DOWNTOWN AREA MASTER PLAN

Downtown, Near Downtown and Arkansas River Connections

VOLUME 1 – "THE PLAN"

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PLANiTULSA
OUR PLAN. OUR FUTURE

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CONTENT – VOLUME 1

DOWNTOWN TULSA CIRCA 1917 TO 2009

Circa 1917

Circa 1927

Circa 1930

Circa 1937

Circa 1950

Circa 1967

Circa 1972

Circa 1978

Circa 1985

Circa 1987

Circa 1998

Circa 2005

2009

RECENT AND ON-GOING DOWNTOWN AND NEAR-DOWNTOWN DEVELOPMENT

Marriott Atlas Life Building-Hotel

El Guapo Restaurant

Centennial Park & Walton Family Green

Centennial Walk

Crowne Plaza Hotel Renovations

Boulder Avenue Bridge

Langston University

Tulsa Regional Convention Center

Law Office

Griffin Communications Site

Wallace Engineering

First Street Lofts

Mayo Hotel Renovations

Mayo Building Renovations (mixed use & residential)

Midland Valley Trail

Morton Health Clinic

Oklahoma Jazz Museum & Hall of Fame

Presbyterian Center

ONEOK Ballfield

OSU Tulsa Research

Route 66 Plaza & Sign

EXECUTIVE SUMMARY AND ACTION PLAN

The following are those private-public partnerships and public improvement projects, programs, policies, and procedures which are put forth for accomplishment of the Downtown Area Master Plan. The Year 1 to Year 5 priorities and actions are those which are more readily determined as high priorities based on current economic and related factors. The remaining Year 6 though Year 20/30 projects are also recommended but may change in their priority due to unforeseen and changing conditions.

YEAR 1 THROUGH YEAR 5 – HIGHEST PRIORITY PROJECTS & ACTIONS

ITEM	PROJECT/PARTNERSHIP/PROGRAM	COST ESTIMATE ($Million)	POTENTIAL FUNDING SOURCES^
1	Primary Two-Way Street Conversion (from One-way) Group:	15.0	L & S
	- Main Street	-	L
	- Cheyenne Avenue	-	L
	- Boulder Avenue	-	Lo
	- Cincinnati/Detroit Avenues within Brady Village; includes O.S.U. Tulsa Campus Area "Roundabout"	-	L & S
	- 4th Street	-	L
2	Rail Transit Corridor Grade Separations (First Group)	-	L, S & F
	- Cheyenne Avenue (Underpass); Pedestrian Bridge Crossing only as an alternate	20.0	L, S & F
	- Elgin Avenue (underpass); a Sealed Corridor component phase 3	20.0	L, S & F
	- Frisco Avenue (overpass of BNSF rail lines and 1st Street); a Sealed Corridor component Phase 3	20.0	L, S & F
	- Greenwood Avenue (underpass); a Sealed Corridor component Phase 3	20.0	L, S & F
3	Independence Street Group:	-	L, S & F
	- Street Extension from Lansing Avenue to Green wood Avenue and transit bridge across rail lines; portions could be funded by TIGER Grant	20.0	L, S & F
	- Ramps to U.S 75 (north); potential O.D.O.T. project	15.5	L, S & F
4	Rail Transit Development (the Frisco can be a part of the Justice Center/Police Department project; part of #2 above)	100.0	L, S & F
	- Tracks and Transit Stops	61.4	L, S & F
	- Frisco Avenue Grade separation and Closure of at-grade crossing and included in #2 above)*	-	L, S & F
	- Southwest Boulevard Grade Separation & Under bridge parking (could be a part of #2 above); could be funded by TIGER Grant	14.3	L, S & F
	- Arkansas River Rail Bridges; includes I-244 roadway bridges; **$49.5 million funded for west multimodal bridge** from "I-244 Bundle" TIGER Grant; $86.2 million remaining for other components.	135.7	L, S & F
	- Rolling Stock & Maintenance Facility; could be funded as component of TIGER Grant	26.5	L, S & F

ITEM	PROJECT/PARTNERSHIP/PROGRAM	COST ESTIMATE ($Million)	POTENTIAL FUNDING SOURCES^
5	City Equipment and Materials Move to New Site from 23rd & Jackson	80.0	Local
6	Sealed Corridor Phase 2: 1st Street; 2nd Street and Lansing Avenue area; 3rd Street; Archer Street; Guthrie Avenue; Lansing Avenue; and Peoria Avenue	5.0	L, S & F
TOTAL		553.4	

* Cost reflected in Item 2.

^ L – Local S – State F – Federal P - Private

Refer to "5-7 Year Priority Projects C.I.P." map. Detailed cost breakdowns available in City of Tulsa capital improvements list; 2008 and 2009; 2009 TIGER Grant Submissions to O.D.O.T by City of Tulsa, August 2009; and Appendices 9 and 10 Volume 2, Downtown Area Master Plan, August 2009.

YEAR 6 THROUGH YEAR 10 – PRIORITY PROJECTS & ACTIONS

ITEM	PROJECT/PARTNERSHIP/PROGRAM	COST ESTIMATE ($Million)	POTENTIAL FUNDING SOURCES
7	Convention Center Group:	-	L
	- Tulsa Police Department (Building)	35.0	L
	- Demolition of part of Civic Center	20.0	L
	- Acquisition/Replacement - Federal Building	54.0	L & P
	- Acquisition/Replacement - Central Library	35.0	L
	- Extension and 2-way Fifth Street into Civic Plaza and Related Improvements	100.0	L
8	Open Space Group:	-	L & P
	- East Village Park	25.0	L & P
	- Model Inner Dispersal Loop "Cap" (Deck-Over) at 3rd Street to 4th Street (east downtown) and Boulder Avenue to Main Street (south downtown)	60.0	L & P
	- Interchange Park	5.0	L & P
9	Continued Street Improvements:	-	L & P
	- Parking Structure (1 east and 1 south)	10.8	L & P
10	Boulder Avenue On-street Transit (Streetcar/Trolley) Corridor from Veterans Park to O.S.U. Tulsa/Langston Campus (replaces bus/soft wheel shuttle)	33.3	L, S & F
11	Southwest Boulevard & Denver Avenue Linkage-Connection (part of Centennial Walk – Phase 2 & 3)	60.0	L & P
12	4 Gateways:	-	L & P
	- 1st/2nd Streets at Union Pacific Rail Lines area – east end of downtown	1.0	L & P
	- Brady Village/Greenwood areas – north end of downtown (2) at Detroit and Cincinnati Avenue	2.0	L & P
	- 7th Street Exit Ramp area in east downtown area	1.0	L & P
13	Boston Avenue Pedestrian Bridge	10.0	L, S & F
TOTAL		452.1	

^ L – Local S – State F – Federal P - Private

Refer to "20-30 Projects C.I.P" map. Detailed cost breakdowns available in City of Tulsa capital improvements list; 2008 and 2009; 2009 TIGER Grant Submissions to O.D.O.T by City of Tulsa, August 2009; and Appendices 9 and 10 Volume 2, Downtown Area Master Plan, August 2009.

YEAR 11 THROUGH YEAR 20/30 – PRIORITY PROJECTS & ACTIONS

ITEM	PROJECT/PARTNERSHIP/PROGRAM	COST ESTIMATE ($Million)	POTENTIAL FUNDING SOURCES
14	Downtown Street Resurfacing (Improvements & Enhancements):	0	L
	- South of BNSF rail lines (Streets remaining after completion of prior projects)	45.0	L
	- North of BNSF rail lines, Brady Village, Greenwood, etc. (Streets remaining after completion of prior projects)	25.0	L
15	Downtown Sidewalk & Streetscape Improvements & Enhancements:	0	L & P
	- South of BNSF rail lines (Streets remaining after completion of prior projects, including 3rd & Kenosha)	27.0	L & P
	- North of BNSF rail lines, Brady Village, Greenwood, etc. (Streets remaining after completion of prior projects)	10.0	L & P
16	Centennial Walk – Portions of Phase 2 and Phase 3 Improvements	30.0	L & P
16	Downtown Housing and Residential	20.0	L
17	Downtown Parking Garages and Facilities	19.6	L
18	Urban Gateways Program	13.0	L & P
19	Downtown Traffic Signalization	5.0	L
20	Trailhead Facility	2.0	L & P
21	Utility Relocations and Improvements (accommodating redevelopment sites)	5.0	L
TOTAL		201.6	

^ L – Local S – State F – Federal P - Private

Refer to "20-30 Projects C.I.P" map. Detailed cost breakdowns available in City of Tulsa capital improvements list; 2008 and 2009; 2009 TIGER Grant Submissions to O.D.O.T by City of Tulsa,

BRIEF HISTORY OF TULSA

The area surrounding Tulsa, once known as Indian Territory, was originally established to accommodate the relocation of tribes such as the Creeks, Seminoles, Cherokees, Quapaws, Senecas, and Shawnees. These Native American tribes moved into the region after the passage of the Indian Removal Act (1830), when they were forced to surrender their lands east of the Mississippi to the Federal Government in exchange for land in Indian Territory. Each of the larger tribes was given extensive land holdings, individual governments were formed, and tribal members began new lives as farmers, trappers, and ranchers. However, this was not a permanent arrangement and throughout the mid-nineteenth century, the tribes were made to accept a number of treaties which continued to further limit the amount of land each of them held. White settlers continued to push forward, railroads moved into the territory, and in 1892, the land was officially opened and all tribal members were forced to accept individual allocations of land.

Indian Territory, present day Oklahoma

In 1882, the St. Louis and San Francisco Railroad extended its line to Tulsa to serve the cattle business, the city's first industry. Ranchers and settlers, including Indians and whites, living within a one-hundred mile radius had been using Tulsa as a central trading point since the end of the Civil War. A stock yard, with cattle-loading pens and chutes, was built near the tracks, and cattle were driven from the Chickasaw Nation and Seminole country to Tulsa for shipment. Texas cattle were also shipped to the area and later shipped out to Northern and Eastern markets.

J. M. Hall & Co. Store, in Tulsa about 1890.

As the community grew, the citizens began to take an active interest in the direction of Tulsa, and the Tulsa Commercial Club, the forerunner of the Metropolitan Chamber of Commerce, was founded. This organization pressured the railroads to put Tulsa on their lines, and was also responsible for the recruitment of many of Tulsa's early businesses. In 1898, the city was incorporated. Just two years later, in 1900, Tulsa had a population of 1,390.

Tulsa changed from a cow-town to a boomtown with the discovery of oil in 1901 at Red Fork, a small community southwest of Tulsa. Wildcatters and investors flooded into the city and the town began to take shape. Many brought their families with them because Tulsa had the reputation of being one of the few "safe" frontier cities. Neighborhoods

were established in Tulsa on the north side of the Arkansas River, away from the drilling sites, and began to spread out from downtown Tulsa in all directions. In 1904, Tulsans constructed a bridge across the river, allowing oil field workers, supplies, food and equipment to cross the river, reaffirming Tulsa's position as the center of the oil field.

In 1905, the Glenn Pool oil field was discovered. This strike created such a large supply of crude oil that it forced Tulsans to develop storage tanks for the excess oil and gas and, later, pipe lines. It also laid the foundation for Tulsa to become a leader in many businesses related to oil and gas, in addition to being the physical center of the growing petroleum industry. Eventually, Glenn Pool established Oklahoma as one of the leading petroleum producing regions in the United States. Many early oil companies chose Tulsa for their home base. When a second surge of oil discoveries occurred between 1915 and 1930, the city was well-established as the "Oil Capital of the Nation."

A 1909 panoramic view of Tulsa

Every type of transportation was represented during the early years of the city. The mud-filled streets of the oil boom days turned to brick as automobiles arrived in Tulsa. Electric trolleys followed the neighborhoods as they developed further and further from downtown. Their service lasted until World War II.

The Tulsa economy was only slightly affected by World War I, and the 1920s were a period of extensive growth. Residential development continued in all directions. The lack of a good water supply, Tulsa's greatest domestic problem, was solved when the Spavinaw Dam was constructed and water was pumped to Tulsa from a distance of sixty-five miles.

By the early 1920s, aviation had become an important part of the city's economy. In 1919, the Curtis-Southwest Airplane Company was formed and, in August of that same year, they flew the nation's first commercial interstate air freight shipment. By 1928, a municipal airport had been built and the Spartan Aircraft Company had been established.

In 1928, the Oklahoma City Oil Field was discovered and began to produce enormous quantities of oil. This field, combined with the plentiful supply of petroleum from eastern Oklahoma, overwhelmed demand during the early years of the Depression. The price of oil fell from its peak price of .50 in the early 1920s to ten cents a barrel. By 1931, the economic downturn of the nation was being felt in Tulsa.

During the early 1930s, growth in Tulsa, like many places across the United States, came almost to a complete halt. Few projects were built. Some public work projects, such as the Twenty-First Street Bridge completed in 1932, were built by the Works Progress Administration. By the mid-1930s, construction picked up and small houses were being built at the edge of the city limits. The streetcar lines were deserted when the automobile and the bus lines began to provide transportation in the city.

When World War II broke out, Tulsa's oil industries, which had been in decline since the early 1930s, were converted to defense purposes. The 1940s ushered in a period of growth for Tulsa. Many aviation industries converted their factories to accommodate the war effort, and defense workers poured into the city. As a result, a tremendous number of small houses, built to be purchased with Federal Housing Administration loans, were constructed. Many of these houses were built in northeast Tulsa.

Redevelopment of the city began in the early 1950s, and the legacy of urban renewal remains evident today. The growth of Tulsa to the south led to the construction of the Fifty-First Street Bridge, dedicated in 1953. A master plan for the city resulted in the creation of numerous parks. These parks, along with the oil mansions, beautiful churches, museums and gardens, caused Tulsa to be dubbed "America's Most Beautiful City" in the 1950s.

Infill and redevelopment, particularly in the downtown, continued throughout the 1960s and 1970s. A number of early downtown commercial buildings were demolished to make way for modern high-rises. Residential properties were also targeted for demolition. Many north side homes were torn down to make room for new and better housing, Interstate Highways, and university campuses.

However, as the downtown was being redeveloped, retail establishments began to move to outlying areas where new residential neighborhoods were springing up. These new, suburban neighborhoods were primarily located in far south Tulsa. Many downtown lots remain vacant today or are utilized for surface parking.

During the 1970s, attempts were made to address the relocation of retail stores to the new malls in south Tulsa through such developments as the Main Mall, a pedestrian system in the core of downtown, and the Williams Center. This development spurred the interest in renovation and reuse of older buildings, and the trend continued through the 1980s. By 1980, Tulsa's population stood at 360,919, ranking it the thirty-eighth largest city in the nation.

Following the oil bust of 1982 to 1984, the title of "Oil Capital of the World" was relinquished to Houston. City leaders worked to diversify the city's economy beyond petroleum, bringing factory jobs and telecommunications firms to Tulsa during the 1990s while continuing to enhance the aviation industry. Customer service call centers became an important part of the economy during this time, though petroleum – most notably an abundant supply of natural gas – continued to play a major role.

Tulsa's skyline viewed from Centennial Park.

Downtown Tulsa with the Mid-Continent Tower in the middle

The early 21st century saw Tulsa's economy mirror the national economic downturn and suffer job loss. However, recovery was swift, and by 2006 the total number of jobs in Tulsa had increased to new highs. Helped by relatively low housing prices, Tulsa continued to be an attractive market for business expansion.

In 2003, efforts by city leaders led to passage of the Vision 2025 program targeted to enhancement and revitalization of Tulsa County's infrastructure. Numerous improvement projects have occurred countywide. The keystone project of Vision 2025 is the BOK Center, a multipurpose arena designed by famed architect Cesar Pelli and completed in 2008. The BOK Center is bringing major concerts and conventions to downtown Tulsa.

Meanwhile, much recent attention has been paid to ideas for "destination development" along the banks of the Arkansas River. The Tulsa River Parks Authority is completing major improvements to the River Parks trail, and improved connectivity between downtown and the Arkansas River has become an important planning focus.

Increased attention to downtown and riverfront revitalization has spurred both grassroots development, and an attention to developing new housing and entertainment venues in public-private partnerships. Many entrepreneurs are finding start-up potential in historic buildings downtown, ranging from upscale loft housing projects to retail and entertainment establishments.

Threads of Tulsa's Native American heritage and oil boom days are still visible in the city's historic fabric. As the city grows and develops in its second century, downtown will continue to capitalize on the potential in the historic buildings, existing infrastructure, and ample room to grow downtown.

MISSION

Following the development of the initial elements of Vision 2025 in downtown Tulsa and in order to maximize existing initiatives, the City began development of an updated Downtown Area Master Plan. This study effort is based previous master plans, district plans and other studies and emerging private and public development and redevelopment in the Central Business District area, near downtown neighborhoods, and connections to the Arkansas River. The purpose is to continue the established momentum by preparing a plan that connects the Vision 2025 initiatives to existing and planned development and to recommend infill projects that leverage new public-private and private investment. The three major targets of the plan are to:

- **Revitalize the downtown**
- **Connect it to the Tulsa River Park's system**
- **Initiate Rail Transit extending outward from the downtown to the beginnings of future corridors serving the city and the region**

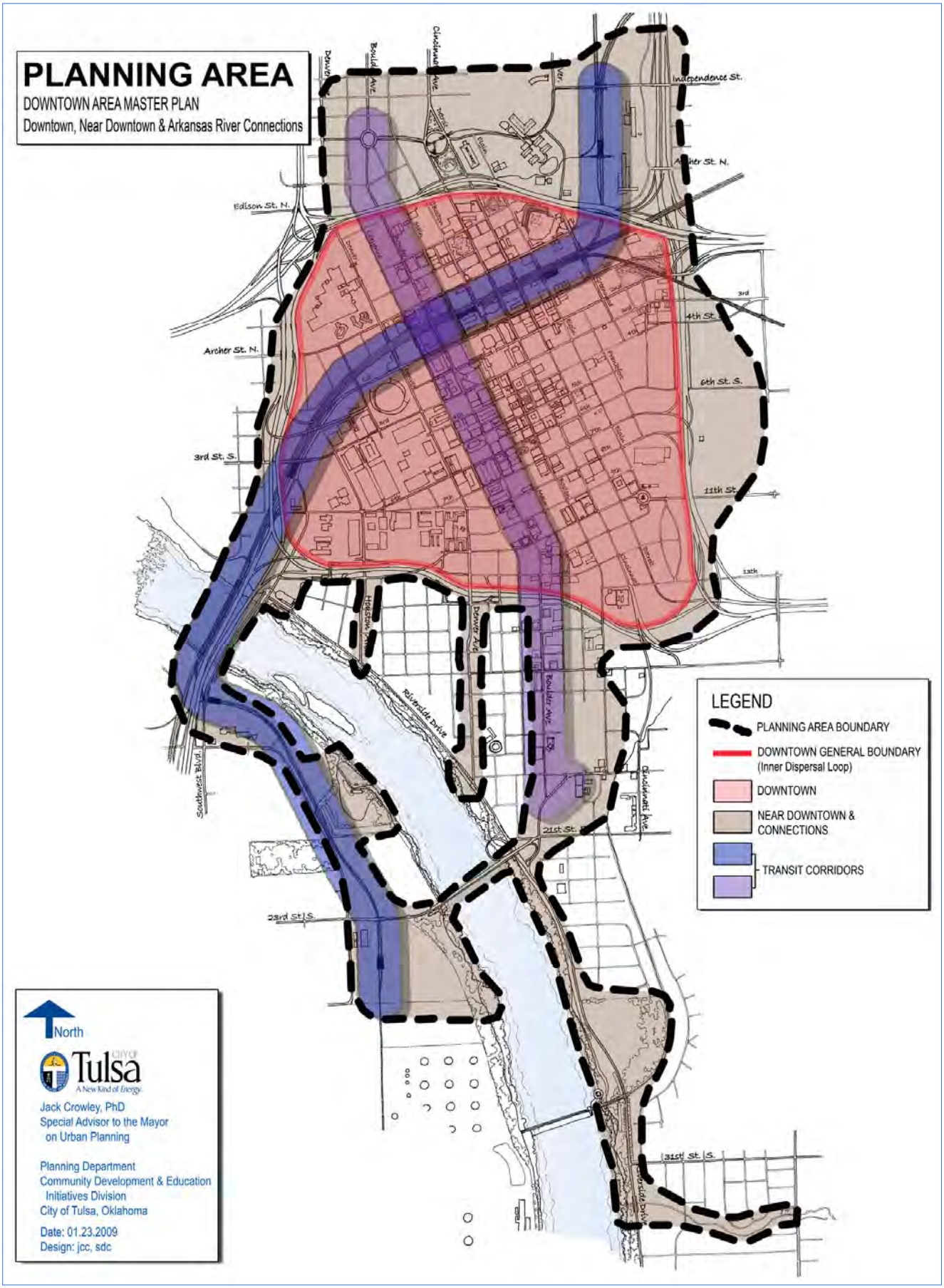
In addition to the Vision 2025 projects for downtown Tulsa, other public improvement projects have been constructed and/or are programmed and funded for the area (refer to Appendix 2, Volume 2 of the plan documents). These projects have provided additional support for downtown's on-going revitalization.

PLANNING AREA

The Downtown Area Master Plan includes all lands within the "Inner Dispersal Loop" (IDL), the O.S.U. and Langston Campus, the Evans-Fintube site to the north, edges of the adjacent neighborhoods to the east and west including close in areas of the Pearl District and Crosbie Heights, and a corridor of Business Developments extending southward to Veteran's Park at 21st Street and Boulder Avenue (refer to "Planning Area" exhibit).

Connectivity to the Arkansas River and the Tulsa River Parks system includes corridors at 11th (Route 66) and Riverside Drive, Houston to Riverside, Denver to Riverside, Riverside at 21st Street, and the "Blair Mansion", 31st Street and Crow Creek areas.

The Rail Transit system requires consideration of lands along two proposed transit corridors. The first corridor extends along the west bank of the Arkansas River from 23rd and Jackson Street, northwest to the O.S.U. Medical Center, and then northeast and across the river to through downtown to the O.S.U. Tulsa Campus and the "Evans-Fintube" site. The second corridor extends from 21st Street and Riverside Drive northward along Boulder Avenue to property located east of Brady Heights and west of the O.S.U. Tulsa Campus. The first transit corridor is approximately 18,000 feet in length and the second transit corridor is approximately 11,000 feet in length.


PLANNING AREA
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Independence St.
Archer St. N.
Edison St. N.
Archer St. N.
3rd St. S.
4th St.
6th St. S.
11th St.
12th
21st St.
23rd St. S.
31st St. S.
Denver Ave.
Boulder Ave.
Cincinnati Ave.
Houston Ave.
Riverside Drive
Southwest Blvd.
LEGEND
PLANNING AREA BOUNDARY
DOWNTOWN GENERAL BOUNDARY (Inner Dispersal Loop)
DOWNTOWN
NEAR DOWNTOWN & CONNECTIONS
TRANSIT CORRIDORS
North
City of Tulsa
A New Kind of Energy
Jack Crowley, PhD
Special Advisor to the Mayor
on Urban Planning
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Date: 01.23.2009
Design: jcc, sdc

PLANNING PROCESS

The Downtown Tulsa Community Planning Process engaged a broad spectrum of property owners, residents, citizens, merchants, community leaders, business associations, city-wide and regional organizations, and various other stakeholders. The general basis of the planning process is depicted in the figure on the right. This is the same process used in previous and other on-going community and neighborhood planning efforts within Tulsa.

The value in the approach is demonstrated by the exceptionally large number of meetings held with stakeholders and the extensive participation (refer to Appendix 3, Volume 2 of the plan documents). The number of those having participated in and/or reviewed plan recommendations is over 2,000. The number of groups and organizations to whom presentations have or will be made is well over 100. The downtown Tulsa planning process has been and continues to be extensive, transparent, broad based, and participatory.

Additionally, planning efforts were coordinated with the PLANiTULSA initiative with presentations made to its overview committee and leadership. Regular updates were also provided to the Tulsa Metropolitan Area Planning Commission, the Tulsa City Council, and the Mayor's leadership team. The Plan is continuously vetted against PLANiTULSA workshops and will be incorporated as an element of the updated Tulsa Comprehensive Plan (PLANiTULSA project).

RELATIONSHIP TO THE TULSA COMPREHENSIVE PLAN UPDATE (PLANITULSA)

Because of the urgency to proceed with and to facilitate continuation of the Vision 2025 momentum, the Downtown Area Master Plan preceded the PLANiTULSA initiative by nine (9) months. However, like PLANiTULSA, the downtown Plan:

- Considers all previous plans and studies.
- Involves extensive interface with stakeholders (more that 100 groups and 2000 individuals over the latter half of 2008 and 2009).
- Vets all elements and ideas of the plan against citywide citizen input developed during PLANiTULSA workshops.
- Coordinates downtown Plan study efforts and proposals with the PLANiTULSA consulting team.

- Is designed as an integral part of the Tulsa Comprehensive Plan Update and will serve as a “detailed area plan”.

- The horizon year for the downtown plan will be the same as PLANiTULSA. The review and adoption process will be the same as well.

PRINCIPLE FINDING AND PRIMARY FOCUS OF THE PLAN

The 8 A.M. to 5 P.M. vitality of downtown Tulsa is very good. The 5 P.M. to 8 A.M. population is the target for improvement.

- Tulsa has a vibrant workday population in the downtown, and while employment can and will likely grow in small increments over the next twenty-five years, it will not be the primary “player” in new efforts to revitalize downtown.

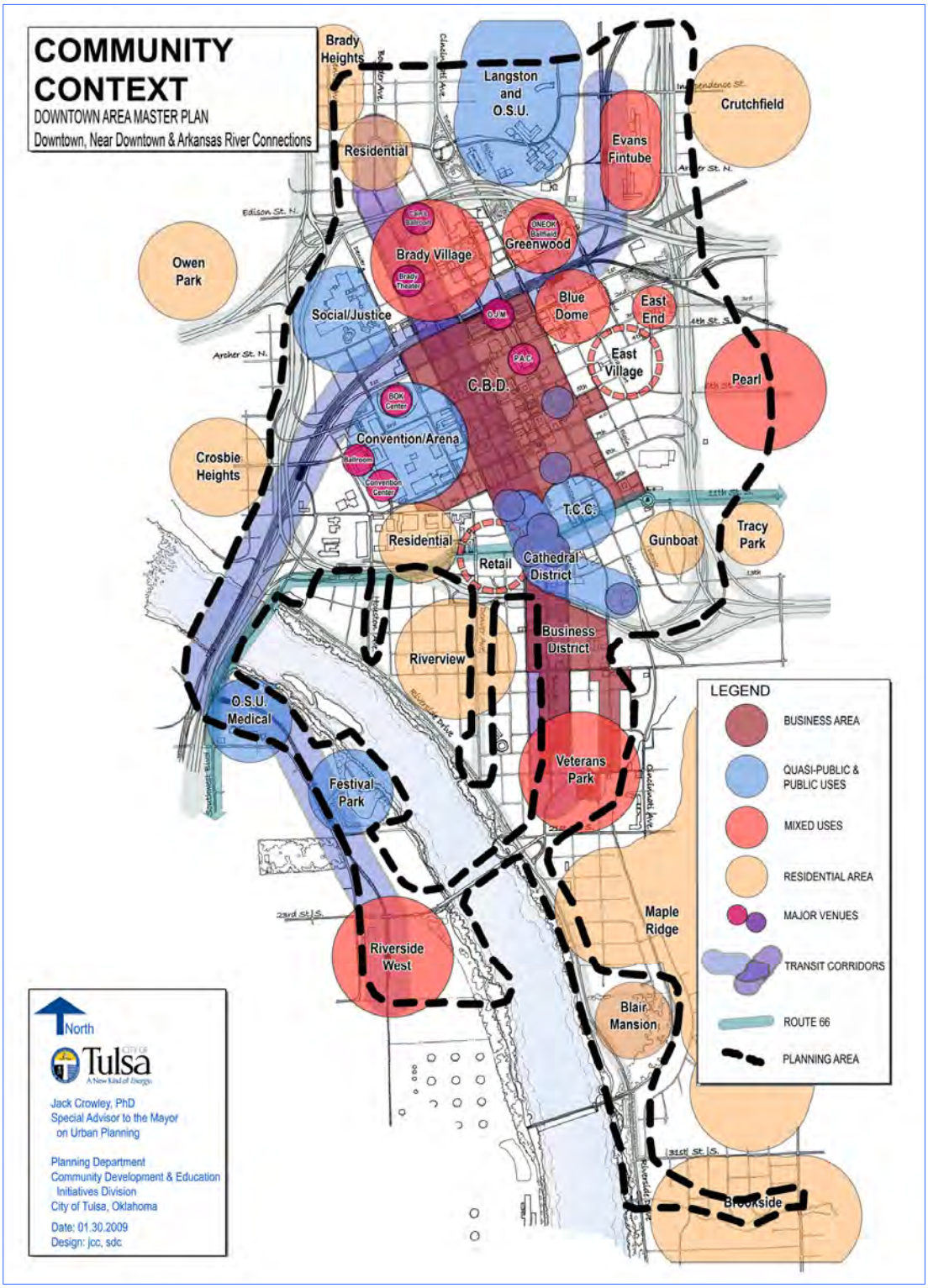
- The areas most important to the revitalization of downtown are the initiatives to attract a population to activate it between the hours of 5 P.M. to 8 A.M. as well as weekends. A “24/7” downtown will also address the amenities to increase convenience and quality of life. The principal foci include residences, entertainment, conventions and visitors. All are enhanced by connecting the downtown to its region by multiple modes of transportation.

ELEMENTS OF THE PLAN

- COMMUNITY CONTEXT
- TRANSPORTATION PLAN
- OPEN SPACE & RECREATION PLAN
- URBAN DESIGN
- HISTORIC RESOURCES
- DEVELOPMENT OPPORTUNITIES
- MASTER PLAN

COMMUNITY CONTEXT

The downtown Plan is based on two axes which cross in the north central area of downtown (refer to “Community Context” exhibit). The Boulder Avenue Transit Corridor is proposed to be served by a trolley like “fixed guideway” transit system. It connects from a significant residential development site at the west end of the O.S.U. Tulsa



Campus southward to a significant mixed use development site around Veteran's Park at 21st Street and Riverside Drive. This corridor connects and encourages new infill development and redevelopment in and around Brady Village, the core Business District and Convention Center, Cathedral Square District and Tulsa Community College, and a corridor of major business addresses at the southern edge of downtown (uptown area).

A second transit corridor axis connects a large publicly owned redevelopment property known as Evans-Fintube Site (24 acres+/-) located immediately northeast of downtown to a second significant publicly owned redevelopment site at 23rd Street and Jackson Avenue (50 acres+/-). This site is southwest of downtown on the west bank of the Arkansas River. This is the proposed first leg of a rail transit system that is the common center point for a regional rail network serving Tulsa and the surrounding communities. It proposes to use parts of the right of ways for Burlington Northern-Santa Fe, Union Pacific, and WATCO Railroads. The initial leg of the city transit system connects three key communities: north Tulsa, downtown, and the Westside of Tulsa. There is also a planned strategy to position the new transit system to serve all government buildings and to assure public accessibility for the long term. The initial 18,00 foot segment of the rail transit system is also the central area that is needed by all of the proposed metropolitan area corridors. Beginning at the Evans-Fintube site, it will have stops serving:

- O.S.U./Langston Campus and the Evans-Fintube redevelopment site.
- Oneok Field, The Greenwood Area, and Blue Dome District (residential and entertainment).
- The Williams Center, One Technology Center (City Hall), and Brady Districts (business, government, arts, entertainment and residential).
- The BOK Center and proposed Criminal Justice Complex abutting the David Moss Facility (government, convention, and entertainment).
- The State Office Complex, Convention Center, Crosbie Heights Neighborhood, and a potential new Federal Building location (government and residential).
- The Westport Residential Complex, O.S.U. Medical College, and Forensics Laboratory (higher education, research, and residential) as well as a West Bank "park and ride" site beneath I-244.
- Festival Park (on the west bank).
- The proposed River West 50 acre redevelopment site at 23rd Street and Jackson Avenue (mixed use and residential).

The "Community Context" exhibit also shows two development areas which are located off of the two axes:

- The potential for a significant residentially oriented infill project between Denver and Houston Avenues along the proposed vacated 10th Street.
- A mixed use, park, and residential development of "East Village" between 3rd and 6th Streets and between Detroit Avenue and the east leg of the Inner Dispersal Loop.

Finally, this functional plan recognizes the potential for a future mixed area of retail and residential in a largely open area between Denver and Boulder Avenues south of 7th Street. This area, served by the Boulder Trolley, lies in the middle of existing residential enclaves between the river and downtown. It is located in an existing residential concentration at Renaissance Uptown and Central Park and a potential residential area around south downtown, Cathedral Square, and Tulsa Community College. This area may be best suited for a mixture of support retail and residential.

Background information for the various neighborhoods and areas in which development and redevelopment will be impacted or occur is summarized in Appendix 4, Volume 2 of the plan documents.

TRANSPORTATION PLAN

The major transportation components of the downtown Plan are set forth below and depicted in the "Transportation" exhibit.

Rail Transit

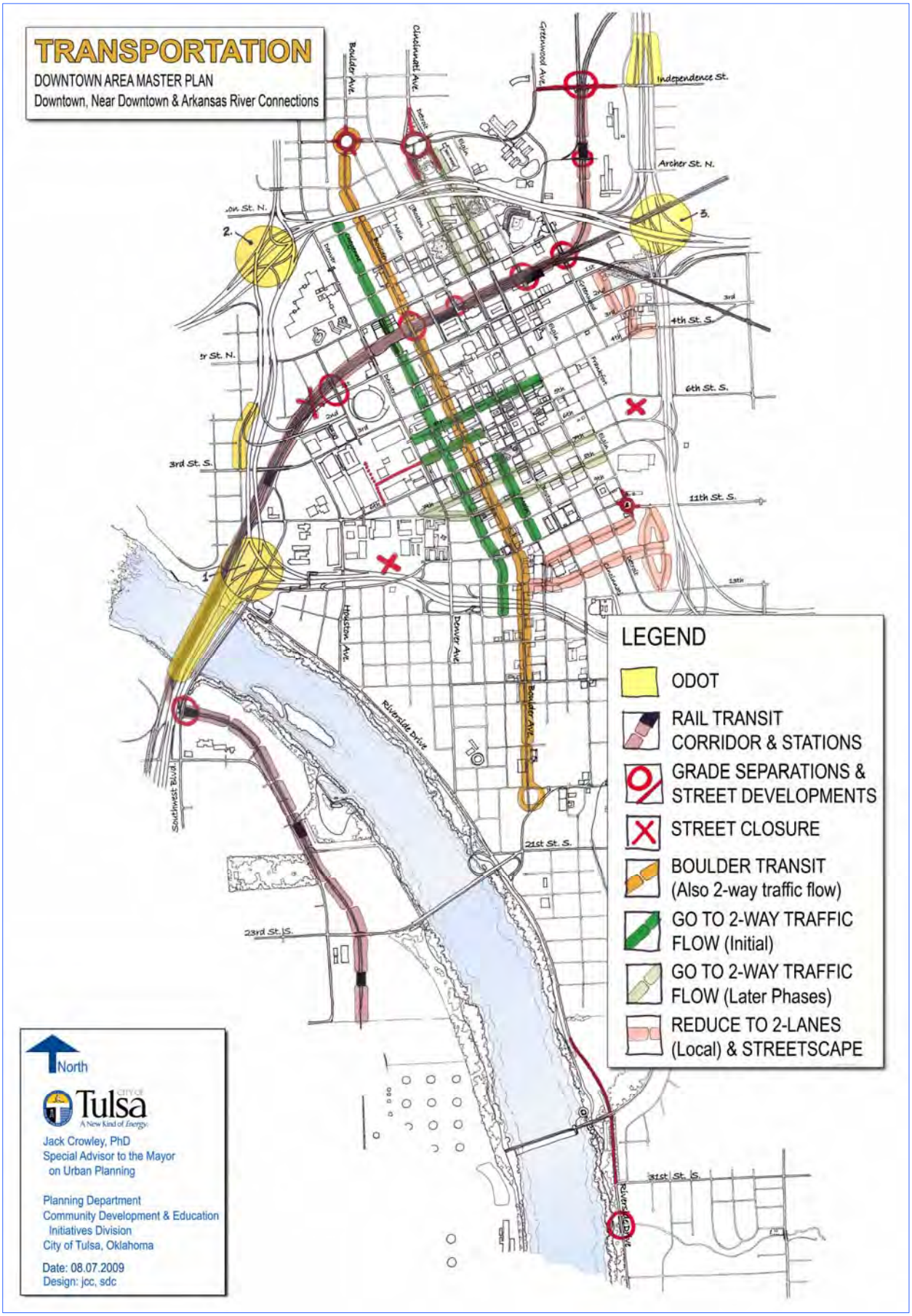
- The Boulder Corridor Trolley (O.S.U./Langston Campus – Veteran's Park).
- Transit/Commuter Rail (23rd and Jackson Streets – Evans Electric-Fintube).

State Highways (IDL – Inner Dispersal Loop)

- Work with ODOT to schedule the maintenance and update of the Inner Dispersal Loop (Note: $75 million "stimulus project" approved to repave/re-deck north and west legs of the IDL):
    1. Independence Street Ramps to and from U.S. 75 (north).
    2. Southwest Interchange and Arkansas River Bridge.
    3. Modification of 2nd Street (west side) ramp to include ramp to 3rd Street.
    4. Northwest (IDL) Interchange.
    5. Northeast (IDL) Interchange.

Local Streets (All downtown streets eventually turned to two-way)

- Two Way (first priority)
    1. Boulder and Cheyenne Avenues.
    2. Remainder of 4th Street.
    3. Remainder of Main Street.
    4. Cincinnati and Detroit Avenues (In the Brady District).
    5. Remainder of 5th Street.
- Two Way (later priority)
    1. 7th and 8th Streets (west of Elgin Avenue).
    2. 1st and 2nd Streets.
    3. Cincinnati and Detroit Avenues (north of 13th Street).
- Street Improvements – All downtown streets are to be improved as adjoining or area projects are developed, programmed and constructed and compatible to recent improvements along Boston Avenue and 2nd Street..
- New Streets
    1. Extension of Independence Street (west to Greenwood Avenue and over the WATCO rail lines (proposed transit line and in conjunction with development of the Evans-Fintube site).
    2. Reopening Frisco Avenue (south from Archer Street to 2nd Street and grade separated over 1st Street and in conjunction with development of the Justice Center).


TRANSPORTATION
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Boulder Ave.
Cincinnati Ave.
Greenwood Ave.
Independence St.
Archer St. N.
4th St. S.
6th St. S.
11th St. S.
3rd St. S.
Houston Ave.
Denver Ave.
Riverside Drive
Southwest Blvd.
21st St. S.
23rd St. S.
31st St. S.
LEGEND
ODOT
RAIL TRANSIT CORRIDOR & STATIONS
GRADE SEPARATIONS & STREET DEVELOPMENTS
STREET CLOSURE
BOULDER TRANSIT (Also 2-way traffic flow)
GO TO 2-WAY TRAFFIC FLOW (Initial)
GO TO 2-WAY TRAFFIC FLOW (Later Phases)
REDUCE TO 2-LANES (Local) & STREETSCAPE
North
City of Tulsa
A New Kind of Energy
Jack Crowley, PhD
Special Advisor to the Mayor
on Urban Planning
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Date: 08.07.2009
Design: jcc, sdc

3. Alteration of Riverside Drive at 31st Street (widening in the area of the River Parks pedestrian bridge and the "Blair House" Area).
4. Extension of 5th Street west to front of Convention Center exhibit hall (Frisco Avenue alignment – to be done in conjunction with development of Convention Hotel or eastward expansion of the Convention Center).

Elimination of Streets

- Kenosha Avenue (between 6th and 7th Streets
- 10th Street (between Denver and Houston Avenues).
- Guthrie Avenue Grade Crossing at B.N.S.F. rail lines (with the opening and grade separation of Frisco Avenue.

Reduction in Driving Lanes on Minor Downtown Streets

- 12th and 13th Streets in lower downtown (provide more on-street or angle parking and wider landscape strips).
- Neighborhood streets in the 3rd Street and Kenosha Avenue areas.
- Reduce the width of 9th Street between Cincinnati & Boulder Ave. to develop a central campus gateway "quadrangle park" in the T.C.C. area.

Railroad and Transit Grade Separations

- Frisco Avenue (in conjunction with opening Frisco Avenue and closing Guthrie Avenue at-grade crossing).
- Greenwood and Elgin Avenues (underpasses).
- Reconstruct Boulder Bridge (funded).
- Southwest Boulevard (later priority).
- Close Cheyenne Avenue to vehicular traffic crossing of rail lines (apply an historic street treatment).

Other Transportation Improvements

- Two track Transit Rail Bridge over the Arkansas River. Possible construction in conjunction with reconstruction of I-244 bridge.
- Turning circle at 11th Street and Elgin Avenue (funded).
- Turning circle at Cincinnati/Detroit Avenues north of the IDL (provides campus pathway grade separation, park access, and to facilitate Cincinnati/Detroit "two-way" traffic flow).
- Crow Creek Bridge reconstruction (to facilitate proposed alteration of Riverside Drive at 31st Street and the pedestrian/bicycle trail to Brookside).

Potential District Marketing Opportunity – Street Name Change

- Strategy is small and inexpensive street name change with historical context.
- Context: When Waite Phillips built the Philtower and later the Philcade buildings on two corners of Boston Avenue and Main street in the early 20th Century, he brought elements of eastern cities such as New York to the developing west. As an advocate for the quality building of downtown Tulsa he also expressed concerns for what he saw as shift in the city's retail street from Main Street westward to Boulder Avenue. He suggested that 5th Street be renamed "5th Avenue" for the vibrant mixed use corridor of New York City. Today, the downtown stretch of "5th Avenue" serves as the frontage for many historic structures, several of which are being converted to hotels and quality residences between the Tulsa Convention Center and Frankfort Avenue.

OPEN SPACE & RECREATION PLAN

Major Components of the Open Space & Recreation Plan are described below and depicted in the "Open Space & Recreation" exhibit.

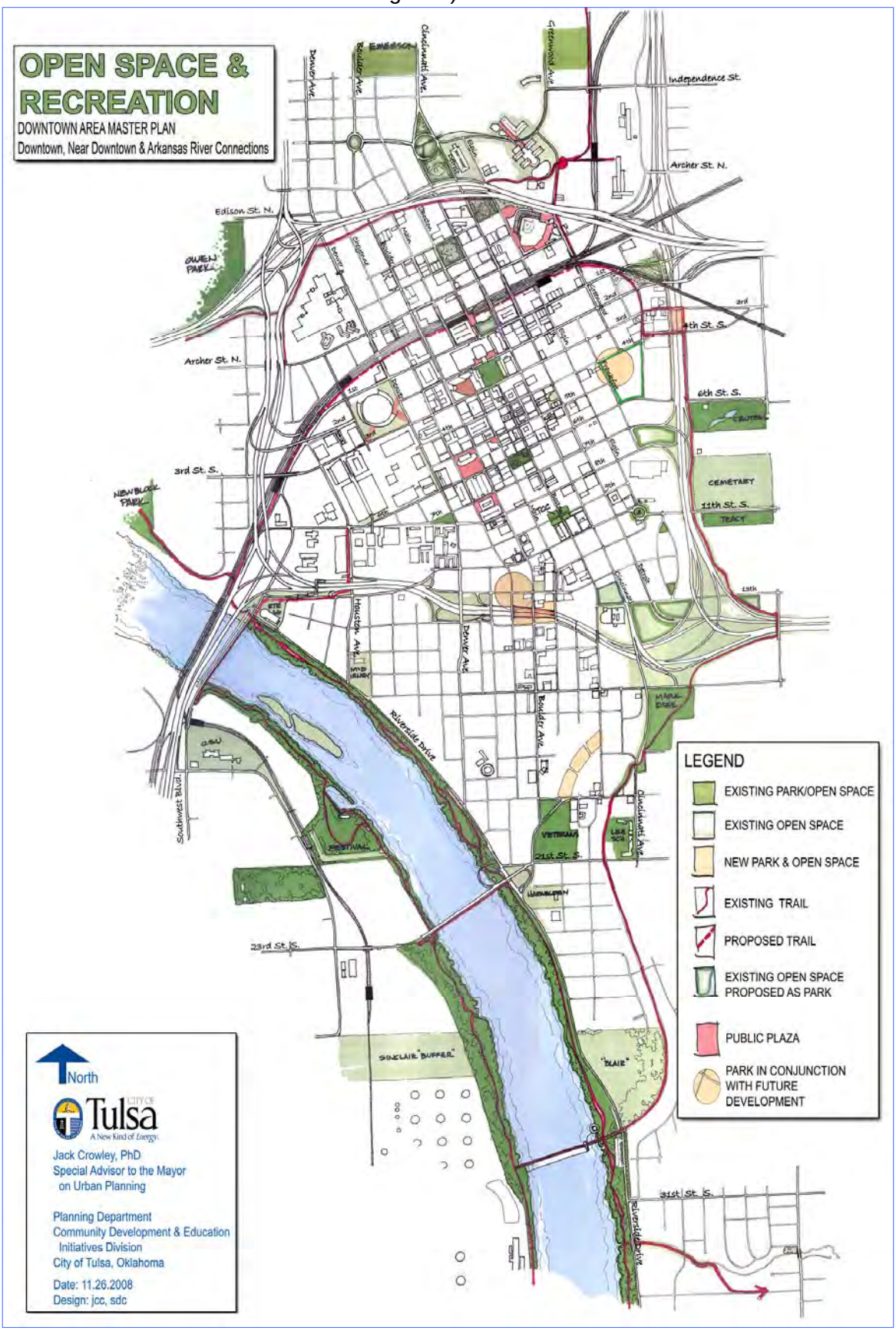
General Goals

- Complete Pedestrian/Bicycle Trail System in the Downtown Area and into surrounding neighborhoods.
- Connect to significant open spaces near the downtown (Owen Park, O.S.U./Langston Campus, Central and Tracy Parks, Maple Ridge, Newblock, and River Parks).
- Complete downtown streetscape projects to improve walk-ability.
- Add new downtown green space (Brady Village, Greenwood, Standpipe Hill, T.C.C. Campus "quadrangle park", East Village Park, south downtown near 13th Street and from Detroit Avenue to Boulder Avenue (refer to items below).
- Integrate small (vest pocket) parks and green spaces within projects.

New Downtown Area Parks

- John Hope Franklin Reconciliation Park (Greenwood District – funded).
- "Brady Park" (Brady and Cameron Streets, and Cincinnati and Boston Avenue – being privately developed).
- ½ block south of Jazz Hall of Fame on 1st Street (land owned by Williams Companies). Potential to restore to historic configuration and will require parking replacement.
- Redevelopment of The Williams Green.
- East Village Park (4th and 6th Streets and Frankfort and Kenosha Avenues or a move linear north-south configuration).
- Interim Green Park Space use of Highway R.O.W:
    - 6th to 8th Streets east of Frankfort Avenue.
    - Southeast interchange lands south of 14th Street (possible downtown "Bark Park").
    - Over-deck of south leg of the IDL east and west of Boulder Avenue) connecting the "Downtown" to "Uptown").
- Tulsa Community College "Quad Park" at intersection of 9th Street and Boston Avenue as well as the 9th Street corridor.
- Crow Creek corridor to Brookside (privately owned land)
- Blair Mansion Lawn Green-space (privately owned land)

- Sinclair Refinery Buffer land (possible conservation easement on refinery lands used for storm water runoff mitigation)



- O.S.U./Langston Campus “Overlook Park” (between Cincinnati and Detroit Avenues along north leg of the IDL on the old “Standpipe Hill”).

- Green space/landscaped “gateways” at various entry locations to downtown.

Pedestrian Corridors

- Complete Centennial Walk.

- Complete Bicycle/Pedestrian Trails along north side of the downtown (including repositioned “trailhead” on O.S.U. Campus.

- Crow Creek Trail (Riverside to Brookside may be built in two phases).

- Complete Midland Valley Trail connection from Central Park area through East Village to O.S.U. Campus “trailhead”.

- Bicycle/Pedestrian corridor along south edge of BNSF Railroad (through downtown connecting the Midland Valley Trail back to the river at 11th Street and Riverside Drive). This will be a difficult but worthwhile linkage that will have to be done in conjunction with the rail-transit project.

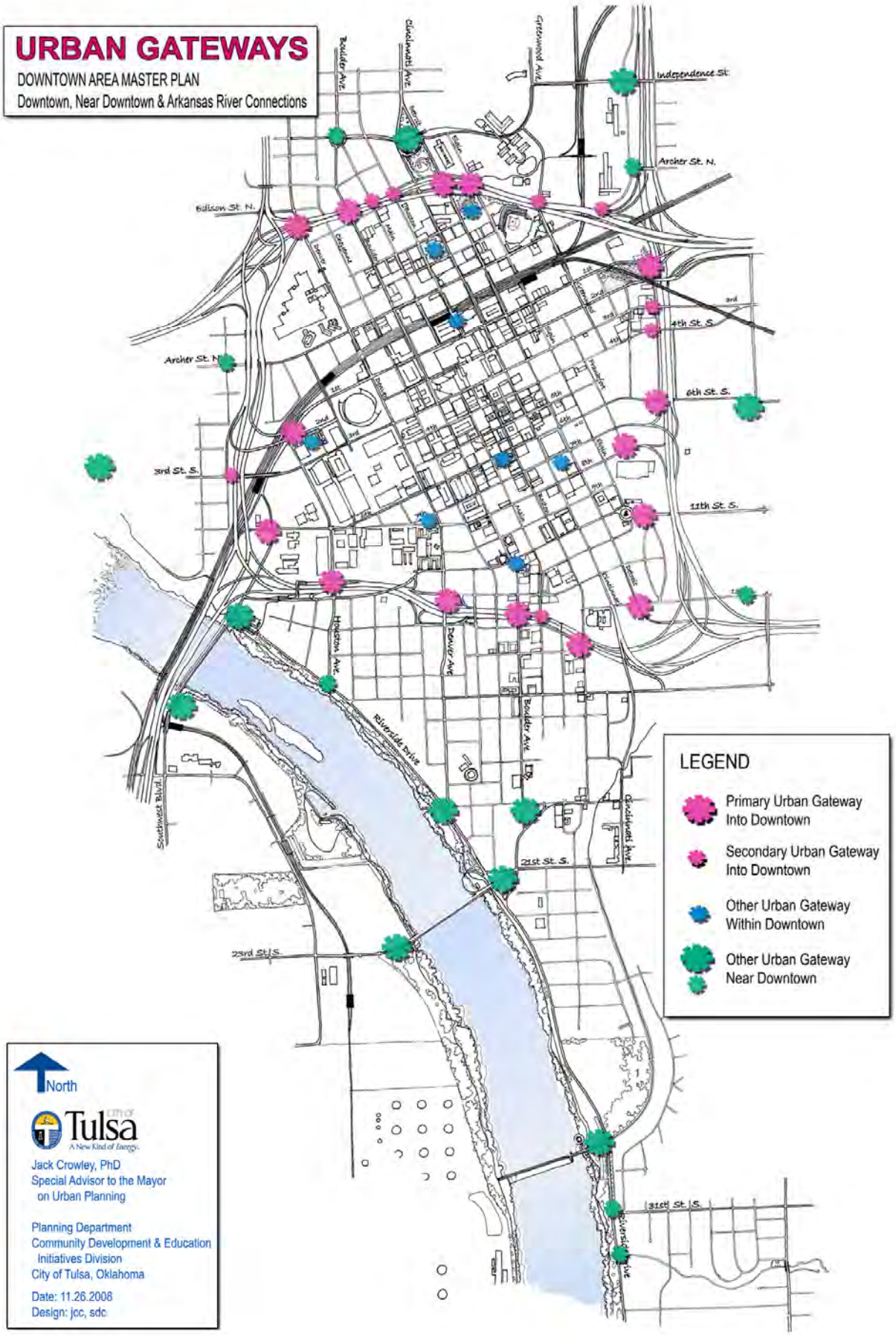
- Houston Avenue/11thStreet/Doubletree Hotel.

- “Entertainment Districts Loop” pedestrian walk (BOK Center to Blue Dome on 2nd Street, to Oneok Ballpark on Elgin Avenue, to the old Municipal Auditorium along Brady Street and return to the BOK Center on Boulder Avenue/Cheyenne Avenue potential diagonal).

URBAN DESIGN

The Downtown Area Master Plan designates a series of major gateway locations at the edge of the plan area, primary entry points into the heart of the downtown, and key points within the downtown (refer to “Urban Gateways” exhibit). The plan is to develop each place differently but with a design strategy that makes the point of entry noticeable as a place and pleasant as an experience. These include architecture and lighting under bridges and the development of significant structures at places such as N. Denver Avenue under the I.D.L. or Southwest Boulevard and Riverside Drive in conjunction with projects along the Route 66 corridor.

Additionally, the following urban design guidelines listed for development in downtown Tulsa are included. These design themes have been compiled from various plans and adopted by the community. Other more detailed guidelines may already be in place for select portions of the downtown area, for example the Brady Village area (at the time of preparation of this plan the Brady Village plan is under-going an update). Guidelines for this and other areas are intended to continue in effect.


URBAN GATEWAYS
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Boulder Ave.
Cincinnati Ave.
Greenwood Ave.
Independence St.
Archer St. N.
Edison St. N.
4th St. S.
6th St. S.
Archer St. N.
3rd St. S.
11th St. S.
Houston Ave.
Denver Ave.
Boulder Ave.
Riverside Drive
Southwest Blvd.
Cincinnati Ave.
21st St. S.
25rd St. S.
31st St. S.
Riverside Drive
LEGEND
Primary Urban Gateway Into Downtown
Secondary Urban Gateway Into Downtown
Other Urban Gateway Within Downtown
Other Urban Gateway Near Downtown
North
City of Tulsa
A New Kind of Energy.
Jack Crowley, PhD
Special Advisor to the Mayor
on Urban Planning
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Date: 11.26.2008
Design: jcc, sdc

DESIGN GUIDELINES SUMMARY

1. **Downtown streets should accommodate at least one lane of traffic in both directions.** One-way pairs should be phased out eventually.

2. **Downtown streets should be a pedestrian and transit friendly environment.** Good transit facilities and good pedestrian environments go hand-in-hand. Landscaped sidewalks, which facilitate outdoor cafes with sidewalk seating, retail shops and expansive open spaces, should be provided. Consider the European sidewalk café model where seating is "in lieu of" sidewalk and may also include a space or two of on-street parking.

3. **The urban street grid system should be protected and maintained.** Avoid super-blocks. If the facility to be sited requires land area greater than the historic 300' x 300' block system, vertically-oriented development solutions should be explored first.

4. **Alleyways** should be protected and enhanced, particularly in blocks of 300' length or greater. Generally, new development for properties with boundaries of 300' or greater should provide for new alleys or through-block pedestrian passageways or corridors to connect one side of a block to the other. Alleyways should be designed and improved to serve as attractive, safe alternative routes for pedestrians, as well as to provide efficient service access for vehicles.

5. **Access and availability of alternative modes of transportation into and within Downtown should be improved.** Enhance the linkage and connectivity to near Downtown neighborhoods, activity centers, and the Arkansas River via alternative transportation modes. Improved means of public transit include a shuttle and/or trolley system, taxi service, light rail or bus rapid transit. Alternative modes also include better/more bicycle trails, paths, street routes and trailheads and enhanced pedestrian access including connections with the Centennial Walk, paths, and trails connections. Transit shelters and signs should be consistent throughout Downtown to create an enhanced transit identity and visual unity. Transit stops should be clearly visible to pedestrians and vehicles, incorporate clear signage coordinated with the Downtown Wayfinding system, are well lighted, and made of finished, durable materials with unbreakable transparent walls.

6. **Highly durable, lower maintenance landscape and street trees should be provided.** Landscaping should preserve sight lines and visibility for businesses, retail shops and buildings, and should provide suitable pedestrian protection from the sun and weather. The City's Urban Forester should be consulted for appropriate specimens suitable for location and function as well as ongoing maintenance plans.

7. **Historic and architecturally significant buildings should be rehabilitated and leased to new tenants as the highest preference.** New uses should be sought for historic buildings that may no longer function in their original design. For example, many office buildings can be converted to mixed use or residential uses to increase downtown living space. Alternately, industrial buildings can find new life as creative office, commercial or mixed use spaces.

8. **New development should enhance Tulsa's historic character.** Building massing, rhythm, design features, context, and building setbacks lines should be respected. Buildings should be built up to the right-of-way line. Buildings should be designed to reinforce the safe and secure environment of traditional Downtown development.

9. **Buildings should have a significant amount of transparency and connectivity at street level.** This would include windows, clerestories, transoms, doors, entrances, and exits. Monolithic, blank and bare walls without visual penetration into and out from buildings should not be permitted. Blank walls detract from safety, openness, human scale and connectivity crucial to the linkage of the indoor with the outdoor environment.

Street transparency

Monolithic, blank wall

10. **New surface parking lots are discouraged.** New parking lots, if allowed, should be located only at the rear of buildings, or in unusual instances at the sides of buildings. Where a parking lot abuts a public sidewalk, provide a visual screen or landscape buffer between the parking lot and the sidewalk. Materials and architectural detailing selected for screening and buffers should be complimentary to the character and materials of adjacent buildings. Care should be given to protecting sight lines for both pedestrians and vehicles. Structured parking should be "architecturally imbedded" within a development.

11. **On street parking is encouraged.** On street curbside parking has been a part of the historical context and character of urban development in Tulsa's downtown core as well as in other urban centers. Such parking is valuable for customers and tenants and serves as a buffer between pedestrians and traffic.

12. **New parking is encouraged in structures located below or above mixed use buildings, or "architecturally imbedded" within a development.** Parking garages are as important an infrastructure improvement to downtowns as water, wastewater, storm water, and power systems. Commercial, office, residential or other compatible uses should be provided at the street level of parking structures and decks.

13. **New fountains, green space, pathways and other streetscape elements should be created Downtown.** Additional outdoor spaces for band concerts, cafes, arts and crafts exhibits, festivals, and other public gatherings should be provided throughout Downtown.

Legacy Park

Centennial Park and Walton Family Green

Williams Green

14. **Public art should continue to be provided throughout downtown and particularly along and at intersections of heavy pedestrian zones**. The use of the "1% for Public Art" ordinance should continue to enrich Downtown. Public and private development beyond downtown are also encouraged to include art as a project component (refer to page 32).

15. **Streetscape improvements and traffic calming measures should support pedestrian safety and activity** and give priority to a safe pedestrian environment of Downtown or for various "themed" downtown districts (e.g., Blue Dome District, Brady Village, Core District). Consideration should be given to accommodating existing and future transit service. Streetscape improvements should be appropriately designed and help provide a unified visual appearance in Downtown. Variations in streetscape design may be developed for specific districts within Downtown, but they should be designed to provide an appropriate relationship and transition to adjoining districts and the overall downtown streetscape. All streetscape elements and furniture are to be of high quality, attractive of appearance, highly durable and requiring minimal maintenance.

16. **The attractive, coordinated way-finding system recently installed should be provided throughout Downtown as reinvestment and redevelopment continues.** Visual clues should be provided by appropriate signs, lighting, paving and building materials, and other features. New signs should conform to this system, and consideration also given to providing complimentary signs in near-downtown neighborhoods.

17. **Appropriate lighting should be provided to encourage a sense of safety and ease for pedestrians throughout Downtown.** Similarly appropriate lighting for vehicles is to be provided. The excitement, identity, and sense of place which lighting can provide is to be considered in all public and private development. Energy conservation and "dark technology" is a key component in selection of lighting system.

18. **View corridors along the major roadway axis in Downtown should be preserved.** The terminus of these view corridors at the edges or boundaries of Downtown provide opportunities for special urban design features. Particular attention should be given to preserving scenic vistas of the natural environment and existing buildings or urban features. Explore opportunities to provide an attractive urban element to anchor a view corridor in those instances where the view terminates at an elevated expressway or overpass.

19. **Creation of attractive Gateways into Downtown should be considered in design of public and private development.** Gateways occur at many locations, especially at major street intersections and interchanges with the Inner Dispersal Loop (IDL). These locations provide opportunities to develop attractive front doors to Downtown through landscaping, signs, fountains, green space, art, or other appropriate urban design features. The edges of Downtown and the IDL roadway system, including fencing, should be improved over time to continue enhancement and beautification of Downtown. The best gateways into downtown are vibrant businesses lining both sides of the street.

    An example of a gateway project into Downtown Tulsa is the recently completed Route 66 Skywalk which connects the Cyrus Avery Plaza with the planned interpretive site. The skywalk is located at Riverside Drive and Southwest Boulevard.

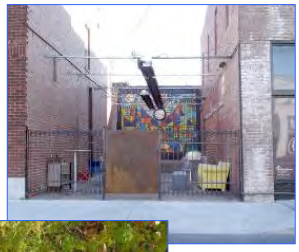
    

    The recommended locations for gateways into, within and near downtown are depicted in the downtown plan's "Urban Gateways" exhibit.

20. **Public realm improvements should create a quality environment to sustain and enhance community institutions and private investment.** Public improvements should be sustainable, constructed of the highest quality in design and materials, and should set the tone for equally inspiring, first class, innovative private investment.

21. **Outdoor spaces used for dining are encouraged.** In those instances in which such use may occur on public right-of-way, appropriate approvals from the City of Tulsa including license agreements are usually required. Innovative railings should be used to define the boundary between public and private areas and create safety barriers for diners and pedestrians, and preserve the necessary pedestrian movement zone on sidewalks (minimum pedestrian movement zone will be established by the City of Tulsa). "Street side dining" (across sidewalks) should be considered. This "European model" may require a redefinition of "premises" for liquor licenses.

Additional considerations for downtown development are listed Appendix 5, in Volume 2 of the plan documents.

Another important component of urban design is the attention and commitment given to the arts. In Tulsa, the City has committed to such support by the passage of a "1 percent for art" ordinance that requires new public building budgets to include 1 percent of construction costs for the purchase and installation of art. A means of establishing a sustainable program to preserve and maintain the art should be developed. Necessary funds, public and/or private, should be provided on an annual basis for staff to serve the Tulsa Arts Commission.

Tulsa, and particularly the P.A.C. and the BOK Center, owns an abundance of first-rate art because of this ordinance. Other parts of downtown have also benefited from use of such funds. An example of future art slated for downtown includes works planned for the connection between the BOK Center and the remodeled Convention Center (refer to Appendix 6 in Volume 2 of the plan documents). Other proposed artwork include works for the John Hope Franklin Reconciliation Museum and downtown's Centennial Plaza (refer to Appendices 7 and 8, in Volume 2 of the plan documents).

The Appendix 1.25 (in Volume 2 of the plan documents) and Appendix17 (in Volume 3 of the plan documents) depict two typical concept projects suggesting details for implementation including potential art, monument or sculpture elements suggested by the community in downtown or near downtown.

EXAMPLES OF DOWNTOWN AND NEAR-DOWNTOWN ART

100 Years of Fire Service

Artificial Cloud
("Center of the Universe")

Birds Sculpture
At Bartlett Square

Earthbound

Mosaic at BOK Tower

Mosaic at BOK Tower

Mosaic on Williams Green

Gusher Fountain at Centennial Plaza

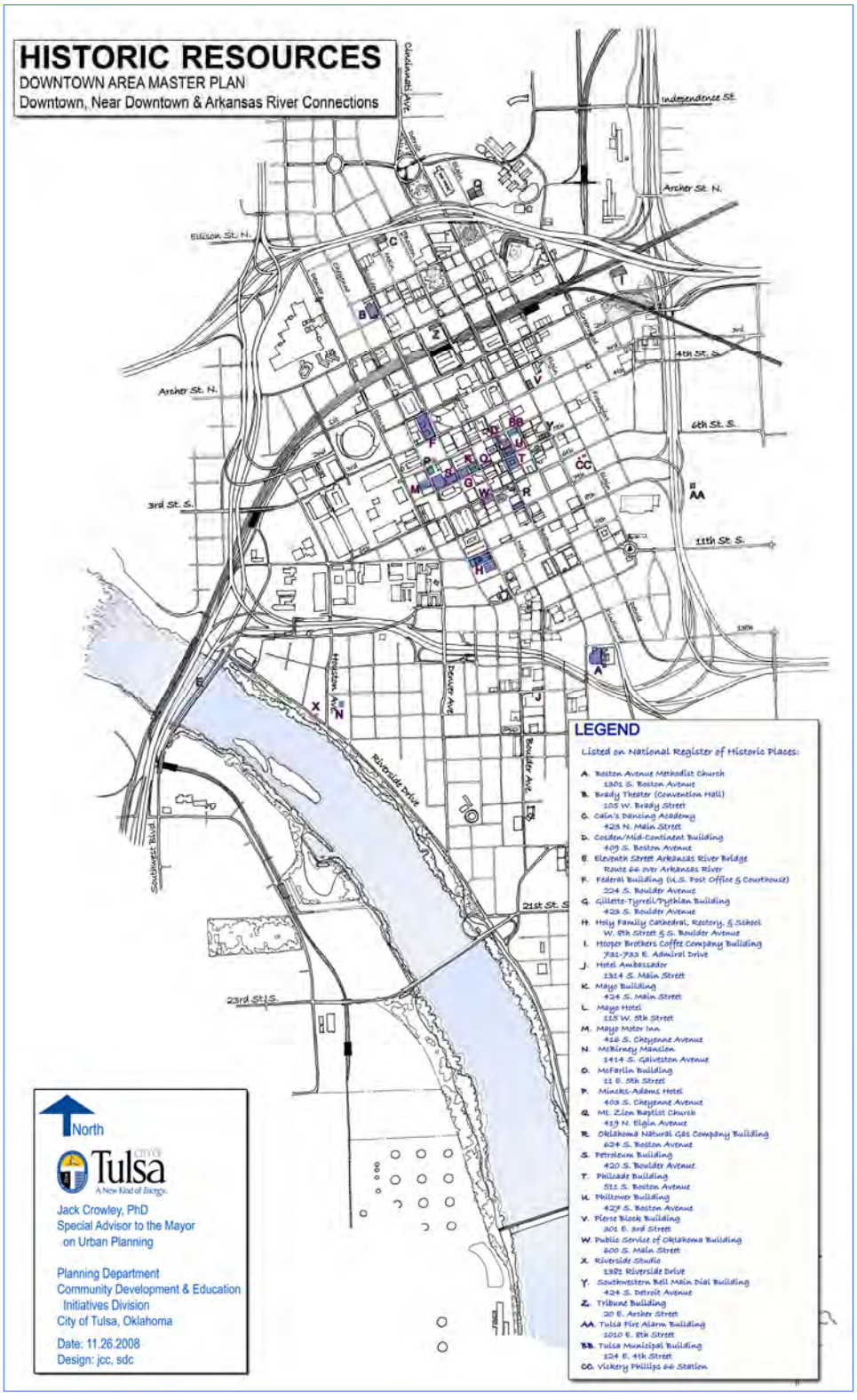
Stickball Park

Wild Turkeys

Ballerina on Williams Green

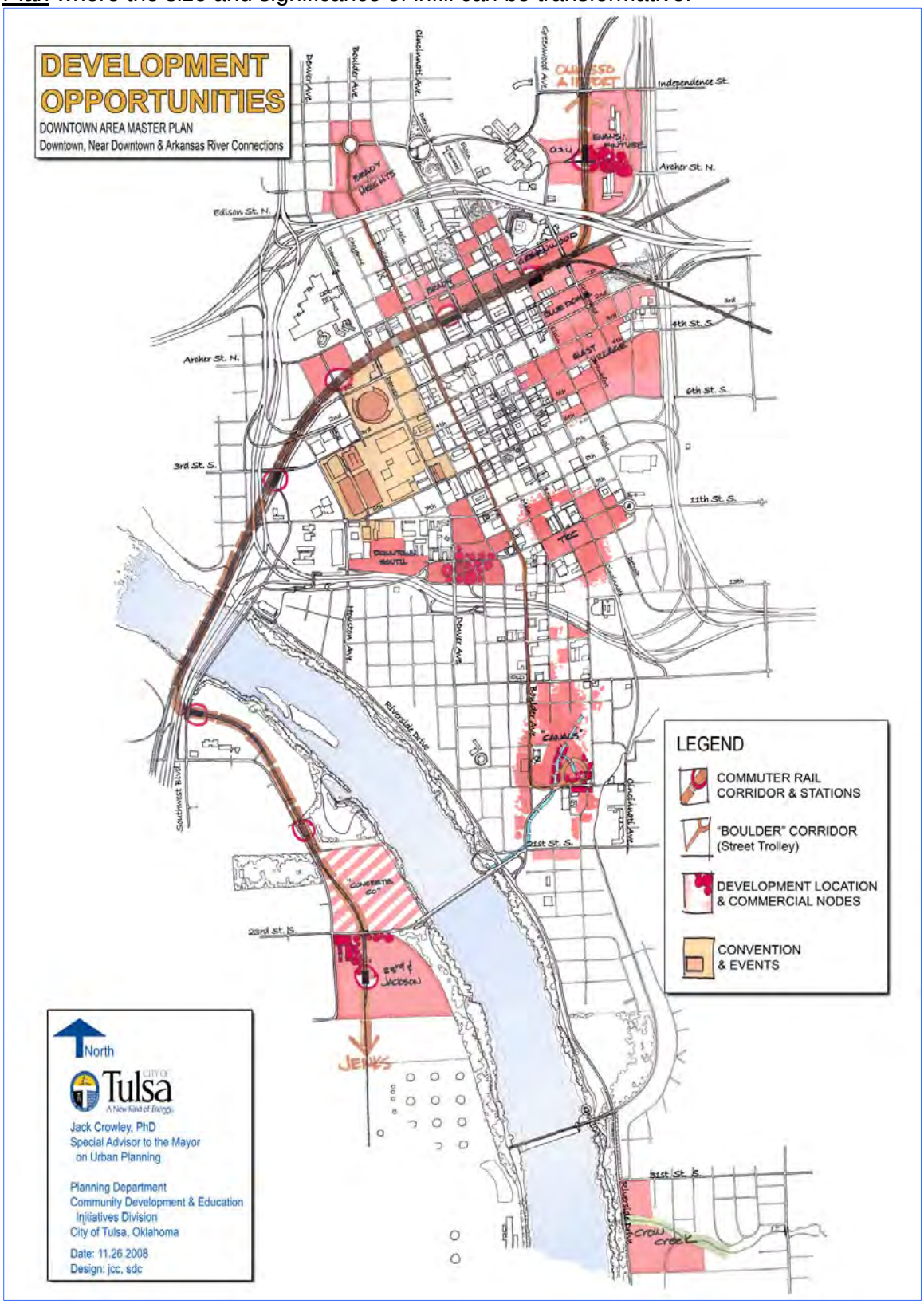
HISTORIC RESOURCES

An intensive architectural and historic resource survey of downtown Tulsa was completed in 2009. Of the 922 parcels surveyed, 552 buildings were identified and documented to National Park Service historic preservation standards. The remaining lots were vacant or used for parking, indicating strong need for protection of remaining historic resources as well as high potential for infill development without further removal of existing structures. Recommendations for recognition of Tulsa's many significant structures and districts are in development. Resources which are already recognized are depicted in the "Historic Resources" exhibit. These historic resources are a significant component of the downtown's urban features and worthy of protection, enhancement and re-use. A follow-up on historic analysis has been completed and applications three historic districts in the Brady Arts District and one in the core of downtown are in preparation at the time of this Plan's adoption.



DEVELOPMENT OPPORTUNITIES

The “Development Opportunities” exhibit shows key sites in the Downtown Area Master Plan where the size and significance of infill can be transformative.



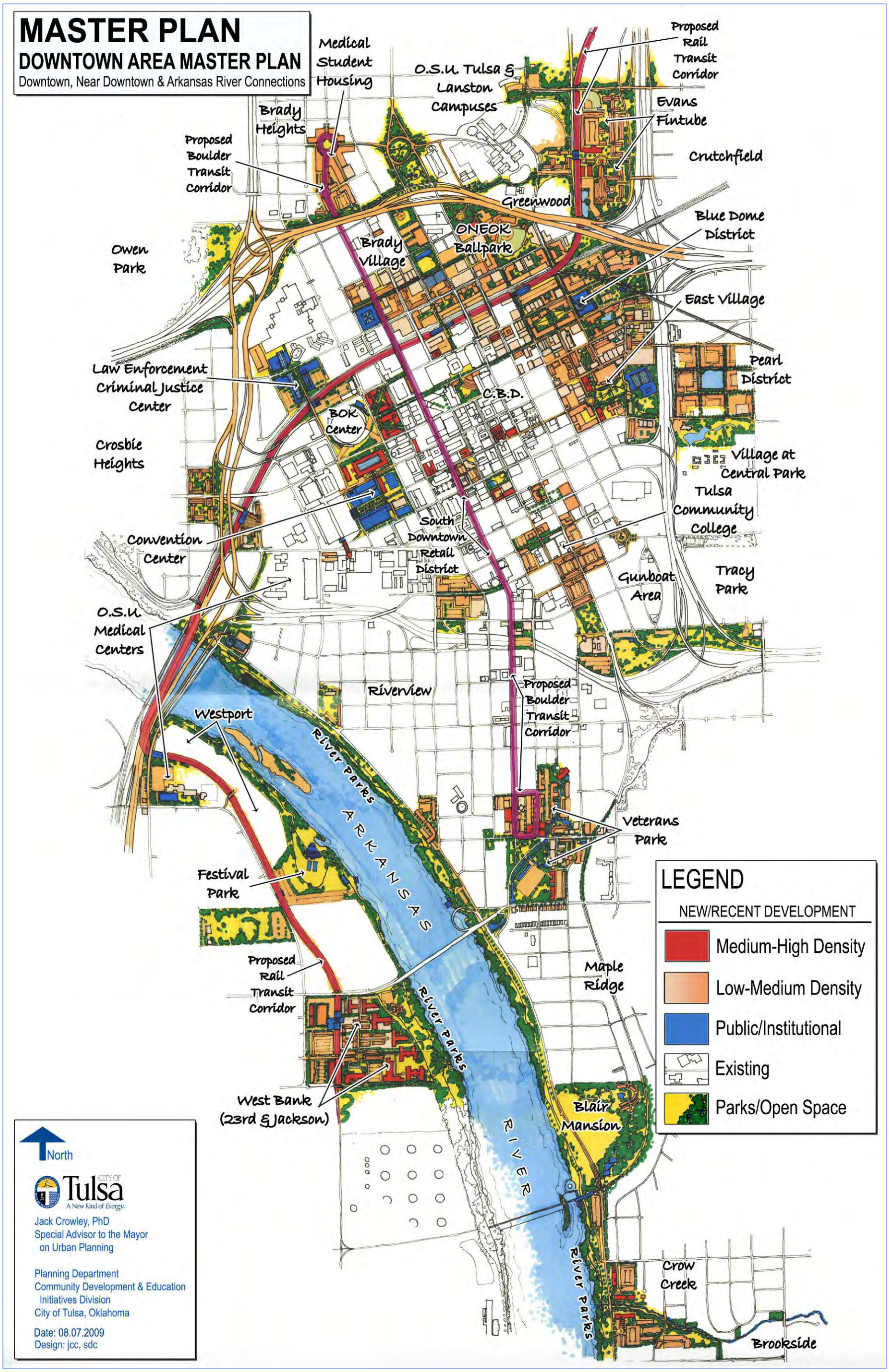
These areas include:

- O.S.U./Langston Campus west end (residential-mixed use, student related housing).
- O.S.U./Langston Campus – Evans-Fintube Site (university related residential, arts, mixed use, and visual and performing arts high school).
- Brady-Greenwood (Oneok Field, arts, residential, and entertainment).
- East Village (open space, residential, entertainment, and mixed use).
- Blue Dome (residential, small office, retail, and entertainment infill).
- Convention Center (hotel(s), Ballroom, exhibit halls, and conference centers).
- Tulsa Community College (residential, educational, open space, and mixed use).
- South Downtown (residential, support retail, mixed use).
- Veteran's Park (residential, entertainment, business, and mixed use).
- 23rd Street and Jackson Avenue (a mix of rail transit, residential, support retail, office, and entertainment - as "transit oriented" or "nodal" design).
- Crow Creek (high density residential, small entertainment, open space, and trail).

An additional development opportunity which the City of Tulsa continues to pursue is development of a comprehensive Information Technology Broadband Infrastructure. Appendix 12 (in Volume 2 of the plan documents) provides information on the existing system downtown, expansions underway, and planned expansions to the system. This broadband conduit system enhances economic development programs throughout the City and provides logistical advantages, economies of scale, affordable incentive for new fiber users, and income to the City through a fair lease rate for use of public property.

MASTER PLAN - GENERAL DEVELOPMENT SCENARIOS & PROJECT RELATIONSHIPS

"Master Plan" exhibit pictorially represents the Downtown Area Master Plan recommendations for area development.



IMPLEMENTATION

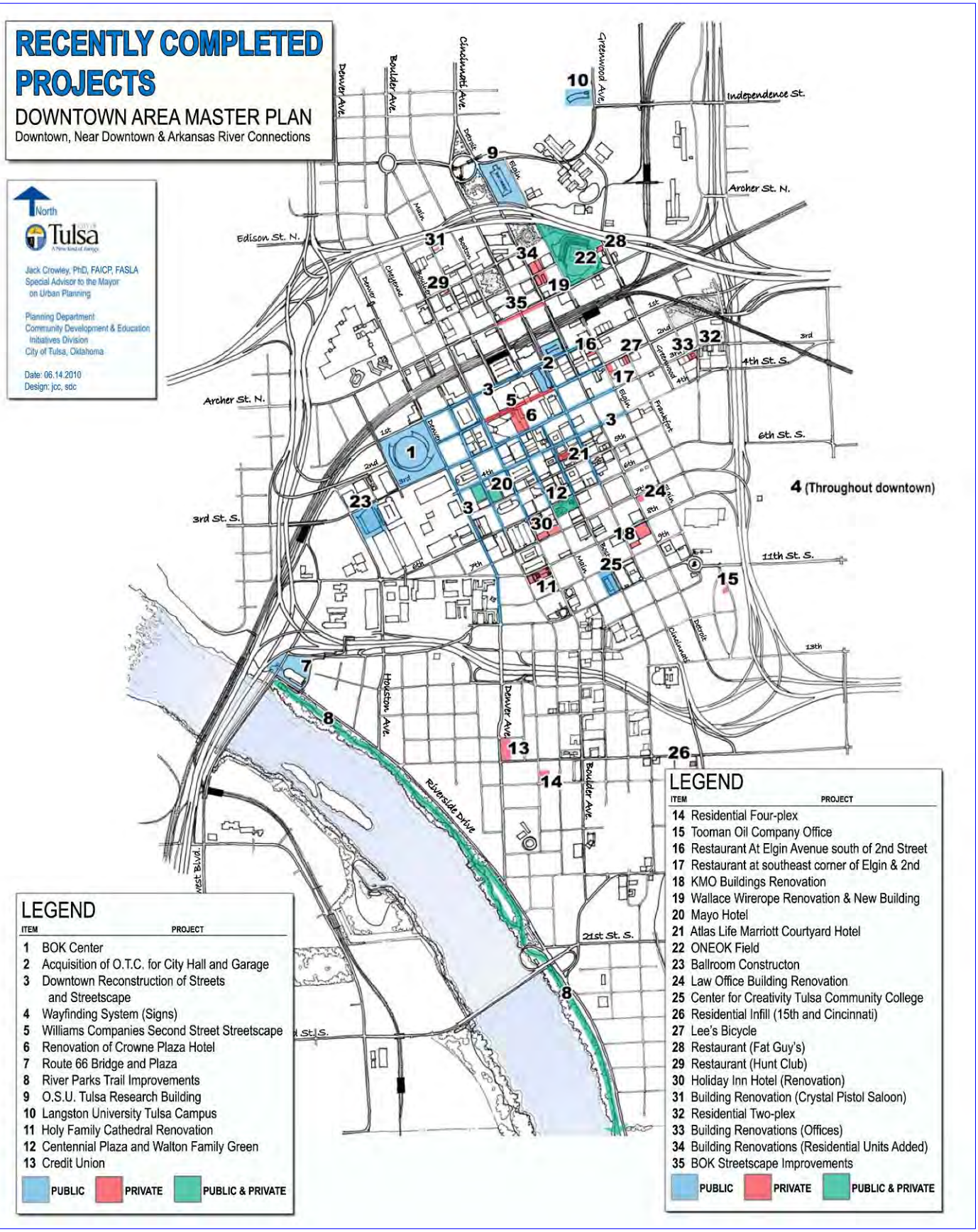
- DOWNTOWN AREA PROJECTS
- CAPITAL IMPROVEMENTS PLAN
- GOVERNMENTAL CONTEXT
- DISTRICT DETAILS
- IMPLEMENTATION DETAILS

DOWNTOWN AREA PROJECTS

RECENTLY COMPLETED PROJECTS

ITEM	PROJECT	COST	PUBLIC	PRIVATE	PUBLIC & PRIVATE
1	BOK Arena	$200 million			
2	Acquisition of O.T.C. Building for City Hall & Parking Facility	$55 million			
3	Downtown Reconstruction of Streets and Streetscape	$20 million			
4	Wayfinding System (signage)	$1 million			
5	Williams Companies – Second Street Streetscape				
6	Renovation of Crowne Plaza Hotel	$25 million			
7	Route 66 Gateway Bridge and Plaza	$3.6 million			
8	Riverparks Trail Improvements	$15.3 million			
9	O.S.U. Tulsa Research Building	$43 million			
10	Langston University Tulsa Campus	$8 million			
11	Holy Family Cathedral Renovation	$6 million			
12	Centennial Plaza (Park and Walton Family Green)	$7.8 million			
13	Credit Union (14th Street and Denver Avenue)	N.A.			
14	Residential Infill (4-plex at 15th Street and Carson Avenue)	N.A.			
15	Tooman Oil Offices (“Gunboat Park” Area)	N.A.			
16	Restaurant at Elgin Avenue south of 2nd Street (Jo Mamma’s)	N.A.			
17	Restaurant at southeast corner of Elgin Avenue & 2nd Street	N.A.			
18	KMO Buildings Renovation	$1.6 million			
19	Wallace Wire-Rope Renovation and New Building	N.A.			
20	Mayo Hotel	$40.0 million			
21	Atlas Life Courtyard Marriott Hotel	$17.2 million			
22	ONEOK Field	$40 million			
23	Regional Ballroom Construction	$27.5 million			
24	Law Office Building Renovation				
25	Center for Creativity Tulsa Community College	$22 million			
26	Residential Infill (15th and Cincinnati)	N.A.			
27	Lee’s Bicycle	N.A.			
28	Restaurant	N.A.			
29	Restaurant and Bar	N.A.			
30	Holiday Inn Hotel (Building Renovation)	$5 million			
31	Building Renovation (Crystal Pistol Saloon)	N.A.			
32	Residential Duplex	N.A.			
33	Building Renovations (Offices)	N.A.			
34	Building Renovations (Residential Units Added)	N.A.			
35	BOK Streetscape Improvements	N.A.			

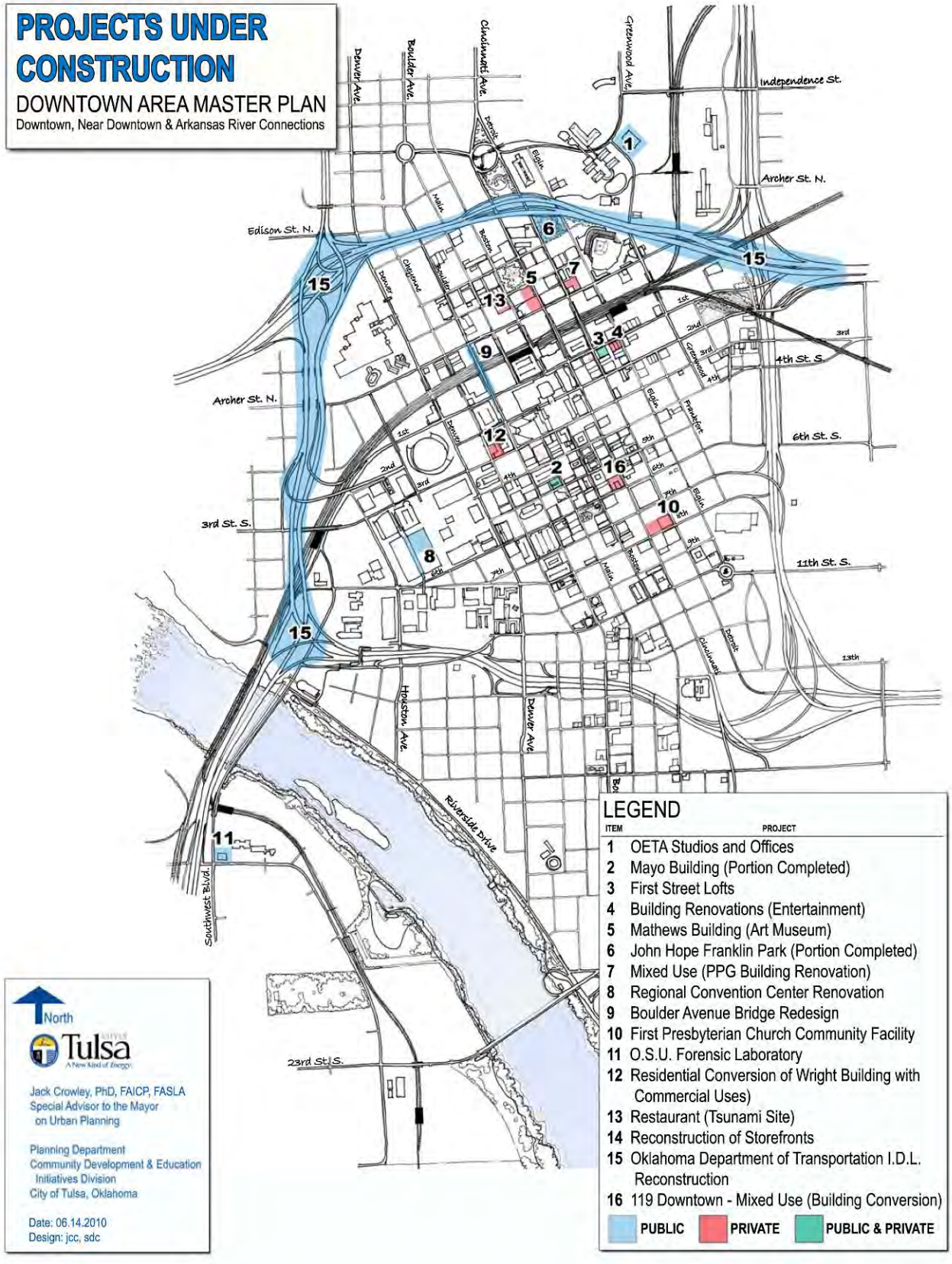
N.A. – Not available


RECENTLY COMPLETED PROJECTS
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
North
Tulsa
Jack Crowley, PhD, FAICP, FASLA
Special Advisor to the Mayor on Urban Planning
Planning Department
Community Development & Education Initiatives Division
City of Tulsa, Oklahoma
Date: 06.14.2010
Design: jcc, sdc
4 (Throughout downtown)
LEGEND
ITEM PROJECT
1 BOK Center
2 Acquisition of O.T.C. for City Hall and Garage
3 Downtown Reconstruction of Streets and Streetscape
4 Wayfinding System (Signs)
5 Williams Companies Second Street Streetscape
6 Renovation of Crowne Plaza Hotel
7 Route 66 Bridge and Plaza
8 River Parks Trail Improvements
9 O.S.U. Tulsa Research Building
10 Langston University Tulsa Campus
11 Holy Family Cathedral Renovation
12 Centennial Plaza and Walton Family Green
13 Credit Union
PUBLIC PRIVATE PUBLIC & PRIVATE
LEGEND
ITEM PROJECT
14 Residential Four-plex
15 Tooman Oil Company Office
16 Restaurant At Elgin Avenue south of 2nd Street
17 Restaurant at southeast corner of Elgin & 2nd
18 KMO Buildings Renovation
19 Wallace Wirerope Renovation & New Building
20 Mayo Hotel
21 Atlas Life Marriott Courtyard Hotel
22 ONEOK Field
23 Ballroom Constructon
24 Law Office Building Renovation
25 Center for Creativity Tulsa Community College
26 Residential Infill (15th and Cincinnati)
27 Lee's Bicycle
28 Restaurant (Fat Guy's)
29 Restaurant (Hunt Club)
30 Holiday Inn Hotel (Renovation)
31 Building Renovation (Crystal Pistol Saloon)
32 Residential Two-plex
33 Building Renovations (Offices)
34 Building Renovations (Residential Units Added)
35 BOK Streetscape Improvements
PUBLIC PRIVATE PUBLIC & PRIVATE
Denver Ave.
Boulder Ave.
Cincinnati Ave.
Greenwood Ave.
Independence St.
Archer St. N.
Edison St. N.
3rd St. S.
4th St. S.
6th St. S.
11th St. S.
13th
21st St. S.
Houston Ave.
Riverside Drive
Detroit
Elgin
Frankfort
Main
Boston
Cheyenne
1st
2nd
3rd
4th
5th
6th
7th
8th
9th

PROJECTS UNDER CONSTRUCTION

ITEM	PROJECT	COST	PUBLIC $	PRIVATE $	PUBLIC & PRIVATE $
1	OETA Studios and Offices	$5 million			
2	Mayo Building (70 residential units, commercial and office)	$24 million			
3	First Street Lofts	$3 million			
4	Building Renovations (Entertainment)	N.A.			
5	Mathews Building (Art Museum)	$4.0 million estimated			
6	John Hope Franklin Park (Portion Completed)				
7	Mixed Use (PPG Building Renovation)	$3 million			
8	Regional Convention Center Renovation	$23 million			
9	Boulder Avenue Bridge Redesign	$1 million			
10	First Presbyterian Church Community Facility	$250 thousand			
11	O.S.U. Tulsa Forensics Laboratory	$39 million			
12	Residential Conversion of Wright Building with Commercial Uses	$100 thousand			
13	Restaurant at 2nd Street and Detroit Avenue) (Tsunami Site)	$48 thousand			
14	Reconstruction of Storefronts (2nd Street at Frankfort)	$20 thousand			
15	Oklahoma Department of Transportation I.D.L. Reconstruction	$75 million			
16	119 Downtown – Mixed Use Residential (Building Conversion)	$18 million estimated			

N.A. – Not available


PROJECTS UNDER CONSTRUCTION
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Denver Ave.
Boulder Ave.
Cincinnati Ave.
Greenwood Ave.
Independence St.
Archer St. N.
Edison St. N.
3rd St. S.
4th St. S.
6th St. S.
11th St. S.
13th
23rd St. S.
Houston Ave.
Riverside Drive
Southwest Blvd.
LEGEND
ITEM PROJECT
1 OETA Studios and Offices
2 Mayo Building (Portion Completed)
3 First Street Lofts
4 Building Renovations (Entertainment)
5 Mathews Building (Art Museum)
6 John Hope Franklin Park (Portion Completed)
7 Mixed Use (PPG Building Renovation)
8 Regional Convention Center Renovation
9 Boulder Avenue Bridge Redesign
10 First Presbyterian Church Community Facility
11 O.S.U. Forensic Laboratory
12 Residential Conversion of Wright Building with Commercial Uses)
13 Restaurant (Tsunami Site)
14 Reconstruction of Storefronts
15 Oklahoma Department of Transportation I.D.L. Reconstruction
16 119 Downtown - Mixed Use (Building Conversion)
PUBLIC
PRIVATE
PUBLIC & PRIVATE
North
Tulsa
A New Kind of Energy
Jack Crowley, PhD, FAICP, FASLA
Special Advisor to the Mayor
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City of Tulsa, Oklahoma
Date: 06.14.2010
Design: jcc, sdc

PROGRAMMED OR NEAR TERM CONSTRUCTION

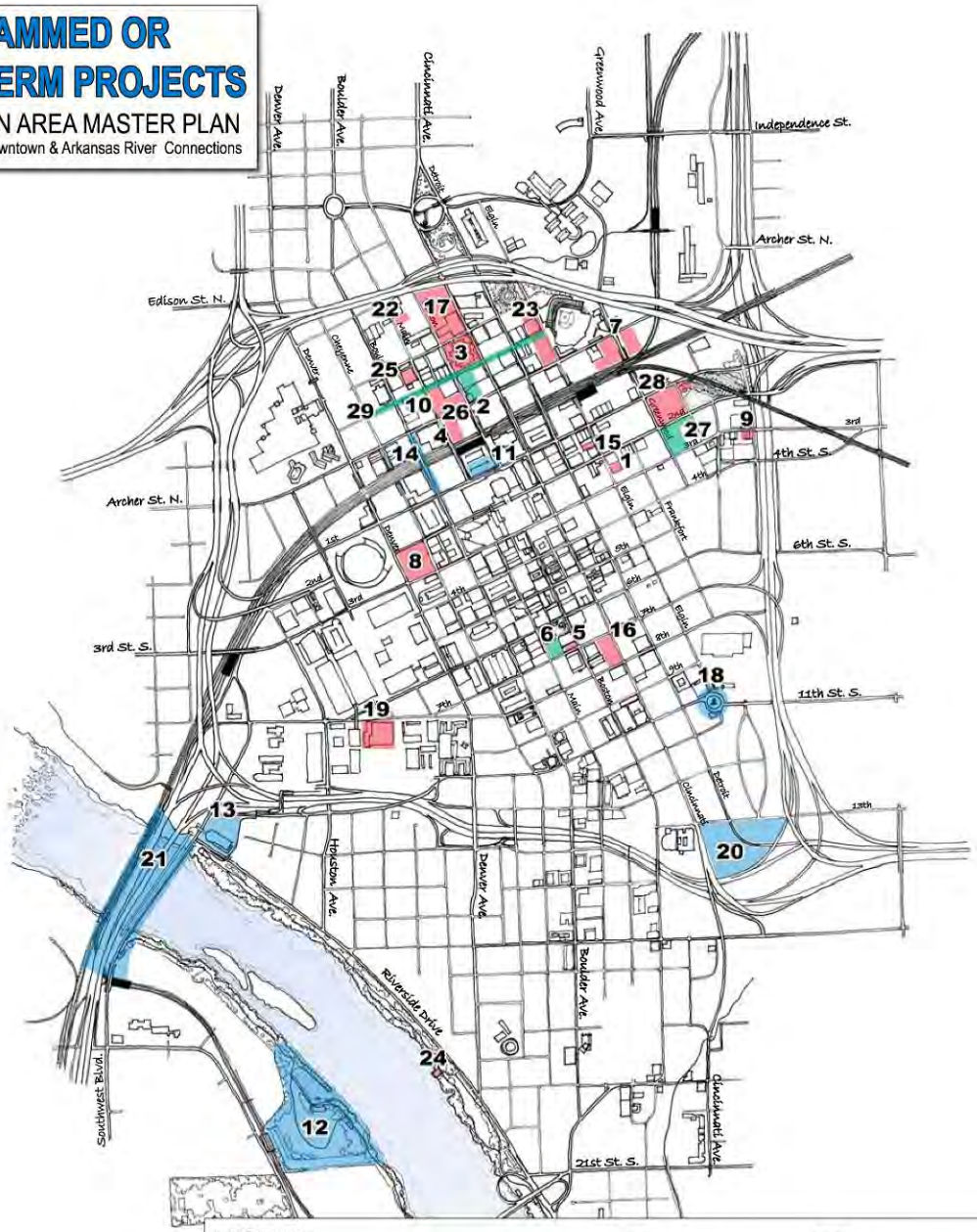
ITEM	PROJECT	COST	PUBLIC $	PRIVATE $	PUBLIC & PRIVATE $
1	Bowling Alley	$1 million			
2	Mathews Building – Arts and Humanities Council	$10 million			
3	Brady District Park	$5 million			
4	Tribune Lofts II (70 residential units)	$5 million			
5	ONG Building Residential Conversion (50 units)	N.A.			
6	ONG Building Parking and Mixed Use Project (Hille Foundation)	$4 million			
7	Greenwood Development Corporation Mixed Use Project (80 residential units, office and commercial – 2 buildings)	N.A.			
8	One Development Mixed Use Project (120 rooms, 50 residential units and entertainment)	$38 million			
9	East Village Residential (5 residential units)	N.A.			
10	Brady Residential Project (90 residential units and commercial)	N.A.			
11	Expansion of North Garage at Williams Center	$5 million			
12	West Bank Festival Park Improvements	$6 million			
13	Route 66 Restaurant and Interpretative Center	$6 million			
14	Boulder Bridge Reconstruction	$6 million			
15	Restaurant at Second Street and Elgin Avenue	N.A.			
16	First Community Presbyterian Church Recreation Facility	N.A.			
17	Griffin Communications Corporation – Channel 6	$20 million			
18	Traffic Circle (11th Street and Elgin Avenue)	$2.2 million			
19	Doubletree Hotel Renovation	$7 million			
20	Open Space and “Dog Park” (O.D.O.T. R.O.W. at 13th Street and Detroit Avenue)	N.A.			
21	O.D.O.T. I-244 Bridge Project (49.5 million funded from TIGER Grant Stimulus Package)	$100 million			
22	Cain’s Museum	$2.5 million			
23	Ballpark Neighborhood Entertainment and residential Projects (estimate 2 to 3 projects within 2 years)	$3.5 million			
24	River Parks Restaurant	$685 thousand			
25	Residential Lofts (Building Renovation)	N.A.			
26	Residential –Mixed Use (New Construction)	$7 million			
27	Park-Mixed Use (New Construction)	N.A.			
28	Office (New Construction)	$10 million			
29	Streetscape Improvements	$5 million			

N.A. – Not available

PROGRAMMED OR NEAR TERM PROJECTS

DOWNTOWN AREA MASTER PLAN

Downtown, Near Downtown & Arkansas River Connections



LEGEND

ITEM	PROJECT
1	Bowling Alley
2	Mathews Building - Arts and Humanities Council
3	Brady District Park
4	Tribune Lofts II (Residential New Construction)
5	ONG Building Residential Conversion
6	ONG Building Parking and Mixed Use Project
7	Greenwood Development Corp.Mixed Use Project
8	One Development (Mixed Use Project)
9	East Village Residential
10	Brady Hotel Project
11	Expansion of North Garage at Williams Center
12	West Bank Festival Park Improvements
13	Route 66 Restaurant and Interpretative Center
14	Boulder Bridge Reconstruction
15	Restaurant at Second Street and Elgin Avenue
16	First Presbyterian Church Community and Recreation Center
17	Griffin Communications Corporation - Channel 6
18	Traffic Circle (11th Street and Elgin Avenue)
19	Doubletree Renovation
20	Open Space and "Dog Park" (on O.D.O.T. r.o.w.)
21	O.D.O.T. I-244 Multi-Modal Bridge
22	Cain's Museum
23	Ballpark Neighborhood Entertainment and Residential Projects
24	River Parks Restaurant
25	Residential Lofts (Building Renovation)
26	Residential-Mixed Use (New Construction)
27	Park-Mixed Use (New Construction)
28	Office (New Construction)
29	Streetscape Improvements

PUBLIC PRIVATE PUBLIC & PRIVATE

North

Tulsa

Jack Crowley, PhD, FAICP, FASLA
Special Advisor to the Mayor
on Urban Planning

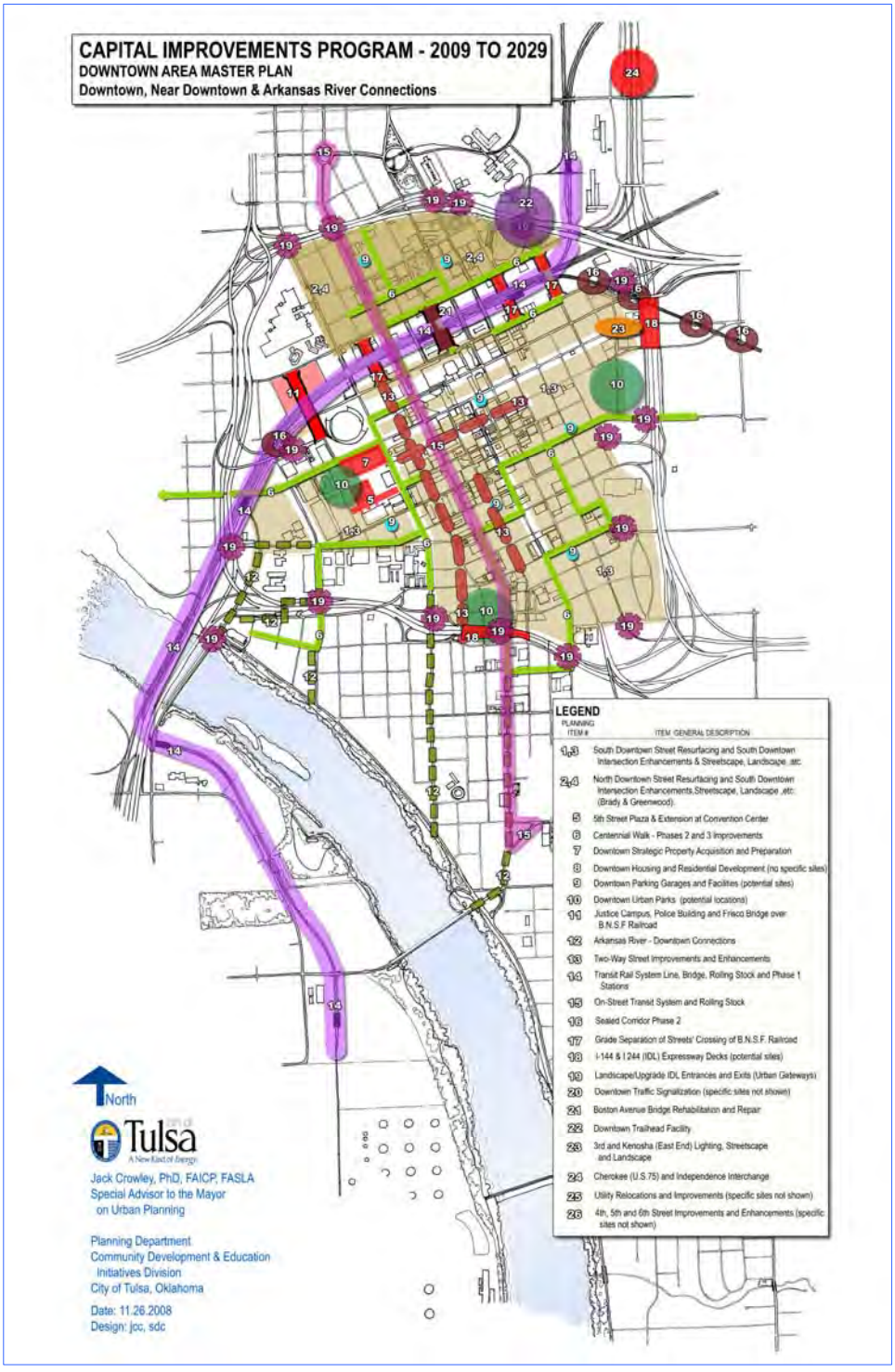
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma

Date: 06.15.2010
Design: jcc, sdc

CAPITAL IMPROVEMENTS PLAN

20 to 30 Year C.I.P.

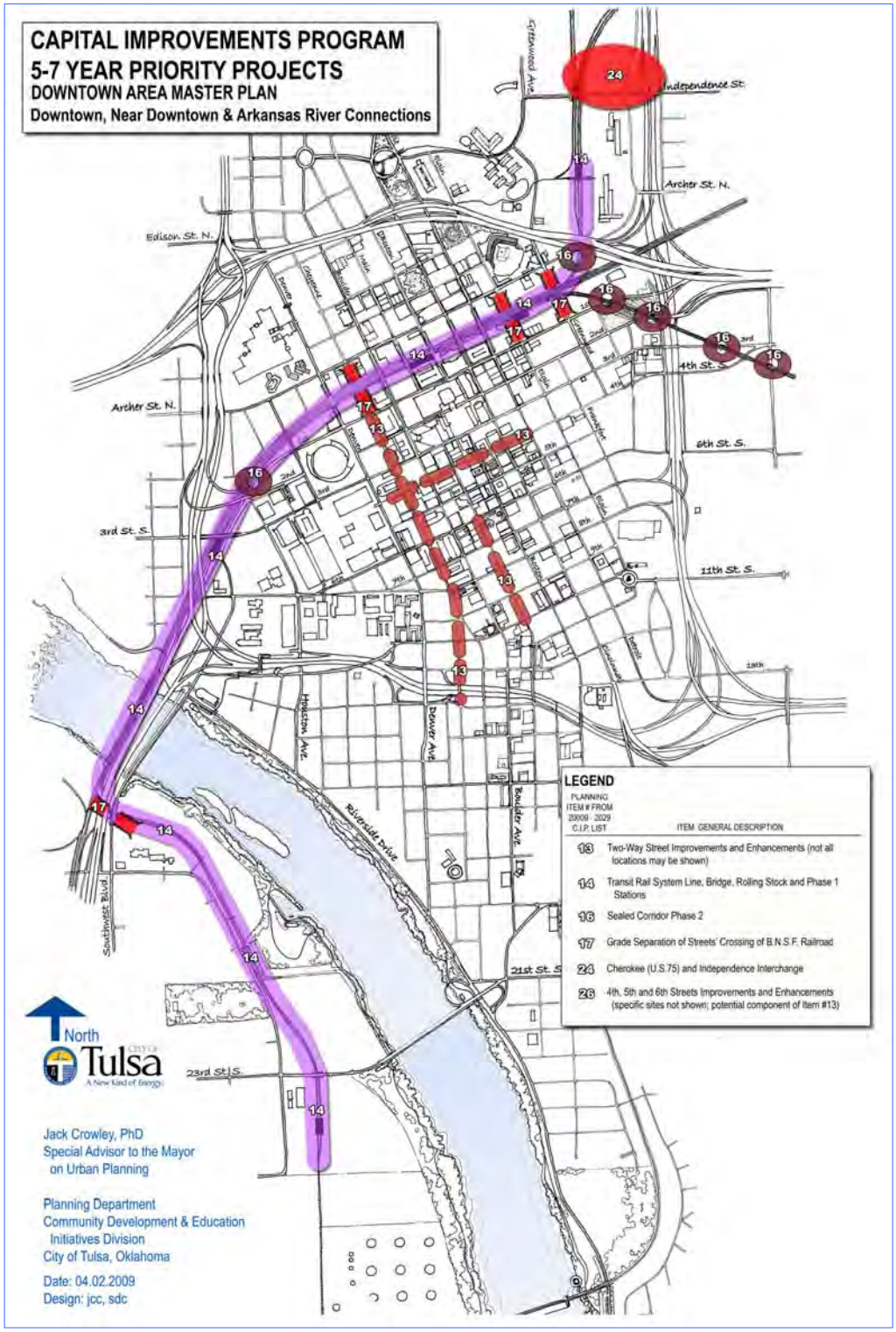
To implement the recommendations of the Downtown Area Master Plan over the next 20 to 30 years, a Capital Improvements Program was developed for downtown, near downtown and Arkansas River connections. Those improvements are shown in the "Capital Improvements Plan 2009-2029" exhibit. Attendant project descriptions and costs chart were prepared and are included in the Plan document Appendix 10 (in Volume 2 of the plan documents).



5-7 Year Priority Projects C.I.P.

In addition, a shorter term 5 to 7 year Capital Improvements Program is also proposed with higher priority or needed early phase improvements depicted.

It is important to note that the suggested capital improvements are expected to be funded in phases over a 20 to 30 year timeframe, and not in just one funding measure. The suggested priorities for these projects are listed in Appendix 9 in Volume 2 of the plan documents.



GOVERNMENTAL CONTEXT

There are a number of governmental entities or designations in or near downtown which provide potential opportunities or strategies for assisting development and redevelopment activities. These include four tax increment finance districts, a tax incentive district, and existing business improvement district, and other special designations by the Sate of Oklahoma. Refer to the "Governmental Context" exhibit for the applicable areas in the study area.

- Greenwood Redevelopment Authority area – Designated by the state legislature; City provides focused, comprehensive approach to foster specific redevelopment opportunities; deploy resources through the use of City staff, programs and community partnerships.

- Oklahoma Enterprise Zones – Investment and new jobs tax credits for manufacturing, processing or aircraft maintenance businesses; Recycling Facility tax credit; Sales tax and Freeport tax exemptions for certain types of businesses.

- Tax credits are also available for major tourism development that meets threshold criteria. To qualify 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.

- Tulsa Stadium Improvement District (TSID) (New)

  Overview:

  - The TSID began July 1, 2009. The Tulsa Stadium Improvement District (TSID) replaced the previous Downtown Improvement District which had been established in 1981 and expired in June 30, 2009.

  - Purpose – In addition to continuing the provision of services provided by DTID, the TSID will provide those services necessary for the successful operations and maintenance of the proposed new ballpark facility. As with the previous district the TSID will provide maintenance and management services to downtown public spaces over and above the effort results in maintaining a pleasing and productive atmosphere Downtown.

  - Area of Service – All the area within the Inner Dispersal Loop, some 1.4 square miles, approximately 900 acres, and represents some 1,400 properties. The Main Service Area includes all of the area within the Inner Dispersal Loop.

  - Services Provided – Services will include sidewalk and street cleaning, pedestrian system maintenance, landscape maintenance, parking shuttle services, periodic enhanced security provisions, related capital improvements and special categorical projects, or others within the provision of State Statutes.

- Legislation – State enabling legislation permits the DTID permits the forming of the TSID and also permits the assessment mechanism. Legislative amendments now permit establishment for up to 30 years before renewal of the district. The Improvement District, as created by the governing body, will remain an entity of the City and maintain the structure and financial management of the District and Special Assessments through its annual budget process.

- Budget and Assessments – The governing body reviewed and adopted the Assessment Role, prepared in accordance with formulas contained in the District creation documents and after due Public Hearing. Funding for District services is through the assessment and monies budgeted by the City for the District. The Service Area rates are the same for all properties within the IDL.

- Formula for Assessments: Gross Square Footage x Block Weight x Base Rate.

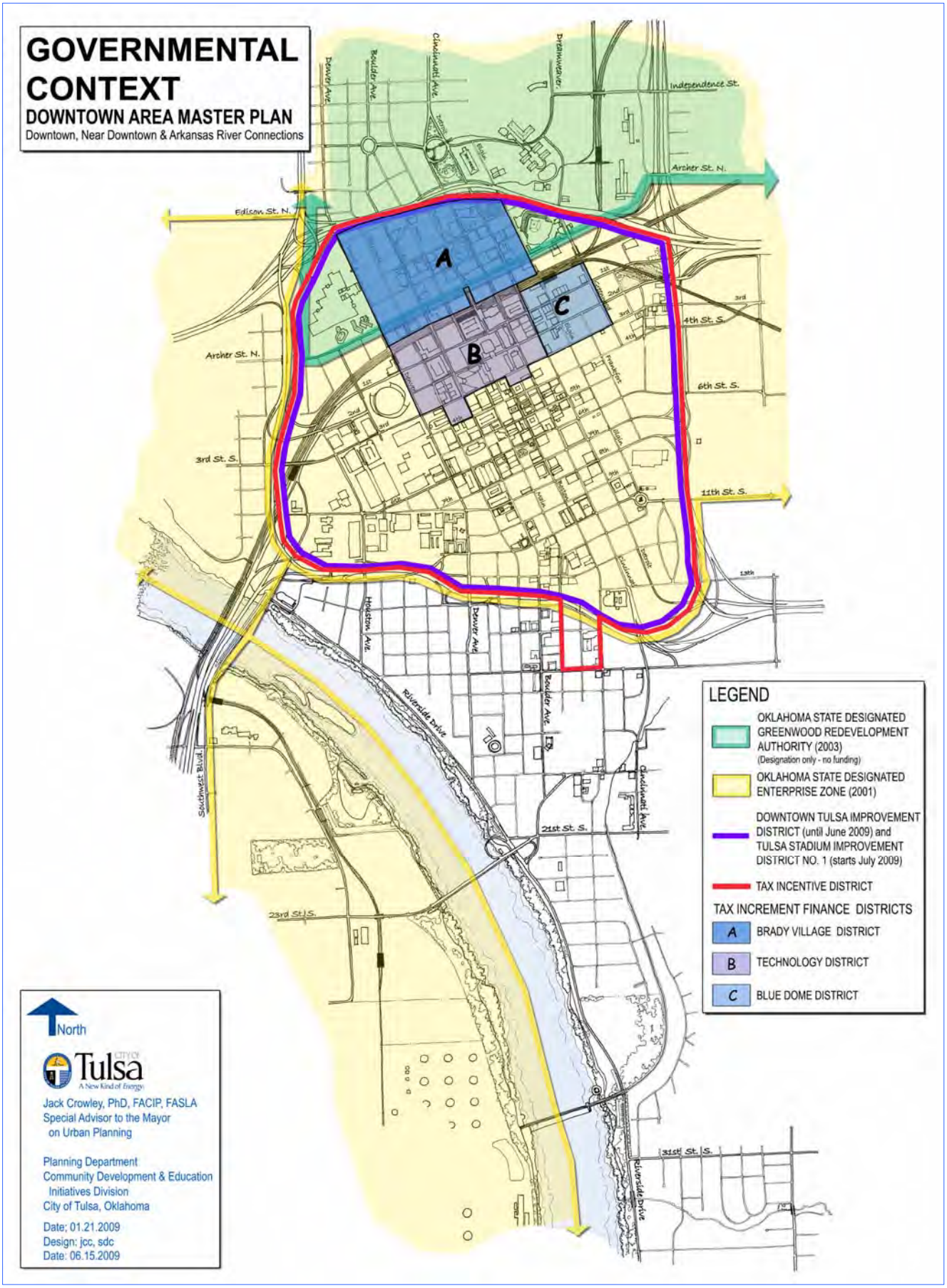
  NOTES:

  A. Gross Square Footage equals the Square Footage of land plus Square Footage of Building.

  B. Block Weight will be the same throughout the Inner Dispersal Loop.

- Tax Incentive Districts – Provides for the granting of an abatement of the increase in local property taxes for qualifying projects for six years. This can be combined with the enterprise Zone Tax Incentive. Leverage Act as a state income tax credit match. Not available for properties located within a Tax Increment District boundary.

