedestrian and cyclist friendly place. In a downtown area or commercial boulevard, the Complete Streets framework defragments the overall development landscape by visually reducing the space between developments and thus encouraging pedestrian movement between adjacent businesses. Revitalizing key areas throughout Stillwater with pedestrian plazas, wide sidewalks, landscaping, and traffic calming elements may entice private investors to build or redevelop more residential, retail, and office buildings. In addition to private investments, property values increase with the walkability of a neighborhood. Today's college graduates, who comprise an increasing percentage of the workforce and add to the vitality of a local economy, prefer walkable urban neighborhoods.

Roadway Rightsizing[1]

Rightsizing is the process of reallocating pavement and ROW space to better serve the context of the roadway and the goals of the community. A road built many years ago in an undeveloped area or developing area was sized for a future condition, but now housing, shops, schools, and other destinations may have matured in the community. Traffic conditions have stabilized and are more predictable and the needs of adjacent development is better known. These conditions, prevalent in some areas of Stillwater, provide the opportunity to rightsize roadways to optimize these assets for the community. Typical goals of rightsizing might include:

- Supporting adjacent businesses and the local economy,
- Encouraging alternative modes of transportation,
- Transforming a street into a unique place, and
- Increasing safety and access.

Using data from the regional travel demand model, corridors can be evaluated for rightsizing under various scenarios. Strategies employed for rightsizing could include:

- Converting vehicle travel lanes to other uses,
- Changing or adding parking,
- Narrowing vehicle lanes, and
- Adding bicycle or pedestrian infrastructure

Road Diets

The reduction of a travel lane for the purpose of reallocating the space to non-travel uses is called a "road diet." Road diet conversion may involve a staged or phased implementation, installed incrementally as adjacent development transitions from an auto-oriented nature to a denser and more pedestrian environment. To complement the road diet treatment and enhance the pedestrian nature of the corridor, sidewalks should also be developed to connect adjacent neighborhoods. It is recommended that communities regularly evaluate their roadway network for potential opportunities for road diets.

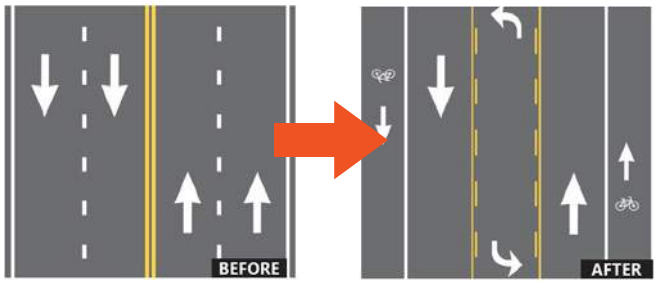


Figure 26. *Road Diet Illustration*

Home-Based Work/Flexible Work

The best and most efficient way to manage peak hour traffic congestion is to remove re-time trips. One of the most effective ways to do this is to encourage home-based work as it reduces demand on the major roadway network, although it may increase demand on the local roadway network. This "mode of transport" now often surpasses transit and walk/bike in mode share and requires no public investment.

One issue with this option is that it only applies to a small percentage of the workforce (usually white collar, more affluent professions) and is dependent on the provision of acceptable levels of internet service. This makes it difficult for those in rural areas or newly developed areas to consider as a viable option.

Flexible working hours also provides opportunities to adjust travel demand outside peak hours and/or limit the number of commuting days per week by allowing workers to stagger their work hours outside of the peak commuting times and potentially remove one commute per week. However, this option does not remove all commuting trips and travel along major commuting corridors will continue.

1 Project for Public Spaces: https://www.pps.org/article/rightsizing

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GOALS

Goal	Guiding Principles			
	Connect Stillwater	Thrive Stillwater	Identify Stillwater	Realize Stillwater
Maintain Existing Infrastructure Ensure that Stillwater's roads, sidewalks, bike routes, and trails are well maintained and in good condition. Proactively ensure that resources are allocated to ensure their continued maintenance into the future	◆	◆	◆	◆
Manage Traffic Efficiently Ensure capacity, signalization, and access management support safe and continuous flow of vehicle traffic	◆	◆		◆
Serve Citizens with Transit Expand existing public transportation partnerships or establish new systems to provide the community with a reliable, fast, accessible, and safe public transportation option	◆	◆		
Activate Transportation Connect Stillwater with active transportation infrastructure including sidewalks, bike routes, and trails to make walking and cycling from A to B feasible, safe, and comfortable	◆	◆	◆	
Anticipate and Adapt Promote and support the use of innovative and agile transportation enhancements like ride sharing, micromobility, and parking maximums to alleviate congestion in the present and prevent it in the future	◆	◆	◆	◆

Figure 27. *Relationship of Transportation and Mobility to Guiding Principles*



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HOUSING AND NEIGHBORHOODS

INTRODUCTION

How do we plan neighborhoods?

Neighborhood planning is about achieving a delicate balance between priorities which may be at odds with each other.

Established neighborhoods, especially those with historic housing stock, merit preservation and enhancement and require investment in sustaining their existing character. Other neighborhoods may be ready for investments intended to promote redevelopment, densification, or the inclusion of public amenities and private services previously absent.

Planning and regulating to achieve both of these goals is crucial for serving the needs of current residents and preserving the unique identity of communities in Stillwater, while also proactively responding to population growth, meeting housing demand, and maintaining or improving the affordability of housing.

Information in this element is taken from the *Stillwater, Oklahoma Comprehensive Plan Update Housing Assessment*, prepared by Community Development Solutions.



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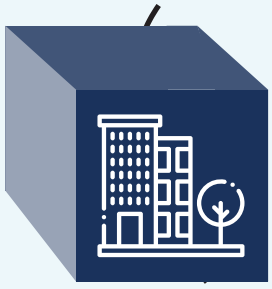
KEY TAKEAWAYS

1 "Nice affordable small homes for singles or couples [should be the focus of new housing development in Stillwater.]"





2 "We need to think in allowing us to update our buildings and change them. SFR should be a choice, but it shouldn't be mandated [...]"



3 "More affordable options for our working residents."

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DIGITAL INPUT

Which of the following housing types should be the focus of new development in Stillwater?

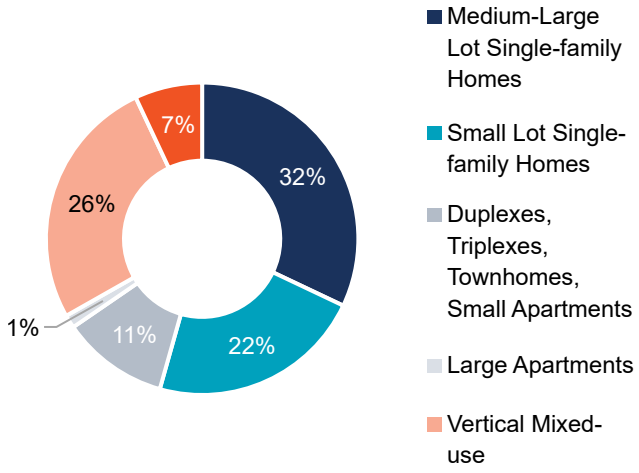


Figure 51. *Online Survey Responses*

Where are accessory dwelling units (ADUs) appropriate in Stillwater?

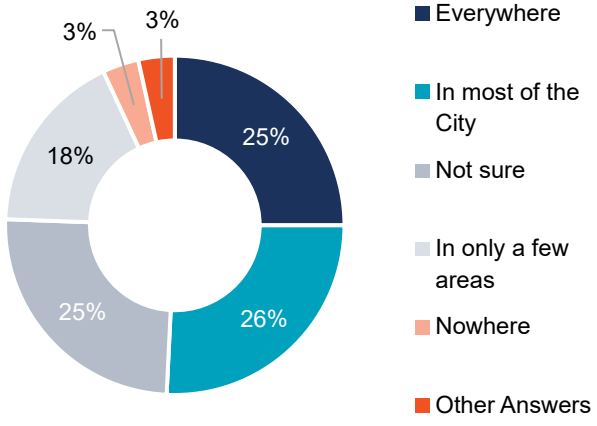


Figure 52. *(Above) Online Survey Responses*

"How important is it that neighborhoods have convenient proximity and access to public amenities like parks, splash pads, plazas, etc.?"

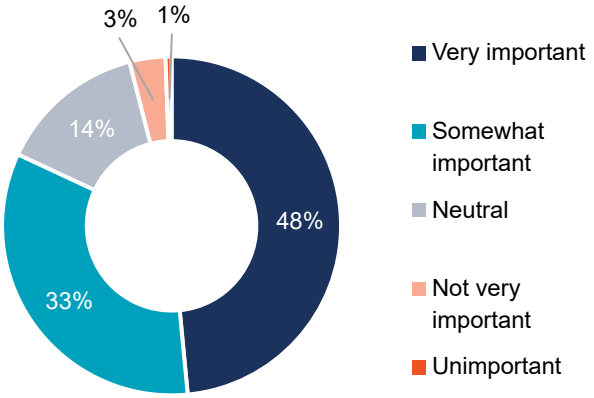


Figure 53. *Online Survey Responses*

How important is it that neighborhoods have convenient proximity and access to essential private services like grocery stores, pharmacies and clinics, childcare, tailors, small cafes, etc.?

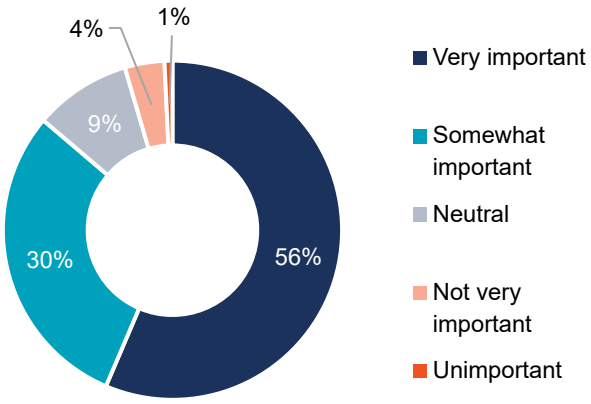


Figure 54. *(Right) Online Survey Responses*

Note: Due to rounding, totals may not meet or exceed 100%.

EXISTING HOUSING

Housing Tenure

Understanding housing tenure, or whether residents are renters or owners of their home, is important when planning for future residential development. It informs decision makers' of current and future demand, and what housing types may be lacking.

Over half of Stillwater's population are students, almost all of whom are renters. With a population of non-student renters added, almost two-thirds of the city rents. Future regulations need to facilitate residential development that can meet this rental demand, support neighborhood stability, and increase the supply of owner-occupied housing to harmonize with certain economic development goals.

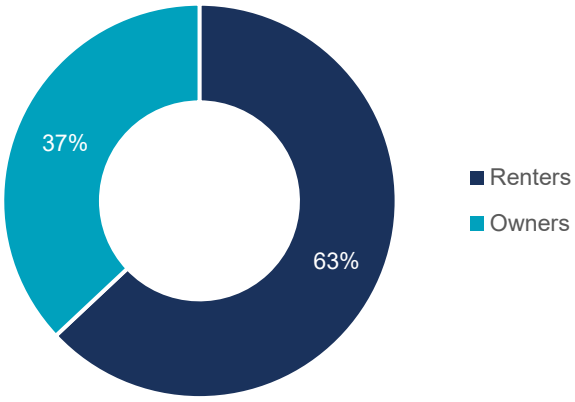


Figure 55. *Housing Tenure, 2022*

Housing Types

Stillwater's existing housing stock exhibits an important property observed in most North American cities: there are numerous large apartment complexes and many single-family detached homes on medium to large lots, and not much else.

As shown to the right, many Stillwater residents have expressed a desire to see new development of housing types often called "missing middle." This term describes types such as duplexes, triplexes, quadplexes, cottage courts, townhomes, live-work units, and small apartment complexes (generally those with 12 or fewer units.)

This likely stems from a desire to see increased housing affordability through new development without the proliferation of large apartment buildings, many of which residents feel are out of character with the city and not of high enough construction quality.

Residents' willingness to accept moderate-density housing types like these will be useful in meeting future housing demand without relying on large, expensive, and potentially disruptive multifamily projects. It will be important to ensure new development regulations reduce barriers to building these types of housing.

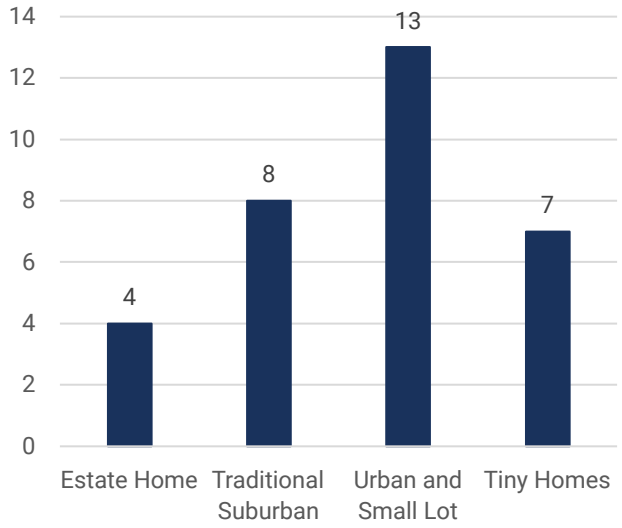


Figure 56. *Single-family Residential Type Preferences*

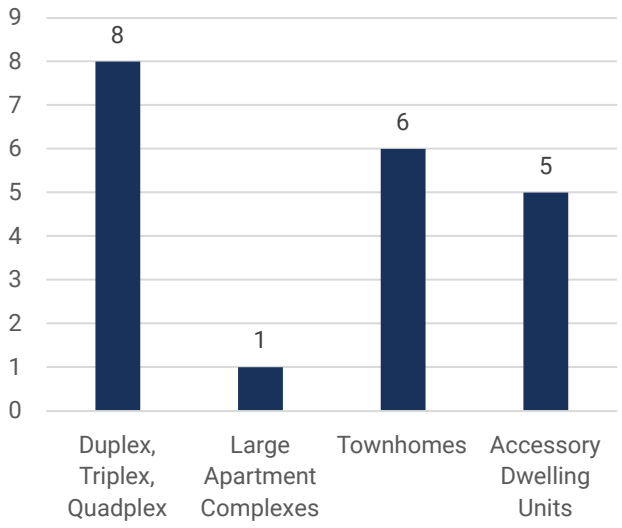


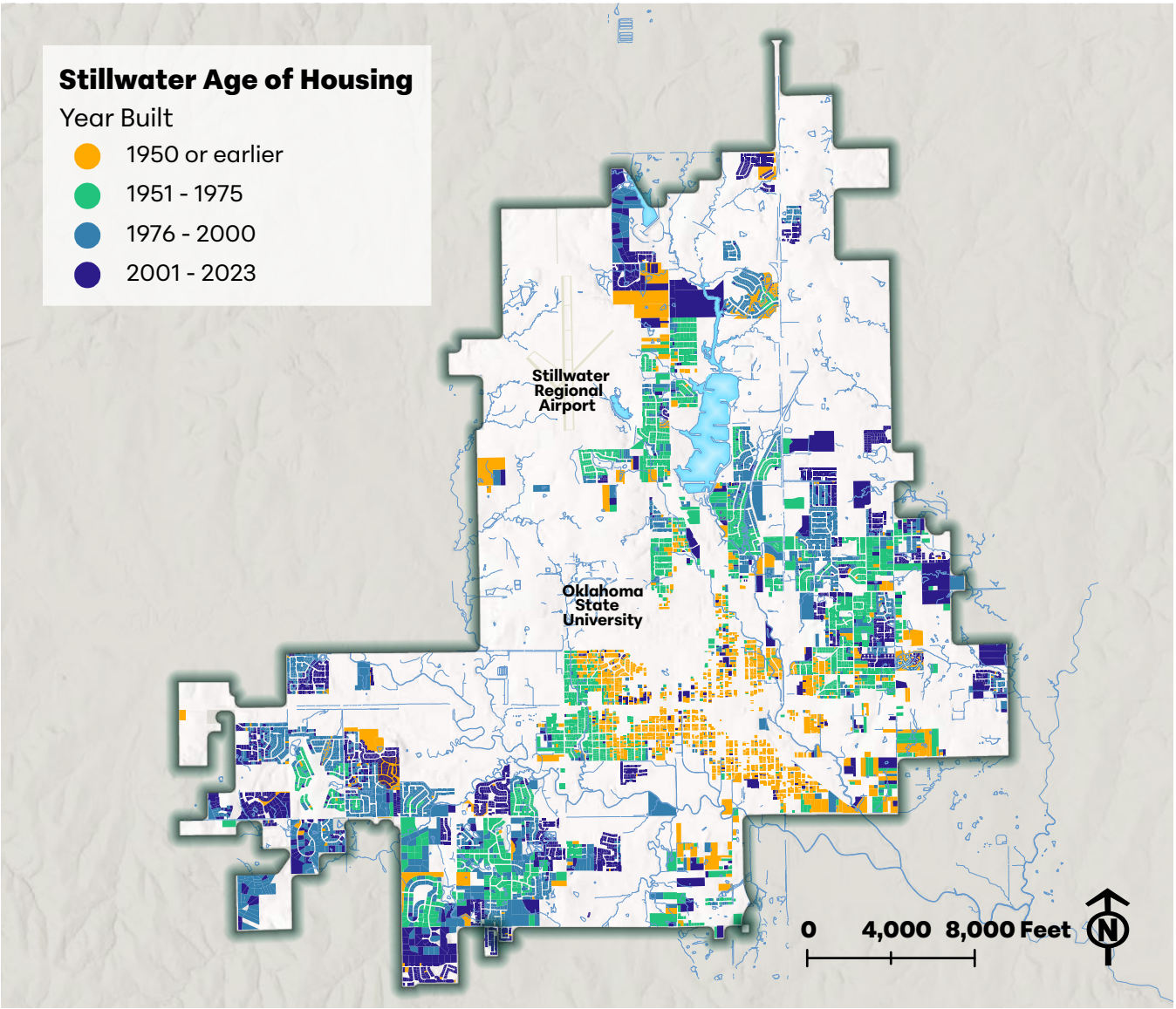
Figure 57. *Multifamily Residential Type Preferences*

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Housing Age and Condition

Most of Stillwater's housing was built between 1960 and 1979, and about 70% of units were built before 2000. The oldest units are found near downtown and south of the OSU campus. Where existing older homes can be revitalized, doing so may be beneficial to maintaining the neighborhood's character. But, where older homes are dilapidated and uninhabitable, and cannot be revitalized, redevelopment and moderate-density infill development will be key to expanding the housing supply.

Stakeholders have noted the need for stricter and more consistent building code enforcement by the City to improve housing conditions.



Map 18. Housing Age

Housing Cost

Housing in Stillwater has become more expensive over time. This is to be expected, as housing in the United States has generally become more expensive, whether for rent or for sale.

Single-family homes offered as rental units have increased by 20% since 2020. While robust data on multifamily rents is not available, it is fair to assume that prices have increased with continued and increasing demand from the OSU student population, and general population growth. The median price of single-family homes for sale increased by 43% between 2016 and 2023, from $180,000 to $258,000.

Increasing property values can benefit owners looking to sell, and increasing rents are desirable for landlords. These trends are detrimental to those seeking to purchase or rent housing in Stillwater.

Cost Burden

One of the most important questions to answer when assessing the increasing rents and home values in Stillwater is whether it results in more households being cost burdened by their housing.

In 2022, about 25% of owners and 61% of renters were considered cost burdened by their housing expenses, meaning they spent more than 30% of their gross monthly income on housing.

This is an increase from 2016, in which about 20% of owners and just under 60% of renters were spending more than 30% of their gross monthly income on housing.

An increase in cost burdened households suggests that regulatory measures which can bring down costs are needed. At the municipal level, this means planning, regulating, and providing infastructure to accommodate construction of more housing units of different types and price points. When residents' spend less income on housing, it may enable greater contribution to the City's sales tax base, and a consequent increase in the City's ability to provide infrastructure, services, and amenities.

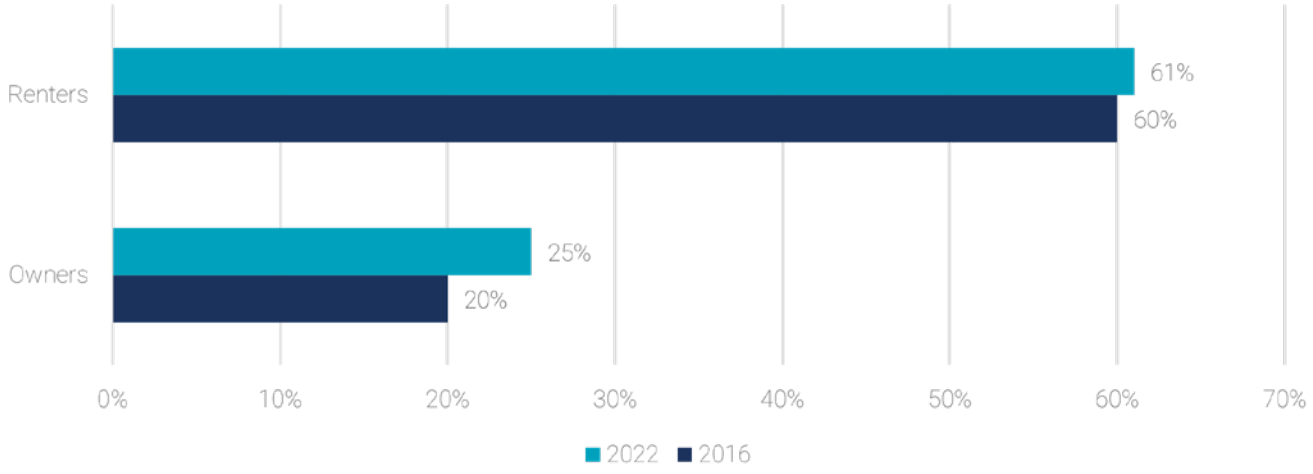


Figure 58. *Proportion of Housing Cost Burdened Renters and Owners, 2016-2022*

New Construction and Development Trends

From 2018 to 2023, 714 new single-family permits and 50 duplex permits were issued, averaging 119 new single-family units and 8 duplex units annually. Much of the new construction of this type has been happening in the southern and western areas of Stillwater.

No multifamily units are under construction in summer 2024. However, in 2025 two townhome projects added 24 homes to housing stock. This limited number and project type aligns with broader community preferences not to see more large multifamily projects.

Impacts of Regulations

Current zoning and other land use regulations often impede new duplex or other missing-middle development despite demand for these product types in redevelopment and infill development. While community priorities for housing development focus on single-family detached homes, missing-middle products, particularly in a redevelopment context, are more palatable for Stillwater residents than high-density housing.

Zoning and subdivision regulations also make densification and meeting housing demand difficult through large lot sizes.

Future development regulations should enable flexibility for developers to more rapidly meet changing demands in the housing market, and ensure a steady supply of new units as overall demand increases. Innovative or historically uncommon housing types of moderate density should be easy to build to better manage growth in accordance with the expectations of current residents.



NEIGHBORHOOD COMPLETENESS

Neighborhood completeness is a multifaceted idea without a singular definition or set of parameters. Every city must define what a complete neighborhood looks like in their community.

Common elements of neighborhoods that are thought to be complete are diversity of housing options and proximity to public amenities and private services. In this way, neighborhood completeness is a two-way street: neighborhoods should offer housing that allows people in many different circumstances to access their amenities and culture, and, at the same time, neighborhoods should pursue the inclusion of such amenities and services to enhance the lives of their residents.

Housing Diversity

Stillwater's existing housing stock is not especially diverse, with single-family detached homes comprising just over half of all units in 2022, possibly more, and about 16% of all units consisting of moderate-density offerings such as duplexes or small apartments.

Beyond the existence of different housing types, their distribution and spatial relationships also contribute to completeness - whether there is variety within a given neighborhood, and whether developments of each type have walkable access to amenities and services.

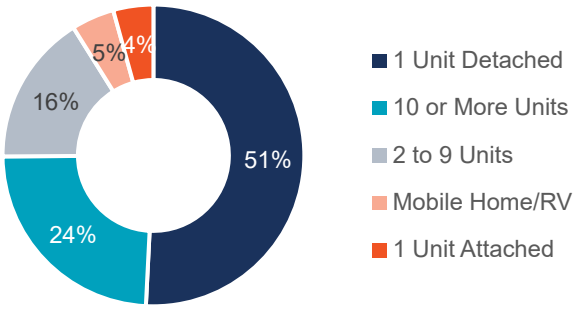


Figure 59. *Housing Type Distribution, 2022*



A modern, large apartment building in Stillwater.



Modern quadplexes along W 9th Avenue.

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Walkability

According to the Environmental Protection Agency's National Walkability Index, most of Stillwater ranks in the "below average" and "least walkable" categories due to its low-density, and suburban or rural development patterns, as illustrated in Figure 9.

However, the downtown core and areas adjacent to the OSU campus are considered "above average" due to higher density development and close proximity to employers, entertainment, and amenities.

Walkable proximity and access to both public amenities (like parks, libraries, and community centers), and private services (like clinics, pharmacies, tailors, grocery stores, and cafes) appeared consistently as priorities among community members and stakeholders.

> **Increasing pedestrian safety is of utmost importance. Implementing raised and clearly marked crosswalks both at intersections and between is a great step towards that goal [...]**

Comment from resident collected at the February town hall.

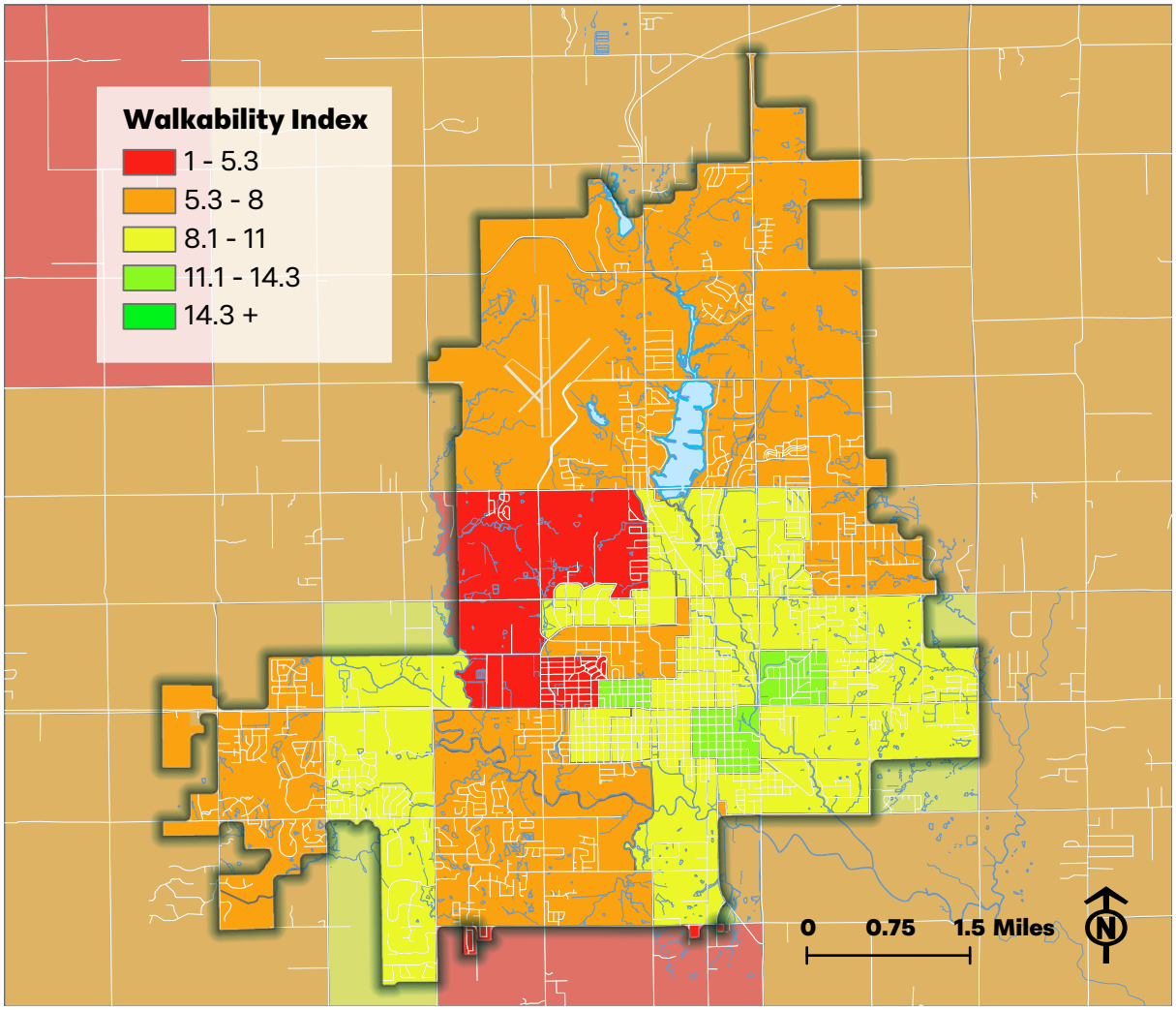


Figure 60. *EPA National Walkability Index Analysis*

FUTURE DEMAND

Growth and Change

The OSU student population is likely to remain stable or increase, but the so-called enrollment cliff projected to impact universities across the nation may result in a changing student demographic makeup. In particular, expansions of the University's graduate programs and marketing to non-traditional students could make for an older student population likelier to have part- or full-time employment outside of the University, and likelier to have larger households with children.

At the same time, conversations with stakeholders and exercises such as the land use workshop have encouraged residents to consider providing housing for Stillwater's workforce, most of whom do not live within the city limits. Comprehensively, these forces display a need for more housing stock of many types and price points.

Typologies

Housing of many different types will be needed to adequately meet projected demand in Stillwater. Single-family homes at lower price-points and smaller footprints, "move-up" homes suitable for expanding families, and executive level homes will all be important for creating and maintaining a robust and adaptive housing ecosystem.

Infill and redevelopment including accessory dwelling units (ADUs), duplexes and triplexes, and more novel product types like townhomes and cottage courts will be paramount to supplying the needed units in areas with existing infrastructure and the highest demand. While large apartments should not be a focus of future housing development, they may be appropriate in selective locations when appropriate development and construction standards are applied. These may be especially appropriate as upper-level housing in vertical mixed-use developments.

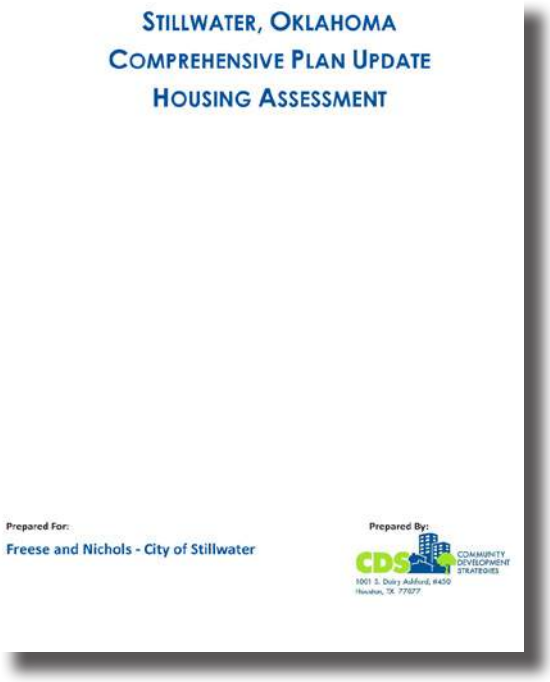
Future Land Use Impacts

Opportunities for large greenfield subdivision and construction are fairly limited in Stillwater without annexation. Some suburban and rural areas of the City still exhibit considerable development potential, but maintaining balance between support for existing neighborhoods through low-density development while also capitalizing on scarce land resources for higher-density development will be important.

HOUSING ASSESSMENT INSIGHTS

Over the next 2 to 3 years there will be demand for about 500 new housing units in Stillwater, and about 600 new housing units over a 3 to 4 year horizon.

Projected according to Stillwater's existing housing tenure distribution of 40% owners and 60% renters this translates to demand for about 200 to 240 new for-sale units and 300 to 360 new renter units. New rental unit demand will likely be in price ranges from $600 to $1,200 per month. New for-sale unit demand will likely be in price ranges from $175,000 to $250,000.



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RESILIENCE

Resilient Housing

A key component of creating a resilient housing supply is the establishment and enforcement of effective development standards and building codes. Ensuring that new construction is not only aesthetically pleasing, but high-quality and durable is crucial for preventing significant portions of Stillwater's housing stock from falling into disrepair after only a few decades. This is a proactive approach to reducing the need for investment in rehabilitation and redevelopment of established neighborhoods, and preventing loss of inhabitable housing units as the city grows.

Resilient Neighborhoods

Neighborhoods become resilient when both their physical composition and their social fabric can endure growth and change. This means that, in addition to high-quality housing stock, infrastructure, and amenities, the most resilient neighborhoods maintain active community organizations and hold events in the public realm. This latter point means that providing and maintaining attractive, safe, and accessible streetscapes, parks, plazas, and community centers is crucial to empowering community organizations to build and sustain a local social fabric.

Resilience through Housing and Neighborhoods

Building neighborhoods which provide diverse options for residents, and which can accommodate lifestyle changes as people age, is a central tool in making Stillwater a more resilient community.

Neighborhoods with a variety of housing options can more effectively weather changes in the market, and changes in consumer preference. Where both rental and for-sale units exist, a neighborhood can provide housing for shorter-term residents who may be beginning their careers or just starting families, while also maintaining long-term residents who can support neighborhood organizations, socialization, and character. A resilient neighborhood with diversity of housing options and proximity to essential services can also enable residents to age in place and adapt to changing life circumstances comfortably.



Resilient Neighborhoods Exhibit Strong Social Connections and a Sense of Community

TOWN AND GOWN ASSESSMENT

The University's relationship to housing in Stillwater is of paramount importance. The student population is an enormous driver of housing market dynamics, as is the attraction of alumni. Sporting events also affect the housing market in the form of short-term rental proliferation.

Partnerships

The City and the University have the opportunity to partner in pursuit of improved housing availability and affordability in multiple ways. Through extensive collaboration and long range planning, more OSU students could one day live in on-campus housing, freeing up more market housing for recent graduates, alumni, and other non-students. The two could also work together to advance market housing projects of higher densities and high construction quality to relieve demand caused by students, which could liberate market housing of other types more suited to new graduates, young families, and older professionals.

Impacts

The current impact of OSU on the Stillwater housing market is beneficial for landlords, and generally beneficial for current homeowners. Demand is high, and while cyclical, has generally increased over time as the student population has grown. This means that both rents and for-sale prices have grown considerably over time, and while not the only factor, student demand cannot be omitted from the causes of this trend.

OSU has the potential to drive positive impacts in the market, collaborating toward more availability, more new construction, and more affordability. Offering more on-campus housing is one way to accomplish this, but OSU can also contribute to efforts to attract and realize high-density residential and mixed-use development off campus. The City should use its relationship with the University to align institutional priorities around improve housing affordability, and develop strategies in which both can participate toward this objective.



New construction of the right types and price points...



Can make available and affordable existing housing stock

GOALS

Goal	Guiding Principles			
	Connect Stillwater	Thrive Stillwater	Identify Stillwater	Realize Stillwater
Promote Infill Development Facilitate infill development to increase housing diversity, to reduce development costs to the City, and to reduce housing costs for owners and renters	◆	◆		◆
Streamline Review and Permitting Clarify development review and application processes, criteria, and fees to make developing in Stillwater cheaper and easier while ensuring development is high-quality and complementary to the city's character		◆		◆
Diversify Housing Stock Whether through infill or greenfield development, realize a housing market in Stillwater with many options of all different types and price points, in both the rental and ownership segments		◆		◆
Improve Walkability Cultivate complete neighborhoods and active communities through improved pedestrian infrastructure, appropriate increases in density, and walkable siting of public and private neighborhood services	◆	◆	◆	
Enhance Housing Conditions Ensure that available housing is well maintained and cared for, providing both better health and safety outcomes and aesthetic quality; ensure new housing is constructed with durable and aesthetically pleasing materials		◆	◆	

Figure 61. *Relationship of Housing and Neighborhoods Goals to Guiding Principles*



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ECONOMIC DEVELOPMENT AND REDEVELOPMENT

INTRODUCTION

What is Economic Development Planning?

