

WHITTIER SQUARE

**AN UPDATE OF THE BUSINESS DISTRICT SEGMENT OF
THE
KENDALL-WHITTIER PLAN**

**DONE FOR
THE TULSA DEVELOPMENT AUTHORITY
BY
URBANTECH, INC.
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1996

The following is a plan update of the Kendall-Whittier Neighborhood Plan as it specifically relates to the Whittier Square Business District. It was commissioned by the Tulsa Development Authority to provide specific guidance for future public expenditures in the area.

The plan update was a three month study which examined the original plan, analyzed the conditions which have changed since the plan was completed five years ago, took inventory of redevelopment concepts and resources, conducted field surveys and extensive interviews of local business owners and TDA staff and held a public hearing.

There is a brief discussion of findings and a summary of recommended project priorities. Concept plans and sketches are included for illustration.

Findings

1. Building Utilization

Building's are being underutilized. At the present time the area is seeing recovery but there is considerably more square footage available than the present market requires. This includes underutilization where usage is spread out over a floor space (which would not normally require as much room) or ground floor storage in a retail frontage simply because there is not demand for that particular storefront. Three conclusions might be made:

- A: There will never be enough retail and service demand in the area to utilize all of the structures.
- B: Recovery and restoration is taking place and with continued good management and some additional improvements the buildings in Whittier Square will fill up with appropriate uses. Additional improvements include both new facilities such as a library or strategically placed parking or the removal of an undesirable land use or structure.
- C: Some additional structures, particularly those which are without design merit or which are structurally obsolete, may be removed. Design merit includes the urban design of the overall Square area. Continuous zero setback frontages are desirable as opposed to "gaps" between buildings.

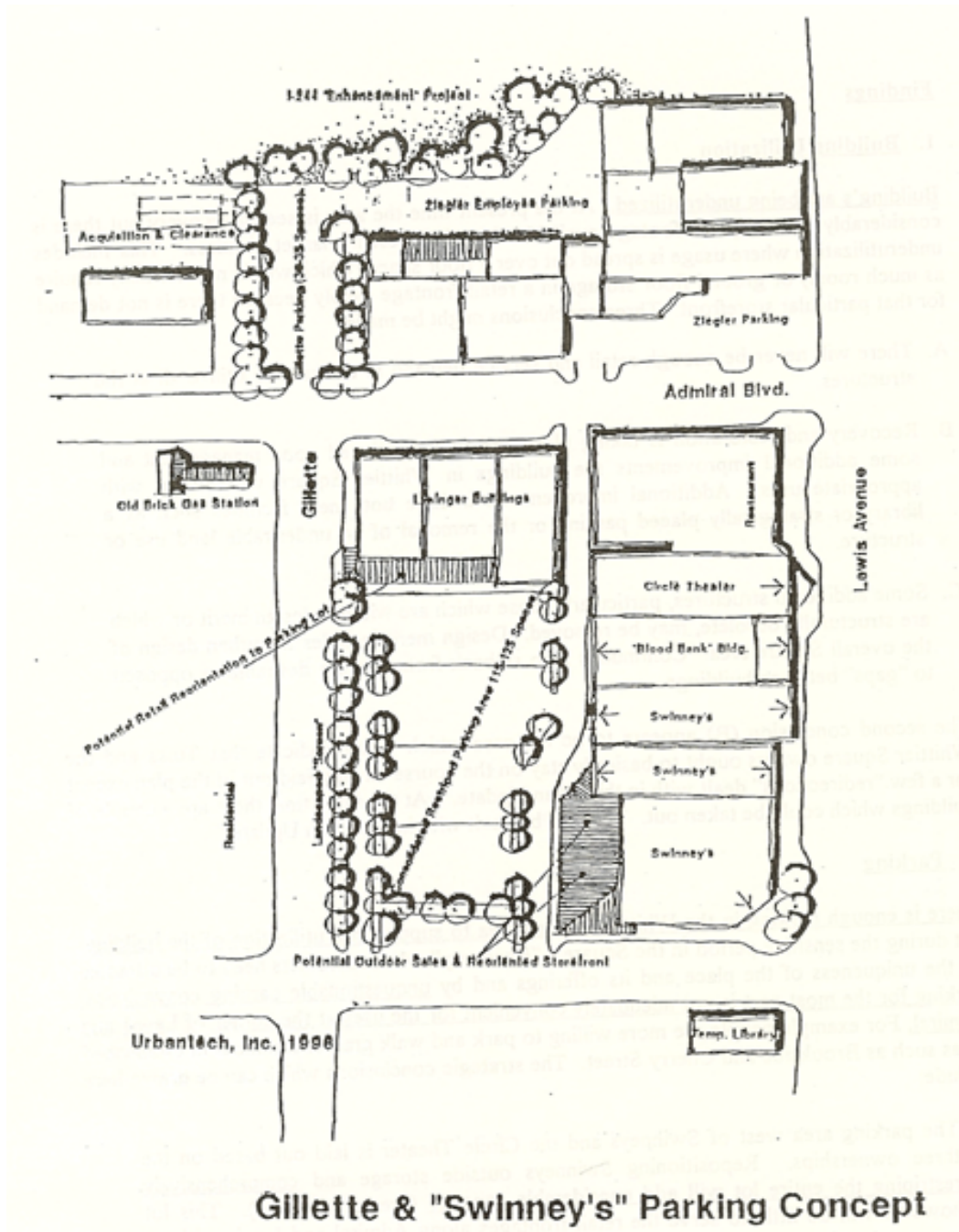
The second conclusion (B) appears to be the case which would indicate that Tulsa and the Whittier Square owners ought to basically stay on the course already laid out in the plan except for a few "Redirections" dealt with in this "Plan Update". At the same time there are a couple of buildings which could be taken out. This will be dealt with in the "Plan Update".

2. Parking

There is enough parking in the Whittier Square area to support full utilization of the buildings but during the sensitive period in the Square's "Recovery" when customers need to be attracted by the uniqueness of the place and its offerings and by unquestionable parking convenience. Parking for the most part is not adequately convenient for the uses at the corner of Lewis and Admiral. For example people are more willing to park and walk greater distances in established areas such as Brookside and Cherry Street. The strategic conclusions which can be drawn here include:

- A: The parking area west of Swinney's and the Circle Theater is laid out based on the three ownerships. Repositioning Swinney's outside storage and comprehensively re-striping the entire lot will add considerable capacity (see lot sketches). This lot however will do little to serve the retail frontages along Admiral and Lewis without some pedestrian friendly "cut through" such as that suggested in one of the Library scenarios which call for the redevelopment of the "Blood Bank" Building.

GILLETTE & "SWINNEY'S" PARKING CONCEPT



- B. Swinney's might be encouraged to participate in the comprehensive re-stripping and move their outside secure storage if the City permitted then the use of the 20 foot alleyway (surface only) along the west side of the store. The building forms one secure storage wall, direct entry to the store for secure outside sales of garden supplies for example would be facilitated and shade covering can be constructed. A nominal rent might be charged to help fund Whittier Square maintenance (\$.35/aq.ft./yr. x 3000 sq. ft. = \$1,050).
- C. If any or all of the viable businesses backing on to the "Swinney's" lot developed new entrances which function more like contemporary retail centers and orient to the large parking surface ("Business Forms", Swinney's and the eventual user of the theater and Blood Bank Building), considerable street parking pressure would be taken off Lewis and Admiral. The partnership to be developed here is for the TDA to purchase the Rubin Parking parcel and allow for Swinney's use of the alley surface (150 ft. x 20 ft.) in exchange for Lysinger's and Swinney's development of Public Entryways onto the parking lot. The TDA also becomes a "pro rata" participant in the cost of comprehensive re-stripping, possible parking lot overlay or surface repairs and curb and drive cut re-design. TDA lot ownership can then be sold or conveyed to the redeveloper/buyers of the Blood Bank Building. Rubin might also participate directly with the comprehensive re-stripping if he sees it as improving his buildings' marketability.
- D. With the exception of the redevelopment of the gas station and adjacent house on the southwest corner of Admiral and Gillette, it can be concluded that the 1/2 block of land west of Gillette between First and Admiral will not be needed for parking and should not be purchased for that use. The residential area north of First and west of Gillette will be in transition for the next 10 to 15 years but there is no other particular use ready to absorb the land if the city were to acquire it. Owners along this frontage should be encouraged to reinvest in their properties with the assurance that there are no plans to purchase their homes.
- E. A parking project most likely to have the greatest positive impact on the Whittier Square "shortfall" is one which can be largely built on already publicly owned land south of the old "Otasco" Store and "Peoples State Bank" Buildings. Located close to the southeast corner of the square the parking can:
- I. Serve the store fronts such as the Mexican Restaurant west of Lewis which tends to spill over onto Ziegler's lot.
 - II. Stimulate the reuse of the two vacant buildings on the southeast corner of the square (perhaps broken down into small shops and redeveloped by TDA).
 - III. Serve as the parking for the Library if it is built in the park area to the south.
 - IV. Serve as public parking for park area use and events in the Whittier Square area.

