

TABLE OF CONTENTS

<u>Chapter Title</u>	<u>Page Number</u>
Introduction.....	3-26
Southwest Boulevard	
Design Considerations.....	27-49
Transportation	
Trails.....	50-57
Sidewalks.....	58
Transportation Park.....	59-76
Route 66 Byway Facility.....	77-84
Campus Plan	85-103
Housing Study.....	104-128
Appendix A- Federal Housing Programs.....	129-139
Appendix B- Selected Demographics.....	140-155



SOUTHWEST TULSA COMMUNITY REVITALIZATION PLANNING

INTRODUCTION



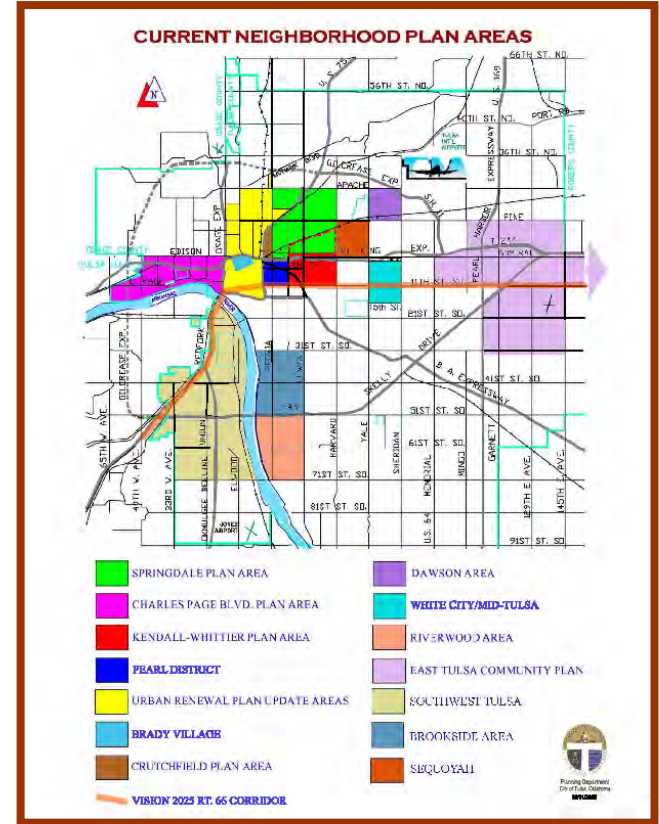
It is a process by which area residents, businesses, property owners, area stakeholders (including churches, schools, and service organizations) meet together with city planners to determine neighborhood conditions and discover community-defined issues and community-preferred solutions for area resurgence. The Southwest Tulsa Revitalization area will generally be bounded by the Arkansas River on the east and north and a logical south and west border to be determined by the group. The Southwest Tulsa Planning Team has been working in the area shown. The planning team has decided to construct the plan in various components that will summarize a comprehensive approach to planning Southwest Tulsa.



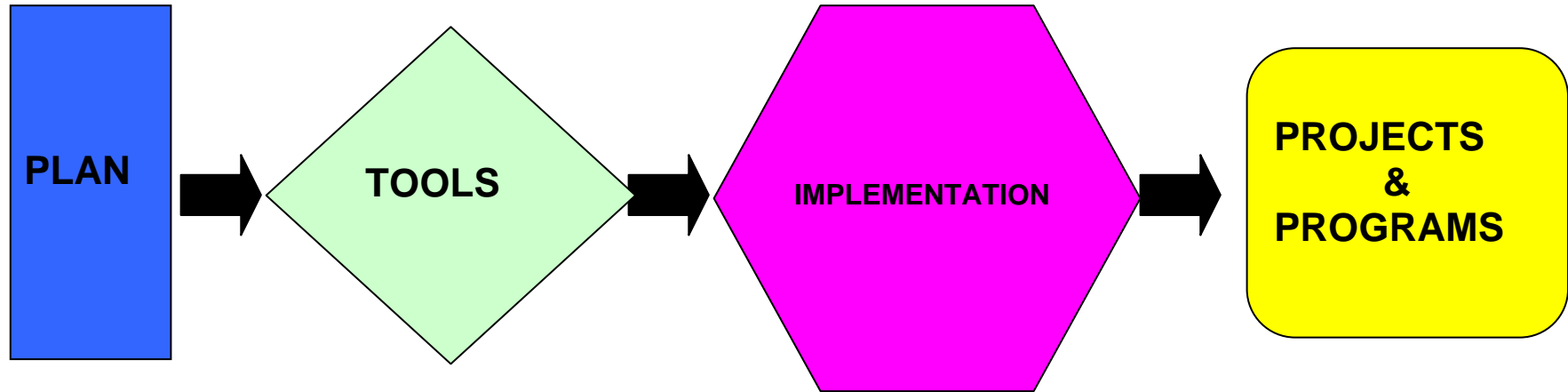
Why is Southwest Tulsa Community Revitalization Planning being initiated?

Area citizens have recognized that certain areas have remained vacant for decades, others are underserved, and others still have not achieved their potential. Southwest Tulsa Neighborhood representatives desire to develop a plan which seeks to combine West Tulsa's historic significance, small town atmosphere, and its position as modern day Tulsa's primary industrial 'engine' with needed new improvements to start revitalization and repopulation of the area and its schools.

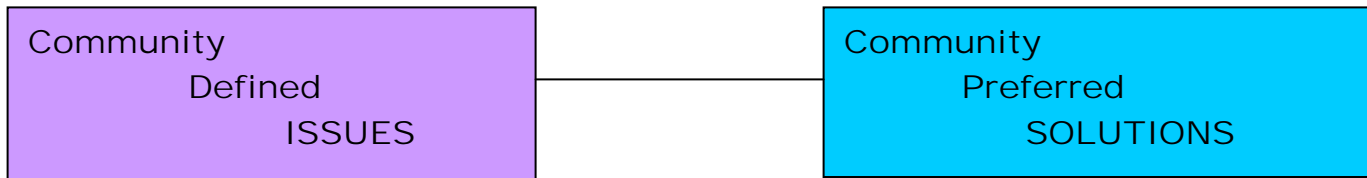
They believe a more specific community-based implementation plan designed to address West Tulsa issues and opportunities would be quite valuable. Because of this, the City of Tulsa's Planning Department was asked to assist the community in creating and implementing a vision – a blueprint - for future development in the Southwest Tulsa neighborhoods.



How does planning work to create revitalization?

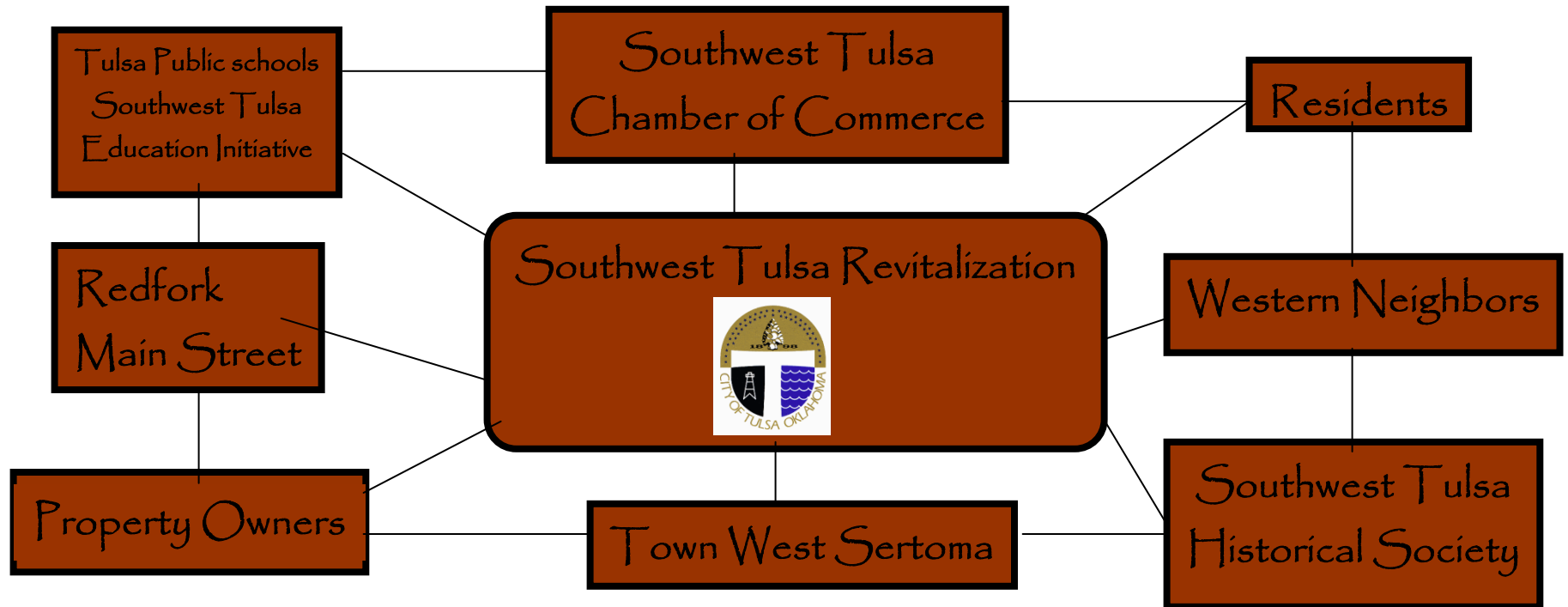


The Planning Department was requested to provide assistance to the neighborhood. The mission of the Planning Department is to assist Tulsans in improving their lives, neighborhoods, communities and region. The Planning Department assists citizens in gaining skills to plan and implement projects that expand economic development opportunities and achieve neighborhood revitalization. The never ending cycle of neighborhood revitalization and the process of involving neighborhood activists is the key to implementing the vision of the neighborhood.



The Neighborhood Planning Process

The revitalization of Tulsa's urban core requires the assistance of stakeholders in the neighborhood. The neighborhood task force has many players. In Tulsa, neighborhood planning is an opportunity for citizens to take a proactive role in the planning process and decide how their neighborhoods will move into the future. The process asks members of the community to address the local issues and concerns that affect them, their families, and their neighbors.



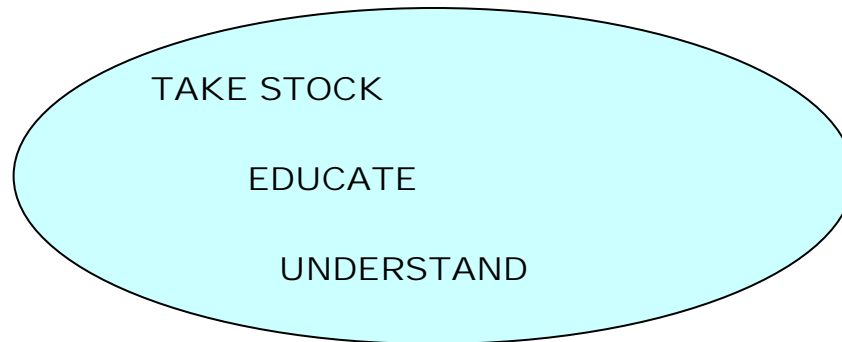
All stakeholders of the neighborhood are invited to participate- business owners, renters, residents, property owners, and various community, organizations and institutions.

Neighborhood planning is an opportunity for citizens to shape the neighborhoods where they live and work. The neighborhood planning process addresses land use, transportation, services and infrastructure, and urban design issues. The goal of neighborhood planning is for diverse interests to come together and develop a shared vision for their community, a **neighborhood plan**.



How will a plan help my neighborhood?

- ✚ Describe clearly what the neighborhood wants accomplished.
- ✚ Provide a framework for **zoning** and **land use** decisions.
- ✚ Give direction to the City regarding capital improvements appropriate for the neighborhood.
- ✚ The opportunity to create a clear picture of **the type of development** that is desired by the neighborhood.
- ✚ Inform property owners and potential developers as to what businesses are needed and the types of development that will be encouraged.
- ✚ Provide guidelines for the design of new development so it will compliment the existing neighborhood **character**.

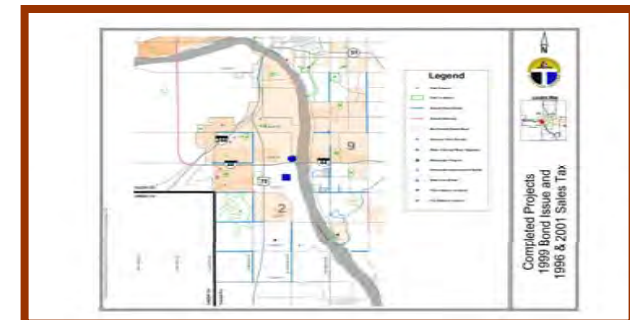
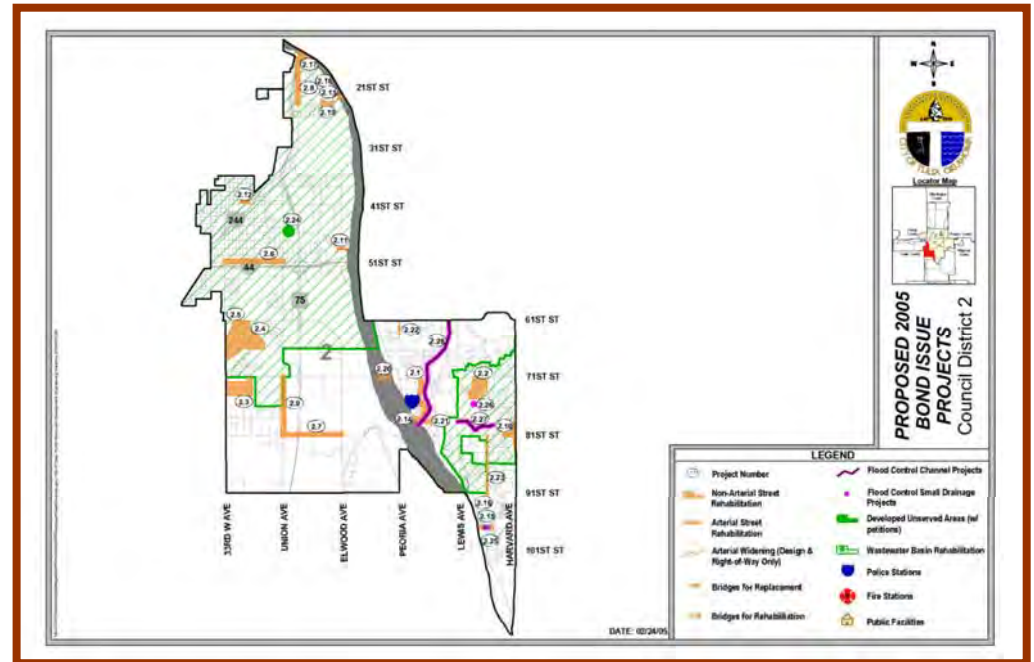


IMPLEMENTATION INITIATIVES

CAPITAL IMPROVEMENT PROGRAM (C.I.P.) - A major tool for implementing public portions of the neighborhood plan. It is typically a 5 to 7 year plan for prioritizing, financing, scheduling, and constructing public infrastructure and improvements.

TYPICAL NEIGHBORHOOD C.I.P. PROCESS:

- ✚ No. 1 – Neighborhood Plan developed and public projects are identified and prioritized.
- ✚ No. 2 – Neighborhood projects have concept designs and preliminary costs prepared and are then submitted to the City of Tulsa for possible inclusion in City C.I.P. list.
- ✚ No. 3 – City reviews projects and includes selected items in C.I.P. *eligible projects list*.
- ✚ No. 4 – Projects are selected by the City for inclusion in a funding mechanism (e.g., 3rd Penny Sales Tax Extension, general obligation bond package, special tax district, etc.).
- ✚ No. 5 – After funding is approved, projects are prioritized, scheduled, detailed final designs are prepared, bidding, process occurs, and projects are constructed.



The Southwest Tulsa Planning Team exercises- SWOT, Lynch Study, and Preference exercise

SWOT Analysis

SWOT Analysis (**S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats) is a planning tool designed to identify internal and external factors that can either help or harm the success of various plans and projects. For the Southwest Tulsa Planning Group, the SWOT analysis provides a quick and straightforward way to identify some of the challenges and opportunities that they will face as the work towards a better future. (Who) The West Tulsa Planning Group is a diverse group of stakeholders who have banded together to help draft a shared vision for the future of West Tulsa. The group is self-appointed and includes residents, business owners, educators, Webster High School Alumni, architects, bankers, real estate professionals, and past and present civic leaders. As individuals, these people have vastly different observations and opinions about the issues they face. But, by cataloguing their individual perspectives, they can begin to build mutual understanding, respect for differing points of view, and a framework for a shared vision for the future of Southwest Tulsa. Although the members of the Southwest Tulsa Planning Group are already highly organized and working on many different projects through affiliations with other organizations like the Southwest Chamber, the Webster Alumni Association, and Southwest Main Street, this new planning effort offered a chance to refocus on different issues and bring new people and points of view into the dialog. In this regard, a SWOT analysis proved to be an effective teambuilding exercise.

(What) A SWOT analysis provided a way for the group to begin to talk about some of the most important issues in Southwest Tulsa. It is important to note that the SWOT analysis *does not* provide the solutions to problems. It does, however, reveal issues and opportunities that can be addressed in the plan. With a SWOT analysis, no topic is “off limits” and a group exercise designed to identify an organization’s strengths, weaknesses as well as the opportunities and threats that it faces.

(Why) A SWOT analysis is particularly useful in a newly formed neighborhood planning group because it allows citizens to: 1) Speak frankly, without fear of criticism, 2) Hear and learn from each other, 3) Help city planners understand the issues that effect their lives, and 4) Start setting priorities for the planning process.

It is a quick and easy way to get people talking with each other about issues of great importance and ideas for the future. In this exercise, the West Tulsa Planners were asked to get everything out on the table...not to criticize or prioritize, but simply to talk until there is nothing new to say. In the course of an hour, the group was able to identify dozens of issues and opportunities that will be used to form the framework of this Plan.



SWOT Analysis		SOUTHWEST TULSA PLANNING		
	Strengths	Weaknesses	Opportunities	Threats
BUILT ENVIRONMENT	<p>Accessibility, Convenience, Close to work via Expressways Route 66 - International exposure Uniqueness Housing Stock Older neighborhoods</p>	<p>Intersections Expressway Confusion - 244 through Red Fork & Carbondale Major Route Diagonal Barrier 11th and 71st Street Bridges Streetscaping / Sidewalks Older Housing Stock</p>	<p>Highway 75 Corridor Gilcrease Expressway 41st Street Bridge Arkansas River</p>	<p>Not a destination Image-identity Decline of older neighborhoods Aging Neighborhoods</p>
SOCIAL	<p>Low Crime, Semi-Rural Character Heritage Sense of Place Small town feeling High Value of Low Cost of Living</p>	<p>Heavy Industrial, Multi-Jurisdictional Areas Lack of Retail (grocery, shopping centers) Lack of Marketable Housing</p>	<p>Partnerships - Community Leaders, Businesses, Politicians</p>	<p>Perception of Refineries by Potential Residents and Visitors Isolation from Tulsa Lack of Clear Identity Tornadoes</p>
PUBLIC INFRASTRUCTURE	<p>Existing water, sewer and streets New water tank</p>	<p>Loss of Funding Opportunities Water and Sewer needs in undeveloped areas</p>	<p>Capital Improvement Plan Developable Land Bounty of Parks and Recreation Resources including Golf and Turkey Mountain</p>	<p>Capital Improvement Plan Decline of Aging Neighborhoods</p>
ECONOMIC	<p>Heavy Industrial Jones Airport Old PSO Plant TCC and Armory Expansion Quality Housing</p>	<p>Lack of Retail (grocery, shopping centers) Declining Sales Tax Receipts</p>	<p>Sutherlands and Crystal City Sites Route 66 - Based Tourism Expansion of Tax Base</p>	<p>Environmental Cleanup Concerns (Refineries and Sewage Treatment Plants) Migration south of 61st Street</p>
PUBLIC POLICY	<p>Educational Initiatives Funding for Improvements Vision and Neighborhood Funds</p>	<p>Lack of Capital and School Improvements Lack of Social and Economic Programs</p>	<p>Partnerships - Community Leaders, Businesses, Politicians</p>	<p>Public Access to Views Failure to Fund Education</p>



GROUP LYNCH ANALYSIS

This Lynch Analysis Composite for the Southwest Tulsa Planning Team combines each of the four groups present at the September 28th meeting suggested sites and areas of importance. A database will be compiled which will produce a map showing each category's major and minor selections. I believe this is important as it removes personal subjectivity and perceived priorities and puts the emphasis on the Southwest Tulsa resident's desired perceptions

It is important to note that several categories may not be fully represented in this listing due to an individual group's brief explanation and understanding of the five areas requested for their inputs. Group 1 gave minimal attention to Edges. Group 2 may not have understood Edges as they indicated just two. Group 3 showed only 2 Nodes and just a few Paths. Group 4 had just a few Edges, Nodes, or Paths, and called almost everything a Landmark. However, the combination of the four groups into the five categories did yield a very plausible number of Major and Minor sites and areas. This may be the most important result of the study and whether or not a particular site was included at all likely meant it was not really important to the group.

It would seem to be prudent for us to give more credence to the major categories listed while having a nominal understanding of the minor categories for the obvious future interconnectivity. I believe the Groups themselves would appreciate seeing these results as it can educate those who find other points of interest surprising and preempt occasional complaints here forward in the process. Of course, it will also support any efforts we may give to the major areas herein selected in the future.



TERMS IN THE LYNCH ANALYSIS OF URBAN IMAGES

PATHS

PATHS ARE THE **CHANNELS** ALONG WHICH AN OBSERVER CUSTOMARILY, OCCASIONALLY, OR POTENTIALLY MOVES. THEY MAY BE STREETS, WALK-WAYS, TRANSIT LINES, CANALS, AND PASSENGER RAILROADS. FOR MANY PEOPLE THESE ARE THE PREDOMINANT ELEMENTS IN THEIR IMAGE OF THEIR CITY. PEOPLE OBSERVE THE CITY WHILE MOVING THROUGH IT AND ALONG THESE PATHS. THE OTHER ENVIRONMENTAL ELEMENTS ARE ARRANGED AND RELATED.

EDGES

EDGES ARE THE **BOUNDARIES** BETWEEN TWO PHASES, LINEAR BREAKS IN CONTINUITY: SHORES, RAILROAD CUTS, EDGES OF DEVELOPMENT, WALLS. THEY ARE LATERAL REFERENCES RATHER THAN COORDINATE AXES. THEY ARE LINEAR ELEMENTS NOT USED OR CONSIDERED AS PATHS BY THE OBSERVER. SUCH EDGES MAY BE BARRIERS, MORE OR LESS PENETRABLE, WHICH CLOSE ONE REGION OFF FROM ANOTHER, OR THEY MAY BE SEAMS, LINES ALONG WHICH TWO REGIONS ARE RELATED AND JOINTED TOGETHER.

LANDMARKS

ARE SEEN FROM MANY ANGLES AND DISTANCES, OVER THE TOPS OF SMALLER ELEMENTS, AND USED AS RADIAL REFERENCES. THEY CAN BE ISOLATED TOWERS, GREAT HILLS, AND GOLDEN DOMES.

DISTRICTS

DISTRICTS ARE **MEDIUM-TO-LARGE SECTIONS** OF THE CITY, CONCEIVED OF AS HAVING TWO-DIMENSIONAL EXTENT, WHICH THE OBSERVER MENTALLY ENTERS "INSIDE OF", AND WHICH ARE RECOGNIZABLE AS **HAVING SOME COMMON, IDENTIFYING CHARACTER**. ALWAYS IDENTIFIABLE FROM THE INSIDE THEY ARE ALSO USED FOR EXTERIOR REFERENCE IF VISIBLE FROM THE OUTSIDE.



NODES



NODES ARE **POINTS**, THE STRATEGIC SPOTS IN A CITY INTO WHICH AN OBSERVER CAN ENTER, AND WHICH ARE THE INTENSIVE FOCI TO AND FROM WHICH HE IS TRAVELING. THEY MAY BE PRIMARILY **JUNCTIONS**, PLACES OF A BREAK IN TRANSPORTATION, CROSSING OR CONVERGENCE OF PATHS, MOMENTS OF SHIFT FROM ONE STRUCTURE TO ANOTHER. THEY MAY BE CALLED **CORES**.



GROUP LYNCH ANALYSIS

GROUP **1** PARTICIPANTS: David Oliver, Phil Garland, John Autry, and Carol McGowan

GROUP **2**: John Gray, Willard Jones, Darla Hall, Richard Ryan, Judy Fessenden, David Breed, Joe Coleman

GROUP **3**: Pam Roland, Kaye Price, Mike Whorton, Rick Westcott

GROUP **4**: Linda Fitzgerald, Linda Jordan, Laura Undernehr, Richard Hammer

(Those Locations in **BOLD** were selected by 3 or more Groups – **Major**; The Remainder – MINOR)

LANDMARKS

CRYSTAL CITY

WEBSTER HIGH SCHOOL

CLINTON MIDDLE SCHOOL

LOOKOUT MOUNTAIN REFUGE AREA

ARKANSAS RIVER

SUE BLAND #1 OIL WELL SITE

WEST BANK AMPHITHEATRE

GOODWILL INDUSTRIES

TURKEY MOUNTAIN REFUGE AREA

SUN REFINERY

SINCLAIR REFINERY

CHEROKEE RAILYARD

WEST TULSA GATEWAY PEDESTRIAN BRIDGE

BAILES SPORTS COMPLEX

I-44/U.S. 75 INTERCHANGE

WEST TULSA SOCCER COMPLEX

I-44/I-244/U.S. 75-A INTERCHANGE

CHANDLER PARK

RED FORK CORNER

TOWN WEST SHOPPING CENTER

CHANNEL 8 TELEVISION STATION

HOWARD PARK (off S.W. Blvd at 25th St.)

EUGENE FIELD ELEMENTARY

REED PARK

ROUTE 66 MONUMENT



NODES

**41ST & S.W. BOULEVARD
INTERCHANGE**

51ST & UNION INTERSECTION

REED PARK →

ZARROW WEST REGIONAL LIBRARY

41ST & 57TH WEST AVE.

(GILCREASE/CREEK)

RIVERFIELD COUNTRY DAY SCHOOL

BAILES SPORTS COMPLEX

PAGE BELCHER GOLF COURSE

WEST TULSA SOCCER COMPLEX

23RD STREET & S.W. BOULEVARD

51ST STREET & 33RD WEST AVENUE

SOUTHWEST BLVD. & 33RD W. AVE.

I-44 & U.S. HWY 75 @ 17TH STREET

23RD STREET & U.S. HWY 75

I-44 & U.S. HWY 75 INTERCHANGE

41ST STREET & 25H WEST AVENUE

71ST ST. SOUTH & U.S. HWY 75

23RD ST. SOUTH & ARKANSAS RIVER

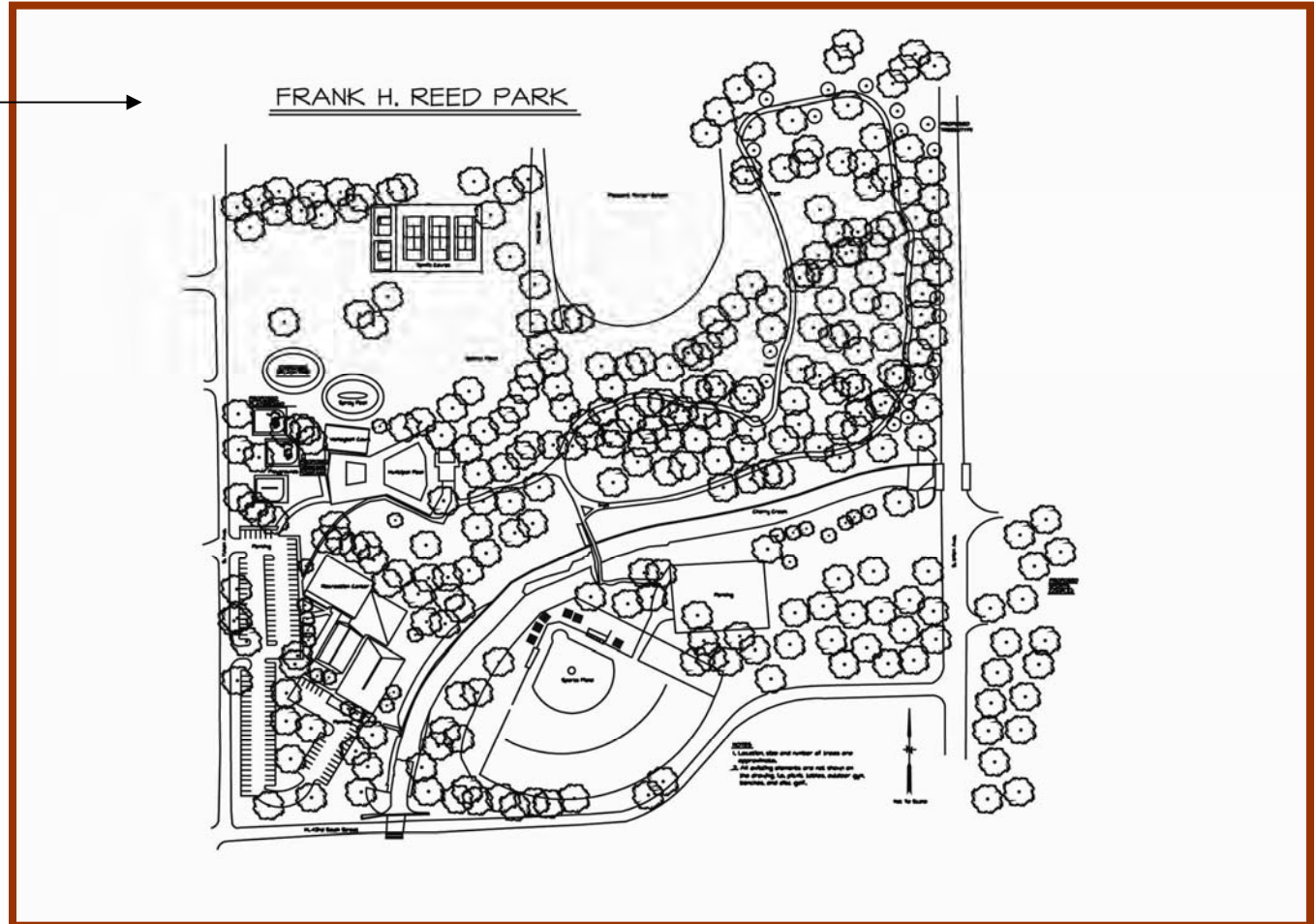
71ST ST. SOUTH & UNION AVENUE

71ST ST. SOUTH & ELWOOD AVENUE

S. ELWOOD AVE. & I-44 West Side of
River

61ST ST. SOUTH & UNION AVENUE

61ST ST. SOUTH & 33RD WEST AVENUE



EDGES

WEST BANK OF ARKANSAS RIVER
BURLINGTON-SANTA FE R.R. MAIN
SUNOCO REFINERY BORDER
SINCLAIR REFINERY BORDER
LOOKOUT MOUNTAIN REGION BORDER
61ST STREET
TURKEY MOUNTAIN REFUGE AREA
6100 S. 33RD WEST AVENUE
TULSA-SAPULPA UNION RAIL LINE
U.S. HWY 75 & I-244 INTERCHANGE
MOOSER CREEK WATERSHED

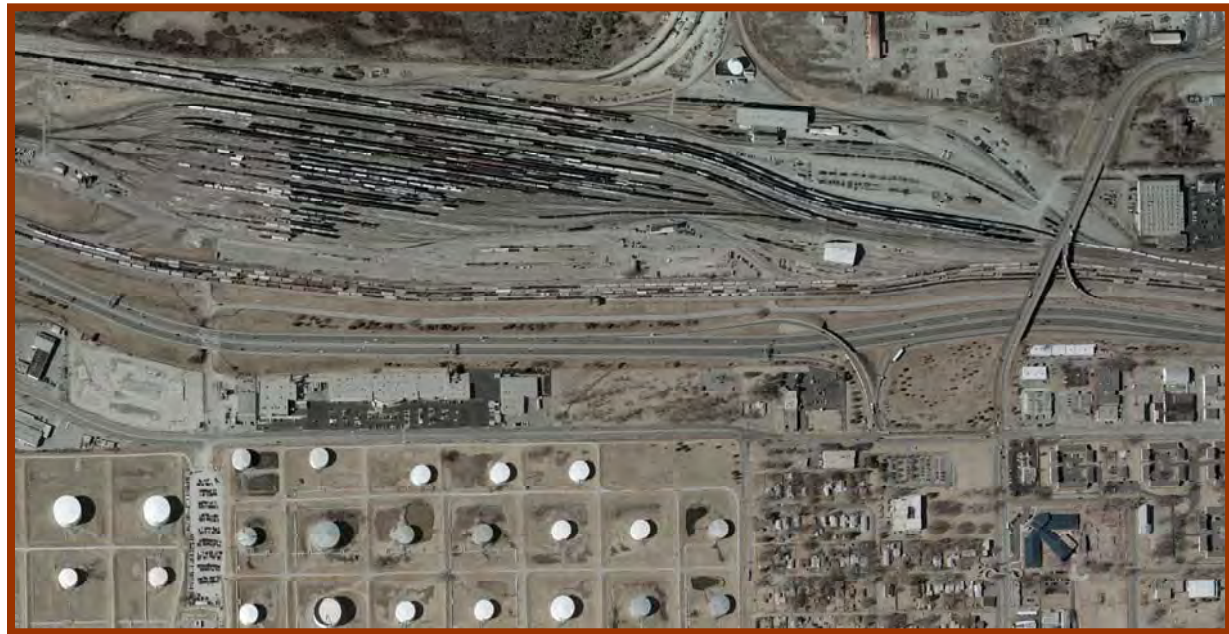


PATHS

UNION AVENUE
WEST 41ST STREET
WEST 51ST STREET
WEST 71ST STREET
WEST 23RD STREET
SOUTHWEST BOULEVARD
WEST 21ST STREET
ELWOOD AVENUE
25TH WEST AVENUE
33RD WEST AVENUE
SOUTHWEST BOULEVARD
GILCREASE EXPRESSWAY EXTENSION
61ST STREET SOUTH
ELWOOD AVENUE
U.S. HWY 75



- DISTRICTS**
- SINCLAIR REFINERY**
- REDFORK TOWNSITE**
- CARBONDALE/CLINTON HGTS. /HILLDALE**
- AFFILIATED FOODS/GRANT MFG. IND. DIST.**
- JENKS-RIVERSIDE AIRPORT**
- TURKEY MOUNTAIN REFUGE AREA**
- WEST TULSA MFG. PARK (Arrow Trucking)**
- UNIT RIG AREA MFG. PARK**
- GARDEN CITY NEIGHBORHOOD**
- SOUTH HAVEN COMMUNITY**
- SUNOCO REFINERY**
- WEST TULSA INDUSTRIAL PARK**
- TOWN WEST INDUSTRIAL DIST.**
- LOOKOUT MOUNTAIN REFUGE AREA**
- CRYSTAL CITY SHOPPING CENTER**
- CHEROKEE RAILYARD (B-N/SANTA FE RR.)**
- OZARK MAHONING CHEMICAL PARK**
- OAKHURST NEIGHBORHOOD**
- PARK GROVES NEIGHBORHOOD**
- OLD WEST TULSA NEIGHBORHOOD**
- WINNETKA HEIGHTS NEIGHBORHOOD**
- FRED CREEK-CHERRY CREEK BED AREAS**
- TULSA HILLS REFUGE AREA**
- CITY OF TULSA SEWAGE LAGOON AREA**



Southwest Tulsa Neighborhood Planning
 Southwest Blvd. - Proposed 15ft Landscape Strip - Sinclair Oil



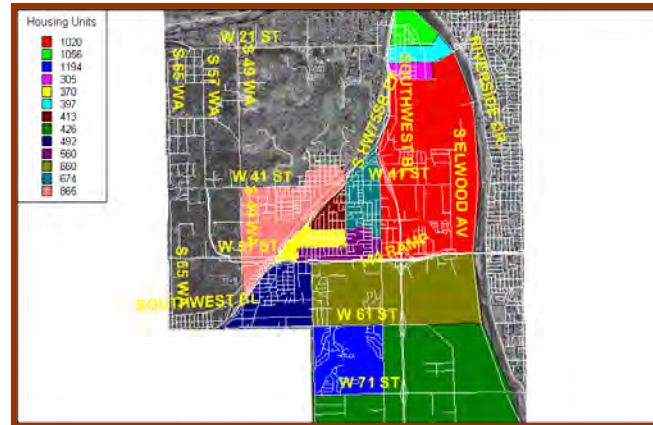
Tulsa Planning Department



WEST TULSA PREFERENCE SURVEY NOTES

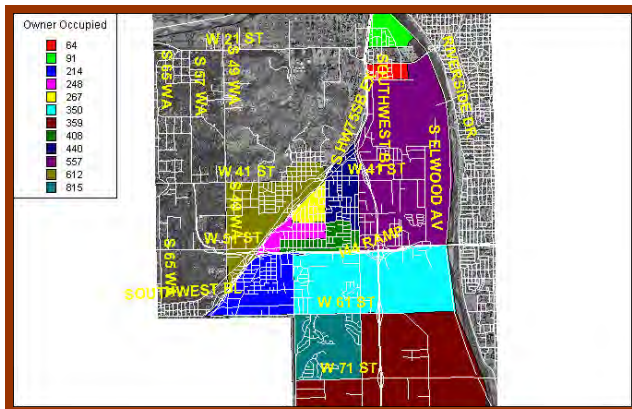
Single-Family

- Don't care for small typical SW Tulsa houses
- Like snout houses
- Bungalows – fairly well liked.
- Liked McMansions
- Liked large log home
- Low scores on landscaping
- Like facade symmetry
- Like historic homes
- Prefer facade fenestration and detail
- Prefer substantial construction materials



Townhouses

- Do not like foreground parking lots
- Prefer medium density to high density
- Prefer consistent facade styles rather than mixed
- Tasteful landscaping is essential



Multi-Family

- Liked the bright Florida-style bldg.
- Didn't care for typical multi-story, lower quality walk-up apts...
- Didn't like most styles of apartments. Mostly negative numbers.
- Did like (colors, landscaping; more like those found in S Tulsa)
- Didn't care much for garage apartments
- Gave better scores to older 2 – 3 story brick apt. buildings like found in Swan Lake
- Don't like large contiguous multi-family buildings
- Don't like facades without detail or undulation



Commercial

Liked the buildings on Greenwood
“Main Street” looks and feels, i.e. canopies, picture windows, and wide sidewalks
Built close to street like most other commercial/retail slides
Didn’t care for tight “closed-in” streets
Liked typical new construction shopping centers
Disliked typical franchise (Blockbuster) retail look
Prefer smaller retail shop streetscapes
Prefer tasteful streetscape landscaping

Parking

Liked parking structures with character, vegetation to soften
Disliked seas of surface parking
Did like landscaped parking lot, surface lots not necessarily a problem
Their responses indicate consistent dislike of any 'vacant-looking' parking areas



Signage

Disliked lots of free-standing cluttered signs along street (lack of landscaping?)

Didn't mind one multi-tenant sign at entrance, or more discreet, small sign.

Phone polls - negative

Prefer number of and size of signage to be appropriate to building & street scale

Do not like signage blocking view of businesses



Pathways

Liked landscaped sidewalks w/large overhanging trees; ambivalent – ugly walled sidewalks, “hard edges”,
Prefer inviting pedestrian pathways without clutter

Strip Centers.

Okay in general – negative elements: run down, lack of landscaping, “dated” look.
Prefer offices and shops with individual character, not the same 'stamped' facade
Prefer facades with substantial building materials and landscaping



Industrial

Negative reaction (vacant, plain, no landscaping.

Liked heavy industrial (because of the lighting too stark, looks like prison grounds

Liked new attractive buildings.

Liked large plain concrete building.

Didn't seem to mind smokestacks.

Composite scores would indicate they do not like large walled expanses

Liked exposed functional industrial construction, even with complex components

Screens & Buffers

Liked evergreens could this be useful for storage tanks?

Not high on masonry wall (could be influenced by bare ground in picture).

Liked curvilinear rock wall (pretty setting).

Prefer nicely landscaped edge 'walls'

Prefer detail and undulation in wall construction materials



Other

OK with high rises.

Hated mobile home parks.

Prefer one to three story construction in general, regardless of building type

Prefer Pitched Roofs to Flat Roofs, and Lower Pitched over Steep Pitched

Like balanced proportion between size of structure and size of lot site

Prefer side setbacks to multiple adjoining buildings



Issues and Goals of Southwest Tulsa Planning Team

Issues:

- ✚ The lack of different types of buffer zones, including the use of lower zoning categories between different land uses.
- ✚ No sidewalks – especially along SW Blvd, Union Avenue and 33rd West Avenue.
- ✚ Safety issues for students walking to school (most live within 1-1.5 miles and have no transportation).
- ✚ PSO lines not buried
- ✚ No grocery store
- ✚ A variety of retail is not available within walking distance or travel within a short distance.
- ✚ Lubell Park and other parks do not have a 10 year update of the park plan and are in need of new amenities.
- ✚ Area on S 25th W. Ave between W 41st and W 43rd has mostly substandard houses which are mainly non-owner occupied rentals.
- ✚ Could we incorporate the area of Webster, Clinton and Pleasant Porter into a Campus Plan?
- ✚ Substandard housing is big issue for drawing parents and students to area. Schools and housing are closely linked.
- ✚ Loss of small town image and identity





Goals:




- # Eliminate substandard housing the most effective way (rehabilitate and infill).
- # License all non-owner occupied properties (implemented now in Oklahoma City) to raise standards of housing.
- # Increase density – to generate interest in development of retail and grocery.
- # Create sidewalks for pedestrians and bicycles.
- # Bury PSO lines.
- # Create more buffer zones between mixed use zoned lots.
- # Create/develop the market place to bring retail and grocery stores to the area.
- # Take advantage of ODOT Safe Routes to Schools.
- # Create a proper mix of residential and commercial zoning.
- # Support code enforcement staff in identifying and eliminating blighting influences.
- # Planned Unit Developments (PUD's) are encouraged in order to minimize the impact of proposed uses of adjacent low intensity residential areas.
- # Support the Campus Plan.
- # Participate in the implementation of Route 66 Vision 2025 projects.
- # Support the Redfork main Street program
- # Recruit potential developers and TIF sites (such as Tulsa Hills).
- # Support the development of the West bank of the river.
- # Connect the trail system (Cherry Creek and Mooser Creek) to River Parks and Turkey Mountain.
- # Support Infill development to the north to decrease migration south of 61st West.



Project List

The project list for Phase One has been designated and detailed by the Southwest Tulsa Planning Team. This dedicated group of individuals can be seen throughout the community doing the work of making Southwest Tulsa a better place. The first phase of the plan includes an ambitious list of projects to accomplish and move towards an even greater list in the future. While the list is not all encompassing, it is extensive.

It includes in phase one:

-  Southwest Blvd. Design Considerations
-  Trails
-  Transportation Park
-  Route 66 Byway Facility
-  Campus Plan
-  Housing Study



Southwest Boulevard Design Considerations

The planning group conducted an extensive investigation of landmarks, nodes, pathways, and districts west of the Arkansas River, determining their current and projected relationships. Southwest Boulevard, acknowledged as the “backbone” of near west Tulsa, provides the connectivity that allows this energy, industrial, and transportation hub to function as an exporter to the world. The “Boulevard” is divided into four logical segments, each interconnected, but with distinct location and operational characteristics.



Segment One is from the River to 23rd Street South, which includes the current connections to river development, 17th street, Jackson Avenue, and 23rd Street. Included are important plans to expand Oklahoma State University Osteopathic Medical School, proposals to develop parking to facilitate economic development and promising recreational opportunities inherent with West Tulsa park, the Festival site, and the River Parks operation.

Segment Two, from 23rd Street to the Sinclair refinery, Goodwill Industries, City of Tulsa Utility Services operation facility, including the engineering division. This area has significant potential to better utilize newly designed transportation infrastructure with connections to I-244 and U.S. 75 , by the overpass at Billy Ray’s BBQ.

Segment Three is from U.S. 75 westward to Old Red Fork and includes a plethora of new development and revitalization opportunities. With recently initiated Southwest Tulsa Chamber byway facility, transportation theme park, and Redfork Main street program focus on rehabilitation and restoration of the remaining historic structures, this area can experience a rebirth through the efforts of many small businesses.

Segment Four is from the 4300 block west to 33rd West Avenue. It is primarily commercial retail with rail and industrial uses across the boulevard from the historic site of Crystal City Amusement Park, now an underutilized strip shopping center or “greyfield”.



Segment One – The River to 23rd



This is the site of Oklahoma State University in segment one of the Southwest Tulsa Planning Area. The Festival park area is also shown center right along with the Westport apartments.



This is an OU School of Design concept for parking under the expressway next to Southwest Boulevard and across from the Oklahoma State University Medical Center.



Concepts proposed by the Southwest Tulsa planning team.

- A. Preserve Filling Station
- B. Introduce Mixed Use Infill
- C. Parking under Bridge (120+spaces)
- D. New Intersection to Access Bridge
- E. On-Street Bike Lanes to 23rd Street
- F. On-Street Parallel Parking
- G. Street Tree, Lighting and Banners
- H. New Forensics Lab
- I. OSU Osteopathic Campus Plaza



Preserve the filling station. The 1950's filling station on the northwest corner of 17th street and Southwest Boulevard has a character and theme that is consistent with Route 66. The exterior features should be preserved and the building should be reused for commercial or office. Signs on the property could also reflect its historic period.



Introduce mixed use buildings. Instead of a park, consider introducing mixed use infill development on the west side of Southwest Boulevard. A walkable development would enhance both the 11th street Bridge and OSU Osteopathic Campus.



The **bicycle lane** as shown on this sketch-up drawing is to be expressed throughout the street design according to the INCOG bicycle pedestrian plan.



New parking areas will be needed to support the 11th street bridge Route 66 attraction, growing OSU Osteopathic Campus, new mixed use infill, and special events at Riverparks. The unused space under the viaduct, with proper agreements from the Oklahoma Department of Transportation, could provide 120-250 conveniently located parking spaces.



The **driveway to access** the proposed viaduct parking could be located opposite the existing OSU Osteopathic driveway about one block north of 17th street. Vehicular traffic is light, approximately 4300 vehicles per day, on this stretch of Southwest Boulevard.

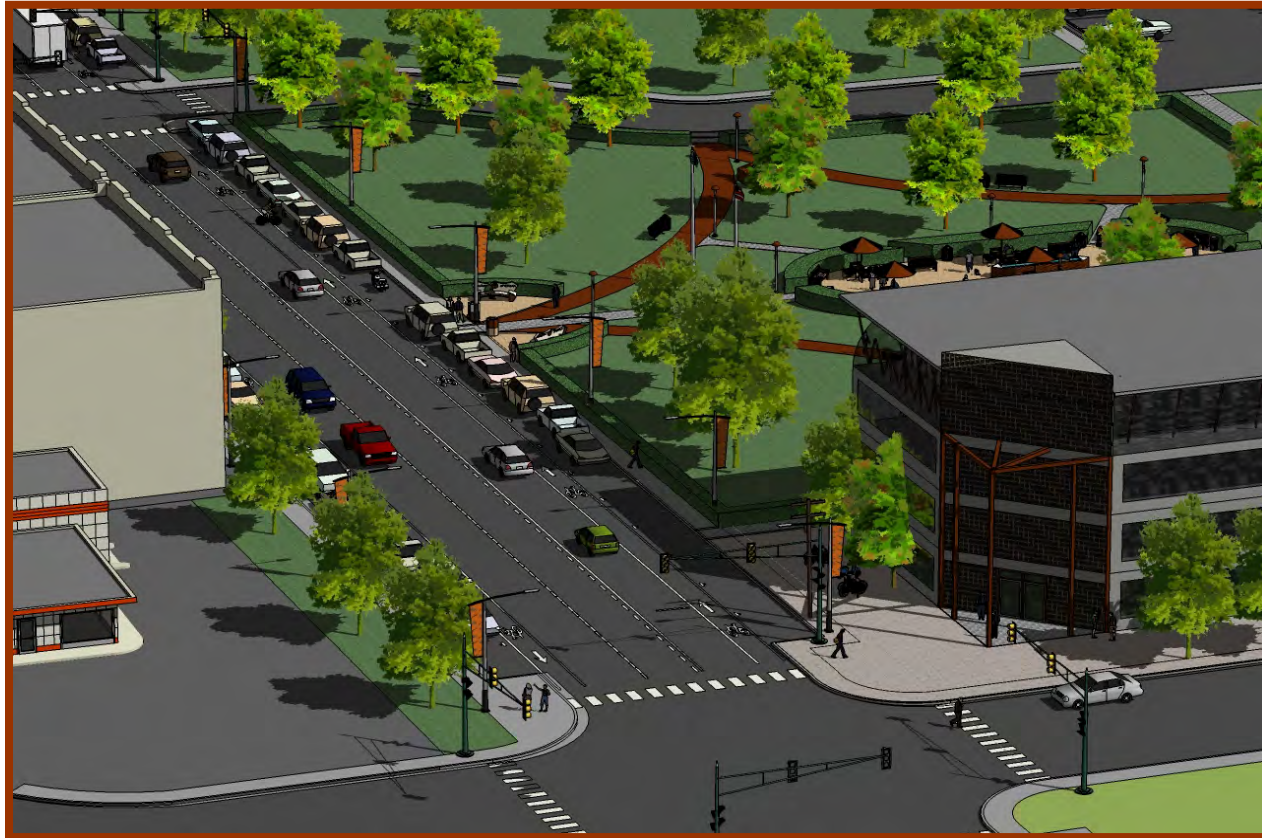


Low traffic volumes allow for other uses. Within the existing paving, it appears possible to introduce two **bike lanes**, two parallel parking lanes and a center turning lane. Coordinating the **streetlights, banners, and street trees** on either side of Southwest Boulevard will help define this area. In this concept the banners depict an OSU theme; however, they could also be a main street theme. The **benches and street furniture** could also be thematic.

The OSU site could also incorporate a new **outdoor campus** that would add to walkability and give the university a “sense of place”. The new forensics lab, pictured next page, is a tremendous asset to the community and further diversifies the campus and programs.



This is a concept for the **forensics lab** project at OSU.



A proposed concept for a **bus stop** way station to mark route 66 and other attributes.



The concept for an intersection crossing, at Seventeenth Street to Oklahoma State University and other sites with **railroad themed crosswalks**.





Final design comments for Segment One

The Southwest Tulsa Planning Team met on the final design for segment one and provided valuable input on general design provisions by analyzing segment one of the Urban Design drawings of the Tulsa Planning Department. During those sessions, they expressed certain design guidance. A summary of the provisions for design is summarized below.

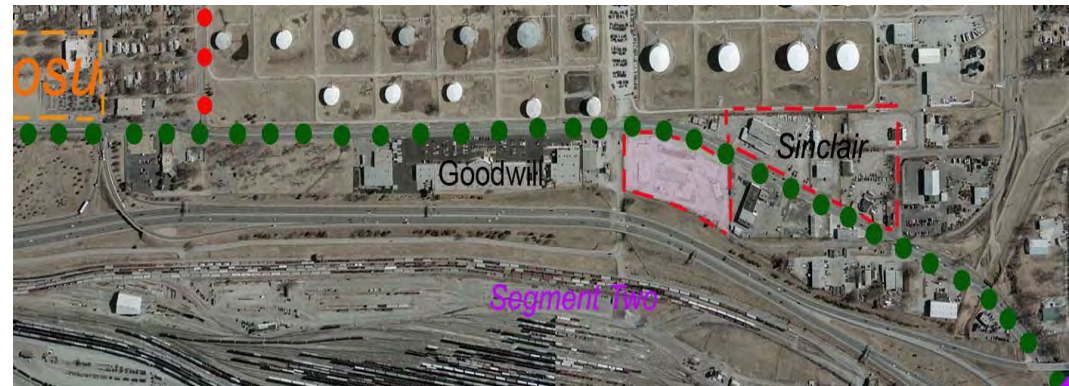
- ✚ Benches, signs and other street items are considered essential in the design.
- ✚ The derrick could be used as a bus stop if redesigned.
- ✚ Design of items for the area should be timeless and not futuristic.
- ✚ Sidewalks and bike lanes received positive notice.
- ✚ The design of benches in the Route 66 Master Plan was noted and accepted.
- ✚ The Campus Plan at OSU was considered and approved by the group.
- ✚ Infill development of vacant commercial sites was important to revitalization.
- ✚ The parking under the expressway is considered a positive infill tool.
- ✚ Mixed Use was accepted where it was noted. (i.e. filling station)
- ✚ Façade grants would be needed to promote good design.
- ✚ Improved intersection crossings were approved as positive.
- ✚ Banners for the district are needed for area identity.



Segment Two – Goodwill/ Sinclair

This segment should be planned for the burial of the above ground telephone poles. The poles are close to the street, creating a safety hazard, and are not in keeping with the plan by the industry to improve the boulevard.

The industry plans to move the administrative offices to the land acquired on Southwest Boulevard and clean up the view of the industry from traveling motorists. Sinclair has also purchased the Sutherlands site shown in light purple.



Southwest Tulsa Neighborhood Planning
Southwest Blvd. - Proposed 15ft Landscape Strip - Sinclair Oil



Segment 3- Chamber /Train / Ollie's



This segment of the boulevard contains many opportunity sites. The transportation theme site being developed by the city and the Southwest Chamber of Commerce is a destination site planned to spur economic

development of the area. The chamber also plans to renovate a Craftsman Bungalow into a new byways facility. The byway facility and the Transportation theme park concepts were designed by the Planning Department using graphics tools. These projects are important to the marketing of historic Route 66 in the Southwest Boulevard area.





Southwest Tulsa Planning Segment 3 - Southwest Boulevard

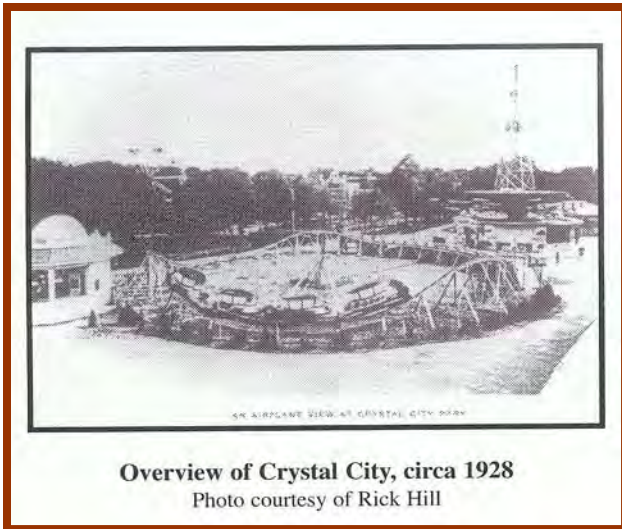


Chamber/ Main Street



Webster

Segment Four- Crystal City

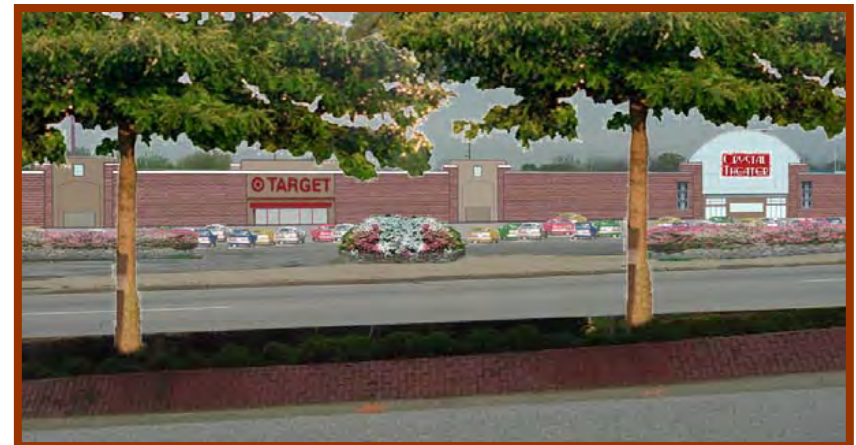


Overview of Crystal City, circa 1928
Photo courtesy of Rick Hill

The Crystal City center on Southwest Boulevard, once a thriving mixed-use retail environment, has evolved into a shopping center that is currently known in planning today a “**Greyfield**”. Trends that preceded this condition include: changes in accessibility, infrastructure, and transportation corridors that make older inner center and first-ring suburban malls less competitive



Existing shopping center



OU students proposed design



The Greyfield-Why did it happen?

Population shifts and New Suburban /Exurban development

- Changes in household demographics, age of population, racial composition, or household income;
- Changes in urban economics such as shifts in population and capital;
- Trends in two income households with less time to shop.

Evolving retail formats-

- Formats such as lifestyle centers and increasing big box retailers, power centers, and category centers.

Consumer Preferences-

- Traditionally malls have become homogeneous in appearance and tenant mix increasingly as shoppers want a sense of place.

Failure to reinvest

- Poor facility management;
- Lack of revenues to support maintenance;
- Anchor tenant bankruptcies or mergers;
- Private owners lack of investment capital.

Competition from new centers constructed within 3 to 5 miles.

- Tulsa Hills, 695,000 square feet, “power retail center” (170acres).

Adaptive re-use of center

- Because it is often difficult to find enough retailers to mitigate the Grayfield scenario some communities look beyond retail at residential, entertainment, or light-industrial uses.



De-Malling

- Reconfigure mall to look like a traditional main street
- Retrofit, demolish part, place streets in open air design
- Add mixed-uses such as upper story housing, light industrial or office space to diversify tenant mix
- Create a pedestrian friendly environment with a sense of place

Razing and Reuse

- Using the big box approach as a new format could lead to a metal building or some other structure that is not an architecturally desirable outcome. One option is a special district with PUD requirements.

New Urbanism for Greyfields

Failed mall sites are helping reverse urban sprawl

Shopping malls epitomize the car-dominated landscape. Stores surrounded by parking, rather than neighborhoods, were inconceivable before automobile use became widespread. Now, these sites that helped spawn car culture are coming full-circle, offering unique opportunities to reverse urban sprawl by creating real neighborhoods amidst spread-out suburbs and gap-toothed cities.

Greyfields are among America's best opportunities for developing transit-oriented infill neighborhoods. Unlike typical suburban development, new urbanist neighborhoods are flexible enough to provide for many community needs. They can include mixed-income housing, jobs, retail, and public space, and other activities essential to a high quality of life.

Big enough sites. Most development sites available in existing cities and towns are too small to justify the increased costs and risks of infill development. They are also too small to accommodate development projects of sufficient scale to offer real community benefits. Larger properties such as greyfield mall sites spread site development costs and enable projects that embrace the full range of new urbanist principles.

Transit accessibility. Civic leaders and neighbors are interested in the development of transit-oriented communities that include housing, stores, jobs, and schools. Many greyfields are on transit lines, and some even have existing bus hubs on site. More fundamentally, the development of new activity centers on greyfield sites concentrates origins and destinations built at densities high enough to support transit service.

Mixed-income housing. Housing affordability is a major problem in many metropolitan areas. However, developing higher density mixed-income housing in existing neighborhoods is often difficult, as neighbors resist projects and sites are usually too small for significant construction. Greyfield sites are large enough to accommodate a neighborhood built from the ground up — providing an opportunity to develop quality mixed-income housing that benefits its surroundings.

Civic space. Accommodating, attractive public space is sadly missing from many suburbs. New urbanist development provides public space for those important times when people are neither at home nor at work. These spaces help give new urbanism its reputation as "the architecture of community."



Issue: Retrofit Abandoned Commercial (Big Box “Rear-Type Box”)

The concept of reconfiguring parking lots in to city blocks: Subdivide existing parking lot into city size blocks (300ft x 300 ft. +/-) with interior streets. Subdivide (if necessary) these newly formed blocks into smaller parcels for infill mixed-use (commercial, retail, & residential) buildings inside existing parking lots with wider setbacks for buffers to accommodate landscaping and pedestrians and bicycle movement. Newly created internal streets should allow for on-street parking on one side and sidewalks on each side.

Adaptive Reuse of Abandoned Big Box Retail:

The actual existing (abandoned) big box retail building could be rehabilitated and reused for family orientated entertainment functions (e.g., paint-ball, bowling, Indoor basketball, movie theaters). An alternate function is to convert the newly created big box site into a liberal arts college campus.

