

2005

Tracy Park + Gunboat Park Master Plan



ACKNOWLEDGEMENTS

The Urban Design Studio would like to thank the following project sponsors:

The Honorable Tom Baker
District 4 Councilor, City of Tulsa
Patrick K. Treadway
Manager, Planning Division, Urban Development Department
Liz Hunt
President, Tracy Park Neighborhood Association
The Honorable Lucky Lamons
State Representative District 66

Urban Design Studio
University of Oklahoma
College of Architecture

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Tracy Park + Gunboat Park

Project Introduction

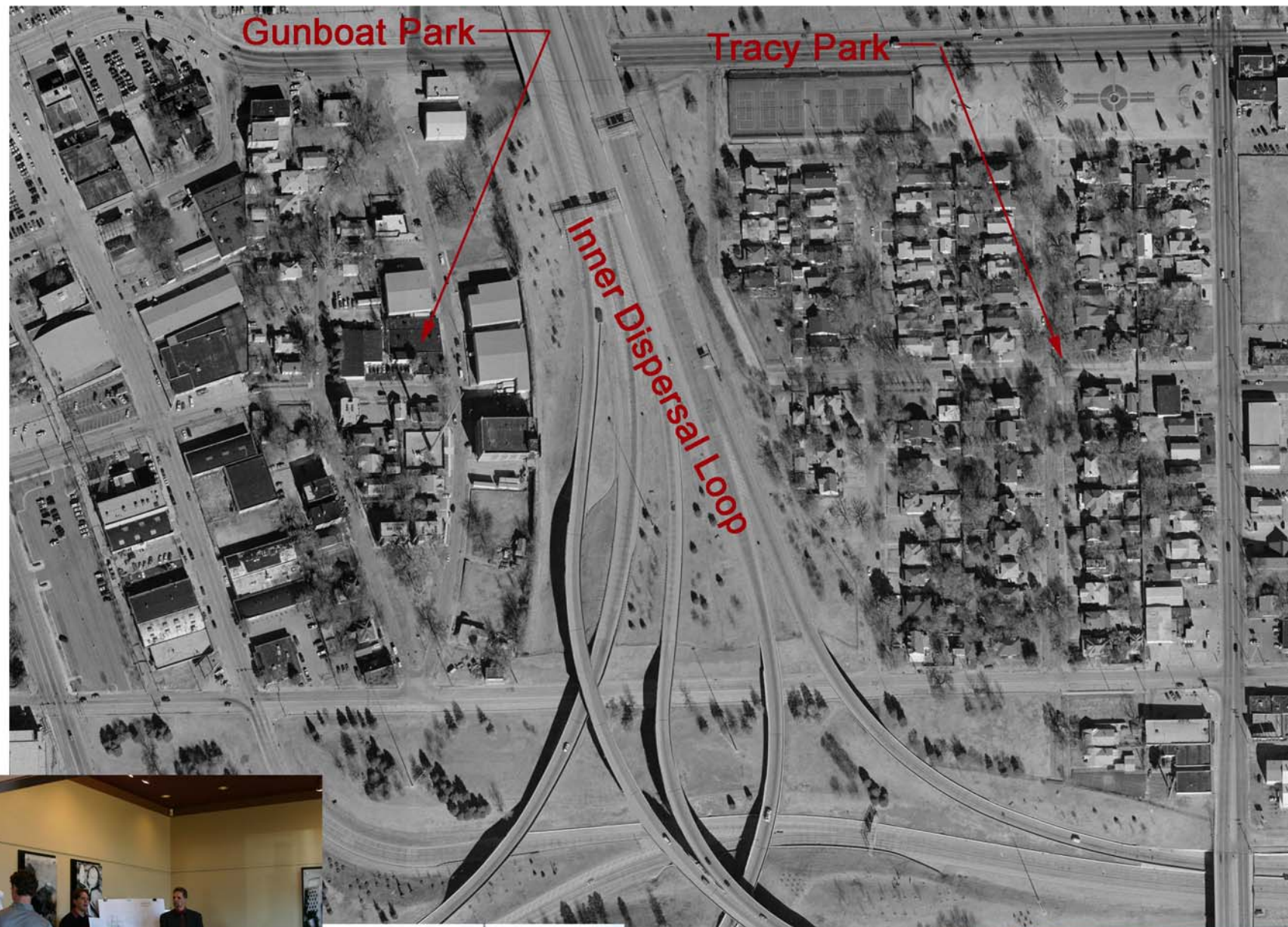
The Urban Design Studio at OU Tulsa started in 1988 with the intention of using the city of Tulsa as a teaching tool for its students. The founder of the Urban Design Studio, Robert Lawton Jones, says the program was meant "not only to provide a service to the community, but real world applications for the students." This ideal has become an integral part of the mission of the Urban Design Studio: to provide a service to the community by doing projects that otherwise wouldn't get accomplished, and to provide the students of the Urban Design Studio with real world experience.

The Urban Design Studio's first year student project is to develop a neighborhood plan for Tracy Park and Gunboat Park, two adjoining neighborhoods located on the edge of downtown Tulsa. The idea for this project began when councilman Tom Baker and Pat Treadway of the city planning office approached the current head of the Urban Design Studio, Shawn Schaefer, and asked if he would be interested in doing a neighborhood plan for Tracy Park as one of his class projects. Schaefer agreed, but on the condition that Gunboat Park be included in the plan. There were several reasons for including Gunboat Park in the project. One such reason is its proximity to Tracy Park. Residents of both neighborhoods interact w/ one another on a daily basis. Also, Gunboat Park's location inside the inner dispersal loop isolates it from the rest of the city and puts it out of the minds of people who might otherwise take an interest in the development of Gunboat Park.

The final project that was developed for the first year students is a perfect example of the mission the Urban Design Studio is trying to achieve: providing a service to the citizens of both Tracy and Gunboat park while producing a neighborhood plan that would not have been accomplished without the help of the Urban Design Studio. For the Fall semester of 2004 and the Spring semester of 2005, the first year students of the Urban Design Studio at OU Tulsa studied both Tracy Park and Gunboat Park and developed a comprehensive plan that the residents of both neighborhoods can use to direct the future growth of the area of Tulsa they call home.

OUUDS
The University of Oklahoma Urban Design Studio

Tracy Park + Gunboat Park



First year Urban Design students Tom Costner, Marcus Fairless, Patrick Fox & Ryan Nowlin interacting w/ the citizens of Tracy Park and Gunboat Park during the Fall semester of 2004 and the Spring semester of 2005.

Mission Statement

This study is a research and community service project conducted under the auspices of the University of Oklahoma - Norman Campus. The principal investigators and graduate students conducting the study are faculty and students from the College of Architecture's Urban Design Studio and The College of Arts and Sciences' Applied Research Center located at OU-Tulsa. Partners in this study include Tulsa District 4, City Counselor, Tom Baker, the City of Tulsa Urban Development Department and the Tracy Park Neighborhood Association. This project mission statement was created by Councilor Tom Baker; Pat Treadway, Manager of Planning for the Urban Development Department; Liz Hunt, President of the Tracy Park Neighborhood Association; Fran Pace, Gunboat Park Business Owner and the students of the Urban Design Studio at the first stakeholder's meeting on Saturday, September 11th, 2004.



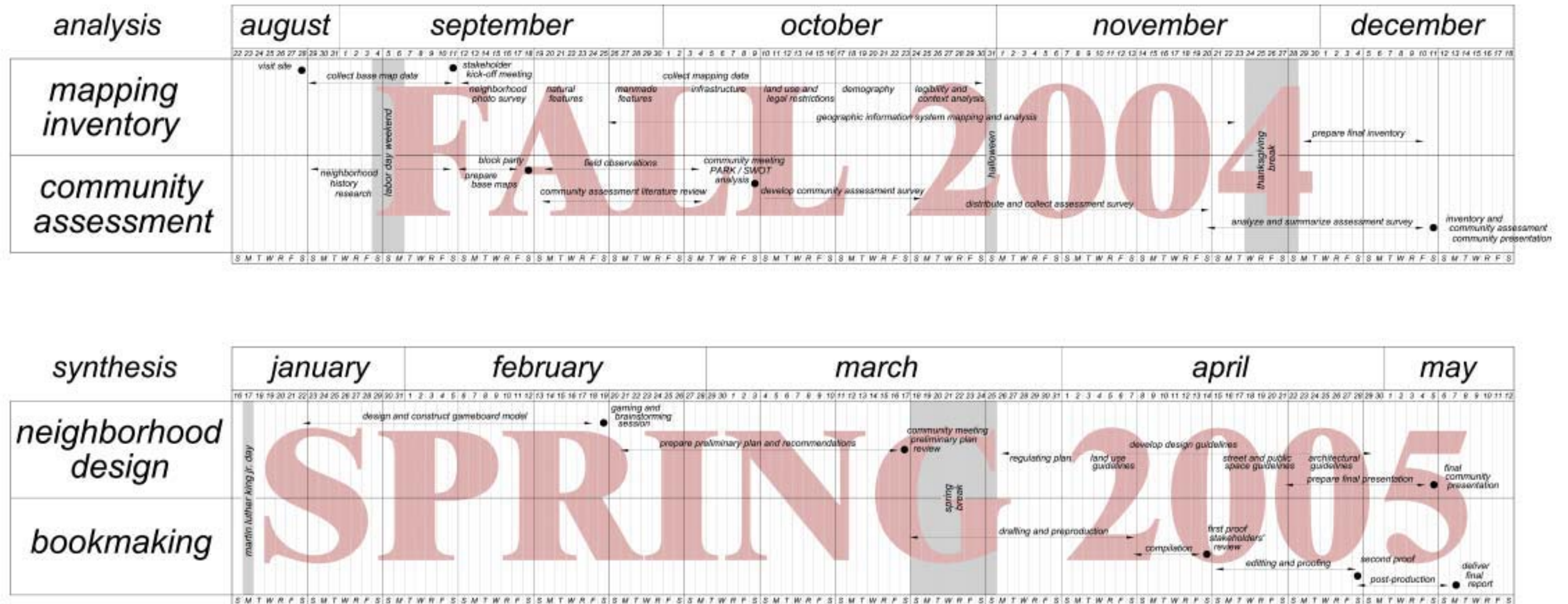
Project team members(l to r): Marc Fairless, Ryan Nowlin, Patrick Fox and Tom Costner in Tracy Park.



Project team members(l to r): Tom Costner, Marc Fairless, Patrick Fox and Ryan Nowlin in Gunboat Park.

“The mission of this project is to create a strategic plan, based on a realistic, holistic view of the Tracy Park and Gunboat Park Neighborhoods including assessments of natural, manmade and social conditions, which can be implemented by local citizens, community leaders and city officials to attract new residents, improve the quality of life of existing inhabitants and contribute to the revitalization of Downtown Tulsa as a whole.”

Project Schedule



Tracy Park Block Party

Urban Design Team Introduction

On October 2, 2004, residents of Tracy Park held a block party that was well attended. A beautiful early fall day allowed residents to enjoy the park and visit with friends and neighbors. Liz Hunt, Tracy Park Neighborhood Association President, introduced special guest at the event including District 4 City Councilor Tom Baker, State Representative Lucky Lamons, and members of the Tulsa Police Department. Professor Shawn Schafer was introduced and he explained some of the plans of the University of Oklahoma Urban Design Team as well as introduction of the members present. The design team had a display of some of their previous projects as well as a photo survey of the neighborhood. Residents in attendance were also asked to plot their homes on an aerial map of the neighborhood. The residents seem to enjoy themselves and the exchange of ideas and enthusiasm was initiated.



Initial Community Meeting SWOT & PARK Analysis



On October 23, 2004, the first community meeting was held at the Mazzio's Pizza restaurant in the historic Warehouse Market. Almost 40 residents attended and the exchange of information was excellent. City officials including District 5 City Counselor Tom Baker, District 66 State Representative Lucky Lamons, and Pat Treadway from the Tulsa Urban Development Department were in attendance. The University of Oklahoma Urban Design Studio team led the meeting under the direction of Professor Shawn Schaefer.

The meeting was conducted using the SWOT and PARK analysis and information gathering technique. SWOT analysis includes the residents views of their environment by voicing the strengths, weaknesses, opportunities, and threats of their neighborhoods. PARK is a method of determining some of goals that the neighborhood would like to see and includes what the residents feel needs to be preserved, added, removed and kept out of the neighborhood.



First Community Meeting Attendance

First Neighborhood Meeting
October 23, 2004
12:00 pm

On the 23rd of October, 2004, the students of the Urban Design Studio at the University of Oklahoma, Tulsa held their first neighborhood meeting for the Tracy Park & Gunboat Park project. The meeting was held at the Mazzio's Pizza on 11th Street. Invitations were mailed out to the property holders in both neighborhoods. Items discussed included what the residents liked and disliked about their neighborhoods and what they would like to see in their neighborhood in the future.



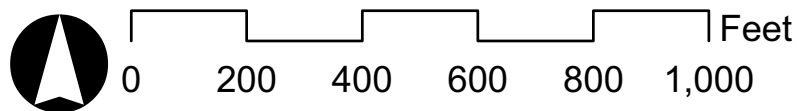
Map Legend

Attended Meeting

- No
- Yes



Tracy Park + Gunboat Park



P.A.R.K. Analysis

PRESERVE

ADD

REMOVE

KEEPOUT

Preserve

Historic area
Architecture
Authenticity
Preserve homes,
context, streets
Diversity of people
Parks
Buildings
Urban fabric

Add

TPC activity
Park landscaping
Tulips and flowers
Public transportation
Signage for Rout 66
Park improvements
Utilities and electrical
help
Leadership for
Gunboat Park
Gunboat sign
Funding
Urban design

Remove

Houses off Peoria for a park
Burnt down houses
Flood problems
Urination prostitution
and defecation
Homeless
Remove lack of continuity
keep from loosing ground
Water lines
Trees along highway
Homeless vacan houses
Liquor store
Bottle neck trees
Signage

Keep Out

Commercial
Zoning changes
absent Landlord



S.W.O.T. Analysis

STRENGTH

WEAKNESSES

OPPORTUNITIES

THREATS

Stengths

Character
location
Historic Register
View of Downtown
Historic Architecture
The Community
The people
Community and diversity
Stability and history
Gateway
Upcoming events
Highway access
Parks department does a
good job
Tennis courts
Splash pools
Trees
Clean environment

Weaknesses

Transient population
Parks overrun
Liquor store
Prostitution
Police protection
Added support for urban
improvement
Sidewalk and streets
Lighting (street Lamps)
Absent landlords
Drug traffic
Communication with
commercial owners
Type of buisnesses
Traffic
Fountain does not work
Tiff project coming back
Land lord screeneing
tenants
Park maintenance
Flooding problems
Convenience store

Opportunities

Solve strip zoning
National historic registry
Neighborhood leader
Burnt down houses removed
Vacant houses
Mandatory homeowner
association
Recognize property owners
Vision 2025
Living downtown
Historic model for future
development

Threats

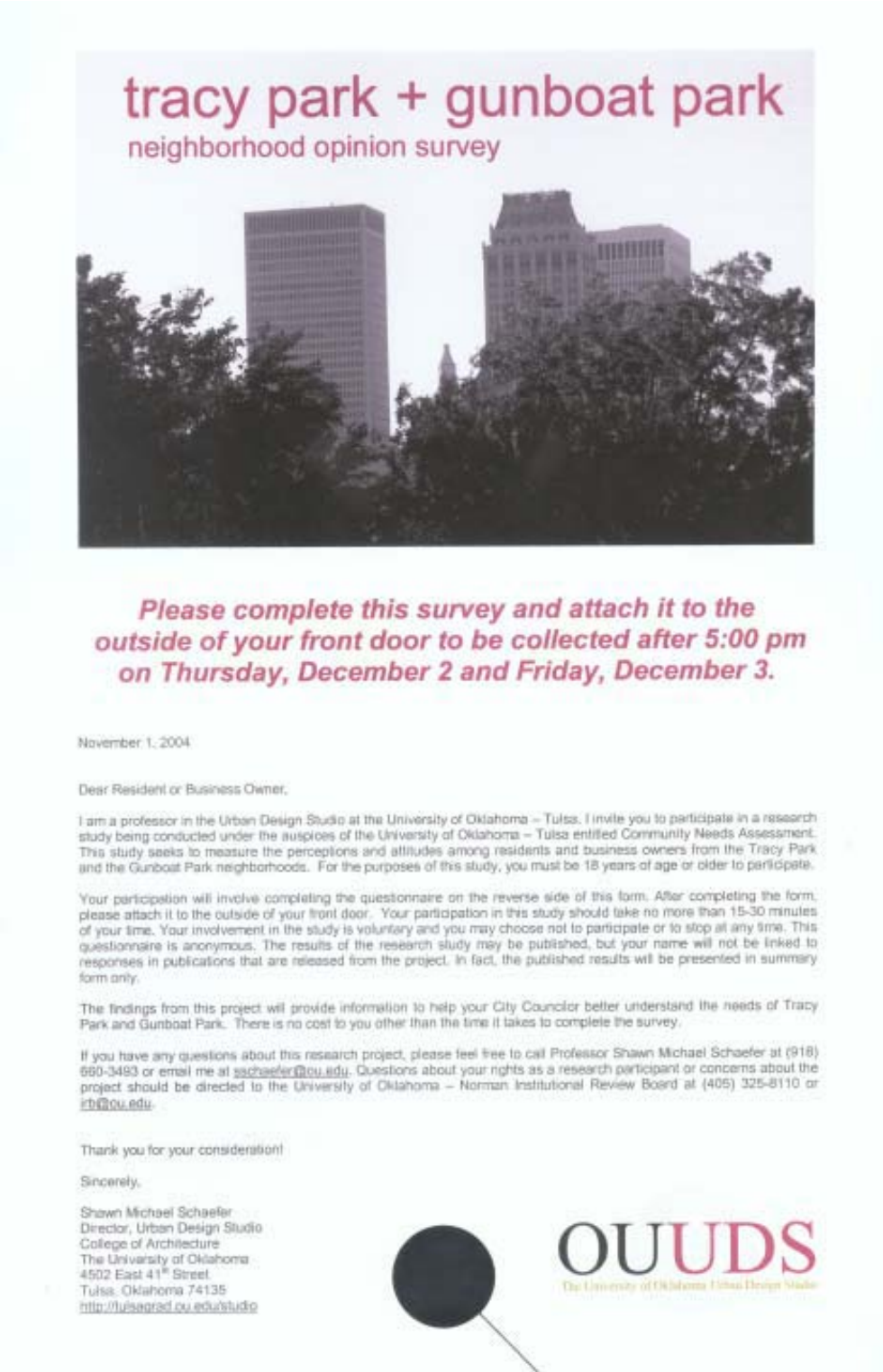
Commercial flowing into
residential
Zoning
Transient population
Theft
Squatting
Absent land owner
Over looked



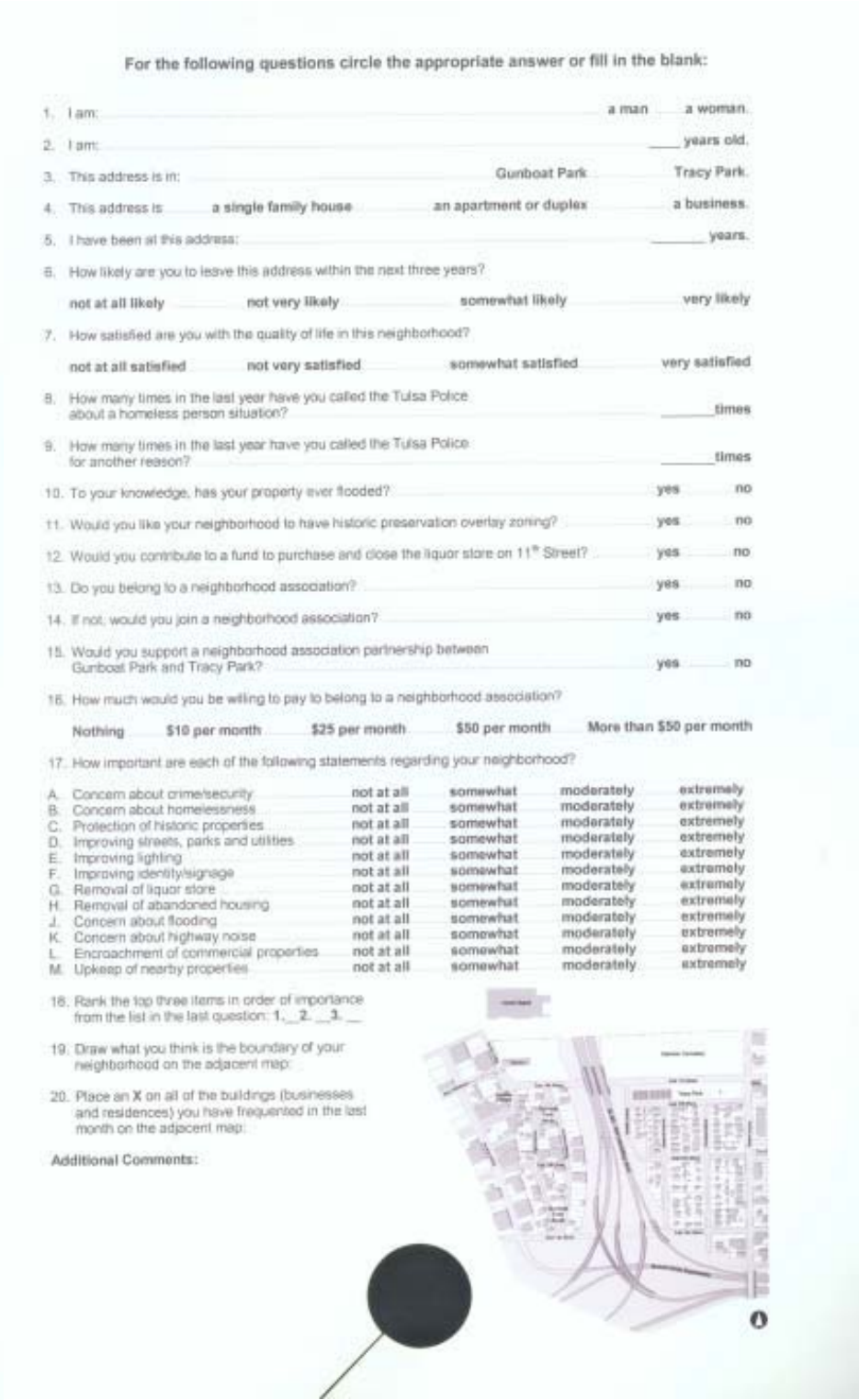
Assessment

Neighborhood Opinion Survey

A Neighborhood Opinion Survey was developed to measure neighborhood response to a number of issues raised at community meetings and observed in the study area. A sample survey form is shown at left. After review and approval by the University of Oklahoma’s Institutional Review Board, the students distributed 192 surveys to residents, businesses and property owners in Tracy Park and Gunboat Park. The surveys were distibuted door to door during the third week of November, 2004. Seventy-five survey forms were collected during the first week December, 2004; a very good response rate with over one third of the survey population participating. The collected forms were entered into a database and analyzed using the Statistical Package for the Social Sciences (SPSS) software. Survey results are shown on the following pages.



Sample Survey Front



Sample Survey Back



Tracy Park + Gunboat Park

Assessment

Survey Results

Number of People Responding to Survey: **75**

1. Respondent gender: **44% men 56% women**
2. Average respondent age: **47 years**
3. Respondent address location: **26% Gunboat Park 65% Tracy Park**
4. Type of address:
59% single family home 12% apartment or duplex 27% business
5. Average duration at address: **13 years**
6. Likelihood of leaving the address in the next three years:
39% not at all likely 32% not likely 21% somewhat likely 5% very likely
7. Satisfaction with quality of life in the neighborhood:
5% not at all satisfied 17% not very satisfied 45% somewhat satisfied 28% very satisfied
8. Calls to the police concerning homelessness in the last year: **223**
9. Calls to the police for other reasons in the last year: **88**
10. Knowledge of property flooding: **14% yes 86% no**
11. Prefer Historic Overlay Zoning: **64% yes 18% no**
12. Would contribute to purchase of the liquor store: **41% yes 46% no**
13. Belong to a neighborhood association: **29% yes 64% no**
14. Would join a neighborhood association: **52% yes 23% no**
15. Support a partnership between Tracy Park and Gunboat Park: **50% yes 37% no**
16. Willing to pay neighborhood association dues:
31% None 33% \$10 per month 8% \$25 per month 1% \$50 per month 11% other amount
Average amount: \$6.90 per month = \$82.80 per year = 23 cents per day

mean 17. Level of importance of the following:
score

- 3.30 A. Concern about crime and security:
3% not at all 27% somewhat 13% moderately 56% extremely
- 3.31 B. Concern about homelessness:
5% not at all 17% somewhat 21% moderately 56% extremely
- 3.11 C. Protection of historic properties:
8% not at all 15% somewhat 28% moderately 45% extremely
- ▶ 3.64 D. Improving streets, parks and utilities:
1% not at all 11% somewhat 15% moderately 72% extremely
- 2.97 E. Improving lighting:
5% not at all 28% somewhat 23% moderately 39% extremely
- 2.55 F. Improving identity or signage:
19% not at all 25% somewhat 27% moderately 25% extremely
- 2.85 G. Removal of liquor store:
13% not at all 23% somewhat 19% moderately 39% extremely
- 3.26 H. Removal of abandoned housing:
11% not at all 8% somewhat 28% moderately 48% extremely
- 1.89 J. Concern about flooding:
51% not at all 20% somewhat 9% moderately 16% extremely
- 2.02 K. Concern about highway noise:
39% not at all 27% somewhat 17% moderately 15% extremely
- 2.74 L. Encroachment of commercial properties:
17% not at all 27% somewhat 16% moderately 36% extremely
- 3.54 M. Upkeep of nearby properties:
1% not at all 12% somewhat 21% moderately 61% extremely

Assessment

Survey Results

18. Rankings of the concerns from question 17:

Most ranked:

- 1. Concern about crime and security
- 2. Concern about homelessness
- 3. Improve streets

Least ranked:

- 12. Improving identity or signage
- 11. Concern about flooding
- 10. Concern about highway noise



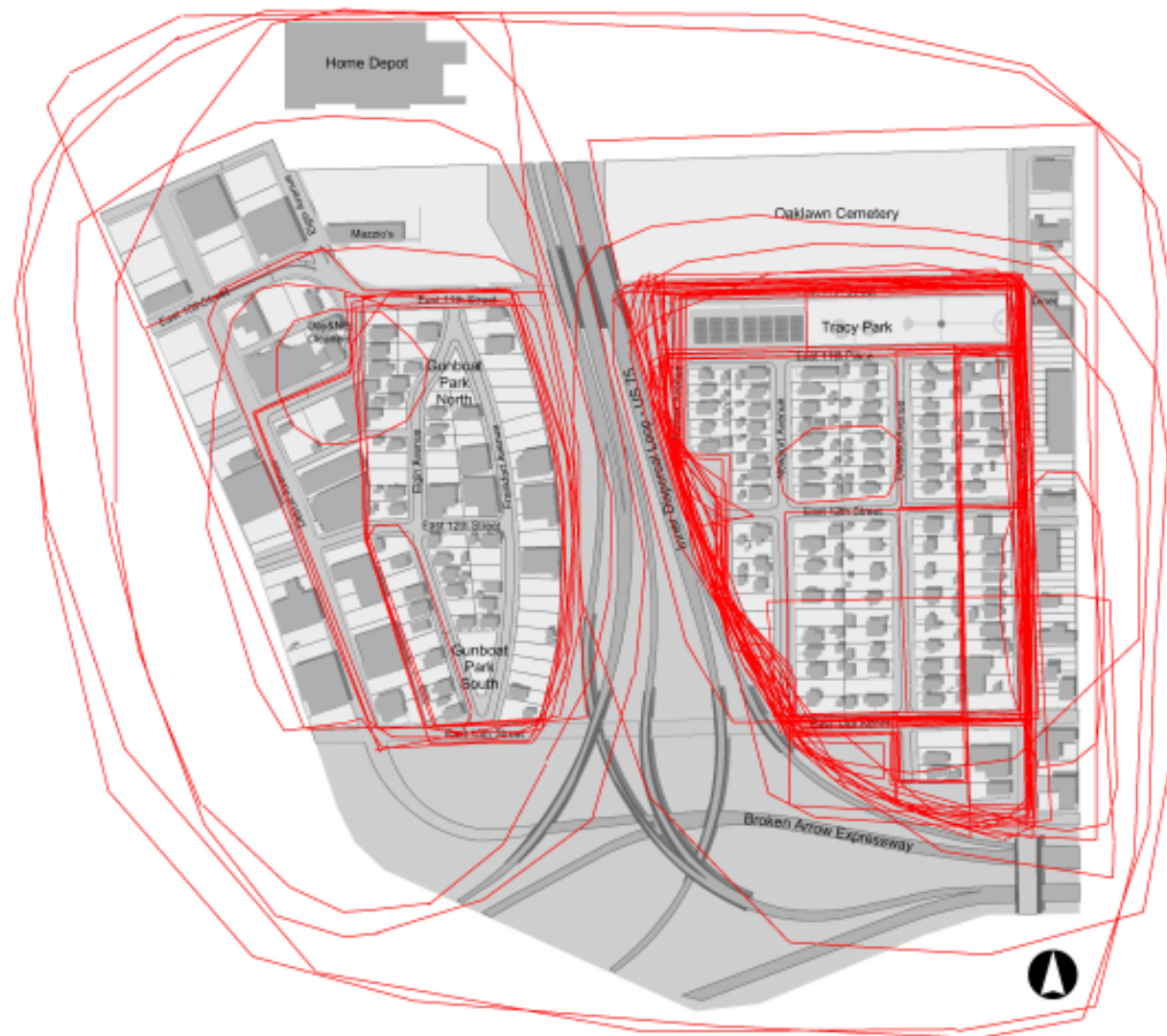
Tracy Park + Gunboat Park

Assessment

Survey Results

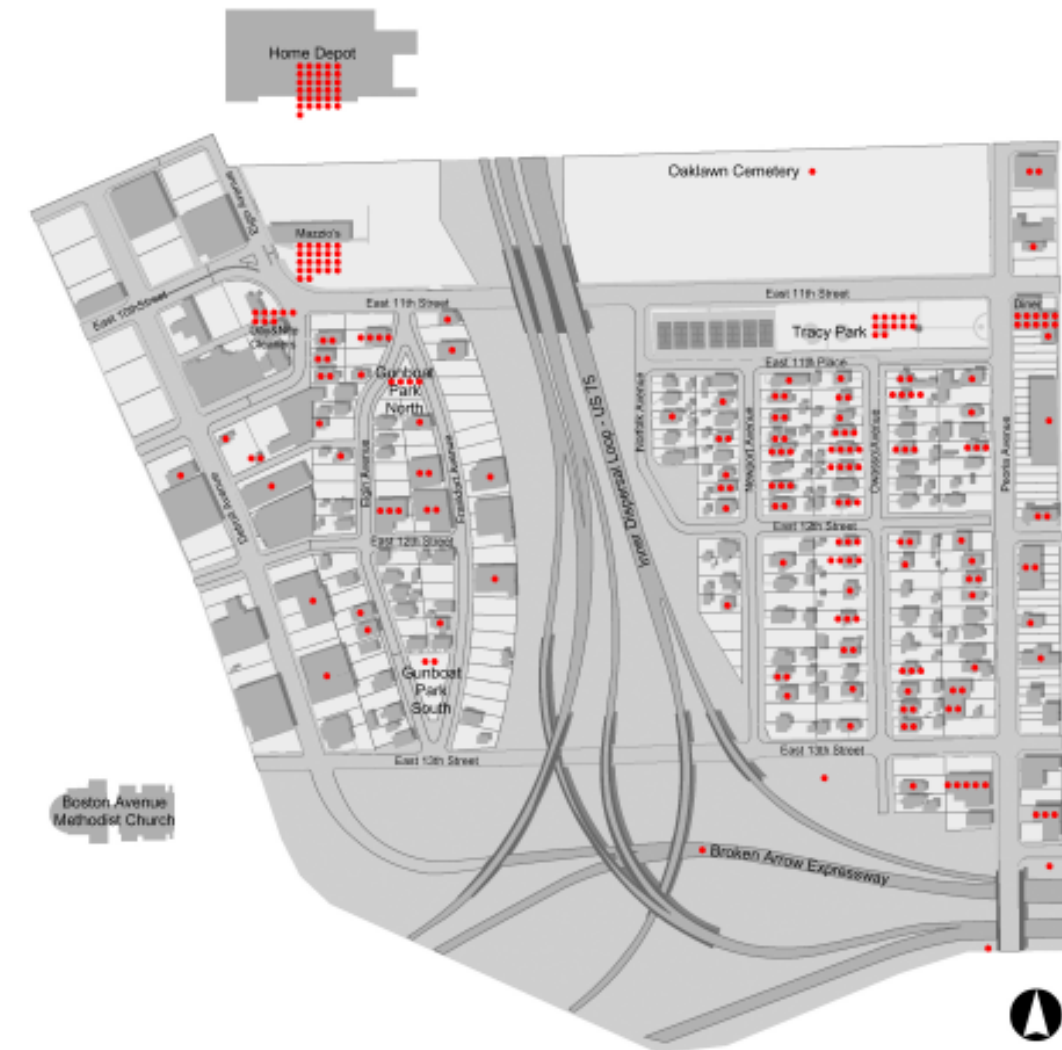
19. Draw what you think is the boundary of your neighborhood on the adjacent map:

49 people responded to this question.
The results are shown below.