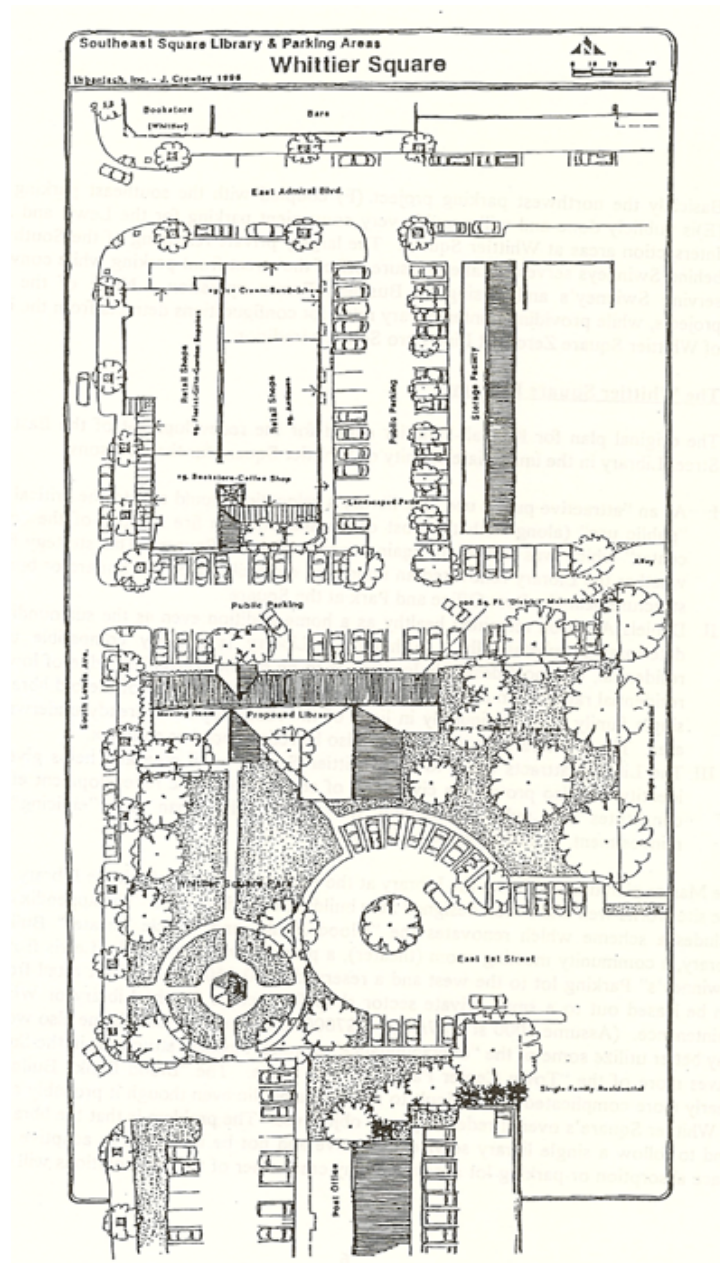
There are three scenarios for this lot which can be built by TDA and later deeded in joint venture with or as a stimulus for the Library.

- I. The simplest solution is to take the 20 foot alleyway and the 40 foot of land south of it and build a single bay parking lot along the northern edge of the "park" area. This gets built on land already owned by TDA but it does not afford parking access northward to Admiral such that the vacant and key buildings on the southeast corner of Whittier Square are "wrapped" by conventional retail "lot parking".
 - II. A second solution ties the parking along the northern edge of the park to Admiral by acquiring and demolishing the "Peoples State Bank" Building. The building is in very poor condition but only 10 to 15 feet of it are needed to add to the 50 foot parking lot already located east of the building. Ironically, the size of the "wraparound" parking lot is such that both the "Otasco" and "Peoples State Bank" Buildings are needed to make sufficient use of the public parking investment.
 - III. Instead the 50 foot lot east of the "Peoples State Bank" Building can be acquired and combined with a 10 to 15 foot acquisition of an open drive lane which is part of the land associated with the single bay rental storage facility to the east. The result is a parking facility of approximately 55 spaces which ties to Admiral conveniently, services Whittier Square, does not demolish any reusable buildings, can serve a future library and improves the accessibility to the storage facility. This configuration which is recommended is shown in a following sketch. If the Bank Building and Storage Facility owners see the value of the parking and its possible future attraction of a Library, the land might be contributed with positive tax impacts. TDA can also acquire the entire corner, build the parking, fix the structures, remove a possible storage tank and remarket the buildings.
- F. A Third Parking project involves the redevelopment of the 60 foot Gillette Right of Way between Admiral and the I-244 Crosstown Expressway. This reutilizes a public street which is no longer functioning as a street and the parking is close enough to the Ziegler, Lysinger and old brick gas station buildings to stimulate new uses or intensify existing uses. Just as the public parking on the southeast corner of the "Square" this "northwest parking" takes pressure off of the street side parking near the intersection particularly as it is convenient to day long employees of the area businesses. This project:
- I. Could involve a land swap with Dan Ziegler so that the east curb near his shops is left intact and the new west curb would fall in his vacant lot along the west side of Gillette.
 - II. Involves the acquisition and clearance of an abandoned residential structure west of Gillette, south of the I-244 right of way. The excess land can be sold to the business south of it, be part of the "Ziegler swap" or remain part of a state highway landscaping project discussed later in this document. In any case, access

to the house will be cut off by the parking and it constitutes an incompatible land use.

- III. Should leave the north end of the parking open to facilitate employee access to the rear of the Ziegler's complex.
- IV. Should provide plenty of shade planting to encourage employee usage.

SOUTHEAST SQUARE LIBRARY & PARKING AREA



G. Basically the northwest parking project (F) coupled with the southeast parking project (E) is publicly done and will provide very convenient parking for the Lewis and Admiral Intersection areas at Whittier Square. The largely private re-stripping of the Southwest lot behind Swinney's serves to take pressure off the street front parking while conveniently serving Swinney's and Lysinger's Business Forms operation. None of the parking projects, while providing contemporary retail lot configurations detracts from the integrity of Whittier Square Zero Lot Line/Zero Setback tradition.

3. The Whittier Square Library

A. The original plan for Kendall-Whittier called for the redevelopment of the East Second Street Library in the immediate vicinity of Whittier Square for three reasons:

- I. As an "attractive public use" the library's relocation would add to the critical mass of "public use" (along with the post office and possible fire station) of the "old town center" which was and might again become Whittier Square. This strategy held true whether the Library renovated an important old building on the Square or built a new structure near the Post Office and Park at the Square.
- II. Daniels Addition remained healthy as a home addition even as the surrounding areas deteriorated substantially. Although a Library is a fairly compatible use with residential, the most desirable location is to be on the convenient edge of low density residential rather than in the middle. The highest and best use of the old library site is single family infill particularly in light of the redevelopment already underway in the area. The old library structure could also be redeveloped as a duplex.
- III. The Library attracts users to the Whittier Square retail area and helps give it civic identity. It also provides a civic vote of confidence in the redevelopment efforts. It constitutes the public's "leading the way" rather than just "enticing" private reinvestment. It can be more easily found by users.