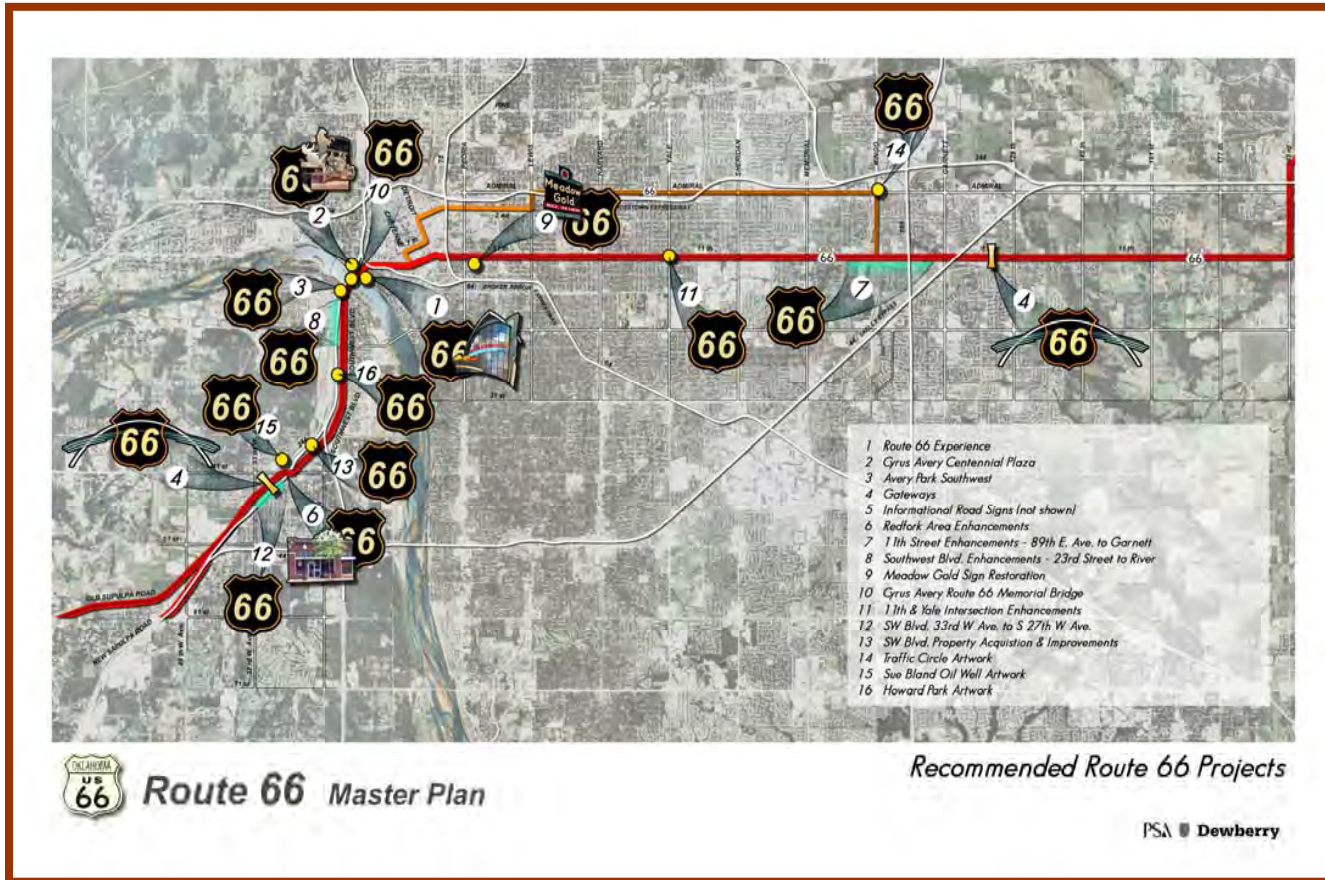


Reason: Create a town center environment that has more pedestrian friendly blocks and provide more mixed use development space. This can increase economic opportunities and revenue for the county. Provide existing residents with more access to goods and services. The conversion/creation of a liberal arts college is to provide alternate educational (technical education) options for local high school graduate



Route 66 Vision Projects

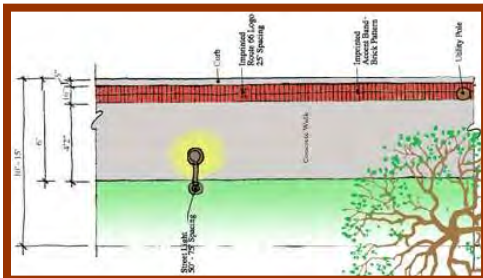
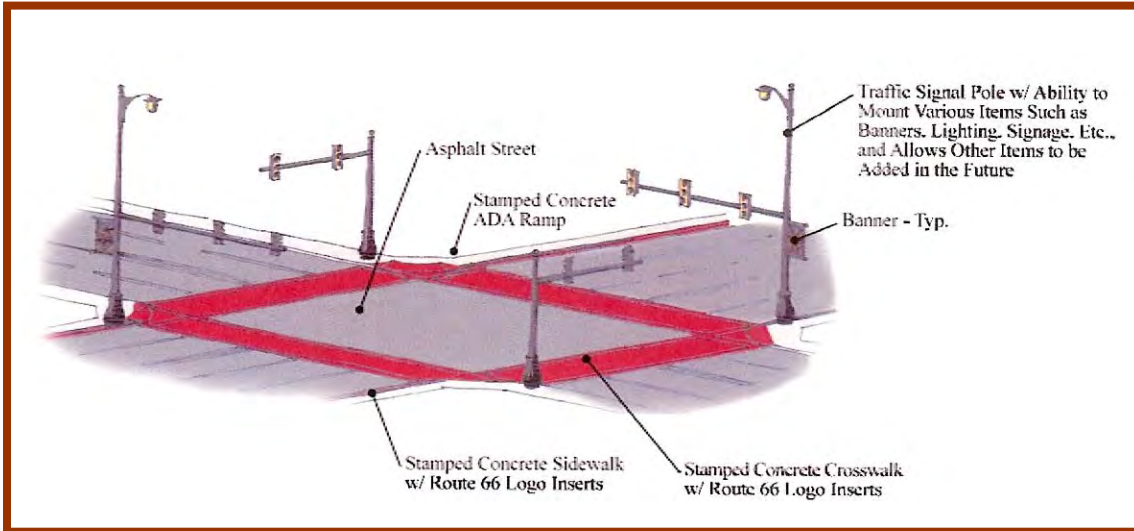
The projects proposed for Route 66 will allow a change in image over the next 5 years. The projects both for the Southwest Boulevard area and the rest of the Tulsa community will provide a catalyst for change.



Project Number *	Route 66: Southwest Boulevard Alignment	Project	Vision 2025 Funds Allocated
3	West approach area to Cyrus Avery Route 66 Memorial Bridge	Avery Park Southwest	\$500,000.00
** 4	Cyrus Avery Route 66 Memorial Bridge	Refurbish to 1930's era appearance: Start April '07	\$600,000.00
** 5	Area of 33rd WA	Gateway: Design and engineering analysis phase	\$400,000.00
6	Arkansas River to 33rd WA	Information Road Signs (Citywide allocation)	\$100,000.00
7.01	Red Fork (Commercial District: 25th WA to 27th WA)	Streetscaping	\$250,000.00
7.03	Arkansas River to W. 23 St.	Streetscaping	\$175,000.00
** 7.13	Arkansas River to 33rd WA (Various locations)	Rt 66 Planters (Citywide allocation): Target June '07	\$25,000.00
7.15	27th WA to 33rd WA	Streetscaping	\$550,000.00
** 9	3600 - 3800 block of Southwest Boulevard	Acquisition for Frisco Train Site (complete)	\$200,000.00
** 11	3600 - 3800 block of Southwest Boulevard	Public Site Improvements: Design phase	\$200,000.00
18	Arkansas River to 33rd WA	Historic / Pearl Preservation (Citywide allocation)	\$800,000.00
20	Arkansas River to 33rd WA	Route Signage (Citywide allocation)	\$50,000.00
22.05	27th WA	Artwork Commemorating Sue Bland Oil Well	\$50,000.00
22.09	Howard Park	Artwork Commemorating Rail, Oil & Cattle	\$100,000.00

***The proposed project list for Southwest Boulevard, note the numbers correspond to the Route 66 master plan.





The Route 66 plan is a diverse group of projects to market and celebrate the history of Route 66. Indeed the “Mother Road” celebrates the history of America in the making.

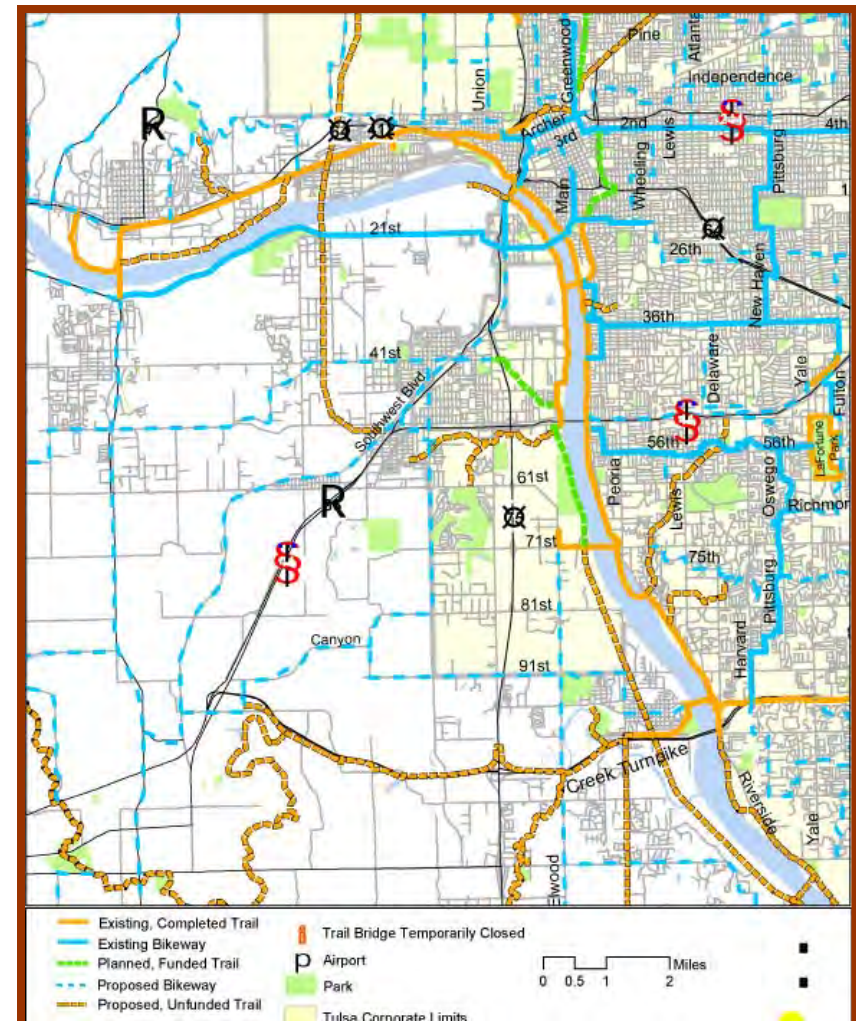
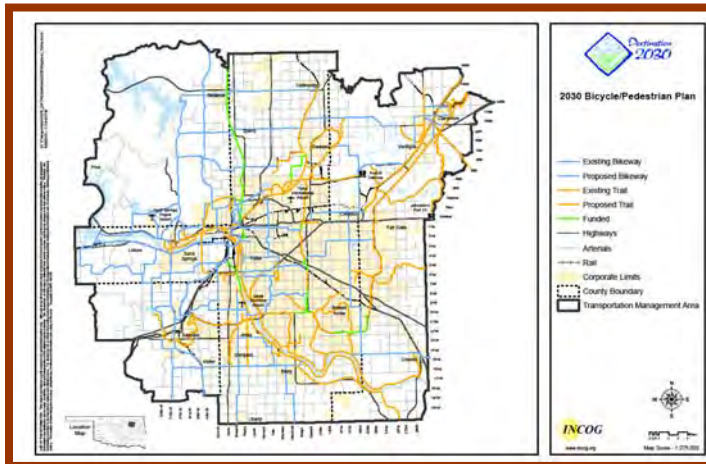
The grid contains the following project cards:

- Celebrate Our Route 66 Heritage**
The Father of Route 66 (with portrait of a man)
- Restore the Metaphor**
The Bridge (with image of a bridge)
- Create an Urban Energy**
Downtown (with image of a city building)
- Foster Creativity**
Artists (with image of an artist's studio)
- Create Memories**
Food and entertainment (with image of people eating)
- Make it Hip**
The Cool Factor (with image of a person in a blue frame)



Southwest Tulsa Trails and Sidewalks

There are two main trails in the Southwest Tulsa area. These trails connect the areas to west of Tulsa to the main trail system. Those trails are the **Cherry Creek Trail** which is currently not open for public use; due to the need for further flood plain permits and an agreement with the railroad for a new underpass. **Mooser Creek Trail** is funded for design in the Vision 2025 projects and will be designed in 2008. The Mooser Creek trail project is to be submitted to the Oklahoma Department of Transportation for funding in the next round of trails projects for the City of Tulsa. These trails when completed could allow access to the Riverpark system of trails.



River Parks Trails



Legend

Facility Type

- Access Point
- Tulsa Wave Kayaking
- Neighborhood Access

Trails

- Bikeway
- Multi-Use Trail
- Funded Multi-Use Trail

0 0.25 0.5 1 Miles

Click Map for more detailed images



Cherry Creek Trail



The Cherry Creek trail would allow access from 41st (not far from Reed Park) all the way to the river.



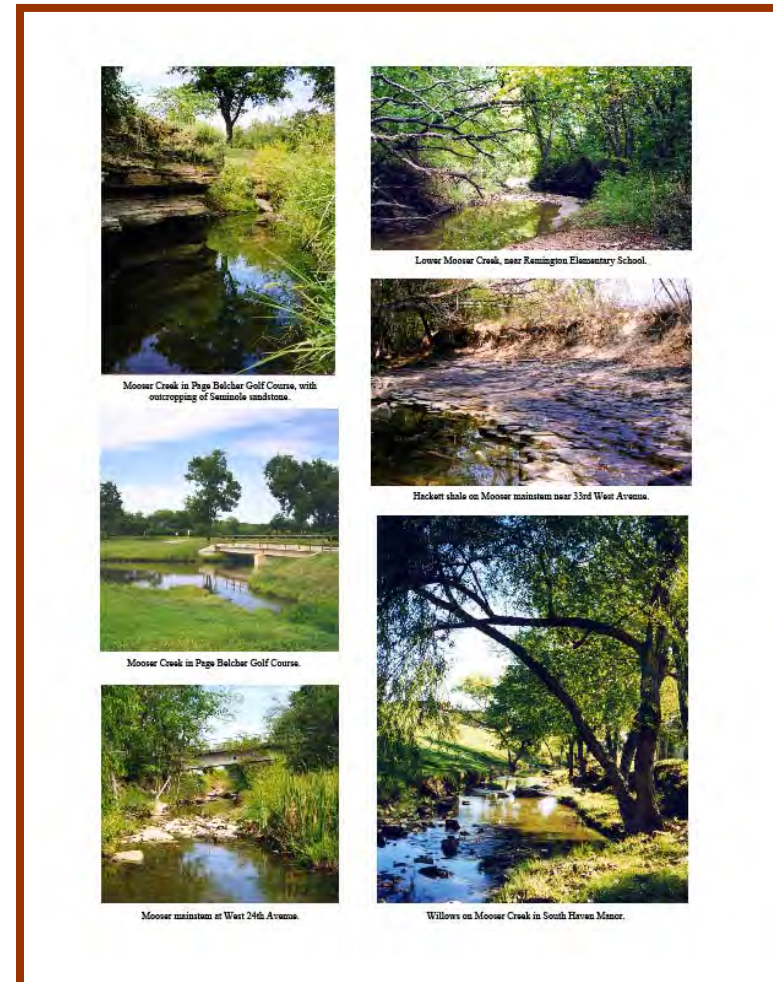
Trails end at the Arkansas River. Hikers and Bikers from this point could go downtown or to the 71st Street trail connection to Riverside at Turkey Mountain.



Mooser Creek Trail

In 1988 the City published the Master Drainage Plan for Southwest Tulsa, and in 1994 voter approved 2.89 million for bridge improvements and flood control measures on Mooser Creek. The citizens later participated in the Mooser Creek Greenway plan. The genesis of the project included public involvement and a final plan with a schedule of tasks and a budget. The plan proposes a greenway along Mooser Creek that would prevent flooding , preserve floodplains and wildlife habitat, restore water quality, improve property values, and help meet the areas future transportation, recreation and educational needs. (Mooser Creek Greenway plan pg.1-2).

As recommended in the Comprehensive Plan for the city, Mooser Creek Greenway will link together the watershed's major recreation areas and facilities, including Turkey Mountain. A multi-purpose trail on the south side of Mooser main stream will connect with the River Parks' system on the west bank of the Arkansas River. Nature trails will link Page Belcher and West Highlands Park with Lubell Park, Bales Park, and the YMCA Camp via the public and private school. The Greenway trails will allow citizens to access the watersheds many educational opportunities and institutions.



SOUTHWEST TULSA PLANNING GROUP- MOOSER GREENWAY AND TRAIL

The image is a composite of an aerial photograph of a section of Tulsa, Oklahoma, with several informational callout boxes overlaid. The callouts include:

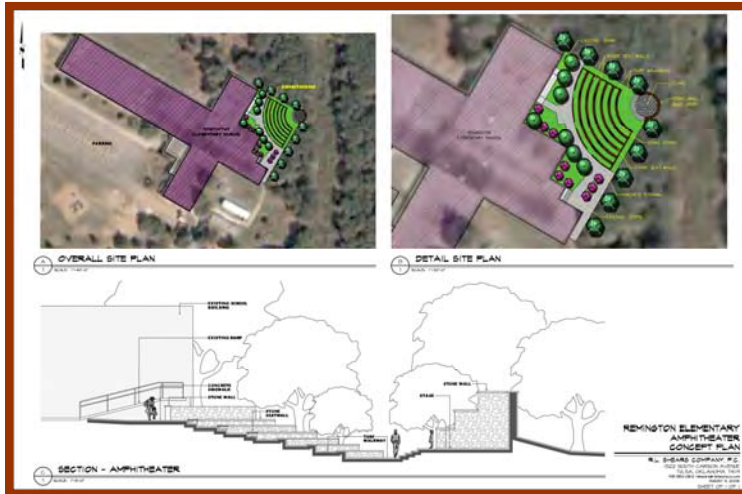
- NATURE AND NURTURE: REMINGTON SCHOOL ADOPTS MOOSER CREEK**: A text box with a photo of three people, describing a school's environmental program.
- BALES PARK MIXED-GRASS PRAIRIE**: A text box with a photo of people in a field, describing a prairie restoration project.
- PREHISTORIC OCCUPATION SITE IN MOOSER WATERSHED**: A text box with photos of archaeological sites, discussing the area's history.
- A PARADISE FOR KIDS ON MOOSER CREEK: RIVERFIELD COUNTRY DAY SCHOOL**: A text box with a photo of a school building, describing a school's outdoor education program.

Other callouts include photos of **Liberal Park**, **Riverfield Country Day School**, **W. K. Pitts Park**, and **West Highlands Park**. A source note at the bottom left reads: "SOURCE: Urban Development Public Works City of Tulsa, OK." A small logo is also present in the bottom left corner.

This project is a neighborhood project that benefits many neighborhoods and provides a resource for recreation while solving flooding problems. The Southwest Tulsa Planning group is aware of a funding package for trails to be submitted in July for TEA-21 transportation funds. The trail is supported by the Neighborhoods and a funding opportunity of this magnitude will not be available for several years. This package is also supported by the Southwest Tulsa Education Initiative because it supports their environmental education programs at Remington and is supported by private schools like Riverfield Country Day School for the same reason. Southwest Tulsa is experiencing quality development such as the new Tulsa Hills shopping center and there is great potential along the trail for residential and commercial development. The trail will also link to the proposed Native American Cultural Center.



Remington Amphitheatre on Mooser Creek Trail



Remington Elementary sits in southwest Tulsa on a campus that is unlike any other in the city. The school's 20-acre campus has been turned into an environmental center. It seemed only appropriate that Remington, named after noted artist and sculptor Frederic Remington, become a blank canvas to be transformed into a work of art.

The plan included restoring the wetland, creating trails through the wooded areas, providing an outdoor bird sanctuary complete with bluebird and martin houses, building raised gardens, introducing a track box – a box of sand that records the imprints of any animal that passes over it – erecting a gazebo, opening an outdoor classroom, constructing an observation deck, planting an arboretum and providing fish, birds and animals for the school common areas and classrooms.

The school has recently joined forces with Program CREATES, which fosters learning in a natural setting as a springboard to creativity and sensitivity for the environment and humanity. Remington was awarded a \$100,000 grant by an anonymous benefactor for the purpose of infusing arts across the curriculum.

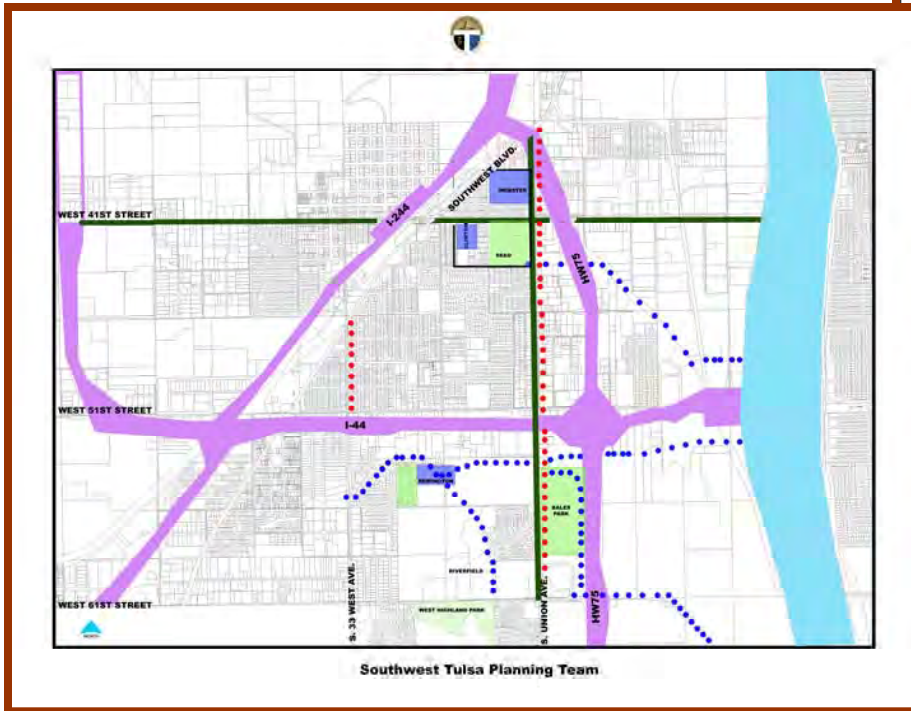
The connection between nature and creativity and between nature and citizenship becomes more and more evident as the work continues at Remington. As students learn to care for the environment, it translates into caring for each other. The beauty and awe of natural science parallels the beauty conveyed through art. Frederic Remington would surely be proud of his namesake.

Part of the vision of Remington's staff and partners is to create an amphitheater on the northeast portion of the site. The amphitheater will be designed to provide an area for presentations—both artistic and environmental—for the students at Remington as well as all of the schools in the Webster feeder pattern. The vision also includes using the amphitheater for Westside and city events. The amphitheater would serve as a perfect arena for musical performances, artist endeavors, lectures and nature studies.



Proposed Sidewalk Improvements

- Proposed sidewalk improvements
- Trail Locations
- Parks



The neighborhood has selected sidewalk projects on the primary arterials. The walkability of the sidewalks will provide will allow school children to walk to school, improve health, and reduce gas consumption and air pollution. The proposed areas for sidewalk improvements are Southwest Boulevard, 33rd West Ave and the Union Ave. These improvements would provide walkability to the schools and recreation areas, as well as, a connection to local amenities.



Transportation Park



PROJECT VISION

The Save the Train committee, Route 66 Association, Southwest Tulsa Planning Team, Southwest Tulsa Chamber of Commerce, and proposed Southwest Tulsa Main Street Association, with support of the City of Tulsa have envisioned an outdoor historic education site with a transportation theme to help publicize Tulsa’s fabulous Route 66, railroad, airline, and petroleum heritage in conjunction with Oklahoma’s Centennial.

This site would allow our young people to ‘feel’ the scale and working interrelationships of these early day industries that generated our rapid and significant turn of the century development. A walkable site for families, youth, and senior visitors who represent the most interested and most appreciative audience was discussed and widely accepted.

As part of the City of Tulsa’s enhancement of its Route 66 corridor with a “**ribbon of pearls**”, a new connection with the “Cyrus Avery Route 66 bridge”, and site dedication activities across the city, this site was planned to be a major point of interest as well as home for our Frisco 4500 engine & tender.

Figure One: The subject property is owned by the City of Tulsa and located on Southwest Boulevard across from Webster High School.

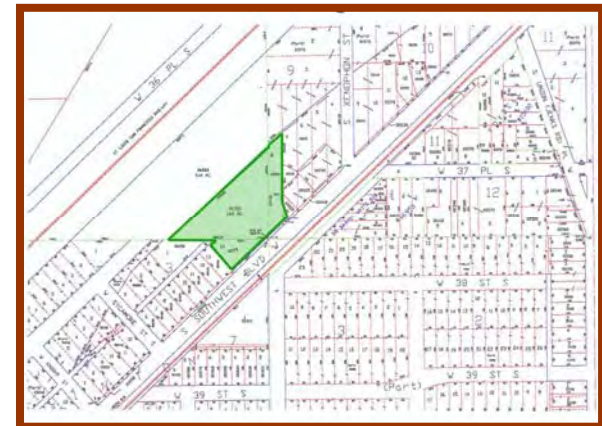


Figure One



Located in Southwest Tulsa, home of our refineries and railroad industries, right on historic Route 66, this project site was felt to be the proper venue to tout our discovery of oil in Southwest Tulsa, Southwest Tulsa Cherokee railroad yards, and vast Southwest Tulsa refineries serving America's traveling public since the turn of the century. These collective civic organizations envision viability of a long-term, self-sustaining site through use of interactive history and entertainment. The project is expected to become more highly developed over time as funding becomes available. It is hoped the site will eventually become a 'destination stop' for national and international travelers coming through Tulsa.



PHASE I

1. Frisco Engine & Tender
2. Route 66 'Drive'
3. Portable Bleachers for up to 300 spectators
4. 1920-1940 Caboose
5. Parking for a dozen cars
6. Red Fork Depot, potentially interactive

PHASE II

7. Period Pullman car, potentially interactive
8. Themed Lampposts
9. Historical Markers & Signs, potentially interactive

PHASE III

10. Oil Field Pump Jack
11. Period Oil Tank Car
12. Oil Derrick, potentially interactive
13. Telegraph Poles
14. Burma Shave Signs
15. Route 66 Pedestrian Crossings

PHASE IV

16. Additional Parking for 12 cars
17. Oil Transportation Component - Pipeline
18. Creek Council Oak Tree in historic location
19. Period Sunray DX Gas Station
20. Cyrus Avery Route 66 Bridge & Pedestrian way
21. Original Layout of Tulsa by Frisco in 1882
22. Duncan McIntyre Airport
23. Platform Cover for Depot Inclement Weather
24. Period Vehicles (example is the Tulsa Car)
25. Oil Tank Battery/Mini-Refinery
26. Period Route 66 Billboards
27. Period Bi-Plane significant to Tulsa's Aviation Firsts
28. Arkansas River - less than 2 ft. deep, either canals or circulated



GOALS & OBJECTIVES

Get organized – Our multi-organization group is in the process of establishing parameters and responsibilities for long-term viability of the project. We have limited funding available and recognize the need for involvement of the business community in our project. Donations of site components and services may be solicited through designated organizations to facilitate construction of our project as soon as feasible.

Roadside Attraction – Our site will enhance the proposed Route 66 ribbon of pearls through east Tulsa, downtown and along Southwest Boulevard through Southwest Tulsa. Our project location between interstate 244 (Red Fork Expressway) and Southwest Boulevard (Route 66) has a very high visibility to local as well as international travelers. A project of this type covering multiple historic subjects in an outdoor setting is not now available in Tulsa.

Transportation History, Oil History–Our History – Tulsa had a significant influence on our oil, air, and transportation industries, on the nation and world. Our goal is to be inclusive and comprehensive in our historic education and to insure that we are ‘one up’ on all other passive Oklahoma historic sites. Our children’s education is our primary focus and our Southwest Tulsa schools will be involved to insure our venue into the future.

Train is the Centerpiece – It is hoped our project will be a safe and permanent display for our influential Frisco 4500 Meteor engine and tender as well as proposed future railroad, petroleum, and aerospace machinery.

Route 66 Throughout – Historic records, photographs, and signage are proposed for the interior of the railroad depot, service station and airport. Our challenge is to create a site that is logically expandable.



DESIGN OVERVIEW

Scope: Route 66, Trains, and Oil Industry – Our project scope has been formulated by input from the Southwest Tulsa Citizen Planning Team over the past four months and evolved into a vision for a site which can educate the public through historic re-enactments, self-guided tours, and individually interactive mediums. Components for the site chosen by the group especially reflect Southwest Tulsa’s perception of its own historic impact on the development of the City of Tulsa. Through study of the functions and interrelated activities of our featured industries it became evident in the design process that the early fabric of the city included all these high impact industries working in concert to create Tulsa’s remarkable growth and national influence.

Route 66 and River Bridge – Our Route 66 component logically evolved into our interior traffic circulation on the site. As it was and is a linear element with many interesting features spicing up its journey along the way, it seemed natural for it to ‘connect’ all our significant site components. The ‘business route’ of the original Route 66 typically passed through the heart of towns and cities, while secondary routes occasionally crossed town at other locations and reconnected as it continued to the next town. Our Route 66 Drive will allow large school buses to enter the site from Southwest Boulevard and collect at an unloading platform around an historic replication of the Redfork Depot and re-enter the street without encountering tight turns and passenger vehicle parking areas. The Route is proposed to continue in other phases; connecting a second parking lot and exiting the Cyrus Avery ‘Replica’ Bridge which crosses an Arkansas River ‘canal’; in Phase I will consist only of concrete sidewalks in a similar design to the 11th Street Route 66 Bridge. The scale of Route 66 Drive, which includes a nine foot wide roadway, proper striping, intended to be authentic. It will feature period signs, early billboards, Burma Shave signs, and Historical Markers. Street Light fixtures and pedestrian lampposts will be in complementary period styles or properly scaled, accenting modern styles.

Frisco Meteor 4500 – The centerpiece of the project, our Railroad component is anchored by the Frisco Meteor 4500 Engine and Tender on a Main Line Track at a 38-degree angle with the front property line and maximizing the number of historic railcars on the site. This orientation simulates the angle of Tulsa’s Burlington-Santa Fe main line bridge crossing the Arkansas River, as well as presenting our future ‘train’ in an inviting perspective view from both Southwest Boulevard and I-244. An Arkansas River Canal system on our site is oriented proportionally in relation to where the Burlington-Santa Fe Bridge and the 11th Street Bridge cross parallel. The 360-ft. Long track should be at grade near the South Property Line and slope at a maximum 5 percent continuing northeastward over the site. The end of the track should be 9’ 6” above existing grade, requiring a raised track bed that should be elevated with fill from the south center and southeast



portions of the site. It should only need 2 feet of fill 150 feet southwestward by the point it reaches the Depot. The track bed, 7"x9"x8'6" ties, 75-lb. Rail, and ballast are to match those used during our historic period. Three heavy duty roadbed access pads serving as Depot Parking, Oil Derrick Staging Area, and Route 66 Drive extended to the west should allow phased future delivery of acquired railroad cars by large truck transports with cranes. A new composite simulated wood plank platform and an asphalt side pad with surface texture and color representing ballast should border each side of the track from the Engine to the Arkansas River Railroad Bridge. In Phase IV a typical passenger depot platform cover should be constructed on the west side of the track opposite the depot to allow spectator group assembly in inclement weather. The proposed National Folk Revival-styled Red Fork Depot is situated parallel with and near the center of the main track, so it's orientation with Southwest Boulevard provides emphasis and an interesting perspective view as well. Other Railroad features include a proposed track shanty near the end of the track opposite the location for the Caboose.

Oil Industry: from Well to Gas Pump – Our Petroleum Industry components include an oil-field pump jack unit that has already been offered for the site, a proposed pipeline to a storage tank battery, and oil tank car loading connection. Our featured Oil Derrick is centered on the Site accessible by the prominent circle drive entry, next to the Depot and adjacent to the main track where the oil tank car is to be placed. The intent is to demonstrate for students how oil gets from the ground through pipelines to the refinery into the tank cars for transport to other cities across the nation. Our Phase IV Sunray D-X Service Station and a proposed McIntyre airport aviation fuel tanker complete the refined oil product delivery system to the airplanes flying above and cars traveling on Route 66. The location of our field pump jack, pipe-line, storage tanks, loading platform, and derrick are on the southwest side of the river on the site just as in early day Tulsa. The "train" is headed west on site simulating America's westward population growth from 1900 to 1950. Artifacts, period signs, and early service station pumps are intended to reinforce the TULSA'S prominence As Oil Capitol of the World during that influential period of development.

Commercial Aviation: First in the Nation – Tulsa's commercial aviation impacted the rest of the world, just as did our oil. It is represented on this site due to its interconnected service of the petroleum industry and the transcontinental movement of people during the heyday of Route 66. Our first public airport, consisting of two hangars owned by Duncan McIntyre, was served by Curtiss Southwest Airplane Company in 1919 and earned national acclaim with the first interstate shipment of goods leaving the city by air. It was the first airport in America long enough to land two-passenger planes and the first with a lighted runway for night flights, which should be simulated next to a replica hangar. By the time W. G. Skelly and others who formed the Tulsa Airport Corporation had purchased and built the forerunner of our current airport, Tulsa was number one in the world in paid air passenger traffic from 1929 until after World War II. Many claims of our



powerful impact on the rest of the world are intended to be displayed on historic signs throughout the site to help educate our children of our significant heritage and great expectations as a city going forward in the 21st Century.

Council Oak – Located on the northeast side of the ‘River’ will be a replica “Creek Council Oak Tree” as a pedestrian rest area. Across our Route 66 a scene of the layout of early Tulsa complete with R.R. tarps on pallets will have survey lines as those drawn for J. M. Hall and other Tulsa founders by the Frisco railroad in 1882.

SITE PREPARATION

Preserve the site contours – It is our intent to leave the sloping site as it is except for build up for railroad trackbed and where structures are planned. It is anticipated that a retaining wall may be necessary due to the steep grade along the northeast property line to accommodate construction of the parking lot and facilitate site drainage.

Vegetation – The two large pecan trees and the large elm tree near the southwest corner of the property may need to be removed to allow construction of the trackbed and allow crane placement of the engine and tender on the tracks. Field survey should determine if they may be saved for shade and sound block.

Fill Dirt – Considerable fill dirt should be available from slight leveling of the 3-4 ft. Elevated center foreground on the site approximately 150 feet to the middle. A large amount of fill dirt is also present in a 4-5 ft. rise around the concrete cellar in the southeast corner. This dirt can be utilized to elevate the northeast portion of the railroad track over 9 feet where the site drastically begins to slope downward. This portion of the track would be elevated significantly above its surroundings but require only 3 feet elevation of the roadbed of the extended Route 66-west on the site. The cellar is to be crushed and filled in Phase I to allow finish grading and replacement of grass cover across property frontage. Some of this potential fill dirt may be required for the cellar site compaction. We assume that past underground utilities on site may have been left inground but are below frost line. Pieces of electrical conduit, boards, metal sheets, rubber, cans, and various other debris articles abound all across the site. It is likely that much of the previous appurtenances to the demolished buildings on site were buried. A 55-gallon drum containing some type of sludge is present on the east side of the property where a number of cinder blocks are stacked.



Existing On-Site Utilities – There are three utility markers along the frontage near the center of the property which detract from our site appearance. They may have to remain in place in their current form due to the utilities' requirements. If not, we would prefer to place a horizontal marker in the grass, sidewalk, or drive instead. The orange over white 2" pipe marker is above a buried fiber optic cable #0183 and may have to remain in its current form due to regulations. A pale green box is a S.W.B. telephone cable access and marker adjacent to a service pole. If it could be replaced with a flush or flat panel for access it would be better for the appearance of our frontage. The yellow marker with adjacent wooden stake denotes an O.N.G. pipeline valve access. If it can be replaced with flush marker it would better serve the project. A water meter can and lid next to an old drive approach in the southeast corner may remain for our water service access if allowed, saving us some concrete demolition to replace it and install a new can. A large Bell Telephone manhole access lid is adjacent to an old drive approach on the west property frontage. All three telephone poles along the front property line are not in the path of our driveway entries, site sign, wrought iron fencing or gates. A large sanitary sewer manhole exists in the northeast corner of the property north of our proposed parking lot and should not pose a problem. Extensive site cleanup is required along the eastern side of the property. Multiple crushed steel appliances and panels, old tree trunks, boards, a huge old billboard and steel supports, rubber and other debris may likely require three semi-truck loads to adequately clean up that area. The billboards in the northeast and northwest corners of the property are in easements and should likely remain on the site. The overgrown 5' chainlink fence along the north property line should be replaced with new 6-foot chainlink, although it is that built by the highway department for I-244. It is built with substantial h-beam posts and a strand of barbed wire above the chainlink and is still generally in good condition. While burning that fence row would possibly clear the extensive ingrown brush and trees, it would also weaken the fence. It is possible that weed eaters and brush trimmers could separate and remove the overgrown fence line but might damage the fence as well. The state highway department may not allow us to remove the fence, may require that we build a very expensive replacement, or could possibly rebuild it themselves.



UTILITY SERVICE RECOMMENDATIONS

Electrical – It is our desire to bury all electrical service lines on this project due to year-round visitor use in a contiguous outdoor setting. Main electrical service panel in north depot wall is to include connections with cut-offs to site lighting, pedestrian lamps, engine lighting, outdoor audio systems, and security system. Any previous underground residential utility services encountered in the trenching process should be removed as needed. Additional access slots must be provided for in the main panel for future site components. If funding is secured, conduit for future wiring should be buried.

Water – Two-inch water service to the depot should connect near valve #138 10' from the 8-inch water main along property frontage. One-inch water service lines to service station and hangar should connect from depot cutoffs in phase's III and IV. Connections, risers, conduit, and access for these future supply lines should be buried and placed in a service panel in south depot restroom wall in phase i, if funding available.

Sanitary Sewer – Six-inch sanitary sewer service for depot should run to west property line 8-inch main at junction #344 in the alley. Four-inch sanitary sewer drain lines for the service station should connect to 8-inch main along front property line and for the hangar to 8-inch main at rear in phase I, if funding available.

Allow for canal – Proposed Arkansas River 'canals' may need to be equipped with recirculation pumps and a 6-inch storm drain at the west end in phase IV. The canal depth is not to exceed two feet, thus not affecting advance placement of these future service lines.

Stormwater – Site overland storm run-off and northeast parking lot drop inlets enter the I-244 roadway south bar ditch into a 36-inch storm drain at junction 182. Because of the limited availability of land, we recommend that the parking lots themselves may be "dropped" and configured to meet on-site detention requirements.



LIGHTING PLAN RECOMMENDATIONS

Security Lighting – We recommend that site access and security lighting for Phase I consist of ten (10) 21 ft. Metal pole-mounted fixtures with dusk-to-dark I.D.A. shielded 1920-1940 era design luminaires as shown on the lighting plan. The site's main electrical panel with breaker space for all future phase site elements should be in the north wall of the depot building. All site lighting should be served by buried electrical cable for spectator safety, subject to Phase I budget limitations. All cable trenching is to be completed prior to layout of Phase I site paving, planters, and sidewalks. Buried conduit for Phase IV parking lighting is also to be completed prior to initial railroad trackbed preparation.

Depot Lighting – Depot exterior safety, security, and aesthetic lighting should be provided by wall-mounted sconces of period design as shown on elevations. Similar light fixtures compatible with period Tudor revival style are to be wall-mounted on Phase IV service station. Simple industrial design wall-mounted light fixtures are to flank the airplane hangar facade. Specifications for oil derrick, pump jack, pipeline, and storage tank uplights should be provided in a later phase. Fixed structure lighting for the proposed oil derrick to be specified in future plans in Phase III.

Pedestrian Lighting – Pedestrian lighting should be provided by sixteen (16) 8-foot lampposts of similar or compatible design to site security light luminaires. Buried cable for all future phase pedestrian lampposts is to be installed prior to all roadbed, planters, and sidewalk layouts.

Airport Lighting – Airport runway lighting fixtures to be specified at a later date should be served by electrical cable conduit to be buried prior to all site roadwork, parking, and sidewalks. Location detail is provided in McIntyre Hangar plans. Attached upright fixtures for the two billboards should be specified in design detail as the manufacturer or supplier is determined.



PAVING PLAN RECOMMENDATIONS

Route 66' Drive – Designed to a standard similar to Route 66 in its heyday, we recommend that it have a fourteen (14') foot wide asphalt-paved surface with a heavily-compacted roadbed designed for 400-ton loaded lowboy truck traffic delivering future site components. The roadway is proposed to be curbless with solid side and dashed center stripe features including solid yellow no passing zones as shown on site paving plans. The roadbed may need to be elevated at the north central portion of the site 3-4 feet to meet railroad grade.

East Parking Lot – The east parking lot should have a standard vehicle base sloped on existing northeast lot terrain and be striped for 30-degree angled parking with islands as shown on paving plan. Provided that finished stormwater runoff calculations are sufficient, no curbing should be constructed for parking lot perimeter or islands. In the event the analysis indicates curbing is required, six-inch concrete curbs may be needed along with two grated stormwater drop inlets at north curblines locations shown on the paving plan. The concrete pad for the service station in Phase IV should butt to Route 66 Drive without curbing or ramping.

Cinder pathways – Cinder-topped pathways from the oil pump jack along the pipeline to storage tanks and the derrick should be specified in grain and color in Phase III. Location and orientation should be provided in detail during that phase. A cinder surface for spectators is proposed for the original town layout at the track crossing at center site.





Route 66 Bridge – The ‘Cyrus Avery Bridge’ in Phase I may consist of light-weight concrete barrier side walls designed in-scale to match the historic 11th street bridge. The 18’ wide, 25’ long ‘faux’ bridge with adjacent pedestrian lane can have the same heavily compacted roadbed as ‘Route 66 Drive’. Four of the site-standard lampposts should flank the north and south entrances. In the event environmental assessment disallows proposed ‘Arkansas River canals’ use as site stormwater ‘catch basins’, a 24” diameter corrugated metal culvert or 24”x12” concrete culvert may be required to be installed prior to Route 66 Drive layout to facilitate a circulation system.

Airport – It is intended that the Phase IV ‘McIntyre Airport Hangar’ have an existing natural grass runway and grass interior hangar ‘floor’. A 30-ft. By 20-ft. Unstriped asphalt surface parking area without curbing adjacent southwest of the hangar should serve as additional visitor parking or for period support vehicles for the ‘airport’.



RAILROAD TRACK PLAN RECOMMENDATIONS

Railbed – The railbed for all site components is intended to be built in its entirety in Phase I. We understand that this will be funded, in full or part, by Burlington-Northern. Site topography indicates the northeast end of the 360-foot long track should be raised from 9 to 10 ft. To obtain desired grade slope from front of site to rear. The base should be prepared to support the dead weight of our 350-plus ton locomotive and tender along with three future period railroad cars. Ballast is recommended to be of a similar size, texture and color as that of 1920's railroad construction. Ties should be 7"x9", preferably with a non-toxic preservative. A 75-lb. Class rail with standard spikes and joint spacing can be used. Lockable rail stops should be placed behind each of the five components for safety and stability for the slight grade desired for the track.

Railroad Crossing – The 'Route 66 Drive' railroad crossing in Phase III may have an asphalt surface with standard base compaction extending six feet outside each rail and cut the width of the roadway. The ballast on either side of the roadway must butt flush with the asphalt surface for pedestrian safety.

Station Platform – The station platform on the west side of the track is to be of color-impregnated 2"x8" composite material planks raised eight inches, secured with counter-sunk screws to a wooden frame bolted into concrete block footings on four-foot centers running parallel with the track. The platform should be eight (8') feet wide 96 ft. Long from the front of the engine to the end of the tender in front of bleacher seating, twenty (20') wide for 60 more feet and fourteen (14') wide for 40 feet to the end of the pullman passenger car, as shown on the final site plan. A pedestrian-based eight (8') foot wide asphalt strip to represent ballast with a color-impregnated (or at minimum painted) surface to match the color of the westside platform should run adjacent to the east side of the track from the southwest initiation point to the railroad crossing. This should serve as spectator access to the 'railroad' from the east parking and as a staging area for site productions, school field trips, or historic tours coming through the depot.



SIDEWALKS & PEDESTRIANWAYS RECOMMENDATIONS

Sidewalk Standard – Five-foot wide brush-finished concrete sidewalks should be the standard on the site. The finish grade of sidewalk where it terminates at the east parking lot should match that of the asphalt. This sidewalk standard should be replicated through the twenty-five foot long 3-foot wide pedestrian ‘lane’ on the ‘Cyrus Avery’ Route 66 Bridge. White striped pedestrian safety crossings should be painted on each side of the center planter within the circular drive to the depot as shown on site plan.

Southwest Boulevard Pedestrian Crossing – For area school student access, a 25 ft. wide brick-paved pedestrian crossing is to be built abutting S. W. Boulevard, across the front site right-of-way, to the circular drive as shown on final site plan. The color and surface texture of the mortared pavers should be specified on the paving plan. Paint matching paver color, black ‘rails’ and white stripe ‘ties’ should be applied 25 feet wide across the five lane 60-ft. Wide Southwest Boulevard. A 10-foot wide concrete sidewalk with a stamped surface matching this paver color and dimensions can connect from the south curb of S. W. Boulevard to the north line of the Tulsa-Sapulpa union rail roadbed for safe student access. A 5-ft. Wide sidewalk with the same stamped surface would abut the south line of the rail roadbed at the Yukon Avenue east roadway line to the north line of West 37th Place South.

Staging Area – A 10-foot wide cinder path 90 feet long adjacent to the oil pump jack and pipeline to the storage tanks as shown on the final site plan can accommodate group tours. Cinder size and color should be specified in Phase III. A 25-ft. By 25-ft. Cinder ‘pad’ between the depot and the oil derrick should serve as a staging and unloading area for school buses and group tours.

Second Bridge – In Phase IV a second simulated bridge across the west segment of the ‘Arkansas River canal’ is to include a 3-foot wide 20-foot long pedestrian way with brush-finished concrete surface.

Frontage Sidewalk – A five-foot wide concrete sidewalk with matching brick paver inside border should run across entire site frontage right-of-way, with breaks for the brick pedestrianway and driveways.



LANDSCAPE PLAN

Planter Feature – A heart-shaped planter with cross sidewalks should be the site centerpiece within the depot access turnaround. This should have 6-inch curbing border with handicapped accessible sidewalks and a center historic monument. Plantings should include native Oklahoma perennial flowering plants with hedge type sidewalk borders as shown on final site plan. Plants and shrubs species should be detailed on landscaping plans.

Borders – A semicircular concrete-bordered feature planter should run the length of the engine and tender abutting at the east painted asphalt pedestrian lane. Plantings should be maintenance-free species of native Oklahoma flowering perennials.

Around the Council Oak – A curbed 20 ft. diameter circle planter with native Oklahoma ground cover plants should surround a replica ‘Council Oak’ tree northeast of the ‘Cyrus Avery Bridge’. A 4 to 5-inch caliper native oak tree with excellent form and branch pattern is desired to be planted in Phase I, provided there is adequate funding or a secured donation.

Considerations for Existing Trees – Site measurement for staking the originating point for our rail trackage should determine whether the canopies and root coverage of the three existing mature trees on the southwest portion of the site can be allowed to remain, as is preferred. Depending upon their exact location, the two pecan trees may cause surface paint damage to the Frisco engine due to birds or pecan releases during maturation of the crop. Otherwise, the shade for the spectator bleachers, healthy oxygen release, and soothing sound of the blowing leaves is preferred. This should be determined prior to project site preparation phase.

Keep Existing Grass – Existing site grass cover is intended to remain undisturbed, except where removed for construction, during Phase I. More should be removed in future phases as funding is secured anyway.

More Trees – Additional native Oklahoma tree varieties are intended to be planted where shown on the final site plan if funding or donations can be secured in Phase I.



SITE SECURITY PLAN

Save some of the Existing Fence, Replace Other Segments – Existing 5 ft. Chain link fencing along west side of the site can be rehabilitated and retained in Phase I. The north property line chain link fence needs to be removed and replaced with standard 9 ga. Fabric 6-ft. High chainlink fence well-stretched without top rail. Oklahoma Department of Transportation may replace this due to its overgrown condition. To establish a perimeter, new 6-ft. Chainlink fencing is needed along the east property line. Rusting pipe posts in raised concrete footing could be saved and coated with aluminum paint in Phase I by contractor or by area students performing community service through T.P.S. It may cost more to remove them and the wall.

Wrought Iron on Southwest Boulevard – The front property line can be traversed with 6-ft. Ameristar or equal wrought iron fencing with post and stile caps as shown on fence detail plan. Stiles must be spaced on 6-inch centers for an impervious view from Southwest Boulevard. Dual in-swinging gates should be required at the east entry and brick crosswalk extension at center of property frontage. A dual gated entryway should be installed during Phase I for the west driveway to be built in Phase IV, as shown on site plan.

Alarms – A local alarm system with sonic and heat detection equipment installed to cover front fence and gates along with the north chain link fence would be a minimum perimeter security. It is preferable to envelope the site to create a back-up for the neighboring property against intrusion. The depot should be equipped with a basic perimeter motion detection system and local alarm device in Phase I. It is desirable that the engine and tender be protected by the same if funding allows in Phase I. The Sunray D-X service station and oil derrick may require additional motion detection equipment in Phases III and IV.

All elevated site security lighting can be on a dusk-to-dawn automatic control system from the main service panel in the north wall of the depot. The lampposts, building uplighting, component lighting and the instrumental airport runway lighting would be wired in to the local control panel to be turned on and off as needed by site personnel from the depot.



SITE OPERATION PLAN

Local Groups Should Define – We recommend that the several partner organizations continue to coordinate on implementation and fundraising activities, and that they extend this effort to include a site operation procedure. It is felt that a local association, organization, or non-profit civic group utilizing our depot as a donated office would be best for the security, scheduling, and a minimum maintenance of the site. If that is not feasible, it may be required to leave the gates locked and schedule specific dates and times for various organized groups from a remote location.

Audio System – An audio system for broadcasting historic enactments to the portable bleachers adjoining the engine and tender may be installed in Phase I. If funding can be secured it is desirable to include speakers at each future ‘component station’ and site structure to provide specific recorded ‘history lessons’ for a self-guided tour of the project.

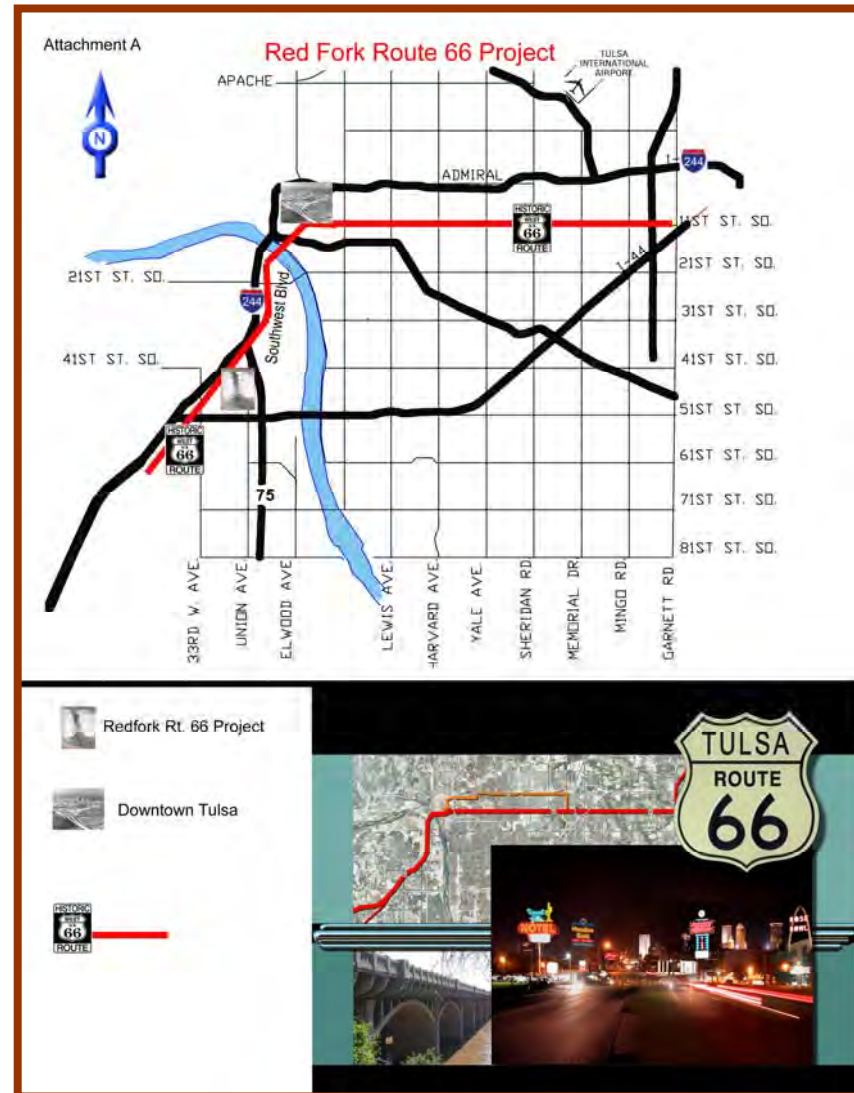
Signage Recommendations – Historic signage may be provided for each site component. Tulsa claims could be printed on three distinct sign shapes with 3-inch letters on white background. Where Oklahoma significance was touted, a state-shaped sign supported on two metal t-posts could be installed. When events of national importance are recorded, a U.S. map shaped sign on two metal t-posts could be installed. World-wide claims can be written on a globe-shaped sign on two t-posts.

Site signage may direct visitors entering to the parking area, to each site historic element or component, and the exits. Site security signs are required to warn visitors of dangers at the engine and tender, railroad trackage, railcars, oil derrick, pump jack, pipeline, and storage tanks.



Route 66 Red Fork Project- The byway facility

The City of Tulsa, Tulsa County is in northeastern Oklahoma, a region also known as Green Country. Tulsa, the state's second largest metropolitan area is located on historic Route 66 and I-44: 100 miles east of Oklahoma City and 100 miles west of Joplin, MO. Tulsa is accessible by historic Route 66 and I-44, Hwy 75, Hwy 169 and Hwy 64-51; providing connection to surrounding regions and states. Major metropolitan cities accessible by highway or interstate within a five hour driving radius are: Dallas, TX and Kansas City, MO. The Arkansas River flows through more than twenty miles of the City of Tulsa bisecting Route 66 at the Cyrus Avery Route 66 Memorial Bridge. When Route 66 was created, this original bridge determined the national alignment of Route 66 through Tulsa and the region. The Tulsa City Council officially renamed the historic structure, which is on the National Register of Historic Places, the Cyrus Avery Route 66 Memorial Bridge. Although closed to vehicular traffic, it is the center point of a county wide Route 66 revitalization effort spanning east and west from the river. Approximately \$600,000 of local resources was allocated in 2007 to refurbish the historic bridge to its original character.



The project selected for Byway Facilities is located on Southwest Boulevard (Route 66). The project is easily reached from downtown Central Business District. Heading south on I-244, exit right on the 40 Pl. and Southwest Boulevard street off-ramp, by Ollie's Station Restaurant, (a famous eating establishment), on Route 66 in Tulsa. The exit is also the site of the Sue Bland Oil Well, the first oil well in Tulsa County. From this point, tourists may turn north following the "Route 66 Historic Markers" to the project site directly across from Webster High School, an art deco treasure (located at Southwest Blvd. and Yukon). Continuing north, byway travelers will pass many treasures, including, the Cyrus Avery Route 66 Memorial Bridge and the Central Business District's Art Deco District.

This project will create a byway facility for regional travelers to enjoy "the Mother Road. "The facility will seek to provide information on education, commercial activities, such as, restaurants and lodging. The main focus of the facility will be to provide historical perspective from a regional, state and local point of view. This will be done utilizing the site, museum and transportation theme park funded by the city and state legislature. The dedication of a facility for Route 66 will provide a place for the public to gather information before continuing their journey.

The project benefits the byway traveler by creating a regional destination point on Route 66. Motorists traveling east or west through Tulsa will park their cars and eat lunch under the Red Fork Route 66 pavilion. They can take advantage of the handicap accessible facilities and visit the museum dedicated to the History of Route 66 in Tulsa and throughout the area. Byway travelers will be able to see film dedicated to Route 66 and obtain information through brochures and displays. They will see a layout of all the principle points along the route and obtain other printed media. Children will visit the transportation theme park next door with a miniature Route 66 Highway, antique cars, a full size 4500 locomotive, coach car and tender. This exhibit funded by the City of Tulsa and the State legislature also provides the tallest oil derrick in Oklahoma, views of historic Route 66 and the Cyrus Avery Route 66 Memorial Bridge, (1916 to 1972) and the Tulsa Centennial Plaza. They will truly "Get their kicks on Route 66".

The byway facility, located and adjacent to Route 66 in Tulsa Oklahoma, will provide a thematic and interpretive approach to the experience of Route 66 as a turn of the century experience from 1900 to 1942. The thematic and interpretive approach to the experience of Route 66 will be a source of entertainment for the traveling motorist.

(Note: Redfork is the name for the area, Red Fork Route 66 Byway project is the name of the ODOT application.)





Byway travelers will be immersed into the 1920 through mid-1940's era, where Redfork began as a holding area in the nineteenth century for cattlemen waiting to cross the Arkansas River en route to Kansas. However, with the extension of the Frisco Railroad west from Tulsa in 1883, James H. Parkinson established a large general store on the railroad at a point eighteen miles from the junction of the Cimarron and Arkansas Rivers. The station was given the name Redfork. On June 25th, 1901, the first oil well in Tulsa County was completed by Drs. J.C. W. Bland and Fred S. Clinton in Redfork. Dr. Bland the first graduate physician in Tulsa had moved to Redfork in 1895 to set up a country practice. The Sue Bland #1 was a thirty-barrel well with a depth of 600 feet. The original town site, which contained 160 acres, was laid out by the government, and Redfork incorporated in 1902.

By 1920, Redfork had experienced additional growth, boasting a population of 2,000, expanded public utilities, an active Chamber of Commerce, and an accredited Redfork High School with an enrollment of over 300. On Wednesday, October 16, 1927, Redfork was annexed into the City of Tulsa with great fanfare.

In the 1970s, Interstate 244 split the old Redfork business community in half. Lookout Mountain, known by old-timers as Redfork Hill, now looms over the remnants of Redfork's downtown. Most of the business offices, grocery stores, and barber shops are gone. Gone is the Cove Theater, which was located on W. 40th Street. Gone is the Redfork City Hall, with its public library on the second floor. Gone is the Oklahoma Union Railway Station.

This project is a component of a broader and more comprehensive local effort to revitalize this scenic route throughout Tulsa. Approximately \$600,000 of local resource was invested for professional consultants to work with the community to perform market research and develop a master plan for Tulsa's segment of Route 66. Market research included focus groups locally and metropolitan cities within five hour driving radius, surveys and site visits to other destination cities: Albuquerque and Cincinnati. Local voters allocated resources to thematically connect Tulsa County's 24 miles of Route 66, preserve iconic treasures and assure sustainable reinvestment and economic development.



Tulsa is the birth place of Route 66 and wishes to become a destination for national travelers to learn, experience and celebrate the history of America's Main Street. Where East Meets West at the Arkansas River, the historic Cyrus Avery Route 66 Memorial Bridge will be refurbished and a 44'x 20 ' bronze artwork commemorating the Avery family , early oil industry workers and Route 66 has been commissioned. There have been additional funds created for streetscape and a commemorative treatment of the Sue Bland Oil Well yet to be designed. This project will create a destination at the focus point of Route 66, Southwest Boulevard. Byway travelers will park their cars and enjoy local history , dine at Ollie's or Billy Ray's BBQ, take a short drive to Avery Bridge and Centennial Plaza, enjoy the Art Deco of Downtown , visit the Phillips 66 gas station on the National Register, or go to Cain's Ballroom home of Bob Wills. The outcome is a region or state well known for a " **string of pearls** ", destination sites, telling a story relevant to all of America.

The Southwest Tulsa Chamber of Commerce and the University of Oklahoma Byways program will form a partnership to create a Route 66 Red Fork byway facility. The partnership will provide a vehicle to transform the site selected and structures into a state of the art facility for the nationwide byway traveler. It will also expose the byway traveler to the history of Route 66, while enjoying the many outstanding projects the City of Tulsa has accomplished and will accomplish.

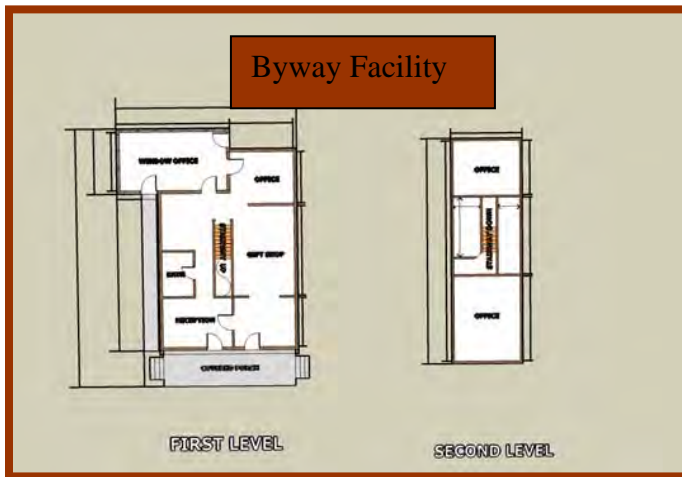
The thematic and interpretive approach to the experience of Route 66 will be a source of entertainment for the traveling motorist. The Route 66 experience began as an idea that a route to avoid the Rocky Mountains was necessary and that decision would be a road that would turn south through Tulsa and Oklahoma City.

The Route 66 Red Fork Project will utilize a two-story **1920's Craftsman Bungalow** structure to provide a focus point for byway travelers in Oklahoma. The structure will provide a regional stop for visitors traveling and experiencing Route 66. The Craftsman house was inspired primarily by two California brothers –Charles Sumner Greene and Henry Mather Greene –who practiced together in Pasadena from 1893 to 1914.