20. Place an X on all of the buildings (businesses and residences) you have frequented in the last month on the adjacent map:

54 people completed this question.
The results are shown below:



“I have lived in this neighborhood my entire life....I consider myself a ‘downtown’ person and consider the inner city my neighborhood.”

“There were street people in Central Park in the 1950’s and early 1960’s.”

“I know that 12th Street between Elgin and Frankfort flooded sometime in the 1980’s. The sewer blocked up during a major rain. It was 3’ deep at the Ziegler Company and washed out the liquor store.”

“I think a neighborhood should be mixed use. Businesses provide traffic and activity and make a neighborhood safer.”

“Tracy Park suffers from being cut-off from Peoria. It is bad enough that the expressway isolates both neighborhoods. I used to walk from Tracy Park to 15th and Madison...my dog loves the highway right of way but the homeless hang out there and I cannot easily get to 15th on foot.”

“There should be more residences downtown and a grocery.”

“I would like to become more involved in the renovation of Gunboat Park. I believe it could become another Arts District in Tulsa.”

“TIF district tax money was supposed to pay for removal of the liquor store”

“No more warehouses or gravel parking lots.”

“I feel very strongly about a gated community if it would keep the street people out. That includes the park. That may be the only way that I would pay association fees.”

“We are moving to a better neighborhood this summer.”

“The members of our household believe that it is a wonderful idea to purchase the liquor store. We are very interested in the quality and safety of our neighborhood.”

“Fix up, do not remove historic housing.”

“I drive five miles to go to a different liquor store. I wouldn’t go to the convenience store across the street if I’d been shot and needed help.”

“I would like the liquor store closed, it would cut back on the number of homeless and drunks around here.”

“The intersection (11th and Elgin) is very dangerous...cars end up in oncoming traffic several times a day.”

“It’s not the liquor store that makes the area bad. It is the drug dealers and druggies that make the area bad. Sure some are drunks too, but most are drug addicts.”

“I have seen drug deals, prostitution and fights. Drug deals are over before the police get here. Yes, it is scary sometimes.”

“We want to build compatibly with the neighborhood, assist in projects, remove old housing, landscape properties, provide jobs, pay taxes...”

“The closing of the liquor store and perhaps the convenience store would greatly reduce the transient persons traversing through the neighborhood and leaving trash in my yard.”

“Concerns about commercial properties on Peoria: either remove for a greenbelt or require clean-up and uniform landscaping to clean-up the area.”

“The city should condemn the liquor store for beautification and increase safety and eliminate the homeless.”

Assessment

Survey Comments

Seventeen surveys were returned with written comments. The excerpts at left contain quotes from all 17 surveys. Only personal or business information was removed to protect the identity of the respondent. In addition to the comments at left, several surveys contained questions about what it would mean to belong to a neighborhood association before they could respond to questions 12 through 15.



Tracy Park + Gunboat Park

Observation Summary

Community Assessment



The Urban Design Studio conducted a week long observation exercise at two locations of the open spaces and public areas of Tracy Park and Gunboat Park North. The exercise was to determine both the frequency of and the types of activities that were occurring in the study area.

The exercise was conducted the week of Sunday, September 26th thru Friday, October 1st, 2004. The areas were observed for 1 and 1/2 hours per day: 30 minutes in the morning from around 7 to 8 O'clock AM, 30 minutes at Noon, and 30 minutes in the early evening around 5 to 6 O'clock PM. It should be noted that the weather during that time period was warm and sunny, which would likely encourage outdoor activity.

Our findings produced fairly consistent results during the weekdays. In the mornings, there was very little pedestrian activity at either location. An occasional walker or jogger would travel either eastbound or westbound on 11th street. The convenience store in Gunboat Park had consistent activity, around 3 to 4 customers, both pedestrian and vehicular. On two occasions in the morning we observed pedestrians apparently waiting for the liquor store to open. The early daytime hours saw very little activity in the in Gunboat Park, while Tracy Park had virtually no activity during the same time period. The activity that did occur was the occasional pedestrian traffic to and from the convenience store, or pass through pedestrian traffic moving both to and from Downtown Tulsa.

At noon and in the evening, during the weekday, activity in both locations increased significantly. Tracy Park saw a variety of uses during this time period. The tennis courts, the structured play areas and the open spaces were primarily used for recreational purposes. On occasion, individuals or small group of individuals were seen drinking alcohol in the park areas.

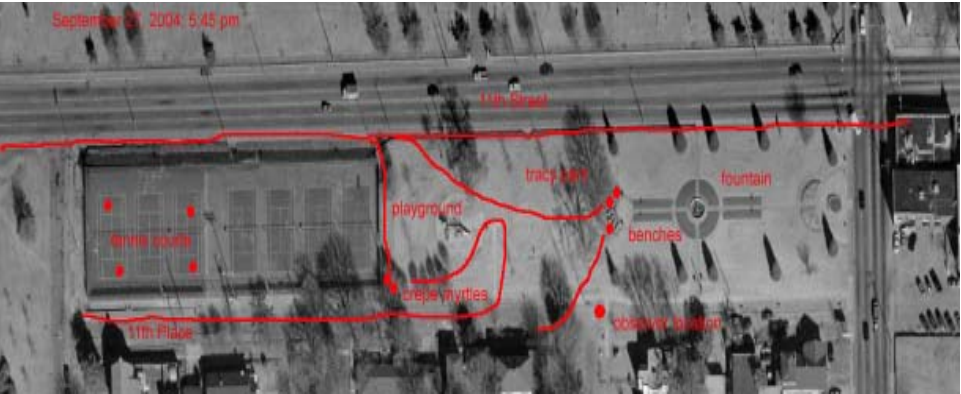
Gunboat Park had a much higher level of pedestrian traffic than in Tracy Park. North Gunboat Park had several physical features that tended to attract people. The remnant wall on the South border of North Gunboat Park was a popular gathering area. Individuals sat on or leaned against the wall, usually in groups of at least two and up to eight. Another popular gathering place was the parking lot located to the west of the Liquor Store at the entrance of the neighborhood. Frequently, individuals, male and female, would walk behind the metal building located on Frankfort directly behind the Liquor Store. It would be speculation to determine the specific activities taking place at that location, however, alleged illegal activity, possibly involving narcotics and/or solicitation was viewed. On one occasion two Tulsa Police Department squad cars drove through the Gunboat neighborhood, causing the loitering individuals to move away from the area.

In conclusion, both areas contained a high level of pedestrian activity throughout the day, with several outside factors contributing: 1) good weather, 2) the lack of a permanent residential population to self police the area, 3) businesses in the area that cater to the transient population, 4) the lack of consistent policing, 5) amenities, such as the playground equipment and tennis courts and planned landscaping (contributes to positive uses of the open spaces by both residents and non-residents.).

Assessment

Direct Observation

TracyPark and Gunboat Park North were observed three times a day for one week beginning September 26, 2004. The observations took place in the morning, mid-day and early evening. Each observation lasted fifteen to twenty minutes per park. This sheet contains a sample observation log.



Tracy Park



Gunboat Park North



Tracy Park + Gunboat Park

Tracy Park + Gunboat Park

Observation Log

Monday, September 27, 2004
Weather: Partly Cloudy, 80F
Observer:

- 1709: Arrived Mazzios Pizza Parking Lot. Five cars near entrance. Six African-American men seated on wall at the south end of Gunboat Park North. Caucasian man fueling pick-up truck at convenience store. Caucasian man seated on bench, north side of 11th Street.
- 1710: Four men leave ledge and proceed west on 11th Street and then north on Elgin Avenue.
- 1711: Three black men emerge from behind metal building, east side of Frankfort Avenue. One man joins two remaining men on ledge, two others leave on bicycles. Man on bench gets up crosses street and heads down Elgin Avenue to the south. Customers arriving at the liquor store and the dry cleaners.
- 1712: White couple arrive on foot from the east, 11th Street. Woman goes into convenience store. Green Ford Taurus arrives, makes u-turn and parks on Frankfort Avenue. Two African-American women exit vehicle and walk over to men on the ledge.
- 1713: Two bicyclists heading east on 11th Street.
- 1714: White man with cane arrives on foot, proceeds to convenience store, then meets another man arriving on foot from Elgin Avenue. Second man begins yelling and dancing, the two men embrace and proceed east on 11th street.
- 1715: Three Native-American men on foot arrive from the east, 11th Street. One goes into liquor store, two proceed behind liquor store.
- 1717: Man is walking dog in fenced yard on the north side of apartment building at 11th Street. Male cyclist in cycling gear heading east on 11th Street.
- 1718: African-American couple with stroller and small child arrive on foot from the north, Elgin Avenue, stop and sit down at bench. Man crosses street and goes into convenience store.
- 1719: Two Native-American men emerge from behind liquor store accompanied by a woman. Stand talking along Frankfort Avenue. Native-American men leave.
- 1721: White woman emerges from convenience store crosses street and hands something to the other woman. Both women remain in the parking lot next to metal building and Frankfort Avenue.
- 1722: Clerk from convenience store comes out and empties trash in dumpster in front parking lot.
- 1724: Bicyclist using telephone in front of convenience store. Car leaves liquor store and parks in convenience store lot. Van arrives at liquor store parks on sidewalk. Man goes into store. African-American couple arrives in car, parks in lot next to liquor store. Man gets out and goes into store.
- 1726: Depart Gunboat Park area.
- Summary Counts:
Liquor Store Customers: 6 arrive via car, 2 pedestrians, and 1 cyclist.
Day and Nite Cleaners Customers: 4 arrive via car.
Convenience Store Customers: 7 arrive by car, 2 pedestrians and 1 cyclist.
Total cyclists observed: 7.
- 1738: Arrive Tracy Park, park on Owasso Avenue. Water fountain not operating. Two tennis courts in use. Two white children playing on far western court. Two white men playing on third court from the west.
- 1742: Young white woman arrives and parks Green Dodge Neon on 11th Place. Proceeds into park with study materials. Sits near benches reading.
- 1746: White couple arrive from the west, 11th Street. Walk to benches and sit down not far from young women studying, begin talking and drinking something from cans.
- 1748: White man on bicycle arrives from 11th Place, gets drink of water and walks around park.
- 1749: Couple observed at Gunboat Park walk past on 11th Street heading east.
- 1751: Four men arrive on foot from the west, man with cane and companion from Gunboat Park are in this group. Man with cane and an African- American man sit down behind crepe myrtle bushes and beginning drinking something out of paper bag. Two other men continue walking east.
- 1753: Depart Tracy Park area.
- Summary Counts:
Total people in park: 9.
Pedestrians on 11th Street: 5.
Cars passing on 11th Place: 3.
Did not closely observe Peoria Avenue.



Typical Observation Log and Photographs.



Architectural Character

Tracy Park

Tracy Park and Gunboat Park are adjacent neighborhoods in Tulsa, OK, divided by the Southeast interchange of the Inner Dispersal Loop. Tracy Park was originally part of the Ridgewood Addition, which was located near the Central Business District in downtown Tulsa and backed up to the Maple Ridge neighborhood. The Ridgewood Addition, which was constructed between 1919 and 1925 consisted of bungalow style houses as well as two story federal style homes. The addition was constructed to house Tulsa's middle class, which was growing as a result of the oil boom. With the construction of the Inner Dispersal Loop, the Ridgewood Addition was reduced in size and Tracy and Gunboat parks were severed from one another. On September 20, 1982, Tracy Park was placed on the national register of historic places. The buildings on the left are a sampling of structures found in the Tracy Park neighborhood. For example, the south end of Newport and Owasso Ave. predominantly feature homes designed in the federal style, while the North end of Owasso features the Adah Robinson Studio, an Art Deco style home designed by the architect Bruce Goff. There are also homes designed in the English Tudor Style as well as a spanish style home, and several bungalow houses.



Architectural Character

Gunboat Park

Located in the Central Business District, Gunboat Park is a very unique neighborhood which got its name from the shape of the neighborhood as seen from overhead. The central area of the neighborhood, flanked on either end by Gunboat Parks North & South, is shaped like a boat. Because of its central business district zoning, Gunboat Park contains businesses as well as residences. The businesses vary in nature from a convenience store to a dry cleaner to a law office. Some of these businesses are located in former residences, while others are in larger commercial buildings. The commercial buildings in Gunboat Park are mostly brick construction. They are two to three stories in height with flat roofs. The setbacks for most of the properties are at the property line. As for property used for residential purposes, Gunboat Park contains both multi-family and single family dwellings. The multi-family homes are similar in character to the commercial buildings. The single family homes are wood sided, one story, bungalows. Many of the residential properties in Gunboat Park have porches on the front, overlooking the street.



Peoria Avenue

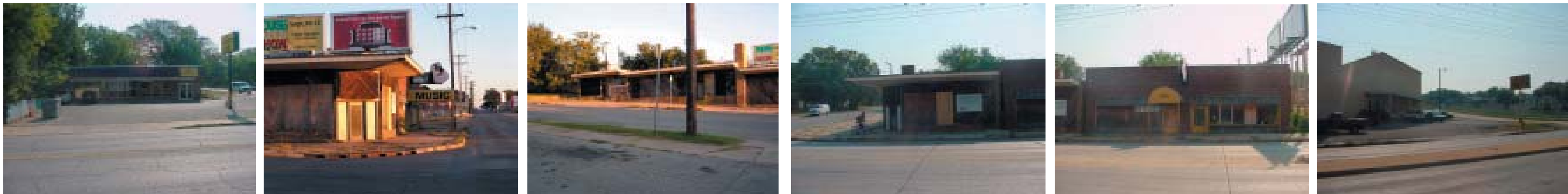
1100-1300 Block East



1100 Block



1200 Block



1300 Block

Peoria Avenue

1100 - 1300 Block West Side



1100 Block



1200 Block



1300 Block

Owasso Avenue

East Side - Tracy Park



Adah Robinson Studio



Tracy Park + Gunboat Park

Owasso Avenue

West Side - Tracy Park



Newport Avenue

1100 - 1300 Block East Side



1100 Block



1200 Block



Tracy Park + Gunboat

Newport Avenue

1100 - 1200 Block West Side



1100 Block



1200 Block

Norfolk Avenue

1100 - 1200 Block East Side



Tracy Park + Gunboat Park

12th Street

Tracy Park



13th Street

Gunboat/Tracy Park



Tracy Park + Gunboat Park

Frankfort Ave

Gunboat Park



Elgin Avenue

Gunboat Park



Tracy Park + Gunboat Park

Detroit Avenue

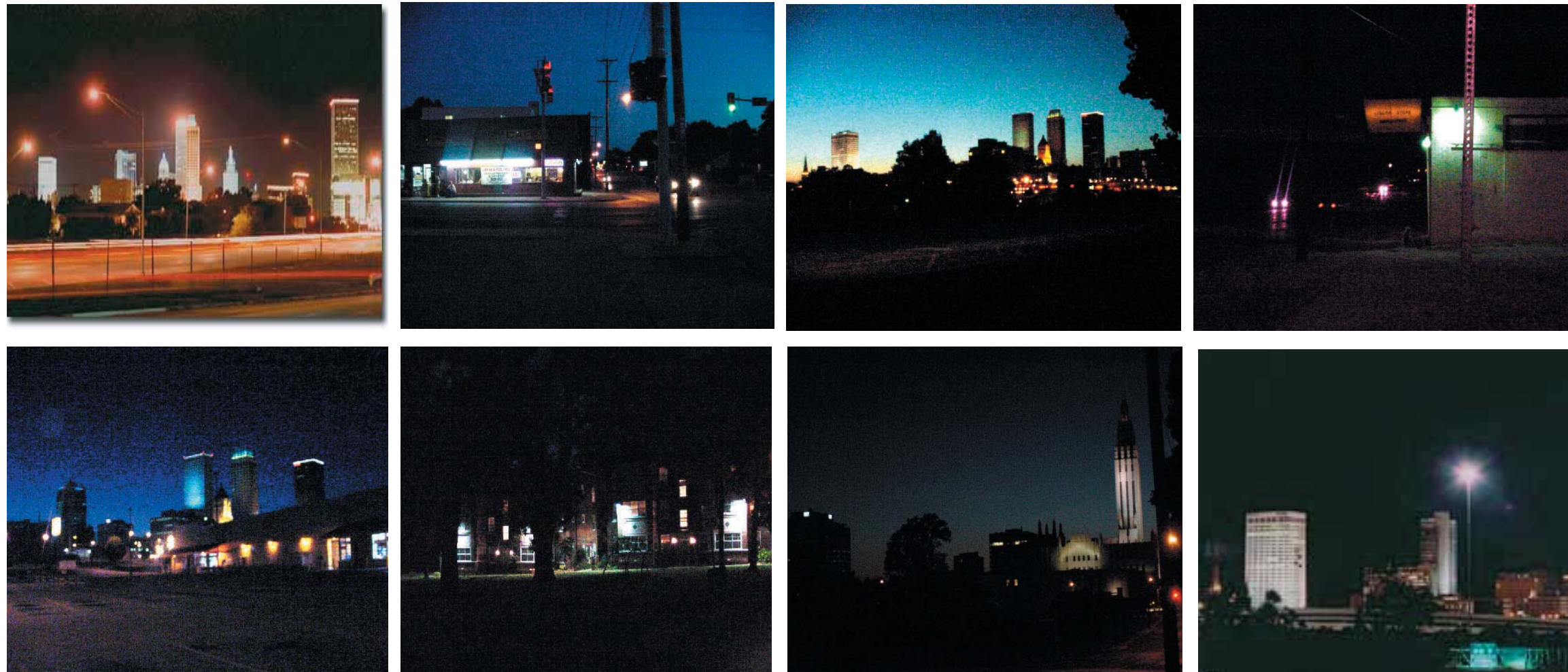
Gunboat Park



Detroit Avenue represents the western edge of Gunboat Park for the purposes of this study.

Tracy Park + Gunboat Park

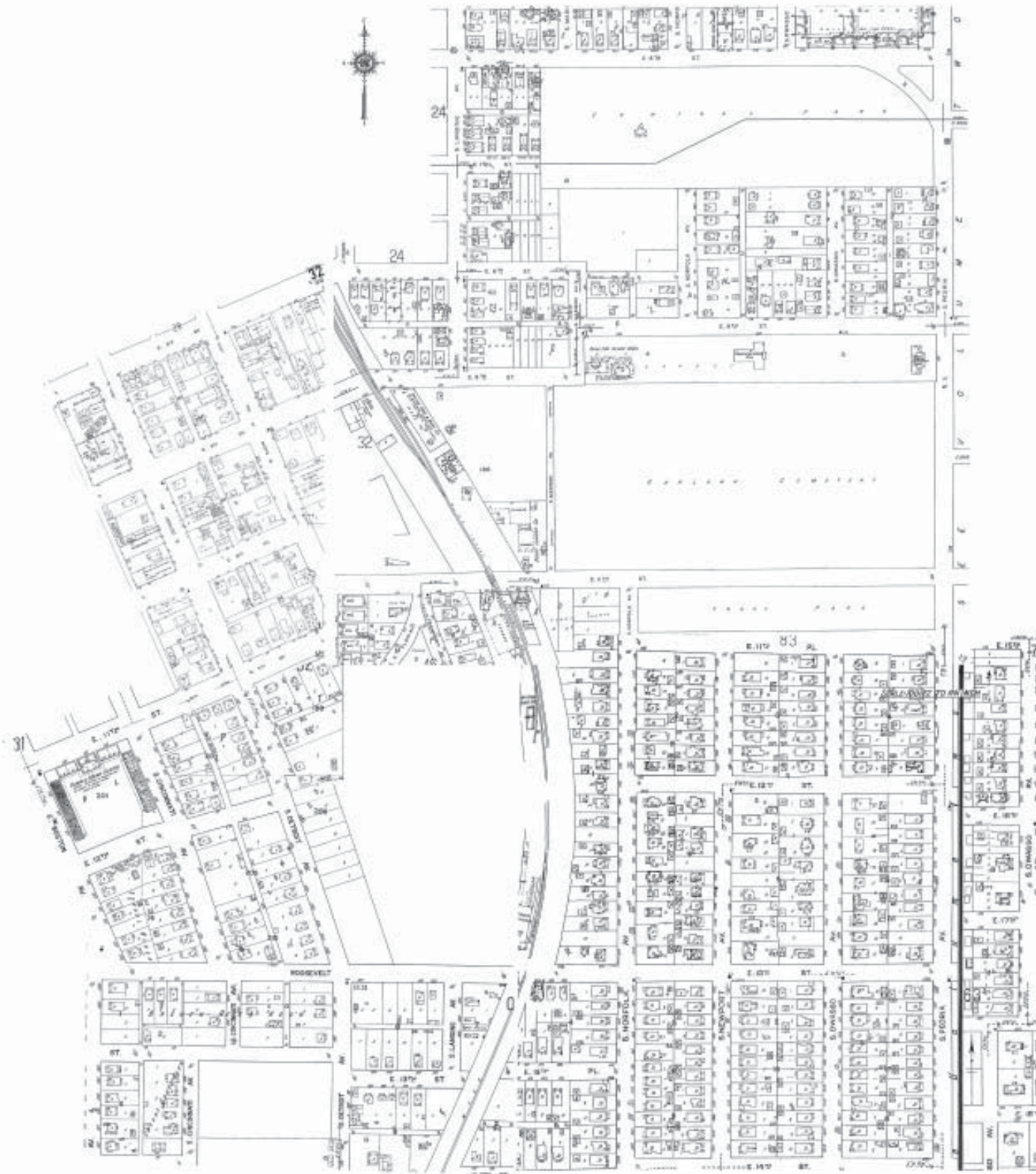
Neighborhood Night Scenes



History

Sanborn Maps: 1915-1939

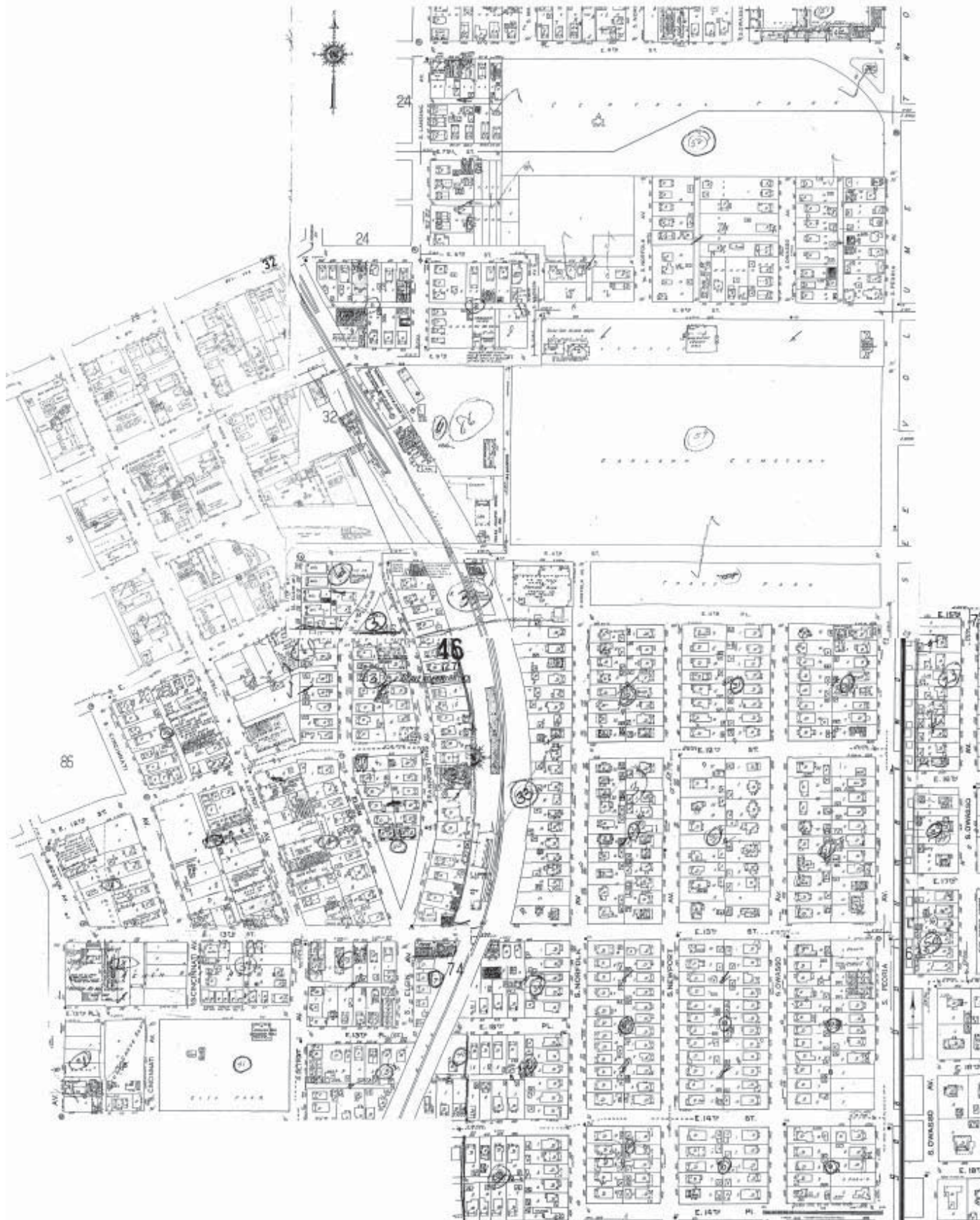
Sanborn Fire Rate Insurance Map of Gunboat Park and Tracy Park area made from composite of sheets 32,46,74 and 83 of Volume 1 for Tulsa, Oklahoma, created between 1915 and 1939. Obtained from the Sanborn Map Company, Sanborn Library LLC through Proquest Information and Learning Company: 2001 at its website: <http://sanborn.umi.com>.



History

Sanborn Maps: 1915-1926 1962 Revision

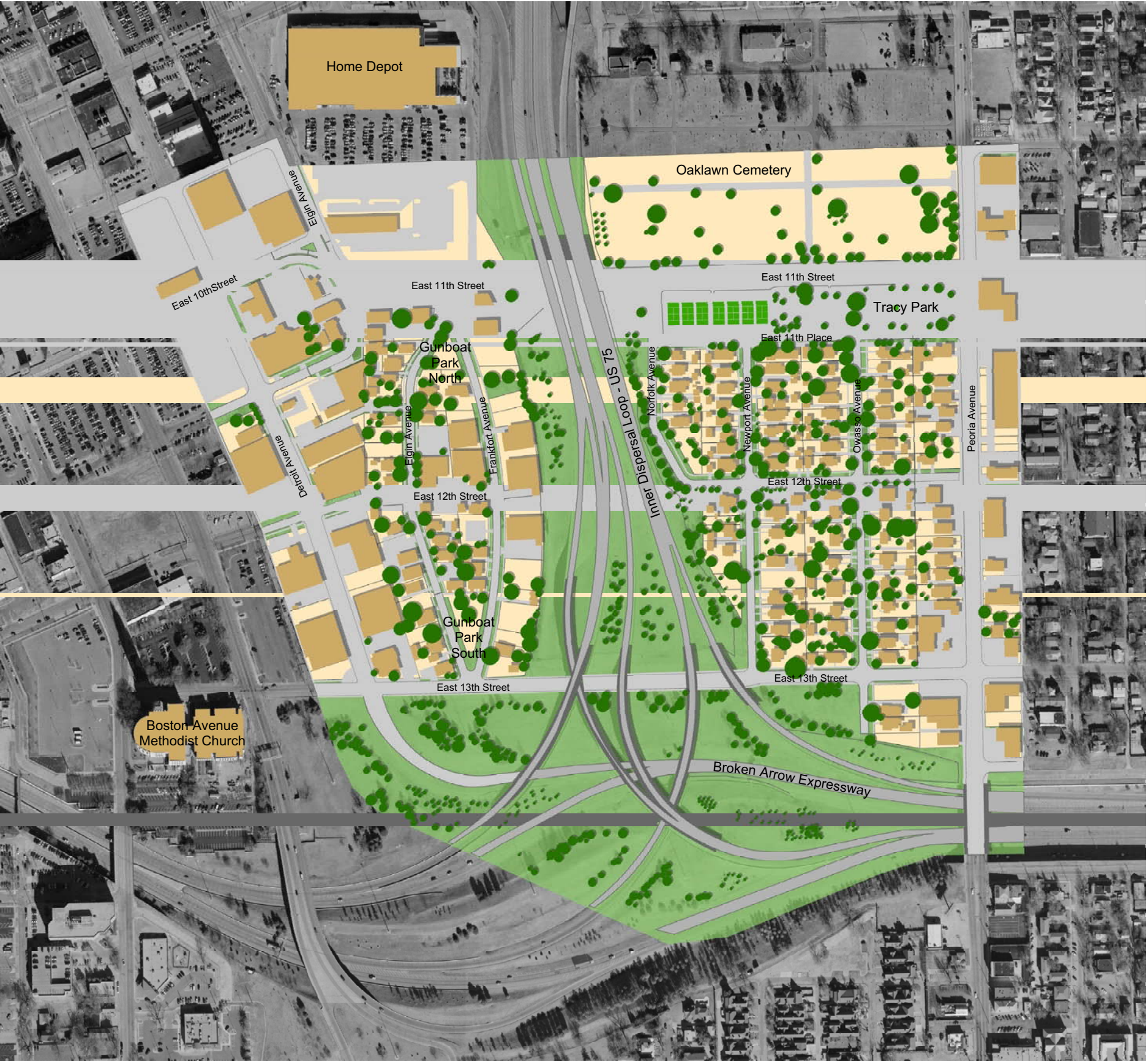
Sanborn Fire Rate Insurance Map of Gunboat Park and Tracy Park area made from composite of sheets 32,46,74 and 83 of Volume 1 for Tulsa, Oklahoma, created between 1915 and 1926, revised in 1962. Obtained from the Sanborn Map Company, Sanborn Library LLC through Proquest Information and Learning Company: 2001 at its website: <http://sanborn.umi.com>.