- Tax Increment Financing District (T.I.F.) – Three established districts are located within or overlap the downtown central business district. The three T.I.F. districts include Brady Village, Technology, and Blue Dome. These districts have the capability of financing infrastructure for development under appropriate circumstances. The Central Park Tax Increment Finance District recently expired in June 2009.


GOVERNMENTAL CONTEXT
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Independence St.
Archer St. N.
Edison St. N.
Archer St. N.
4th St. S.
6th St. S.
3rd St. S.
11th St. S.
13th
Denver Ave.
Boulder Ave.
Cincinnati Ave.
Detroit Ave.
Houston Ave.
Riverside Drive
Southwest Blvd.
21st St. S.
23rd St S.
31st St. S.
A
B
C
LEGEND
OKLAHOMA STATE DESIGNATED GREENWOOD REDEVELOPMENT AUTHORITY (2003)
(Designation only - no funding)
OKLAHOMA STATE DESIGNATED ENTERPRISE ZONE (2001)
DOWNTOWN TULSA IMPROVEMENT DISTRICT (until June 2009) and TULSA STADIUM IMPROVEMENT DISTRICT NO. 1 (starts July 2009)
TAX INCENTIVE DISTRICT
TAX INCREMENT FINANCE DISTRICTS
A BRADY VILLAGE DISTRICT
B TECHNOLOGY DISTRICT
C BLUE DOME DISTRICT
North
Tulsa
A New Kind of Energy
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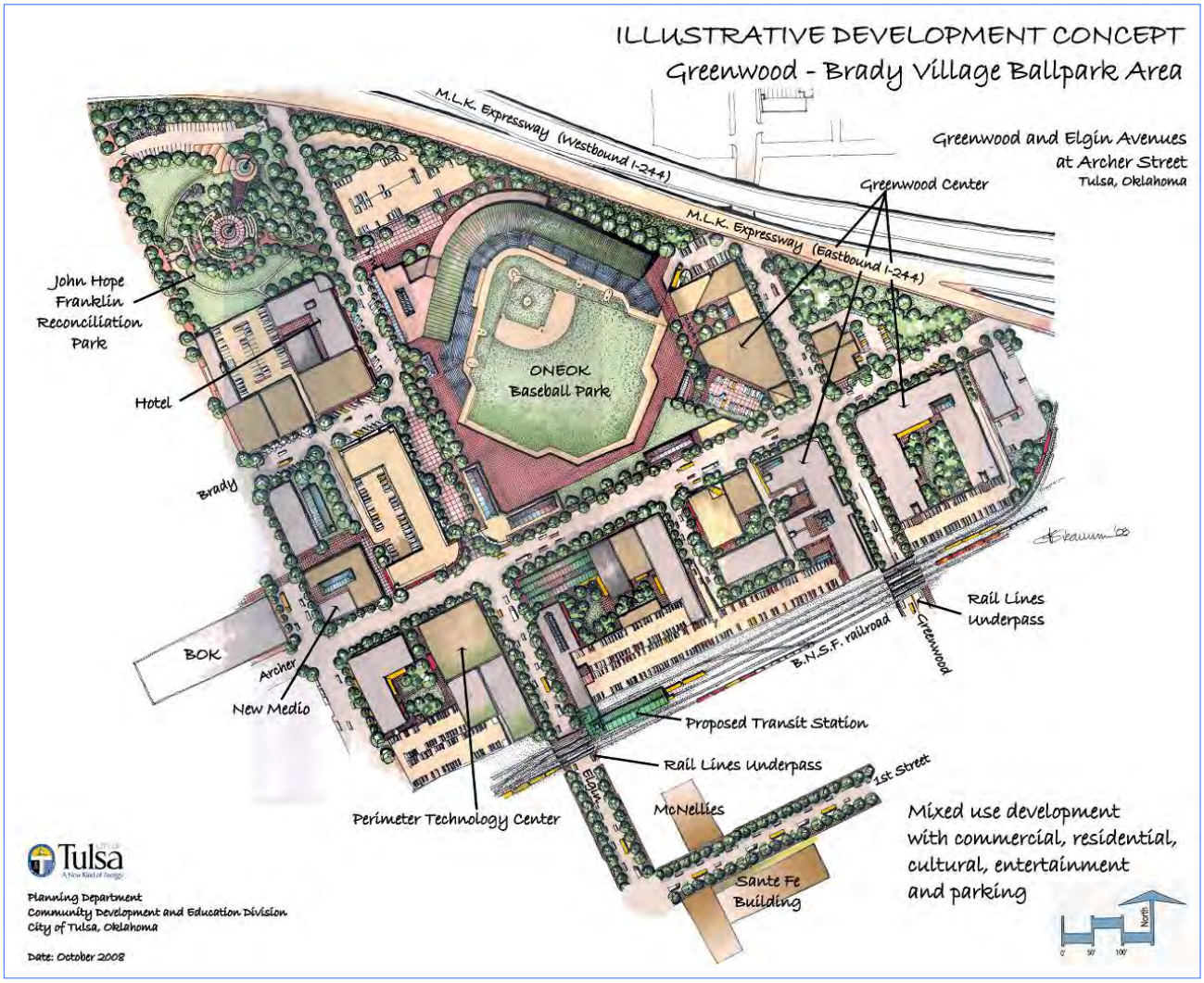
City of Tulsa, Oklahoma
Date; 01.21.2009
Design: jcc, sdc
Date: 06.15.2009

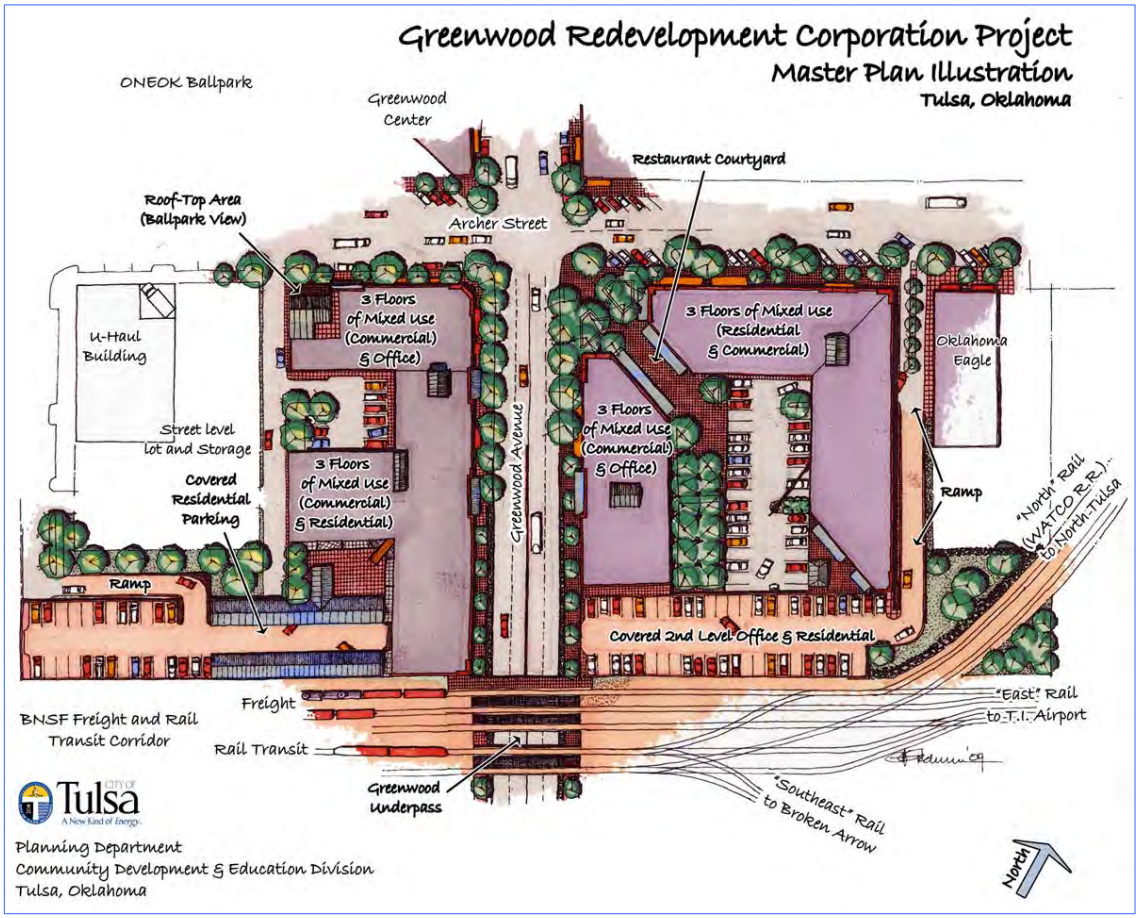
DISTRICT DETAILS

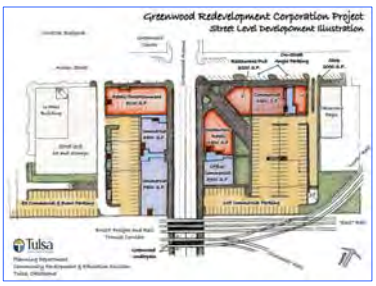
The “Downtown Area Master Plan” document includes more detailed development of selected “districts” in the planning area. These examples are meant to demonstrate what “can be done” and are not prescriptive. An example is the Greenwood District and the ONEOK Field and associated potential development (refer to the exhibit below). Additional concepts are depicted in “Volume 2 – Appendices “The Cookbook” Including Implementation Details” and “Volume 3 – Appendices The Cookbook” Infill and Development Projects Beyond the Downtown Planning Area Including Implementation Details” of the plan documents.

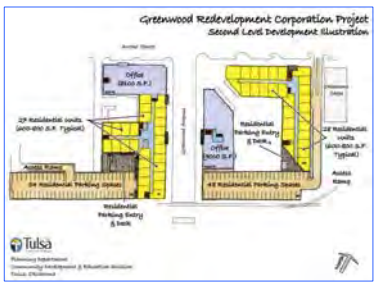


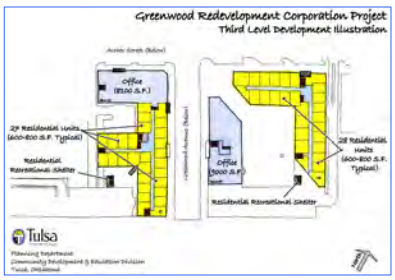
IMPLEMENTATION DETAILS

Additional implementation details and strategies are provided for anticipated downtown, near downtown and Arkansas River connections private and public projects. The Downtown Area Master Plan includes several Appendices (in Volumes 2 and 3 of the plan documents) depicting selected projects which are most likely to be implemented in the first five years of the plan. These projects are further designed to a project specific "conceptual level." An example is depicted below for the Greenwood mixed use project slated for development in the southeastern corner of the Greenwood District. That project is depicted in the "Greenwood Development Project" exhibit. Additional components are shown in greater detail and suggest how different levels of a project might be developed. Other examples are suggested for selected sites in the downtown and near downtown areas and contained within the Appendices (in Volume 2 of the plan documents).









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www.flickr.com: 2008 and 2009.

ACKNOWLEDGEMENTS

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TERRY SIMONSON, CHIEF OF STAFF
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CHUCK JORDAN, CHIEF, TULSA POLICE DEPARTMENT
ALLEN LACROIX, CHIEF, TULSA FIRE DEPARTMENT
KIM MACLEOD, DIRECTOR, COMMUNICATIONS DEPARTMENT

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DISTRICT 2	RICK WESTCOTT	
DISTRICT 3	ROSCOE TURNER	DAVID PATRICK, PAST COUNCILOR
DISTRICT 4	MARIA BARNES	ERIC GOMEZ, PAST COUNCILOR
DISTRICT 5	CHRIS TRAIL	WILLIAM MARTINSON, PAST COUNCILOR
DISTRICT 6	JIM MAUTINO	DENNIS TROYER, PAST COUNCILOR
DISTRICT 7	JOHN EAGLETON	
DISTRICT 8	BILL CHRISTIANSEN	
DISTRICT 9	G.T. BYNUM	

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ED SHARRER, PLANER II
MONTY MCELROY, PLANNER I
FANNIE WARRIOR, OFFICE ADMINISTER, LEVEL II
MARTHA SCHULTZ, PLANNER III
THERON WARLICK, PLANNER III
AMANDA DECORT, PLANER II
DENNIS WHITAKER, PLANNER II
SHIRLEY GODDARD, PLANNER I
TYNESHA WHITE, ADMINISTRATIVE ASSISTANT

OTHERS

The City of Tulsa and its citizens gratefully acknowledge the generous contributions of the George Kaiser Family Foundation and the Lobeck-Taylor Foundation for their support which helped make this study a reality.

GEORGE KAISER FAMILY FOUNDATION
A supporting organization of Tulsa Community Foundation

Lobeck Taylor Foundation

The complete plan document “Downtown Area Master Plan” is available at www.cityoftulsa.org or the offices of the Tulsa Planning Department.

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CITY OF Tulsa
A New Kind of Energy.

“Tulsa is a place where challenges are embraced and collaborative solutions valued! Together, we are promoting diversity, providing groundbreaking educational opportunities, launching new green initiatives and increasing public safety for our community. All of this points to why Tulsa is known for our innovative ideas and bold entrepreneurial spirit.

The Downtown Area Master Plan is a major component helping to guide us as a City with a "New Kind of Energy".

DOWNTOWN AREA MASTER PLAN

Downtown, Near Downtown and Arkansas River Connections

VOLUME 2 - APPENDICES

"THE COOKBOOK" INCLUDING IMPLEMENTATION DETAILS

Prepared by:

CITY OF Tulsa

Jack Crowley, PhD, FACIP, FASLA
Special Advisor to Mayor on Urban Planning
The Mayor's Office
City of Tulsa

and the

Planning Department
City of Tulsa, Oklahoma

Prepared in Collaboration with:

PLANiTULSA
DUR PLAN OUR FUTURE

July 2010

CONTENT – VOLUME 2 "THE COOKBOOK" INCLUDING IMPLEMENTATION DETAILS

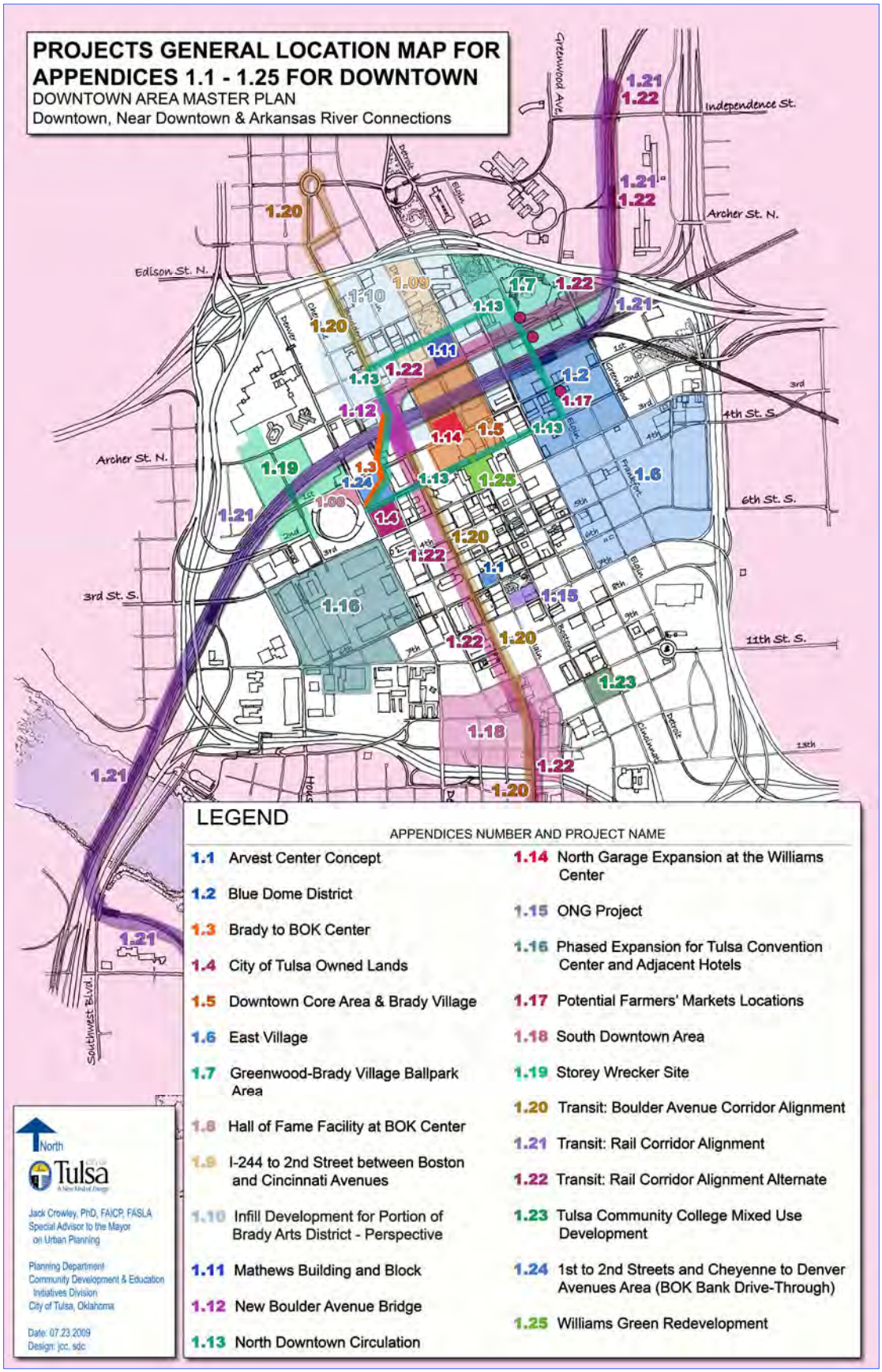
"Volume 2 – Appendices 'The Cookbook' Including Implementation Details" presents illustrations, strategies and/or plan sketches for various sites and locations in downtown, near downtown and Arkansas River. These illustrations are suggestive rather than prescriptive. Other information is provided in Appendices 2 through 13 following "The Cookbook". Additional studies for sites or projects outside of the primary planning area are contained under separate cover in "Volume 3 - Appendices - Infill and Development Projects Beyond the Downtown Planning Area".

Appendix 1 – "The Cookbook" Including Implementation Details Sketch Studies and Concept Development Plans & Illustrations Appendices 1.1 through 1.37 7

APPENDIX 1
"THE COOKBOOK"
INCLUDING IMPLEMENTATION DETAILS, SKETCH STUDIES AND CONCEPT DEVELOPMENT PLANS & ILLUSTRATIONS

DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown and Arkansas River Connections

APPENDIX 1.0


PROJECTS GENERAL LOCATION MAP FOR APPENDICES 1.1 - 1.25 FOR DOWNTOWN
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Greenwood Ave.
Independence St.
Archer St. N.
Edison St. N.
4th St. S.
6th St. S.
3rd St. S.
11th St. S.
Southwest Blvd.
LEGEND
APPENDICES NUMBER AND PROJECT NAME
1.1 Arvest Center Concept
1.2 Blue Dome District
1.3 Brady to BOK Center
1.4 City of Tulsa Owned Lands
1.5 Downtown Core Area & Brady Village
1.6 East Village
1.7 Greenwood-Brady Village Ballpark Area
1.8 Hall of Fame Facility at BOK Center
1.9 I-244 to 2nd Street between Boston and Cincinnati Avenues
1.10 Infill Development for Portion of Brady Arts District - Perspective
1.11 Mathews Building and Block
1.12 New Boulder Avenue Bridge
1.13 North Downtown Circulation
1.14 North Garage Expansion at the Williams Center
1.15 ONG Project
1.16 Phased Expansion for Tulsa Convention Center and Adjacent Hotels
1.17 Potential Farmers' Markets Locations
1.18 South Downtown Area
1.19 Storey Wrecker Site
1.20 Transit: Boulder Avenue Corridor Alignment
1.21 Transit: Rail Corridor Alignment
1.22 Transit: Rail Corridor Alignment Alternate
1.23 Tulsa Community College Mixed Use Development
1.24 1st to 2nd Streets and Cheyenne to Denver Avenues Area (BOK Bank Drive-Through)
1.25 Williams Green Redevelopment
North
Tulsa
Jack Crowley, PhD, FAICP, FASLA
Special Advisor to the Mayor on Urban Planning
Planning Department
Community Development & Education Initiatives Division
City of Tulsa, Oklahoma
Date: 07.23.2009
Design: jcc, sdc

APPENDIX 1.1

ARVEST CENTER CONCEPT – NORTHWEST CORNER OF S. MAIN STREET AND 6TH STREET SOUTH

General

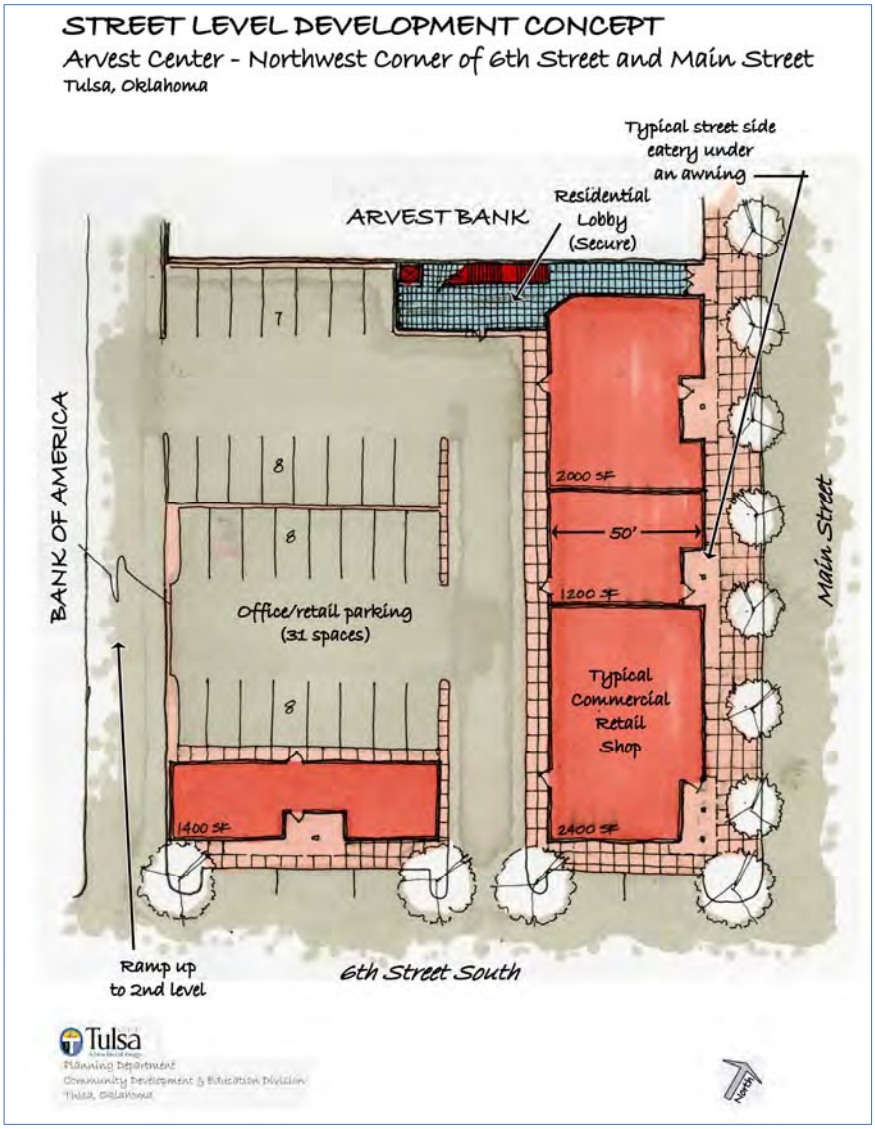
A three floor mixed use buildout of the downtown block bounded by Fifth and Sixth Streets and Main and Boulder Avenues. The block presently is occupied on the southwest quadrant by Kanbar's Bank of America Building and on the northeast by Arvest Bank. The northwest quadrant is a surface parking lot of approximately 140 feet x 140 feet owned by Arvest. The lot slopes upward by about four feet from Boulder Avenue eastward to the twenty foot north/south alleyway. The southeast quadrant of approximately 150 feet x 140 feet is also an Arvest owned surface parking lot which slopes upward from Sixth Street to the north by two to three feet.

The mixed use development concept is simple and applicable to both Arvest owned quadrants each of which can be built separately with the southeast quadrant having to be first (the position of the alleyway ramp). For demonstration purposes the southeast quadrant's concept plan is shown (refer to Exhibit 1).

Exhibit 1

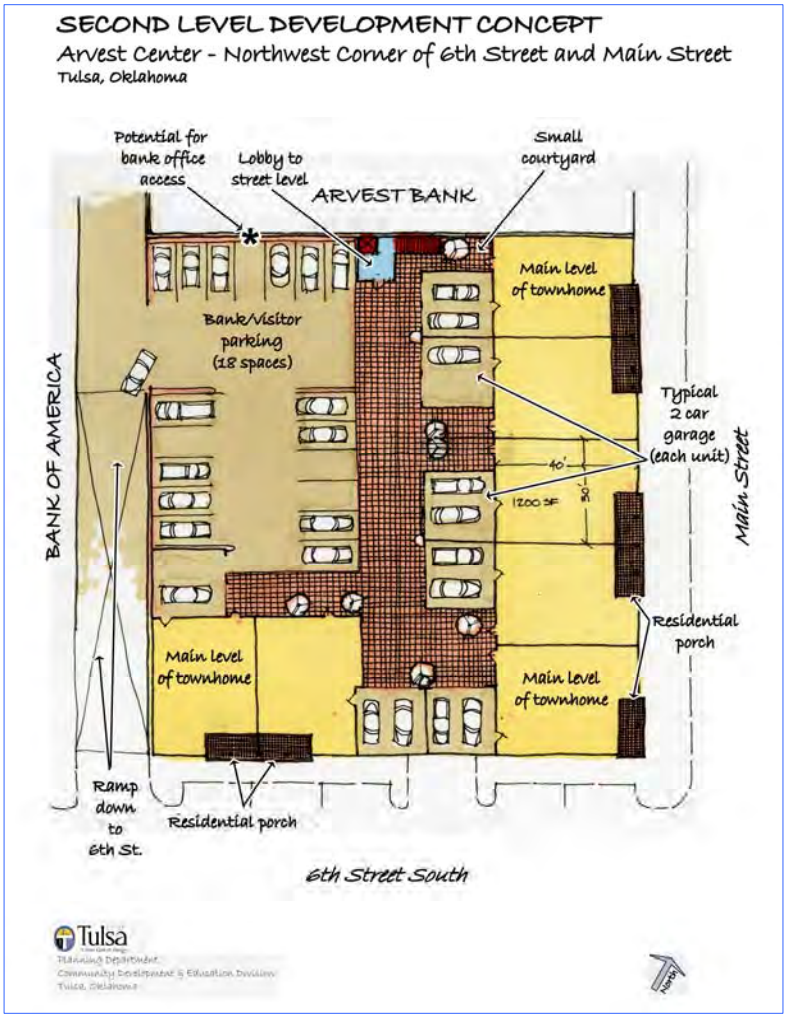
Street Level Concept

Exhibit 2



Along the Main Street frontage build 12 to 14 foot high retail/commercial space to take advantage of the wide pedestrian streetscape and the newly developed Centennial Park (refer to Exhibit 2). The retail depth is 40 feet to match the depth (and therefore, roof cover of the townhomes to be built above). Along Sixth Street is a long but shallow commercial space (20 feet) to accommodate a single small shop or two small business spaces. This depth allows for the activation of the street frontage while accommodating two east-west parking bays on the block interior. This covered parking space (31 spaces) can serve the bank as well as supplement street parking for the adjacent retail/commercial activities. An access ramp is built in the 20 foot alleyway to reach a single upper parking level above the covered space. An alternative ramp (one that already exists) is off of Boulder Avenue through the Bank of America along its northern edge. This access would require a "Cross Easement Agreement" with that Building's owner (Kanbar). This alternative solution would be simpler, serve both of Arvest's upper level quadrants and leave the alleyway open on the street level. The alleyway ramp is positioned off of Sixth Street (against a Bank of America garage wall to allow service vehicles to access the alley through the covered parking area) and out to Fifth Street along the Arvest Bank's west wall. The retail spaces can include a restaurant at the Sixth and Main Corner facing the new downtown park. The street level can also accommodate additional customer service space for the bank and a small lobby to serve the residences above.

Second Level Concept



The alleyway ramp is shown reaching the upper (open) parking level at its northwest corner (refer to Exhibit 3). In a second phase, the top of the ramp continues northward to access the upper level of the development on the northwest quadrant. In Phase One there are 18 open parking spaces for Arvest Bank's employees and residential visitors during off hours. A simple lobby with a single exit stair and hydraulic elevator provides residential access to the lower street. Along the Sixth and Main Frontages are position seven (7) two story townhomes of approximately 2400 square feet. They have flat roofs (slight slope typical of downtown commercial structures) and a street facing parapet wall.

Exhibit 3

They roughly resemble the massing along Main that previously existed on the site. The uniqueness of this limited residential opportunity is that each has an attached two car garage and at first glance would appear to be typical townhomes built on the ground except that they are constructed on a "platform" above downtown commercial. There are development alternates including placing the garages 10 feet from the residential for more "courtyard" lighting or putting in a larger number of smaller dwelling units. These upper units and garages can be simple "stick built" two story townhomes which afford a very upscale but traditional opportunity for executive homebuyers in the very heart of the downtown. The upper building roofs coincide with the dimensions of the lower commercial units to simplify waterproofing and "shared insulation." The residential views are both to the heavily landscaped Main Street as well as the new park across the street. The ONG Building Residential Conversion Project planned by the Hille Foundation includes a new garage structure facing residential units, cafes, and adjacent park and orients northward toward the "Arvest Center."

This same project can be executed on Arvest's northwest quadrant with the deeper retail oriented along Fifth Street and the upper townhomes facing out toward the heavily landscaped Fifth Street Corridor and into the park built outside of the Oneok Building.

Third Level and Roof Concept

The third level sketch implies that the garage roofs come into play while the residential floor space continues upward (refer to Exhibit 4). On the plan view the cross hatching between the garages and the open parking surface represents a decorative paving that allows the infrequent movement of cars to the garages in concert with pedestrian use of "plaza space." Landscape material is placed in plantar boxes and pots. Roofs are likely standing seam metal (refer to Exhibit 5).

A simple, Main Street frontage sketch implies an upper two stories of a traditional looking brick structure with porches over a store front with awnings and dining tables (Refer to Exhibit 6)

Exhibit 4

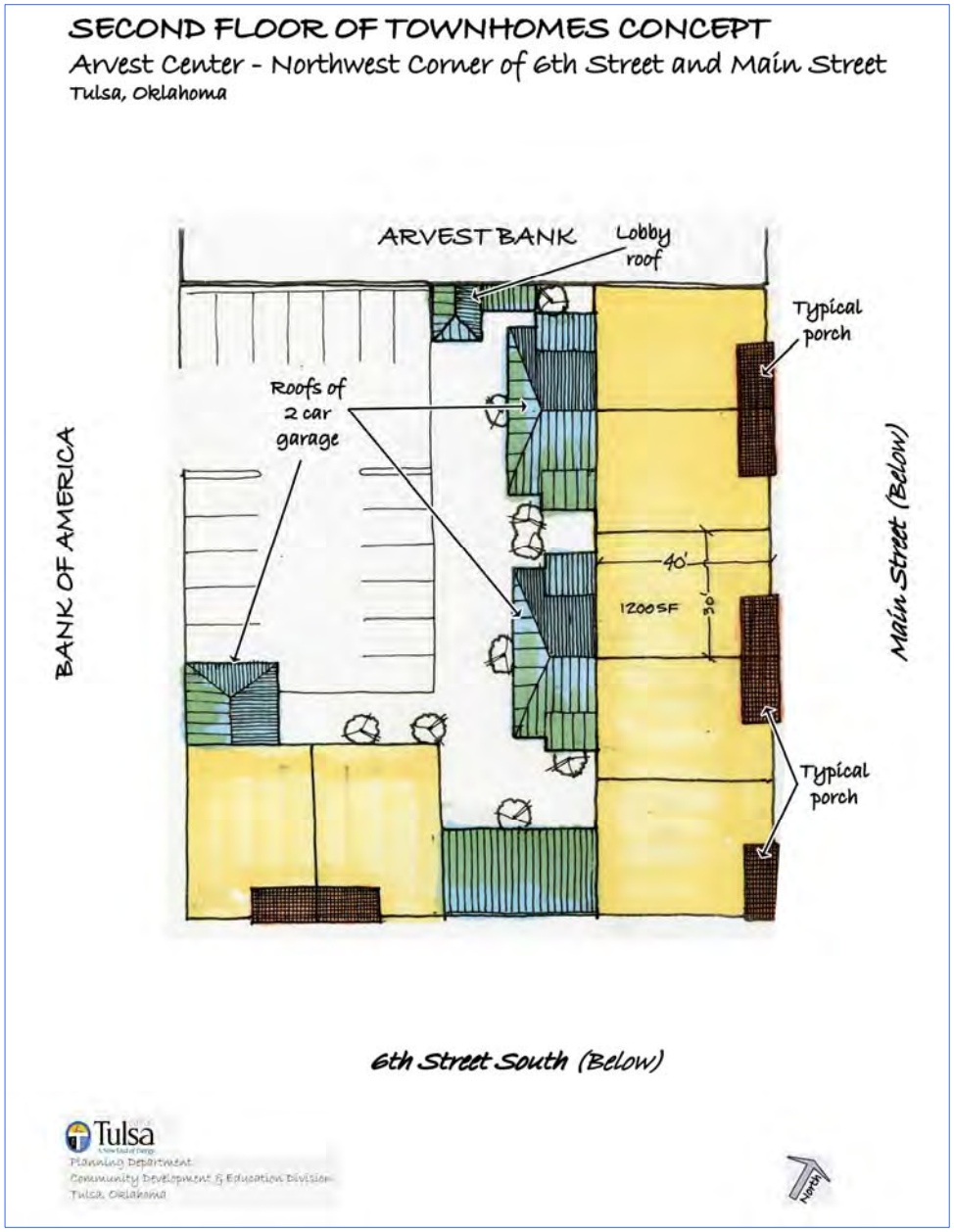


Exhibit 5

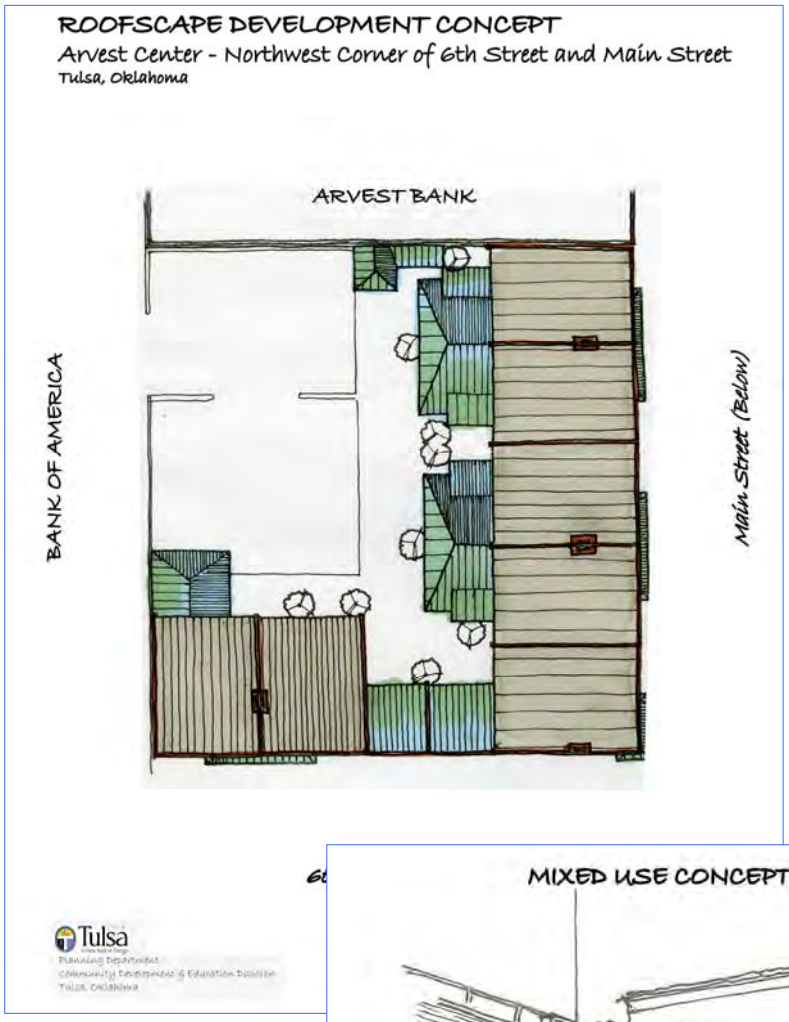
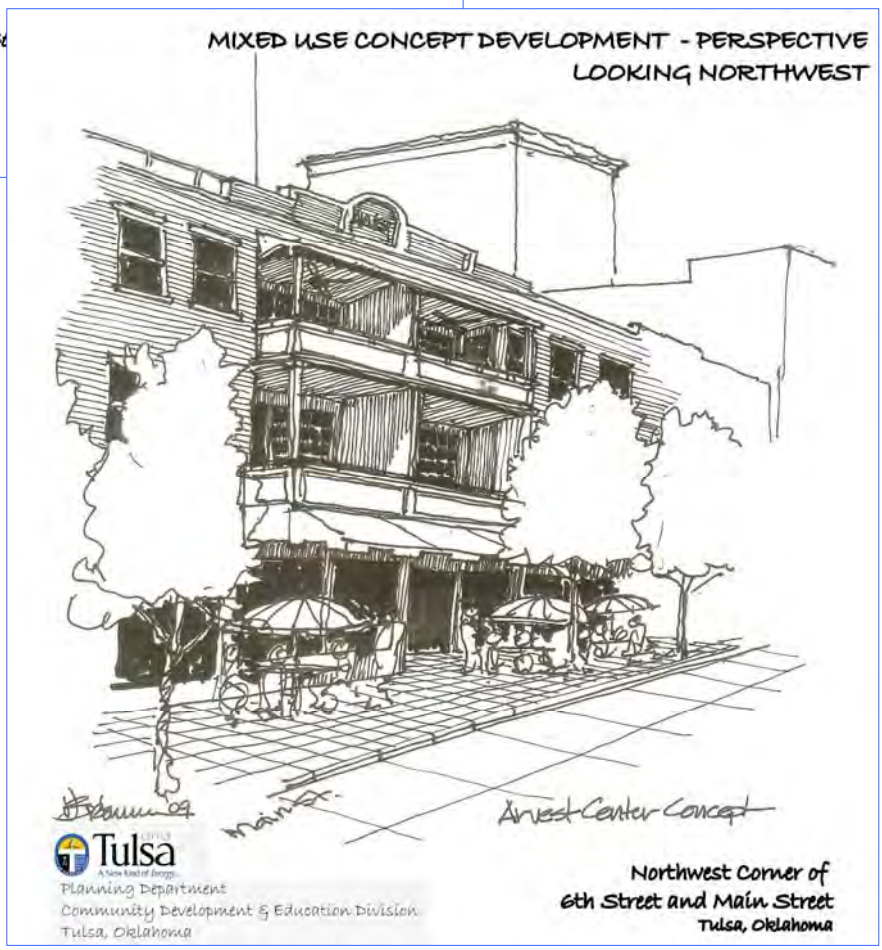


Exhibit 6

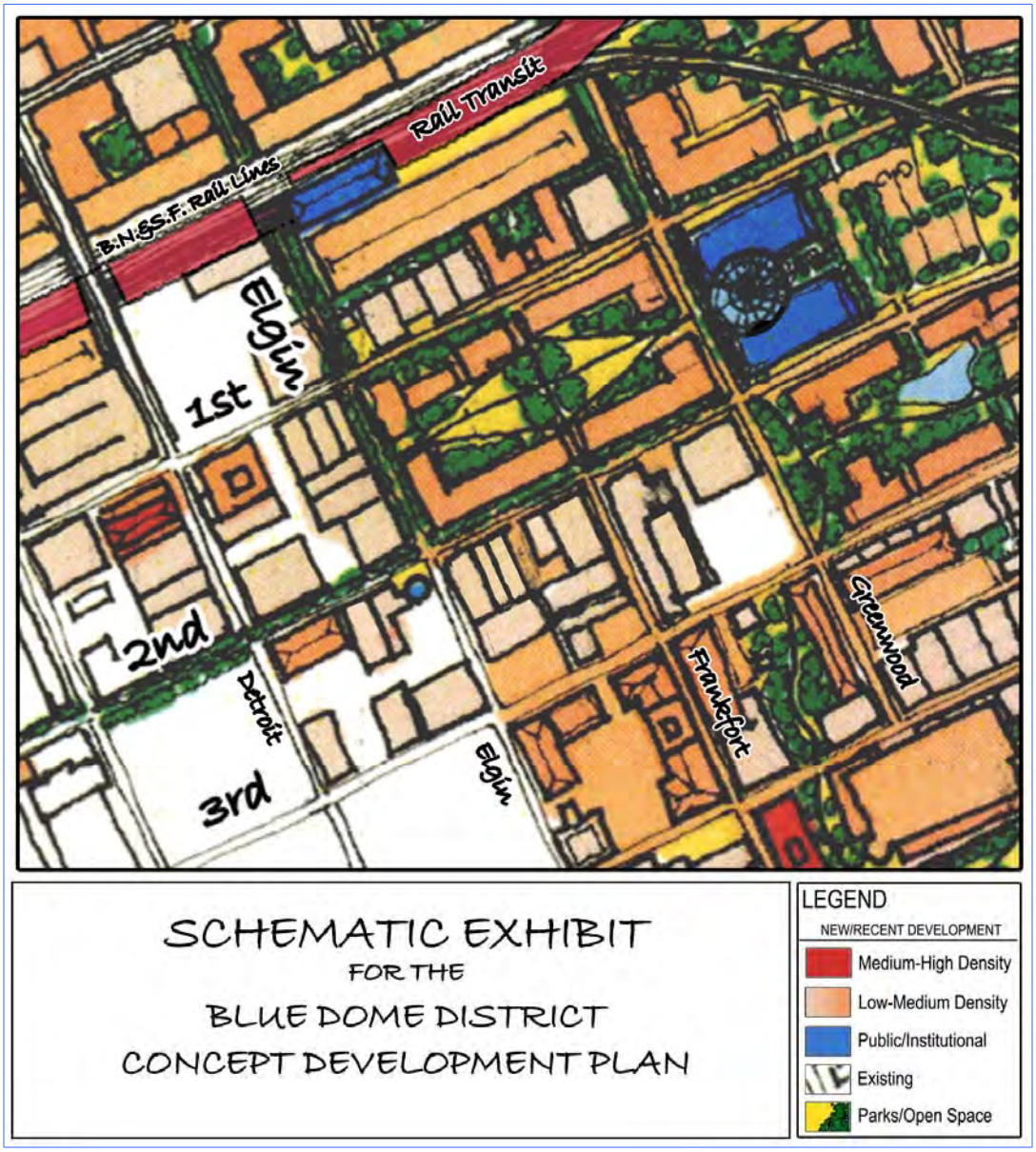


APPENDIX 1.2

BLUE DOME DISTRICT CONCEPT DEVELOPMENT PLAN

SCHEMATIC EXHIBIT BELOW IS FROM
"MASTER PLAN" EXHIBIT, VOLUME 1 – "THE PLAN"

(Detailed study to be published later in Addenda document)



APPENDIX 1.3

BRADY TO BOK CENTER – ILLUSTRATIVE DEVELOPMENT CONCEPT

North Downtown Circulation. The context of the Boulder Bridge and the circulation pattern of the North Downtown area is a crucial design and development component for downtown. Refer to Figure 4:

- There is a natural pedestrian circulation pattern which can be reinforced by planning and development:
  - Second Street connecting the BOK Center area to the Blue Dome District passing major parking decks, The Williams Center, Performing Arts Center, City Hall and Crowne Plaza Hotel.
  - Elgin Avenue connecting the Blue Dome District to Oneok Field and The Greenwood Entertainment District.
  - Brady Street connecting the Ballpark and Greenwood District through the Brady District to the Brady Theater.
  - Boulder (or a hybrid diagonal) connecting the Brady District back to the BOK and Convention Centers.
  - The proposed rail transit system bisects this "Entertainment Loop" with proposed stops at BOK Center, Williams Center/City Hall and Blue Dome/Ballpark.

Figure 1

- The proposed Trolley alignment travels along the western edge of the loop connecting large urban redevelopment opportunities to the north at Brady Heights and the south adjacent to Veterans Park near 18th Street. Between the two points that are approximately two and a half (2 ½) miles apart include The Brady Theater and District, The Central Business District, The BOK and Convention Center, Tulsa Community College and The Cathedral Square Area and The Uptown Area including Blue Cross, the Ambassador Hotel, Helmerich and Paine, Mapco Plaza, Spirit Bank and the 18th & Boston District as well as Riverparks.

Hybrid Pedestrian Diagonal – Brady to BOK Center. This Diagram/Study, prepared at the request of The Community Foundation, shows a potential bridge and mid-block diagonals very effectively connecting Brady to BOK Center. Refer to Figure 2.

- Includes a potential "Cable Stay" Pedestrian Bridge from the north ramp of Boulder Bridge to the northwest corner of Cheyenne and First Street. The Bridge Concept (fairly expensive) is modeled after the iconic structure in the Lo Do/Platte Valley area of downtown Denver. The evolving concept for Cheyenne Avenue between Archer and First Streets is to consider eliminating vehicle traffic and developing the corridor as a brick paved historic themed area at grade with the tracks limited to pedestrians.

- Includes a redevelopment proposal for the BOK Drive-in Bank Facility of a mixed use block that has an entertainment lined northeast to southwest diagonal pedestrian way. This aligns with the BOK East Entrance across Denver Avenue at the Second Street light.

- The diagram also implies a similar diagonal block-wide development on the block to the south of the above "BOK Drive-in Block." This mixed use block has entertainment aligned along the diagonal potentially connects the main BOK Center entrance to the Boulder Trolley at Third Street.

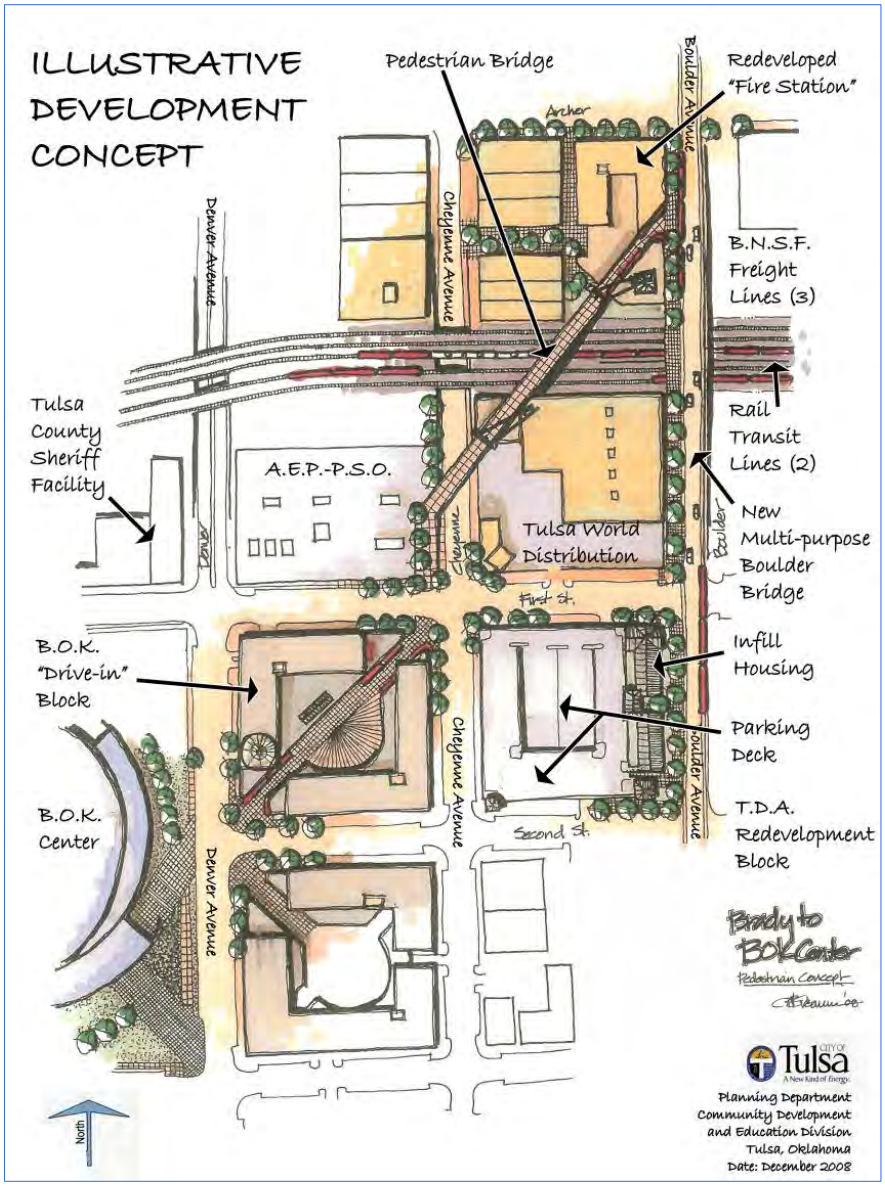


Figure 2

APPENDIX 1.4

CITY OF TULSA OWNED LANDS ON BLOCK
BOUNDED BY
SECOND AND THIRD STREETS AND DENVER AND CHYENNE AVENUES
SKETCH CONCEPT

Overview

The following is a brief concept study on the potential use of city owned lands on a block bounded by Denver and Cheyenne Avenues and Second and Third Streets in downtown Tulsa. The City owns the western half of the block bisected by a north-south 20 foot alleyway. In addition it owns a 140 foot deep by approximately 90 foot Cheyenne facing street width. The balance of the eastern half of the block to the north of the City parcel is privately owned by two others.

The block is situated directly east across Denver Avenue from the new BOK Center Arena and one half block north across Third Street from the City's Bus Terminal. To the property's east is the western edge of the built up business core of downtown. The lot slopes downward from the southeast corner at approximately 715 feet to the northwest corner with an elevation of 695 feet (20 feet lower).

Situation and Concept Solution

The challenge is to provide reasonably designed parking on site for the mix of uses which include a restaurant at the Denver Avenue level facing the Convention Center, BOK Center and the government and Library functions to the west. The position and arterial nature of Denver Avenue dictates that a small minimal service hotel such as a Hilton Garden take advantage of the lot's slope and come to grade at the mid block point on Third Street and be above the street-side restaurant on Denver Avenue, "armoring itself" subtly from the mixed pedestrian traffic on Denver but having direct access to the event and convention facing corridor. Parking is built behind the street-side uses into the hillside (See sketch "Base and Massing").

The structure positioned at the northwest corner of the Third Street and Cheyenne Avenue intersection is given more to residential usage with a Cheyenne fronting street-side commercial land use. This could include a coffee shop, small deli and commercial offices. Because of the 20 foot slope in the parcels, two levels of below grade (into the hillside) parking can be accommodated. This "drop" also "armors" the position of the residential above Third Street.

The "2nd and Denver Level" diagram shows the lowest parking level which is built behind the Denver frontage and is otherwise built under the upper uses which come to grade along Cheyenne. Thirty six spaces of secured spaces are reserved for residential while the remaining 60 spaces, which are nearly at grade to the 2nd street entry point, are commercial "in and out" spaces adequate to encourage the development of a large restaurant or sports bar (7500 Sq. Ft.)

The "Mid 3rd St. Level" diagram depicts the Hotel's porte cochere and Lobby which begins at grade at the mid block entrance on Third Street and because of the grade change is 10 to 12 feet above the 2nd and Denver Corner where the restaurant has its entrance (facing the BOK Center). The front of the concept building includes a 10 to 12 foot wide, two-

story light well to give vertical dimension to the restaurant. Again because of the rising grade toward Cheyenne Avenue, the Commercial/Residential structure has another secure level of 28 parking spaces.

The next level up is the final hotel parking level which is accessed by a 20 foot wide "speed ramp" which parallels the alleyway (35 spaces). This level includes a single loaded room corridor which faces Denver Avenue (37 rooms). The commercial/residential structure meets the ground level at Cheyenne affording two commercial frontages of approximately 2800 square foot each separated by a secured residential lobby corridor with access to the residential only elevator and stair core as well as 3 dwelling units. The balance of the city lot at this level (northwest corner) provides an opportunity for a small landscaped private courtyard.

The "Hotel Structure Levels 4-5" diagram depicts the balance of the rooms for this 107 room hotel. The 4th floor is a full contingent of double loaded corridors while the final level (penthouse) has a smaller number of rooms, also positioned on double loaded corridors but centered on the elevator core.

The "Residential Structure Levels 2-5" diagram shows the typical upper floor residential layout containing 7 units each for a total of 31 which is the maximum supported by the 64 parking spaces below.

A final concept sketch "Base and Massing" is included to demonstrate a very general relationship of the two structures and their approximate masses.

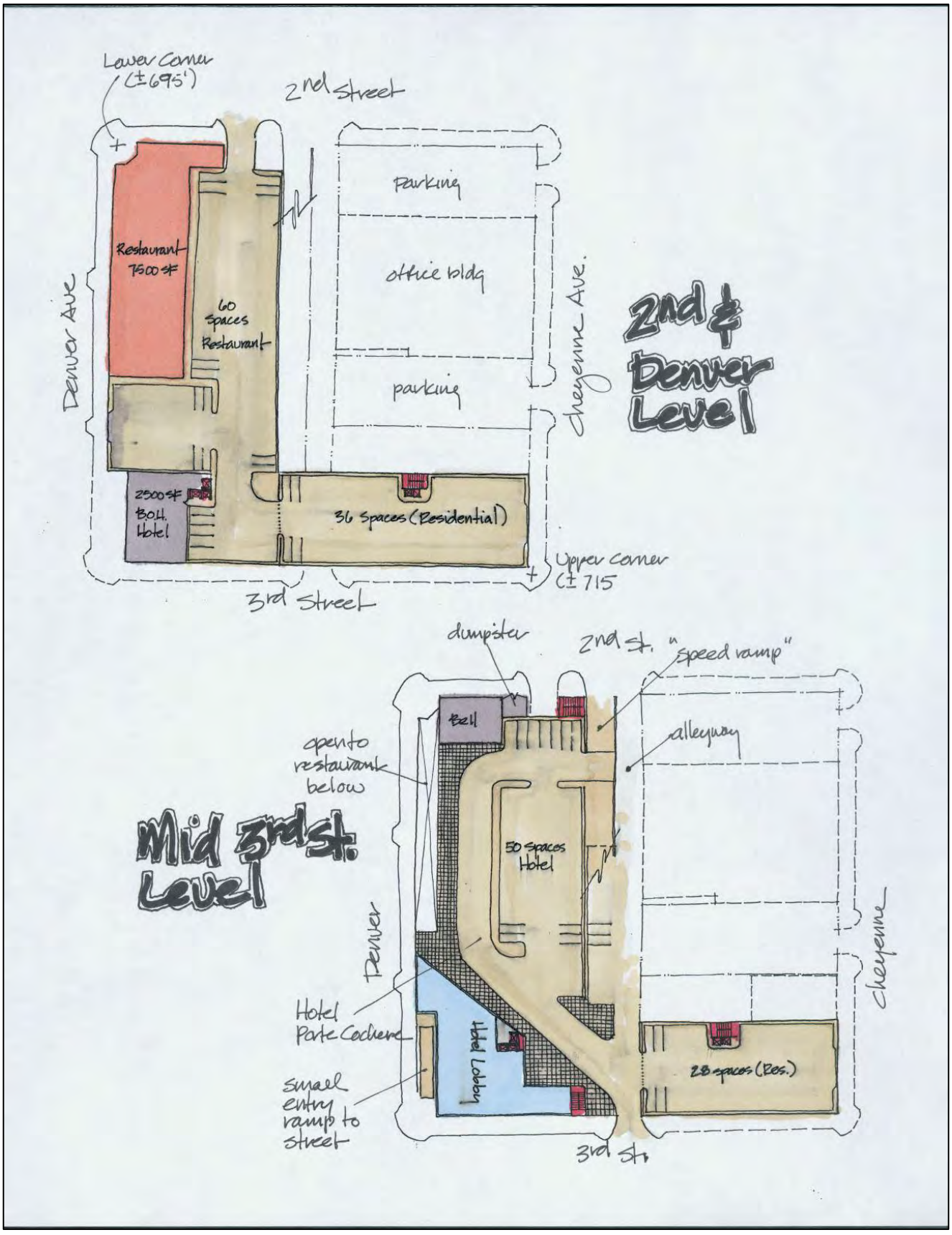
Summary

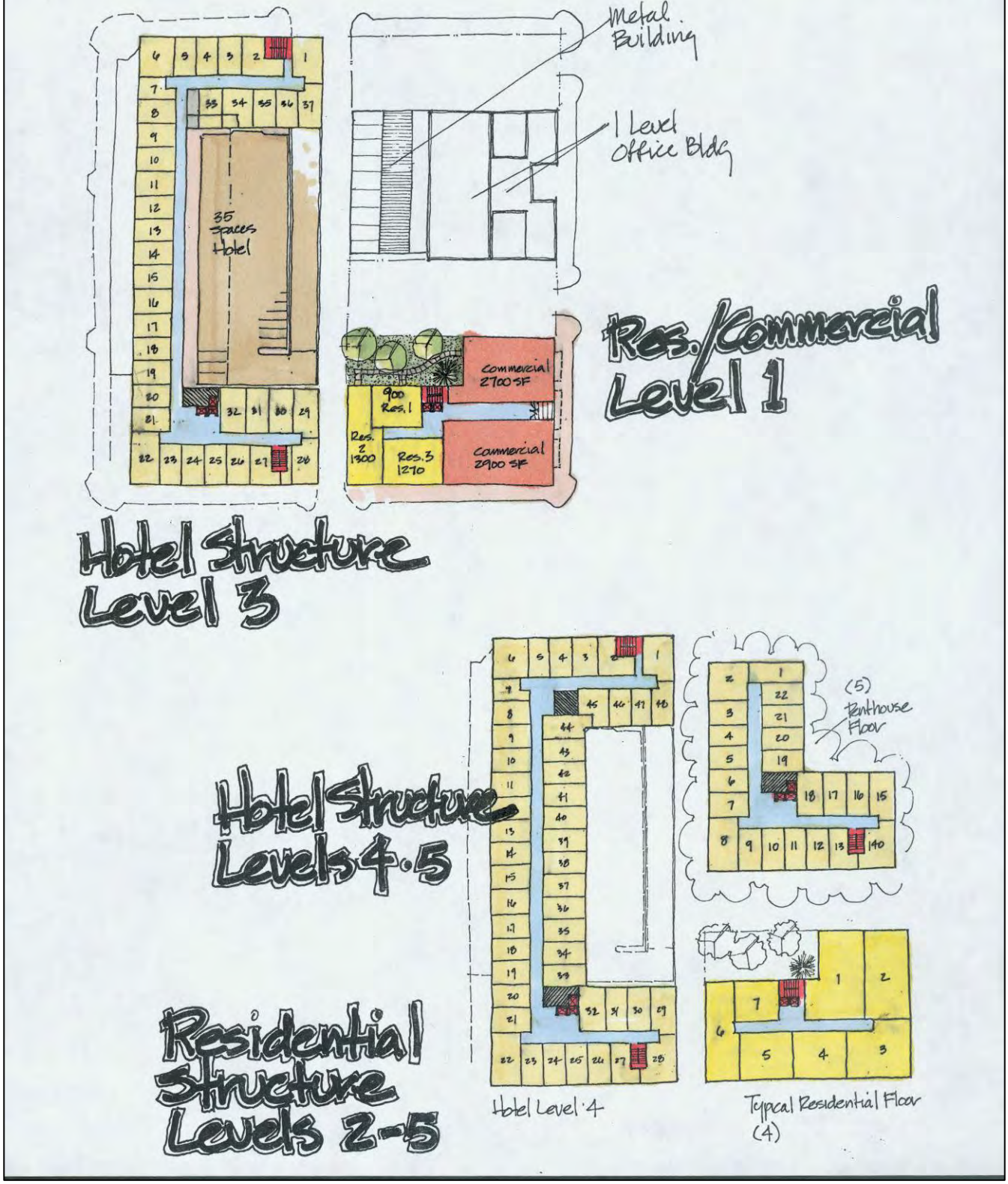
1. Approximate Land Area 54,600 SF

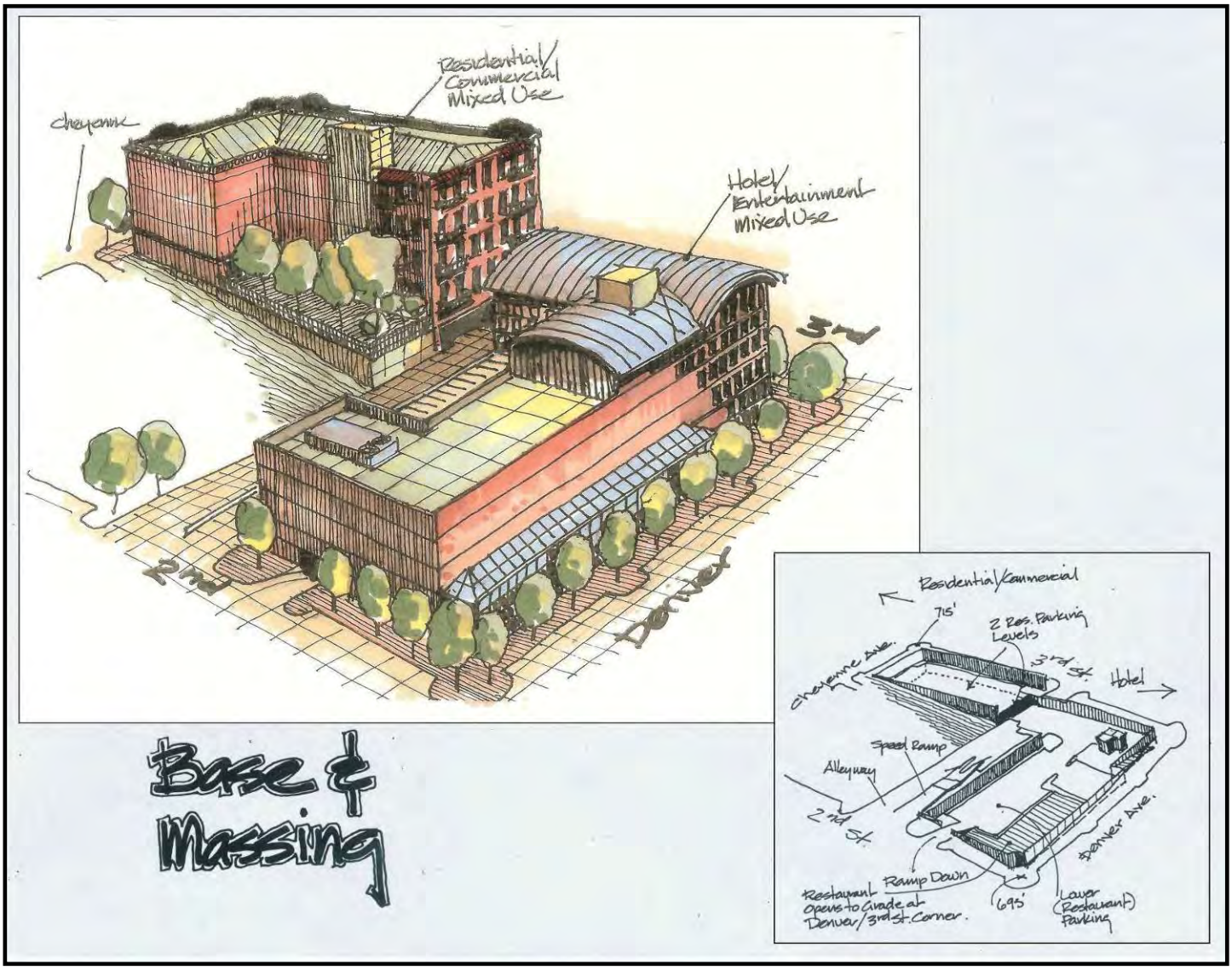
2. Programmed Land Use:

A	Residential Parking	64 Spaces
B	Restaurant Parking	60 Spaces
C	Hotel Parking	95 Spaces
D	Restaurant/Sports Bar	7500 SF
E	Commercial Lease	5600 SF
F	Residential (31 units)	48,200 SF
G	Hotel (107 rooms)	72,000 SF

3. Floor Area Ration (FAR) 2.44
   (Parking not included)


Lower Corner (±695')
2nd Street
Parking
office bldg
parking
Restaurant 7500 SF
60 Spaces Restaurant
2500 SF B.O.H. Hotel
36 spaces (Residential)
Denver Ave
Cheyenne Ave.
Upper corner C± 715
3rd Street
2nd & Denver Level
dumpster
2nd St. "speed ramp"
Bell
alleyway
open to restaurant below
Mid 3rd St. Level
50 spaces Hotel
Denver
Cheyenne
Hotel Porte Cochere
Hotel Lobby
small entry ramp to street
28 spaces (Res.)
3rd St.

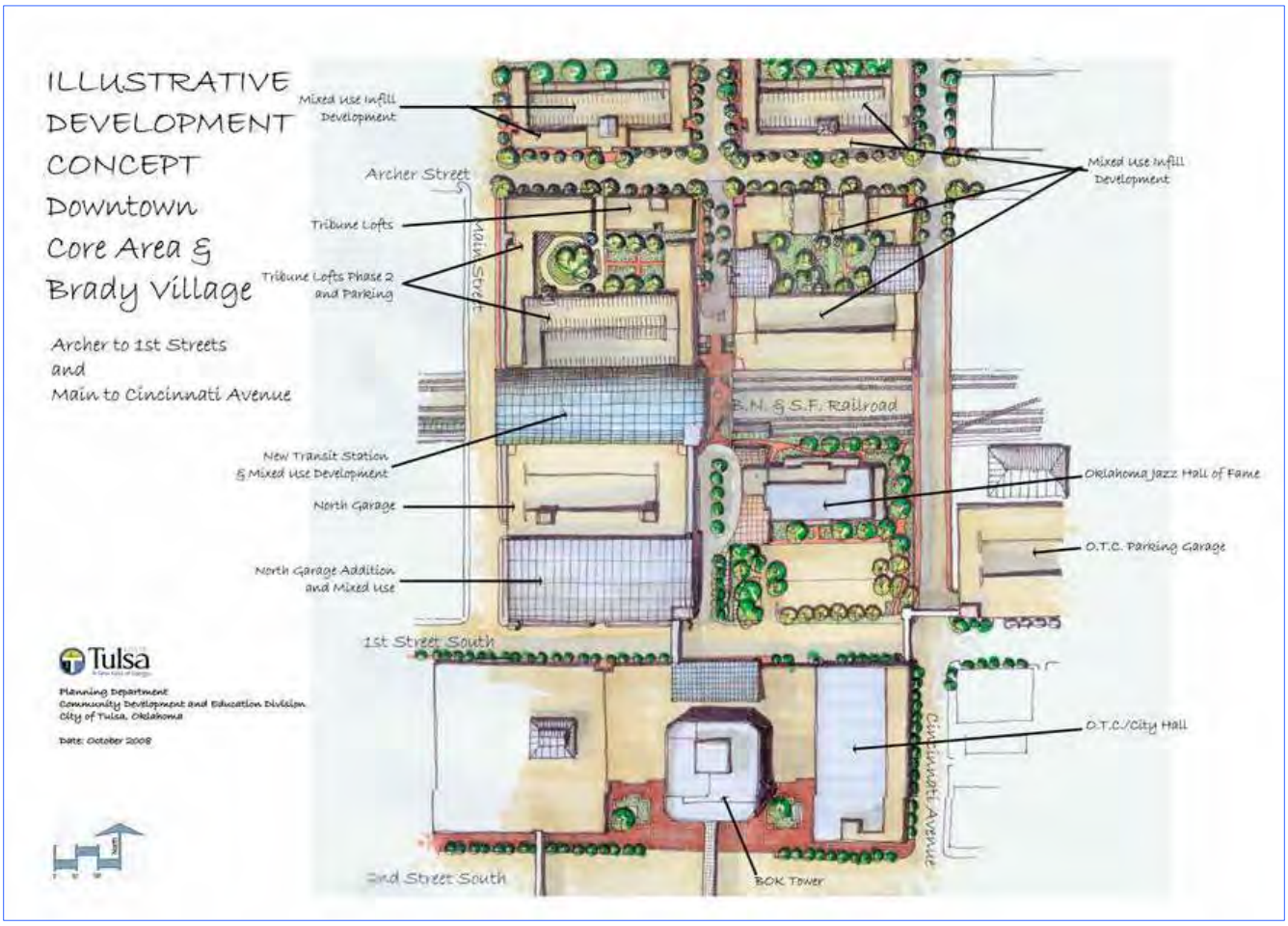

Metal Building
1 Level Office Bldg
35 Spaces Hotel
Commercial 2700 SF
900 Res. 1
Res. 2 1300
Res. 3 1270
Commercial 2900 SF
Res./Commercial Level 1
Hotel Structure Level 3
Hotel Structure Levels 4-5
(5) Penthouse Floor
Residential Structure Levels 2-5
Hotel Level 4
Typcal Residential Floor (4)



Base & Massing

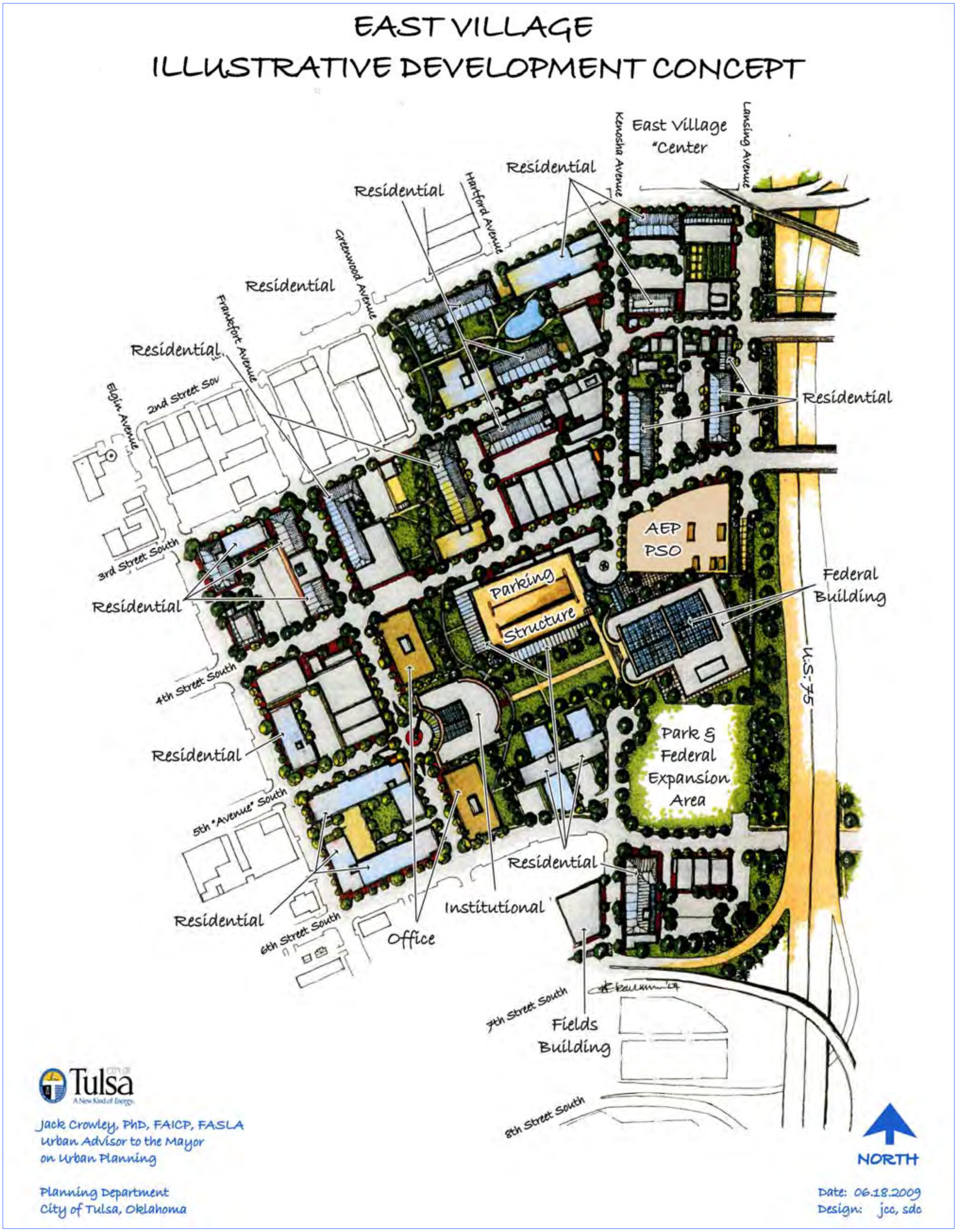
APPENDIX 1.5

DOWNTOWN CORE AREA & BRADY VILLAGE – ARCHER TO 1ST STREETS AND MAIN TO CINCINNATI AVENUE - ILLUSTRATIVE DEVELOPMENT CONCEPT

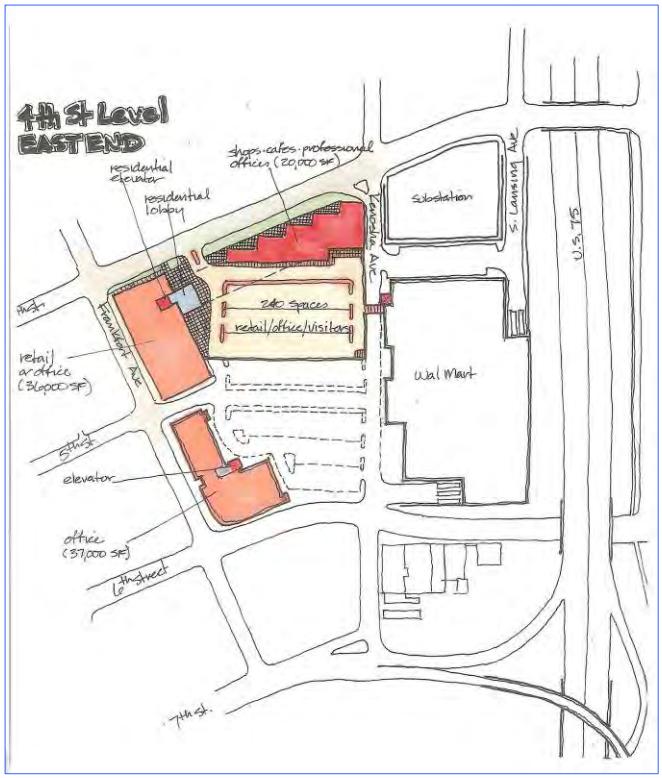


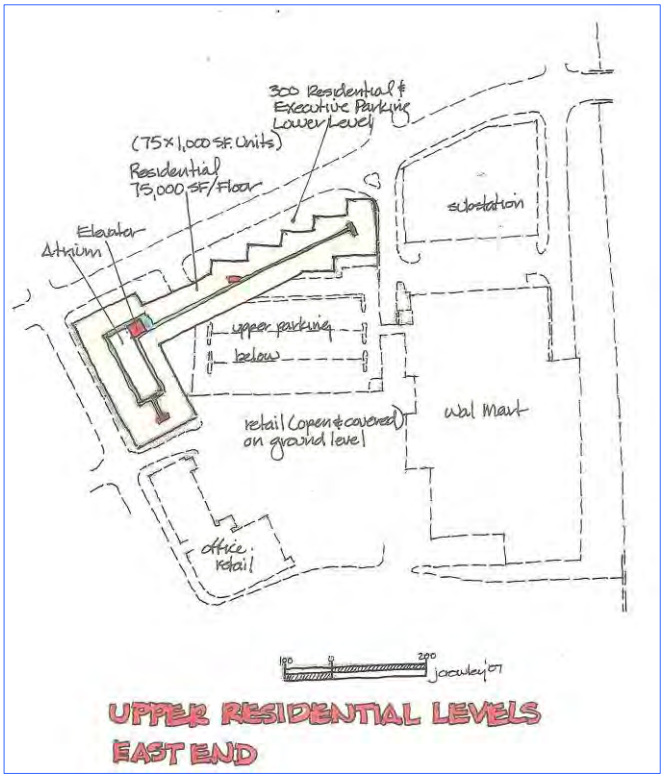
APPENDIX 1.6

EAST VILLAGE ILLUSTRATIVE DEVELOPMENT CONCEPT

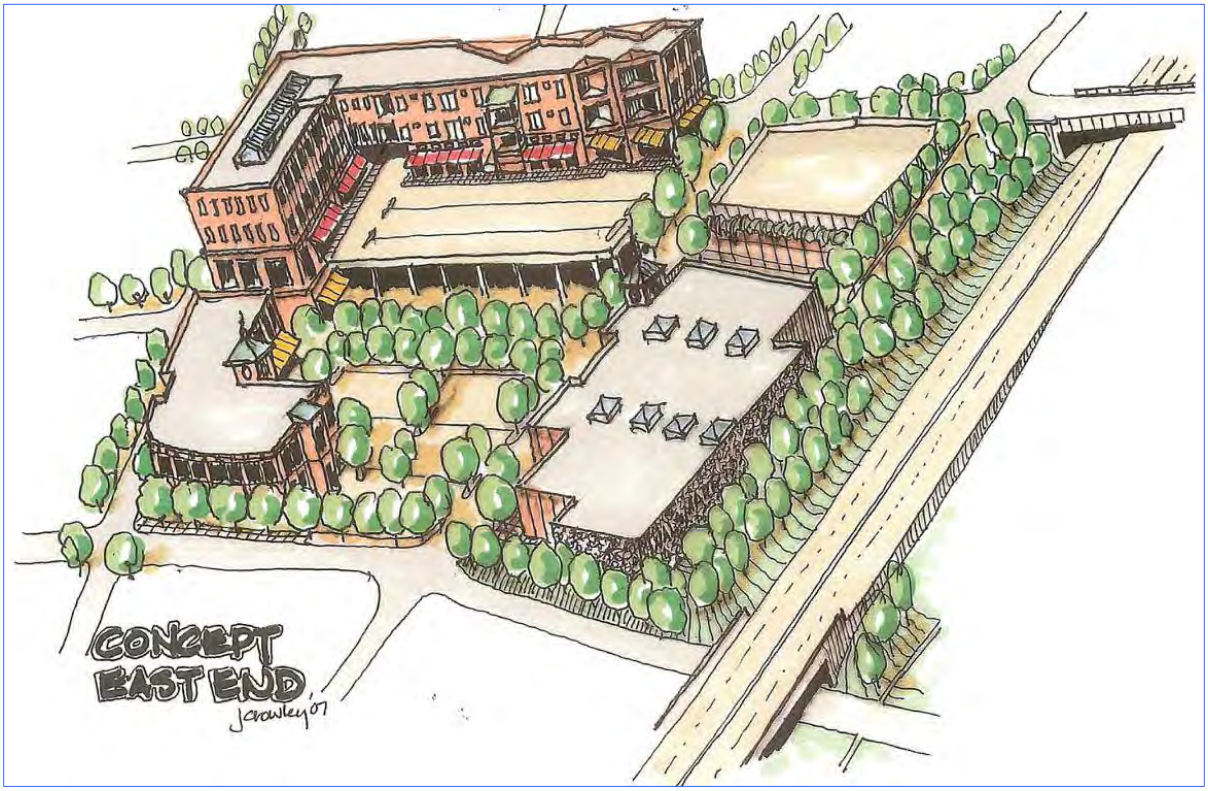


SELECT AREA ALTERNATE EAST END MIXED USE ILLUSTRATIONS



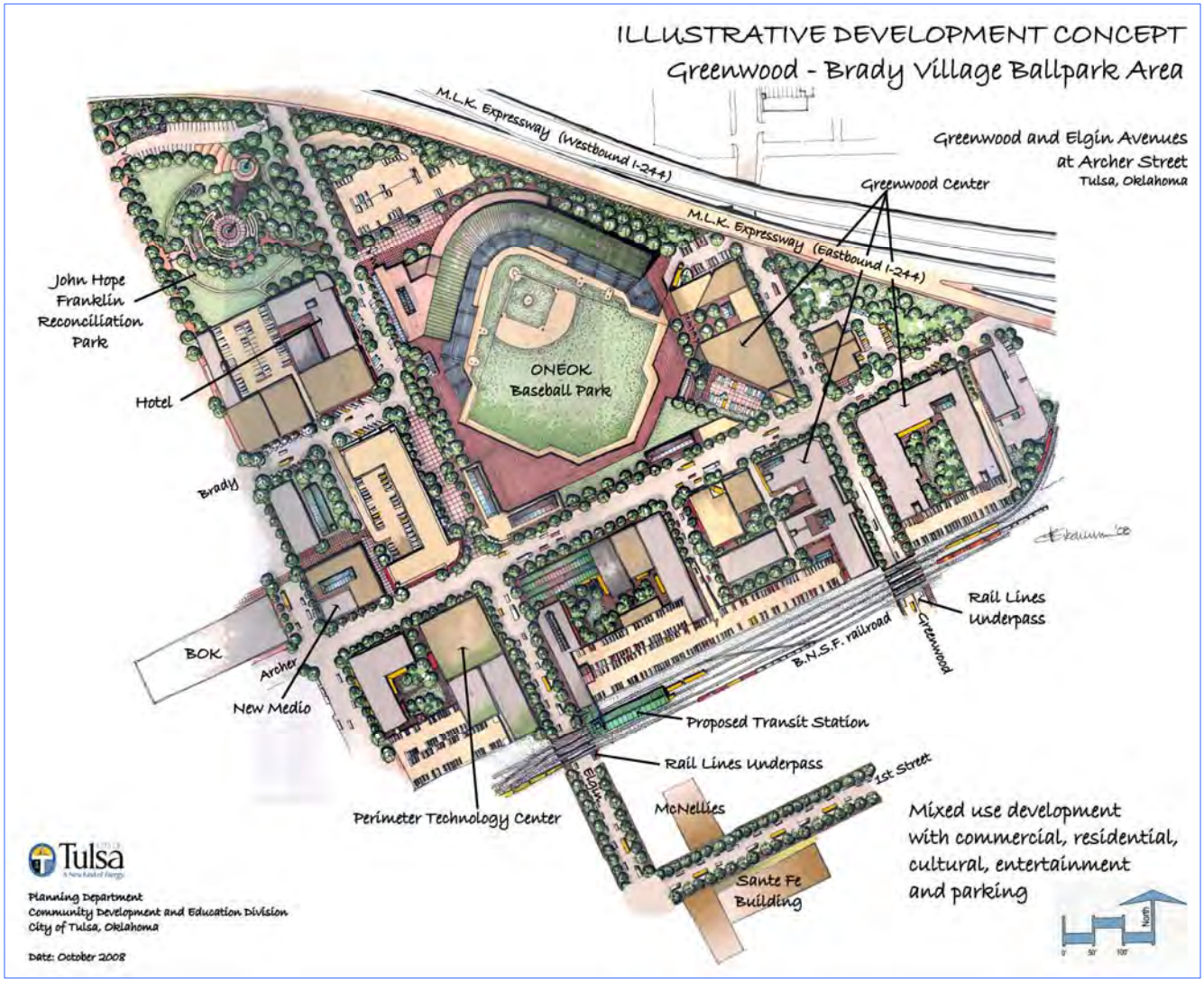


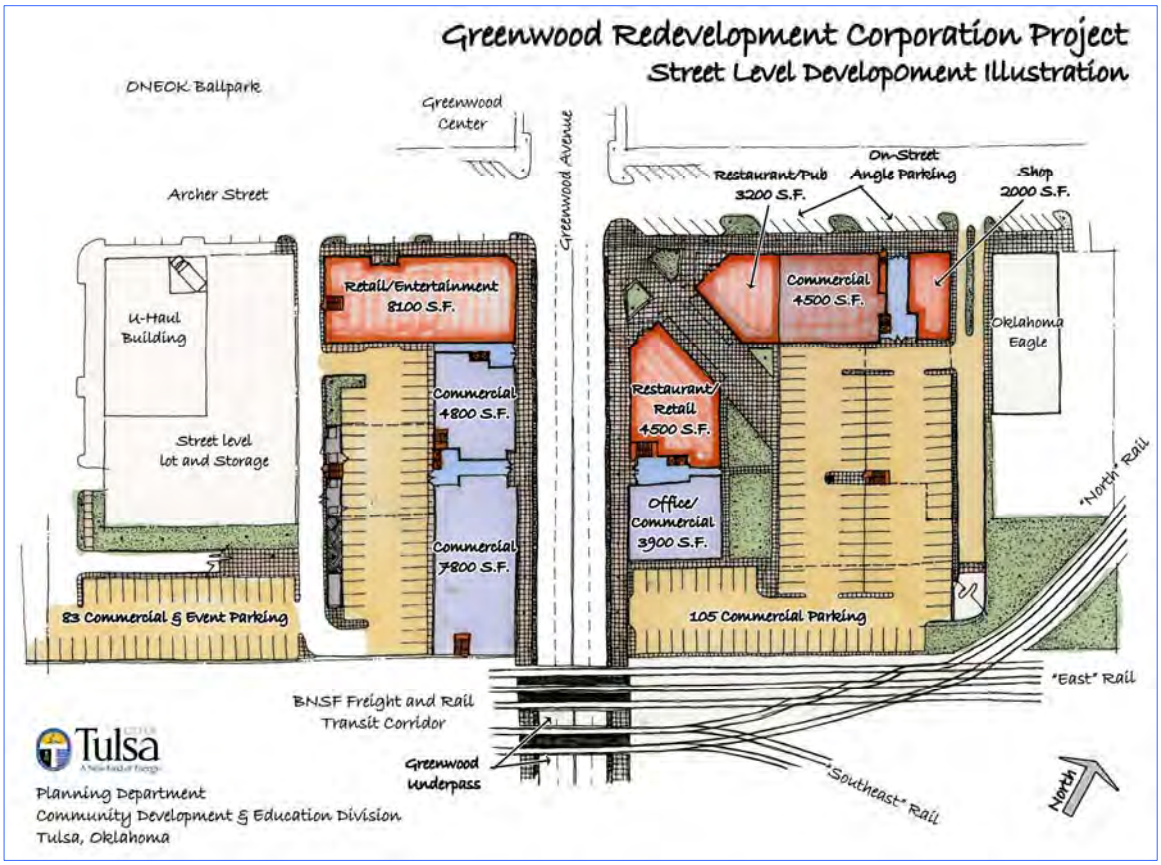

EAST END RETAIL · MIXED USE
shops & residential
300 (residential & executive pkng under)
retail & residential
substation
4th st.
200 (upper)
450 (lower)
wal Mart
170,000 SF.
5th st.
office over retail
6th st.
100
0
200
jcrawley '07
4th st.

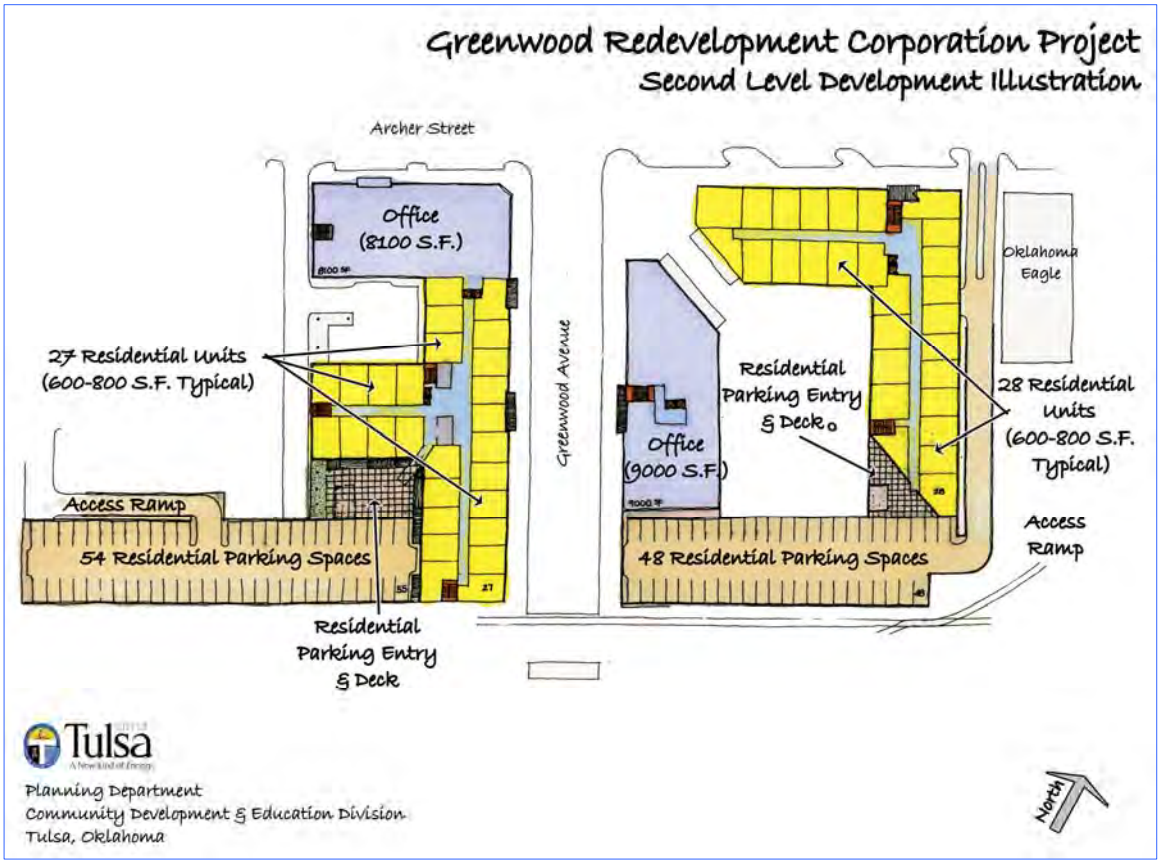

CONCEPT
EAST END
jcrawley '07

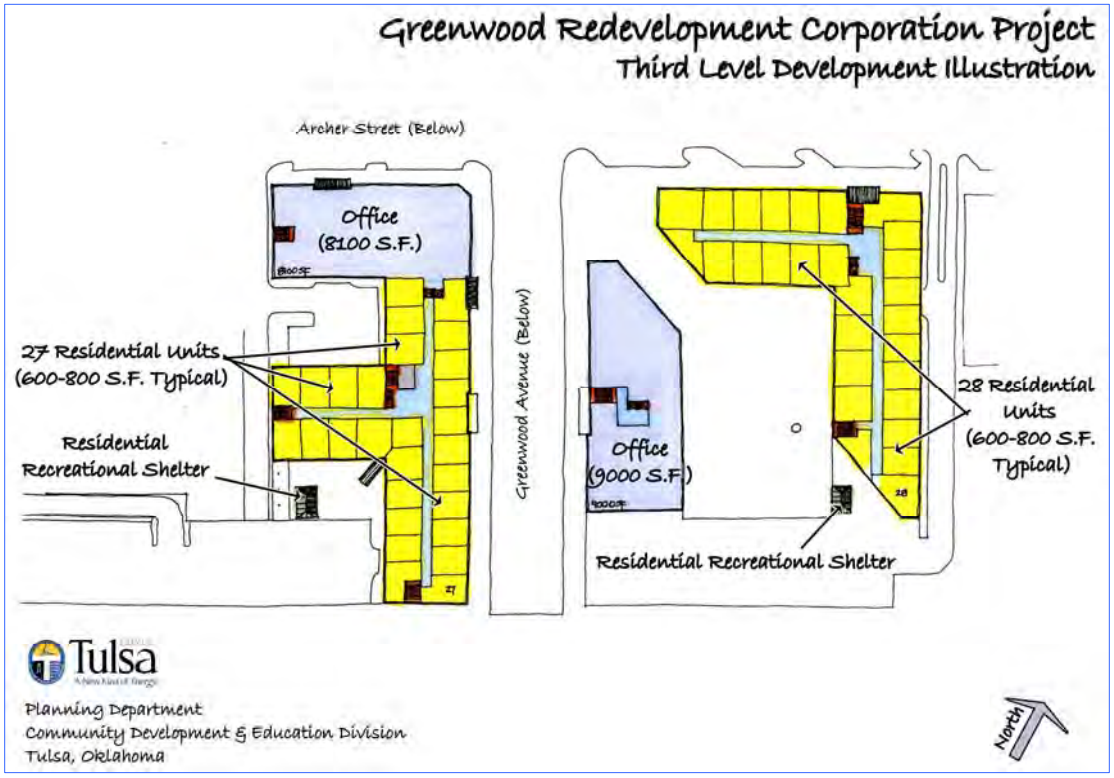
APPENDIX 1.7

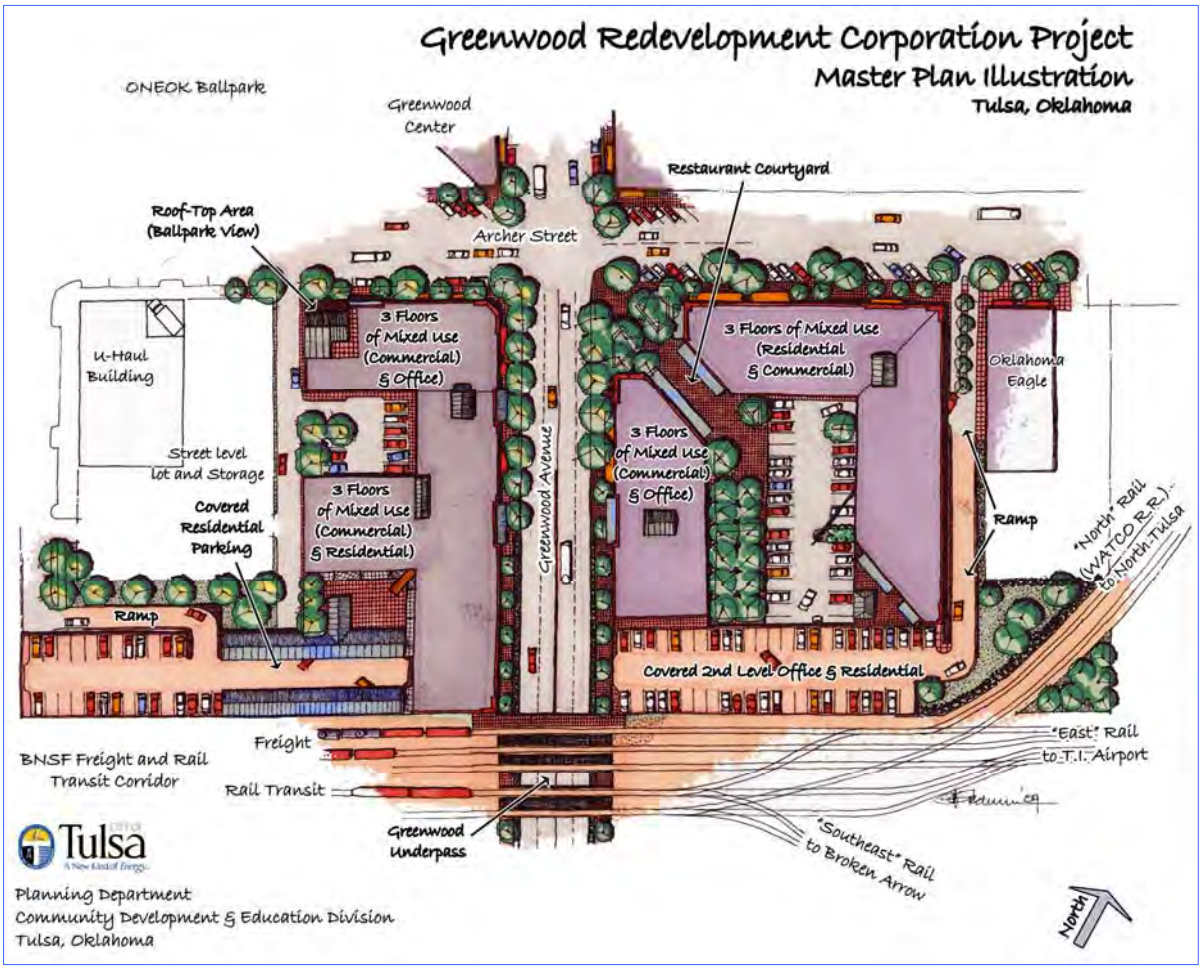
GREENWOOD-BRADY VILLAGE BALLPARK AREA
ILLUSTRATIVE DEVELOPMENT CONCEPTS




Greenwood Redevelopment Corporation Project
Street Level Development Illustration
ONEOK Ballpark
Greenwood Center
Greenwood Avenue
Archer Street
On-Street Angle Parking
Restaurant/Pub 3200 S.F.
Shop 2000 S.F.
Retail/Entertainment 8100 S.F.
Commercial 4500 S.F.
U-Haul Building
Oklahoma Eagle
Commercial 4800 S.F.
Restaurant/ Retail 4500 S.F.
Street level lot and Storage
Office/ Commercial 3900 S.F.
"North" Rail
Commercial 7800 S.F.
83 Commercial & Event Parking
105 Commercial Parking
"East" Rail
BNSF Freight and Rail Transit Corridor
Greenwood Underpass
"Southeast" Rail
North
Tulsa
Planning Department
Community Development & Education Division
Tulsa, Oklahoma


Greenwood Redevelopment Corporation Project
Second Level Development Illustration
Archer Street
Office (8100 S.F.)
Oklahoma Eagle
27 Residential Units (600-800 S.F. Typical)
Greenwood Avenue
Residential Parking Entry & Deck
28 Residential Units (600-800 S.F. Typical)
Office (9000 S.F.)
Access Ramp
54 Residential Parking Spaces
48 Residential Parking Spaces
Access Ramp
Residential Parking Entry & Deck
Tulsa
Planning Department
Community Development & Education Division
Tulsa, Oklahoma
North


Greenwood Redevelopment Corporation Project
Third Level Development Illustration
Archer Street (Below)
Office
(8100 S.F.)
27 Residential Units
(600-800 S.F. Typical)
Residential
Recreational Shelter
Greenwood Avenue (Below)
Office
(9000 S.F.)
28 Residential
Units
(600-800 S.F.
Typical)
Residential Recreational Shelter
Tulsa
Planning Department
Community Development & Education Division
Tulsa, Oklahoma
North


Greenwood Redevelopment Corporation Project
Master Plan Illustration
Tulsa, Oklahoma
ONEOK Ballpark
Greenwood
Center
Restaurant Courtyard
Roof-Top Area
(Ballpark View)
Archer Street
U-Haul
Building
3 Floors
of Mixed use
(Commercial)
& Office)
3 Floors of Mixed use
(Residential
& Commercial)
Oklahoma
Eagle
Street level
lot and Storage
3 Floors
of Mixed use
(Commercial)
& Office)
Greenwood Avenue
Covered
Residential
Parking
3 Floors
of Mixed use
(Commercial)
& Residential)
Ramp
"North" Rail
(WATCO R.R.)
to North-Tulsa
Ramp
Covered 2nd Level Office & Residential
Freight
"East" Rail
to T.I. Airport
BNSF Freight and Rail
Transit Corridor
Rail Transit
Greenwood
Underpass
"Southeast" Rail
to Broken Arrow
Tulsa
Planning Department
Community Development & Education Division
Tulsa, Oklahoma
North

APPENDIX 1.8

HALL OF FAME FACILITY AT THE BOK CENTER IN DOWNTOWN TULSA OKLAHOMA - CONCEPT STUDY

The Tulsa Sports Commission has been approached concerning the development of a Hall of Fame type of center for an anonymous user. Therefore references in this site and program study will refer to the facility as a "Hall of Fame."

The needs of the user in terms of visitor access and the presence of supporting or auxiliary uses led to the determination of a downtown location near hotels, restaurants, entertainment and the BOK Center where tournaments of the sport represented by the Hall of Fame could be held.

The user sought approximately 25,000 square feet of conditioned space with the public area of the facility on a single "walk in" level. The facility needs to include sports exhibitions, a Hall of Fame for the sport, programs and education space, event areas (internal and external), visitor service and comfort facilities, national offices, archival and storage space as well as a place to retail related goods and a place, if appropriate, for eating, catering or receptions.

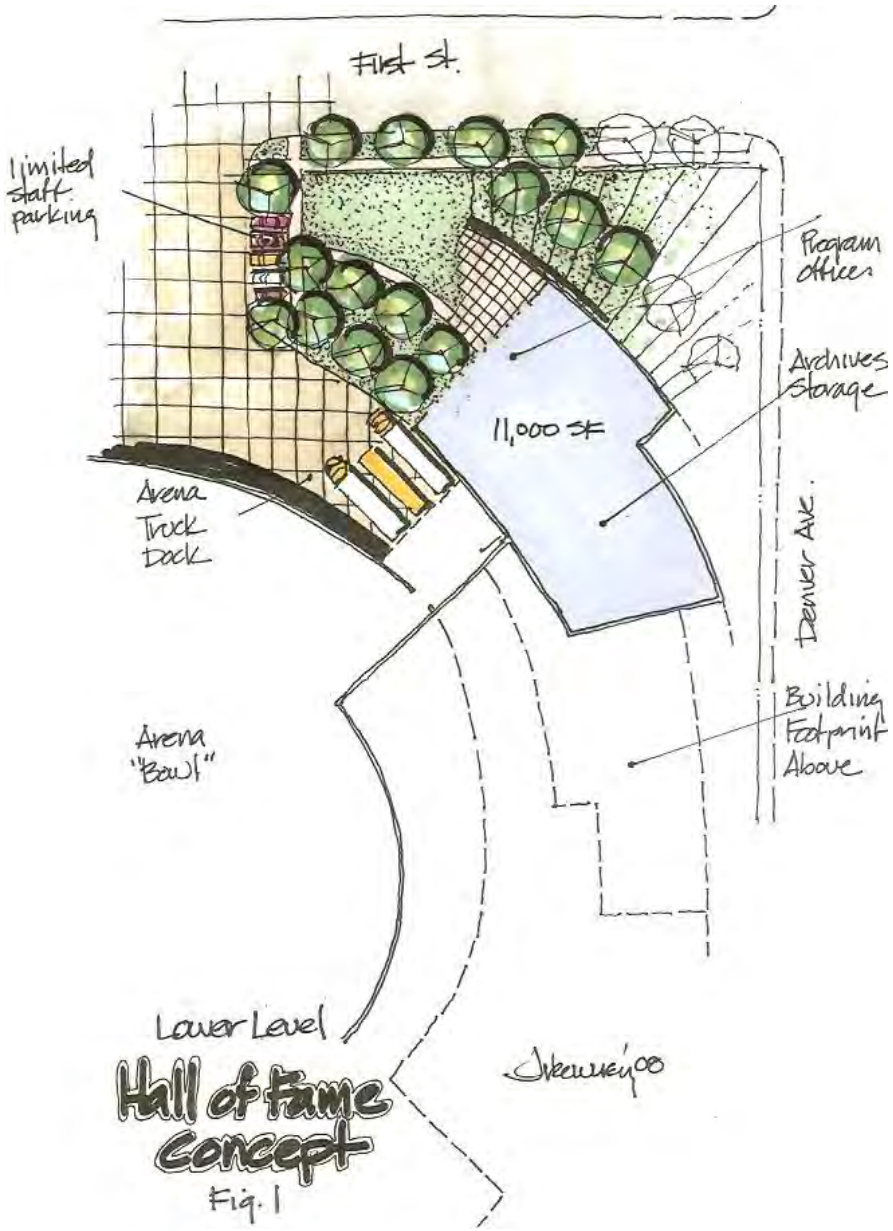
This brief "concept study" positions the facility on the grounds of the BOK Center at the site's northeast corner (the southwest corner of First Street and Denver Avenue). This is the location of previous proposals for BOK Center oriented retail or commercial uses. Those studies gave rise to plan forms which respected and enhanced the Arena's materials and form.

This concept carries the plan and sketch forms of the structure far enough to demonstrate the idea, how it accommodates the user and how it "fits" the site. The design is also carried to a level where preliminary cost estimates for the "shell building" can be developed as a prelude for a proposal and requests for support.

Lower Level

This level matches the elevation of the adjacent service dock area of the BOK Center as it faces First Street. The concept shows a small "staff parking" area and small landscaped area leading to a "basement" which opens to grade. The space is surrounded by retaining walls to the northeast, south, and west and abuts the Arena service docks to the west as well. These basement walls are concurrent with the "high hat" exhibits and programs structure above although the basement can be enlarged or reduced based on the exact total space needs of the user. A "window wall" facing northwestward where the basement opens to grade is where the Hall of Fame's management functions can be located. The deeper and windowless areas are for storage and archives. The concept shows this level to be approximately 11,000 square feet, ten to twelve feet in height and an architectural exterior or curtain wall of only eighty five to ninety feet (85 – 90 ft.)

Lower Level – Figure 1



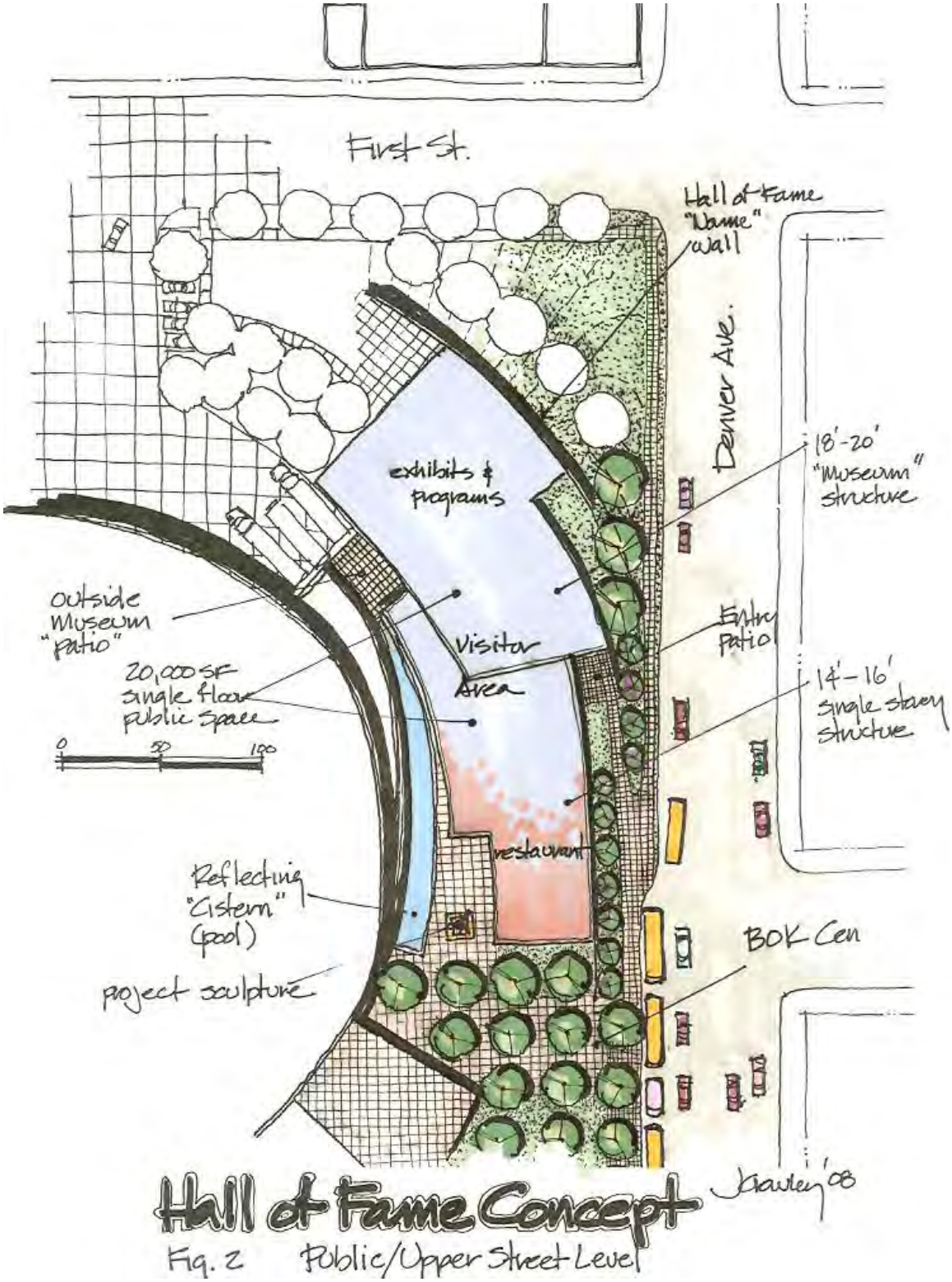
Public/Upper Street Level

This level constitutes the public area of the Hall of Fame to be entered at grade off of Denver Avenue. In fact it shares the "Denver entry" to the BOK Center. The concept shows this space to be approximately 20,000 square feet. It logically includes a higher (18 ft. to 20 ft.) "box" to house the exhibit, program and reception areas of the Hall of Fame at the structure's northern end. A lower (14ft. to 16 ft.) "box" is located to the south and houses retail, catering/eating and visitor service facilities. The lower part of the structure has more windows, relates to the plazas outside of it and "defers" architecturally to the public entries to the adjacent arena.

The concept shows a Hall of Fame entry at the midpoint of the building as it faces Denver Avenue and a windowless "wing wall" facing northeastward toward the intersection of First Street and Denver Avenue where the name of the facility can be clearly made visible. There is an excellent opportunity for a large public sculpture, emblematic of the sport to be placed prominently on the lawn at the northeast corner. The concept also includes a reflecting pool or "cistern" along the BOK Center's sloping external northeast wall both for aesthetic purposes and also to function as a collecting point for rainfall off of the larger arena's sloping exterior wall. A smaller sculpture can be situated in the plaza area abutting the BOK Center entry, the reflecting pool and an outside eating patio for the potential "restaurant"/reception hall.

Note that the total space shown is 8,000 to 10,000 square feet more than that desired by the user. The concept allows for an "attached" or integral restaurant/sports bar to be situated at the south end of the proposed Hall of Fame structure. While Tulsa is likely to be on the "small" end of an "ESPN Zone" restaurant the unique location (attached to a Sports Hall of Fame at the entry to a major sports facility) could attract such a user.

Public/Upper Street Level – Figure 2



Concept Sketches

The remaining concept graphics merely reflect on the potential form and materials of the Hall of Fame structure. Basically, it should consist solely of the stainless steel, glass, metal frame components and the rectilinear modular and curvilinear forms of the adjacent and principal building. Pavement and landscape materials should be an extension of the BOK Center "urban floor plans" as well.

It is assumed that if this concept articulates the user's needs well, is financially feasible and acceptable to the Tulsa Community that a clearer and more architecturally driven design will follow. This "urban design" level can also be easily modified to accommodate ideas which follow on the review of this study. Long range potential for expansion is accommodated by extending the structure northwestward.

If properly executed this facility and the Hall of Fame it houses can clearly prove to be an important community asset. The appropriate six million dollars ($6,000,000) needed for the shell building should pay itself out over the course of two or three national tournaments which could follow on the implementation of the Hall of Fame in Tulsa.

Finally, note that the concept is drawn off of aerials and concept plans for the yet to be completed adjacent arena. The designs however, are drawn to accept variations which will occur in the BOK Center's "as built" conditions.