About 1903 they began to design simple Craftsman-type bungalows; by 1909 they had designed and executed several exceptional landmark examples. This style, sometimes in pre-cut packages quickly became the most popular and



fashionable house in the country. (A Field Guide to American Houses –Virginia and Lee McMasters, 1989) The structure will be restored to its original condition, including the gable covered front porch (with peered columns), drop false bevel siding, exposed rafter tails and triangular knee braces. The structure has a dormered second level.



ADA accessibility to the house and from the pavilion, parking lot, and theme park will be installed according to approved plans. All State and Federal guidelines will be met. ADA access to the structure will be at the side to maintain historical integrity. The first floor of the Craftsman structure will be restored and provide a reception area, museum, ADA accessible restrooms and gift shop.



The prime use of the interactive and interpretive remodel will be the displays. The interactive displays will connect the historic entrepreneur with a memorable trip through time. The displays can be accessed through I-Pod, wireless internet or simply enjoyed. The artifacts will be of Crystal City, a well known destination amusement park along Route 66 or from the motels along the route such as the Route 66 Motel and the Shady Rest Motor Court. Other interesting displays include the history of the Phillips Petroleum company where many gassed up at 10 Cents a gallon. The displays will be interactive; others will direct the byway traveler to the many exciting areas in the National, Oklahoma or Tulsa area.



The second level will be used for Southwest Chamber purposes and is a non-participating portion. However considerable time and manpower will be provided by the Chamber, along with their mission to revitalize Southwest Tulsa to maintain and staff the structure and site in cooperation with the byway facility operation.

It should also be noted that the future Route 66 Red Fork By-Way Facility property sits directly in the boundaries of the RedFork Main Street program. The RedFork Main Street program's purpose is to prevent and reverse community deterioration in the area by both protecting and enhancing Southwest Tulsa's rich historic and culturally significant areas. The RedFork Main Street program is an official Oklahoma Main Street community. The Oklahoma Main Street Center is a part of the National Trust Main Street Center established by the National Trust for Historic Preservation. The project will be coordinated with the State Historic Preservation Office (SHPO).



Red Fork Route 66 Byway Facility -Transportation Theme Park



The transportation theme park (in coordination with the City of Tulsa and State Legislature) adjacent to the byway facility will enhance and create a Route 66 experience. The theme park has a replicate Route 66 byway, complete with 9 foot wide road surface, which winds through the site. The theme park also celebrates Tulsa landmarks like the **Cyrus Avery Bridge** and **Council Oak Tree** both on the National Register of Historic Places (these will be represented by scaled down replicas). The 4500 locomotive will celebrate the transportation industry. John Steinbeck labeled Route 66 in the “Grapes of Wrath” the “Road of Flight”.

To benchmark the culture and stature of “**America’s Main Street**”, a Route 66 sign will be displayed from the top of a 154 foot tall oil derrick, the tallest in Oklahoma. This will be visible from the interstate highway system. This will identify the facility as a key interpretive site and stop for the motoring public.



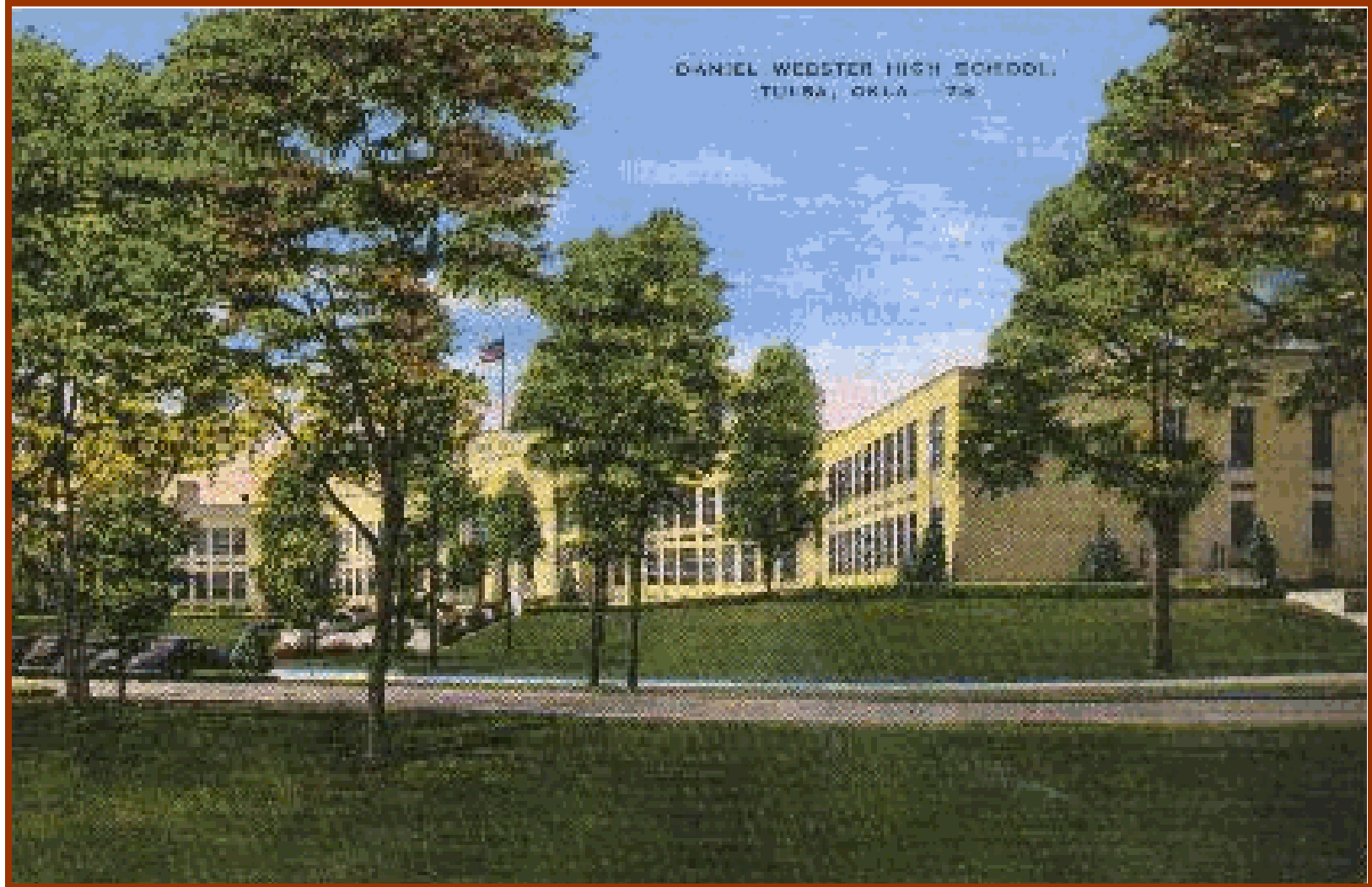
Route 66 Red Fork Byway Pavilion



An outdoor pavilion will be provided with parking area. This will allow, those that want to rest, an opportunity to study the route, have a hot dog and enjoy the byway yard.



The Campus Plan



Purpose

Our purpose is to strengthen existing connections between “West Tulsa Public Schools (i.e. Webster, Clinton, Robertson, and Remington) to create safe and secure pedestrian ways for students, enhance neighborhood identity, and be an initiative for economic development in the area, This project will also present an opportunity to address several existing area infrastructure deficiencies such as missing sidewalks and streetlights, and the need for pedestrian lighting. Missing sidewalks, streetlights and pedestrian lights will enhance overall safety. The plan will enhance public identification of the “Campus Triangle” and the areas most used park, Reed.

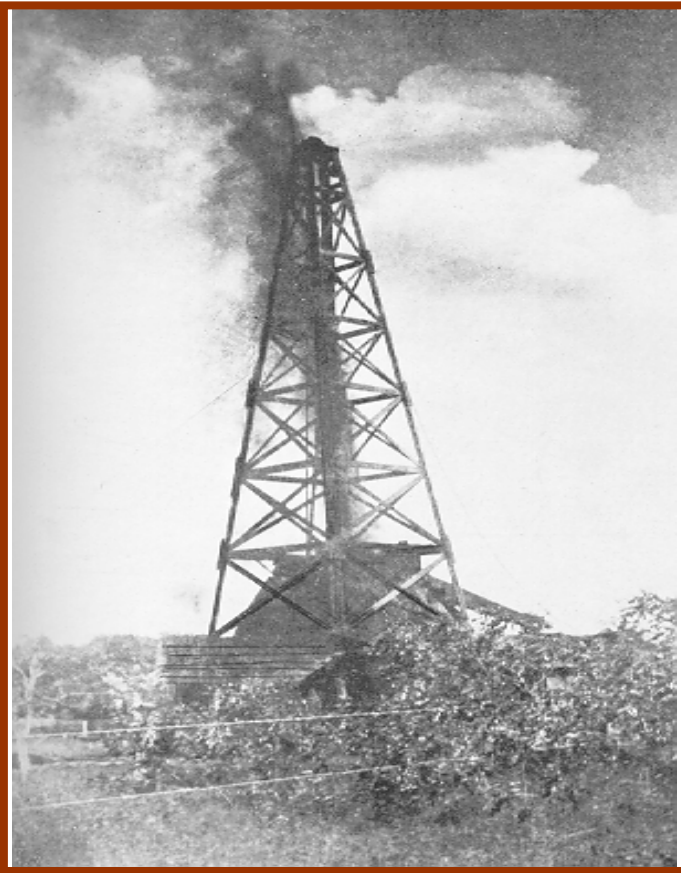
Historic Context

The area of what is now Southwest Tulsa, lying along the west bank of the Arkansas River and curving around the foot of what now is called Lookout Mountain, began as a holding area for cattlemen who had brought their herds on trail drives from Southwestern Indian Territory and Texas in the years immediately following the Civil War. The sandbars and shallows just below the curve of the Arkansas provided fairly consistent natural fording places where these drives could cross this otherwise formidable barrier and move on toward the livestock markets to the north and east. This natural crossing, coupled with the availability of fresh water from springs along the east bank, had already caught the attention of leaders of the St. Louis & San Francisco (Frisco) Railroad. They made the east bank of the Arkansas their next destination terminus when they extended their tracks westward from Vinita in 1882. Establishment of the Tulsa railhead brought even greater attention to the grazing areas across the river to the south and west and this factor gained importance in the decisions made by the Frisco. The railroad’s original plan for its next extension was to lay the rails along the north side of the Arkansas and establish the next railhead where the rails would cross the river at its confluence with the Cimarron River (the Red Fork of the Arkansas). Instead, considering the growing use of the cattle holding area on the west side of the river, the Frisco decided to cross the Arkansas at the Tulsa bend and establish the rail head at the foot of a prominent “mountain” west of the riverbank. With this extension in 1883, James H. Parkinson established a large general store on the railroad at this railhead which was designated Red Fork despite its location some 18 miles from the rivers’ junction, which had originally given rise to that name.

H.C. Hall soon opened another store in Red Fork to handle the needs of the cowboys reaching the end of the trail and railroad workers pushing westward. Freight reaching the end of the line in Red Fork was initially handled by the Hall store since there was no agent or depot for several years.



On June 25, 1901, the first oil well in Tulsa County was completed by Drs. J. C. W. Bland and Fred S. Clinton in Red Fork. Dr. Bland, the first graduate physician in Tulsa, had moved to Red Fork in 1895 to set up a country practice. The well was on the homestead allotment of Dr. Bland's wife, Sue A. Bland, a Creek citizen. The Sue Bland #1 Well was a thirty barrel well with a depth of 600 feet. This well brought the first nation-wide publicity and oil boom to Indian Territory. Prospectors flocked to the scene and within a few months the Red Fork village of some seventy-five inhabitants grew into a thriving town of 1,500. Drilling was slow but continued.



Good food and drinking water were difficult to secure and very expensive. The only public eating places were temporary tents put up and run by fellows who followed the booms to reap what ready cash they could. Colonel Robinson's Hotel was the only hotel in Red Fork at that time. Many persons arriving had no place to stay and were entertained in private homes. The cowboys and oil-field workers who lived in Red Fork gave it a rough and rowdy reputation that lingers today. The original townsite, which contained 160 acres, was laid out by the government, and Red Fork incorporated in 1902. Substantial homes began to replace the crude shacks of the prospectors. A weekly newspaper called the Red Fork Derrick was edited and published by O. B. Jones. The town settled down to a state of healthy development, but Red Fork's growth was disrupted by another event. In November of 1905, the Glenn Pool oil field was discovered. This great discovery caused the exodus of many oil men from the Red Fork area.



The Three Campus Schools

September 1938, saw the opening of Webster High School's main building and gymnasium building which had been constructed on a beautiful 20-acre campus through Works Progress Administration funds. The dedication program for Webster was held ,November 4, 1938, with the Student Council Officers, Principal David M. Roberts, Superintendent Dr. Harry W. Gowans, and representatives of the WPA participating. On Webster's first day of school, 767 students were enrolled. During the first year, the student association voted to accept the name "Warriors" and the school was accepted into the Oklahoma Six Conference. Frances Lowery designed the Warrior emblem: an Indian Warrior combined with the letter "W" into a diamond shaped motif.

Webster joined three other high schools in Tulsa: Central, Cherokee (Dawson), and Booker T. Washington. With the building of Webster High School, students from West Tulsa, Carbondale, and Red Fork were housed in one building. When the decision was made to build the new Red Fork School, the story goes; the Board of Education had decided to start naming new high schools for presidents and chose George Washington for the new school. Several decorative "W's" were placed on the building. Residents of the community reportedly feared that the school could become confused with the long-established Booker T. Washington High School and asked that the name George Washington be changed. But there were those "W's" already on the school so the name Daniel Webster was chosen. Webster's academic offerings were unique for the time as an effort was made to teach skills, which would prepare students for immediate employment, after graduation. Nearly half of the students were enrolled in business courses, and elementary auto mechanics was offered. In the spring of 1937, Clinton High School students used the new Webster facilities for some of their events. The senior play was presented in the Webster auditorium for its first use.



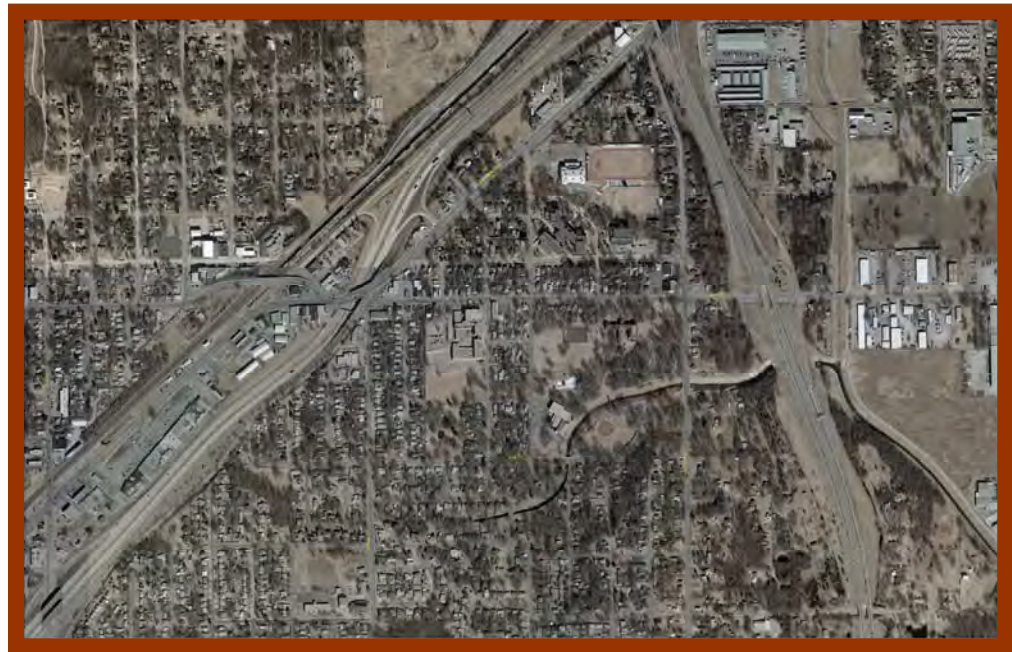
The Clinton H.S. band appeared in a spring concert to raise funds for the upcoming year's band uniforms. In 1956, Webster became the first integrated high school in the state of Oklahoma. Additions to the campus over the years have included: erection of the press box atop the stadium and building of the new (north) side of the stadium in 1958; completion of the academic annex in 1961; completion of the auto shop (formerly housed under the old stadium) in 1968; and enlargement of the gymnasium building in 1969 to accommodate drafting classes, and provide a standard basketball court with adequate seating and enlarged workout and squad rooms. The Webster gym was renamed the "Bill Allen Field House" in 1985 after William Graham "Bill" Allen, who inspired countless students as a teacher and coach at Webster from 1951 to 1985.

The area is home to one of Tulsa's Art Deco treasures. This school, designed by Arthur M. Atkinson, John Duncan Forsyth, Raymond Kerr, and William H. Wolaver, opened in September 1938, on a beautiful 20-acre campus. Built with Works Progress Administration (WPA) funds, the long, horizontal, buff brick school has two large wings which angle forward. The school's main entrance is flanked with large rectangular columns which frame the school's name and large clock. Two large metal torch lanterns also flank the front entrance. Cast aluminum plaques above the three entry doors present classic Greek motifs. The central plaque contains a Greek column ringed by a laurel. One of the side plaques contains a female figure and the other contains a male figure, each holding a torch lighting the way to knowledge.



The Study Area

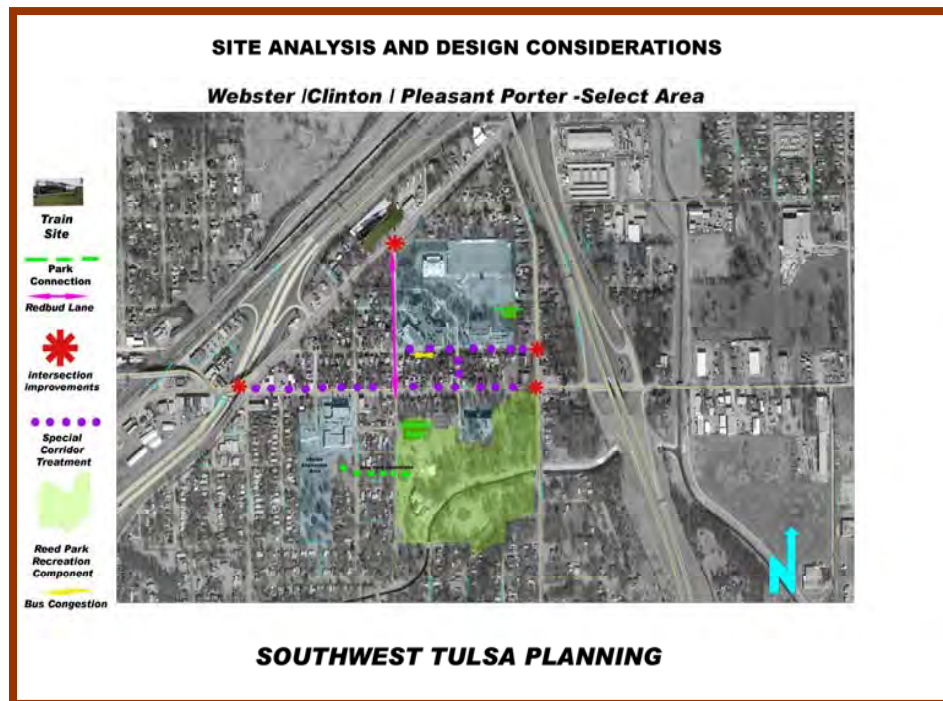
The Southwest Tulsa Planning committee has decided to develop a plan for the area known as the triangle area containing Webster, Clinton and Pleasant Porter. The area has significant residential areas intact with an array of eclectic and modern movement architectural styles. The area contains a large city park with swimming pool, recreation center and other amenities. The study will include infrastructure needs such as sidewalks, intersections, traffic calming, pedestrian circulation, and linkages between the various Tulsa Public Schools, neighborhoods and the park system. The study should include an analysis of the sidewalk system, transportation corridors serving the general area, design considerations of the study area and a ten year update and study of Reed Park.



The sub-committee on Campus Planning started the process by analysis and consideration of the factors that lead to linking the entire campus as a walkable area. These factors include sidewalks, lighting, parks, which includes shared recreational facilities, intersections, and improvements to Tulsa Public Schools.



The area has four major entry points at Southwest Boulevard, 40th and 41st Street and at 23rd and the Boulevard. Each of these points has design perimeters that should be addressed. These points could be used to enhance the campus or make access more efficient. The main corridor for the Campus seems to be 41st but many students come down 40th and few use the entrances off the boulevard. There is a sizeable park in the area, Reed Park. The park is a focal point for many activities in the Community and has a new gymnastics center. The campus should have access to the park for many reasons and the least of which is the use of the field for softball and baseball. Clinton school has expansion plans for a new facility and will be moving forward with their program as soon as the project is ready.



The sub-committee is looking for a walkable campus that projects a good image for the neighborhood and the community at large. A project named the Route 66 Station (for obvious reasons), at Yukon and Southwest Boulevard, will be combined with the Chamber purchase of a site next door to provide a community emphasis point.

NEIGHBORHOOD IMPROVEMENTS

EXAMPLES OF DESIGN ELEMENTS FOR NEIGHBORHOOD ENHANCEMENT

TYPICAL TEXTURED PAVEMENT PATTERNS FOR SIDEWALKS, PARKING LOTS & STREETS

Use of texture & pattern to create a sense of place



Offset Brick Herringbone Brick



Yukon 08/20/10



Looking southeast from intersection of Yukon Avenue and Southwest Boulevard

Typical Colors and Finishes for Ornamental Cast Iron (Fountains)



Yukon 08/20/10

Panoramic view looking west from Union Avenue towards W. 91st and W. 90th Streets



 SOURCE: Planning and Economic Development Section
Urban Development Division
Public Works and Development Department
City of Tulsa, Oklahoma



Proposed Webster High School Sign



The Webster High School will also be receiving some new improvements. A new cafeteria will be built and the old cafeteria will become a media studio. A new library will provide expansion of facilities for advanced learning. Clinton Middle School will also be the recipient of new facilities.



Community Comments

After the presentation of the planning process and the proposed Redfork Campus Plan, residents in attendance provided the following comments and issues for further consideration. The comments are organized by relevance to the Campus Plan and to Reed Park.

Area	Location	Comment	Action Item(s)/Comments
Campus Plan	- Intersection W 25th & Southwest Blvd	- Railroad crossing and turning radius create difficult/dangerous situation for school buses with children aboard to access the Webster campus, particularly for visitors attending sports events at Webster stadium.	- Check with traffic engineering for design of a concept to improve intersection
Campus Plan	- W 26 th @ Southwest Blvd	- Traffic signal synchronization: Would it be possible to synchronize the signal near the school with the light at 26th, to make a left onto Southwest Boulevard?	Check with Mark Brown on all signalization needs for Campus Plan including pedestrian safety zones.
Campus Plan	- Southwest Blvd across from Webster High school	- Staff design concept for traffic and circulation: Include traffic design to have a "roundabout" connector.	Relay comment to Urban Designer for project Kenny Rowley.
Campus Plan	- Yukon between 41 st south to 43 rd South	- Parking problem is severe during football and T-ball season	Consider parking insets and wider street at this location in the Campus. Ask Park Department to look at other parking solutions.
Campus Plan	- Clinton Middle School/41st	- Sidewalks are critical for students. D. Simmons pointed out that the school plan includes sidewalks on school property - Identify any gaps in sidewalks in vicinity of Clinton - Problem: Student/pedestrian traffic control is a problem. Students cross/jaywalk at random	- Staff: Contact Mark Brown (traffic engineering) for information about signals, signage, school lights and crossings on 41 st Street. Research school plans for information on sidewalks on 25 th .



Area	Location	Comment	Action Item(s)/Comments
Campus Plan	- 41 st & Waco	locations, creating hazards. - Incomplete sidewalks along Waco: Will the plan fill in sidewalk gaps in the neighborhood interiors.	- The Campus plan does show sidewalk on Waco. The plan addresses linkages between the schools and park. Other neighborhood sidewalks should be discussed by Southwest Planning.
Campus Plan	- 24 th Street @ Clinton school	- Condition/existence of sidewalks	- Condition of sidewalk is poor and should be addressed by School and Southwest planning committee
Campus Plan	- 24 th / 25 th near school	- Houses - majority rentals - near school in poor repair. Citizen asked if urban renewal was an option	- Staff will need to focus on a housing plan at some point in the process. Code enforcement is an option. All programs should be coordinated with appropriate city departments.
Campus Plan	Street Right-of-Way and Park Land used for Parking south of Waco next to Pleasant Porter. - Park land connection to Clinton on alley next to tennis courts.	- Could this property be used for parking for Pleasant Porter or access to the trail be improved? Input from the Reed Park council member was that he did not want to concrete new areas of the park	- This would require cooperation between the Tulsa Public Schools and the Public Works Department.
Reed Park	- Between 41 st and 43 rd - Union and Yukon	- Need to replace deteriorating benches, water fountain - Need for more chat on trail	- Items were submitted to Park Department for deferred maintenance- 2-19-07
Reed Park	- Walking trail at Reed	- Drainage problem on trail – chat washes out with heavy rain.	Items were submitted to Park Department for deferred maintenance.

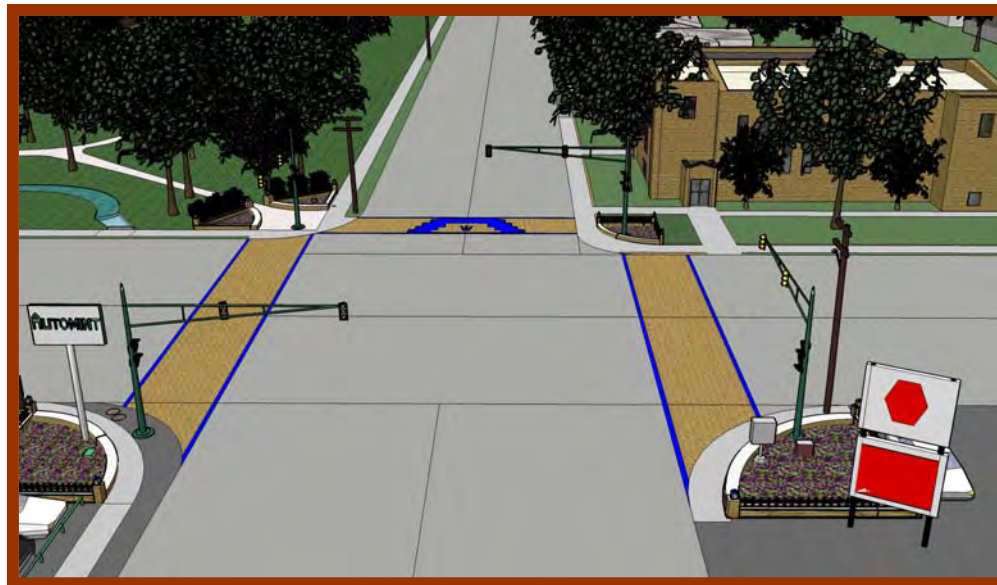


Area	Location	Comment	Action Item(s)/Comments
Reed Park	- Park vicinity	- Connecting "assets" with sidewalks is a good start.	- Execute proposed plan- <i>seek sidewalk funding.</i>
Reed Park	- South of W 41 st St on Yukon	- Is ROW available for: <ul style="list-style-type: none"> ▪ Wider street ▪ Sidewalks ▪ Parking / off-street parking - Take a look at slope/grade to handle improvements - Parking: Visitors park on the street. Chris (Park Dept) says the park has adequate parking lot, but it is underused.	The right-of-way on Yukon is 60 feet, a standard for local street widths. Seek design assistance from Public Works for CIP list. Ask parking department to address parking issues.
Reed Park	- Yukon	- STRONG, UNANIMOUS SUPPORT FOR CURB, GUTTER, SIDEWALK IMPROVEMENTS	Implement Campus Plan
Reed Park	Across from Reed Park	- - House burned down across from Reed Park, leaving a vacant lot that might be used parking or a path. -	Discuss addition to Campus Plan
Reed Park	- Sports field areas	- Due to problems with converting fields, lack of room for the baseball facility and need for 1 st class sports fields – many suggest future field improvements	Implementation of 10 year park plan. If the plan includes acquisition this requires that the process go through the Board of Adjustment-



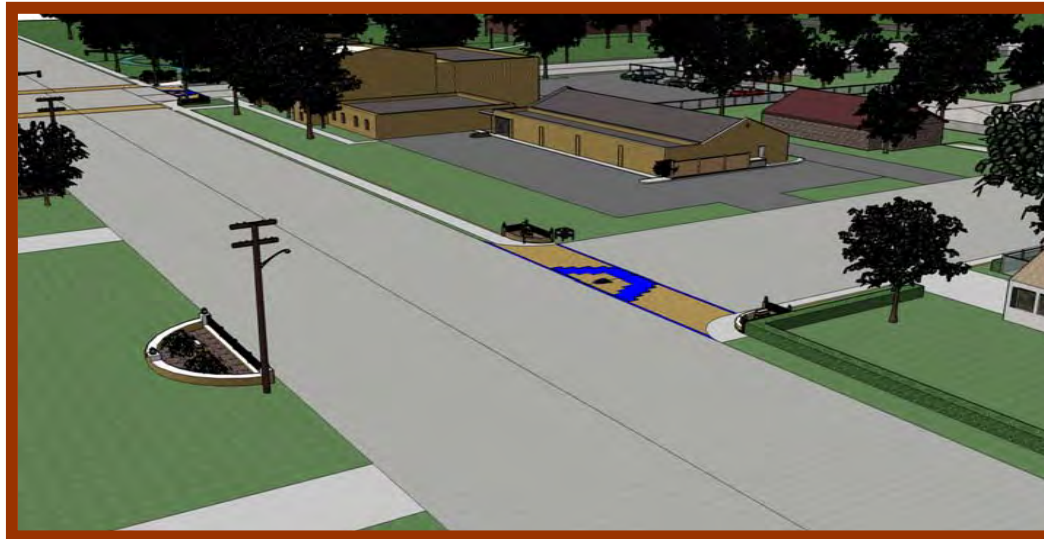
Intersection Improvements

The intersection at 41st and Union is intended to provide a “gateway” for Tulsa Trails System joggers/bikers into Reed Park from the east. Brick similar to that of the trinity Baptist Church and Webster High School is proposed along with drought hardy plantings, New Crosswalk with a W for Webster in “theme brick” with Webster Blue rubberized paint and the Webster H.S. Emblem in the center



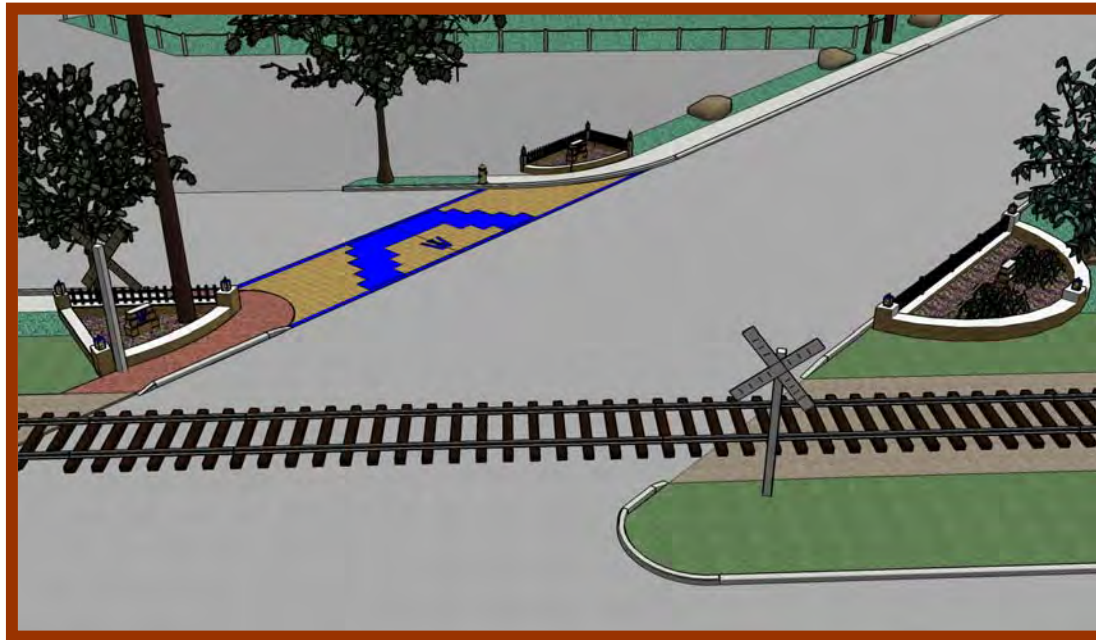
This is the proposed intersection at Union and 40th street.

This is also considered an entry way to the school and is intended to be somewhat uniform with the intersection at 41st. It also has in the design a flower planter on the opposite side of the street. It features a small sandstone monument with the Webster “W” Emblem this may take a design revision or an agreement with the property owner. In addition, the property owner on the corners should be consulted on the proposed projects.



The intersection at Yukon and Southwest Boulevard

This intersection is proposed for nominal improvements. These would be accompanied by a complete rebuilding of Yukon with overlay, curb and gutter. Yukon is directly across from the Route 66 train site and Chamber, it is an entry to the stadium during football games and other sporting events. A needed crosswalk at 37th will also feature Webster “W” emblem. Small semicircular planters in Webster brick are shown flanking the entryway.



The intersection of 25th, 41st and Southwest Boulevard

This has become a traffic congestion area. This area has been proposed for study for more advanced solutions. This matter should be referred to traffic planning for further study. In the mean time a proposal for some intersection improvements combined with vision 2025 funding is shown to take place in the immediate future. This will include a new American Flag Pole in a low planter with maintenance-free native plantings near 43rd Street. A mural depicting the proposed new Route 66 train site is planned for the north wall of the insurance office on 25th Ave. west side. A new Yukon is budgeted for the entire length through the campus. A wall and gateway feature is also planned. Crosswalks depicting railroad tracks in rubberized paint with centered Webster blue emblem should help vehicular traffic recognize students crossing to school.



Capital Improvements list - June 1, 2007

- 41st and Union Intersection- \$17,000
- 40th Street and Union Intersection- \$10,000
- Yukon and Southwest Blvd. Intersection- \$10,000
- 25th West Avenue and Southwest Blvd-\$50,000 (Need redesign of this intersection)
- Completion of sidewalk plan- \$200,000.00
- Wheel Chair Ramps- 22 @\$1000= \$22,000
-
- Yukon from Southwest Blvd. to 43rd West Ave.- \$352,083.00
- Yukon from 41st to 43rd Street- \$500,000.00
- (includes storm , parking and curbs)

- New lights \$127,600.00
- Trash Cans \$3,375 .00
- banner brackets \$1,450.00
- Metal Benches \$3200.00

- Contingency \$703,292.00

- **Total Project cost for Campus Plan - \$2,000,000.00**



SOUTHWEST TULSA AREAWIDE HOUSING PLAN

Housing is a central feature of human settlement. Even in the most primitive cultures, provision for shelter for families was of fundamental importance. Some of the earliest efforts at social reform in the nineteenth century focused on improving deplorable housing conditions in many industrialized cities. Many of the leaders of the social reform movement worked to improve housing and neighborhood conditions for poor families. They believed that regulations were needed to eliminate unsafe and unsanitary conditions, subsidize the poor, and integrate housing into the physical planning process.

According to a 1999 report by the U.S. Department of Housing and Urban Development (HUD), millions of families struggle to secure decent affordable housing. More Americans than ever before find themselves in “worst-case “ housing situations, paying more than half their incomes for rent, or occupying unsafe or overcrowded dwellings. Of over 12.5 million persons with worst case needs, nearly 1.5 million are elderly and 4.5 million are children. Another 1.1 to 1.4 million worst case households includes adults with disabilities.

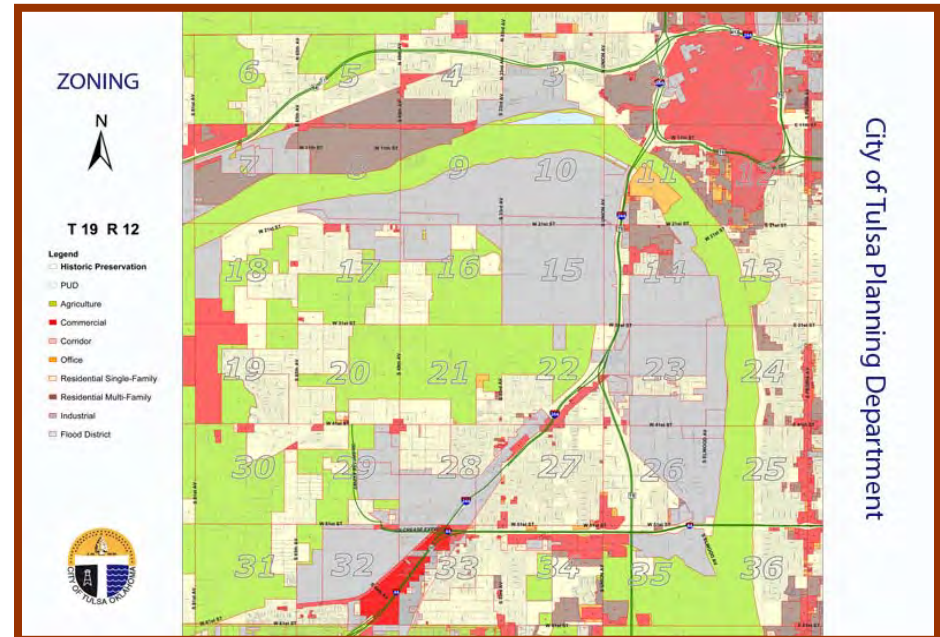
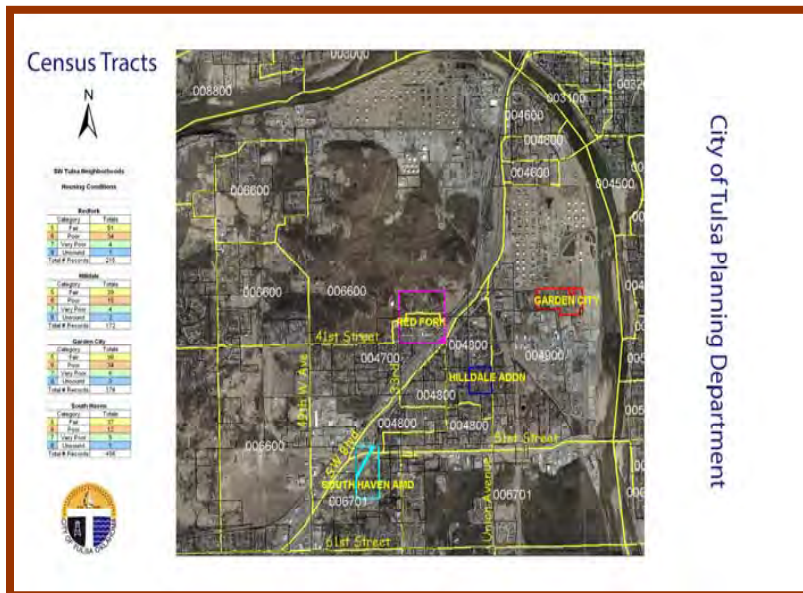
Affordable housing is a dwelling where the total housing costs are affordable to those living in that housing unit. The lack of affordable housing is a significant hardship for low-income households preventing them from meeting their other basic needs, such as nutrition and healthcare, or saving for their future. The generally accepted definition of affordability is for a household to pay no more than 30 percent of its annual income on housing.

Because of supply and demand, the most “affordable” places are where there is the least demand relative to supply. Where the supply of available housing is less than the demand, low- and moderate-income households often struggle to obtain housing that is affordable.

This component of the Southwest Tulsa Neighborhood Housing Plan considers physical, economic, and social characteristics within the study area. These characteristics are identified to further the community’s housing objectives and to ensure adequate housing for current and future West Tulsans. The analysis was performed by the Planning Team.



Several meetings of the Planning Team and staff of the Planning Department were held to discuss the general socio-economic and housing character of Southwest Tulsa. Data was gathered based on a needs analysis developed by the Planning Team.



The primary data sources used to assess existing conditions include the 1990 and 2000 U.S. Census projections and independent analysis by the Planning Department. Standard sources such as these provide for consistent comparisons with historical data and provide a reliable basis for valid forecasts.



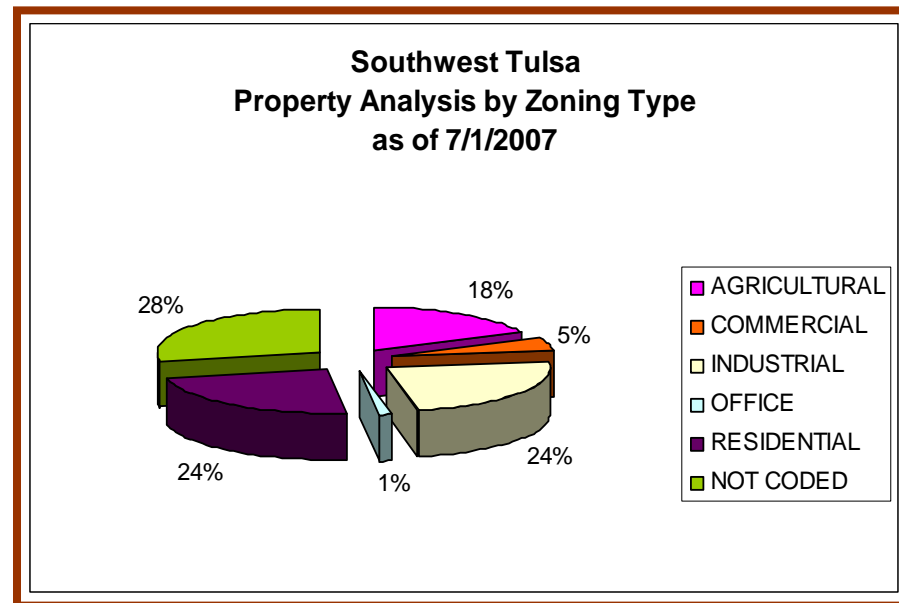
Goals

1. To provide a discussion of the general socio-economic and housing character of Southwest Tulsa.
2. To identify housing stock, needs, and conditions, and present new permit data to determine more market rates and owner occupied housing construction.
3. To identify, by definition and geographical location, vulnerable populations, i.e., lower income families, minorities, and elderly.
4. To identify programs available to address the housing needs in the study area.
5. To stabilize the housing stock by increasing density and maintaining livability and walkability; to improve the sense of neighborhood.
 - a. Infill lots (i.e. green fields)
 - b. Linkages (trails and neighborhoods)
6. Relationships of housing to the public school student census, racial and ethnic composition, household size and family income.
7. Provide information during Comprehensive Plan Update (PLANitulsa) to accomplish infill housing development.
8. Promote quality and well-maintained properties and clean up vacant lots.
9. Promote installation of sewer mains to underserved areas.

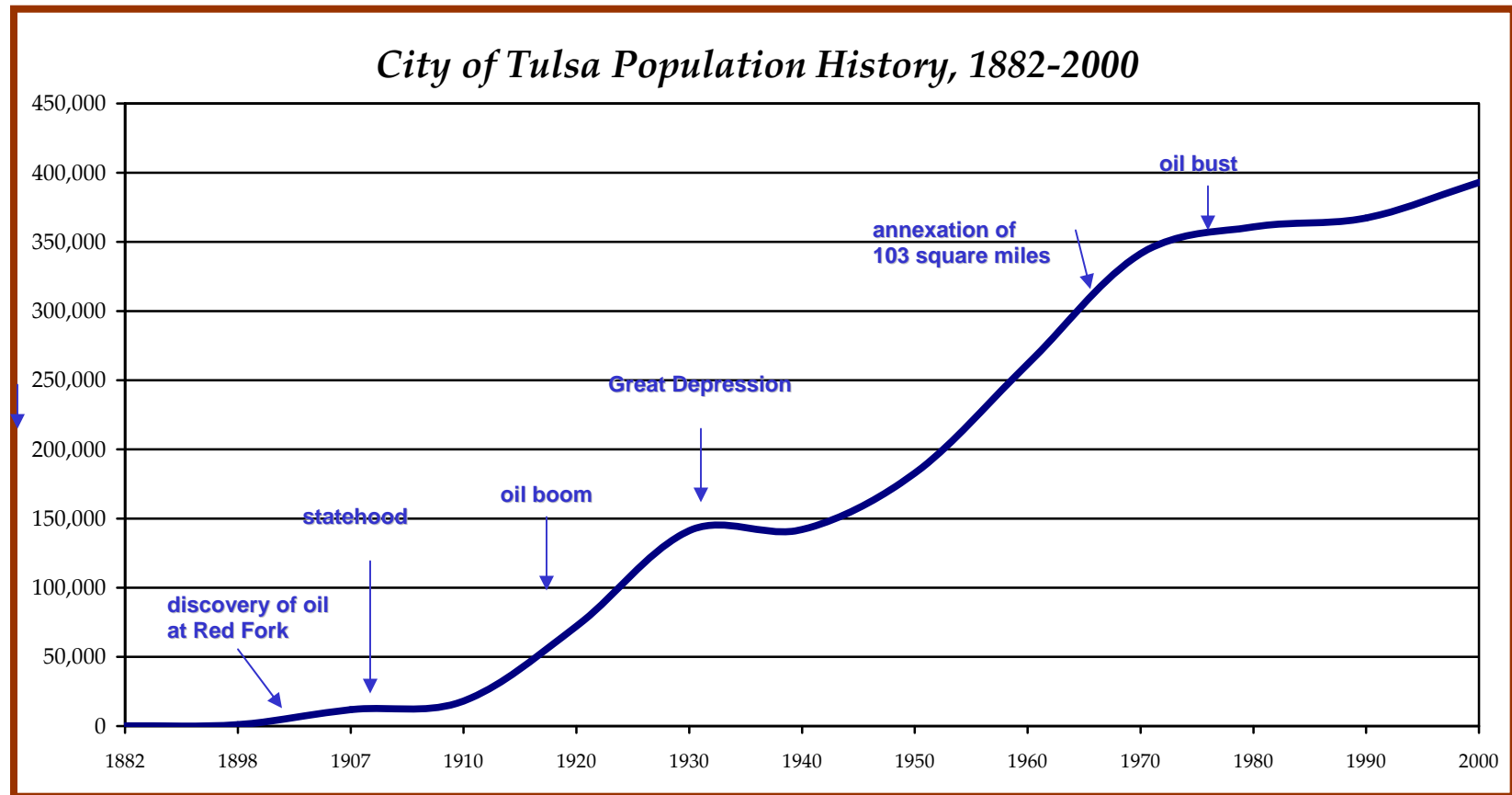


Land Use

Land use in the study area is well-diversified among agricultural, industrial, residential and miscellaneous purposes. **There is actually more industrial used land in the study area but it is in the county and not shown in this pie chart.**



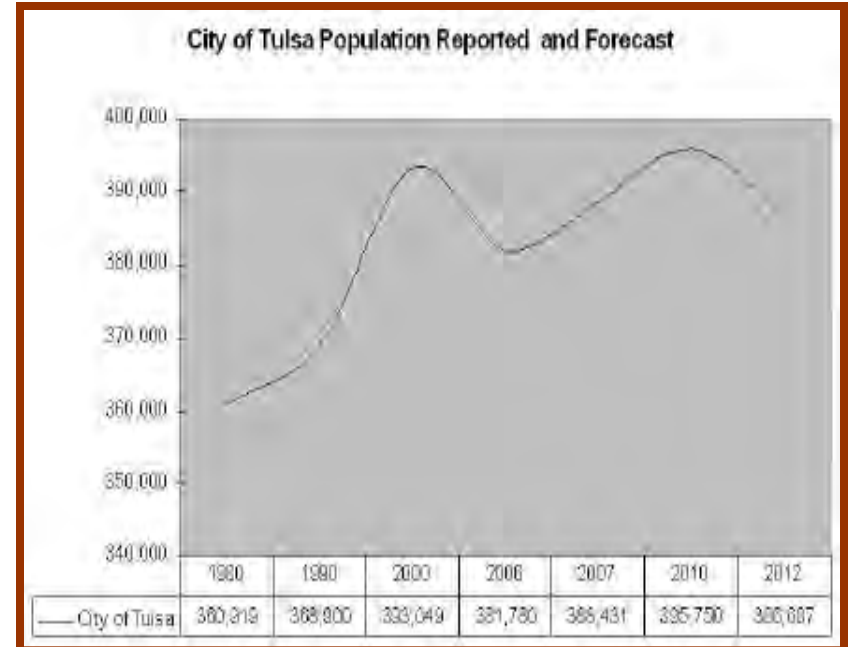
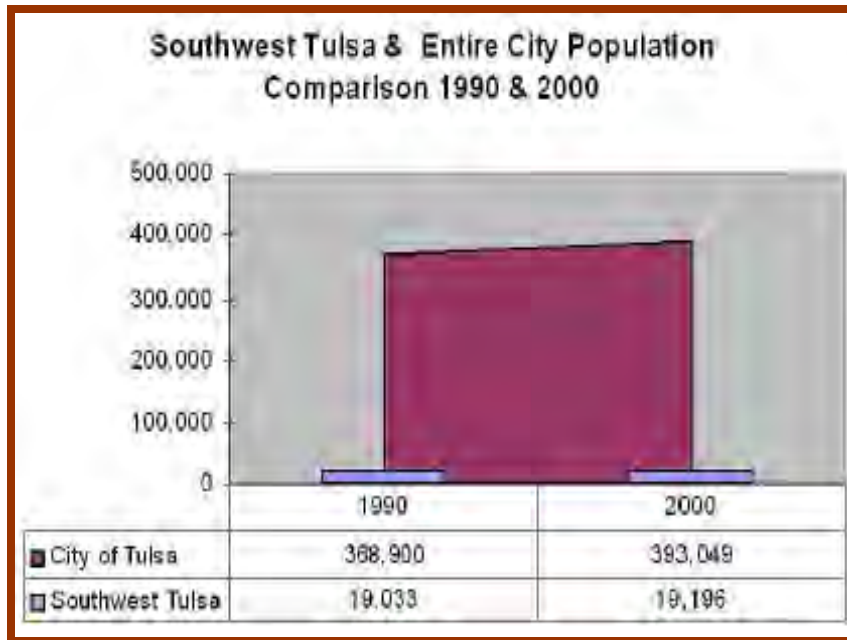
POPULATION



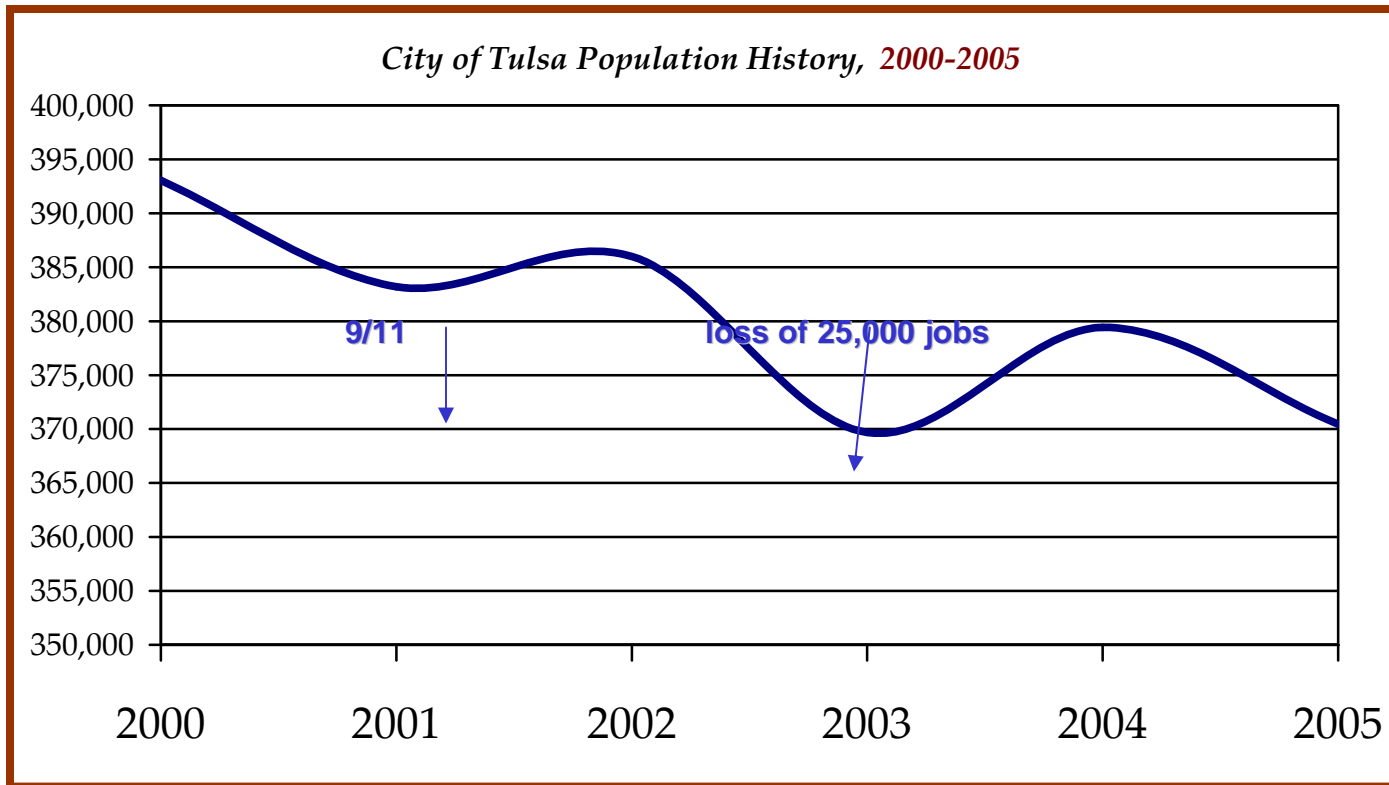
Since its founding, there have been two periods of rapid population growth: 1920 to 1930 and 1940 to the 1970s.

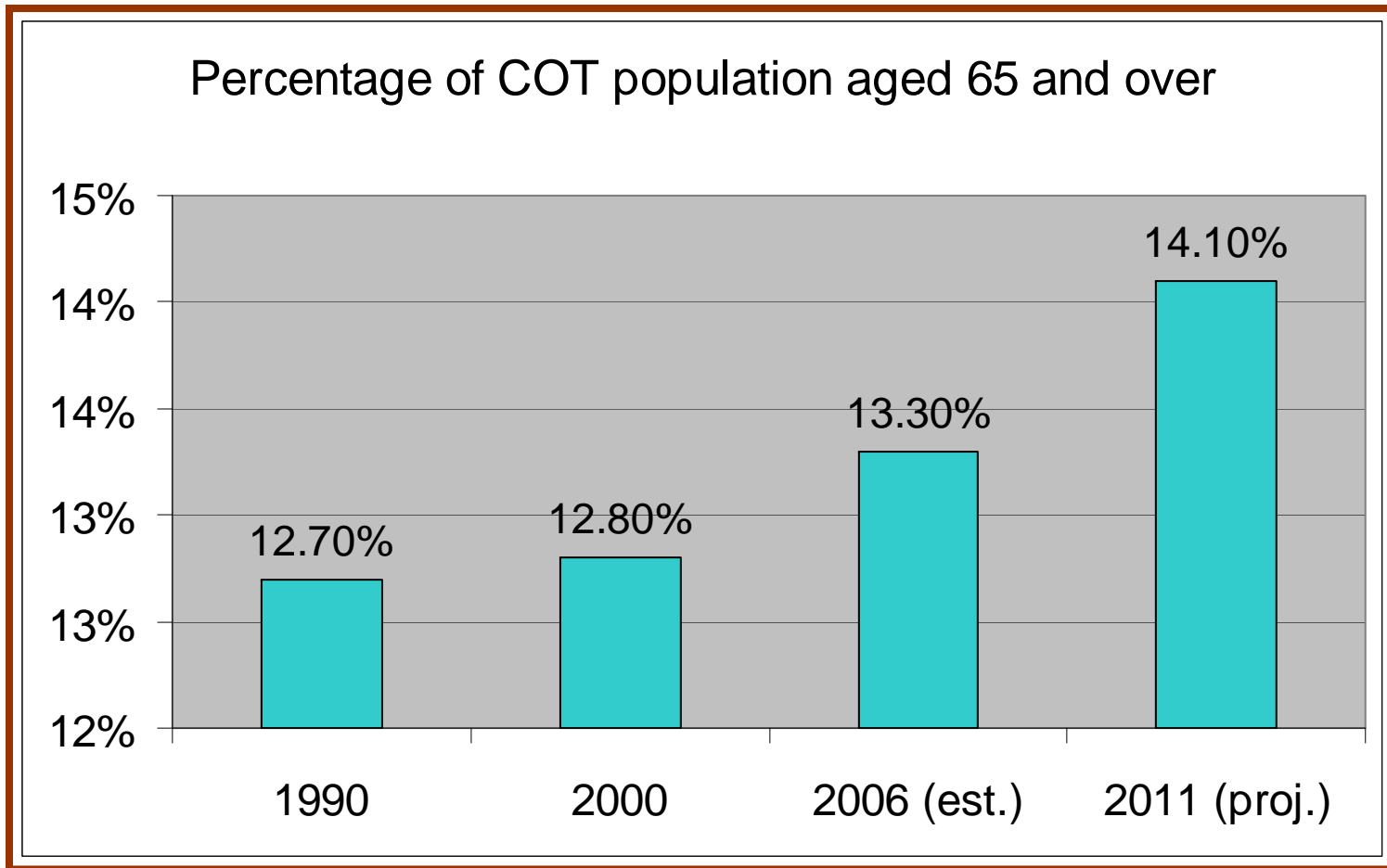


All-city population grew from 1980 to 2000, declined into the mid-decade, and is experiencing growth once again. In Southwest Tulsa, from 1990 to 2000 population remained essentially unchanged.

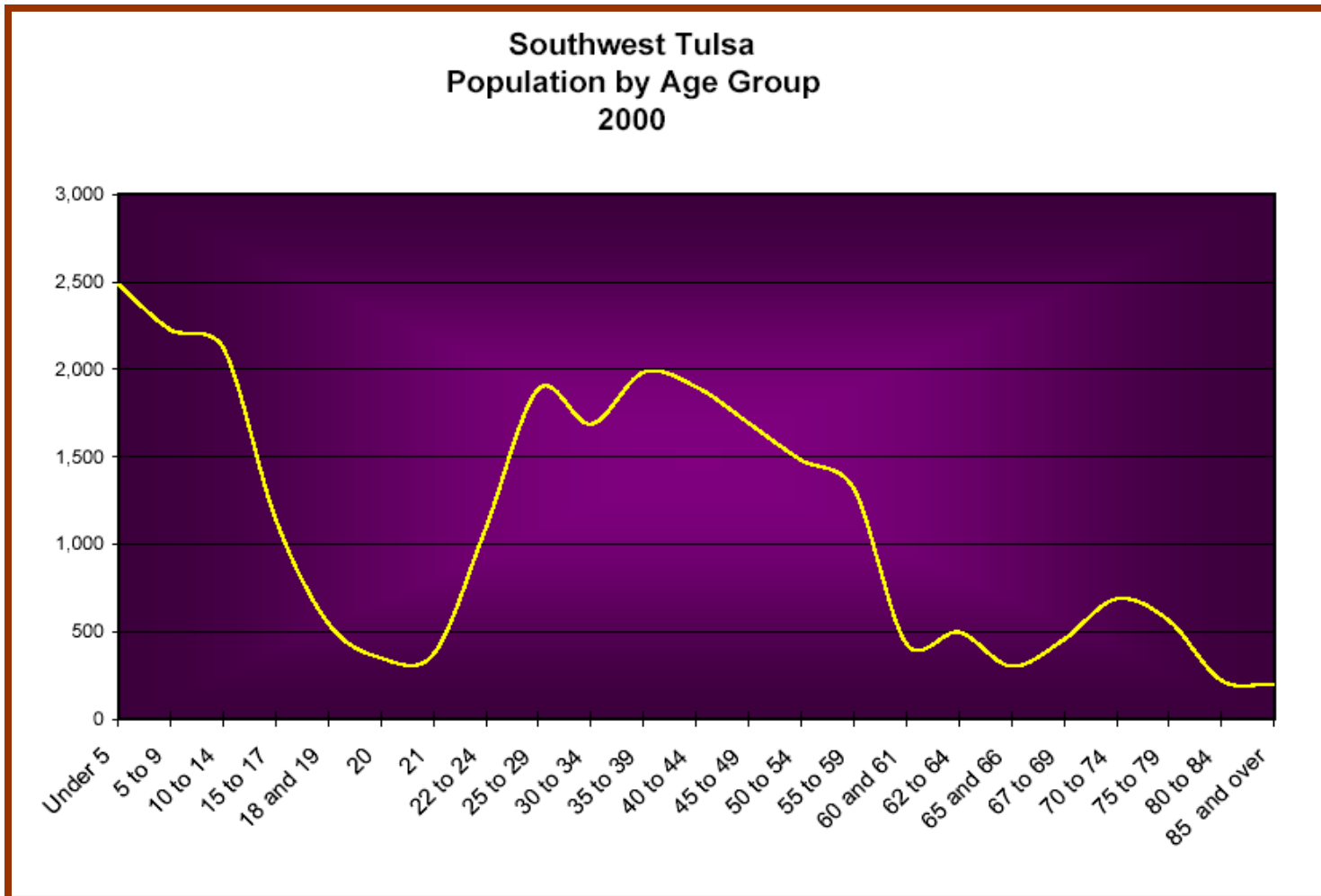


According to population estimates from the US Census Bureau, the City of Tulsa **lost** 22,602 residents (-5.75%) **from 2000 to 2005**. During that same period, Tulsa County **lost** only 2,868 residents (-.51%) . . . and the Tulsa Metropolitan Statistical Area (MSA) **gained** 64,643 residents (+8.05%).