Neighborhood Map

Tracy Park/ Gunboat Park Composite Map

This composite map was created using data provided by Steve Ward, Manager of the City of Tulsa Engineering Graphics Department.



Tracy Park + Gunboat Park

Zoning

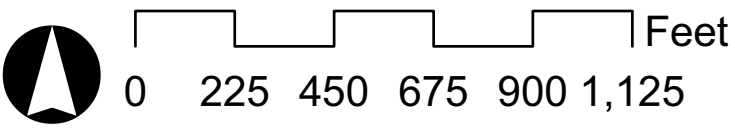
Tracy Park & Gunboat Park
Zoning w/ TIF Boundary



Map Legend

- Zoning Type
- CBD-Central Business District
 - CH-Commercial High Intensity
 - RS3-Residential Single Family
 - TIF Boundary

Tracy Park + Gunboat Park



Land Use

Tracy Park & Gunboat Park



Map Legend

- Land Use
- Single Family Housing
 - Industrial
 - Merchante
 - Multi Family Housing
 - Office
 - Parking



Tracy Park + Gunboat Park

Relative Property Values

Tracy Park & Gunboat Park assessed land value based on county land ownership records, available at the Tulsa County library, downtown branch.



Map Legend

- \$0 - \$25,000
- \$25,000 - \$50,000
- \$50,000 - \$100,000
- \$100,000 - \$150,000
- \$150,000 - \$500,000



Tracy Park + Gunboat Park

Population

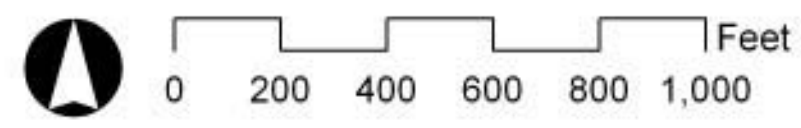
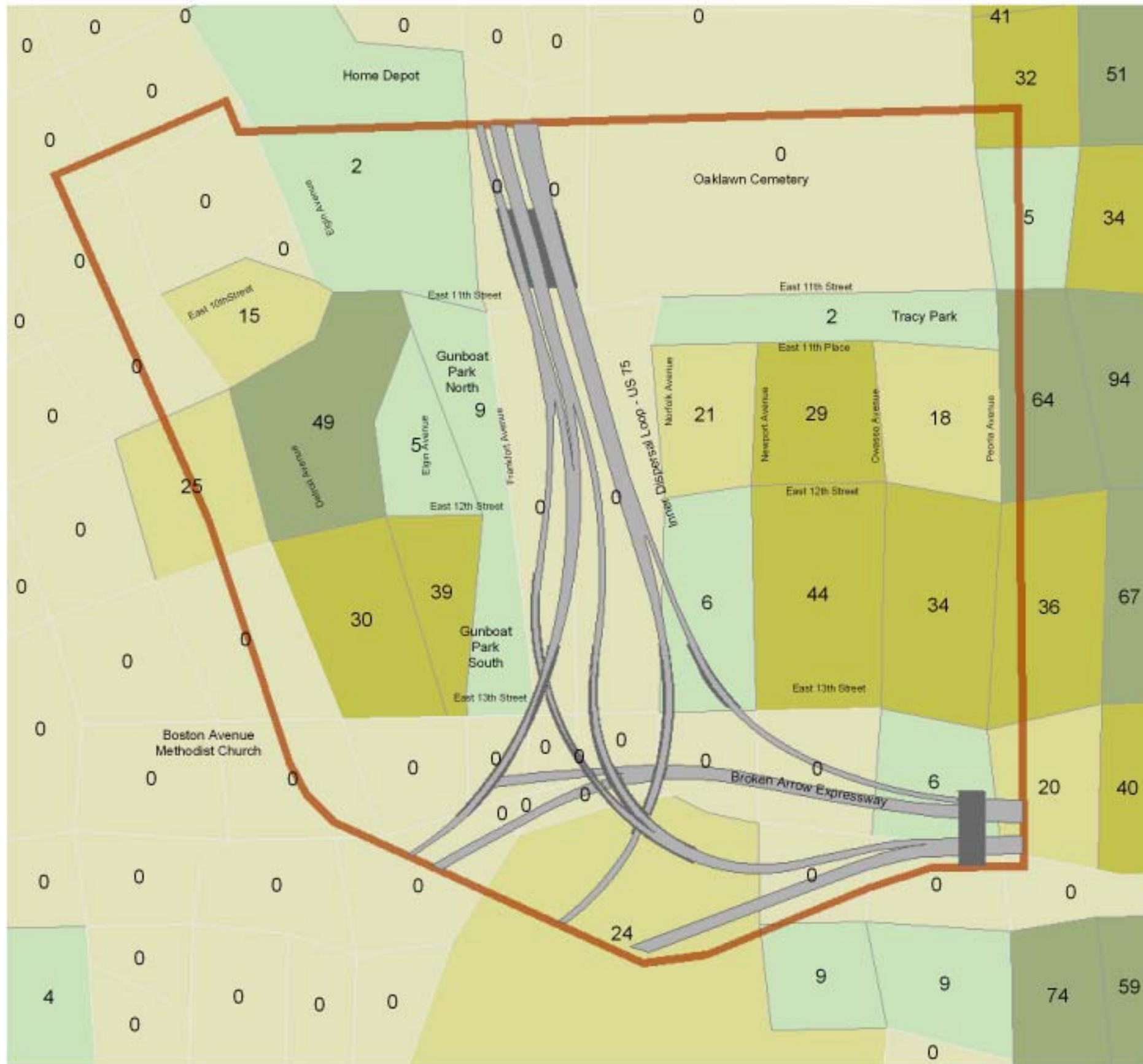
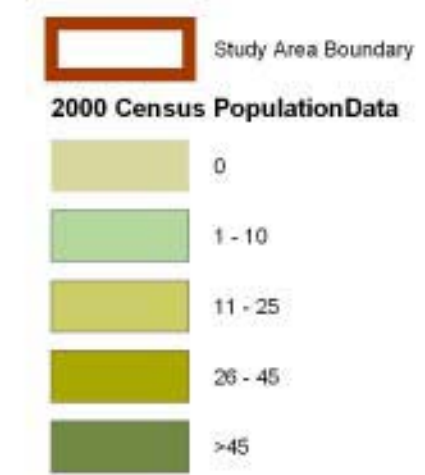
Total Population

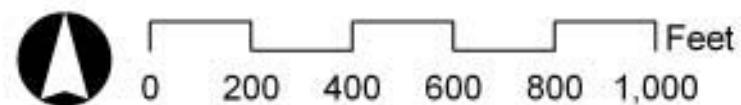
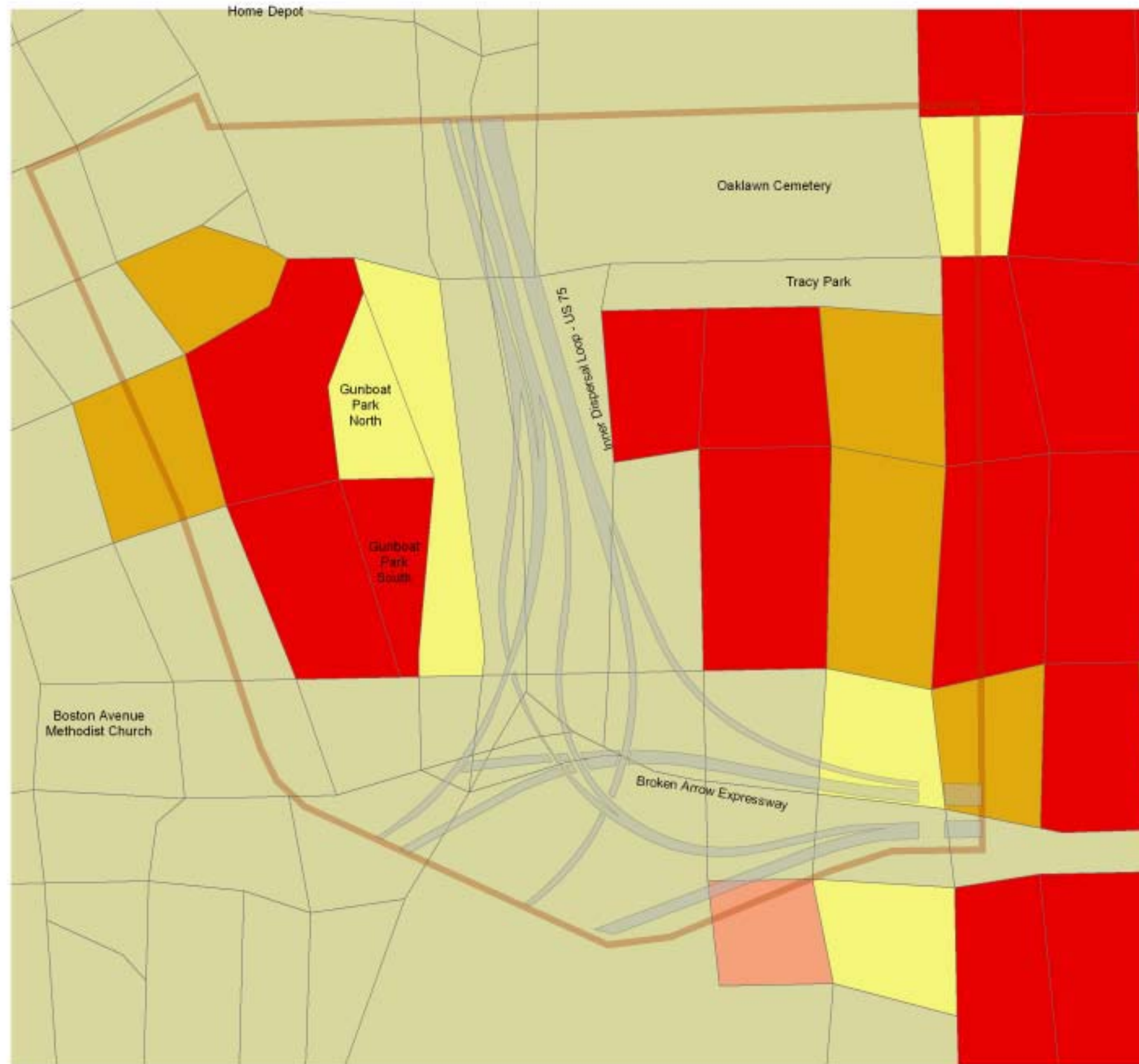
This map represents the total population, by census block, in the greater study area.

According to the 2000 Census Data, there are 160 residents in the Tracy Park study area and 149 residents in the Gunboat Park study area.

Of particular interest are the large areas surrounding the study area, primarily located in the Central Business District, where there is zero population. This lack of population results in the isolation of the Gunboat Park neighborhood, and negatively affects the dynamics which might assist in revitalization.

Legend





Population

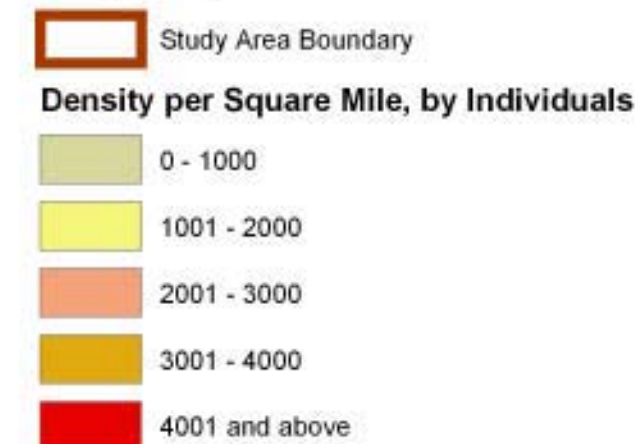
Density

This map represents the Population Density of the study area, measured in individuals per square mile.

The population densities of Tracy Park and Gunboat Park are comparable to the density found throughout Midtown Tulsa, where older, established neighborhoods and smaller parcels are common. The density is lower in more recently developed suburban neighborhoods.

Density levels are similar despite the differential between the available housing in each of the two neighborhoods. Tracy Park tends to consist of primarily single family residences, while Gunboat Park has more apartment buildings.

Map Legend

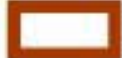


Race & Ethnicity

This map represents the ethnic makeup of the study area. The pie charts are measured by census block and is broken down into five groups: White, Black, Native American, Asian, and Hispanic.

The results show that the area's small population has an ethnically diverse makeup, which is reflective of metro Tulsa's greater popul.

Map Legend

 Study Area Boundary



 WHITE
 NATIVE AMERICAN
 ASIAN
 HISPANIC
 BLACK



0 200 400 600 800 1,000 Feet


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






Median Age

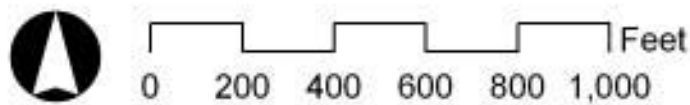
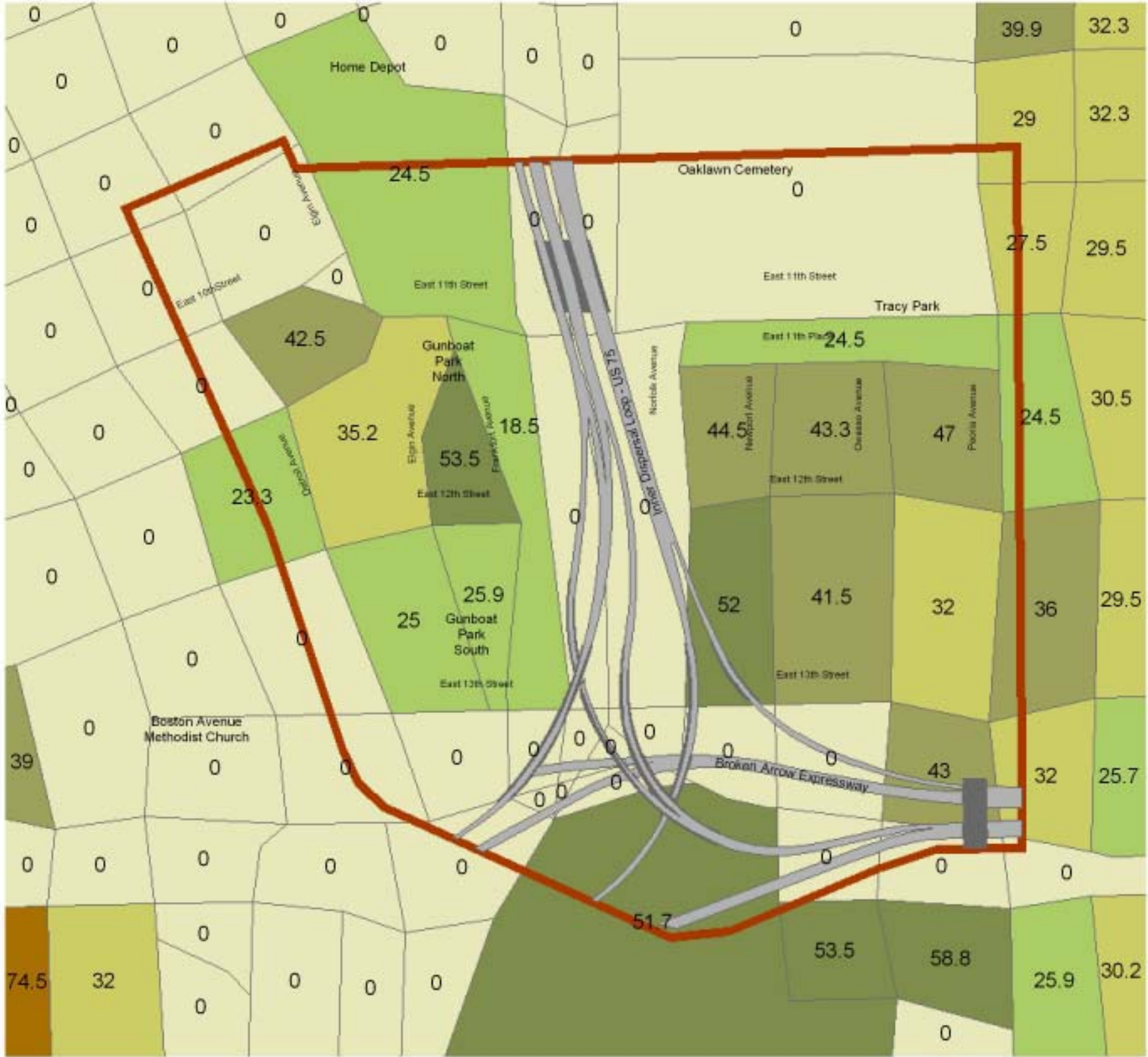
This map represents the median age in the study area. The data is broken down by census block. The study area is defined by the red border on the map.

Map Legend

 Study Area Boundary

Median Age

-  0.0
-  0.1 - 17.9
-  18.0 - 25.9
-  26.0 - 35.9
-  36.0 - 49.9
-  50.0 - 59.9
-  60.0 - 75.9
-  76.0 - 95.5



Average Household Size

This map represents Average household size in the study area, broken down by census block. The study area is defined by the red border on the map.

The Tracy Park study area contains 84 total households with an average size of 2.02.


The Gunboat Park study area contains 96 households with an average size of

A household is defined as all of the people who occupy a housing unit. A housing unit is an apartment, a mobile home, a group of rooms, or a single room occupied.

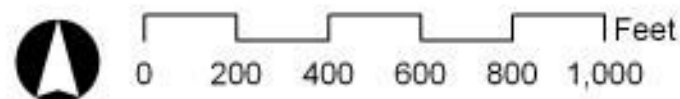
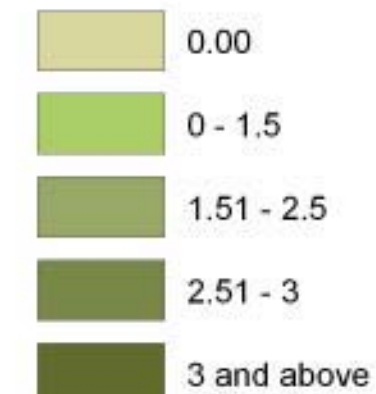
The occupants may be a single family, one person, two families, or any group of people who share a living quarters.

Of interest are the large areas surrounding the study area, primarily located in the Central Business District, where there are no households.

Map Legend

 Study Area Boundary

Average Household Size



Home Ownership

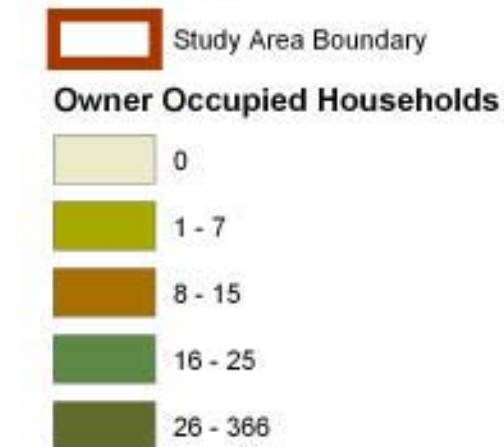
Owner Occupied

This map represents the total number of owner-occupied households in the study area. The data is broken down by census block. The study area is defined by the red border on the map.

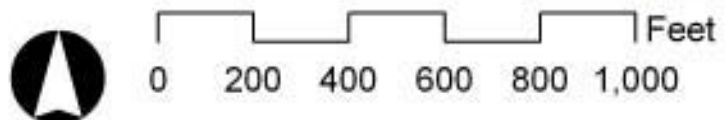
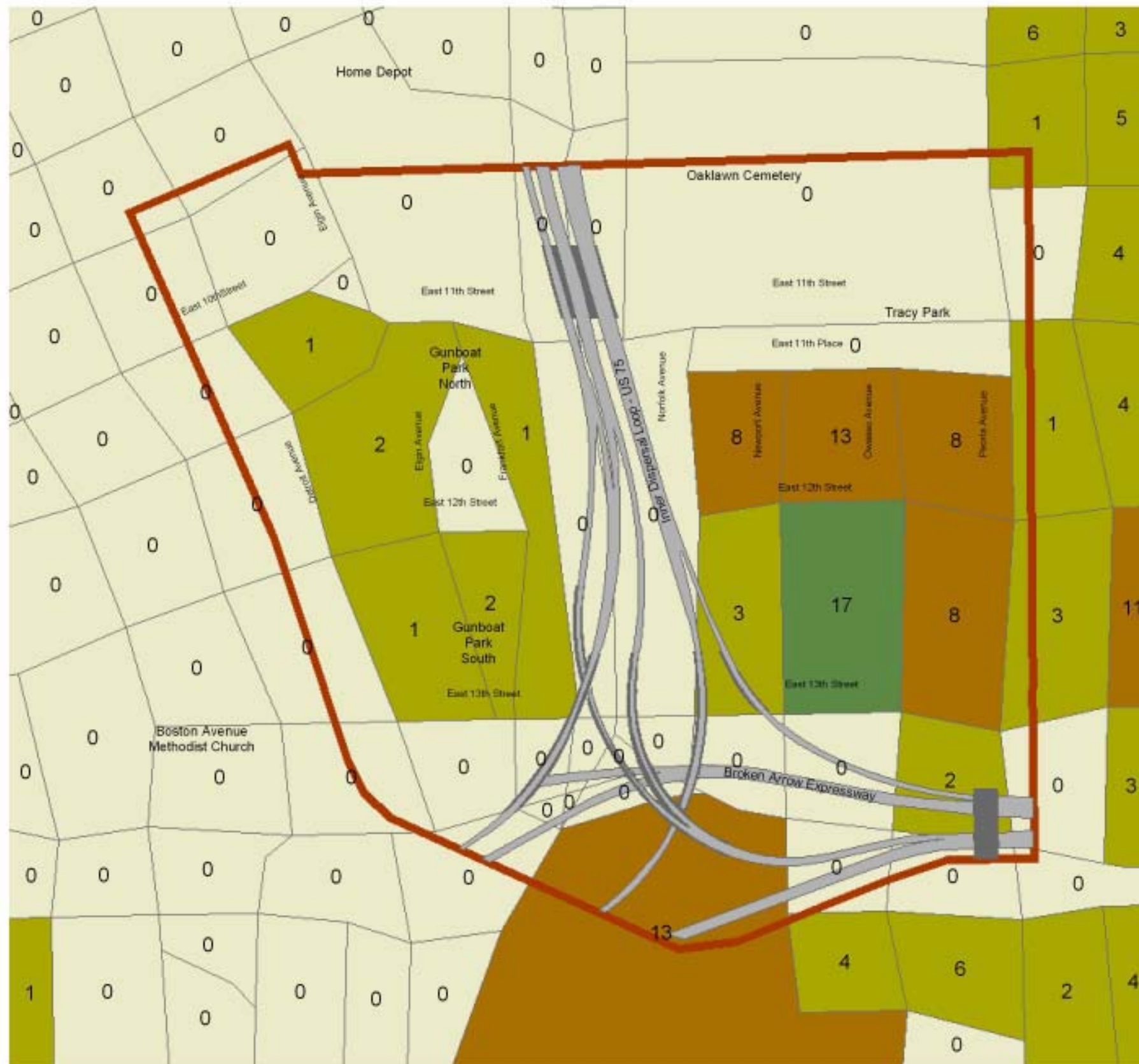
This map helps to illustrate the cultural and socio-economic chasm between the two neighborhoods, despite their relative geographic location.

The Tracy Park study area contains 57 owner occupied households. Comparatively, the Gunboat Park study area contains 7 owner occupied households.

Map Legend



Tracy Park + Gunboat Park



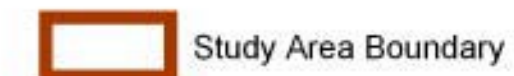
Home Ownership

Renter Occupied

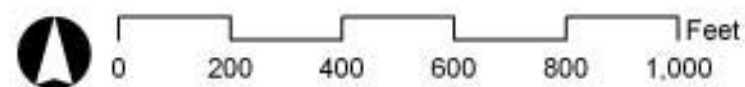
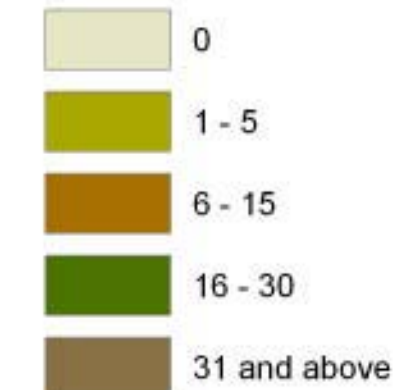
This map represents the total number of renter occupied households in the study area. The data is broken down by census block.

The Tracy Park study area contains 25 renter occupied households. Comparatively, the Gunboat Park study area contains 89 renter occupied households.

Map Legend

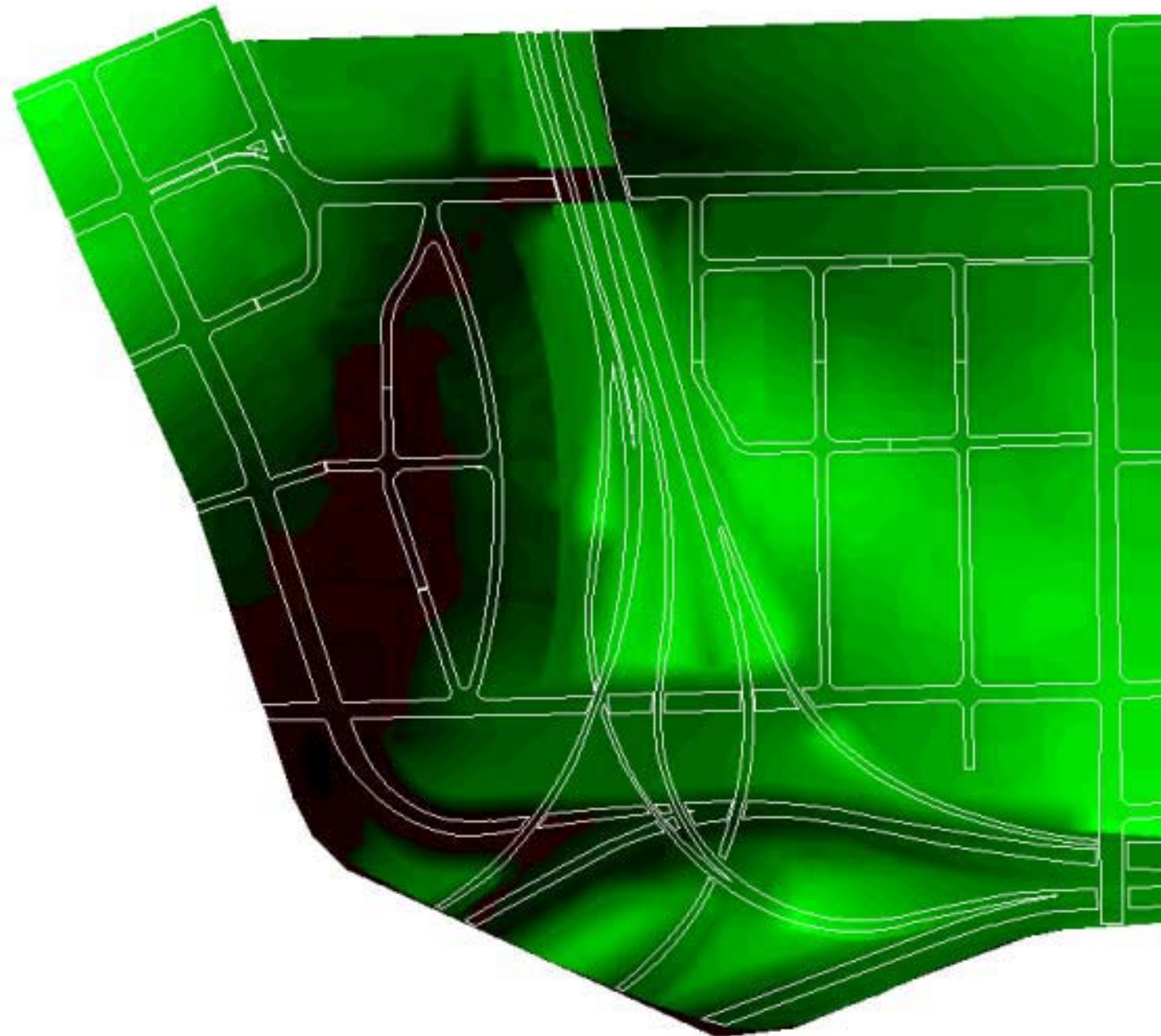


Renter Occupied Households



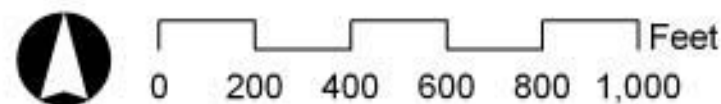
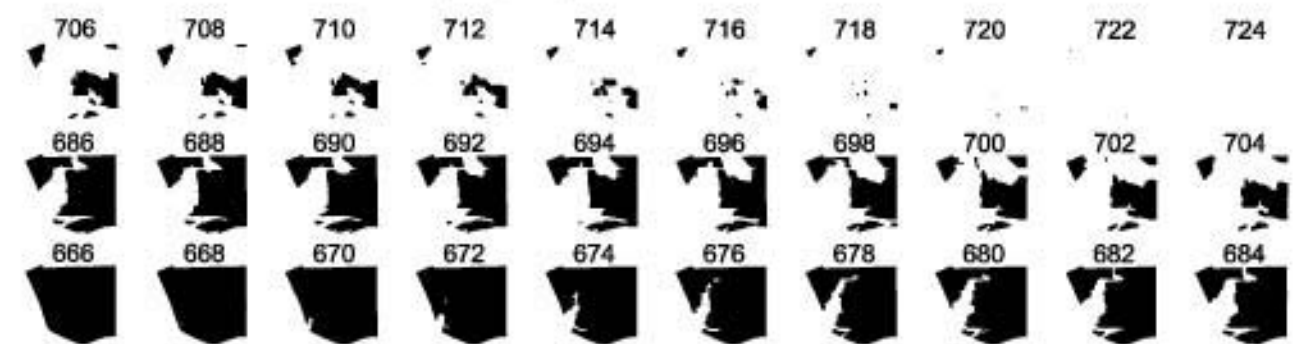
Topography

Elevation Diagram



The topography in Gunboat and Tracy Park is dominated by the highway system that splits it in half. Tracy Park lies to the East of the Highway, and is higher in elevation than Gunboat Park area which is located to the west. The difference in elevation is broken up by a transition created by Inner Dispersal Loop US 75. The natural ground layout is bridged where East Eleventh Street and East Thirteenth Street cross under US 75, creating a loop in elevation.