Figure 3 - General Massing

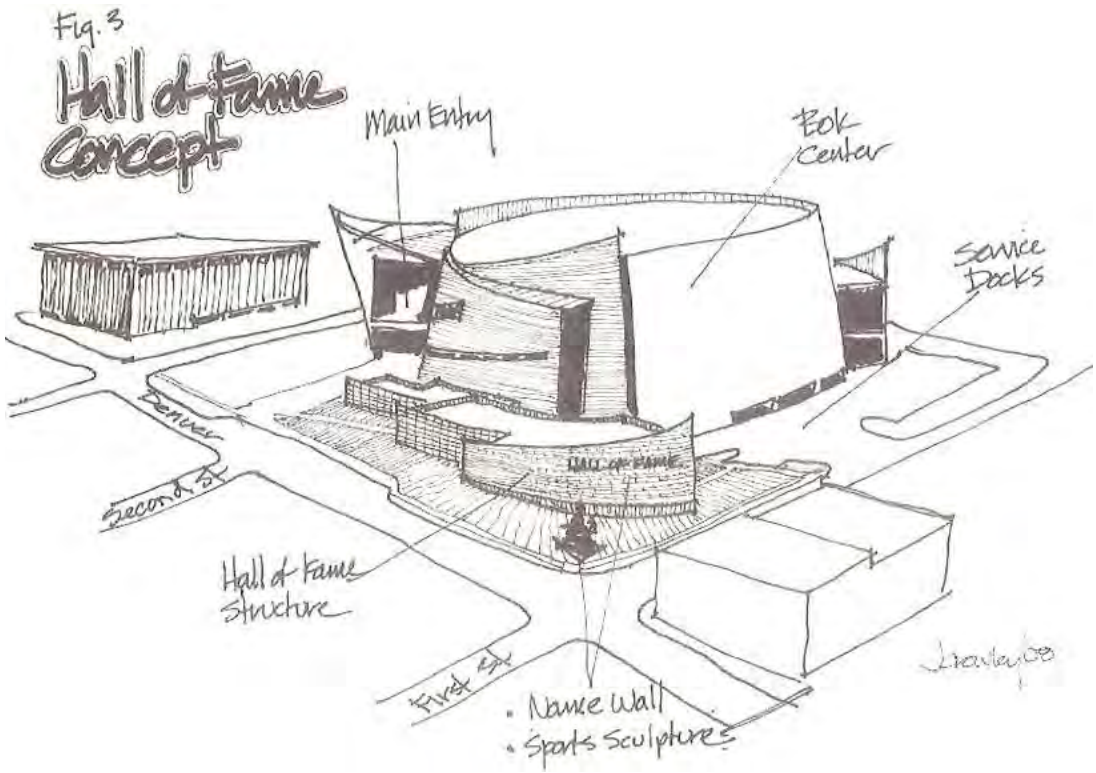
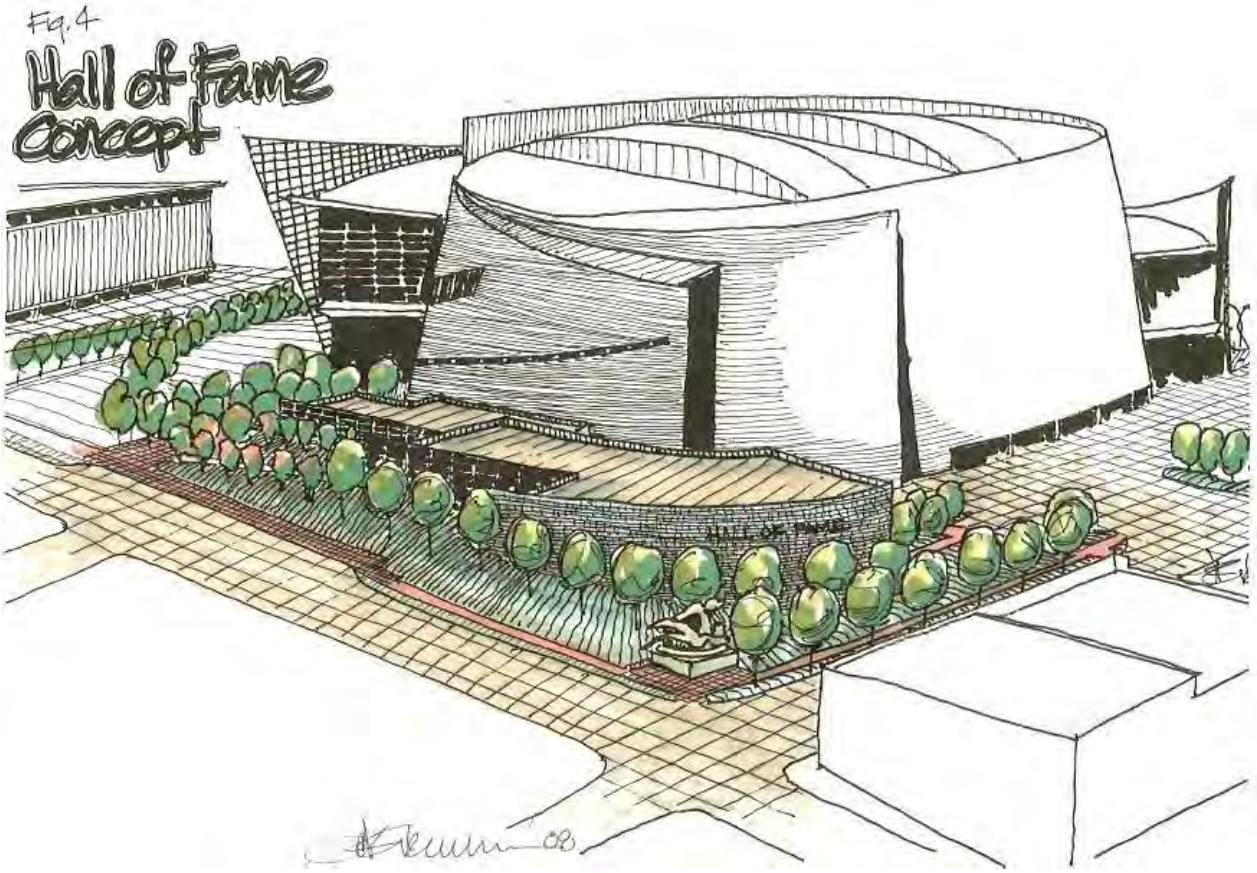


Figure 4 - General Axonometric of site

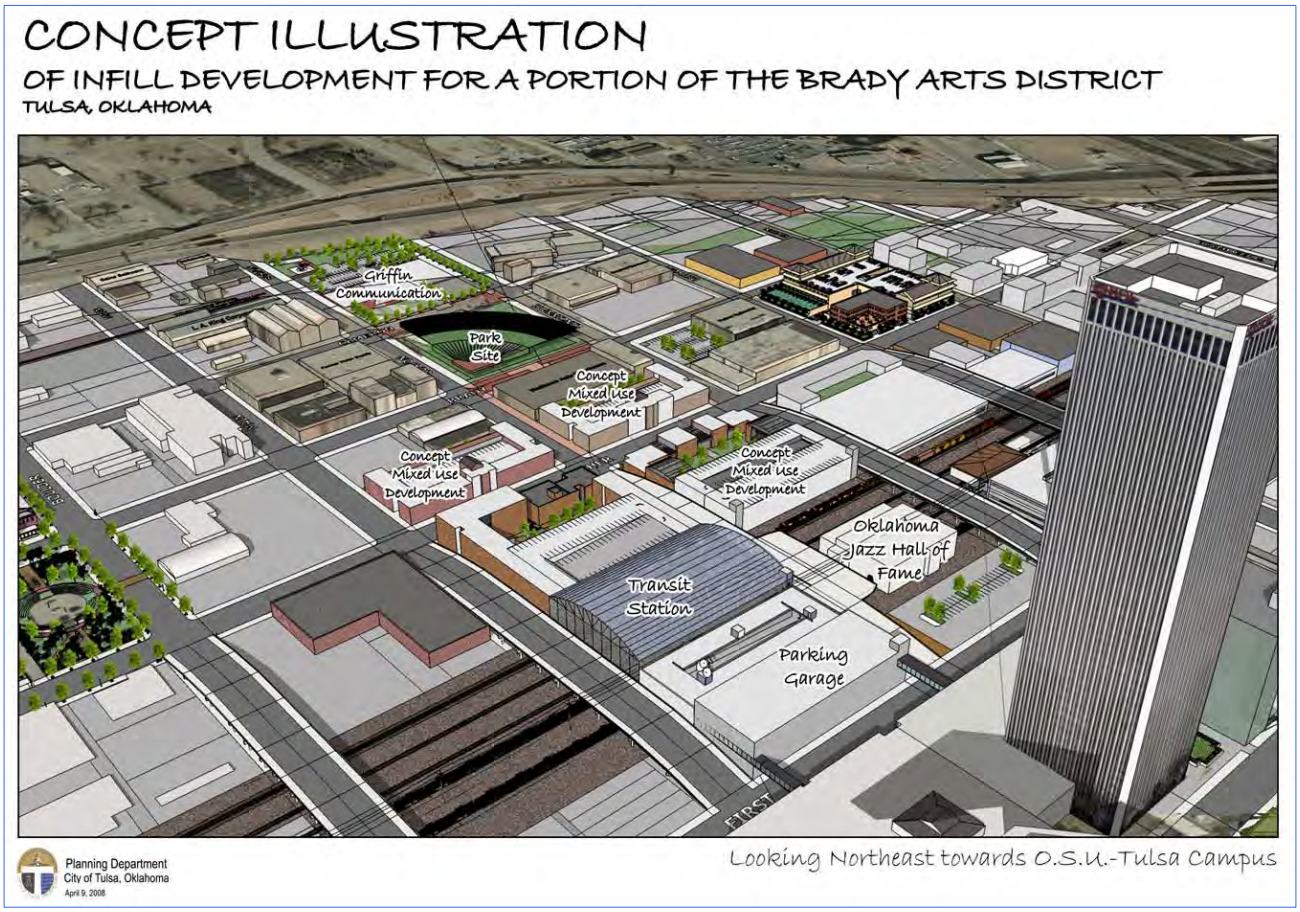


APPENDIX 1.9

I-244 TO 2ND STREET SOUTH BETWEEN
BOSTON AND CINCINNATI AVENUES, TULSA, OKLAHOMA
CONCEPT STUDY

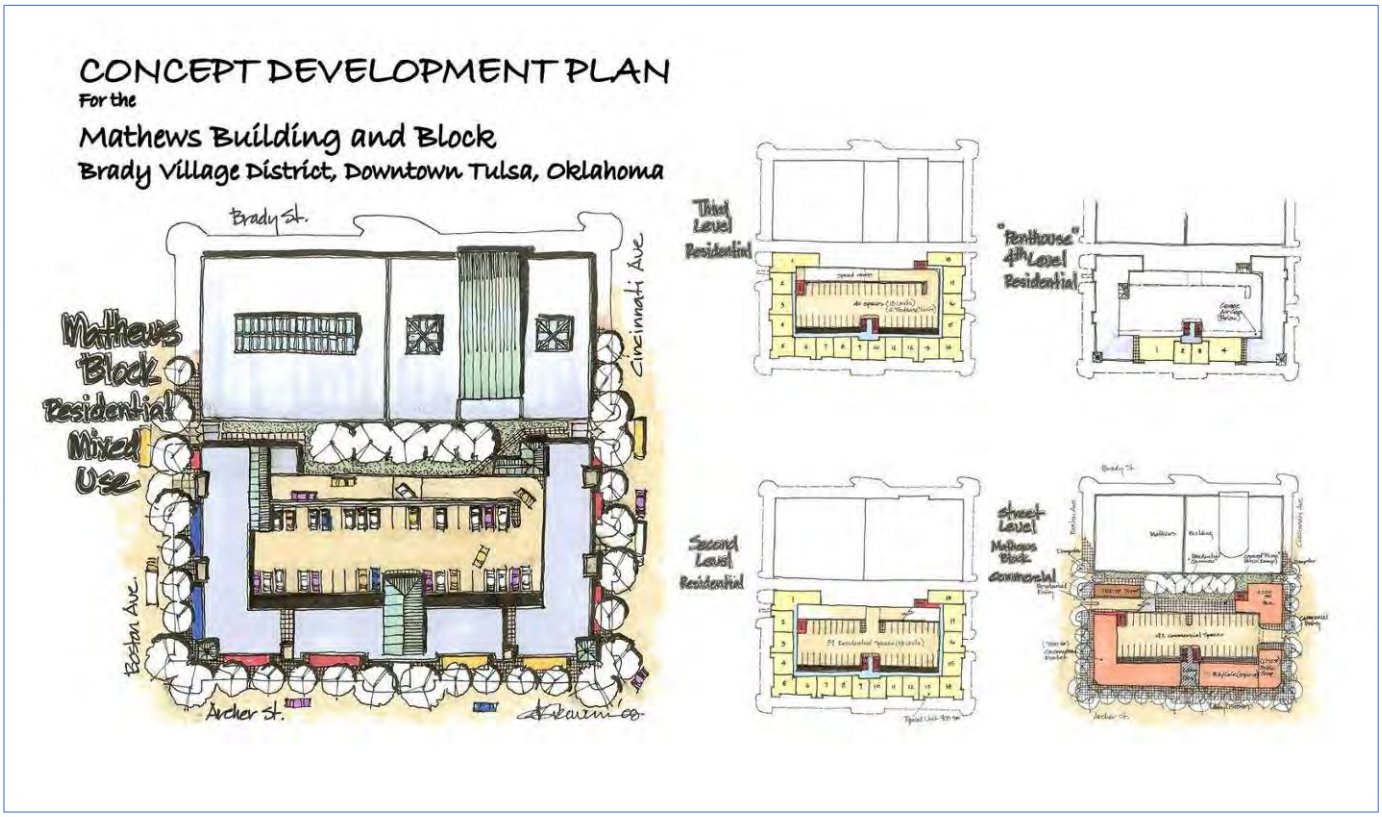
APPENDIX 1.10

INFILL DEVELOPMENT FOR A PORTION OF BRADY ARTS DISTRICT, TULSA, OKLAHOMA – PERSPECTIVE



APPENDIX 1.11

MATHEWS BUILDING AND BLOCK - BRADY VLLAGE DISTRICT, DOWNTOWN TULSA, OKLAHOMA - CONCEPT DEVELOPMENT PLAN



APPENDIX 1.12

NEW BOULDER AVENUE BRIDGE STUDY

Relative to the Proposed "Downtown Area Master Plan"

The Boulder Bridge has been closed for structural reasons and is scheduled to be demolished during the spring of 2009. The recently passed road maintenance and development initiative includes funds for the reconstruction of the Boulder Bridge. The following is a brief study of what the design features of the new bridge need to consider in light of the Downtown Area Master Plan which is nearing completion.

1. A Rail Transit System is proposed whose initial segment begins on the Union Pacific line (UP) at 23rd and Jackson on the Arkansas River's west bank, runs along the Burlington Northern Santa Fe line (BNSF) through the downtown and northeastward on the WATCO line to a stop between the O.S.U. Tulsa Campus and the Evans Electric – Fintube track. This necessitates that all traffic intersections with the Rail (Freight and Transit) System eventually be grade separated. The reconstruction of the Boulder Bridge meets that goal in this instance. It also assumes that it will meet freight Rail clearance requirements which in turn more than cover any passenger rail clearance requirements. The passenger rail plan also assumes that the use of the BNSF right of way will require that transit build its own tracks apart from the fully used freight tracks along the southern edge at the approximately 100 foot corridor. The transit tracks will also need to meet freight rail design requirements regardless of whether or not it caries light rail or not. The transit lines will have to cross the freight tracks when transitioning to the WATCO line at O.S.U. – Fintube in the initial phase and in later phases to access the Sand Springs corridor. In as much as local short line freight railroads will be utilizing the Sand Springs, Union Pacific (Sapulpa) and WATCO corridors all installed transit tracks will have to meet freight rail requirements in shared corridors. It is clearly to Tulsa's economic development benefit that freight rail infrastructure be improved during the installation of passenger transit rail. The Downtown/Williams Center Station should lie at the track level with a central platform between a pair of tracks (platform width 15 to 20 feet) for east and westbound trains. While the stop itself lies between Main and Boston Avenues the platform should extend westward to receive transfer passengers from the bus/trolley corridor on Boulder Avenue. Specifically the new Boulder Bridge should accommodate a stair (and perhaps elevator) from the eastern edge of the bridge to connect the proposed trolley to the transit below. Refer to Figures 1, 2 and 3.

2. Boulder Bridge Concept. The bridge surface cross section should accommodate (from east to west). Refer to Figures 1, 2 and 3:

- A sidewalk along the eastern edge of approximately 8 – 10 feet with an ability to connect (in the future) to the above noted link between The Trolley and Transit corridors.

- An 11 foot northbound drive lane that can accept a proposed northbound trolley track.

- A 12 foot northbound drive lane.

+

- A 12 foot southbound drive lane.

- An 11 foot southbound drive lane that can accept a proposed southbound trolley track.

- A broad (17' – 18') landscaped pedestrian walkway along the western edge of the bridge:
    - Trees planted in the backfilled portions of the bridge and ramps.
    - The accommodation of a potential diagonal pedestrian span connecting the Boulder and Cherokee corridors to abbreviate the walk-able connection between the BOK and Convention Center and the Brady Arts and Entertainment District (Diagram to be discussed later).
    - Sidewalk can include entry arch to "Brady Village" and retail/concession stand.

- Light standards on bridge should be positioned on the seam between the sidewalks and the future trolley lanes so that electrical catenaries can be mounted on them. The bridge should include electrical vaults to power the future trolleys' and the stands and events along the wider of the two sidewalks.

- The wide sidewalk is positioned along the west edge of the bridge because:
    - Possibility of the Boulder to Cherokee pedestrian bridge.
    - Desire lines between Brady Theater and District and BOK Center.
    - Connectivity to the development site west of Boulder between Second and Third Streets.

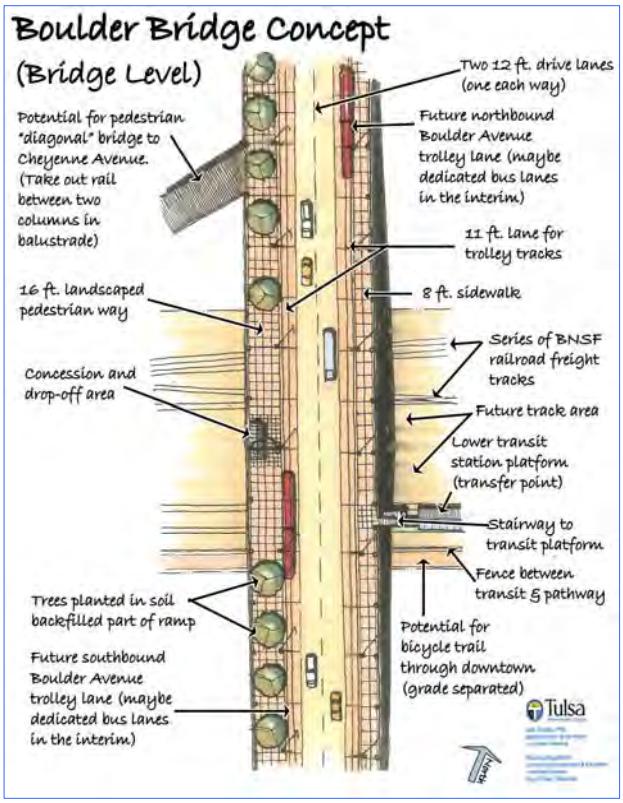


Figure 1

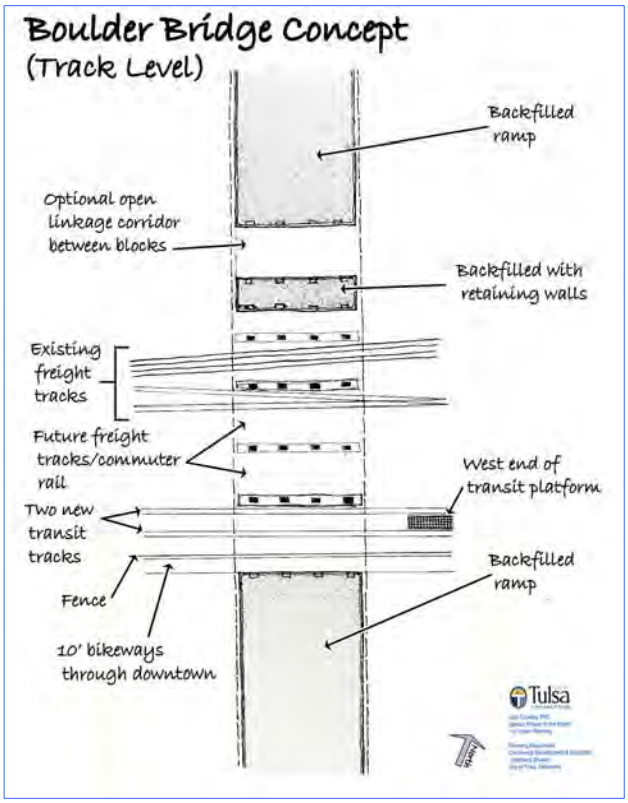


Figure 2

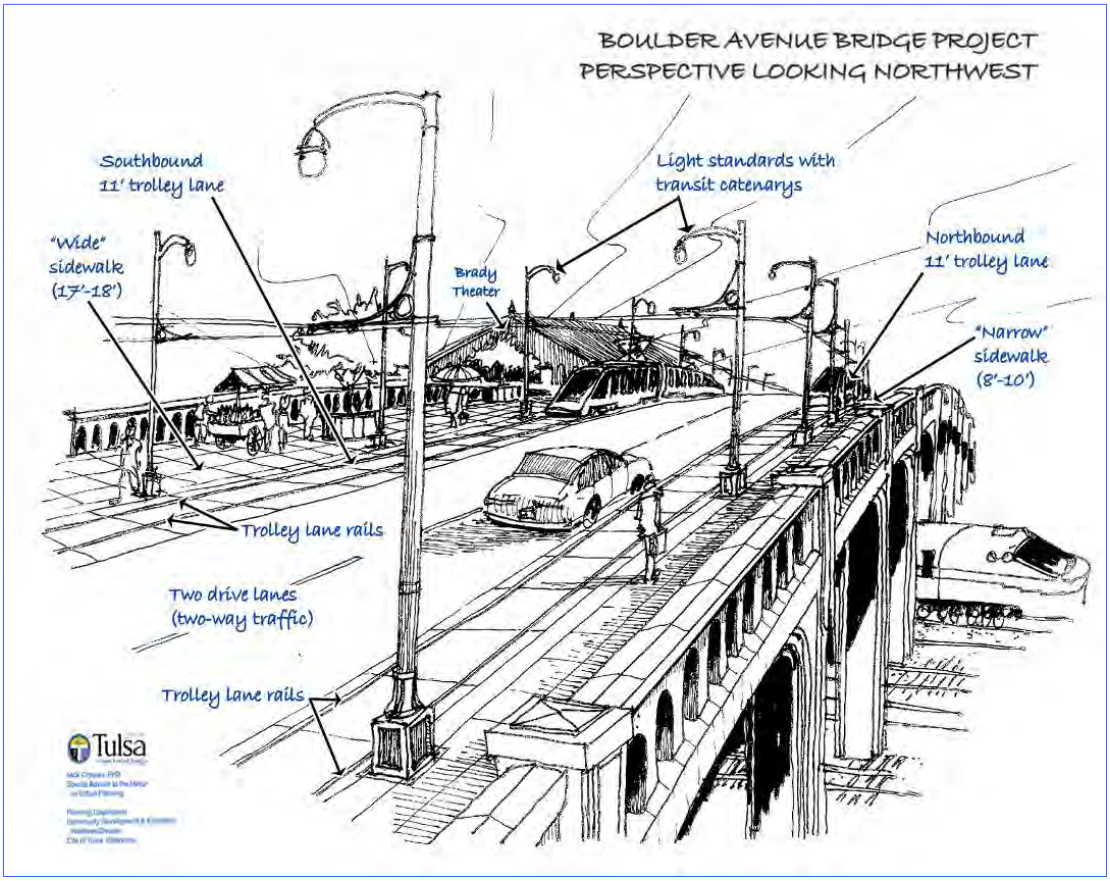


Figure 3

APPENDIX 1.13

NORTH DOWNTOWN CIRCULATION
(Refer to Appendix 1.3)

APPENDIX 1.14

NORTH GARAGE EXPANSION AT THE WILLIAMS CENTER
CONCEPTS AND OPPORTUNITIES

Situation

A concerted effort is being made to strategically alter a number of parking related projects being developed or being considered fro development between First Street and the BNSK Railroad and Main and Detroit Avenues in Downtown Tulsa.

Closing in on bid letting is the renovation of the closed First Street Bridge connecting the William's Resource Center to the existing North Garage (by the Tulsa Parking Authority – TPA) and interior Resource Center hallway ramping to meet ADA standards (by Williams). This project is being done to accommodate an "all weather, grade separated" connection to 300 publicly leased parking spaces for a 90,000+ square foot new tenant planning to move into the Williams Center Tower on September 1, 2008.

Being considered for parking expansion to meet the combined parking needs of the New City Hall and office tenants in all of the Williams Center Buildings is a 2 parking bay northward expansion of the existing garage known as "One Technology Center (OTC) garage."

Because of a number of strategic issues and advantages noted elsewhere a "combined" proposal to southwardly expand the north garage by two parking bays, the elimination of the old connecting bridge and the development of a much shorter, ADA qualified bridge connecting directly to he security area of the BOK lobby (740 foot level) is offered instead.

This paper takes the reader through a scenario for the North Garage expansion and addresses some of the ancillary potential as well as the projects position in light of a longer range vision for the area.

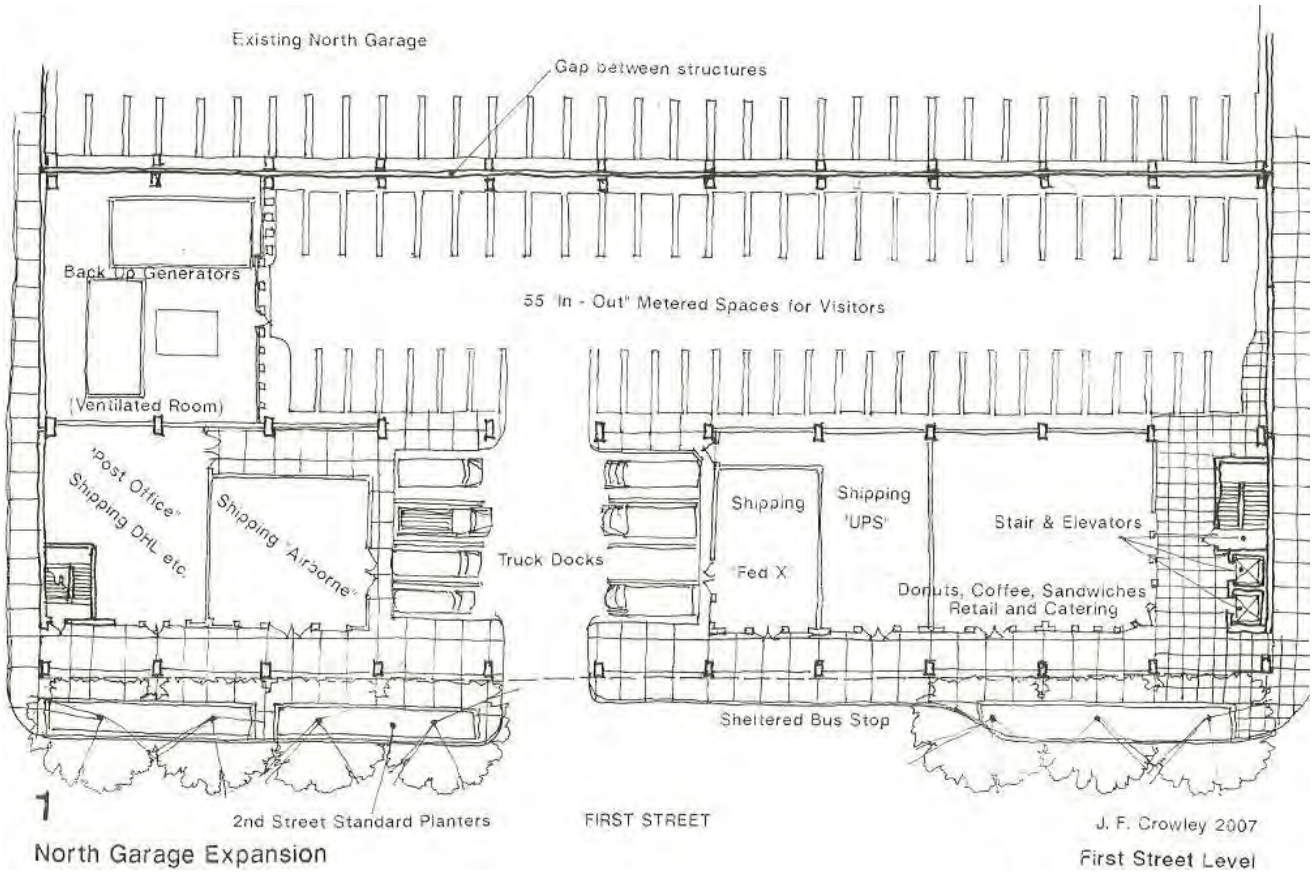
First Street Level

This is the pad or site occurred by Williams over which the expansion will be built (air rights and support column easements). The site is not excavated to the lower level (track level) of the adjacent North Garage so that there is an on grade retail frontage along First Street. Note that to accommodate two complete 90 degree parking bays on the upper levels the garage will have to "overhang" the sidewalk along the north side of First Street by 4 to 6 feet. This feature affords shelter for the bus stop, covers for retail entry ways and a weather cover for a "kiss and ride" time which is the passenger side of westbound cars. The concept figure shows Williams' "Back up Generator" facility left in place and 55 Business visitor spaces (possibly metered). The expansion will likely require at least one additional exit stairs (2 shown) and an elevator core at the southeast corner connecting to a shorter, new bridge into the BOK Lobby.

Fifty five spaces will require a single point of entry which in the concept also includes service bays for the street side retail. The figure suggests a mailing, shipping and office services theme. It includes a coffee, donut, bagel and deli capable of providing off site catering services directly into the adjacent 2 million square feet of offices. It is located on the prime pedestrian corner as well as adjacent to the elevator core to the connecting bridge. The catering can be carried by very retail like enclosed carts that are compatible

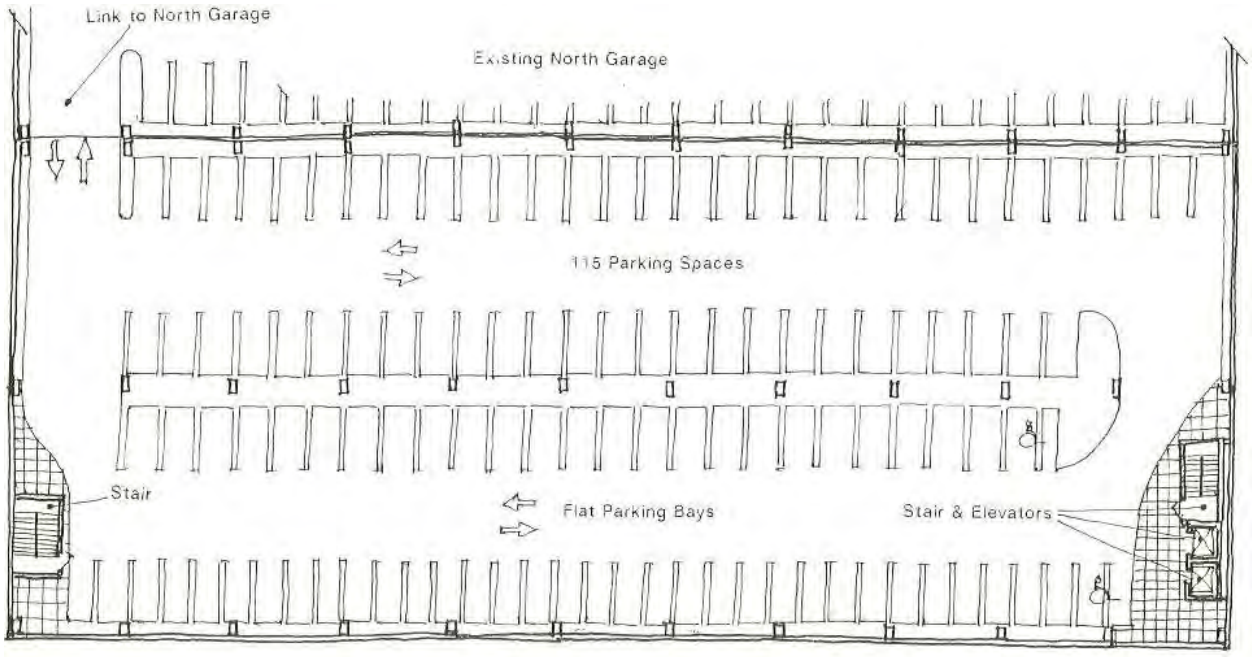
with pedestrian traffic. The closed (old retail) bridge which had been proposed for extensive renovation is eliminated. It is obsolete because it intersected the original shops of Williams Forum in a “split level” fashion meant to expose more stores on entry. In the post 9/11 period, with contemporary ADA requirements and a changed usage to office the bridge is completely inappropriate.

Because the first floor is not excavated the first level where the flat parking bays of the expansion are matched to the existing garage is the third parking elevation. This affords a street level clearance of approximately fourteen (14) feet which is ideal for retail. The sheltered street side also accommodates a bus or transit pull out.



New Second Level
(Third Garage Level)

This level matches the entry level of the existing North Garage which is the top of the Boston Avenue Bridge opposite the entrance to the Jazz Hall of Fame. The two bays show a net new parking count of approximately 115 spaces although a second link to and from the existing garage may be required at the drawing's right side. Detail design may slightly alter this count. There is a unique opportunity here for metered guest or visitor parking at this level which not only accommodates visitors to Williams Center but also to the Jazz Hall of Fame and possibly the main light rail station to the north of the garage. The garage can easily position the monthly parking gates to limit access by visitors elsewhere in the garage by putting them on the ramps to levels above and below this Boston Avenue entrance grade. Likewise access to the new expansion bays can be allowed or not by card gates based on visitor demands in the future. The bridge into the BOK Lobby is one level above this elevation.

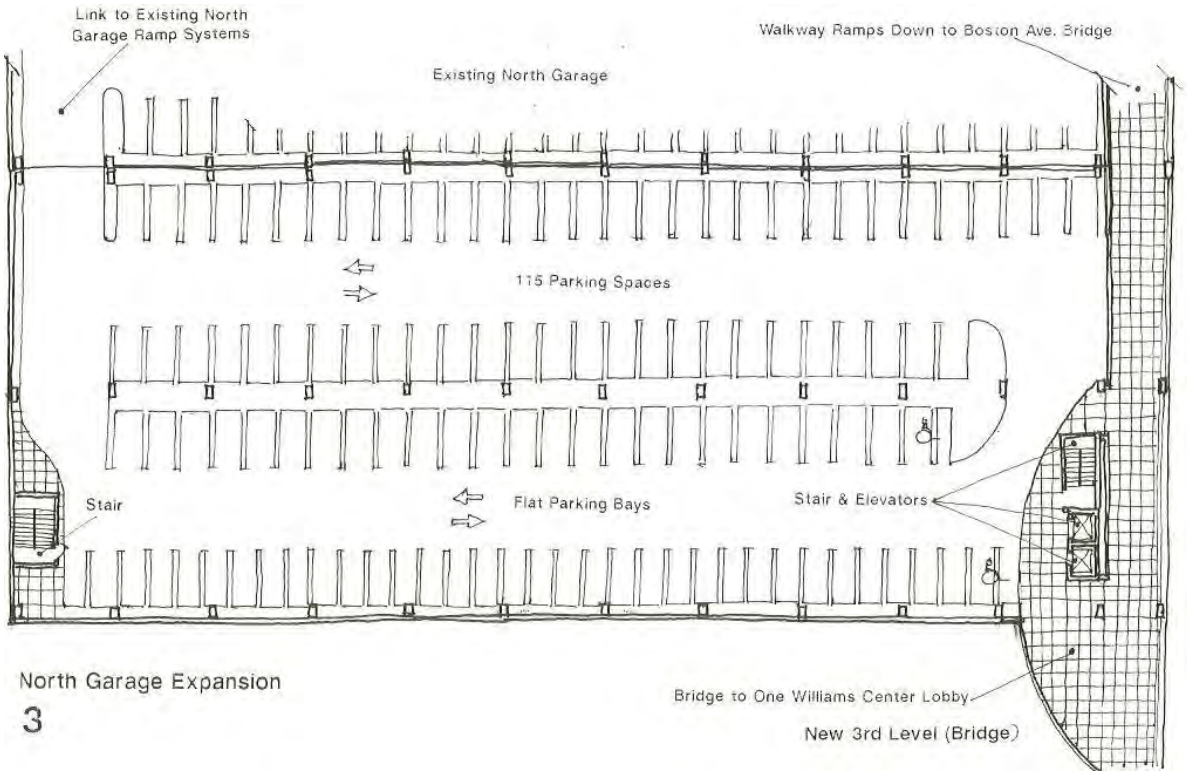


North Garage Expansion
2

J. F. Crowley 2007
New 2nd Level

New Third Level
(Fourth Garage Level)

As in the level below, these two new flat parking bays will accommodate approximately 115 spaces. This is the level of the bridge to the BOK Lobby at the point where the building has placed its principal security desk and point where visitors are given access to the secured areas of the buildings. It is also the principal location for information which will be directly evident to all entering from the North. The concept sketch also shows and eventual bridge structure that can be positioned on the outside of North Garage and the expansion which slopes downward to the North to a point on grade at the south edge of the existing east garage entrance. This later option affords transit riders leaving (or returning to) the proposed light rail station direct ramped access to One Williams Center's main lobby.



New Fourth Level
(Fifth Level of Garage)

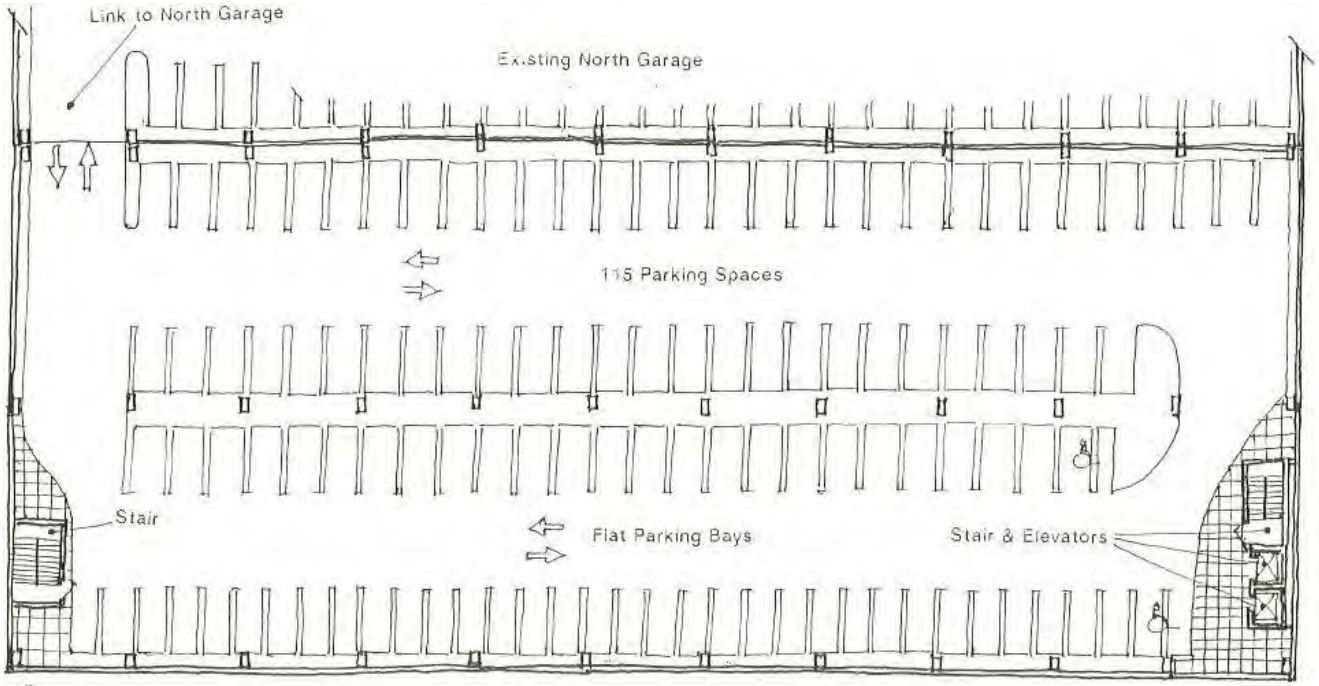
This level reflects the same number of parking spaces (115) as the two levels below it.

New Fifth Level
(Sixth Level of Garage)

This level reflects the same number of parking spaces (115) as the three levels below it.

New Sixth and Seventh Levels

- The total projected number of new parking spaces in the North Garage Expansion is 500+
- At the time the garage is built added structural support may be built into the expansion columns and footings such that a “rooftop” use can be added (or built as part of the expansion phase)
- The elevator and stair towers can be built to be extended as well.
- The rooftop use also shelters the garage’s top floor parking bays and makes them more attractive to users.
- Depending on the load bearing capacities in the existing North Garage columns and footings a cover or single use floor may be extended northward over the existing top level.
- The concept in this instance suggests a large recreational health facility such as a YMCA or YWCA. (shown in the attached two “Office or Health Club Level Sketches”)
    - General layout of main floor and mezzanine is only for demonstration purposes
    - The site is three levels above a principal bridge connecting to more than 2 million square feet of office workers, a major hotel and addition million square feet of two other office buildings connected by bridge.
    - The site is immediately accessible to numerous downtown residences, built and projected in the master plan for Brady Village.
    - The site is at the proposed main station for the future light rail system.
    - Should a pool be mandatory to a comprehensive health fitness facility it could be positioned on the ground below in lieu of the visitor parking shown in the “First Street Level” sketch.
- If the existing garage can carry an additional floor, outdoor game courts such as jogging, tennis and basketball can be placed as a northward extension of the health facility’s main floor. This will cover and add value to the upper level of parking.

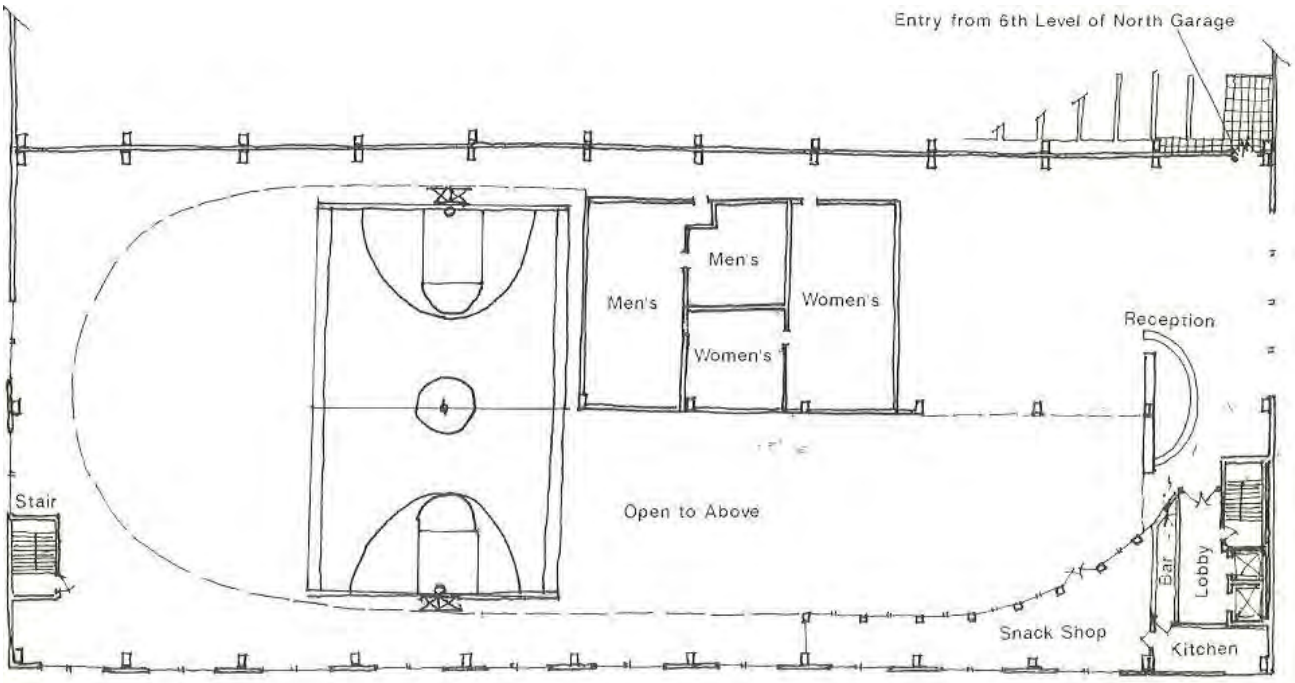


4

North Garage Expansion

J. F. Crowley 2007

New 4th Level

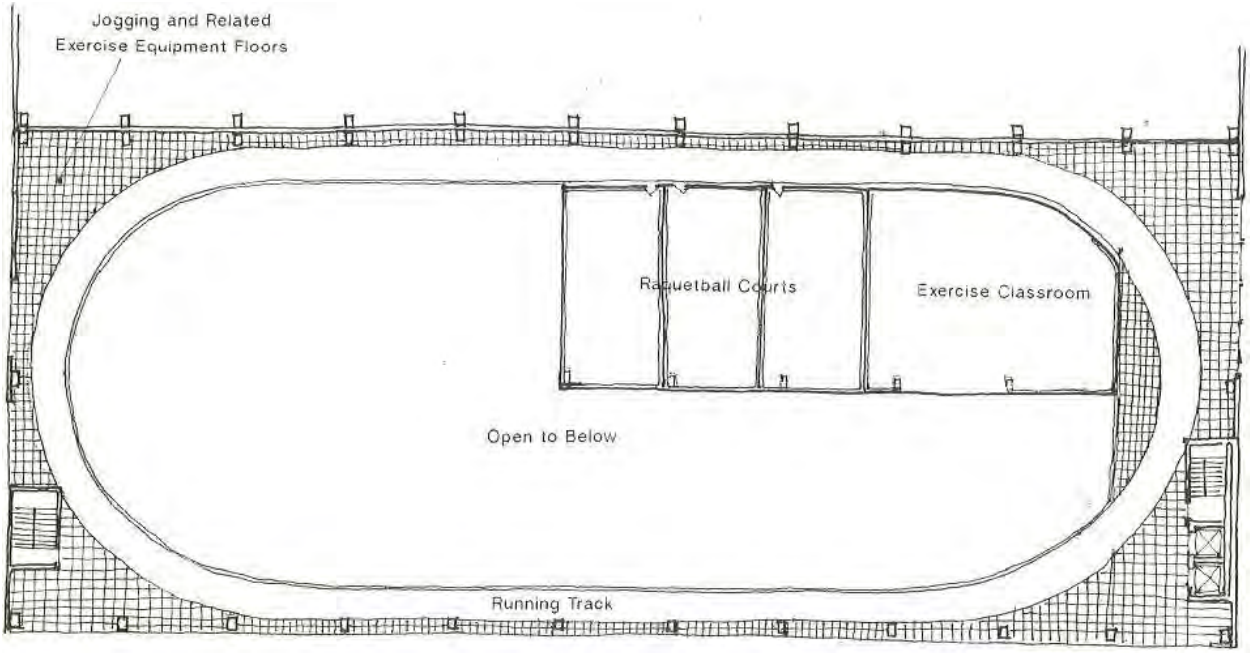


North Garage Expansion

5

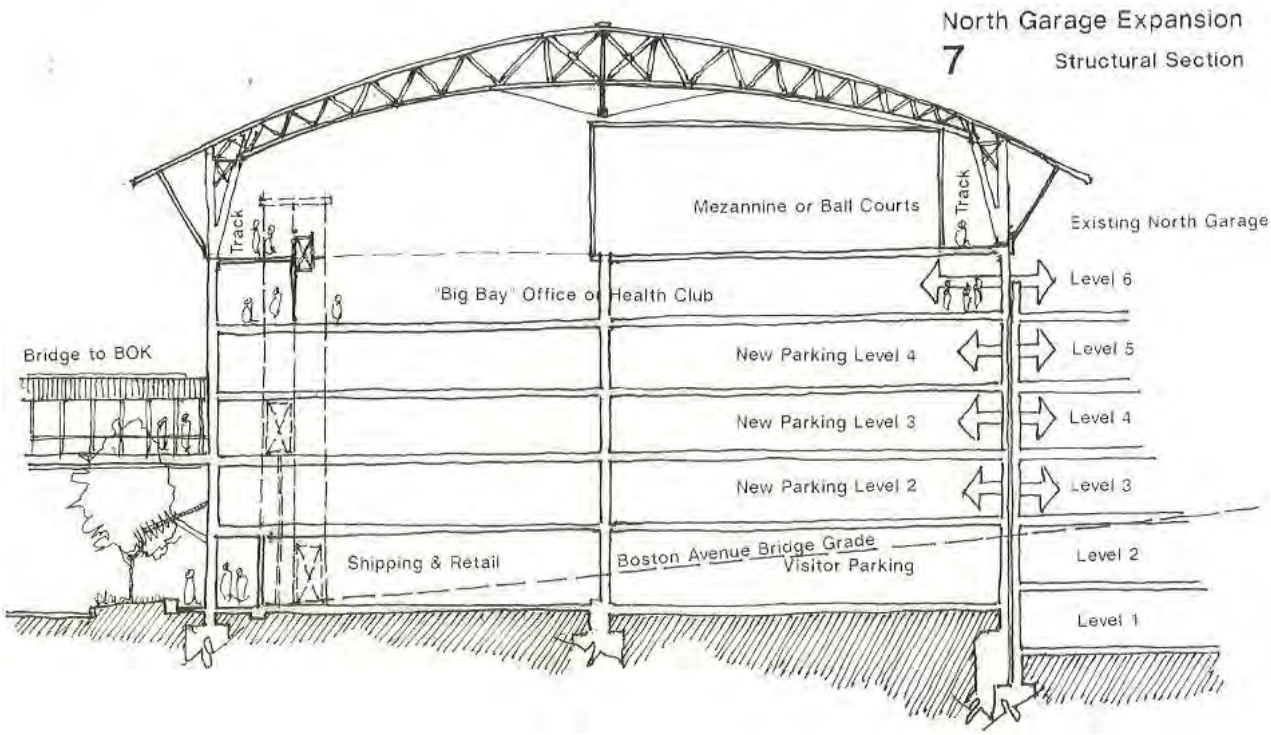
J. F. Crowley 2007

Office or Health Club Level



North Garage Expansion
6

J. F. Crowley 2007
Mezzanine Level



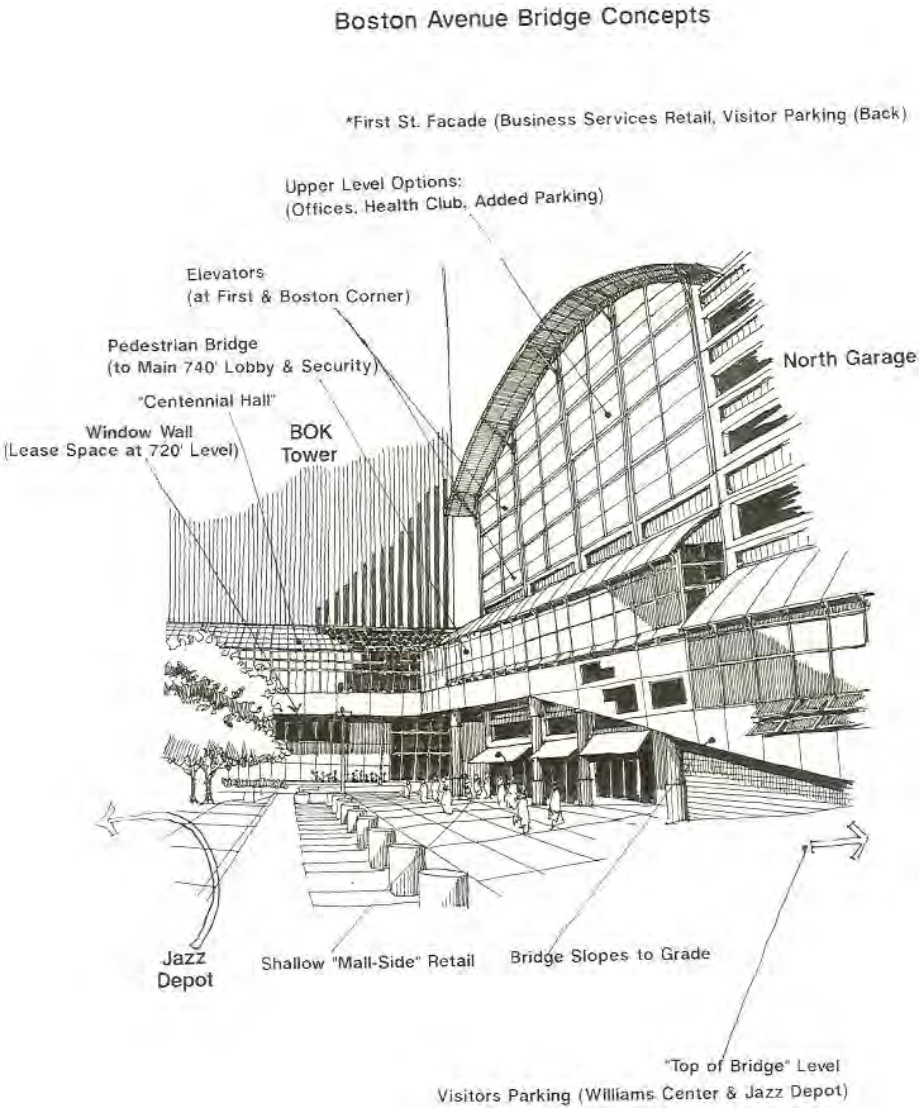
North Garage Expansion
7
Structural Section

North Garage Expansion (section)

The section sketch is shown to demonstrate the relationships of the old and new garage levels as well as the rooftop uses and connecting bridges.

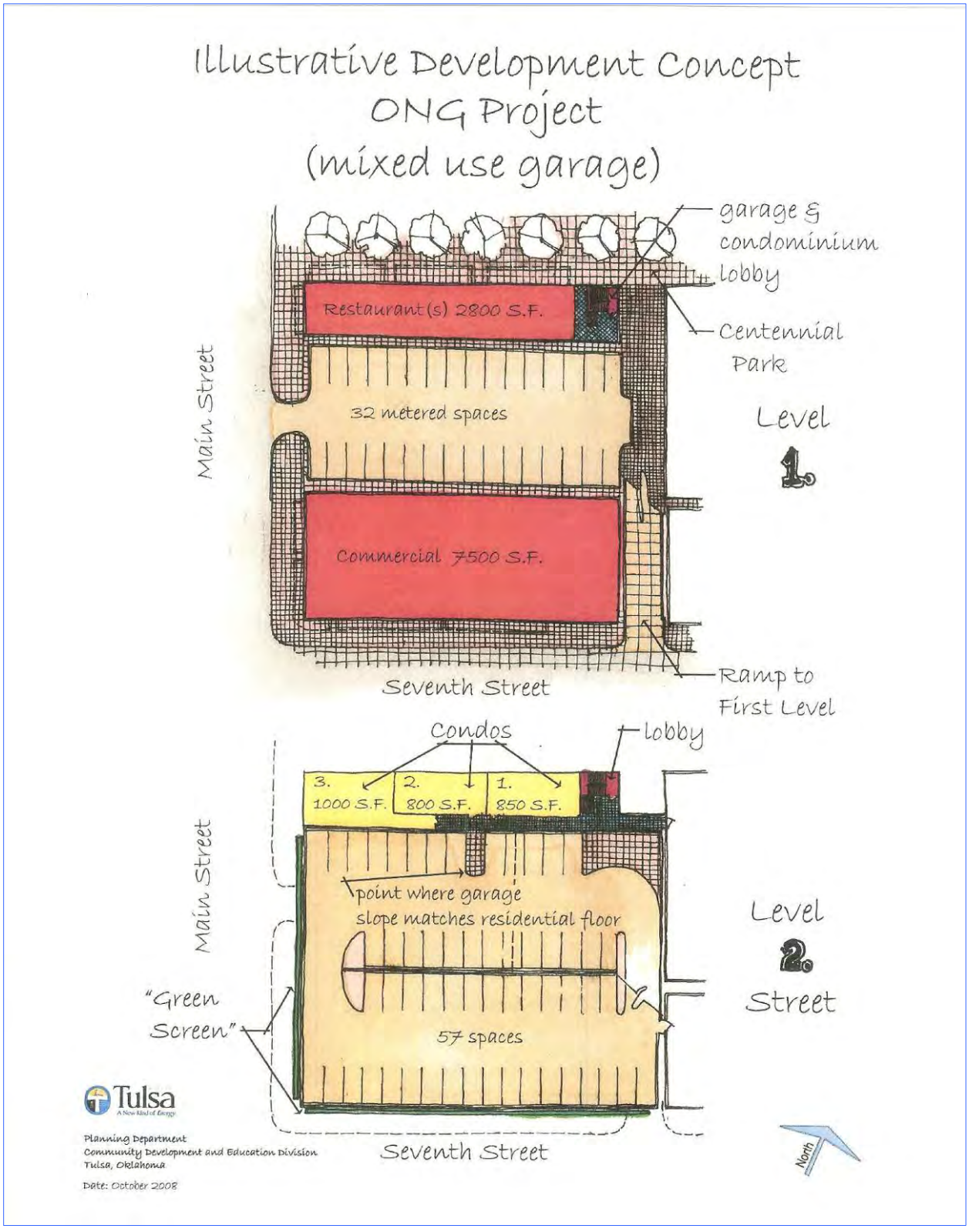
What follows here is a series of sketches merely reflecting the greater possibilities in the Garage and Bridge area.

1. Sketch showing the expansion relative to the potential connection with the Williams Center
2. A plan view of the area between First and Archer Streets with the Transit station, Tribune Building, Jazz Hall of Fame as well as already planned improvements with the Matthews Building Block. The plan also shows potential new parking and mixed use residential along Archer.
3. A greater plan view reflecting the plans for an arts park as well as the Channel Six Complex which in effect commits virtually all of the lands north of the Williams Center to I-244 north of Brady Village.

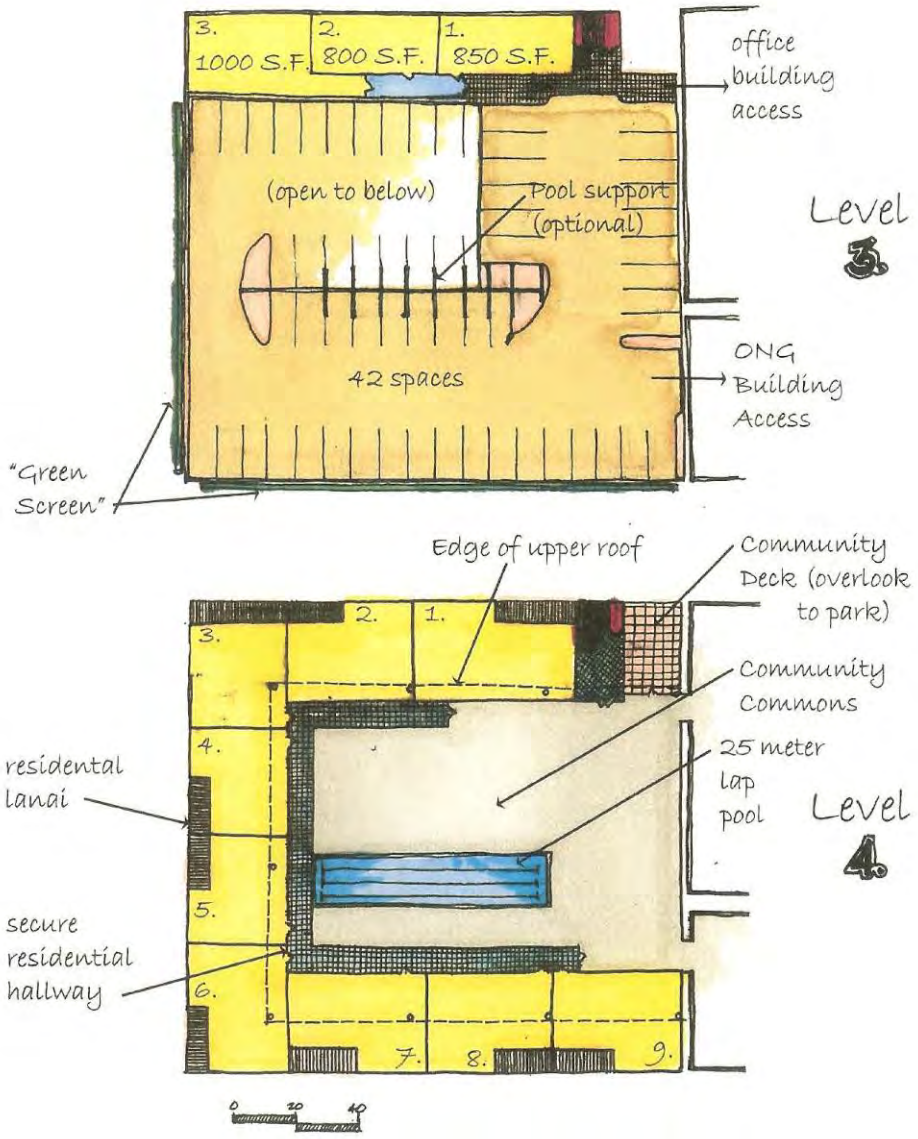


APPENDIX 1.15

ONG PROJECT - ILLUSTRATIVE DEVELOPMENT CONCEPT



Illustrative Development Concept
ONG Project
(mixed use garage)



Tulsa
A New Kind of Energy

Planning Department
Community Development and Education Division
Tulsa, Oklahoma

Date: November 2008

North

APPENDIX 1.16

PHASED CONCEPT FOR THE EXPANSION OF THE TULSA CONVENTION CENTER AND ADJACENT HOTELS

This sketch study views three distinct phases to the development and expansion of the Tulsa Convention Center. It is done in conjunction with the Downtown Master Plan and the strategy is impacted by and impacts upon the larger context of the downtown. The study will combine graphics suggesting the strategy and a very brief text of "bullet points" as an outline explanation.

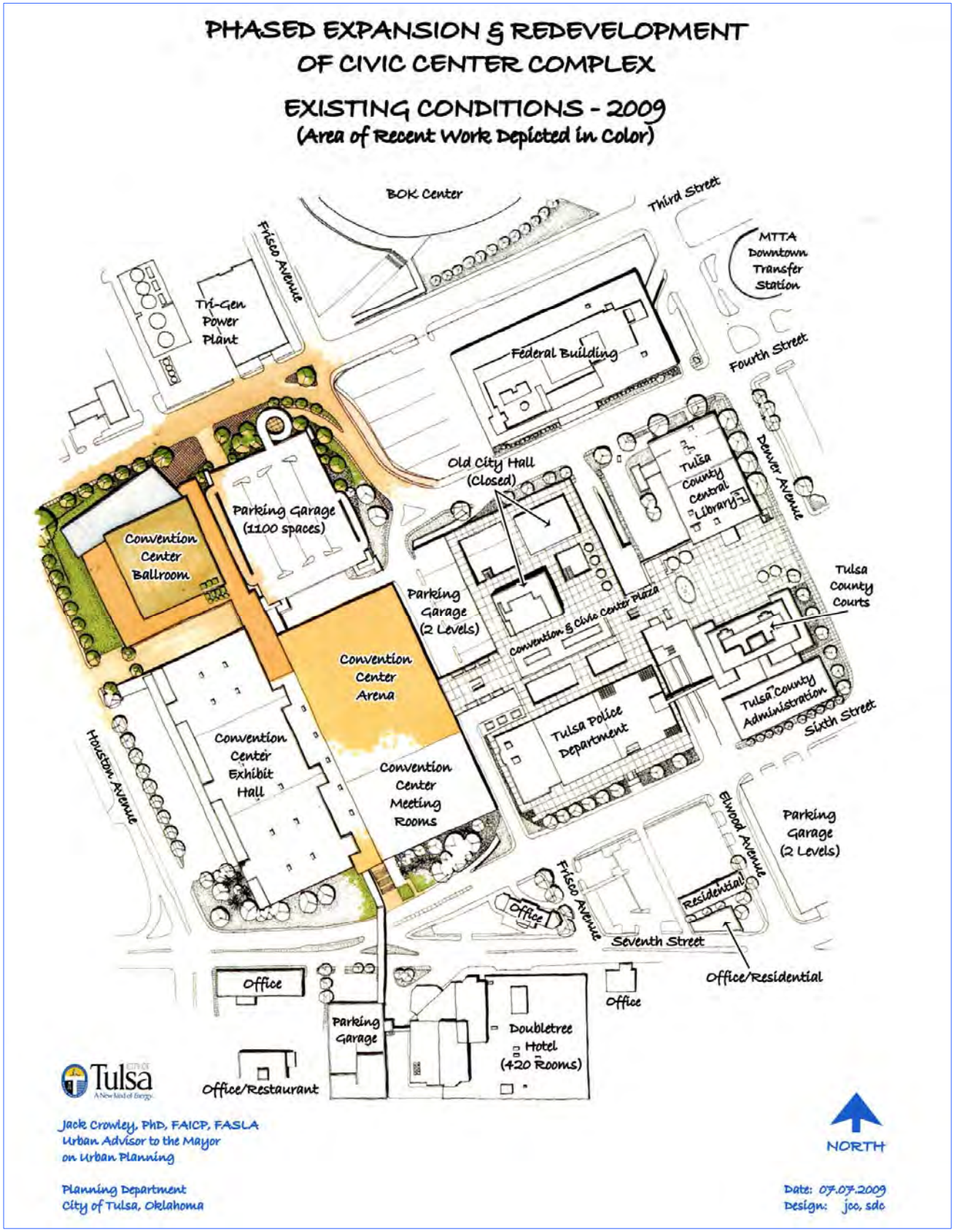
1. Present Circumstances (refer to Figure 1)
   - Completion of the adjacent BOK Center.
   - Ongoing Convention Center improvements including renovation of the existing Convention Center Arena and the 6th Street entrance area.
   - Construction of a new ballroom and meeting room block (Fall 2009).
   - Acquisition of the One Technology Center (OTC) facilities for City Hall and the vacation of the old site for Convention Center expansion.
   - Renewal of efforts to relocate the adjacent Federal Building.
   - Downtown renovation of Hotels (Crowne Plaza, 550 rooms, $25 million; Doubletree, 450 rooms, $7 million (scheduled), Holiday Inn at 6th and Boulder, 230 rooms, $3 million estimated). A total of about 1200 rooms.
   - Downtown Hotel Development (Mayo estimated 100 rooms; Marriott Courtyard estimated 120 rooms).

   Present Needs
   - Desire by Convention and Visitors Bureau (CVB) for an additional 1000-1200 rooms, with at least one property directly connected to the Convention Center as a "Headquarters" hotel.
   - Need for meeting rooms and a new catering kitchen.

   Challenges
   - A "Convention Center Hotel" recently went on the market for approximately $80,000-$100,000 per room, roughly one half of the cost of building a full service hotel facility.

   First Graphic
   - Depicts present conditions of the Tulsa Convention Center and the improvements under construction highlighted by color (Figure 1).

Figure 1


PHASED EXPANSION & REDEVELOPMENT
OF CIVIC CENTER COMPLEX
EXISTING CONDITIONS - 2009
(Area of Recent Work Depicted in Color)
BOK Center
Third Street
Frisco Avenue
MTTA
Downtown
Transfer
Station
Tri-Gen
Power
Plant
Federal Building
Fourth Street
Old City Hall
(Closed)
Tulsa
County
Central
Library
Denver Avenue
Parking Garage
(1100 spaces)
Convention
Center
Ballroom
Parking
Garage
(2 Levels)
Convention & Civic Center Plaza
Tulsa
County
Courts
Convention
Center
Arena
Tulsa County
Administration
Sixth Street
Tulsa Police
Department
Houston Avenue
Convention
Center
Exhibit
Hall
Convention
Center
Meeting
Rooms
Elwood Avenue
Parking
Garage
(2 Levels)
Frisco Avenue
Office
Residential
Seventh Street
Office/Residential
Office
Office
Parking
Garage
Doubletree
Hotel
(420 Rooms)
Office/Restaurant
Tulsa
A New Kind of Energy.
Jack Crowley, PhD, FAICP, FASLA
Urban Advisor to the Mayor
on Urban Planning
Planning Department
City of Tulsa, Oklahoma
NORTH
Date: 07.07.2009
Design: jcc, sdc

2. Suggested First Series (10 years) of Improvements (refer to Figure 1)

- Encourage The Doubletree to become the "Headquarters Hotel" by:
  - Adding 200 plus rooms to its present 400 plus rooms without adding significantly to meeting and restaurant base.
  - Renovation of existing room stock (scheduled).
  - Developing a direct connection to the Convention Center across 6th Street.
- Extend Fifth "Avenue" (5th Street) westward into the heart of the Convention Center as suggested by earlier studies.
- Add a block of meeting rooms to the existing Convention Center which presently favors arenas, ballrooms and exhibit space.
- Construct a new catering kitchen and renovate the existing ballroom/kitchen area to exhibit or meeting space.

Doubletree Hotel Project (Potential Partnership)

- The TDA land to the south of the Doubletree Hotel has been contracted for the construction of residences, thus cutting off the southward expansion option.
- The city is "marketing" its small office building and parking site at the SE corner of Houston Ave. and 6th Street. This site should be considered as the public contributed incentive to encourage the Doubletree's owner (USAA) to build a six level room wing spanning 6th Street. The wing replaces the rarely used bridge and connects on the south end out of an expansion of the existing Doubletree lobby and on the north end to the main south entrance to the Convention Center. This roughly 250 foot structure will accommodate approximately 200 rooms on six (6) levels with a central corridor. There should be no charge for the use of "air rights" over 6th and 7th Streets.

Exhibit 1 - Ground Level

- Street is altered slightly to accommodate support column "islands" allowing spans of 50 foot ("on center").
- Expanded lobby accommodating an escalator to a public bridge crossing and in a "line of sight" positioning to the main lobby desk and the new tower elevators.
- A storage or "back of the house" area and maid/freight elevator to serve the room wing, particularly if it is another hotel product or "flag".

Exhibit 2 - Crossover (Bridge) Level

- Tower elevator lobby on a "mezzanine" in view of the Registration Desk.
- Wide "crossing corridor," views of downtown skyline.
- Restrooms (if level contains small meeting rooms). An alternative use includes hospitality suites with a parallel, secured hallway.
- Small deli/coffee shop/restaurant on the north end.
- Connecting link structure designed as a garden attendant to the coffee ship. Bridge level adjusts in this area to the floor of the exhibit center hallway. This is built by the public to encourage the room wing's development, funded by the next Convention Center expansion package or a "T.I.F. District" initiated with the hotel construction surrounding the Convention Center.

Exhibit 3 - Typical Room Level

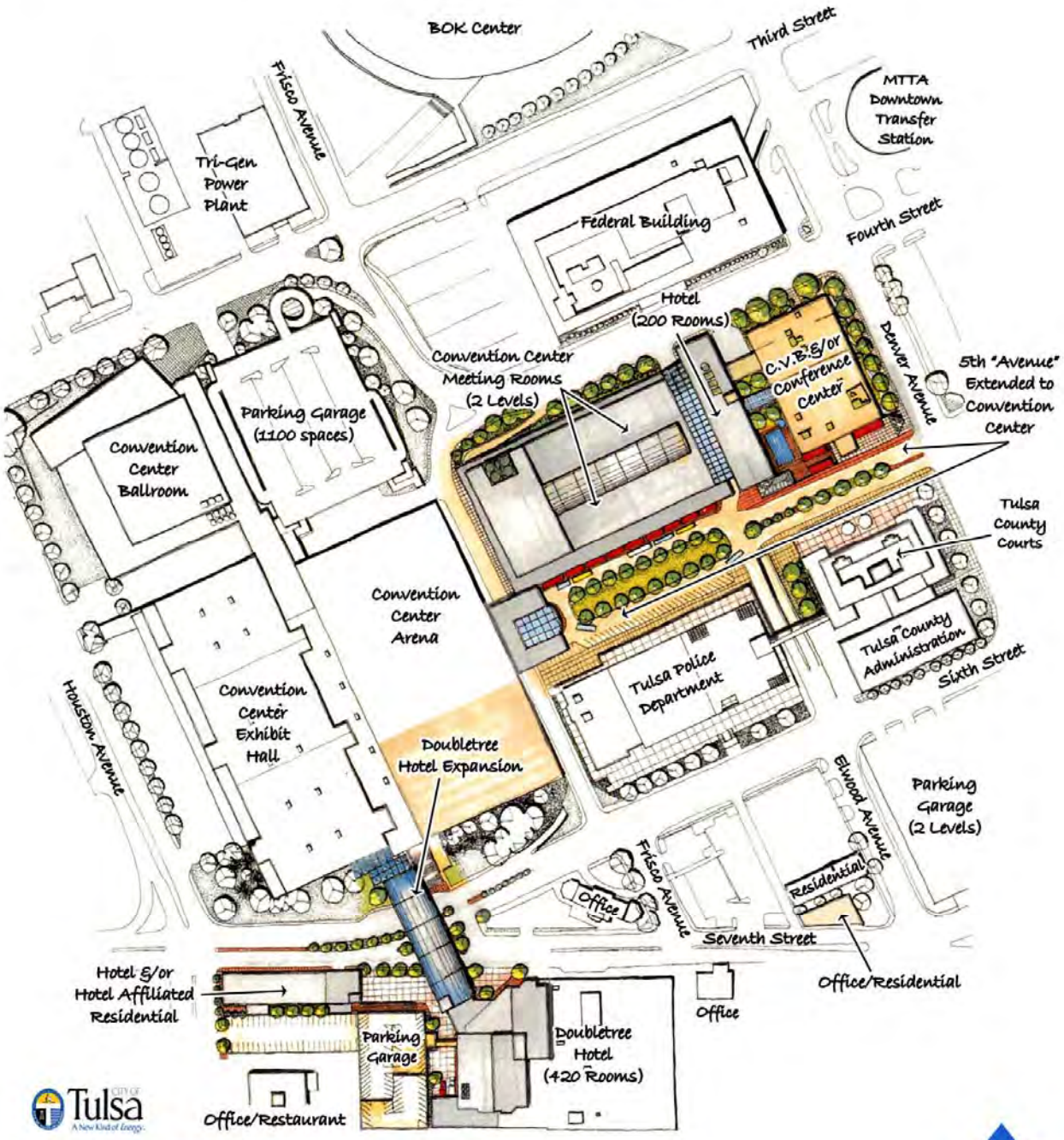
- 30 to 32 typical hotel rooms and central corridor.
- Elevator (guest) on south end and maid/freight elevator on north end.

Figure 2

PHASED EXPANSION & REDEVELOPMENT OF CIVIC CENTER COMPLEX

PHASE 1 DEVELOPMENT ILLUSTRATIVE CONCEPT

(Area of Work Depicted in Color)



Jack Crowley, PhD, FAICP, FASLA
Urban Advisor to the Mayor
on Urban Planning

Planning Department
City of Tulsa, Oklahoma

Date: 07.07.2009
Design: jcc, sdc

Exhibit 1

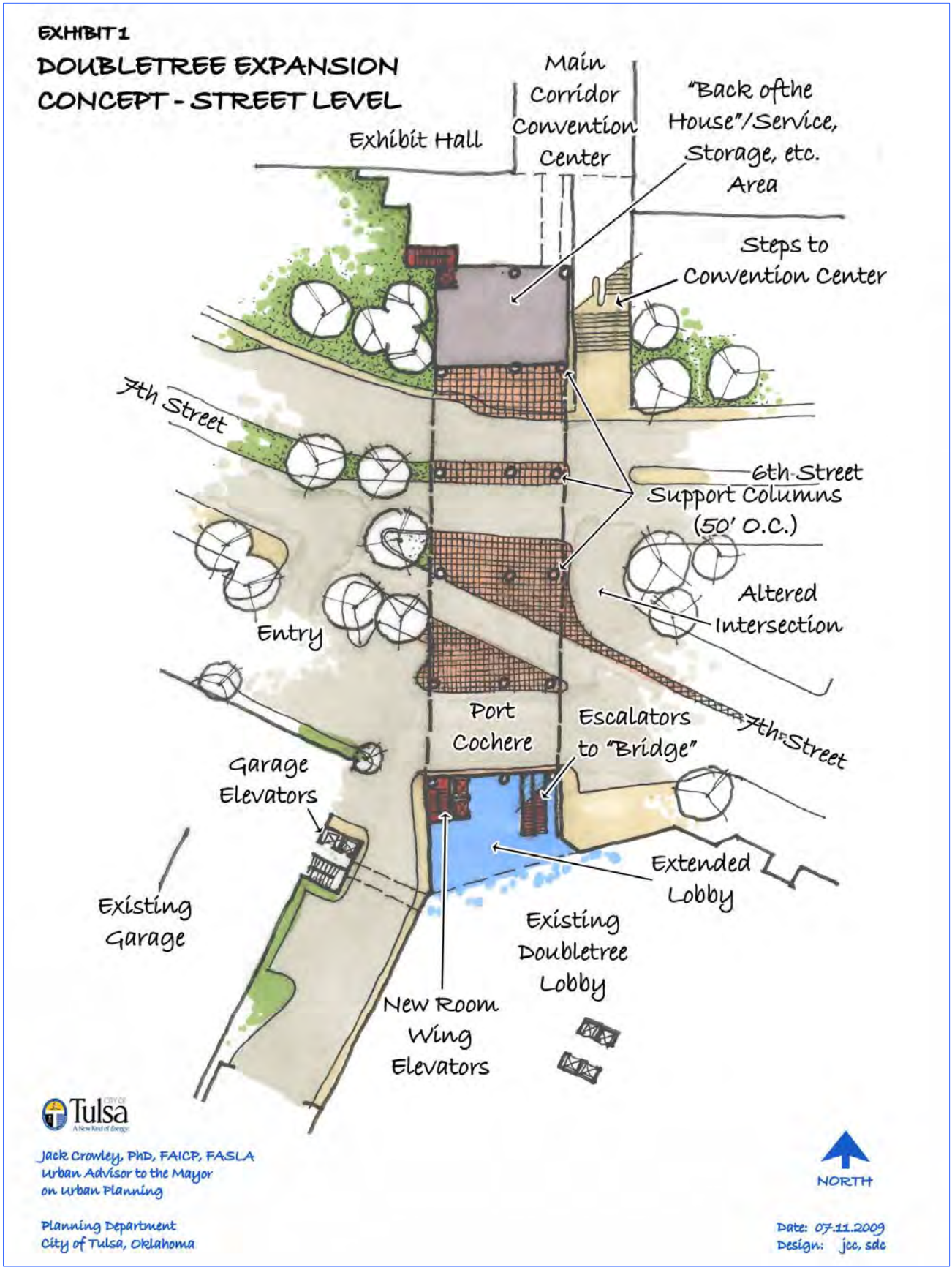


EXHIBIT 1
DOUBLETREE EXPANSION
CONCEPT - STREET LEVEL
Main Corridor Convention Center
Exhibit Hall
"Back of the House"/Service, Storage, etc. Area
Steps to Convention Center
7th Street
6th Street
Support Columns (50' O.C.)
Altered Intersection
Entry
Port Cochere
Escalators to "Bridge"
7th Street
Garage Elevators
Extended Lobby
Existing Garage
Existing Doubletree Lobby
New Room Wing Elevators
Tulsa
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Planning Department
City of Tulsa, Oklahoma
NORTH
Date: 07.11.2009
Design: jcc, sdc

Exhibit 2

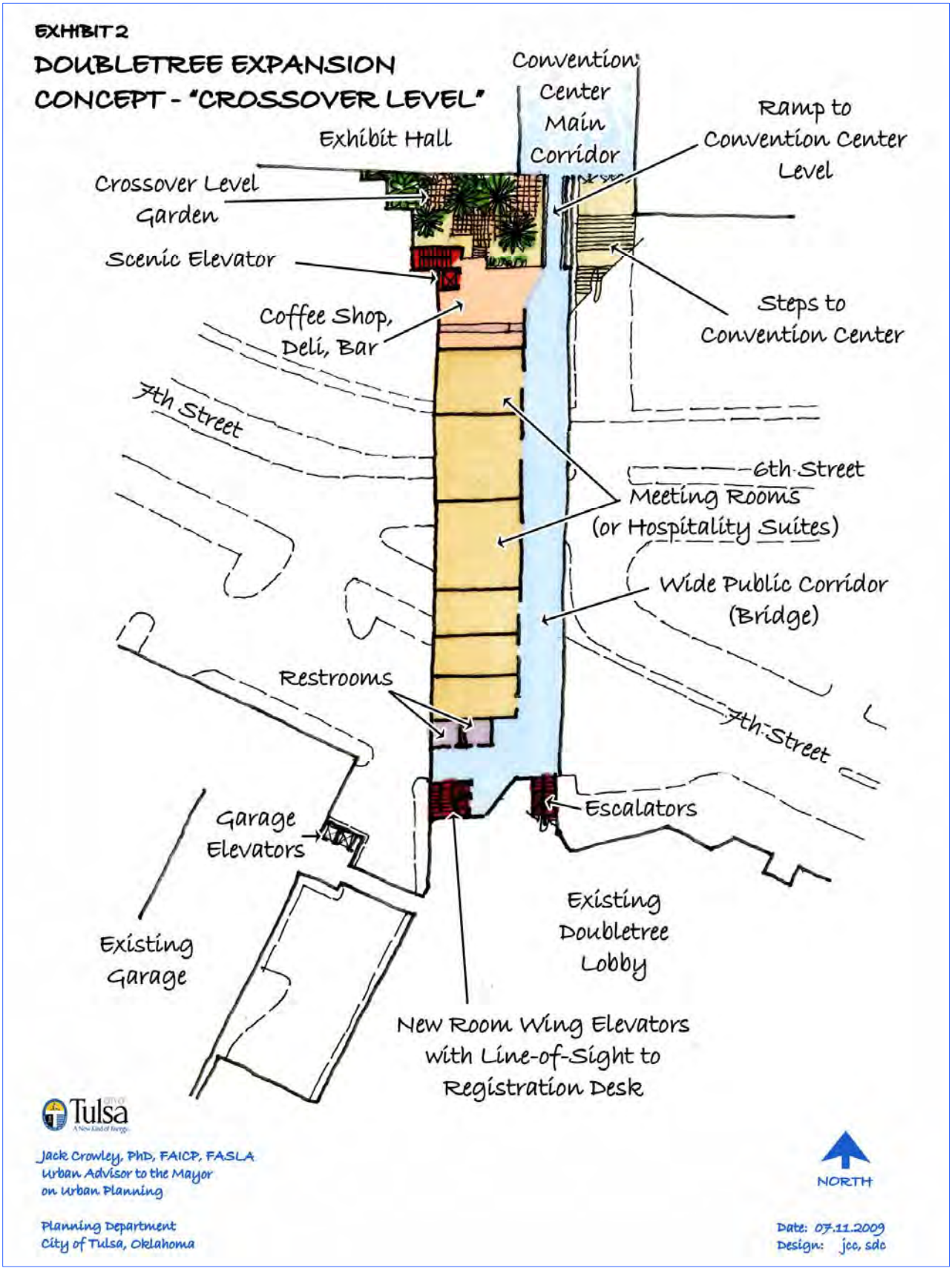
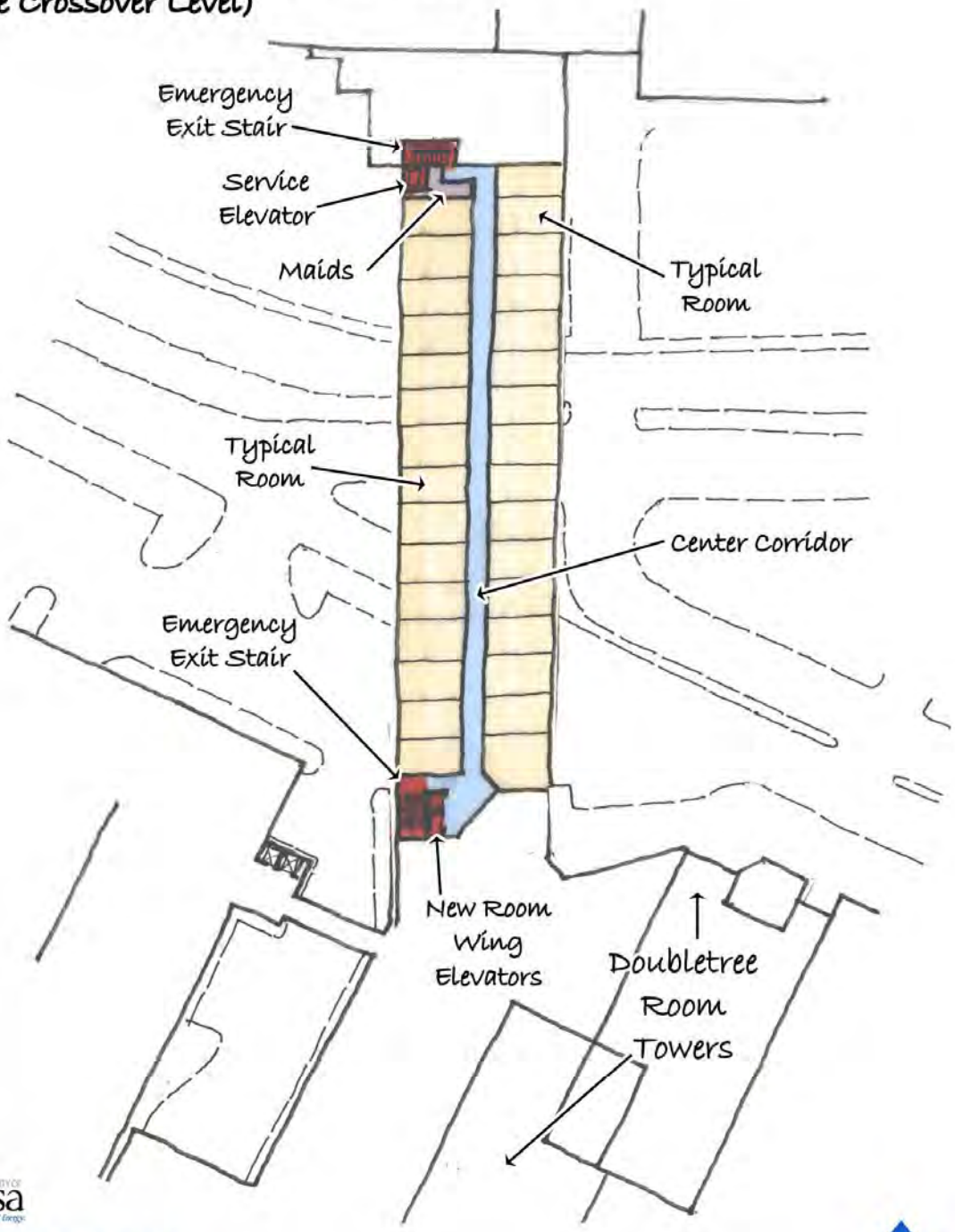


EXHIBIT 2
DOUBLETREE EXPANSION
CONCEPT - "CROSSOVER LEVEL"
Convention Center Main Corridor
Exhibit Hall
Ramp to Convention Center Level
Crossover Level Garden
Scenic Elevator
Coffee Shop, Deli, Bar
Steps to Convention Center
7th Street
6th Street
Meeting Rooms (or Hospitality Suites)
Wide Public Corridor (Bridge)
Restrooms
7th Street
Escalators
Garage Elevators
Existing Doubletree Lobby
Existing Garage
New Room Wing Elevators with Line-of-Sight to Registration Desk
Tulsa
Jack Crowley, PhD, FAICP, FASLA
Urban Advisor to the Mayor
on Urban Planning
Planning Department
City of Tulsa, Oklahoma
NORTH
Date: 07.11.2009
Design: jcc, sdc

Exhibit 3

EXHIBIT 3

DOUBLETREE EXPANSION CONCEPT - "TYPICAL ROOM LEVEL" (Above Crossover Level)



Tulsa

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on Urban Planning

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City of Tulsa, Oklahoma

Date: 07.11.2009
Design: jcc, sdc

5th Avenue Extension/Meeting Block Expansion (refer to Figure 2):

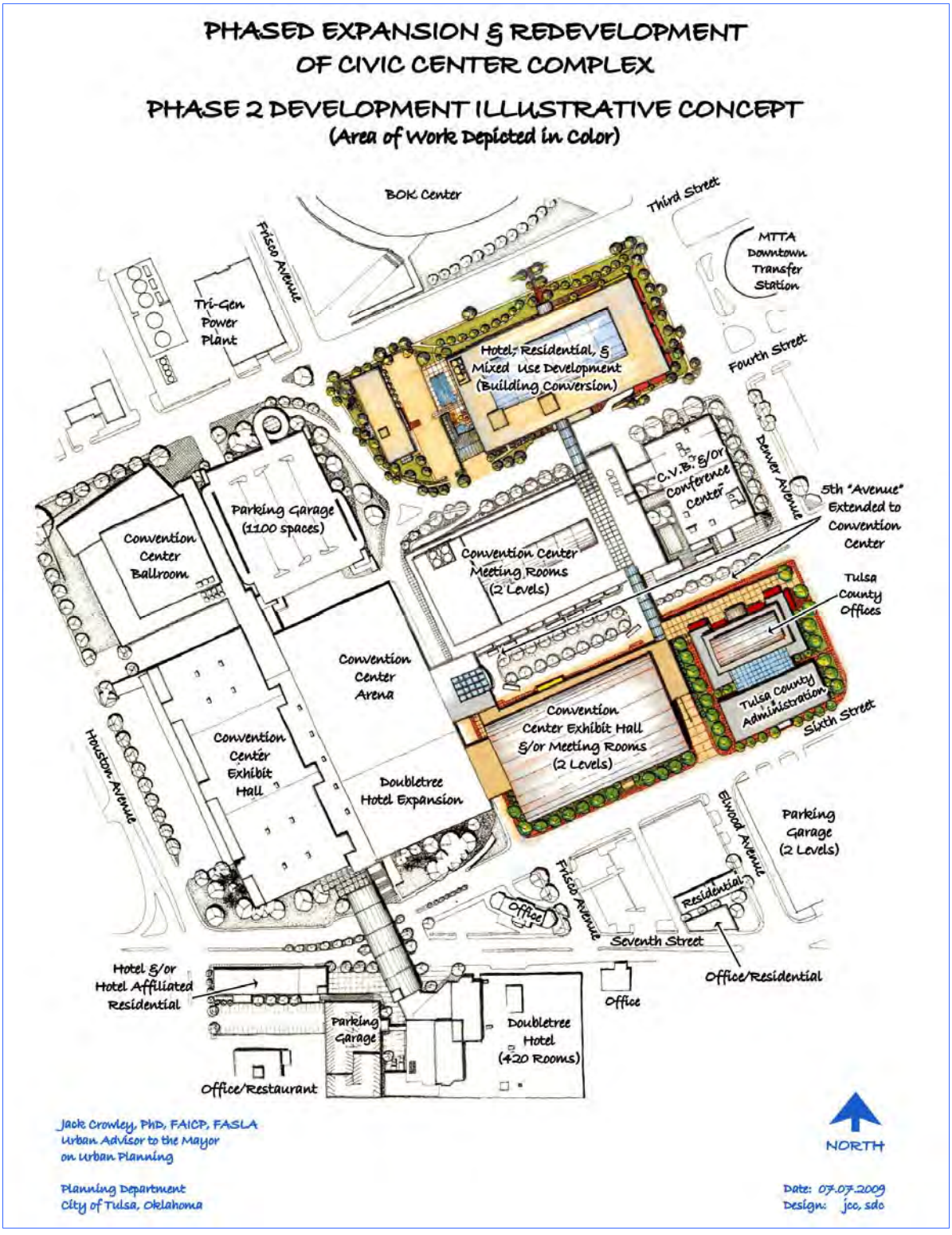
- Sever the upper Civic Center Plaza to accommodate the Police and County Buildings which are expected to remain for the time being.
- Extend 5th "Avenue" westward as recommended by an earlier LDR study.
- Construct the entry/linkage structure suggested by a study by Cesar Pelli.
- Construct a two level meeting block which matches the floor elevations of the existing Convention Center.
  - Smaller meeting rooms at the 4th, 5th, and 6th Street levels.
  - New catering kitchen at the northwest edge of this same level.
  - Large meeting rooms and pre-function halls at the upper level (this level is approximately 4 feet above the existing plaza).
  - The two level block shown graphically is approximately 210,000 square feet.
- Assumes that the federal government offices in the adjacent building (north of 4th Street) will be moved within the next 12 to 15 years. This study suggests the adaptive reuse of the Federal Building as an eventual, second Headquarters Hotel for the expanded Convention Center (to be shown later in this sketch study). However, a small six level (200 plus room) hotel tower with minimal amenities is shown in this stage of expansion. This property which adds to the Doubletree property and could be connected at a later date to the "Federal Building" hotel conversion project.
- The lower level of parking and entry ramps are preserved to support the Convention Center and hotel. The area beneath 5th Avenue should be backfilled to support heavy landscaping.
- The Central Library is expected to be relocated within the next 10 years. This study suggests the adaptive reuse of the structure for convention related use potentially including:
  - Conference Center (50,000-70,000 square feet).
  - Visitor information/CVB offices.
  - Metro Chamber of Commerce.
  - Convention Center related offices (replacing existing "embedded facilities" to accommodate hospitality and meeting rooms).
  - Downtown connecting structure between the Convention Center and the CBD.

The City's 6th Street and Houston Avenue property should be conveyed to the Doubletree ownership as the incentive for developing a new connecting room wing. The plan graphic shows the existing four (4) level structure "gutted" and extended eastward as either a hotel amenity related residential structure or a small 80-100 room hotel under another brand or "flag". In addition, a two level parking structure to the south of the "Houston Building" can be connected directly to the lower two levels of the hotel garage. Parking under the structure is maintained to support its reuse. Parking on top is to support the additional 200 rooms in the Doubletree Hotel.

Existing Building Renovation – Part of the Convention Center funding initiative should at this stage be devoted to renovating the area around the existing catering kitchen to perhaps reposition this space for additional meeting and exhibit space (note that the final stage of the expansion on the police department site will suggest an exhibit hall that could be linked back westward to the existing exhibit hall)

3. Suggested Second Series (20 years) of Improvements (refer to Figure 3)
   - Add additional “Headquarter Hotel Rooms”.
   - Add Exhibit and Meeting Facilities.
   - Complete a comprehensive Convention Center/Hotel Linkage System.

Figure 3



Adaptive Re-Use of the Federal Building – Headquarters Hotel

As noted earlier the City and Chamber of Commerce have restarted an effort to get a needed new Federal Building. The downtown plan suggests that it can be built on a larger, higher security site adjacent to U.S. 75 in the "East Village." The funding, construction and move will take at least 10 years. The feasibility of the project, whether it be built publicly or privately is enhanced if the existing building can be more appropriately be re-used rather than demolished. The most appropriate use of the site, strategically positioned between the new BOK Center and the Convention Center is as a headquarters hotel. The adaptive re-use concept is illustrated in the following text and figures.

Figure 4 – Sketch "Cut-Away" of the Building

- Full basement which with repositioned ramp can support all of the parking required for a 400 room hotel.
- Street Level containing the hotel public areas, street fronting shops and restaurants, and a small opening to an upper atrium.
- Second Level – Building is wide enough to cut a central atrium in and ring it width 65 foot wide structure sufficient for a double loaded central corridor room configuration, bridge to existing 200 room hotel and convention center across 4th Street is at this level, atrium "floor" is a landscaped public space.
- Levels 3, 4 and 5 – shows a simple layout of rooms (conservatively measured at 15' x 26') and an atrium "crossover" from the south side elevator core. The four room levels hold over 100 rooms each and the "high hat" areas where the courtrooms were located can then be redesigned for premium "townhouse suites".
- The outer skin can be replaced by a very simple "punched opening" room window pattern and the building upper and lower extensions of the roof and base lines are particularly suitable to mount a glass curtain wall respecting the BOK Center and new Ballroom. The simple outer wall becomes the "skin" of the hotel, affords insulation and allows the inner punched opening wall to be simple and inexpensive.
- The 200 room hotel south of 4th Street, which could be built in an earlier phase, and might be the initial investment of the Federal Building re-use project giving that particular "flag" or hotel chain a 600 plus room property. Together with the Doubletree property, this will give 1200 rooms directly connected to a built out Convention Center within a 20 year time frame.

Figure 5 – Street Level Development Plan

- Entry, Garage Ramp and Porte Cochere on 4th Street.
- Shops and Restaurants facing the streets at the "Downtown End" of the level.
- Entry/Exit connections to the Convention and BOK Centers.
- Hospitality suites with outdoor courtyards.
- Health Center Spa (indoors and outdoors).
- Back of the house and Truck Dock (southwest end).
- Adjacent 6 level hotel (150 rooms) or hotel related residential (50-60 units) with parking

Figure 6 – Second Level Development Plan

- Atrium (public) floor.
- Opening and escalator to entry lobby.

- Linkage level to bridge and Convention Center (by removing the room shown south of the elevator bank).
- 100 to 110 rooms.
- View opening to the BOK Center and park space between the buildings.

Figure 4

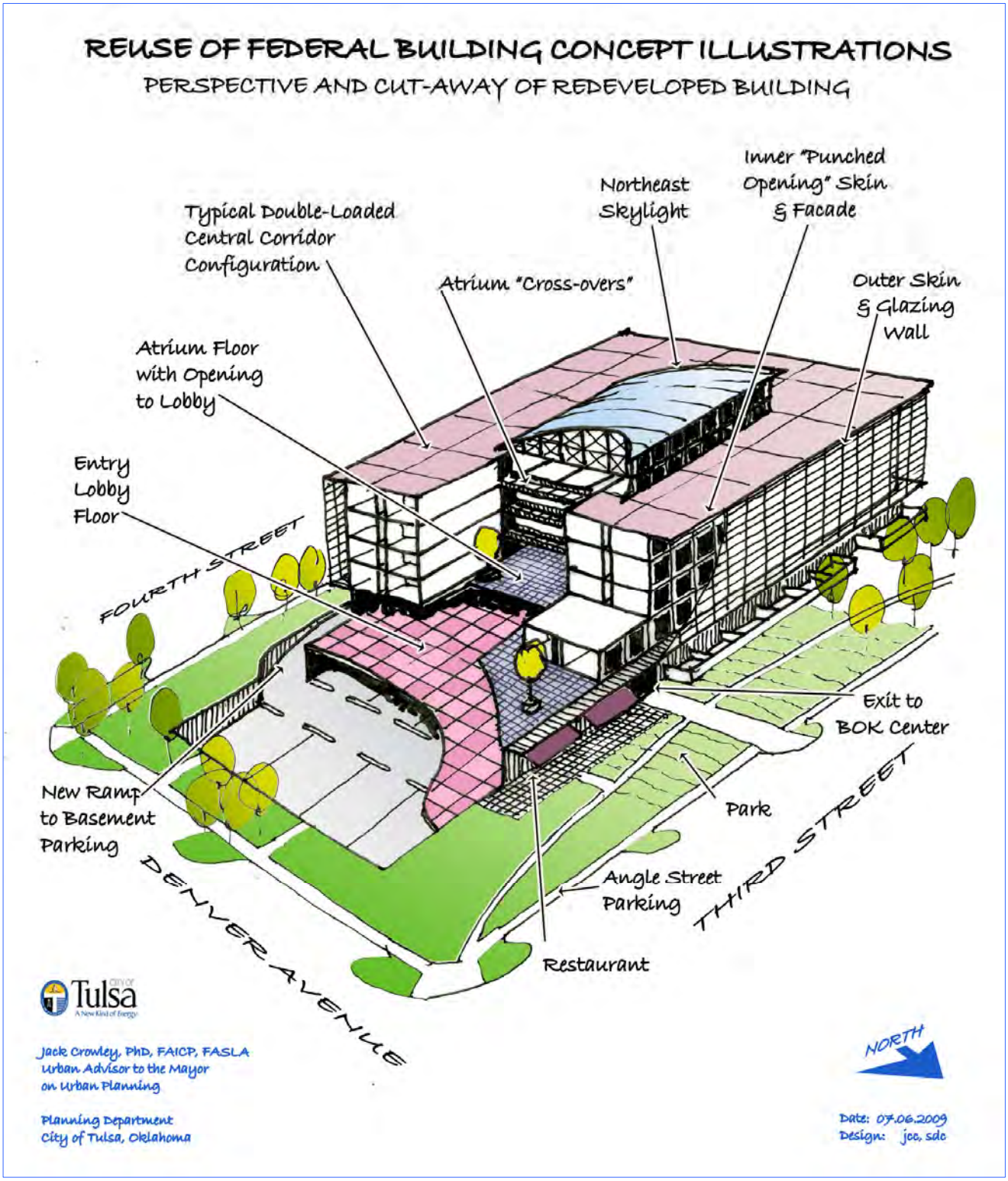


Figure 5

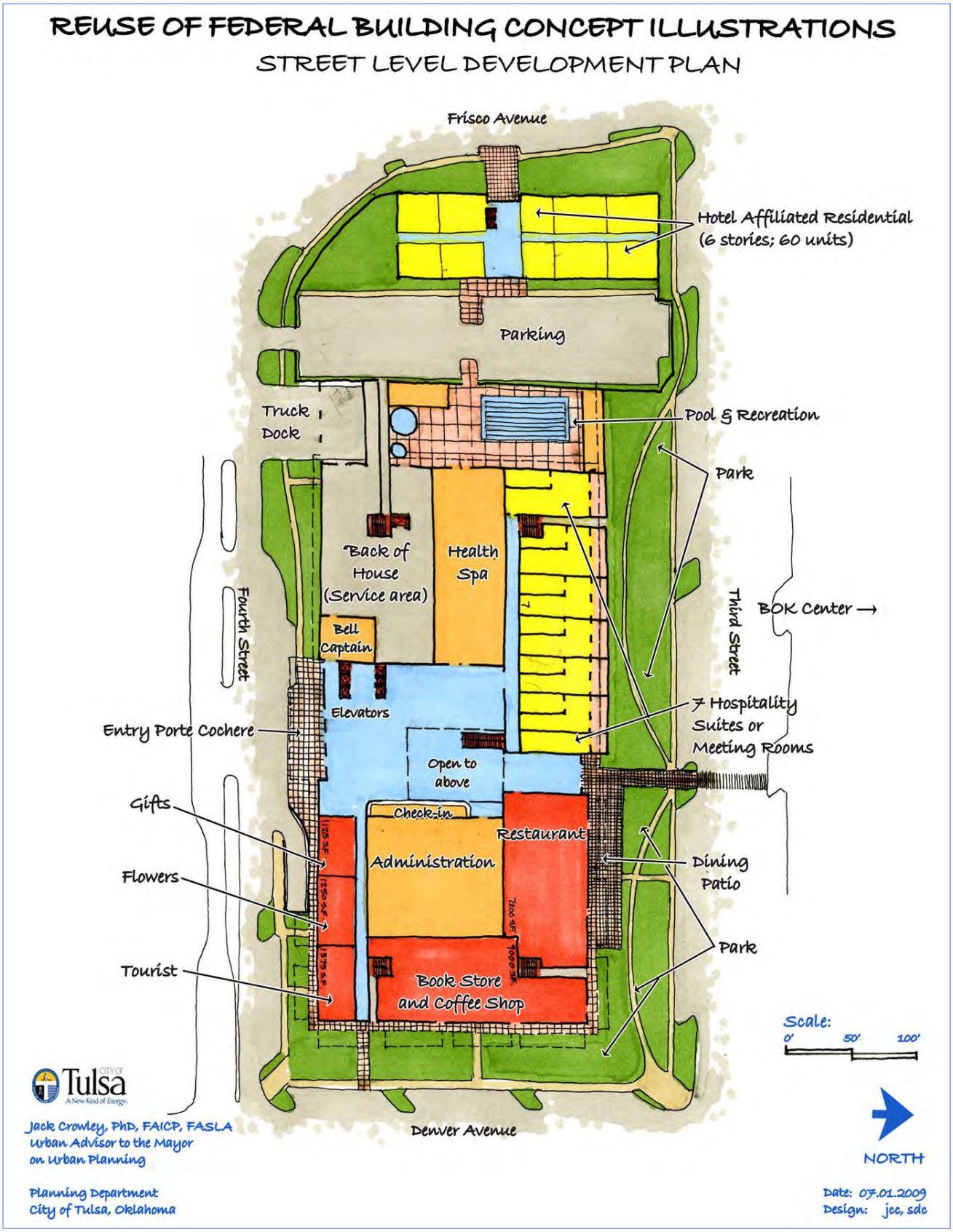

REUSE OF FEDERAL BUILDING CONCEPT ILLUSTRATIONS
STREET LEVEL DEVELOPMENT PLAN
Frisco Avenue
Hotel Affiliated Residential
(6 stories; 60 units)
Parking
Truck
Dock
Pool & Recreation
Park
"Back of
House
(Service area)
Health
Spa
Fourth Street
Third Street
BOK Center
Bell
Captain
Elevators
Entry Porte Cochere
7 Hospitality
Suites or
Meeting Rooms
Open to
above
Gifts
Check-in
Restaurant
Administration
Dining
Patio
Flowers
Park
Tourist
Book Store
and Coffee Shop
Scale:
0'
50'
100'
Tulsa
A New Kind of Energy.
Jack Crowley, PhD, FAICP, FASLA
Urban Advisor to the Mayor
on Urban Planning
Denver Avenue
NORTH
Planning Department
City of Tulsa, Oklahoma
Date: 07.01.2009
Design: jcc, sdc

Figure 6

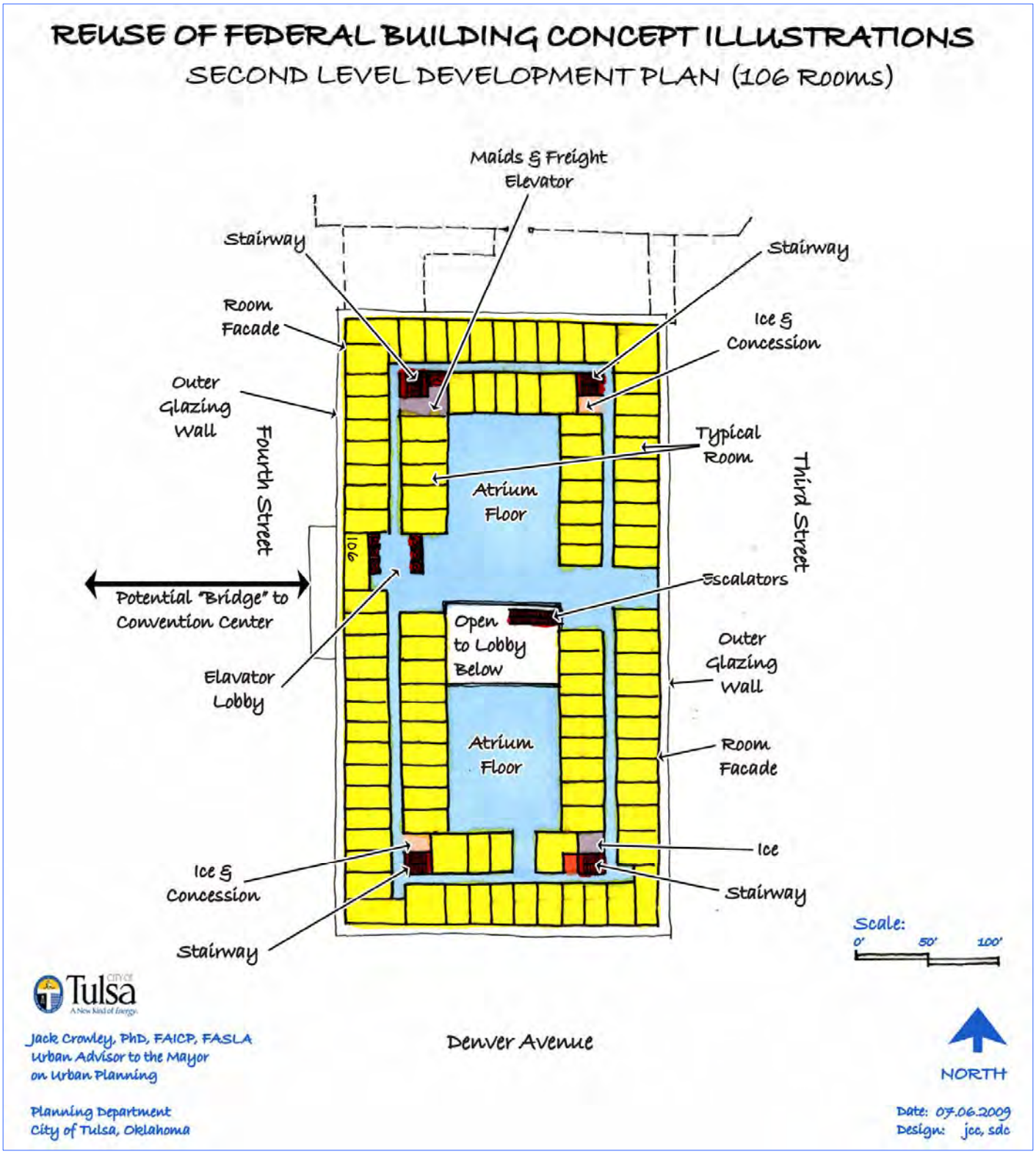

REUSE OF FEDERAL BUILDING CONCEPT ILLUSTRATIONS
SECOND LEVEL DEVELOPMENT PLAN (106 Rooms)
Maids & Freight Elevator
Stairway
Stairway
Room Facade
Ice & Concession
Outer Glazing Wall
Fourth Street
Typical Room
Third Street
Atrium Floor
106
Potential "Bridge" to Convention Center
Escalators
Open to Lobby Below
Outer Glazing Wall
Elavator Lobby
Atrium Floor
Room Facade
Ice
Ice & Concession
Stairway
Stairway
Scale:
0'
50'
100'
City of Tulsa
A New Kind of Energy.
Jack Crowley, PhD, FAICP, FASLA
Urban Advisor to the Mayor
on Urban Planning
Denver Avenue
NORTH
Planning Department
City of Tulsa, Oklahoma
Date: 07.06.2009
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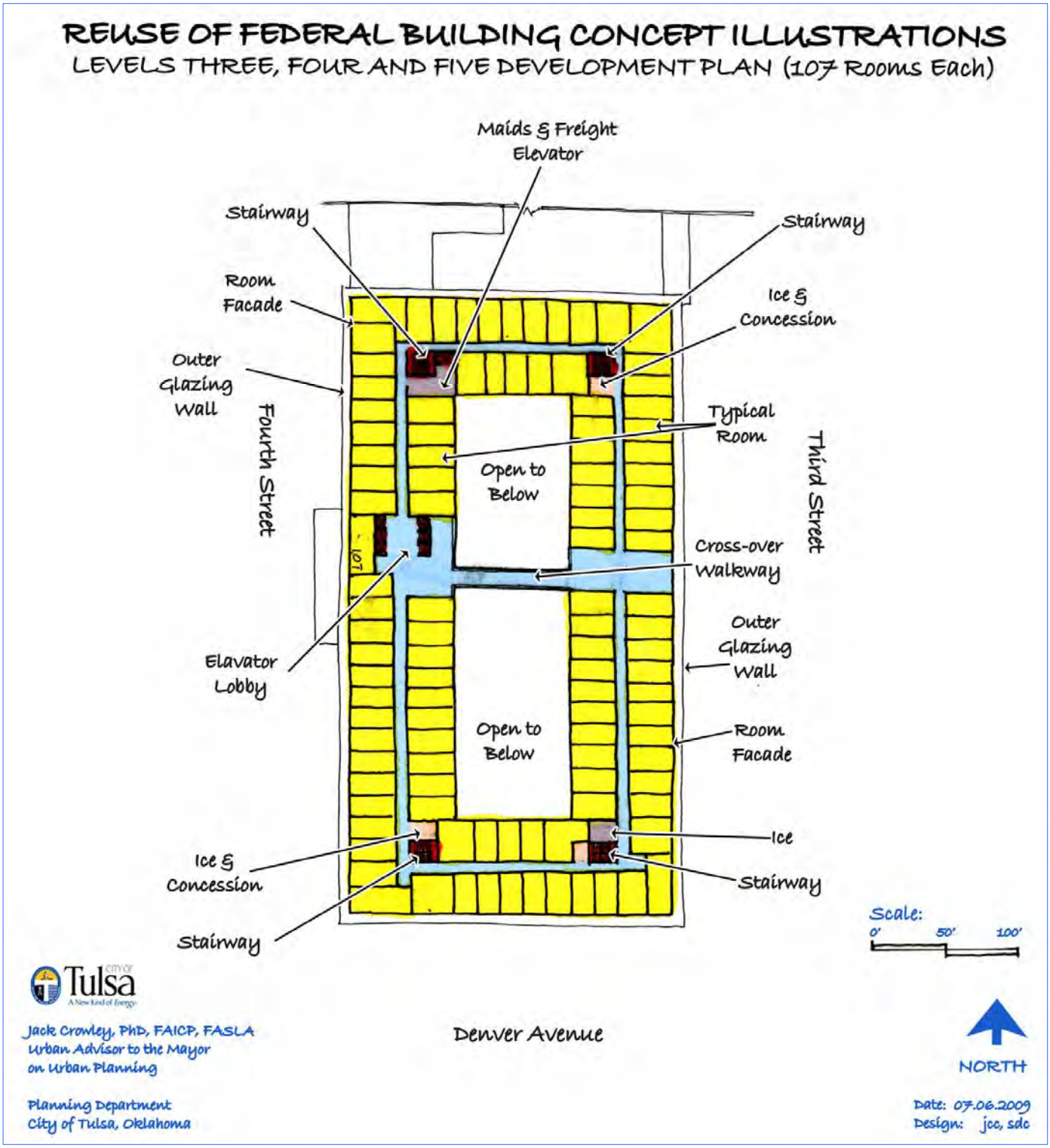
Figure 7


REUSE OF FEDERAL BUILDING CONCEPT ILLUSTRATIONS
LEVELS THREE, FOUR AND FIVE DEVELOPMENT PLAN (107 Rooms Each)
Maids & Freight Elevator
Stairway
Stairway
Room Facade
Ice & Concession
Outer Glazing Wall
Typical Room
Fourth Street
Open to Below
Third Street
107
Cross-over Walkway
Outer Glazing Wall
Elavator Lobby
Open to Below
Room Facade
Ice
Ice & Concession
Stairway
Stairway
Scale:
0'
50'
100'
Tulsa
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Jack Crowley, PhD, FAICP, FASLA
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Figure 7 – Levels Three, Four and Five Development Plan - Typical Room Floor

- Double loaded central corridors.
- Rooms facing outward to the city and inward to the central atrium.
- Maid/Freight elevators and rooms.
- Ice/food/snack rooms.
- Central atrium "short cut" to the guest elevators.
- Top floor (old court rooms) creatively used for premium rooms.