The Master Plan update shows the Library at the Park location for which the Library board voted. The site works well and a well designed new building has advantages. The appendix of this report includes a scheme which renovates the "Blood Bank" and "Circle Theater" Buildings into a Library, a community meeting room (theater), a passage way through the Lewis frontages to the "Swinney's" parking lot to the west and a reserved 1000-1500 square foot retail frontage which can be leased out to a small private sector shop for income for the Library or Whittier Square maintenance. (Assume 1000 sf x \$7/sf/yr=\$7000 of income). This scheme also works well and may better utilize some of the "overabundance" of retail/business structures in the Square. It also leaves more of the "Town Center Park" to open space. The "Blood Bank" Building option is clearly more complicated and difficult to sell to the public even though it probably achieves more of Whittier Square's overall redevelopment objectives. The problem is that the library board may tend to follow a single library services objective and not be interested in adaptive reuse, excess space absorption or parking lot access. In any case either of the two solutions will work. When the library is built the structure should include a maintenance room

roughly the size of a two car garage (400 sq. ft.) so that future Whittier Square festival and maintenance equipment may be stored there. This would constitute the library or City's contribution to any future maintenance or programs assessment district.

4. Whittier Square Identity

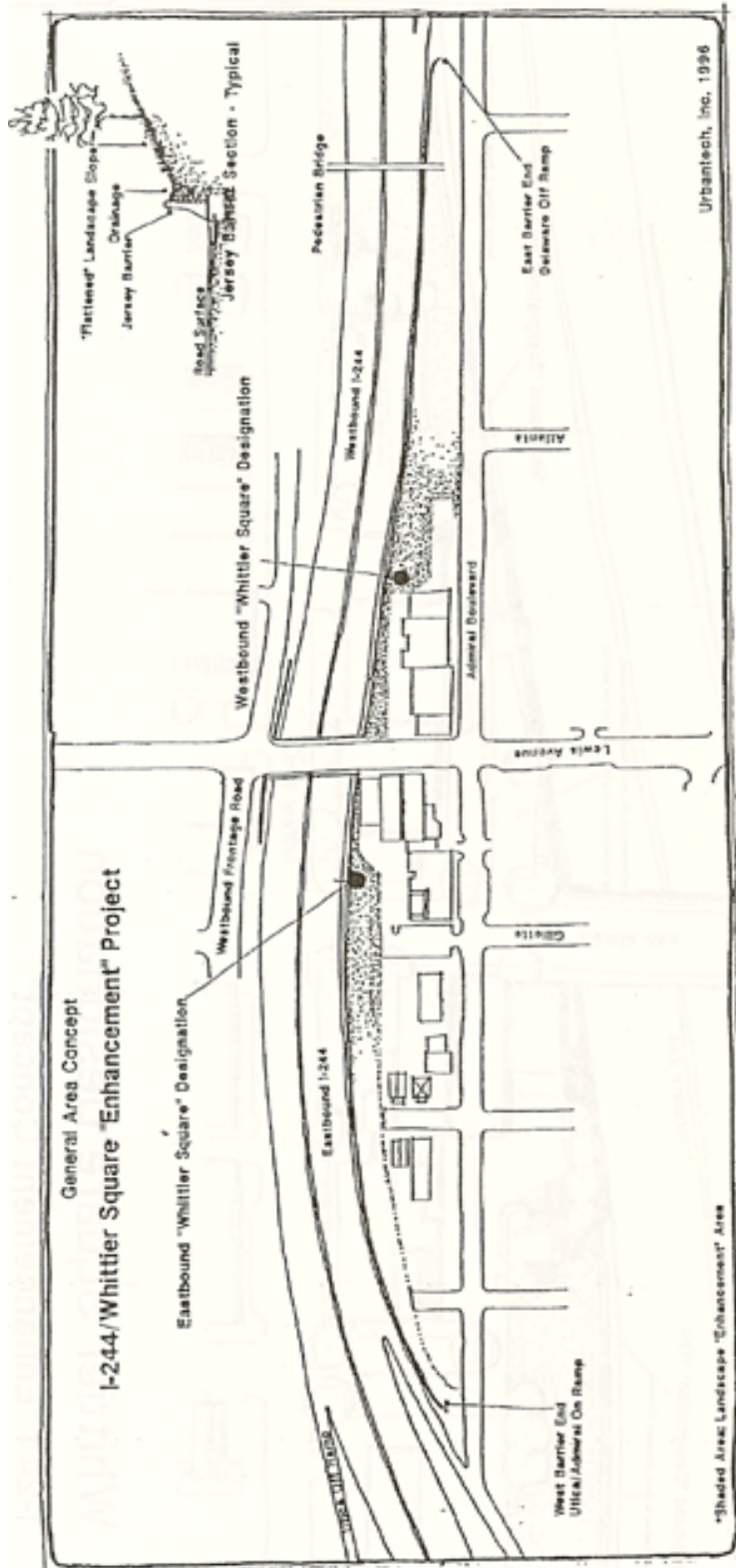
When I-244 was cut through a then aging Whittier Square, Urban Interstate Interchange spacing standards declared a necessary access to Utica and two hospitals and to Delaware because of Tulsa University. Ironically both are on half section lines yet both are too close to Lewis to accommodate a ramp between them. Lewis historically did not have much retail along its reaches other than in the immediate Whittier Square area and that retail was not active beyond the customers in the immediate vicinity (non Interstate neighborhood). In addition to lacking adequate justification for an interchange the highway was designed through a retaining wall "cut so as not to disturb the school or retail buildings on the local street level. This only cut area long I-244 served to visually block the inaccessible Whittier Square from the heavy metropolitan traffic below. Basically you can easily get to Whittier Square if you know how to and if you know it is there. The square's economic viability would be greatly enhanced if more people knew of its existence and traditional architectural charm. Identity and way finding can be accomplished using three project approaches.

- A. Interstate off ramp signage and local frontage road directives stating "Whittier Square" can be put on the eastbound off ramp approach on Utica Avenue and on the westbound off ramp approach on Delaware. If the City of Tulsa determines this is a significant location and certain AASHTO signage standards can be met such a project can be executed through ODOT Division 8 Engineer Ed Kellogg's Office. The "Green Sign" project might be more quickly expedited if the city participated in approximately \$8000 to \$10000 of sign costs. These signs, based on new Interstate signage standards might also be merged on the same boards as existing information such as "Tulsa University" or "Hillcrest Medical Center" - "Utica Avenue" ODOT may be scheduling sign upgrades such as those recently installed with the reconstruction project on the Broken Arrow Expressway. Recent "way finding" additions done by this consultant were the "Driller Stadium/Expo Square signs on I-244 and the BA.
- B. Since there already are efforts to register Whittier Square as an historic place or district and perhaps place it on the National Register, Interstate signage might qualify for the "Brown Designation" which will further distinguish the Whittier Square location.
- C. A third designation effort (and likely the most effective) is to create integral landscape and monument signage on both sides of the Lewis Avenue underpass and turn the liability of a deep cut with retaining walls into an attractive asset which clearly points Whittier Square out to the heavy traffic along I-244. This is not necessarily effective for way finding since its not on an off ramp approach but it is a potential daily reminder to commuters and visitors to the area. Under the recently enhanced Intermodal Surface Transportation Efficiency Act (ISTEA) there is a category of capital improvement programs called "Enhancements" to be only used for transportation modes such as bicycle and pedestrian ways. Oklahoma received a little over \$6 million a year and must