Economic development is a priority for all municipalities. It is how governments create opportunity for their constituents, and stimulate economic activity from which they can derive revenue to fund infrastructure, services, and quality-of-life amenities.

Planning for economic development relies on understanding existing conditions within a community, understanding what opportunities to seize, and having a clear vision and set of goals for how the economy will develop. This means that the physical built environment and the public infrastructure that supports it must be considered, as well as demographic information like employment rates, educational attainment, income, and similar factors. Stakeholders, decision makers, and the public should be afforded the opportunity to establish their priorities, and develop an actionable consensus - there must be a clear direction in which the city wants to move, and that everyone with a stake in the city's future economy can act in a unified manner toward that goal.

What is Redevelopment in the Context of Economics?

Redevelopment as a component of an economic development strategy is a distinct and important approach. Where economic development often relies on greenfield development - new development on land that has previously been vacant - redevelopment emphasizes adaptive reuse of existing developed areas for new purposes that promote growth. This approach may be appropriate for large employment or retail projects. This often means unutilized or underutilized commercial and office spaces, especially in walkable districts like Downtown, are prioritized for reinvestment leading to new commercial or employment activity. Not only can this approach yield large sales tax revenues, it is fiscally responsible by way of leveraging existing infrastructure and public assets.





KEY TAKEAWAYS

1 “Target, Costco, Whole Foods, Trader Joe’s. It would be great to see a blend of green space with small businesses, kind of like how downtown Fort Worth has done off the river down there. Ways to get people outside and walking more. ”





2 “I would love to see more places you could go in and learn to make items on the spot - leather making, card making, etc. I think we also need a good indoor shooting range. If we could also get more things for kids, that would be great. We have, some, but not enough for all of the families that reside here.”



3 “More outdoor stores, and activities. A rock climbing gym, more event spaces and a variety of restaurants.”

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DIGITAL INPUT

How important is infill development to the future of Stillwater's growth?

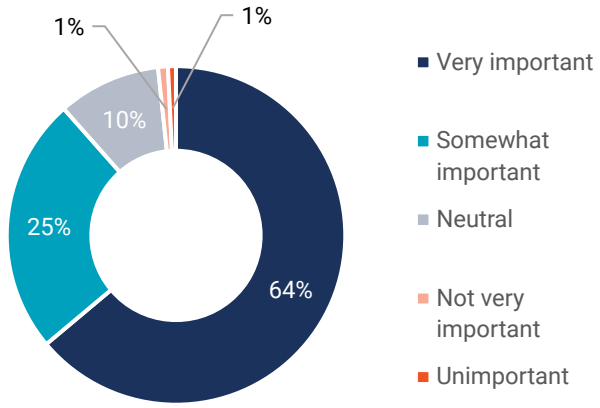


Figure 63. *Online Survey Responses*

Note: Due to rounding, totals may not meet or exceed 100%.

In which of these areas is mixed-use development appropriate as a tool to promote future economic vitality?

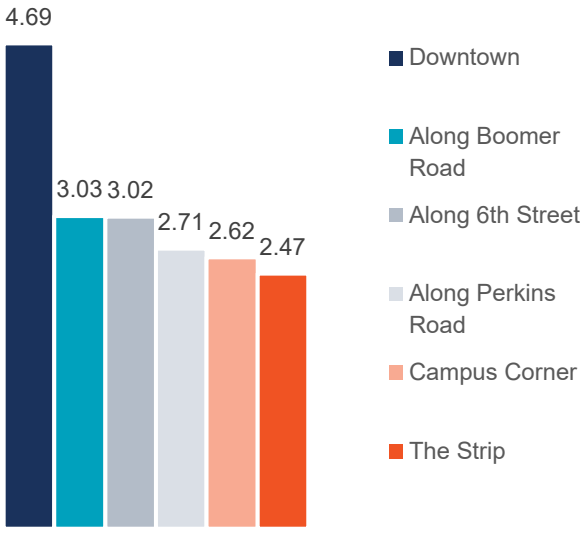


Figure 62. *Online Survey Responses (Weighted Score)*

Stillwater's economic development opportunities are constrained by slow population growth.

Infrastructure challenges limit the size and type of business that can be recruited.

Talent retention and attraction is difficult because the community lacks the retail, restaurant, and entertainment options found in larger cities.

The region should focus on new industries but not take for granted the importance of OSU.

EXISTING CONDITIONS

The City of Stillwater has tremendous economic development potential. Home to Oklahoma State University (OSU), a growing regional population, and strategic location between the state's largest two cities, Stillwater has the necessary features required to compete for catalytic economic development projects. Several projects such as Block 34, The HUB Stillwater, a data center complex, and Stillwater Regional Airport will reshape the image of what is possible. Despite these many advantages, Stillwater's economic development future will be directly linked to talent attraction and retention, infrastructure investment, and available incentives.

Stillwater has several economic development partners that focus on business development, small business support, workforce initiatives, and tourism. Groups such as the Stillwater Chamber of Commerce, Visit Stillwater, Meridian Technology Center, and The Innovation Foundation all play critical roles in improving the economy. However, there remains untapped opportunity for these partners to collaborate and escape silos, and to unite around a cohesive vision, the latter being often cited as a priority for stakeholders. Working in partnership with these regional economic development organizations, the City of Stillwater can assist in creating a unifying framework by leveraging City resources, incentives, and policy tools to support and guide growth that increases prosperity for all residents.



Meridian Tech Discovery Day



Block 34 Stage

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Socioeconomic Analysis

Stillwater's pursuit of a broader economy beyond the typical college town is possible based on several factors. Demographic trends that include access to a highly educated population and a growing regional population create opportunities for business recruitment and retention. The Socioeconomic Analysis evaluates demographic and economic trends emerging in Stillwater and Payne County. The results of the analysis can help the City of Stillwater build long-term economic resiliency and sustainability.

Population

The City of Stillwater is the 10th largest city in Oklahoma by population. Since 2010, Stillwater's population has increased by 8.3 percent, adding more than 3,800 new residents, and outpacing Payne County's expansion of 7.7 percent over the same period. The 2023 population estimate for Stillwater is 49,525 residents. Stillwater has consistently represented about 60.0 percent of Payne County's overall population. Stillwater's population growth is similar to the State of Oklahoma, but well behind the much faster growing Oklahoma City and Tulsa metro areas. Over the next 20 years, the Oklahoma Population Projections 2020-2070 report produced by the Oklahoma Department of Commerce projects Payne County's population will add almost 10,000 residents. If trends hold, this translates into about 6,200 new Stillwater residents.

In the short term, Stillwater will likely continue to grow at a compound annual growth rate of less than 1.0 percent per year. This will create demand for local goods and services, but not create enough excess labor supply to recruit a large employer.

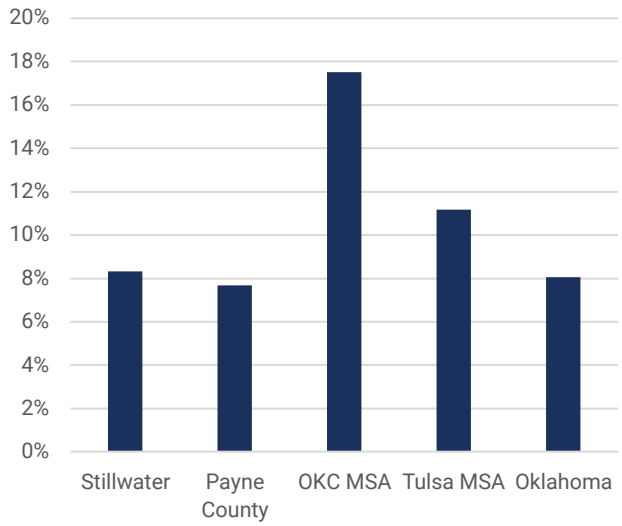


Figure 65. *Population Growth Rates 2010-2023*

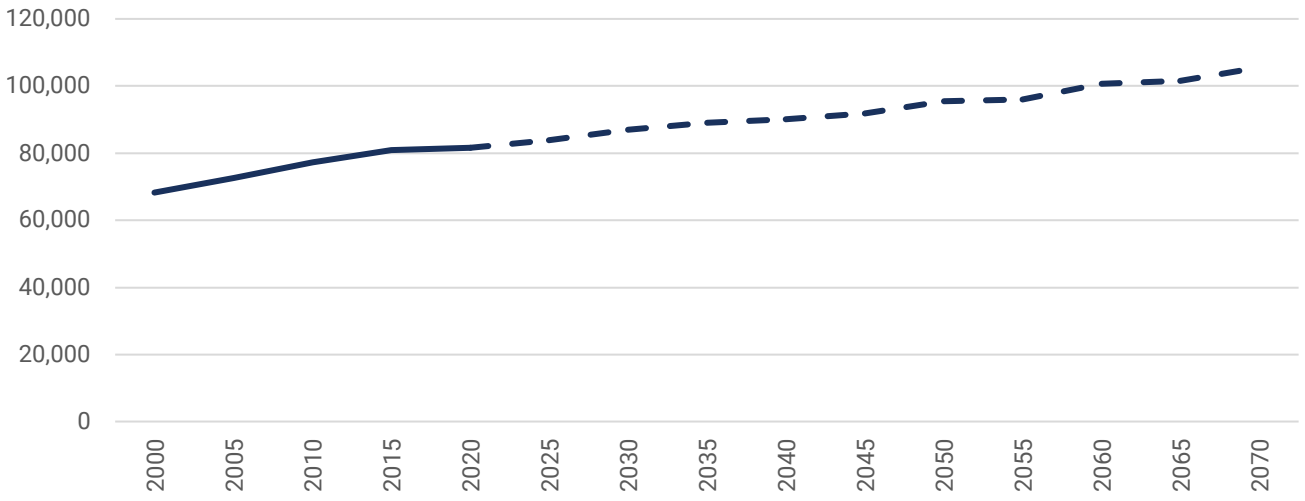


Figure 64. *Payne County Population Forecast*

Age

As a college town, Stillwater's population is heavily concentrated in the 15 to 24 years age demographic. This group represents nearly 42.0% of the local population compared to 14.0% of the total statewide population. The median age of a Stillwater resident is 23.7 versus the Oklahoma median age of 36.9. The age distribution has changed little over the past 10 years. This is an indication that Stillwater has not been able to retain a significant number of OSU graduates to live and work in the area. Payne County as a whole has a slightly older age demographic than Stillwater, but college students continue to comprise a disproportionally large portion of the regional population.

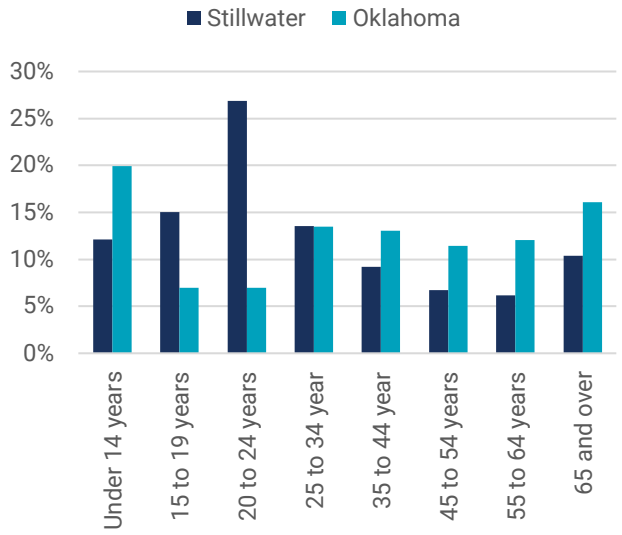


Figure 66. *Age Distribution in Stillwater and Oklahoma (2023)*

Labor Force Participation

Stillwater residents in the labor force has increased over the past decade at a higher pace than population growth. In 2023, the U.S. Bureau of Labor Statistics reported that 23,826 Stillwater residents were in the labor force. The city's unemployment rate for 2023 was 2.9%, significantly below the peak of 5.0% in 2020. Due to college attendance, only 55.8%of the population is categorized as being in the labor force, well below statewide labor force participation rate of 60.5%. However, non-employed students do represent additional labor supply that might be drawn into the labor market if the right employment opportunity existed.

Another metric used to evaluate the health of a labor market is the share of local jobs held by residents. This can be evaluated using two statistics: 1) the percent of Stillwater residents who work in the city and 2) the percent of overall jobs in the city held by Stillwater residents. In 2023, 81.4% of Stillwater residents indicated they worked at a job within the city. This implies about 4,200 residents commute outside the city each day for work. Based on data from the US Census Bureau LEHD program, 65.7% of employees at Stillwater-based businesses (or 17,000 workers) commute to the city each day for work. This indicates Stillwater businesses can draw upon a regional labor market rather than rely only on existing residents.

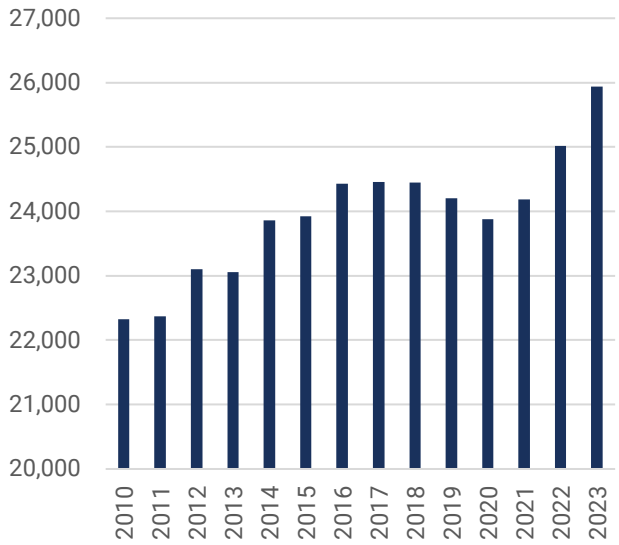


Figure 67. *Employed Stillwater Residents (2023)*

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Where Residents Work

Based on employment data for full-time workers over the age of 16, nearly half of Stillwater residents work in the Educational Services sector and the Health Care and Social Assistance sector. This is not surprising given the two largest local employers are Oklahoma State University and the Stillwater Medical Center. The region is below the statewide average for high-paying industries such as professional services, finance, and manufacturing.

For 2023, 9.2% of Stillwater residents worked from home. This is much higher than the 2013 figure of 2.5%. This is a larger percentage than the averages for Payne County and the State of Oklahoma. Remote or work-from-home jobs tend to be professional services jobs that pay high wages. However, more companies are asking employees to return to the office a few days a week. While many smaller and rural communities across the county attracted remote workers during the peak of the COVID-19 pandemic, this trend appears to be reversing.

Stillwater-Based Employment

Total employment at businesses located within Stillwater has expanded over the past decade. In 2022, there were approximately 26,500 jobs at Stillwater-based employers. Between 2010 and 2022, Stillwater-based companies added 2,800 new jobs, a growth rate of 12.3%. Since 2010, employment opportunities at Stillwater-based companies have grown faster than overall population.

Based on a review of Payne County establishment startups and exits datasets, businesses do not appear to have unique challenges in the Stillwater area. About the same percentage of establishments open and close in Payne County as elsewhere in the state. This indicates the region has a favorable businesses climate compared to other places in Oklahoma. Given the limited labor force, promoting small business start-ups and entrepreneurship is an opportunity to leverage activity at OSU, attract small firms to the area, and diversify employment opportunities.

Payne County has relatively strong concentrations in Oil & Gas Extraction, Retail Trade, Education Services, and Accommodation and Food Services. Two sectors that are underrepresented are Manufacturing and Professional Services. These two sectors should be focus areas for economic development recruitment efforts. OSU graduates can fill entry level positions in these industries.

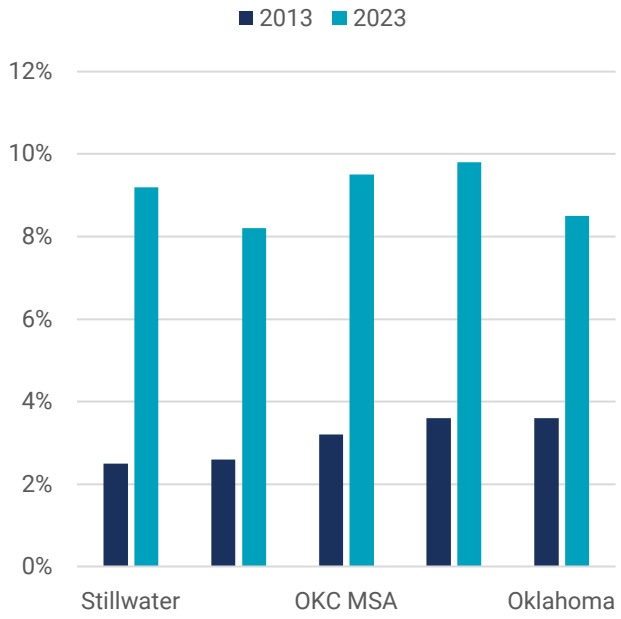


Figure 68. *Labor Force Working from Home (2023)*

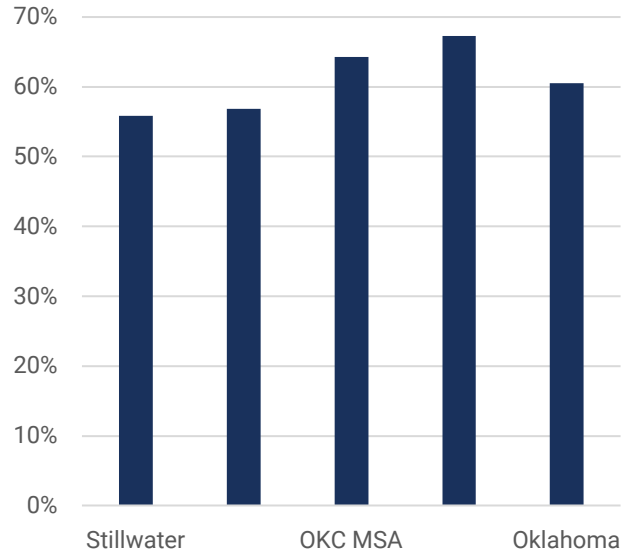


Figure 69. *Residents Age 16 and Over in Labor Force (2023)*

Wages and Income

As a college town, Stillwater's wage and income levels are below the statewide averages. It is not projected that Stillwater wage and income levels will reach parity with the statewide figures. This is common in other college towns throughout the country. The local labor market is dominated by the university with many part time jobs in the retail, restaurant, and entertainment industries.

These income statistics require more careful analysis since college students typically receive financial support from family or student loans. A review of Stillwater taxable retail sales indicates a healthy economy with stable consumer demand. However, it might be challenging to recruit new retail and entertainment businesses to the area without some type of incentive to mitigate the real or perceived issue of market demand. If incentives are used, Stillwater should focus on clustering activity in the Downtown area or 6th Street Corridor to create walkable place-based destinations.

Visitor Activity

Visitor activity plays a significant role in the Stillwater economy. According to the Oklahoma Tourism and Recreation Department, tourism spending supports over 1,910 local jobs, $39.5 million in direct earnings, and $6.0 million in local tax receipts. Direct tourism spending supports roughly 7.5 percent of all jobs in Stillwater.

Much of this tourism spending is linked to OSU. In calendar year 2022, 6.0 percent of all Oklahoma day visitors and 5.0 percent of all Oklahoma night visitors went to Stillwater. Despite the importance of this sector, the economic impact has been relatively flat over the past decade. Projects like Block 34 and The HUB Stillwater should attract more regional and out-of-state visitors to Stillwater. To capture the full potential of tourism activity, Stillwater should focus on developing unique destinations and experiences that keep people in Stillwater for multiple days spending money.

Tax Revenue

Based on Oklahoma's tax structure, Stillwater is heavily reliant on sales tax revenue. Sales and use taxes comprise 87.0 percent of total Stillwater tax revenue collections. Sales tax collections (excluding a change to the local sales tax rate in 2023), have been growing modestly. This is consistent with employment statistics for the retail trade and food services sectors. As a result of the COVID-19 pandemic, the nation experienced unusually high inflation. While this was not good for consumers, higher prices did result in a noticeable increase in sales tax collections for states and municipalities. Stakeholders indicated Stillwater would benefit from additional financial resources focused on economic development. The new data center complex could have a material impact on sales tax revenues going forward. Stillwater might consider, for example, allocating a portion of this revenue to long-term economic development initiatives.

TOURISM, HOUSING, AND LAND USE

In a community with a large and active population of seasonal sports fans and University alumni, the need for visitor accommodations cannot be ignored. In recent years, short-term rentals have proliferated in many communities, Stillwater included. This can result in negative impacts on housing availability and affordability for long-term residents or those looking to move to Stillwater.

Land use policy and enabling the construction of more housing can alleviate some of the pressure created by short-term rentals, as can direct management of their population through registration and enforcement procedures.

It will be important to find a positive balance between supporting tourism and incurring the economic benefits which it can provide while supporting a housing market that can accommodate the type and price needs of current and future long-term residents.

ECONOMIC VISION AND GOALS

A singular vision for economic development is paramount to Stillwater's future prosperity and opportunity. Is Stillwater a retail destination? A regional industrial leader? A professional powerhouse? These questions are central to establishing the future of Stillwater's economy.

Goals

These five goals reflect consensus achieved through community input data and extensive conversation with stakeholders. Taken together, they advance a desire for Stillwater to continuously offer more opportunity to its residents and increase prosperity, while equipping the City to deliver necessary services and desirable amenities, all while preserving Stillwater's identity and local culture.

BUILD A VISION

Create a shared community vision for Stillwater's economic development efforts.

ALIGN PARTNERS

Collaborate with regional partner organizations to increase regional prosperity and implement common metrics to measure performance.

BUILD UNIQUE PLACES

Advance projects in key corridors and neighborhoods that create quality spaces for new businesses, residents, and visitors.

INCREASE EMPLOYMENT

Ensure Stillwater residents have access to quality jobs in a variety of industries.

INVEST IN QUALITY OF LIFE

Expand Stillwater's qualify-of-life amenities and offerings to attract and retain students, residents, and businesses.

FUTURE DEMAND AND GROWTH

Future Business Activity

Based on a forecast from Moody's Analytics, Payne County businesses are projected to add 1,800 employees by 2033. A large percentage of these jobs will be in Stillwater. The Leisure & Hospitality sector is forecast to add over 600 jobs. The Professional & Business Services sector is anticipated to generate 300 jobs. A retail demand forecast from ESRI projects strong consumer demand for restaurants, entertainment, and shopping. Taken together, the future for Stillwater is bright but consistent with past growth trends. If Stillwater wants to change its future trajectory, stakeholders indicate the city will need to develop a bold plan that leverages the resources of all economic development partners.

Balancing Investments

The Oklahoma municipal funding formula renders Oklahoma communities largely reliant on sales tax to generate revenue and thereby fund public infrastructure and services. This means that cities should pursue a balance of revenue-generating commercial activity and professional or industrial opportunity to create a robust consumer base. Residents need the purchasing power to drive sales tax, but they also need places to spend their money within the city limits in order to capture that potential revenue.

This means that decision makers and stakeholders have important roles in determining whether to lean into market segments that currently generate much of the City's sales tax revenue, or to attempt to diversify the economy further. It also means that, when promoting certain kinds of development or potentially creating incentives programs, decision makers must carefully consider whether investment in the workforce and the spending power of the consumer base is a better use of resources, or if more retail opportunities are needed.

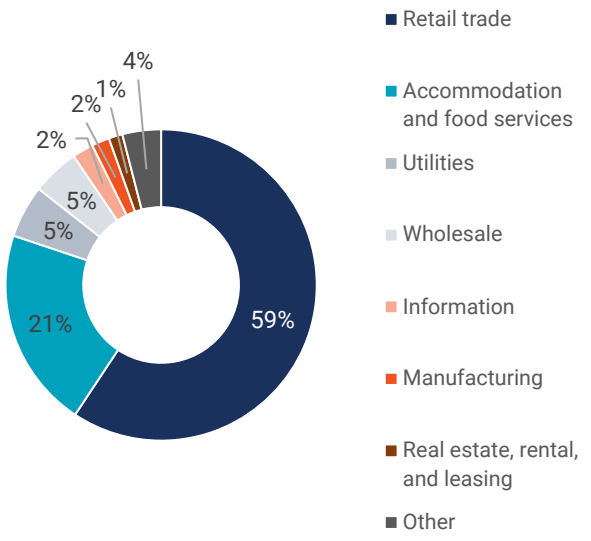


Figure 70. *Taxable Goods and Services (FY2024)*

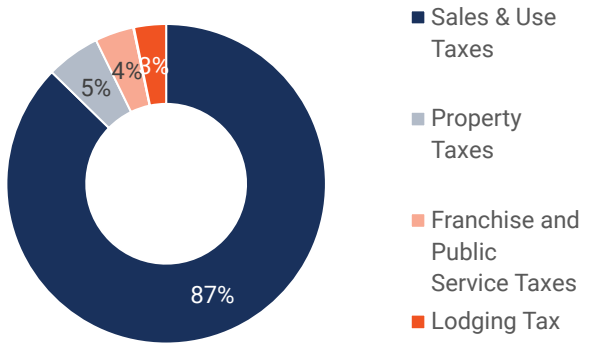


Figure 71. *Tax Revenue by Major Category (FY2024)*

Note: Due to rounding, totals may not meet or exceed 100%.

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RESILIENCE

Proactive economic development initiatives are the foundation for building a resilient local economy. College towns like Stillwater are fortunate to have well-established public universities that attract in-state and out-of-state students. However, the traditional college-age population is projected to decline over the next few decades. Stillwater should prepare for any potential negative effects by expanding employment opportunities and sales tax revenue generation. A key component of economic resiliency is ensuring a community's land use plan aligns with and supports economic development strategies.

Residential Development

Beyond OSU, Stillwater's economic development future is linked to building new residential housing options. The future land use model supported by stakeholders and the CPAC can accommodate a variety of housing types (ex. moderate-density and high-density residential). Since housing demand currently outpaces supply, more affordable options will help attract and retain residents in all age ranges. While there will sometimes be community debate over a proposed housing project, Stillwater should promote and support new housing in the areas identified in the land use plan. The new land use plan can also help mitigate the challenges that sometimes emerge when a growing university student body begins to live in traditional single-family neighborhoods.

Commercial Development

There is demand for new entertainment options, retail stores, and restaurants in Stillwater. The CPAC and stakeholders believe the downtown area is the most appropriate location for this type of activity. In addition, the preferred land use model also allows for high density residential in downtown. By clustering compatible businesses in the downtown area, Stillwater creates an entertainment district for residents and visitors alike. Creating a well-defined and promoted entertainment/retail district can concentrate demand in a walkable setting, mitigating some issues related to parking. Successfully done, a vibrant downtown should increase the City's sales tax revenue.

Industrial and Employment Development

Stillwater should recruit small manufacturing and industrial businesses to diversify the economy. These sectors require a combination of college educated workers and skilled trades. Infrastructure challenges and labor force supply limit the size of businesses that could be supported. The future land use model identifies several locations in Stillwater appropriate for these types of industries. The city should preserve these sites for high-paying manufacturing industries even if they do not generate substantial sales tax revenue.

TOWN AND GOWN ASSESSMENT

As the largest single employer in Stillwater, OSU's role in the local economy is indispensible. Economic development is about both providing business activity to drive sales tax, and about providing employment opportunity to ensure wages that can be spent in the community, and OSU doubtlessly fulfills both.

Partnerships

OSU's major projects drive new employment opportunity, especially in the professional segment. Facilities like this also require non-professional staff to maintain and operate, and are thus great drivers of employment at many levels of experience and education. The City should use ongoing relationships and collaboration with the University to maximize the impact of these projects on the broader employment and economic outlook of Stillwater.

Sporting events and festivals originating from the University are major sales tax events, with visitors renting hotel rooms, eating at restaurants, and patronizing other businesses. The City should strategically support the success of these events. This creates more resources to fund essential services and pursue other economic development goals.



OSU events and festivals are major sales tax opportunities.

Impacts

The historical impact of OSU on Stillwater's economy is difficult to overstate. Its size as an employer and power as a population attractor have prompted and sustained growth and stability for decades. But moving into the future, diversification will be to Stillwater's benefit - less reliance on OSU as a singular economic centerpiece in the community will make Stillwater more economically resilient, and more dynamic. That dynamism can prime Stillwater for more investment and growth, making diversification a strong long-term strategy. Going forward, OSU's impact on Stillwater's economy should also grow, but it should be a proportionally smaller component of the broader economic landscape.



OSU facilities and programs employ many people in Stillwater, providing income to be spent in the community.

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GOALS

Goal	Guiding Principles			
	Connect Stillwater	Thrive Stillwater	Identify Stillwater	Realize Stillwater
Build a Vision Create a shared community vision for Stillwater's economic development efforts	◆	◆		◆
Align Partners Collaborate with regional partner organizations to increase regional prosperity and implement common metrics to measure performance	◆	◆		◆
Build Unique Places Advance projects in key corridors and neighborhoods that create quality spaces for new businesses, residents, and tourists	◆	◆	◆	◆
Increase Employment Ensure Stillwater residents have access to quality jobs in a variety of industries		◆		
Invest in Quality of Life Expand Stillwater's qualify of life amenities and offerings to attract and retain students, residents, and businesses		◆	◆	◆

Figure 72. *Relationship of Economic Development and Redevelopment Goals to Guiding Principles*



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COMMUNITY CHARACTER, ARTS, AND CULTURE

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INTRODUCTION

This chapter addresses several distinct but interrelated components of Stillwater's identity: its physical design and aesthetics, cultural and mission-driven institutions, and public health.

Physical Design

The physical design of Stillwater, which may also be referred to as urban design, architectural design, aesthetic character, or placemaking, is determined in large measure by two things: the appearance of its buildings, and the design of its public spaces.

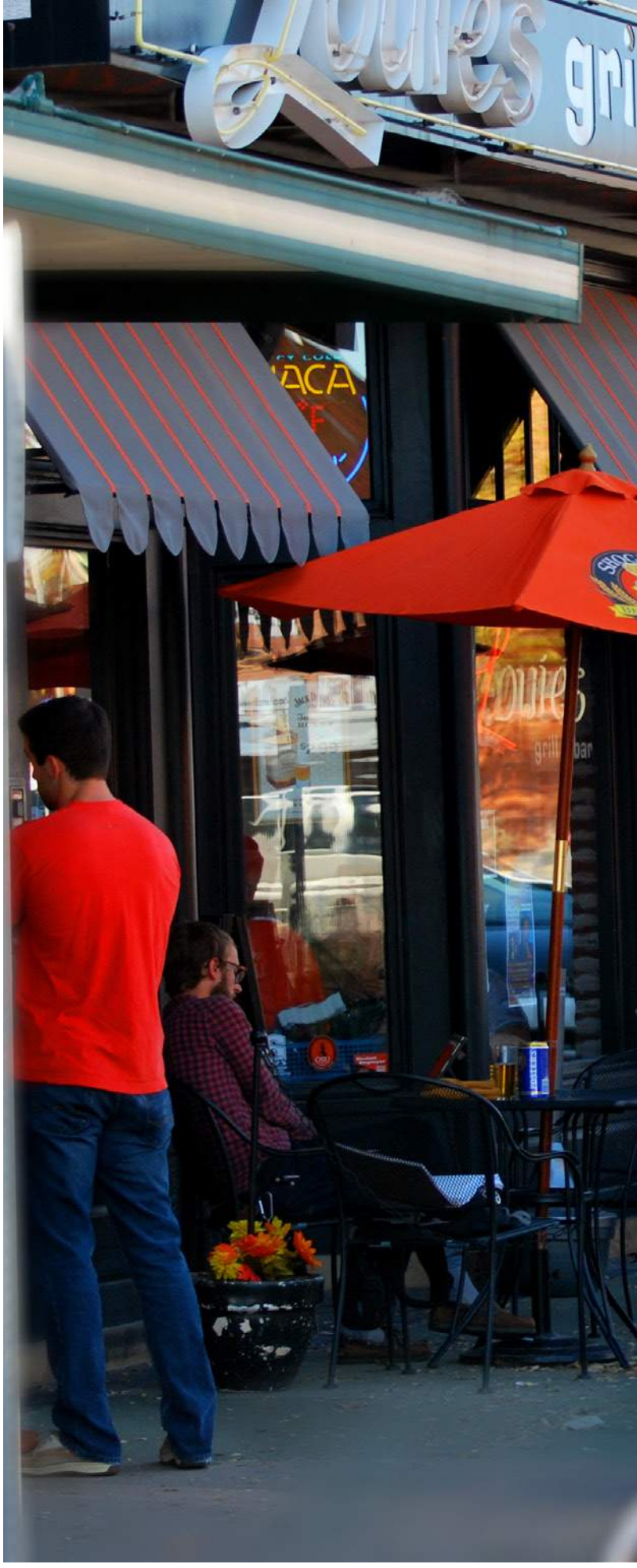
This means that the architecture of private businesses and homes has a major impact on Stillwater's identity. The quality and appearance of its parks, plazas, civic facilities, and streetscapes also influences how the character of the city is perceived.

Institutions and Organizations

The presence and effectiveness of museums, cultural centers, and libraries, as well as non-profit entites performing mission-driven work is of paramount importance to Stillwater's identity. Such institutions are often beloved by residents and enrich their lives deeply, and the work of non-profits is crucial to remediating socioeconomic and other barriers between community members and full enjoyment of the city.

Public Health

Public health is connected to both of these elements. The creation of walkable destinations through placemaking and urban design can improve health outcomes. Further, access to resources through mission-driven organizations can provide substantial improvements to health outcomes throughout the community, especially for those lacking access to other resources.

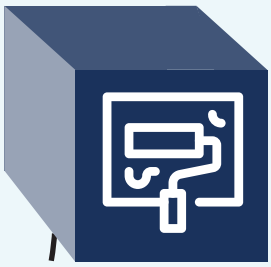


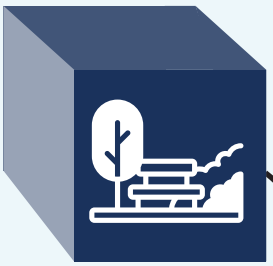
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& bar
BEADERY On Main
Downtown Stillwater

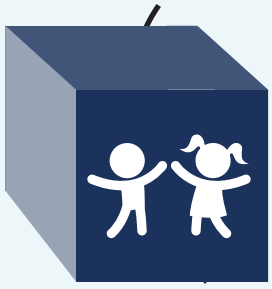
KEY TAKEAWAYS

1 "A mural on the Mill would make a great east side gateway to the community."





2 "Green spaces and parks make life more enjoyable and provide health benefits." [...]



3 "[Activities for children], wildlife areas that [children of all income levels] can enjoy, [and] arts and music events for children

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DIGITAL INPUT

What would be the most valuable and impactful investment the City could make to enhance the community's look and feel?