Expansion of Meeting and Exhibit Space (refer to Figure3)

This should be publicly financed as in the case of the earlier Convention Center 5 to 10 year). This second expansion is suggested in the 10-20 year time frame when the Police Department has completed its suggested move to the Justice and Law Enforcement Plaza south of Archer on Frisco Avenue. This approximately 230,000 square foot addition has two levels over a preserved subterranean parking level. All floors line up with those floors elsewhere in the Convention Center.

- 5th Avenue (6th Street) Level meeting rooms (east end, storage and exhibit floor related truck dock and large freight elevator.
- Main (upper) Level is a large Exhibit Hall which can tie through the earlier redeveloped southern end of the old Convention Center to the exhibit hall on the west end.
- The hall connects through the "Pelli" designed entry area to other blocks of the center and across a bridge (over 5th Avenue) to the Hotels and conference centers to the north.

Re-Use of Tulsa County Administration and Courts Buildings (refer to Figure 3)

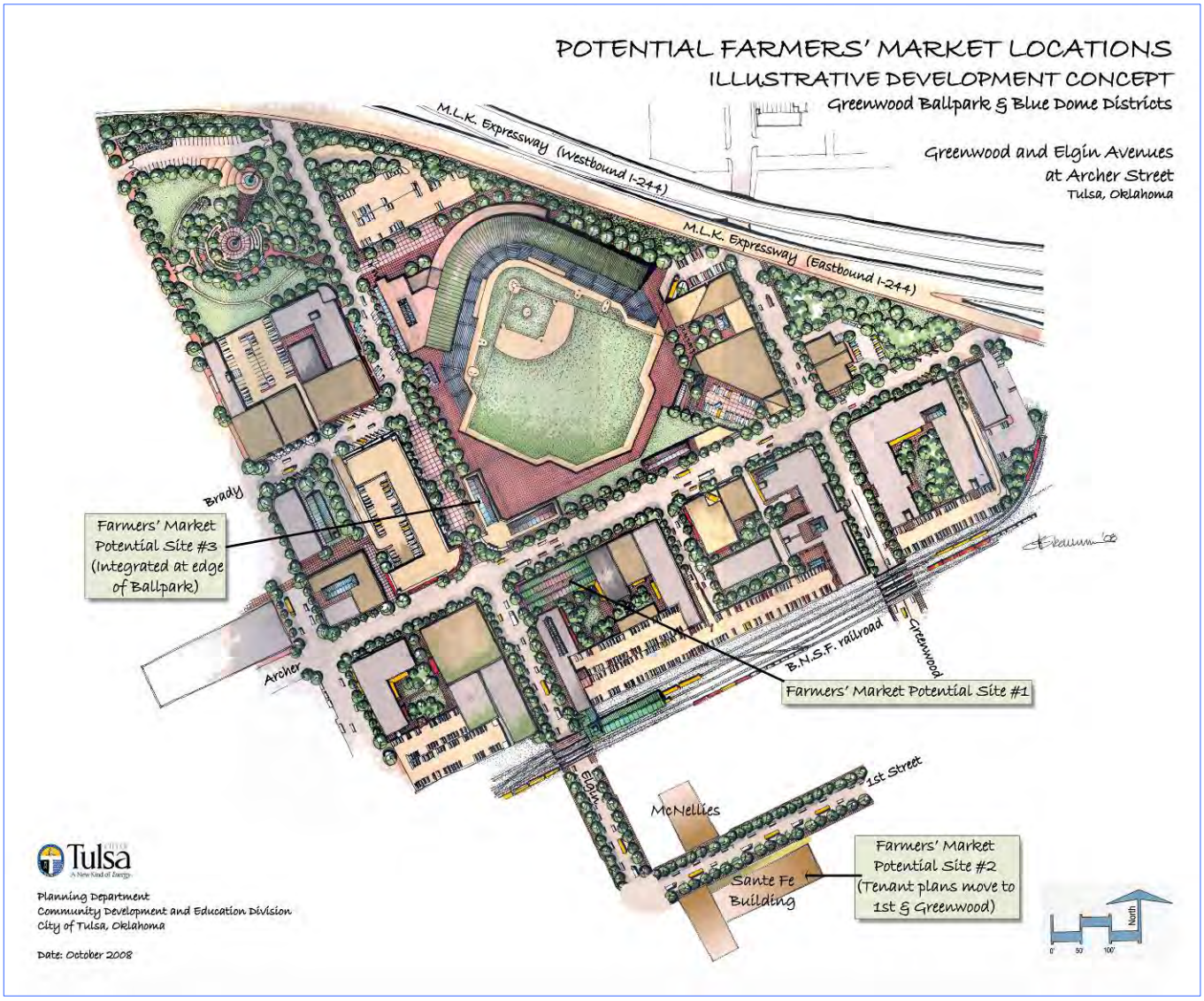
With the City Hall and Police Department sites being used entirely for Convention Center expansion and the positioning of the two "Headquarters Hotels" at the center's north and south edges, it is unlikely that the County site (in this concept) is necessary for convention use. The County plans to add three levels to its administration building in the next 3 to 4 years and eventually (est. 10 years) to build a new administration and courts building at the southern edge of the David Moss Facility in the proposed Justice and Law Enforcement Plaza. In the 15 to 20 year time frame it is recommended that this building(s) be renovated for public or private office usage above the street level. This could include the consolidation of all County offices that were not moved into the proposed County Courts structure. The street level of the "County Building" will in 15 to 20 years be strategically positioned between a large Convention Center, more than 1500 hotel rooms and a downtown with presumably more business and residential development. This key street plaza is best suited for visitor related retail/restaurant/entertainment.

This study is meant only to outline the potential phases and key components of the development of a comprehensive Convention Center. It includes a geographic strategy for the expected availability of sites and buildings that are governed by agencies outside of the Convention Center.[1]

[1] Three additional hotels can be expected at the periphery of the Convention Center during the first 10 years: the development of a 150-200 property on the block bounded by Denver, Cheyenne, Second and Third; the conversion of the YMCA property to a small 80-100 room hotel; and the conversion of the "Downtowner" Building to a boutique 40 room property.

APPENDIX 1.17

POTENTIAL FARMERS' MARKET LOCATION - ILLUSTRATIVE DEVELOPMENT CONCEPT - GREENWOOD AND BLUE DOME DISTRICTS GREENWOOD PROJECT - MASTER PLAN CONCEPT

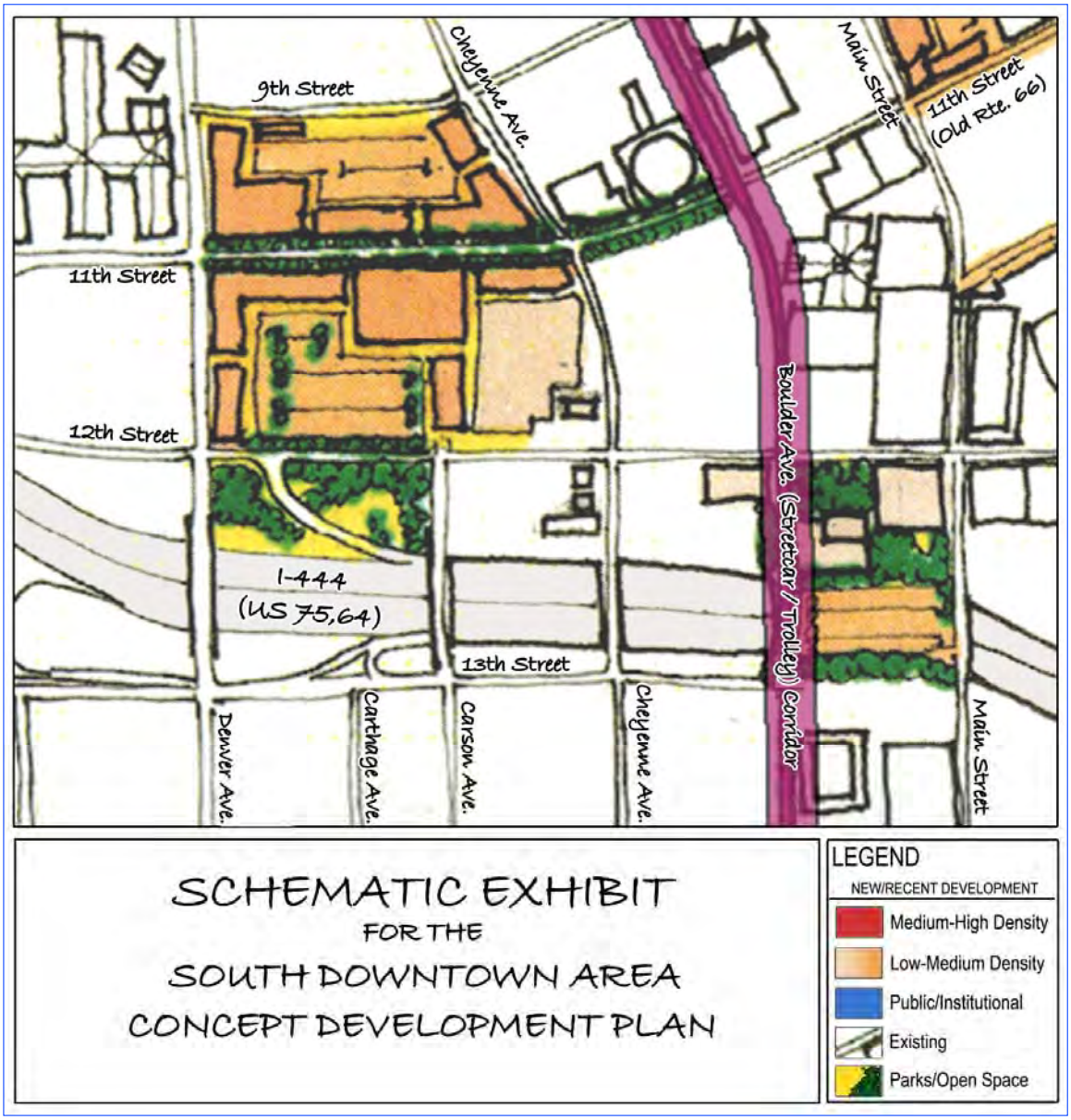


APPENDIX 1.18

SOUTH DOWNTOWN AREA

SCHEMATIC EXHIBIT BELOW IS FROM
"MASTER PLAN" EXHIBIT, VOLUME 1 – "THE PLAN"

(Detailed study to be published later in Addenda document)



APPENDIX 1.19

STOREY WRECKING SITE (DOWNTOWN TULSA)
SKETCH CONCEPT STUDY

Situation

Storey Wrecker Service (Bauer and Associates) is offering for sale two city blocks (7.33 acres) for $3,200,000. They are one block north of the BOK Center and are bounded by Guthrie, Archer, Elwood and the BNSF Railroad Tracks. The two blocks bracket a "closed" but not abandoned Frisco Avenue. Because it is bounded by a minimum security facility to the east, the Salvation Army, Zarrow Day Center and the David Moss Detention facility to the north, industrial warehouses to the west and a major freight railroad to the south they are suited in the near term for surface parking to support the BOK Center and eventually Public Administration, Courts and Law Enforcement related facilities. The railroad alignment is also a proposed site for a future rail transit station. The public is the only obvious user of this location and the asking price is likely high for present value. This study is done to explore the phased potential for the site from the public's perspective and in light of the Downtown Master plan which is being developed.

Big Picture

- Although there is sufficient parking for the BOK Center, a large adjacent surface parking lot would be advantageous in the short term.

- In its present condition the area is blighted and potentially detracts from visitor experience with the BOK Center and the downtown in general.

- The northwest quadrant of the downtown (Denver, BNSF Railroad and the IDL) clearly has been "themed" for social services and law enforcement and its future is also clearly tied to the "theme".

- The expansion of the Convention Center and the development of a Convention Center Hotel will necessitate the vacation of as much of the present day Civic Center as possible (Tulsa Police, Tulsa County, Tulsa County Library, City Hall and the Federal Building). All of these buildings and the integrated plaza are considered marginally or completely obsolete for structural and building layout reasons. City Hall has moved to the Williams Center into the One Technology Center building. It's footprint in the Civic Center is tied into the overall parking garage which is obsolete and its space is not sufficient for comprehensive Convention Center expansion.

- As public buildings (clustered to facilitate auto access) move to new location they should be resituated to be accessible by the next generation of transportation which will be both auto and rail/bus transit. The proposed rail transit alignment includes stops adjacent to the new City Hall in the Williams Center and the BOK Center (and Storey Wrecking Site). The State Office

Building Complex is also situated adjacent to a propose transit station located in the Heavy Traffic-Way area near West Third Street.

Sketch Study

A quick plan study was initiated to determine if and how an acquired Storey Wrecking site might be used initially and "evolved" in an orderly development fashion over time into a "public center" on a transit rail station. Three phases are shown although as many phases as there are buildings are possible. The first is Acquire, Clear and Park, the second is Transit Station and Frisco Bridge and the third is Build Out.

I. Acquire, Clear and Park

Negotiate and acquire the two block area (possibly with the third penny sales tax "downtown parking" allocation). Clear the site which may largely entail demolition for salvage value. Pave as surface parking. The two blocks will accommodate slightly less than 1,000 surface parking spaces for the BOK Center, Conventions, and the downtown in general. The Bauer offering also shows an available triangular tract south of the tracks, north of First Street and west of Frisco (Block 67), which should be strategically acquired should the Storey site be purchased. Note that Tulsa County (sheriff) owns the only other tract between the BOK Center and the BNSF Railroad. This project would require that a protected pedestrian at grade crossing be developed in the Frisco Avenue right of way to connect the parking to the Convention and BOK Centers. The "Bauer Packet" is attached.

II. Transit Station and Frisco Bridge

As the rail transit system is developed, one of the principal concessions that will likely have to be made to facilitate BNSF's allowance of the use of their right of way will be complete grade separation of all streets and pedestrian ways throughout the downtown. On the "West of Denver" side of Tulsa this will require the closure of the Guthrie crossing. The logical north-south connector is to connect Archer to Second Street (Hilltop to Hilltop) crossing both the tracks and First Street using the Frisco alignment. The bridge which will have to clear BNSF lines by 23 feet also serves as the "street above the transit station and a significant parking area to BOK Center pedestrian way. Significant numbers of workers and visitors parking elsewhere will arrive through this station. The Phase II diagram shows this "North of the tracks Frisco corridor" is laid out as a tree lined "Boulevard" built on a fill in anticipation of a County and Law Enforcement Complex. The Boulevard reduces surface parking by 100 to 200 spaces which are more than "replaced" by the transit's ability to provide access to the site.

III. Build Out

The final diagram shows what the site can be "built out" as. A new Courts Building abuts the David Moss Center serving as an axis focal point to the Government complex to be built in an "L" shape to accommodate the Day

Center for the homeless to the East and to directly connect to the County Detention Center.

The sketch plan shows government structures housing Tulsa County Administration, Sheriff, and the City's Police Department and perhaps an Emergency Management function. The County Administration Building could easily be positioned along the Boulevard perhaps on the west side where a larger footprint is accommodated. The Sheriff's office can be positioned north of the County Administration adjacent to the Courts Building and near the south wall of the David Moss Facility.

Across the "Justice Mall" the City of Tulsa Police Department can position its building. Because the Storey Wrecking site falls from the north at Archer to the south at the BNSF Railroad, some parking can be built beneath the city and county structures. These parking levels cause the "ground floor" public entryways to be at the raised boulevard and bridge level. The landscaped Boulevard itself is envisioned as being on a filled area to accommodate trees and to minimize the length of a bridge structure which crosses the BNSF Tracks at 23 feet of clearance, First Street and ties into another "fill approach" from the Second Street elevation. The filled area on the south end of the Boulevard minimizes the BNSF/First Street Bridge length and accommodates landscaping and the passenger/pedestrian concourse to the BOK Center.

Two additional elements are shown in the plan proposal. The first involves the small triangle of land between Elwood and Frisco north of First (Block 67). This tract is available for sale apart from the Storey Site (noted above). This site has strong potential for an additional public use because it is at one of proposed rail transit stations. Its main level could be at the pedestrian concourse connecting the city and county buildings to the north and the BOK and Convention Centers to the south. While it should have a First Street presence as well, the bulk of the lower level can be storage, vehicles and service or visitor parking.

The second element involves trading or swapping the present county sheriff's facility at First and Denver for a site to the northwest in the City/County law enforcement and administration complex. This land is better served as a small "perimeter" hotel site for the BOK and Convention Center. It would likely house a mid price point hotel of 80 to 100 rooms and its position on Denver will give it business potential as well. Residential use over commercial works here.

This study was very quickly executed to examine the opportunity for the city to purchase the Storey Wrecking site. The bottom line is that it has the potential for removing blight and a negative influence on the new BOK Center's north side immediately. It has the additional potential as a "land bank" to provide 1000 surface parking spaces for the BOK Center and other venues. Ultimately it can serve as a major government center which allows for the reuse of the civic center for convention/hotel development. The center is also positioned on a proposed rail transit stop to assure future public access.

Aerial View
10 N. Elwood
Tulsa, Oklahoma

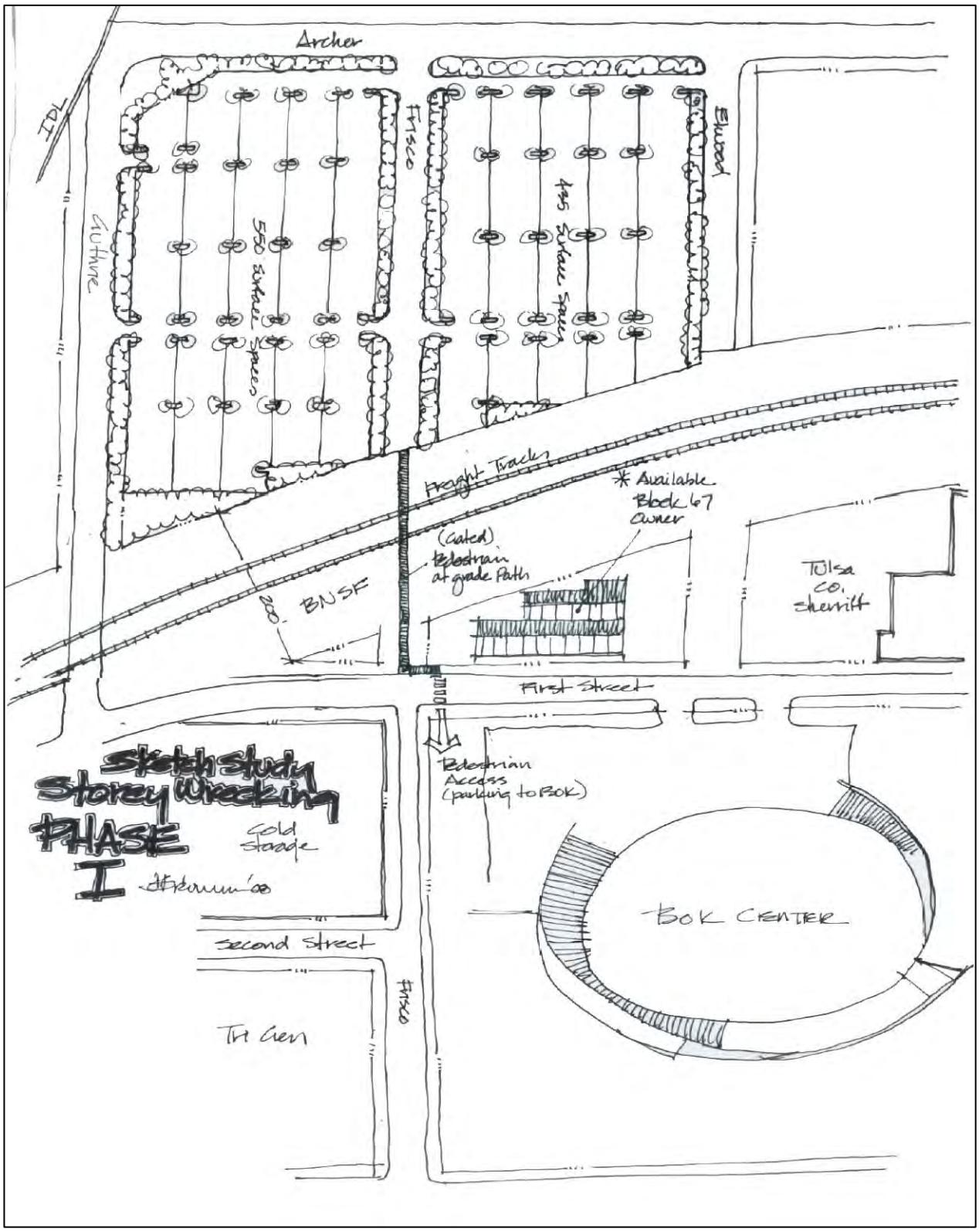
- Near "core" of Tulsa's Central Business District (CBD)
- Convenient access to Inner Dispersal Loop (IDL) encircling CBD Core, with connections to:
  1) Oklahoma City/St. Louis via I-244 to I-44
  2) Highway 75
  3) Highway 51
  4) Highway 412
- Zoned Industrial, Medium (IM)
- Irregular Shaped Site with approximate frontage, including N. Frisco, as follows:

N. Elwood	365.20'	N. Guthrie	580.00'
W. Archer	680.00'	Railroad	629.50'

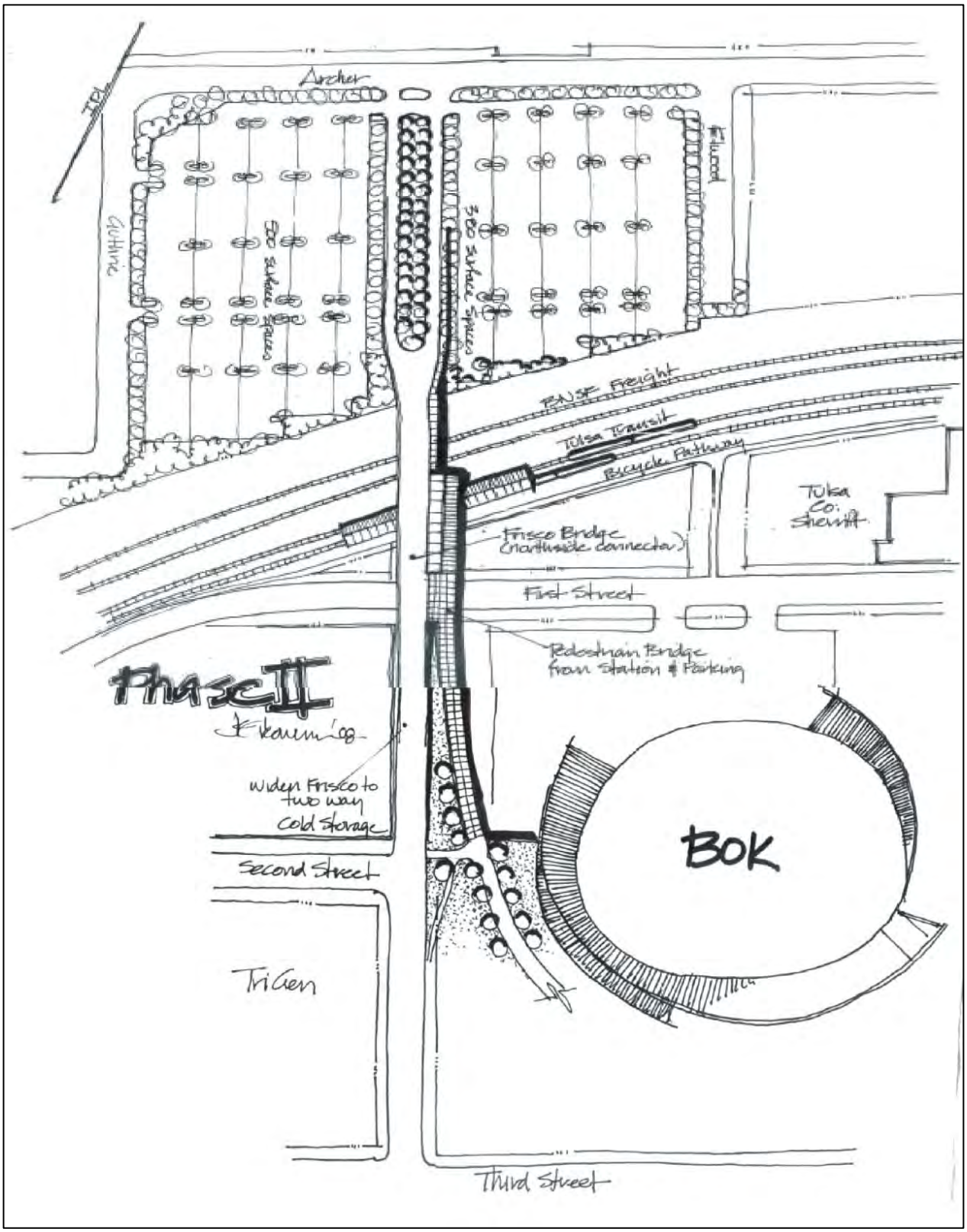
DATA SHEET SOURCE:

BAUER & ASSOCIATES, REALTORS
"A Leader in Tulsa Commercial Real Estate Since 1979"
COMMERCIAL, INDUSTRIAL, INVESTMENT PROPERTY & PROPERTY MANAGEMENT
4821 South Sheridan, Suite 201, Tulsa, Oklahoma 74145
Phone (918) 665-1210 Fax (918) 665-6462 www.bauertulsa.com

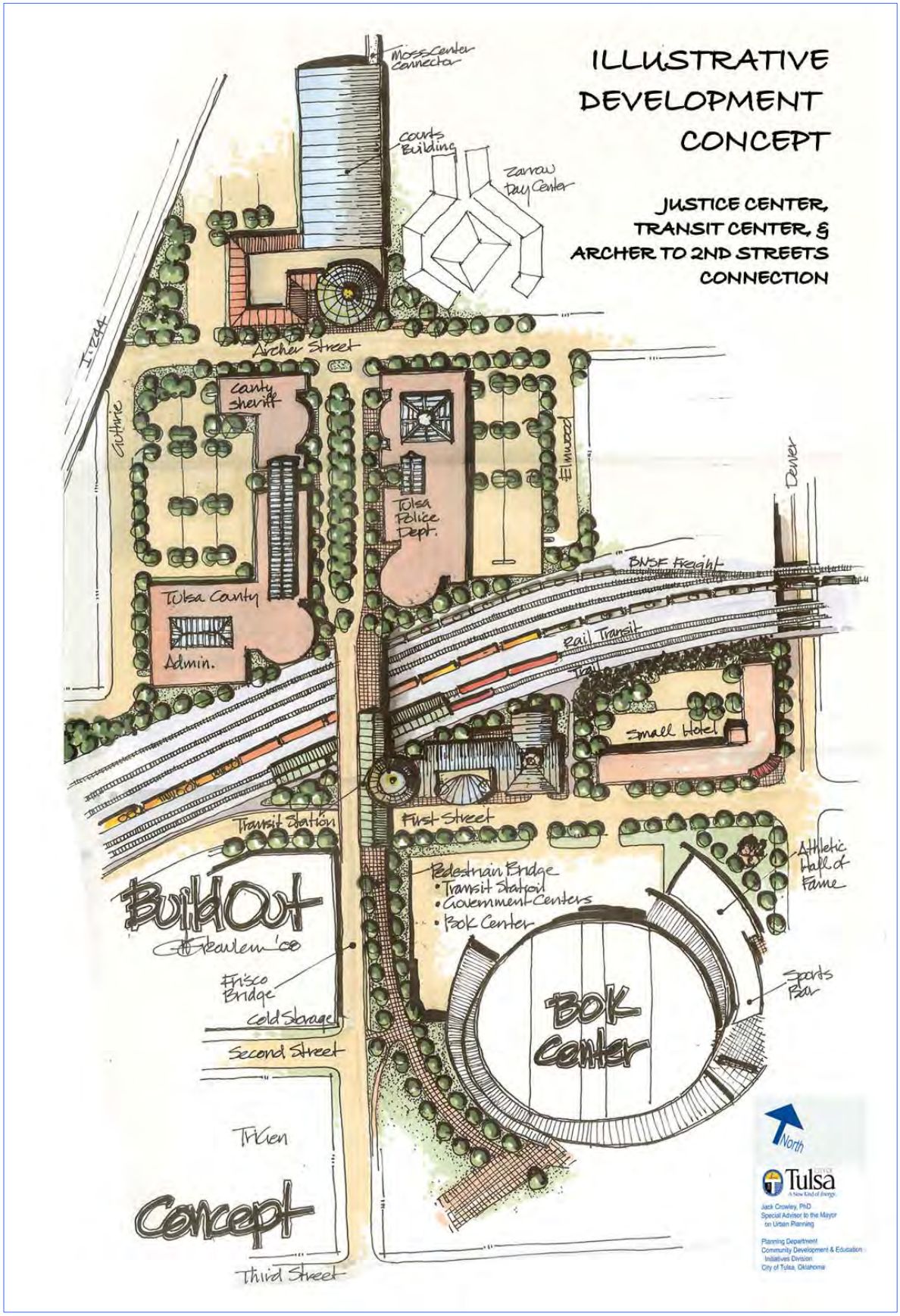
Phase 1 - Acquire, Clear and Park



Phase 2 - Transit Station and Frisco Bridge

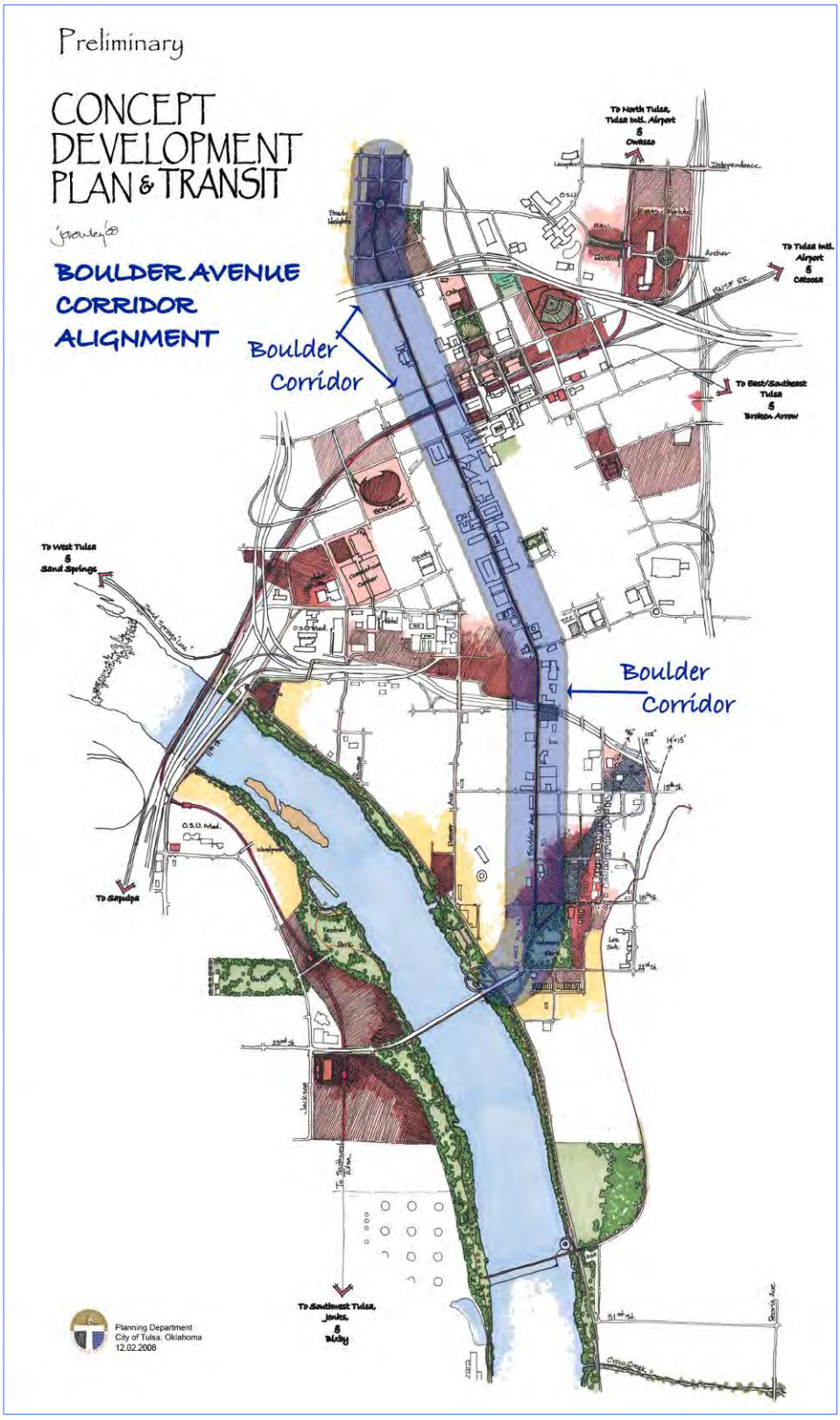


Phase 3 – Build Out



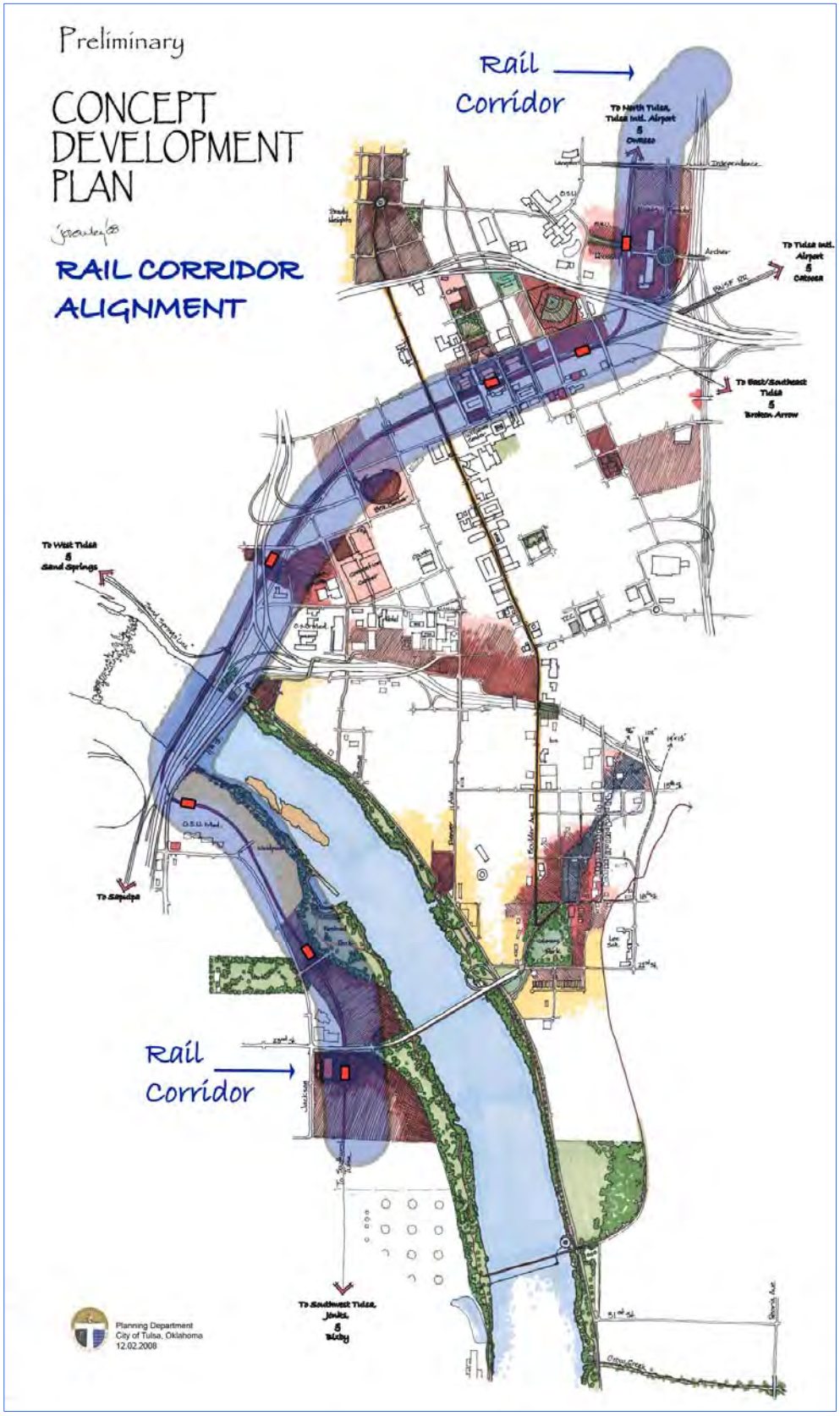
APPENDIX 1.20

TRANSIT: BOULDER AVENUE CORRIDOR ALIGNMENT
CONCEPT DEVELOPMENT PLAN



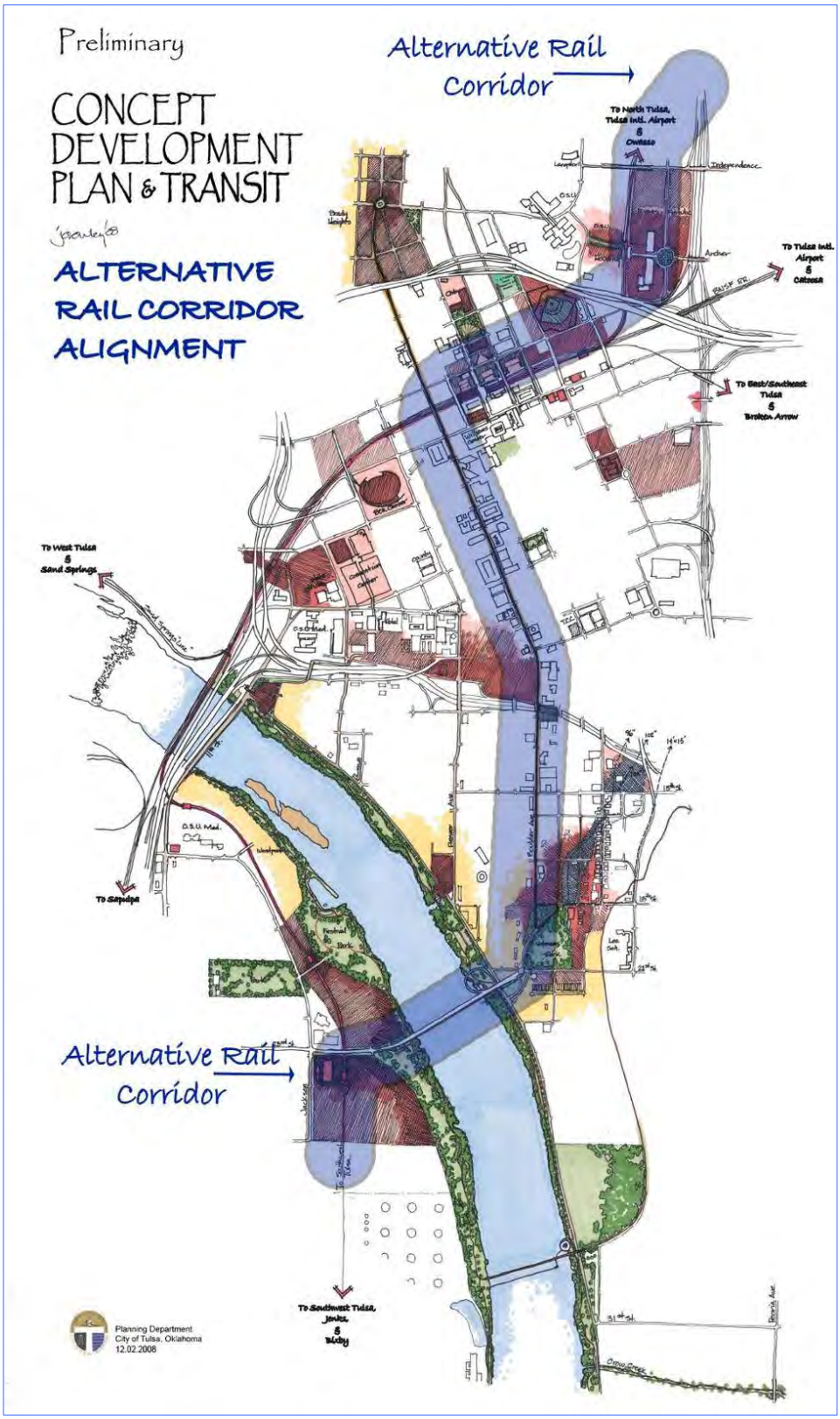
APPENDIX 1.21

TRANSIT: RAIL CORRIDOR ALIGNMENT - CONCEPT DEVELOPMENT PLAN



APPENDIX 1.22

TRANSIT: RAIL CORRIDOR ALIGNMENT ALTERNATE - CONCEPT DEVELOPMENT PLAN



APPENDIX 1.23

TULSA COMMUNITY COLLEGE METRO CAMPUS OPPORTUNITIES
"AN ACADEMIC NEIGHBORHOOD"

The following concept is not meant to be a campus plan because it has not been vetted sufficiently by the stakeholders. It is a series of suggestions or possibilities resulting from limited discussions with Tulsa Community College (TCC) Administration, many discussions with those involved in the downtown (context of the campus), and considerable experience in campus planning and development. Time constraints did not allow a detailed analysis of this important area of downtown.

General Observations

- TCC has continued to purchase surrounding property for parking and campus expansion
- The Metro Campus presently sits in a convenient but unattractive sea of asphalt parking lots which will take a considerable time to absorb with classroom building expansion.
- There is a need for central campus "quadrangle" (expressed by TCC's administration).
- The growth and vitality of this campus is a key component to the future quality of life in the downtown that attracts students, residents, visitors and workers.
- Whether on surface lots or in structured parking facilities, the Metro Campus needs approximately 1200 dedicated parking spaces.

Southend Student Housing – Residential Housing Concept

This concept development is located on the block bordered by 10th and 11th Streets and Boston and Cincinnati Avenues. Key project considerations include the following:

- Present use is 320 surface parking spaces.
- Potential use is for a mixed use academic development (refer to Figures 1–4).
  - 360 parking spaces
  - 7 classrooms
  - 9 faculty offices
  - 250 student (studio) residential units (500–600 square feet each)
- Development Structure
  - Utilize slope of the site to cut parking into the grade such that the roof of the lower parking level at 10th Street South becomes the floor of the project above
  - The project above the parking consists of classrooms and academic offices level facing along 10th Street across from the main academic center of the Metro Campus
  - Balance of project above the street level uses consists of three levels of student residential units (studios) of 500-600 square feet each. Units (250) are designed to house two students in an efficiency apartment configuration.
  - Parking slots on site lost to the residents are in fact still occupied by students at the Metro Campus. Residency of the units might require 24 credit hours per year and students may be allowed to work to support college costs.
  - Some street level space can also be programmed for a "residential and student cafeteria."

- Development Partnership

- Bring a private development corporation that specializes in higher education campus housing, such as the Ambling University Development Group in Valdosta, Georgia.
- Land lease the TCC owned site to the developer with design and operating conditions. The lease period presently in the market is in the range of 35-45 years.
- The developer would design, finance, construct, operate and maintain the facility for the lease period (or TCC could operate and maintain).
- Depending on negotiations and performances, the land may be carried by TCC through construction and even into the early years of occupancy while the developer recoups the "premium costs" for the urban parking configuration and/or external façade treatments made to enhance the appearance of TCC's campus.
- At present, the site likely has maintenance and operation costs offset by student parking revenues. Keeping TCC whole on that net income might be the early land rent premium for the developer. Once cost premiums are recovered, the private rents paid to TCC are based on a percentage of the student rents or retail rent collected. This percentage is likely in the 3% to 6% range and rent credit might be given for the value of the classroom and faculty offices use to TCC along 10th Street,
- At the end of the lease period, structural improvements become the property of TCC. The lease period can also be extended for shorter periods in exchange for renovations and other property improvements needed toward the end of the lease period.

TULSA COMMUNITY COLLEGE
MIXED USE PROJECT CONCEPT DEVELOPMENT

Figure 1
SITE SECTIONS & CUTS

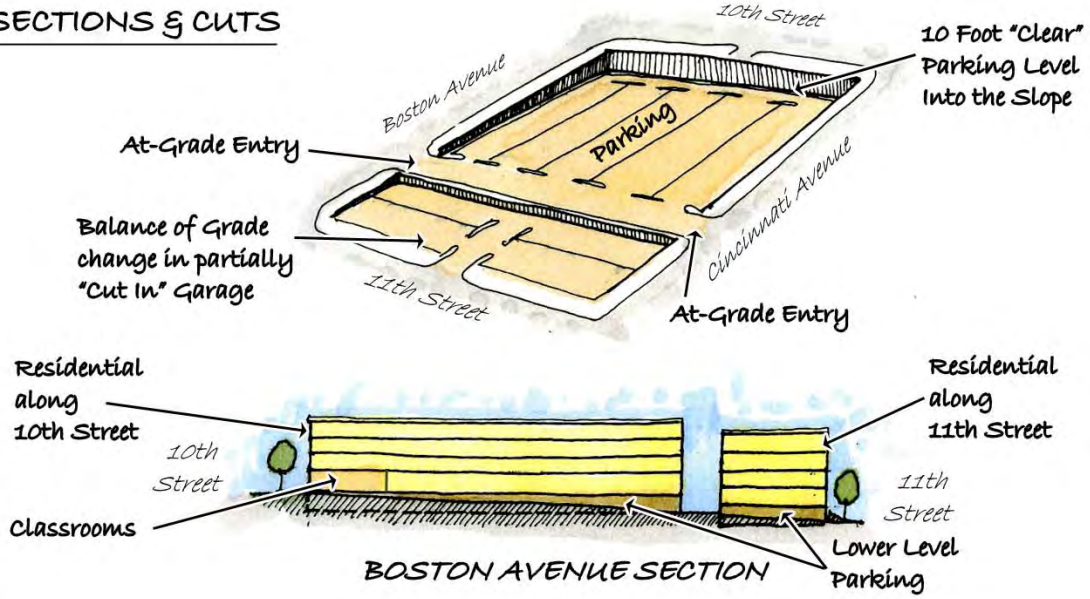
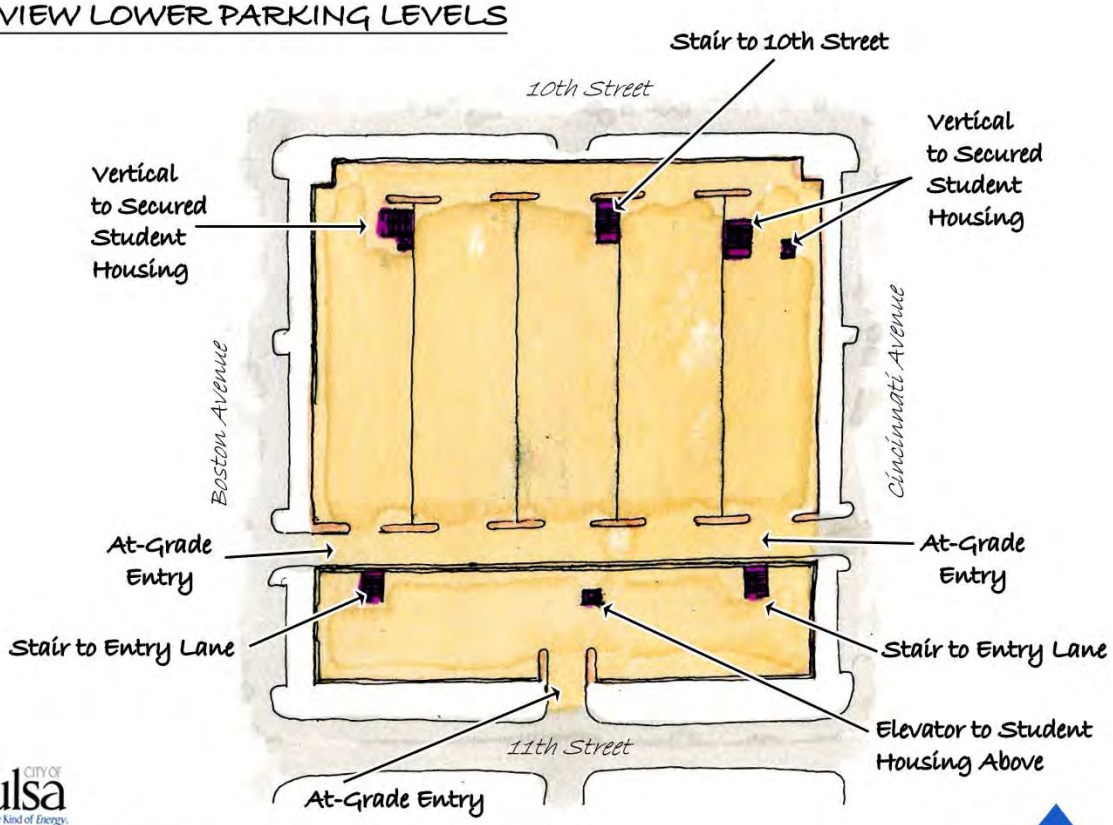


Figure 2
PLAN VIEW LOWER PARKING LEVELS



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on Urban Planning

Planning Department
City of Tulsa, Oklahoma

NORTH

Date: 07.10.2009
Design: jcc, sdc

TULSA COMMUNITY COLLEGE
METRO CAMPUS DEVELOPMENT OPPORTUNITIES

Figure 3
PLAN VIEW 10th STREET LEVEL - CLASSROOMS & RESIDENTIAL

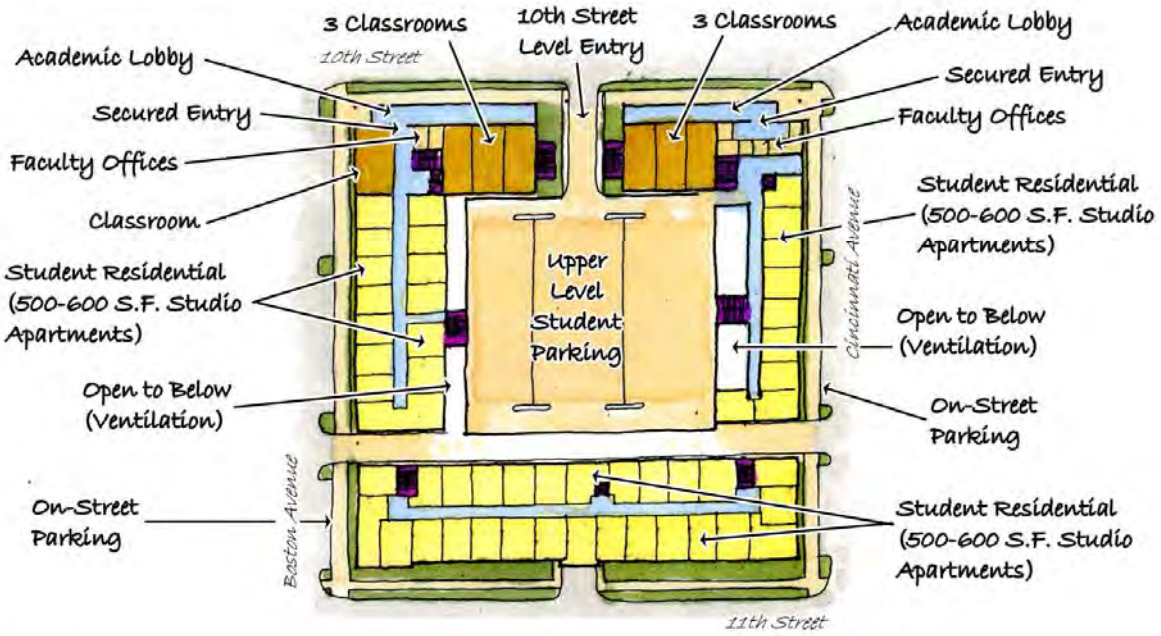
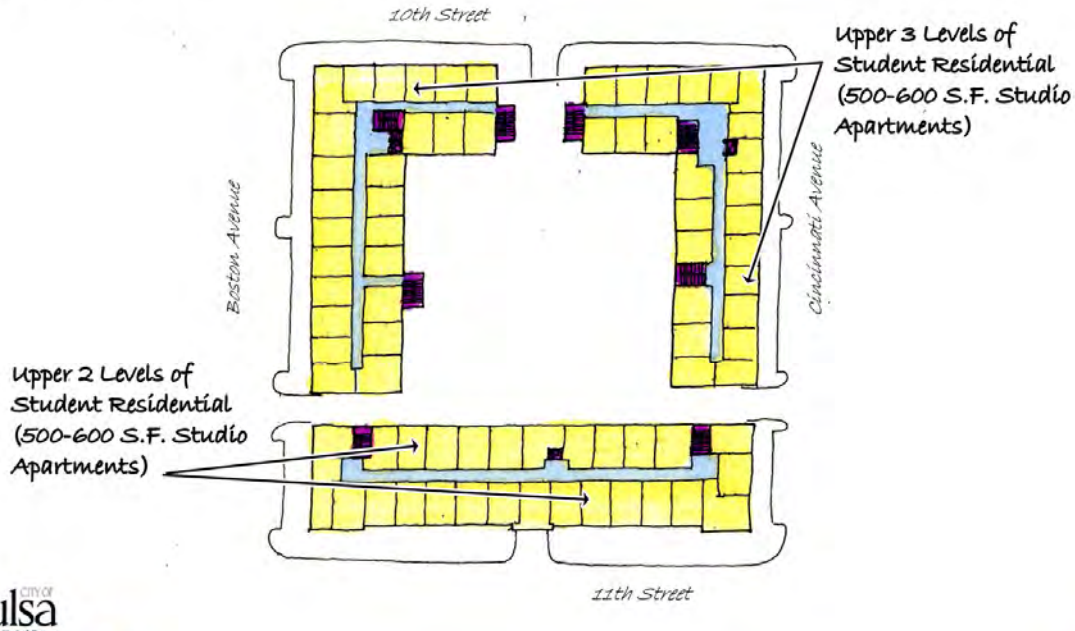


Figure 4
PLAN VIEW UPPER LEVELS - RESIDENTIAL



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Urban Advisor to the Mayor
on Urban Planning

Planning Department
City of Tulsa, Oklahoma

NORTH

Date: 07.10.2009
Design: jcc, sdc

Small Academic Department – Classroom Building Concept

This concept project is located at the northeast corner of 9th street and Cincinnati Avenue (a one-quarter block with an existing building on site. Project elements include the following:

- Three level 23,000 square foot building.
- 35 surface parking spaces on the block interior.
- The project could be a "named" building housing a department and include classrooms.
- At $200 per square foot the building would cost $4,600,000 and as previously noted could be funded by a foundation and named.
- The existing structure is in excellent condition and uniquely suitable for campus related retail and entertainment uses (convenience goods for nearby student residences, bookstore, coffee/snack shop open to the public, and student recreation in the east end of the structure of 6,000 square feet).
- Figures 5-7 illustrate the "layers" of this potential "infill" project.

SMALL ACADEMIC DEPARTMENT - CLASSROOM BUILDING CONCEPT
TULSA COMMUNITY COLLEGE

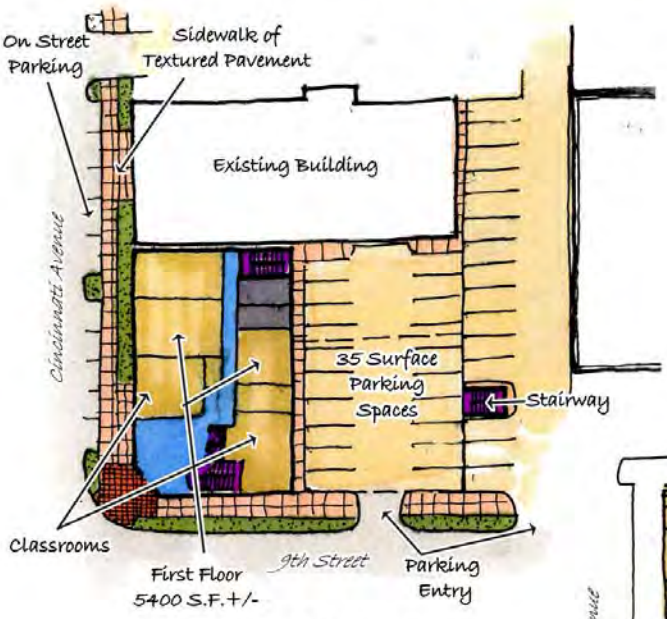

Figure 5 - FIRST LEVEL

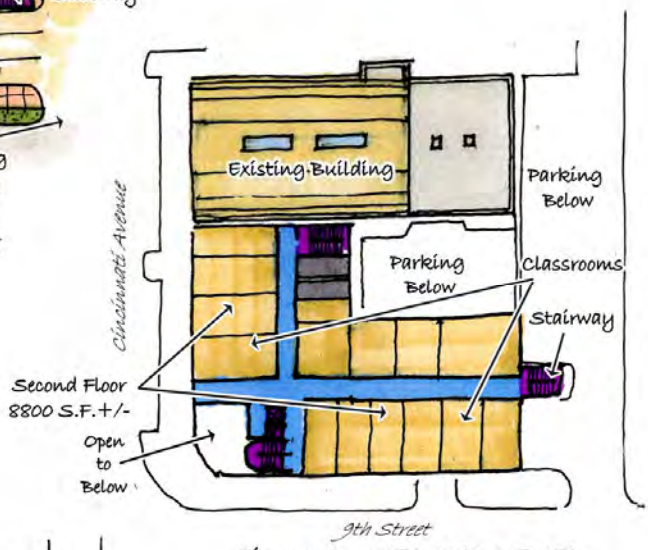

Figure 6 - SECOND LEVEL

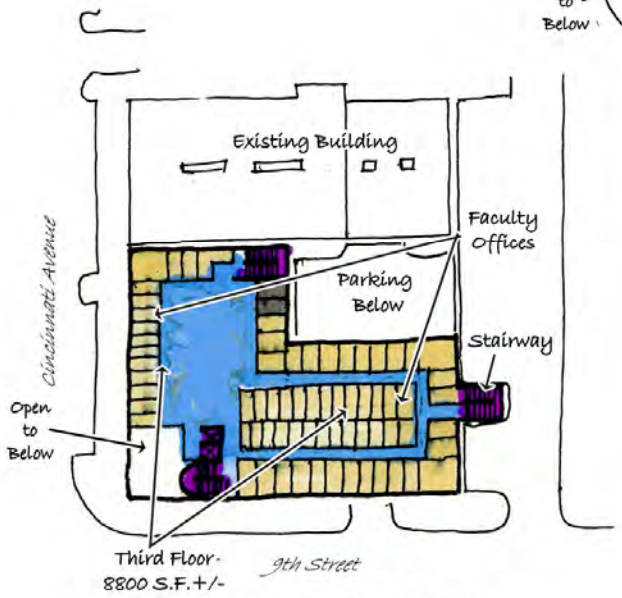

Figure 7 - THIRD LEVEL

NORTH

Tulsa

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City of Tulsa, Oklahoma

Date: 07.27.2009
Design: jco, sdo

Other Campus Development Concepts

The following exhibits (Figures 8-12) depict a series of "block development concepts" with brief explanations. The idea is that the TCC Metro Campus can become a mixed use "Academic Neighborhood" which abuts the southern edge of the Central Business District at the heart of a neighborhood which includes significant church structures. The campus is well connected to other significant neighborhoods in the downtown and uptown areas by a proposed fixed guideway transit system (Boulder Avenue Trolley) as well as the existing street system.

Overall Master Plan

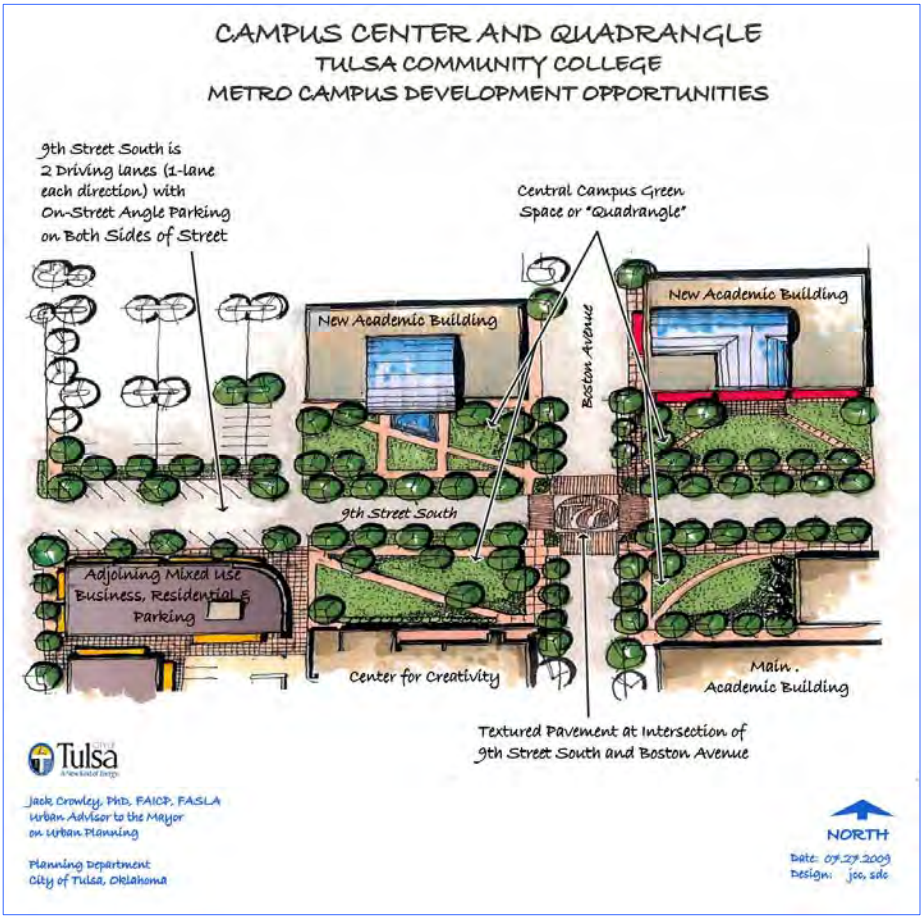
Figure 13 is "Tulsa Community College Metro Campus Development Opportunities" which represents a sketch plan and potential development scenario for TCC's" Academic Neighborhood". The perspective below depicts the massing of building concepts shown in Figure 13.

Strategic acquisitions suggest an overall design strategy for the Metro Campus that will provide the academic core of the Metro Campus with an urban density in a four block area bounded by Main, Street, Cincinnati Avenue and 8th and 9th Streets. Campus parcels outside of that core have lower density academic facilities consisting of street level classrooms. These parcels contain the same overall urban density but upper level use above the street is student residential.

Campus Center and Quadrangle

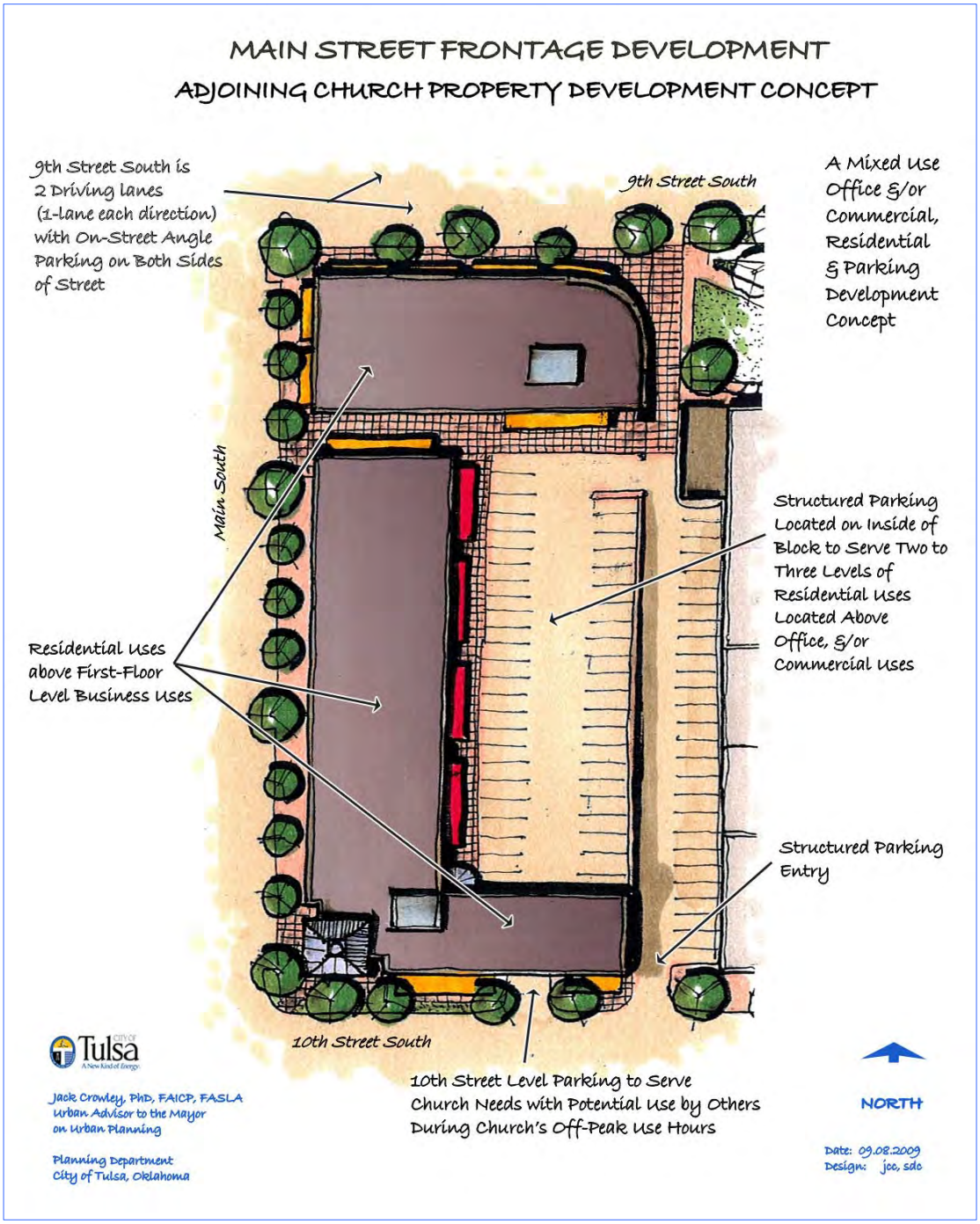
TCC has expressed a strong desire to create a “Central Campus Green Space” or “Quadrangle”, and has acquired land to do so while already initiating the southwest element of the “Quadrangle” during the design and construction of its new Center for Creativity. Figure 8 below shows a potential concept for the Green Space with key design components that include the following:

- Reduction of 9th Street South to one driving lane in each direction and angle parking on each side of 9th Street beginning at the eastern and western ends of the Campus Center.
- It includes expanded green space on the frontages along 9th Street for a park area.
- An opportunity to frame the park along the northern edges with two small (three to four level) academic buildings whose street and park level spaces could be let for campus related retail and/or entertainment uses.
- Surface treatment (pavement patterns) for the intersection of 9th Street and Boston Avenue are recommended representing the center of the Metro Campus.
- It is recommended that, if possible, that additional strategic acquisitions be made for the campus which include the following:
  - The remainder of the block bounded by Boston and Cincinnati Avenues and 8th and 9th Streets.
  - The north half of the block bounded by Main Street, Boston Avenue and 8th and 9th Streets.
  - These acquisitions provide a direct campus connection to the southern edge of the Central Business District.



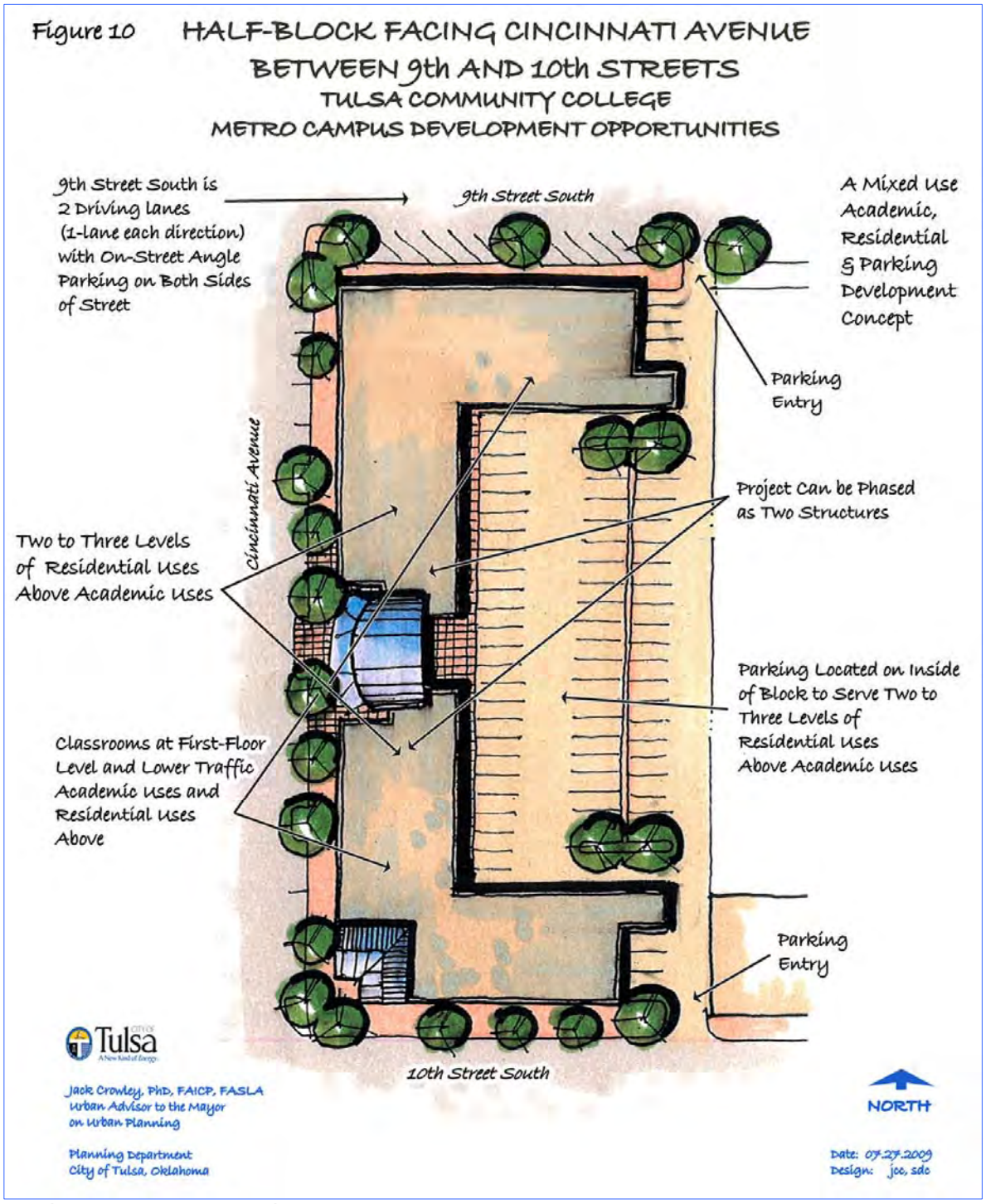
Main Street Frontage Development

Figure 9 depicts a concept plan for land owned by the church to the west of the campus and which is used for church parking. Because of the drop in the parcel's elevation from north end to the south, the church might be able construct a 10th Street parking area to keep the church "whole" while building an office and/or commercial structure at the 9th Street level with two to three levels of residential units above. An upper parking level could then be provided on the inside of the block to serve the building residents. An agreement to lease the church parking area during off peak hours of church use could be employed for TCC students and would enhance optimum use of the site. This project could be done privately with joint agreements between the church and a developer.



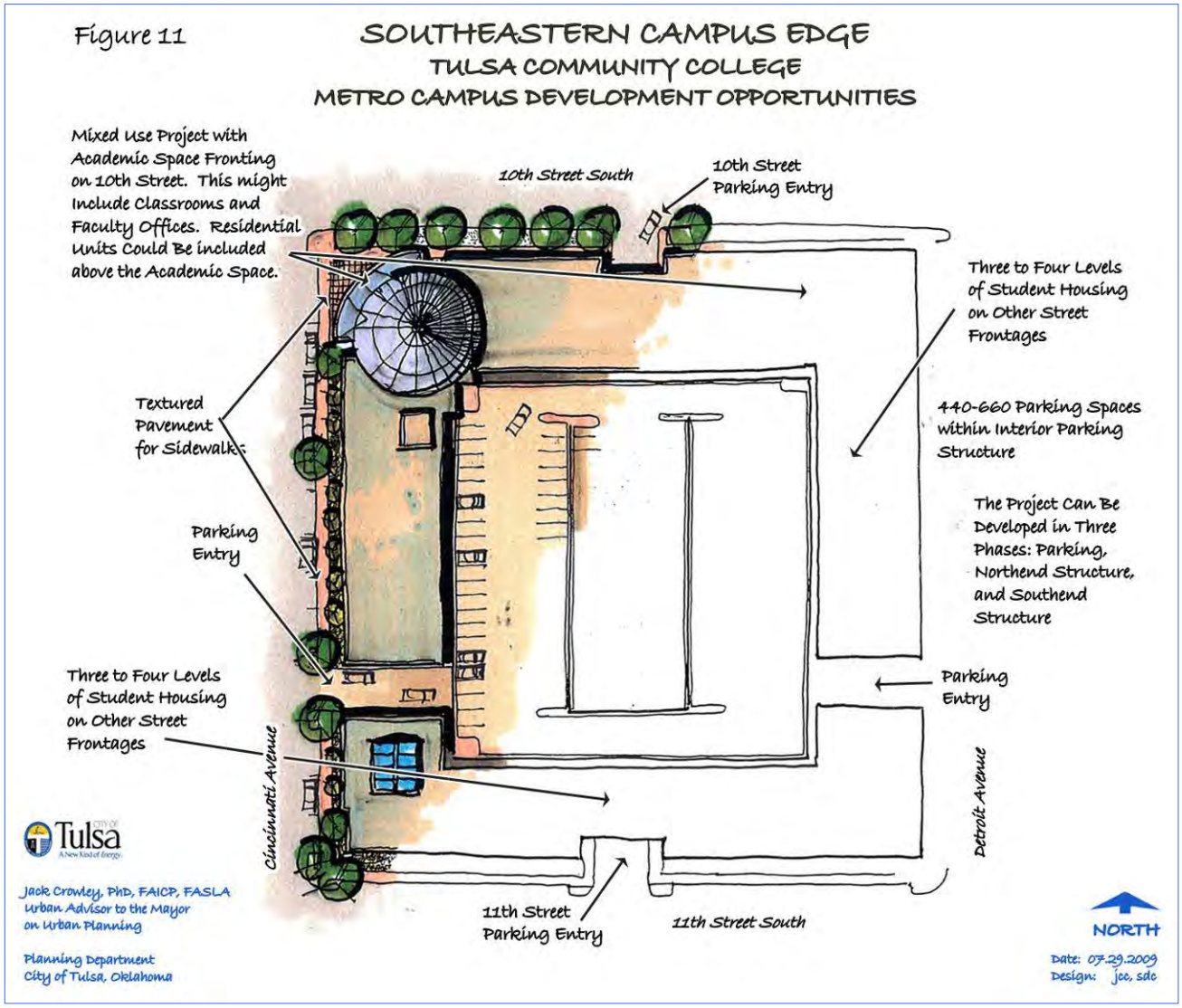
Half Block Facing Cincinnati Between 9th and 10th Streets

This recently acquired site likely does not have enough grade change to facilitate parking beneath the building unless it is constructed partially below grade. The site with parking at the block's interior can be constructed in two structures and phases. It is particularly suitable for first-level street side classrooms and lower traffic academic uses with student residential units above.



Southeastern Campus Edge

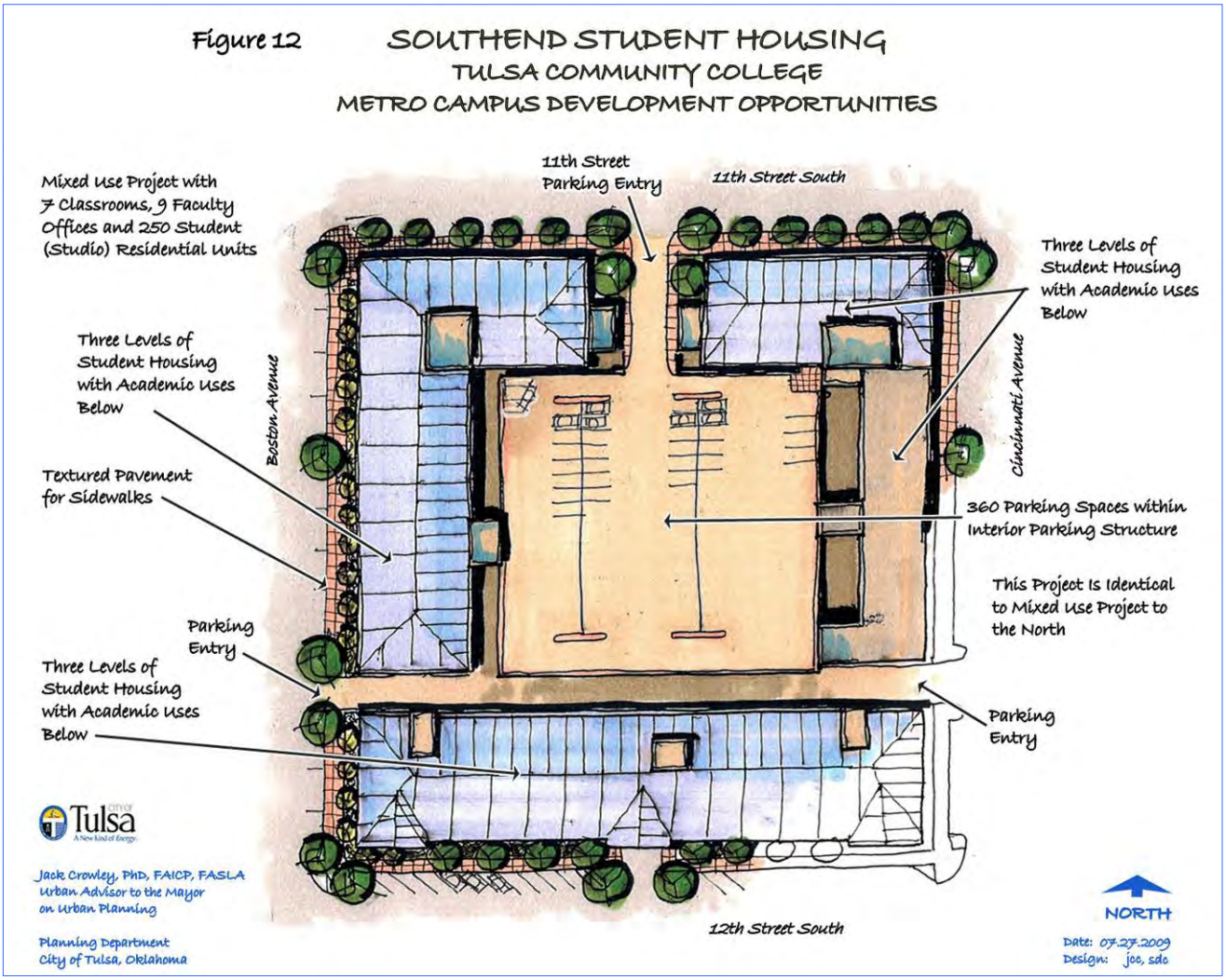
Eventually as the academic campus expands and the amount of surface parking declines, a significant parking facility will be required to meet overall parking needs. Depending on the rate of campus growth, this project may be required over a 12 to 20 year time frame. Figure 11 depicts a mixed use facility with a 4-6 level garage positioned at the center of the block bounded by Cincinnati and Detroit Avenues and 10th and 11th Streets with each parking level holding about 100 parking spaces. The development of the block surrounding the parking structure would include academic space fronting along 10th Street with student residential elsewhere. The block can be developed in three phase: parking, a northend structure and a southend structure. Student housing units can be developed privately.



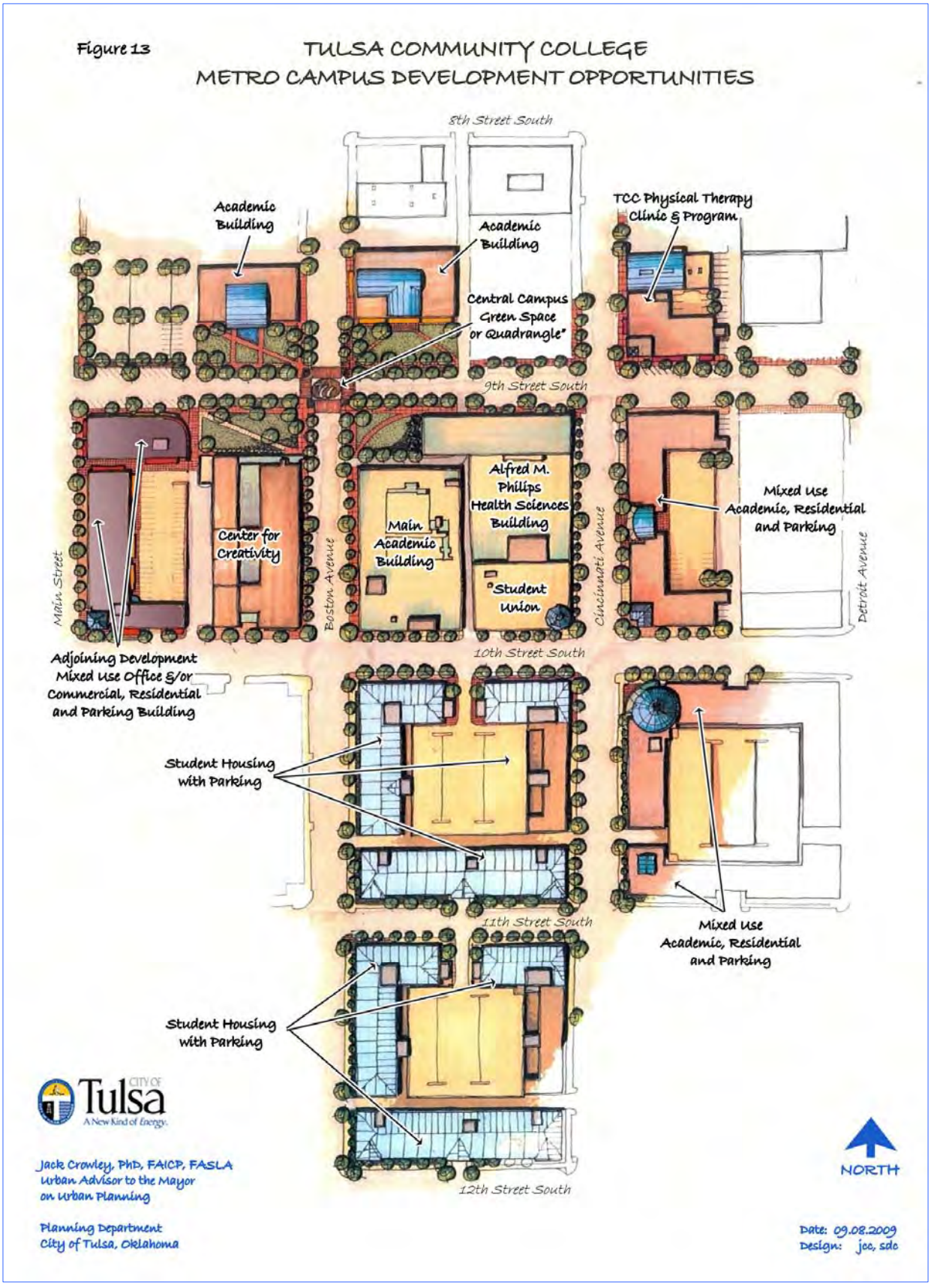
Southend Student Housing

This project depicted in Figure 12 is identical to the block to the north (refer to Figures 1-4) except that its frontage is most suitable for a residential dining center that serves the surrounding, and by now, a substantial number of student housing units (800 to 900). As in the case of other campus residential projects, this can be privately built and owned on a land lease with TCC. A single campus residential developer could be selected and projects scheduled and phased according to the absorption rate or growth demands of on-campus housing for students in downtown.

The Downtown Area Master Plan recommends a transit rail (trolley) system to run on Boulder Avenue and it will serve to connect the TCC Metro Campus and extend north to (O.S.U./Langston Campuses) and south to 21st Street and Riverside Drive. The eventual rail transit line connecting the University of Tulsa and Hillcrest Hospital with downtown will likely enter the Metro Campus area along the 6th Street or 10th Street corridors.



Overall Tulsa Community College Metro Campus Plan



APPENDIX A

POTENTIAL "CENTRAL CAMPUS GREEN SPACE" INTERSECTION, ROADWAY AND STREETSCAPE IMPROVEMENTS AND BUDGETARY COST ESTIMATES

The following is a proposal for a public improvement project for the 9th Street South and S. Boston Avenue area in downtown Tulsa. The proposal includes special intersection improvements, roadway improvements, irrigation, landscape, sidewalks, pedestrian lighting and streetscape elements. The project would be a component of the proposed "Central Campus Green Space" or "Quadrangle" area for the Tulsa Community College Metro Campus and will serve as an integral part of TCC's development of "An Academic Neighborhood" in Downtown Tulsa.

Exhibit 14 provides another depiction of the proposed project area and major design components, and Figure 15 shows a perspective of the project area within the context of the overall academic neighborhood. Figure 16 depicts the suggested boundaries of the proposed project area and general project dimensions.

The attached cost estimates in Table 1 below are for budgetary purposes and are based on costs incurred by recent downtown area projects.

PROJECT BUDGETARY COST ESTIMATES

Item (All items installed)	Unit	Unit Cost ($)	Units	Total ($)
Intersection improvements including special design, textured pavement and enhanced crosswalks	L.S.	100,000	1	150,000
Curb and gutter	L.F.	28	1892	52,976
New & Replacement drop inlets	Each	2,500	8	20,000
18" RCP – Class III	L.F.	100	765	76,500
Removal of Pipe	L.F.	30	765	26,775
Manholes Adjust to Grade	Each	550	2	1,100
Trench Excavation	C.Y.	30	170	5,100
Sidewalk	S.Y.	75	1800	135,000
Removal of Asphalt	S.Y.	8	7734	61,872
Unclassified excavation	C.Y.	35	150	5,250
Street resurfacing	C.Y.	600	1300	780,000
Trees	Each	1,500	46	69,000
Lawn and grass area	S.F.	1.67	13760	22,980
Shrubs and ornamental plants	Each	400	36	14,400
Pedestrian lights	Each	4,500	16	72,000
Electrical conduit & wiring	L.F.	15	1940	29,100
Electrical control box	Each	10,000	4	40,000
Traffic Signals	Each	150,000	4	600,000
Broad band & conduit	L.F.	105	970	101,850
Benches	Each	1,400	8	11,200
Trash Receptacles	Each	1,500	12	18,000
Land acquisition (none)	N.A.	-	-	0
Contingency (20%)	-	-	-	458,620
Design, inspection, overhead & burden (18%)	-	-	-	495,310
TOTAL				3,247,033

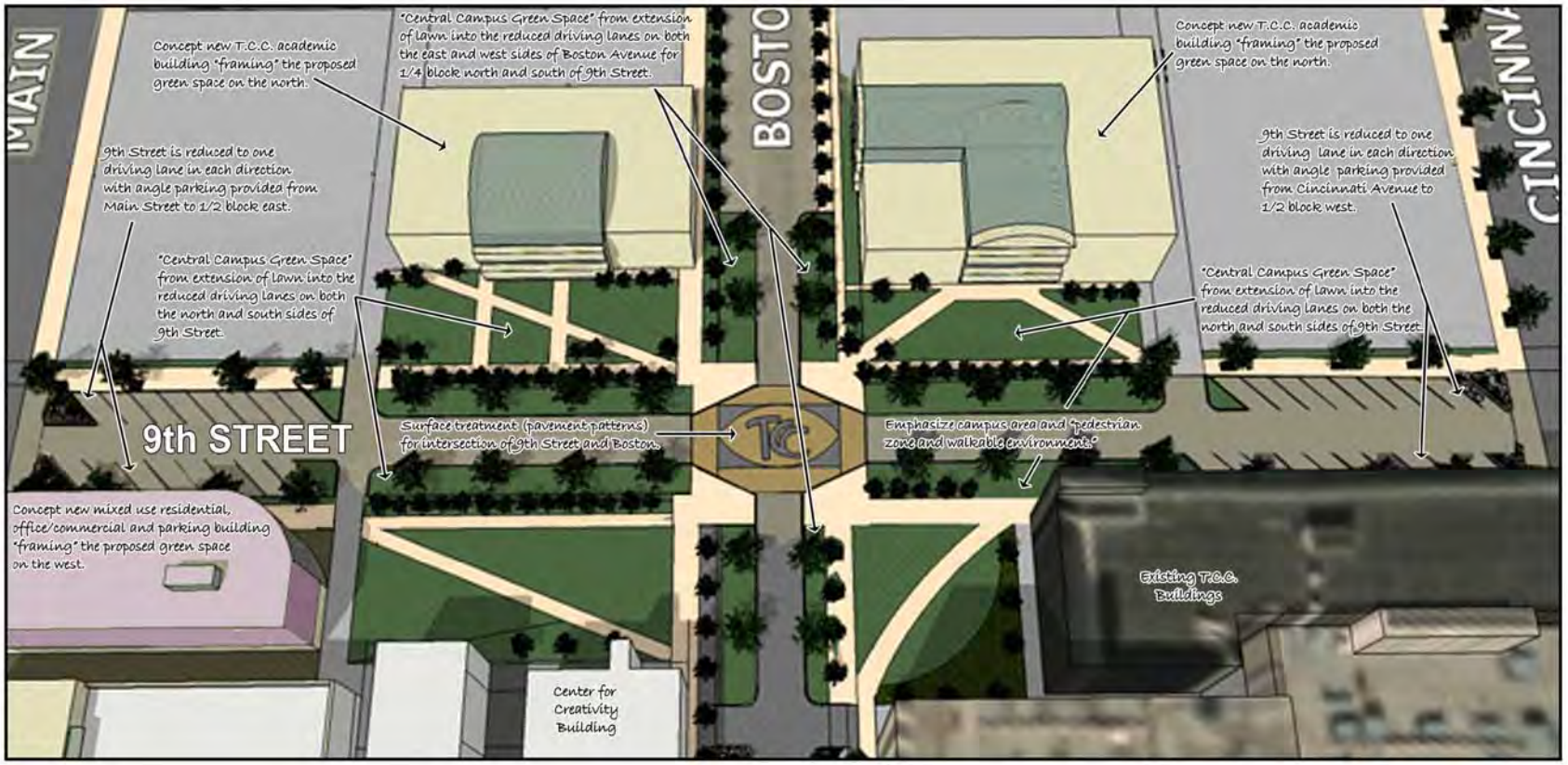
L.S. - Lump Sum L.F. - Linear Feet S.Y. – Square Yard N.A. – Not Applicable C.Y. – Cubic Yard
SOURCE: Tulsa Public Works Department and Tulsa Planning Department, August 2009.

Figure 14

CONCEPT ILLUSTRATION

TULSA COMMUNITY COLLEGE METRO CAMPUS DEVELOPMENT- AN ACADEMIC NEIGHBORHOOD

TULSA, OKLAHOMA



Looking North from Boston Avenue and 9th Street

9th Street South - Main Street to Cincinnati Avenue

Proposed Street & Streetscape Improvements

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Special Advisor to the Mayor
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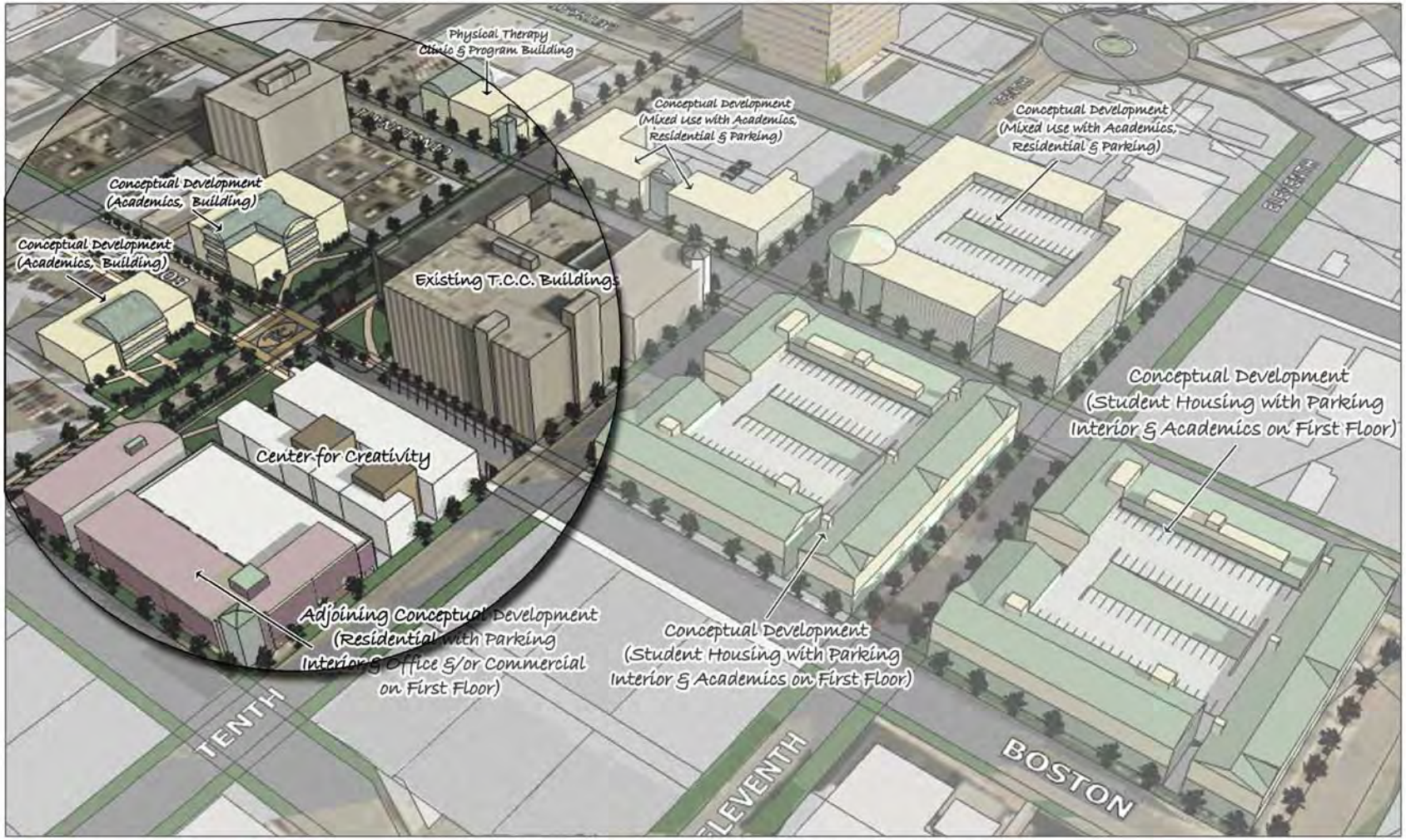
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma

Design: jcc, sdc, kr
Date: 08.06.2009

CONCEPT ILLUSTRATION

TULSA COMMUNITY COLLEGE METRO CAMPUS DEVELOPMENT- AN ACADEMIC NEIGHBORHOOD

TULSA, OKLAHOMA



Looking northeast from Boston Avenue and 11th Street

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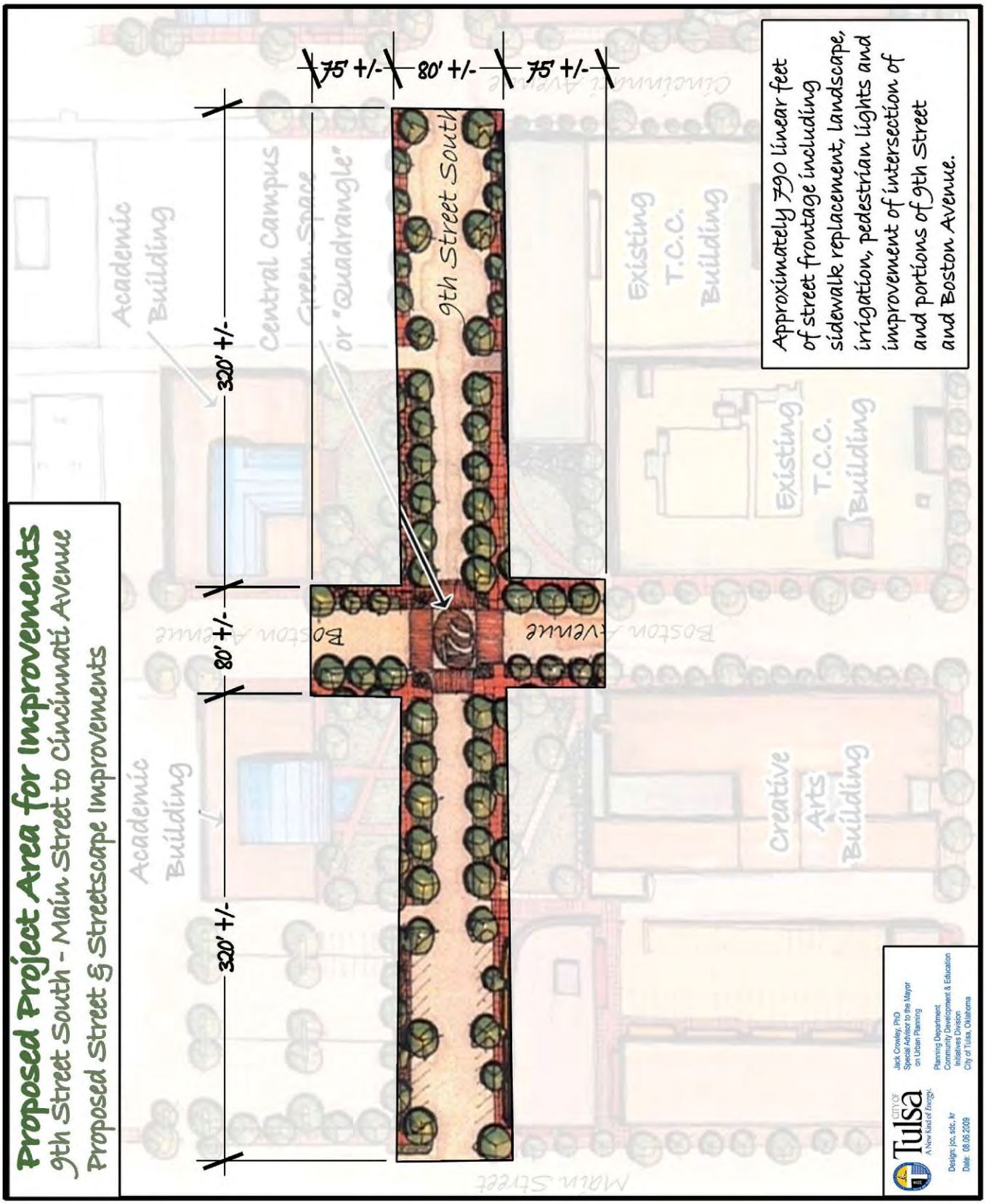
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma

Design: jcc, sdc, kr
Date: 08.06.2009

Figure 15

Figure 16


Proposed Project Area for Improvements
9th Street South - Main Street to Cincinnati Avenue
Proposed Street & Streetscape Improvements
75' +/-
80' +/-
75' +/-
320' +/-
80' +/-
320' +/-
9th Street South
Boston Avenue
Academic Building
Central Campus Green Space or "Quadrangle"
Existing T.C.C. Building
Existing T.C.C. Building
Creative Arts Building
Academic Building
Approximately 730 linear feet of street frontage including sidewalk replacement, landscape, irrigation, pedestrian lights and improvement of intersection of and portions of 9th Street and Boston Avenue.
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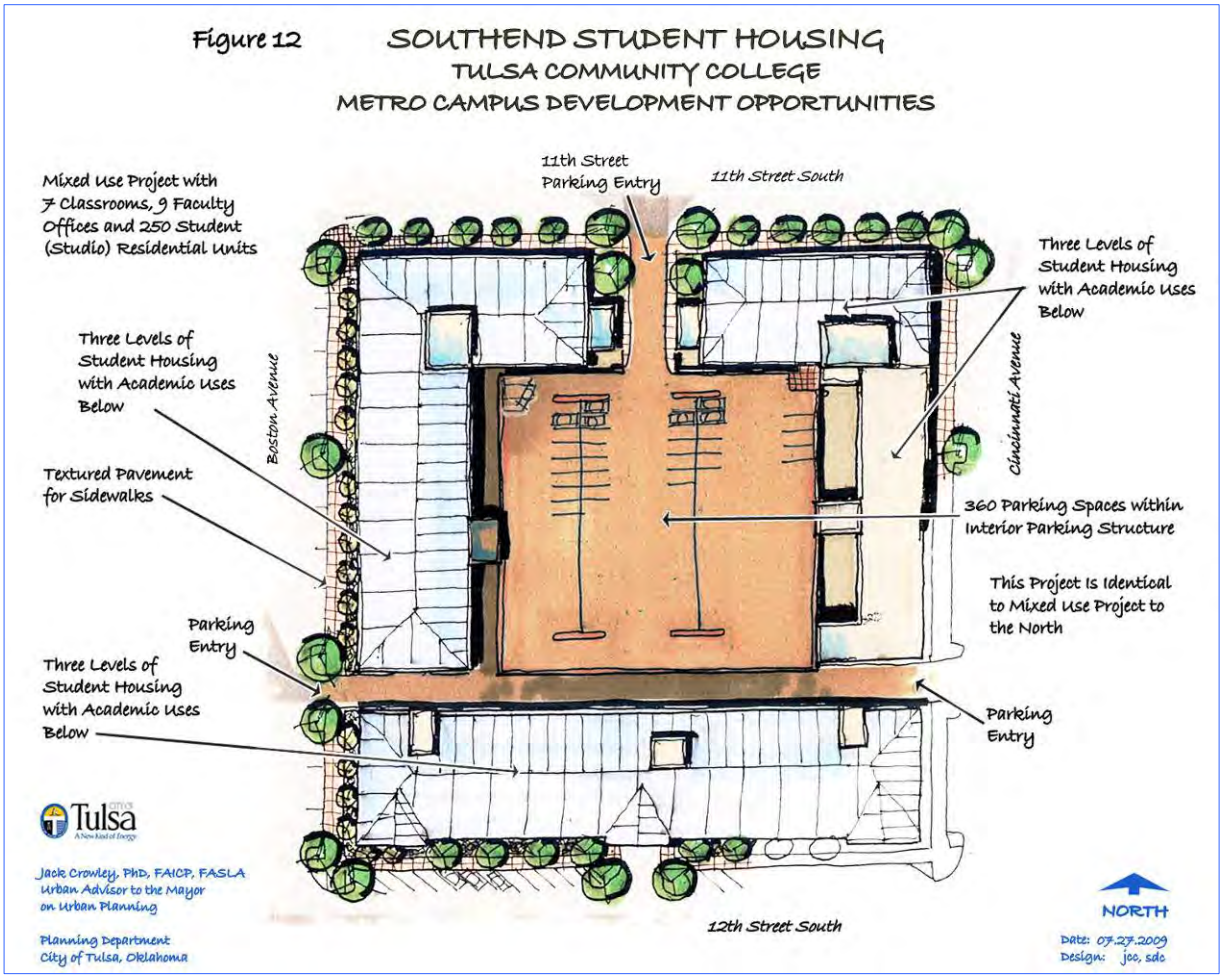
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Design: jps, sdc, kr
Date: 08.05.2009

APPENDIX B

TULSA COMMUNITY COLLEGE METRO CAMPUS
PARKING STRUCTURE PROJECT

The following is a discussion of the cost estimate for a public improvement project which would provide parking for one of the T.C.C. mixed use residential housing developments suggested in the study (refer to Figure 12). Typical costs for a parking structure as shown in the "Southend Student Housing" exhibit should be budgeted at $15,000 per parking space. This would provide a structure which would be constructed on the interior of a block on land provided by T.C.C. (perhaps via deed or long-term lease). The facility would include no special façade treatment or improvements since it would be "clad" on its exterior by other land uses (residential on upper levels and other uses on ground level). Structured parking spaces would total approximately 360. The budgetary cost would equal $5,400,000.

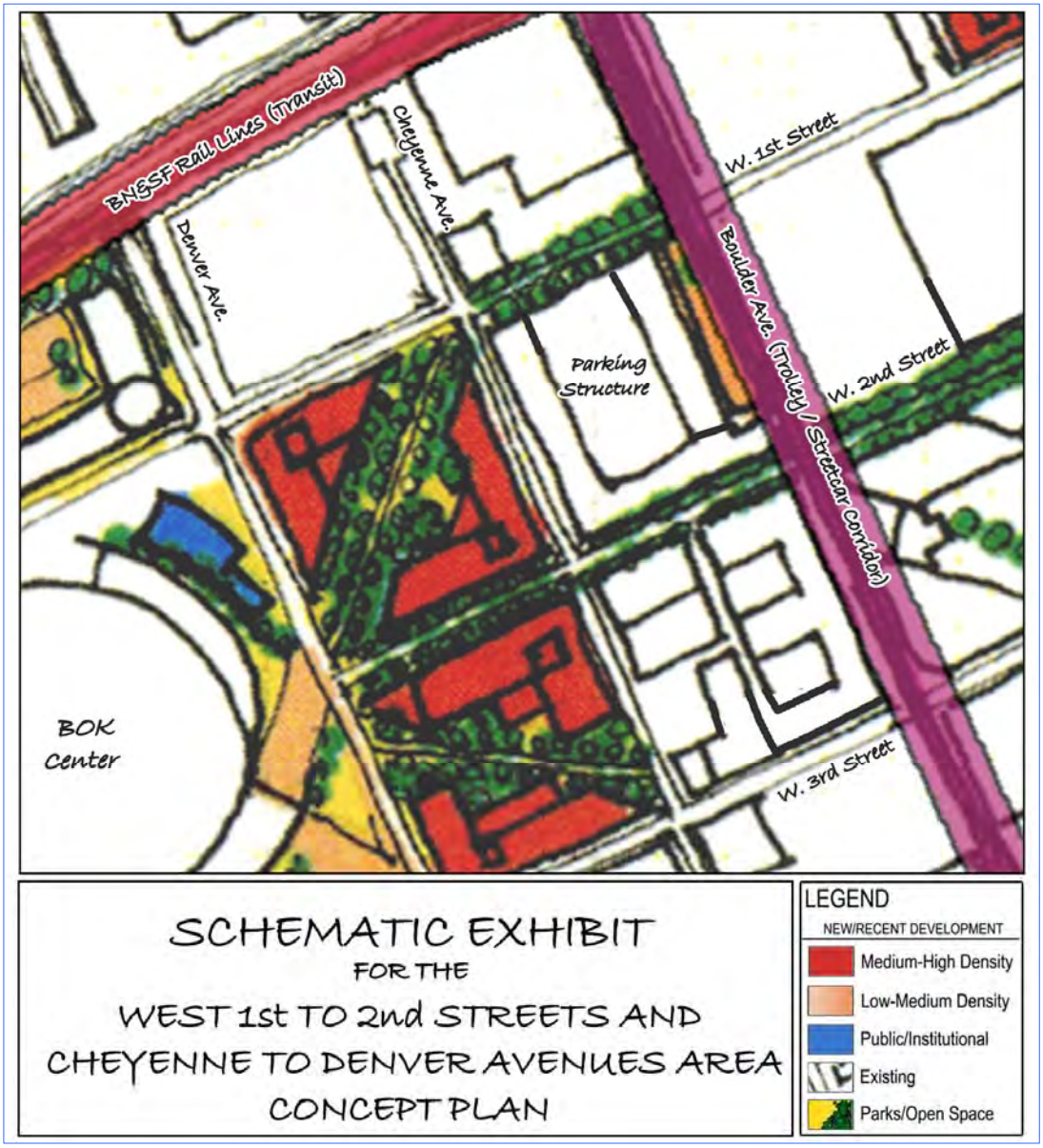


APPENDIX 1.24

"WEST 1ST TO 2ND STREETS
AND
CHEYENNE TO DENVER AVENUES AREA" CONCEPT PLAN

SCHEMATIC EXHIBIT BELOW IS FROM
"MASTER PLAN" EXHIBIT, VOLUME 1 – "THE PLAN"

(Detailed study to be published later in Addenda document)



APPENDIX 1.25

WILLIAMS GREEN AND TULSA ROTARY CLUB PLAZA CONCEPT

Sketch Concept – Redesign of the Williams Green

The park atop the three-level garage at the Williams Green is thirty-five years old. This and the recent damage attributed to the 2009 ice storm and the "accumulation" of unplanned additions has necessitated the redesign and redevelopment of "The Green".

General Plan of the Green

- The general layout of the Green is depicted Figure 1. Second Street has become a major connecting link between the new BOK Center, the Williams Center, and the Blue Dome entertainment district. The north side now has a wide, landscaped walkway and the south side needs interest, comfort and activity.

- The expanded and refurbished Crown Plaza Hotel has a limited Second Street Porte Cochere and restricted valet parking to the adjacent garage. The northwest corner of the suggested redesign shows the following:

    - Removal of the unused "monumental stair and installation of a small single stair access between The Green and Second Street to complement the existing interior stair and garage elevator.

    - Much larger access provided to the Crown Plaza Hotel Second Street Porte Cochere and valet service for the garage. This also adds activity to the Second Street Porte Cochere.

    - An additional 7,000 to 8,000 square feet for the upper level structure which covers the former monumental stair and enlarged Porte Cochere. This space can accommodate:

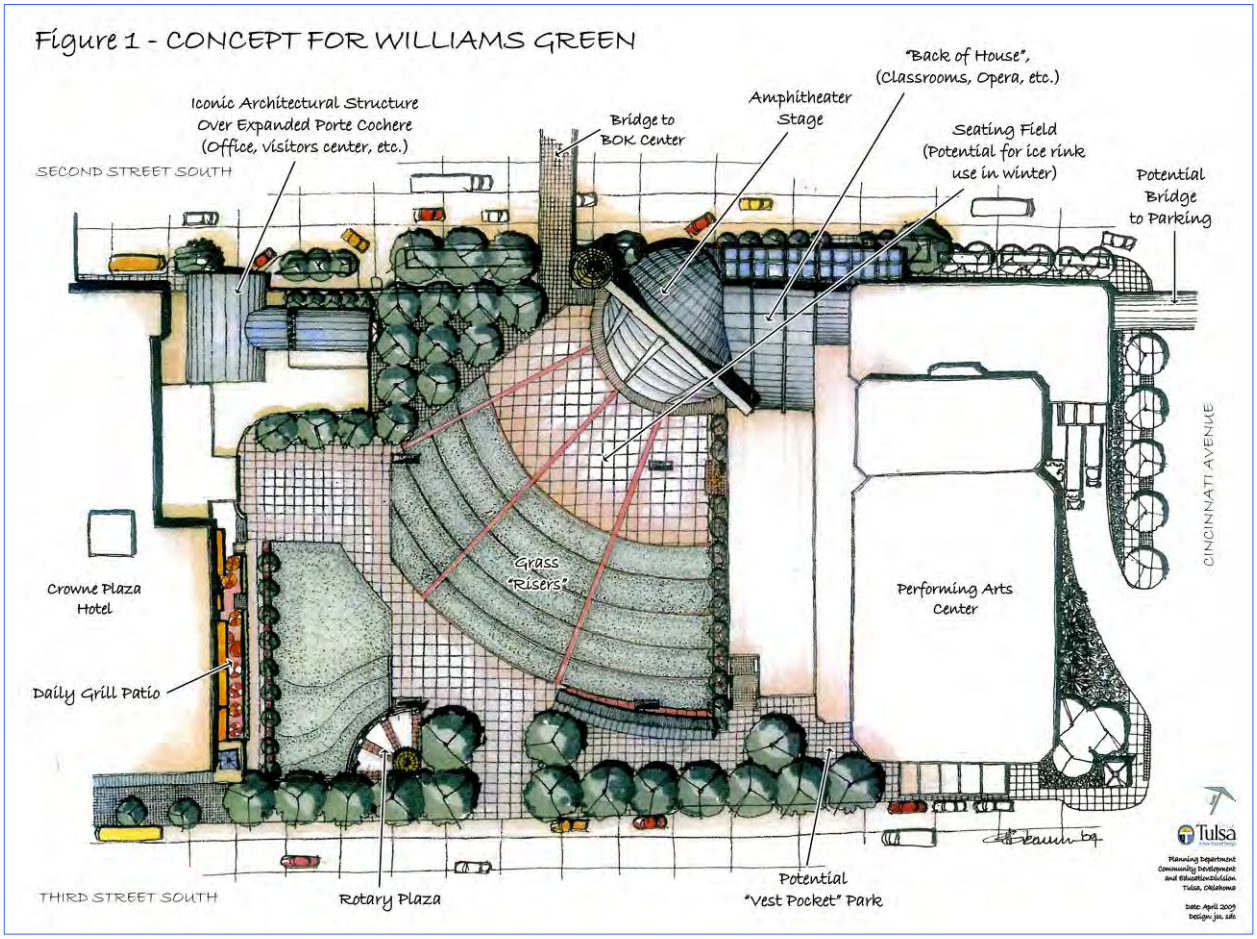
        - An iconic architectural design.

        - A restaurant, offices, spa, visitor information center or other unique uses. If privately owned, the ground lease could be dedicated to the permanent maintenance of "The Green".

- The northwest quadrant of the project area reflects an expansion of the Performing Arts Center (housing the opera offices, art classrooms, and more "back of the house" space) and a large amphitheater structure. The amphitheater structure would be an exciting design feature facing onto "The Green". The Performing Arts Center could now have a "back of the house" space serving internal and external performances. Features would include the following:

- Below stage (on the garage roof elevation is a performance seating field that can double in the winter as an ice rink with a permanent “ice pipe” surface. The surface also includes a railed and truncated northeast garage exit stair.