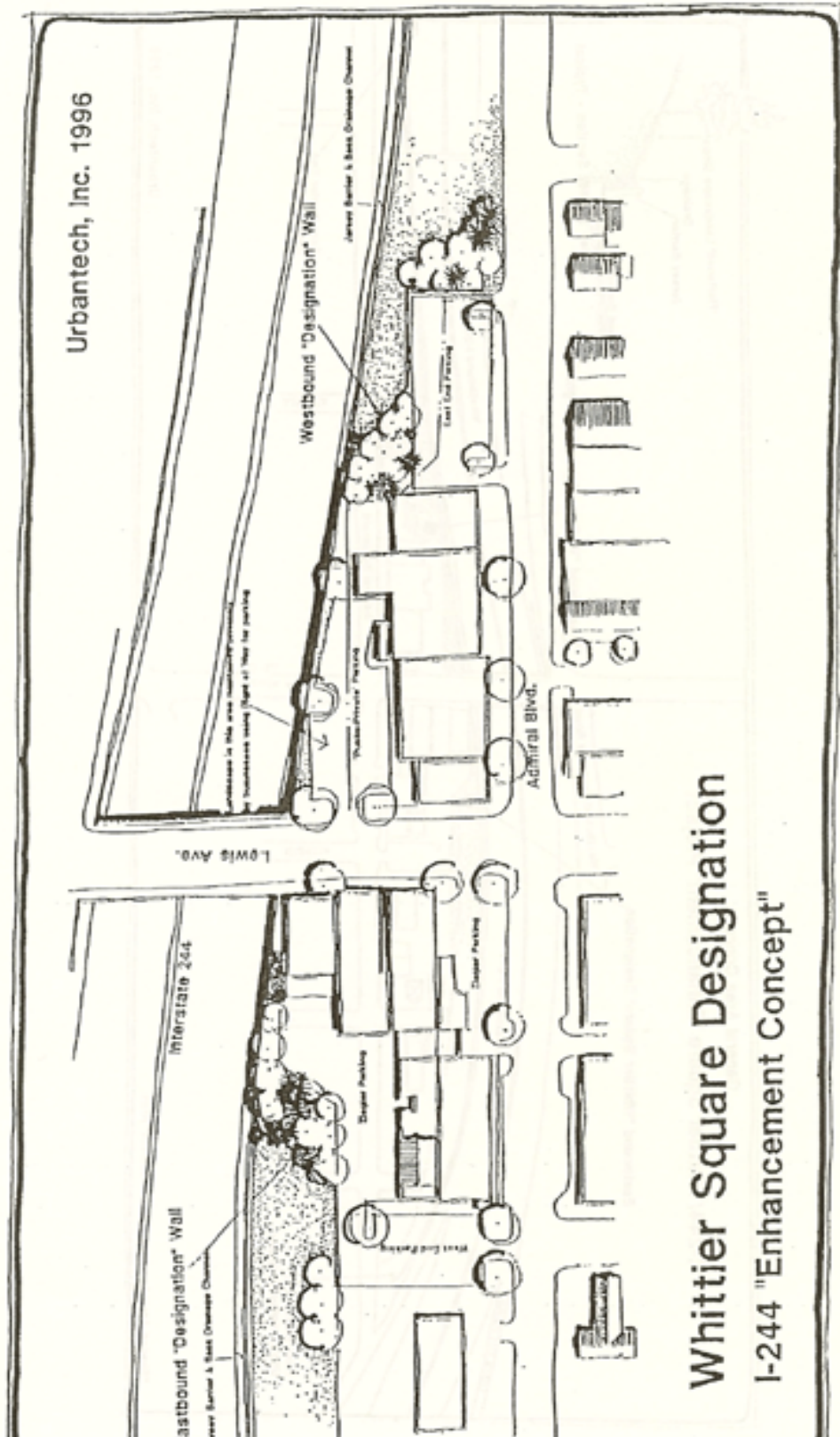
spend those monies on such non-road projects or lose them at the end of the authorization period in 1997. ODOT may use these funds or allow "Local Sponsors" to develop qualified projects at an 80% federal and 20% local cost ratio. ODOT's massive management load associated with the first two years of local projects caused it to put a moratorium on non-ODOT projects over the past two years creating a backlog of unused funds. The Whittier Square landscape and designation project can be an ODOT sponsored project so as not to violate the self-imposed moratorium since all of the project falls within an Interstate right-of-way. ODOT is motivated to do state and interstate enhancement projects to upgrade the quality image of its road system and to reduce on-going maintenance costs. Locally, "Up With Trees" might take on limited maintenance but there is a likelihood that a well designed enhancement project at this difficult to mow and trim "cut" area would reduce ODOT's costs significantly while substantially improving visual quality along one of Tulsa's principle gateways. A substantial benefit would accrue to Whittier Square without cost although mowing and trimming the upper levels of the project could be an obligation of the same assessment district formed to maintain street trees and Whittier Park. A concept sketch is shown here along with a site concept. Suffice it to say that a series of retaining walls stepping up the otherwise steep slope eliminates sod and incorporates trees, shrubs and groundcover which require considerably less frequent attention. Right of way fencing can be moved to become decorative metal pickets which are mounted atop a retaining wall terrace thus eliminating fence line maintenance, clearing and trimming. The "Whittier Square" designation is not signage but rather a "relief" which is integrated on the most prominent center surface of a textured concrete retaining wall (similar to the wildlife/landscape scenes in the sound and retaining walls at 71st Street and Harvard Avenue). The two most visible designated sites (shown in the site sketch) are both on the southside of I-244 at the Lewis Avenue Overpass.

- I. Westbound - on the south slope east of the Lewis Overpass...I-244 bends slightly southward here and drivers within site distance are looking toward this embankment. The retaining wall here also creates a backfill situation which widens the publicly owned right of way north of Admiral such that it has future potential as a landscaped parking area or publicly accessible open space.
- II Eastbound - on the south slope west of the Lewis Overpass. (An off ramp sign here may have to be moved westward out of the sight line of the enhancement project. Retaining walls and attendant backfill here also provide "Gillette Avenue" parking expansion and or public parkland above.
- III Both of the Whittier Square designation areas can include for ODOT's benefit a "Jersey Barrier" along the south road edge from the Utica/Admiral on ramp to the Delaware off ramp which when backfilled provide additional road safety, flatter moving slopes, and mowing strips void of light and sign poles which can be integrated with the concrete line and back drainage channel of the "Jersey Barrier". Ed Kellogg of ODOT Division 8 should sponsor this project with the aid of an excellent low maintenance design executed by TDA.

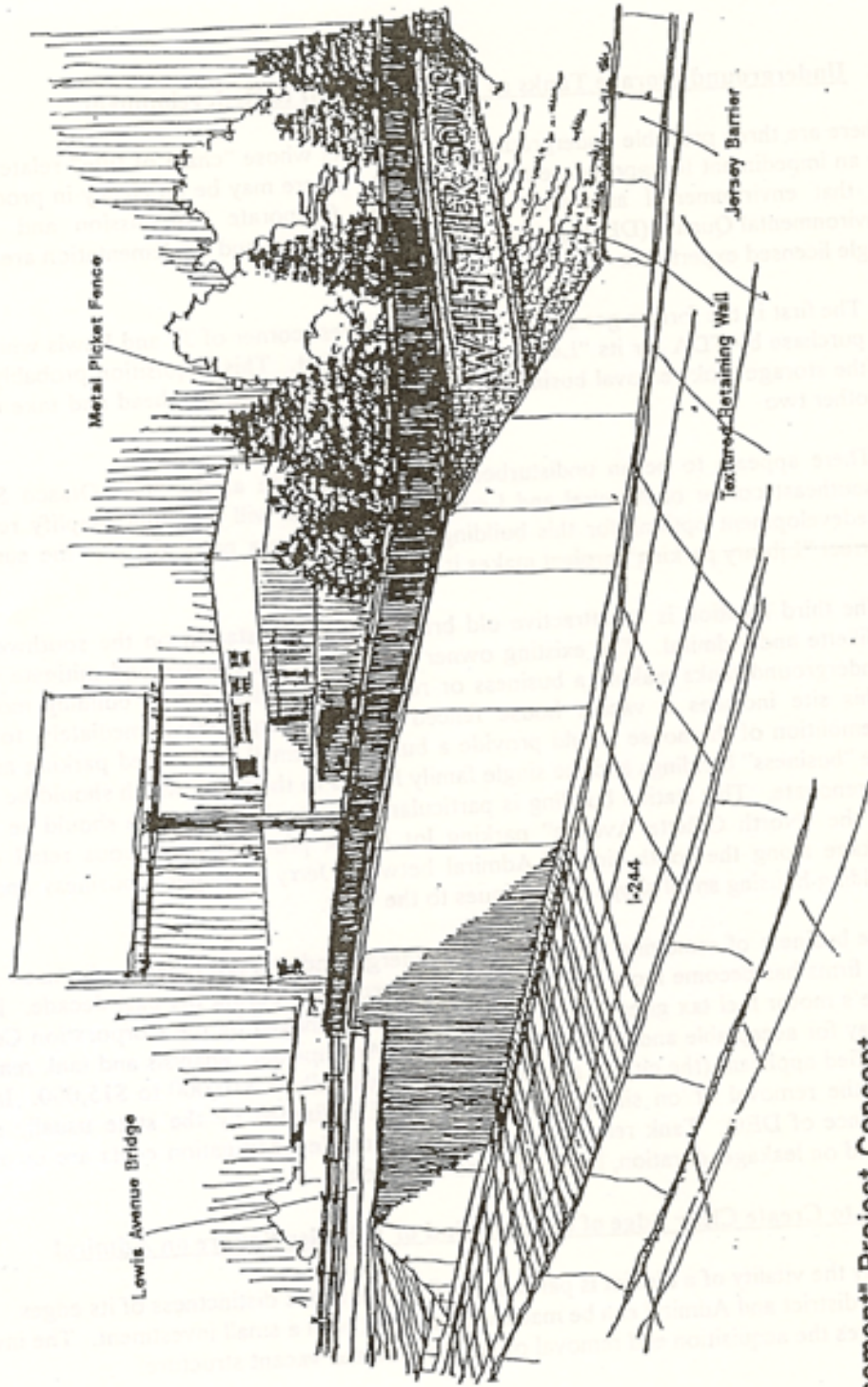
I-244/Whittier Square "Enhancement" Project