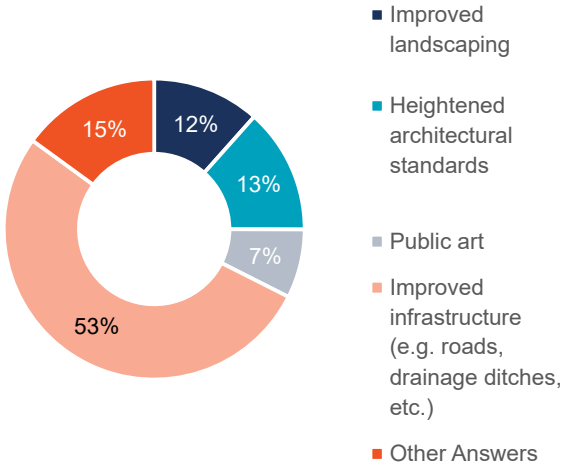


Figure 73. Online Survey Responses

How would you rate Stillwater in terms of general appearance?

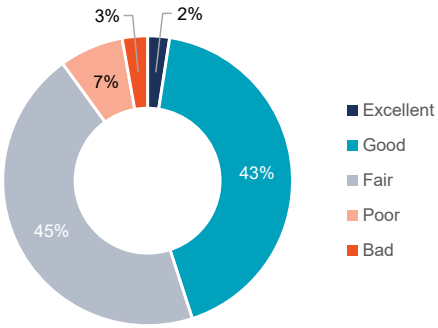


Figure 74. Online Survey Responses

How would you rate Stillwater's commercial areas in terms of general appearance and/or attractiveness?

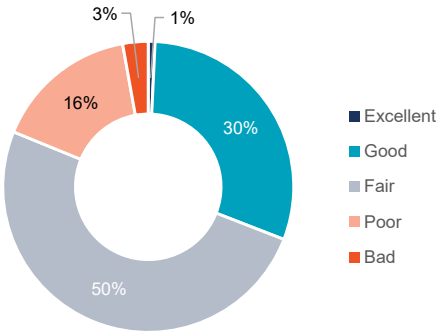


Figure 75. Online Survey Responses

How would you rate Downtown in terms of liveliness and things to do?

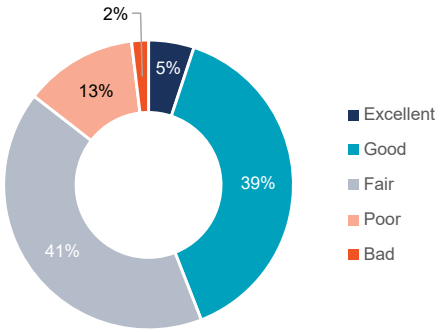


Figure 76. Online Survey Responses

How would you rate Stillwater's residential neighorhoods in terms of general appearance and/or attractiveness?

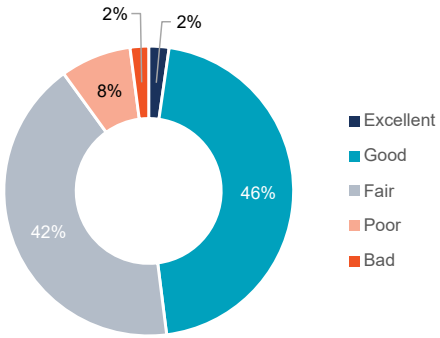


Figure 77. Online Survey Responses

URBAN DESIGN AND PLACEMAKING

What is Placemaking?

The Project for Public Spaces defines placemaking as the collaborative reimagination and reinvention of public spaces to affirm and enliven them as the heart of a community. While urban design is one component of this process, placemaking also considers the cultural and social dynamics that can make a public space lively and successful when properly supported.

Placemaking is, by necessity, a process which is transformative and preservation-oriented simultaneously. That is, it does not promote sweeping demolition and starting from scratch to build beautiful, functional, and socially cohesive places, but instead prioritizes investing in existing community assets. Beautiful architecture, important monuments or symbols, and other features of a space that are important to the community are jumping-off points to be preserved and leveraged as the broader placemaking process strategically changes other characteristics of a space.

Placemaking is, therefore, a lens through which to view all efforts to enhance the built environment in pursuit of greater beauty, uniqueness, and social and cultural activity. Historic structures, pedestrian infrastructure, and unique districts, even those that have suffered from disinvestment or lack of maintenance over time, should be viewed as assets or tools, while harmoniously recognizing that there is almost always room for improvement; that the opportunity exists to not only preserve what stands, but to add to it and alter it to create truly unique places where residents and visitors love spending time and building community.



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Civic Branding and Identity

One of the most important ways a community can enhance its character and sense of place is through direct branding and materials that establish and characterize its identity. Elements such as wayfinding and signage, public art, and other visual cues can define a specific area as a place distinct from its surroundings. This can, in turn, promote future development and investment in a space that emphasizes this identity, which may attract more residents, patrons, and visitors, and so on.

Wayfinding and Signage

Wayfinding signage helps motorists, cyclists, and pedestrians navigate the city, and can identify and help activate neighborhoods and destinations.

Signage should be provided at different scales and with different levels of detail to tailor their utility to different users - motorists likely benefit from larger signs with simpler language that point them toward parking locations, while pedestrians may prefer smaller signs that point them toward specific buildings and local attractions, and may present greater detail.

Wayfinding elements should be part of a cohesive branding package, employing consistent design features and aesthetic qualities. Different districts and neighborhoods may have unique approaches, but within a given place, consistency is key.

In 2025, the City initiated a wayfinding program that will establish a dedicated signage and branding approach to help travelers find their destinations. It will also employ unique design components to reinforce civic and district identities throughout the community.



An example of district branding through wayfinding

Gateways

One of the specific applications of wayfinding and signage which is most useful to building a civic brand and affirming a community identity is the establishment of gateways and destinations. Creating clear signals that a traveller is crossing into a new place with its own activities, history, aesthetic, and opportunities is an important first step in guiding them to patronize local businesses and participate in the cultural life of the place.

Gateways are not only reaffirmed through wayfinding and signage. Other elements of the built environment can also be leveraged to create the impression of place boundaries, such as architecture, streetscape and sidewalk materials or the design of other public amenities like lighting, seating, bike racks, and waste receptacles.

During the September 2024 Land Use workshop, participants had the opportunity to identify Major and Minor Gateways, as well as key Destinations in Stillwater by placing color-coordinated stickers on a map. The results of this activity are shown in Figure 79.

Sites highlighted include:

- Major Gateways
  - Richmond and Perkins
  - Richmond and Washington
  - Boomer, south of Lakeview
  - 6th and Perkins
  - 6th, east of Sangre
- Minor Gateways
  - 6th and Jardot
  - 6th and Washington
  - 6th and Western
- Destinations
  - Perkins, north of Richmond
  - Boomer Lake and its surroundings
  - Downtown
  - 6th at the western edge of the city

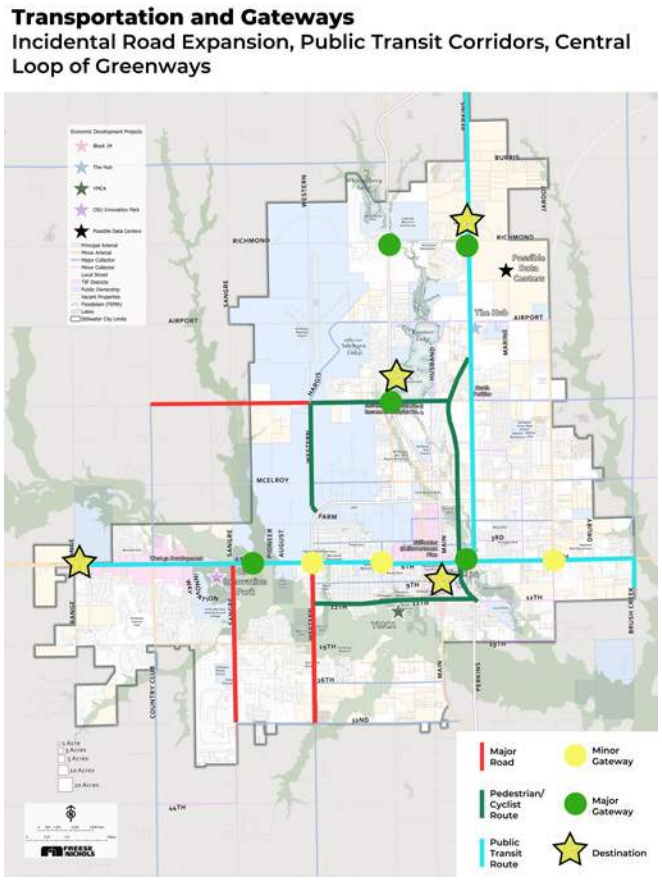


Figure 78. *Gateways and Destinations Results*



Design and wayfinding make an intersection a gateway

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Public Art

Public art is a versatile tool for placemaking as it can take the form of agile, low-cost interventions or major, catalytic projects, or something in between.



Mid-Scale Artwork

Small sculptural elements or murals constitute a more significant investment in turning a space into an identifiable place. These likely require more resources to produce, and may be more permanent. Thus, these are best utilized in neighborhoods or districts in which placemaking efforts are already underway, and for which there is a clear long-term vision.



Minor Decorations

Decoration of existing features within a space is a quick, relatively low-cost way to enliven a space and add some aesthetic beauty for those inhabiting or traversing it. This makes decoration a perfect intervention for the space in between important districts and neighborhoods, or for areas undergoing rapid change where a more permanent artwork may not make sense.



Large Sculptures and Murals

Large sculptures and murals can serve as rallying points for the community, building consensus and gathering support for investing in a space. Where they are not connected to a district or neighborhood, they can emphasize major gateways and signal to travellers that they are in a place that may be worth spending some time and money, and participating in the place's social fabric. These interventions require considerable resources, and must be developed carefully. When done well, these can become centerpieces around which other placemaking occurs, or they can become an indispensible component of an existing, successful place.

Architecture and Development Character

Great public spaces do not end with the public right-of-way. The design characteristics of surrounding buildings - sometimes called their "built form" - creates much of the context for the public realm. Just as building form impacts a public space and its success as a meaningful place within the community, building form should be responsive to the type of street environment and configuration that exists or that is planned. In short, the design of private development must work in harmony with the design of public spaces to create an attractive, comfortable, and vibrant public realm.



Massing, Height, and Scale

Creating a human scale in the built environment is achieved in part through maintaining appropriate height and scale in buildings adjacent to public spaces. Ensuring that building heights are not out of proportion with the street width and pedestrian space can maximize the comfort of those inhabiting the public realm nearby. Providing features like windows, doors, awnings, and architectural ornaments at the right scale can help activate the street by making pedestrian travel more comfortable and convenient, and contributing to the experience of those spending greater lengths of time on the street, such as those enjoying outdoor dining.

Building massing affects how much buildings create a sense of enclosure or permit a sense of openness, how they create shadows or admit sunlight, frame and highlight views and vistas, and block wind or channel breezes.

Downtown

Downtown Stillwater superbly exemplifies many of these qualities, and thus creates a comfortable and engaging place for residents and visitors alike to spend time. Buildings emphasize a space designed for people, not cars, and many are historic and visually interesting in their ornamentation. These qualities make Downtown a destination today, and primed for continued enhancement in the future.

Building Placement

While big-box stores and similar major retailers with a regional customer base may need larger parking lots and more space for freight deliveries, in the case of local commerical and mixed-use developments, buildings should be as close to the front property line as possible. This generally produces a comfortable streetscape where pedestrians can spend time, engage with businesses, and commune with each other. It can also slow vehicle traffic, as streets which appear to be narrower and have more visual obstacles tend to induce slower travel from motorists. This can improve safety outcomes by potentially reducing vehicle and pedestrian collisions, and by reducing their severity when they occur.

Ground Floor Uses

Uses occupying the ground floor of commercial and mixed-use buildings should engage with and activate the street as much as possible. Retailers that make use of large display windows, restaurants that offer outdoor dining on the sidewalk or in reclaimed parking spaces, and other such uses will have the greatest impact on enlivening the street and creating a foundation for community and social life to thrive. Existing regulations facilitate sidewalk and similar outdoor dining, and should be leveraged in key districts to create the liveliest streets possible.

Parking

Downtowns and lively, walkable, mixed-use districts often face the perception that there is never enough parking. A more accurate assessment of parking conditions in these places is that, in general, there is not enough free parking, or not enough parking immediately in front of someone's intended destination. Ensuring that the walk between parking facilities and destinations is safe, comfortable, and interesting can help alleviate this perception.

Ideally, places like this will emphasize on-street parking, and minimize the presence of private parking lots or structures. To supplement spaces beyond on-street parking, lots or structures should be constructed at the periphery of the district, leaving the most valuable land for active, revenue-generating uses and minimizing disruptions to the urban fabric. While more expensive overall, structures or subterranean parking are more efficient land uses, and the latter provides parking while leaving opportunity for both street level activation and upper-floor residential or office uses. Mixed-use parking garages do exist, and can provide street level activation, but forfeit upper-floor uses.

Providing enough parking without wasting valuable urban land is a delicate regulatory and administrative process, and remembering the importance of pedestrian activity is key to creating and sustaining vibrant places.



A beautiful facade with good streetscape elements, but lacking ground level activation.



A mixed use parking garage, including ground floor restaurants with outdoor dining.

Facades

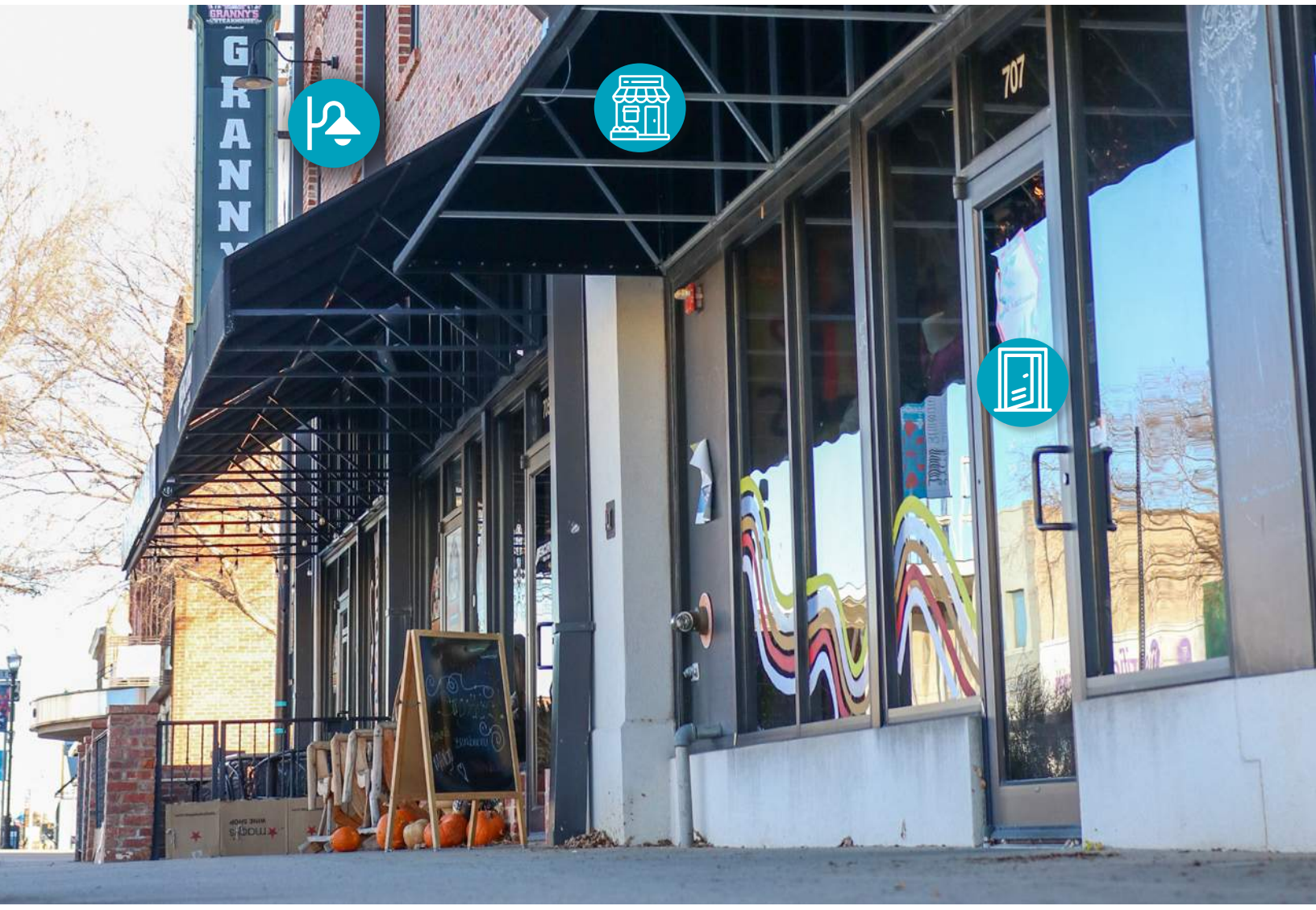
The design of building facades contributes significantly to the liveliness of the street beyond. Even if the ground floor is occupied by highly-activating uses like restaurants and local retail, if those uses are hidden behind opaque walls, or only accessible via doors that are far apart from other businesses, their positive impact is diminished.

Long, monotonous walls without windows or entrances should be discouraged, and the inclusion of architectual ornamentation should be encouraged. This includes functional elements like awnings to provide shade and light fixtures for both aesthetic highlights and improved safety and visibility.

Facade features like awnings can help balance shade and sun.

Lighting features can highlight signage and art, and increase safety.

Entry into businesses should be frequent and visible, and windows should be large and decorated.



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Public Realm Design

The last major component of effective placemaking and pleasing urban design is excellent design of the public realm. Distinct from the civic brand or from the character of private buildings' architecture, the features present in public space have significant impact on how vibrant that space will be, and whether people will want to spend time there, and show it to guests and visitors.

Streetscapes

In addition to proper street design in key districts making non-vehicular mobility safe and comfortable, streetscaping is a crucial tool in activating those districts and enhancing the vibrant social fabric of a place. Streetscapes begin at the sidewalk, meaning that sidewalks must be well-maintained and accessible. They must also afford sufficient space for functional streetscape elements, for the kind of outdoor gathering spaces people often desire in these kinds of environments, and for convenient travel of pedestrians.

Streetscape amenities may vary across districts, but should always be aesthetically-pleasing, well-maintained, and intended to make the street an inviting, comfortable space to not only traverse but to experience.

Street Trees

Shade is a pivotal determinant of whether a place is comfortable and useable year-round. Oklahoma summers render shade a necessity for outdoor activities. Street trees are one of the best long-term investments in creating shade and thus comfort within the streetscape, and are understood to also provide other benefits such as improved air quality.

Lighting

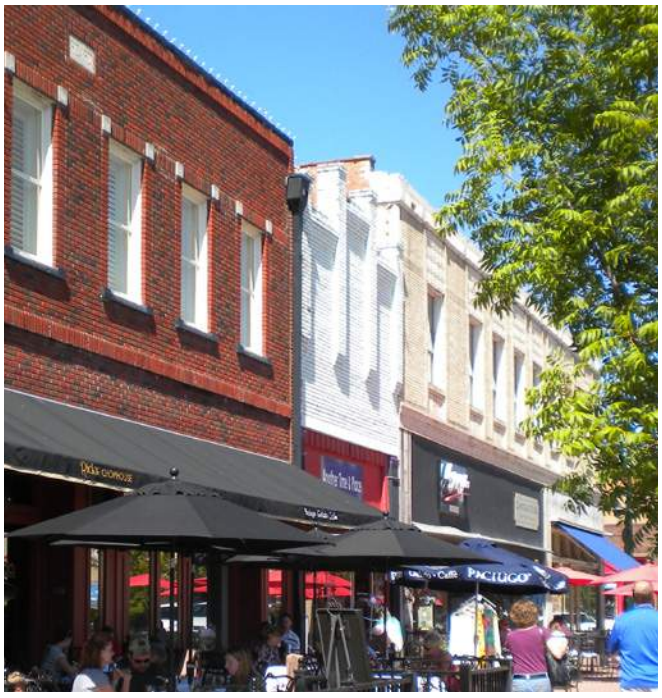
In contrast to shade, nighttime activities benefit from ample street lighting, helping street users feel safe, and enhancing the visual interest of businesses and other streetscape elements.

Seating

Seating is another major determinant of user comfort in a streetscape. It can create small gathering spaces in which people can form and enjoy connections, provide a place to enjoy goods from nearby businesses, or offer a respite for those with mobility challenges. Immovable seating, like benches, should face out toward the street or parallel to the street, as people tend not to feel as comfortable with their back to the sound of moving cars. Movable seating and tables should also be offered where possible - given the opportunity, people tend to arrange their own space in a way that is ideal for them in the moment, and rearrange it as needed.

Waste Receptacles

Litter can impair the image of an otherwise beautiful streetscape, and can be harmful to the environment. Provision of frequent, visible waste receptacles that are regularly emptied is one of the best ways to curtail littering, making it convenient to properly dispose of waste means people are more likely to do so.



An example of a streetscape with many desirable elements.

Gathering Spaces

While the streetscape in key districts and neighborhoods should be sufficiently welcoming to spend time inhabiting, rather than just traversing, dedicated gathering spaces are important as well. They create specific destinations for people to seek, and create spaces that are even more accommodating of a strong social fabric, places where people can spend even longer times than on an adjacent street.

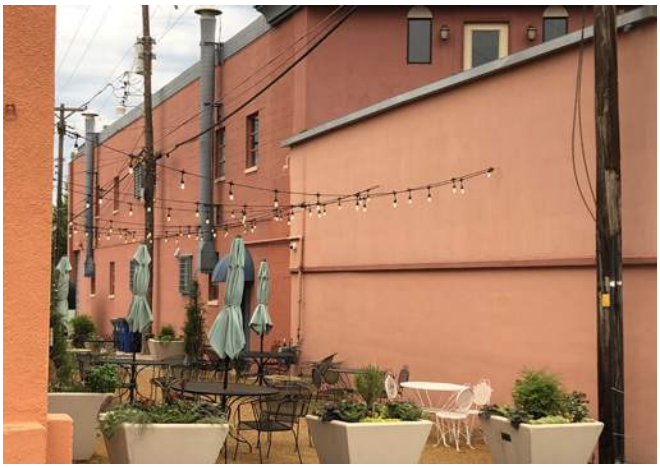
These typically take the form of parks, plazas, and other areas of the public realm that are either unprogrammed (that is, without a central activity they are designed to facilitate), or centered around amenities like pavilions, water features, or sports facilities.

Such spaces can be the cornerstone of any great place, and may serve to catalyze investment in a district or area and kickstart placemaking efforts. These can take the form of major, iconic projects, or simple "lighter, quicker, cheaper" interventions like alley activation/ conversions or greenscaping a missing-tooth lot on a commercial or mixed-use street.

Many of the same principles apply to creating great gathering spaces as to creating great streetscapes - amenities that make the space interesting, comfortable, safe, and accessible are of paramount importance. This means trees and green matter, seating, lighting, and art like statues, murals, and fountains.

Block 34

Block 34 is emerging as a pivotal gathering space, not only due to its own offerings and relationship to directly adjacent businesses, but as a point of connection. Both visually and physically, Block 34 creates an attractive and interesting link between other Downtown destinations such as Main Street and the Community Center.



Activating an alley with some lighting, movable furniture, planting, and art can be a simple, cost effective way to create a gathering space in an urban setting.



The lot behind these arches is empty, and has been planted with grass; seating has been installed, making for a quick placemaking exercise with underutilized land.



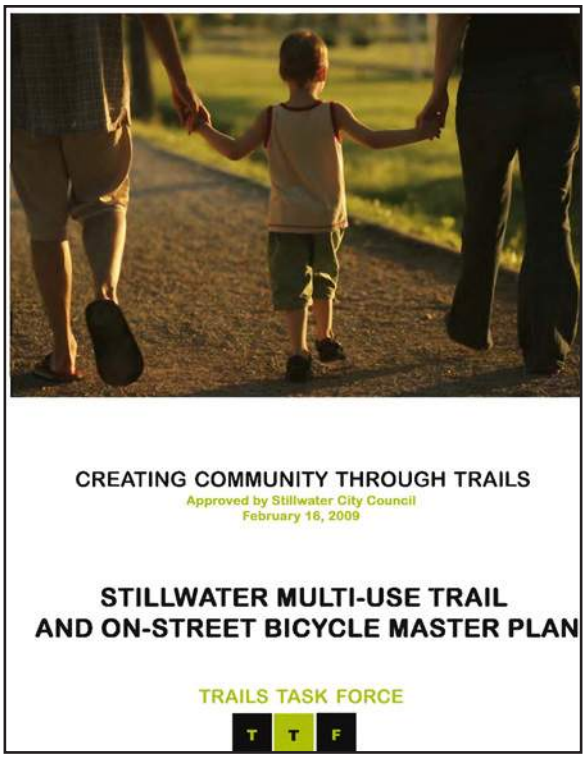
Larger green spaces are also great as centerpieces of key districts with robust placemaking.

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Trails

Connecting Stillwater for travellers other than motorists is a key goal of this plan, and connecting parks and recreational facilities for pedestrians and cyclists aligns with community and stakeholder input. It also advances the public health component of this plan, creating more opportunities for Stillwater to get outside, get moving, and support their personal health goals.

In addition to connecting parks and recreational facilities, and creating more opportunities for healthy behaviors, an extensive, well-maintained trail network can and should connect key districts and destinations. The ability to move between places like Downtown and the potential Boomer Road district via active transportation on dedicated trails enhances accessibility and creates the opportunity for added liveliness and community in these important places.



Parks

The City of Stillwater, through coordinated efforts between City staff, administration, and the Parks and Community Resources Subcommittee of Vice Mayor Amy Dzialowski and Councilor Kevin Clark, has initiated a community-driven evaluation of existing park assets and their future potential. This initiative emphasizes strategic planning based on resident feedback regarding current usage and ideas for enhancement.

As part of this process, the City is exploring the possibility of divesting underutilized park properties to better allocate resources toward more active and high-impact areas. Any potential sale of park land would require formal approval by the City Council, and all proceeds would be reinvested into Parks and Community Resources for capital improvements, safety enhancements, and long-term maintenance.

Stillwater currently manages 817 acres of parkland, not including spaces such as Block 34, Washington School, and the Rails to Trails corridor, which are also supported through City maintenance and funding. Additional recreational assets—such as Lake McMurtry, Lakeview Golf Course, the Meridian Technology Center walking trail, and the OSU Botanical Gardens—further expand the range of outdoor amenities available to residents. Comparatively, Stillwater possesses more park acreage than 95% of cities of similar size nationwide.

Although a previous study was conducted to assess community recreation needs, it was never formally adopted as a Master Plan, and dedicated funding was not assigned. Currently, the City is working to develop an official plan for Parks and Community Resources to guide future investments, land use decisions, and service delivery.

Ongoing collaboration among City departments, elected officials, and community stakeholders continues to shape a comprehensive approach to park development and resource management. These efforts reflect the City's commitment to enhancing quality of life by providing safe, inclusive, and well-maintained spaces for recreation, connection, and community engagement.

COMMUNITY RESOURCES AND CULTURAL INSTITUTIONS

How Do Institutions Shape Community Character?

Cultural institutions and mission-driven organizations like non-profits can be central actors in shaping the character and culture of a community. They establish and reinforce the aesthetic priorities of a community, curate artistic and cultural experiences, and define, weave, and repair the social fabric which connects community members.

Institutions like museums and libraries create unique destinations for residents and vistors alike to engage with the humanities, and often conduct outreach or offer programs to help community members participate in the arts. These institutions may also host or otherwise contribute to festivals and important events, creating opportunity for social connection and cohesion to emerge.

Similarly, organizations that pursue missions centered around issues such as food security, housing access, healthcare, family justice, and other restorative goals are crucial in building a sense of community among Stillwater residents.

These organizations respond to chronic stressors such as homelessness where other entities like the City, County, or State may not have the resources to address the problem completely. Similarly, these are often some of the first non-governmental responders to acute shocks like natural disasters, making them indispensible in bringing the community together around a common goal in times of need.



Washington school renovation, community volunteers.

Mission-driven Organizations

Organizations which are neither public sector, government entities, nor private, for-profit entities can be categorized as mission-driven organizations. These are more commonly referred to as non-profits, and typically describe institutions that provide social services either in lieu or in support of those offered by public agencies, and may help connect those in need to those public resources.

These organizations bring the community together, and they do so when strong social bonds are most needed - when chronic stressors like homelessness, poverty, food insecurity, substance abuse, and physical and mental health are prominent, as well as during times of crisis like natural disasters. This means that they are an invaluable asset to the community at large, and to the City in its pursuit of ensuring its residents can flourish. As such, the City should endeavor to be an active partner in helping these organizations fulfill their missions.

Breaking down Barriers

Stakeholders from mission-driven organizations in Stillwater identified several major barriers to the advancement of the communities they serve, and to their ability to fulfill their institutional missions. The most prominent was access, which lies at the intersection of land use and transportation. Many services are geographically dispersed, and without a personal vehicle, public transit may not be an option, and active transportation may be either impractical or impossible.

Other barriers included a lack of both transitional housing from HUD, and a lack of non-transitional housing for those ready to move into the greater Stillwater housing market, as well as the insufficient availability of childcare.

The City should consider these impacts when making strategic investments in transportation infrastructure and in land use policy and housing development incentives.

Resource Sharing

Stakeholders articulated a desire to see the City government provide more infrastructure and communications channels to facilitate resource sharing between mission-driven organizations. Currently, United Way (themselves a stakeholder in these discussions) is the primary connecting apparatus for these organizations. While there have been some attempts at expanding collaboration, a structure originating from the City may be more inclusive and sustainable.

The City does not have to invest significant resources to yield significant impacts in this regard - stakeholders primarily want a centralized and updated list of entities in the non-profit space with contact information, likely in the form of a website where new organizations or new members thereof can readily look for potential partners and quickly initiate the outreach process.

KEY FOCUSES FOR CITY INVESTMENT TO MAXIMIZE MISSION-DRIVEN ORGANIZATIONS' IMPACT



Improved public and active transportation with complementary land use



More transitional and market housing to improve affordability



Centralized information for efficient resource sharing between organizations



Artistic and Cultural Institutions

Institutions like libraries, museums, art galleries, studios, theatres and performing arts centers maintain crucial cultural artifacts, provide education and access to information, and enrich the lives of community members who visit them. They often also work in harmony with other institutions like schools to advance the humanities and cultural enrichment within the education system.

Some of the institutions highlighted by the community include:

- The McKnight Center for the Performing Arts
- The OSU Botanical Gardens
- Stillwater Public Library
- Town and Gown Theatre
- Prairie Arts Center
- The Stillwater History Museum at the Sheerar

These are, of course, not all of the institutions contributing to Stillwater's cultural resources and offering residents and visitors a chance to engage with the community's history and local arts. But they reflect the rich and dynamic assortment of such institutions available in Stillwater, and their mention by residents is indicative of their perceived value. As such, the City should make material efforts to continue, enhance, and build new partnerships with these institutions, support their missions, and help them support each other.

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Festivals and Recreational Events

One of the most powerful and visible ways to build and strengthen a community's character and culture is large festivals and events that bring people together in the public realm.

Where these events can be hosted in whole or in part within or near key districts like Downtown, the Strip on Washington, or Campus Corner, they should be. Local businesses can contribute to the offerings at the events, and the crowd from the event can patronize those businesses, making the relationship symbiotic.

To the extent that the City has a role in permitting these events, providing certain services like road closures and police security, and promoting them through its communications channels, it should strive to make these events common and successful. Permitting should be thorough but easy, services should be made available and associated fees should not be a barrier to an event occurring, and promotion should be robust and effective. The social fabric of Stillwater will be stronger for it, and residents, visitors, and businesses alike will all benefit.



Whether casually relaxing (Boomer Blast)...



Or navigating vendors, games, and exhibits.



Whether competing (Mid South)...



Or coming together (Dr. MLK, Jr. Community event).

PUBLIC HEALTH

Health and the Built Environment

The way a city is arranged has important effects on human health. This takes not only the form of immediate safety, such as that of pedestrians at crosswalks, but also the form of long-term health outcomes, chronic disease and disability. Whether an environment is conducive to extensive physical activity like walking, biking, exercising in parks, or using sports facilities, can be a decisive factor in the community's ability to live a healthy life. Further, geographic access to healthy foods, clean water, clean air, and healthcare is of paramount importance to ensuring everyone in Stillwater has meaningful access to health-promoting lifestyles. Social connection is a part of this as well, and building a city that facilitates connection and a sense of community is a great way to see positive outcomes for mental and physical health.

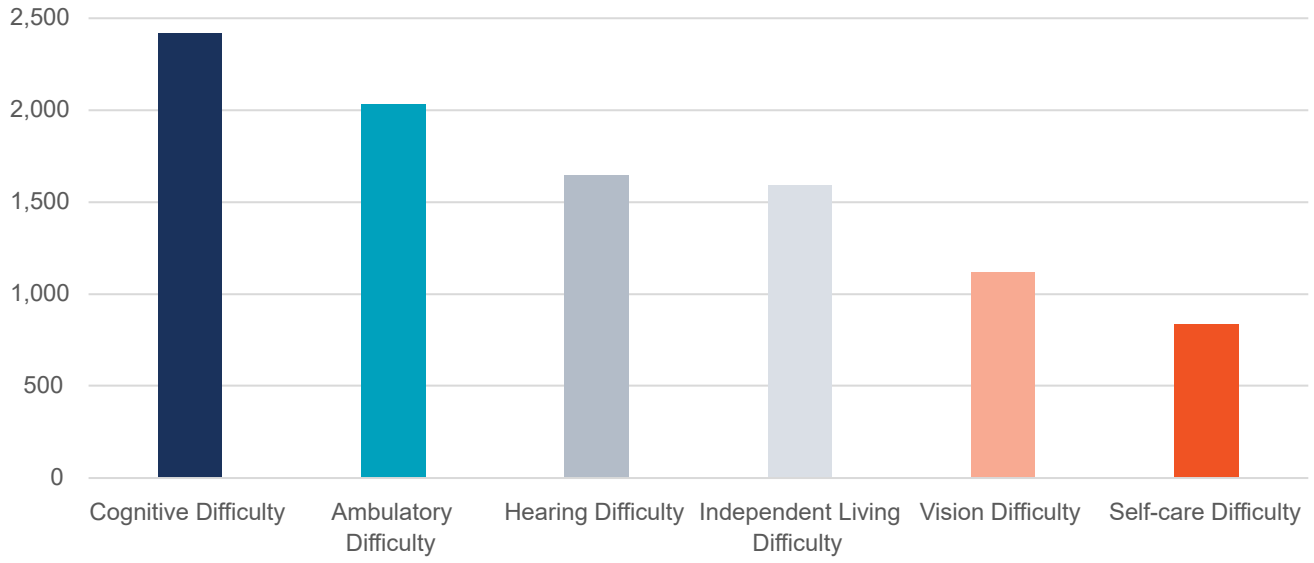


Figure 79. *Population by Disability, 2022*

Life Expectancy

According to the CDC's National Center for Health Statistics, Oklahoma's life expectancy in 2021 was 72.7. This is down from 75.6 in 2018. Exact statistics for the City of Stillwater or for Payne County are not available, but assuming this trend holds true for most localities within the state, Stillwater may benefit from performing some additional studies to assess this trend locally and determine what investments in community health could improve these outcomes. While the COVID-19 pandemic doubtlessly affected this statistic, it would be to the City's advantage to invest in health and longevity regardless.

Disability

Understanding accessibility needs in Stillwater is important for ensuring public investment in infrastructure and facilities accommodates all community members' needs and allows them to participate fully in local society. This inlcudes key districts, streetscapes, parks, plazas, and gathering spaces.

The provision of physical infrastructure for those with mobility, vision, and hearing difficulties, for example, is a vital way to invite community members with these difficulties into the public realm safely and comfortably, and the same ethos should be applied to providing facilities, technology, and services to accommodate other difficulties.