- The balance of the amphitheater shows a series of radius and curbed grass seating “risers” which bring the facility to the Third Street elevation.



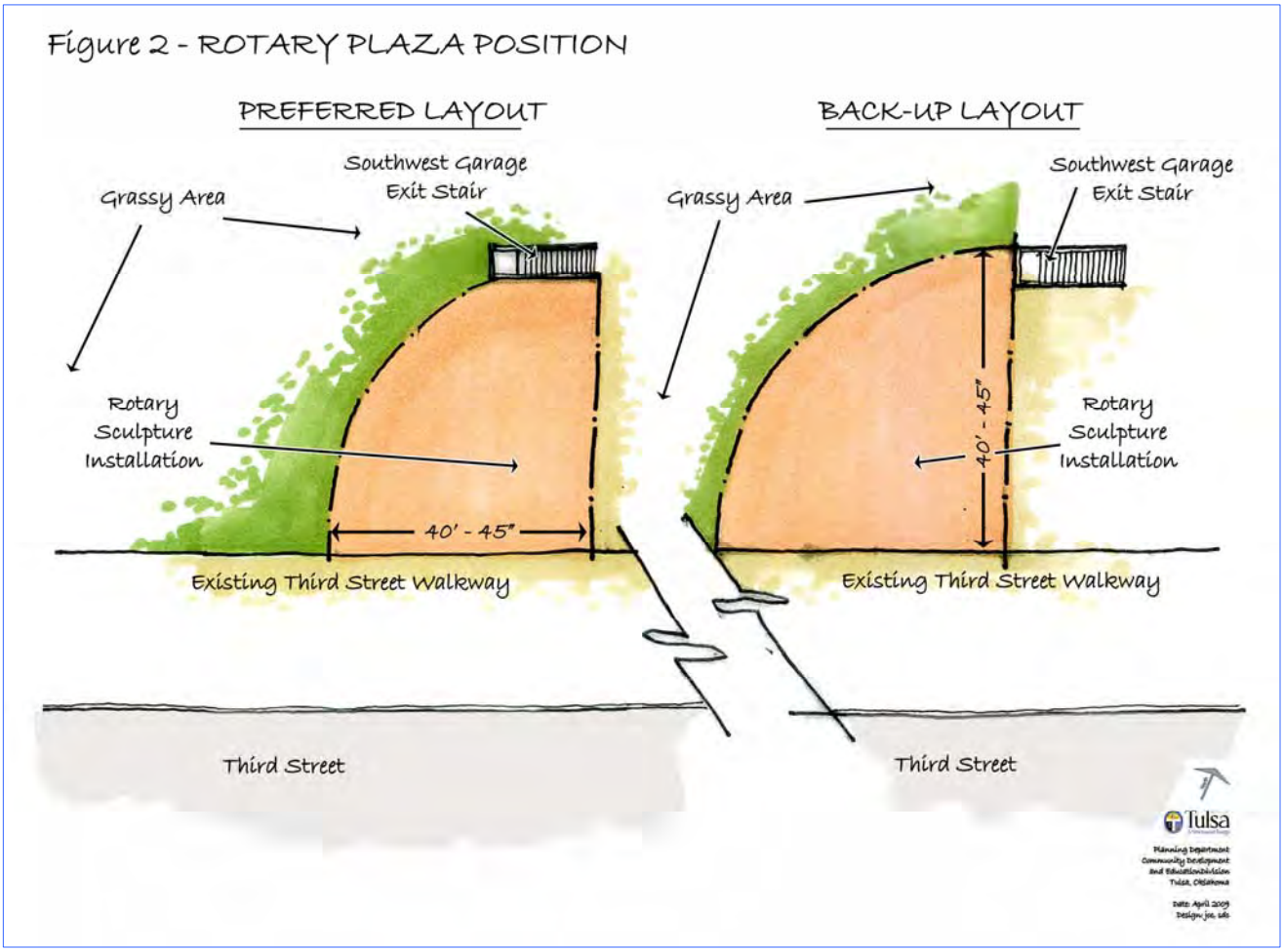
Rotary Project Installation and Positioning

Key site considerations for installing the Tulsa Rotary Club project are depicted in Figure 2 and include the following:

- The Tulsa Rotary Club plaza project requires a 40' to 45' radius to accommodate the "Globe" (along the Third Street walkway and the four accompanying sculptures and intervening benches. These would be sited in a one-quarter circle to the north around the west portion of the "Globe".

- The preferred and highly recommended site plan positions the south edge of the one-quarter circle to abut the existing north edge of the Third Street walkway, and the eastern edge of the one quarter circle to align with the eastern edge of the southwest garage exit stair. This stair also serves as the northeast corner of the project.

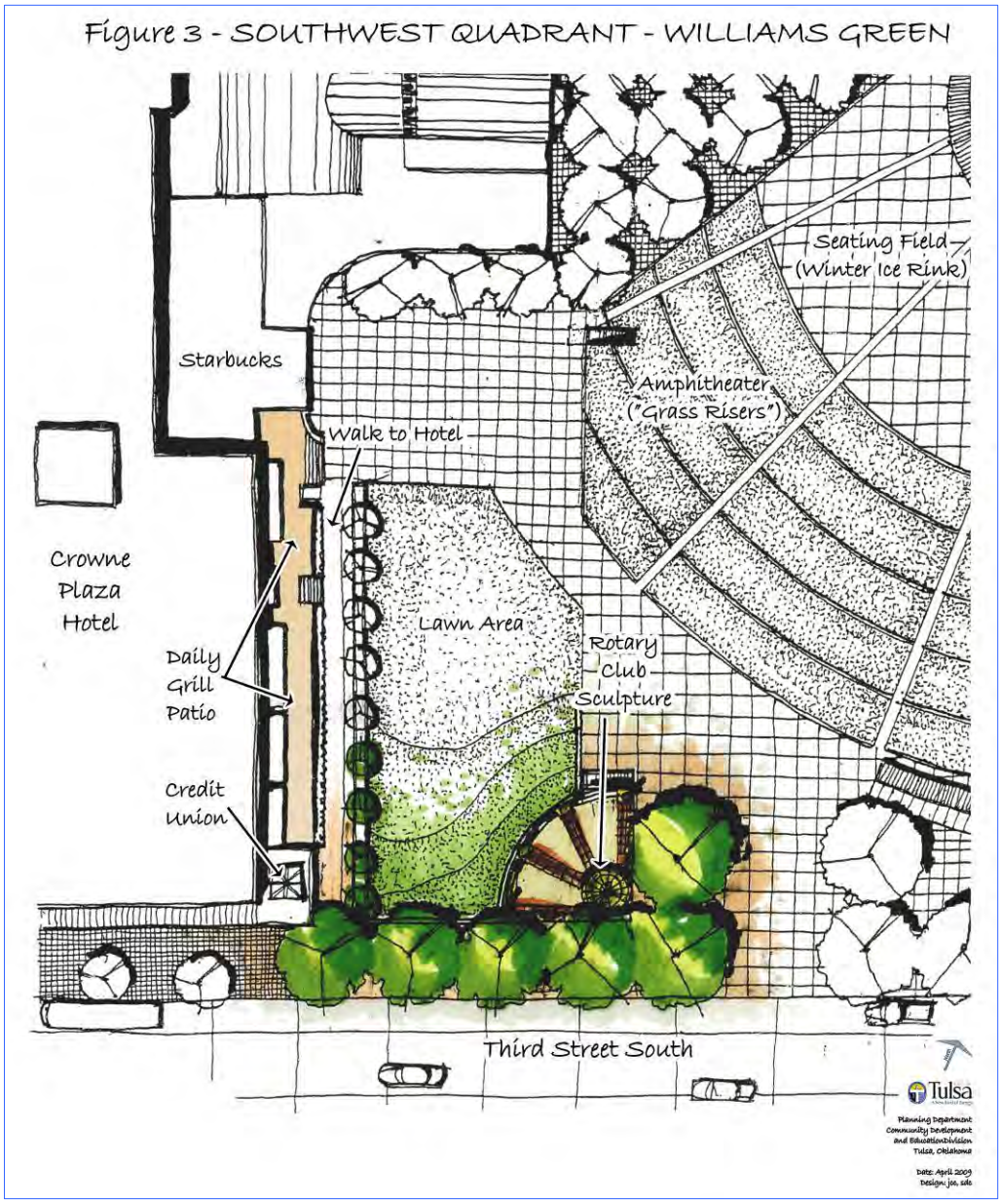
- An alternate site plan positions the project installation on the northern edge of the Third Street walkway and to the east of the southwest garage exit stair.



The Southwest Quadrant

Figure 3 depicts several key features as follows:

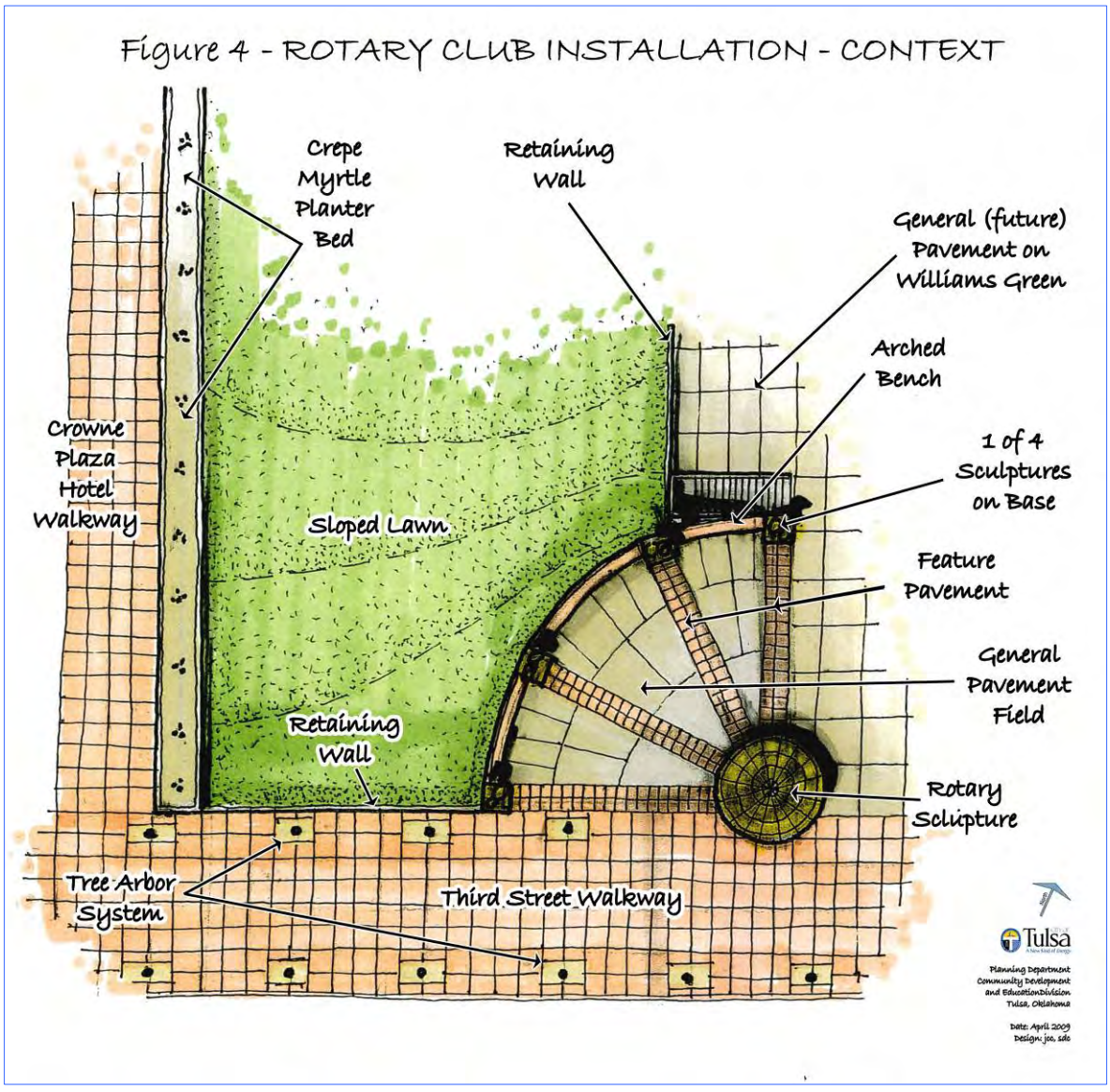
- Third Street level circulation paths.
- Re-planted tress in contemporary planter bases/containers.
- A linear walkway to the Daily Grill patio and Crowne Plaza Hotel lined by a raised planter containing Crepe Myrtle.
- The Tulsa Rotary Club Sculpture installation (discussed further below).
- A small grass lawn area.



Rotary Club Installation – Context

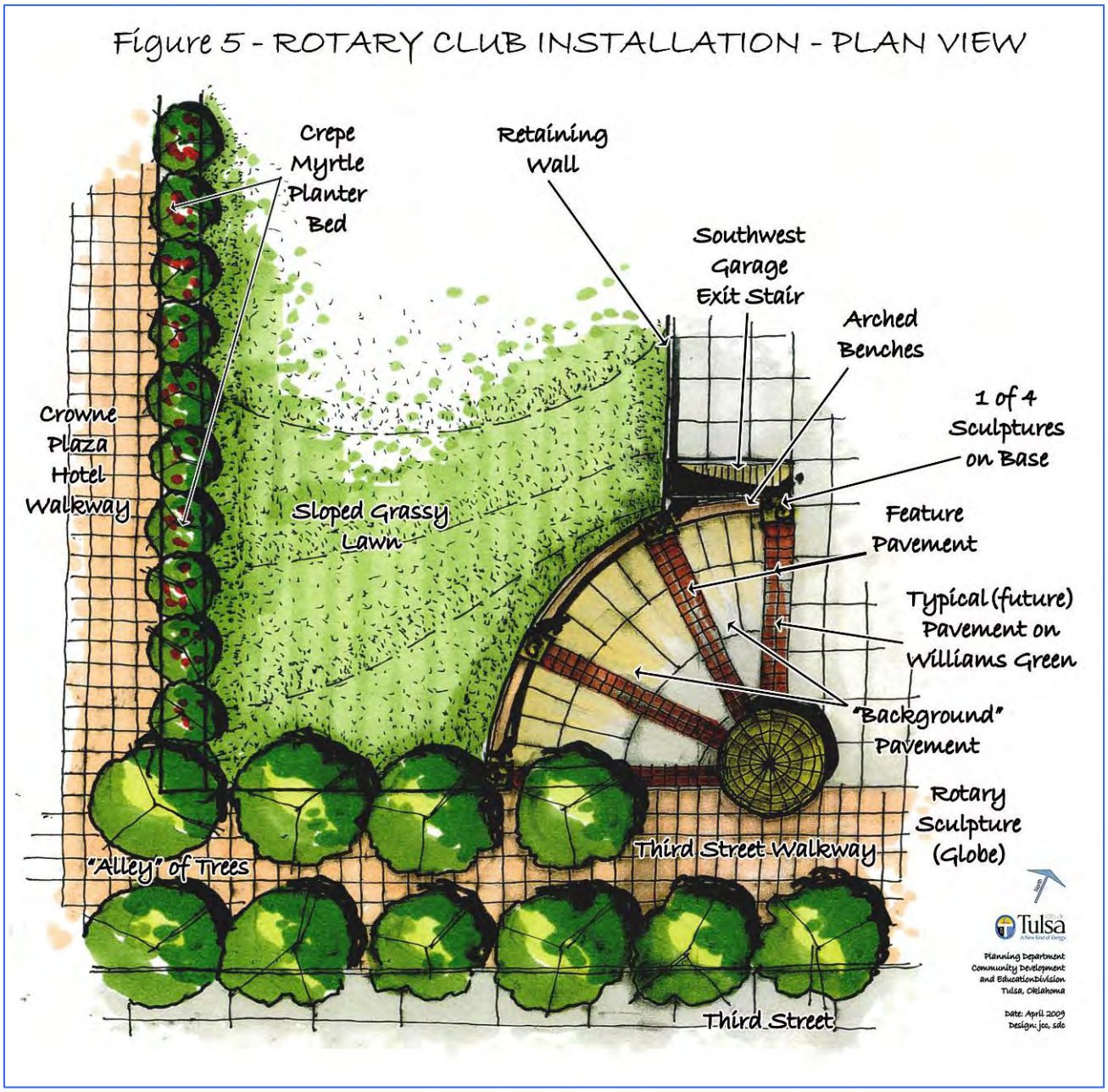
The context is depicted in Figure 4. Key components shown include:

- The "Crepe Myrtle" raised planter which provide shade and a western edge to the installation area. This is not built by the Rotary).
- Short retaining walls (built by Rotary) to the north and west of the installation which slope downward and contain a grass lawn beginning at the upper edge of the bench back and sloping downward to the north and west.
- A rebuilt and re-planted Third Street walkway (not built by Rotary).
- The one-quarter circle of the Rotary Club installation.



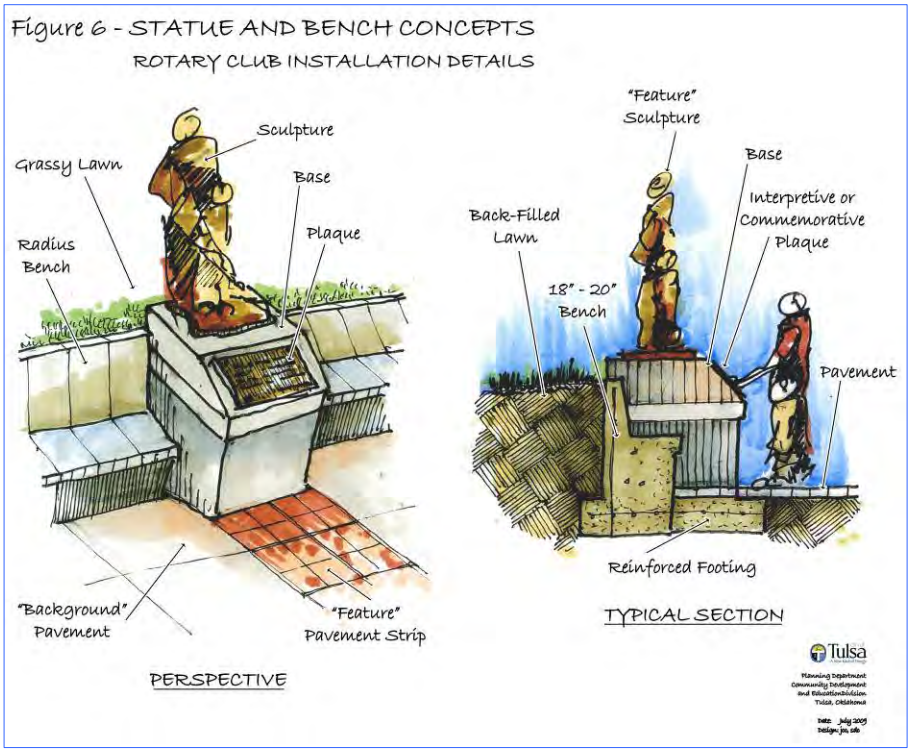
Rotary Club Installation – Plan View

Figure 5 simply depicts a plan view of the Rotary Club installation, major project components and the immediate surrounding area.



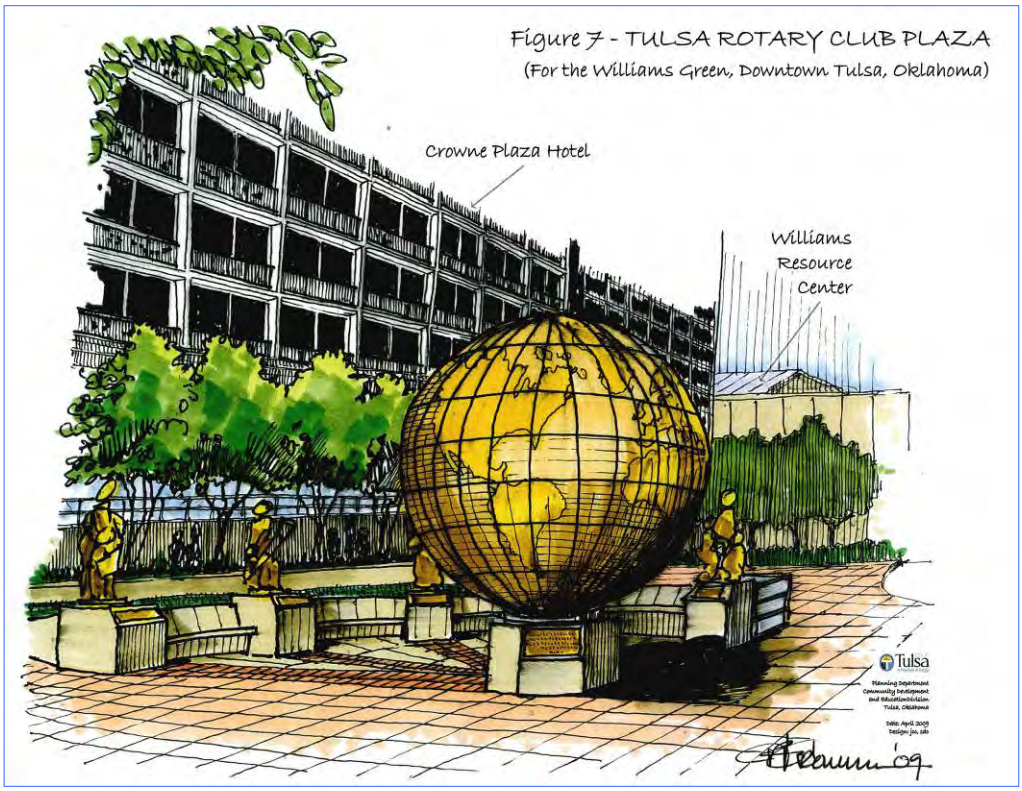
Statue and Bench Concepts

Figure 6 depicts a typical bench and sculpture base section and a simple axonometric drawing.

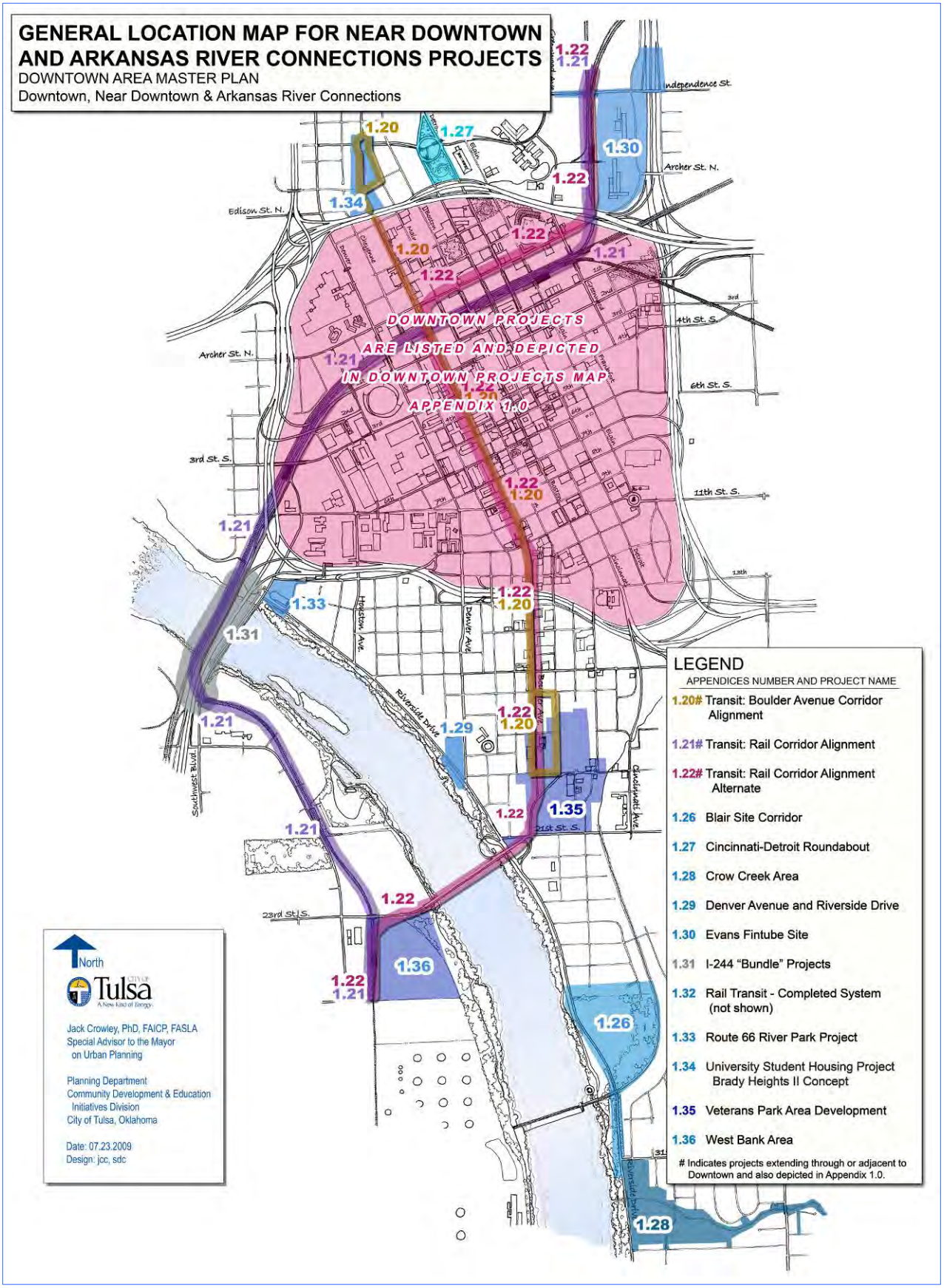


Proposed Rotary Club Plaza

A depiction of the proposed Tulsa Rotary Club Plaza is shown in Figure 7. The view is looking generally from southeast to northwest from the Third Street Walkway and towards the Crowne Plaza Hotel.

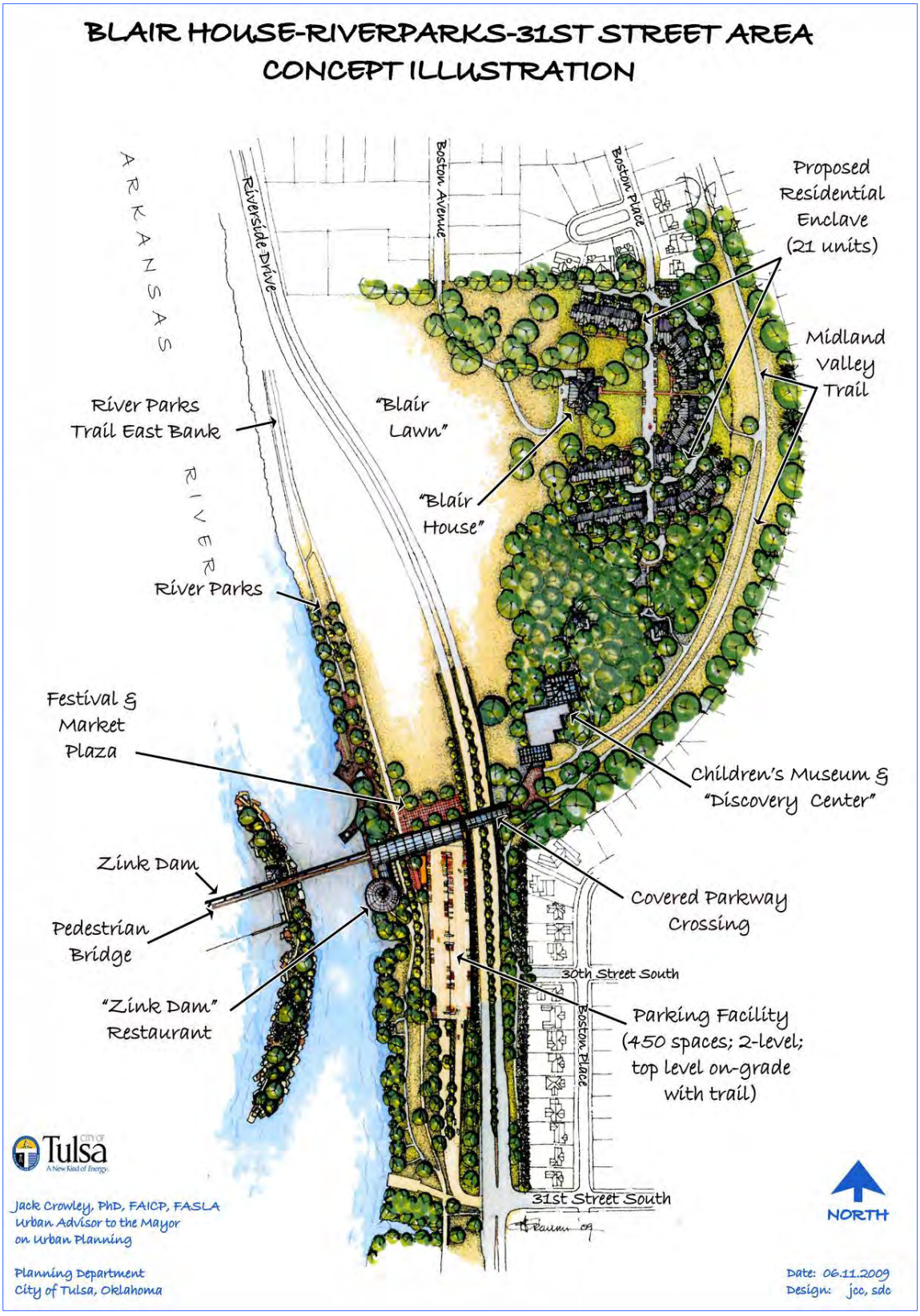


APPENDIX 1.26



APPENDIX 1.27

BLAIR SITE – RIVERPARKS-31ST STREET AREA CONCEPT ILLUSTRATION



"BLAIR HOUSE" AREA
BLAIR HOUSE-RIVERPARKS-31ST STREET AREA
CONCEPT ILLUSTRATION

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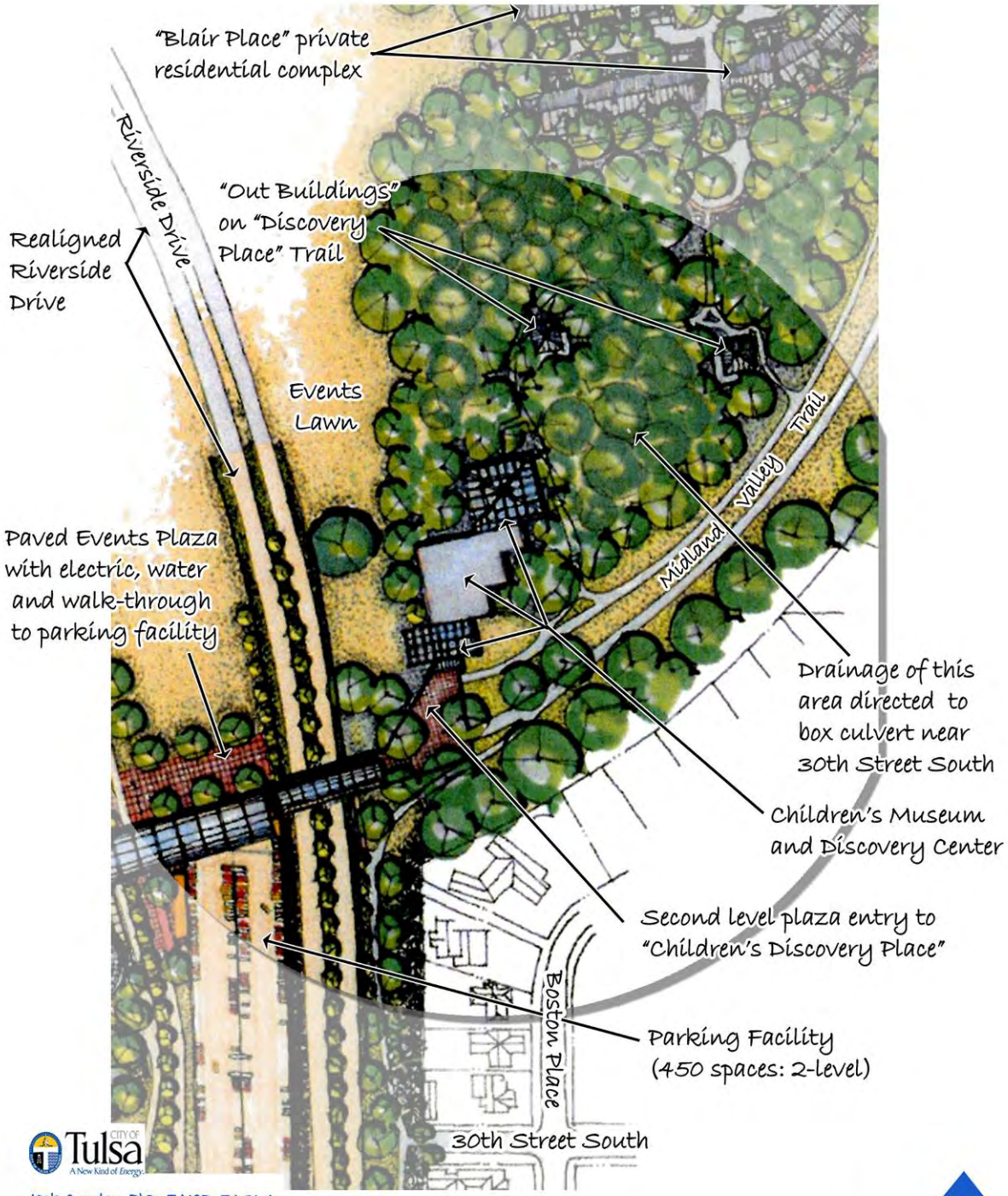
Planning Department
City of Tulsa, Oklahoma

NORTH

Date: 06.11.2009
Design: jcc, sdc

CHILDREN'S MUSEUM AREA
BLAIR HOUSE-RIVERPARKS-31ST STREET AREA
CONCEPT ILLUSTRATION



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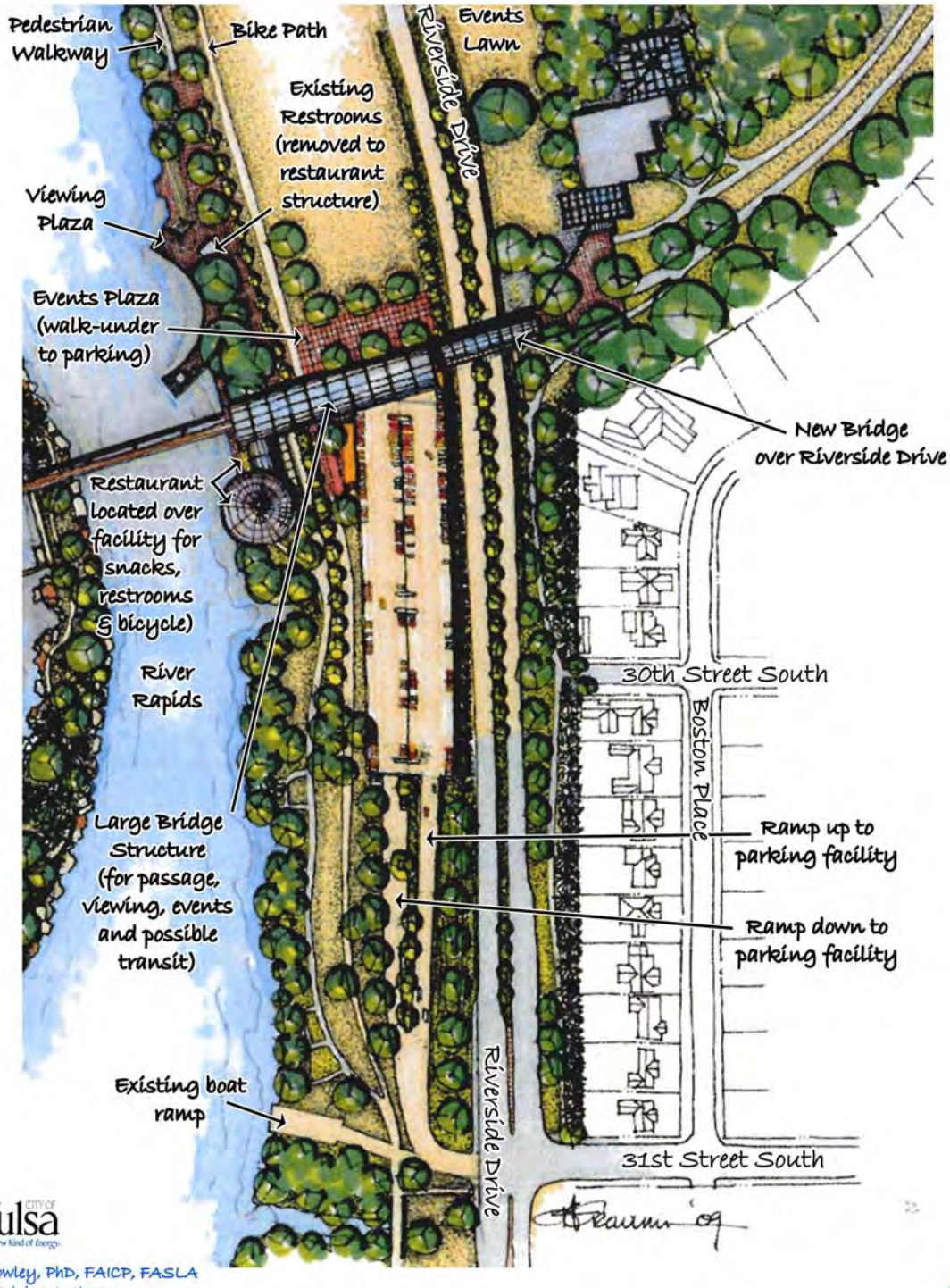
Date: 06.11.2009
Design: jcc, sdc

RIVERPARKS - 30TH STREET AND RIVERSIDE AREA

BLAIR HOUSE-RIVERPARKS-31ST STREET AREA

CONCEPT ILLUSTRATION



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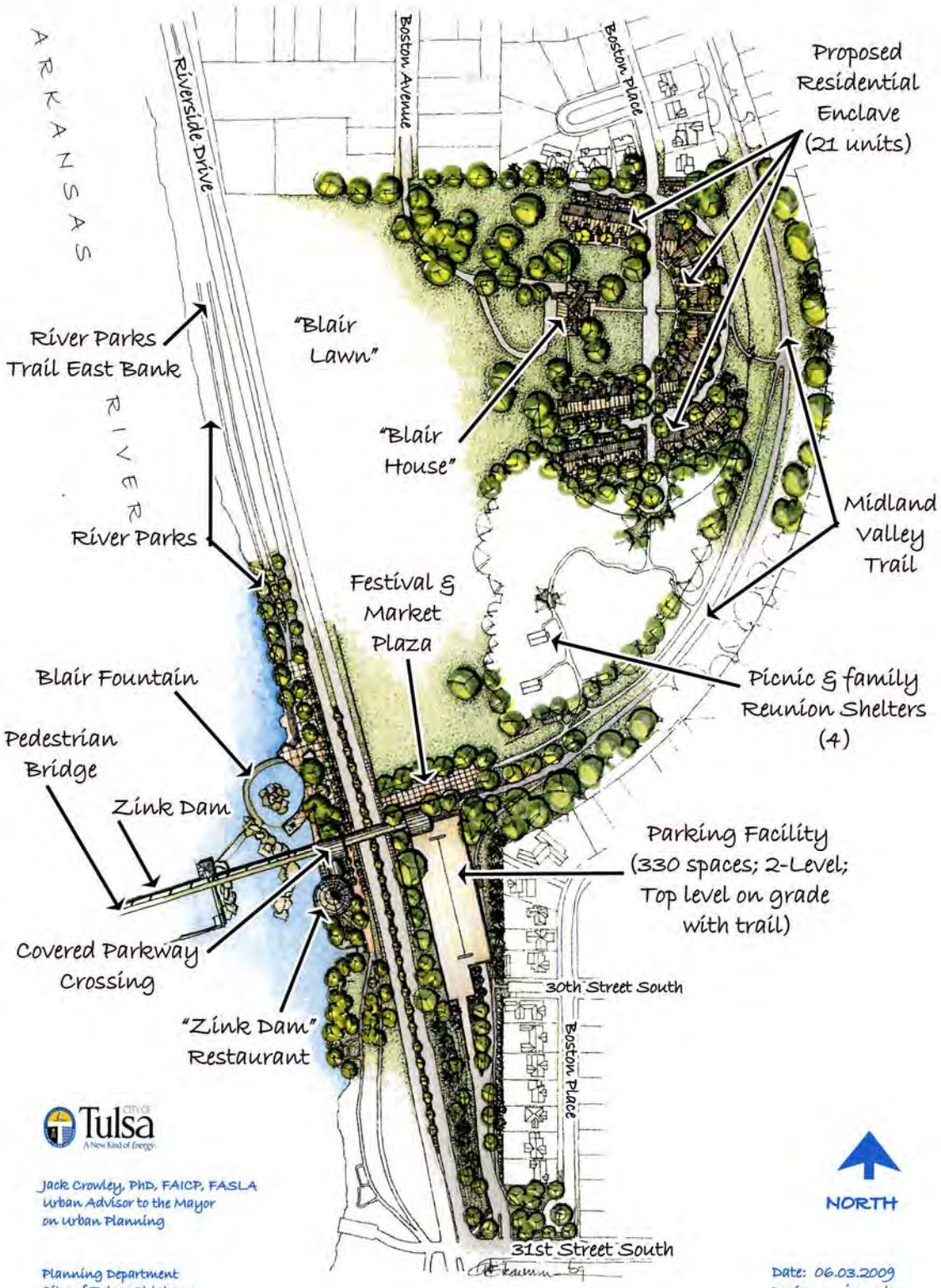
Jack Crowley, PhD, FAICP, FASLA
Urban Advisor to the Mayor
on Urban Planning

Planning Department
City of Tulsa, Oklahoma

NORTH

Date: 06.11.2009
Design: jcc, sdc

BLAIR HOUSE-RIVERPARKS-31ST STREET AREA
CONCEPT ILLUSTRATION - OPTION



Tulsa
A New Kind of Energy

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Planning Department
City of Tulsa, Oklahoma

Date: 06.03.2009
Design: jcc, sdc

APPENDIX 1.28

CINCINNATI – DETROIT ROUNDABOUT
A TRAFFIC CIRCLE CONCEPT

Cincinnati – Detroit Roundabout Concept

Presently Cincinnati Avenue, at the north-central edge of the O.S.U./Langston Campus splits into the Cincinnati-Detroit Avenues one way pair of arterial streets which transect the downtown from their respective interchanges with I-244 (M.L. King Expressway) on the North and the Broken Arrow Expressway on the south. The "split" takes place along a ridgeline with the O.S.U./Langston Campus dropping off to the east and the west. The Cincinnati side (west) of the split actually is considerably lower than Detroit.

The following are "goals" and opportunities in the Downtown Area Master Plan which can be met by a single alteration of the design of the Cincinnati-Detroit "split" which is located north of the Inner Dispersal Loop (I-244).

1. This arterial is at present a considerable barrier between the east and west segments of the campus. A proposed simple grade separation allows for construction of an urban pathway system (10 feet wide) which will join the two sides of the campus, accommodate related service vehicle, bicycles and pedestrians, and provide essential safe traffic and pedestrian separation.

2. Brady Village desires that all of its streets are redesigned to return to two-way traffic movement. This will allow eliminating the Cincinnati-Detroit one-way pair at least as far south as Archer Street along the southern edge of both the Brady and Greenwood Districts.

3. It provides an attractive, highly desirable gateway on the principal north-side access to the John Hope Franklin Reconciliation Park, the new ballpark, and the entertainment and residential venues planned for the two Brady and Greenwood Districts.

4. The land "locked" between the Detroit and Cincinnati arterial pair north of the MLK Expressway can be developed as an iconic design element for the downtown area. The area contains a heavily sloped highpoint that would be difficult to develop, but would provide a small yet very prominent park overlooking the downtown.

The following concept sketches show a solution which can meet all of the above issues by creating a large traffic circle whose elevation is the same as the top of the ridge north of the above referenced “Hilltop Park”. Figure 1 depicts the concept in the broader context and Figures 2 and 3 depict more detailed illustrations of the concepts.

- The circle itself allows Cincinnati and Detroit each to go to two-way between the proposed circle and Archer Street. The two bridges south of Archer Street crossing the BNSF Railroad would require concrete or landscaped islands to protect their respective transitions to one way streets to the south. Portions of this concept are depicted in the adopted Brady Village Infill Development Design Recommendations. (The longer range goal of the Downtown Area Master Plan is to eliminate all of the one way pairs inside of the “Inner Dispersal Loop”).

- The traffic circle at the top of the ridge gives adequate elevation which allows for a campus service and security vehicle passageway having a ten foot clearance to pass under the road. This “box culvert” type structure allows the east and west campuses to be connected. One (or possibly two) of these culverts would be placed on the east and west sides of the circle to connect the campus area, and one would be placed south side of the circle for connection to the “Overlook Park.” The connecting “culverts”, at twelve feet in width, will accommodate pedestrian and bicycle traffic as well. The center of the traffic circle remains 10 to 12 feet below the surrounding street.

- The passageway under the south edge of the traffic circle will allow maintenance, handicapped, pedestrian and bicycle access to the top of the hill between Cincinnati and Detroit. This site should be simply reforested with view openings to the surrounding sites. The top of the hill should have a simple plaza, perhaps an interpretive shelter, and some form of prominent vertical sculpture.

- The Brady Village and Katy bicycle-pedestrian trails and street routes (across the northern edge of the downtown), the planned trailhead facility, the Midland Valley Trail, and others can be connected via this connecting link passageway. This passageway would pass under I-244 at Boston Avenue, through the traffic circle and eastward through the heart of the O.S.U. campus. East-west auto traffic on the campus would simply merge into, around and out of the traffic circle at the street level.

Figure 1

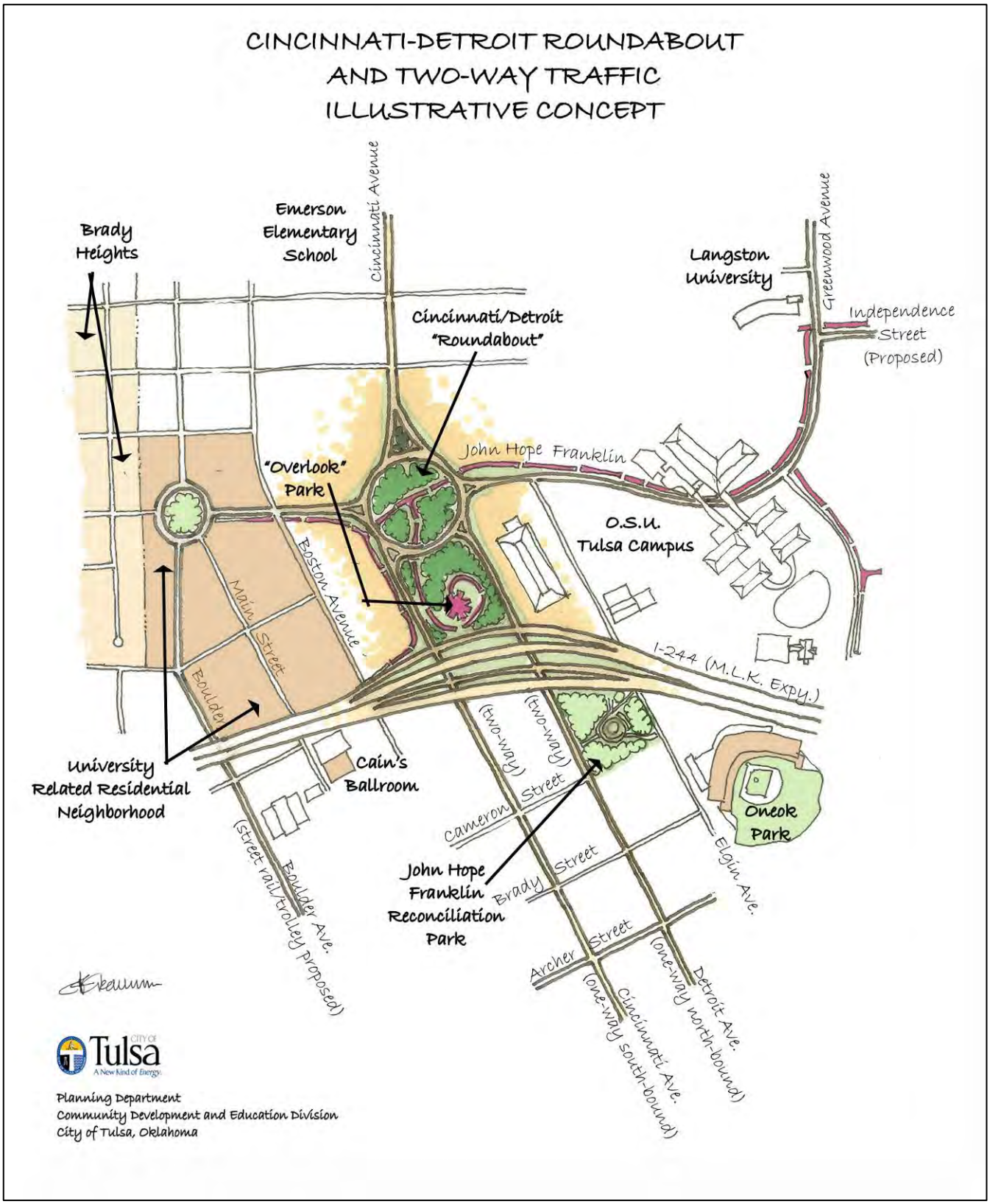
CINCINNATI-DETROIT ROUNDABOUT
AND TWO-WAY TRAFFIC
ILLUSTRATIVE CONCEPT
Brady Heights
Emerson Elementary School
Cincinnati Avenue
Cincinnati/Detroit "Roundabout"
Langston University
Greenwood Avenue
Independence Street (Proposed)
John Hope Franklin
"Overlook" Park
O.S.U. Tulsa Campus
Boston Avenue
Main Street
Boulder
I-244 (M.L.K. Expy.)
University Related Residential Neighborhood
Cain's Ballroom
(two-way) Street
Cameron
Oneok Park
Elgin Ave.
John Hope Franklin Reconciliation Park
Brady Street
Archer Street
(Street rail/trolley Proposed)
Boulder Ave.
(one-way south-bound)
Cincinnati Ave.
(one-way north-bound)
Detroit Ave.
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Figure 2

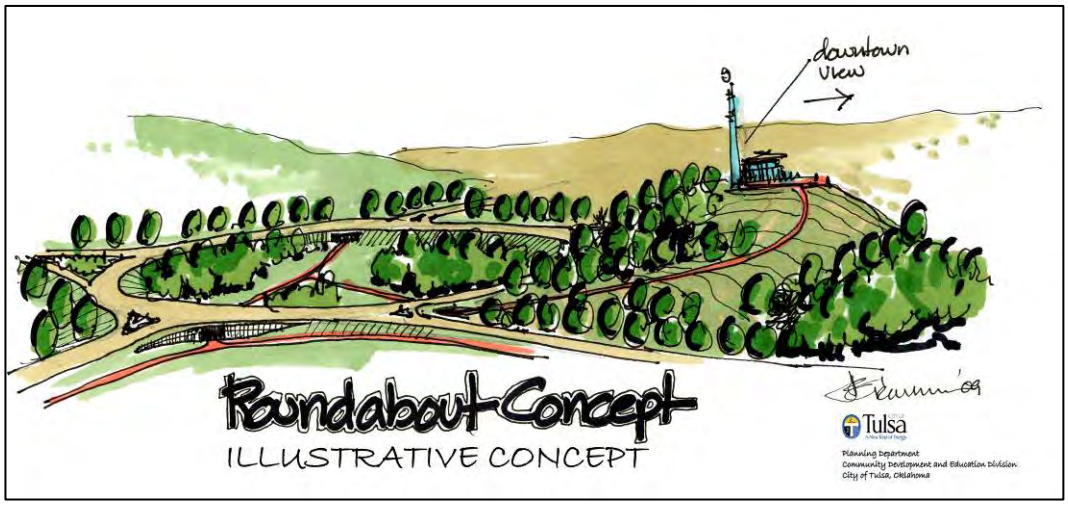
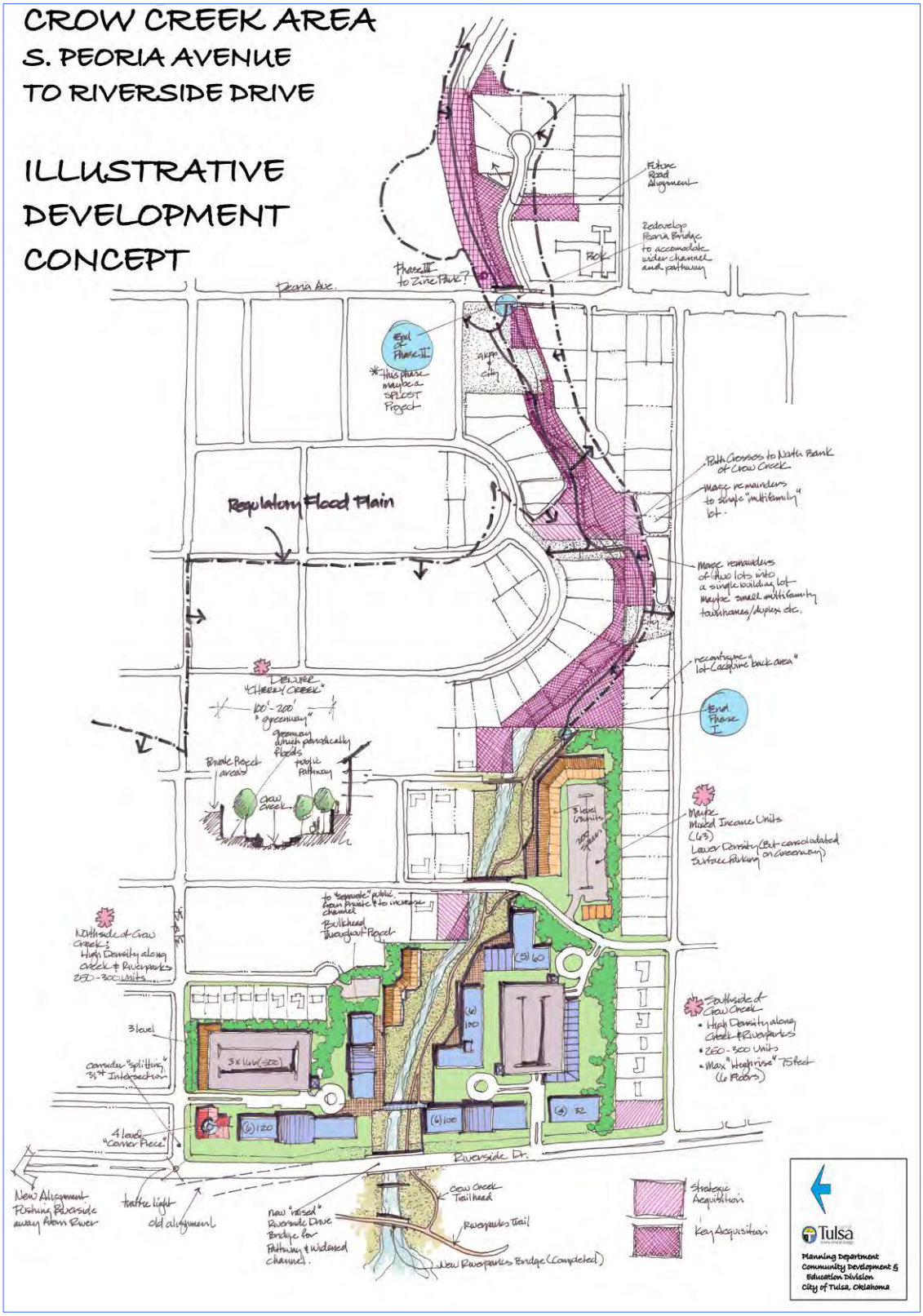


Figure 3

APPENDIX 1.29

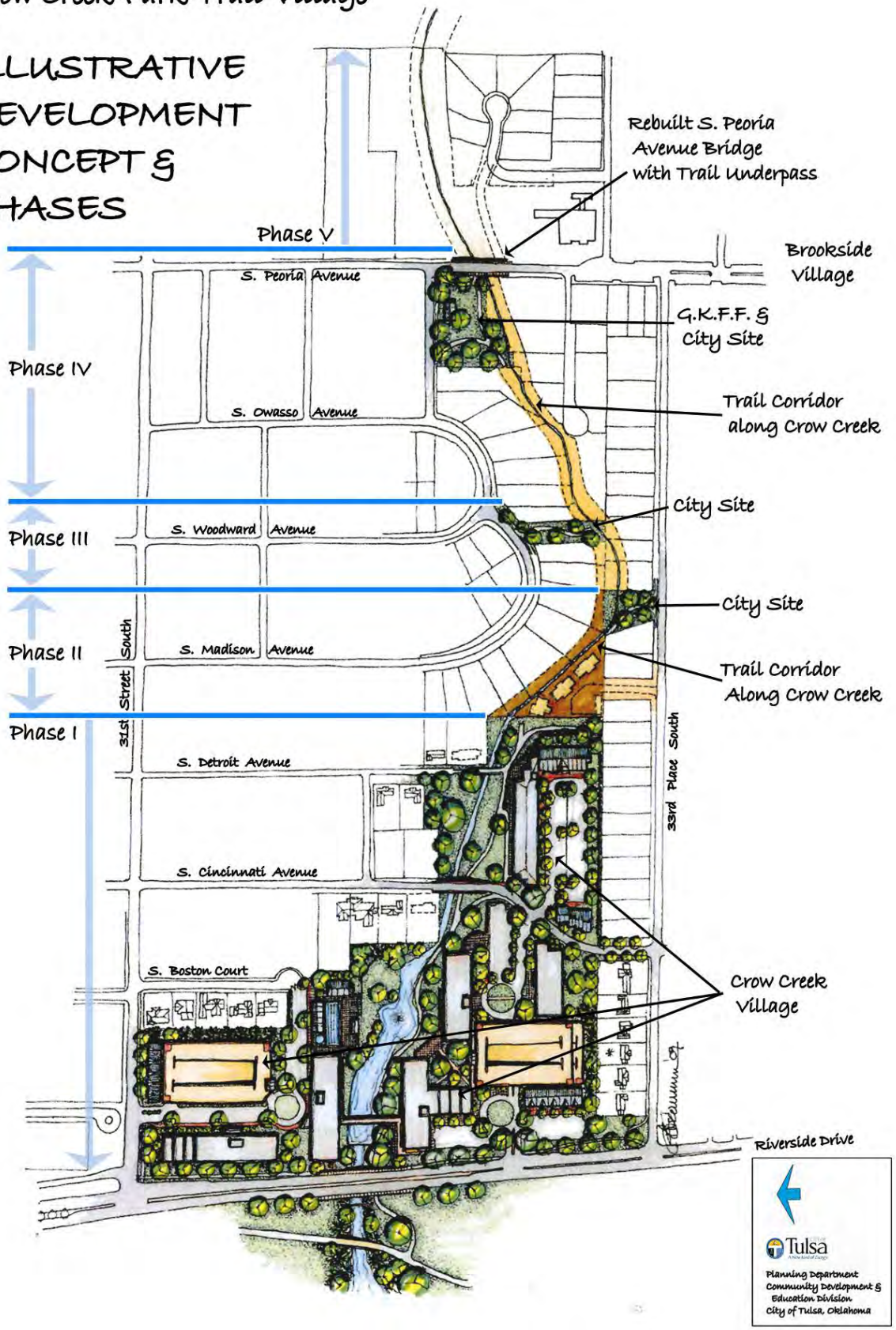
CROW CREEK AREA – ILLUSTRATIVE DEVELOPMENT CONCEPT

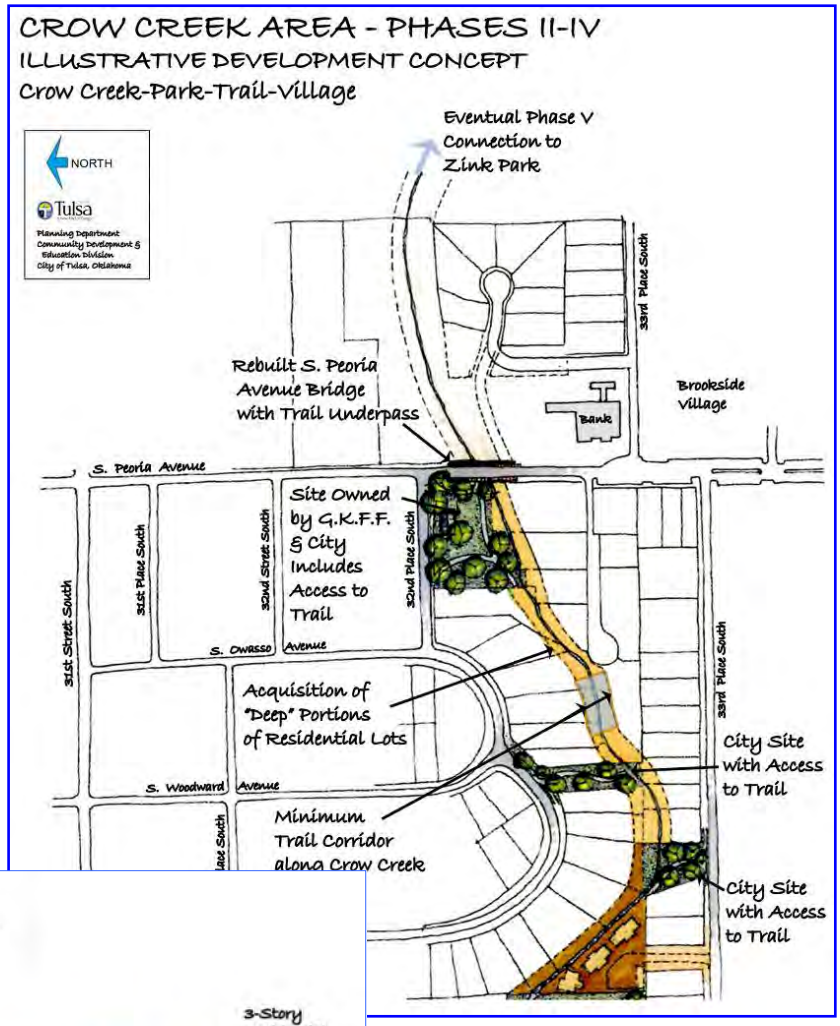


CROW CREEK AREA

Crow Creek-Park-Trail-Village

ILLUSTRATIVE DEVELOPMENT CONCEPT & PHASES




CROW CREEK AREA - PHASES II-IV
ILLUSTRATIVE DEVELOPMENT CONCEPT
Crow Creek-Park-Trail-Village
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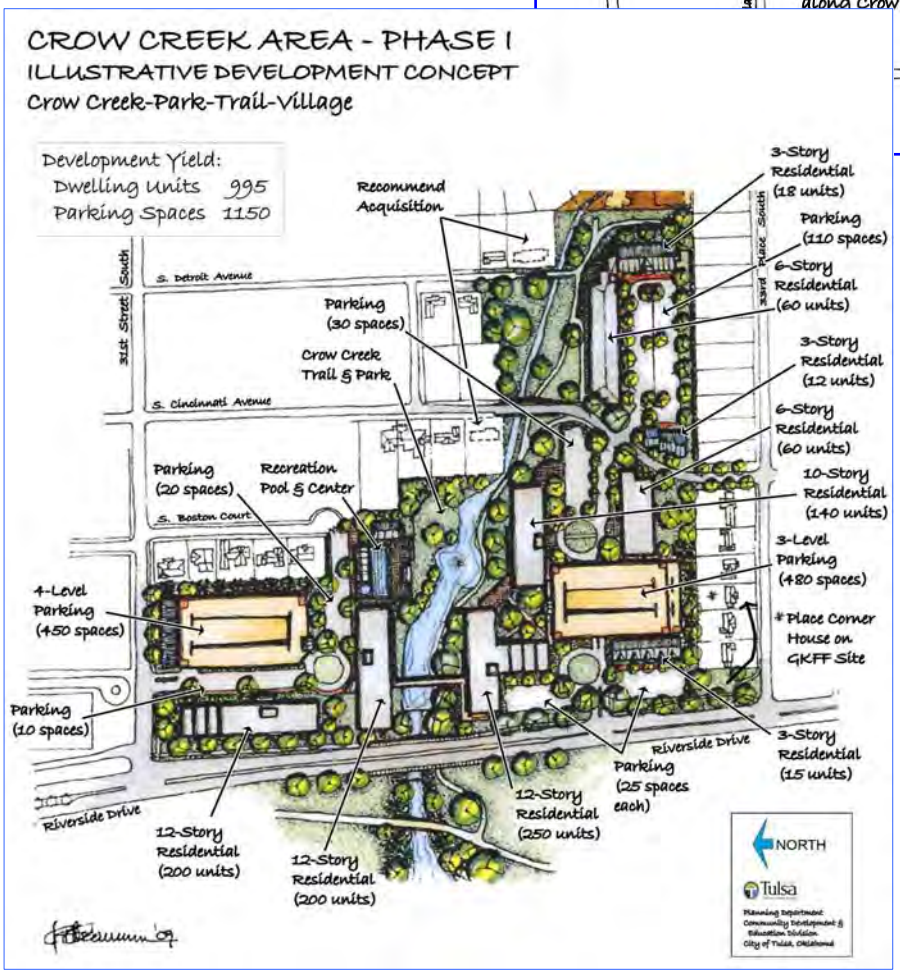
Eventual Phase V
Connection to
Zink Park
Rebuilt S. Peoria
Avenue Bridge
with Trail Underpass
Brookside
Village
Bank
33rd Place South
S. Peoria Avenue
Site Owned
by G.K.F.F.
& City
Includes
Access to
Trail
31st Street South
31st Place South
32nd Street South
32nd Place South
S. Owasso Avenue
Acquisition of
"Deep" Portions
of Residential Lots
S. Woodward Avenue
Minimum
Trail Corridor
along Crow Creek
City Site
with Access
to Trail
City Site
with Access
to Trail


CROW CREEK AREA - PHASE I
ILLUSTRATIVE DEVELOPMENT CONCEPT
Crow Creek-Park-Trail-Village
Development Yield:
Dwelling Units 995
Parking Spaces 1150
Recommend
Acquisition
3-Story
Residential
(18 units)
Parking
(110 spaces)
6-Story
Residential
(60 units)
3-Story
Residential
(12 units)
6-Story
Residential
(60 units)
10-Story
Residential
(140 units)
3-Level
Parking
(480 spaces)
* Place Corner
House on
GKFF Site
3-Story
Residential
(15 units)
Parking
(25 spaces
each)
12-Story
Residential
(250 units)
12-Story
Residential
(200 units)
12-Story
Residential
(200 units)
Parking
(10 spaces)
4-Level
Parking
(450 spaces)
Parking
(20 spaces)
Recreation
Pool & Center
Parking
(30 spaces)
Crow Creek
Trail & Park
S. Detroit Avenue
S. Cincinnati Avenue
S. Boston Court
31st Street South
33rd Place South
Riverside Drive
Riverside Drive
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APPENDIX 1.30

DENVER AVENUE AND RIVERSIDE DRIVE
ILLUSTRATIVE DEVELOPMENT CONCEPT

APPENDIX 1.31

EVANS FINTUBE SITE
REPOSITIONING AND IMPROVING THE REAL ESTATE ASSET

I. Overview

This report is a very brief look at the need to provide access improvements to the twenty one (plus) acre Evans Fintube site located north and west of the intersection of U.S. 75 and I-244 (M.L. King Expressway) abutting downtown Tulsa.

Presently the site has very poor road access and is separated from an important O.S.U./Langston Campus development by a more than 24 acre WATCO Railroad "yard." Its highest and best use is likely low density Light Industrial or Institutional. Tulsa citizens in the area have expressed a desire that the site be developed as mixed use and, but for the lack of access, its general proximity to university campuses, the downtown and major arterials would support such a development.

Discussions within the City of Tulsa's redevelopment related departments, and with O.S.U. and WATCO Railroad have resulted in a series of ideas which could greatly enhance the development viability of the Evans Fintube site. They are outlined below.

II. WATCO Railroad

There are a little more than twenty four (24) acres of rail yard owned by the short-line railroad WATCO (refer to Exhibits 1 and 2). The railroad, which serves the Port of Catoosa wants to build an inter-modal facility and needs rail facilities to store and make up trains. The existing yard has some truck access shortcomings. Both parties could benefit from a land trade or similar real estate/facility deal structure which repositions them off of the land between the O.S.U./Langston and Evans Fintube sites and into a location on their line north of the airport in the vicinity of Mingo and 56th Street North. This site is in close proximity to the port and adds a potential connection with the industries, which in the future, may be positioned east of Mingo where the new runway was planned. The existing "yard" area would be narrowed to a rail corridor of three tracks (50 feet) to accommodate freight and rail transit which is proposed for this alignment. The "swaps" results in an additional 20 acres being available for a larger and more comprehensive urban redevelopment site of 40-45 acres which abuts the university campuses and the downtown. The narrowed width of the freight-transit alignment makes it more practical for an "extended" Independence Street to bridge the corridor.

III. Independence Street

There are a number of separate improvements to Independence Street which will greatly enhance road access to both the Evans Fintube site and to O.S.U.-Tulsa and Langston University Campuses (refer to Exhibit 3).

First it should be extended westward from its present end at Lansing to Greenwood Avenue. A narrower rail corridor allows for a short bridge and the fill required to build the bridge approaches can be mined from the seating bowl of the proposed Baseball Park with transportation savings for both projects. The fill can be stored at the east and west bridge approaches until the road project is funded.

Second, an exit ramp from southbound U.S. 75 and an entrance ramp to northbound U.S. 75 should be built from the ends of the Independence Street Bridge over the expressway. Ramps to the south of the bridge are likely not feasible due to the proximity of the I-244 and U.S. 75 interchange. Ramps to the north of the bridge may also have to combine with those on Pine Street. A “half clover” interchange north of Independence was considered for access to and from the south. However, the interchange covered too much of the adjacent neighborhoods.

Third, the Independence Street Bridge itself should eventually be widened. This can occur later as development in the area builds traffic or when substantial maintenance of the aging bridge allows it to be replaced.

Considerable connectivity is afforded by this project to Peoria, to U.S. 75 and the north parts of Tulsa, to Greenwood Avenue and the O.S.U./Langston Campuses and the Crutchfield Neighborhood. This adds to the existing streets (Lansing and Archer) and causes the Evans Fintube site to be feasibly redeveloped as a much more dense mixed use project.

IV. Rail Transit Station

The final proposal which greatly improves both access and a strategic position on a new transportation facility is to introduce the first 3.5 mile segment of rail transit and a station between the site and the O.S.U./Langston Campus. The connectivity provided here is to the Greenwood-Brady-Blue Dome Districts, the Downtown and the River. In the future the site will be connected to many more strategic locations with the rail transit extensions. The combination of road and rail transit accessibility assures the development viability of the site. The diagrams reflect the potential pedestrian-bicycle connections from the proposed station into the O.S.U./Langston Campus and the mixed use center respectively.

A final proposal regarding the site and its redevelopment is that the City considers land leasing it to a developer or a “coordinated” group of developers. The annual ground rents should be earmarked for the maintenance and operation of the rail transit system. It is an entrepreneurial way for the public to recapture value created by its own investment and it facilitates low or no fares to encourage usage. In addition, a tax increment finance district on a site which presently produces no income can finance the kinds of public infrastructure, such as the cost the transit line or its extension, that facilitate higher mixed use densities and thus higher future public incomes.

Evans Fintube is a highly visible site in close proximity to key parts of the center of Tulsa. It can be provide with infrastructural (access) improvements so that it's potential as an urban place can be realized.

One current concept in consideration for redevelopment on a portion of the Evans Fintube site is the development of a high school for fine and performing arts. Exhibit 4 depicts one of the existing building clusters on the site, and Exhibit 5 presents an illustrative development concept for the same buildings cluster.

EVANS/FINTUBE

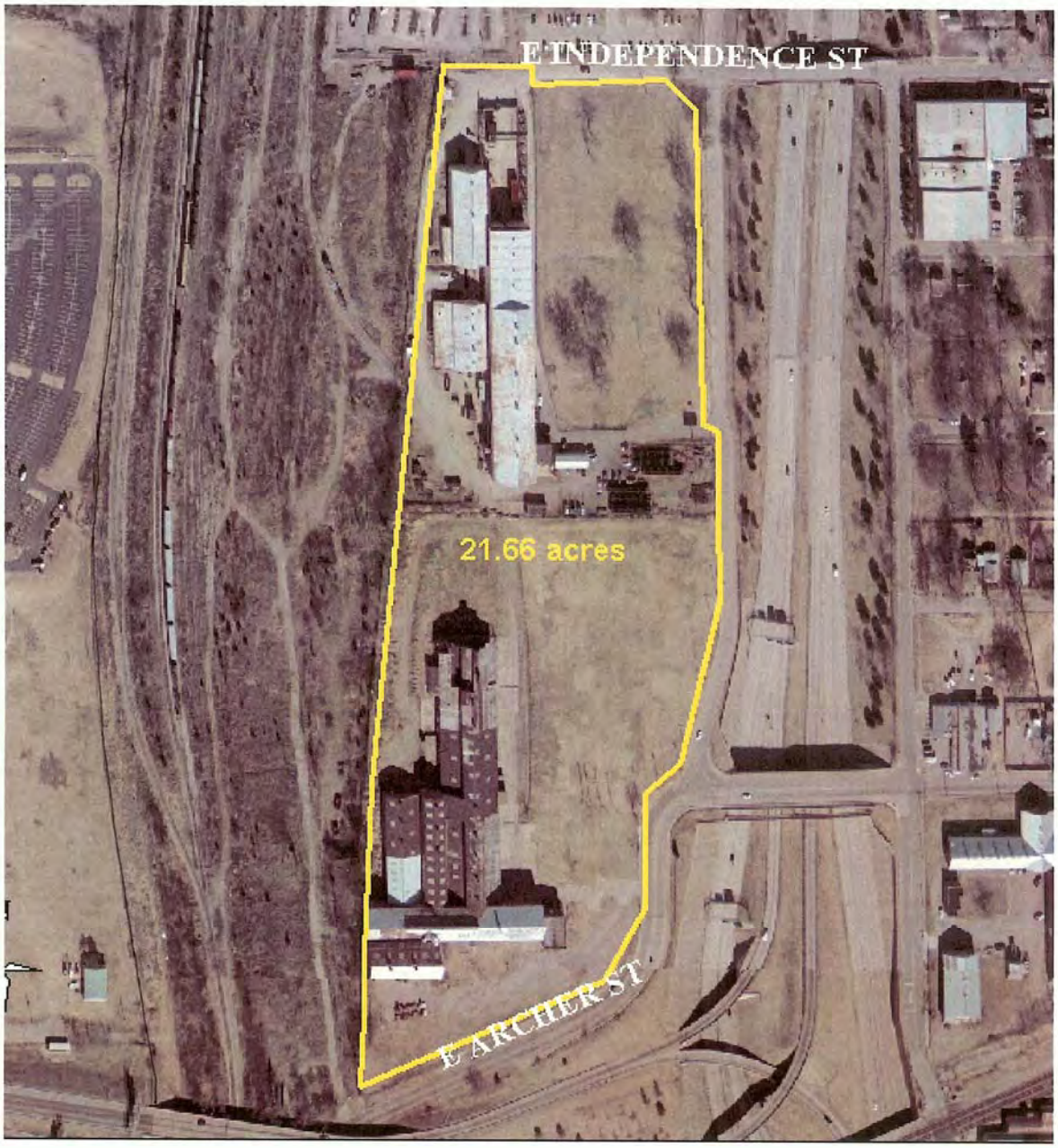

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Exhibit 1

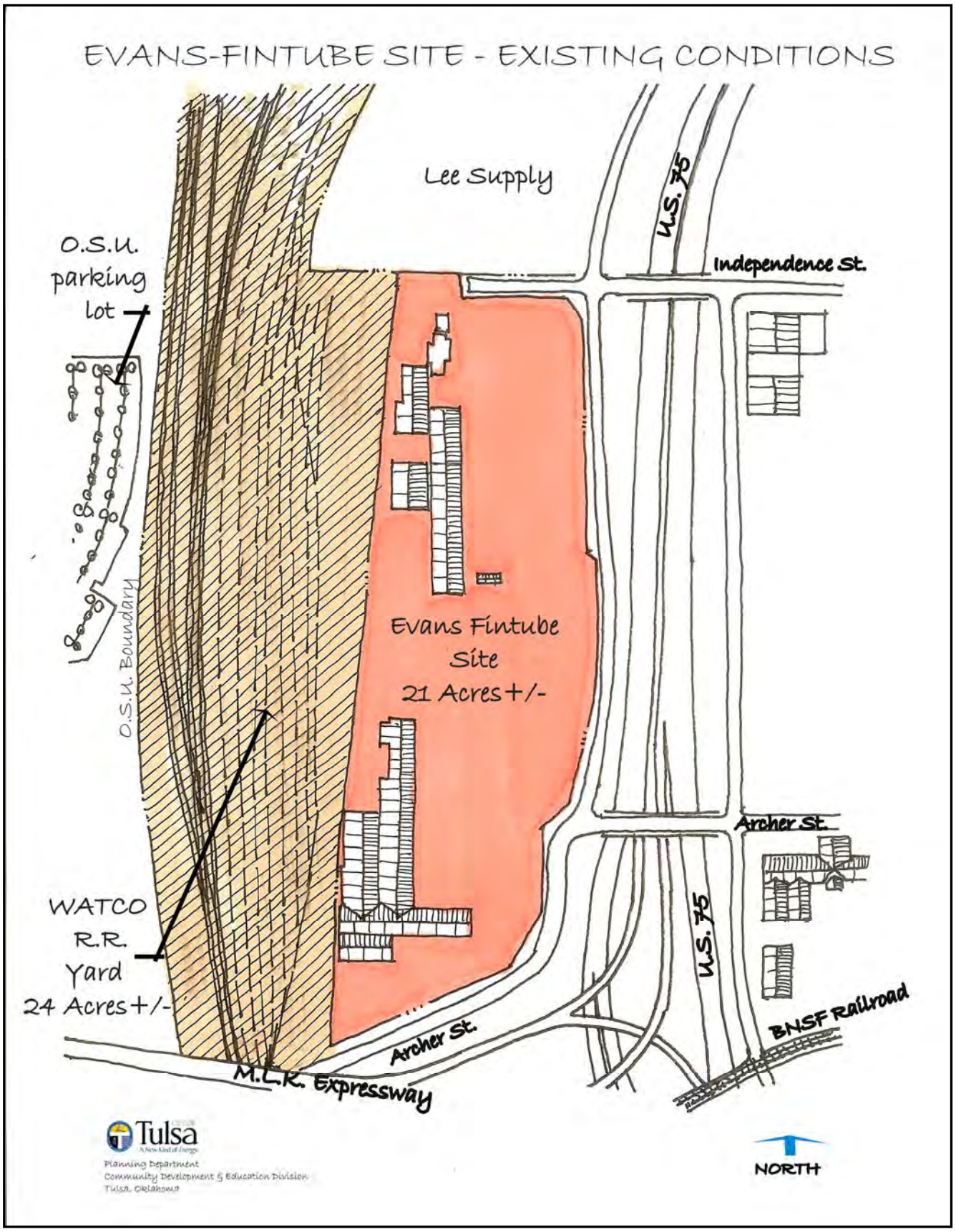
EVANS-FINTUBE SITE - EXISTING CONDITIONS
Lee Supply
U.S. 75
Independence St.
O.S.U. parking lot
O.S.U. Boundary
Evans Fintube Site 21 Acres+/-
Archer St.
WATCO R.R. Yard 24 Acres+/-
U.S. 75
BNSF Railroad
Archer St.
M.L.K. Expressway
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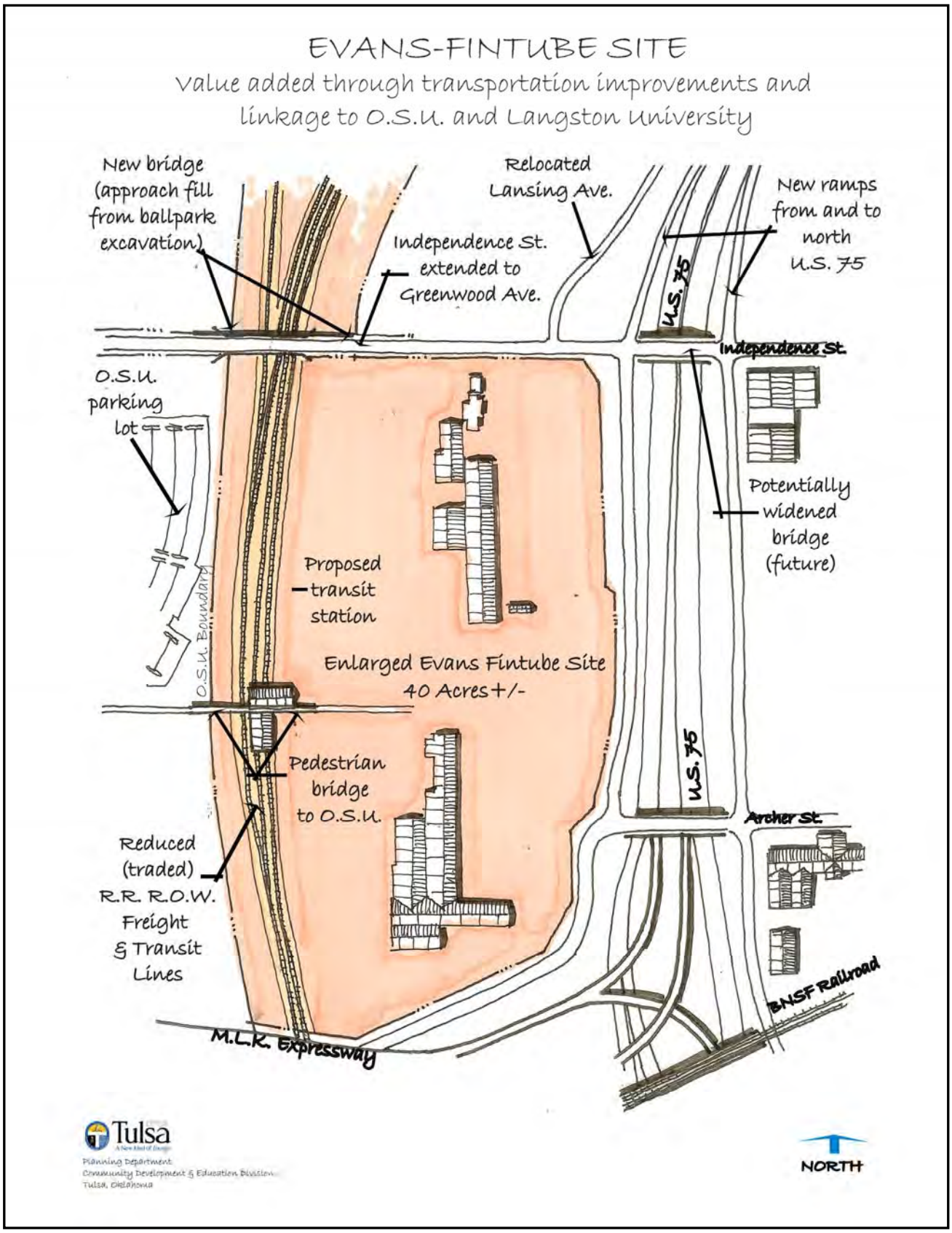
Exhibit 2

Exhibit 3


EVANS-FINTUBE SITE
Value added through transportation improvements and linkage to O.S.U. and Langston University
New bridge (approach fill from ballpark excavation)
Relocated Lansing Ave.
New ramps from and to north U.S. 75
Independence St. extended to Greenwood Ave.
U.S. 75
Independence St.
O.S.U. parking lot
Potentially widened bridge (future)
Proposed transit station
O.S.U. Boundary
Enlarged Evans Fintube Site 40 Acres+/-
Pedestrian bridge to O.S.U.
U.S. 75
Archer St.
Reduced (traded) R.R. R.O.W. Freight & Transit Lines
BNSF Railroad
M.L.K. Expressway
Tulsa
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Community Development & Education Division
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Exhibit 4

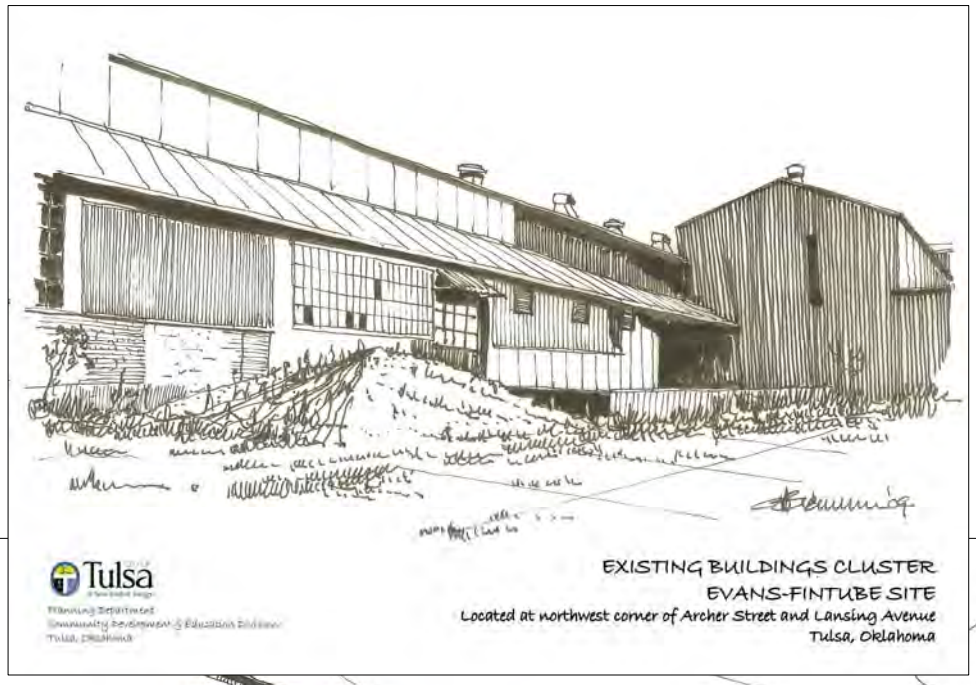

Exhibit 5

V. Evans-Fintube Site Development Scenarios

The following exhibits illustrate possible development scenarios given the addition of the WATCO Rail Yard. The drawings merely demonstrate what could/should happen on this strategically located public site along with some techniques for leveraging public investment together with private development for a reasonably dense, mixed use urban center.

Phase 1 Illustrative Development Concept. Refer to Exhibit 6.

- Transit Rail Station – This is the northernmost stop suggested in the Downtown Area Master Plan transit component. System would be built by leveraging T.I.F. District income for the publicly owned land development of the West Bank (23rd and Jackson) site as well as the private development of the Evans-Fintube site with a public transportation bond issue (part of the next Street Improvement Funding Package). The annual operating and maintenance costs are borne by land leasing these two public sites to the private development community. The annual ground rental income is enhanced by the sites' being made valuable by the rail transit stations as well as the appropriately called for "higher density" of the mixed use projects.

- O.S.U. Student Housing – This project would include 200 units privately developed on an O.S.U. land lease adjacent to the transit station and Evans-Fintube site.

- Bicycle-Pedestrian Trail System – This system would parallel the west edge of the WATCO Freight and Tulsa Transit Lines. It would comprise an important portion of the Tulsa Trail System. (Note: the planned "Trailhead" Facility could be located *in* the Transit Station or at the lower level of the O.S.U. Student Housing project.

- Pedestrian Corridor – This project element would connect from Lansing Avenue though the site to the transit station and continue over the tracks (with a 23' clearance) to O.S.U. Tulsa and Lansing University. This corridor which includes street access to the station though the Evans-Fintube portion of the development contains all of the site's retail and entertainment uses. This becomes the "Campus Corner" for O.S.U. Tulsa, Langston University, and the School for Visual and Performing Arts. It also serves the tenants and residents of the site and the Crutchfield neighborhood and those going on the transit system.

- School for the Visual and Performing Arts – This project involves the adaptive reuse of the Evans Electric Building's central and southern areas. It also assumes the construction of a 200 to 250 room dormitory structure to the west with parking beneath it (due to the drop in elevation to the rail yard area).

- Festival Park/Farmers' Market – The recent study by the Mayor's Institute for City Design suggested the adaptive reuse of the Evans Electric Building for the Arts. In addition to the above noted school, the plan suggests that the southernmost building in the complex be utilized along with the open land to its south along Archer Street for a festival and performance site. This is adjacent to and compatible with the school's mission and facilities.

- Apartments – The balance of the Phase 1 area is leased to developers for apartments. The northern part of the Evans Electric Building together with lands fronting on the "Campus Corner" corridor, Lansing Avenue, and Archer Street can contain between 150 to 300 dwelling units in structures that are a mix of two to four residential levels over commercial uses. Another residential possibility is a center for senior citizens (e.g. - St. Simeon, Methodist Manor, etc.). This center takes advantage of the potential for a major indoor "corridor" inside the Evans Electric Building and the excellent proximity to rail transit and the "Campus Corner" development.

Exhibit 6

PHASE 1 ILLUSTRATIVE DEVELOPMENT CONCEPT

EVANS-FINTUBE

SOUTHERN END OF PROJECT SITE

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Illustrative Development Build Out Concept (Phase 2)

Exhibit 7 depicts development shown in Phase 1 (Exhibit 6) with some changes to suggest another potential development scenario. In addition, it includes the build out of the Fintube Building portion of the site. The changes include taking out some of the residential buildings and adding two small office buildings which can be built in phases. These buildings would be located adjacent to the transit station. Each building would contain 100,000 square feet of space and could house non-profits, education related or business tenants above a commercial "Campus Corner" street frontage. Another change includes a grander more "axial" central corridor that creates a greater potential for "character" or identity of the place. The residential (U-shaped) building better demonstrates the potential for a senior living complex. A small park with a "blue-green" retention pond adjacent to the Festival-Arts site is included in the southwest corner. North of this east-west corridor the development concept includes the following components.

- Apartment/Condominium Complexes – These would contain approximately 500 units.

- A small hotel would be located in the project and contain 80 to 100 units (e.g. – Comfort Inn - Hampton Inn type of facility).

- The north side of the Central Corridor would contain commercial uses facing the roadway. This would constitute a portion of the "Campus Corner" serving the development. At this point the residential, business tenants, student and visitor "density" is likely sufficient to support retail such as convenience goods, small food store, dry cleaners-laundry, bottle shop and similar uses.

- A softball-recreation field-open space area which, when positioned at the "rail yard" level ((down 8 to ten feet), can serve also as an amphitheater. The field could also be lit and upgraded to house women's team softball competitions (local high schools, colleges, etc.).

- Ramp access at Independence Street to and from north U.S. 75 improvements would be funded by O.D.O.T. (needs to be put into the local Transportation Improvement Program via I.N.C.O.G. The ramps include bridge widening. The Independence Bridge (rather than Archer Bridge) is more suitable for widening due to its direct connection to the heart of the Crutchfield neighborhood and to the O.S.U. Tulsa and Langston University campuses on Greenwood Avenue.

- Extension of Independence Street over the freight and transit tracks to the O.S.U. Tulsa and Langston campuses on Greenwood Avenue.

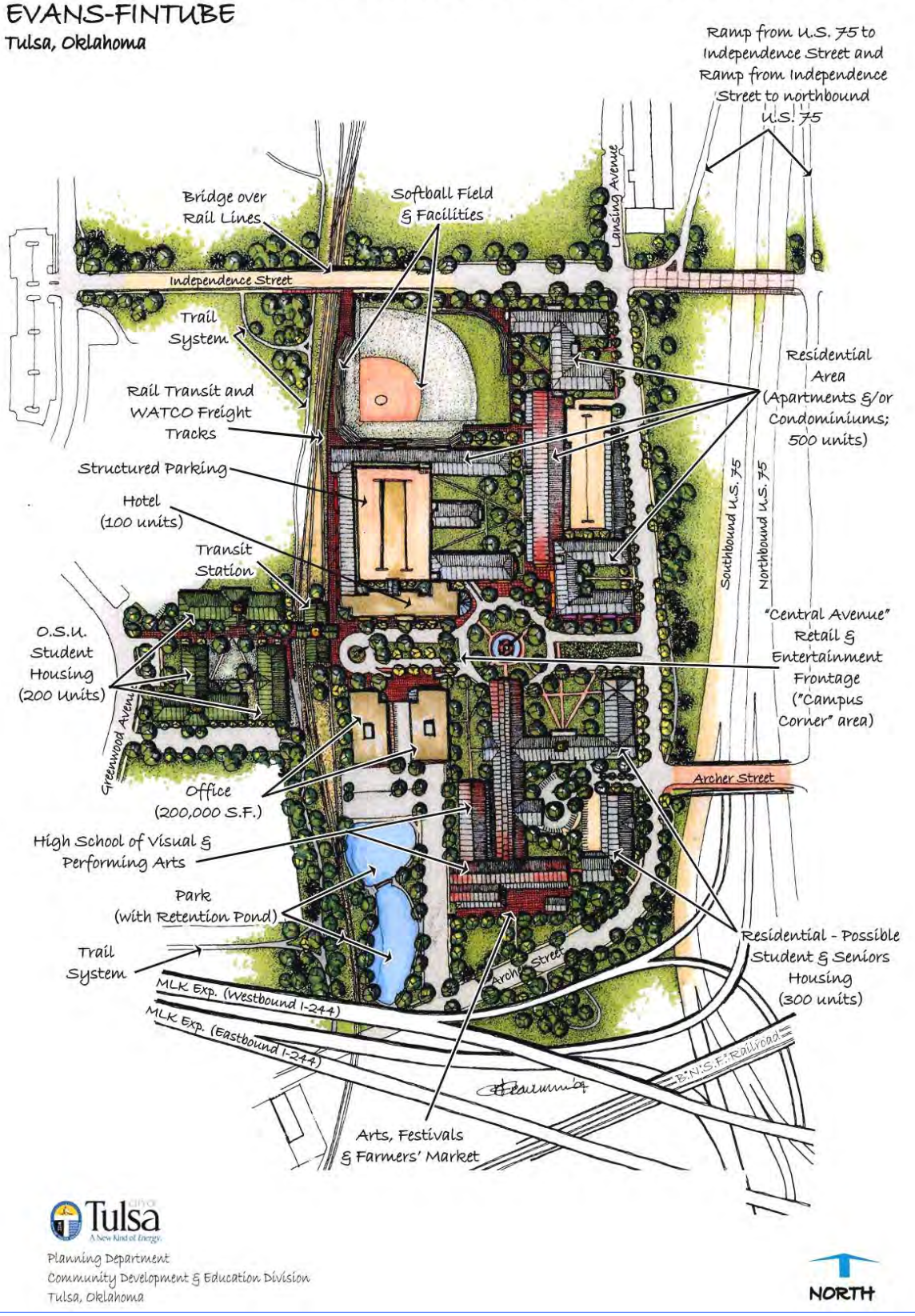
- Realignment of Lansing Avenue – Due to the construction of U.S. 75 north ramps, Lansing Avenue is repositioned to the west along closed Kenosha Avenue. Ideally, as the street connects to the north, it should eventually be grade separated over the freight-transit corridor. The Independence Street extension and Lansing Avenue realignment should be placed in the next "Improve Our Streets" funding package. Consideration should also be given to allocating monies in this same package to leverage an earlier development of the U.S. 75 (north) ramps by O.D.O.T.

Exhibit 7

ILLUSTRATIVE DEVELOPMENT BUILD-OUT CONCEPT

EVANS-FINTUBE

Tulsa, Oklahoma



The fundamental public initiatives need to happen to properly position the Evans-Fintube site for the proposed medium density mixed use project and include:

- The removal (by trade) of the WATCO Rail Yard.
- The development of a rail transit line with a station at the west edge of the site.
- The provision of U.S. 75 access ramps and extension of Independence Street west from Lansing Avenue to Greenwood Avenue.

The added costs of multiple level (2 to 3 levels) parking or parking on land below structure can be accommodated by tax increment financing (T.I.F.), delaying charging of land rent, or by both. In addition, a business improvement district (B.I.D.) can be established for the common areas including the retention pond, recreation areas, and the central corridor landscaping.

The three major areas of the project development are shown in the following exhibits. The first area is the “School of Visual & Performing Arts Concept” depicted in Exhibit 8, the second is the “Central Corridor Concept – Campus Corner” shown in Exhibit 9, and the third is the “Recreation/Open Space and Independence Street Extension Concept” depicted in Exhibit 10.

Exhibit 8

SCHOOL OF VISUAL & PERFORMING ARTS CONCEPT

EVANS-FINTUBE

SOUTHERN END OF PROJECT SITE

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Exhibit 9

CENTRAL CORRIDOR CONCEPT - "CAMPUS CORNER"

EVANS-FINTUBE

MIDDLE PORTION OF PROJECT SITE

Tulsa, Oklahoma

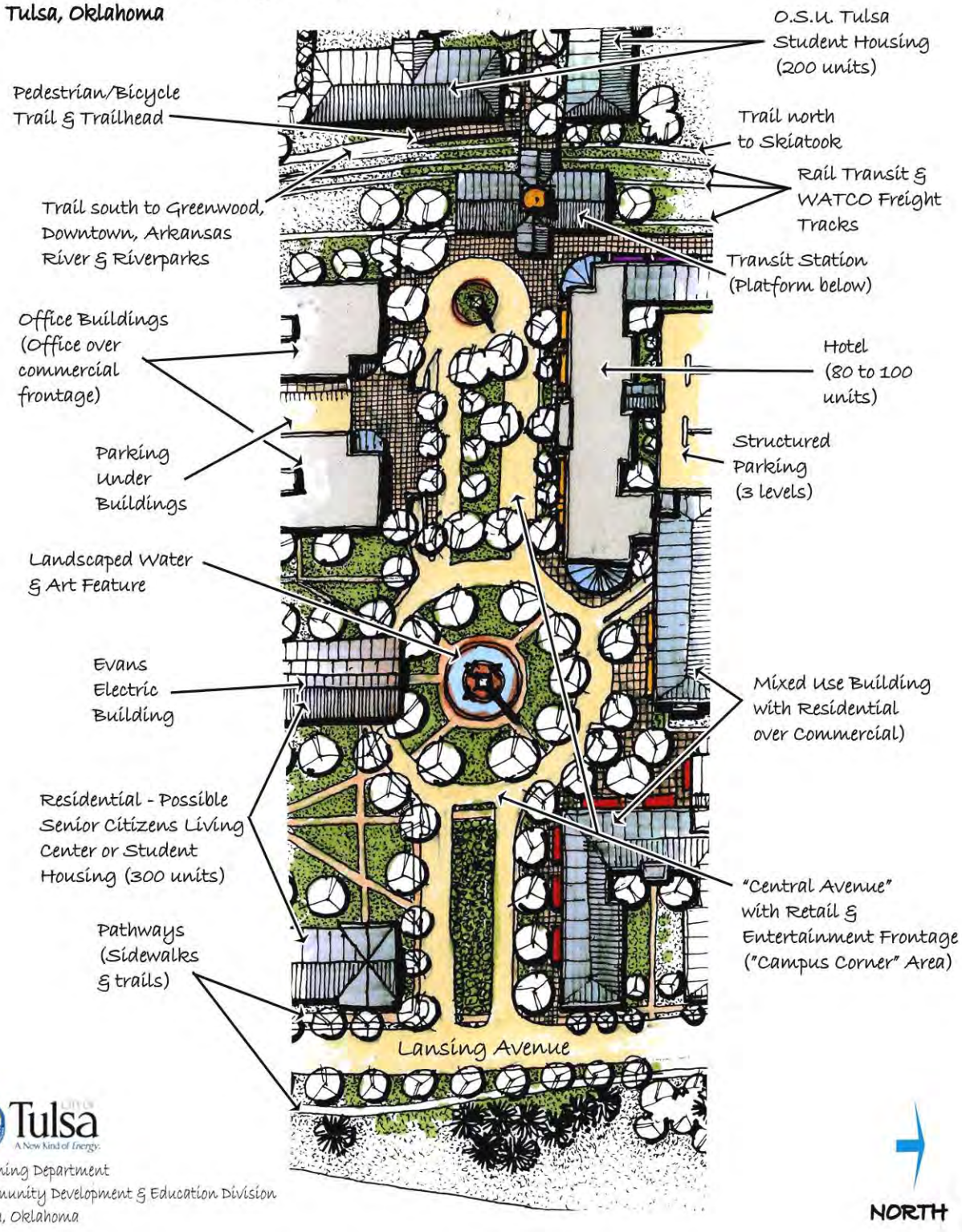

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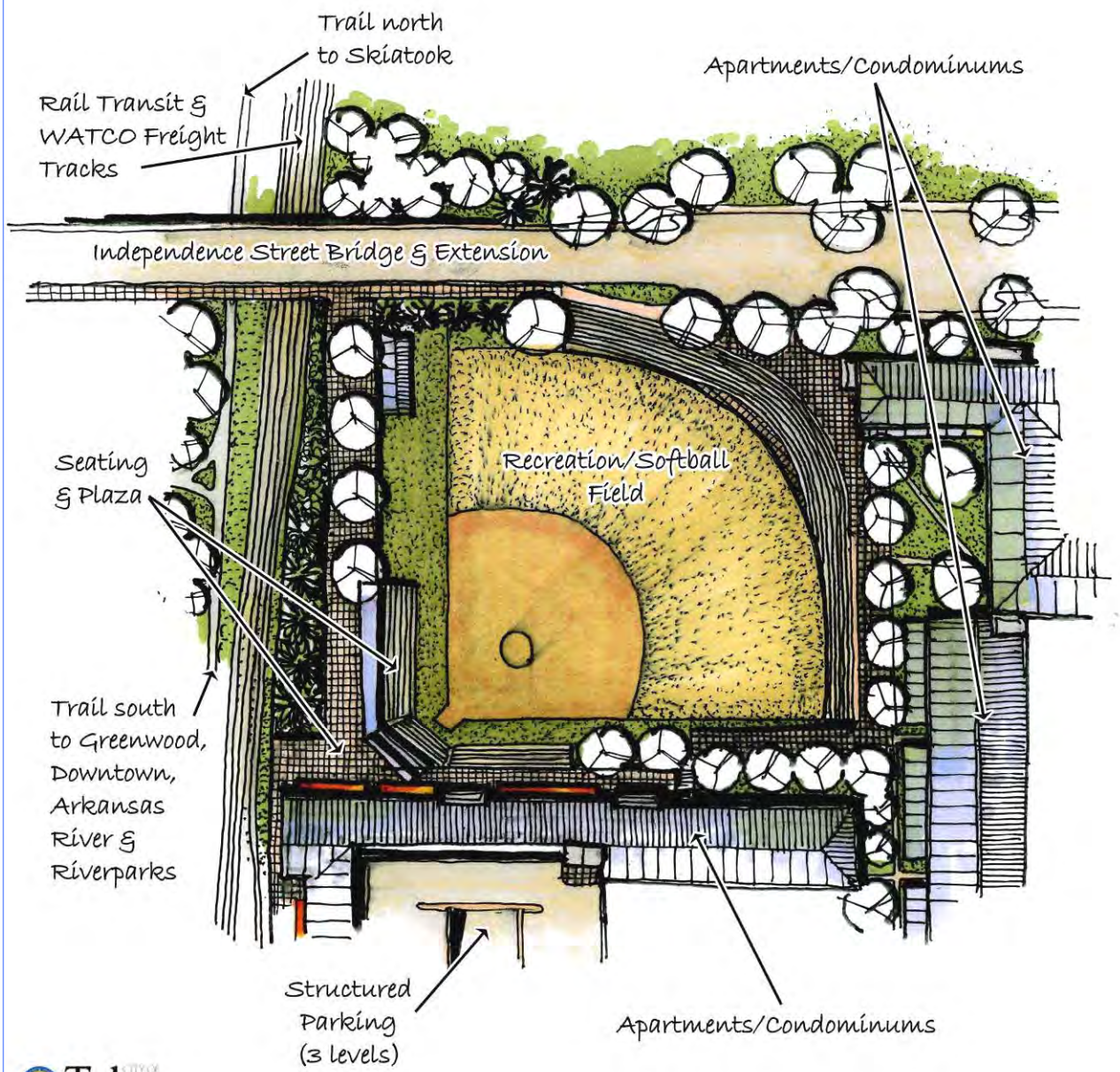
Exhibit 10

RECREATION/OPEN SPACE & INDEPENDENCE STREET EXTENSION CONCEPT

EVANS-FINTUBE

NORTHERN END OF PROJECT SITE

Tulsa, Oklahoma



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APPENDIX 1.32

"I-244 BUNDLE"

CENTRAL TULSA - MULTIMODAL TRANSPORTATION ASSISTANCE REQUEST

A point on the Arkansas River where the southwest corner of Tulsa's Central Business District intersects is both an historic and significant modern day crossing for virtually all forms of transportation. The stone ledges that formed shoals at the bend of the river provided excellent support for Tulsa's earliest bridges connecting the turn of the century business district on the east side to the southwest. It is the site of rudimentary bridges for horses and wagons, later for freight and passenger rail, Route 66, local arterials, interstate highways and more recently bicycles and pedestrians. In the most contemporary iteration it is a key crossing point for the new, alternative forms of public transportation including high speed intercity (Oklahoma City – Tulsa) rail and proposed local transit rail.

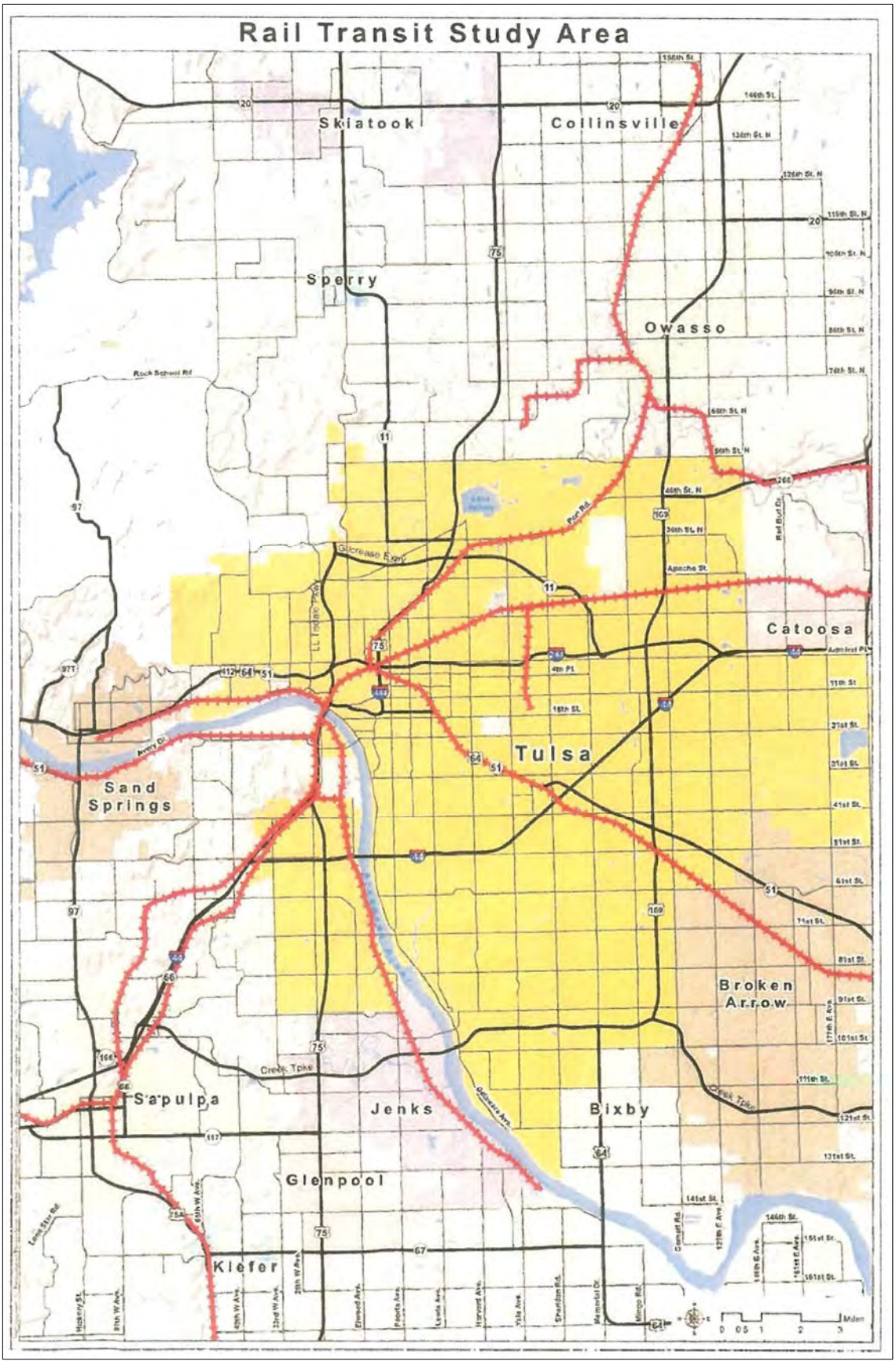
In effect this request for transportation assistance addresses a full transportation mix that involves the key Arkansas River Crossing above noted. The illustrative exhibits depict the larger transportation plan for the area then focus on the specifics of the Arkansas River Crossing "Multimodal Transportation Bundle."

1. Rail Transit Study Area

A key element of River Crossing will be the modification of the Interstate Highway Bridge to accommodate both local rail transit and the inter-city high speed rail corridor from Oklahoma City to Tulsa as it enters the Tulsa Central Business District where the main station is proposed. The "Rail Transit Study Area" exhibit shows the existing rail system in the Tulsa metropolitan area. The rail transit segment of the Tulsa plan proposes to follow the existing freight rail corridors and add transit track which meets freight rail specifications.

Two strategic transportation missions are served. The first is to prevent the reduction of rail freight capacity which in the future will be a major transportation growth sector. In fact, the transit track specifications are made to enhance the rail freight system particularly for "off hour transit" local delivery. Secondly the earliest Tulsa developments, and therefore the oldest and largely the most obsolete, were dependent on rail and trolley access. These Tulsa rail corridors afford the greatest opportunities for transit oriented redevelopment at stations positioned in the obsolete "oil field industrial" sites. These sites tend to be surrounded by inner city single family neighborhoods. The subject crossing is located in the center of Exhibit 1 where the "red tracks" are shown over the "blue Arkansas River." In addition, the pair of tracks shown to be running to the lower left hand corner of the diagram (to Sapulpa) represents the Burlington Northern Santa Fe (BNSF) and short-line tracks that comprise the beginning of the High Speed Rail Corridor to Oklahoma City. Exhibit 2 depicts in greater detail the southwestern quadrant of the Tulsa area (or central Tulsa).

Exhibit 1


Rail Transit Study Area
Skiatook
Collinsville
Sperry
Owasso
Catoosa
Tulsa
Sand Springs
Broken Arrow
Sapulpa
Jenks
Bixby
Glenpool
Kiefer

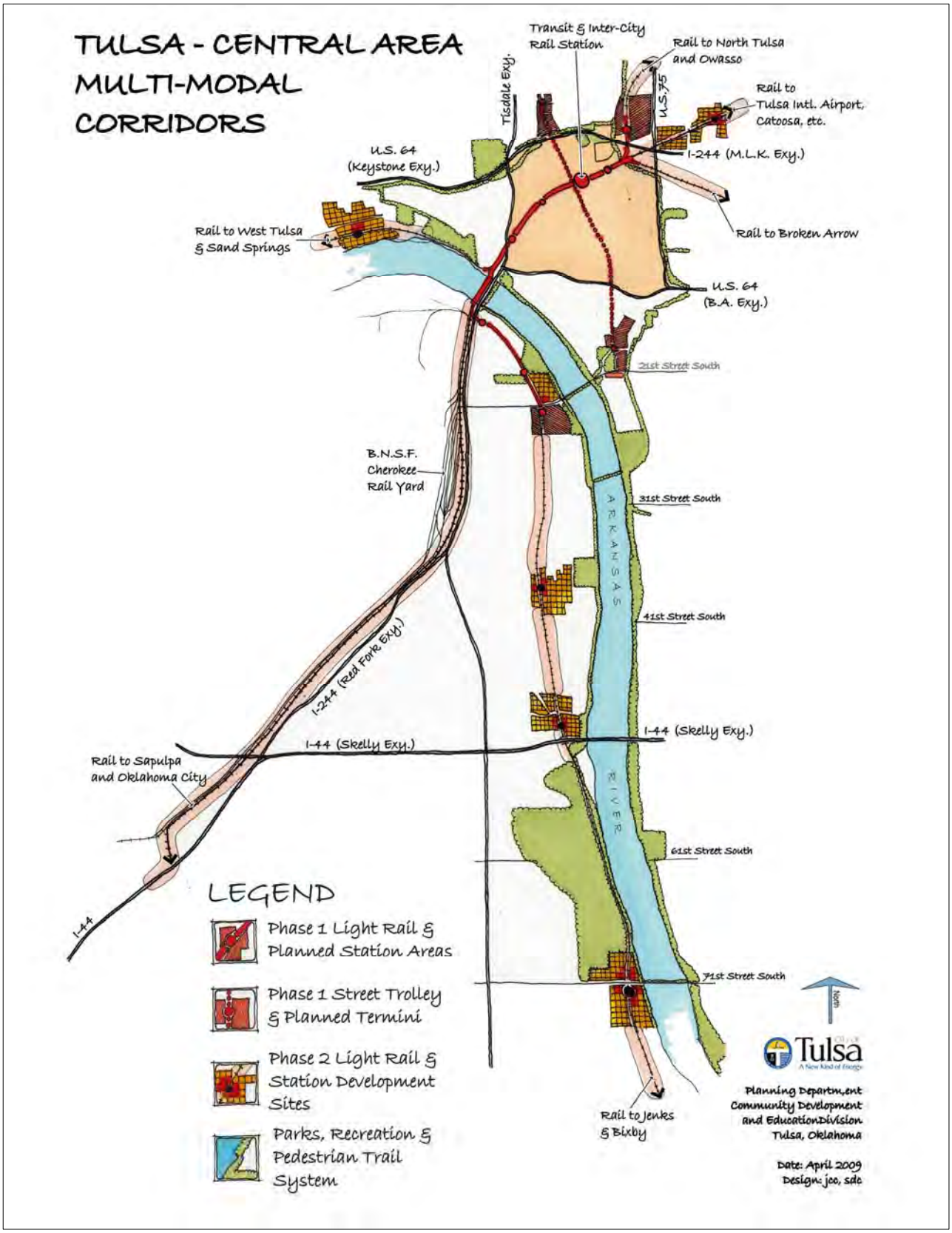
2. Tulsa – Central Area Multimodal Corridors

Exhibit 2 shows the importance of the multimodal river crossing as it connects Central Tulsa to the west and south. Tulsa's "Downtown - River Connection – Phase I Rail Transit Plan", in final draft, calls for the beginning of rail transit connecting the West Bank through the Central Business District to Tulsa North Side (3.5 miles). This line together with potential stops along its route is shown in red in Exhibit 2. This rail line is proposed to cross the Arkansas River on a bridge which involves the modification of the Interstate 244 Bridge. This line begins and ends at two large vacant city-owned tracts. These tracts (25 acres and 50 acres respectfully) are planned as major transit served urban redevelopment sites whose land lease revenues can be dedicated to the operations and maintenance of the transit. Stops include the "West Bank" Development shown in the next diagram, the city's "Festival Park" on the River, the O.S.U. Medical Center and new Forensics Laboratory, the Oklahoma State Office Complex, BOK Center Arena and Convention Center, Williams Center and the new City Hall, Blue Dome-Greenwood-Brady Entertainment Districts, and the new downtown ONEOK Ballpark, and a 25 acre development site and the Tulsa campuses of O.S.U. and Langston University. This rail line connects three diverse sections of Tulsa, adds significantly to further development and revitalization of these core areas of Tulsa, and facilitates future multi-modal project development.