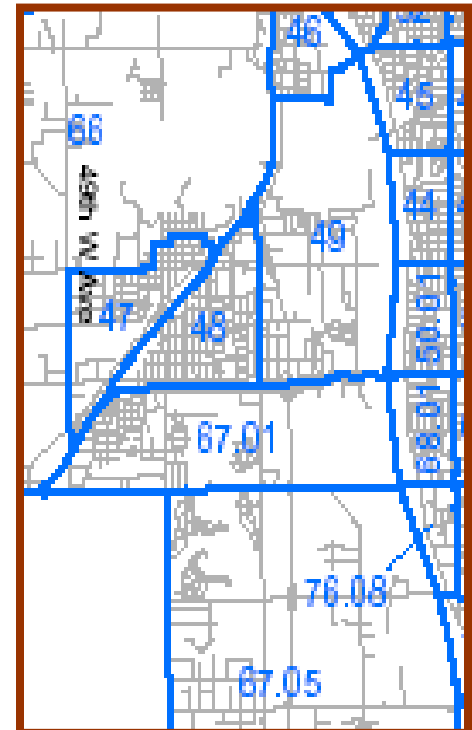
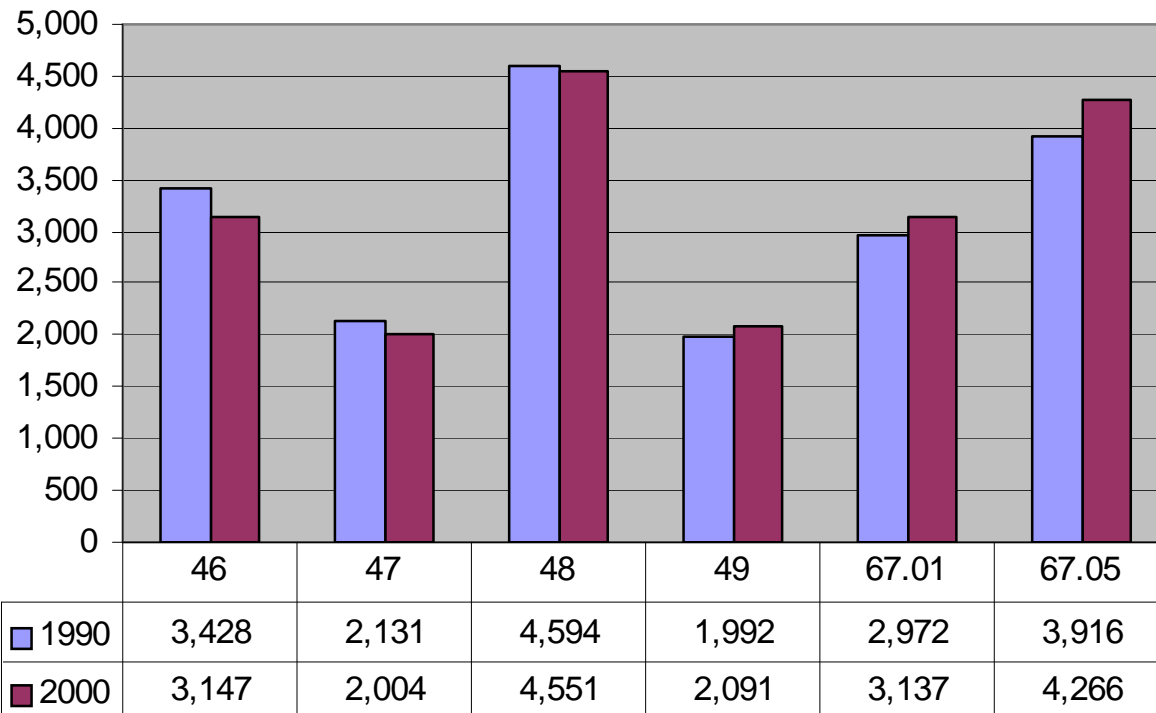


The exodus of 16-21 year olds is noticeable. Likewise, the 60+ age group declined. **Why?**

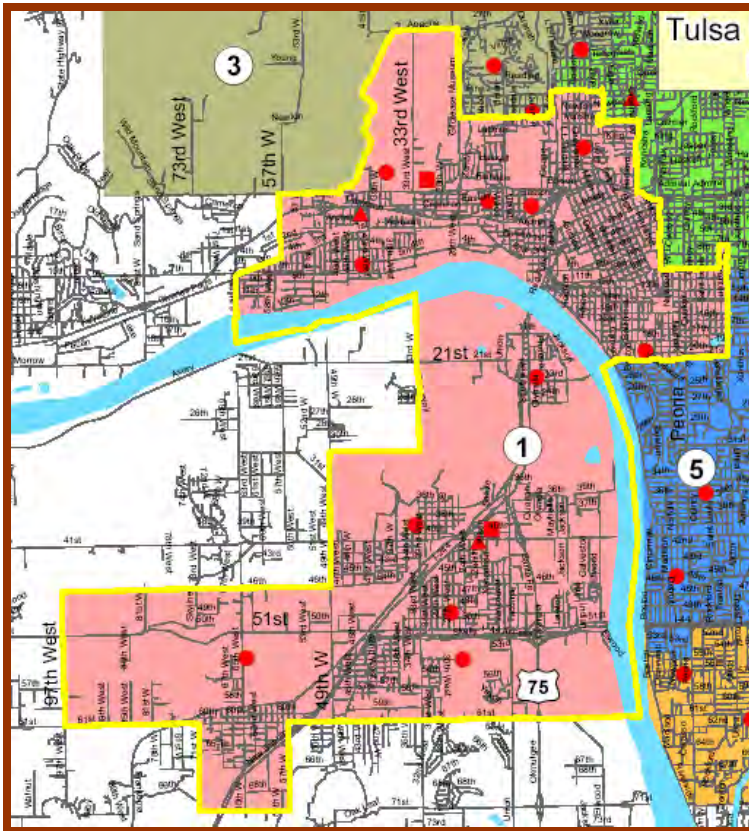


Population declined in census tracts 46, 47 and 48, and increased in 49, 67.01 and 67.05.
 Migration from the northern to southern census tracts has occurred.

**Southwest Tulsa Population Comparison by
 Census Tract 1990 & 2000**



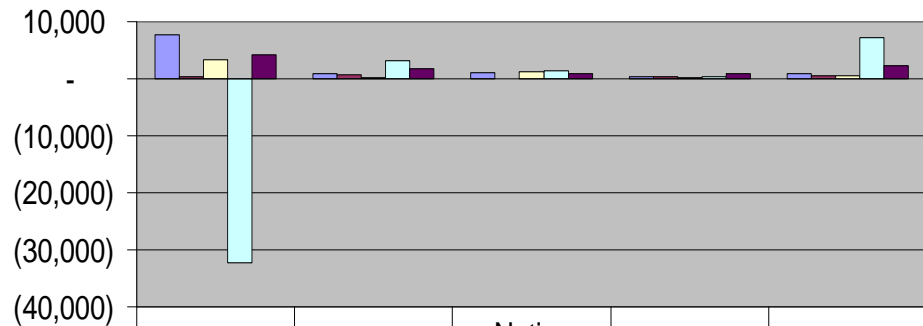
Schools and Population



Tulsa Public School District #1 is colored in pink.

The racial and ethnic makeup of the school population is changing.


Tulsa Area Public School Enrollment Net Change from 1977 to 2007



	White/Other	Black	Native American &	Asian & PI	Hispanic
Broken Arrow	7,695	817	1,073	368	875
Jenks	400	657	48	351	585
Owasso	3,368	210	1,227	163	488
Tulsa	(32,211)	3,109	1,450	279	7,190
Union	4,250	1,833	887	838	2,281



School Enrollment Datasheet



SANDY GARRETT
STATE SUPERINTENDENT OF PUBLIC INSTRUCTION
STATE OF OKLAHOMA

TO: David Simmons, City of Tulsa
FROM: Shelly Hickman, SDE Public Affairs Director *S. Hickman*
DATE: April 2, 2007
SUBJ: Enrollment Data

Enrollment Data: 2007

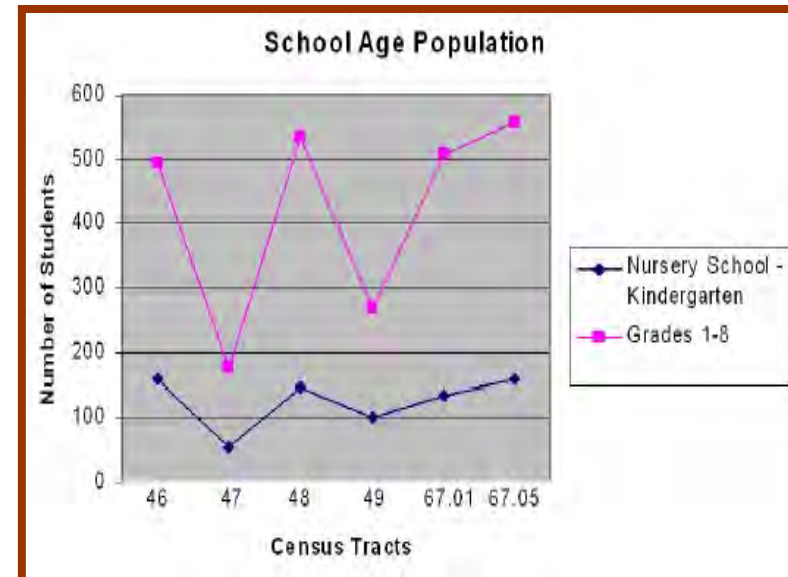
District	Black	Alaskan/Indian	Hispanic	Asian/Pacific Island.	White/Other	TOTAL
B.A.	825	1,547	890	388	11,938	15,588
Jenks	676	897	646	385	7,064	9,668
Owasso	220	1,354	514	176	6,249	8,513
Tulsa	14,586	4,145	7,725	611	14,372	41,439
Union	1,855	1,529	2,315	858	7,785	14,342

Enrollment Data: 1977

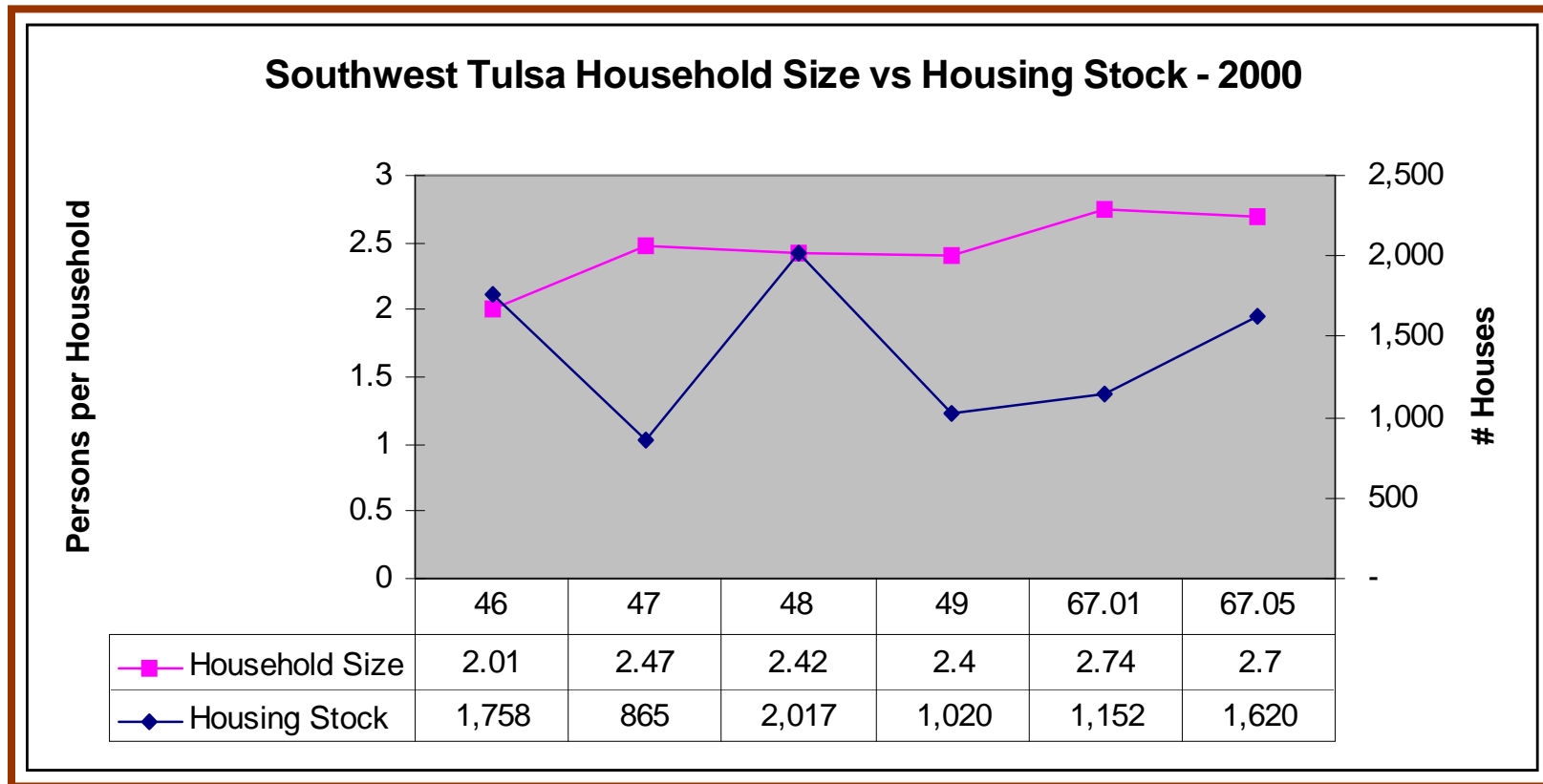
District	Black	Alaskan/Indian	Hispanic	Asian/Pacific Island.	White/Other	TOTAL
B.A.	8	474	15	20	4,243	4,760
Jenks	19	849	61	34	6,664	7,627
Owasso	10	127	26	13	2,881	3,057
Tulsa	11,477	2,695	535	332	46,583	61,662
Union	22	642	34	20	3,535	4,253

OKLAHOMA STATE DEPARTMENT OF EDUCATION
2500 NORTH LINCOLN BOULEVARD, OKLAHOMA CITY, OK 73105-4599
(405) 521-5301, FAX: (405) 521-6205
<http://sde.state.ok.us>
FIRST IN THE TWENTY-FIRST

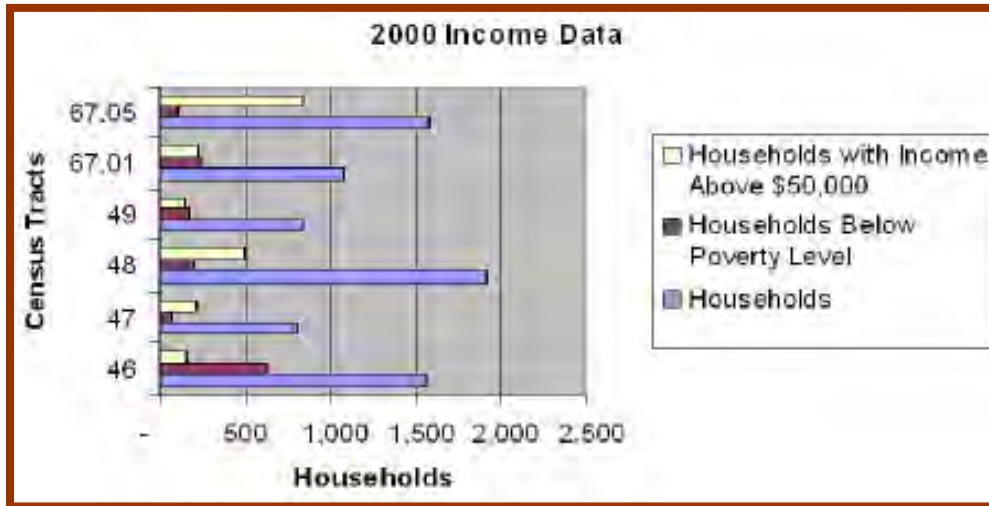
School aged children are concentrated more in northern and southern census tracts, and less in the central ones. The school age population for nursery school through kindergarten is 756 children. Grades 1-8 have 2,534 students. Household size is also determined by housing type location. The contrast in school enrollment between the City of Tulsa and the surrounding suburbs is striking. The student population has increased in the outlying communities from 1977 to 2007.



Income and Poverty

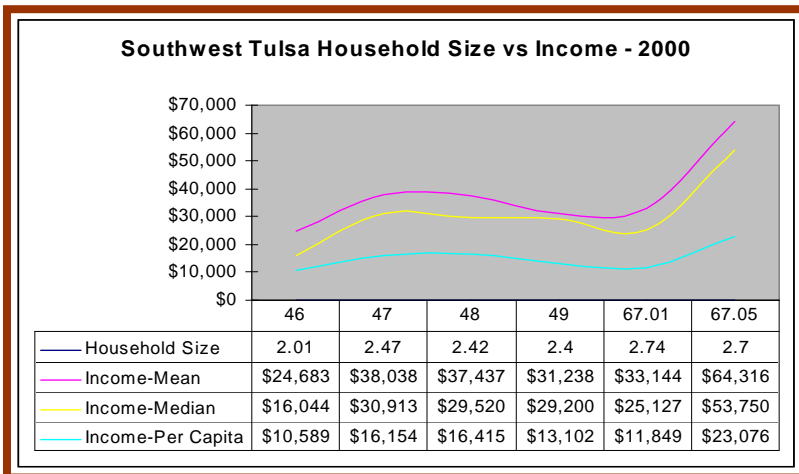


Median family income is highest in the southern and lowest in the northern-most tracts.



Correspondingly, households below the poverty level are most in the north and least in the south.

Household Size and Income - Average Retail Sales per Household



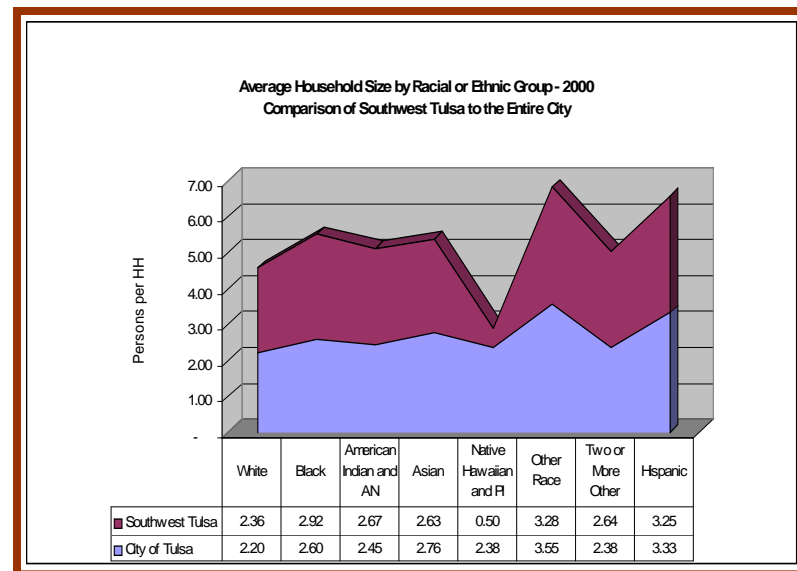
Household size correlates with income: the more money one has, the larger it is.





On average, retail sales per household are less in Southwest Tulsa than either the City or the County.

Racial and Ethnic Group Average Household Size for Southwest Tulsa compared to the entire City.



Income Measures for Southwest Tulsa compared to the City

	City of Tulsa	% Southwest Tulsa Area / City of Tulsa	Southwest Tulsa Area
Total Families	99,094	5.2%	5,153
Average Family Size	2.98	101.3%	3.02
Per Capita Income	\$ 21,534	70.6%	\$ 15,198
Average Family Income	\$ 62,135	72.7%	\$ 45,176
Median Family Income	\$ 44,518	80.0%	\$ 35,634
Median Non-Family Income	\$ 23,790	75.3%	\$ 17,903

Along with the Population by Age Group linear chart shown earlier, this table is the most provocative in the report. There are two kinds of comparisons to make:

- 1) Southwest Tulsa workers have jobs with incomes that are more than 20% less than other City residents.
- 2) Non-family income is roughly half of Family income.



Most families with a single parent are in households headed by women. Women still suffer from the income gaps between men and women in the job market, forcing them to survive with less income than their male counterparts. This exacerbates the need for affordable housing in order to avoid an increase in homeless families.

	City of Tulsa	% Southwest Tulsa Area / City of Tulsa	Southwest Tulsa Area
Families (dollars) Married-couple families (dollars)	\$ 54,773	78.3%	\$ 42,861
Families (dollars) Female householder, no husband present (dollars)	\$ 21,123	96.8%	\$ 20,442
Nonfamily households (dollars) Male householder (dollars)	\$ 26,554	82.9%	\$ 22,007
Nonfamily households (dollars) Female householder (dollars)	\$ 21,425	81.5%	\$ 17,470



Purchasing Power Profile

State: **Oklahoma** County: **Tulsa County**
 Tracts: **0046 0047 0048 0049 006701 006705**
 Land Area in Sq Mi: **17.20**

Consumer Expenditure Category	Est. Annual Expenditures	Expenditures per Square Mile
Food at Home	\$28,202,005	\$1,639,798
Food away from home	\$9,186,459	\$534,144
Apparel and related services	\$8,967,378	\$521,406
Television equipment, tapes disks	\$3,991,929	\$232,110
Audio equipment, CDs, tapes	\$1,005,406	\$58,459
Household textiles	\$566,999	\$32,968
Furniture	\$2,559,970	\$148,849
Floor coverings	\$251,278	\$14,610
Major appliances	\$1,257,577	\$73,121
Small appliances and housewares	\$387,856	\$22,552
Computer hardware and software	\$1,095,911	\$63,721
Miscellaneous household equipment	\$1,865,571	\$108,473
Non-prescription drugs and supplies	\$2,068,963	\$120,299
Housekeeping supplies	\$3,673,339	\$213,585
Personal products	\$2,194,655	\$127,608
Home repair commodities	\$681,563	\$39,629
Total for 16 categories	\$67,956,859	\$3,951,334

Source: University of Wisconsin-Milwaukee Employment and Training Institute, 2004. The analysis is based on 2002 Bureau of Labor Statistics Consumer Expenditure Surveys and 2000 U.S. Census data.



Retail Sales Leakage/Surplus
MSA: TULSA, OK MSA
State: Oklahoma
County: Tulsa County
Tracts: 0046 0047 0048 0049 006701 006705

Estimated Purchasing Power for 15 Categories of Spending

To determine the extent to which existing retail businesses are capturing retail spending of local residents, consumer expenditures are estimated for 15 categories of consumer spending. All of the expenditure categories in the ETI Purchasing Power Profiles except for food-away-from-home (which is not in the NAICS retail sector) are included in the estimates for the census tracts named above.

Estimated resident purchasing power for 15 categories: \$58,770,400

Estimated Retail Sales Leakage

Some neighborhoods are underserved by retail establishments or communities where residents purchase many of their goods outside the neighborhoods. In census tracts where the estimated sales for 15 major consumer areas fall below the estimated purchasing power of residents, neighborhoods are said to have a retail sales leakage. The census tracts named above show the following estimated retail sales **leakage**.

Estimated retail sales leakage: None

Estimated Retail Sales Surplus

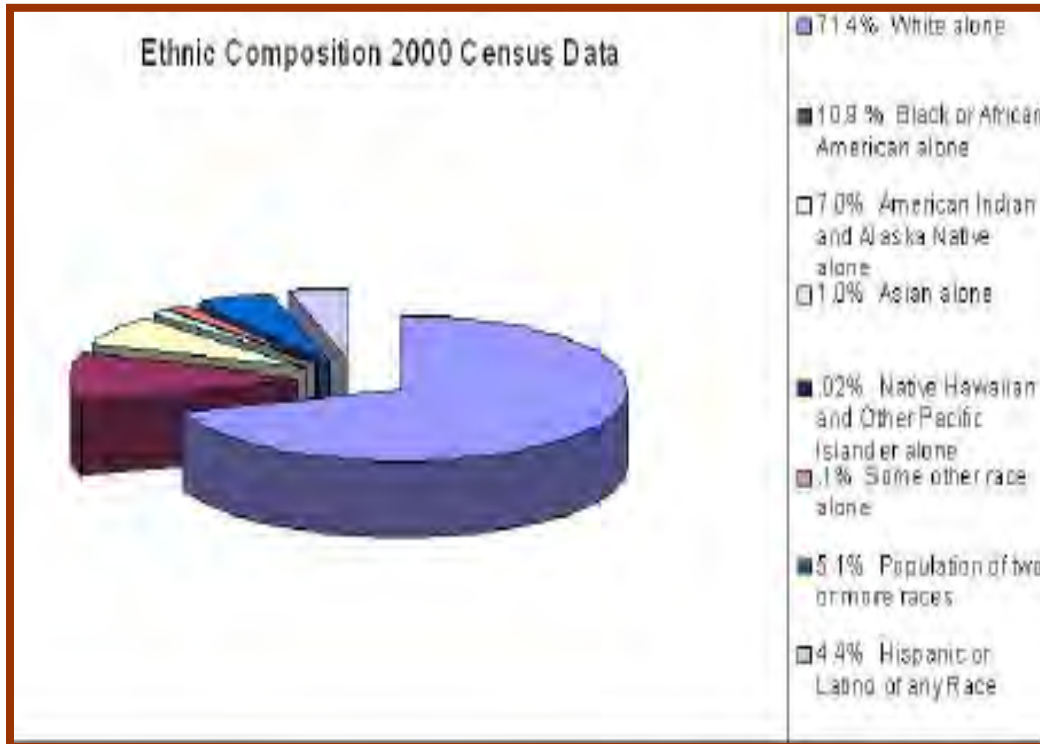
Some neighborhoods show greater sales than estimated resident spending for the 15 categories of consumer items. These neighborhoods may have retail establishments attracting customers from outside the neighborhood (i.e., shoppers attracted to particular retail businesses, in-coming commuters, college students living in dorms, etc.) The census tracts named above show the following estimated retail sales **surplus**.

Estimated retail sales surplus: \$3,573,051

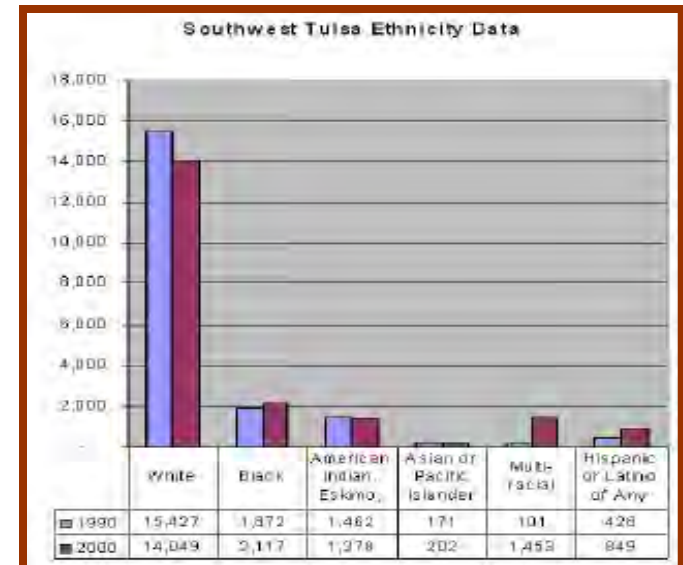
Source: University of Wisconsin-Milwaukee Employment and Training Institute, 2005. The analysis is based on 2000 Census data, the 2002 Bureau of Labor Statistics Consumer Expenditure Survey; and the U.S. Census 2000 Place-of-Work Census Transportation Planning Package (CTPP) tabulations released in 2005.



Racial and Ethnic Composition



The area is mostly white which decreased from 1990 to 2000, as did the Native American segment. The greatest increases were from Multi-racial (2 or more) and Hispanic groups.



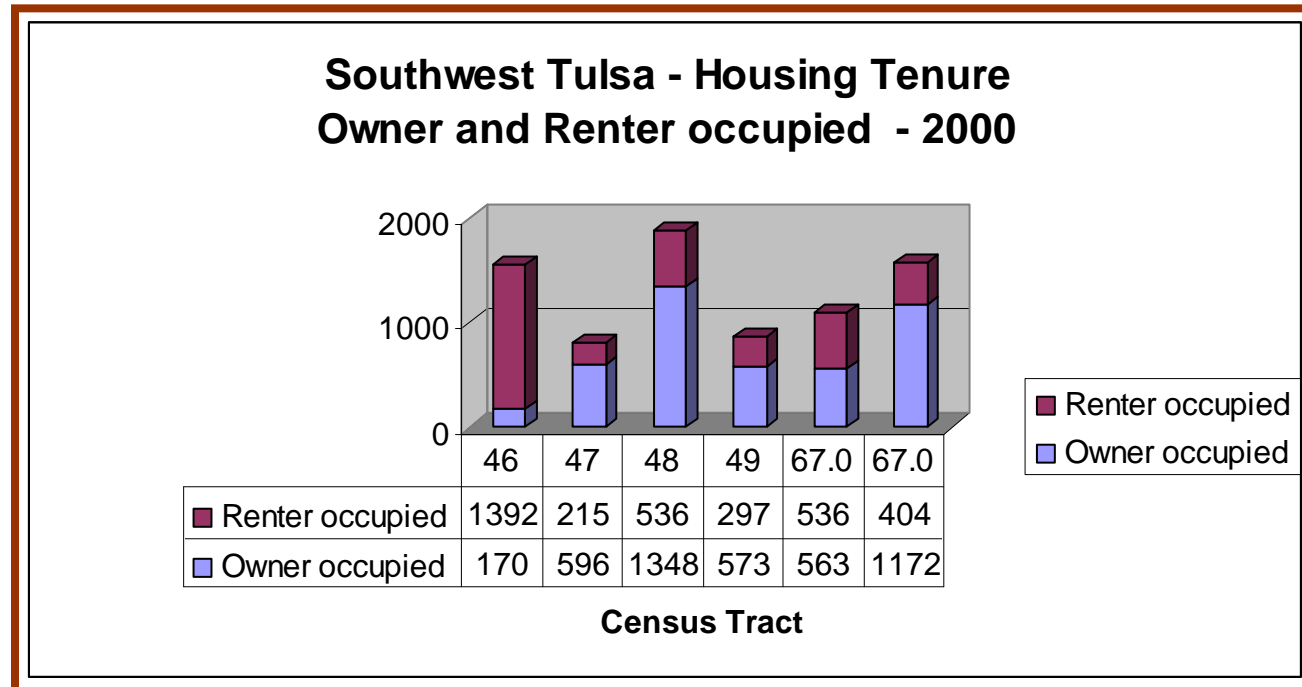
Distribution of Residents by Rent

Category	City of Tulsa	% Southwest Tulsa Area / City of Tulsa	Southwest Tulsa Area
Median Family Income	\$ 44,518	80.0%	\$ 35,634
Median Non-Family Income	\$ 23,790	75.3%	\$ 17,903
	Population Count		
2 bedrooms:	25,270	4.67%	1,181
With cash rent:	24,152	4.47%	1,079
Less than \$200	1,047	13.94%	146
\$200 to \$299	634	5.84%	37
\$300 to \$499	6,271	4.72%	296
\$500 to \$749	13,053	4.01%	523
\$750 to \$999	2,496	3.08%	77
\$1,000 or more	651	0.00%	-
No cash rent	1,118	9.12%	102

One way to determine if lack of affordable housing exists is to analyze further age group by income, and compare this with the tenant distribution for different rent amounts.



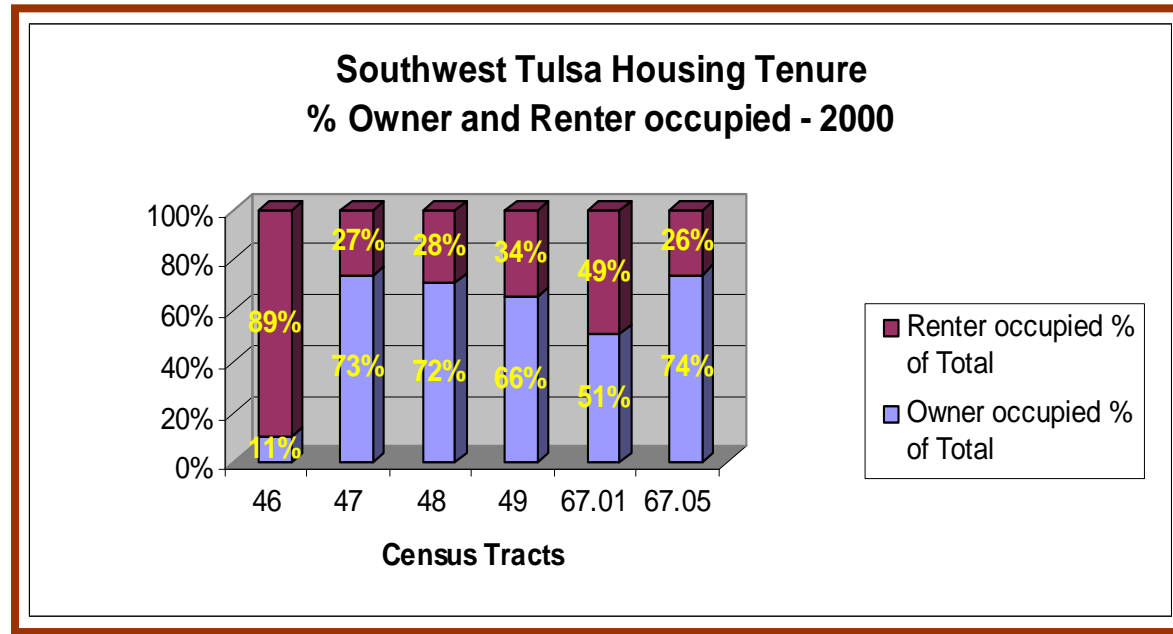
Occupied Housing Units by Housing Tenure



In 2000 total occupied housing units by census tract were 46 (1,562), 47 (811), 48 (1,884), 49 (870), 67.01 (1,099), 67.05 (1,576), or all tracts total was 7,802.



Owner vs. Tenant Frequency

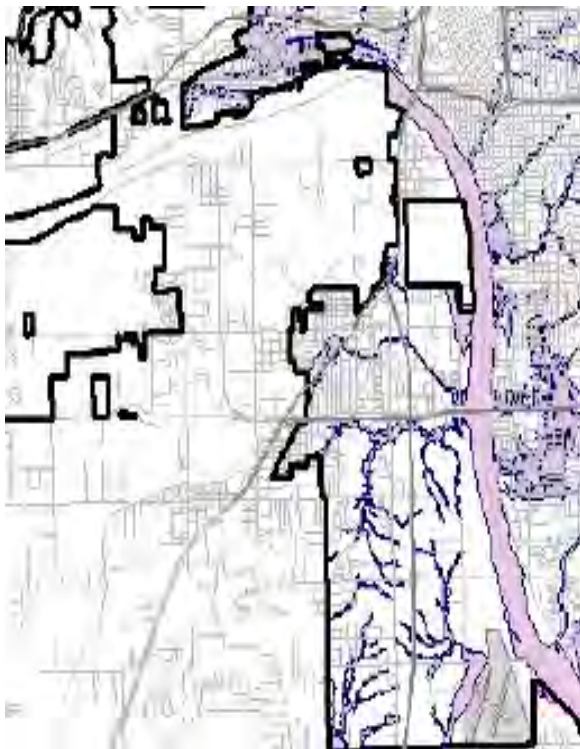


Homeownership is above 70% in census tracts 47, 48 and 67.05, with tenants considerably represented in census tracts 46 and 67.01 Depending on how the needs of the leaving and aging population are prioritized, future housing development could favor either or both rent or buy members of the community.

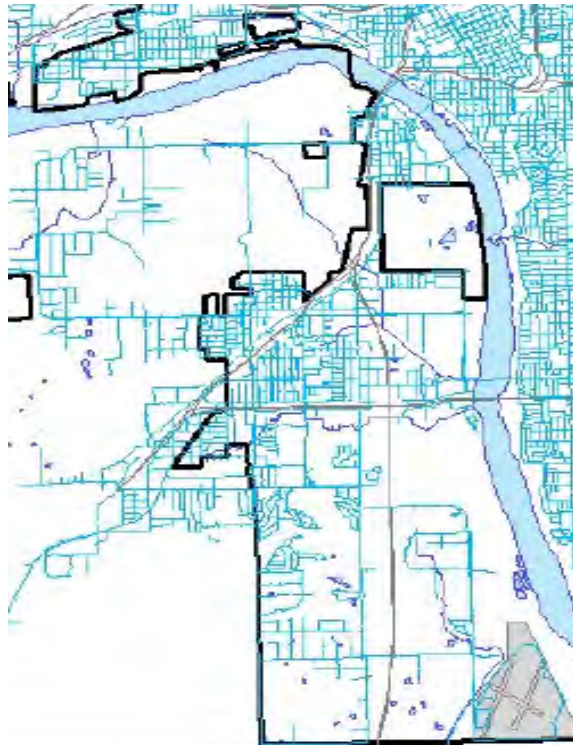


Public Works Reference Maps

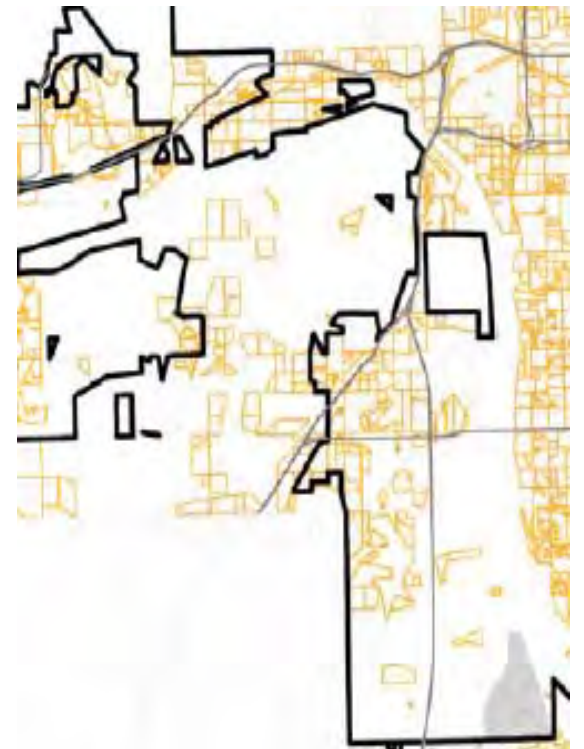
Storm Drainage



Water



Sewer



Vacant Land



The vacant land is to the south and abutting Union Avenue. The land shown from Remington school to 61st is currently being developed by the Riverfield Country Day School. Some of the vacant land has severe slopes and flood plain areas or is located close to the Interstate 75 Highway (the Bee Line). The areas to the south are starting to show a slow growth pattern, especially in the vicinity of amenities like the golf course, (Page Belcher).

Conclusions

What are the reasons for the following observations, and the implications for school funding, existing and future mixed use development and housing choices?

POPULATION: The general trend is for people to move out of the city in favor of the surrounding communities where growth has occurred. In the study area the population has remained essentially unchanged. Its age groups 15-21 and 55 to 62 decrease in numbers. In the city overall the percentage of the population 65+ is growing. In the study area there is a movement of population from Census tracts 46, 47 & 48 to 49, 67.01 & 67.05

SCHOOL AGE POPULATION: Generational city school enrollment trends indicate an overall decline, and racial ethnicity redistribution away from white to other. In the study area the redistribution impacts white and Native American negatively with Afro-American, Asian, Multi-racial and Hispanic groups increasing in number.

INCOME: Study area residents and families have incomes that are anywhere from 20% to 30% less than the corresponding city aggregates. However, from a retail sales standpoint, the area generated a surplus. Most households with incomes below the poverty level reside in census tract 46.

HOUSING TENURE: in the study area the ratio of rent vs. owner-occupied residents overwhelmingly favor home ownership except in census tract 46 where renters dominate.

VACANT LAND: About 1% of the study area is identified as vacant based on County zoning parcel data.



APPENDIX A

FEDERAL AND STATE AFFORDABLE HOUSING PROGRAMS

SOUTHWEST TULSA NEIGHBORHOOD REVITALIZATION PLANNING Catalog of Funding Programs by Structure Type or Occupancy FEDERAL PROGRAMS

1. Single-family Housing Programs

New Construction

FMF Grants

FHLBank Affordable Housing Program

FHLBank Community Development Program

FHLBank Community Housing Program

HAC Intermediary Relending Program Loan Fund

HAC Rural Development Loan Fund

HAC Rural Housing Loan Fund

HAC Self-help Homeownership Opportunity Program

IRS Low-income Housing Tax Credit Program

IRS Mortgage Revenue Bond Program

MH Mercy Loan Fund

USDA Section 502 Direct Rural Housing Loans

USDA Section 502 Guaranteed Rural Housing Loans

USDA Section 502 Mutual Self-help Loan Program

USDA Section 523 Rural Housing Site Loans for Self-help Housing USDA Section

524 Rural Housing Site Loans for LMI Housing

HUD/FHA Section 203(b) Mortgage Insurance for One- to Four- family Homes

HUD/FHA Section 203(h) Mortgage Insurance for Disaster Victims

HUD/FHA Section 207(n) Mortgage Insurance for Manufactured Home Parks



HUD Brownfields Economic Development Initiative
HUD Home Investment Partnership Program (HOME)
HUD Indian Home Loan Guarantee Program (Section 184)
HUD Indian Housing Block Grant
HUD Title VI Tribal Housing Activities Loan Guarantee Program

HUD Self-help Homeownership Opportunity Program
HUD Youthbuild
DOT Bank Enterprise Award Program
Rehabilitation
FHLBank Affordable Housing Program
FHLBank Community Housing Program
HAC Intermediary Relending Program Loan Fund
HAC Rural Development Loan Fund
HAC Rural Housing Loan Fund
USDA Section 502 Rural Housing Repair and Rehabilitation Loans
USDA Section 504 Housing Repair and Rehabilitation Grants
USDA Section 533 Housing Preservation Grant
HUD/FHA Home Equity Conversion Mortgage
HUD/FHA Section 203(k) Rehabilitation Mortgage Insurance
HUD/FHA Title I Property Improvement Loan Insurance
HUD Brownfields Economic Development Initiative
HUD Community Development Block Grants, Small Cities
HUD Energy Efficient Mortgages Program
HUD Home Investment Partnership Program (HOME)
HUD Indian Community Development Block Grant Program
HUD Indian Housing Loan Guarantee Program (Section 184)
HUD Indian Housing Block Grant
HUD Title VI Tribal Housing Activities Loan Guarantee Program
HUD Section 8 Tenant-based Vouchers
HUD Section 8 Vouchers for Persons with Disabilities



HUD Youthbuild
DOE Weatherization Assistance Program
DOT Bank Enterprise Award Program

2. Multifamily Rental Housing

New Construction
FMF Grants
FHLBank Affordable Housing Program
FHLBank Community Housing Program
FHLBank Community Housing Plus Program
HAC Intermediary Relending Program Loan Fund
HAC Rural Development Loan Fund
HAC Rural Housing Loan Fund
IRS Low-income Housing Tax Credit Program
IRS Mortgage Revenue Bond Program
MH Mercy Loan Fund
USDA Section 514 Farm Labor Loans
USDA Section 515 Rural Rental Housing Loans
USDA Section 516 Farm Labor Housing Grants
USDA Section 521 Rural Rental Assistance
USDA Section 538 Rural Rental Housing Guaranteed Loan
HUD/FHA Section 221(d)(3) and (4) Mortgage Insurance for Rental/
Cooperative Housing
HUD/FHA Section 234(d) Mortgage Insurance for the Construction or Substantial Rehabilitation of Condominium Project
HUD Brownfields Economic Development Initiative
HUD Home Investment Partnership Program (HOME)
HUD HOPE VI
HUD Housing Opportunities for Persons with Aids (HOPWA)
HUD Multifamily Housing Service Coordinator
HUD Neighborhood Networks
HUD Indian Housing Block Grant



HUD Title VI Tribal Housing Activities Loan Guarantee Program
HUD Section 8 Project-based Vouchers
HUD Section 202 Supportive Housing for the Elderly Program
HUD Section 811 Supportive Housing for Persons with Disabilities
VA Homeless Providers Grant and Per Diem Program
Rehabilitation
FHLBank Affordable Housing Program
FHLBank Community Housing Program
FHLBank Community Housing Plus Program
HPS Historic Preservation Tax Credit
HAC Intermediary Relending Program Loan Fund
HAC Rural Development Loan Fund
HAC Rural Housing Loan Fund
IRS Low-income Housing Tax Credit Program
IRS Mortgage Revenue Bond Program
IRS Non-historic Tax Credits
MH Mercy Loan Fund
USDA Section 515 Rural Rental Housing Loans
USDA Section 533 Housing Preservation Grant
USDA Section 538 Rural Rental Housing Guaranteed Loan
HUD/FHA Section 221(d)(3) and (4) Mortgage Insurance for Rental/
Cooperative Housing
HUD/FHA Section 223(f) Mortgage Insurance for Purchase or
Refinance of Existing Multifamily Rental Housing
HUD/FHA Section 234(d) Mortgage Insurance for the Construction or
Substantial Rehabilitation of Condominium Project
HUD/FHA Section 241(a) Supplemental Loans for Multifamily Projects
HUD Assisted Living Conversion Program
HUD Brownfield's Economic Development Initiative
HUD Community Development Block Grants, Small Cities
HUD Comprehensive Improvement Assistance Program



HUD Home Investment Partnership Program (HOME)
HUD HOPE VI
HUD Housing Opportunities for Persons with Aids (HOPWA)
HUD Indian Community Development Block Grant Program
HUD Multifamily Housing Service Coordinators
HUD Neighborhood Networks
HUD Indian Housing Block Grant
HUD Title VI Tribal Housing Activities Loan Guarantee Program
HUD Section 8 Project-based Vouchers
HUD Loan Guarantee Program for Homeless Veterans Multifamily Housing
DOE Weatherization Assistance Program

3. Homeownership Programs

FMF Grants
FHLBank Affordable Housing Program
FHLBank Community Housing Program
FHLBank Mortgage Partnership Finance Program
FHLBank Rural First-time Homebuyer Program
FHLBank Targeted Ownership Program
HAC Self-help Homeownership Opportunity Program
IRS Mortgage Revenue Bond Program
USDA Section 502 Direct Rural Housing Loans
USDA Section 502 Guaranteed Rural Housing Loans
USDA Section 502 Mutual Self-help Loan Program
HUD/FHA Section 203(b) Mortgage Insurance for One- to Four- family Homes
HUD/FHA Section 203(n) Single-family Cooperative Mortgage Insurance
HUD/FHA Section 234(c) Mortgage Insurance for Condominium Units
HUD/FHA Graduated Payment Mortgage Insurance
HUD/FHA Section 251 Insurance for Adjustable Rate Mortgages
HUD/FHA Title I Manufactured Home and Lot Combination Loan Insurance
HUD Community Development Block Grants, Small Cities



HUD Dollar Homes to Local Governments
HUD Energy Efficient Mortgages Program
HUD Home Investment Partnership Program (HOME)
HUD Housing Counseling Assistance Program
HUD Officer Next Door
HUD Indian Home Loan Guarantee Program (Section 184)
HUD Indian Housing Block Grant
HUD Title VI Tribal Housing Activities Loan Guarantee Program
HUD Section 8 Homeownership Vouchers
HUD Self-help Homeownership Opportunity Program
HUD Teacher Next Door
DOT Bank Enterprise Award Program
DOT Financial Assistance
VA Guaranteed Home Loan Program

4. Elderly and Disabled Housing Programs

FHLBank Affordable Housing Program
FHLBank Community Development Program
FHLBank Community Housing Program
FHLBank Community Housing Plus Program
FHLBank Targeted Ownership Program
HAC Intermediary Relending Program Loan Fund
HAC Rural Development Loan Fund
HAC Rural Housing Loan Fund
IRS Low-income Housing Tax Credit Program
IRS Mortgage Revenue Bond Program
MH Mercy Loan Fund
USDA Section 504 Housing Repair and Rehabilitation Grants
USDA Section 515 Rural Rental Housing Loans
USDA Section 521 Rural Rental Assistance
HUD/FHA Home Equity Conversion Mortgage



HUD/FHA Section 221(d)(3) and (4) Mortgage Insurance for SRO Projects
HUD/FHA Section 223(f) Mortgage Insurance for Purchase or Refinancing of Existing Multifamily Rental Housing
HUD/FHA Section 232/223(f) Mortgage Insurance for Nursing Homes and Assisted Living Facilities
HUD Assisted Living Conversion Program
HUD Congregate Housing Services Program
HUD Home Investment Partnership Program (HOME)
HUD Indian Housing Block Grant
HUD Title VI Tribal Housing Activities Loan Guarantee Program
HUD Section 8 Vouchers for Persons with Disabilities
HUD Section 202 Supportive Housing for the Elderly Program
HUD Section 811 Supportive Housing for Persons with Disabilities
HUD Single Room Occupancy Program

5. Homeless Programs

FHLBank Affordable Housing Program
FHLBank Community Housing Program
FHLBank Community Housing Plus Program
HUD/FHA Section 221(d)(3) and (4) Mortgage Insurance for SRO Projects
HUD Emergency Shelter Grant
HUD Shelter Plus Care
HUD Single Room Occupancy Program
HUD Supportive Housing Program
VA Homeless Providers Grant and Per Diem Program
VA Loan Guarantee Program for Homeless Veterans Multifamily Housing
VA Acquired Property Sales for Homeless Providers
VA Excess Property for Homeless Veterans Initiative



6. Disaster Relief

FEMA Individual Assistance Programs
FEMA Public Assistance Programs
HUD/FHA Section 203(h) Mortgage Insurance for Disaster Victims
HUD CDBG Disaster Recovery Grants

7. Infrastructure

FHLBank Affordable Housing Program
FHLBank Community Development Program
IRS Low-income Housing Tax Credit Program
USDA Section 523 Rural Housing Site Loans for Self-help Housing
USDA Section 524 Rural Housing Site Loans for LMI Housing
USDA Community Facilities Direct Loan Program
USDA Community Facilities Guaranteed Loan Program
USDA Community Facilities Grant Program
USDA Water and Waste Disposal Programs
HUD Brownfields Economic Development Initiative
HUD Community Development Block Grants, Small Cities
HUD Home Investment Partnership Program (HOME)
HUD Indian Community Development Block Grant Program

8. Planning

FHA Bank Rural Technical Assistance Program
DOT Native American CDFI Development
DOT Technical Assistance

9. Other

HUD Resident Opportunity and Self-Sufficiency Program
HUD Section 8 Conversion Vouchers
HUD Section 8 Family Unification Vouchers
DOT New Markets Tax Credit Program



OKLAHOMA PROGRAMS

1. Single Family

New Construction

OHFA Home Investment Partnership Program (HOME)

OHFA Housing Trust Fund

Oklahoma Local Development Act

Oklahoma Rural and Affordable Housing Linked Deposit Program

Oklahoma Rural Housing Incentive District

Rehabilitation

ODOC Community Development Block Grant – Community Revitalization

ODOC Community Development Block Grant – Small Cities Program

ODOC Rural Economic Action Plan

ODOC Weatherization Assistance Program

OHFA Home Investment Partnership Program (HOME)

OHFA Housing Trust Fund

Oklahoma Local Development Act

Oklahoma Rural and Affordable Housing Linked Deposit Program

Oklahoma Rural Housing Incentive District

2. Multifamily Rental

New Construction

OHFA Home Investment Partnership Program (HOME)

OHFA Housing Trust Fund

OHFA Low Income Housing Tax Credits

Oklahoma Local Development Act

Oklahoma Rural and Affordable Housing Linked Deposit Program

Oklahoma Rural Housing Incentive District

Rehabilitation

OHFA Home Investment Partnerships Program (HOME)



OHFA Housing Trust Fund
OHFA Low Income Housing Tax Credits
Oklahoma Local Development Act
Oklahoma Rural and Affordable Housing Linked Deposit Program
Oklahoma Rural Housing Incentive District

3. Homeownership

OHFA Advantage
OHFA Home Investment Partnerships Program (HOME)
OTC Credit or Refund for Property Tax
REI Mortgage Credit Certificate Program
REI Taxable Single Family Mortgage Revenue Bond Program

4. Elderly and Disabled

ODOC Community Services Block Grant
OG&E Lend-A-Hand Program
OHFA Home Investment Partnership Program
OHFA Housing Trust Fund
OHFA Low Income Housing Tax Credits
OHFA Rental Assistance
Oklahoma Local Development Act
Oklahoma Rural and Affordable Housing Linked Deposit Program
Oklahoma Rural Housing Incentive District
OTC Credit or Refund of Property Tax

5. Homeless Programs

ODOC Community Services Block Grant
ODOC Emergency Shelter Grant Program
ODOC Homeless Assistance Program
OG&E Lend-A-Hand Program
OHFA Home Investment Partnership Program (HOME)



OHFA Homeless Program – Transitional Housing Pilot Program
OHFA Housing Trust Fund
OHFA Rental Assistance
Oklahoma Rural and Affordable Housing Linked Deposit Program

6. Infrastructure

ODOC Community Development Block Grant – Community Revitalization
ODOC Community Development Block Grant – Small Cities Program
ODOC Community Development Block Grant – Water/Wastewater Phase I
ODOC Community Development Block Grant – Water/Wastewater Phase II
OHFA Home Investment Partnership Program (HOME)
OHFA Housing Trust Fund
OHFA Low Income Housing Tax Credits
Oklahoma Rural and Affordable Housing Linked Deposit Program
Oklahoma Rural Housing Incentive District
OWRB Clean Water State Revolving Fund
OWRB Drinking Water State Revolving Fund
OWRB Bond Loan Program
OWRB Emergency Grant Program
OWRB Rural Economic Action Plan Grant Program

7. Planning

ODOC Century Communities Program

SOURCE: Oklahoma Housing Finance Agency Affordable Housing Handbook



APPENDIX B
SELECTED DEMOGRAPHIC DATA
SOUTHWEST TULSA NEIGHBORHOOD REVITALIZATION PLANNING

Tulsa Planning Department



DEMOGRAPHIC and ECONOMIC ANALYSIS

People	1990	2000	% Change
Total Population	19,033	19,196	0.9
% African American	12.0	11.0	(8.3)
% Non-Hispanic Caucasian	77.2	74.7	(3.2)
% Under 15	27.2	25.1	(7.7)
% Over 66	10.0	9.8	(2.0)
Educational Achievement			
% High School Diploma (only)	17.1	21.3	24.6
% College Degree (only)	6.7	7.5	11.9
Households			
Total Households	5,271	7,406	40.5
Average HH Size	2.6	2.3	(11.5)
% Female Headed HH	ND	39.9	ND
Employment			
Total in Workforce	5,797	8,379	44.5
% Unemployed	9.6	5.7	(40.6)
% Manufacturing	17.6	7.9	(55.1)
% Service	11.8	14.4	22.0
Income			
Median Family Income (\$)	25,941	30,509	17.6
Median HH Income (\$)	22,226	25,058	12.7
Housing Stock			
Total Units	5,773	8,006	38.7
Median Age Built	ND	1955	ND
% Owner Occupied	50.9	56.7	11.4
% Rental	49.1	43.3	(11.8)
Total Vacant (TV)	502	630	25.5

Population, Race, Educational Attainment, Household, Employment, Income, Housing

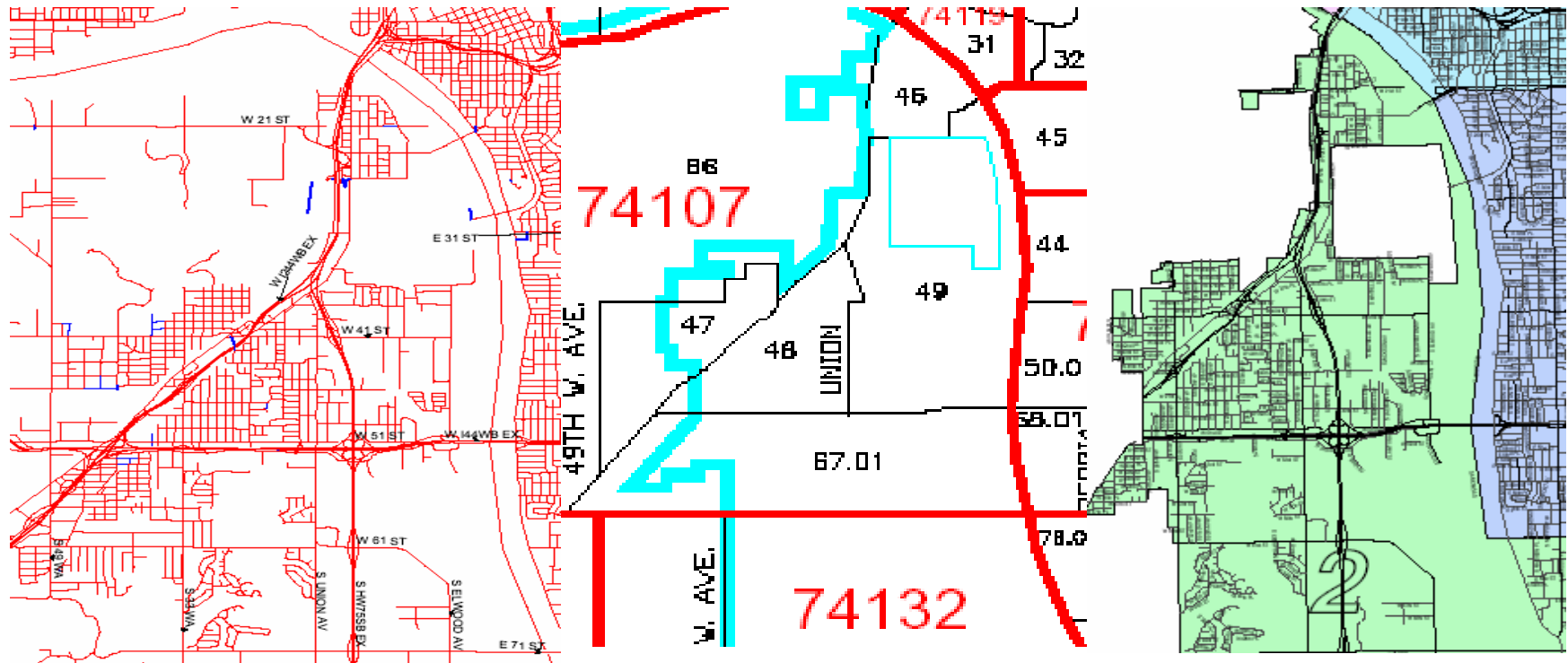
A reported 8,359 people are employed, of which 5,780 are in full-time positions.

Worker average annual earnings are \$33,975.

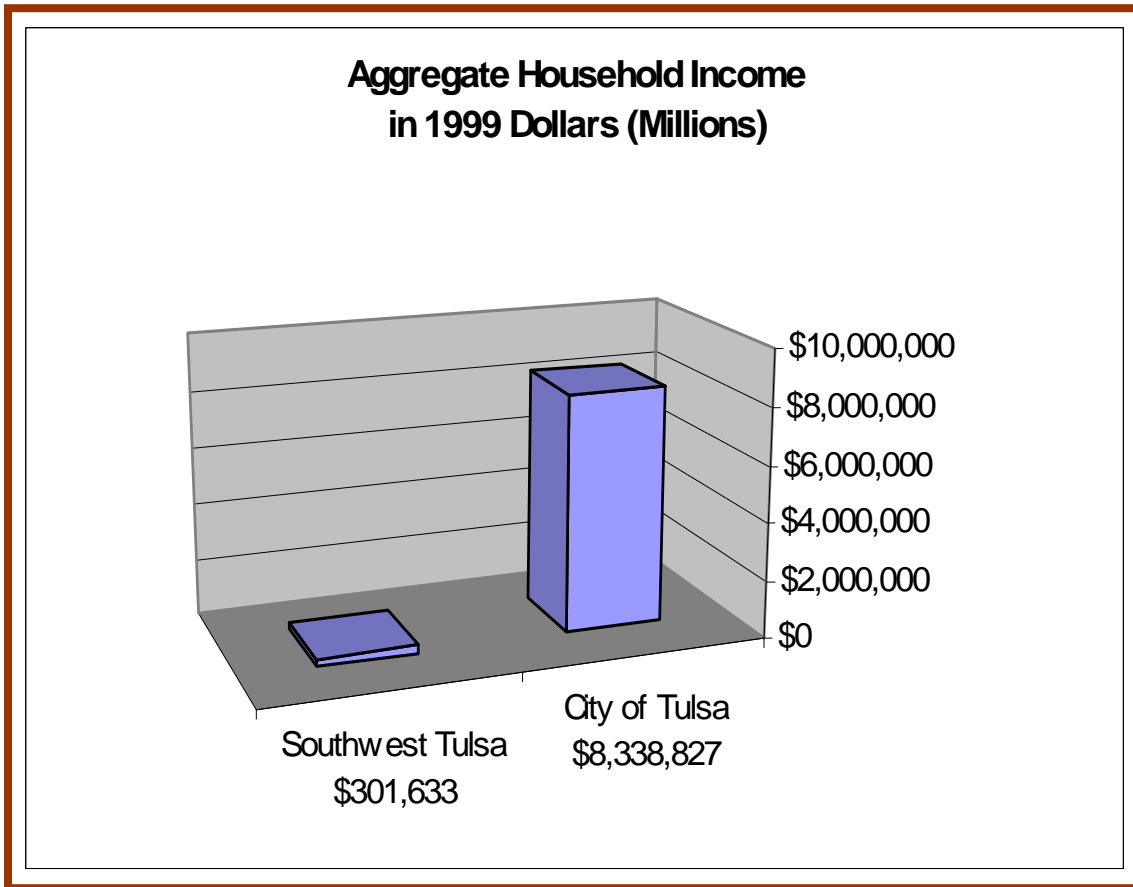
Source: 1990 and 2000 US Census data: (Files SF-1, SF-3; Tables P1,P3,P4,P12,P18, P37,P52,P43, P50, P53, P77,H1,H6,H7)



MAPS - Street Names, City Limits, Zip Codes, 2000 U.S. Census Tracts, City Council District



DEMOGRAPHICS - Population, Square Mileage, Household, Income



A reported 19,196 people lived in the approximately 17.2 square mile area. Number of households are 7,800 with an average annual income of \$38,671.