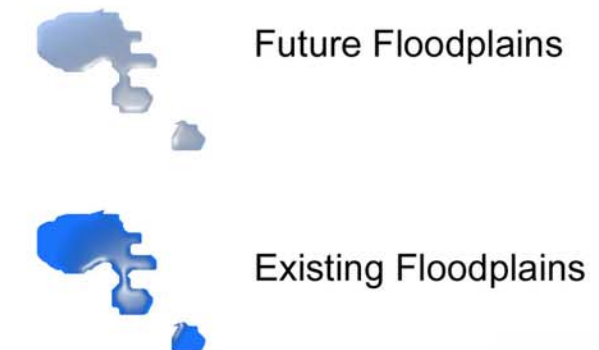
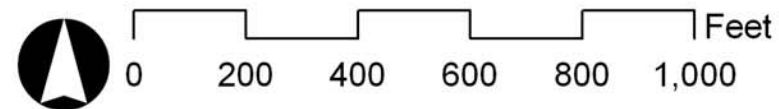
Topographical Section Cuts



Floodplains

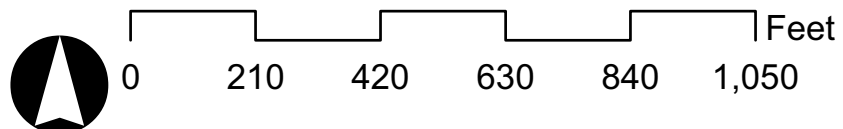
The map on the left shows Tracy Park and Gunboat Parks current flood plain area highlighted in dark blue. The projected flood plain due to future proposed retention ponds in highlighted in light blue.

Tulsa has obtained National recognition in flood control. in 200 the Federal Emergency Management Agency (FEMA) announced that because of the city's efforts, Tulsa will become the Nations first class 3 community. This gave Tulsa property owners the lowest flood insurance rates in the Country. The high rating also gave Tulsa a 35% discount on their flood insurance premiums.



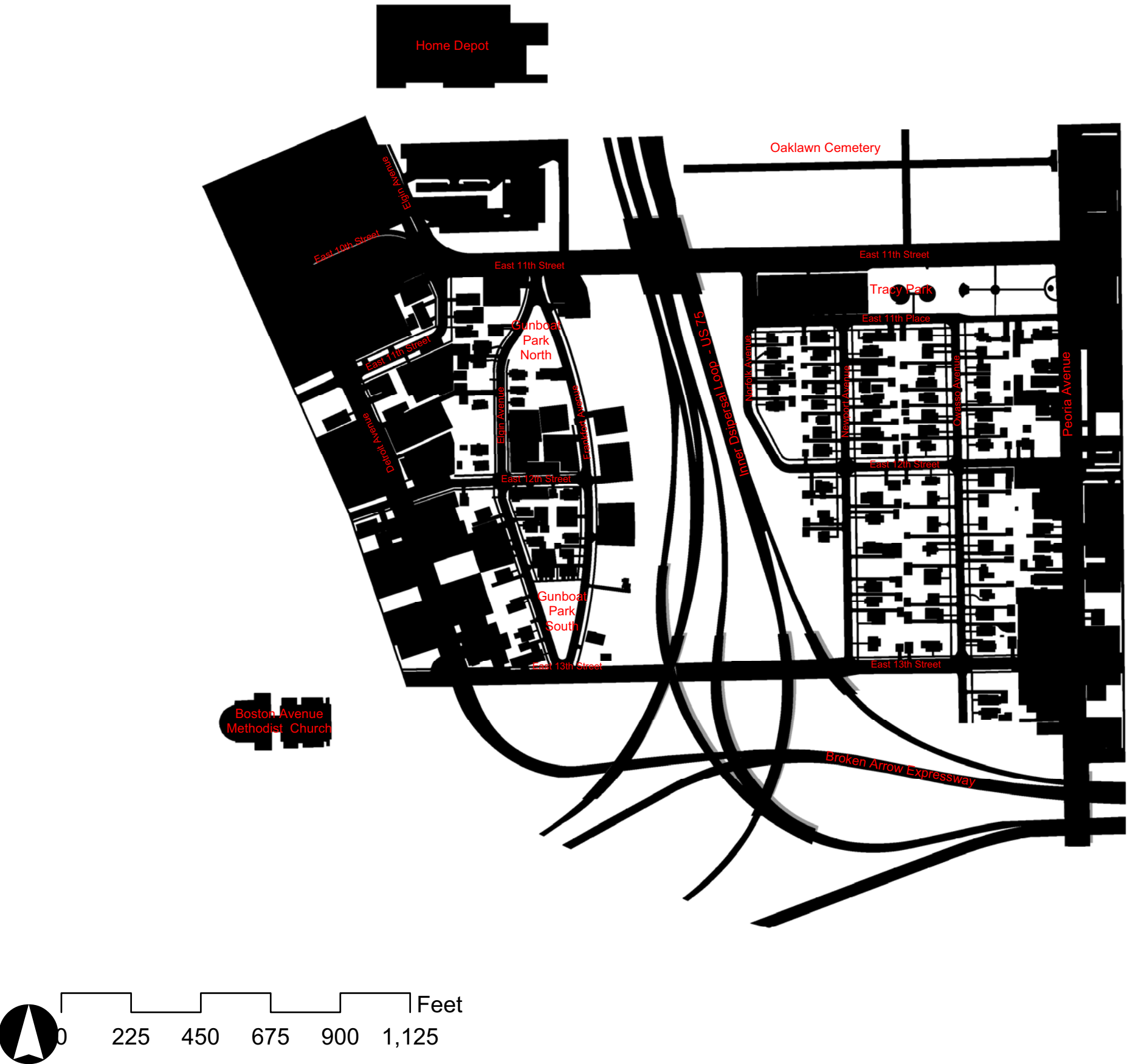
Vegetation

Tracy Park and Gunboat Park have a unique urban vegetation zone. The boundaries of each area are defined by green belts to the north as well as the south boundaries. Oaklawn Cemetery, Tracy Park, and Gunboat Park North areas combine to create the north boarder. The southern fringe of the area consists of Gunboat Park South, as well as Broken Arrow Expressway Park Land. The interior of Gunboat Park has distinguished curb appeal. Houses in the area have large setbacks creating a landscaped area in front of each house. Gunboat Park consists primarily of multifamily housing which share communal green spaces. The vegetation combined with residential dwellings fuse to create a healthy relationship of urban fabric.



Impermeable surface

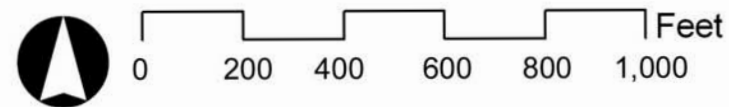
This Map shows the silhouette of all the impermeable surfaces that are unable to retain runoff or support vegetation.



Sensory Zones

Key

- Highway Traffic Noise zone
- Single Family Housing
- Multifamily Housing
- Business District
- Dead Zone



Tulsa Climate

“The city of Tulsa lies along the Arkansas River at an elevation of 700 feet above sea level. The surrounding terrain is gently rolling.

At latitude 36 degrees, Tulsa is far enough north to escape the long periods of heat in summer, yet far enough south to miss the extreme cold of winter. The influence of warm moist air from the Gulf of Mexico is often noted, due to the high humidity, but the climate is essentially continental characterized by rapid changes in temperature. Generally the winter months are mild. Temperatures occasionally fall below zero but only last a very short time. Temperatures of 100 degrees or higher are often experienced from late July to early September, but are usually accompanied by low relative humidity and a good southerly breeze. The fall season is long with a great number of pleasant, sunny days and cool, bracing nights.

Rainfall is ample for most agricultural pursuits and is distributed favorably throughout the year. Spring is the wettest season, having an abundance of rain in the form of showers and thunderstorms.

The steady rains of fall are a contrast to the spring and summer showers and provide a good supply of moisture and more ideal conditions for the growth of winter grains and pastures. The greatest amounts of snow are received in January and early March. The snow is usually light and only remains on the ground for brief periods.

The average date of the last 32 degree temperature occurrence is late March and the average date of the first 32 degree occurrence is early November. The average growing season is 216 days.

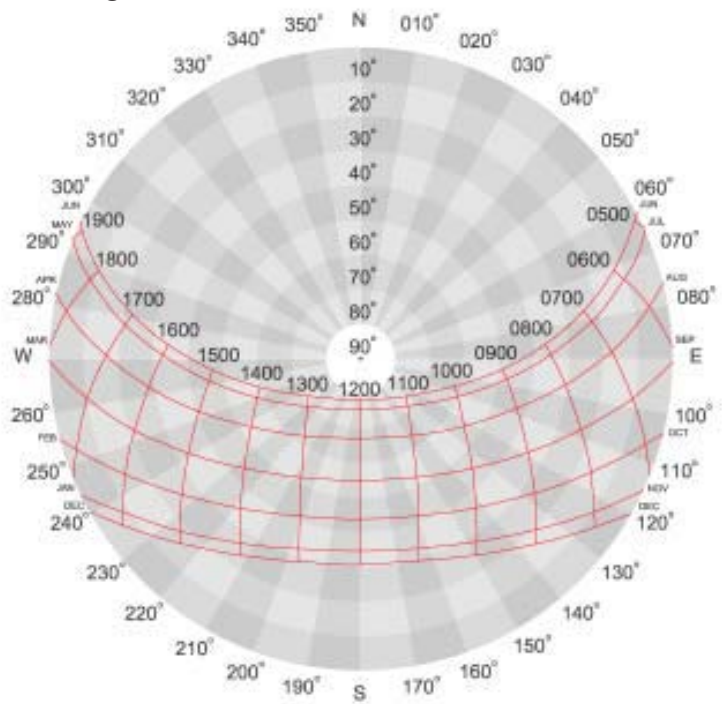
The Tulsa area is occasionally subjected to large hail and violent windstorms which occur mostly during the spring and early summer, although occurrences have been noted throughout the year.

Prevailing surface winds are southerly during most of the year. Heavy fogs are infrequent. Sunshine is abundant.”

Climatological Overview quoted from the National Weather Service Tulsa Office webpage: <http://www.srh.noaa.gov/tulsa/climate/tulcliover.html>.

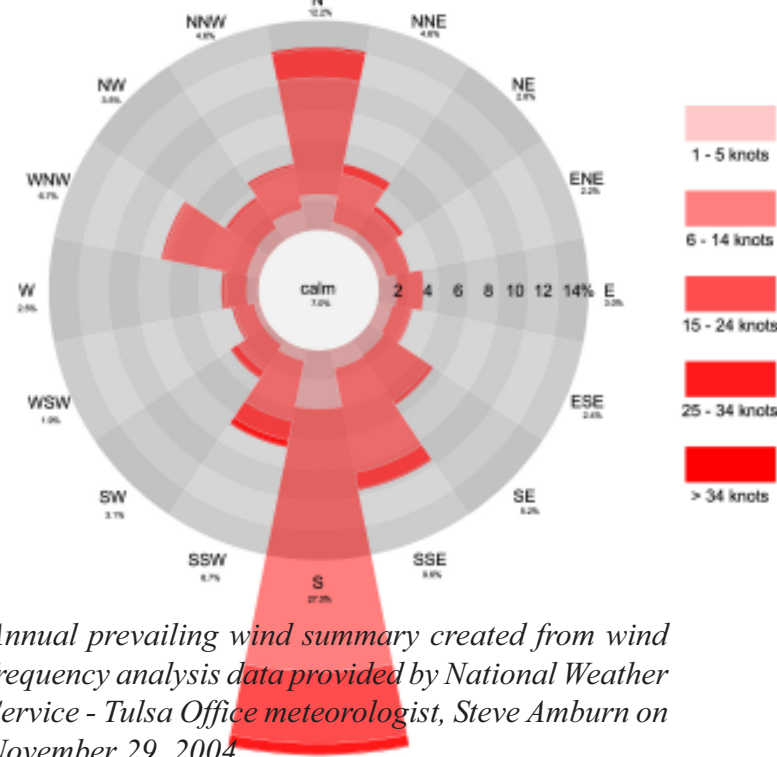
Stereographic Sun Path Diagram

36 Degrees North Latitude

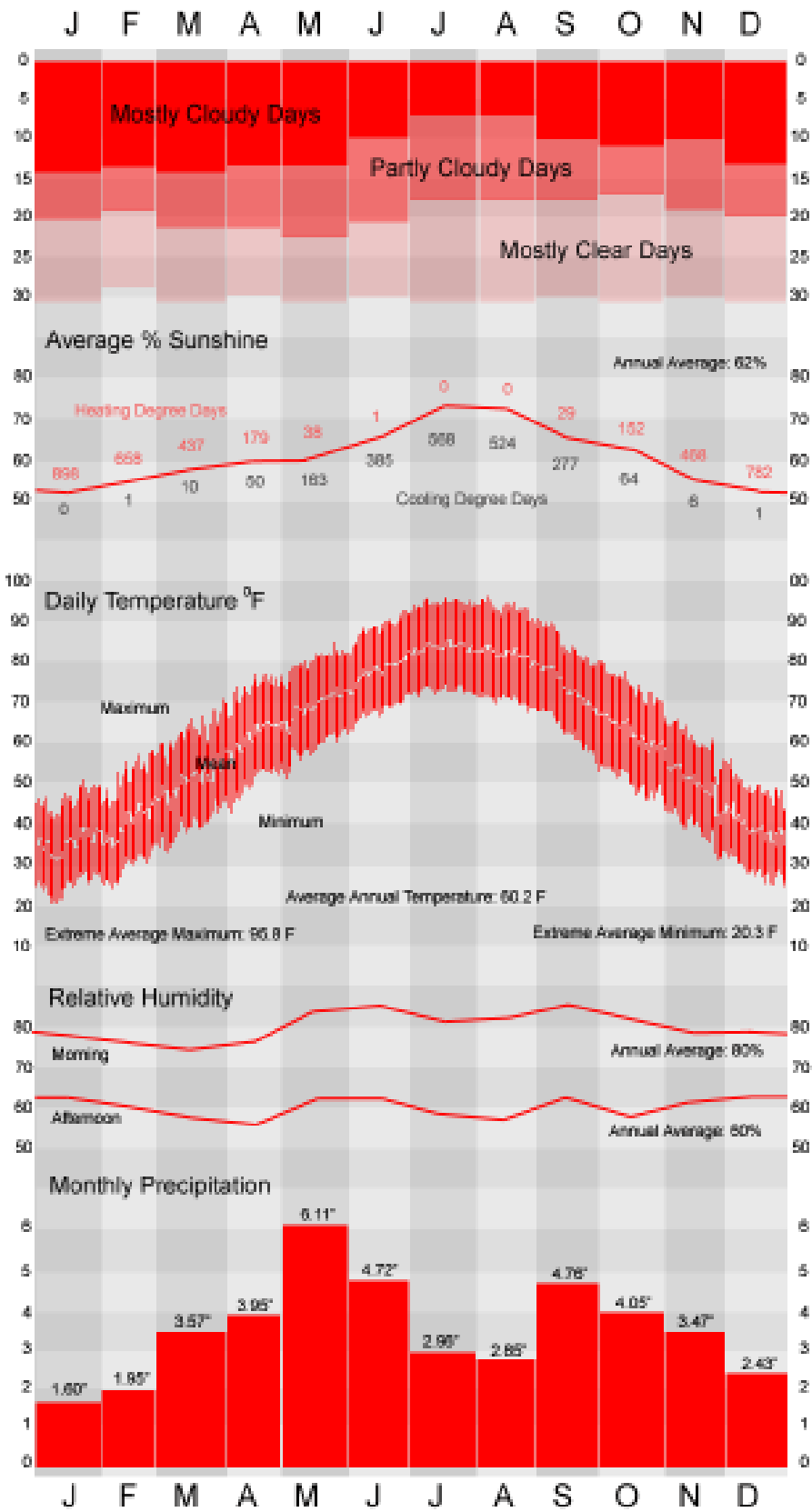


Stereographic sun path diagram adapted from a diagram prepared by Victor Olgay, AIA on page 803, Architectural Graphic Standards, Tenth Edition, by Ramsey/Sleeper, John Ray Hoke, Jr. FAIA, Editor, John Wiley and Sons, New York:2000.

Wind Rose



Annual prevailing wind summary created from wind frequency analysis data provided by National Weather Service - Tulsa Office meteorologist, Steve Amburn on November 29, 2004.



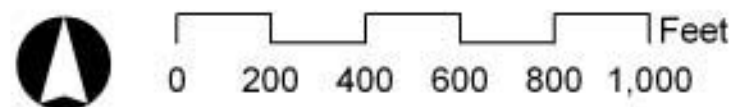
Climatic data obtained from the climatic record book webpage last updated on July 6, 2004 and maintained by the National Weather Service - Tulsa Office at: <http://www.srh.noaa.gov/tulsa/climate/tulrecbook.html>.

Buildings

Homes and Businesses

With the exception of the curvilinear streets of Elgin and Frankfort Avenues in the Gunboat Park neighborhoods, building structures follow the rectilinear pattern of the existing streets with a large void in building structures along the boundary of the inner dispersal loop. Larger buildings dominate the western border of Gunboat Park neighborhood and are of much the same scale of the other one to three story structures. The middle and eastern border of Gunboat Park neighborhood are a mix of one story residences and older traditional three story apartment buildings as well as commercial buildings leaving a rather nonuniform pattern. The vast majority of Tracy Park neighborhood consists of homes of similar size and on small plots giving it a fine grain and uniform texture. This small eclectic residential neighborhood contains bungalows and two story frame and brick homes. Many of these homes have a historical designation. The eastern edge of the neighborhood along Peoria contains mostly one and two story buildings of varied styles and periods. There are a few residential buildings converted into businesses. There is a very nonuniform pattern with parking lots separating the buildings. The west side of Peoria has the larger size buildings without residential styles present.

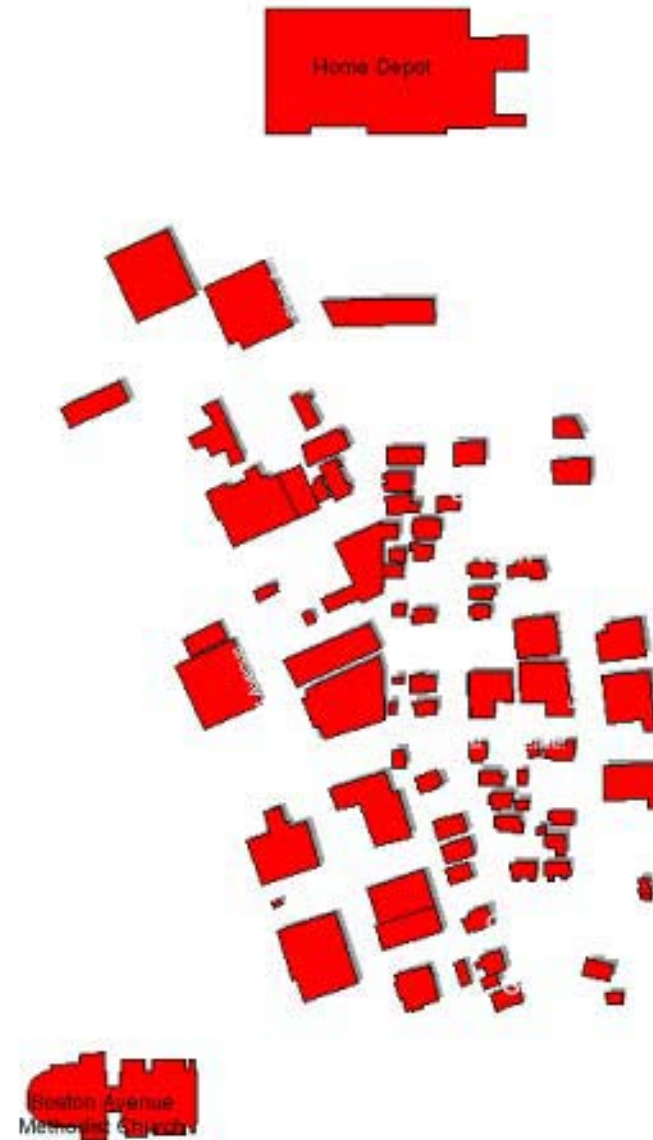
Map Legend



Buildings

Mass / Void

The predominant rectilinear pattern of buildings exist in the Tracy Park neighborhood and to a much lesser extent in the Gunboat Park neighborhood which has an area of curvilinear pattern due to Elgin and Frankfort Avenues. Grain is the degree of fineness or coarseness in an urban area. Texture is the degree of mixture of fine and coarse elements. Tracy Park is an example of a fine grain with fairly uniform texture with the exception of Peoria Avenue. Gunboat Park has a coarse grain and an uneven texture perhaps reflective of the mix of building use in addition to some residential housing. Large parking lots also add to the nonuniform pattern noted in the neighborhood.



GUNBOAT PARK



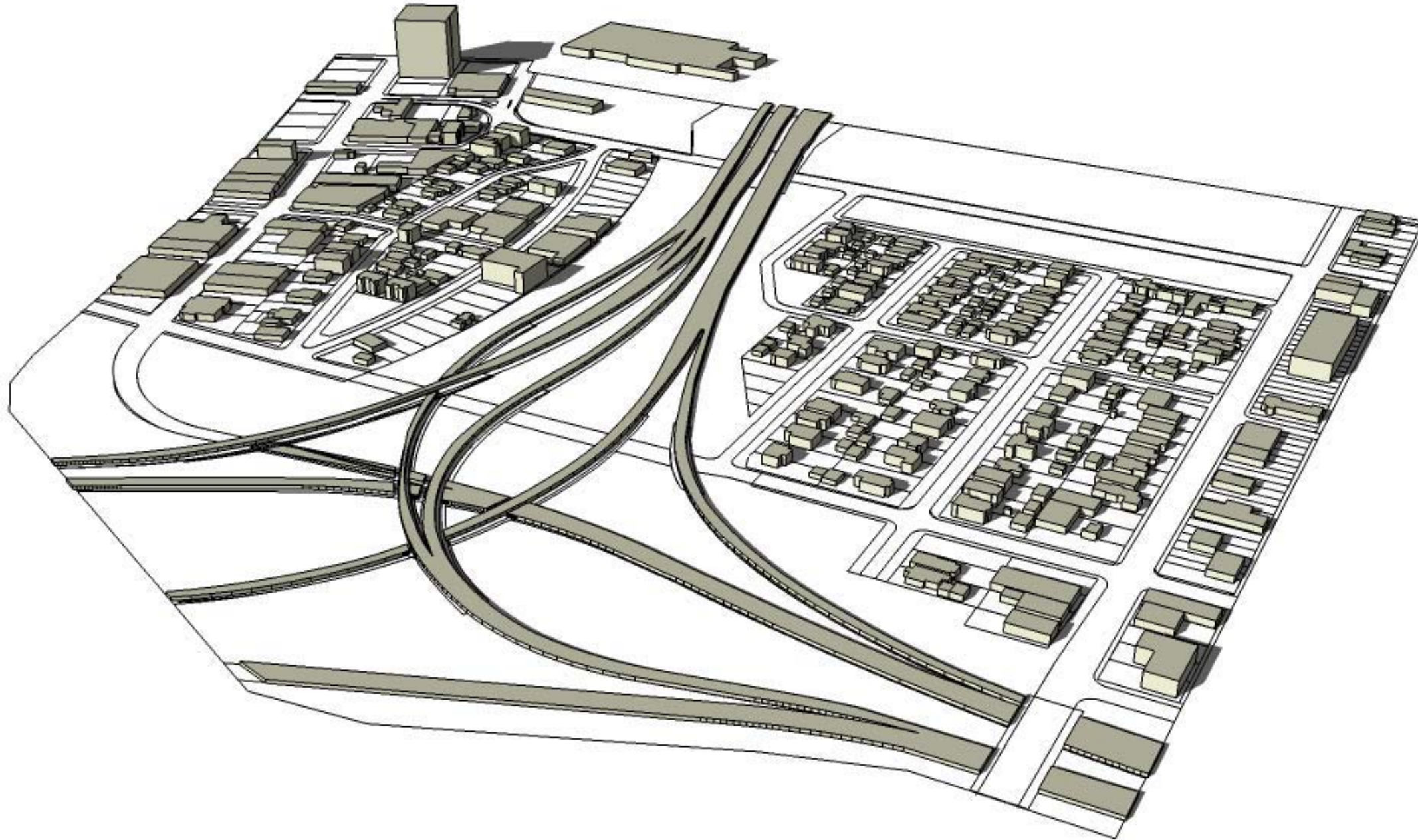
TRACY PARK

Map Legend



0 200 400 600 800 1,000 Feet

Building Massing



Circulation

Streets and Highways

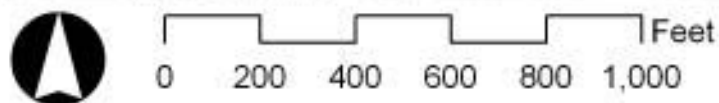
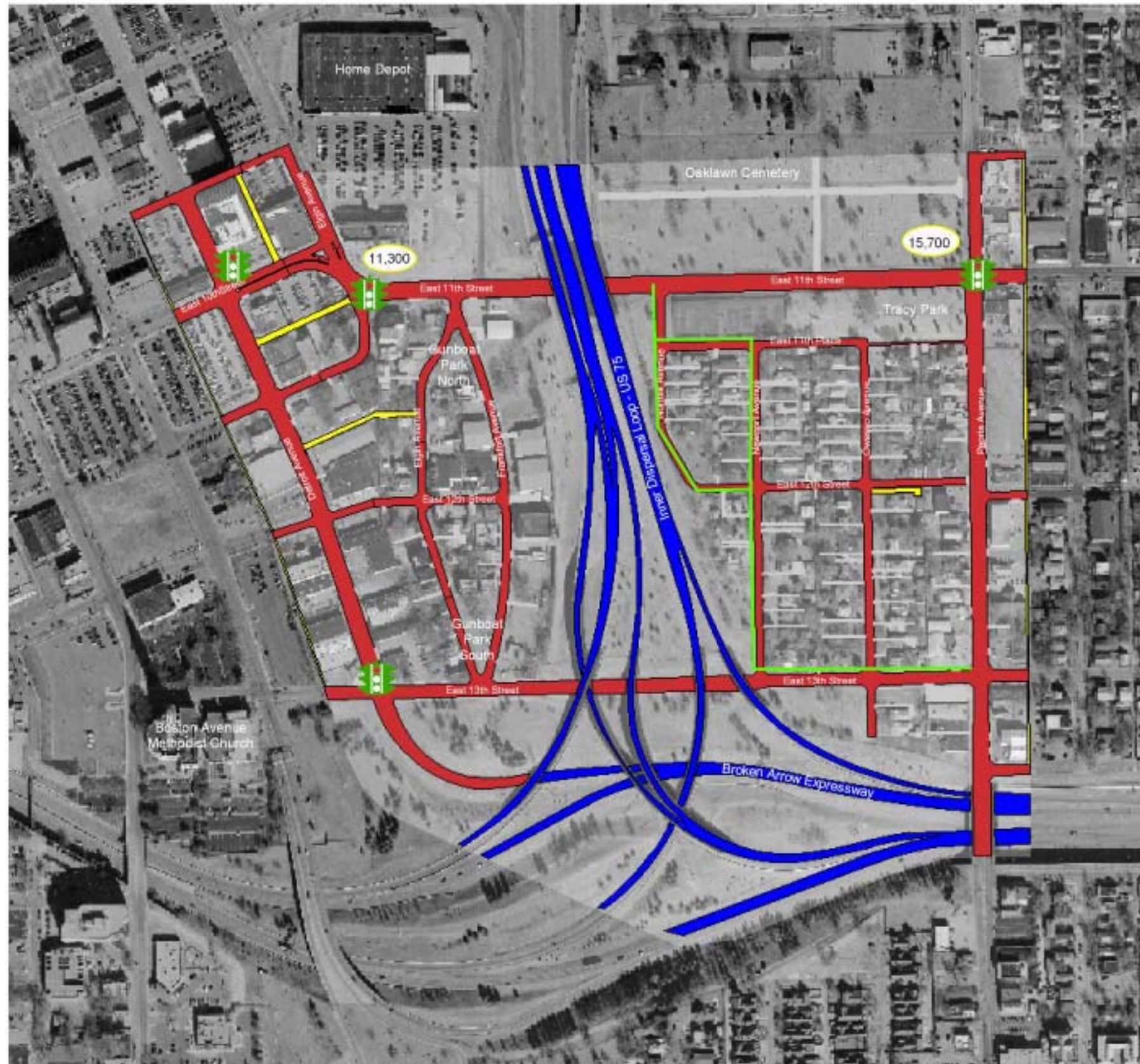
Tracy Park and Gunboat Park neighborhoods are divided by U.S. 75 which is part of the downtown inner dispersal loop. Main arterial streets include 11th Street, Peoria Avenue, 13th Street and the one way Detroit Avenue. Residents have voiced concern about a shortcut created due to the difficulty in turning northbound to westbound onto 11th Street. 2003 traffic counts were available for two separate locations within this study with both sites measuring over 10,000 vehicles traveling both directions over a 24 hr. period. This compares to 49,700 at 51st Street and Yale Avenue.