Healthcare Systems

During a conversation with representatives from local healthcare institutions, transportation was again identified as one of the most powerful barriers between people and the services they need. Efforts to increase access have had some success, but are often double-edged swords, with the 2020 Medicare Expansion successfully providing more members of the community with avenues into healthcare institutions, but thereby causing more strain on providers.

Outside of the administrative work being done in Stillwater by the County and State, local efforts to engage youth in athletics and to provide new sports facilities throughout the community are ongoing. Healthcare stakeholders see the need for City investment in promoting and programming zero-cost health-promoting activities that leverage existing assets like the current sidewalk, bike route, trail, and park systems. Examples might include walking trail groups or yoga in the park.

The largest medical facility in Stillwater is Stillwater Medical Center, and there are several other clinics and urgent care facilities around town. Most of the medical facilities are located near Stillwater Medical Center on 6th Avenue toward the southwest of the city, and this concentration could be a liability or an asset.

For those without transportation who live too far to reasonably walk to these facilities, or are unable to, this concentration is a problem, an inhibitor to accessing these necessary services. Conversely, if a suitable transportation solution were available such as a fast and regular bus with stops available throughout the community, this consolidation of services could be a benefit, as patients have less need to depend on public transportation to take them all over the city; instead, one bus ride can bring them to primary care physicians, specialists, pharmacies, and urgent care clinics.

In the near term, increasing access to this medical quasi-district can improve health outcomes, and this can be achieved through various transit-based solutions. In the long term, improved land use regulations that facilitate the construction of clinics and pharmacies throughout Stillwater, that are accessible to many by active transportation, will not only improve outcomes, but also fulfill the desires residents have expressed to have such services in close proximity to their neighborhoods.

Based on the same feedback, land use policy and economic development efforts should seek to make fresh, high quality foods available to more of the community with a lower transportation burden. This process, mitigating food deserts, would not only reflect community sentiment, but also enable more people to pursue a healthy lifestyle.

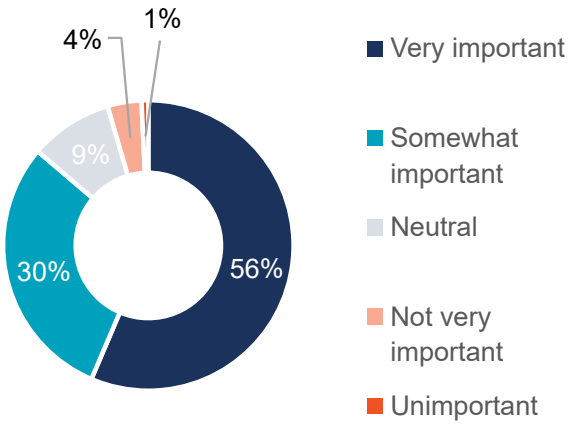


Figure 80. *Online Survey Responses to "How important is it that neighborhoods have conenient proximity and access to essential private services like grocery stores, pharmacies and clinics, [etc.]"*



Stillwater Medical Center

KEY DISTRICTS



Downtown

Any downtown, especially one as historic and dynamic as Stillwater's, is generally going to serve as the cultural heart of a community. It's where the most beloved local businesses operate, where public art is often most iconic, and where a long history of festivals and day-to-day pedestrian activity make for a welcoming, walkable district to be explored by residents and visitors alike.



The Strip

Washington Street between about 5th Avenue and University Avenue, known as the Strip, is a lively, largely student-oriented district. Restaurants and bars are open late, Greek life housing is nearby, and while the streetscape is not especially well-activated, pedestrian facilities and amenities are in place to connect the district to nearby residences and promote safe enjoyment of its activities.



Campus Corner

Also largely student oriented, but with a greater geographic distribution and more retail options, Campus Corner is primed for daytime and experiential activities, as opposed to a stronger nightlife and restaurant focus. The proximity of Campus Corner and the Strip means they would both benefit from harmony of district master plans, land use regulations, and strategic investments. If people can walk between them easily and comfortably, while they serve distinct but complementary needs, both districts can thrive.



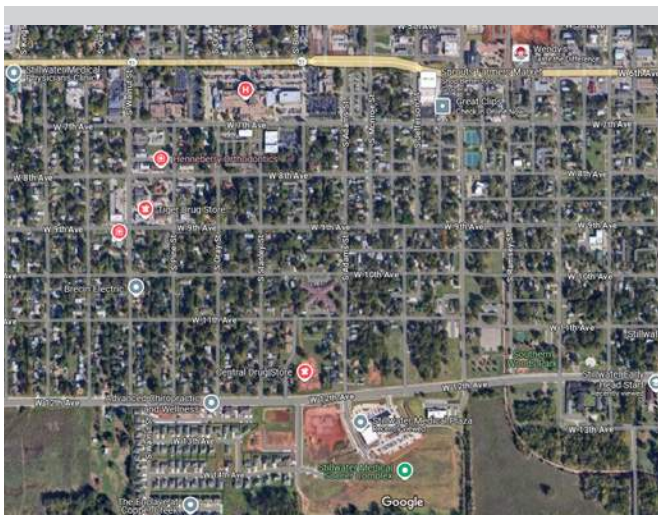
Elm Street

The Elm Street District further transitions from the student-oriented environment of the Strip into the neighborhoods near campus. While it continues much of the character of Campus Corner, it is even better suited to respond to University events, and is also home to some of Stillwater's more historic and iconic businesses.



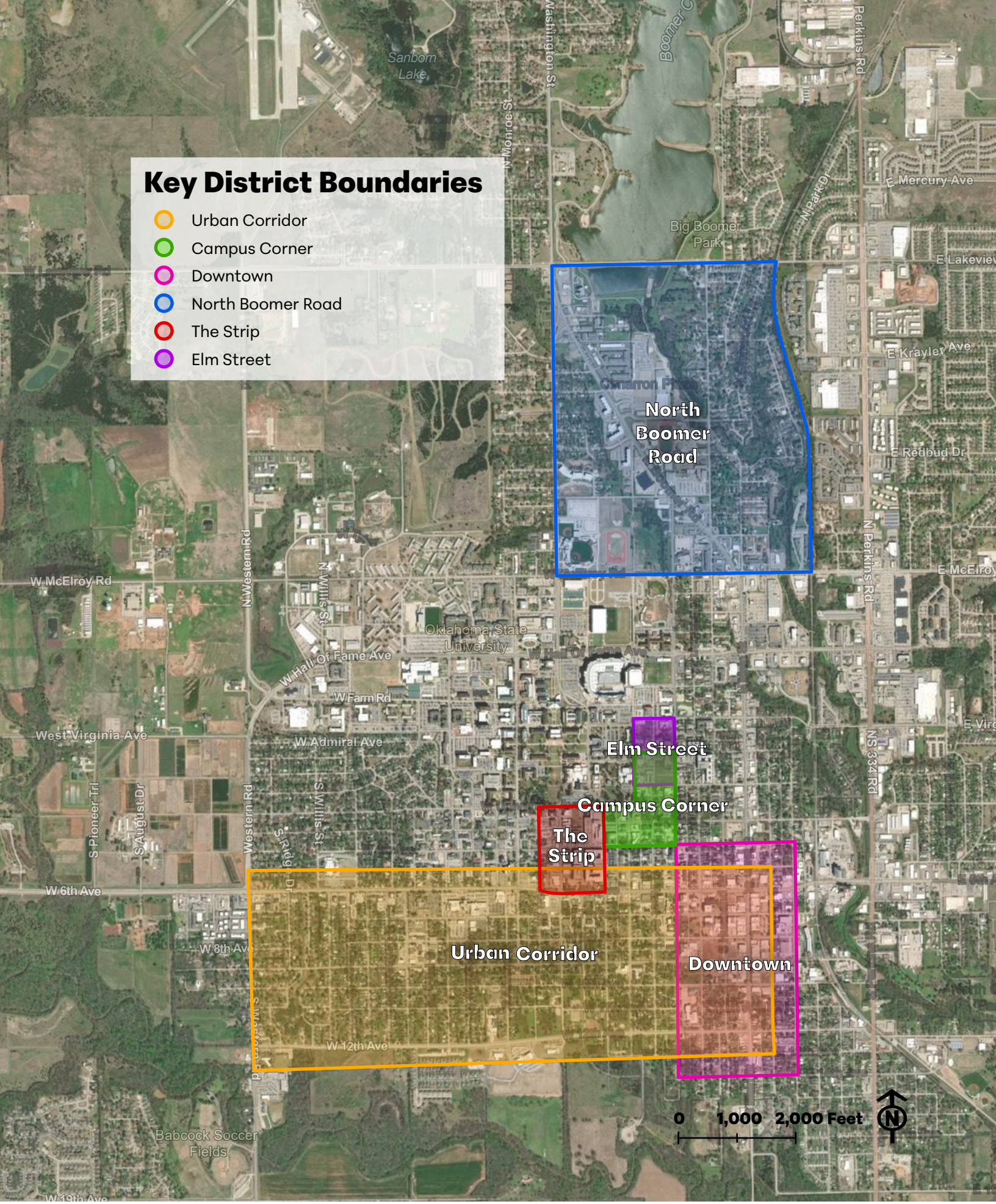
North Boomer Road

Boomer Road between McElroy and Lakeview is a much larger area than the others listed here, and not home to the same kind of local business character. However, Stillwater High, nearby neighborhoods, a large multifamily development, and the presence of numerous major chain retailers prime this area for both future economic development efforts and higher density residential development. In tandem, and with careful consideration to architecture and the design of the public realm, a thriving district with a unique identity could emerge here.



Urban Corridor

6th Avenue from Downtown westward has a strong regional commercial presence. 12th Avenue has a more residential character and more opportunities for greenfield development. With the anticipated YMCA facility along 12th, and the Washington School redevelopment a major investment in public health is forthcoming. Meanwhile, along 6th, redevelopment will be crucial to optimizing this corridor for both resident and visitor experience, as well as for maximizing City revenue. Land use and transportation policy should facilitate mixed-use, higher density development here in the future.

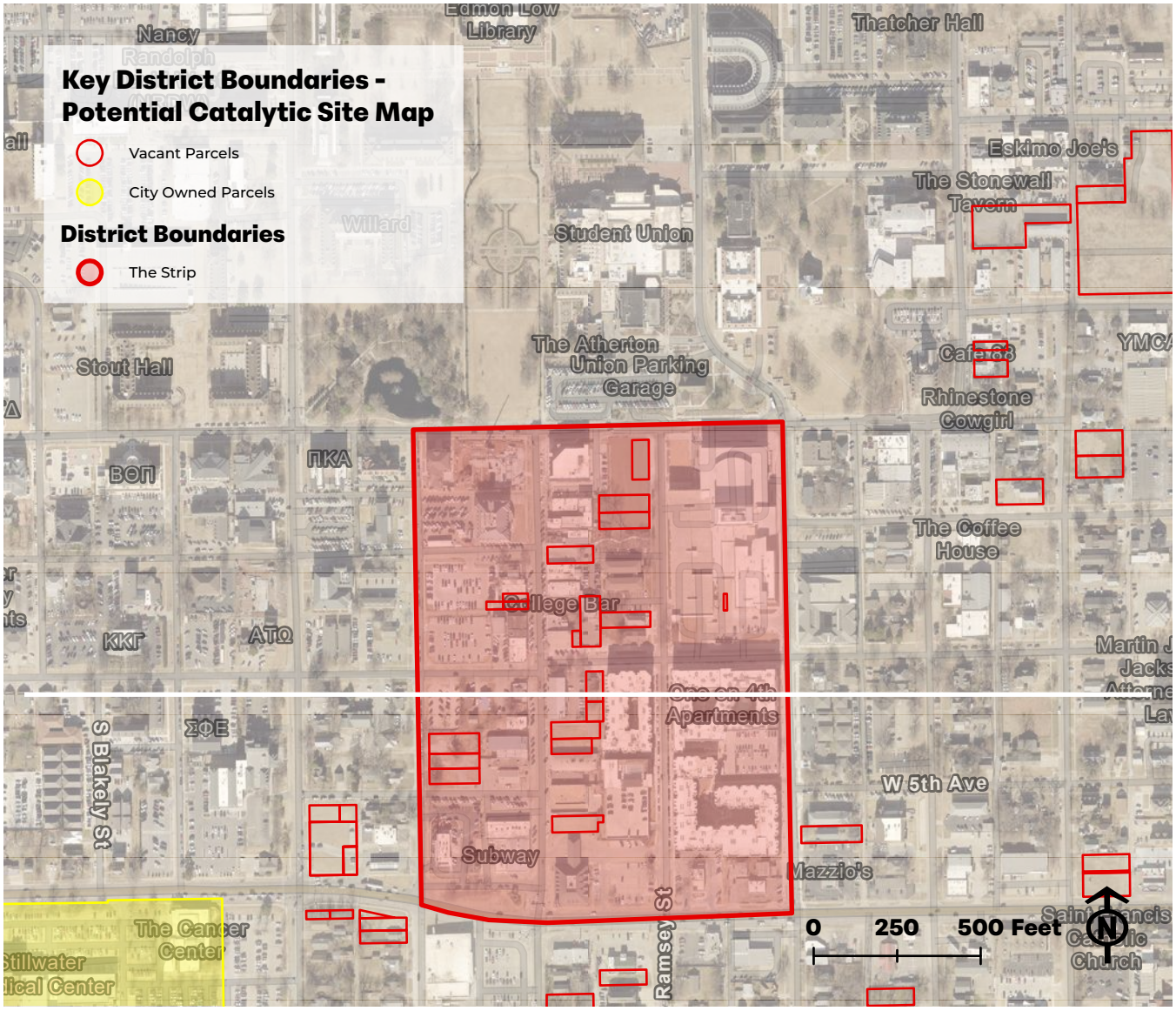


Map 19. Key District Boundaries

THE STRIP

The City does not own any property on or near the Strip, but there are a number of vacant properties which present development opportunity. With its active, nightlife centered character and focus on activities for students, continued growth of the student population and demand for services suiting that demographic will drive development here.

The City should invest, as everywhere else, in District branding and wayfinding, infrastructure and amenities that make the public realm safe and comfortable to occupy and navigate, and generally enhance the area. Major catalytic projects on empty land here may be less warranted than elsewhere as private market forces are likely to pursue such opportunities, and best fulfill the needs of the District's most frequent users.



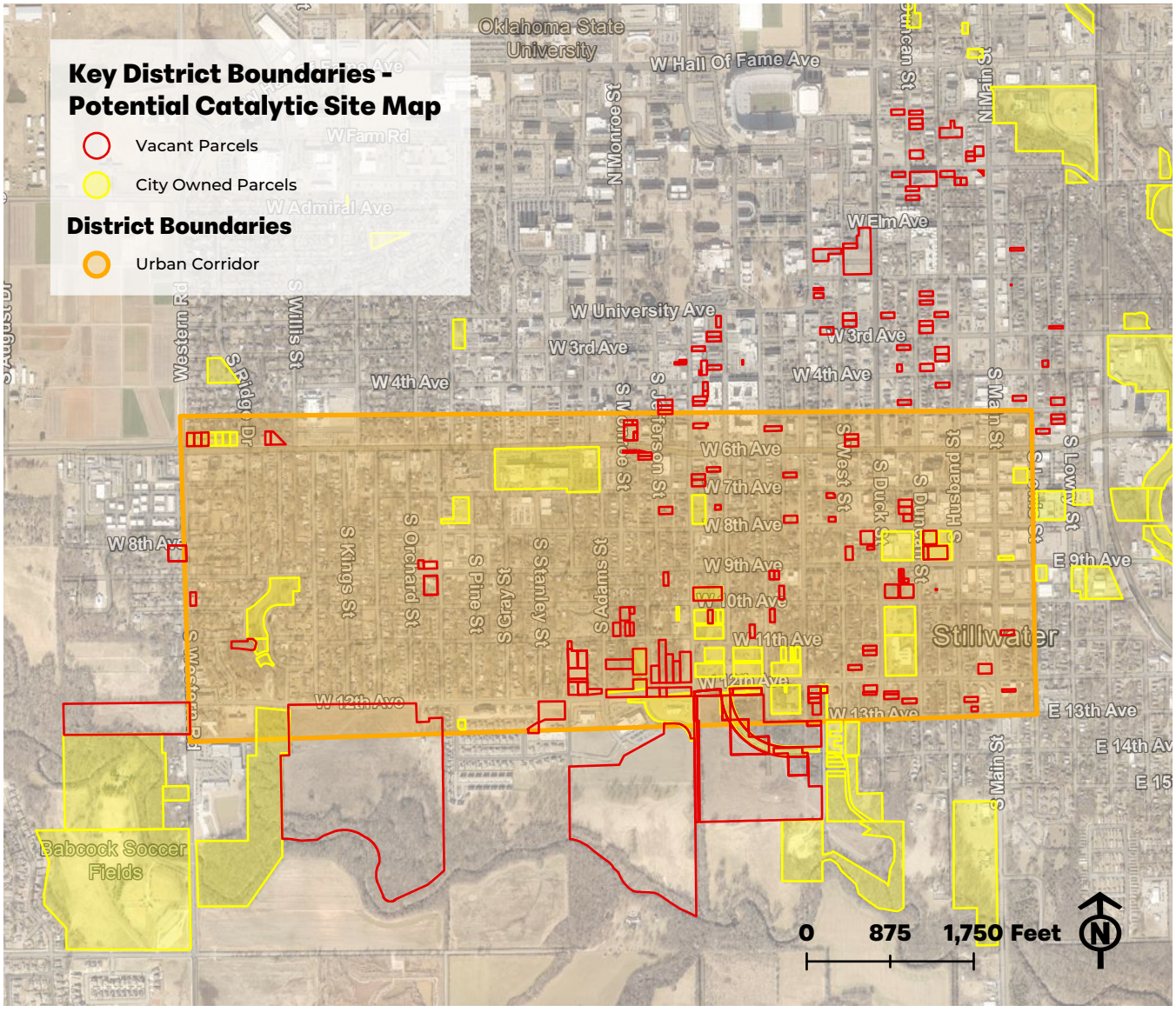
Map 20. The Strip with Vacant and City-Owned Parcels

URBAN CORRIDOR

This is a large area that includes commercial corridors, outdoor and health-focused institutions, and neighborhoods. No singular type of investment or project would serve to advance the goals of the entire area.

As the corridors of 6th and 12th themselves develop with commercial uses, creating linkages with the neighborhoods between them will be important to ensuring a healthy and dynamic experience for nearby residents.

Any major catalytic projects using City-owned and/or vacant land should generally either build on existing efforts to create major health services corridors, or should identify specific gaps left by these efforts and fill them. That could amount to simple neighborhood parks, enabling the construction of everyday clinics, or anything else that advances neighborhood completeness in harmony with the emerging character and function of this District.



Map 21. Urban Corridor with Vacant and City-Owned Parcels

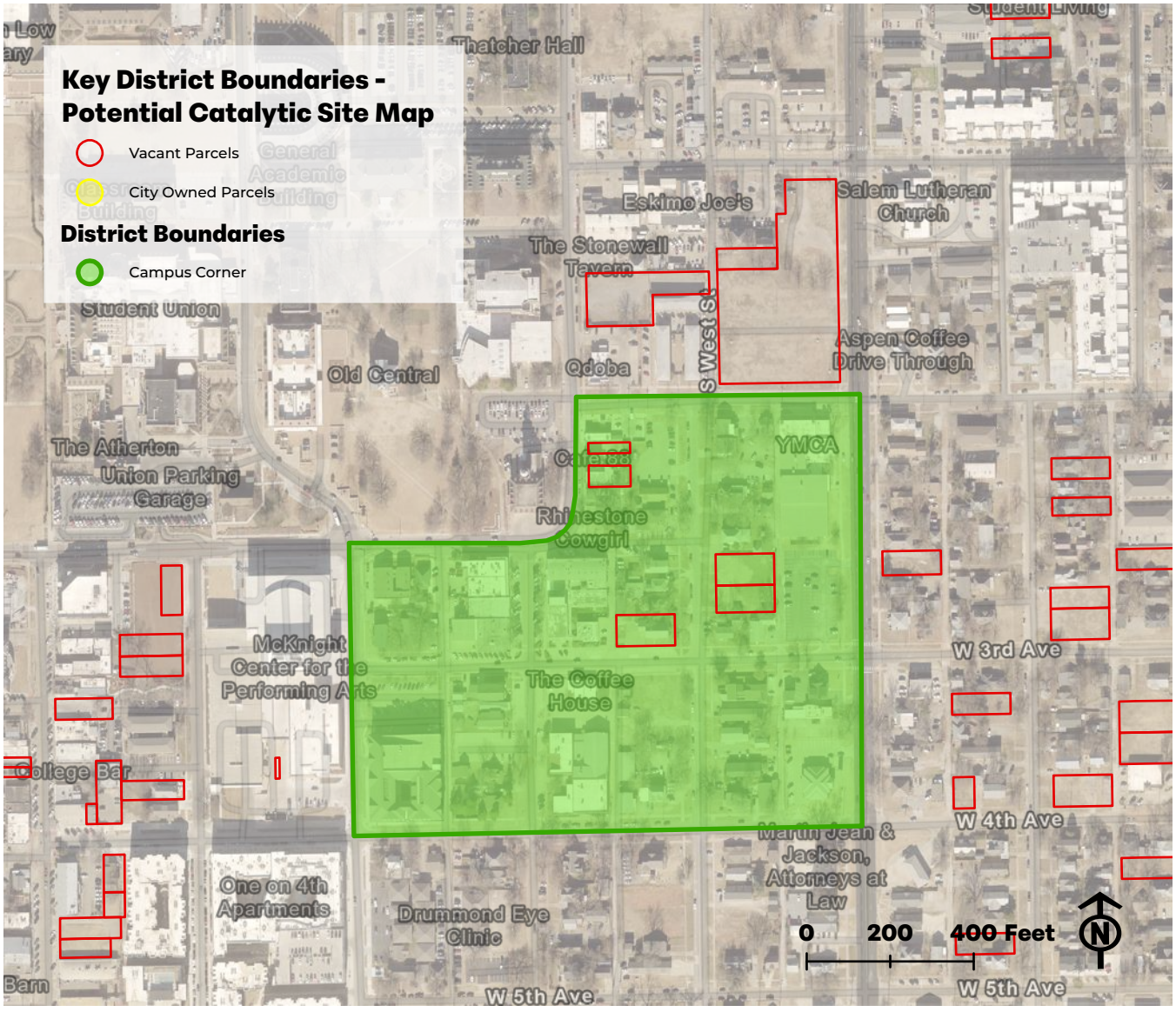
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CAMPUS CORNER

Campus Corner provides a diverse complement of commercial opportunities and serves both students and a broader range of visitors.

Compared to the Strip, its slower pace and greater focus on daytime activities renders it well suited to a versatile community gathering space like a park or plaza - somewhere patrons of nearby shops and restaurants may stop to enjoy live music and similar events.

Walkability between Campus Corner and the Strip should be emphasized, as each District has the opportunity to enhance and strengthen the other.



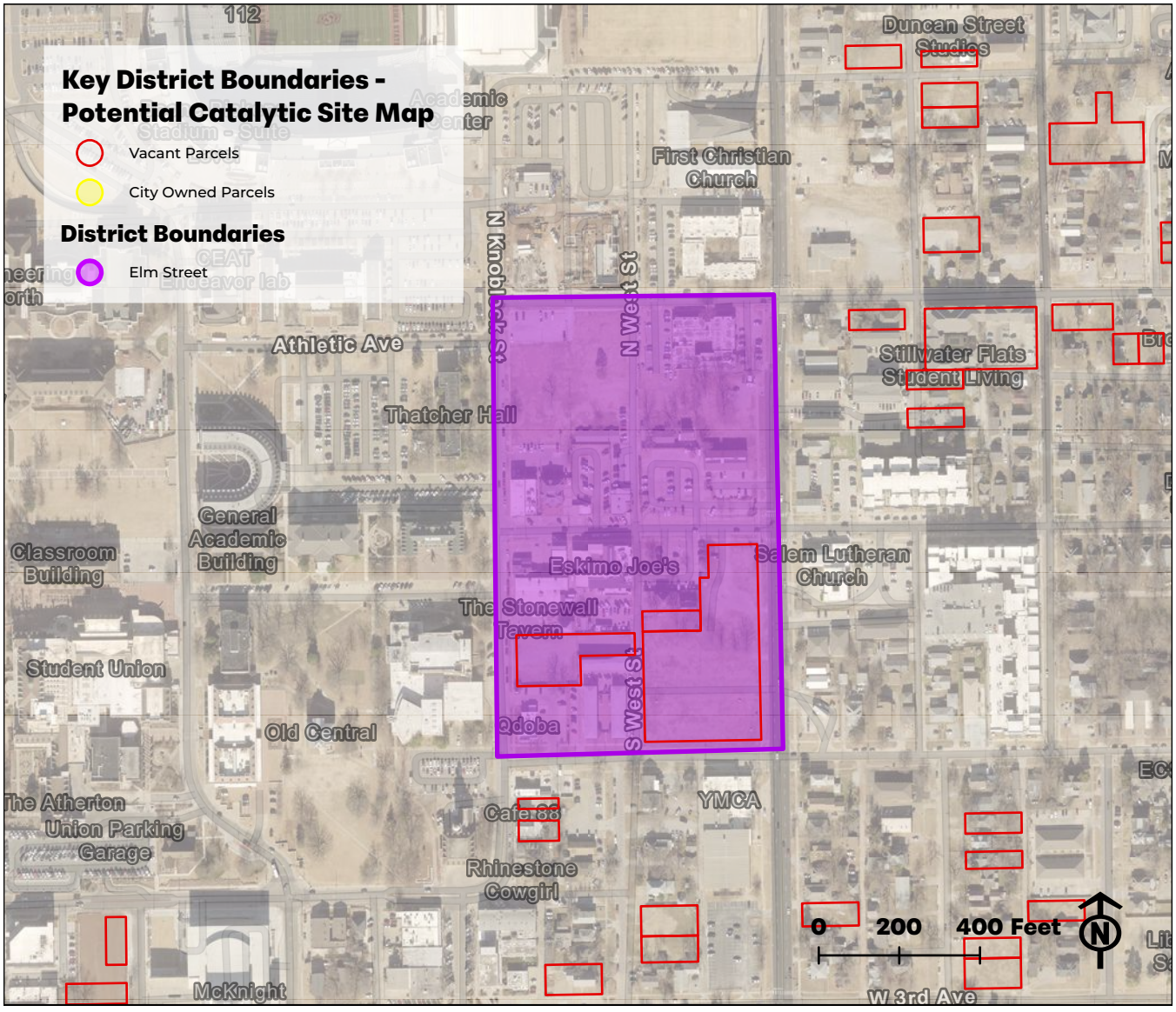
Map 22. Campus Corner with Vacant and City-Owned Parcels

ELM STREET

Historically, the Core Commercial districts have been identified as Downtown, The Strip, and Campus Corner. Currently, staff are working with Visit Stillwater on a wayfinding initiative that will include identifying a fourth, which would be known as the Elm Street District.

This area includes the historic and nationwide renowned Eskimo Joe's, popular college game-day businesses, and eateries. The district expands from Miller to Maple Avenues, and Duck to Knoblock Streets, with Elm Street and Eskimo Joe's in the center.

The primary focus is commercial activity that is centered on the connection to OSU events and the game-day experience.

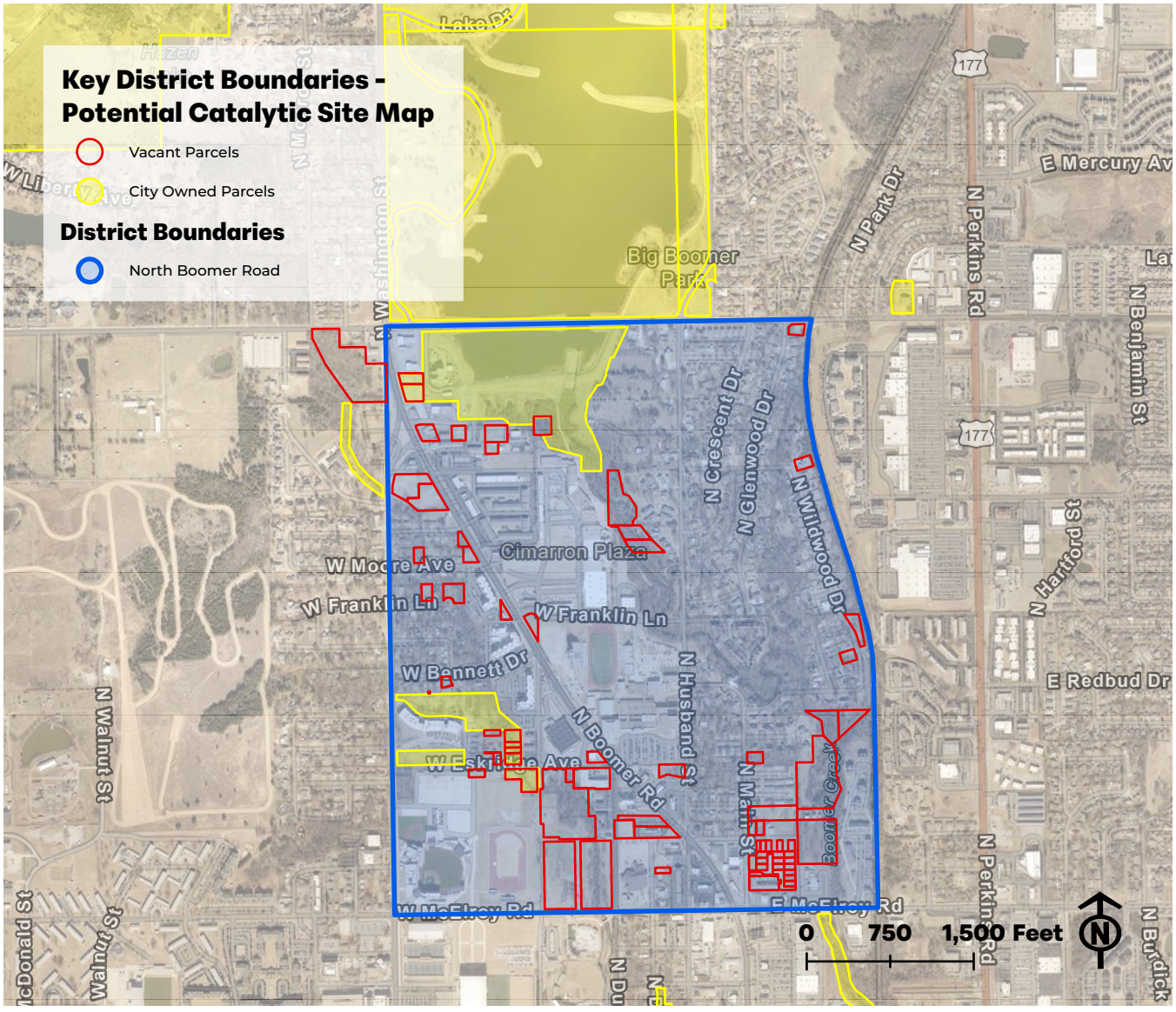


Map 23. Elm Street with Vacant and City-Owned Parcels

NORTH BOOMER ROAD

If redevelopment and future cultural amenities are sought in the North Boomer Road area, a catalytic investment by the City could be a great way to initiate momentum.

A key gathering place or important public facility could serve as a valuable nucleation point for private development of modern, mixed-use buildings. The presence of nearby schools and sports facilities primes the area well for population growth, especially of young families and those in the early stages of their careers.



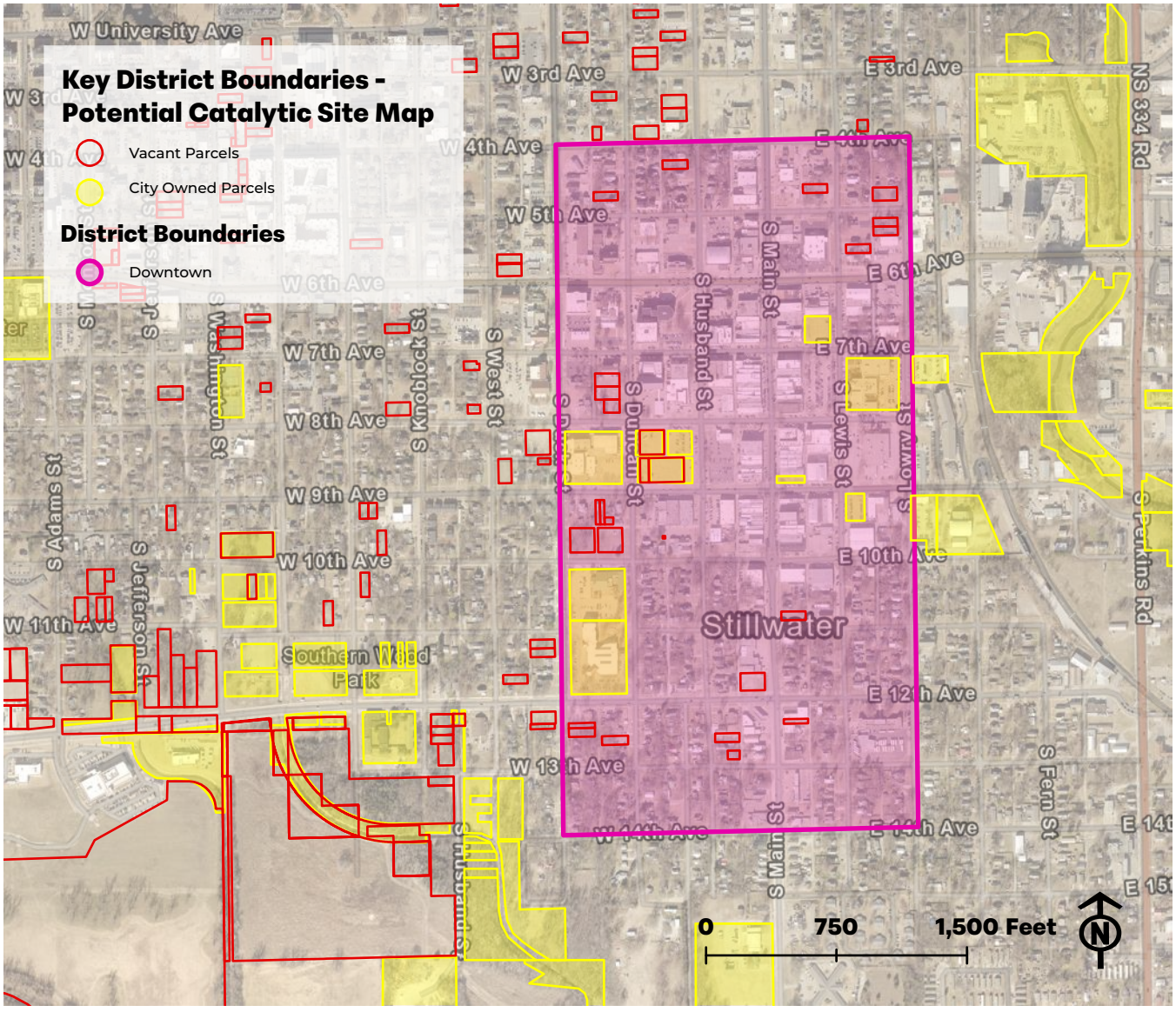
Map 24. North Boomer Road with Vacant and City-Owned Parcels

DOWNTOWN

As the historic core of activity and culture in Stillwater, Downtown merits continuing attention and investment.

Ideally, the private sector should already have significant interest in the area and invest accordingly. But, where there are gaps in needed amenities and services, the City should explore and study prospective capital projects that could spur new private development, and enhance the vitality and user-friendliness of the District.

Pocket parks and other small gathering spaces, museums and similar cultural facilities which may be operated by the City, and venues for artistic and cultural experiences all have merit within Downtown. Anything which draws residents and others to visit the District, and to spend more time there on foot, is an asset to Downtown and therefore to Stillwater in its entirety.