Whittier Square Designation I-244 "Enhancement Concept"



"Enhancement" Project Concept



"Enhancement" Project Concept

Urbantech, Inc. 1996

5. Underground Storage Tanks as an Impediment to Redevelopment

There are three probable underground storage tanks whose "chain of title" related liabilities may be an impediment to appropriate redevelopment. There may be efficiency in processing all three so that environmental analysis, tank removal, Corporate Commission and Department of Environmental Quality (DEQ) paperwork, mitigation plans and implementation are processed by a single licensed expert/firm.

- A. The first is the former gas station on the southwest corner of 3rd and Lewis which is slated for purchase by TDA for its "Lewis Greenway" project. This acquisition probably puts TDA in the storage tank removal business which might cause it to go ahead and take the lead in the other two.
- B. There appears to be an undisturbed pump island base at the "Old Otasco Store" on the southeast corner of Admiral and Lewis. Its removal will probably simplify renovation and redevelopment options for this building for new owners particularly if the surrounding off street "Library parking" project make it attractive.
- C. The third location is an attractive old brick former gas station on the southwest corner of Gillette and Admiral. The existing owner or TDA might remove and mitigate the probable underground tanks making a business or retail reuse of this period building more practical. This site includes a vacant house fenced in on a large lot immediately to the south. Demolition of the house would provide a buffer and small landscaped parking area between the "business" buildings and the single family homes to the south which should be encouraged to renovate. This station building is particularly key because its reuse should be encouraged by the "North Gillette Avenue" parking lot and it provides continuous retail or business linkage along the south side of Admiral between Jerry Lysinger's business and the brick building housing small shops and antiques to the west.

The business of removing and mitigating underground storage tanks by licensed individuals and firms has become more practiced and less expensive during the past decade. Part of the state's motor fuel tax goes to an "indemnity fund" managed by the Corporation Commission to pay for acceptable and necessary mitigation. An "upfront" analysis and tank removal by a qualified applicant (the city or a private owner) generally is \$10,000 to \$15,000. In a simple site, the removal of on site reprocessing of soil is funded by the state usually under the guidance of DEQ. Tank removal costs are predictable. Mitigation costs are unknown and depend on leakage, duration, local soils and hydrology.

6. Need to Create Clear Edge of the East End of Whittier Square on Admiral

Commonly the vitality of a district is partially attributable to the distinctness of its edges. The east end of the district and Admiral can be made very distinct with a small investment. The investment also involves the acquisition and removal of an obsolete and vacant structure.

- A. The east end of the district on the north side of Admiral is already distinct with the merge of the Admiral and I-244 rights of way. This situation will be further enhanced by the suggested I-244 "designation landscape" project.
- B. On the southside of Admiral the Catholic Church should be the distinct end and buffer between the business district and the single family Daniels Addition. Instead there are three structures between Atlanta and the presently occupied east end of the district. The western most is an abandoned single family structure converted with a retail front and a single story flat roofed structural extension to the south. The other two buildings are "stressed" single family units which are on a small island of land us a major street. The remaining homes on First Street back up the businesses as a "buffer" and are buffered to the west by the cul de sac and Whittier Park. A priority should be placed on purchasing and demolishing the west most (3rd) structure to give an edge and provide some buffer relief to the remaining two. The highest and best use however of the last three lots facing Admiral is a small single story Section 202 courtyard complex for elderly or handicapped tenants perhaps sponsored by the adjacent church. Full acquisition is not recommended until such a project (reuse) is imminent. The owners of there tracts may be willing sellers since stress and transition are apparent.

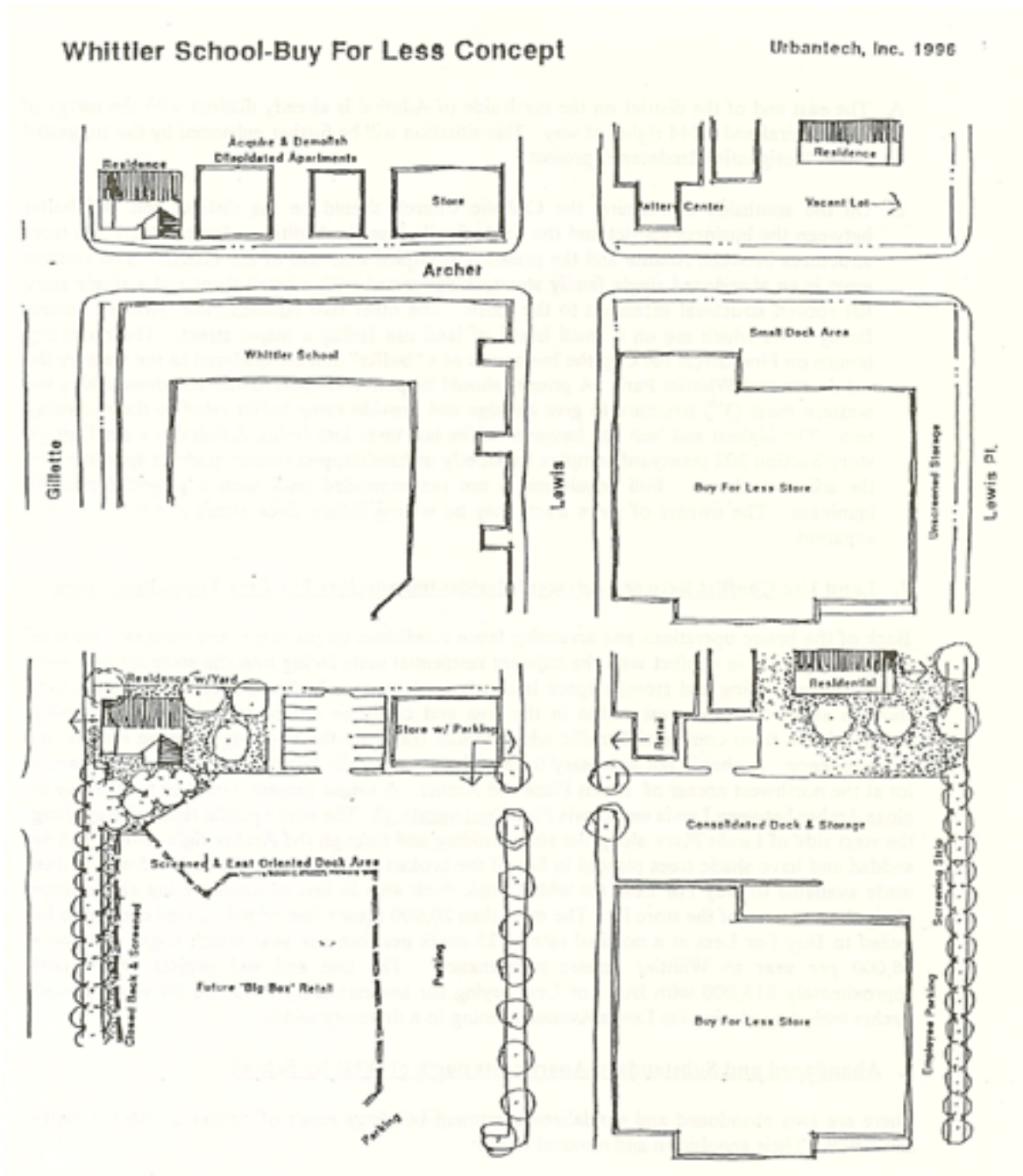
7. Land Use Conflict Between Adjacent Residential and Buy For Less Truck Dock Area