Map Legend

-  expressways
-  streets
-  alleys and connectors
-  traffic signal light
-  shortcut used to avoid left turn
-  traffic count 11th & Elgin
-  traffic count 11th & Peoria

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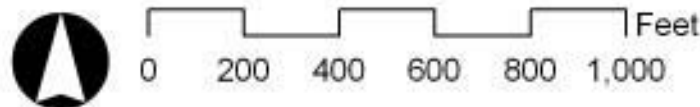
Circulation

Pedestrian and Bicycle Paths

Sidewalks line the arterial and collector streets throughout both neighborhoods. Sidewalk width appeared adequate for the amount of pedestrian and bicycle traffic and interference between the two modes of travel were negligible. Automobile interference was more pronounced, particularly on Peoria Avenue where vehicles travel at a higher rate of speed. Many of the sidewalks are in disrepair but those lining the main arterials are in fairly good shape. Curb cuts for the disabled and bicycles are common in both neighborhoods. Observations revealed common paths throughout the neighborhoods with variations and shortcuts noted. The most common pedestrian crossing was at Frankfort and 11th Street and at 11th and Peoria. Additionally, common intersections used include those at 11th Street and Elgin, as well as 13th Street and Peoria. Crosswalks were seldom used when pedestrians crossed Peoria Avenue. Also, with increased vehicle speed along Peoria, pedestrian traffic at the curb edges appeared vulnerable and unsafe. There appears to be inadequate safe crosswalk along 11th and Peoria Avenue. Lighting was poor at night for travel in most areas of the neighborhoods.

Map Legend

	tennis courts		traffic signal
	existing sidewalks		pedestrian crossing
	primary observed bike & pedestrian path		shortcuts and other pathways
	proposed Midland Valley Trail Extension		



Circulation

Transit

Both Gunboat Park and Tracy Park neighborhoods are served by the Tulsa Transit Authority. Route 111 runs east and west along 11th Street while Route 105 serves Peoria Avenue north and south. There are at least six stops, most which are in both directions. None of the stops have covered shelters and only two stops have a bench. Route 105 runs every 30 minutes during peak hours and Route 111 runs every 45 minutes during peak hours. Recently, it was announced that Route 111 will increase the frequency of stops due to increase use. Both routes service the Denver Avenue Station, the primary downtown station.

Map Legend



Traffic Light



Tulsa Transit Route 111



Tulsa Transit Route 105



Tulsa Transit Bus Stop




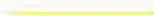


0 200 400 600 800 1,000 Feet

Utilities

Power and Signal

Electrical and gas power in both Tracy and Gunboat Park neighborhoods generally follow a grid pattern running alongside and under sidewalks and roads. Electric lines are on both wood and steel poles and in some areas are leaning and in disrepair. A large telecommunication tower dominates the scale of Gunboat Park neighborhood from a distance. It is surrounded by protective fencing and warning signs. No other significant safety issues were noted on random inspection and residents have voiced little opinion other than some desire for buried electric cables because of the unsightly appearance of the overhead lines.

Map Legend

-  natural gas lines
-  electric lines
-  telecommunication tower
-  traffic signal



Utilities

Street and Highway Lighting

Street lights are plenty along the corner of Elgin and 11th Street in proximity to the Warehouse Market Building and the Home Depot. The tennis courts in Tracy Park are well lit but are controlled by the users. The remainder of the areas have street lights along the main arterial and some collector streets but provide poor visibility due to their pole height. The poor lighting along Peoria Avenue is extremely evident and is not conducive to pedestrian traffic at night. The large mast lighting adds minimal lighting to the neighborhoods due to their extreme height.

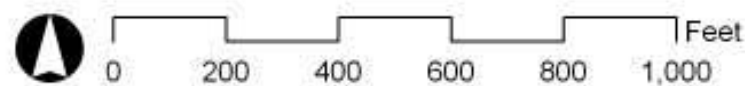
Map Legend

- street lights
- ⊙ highway light masts

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Tracy Park + Gunboat Park



Utilities

Water Lines & Fire Hydrants

Tracy Park and Gunboat Park have a water system that runs in a grid pattern with the streets. There is a common linkage along 11th Street under US 75 Highway. Fire hydrants are uniformly distributed along the water lines and on most crossroad streets.

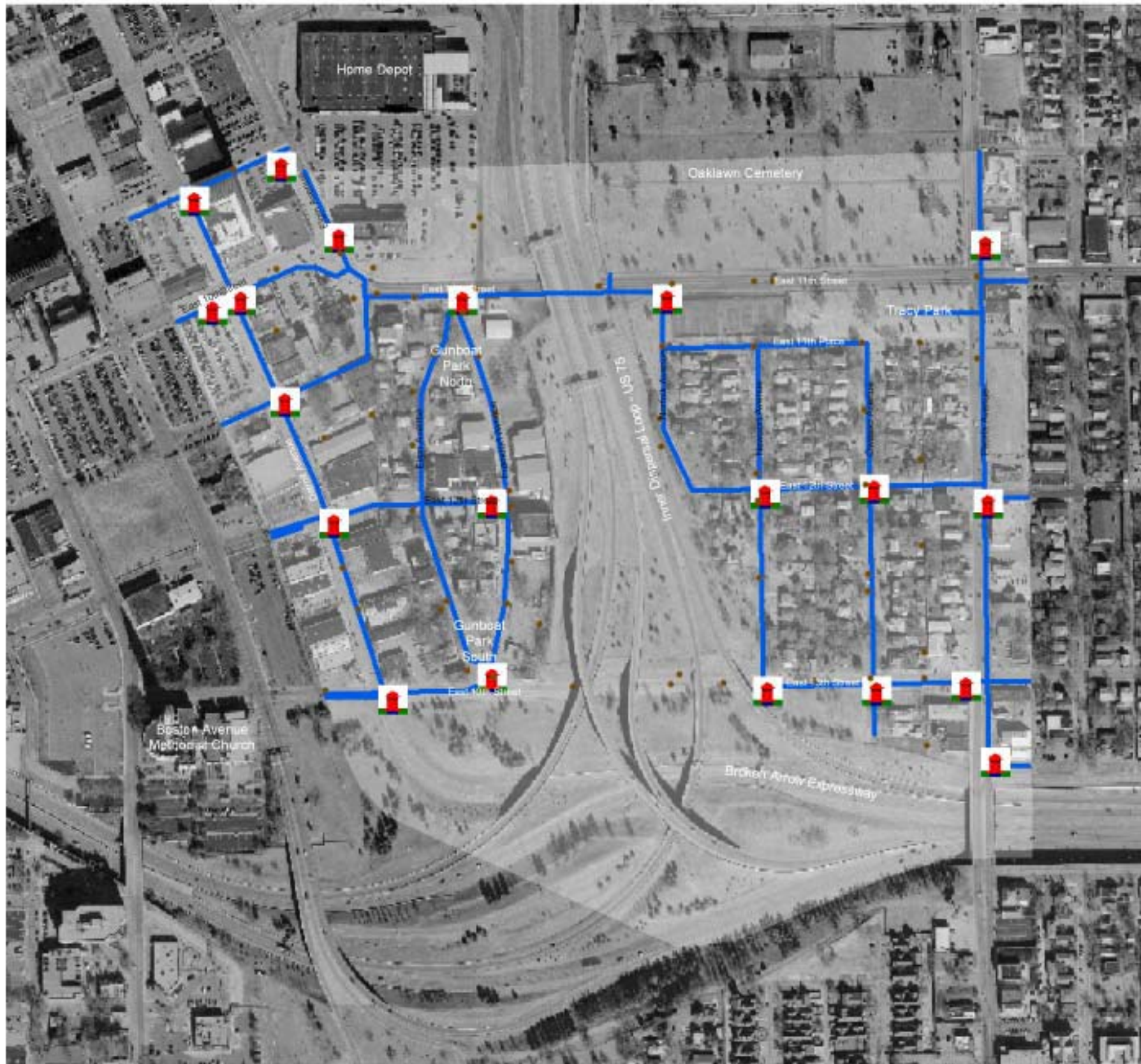
Map Legend



fire hydrant



water lines




0 200 400 600 800 1,000 Feet

Utilities

Sanitary and Storm

Stormwater and sanitary drainage generally follows the land topography with some interesting exceptions. In the Tracy Park neighborhood there is a drainage ridge as noted on the map in which sewage drains northeastwardly in one section and southwestwardly in the other direction. In Gunboat Park neighborhood there is a single large stormwater drain traversing diagonal in the center of the neighborhood. Refuse is collected twice weekly and is subcontracted by the city to Tulsa Refuse, Inc.

Map Legend

-  storm water drainage
-  sanitation lines
-  manhole
-  Sewage division



FORMULATING THE FUTURE

Architecture and planning are fields of study which require thinking in three dimensions. The practice of using models for space studies and actualization play a key role in being able to grasp a place or object to their full potential.

Understanding the environment and what fundamentals play a part in defining them was a very important concept in helping understand issues in Tracy and Gunboat Parks.



A questionnaire was administered during the community meeting held on April 7, 2005 at the Urban Development Department offices to assess reaction to the proposed initiatives. Sixteen questionnaires were returned from the twenty-four residents and business owners in attendance. Favorable comments appear in green ink, neutral comments in brown and unfavorable comments in red.



Improve Neighborhood Streets

Yes. Great. Yes. OK. Positive – Grade, resurface, new curbs, driveways and sidewalks.

Establish Historic Preservation Guidelines

Yes. Yes. Yes, mandatory membership – dues. Think city has.

Build the Midland Valley Trail Extension

Funded 2005. Wonderful. Sure. OK.

Create a Gunboat Park Neighborhood Association

Yes. Encourage its joining Tracy Park later. Yes. Yes. Whatever Gunboat wants for Gunboat.
Good idea for Gunboat – not want to merge with them. Whatever they want.

Enforce Property Standards and City Ordinances

Yes. Yes. Zoning. Yes-but...

Beautify Parks

Yes. Many of the homeless can help as part of a supervised project. Yes. Yes – restore Tracy Park to its natural historic notoriety. Bring back tulips, get fountain running again.
Yes.

What is your opinion of this initiative? What should be added or subtracted? How would you improve it? What parts should be included in the final neighborhood plan?

Good – Add Business’s that look like homes.
I especially like the idea of working on the parks.
You can’t expect a neighborhood association with renters and business owners.
I don’t feel a connection with Gunboat Park due to the different dynamics of each neighborhood, but I am for working together to achieve some cohesiveness. Other than that – great ideas.
I would emphasize beautifying parks.
Excellent! All have merit, I think trail extension may be premature.
Volunteer basis – specific clean up or fix up projects.
Great! The closing of 11th street entrance to Tracy Park, we have become a n industrial route from 11th to 13th. Close 11th street entrance/ green areas improved/ historic real iron fencing to surround park.
Tracy Park are on National Register, we already have a neighborhood association with a treasurer and bank account.
No merger with Tracy Park Association with Gunboat Park.
Tracy Park: would see it extend south to include the three properties from 13th to the expressway.
You need to look at neighborhoods connection for Tracy Park.
Do not agree with having Tracy Park and Gunboat Park. The neighborhoods are different that is there charm. They should remain that way.
Please note that Tracy Park has been approved for 1st round funding for landscape and neighborhood entrances, historic lighting and signage.
Love the ideas! How do we enforce property standards?

Reinforcing the Neighborhood Core

This initiative builds on the existing strengthes of the neighborhoods. Recommendations include:

Repair all residential streets and underground utilities in the Tracy Park niegiborhood. Repair sidewalks as necessary. Add historic neighborhood lighting.

Develop historic preservation guidelines for the Tracy Park residential areas for possible HP zoning overlay.

Extend the midland valley trail through the Tracy Park area along the highway easement. Include berms, trees and other highway sound reduction improvements in the trail design.

Create a neighborhood association for Gunboat Park fostered by the Tracy Park Association. Collect an annual due of \$50 per household and \$100 per business to generate an annual budget of \$10,000 to \$20,000 for neighborhood maintenance, improvements or matching funds.

Work with property owners, tenants and neighborhood inspections to improve property standards, remove trash and debris and beautify the district. Organize neighborhood clean-up days to help less fortunate residents and address public areas.

Restore the city parks’ beauty by restoring Tracy Park’s floral garden and perhaps adding floral displays in Gunboat Park North and South.

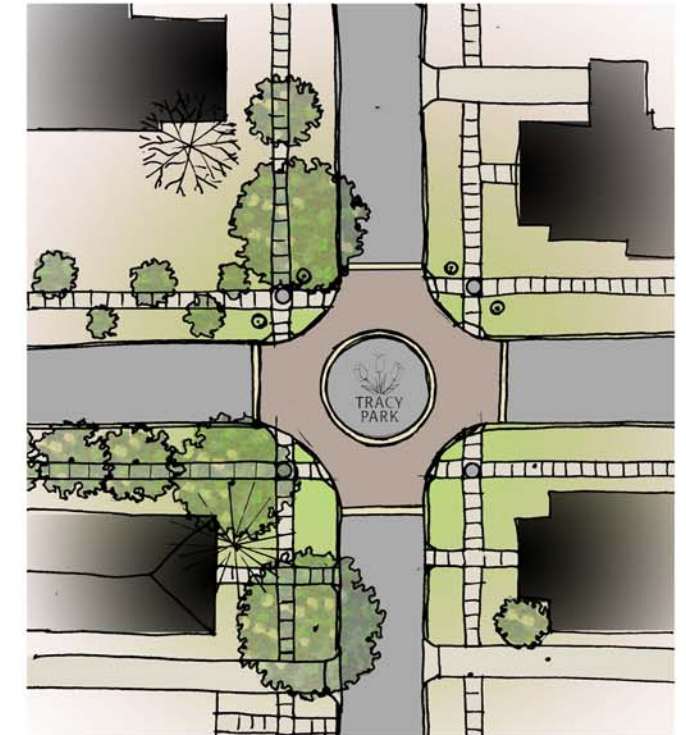


Tracy Park + Gunboat Park

Improving Neighborhood Streets



Aerial view of the Gunboat Park & Tracy Park neighborhoods. The yellow lines indicate the neighborhood streets in need of repaving.



Plan view of a typical intersection in Tracy Park showing a possible paving pattern w/ a neighborhood logo to provide a sense of identity.



Current condition of Owasso Ave.

Examples of neighborhood streets paved w/ brick pavers.



www.historicalbricks.com



www.minonktalk.com



Section through a typical intersection in Tracy Park showing new pedestrian friendly lighting. The addition of lighting will make the neighborhood feel more secure.

Improve the streets in Tracy Park and Gunboat Park by repaving the damaged streets. Improving infrastructure, like streets and lights, improves the neighborhood. Improving the condition of the neighborhood's infrastructure would also help promote other investments in the future of each neighborhood. Some paving options include using brick pavers, colored concrete or patterned concrete. The use of a pattern at the intersections of streets also provides an identity for the neighborhood.



Historic Preservation

Tracy Park HP Overlay

According to the results of the survey conducted by the Urban Design Studio in Fall of 2004, an overwhelming 68% of respondents indicated interest in historic preservation overlay zoning (HP) for the Tracy Park neighborhood.

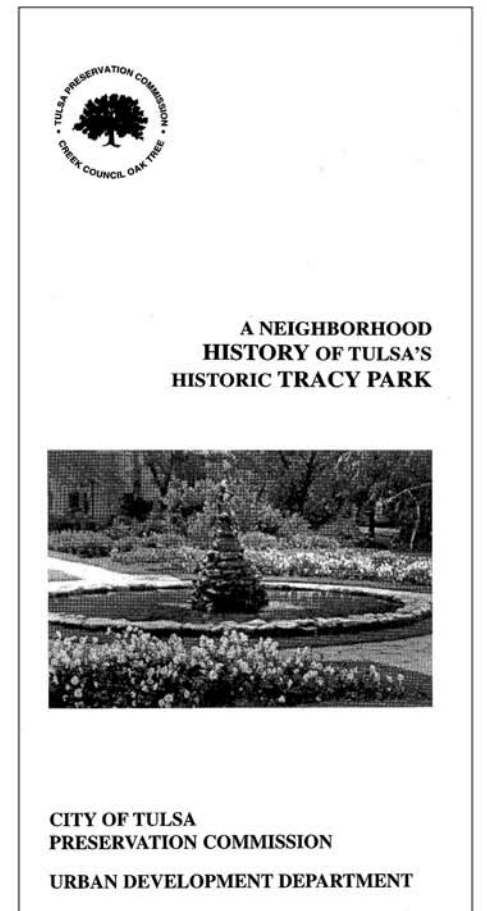
The Tracy Park neighborhood was officially listed on the National Register of Historic Places by the U.S. Department of Interior on September 20, 1982. This designation is itself an indication of the strong historical and architectural cohesiveness of Tracy Park, but does not provide any protection regarding ongoing maintenance of, or deterioration of the historical character of the neighborhood.

HP zoning designation, however, does provide such protection. Chapter 10A of the City of Tulsa Zoning Code mandates Historic Preservation overlay zoning, and, per the ordinance, (Section 1070, b.) its purpose is to:

“safeguard the cultural, social, political, and architectural heritage of the City by conserving, preserving and regulating historic preservation districts.”

There are eight sections governing the procedure for establishing a HP Zoning District according to Article VII of the Rules and Regulations Governing Procedure of the Tulsa Preservation Commission. These procedures are available through Tulsa Preservation Commission staff, located at 111 South Greenwood Ave, 2nd floor, in downtown Tulsa.

Perhaps the most important parts of beginning this process are 1) understanding the criteria for eligibility, 2) determining the physical boundaries of the proposed district, and most importantly, 3) having an legal, active and organized neighborhood association to pursue the designation.





Midland Valley Trail and Tracy Park



Vision 2025 funds will construct a multi-use trail connecting downtown Tulsa and the East Village with Cherry Street and the Arkansas River and the adjacent neighborhoods. This project will complete Phase 2 of the existing Midland Valley Trail, which connects Maple Park and 15 th Street with the River Parks pedestrian bridge and low water dam. The trail will connect Maple Park, Cherry Street, Tracy Park, the Village at Central Park and the Centennial Park with downtown Tulsa via the Fourth Street/Archer bike route. The trail will serve as part of the revitalization strategy to enhance and improve connections between downtown Tulsa and adjacent neighborhoods. In Tracy Park, the trail will serve as a transportation route and highly marketable amenity making it more pedestrian and bicycle friendly and develop and improve the existing recreational opportunities as well as future residential development in the area. It will encourage healthy, active lifestyles which residents desire. The \$1million project is scheduled to advertise for construction bids in June 2005.





Neighborhood Association for Gunboat Park Neighborhood

OBJECTIVES AND BENEFITS OF NEIGHBORHOOD ASSOCIATIONS

The purpose of a neighborhood association is to provide an organized framework to promote, preserve, and enhance the quality of life and values in the neighborhood by:

- *extending opportunities to residents, landowners, entrepreneurs, and other interested parties through education about neighborhood and community affairs and local topics of immediate interest,
- *elevating and promoting the image of the neighborhood,
- *creating a safe living environment 24 hours a day,
- *encouraging the neighborhood to become involved in community affairs,
- *having an effective unified voice to address issues that impact the neighborhood,
- *conducting social activities that create a greater sense of neighborhood pride,
- *enhancing property values,
- *promoting a sense of pride and identity among the residents,
- *establishing a direct line of communication with members of the City of Tulsa and other agencies,
- *advising on available funding, loans, and programs designated for the betterment and improvement of older neighborhoods,
- *establishing relationships with other neighborhood associations and coalitions,
- *familiarizing residents, landowners, and interested parties about the association and its purposes, and
- *providing a forum for airing grievances

Source: City of San Antonio

In November 2004, a community survey was issued to the residents and business owners of both Tracy Park and Gunboat Park neighborhoods. An excellent response (over 1/3 of 192 surveys) has given the design team information necessary to formulate recommendations for the neighborhoods. The survey revealed that 64% would join a neighborhood association and 49% would support a partnership between Tracy Park and Gunboat Park neighborhoods. The Design Studio recommends that a neighborhood association should be created for Gunboat Park neighborhood or it should be merged with the Tracy Park Neighborhood Association. Collecting an annual due of \$50 per household and \$100 per business could generate an annual budget of \$10,000 to \$20,000 for neighborhood maintenance, improvements, or matching funds.

The City of Tulsa offers many resources for organizing a neighborhood association. Specifically, the Mayor's Office For Neighborhoods (MOFN) can be contacted at 596-1292. The MOFN can provide an informational kit on how to get started. The MOFN is your link with the Mayor's staff to work on neighborhood issues and they keep updated records of association officers and contacts. The MOFN neighborhood registry provides agenda information for the Board of Adjustment and the Tulsa Metropolitan Area Planning Commission (TMAPC), which involves hearings on zoning and land use changes throughout our city.



Tracy Park + Gunboat Park

Title 11-A: Stormwater Drainage

Chapter 4: Storm water management, public involvement , ,
Discusses how the city involves the public in their stormwater drainage plans.

Title 11-B: Solid Waste Management

Chapter 2: Trash collection, fees and definitions of services offered:;

Title 14: Fire Prevention Code

Chapter 1, section 101: Taking action about vacant properties in the neighborhood:; F-110.3 Unsafe Conditions: All structures or existing equipment that are or hereafter become unsafe or deficient because of inadequate means of egress facilities, breaches in fire walls, inadequate fire protection, or that constitute a fire hazard, or are otherwise dangerous to human life or the public welfare, or that involve illegal or improper occupancy or inadequate maintenance, shall be deemed an unsafe condition. A vacant structure that is not secured against entry shall be deemed unsafe. Unsafe structures or equipment shall be reported to the Code Official, who shall take appropriate action as deemed necessary.

Title 24: Nuisances

Chapter 1, section 101: Nuisances affecting health
4. Accumulations of trash which includes manure, rubbish, litter, rubble, refuse, debris, paper, combustible materials, offal or waste, or matter of any kind or form which is uncared for, discarded, or abandoned, or improperly stacked building materials which are potential breeding places for flies, mosquitoes or vermin
6. Weeds and other rank growths of vegetation upon private property or adjoining parking, including but not limited to poison ivy, poison oak, or poison sumac and all vegetation at any state of maturity which:
a. Exceeds twelve (12) inches in height, except healthy trees, shrubs, or produce for human consumption grown in a tended and cultivated garden unless such trees and shrubbery by their density or location constitute a detriment to the health, benefit and welfare of the public and community or a hazard to traffic or create a fire hazard to the property or otherwise interfere with the mowing of said weeds;
b. Regardless of height, harbors, conceals, or invites deposits or accumulation of refuse or trash;
c. Harbors rodents or vermin;
d. Gives off unpleasant or noxious odors;
e. Constitutes a fire or traffic hazard; or
f. Is dead or diseased;
7. All buildings, walls, and other structures which have been damaged by fire, decay or otherwise, and which endanger the health, peace and safety of the public;
15. Trees damaged or dead to the extent that a limb, tree or part could fall;
16. Garbage cans or any trash containers which are not fly tight or are contrary to the ordinances relating thereto; or which are kept or stored within twelve (12) feet of a curb, or edge of paving where there is no curb, in excess of twenty-four (24) hours;
17. Any animal kept or maintained in an unsanitary condition or surroundings

Chapter 1, Section 103: Nuisances affecting peace and safety
A. All trees, hedges, signs or other obstructions, or any portion of the same, located within a sight-distance triangle which prevent persons driving vehicles approaching an intersection of streets from having a clear view of traffic approaching such intersection. Sight-distance triangle shall mean the area within an imaginary triangle formed at a street corner as follows: Extend the curb lines (or the edge of the pavement where no curbs exist) into the street to a point where those lines intersect; from that point of intersection, measure along both curb lines (or edges of pavement) to two points, each of which is thirty-five (35) feet from the point of intersection; the connecting of these three points shall form the sight-distance triangle;
C. All wires over streets, alleys or public grounds which are not licensed by the City or which are strung so that the lowest portion is less than fifteen (15) feet above the surface of the ground;

Enforce Property Standards & City Ordinances

City of Tulsa Ordinances which apply to enforcing property standards
(found on www.cityoftulsa.org)

Chapter 1, Section 105: deals w/ the reporting of a nuisance (as defined in sections 101, 102 and 103)

Chapter 1, Section 106: deals w/ the penalties for knowingly creating or continuing a nuisance (as defined in sections 101, 102 and 103)

Chapter 3: Abandoned or junked vehicles as a nuisance
Gives a definition of what constitutes a junked vehicle and tells the procedures for dealing w/ violators.

Chapter 4: Dilapidated buildings
Gives a definition of what constitutes a dilapidated building and defines the procedures for the removal of buildings deemed to be dilapidated.

Title 27: Penal Code

Chapter 18: Public Property
Deals w/ what is not allowed on public property (such as taking up residence, being drunk or otherwise intoxicated, driving over, etc.), and the penalties for breaking the ordinance.

Chapter 21: Private Property
Deals w/ what is not allowed on private property and the penalties for breaking the ordinance.

Title 37: Revised Traffic Code

Chapter 5: Stopping, standing & parking regulations
Section 522-R: No person shall at any time stop, stand or park a vehicle except in compliance with the direction of a police officer or traffic-control device on any surface other than a hard surface area constructed of an all-weather material, unless such parking has been previously authorized pursuant to the provisions of Title 42 or Title 26, Tulsa Revised Ordinances.

Title 42: Zoning & Property Restrictions
Deals w/ local zoning, what each zoning designation stands for and what the requirements of the zoning designation are.

Chapter 15: deals w/ the enforcement of the zoning and property restrictions.



Tracy Park + Gunboat Park

Tracy Park Beautification



“The jewel of this area is Tracy Park at the corner of 11th Street and Peoria Avenue. Every spring the City Parks’ Horticultural Section displays 3,000 pansies and between 10-15,000 tulips. Then in the summer and fall they plant 5,000 annuals, such as Joseph’s coat, marigolds, lantana, and Mexican firebush.

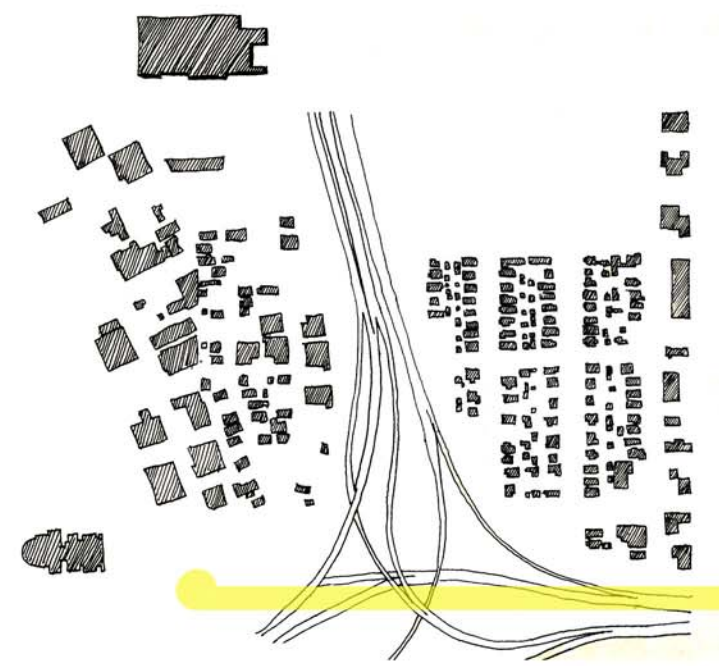
From the book “Footsteps through Tulsa” 1984



The OU Urban Design Studio recommends the restoration of the current parks in the area with emphasis on Tracy Park and its surrounding amenities. Two important gateways make up the park area with the 1) Midland Valley Trail Extension and Rt. 66 portal with parking on the west and the 2) grand floral entrance on the east with the associated Rt. 66 Corner Cafe and walkway to Adah Robinson’s Art Deco Home. The Adah Robinson House (5) at 1119 S. Owasso was designed by Robinson who also designed Boston Avenue Methodist Church. In association with this, an enhanced public entrance with partnership with private investment in a coffee shop and deli shop could perhaps be added. This would include outdoor umbrella seating and plaza area as well as added parking both behind and store front. Enhancements with minimal changes would be made to the tennis courts as well as the playground and spray feature as these were very popular amenities in our survey that were well utilized by many in the area.



Dog Parks



Tips on Starting A Dogpark

Community Benefits

- Socializes and exercised dogs in a safe environment.
- Promotes responsible pet ownership.
- Provides a place for owners with an accessible place to exercise their companions.
- enables dogs to legally run off - leash.
- Promotes public health and safety.
- Provides a tool for realistic enforcement of dog control laws.

The Ideal Dog Park is Designed to Include.

- Concern for the environment.
- One acre or more surrounded by a 4' or 6' fence.
- Entry - double gated.
- Shade and water.
- Adequate drainage.
- Parking close to site.
- Grass area; routine mowing.
- Covered garbage cans with regular trash removal.
- Pooper scooper stations.
- Benches.
- Wheel chair access.
- Safe location, not isolated.
- Regular maintenance.

Things to Consider before Developing A Dogpark

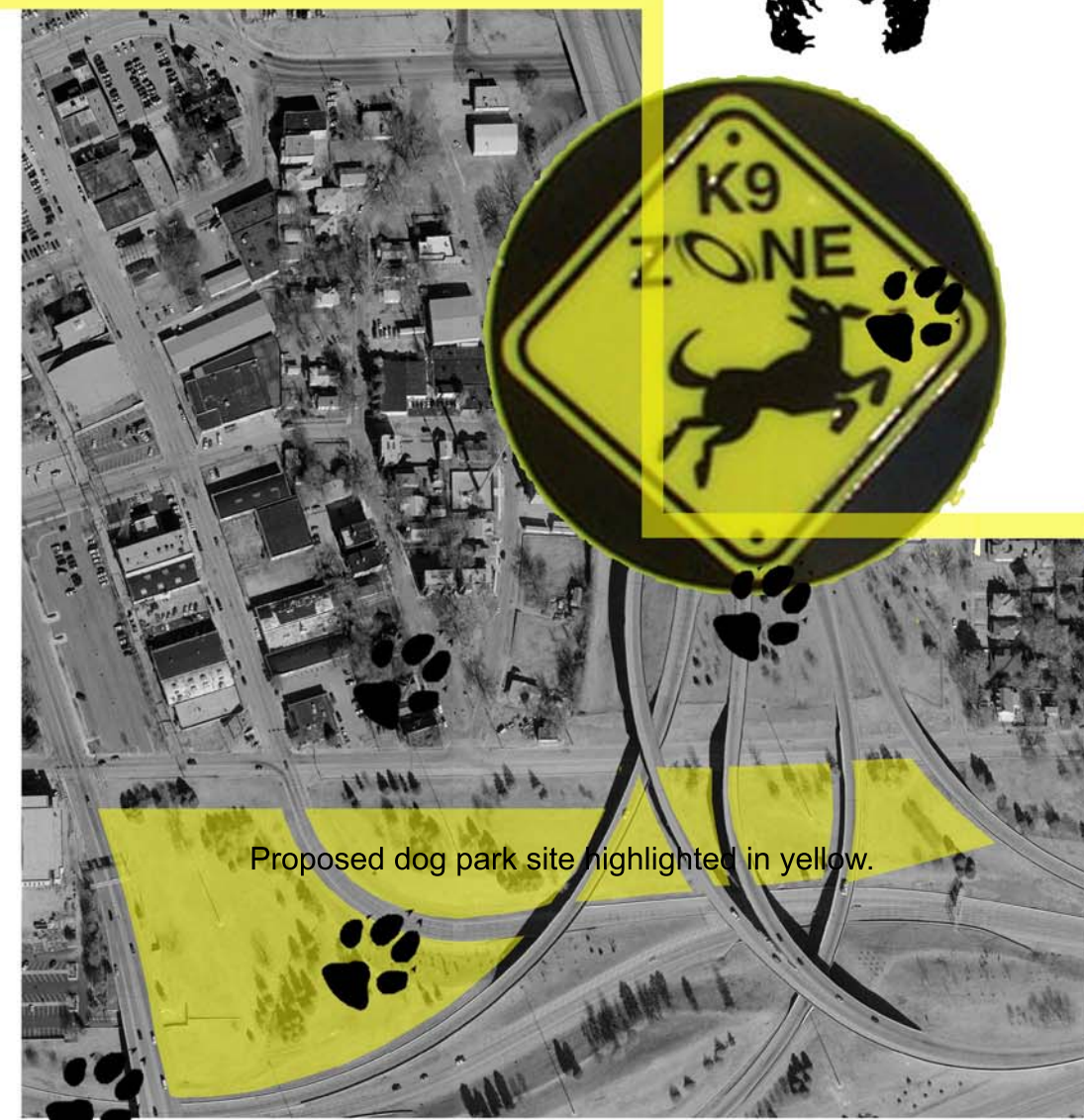
- Appropriate site selection.
- Noise.
- Maintenace and health concerns.
- City support.
- Traffic.
- Supervision of park.