Map 25. Downtown with Vacant and City-Owned Parcels

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RESILIENCE

Resilient Urban Design

Resilience in urban design means two things: the design and construction of the built environment should be resilient and durable, and it should contribute to the broader resilience of the community.

Buildings and public facilities should utilize materials and construction techniques that maximize longevity under normal wear-and-tear and provide strength against acute shocks like storms. This can require greater upfront investment in a structure, expending more on both design and high-quality materials. This approach is generally going to be the most cost effective in the long term, and should be favored for public facilities.

The built environment should also promote resilience across the community. Its design and construction should mitigate the impact of chronic stressors like heat and drought on human and animal life, and facilitate fast, effective, and safe handling of disasters and other acute shocks.

Resilient Identity

Whether population declines or grows, a city's character will change. This is inevitable, and efforts to freeze a city in amber can only forestall the change. Such efforts are often, ultimately, detrimental to preservation goals as they allow development pressure to mount until the sudden change is quite drastic - for example, efforts to prevent moderate-scale mixed use development may result in the construction of big-box stores surrounded by parking seas. Instead of a neighborhood gracefully adapting to the change, it is abruptly disfigured.

This is also true of commercial areas, where businesses commence and end over time, and the type of demand changes with the population. Once fringe or niche districts become popular, and this attracts new investment which necessarily changes the character of what existed before.

Creating a resilient identity relies on preserving and honoring the past while embracing and accommodating the future. Stillwater's history as an agricultural center, and its ties to the University should not be forgotten or downplayed, but as Stillwater grows, new aspects of its identity will emerge. Instead of rejecting them, it will be important to figure out how to create harmony between new and old, and to create a sense that the new places in Stillwater are just as much a part of its identity as the old. The greatest single component of this harmony is the preservation and enhancement of a strong social fabric - ensuring that the people of Stillwater feel bound together in civic pride and neighborly care.



Innovative stormwater management, such as this bioswale, both contributes to the streetscape and can improve community resilience during storms and flooding events

TOWN AND GOWN ASSESSMENT

Given its size, OSU has historically taken a central role in Stillwater's culture and economy. As Stillwater grows, it will benefit from a more independent brand and culture which is still complementary to that of OSU.

Partnerships

As a partner in Stillwater's aesthetic design, its social infrastructure, and its medical systems, OSU and the City have many opportunities to collaborate toward the realization of this chapter's recommendations.

Urban Design and Placemaking

Especially near the edge of campus and near outlying University facilities, the City and the University should collaborate in developing and implementing urban design standards for private development. They should also partner in making investments in the public realm including streetscapes, parks, and plazas. The University is an excellent partner for bringing public art into spaces like these.

Cultural Institutions

Museums, libraries, and theatres are all within the purview of OSU, and the City should seek to develop events and programs that capitalize on these assets. Given the crowds attracted to OSU for sporting events and other campus activities, a mutually beneficial calendar of festivals and gatherings should be established.

Public Health

The University's research and resources for social issues like poverty, substance abuse, and other public health concerns presents a great asset for Stillwater's mission-driven organizations and healthcare providers, for which the City could serve as a conduit. Stakeholders expressed a desire to see more resources centralized by the City, and a pathway to these academic insights should be among them.

Impacts

The University has always had a significant impact on Stillwater's character and culture. Its attraction of students, sports fans, and academics creates a diverse and dynamic population, and its artistic and cultural institutions contribute immensely to the resident and visitor experience.

In the future, OSU's place in Stillwater's culture should not be diminished, but should be part of an expanded and diversified ecosystem of cultural institutions, festivals, and mission-driven organizations, in which the City takes a more direct and proactive role in supporting and promoting Stillwater's identity and character. In this pursuit, the University should remain a key partner, and the City should invite the University to support its efforts to build a more independent Stillwater to their mutual benefit.

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GOALS

Goal	Guiding Principles			
	Connect Stillwater	Thrive Stillwater	Identify Stillwater	Realize Stillwater
Beautify Stillwater Ensure Stillwater's appearance is attractive and its character is unique in both the design of the public realm and the architectural aesthetic of private development			◆	◆
Invest in the Public Realm Invest in the public realm through streetscapes, public art, gateways, and unique destinations that make people want to call Stillwater home	◆	◆	◆	◆
Unify Branding and Civic Identity Implement a cohesive and singular brand image for Stillwater that is attractive, recognizable, and ubiquitous	◆		◆	◆
Empower and Connect Local Champions Support resource distribution to Stillwater's mission-driven organizations, non-profits, and arts community	◆	◆	◆	◆
Improve Health Outcomes Promote public health through active transportation, through high-quality parks, recreational facilities and sports fields, and through partnerships with healthcare resource organizations	◆	◆		◆

Figure 81. *Relationship of Community Character, Arts, and Culture Goals to Guiding Principles*



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INFRASTRUCTURE, PUBLIC FACILITIES, AND SERVICES

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INTRODUCTION

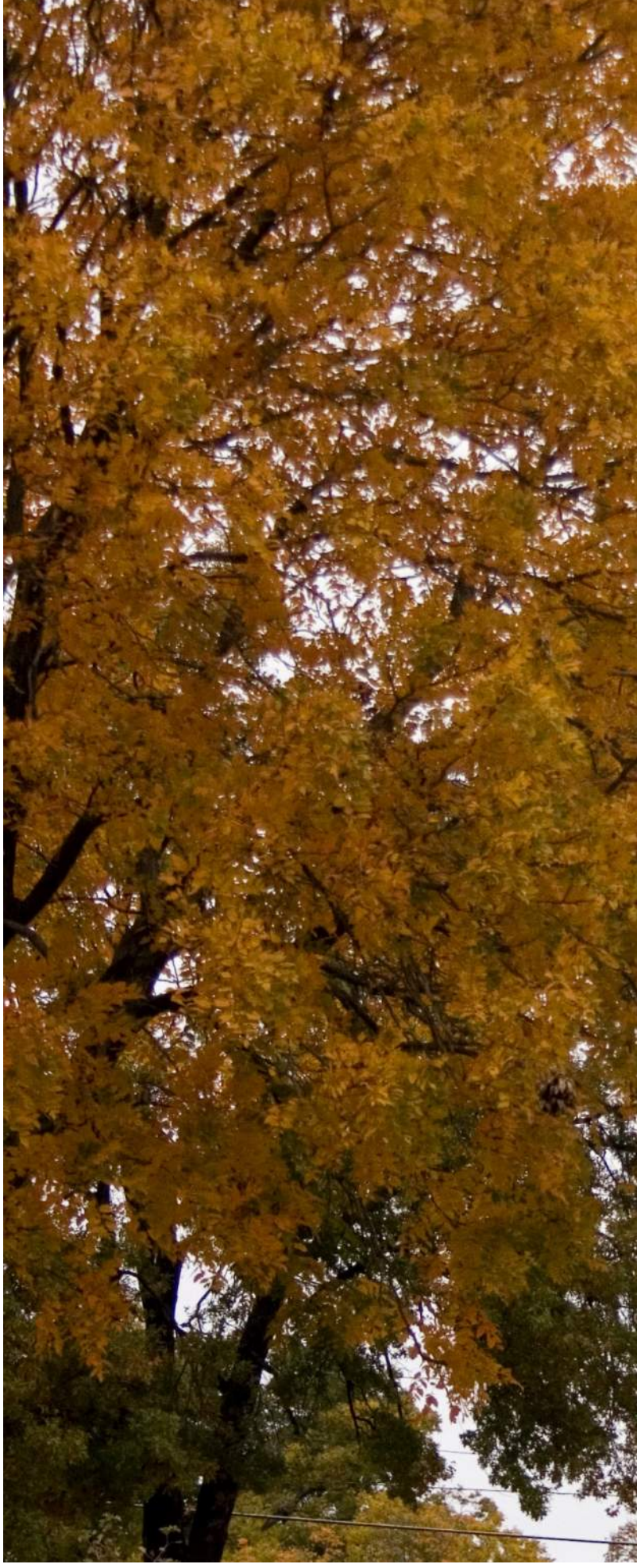
Why Plan for Infrastructure?

As Stillwater grows, the need to supply water, power, wastewater facilities, stormwater facilities, and internet will increase. Understanding what those needs will be in the future will enable decision makers to begin investing today, and ensure that residents do not experience diminished quality of or access to these critical infrastructure systems.

Why Plan for Public Services?

Just as physical infrastructure systems will need to be expanded and improved to support a growing population, the City's human service systems will also need to evolve to meet increasing community needs. The City has a duty to provide its residents with police, fire, medical, and emergency management services. With more people living in Stillwater, more resources will be required for each entity to continue providing its statutory level of service, and accounting for those investments today will ensure continuity of services into the future.

An important reason to plan for each of these systems is not only to ensure the City continues meeting the desired level of service for each, but also to uphold fiscal responsibility. Infrastructure and service provision are costly, and maximizing efficiency in these realms ensures the City makes the best use of taxpayer money.

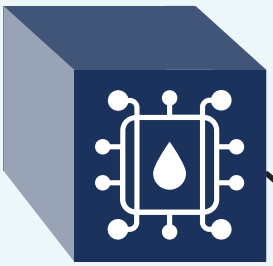



CITIZENS HELPING CITIZENS
Stillwater
MAKE STILLWATER RUN

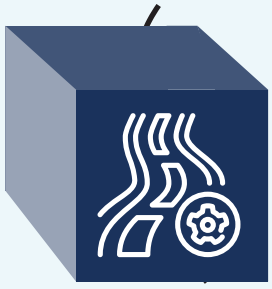
KEY TAKEAWAYS

1 “Inconsistency in making improvements to existing infrastructure”[...]





2 “Challenge with Water supply integrity” [...]



3 “Road, sewer, and water line improvements”[...]

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DIGITAL INPUT

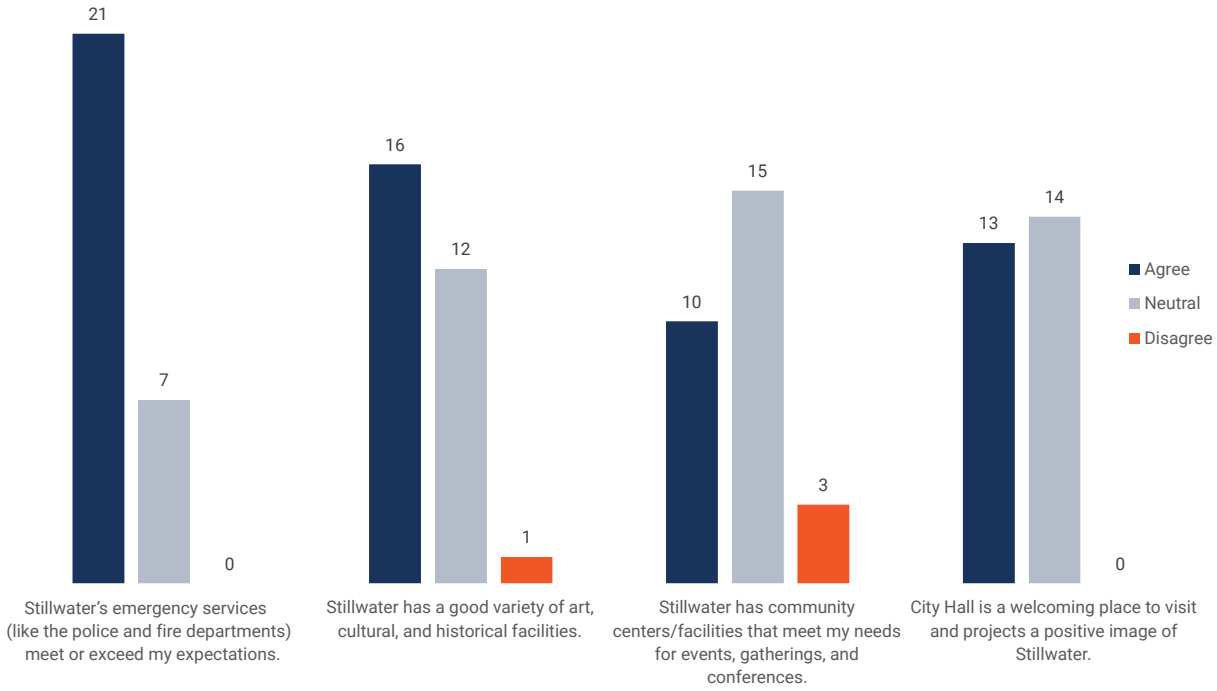


Figure 85. *Online Survey Responses determining whether participants agree or disagree to statements related to infrastrtucture*

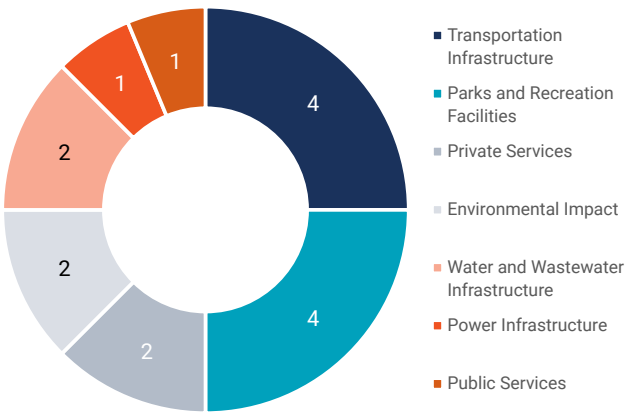


Figure 86. *Ideas Wall comments related to infrastructure and public services*

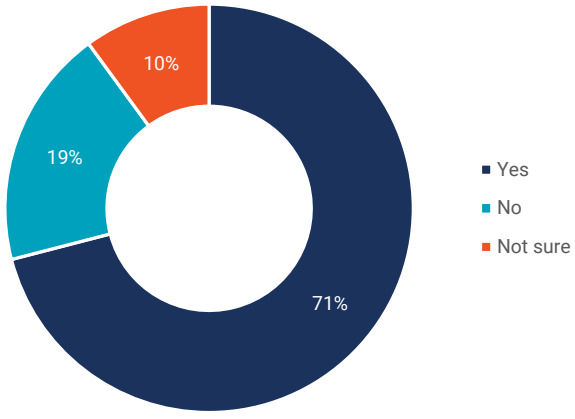


Figure 87. *Online Survey Responses to "Is there a need for more investment in the look and feel of Stillwater's streetscapes?"*

EXISTING PLANS AND POLICY FRAMEWORK

The City has developed a number of plans, reports, and regulatory documents that provide a foundation for infrastructure planning and decision-making. This chapter builds upon and complements those efforts by identifying where existing strategies align with long-term growth objectives and where additional analysis or updates may be needed.

Integrating Existing Plans

This section summarizes the most relevant existing plans and policies related to public utilities, public facilities, and emergency services. These documents help establish baseline conditions, shape infrastructure priorities, and ensure consistency across city departments and partner agencies.

Stillwater Water Master Plan

This 2009 plan evaluates the City of Stillwater's existing water supply, treatment, and distribution systems, with projections based on population growth and anticipated service area expansion. It identifies system deficiencies, recommends capital improvements (e.g., transmission line upgrades, storage capacity enhancements), and outlines phased investments to ensure the system meets future demand. This plan provides a foundational understanding of system capacity and long-term water infrastructure needs. However, the plan's population projections are lower than current forecasts for 2045, indicating that infrastructure assumptions, particularly related to system capacity and demand, will need to be re-evaluated and updated to align with revised growth expectations.

Wastewater Master Plan for the City of Stillwater

The 2010 Wastewater Master Plan analyzes collection system conditions, treatment capacity, and regulatory requirements to support long-term growth. It identifies priority areas for inflow and infiltration reduction, recommends improvements to lift stations and interceptors, and assesses treatment plant upgrades needed to accommodate development. The plan's findings are important for aligning future land use with sustainable wastewater service delivery. Similar to the 2009 Water Master Plan, this plan's population projections and future land use demands will need to be reevaluated to align with capacity needs to the City's anticipated growth by 2045.

Stillwater Corridor Redevelopment Plan

While primarily focused on revitalizing a key mixed-use corridor, this 2012 plan includes strategic guidance on infrastructure improvements needed to support higher densities and walkability. It outlines the need for upgraded water, sewer, storm, and broadband utilities in targeted redevelopment nodes. It also emphasizes sustainable design, streetscape improvements, and resilient public infrastructure as foundational to economic redevelopment.

Phase 1 Evaluation of the Kaw Raw Water Line

This report from 2012 evaluates the City of Stillwater's raw water transmission main from Kaw Lake, which serves as the primary source of potable water. The study assessed system integrity through leak detection, cathodic protection review, and surge (transient pressure) analysis. It identified aging infrastructure and potential vulnerability to pressure fluctuations, with recommendations for improved surge mitigation and ongoing monitoring. While the report provided critical insight into system performance, it predates recent infrastructure upgrades and should be revisited to reflect current and future system demands under continued growth.

C3 Comprehensive Plan

Stillwater's 2013 C3 Plan: Comprehensive Plan 2030 emphasizes a proactive and efficient approach to infrastructure planning. It offers the policy basis for infrastructure investment by defining growth areas, intensity nodes, and desired land use patterns. The plan stresses the importance of scalable utility infrastructure, multimodal connectivity, and long-term sustainability. Recommendations in this Infrastructure Chapter are intended to carry forward the C3 Plan's goals and recommendations.

Boomer Creek Master Drainage Plan Report

Focused on the Boomer Creek watershed, this 2023 report provides detailed hydrologic and hydraulic modeling of the existing stormwater infrastructure and identifies areas of concern for flooding and channel instability. It recommends capital projects, including detention retrofits and channel improvements, to reduce localized flooding and improve stormwater quality. The report also emphasizes the importance of integrating stormwater controls into redevelopment efforts in the watershed.

Revised Phase II MS4 Stormwater Management Plan

The revised Stormwater Management Plan from 2025 outlines the City's strategy for complying with the Phase II Municipal Separate Storm Sewer System permit requirements under the Oklahoma Pollutant Discharge Elimination System. It defines updated best management practices across the six minimum control measures and introduces new performance tracking tools. The plan represents an evolution in stormwater management, moving from compliance to proactive, performance-based infrastructure planning and public engagement.

Water Quality Master Plan

This updated plan integrates watershed-based strategies, water quality monitoring, and best practices of 2025 to improve stormwater and surface water outcomes. It builds upon earlier utility master plans by introducing goals for nutrient reduction, streambank stabilization, and erosion control. The plan also supports multi-benefit solutions such as green infrastructure, which are increasingly important for resilient urban systems.



WATER SUPPLY AND SYSTEM

Existing Systems Overview

The City of Stillwater operates a regional water system that supplies treated water to residents, Oklahoma State University, and surrounding communities in North Central Oklahoma. The system sources raw water from Kaw Lake, conveyed through a 36-mile steel transmission main constructed in 1981. This pipeline is the City's sole raw water intake, feeding the Stillwater Water Treatment Plant (WTP).

The City's Water Treatment Plant currently has a capacity of 18 million gallons per day (MGD), with plans to expand to 24 MGD as part of a multiyear infrastructure upgrade. The system includes 16 million gallons of treated water storage and 4 million gallons of raw water storage, supporting pressure regulation and emergency supply.

However, capacity limitations are emerging, particularly at the raw water pump station, which has a delivery capacity of only 14.4 MGD, falling short of the WTP's maximum treatment ability. Compounding this issue, the aging transmission main has experienced a sharp increase in maintenance needs, with 36 reported leaks in 2023, up from 10 in 2022.



Capacity and Growth Analysis

Stillwater's water system was originally sized to support long-term service needs, as outlined in the 2009 Water Master Plan. However, land use trends are shifting. Recent studies and plans identify several ongoing or planned upgrades, including valve replacements, line extensions, and storage facility improvements. These projects target areas experiencing growth or operational stress, but may not comprehensively address all future land use demands.

FUTURE LAND USE ALIGNMENT

The City's Future Land Use Map indicates expansion of mixed-use, employment, and industrial areas, particularly:

- **Along the western corridor, near Stillwater Regional Airport**
- **The southern fringe, south of 32nd Avenue**
- **The northeast quadrant, around E. Richmond and Burris Rd.**

Many of these growth areas are underserved by existing waterlines, which are primarily concentrated in the city center and around Oklahoma State University. This creates an infrastructure-service mismatch that could delay or complicate development unless phased extensions are planned.

The City's Future Land Use Plan calls for an increase in compact, mixed-use districts, expanded industrial areas, and higher-density residential zones, all of which require infrastructure that can support:

- **Higher peak water demands**
- **Fire flow requirements**
- **Redundancy and pressure maintenance**

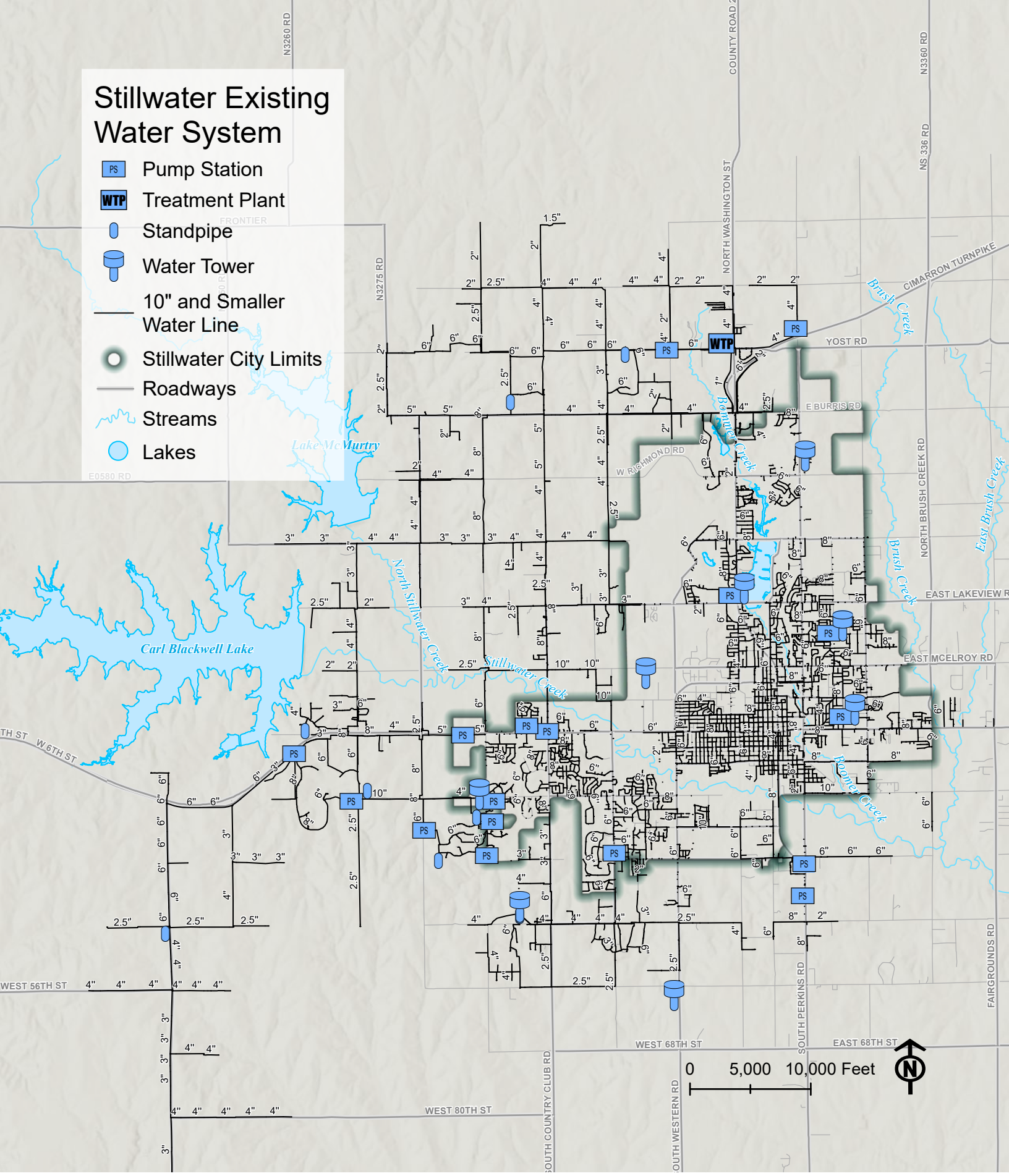
Without strategically phased extensions, these areas could face development delays or reduced service levels.

System Performance and Vulnerability

While central Stillwater is well-served, fringe areas lack adequate redundancy, and many distribution lines are aging. The existing hydraulic model, last updated in 2012, does not reflect today's growth conditions, emerging land use patterns, or current performance constraints. Without a modernized analysis, the City may under- or over-invest in critical infrastructure.

Notably, the single-source dependency on Kaw Lake presents both reliability and climate resilience challenges. Planned connection to Lake McMurtry through a new 7-mile pipeline will help mitigate this risk by diversifying water supply sources.





Map 27. Existing Water Systems Map

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WASTEWATER

Existing System Overview

The City of Stillwater operates a municipally owned and managed wastewater collection and treatment system. The system includes:

- Over 250 miles of gravity sewer mains and force mains
- 13 lift stations
- A 10 million gallons per day (MDG) activated sludge wastewater treatment plant (WWTP) located South of Highway 51

The WWTP currently has sufficient treatment capacity for existing and near-term development but will require long-range planning to meet 2045 growth projections.

The sewer line map reveals strong system coverage across central Stillwater, Oklahoma State University, and surrounding residential neighborhoods. Sewer mains are dense within the urban core, with consistent gravity service in older, established areas. However, significant gaps in the network exist at the City's edges, especially:

- West of Country Club Rd and north of W Airport Road
- Northeast of Lake McMurtry and around E Richmond Road
- South of W 32nd Ave and east of S Perkins Rd

These areas correspond with planned growth in the Future Land Use Map which shows expansion into low- and moderate-density residential, employment, and mixed-use designations.



Capacity and Growth Analysis

The 2010 Wastewater Master Plan identified 18 wastewater basins, recommending upgrades in areas facing infiltration and inflow (I&I) issues, limited capacity, or system deterioration. While that plan is now outdated, many of its foundational principles remain relevant:

- The core network is stable but aging in parts
- High I&I remains a challenge in older clay pipe areas
- Peripheral zones will require lift stations and interceptors to serve new development

FUTURE LAND USE ALIGNMENT

The Future Land Use Map designates substantial future growth:

- **South of 32nd Ave, where large areas of low-density residential are planned**
- **East of Jardot Rd, where mixed-use and employment centers are identified**
- **North of Boomer Lake, where conservation areas and low-density neighborhoods are expected to expand**

The current sewer map shows insufficient coverage in some of these areas, indicating a need for phased extensions of gravity mains and lift station infrastructure to accommodate demand.

Without proactive planning and phased investment in sanitary sewer infrastructure, these areas may experience delayed development or require cost-prohibitive private infrastructure solutions. A phased approach, tied to population projections and housing development demand, will ensure timely and cost-effective service expansion.

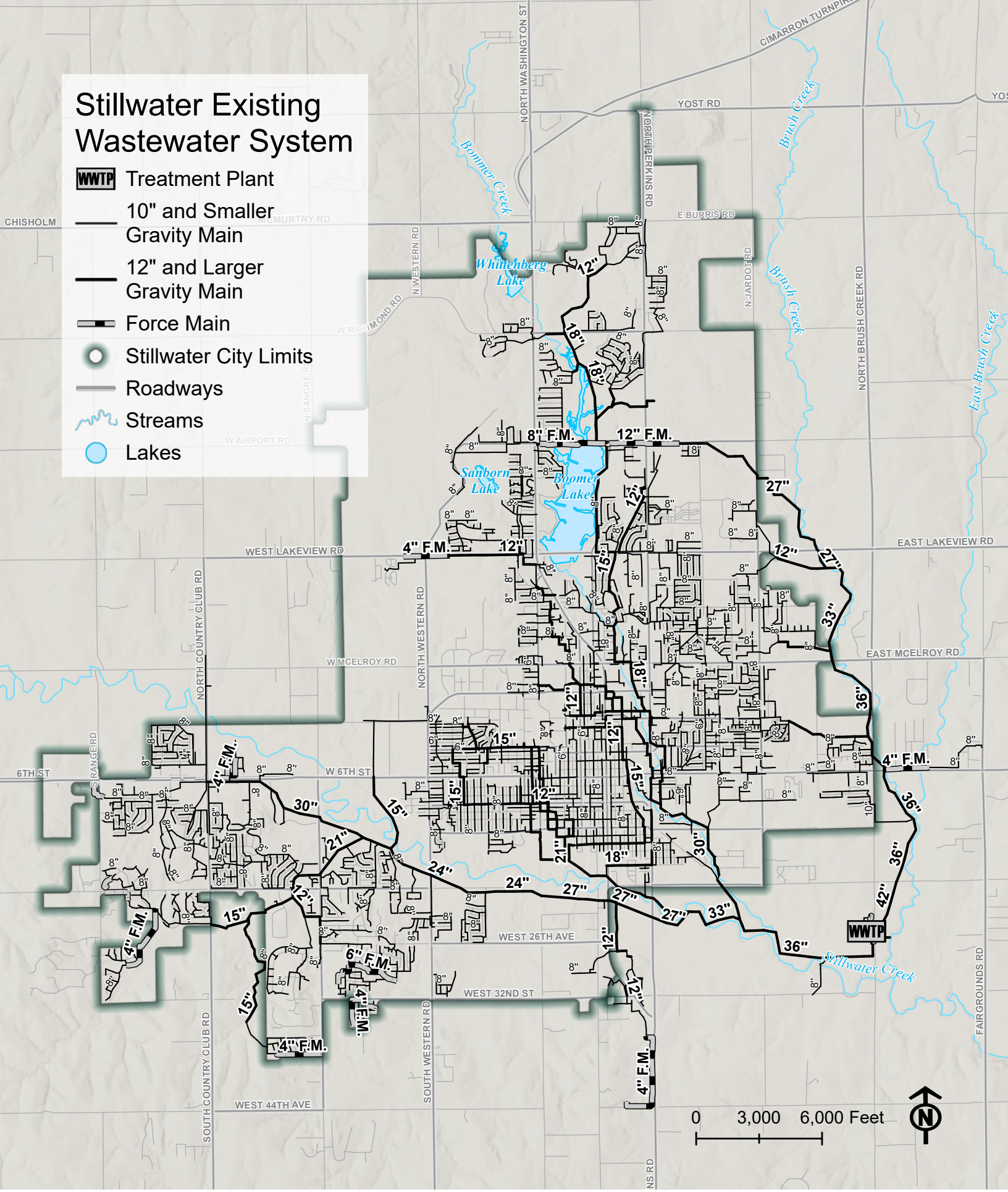
System Performance and Vulnerability

Stillwater's wastewater system performs reliably in many areas, but it faces several long-term vulnerabilities due to aging infrastructure, inflow and infiltration, and future capacity constraints. The 2025 Water Quality Master Plan and the Boomer Creek Master Drainage Plan (2023) emphasize the critical relationship between stormwater and sanitary sewer performance, particularly in areas prone to flooding and hydraulic overload. In wet weather events, excess stormwater can enter the sanitary system through cracks, aging manholes, and unauthorized connections, creating capacity and treatment challenges at the wastewater treatment plant.

The City's central neighborhoods, where many sewer lines are composed of vitrified clay pipe, are particularly susceptible to I&I and structural deterioration. This older materials is vulnerable to cracking, root intrusion, and joint failure, all of which increase maintenance demands and pose risks to system reliability. Condition assessments have indicated the need for ongoing investment in rehabilitation efforts, including pipe lining and manhole sealing, to extend the service life of aging infrastructure.

Additionally, Stillwater operates 13 lift stations that are essential for conveying wastewater in areas where gravity flow is not feasible. Several of these stations, particularly in the northeast and southeast quadrants, have been identified for upgrades due to reliability concerns and aging mechanical systems. Power outages, equipment wear, and inadequate redundancy are recurring issues that increase the potential for service disruptions or sanitary sewer overflows, especially during peak flow periods.

Finally, while the City's 10 MGD wastewater treatment plant currently has sufficient capacity, evolving regulatory requirements, particularly regarding nutrient discharge and effluent quality, may necessitate significant technology upgrades within the next decade. Preparing for these changes will be essential to maintaining environmental compliance and long-term system resilience.



Map 28. Existing Wastewater System

STORMWATER

Existing System Overview

The City of Stillwater's stormwater system is a combination of engineered and natural conveyance features, designed to manage runoff from rainfall and mitigate localized and watershed-scale flooding. The system includes a network of gravity storm mains, culverts, open roadside drains, and detention basins, which discharge into a network of streams and open channels such as Boomer Creek, Stillwater Creek, Brush Creek, and East Brush Creek.

The City's infrastructure is most developed in central Stillwater, where gravity mains and culverts are densely clustered. In contrast, fringe areas rely more heavily on open ditches and natural drainageways. The map also overlays the FEMA 100-year floodplain, which follows the City's primary stream corridors and covers significant portions of southern and western Stillwater.

While the City operates under a Municipal Separate Storm Sewer System (MS4) permit, drainage infrastructure in many areas consists of legacy systems built to older design standards, or informal conveyance paths that lack formal documentation or regular maintenance. The City continues to inventory and update this network as part of its stormwater management program.



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Capacity and Vulnerability

Stillwater's stormwater system faces several vulnerabilities, particularly in areas where development intensity has outpaced system expansion or where natural soils limit infiltration. Much of the city is underlain by high-plasticity soils (Plasticity Index ≥ 31), which reduce stormwater infiltration capacity and contribute to higher volumes of surface runoff. This increases the demand on existing detention basins and outfalls, particularly during high-intensity rainfall events.

The FEMA Floodzone Preview and the City's FEMA LOMC records indicate areas of recurring flooding or regulatory constraints, especially near Boomer Creek, Stillwater Creek, and along 14th Avenue. In these zones, floodplain encroachment, poor site drainage, and outdated infrastructure contribute to recurring issues, including curb overtopping and property damage.

Stillwater's reliance on open channels and culverts introduces operational challenges related to debris accumulation, erosion, and downstream flow capacity. While newer developments are required to provide on-site detention, many legacy neighborhoods were developed before such requirements were adopted, leading to undersized or nonexistent stormwater infrastructure.

System Performance and Vulnerability

Stillwater's stormwater system operates under variable conditions depending on system type, development age, and drainage basin characteristics. In the urban core, gravity mains and piped systems provide structured conveyance but are often older and may not meet current design standards. Many culverts and inlet structures were installed decades ago, prior to the adoption of detention requirements, and lack capacity for modern rainfall events.

Areas developed after stormwater regulations were introduced typically include on-site detention and conveyance designed to reduce peak flows, but these systems are isolated and not always integrated at the basin scale. This leads to performance limitations downstream, especially where smaller culverts or open channels intersect with older infrastructure.

In neighborhoods with legacy drainage systems, especially around Boomer Creek, 6th Avenue, and S Sangre Road, localized flooding is a recurring issue during heavy storms. System performance is further limited by high-plasticity soils throughout the city, which reduce infiltration and prolong surface runoff. Combined with limited topographic relief in some areas, this contributes to extended ponding, increased pressure on downstream basins, and occasional street or structure flooding.