Aggregate household income is \$301.6 millions.

Average annual earnings for full-time, year-round workers living in the area is \$33,975.

Source: 2000 US Census data



DEMOGRAPHICS – Household Income Analysis

U.S. Census Tract	46	47	48	49	67.01	67.05	Total
Households	1,564	807	1,923	844	1,088	1,574	7,800
Households Below Poverty Level	636	78	209	179	253	105	1,460
Households with Income Above \$50,000	168	222	506	152	234	844	2,126

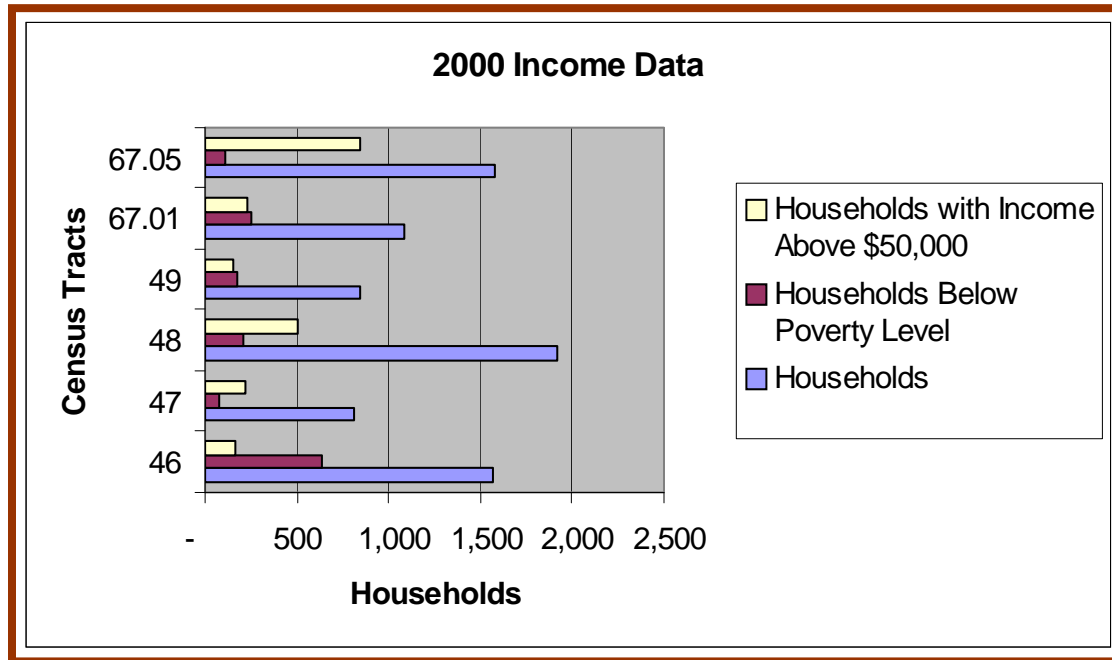
Of the 7,800 households located in the six census tract area, 2,126 have incomes of \$50,000 or more, and 1,460 fell below the poverty level. Source: 2000 US Census data



DEMOGRAPHICS – Retail Sales and Sales Tax Impact

Source: 2000 US Census data, University of Wisconsin-Milwaukee Employment and Training Institute, 2004.
 The analysis is based on 2002 Bureau of Labor Statistics Consumer Expenditure.
 2000 household retail sales estimate for the area is \$19,066.

Generated retail sales estimate is \$148,714,800, of which \$67.9 million is from 16 consumer expenditure categories. City of Tulsa estimated sales tax revenues @ 3% is \$ 4,461,444 .



DEMOGRAPHICS – 1990 and 2000 Population Comparison by Census Tract

Census Tracts	Population		Change 1990 to 2000	
	1990 Population	2000 Population	#	%
67.05	3,916	4,266	350	8.9
67.01	2,972	3,137	165	5.6
49	1,992	2,091	99	5.0
48	4,594	4,551	(43)	(0.9)
47	2,131	2,004	(127)	(6.0)
46	3,428	3,147	(281)	(8.2)
Total	19,033	19,196	163	0.9

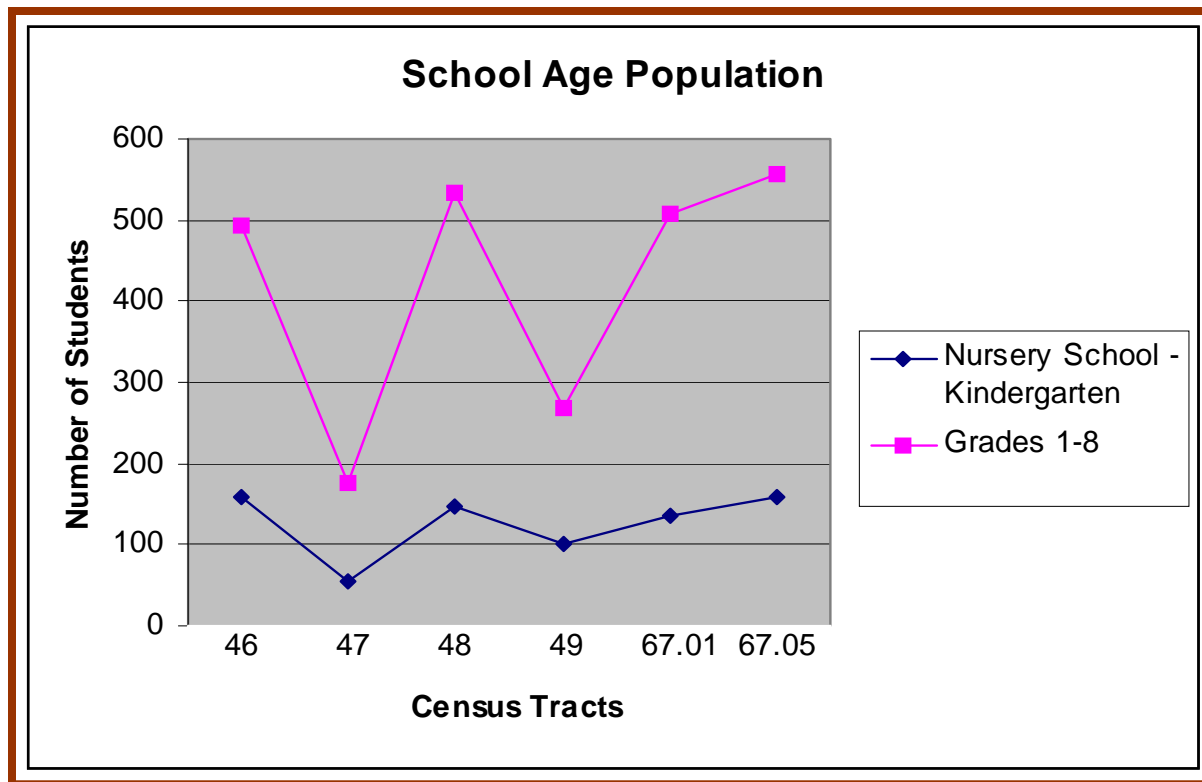
Source: 2000 US Census data



DEMOGRAPHICS – School Age Population Comparison from Nursery School to 8th Grade

The school age population for nursery school through kindergarten is 756 children.

Grades 1-8 have 2,534 students.



DEMOGRAPHICS – Study Area, City & County Income Comparison

U.S. Census Category	Southwest Tulsa Total	Southwest Tulsa as a % of City of Tulsa	City of Tulsa	Southwest Tulsa as a % of Tulsa County	Tulsa County
Population	19,196	4.9%	393,049	3.4%	563,298
No. of Households	7,800	4.7%	165,842	3.4%	226,892
Persons in group quarters	136	1.3%	10,433	1.1%	12,088
Average # Persons Per Household	2.46	106.5%	2.31	101.2%	2.43
Median household income in 1999 Dollars	\$29,330	83.1%	\$35,316	76.8%	\$38,213
Average household income in 1999 Dollars	\$37,629	74.8%	\$50,282	72.7%	\$51,753
Aggregate household income in 1999 Dollars (thousands)	\$301,633	3.6%	\$8,338,827	2.6%	\$11,747,960
Median Earnings of Full-time, Year-Round Workers in 1999 Dollars	19,474	66.5%	\$29,278	63.9%	\$30,466
Average Earnings of Full-Time, Year-Round Workers in 1999 Dollars	20,401	78.8%	\$25,877	77.6%	\$26,293
# of 16 Years and Over Worked in 1999	8,878	4.1%	218,971	2.8%	313,298
Full-time Workers (50-52 Weeks at 35 Hours+ Per Week	5,780	4.5%	129,497	3.1%	189,485

Source: 2000 US Census data



DEMOGRAPHICS – Estimated Retail Sales

U.S. Census Category	Southwest Tulsa Total	City of Tulsa	Tulsa County
Population	19,196	393,049	563,298
No. of Households	7,800	165,842	226,892
Average # Persons Per Household	2.46	2.31	2.43
Average Household Income in 1999 Dollars	\$37,629	\$50,282	\$51,753
Average Retail Sales Per Household (See Note 1)	\$21,117	\$28,218	\$29,043
Aggregate Retail Sales (thousands) (See Note 2)	\$164,755	\$4,676,936	\$6,589,624

Source: Tables 3&4: 2000 US Census Summary Files 1 &3.

#1 Derived from U.S. Census data; assumes percent of retail sales per household the same for Southwest Tulsa as for Tulsa County.

#2 Derived from multiplying the average total retail sales per household times the number of households



DEMOGRAPHICS – 1990 Ethnic Composition

The population diversity tables and charts show the composition of races and ethnicity for the neighborhood area during the ten-year period 1990 and 2000. It is impossible to make a true comparison of change however, since the standards of how the Federal government collected and presented the data on ethnicity were revised in 1997.

Some of the ethnic categories used in 1990 were revised to allow respondents to report as many ethnic categories as were necessary to identify themselves on the 2000 questionnaire.

U.S. Census Tracts	1990						Total Population
	White	Black	American Indian, Eskimo, or Aleut	Asian or Pacific Islander	Other race	Hispanic or Latino of Any Race	
46	2,154	838	298	115	23	141	3,428
47	1,962	3	147	9	10	50	2,131
48	4,074	45	427	14	34	63	4,594
49	1,688	106	182	2	14	45	1,992
67.01	2,013	726	218	6	9	65	2,972
67.05	3,536	154	190	25	11	64	3,916
TOTAL	15,427	1,872	1,462	171	101	428	19,033
Percent	81.1%	9.8%	7.7%	0.9%	0.5%	2.2%	100.0%
City of Tulsa	291,444	49,825	17,091	5,133	3,809	9,564	367,302
Percent	79.3%	13.6%	4.7%	1.4%	1.0%	2.6%	100.0%
Tulsa County	417,737	49,618	25,041	5,976	4,609	11,958	502,981
Percent	83.1%	9.9%	5.0%	1.2%	0.9%	2.4%	100.0%



DEMOGRAPHICS – 2000 Ethnic Composition and 2000 vs. 1990 Comparison

U.S. Census Tracts	2000									CHANGE 2000 vs 1990	
	White alone	Black or African American alone	American Indian and Alaska Native alone	Asian alone	Native Hawaiian and Other Pacific Islander alone	Some other race alone	Two or more races	Hispanic or Latino of Any Race	Total Population	Total Population	%
46	1,467	1,047	201	108	-	132	192	278	3,238	(190)	-5.5%
47	1,677	17	169	6	-	35	100	73	1,913	(218)	-10.2%
48	3,695	94	405	7	-	87	263	160	4,594	-	0.0%
49	1,597	121	206	3	2	33	131	65	2,048	56	2.8%
67.01	2,007	617	218	30	1	64	199	165	3,137	165	5.6%
67.05	3,606	221	179	42	3	22	195	108	4,266	350	8.9%
TOTAL	14,049	2,117	1,378	196	6	373	1,080	849	19,196	163	0.9%
Percent	73.2%	11.0%	7.2%	1.0%	0.04%	1.9%	5.6%	4.4%	100.0%	0.9%	NA
City of Tulsa	275,247	60,286	17,642	6,740	214	14,066	18,856	28,111	393,051	25,749	7.0%
Percent	70.0%	15.3%	4.5%	1.7%	0.1%	3.6%	4.8%	7.2%	100.0%	7.0%	NA
Tulsa County	422,240	61,006	28,738	8,601	238	16,012	26,464	33,616	563,299	60,318	12.0%
Percent	75.0%	10.8%	5.1%	1.5%	0.04%	2.8%	4.7%	6.0%	100.0%	12.0%	NA



ECONOMIC ANALYSIS – Summary

MEDIAN FAMILY AND NON-FAMILY INCOMES WITH RENT DISTRIBUTION

Description	Southwest Tulsa	% Southwest Tulsa / City of Tulsa	City of Tulsa
Median Family Income	\$ 35,634	80.0%	\$ 44,518
Median Non-Family Income	\$ 17,903	75.3%	\$ 23,790
2 bedrooms:	\$ 1,181	4.67%	25,270
With cash rent:	1,079	4.47%	24,152
Less than \$200	146	13.94%	1,047
\$200 to \$299	37	5.84%	634
\$300 to \$499	296	4.72%	6,271
\$500 to \$749	523	4.01%	13,053
\$750 to \$999	77	3.08%	2,496
\$1,000 or more	-	0.00%	651
No cash rent	102	9.12%	1,118



HOUSEHOLD SIZE BY RACE

Description	Southwest Tulsa	% Southwest Tulsa / City of Tulsa	City of Tulsa
Average Family Size	3.02	101.2%	2.98
Average Household Size	2.46	106.5%	2.31
Average HH Size by Race - White	2.36	107.4%	2.20
Average HH Size by Race - Black	2.92	112.1%	2.60
Average HH Size by Race - American Indian and AN	2.67	109.0%	2.45
Average HH Size by Race - Asian	2.63	95.2%	2.76
Average HH Size by Race - Native Hawaiian and PI	0.50	21.0%	2.38
Average HH Size by Race - Other Race	3.28	92.3%	3.55
Average HH Size by Race - Two or More Other Races	2.64	110.7%	2.38
Average HH Size by Race - Hispanic	3.25	97.5%	3.33



MEDIAN FAMILY INCOME by RACE

Description	Southwest Tulsa	% Southwest Tulsa / City of Tulsa	City of Tulsa
Median family income in 1999 - white	\$ 37,057	72.2%	\$ 51,304
Median family income in 1999 - black or African American	\$ 33,168	126.2%	\$ 26,288
Median family income in 1999 - American Indian or NA	\$ 31,335	86.1%	\$ 36,378
Median family income in 1999 - Asian only	\$ 43,452	94.6%	\$ 45,952
Median family income in 1999 - Some Other Race Alone	\$ 13,877	47.2%	\$ 29,375
Median family income in 1999 - Two or more Races	\$ 35,775	99.7%	\$ 35,872
Median family income in 1999 - Hispanic	\$ 18,374	64.3%	\$ 28,597



Conclusions

What are the reasons for the following observations, and the implications for household formation, school curricula, public safety, employment opportunities and incomes?

POPULATION: Population from 1990 to 2000 is essentially unchanged. The majority of people are Caucasian. The % of African Americans and Caucasians has decreased. The % of non-white Hispanics and multi-racial people has increased. The % of people under 15 has decreased

INCOME: Despite the fact that educational attainment and median family and household incomes have increased, median and household incomes, median and average earnings of full time year round workers, and per capita and average family incomes are at considerable discounts to city and county amounts.

Median Family Income by Race: African-American, Asian and two or more races are doing comparatively well. White, Native American, some other race and Hispanic groups are doing comparatively poorly compared to the City amounts.

One in five households was living below the poverty level. One in four households had incomes above \$50,000. Nonetheless, the average retail sales per household are about 25% less than the city or county.

HOUSING: The number of housing units has increased. The % of owners has increased and the % of renters has decreased. The number of vacant houses has increased.

EMPLOYMENT: The number of households has increased while the average HH size has decreased. More people have entered the workforce since 1990. The number of people working in manufacturing has decreased while the number of people working in the service sector has increased.

VACANT LAND: About 1% of the study area is identified as vacant based on County zoning parcel data.



ACKNOWLEDGEMENT

The participants in the Southwest Tulsa Neighborhood Plan – Phase One included residents, business owners, property owners, institutional representatives, political representatives and Tulsa City Staff. The Importance of the input of these participants, especially those representing the various civic groups, private sector, and the citizens- cannot be overstated. Their commitment of time, energy and resources, made this plan a true vision for the land west of the river.

Special thanks to Goodwill Industries for sponsoring the meetings of the group and providing refreshments.

The following is a list of those that participated.

Robert Shears
Gary Percefull
Linda Jordan
Richard Ryan
David Breed
Katy Davis
Linda Fitzgerald
Loyce DuBuc
Judy Ryan
Nancy Webster
David Oliver
Anna Brown
John Autry
Bill Copeland
Dick Bishop
Don Engle
Judy Fessenden
Phil Garland
John Gray
Darla Hall
Richard Hammer

Rod Harris
Cindi Hemm
Jessica Klassen
Daryl McGee
Carolyn Moore
Kaye Price
Pam Roland
Rev. Tom Shaw
Laura Undernehr
Mike Whorton
Rick Westcott
Peggy Peters
Joe Coleman
Jeannie Cue
Willard Jones
Robert LaBass
Steve Kissinger
Shirley Barnett
Russell Burkhart
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City of Tulsa
David Simmons
Planner III- Project Manager

Kenny Rowley, Urban Design
Tom Dapice, Planner I
Monty McElroy, Planner I



Southwest Tulsa - Phase II

Small Area Plan - District

W 21st ST

S 33rd AVW

S UNION AV

Southwest Tulsa Planning Team
David A. Simmons- Planner III

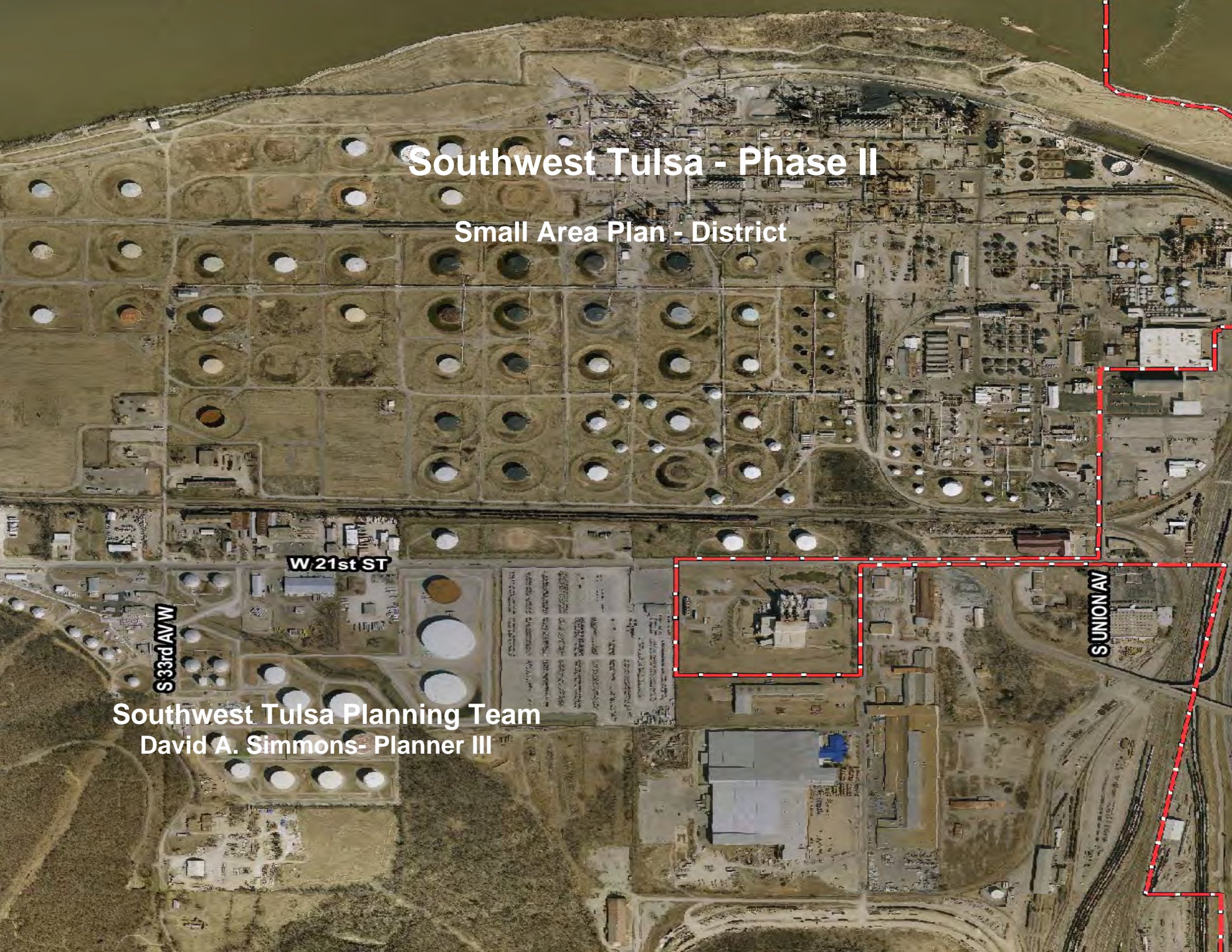




Table of Content

Page

Introduction to a new vision	3
Comprehensive Plan Review	4
Design Segment II	10
Design Segment III	12
Design segment IV	20
West Bank	33
Gateways to the Magic Empire	45
Wayfinding - Appendix A	72
Design Guidelines - Appendix B	75
Capital Improvements- Appendix C	79
Historic Context - Appendix D	81

INTRODUCTION TO A NEW VISION

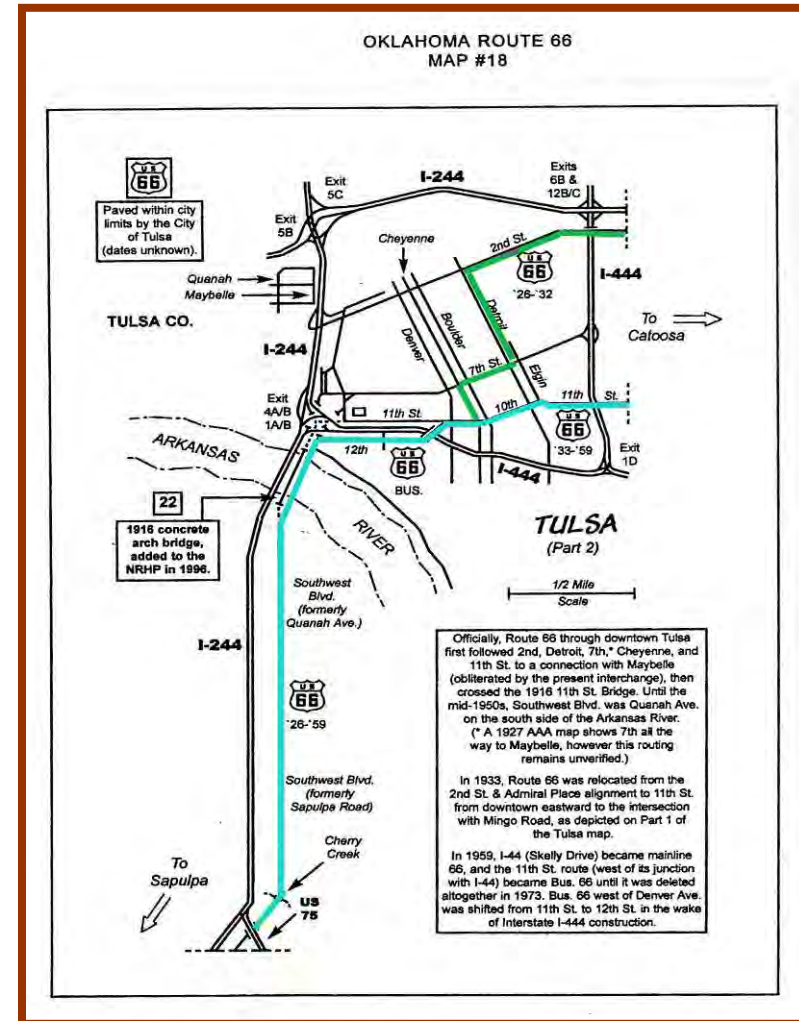
The map at the right depicts the route of one of the famous highways in the United States. The history of Southwest Tulsa is inexorably linked to Route 66. Quanah Avenue has become Southwest Boulevard and a new century begins.



Effective community design must include an ongoing dialogue with the community itself, through its designers, artists, storytellers, key thinkers and just plain folks.

The phase I detailed implementation plan was approved by the

Tulsa Metropolitan Planning Commission on April 1, 2009. The project was brought to the forefront by stake holders of the Southwest Tulsa area, Southwest Chamber, Southwest Historical Society, Redfork Main Street and the Southwest Tulsa Planning Team. The stakeholders that are involved have worked through the planning department to shape a vision for the revitalization of the city to the Southwest of the Arkansas River.



Comprehensive Plan Review

The updated comprehensive plan is an opportunity to plan for the next 30 years of growth and Southwest Tulsa is a prime area for growth and revitalization. Participation in planning reflects the dreams and aspirations of Southwest Tulsa. Many had the opportunity to participate in small area workshops during the plan update. Our goals for revitalization in Southwest Tulsa were explored. During the workshop ideas were expressed and as reported by the consultants were as follows:

Big Ideas:

- ✚ Strong home ownership- strengthen neighborhood and increase property values with public investment
- ✚ Refurbish housing stock
- ✚ Increase all parks –water features, dog park, community gardens
- ✚ Need better gateways to neighborhood and connectivity to other neighborhoods caused by isolation of highways.
- ✚ Increase trails/pedestrian links to parks, schools and Turkey Mountain, including Cherry, Mooser, and Union trails.
- ✚ Reinforce Reed Park as a center of activity and strive for improvements in the facilities.

Land Uses:

- ✚ Remains primarily residential with some clustered neighborhood serving retail at key nodes
- ✚ More emphasize on increase in parks and community uses like the YMCA
- ✚ Large retail use at Crystal City needs to be two sided with improvements of the façade.



Cherry Creek Trail



Connections

- ✚ Many roads don't have sidewalks, or not on both sides and need to plan for ADA improvements.
- ✚ Connections along 25th West – good north/south connector
- ✚ Improvements along 41st- should have a planned trail along 41st to Gilcrease
- ✚ Make streets pedestrian friendly, walkable, and accessible.



Bike Routes

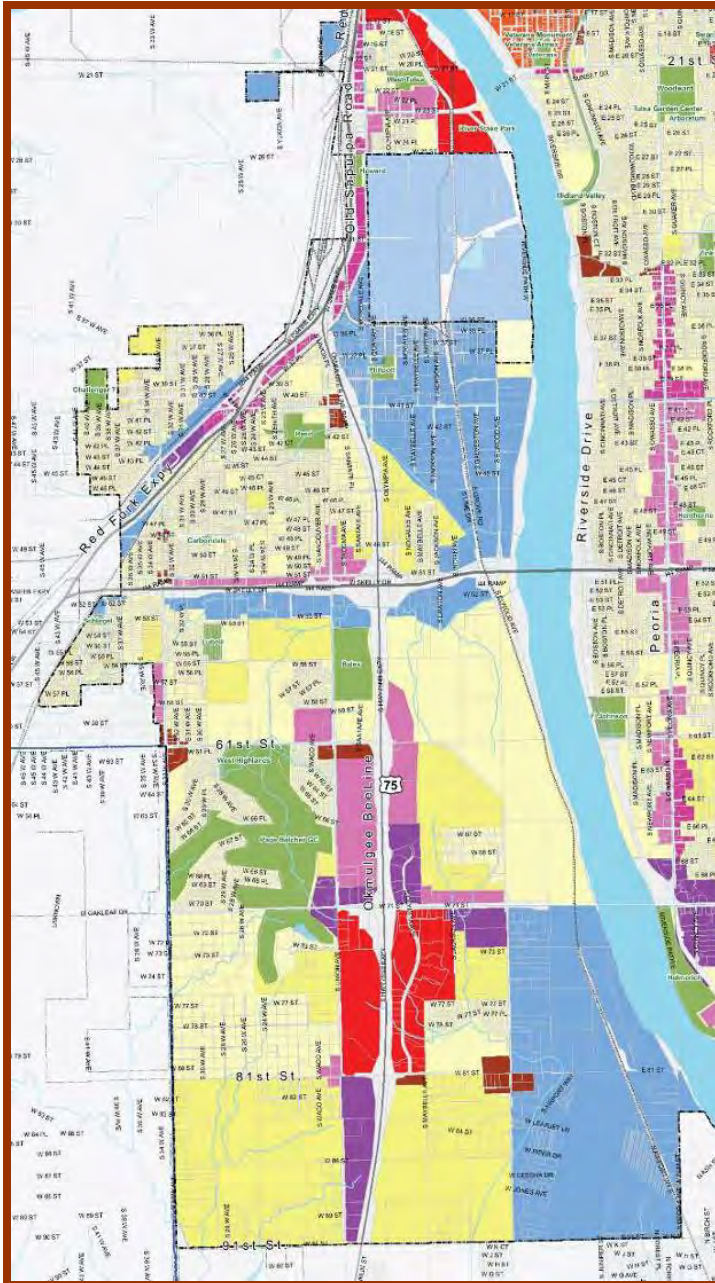
- ✚ Increase bike connections throughout
- ✚ Trail connections to surrounding natural areas and parks
- ✚ Bike Routes along Southwest Blvd.
- ✚ Ties to the Riverpark trail system from the west of river neighborhoods



Comprehensive Plan and Southwest Tulsa

The Land Use chapter addresses how *Our Vision for Tulsa* will be realized through the use of land. Land uses profoundly influence how we live, work, and play. The neighborhood plan is a document that touches on many aspects of Tulsa’s governance and planning.

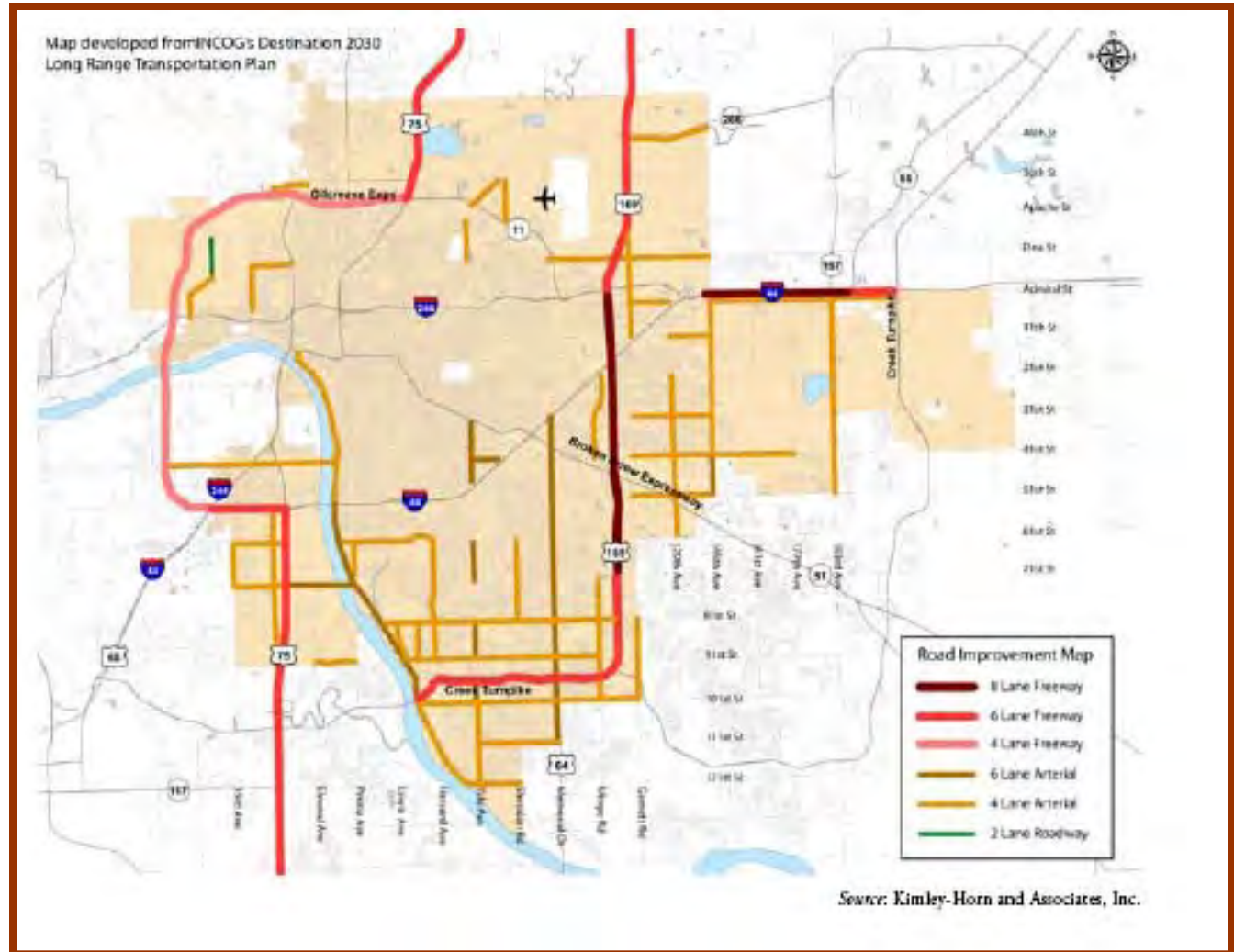
- ✚ Steers growth to corridors and Areas of Change
- ✚ Respects stable neighborhoods
- ✚ Offers feasible solutions for expanding compact, walkable, mixed-use development
- ✚ Reverses the City’s weak growth trend and captures a larger, proportional share of the region’s growth



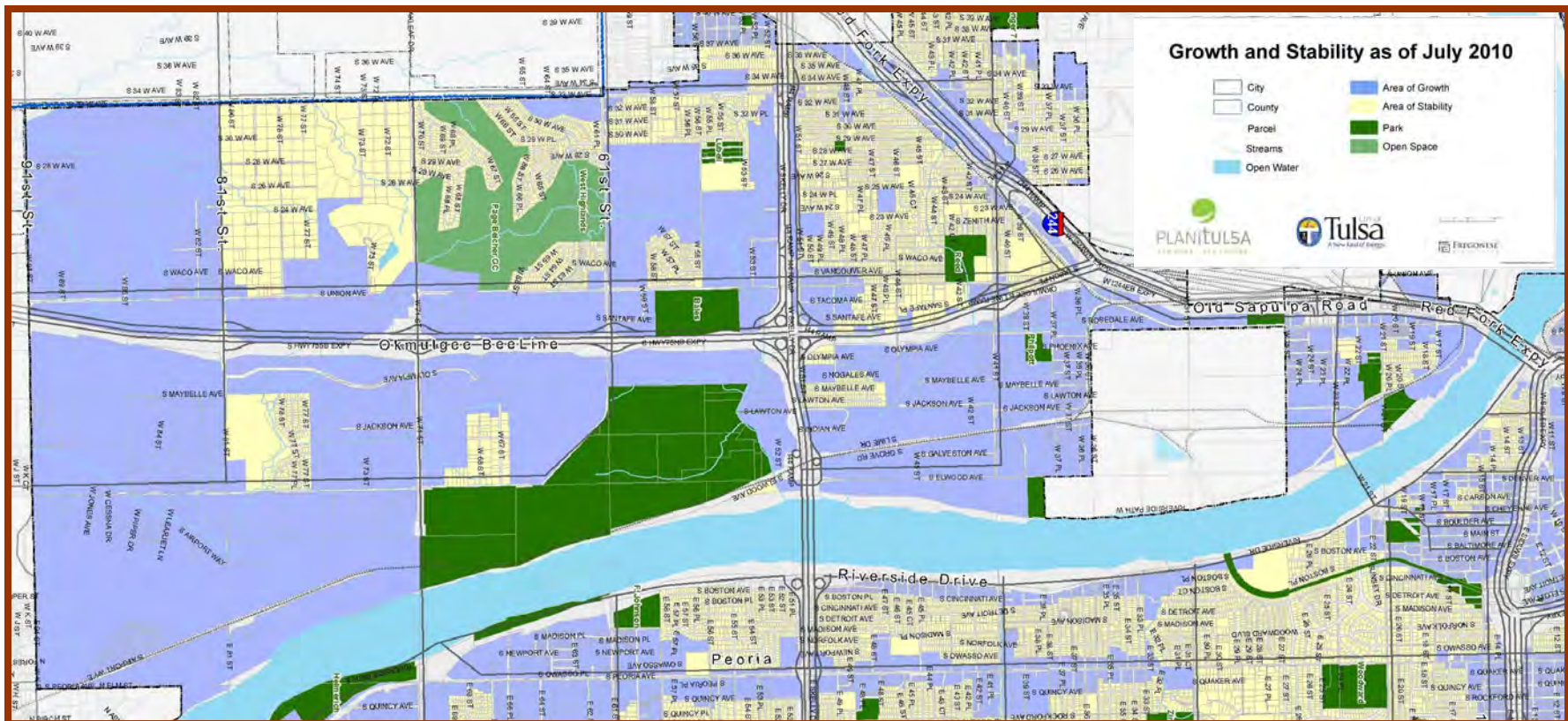
Transportation

The Transportation chapter of the comprehensive plan identifies how Tulsa’s transportation building blocks will provide mobility choices to a broader group of users, diversify the economy, and aid in building a sustainable community. The chapter goes into detail regarding the tools, or components, needed to implement the transportation building blocks. The main enhancement concepts of the transportation chapter are:

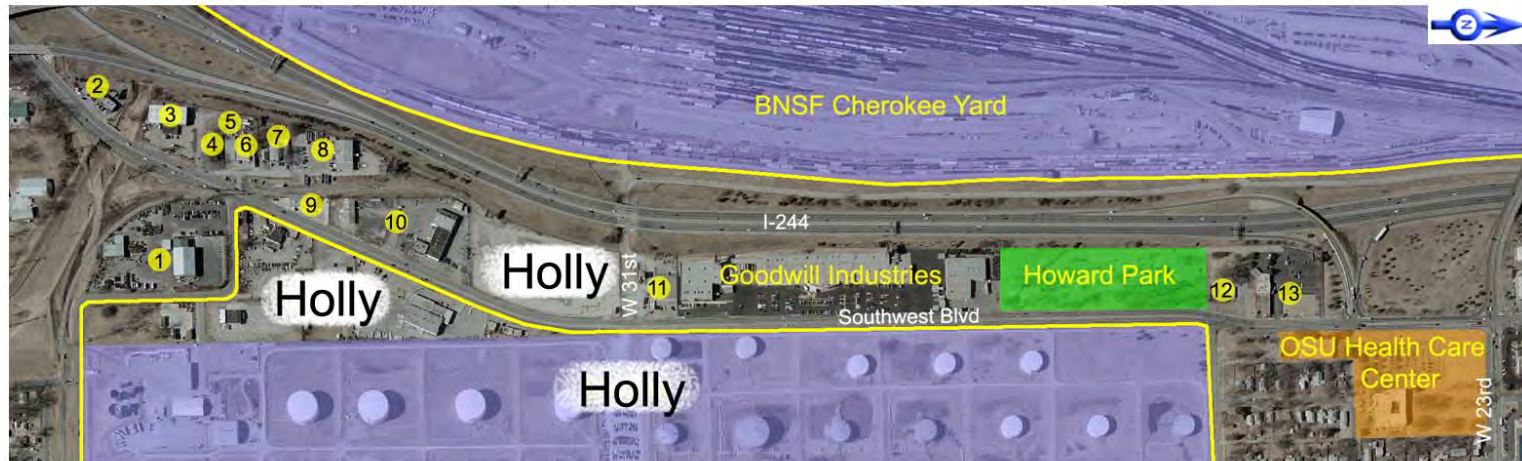
- ✚ Hi-tech, affordable, alternatives for traffic management
- ✚ Effective transit in Tulsa offers ideas for today, and ways to evolve and improve over time
- ✚ Expands our thinking about streets: support for mobility, livability, and urban growth.



The Comprehensive Plan uses a **Stability and Change Map** to depict areas that are expected to receive most of the city's new growth. (Change-Growth) areas that are expected allow growth and stability areas expected to keep their present character. Our predicted growth areas are south of I-44. Current growth is taking place to the east of Union spurred on by Tulsa Hills and the Walk.



Southwest Tulsa Planning Team Segment Two - W 23rd St to W 36th St



Outside City of Tulsa Corporate Limits

1. American Waste Control
2. Billy Ray's BBQ
3. D & L Oil Tools
4. Frisco Employees Credit Union
5. Tulsa Truck & Body Shop
6. Reese Trailer Repair Inc
7. West Tulsa Paint & Body Shop

8. APW Inc. Action Tank Wash
9. American Waste contro
10. H&E Equipment Services
11. Holly Oil
12. Dusty's RV Repair
13. Community Bank



Segment Two – Holly Oil and Goodwill Industries

Design for segment two demonstrates several key stakeholders in the effort to plan southwest Tulsa including Oklahoma State University, Goodwill Industries and Holly oil. Goodwill has completed a successful renovation project. The complex is architecturally significant for thematic use of paint and signs. The Holly project includes safety to the Holly site and improvements to property along Southwest Boulevard. These improvements along with the Goodwill operation have increased investment in the area and improved the area significantly. The Holly refinery is still involved in expanding their facility in Tulsa. They are contemplating other projects to improve safety, access and enhancement. They are building new facilities and have completed landscaping and are looking towards the future. The planning team would like to suggest a public right-of way improvement to Southwest Boulevard. The improvement would coincide with other vision projects



that are planned as a part of the passage of the Vision 2025 packages. These projects outlined in Phase One, Detailed Implementation plan in conjunction with the vision of Phase II. The concept that the group reviewed is for a sidewalk/trail on the east side of the boulevard. The decorative concrete would have a decorative edge design celebrating Route 66. The street would have a Route 66 emblem which would work in concert with the vision projects to celebrate Southwest Tulsa as a true Route 66 destination. Oil derrick emblems are also planned for the segment in this location. Goodwill has invested in the site on the west side. The industry was able to achieve a lighted crossing for its clients and increase ADA accessibility. A great deal of investment in landscape on the site, new bus stops and decorative murals will make the area a showcase.



Southwest Tulsa Planning Team

Segment Three - Union Ave to W 41st St



- | | |
|-----------------------------------|---|
| 1. Unicorp Systems Inc | 10. Metric Cycle |
| 2. Berry Mechanical | 11. Concepts Accessories
Cathy's Place
Mordhorst Industries |
| 3. Rogers Glass | 12. Red Fork Crossing |
| 4. Bob Dooley Electric Company | 13. Scissortail Group |
| 5. Crystal City Motor Company | 14. K & T Commercial |
| 6. Fuelman | 15. Data Management Inc |
| 7. Riverwest Federal Credit Union | 16. Clinton Middle School |
| 8. Southwest Tulsa Chamber | 17. Webster High School |
| 9. The Village | |



Segment three extends from the underpass at Billy Rays to the bridge at Ollie's. The beginning of segment three is planned for lighting, historic paintings or other material. Lighting would enhance the underpass and define the area as an extension of the Route 66 corridor. There is currently no ADA access or sidewalks under the overpass; this should be corrected as funds are available.



The bridge is planned for safe access to the historic Redfork Main Street section of the corridor. This would provide a transition to the proposed vision project and safer pedestrian access with ADA accessibility. It is important to note that the boulevard is a designated bike route and should provide safe passage for pedestrians and bicycles.



A vital segment of Route 66- The Village



Segment Three has many ongoing projects planned to support revitalization. There have been adaptive uses and possibilities for structures on this section of Southwest Boulevard including the Bell gas station, craftsman houses and a hatter’s shop (anecdotally historic) which has been left virtually intact though it is no longer in business.



The idea for creating an historical village – a transportation/oil industry Route 66 destination attraction – emerged several years ago with several Southwest Tulsa organizations working in tandem with the Design Recommendation Committee for the Route 66 Enhancement and Promotion package included and funded under the Tulsa City/County Vision 2025 Sales Tax Program. The idea for the “theme park” is to reflect this area’s colorful history as the point where Route 66 encounters all of those means of transportation that played key roles in the development of Tulsa as a link on Route 66 and as Oil Capital of the World. It was proposed as adding one more pearl along the “string of pearls” that graces the strand of Historic Route 66 which runs through Tulsa.

Purchase of the land at 3770 Southwest Boulevard, dirt infill and landscaping and installation of the circle drive were funded through Vision 2025. An additional feature, the Red Fork Centennial Oil Derrick, was designed, engineered, fabricated, received a foundation and was erected with a substantial grant from the Oklahoma Centennial Commemoration Commission, along with contributions from industry-related corporations, businesses, families and individuals. Its design makes it historically accurate and an attraction as the tallest oil derrick in North America.

The Village is a project of Southwest Tulsa organizations to bring interest to Route 66 as a marketing tool and to provide an interpretive setting for historic artifacts and the dissemination of historic, tourist and other information. The Southwest area of Tulsa is a plethora of historic stories and tells the beginning of growth in the area as a natural fording link across the Arkansas, a cattle destination, a railhead link to the post-Civil War United States, then oil, the automobile, aeronautics, trucking and refining.





As the Village is planned as a destination on Route 66 for Southwest Tulsa, the concept for a pedestrian crossing has been developed for the Village at Yukon Ave. and Southwest Blvd. The 3-D drawing demonstrates the connection between the Daniel Webster High School campus and the Village (the Route 66 Station – Gateway to the Magic Empire). The crossing has a thematic design that reflects one major use of the site to display the restored Frisco 4500 steam locomotive engine, tender and vintage cars. The entrance is planned for extensive landscaping at the location to complement the Route 66 emblem.

Sidewalks will provide ADA accessibility and allow tourists to visit the Village as a destination site to encourage development of the Southwest Tulsa portion of Route 66.

Segment Three is the segment that was not planned for use of Vision 2025 funding for landscape and sidewalks. The Vision funds were utilized for the improvement of the Village site with dirt infill, landscaping and the driveway. As time and funds permit, this would be a good location for the use of ODOT “By-Ways” funding packages. The segment could benefit from some of the same thematic streetscape treatment including lights, benches, trees and sidewalks so that it will continue the overall improvement of Southwest Boulevard making it a destination for all who come to the City of Tulsa.

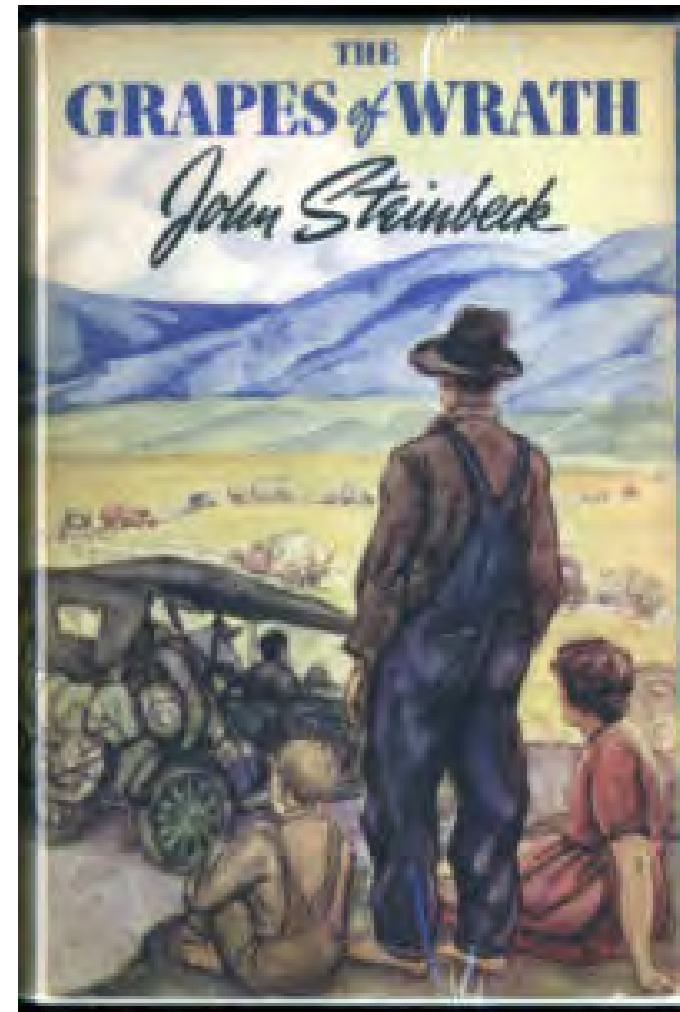




Formation of the Route 66 Village Project exhibits: The Route 66 Village Site is the culmination of Southwest Tulsa efforts to reinvigorate public awareness and a greater understanding of Tulsa’s role in the nation’s transportation development. The Route 66 Station – Gateway to the Magic Empire is envisioned to help interactively educate young

and old visitors about the significance of Tulsa’s early 20th Century development of water travel, railroads, a petroleum industry, internal combustion vehicles, aeronautics, commercial and cargo aviation, and, later, pipelines/fiber-optic communications and components for space travel.

Tulsa and its region probably have more “firsts,” “biggest,” and “bests” in the broad arena of transportation than does any other American city. Not only the home-base of rags-to-riches oil millionaires from Cosden, Phillips, Skelly, Getty and Sinclair; but a place first accessed by Native Americans and later settlers by its river and the natural fording places connecting the trails for hunting, travel and commerce; quickly home to five railroads before 1915; surrounded by the largest oilfields in America; with several automobile manufacturers; the largest steel processing center west of the Mississippi River; first commercial air freight and largest air passenger traffic for two decades; first nationwide fiber optic communication network; and continued involvement in Man’s Race to Space – all combine to establish Tulsa as a significant contributor to the rapid development of America into the 21st Century.





It is hoped that the overall “theme park” Route 66 Station will provide a safe and permanent setting for display and interpretation of the substantial historic significance of the **Frisco 4500 ‘Meteor’ steam engine, tender, Murray Hill executive car and caboose.** (See Historic Context for statistics on parts of this train.)

Red Fork was the site of the Tulsa area’s first major oil finds in 1901. Subsequent to completion of this first “gusher,” Red Fork boosters Drs. Fred S. Clinton and J.C.W. Bland took legal actions which resulted in the transfer of ownership of the well site, the NW ¼ of the SE ¼ of Section 22, Township 19 North, Range 12 East, from the common ownership of the Mvskoke/Creek Nation to the private allotment ownership of **Sue A. Bland**, a Mvskoke/Creek citizen and wife of co-promoter J.C.W. Bland, Red Fork’s (later, the Tulsa area’s) first degreed physician. Their actions marked the first of many confrontations which would insure the “independent” growth of a petroleum industry outside the control of the Northern and Eastern “Daddy Warbucks” monopolies.





The Route 66 Village site already includes a sapling from Tulsa’s ceremonial “**Creek Council Oak**” tree located at 18th and South Cheyenne, and its setting will be developed in concert with historical/cultural leadership of the Mvskoke/Creek Nation to commemorate the gathering place of chiefs and elders of the Lochapoka Town within the Mvskoke/Creek Nation.



A proposed replica of the original National Folk styled **Red Fork Depot** (1880s-1890s) will be situated parallel with and near the center of the main track so that its orientation with Southwest Boulevard provides emphasis and an interesting perspective view of the recreated Village, as well.

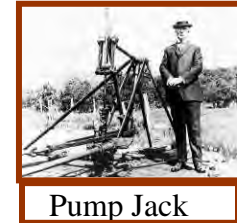
Over more than two years of formulating the plans for the Village site, in close cooperation with City of Tulsa Planning Dept. staff, the Southwest Tulsa Planning Team has helped establish an independent 501(c) 3 non-profit corporation, Route 66 Village Inc., to pursue development and eventually operate the historical/ interpretive venue.



Among additions to the physical exhibits planned for the site, is the creation of a replica gasoline filling station patterned after a restored **Phillips 66 Station** near the Old Central High School on the original downtown path of Route 66. This structure will be reminiscent of the historic Cotswold Cottage design used by Phillips Petroleum throughout the country. The first Phillips Cottage, designed to blend in with the prevailing Tudor Revival style of 1920s neighborhoods, opened in Wichita KS and, by 1930, there were 6,750 of them in 12 Midwestern states.



As a complement to the petroleum industry history, symbolically highlighted by the Red Fork Centennial Derrick and its historic/ interpretive signage, the Route 66 Village Inc. has also been offered an authentic **petroleum pumpjack** which has been part of a display placed in Tulsa's RiverParks by Rotary Club. Its addition would reflect the historic image of Dr. Fred Clinton posing by the jack on the original Sue Bland #1 Red Fork site.



Pump Jack



Plans also include design/construction for an airplane hangar (with a restored small aircraft) emblematic of Tulsa's **McIntyre Airport** which was Tulsa's first public airport, featuring the first lighted runway in the nation. It was founded in 1919 by ex-military pilot, barnstormer and New Zealander Duncan McIntyre. Hopes are to link this artifact with the Tulsa Air and Space Museum.

According to *Tulsa 75: A History of Tulsa*, "The first official airfield in Tulsa was located near Admiral Place and Hudson Street in 1917 by Tulsa oilman Harold Breene. It consisted of a hangar and a biplane and he offered a ride over Tulsa for \$25 per passenger. On August 14,

1919 Breene's aeroplane carried a freight shipment from Tulsa to Kansas City. The event attracted nationwide attention because it was the first interstate shipment of freight by airplane. In 1921 the Curtiss Southwest Airplane Company opened an airfield, complete with two hangars, at Apache Street and Memorial Drive. Heading operations was Duncan A. McIntyre and this facility actually became Tulsa's first airport."

Village site plans also call for a replica of the **Cyrus Avery Route 66 Memorial Bridge**. Named after the "Father of Route 66," it will highlight the importance of the route and celebrate the actual bridge which was saved and remains in place at the eastern entrance to Southwest Boulevard. In 1927, Avery pushed the *U.S. Highway Association* to complete paving U.S. 66 and promotes the Route from Chicago to the Pacific as "The Main Street of America." Avery was involved in many economic activities. He began experimental farming and cattle raising on land he acquired near Tulsa. He participated in residential development with the Woodland Park Development Company and he served in local government, sitting on the Board of Tulsa County Commissioners from 1913 through 1916. As a member of the Tulsa Water Board in the early 1920s, he was instrumental in creating the Spavinaw Lake project which brought water to the rapidly growing city. It was his involvement in the good roads movement that proved to be his greatest contribution to Oklahoma.



Southwest Tulsa Planning Team Segment Four - W 41st St to 33rd W Ave



- | | |
|--------------------------|--------------------------------|
| 1. O'Reilly Auto Parts | 5. Tulsa Freeway Auto Sales |
| 2. Sam's Offroad | 6. Basic Auto Sales |
| 3. Arby's | 7. Mark Hill Auto Sales |
| 4. Crystal City | 8. The Blind Doctor |
| Crystal City Barber Shop | 9. Car Wash |
| Med-X Drug | 10. Quick Cash of America |
| H & R Block | 11. K & J Liquor Store |
| Kelly's V & S Variety | 12. Nappa Auto Parts |
| Auto Zone | 13. Drake Air |
| Family Dollar | 14. Red Fork Main Street |
| Carl's Coney Island | 15. Ollie's Station Restaurant |



Vision projects and design are beginning to evolve and become a part of the Community chamber and main street focus. The concept below is a possible solution at 41st, 25th and Southwest Boulevard. The improvements to the intersection combined with existing businesses like the Ollie's Restaurant have the potential to revitalize the area and provide business locations in close proximity to the neighborhoods. The project depicted below is part of Vision 2025 funding is the landscaping proposed at the intersection of 41st, 25th and S.W. Boulevard. The project was funded by Vision 2025 funds awarded the neighborhood. The project envisions an improved intersection at 25th West and Southwest Boulevard. Improved crossings, statue, island enhancement all go toward improved image for this important entrance as shown in the Campus Plan , Phase I- Small Area plan for Southwest Tulsa.



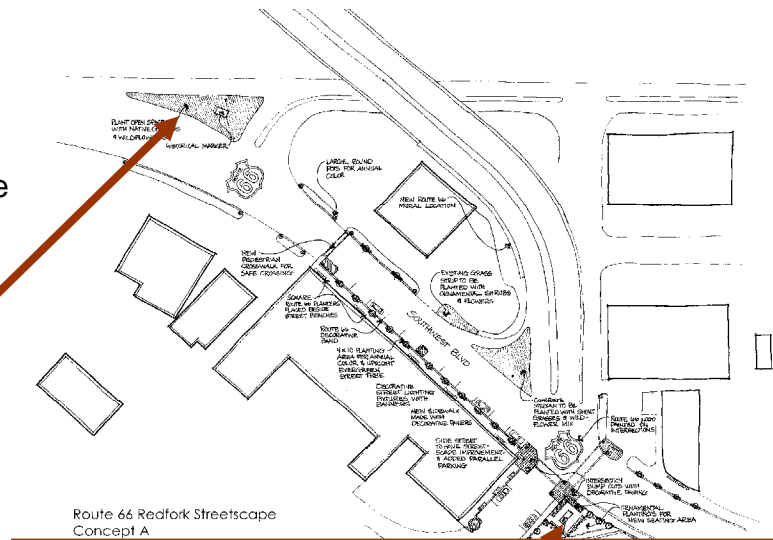
The area of Southwest Tulsa that denotes urbanism is located directly across from Ollie’s Restaurant. One of the most exciting projects planned for the area is the vision project for Southwest Boulevard. The vision project will provide landscape, lighting and sidewalk improvements. Route 66 logos and other amenities are shown on the next page. The Vision 2025 funding is focused on this area for these improvements. The area features the largest plains commercial set of buildings along the Boulevard. The six buildings comprising the structure are of the Plains Commercial style architecture in details and fenestration. Separated by seven common firewalls, three of these raised parapet structures have inlaid “T” keystones in the upper pillars representing Tulsa. A portion of the buildings structure is a remodeled period building without the projected masonry columns and headers still present on the remaining structure. Parapets, window sills and the storefront retail bulkheads are capped concrete typical of the era.



The reuse of the vacant historic plains commercial buildings would revitalize and preserve the historic structures. Retail uses along with Ollie’s, a favorite local diner featuring model trains, make this a destination on Route 66. It is hoped that the economic revitalization of this historic group of facades will in combination with the Village destination site become an icon for the traveling public and the local citizens. The area is being considered for National Register status. Discussions concerning wayfinding for Southwest Tulsa have included this location. The wayfinding could be corner markers, benches, banners, street logos signs



There are two triangles located on each side of the vision project area. One triangle to the north is planned for a wall to improve and mark this as a significant commercial destination. The other triangle is a Vision 2025 project scheduled for an art improvement and the discussions have also centered on beautification.



Crystal City- the development of a greyfield in Southwest Tulsa

A **dead mall** (I.E. Crystal City) or **greyfield** is a shopping mall with a high vacancy rate or a low consumer traffic level, or that is dated or deteriorating in some manner. Many malls in the United States are considered "dead", having no surviving anchor store (often a large department store) or successor that could serve as an entry into the mall. Without the access, the small stores inside are difficult to reach; without the pedestrian traffic inside that a department store generates, sales volumes plummet for the stores, and rental revenues from those stores can no longer sustain the costly maintenance of the malls. In many instances, a mall begins dying when the mall's surrounding neighborhood undergoes a socio-economic decline, or a newer, larger mall opens nearby. (I.e. Tulsa Hills) Structural changes in the department store industry have also made survival of these malls difficult: a few large national chains have replaced dozens of small local and regional chains, and some national chains (Montgomery Ward, Woolworth's) have themselves gone out of business. Hence, in some areas there aren't enough traditional department stores to fill all the existing anchor spaces. The newer "big box" chains (such as Wal-Mart and Target) normally prefer to occupy their own free-standing buildings rather than mall-anchor spaces. Dead malls are occasionally redeveloped. Leasing companies or management companies may change the architecture, layout, decor, or other component of a shopping center to attract more renters and draw more profits. Sometimes redevelopment can involve a switch from retail usage to office or educational usage of a building. As a last resort the structure is demolished and the property redeveloped for other uses, known as building on a greyfield site. In places with a strict permitting process, and in major urban areas where open fields are long gone, this can be much easier and cheaper than building on a Greenfield site. (*Greyfields and Ghostboxes, Matt Kures, Let's Talk Business, May 2003*).