Back of the house operations and screening fence conditions on the north and northeast areas of Buy For Less are in conflict with the adjacent residential units facing into the store lot on Lewis Place. Maneuvering and storage space is clearly inadequate. Archer Street is not a necessary through street for east west traffic in the area and could be closed to shield the residential neighborhood from commercial traffic which should travel on the one way frontage road or on Independence. Archer is not necessary to provide access to the Battery Center or to the vacant lot at the northwest corner of Lewis Place and Archer. A simple project would be for the city to close Archer between Lewis and Lewis Place (not vacate it). The entire public right-of-way along the west side of Lewis Place along the store building and through the Archer right-of-way can be sodded and have shade trees planted in lieu of the broken board fence. The right-of-way is then made available to Buy For Less for added truck dock area in lieu of maneuvering and storage along the east area of the store lot. The more than 20,000 square feet of public land could also be leased to Buy For Less at a nominal rate of 25 cents per foot per year which might contribute \$6,000 per year to Whittier Square maintenance. The tree and sod project would cost approximately \$15,000 with Buy For Less paying for any necessary road and lot work around Archer including closing the Lewis Avenue opening to a driveway width.

8. Abandoned and Substandard Apartments North of Whittier School

There are two abandoned and vandalized apartment buildings north of Archer between Gillette and Lewis. Their acquisition and removal would:

Whittier School - Buy For Less Concept



- a) Eliminate a significant blight
- b) Improve the re-marketability of Whittier School
- c) Allow for the eventual closure of Archer between Gillette and Lewis as these two structures are the only "mid block" land uses dependent on Archer for access
- d) With the Archer right-of-way available, the Whittier School redeveloper has access to a deeper or longer lot for a "big box" retail similar to and compatible with Buy For Less (Dollar, Anthony's, Discount Retailer, etc.). The site is not suitable for a convenience retailer such as QuikTrip, Git-N-Go, or Texaco Star Mart because of the lack of a wider range of traffic. Again, a land lease might help fund area maintenance.

9. Conflict Between the Warehouse Market Truck Dock and The Daniels Addition residential along 4th Street

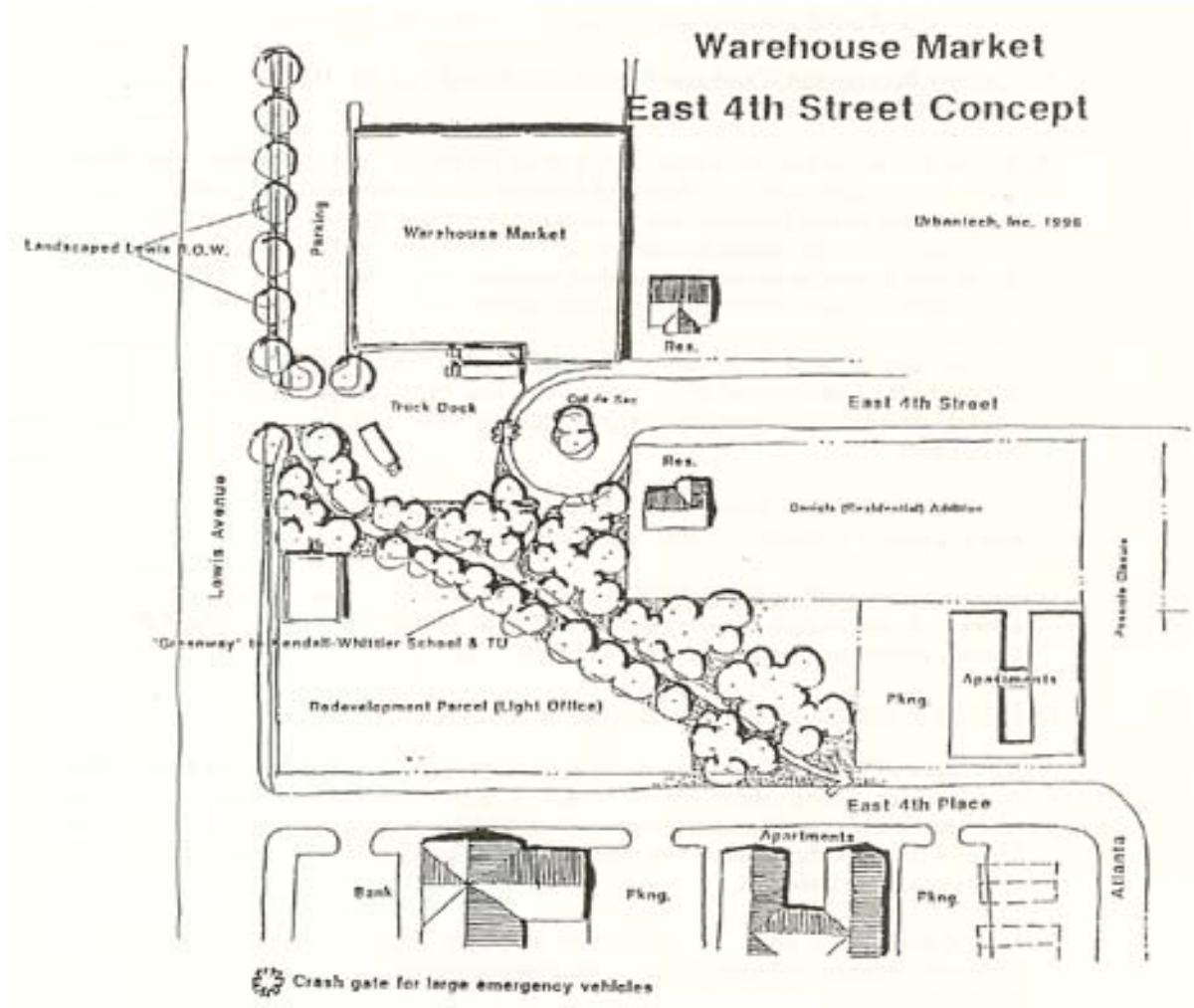
- A. Similar to Buy For Less and Lewis Place, a cul de sac and land swap with Warehouse Market on 4th Street would result in a buffering of residential from commercial truck docks. 4th Street will be closed west of Lewis with the "greenway project" and the right-of-way east of Lewis is particularly wide and suitable for maneuvering. It too has potential for lease income. The cul de sac may have to be smaller than standard, however, a small bumper level "crash gate" may be installed to accommodate larger emergency vehicles.
- B. This site also ties back to the park and Kendall-Whittier School project which is not part of this study but a coordinated effort between the City, Peoples State Bank, and Warehouse Market can result in a greenway linking Kendall-Whittier/Tulsa University to the Whittier Square area.
- C. The "greenway" and 4th Street project should include reclaiming the right-of-way long the east side of Lewis to 3rd Street to a wider sidewalk and shade trees.

10. Second Street South of the Post Office can also be closed off with a landscaped cul de sac affording a coordination of driveways and additional parking between the Post Office and Lester's which could encourage more use of Lester's site.

11. Parking Meters for On Street Parking in Whittier Square

- A. Installation of Parking Meters will create a small group of meters which are remote from downtown or Cherry Street and will make it difficult to maintain or enforce unless maintenance and enforcement are done by a multi-purpose individual assigned to Whittier Square funded locally for landscape maintenance. Limited meter revenues might fund the City's share of the individual.
- B. Meters would be a good deterrent against employee street side parking particularly if additional landscaped off street parking is conveniently located.
- C. Meters will not provide significant funding and will not be self sufficient for city maintenance.

Warehouse Market East 4th Street Concept



12. Whittier Square Maintenance

The existing trees and landscape improvements are in many cases not being maintained. The simplest solution would be for local businesses to assess themselves to fund part of an individual and attendant equipment.

The district would include:

- A. Businesses facing Lewis between I-244 and Third Street (and possible 4th Street).
- B. Businesses facing Admiral between Atlanta and the alleyway west of Gillette.
- C. This is roughly 3,000 front feet of "active public and private businesses".