Another important consideration in planning the initial rail transit is that it is the central section is the common "denominator" to all of Tulsa's proposed transit lines as depicted in Exhibit 2.

North -	Owasso and North Tulsa
East -	Tulsa International Airport, Catoosa and potential inter-city connections toward Kansas City and St. Louis
Southeast -	Broken Arrow
South -	Jenks, Bixby
Southwest -	Red Fork, Sapulpa and the High Speed Rail Corridor to Oklahoma City
West -	Sand Springs

Exhibit 2


TULSA - CENTRAL AREA MULTI-MODAL CORRIDORS
Transit & Inter-City Rail Station
Rail to North Tulsa and Owasso
Tisdale Exy.
U.S. 75
Rail to Tulsa Intl. Airport, Catoosa, etc.
U.S. 64 (Keystone Exy.)
I-244 (M.L.K. Exy.)
Rail to West Tulsa & Sand Springs
Rail to Broken Arrow
U.S. 64 (B.A. Exy.)
21st Street South
B.N.S.F. Cherokee Rail Yard
ARKANSAS
31st Street South
41st Street South
I-244 (Red Fork Exy.)
I-44 (Skelly Exy.)
I-44 (Skelly Exy.)
Rail to Sapulpa and Oklahoma City
RIVER
61st Street South
I-44
71st Street South
LEGEND
Phase 1 Light Rail & Planned Station Areas
Phase 1 Street Trolley & Planned Termini
Phase 2 Light Rail & Station Development Sites
Parks, Recreation & Pedestrian Trail System
North
Tulsa
A New Kind of Energy
Planning Department Community Development and Education Division Tulsa, Oklahoma
Rail to Jenks & Bixby
Date: April 2009
Design: jco, sdc

Also depicted in Exhibit 2 is a dotted red line which represents a proposed north-south street car line along Boulder Avenue with a transfer point with the rail transit in the Williams Center/High Speed Rail Station. The exhibit also shows at least one track is to be built for the future high speed rail. It would be built along the I-244 frontage and bypass the BNSF Cherokee Switching Yard which is currently congested. This track is designed to cross the Arkansas River on the proposed transit rail bridge and will greatly assist two rail freight short line operators (South-Kansas-Oklahoma-WATCO Railroad and Sapulpa-Union Railroad) and avoid the BNSF bottleneck in the Cherokee Switching Yard. The plan also assumes that the future high speed rail corridor will follow I-44 (Turner Turnpike). This assumption follows the French and Japanese Models for high speed rail (cost effective specialized corridors) rather than the British Model for upgrading local rail and effecting rail freight capacity.

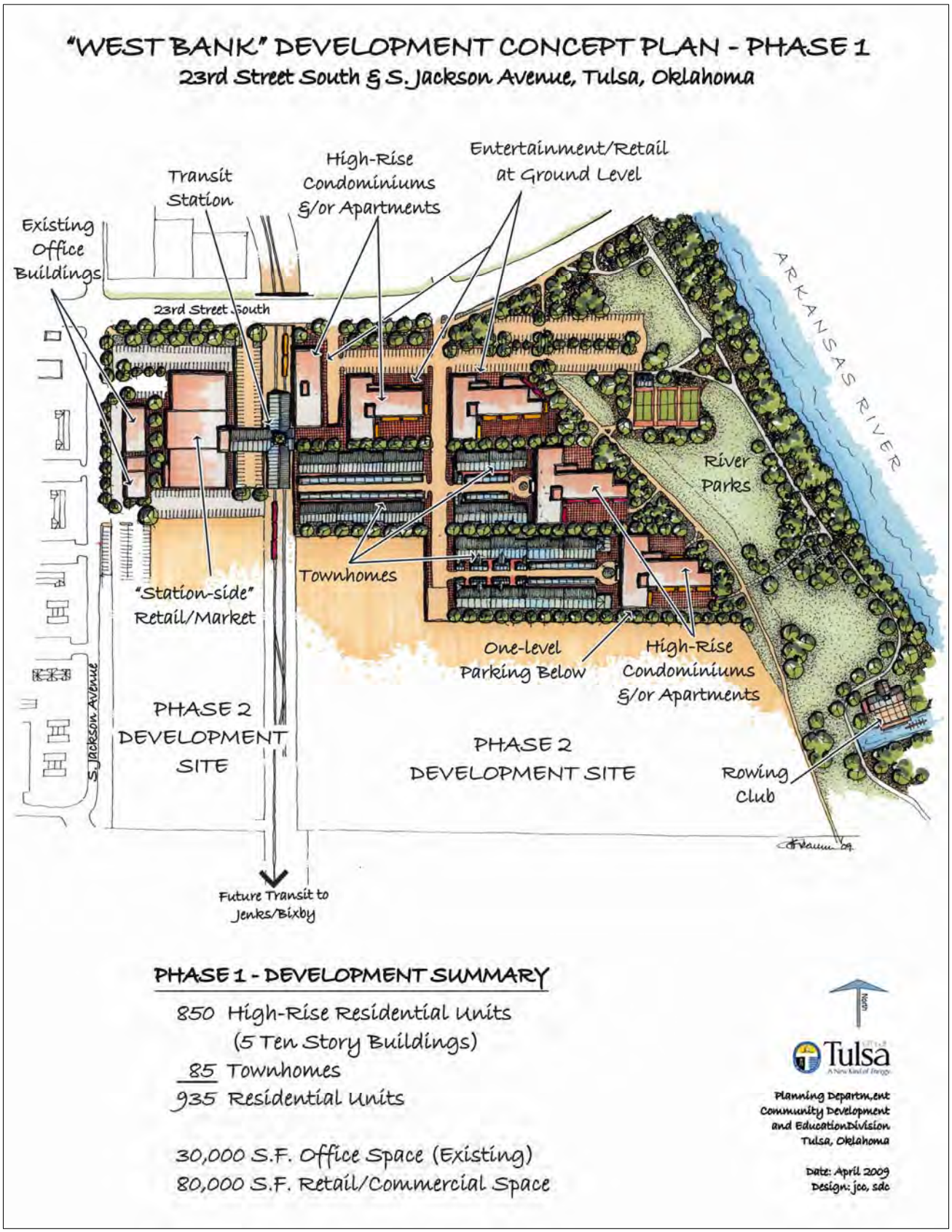
The exhibit also shows the actual location of several significant vacant or redevelopment sites which will serve as future moderate-to-high-density urban villages at transit stations. Tulsa also has an extensive bike and pedestrian trail system (off street) of more than 120 miles some of which is shown here as well.

In a nutshell, Tulsa is building a local alternative transportation network which is capable of getting riders to and from the future intercity rail system as well as to origins and destinations throughout the metropolitan area.

3. West Bank Development Concept Plan – Phase I

Exhibit 3 depicts the first phase of a Transit Oriented Urban Development (TOD) on a city owned 50 acre tract located along the River Park system and the Arkansas River. The transit station is the southernmost terminus of the Phase I Rail Transit project. This segment relies on the adoption and initiation of the I-244 Arkansas River Bridge bundled improvements to reach the downtown. This Phase 1 mixed use riverside project, which includes almost 1000 residential units, utilizes only a half of the site. The balance of the site can be built out over 15 years.

Exhibit 3


"WEST BANK" DEVELOPMENT CONCEPT PLAN - PHASE 1
23rd Street South & S. Jackson Avenue, Tulsa, Oklahoma
Transit Station
High-Rise Condominiums &/or Apartments
Entertainment/Retail at Ground Level
Existing Office Buildings
23rd Street South
ARKANSAS RIVER
River Parks
Townhomes
"Station-side" Retail/Market
One-Level Parking Below
High-Rise Condominiums &/or Apartments
PHASE 2 DEVELOPMENT SITE
PHASE 2 DEVELOPMENT SITE
Rowing Club
S. Jackson Avenue
Future Transit to Jenks/Bixby
PHASE 1 - DEVELOPMENT SUMMARY
850 High-Rise Residential Units
(5 Ten Story Buildings)
85 Townhomes
935 Residential Units
30,000 S.F. Office Space (Existing)
80,000 S.F. Retail/Commercial Space
North
Tulsa
Planning Department
Community Development
and Education Division
Tulsa, Oklahoma
Date: April 2009
Design: jco, sdc

4. "I-244 Bundle" Arkansas River Crossing Concept

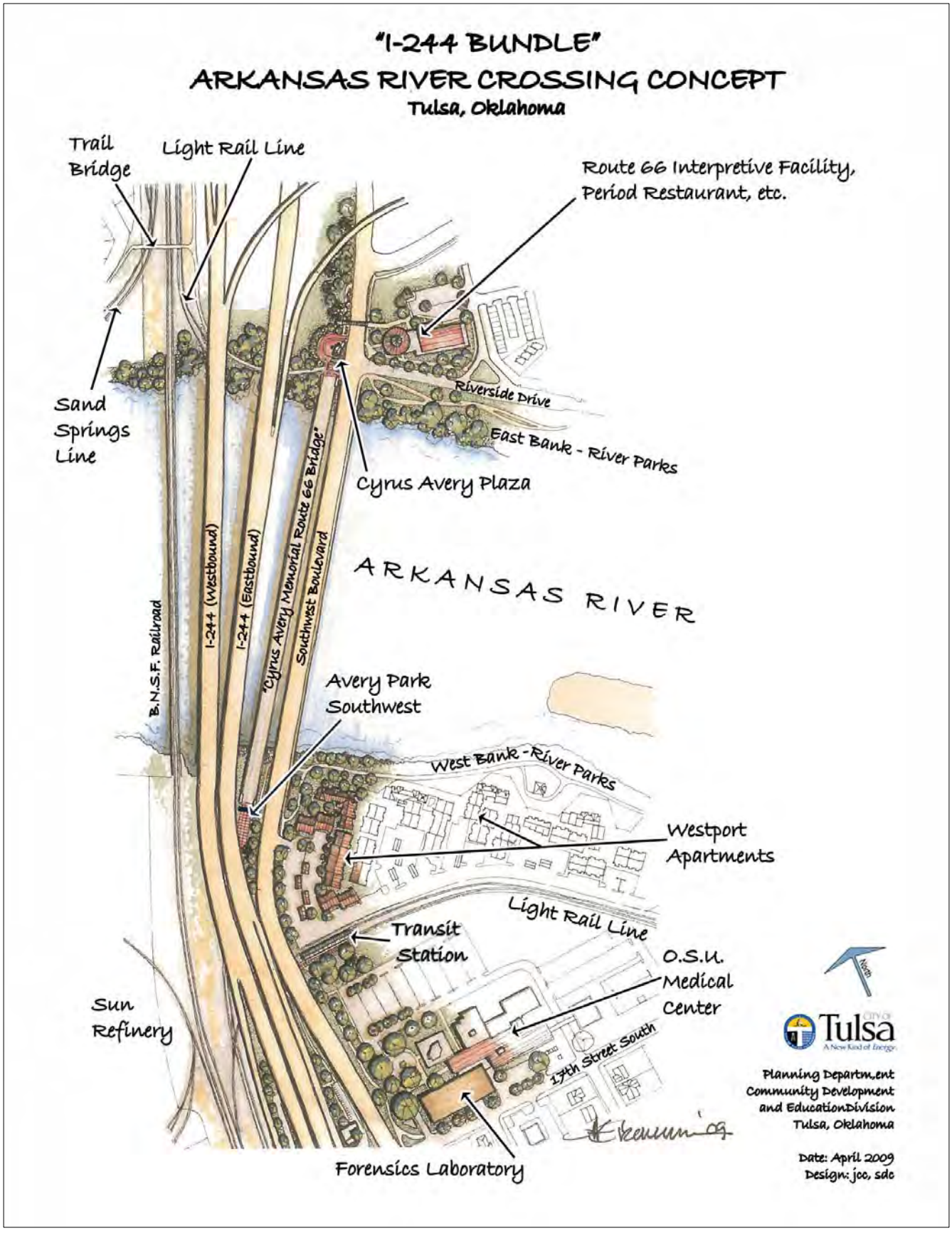
Exhibit 4 is a plan view of all of the modes of transportation crossing at this key point on the Arkansas River. Exhibit 5 depicts the transportation layer below the Interstate 244 Bridge decks. The rail system will be described later in this crossing concept summary. Description of the upper level of the crossing begins with the Southwest Boulevard. Description of the remaining crossing elements will follow and progress with description of improvements on the right side (southeast side) of the crossing and move to the left side (northwestward side) of the crossing.

Southwest Boulevard was built to replace the 11th Street or "Route 66" Bridge to accommodate four 11-foot traffic lanes and a protected pedestrian/bicycle lane. Presently the west end of this bridge meets a street which drops in elevation approximately four feet (4') to a Union Pacific freight track that is the proposed West Bank Rail Transit alignment. After the at-grade crossing, Southwest Boulevard climbs approximately four feet (4') before intersecting with 17th Street. The distance from the bridge to 17th Street is in excess of nine hundred feet (900'). Part one of the request for transportation assistance is to grade-separate Southwest Boulevard from the Freight/Transit track. This would be done by raising the street so that it clears the resultant rail underpass by twenty-three feet (23'). Therefore the street would climb approximately twenty feet (20') from the Arkansas River Bridge to the track and then slope downward twenty feet (20') to the 17th Street interchange.

The raised street can be built on fill with a retaining wall and provision for two "box culvert" style underpasses. The first underpass would need to accommodate two rail tracks with freight rail clearance, as well as passage for pedestrians and bicycles to connect parking beneath the I-244 Bridge and the Route 66 Bridge foot and bike traffic (Avery Park West). The second passageway should accommodate a twenty foot (20') wide drive between the "under highway" parking and the Forensics Laboratory and O.S.U. Medical School. An adjacent eight foot (8') pedestrian sidewalk would also be required. This cross-under west of the rail line would require a ten foot (10') clearance. The Southwest Boulevard and grade separation cost estimate is $10 million.

Under-Bridge Surface Parking.
On-grade asphalt parking with attendant signage and lighting is proposed in order to facilitate the future growth of the O.S.U. Medical School, the Forensics Laboratory and add residential density in the area of the West Bank Transit Station. The parking would be sheltered by the large Interstate 244 Bridge and would have no landscaping. The parking would also serve as a park-and-ride facility as well as parking for river related and Route 66 events. Surface Parking Phase I cost estimate is $2 million.

Exhibit 4


"I-244 BUNDLE"
ARKANSAS RIVER CROSSING CONCEPT
Tulsa, Oklahoma
Trail Bridge
Light Rail Line
Route 66 Interpretive Facility, Period Restaurant, etc.
Sand Springs Line
Riverside Drive
East Bank - River Parks
Cyrus Avery Plaza
"Cyrus Avery Memorial Route 66 Bridge"
Southwest Boulevard
I-244 (Eastbound)
I-244 (Westbound)
B.N.S.F. Railroad
ARKANSAS RIVER
Avery Park Southwest
West Bank - River Parks
Westport Apartments
Light Rail Line
Transit Station
O.S.U. Medical Center
17th Street South
Sun Refinery
Forensics Laboratory
Tulsa
Planning Department
Community Development
and EducationDivision
Tulsa, Oklahoma
Date: April 2009
Design: jcc, sdc

Route 66 Bridge Deck Reconstruction

The surface condition on the deck of the historic Route 66 (11th Street) Bridge over the Arkansas River is unsafe and fenced off from pedestrian traffic. The leakage and structural conditions are eroding the integrity of the historic support arches beneath. The City and County have already invested approximately $5 million for Historic Route 66 plazas and restaurant and museum sites. An additional $8 to $10 million is scheduled for an Avery Park West and the Interpretive Museum/Restaurant Structures at both ends of the bridge (shown in the diagram). Cost estimate for deck and historic bridge railing reconstruction is $15 million.

I-244 Eastbound Bridge Reconstruction/Repair

Both of the I-244 bridges have very low ratings and ODOT has given their repair a top priority. The eastbound bridge is proposed for reconstruction/repair for its Interstate vehicular usage only. Cost estimate for reconstruction/repair is $40 million.

I-244 Westbound Bridge Reconstruction/Repair

As in the case of the eastbound bridge the westbound bridge requires considerable, high priority reconstruction and repair. In addition, the columns and cross bracing beneath the highway deck are proposed to be reinforced and adapted for use as a two-track rail bridge to accommodate both local transit rail (Phase I) and the Tulsa end of the high speed rail connection to Oklahoma City. The under-bridge clearances can accommodate three tracks in width and only transit equipment in height or approximately eighteen feet (18'). The alignment is conceptually shown in Exhibit 5. The height of the proposed two-track transit rail bridge is the same as the adjacent (existing) two-track freight bridge and therefore will not effect river flow elevations or the 100 year "floodplain" on either side. Cost estimate for the westbound I-244 Bridge reconstruction/repair and the transit rail bridge only is $60 million (does not include actual track installation).

New track alignment from the Union Pacific intersection with the BNSF Cherokee Yard to the West end of the Cherokee Yard

Install two tracks qualified for both freight and rail transit and use a combination of the western edges of the I-244 and frontage road rights-of-way and the adjacent BNSF right-of-way. This would accomplish two missions. First, it will serve as the inbound and outbound lines on the Tulsa end of the future high speed rail, as well as serve a transit line to the Red Fork area of Tulsa and eventually the City of Sapulpa. Secondly, it provides a freight rail "bypass" of the BNSF Cherokee Yard for the Sapulpa and WATCO short-line freight railroad companies as well as some BNSF rail traffic. This area is a serious bottleneck for the entire region's freight rail and does not have any capacity for transit rail. The cost estimate for two new tracks of 14,000 feet is $10 million.

BNSF Freight Rail – 2 Track Arkansas River Bridge

There are no plans to request assistance for this Bridge although it is presently "over capacity" due to the amount of originating and through traffic as well as the fact that it is constantly used during the assembly of trains out of the east end of Cherokee Yard.

5. Arkansas River Crossing Concept – Ground Level Plan

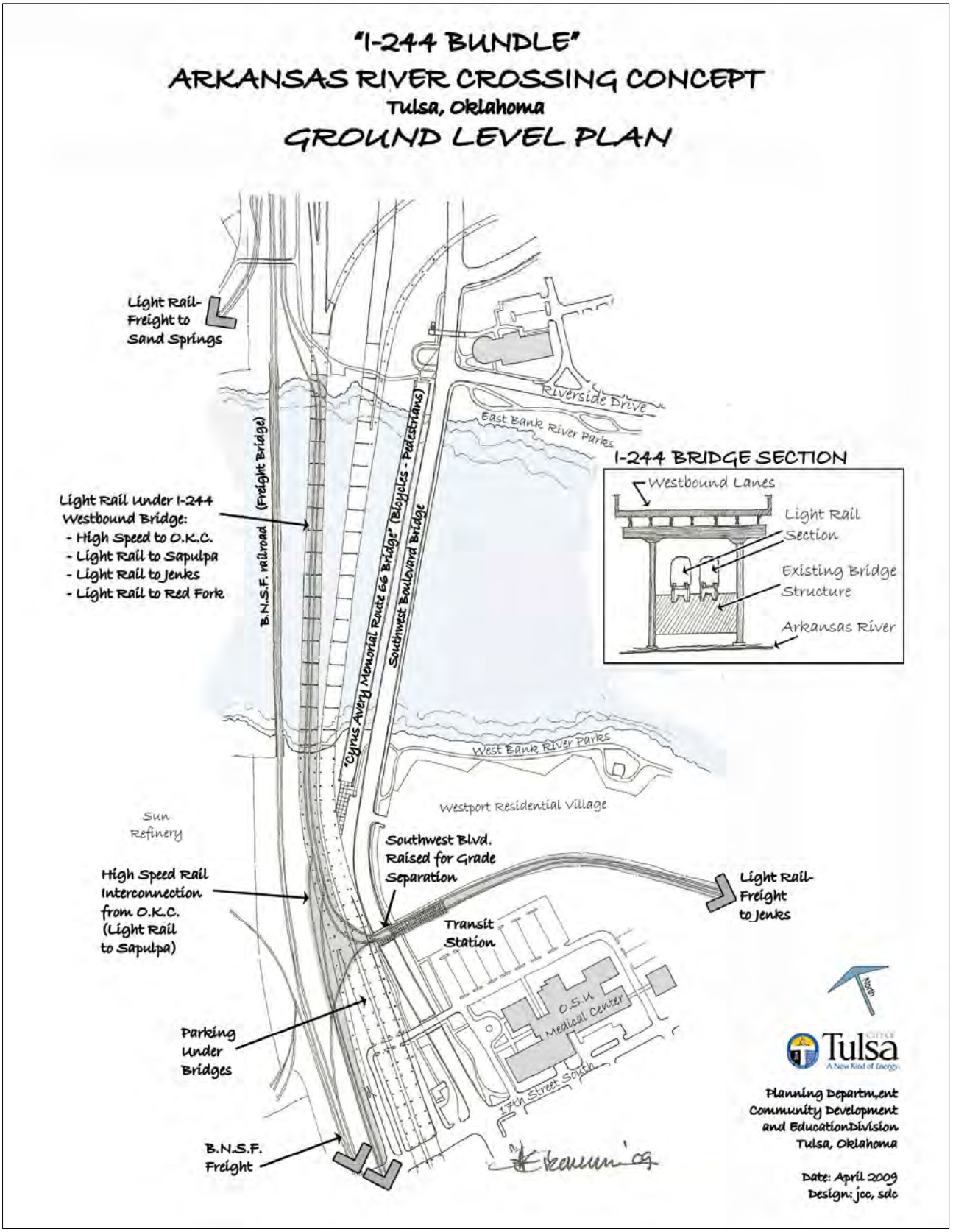
Exhibit 5 is provided primarily to show the various existing and proposed rail alignments as well as the "under-bridge parking" and underpasses of Southwest Boulevard. Presently the BNSF has a two-track bridge across the Arkansas River. On the northeast bank (left side of exhibit) is shown an area where the existing freight (and eventual transit) line turns off to extend to Sand Springs. On the southwest side (left side) of the river existing sidings are shown connecting into the Sun Refinery area and straight southwestward into the Cherokee Yard. An existing single track also cuts off of the BNSF line from an area at the northeast end of the Cherokee Yard. It connects to the Union Pacific/Sapulpa short-line freight track which passes under I-244, is proposed to cross under Southwest Boulevard, and travels down the west bank of the river to Jenks and Bixby. This is the West Bank alignment for the proposed Phase I Rail Transit system. The proposed additional rail improvements are shown.

A. The West Bank Rail Transit alignment adds a second track and proposes a station at Southwest Boulevard.

B. The two tracks then turn, one at a time northward between the I-244 Bridge support columns to an alignment on the proposed rail bridge beneath the Westbound I-244 Bridge. Upon reaching the northeast bank of the river, the tracks pass one at a time out from under the bridge to two proposed tracks to be installed along the southeastern edge of the BNSF right-of-way as it passes through the downtown Tulsa.

C. The previously noted pair of new tracks are designed to "bypass" the Cherokee Switching Yard and are shown to connect both to the Union Pacific line passing under the Highway bridges and eventually to the rail transit alignment on the proposed rail bridge beneath westbound I-244.

Exhibit 5


"I-244 BUNDLE"
ARKANSAS RIVER CROSSING CONCEPT
Tulsa, Oklahoma
GROUND LEVEL PLAN
Light Rail-
Freight to
Sand Springs
Riverside Drive
East Bank River Parks
I-244 BRIDGE SECTION
Westbound Lanes
Light Rail
Section
Existing Bridge
Structure
Arkansas River
Light Rail Under I-244
Westbound Bridge:
- High Speed to O.K.C.
- Light Rail to Sapulpa
- Light Rail to Jenks
- Light Rail to Red Fork
B.N.S.F. railroad (Freight Bridge)
"Cyrus Avery Memorial Route 66 Bridge" (Bicycles - Pedestrians)
Southwest Boulevard Bridge
West Bank River Parks
Westport Residential Village
Sun
Refinery
Southwest Blvd.
Raised for Grade
Separation
High Speed Rail
Interconnection
from O.K.C.
(Light Rail
to Sapulpa)
Light Rail-
Freight
to Jenks
Transit
Station
O.S.U.
Medical Center
17th Street South
Parking
under
Bridges
B.N.S.F.
Freight
North
Tulsa
A New Kind of Energy
Planning Department
Community Development
and Education Division
Tulsa, Oklahoma
Date: April 2009
Design: jcc, sdc

SUMMARY

Tulsa Arkansas River Crossing – Multimodal Transportation "Bundle"

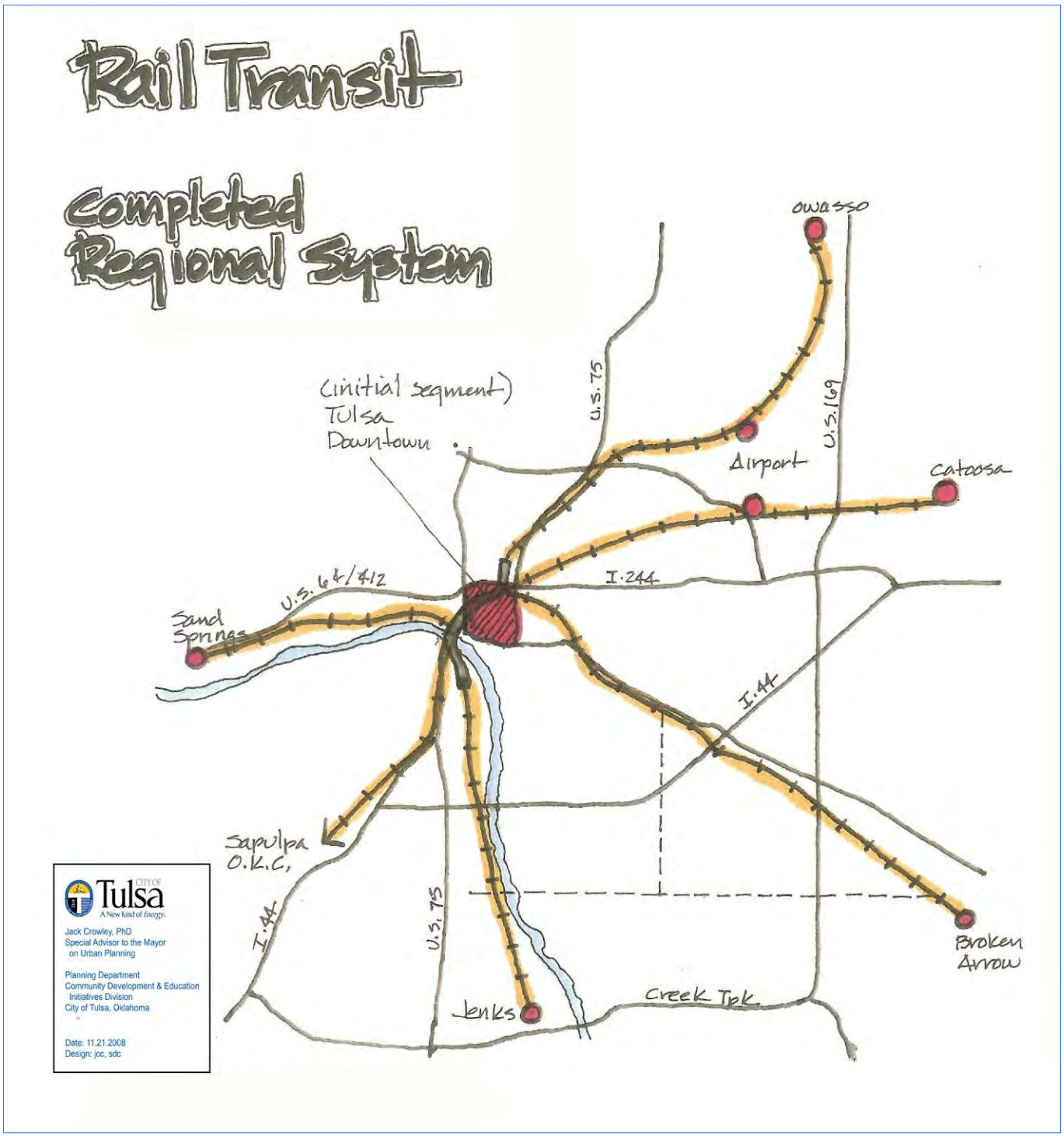
This proposal addresses a key transportation crossing point for Tulsa's metropolitan region. It addresses critical reconstruction and repair of an Interstate Highway Bridge (I-244). It serves an important matter of Transportation enhancement in the repair of the historic Route 66 Bridge which also serves to accommodate an important corridor of alternative transportation (bicycle and pedestrian). It enhances freight rail capacity in the rail region's most significant "bottleneck" or "chokepoint." It begins Phase I of Tulsa's rail transit system and it prepares the "receiving" end of a future high speed rail connection to Oklahoma City. This high speed rail segment is part of the nationally developed set of high speed rail priorities. As a stimulus project, the construction and materials required have a significant and immediate effect. More importantly, the finished infrastructure product has both a sustaining long term stimulus effect and a substantial transportation transforming impact on an auto dependent region.

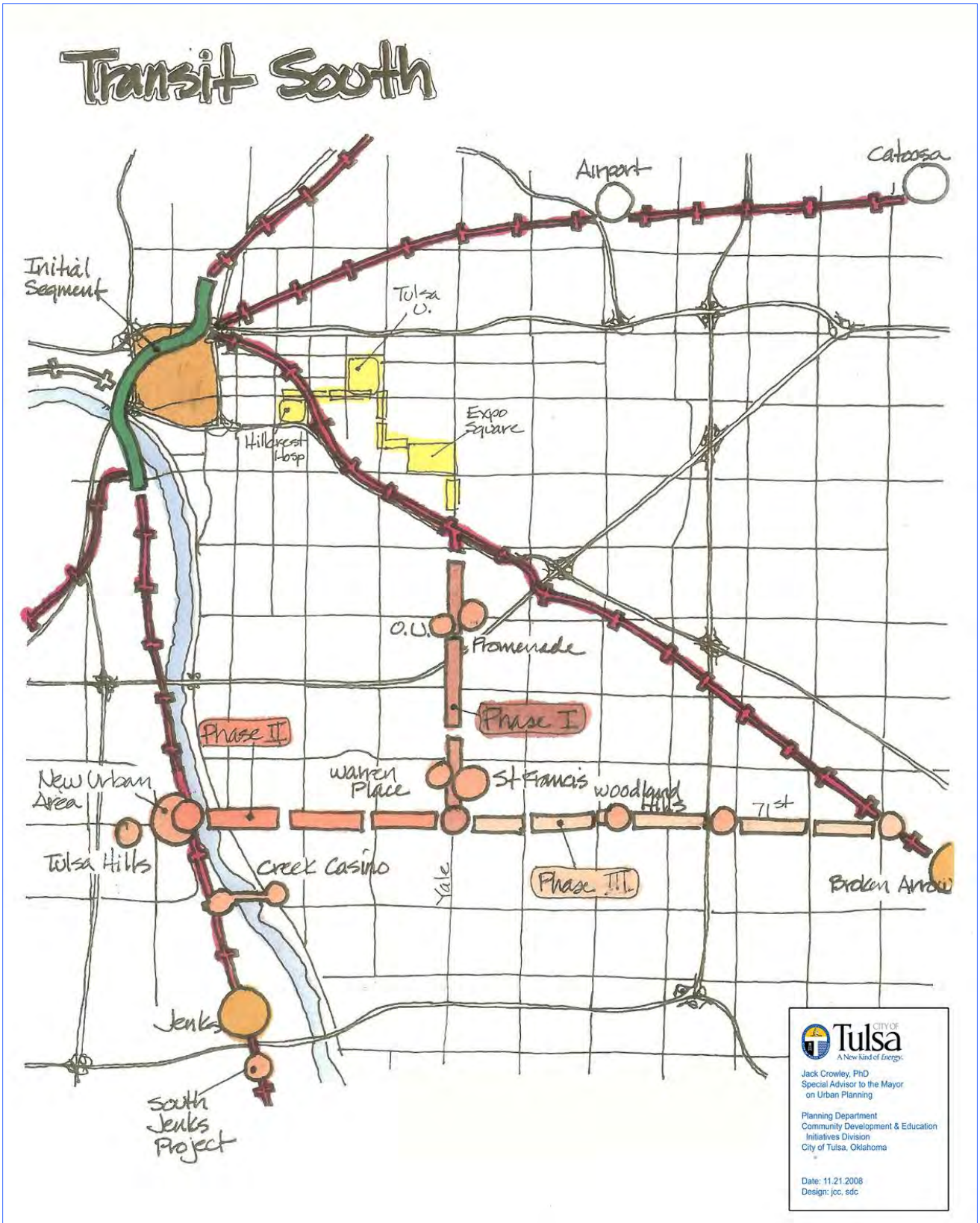
PROJECT ELEMENT COSTS

ITEM NO.	ITEM	COST ($)
1	Southwest Boulevard	10,000,000
2	Under-Bridge Parking	2,000,000
3	Route 66 Bridge Deck & Railing	15,000,000
4	I-244 Eastbound Bridge	40,000,000
5	I-244 Westbound Bridge & Rail Structure	60,000,000
6	New "Bypass" Track	10,000,000
7	Contingency (10%)	13,000,000
	TOTAL	150,000,000

APPENDIX 1.33

RAIL TRANSIT – COMPLETED SYSTEM - ILLUSTRATION
and
TRANSIT SOUTH - ILLUSTRATION




Transit South
Airport
Catoosa
Initial Segment
Tulsa U.
Expo Square
Hillcrest Hosp
O.U.
Promenade
Phase I
Phase II
New Urban Area
Warren Place
St Francis
Woodland Hills
71st
Tulsa Hills
Creek Casino
Yale
Phase III
Broken Arrow
Jenks
South Jenks Project
CITY OF Tulsa
A New Kind of Energy.
Jack Crowley, PhD
Special Advisor to the Mayor
on Urban Planning
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Date: 11.21.2008
Design: jcc, sdc

APPENDIX 1.34

ROUTE 66 RIVER PARK PROJECT
RIVERSIDE AT SOUTHWEST BOULEVARD

Introduction

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 Centennial Plaza. The remaining cleared lands are planned for a "Route 66" thematic restaurant and an interpretive center which focuses on "The Mother Road." Presently the site includes consideration of functions of the Convention and Visitor's Bureau, River Parks Authority, research space, commercial activity and open space.

In examining the site in terms of its location and capacity for serving its primary "Route 66" purposes as well as additional roles conducive to the adjoining River Parks, Residential Areas and "Gateway" role the following concept is developed. This study only presents a scenario for the site in a larger role and is not intended to jeopardize the approved purpose.

In looking at a larger cause to revitalize the downtown and in particular link it to the River, the site clearly has a capacity for serving a larger and more mixed purpose which facilitates a more complete and architecturally significant use. Any sketches are meant for illustration only and NOT to suggest an architectural solution.

Site observations and interviews with Tulsa's Sports Commission, River Parks Authority, Planning Department, DTU and members of the local development community lead to a listing of potential additional site usages which may be considered to be appropriate.

- Bicycling Hall of Fame abutting the centerpiece bikeway in the country's most significant bike trail system. (The present Hall of Fame, located in New Jersey, has sent out inquiries of interest in relocation to Tulsa's Sports Commission). Should the space not be used for "Hall of Fame" purposes, it might be used for other commercial, office, or interpretive center archives and research.

- Residential to take advantage of a highly desirable location on the river and to "transition" the project to the adjacent townhomes on Lawton Avenue.

- Commercial uses may be provided at the Riverside Drive (lower) level to take advantage of the site's high visibility and accessibility and river views and of the traffic generated by other onsite development.

- Additional Parking to support staff and residents

- Pedestrian/Bicycle Overpass of Riverside Drive which takes full advantage of the topography of the site and provides a strong potential linkage to the downtown as well as access by visitors to the site from River Parks. This element does not have to be built to make the larger project work. Rather there is a unique and strategic

opportunity for a significant downtown and site linkage. Design of the overpass needs to integrate and contribute to the project rather than obstruct key River Parks' views.

1. River Parks Authority/Residential Level

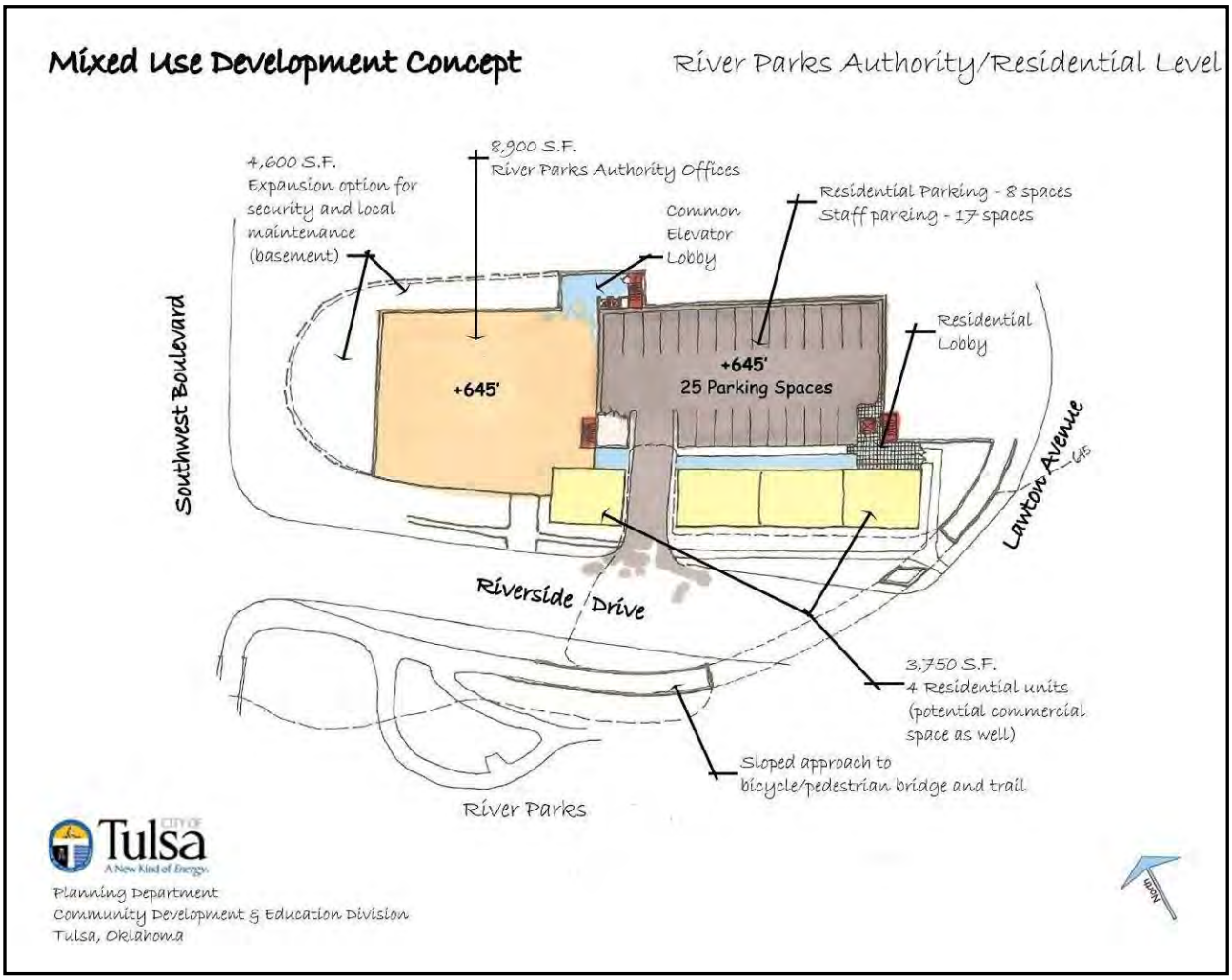
The lowest level of the concept can be at the 640' to 645' elevation which puts it slightly above the grade of Riverside Drive near the Lawton Avenue intersection (refer to Figure 1). A small, flat slab parking level of 25 spaces is accessed by a driveway off of Riverside Drive. Approximately 3750 square foot of "single loaded" residential architecturally fronts the garage taking advantage of River Parks' frontage. The four (950 sq. ft.) units are at the garage grade and will match the 10 foot floor to floor of the garage in the three additional levels above. This level may be used for small commercial spaces or "live-work" units facing Riverside Drive.

The units can be accessed by visitors from a small elevator and stair lobby shown at the southwest corner of the garage. Residents can gain access to their units directly from the two spaces assigned each unit in the garage floor on the same level (8 spaces). The remaining 17 spaces are available for staff elsewhere in the structure. (In this case the River Parks Authority).

The residential units are separate from the garage by 5 to 8 feet to provide for natural ventilation. The west end of this level is shown as office space for the River Parks Authority. The slab elevation allows for a front entrance to the Authority's premises to be built on Riverside Drive. The diagram which includes an elevator/stair lobby connecting the non residential elements of the project shows approximately 8900 square feet. The dotted line which reflects the footprint of the building above could be captured by basement retaining walls to allow for an additional 4600 feet of "basement space." The Authority could then internally position park security vehicles, offices and some local maintenance functions for the segment of the River Parks system near the site.

The bicycle/pedestrian overpass footprint is shown as coming off of the Lawton Avenue "hill" passing over Riverside Drive with a 17 foot clearance and turning northwestward so that its downward slope comes to grade with the upward sloping River Parks grade.

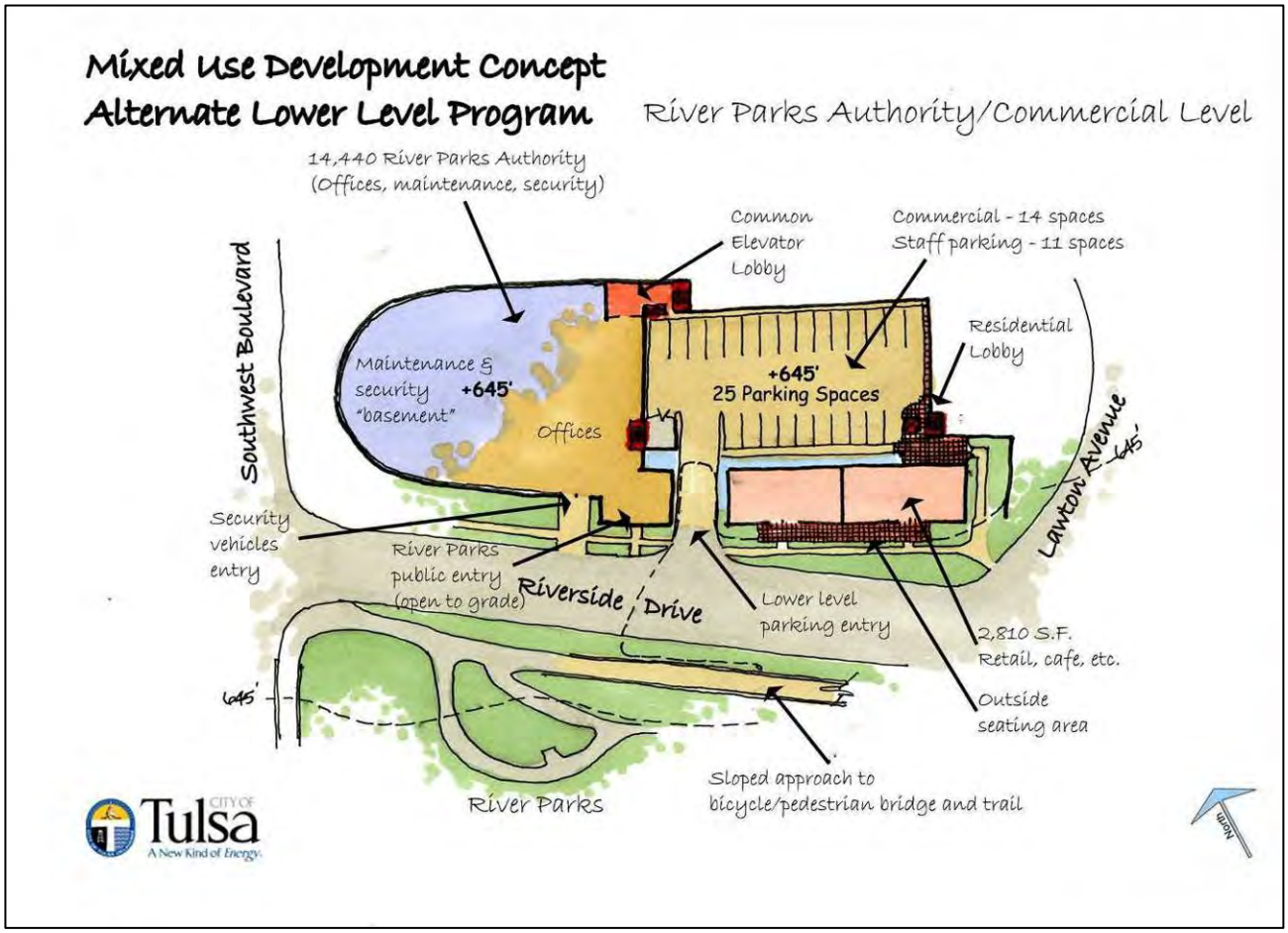
Figure 1


Mixed Use Development Concept
River Parks Authority/Residential Level
4,600 S.F.
Expansion option for security and local maintenance (basement)
8,900 S.F.
River Parks Authority Offices
Common Elevator Lobby
Residential Parking - 8 spaces
Staff parking - 17 spaces
Residential Lobby
+645'
+645'
25 Parking Spaces
Southwest Boulevard
Lawton Avenue
Riverside Drive
3,750 S.F.
4 Residential units
(potential commercial space as well)
Sloped approach to bicycle/pedestrian bridge and trail
River Parks
Tulsa
A New Kind of Energy.
Planning Department
Community Development & Education Division
Tulsa, Oklahoma
NORTH

1A. Alternate Lower Level Program – River Parks/Commercial Level

An alternate lower level program is depicted which incorporates much of the first lower level concept with the following differences (refer to Figure 1A). Approximately 2810 square feet of commercial, retail or café development would be located along and fronting Riverside Drive, and would include outdoor seating areas. In addition to on-street parking along Riverside Drive, the 25 parking spaces would provide 14 spaces for retail use and 11 for office (e.g., River Parks Authority).

Figure 1A



2. The Residential/Bicycling Hall of Fame Level

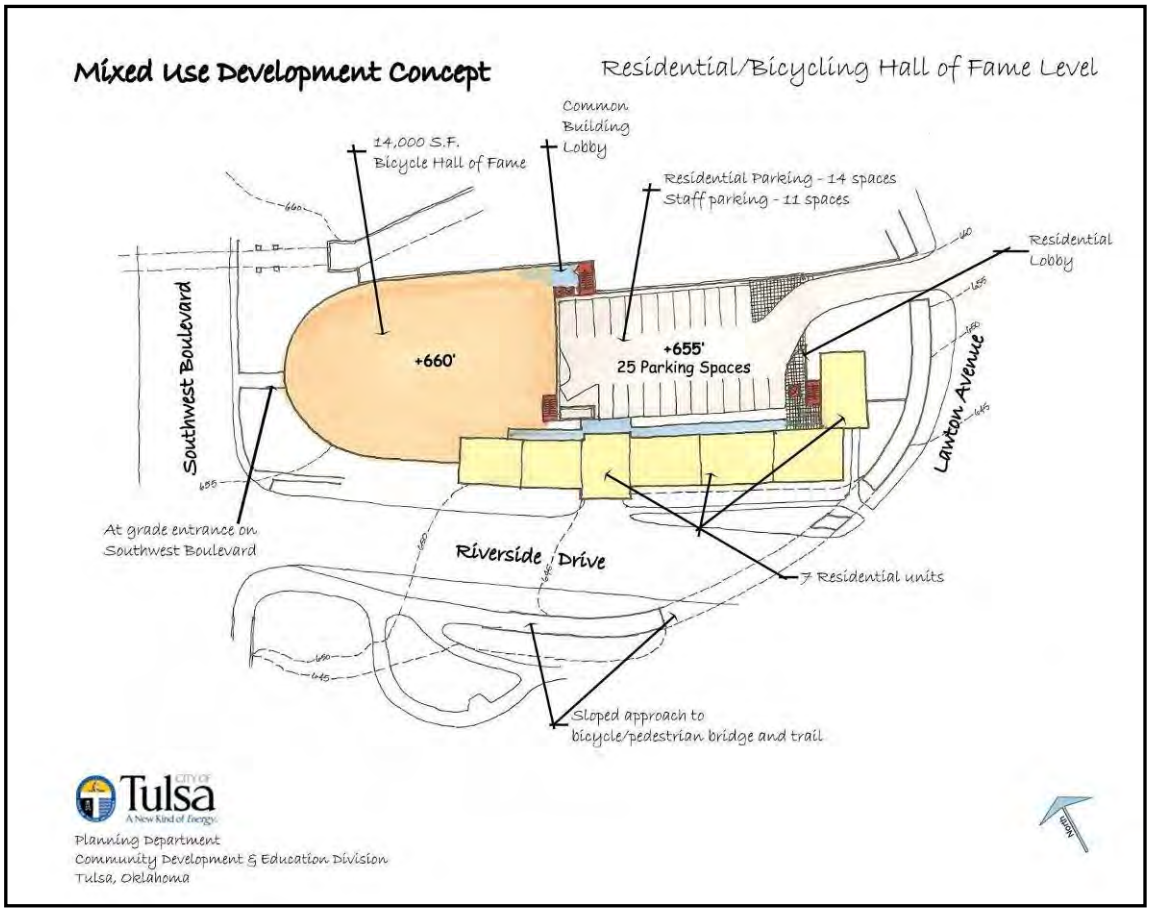
On the “655 foot” level 25 additional parking spaces are accessed off of the appropriate side hill location on Lawton Avenue (refer to Figure 2). This same level includes a larger number of residential units as they stretch northwestward (above the River Parks Authority entry and northeastward and up Lawton Avenue hill opposite Victorian Park).

Residential and commercial elevator/stair lobbies continue upward as well as a garage ventilation gap behind the single loaded residential. Thus far the south and east facing walls of the project are outwardly residential with the bulk of the structure being built into grade to the north.

A “660 foot” level is also shown to accommodate a 15 foot “commercial” floor to floor clearance (rather than a residential/parking 10 foot floor to floor clearance). This level provides an opportunity for an approximately 14,000 square foot area for a Bicycling Hall of Fame. The level affords an at-grade frontage and architecture along Southwest Boulevard opposite the Cyrus Avery Centennial Plaza and abutting the River Parks Bicycling network.

Fourteen parking spaces are reserved for direct access to the seven residential units on the level and the residual 11 spaces set aside for staffs of the Hall and Interpretive Center.

Figure 2



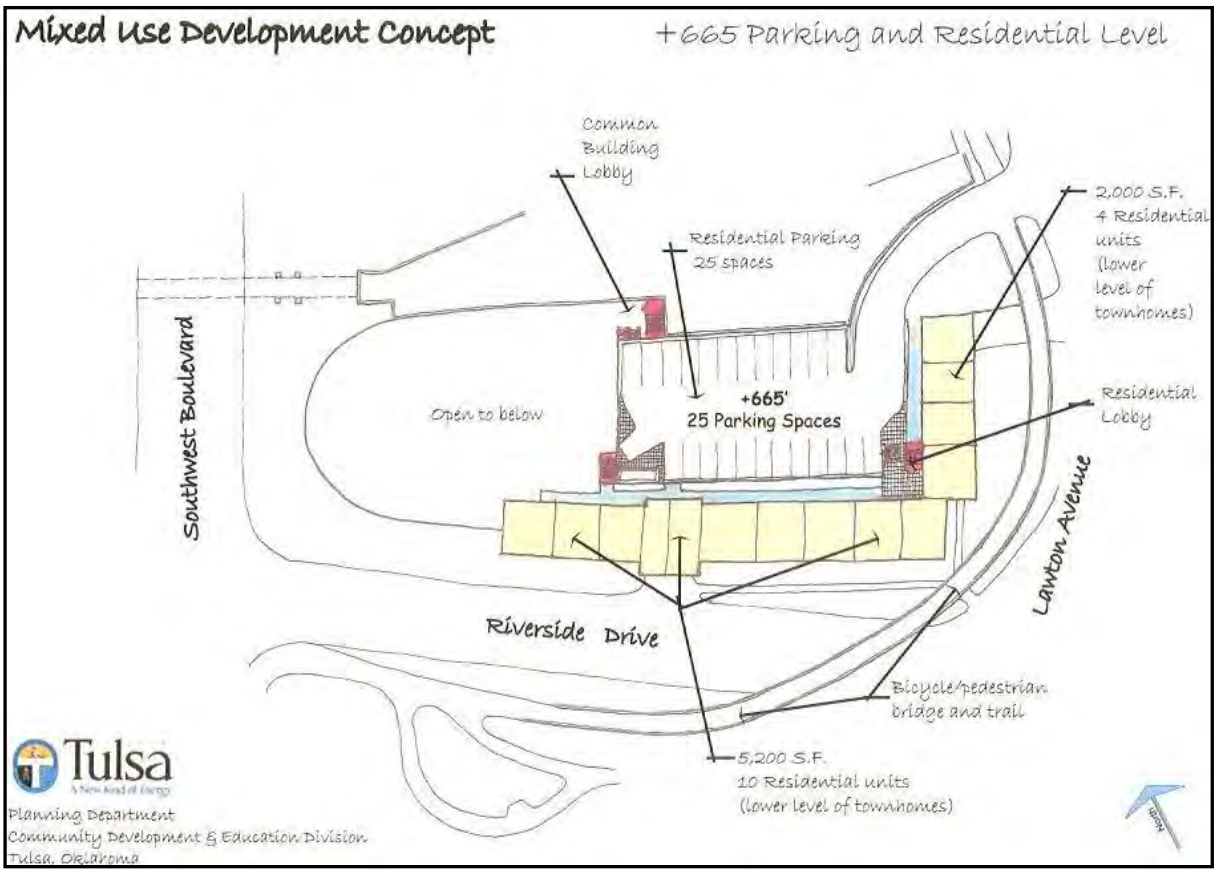
3. The Third Level Parking and Residential

Because of the heights of the commercial functions only parking and residential occur at this level (refer to Figure 3). As a flat slab this parking level is accessed from higher up on the Lawton Avenue "hill." Drive cuts to all of the parking levels and the visitor lot off of Lawton Avenue are numerous, but less frequent than those accessing the individual unit garages across the street at Victoria Park. Air gaps and elevator /stair lobbies remain the same with the residential footprint extending further up the Lawton Avenue "Hill."

Fourteen residential units are shown on smaller footprints because they are the lower levels of a townhome configuration whose upper level continues to architecturally "screen" the "bigger box" area which houses the interpretive center and kitchen area of the food and beverage facility. All 25 spaces are dedicated to residential at this level and all 25 residential units in the project are directly accessed by covered parking located at their respective entry levels. The residential lobby ends at this level.

The parking structure can be a simple rectilinear frame with flat slabs and vertical penetration outside the frame. It has a backfilled wall to its north, open walls behind the single loaded residential to the south and west and a windowless demising wall to the west. Structurally independent, it supports itself and the single interpretive center level above it. Structurally the 4 levels of residential are independent as well.

Figure 3



4. The Top “Public” Level

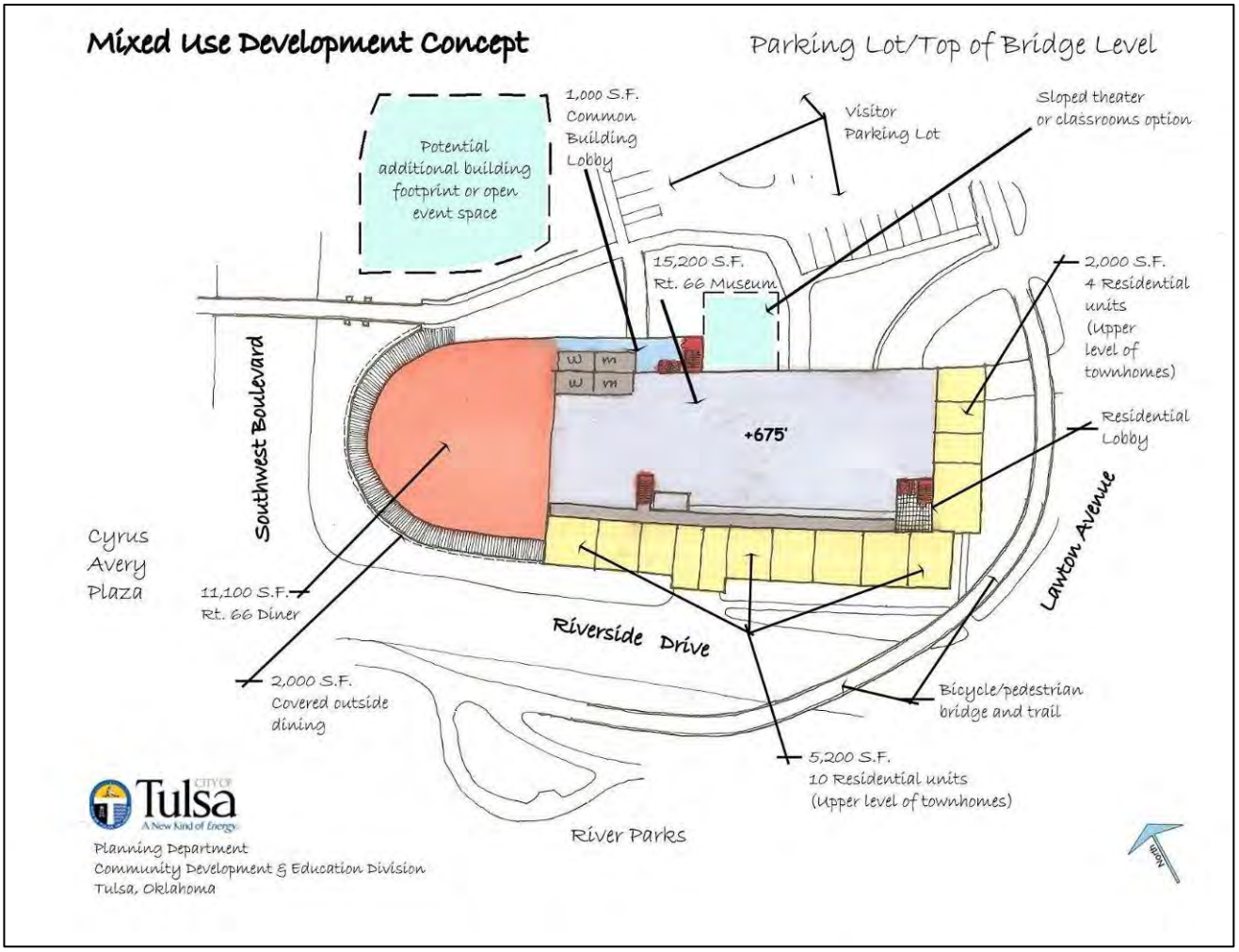
At “675” feet, roughly the same level as the bridge and public parking lot are the two primary functions programmed for the site. The concept (refer to Figure 4) shows a total of approximately 21,000 square feet to be divided between a Route 66 Interpretive Center and a thematic restaurant. This does not include an approximately 1000 square foot “common lobby” or an additional 2000 square foot of covered outdoor dining space. In addition, the structure could be extended northward on a slab toward the parking lot for an additional 5000 square feet.

The Interpretive Center “Box” is architecturally “clad” to the south and east by the upper floors of the third level residential townhomes. It architecturally opens to the visitor parking and the downtown Tulsa skyline. The thematic restaurant has the panoramic view of the downtown, “Route 66” and the Arkansas River. There is also a period architectural “opportunity” to have an upper level rotunda as well. It is shown conceptually in the elevation sketches.

To the northeast of the “Route 66 Bridge” there is also a development site which could carry a three level building of 6000 foot per floor. One of the floors would likely have to be dedicated to parking to prevent a parking shortage on the site. It is envisioned that during peak period usage the site would have to depend on Riverside Drive parking and access to the upper level through the suggested pedestrian/bicycle overpass.

An option for the above “second building” site is to develop retaining walls to the north and east slopes to create a level open space with spectacular views to the downtown. This area can serve as “tent and event” space. The interpretative center can also accommodate additional sloped theaters or classrooms by creating an eastern extension of the building toward the parking area. Since these rooms are not on the three level structure, these floors can begin with the “675” slab elevation and “descend into grade upon leaving the slab.

Figure 4


Mixed Use Development Concept
Parking Lot/Top of Bridge Level
Potential additional building footprint or open event space
1,000 S.F. Common Building Lobby
Visitor Parking Lot
Sloped theater or classrooms option
15,200 S.F. Rt. 66 Museum
2,000 S.F. 4 Residential units (Upper level of townhomes)
Residential Lobby
+675'
Southwest Boulevard
Lawton Avenue
Cyrus Avery Plaza
11,100 S.F. Rt. 66 Diner
Riverside Drive
2,000 S.F. Covered outside dining
Bicycle/pedestrian bridge and trail
5,200 S.F. 10 Residential units (Upper level of townhomes)
River Parks
Tulsa
A New Kind of Energy
Planning Department
Community Development & Education Division
Tulsa, Oklahoma
NORTH

5. Three Concept Elevation Sketches

Three concept sketches of the southwest (River Parks facing) elevations are shown for illustrative purposes only. The first (refer to Figure 5) which generally shows the whole building to illustrate how the east end of the building (the right side of sketch) might provide a residential transition for the Lawton Avenue corridor. The bulk of the River Parks facing façade (right two thirds) shows the four levels of single loaded residential matching three levels of garage parking behind it. The "645" level garage entry is shown at the center of the sketch and the River Parks Authority office façade is at the lower level to the immediate left of the residential building. What is seen in the concept from the bottom to the top is:

1. 645'- residential level with parking entry (1 level units). There is also the potential use of this level for commercial along Riverside Drive (refer to Figures 1 and 1A).

2. 655' - residential level (1 level units)

3. 665' residential level (lower level of townhome)

4. 675' residential level (upper level of townhome)

5. Underside of Interpretive Center roof overhang to shelter garage "air gap"

6. Interpretive Center Roof

7. Structure to the left is discussed in next sketch

The second, larger scaled sketch (refer to Figure 6) focuses on the nonresidential northwest end of the structure. The lower level shows the River Parks Authority premises ("645" level) and residential on the south portion of the structure. Above it is the "Bicycle Hall of Fame" or comparable facility which can front on Southwest Boulevard ("660" level). The upper level shows (at "675") the potential thematic restaurant with a covered outdoor level. As shown, the center could have a "pop up" structure as an observation and "party area" above the main floor. The third sketch (refer to Figure 7) illustrates the concept of using the lower structure level as office, parking and commercial.

Other parts of the sketches (top left) simply suggest that the place be given some "playful" period signage.

Figure 5

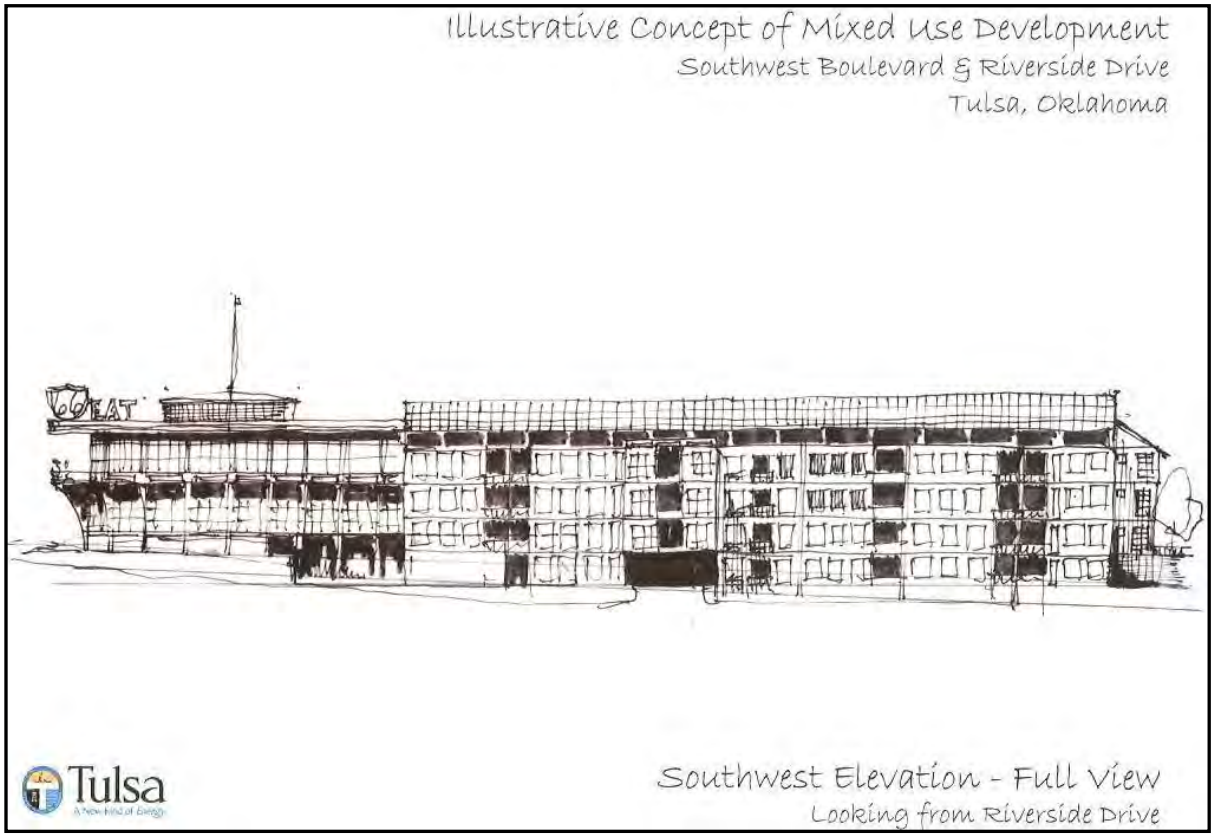


Figure 6

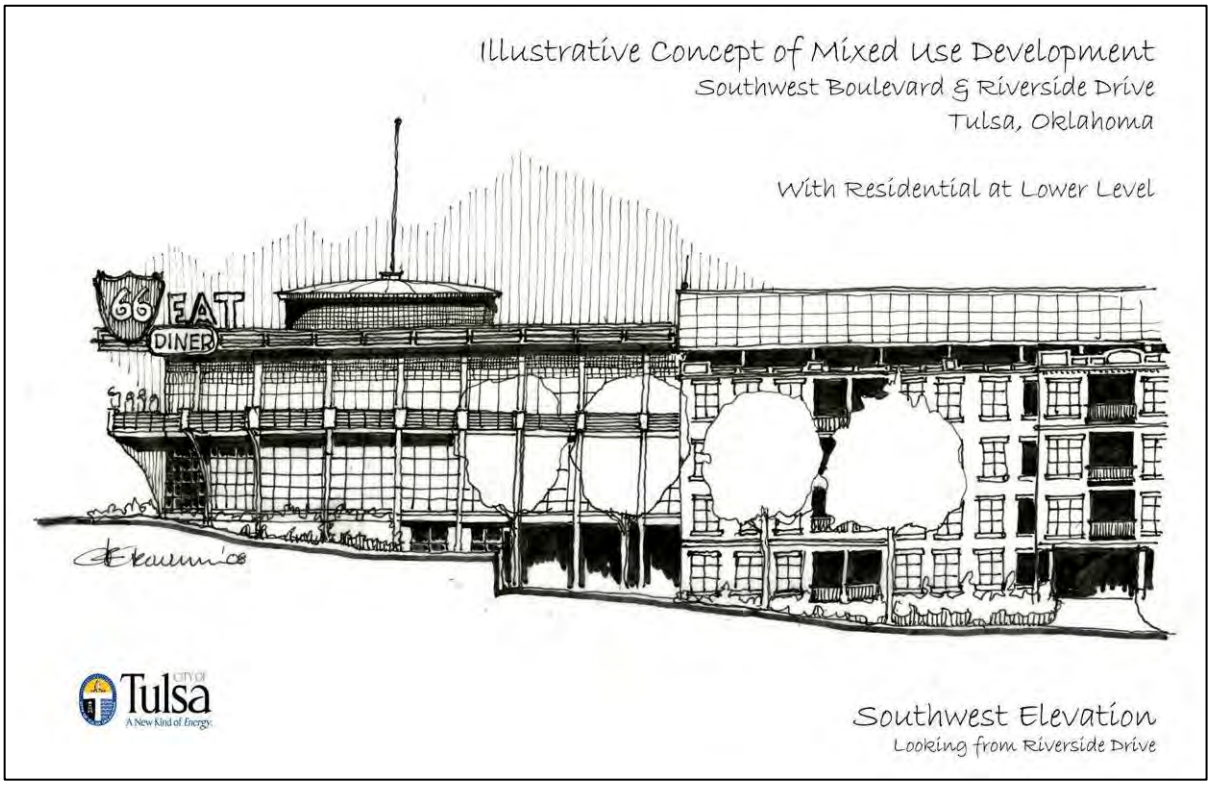
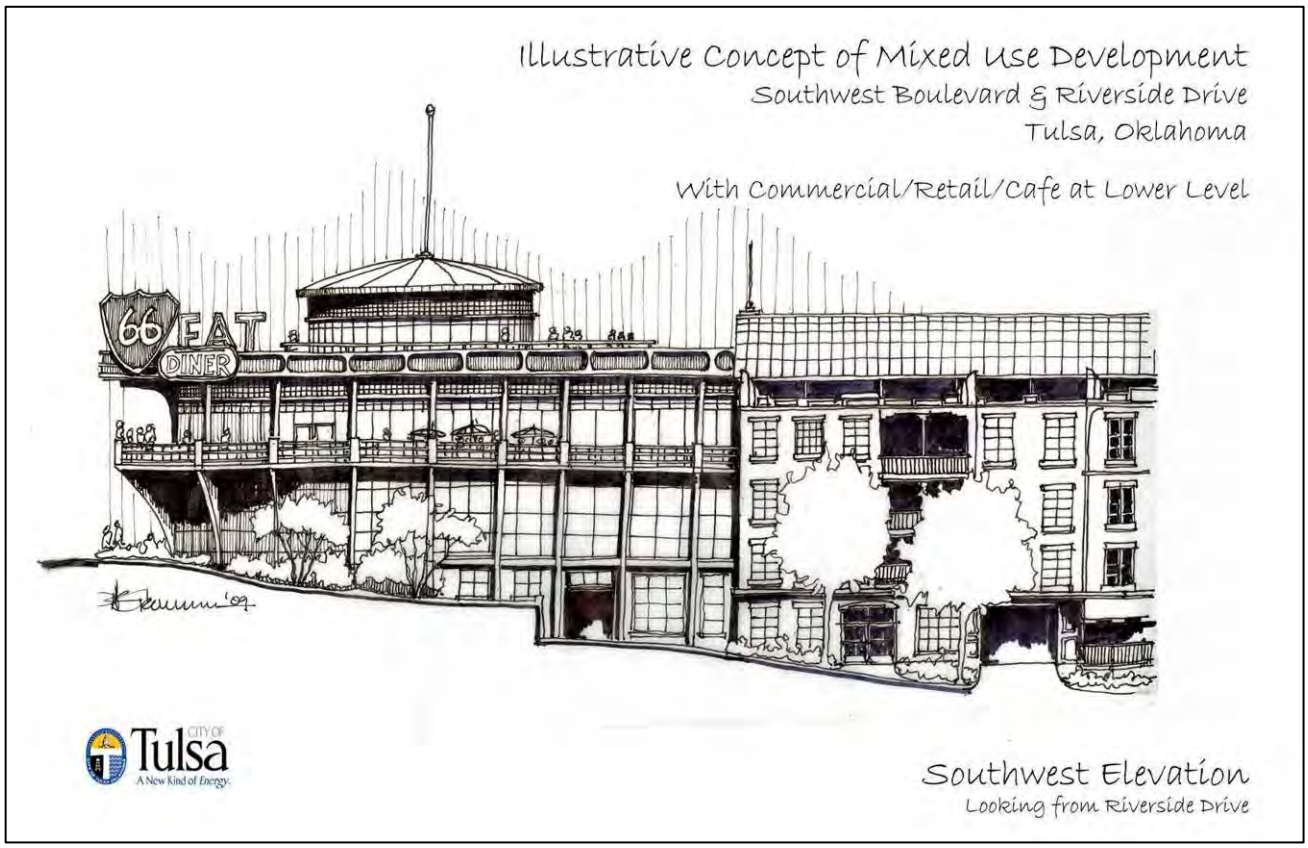


Figure 7



6. Sketch Master Plan

This sketch (refer to Figure 8) merely demonstrates the plan view of the possibility and its general relationship to the existing assets in the area.

1. The pedestrian/bicycle overpass from the site into River Parks is shown. The "plaza" at the upper right hand corner of the sketch suggests that the pathway traverse along the upper edge of the frontage road right of way eastward to the utility structure which crosses over I-244 and into the southwest corner of the downtown. In a study to follow, a concept to modify this structure to carry a bicycle/pedestrian crossing will be prepared.

2. The relationship to the existing visitor parking and "period bridge" crossing to the Cyrus Avery Centennial Plaza.

3. The positioning of a substantial structure coupled with the Plaza

4. and Bridge forms a definitive gateway for the downtown's southwest corner.

Figure 8

7. Potential Development Structure

1. RFP the project to the Private Development Community.

2. Residential and Restaurant can be privately owned and operated on a long term ground lease with income based on percentages of restaurant gross income (8% to 10%) and residential unit rents ($50 - $100 per unit per month including parking as land rents).

3. Income is dedicated first to the operations and maintenance of the public elements of the project and revising interpretive and static displays.

4. Developer produces total project plans, designs and specification for approval, lease footprints agreements.

5. Developer constructs project

6. 2025 uses funds to acquire Interpretive Center “shell” and finished premises

7. If the Bicycling Hall of Fame works out, a combination of donors and 2025 monies buys (condos) that shell out as well. It is predicted that the sponsoring community owns and provides a low rent or rent free space and the “Hall of Fame” finishes and occupies as well as operates the premise. If the Hall of Fame is not going to

occupy the space, the developer may lease it as well for office or commercial space.

8. The River Parks Authority, 2025 or a combination of the two might purchase the commercial “645” level

9. The developer does not begin paying rent until the premium construction cost for structured/covered parking is recaptured. Additional periods of rent abatement may also be offered as incentive if the development pro formas require such.

10. The additional building footprint might also be included in the RFP for subsequent “phased” development which will also require public approval and the execution of a ground rent agreement (or master ground rent agreement).

APPENDIX 1.35

UNIVERSITY STUDENT HOUSING PROJECT
BRADY HEIGHTS II CONCEPT

Background

Tulsa needs to attract outstanding medical interns and residents for its Hospitals and Clinics. In addition to direct community health service it is an entry point for their more permanent recruitment. The University of Oklahoma has as a core mission to provide for the education and development of medical professionals along with the provision for their residencies and internships. This applies to their students as well as for students from other accredited medical training institutions.

One of the provision and recruitment strategies voiced by Gerard Clancey, M.D., President of The University of Oklahoma's Schusterman Campus was to develop a village where medical physicians and specialists and their families could live during their residencies in one of Tulsa's medical institutions. The village would be a safe, quality of life, attractive alternative to locating in scattered rental opportunities for relatively short stays. In addition it would provide for community opportunities among like professionals; a recruiting tool in itself.

Parallel to The University of Oklahoma's mission is Tulsa's goal to revitalize its downtown largely through the development of vibrant mixed use projects that have significant residential components. In fact, the principal "target demographic" for downtown residential is young urban professionals such as doctors in their intern or residency stages.

Meeting the criteria for establishing downtown residences and building a community for medical residents and interns is a publicly owned site that abuts the Brady Heights Historic Neighborhood north of I-244 near the northwest corner of the IDL bordering the downtown. The site is on land cleared during the 1980's as part of a 200 acre urban higher education campus. The land has been publicly held for the development and expansion of four state universities; Northeastern State University, Oklahoma State University, the University of Oklahoma and Langston University. With two of the four original education partners (Oklahoma and Northeastern State) relocated to different metropolitan area campuses, it is questionable that this land, cleared since the 1980's is needed for the remaining two universities. Ironically it is logical that the public body holding the land for university use could in fact convey the site to O.U. for its use as an educationally related residential community.

In addition, the construction of a residential community on this site would also serve to enhance and reinforce the viability of the Brady Heights Neighborhood. Brady Heights is a long, two to three block "narrow" neighborhood situated between the Tisdale Freeway to the west and 30 years of vacant lands along the east side. The medical residences would add needed width and critical mass to the neighborhood as well as dwelling units within walking distance of Brady Village and the downtown to the immediate south of the site.

The various land uses and project components are described in more detail below and the following plan Figures.

Concept – Brady Height II

Residential Development

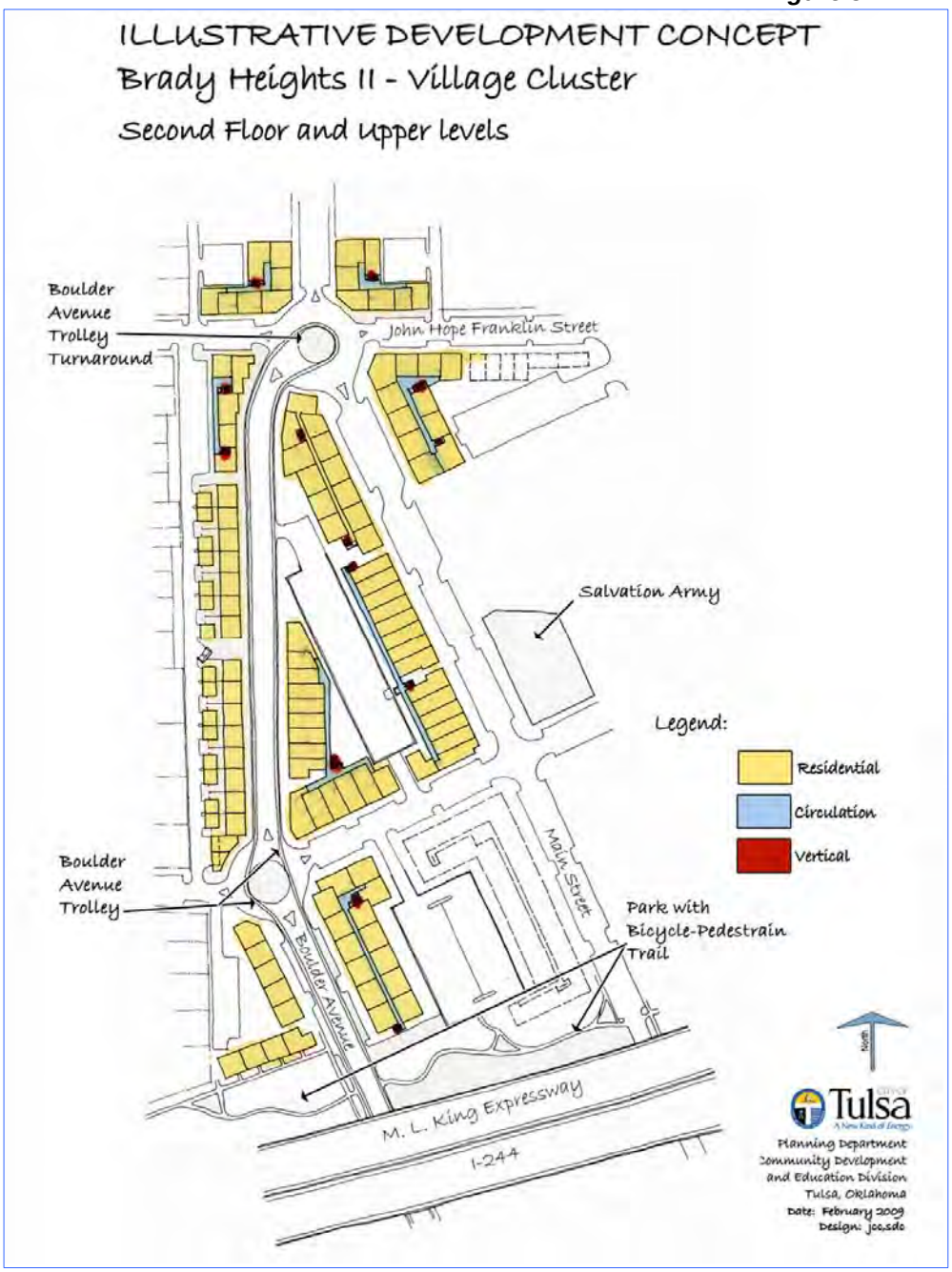
Residential development is central to the idea of a community for medical residents and interns. Figure 1 depicts the various street level land uses including residential uses, and Figure 2 depicts the residential uses on second and upper floors of area buildings.

The land west of Boulder Avenue abuts the existing single family homes on the edge of Brady Heights. The plan calls for single family row homes with small yards and garages as a transition zone to the proposed higher density village. These same homes also cater to the medical residents or interns who have families with small children. The number of residential units that can be provided is 200.

Figure 2

The "Center" of the new village is located at a "five point" street intersection where John Hope Franklin, Boulder and Main converge. The complicated intersection is simplified by a proposed traffic circle which serves as an architectural focal point. Surrounding this "Center" on all sides are four story buildings with three upper levels serving as residential apartments and the street level serving as community retail. The "crosshatched" patterns around the traffic circle represent shaded, wide sidewalks and exterior café and social spaces.

Figure 3

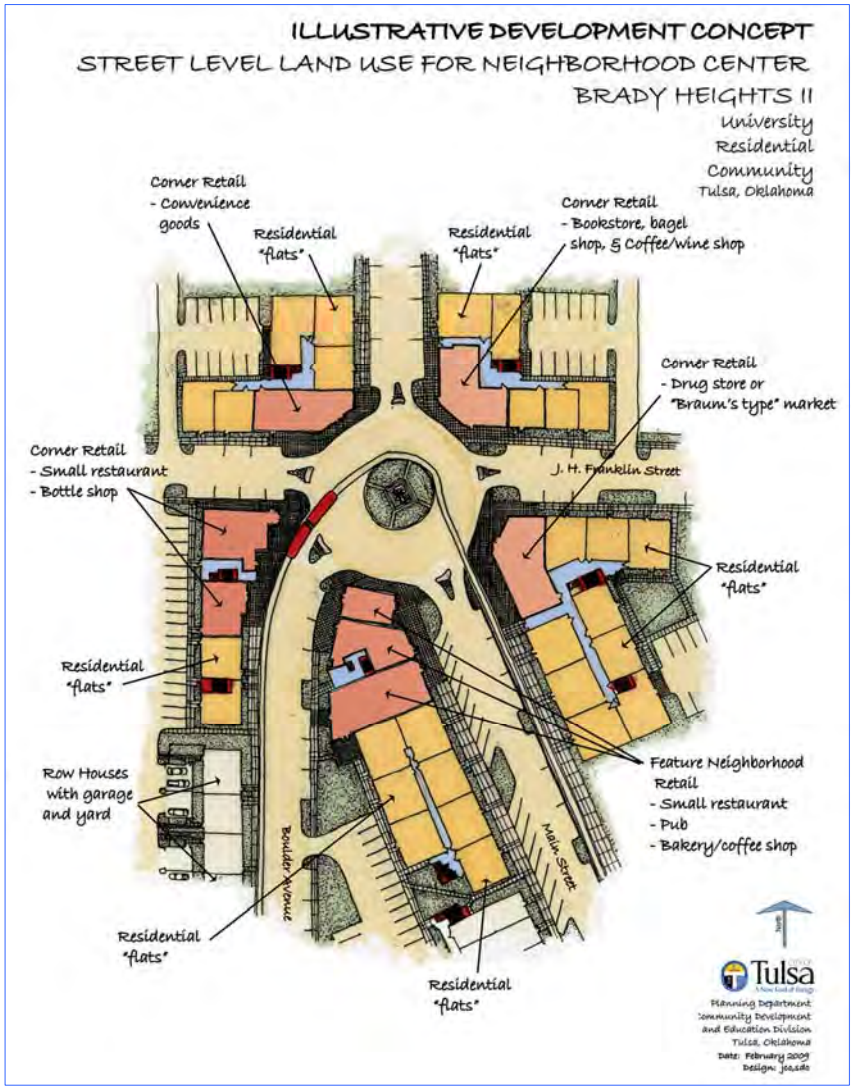


The remaining blocks in the proposed village contain three level apartments including an area which can accommodate an additional 50 units for future growth on the block between Boulder and Main adjacent to a park along I-244. The apartments in the village are a mix of one to three bedroom units to accommodate groups or individual "singles" or "couples."

The "Downtown Area Master Plan" proposes that all of Boulder Avenue be made a two way street and that the corridor include a street "trolley" connecting the proposed village to another large mixed-use infill project near 21st and Riverside adjacent to Veterans Park. The trolley connects the Village Residents to Brady Village, The BOK Center and Central Business District, The Cathedral District and Tulsa Community College, Uptown and the Riverview neighborhood, The Veterans Park Village with its restaurants at 18th and Boston Avenue and Riverparks at 21st Street. While the trolley line is programmed to be on Boulder Avenue its northern and southern ends may include small loops to Main Street. As earlier noted a linear "Buffer" park along the village's southern edge will provide open space as well as bicycle and pedestrian trails which tie the neighborhood directly into trail systems to Skiatook, Sand Springs, Maple Ridge and Riverparks.

Village Cluster

Figure 4



The Figure 3 plan level depicts a detailed look at the street level land uses in this urban village's center. The "yellow" spaces are locations of street level residences which are just off of the central "roundabout." Some of these same areas nearest the village center might also be appropriate for other street level uses including a limited number of professional offices such as related medical clinics, community meeting and study spaces. In addition to the residential "flats" which are noted, row houses are also shown for that area west of Boulder Avenue and adjacent the existing Brady Heights neighborhood.

The "light red" depicts community related retail space. These uses are meant to create convenience and quality of life for those within walking distance and those accessing the site by trolley from other nearby neighborhoods. The plan calls for a retail area of approximately 10,000 square feet to provide locations for one or two small restaurants/pubs, a convenience store or small market, a deli/coffee shop/wine bar, a possible small bookstore/coffee shop combination, a bottle shop, and limited office/commercial space for banking/travel/insurance/real estate etc. This figure also depicts the completed village site center with the Main Street alternative loop for the trolley.

The remaining two plan Figures (Figure 4 and 5) depict a perspective of what the village center might look like and plan for the overall project development.

Project Structure

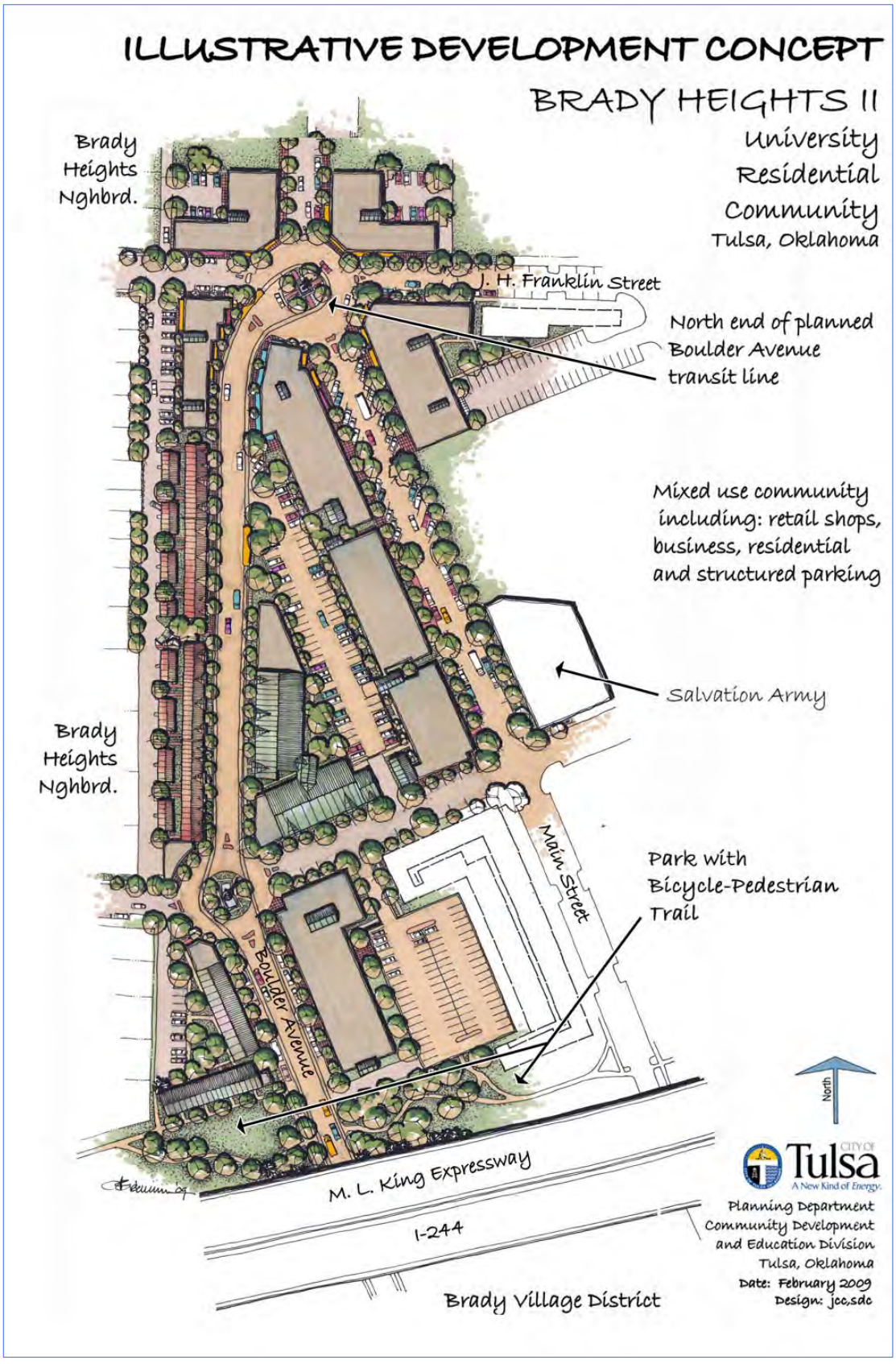
1. Land. As an "original partner" in the University Center at Tulsa (UCT) the land should be conveyed for O.U.'s use as a student residential complex. – no cost

2. Cost of Construction. This element has two basic components. First, assume that rents will be charged to the interns and residents, but at a college level/affordable rate. The quality and affordability are part of the recruitment and retention strategy. This income will support roughly half of the construction costs. Secondly, funds will have to be raised to cover the other half of construction. Those funds might be obtained through foundations with strong ties to the University of Oklahoma and its Tulsa Campus as well as a foundation with a strong commitment to community health and the development of future professionals to provide it. This project also clearly benefits the development of the Brady District and those investing in that area. It also benefits all of the north side of downtown and adjacent neighborhoods.

3. Ongoing Maintenance, Repair and Capital Replacement Costs. The business and retail rents generated in the Village's center on lands whose value has been increased by the adjacent residential infill can be dedicated to cleaning, lighting and keeping the village in good repair (common area maintenance).

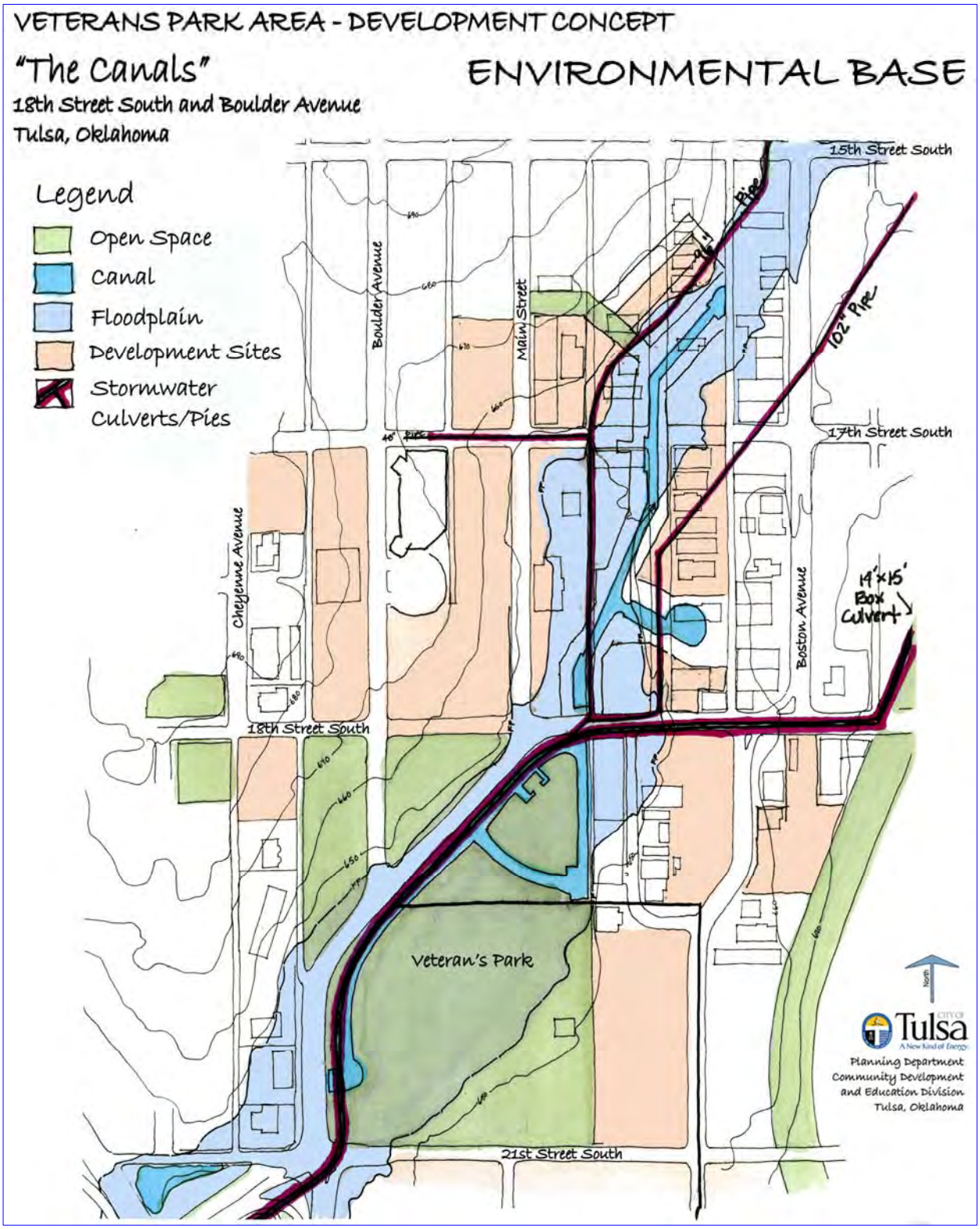
Figure 4

Figure 5


ILLUSTRATIVE DEVELOPMENT CONCEPT
BRADY HEIGHTS II
University Residential Community
Tulsa, Oklahoma
Brady Heights Nghbrd.
J. H. Franklin Street
North end of planned Boulder Avenue transit line
Mixed use community including: retail shops, business, residential and structured parking
Salvation Army
Brady Heights Nghbrd.
Main Street
Park with Bicycle-Pedestrian Trail
Boulder Avenue
North
M. L. King Expressway
I-244
Brady Village District
City of Tulsa
A New Kind of Energy.
Planning Department
Community Development and Education Division
Tulsa, Oklahoma
Date: February 2009
Design: jcc,sdc

APPENDIX 1.36

VETERANS PARK AREA - DEVELOPMENT CONCEPT EXHIBITS

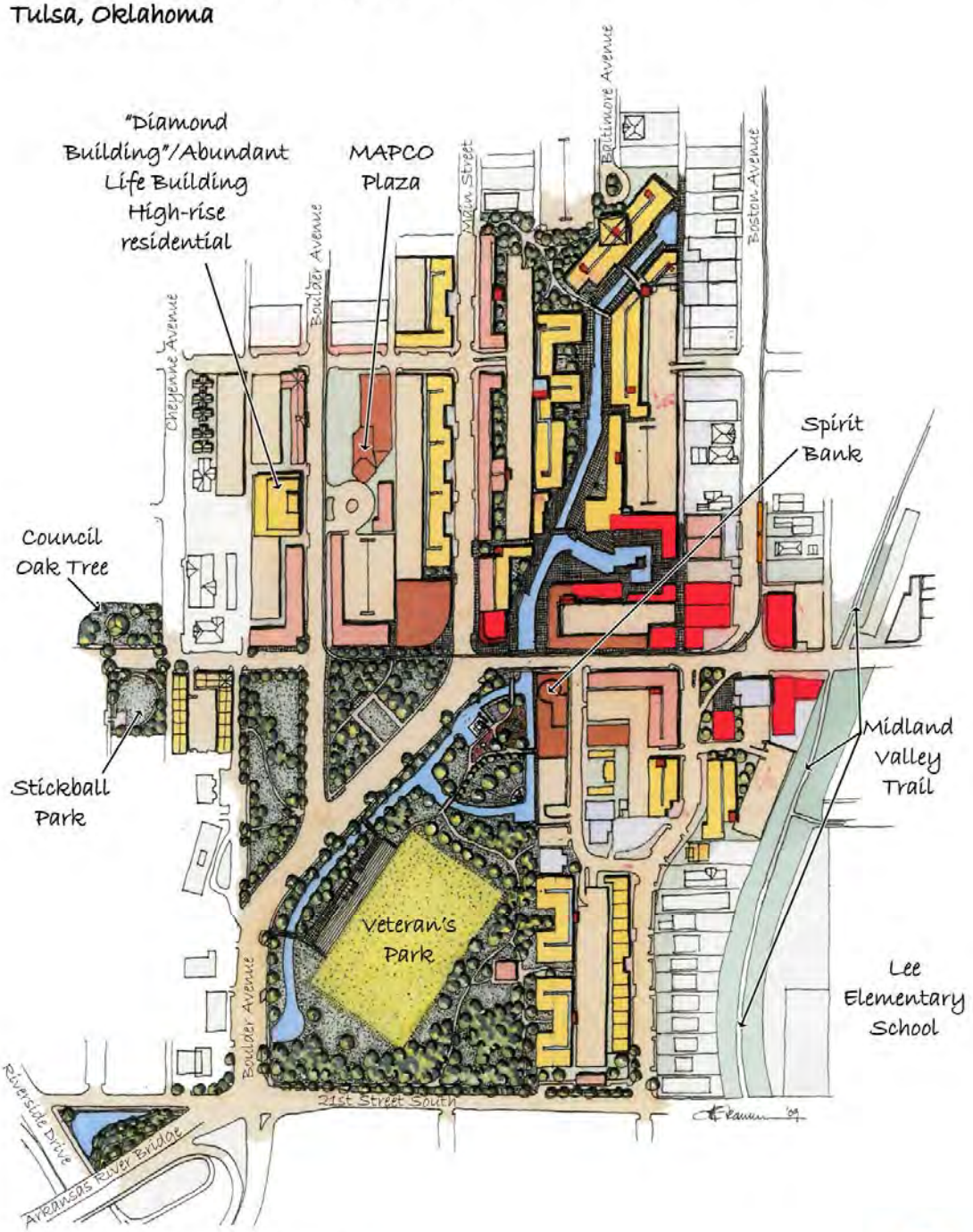


STREET LEVEL LAND USE

VETERANS PARK AREA - DEVELOPMENT CONCEPT

18th Street South and Boulder Avenue

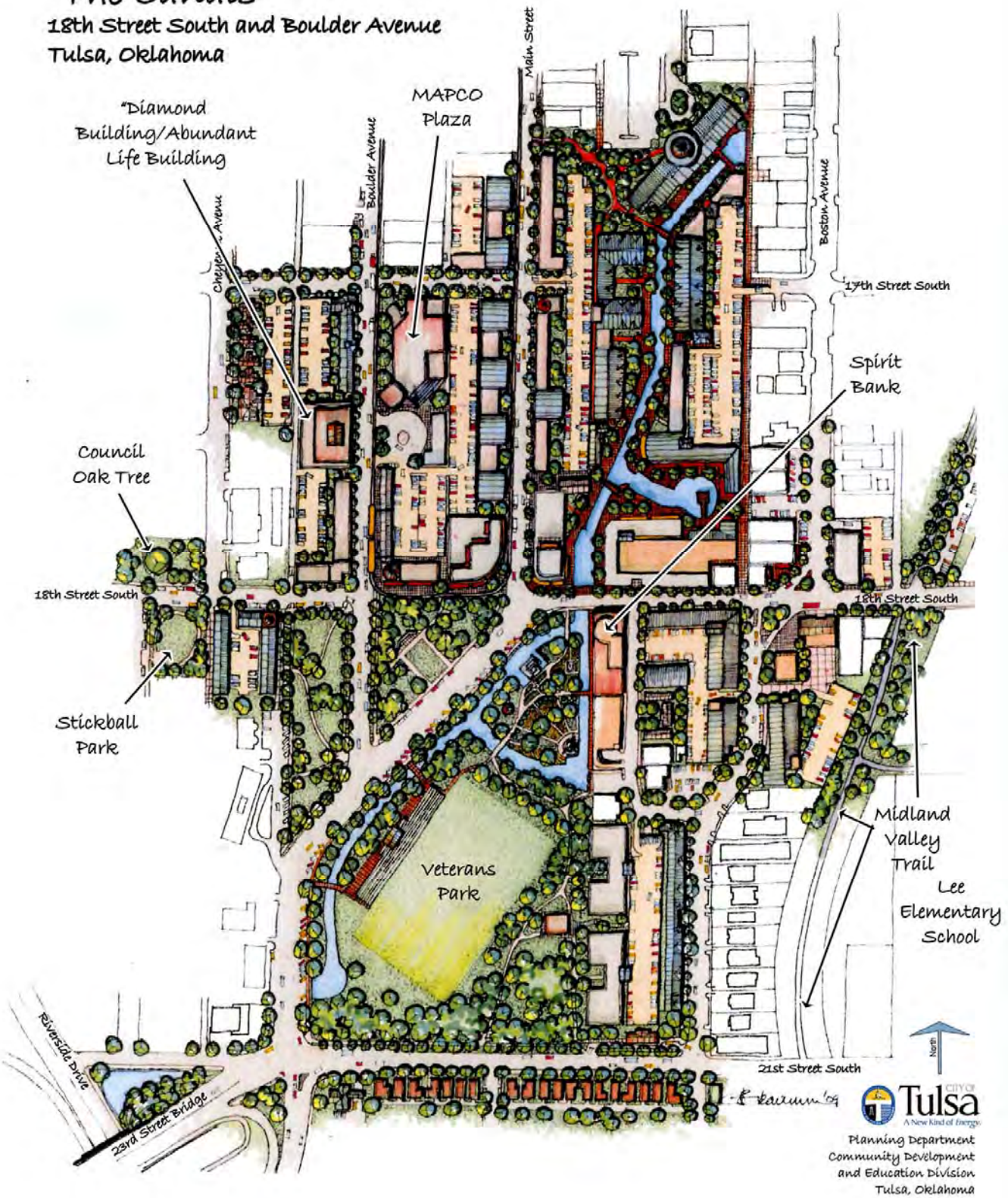
Tulsa, Oklahoma



VETERANS PARK AREA - DEVELOPMENT CONCEPT

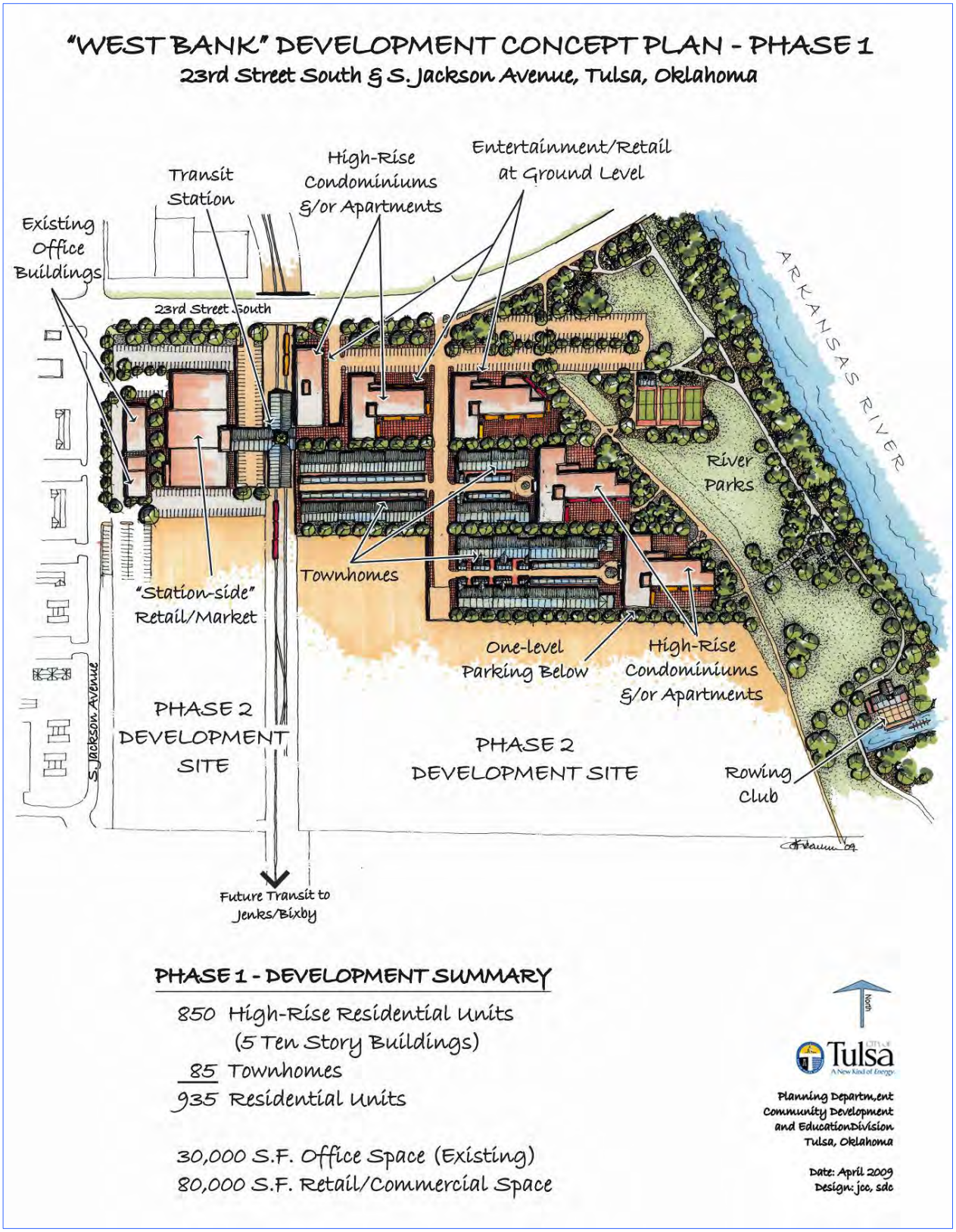
"The Canals"

18th Street South and Boulder Avenue
Tulsa, Oklahoma



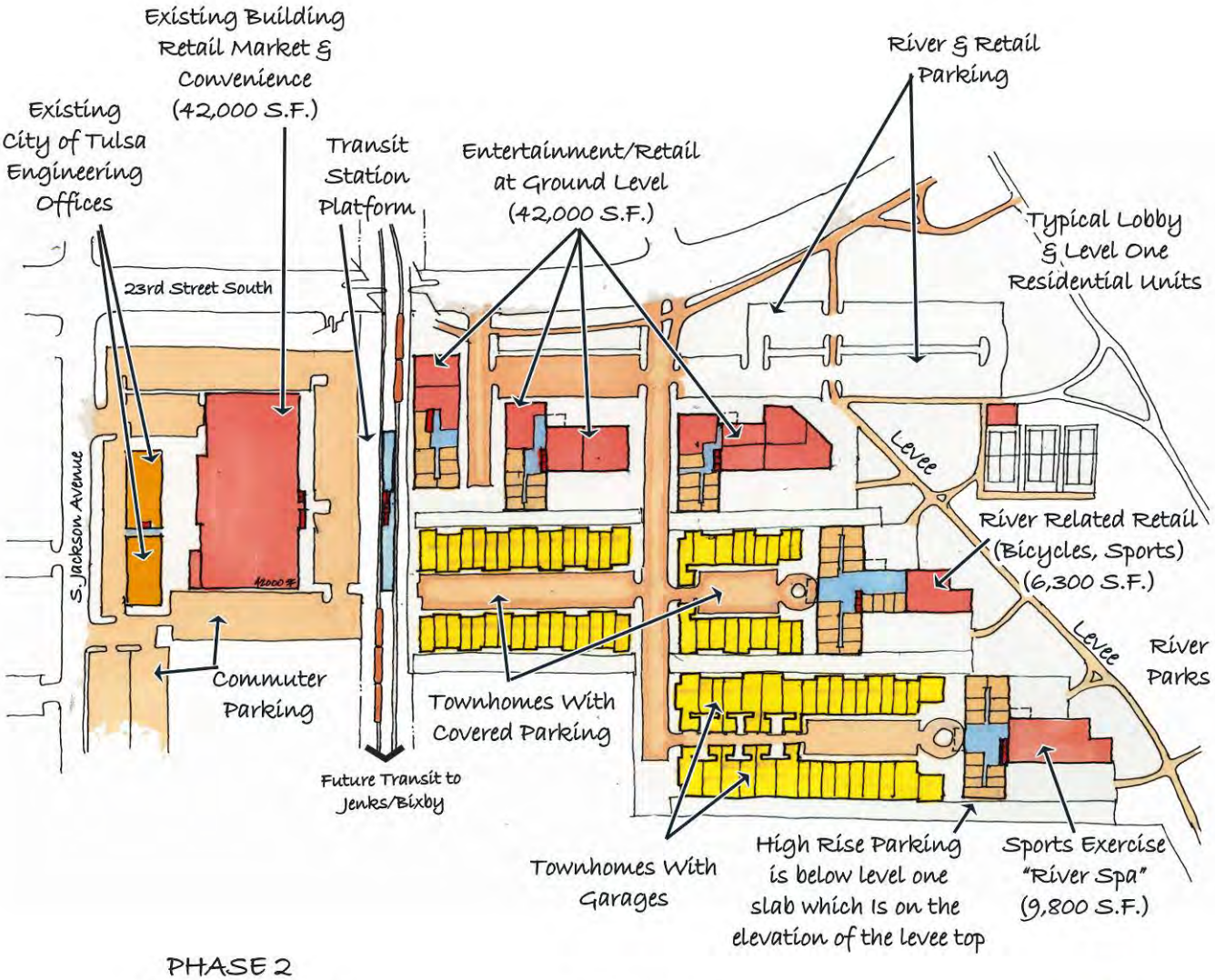
APPENDIX 1.37

WEST BANK AREA – CONCEPT DEVELOPMENT ILLUSTRATION



"WEST BANK" LEVEL ONE LAND USE - PHASE 1

23rd Street South & S. Jackson Avenue, Tulsa, Oklahoma



City of Tulsa
A New Kind of Energy

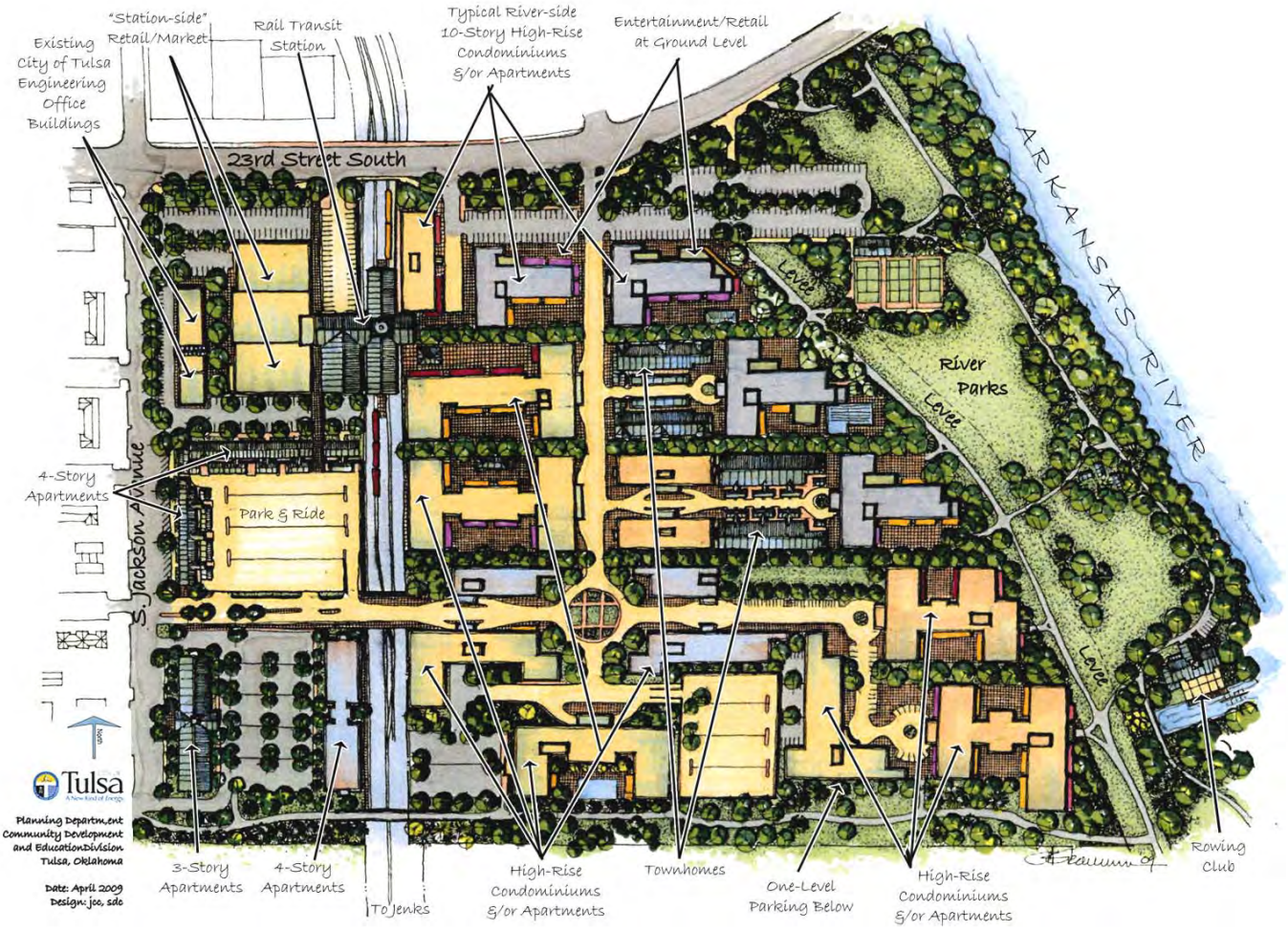
Planning Department
Community Development
and EducationDivision
Tulsa, Oklahoma

Date: April 2009
Design: jcc, sdc

"WEST BANK" DEVELOPMENT CONCEPT PLAN - PHASE 1 & 2

23rd Street South & S. Jackson Avenue, Tulsa, Oklahoma

Transit Oriented/Mixed Use Development with Village Built Over One Level of Parking (Top of Levee Elevation)

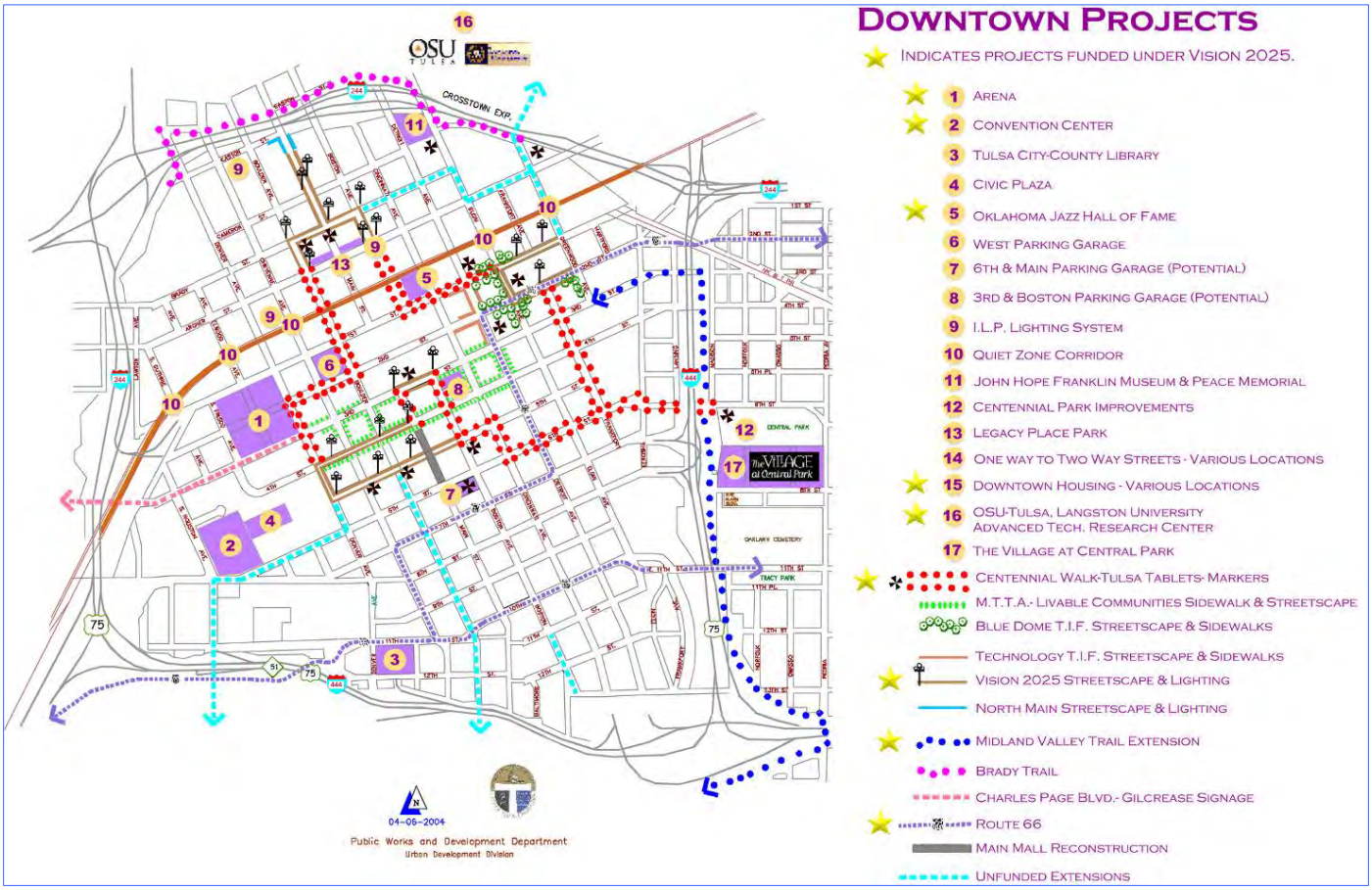


APPENDICES 2 THROUGH 14
OTHER INFORMATION

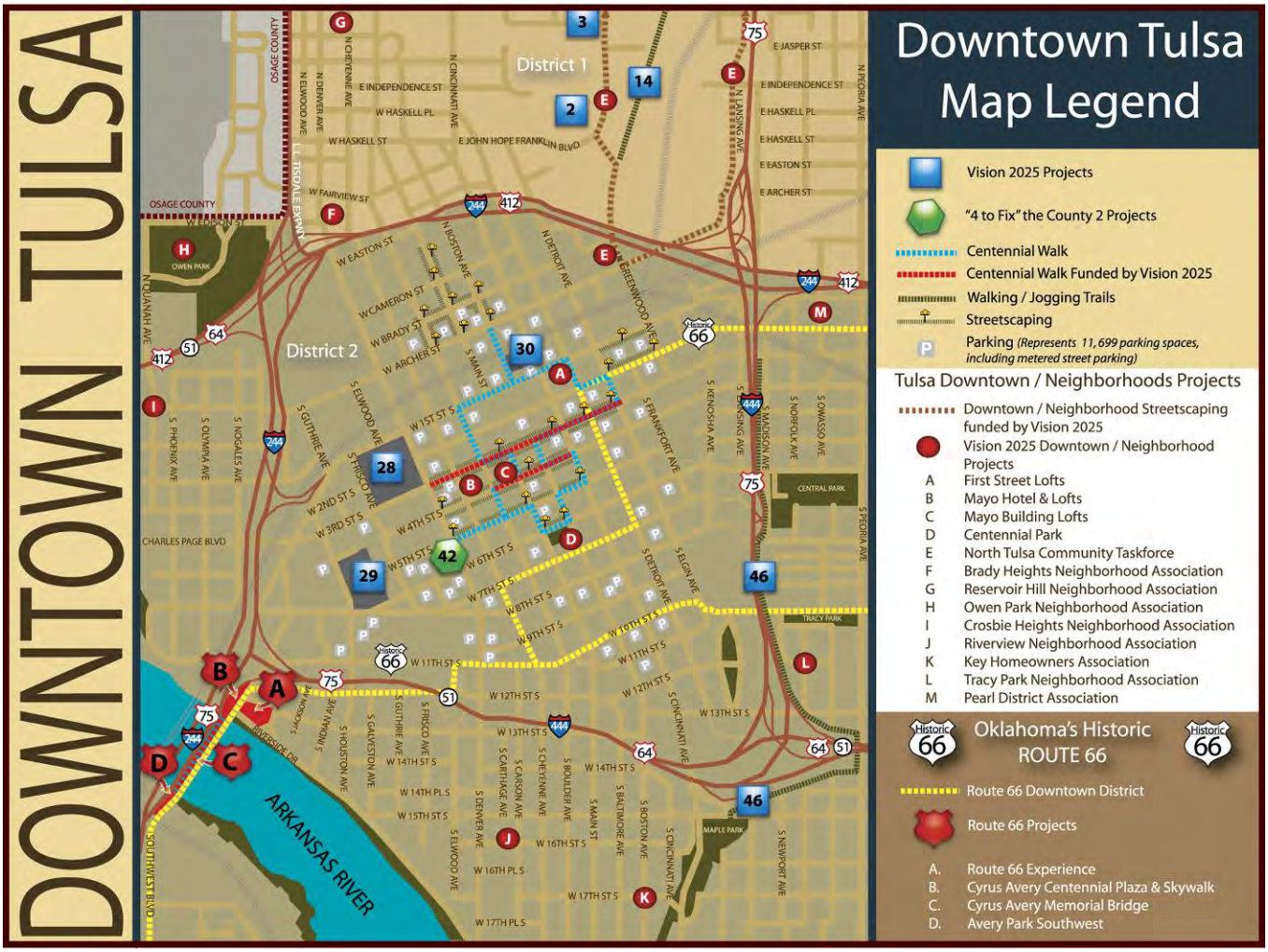
APPENDIX 2

DOWNTOWN TULSA PROJECTS MAPS

CITY OF TULSA DOWNTOWN PROJECTS MAP – 2007



“VISION 2025 AND 4 TO FIX” THE COUNTY’ DOWNTOWN PROJECTS MAP
JANUARY 2009



APPENDIX 3

GROUP DISCUSSIONS – PRESENTATIONS – ATTENDANCE
For the
DOWNTOWN AREA MASTER PLAN UPDATE

Meetings held as of January 2008:

Date	Group/Association/Organization (Attendees)
5.8	Downtown Business Group (K. Morlan) (10)
5.9	Mental Health Association (8)
5.12	TYPRO's Executive Committee (5)
	Fregonese Dinner – Chamber (PlaniTulsa)
5.13	Sampson Petroleum Exec. (4)
5.16	TDA Board Members (2)
5.18/5.19	Ballpark Trip (10)
5.19	River Parks Board (6)
5.20	Greenwood Chamber and Development Corp. (meeting series) (5)
5.21	NAIOP Presentation (30)
5.22	Tulsa Public Facilities Authority (8)
5.31	Multiple Discussions with City Councilors on Plan
	Westcott (Westbank)
	Henderson (North and Northwest)
	Gomez (Downtown, South, East)
	Tulsa Community Foundation Staff (unknown date)
6.4	City Management Team (12)
6.5	Downtown Business Group (Marlan) (8)
6.6	Brady Village Comm. (12) monthly meetings
6.9	Southwest Tulsa Plan. Committee (12)
6.24	Tulsa Businessmen's Luncheon – Tulsa Country Club (60)
6.25	Rotary Club Subcommittee (6)(multiple meetings)
6.26	McBirney Mansion Plan Meeting (8)
6.27	Light Rail Task Force (10)
	Meglev-Cyntergy Transit Plan (8) multiple meetings
7.15	Doerner Stewart Law Firm Presentation (25)
7.17	Kanbar Management Group (5)
	TYPRO's Annual Meeting (50)
7.18	Chamber of Commerce Staff (multiple meetings)
7.24	Spirit Bank Presentation (15)
7.25	Tulsa Business Journal Planning Roundtables (media) – 2 meetings
7.29	Tulsa Downtown Revitalization Committee (Plan Presentations – 12)
8.1	Museum Summit Meeting (12)
8.3	Connor Winters Law Firm (15)
8.4	Tulsa Urban League (24)
8.5	DTU Breakfast Presentation (40)
9.4	Rivercity/Philtower Group (6) multiple meetings
9.9	Downtown Marketing Meeting (Pres. – 12)
9.29	Crown Plaza Management Team (6)
9.30	Downtown Churches Committee Presentation (10)
	Council Plan Briefing (date unknown) (9)
	Tulsa Now Group Plan Briefing (date unknown) (10)

10.20 Route 66 Alliance (6)
10.23 Hille Foundation – ONG Building area and site plans (multiple meetings) (6)
10.27 PlaniTulsa Transportation Committee (12)
10.30 Riverparks Authority Board (10)
Oklahoma Chapter – American Planning Association (30)
Tulsa Chapter – American Institute of Architects Mtg. (unknown date) (20)
11.7 Tulsa City Management Team (10)
11.13 Hardrock/Seminole Group Presentation (6)
11.14 Chamber of Commerce Executive Committee (6)
11.17 International Downtown Association (IDA) (6)
11.18 Tulsa County Commission (3) various meetings
11.19 Land Legacy Team Pres. (4)
12.8 PlaniTulsa Committee (30)
12.11 Tulsa Now Presentation (15)
12.16 City Planning Staff (meeting series) (8)
1.11 Mayor's Institute for City Design (12)
1.13 Pearl District Presentation (50)
1.14 DTU Board Presentation (12)
1.16 Tulsa Economic Development Commission (Exec. Committee -8)

Additional meetings scheduled for January 2009:
Greater Tulsa Real Estate Board (Annual Keynote) (50)
Brady Heights Neighborhood
Riverview Neighborhood
North Tulsa Economic Development Committee (NTEDC)

Discussions with Individual Stakeholders (May 2008 – January 2009) (estimated 150+) Additional meetings anticipated and to be scheduled up to and at time of public reviews, public forum, and adoption process.