Crystal City once a thriving mixed –use retail environment was replaced by a shopping center that is considered in the planning field today a “Greyfield. An examination of trends that preceded this condition is as follows: Changes in household demographics age of population, racial composition, or household income. Changes in urban economics such as shifts in population and capital. Trends in two income households with less time to shop. The formats such as lifestyle centers and increasing number of big box retailers, power centers, and category centers. Other factors that lead to deterioration are:

- Traditionally malls have become homogeneous in appearance and tenant mix increasingly shoppers want a sense of place.
- Poor facility management.
- Lack of revenues to support maintenance.
- Anchor tenant bankruptcies or mergers.
- Private owners lack of investment capital.
- Competition-Tulsa Hills, 95,000 square feet, “power retail center” (170 acres).

What can Southwest Tulsa do to inspire redevelopment?

- ✚ Conduct a **market study** to determine which retail to attract
- ✚ Undertake the **rezoning process**;
- ✚ Provide sponsorship for redevelopment **funding from the state**,
- ✚ Invest public infrastructure dollars for improved **roadway access**, circulation, and for storm water management are just a few.
- ✚ Those involved in the decision-making face a variety of redevelopment options. Although a **mixed-use development may offer the greatest long-term value, it will not be feasible in every situation.**

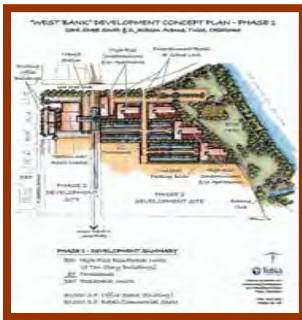
Other options range from **renovating** the mall to **reusing the mall as a call center or government office.**



THE FIVE MOST COMMON MALL REDEVELOPMENT MODELS

Those involved in the decision-making face a variety of redevelopment options. Although a mixed-use development may offer the greatest long-term value, it will not be feasible in every situation. Other options range from renovating the mall to reusing the mall as a call center or government office.

1. Mixed-use town center or urban district



Converting a greyfield into a mixed-use development requires full or partial demolition of the existing mall structure, as the original site design will most likely be incompatible with the mixed-use plan. Characteristics of a town center or mixed-use neighborhood include an emphasis on public spaces, a high percentage of lot coverage, buildings with entrances directly on public streets, small, walkable blocks, and a high degree of connectivity within and to the outside of the site. (Example from the Downtown master plan)

2. Single-use development



This model involves demolishing the mall structure and replacing it with big-box retail or another single use, such as an office park or district, a development of garden apartments or condominiums, an entertainment complex, or civic facilities. Where certain site and market conditions prevail, such as superior freeway access and visibility, developers will recognize the suitability of the site for big-box retail or other similar use and will likely pursue this lower-risk development option aggressively, making a mixed-use redevelopment less likely. A well-designed, single-use development, such as a neighborhood of garden apartments, may offer an opportunity to create urban features such as a network of walkable streets and blocks with improved connections to adjacent parcels.



3. Adaptive reuse



This model retains the mall structure and adapts it, typically for a single use. The original mall structure may be converted into a customer-service call center, church, or educational institution. Typically not extensive, renovation of the structure may involve adding new entrances, skylights, or landscaped areas. Visibility and freeway access are less important for the non-retail uses that may take over the mall structure. Adaptive reuse offers very limited opportunities to create a sense of place or reduce pollution, as it involves little change to the site.

4. Mall plus

An owner may also decide to reposition the mall with the addition of entertainment, offices, a hotel, or residences. This new “mall plus” would retain most of the existing mall structure and could allow for design improvements such as open spaces and pedestrian connections between uses. This model has limited potential to reduce pollution or build a sense of place, though incorporating more than one use has some potential to cut down on automobile travel or introduce elements of a block structure if well designed.



5. Reinvested mall



There is also always the option of reinvesting in the mall. The owner/developer may change the tenant mix and renovate the building in an attempt to draw customers back. Design improvements may include a new façade, better lighting or signage, or the addition of plantings and landscaping. There are few if any environmental benefits associated with this option. It has very low potential for building a sense of place and risks ignoring some factors that caused the site to perform poorly. This may only provide a temporary alleviation of problems. Not every greyfield redevelopment will lead to a mixed-use town center or urban district, but other development options can still benefit from aspects of this neighborhood-based redevelopment model. **Other reuse scenarios can still promote a walkable environment, renew the block and street structure, or incorporate other new urbanism principles. It is always important to approach any design in a way that is sensitive to the needs, assets, and problems of the surrounding community.**



Potential Development Incentives in Tulsa

The following development incentives are available to potential investors:

1. American Indian Lands Tax Credits

- Federal legislation which provides tax incentive for businesses locating on former Indian lands. More than two-thirds of the lands in Oklahoma meet the Internal Revenue Service-qualifying definition of former Indian lands and qualify for accelerated depreciation. Qualifying lands may include previous tribal land which may have been transferred to new ownership. Oklahoma has the largest percentage of American Indian population in the country. The federal employment tax credit is applicable to businesses located in the qualifying areas that employ enrolled American Indians and their spouses.
- *Benefits:* Accelerated Federal Property Depreciation Schedule, Federal Employment Tax Credits of up to \$4,000 per qualifying employee per year, Savings of up to 35% to 40% in depreciation of equipment.
- *Depreciation Incentives:* The depreciation incentive provides a shorter recovery period of approximately 40% for most non-residential depreciable property. The property must be used in an active trade or business which includes the rental of real property for such purposes. This federal tax deferral can substantially increase the after-tax income of businesses. Since Oklahoma taxable income is based on federal taxable income, the depreciation benefit will automatically apply for Oklahoma tax purposes.
 - In the case of: The applicable recovery period is:**
 - 3-year property 2 years
 - 5-year property 3 years
 - 7-year property 4 years
 - 10-year property 6 years
 - 15-year property 9 years
 - 20-year property 12 years
 - Non-residential real 22 years property (39 years)
 - Example:** The regular depreciation on a commercial building with a cost of \$1 million would be \$25,641 annually for 39 years. The accelerated depreciation would be \$45,454 annually for 22 years. This would substantially increase the taxpayers' present value of available dollars.
- *Employee Credit:* The employment tax credit is 20% of increased wages over those paid to qualified individuals in 1993, including health insurance premiums paid by the employer. Wages of individuals eligible for the tax credit may not exceed \$30,000, indexed after 1993, and the credit is applicable to new wages of up to \$20,000 for years 1994 through 2007. The indexed wage level for 2005 is \$42,000. IRS Form 8845 is used for computing and claiming the credit.



2. Fire Suppression Grant

- A City grant of up to \$8,000 for sprinkler connections and appurtenances located in the public right-of-way. (Contact for more information: Yuen Ho, Building Plans Review Administrator, City of Tulsa, Development Services, 175 East 2nd Street, 4th Floor, yuenho@cityoftulsa.org, 918-596-1865. An application is available at Development Services. Application Information: Julie Miner, Economic Development Coordinator, 918-576-5567 or Janet Damron, 918-596-9679, jdarnon@cityoftulsa.org)

3. Enterprise Zone Tax Incentives (Enterprise Zone map attached)

- Investment/New Jobs Tax Credit
Manufacturers who hold a manufacturer's sales tax exemption permit may choose this income tax credit based on either an investment in depreciable property *or* on the addition of full-time-equivalent employees engaged in manufacturing, processing or aircraft maintenance. There are carry forward provisions. *Participation in this benefit prohibits a manufacturer from participating in the Quality Jobs Program.* Find more information at www.okcommerce.gov
- Recycling Facility Tax Credit
An income tax credit equal to 20% of the cost of the installation of facilities for recycling, reuse, or destruction of controlled industrial wastes. Must be approved by the State Health Department.
- Sales Tax Exemptions
In general, the following are exempt from sales tax:
Machinery and equipment for manufacturing and processing
Personal property consumed in the manufacturing process or which becomes an integral part of the finished product
Goods transported to another state
Machinery, equipment, fuels, and chemicals used to treat industrial wastes (must be approved by the State Health Department)
- Freeport Exemptions
The processing, storage, manufacture, assembly, or fabrication of materials brought from out of state are exempt from taxation in Oklahoma if shipped out of state within nine months of arrival.



4. New Markets Tax Credits

- Two local Community Development Entities received allocations totaling \$95 million in NMTCs to provide investment capital to qualified projects at below-market interest rates.

5. Local Development Act – Tax Incentive Project

- Provides for the granting of an abatement of the increase in local property taxes for specific projects for six years within qualified areas. The CBD is a designated area of eligibility. Can be combined with the Enterprise Zone Tax Incentive Leverage Act as a state income tax credit match. These tax incentives are available for up to six years; please refer to 62 OS § 850 and 68 OS § 2357.81. If the project is granted abatement and located within an Enterprise Zone, a state match is available; however, an enterprise cannot receive more than \$200,000 aggregate value in state payments and credits in any year.

-

6. Oklahoma Local Development and Enterprise Zone Incentive Leverage Act

In addition to the Enterprise Zone Tax Incentive Leverage Act, the Oklahoma Local Development and Enterprise Zone Incentive Leverage Act states that a planned project located within an Enterprise Zone and in support of a major tourist attraction may qualify for state matches of local sales tax reimbursements. The Act lays out the qualifications necessary for a project to be eligible for state matching sales tax reimbursement such as investment size, project payroll, and end use. Proposed projects must generate, in the aggregate, a minimum of either \$1 million in payroll or \$5 million in investment. No matching payments shall be made for any development that provides more than 10% of the net leasable space for retail purposes; restaurants are not included in this classification. An exception to the limit on retail may be applied if development qualifies as a major tourism destination; a project must attract at least \$50 million in capital investment, generate at least \$50 million in projected gross sales revenues or at least \$10 million in annual gross sales revenues from out-of-state visitors, and have 20% of the number of visitors traveling from out-of-state or 30% of the number of visitors traveling at least 100 miles within three years of project completion. (For more information: OS 62 §841.12.b).

7.

8. Tax Increment Financing (“TIF”) District (See attached map)

- Four established districts are located within or overlap the downtown central business district; a fifth district is located to the north of downtown. The districts have the capability of financing infrastructure for development under appropriate circumstances. Subject development sites sitting within a designated TIF district will not be eligible to capitalize on the Local Development Act – Tax Incentive Project.



-
-
- **9. Oklahoma Tourism Development Act**
 - Provides incentives (sales and/or income tax credits equaling 10%-25% of approved costs) for qualified new or expanding tourism facilities and attractions.
 - The program applies to recreational/entertainment facilities, areas of natural phenomenon or scenic beauty, theme parks, amusement or entertainment parks, indoor or outdoor play or music shows, botanical gardens, or cultural/educational centers.
 - The program does not apply to: Lodging facilities, unless the facilities constitute a portion of a tourism attraction project and represent less than fifty percent (50%) of the total approved costs of the tourism attraction project; Facilities that are primarily devoted to the retail sale of goods; Facilities that are not open to the general public; Facilities that do not serve as a likely destination where individuals who are not residents of this state would remain overnight in commercial lodging at or near the tourism attraction project; Facilities owned by the State of Oklahoma or a political subdivision of this state, or; Facilities established for the purpose of conducting legalized gambling.
 - To qualify, a project must attract at least Fifteen percent (15%) of its visitors from among persons that are not residents of this state, and must have cost in excess of Five Hundred Thousand Dollars (\$500,000).

10. Improvement District

- The City may create special assessment districts for the purpose of making or causing to be made any improvement or combination of improvements that confer special benefit upon property within the district. Reference citation, 11 OS § 39.101.

11. Investment/New Jobs Tax Credit

- Manufacturers who hold a manufacturer's sales tax exemption permit may choose this income tax credit based on either an investment in depreciable property or on the addition of full-time-equivalent employees engaged in manufacturing, processing or aircraft maintenance.



12. International Existing Building Code

- A sensible and cost effective approach to rehabilitation. Anecdotal information from developers who have used this code locally reports a savings of approximately 20% over BOCA. (Contact for more information: Yuen Ho, Building Plans Review Administrator, City of Tulsa, Development Services, 175 East 2nd Street, 4th Floor, yuenho@cityoftulsa.org, 918-596-1865. City IEBC inspector: Paul Enix, 918-596-9456, penix@cityoftulsa.org)

13. Community Development Block Grants and HOME Funds

- Tulsa is an entitlement community receiving \$3-4 million annually in HUD grants for eligible projects. Application process required each year in May.

14. Federal Historic Preservation Tax Credits at 10% or 20%

- The 10% tax credit is available for qualified rehabilitation expenditures on a building built before 1936. 20% is available for buildings which are or will be listed on the National Register within three years. Please refer to Section 47 of Title 26 of the United States Code. For more information: <http://www.2.cr.nps.gov/tps/tax/taxbroch.pdf>
-

15. State Historic Tax Credits

For qualified rehabilitation expenditures the state credit will be 100% of the federal credit for approved 10% and 20% projects. Please refer to 68 OS Section 2357.41. (Contact for more information: Harry Simms, State Architect, Oklahoma State Historic Preservation Office, 2401 North Laird Ave., Oklahoma City, OK 73105, 405-522-4479, hsimms@okhistory.org)

16. Affordable Housing Tax Credits

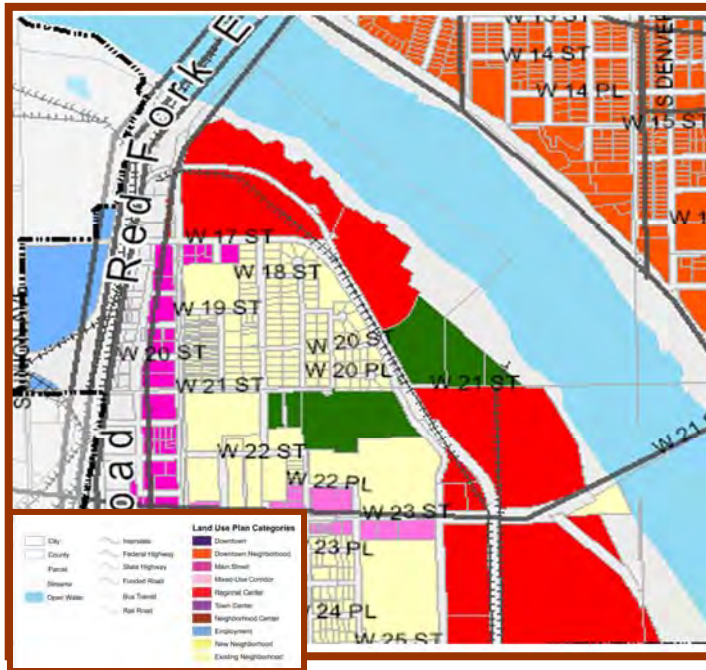
- Federal credits are available through a specific process administered by the Oklahoma Housing Finance Agency. In certain circumstances, these credits may be combined with federal Historic Tax Credits. (Contact for more information: OHFA, 100 NW 63rd St. Suite 200, Oklahoma City, OK 73116, 800-256-1489, <http://www.ohfa.org/>)



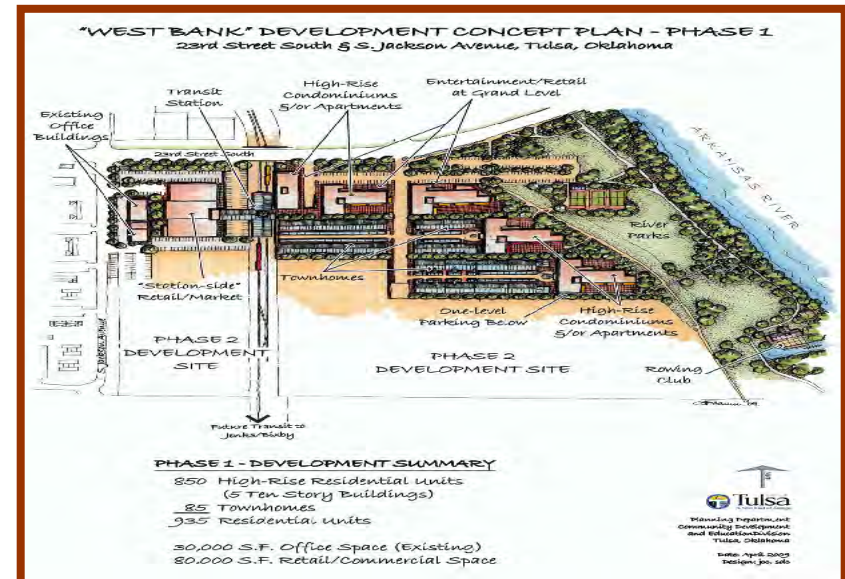
The West Bank

The Comprehensive Plan

The comprehensive plan has been completed and adopted. It depicts an area from the Cyrus Avery Bridge (and 11th street Bridge) as a Regional Center (Red) with the Festival Park area shown as Parks (Green). The Southwest Boulevard Corridor and 23rd West are shown as a Mixed-Use Corridor. The waterfront of the Arkansas is included in a special district that lies within a levee maintained by the Core of Engineers. The entire area is subject to flooding by the Arkansas River and is characterized by sand and recent alluvial deposits which are highly erodible. The area has a large River Parks area called the Festival Park. The area also contains Tulsa West Park, a concrete plant and existing multi-family residential.



Rail Transit is proposed for the West Bank extending all the way to Jenks city limits. The rail is proposed to continue to Downtown to the BOK center and a large development site (Fintube). Trails have been developed from the 11th street Bridge to Cherry Creek Trail all the way south to Turkey Mountain and crossing the 71st street Bridge to rejoin the east bank RiverParks trail system. A Transit oriented development is shown by the Downtown Plan as an appropriate mixed-use development for the West Bank.



Census Tract 46- Block Groups

The aerial photo to the right depicts the boundary lines of the three Block Groups comprising Census Tract 46. The first number, 46, designates the Census Tract and the second group of numbers designate the Block Groups.

The boundaries of Block Group 1 are I-244 on the west, 21st Street on the south, and the Arkansas River on the east and north.

The Block Group 2 boundaries are I-244 on the west, 23rd Street on the south, and the Arkansas River on the east.

The boundaries of Block Group 3 are I-244 on the west; 24th Place and 25th Street on the south, and the rail spur through the City of Tulsa's maintenance facility on the east.



Census Data

Primary data for the area was compiled from the 2000 U.S. Census and is somewhat dated, and the 2010 decennial Census survey has not yet begun. However, the 2000 census data does provide reasonably good indicators of area resident and worker characteristics. A preliminary summary of these characteristics is contained in the chart below.

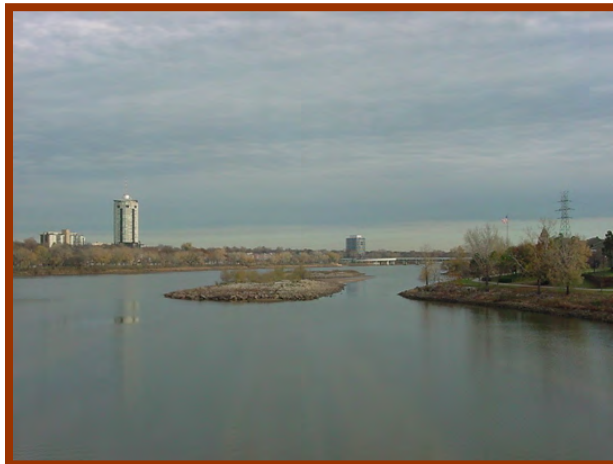
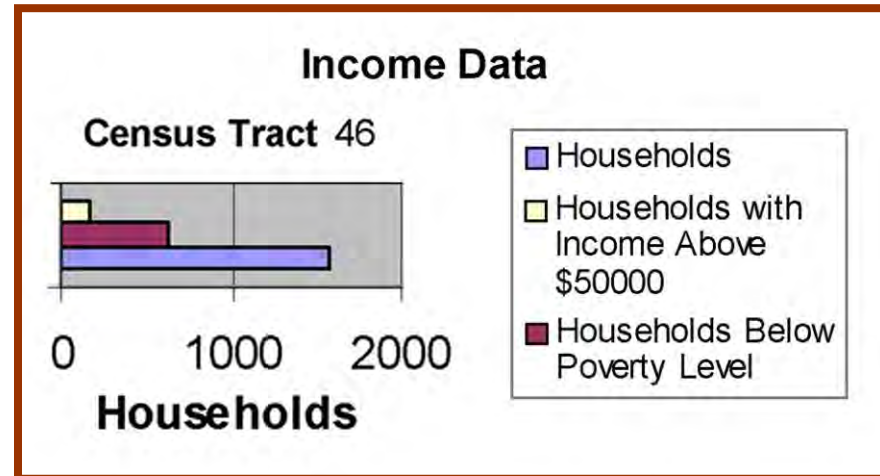
The census tract is divided into three block groups in the 2000 Census. Block Group 1 contained the most households of the three groups at 949. The area is situated north of 21st Street, west of the Arkansas River to I-244. The OSU College of Osteopathic Medicine, the Westport Apartments, Tulsa Housing Authority’s multi-story apartment complex, single-family development and the River West Festival Park are all located in Block Group 1. Located in Block Group 2 which is situated between 21st and 23rd Streets are Eugene Field Elementary School, Mid-Continent Concrete Company and a multitude of multi-family housing units, primarily owned by the Tulsa Housing Authority. Block Group 3 is situated south of 23rd Street and extends to 25th Street. The eastern boundary, or the rail line, just east of Jackson Avenue, dissects the City of Tulsa’s engineering and maintenance facilities. The majority of the tract consists of single-family residential development, a large apartment complex and the OSU Health Care Center.

CENSUS TRACT 46

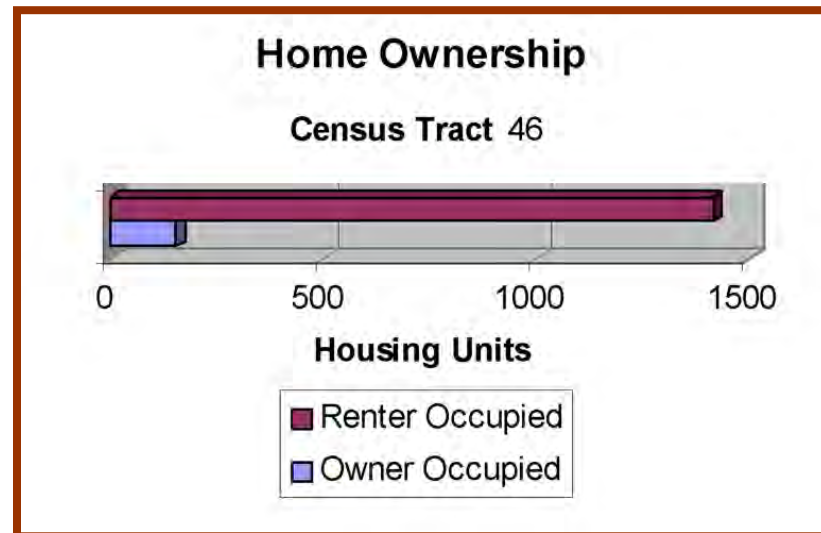
Census Tract/Block Group	Population	Households	Housing Units	Owner Occupied	% Owner Occupied	Renter Occupied	Median Gross Rent	Per Capita Income	Median Household Income 1999 Dollars	Average Household Income in 1999 Dollars	Households with Incomes Below Poverty Level	% HH Incomes Below Poverty Level
46/1	1,441	949	1,056	91	9%	858	\$486	\$17,316	\$21,768	27,089	263	28%
46/2	916	355	397	0	0%	355	\$201	\$3,138	\$7,104	8,538	268	76%
46/3	790	269	305	64	21%	205	\$193	\$7,052	\$17,431	20,307	105	39%
Total Census Tract 46	3,147	1,573	1,758	155	30%	1,418	\$201	\$9,169	\$17,431	18,645	636	40%
City of Tulsa	393,049	165,842	179,491	92,157	51%	73,685	\$511	\$21,534	\$35,316	50,282	21,579	13%
Tulsa County	563,299	266,892	243,953	140,131	57%	86,761	\$520	\$21,115	\$38,213	51,753	25,558	10%



The graph to the right illustrates the household income data for Census Tract 46, comprised of three Block Groups which included 1,573 households. The average household income was \$18,645, compared to the average of \$50,282 for the City of Tulsa overall household income. Out of the 1,564 households, 636 or 40% were below poverty level. However, 168 of those households had incomes above \$50,000.



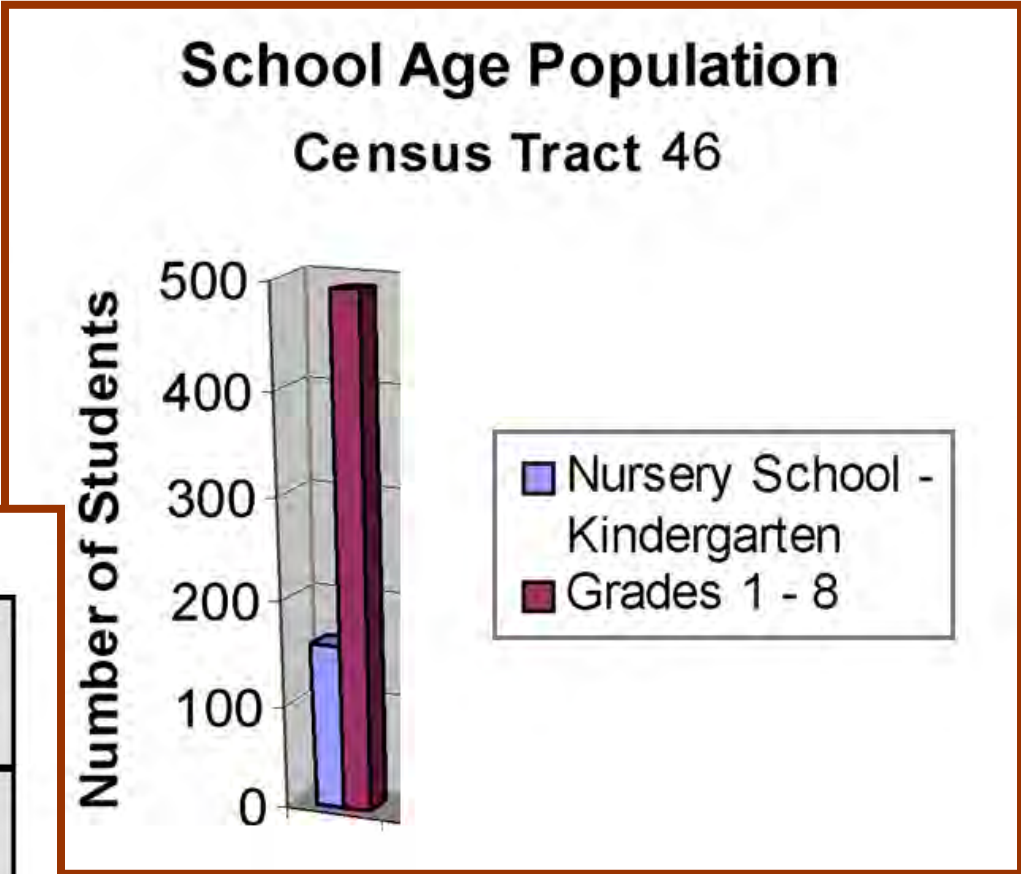
Of the 1,758 housing units, only 9% were owner occupied, substantially less than the City of Tulsa's overall owner occupancy rate. The median gross rent \$201 per month, compared to \$511 for the City of Tulsa and \$520 overall for Tulsa County.



51% was



Of the 3,147 residents in Census Tract 46, 650 students were enrolled in nursery school through the 8th grade, according to the 2000 Census data. Eugene Fields is situated in the West Bank area and serves the majority of the residents



School Age Population

Census Tract	River West Area
	46
Nursery School - Kindergarten	158
Grades 1 - 8	492
Total	650





Current **land-use** is a mixture of public and private housing, public use such as colleges and schools, some use by the city of Tulsa for parks and a concrete plant abutting the river. The affordable housing is a predominant land-use and the population of the school (Eugene Fields) reflects the large number of elementary students living in the immediate area. The Oklahoma State University is expanding in partnership with the City of Tulsa to create a forensic lab and expand educational opportunities.



LEGEND			
	COMMERCIAL USES		OPEN SPACE
	MIXED-USE ZONES		EDUCATIONAL / INSTITUTIONAL
	INDUSTRIAL USES		GATEWAY OPPORTUNITY
	RESIDENTIAL ZONES		SPECIAL DEVELOPMENT ZONE
	AGRICULTURAL USES		KEY DEVELOPMENT AREA
	PROPOSED LOW WATER DAM		HIGHWAY
	1986 FLOOD LINE		THOROUGHFARE
	CREEK		RAIL LINE
	LEVEE		POWER EASEMENT
	HIKE/BIKE TRAIL		GREEN BUFFER ZONE
	PIPELINE CORRIDOR		WATER TAXI STOP

The Arkansas River Master Plan- Concepts

The plan establishes concepts to weave a unique and valuable tapestry for community. Arkansas River Conceptual Plans – Includes County and City of Tulsa. Projects that are a catalyst for economic development in Tulsa are a priority i.e. the low water dam in Tulsa upstream of I-44 .Planning efforts need to include the entire 21+- miles of area within the boundaries of Tulsa. The tier one projects in the plan call for dams at Jenks and South Tulsa. Reasons for choosing the Jenks /South Tulsa and the Sand Springs dams were that they have more lake front.

Festival Park-

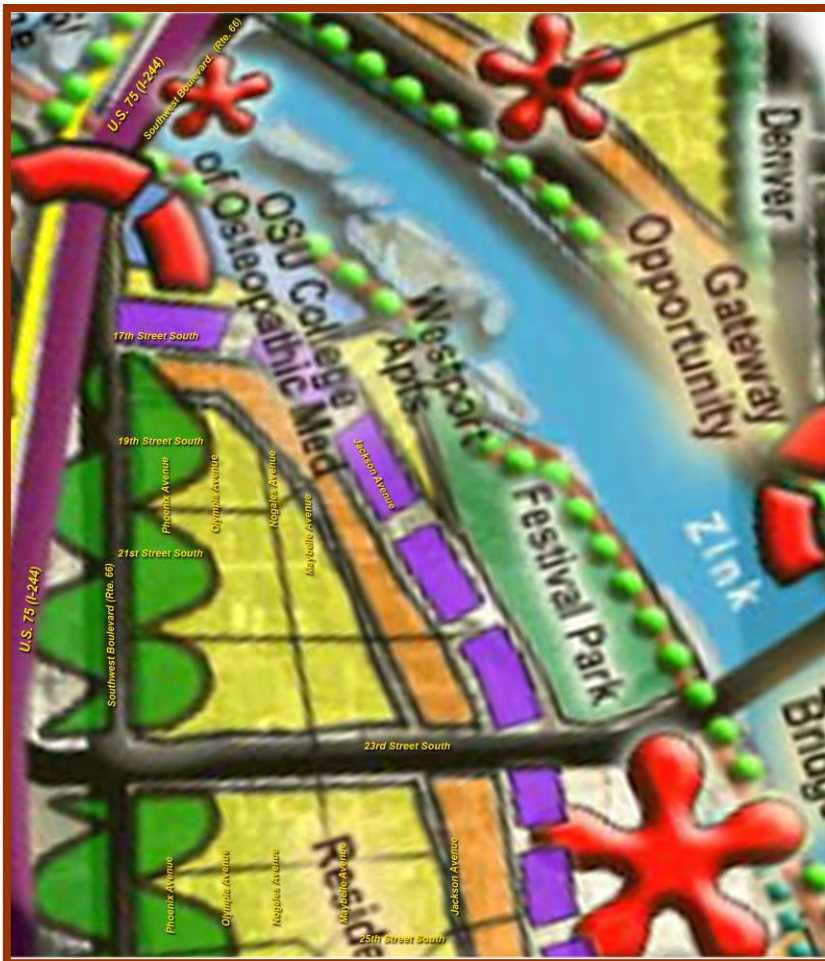
Indoor space for the Festival Park and amphitheatre (for 3500 to 5000) improved stage and support facilities.

West Tulsa Park-

Moving basketball and tennis to this area and refurbish swimming pool and add splash pad and picnic areas also provide parking for festival area.

Riverfront **restaurants and shops** to compliment other recreational activities.

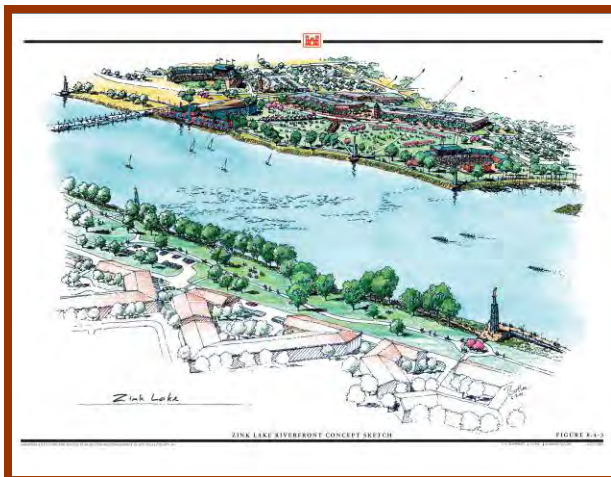
Bridge Enhancements-Lighting underneath, pedestrian paths and river overlooks, banners, artwork and architectural elements, promenade path or boardwalks Light towers etc



Three of the more interesting projects in the Arkansas River plan are the idea for a 41st Street bridge and a Riverside Drive West

41st Street Bridge or pedestrian bridge option

- ✚ Helps to knit the east and west sides together
- ✚ It will provide connectivity to future developments on the West Bank
- ✚ Separates local from through traffic on the current I-44 bridges
- ✚ Creates a corridor for development like the 71st street corridor.
- ✚ Total proposed length 2,800 feet, bridge length 1800 feet
- ✚ Bridge width 66 feet includes dedicated bicycle and pedestrian lane
- ✚ Total cost estimated at \$13,100,000.00



Riverside Drive West

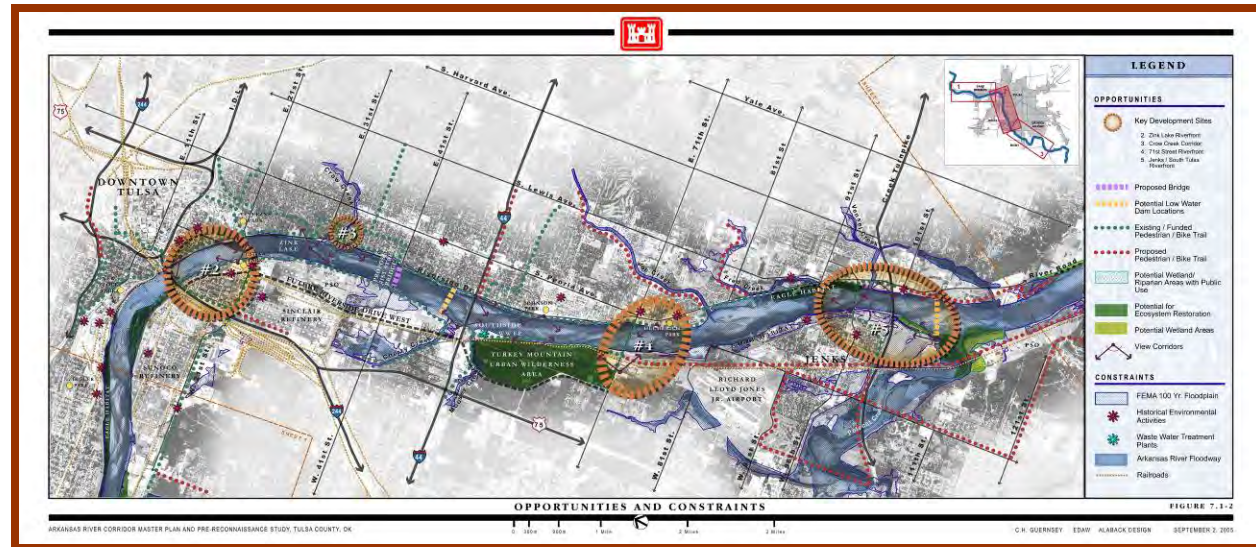
- ✚ Should extend southward from Southwest Boulevard to 71st street and include Elwood Avenue,
- ✚ Fills a gap in the transportation network linking key properties on the west side
- ✚ Provides a significant identity transferred from the parallel road on the west side

Replace Sloped concrete on Southwest Boulevard

This should be terraced with planting areas in the vicinity of the Tulsa Regional Medical Center; this will provide some visual relief and a better driving experience along the major artery leading into and out of the Tulsa Downtown



Opportunities and Constraints Sites



The constraints map above lists the flood plain, wastewater treatment plant, historical environmental areas, and railroads as constraints. Opportunities are listed as Key development sites such as Zink Lake riverfront and Turkey Mountain, proposed bridges such as 41st street, low water dams, bike trails, wetlands and potential ecosystem restoration.

- ✚ The concrete plant site, 1,000, feet of river frontage (site shown for the expansion of the Festival Park or economic development).
- ✚ West Tulsa park 23 acre site.
- ✚ City of Tulsa Public Works, a 40 acre site.
- ✚ 300' wide linear park by the levee contains the River Skate Park and the western themed playground.
- ✚ The Historic route 66 Bridge.
- ✚ Future development area shown on plan.

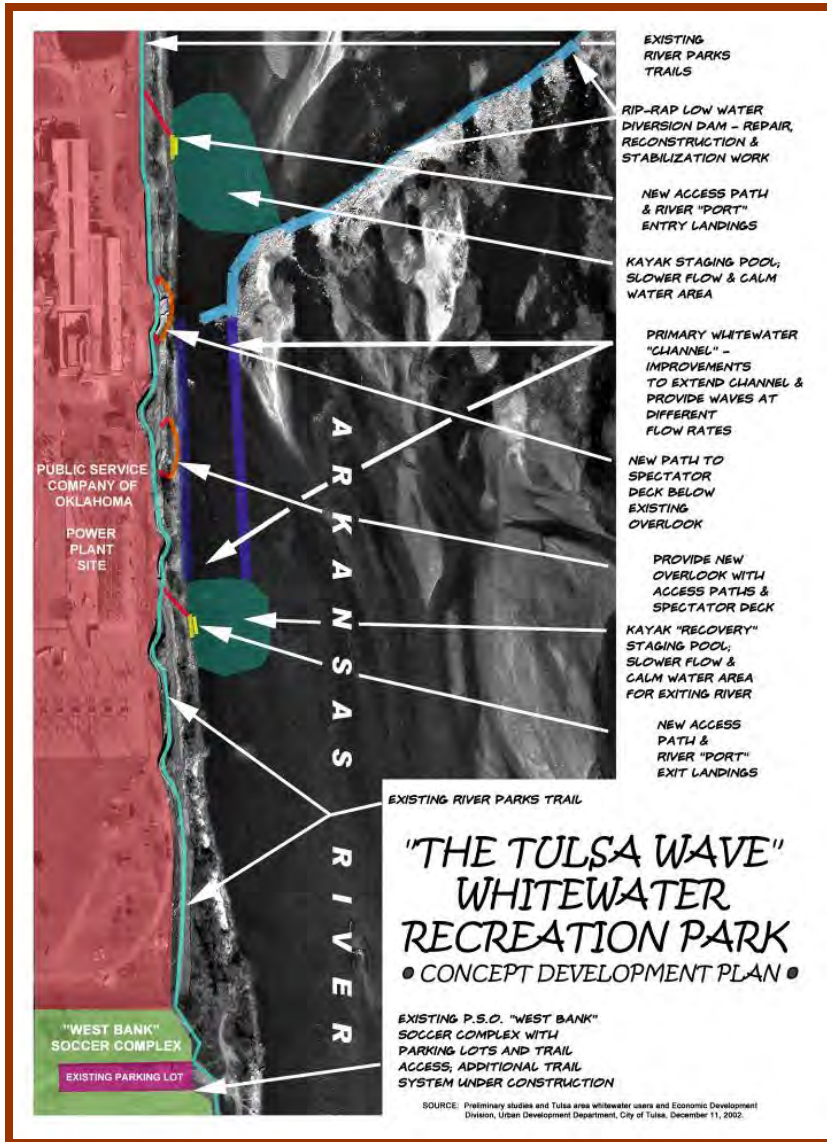




The Riverparks west trail extends from Southwest Boulevard (also known as the 11th street Bridge) to 71st Street. The trail is primarily flat, with some small rises at 21st street as the trail goes under the 21st Street Bridge and then at the Turkey Mountain Wilderness area. Along the trail is the River West Festival Park, a place where several annual events take place including Oktoberfest and the Tulsa Celebrates Freedom event on July 4. The scenery along the route is varied ranging from great views of downtown Tulsa to wide open areas near the PSO Soccer Complex. The trail connects with the East Bank Trail at the Pedestrian Bridge at 29th Street as well as the 21st Street Bridge. There is a 9-hole disc golf course near the beginning of the trail at the Southwest Blvd Bridge. In addition, there are picnic tables and grills available. Near the PSO Soccer Complex, there is an area designated for kayaking. This area, known as the Tulsa Wave, is nationally known for its eddy's and currents that make kayaking challenging. There is an access point just north of the Soccer Complex parking area. There is a fishing area near the Pedestrian Bridge that features fishing pole stands. The trail extends to the Turkey Mountain Wilderness Area and then onto the 71st Street Bridge, which then connects into the River Park East trail. The Turkey Mountain Wilderness Area has several miles of unpaved hiking or off-road biking trails. (Tulsa Riverparks brochure)

To access to the west bank and provide for walkability in the community will require more trail connections to be finished like Cherry Creek.



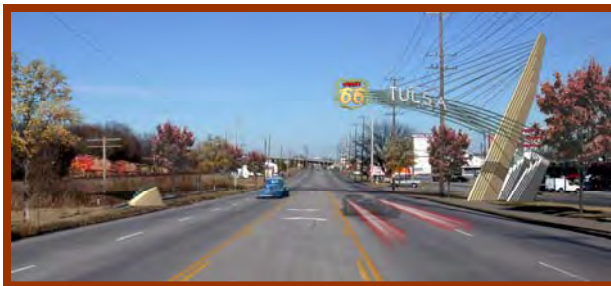


Over the last few decades, a small Tulsa stretch of the Arkansas River has grown a national reputation for whitewater kayaking. Public Service Company of Oklahoma is now spearheading an effort to develop a river park at the site, which many hope will boil over into a dynamic economic force. Tulsa's improvements point that way. Known as the "Tulsa Wave," since the 1970s the Arkansas River in front of PSO's Tulsa Power Station has lured kayakers to its swirling waters formed by rock outcroppings and shoals south of the 31st Street dam. PSO estimates its 30-day project to improve grading, stabilize a 150-foot section of the bank and build a path and dock for kayakers will cost about \$75,000. When complete, it will lead to the development of a whitewater recreation area to be called the Tulsa Wave Park.



Gateways to the Magic Empire

The 41st Street gateway will become a major entryway to Southwest Boulevard when the Gilcrease expressway is finalized. The exit ramp at 57th West will bring regional and local traffic to the Southwest Tulsa Area. The current gateways at the Arkansas River Bridge and the proposed Gateway at 33rd West Avenue will also add to infill development.



When 41st street gateway concept is added to 71st street and gateways at both ends of the Route 66 corridor, an impressive image emerges. Street gateways will funnel revitalization to the Southwest Boulevard corridor. The 41st street gateway is also an important regional corridor to the Sand Springs, Berryhill and Industrial complexes to the north.



Southwest Boulevard



The plan is to have more than 3 miles of commuter rail with stops at Festival Park (or new developments), OSU medical center and the new forensics lab, also a rail transit station and village is shown in the plan. The rail system would stimulate growth in the western part of the city and assist in the planning of long term strategies for the growth of the area.

The plan could be the stimulus for the development of the Festival Park, West Tulsa Park and the concrete company.



The 2025 Program includes a Route 66 themed project located at the intersection of **Riverside Drive and Southwest Boulevard** (Old Route 66) on the Arkansas River. The site also has the strong potential to serve in an urban design sense as a “Gateway” to downtown Tulsa at its southwest corner. To date a site between the south I-244 frontage road, Lawton Avenue, Riverside Drive and Southwest Boulevard has been acquired, cleared and developed with a visitor parking area. In addition a “Period Bridge” Replica for Pedestrian/Visitors spans Southwest Boulevard to connect with the recently completed Cyrus Avery Plaza. The remaining cleared lands are planned for a “Route 66” style diner/restaurant and an interpretive center which focuses on “The Mother Road.” A new bridge is planned for the Arkansas at downtown.

and an interpretive center which focuses on “The Mother Road.” A new bridge is planned for the Arkansas at downtown.



CONCEPTUAL
OF WESTBOUND I-244
BRIDGE OVER ARKANSAS
RIVER IN TULSA, OKLAHOMA
AUGUST 2009



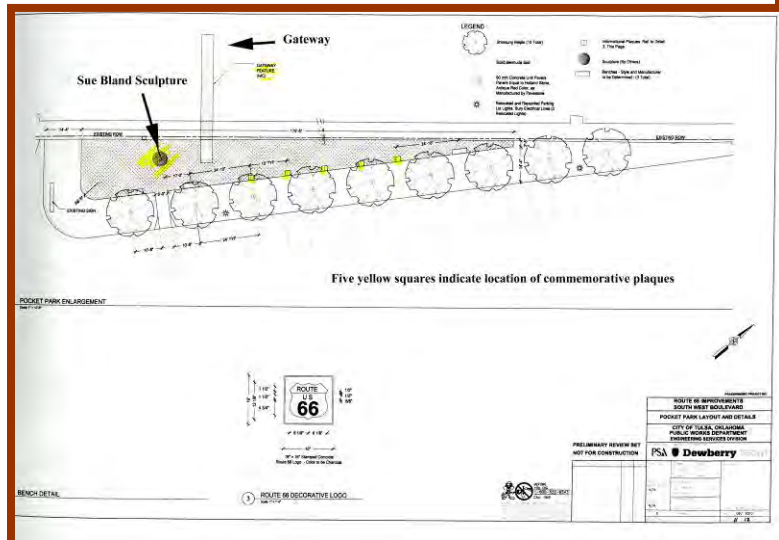
Crystal City Gateway – Southwest Blvd. at 33rd West Ave.

Although many of the other projects that have been identified and proposed along the route scored well against the evaluation criteria, only the gateways and informational road signs received enough points to rank among the top five projects in the Route 66 plan. It is recommended, therefore, that construction of the gateways and informational road signs also be accomplished with Vision 2025 funding. The construction of the gateways will serve to identify the east and west termini of the Route 66 corridor project and will provide the framework inside which the majority of the corridor revitalization will initially occur.



In addition to the vision project that accomplishes stating an identity for the Southwest Tulsa portion of Route 66, the completion of the projects at Crystal City is in process of being planned and implemented by the Public Works department. The plan is to move the Sue Bland sculpture to the **pocket park** to be built in the right-of-way in front of Crystal City shopping center.

The project will include **bronze artwork** to commemorate the Sue Bland oil well that signaled the oil industry was going to be a memorable part of the history of the southwest. The total budget for the artwork is \$50,000.00 and an RFP will be developed to determine the interest.



The **landscaping** along the railroad tracks is to be approved with a low maintenance planting of Crepe Myrtles.

The pocket park planned for the gateway will have **five bronze plaques** on vertical concrete pilasters with the Route 66 shield and favored history selections. The plaques will tell the history of Southwest Tulsa from the early rail to Crystal City Amusement park. The original history of the town of Redfork which was later annexed into Tulsa may be included.



71st Street Gateway

May 10, 2010

Southwest Tulsa Planning Team

71st Street corridor design charrete-

- Develop Parks and open spaces (marker placed at Inverness Village property) including Turkey Mountain, some suggested RV's, camping and the development of Transit Oriented Development (as suggested by the Crowley plan). The development of other city land for the wastewater drying beds to mixed-use and TOD was mentioned. The use of trolley service to downtown was mentioned as a substitute for train.



- East of Union would be a density corridor for the vicinity, and should include various mixed-use development including retail, residential, office, Hotel, and entertainment such as movies and restaurants. Development should provide the appropriate bulk and area requirements and landscape amenities to provide balance with nearby residential single family. The plan would suggest an overall parking management plan to sustain more green space and sidewalks, trails and multi-modal choices.
- Traffic should be focused on Union and a traffic calming plan and features such as bump-outs, protected crosswalks or trails, speed tables, raised intersections, chicanes etc. should be studied and instituted on 61st and 71st. and 33rd West Ave. to limit traffic to Union and providing a slowing effect to discourage traffic from mixed-use development from entering and affecting traffic from adjoining neighborhoods.
- Page Belcher should remain an icon for amenities for the neighborhoods in Southwest Tulsa and maintain the buffer for the residential development that it enhances.



EXISTING AREA MAJOR LAND HOLDINGS

W. 71st Street South from U.S. 75 to Arkansas River - Special Study



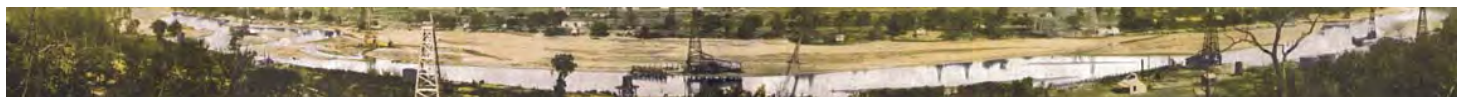
The larger parcels are in financial groups distributed along the 71st street corridor and plans for development have not been fully vested. The 71st corridor is due an improvement and should be improved within the 2011 fiscal year program. Larger land holdings are proceeding with development, such as Tulsa Hills and the Walk, to begin development in 2011. The City of Tulsa along with the River Parks authority has set aside some land for Urban Wilderness. An investment has already been made in the access along Elwood by the Kaiser Foundation. The area has Regulatory floodplain as shown on the areas to the right. This may require detention or other stormwater management practices as well as floodplain permits.

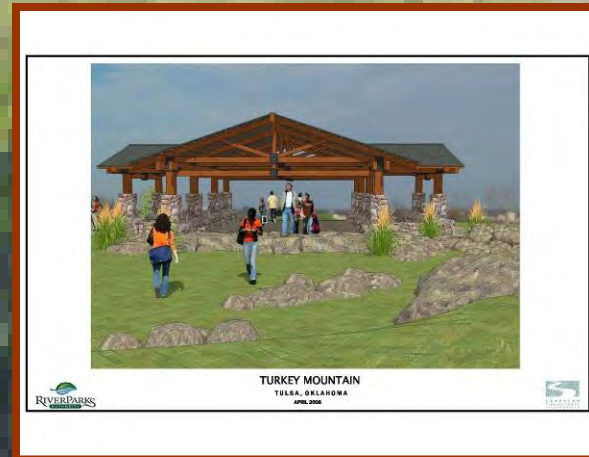


TULSA PLAN MAP
 TULSA COMPREHENSIVE PLAN
 W. 71st Street South from U.S. 75 to Arkansas River - Special Study



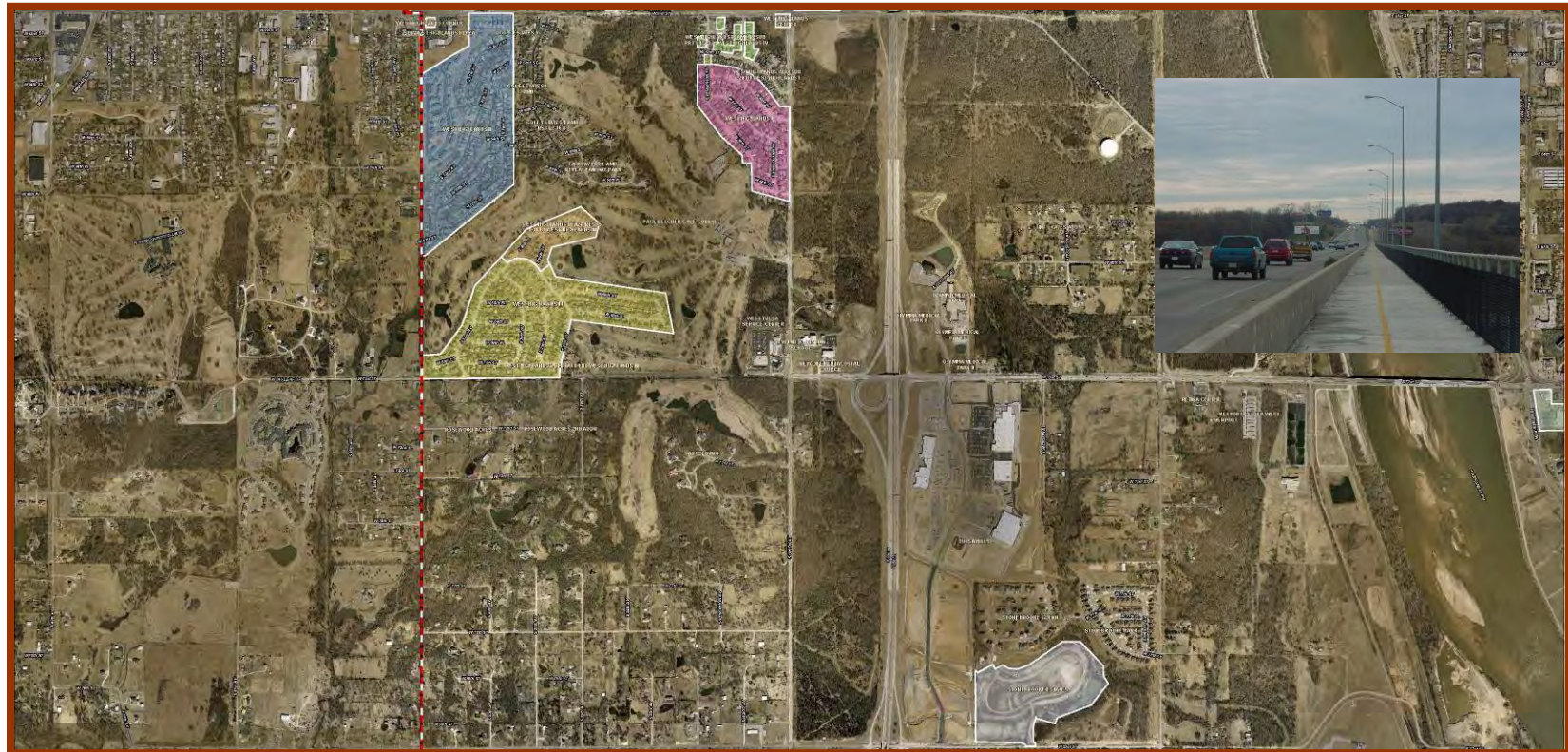
The comprehensive plan denotes a frequent bus connection between Peoria and W. 71st South. It has also been expressed that the frequent bus be extend to S. 33rd and S. W. Blvd. Rail transit planning has been done by INCOG and suggests fixed guidance systems be installed along the river connected to Transit Oriented Developments (TOD). A major interstate highway serves the area (Highway 75) increasing traffic counts and visibility. Recreation activity has increased with access to Elwood. The Zoning categories have been reexamined and mixed-use corridor, regional center and town center designations have been used to assist in developing the corridor, neighborhoods, and regional park aspects of this developing area of Tulsa, Oklahoma.







There are large areas of change (noted in blue) on the proposed comprehensive plan map. Large investments have been made in the Tulsa Hills area. The TIF district will be used to provide necessary infrastructure to support the development of retail shopping. A medical complex has developed on the north side of 71st making this a mixed-use area of higher density. Apartment complexes are developing on the west side of the 75 Highway corridor. The comprehensive plan map shows this as a mixed-use corridor with the Tulsa Hills complex a Regional center. The historic urbanization trends that led to the decentralization of the city have made this area one of many opportunities for redevelopment along the corridors.



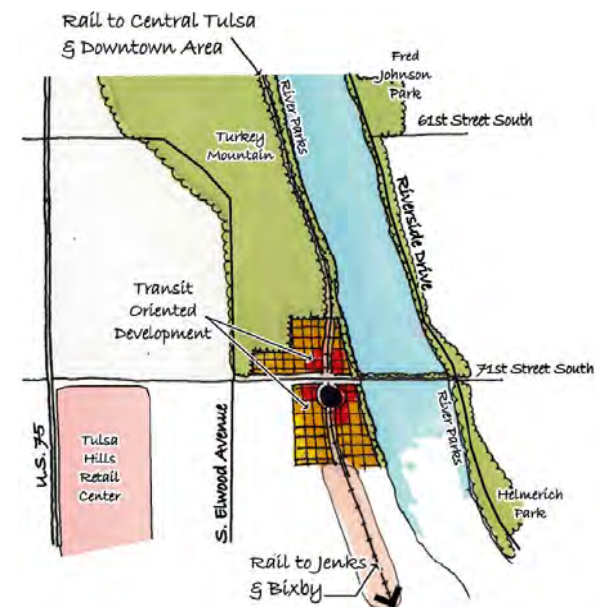


A transit-oriented development (TOD) is a mixed-use area of residential, office, commercial, retail, institutional, or other related uses all of which is designed to maximize access to public transport. A TOD neighborhood typically has a center with a transit station or stop surrounded by relatively high density development.

Potential sites are located along the rail corridor on the west side of the Arkansas River. This corridor extends from the 23rd and Jackson site down to 71st Street south. This corridor could

ultimately connect with the Creek Nation development along the river and down to Jenks, and perhaps later extend into south Tulsa County and Bixby.

“Most urban services are funded by sales taxes and doubling the population generally doubles the number of shoppers and thus sales tax incomes. The term “fixed guideway” transit (most commonly rail) is a transportation form that encourages density. “Fixed” implies that it is not moveable like rubber tired (bus) system and therefore can be relied on to remain in place for the duration of significant private sector investments. Access to a location by large numbers of people without cars supports higher densities because such developments require less roadways and parking. Tax Increment Finance (TIF) districts established for the station areas can also provide monies for the expansion of the transit system. Zoning that permits higher density due to station locations can also be tied to assessment districts based on the added increment of density. Ironically, Tulsa’s rail alignments take a transit system into the cities oldest and, industrially, the most obsolete areas. These are the areas that are the ripest for infill and development.” (Jack Crowley – 2010 Downtown Plan)





Development of the 71st Street corridor has expanded to the south of 81st to the adjacent property marked as site to the left. The new development has sited over 1200 feet of frontage and a traffic count of 65,000 cars a day. With the current plan for road improvements on 71st and future plans for 81st this has become a large retail center.

With the addition of large multi-family apartments on the Union Corridor and the traffic count from US 75, this area will continue to expand and develop. The area has also developed residential lots such as Stone Brook abutting Tulsa Hills.

The report presented by the real estate company representing "The Walk" identified market area population of 99, 375 for a 5 mile radius. The change annually was .75 percent. With the increase in population in the market area, continued housing growth, and other demographic factors this is a continuing

growth area for commercial and residential development.

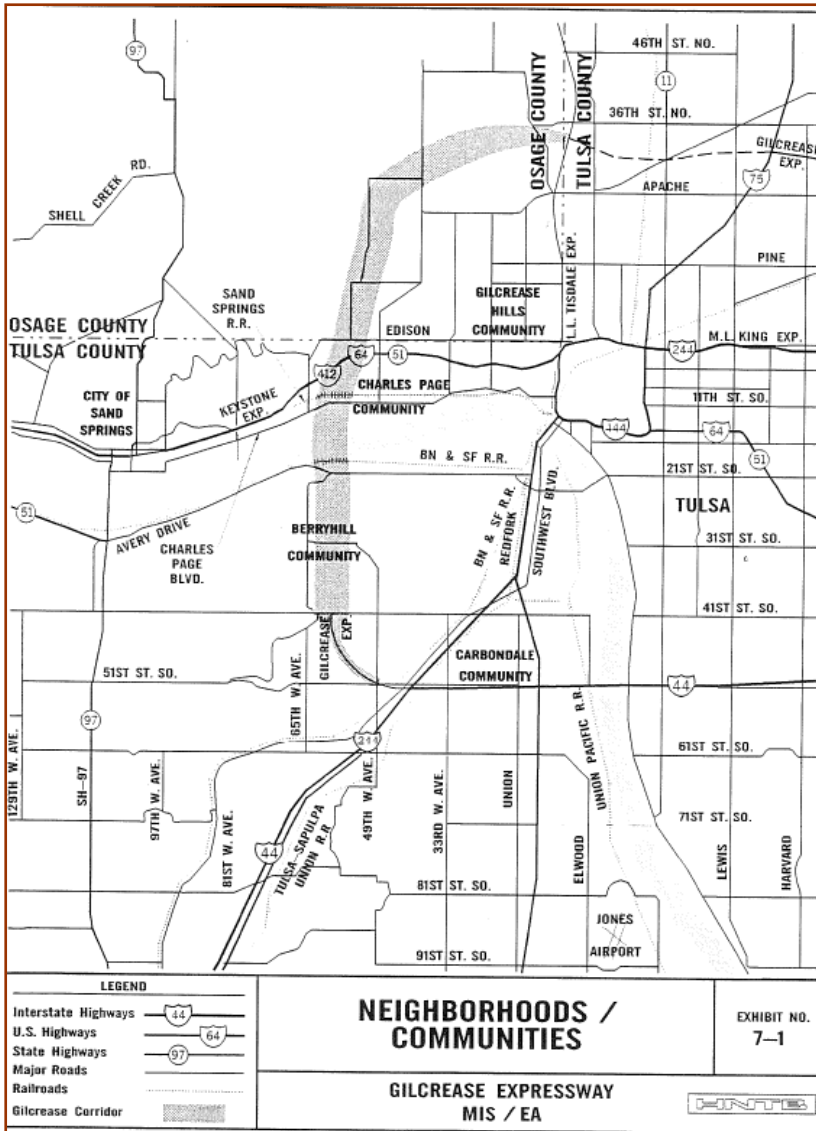
The walk currently planned for this area is a proposed \$35 million, 250,000 square-foot centers with a 12-screen movie theater, fitness center, specialty grocery store and a 400-person amphitheater. The key anchors discussed in the coverage of the proposed shopping center would be a 12 screen Carmike theatre, grocery. The amphitheatre, which would have a footbridge with a water feature, would host entertainment aspects of the development and restaurants are also planned. With multi-tenant buildings and a fitness club planned, this area will help promote the development of the 71st street corridor.