The role of a Dogpark Group

- Raise funds for amenities.
- Monitor use.
- Clean - up.
- Serve as communications liaison with city, neighborhood and dog owners.



Tracy Park + Gunboat Park



Proposed dog park site highlighted in yellow.

(This list was provided by the Humane Society.)

A questionnaire was administered during the community meeting held on April 7, 2005 at the Urban Development Department offices to assess reaction to the proposed initiatives. Sixteen questionnaires were returned from the twenty-four residents and business owners in attendance. Favorable comments appear in green ink, neutral comments in brown and unfavorable comments in red.



Investing in a Safer Future

Add a Police Substation

Not Likely. If liquor store is tore down. Where the liquor store stands. Yes. Great idea. OK –but not the PD philosophy.

Improve Security Patrols

Citizen’s Alert Patrol. Yes. Yes. We have virtually no crime in Tracy Park.
We have two police officers living in the 66 homes in Tracy Park. OK.

Provide Better Lighting

2025 Funds. Yes. Yes, but historical type light fixtures/poles. Sure. Trees reduce lighting –we have lights. Lighting to reflect historic tenure. As long as it is practical lighting.

Make Flood Retention Areas

Ponds. OK. Sure. OK as long as it does not make it unusable.

Design Expressway Edges

With Walking Trails. Yes. Yes. Yes if you can.

What is your opinion of this initiative? What should be added or subtracted?

How would you improve it? What parts should be included in the final neighborhood plan?

I like all of the above.
Great ideas / make entire liquor store substation.
Excellent! Best idea – police substation!
Great!
Good. In help here all the time.
I would like to say that if you check the crime stats, Tracy Park is virtually crime free.
Transients come from liquor store not Gunboat Park.
We had Tulsa Police come to meeting and we have little or no crime.
Do not like drawing attention to Tracy Park.
Transients are not from gunboat. They come off the expressway on Owasso and down the side of the expressway behind cemetery.
Love the idea – where does funding come from?

This initiative addresses the foremost health and safety concerns of the residents. Recommendations include:

Lease the liquor store and convert it for use as a police substation for downtown and river parks foot, bicycle and mounted patrols. Add bus stops in the vicinity.

Organize a neighborhood watch. Remove attractive nuisances like unlocked trash containers and covered hiding places. Increase private security patrols already employed by Downtown Tulsa Unlimited. Work with the parks department to improve the parks planting, lighting and seating.

Improve lighting in the district, without creating a prison yard or car lot feel.

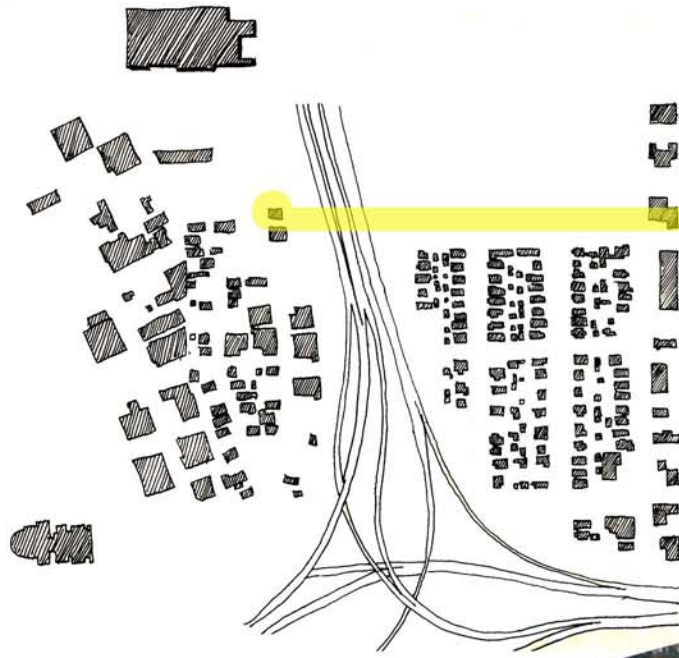
A flood control and open space project is proposed on the north side of Gunboat Park bounded by Elgin Avenue, Frankfort Avenue, and 12th Street. Clear the area for a larger urban park with a water feature and flood retention area for Elm Creek. Existing houses may be relocated to the west side of Elgin Avenue. The area of south of 12th would be maintained and enhanced with infill housing similar to the west side of Elgin Avenue.

The area south of 13th Street bordering the expressway in Gunboat Park might also be developed as recreational open space, flood detention, dog park or public gardens. The entire highway interchange area also needs a landscape plan. Fencing the area will also discourage use of the area by transients.



Tracy Park + Gunboat Park

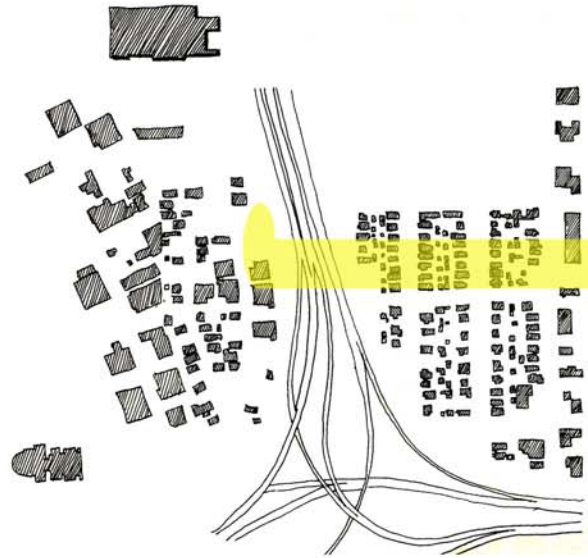
Bike Mounted Police Sub-Station



Mounted bike patrols allow an officer to use his/her senses more effectively. The senses of smell, hearing and seeing the area around the officer can greatly enhance the ability to patrol parking lots, residential areas, walkways and buildings, the bike can also be deployed for a directed patrol such as an area for past property damage, vehicle theft and suspicious activity.

Bike patrols can also be implemented at the fraction of the cost of conventional Police officers, one of the strongest advantages of the bicycle is the ability to approach crimes in progress without being seen or heard. A Bicycle police substation can be a very good way to get increased security on a low budget. Eleventh and Frankfort Avenue is a ideal location for a substation, because this local is close to the Midland Valley Trail Extension making it easy for Police Officers to cover large territories.

North Gunboat Park Redesign



Gunboat Park faces a variety of obstacles in its path toward revitalization. Elm Creek flooding has plagued the neighborhood since its inception, and the existing homes and commercial buildings have either deteriorated over the years, or have been replaced with less than picturesque metal warehouses. The existing parks are poorly maintained, and have little planned landscape design. The lack of permanent residential population, the empty lots, poor landscaping and maintenance also contribute to the social problems in the neighborhood by failing to discourage illegal activity, and inviting transient populations to loiter in the area. Several existing businesses also cater to the previously mentioned population.

With this in mind, this design proposal attempts to solve many of those problems. The dominant feature of this is the redesign and expansion of North Gunboat Park. The creation of a flood retention pond with improved landscape would potentially accomplish two goals. First, the pond would assist in the reduction of flooding both in Gunboat and downstream. The auxiliary benefit would be the beautification and expansion of a poorly utilized neighborhood amenity. The Swan Lake-like water feature, circumvented by a trail (which could connect to the nearby Midland Valley Trail), with landscaped green space and appropriate lighting, would be an attractive visual feature and a harmonious asset to the existing and proposed residences and businesses overlooking the park.

In keeping with the linear, urbane design of the South Gunboat Loft proposal (pg.74), similar work/live units are preferable in North Gunboat Park, particularly on the east side of Frankfort. The existing single family homes located “in the Gunboat” on Elgin are proposed for relocation to the currently empty parcels directly across the street, on the west side of Elgin, between 11th and 12th.

This proposal attempts to capitalize on the uniqueness of Gunboat Park’s underlying physical characteristics. The improved amenities as a result of public capital investment are intended to encourage the private sector to invest in the area and initiate positive growth and increased residential population in Gunboat Park and in Downtown Tulsa.

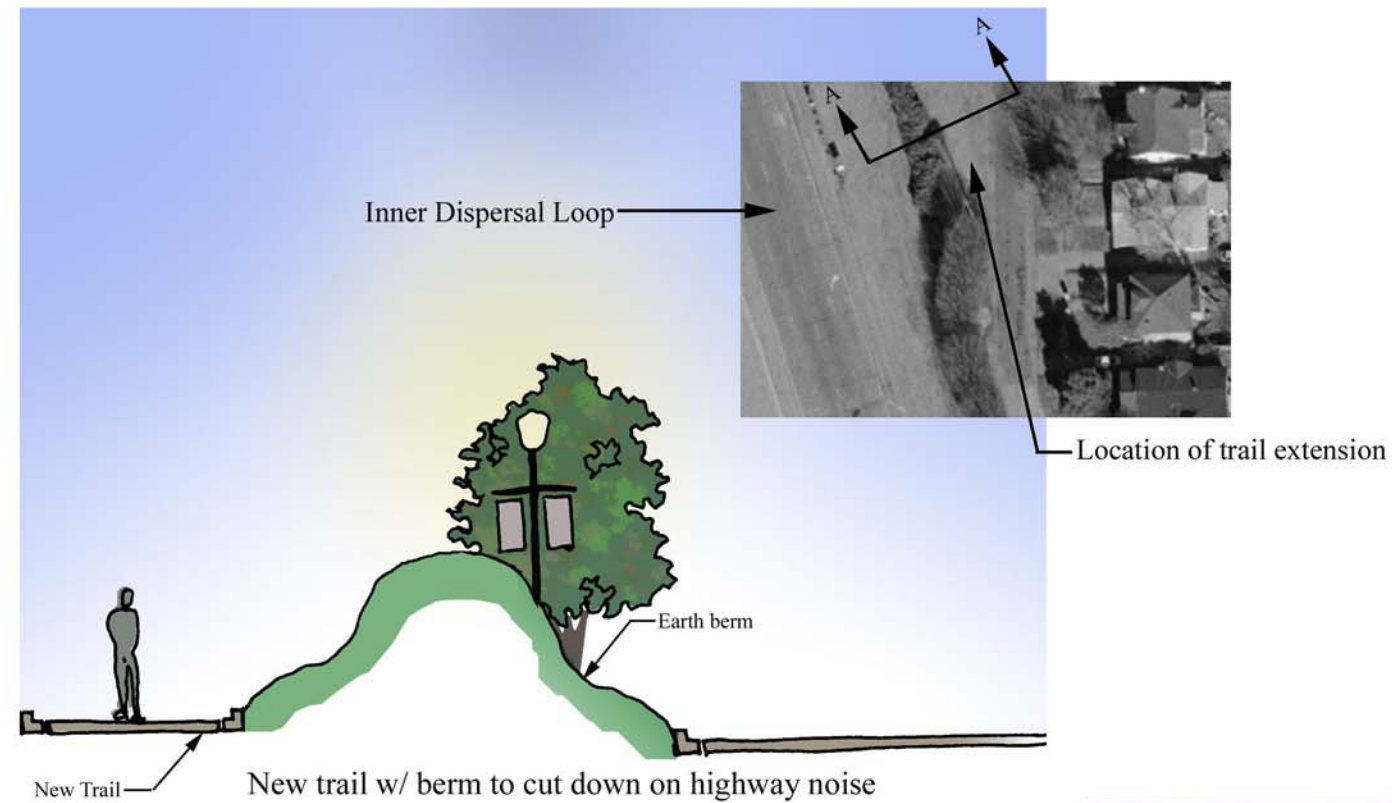


Flood Retention Pond + Park Beautification

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Tracy Park + Gunboat Park

Design Expressway Edges



Section A-A showing the new Midland Valley Trail Extension w/ an earth berm to help block some of the noise from the nearby expressway.



Current views from Tracy Park looking toward some of the neighborhood's expressway edges.



Provide rowhouse style infill housing along 13th street will help block some of the noise from the Broken Arrow Expressway to the South.

The redesign of some of the expressway edges around the Tracy Park and Gunboat Park Neighborhoods provides an opportunity to block highway noise as well as provide more attractive views. The extension of the midland valley trail through Tracy Park presents an opportunity to block some of the highway noise using earth berms. The berms will deflect some of the noise up and away from the houses near the highway. The addition of housing along 13th street will provide a noise barrier along the south edge of the neighborhoods.

A questionnaire was administered during the community meeting held on April 7, 2005 at the Urban Development Department offices to assess reaction to the proposed initiatives. Sixteen questionnaires were returned from the twenty-four residents and business owners in attendance. Favorable comments appear in green ink, neutral comments in brown and unfavorable comments in red.



Encourage Gunboat Lofts and Flats

Yes. OK. Good. Affordable housing initiative – diverse. OK.

Develop 13th Street Rowhouses

Yes. Maybe. Absolutely opposed. No. OK.

Attract a Neighborhood Market

Yes. ?. Do not care, prefer not. Maybe a market. Probably not practical.

What is your opinion of this initiative? What should be added or subtracted?

How would you improve it? What parts should be included in the final neighborhood plan?

Would be great for the area! If this would/could happen it would probably help bring two neighborhoods together.

I think this is a great idea.

These are great ideas and I’d like to see them. I don’t feel they are ‘bricks and mortar’ enough for initial improvements, progress in this area, and what needs to be done initially. They are not as important as initiative 1 And 2.

Great!

Keep large, out of control trees trimmed and shaped by their owners, some of these in current condition block downtown views.

Initiative to alter perception and attitude about the homeless in a less negative direction.

No 13th Street rowhouses.

We have a market at 15th and Lewis.

Gunboat park needs all the help they can get.

No new homes in Tracy Park.

I don’t care what you do in Gunboat – they should direct that effort.

How do we make this happen? Love the idea!

Welcoming New Neighbors

This initiative recognizes that the safety and prosperity of the area depends on attracting new residents. Recommendations include:

Increase the number of people living in the neighborhoods, particularly in Gunboat Park, making the area safer and decreasing the percentage of people on the street that are undesirables. Three to four story loft housing on the east side of Frankfort Avenue, including the Better Price Warehouse is proposed. These lofts would be leased by the square foot and could accommodate some mixed use, including ground floor studios, galleries and shops, as well as office or very light industrial. Parking would be provided in secure lots between the lofts and the highway. On-street parking would also be available.

Mixed infill housing is proposed throughout the district consisting of single family residences, duplexes or small apartment buildings.

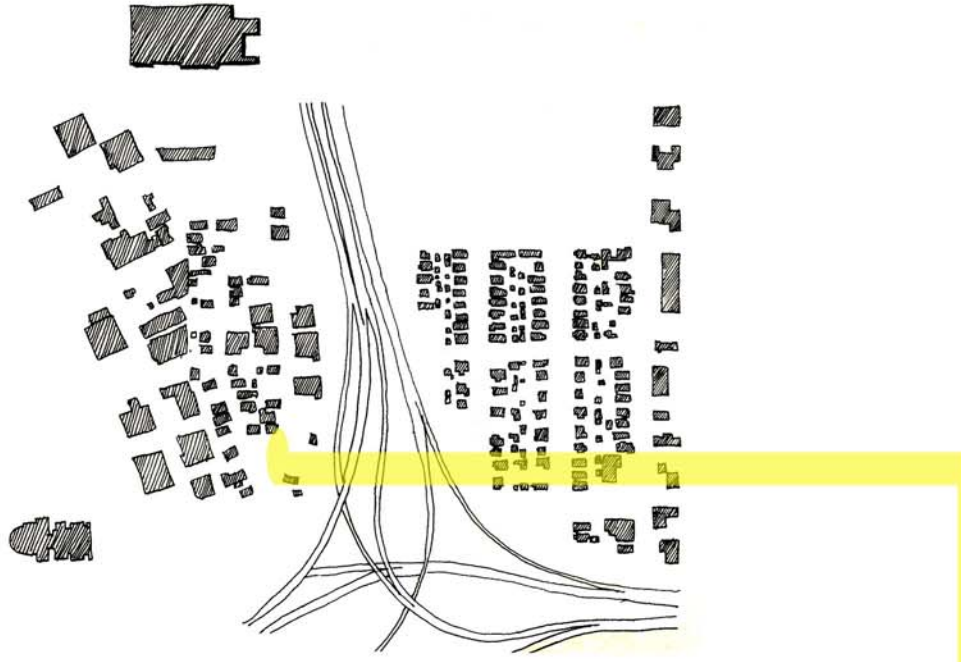
Add medium density owner occupied rowhouses along the south side of 13th Street both east and west of the inner dispersal loop with parking behind in a secure area that will also buffer the Broken Arrow Expressway and create a southern edge for the district.

Additional three story apartment flats are proposed for Detroit Avenue between 12th and 11th streets near a warehouse converted to a whole foods market similar to Wild Oats. Parking for the market would be provided adjacent to and from the Cincinnati side. Other convenience retail uses would be promoted.



Tracy Park + Gunboat Park

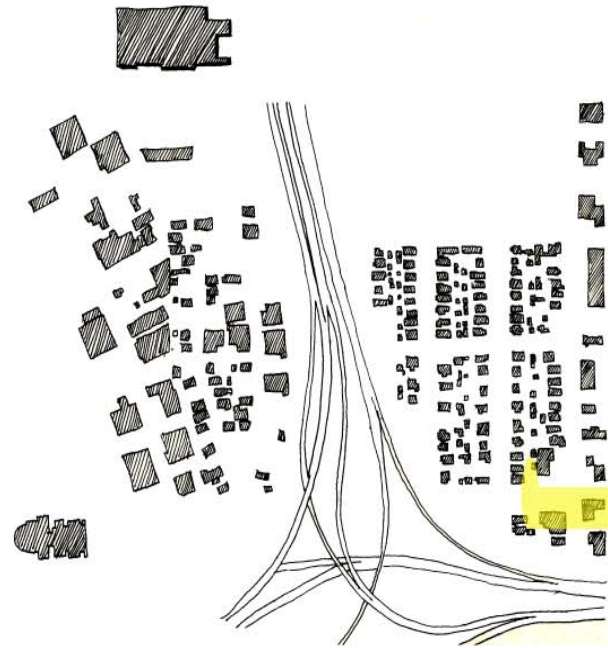
Urban Lofts, Gunboat Park South



The available developable property in Gunboat Park along the east side of Frankfort is ideal for loft style work/live units. The residential neighborhood's unique location inside the downtown Inter-dispersal Loop permits and suggests development with a more urban context in mind, and not to mention, with spectacular views of Tulsa's skyline. These lofts might target as tenants or owners artists, designers, technology workers, or anyone who might prefer a more urban lifestyle, providing the amenities of Downtown Tulsa and Cherry Street within walking distance.

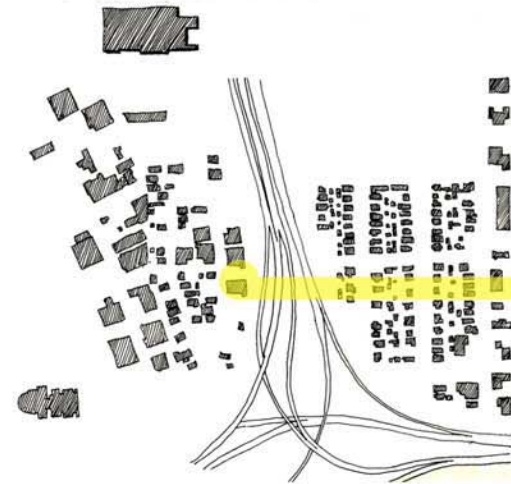


Welcoming New Neighbors 13th Street Rowhouses



Research in urban design shows that increasing the number of people living in neighborhoods can make the area safer as well as decreasing the number of people on the street that are undesirables. Medium density owner occupied row houses are recommended along the south side of 13th Street both east and west of the inner dispersal loop. The Design Studio recommends approximately 25 units (15 west of IDL and 10 east of IDL). Parking will be behind the houses in a secure area that will also buffer the Broken Arrow Expressway and create a southern edge for the district.





Gunboat Park Offers a distinctive interesting prospect for multifamily housing inside the US 75 Inner Dispersal Loop. The Gunboat Parks name derives from its unique street layout that resembles a boat silhouette in plan. Curved streets which make up the perimeter of the area could offer a great curb appeal for loft apartments and multifamily homes. The first floor of these apartments could also offer commercial opportunities for small businesses and amenities for the residents. Urban density and development of a community define a place and make it safer. Being able to walk out your front door and do your shopping on the same block is very desirable for many Tulsa residents, creating a sense of space and community. Multistory development on Frankfort Avenue could also become a barrier dividing the highway from the park creating less road noise for the district. The increase in fuel prices and transportation cost, is also making urban living a more attractive alternative to commuting from the suburbs. All these aspects come together to form a unique opportunity for Tulsa to invest in its Downtown locality.

Gunboat Loft Infill



The Better price building is sited on the south end of Frankfort Avenue and is suitable to become loft apartments. The architectural style which Tulsa is famous. The Better Price building already has commercial space on the ground and them selves to be developed into loft apartments. This kind of development could turn Gunboat Park into a thriving community for young professionals and single families tired of living in the suburbs. There are many other sites in this area which could host this equivalent kind of d Gunboat Parks current multifamily housing units combined with new development could generate the urban distract that many Tulsans want to live in.

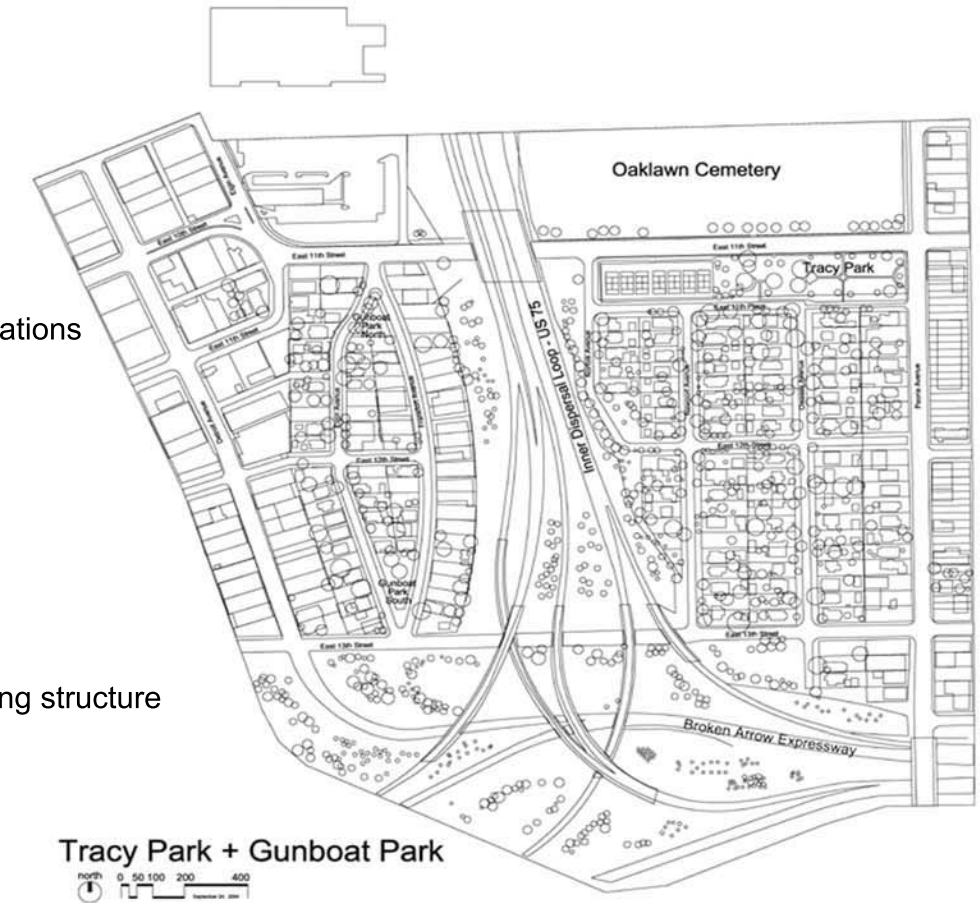


Infill



White indicates suitable infill locations

Black indicates existing structure

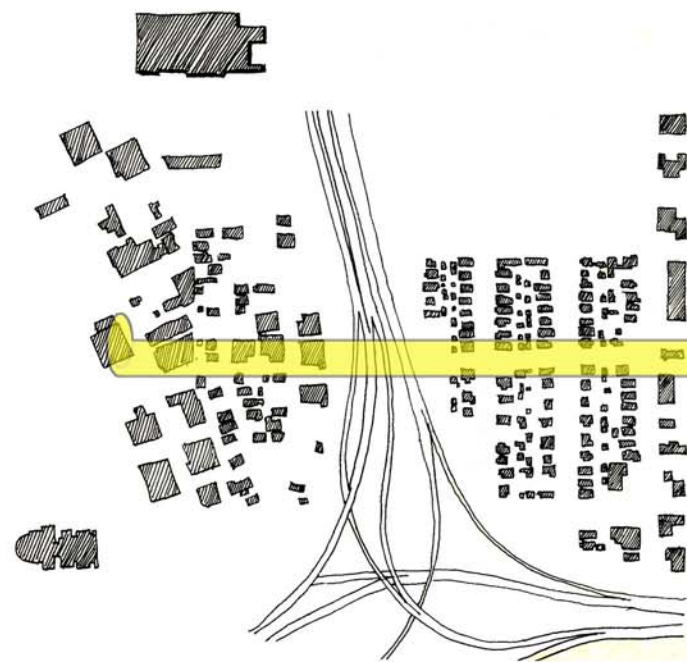


Tracy Park + Gunboat Park

Tracy Park and Gunboat Park both have excellent opportunities for infill and urban growth. Peoria which we propose to become Historic Pearl Avenue has many empty lots that could become a booming commercial area branching off Cherry Street. Tracy Park also has several residential lots available for people wanting a new house in a historic district. Multifamily row houses and apartment real estate also has room to grow in and around Gunboat Park. We feel that with the eclectic and historic architecture that are in these two neighborhoods it could become a unique urban living area for Tulsans to be a part of the Down Town district as well as Cherry Street.

Neighborhood Market

Denver Avenue Corridor



Many buildings in the area are prime candidates for adaptive re-use. This now nearly empty warehouse was formerly occupied by the Fred Jones car dealership, which no longer has a presence in downtown Tulsa. Buildings like this and others may have low value in their current uses, but have latent potential for high value uses. In this case, the large open floor plan, nearly 23,000 Sq. Ft.; the abundant nearby parking; its walkable proximity to Tulsa Community College, the Downtown business district, and several underserved neighborhoods including Tracy & Gunboat Parks; and the acknowledged need for a downtown grocery store made this building a prime candidate for a Whole Foods Market, or another market specific grocer.



Grocery/Retail Opportunity
Re-use of Existing Structure

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Tracy Park + Gunboat Park

Creating an Urban Identity

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Reconstruct the Meadow Gold Sign

Good Idea, Keep in. 11th street location sounds great. Oh yes! 11th and Elgin idea great. OK.

Adorn the Cell Tower with Art

Flagpole, Keep in. Yes. Tear down the cell tower! Good, but owner won't allow it.

Link Pearl (Peoria) Avenue to Cherry Street

Eh? The 2 lane – diagonal parking is a good idea. OK. This will happen but could be a problem i.e. the Brookside parking problem.

Erect Downtown Gateways

Yes. Subtract. Great pictures. Yes. No. No. Don't think the route 66 stuff is real cool. Great.

Formulate Commercial Redevelopment Guidelines

Yes. Keep in. Yes. Yes with historical overviews. No – get rid of commercial. Good idea but zoning code controls.

Bury Overhead Utilities

Yes. Keep in. great idea. Yes! Yes. Don't care. No. The ones in the neighborhood are more important than the ones on Peoria. Never happen as PSO is everyday increasing investment in existing system.

What is your opinion of this initiative? What should be added or subtracted?

How would you improve it? What parts should be included in the final neighborhood plan?

Build commercial buildings that look like houses. Ask businesses to contribute to gateways.

I don't really like the idea of more businesses close to Tracy Park.

I like almost all of the above.

I love all of these ideas.

Important element.

Great! Meadow Gold sign has merit – keep in.

Bury Utilities – keep in.

Great!

No Route 66 art on overpass on 11th.

Get rid of businesses on Peoria(west side) and turn into green belt that wraps around to Tracy Park.

Good time to hear others.

Need to address zoning issues on Peoria.

I would like to get rid of car lots on Peoria.

Great idea!

This initiative focuses on the major streets and landmarks. Recommendations include:

Create an urban node at the unique corner of 11th Street and 11th Street. The historic Meadow Gold Dairy sign will be relocated to the prominent position above the old Tulsa Radiator Shop. A signature building is proposed for the southeast corner. Intensive landscaping, street furniture and lighting will be added to the node.

The existing cell phone tower will be redesigned as an art object with sails, lighting or other enhancements. Ban new tower construction in the district.

A linkage will be created along Peoria Avenue, renamed Pearl Street, to connect Cherry Street with the Sixth and Peoria node. Intensive streetscaping is proposed along the corridor including special paving at intersections and angled on-street parking.

Develop gateways involving landscaping and possibly architectural features at 13th Street and Detroit Avenue, Peoria Avenue and the Broken Arrow Expressway, and at Tracy Park at 11th Street and Peoria Avenue. A neon portal will be created where the 11th Street bridge goes under the expressway.