Participants in District Costs Can Include:

- A. Future library (providing storage space)
- B. City Parks Department (if Whittier Square Park is a city park)
- C. City of Tulsa if it participates in part of a multipurpose individual tending in part to parking meters.
- D. Private Business leasing closed street lands
- E. Locally self assessed businesses

Fundamental Task of District Operating and Maintenance Individual(s)

- A. Mowing, trimming, and watering landscape and park areas
- B. Seasonal planting
- C. Public parking lot cleaning
- D. Waste receptacle dumping and trash removal
- E. Street furniture paint and maintenance
- F. Street banner work
- G. Parking Meter maintenance and enforcement (if meters are installed)
- H. Assistance with programs and festivals
- I. District management (by business committee)

- J. Personnel Management (by contract with Downtown Tulsa Unlimited (DTU), Payroll, deductions, etc.

Basic Requirements

- A. A single full time individual (\$22,000 plus \$7,500 overhead) = \$29,500
- B. DTU personnel records support contract (\$1,000)
- C. Banner and seasonal plantings (\$2,000)
- D. Annual equipment and supplies (\$5,000)
- E. Storage and Utilities (\$0.00)
- F. Total Annual Cost \$37,500
- G. Assuming no other participation than local businesses \$37,500 amounts to an annual assessment of \$12.50 per front foot. This amounts to \$625 per year for a 50 foot store front. More likely meter and park department participation would result in about 40% of the assessment.

RECOMMENDED PRIORITIES

The below listed are projects which are recommended as being key to the orderly continuance of the Whittier Square renovation. As in the case of the original Kendall-Whittier plan, the single most important project that can be done to positively impact on Whittier Square is the construction of the Kendall-Whittier School and Park. This project coupled with Tulsa University's Campus definition and development will spur residential revitalization of the area. Timetable-wise the school and park are at least 4 to 5 years away and residential revitalization will lag behind the school by another 5 years. The Lewis greenway project will prove to be a "confidence building" amenity in the next two years.

The second most important stimulus to Whittier Square's renaissance is the Whittier Square Library project, whether it is an adaptive reuse or new structure in the "Square".

The cost estimates used here are intended to be rough but providing a preliminary "order of magnitude" for budget decision making.

- 1. Southeast Square - Library Parking \$250,700

Approximately 9,800 sq. ft. of open land acquisition at 4 dollars per foot (\$39,200). Pave, curb, stripe and landscape lot along with the park alleyway portion approximately 16,300 sq. ft. at 5 dollars per foot (\$81,500. Also acquire the "Otasco Building" and "Peoples State Bank Building" (13,000 sq. ft. for \$130,000).

2. Renovation of "Otasco" and "Peoples State Bank" Buildings \$195,000

Remove storage tanks (if there are any) from "Otasco" frontage, gut interiors, stub new electrical to master boxes, restore exteriors and windows, install new roofs and exterior landscaping. Lease or sell the restored building shells made more valuable by environmental mitigation, restoration, parking and the Library. This budget does not include income on resale but the amount could be spent funding items which are lower on this priority list.

3. North Gillette Parking \$79,000

Acquire lot and vacant residence at \$30,000. Swap sufficient land west of Gillette for land east of east curb with Ziegler (\$0.00). Re-curb, add to existing pavement, landscape, clear residence (9,800 sq. ft. at \$5/sq. ft. = \$49,000).

4. Whittier Square - I-244 "Enhancement - Identifier" Project \$18,000

This project must be sponsored in total by the state due to the moratorium on locally sponsored enhancement projects. This is a project executed entirely on the I-244 Interstate right-of-way. The above \$18,000 allows for City participation in the cost of the "Green" highway signs for the road in the vicinity of the Utica and Delaware ramps and for smaller local street direction signs. An additional \$10,000 is budgeted to facilitate City/TDA sponsored design of the landscape project so that the state can proceed more quickly to execute it. A well-designed project which includes "Jersey Barriers", light and sign pole remounts, textured retaining walls topped by 6 foot metal picket fences (in lieu of chain link), landscaping, backfilling, and re-grading will run in the \$350,000 range as Interstate improvements must follow FHWA and AASHTO guidelines.

5. Swinney-Rubin-Lysinger Parking Area Re-stripe Project \$67,500

Assuming a TDA purchase of the 50 x 150 Robin parcel and its pro rata participation in the rehabilitation and re-striping project. (\$37,500 acquisition of open land and \$30,000 of construction expenses.

6. East End Parking \$50,000

Acquire approximately 10,000 sq. ft. of gravel lot between Admiral and I-244 at the east end of Whittier Square for parking and landscape in conjunction with the "Enhancement" Project. This inadequate parking width can be merged with "surplus" I-244 right-of-way to allow for an efficient parking lot.

7. Second Street Cul de Sac and Landscape \$65,000

With the assurance that the library will be located in the more publicly accessible square area. Second Street can be closed with a landscaped cul de sac. The same project can consolidate the Lewis Avenue Drive access for both the Lester's Auto Parks and the Post

Office to a curb cut lining up with the center of old Second Street. The project, with ADA sidewalk cuts, extends an excellent pedestrian greenway southward from Whittier Square Park to Third Street, where a crossing of Third Street intersection at the light connects to the programmed greenway on the west side of Lewis. (Cul de sac, sidewalks and landscaping).

8. Warehouse Market Truck Doc/Fourth Street Cul de Sac \$65,000

Fourth Street west of Lewis is closed by the greenway project. Fourth Street east of Lewis needs a cul de sac to facilitate a better truck dock area for Warehouse Market, to seal off the Daniels addition from commercial through traffic and, along with reclamation of a landscaped public right-of-way on the east side of Lewis between Third and Fourth Streets, makes an excellent pedestrian connection to the Kendall-Whittier school and park area. (Cul de sac, sidewalk, landscaping).

9. Acquisition and Clearance of East Admiral Structure \$35,000

As discussed there is a need to provide a clear end to the eastern side of Whittier Square at a point where there are (2) stressed residences. The residences which may better be used at a later date as church-sponsored elderly/handicapped apartments, should not be purchased until such a reuse is imminent. The structure and lot to be purchased and cleared to remove a blight and to provide an edge and buffer is the third unit west of Atlanta on the southside of Admiral.

10. Acquisition and Mitigation of Admiral/Gillette Gas Station \$79,500

Purchase gas station structure and vacant residential unit to the south (\$60,000), demolish and clear residence (\$2,500), remove and mitigate gas tanks in conjunction with the State Indemnity Fund (local share \$12,000), commission architectural study on historic renovation and re-use probably as a small shop, office or restaurant/pub (\$5,000). Remarketed structure with reasonable reuse "Covenants" at market rate which will be 75% to 80% of the repositioning cost.