41st Street Gateway

The 41st Street gateway will become a major entryway to Southwest Boulevard when the Gilcrease expressway is finalized. The exit ramp at 57th West will bring regional and local traffic to the Southwest Tulsa Area.

When 41st street gateway concept is added, 71st street and gateways at both ends of the Route 66 corridor, an impressive image emerges. Street gateways will funnel revitalization to the Southwest Boulevard corridor. The 41st street gateway is also an important regional corridor to Sand Springs, Berryhill, and the Industrial complexes to the north. The 41st Street West gateway starts at the bridge at Ollie's restaurant. The expressway was scheduled for completion in late 1988. Photograph taken April 5, 1987. (Photo credit Austin Hellwig). This was not the case, but renewed efforts have moved the expressway forward once again.



The Gilcrease Expressway in Tulsa County is a part of an advanced plan to build an outer highway loop around Tulsa's central business district. This highway will eventually connect Interstate 44 in Southwest Tulsa to U.S.412. The Gilcrease is to be completed to connect the L.L. Tisdale Parkway and Edison Avenue in northwest Tulsa. The removal of homes (As shown on the map to the left) along s. 57th W. Ave. between W. 26th St and W. 21st Street is almost complete. The expressway will connect Berryhill to Sand Springs with a bridge over the Arkansas River.



Purpose and Benefits

Completes expressway system.

Current transportation system is inadequate for balanced and efficient movement of goods, people and services in this area.

Lack of highways and river crossings limit mobility.

Insufficient multimodal access to employment centers.

Better access to developments in the immediate vicinity.

Better access to regional destinations. Improves public safety access for the region.

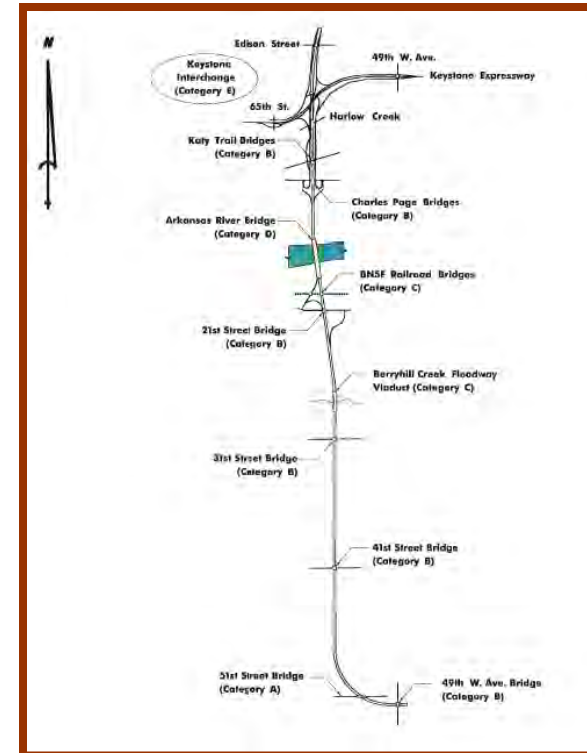
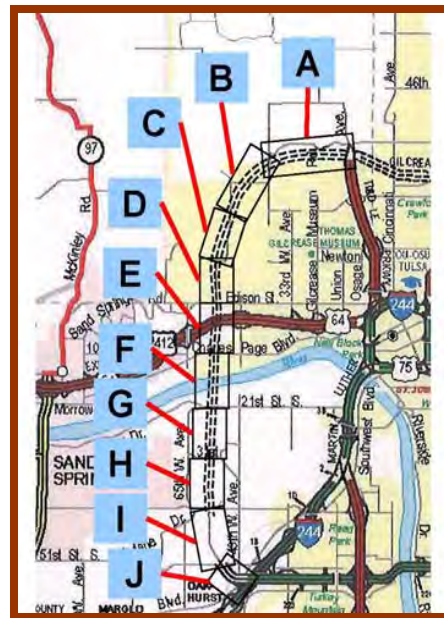
Provides transportation choices for improved access.

Utilizes resources efficiently (direct routes, "beltway")

Keystone Expressway is the major feature intersected by the proposed Gilcrease Expressway in the northern portion of the project. Keystone Expressway provides a critical east-west passage through Tulsa. An interchange is planned to accommodate this expressway and provide full movement capability with the proposed Gilcrease Expressway. Most of the southern portion of the project alignment runs through the Berryhill Community, which is characterized primarily by low to medium-density neighborhoods with single-family residences and a small number of limited commercial properties. The southern end of the project is characterized by a portion of the designated Gilcrease Expressway existing as a two-lane road heading east from the I-44/ I-244 / Gilcrease Expressway Interchange, intersecting 51st Street, turning north, and continuing to an at-grade intersection with 41st Street. The only existing bridge structure along the southern portion of the existing and proposed alignment is a crossing of 49th West Avenue at the southern project limits. This bridge will be replaced as part of the planned improvements to accommodate proposed roadway geometry.

Segment Definition

- A. Tisdale to 41st W Ave
- B. 41st W Ave to 53rd W Ave
- C. 53rd W Ave to Pine
- D. Pine to Edison
- E. Edison to Charles Page Blvd
- F. Charles Page Blvd to W 21st St
(Bridge for Arkansas River, RR, and W 21st St)
- G. W 21st to W 31st
- H. W 31st to W 41st
- I. W 41st to W 51st
- J. W 51st to I-44



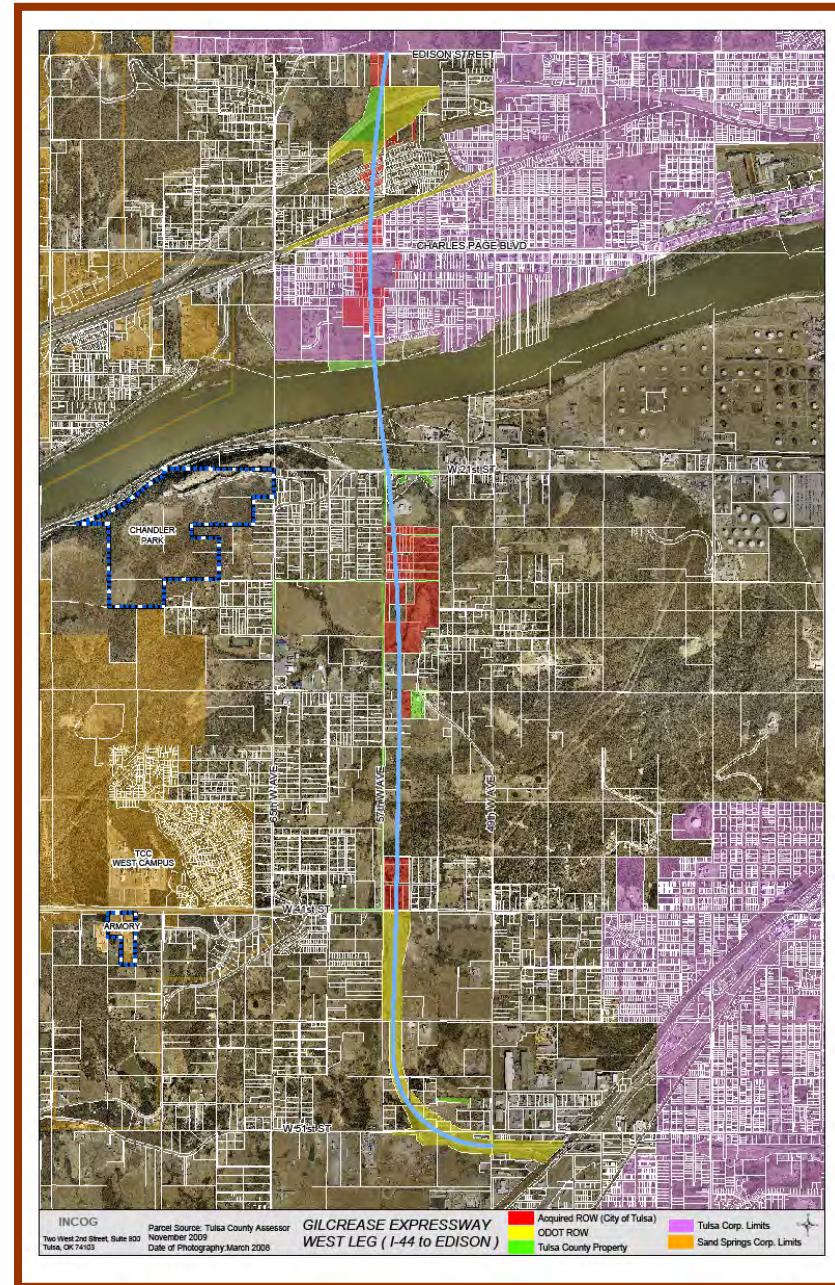
Implementation Approach

- Ultimate 6-lane facility with trail
 - A. 2-lane on ultimate right-of-way
 - b. At-grade crossings (no interchanges)
- Road segments defined to match funding Allocations
- Phased Construction:
 - a. Grading & Drainage
 - b. Drainage Structures
 - c. Bridges
 - d. Paving
- Construction Sequencing Considerations:
 - a. Functional (ability to meet needs)
 - b. Funding allocation / timing
 - c. Interim access (adjacent properties)
 - d. Logical nodes
 - e. Constructability (e.g. balance earthwork)
 - f. Right-of-Way Acquisition



Funding / Cost Estimates

- **Current Sources:**
- Urbanized Area Surface Transportation Program
- 3rd Penny Sales Tax and/or General Obligation Bond
- Funding Federal 80% / Local 20%
- \$6 million per year / \$1.5 million per year
- **Current Balance:**
- Federal \$18 million / Local \$4.5 million
- Potential: Federal \$24 million / Local \$6 million



Funding / Cost Estimates

- **Estimates:**
 - 2-lane on ultimate right-of-way
 - Based on Functional Plan level except Segment A
 - Includes contingencies, administration costs, quality assurance /quality control, etc.
- **Cost:**
 - Tisdale to Edison: \$126 million to \$179 million
 - Edison to I-44: \$102 million to \$145 million
 - Arkansas River Bridge (includes RR and W 21st Street): \$34 million to \$48 million
- **Project Horizon:**
 - \$7.5 million per year
 - 31 years to 43 years (50+ years time value \$)



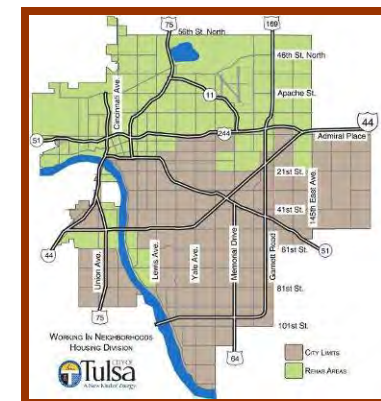
The Red Fork area is a significant example of a residential neighborhood developed primarily between during Tulsa's oil boom years. The historical context for the neighborhood begins at 1904. The most significant years of growth were from 1911 to 1930, during the period Tulsa experienced a housing boom due to oil-related activity. The period of significance for the neighborhood ends at 1952, the present 50-year cut-off date for inclusion to the National Register of Historic Places.

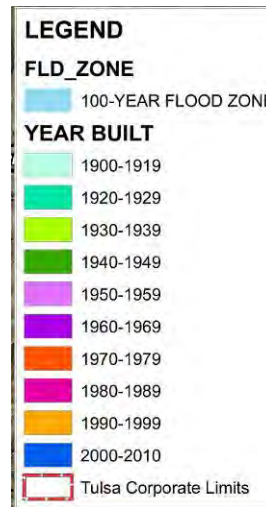
An Intensive Level Survey for the National Register conducted by David Simmons revealed 690 buildings. Focal points of the survey were single-family residential, Sue Bland oil well site, Pleasant Porter, Park Elementary, Clinton Middle School, Webster and Reed Park. The majority of the structures in the survey were single –family (630). The total bungalows were 248, 9 colonial revivals, 2 Folk Victorian, 262 Modern Movement, 63 Folk and 34 Tudor Revival.

Individually eligible for the National Register were the Sue Bland Oil Well Site. On June 25, 1901, the first oil well in Tulsa County. Webster High School designed by Arthur M. Atkinson, John Duncan Forsyth, opened in September 1938.



Some areas in this area are eligible for housing rehabilitation or weatherization grants as shown on the map below.





Development in the 20's took place next to the Redfork Townsite and then radiated out to Berryhill. The building spurts where less during the depression and periods after World War II and the Korean War. Then as growth spread towards Sand Springs the majority of which came from 1950 thru 1970. This was a time of peace and many could use the GI Bill for housing. The housing was on large lots and did not have the advantage of sewer service. Today there are continued debates about the need for sewer as the pre-cursor to small lot development. A larger piece of land where the flood plain is will be developed by the Gilcrease Expressway and connect Tulsa, Sand Springs, with the areas in North Tulsa. There is no doubt that with an exit off a major expressway exiting on 41st West that new development and infill will take place. This is furthered by the existence of a major Junior college and an Armory





Census Tract 47

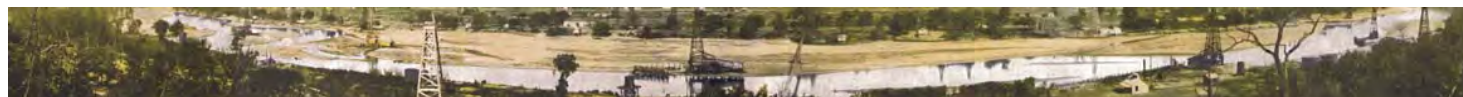
The aerial photo depicts the boundary lines of Census Tract 47 from the 2000 U.S. Census Bureau.

The northerly most boundary of Tract 47 is West 37th Place South. There are also two short lines along West 38th Street South and an approximately one mile line stretching along W 41st Street South.

The southern tip of the boundary is roughly West 57th Street South.

Most of the western boundary is South 49th West Avenue. There is also a three-block boundary along South 34th West Avenue and one-block along South 32nd West Avenue.

Most of the eastern boundary runs along I-244 / I-44 highways with the exception of short distances along South 26th West Avenue and South 25th West Avenue at the northern most section of the census tract.

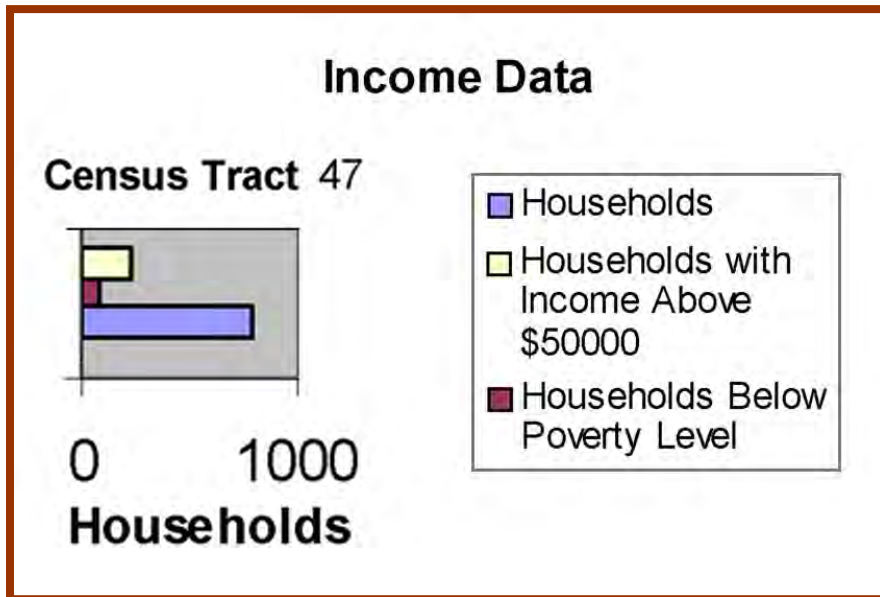


Primary data for the area was compiled from the 2000 U.S. Census and is somewhat dated, and the 2010 decennial Census survey has not available. However, the 2000 census data does provide reasonably good indicators of area resident and worker characteristics. A preliminary summary of these characteristics is contained in the chart below. The base data detailed in the chart also contains comparisons of Census Tract 47 to the overall City of Tulsa and Tulsa County.

The northern half of Census Tract 47 is comprised of residential development, including the historic Red Fork neighborhood. The southern half of the census tract, primarily south of W 46th Street, consists primarily of industrial development.

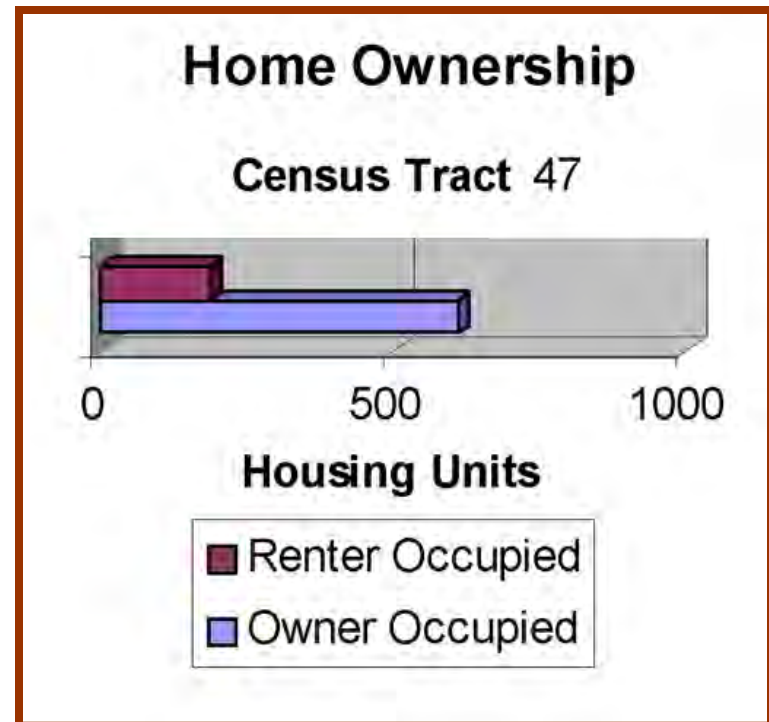
Census Tract	Population	Households	Housing Units	Owner Occupied	% Owner Occupied	Renter Occupied	Median Gross Rent	Per Capita Income	Median Household Income 1999 Dollars	Average Household Income in 1999 Dollars	Households with Incomes Below Poverty Level	% HH Incomes Below Poverty Level
47	2,004	800	865	612	71%	188	\$534	\$15,226	\$30,913	38,142	78	10%
City of Tulsa	393,049	165,842	179,491	92,157	51%	73,685	\$511	\$21,534	\$35,316	50,282	21,579	13%
Tulsa County	563,299	266,892	243,953	140,131	57%	86,761	\$520	\$21,115	\$38,213	51,753	25,558	10%





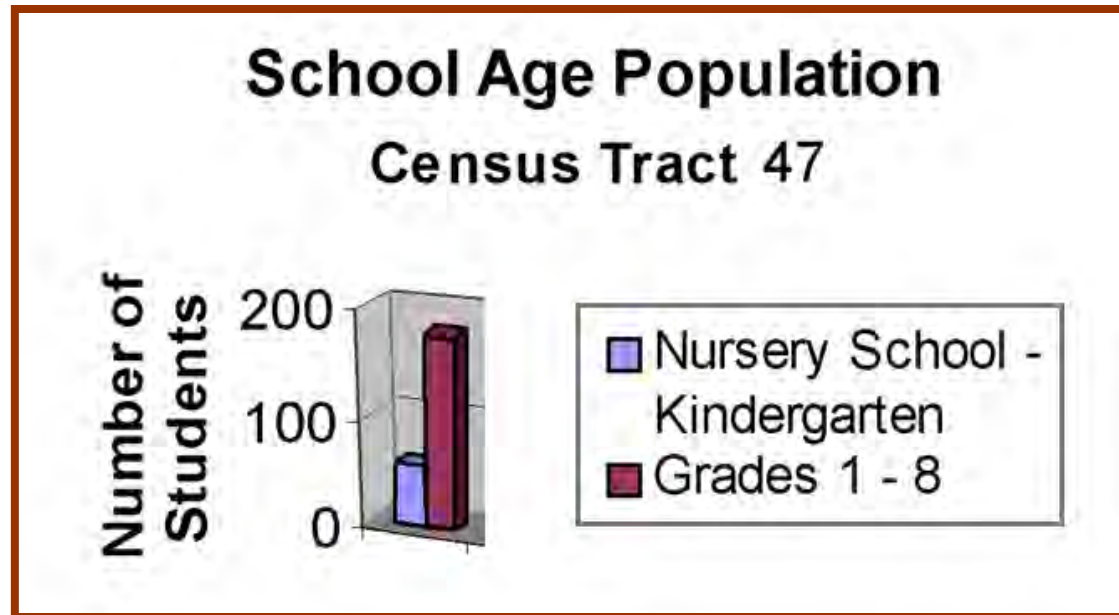
The graph to the right illustrates the household income data for the 800 households in Census Tract 47. As shown in the table above, the average household income was \$38,142, compared to the average of \$50,282 for the City of Tulsa overall household income. Out of the 800 households, 78 or approximately 10% were below poverty level. However, 222 of those households had incomes above \$50,000.

Of the 865 housing units, 71% were owner occupied, which is greater than the City of Tulsa's 51% overall owner occupancy rate. The median gross rent was \$534 per month, slightly higher than the City of Tulsa's overall rent of \$511 and \$520 overall for Tulsa County.



Of the 2,004 residents in Census Tract 47, 232 students were enrolled in nursery school through the 8th grade, according to the 2000 Census data.

Census Tract	47
Nursery School - Kindergarten	56
Grades 1 - 8	176
Total	232



41st and Gateway Design Charette August 9, 2010 Southwest Tulsa Planning Team

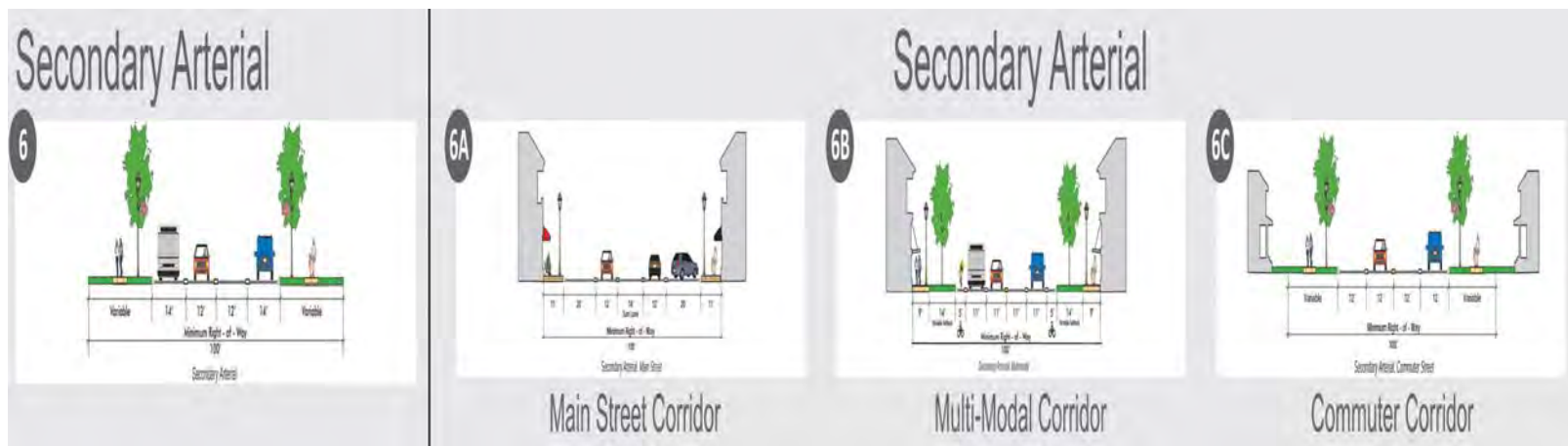
The need for more small area planning is evident with the construction of any new transportation artery. Gilcrease is not an exception. In the Phase II plan the group looked at the West 41st Street area from South 41st West to Ollie's. This will become an entrance to Route 66 and the destinations that are planned for revitalization. The focus is the gateway as it relates to improvements on 41st in the city limits but also examines factors outside the city limits. Topographic conditions and lack of wastewater are contributing factors towards the large lot development that has taken place. The Gilcrease Expressway project when coupled with the development of Berryhill and surrounds, and the continued expansion of Sand Springs down 41st is conducive to growth in the corridor. The development of the Armory and Tulsa Community College add to the expansion of the 41st Street gateway.

Design Recommendations:

- ✚ The **preservation** of the historic Redfork neighborhood is tantamount to the revitalization 41st and developing an appealing gateway.
- ✚ The gateway should utilize **traffic calming and context sensitive design** for continued traffic flow, impact on residential areas and to further enhance Route 66 and **destination sites** planned in Phase I and Phase II Southwest Tulsa Detailed Implementation plan.
- ✚ The Redfork Main street project area is the area viewed entering and leaving the gateway it should be improved and funding should be addressed for both finishing the **streetscape** for the all of the gateway , with special emphasis on restoration of the historic facades , **façade renovation** with CDBG funds have been allowed in blighted and low and moderate areas.
- ✚ An approach for a combination of street improvements, traffic calming, streetscape, signs and other amenities (such as art work or special entrance treatment (like to gateway that is planned in the Route66 Master Plan.) These improvements should be contemplated for placement in the cities' **Capital Improvements program**.
- ✚ **Trail improvements** should be extended to the Gilcrease expressway and down 41st west to leverage the placement of trails from Sand Springs and proposed on the expressway. This trail should be designed, programmed, and placed for funding in the Trail enhancement program of the Department of Transportation.
- ✚ **It is strongly suggested that that a city-county small area plan for the Gilcrease expressway impact area be considered.**



This is the area that falls within the city limits. The city limits ends at 41 street west and 41st. With the expansion of the outer loop around the Tulsa metroplex it is expected that traffic flows, infill development, expansion of roads and utilities will continue to increase and the changes will affect the city and the county. With the adoption of the new comprehensive plan a small area study would be needed to project overall urban growth in this portion of Tulsa. The city is currently studying the use of context sensitive design solutions represented by the chart from the new comprehensive plan. The approach should foster streets that fit the physical setting, preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. The concept to the right on 41st West utilizes the new sections in the comprehensive plan.



Appendix A

Wayfinding-

On Tuesday October 13, 2009 the Southwest Tulsa Planning Team discussed the following information to address the future of providing directional information to traveling tourists and local residents on places of interest

in the Southwest Tulsa area. Presentations were made by teams from the Southwest Chamber of Commerce, Southwest Historical Society, and the Redfork Main Street organizations.

Places to find:

West Side YMCA

Historic Neighborhoods (Redfork, Carbondale etc.)

PSO Soccer Park

Page Belcher Golf Course

Reed Park – all parks

Discovery Land

Cedar Rock Inn

Education canters (OSU, Webster, Clinton etc.)

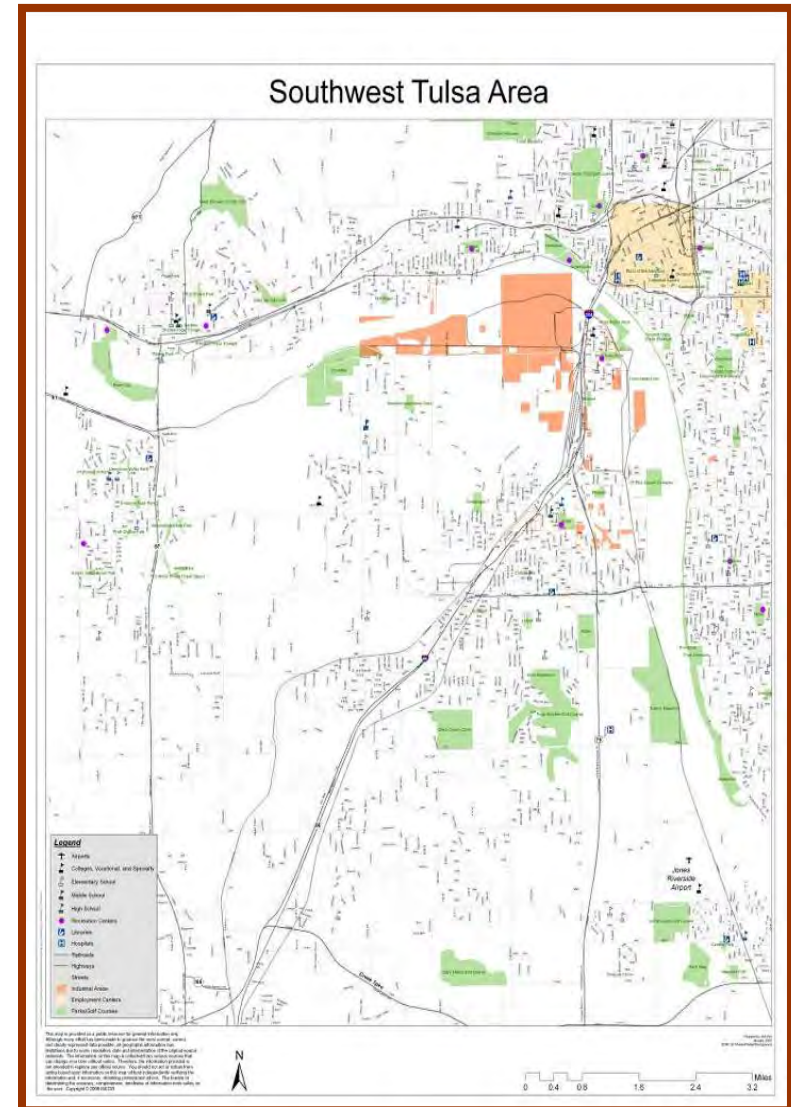
Route 66

Route 66 Tourism Headquarters

Route 66 Station- Village

Red Fork Main Street

-  **The final staff recommendation is for each organization to develop pilot projects with specific design features.**



Sign Placement:**-244 & 33rd W. Ave. - Both directions**

Route 66
Route 66 Village
Main Street Red Fork

1-244 exits to 33 rd W. Ave.

Route 66
Red Fork Main Street
Route 66 Village

33rd W. Ave. & S.W. Blvd.

Gateway to Route 66
Red Fork Main Street
Route 66 Village

1-244 north & S. W. Blvd. 23 rd Street

Route 66
Route 66 Village
Main Street Red Fork
Route 66 Headquarters
Chandler Park

1-244 exit to S.W. Blvd. & 23 rd Street

Route 66
Route 66 Headquarters
Route 66 Village
Red Fork Main Street
Chandler Park

S.W. Blvd. & 23 rd Street - both sides

Chandler Park

23rd Street & S.W. Blvd. - Both sides

Route 66
Route 66 Headquarters
Route 66 Village
Red Fork Main Street
1-244 south & 17th Street

Route 66
Route 66 Headquarters
Route 66 Village
Chandler Park

1-244 exit to 17th Street

Route 66
Route 66 Headquarters
Route 66 Village
Red Fork Main Street
Chandler Park

17th Street & S.W. Blvd. - East bound

Route 66
Route 66 Headquarters
Route 66 Village
Red Fork Main Street
Chandler Park

1-244 south & 41 St Place/SW. Blvd.

Route 66
Route 66 Village
Main Street Red Fork

1-244 exit to 41 st Street & S.W. Blvd.

Route 66
Route 66 Village
Red Fork Main Street

1-44 & 33 rd W. Ave. - Both directions

Route 66

Route 66 Village
Red Fork Main Street

1-44 Exits to 33 rd W. Ave.

Route 66
Red Fork Main Street
Route 66 Village

1-44 & Elwood - west bound

PSG Soccer
West Side YMCA

1-44 & US 75 - west bound

Page Belcher Golf Course

1-44 & US 75 - East bound

West Side YMCA
Page Belcher Golf Course
PSO Soccer Park

51 st & Elwood - both directions

PSO Soccer Park
US 75 north & 71 st Street
Page Belcher Golf Course
US 75 south & 61 st Street
Page Belcher Golf Course

US 75 & 144 - both directions

West Side YMCA
PSG Soccer Park

US 75 & 41 st Street - both directions

Red Fork Main Street

Route 66
Route 66 Village
US 75 Exits to 41 st Street

Route 66
Route 66 Village
Red Fork Main Street

41 st Street & Union - West bound

Route 66
Route 66 Village
Red Fork Main Street

41 st Street & S.W. Blvd. - West Bound

Route 66
Route 66 Village
Red Fork Main Street

21 st Street & Riverside Dr. - West Bound

Route 66
Route 66 Headquarters
Route 66 Village
Red Fork Main Street
Avery turns into 21 st street
Chandler Park - both sides

Route 66 - east bound
**21 st Street east bound turns
to RR crossing**

Route 66



APPENDIX B

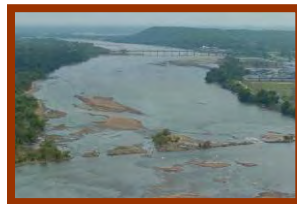
Design Guidelines for the Southwest Tulsa –

- ✚ Preservation of significant existing buildings for adaptive re-use and continued maintenance of structures and landmarks within Southwest Tulsa and Redfork Main Street revitalization area is a primary goal.



- ✚ Single-family housing is a targeted land-use for infill development in Southwest Tulsa.

- ✚ Southwest Tulsa and the surrounding neighborhoods should be connected to the Arkansas River by sidewalks and trails to take advantage of Tulsa's extensive trail system.



- ✚ Mixed-use development is appropriate and should be encouraged in Southwest Tulsa when conducive to the city's comprehensive plan.

- ✚ Incentives, such as a tax incentive district for the West Bank, refinement of the building permit review process to encourage new and significant redevelopment. The Crystal City shopping center should also be considered for revitalization and a market study. (Please refer to Potential Development Incentives in the main body of the Phase II plan.



- ✚ The proposed comprehensive plan and new zoning ordinance should be adopted to encourage new development and significant rehabilitation of existing buildings.



- ✚ An attractive and coordinated wayfinding system should be funded for Route 66 in addition to Vision funding for individual projects. Visual clues should be provided by appropriate signs, lighting, paving and building materials, and other features
- ✚ Promote a transportation system that achieves the Southwest Tulsa desire to foster a sense of place, create a more pedestrian and transit oriented environment, enhance economic development and opportunity.



- ✚ Prepare model zoning and site plan regulations that provide flexibility to develop new and innovative building types that support the infrastructure and mobility concepts.

- ✚ Creation of attractive Gateways into Southwest Tulsa should be considered in design of public and private development.



- ✚ Southwest Tulsa should continue to implement and enhance their zoning and site planning requirements that provide for safe sidewalks and bike paths, including landscape, design features, and integration with utility infrastructure, this should proactively work to encourage the retrofitting of neighborhoods to establish a sound pattern of pedestrian movement and circulation. Access and availability of alternative modes of transportation should be improved. Improved means of public transit include a shuttle and/or trolley system, taxi service, fixed guidance or bus rapid transit.



- Streetscape improvements and traffic calming measures should support pedestrian safety and Activity and give priority to the walkable environment.
- Streetscape improvements should be appropriately designed and help provide a unified visual appearance in Southwest Tulsa. Variations in streetscape design may be developed for specific districts within Southwest Tulsa, but they should be designed to provide an appropriate relationship and transition to adjoining districts and the overall streetscape. All streetscape elements and furniture are to be of high quality, attractive of appearance, highly durable and requiring minimal maintenance.



Elements Common to Tulsa Neighborhood Plans:

- ✚ Redevelopment - reuse of existing buildings
- ✚ Infill structures- mixed-use development at street level
- ✚ Design guidelines
- ✚ Parking structures as density occurs or to save land
- ✚ Gateway features or intersection enhancements
- ✚ Uniform sign deployment
- ✚ Lighting for both pedestrians and street amenities
- ✚ Traffic calming such as bump outs
- ✚ Variations on park development and design – linear, pocket , and neighborhood
- ✚ Streetscape features- trees, street furniture, trash receptacles, landscaping etc.
- ✚ Safety enhancements – crosswalks, safety lights, etc.
- ✚ Improved transit system



Appendix C

Proposed Capital Improvements for Neighborhood Initiatives

- ✚ **Campus Plan** – improvements to Webster , Clinton , Pleasant Porter and Reed Park area to provide a unified area for collaboration and sidewalks.
- ✚ **West Bank Rail improvements** – to provide an inter-modal fixed rail for the development of the West Bank.
- ✚ Southwest Tulsa Plan –Phase II– **streetscape improvements to Village and Webster, segment III** of plan.
- ✚ **Sidewalks** General – Installation of sidewalks for inter-modal improvement and to address, American Disabilities Act, air pollution, physical fitness
- ✚ **Wayfinding Southwest Boulevard**- addition of signs for economic development and tourism.
- ✚ **Union Trail** planning and construction.
- ✚ **41st Street Streetscape trail and traffic calming**- From Ollie's restaurant to city limits.
- ✚ Reed Park expansion and design of **new baseball field**. (defer to parks and parks board for cost estimate and approval)
- ✚ **Crystal City** – Market Study
- ✚ **41st Street Bridge** or Pedestrian Bridge option (Refer to Arkansas River plan –INCOG)
- ✚ **Traffic Calming for 61st and 71st and 33rd West Ave.** Design of streetscape and 3 lane improvement in the next improvement cycle.
- ✚ **Small Area Plans**- Union Corridor, Village/Webster Corridor, Gilcrease, (South of River-County), Campus Plan ADA Update.



Revitalization Agenda

Phase One – Implementation Focus- David Simmons –Planner III

Design Segment One-Underpass stabilization, West Bank, on street bicycle, wayfinding etc.

Mooser Creek- Design final, not selected for fourth year submittal to ODOT. Needs support-

Cheery Creek- Under construction, problems with railroad underpass-Needs support

Village- Design hours focus and opportunities to move forward- Needs continued staff support

Main Street- Staff assistance for Triangle, National register, and sidewalk opportunities. Staff assistance needed.

Sidewalks- Stimulus funds, other funds, etc. (sidewalk repair)Current Requests for SWboulevard.33rd, 48th, 50th, 24th, 25th, Campus Plan area, and the segment three area from union to 27th West on Southwest Boulevard.

West Bank- Staff the committee chaired by Councilor Westcott- provide planning

Gilcrease Expressway-Attend meeting on behalf of the SWTPT and Chamber. In the design, ROW, and finance phase.

STAR- Provide support for code enforcement activities by WIN-

Vision projects- provide support for implementation by Public Works.

Public Works coordination- Vision projects, misc. opportunities, design input, plan objectives. Trail coordination with committee, bicycles-pedestrian.

Grant Opportunities- Byways, ODOT trails, Etc. A developing process-

Other activities as outlined in the phase one plan or requested by SWTPT or other organizations or assigned by Planning Department.

PlaniTulsa-Work with project staff for completion of Land Use , Housing , Economic Development , Transportation, Parks ,Trails , and Open Space- complete work on vision plan and small area workshop. Implement comprehensive plan.

Phase II – Plan construction- David Simmons Planner III

*Design Segment Two- logo and wayfinding. CIP

*Design Segment Three- site planning with Chamber and Redfork, support vision project, sidewalk crossing. CIP

*Design Segment Four-Crystal City, vision project, CIP

West Bank –Develop plan component and assist on Councilor Westcott's' committee

*Gilcrease-Develop plan component and assist committee

Gateways to the Magic Empire-Southwest Boulevard- at Avery Bridge (Crowley Plan) and 33rd West, 71st Street at the Arkansas, 41st Street at Ollie's

Appendix A – Wayfinding-continue improvements to appendix. , support projects and opportunities. Suggest the development of pilot projects.

*Appendix B- Design Guidelines- continue improvements to the appendix.

*Appendix C- Capital Improvements-continue additions and deletions

*Appendix D- Historic Context (Brochure)-continue work with SWTHS.

Capital Improvements – Southwest Tulsa

Small Area Planning- Union Corridor, Village/Webster Corridor, Gilcrease (South of River), Campus Plan ADA Update



APPENDIX D

Early History of
Southwest Tulsa

Southwest Tulsa Planning Team

Southwest Tulsa Historical Society

Tulsa Planning Department

Photo courtesy – Beryl Ford

THE EARLY HISTORY OF SOUTHWEST TULSA

The Early History of Southwest Tulsa

By David M Breed (Including early research and initial drafting by Kent Schell)



The history of Southwest Tulsa can be traced back to the early 1800s. In 1820, the U.S. Government set aside a portion of the Louisiana Purchase and designated it “Arkansas Territory.” Later, with pending statehood for Arkansas in the eastern portion of this territory, the western portion of this area became designated “Indian Territory.” This area, located in all of what is now the State of Oklahoma with the exception of the then-contested Oklahoma panhandle, was divided among lands for each of the Five Civilized Nations, given in return for lands in the Deep South from which the Nations were being forcibly “removed.” These lands were held “in common” by each of the Nations with no

individual ownership of parcels of land until the forced subdivision and allotment of individual “homestead” parcels to documented tribal members in the years immediately following 1900. Would-be white settlers were discouraged – and, in some cases, evicted – from attempting to claim residence in these areas, except by tribal acceptance through inter-marriage or on railroad right-of-way land which had been reclaimed by the federal government and given to the railroads for the building of their lines and establishment of their stations.

The area that is now known as Southwest Tulsa was within the lands owned by the Mvskoke-Creek Nation and generally within the “town” of Lochapoka. This was an “old town” (“Tallasi” – transliterated as “Tulsey” by later settlers), a community of families who had been brought from their traditional home in Alabama as part of one of the Trails of Tears. From their removal in the 1830s until the outbreak of the Civil War, this community settled in and grew around their ceremonial grounds surrounding what has long been recognized as Tulsa’s Creek Council Oak Tree.



After the U.S. Civil War, the great cattle drives from Texas moved northward to the railroad lines in Kansas and passed directly through Indian Territory. With no bridges yet built to cross the Territory’s major rivers and streams, the flattening and broadening of the Arkansas River as it makes its bend near what is now downtown Tulsa offered natural fording places where cattlemen and travelers could cross the river.

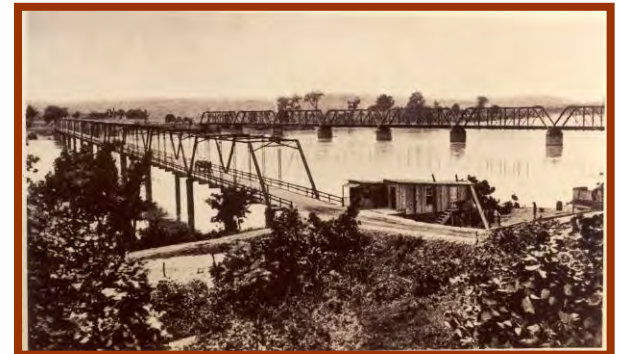


Mvskoke-Creek Indians rode or ferried their horses over the crossings in the river and longhorns were guided down chutes to be herded or swim across. Cattlemen were required to pay tribute to the Indian tribes for right of passage and use of pasturage.

The late 1800s saw an increase in the number of would-be settlers moving west looking for land and opportunity. Crossing the Arkansas River in their wagons at these fording places proved to be a hazardous event as they and their belongings could tip over and become property of the river. The Arkansas River was wild and untamed in the early days. It would become full and swift-flowing for a time and then shallow for a while.

Others crossing the river took another vehicle. They rode one of the ferry boats operating during the late 1800s and early 1900s. These crossings were named for their owners. Lochapoka Crossing was located at Tulsey Town (Tulsa). The "Corneal" Crossing, named for Cornelius Perryman, operated between what is now S. 49th West Avenue on the north side of the river and what is now the entrance to Chandler Park on the south. Sam Ackley operated a ferry near the current pathway of the 23rd Street Bridge. Traveling on the boats was an on-and-off proposition as the water rose and fell. Boats would easily run aground on the sand bars when the water fell to trickle proportions. Horses, wagons, buggies and people often waited in lines to cross on these ferries. The ferries did a good business until a toll bridge was built across the Arkansas River in 1904.

In 1903, Tulsa Commercial Club boosters had submitted a bond issue for the building of a bridge, but the voters rejected it. Determined to have a bridge, Melvin L. Baird, George T. Williamson and J.D. Hagler obtained a franchise from the Federal government and built a steel toll bridge with their own capital. In January, 1904, they held the grand opening at what is now known as the Eleventh Street Crossing. They posted a sign on the top span of the bridge on the Tulsa side reading "You said we couldn't do it, but we did."



Railroads played a pivotal part in the development of Southwest Tulsa. In 1871, the Atlantic and Pacific Railroad extended a line into Indian Territory to Vinita. The line ended there until the St. Louis & San Francisco (Frisco) Railroad absorbed the Atlantic and Pacific Railroad in 1882. The Frisco Railroad then brought the line into the area of the Muskogee-Creeks' Lochapoka "town" on the east bank of the Arkansas, with the first passenger train arriving on Monday morning, August 21, 1882. Within a short time of arriving at the railhead they designated as Tulsa, railroad leaders made a decision to extend the line across the Arkansas River at the bend, rather than extending it along the north bank of the river and not crossing the Arkansas until it reached the confluence of the Arkansas with the Cimarron River, commonly then known as the Red Fork of the Arkansas. By crossing at the bend and extending the rails four miles southwest to the foot of the first large hill, Frisco leaders' aim was to provide a more convenient place from which to ship cattle, avoiding the inconvenience of crossing the river by foot. Workers from the Buffalo Bridge Company completed the railroad bridge across the river in 1883 and the Frisco Railroad pushed on to establish its next railhead which, despite the significant change in its planned location, was given nevertheless the designation of Red Fork.



RED FORK

Red Fork, Indian Territory, began as a holding area in the 1800s for cattlemen waiting to cross the Arkansas River en route to Kansas. With the extension of the Frisco southwest to this new railhead in 1883, James H. Parkinson followed and established a large general store at the site, designated as Red Fork despite its 18-mile distance from the actual location of the Red Fork of the Arkansas.



As a community began to grow around this rail connection, H.C. Hall soon opened a store to handle needs of the cowboys reaching the end of the trail and railroad workers pushing southwestward. Freight reaching the end of the line in Red Fork was initially handled by the Hall store since there was no agent or depot for several years. Another push into the rugged Indian Territory by the Frisco Railroad established the next end-of-the-line as Sapulpa, named for a prominent Mvskoke-Creek trader and resident of the area. Sapulpa claimed the railhead from 1885 until 1889 when another extension reached the brand-new Land Run boomtown of Oklahoma City in the western areas that had been re-bought or re-claimed from the Nations and were being opened as Oklahoma Territory. However, the need for railroad facilities continued in Red Fork in spite of the line extensions.

A.E. Diefendorf served as Agent for the Frisco Railroad at Red Fork from July, 1887, to December, 1895. His first depot was just a shed but it was replaced by a larger section house building moved to Red Fork from Sapulpa in 1888. Mr. Diefendorf and his family lived in the family quarters above the depot during his term as agent. A lighted pole extending from the building was used as a mail pickup by trains not scheduled to stop at the depot. A post office was established with Samuel Clay as Postmaster. A man by the name of Harmon built the first house in Red Fork and the Charles Clinton family built the next one, a 2-1/2 story house with an enclosed porch.



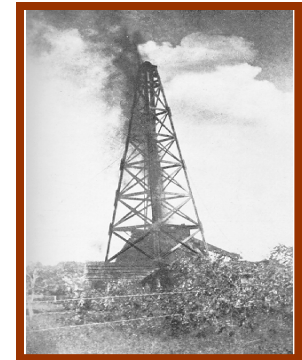
Clinton, who was inter-married with an Mvskoke-Creek wife, and others, generally Mvskoke-Creeks, claimed and controlled lands surrounding the railhead which was “leased” for the holding and grazing (fattening) of the trail-drive cattle. Due to their “informal” claims and the division lines that were emerging from maps of the surveyors preparing



documentation for allotment of tribal lands to individual members, the location of the Red Fork depot became the very corner of the quarter section of land that would form the original Red Fork plat to be filed with the town's incorporation in 1902. Its corner position formed the primary link with the rails for passengers, livestock and freight and as the entryway into Red Fork's business district from the "highway" that followed the path of the rails, Sapulpa Road from Tulsa.

Clinton knew this western terminus of the railroad was to be an important shipping point for cattle from the Chickasaw Nation, the Shawnee Country and the territory occupied by the Sac and Fox Indians. Clinton's wife, Louise, wished to locate in a settlement where there could be a church and school for the children. She often donned her dark blue riding skirt, saddled her horse with her side saddle and rode out over the country to solicit funds for this much longed-for church. Presbyterians of Tulsa, assisted by their Home Mission Board of New York, built a church and parsonage. It was occupied by itinerant preachers of various religious denominations and also housed the first school in Red Fork. The first teacher for this subscription school was Miss Ratcliff who boarded in the Clinton Home.

On June 25, 1901, the first oil well in Tulsa County was completed by Drs. J.C.W. Bland and Fred S. Clinton just outside of Red Fork. Dr. Bland, the first graduate physician in Tulsa, had moved to Red Fork in 1895 to set up a country practice. The well was on unclaimed land which, through the hasty actions of Dr. Clinton, very quickly became the homestead allotment of Dr. Bland's wife, Sue A. Bland, a Mvskoke-Creek citizen. The Sue Bland #1 discovery well came in during the early morning hours. It was a thirty-barrel well with a depth of 600 feet. This well brought the first nationwide publicity and oil boom to Indian Territory. Prospectors flocked to the scene and, within a few months, the Red Fork village of some 75 inhabitants grew into a thriving town of 1,500 population. Drilling was slow but continued. Good food and drinking water were difficult to secure and very expensive. The only public eating places were temporary tents put up and run by fellows who followed the booms to reap what ready cash they could. Colonel Robinson's Hotel was the only hotel in Red Fork at that time. Many persons arriving had no place to stay and were entertained in private homes. The cowboys and oil-field workers who lived in Red Fork gave it a rough and rowdy reputation that lingered over many ensuing decades.



The original townsite, which contained 160 acres, was laid out by the government and Red Fork incorporated in 1902. Substantial homes began to replace the rude shacks of the prospectors. A weekly newspaper, called the Red Fork Derrick, was edited and published by O.B. Jones.



The town settled down to a state of healthy development, but was not to prosper fully for many years. Two factors brought about a decline in the population. The Frisco Railroad had continued the line into Sapulpa in 1885 and the cattle loading operations had moved there – and, in November of 1905, the Glenn Pool oil field was discovered and this great discovery caused the exodus of many oil men from the Red Fork area.

The first frame public school in Red Fork was built in 1905 near what is now the corner of W. 40th Street and S. 33rd West Avenue. To replace this, a four-room brick building, located at what is now 3205 W. 39th Street, was built in 1908 at a cost of \$15,000. The building was constructed of red brick and limestone along colonial lines. This little red schoolhouse had four large rooms, two on the first floor and two on the second. It sat in a grove of large oak trees where families went for Sunday afternoon picnics and from this park site grew the name Park School.

Early students sometimes rode ponies and horses to school which they tied to hitching posts near the playground. The first principal was Mr. W.M. Sattgast. Students from the communities of Red Fork, Berryhill, Garden City attended this school which housed grades 1 through 10 (the Red Fork High School). The school was also used for various civic gatherings.

In 1918, a larger two-story school was built just east of the four-room brick school for \$75,000. The new Red Fork High School included 11 classrooms, a gymnasium and an auditorium seating 450. The four-room brick school was converted into a warehouse until 1954 when it was reconditioned and reopened as a kindergarten and lower-grade school.

The larger two-story high school was converted to a six-grade school with the opening of Clinton High School in 1925 and Eugene Field Junior High School in 1929. By 1971, the decision was made to replace the older Park School buildings with a new, open-space, carpeted, air conditioned Park Elementary School building which was completed in 1972.



Construction of the Tulsa-Sapulpa interurban in 1918 revitalized the Red Fork area as many of the workers in the oil industry of “West Tulsa” found it more desirable to live further from their work site and the new rail line provided convenient transportation. In September of 1919, the community experienced notoriety with a shootout at the Red Fork State Bank. Just about everyone in Red Fork seemed to know that three bandits, strangers from Tulsa, had come to rob the town’s bank that day.

By 1920, Red Fork had experienced additional growth, boasting a population of 2,000, expanded public utilities, an active Chamber of Commerce, and an accredited Red Fork High School with an enrollment of over 300.

On Tuesday, October 15, 1927, Red Fork was annexed into the City of Tulsa with great fanfare. In the 1970s, Interstate 244 split the old Red Fork business community in half. Lookout Mountain, known by old-timers as Red Fork Hill, now looms over the remnants of Red Fork’s downtown. Most of the business offices, grocery stores and barber shops are gone. Gone is the Cove Theater, which was located on W. 41st Street. Gone is the Red Fork City Hall, with its public library on the second floor. Gone is the Oklahoma Union Railway Station.

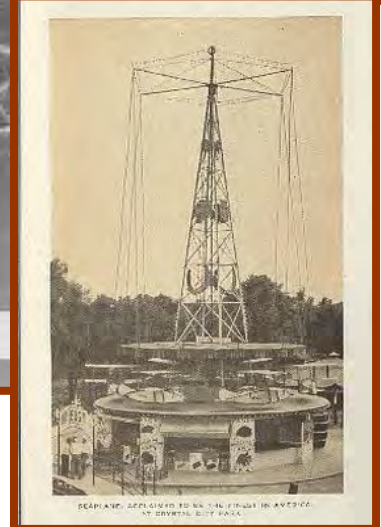
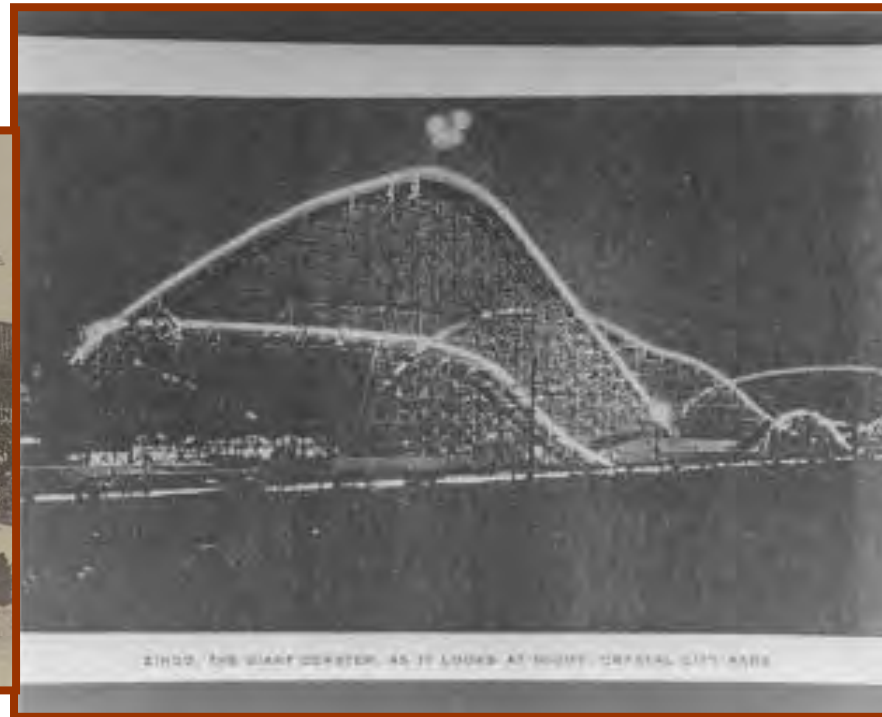
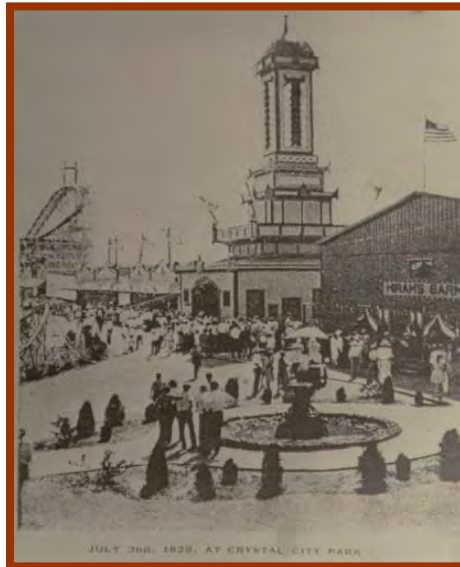


Cove Theater - Red Fork, Tulsa

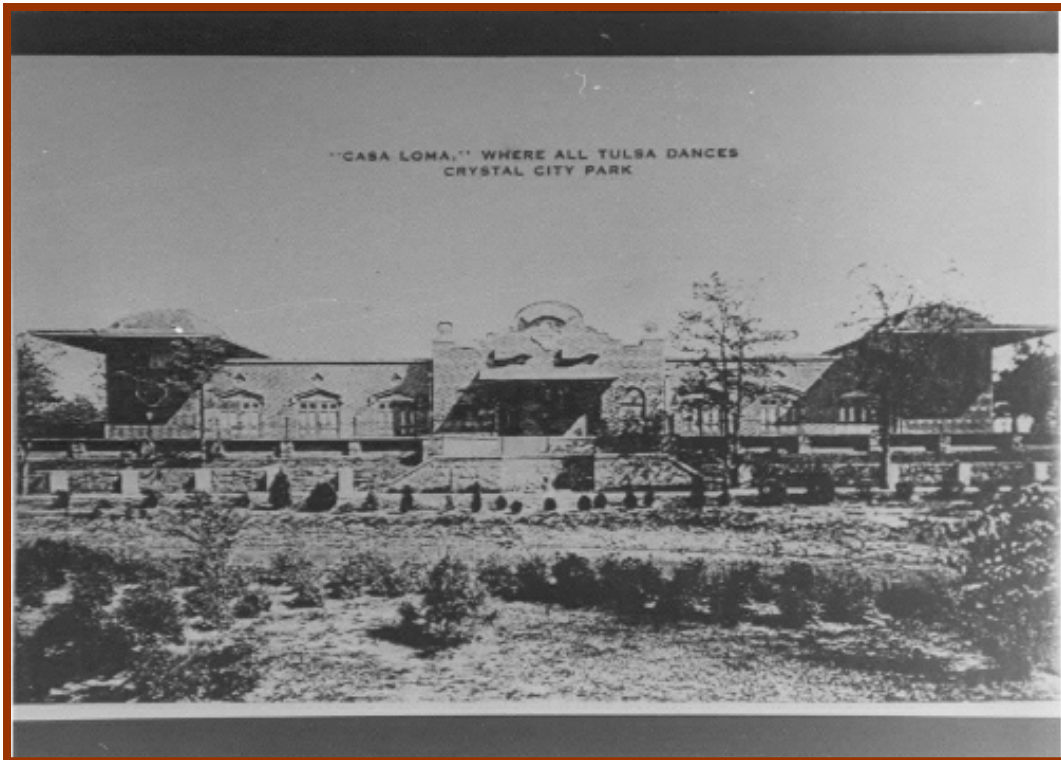


CRYSTAL CITY

Crystal City was a major recreation park built in Red Fork in the middle 1920s. It had the Casa Loma dance pavilion, with its indoor/outdoor dance floor, where you could hear Bob Wills and other major bands. It could comfortably accommodate 1,500 dancers. Casa Loma was open until 1950. Virtually the entire 30 acres were attractively landscaped and provided with miles of stone sidewalks. There were spacious acres of well-equipped free picnic grounds and shelter houses. The park had about 15 major rides and seven more for the kids. Rides included a Ferris wheel, Loop-a-plane, Tilt-a-whirl, Octopus, and Dodge-em cars. In the 1920s, soon after the park was built by William Falkenberg, a super roller coaster called the Zingo was built. It was the biggest roller coaster ever built in Oklahoma.



The largest swimming pool in Oklahoma at the time was here. Crystal City had a funhouse guaranteed to frighten anyone. There were also pony rides and a variety of concession booths located near the entrance to the park. John C. Mullins owned and operated the park during its boom years from 1937 to 1948. During its peak, during the early 1940s, crowds as high as 15,000 a day poured into Crystal City.



Fire destroyed the vacant Casa Loma dance hall in the spring of 1956. The bathhouse in the vacant amusement park had burned less than two months before. Destruction of the dance hall completely wiped out all buildings in the park. The site, east of 33rd West Avenue on what is now Southwest Boulevard, was redeveloped as the Crystal City Shopping Center. Crystal City had been preceded by Electric Park which had a sandy lounging place and a big pool.



WEBSTER HIGH SCHOOL



Possibly no other institution in Southwest Tulsa has had greater impact upon the people that live there than the Daniel Webster High School. When Park school, which had been erected in 1908, became overcrowded with its 12 grade-enrollment, it was converted to a six-grade school in 1925 with the opening of Clinton high school the same year and Eugene Field junior high school in 1929. But mushrooming enrollments in these schools forced the necessity for a new four-year high school in 1938. Clinton was then converted to a junior high and Field to an elementary school.

September 1938 saw the opening of Webster high school's Main building and Gym building which had been constructed on a beautiful 20-acre campus through Works Progress Administration funds. The Dedication program for Webster was held in a student assembly Friday morning, November 4, 1938, with the Student Council officers, Principal David M. Roberts, Superintendent Dr. Harry W. Gowans, and representatives of the WPA participating. On Webster's first day of school 767 students were enrolled. During the first year, the student association voted to accept the name "Warriors" and was accepted into the Oklahoma Six Conferences. Frances Lowery designed the Warrior emblem: an Indian Warrior combined with the letter "W" into a diamond shaped motif.