Discussions with Individual and Groups of Developers of Foundations (May 2008 to January 2009) (estimated 60+). Additional meetings anticipated and to be scheduled up to and at time of public reviews, public forum, and adoption process.

Additional presentations to be made in 2009: Individual City Councilors

- Council as a whole
- TMAPC work session
- Tulsa County Commission
- Tracy Park Association
- Maple Ridge Association
- Owen Park Association
- Crosby Heights Association
- West Bank
- Tulsa Metro Chamber
- Media – Various
- Rotary Club (scheduled – Spring)
- Other Civic clubs

APPENDIX 4

COMMUNITY CONTEXT OF DOWNTOWN

Brady Heights
The area derives its name from Tate Brady and from the addition which bears his name. Many architectural styles have influenced the design of Brady Heights. Architects and builders used elements of Queen Anne, Prairie School, Victorian, Georgian Revival and Bungalow styles. The houses of Brady Heights are on a larger scale and of a more sophisticated design than those of adjacent neighborhoods. From territorial days until the 1920s, Brady Heights was an important part of the then fashionable north side of Tulsa. Young professional businessmen and oil men, like G. Y. Vandever, I. S. Mincks and "Diamond Joe" Wilson, owned homes there. The Brady Heights Historic District was placed on the National Register of Historic Places on June 27, 1980, and is Tulsa's first district to be listed in the Register.

Brady Village
This commercial, warehouse and industrial district between the Frisco railroad tracks and the Inner Dispersal Loop is what remains of the original commercial district of Tulsa. The mostly brick buildings, some dating to before statehood, housed the hotels, livery stables, theaters, restaurants and wholesalers that supplied goods and services to the earliest boomtown residents of Tulsa. For decades, the area has been home to two of Tulsa's legendary entertainment venues – the Brady Theater and the Cain's Ballroom.

Blair Mansion
B. B. Blair, chief landsman in Waite Phillips Oil Company, purchased the land in 1939, which was a working farm into the late 1960s. The Blair family started building the Blair Mansion in 1959. John Duncan Forsyth designed the mansion to duplicate Jefferson Davis's home in Biloxi, Mississippi.

Brookside
The "Brookside" name was first used by Guy Scroggs when he named his store Brookside Drug in 1940. The "brook" was presumed to be Crow Creek, named for an early railroad president. The area was platted primarily in the 1920s but the Depression caused a lull in housing starts. Housing construction was renewed between 1933 and 1942, with a large boom after World War II. The Brookside business district along Peoria Avenue was known in the 1950s as the "Restless Ribbon" because of the endless nighttime vehicular traffic of high school students eager to see and be seen.

Cathedral Square
The name Cathedral Square refers to both a city-owned park at the corner of 11th Street & Boulder Avenue and the surrounding district of historic churches. Within two blocks of the park are the First Methodist Church, First Church of Christ, Scientist, First Christian Church and Holy Family Cathedral. The park is believed to be in the vicinity of the burial place of the Creek Indian chief, Yahola.

Creek Council Oak Tree/Stickball Park
The Creek Council Tree, a mature burr oak, marks the traditional "busk ground" chosen in 1836 by the Lochapoka clan of Creek Indians. In late 1834, they had begun their involuntary migration from Alabama under the control of the U.S. Government. It was a slow and painful trek; of the original group of 630, 161 died in route. Their 1836 arrival was marked with a solemn and traditional ceremony. A "busk" site was chosen on a low hill overlooking the Arkansas River. Here, according to their traditions, they deposited

ashes brought over the trail from their last fires in Alabama. The Tulsa-Lochapoka, a political division of the Creek Nation, established their "town." As late as 1896, the Lochapoka gathered here for ceremonies, feasts, and games of stickball. Gradually it became a solid residential area for the growing city of Tulsa. The Creek Council Tree itself, however, survived and stands in a small landscaped city park. Across 18th Street is Stickball Park, with landscaping and statues depicting the tribe's early games on the site.

Crosbie Heights
The Crosbie Heights Addition was platted in August 1908 over several blocks spanning both sides of what is now Charles Page Boulevard, just east of Newblock Park. One of the oldest residential areas in Tulsa (along with Owen Park and Brady Heights), the neighborhood was historically mixed-income with a wide variety of architectural styles – bungalows, shotgun houses and farmhouses.

Crutchfield
The Crutchfield neighborhood was initially platted and developed between 1910 and1917. The houses in the area range from approximately 500 to 1200 square feet, the majority of which are single family detached residences with a number of duplexes. In addition to the residential development, a significant concentration of industrial and commercial sites is located in the area. Heavy manufacturing sites, which included a steel castings company, a manufacturer of specialized heavy trucks, a steel fabricator and other ancillary businesses and machine shops which served the larger business, were located in the area as well. The area is served by a main rail line and several spur lines. The spur lines were built to serve the manufacturers in the area who specialized in oil field equipment and steel-related products.

Evans-Fintube
A 22-acre former industrial site with two buildings, which most recently housed FinTube Technologies (north building) and Evans Electric (south building). The site was originally developed prior to 1915 by the Oklahoma Iron Works as a foundry. By the 1930s, the south building was built and expanded by the Bethlehem Steel Company. The north building dates from the 1960s.

Greenwood
The historic core of Tulsa's African-American community, it was regarded as one of the most successful commercial districts of black businessmen in the nation and came to be known as "Black Wall Street." Greenwood was home to hundreds of thriving businesses, including nearly all of Tulsa's black lawyers and doctors, as well as grocery stores, barber shops, movie theaters and clothing shops. The area was destroyed by the Tulsa Race Riot of 1921, which was one of the nation's worst acts of racial violence. The buildings along Greenwood Avenue today were those rebuilt in the years immediately following the race riot, a testament to the strength and unity of Tulsa's African-American community.

Gunboat Park
The only residential neighborhood within the Inner Dispersal Loop, Gunboat Park derives its name from its unusual shape -- from an aerial viewpoint, the neighborhood, platted as Elm Park, is gunboat-shaped. Two small parks, Gunboat Park North and South, lie within the "points" of the boat.

Maple Ridge

Maple Ridge encompasses many residential subdivisions beginning with the Southside Addition, platted in 1907. Starting in 1915, the Maple Ridge, Morningside and Maple Park subdivisions attracted oilmen who could no longer easily buy lots north and west of downtown. The additions were designed exclusively for large and expensive homes. The subdivision regulations were the first in Oklahoma. Oil and banking magnates Grant McCollough, W. G. Skelly, Harry Tyrell, Alfred and Lionel Aaronson, J. J. McGraw, R. Otis McClintock, J. Paul Getty and Waite Phillips were all residents of the neighborhood once referred to as "Black Gold Row."

Oil Capital/Central Business District
The core of downtown Tulsa is a generally intact representation of Tulsa's boom years, both pre-1919 and during the mid-1920s through the early 1930s. The office towers and smaller retail buildings, particularly along Boston Avenue and Fifth Street, are fine examples of various architectural styles, but the Art Deco buildings therein have significant recognition among scholars and public.

Owen Park
The Owen Park neighborhood is located northwest of the Central Business District in Tulsa. This solidly residential area contains two of Tulsa's few remaining boulevards. The Washington Irving Monument was erected at Vancouver Ave & Easton Blvd. in 1915 and donated to the public by Mr. and Mrs. Gabriel Norman Wright to commemorate the visit of the great author to this locality on October 14, 1832. Built by professionals and businessmen, the primarily bungalow homes form a pleasing and quietly comfortable neighborhood is typical of 1920s middle-class subdivisions. The Owen Park District was placed on the National Register of Historic Places on September 9, 1999.

Pearl District
The Pearl District derives its name from Pearl Street, the original name of the street now known as Peoria Avenue. The platting of the area began in 1909, which quickly evolved into a diverse, mixed-use urban neighborhood made up of working-class housing and a thriving commercial and industrial corridor. The area began to decline in the 1960s, but is experiencing reinvestment through new residential and commercial developments.

Riverview
The Riverview Historic District is an excellent collection of houses and apartment houses constructed from 1911 to 1938. Although it is predominately a middle class neighborhood, the district also contains a number of larger, better-appointed homes built by many of the leading citizens of Tulsa. This includes the Clinton-Hardy House, the Bird House, the Kerr House and the magnificent McBirney Mansion. Riverview derived its name from the Riverview Elementary School, which was located at Twelfth and Guthrie. In 1975, the school was demolished, but the area's identification with the name of the school continues.
The Central Business District is a large part of the identity of Tulsa.

Route 66/Cyrus Avery Plaza
The Eleventh Street Arkansas River Bridge, listed in the National Register of Historic Places, was originally built in 1916. It was widened in 1929 and has ornate guardrails with an Art Deco motif. The existence of the bridge was instrumental in Tulsa being selected as the point of crossing the Arkansas River for Route 66, created in 1926. Cyrus Avery, a Tulsan known as the "Father of Route 66", created the route while serving on a federal board appointed to create the Federal Highway System. A plaza honoring Avery on the north end of the bridge was dedicated in 2008.

Tracy Park
Tracy Park consists of approximately seventy residences built in the Ridgewood Subdivision in the early 1920s. These single-family houses were once part of a larger downtown neighborhood which was reduced in size by demolition for construction of the Inner Dispersal Loop. This small neighborhood contains bungalows and two-story houses originally built for Tulsa's growing middle class, including the Art Deco residence of Adah Robinson, designed by Robinson and her student, Bruce Goff.

Veterans Park
his city park is the site of numerous festivals and fitness runs every year. The land was first identified as an unnamed "city park" on 1915 Sanborn Maps, pre-dating the establishment of the City park system by three years. In 1928, the park was one of several that were landscaped thanks to a $200,000 park bond. Originally known as Boulder Park (named after the adjacent boulder avenue), the park was renamed Veterans Park on November 11, 1990 (veteran's day).

APPENDIX 5

TOP TEN POLICY ISSUES FOR DOWNTOWN TULSA

- ✓ We should be creating more density of development, adding buildings, providing fewer surface parking lots, creating more mixed-use environments downtown. We should be making downtown dense, busy, crowded, intense, fun, and interesting.

- ✓ Downtown should be maintained and expanded as the cultural-governmental-entertainment center of the metropolitan area.

- ✓ We should be creating more housing downtown that is appealing to as wide a sector of our population as possible.

- ✓ We should be creating spaces for commerce and encouraging commerce on privately owned property, as well as upon and within the sidewalks, alleys, parking facilities, plazas and parks within downtown to create street life and vitality.

- ✓ Downtown should be connected to the Arkansas River and River Parks system by excellently designed and constructed trail/pedestrian ways and, perhaps a public transportation component such as a rubber tired trolley or fixed rail system.

- ✓ Mixing land uses (residential, commercial, office, assembly/manufacturing, etc.) is appropriate and should be encouraged downtown.

- ✓ Preservation of significant existing buildings for adaptive re-use within the downtown area is of paramount importance. Create a privately financed pool of funds available to purchase significant buildings. Implement this approach and target specific significant vacant structures immediately.

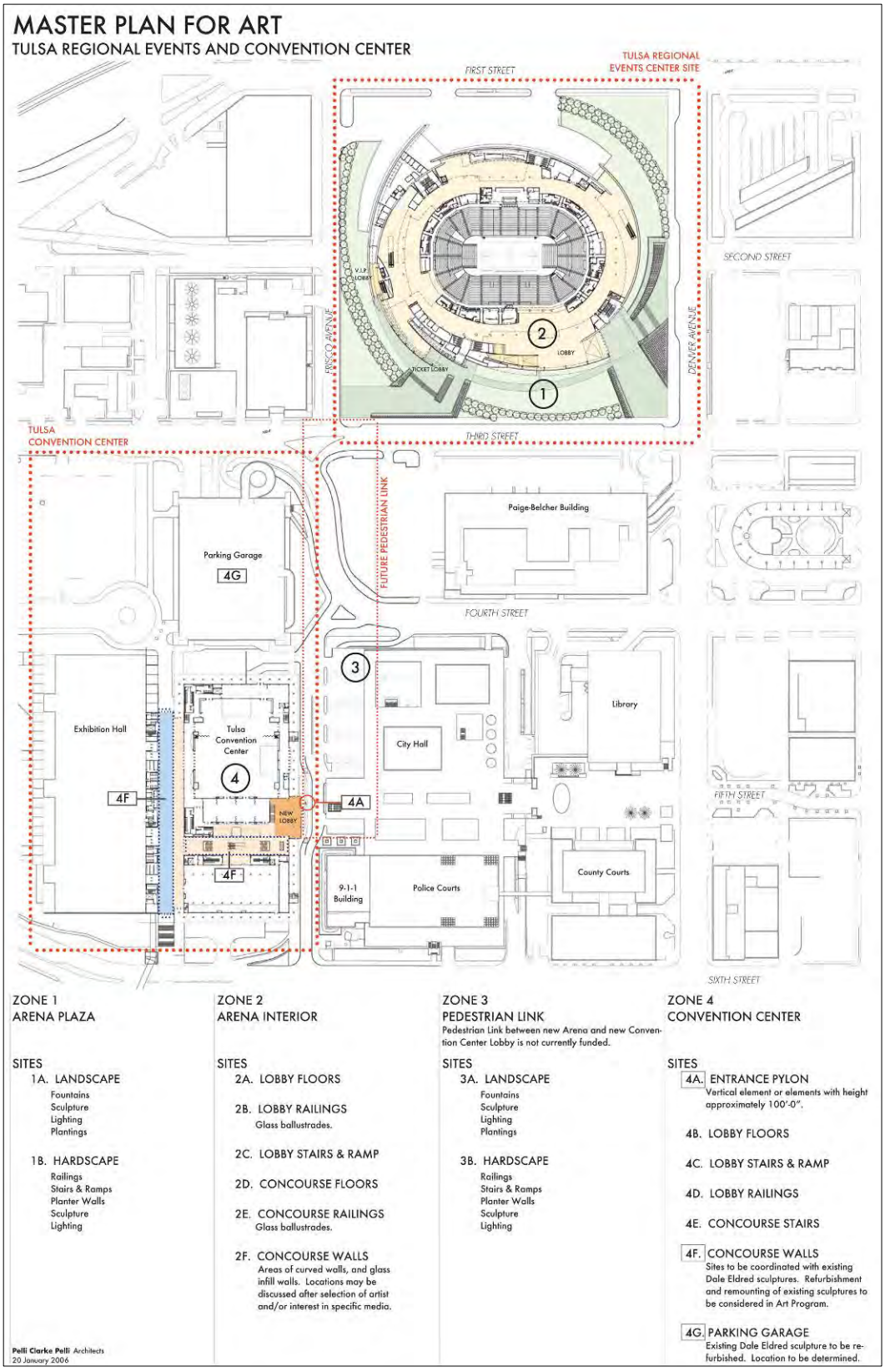
- ✓ Slow traffic, narrow streets, provide for two-way traffic on streets, and provide on street parking everywhere within downtown.

- ✓ Convert surface parking lots to other productive land uses while strategically placing mixed-use structured parking facilities within the downtown area to serve identified parking needs.

- ✓ We should provide incentives, such as the existing tax incentive district, no cost/low cost building permits, enhanced building permit review processes, enhanced/speedier inspection processes, etc., to encourage new development and significant rehabilitation downtown. Make it less costly, faster and more economical to develop downtown then elsewhere in the city.

- ✓ We should require enhanced design review for all new construction downtown to insure proper orientation, rhythm, scale and proportion for new projects.

APPENDIX 6


MASTER PLAN FOR ART
TULSA REGIONAL EVENTS AND CONVENTION CENTER
TULSA REGIONAL EVENTS CENTER SITE
TULSA CONVENTION CENTER
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
DENVER AVENUE
BOSTON AVENUE
FUTURE PEDESTRIAN LINK
V.I.P. LOBBY
TICKET LOBBY
LOBBY
1
2
3
4
Parking Garage
4G
Paige-Belcher Building
Exhibition Hall
Tulsa Convention Center
NEW LOBBY
4F
4A
City Hall
Library
9-1-1 Building
Police Courts
County Courts
ZONE 1
ARENA PLAZA
SITES
1A. LANDSCAPE
Fountains
Sculpture
Lighting
Plantings
1B. HARDSCAPE
Railings
Stairs & Ramps
Planter Walls
Sculpture
Lighting
ZONE 2
ARENA INTERIOR
SITES
2A. LOBBY FLOORS
2B. LOBBY RAILINGS
Glass ballustrades.
2C. LOBBY STAIRS & RAMP
2D. CONCOURSE FLOORS
2E. CONCOURSE RAILINGS
Glass ballustrades.
2F. CONCOURSE WALLS
Areas of curved walls, and glass infill walls. Locations may be discussed after selection of artist and/or interest in specific media.
ZONE 3
PEDESTRIAN LINK
Pedestrian Link between new Arena and new Convention Center Lobby is not currently funded.
SITES
3A. LANDSCAPE
Fountains
Sculpture
Lighting
Plantings
3B. HARDSCAPE
Railings
Stairs & Ramps
Planter Walls
Sculpture
Lighting
ZONE 4
CONVENTION CENTER
SITES
4A. ENTRANCE PYLON
Vertical element or elements with height approximately 100'-0".
4B. LOBBY FLOORS
4C. LOBBY STAIRS & RAMP
4D. LOBBY RAILINGS
4E. CONCOURSE STAIRS
4F. CONCOURSE WALLS
Sites to be coordinated with existing Dale Eldred sculptures. Refurbishment and remounting of existing sculptures to be considered in Art Program.
4G. PARKING GARAGE
Existing Dale Eldred sculpture to be refurbished. Location to be determined.
Pelli Clarke Pelli Architects
20 January 2006

APPENDIX 7

JOHN HOPE FRANKLIN RECONCILIATION PARK

"Designed by renowned sculptor and first black astronaut Ed Dwight, the park will include three sculptures and three granite towers, representing hostility, humiliation and hope. The centerpiece will be the Tower of Reconciliation, a 27-foot-tall monument depicting the history of African and Native Americans in Oklahoma, from slavery to the present.

"The park is intended to be the first installment in a complex that will ultimately include a center for reconciliation housing archives, gathering spaces, a museum and research facilities, said (Rueben) Gant. The $20 million estimated cost of the center is being raised primarily from private donations, though organizers hope the city and state will eventually contribute, Gant said."

(SOURCE: Story by Denver Nicks, Tulsa World Staff Writer; November 17, 2008, Tulsa World; and Tulsa World website: http://www.tulsaworld.com/news/article.aspx?articleID=20081117_298_Near630324).

Groundbreaking of John Hope Franklin Reconciliation Park to be held Nov. 17 - November, 11 2008 News Release

"The groundbreaking ceremony for the John Hope Franklin Reconciliation Park will be held at 10:00 a.m. on Monday, November 17 between Elgin and Detroit directly south of the Martin Luther King Memorial Expressway (I-244) and is open to the public. The program and reception will be held immediately after the groundbreaking at the Greenwood Cultural Center.

"Honoring Dr. John Hope Franklin, one of Tulsa's most notable sons, the John Hope Franklin Center for Reconciliation complex will feature two primary elements. The first element is Reconciliation Park, which features a sculptural memorial to the 1921 Tulsa Race Riot and the Tower of Reconciliation telling the African American story, from slavery to building and rebuilding, to hope for the future. The second element is the John Hope Franklin Educational Center to house a museum, archives, digital story-telling project, documentary projects, conference center and other facilities appropriate for a historical site of national significance.

"'This park is a milestone in our city's path toward reconciliation,' said Tulsa Mayor Kathy Taylor. 'We know that we cannot change our history. But we can learn from the mistakes of the past, then work on solutions that translate into a brighter future for our children and grandchildren.'

"Dr. Franklin will be in attendance along with Tulsa Mayor Kathy Taylor, John Hope Franklin Center for Reconciliation Board Chair Julius Pegues, Former Oklahoma State Senator Maxine Horner, Former Oklahoma State Representative Don Ross, Former Tulsa Mayor Bill LaFortune, Greenwood Chamber of Commerce President and CEO Reuben Gant and 1921 Riot Survivor Wesley Young.

"Major donors and sponsors include the State of Oklahoma, City of Tulsa, Nadel and Gussman Foundation, Anne and Henry Zarrow Foundation, Maxine and Jack Zarrow Foundation, Sharna and Irv Frank Foundation, Stacy Schusterman Fund, Barry and Karen Davis, Hille Foundation, Williams, ONEOK, Bank of Oklahoma, AEP-PSO, Cuesta Foundation and the Crowne Plaza Tulsa.

"For more information, please contact Reuben Gant at the Greenwood Chamber of Commerce at 918-585-2084."

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"The John Hope Franklin Center for Reconciliation seeks to transform the bitterness, mistrust and division caused by years of racial segregation, even violence, into a hopeful future of racial reconciliation and cooperation. The total project is a public-private partnership, managed by a 501c(3) nonprofit foundation, The John Hope Franklin Center for Reconciliation, Inc."

(SOURCE: Website link: http://www.stfpr.com/news.cfm?articleID=90 and Schnake Turnbo Frank, PR, Strategic Public Relations Consultants, Tulsa, Oklahoma).

APPENDIX 8

CENTENNIAL PARK AND WALTON FAMILY LAWN

Depicted below are photographs and concept site plan of the Centennial Park (also referred to as Centennial Plaza) located in downtown Tulsa on the south side of 6th Street South between Mail Street and Boulder Avenue.

Tulsa Dedicates New Downtown Park

"Mayor Kathy Taylor, together with officials from Land Legacy and the Oklahoma Centennial Commemoration Commission, dedicated the H.A. Chapman Centennial Green as Tulsa's newest city park on Friday, Nov. 7. The downtown park is located on the south side of Sixth Street between Main Street and Boston Avenue.

"'Thanks to this unique partnership including the City, Land Legacy and the philanthropic community, downtown Tulsa now has a wonderful new public amenity,' Mayor Taylor

said. “The H.A. Chapman Centennial Green is a crown jewel in our ongoing efforts to revitalize downtown Tulsa.”

“The park features an oval green lawn, a red oak Centennial Tree, and brick-like concrete pavers surrounding the grassy area. The park is named “H.A. Chapman Centennial Green,” and the lawn is named the “Walton Family Lawn.” H.A. Chapman and the Walton Family assisted Land Legacy in acquisition of the property and pledged funds toward its development. Land Legacy is a nonprofit land conservation organization; for more information, see www.landlegacy.com.

“’A fountain was built at one end of the park, and a small amphitheater was built at the other end. Features to be added soon include a fountain sculpture and an amphitheater wall. At the Friday dedication, Tulsa architect and artist Shane Fernandez unveiled a model of a sculpture to be placed atop the park’s fountain. The sculpture, to be constructed of steel and glass, is an artistic representation of an oil derrick, paying tribute to Tulsa’s ‘oil capital’” history.

“A Vision 2025 project celebrating Oklahoma’s centennial, the H.A. Chapman Centennial Green has opened just in time for Tulsa Parks’ 100th year in 2009. Vision 2025 funding for the park included $378,000 for design, $3.8 million for construction, and $1.2 million for land purchased from Land Legacy. Land Legacy bought the property for $2.4 million and sold it to the City of Tulsa for half price.”

(SOURCE: WEB LINK - http://www.cityoftulsa.org/ENews/2008/11-10/Park.asp)

APPENDIX 9

"DOWNTOWN AREA C.I.P." PRIORITIES

Derived From "Downtown Priority Projects
Submitted For City Of Tulsa Capital Projects List"
October 8, 2008; revised August 2009

HIGHEST PRIORITIES:

1. Primary Two-Way Street Conversion (from One-way) Group
   - Main Street
   - Cheyenne Avenue
   - Boulder Avenue
   - Cincinnati/Detroit Avenues within the Brady District; includes O.S.U. Tulsa Campus Area "Roundabout"
   - 4th Street

2. Rail Transit Corridor Grade Separations (First Group)
   - Cheyenne Avenue (Underpass); Pedestrian Only Crossing as an Alternate
   - Elgin Avenue (Underpass)
   - Frisco Avenue (Overpass of BNSF and 1st Street)
   - Greenwood Avenue (Underpass)

3. Independence Street Group
   - Extension to Greenwood Avenue and Transit Bridge across Rail Lines.
   - Ramps to U.S. 75 (north) – Potential O.D.O.T. Project

4. Rail Transit Development (the Frisco Grade Separation can be a is a part of Justice Center/Police Department project; part of #2 above)
   - Tracks and Stops
   - Frisco Avenue Grade Separation and Closure of At-Grade Crossing
   - S.W. Boulevard Grade Separation
   - Arkansas River Rail Bridges
   - Rolling Stock & Maintenance Facility

5. City Equipment and Materials Move to New Site from "23rd & Jackson" Site

6. Sealed Corridor Phase 2
   - 1st Street
   - 2nd Street and Lansing Avenue
   - 3rd Street
   - Archer Street
   - Guthrie Avenue
   - Lansing Avenue
   - Peoria Avenue

NEXT HIGHEST PRIORITIES:

7. Convention Center Group
   - Tulsa Police Department (Building)
   - Demolition Portion of Civic Center
   - Acquisition/Replacement – Federal Building
   - Acquisition/Replacement – Central Library
   - Extension and 2-way Fifth Street into Civic Plaza

8. Open Space Group
   - East Village Park
   - Model Inner Dispersal Loop "Cap" at 3rd Street to 4th Street (east downtown) and Boulder Avenue to Main Street (south downtown)
   - Interchange Park

9. Continued Street Improvements
   - Parking structures (1 east, 1 south)

10. Boulder Avenue On-street Transit (Streetcar) Corridor from Veterans Park to O.S.U. Tulsa /Langston Campus (Replaces Bus/Soft Wheel Shuttle)

11. Southwest Boulevard & Denver Avenue Linkage-Connection (Part of Centennial Park Phases 2 & 3)

12. 4 Gateways
   - 1st/2nd Streets at Union Pacific Rail Lines area – east end of downtown
   - Brady Village/Greenwood areas – north end of downtown (2) at Detroit & Cincinnati Avenues
   - 7th Street Exit Ramp area in east downtown area

13. Boston Avenue Pedestrian Bridge

APPENDIX 10

DOWNTOWN PRIORITY PROJECTS
SUBMITTED FOR CITY OF TULSA CAPITAL PROJECTS LIST

October 8, 2008

These projects are those suggested by the Downtown Area Master Plan update. The projects do not necessarily reflect overall priorities for the City of Tulsa. Budgetary costs are estimates only.

ITEM	PROJECT	BUDGETARY COST $ Million
1	Downtown Street Resurfacing (Improvements & Enhancements): - South of BNSF rail lines $40.00 - North of BNSF rail lines, Brady Village, Greenwood, etc. $25.00	$65.00
2*	Downtown Sidewalk & Streetscape Improvements & Enhancements: - South of BNSF rail lines $25.00 - North of BNSF rail lines, Brady Village, Greenwood, etc. $15.00	$40.00
3	"5th Street Plaza" at the Convention Center and Civic Center Complex	$120.00
4 PK	Centennial Walk – Portions of Phase 2 and Phase 3 Improvements	$30.00
5 ED	Downtown Strategic Property Acquisition and Preparation (Federal Building-Post Office, etc.)	$54.00
6 ED	Downtown Housing and Residential Development	$20.00
7 ED	Downtown Parking Garages and Facilities	$30.00
8 ED PK	Urban Parks and/or Green Space including land acquisition	$30.00
9	Boulder Avenue Bridge Replacement over BN&SF Railroad Lines (demolition funded in 2006 Sales Tax Extension; reconstruction in current G.O. bond proposal)`	$12.00
10 PK	Arkansas River-Downtown Connections: Houston, Boulder, Denver & pedestrian utility bridge; portion of Centennial Walk - Phases 2 and 3)	$60.00
11	Two-way street improvements and enhancements for Cheyenne, Boulder, portion of Main Street, portions of Cincinnati and Detroit	$15.00
12*	Transit rail system line and bridge southwest-northeast corridor alignment (20,000 L.F. rail line plus Arkansas River bridge)	$100.00

13*	On-street transit system lines south-north alignment (11,000 L.F. and rolling stock)	$33.33
14	Sealed Corridor – Phase 2 (Quiet Zone) East End Extension***	$5.00
15**	Grade separation of streets and rail lines including Greenwood, Elgin, Cheyenne and Frisco	$80.00
16 PK ED	I-144 “Deck-Over's” and freeway park3	$60.00
17 ED PK	Urban gateways program - 17 locations at expressway and major urban street entries into downtown	$17.00
18	Downtown Traffic Signalization	$5.00
19	Boston Avenue Bridge rehabilitation and repair (Included in citywide)	$10.00
20 PK	Trailhead Facility	$2.00
21	3rd and Kenosha Area (East End) Lighting and Landscaping	$2.00
22 ED	Independence Avenue/U.S. 75 Interchange***	$15.50
23 ED	Utility Relocations and Improvements	$5.00
24	4th, 5th, and 6th Street Improvements and Enhancements	$5.00
	TOTAL	$815.83

* New project unless included in previous projects under a broader category.
** New project.
*** Updated August 2009.

NOTE:
- Items with **ED** are those which may require Economic Development Division’s involvement or lead.
- Items with **PK** are those which may require Parks Department involvement or lead.

SOURCE: Planning Department, Community Development and Education Division, City of Tulsa, Oklahoma, and Downtown Tulsa Unlimited, Tulsa, Oklahoma.

APPENDIX 11

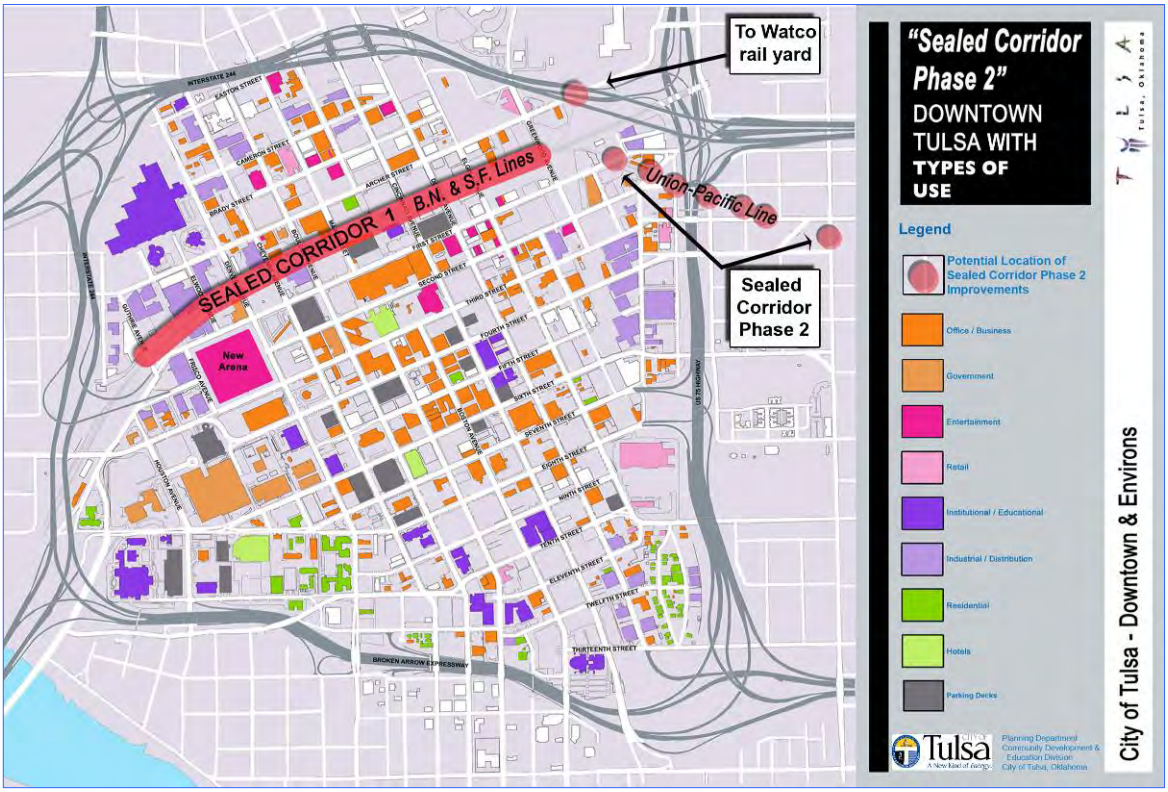
SEALED CORRIDOR PROJECT – PHASE 2

The Sealed Corridor Project – Phase 2 is a critical capital improvement project that is a component of a City strategy to facilitate freight and transit operations in downtown and to improve vehicular safety at intersections with rail lines in and near downtown. These improvements are extremely important to the overall regional transit strategy.

At the time of the Downtown Area Master Plan update study, Phase 1 projects have been funded, design and construction documents prepared, and materials have been ordered and received by the B.N.S.F railroad (who will install improvements). Construction of the project is intended to begin in summer or fall of 2009.

It is just as critical to fund and construct Phase 2 projects. All phases are needed to expedite the overall plan for improved freight and transit operations, as well as to minimize the number of times that rail traffic in the area is required to sound horns in the area to warn vehicular traffic of on-coming trains. The exhibit below depicts the Phase 1 corridor and the general location of Phase 2 improvements.

Additional grade separation of critical intersections will be required land are proposed at Frisco, Elgin and Greenwood Avenues.



APPENDIX 12

INFORMATION TECHNOLOGY BROADBAND INFRASTRUCTURE
June 2009

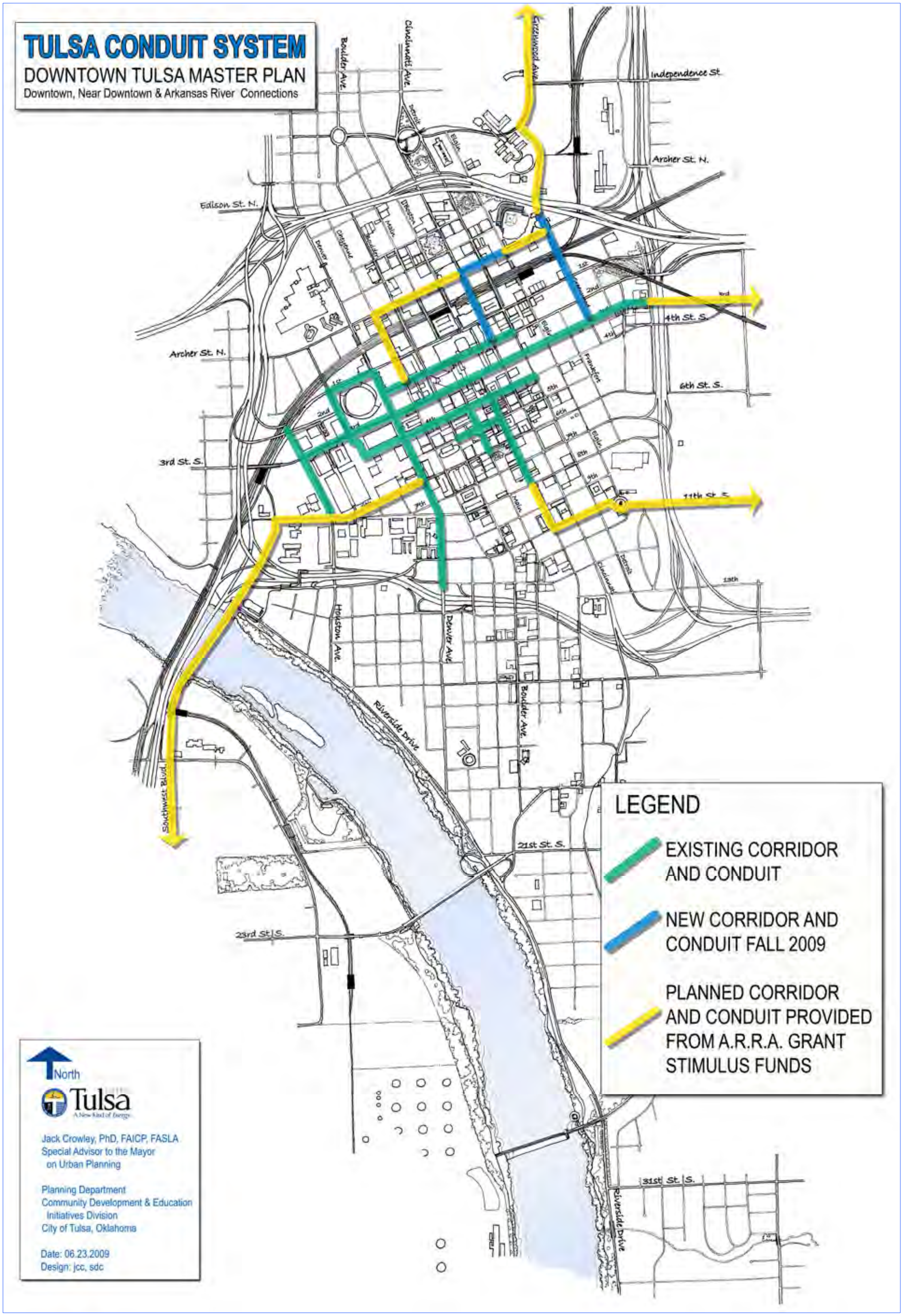
The City is in the process of applying for an American Recovery and Reinvestment Act / Broadband Technology Opportunity Program (ARRA/BTOP) Stimulus Grant. If approved, this project will introduce new fiber optic conduit systems in North and West Tulsa in an effort to bring broadband services to these underserved communities (See attached map).

The new fiber optic conduit systems will connect to the existing Central Business District system constructed within the inner dispersal loop of Downtown Tulsa during 2008. The City proposes to collaborate with local telecom providers to construct the systems, which will create an estimated 300 jobs over the next two years. A request for proposal was released on April 27th, 2009, to assist with selecting partners and determining the overall costs and timeline for the project.

The new fiber optic infrastructure will benefit the City of Tulsa in the following ways:

- Increase broadband service availability to underserved communities of the City.
- Provide a City-owned, secure, underground, and redundant broadband infrastructure.
- Create a new revenue source for the City.
- Increase pavement life due to decreased number of utility street cuts.
- Meet present broadband needs and future growth for the City and telecom providers.
- Decrease broadband costs to encourage businesses to relocate to North and West Tulsa.
- Attract new businesses and economic development.

These areas meet the BTOP requirements for underserved communities and have a great opportunity of possibly receiving the federal grant funding to implement and complete the project. The attached exhibit depicts the system staging.


TULSA CONDUIT SYSTEM
DOWNTOWN TULSA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
LEGEND
EXISTING CORRIDOR AND CONDUIT
NEW CORRIDOR AND CONDUIT FALL 2009
PLANNED CORRIDOR AND CONDUIT PROVIDED FROM A.R.R.A. GRANT STIMULUS FUNDS
North
Tulsa
Jack Crowley, PhD, FAICP, FASLA
Special Advisor to the Mayor
on Urban Planning
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Date: 06.23.2009
Design: jcc, sdc
Independence St.
Archer St. N.
Edison St. N.
Archer St. N.
3rd St. S.
4th St. S.
6th St. S.
11th St. S.
21st St. S.
23rd St. S.
31st St. S.
Boulder Ave
Cincinnati Ave
Greenwood Ave
Houston Ave
Denver Ave
Boulder Ave
Riverside Drive
Southwest Blvd.
Riverside Drive

APPENDIX 13

INVENTORY OF SELECTED PUBLIC DOWNTOWN STREETSCAPE

An inventory of select streetscape infrastructure was conducted in downtown. The public infrastructure included street furniture, pedestrian-decorative lights, identity-locator-pinnacle lights, landscape, way-finding signs, and irrigation and light cabinets. These elements included:

- Trash cans
- Acorn lights (pedestrian lights)
- Irrigation System cabinets
- Tree wells with stump or no tree
- Tree wells with trees
- Free standing trees
- Decorative street lights
- Spotlights (Identity-Locator-Pinnacle lights)
- Planter boxes
- Benches
- Way-finding signs – Parking
- Way-finding signs – Pedestrian
- Way-finding signs – Vehicular

Each of these items was inventoried and geographic information system (G.I.S.) data was compiled and stored electronically. This data is intended to be used for monitoring system components, aide in maintenance, operations, and determination of replacement schedules and needs. It is intended to facilitate the operations, maintenance and management efforts of the various entities charged with downtown improvement and development. Specific inventory and composite maps can be created from the G.I.S. data via the City of Tulsa.

The project study was funded by the Tulsa Beautification Foundation and the George Kaiser Family Foundation, and implemented and managed by the City of Tulsa Planning Department in the summer of 2009. An on going system is recommended for monitoring and updates of the inventory. This is particularly important given the large number of new public and private developments in downtown which await construction as well as those that can be anticipated in the near future.

ACKNOWLEDGEMENTS

TULSA CITY ADMINISTRATION DETAILS

DEWEY BARTLETT, MAYOR
KATHY TAYLOR, PAST MAYOR
TERRY SIMONSON, CHIEF OF STAFF
JACK CROWLEY, PAST SPECIAL ADVISOR TO THE MAYOR ON URBAN PLANNING AND DESIGN
JIM TWOMBLY, DIRECTOR OF ADMINISTRATION
DWAIN MIDGET, ACTING DIRECTOR, COMMUNITY DEVELOPMENT AND EDUCATION
SUSAN NEAL, PAST DIRECTOR, COMMUNITY DEVELOPMENT AND EDUCATION
JEFF MULDER, DIRECTOR OF PUBLIC FACILITIES AND TRANSPORTATION
MIKE BUNNEY, CHIEF ECONOMIC DEVELOPMENT OFFICER
CHARLES HARDT, CITY ENGINEER
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GEORGE KAISER FAMILY FOUNDATION
A supporting organization of Tulsa Community Foundation

Lobeck Taylor Foundation

The complete plan document “Downtown Area Master Plan” is available at www.cityoftulsa.org

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CITY OF Tulsa

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The Downtown Area Master Plan is a major component helping to guide us as a City with a "New Kind of Energy".

DOWNTOWN AREA MASTER PLAN

Downtown, Near Downtown and Arkansas River Connections

VOLUME 3 - APPENDICES

"THE COOKBOOK" INCLUDING IMPLEMENTATION DETAILS FOR INFILL AND DEVELOPMENT PROJECTS BEYOND THE DOWNTOWN PLANNING AREA

Prepared by:

CITY OF Tulsa
A New Kind of Energy

Jack Crowley, PhD, FAICP, FASLA
Special Advisor to Mayor on Urban Planning
The Mayor's Office
City of Tulsa

and the

Planning Department
City of Tulsa, Oklahoma

Prepared in Collaboration with:

PLANiTULSA
OUR PLAN OUR FUTURE

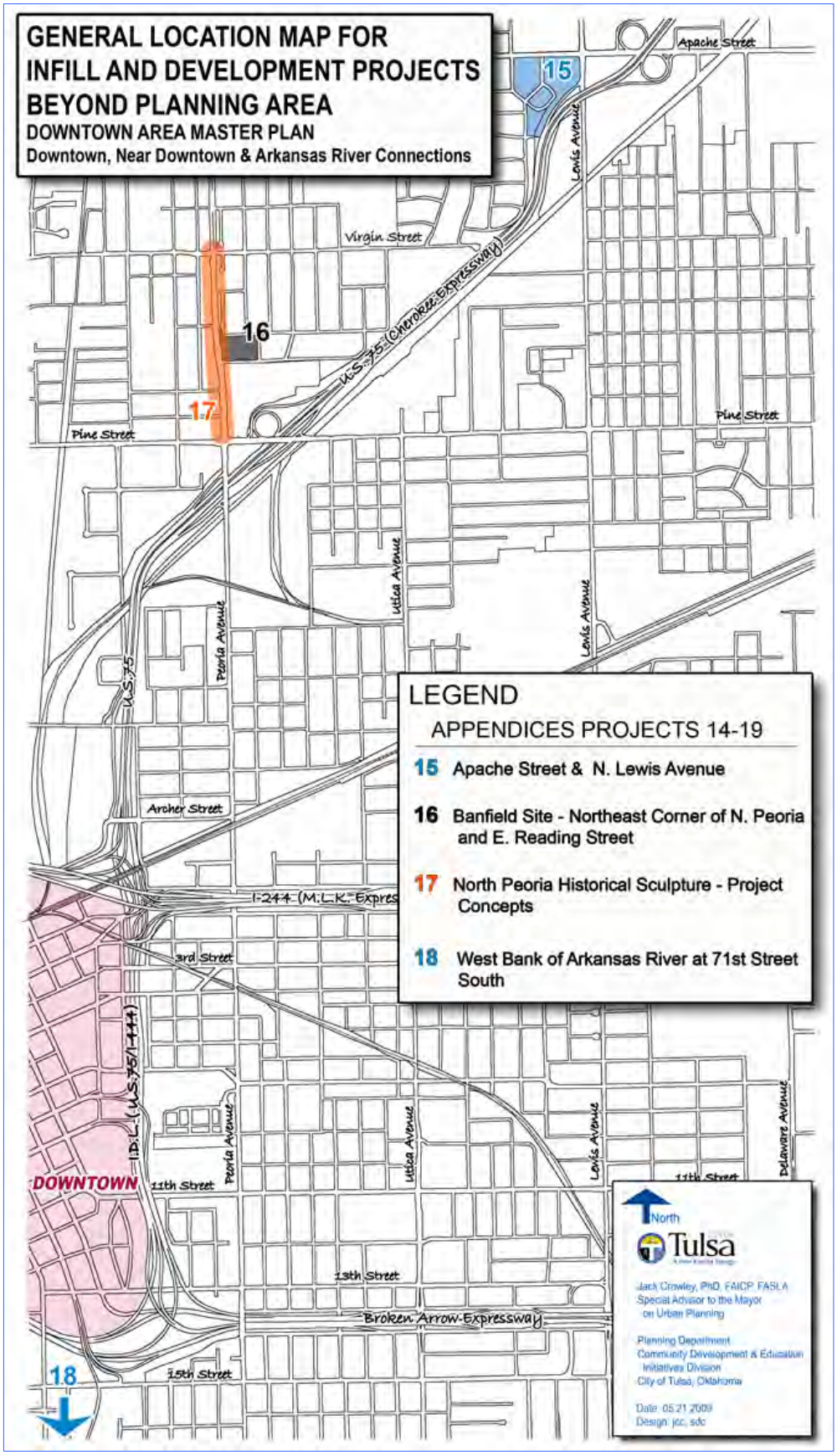
July 2010

CONTENT – VOLUME 3 - APPENDICES "THE COOKBOOK" INCLUDING IMPLEMENTATION DETAILS FOR INFILL DEVELOPMENT BEYOND THE DOWNTOWN PLANNING AREA

DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown and Arkansas River Connections

Preparation of the Downtown Area Master Plan update study generated substantial interest throughout the community, particularly in the older portions of Tulsa. Given the interest and potential for assisting development, infill, and redevelopment in several areas, additional planning and design assistance was provided as an "adjunct" to the downtown area. Products of those efforts are depicted in the following appendices. It is anticipated that additional areas will request similar assistance and may be added later to Volume 3.

APPENDIX 14


GENERAL LOCATION MAP FOR
INFILL AND DEVELOPMENT PROJECTS
BEYOND PLANNING AREA
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Apache Street
15
Lewis Avenue
Virgin Street
U.S.-75 (Cherokee Expressway)
16
17
Pine Street
Pine Street
Utica Avenue
Lewis Avenue
Peoria Avenue
U.S.75
LEGEND
APPENDICES PROJECTS 14-19
15 Apache Street & N. Lewis Avenue
16 Banfield Site - Northeast Corner of N. Peoria and E. Reading Street
17 North Peoria Historical Sculpture - Project Concepts
18 West Bank of Arkansas River at 71st Street South
Archer Street
I-244 (M.L.K. Expres
3rd Street
I.D.L. (U.S.75/I-244)
Peoria Avenue
Utica Avenue
Lewis Avenue
Delaware Avenue
DOWNTOWN
11th Street
11th Street
North
Tulsa
Jack Crowley, PhD, FAICP, FASLA
Special Advisor to the Mayor
on Urban Planning
Planning Department
Community Development & Education
Initiatives Division
City of Tulsa, Oklahoma
Date: 05.21.2009
Design: jcc, sdc
13th Street
Broken Arrow Expressway
18
15th Street

APPENDIX 15

APACHE STREET AND N. LEWIS AVENUE
ILLUSTRATIVE DEVELOPMENT CONCEPT

APPENDIX 16

BANFIELD SITE - NORTHEAST CORNER OF N.PEORIA AND E. READING STREET – ILLUSTRATIVE DEVELOPMENT CONCEPT

General Background and Location

The Banfield Tract is situated on the east side of North Peoria Avenue between East Reading and E. Seminole Streets (refer to Figure 1). It has been planned as a mixed use commercial project adding to the retail area already built to its south (Cato, Sonic, the former Albertson's Store). Conceptually, it is divided into three separate lots but designed spatially and through cross easements as a single commercial center. It is also designed to accommodate an east-west sewer line running through the tract's center.

From a layout perspective the facility is surrounded on the outside by parking and circulation with frontage on N. Peoria Avenue and access to both East Reading and East Seminole Streets. The southwest lot includes a bank and restaurant, the northwest lot has a single large restaurant and the eastern lot contains the balance of office and retail space. The project's central area contains a quarter of an acre of landscaped open space with a small pond toward which all of the office, retail and outdoor dining patios of the restaurants face. The central garden spot also includes a bridge and an 800 square foot shelter for use by the shopper and tenant. The central open space is similar in size to the Utica Square area south of the Wild Fork Restaurant.

FIGURE 1

Second Level

A single part of the center includes a second level which faces the eastern area of the parking lot off of East Reading Street (refer to Figure 2). Approximately 11,500 square foot of space is accessed from a small single elevator lobby off of the covered lower level hallway connecting parking to the central garden area. The lobby is positioned to facilitate the division of the office block into three (3) to four (4) tenant areas without adding hallways. The office block "overhangs" the north façade of the lower commercial area forming a sheltered arcade.

Options include introducing residential on the second level of the northeastern building or building a second office address there. Both buildings could also be residential over commercial instead of office. The residential tenant will likely be retired couples wanting to stay in North Tulsa but in an area where they can access retail, entertainment and transit.

The 230 parking space provided are dependent on a mix of uses with different "peak periods" of customer and tenant visitation.

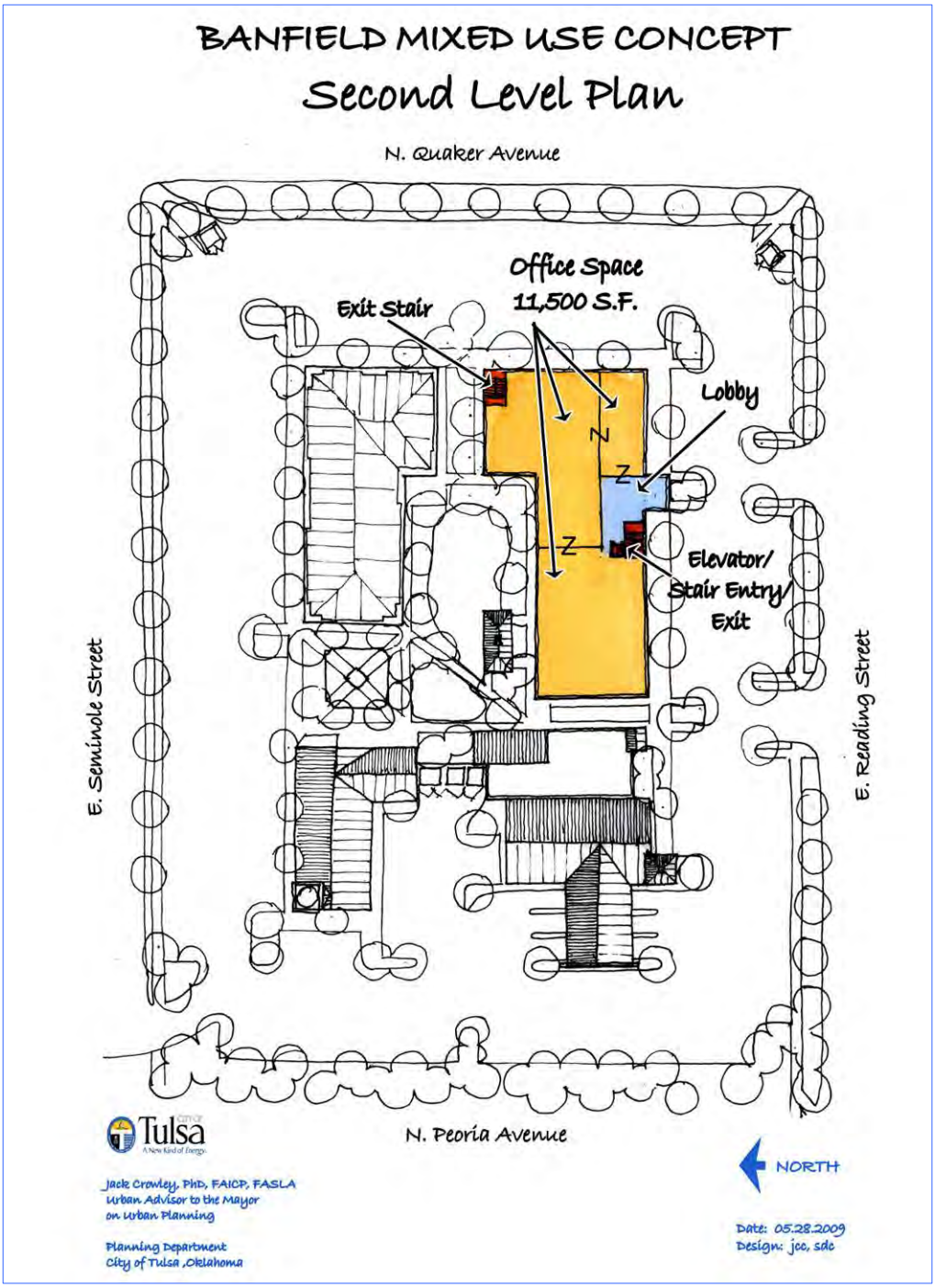


FIGURE 2

Ground Level

The entire project includes approximately 230 parking spaces and three refuse/dumpster sites (refer to Figure 3). Two refuse areas (the northeast and southeast corners) serve the bulk of the Banfield site. A third refuse site is situated at the edge of the western two lots outside of the kitchens of the two restaurants.

Lot 1 positions a Bank at the southernmost corner visible to North Peoria Avenue where the attendant drive through facility lies adjacent to the parking area's circulation. The lot also includes a small restaurant (locally owned barbeque perhaps) to take advantage of the excess parking that the lot allows. The restaurant also becomes a western edge to the central garden area using it as an amenity for covered outside eating patio.

Lot 2 suggests a larger restaurant (a national chain family restaurant perhaps) which takes advantage both of the North Peoria exposure and the central garden for covered outside eating patio. The two restaurants provide noon through evening activity for the central garden space while office and retail activate the center during the workday and weekend daytime.

Lot 3 includes the balance of commercial space and 130 of the parking spaces. It includes the central garden as well. It is recommended that a focal feature be a small landscaped pond that doubles as a stormwater storage area. The concept shows a bridge for viewing, a small fountain and a shelter that overlooks it. The existing sewer should run beneath the pond which can be shallow with sloped embankments serving for rainfall storage.

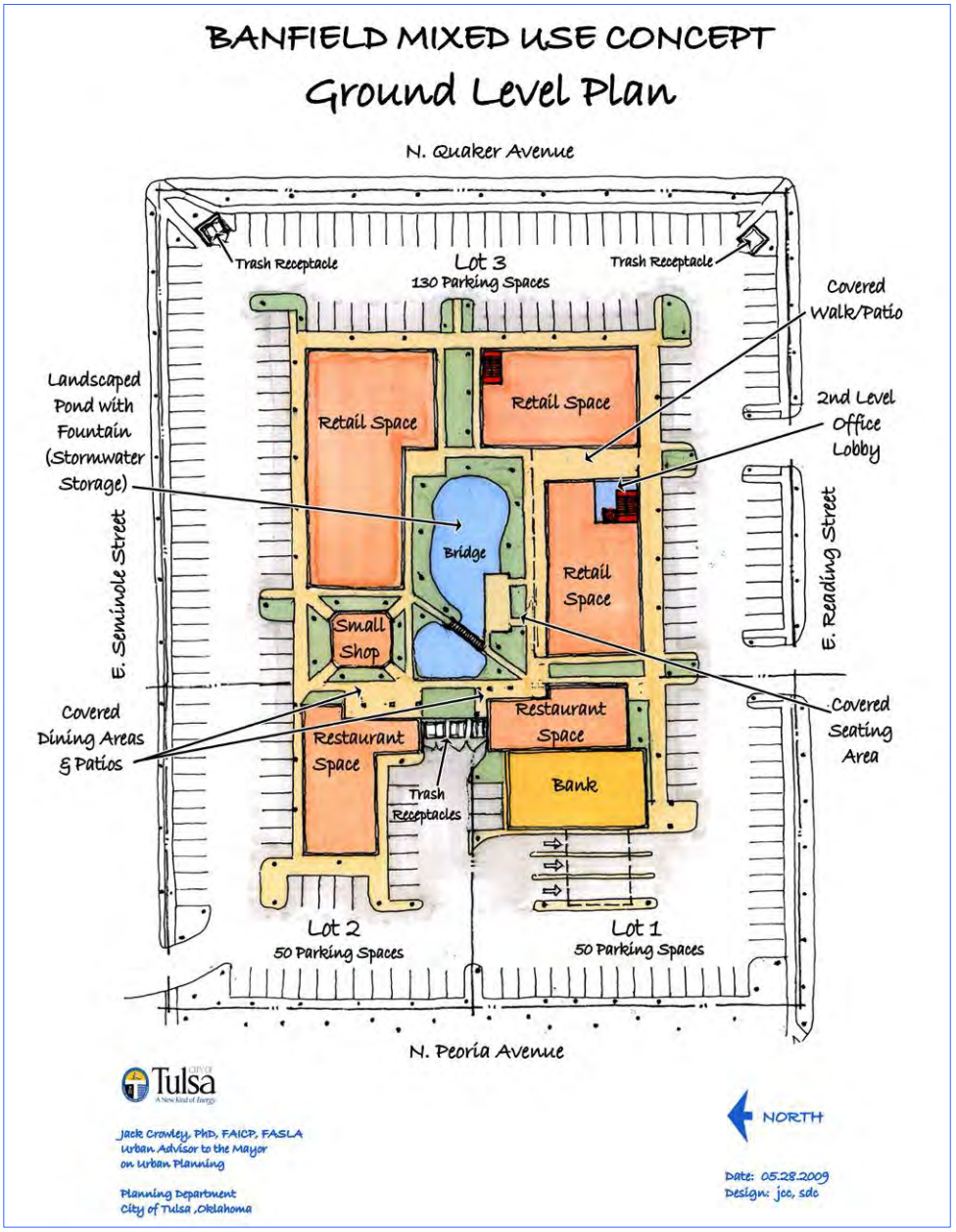


FIGURE 3

Leasing Scenario (Figure 3)

The Bank, drive through facility and small restaurant on Lot 1 have already been discussed. The restaurant should serve as an opportunity for a local operator to bring a popular north side restaurant to this commercial project. The larger restaurant on Lot 2 will more likely be a chain operation preferably family style. Names such as Chilies, Applebees, Jasons, or a Mexican Style store are recommended. The bank and these restaurants serve as anchors for more local enterprises in the center.

A third anchor on Lot 3 is recommended as well. A store such as a CVS, RiteAid, or Walgreens Pharmacy should be positioned at the northeast or southeast corners of the center. An 8000 square foot or 5700 square foot block can be gained by combining some of the space shown in the scenario. Two moderately sized "eateries" are included in the scenario to under-gird an entertainment theme. The scenario shows a 2000 square foot coffee/bakery/deli shop to go along with a 1500 square foot ice cream/dessert shop. The center includes a 1000 to 1200 square foot "pavilion" like shop modeled after the Russell Stover store at Utica Square. The store can be a seasonal candy and gift store. The balance of the shops should consider a good salon and salon supplies store, a party supply/bottle shop, convenience and general goods store as well as clothing/dry goods. The central area should accommodate seating for tenants, shopper, and people simply sitting in the shade by the pond reading or having an ice cream or good cup of coffee.

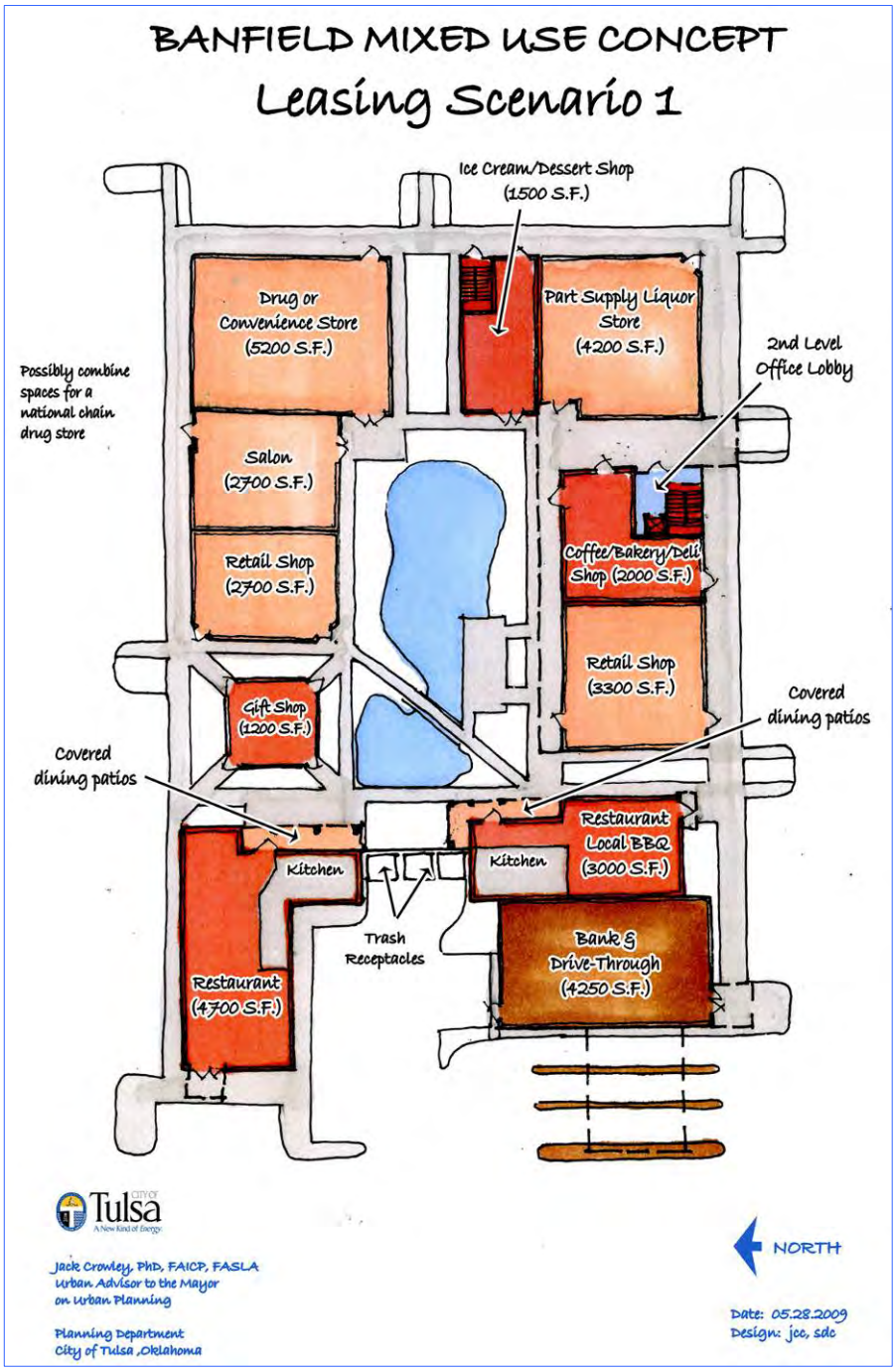
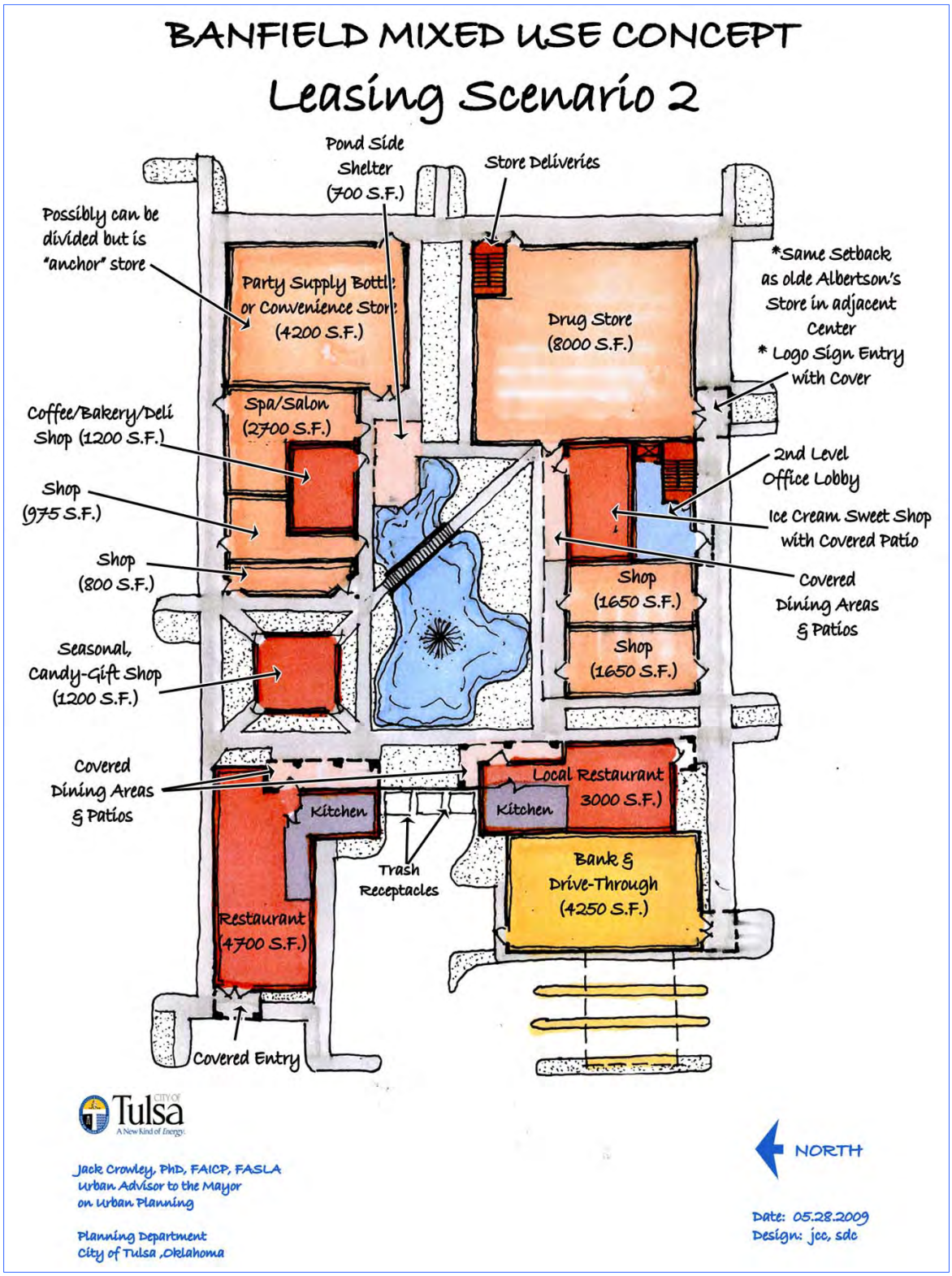


FIGURE 4

A second alternate leasing scenario showing the “drug store” anchor concept and more numerous, smaller shops is also suggested. This concept is illustrated in Figure 5.

FIGURE 5

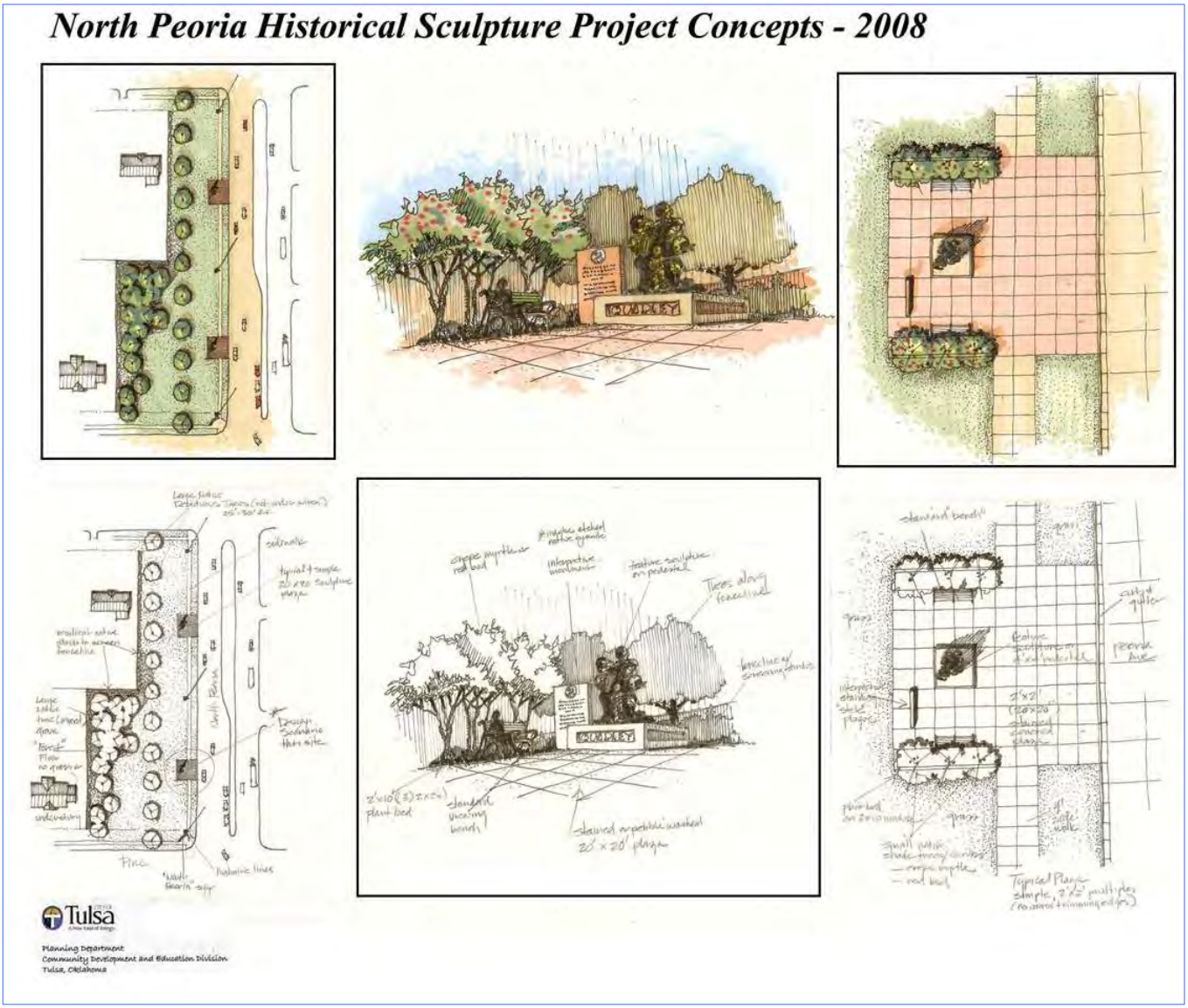


The Master Plan for the Banfield Mixed Use Concept project at the northeast corner of N. Peoria Avenue and E. Reading Street is depicted below in Figure 6.

FIGURE 6

APPENDIX 17

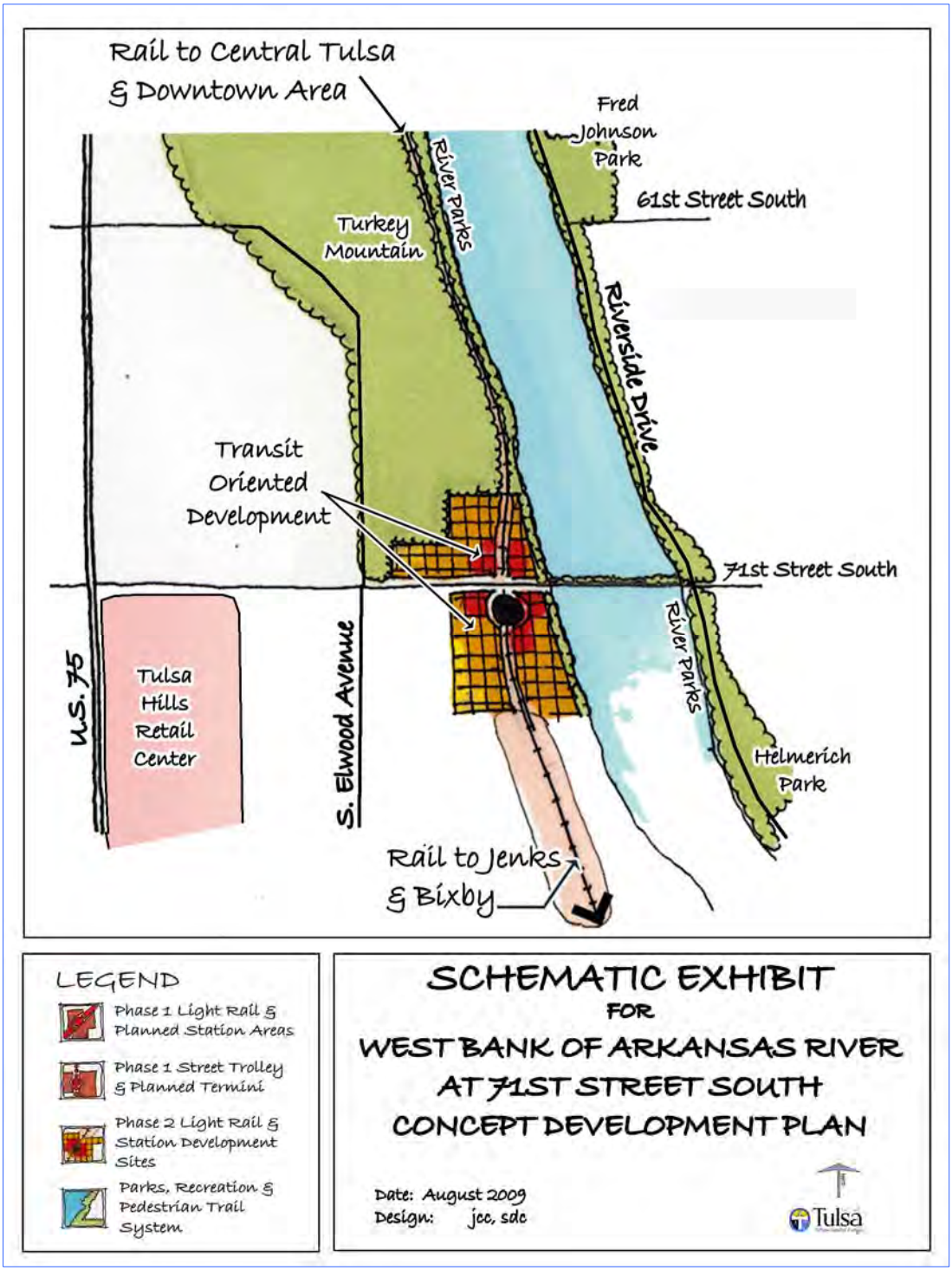
NORTH PEORIA HISTORICAL SCLUPTURE
PROJECT CONCEPTS - 2008



APPENDIX 18
WEST BANK OF ARKANSAS RIVER AT 71ST STREET SOUTH

SCHEMATIC EXHIBIT BELOW IS FROM
"MASTER PLAN" EXHIBIT, VOLUME 1 – "THE PLAN"

(Detailed study to be published later in Addenda document)



ACKNOWLEDGEMENTS

TULSA CITY ADMINISTRATION DETAILS

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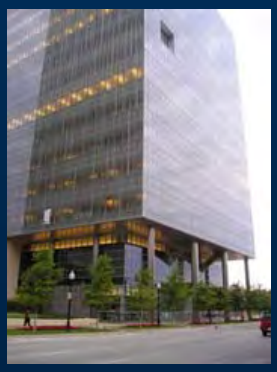

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DOWNTOWN AREA MASTER PLAN

Downtown, Near Downtown and Arkansas River Connections

VOLUME 4 – "THE COOKBOOK" INCLUDING IMPLEMENTATION DETAILS - ADDENDA APPENDICES

D R A F T

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City of Tulsa

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City of Tulsa, Oklahoma

Prepared in Collaboration with:

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November 2010

CONTENT – VOLUME 4 "THE COOKBOOK" INCLUDING IMPLEMENTATION DETAILS ADDENDA APPENDICES

"Volume 4 – 'The Cookbook' Including Implementation Details - Addenda Appendices" presents illustrations, strategies and/or plan sketches for various sites and locations in downtown, near downtown and Arkansas river for which additional, on-going studies have been conducted. The illustrations in Volume 4, just as those in Volume 2 and Volume 3, are suggestive rather than prescriptive. This document presents the studies for sites or projects inside the primary planning area. Most of the downtown planning area continues with on-going design, construction, and new or re-development and Volume 4 presents the most recent conceptual development plans for active projects included in Volumes 2 or 3 "The Cookbook".

It is expected that continued refinement and in some instances major changes will be suggested for area development. Such refined concepts are more reflective of current market and development considerations, but each is coordinated with overall downtown development plans.

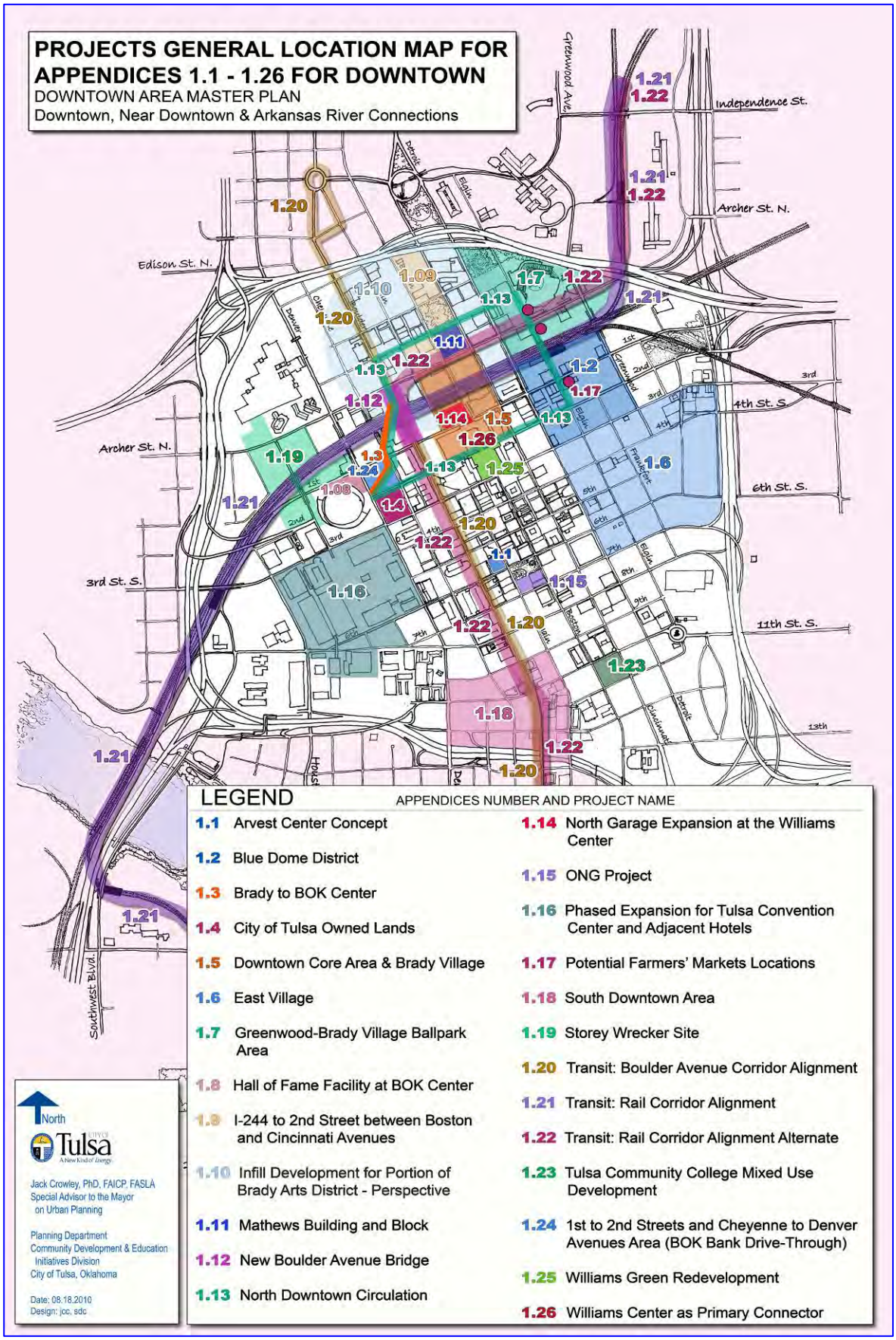
For those projects or studies which have been updated on additional data provided, the references and appendix numbers below are referenced to the same project's reference in Volumes 2 or 3. New project studies have new appendix numbers beginning with Appendix 1.26. Other related studies have been numbered beginning with Appendix 19 as a continuation of Appendices found in Volume 3.

Addenda Appendices – "The Cookbook" Including Implementation Details Sketch Studies and Concept Development Plans & Illustrations Appendices 1.1, 1.6, 1.13 and 1.25 in Volume 2

VOLUME 4
"THE COOKBOOK"
ADDENDA APPENDICES - INCLUDING IMPLEMENTATION DETAILS, SKETCH STUDIES AND CONCEPT DEVELOPMENT PLANS & ILLUSTRATIONS

DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown and Arkansas River Connections

APPENDIX 1.0


PROJECTS GENERAL LOCATION MAP FOR APPENDICES 1.1 - 1.26 FOR DOWNTOWN
DOWNTOWN AREA MASTER PLAN
Downtown, Near Downtown & Arkansas River Connections
Greenwood Ave.
Independence St.
Archer St. N.
Edison St. N.
4th St. S.
6th St. S.
3rd St. S.
11th St. S.
13th
Southwest Blvd.
LEGEND
APPENDICES NUMBER AND PROJECT NAME
1.1 Arvest Center Concept
1.2 Blue Dome District
1.3 Brady to BOK Center
1.4 City of Tulsa Owned Lands
1.5 Downtown Core Area & Brady Village
1.6 East Village
1.7 Greenwood-Brady Village Ballpark Area
1.8 Hall of Fame Facility at BOK Center
1.9 I-244 to 2nd Street between Boston and Cincinnati Avenues
1.10 Infill Development for Portion of Brady Arts District - Perspective
1.11 Mathews Building and Block
1.12 New Boulder Avenue Bridge
1.13 North Downtown Circulation
1.14 North Garage Expansion at the Williams Center
1.15 ONG Project
1.16 Phased Expansion for Tulsa Convention Center and Adjacent Hotels
1.17 Potential Farmers' Markets Locations
1.18 South Downtown Area
1.19 Storey Wrecker Site
1.20 Transit: Boulder Avenue Corridor Alignment
1.21 Transit: Rail Corridor Alignment
1.22 Transit: Rail Corridor Alignment Alternate
1.23 Tulsa Community College Mixed Use Development
1.24 1st to 2nd Streets and Cheyenne to Denver Avenues Area (BOK Bank Drive-Through)
1.25 Williams Green Redevelopment
1.26 Williams Center as Primary Connector
North
Tulsa
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Special Advisor to the Mayor on Urban Planning
Planning Department
Community Development & Education Initiatives Division
City of Tulsa, Oklahoma
Date: 08.18.2010
Design: jcc, sdc

D r a f t

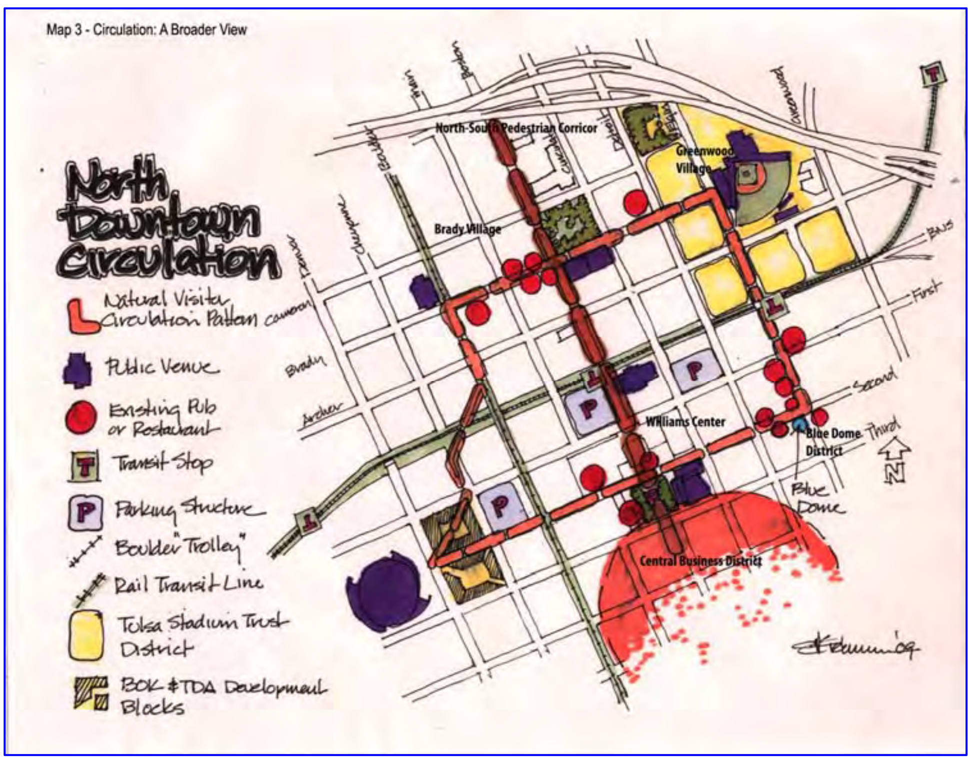
APPENDIX 1.3

BRADY TO BOK CENTER – ILLUSTRATIVE DEVELOPMENT CONCEPT – (FIGURE 1 ADDENDA)

North Downtown Circulation. The context of the Boulder Bridge and the circulation pattern of the North Downtown area is a crucial design and development component for downtown. Refer to Figure 1:

- There is a natural pedestrian circulation pattern which can be reinforced by planning and development:
  - o Second Street connecting the BOK Center area to the Blue Dome District passing major parking decks, The Williams Center, Performing Arts Center, City Hall and Crowne Plaza Hotel.
  - o Elgin Avenue connecting the Blue Dome District to Oneok Field and The Greenwood Entertainment District.
  - o Brady Street connecting the Ballpark and Greenwood District through the Brady District to the Brady Theater.
  - o Boulder (or a hybrid diagonal) connecting the Brady District back to the BOK and Convention Centers.
  - o The proposed rail transit system bisects this “Entertainment Loop” with proposed stops at BOK Center, Williams Center/City Hall and Blue Dome/Ballpark.

Figure 1



- The proposed Trolley alignment travels along the western edge of the loop connecting large urban redevelopment opportunities to the north at Brady Heights and the south adjacent to Veterans Park near 18th Street. Between the two points that are approximately two and a half (2 ½) miles apart include The Brady Theater and District, The Central Business District, The BOK and Convention Center, Tulsa Community College and The Cathedral Square Area and The Uptown Area including Blue Cross, the Ambassador Hotel, Helmerich and Paine, Mapco Plaza, Spirit Bank and the 18th & Boston District as well as Riverparks.

Hybrid Pedestrian Diagonal – Brady to BOK Center. This Diagram/Study, prepared at the request of The Community Foundation, shows a potential bridge and mid-block diagonals very effectively connecting Brady to BOK Center. Refer to Figure 2.

- Includes a potential "Cable Stay" Pedestrian Bridge from the north ramp of Boulder Bridge to the northwest corner of Cheyenne and First Street. The Bridge Concept (fairly expensive) is modeled after the iconic structure in the Lo Do/Platte Valley area of downtown Denver. The evolving concept for Cheyenne Avenue between Archer and First Streets is to consider eliminating vehicle traffic and developing the corridor as a brick paved historic themed area at grade with the tracks limited to pedestrians.

- Includes a redevelopment proposal for the BOK Drive-in Bank Facility of a mixed use block that has an entertainment lined northeast to southwest diagonal pedestrian way. This aligns with the BOK East Entrance across Denver Avenue at the Second Street light.

- The diagram also implies a similar diagonal block-wide development on the block to the south of the above "BOK Drive-in Block." This mixed use block has entertainment aligned along the diagonal potentially connects the main BOK Center entrance to the Boulder Trolley at Third Street.

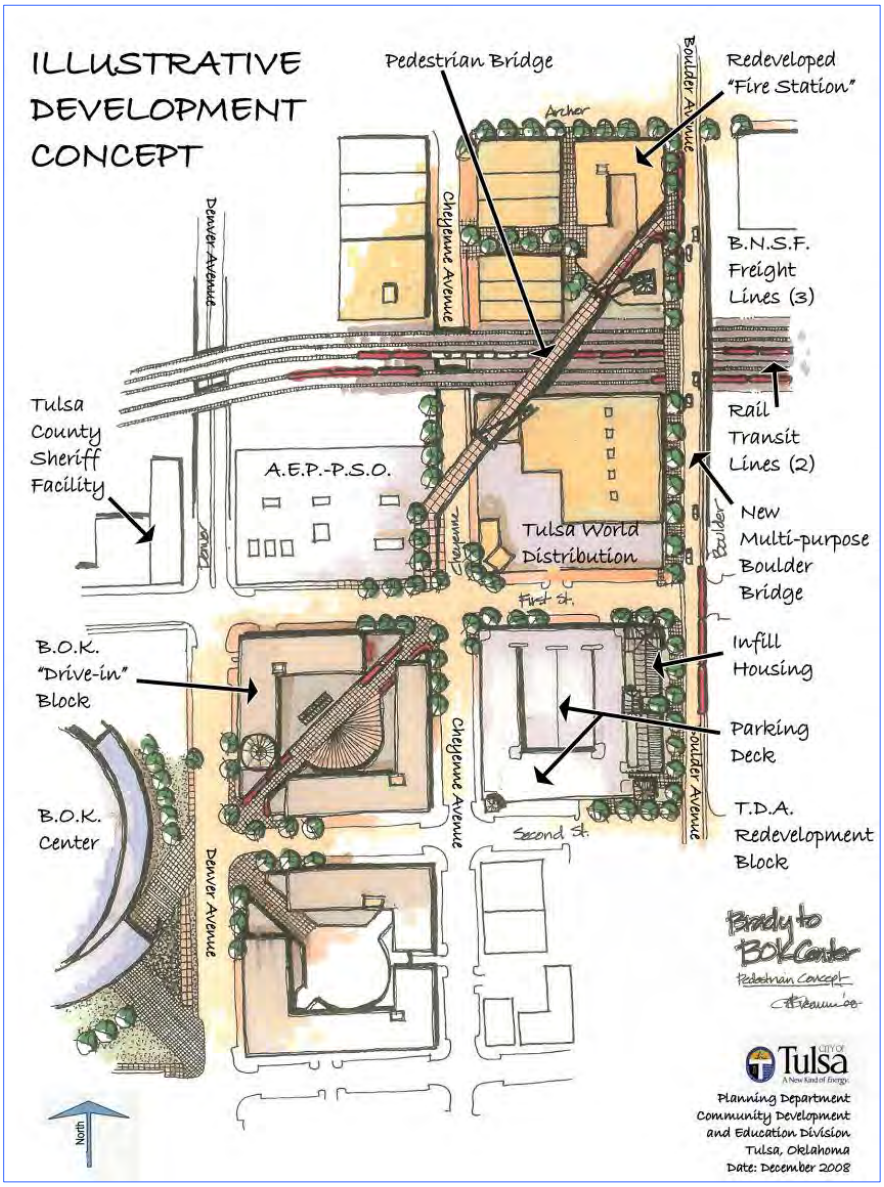


Figure 2

APPENDIX 1.6

EAST VILLAGE ILLUSTRATIVE DEVELOPMENT CONCEPT – ADDENDA STUDY

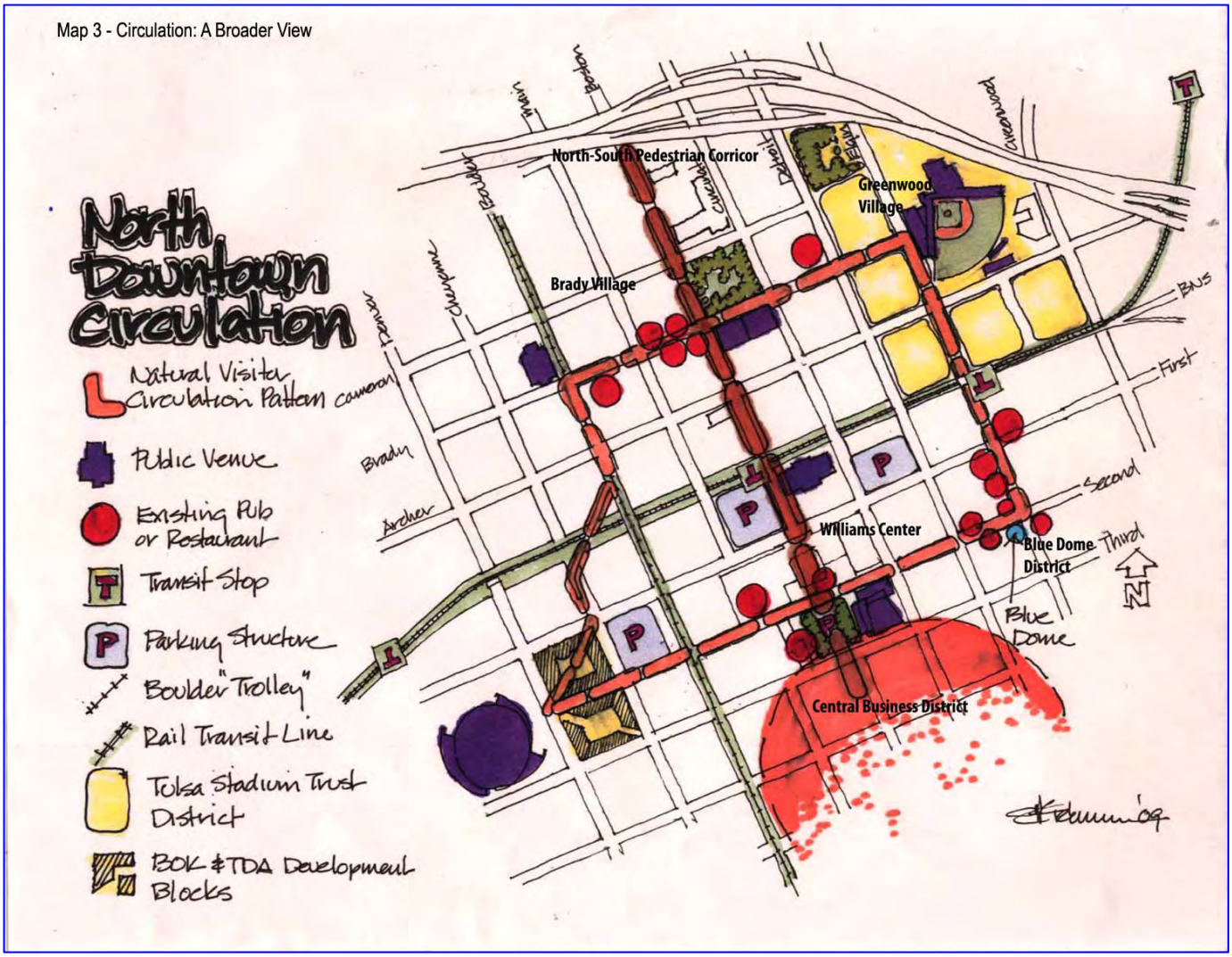
The exhibits below are updated project proposals for the East Village area based on current development interests and efforts and market conditions.

(PAGE LEFT BLANK FOR INSERTION OF AN ADDITONAL ON-GOING ADDENDA STUDY FOR APPENDIX 1.6)

(PAGE LEFT BLANK FOR INSERTION OF AN ADDITONAL ON-GOING ADDENDA STUDY FOR APPENDIX 1.6)

APPENDIX 1.13

NORTH DOWNTOWN CIRCULATION - ADDENDA STUDY
(Refer to Appendix 1.3 and Appendix 1.25A)



APPENDIX 1.25

THE WILLIAMS GREEN
REDEVELOPMENT CONCEPT – ADDENDA STUDY

The Williams Green is a 1970s era “green roof” above a three level parking garage located between the downtown Crowne Plaza Hotel and the Tulsa Performing Arts Center. The “Green Roof” which abuts and is at grade with the Third Street serves as a significant public park at the North edge of the central business district (CBD). It is commonly used as a festival site with music and performance venues as well as the “front door” and welcome “mat” for the Williams Center. Further, it lies on the center line of the Boston Avenue with its two iconic buildings: the Boston Avenue Methodist Church ten (10) blocks to the South and The BOK Tower adjacent to the park to the North. The garage is owned by the Tulsa Parking Authority and offers valet and guest parking for the Crowne Plaza Hotel, monthly and reserved parking and as a visitor and event parking facility. The top of the three parking levels is entered at grade from Second Street which abuts the garage to the North. It is also at grade with the Crown Plaza Porte Cochere on its Northwest corner. The remaining two levels are below the Second Street grade. The upper parking level also directly connects into the Performing Arts center to the East, a tunnel to 320 South Boston and the CBD at the Southwest corner, to the hotel’s lower lobby at the Northwest corner and across Second Street to the lower main lobby of the BOK Tower the latter being weather protected by a bridge above as well as by a pedestrian traffic light and sidewalk “bump outs”.

As a “Welcome Mat” the Williams Green connects by a wide pedestrian bridge over Second Street to the main lobby and principal building security area of the fifty-two level BOK Tower. This key connection between the Williams Center and new City Hall will eventually be extended northward to an expanded North Parking Deck and later to the top of the Boston Avenue Pedestrian bridge that connects to the Jazz Hall of Fame and Brady Village. The rail corridor beneath the Boston Avenue Bridge is also the planned location for the principal downtown rail station for proposed passenger rail transit and a future intercity passenger rail facility (Oklahoma City). The sketch plan study for this corridor is “The Boston Avenue Corridor Study”.