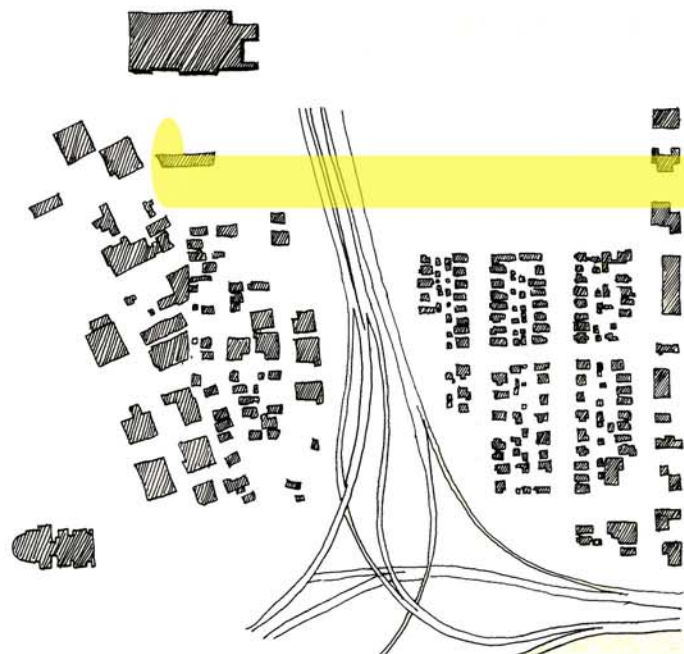
Develop commercial development guidelines for Pearl Street to include buffers between residential areas to prevent encroachment and nuisances. A public or concentrated public parking area will be created for the district near the Broken Arrow Expressway. Buildings will respect existing setbacks and service access will be provided in the rear. Bulk and use requirements will be determined.

Bury overhead utilities from Pearl Avenue, 11th Street, Detroit Avenue and other selected areas.



Tracy Park + Gunboat Park

Proposed Location for Historic Meadow Gold Sign



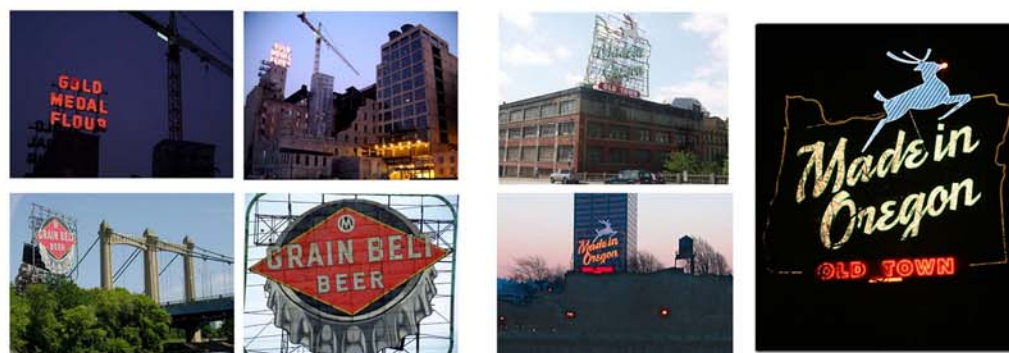
Erected in Tulsa in 1941, the Meadow Gold sign was a symbol of the region's booming dairy industry. With two faces joined at a right angle and each measuring approximately 30 feet wide and 50 feet tall, the sign dwarfed the one story repair service building on which it remained on until recently.

Thanks to the efforts of the Tulsa Foundation for Architecture and public and private donations and support, the sign was removed and has been labeled and stored. The foundation, which had been campaigning to restore the sign since May 2003, received a \$15,000 grant from the Route 66 Corridor Preservation Project, under the direction of the National Park Service.

The OU Urban Design Studio has considered many sites within the study area of Tracy Park and Gunboat Park neighborhoods. The preferred access is the area around 11th and Elgin above or behind the old Tulsa Radiator Shop, which is now occupied by a printing business. This area is ideal in that it is on Route 66 within the inner dispersal loop only a short distance from the Blue Dome entertainment area, the downtown business district, the arena, convention center, and major downtown hotels. This would not only be a viable attraction for those traveling on the Mother Road but would also be readily accessible for those attending venues and lodging downtown. With the ability to inspire and impress, it would be a catalyst for the area to attract private investment in the area and provide synergy with other community/Vision 2025 projects. It would appeal to Route 66 enthusiasts, local residents, families, and visitors. With proposals to include residential lofts and shops, as well as as plans for a possible arts district in the area, the sign would be most appealing. The concept would celebrate the historic element along the route as well as stimulate additional development in the area. The site, perched on a small hill along the road, would be strikingly visible from multiple areas inside and outside the IDL and become an icon for a distinct district in Tulsa.



Examples of Restored Historic Signage in Downtown Districts



Minneapolis, Minnesota

Portland, Oregon

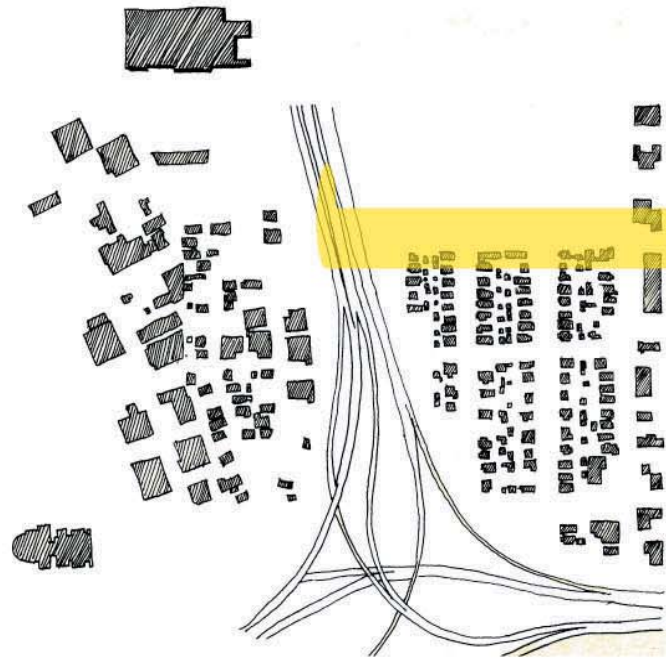
Creating Urban Identity with Historic Route 66

Route 66 is a valuable piece of Americana and has brought people together from all parts of the nation. Route 66 became the symbolic river of America moving west into the auto age of the twentieth century and was one of the most influential events in the history of Oklahoma and the nation. Few cities compare with the rich history of Route 66 like Tulsa does. Home of Cyrus Avery, father of Route 66, Tulsa has long been the city designated where east meets west.

Vision 2025 funds will be provided to improve the national icon that winds through 26 miles of Tulsa County. Improvements include signage, streetscaping, lighting and specific enhancements of special attractions along the way.

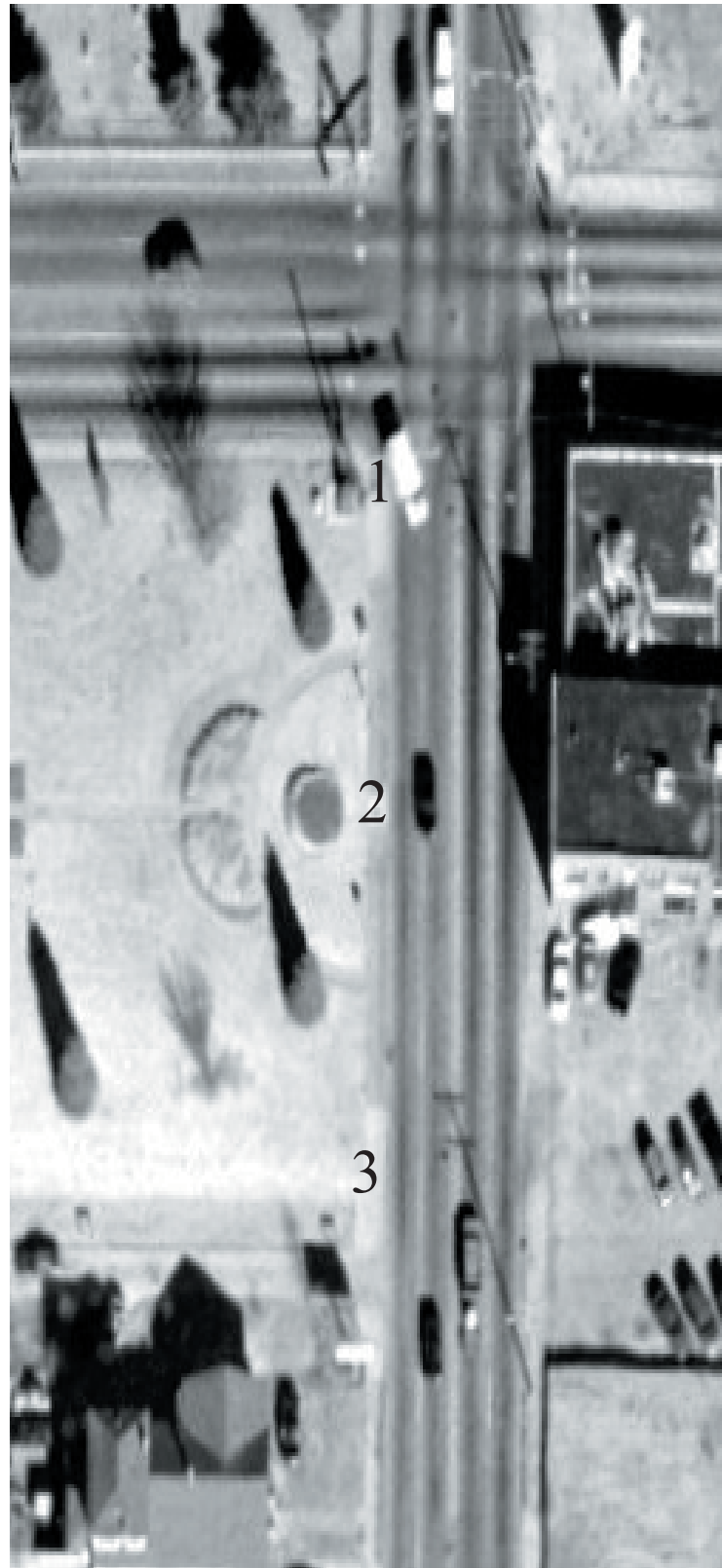
Tracy Park and Gunboat Park neighborhoods border the southern edge of Route 66 (11th Street) and provide many opportunities to create an urban identity and relationship with the Mother Road. On the east, the 11th and Peoria area provides an excellent gateway to downtown as well as to the beautiful ground of Tracy Park. Additionally, the Adah Robinson home at the edge of Tracy Park is one of the more famous art deco residences in the city and could be a positive icon for the area. The popular Corner Cafe is a point of interest along the road and has great potential to be renovated to become an identifiable attraction along the way. Through the efforts of the OUUDS and the Vision 2025 Design Team, the historic Meadow Gold sign may be relocated in Gunboat Park neighborhood enhancing the much needed identity of this area. The possibility of an art deco portal under the interstate on 11th street has the potential of creating a gateway to downtown and the historic Warehouse Market area and Gunboat Park. The positive identity with Route 66 leads to endless possibilities for the area and there may be matching funds for projects in association with many local, state, and federal Route 66 corridor programs.





The restoration of neon lights has been a favorite project for many cities along the Mother Road. The portal along 11th Street into downtown is an opportunity to create urban identity highlighting the unique architecture of Tracy Park and introducing the restoration of the art deco styles in Gunboat Park and downtown Tulsa. A neon lighted entrance with replicas of some vintage neon signs along the route will attract tourists as well as locals to the area and set the tone for the development of the district.





Tracy Park & Route 66 Parkside Gateways

The corner of 11th Street and Peoria Avenue offers an opportunity to showcase many features unique to this area. At the corner, Route 66 serves as a gateway into downtown Tulsa as well to the proposed Pearl Avenue district connecting Cherry Street with Central Park. A center plaza in the park will provide a grand entrance to showcase the well groomed grounds of the park. Information will be displayed regarding the history of Tracy Park as well as its relationship with Route 66. Just south of this area will be a pedestrian gateway that will feature information for those interested in the Ada Robinson home and local neighborhood architecture.

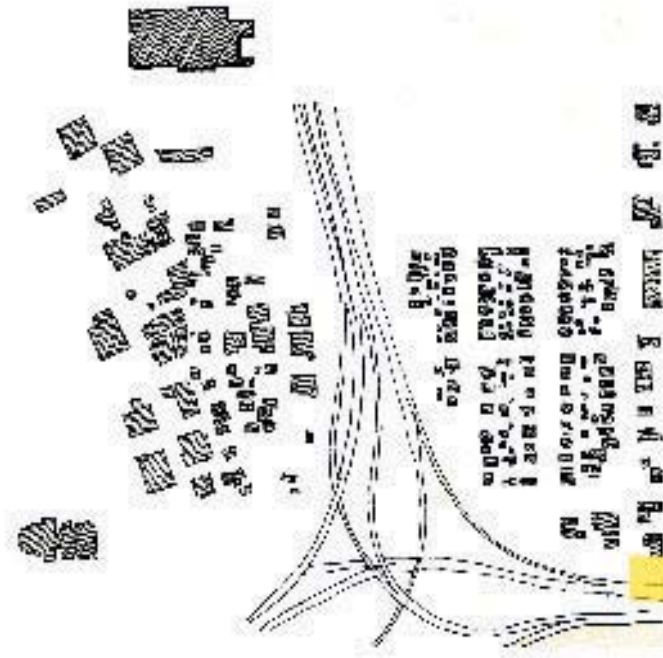
Detroit Avenue Gateway



Creating new Gateways will welcome visitors and build historic character. Welcoming visitors to commercial and cultural opportunities can make a place more desirable as well as memorable. Street landscaping, lighting and historic signage help build on the many factors that transform typical urban spaces into places that people want to visit and come back to. Downtown Tulsa has many of these qualities, using these tools to highlight them is a step in the direction to revitalization.



Creating Urban Identity Pearl Avenue Gateway



History tells us that at one time the area along Peoria was known as Pearl Avenue much as 15th Street was designated Cherry Street. With plans to revitalize this commercial and residential district, it is appropriate that it be designated the Pearl Avenue District to give the area urban identity. With the unique position to connect Cherry Street and the Village at Central Park as well as its intersection with historic Route 66, the area is prime for mixed use development.

The gateway to the area from Cherry Street will include some traffic slowing mechanisms as well as signage to promote the new district.



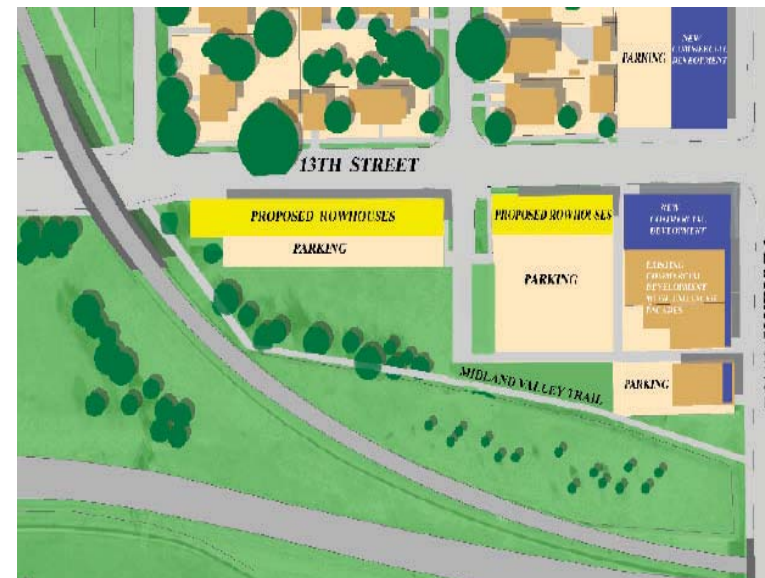
OUUDS
The University of Utah Division of Student Affairs

Tracy Park + Gunboat Park

Creating Urban Identity

Pearl Avenue & Tracy Park

Mixed Use Neighborhood



Research in urban design reveals that increasing the number of people living in neighborhoods can make the area safer as well as decreasing the number of people on the street that may be undesirable. Medium density owner occupied row houses are proposed along the southside of 13th Street both east and west of the inner dispersal loop. Parking will be behind the structures in a secure area that will also buffer the Broken Arrow Expressway and create a southern edge for the district.

Based on historical mapping, Peoria Avenue was referred to as Pearl Avenue. A linkage will be created along Peoria Avenue, renamed Pearl Avenue, to connect the Cherry Street district to the Village at Central Park and Centennial Walk. Intensive streetscaping is proposed along the corridor including special paving at intersections and angled street parking. Commercial development guidelines will be proposed for Pearl to include buffers between residential areas to prevent encroachment and nuisances. A public parking area will be created for the district near the Broken Arrow Expressway. Buildings will respect existing setbacks and service access will be provided in the rear. Overhead utilities will be buried.





CURRENT

Street blends into parking lot creating a visually unattractive streetscape.

Parking in front of buildings gives visual prominence to cars.

Scattered building pattern with parking lot as front door.

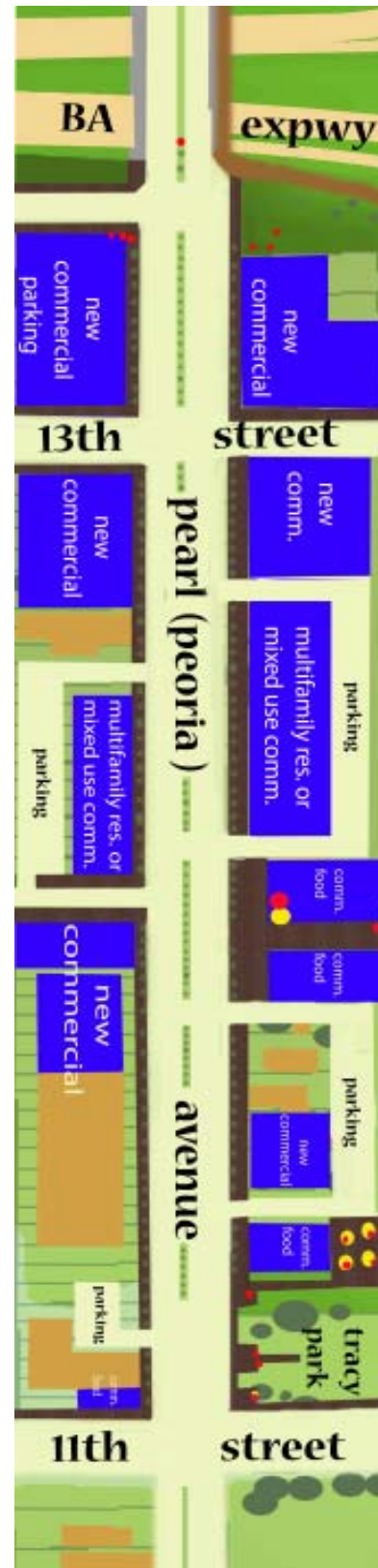
One story single purpose buildings create an uninspired landscape.

Frequent curb cuts are dangerous and impede flow of traffic.

Street tree planting does not have pattern and creates weak edge due to numerous curb cuts.

Lack of planting islands and sidewalk results in unrestricted vehicular entry/exits and danger for both cars and pedestrians.

VEHICULAR
COMMERCIAL
CORRIDOR



PROPOSED

A public parking area or concentrated public parking area will be created for the area near the Broken Arrow Expressway.

Building massing that creates modulation/articulation.

Bulk and use requirements will be determined.

Buildings will respect existing setbacks and service will be provided in the rear with ample security measures.

Parking in the rear with walls/fences and or heavy landscaping to screen and buffer edges or adjoining residential uses.

Shared driveway access reduces number of curb cuts.

Building arranged in clusters related to street front.

Pedestrian friendly sidewalk with fewer conflicts with vehicles.

Room for larger trees to reinforce street edge.

STREETSCAPE
PEDESTRIAN
CORRIDOR

Pearl Avenue Commercial Corridor Redevelopment Guidelines

Peoria Avenue, between the Cherry Street District and the Village at Central Park, provides an excellent link between these up and coming areas on the edge of the downtown district. With the proposed renaming of the corridor to Pearl Avenue, the area is primed to be revitalized into a successful commercial and residential district serving as an entry to downtown. Plagued by some of the problems that face many commercially zoned corridors in the country, Peoria Avenue in this locale has followed a trend of having several small, inefficient buildings, unevenly dispersed, with multiple curb cuts and random building front parking. Many of the buildings are empty or in disrepair, and have marginal tenants occupying them. Much of the dysfunction along this type of commercial strips has to do with pressure on city and street developers to prevent traffic congestion yet provide ample access and parking to businesses along the street. Meanwhile, the retail market has changed in that consumers now use internet and catalog shopping as an alternative to traditional trips to retail stores. Many retail developments have made an effort to make shopping a more pleasant and interesting experience and there has been a revival of streetfront shopping incorporated with eateries and parks in the areas. People are desiring areas where it is possible to walk from store to store, and where offices, apartments, and other destinations create a more lively environment. This area along Peoria offers great potential to be this sort of destination and the design studio feels it should be pursued.

Much of standard land use zoning practices are now outdated and new types of regulations will be needed to correct it. Although both political and legal challenges may exist in changing this, the 1100 - 1300 Peoria Avenue corridor is a good of example of an area that could benefit from commercial redevelopment guidelines. This page provides some examples of design problems encountered and some possible solutions to make the new Pearl Avenue District more liveable for residents in the area and also desirable for consumers, which will add value for all.

(Concept derived from Redesigning Cities by Jonathan Barnett)

Pearl Avenue Revitalized



1) Current building photo survey 2) Proposed changes 3) Proposed revitalization map

Adorn the cell phone tower w/ art



Some examples of cell phone tower "art".



Two views of downtown Tulsa from Gunboat Park w/ the cell phone tower in the foreground.



The cell phone tower located in Gunboat Park is thought by many to be an eyesore. A more positive take on the tower would be to look at it as an opportunity for artistic expression. The tower is not likely to be leaving anytime soon, so our suggestion is to make it more attractive. While there are companies who specialize in disguising cell phone towers as trees, we would suggest that the citizens of Tracy Park and Gunboat Park call on the art community of Tulsa for some help in beautifying this particular landmark. Perhaps the owner of the tower would be willing to fund a competition to enhance the cell phone tower's appearance.



Cell tower in Gunboat Park

Creating Urban Identity

Bury Overhead Utilities



Overhead utility lines dominate much of the skyline in this view at 12th Street and Peoria Avenue. These lines might include distribution lines, feeder lines, telephone lines, cable lines, and street lights. The majority of utility poles in Tulsa are owned by AEP/PSO and rented to individuals for their lines.



Strong winds and tornadoes, heavy ice, and lightning all can result in power outages due to the effect on overhead utilities. Branches and vegetation growth into the lines are the second cause of power outages and result in the reason so many trees are heavily pruned frequently.



This utility line at the southern edge of Tracy Park and alongside the Adah Robinson house is both aesthetically unappealing and appears hazardous as well. By burying the overhead utility lines, a more pleasing environment along the arterial streets and parks can be created for residents and visitors.

The citizens of Tracy Park and Gunboat Park neighborhoods indicated in the community survey as well as at numerous meeting and encounters that they desired more attractive and safer arterial streets and wanted to utilize the park-like spaces created along the arterial streets. They felt that the improvement of the street appearance and usability would have a positive influence on the economic development of the areas. One method suggested to help in this effort was to bury overhead utilities and the Design Studio has recommended that utilities be buried or relocated behind the properties specifically along Peoria Avenue, 11th Street, Detroit Avenue, as well as other selected areas.

Tangible benefits of such a project include safety improvements, reliability, and environmental effects. Safety considerations include vehicular and pedestrian accidents as well as injuries sustained by utility workers, tree trimmers, and construction workers. Reliability, or the availability of the product carried in overhead lines, can be realized by the blackout and brownouts that occur due to problems encountered in the overhead utilities. Based on current research the use of underground utilities should increase reliability. Environmental effects include the use of herbicides and tree trimming to control foliage around utility lines. Additionally, chemically treated poles as well as electrocution can all be harmful to wildlife. Intangible benefits include the visual appearance of the streets and neighborhood as well as the economic benefits it might bring.

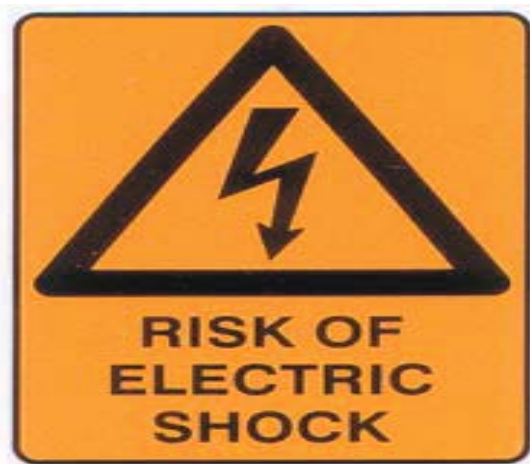
In November, 2005, AEP/PSO asked the Oklahoma Corporation Commission for approval to add \$28.8 million a year for reliability efforts including most of the funding for tree trimming and a comparatively small amount, about \$2.2 million, for burying electrical lines. In January, 2005, the commission gave permission to begin recovering \$11.8 million for a tree trimming program with the line-burying portion deleted. Tree trimming is a job that never ends and it seems obvious that the long term solution to tree related outages is to get the lines underground and obtain the tangible benefits described as well as improving the aesthetics of the neighborhood.

Sources: Averill, David, Bury Those Lines, Tulsa World, January 23, 2005.

Olmstead, Roberta, The Tulsa 50 Year Arterial Street Beautification Plan, University of Oklahoma Urban Design Studio, Fall 2002.



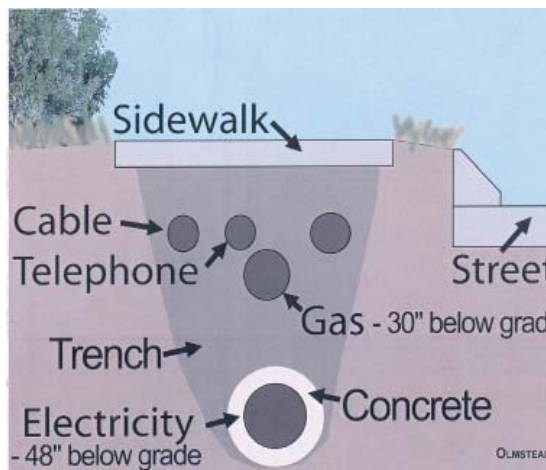
Tracy Park + Gunboat Park



Overhead utilities create many potential hazards. Heavy equipment and street construction are exposed to dangers, including electrocution when working around overhead electric lines. Additionally, an average of over 1,500 deaths occur in the U.S. each year from vehicular accidents involving utility poles.



Portions of Tulsa's utilities have already been buried including portions along South 71st Street, south Yale alongside LaFortune Park, Riverside Drive as well as the Tulsa International Airport area. Downtown Tulsa as well as many downtowns in other cities have had underground lines in tunnels for over 100 years.



Technology has advanced in burying utility lines as well as repairs to underground lines. Fault finder devices can find problems in lines within 3 feet with only that portion needed to be dug to make necessary repairs. Electric lines are encased in reinforced steel with 12" between gas and electric lines adding safety to the method.

Accomplishments



1. General Obligation Bond Issue passed, allowing streets and utilities in Tracy Park to be replaced in 2007.
2. Consideration for Police Substation, article in the Tulsa World
3. Vision 2025 funding for historic lighting in Tracy Park.
4. Expansion of Kool Storage, as well as funding for flowers in Tracy Park
5. Meadow Gold sign consideration on the corner of 11th and Elgin.
6. Filled in vagrant cave on US 75.
7. Trees planted in Tracy Park
8. Midland Valley Trail expansion.

Project Implementation

Actions to Take

- Be proactive citizens
- Belong to your local neighborhood association
 - If you live in Gunboat Park, which doesn't have a neighborhood association, organize one.
 - The citizens of Tracy Park should mentor the citizens of Gunboat Park in their effort to create a neighborhood association.
 - Start collecting annual dues for membership in the neighborhood association
 - \$50/ year would be a good amount to charge for membership
- Approach the Tulsa Planning Commission for information on getting Historic Preservation overlay zoning for Tracy Park
- Get involved in the Midland Valley Trail design process now.
- Organize a neighborhood clean-up day.
- Call the Mayor's Action line about violation of city ordinances.
- Work with developers who are interested in investing in the future of your neighborhood.
- Get involved in the planning process for the new streets going into Tracy Park as a result of the recent GO Bond vote.
- Read the City of Tulsa Ordinances pertaining to property standards and contact the offices responsible for enforcing the relevant ordinances.
- Contact the parks department about redeveloping the flower bed in Tracy Park.
- Approach local businesses about donations toward improving the area parks.
- Get involved in the Route 66 committee to encourage the placing of the Meadow Gold sign in the Tracy Park & Gunboat Park neighborhood.
- Contact the owner of the cell phone tower and propose hosting a competition for local artists to beautify this landmark in some way.





Honorable Tom Baker
District 4 City Councilor
Tulsa City Council
200 Civic Center Suite 200
Tulsa , Oklahoma 74103
Voice 918.596.1924
email dist4@tulsacouncil.org

Pat Treadway
Manager, Planning Division
Urban Development Department
111 S. Greenwood Avenue
Tulsa, Oklahoma 74120
Voice 918.596.2600
email ptreadway@cityoftulsa.org

Liz Hunt
Tracy Park Neighborhood Association President
1144 South Newport Avenue
Tulsa, Oklahoma 74120
Cell 918.277.4868
email huntmediainc@yahoo.com

Professor Shawn Schaefer
OU Urban Design Studio Director
College of Architecture
The University of Oklahoma
4502 East 41st Street
Tulsa, Oklahoma 74135
Voice 918.660.3493
email sschaefer@ou.edu



Project Implementation Individual Resources

These individuals were instrumental in the success of this project and should be considered the primary contacts as efforts proceed in the implementation phase of the project. They were involved in all the meetings and were of great assistance in all phases of this year long project. They are quite familiar with much of the analysis and will be a very valuable resource in the success of the implementation phase.

Another valuable direct resource will be the City of Tulsa Urban Development Department. This department oversees the tax increment/incentive districts (which includes part of the project area), economic development planning, the Downtown Tulsa Improvement District, historic preservation, the Tulsa Preservation Commission and the Tulsa Development Authority. Program services include the development of the Community Development Block Grant (CDBG), comprehensive housing, affordability strategy and housing assistance. For questions on housing programs and economic development planning, call the Urban Development Department at 596-2600. You can also visit the website at www.tulsadevelopmentauthority.org.