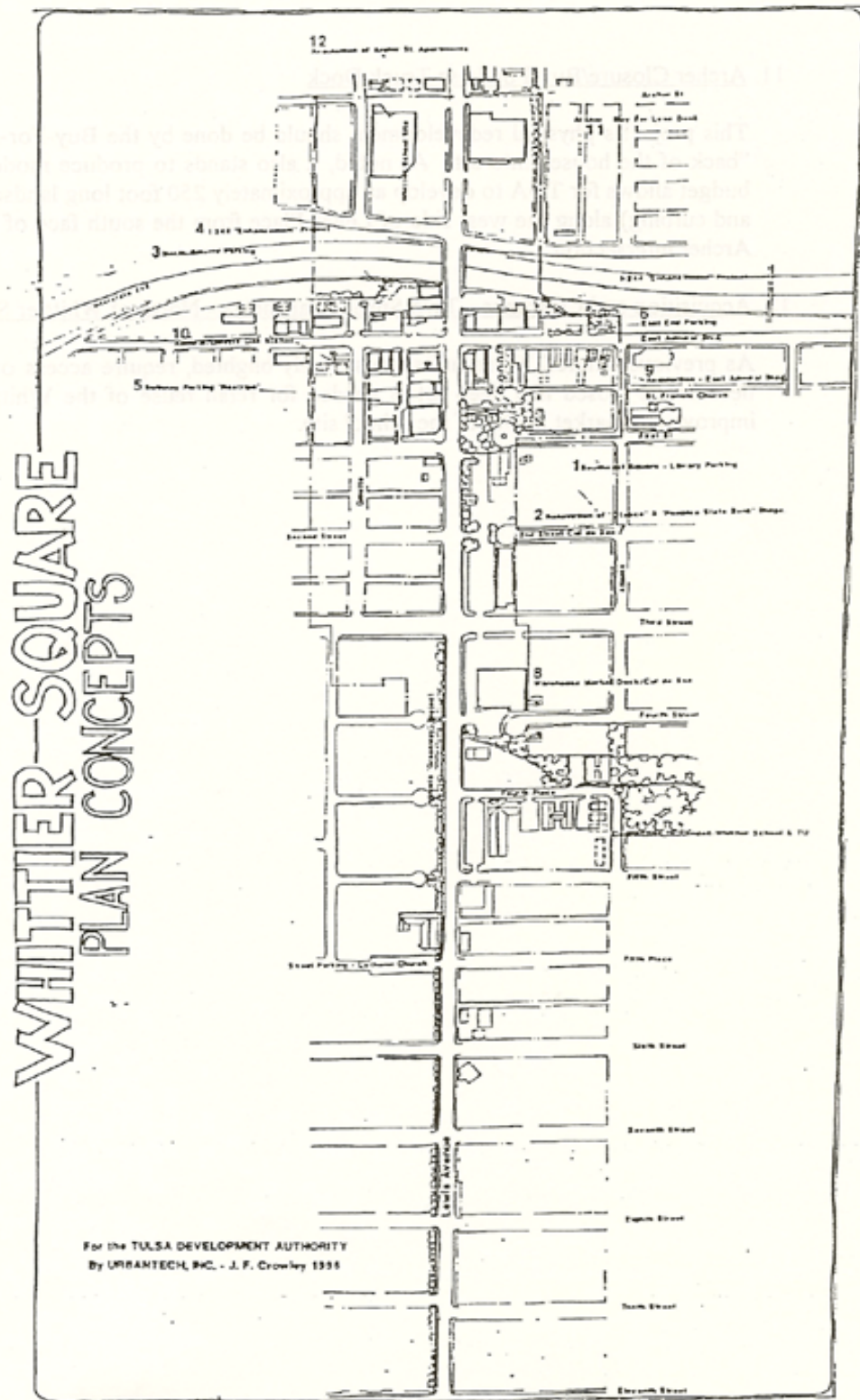
11. Archer Closure/Buy For Less Truck Dock \$10,000

This project's physical redevelopment should be done by the Buy-For-Less store in its own "back of the house" interest. As noted, it also stands to produce modest ground rent. The budget allows for TDA to develop an approximately 250 foot long landscape berm (sod, trees, and curbing) along the west side of Lewis Place from the south face of the store through the Archer intersection.

12. Acquisition and Clearance - Two Small Apartments - North of Whittier School \$45,000

As previously noted, these units are severely blighted, require access of Archer (which may need to be closed if a deep lot is needed for retail reuse of the Whittier School site) and improve the market ability of the school site.

Whittier Square Plan Concepts



Urbantech, Inc. - John F. Crowley
Concept Sketch

Kendall-Whittier Library
Concept Points

Temporary Situation

1. South 1/2 of the "Blood Bank" Building on Lewis Avenue (the first building south of the old "Circle Theater."
 - A. Heart of Neighborhood Center
 - B. On Arterial
 - C. Across from Park
 - D. Easy to find Lewis Avenue Frontage
 - E. Will help encourage other commercial activities
 - F. Other commercial activities compliment Library visitation
 - G. Excellent "Traditional Access" to surface parking to west
 - H. Good Lewis Avenue pedestrian environment
 - I. Fairly simple store front building
 - J. Excellent, if permanent Library goes into adjacent area

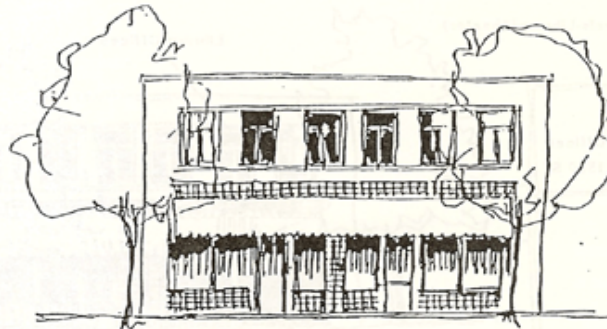
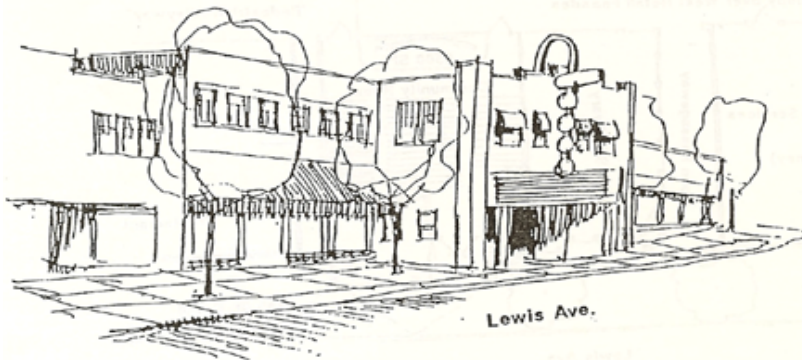
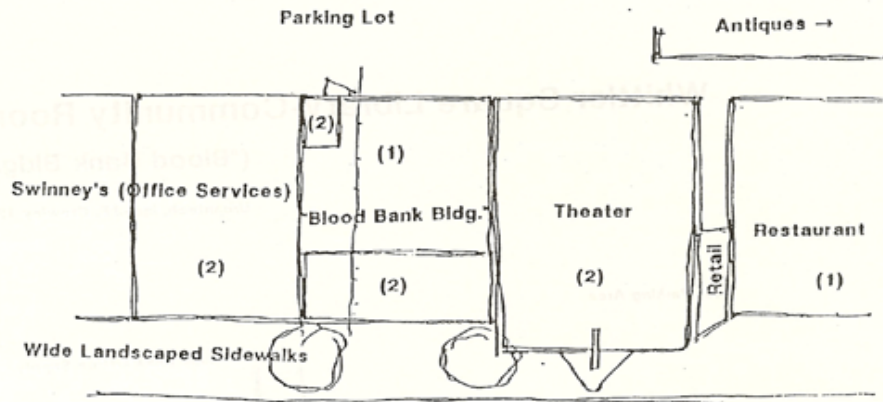
2. "Language School" Building (part only) of Catholic Church
 - A. Temporary rental
 - B. Building most ready to occupy and still leave space for existing activities
 - C. Excellent parking
 - D. Near neighborhood Commercial Center
 - E. Fairly easy to find

Permanent Library Concept

1. Combination of Blood Bank Building and Circle Theater which are adjacent.
2. Put temporary Library in south 1/2 of "Blood Bank"? Building as above noted.
3. Remodel North 1/2 and offices above for permanent Library.
4. Move temporary Library to north half of building.
5. Renovate south half of building.
 - I. for library expansion
 - II. for neighborhood retail wanting to be near library development with rental income to support library operations

6. Circle Theater as Community Center aspect of Kendall-Whittier Library
 - I. May attract separate "foundation" interest
 - II. Same management/operating entity
 - III. Renovated apartments above for income to support community center maintenance and operations (or simply meeting rooms, office, storage)
 - IV. Reserved retail space on Lewis frontage for rental income to support and compliment center
 - a) Bookstore
 - b) coffee/desert shoppe
 - c) gifts, arts, crafts, etc.
 - V. Center reserved through Library for films, educational programs, meetings, seminars, continuing education, etc.
 - VI. Theater has its own "non library" controlled entry
 - VII. Like Library, Center has pedestrian and street off Lewis and surface parking to the west
 - VIII. Theater Marquee useable to post Library and center programs and activities
 - IX. Total project is historic and adaptive reuse of Kendall-Whittier Building across from post office and park.

Parking Lot, Lewis Avenue and Blood Bank Frontage



"Blood Bank" Frontage

Urbantech, Inc. 1996

Whittier Square Library-Community Room

Whittier Square Library-Community Room

("Blood Bank Bldg.")

Urbantech, Inc.-J.F. Crowley 1996