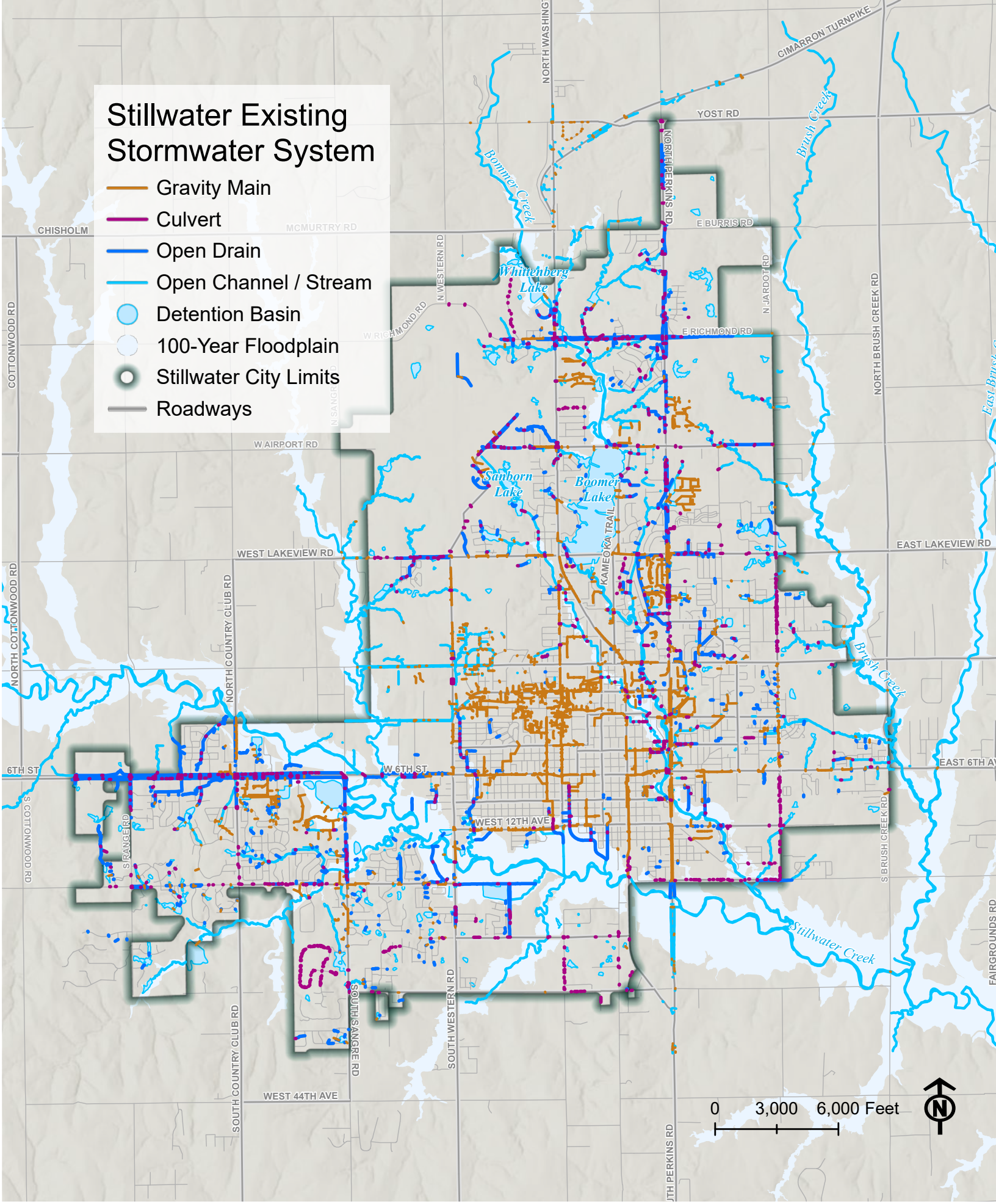
Flood risk is compounded in mapped 100-year floodplains, where development constraints limit options for retrofitting or expanding infrastructure. Several FEMA Letters of Map Change (LOMC) filed in these areas suggest both the ongoing pressure to develop in flood-adjacent parcels and the limitations of current infrastructure to handle high flows safely. As storm intensity becomes more variable, Stillwater's drainage system will need to become more adaptable, integrated, and resilient.

FUTURE LAND USE ALIGNMENT

The Future Land Use Map shows growth in several corridors that intersect existing drainage constraints or lack formal stormwater systems. In particular:

- **The southwest quadrant, including areas west of Sangre Road and south of 32nd Avenue, shows planned low-density residential and employment development where current infrastructure is limited to culverts and intermittent open drains.**
- **The northeast quadrant, including future development east of Jardot Road and Richmond Road, sits adjacent to large floodplain extents and will require careful stormwater planning and new detention basins.**
- **Northwest of Boomer Lake, where rural residential conversion is expected, includes areas served primarily by open channels, which may not be adequate for more intense development.**

As these areas build out, Stillwater will need to strategically extend storm infrastructure to maintain downstream system performance and prevent increased flood risk, erosion, or water quality degradation.



Map 29. Existing Stormwater System

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ELECTRIC, INTERNET/FIBER, AND SANITATION SERVICES

Existing System Overview

The City of Stillwater owns and operates its own electric utility, Stillwater Electric Utility (SEU), which provides electric service to much of the City. The system includes a comprehensive network of power lines, service lines, and power transformers, as shown in the GIS map. Distribution infrastructure is especially dense within the urban core and surrounding residential neighborhoods, with more limited extension into the City's peripheral growth areas.

The City's electric system is supported by a customer service center, meter reading program, and outage response system, and it participates in regional energy markets through the Oklahoma Municipal Power Authority (OMPA). Infrastructure upgrades are coordinated through the Capital Improvement Program (CIP), which includes funding for substation enhancements, line replacements, and transformer upgrades.

Internet and fiber service in Stillwater is provided by multiple private entities, including major providers like AT&T, Suddenlink (now Optimum), and Vyve Broadband. Coverage in central and suburban areas is generally strong, with access to broadband and in some locations, fiber-to-the-home (FTTH). However, gaps persist in fringe areas, especially those identified for future residential and employment development, where infrastructure investment may lag until development occurs.

Solid waste and sanitation services are managed by the City of Stillwater's Waste Management Division, which provides weekly curbside pickup for residential customers and customized services for commercial customers. The City also operates the convenient collection center, a recycling center, and conducts annual household hazardous waste disposal events. Services are funded through utility billing and supported by capital investments in sanitation equipment and infrastructure.





Capacity and Vulnerability

Stillwater's electric grid is generally robust within its established neighborhoods and commercial corridors. However, growth areas, particularly west of Country Club Road, south of 32nd Avenue, and north of Lakeview Road, show sparse distribution of infrastructure. As development occurs in these areas, substation expansion, line extensions, and looped service routes may be necessary to maintain system reliability and support higher residential or employment densities.

Broadband access is sufficient for most central and mid-density neighborhoods, but service reliability and speed vary based on provider and location. Areas slated for future employment or mixed-use development may require improved fiber connectivity to support advanced telecommunications, home-based work, and institutional needs. The absence of a City-wide Digital Inclusion Plan or broadband infrastructure mapping creates a gap in assessing and addressing underserved zones.

Sanitation service is well-established across all developed areas within current City limits. However, service expansions into new subdivisions or commercial areas require coordination with development approvals and street acceptance to ensure efficient route integration and equipment sizing.



FUTURE LAND USE ALIGNMENT

The Future Land Use Map shows increased development intensity along the Perkins Road corridor, the western fringe of the City, and southern sectors near Stillwater Creek. These areas are poised for employment and low-to-moderate density residential development, which will require electric infrastructure extensions, fiber and high-speed internet availability, and sanitation route planning and scaling.

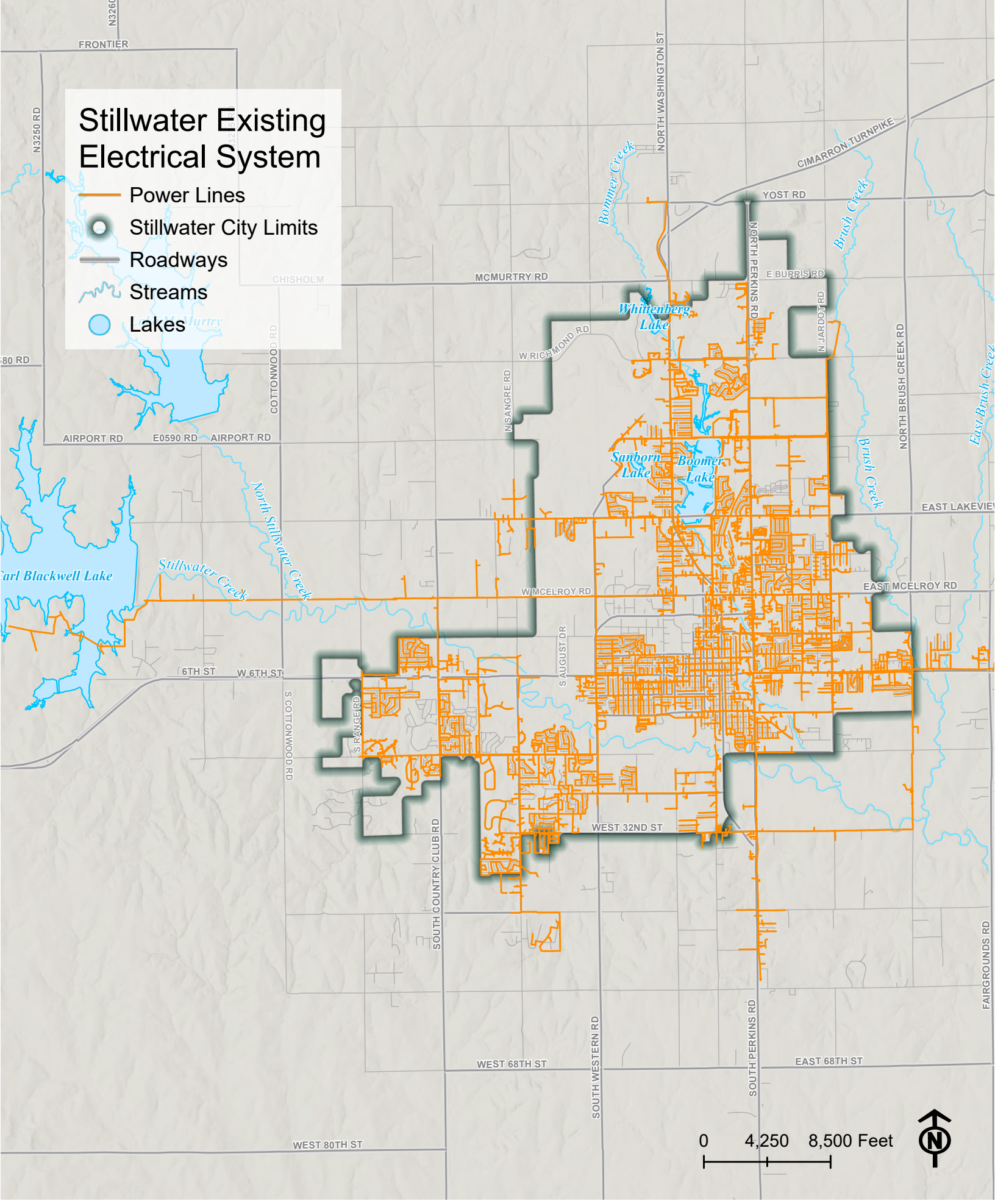
The expansion of mixed-use and campus-oriented neighborhoods will also necessitate resilient infrastructure and smart utility integration, such as underground power lines, high-speed connectivity, and sustainable waste practices.

THE FUTURE OF ENERGY

The City is committed to advancing renewable energy and community-wide energy savings. In 2021, City Council appointed a Renewable Energy Task Force to develop clean energy goals through a transparent and inclusive process. Over the next year, the task force worked with stakeholders to develop a plan and guidance on how Stillwater can pursue more sustainable, efficient, and resilient energy solutions.

Key initiatives include the City's LED Street Light Conversion project in 2024, which replaced approximately 4,400 fixtures with modern, energy-saving technology, and the Energy Efficiency Lighting Retrofit Program, which received more than $122,000 in state funding to retrofit over 1,200 fixtures and recycle outdated equipment at the Municipal Building.

Additional completed projects demonstrate the City's broad approach to energy savings, such as HVAC upgrades at the Municipal Building and Community Center, LED conversions at City facilities including Fire Station #1, the Airport, and Waste Management, and a joint project with Stillwater Public Schools to install energy-efficient lighting at Couch Park baseball and softball fields. Together, these efforts highlight Stillwater's dedication to conserving resources, reducing costs, and creating a healthier, more sustainable community for years to come.



Map 30. Existing Electrical System

PUBLIC FACILITIES

Existing System Overview

The City of Stillwater owns and manages a diverse network of public facilities that support government operations, community services, emergency response, and recreational and cultural programming. These facilities include City Hall, the Community Center, the Municipal Court, four fire stations, police headquarters, parks, the Stillwater Public Library, the Senior Activity Center, the Stillwater Regional Airport, the Armory, and the Animal Welfare facility. Most public facilities are concentrated in central Stillwater, with strong coverage near downtown, Oklahoma State University, and major corridors such as 6th Avenue and Perkins Road.

Facility operations and maintenance are guided by the City's Capital Improvement Program (CIP), which outlines priorities for renovation, replacement, and expansion based on departmental needs and funding availability. Additionally, long-range planning efforts such as the City's Strategic Plan and community-led initiatives like the restoration of the historic Washington School reflect a forward-looking approach to maintaining and enhancing public facilities.

Recent investments across a range of public service functions demonstrate the city's ongoing efforts to modernize infrastructure and provide equitable access to high-quality spaces. In the past several years, Stillwater has advanced capital projects that address aging facility conditions, growing demand for emergency response services, and the community's interest in activating public spaces.



Stillwater Community Center



Stillwater Public Library



Stillwater Fire Department

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Capacity and Growth Analysis

Many of Stillwater's public buildings were constructed several decades ago and are beginning to show signs of functional obsolescence, particularly in terms of space efficiency, accessibility, energy performance, and overall suitability for evolving service needs. As the City grows in both population and physical footprint, these facilities will need to be adapted or replaced to accommodate greater demand, broader service expectations, and more diverse community needs

There is anticipated residential and employment growth in Stillwater's southwest, west, and northeast sectors, areas that are not yet fully served by existing City facilities. In addition to improving physical access to services, there is an increasing need for multipurpose spaces that offer flexible programming, co-located public services, and operational efficiency. Facilities such as fire stations, recreation centers, and community halls must be sited and sized to support these future neighborhoods, while core civic buildings near downtown will require modernization to handle expanded workloads and digital infrastructure upgrades.

Stillwater's approach to public facility planning also incorporates adaptive reuse and cultural preservation. The restoration of the historic Booker T. Washington School, currently underway with community support, is an example of how legacy public assets can be transformed to meet modern service needs while maintaining their cultural significance. In other cases, new construction has been necessary to replace outdated facilities or fill identified service gaps.

FUTURE LAND USE ALIGNMENT

As the Future Land Use Map guides Stillwater's physical expansion, it is clear that several growth areas lie beyond the reach of current public facility networks. Future land use designations in the southwest, northeast, and west suggest a need for expanded emergency response coverage, additional parks and recreation services, and new civic support spaces to serve growing residential and employment nodes.

To support these changes, the City should consider siting new fire stations, branch libraries, or multi-service centers in proximity to planned neighborhoods or activity hubs. The emphasis should be placed on ensuring geographic equity in facility access, reducing travel times for public services, and co-locating facilities when appropriate to maximize efficiency and reduce capital costs. Partnerships with Stillwater Public Schools, Oklahoma State University, or regional service providers may also help meet future facility demands in a fiscally responsible manner.

Ongoing and Recent Capital Projects

Stillwater has made notable progress in addressing its public facility needs through both bond-funded and community-supported projects. One of the most significant efforts is the replacement of the City's Animal Welfare facility, originally built in 1984. In April 2025, residents approved an $8.75 million General Obligation bond to construct a new, 12,000-square-foot shelter. The new building will triple the size of the current facility, resolve longstanding HVAC and drainage issues, and expand the City's capacity to provide humane animal services such as adoptions, education, and spay/neuter programs. The project was widely supported by residents and reflects the community's evolving expectations for animal care and public health infrastructure.

Another critical project is the replacement of Fire Station No. 2, funded by a $9 million voter-approved bond in 2022. The new station, constructed along Western Road on land leased from Oklahoma State University, provides modernized living quarters, drive-through apparatus bays, and upgraded training and meeting space. This new facility is designed to support long-term emergency response needs on the City's north and west sides, areas poised for future development.

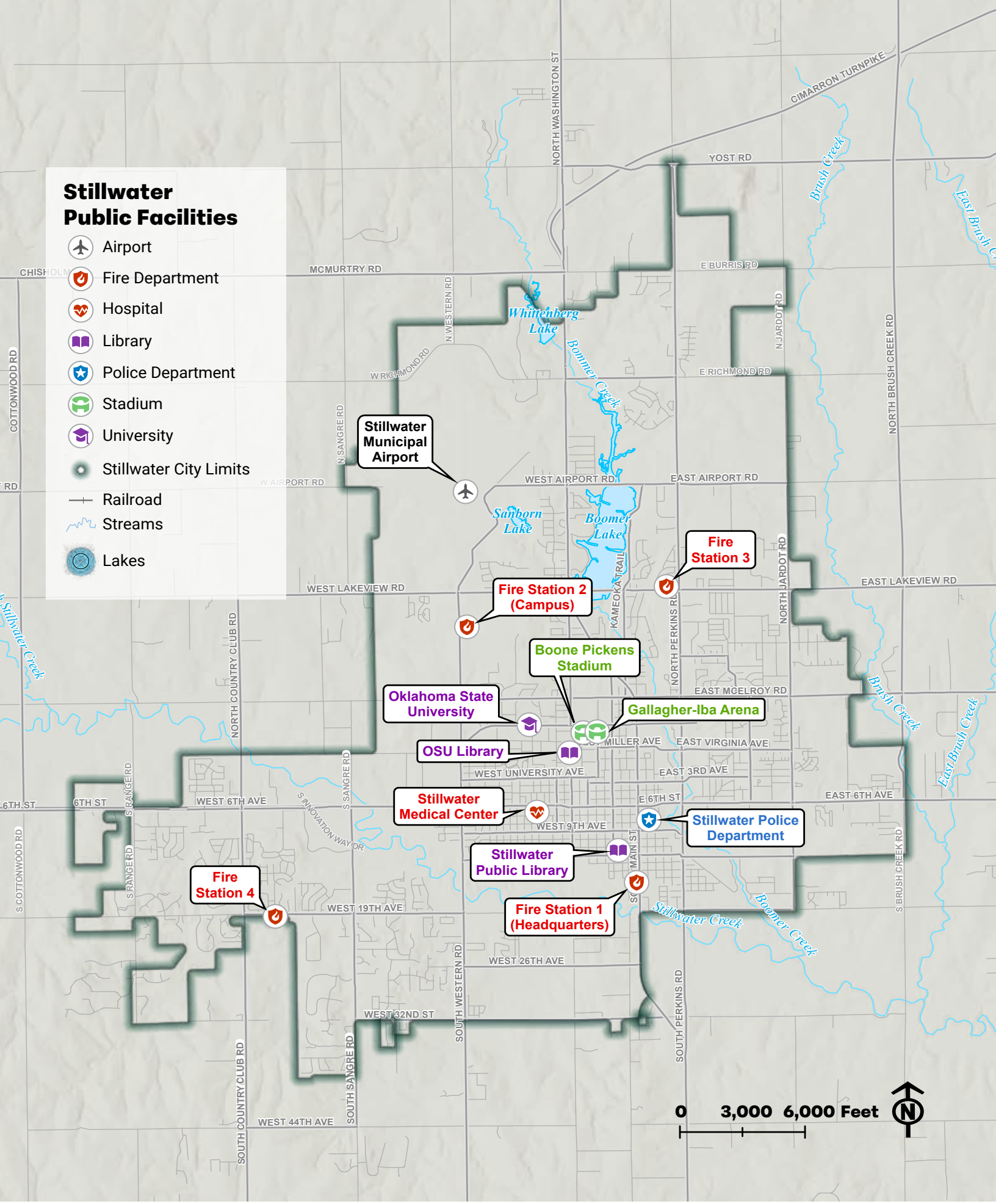
Both of these projects, and numerous transportation projects, were funded through bonds as part of Stillwater's T.I.M.E. - Together Investing in Municipal Excellence - program, which has created opportunities for citizen input and utilized a T.I.M.E. Action Committee of citizens to ensure awareness of proposed projects and their funding needs is spread throughout the City. The transportation projects arising from T.I.M.E. were part of a new transportation sales tax that allocates revenues to fund these projects, increasing the total transportation sales tax from one-half cent to one cent, and extending its expiration date from 2026 to 2032.

In the heart of downtown, Stillwater is transforming Block 34 into a vibrant public gathering space. The project includes features such as gardens, a beer garden and picnic area, and the Musicians Walk of Fame, and will be programmed to host mobile vendors and cultural events. Construction began in early 2024 and was opened to the public on July 26, 2025.

Finally, although not a public facility in the traditional sense, the City's investment in critical utility infrastructure, such as the $28 million water treatment plant upgrade and the broader $210 million water system improvement initiative, reinforces Stillwater's commitment to maintaining foundational public services that support health, safety, and livability for decades to come.



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Map 31. Public Facilities

CRIME AND EMERGENCY SERVICES

Existing Systems Overview

Stillwater provides public safety services through a combination of police, fire, emergency medical services (EMS), and emergency management functions. These services are delivered by the Stillwater Police Department (SPD), the Stillwater Fire Department (SFD), and the Stillwater Emergency Management Agency (SEMA), with support from Stillwater Medical Center's emergency care facilities.

Stillwater's law enforcement operations are managed through SPD's Services Bureau, which includes dispatch, detention, training, community engagement, code enforcement, and records. The Stillwater Fire Department operates multiple fire stations (including Fire Station No. 2, opened on July 22, 2025) and provides fire suppression, EMS response, hazardous materials management, and rescue operations.

The Stillwater Emergency Management Agency (SEMA) oversees preparedness, response coordination, hazard mitigation, and community education. SEMA maintains the City's Emergency Operations Plan (EOP) and uses tools like Be Informed Stillwater, a public alert system that notifies residents during emergencies and severe weather.

EMS services are supported by Stillwater Medical Center, which provides 24-hour emergency care and specialized trauma treatment.



Crime Patterns and Public Safety

Crime data from the Oklahoma State Bureau of Investigation (OSBI) and City public records indicate that Stillwater experiences moderate crime rates compared to state averages, with incidents largely concentrated near higher-density neighborhoods and commercial corridors.

Stillwater's most commonly reported crimes include:

- Property crimes (theft, burglary, vandalism),
- Assault and domestic incidents, and
- Alcohol- and drug-related offenses, particularly in university-adjacent areas.

Violent crime rates are lower than national averages, and the City maintains an active community policing program that includes public education, neighborhood engagement, and specialized training for officers.

Year	Persons (Violent Crimes)	Property Crimes	Society Crimes
2018	493	1,823	877
2019	541	1,866	603
2020	516	2,284	298
2021	652	1,740	493
2022	558	1,680	568
2023	566	1,393	546

Sources: United Way of Payne County, Oklahoma State Bureau of Investigation

In addition to routine enforcement, SPD provides:

- Specialized units for drug enforcement and traffic control,
- Training programs focused on de-escalation, mental health response, and diversity awareness, and
- Crisis intervention resources in partnership with local health providers.

FUTURE LAND USE ALIGNMENT

Stillwater's planned growth, especially in the southwest (32nd Avenue corridor), northeast (Richmond Road area), and west of the airport, will require expanded public safety infrastructure to maintain current service levels. Strategic siting of new fire stations and possible substation locations for law enforcement will be necessary as population density increases outside the current service footprint.

Infill development near campus, downtown, and along Perkins Road may also require expanded community policing and public engagement programming to manage the intersection of nightlife, student populations, and pedestrian activity.

Emergency Services and Response

The Stillwater Fire Department is the City's primary responder for fire and EMS incidents. The department maintains a staff of cross-trained firefighters and paramedics, allowing for integrated emergency response. The construction of a new Fire Station No. 2, funded by a 2022 bond, will significantly improve coverage in northwestern Stillwater and reduce response times to emerging residential and commercial areas.

Response times across the City remain within national best-practice thresholds, but growth to the south, west, and northeast will place added pressure on existing stations. The need for an additional fire station, or expansion of mutual aid agreements, may emerge as these areas build out.

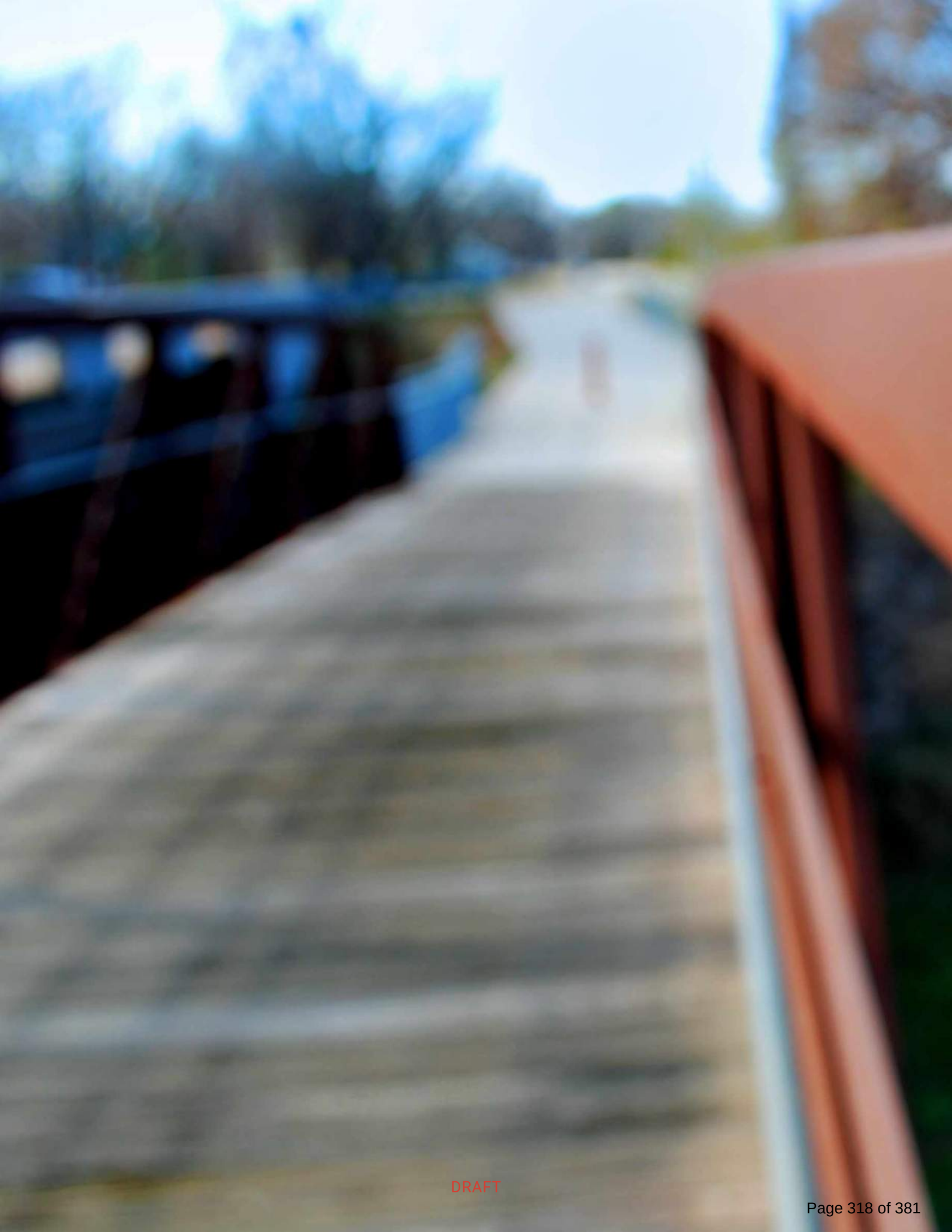
SEMA plays a critical role in coordinating emergency preparedness across City departments. The agency conducts mock disaster exercises, maintains hazard mitigation plans, and leads public outreach campaigns on topics such as tornado preparedness, flood risk, and extreme weather events.

GOALS

Goal	Guiding Principles			
	Connect Stillwater	Thrive Stillwater	Identify Stillwater	Realize Stillwater
Maximize the Value of Existing Infrastructure Ensure that existing infrastructure is used for development before extending new utilities		◆		◆
Diversify the Water Supply Increase the resilience of Stillwater's fresh water supply through diversified sourcing and redundancy in pipe networks	◆	◆		◆
Create Nodes of Public Infrastructure Locate community amenities and public service centers in proximity to one another for ease of maintenance and accessibility for citizens	◆			◆
Ensure all Levels of Service can be Met Account for projected growth when allocating resources for core public services	◆	◆		◆
Prepare for Hazards Align long range plans and policies with best practices in resiliency and hazard mitigation		◆		◆

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IMPLEMENTATION

FROM VISION TO REALITY

Envision Stillwater 2045 is not intended to sit on a shelf or become a paperweight. It is intended to be a living document, and everyone with a stake in the future of Stillwater should be able to refer to the Plan's analyses and recommendations over the next few decades when making decisions about development and capital improvements.

As such, this Chapter outlines specific action items that the City and its partners can perform to achieve the goals of this Plan, live up to its values, and ultimately realize the vision it establishes for the community.

Using this Chapter

The table beginning on the next page encompasses action items from each Chapter, and assigns an estimated timeframe to implement those actions. It also clarifies the type of action each item is - meaning, whether the recommendation requires regulatory changes, the adoption of new policies, the establishment or leveraging of partnerships, or the expenditure of capital resources. Finally, it proposes what entity within the City and its partners is primarily responsible for pursuing that action item, and what collaboration may be useful.

Action Items for each chapter are enumerated, and are coded as follows, with the XX's serving as placeholders for numbers:

Land Use is LU - XX

Transportation and Mobility is TM - XX

Housing and Neighborhoods is HN - XX

Economic Development & Redevelopment is ED - XX

Community Character, Arts, and Culture is CC - XX

Infrastructure, Public Facilities, and Services is IN - XX

Action items are also assigned a timeframe and a priority level. Short-term action items are those which can likely be initiated and completed within five years of adoption of Envision Stillwater 2045. Mid-term action items can likely be initiated and completed within six to twelve years. Long-term action items will likely take over twelve years to initiate and complete. Ongoing action items describe those which recommend continuous effort and investment without a clear point of completion.

Priority 1 items are those which, regardless of how long they will likely take to complete, should be the focus of City resources more urgently than priority 2 or priority 3 items, which require less urgent investment.

In essence, decision makers can use this Chapter to answer a question that may be asked throughout a reading of the rest of the Plan - "What do we do about this?" Each analysis or recommendation within the Plan's narrative translates to an Action Item in this table.