Urban Development Department
111 S. Greenwood Avenue
Tulsa, Oklahoma 74120
Voice 918.596.2600
www.cityoftulsa.org



Tracy Park + Gunboat Park



Organizing Neighborhood Associations - Call Erin Patrick at the Mayor's Office of Neighborhoods (MOFN) at 596-1292 or epatrick@cityoftulsa.org

Neighborhood Block Parties - Contact MOFN at 596-1292

Neighborhood Watch Groups - Contact the Citizens Crime Commission at 585-5209 to participate in the Alert Neighbors Program.

Neighborhood Clean Up - Call the Mayors Action Center at 596-2100 and the City will provide trash bags and free dumpsters.

Building permits and site improvement permits and other types of permits can be obtained at the One Stop Permit and Licensing Center. This center located at 111 S. Greenwood Avenue is designed for convenience and provides staff for building permits, plan reviews, sign permits, construction and code inspections, trade testing and licensing, business licensing and more under one roof. Contact One Stop Permit at 596-9456.

Home ownership issue questions should be directed to HOT (Home Ownership Tulsa). HOT is a local partnership of more than 65 organizations committed to increasing home ownership. Contact number is 596-1500.

Zoning issues and questions regarding nonconforming use of a property should be directed to INCOG at 584-7526.

Enforcement of City Code regarding nuisance and zoning violations is done by Development Services, a division of the Public Works Department. Neighborhood Inspections is a part of this and can be requested by contacting the Mayor's Action Center at 596-2100. More information can be obtained consulting www.tulsapublicworks.org.

Traffic calming and safety issues (including the DRIVE 25 Program) should be directed to 596-2100 or to Drive25@cityoftulsa.org.

Report pollution, flooding, or drainage problems to the Mayors Action Center 596-2100.

Street signage issues, low hanging trees in roads, potholes, and other street complaints are done by Traffic Engineering through the Mayor's Action Center at 596-2100.

Report pet problems or loose animals to the Tulsa Animal Shelter at 669-6299. Request Vector Program, which includes spraying for areas heavily saturated with mosquitos, to The TCC Health Department at 595-4200. Request rat control solutions at the TCC Health Department at 595-4341.

Report graffiti problem to the Graffiti Hotline at 596-2100.

Request security line permits or information from MOFN at 596-7640.

Vision 2025 contacts and resources can be found at www.vision2025.info.

Project Implementation

Community Resources - City

Organized neighborhoods are the backbone of the any community. This has already been demonstrated by members of the Tracy Park community and could very much benefit the Gunboat Park community in the future. Organized neighborhood groups enable residents to unify, discuss common issues and develop plans to improve their area. This in turn serves to enhance life in Tulsa as a whole.

An excellent source for implementing community projects in the neighborhood is the City of Tulsa, specifically the Neighborhood Resource Guide from the Mayor's Office. The goal of this department is to help neighborhood groups develop and organize and help identify challenge areas and address opportunities to improve life in Tulsa.

Downtown Tulsa Unlimited (DTU) is a private, nonprofit association concerned with growth and development of downtown Tulsa. Working with the public and private sectors, it provides leadership in studying issues, offering solutions and implementing programs to assure the vitality and growth of downtown.

Presented here is just some of the resources available and will help assist in some of the initiatives suggested by the Design Studio and will be very valuable in the process of implementation.

Mayor's Office for Neighborhoods
200 Civic Center
Tulsa, OK 74103
918-596-1292
epatrick@cityoftulsa.org
Web Address: www.cityoftulsa.org/Community+Services/Mayors+Office/Neighborhood+Resource

Downtown Tulsa Unlimited
321 S. Boston, Suite 101
Tulsa, OK 74103
918-583-2617
Web Address: www.tulsadowntown.org



Tracy Park + Gunboat Park



Project Implementation

Community Improvements - Region

Transportation Planning - The transportation planning process involves both long term objectives and short-term implementation of projects. Long term objectives are highlighted in the Tulsa Metropolitan Area Major Street and Highway Plan, which represents the ultimate roadway plan for the area, and the Long Range Transportation Plan, which identifies planned transportation improvements to be implemented within the next 20-25 years. Short-term projects are outlined in the Transportation Improvement Program, which identifies projects to be undertaken during the upcoming three years. Regarding the Midland Valley Trail Extension project in the Tracy Park neighborhood, contact Rich Brierre at 596-1990 or rbrierre@incog.org.

Community Planning and Economic Development - Community Development Block Grants, Home Investment Partnership Program Grants and other state and federal infrastructure development grants are assisted by INCOG. A master plan for future development is maintained by the Planning Service Division.

Development Coordination - Request for zoning and land division changes for Tulsa are handled by the Land Development Service Division. Contact for this is Wayne Alberty, manager of Land Development Services at INCOG.

Environmental and Engineering Services - This division assist in managing clean water and clean air programs. It offers engineering assistance by reviewing plans and specifications, preparing bid specifications for public works projects, reviewing subdivision designs, and preparing studies on issues such as waste load allocations, stream modeling, utility rates, and water distribution systems. Customized marketing studies, demographic profiles and analysis are available for a fee, and special studies are done on request.

Mapping and Graphics - This division maintains a regional and local mapping program for an area of more than 1,000 square miles. Base mapping and aerial photographs assist communities in planning growth by showing where vital services, topographic features and utilities are located. Digitized maps are also available showing census tracts, school districts, city boundaries, transportation zones and other geographic features. This concept was well utilized in this current project's analysis phase.

Public Participation - Citizens have a voice in the planning process through the Public Participation Program. For example, neighborhood associations are notified of rezoning and board adjustment issues in their areas. Planning teams composed of members of neighborhood associations provide advice to the TMAPC on the comprehensive plan, zoning applications related to the plan and the capital improvement process.

Today's communities face problems whose solutions often exceed the reach of a single government. Crime, transportation, water and air quality, and solid waste disposal are among many issues that can more effectively be solved on a cooperative, areawide basis. Pooling human, financial and physical resources among cities and counties means less duplication and more efficient, effective solutions. Many of the cities and counties of northeastern Oklahoma have been cooperating for over 30 years through INCOG, a regional council of governments (COG). Today, INCOG is one of the largest and most comprehensive regional providers of services to the public and private sectors in the nation.

INCOG provides local and regional planning, information, coordination, communications, implementation and management services to member governments and their constituent organizations, working through a voluntary assembly of area elected officials. INCOG seeks to develop policy consensus among its members to resolve regional problems. INCOG is a service organization for local governments and their citizens.

INCOG provides staff services to the Tulsa Metropolitan Area Planning Commission (TMAPC) and to the City of Tulsa and the Tulsa County Board of Adjustment.

Many pertinent implementation tools are available for the Tracy Park and Gunboat Park neighborhoods and are listed here. Below, the primary contact information is given:

INCOG
201 W. 5th Street
Suite 600
Tulsa, OK 74103-4236
Information: 918-584-PLAN
Fax: 918-583-1024
Web: www.incog.org
Email: incog@incog.org



Tracy Park + Gunboat Park

Project Implementation

Private Resources



Home Depot
901 S. Elgin
Tulsa, 74120
918.583.3400



F.C. Ziegler Co.
1111 S. Detroit
Tulsa, 74120
918.587.4131



Lyon's Indian Store
401 E. 11th Street
Tulsa, 74120
918.582.6372

Kool Storage
1125 S. Peoria
Tulsa, 74120
918.584.7000



Another source of implementing neighborhood projects is to enlist the support of local businesses and organizations. This has already proven fruitful in the offer by the Kool Storage to assist in the landscaping improvements at Tracy Park. Mazzios was gracious in allowing neighborhood meetings at their facility and the Sylvan Printing and Office Supply Company has offered support for creating a gateway into the neighborhood. A few of the prominent businesses and organizations in the area are listed here and are possible contacts that could be enlisted in the efforts to improve the neighborhood. Close dialogue with the local businesses is vital to assist in long term design plans and improvements.

Additionally, it becomes vital to attract and expand businesses in the area if it is to become successful. The City of Tulsa has undertaken a planning process to streamline internal economic development efforts and strengthen partnerships with the Tulsa Metro Chamber and other organizations in the city and state that explore and facilitate business opportunities. Through this process, business contacts that come into the city are received and placed with the Mayor's Economic Development Team. Business contacts can access the development team by calling 596-2025.

The City's primary partner is the Tulsa Metro Chamber, which is the economic development arm of the City of Tulsa. Together the City and Chamber reach out to attract business prospects and strengthens the ability to nurture and facilitate existing businesses as they explore opportunities to expand and add jobs to the area. The team is in position to partner with other entities, including the Tulsa City Council, that have common economic development goals and objectives.

Mayor's Economic Dev. Team
111 South Greenwood Avenue
Tulsa, OK 74120-2608
918-596-2025

Tulsa Metro Chamber
Two West Second Street
Williams Center Tower II
Tulsa, OK 74103
918-585-1201



Mazzio's Italian Eatery
11th & Elgin
Tulsa, 74120
918.664.4444



TCC Metro Campus
909 S. Boston
Tulsa, 74120
918.595.7226



Corner Cafe
1103 S. Peoria
Tulsa, 74120
918.587.0081

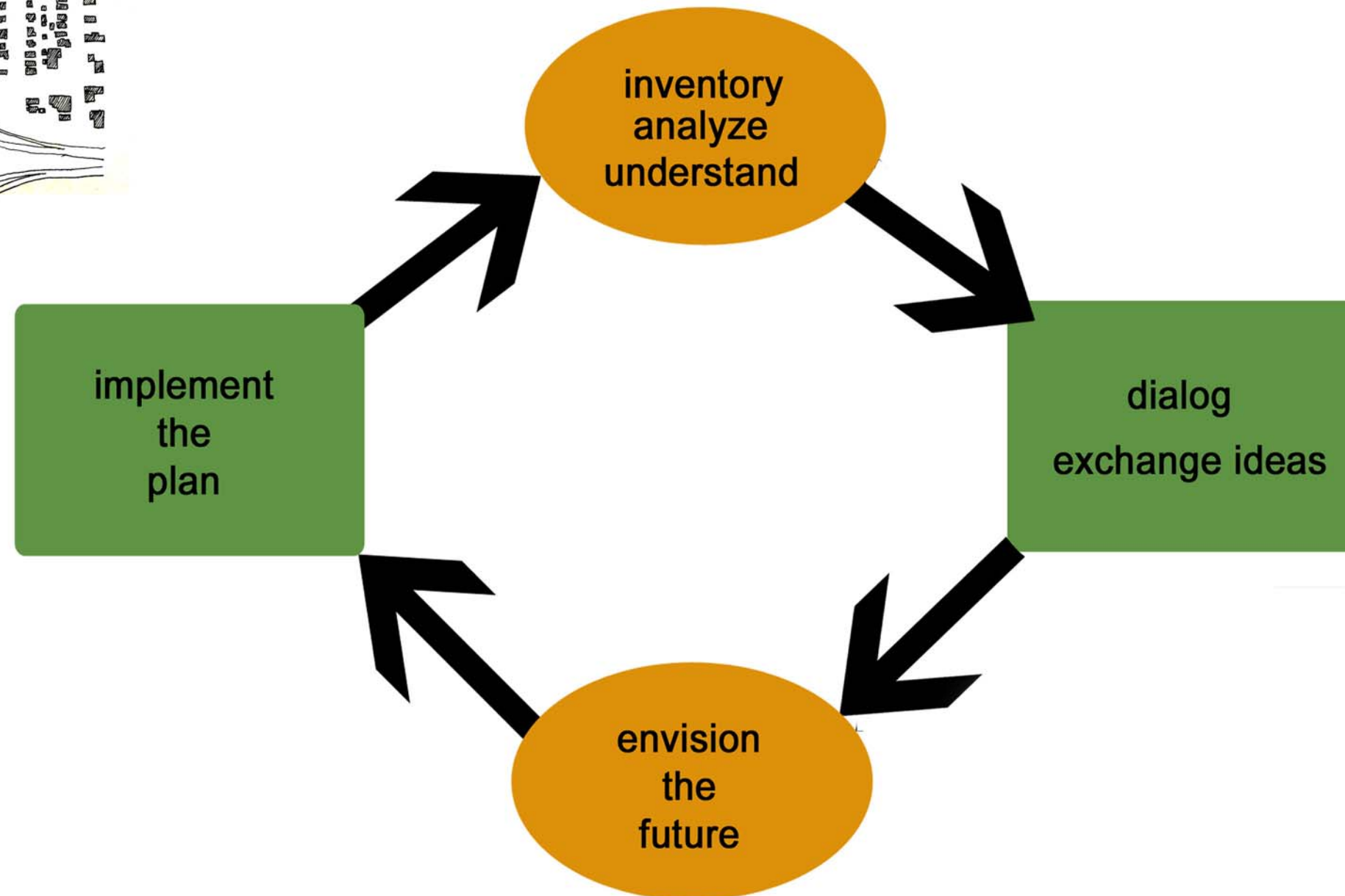
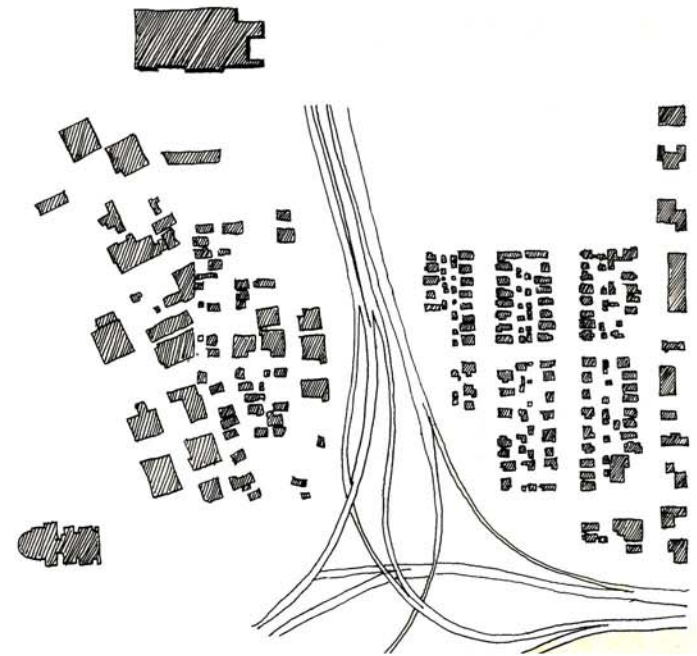


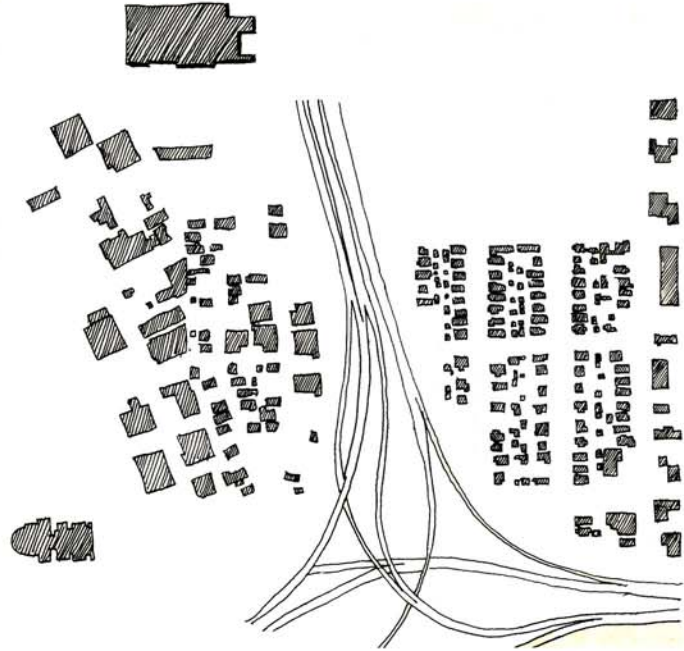
Boston Avenue Methodist Church
1301 S. Boston Avenue
Tulsa, 74119
918.699.0100



Tracy Park + Gunboat Park

The Planning Process





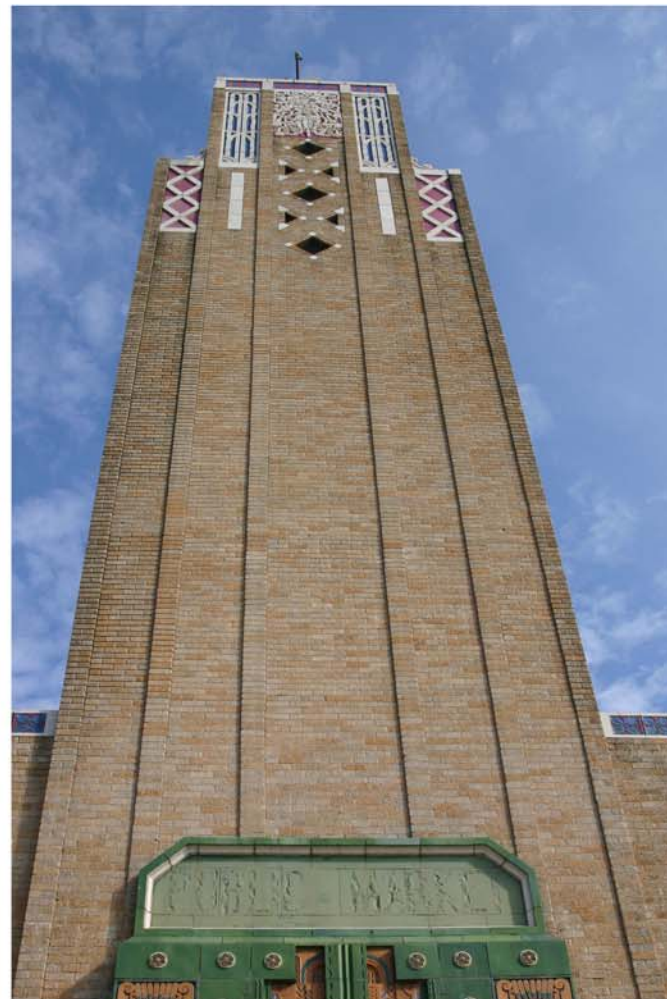
Conclusion

The Tracy Park/Gunboat Park Neighborhoods are absolutely unique in Tulsa. In addition to being two of the oldest residential additions in the city, they are the only remaining neighborhoods that significantly span both sides of the inter-dispersal loop and reach into what is commonly considered as “Downtown”. Attached to that designation is opportunity. Historically, there were many residences in Downtown Tulsa, both single family and multi-family, stretching uninterrupted from Maple Ridge to 10th Street, and from The Arkansas River to Main Street. This access to Downtown was what made Downtown work. When the IDL was constructed, it in effect, cut off the residential neighborhoods from one another, and the lifeblood of Downtown. As down t. Now, because hindsight is 20/20, it is widely believed that, in order for Tulsa to once again have a vital downtown, that people must return there to live. Tracy Park and Gunboat Park have the opportunity to become the link for the rest of Central Tulsa to Downtown. It is precisely because of this asset that the futures of Tracy & Gunboat Park are critical to the revitalization of Downtown and Central Tulsa.

The Tracy Park/Gunboat Park Master Plan is as an open-ended plan. While great care has been taken to complete this study to the greatest degree possible, by no means can it anticipate exactly hborhoods. Ideally, the plan will be implemented, capital improvements will made, illegal activity will decrease, a general feeling of safety will return to the area, and property values will go up. In addressing the problems currently associated with the community will be prepared for the future. The Planning Process, as illustrated on page 97, is circular in nature, and therefore the plan requires constant maintenance. This ongoing planning effort is the responsibility of the current and f

In presenting this plan, the proverbial torch has been passed. A plan will remain only a plan unless it is implemented. It is critical that two things continue to happen in order for this plan to “have teeth”. The first is to create and/or maintain as an advocate for its residents. The second is to understand the tools that will help implement the proposals in this plan, or for future proposals.

The University of Oklahoma-Tulsa Urban Design Studio has been proud to participate in this process. This plan is the culmination of 12 months of collaborative efforts: the Urban Design St sidents and business owners of Tracy and Gun e end, Tracy and Gunboat Parks will adapt to nd comfort to its residents; and that they become and remain vital for decades to come.



Resources

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 Liz Hunt, President Tracy Park Neighborhood Association
 Lucky Lamons, State Representative

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Sanborn Library LLC
<http://sanborn.umi.com>

Appendix

The Dilemma of Homelessness

by Ryon Stirling

“There were street people in Central Park in the 1950’s and early 1960’s.”

“I used to walk from Tracy Park to 15th and Madison...my dog loves the highway right away but the homeless hang out there and I cannot easily get to 15th on foot.”

“I feel very strongly about a gated community if it would keep the street people out. That includes the park. That may be the only way that I would pay association fees.”

“I would like the liquor store closed, it would cut back on the number of homeless and drunks around here.”

“It’s not the liquor store that makes the area bad. It is the drug dealers and druggies that make the area bad. Sure some are drunks too, but most are drug addicts.”

“The closing of the liquor store and perhaps the convenience store would greatly reduce the transient persons traversing through the neighborhood and leaving trash in my yard.”

“The city should condemn the liquor store for beautification and increase safety and eliminate the homeless.”

“(We) see the homeless as people/persons and try to treat them as such... They are part of this community too in a way.”

-Quotes from Tracy Park and Gunboat Park residents collected during the Tracy Park and Gunboat Park Community Opinion Survey, November 2004.

Homelessness, when more thoroughly examined is a complicated issue. It is easy to get lost, either in the vastness of various homeless statistics or on the other end of the spectrum, the plight of single homeless individuals. Our initial emotional reaction to seeing homelessness, whether it is pity, sympathy, frustration, fear, or something else completely does not usually examine reasons, circumstances, or outcomes. The Governor of Oklahoma has recognized the difficulty and complexity of homelessness and has called upon the state to “expand existing efforts among state agencies and combine opportunities with community-level organizations already involved in eliminating homelessness” (Henry, 2004).

For the last few years I have taught Social Studies at a middle school in Tulsa and when the subject of homelessness would come up in discussions for every “...that’s so sad, what can we do to help” there were three “why don’t they just get a job” and at least two “I heard of one guy making X amount of money on the street.” It would take considerable time before the class could illicit more how/why types of questions. While the simplicity of their early statements could be set aside as adolescent clichés I have heard similar sentiments from adults and surprisingly a number of times they were care providers. So where do we begin to come to an understanding and possible resolution to this social problem?



Tracy Park + Gunboat Park

Appendix

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by Ryon Stirling

Just as “all politics is local” ultimately so is most of our understanding of homelessness. While researching this issue for the Urban Design Studio it became clear that while the economic and political complexities that inherently surround this subject are factors, they sometimes fade when considering the specific security concerns of the residents of Tracy Park and Gunboat Park. The students of the Urban Design Studio have undertaken a yearlong study of the area that included surveys, community meetings, observational study methods, and comparison studies that have offered some insights into the needs and goals of the community. The majority of returned surveys listed issues with homelessness as a high priority. Certainly this is not a new problem, nor is it likely to be alleviated overnight.

The purpose of this paper is to help define the issue of homelessness in a larger context, list current community resources, compare Tulsa to other cities, and offer some possible solutions.

Quantifying just how many Americans are homeless on any given night can be a challenge partly because people who are homeless move frequently and partly because the homeless sometimes prefer to be anonymous. Still estimates are available and the “best estimates place the number of homeless people in the United States on any given night at above 700,000 (Davis, 2004). By other accounts “the number of people who experience a period of homelessness sometime during the calendar year may well be over 2 million (National Coalition for the Homeless).”

Other numbers offer more or less the same picture with generally an upward trend, which maybe why more politicians are making statements addressing this issue. At this point it may be helpful to see how the Federal Government has defined homelessness in the U.S. code: Title 42; 11302:

(a) In general For purposes of this chapter, the term “homeless” or “homeless individual or homeless person” [\[1\]](#) includes—

- (1)** An individual who lacks a fixed, regular, and adequate nighttime residence; and
- (2)** An individual who has a primary nighttime residence that is—
 - (A)** A supervised publicly or privately operated shelter designed to provide temporary living accommodations (including welfare hotels, congregate shelters, and transitional housing for the mentally ill);
 - (B)** An institution that provides a temporary residence for individuals intended to be institutionalized; or
 - (C)** A public or private place not designed for, or ordinarily used as, a regular sleeping accommodation for human beings.



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People do not “just” become homeless. The various homeless populations are connected by means of poverty, usually the poorest of the poor. Again, general homeless statistics vary but we are beginning to see more and more families—parents and children—fall into homelessness, although currently the majority are still single men. Classically, homeless studies have focus on different homeless populations; the mentally ill, those that abuse drugs and alcohol, and those that find themselves homeless because of the loss of a job or spouse and are without significant connection to other family or friends. “Economic and political factors—not personal flaws—are largely responsible for homelessness. Economic shifts involving the exodus of manufacturing firms and other businesses to low wage countries have produced chronic unemployment and steady declines in real wages in many American cities (Gimenez, 1994).

Multiple studies also cite the deinstitutionalization of mental health facilities which put the previously hospitalized mentally ill back in the general population, demolition of SRO (single room housing) and the rising costs of the housing market in conjunction with overall cuts made to federal and state housing programs.

The numbers of homeless in Tulsa hover around a thousand according to Morton Comprehensive Health Services. “On average 534 people per night stayed in eight Tulsa shelters in 2003. This compares with 553 people per night in 2002 and 515 people per night in 2001. On extreme weather evenings during the 2002/03 winter, shelter demand increased to as high as 615 men, women and children” (Community Service Council of Greater Tulsa). Because a majority of the services that address homeless issues are located downtown so is a majority of Tulsa’s homeless population.

This close proximity to Tracy Park and Gunboat Park has resulted in the concerns listed by the residents of those neighborhoods.

The Day Center itself offers both general case management and mental health management for individuals and families that sign up at the front desk. Tulsa’s homeless that are hungry seek out nourishment from the Salvation Army (102 North Denver) and Trinity Episcopal’s Iron Gate (501 South Cincinnati) which both provide daily meals. Tulsa Housing Authority is charged with providing low -income housing but with up to a two-year waiting list and limitations on drug and alcohol abuse most homeless do not benefit.



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The Mental Health Association of Tulsa also “operates seven specialty housing programs designed to meet the unique needs of Tulsa’s adults with mental illness. The programs provide these individuals with safe and affordable housing along with access to support groups, advocacy, treatment and legal counseling. The Mental Health Association in Tulsa’s Housing Programs are helping its residents get a fresh start and become fully integrated members of the Tulsa community” (Mental Health Association, 2005).

Our Mayor, following the Governor’s lead, recently stated in his State of the City address that with an “...effort to eliminate substandard housing in conjunction with a community-wide effort I am leading to eliminate homelessness over the next 10 years. Working with HUD and mental health professionals, a draft plan is already complete” (Mayoral Press Release, 2004).

Upon further questioning of the city’s contact person it seems that the current emphasis is on eliminating substandard housing. This action in the short run may actually lead to an increase in the numbers of homeless.(Community Service Council of Greater Tulsa).

According to the City of Tulsa’s, Continuum of Care the city is provided with over 2.5 million dollars to support homeless programs each year. The “federal government allocates 2 million dollars to Tulsa homeless programs” and “over one-half million United Way dollars will support programs serving the homeless in Tulsa in 2004” (Community Service Council of Greater Tulsa).

In comparing Tulsa’s homeless situation with other cities one can better appreciate the dilemmas faced by cities attempting to meet the needs of their citizens.

I have chosen Omaha, Nebraska and Oklahoma City to compare, the former because of its demographic similarities to Tulsa, the latter because of its proximity and regional ties.

Omaha is a city just slightly smaller than Tulsa so one might expect similar statistics regarding homelessness. But it seems that they have approximately double our current homeless population at around 2,200. In addition to the typical shelters and basic needs programs being offered by the community there has been a recent push to build a day center similar to the one we have here in Tulsa. Advocates envision a central location to provide services such as food, laundry facilities, showers, medical clinics, legal experts, job training, and case management. Many feel such a place is essential in breaking the cycle of homelessness.



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David Thomas, a Omaha city planner cites problems for the potential day center, “The biggest issue is NIMBY: not in my backyard; a lot of people just don’t want it near them, they think it will affect their business or quality of life.” Community leaders must address this concern and of course funding issues as well (Horner, 2004).

Omaha’s total federal and state funding for homeless assistance programs for 2004 was just under \$2,800,000 according to a Nebraska Health and Human Services press release. Which is not much more than Tulsa’s current funding for similar projects. In addition we already provide day services that their community is just now beginning to address. So in comparative terms, having roughly half the number of homeless persons and close to the same amount of funding as well as offering additional services one could conclude that the

Tulsa metropolitan area is adequately addressing the local homeless situation.

Oklahoma City’s population is approximately one and a half that of the size of Tulsa. According to a 2004 count, there are more than 2,600 homeless persons in Oklahoma City at any one time. The City Council last July passed a resolution adopting the “Homes for the Homeless-10-year Plan to Create Lasting Solutions.” This plan resulted from a collaboration of local service providers, former homeless, community philanthropists and Oklahoma City staff. The outline of the plan has been published but is, as expected, very general:

Plan for Outcomes/Manage for Results
Close the Front Door by Preventing Homelessness
Open the Back Door Out of Homelessness
Build the Infrastructure (affordable permanent housing and support services) (HUD press release, 2005)

Time will tell whether Oklahoma City’s plan will develop as hoped but at least they are attempting to address some of the underlying issues that cause homelessness in the first place.

Another Housing and Urban Development press release from 2004 states that Oklahoma City received \$2,397,926 from the federal government to provide homeless related services to the metropolitan area. These services are nearly identical to those being offered in Tulsa. In addition to the Oklahoma City’s federal allotment, state and local monies combine to create a very similar funding situation to Tulsa when considering their larger population.



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Not to be overlooked, OKC in the past 10 years has undergone a multidimensional urban renewal process that has increased the downtown activity and population levels. This has affected both the perception and actual dynamics of interactions between homeless persons and the rest of society. Because of the increased activity near downtown the ratio of “homeless to others” changes, as does the false observations of “all that’s downtown are drunks and homeless.”

Tulsa too has the potential to redevelop its downtown area and take advantage of altering realities and perceptions while providing for the needs of all its citizens. Our current services and funding levels seem appropriate in regards to other similar cities. And hopefully we can truly begin to address and eliminate the causes of homelessness that our political leaders reference during speeches and campaigns.

In the mean time, the initiatives suggested by the Urban Design Studio seem like a reasonable course of action to provide for a safer and more secure Tracy and Gunboat Park. Increasing the overall population of the area as well as organizing a neighborhood watch program, improve lighting, and continued utilization of current social services should provide for a safe inviting environment. The suggested conversion of the liquor store to a police substation obviously adds to the safety factor in a number of ways while removing a longtime community concern.

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The University of Oklahoma Urban Design Studio is founded on a three-part mission:

- To train urban design professionals through master's degree programs in architecture and urban studies
- To advance the understanding of the city through research and creative activity
- To engage in community design projects benefiting Tulsa and Northeast Oklahoma

The Urban Design Studio is always looking for promising students and community partners for its endeavors.

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