The garage was constructed during the early 1970s along with the initial phase of the Williams Center and is approximately thirty-five years old. The waterproof roof membrane which separates the upper level of the garage from the “green roof” park and its four feet of soil above is both at the end of its life expectancy and has failed along the northern edge (recently repaired). In addition, “green roof”, waterproofing, and urban solid technologies have vastly improved over the past 35 years. Many of the plants (particularly the larger trees) have aged and in many cases have been removed. Development around the park and uses in the park have significantly changed.

All of the above observations as well as a number of other situational changes point toward a conceptual redesign of the park that should lead to an eventually phased or comprehensive reconstruction of the entire Williams Green.

The “trigger” for doing a comprehensive conceptual plan has been the site planning for Tulsa’s Downtown Rotary International’s “Plaza Project”. The project, a design and sculpture commission costing more than $700,000 in privately raised funds, is in recognition of the club’s international accomplishments in critical areas such as literacy and the cure of polio. The sculptural composition consists of a large cast globe and four cast figure sets to be mounted on separate pedestals on a circular plaza. A significant issue on the Williams Green has been the accumulation of various art and memorial Installations, all of which followed the original design intent of over 35 years ago. These include: the Indian Ballerina, a clock, a “Farmers Market” sign, and American Flag standard, two mosaic pictures, and the general construction of a raised restaurant patio on the West edge of the park. The Rotary Plaza, if it is to be on the Williams Green needs to be positioned to complement the future reconfiguration and not drive it. It also needs to be positioned as a contributing public space that does not have to be significantly disturbed when the Green is reconstructed.

The following plan includes the design and location for the Rotary Plaza and it develops a proposed concept or set of ideas for the remaining precincts of the Green as well as the Green as a whole. The concept considers trends in urban open space design, the evolution of the usage of the Green and the need to effectively and sustainably maintain it.

Overview of the Green

This report will examine in some detail all the “precincts” that will tend to occur in the boundaries of the Green as a result of abutting land uses and the evolved uses and functions of the central areas of the public space. Figure 1 shows a proposed overall concept of sketch plan of the Green.

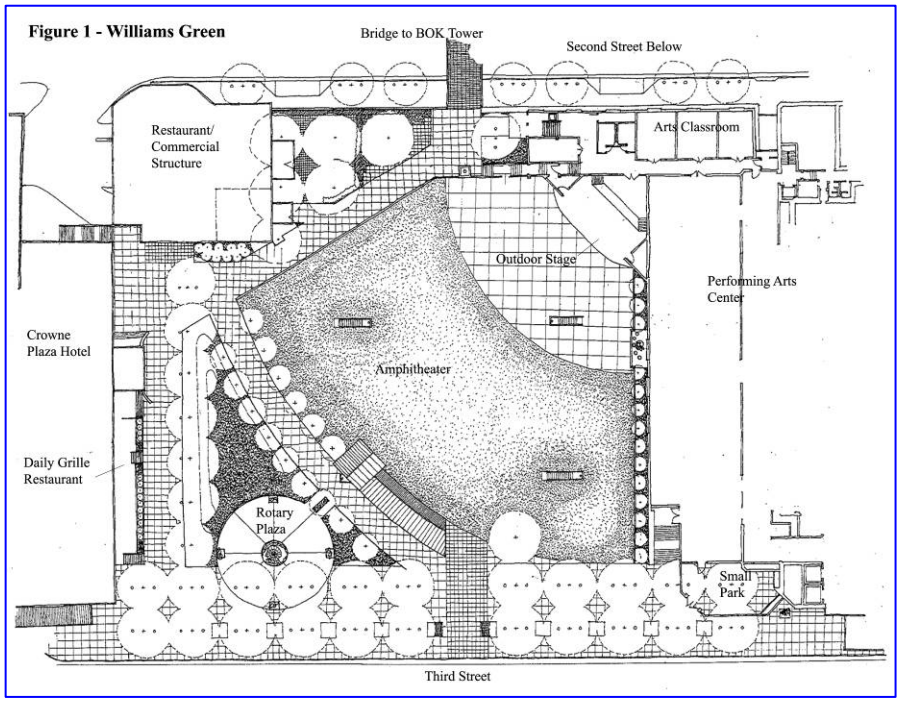
Along the West edge lies the Crowne Plaza Hotel that has evolved considerably since it opened in the mid-1970 s as a Westin Hotel. Its first significant alteration was in adding two floors to the 12-level tower bringing the room count to slightly less than 500. In the late 1980’s, as an Adams Mark Hotel, it doubled its meeting and exhibit space with a Third Street level block of space on the Samson Plaza. In the mid-2000 s, as a Crowne Plaza, in addition to a comprehensive room refurnishing, a new restaurant (Daily Grill) was constructed as well as an outdoor plaza on the Green as an extension of its indoor space. In addition, it converted the original Green side main entrance to a Starbucks Coffee Shop with an outdoor area on the Green (presently closed). This considerable expansion was done without expanding which it would be wired. Note that the required garage exit stairs (4) remain openings with railings.
At the Northeast corner is a large covered outdoor stage. Conceptually, the existing Performing Arts Center has interior seating as stage and “back of the house” facilities. The proposed plan utilizes the same “back of the house”

facilities to support a similarly sized outdoor stage and a similar outdoor seating capacity in the Amphitheater.

Along the Third Street edge to the South, the idea is to utilize new urban soil systems and to replace with a better specie of trees to create the Green's edge and shade the city sidewalk. An opening on the Boston Avenue centerline allows northbound traffic to view the Green's central axis as well as the prominent BOK Tower.

A small park is shown to the South of the Performing Arts Center Exhibit and Events Hall on Third Street. This is a "discreet" project that is somewhat independent of the Green but as a peripheral space it can add to the diversity of quality spaces in the CBD's center. It does not have to be done but should be. The idea, explained later, is an intimate reading garden or "Vest Pocket Park".

Finally, in the Southwest area of the Green the Rotary Plaza is sited. A line of shade trees, positioned above garage support columns defines the Southern and Western edges of the Plaza. The main promenade through the Green along the back edge of the Amphitheater seating bowl defines the Southern and Western edges of the Plaza and the main promenade through the Green along the back edge of the Amphitheater seating bowl defines the Northeastern edge. It is positioned on the Northeast to Southwest diagonal axis across the Green and can be accessed form the promenade or directly off of the Third Street sidewalk. It is both very visible from the street as well as from the surrounding land uses. The position at the forested edge of the Green also magnifies the scale of the figures and globe whereas a position in the middle would diminish them.



Southwestern Precinct

At the broader scale shown in Figure 2 the Rotary Plaza is shown as the central element of the Southwestern precinct of the Williams Green. At the South end of the hotel room tower along Third Street is a small freestanding bus shelter in an otherwise un-shaded broad sidewalk punctuated by numerous sub-grade vault grates. The practicality of planting any street trees in this area is limited. However, a large structure or "porch" running along the South face of the hotel and integrated with the hotel tower can serve as a bus shelter, a shelter for passenger pick up and drop off, a cover for the exit-way from the room tower (emergency) and the meeting room wing. The structure would give the hotel a Third Street façade and perhaps serve to upgrade the hotel's meeting room, public space entry while providing shade and interest along an otherwise stark segment of the Third Street corridor.

At the Hotel's Southeastern corner a retail space has been leased to an employee credit union which is reached by climbing a stair from the Williams Green. The plan concept does not directly address this although its retail presence could be greatly enhanced by extending the shelter structure around the corner to give the credit union an entry position at the level of the Green.

Northward along the hotel's East face to the Green an elevated linear patio has been built for the outdoor seating of the Daily Grille Restaurant and Bar. This effectively activates this area of the Green. The hotel has also converted the original East entrance area into a coffee shop (presently vacant) which also utilizes the Western edge of the Green as an outdoor cafe. Along with a suggested retail/restaurant structure in the Green's Northwest corner (discussed later) the plan's concept is to activate the entire Western edge of the public space with dining, café and pub uses that entail both indoor and outdoor options.

The Southwest precinct also includes a wide North-South walkway immediately East of the Daily Grille patio for hotel and park access. A line of trees (positioned on top of the garage support columns below) shades and defines the Eastern edge of the sidewalk beyond which a small water runoff swale covered in native ground cover is positioned.

As noted earlier, the alley or bosque of trees lining Third Street and giving a Southern edge to the Green is shown. This replaces the present trees which are well past their prime and are in distress. Up-lighting is installed again.

A broad shrub lined (crape myrtle) promenade is shown ringing the back edge of the Amphitheater seating bowl. Generally the roof of the Williams Center's South Garage carries a soil depth of four feet on the roof that is the Williams Green. The proposed plan concept is not only to simplify the Green's design but to reduce the park's load on the roof. The Amphitheater seating bowl basically consists of a grass slope that falls from a back rim which is on four feet of soil

downward toward the stage where a flat floor at the stage's front are pavers over the waterproof membrane on the garage roof. The promenade and shelter

structure are at the Amphitheater's "back rim" elevation. This is the same elevation as the Rotary Plaza.

A one-level shelter structure (1250 square feet) is shown to the East of a two level structure whose upper floor is on center to the Amphitheater stage and houses permanent wiring for sound and light control consoles. The upper level is accessed by an extension of the stair that serves as an emergency exit for the garage. The lower level of the structure is designed for sheltered VIP seating during events as well as a permanent shelter for smaller events and farmers market which frequent the Green.

Figure 2
Rotary Plaza

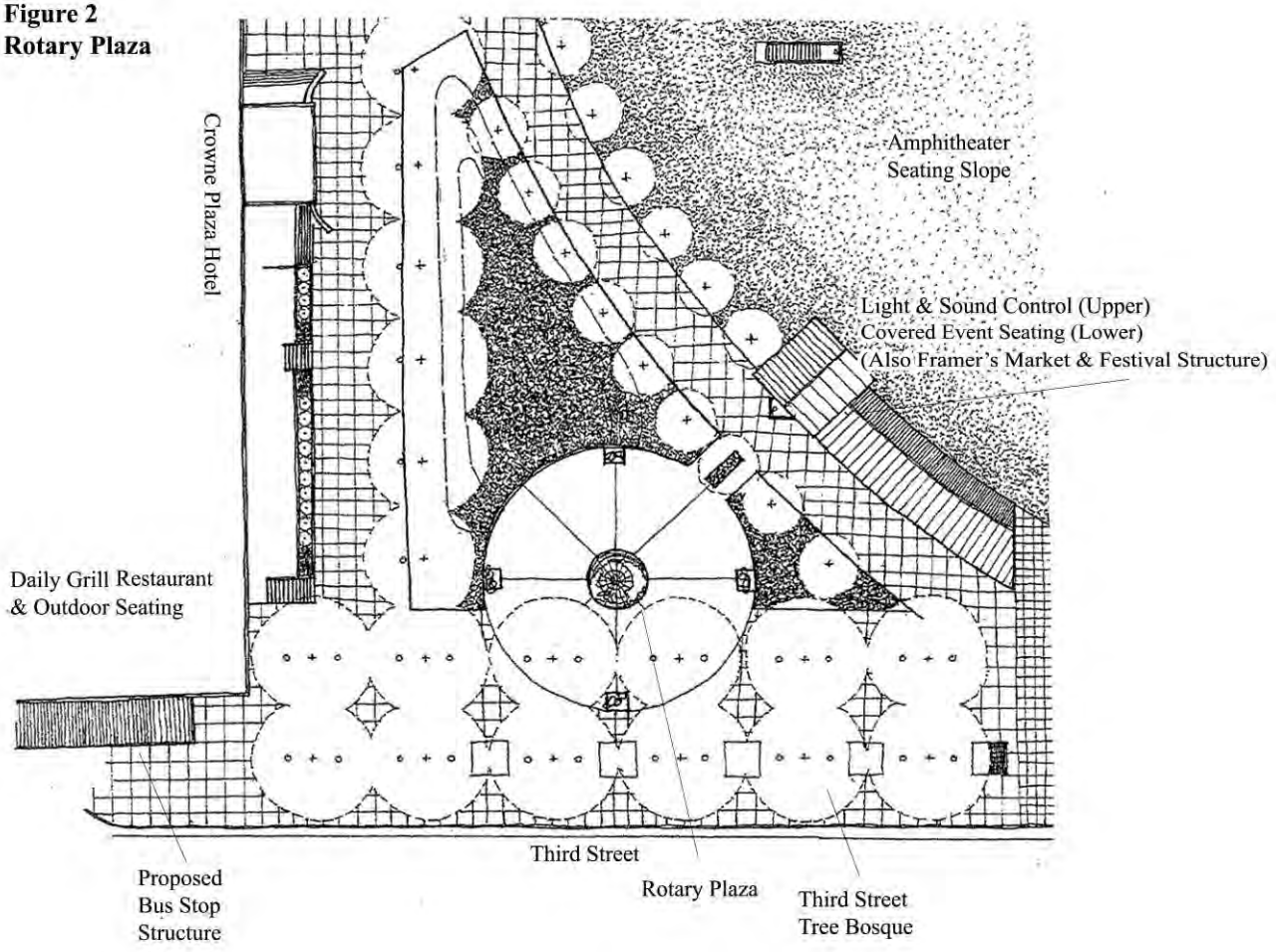


Figure Three shows in greater sketch detail the Rotary Plaza and it's immediate surrounding area. During installation the Parking Authority may require that the soil in the vicinity (approximately four feet) be removed and the waterproof membrane on the garage roof below be replaced.

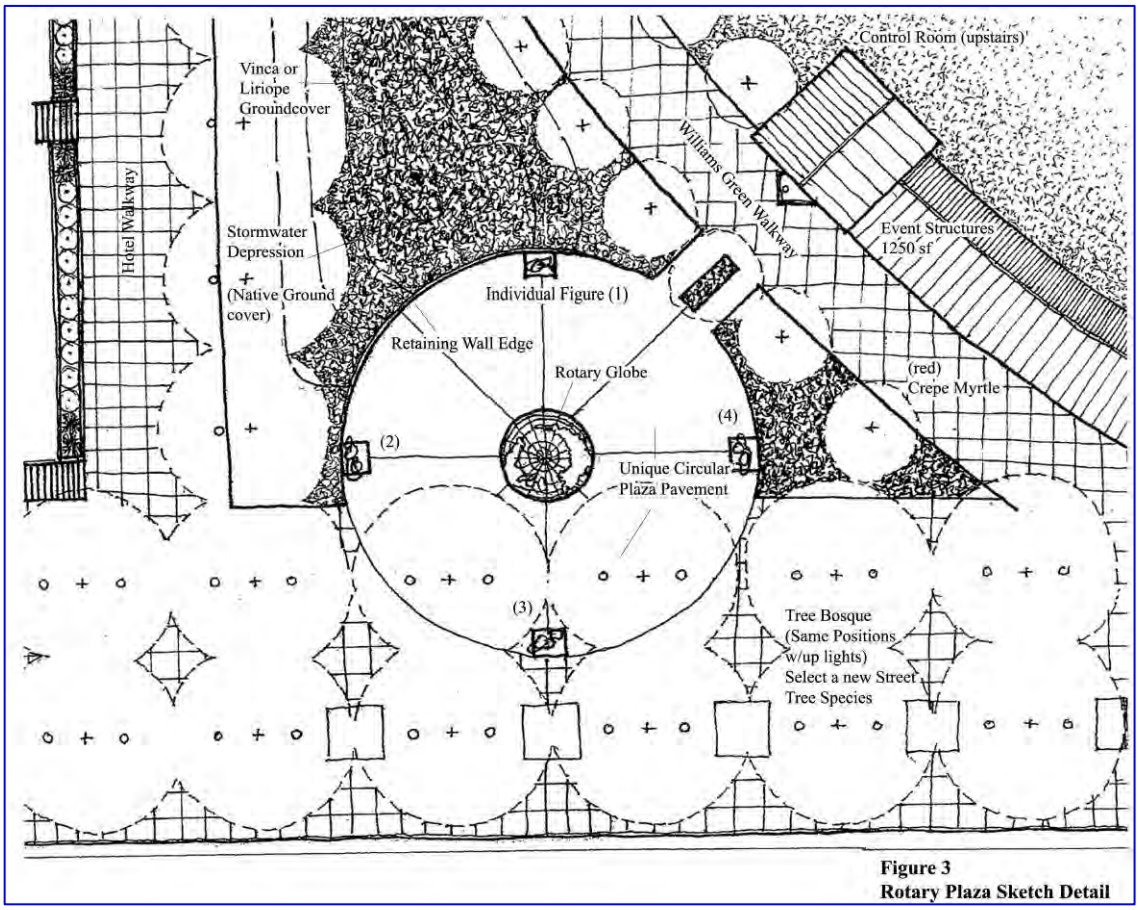
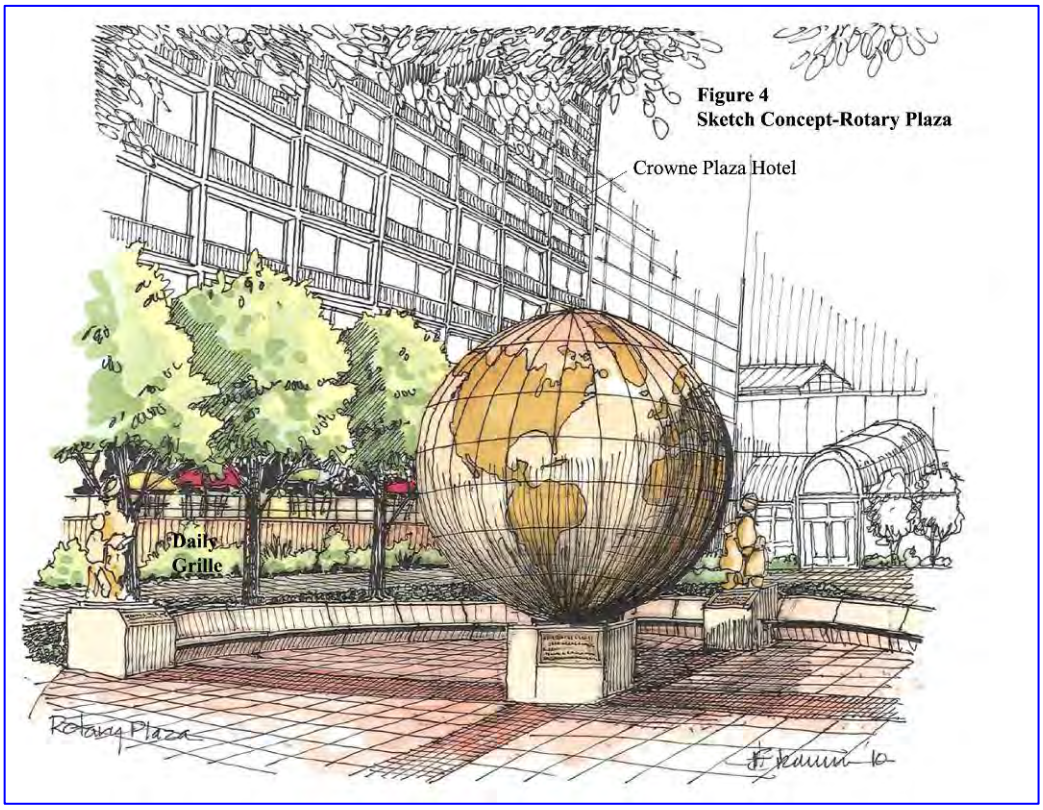


Figure 3
Rotary Plaza Sketch Detail

This would allow the comprehensive reconstruction of the Green to occur later without disturbing the Rotary Plaza which is positioned at the Southwest corner of the garage vault below. It is possible that the Parking Authority should participate in the project to the extent that it covers a slightly broader area than the plaza's footprint at the same time replacing the Westernmost 8 trees. It is at this point the contemporary urban soil technology is applied. New structural soils and root barriers have been developed to enhance root growth and health. The suggested stormwater depression to the North of the Rotary Plaza requires that the edge of the plaza's North half be a retaining wall that sits on the garage roof. The plaza itself could sit on a void North of the edge at the Third Street sidewalk. Note that access into the Plaza is gained through a smaller pathway connecting to the Williams Green walkway on the Northeast edge. The plaza can be set off from its surrounding surfaces by employing its own unique pavement within the circle. The noted "retaining" wall edge can also be raised eighteen inches (18") on the northern half of the Plaza and serve as a bench for Plaza visitors.

Figure Four is a sketch of the proposed Plaza. The project has the potential for becoming a distinct and intimate space within the larger and more open environs of the Williams Green. Plant materials provide shade, buffering and delineation of the Plaza. Yet it sits in close proximity to restaurant and street traffic as well as to a major event space.



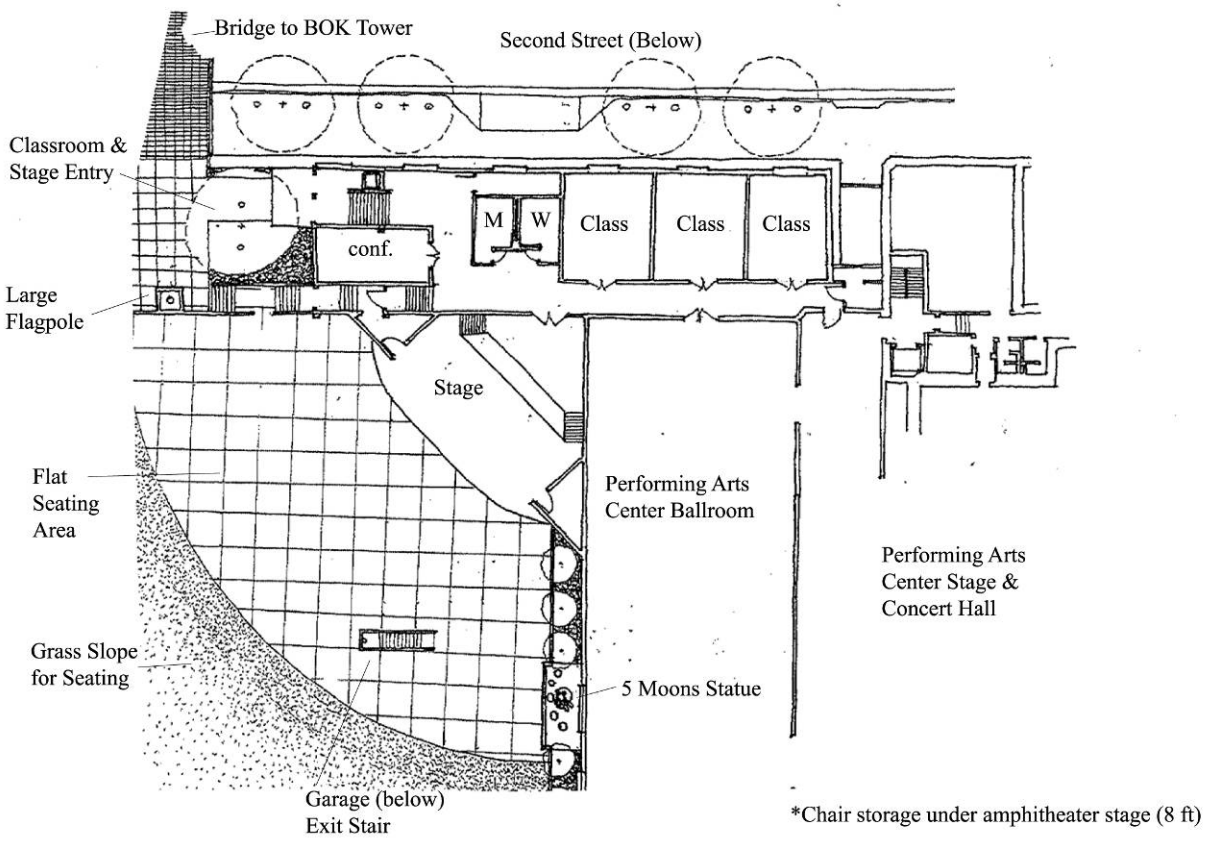
Northeastern Precinct

Figure five shows the Amphitheater stage and proposed structure linking it to the Performing Arts Center. The concept is to repurpose the Williams Green for an outdoor version of what is an adjacent indoor performance venue even to the extent of having similar sized stages. Both the indoor and outdoor stages directly connect into a common “backstage” facility. The “link structure” behind the covered outdoor stage provides an opportunity to construct a few classrooms where music and performing arts can be taught perhaps to enhance programs in local public schools. These same “classroom” spaces can be “backstage” facilities for the outdoor events and added “backstage” for indoor events. The proposed “link structure” occupies a windowless underutilized corner and “alley” on the Williams Green. The structure actually affords a window wall overlooking Second Street below thereby activating a lifeless stretch that links the BOK Center and hotel to the West to the entertainment of the Blue Dome District to the East. As noted earlier, the flat seating area in front of the stage is basically a pavement system that sits directly atop the waterproofing on the roof garage. There are four exit stairs from the garage that must be kept. One penetrates the flat seating area. With four feet of soil removed the stair is merely shortened and ringed by a protective railing. The other three stairs will be approximately two to four feet (4’) below the present Williams Green surface. The floor of the West hall of the Performing Arts Center is approximately six feet (6’) above the existing Williams Green and therefore 10’ above the proposed seating floor. A four foot (4’) retaining wall/planter is built between the outdoor stage and the upper rim of the Amphitheater seating bowl (along the West edge of the Performing Arts Center). The Indian Ballerina installation can be prominently repositioned atop the planter in the center of the middle window of the ballroom/events hall. The

remainder of the planter can be used to buffer the floor elevation differences with low maintenance ground cover and colorful shrubs such as crepe myrtle.

Figure 6 shows in somewhat more sketch detail the outdoor stage and link structure. The stage itself can provide two or three transition elevations from the Performing Arts Center floor level (Upper Stage) through a middle stage to a Main Stage that is six to eight feet above the seating floor. The six to eight foot

Figure 5
Amphitheater Stage & Classrooms

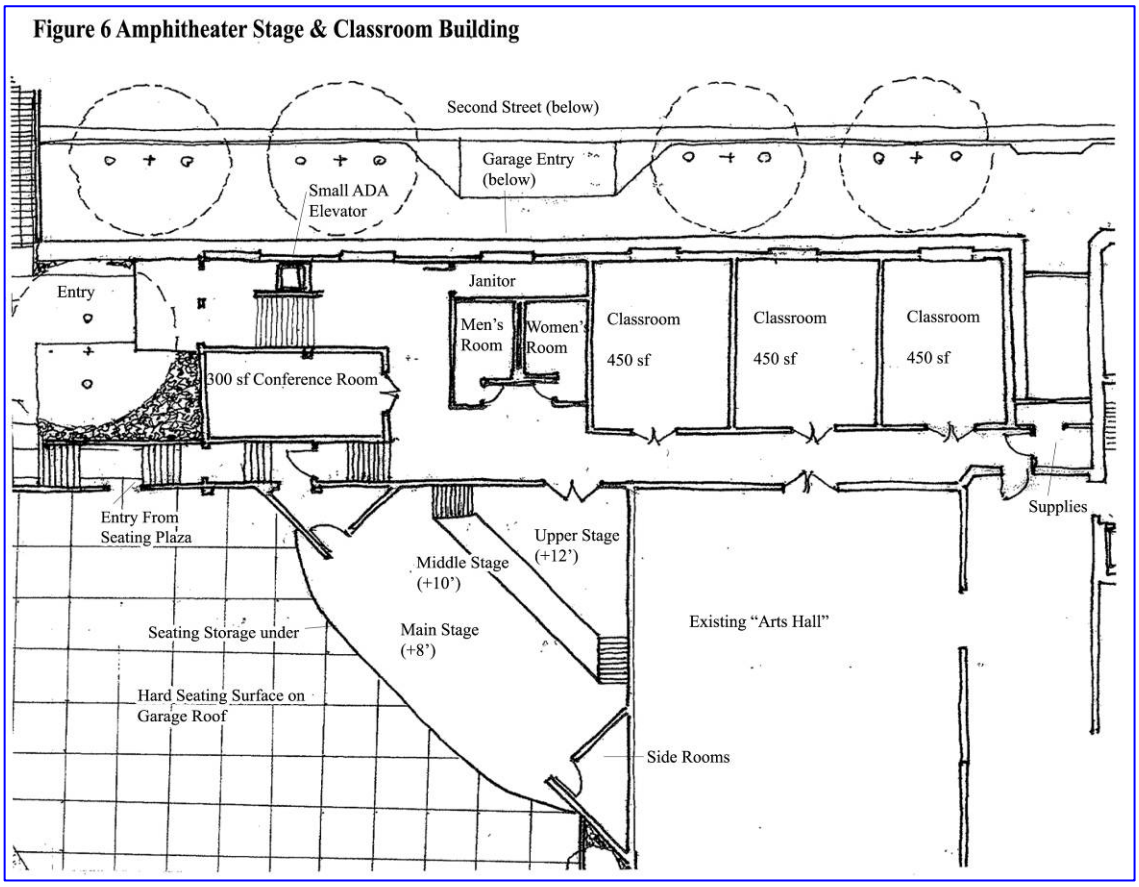


elevation difference affords music band security and a below stage seat and equipment storage opportunity. This lower area will have to be well drained. The stage has controlled access form the seating bowl as well as side rooms. The public entry to the link structure which is proposed to house classrooms is at the North entry point to the Williams Green where the South end of the main bridge to the BOK Tower empties. The link structure also includes a number of North oriented windows overlooking the Second Street corridor below. The facility should logically operated by the Performing Arts Center Authority and should be cleverly branded according to donor opportunities. The “World Stage” comes to mind.

Figure 7 is a concept sketch of the stage and classroom link structure. Not only

is this an opportunity for an iconic design, but one that is also a quality and permanent facility that encourages frequent downtown arts events.

Figure 6 Amphitheater Stage & Classroom Building



Northwest Precinct

As noted earlier, there have been considerable changes made on the perimeters of the Williams Green over the past thirty-five years. Evolution in the use of the Green itself points to the need for design change, and the age of the improvement itself underlines the need for major maintenance and replacement. Most significant has been the considerable expansion of the hotel and its overtaxing of a Porte Cochere that was minimally sized to begin with. In addition, the monumental stair at the Northwest corner of the Green which linked to the Porte Cochere and the Second Street level has had considerable maintenance problems and is rarely used. The stair is also in an area of the Green that is

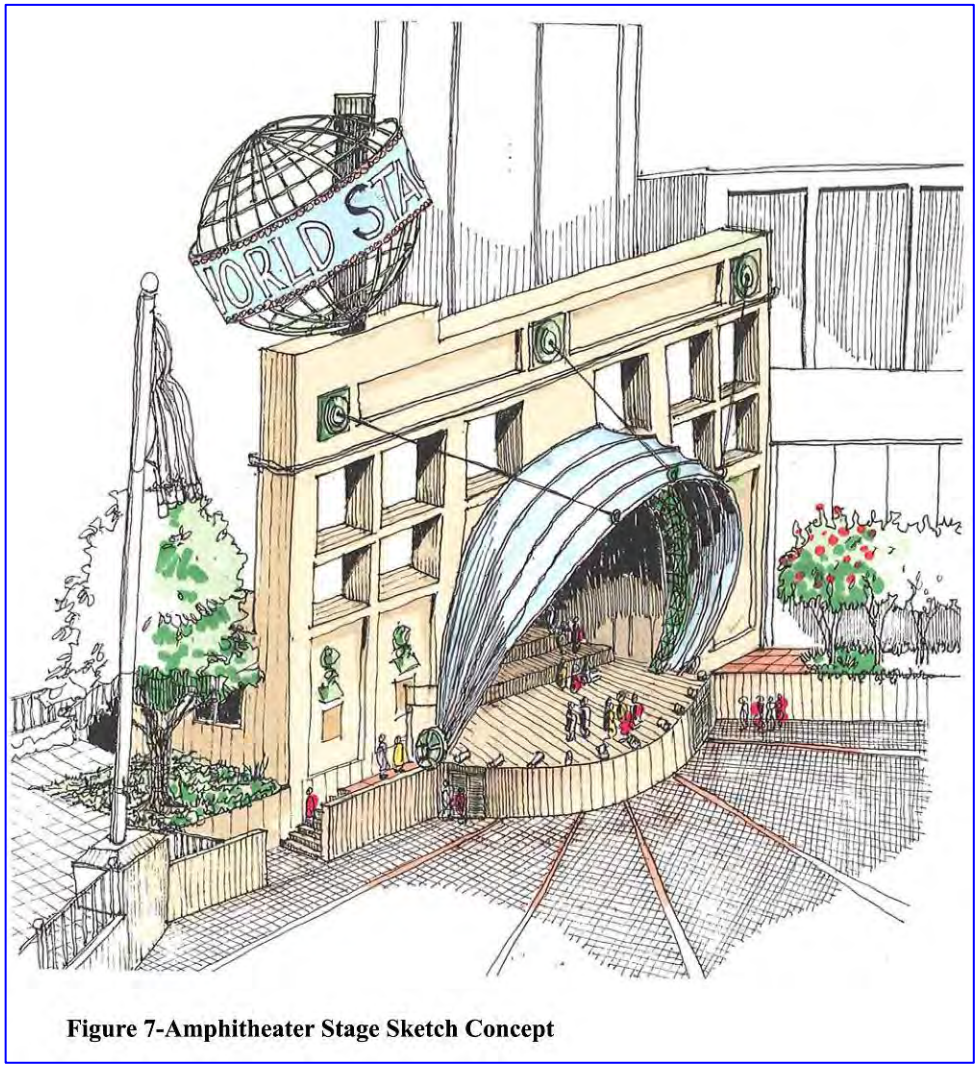


Figure 7-Amphitheater Stage Sketch Concept

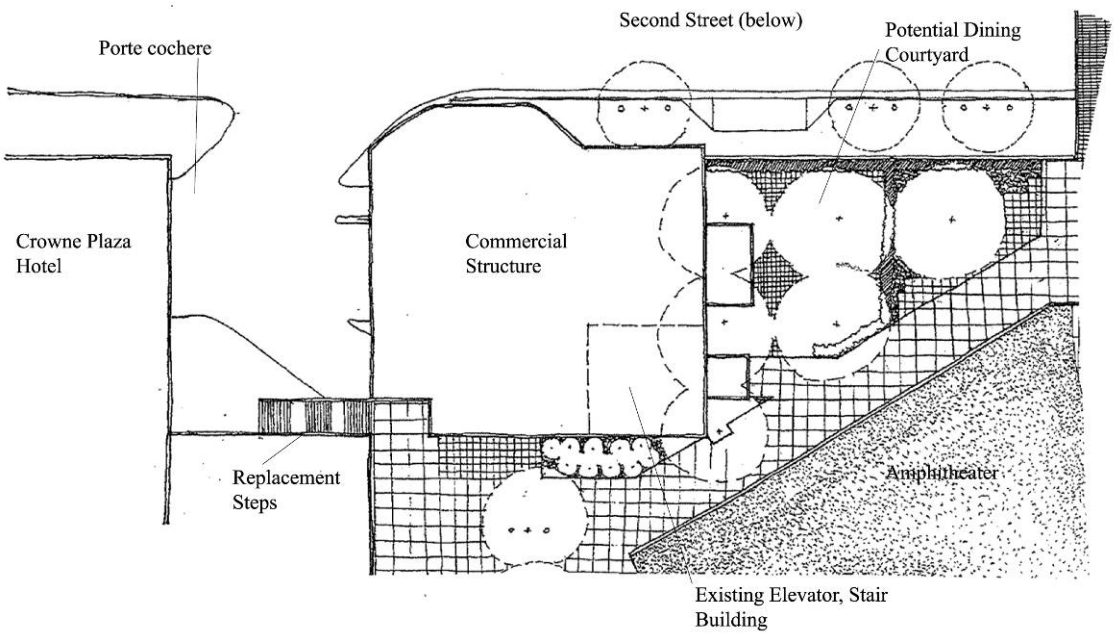
least used as well. The unique opportunity in this area where space is badly needed for one purpose and generally wasted for another is the location of the garage stair and elevator building which connects all three parking levels. Basically, the plan concept is to remove the monumental stairs and perhaps replace them with a much smaller set of stairs and capture all of the gained space at the Second Street level for and expanded Porte Cochere. The generally underutilized area of the Green and the air space above the expanded Porte Cochere is available for a commercial structure that embeds the elevator/stair building into its public lobby.

Figure 8 generally shows the Green level potential layout. The structure does not have to be built until the market or a user is identified. However, the idea is to allow for a private, perhaps hotel related development to take place where ground rent is earmarked to the programming and maintenance of the Williams Green. If hotel related, it could be significantly enlarged to extend to the West to the room tower covering all of the Porte Cochere below. In the daytime it is

positioned amidst millions of square feet of office and after hours it is connected by elevator directly to hundreds of covered parking spaces. It sits in a "Glass on the Green" position as well. A restaurant/bar would be preferred as it would enliven the West edge of the Green along with Daily Grill and the smaller café as earlier noted. Other uses such as a spa, event ticketing/visitor center or public offices would be appropriate as well. As a restaurant/bar there is a dining courtyard opportunity in underutilized space that will have outstanding views to the Amphitheater and its events as well as the surrounding skyline.

Figure 9 assumes that the structure is a restaurant/bar and shows how it might be laid out relative to its context. The existing elevator and stair building is integrated into the Southeast corner such that it has a public access (to the East) and a building access (to the West) into the private entry lobby. The restaurant not only provides cover for the expanded Porte Cochere below, but it is

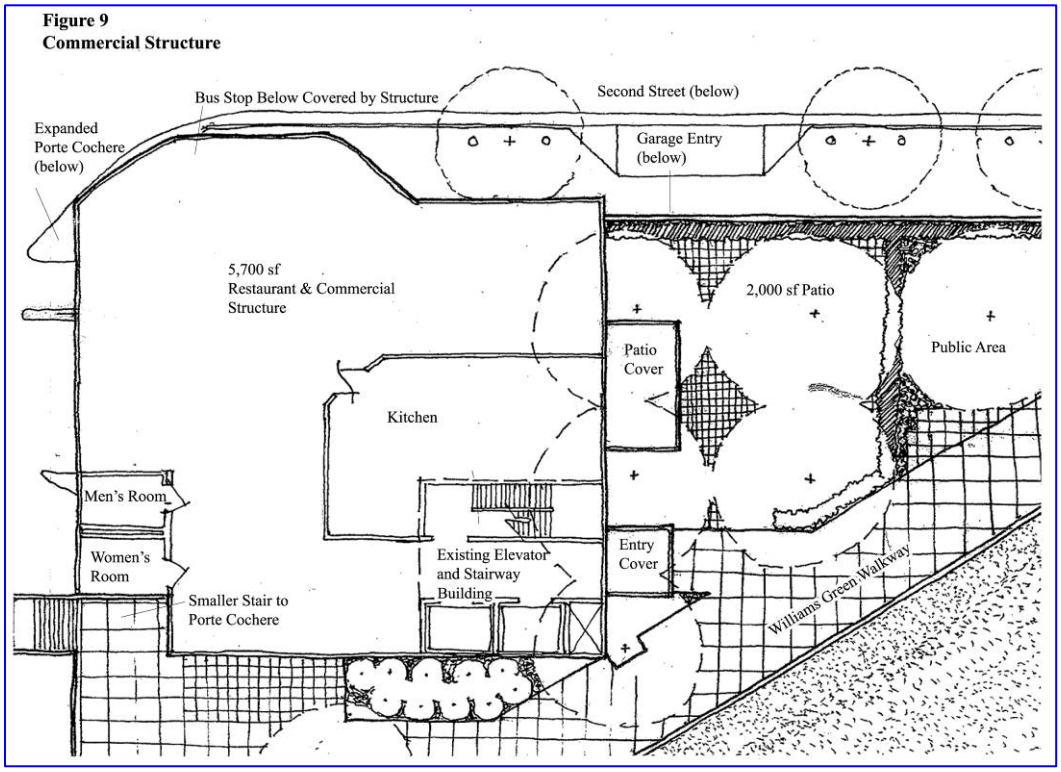
Figure 8
Commercial Structure

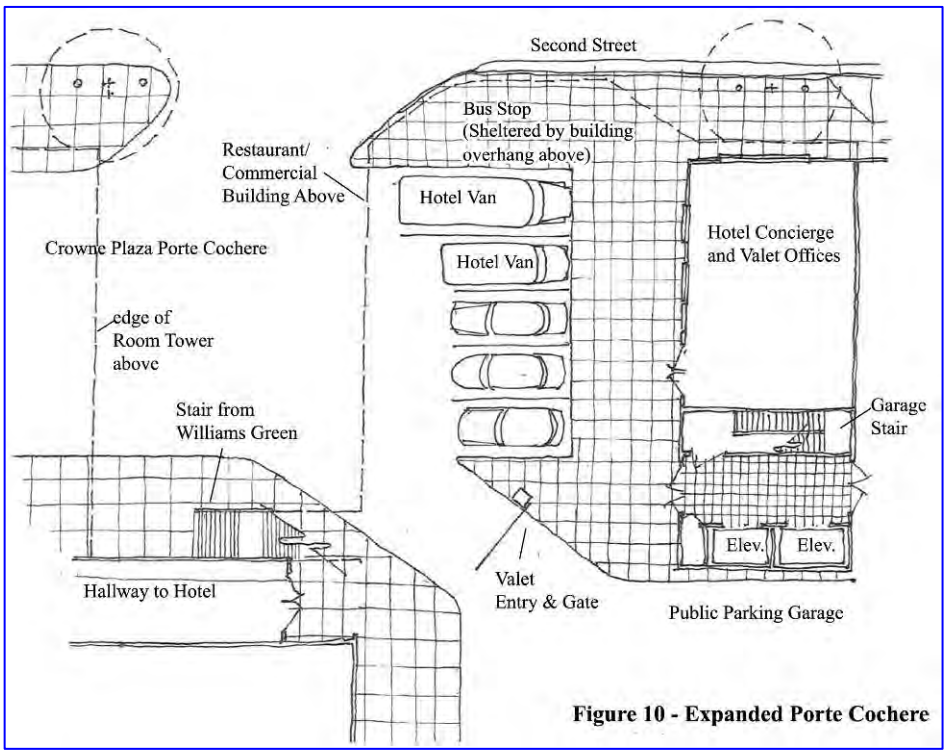


conceptually shown to extend over the Second Street sidewalk below where another free standing bus shelter can be eliminated. The "Restaurant Overhang" is intended to give it exposure along the Second Street corridor and to afford an architectural opportunity. The trees shown in the dining courtyard are positioned above garage columns so that they can be full-sized.

Figure 10 shows the potential for the expanded Porte Cochere. Valet access to and from the garage is improved as well as the expansion of vehicle circulation and storage.

Later study and discussion will focus on the concept of a reading garden or “Vest Pocket Garden” park in front of the western end of the Performing Arts Center. It is a project that can be implemented independent of work and uses on the Williams Green.





APPENDIX 1.26

THE WILLIAMS CENTER AS A PRIMARY CONNECTIVITY LINK BETWEEN THE BRADY AND CENTRAL BUSINESS DISTRICTS IN DOWNTOWN TULSA

The following is an expanded analysis for the Williams Green and Williams Center and their function and relationship for circulation system, particularly pedestrian, in north downtown Tulsa.

In the 1960s a very limited part of the Central Business District (CBD) in Downtown Tulsa was considered viable exacerbated by the rapid departures of retail and entertainment venues to the growing areas of Central and Southeast Tulsa. With the exception of eight traditionally strong churches scattered along the eastern and southern edges of the CBD the business district itself was largely limited to an area inside of Third Street on the north, Cincinnati Avenue on the east, Denver Avenue on the west and 6th Street the south.

The then-new Civic Center shored up the downtown area west of Denver with City and
County Offices, a Municipal Police Headquarters, a City-County Library, Parking, a Convention Center, and a Federal Building. Otherwise large parts of the downtown underwent total clearance of city blocks where urban decay and obsolescent structures were found. In hindsight, this was a tragedy but at the time it was considered “best practice”. The first comprehensive public/private urban renewal project designed to shore up the north edge of the CBD was the 12 block Williams Center planned in the late 1960s and opened in the mid-1970s with the 52-floor One Williams Center designed by the internationally acclaimed architect Minoru Yamasaki.

The initial project included a large block of office space, a retail mall and ice rink, a park,
Performing Arts Center and The Westin Hotel. The design practices of that period, and the perceived urban decay north of the downtown, resulted in the center’s design as an inward oriented development that was “steeled” against the surrounding streets (Second and First). Later additions to the Williams Center, including what is now known as Sampson Plaza, Hotel additions, and eventually One Technology Center (City Hall) resulted in a four block 1200 foot long barrier along the CBD’s northern edge. Post 9/11 security issues have further fortified this “urban dam”. In the meantime, developments to the north including the O.S.U. and Langston Campuses as well as restaurant and entertainment venues that grew in the Brady and Greenwood Districts. Recent developments as well as those planned to the north are clearly challenging the alterations to the Williams Center to serve a linkage rather than a wall. This sketch plan report addresses possible large and small scale strategies. All of the strategies which involve multiple developments (both public and private) can be phased over time.

EXISTING CONDITIONS

Refer to Map 1 which reflects the existing conditions north and south of the Williams Center.

1. Williams Green - Beginning on the south end with Figure A: Williams Green, the Williams Green, which has served as the welcome mat at the Center's front door or the downtown, is a green roof over a 3-level parking garage which is now approximately 35 years old and in need of reconstruction. This site is an important element of a north to south linkage. In redesigning this piece to meet contemporary urban park needs it is a great opportunity to play a new linkage role in light of the emerging urban patterns both in the CBD and to the north.

2. North Garage Expansion - The Tulsa Parking Authority is about to develop an addition to the North Garage. It is being built to the south of the existing garage in the direction of the central office tower of the Williams Center. It is being built in "air rights space" over Williams property that will likely become First Street fronting businesses. The garage will overhang the sidewalk on the north side of First Street to serve as a sheltered bus stop and "kiss and ride" site for visitors and employees. A new elevator and stair tower at the corner of First and Boston serves the north end of a pedestrian bridge linking the full North Garage directly into the central lobby of One Williams Center where security is centered and a major banking center is positioned. A security strategy for the Center is to channel employees and visitors through a secure central point in lieu of unsupervised entry points elsewhere. This alignment is also central to the Boston Avenue Pedestrian Bridge and the Williams Green entrance to the heart of the CBD in both location and elevation (Third Street, 740 foot level). Between the North Garage and Bank Lobby is a former outdoor landscape garden which, due to age, needs to be redesigned. This will add to the quality of the linkage and will be discussed later.

3. Union Depot - Jazz Hall of Fame - The visitor level of the Jazz Hall of Fame is at the top of the Boston Avenue Pedestrian Bridge which arches across the Burlington Northern - Sante Fe tracks. This visitor access level, which also serves as the auto entry level of the North Garage, is within 6 vertical fee of the elevation of the proposed First Street Bridge and Bank Lobby. A future bridge ramp (discussed later) will allow a relatively level pedestrian connection from the top of the bridge and Jazz Hall of Fame to and from the William Center and the Central Business District.

4. The Boston Avenue Pedestrian Bridge - As noted above, it is a principal linkage between the north end of the Downtown and the central areas of the CDB. It has been determined that the age of the bridge and its pedestrian improvements will necessitate refurbishment which is also an opportunity to update the bridge in light of new peripheral development. Again, this elevation (top of the bridge) also affords the relatively level access to the bank lobby and CBD.

5. The Burlington Northern - Sante Fe Rail Corridor - This is the principal northeast to southwest freight rail corridor in the region. Historically, intercity rail utilized this corridor with Tulsa's main rail station being the Union Depot. From the perspective of the future, this same corridor provides the best access to the Downtown for local passenger transit and intercity rail. This is another reason why the Brady to Downtown linkage across a rail passenger terminal here emphasizes the importance of this corridor and the phased potential development of it.

6. Tribune Lofts Project - At the Archer Street end of the Boston Avenue Pedestrian Bridge is an existing residential complex which was the result of an adaptive reuse of an historic building. There is an announced expansion of this residential complex on the open surfaces of this same "Tribune" block. This project will provide a significant number of corridor users. The corridor will also make this downtown living location more attractive.

7. BOK Surface Parking - There are two blocks of surface parking that is owned by the Bank of Oklahoma (BOK) to the east of the north end at the Pedestrian Bridge or Corridor. This area provides a less expensive parking alternative for approximately 600 employees of the Bank or Williams Center whose walk to and from work is greatly enhanced by the near term improvements to the North Garage and the potential ramp. In addition, people entering the Williams Center or simply passing through are channeled past the principal security and visitor information complex. The corridor also directs pedestrian traffic along the edge of the BOK retail banking center. These two BOK lots and an additional half block of BOK land north of Archer are also future development sites adjacent to the Pedestrian Linkage.

8. Arts and Humanities and Art Museum - Between Brady and Archer Streets along the east edge of the Corridor lies an old warehouse structure which is already scheduled for renovation to house Tulsa's Arts and Humanities Council along with its education programs. The east end of the structure is already undergoing reconstruction as a regionally significant art museum. Jointly these two projects should partially rely on this important CBD - North end connector. At this point corridor users are in the midst of a cluster of restaurants, shops and pubs in the Brady District.

9. Brady Park - Kaiser Family Foundation - The block bounded by Brady, Cameron, Boston and Cincinnati Avenues has been acquired and is committed to being developed as a significant urban park.

10. Channel 6 Media Complex - Abutting the Corridor at the northern end of the Brady District is the site for the development of Channel 6's relocated media complex. The site has already been acquired and prepared for construction.

Map 1


Boston Avenue Pedestrian Corridor
Existing Conditions
John F. (Jack) Crowley, FAICP, FASLA 2010
10.
Channel 6 Median Complex
9.
Central Freight Trucking
O.S.U./Lansgton University
Greenwood District
Oneok Ballpark
John Hope Franklin Park
Municipal Auditorium
Brady Entertainment Arenas
Brady Corridor
Restaurant
Pub
8.
Art Museum
Arts & Humanities
Project
BOK Storage
7.
BOK Parking
7.
BOK Parking
6.
Tribune Lofts
4.
Boston Ave. Pedestrian Bridge & Corridor
5.
Corridor
Archer St.
Main St.
Freight Rail
3.
Jazz Hall of Fame
City Hall Parking
5,
North Garage
North Garage
Expansion
2.
Power Plant
First St.
Blue Dome District
Secured Building Complex
Performing Arts
Center
1.
Williams Green
Second St.
Crowne Plaza Hotel
BOK and Convention Centers
Sampson Plaza
Central Business District
Boulder Ave.
Third St.

The above discussion on the existing conditions depicted in Map 1 has only dealt with existing and "about to exist" (committed) land uses that clearly utilize and emphasize the North to CBD linkage. The expected surge of development in the Greenwood and Brady Areas along combined with existing nearby projects such as the Hope Franklin Park and Oneok Ballpark demonstrate the critical need for the linkage.

FUTURE CONDITIONS

Refer to Map 2 which reflects future developments and possibilities understanding that each development is a discreet and phase-able event that is not necessarily reliant on all of the other developments to take place. In fact, if each development even merely increases the utility and quality of the linkage, the added usage incrementally increases the security and probability of success for each of the land uses that already exist. This section sets forth how the corridor should develop as expressed in the Map 2 (Buildout). It includes some renderings or details illustrating particular locations and how they might develop to enhance the linkage.

1. Williams Green - Figure A shows how the Williams Green might be redeveloped as a more active urban space, a "welcome mat" to the Williams Center and "gateway" to the North-South Linkage. Possibilities include:

- Reduction of the "Monumental Stair" connecting to Second Street (northwest corner) to provide a smaller connection. The added space at the Second Street level can be used to enlarge the Hotel's Porte Cochere which is presently too small for a convention hotel of its size. This also allows for the valet connection with the garage to be enlarged to an internal, two-way facility.

- The new level established above the Porte Cochere at the park level can now accommodate a structure in the park that can house an expansion of the hotel public space as offices, spa, restaurant or pub. If not part of the hotel the structure could house some other privately developed facility, which in paying a land lease, could produce revenue that can be earmarked to the management and maintenance of the existing park.

- The park in turn is designed as a more heavily landscaped passive space. The garage below was constructed to support a significant thickness of planting soil and water which has become a leakage problem. The more active urban space proposed suggests a facility such as a major stage and amphitheater which takes advantage of the depth to the garage roof below, and recognizes the park's years of use as a major musical and theater venue.

- The stage and its connection to the Performing Arts Center takes full advantage of a shared "back of the house" originally built to support interior presentation and, in the future, exterior presentation. The balance of the space is reserved for significant public circulation, festivals, farmer's markets as well as shade planting and open space adjacent to the Hotel's new exterior seating.

- The southwest corner accommodates a proposed sculpture sponsored by the Rotary Club. Refer to Figure A.1).

Map 2

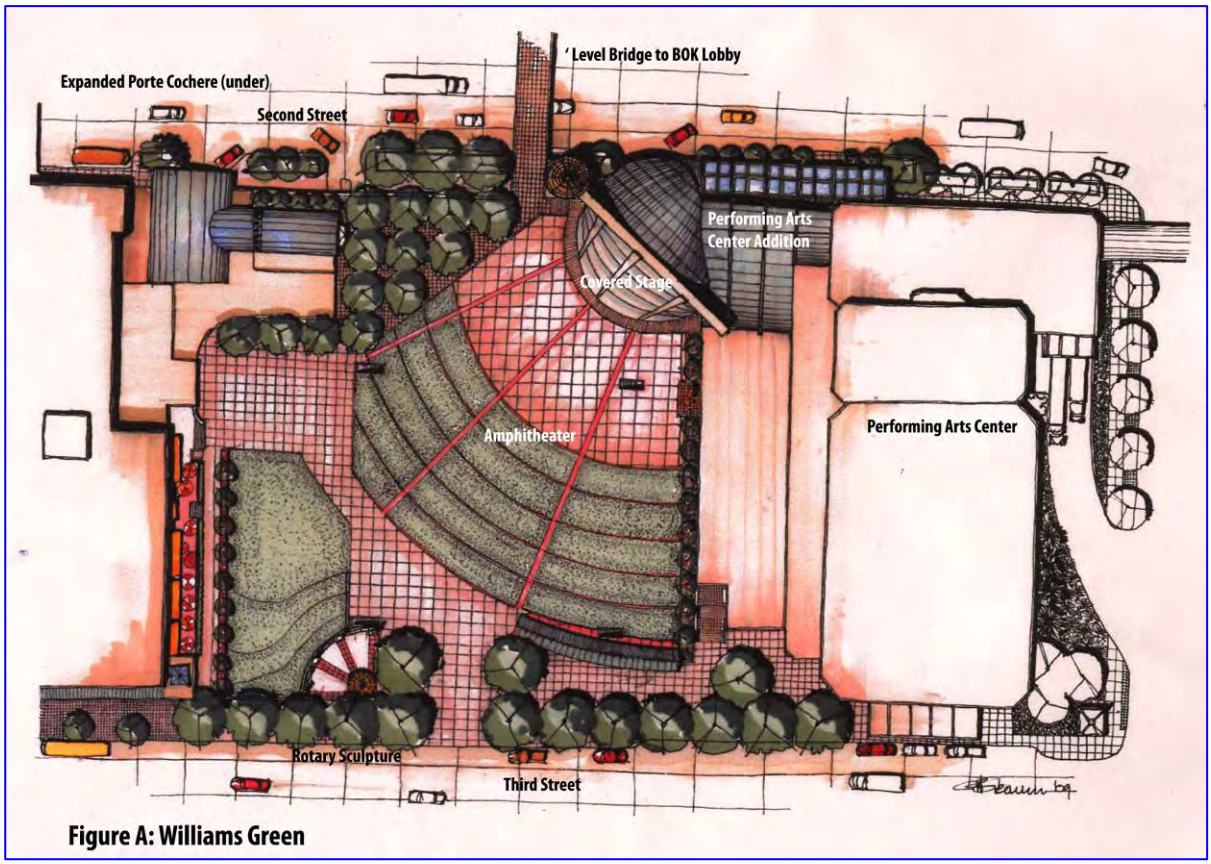


Figure A: Williams Green

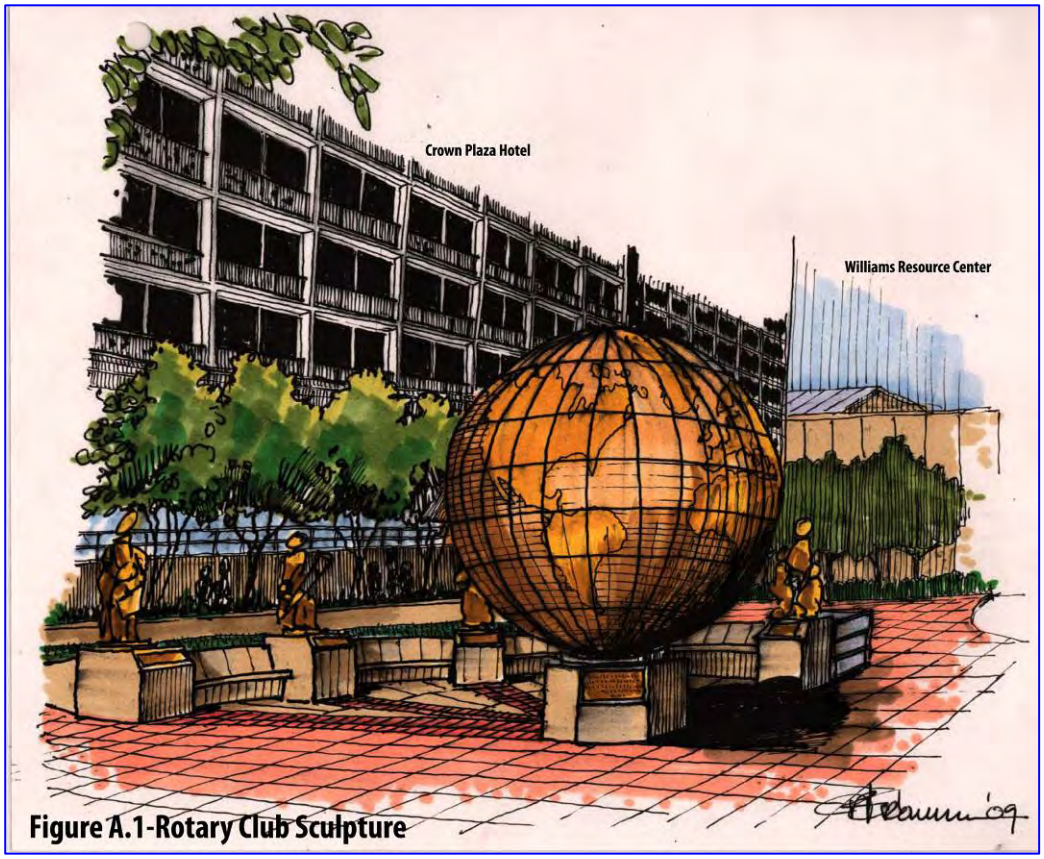
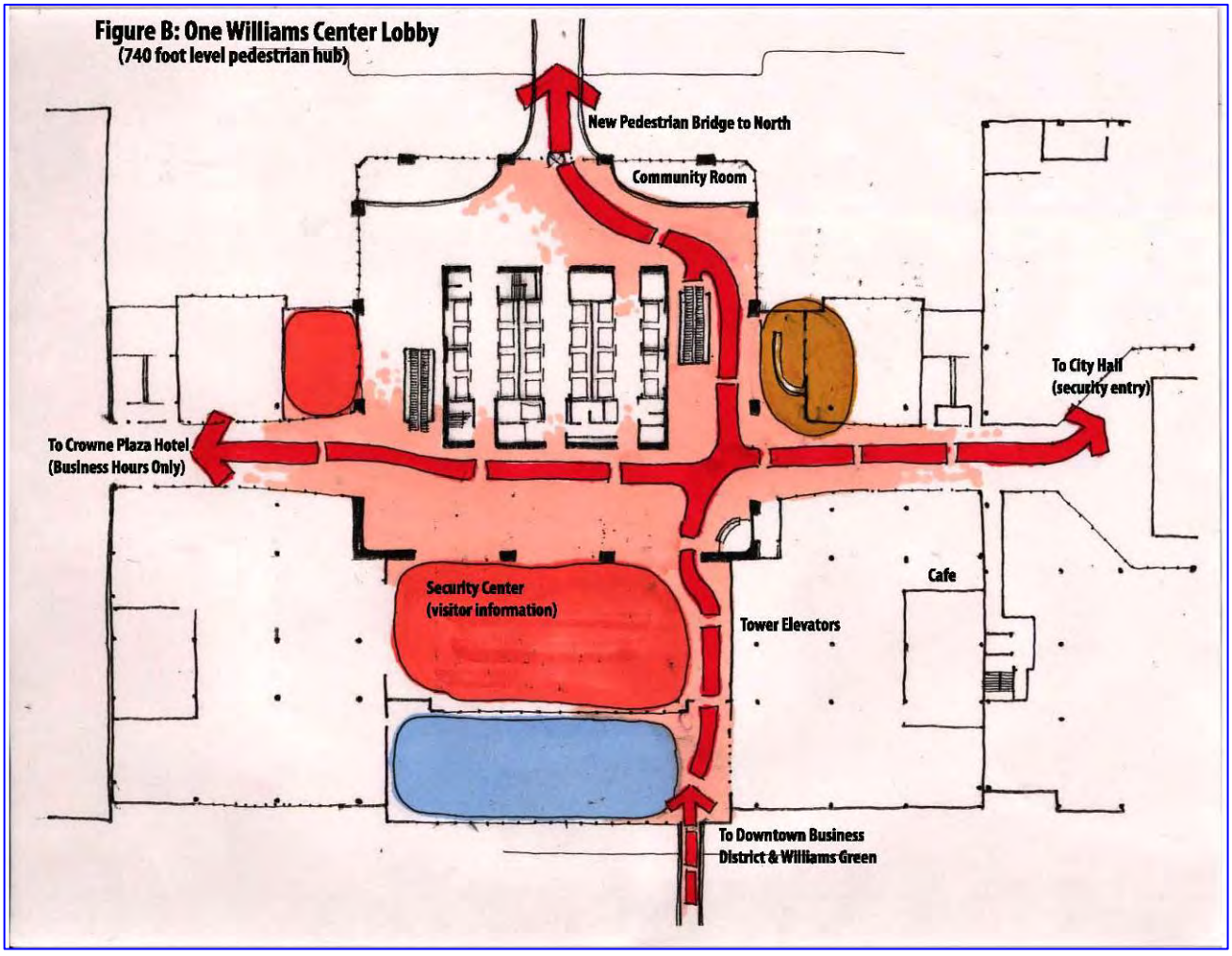


Figure A.1-Rotary Club Sculpture

2. One Williams Center Lobby - Figure B illustrates what can become the interior "mixing box" or pedestrian crossroads along the North-South linkage. The Williams Companies in the age of Homeland Security repositioned and expanded its principal security offices and visitor pass facility on the south side of the main lobby of the Center. This same 740 foot/Third Street level also houses a coffee shop and a major retail banking facility for the BOK. If there will ever be a single opportunity for the pedestrian public's ability to efficiently and pleasantly walk between the residential, retail, and entertainment opportunities emerging in the Brady and Greenwood Districts and the heart of the downtown, after business hours it will be through the 1200 foot long structure at this point and at this level. Map 2 shows the alignment of the pedestrian passageway through the structure to the point where it links to the North Garage Bridge. It also shows the "green roof" area north of the retail bank lobby which is discussed below.



3. Green Roof - Community Room - The Williams Center originally was built with a rooftop garden of trees and plants three levels above First Street. At 35 years, the rooftop has begun to leak and needs to be redone or redesigned in that it is now very accessible to the linkage corridor. The substructure was designed to support a considerable wet soil weight for the garden and could easily support a single level interior hall of approximately 8000 square feet (Figure C). The space could be built (or "weathered in") with the simple construction of a roof and north wall and does not necessarily have to continuously heated or cooled. The space, particularly if built by public or foundation funds, could be used for public exhibits and events during which time and independent heating and cooling system could be turned on. In the meantime, it can be ventilated to the outside and serve as a temperature buffer to the otherwise three exterior walls of the "Center". With the construction of a "community hall" this space becomes very accessible to users walking on the link age to get there as well as for those parking in any one of three major garages having interior linkages to the site (Williams Green, One Technology Center, and North Garages). The previously discussed First Street Bridge continues the linkage northward to the expanded North
Garage. The new elevator/stair tower in the garage also connects downward to the First Street corridor.

4. Boston Avenue Bridge Ramp (Refer to Figure D) - A simple covered pedestrian ramp can be constructed along the east facade of the North tower on the southeast corner of the garage. It can be constructed to gently descend to the grade of the top of the Boston Avenue Bridge just south of the garage's east entry drive located across from the Jazz Hall of Fame. The slope of 6 to 8 feet across 300 feet of facade can meet ADA incline specifications. The entry of the ramp provides the Brady and Greenwood Districts and the Jazz Hall of Fame with direct "at-grade" access to the BOK Lobby. It also provides the same access to the entrance to the proposed rail passenger station located below the bridge. This bridge has the potential to house both local and commuter rail transit and intercity passenger rail (discussed below).

5. Downtown Passenger Rail Station (Figure E) - Historically, Tulsa's local and regional passenger rail station for the downtown and city as a whole was the Union Station. The Burlington Northern Sante Fe freight line right-of-way in this location is approximately 120 feet in width with two through tracks and two or three sidings. The width could easily accommodate three "through" freight tracks, three passenger rails with a twenty foot station platform (116 of the 120 feet). The third passenger rail can be served by a platform to the north of the Union Depot. Note that all rail constructed within the freight rail right-of-way should be constructed to freight standards (heavy rail). With the build-outs of the two blocks to the north of the tracks, east and west of the Boston Avenue Pedestrian Bridge, and a presumed need for some supportive structured parking placed in a "buffer position" adjacent to the tracks, there is a unique opportunity for a cover for the station. Figure E shows a simple roof placed across the tracks which are supported by the edges of the abutting garages. The roof, open to the sides, provides shade and precipitation protection to the passenger platforms as

well as a significant structural entry point for the downtown. The North-South linkage, located directly above the station, provides an efficient and quality access to both the CBD and to the Northern portions of Brady Arts and Greenwood Districts.

Figure C: Green Roof-Community Room

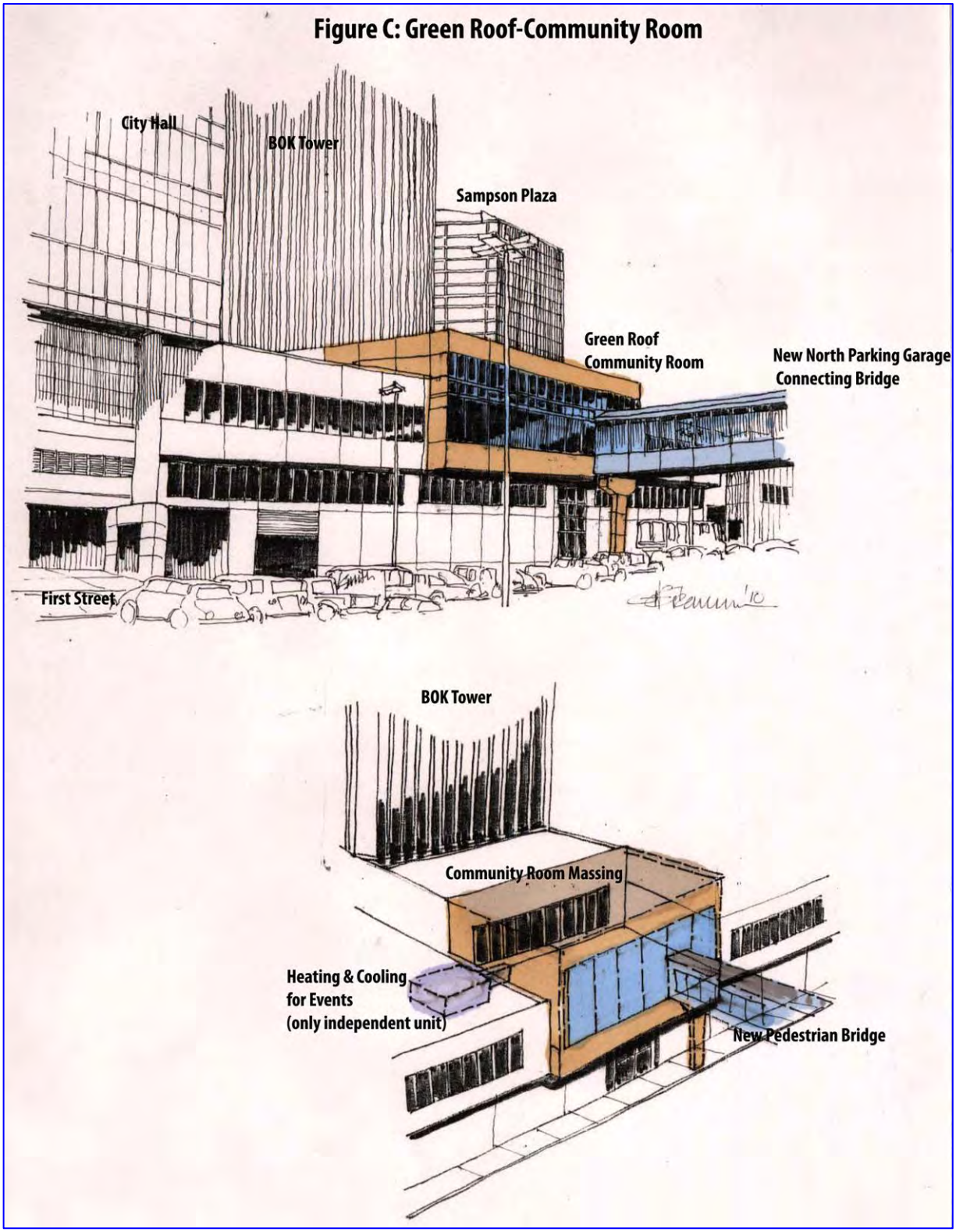
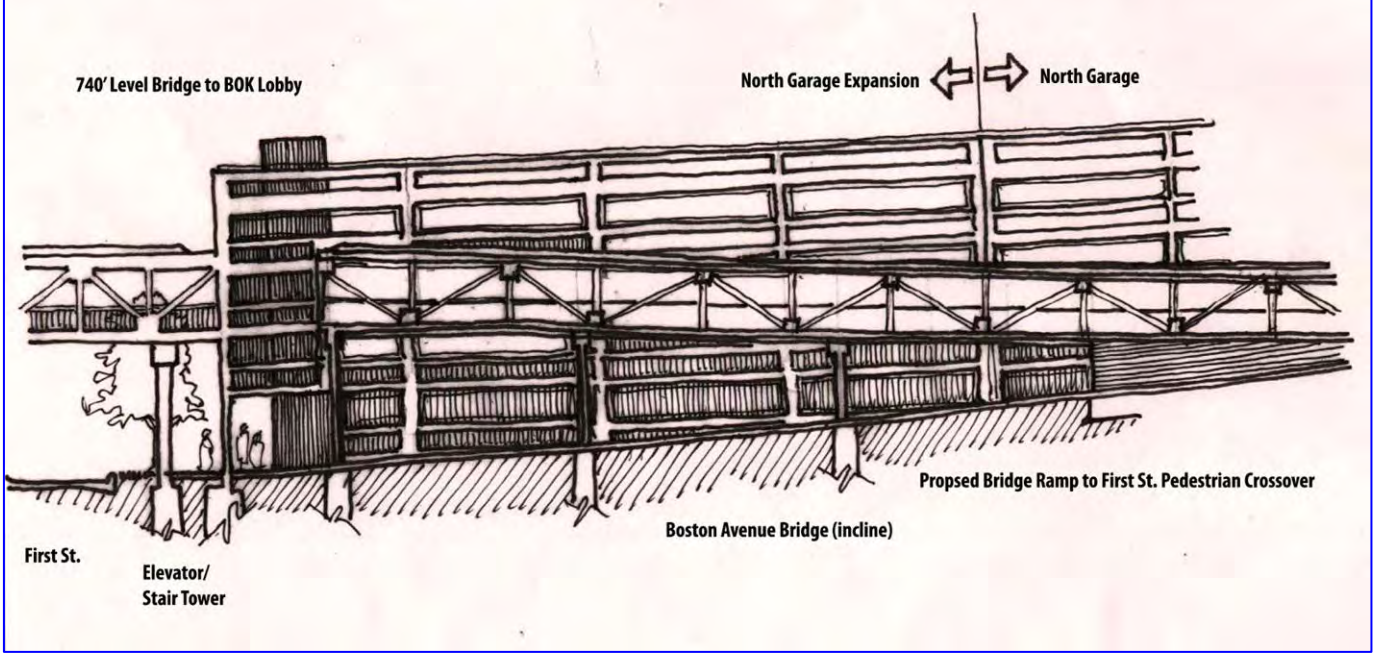


Figure D: Boston Ave. Pedestrian Bridge Ramp



6. Archer Street Residential Developments - At the Archer Street "foot" of the Boston Avenue Pedestrian Bridge lies the Tribune Lofts Building which houses rental apartments designed for eventual sale. The balance of this side (to the west of Boston) is presently surface parking however an already announced expansion of this project (Tribune II) simply awaits local market recovery for a start date. The designed project places a small parking garage as a "buffer" to the above noted railroad and a five to six floor residential structure along Archer which roughly "matches" the adaptively reused historic structure to the east. Also, as noted above, this project's garage becomes the northern wall and potentially a support for the proposed passenger rail station.

There is another full block of surface parking for Bank of Oklahoma employees to the east of the Boston Avenue Bridge. (Note that an additional surface parking block for the bank east of the above discussed block.) With the North Garage expansion and bridge to the Bank retail-lobby level and the Boston Avenue Bridge Garage Ramp more than 600 Bank employees parking in the less expensive lots north of the tracks will be able to easily walk to work without crossing a street or taking two sets escalators. They will also enter their building at a single point opposite the Center's main security console. These latter two blocks will eventually be developed with a likely mix of office, residential, and street commercial uses. Small site supporting parking decks will likely be erected in "buffer" positions along the railroad and serve passenger station edges as well.

7. Arts and Humanities Council and Art Museum - The next block along the North-South Pedestrian Corridor (east side) contains two imminent projects. The first (west half of the block) will be the headquarters for Tulsa's Arts and Humanities Council. The building, a combination of an adaptively redeveloped brick warehouse and a new structure, will house the Council, resident artist studios, classrooms, and exhibit and program space. The east half of the same brick warehouse structure is already being prepared for construction of a large Art Museum which, in conjunction with the adjacent Arts project, will attract a substantial number of regional and national visitors.

8. Brady Block West of Boston - The block between Archer and Brady Streets abutting the western edge of the Boston Avenue Pedestrian Corridor which now has become wide landscaped sidewalks along a minor North-South Street already houses a large pub and popular restaurant. The balance of the block already has a proposal for a build-out of four to five levels of residential over street-level commercial uses.

9. Brady Park (Brady Town Square) - The next block north along the corridor and opposite the two Arts Projects has been acquired for a full city block Urban Park to be built by the Kaiser Family Foundation. Designed by SWA, this 300 foot by 300 foot urban open space will serve as the public's "Hub" Brady Arts District (Brady Village).

10. Channel Six Media Complex - Channel Six has acquired and cleared the next block and a half north of the Brady Park (Brady Town Square) Block for the construction of its production and broadcast studios and offices. The building will showcase its functions to visitors for viewing from the outside as well as for internal tours. This project, which was slated to begin over a year ago, has been temporarily stalled by 2009's and 2010's economic conditions. This complex anchors the northern end of the downtown North-South Pedestrian Corridor and should produce considerable visitor and employee traffic.

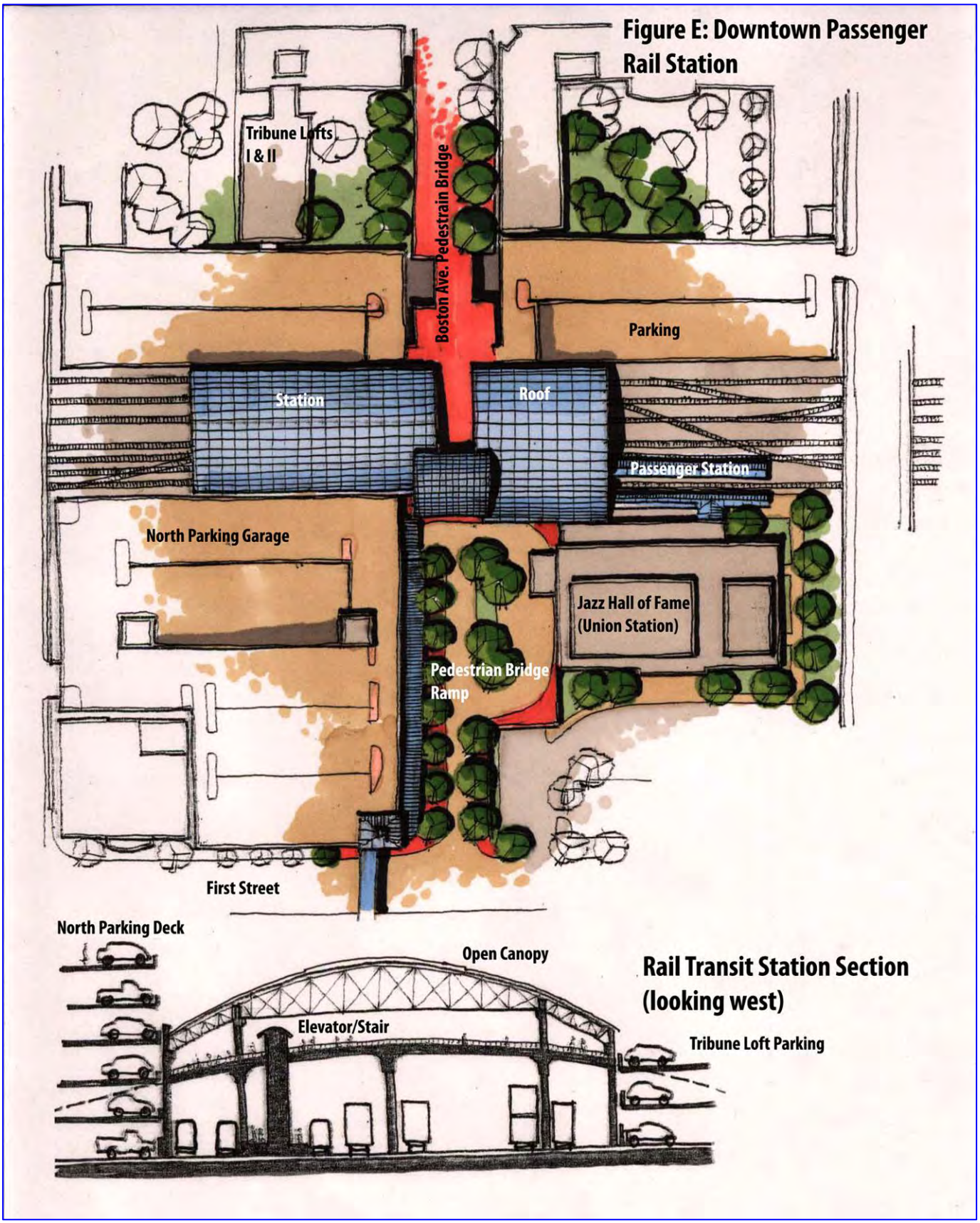


Figure E: Downtown Passenger Rail Station
Tribune Lofts I & II
Boston Ave. Pedestrain Bridge
Parking
Station
Roof
Passenger Station
North Parking Garage
Jazz Hall of Fame (Union Station)
Pedestrian Bridge Ramp
First Street
North Parking Deck
Open Canopy
Rail Transit Station Section (looking west)
Elevator/Stair
Tribune Loft Parking

To this point, this study report has deal only with existing and reasonably expected activities that are adjacent to the corridor. Each new development will clearly add to an already considerable list of pedestrian traffic generators which underlines the importance of the corridor and the clear need for it to pass through the 1200 foot "wall" created by the Williams Center and connect the existing Central Business District to the rapidly developing Brady Arts and Greenwood Districts. While it is eight blocks from the Channel Six complex to Third Street, the amount of activity and pedestrian accommodation built along the corridor will make it function well and provide a high quality experience as well.

Additional major origins and destinations already exist in the Brady Arts and Greenwood Districts as well as in the O.S.U. and Langston University Campuses (refer to Map 3). All are within a very short walking distance of the corridor and include:

- Oneok Ballpark
- Hope-Franklin Park
- Higher Education Campuses (O.S.U. and Langston University)
- Numerous shops, restaurants and entertainment venues
- The Municipal Auditorium (Old Lady on Brady)
- Cain's Ballroom
- Greenwood Business Center
- Residential development

In close proximity to the south end of the corridor are hotels, office, residential towers, restaurants, the Performing Arts Center, BOK Arena, and the regional Convention Center. The only hope for the corridor to remain fully open for at least 14 to 16 hours a day for the entire week is to have it pass through the Williams Center in the only location where security is present "24/7." Otherwise, a far less efficient and less desirable bypass to Cincinnati or Boulder Avenues will have to be the corridor route after business hours. The key to making this work is:

- The expansion of the North Garage to and partly over the First Street right-of-way.

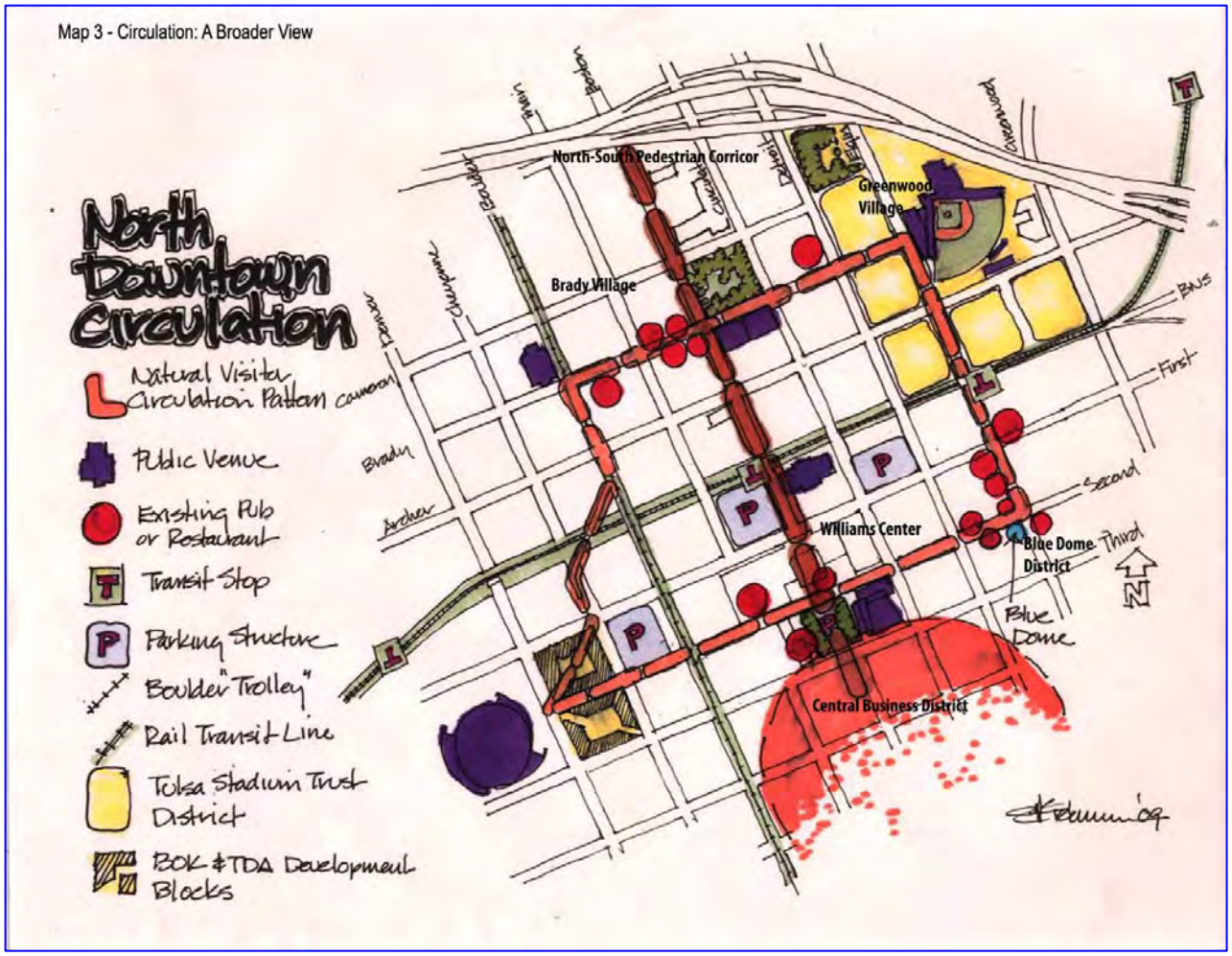
- The construction of a short pedestrian bridge over First Street at the 740 foot elevation (retail bank lobby) level.

- The continuation of the pedestrian corridor across the former elevated landscaped garden) to the northwest corner of the retail bank lobby. This corridor is much more effective and efficient in moving traffic through an added community hall where the garden was located.

- The continuation of the pedestrian corridor along the western wall of the retail bank area and through the building lobby between the low-rise elevator bank and the main security area. The corridor can then pass out of the south door of the office tower to the pedestrian bridge across Second Street to the Williams

Green and the downtown. This alignment allows security personnel, who are already on duty to secure the building 24/7, line-of-sight views along the full length of the internal leg of the proposed public corridor as well as to both entry points. A low wall separating the approximately fifteen foot wide passageway and the teller facilities of the bank eliminates any traffic conflicts but affords the bank considerable retail and convenience exposure to visitor and employee foot traffic that is now channeled through the facility.

- Perhaps most critical, and not yet programmed is the sloped ramp that begins near the top of the Boston Avenue Bridge (to the south of the North Garage's auto entry/exit). This twelve to fifteen foot wide, covered access ramp passing upward six to eight feet over an approximate 300 foot distance (2%) facilitates all public passage directly to the main security area of the Williams Center. Employees and visitors arriving from the north no longer enter the center from the First Street entrance which is two floors and two escalators away from security. It also makes access much easier and more direct. It is also suggested that the level of the existing and expanded North Garage that is the same as the Boston Avenue.



Appendix 19

Transit Oriented Development in Tulsa

The updated Tulsa Comprehensive Plan 2010 (PLANiTULSA), the Tulsa Metropolitan Area Transportation Plan, and the recently adopted Downtown Area Master Plan directly and / or indirectly encourage transit oriented development. Regional, national and global economics and environmental factors point towards preserving and establishing places in which there is access to multiple modes of transportation and more extensive, higher density development. The growing demand for urban lifestyles and patterns combined with the diminishing capacity of municipalities to sustain and maintain, let alone expand, street network systems supports the growing market for transit oriented development.

Cities comparable to Tulsa across the United States have invested in facilities supporting such transit related development and markets have favorably responded. In order to compete with such cities, it is imperative for Tulsa to not only address but encourage transit oriented development.

As Tulsa and the region plan and program multiple transportation components there is the accompanying need for zoning districts which will facilitate transit oriented development. This important implementation strategy is supported by PLANiTULSA and has gained significant standing as the City moves to update its Zoning Code. Therefore as Tulsa begins to address zoning, development, and transit matters it is important to understand transit oriented development and to set forth standards for successful development.

What actually is a transit oriented development or TOD?

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. In most instances it incorporates features to encourage transit ridership. A TOD neighborhood typically has a center with a transit station or stop (train station, metro station, tram stop, or bus stop) surrounded by relatively high-density development with progressively lower-density development spreading outwards from the transit station center.

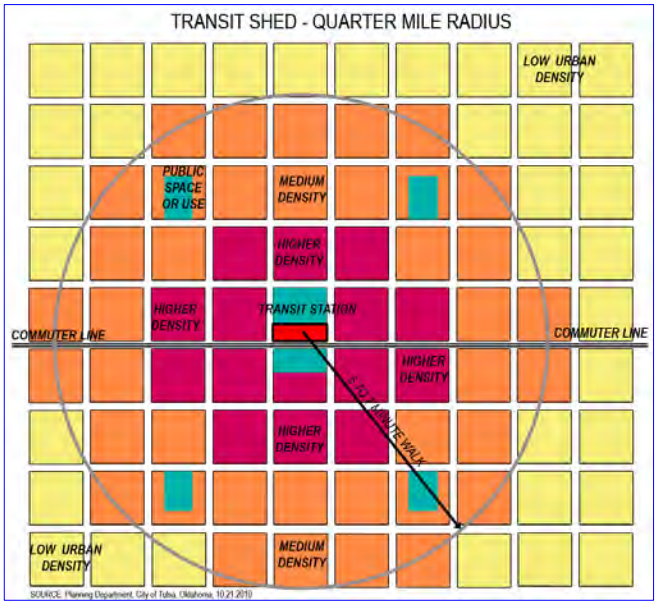


FIGURE 1

A TOD is generally located within a radius of one-quarter (5 to 7 minute walk) yet might extend up to a one-half mile radius (10 to 15 minute walk) from a transit stop. Establishing an attractive, desirable pedestrian experience and creating an intimate, walkable environment are key elements of TOD design. Specific features are included encouraging public transport use, less auto dependence, and an appealing public realm.

TOD advantages *include:*

. . . focusing on building places and using the advantages gained in accessibility and visibility of transit systems to achieve quality, engaging public realms beyond the engineered project.

. . . reducing sprawl, commute times, and automobile dependency.

. . . serving as a development tool for quality living environments desired by the new economy and creative class. It facilitates development that consumes less land per capita, conserves sensitive natural resources, recaptures vital economic use of under-used urban areas, and optimizes reuse of existing public infrastructure.

. . . allowing capture of a portion of the value added by construction of the public transport to use for operation of the transport system. A private sector model can readily be used to operate and maintain the transit system, reduce reliance on government funds, and grow fiscally sustainable transportation systems.

. . . reinvigorating, preserving, and stabilizing existing neighborhoods located near the TOD. This critical tool can help revitalize abandoned or under-performing properties along old rail corridors. It makes possible reasonable, practical development of existing, blighting property by facilitating higher densities on land near transit stops. At the same time it decreases in density as it gets further from the stop and closer to existing homes and development. It is a robust companion tool for preserving historic and architecturally significant areas of the community.

. . . achieving the repopulation, growth, and connection of our City as expressed city-wide in PLANiTULSA and other on-going planning efforts in our community.

TOD design *incorporates*:

1. . . . consideration of the pedestrian as the design imperative. Discussions of transit oriented development often refer to a transit shed. This transit shed focuses on the human scale and is characterized as accessible development. The typical TOD is typically a 5 to 10 minute walk to a transit station from area development. Design characteristics include:

- Creation of a **street network** or relating to existing streets in a manner that provides high connectivity and close proximity to destinations. Street

networks in existing urban area will connect with the existing, historic street pattern and enhance connectivity.

- **Block sizes** are typical to those found in original town sites or older portions of cities. Typically in Tulsa, these are city blocks of 300' by 300' dimensions. Blocks of greater length are discouraged and when provided should not be greater than 660' long and never greater than 300' in width. Blocks longer than 400' must provide for a public way midblock to provide crucial pedestrian movement and connectivity.

- **Parking** should be provided in a manner that meets actual demand and considers shared parking, on-street parking, frontage, location, and structure. Suburban parking standards are not appropriate in a TOD and urban standards should be applied within a TOD. Implement the PLANiTULSA comprehensive plan recommendation to update the Tulsa Zoning Code to establish parking standards based on actual demand

- Development should provide for **multiple land use** and urban form. There should be a mixture of housing types, density (at higher than 6 units per acre), and cost to enhance market, economic, work, and social opportunities and viability. Residential development will help re-populate the community and retail, commercial and business development follows "roof tops." A strong urban residential component is essential to economic growth and development sustainability. TOD's can readily provide the neighborhood market and business center crucial to vibrant urban life and larger scale TOD's can serve as a major employment centers. The mixture of land use is essential for creating and enhancing vibrant places of living and working, leisure and activity, commerce and relaxation.

- **Urban design features** and internal and external relationships. Optimization and orientation to public spaces and places within a TOD is crucial. Just as important is a TOD's relationship to adjoining neighborhoods, residential, business, and other development. Transitions to and edges with adjoining areas should be carefully preserved and enhanced or established where none currently exist. Connectivity, view corridors, site amenities, urban or vest-pocket parks, gateways and entries, and focal points are essential features of the TOD design.

2. . . . appropriate consideration of the automobile. TOD design carefully incorporates vehicular parking. For automobile parking, the basic guide is to share it, wrap it or deck it[i]. Design for parking automobiles keeps in mind the smart growth principle of making the car an option, not a necessity.[ii]

- Automobile parking should be provided in a manner that not only permits but encourages **shared parking** by various surrounding land uses. An example is the greater use of parking by a church during high daytime activity on weekends and by diners and shoppers during high activity weekdays, weeknights, and Saturdays. Parking facility design is provided

for the majority of business days and not for the top 5 or 6 shopping days of the year.

- When parking is provided, **it is wrapped** by the buildings and land use it serves. Development is planned to serve people and places and not cars and traffic. Development plans focus on providing a pedestrian friendly, stroll-able experience throughout. The pedestrian experience is as desirable as the destination itself.

- Most parking lots within a TOD or in the urban core should ultimately be temporary and function as land banks for future TOD projects. Concentrated parking for dense development should be **decked**. Lots are to be avoided and multiple level structures should be provided, shared, and wrapped. Parking is to be in context within the development and with surrounding neighborhoods.

- Transportation is viewed in consideration of moving people, goods and services in multiple ways. That is, **plan for multimodal transport** including walking, biking, driving, or transit. Insure that transportation facilities create great public spaces, landmarks, and places for people to mingle, interact, and be a community.

Opportunities for Transit Oriented Development *abound within Tulsa*.

The updated Tulsa Comprehensive Plan - PLANiTULSA identified numerous locations for higher density development, many of which are located along existing rail facilities, major expressways, and transit corridor arterials[iii]. An example of major streets where expanded transit service is intended is the "Big T" corridors comprised of 21st Street South and Peoria Avenue (refer to exhibit 1). These streets have multiple sites well suited for TOD projects.

EXHIBIT 1

In addition, the recently adopted Downtown Area Master Plan recommends priority transit improvements greatly benefiting TOD projects in downtown and near downtown neighborhoods.[iv] Potential TOD sites are located along transit corridors in downtown as well as areas immediately north and southwest of downtown

All of downtown is envisioned to ultimately develop at higher densities and intensity of land use. Transit commuter rail service is planned along the B.N.S.F. rail lines from the Evans-Fintube site (east of the OSU-Tulsa and Langston University campuses) to 23rd Street South and S. Jackson Avenue (refer to Exhibit 2).

Under-utilized, vacant, and abandoned property along and at both ends of this rail corridor should begin strategies for optimum use to take full advantage of transit and nearby expressway facilities.

The multi-modal west bound portion of the I-244 Bridge over the Arkansas River has been funded. Design and bid documents are in preparation and construction is targeted for early 2011. The funding of this bridge is an success crucial in this Phase 1 component of the city and regional rail transit system.

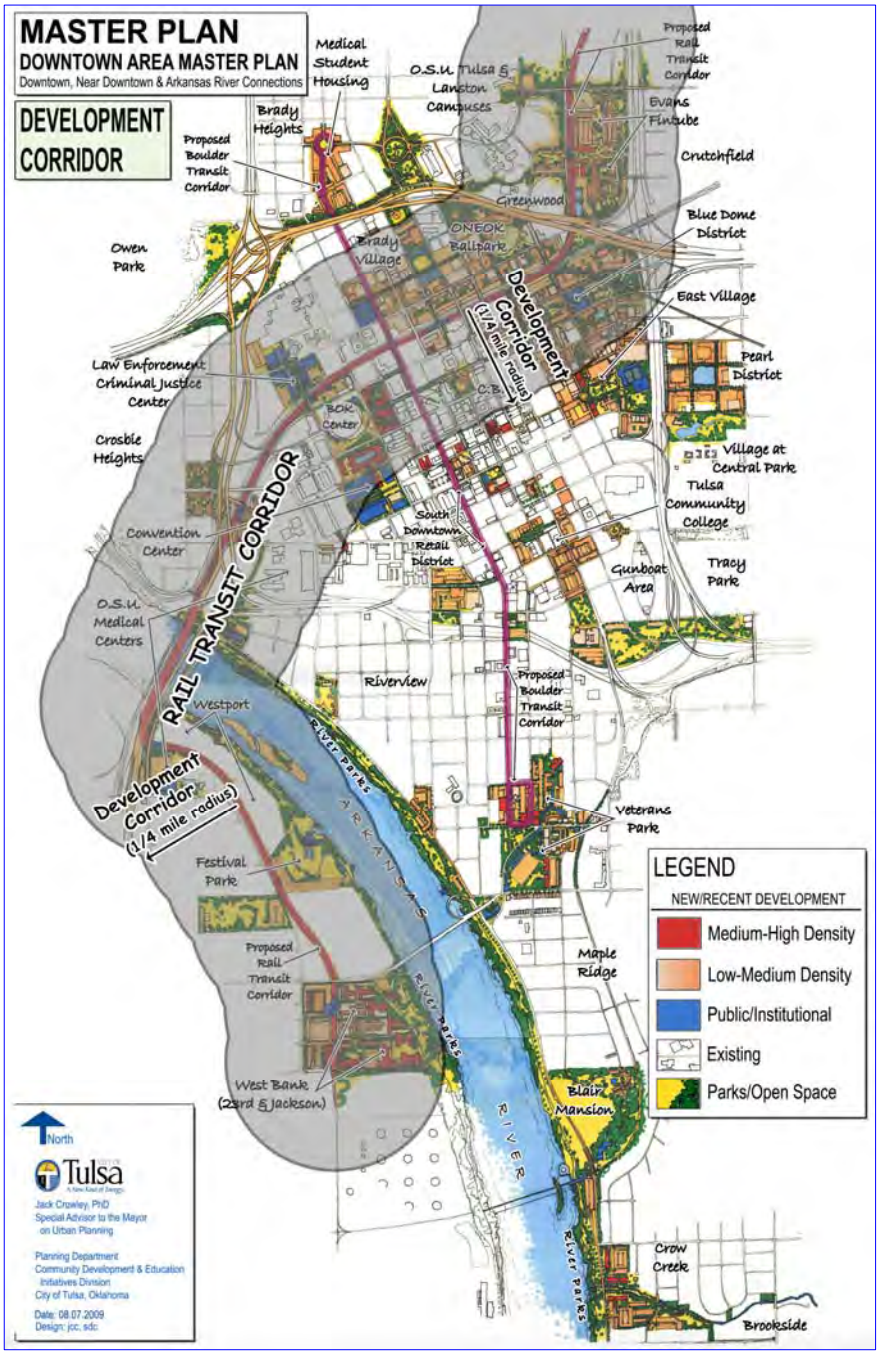


EXHIBIT 2

Transit improvements in form of trolley or fixed guideway service are planned along Boulder Avenue from just west of the OSU-Tulsa and Langston University campuses to the Veterans Park area (refer to Exhibit 3) at 21st Street South and Boulder Avenue.

. Property adjacent the Boulder Avenue Corridor is particularly suited for TOD projects in downtown and near downtown neighborhoods.

This transit corridor also has an important system component funded and design and bid documents in final stages of preparation. The Boulder Avenue Bridge over the B.N.S.F. rail lines is also targeted for construction in early 2011 and will provides another crucial transit system connection.

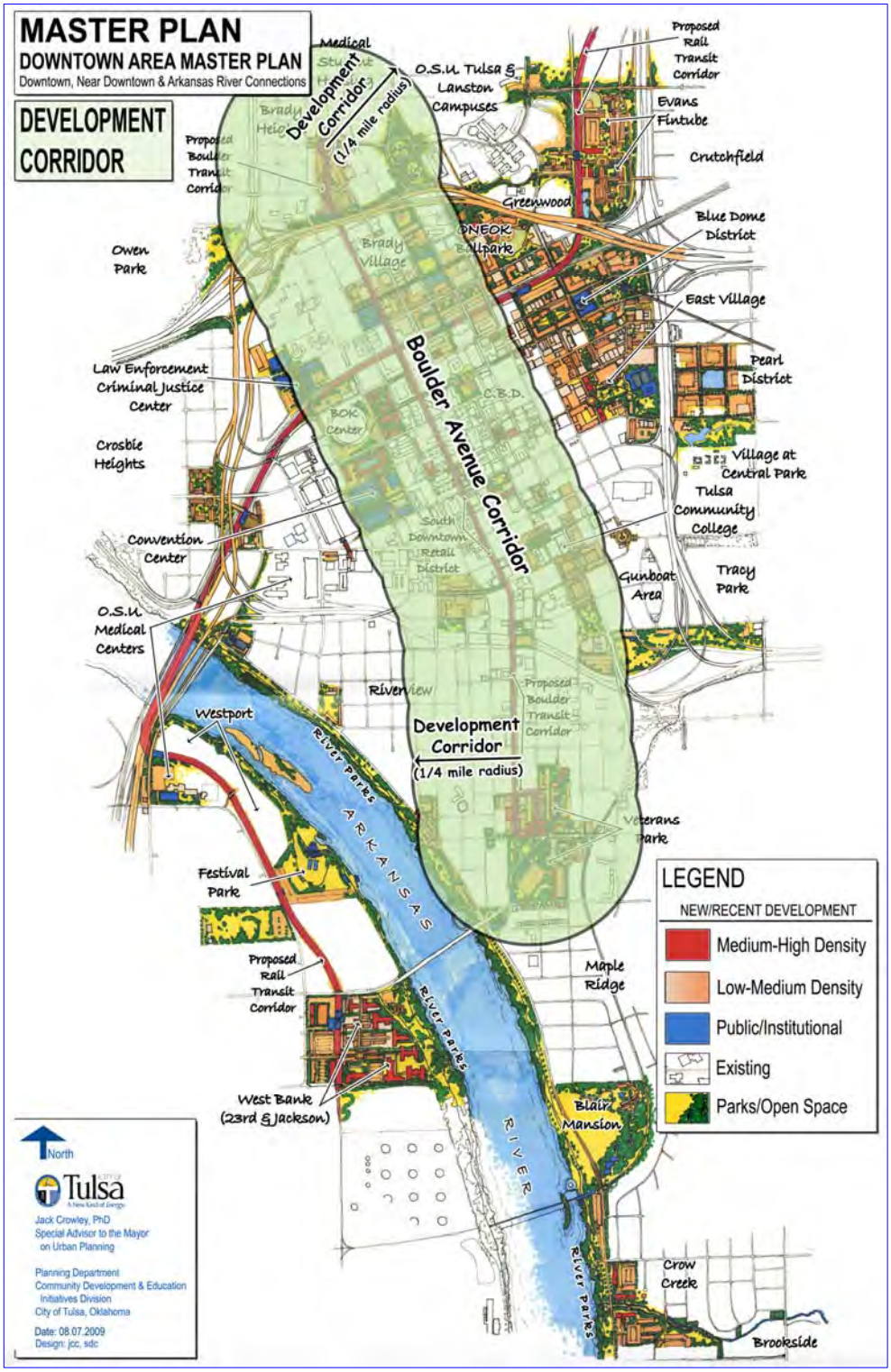


EXHIBIT 3

Other appropriate TOD project sites are identified in the Downtown Area Master Plan.

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 immediately east of the Tulsa Hills regional shopping center (refer to Exhibit 4).

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

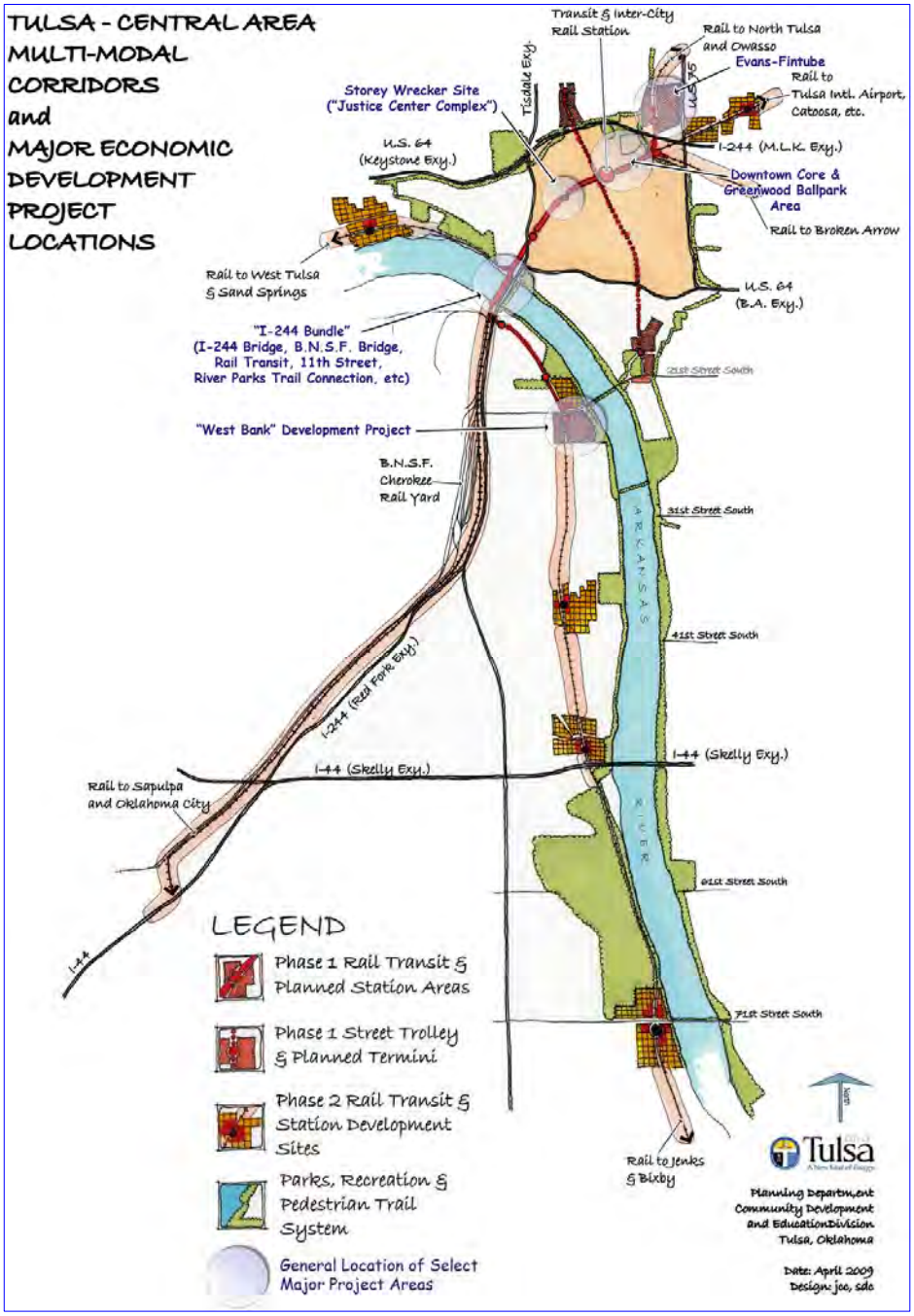


EXHIBIT 4

Other locations are afforded the opportunity for transit oriented development. These include sites located along the older industrial rail corridor in near north Tulsa (refer to Exhibit 5). Re-developing such under-utilized or vacant parcels is made more practical and feasible through the extension of commuter rail services and transit oriented development at such sites. Transit service will also add value to existing neighborhoods and businesses.

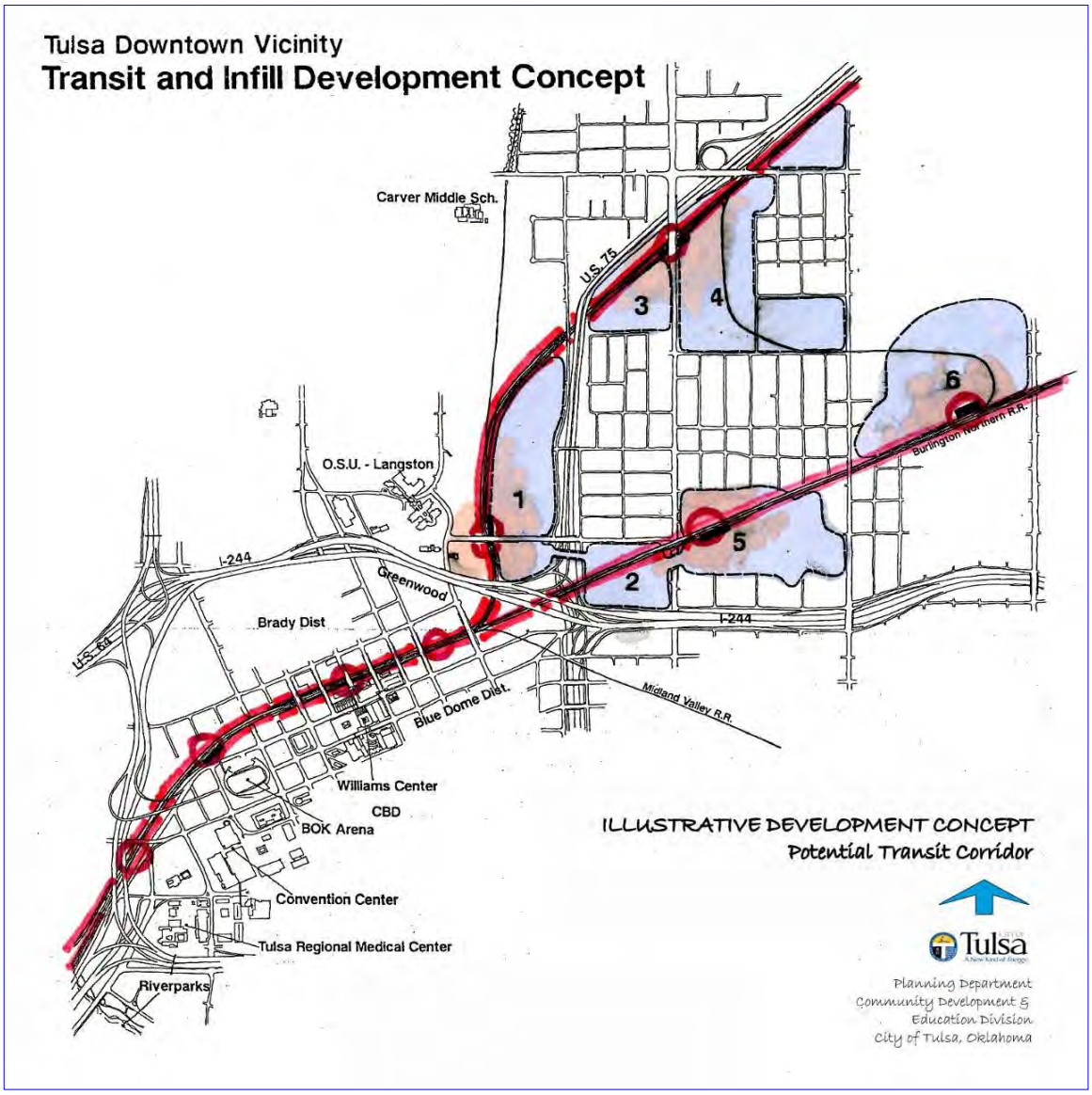


EXHIBIT 5

A parallel public improvement strategy initiative is the provision of a one-half interchange at U.S.75 and Independence Avenue at the north end of Parcel 5 in Exhibit 5 above. This facility and construction of Independence Avenue Bridge over KMO/WATCO rail lines west of the Langston Avenue adds substantial logistical advantages for OSU-Tulsa, Langston University, North Tulsa neighborhoods, and area TOD sites.

SUMMARY

The phased provision of transit services within Tulsa and the metropolitan area will provide multiple locations well suited for TOD projects. Appropriate planning and programming of these projects offers opportunities for funding fiscally sustainable transit operations and maintenance.

With these planning and development opportunities in mind, it is important that Phase 2 of the PLANiTULSA planning process consider the addition of a Transit Oriented Development zoning district category to the Zoning Code. A TOD districts should include the design metrics noted above and it might incorporate components found in Form Based Codes (FBC). Tulsa has in fact developed a FBC pilot study for the Pearl District which contains zoning standards, some of which might be included in a TOD Zoning District.[v]

Bottom-line, accommodating and encouraging transit oriented development or TOD projects is an imperative for helping repopulate our city, enhance community vitality, and stimulate economic growth of Tulsa.

ENDNOTES:

[1] TOD Parking Strategies; "NWA Rail – Visioning Rail Transit in Northwest Arkansas: Lifestyles and Ecology"; UACDC, Fayetteville, AR; 2007; Carl Walker Parking Consultants; "Structured Parking on a Typical Urban City Block"; Newsletter, circa 2002.

[1] Dom Nozzi; Urban Design Consultant and Complete Streets Instructor.

[1] "Expanded Transit", Tools for the Transportation Building Blocks; Tulsa Comprehensive Plan 2010; page TR 25.

[1] Downtown Area Master Plan; October 14, 2010; pages 7-9; 22-24.

ACKNOWLEDGEMENTS

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GEORGE KAISER FAMILY FOUNDATION
A supporting organization of Tulsa Community Foundation

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The complete plan document “Downtown Area Master Plan” is available at www.cityoftulsa.org

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CITY OF Tulsa
A New Kind of Energy.

Tulsa is a place where challenges are embraced and collaborative solutions valued! Together, we are promoting diversity, providing groundbreaking educational opportunities, launching new green initiatives and increasing public safety for our community. All of this points to why Tulsa is known for our innovative ideas and bold entrepreneurial spirit.

The Downtown Area Master Plan is a major component helping to guide us as a City with a "New Kind of Energy".