Figure 89. *Vision-to-Action Funnel*

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Implementation Table

Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
LU - 01	Establish mixed-use and multifamily regulations that facilitate a Dining and Entertainment District along Main Street between 6th and 10th supported by diverse Downtown housing options	1				Regulatory	Planning
LU - 02	Develop and implement a parking management program, especially around key districts	1				Regulatory	Planning
LU - 03	Rezone properties with updated regulations to ensure redevelopment is consistent with the FLUP and other plans and studies				2	Regulatory	Planning
LU - 04	Preserve the character and aesthetic of the Westwood neighborhood and engage in further study to identify key neighborhoods for preservation	1				Regulatory	Planning
LU - 05	Update development regulation to encourage and incentivize block-level redevelopment without impeding single-lot redevelopment	1				Regulatory	Planning
LU - 06	Update development regulations to create buffers as transitions between incompatible land uses	1				Regulatory	Planning
LU - 07	Establish design standards for multifamily, mixed-use, and non-residential facades, parking facilities, driveways, site landscaping, lighting, etc. to protect single-family neighborhoods	1				Regulatory	Planning

Figure 90. *Implementation Table*

Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
LU - 08	Review and update the zoning ordinance to reflect land use categories introduced in this plan. Review and update the existing zoning ordinance to allow for the mix of appropriate development types, densities, intensities, and scales classified within each land use category. See the Code Diagnostic for detailed recommendations.	1				Regulatory	Planning
LU - 09	Create and enact an Historic Preservation ordinance			3		Regulatory	Planning
LU - 10	Pursue a land use pattern that supports walkable neighborhoods				2	Policy	Planning
LU - 11	Establish an internal decision-making policy, understood by all parties in a development application process, which realizes the FLUP	3				Administrative	Planning

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Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
LU - 12	Review and update City ordinances to create design standards along floodplains Establish design standards for buildings and infrastructure improvements along identified floodplains to protect natural topography and tree stands, and to mitigate impacts on the floodplain and ecology of nearby water bodies. Update flood damage prevention regulations.	1				Regulatory	Planning
LU - 13	Create a comprehensive geospatial database/inventory of trails and sidewalks Create a GIS-based Citywide sidewalk and trail inventory that can be used for maintenance and to determine where dedication is necessary with new development.			3		Capital Investment	Planning
LU - 14	Review and update City ordinances for market-supported low impact development patterns and preservation of natural areas	1				Regulatory	Planning
LU - 15	Review and update City ordinances to allow development of diverse housing options	1				Regulatory	Planning

Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
TM - 01	Reserve right-of-way for pedestrian network enhancements to connect downtown, campus and other key destinations as shown in the 2045 Stillwater Trails Plan map.				1	Capital Investment	Planning
TM - 02	Construct pedestrian network enhancements to connect downtown, campus and other key destinations as shown in the 2045 Stillwater Trails Plan map.			2		Capital Investment	Planning
TM - 03	Guide and update prioritization of capital projects in current CIP using adopted master plans.				1	Policy	Planning
TM - 04	Identify and prioritize sidewalk projects to expand safe pedestrian infrastructure and support a complete pedestrian network.				1	Capital Investment	Planning
TM - 05	Implement asset management system to identify and prioritize needed maintenance of existing sidewalks.			3		Policy	Planning
TM - 06	Implement wayfinding standards to support all modes connecting neighborhoods, employment and other destinations.	1				Capital Investment	Planning
TM - 07	Update Design and Construction Standards as informed by the 2025 Thoroughfare Design Standards.	1				Regulatory	Engineering
TM - 08	Update the roadway functional classification map.			3		Capital Investment	Engineering Public Works
TM - 09	Continue coordination of traffic control with OSU for large events or increased traffic demand, balancing the needs of businesses that rely on increased visitor trips with efficient and safe circulation.				1	Partnerships	Planning
TM - 10	Commission a study to understand latent demand and priority improvements for expanded public transit options (see also TM - 13)		2			Policy	Planning

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Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
TM - 11	Update the 2009 Multi-Use Trail and On-Street Bicycle Master Plan to support and manage the continued growth of the active transportation network.		2			Policy	Planning
TM - 12	Consider Complete Streets Policy to guide decision making regarding safe expansion of the network.			3		Policy	Planning
TM - 13	Coordinate with OSU-Stillwater Community Transit and existing micromobility offerings to expand and bridge transportation options within the whole community (see also TM - 10)			2		Partnerships	Planning
TM - 14	Address site-specific congestion and signalization issues with safety and capacity enhancements at adjacent intersections.				1	Policy	Engineering Public Works
HN - 01	Establish regulatory and enforcement controls for short-term rentals	1				Regulatory	Planning
HN - 02	Establish special, incentivized standards for workforce housing (60% to 120% of area median household incomes), such as lot size, setbacks, density, parking and lot coverage		2			Policy	Planning
HN - 03	Enable expansion of the total housing supply	1				Policy	Planning
HN - 04	Enable provision of housing in all price ranges	1				Policy	Planning
HN - 05	Update development regulations to allow greater diversity of housing types	1				Regulatory	Planning
HN - 06	Invest in more robust code enforcement capabilities			1		Administrative	Planning
HN -07	Develop effective protocols and techniques for code enforcement procedures	1				Policy	Planning

Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
HN - 08	Identify and establish programs and incentives such as grants or low-interest loans for the rehabilitation of dilapidated homes		3			Funding	Planning
HN - 09	Evaluate the cost-benefit ratio of infrastructure assistance programs for housing developers such as tax rebates, reimbursement of developer costs for certain infrastructure, and others		3			Funding	Planning
HN - 10	Study and analyze building construction codes and compare to other Oklahoma communities and the Oklahoma Universal Building Code to identify burdensome requirements and inadequate standards	1				Regulatory	Planning
HN -11	Streamline and clarify the permitting process for all development including residential	1				Administrative	Planning
HN -12	Explore partnerships with nonprofit and private sector homebuilders and housing development experts to expand supply of low-cost housing		2			Partnerships	Planning
HN -13	Update development regulations to require public amenities that contribute to neighborhood completeness such as sidewalks, bike infrastructure, and streetscape features	1				Regulatory	Planning
HN -14	Study the potential benefits and drawbacks of establishing a fee-in-lieu-of-construction program for gathering spaces and parks in new neighborhoods		2			Policy	Planning
HN -15	Update development regulations to enable the construction of private amenities that contribute to neighborhood completeness such as grocery stores, clinics, and third places	1				Regulatory	Planning

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Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
ED - 01	Establish a framework of uniform success metrics for economic development	1				Policy	City Manager's Office
ED - 02	Streamline and clarify responsibilities among regional economic development organizations	1				Partnerships	City Manager's Office
ED - 03	Attract and promote small and medium-sized businesses that do not require significant upgrades to existing infrastructure		1			Administrative	City Manager's Office
ED - 04	Partner with real estate developers to increase the supply of office, commercial, and industrial space		2			Partnerships	City Manager's Office Planning
ED - 05	Create an environment accommodating of new restaurants, retail stores, and entertainment offerings			1		Policy	City Manager's Office Planning
ED - 06	Actively recruit new restaurants, retail stores, and entertainment offerings	1				Administrative	City Manager's Office
ED - 07	Invest in public amenities that attract surrounding private development				1	Capital Investment	City Manager's Office Planning
ED - 08	Prioritize infill development				1	Policy	Planning

Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
CC - 01	Invest in maintaining Block 34 as a central gathering place for the City				1	Capital Investment	Planning Parks & Comm. Resources
CC - 02	Establish streetscape plans and design standards to ensure the inclusion of key amenities like lighting, seating, shade, and waste receptacles		3			Policy	Planning
CC - 03	Plan for a Main Street dining and entertainment district between 6th and 12th			3		Policy	Planning
CC - 04	Establish and implement desgin guidelines to promote façade improvements		1			Regulatory	Planning
CC - 05	Evaluate the possibility of façade improvement incentives	1				Funding	Planning
CC - 06	Review and update civic brand standards and implement branded wayfinding at major and minor gateways and destinations				1	Policy Capital Investment	Planning Communications
CC - 07	Deploy phased streetscape program for 6th Ave Corridor			3		Capital Investment	Planning
CC - 08	Develop streetscape plans for Washington St from 6th to University (the Strip)		3			Policy	Planning
CC - 09	Implement gateway features at Hester/Monroe and Main Streets downtown	2				Capital Investment	Planning
CC - 10	Prioritize the inclusion of public green spaces around key developments in and near Downtown				2	Policy	Planning

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Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
CC - 11	Ensure perpetuity of maintenance and operational resources for public open spaces			1		Funding	Planning Parks & Comm. Resources
CC - 12	Explore and expand partnerships and resources to create public art of all scales throughout the City				2	Partnerships	Planning
CC - 13	Provide both active and passive public spaces and greenspace			2		Capital Investment	Planning
CC - 14	Leverage public and active transportation to pursue improved public health outcomes		1			Capital Investment	Planning
CC - 15	Explore placemaking and redevelopment opportunities in the North Boomer Road area	1				Policy	Planning
CC - 16	Support use of a central digital hub for resource and information sharing among mission-driven organizations		3			Partnerships	Planning
CC - 17	Evaluate permitting for festivals and events and streamline the process where possible	1				Regulatory	Planning
IN - 01	Develop an asset management strategy- collecting data on pipe age, material, and condition to support citywide water asset inventory; prioirtize aging infrastrucutre in tandem with system expansion	1				Administrative	Engineering Water Utilities
IN - 02	Expand storage and pumping redundancy to avoid single points of failure and maintain pressure, such as completing the Lake McMurtry pipeline, pump station upgrades, and storage expansions				1	Capital Investment	Engineering Water Utilities

Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
IN - 03	Update Wastewater Master Plan				1	Policy	Engineering Water Utilities
IN - 04	Continue I&I Mitigation Efforts, focusing on older neighborhoods with clay pipe networks, and expanding pipe lining and manhole rehab programs			2		Capital Investment	Engineering Water Utilities
IN - 05	Invest in WWTP resilience and technology				1	Capital Investment	Engineering Water Utilities
IN - 06	Develop a comprehensive Stormwater Master Plan				2	Policy	Engineering Stormwater Planning
IN - 07	Target underserved drainage areas for phased expansion			3		Capital Investment	Engineering Stormwater Planning
IN - 08	Use soil plasticity data to inform the placement of green infrastructure and reduce reliance on traditional hard infrastructure where infiltration potential is low			3		Policy	Engineering Stormwater Planning
IN - 09	Improve flood resilience with updated detention standards. Review and revise design standards to improve flow attenuation, reduce erosion, and ensure multi-functional use of drainage corridors			2		Policy	Engineering Stormwater Planning
IN - 10	Integrate Stormwater Planning into Development Review. Ensure developers contribute to off-site detention and coordinated conveyance improvements. Use LOMC and FEMA floodplain data to guide site approvals and long-term maintenance agreements			3		Policy	Engineering Stormwater Planning

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Rec.	Action Items	Implementation Timeframe				Action Type	Key Entity and Partnerships
		Short-term	Mid-term	Long-term	Ongoing		
IN - 11	Plan for electric grid expansion in growth areas			3		Capital Investment	Electric Utilities
IN - 12	Incorporate underground power distribution and smart meters in new developments. Encourage backup power solutions for key public facilities and emergency infrastructure				2	Policy	Electric Utilities
IN - 13	Identify gaps in access (e.g., fire protection, library use, senior services) and plan phased expansion into growth areas		1			Policy	Planning
IN - 14	Expand funding tools and partnerships by exploring new capital funding mechanisms including grants, public-private partnerships, or multi-purpose bonds tied to other infrastructure efforts			2		Funding	Planning
IN - 15	Regularly update the Emergency Operations Plan (EOP), invest in simulation-based training, and reinforce public communication systems to strengthen emergency preparedness and interdepartmental coordination			2			


ENVISION
STILLWATER
2045
COMPREHENSIVE PLAN
stillwaterok.gov/envision

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	7.a. CC-25-169
Previous/Related Action:	
Background/Issue:	• Since the start of commercial air service in August 2016, Stillwater Regional Airport (SWO) has maintained free parking to all users. • As commercial air service has grown, SWO has experienced insufficient parking availability during peak seasons and regularly receives feedback from commercial passengers requesting premium parking for a fee. • The new terminal design addresses the insufficiency of parking and provides for the construction of new parking lots with funding through the Oklahoma Department of Aerospace and Aeronautics (ODAA) and the Federal Aviation Administration (FAA). • City Council approved Resolution No. CC-2021-3 creating the Stillwater Regional Airport Parking District on January 11, 2021.
Proposal/Solution:	• The presentation includes a summary of existing parking areas at the airport, recent improvements supported by Public Works, improvements planned over the next 12 months, and pursuit of revenue parking in dedicated lots. • At their meeting on November 20, 2025, the Stillwater Regional Airport Advisory Board provided support of the parking plan as presented.
Financial Source/Impact:	N/A
Related Strategic Priority:	#1 EFFECTIVE SERVICES & ACCOUNTABLE GOVERNMENT
Recommended Action/Motion:	Consider possible action to provide direction to staff. Staff will bring future agenda items back to the City Council as needed.
Prepared By:	Kellie Reed, Airport Director
Reviewed By:	Kellie Reed Christy Cluck Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

None

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	7.b. CC-25-170
Previous/Related Action:	
Background/Issue:	• October 2, 2023: Council Approved the selection of Lippert Brothers, Inc. (LBI) as Construction Manager at Risk (CMAR) to provide services for the remaining design, bidding, and construction of the new terminal building, parking, and parking access development at Stillwater Regional Airport (SWO). • July 15, 2024: Council approved the award of contracts by Construction Manager at Risk (CMAR), LBI, for Bid Package 1 (Phase 1) for SWO terminal project for a total of $18,592,300. • The SWO terminal project is ongoing and has surpassed 70% completion. • On November 3, 2025, Council approved for submission to the FAA of the SWO Capital Improvement Program (CIP), which identified the Oklahoma Department of Aerospace and Aeronautics (ODAA) funding opportunity in FY26 for the North Triangle Parking Lot. • Terminal CMAR, LBI, opened the North Triangle Parking Lot bids on November 12, 2025, with three bids received. The low bidders for the North Triangle Parking Lot bid packages (3 total) included Lopp Construction, LLC, Apex, and Thrive, with a total North Triangle Parking Lot project cost of $680,508. Total project costs include parking lot paving and walks, electrical, sodding, design and construction administration fees. Total construction costs included in Amendment 5 are $633,308.
Proposal/Solution:	Staff is seeking Council's approval to apply for the ODAA grant for the North Triangle Parking Lot with a resolution included in this council packet. Further, staff is seeking Council's approval of the award of contracts by CMAR, Lippert Brothers, Inc., for Project Work Package # 5 (North Triangle Parking Lot) for the Stillwater Regional Airport Terminal and Improvements Project; approval of Amendment No. 5 to the CMAR Agreement which includes a partial conversion to guaranteed maximum price in the amount of $633,308 for the relevant portion of work identified in Project

	Work Package #5. This brings the CMAR Agreement total partial GMP with this approval to $23,102,294.
Financial Source/Impact:	North Triangle Parking Lot costs will be funded through City of Stillwater match from the fund balance of the Airport Grant Fund and ODAA grant funds. A resolution for the aforementioned ODAA grant for the parking lot is included in this council packet.
Related Strategic Priority:	#1 EFFECTIVE SERVICES & ACCOUNTABLE GOVERNMENT
Recommended Action/Motion:	Motion to approve the award of contracts by CMAR, Lippert Brothers, Inc., for Project Work Package # 5 (North Triangle Parking Lot) for the Stillwater Regional Airport Terminal and Improvements Project; Approve Amendment No. 5 to the CMAR Agreement which includes a partial conversion to guaranteed maximum price in the amount of $633,308 for the relevant portion of work identified in Project Work Package #5, and authorize the City Manager to sign the Amendment and related exhibits A-1 and C-5.
Prepared By:	Kellie Reed, Airport Director
Reviewed By:	Kellie Reed Christy Cluck Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

1. Am5 Exh A-1 Exh C-5
2. Stillwater Aiport Terminal Bldg - Phase 3 - Revised Bid Recommendations - 11-20-25
3. Stillwater Airport Phase 3 North Triangle Parking Lot - Direct & Site Requirements

AMENDMENT TO
AGREEMENT FOR CONSTRUCTION MANAGEMENT AT RISK SERVICES

Amendment No. 5

1. Background Data:

a. Effective Date of Owner-CMAR Agreement: June 17, 2024

b. Owner: City of Stillwater, Oklahoma

c. CMAR: Lippert Bros., Inc.

d. Project: Stillwater Airport Terminal Building and Improvements

2. Background Information:

a. The contract identified above ("Agreement") was executed as a Construction Manager at Risk contract in accordance with the Oklahoma Construction Management Act for Political Subdivisions, 61 O.S. § 215 et seq.

b. A portion of the work identified as "Bid Package #1" was previously awarded by the Owner and is underway. The Agreement was amended on August 6, 2024, to adopt the parties' agreement that the GMP for the relevant portion of the work including Pre-Construction Services and Bid Package #1 is $18,622,424, as detailed in Exhibit C-1 to Amendment No. 1.

c. On December 16, 2024, Amendment No. 2 to the Agreement was approved to amend the Agreement as follows: Amended the Agreement to revise Total Project IGMP to $25,547,582 as set forth in Amended Exhibit B and Amended Exhibit B-2 to Amendment No. 2 which includes all Phases of the Stillwater Regional Airport Terminal Building and Improvements Project. Award of any Project Work Package is contingent on receipt of federal funds or specific action by the City Council to appropriate funds sufficient for the Project; amended the Agreement to clarify that Olsson Inc. shall serve as Project Engineer for Phase 2, Access Road Relocation and Roundabout Development, of the Project; Phase 3, North Triangle Parking and Lighting; and Phase 4, South Parking and Lighting; amended the Agreement to revise the bonding requirements of the CMAR to clarify that the Construction Manager shall provide bonds for any self-performed work as well as any work where the total cost of the work is less than $50,000. The Construction Manager shall require that all subcontractors provide bonds when the cost of the work is more than $50,000; amended the Agreement to clarify that the Construction Manager's Fee is 4.75%; and amended the Agreement for a portion of work identified as "Project Work Package 2" (PWP2) for partial Phase 2 work for partial conversion of guaranteed maximum price in the amount of $660,445 as detailed in Exhibit C-2 to Amendment No. 2.

d. On February 25, 2025, Amendment No. 3 to the Agreement was approved to amend the Agreement as follows: Amended the Agreement to include the Project Schedule, Exhibit A-1, which includes the substantial and final completion dates for PWP1, PWP2 and "Project Work Package #3" (PWP3); amended the Agreement to revise the City's

representative as provided in Article 9(h); and amended the Agreement for a portion of work identified as PWP3 for partial Phase 2 work for partial conversion of guaranteed maximum price in the amount of $3,124,479 as detailed in Exhibit C-3 to Amendment No. 3.

e. On March 11, 2025, Amendment No. 4 to the Agreement was approved to amend the Agreement as follows: Amended Exhibit A-1 to the Agreement to include the substantial and final completion dates for "Project Work Package #4" (PWP4); amended the Agreement for a portion of the work identified as PWP4 for partial Phase 2 work for the partial conversion of guaranteed maximum price in the amount of $61,638 as detailed in Exhibit C-4 to Amendment No. 4.
f. This Amendment No. 5 provides for the following contract amendments:
    a. Amends the Agreement to revise the City's representative as provided in Article 9(h).
    b. Amends Exhibit A-1 to the Agreement to include the substantial and final completion dates for "Project Work Package #5" (PWP5).
    c. Amends the Agreement for a portion of the work identified as PWP5 for Phase 3 North Triangle Parking Lot work. Construction Manager is prepared to enter into written agreements with subcontractors and suppliers. Exhibit C-5 to this Amendment No. 5 sets forth the relevant partial conversion of the guaranteed maximum price for the relevant portion of work.

3. Amendment:

The Agreement is amended as follows:

a. Article 9, Duties, Obligations and Responsibilities of the Owner, Subsection (h) shall be amended as follows: The Owner hereby designates the Airport Director for the City of Stillwater or designee within the limits of the law, as representative authorized to act on its behalf with respect to the Project. The Owner or its representative shall render decisions pertaining to the Project promptly, to avoid unreasonable delay in the progress of the Construction Manager's work.
b. The parties agree that the attached Amended Exhibit A-1 includes the substantial and final completion dates for each work package bid to date by adding the substantial and final completion date for PWP5.
c. Exhibit C-5 attached hereto provides for the partial conversion of guaranteed maximum price for the relevant portion of work identified as PWP5 for Phase 3 North Triangle Parking Lot.

4. Effect of Contract Provisions: All provisions contained within the Agreement dated June 17, 2024, and any amendments thereto shall remain in full force and effect and shall be binding on the parties except as amended herein and pursuant to all other properly executed amendments.

5. Effective Date: This Amendment No. 5 is effective upon signature of both parties.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment No. 5 to be executed by their duly authorized officers or representatives on the dates set forth below.

OWNER:	CONSTRUCTION MANAGER AT RISK:
City of Stillwater, Oklahoma	Lippert Bros., Inc.
By:	By:
Title: J. Brady Moore, City Manager	Title: T.M. Lippert, President
Date Signed:	Date Signed:

AMENDED EXHIBIT A-1
TO THE AGREEMENT FOR AT RISK CONSTRUCTION MANAGEMENT SERVICES
PROJECT SCHEDULE

Stillwater Airport Terminal Building and Improvements

Liquidated damages are per Article 5.

Project Work Package #1
Substantial Completion shall be on or before July 26, 2026.
Final Completion shall be achieved within 30 days of Substantial Completion.

Project Work Package #2
Substantial Completion shall be on or before November 10, 2025.
Final Completion shall be achieved within 30 days of Substantial Completion.

Project Work Package #3
Substantial Completion shall be on or before January 10, 2026.
Final Completion shall be achieved within 30 days of Substantial Completion.

Project Work Package #4
Substantial Completion shall be on or before January 10, 2026.
Final Completion shall be achieved within 30 days of Substantial Completion.

Project Work Package #5
Substantial Completion shall be on or before March 31, 2026.
Final Completion shall be achieved within 30 days of Substantial Completion.

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: _____	By: _____	By: _____
Kellie Reed, Airport Director	J. Brady Moore, City Manager	T.M. Lippert, President
Owner: City of Stillwater	Owner: City of Stillwater	Lippert Bros., Inc.
Date: _____	Date: _____	Date: _____

EXHIBIT C-5
TO THE AGREEMENT FOR AT RISK CONSTRUCTION MANAGEMENT SERVICES
GUARANTEED MAXIMUM PRICE, PARTIAL CONVERSION

Stillwater Airport Terminal Building and Improvements
Project Work Package 5 (PWP5) – Phase 3 North Triangle Parking Lot

Project Work Package #5

Cost of Direct Project Support	*$ 18,529*
Cost of the Work	*$ 442,863*
Construction Contingency	*$* 150,000
Fee (4.75% of Cost of the Work)	*$ 21,916*

Alternates selected and included above:

- Alternate #01 – Electrical Light Poles/Fixtures/Wiring $31,259

Total Work Package #5 Partial Guaranteed Maximum Price $633,308

Partial Guaranteed Maximum Price (GMP) Summary

Prior to this Amendment:

Amendment No. 1, PWP1 Partial GMP:	$ 18,622,424
Amendment No. 2, PWP2 Partial GMP:	$ 660,445
Amendment No. 3, PWP3 Partial GMP:	$ 3,124,479
Amendment No. 4, PWP4 Partial GMP:	$ 61,638

This Amendment:

Amendment No. 5, PWP5 Partial GMP:	$ 633,308
Total Partial GMP:	**$ 23,102,294**

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: _____	By: _____	By: _____
Kellie Reed, Airport Director	J. Brady Moore, City Manager	T.M. Lippert, President
Owner: City of Stillwater	Owner: City of Stillwater	Lippert Bros., Inc.
Date: _____	Date: _____	Date: _____

Date: November 20, 2025

Stillwater Regional Airport New Terminal Building Phase Three
North Triangle Parking Lot

Work Package #05

City of Stillwater
723 South Lewis Street
Stillwater, OK 74076

CONSTRUCTION MANAGER: Lippert Bros., Inc.
ENGINEER: Olsson

LIPPERT BROS., INC. BID RECOMMENDATION REVIEW COMMENTS

Lippert Bros., Inc. has completed our review and investigation into potential discrepancies in all bids received and offers the following comments for Work Package #05 for the Phase Three North Triangle Parking Lot project that bid on November 12, 2025, which Lippert Bros., Inc. did not find any discrepancies. Below is the list of the base bid and alternate #01 and our recommendations for award.

BID TOTALS

Base Bid	**$602,049**
Alternate #01 – Electrical Light Poles/Fixtures/Wiring	**$31,259**
Unit Price #01 – Over Excavation & Haul-Off per cubic yard	**$45.00**
Unit Price #02 – Borrow Fill and Compaction per cubic yard	**$63.00**
Unit Price #03 – Trash / Debris Removal and Disposal per cubic yard	**$180.00**

LBI'S BID RECOMMENDATIONS

Base Bid	**$602,049**
Alternate #01 – Electrical Light Poles/Fixtures/Wiring	**$31,259**
TOTAL =	**$633,308**

The above totals includes Lippert Bros., Inc's Direct Project Support, Site General Requirements, the below listed allowance in the base bid and a contingency totaling $150,000, insurance, and fee. Lopp Construction, LLC. will provide their bonds for their scope of work.

PROJECT WORK PACKAGE COSTS

Cost of Direct Project Support	**$18,529**
Cost of Work	**$442,863**
Construction Contingency	**$150,000**
Fee (4.75%)	**$21,916**
TOTAL	**$633,308**

ALLOWANCES

If any allowances result in being under budget, then Lippert Bros., Inc. will provide a deductive change order to give that said amount back to the Owner to be put into the construction contingency. All savings (100%) from these allowances will be returned to the Owner.

1. Lippert Bros., Inc. has included a total testing allowance budget of $13,948 in the Site General Requirements. This testing allowance or budget was from ECS Southwest, LLP. Lippert Bros., Inc. will follow all testing/quality control requirements listed in the specifications.

BID PACKAGE REVIEW

With respect to specific bid packages and/or bidders review we offer the following comments on a bid package by bid package basis.

Bid Package #26.0 – Electrical

Lippert Bros., Inc. received a total of two bids for this bid package, which Apex Electrical Solutions LLC. base bid and alternate resulted in them being the apparent low bidder. Lippert Bros., Inc. discussed the bid results with Apex Electric Solutions LLC. and they have indicated that they bid per the plans and specifications and that they do not have any errors in their estimate. Lippert Bros., Inc. recommends award of Bid Package #26.0 – Electrical to Apex Electric Solutions LLC.

Bid Package #32.0 – Paving and Walks

Lippert Bros., Inc. received a total of three bids for this bid package, which Lopp Construction, LLC. base bid option for Asphalt Paving option resulted in them being the apparent low bidder. Lippert Bros., Inc. discussed the bid results with Lopp Construction, LLC. and they have indicated that they bid per the plans and specifications and that they do not have any errors in their estimate. Lippert Bros., Inc. recommends award of Bid Package #32.0 – Paving and Walks (Asphalt Paving Option) to Lopp Construction, LLC.

Please note that this bid package had an asphalt paving option and a concrete paving option. Based upon Lippert Bros., Inc.'s review the concrete paving option would result in this project to be over budget, which is why Lippert Bros., Inc. is recommending the award of the asphalt paving option to Lopp.

In addition, Lippert Bros., Inc. did receive another bid regarding bid package #32.0 - Paving and Walks (concrete paving option), but this bid also included the total costs for Paving and Walks, Bid Package #26.0 – Electrical and Bid Package #32.1 – Sodding. This bid was from J. Lee Enterprises. This bid was rejected by Lippert Bros., Inc. due to that they provided one sealed bid for all three bid packages that were advertised to be submitted separately. Also, J. Lee Enterprises lump sum bid for all three bid packages is more than the low bidders being recommended for award.

Bid Package #32.1 – Sodding

Lippert Bros., Inc. received two bids for this bid package, which Thrive Landscaping and Irrigation was the apparent low bidder for this bid package. Lippert Bros., Inc. discussed the bid results with Thrive Landscaping and Irrigation, and they have indicated that they bid per the plans and specifications and that they do not have any errors in their estimate. Lippert Bros., Inc. recommends award of Bid Package #32.1 – Sodding to Thrive Landscaping and Irrigation.

DISADVANTAGED BUSINESS ENTERPRISE (DBE) BIDDERS

Lippert Bros., Inc. received a total of seven (7) sealed bids. Of those seven (7) sealed bids no bidder indicated that they were a DBE contractor.

UNIT PRICES

The list of unit prices provided by Lopp Construction, LLC. is provided above in our recommendations and is shown on the attached bid summary sheet. Lippert Bros., Inc. will include these unit prices if needed or encountered in Lopp Construction, LLC's contract.

DAVIS-BACON WAGE RATES

Lippert Bros, Inc. was made aware that this project (Phase 3 North Triangle Parking Lot) will not be Federally funded. Davis-Bacon Wage Rates will not be applicable to this project phase.

INVOICING PROCEDURES

Lippert Bros., Inc. will bill equal monthly amounts for the Direct Project Support and Site General Requirements each month. If the project starts or ends on a partial monthly (not a full month) then the Direct Project Support and Site General Requirements amounts will be adjusted accordingly. Lippert Bros., Inc. will invoice the full amount for our insurance at the first monthly billing. Our insurance carrier invoice these amounts once they issue the insurance certificate. Lippert Bros., Inc., fee will be invoiced on a percentage basis on each monthly billing based upon the total percentage of work completed.

Lippert Bros., Inc. has not included the costs for CM bonds for this Phase 3 work. Lopp Construction LLC will provide bonds associated with their scope of work.

APPROVALS

Lippert Bros., Inc. is aware that these bid recommendations need to be approved by the City of Stillwater City Council and ODAA. This project advertised that all bids will need to be good for thirty (30) days. The thirty (30) day mark after the November 12, 2025 bid date is December 12, 2025. Lippert Bros., Inc. recommends that the City of Stillwater and/or Stillwater Airport notify us with a Notice of Award or Intent no later than **December 11, 2025**, so that we can issue Notice of Intent, and subcontracts to the contractors. Once Lippert Bros., Inc. receives the City of Stillwater's Notice of Award we will begin to mobilize on-site no later than ten (10) business days after the receipt of the Notice of Award.

BUILDING PERMIT

Lippert Bros., Inc. requests that the City of Stillwater provides the building permit (if required) for this scope of work as quickly as possible so that this work and Phase 1 and 2 is not delayed.

PROJECT SAVINGS

Lippert Bros., Inc. would like to assure the City of Stillwater that 100% of the savings from any remaining construction contingency and any remaining allowances amounts will be returned to the City of Stillwater. If the construction contingency becomes over budget because of additional scope of work or the allowance amounts are exceeded then Lippert Bros., Inc. will consult with the City of Stillwater and the Civil Engineer to issue a change order or amendment to this work package.

Attached you will find our project cost summary sheet, along with the final bid tabulations. We request that the City of Stillwater review the above information and attached documents and inform us of any changes to our recommendations.

If you should have any questions regarding this letter or the attached documentation, then please contact me via phone at 405-478-3580 or email at svanoosten@lippertbros.com.

Respectfully,

Lippert Bros., Inc.



Shane VanOosten
Vice-President / Project Manager

Attachments: Project Cost Summary Sheet
Final Bid Tabulations

Cc: File

STILLWATER REGIONAL AIRPORT- NEW TERMINAL BUILDING - PHASE 3 NORTH TRIANGLE PARKING LOT
2020-10 W. AIRPORT ROAD
STILLWATER, OKLAHOMA 74075

CONSTRUCTION MANAGER: LIPPERT BROS., INC.

CIVIL ENGINEER: OLSSON

STILLWATER REGIONAL AIRPORT NEW TERMINAL BUILDING PHASE 3
NORTH TRIANGLE PARKING LOT
BID GROUP #1 - BASE BID TOTALS - Bid Date: NOVEMBER 12, 2025

BID PACKAGE TOTALS	Bid Results
DIRECT PROJECT SUPPORT - LBI	$18,529
SITE GENERAL REQUIREMENTS - LBI (Includes Testing Allowance $13,948)	$23,343
BID PACKAGE #26.0 - ELECTRICAL Apex Electric Solutions, LCC.	$8,173
BID PACKAGE #32.0 - PAVING - Asphalt Paving Option Lopp Construction, LLC.	$373,522
BID PACKAGE #32.1 - SODDING Thrive Landscaping and Irrigation	$5,000
SUBTOTAL	**$428,567**
PROFESSIONAL LIABILITY INSURANCE	$429
GENERAL LIABILITY AND UMBRELLA	$2,425
BUILDERS RISK INSURANCE	$129
SUBTOTAL	**$431,550**
CM P&P BONDS (Not applicable)	$0
CONTINGENCY (Lump Sum)	$150,000
CM FEE - 4.75% (NO FEE ON CONTINGENCY)	$20,499
BASE BID TOTAL	**$602,049**

BID GROUP #1 - ALTERNATE #01 TOTALS - Bid Date: NOVEMBER 12, 2025

BID PACKAGE TOTALS	Bid Results
BID PACKAGE #26.0 - ELECTRICAL Apex Electric Solutions, LCC.	$29,635
SUBTOTAL	**$29,635**
PROFESSIONAL LIABILITY INSURANCE	$30
GENERAL LIABILITY AND UMBRELLA	$168
BUILDERS RISK INSURANCE	$9
SUBTOTAL	**$29,842**
CM P&P BONDS (Not applicable)	$0
CM FEE - 4.75% (NO FEE ON CONTINGENCY)	$1,417
ALTERNATE #01 TOTAL	**$31,259**

UNIT PRICES - Lopp Construction, LLC.	
UNIT PRICE #01 - OVER EXCAVATION & HAUL-OFF PER CY	$45.00
UNIT PRICE #02 - BORROW FILL AND COMPACTION PER CY	$63.00
UNIT PRICE #03 - TRASH / DEBRIS REMOVAL & DISPOSAL PER CY	$180.00

LIST OF ALLOWANCES	
Testing Allowance (included in CM's Site General Requirements)	$13,948.00

END OF BID RECOMMENDATION SUMMARY

OWNER'S BID TABULATION SHEET

STILLWATER REGIONAL AIRPORT - NEW TERMINAL BUILDING - PHASE 3 North Triangle Parking Lot

Bid Group #01 - Bid Packages #26.0 thru #33.0

Bid Date: November 12, 2025 at 3:00 p.m.

B.P. #26.0 - Electrical	KB Electric	Apex			J. Lee Enterprises	
Base Bid	$20,620.00	$8,172.96			$580,000.00	CM Rejected Bid
Alternate #01	$24,620.00	$29,634.78			$80,240.00	of J. Lee Enterprises
U.P. #01	N/A	N/A			$39.00	Provided one
U.P. #02	N/A	N/A			$39.00	lump sum bid
U.P. #03	N/A	N/A			$91.00	in one envelope
DBE CONTRACTOR	NO	NO			NO	for all bid packages

B.P. #32.0 - Paving & Walks	Lopp	Rudy	Ellsworth			
Base Bid - Asphalt Paving	$373,522.22	$655,000.00	$511,731.38			
Base Bid - Concrete Paving	N/A	$761,000.00	$573,127.70			
U.P. #01	$45.00	$25.00	$30.00			
U.P. #02	$63.00	$55.00	$35.00			
U.P. #03	$180.00	$100.00	$25.00			
DBE CONTRACTOR	NO	NO	NO			

B.P. #32.1 - Sodding	Greenshade	Thrive				
Base Bid	$17,500.00	$5,000.00				
DBE CONTRACTOR	NO	NO				

APPLICATION AND CERTIFCATE FOR PAYMENT
ARCHITECTURAL AND ENGINEERING SERVICES

CONTINUATION SHEET

OWNERS BID/PROJECT NO.: 1827 | PERIOD FROM: | APPLICATION NO.:

PURCHASE ORDER NO.: SAM.GOV Unique Entity ID: HAAZJJCX7UB3 | PERIOD TO: | APPLICATION DATE:

Name of Project: Stillwater Regional Airport - New Terminal Building - Phase 3 North Triangle Parking Lot CMAR Direct / Site Requirements

A	B	C	D	E	F	G	H	J	K
			WORK COMPLETED						
ITEM	DESCRIPTION OF WORK	SCHEDULED VALUE	Previous Application (D+E)	This Application	Stored Material (Note in D or E)	Total Completed & Stored (D+E+F)	% (G-C)	BALANCE TO FINISH (C-G)	RETAINAGE
	Direct Requirements								
	Project Manager	$2,134.00				$0.00	0.00%	$2,134.00	$0.00
	Superintendent	$11,590.00				$0.00	0.00%	$11,590.00	$0.00
	Home Office IT Expenses	$3,553.00				$0.00	0.00%	$3,553.00	$0.00
	Cell Phone	$137.00				$0.00	0.00%	$137.00	$0.00
	Ice and Cups	$131.00				$0.00	0.00%	$131.00	$0.00
	CPM Schedule	$656.00				$0.00	0.00%	$656.00	$0.00
	Office Supplies	$109.00				$0.00	0.00%	$109.00	$0.00
	Add' Cost for Plans	$219.00				$0.00	0.00%	$219.00	$0.00
	TOTAL FOR DIRECT REQUIREMENTS	**$18,529.00**							
	Site Requirements								
	Toilets	$820.00				$0.00	0.00%	$820.00	$0.00
	OSHA Requirements	$336.00				$0.00	0.00%	$336.00	$0.00
	Safety Consultant	$1,093.00				$0.00	0.00%	$1,093.00	$0.00
	Fire Protection	$120.00				$0.00	0.00%	$120.00	$0.00
	Flagman	$1,068.00				$0.00	0.00%	$1,068.00	$0.00
	Cleanup Weekly	$1,315.00				$0.00	0.00%	$1,315.00	$0.00
	Road Cleaning	$915.00				$0.00	0.00%	$915.00	$0.00
	Testing (Quality Control) - Allowance	$13,948.00				$0.00	0.00%	$13,948.00	$0.00
	Equip. Rental - Company	$1,312.00				$0.00	0.00%	$1,312.00	$0.00
	Equip. Repair	$236.00				$0.00	0.00%	$236.00	$0.00
	Small Tools	$149.00				$0.00	0.00%	$149.00	$0.00
	Gas, Oil and Grease (Trucks/Equipment)	$1,312.00				$0.00	0.00%	$1,312.00	$0.00
	Job Dryage	$719.00				$0.00	0.00%	$719.00	$0.00
	TOTAL FOR SITE REQUIREMENTS	**$23,343.00**							

RESOLUTION NO. CC-2025-31

A RESOLUTION OF THE STILLWATER CITY COUNCIL APPROVING THE SUBMISSION OF AN APPLICATION FOR OKLAHOMA DEPARTMENT OF AEROSPACE AND AERONAUTICS AIRPORT CONSTRUCTION PROGRAM GRANT FUNDS FOR IMPROVEMENTS AT STILLWATER REGIONAL AIRPORT; APPROVING THE ASSOCIATED BUDGET AMENDMENTS FOR THE REQUIRED SPONSOR MATCH; AND AUTHORIZING THE MAYOR OR VICE-MAYOR TO EXECUTE ALL NECESSARY PROJECT DOCUMENTS

WHEREAS, the Oklahoma Department of Aerospace and Aeronautics ("ODAA") assists with the development of a statewide system of airports, encourages aeronautical safety and development, and coordinates activities with the Federal Aviation Administration ("FAA") to develop a national system of civil aviation; and

WHEREAS, Stillwater Regional Airport has identified an eligible project to apply for ODAA Airport Construction Program ("ACP") state grant funds and intends to apply for state grant funds in support of construction of a new North Triangle Parking Lot in connection with the Stillwater Regional Airport Terminal Building and Improvements Project; and

WHEREAS, the estimated total project cost is $680,508; and

WHEREAS, the anticipated cost share under ODAA ACP grant is as follows: ODAA: $646,482 and City of Stillwater: $34,026 (5% sponsor match); and

WHEREAS, the construction of a new North Triangle Parking Lot adjacent to the new terminal building at Stillwater Regional Airport will enhance operational efficiency and safety for airport users, particularly users of the commercial air service terminal; and

WHERAS, it is in the best interest of the city to pursue all available grant opportunities to support funding construction of new terminal parking lots.

NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE CITY OF STILLWATER, OKLAHOMA THAT:

Section 1: The Stillwater City Council hereby approves submission of an ODAA grant application for ACP state grant funds in an amount not to exceed $646,482, and payment of required sponsor match.

Section 2: The attached Budget Amendments to appropriate funds for the required sponsor match are approved.

Section 3: Mayor or Vice-Mayor is hereby authorized to execute all necessary project documents including: grant applications, offers and agreements, sponsor certifications, contracts and other related documents as may be required to secure funding and conduct said airport project.

PASSED AND ADOPTED this 1st day of December 2025.