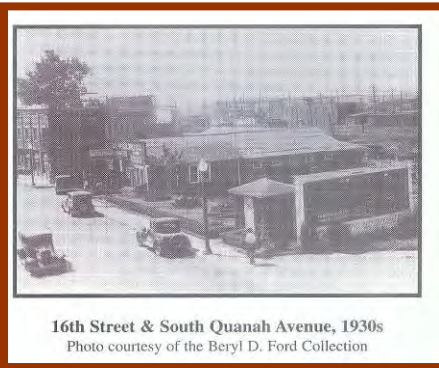


Webster joined three other high schools in Tulsa: Central, Cherokee (Dawson), and Booker T. Washington. With the building of Webster high school students from West Tulsa, Carbondale, and Red Fork were housed in one building. When funds became available for the new Red Fork School, the story goes that the Board of Education had decided to start naming new high schools for presidents and chose George Washington for the present Webster building. Several Decorative “W’s” were placed on the building.

Residents of the community reportedly feared that the school could become confused with the long-established Booker T. Washington high school and asked that the name George Washington be changed. But there were those “W’s” already on the school, so Daniel Webster was chosen. Webster’s academic offerings were unusual as an effort was made to teach skills which would prepare students for immediate employment after graduations were enrolled in typewriting and other business courses, and elementary auto mechanics was offered. In the spring of 1937, Clinton high school students used the new Webster facilities for some of their events. The senior play was presented in the Webster auditorium for its first use. The Clinton H.S. band appeared in a spring concert to raise funds for the upcoming year’s band uniforms. In 1956, Webster became the first integrated high school in the State of Oklahoma. Additions to the campus over the years have included: erection of the press box atop the stadium and building of the new (north) side of the stadium in 1958; completion of the academic annex in 1961; completion of the auto shop (formerly housed under the old stadium) in 1968; and enlargement of the Gym building in 1969 to accommodate drafting classes, and provide a standard basketball court with adequate seating and enlarged workout and squad rooms. The Webster Gym was renamed the “Bill Allen Field House” in 1985 after William Graham “Bill” Allen who inspired countless students as a teacher and coach at Webster from 1951 to 1985.

Today Webster enjoys a new Field House, Cafeteria, Library, and Classroom Building. Horticulture Greenhouse and a complete makeover as part of a \$ 19 million upgrade. Part of the old field house has been converted into a state of the art television studio and Webster has been named the Media Magnet School for Tulsa Public Schools a new track, press box, concession stands, weight rooms and dressing rooms are planned for Milton Stadium in 2010-11.

WEST TULSA



Before the railroad bridge was built over the Arkansas River in 1883, some people had already settled on the lower land on the west bank of the Arkansas River. Most of what later came to be known as West Tulsa was still prairie land. There were numerous fences around large plots of ground. What would become the Frisco Railroad Yard and the West 21st Street Industrial area was still plowed ground. The 1901 oil strike in Red Fork brought major changes to West Tulsa as it did to other nearby



areas. The first change was an increase in population. The numbers of people coming to the great oil field swelled as news of the strike spread throughout the country. Even more important to West Tulsa were the creation of the Josh Cosden Refinery, which began operation on December 20, 1913, and the ever-expanding railroad service facility for the Frisco Railroad. By the early 1920s, West Tulsa had a population of about three thousand people who lived in all sorts of homes from modern bungalows to box houses and tents. The principal industries were the refineries which numbered six, including: the Cosden (later Mid-Continent, DX, Sun Ray DX, and now Sun Oil) with its fifteen hundred to two thousand employees; the Midco, a little to the West; the Pan American; the Texas (later Texaco and now Sinclair); the Constantine, just being rebuilt after it burned in 1919; and the Uncle Sam. The Frisco Railroad also had a considerable force of employees and a boiler shop. Some early residents had planned for Phoenix to be the main street in West Tulsa so several brick buildings were constructed at 17th and Phoenix. One of these was to be a bank and another





apartment house. But the bridge across the Arkansas River was placed a block further west, so the main street became Quanah. The ferry site was west a block or so of the bridge site. The steel post and the steel ring that were used to guide the ferry across the river may still be there.

Transportation in early West Tulsa consisted of jitneys. The jitney was a long, open van with running boards. If the passenger was a man, the

jitney would often only slow down at its stops forcing an individual to run and hop on if he wanted a ride. The interurban began running from Greenwood to Sapulpa in 1918.



It ran down what would have been Rosedale. The Oklahoma Union R.R. Company West Tulsa Passenger Station was located at 1326 West 17th Street. The West Tulsa fire station was built at 1217 W. 17th Street between Phoenix and Olympia.



West Tulsa boasted several movie theaters including the Cameo (next to the streetcar station on 17th) and the Empress (1713 S. Quanah). West Tulsa also had a substantial number of hotels including the Catherine Hotel (1325 W. 18th St.), the Central Hotel (17201/2 S. Quanah), the David Hotel (1332 W. 19th St.), the Frisco Hotel (1350 W. 21st St.), the Harrington Hotel (1314 W. 20th St.), and the Lon Hotel (1309 1/2 W. 17th St.).

West Tulsa has had its share of disaster. In 1923, there was a flood which put most of West Tulsa under water. On another occasion, lightning struck the Constantine tank farm. Cannon was used to open up tanks that were on fire, so the oil would spill into the diked circle around the tanks and burn.



West Tulsa sported the Magic City Kennel Club in the early 20s. It was home to greyhound racing and became a popular stop for local residents and travelers alike. In the early days, the Mecca for young and old alike was Sunset Plunge Amusement Park. It was located between West Tulsa and Garden City near the junction of the Sapulpa Union Railway and the Sapulpa to Tulsa Highway (about 34th Street) on what would become the famous Route 66. The park had two big swimming pools, a roller coaster (called the Jack Rabbit), and carnival booths.



School District No. 29 was organized in West Tulsa in December of 1907. West Tulsa voted a \$25,000 bond issue for a schoolhouse in the fall of 1908. Walton Clinton, a local builder, donated the land for the school and as a result, the Celia Clinton School (named for his daughter) was built just west of the junction of 21st Street and Southwest Boulevard (2100 S. Quanah). When West Tulsa was annexed to Tulsa on September 14, 1909 (Tulsa's first annexation), the original school was still open. It closed in 1939 and was demolished in 1952. Eugene Field School opened in 1922. It was the final place of education for a lot of the west side boys who went to work as soon as they could for the refineries. Urban renewal in the late 1960s and early 1970s eliminated most of the older housing in West Tulsa.

West Tulsa YMCA



GARDEN CITY



**The Big Store
3602 S. Maybelle**

Garden City was settled by railroad and oil refinery workers in the early 1900s and incorporated in 1924. One of the original settlers was George Schmitt, who farmed near what is now Elwood



Avenue. The original community built their homes in an area bounded by 36th Street on the north, 37th place on the south (formerly Russell Avenue), Elwood Avenue on the east, and Maybelle Avenue on the west (formerly Washington Avenue). Gradually the community spread to the west. Some believe the first residents lived on Galveston Avenue (formerly Main). While it was a separate community, Garden City had its own mayor and jail. The jail was located in a building that still stands at 3712 S. Jackson Avenue. The “Big Store” on South Maybelle is the sole remaining grocery store in

the community. The Groden family was among the first to operate it, with John and Mary Smith operating the store in later years. From the beginning, community affairs have centered on its school. Garden City’s original school was located at 3667 S. Maybelle. This school house is still standing and has been the home of the Pleasant family since 1940. In 1922, McBirney School was opened. The school was located on a three-acre tract of land bordered by Nogales and Olympia Avenues and 36th Place and 37th Street (3600 S. Olympia Avenue). The 30,000 square foot brick structure, which faced north, consisted of classrooms across the front of the building. The east side of the building held the school office, with the cafeteria on the west side. A “U” shaped hallway surrounded the school



gymnasium. Across from the classrooms were wooden doors which opened out over the gym. During recess, students played “soccer” and “King off the Mountain” off the tree roots of a huge tree on the west border of the school property. The “soccer” field was also on the west side of the school. Miss Alice Chambers was a well-known teacher in Garden City. She retired in 1960 after having taught at McBirney School for 31 years.



Early School
3667 S. Maybelle

But McBirney was not only a school; it was the community center for Garden City. When the school census declined, the school was closed in 1965 and the children were bussed to Pleasant Porter School. For a while, the McBirney building was used for Manpower Training Programs and then later used by the Tulsa Public School System to store used school furniture. McBirney School burned to the ground on April 23, 1973. Arson was suspected as the cause of the fire. Garden City was annexed into the City of Tulsa at 11:50 p.m. on June 30, 1950. On the night of the annexation, Garden City Mayor Oris C. Hoffman turned the town’s money, records and town’s seal over to Tulsa city officials, including Mayor George Stoner. Newspaper reports indicate Mayor Hoffman went to the Tulsa city hall with an armload of books and records relative to the town’s business affairs. “While I am here,” Mayor Hoffman said, “I’ll write out a check for the amount of cash our town has

on hand.” The check was for \$2,437.98. Hoffman ended three years of service as Garden City mayor when he turned over the records. He commented that he would be going back to his full-time job at the Mid-Continent Petroleum Company. The town’s 793 residents had mixed emotions about losing their identity and becoming part of the City of Tulsa. Among those supporting the annexation into Tulsa were Mr. and Mrs. Carl D. Zeigler, Mr. and Mrs. Manuel O. Coffey and O. L. West. They circulated the petition for the annexation, supported by Carl Fite, who had previously served as mayor of Garden City for four years. Opposing the annexation were Mayor Oris Hoffman and H. C. Schultz, who had previously been mayor for 12 years. Schultz made a fiery speech against annexation when the first meeting was held on the question in McBirney School.



OAKHURST
(Once known as Taneha)



Taneha is a Creek word which means “oil is below.” New Taneha began when Creek freedman George Taylor received a 119-acre allotment on the authority of Creek Chief Pleasant Porter. The community was officially platted as “Business Men’s First Addition to Taneha” when L. J. Weatherman platted it on November 19, 1909. Main Street (now West 60th Street) was laid out with a “Market Square” at its west end. North-south avenues east

of that square were named Yoder, Weatherwax, Burnham, Fleming, Farr, and Fuller. About seven months after Weatherman’s filing, O. H. P. Thomas renamed the area New Taneha. The “New Taneha” plat shows the New Taneha Frisco Railroad Depot located about one block north of Main Street on Depot Street near its intersection with Weatherwax Avenue. Depot Street later became part of Route 66 and is now Southwest Boulevard (Old Sapulpa Road). The Taneha area was sold to O. C. Graves in 1915. The O. C. Graves Development Company aggressively marketed lots in the new



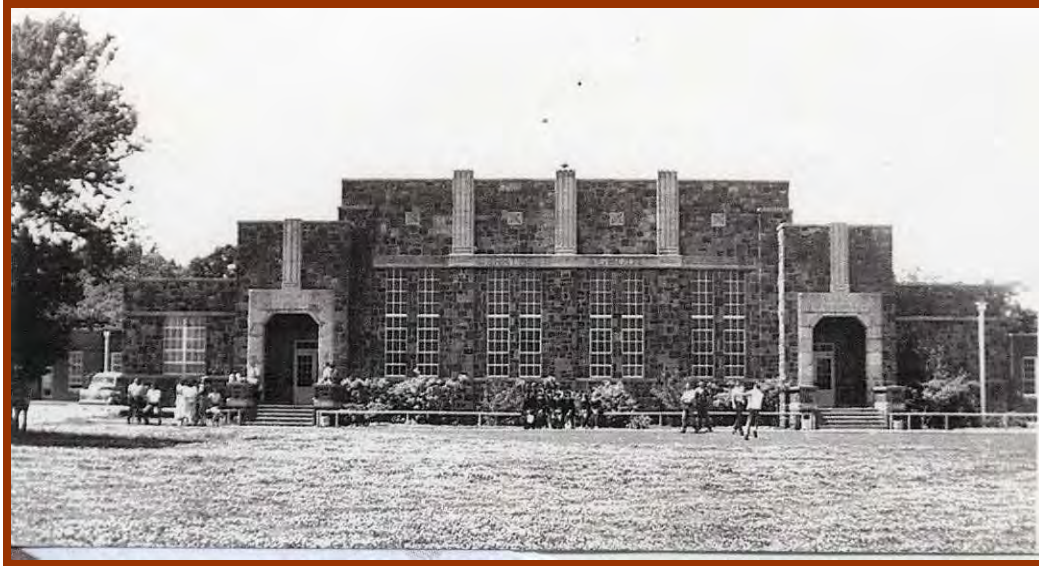
community and oil derricks soon sprouted north of New Taneha (near the current Jane Addams School). Sidewalks with distinctive natural gas streetlights were constructed in approximately 1917. The gas lines for the streetlights were placed beneath the sidewalks. At the time of this sidewalk construction, there were several houses and brick commercial buildings in New Taneha. Brick pillars, and twin still-standing brick buildings, flanked the entrance to New Taneha. It is uncertain when this community became known as Oakhurst. The first post office had come to the Taneha area in 1909, but it was named for the Bowden Switch on the Frisco Railway. A newer post office was established at 6216 W. 60th Street on December 12, 1918, but the Oakhurst name may not have been used until 1927. A new post office was dedicated on January 20, 1968, at 6403 W. 60th.

The beginnings of the Depression brought most development in Taneha to an end. Many lots in the community had never been claimed. But these inexpensive properties began to attract a new generation. Many young families found their way to Taneha on Route 66 after losing their jobs and homes in the Depression. Prefab buildings served Oakhurst as Jane Addams grade school from 1949 until 1961. The new Jane Addams at 5323 S. 65th West Avenue opened on January 30, 1961. Oakhurst had a two-story hotel, train station, broom factory, machine shop and a grocery store.



BERRYHILL

(Once known as Happy Hollow)



Berryhill was sparsely settled in the years before the 1901 oil strike in Red Fork. It had served mostly as range and farm land, and then known as “Happy Hollow.” A one-room school was built south of the present day Berryhill football stadium by Thomas Berryhill, a Creek Indian. Berryhill was a farmer from St. Louis, Missouri, who obtained a 160-acre Indian allotment. It was a makeshift school for farm children taught by a traveling teacher and also was a church conducted by a circuit –riding preacher. Most of the history of Happy Hollow /Berryhill community is still being passed down in stories from older residents.

The legend of “Lost City,” now known as Chandler Park at 6500 W. 21st Street, is a good example of such stories. The origin of the name “Lost City” for this area of rugged and scenic cliffs overlooking the Arkansas River is still a mystery. Some think cliff dwellers once lived there. Others believe the cliff formations resemble a city from the river, and that early-day travelers could have named it. There have also been persistent rumors throughout the years that outlaw Jesse James once buried money, wrapped in a leather cloth, among the rocks. The land for the 100-acre Chandler Park was donated to Tulsa County in the late 1950s by Claude Chandler, president of Chandler Materials Company

After discovery of oil in Red Fork, the people who lived in Berryhill, or Happy Hollow, were mostly farmers and oil field workers. The growing oil boom spawned the Cosden Oil Company, which later became Mid-Continent Oil Company. It brought new residents into the area. The Ozark-Mahoning Acid and Chemical Plant and later, the Texaco oil refinery, also provided jobs. Happy Hollow also boasted a rock quarry and a sand plant. The Tulsa View Addition was platted in 1906. By 1915 there were about a dozen homes in the Berryhill area.



In the early '20s a two-room school was built where the present south elementary school sets on land donated by Thomas Berryhill's family. Thereafter, the community became known as Berryhill. By the fall of 1927, there were approximately seventy-five students attending the school. In the spring of 1928, a new four-room brick school building was constructed. Mr. A. F. Hyden came as principal and Mrs. Hyden as a teacher. There were a total of three teachers that year. The older, two-room school building was sold to the Freewill Baptist Church and moved across the street.

In the late 1920s and early 1930s, large land owners in Berryhill dwindled. Part of the Berryhill Farm was platted as Berry Hill Acres on January 2, 1930. People began to move to Berryhill. As the area began to grow, ownership changed hands quickly. Many were still employed by the Mid-Continent and Texaco Refineries. Mid-Continent allowed Berryhill residents, many of whom were employees, to draw as much water as they could carry from a fresh water faucet on company grounds. The school began to grow and more teachers were added. During Mr. Hyden's tenure, the school continued to grow. In 1933, the present auditorium and the rooms to the south were built. In 1937, the gym, classrooms and a cafeteria were added to the building as a Works Progress Administration (WPA) project. A cafeteria was included in the building as a Works Progress Administration (W.P.A.) project. At the same time, two giant-sized paintings were done by Mary McCray, also as W.P.A. projects. These paintings are very valuable and remain in the school to this day. The school's football stadium was built in 1954. A new elementary school with a modern cafeteria was constructed in 1954. A new gymnasium was built in 1960 seating 1200 on either side of the playing field. A 20,000 sq. ft. high school was built in 1971. The old school building was refurbished and turned into a junior high school. All school rooms were air conditioned. Additions included a wrestling facility, band room and industrial arts room. When a new junior high school was built, the elementary school was divided. Additions were added to the original school building in the 1980's. Grades Pre K through the third grade was located in this new south elementary building. Grades four through six were located in the north elementary school building. An elementary commons complex and an activity center were completed in 2005. The commons complex included classrooms, new offices for principal, counselor, nurse, testing room, kitchen and cafeteria. The activity center included a second gym and a wrestling building; four new high school classrooms were added.



Hayes Home Place



Mamma (Grace Lynn Postoak Hayes) was born February 28, 1896. She was given her farm (an allotment) when she was three years old. Grandpa (Lincoln Postoak) paid the man who had homesteaded it \$100 for the improvements. There were a few buildings and an orchard. I was born in a small two bedroom house on the property that was later moved a quarter mile down the road and became the tenant's house. Mom and Dad (James Ray Hayes) built a four bedroom house after he came back from the war. (WWI 1914-1919). Mamma's house faced south with a constant southwest wind. There was a double porch across the south and west. We had a swinging the southwest corner where the two porches met. On hot summer nights, we would have some kind of bed on the porch. It was too hot to sleep in the house. Daddy put in a Delco electrical system. It was a generating system that charged a series of batteries that would last several

days before being recharged. We had our first washing machine, an electric iron, and electric lights in all the rooms except the dining room. The gas chandelier was left intact there. We had the first radio in the surrounding country. We had our own natural gas from the oil wells with which we cooked and heated the house. A bathroom was built into the house with a flush toilet, and running water was piped from a pond up on the hill. During the depression, with little oil money coming in, our house began to deteriorate. The pond dried up. We had to haul water from town. The Delco system went haywire. There was no water for plumbing, so we used the outdoor privy again. We were glad the as lights were still connected in the dining room. It was centrally located and, if you had to get up at night, you could see your way all over the house. In the privy, we used old Sears-Roebuck catalogs for toilet paper. It was called the wish book, we wished for a good number of things from the wish book. We would pull up several buckets of water from the cistern; put them in a wash tub to heat from the hot sun, and then empty into the bathtub to take a bath. The drains still worked, and we would have water to flush the toilet. In winter, we would have to take a bath in a wash tub in the kitchen. (as described by Lola Hayes Osborne, daughter of James Ray and Grace Hayes).

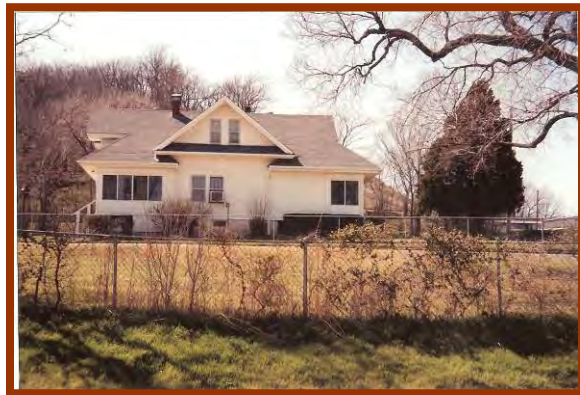


Haden E. Bridges Home



Hayden E. Bridges was born in Missouri September 9, 1885. He married Hattie Lorena Yargee in 1908. The newspaper The Tulsa Chief had this story on November 3, 1908. Mrs. Hattie Bridges born September 27, 1887, in Oklahoma and was the niece of Pleasant Porter. Hattie Lorena Yargee's Indian allotment deed was granted in 1903 for land on 41st street in the SW quarter of Section 20, T19, and R12E. It is assumed that sometime after their marriage in 1908, Mr. and Mrs. Bridges built their home on this land at 6251 West 41st Street. Hade stated in an affidavit dated February 13, 1934, that was found in an abstract, that he had lived in the vicinity of the land for more than 25 years. The 1910 census lists them in the area living next to the Lincoln Postoak family. Their house still stands today as does the Lincoln Postoak house across the street

The Postoak House



The original land was part of a government allotment to the Creek Indian tribe in 1842 and was allotted to Lilly Buster Postoak in 1903. A cabin originally stood in the area east of Skyline Drive. Around 1915, Lilly and her husband, Lincoln, ordered the house that stands today. It was shipped in section from Montgomery Ward, being one of the first pre-fabricated houses in the Tulsa area. The original log building used to smoke meat and one of the two cisterns used to gather rain water are still intact. A daughter of the Postoaks, who was born in the house, told of two stained glass windows in the upstairs of the house that were blown out at 2:00 a.m. one morning when nitroglycerin stored in a shed on top of the hill exploded. Because of its interesting history, the house was featured on a television series that highlighted old and unusual homes in the Tulsa area.





The house was featured in the August 2004 edition of Tulsa People magazine which indicated that while Tulsa has been home to several “houses by mail”; it is the only one of the early –day models that still exists. The article by John Brooks Walton, a noted Tulsa architect and author, who has also featured the house in one of his three-part series of Tulsa historic homes. **This story and other interesting facts are provided by Norma Lannon. (Note Cecil and Jo Gomez are also pictured.)**

The U.S. Census in 1910 and 1920 show that Hade Bridges was a farmer. The Tulsa City Directories show he was President of the bank of Red Fork in 1928-1932. The bank of Red Fork became Peoples State Bank between 1938-1939 and he continued as a director of the bank. Hade was Tulsa County Commissioner from 1932 to 1934. He was on the fair Board and was Secretary/ Manager of the Tulsa State Fair from 1939 to 1941. He was also a land developer. His sister, Dora Wilcox, was born June 19, 1878, in Missouri. She was the mother of Don Wilcox who was born October 20, 1913 in Kansas. When her husband left, she and her son moved to Oklahoma. She moved to Berryhill and built her home about 1929 at 3913 S. 65th W. Avenue. (The house is still standing.) Hade and Hattie sold her the land that was part of Hattie’s allotment. Her son, Don, grew up there and became one of the greatest trick riders in the nation. **Don was inducted into the Cowboy Hall of Fame in Oklahoma City in 1994. This is Don and Virginia sitting on the feed trough.**





This is Don and Virginia Wilcox with Donna on horseback

This is Don with a famous trick.



Don and Virginia Wilcox do some of that trick riding.

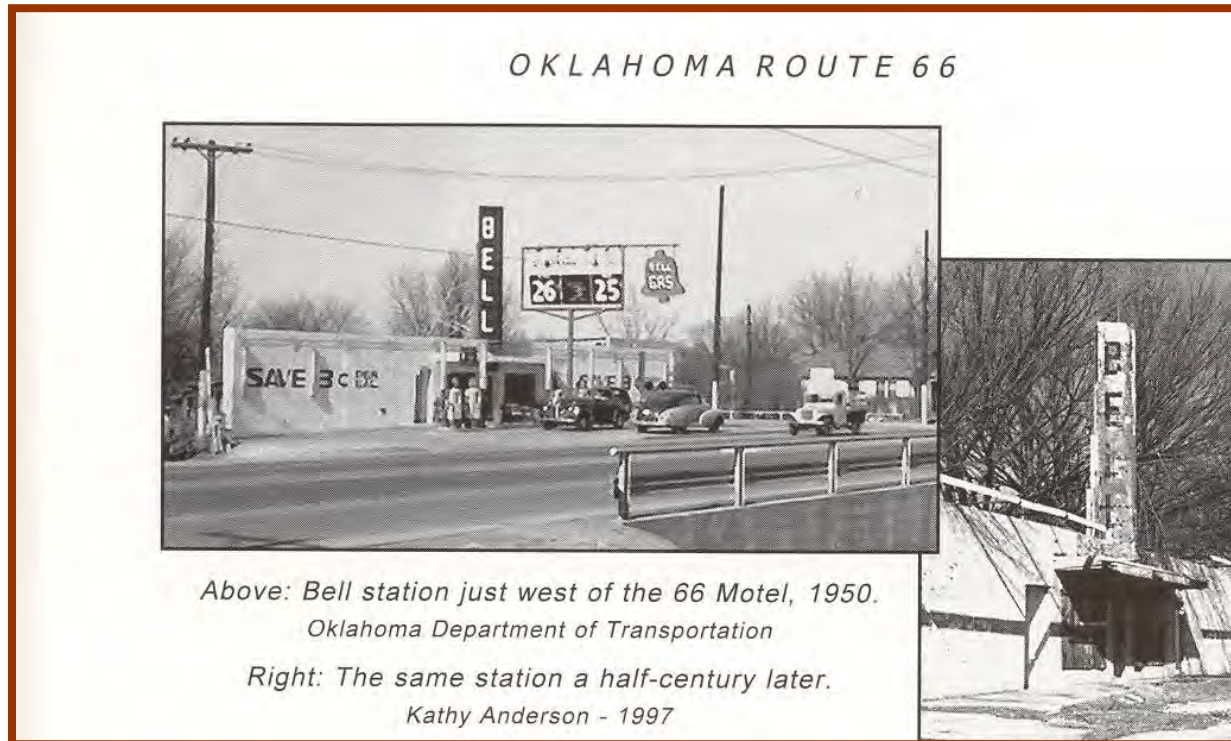


ROUTE 66- SOUTHWEST BOULEVARD

United States Highway 66, popularly known as Route 66, is significant to the history of Oklahoma as the first east-west transcontinental highway in the state. Also significant are the many Oklahoma businesses on the highway that owed their livelihood to and served the needs of the traveling public in the 1920s and 1930s. Filing stations, service stations, and garages are significant to Route 66 because they were most clearly related to the automobile, which made it possible for people to travel the highways in relative safety and security. Motor courts evolved with the development of the highway system. The expanding numbers of automobile travelers resulted in the development of the tourist cabin; generally small, one-story detached rooms arranged around a courtyard. Several historically significant structures are located within Southwest Tulsa.



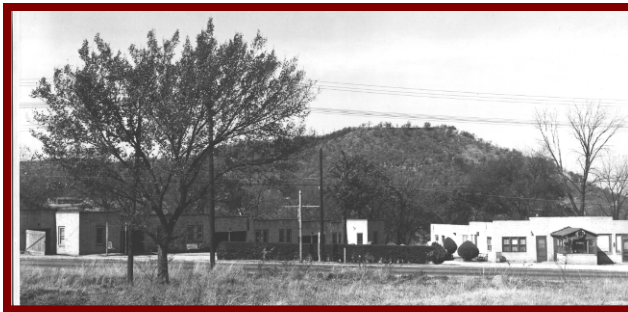
United States Highway 66, popularly known as Route 66, is significant to the history of Oklahoma as the first east-west transcontinental highway in the state. At the time of its completion in 1937, Route 66 was over 2,400 miles long and connected Chicago with Los Angeles. Also significant are the many Oklahoma businesses on the highway that owed their livelihood to and served the needs of the traveling public in the 1920s and 1930s. Filling stations, service stations, and garages are significant to Route 66 because they were most clearly related to the automobile, which made it possible for people to travel the highways in relative safety and security. Motor courts evolved with the development of the highway system. The expanding numbers of automobile travelers resulted in the development of the tourist cabin: generally small, one-story detached rooms arranged around a courtyard. Several historically significant Route 66 structures are located within Southwest Tulsa.



66 Motel (Also known as El Reposo Court)

3660 Southwest Boulevard

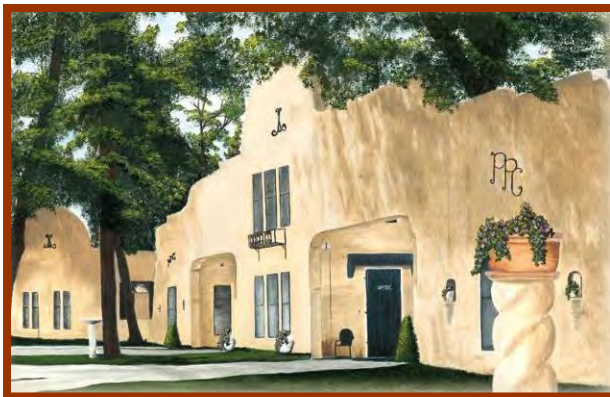
The 66 Motel, built in approximately 1933, consists of 17 small units of concrete block construction that have been covered with stucco. Most of the rooms of this motel are quite small, and are connected with covered garage bays. The office building originally housed a cafe, and there was once a service station on the site. Thus, it was an early example of offering multiple services to the traveler. Rooms rented for \$2.00 per night per couple, \$1.50 for singles. The motel's front signs still boast the comforts of "Thermostat Heating" and the availability of "Reasonable Rates."



It was built around 1933 and was listed on the National Register of Historic Places. The motel was destroyed June 26, 2001 to make room for mini-storage units. Being on the Register does not guarantee preservation.

Park Plaza Court

3512 Southwest Boulevard



The Park Plaza Court tourist court, built in about 1930, consisted of approximately 35 units of stucco-surfaced masonry construction. The units were arranged in the form of a Spanish plaza. The court's street facade presented Spanish Baroque style curvilinear building fronts that evoked the southwestern mission feeling. The center building which faced the street was two-storied and served as the office. The court was the first motels built in the Tulsa area. Park Plaza Court was demolished in 1988.



CARBONDALE

**Old Blackburn Ice House
4802 S. 31st W. Ave**

Carbondale emerged in 1921, from a large, gently rolling meadow. To the north and west lay Red Fork Hill. To the northeast, across the Arkansas River, the gleaming towers of Tulsa could be seen. This meadow originally belonged to Winnie McIntosh, a Creek Indian. Her family had drawn it as part of their Indian allotment from the federal government. On the first day of March, 1921, M. A. Blackburn purchased this tract of land that seemed to him ideal for his experiment. The Sunlight Carbon Company factory, which inspired the name Carbondale, lay just south of Red Fork upon the Frisco Railroad tracks. It was the first of the many manufacturing concerns he hoped to attract to the area.

The tract was surveyed and marked out into lots and streets. F. S. Brooks, Lola Brooks, and Blackburn himself were the first buyers. The formal opening was on March 31, 1921. One week later, T. S. Rice bought several lots and began building the home in which

he still lives. J. H. Billingsley and Mark Cassidy soon followed. Building was brisk throughout that first summer. Gas for fuel and lighting was brought from the wells to the west of the townsite. But, due to the lack of pumping service, the pressure grew so low in cold weather that many times men went to work and children to school without breakfast or with only cold food in their stomachs. The next year, electricity was secured and street lights installed.

In June, 1925, Carbondale was incorporated into a city under a trustee form of government. J. B. Haynie was the first president of the first board of trustees. J. S. Howell, B. A. Blackburn (the son of M. A. Blackburn), A. J. McCombs, H. R. Brox and E. L. Rice were members. The first offices were held by: T. S. Rice, justice of the peace; J. H. Billingsley, treasurer; and George Smith, the town clerk.



The new town grew rapidly for two years. By the summer of 1927, the first edition of the Carbondale News recorded with pride that: “Carbondale has a population of 1,400, an established post office, Spavinaw Mountain water, electricity furnished by the Public Service Company, good schools and a community church, oiled streets, gas furnished by the Oklahoma Natural Gas Company, a real 32-piece band under the able leadership of P. F. Peterson, a town hall, a picture show, a fine interurban and bus service, and best of all, a future.”

But two events occurred in 1928 that Carbondale had not counted on--the burning to the ground of the Sunlight Carbon Company’s factory, and the death of M. A. Blackburn. A careless workman cleaning off the “right of way” on the Frisco Railroad tracks allowed the fire to spread to the factory buildings and, before the fire equipment could arrive from town, the \$350,000 plant became a pile of ashes. The company sued the railroad but the judgment handed down was too small to rebuild and start all over again. M. A. Blackburn’s death followed a few months afterward. No factories had been built on the sites that he had given to the Tulsa Chamber of Commerce for that purpose and, although 20 lots had been purchased and an investment company had built several houses upon them, no real building boom developed.

So with the carbon factory a thing of the past and the guiding spirit of the little town gone, the trustees met to discuss what course to take. They decided to ask the City of Tulsa to annex their community. A petition was circulated. The required number of signers was secured and Carbondale became a part of Tulsa in 1928. At once, sanitary sewers were built and the streets put into better condition, but that was in the latter part of 1928. The Depression struck before any of the real estate firms could start a new building program. Several buildings remain at Carbondale’s hub on the corner of 31st West Avenue and 48th Street. The First Apostolic Church is in the building that used to house the Carbondale Assembly of God. The old, two-story drugstore building across the street at 4802 S. 31st West Avenue still has the Blackburn name gracing its facade.



National Folk Style
5023 S. 33rd W. Ave



What started as a mission of Holy Family Catholic parish to serve the laboring community on the west side of Tulsa has today grown into a successful parish of 240 families and a pre-K through 8th grade school serving 120 students. The first Church of Saint Catherine was erected on the west bank of the Arkansas River in 1925 to serve Catholics that worked for refineries and the Frisco Railroad. It was located at 905 West 23rd Street. The hard-working people of Saint Catherine started a school that thrived on the site for 30 years. It housed two classrooms with two teachers who were Benedictine Sisters, one taught Primer through 4th grade, the other taught 5th through 8th grade. By 1938 there were approximately 75 families and 75 children enrolled in the school. A 1949 City of Tulsa decision to widen West 23rd Street and to build a bridge across the Arkansas River prompted the school and parish to look for a new home. A tract of 10 acres at 2611 West 46th street in Carbondale was donated to the Diocese. Construction of school and rectory buildings began on the site in 1955. Unfortunately, the parish could not afford a new church construction for over 30 years, so the school and church were housed in the same building. The eight-room school/church building cost \$136,000.00 and was completed to serve its first classes in the fall of 1955 with an enrollment of 103 students. In 1986, the long-awaited new Church construction was completed, and the school gained the space of the entire building that it had once shared with the church. (This information is from <http://saintcatherine.school.officelive.com/History.apex>).



**National Folk Victorian
Perryman-Wakefield House
4702 S. 27th W. Ave**

Carbondale's oldest buildings, located a few doors south of the former drugstore (4812 and 4814 S. 31st West Avenue) housed a grocery and barber shop. Stan's Westside Auto Electric is across the street where a laundry and a beauty shop were located. Joe Admire Jr.'s Superior Lawn and Landscape store is on the northeast corner. Admire's grandfather built the yellow brick building and ran a dry-cleaning business in it from the late '40s to early '80s. On summertime Saturday nights, families sat outside the old drugstore and watched movies projected on the yellow brick wall.

The community's elementary school was first named Carbondale when it opened in 1929, but its name was quickly changed to Alice Robertson Elementary School (2720 W. 48th Street) to honor the first (and only) female Oklahoman elected to the U.S. Congress. Today, children attend middle school in the former Clinton Junior-Senior High building. High schoolers have gone to Webster since the building opened in 1938.



SOUTH HAVEN

In 1920, Tulsa pioneer Oscar U. Schlegel had 80 acres southwest of Tulsa platted as South Haven. He sold lots, but never built homes in the addition. In addition to platting the acreage, he donated land for a community park and churches. Schlegel's daughter, Mrs. Larkin Bailey of Tulsa, inherited 98 undeveloped lots when Schlegel died in 1955.

South Haven became a community for African-Americans, many of whom originally worked on the railroad. The community was never developed with water, street and sewer improvements until annexed by the City of Tulsa in the summer of 1966. Even then, the improvements were limited.

The South Haven community never did take off and prosper. The few houses built early in the development were poorly constructed and set the stage for a continuing path of poor construction. South Haven's little, one-story, white frame elementary school was located at 5409 S. 40th West Avenue. It opened in 1919, but had inadequate facilities. After annexation to Tulsa, the school was enlarged with a brick wing. It was closed on February 20, 1967, and was converted into the South Haven Community Center in 1969. Its 92 students transferred to Frederic Remington Elementary School at 2524 W. 53rd Street which had opened in 1959.



South Haven's only park is located at South 40th West Avenue and West 53rd Place. The park, which is about the size of a city block, was once the scene of baseball games pitting South Haven against the Snake Creek Community. The South Haven public housing project was developed in 1971. With 100 units located on 20 acres at 4012 W. 56th Place, it was something new in Tulsa public housing projects at the time. It was a single-family and duplex housing project with a low-density of only five units per acre.



South Haven Community Center 2011

During the mid 1990's Habitat for Humanity built 75 houses in the area, giving South Haven a new beginning. At the beginning of 2010 South Haven announced a new community center. The center will include space for partner agencies to provide services like family and youth counseling, job skill training, food and clothing distribution, mental health assistance, after school programs and computer and job training.



APPENDIX A-SUMMARY OF PLAT MAPS FOR SOUTHWEST TULSA-Roy Heim 1994

<u>Plat</u>	<u>Location</u>	<u>Date</u>
508	Red Fork	Jan 25, 1902
518	Red Fork, Creek Nation	Feb 20, 1902
560	Tulsa, Creek Nation Town	1902
780	Bridges Park	Mar 26, 1906
790	Campbell Hills	May 24, 1906
794	Tulsa View Addition	Aug 24, 1906
147	Riverside Addition to West Tulsa	Apr 20, 1909
159	Taneha	Sep 18, 1909
7	Business Men's Addition to Taneha	Nov 19, 1909
27	Clinton Addition	April 1910
48	Freeland Addition to Red Fork	
210	Garden City	May 17, 1910
116	New Taneha	Jun 11, 1910
175	Sapulpa & Interurban Railway	July 27, 1910
118	North Taneha (3 plats)	Sep 26, 1911
510	Original Tulsa Townsite	August 1915
148	New Addition to New Taneha	Sep 27, 1915
182	New Taneha	Jan 24, 1916
63	Glen Pool	Sep 11, 1916
304	South Haven	
255	Fuller-Walter Add'n to West Tulsa	Mar 21, 1917
254	Clinton Heights Add'n to Red Fork	July, 1917
221	Highland Addition to Red Fork	Aug 13, 1917
284	Maple Park Addition to Tulsa	Jan 29, 1918
331	Taneha	Mar 11, 1919

Early Southwest Tulsa History - Picture Proofs Exhibit

Red Fork



Clinton School



Webster High School



Southwest Tulsa Planning Team

West Tulsa



Garden City



Oakhurst



Southwest Tulsa Historical Society

Berryhill



City of Tulsa Planning Department

Carbondale

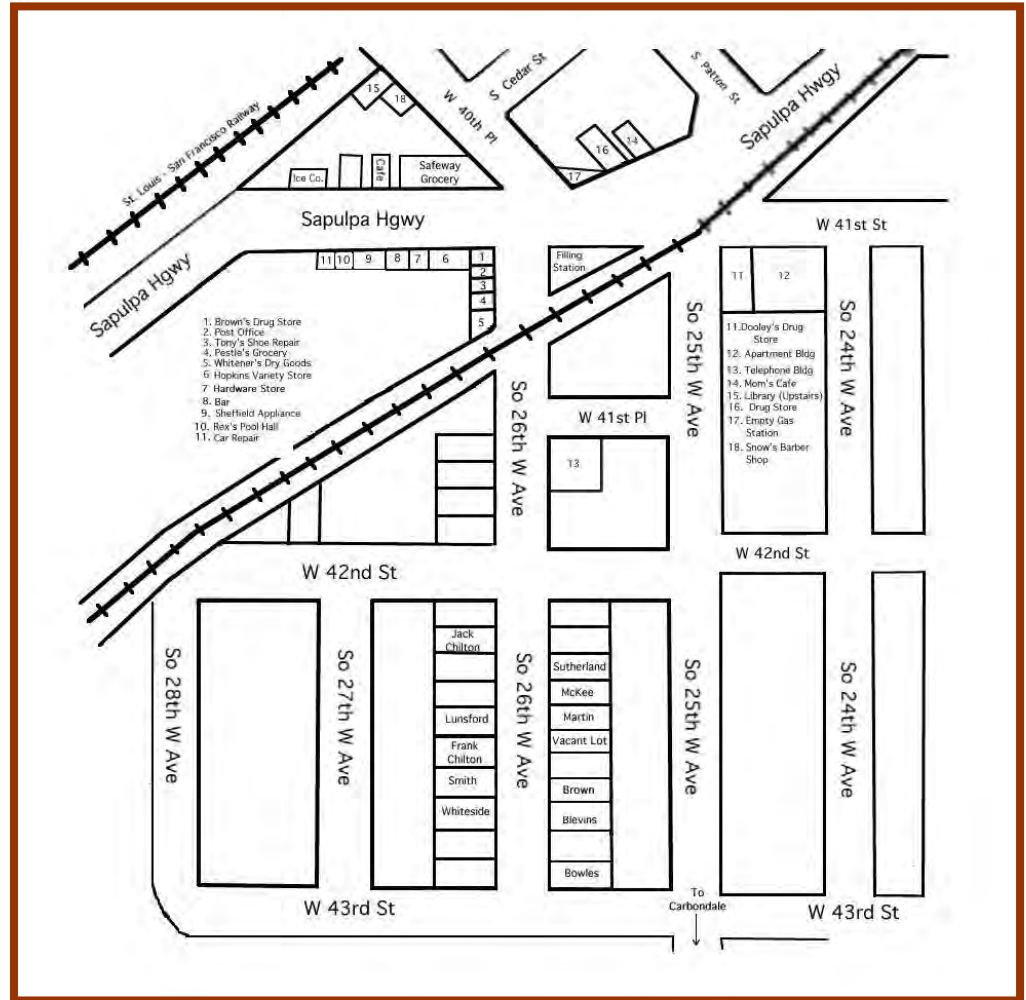


South Haven



Blocks 62 through 69 and Trackage Lots E, F, G, H, I, J, K, L

- 180 Addition to New Taneha May 21, 1919
- 376 First Refinery Add'n to West Tulsa March, 1920
- 391 Hilldale Add'n to Red Fork April 1920
- 403 Park Add'n to Red Fork May 1920
- 556 Amend Plat of South Haven May, 1920
- Crystal City Park
- 421 Roosevelt Addition Jul 26, 1920
- 435 Frisco Addition to Red Fork Oct 20, 1920
- 466 Red Fork (Resurvey) 1921 Galb/Russ Addn.
- 455 Carbondale 1921
- 575 Garden City Amend. May 1921
- 649 Osage Pipeline Dec 16, 1921
- 555 Waldall Addition to West Tulsa Mar 29, 1922
- 593 Red Fork (Resurvey) Oct 30, 1922
- 619 Brooks Add'n to Red Fork April 5, 1923
- 621 Clinton Home Add'n to Red Fork April 1923
- 654 Clover Lawn Add'n to Red Fork June 1923
- 665 Yargee Acres, Near Red Fork 1923
- 651 Bridges Third Sub near Red Fork Jul 10, 1923
- 613 Red Fork (Resurvey) Jun 10, 1925
- 741 Stovall's Re-Sub of West Tulsa blk 23 1925
- 750 Bridges Third Sub-Div Jul 17, 1925
- 760 Carbondale, 2nd Addition 1925
- 767 Tulsa View Addition 1925
- 807 Clinton Homesites Add'n of Red Fork Feb 7, 1927
- 809 Park Heights Feb 19, 1927
- 815 Westdale Addition Mar 3, 1927
- 817 Searcy Re-Sub of Blk 3, Red Fork Mar 22, 1927
- 823 Search Re-Sub of Blk 3, Red Fork 1927



Frank Chilton 1948 busineses and residences he recalled.



- 825 Carbondale, Third Addition Apr 12, 1927
- 836 Oak Grove Add'n to Carbondale May 1927
- 877 Bridges Heights 1927
- 612 Burgess Acres Addition Feb 23, 1927
- 876 Bridges Park, Second Addition 1928
- 963 Yargee Homesite Addition 1928
- 797 Opportunity Heights Jun 17, 1928
- 927 Toydel Addition Dec 1928
- 945 Opportunity Heights corr.plat Apr 12, 1929
- 981 Berry Hill Acres Jan 2, 1930
- 1011 Oakhurst Estates Mar 27, 1930
- 1011 Oakhurst Estates Jul 18, 1931
- 1034 West Tulsa View Acres Jan 27, 1931
- 1067 Second West Tulsa View Acres Jan 11, 1932
- 1103 Plan of Ark Riv Levee Across Sinclair Refinery Land
- 1198 Bridges Acres Jun 22, 1939
- 1306 Summit Parks Oct 29, 1946
- 1322 Dokes Heights Addition Feb 3, 1947
- 1331 Opportunity Heights Mar 14, 1947
- 1348 Veteran's Addition Apr 30, 1947
- 1352 Berry Hill Gardens May 20, 1947
- 1398 Southwest Gardens Mar 20, 1948
- 1403 Re-Plat of Veteran's Addition-Apr 15, 1948
- 1478 Lindavista Addition Jun 1, 1949
- 1485 Park Grove Addition Jun 6, 1949
- 1519 Valley Homes Addition Oct 5, 1949
- 1520 Linda Vista, 2nd Addition Sep 28, 1949
- 1544 Cameron Cline Acres Mar 1, 1948
- 1548 Grant 2 Addition Jan 9, 1950
- 1555 Robison Addition Feb 13, 1930
- 1567 Park Grove Second Addition Feb 14, 1950



APPENDIX B – 4500 Steam Locomotive

Built by: Baldwin Locomotive Works – Philadelphia, Pa. Nov. 1942

Rail line served: Frisco

Service time: 1942 – 1947 “Meteor” passenger train

1947 - 1950 demoted to freight trains (Frisco converted motive power to diesels)

Service routes: 1942 – 1947 St. Louis thru Tulsa, Ok. to Okla. City (daily) 1947 – 1950 over entire Frisco system (retired 1950)

Life after retirement: 4500 was pulled to Springfield, Missouri to the Frisco main shops to be cleaned up and repainted. It was donated to Tulsa, Okla. in 1954 and was placed in Tulsa’s Mohawk Park Zoo as a static display on August 26, 1954. There it sat until 1991 when it was removed and pulled to the Owasso, Okla. for renovation. It was then pulled back to Tulsa’s South Kansas & Oklahoma Lines (SKOL) rail yard on October 9, 2004 to complete its renovation. It is currently in the last stages of restoration.



Statistics:

Length: 105 feet

Weight: 811,050 lbs. (405 tons)

Height: 16' 5"

Wheel

Arrangement: 4-8-4 Northern type

Tender capacities:

18,000 gallons water; 6,500 gallons fuel oil (Bunker "C" type)

Main drive wheel diameter: 74"

Rated horsepower: 5,600

Drive pistons: 28" diameter with a 31" stroke

Boiler pressure: 255 lbs. psi

Cruising speed: 70 mph



**Appendix C- Tecumseh Perryman House
Also known as Cedar Rock Inn**

The first significant settlements in Tulsa and the surrounding area were made by the Creek and Cherokee Tribes in 1836. The Creeks and Cherokees, along with the Seminoles, Choctaws and Chickasaws (known collectively as the Five Civilized Tribes) were forced to migrate west during the Indian removal of the 1830's. The Creeks, who settled the area in and around Tulsa, were part of the Lochapokas band of the creek Indian Tribe, who had made their home in Alabama prior to the Indian removal.



Many of the first families in Tulsa were mixed-blood Creek Indians. One of the most prominent families was the Perryman family. The original Tecumseh Perryman home is now a bed and breakfast. It was once the home of Tecumseh Perryman built in 1890. The Perryman home was part of an allotment of the Dawes Commission. (Historic Context for the Native American Theme management Region #3) for the State of Oklahoma describes this as a residential –post railroad dwelling. This is a two –level home, with the first constructed of sandstone and the second fashioned from wood frame and clapboard siding. The roof has hips and gables; there are two circular windows on the lower level, there are bays on both levels. In all, the house is very rustic, as well as carpenter eclectic in style. Tecumseh Perryman built the lower level of the house, thus making it one of, if not the oldest house in Tulsa. That such a credit should be given to a Creek Indian, the first settlers of the Tulsa area, is ironic indeed. This is the inside of the Tecumseh Perryman home (Cedar Rock Inn – Bed and Breakfast).



REFERENCES FOR SOUTHWEST TULSA HISTORY

1. **Energy, 75 Years after Glenn Pool**, 1980, Cities Service Company, Tulsa, Oklahoma.
2. **Fort Gibson, Gateway to The West**, by C. W. "Dub" West, 1974, Thomason Printing Company, bound by Motter Book Binding Company.
3. **Glenn Pool**, Author Frank Galbreath, Copyright 1978, privately printed in USA by Frank Galbreath. Library of Congress Catalog Number: 78-50593.
4. **History of the Tulsa Police Department, 1882-1990**, Author Ron Trezell, Printed in 1989 in Topeka, Kansas. Library of Congress Number: 89-80724.
5. **Moccasins to Metropolis...The Tulsa Story**, July 1970, the Fourth National Bank, Tulsa, Oklahoma.
6. **OKLAHOMA!**, by Jay J. Wagoner, Copyright 1987, by Thunderbird Books, Oklahoma City/Tucson. ISBN: 0-9622361-0-1.
7. **OKLAHOMA, A History of Five Centuries**, Second Edition, by Arrell Morgan Gibson, Copyright 1965, by Harlow Publishing Corp., University of Oklahoma Press 1985.
8. **PARK PIONEERS SCHOOL HANDBOOK**, author unknown. Includes a brief history of Park School.
9. **Southwest Tulsa News**, Retherford Printing Co. 8545 E. 41st Street, Tulsa, Oklahoma 74145. Bill Retherford, owner/operator. Particular thanks for descriptions and materials contained in the Oakhurst and other sections of this document.
10. **The Beginning of Tulsa**, by J. M. Hall, Privately printed in Tulsa, in 1927, by J. M. Hall.
11. **The Beginning of Tulsa**, by J. M. Hall, Revised version, 1933.
12. **THE RUSH BEGINS, A History of the Red Fork, Cleveland and Glenn Pool Oil Fields**, by Kenny A. Franks, Oklahoma Horizon Series, Published in 1984 by Western Heritage Books, Inc. ISBN: 0-86546-055-8.
13. **The Story of Tullahassee**, by Althea Bass, 1960, Semco Color Press, Oklahoma City.



14. **Tulsa County in The World War**, by William T. Lampe, 1919, with credits to the Tulsa County Historical Society.
15. **Tulsa County News**, Retherford Printing Co. 8545 E. 41st Street, Tulsa, Oklahoma 74145. Bill Retherford, owner/operator. Particular thanks for descriptions and materials contained in this document.
16. **Tulsa's Magic Roots**, by Nina Lane Dunn, 1979, N. L. D. Corporation.
17. **Tulsa Times, A Pictorial History: The Early Years**, Author World Publishing Co. 318 S. Main Mall, Tulsa, Oklahoma, printed by Western Printing Company, Inc. Tulsa, Oklahoma. Text by Susan Everly-Douze, Edited by Terrell Lester. Photos from the Beryl D. Ford Collection. Copyright in 1986. ISBN: 0-941093-01-8.
18. **Tulsa Times, A Pictorial History: The Boom Years**, Author World Publishing Co. 318 S. Main Mall, Tulsa, Oklahoma, printed by Western Printing Company, Inc. Tulsa, Oklahoma. Text by Susan Everly-Douze, Edited by Terrell Lester. Photos from the Beryl D. Ford Collection. Copyright in 1987. ISBN: 0-941093-02-6.
19. **Tulsa Times, A Pictorial History: Coming of Age**, Author World Publishing Co. 318 S. Main Mall, Tulsa, Oklahoma, printed by Western Printing Company, Inc. Tulsa, Oklahoma. Text by Susan Everly-Douze, Edited by Terrel Lester. Photos from the Beryl D. Ford Collection. Copyright in 1988. ISBN: 0-941093-03-4.
20. **Tulsa Tribune**, Tribune Publishing Co., 318 S. Main St., Tulsa, Oklahoma. Particular thanks for descriptions and materials contained in this document.
21. **Tulsa World**, World Publishing Co., 318 S. Main St., Tulsa, Oklahoma. Particular thanks for descriptions and materials contained in this document.
22. **Tune of the Hickory Stick**, by Joyce Elliott Nichols, a 75-year history of the Jenks Public Schools, with a rich local history in the beginning.



ACKNOWLEDGMENTS



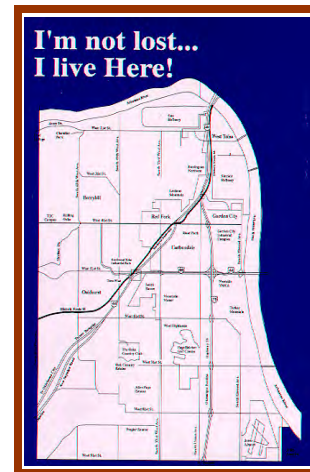
The purpose of this document is to provide an introduction to the rich history of the area west of the Arkansas River, and its development into the close-knit communities of Red Fork, West Tulsa, Oakhurst, Garden City, South Haven, Carbondale, and Berryhill. Community pride and close families rate as top qualities for the people who selected this area to live and work in. Research for this project was completed with the full support of the Southwest Tulsa Chamber of Commerce, founding parent of the Southwest Tulsa Historical Society.

Special recognition is given to Beryl D. Ford and the late William L. Gay for use of photos from their collections of Tulsa historical artifacts and documents.

Special acknowledgment is given to Patricia Mott, English teacher at Webster High School, for her review of this text.

SOUTHWEST TULSA HISTORICAL SOCIETY BOARD MEMBERS

- Roy Heim, President Sherry Heim
- Ruth Arrington Cozetta Atkins
- Charlotte Bolch Margaret Figart
- Manuella Coffey Glore Mary Jo Luster
- Jo Peters Marvin Peters
- Lahman Robinson David Schumacher



REQUEST FOR ACTION: RESOLUTION

Version: 07/25/2003

AGENDA FOR: MAYOR COUNCIL AUTHORITY: DATE: April 23, 2009

FOR INFORMATION CONTACT:

DEPARTMENT: TMAPC CONTACT NAME: Dane Matthews

ADDRESS: 201 West 5th, Suite 600 74103 TELE: 918-584-7526

RESOLUTION TYPE: OTHER RESO. #: _____

ADDRESS: _____ AMOUNT: _____

PROPERTY OWNER: _____ CASE #: _____

PROJECT TITLE: _____ PROJECT #: _____

ADDITION: _____ TMAPC #: _____

AMENDMENT OF/BY RESOLUTION #: _____ COUNCIL DIST.: 2 PLANNING DISTRICT: _____

LOT: _____ BLOCK: _____ SECTION: _____ TOWNSHIP: _____ RANGE: _____

SUMMARY:

Resolution No.: 2546:896

A Resolution Adopting the Southwest Tulsa Neighborhood Plan Phase I, Implementation Plan as a part of the Comprehensive Plan for the Tulsa Metropolitan Area.

NOTE: According to O.S. Title 19, § 863.7, the City Council must act on this item within 45 days of receipt. If no action is taken, the amendment will be officially approved

BUDGET:

FINANCE DIRECTOR APPROVAL:

Approved By
City Council On
MAY 14 2009

FUNDING SOURCE: _____

APPROVED BY MAYOR
CITY OF TULSA

MAY 20 2009

REQUEST FOR ACTION:

All department items requiring Council approval must be submitted through Mayor's Office.

TMAPC voted 6-0-0 to recommend the City Council approve Resolution No. 2546:896 per staff recommendation.

DEPARTMENT HEAD APPROVAL: _____

CITY ATTORNEY APPROVAL: *[Signature]*

BOARD APPROVAL: _____

MAYORAL APPROVAL: *[Signature]*

OTHER: _____

DATE: _____

5-4-2009

MAY 20 2009

FOR CITY COUNCIL OFFICE USE ONLY: 09-325-3

DATE RECEIVED: 5-4-09

COMMITTEE: UED COMMITTEE DATE(S): 5-12-09

FIRST AGENDA DATE: 5-14-09

HEARING DATE: _____ SECOND AGENDA DATE: _____

APPROVED: _____

For City Clerk's Office Use Only (Agenda Date: MMDDYYYY; Sec #; Dept #, Item #, Sub-Item #, Status: S=Synopsis):

05 - 18 - 2009

2

22

3

**A RESOLUTION ADOPTING
THE SOUTHWEST TULSA NEIGHBORHOOD PLAN PHASE 1,
IMPLEMENTATION PLAN AS
A PART OF THE COMPREHENSIVE PLAN
FOR THE TULSA METROPOLITAN AREA**

WHEREAS, Pursuant to Title 19, OSA, Section 863.7, the Tulsa Metropolitan Area Planning Commission (TMAPC) did, by Resolution on the 29th day of June 1960, adopt a Comprehensive Plan for the Tulsa Metropolitan Area, which Plan was subsequently approved by the Mayor and Board of Commissioners of the City of Tulsa, Oklahoma, and by the Board of County Commissioners of Tulsa County, Oklahoma, and was filed of record in the Office of the County Clerk, Tulsa, Oklahoma, all according to law; and

WHEREAS, the TMAPC is required to prepare, adopt and amend, as needed, in whole or in part, an official Master Plan to guide the physical development of the Tulsa Metropolitan Area; and

WHEREAS, a public hearing was held on the 1st day of April, 2009, and after due study and deliberation, this Commission deems it advisable and in keeping with the purpose of this Commission, as set forth in Title 19, OSA, Section 863.7, to adopt the Southwest Tulsa Neighborhood Plan Phase 1, Implementation Plan as a part of the Comprehensive Plan of the Tulsa Metropolitan Area.

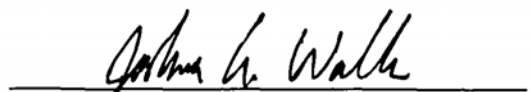
NOW, THEREFORE, BE IT RESOLVED by the TMAPC, that the Southwest Tulsa Neighborhood Plan Phase 1, Implementation Plan be hereby adopted as part of the Comprehensive Plan for the Tulsa Metropolitan Area.

DATED this 22 day of April, 2009.

TULSA METROPOLITAN AREA PLANNING COMMISSION


Chair

ATTEST:


Secretary

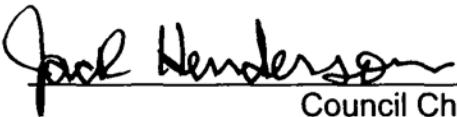
RESOLUTION NO.: 2546:896

MAY 14 2009

APPROVED by the City Council of the City of Tulsa, Oklahoma this _____ day
of _____, 2009.



Mayor



Council Chair

ATTEST:

APPROVED AS TO FORM:




DEPUTY City Clerk



1226 - City Attorney

TMAPC Action; 11 members present:

On **MOTION** of **WRIGHT**, TMAPC voted **11-0-0** (Cantrell, Carnes, Keith, Leighty, Marshall, McArtor, Midget, Shivel, Sparks, Walker, Wright "aye"; no "nays"; none "abstaining"; none "absent") to ~~CONTINUE~~ proposed amendments to the Zoning Code of the City of Tulsa regarding Zoning Code Sections 1221, "Use Unit 21 Business Signs and Outdoor Advertising" and 1800, "Definitions" to April 22, 2009.

COMPREHENSIVE PLAN PUBLIC HEARING

8. **Consider adopting the Southwest Tulsa Neighborhood Plan Phase One, Detailed Implementation Plan, A Part of the Planning Districts 8 & 9 Detail Plans, parts of the Comprehensive Plan for the Tulsa Metropolitan Area.**

STAFF RECOMMENDATION:

Ms. Matthews stated that the City Planning Department has been working with the Southwest Tulsa Neighborhood. Staff has drafted a notice to adopt this as part of the Comprehensive Plan, which involves Districts 8 and 9.

TMAPC COMMENTS:

Mr. Carnes stated that it took a long time to bring water to West Tulsa and once it did arrive, then development started. He thanked everyone for working on this project.

Interested Parties Comments:

Richard Ryan, 6822 South 28th West Avenue, 74132, stated that he is in favor of the proposal. Mr. Ryan cited the process this project has taken and the length of time it has taken.

TMAPC COMMENTS:

Commissioner Keith stated that Mr. Simmons has done an incredible job working with the neighborhoods and putting this plan together.

TMAPC Action; 11 members present:

On **MOTION** of **CARNES**, TMAPC voted **11-0-0** (Cantrell, Carnes, Keith, Leighty, Marshall, McArtor, Midget, Shivel, Sparks, Walker, Wright "aye"; no "nays"; none "abstaining"; none "absent") to recommend **APPROVAL** of adopting the Southwest Tulsa Neighborhood Plan Phase One, Detailed Implementation Plan, A Part of the Planning Districts 8 & 9 Detail Plans, parts of the Comprehensive Plan for the Tulsa Metropolitan Area per staff recommendation.

TMAPC Action; 11 members present:

On **MOTION** of **WRIGHT**, TMAPC voted **11-0-0** (Cantrell, Carnes, ~~Keith~~, Leighty, Marshall, McArtor, Midget, Shivel, Sparks, Walker, ~~Wright~~ "aye"; no "nays"; none "abstaining"; none "absent") to **CONTINUE** proposed amendments to the Zoning Code of the City of Tulsa regarding Zoning Code Sections 1221, "Use Unit 21 Business Signs and Outdoor Advertising" and 1800, "Definitions" to April 22, 2009.

COMPREHENSIVE PLAN PUBLIC HEARING

- 8. Consider adopting the Southwest Tulsa Neighborhood Plan Phase One, Detailed Implementation Plan, A Part of the Planning Districts 8 & 9 Detail Plans, parts of the Comprehensive Plan for the Tulsa Metropolitan Area.

STAFF RECOMMENDATION:

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