CITY OF STILWATER, OKLAHOMA
a Municipal Corporation

_____
WILLIAM H. JOYCE, MAYOR

(SEAL)
ATTEST:

_____
TERESA KADAVY, CITY CLERK

APPROVED AS TO FORM AND LEGALITY THIS 1st DAY OF DECEMBER 2025.

_____

KIMBERLY CARNLEY, CITY ATTORNEY

The City of Stillwater OKLAHOMA

Budget Amendment Request

For Budget Year 2026

Department of Finance
723 S. Lewis Street/P.O. Box 1449
Stillwater, OK 74076-1449

Office: 405.372.0025
Web: stillwater.org

Date: 11/25/2025

Department: Airport **Requested by:** Kellie Reed

Explanation:

Expenditure:
Appropriate funds for the sponsor match related to an award of an ODAA grant for construction of the North Triangle Parking Lot at the Airport.

	Account Name	Account Number (xxxxxxx-xxxxx)	Project Number	Current Budget Amount	Amount of Change	New Budget Amount
Increase:	ODAA-North Triangle Parking	8207010 - 54009	26AP02820	$ 0	$ 34,026	$ 34,026
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
Decrease:		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0
		-				$ 0

Net Change: (will usually result in a total increase or decrease) $ 34,026

Reviewed by Department Manager: _____ **Date:** _____

Reviewed by Finance: _____ **Date:** 11/25/2025

Approved by CMO: _____ **Date:** _____

Approved by City Council: ☐ Yes ☐ No **Date:** _____

Processed by Finance: _____ **Date:** _____

Set ID: _____ **Date Sent to SA&I:** _____

--Print on Yellow Paper--

KS F:\Finance\HUB Forms\Budget Amendment Form Last Updated: 04/05/2019

RESOLUTION NO. CC-2025-32; SUA-2025-9; SEDA-2025-5

A RESOLUTION AUTHORIZING SIGNATORIES FOR DEPOSITARIES

WHEREAS, pursuant to Section 2-584 of the Stillwater City Code, signatories must be appointed to sign warrants and other obligations of the City on any and all financial accounts at any and all depositories; and

WHEREAS, the City of Stillwater has experienced personnel changes; and

WHEREAS, the duties of the City Manager as set forth in the Charter and Code require that the incumbent or designees have the capability to disperse funds.

NOW THEREFORE BE IT RESOLVED BY THE STILLWATER CITY COUNCIL, THE STILLWATER UTILITIES AUTHORITY TRUSTEES, AND THE STILLWATER ECONOMIC DEVELOPMENT AUTHORITY TRUSTEES that the following individuals are hereby declared and authorized as signatories for the entities of the City of Stillwater and the public trusts as referenced below:

City of Stillwater:
Brady Moore
Christy Cluck
Jared Thulin
Teresa Kadavy
Jody Dietel (Cafeteria Plan only)
Richard Fisher (Workers Compensation account only)
Jim Graflund (Workers Compensation account only)

Municipal Court:
Brady Moore
Christy Cluck
Michelle Wilhelm
Lorie Gale
Teresa Kadavy

Police:
Christopher Hassig
Cody Manuel
Shawn Millermon

Stillwater Utilities Authority:
Brady Moore
Christy Cluck
Jared Thulin
Teresa Kadavy

Stillwater Public Works Authority:
Brady Moore
Christy Cluck
Jared Thulin
Teresa Kadavy

Stillwater Economic Development Authority:
Brady Moore
Christy Cluck

Jared Thulin
Teresa Kadavy

APPROVED AND PASSED this 1st day of December, 2025.

CITY OF STILLWATER

_____
WILLIAM H. JOYCE, MAYOR

(SEAL)

ATTEST:

_____
TERESA KADAVY, CITY CLERK

STILLWATER UTILITIES AUTHORITY

_____
WILLIAM H. JOYCE, CHAIR

(SEAL)

ATTEST:

_____
TERESA KADAVY, SECRETARY

STILLWATER ECONOMIC DEVELOPMENT AUTHORITY

_____
WILLIAM H. JOYCE, CHAIR

(SEAL)

ATTEST:

_____
TERESA KADAVY, SECRETARY

APPROVED AS TO FORM AND LEGALITY ON THIS this 1st day of December, 2025.

_____
KIMBERLY CARNLEY, CITY ATTORNEY/GENERAL COUNSEL

ORDINANCE NO. 3586

AN ORDINANCE REZONING A TRACT OF LAND LOCATED AT 711 S. RAMSEY STREET FROM SMALL LOT SINGLE-FAMILY RESIDENTIAL (RSS) TO TWO-FAMILY AND MULTI-FAMILY (RTM).

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STILLWATER, OKLAHOMA:

Parcels located at 711 S. Ramsey Street:

THE NORTH 15 FEET OF LOT 17 AND ALL OF LOT 18, BLOCK “K”, ORIGINAL TOWN, NOW CITY OF STILLWATER, PAYNE COUNTY, OKLAHOMA, ACCORDING TO THE RECORDED PLAT THEREOF.

be and the same is hereby rezoned from RSS (SMALL LOT SINGLE-FAMILY RESIDENTIAL) to RTM (TWO-FAMILY AND MULTI-FAMILY).

PASSED, APPROVED, AND ADOPTED THIS ___ DAY OF _____, 2025.

_____
WILLIAM H. JOYCE, MAYOR

(SEAL)
ATTEST:

_____
TERESA KADAVY, CITY CLERK

APPROVED AS TO FORM AND LEGALITY THIS ____ DAY OF _____, 2025.

_____
TAMMY EWING, ASSISTANT CITY ATTORNEY

First Reading: 12/01/2025
Second Reading:

ORDINANCE NO. 3587

AN ORDINANCE REZONING A TRACT OF LAND LOCATED AT 998 S. MURPHY STREET FROM SMALL LOT SINGLE-FAMILY RESIDENTIAL (RSS) and COMMERCIAL GENERAL (CG) TO COMMERCIAL GENERAL (CG).

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STILLWATER, OKLAHOMA:

Parcels located at 998 S. MURPHY STREET:

A particular tract of land located in the Northwest Quarter of Section 20, Township 19 North, Range 2 East of the Indian Meridian, Payne County, State of Oklahoma, according to the U.S. Government Survey thereof, said tract being more particularly described as follows: Beginning at the Southwest corner of Lot 1 Block 1 of the filed final plat of TRADAN HEIGHTS ADDITION SECTION 1 (as filed in Book 1776, Page 384); thence, along the South property line of said final plat, S88°39'19"E, a distance of 236.32 feet (previously recorded as S88°43'43'E, 236.60'); thence, S01°15'03'W, a distance of 60.00 feet: thence, S43°58'04"E, a distance of 35.70 feet (previously recorded as S43°44'20'E, 35.36') to a point, said point being a point on the property line of the filled final plat of TRADEN HEIGHTS ESTATES, SECTION 1 (as filed in Book 1985, Page 0541); thence, S01°15'03'W, a distance of 178.78 feet to a point on curvature; thence, on a curve to the right having a radius of 2920.00 feet, the chord which bears S02°32'00"W (previously recorded as S02°28'07W), a chord length of 123.72 feet (previously recorded as 124.12') and an arc length of 123.71 feet (previously recorded as 124.13'); thence, S50°03'18"W, a distance of 35.38 feet (previously recorded as S49°30'54'W), 35.02'); thence, N84°52'15"W, a distance of 18.69 feet (previously recorded as N84°48'46"W); thence, on a curve to the left having a radius of 556.00 feet, the chord which bears S88°10'39W (previously recorded as S88°12'24"W), a chord length of 135.14 and an arc length of 134.92 feet (previously recorded as 135.48'); thence S81°14'15"W (previously recorded as S81°13'34"W), a distance of 15.26 feet: thence N15°47'12"W, a distance of 123.06 feet; thence, N28°34'13"W, a distance of 57.46 feet; thence, N01°20'57"E, a distance of 252.39 feet, to the POINT OF BEGINNING.

be and the same is hereby rezoned from RSS (SMALL LOT SINGLE-FAMILY RESIDENTIAL) and CG (COMMERCIAL GENERAL) to CG (COMMERCIAL GENERAL).

PASSED, APPROVED, AND ADOPTED THIS ___ DAY OF _____, 2025.

_____
WILLIAM H. JOYCE, MAYOR

(SEAL)
ATTEST:

_____
TERESA KADAVY, CITY CLERK

APPROVED AS TO FORM AND LEGALITY THIS ____ DAY OF _____, 2025.

_____
TAMMY EWING, ASSISTANT CITY ATTORNEY

First Reading: 12/01/2025
Second Reading:

ORDINANCE NO. 3589

AN ORDINANCE AMENDING STILLWATER CITY CODE CHAPTER 23, "LAND DEVELOPMENT CODE," ARTICLE VI, "LAND USE CLASSIFICATION," TO AMEND OR ADD A SETBACK EXCEPTION IN DIVISION 3, "RESIDENTIAL DISTRICTS," SECTIONS 23-136 THROUGH 23-142 AND 144, DIVISION 4, "COMMERCIAL DISTRICTS," SECTIONS 23-150 THROUGH 23-153, DIVISION 5, INDUSTRIAL DISTRICTS," SECTIONS 23-160 THROUGH 23-161, AND DIVISION 6, "AGRICULTURE DISTRICT, PUBLIC DISTRICT AND UNIVERSITY DISTRICT," SECTION 23-170; REPEALING ALL ORDINANCES TO THE CONTRARY; AND PROVIDING FOR SEVERABILITY

(AMENDMENTS HIGHLIGHTED BY STRIKETHROUGH AND UNDERLINING)

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF STILLWATER, OKLAHOMA:

SECTION 1: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 3, "Residential Districts," Sections 23-136 through 23-142, and 23-144, be amended to read as follows:

Sec. 23-136. RSL Large Lot Single-Family Residential District.

(a) *Permitted by right.* The following uses are permitted by right in the RSL Large Lot Single-Family Residential District:

(1) Conventional single-family.

(2) Residential design manufactured home.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RSL district:

(1) Accommodation: Bed and breakfast only.

(2) Boardinghouse/roominghouse.

(3) Child and adult care services.

(4) Educational services.

(5) Churches and other religious institutions.

(c) *Lot size requirements.* The lot size requirements in the RSL district are as follows:

(1) Minimum lot area: 10,000 square feet.

(2) Minimum lot width: 75 feet.

(3) Minimum lot depth: 125 feet.

(d) *Bulk regulations.* The height and area requirements in the RSL district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks in the RSL district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Ten feet.

2. All other uses: 20 feet.

c. Minimum rear yard: 25 feet.

(3) Maximum lot coverage: 35 percent.

(e) *Exceptions.* The following are the exceptions in the RSL district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Not more than one principal structure shall be located on a lot, unless specifically exempted.

Sec. 23-137. RSS Small Lot Single-Family Residential District.

(a) *Permitted uses.* The following uses are permitted in the RSS Small Lot Single-Family Residential District:

(1) Conventional single-family.

(2) Residential design manufactured homes.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RSS district:

(1) Accommodation: Bed and breakfast only.

(2) Child and adult care services.

(3) Educational services.

(4) Townhomes.

(5) Churches and other religious institutions.

(6) Cemeteries and incidental accessory uses.

(c) *Lot size requirements.* The lot size requirements in the RSS district are as follows:

(1) Minimum lot area: 5,000 square feet.

(2) Minimum lot width: 50 feet.

(3) Minimum lot depth: 100 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RSS districts are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other uses: 15 feet.

c. Minimum rear yard: 20 feet.

d. Corner lots, optional setback requirements:

1. Minimum front yard: 20 feet from all property boundaries abutting a right-of-way or road access easement.

2. Minimum side yard abutting a secondary right-of-way or road/access easement not opposite the front yard: 15 feet.

3. Minimum rear yard: 20 feet.

4. Minimum side yard abutting another lot or parcel: Five feet.

(e) *Exceptions.* The following are the exceptions in the RSS district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~ For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(3) No interior side yard is required on one side for zero lot-line dwellings. The opposite side yard for zero lot-line dwellings shall not be less than ten feet.

(4) Townhomes are exempt from the lot size and lot coverage requirements; any exterior buildings shall have a minimum side setback of eight feet.

(5) Not more than one principal structure shall be located on a lot, unless specifically exempted by this chapter.

Sec. 23-138. RT Two-Family Residential District.

(a) *Permitted uses.* The following uses are permitted in the RT Two-Family Residential District:

(1) Conventional single-family.

(2) Residential design manufactured home.

(3) Two-family (duplex).

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RT district:

(1) Townhome.

(2) Child and adult care services.

(3) Churches and other religious institutions.

(4) Educational institutions.

(c) *Lot size requirements.* The lot size requirements in the RT district are as follows:

(1) Minimum lot area: 7,500 square feet.

(2) Minimum lot width: 60 feet.

(3) Minimum lot depth: 100 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RT district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks in the RT district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other uses: 15 feet.

c. Minimum rear yard: 20 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.* The following are the exceptions in the RT district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) No interior side yard is required on one side for zero lot-line dwellings. The opposite side yard for zero lot-line dwellings shall not be less than ten feet.

(4) Townhomes are exempt from the lot size and lot coverage requirements; any exterior buildings shall have a minimum side setback of eight feet.

(5) Not more than one principal structure shall be located on a lot, unless specifically exempted by this chapter.

Sec. 23-139. RTM Two-Family and Multi-Family District.

(a) *Permitted uses.* The following uses are permitted in the RTM Two-Family and Multi-Family District:

(1) Boarding house/rooming house.

(2) Churches and religious institutions.

(3) Multiple-family with a maximum gross density of 20 units per acre.

(4) Townhome.

(5) Two-family (duplex).

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RTM district:

(1) Child and adult care services.

(2) Conventional single family.

(3) Educational institutions.

(4) Health care and social assistance.

(c) *Lot size requirements.* The lot size requirements in the RTM district are as follows:

(1) Minimum lot area: 20,000 square feet.

(2) Minimum lot width: 100 feet.

(3) Minimum lot depth: 130 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RTM district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 35 feet.

(2) Setbacks. The following are the minimum required setbacks in the RTM district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other uses: 15 feet.

c. Minimum rear yard: 20 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.* The following are the exceptions in the RTM district.

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) No interior side yard is required on one side for zero lot-line dwellings. The opposite side yard for zero lot-line dwellings shall not be less than ten feet.

(3) Townhomes are exempt from the lot size and lot coverage requirements; any exterior building(s) shall have a minimum side setback of eight feet.

(4) More than one principal residential structure may be located on a lot.

(5) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-140. RMI (Multi-Family Intermediate) District.

(a) *Permitted uses.* The following uses are permitted in the RMI Multi-Family Intermediate District:

(1) Boarding house/rooming house.

(2) Churches and religious institutions.

(3) Free-standing self service facilities.

(4) Multiple-family with a maximum gross density of 30 units per acre.

(5) Parking lot/garages.

(6) Townhome.

(7) Two-family (duplex).

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RMI district:

(1) Accommodation.

(2) Child and adult care services.

(3) Educational institutions.

(4) Health care and social assistance.

(5) Personal and laundry services.

(6) Telecommunications tower.

(c) *Lot size requirements.* The lot size requirements in the RMI district are as follows:

(1) Minimum lot area: 15,000 square feet.

(2) Minimum lot width: 75 feet.

(3) Minimum lot depth: 130 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RMI district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 50 feet.

(2) Setbacks. The following are the minimum required setbacks in the RMI district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: Five feet.

2. All other permitted and specific use permit uses: 25 feet.

c. Minimum rear yard: 20 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.* The following are the exceptions in the RMI district.

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) Townhomes are exempt from the lot size and lot coverage requirements; any exterior building(s) shall have a minimum side setback of eight feet.

(3) Residential structures not divided into dwelling units shall have densities determined as:

a. Each two sleeping rooms for single or double occupancy shall be deemed to constitute one dwelling unit; and

b. Each four beds, in sleeping rooms that contain beds for more than two persons, shall be deemed to constitute one dwelling unit.

(4) More than one principal residential structure may be located on a lot.

(5) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-141. RMU (Multi-Family Urban) District.

(a) *Permitted uses.* The following uses will be permitted by right in the RMU Multi-Family Urban District:

(1) Boarding house/rooming house.

(2) Churches and religious institutions.

(3) Free-standing self service facilities.

(4) Mixed-use.

(5) Multiple-family with a maximum gross density of 50 units per acre.

(6) Parking lot/garages.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the RMU district:

(1) Accommodation.

(2) Child and adult care services.

(3) Educational institutions.

(4) Personal and laundry services.

(5) Telecommunications tower.

(c) *Lot size requirements.* Lot size requirements in the RMU district are as follows:

(1) Minimum lot area: 10,000 square feet.

(2) Minimum lot width: 60 feet.

(3) Minimum lot depth: 130 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the RMU district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 50 feet.

(2) Setbacks. The following are the minimum required setbacks in the RMU district:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard:

1. Residential structures: 15 feet.

2. All other permitted and specific use permit uses: 25 feet.

c. Minimum rear yard: 30 feet.

(3) Maximum lot coverage: 60 percent.

(e) *Exceptions.* The following are the exceptions in the RMU district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) Townhomes are exempt from the lot size and lot coverage requirements; any exterior building(s) shall have a minimum side setback of eight feet.

(3) Residential structures not divided into dwelling units shall have densities determined as:

a. Each two sleeping rooms for single or double occupancy shall be deemed to constitute one dwelling unit; and

b. Each four beds, in sleeping rooms that contain beds for more than two persons, shall be deemed to constitute one dwelling unit.

(4) More than one principal residential structure may be located on a lot.

(5) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-142. HR (High Rise) District.

The High Rise District is only available in areas designated as a special purpose overlay district or in a master plan and only when such uses and densities are allowed in such district or area.

(a) *Permitted by right:*

Accommodation

Boarding/Rooming Houses

Churches and Religious Institutions

Mixed-Use

Multiple-Family

Parking Lot/Garages

(b) *Specific use permit:*

Child and Adult Care Services

Educational Institutions

Telecommunications Tower

(c) *Lot size requirements:*

(1) *Minimum lot area:* 25,000 square feet.

(2) *Minimum lot width:* 130 feet.

(3) *Minimum lot depth:* 130 feet.

(d) *Bulk regulations:*

(1) *[Maximum structure height.]* The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 100 feet.

(2) *Setbacks:*

a. *Minimum front yard:* Five feet from all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* Five feet plus an additional three feet for each story above the first.

c. *Minimum rear yard:* Five feet.

(3) *Maximum lot coverage:* 90 percent.

(e) *Exceptions:*

(1) Residential structures not divided into dwelling units shall have densities determined as: Each two sleeping rooms for single or double occupancy shall be deemed to constitute one dwelling unit and each four beds, in sleeping rooms that contain beds for more than two persons, shall be deemed to constitute one dwelling unit.

(2) More than one principal residential structure may be located on a lot.

(3) All structures shall maintain minimum building code separations.

(4) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

Sec. 23-144. NTZ Neighborhood Transition Zone.

The Neighborhood Transition Zone designation is available as a buffer to platted residential subdivisions zoned Residential Single Family Large Lot (RSL) or Residential Single Family Small Lot (RSS) from other adjacent and adjoining zoning districts.

(a) *Permitted uses.* The following uses are permitted in the NTZ Neighborhood Transition Residential District:

(1) Conventional single-family.

(2) Two-family (duplex).

(3) Townhome.

(b) *Lot size requirements.* The lot size requirements in the NTZ district are as follows:

(1) *Minimum lot area:*

a. 5,000 square feet for single family;

b. 7,500 for two-family.

(2) *Minimum lot width:* 50 feet.

(3) *Minimum lot depth:* 100 feet.

(c) *Bulk regulations.* Bulk regulation requirements in the NTZ district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: not to exceed the average height of the existing structures in adjacent established neighborhood.

(2) Setbacks. The following are the minimum required setbacks in the NTZ district:

a. *Minimum front yard:*

i. Twenty feet from all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:*

i. Twenty feet when adjacent to neighborhood property lines.

ii. Five feet when not adjacent to neighborhood property line.

c. *Minimum rear yard:*

i. Twenty feet when adjacent to neighborhood property lines.

ii. Five feet when not adjacent to neighborhood property line.

(d) Maximum gross density of 10 dwelling units per acre.

(e) *Exceptions.* The following are the exceptions in the NTZ district:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Townhomes are exempt from the lot size requirements.

(4) Multiple principle structures allowed on individual lots.

(5) No additional structures or uses allowed within the 20 foot setback of neighborhood property lines.

SECTION 2: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 4, "Commercial Districts," Sections 23-150 through 23-153 be amended to read as follows:

Sec. 23-150. O Office District.

(a) *Permitted uses.* The following uses will be permitted by right in the O Office District.

(1) Child and adult care services.

(2) Churches and religious institutions.

(3) Educational services.

(4) Financial institutions and services.

(5) Free-standing self service facilities.

(6) Health care and social assistance.

(7) Mixed use.

(8) Professional and administrative office and services.

(9) Public administration and service.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the O district:

(1) Bed and breakfast, hotel, motel.

(2) Beverage services.

(3) Food services.

(4) Information.

(5) Parking lot/garages.

(6) Personal and laundry services.

(7) Recreation.

(8) Research and development.

(c) *Bulk regulations.* Bulk regulation requirements in the O district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: 50 feet.

(2) Setbacks. The following are the minimum required setbacks in the O district:

a. Minimum front yard:

1. 25 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard: When a side yard has a common boundary with property in any residential district, the minimum setback is 15 feet. When a side yard has a common boundary with property in any district except for a residential district, the minimum setback is ten feet.

c. Minimum rear yard: When a rear yard has a common boundary with property in any residential district, the minimum setback is 15 feet. When a rear yard has a common boundary with property in any district except for a residential district, the minimum setback is ten feet.

(3) Maximum lot coverage: 40 percent.

(d) *Exceptions.* Exceptions in the O district are as follows:

(1) For all structures, the minimum side yard for this district shall be increased an additional three feet for each adjacent story above the first story.

(2) Where a commercial building is to be serviced from the rear, the rear yard shall be not less than 30 feet to accommodate a 20-foot wide service drive.

(3) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(4) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-151. CS Commercial Shopping District.

(a) *Permitted by right.* The following uses will be permitted by right in the CS Commercial Shopping District:

(1) Bed and breakfast, hotel, motel.

(2) Beverage services.

(3) Educational services.

(4) Financial institutions and services.

(5) Food services.

(6) Free-standing self service facilities.

(7) Information.

(8) Mixed use.

(9) Personal and laundry services.

(10) Personal storage and warehousing.

(11) Professional and administrative offices and services.

(12) Retail trade.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the CS district:

(1) Child and adult care services.

(2) Construction.

(3) Health care and social assistance.

(4) Medical marijuana dispensary.

(5) Multi-family.

(6) Public administration and service.

(7) Telecommunications tower.

(8) Transportation activities.

(9) Vehicle and equipment sales and service.

(c) *Bulk regulations.* Bulk regulation requirements in the CS district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are minimum required setbacks:

a. Minimum front yard:

1. 20 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard: 15 feet.

c. Minimum rear yard: 25 feet.

(3) Maximum lot coverage: 40 percent

(d) *Exceptions.* The following are the exceptions in the CS district:

(1) Whenever a structure exceeding one story in height abuts a residential district, a six-foot high landscape buffer shall also be required.

(2) The rear yard setback of a lot containing a commercial building serviced from the rear shall be no less than 30 feet, said additional footage being necessary to accommodate a 20-foot wide service drive.

(3) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~ For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

(4) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-152. CB Commercial Business District.

(a) *Permitted by right.* The following uses will be permitted by right in the CB Commercial Business District:

(1) Arts and entertainment.

(2) Bed and breakfast, hotel, motel.

(3) Beverage services.

(4) Boardinghouses/roominghouses.

(5) Educational services.

(6) Financial institutions and services.

(7) Food services.

(8) Freestanding self-service facilities.

(9) Multifamily.

(10) Mixed use.

(11) Parking lots/garages.

(12) Personal and laundry service.

(13) Professional and administrative office and services.

(14) Public administration and service.

(15) Recreation.

(16) Retail trade.

(17) Townhome.

(18) Unit (condominium) ownership.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the CB district:

(1) Information.

(2) Medical marijuana dispensary.

(c) *Bulk regulations.* Bulk regulation requirements in the CB district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are the minimum required setbacks in the CB district:

a. *Minimum front yard.* No setback is required from any property boundary abutting a right-of-way or road/access easement.

b. *Minimum side yard.* When a side yard has a common boundary with property in any residential district, the minimum setback is 20 feet. When a side yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

c. *Minimum rear yard.* When a rear yard has a common boundary with property in any residential district, the minimum setback is 25 feet. When a rear yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

(3) Maximum lot coverage: 100 percent.

(d) *Exceptions.* The following exceptions are set forth in the CB district:

(1) The rear yard shall be not less than 30 feet in width to accommodate a 20-foot wide alley for the placement of dumpsters, for the loading and unloading of merchandise or materials, and for utility service equipment.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Townhomes are exempt from the lot size and lot coverage requirements.

(4) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-153. CG Commercial General District.

(a) *Permitted by right.* The following uses will be permitted by right in the CG Commercial General District.

(1) Arts and entertainment.

(2) Bed and breakfast, hotel, motel.

(3) Beverage services.

(4) Churches and religious institutions.

(5) Financial institutions and services.

(6) Food services.

(7) Free-standing self service facilities.

(8) Health care and social assistance.

(9) Information.

(10) Parking lots/garages.

(11) Personal and laundry services.

(12) Personal storage and warehousing.

(13) Professional and administrative office and services.

(14) Recreation.

(15) Research and development.

(16) Retail trade.

(17) Transportation activities.

(18) Utilities.

(19) Vehicle and equipment sales and service.

(20) Wholesale trade.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the CG district:

(1) Animal and pet keeping facility.

(2) Child and adult care services.

(3) Computer and electronic product and electrical equipment, appliance, and component manufacturing.

(4) Construction.

(5) Food, beverage and tobacco product manufacturing.

(6) Medical marijuana dispensary.

(7) Mixed use.

(8) Mobile home park.

(9) Paper manufacturing.

(10) Public administration and service.

(11) RV park.

(12) Telecommunications tower.

(c) *Bulk regulations.* Bulk regulation requirements are as follows in the CG district:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are the minimum required setbacks in the CG district:

a. Minimum front yard:

1. 25 feet from all property boundaries abutting a right-of-way or road/access easement.

2. 10 feet from all property boundaries abutting an alley.

b. Minimum side yard: When a side yard has a common boundary with property in any residential district, the minimum setback is 20 feet. When a side yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

c. Minimum rear yard: When a rear yard has a common boundary with property in any residential district, the minimum setback is 20 feet. When a rear yard has a common boundary with property in any district except for a residential district, there shall be no required minimum setback.

(3) Maximum lot coverage: 50 percent.

(d) *Exceptions.* The following exceptions are set forth in the CG district:

(1) Parking may be shared with no less than 75 percent of the spaces required being provided on site or within the adjacent properties.

(2) Outside storage of materials, as an accessory use, is permitted with screening from view.

(3) Where a commercial building is to be serviced form the rear, there shall be provided an alleyway, service court, rear yard, or combination thereof not less than 20 feet of surface width.

(4) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(5) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

SECTION 3: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 5, "Industrial Districts," Sections 23-160 and 23-161, be amended to read as follows:

Sec. 23-160. IL Light Industrial District.

(a) *Permitted by right.* The following uses will be permitted by right in the IL Light Industrial District:

(1) Accommodation.

(2) Animal and pet keeping facility

(3) Beverage services.

(4) Computer and electronic product and electrical equipment, appliance, and component manufacturing.

(5) Construction.

(6) Food, beverage and tobacco product manufacturing.

(7) Food services.

(8) Freestanding self-service facilities.

(9) Information.

(10) Miscellaneous manufacturing

(11) Oil and gas industry services

(12) Parking lots/garages.

(13) Personal and laundry services

(14) Personal storage and warehousing.

(15) Professional and administrative offices and services

(16) Public administration and service.

(17) Research and development.

(18) Telecommunications tower

(19) Transportation activities.

(20) Utilities.

(21) Vehicle and equipment sales and service.

(22) Warehousing and storage.

(23) Wholesale and retail trade.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the IL district:

(1) Child and adult care services.

(2) Furniture and related product manufacturing.

(3) Medical marijuana commercial grower, indoor only.

(4) Medical marijuana processing.

(5) Textile mills, textile product mills and apparel manufacturing.

(6) Wood product manufacturing.

(c) *Lot size requirements.* No minimum lot size requirements are established in the IL district.

(d) *Bulk regulations.* Bulk regulation requirements in the IL district are as follows:

(1) *[Maximum structure height.]* The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) *Setbacks.* The following are the minimum required setbacks:

a. *Minimum front yard:* 25 feet on all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* When a side yard has a common boundary with property in a:

1. *Residential district.* The minimum setback is 30 feet.

2. *Commercial district.* The minimum setback is 15 feet.

3. *Industrial district.* The minimum setback is five feet.

c. *Minimum rear yard:*

1. When a rear yard has a common boundary with property in any residential district, the minimum setback is 50 feet.

2. When a rear yard has a common boundary with property in any district except for a residential district, the minimum setback is 25 feet.

(3) *Maximum lot coverage.* No maximum limit to lot coverage is established in the IL district.

(e) *Exceptions.* The following exceptions are set forth in the IL district:

(1) When an IL lot abuts a residential district, there shall be, within the required setback, a minimum six-foot high landscape/screening buffer as set forth in article IX of this chapter, landscaping, screening and environmental standards. Security fences in excess of four feet in height are permitted within the front yard setback, but shall not obstruct the sightline or sight triangle.

(2) ~~For development on property that abuts any local street that currently has 100 feet of continuous right-of-way for the entire block, the front yard setbacks may be reduced by up to 50 percent.~~For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100’ or, 2) the centerline of the platted ROW is a minimum of 50’ from the property line, the front yard setback may be reduced by up to 50 percent.

(3) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

Sec. 23-161. IG General Industrial District.

(a) *Permitted by right.* The following uses will be permitted by right in the IG General Industrial District:

(1) Communication services.

(2) Construction.

(3) Food, beverage and tobacco product manufacturing.

(4) Leather and allied products manufacturing.

(5) Machinery part manufacturing.

(6) Miscellaneous manufacturing.

(7) Nonmetallic mineral product manufacturing.

(8) Oil and gas industry services.

(9) Paper manufacturing.

(10) Parking lots/garages.

(11) Plastics and rubber products manufacturing.

(12) Public administration and service.

(13) Research and development.

(14) Telecommunications tower.

(15) Transportation activities.

(16) Transportation and equipment manufacturing.

(17) Utilities.

(18) Warehousing and storage.

(19) Waste management and remediation services.

(20) Wood product manufacturing.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the IG district:

(1) Chemical manufacturing.

(2) Medical marijuana commercial grower, indoor only.

(3) Medical marijuana processing.

(4) Mining.

(5) Petroleum and coal products manufacturing.

(6) Primary metal and fabricated metal products manufacturing.

(7) Textile mills, textile product mills and apparel manufacturing.

(c) *Lot size requirements.* No minimum lot size requirements are established in the IG district.

(d) *Bulk regulations.* Bulk regulation requirements in the IG district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: No maximum limit.

(2) Setbacks. The following are the minimum required setbacks in the IG district.

a. *Minimum front yard:* 75 feet on all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* When a side yard has a common boundary with property in any:

1. Residential district, the minimum setback is 75 feet
2. All other districts, the minimum setback is 40 feet.

c. *Minimum rear yard:* When a rear yard has a common boundary with property in any:

1. Residential district, the minimum setback is 75 feet;
2. All other districts, the minimum setback is 40 feet.

(3) Maximum lot coverage: No maximum limit to lot coverage is established in the IG district.

(e) *Exceptions.*

(1) Any number of structures or uses may be constructed or established on a single lot, but no single lot shall be smaller than the minimum lot area required to accommodate the principal use/structure and all accessory uses/structures.

(2) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

SECTION 4: That Stillwater City Code, Chapter 23, "Land Development Code," Article VI, "Land Use Classification," Division 6, "Agriculture District, Public District and University District," Section 23-170, be amended to read as follows:

Sec. 23-170. A Agriculture District.

(a) *Permitted uses.* The following uses will be permitted in the A district:

(1) Agriculture, forestry, fishing, hunting.

(2) Animal and pet keeping facility.

(3) Conventional single-family, as accessory to the principal use.

(4) Manufactured home, as accessory to the principal use.

(5) Mobile home, as accessory to the principal use.

(6) Mobile home parks.

(7) Residential design manufactured home, as accessory to the principal use.

(8) Telecommunications tower.

(9) Utilities.

(b) *Specific use permit.* The following uses are permitted by specific use permit in the A district:

(1) Educational services.

(2) Medical marijuana grower.

(3) Mining.

(4) Public administration and service.

(5) Recreation.

(6) Warehousing and storage.

(c) *Lot size requirements.* Lot size requirements in the A district are as follows:

(1) Minimum lot area: five acres.

(2) Minimum lot width: 200 feet.

(3) Minimum lot depth: 300 feet.

(d) *Bulk regulations.* Bulk regulation requirements in the A district are as follows:

(1) The maximum structure height as measured from the finished floor elevation of the first floor to the highest point of the roof: no maximum limit.

(2) Setbacks. The following are the minimum required setbacks:

a. *Minimum front yard:* 50 feet on all property boundaries abutting a right-of-way or road/access easement.

b. *Minimum side yard:* 30 feet.

c. *Minimum rear yard:* 50 feet.

(3) Maximum lot coverage: 40 percent.

(e) *Exceptions.*

(1) Agricultural structures accessory to the principal agriculture uses of the property are exempt from this section.

(2) For property that, for the full length of the property, abuts a local street and 1) the ROW has a minimum width of 100' or, 2) the centerline of the platted ROW is a minimum of 50' from the property line, the front yard setback may be reduced by up to 50 percent.

SECTION 5: REPEALER. All ordinances or parts of ordinances conflicting or inconsistent with the provisions of this ordinance are hereby repealed.

SECTION 6: SEVERABILITY. If any section, subsection, sentence, clause, phrase or portion of this Ordinance is for any reason held invalid or unconstitutional by a Court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portion of this Ordinance.

PASSED, APPROVED, AND ADOPTED THIS ____ DAY OF _____, 2025.

_____
WILLIAM H. JOYCE, MAYOR

(SEAL)
ATTEST:

_____
TERESA KADAVY, CITY CLERK

APPROVED AS TO FORM AND LEGALITY THIS ____ DAY OF _____, 2025.

_____
KIMBERLY CARNLEY, CITY ATTORNEY

First Reading:
Second Reading:

REPORT TO: CITY COUNCIL

MEETING DATE: DECEMBER 1, 2025

Agenda Item:	10.a. CC-25-171
Previous/Related Action:	
Background/Issue:	The Stillwater Regional Airport Advisory Board (SRAAB) provides recommendations and review of airport operations and projects through its members, who have insight into the industry and its inner workings and operations. Two members of the SRAAB have terms expiring in January 2026 and both have expressed interest in continuing their service on the SRAAB. These members include: Derrick Davies and Phil Thomas.
Proposal/Solution:	Re-appoint SRAAB members Derrick Davies and Phil Thomas to new 3-year terms to expire January 2029
Financial Source/Impact:	n/a
Related Strategic Priority:	#1 EFFECTIVE SERVICES & ACCOUNTABLE GOVERNMENT
Recommended Action/Motion:	Recommend re-appointment of Derrick Davies to a 2nd term and re-appointment of Phil Thomas to a 2nd term on SRAAB.
Prepared By:	Kellie Reed, Airport Director
Reviewed By:	Kellie Reed Christy Cluck Teresa Kadavy
Submitted By:	Brady Moore, City Manager

Attachments

None